

Your Reference: MP10_0143
Our Reference: SYD12-00051
Contact: Xi Lin
Telephone: 8849 2906

SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

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

Attention: Caroline Owen

**EXHIBITION OF MIXED USE DEVELOPMENT, COLUMBIA PRECINCT
2-20 PARRAMATTA ROAD & 11-13 COLUMBIA LANE, HOMEBUSH**

Dear Mr Bright,

I refer to your letter dated 16 January 2012 with regard to the abovementioned application which was referred to the Roads and Maritime Services (RMS) 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 15 February 2012.

At the meeting, the Committee recommended that the application not be determined until such time that the geometric layout of the proposed fourth leg on the existing signalised T intersection on Parramatta Road at George Street is approved in principle by RMS. It is imperative to identify the geometric layout of the proposed signal and civil works on Parramatta road prior to the determination of the application to ensure that sufficient land dedication and building setbacks are provided to facilitate an acceptable geometric layout for the proposed signalised fourth leg. To determine the geometric layout and identify the civil and signal works associated with the proposed fourth leg, the following information shall be submitted to the Department and referred to RMS for review and comment:

- Electronic copies of the SIDRA analysis shall be submitted to RMS for review. In this regard, the signalised intersection shall operate with diamond overlap phasing. The southern approach to the signalised intersection shall have a minimum of three lanes to optimise the efficiency for this leg of the intersection.

Upon review of the electronic copies of the SIDRA analysis, RMS will provide its requirements for each leg of the signalised intersection.

Roads & Maritime Services

LEVEL 11, 27-31 ARGYLE STREET PARRAMATTA, NSW 2150
PO BOX 973 PARRAMATTA CBD NSW 2150 DX28555
www.rms.nsw.gov.au | Tel 13 22 13

- Once the lane configuration requirements are identified and endorsed by RMS for each leg of the signalised intersection, a geometric concept plan of the four leg intersection overlayed on an accurate survey plan shall be submitted to RMS for review and endorsement.

RMS is not in a position to provide concurrence to the proposed road connection to Parramatta Road under Section 138 of the *Roads Act, 1993* and approval to the proposed traffic signals associated with this new road connection until such time that the additional information specified above is submitted to the Department and referred to RMS for review.

Upon review of this additional information, RMS will specify its requirements to be incorporated into the consent.

In addition to the above, RMS provides the following advisory comments for the Departments consideration in the determination of the project application:

1. The proposed pedestrian bridge requires consent under Section 87 of the *Roads Act, 1993*, as a pedestrian bridge is deemed to be a traffic control facility under Section 45E – (d) of the *Transport Administration Act, 1988*. Additionally, the provision of a pedestrian bridge may require a development application (DA) to be lodged through the local council.
2. Consideration should be given to improve bus amenity along Parramatta Road via upgrades to the existing bus stop adjacent to the proposed site as bus patronage will be increased due to the proposed Columbia Precinct.
3. RMS does not support the proposed northern raised threshold for pedestrians on the proposed access road off Parramatta Road as this raised threshold is too close to the Parramatta Road intersection.
4. To ensure that internal roads of the Columbia Precinct site are self enforcing low speed streets, threshold entry treatments consisting of grade textural treatments (i.e. pavers/cobblestones) shall be implemented and once the road works are nearing completion, RMS will inspect the internal roads to identify an appropriate speed limit for these streets. In this regard, any changes to the existing speed limits on these streets require the approval of RMS.
4. Concerns are raised with regard to the adequacy of loading provision. Details of servicing/delivery requirement for the proposed development have not been provided. Details including truck sizes and number of movements shall be provided by the developer prior to the determination of the development application.

Further enquiries on this matter can be directed to the nominated Assistant Planner Xi Lin on phone 8849 2906 or facsimile 8849 2918.

Yours sincerely



James Hall

Chairman, Sydney Regional Development Advisory Committee

7 March 2012