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MP10_0105/DA609/2011
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8849 2520

The General Manager
Canada Bay City Council
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**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

Attention: Shannon Anderson or Sam Lettice

**MAJOR PROJECT APPLICATION MP10_0105 AND DA609/2010 - RESIDENTIAL
DEVELOPMENT AT 40 WALKER STREET, RHODES**

Dear Sir/Madam,

I refer to Council's correspondence dated 15 December 2010 with regard to the above-mentioned development application, which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Part 3A of the *Environmental Planning and Assessment Act 1979*. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) discussed the proposed development at its meeting held on 12 January 2011 and provides the following comments:

1. The traffic modelling result of the intersections on page 15 within the Transport Impact Assessment Report (Ref: 10-110) is unacceptable. In the report, it shows that all the existing intersections operate above LOS C, which doesn't match with reality where some intersections are now operating at capacity during peak hours. The report also doesn't include some critical intersections such as the Homebush Bay Drive/Concord Road intersection.

In this regard, the traffic model for the following intersections shall be revised via using the traffic survey data in 2011 as the model input data:

- Concord Road/Averhill Street
- Concord Road/Mary Street
- Homebush Bay Drive/Oulton Avenue
- Homebush Bay Drive/Concord Road

The transport impact assessment report should be updated with the revised model results and identify any required countermeasures to improve the performance of the intersections. The revised report and the electronic copy of the traffic model should be submitted to the RTA for review and comment.

Roads and Traffic Authority
ABN 64 480 155 255



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Parramatta NSW 2150

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2. The maximum car parking spaces provided for each unit shall be restricted to average one car parking space for one residential unit.

In addition, the RTA provides the following comments to Council for its consideration in the determination of development application:

3. It is strongly recommended that the developer provide any sustainable initiatives and measures such as Travel Access Guide (TAG) which will reduce car dependency and the increased use of sustainable modes of travel including the use of buses, bicycles and walking.
4. It is strongly recommended that Transport NSW and the State Transit Authority (STA) be consulted to determine if additional bus services can be provided or rerouted to this development to achieve a reasonable mode shift to public transport.
5. As stated in the previous meeting with Council with regard to the Master Plan for Rhodes West, Council will further investigate the solutions to improve the intersection of Oulton Avenue and Homebush Bay Drive. The proposed roadwork to reconfigure the intersection could be funded through a Voluntary Planning Agreement (VPA). The RTA suggests the following treatment options to be investigated to improve the operation of the intersection:
 - Full signalisation of Homebush Bay Drive and Oulton Avenue intersection
 - Full signalisation of the intersection of Homebush Bay Drive and Oulton Avenue with triple right turn lanes on Oulton Avenue approach
 - Widening of Oulton Avenue between Rider Boulevard and Homebush Bay Drive on-ramp to allow two through lanes, which encourages motorists to choose an alternative route via Homebush Bay Drive on-ramp
6. 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 AUSTRROADS, AS 2890.1 - 2004 and AS 2890.2 – 2002. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
7. All vehicles are to enter and leave the site in a forward direction.
8. All vehicles should be wholly contained on site before being required to stop.
9. All loading and unloading shall occur on site.
10. The required sight lines to pedestrians and / or other vehicles in or around the entrances are not to be compromised by landscaping, signage, fencing or other materials.
11. AS 2890.1 - 2004, Clause 3.3 (a) for property line / building alignment / pedestrian path, permits a maximum gradient of 1 in 20 (5%) between edge of frontage road and the property line, building alignment or pedestrian path for at least the first 6 metres into the car park. Council should ensure that the gradients provided for the development complies with AS 2890.1 - 2004.
12. 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.

13. 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 prior to the issue of a construction certificate.
14. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.
15. 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.
16. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

Further enquiries on this matter can be directed to the nominated Land Use & Planning Assessment Planner, Stella Qu on phone 8849 2520 or facsimile (02) 8849 2918.

Yours faithfully



Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

10 February 2011

