

Your Reference: MP 09_0191
Our Reference: RDC 10M1830-2 SYD10/00596
Contact: Aleks Tancevski
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Transport
Roads & Traffic
Authority

The Director
Metropolitan and Regional Projects South
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Michael Woodland

**MAJOR PROJECT AND PREFERRED PROJECT REPORT FOR THE MARRICKVILLE METRO
SHOPPING CENTRE
AT 34 VICTORIA ROAD AND 13-55 EDINBURGH ROAD, MARRICKVILLE**

Dear Sir,

I refer to the Department of Planning & Infrastructure's letter dated 16 February 2011 (DP & I Ref: MP 09_0191) with regard to the above-mentioned Major Project and Preferred Project Report application, which was referred to the Roads and Traffic Authority (RTA) in accordance with Clause 104 and Column 2 of Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007.

I wish to advise that the RTA has considered the traffic impact of this Major Project and Preferred Project Report application and the RTA grants its 'in principle' approval to the proposed modifications of the traffic signals at the intersection of Unwins Bridge Road/Bedwin Road/May Street/Campbell Street under Section 87 of the Roads Act, 1993, subject to the following requirements which are to be incorporated into the development consent:

1. Whilst the RTA grants its 'in principle' approval to the proposed modification of the traffic signals at the intersection of Unwins Bridge Road/Bedwin Road/May Street/Campbell Street, the RTA has concerns with the length of the proposed right turn bays on May Street and Unwins Bridge Road. SIDRA analysis indicates that the right turn bay on May Street will queue out into the through lane during both the Thursday PM and Saturday peak periods. As such the right turn bay on May Street shall be extended to a minimum length of 70 metres and the right turn bay on Unwins Bridge Road for a minimum of 30 metres. This may require the removal of some existing car parking spaces on the southern side of May Street and the northern side of Unwins Bridge Road to accommodate the lengthening of the right turn bays.
2. The phasing diagram shown in the SIDRA analysis contained in Halcrow's report is inconsistent with the proposed concept plan for the modification of the abovementioned intersection. The phasing arrangement shall be amended to incorporate a diamond overlap phase for the proposed right turn movements on May Street and Unwins Bridge Road.

3. The RTA reiterates that these roads are regional roads under the care and control of Council and the removal of more car parking spaces will require consultation by Council with residents and business owners through the Local Traffic Committee.
4. The proposed modifications to the existing traffic signals and civil works on Unwins Bridge Road/Bedwin Road/May Street/Campbell Street shall be designed to meet RTA's requirements and endorsed by a suitably qualified practitioner. The design requirements shall be in accordance with the RTA's Road Design Guide and other Australian Codes of Practice. The certified copies of the traffic signal design plans shall be submitted to the RTA for consideration and approval prior to the release of the Construction Certificate by the Principal Certifying Authority and the commencement of road works. The RTA fees for administration, plan checking, signal works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer will be required to enter into a 'Works Authorisation Deed' (WAD) for the abovementioned works.

Comment: It is requested that the Department of Planning & Infrastructure advise the developer that the conditions of consent set by the Department do not guarantee the RTA's final consent to the specific road work and other structure 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.

5. The Occupation Certificate shall not be released for any stage of the development until such time that all the abovementioned signal and civil works are fully constructed and operational.
6. 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.
7. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

Further to the above, the RTA provides the following advisory comments to the Department of Planning and Infrastructure for consideration in the determination of the development application:

8. The State Transit Authority (STA) and the Department of Transport shall be consulted for the proposed additional bus services and bus stops. This consultation shall be to the satisfaction of the Department of Planning and Infrastructure.
9. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1 - 2004 and AS 2890 - 2002.
10. Consideration should be given to install speed humps at regular intervals with the car park to improve safety.
11. The proposed turning areas within the car park are to be kept clear of any obstacles, including parked cars, at all times.
12. 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.

13. The minimum available headroom clearance is to be signposted at all entrances and clearance is to be a minimum of 2.2 metres (for cars and light vans, including all travel paths to and from parking spaces for people with disabilities) measured to the lowest projection of the roof (fire sprinkler, lighting, sign and ventilation), in accordance with AS 2890.1 - 2004.
14. Disabled parking spaces should be clearly marked and located adjacent to lifts.
15. 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.
16. All vehicles are to enter and leave the site in a forward direction.
17. All vehicles should be wholly contained on site before being required to stop.
18. All loading and unloading shall occur on site.
19. A 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.
20. All demolition and construction vehicles are to be contained wholly within the site.
21. 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.
22. 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.

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

Any inquiries in relation to this Preferred Project Report application can be directed to Land Use and Transport Planner, Aleks Tancevski, by telephone on (02) 8849 2313 or facsimile (02) 8849 2918.

Yours faithfully



Stella Qu
A/Senior Land Use Planner
Transport Planning Section, Sydney Region

14 April 2011