

The General Manager
Sydney City Council
DX1251
SYDNEY



Attention: Philip Jamieson

**PROPOSED STAGE 1 RETAIL COMMERCIAL AND RESIDENTIAL DEVELOPMENT
AT 66 -77 EPSOM ROAD & 95 DALMENY AVENUE, ROSEBERY**

Dear Sir/Madam,

I refer to Council's letter of 23 October 2008 (Council Ref: D/2008/102), concerning the above mentioned Development Application referral to the Roads and Traffic Authority (RTA) for comment in accordance with the provisions of Column 2 of Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 17 December 2008.

Below are the Committee's recommendation and RTA's comments on the subject application:

1. This Stage 1 Development Application seeks to obtain consent for various public domain works, land use and building form parameters as well as demolition, site remediation, bulk earthworks and services. Detail design plans are not available for assessment of driveway accesses, car parking arrangements, service bays, etc. Design plans are to be provided with the Stage 2 Development Application.
2. The Traffic report notes that the existing driveway on Epsom Road is to be retained. In this regard the driveway should be reconstructed to prevent right turn movements into and out of the site, or alternatively, a raised concrete median be provided along the centreline of Epsom Road which covers this driveway.
3. In considering an application to develop a neighbouring property to the east known as the "Dolina" site the SRDAC noted on 25 May 2006 that:

"The development proposal will result in noticeable increases in traffic flows into the Randwick LGA, primarily by way of Lenthall Street. Given the nature of Lenthall



Street, a local street running through a low rise Heritage Conservation Area, and the fact that Lenthall Street already experiences problems with traffic congestion during peak hours, this development will only further contribute to this problem.

To address the traffic flow issues into Randwick Council raised above, the RTA requires the design of the proposed signalised intersection of Epsom Road / Link Road to be as follows:

- a) Site Approach – One 40m long left turn lane + shared through / right turn lane;*
- b) Link Road Approach – Left turn lane (30-40m) + shared through / right turn lane + right turn only lane*
- c) Epsom Road (East) Approach – Shared Left / Through lane + 60m Through lane + 60m Right turn only lane;*
- d) Epsom Road (West) Approach – Free flow left turn slip lane + 20m long Bus Only Lane + Right turn only lane.”*

The plans submitted with the Development Application and the modelled intersection layout in the Masson Wilson Twiney Traffic report (Figure 6) differs to the requirements set out above. Therefore, revised traffic modelling (with Dolina / without Dolina) for the intersection of Epsom Road / Link Road will need to be undertaken which reflects the abovementioned layout.

Detailed output results of the abovementioned revised traffic modelling should be submitted to both Council and the RTA for further review and comment.

- 4. As recommended within the traffic report and subject to Council's Local Traffic Committee's approval, AM/PM weekday peak period parking restrictions need to be installed along the western side of Dalmeny Avenue for a distance of 30m south of the existing No Stopping restrictions located near the Epsom Road / Dalmeny Avenue intersection.
- 5. To prevent rat running through the development site Council is to ensure that appropriate traffic calming measures are implemented along proposed Road 02, 03 and 04.
- 6. The Traffic Report states that it is proposed to locate one loading bay within each building. The report further advises that all retail and the majority of the commercial component will be located in Buildings A and A1. In this regard the development is to provide sufficient number of loading bays to accommodate the expected peak loading for these buildings.
- 7. Loading bays must be designed for building maintenance vehicles and removalists of minimum 12.5 metres in length.
- 8. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle

lengths, parallel parking spaces and parking bay dimensions) should be in accordance with AS 2890.1- 2004 and AS 2890.2 – 2002 for heavy vehicle usage.

9. 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 AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
10. The proposed development will generate additional pedestrian movements in the area. Consideration should be given to ensuring pedestrian safety.
11. Any proposed landscaping and/or fencing must not restrict sight distance to pedestrians and cyclists travelling along the footpaths of Epsom Road and Dalmeny Avenue.
12. The required sight lines to pedestrians or other vehicles in or around the entrance and car park are not to be compromised by landscaping or signage.
13. Car parking provision to Council's satisfaction.
14. All vehicles are to enter and leave the site in a forward direction.
15. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

In accordance with Clause 104(4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of Council's determination on the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

Any inquiries in relation to this development application can be directed to Iona Cameron on telephone 8849 2525 or facsimile 8849 2918.

Yours sincerely,



Doug Moore

A\Chairman, Sydney Regional Development Advisory Committee

6 January 2009