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Transport
Roads & Traffic
Authority



Director
Metropolitan and Regional Projects South
Department of Planning and Infrastructure
GPO Box 39
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Department of Planning
Received
5 AUG 2011
Scanning Room

Attention: Amy Watson

**ENVIRONMENTAL ASSESSMENT OF CONCEPT PLAN FOR
MIXED USE DEVELOPMENT OF THE FORMER ALLIED MILLS SITE
2-32 SMITH STREET, SUMMER HILL**

Dear Mr Woodland,

I refer to your correspondence dated 27 June 2011 with regard to the abovementioned application which was referred to the Roads and Traffic Authority (RTA) for comment under Section 75H of the Environmental Planning and Assessment Act, 1979. The Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 13 July 2011.

Below are the Committee's recommendations on the subject application:

1. It is noted that the applicant's traffic consultant has used SIDRA modelling to assess the traffic impact of the proposed development on the former Allied Mills site and McGill Street precincts on the signalised intersections in proximity to these sites. However, SIDRA can only assess signalised intersections in isolation and cannot assess linear co-ordinated traffic signals along the Old Canterbury Road corridor, which includes the effect of vehicular spill back from traffic signals downstream. Therefore, the RTA requests TRANSYT modelling to be undertaken by the applicant for the traffic signals on Old Canterbury Road, which shall include the proposed traffic signals at the intersection of Edward Street and Old Canterbury Road. The TRANSYT model shall also include 10 year background traffic growth. In this regard, the RTA is willing to provide the developer's traffic consultant with the strategic assumptions about future transport growth along this section of Old Canterbury Road that is mainly derived from the Bureau of Transport Statistics.

Prior to submitting the TRANSYT models to the RTA for review, the models shall be independently audited by a third party with considerable knowledge and experience in TRANSYT modelling.

Roads and Traffic Authority of New South Wales

The RTA is not in a position to comment on road infrastructure requirements for Old Canterbury Road, which includes the proposed traffic signals at the Edward Street intersection until such time that the TRANSYT model and accompanying third party audit is submitted to the RTA for review.

2. It is noted that Council have requested the applicant to undertake micro-simulation modelling (i.e. PARAMICS or VISSUM) to determine the cumulative traffic impacts of the subject development and the McGill Street precinct on the local road network in the area. While the RTA does not require micro-simulation modelling to determine the traffic impacts of these two developments on the Old Canterbury Road corridor, the RTA appreciates Council's desire for this type of detailed micro traffic modelling to be undertaken to assess the cumulative traffic impact of these developments on the local road network in the area.

Should the Department of Planning and Infrastructure (DoPI) determine that the developer is required to undertake micro-simulation modelling, an independent third party audit of the models should be undertaken, prior to the submission of the models to the DoPI and Council for review. The RTA is willing to review the models and accompanying third party audit on behalf of Council as the RTA appreciates that Council does not have the necessary expertise in reviewing micro-simulation models.

3. It is noted that the applicant is proposing a new vehicular crossing on Old Canterbury Road to the east of Edward Street, which requires the concurrence of the RTA under Section 138 of the Roads Act, 1993. The current practice of the RTA is to minimise the number of driveways on arterial roads on traffic efficiency and road safety grounds. In this regard, the Australian Guidelines 'Planning for Road Safety' is based on the widely accepted principle of conflict reduction by separating traffic movements and land access functions as much as possible.

International traffic engineering best practice dictates that limiting the number of driveways and intersections on arterials and highways improves traffic efficiency and reduces congestion. The above traffic engineering principles are reflected in Clause 101(2a) of State Environmental Planning Policy (Infrastructure) 2007, which reads as follows:

"The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:

"where practicable, vehicular access to the land is provided by a road other than the classified road".

As a result of the above, all vehicular access to/from the proposed development shall be via the local road network and not directly from Old Canterbury Road.

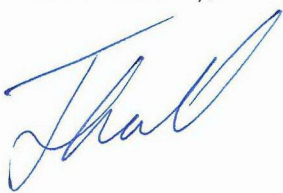
4. To ensure that internal roads within the subject site are self enforcing low speed environments, threshold entry treatments consisting of grade textural treatments (i.e. pavers/cobblestones) shall be implemented and once the road works are nearing completion, the RTA will inspect the internal roads to identify an appropriate speed limit for these streets. In this regard, any changes to existing speed limits requires the approval of the RTA.
5. The developer should improve pedestrian accessibility, amenity and safety from the subject site to the rail station, neighbourhood shops and local schools to the satisfaction of DoPI in consultation with Council. However, the RTA advises that traffic signals on pedestrian

accessibility grounds will not be approved under Section 87 of the Roads Act unless the warrants are met in accordance with Austroads and associated RTA supplement. If the warrants are not met for traffic signals then alternative forms of pedestrian treatments should be considered and once determined should be designed and constructed in accordance with Austroads.

6. Any proposed shared zones within the development site shall comply with the RTA's Technical Directions for Shared Zones and shall be self enforcing.
7. The proposed mixed use development should take into consideration and contribute to the achievement of transport objectives contained in the Metropolitan Strategy and other high-level NSW Government strategies. In this regard, consultation should be undertaken with the Centre for Transport Planning – NSW Department of Transport on the public transport infrastructure requirements associated with the proposed development. This should include (but not limited to) improving pedestrian accessibility and amenity from the subject site to both the heavy and light rail stations, secure bicycle parking, liaising with State Transit Authority for additional bus services, providing bus shelters at the bus stops and provision of drop off and pick up zones for the light rail station.
8. All vehicles are to enter and exit the site in a forward direction.
9. The layout of the proposed car parking areas associated with the subject development (including, driveways, ramps, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be designed and constructed in accordance with AS 2890.1 -2004 and AS 2890.2 –2002.
10. 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.
11. The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS guidelines.
12. All costs associated with the proposed development shall be at no cost to the RTA.

The RTA requests that the subject application not be approved until such time that the TRANYST model and accompanying third party audit are submitted to the RTA for review and the necessary road infrastructure improvements on Old Canterbury Road are adequately identified to the satisfaction of the RTA.

Yours sincerely,



per Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee
3 August 2011