

Our Reference: SYD11/01046
Your Reference: DA531/2011
Contact: Ravi Ravendra
Telephone: 8849 2540



Transport
Roads & Maritime
Services

The General Manager
Woollahra Municipal Council
PO Box 61
DOUBLE BAY NSW 1360

Attention: Peter Kauter

**KIAORA LANDS REDEVELOPMENT AT
1 KIAORA ROAD, DOUBLE BAY**

Dear Sir,

I refer to your letter dated 28 November 2011 (Council's Reference DA/531/2011) with regard to the abovementioned development proposal, which was referred to the Roads and Maritime Services (RMS) in accordance with Clause 104 and 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 development application at its meeting on 14 December 2011.

The SRDAC has reviewed the development application and provides the following requirements for Council's consideration in the determination of the development application:

The models submitted were reviewed and the following comments are submitted for your information:

- i) Cross Street / New South Head Road Intersection (Existing and Future Models)
- Pedestrian crossing was not included at New South Head Road (East). This will affect the performance of the signals when in use.
 - The lane length at both approaches from New South Head Road (West) should be 80m, not 500m.
 - Gradient is not coded in the SIDRA models.
 - Extra bunching should be applied to adjust the proportion of free vehicles in the traffic stream from upstream signalised intersections.
- ii) Knox Street / New South Head Road intersection (Existing and Future Models)
- Gradient is not coded in the SIDRA models.
 - Extra bunching could be applied to adjust the proportion of free vehicles in the traffic stream from upstream signalised intersections.

Roads and Maritime Services

iii) New South Head Road / Manning Road

Existing Model -

- Phasing does not match the plan in SCATS. (See attached)
- Gradient is not coded in the SIDRA models.
- Extra bunching could be applied to adjust the proportion of free vehicles in the traffic stream from upstream signalised intersections.

Future - Model

- Right turn bay lengths on New South Head Road (W) and Manning Road were extended from 50m and 40m to 58m and 75m respectively. These lengths are not match with the report figures stated that no intersection improvements would be required.
- Gradient is not coded in the SIDRA models.
- Extra bunching could be applied to adjust the proportion of free vehicles in the traffic stream from upstream signalised intersections.

To obtain more reliable results, queue lengths and SCATS IDM data shall be utilised to obtain replicate existing traffic performance and actuated signals timing.

1. In addition to the above, the modelling does not indicate the estimated right turn queue lengths at Kiaora Road and Manning Road.
2. The length of the existing right turn bay in Manning Road is approximately 22 metres which only provides storage for three (3) vehicles. This right turn bay is also located at the bottom of a steep grade and curve.
3. There is the potential for high severity rear end crashes if the right turn bay queues out into lane 2. This queuing will also increase traffic congestion as only one lane will be available for through traffic.
4. The existing right turn bay into Kiaora Road also provides right turn access to Bellevue Road. The increased demand for the right turn movement into Kiaora Road may increase congestion and delays for right turning traffic into Bellevue Road.
5. The proposed shared zone in Kiaora Lane will require approval by the Road Safety Section of RMS.
6. The current loading operations for the Golden Sheaf Hotel require trucks to unload in the middle of the signalised intersection at Knox Street which is illegal. Consideration should be given to providing a loading zone in Kiaora Lane to facilitate deliveries.
7. Further assessment is being undertaken by RMS of the submitted PARAMICS and SIDRA models to determine the traffic impact of the proposed development. Once this assessment has been completed, RMS will provide Council with additional information and with regard to the development application.

Further to the above, RMS provides the following advisory comments to Council for consideration in the determination of the development application:

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

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 AUSTRROADS. In this regard, a swept path plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement
10. A service vehicle management plan needs to be prepared and submitted to Council for approval restricting deliveries to outside of trading hours due to the potential conflicts between cars and service vehicles.
11. The proposed development should be designed such that road traffic noise from New South Head Road is mitigated by durable materials and complies with the requirements of Clause 102–(Impact of road noise or vibration on non-road development) of State Environmental Planning Policy (Infrastructure) 2007.
12. Council should ensure that post development storm water discharge from the subject site into the RMS 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 the RMS for approval, prior to the commencement of any works.

Details should be forwarded to :-
The Sydney Asset Management
PO Box 973
Parramatta CBD NSW 2124

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

13. Any proposed landscaping, fencing or signage is not to impede the desired sight lines of all road users including pedestrians and cyclists.
14. All vehicles must enter and exit the subject site in a forward direction.
15. All construction vehicles must be accommodated on site.
16. The developer shall be responsible for all public utility adjustments/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.

17. All works/regulatory signage associated with the proposed development shall be at no cost to the RMS.

Should you require any further clarification in relation to this matter, please call the contact officer named at the top of this letter.

Yours faithfully

Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

15 February 2012

rec'd by email 29-3-12