

Our Reference:
DP&I Reference:
Contact:
Telephone:

SYD12/00469
MP11_0015
Xi Lin (AP)
8849 2906



Transport
Roads & Maritime
Services

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

Attention: Chris King

**EXHIBITION OF PROJECT APPLICATION FOR ROZELLE VILLAGE/BALMAIN
LEAGUES DEVELOPMENT OFF VICTORIA ROAD, ROZELLE**

Dear Mr Bright,

Reference is made to Department of Planning and Infrastructure's (DoP&I) letter dated 17 April 2012, regarding the above mentioned Project Application and Transport and Accessibility Management Plan (TMAP) referral to the Roads and Maritime Services (RMS) for comment in accordance with *Section 75H* of the *Environmental Planning and Assessment Act, 1979*.

In accordance with the *Roads Act, 1993* and the *Roads (General) Regulation 2000*, RMS has consent powers in relation to road work, traffic control facilities and other works and structures on public roads. In this instance, the project application would also require General Terms of Approval from RMS (under the Integrated Development provisions of the *Environmental Planning and Assessment Act, 1979* and the *Environmental Planning and Assessment Regulation, 2000*) in respect of the proponent's requirement to obtain the concurrence of RMS under *Section 138* of the *Roads Act* for the proposed vehicular accesses to Victoria Road.

Furthermore, the proponent requires RMS approval under *Section 87* of the *Roads Act* for the proposed changes to the signalised intersection of Victoria Road / Wellington Street.

The Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 9 May 2012 and advises that the RMS will not provide its General Terms of Approval to certain components of the Development Application for the following reasons:

1. As part of the Director General's Requirements, RMS previously advised the applicant that the proposed development is not to increase bus travel times on the recently constructed Inner West Busway.

Roads and Maritime Services

LEVEL 11, 27-31 ARGYLE STREET PARRAMATTA NSW 2150
PO BOX 973 PARRAMATTA CBD NSW 2124 DX 28555
www.rms.nsw.gov.au | 13 22 13

The proposed fourth leg to the existing signalised T intersection at Victoria Road / Wellington Street will increase bus travel times on the Inner West Busway and increase vehicle queues along this section of Victoria Road. This signalised intersection currently operates with two phases. Adding an additional leg to this intersection with left and right turn movements requires a third phase to be implemented, which takes away existing green time allocated for buses and motorists on Victoria Road.

Further to the above, as part of the proposed modified signalised intersection on Victoria Road, the stop line for westbound traffic would need to be relocated further East which would result in longer intergreen times which would also subsequently add further delay to buses and motorists on Victoria Road.

Note: RMS is willing to consider the following revised access arrangement on Victoria Road:

- A through movement from Wellington Street into the subject development and the banning of all other movements to/from the proposed development via this signalised intersection. If the applicant is to pursue this access arrangement further, Council shall be consulted as Wellington Street is under the care and control of Council.
- A left-in/left-out access arrangement on Victoria Road on approach to the existing signalised intersection on Victoria Road at Wellington Street. This is subject to the construction of a left turn deceleration lane designed and constructed in accordance with Austroads and sufficient land dedication as public road to maintain existing footpath widths.

Note: The left-out access should be located as far as possible to the East of the Victoria Road / Wellington Street intersection.

If the applicant is to pursue this access arrangement further, the layout of the proposed development shall be amended accordingly along with revised Paramics analysis.

2. The Halcrow – Paramics Modelling Results Report dated 10 February 2012 shows a considerable worsening of the Victoria Road / The Crescent intersection during the Saturday Peak as a result of the proposal (Base Level of Service = D; With Development Level of Service = F) and provides no improvement works to minimise the operational performance of this intersection.

Therefore, the proponent will need to identify suitable measures which minimise the significant worsening of the operational performance of this intersection by the proposal.

3. To accommodate the future traffic flows generated by the development, it is understood that this requires the removal of a number of parking spaces along Darling Street between Victoria Road and Waterloo Street (particularly during the weekend). Whilst RMS does not object to the removal of such parking, the proponent must appropriately consult with local businesses and Council and provide satisfactory evidence to RMS and DoP&I that this consultation has been undertaken.

Note: Should it be demonstrated that such parking cannot be removed, then the proponent will be required to amend the Paramics Modelling / Report.

4. RMS advises that even if the parking on Darling Street were to be removed, the right turn queue on the northern approach to the signalised intersection on Darling Street at Waterloo Street will extend back to Victoria Road due to the additional traffic generated by the proposed development. The applicant shall investigate appropriate measures to prevent this right turn queue extending back to Victoria Road.
5. It is noted that a footbridge across Victoria Road is not depicted on the plans yet is included within the Deed of Agreement which forms part of the current Project Application. This development will generate an increase in pedestrian activity along this section of Victoria Road and consideration shall be given to the provision of a footbridge on Victoria Road to cater for the additional pedestrian movements.

It is noted that there is insufficient width in the existing Victoria Road corridor for the bridge structure on the northern side of the road and a small parcel of land is required from Rozelle Primary School to facilitate construction of the footbridge. The applicant and DoP&I should consult the Department of Education to ascertain whether they would be in favour of selling a small parcel of land to facilitate construction of the footbridge.

Following this consultation, RMS should be advised of the outcome.

Note: RMS will also verify the abovementioned changes within our Inner West Busway Micro-simulation model.

To address the above mentioned matters, the proponent will be required to make significant changes to the proposal. Such changes will require a revised Project Application to be submitted to DoP&I and referred to RMS for review and comment.

As part of the determination of a revised Project Application, the following issues shall be considered:

6. The proponent will be required to submit detailed design drawings and geotechnical reports to RMS for assessment relating to the excavation and support structures. The proponent is to meet the full cost of the assessment by the RMS.

The geotechnical report is to provide details on how Victoria Road and Darling Street will be appropriately monitored for settlement during the excavation period and to clearly demonstrate to RMS satisfaction how settlement risks will be minimised.

7. A detailed Construction Management Plan (CMP) is to be prepared and submitted to Council for approval prior to the issue of a Construction Certificate.
8. A detailed Demolition and Construction Traffic Management Plan (DCTMP) detailing demolition / construction vehicle routes, number of trucks, hours of operation, access arrangements, pedestrian access, parking arrangements and traffic control is to be prepared for submission to the DoP&I, Council and RMS for approval prior to the issue of a Construction Certificate.
9. The Department is to ensure that a suitable "Green Travel Plan" is prepared and implemented prior to Occupation of the site.

10. In accordance with Section 65 of the Local Government (General) Regulation 2005, RMS concurrence is required for the operation of a pay public car park.

RMS concurrence to the pay parking would be subject to the following conditions:

- (a) A minimum free parking period is to be implemented for shoppers and users of the gym, restaurants, community facility, etc;
 - (b) The proposed fee structure should be reviewed and agreed to by Council with the intent of reducing the tendency for the parking to be used as a park-and-ride facility.
11. To improve the parking utilisation on the site, it is recommended that the proponent implement a dynamic signage system which indicates the number of available parking spaces within the proposed car park.
12. The layout of the proposed car parking areas associated with the proposed development (including driveway, ramp grades, aisle widths, aisle lengths, parking bay dimensions, sight distances and loading bays) should be designed in accordance with AS 2890.1 – 2004 and AS 2890.2 – 2002.
13. The swept path of the longest vehicle entering and exiting the subject site as well as manoeuvrability through the subject site shall be in accordance with Austroads.
14. To ensure that internal site queuing does not impact upon Victoria Road traffic flows, the proposed boom gates must be satisfactorily designed to address queuing lengths and entry / exit capacity requirements as detailed within Section 3.4 and Appendix D of AS 2890.1 – 2004.
15. All vehicles are to enter and leave the subject site in a forward direction.
16. The developer shall be responsible for all public utility adjustments/relocation works, necessitated by the development and as required by the various public utility authorities and/or their agents.
17. The proposed development should be designed such that road traffic noise from Victoria Road and Darling Street is mitigated by durable materials in order to satisfy the requirements for habitable rooms under Clause 102 (3) of State Environmental Planning Policy (Infrastructure) 2007.
18. All works / regulatory signposting associated with the proposed development shall be at no cost to the RMS.

Any inquiries in relation to this matter can be directed to the undersigned Xi Lin by phone 8849 2906 or email Xi.Lin@rms.nsw.gov.au.

Yours sincerely



James Hall

Chair, Sydney Regional Development Advisory Committee

1 June 2012