

Your Reference: MP10\_0168  
Our Reference: SYD10/00893  
Contact: Stella Qu  
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**Transport**  
Roads & Maritime  
Services

The Director  
Metropolitan and Regional Projects North  
Department of Planning & Infrastructure  
GPO Box 39  
Sydney NSW 2001

**Attention: Peter McManus**

**EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR MIXED COMMERCIAL  
AND RETAIL DEVELOPMENT (STAGE 1) AT 2 AUSTRALIA AVENUE, SYDNEY  
OLYMPIC PARK**

Dear Sir/Madam,

I refer to your correspondence received on 1 December 2011 which was referred to Roads and Maritime Services (RMS) 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 14 December 2011 and provides the following comments:

1. The proposed vehicular trip generation rate in the submitted transport and accessibility impact assessment report for proposed mixed use commercial and retail development (Ref:10288 v3\_1 October 2011) is not supported as it is based on a survey result from site 8a on Murray Rose Avenue and calculated by the number of car parking spaces.

In this regard, the trip generation rate for commercial and retail use shall be based on the rate displayed in RMS' Guide to Traffic Generating Development Version 2.2 October 2002. The revised transport and accessibility impact assessment report with the revised electronic copy of traffic models should be submitted to RMS for review and comment.

2. 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. It is noted that the nominated longest vehicle permitted to enter the site is 8.8 metre medium rigid vehicle (MRV). The DP&I shall be satisfied that the proposed commercial and retail land use will not be serviced by vehicles larger than 8.8 metres in length.
3. The number of car parking spaces shall be provided to the satisfaction of the Department of Planning & Infrastructure (DP&I) and Transport for NSW.

4. RMS supports any initiatives for implementing a location-specific sustainable travel plan (eg 'Travelsmart' or other travel behaviour change initiative and the provision of facilities to increase the non-car mode share for travel to and from the site.

Some best practices case studies for travel behaviour change initiatives could be found on Premiers Council for Active Living (PCAL) website via [http://www.pcal.nsw.gov.au/case\\_studies/workplaces](http://www.pcal.nsw.gov.au/case_studies/workplaces)

5. All vehicles are to enter and leave the site in a forward direction.
6. All vehicles should be wholly contained on site before being required to stop.
7. All loading and unloading shall occur on site.
8. 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.
9. 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.
10. 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.
11. 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 the first construction certificate.
12. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.
13. 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.
14. All works/regulatory signposting associated with the proposed development are to be at no cost to RMS.

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

Yours faithfully



Chris Goudanas  
**Chairman, Sydney Regional Development Advisory Committee**  
19 December 2011