



11491.11

23 February 2011

Sam Haddad  
Director General  
NSW Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

Attention: Amy Watson

**RECEIVED**

**28 FEB 2011**

**Director-General**

Dear Mr Haddad

**CONCEPT PLAN APPLICATION UNDER PART 3A OF THE ENVIRONMENTAL  
PLANNING AND ASSESSMENT ACT 1979 FOR A MIXED USE DEVELOPMENT AT  
78-90 OLD CANTERBURY ROAD, LEWISHAM (MP08\_0195)**

Further to its submission dated 23 December 2010 Council advises that the full traffic review report by Colston Budd Hunt and Kafes Pty Ltd for the above mentioned proposal is now completed.

The report identifies significant traffic impacts associated with the proposal, questions the practicality of proposed mitigation measures, identifies the need for further investigations (particularly with regard to pedestrian safety and the cumulative impacts of the subject proposal and the proposed development at the adjacent Summer Hill Flour Mill site), and establishes the need for a traffic simulation model to be prepared and the outputs used for SIDRA/SCATES analysis. A copy of the report is attached for your consideration.

For further enquiries please contact Marcus Rowan, Manager Planning Services on 9335 2274.

Yours sincerely

Ken Hawke  
Director, Planning and Environmental Services



ENGLISH

IMPORTANT

This letter contains important information. If you do not understand it, please ask a relative or friend to translate it or come to Council and discuss the letter with Council's staff using the Telephone Interpreter Service.

GREEK

ZHMANTIKO

Αυτή η επιστολή περιέχει σημαντικές πληροφορίες. Αν δεν τις καταλάβετε, παρακαλείστε να ζητήσετε από ένα συγγενή ή φίλο να σας τις μεταφράσει ή να έλθετε στα γραφεία της Δημαρχίας και να συζητήσετε την επιστολή με προσωπικό της Δημαρχίας Χρησιμοποιώντας την Τηλεφωνική Υπηρεσία Διερμηνέων.

PORTUGUESE

IMPORTANTE

Este carta contém informação importante. Se não o compreender peça a uma pessoa de família ou a um/a amigo/a para o traduzir ou venha até à Câmara Municipal (Council) para discutir o assunto através do Serviço de intérpretes pelo Telefone (Telephone Interpreter Service).

ARABIC

سلام  
تحتوي هذه الرسالة معلومات هامة. فإذا لم تستطعها يرجى أن تطلبوا من أحد أفرادكم أو أصدقائكم شرحها لكم، أو تفضلوا إلى البلدية وإخبروا الرسالة معكم لكي تناقشوها مع أحد موظفي البلدية من خلال الإستمارة بخدمة الترجمة الهاتفية.

VIETNAMESE

THÔNG TIN QUAN TRỌNG

Nội dung thư này gồm có các thông tin quan trọng. Nếu đọc không hiểu, xin quý vị nhờ thân nhân hay bạn bè dịch giúp hoặc đem đến Hội đồng Thành phố để thảo luận với nhân viên qua trung gian Dịch vụ Thông dịch qua Điện thoại.

MANDARIN

重要资料

本信写有重要资料。如果不明白，请亲友为您翻译，或到市政府来，通过电话传译服务，与市政府工作人员讨论此信。

MARRICKVILLE COUNCIL

REVIEW OF TMAP  
SUPPORTING PART 3A CONCEPT  
PLAN APPLICATION FOR  
78-90 CANTERBURY ROAD,  
LEWISHAM

FEBRUARY 2011

COLSTON BUDD HUNT & KAFES PTY LTD  
ACN 002 334 296  
Level 18 Tower A  
Zenith Centre  
821 Pacific Highway  
CHATSWOOD NSW 2067

Telephone: (02) 9411 2411  
Facsimile: (02) 9411 2422  
Email: [cbhk@cbhk.com.au](mailto:cbhk@cbhk.com.au)

REF: 8009/1

---

---

TABLE OF CONTENTS

1. INTRODUCTION ..... 1

2. REVIEW OF TMAP.....2

## I. INTRODUCTION

I.1 Colston Budd Hunt and Kafes Pty Ltd has been commissioned by Marrickville Council to assess the Traffic Management and Accessibility Plan (prepared by Traffix dated 9 October 2010) that supports the Part 3A Concept Plan Application for the proposed redevelopment of the industrial site at 78-90 Canterbury Road, Lewisham.

I.2 The proposed development comprises:-

- some 6,000m<sup>2</sup> of retail, including supermarket of some 2,800m<sup>2</sup>;
- some 300m<sup>2</sup> of commercial; and
- up to 400 residential units.

I.3 There is also an application for the nearby Summer Hill Flour Mill site (supporting Transport Assessment prepared by Ove Arup, dated August 2010). That proposed development comprises:-

- some 2,500 to 3,000m<sup>2</sup> retail;
  - some 3,500 to 4,000m<sup>2</sup> commercial; and
  - some 280 to 330 residential units.
-



- I.4 The Sydney Regional Development Advisory Committee (SRDAC) has also provided advice regarding the subject development and supporting TMAP.
- I.5 Chapter 2 of this report reviews the TMAP for the Lewisham proposed development, as well as providing comments regarding the SRDAC advice.

## 2. REVIEW OF TMAP

2.1 Our review of the TMAP for the redevelopment of the industrial site at 78-90 Canterbury Road, Lewisham, is set down through the following sections:-

- public transport;
- parking provision;
- pedestrian and cyclist facilities;
- transport access guide;
- traffic effects;
- construction traffic;
- SRDAC advice;
- summary.

### Public Transport

2.2 As noted in the Traffix report, the site has excellent access to public transport as follows:-

- direct bus services to Sydney CBD, Strathfield, Burwood and Campsie;
  - bus services along Canterbury Road and Parramatta Road;
  - site is some 140 metres from Lewisham railway station;
  - possible light rail extension to Dulwich Hill.
-

2.3 The proposed development would increase residential and retail densities close to existing public transport services. The proposal would strengthen demand for these services. The proposed development is therefore consistent with government objectives and the planning principles of:

- improving accessibility to employment and services by walking, cycling and public transport;
- improving the choice of transport and reducing dependence solely on cars for travel purposes;
- moderating growth in the demand for travel and the distances travelled, especially by car; and
- supporting the efficient and viable operation of public transport services.

#### Parking Provision

2.4 Marrickville Council's DCP has the following requirements:-

- Retail
    - 30 spaces plus 1 space per 20m<sup>2</sup> of area over 1000m<sup>2</sup>;
  - Commercial;
    - 3 spaces per 100m<sup>2</sup> for first 1000m<sup>2</sup>;
  - Residential units
    - 1 space per unit; plus
    - 1 space per 4 units for visitors.
-



- 2.5 The Traffix report suggests a rate of 1 space per 35m<sup>2</sup> GFA (equivalent to 1 space per 30m<sup>2</sup> GLA) for the retail component of the proposed development. Given the site's proximity to public transport, this rate of parking provision for the retail (supermarket and shops) is considered to be appropriate.
- 2.6 The RTA Guide parking demand formula for supermarkets and specialty shops gives rates of 4.2 and 4.5 spaces per 100m<sup>2</sup> GLA respectively. This is equivalent to 1 space per 24m<sup>2</sup> and 22m<sup>2</sup>. The proposed rate is therefore below RTA rates for retail, which is considered appropriate.
- 2.7 With regard to the commercial component, the Council DCP rate of 1 space per 33m<sup>2</sup> GFA is above the RTA Guide rate of 1 space per 40m<sup>2</sup> GFA for unconstrained demand. Given the site's proximity to public transport, it is suggested that parking provision for the commercial could be 1 space per 50m<sup>2</sup> GFA.
- 2.8 With regard to the residential units, the DCP requirement of 1 space per unit is below the RTA Guide rates for medium density of 1, 1.2 and 1.5 spaces for 1, 2 and 3 bedroom units. Given the site's proximity to public transport, the DCP rate of 1 space per unit is considered appropriate.
- 2.9 The DCP rate of 1 space per 4 units for visitors is above the RTA Guide rate of 1 space for 5 units. It is suggested that the RTA rate could be used for the proposed development.
- 2.10 The above rates of parking are considered appropriate to encourage modes of travel other than by private motor vehicle.
-

Pedestrian and Cyclist Facilities

- 2.11 The Traffix report describes the pedestrian and cyclist facilities that will be provided as part of the development. Internal and external linkages are proposed.
- 2.12 As noted in the Traffix report, these facilities should be developed in detail when on going applications are lodged.

Transport Access Guide

- 2.13 The Traffix report makes reference to the transport access guide. We agree that specific transport access guides and associated travel plans should be prepared at the time of occupation of the development for the various uses.
- 2.14 Preparation of these guides and plans should be a condition of consent. However, we suggest that the principles for these guides and plans should be determined now, prior to consent.

Traffic Effects

- 2.15 The Traffix estimated traffic weekly generation for the retail component of the proposed development is based on the RTA Guide formula for traffic generation, taking into account the reduced parking provision. Traffix also makes an allowance for passing trade. We would agree for this approach.
- 2.16 Traffix also uses the RTA Guide rate for estimating the commercial traffic generation. We would agree with this approach.
-

- 2.17 Based on RTA rates, Traffix estimates a traffic generation rate for the residential units of between 0.3 and 0.4 trip per unit per hour. Traffix has based its traffic assessment on 0.4 trips, although given the site's proximity to public transport, it is likely to be closer to 0.3 trips.
- 2.18 Traffix has assigned the estimated traffic generation to the road network based on a traffic distribution that has not been given. We agree that the residential traffic would have a different distribution to the retail traffic. However, we consider that the basis for these distributions should be provided by Traffix.
- 2.19 Traffix has analysed the traffic effects of the proposed development using SIDRA for the weekly morning and afternoon peak periods with additional development traffic superimposed on top of existing flows. Based on this analysis Traffix has identified the following works to cater for the development traffic:-
- The provision of a left-in/left-out arrangement at Brown Street at its intersection with Longport Street incorporating a left turn deceleration lane;
  - The signposting of a dedicated left turn lane on the western (eastbound) approach of Longport Street to Old Canterbury Road as this lane is not currently used for through traffic movement;
  - The provision of clearway restrictions along both sides of Old Canterbury Road between Railway Terrace and McGill Street;
  - The construction of a median in Old Canterbury Road opposite William Street to limit movements to left-in/left-out;
-



- The provision of a single northbound traffic lane in Old Canterbury Road north of Toothill Street for a short distance;
- Linemarking in Railway Terrace to create a dedicated left turn lane in Railway Terrace for the movement into West Street.

2.20      Traffix notes that the above arrangements are interim pending the redevelopment of the adjacent southern site (south of Hudson Street), at which time a long term traffic solution will be implemented with additional works. It involves the construction of an additional 400 units on that site and raises issues associated with the cumulative impacts of both sites.

2.21      Traffix has also assessed longer term traffic effects including traffic that would be generated by the adjacent site, based on the following works being implemented:-

- The construction of a 4-way signal controlled junction at the intersection of Toothill Street with Old Canterbury Road (i.e. the provision of a western approach to connect to the existing signals). This provides an opportunity to provide right turn lanes for both the northbound and southbound movements along Old Canterbury Road. This arrangement is also contemplated under the ARUP traffic assessment prepared on behalf of Marrickville Council; and
  - The construction of a left turn slip lane in Old Canterbury Road on approach to Railway Terrace (which involves use of other land that is not part of the Part 3A site).
-

- 2.22 With these works, the Traffix analysis has found that the road network can cater for the weekday peak periods traffic generation of both the subject and the adjacent site.
- 2.23 However, the Traffix analysis has not assessed the Saturday midday (busy time for retail) or the cumulative effect of including the Flour Mill site. Given the likely extent of improvement measures required, we consider that micro simulation computer modelling (such as Paramics) should be undertaken. The SIDRA analysis should then be based on the outputs of this computer modelling.

#### Construction Traffic

- 2.24 As noted in the Traffix report a construction traffic management plan (CTMP) should be prepared as part of the on-going application. However, prior to consent being granted to the subject application, it is considered that the principles for the CTMP should be determined.

#### SRDAC Advice

- 2.25 By letter dated 11 January 2011 the Sydney Regional Development Advisory Committee gave advice which relates to the traffic aspects of this development.
- 2.26 This advice and our comments are set out below.

#### Traffic Management

- 2.27 *The RTA does not support the interim traffic arrangements proposed for Stage 1 of the proposed development. Section 5.11.3 of the Transport Management and Accessibility*
-

---

---

*Plan (TMAP) refers to an interim arrangement at the intersection of Old Canterbury Road and Toothill Street. The current northbound lane allocation provides a through movement in lane one, with lane two a shared right turn and through movement. Section 5.11.3 details changes which formalises the right turn, effectively reducing the northbound movement to one lane through and one lane right turn. This reduction in lane usage will significantly affect the northbound movement causing the current pinch point at the intersection of Old Canterbury Road and Railway Terrace to be extended to this location. Furthermore, the reduction will cause increased queuing and congestion for northbound traffic.*

- 2.28 *The provision of a dedicated left turn lane in Longport Street to turn left into Old Canterbury Road is not supported. Currently buses are able to turn right from this approach and outside of peak times all vehicles can turn right into Old Canterbury Road. If a vehicle is in the right lane waiting to turn right, vehicles wanting to travel through the intersection will be blocked as they will no longer be able to overtake a vehicle turning right.*
- 2.29 *The proposed median island at William Street is not supported due to the width of the carriageway on Old Canterbury Road. Any median island would need to be a minimum of 1.2 metres wide and Old Canterbury Road can not accommodate this width without reducing the lane widths, which is unacceptable to the RTA. In lieu of the above, "No Right Turn" regulatory signposting shall be installed at this intersection to prohibit right turn movements on both the William Street and Old Canterbury Road approaches to the intersection. A 'Works Instruction' will be required from the RTA.*
- 2.30 *The RTA does not support the provision of a right turn storage facility in Old Canterbury Road to facilitate the right turn exit from the site via Hudson Street on road safety grounds. (As shown in Figure 5 in the submitted TMAP). As a result of the*
- 
-



*above, right turn movements on both the Hudson Street and Old Canterbury Road approaches to the intersection shall be prohibited and shall be enforced by implementing 'No Right Turn' regulatory signposting. A 'Works Instruction' will be required from the RTA. In addition, this right turn prohibition shall apply to both Stage 1 and 2 of the proposed development.*

- 2.31 *The submitted TMAP and associated intersection modelling is to be revised to incorporate the abovementioned right turn prohibitions on Old Canterbury Road. The revised TMAP is to assess the implications of these right turn prohibitions on traffic movements in the vicinity of the subject site.*
- 2.32 *We agree with the RTA that some of the works may not be practical. These measures should be tested using the micro simulation model.*

*Traffic Signals*

- 2.33 *The RTA is not in a position to provide any comment or determination on the TMAP with regard to the long term proposal to reconfigure the existing signalised intersection of Old Canterbury Road and Toothill Street to a four (4) legged intersection. The RTA requires a more detailed phasing arrangement of the proposed intersection changes accompanied by either SCATES or Linsig 3 (SCATS) modelling to assess the implications of the new intersection arrangements. Any proposed changes will require the approval of the Manager Networks Operations RTA, Traffic Management Branch.*
- 2.34 *It is noted on page 27 of the submitted TMAP that the application states that they have had previous discussions with the RTA regarding all southbound right turn movements along Old Canterbury Road being focused at McGill Street. The RTA is unaware of any discussions having taken place for the southbound right turn movement*
-

*at McGill Street. No expected traffic volumes have been provided in order for the RTA to assess whether this would be acceptable.*

- 2.35 We considered that the micro simulation modelling should test these measures and the SCATES (or SIDRA) analysis could be based on the model outputs.

Modelling

- 2.36 *The submitted TMAP has provided limited information with regard to the trip distribution of traffic to and from the proposed development.*

- 2.37 *The modelling results from the Railway Terrace/Old Canterbury Road/Longport Street intersection propose a change in Level of Service (LOS) from F to D with only change to the intersection being the dedicated left turn lane from Longport Street into Old Canterbury Road. It is questionable that with the additional traffic from the development that the LOS and delays would improve to this extent.*

- 2.38 We consider that the micro simulation model could test these aspects.

On-Street Parking

- 2.39 *Clearway restrictions cannot be implemented along this section of Old Canterbury Road as the minimum length of clearway restriction should be 5.0 kilometres. Consideration should be given to installing "No Stopping" restrictions along the Old Canterbury Road frontage of the subject site.*

- 2.40 We consider that this could be implemented as a condition of consent.
-

Parking

- 2.41 The provision of off-street car parking, bicycle storage, taxi stands, bus parking and loading areas shall be provided to the Department of Planning and Council's satisfaction.
- 2.42 The layout of the proposed car parking areas, loading docks and driveway associated with the subject development (including grades turn paths, sight distance requirements, aisle widths, aisle lengths, loading bay dimensions and parking bay dimensions) should be in accordance with AS2890.1-2004 and AS2890.2-2002 for large vehicles.
- 2.43 Disabled parking spaces should be clearly marked.
- 2.44 The proposed turning areas within the car park are to be kept clear of any obstacles including parking cars at all times.
- 2.45 The internal aisle ways are to be marked with pavement arrows to direct traffic movements in/out of the site and guide traffic circulation through the car park.
- 2.46 All loading should be off-street and any reversing of trucks on heavily pedestrianised roads and driveways should not be supported.
- 2.47 We consider that these could be implemented as conditions of consent.



Loading Areas

- 2.48 Swept path analysis shall be provided to the RTA and Department of Planning. Any Construction Certificate shall not be issued until the swept path analysis has been endorsed by the RTA and Council.
- 2.49 In this regard, the swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS.
- 2.50 A Loading Dock Management plan (LDMP) shall be prepared to Council's satisfaction and shall incorporate appropriate measures to prevent a vehicle entering the site when the loading area is fully occupied. In addition, the LDMP shall outline measures to minimise conflict between trucks and other vehicles. The LDMP shall be submitted for approval, prior to the release of the Occupation Certificate.
- 2.51 All loading and unloading must be carried out on site.
- 2.52 We consider that these could be implemented as conditions of consent.

Construction

- 2.53 A Demolition and Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to the Department of Planning and Council for approval, prior to the issue of a construction certificate.
-

- 
- 
- 2.54 *All demolition and construction vehicles are to be contained wholly within the site, as no parking will be permitted on Old Canterbury Road.*
- 2.55 *The developer is to arrange with the RTA's Transport Management Centre (TMC) for any required road occupancy licence during the construction.*
- 2.56 *Any traffic control during construction must be carried out by an accredited RTA approved traffic controllers.*
- 2.57 *We consider that these could be implemented as conditions of consent. However, prior to approval, we also consider that the principles for the construction traffic management plan should be determined.*

Excavation

- 2.58 *If any excavation works are to occur adjacent to Old Canterbury Road and Longport Street the RTA requires the submission of civil design plans which provide details on the level of excavation and a geotechnical report to the RTA for approval to the commencement of excavation on the site.*
- 2.59 *We consider that this could be a condition of consent.*

Noise

- 2.60 *The proposed development should be designed such that road traffic noise from Old Canterbury Road and Longport Street is mitigated by durable materials and comply with the requirements of Clause 102 – (Impact of road noise or vibration on non-road development) of State Environmental Planning Policy (Infrastructure) 2007.*
- 
-

Hydraulics

- 2.61 Council shall ensure that post development storm water discharge from the subject site into the RTA drainage system does not exceed the pre-development application discharge.
- 2.62 Should there be changes to the RTA's drainage system then detailed design plans and hydraulic calculations of the stormwater's drainage system are to be submitted to the RTA for approval, prior to the commencement of any works.
- 2.63 Details should be forwarded to The Sydney Asset Management, Roads and Traffic Authority, PO Box 973, Parramatta CBD 2124.
- 2.64 A plan checking fee will be payable and a performance bond may be required before the RTA's approval is issued. With regard to the Civil Works requirement please contact the RTA's Project Engineer, External Works Ph: 8849 2114 or Fax: 8849 2766.
- 2.65 Noise and hydraulics are not our area of expertise. However, these could be implemented as conditions of consent.

Road Safety

- 2.66 Further details are required on the channelization of pedestrians to safe crossing locations.
-



- 2.67     *The proposed development will generate additional pedestrian movements in the area. Consideration should be given to ensuring pedestrian safety.*
- 2.68     *The required sight lines to pedestrians or other vehicles in or around the car park or entrances should not be compromised by landscaping, signage, fencing or display materials. In addition, measures should be implemented to improve visibility to pedestrians and other vehicles where sight distance is restricted.*
- 2.69     *All vehicle movements must enter and exit the subject site in a forward direction.*
- 2.70     *The developer shall be responsible for all public utility adjustments/relocation works necessitated by the above work and as required by the various public utility authorities and/or their agents.*
- 2.71     *All works/regulatory signposting associated with the proposed development shall be at no costs to the RTA.*
- 2.72     *We consider that these could be implemented conditions of consent. However, we consider that a safety audit should be undertaken with regard to pedestrian aspects prior to granting consent.*

Summary

- 2.73     In summary, our review of the Traffic TMAP has found:-
- i)   the proposed development has excellent access to public transport;
  - ii)   appropriate parking provision should be provided to discourage travel by private vehicle;
-

- iii) suggested parking rates are:-
    - retail, 1 space per 30m<sup>2</sup> GLA;
    - commercial, 1 space per 50m<sup>2</sup> GFA;
    - residential, 1 space per unit plus 1 visitor space per five units.
  - iv) traffic studies should be undertaken for Saturday as well as weekday peak periods;
  - v) cumulative traffic analysis should be undertaken for the subject development, the adjacent development and the Flour Mill site development;
  - vi) micro simulation computer modelling, such as Paramics, should be undertaken to assess traffic effects;
  - vii) outputs from this modelling should be used for SIDRA/SCATES analysis;
  - viii) some of the Traffix proposed roadworks are impractical;
  - ix) the principles for the construction traffic management plan should be determined prior to granting consent to the subject Part 3A application;
  - x) SRDAC has provided advise regarding the traffic aspects of the proposed development;
  - xi) a number of matters identified by SRDAC should be implemented as consent conditions;;
  - xii) a pedestrian safety audit should be undertaken prior to granting consent to the subject Part 3A application.
-