

9 February 2016

Our Reference: SYD15/01608/01 (A11374359)
Council Ref: DA 198/15

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

Attention: May Li

Dear Sir/Madam,

**CONCEPT PLAN FOR PROPOSED REDEVELOPMENT OF CARPARK AT
2-20 ROSENTHAL AVENUE, LANE COVE**

Reference is made to Council's letter dated 11 December 2015, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Clause 101, 102 & 103 of the *State Environmental Planning Policy (Infrastructure) 2007*.

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

1. The Traffic Impact Assessment report indicated that existing Rosenthal Avenue Carpark consists of 176 spaces when operating at its full capacity. However, there was no indication of how the 176 spaces will be provided to the shoppers during redevelopment of the site.
2. In Section 3.6.5 the peak traffic generation from the proposed redevelopment has been estimated based on 95% highest traffic reported peak hour trip generation at 402 trips, but 100% highest peak hour traffic generation in the PM peak is 636 trips. Therefore, the proposed roundabout intersection should be modelled based on 'worse case' scenario of 1237 trips rather than 1003 trips.
3. Coxs Lane is to be widened (as per Lane Cove Council LEP) prior to the opening of the Rosenthal Avenue carpark to cater for the increased traffic expected from the proposed development and other nearby developments.
4. In Section 4.5 regarding Loading Dock, it has been mentioned that all vehicles will enter from Rosenthal Avenue via Birdwood Avenue and leave via Rosenthal Avenue and Burns Bay Road. However, the submitted Plans (attachment 2) show that trucks will enter/exit the site from same access located in Rosenthal Avenue at Finlayson Street. Therefore, more clarification is requested in this regards.

Roads and Maritime Services

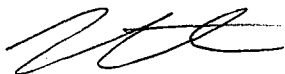
5. The Traffic Impact Assessment report should include a detailed SIDRA output report highlighting the queue length for each movement on each approach of the proposed new roundabout. The SIDRA output should show if the queue length would affect any other nearby intersections or whether the queue will extend back a significant distance within the proposed carpark.
6. The proposed roundabout should be designed as per "Guide to Road Design Part 4B" and other associated supplements as found on the Roads and Maritime internet.
7. In Section 6.1 Council conducted a SIDRA analysis of the proposed roundabout for weekday PM peak based on 1076 trips. This analysis should be based on the worst case scenario trips of 1237 trips.
8. In Section 6.1 even though the report has mentioned that AM peak would generate around 400 trips which is less than the PM peak. However, the proposed roundabout should be modelled considering higher traffic flow along Rosenthal Avenue during AM peak compared against PM peak. The same principle would also apply for modelling this intersection during Saturday morning peak.

Please note that according to RMS most recent *Technical Direction TDT 2013/04a* the retail development has its highest traffic generation during the weekends.

9. In Section 6.1 there was no supporting data regarding the impact of proposed development during existing AM peak traffic on Rosenthal Avenue which already experiencing queue travel along Burns Bay Road. Therefore the statement in paragraph 5 "proposed roundabout intersection with Rosenthal Avenue will operate satisfactorily" cannot be supported at this stage unless the subject intersection is modelled during AM, PM and weekend peak hours with up to date traffic data. The data used are prior to installation of Traffic Lights at Longueville Road and Birdwood Avenue. The modelling should also take into consideration the multiple developments along Birdwood Avenue and Finlayson Street.
10. In Section 6.3 & 7.3 there was no reference as to whether a pedestrian pathway would be included around the circumference of the proposed development. Further clarification is required in regards to the pedestrian pathways and to any proposed pedestrian crossing locations (with the exception of Finlayson Street crossing, detailed in Section 7.5).
11. In Section 6.3 it is stated that "a pedestrian crossing on the northern leg of Rosenthal Avenue is not supported due to safety reasons", it should be noted that all legs of the intersection will be highly used. Importance should be given to all the legs of the subject intersection to determine whether alternative pedestrian crossing is required.
12. A pedestrian overbridge has been proposed in Rosenthal Avenue; however, there is no indication of the height of this bridge. Consideration should be given to accommodate all types of vehicles requiring movements along Birdwood Avenue / Rosenthal Avenue. The overbridge must be built to accommodate for the mobility and vision impaired and parents with prams and an appropriate alternative is to be considered in the event of an elevator breaking down.
13. The potential increase in the volume of vehicles dropping off/ picking up bus commuters who would utilise Epping Road Interchange has not been considered. It is expected that the proposed carpark will be advantageous for these types of movements as the carpark would be a safe option for pedestrian connections to Longueville Road which does not exist at this moment. A study is required to identify the expected vehicle volumes and pedestrian movements.

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,

A handwritten signature in black ink, appearing to read 'L. Van Putten', with a stylized flourish at the end.

Laura Van Putten
A/Senior Land Use Planner
Network and Safety Section