

Our Reference: RDC 09M206 – SYD10/00972
Your Reference: MP08_0195
Contact: Aleks Tancevski
Telephone: 8849 2313



Transport
Roads & Traffic
Authority

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

Attention: Amy Watson

**PREFERRED PROJECT REPORT FOR A MIXED USE DEVELOPMENT
AT 78-90 OLD CANTERBURY ROAD, LEWISHAM**

Dear Sir/Madam

I refer to your letter dated 12 August 2011 (Department Reference Ref: MP 08_0195), concerning the abovementioned Preferred Project Report (PPR) which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007.

The RTA has considered the traffic impact of this PPR and it is considered that the amendments to the development proposal as outlined in the PPR have generally addressed the RTA's concerns previously raised in our letter to the Department dated 11 January 2011.

However, whilst the RTA does not object to the development proposal in principle, the RTA still has concerns with regard to the access arrangements proposed in the Transport Management and Accessibility Plan (TMAP), Version 6, Section 4 – Access Principles. The TMAP and PPR now propose that all right turn access to the development shall be via the uncontrolled intersection of Old Canterbury Road and McGill Street, which currently permits all movements.

The RTA has concerns that the additional traffic volumes generated from the proposed development will increase traffic accessing McGill Street and subsequently increase the safety risk of motorists attempting to turn right into the proposed development. This may also have a detrimental effect on traffic flows on Old Canterbury Road.

Therefore, the RTA requests that a SIDRA intersection analysis be undertaken for the uncontrolled intersection of Old Canterbury Road and McGill Street, demonstrating that an acceptable level of service is maintained at this intersection post development. This SIDRA analysis is to be submitted to the RTA for review and comment (including the electronic SIDRA files) prior to the Department's determination of the development application.

Following submission of the SIDRA analysis requested above, the RTA will review the supplementary information and provide further comments to the Department. The RTA reserves the right to provide further requirements following review of the SIDRA analysis.

Roads and Traffic Authority of New South Wales

In addition to the above, the RTA provides the following advisory comments to the Department for consideration in the determination of the development application and these advisory comments are outlined in Attachment 'A'.

Any inquiries in relation to this development application can be directed to Land Use and Transport Planner, Aleks Tancevski on telephone 8849 2313 or via email at Aleks_Tancevski@rta.nsw.gov.au

Yours faithfully

A handwritten signature in black ink, appearing to read 'J Hall', written over the typed name 'James Hall'.

James Hall
Senior Land Use Planner
Transport Planning Section
RTA Sydney Region

14 October 2011

ATTACHMENT 'A'

PARKING

1. The provision of off-street car parking, bicycle storage, taxi stands, bus parking and loading areas shall be provided to the Department of Planning & Infrastructure's and Council's satisfaction.
2. The layout of the proposed car parking areas, loading docks and driveway associated with the subject development (including, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, loading bay dimensions and parking bay dimensions) should be in accordance with AS2890.1 - 2004 and AS2890.2 - 2002 for large vehicle.
3. Disabled parking spaces should be clearly marked
4. The proposed turning areas within the car park are to be kept clear of any obstacles including parked cars at all times.
5. 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.
6. All loading should be off-street and any reversing of trucks on heavily pedestrianised roads and driveways should not be supported.

LOADING AREAS

7. 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.

Swept path analysis shall be provided to the Department of Planning & Infrastructure. Any Construction Certificate shall not be issued until the swept path analysis has been endorsed by the Department.

8. All loading and unloading must be carried out on site.

CONSTRUCTION

9. 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 the Department of Planning and Council for approval, prior to the issue of a construction certificate.
10. All demolition and construction vehicles are to be contained wholly within the site, as no parking will be permitted on Old Canterbury Road.
11. The developer is to arrange with the RTA's Transport Management Centre (TMC) for any required road occupancy licence during the construction.
12. Any traffic control during construction must be carried out by an accredited RTA approved traffic controllers.

EXCAVATION

13. If any excavation works are to occur adjacent to Old Canterbury Road and Longport Street the RTA requires the submission of civil design plans which provide details on the level of excavation and a Geotechnical Report to the RTA for approval prior to the commencement of excavation on the site.

NOISE

14. The proposed development should be designed such that road traffic noise from Old Canterbury Road and Longport Street is mitigated by durable materials and comply with the requirements of Clause 102 – (Impact of road noise or vibration on non-road development) of State Environmental Planning Policy (Infrastructure) 2007.

HYDRAULICS

15. Council shall ensure that post development storm water discharge from the subject site into the RTA drainage system does not exceed the pre-development application discharge.

Should there be changes to the RTA's drainage system then detailed design plans and hydraulic calculations of 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, Roads and Traffic Authority, PO Box 973 , Parramatta CBD 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.

ROAD SAFETY

16. The proposed development will generate additional pedestrian movements in the area. Consideration should be given to ensuring pedestrian safety.
17. 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.
18. All vehicle movements must enter and exit the subject site in a forward direction.
19. 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:
20. All works/regulatory signposting associated with the proposed development shall be at no cost to the RTA.