

23 January 2019

Our Reference: SYD18/02012/01 (A25538242)
Council Ref: DA-886/2018

The General Manager
Liverpool City Council
Locked Bag 7064
LIVERPOOL BC NSW 1871

Attention: **Emmanuel Torres**

Dear Sir/Madam,

CONSTRUCTION OF A 35 STOREY MIXED USE DEVELOPMENT INCLUDING 194 RESIDENTIAL UNITS, A 113 ROOM HOTEL, 4,500SQM OF COMMERCIAL SPACE AND A RESTAURANT – 24-26 ELIZABETH STREET, LIVERPOOL

Reference is made to Council's correspondence dated 18 December 2018, 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*.

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

1. It is noted that the estimated traffic generation of the planning proposal submitted for draft Liverpool Local Environmental Plan 2008 (Amendment No. 51) was 200-220 vehicle trips per hour (two-way) during peak times.

The submitted Traffic Report indicates that the estimated traffic generation from just this development will be approximately 116 vehicle trips per hour in the PM peak (with the 20% discounts being applied to the hotel and commercial components and no vehicle movements calculated for the proposed restaurant).

The proposed development will result in a greater traffic generation than originally estimated for the planning proposal. Council should be satisfied that the proposed development will not have a detrimental impact on the surrounding road network and that the proposed development is included in Council's Liverpool CBD Traffic Study and investigations being undertaken for alternative traffic patterns/routes within the Liverpool CBD.

2. From the submitted information, it is not clear what the impacts will be on the adjacent classified road network as a result of this development.

3. Vehicular access from the proposed right of way to Bigge Street should be left-in/left-out due to the close proximity to traffic signals. This may need to be enforced with a central median and should be investigated further by the applicant and Council.
4. The submitted traffic assessment and modelling may need to be updated to include the abovementioned left-in/left-out restriction and any other alternative traffic patterns/route within the Liverpool CBD being proposed in Council's investigations and the wider Liverpool Centre Traffic Study.
5. The SIDRA electronic files should be submitted to Council for further review.
6. Roads and Maritime notes that network capacity at the Bigge Street/Elizabeth Street and George Street/Elizabeth Street intersections is already constrained and that the additional uplift in this location will further reduce capacity and level of service. Roads and Maritime therefore requests further information regarding vehicle and pedestrian cycle phasing arrangements and intersection lane layouts used in the SIDRA traffic modelling.
7. Roads and Maritime advises that the set cycle times on Bigge Street are 120 seconds and the cycle times within the Liverpool CBD are set at 100 seconds. Further clarification is requested regarding why a 60 second "network practical" cycle time was used in the traffic modelling.

Any inquiries in relation to this Application can be directed to Malgy Coman on 8849 2413 or development.sydney@rms.nsw.gov.au.

Yours sincerely



Pahee Rathan
A/Senior Land Use Assessment Coordinator
North West Precinct