

Your Reference:  
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Contact:  
Telephone:

DA08/0347  
ID 08M496 Vol 5  
Aleks Tancewski  
8849 2313



The General Manager  
Sutherland Shire Council  
DX 4511  
SUTHERLAND

Attention: Adam Markham

**FURTHER AMENDED PLANS FOR A PROPOSED MIXED USE  
DEVELOPMENT AT 566-594 PRINCES HIGHWAY (FORMER KIRRAWEE  
BRICK PIT SITE)**

Dear Sir,

I refer to Council's letter dated 25 May 2009 (Council Ref: DA08/0347) with regard to the further amended plans and documentation submitted by Council to the Roads and Traffic Authority (RTA) for the above-mentioned development application. The RTA understands that, with the permission of the Land and Environment Court (LEC), the applicant is relying on further amended plans for the development proposal.

The RTA advises that the applicant's traffic consultant Traffic Pty Ltd advised the RTA in a letter dated 13 May 2009 that certain agreements had been reached with the parties (ie Council) with regard to the type and level of roadworks, staging of works and levels of contribution from the developer. Subsequently, Council's traffic consultant Craig McLaren Traffic Engineering Pty Ltd advised the RTA in a letter dated 25 June 2009 that they refuted the statement in the letter from Traffic that full agreement had been reached between the parties. The RTA has considered both these letters in its review of the recently amended plans.

The RTA has reviewed the amended plans and associated documentation submitted and the RTA is prepared to accept a two staged approach (as outlined in the letter to the RTA from Traffic Pty Ltd dated 13 May 2009) to the construction of the signal and civil works on the Princes Highway at the intersections of Oak Road and Bath Road and the traffic signals at the intersection of Oak Road and Flora Street. In this regard, the initial stage (Stage 1) will involve the widening of Oak Road, the left turn slip lane and deceleration lane on the Princes Highway and the traffic signals at the intersection of Oak and Flora Street. In this regard, the RTA requests the following requirements be incorporated into the development consent and shall apply to any stage of the development (if the development application were to be approved) to mitigate the traffic impact of the proposed development on the road network:

Roads and Traffic Authority

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## STAGE 1 – RTA REQUIREMENTS

### 1. Princes Highway Intersection at Oak Road

The layout of the existing signalised intersection on Princes Highway at Oak Road shall be reconfigured as follows:

- a) Three northbound lanes shall be provided on Oak Road on the southern leg of the intersection and each lane shall be a minimum of 90 metres in length.
- b) An 80 metre long left turn slip lane shall be provided on the westbound carriageway of Princes Highway into Oak Road.
- c) One southbound lane shall be provided on Oak Road on the southern leg of the intersection.
- d) A raised central concrete median island shall be installed on Oak Road in front of the proposed left in/left out driveway and the median shall extend from the stop line at the Princes Highway intersection to an appropriate point to the south of the proposed driveway. This median shall be a minimum of 900mm wide.

### 2. Traffic Signals on Oak Road at Flora Street Intersection

The applicant shall provide traffic control signals on Oak Road at the Flora Street intersection. In this regard, an electronic copy of the intersection analysis shall be submitted with the signal design plan to the RTA for review and comment. The configuration of the signalised intersection shall be to RTA satisfaction.

### 3. Operational Fee for Traffic Signals

The applicant will be required to provide an upfront 10 year operational fee for the above-mentioned traffic control signals at the intersection of Oak Road and Flora Street. The amount of this fee will be advised following the submission of the detailed signal and civil design plans to the RTA for construction approval. The approved plans will not be released until the fee is fully paid.

### 4. Deceleration Lane on Princes Highway

The left turn deceleration lane into the subject site from Princes Highway shall be a minimum of 60 metres in length (including taper) and shall be designed and constructed in accordance with the RTA's Road Design Guide.

### 5. Road Safety Audit

Road safety concerns are raised with regard to the close proximity of the proposed left in/left out driveway on Oak Road to the proposed left turn slip lane on Princes Highway into Oak Road and the subsequent potential for rear end accidents. In this regard, prior to any 'Construction Certificate' being issued for any stage of the proposed development, a Road Safety Audit shall be undertaken that investigates this issue and is to be undertaken by a certified Road Safety Auditor. The audit shall be completed in accordance with the Austroads: *Guidelines for Road Safety Audits*.

A copy of the findings of the audit shall be submitted to Council and the RTA for review.

#### **6. Excavation of the Site and Support Structures**

The developer is to submit detailed design drawings and geotechnical reports relating to the excavation of the site and support structures to the RTA for assessment (prior to the approval of any Construction Certificate). The developer is to meet the full cost of the assessment by the RTA.

This report would need to address the following key issues:

- a. The impact of excavation/rock anchors on the stability of the Princes Highway and detailing how the carriageway would be monitored for settlement.
- b. The impact of the excavation on the structural stability of the Princes Highway.
- c. Any other issues that may need to be addressed (Contact: Geotechnical Engineer Stanley Yuen on Ph: 8837 0246 or Graham Yip on Ph: 8837 0245) for details.

#### **7. Relocation of Public Utilities**

The developer shall be responsible for all public utility adjustment/relocation works, necessitated, by the above work and as required by the various public utility authorities and/or their agents.

#### **8. Land Dedication**

To facilitate the provision of the left turn deceleration lane on the Princes Highway and the left turn slip lane into Oak Road, the applicant shall provide a 3.5 metre wide land dedication from the subject site on the Princes Highway frontage of the site for the full length of the left turn deceleration lane into the site and slip lane into Oak Road. This land shall be dedicated as public road at no cost to the RTA and Council. Sufficient land dedication is to be provided for the relocation of the footway.

In addition, the applicant shall provide land dedication along the Oak Road frontage of the subject site to provide the additional lane on the southern leg of the Princes Highway intersection and the 900mm raised central concrete median island on Oak Road. This land shall be dedicated as public road at no cost to the RTA and Council.

This public road land dedication from the subject site shall be executed, prior to any release of a Construction Certificate for the proposed development.

#### **9. Construction Certificate**

No Construction Certificate shall be released for any stage of the development until such time that all the above-mentioned signal and civil works are fully constructed and operational.

Further to the above, no Construction Certificate shall be approved for any stage of the development until such time that a detailed Construction Traffic Management Plan (CTMP) and associated Traffic Control Plan (TCP) is submitted to Council and the RTA for review and acceptance. The CTMP and TCP shall be undertaken in accordance with the RTA's Traffic Control at Worksites Manual and the author shall be certified.

Comment: *If the signal and civil works on Oak Road and Princes Highway were to be constructed at the same time as construction is taking place on site, it is likely to create significant delays on the road network.*

#### **10. Works Authorisation Deed**

The developer will be required to enter into a "Major Works Authorisation Deed" (WAD) with the RTA for the above-mentioned signal and civil works. In this regard the developer is required to submit detailed design plans and all relevant additional information, as may be required in the RTA's Works Authorisation Deed documentation, for each specific change to state road network for the RTA's assessment and final decision concerning the work. The detailed design plans submitted shall be in accordance with the RTA's Road Design Guide and RTA requirements.

Comment: *It is requested that Council advise the developer that the conditions of consent set by Council do not guarantee the RTA's final consent to the specific road work, traffic control facilities and other structures works on the classified road network. The RTA must provide a final consent for each specific change to the state road network prior to the commencement of any work.*

#### **11. Stormwater**

Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to the RTA for approval, prior to the commencement of any works.

Details should be forwarded to:

**The Sydney Asset Management  
PO Box 973  
Parramatta CBD NSW 2124**

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.

#### **12. No Cost to RTA or Council**

All roadworks and traffic control signals associated with the proposed development shall be at full cost to the developer and at no cost to the RTA or Council.

## **STAGE 2 – RTA REQUIREMENTS**

The half closure of the northern leg of the Oak Road intersection at the Princes Highway and signal and civil works at the intersection of Princes Highway and Bath Road (as outlined below) forms the second stage of the identified intersection and road upgrades required to mitigate the traffic impact of the development. The trigger for the second stage is the construction of the supermarket component of the application as the supermarket is the principle traffic generator of the overall development. In this regard, the RTA requests that the following requirements also be incorporated into the development consent and the trigger for these works is any stage of the development involving the supermarket.

### **13. Intersection of Princes Highway and Oak Road**

The existing signalised intersection of Princes highway and Oak Road shall be reconfigured as follows:

- a) Half closure of the Oak Road northern approach to the Princes Highway involving the discontinuation of the southbound lanes with northbound lanes remaining open.

### **14. Traffic Signals on Princes Highway at Bath Road Intersection**

Traffic control signals shall be provided at the intersection of Princes Highway and Bath Road (associated with the northern closure of Oak Road at the Princes Highway intersection) and shall consist of the following works:

- a) Left in/left out only for the Bath Road southern approach. The left turn out would be signalised.
- b) No through movements across Princes Highway (ie no north-south traffic from Bath Road).
- c) Signalised left and right turn out of Bath Road northern approach with a double right turn lane.
- d) No right turns permitted from Princes Highway from either direction to Bath Road.

### **15. Operational Fee for Traffic Signals**

The applicant will be required to provide an upfront 10 year operational fee for the traffic control signals on the Princes Highway at the Bath Road intersection. The amount of this fee will be advised following the submission of the detailed signal and civil design plans to the RTA for construction approval. The approved plans will not be released until the fee is fully paid.

### **16. Construction Certificate**

The Construction Certificate for the supermarket shall not be released until the above-mentioned signal and civil works are fully constructed and operational.

## **17. Relocation of Public Utilities**

The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.

## **18. Works Authorisation Deed**

The developer will be required to enter into a "Major Works Authorisation Deed" (WAD) with the RTA for the above-mentioned signal and civil works. In this regard the developer is required to submit detailed design plans and all relevant additional information, as may be required in the RTA's Works Authorisation Deed documentation, for each specific change to state road network for the RTA's assessment and final decision concerning the work. The detailed design plans submitted shall be, in accordance with the RTA's Road Design Guide and RTA requirements.

*Comment: It is requested that Council advise the developer that the conditions of consent set by Council do not guarantee the RTA's final consent to the specific road work, traffic control facilities and other structures works on the classified road network. The RTA must provide a final consent for each specific change to the state road network prior to the commencement of any work.*

## **19. No Cost to RTA or Council**

All roadworks and traffic control signals associated with the proposed development shall be at full cost to the developer and at no cost to the RTA or Council.

Further to the above staged implementation of the signal and civil works on the Princes Highway and Oak Road, Council should consider requesting the applicant to make a monetary contribution to Council's satisfaction towards upgrading the existing intersection of Waratah Street and Bath Road.

In accordance with Clause 104 (4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of the determination (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

Any inquiries can be directed to the nominated Assistant Land Use and Transport Planner, Aleks Tancevski by telephone on 8849 2313, or facsimile 8849 2918.

Yours faithfully,



James Hall  
A/Senior Land Use Planner  
Transport Planning, Sydney Region

29 June 2009