Transport
Roads & Maritime
Services

1 October 2015

Our Reference: SYD15/00181/02 (A10286537)
Council Ref: DA222/14

The General Manager
Lane Cove Council
PO Box 20
Lane Cove, NSW 1595

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06 OCT 2015
RECORDS

Attention: Rebecka Groth

Dear Sir/Madam,

CONSTRUCTION OF TWO MIXED USE TOWERS
472-494 PACIFIC HIGHWAY, ST LEONARDS

Reference is made to Council's letter dated 27 August 2015 & 9 September 2015, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Schedule 3 of the *State Environmental Planning Policy (Infrastructure) 2007* as 'Integrated Development'.

Pacific Highway is a Classified Road and as such removal of existing vehicular crossings, laybacks or pram-ramps along this road requires concurrence from the Roads and Maritime in accordance with Section 138 of the *Roads Act 1993*.

Roads and Maritime has reviewed the development application and raise no objection to the Application, subject to Council's approval and the following requirements being included in the development consent:

1. All buildings and structures, together with any improvements integral to the future use of the site should be wholly within the freehold property (unlimited in height or depth), along the Highway boundary.

2. Council should ensure that the post development storm water discharge from the subject site into the Roads and Maritime drainage system does not exceed the pre-development discharge.

   Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to Roads and Maritime for approval, prior to the commencement of any works.

Details should be forwarded to:
The Sydney Asset Management
Roads and Maritime Services
PO Box 973 Parramatta CBD 2124.

A plan checking fee will be payable and a performance bond may be required before Roads and Maritime approval is issued. With regard to the Civil Works requirement please contact the Roads and Maritime Project Engineer, External Works Ph: 8849 2114 or Fax: 8849 2766.

3. The developer is to submit design drawings and documents relating to the excavation of the site and support structures to Roads and Maritime for assessment, in accordance with Technical Direction GTD2012/001.

   The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by Roads and Maritime.

   The report and any enquiries should be forwarded to:
   Project Engineer, External Works
   Sydney Asset Management
   Roads and Maritime Services
   PO Box 973 Parramatta CBD 2124.

   Telephone 8849 2114
   Fax 8849 2766

   If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) days notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work.

4. The proposed development should be designed such that road traffic noise from Pacific Highway 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.

5. A Construction Traffic Management Plan (CTMP) 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.

6. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Pacific Highway.

7. A Road Occupancy Licence should be obtained from the Transport Management Centre for any works that may impact on traffic flows on Pacific Highway during construction activities.

Roads and Maritime has the following comments for Council's consideration in the determination of the application:

1. The proposed development will generate additional pedestrian movements in the area. Consideration should be given to ensuring pedestrian safety.

2. Roads and Maritime has previously provided comments in the letter dated 8 December 2014 (attached) regarding the planning proposal for this site. In particular, it was recommended that intersection of Oxley Street & Pacific Highway be upgraded to a 'critical site' in SCATS from existing "minor site" to improve traffic congestions at this location.

3. Council is advised that Transport for NSW is currently reviewing the LEP amendment before the Department of Planning and Environment considers gazettal. Any concerns or requirements from Transport for NSW would still need to be considered for the proposed development.

4. 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, and parking bay dimensions) should be in accordance with AS 2890.1- 2004, AS 2890.6:2009, and AS 2890.2 – 2002.

5. 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.

6. All vehicles are to enter and leave the site in a forward direction.

Any inquiries in relation to this development application can be directed to Ahsanul Amin on 8849 2413 or development.sydney@rms.nsw.gov.au.

Yours sincerely,

Angela Malloch
Senior Land Use Planner
Network and Safety Section

Attachments:
i) RMS letter dated 19 February 2015, and
ii) RMS letter dated 8 December 2014

Transport
Roads & Maritime
Services

8 December 2014

COPY

Our Reference: SYD14/00942/03 (A8007672)
Council Ref: SU5246

The General Manager
Lane Cove Council
PO Box 20
Lane Cove NSW 1595

Attention: Stephanie Bashford

Dear Sir/Madam

PLANNING PROPOSAL – LEP AMENDMENT, DRAFT DCP AND DRAFT VPA FOR 472-520 PACIFIC HIGHWAY, ST LEONARDS

Reference is made to the email dated 11 November 2014 to Roads and Maritime Services (Roads and Maritime) from Browns Consulting regarding the abovementioned planning proposal referred to Roads and Maritime for comment in accordance with Section 56 of the *Environmental Planning and Assessment Act 1979* and Gateway determination.

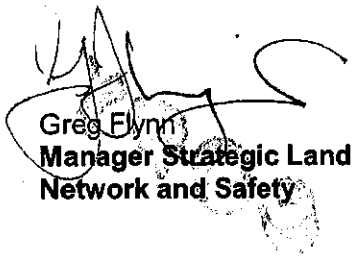
Roads and Maritime has reviewed the amended traffic study and supporting modelling, and would raise **no objection** to the proposed amendments to the LEP. It is strongly recommended, however, that Transport for NSW (TfNSW) be consulted on the planning proposal, and that any concerns or requirements of TfNSW be satisfactorily addressed prior to finalising the planning proposal and associated development control plan (DCP) and voluntary planning agreement (VPA). Roads and Maritime's detailed comments on the planning proposal (including the draft DCP and draft VPA) are attached for Council's consideration in the preparation of these plans and documents. **(Refer attachment A)**

It is also noted that the proponents of the subject planning proposal have offered to enter into a Voluntary Planning Agreement with Council to provide contributions to the delivery of the St Leonards Public Domain Master Plan (Council ref: SU4559). Noting the proposed changes to the pedestrian and road network in the Draft Public Domain Master Plan, Roads and Maritime recommended that a detailed traffic study of the precinct be undertaken to determine the future cumulative traffic impacts of known development proposals and approved developments on the surrounding road network in order to inform the improvement works, particularly at the Oxley Street/Pacific Highway intersection. **(Refer Attachment B)**

Council should be satisfied that an appropriate source of funding is available for any required road / transport infrastructure improvements that may be required as a result of the coming into force of this plan and associated documents.

Should you have any questions in relation to these matters, please do not hesitate to contact the nominated Land Use Planner, Rachel Nicholson on 8849 2702 or by email Rachel.Nicholson@rms.nsw.gov.au.

Yours sincerely,



Greg Flynn
Manager Strategic Land Use
Network and Safety

Attachment A – Detailed Comments on General Aspects of the Planning Proposal, Draft DCP and Draft Voluntary Planning Agreements

Traffic Impacts and Developer Contribution for Road / Transport Improvements
The total traffic impact of the future development remains slightly understated based on the traffic generation rates adopted in the Traffic Study, however, Roads and Maritime notes that this is unlikely to have a major impact on the overall outcomes of the Traffic Study and modelling.

Roads and Maritime notes from the modelling provided that the additional traffic at the Oxley Street / Pacific Highway intersection from the subject planning proposal is likely to further exacerbate queue lengths and average delays at the Oxley Street west approach to the intersection, particularly in the weekday PM peak; with overall average delays on the approach of 11mins (compared to the existing average 8min delay in the PM peak worst case modelled) and 95th percentile queue lengths reaching 570m in the PM peak (compared to 460m for the existing scenario).

It is noted that the subject development will represent around 50% of the traffic on the Oxley Street West approach. Congestion on the local road network will increase as a result of the subject planning proposal and measures to mitigate any increase should be considered as part of the draft Voluntary Planning Agreements.

Roads and Maritime notes the Traffic Study suggested changes to the phasing splits at the traffic signals to reduce the delays and queues on the Oxley Street approach to the intersection. The Pacific Highway is a major arterial road at this location carrying significant traffic volumes, including a high number of Public Transport and High Productivity Vehicles, and therefore the efficiency of through traffic is of key importance. The Pacific Highway can become congested through St Leonards, particularly during heavy traffic periods. The proposed alterations to signal phase splits at the intersection of Oxley Street and the Pacific Highway would reallocate green time from the Pacific Highway to Oxley Street. This is likely to further increase delays on the Pacific Highway, not just for general traffic, but also for bus services. Given these considerations, Roads and Maritime would not support the proposed changes to the phase splits at the traffic signals.

Traffic lights in NSW are controlled by the Sydney Coordinated Adaptive Traffic System (SCATS), which allocates the length of green time based on real time traffic flows. Sensors embedded beneath the road measure the flow and density of traffic approaching the lights in each direction and the green time is allocated accordingly. The length of time the lights stay green varies in response to changing traffic conditions.

Currently the intersection of Pacific Highway and Oxley Street is considered a minor site on SCATS, with pavement loop detectors in the side street (Oxley Street) only. Due to the additional vehicular traffic as a result of the cumulative impacts of the development in this precinct, the intersection may require upgrading to a Critical site in SCATS, in order to make the traffic signal operation more dynamic and more responsive to changing traffic conditions. This would involve the installation of pavement loop detectors in the Pacific Highway approaches so that traffic flow data on all approaches at this junction can be provided to SCATS for the optimisation of phase splits. If this is pursued, due to the increased pedestrian activity the development will generate, it is also recommended that a pedestrian crossing facility across Pacific Highway northern approach at the intersection should be investigated to improve pedestrian amenity and address any pedestrian desire line from residential apartments on the northern side of the Pacific Highway to the restaurants, commercial and retail components of the subject development. These improvements could be further investigated as part of the wider St Leonards traffic study to inform the Public Domain Works Master Plan, with contributions collected through the VPAs.

Access Restriction - Classified Roads
As Council would be aware, Roads and Maritime's current access management practice is to deny access to classified roads where alternative local road access is available. This is supported by State Environmental Planning Policy (Infrastructure) 2007, which states "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." Roads and Maritime would require that all future vehicular access to the development site is provided via local roads (ie Nicholson Street and Friedlander Place), as direct vehicular access to the Pacific Highway for the future development would not be supported.

Noting the likely increase in traffic volumes on Nicholson Street as a result of the future development, Council should be satisfied with the impact assessment to the environmental capacity of Nicholson Street.

From the plans presented in the Architects Design Report it could be interpreted that an additional leg is proposed at the Pacific Highway / Albany Road intersection whereby Albany Road is continued southwest of the Pacific Highway. Other documents, such as the Landscaping Master Plan, have not shown this, and the Traffic Study has not accounted for this in the assessment. Roads and Maritime notes that the Albany Street west leg was proposed as part of separate pre-DA correspondence; however it is advised that Roads and Maritime has not formally granted concurrence to an additional leg on this intersection. It remains unclear whether this is being pursued.

Child Care Centres and Schools
Council is advised that Roads and Maritime has road safety concerns with any new child care centre or school being located where such properties have a direct frontage to a classified road. Roads and Maritime requests that Council ensure that any new Child Care centres and schools are effectively prohibited where such properties have a direct frontage/access to a classified road, and that this position is reflected in the Sections of the LEP and DCP relating to the subject site.

Promoting Increased Use of Sustainable Modes of Travel
Roads and Maritime strongly supports development which will reduce car dependency and increase use of sustainable modes of travel including the use of buses, bicycles and walking. It is therefore recommended that the planning proposal supports, to the greatest extent possible, the aims and objectives of the NSW Government policies dealing with this matter including *NSW 2021*, *NSW Long Term Transport Master Plan* and supporting modal plans; Sydney's Cycling Future, Sydney's Walking Future, and Sydney's Bus Future, and considers the potential for implementing a location-specific sustainable travel plan (eg 'Travelsmart' and similar travel behaviour change initiatives); and the provision of facilities to increase the non-car mode share for travel to and from the site.

The planning proposal should be referred to Transport for NSW (TfNSW) to ensure that impacts to pedestrians, cyclists and public transport infrastructure and services are adequately addressed in accordance with the above policies. Council should consult with TfNSW Transport Services and Planning and Programs divisions; particularly with regard to the proposed St Leonards Rail Plaza and Bus Interchange and provision of pedestrian/cyclist connections and facilities. Requirements for improvements to public transport and active transport infrastructure (if applicable) may impact the setback requirements in the DCP if any additional allowance needs to be given.

Road Traffic Noise Attenuation
Roads and Maritime requires the planning controls for acoustic privacy to place requirements on developments impacted by traffic noise in order to achieve the required noise criteria under Clause 102 (3) of State Environmental Planning Policy (Infrastructure) 2007 through setbacks, site and architectural treatments. The proposed development shall be designed such that road traffic noise from the Pacific Highway is mitigated through setbacks, site architectural treatments and durable materials in order to satisfy the requirements for habitable rooms for development impacted by road traffic noise.

Outdoor Dining
Any new outdoor dining proposals along the Pacific Highway will be subject to Roads and Maritime requirements and concurrence under Section 125 (3) of the Roads Act 1993. These are assessed case-by-case and are typically subject to clear zone and pedestrian clear width requirements in accordance with the *Austroads Guide to Road Design* and Roads and Maritime supplements.

Awnings
Awnings overhanging the road reserve of classified roads will require the concurrence of Roads and Maritime under Section 138 of the *Roads Act, 1993* and will generally need to meet the below requirements:

- Temporary construction hoardings generally need to meet minimum setback requirements of 600mm from the face of kerb as well as any additional setback that may be required to ensure the line of sight for motorists to traffic control signals, driveways, regulatory signposting or other critical road infrastructure, is not obstructed by the hoarding.
- Awnings and verandas are required to be setback a minimum of 1.5 metres from the face of kerb on classified roads. Awnings and verandas along local roads that intersect with classified roads should be set back a minimum of 1.5 metres from the kerb for a distance of 100 metres from the intersection with the classified road.
- At any signalised intersections, awnings and verandas should be set back a minimum of 1.5 metres from the kerb for a distance of 100 metres from the signalised intersection.
- Roads and Maritime requests that Council assist by ensuring these setbacks are maintained so that the function of traffic control signals, and the line of sight for motorists to traffic control signals, is not impeded by the location of awnings.

Other Considerations
Standard conditions for the future development applications for the subject site are likely to include (but not be limited to) the following:

1. Roads and Maritime requires that the car park must be constructed such that dimensions, driveways, grades, aisle widths, turning paths, sight distance are in accordance with AS2890.1-2004.

2. Proposed landscaping and street furnishings must not hinder sight lines to/from access driveways and intersections to pedestrians and other motorists.

3. 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 a construction certificate. Roads and Maritime concurrence will be required prior to approval.

4. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the works and as required by the various public utility authorities and/or their agents.

5. The swept path of the longest vehicle (to service the site) 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.

6. Any road occupancy licence should be obtained from Roads and Maritime for any works that may impact on traffic flows on Pacific Highway during construction activities.
7. Suitable provision must be made on site for all construction/demolition vehicles as a construction zone will not be permitted on the Pacific Highway.