

Our Reference: RDC 08M496_7 – SYD10/01071
Your Reference: MP10_0076
Contact: Aleks Tancevski
Telephone: 8849 2313

Director / Metropolitan Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Scott Schimanski

**EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR THE KIRRAWEE BRICK PIT SITE
AT 566-594 PRINCES HIGHWAY, KIRRAWEE**

Dear Sir/Madam

I refer to your letter dated 14 December 2010 (Department Reference Ref: MP 10_0076), concerning the abovementioned Environmental Assessment Application (EA) which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 9 February 2011.

The RTA has reviewed the EA and raises the following concerns with regard to the EA application and these concerns shall be addressed prior to its determination. The RTA cannot determine this development unless the following issues are resolved satisfactorily:

INTERSECTION MODELLING

1. It is noted that the Transport Management and Accessibility Plan (TMAP) by Halcrow utilises SIDRA to analyse the performance of the intersections in proximity to the subject site pre and post development. However, the SIDRA analysis does not accurately reflect on-site observations, particularly along the Princes Highway. SIDRA cannot take into account the residual queuing that occurs at the intersection of Princes Highway and Oak Road during the AM and PM peak periods and as such the levels of service in the submitted SIDRA analysis does not reflect on-site conditions.

In this regard, the Department is advised that the RTA developed a SCATES model of the Princes Highway in June 2008 which incorporates the intersection of Princes Highway and Oak Road and the modelling illustrates that this intersection already operates at capacity in peak periods.

It is recommended that the submitted TMAP and associated intersection modelling be revised to reflect the findings of the abovementioned SCATES model. The modified SCATES model shall include pre and post development conditions. Particular attention is to be paid to the intersection of the Princes Highway and Oak Road.



TRAFFIC GENERATION

2. Following the SRDAC meeting, Halcrow submitted revised traffic generation rates for the critical Thursday PM and Saturday midday peak periods using the traffic generation rates in the RTA's Guide to Traffic Generating Developments. These revised traffic generation rates estimate traffic generation rates of 1106 veh/hr in the Thursday PM peak and 1208 veh/hr in the Saturday midday peak periods. The RTA endorses these rates being used to assess the traffic impact of the proposed development.
3. Further to the above, the development proposed on the subject site has increased in floor area relative to the previous development proposal that was refused by the Land and Environment Court. The RTA notes that the submitted TMAP argues that the Stage 2 works proposed by the RTA in its letter to Council dated 29 June 2009 for the previous proposal, are not required as part of the current development proposal, on the basis that the SIDRA analysis submitted with the application infers that there is existing spare capacity at the intersection of Princes Highway and Oak Road. However, as stated above, the RTA's SCATES analysis illustrates that there is no spare capacity at this intersection to accommodate the additional traffic generation from the proposed development.

As a result of the above, the RTA requires the developer to undertake the full scope of signal and civil works outlined in the RTA's previous letter dated 29 June 2009 (attached). It is anticipated these works will result in regional impacts on the local road network and the Department will need to consult Council regarding these regional impacts.

SITE ACCESS

4. Both the RTA and Council raise concerns with regard to the proposed access driveway on the Princes Highway via a new deceleration lane. Vehicles are expected to enter the site via the new deceleration lane and enter a shared zone with pedestrians, a bus/taxi drop off area and traverse the shared zone to the entrance of the basement car park. Heavy vehicles are also proposed to enter the subject site from the Princes Highway and traverse this shared zone. This is clearly unacceptable on road safety grounds.
5. The architectural plans also indicate that the Oak Road access driveway has become the primary access to the basement car park area as a result of this development proposal. Furthermore, the basement car park has a number of conflict points whereby the access driveway from Oak Road leads into the commuter, commercial, retail and residential car park. Under the previous proposal smaller numbers of vehicles were entering the subject site via this access driveway. Both the RTA and Council have concerns that vehicles may queue out of the subject site onto Oak Road and through the Princes Highway intersection.

The layout of the development shall be amended to make the Flora Street access a secondary access to the proposed development with minor traffic movements.

6. As a result of the above, the access driveway via a deceleration lane on the Princes Highway shall become the primary access to the proposed development. This access driveway shall have an arrangement in place to allow an uninterrupted flow of traffic into the subject site. Any revised architectural plans and TMAP should reflect this modified access arrangement.
7. Furthermore, the revised architectural plans and TMAP shall have all service vehicle movements occurring through the Flora Street access driveway. No heavy vehicles are to enter the subject site via the new deceleration lane on the Princes Highway.

DEVELOPMENT STAGING

8. Upon perusal of the architectural plans and the submitted TMAP, it is unclear as to the proposed staging of the proposed development. This should be clearly and concisely set out in the TMAP and/or architectural plans to identify what aspects of the proposed development are proposed to be constructed under what stages.

Updated concept plans and an amended TMAP shall be submitted to the Department of Planning and referred to both the RTA and Council for review prior to the determination of the EA. The RTA reserves the right to provide further requirements following review of the revised concept plans and TMAP. It is reiterated that the Department of Planning should not determine the EA until the RTA is satisfied that the abovementioned concerns have been satisfactorily addressed.

Following submission of the revised EA, TMAP, architectural plans, intersection concept plans and other further information requested above, the RTA will review the supplementary information and provide further comments to the Department of Planning.

Any inquiries in relation to this Environmental Assessment application can be directed to Aleks Tancevski on telephone 8849 2313.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Chris Goudanas', with a stylized flourish extending to the right.

Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

28 February 2011

Your Reference: DA08/0347
Our Reference: ID 08M496 Vol 5
Contact: Aleks Tancevski
Telephone: 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 Traffix 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 Traffix 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 Traffix 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:

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.

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.