

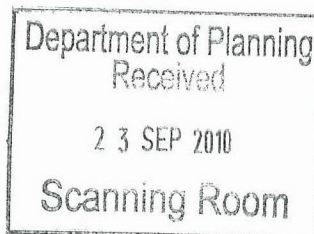


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MP09\_0191  
Stella Qu  
8849 2520

**SRDAC**

**SYDNEY  
REGIONAL  
DEVELOPMENT  
ADVISORY  
COMMITTEE**

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



Attention: Andrew Beattie

**Major Project MP 09\_0191 Marrickville Metro Shopping Centre at 34 Victoria Road, 13-55  
Edinburgh Road & Part of Smidmore Street, Marrickville**

Dear Sir/Madam,

I referred to Department of Planning's correspondence received on 28 July 2010 (Ref. No. MP 09\_0191), concerning the abovementioned Development Application, 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 held on 8 September 2010.

Below are the Committee's recommendation and RTA's requirements on the subject application:

1. The RTA advises that the major roads in close proximity to the subject site (ie. Edgeware Road, Bedwin Road, Campbell Road, Llewellyn Street, Alice Street and Addison Road) are regional roads under the care and control of Council.

Therefore, comment should be sought from Council with regard to the traffic impact of the proposed development on the road network in proximity to the subject site.

2. It is noted that the submitted TMAP recommends the following additional parking restrictions on the road network to maintain the existing level of service post construction of the proposed extension of Marrickville Metro:
  - Extend the length of parking restrictions on Edgeware Road southbound approach and on the Alice Street westbound approach of the Edgeware Road/Alice Street/Llewellyn Street intersection by 50 metres during weekday evening and Saturday morning peak periods.
  - Extend the length of peak periods "No Stopping" restriction on May Street approach of Unwins Bridge Road/Bedwin Road/ May Street/Campbell Street intersection by 80 metres.



- 60 metres parking restrictions (clearway or permanent) on the Unwins Bridge Road approach to the intersection of Unwins Bridge Road/Bedwin Road/ May Street/Campbell Street.

Subject to Council supporting these regulatory signs, these signs will require the approval of Council Local Traffic Committee.

3. The TMAP recommends modifying the existing layout of the intersection of Unwins Bridge Road/Bedwin Road/May Street/Campbell Street and changing the signal phasing of this intersection, which requires approval of the RTA under Section 87 of the Roads Act, 1993.

The RTA is not in a position to determine whether to approve the proposed modification to this existing signalised intersection until such time that an electronic copy of the Sidra analysis and a detailed concept plan of the modified intersection is submitted to the RTA for review.

4. The RTA requests that the methodology used for determining the trip distribution and route assignment of the additional traffic generated by the proposed development be submitted to the RTA for review.
5. The State Transit Authority (STA) and Transport NSW shall be consulted for the proposed additional bus services and bus stops and this consultation shall be to the satisfaction of the Department of Planning.
6. The provision of off-street car parking, loading area and bicycle storage should be provided to the satisfaction of Department of Planning.
7. The layout of the proposed car parking areas, and driveway associated with the subject development (including, grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) should be in accordance with AS2890.1 - 2004.
8. Clear sight lines shall be provided at the property boundary line to ensure adequate visibility between vehicles leaving the car park and pedestrians along the frontage road footpath in accordance with Figure 3.3 of AS 2890.1 - 2004 for light vehicles and AS 2890.2 - 2002 for heavy vehicles.
9. The parking areas and entry/exit points need to be clearly delineated through line marking and signage to ensure smooth, safe traffic flow.
10. The swept path of the longest vehicle entering and exiting the subject site and loading area, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Department of Planning for approval, which shows that the longest vehicle can access the site via the existing road network.
11. All loading and unloading shall occur on site.
12. Appropriate street lighting shall be provided at the driveway entry and exit in order to provide adequate visibility at night.
13. All vehicles are to enter and leave the subject site in a forward direction.
14. All vehicles should be wholly contained on site before being required to stop.

15. 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 Council, for approval, prior to the issue of a construction certificate.
16. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

It would be appreciated if you could check the minutes for accuracy and advise the Secretary of the Committee of any changes within five (5) business days on receipt of this letter. Should no advice be received within this time then the minutes will be deemed to be correct.

Yours faithfully



James Hall

**A/Chairman, Sydney Regional Development Advisory Committee**

20 September 2010