

Your Reference: MP10_0180
Our Reference: SYD13/00338
Contact: Xi Lin
Telephone: 8849 2906



Transport
Roads & Maritime
Services

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

Attention: Mark Brown

**EXHIBITION OF ENVIRONMENTAL ASSESSMENT (EA)
STAGE 1 PROJECT APPLICATION AT THE SUMMER HILL FLOUR MILL REDEVELOPMENT
2-32 SMITH STREET, SUMMER HILL**

Dear Ms Jones,

I refer to Department of Planning and Infrastructure's (DOP&I) letter dated 11 March 2013 with regard to the EA for the stage 1 application of the abovementioned project, which was referred to Roads and Maritime Services (RMS) for review and comment.

As you would be aware, RMS assessed the traffic implication of the overall development proposal as part of the exhibition of the Concept Plan, and provided detailed comment in a letter dated 30 August 2012 (attached).

Therefore, RMS raises no objection to the development application and reiterates the comments provided in the previous letter dated 30 August 2012.

Further enquiries on this matter can be directed to the nominated Assistant Planner Xi Lin on phone 8849 2906 or via email at xi.lin@rms.nsw.gov.au.

Yours sincerely,

James Hall
Senior Land Use Planner
Transport Planning, Sydney Region
18 March 2012

Roads and Maritime Services

Your Reference: MP10_0155
Our Reference: SYD10/00997
Contact: Xi Lin
Telephone: 8849 2906



Transport
Roads & Maritime
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A/Director
Metropolitan & Regional Projects South
NSW Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Amy Watson

**CONCEPT PLAN FOR MIXED USE DEVELOPMENT
NO. 2-32 SMITH STREET, SUMMER HILLS**

Dear Mr Bright,

I refer to your letter dated 30 March 2012 with regard to the abovementioned Concept Plan Application (MP10_0155), which was referred to Roads and Maritime Services (RMS) for review and comment.

As you would already be aware, an independent audit of the applicant's micro-simulation modelling (TRANSYT) was undertaken by GHD and the applicant's traffic consultant's (ARUP) have satisfactorily responded to the findings of this audit. Following acceptance of the traffic modelling, RMS has been liaising with ARUP to identify an acceptable geometric layout for the proposed upgraded intersection of Old Canterbury Road, Edward Street and Weston Street and the critical road design concerns previously raised by RMS have now been satisfactorily addressed. The remaining road design issues can be addressed at the detailed design stage.

As a result of the above, RMS grants 'in principle' approval to the proposed traffic signals on Old Canterbury Road, subject to the following requirements:

1. The geometric layout of the proposed upgraded intersection of Old Canterbury Road, Edward Street and Weston Street associated with the proposed installation of traffic signals shall generally be in accordance with the latest concept drawing submitted by ARUP (Drawing No. SKT004).

Note: This drawing is indicative only and subject to further refinement at the detailed design stage. In this regard, RMS has reviewed the latest submitted concept drawing and provides comment on this submitted design in Attachment A, which shall be satisfactorily addressed at the detailed design stage.

2. The developer shall pay an upfront fee to cover the first 10 years maintenance of the traffic signals. The amount of this upfront fee will be specified upon receipt of the detailed signal design plans following development consent for Stage 3. The maintenance cost after the first 10 years will be at full cost to RMS.

Roads and Maritime Services

3. The developer will be required to enter into a "Major Works Authorisation Deed" (WAD) with the RMS for the abovementioned signal and civil works. In this regard the developer is required to submit detailed design plans and all relevant additional information, as may be required in the RMS's WAD documentation, for each specific change to the state road network for the RMS's assessment and final decision concerning the work. The detailed design plans submitted shall be in accordance with RMS requirements.
4. The existing bus zones (on both sides of Old Canterbury Road) on the western approach to the proposed signalised intersection will need to be relocated as part of the abovementioned roadworks. This requires the developer to consult with the bus operator and any resident/business affected by the relocation.
5. The proposed installation of traffic signals on Old Canterbury Road requires implementing the following full time 'No Stopping' regulatory signage:
 - Full time 'No Stopping' parking restriction shall be implemented on the westbound carriageway of Old Canterbury Road between Weston Street and Windsor Road with the exception of the relocated bus zone.
 - The extent of the full time 'No Stopping' restriction on the eastbound carriageway will be determined following the outcome of the bus zone relocation and consultation with any affected resident/business.
 - The existing 'No Stopping' restrictions on Old Canterbury Road on the eastern approach shall remain.
 - Full time 'No Stopping' parking restriction shall be implemented on the Edward and Weston Street approaches in accordance with RMS Technical Direction TDT 2002/12C.

The developer shall consult with any resident/business affected by the abovementioned implementation of No Stopping regulatory signage.

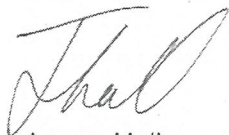
Note: A 'Work Instruction' is required to be issued by RMS, prior to implementing any regulatory signage on Old Canterbury Road.

6. The proposed traffic signals and associated civil works at the abovementioned intersection shall be fully constructed and operational, prior to the release of the Occupation Certificate for Stage 3 of the proposed development.

In addition to the above, the comments provided in the former Roads and Traffic Authority's letter dated 3 August 2011(attachment B) remains valid (with exception of comments 1, 2 & 3) and should be taken into account as part of the determination of the Concept Plan Application.

Further enquiries on this matter can be directed to the nominated Assistant Planner Xi Lin on phone 8849 2906 or via email at xi.lin@rms.nsw.gov.au.

Yours sincerely,



James Hall
Senior Land Use Planner
Transport Planning, Sydney Region

30 August 2012

ATTACHMENT A

- It is recommended that the raised medians be removed as they are more of a hazard given that the existing alignment both horizontal and vertical is not the best and the medians are relatively short and the development of these medians is also short in length. The medians as shown are too narrow to cater for a signal post and widening the medians for the placement of signal posts will compromise the alignment. Recommend just use the existing barrier lines and lane line for the existing lanes. This will mean that where required mast arms are to be used.
- There is existing guardfence on the south western corner to provide protection to the houses directly on the corner. By providing the two signalised pedestrian crossing it will open up the guardfence and may become an issue with the property owners.
- Is there enough room in the footways on the north western and south western corners of the intersection to place signal posts/mast arms, kerb ramps, signage etc. as the footways are narrow in these locations.
- The access for the properties on the south eastern corner of the intersection should be designed to give right of way to pedestrians and cyclists. The concrete footpath should continue all the way and driveway crossings provided either side of the footpath. Basically it should be treated as a driveway to avoid confusion of give ways.
- The turn path for a car to turn into the access is quite tight, if there are cars parked at the entrance vehicles cannot enter. "No Stopping" signs shall be provided in this area?
- There is also a power pole with lighting and a drainage pit that will have to be relocated due to this proposed access.
- There are a number of power poles with overhead wires at the intersection. These need to be considered when placing any mast arms etc.
- Turn paths only show a 12.5m single unit truck/bus turning left from Edward Street into Old Canterbury Road and a 8.8m single unit truck turning left from Old Canterbury Road into Western Street. Will larger vehicles such as 14.5m buses be expected to make turns at this intersection due to the development?
- There are drainage pits located on some of the corners of the intersection that will need to be relocated as they will be in the way of the proposed signalised pedestrian crossings. And normal drainage requirements apply i.e. width of flow at the proposed crossings to be no more than 0.5m (confined to the gutter).
- No need for the T1 turn lines for the right turn and left turn movements. And there would probably be no need for the T1 lines through the intersection in Old Canterbury Road as the existing alignment will basically be used.

Your Reference: MP10_0155
Our Reference: RDC 10M2414 vol 2 –
SYD 10/00997/02
Contact: Sevda Huseyin
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Transport
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Director
Metropolitan and Regional Projects South
Department of Planning and Infrastructure
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SYDNEY NSW 2001

Attention: Amy Watson

**ENVIRONMENTAL ASSESSMENT OF CONCEPT PLAN FOR
MIXED USE DEVELOPMENT OF THE FORMER ALLIED MILLS SITE
2-32 SMITH STREET, SUMMER HILL**

Dear Mr Woodland,

I refer to your correspondence dated 27 June 2011 with regard to the abovementioned application which was referred to the Roads and Traffic Authority (RTA) 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 13 July 2011.

Below are the Committee's recommendations on the subject application:

1. It is noted that the applicant's traffic consultant has used SIDRA modelling to assess the traffic impact of the proposed development on the former Allied Mills site and McGill Street precincts on the signalised intersections in proximity to these sites. However, SIDRA can only assess signalised intersections in isolation and cannot assess linear co-ordinated traffic signals along the Old Canterbury Road corridor, which includes the effect of vehicular spill back from traffic signals downstream. Therefore, the RTA requests TRANSYT modelling to be undertaken by the applicant for the traffic signals on Old Canterbury Road, which shall include the proposed traffic signals at the intersection of Edward Street and Old Canterbury Road. The TRANSYT model shall also include 10 year background traffic growth. In this regard, the RTA is willing to provide the developer's traffic consultant with the strategic assumptions about future transport growth along this section of Old Canterbury Road that is mainly derived from the Bureau of Transport Statistics.

Prior to submitting the TRANSYT models to the RTA for review, the models shall be independently audited by a third party with considerable knowledge and experience in TRANSYT modelling.

Roads and Traffic Authority of New South Wales

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The RTA is not in a position to comment on road infrastructure requirements for Old Canterbury Road, which includes the proposed traffic signals at the Edward Street intersection until such time that the TRANSYT model and accompanying third party audit is submitted to the RTA for review.

2. It is noted that Council have requested the applicant to undertake micro-simulation modelling (i.e. PARAMICS or VISSUM) to determine the cumulative traffic impacts of the subject development and the McGill Street precinct on the local road network in the area. While the RTA does not require micro-simulation modelling to determine the traffic impacts of these two developments on the Old Canterbury Road corridor, the RTA appreciates Council's desire for this type of detailed micro traffic modelling to be undertaken to assess the cumulative traffic impact of these developments on the local road network in the area.

Should the Department of Planning and Infrastructure (DoPI) determine that the developer is required to undertake micro-simulation modelling, an independent third party audit of the models should be undertaken, prior to the submission of the models to the DoPI and Council for review. The RTA is willing to review the models and accompanying third party audit on behalf of Council as the RTA appreciates that Council does not have the necessary expertise in reviewing micro-simulation models.

3. It is noted that the applicant is proposing a new vehicular crossing on Old Canterbury Road to the east of Edward Street, which requires the concurrence of the RTA under Section 138 of the Roads Act, 1993. The current practice of the RTA is to minimise the number of driveways on arterial roads on traffic efficiency and road safety grounds. In this regard, the Australian Guidelines 'Planning for Road Safety' is based on the widely accepted principle of conflict reduction by separating traffic movements and land access functions as much as possible.

International traffic engineering best practice dictates that limiting the number of driveways and intersections on arterials and highways improves traffic efficiency and reduces congestion. The above traffic engineering principles are reflected in Clause 101(2a) of State Environmental Planning Policy (Infrastructure) 2007, which reads as follows:

"The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that:

"where practicable, vehicular access to the land is provided by a road other than the classified road".

As a result of the above, all vehicular access to/from the proposed development shall be via the local road network and not directly from Old Canterbury Road.

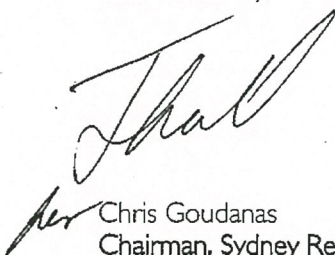
4. To ensure that internal roads within the subject site are self enforcing low speed environments, threshold entry treatments consisting of grade textural treatments (i.e. pavers/cobblestones) shall be implemented and once the road works are nearing completion, the RTA will inspect the internal roads to identify an appropriate speed limit for these streets. In this regard, any changes to existing speed limits requires the approval of the RTA.
5. The developer should improve pedestrian accessibility, amenity and safety from the subject site to the rail station, neighbourhood shops and local schools to the satisfaction of DoPI in consultation with Council. However, the RTA advises that traffic signals on pedestrian

accessibility grounds will not be approved under Section 87 of the Roads Act unless the warrants are met in accordance with Austroads and associated RTA supplement. If the warrants are not met for traffic signals then alternative forms of pedestrian treatments should be considered and once determined should be designed and constructed in accordance with Austroads.

6. Any proposed shared zones within the development site shall comply with the RTA's Technical Directions for Shared Zones and shall be self enforcing.
7. The proposed mixed use development should take into consideration and contribute to the achievement of transport objectives contained in the Metropolitan Strategy and other high-level NSW Government strategies. In this regard, consultation should be undertaken with the Centre for Transport Planning – NSW Department of Transport on the public transport infrastructure requirements associated with the proposed development. This should include (but not limited to) improving pedestrian accessibility and amenity from the subject site to both the heavy and light rail stations, secure bicycle parking, liaising with State Transit Authority for additional bus services, providing bus shelters at the bus stops and provision of drop off and pick up zones for the light rail station.
8. All vehicles are to enter and exit the site in a forward direction.
9. The layout of the proposed car parking areas associated with the subject development (including, driveways, ramps, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be designed and constructed in accordance with AS 2890.1 -2004 and AS 2890.2 –2002.
10. 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 Council, for approval, prior to the issue of a construction certificate.
11. 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 guidelines.
12. All costs associated with the proposed development shall be at no cost to the RTA.

The RTA requests that the subject application not be approved until such time that the TRANYST model and accompanying third party audit are submitted to the RTA for review and the necessary road infrastructure improvements on Old Canterbury Road are adequately identified to the satisfaction of the RTA.

Yours sincerely,



Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee
3 August 2011