



Our ref: STH18/00035
Contact: Emma Pietruska 4253 2609
Your ref: SSD9143

23 October 2019

Sally Munk
Department of Planning, Industry and Environment
sally.munk@planning.nsw.gov.au

**REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS – GOULBURN
MIXED USE DEVELOPMENT DEVELOPMENT – SSD 9143**

Dear Sally

Roads and Maritime Services (RMS) refers to your correspondence dated 18 September 2019 regarding the subject development application.

RMS has completed an assessment based on the information provided and determined that the application does not provide enough information to assess the impact of the development. RMS appreciates that some of the information requested in Attachment 1 was provided, however RMS requires the matters outlined in Attachment 2 be addressed.

If you have any questions please contact Emma Pietruska on 4253 2609.

Please ensure that any further email correspondence is sent to development.southern@rms.nsw.gov.au.

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Chris Millet'.

Chris Millet
Manager Land Use
Southern Region

Further detail in the traffic impact study (TIS) is required to consider the implication of the development. The TIS needs to provide more information regarding:

- A detailed description of existing and predicted traffic movements. This needs to include the type of vehicles using the access and associated intersections, the likely daily and peak hour movements in and out of the access (including staff movements), the likely distribution of these movements (i.e. which direction they are coming from/going to and when) and the expected duration of the operation (and associated traffic movements).
- RMS notes that the *RMS Guide to Traffic Generating Developments* peak hour traffic generation rates has been referenced. Clarification is appreciated on which Guide the rates have been taken from, particularly related to offices considering the *Guide to Traffic Generating Developments – updated traffic surveys August 2013*.
- RMS notes that two-way peak hour traffic flows has been provided, however the dates and times that these traffic flows were collected are not identified. Intersection traffic modelling is required for Common Street and Sydney Road, and Common Street and Sinclair Street.
 - The modelling would need to consider peak periods (AM, PM) with and without the development.
 - The modelling would need to consider a base case scenario (to demonstrate calibration) and a future scenario (10 years).
 - The base models must be calibrated with on-site observations in the AM and PM peak. This can be done by measuring existing queue lengths and delays.
- Electronic copies of modelling and SIDRA files needs to be provided to RMS for review.
- RMS also notes that the TIS provides advice that no new road upgrade works are required or proposed with the proposed development. However, if it is determined that an upgrade to the intersection (i.e. a roundabout at the intersection of Sydney Road and Common Street) is required, a strategic design will need to be prepared to clarify the scope of works, demonstrate the works can be constructed within the road reserve at the proposed location and allow the consent authority to consider any environmental impacts of the works as part of their Part 4 assessment. Cost estimates for the road upgrades need to be prepared and an appropriate mechanism to fund and deliver the upgrades needs to be identified.