



# Lyle Marshall & Partners Pty Ltd

Consulting Engineers, Transportation and Environmental Planners, Hydrology and Hydraulics & Architects  
ABN 84 095 235 957

EMMC/MS/1130-3-19

6<sup>th</sup> February 2019

Todd Neal  
Colin Biggers & Paisley Lawyers  
Level 42, 2 Park Street  
Sydney NSW 2000

Email: Todd.Neal@cbp.com.au

Dear Todd,

**Re: Response to Independent Planning Commission IPC Hearing A099/19.2019  
for Proposal at 642-644 Canterbury Road, 1-3 Platts Avenue, 2A, 2B, 2C, 2D  
Liberty Street, Belmore- Site B. Issues concerning Traffic Impacts**

The purpose of this letter is to confirm whether the RMS's support for the Planning Proposal (PP) is capable of being obtained following comments made by the IPC on 23 January 2019.

In my view and experience dealing with RMS on similar matters in this corridor, RMS support is capable of being obtained for this project as the proponent has through the letters attached addressed RMS requirements. The traffic issues raised as part of the planning proposal process and development application process have been addressed and evidence of this is summarised in the following paragraphs. Issues which require further detail and investigation will form part of the next stages of the planning process concerning detailed implementation of the mitigation measures already identified.

## **1) RMS Concurrence**

We refer to the letter to Council from the RMS dated 4<sup>th</sup> May 2016 whereby Attachment A in this letter required the Traffic Impact Assessment and identification of Mitigation Measures to be addressed. A copy of this letter is included in **Annexure A1**. These measures were originally addressed in a letter back to City of Canterbury council dated 13<sup>th</sup> May 2016, a copy of which is included in **Annexure A2**.

These matters were addressed and further detailed in our reports Nos 29/15 and 35/15 and a letter to Canterbury Bankstown Council dated 28<sup>th</sup> June 2018. See **Annexure B1**.

We refer to the Letter from the RMS Reference T-29-168 dated 16<sup>th</sup> October 2016 to city of Canterbury Bankstown which included in **Annexure B2**. Item 1 of the letter states:-

*"Subject to the integrity of Roads and Maritime's reservations being maintained there are no property objections to the proposal".*

The items 2-4 identified in Attachment A of the letter relate to council's submission of a Traffic Management Plan to Roads and Maritime Services.

Item 6 stated in Attachment A has been addressed in a letter to Pacific Planning dated 21<sup>st</sup> November 2016 included in **Annexure B3**.

This addressed the RMS's requirements at that time and we are not aware of new issues.

## 2) Use of Laneway

As stated in our Letter to Canterbury City Council dated 2<sup>nd</sup> February 2016 consideration of the impacts of the laneway to be created was addressed. A copy of this letter is included in **Annexure C**. The carriageway width of the dedicated laneway is 6 metres for fire and emergency vehicles in accordance with NSW Fire and Rescue Management for Aerial Appliances. The overall laneway width is 9-12 metres. The lane way is to be used by garbage servicing vehicles, pedestrians and emergency vehicles could also be used by cyclists. It will have a high level of pedestrian amenity. A site-specific Draft Development Control plan was written for the site stating the objectives of the laneway under *Part 5.9.1*.

The Canterbury Road Review Section 10 Urban Amenity and Infrastructure on page 32 of the report states:-

*"The Urban Design Study highlights the value in a continuous network of rear lanes to provide increased pedestrian circulation and permeability and improve servicing and connectivity".*

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## 3) Access to Site A

A letter of offer was provided to Council for the dedication of the laneway and easement document created. A copy of the easement document is included in **Annexure D**.

Detailed basement plans were provided with the Development Application submitted for the site. Our report for the DA No 25/15 shows detailed ramps through to the basement of Lot A with basement connection to Site B. Site B consists of a Mixed-Use Development for 25 residential units and 744 m<sup>2</sup> GFA of Business Use.

## 4) City of Canterbury Council-Response to Canterbury Road Corridor-Traffic and Transport Study Report prepared by GHD dated 21 July 2017

A number of recommendations were included in the study which is dated 21<sup>st</sup> July 2017. The recommendations included Active Transport a NSW Government initiative to promote other forms of transport such as walking and cycling. This is achieved by providing wider pedestrian footpaths and links that activate cycling. This can be achieved by the wider pedestrian footways along Canterbury Road and laneway link provided in the development. The 3-metre setback provided from the Canterbury Road boundary which can be implemented by way of public dedication will provide for this facility in accordance with Figure 7.5 Proposed A1 Road Reserve. The laneway will provide a through site link for cyclists and pedestrians.

A green travel plan as recommended in the report under *Section 9.3 of the report Travel Demand Management* can be prepared.

It is important to note that the report states that *“EMME modelling indicates that with the introduction of Westconnex Stage 2 (2021) and Stage 3(2036) substantial reduction in Congestion on M5 will contribute to an easing of congestion Canterbury Road.”*

Heavy vehicles will have an alternative route and the reduction of these volumes will likely result in an improvement in capacity along Canterbury Road.

Yours faithfully,



**Erica Marshall-McClelland**  
**LYLE MARSHALL & PARTNERS PTY LTD**

**Annexures attached to this document:-**

**Annexure A1 - NSW Roads & Maritime Services letter Ref T-29-168 dated 4<sup>th</sup> May 2016.**

**Annexure A2- Letter to Canterbury City Council dated 13<sup>th</sup> May 2016**

**Annexure B1 – Letter to Canterbury Bankstown Council dated 28<sup>th</sup> June 2018.**

**Annexure B2-Letter from RMS Ref T-29-168 dated 14<sup>th</sup> October 2016**

**Annexure B3- Letter to Pacific Planning Dated 21<sup>st</sup> November 2016**

**Annexure C – Letter to Canterbury City Council dated 2<sup>nd</sup> February 2016.**

**Annexure D – Copy of Draft Easement Restriction.**

## ANNEXURES



4 May 2016

Roads and Maritime Reference: SYD14/01443/02 (A12760176)  
Council Ref: T-29-168

The General Manager  
Canterbury City Council  
PO Box 77  
CAMPSIE NSW 2194

Attention: Spiro Stavis

Dear Sir,

**PLANNING PROPOSAL - AMEND CANTERBURY LOCAL ENVIRONMENTAL PLAN 2012  
FOR LAND AT 642-644,650-658 CANTERBURY ROAD, 1-3 PLATTS AVENUE, 2, 2A, 2B, 2C  
AND 2D LIBERTY STREET, BELMORE**

Reference is made to Council's letter dated 5 February 2016, regarding the abovementioned planning proposal which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Section 56 of the *Environmental Planning and Assessment Act, 1979*, prior to public exhibition. Roads and Maritime appreciates the opportunity to comment on the planning proposal and apologises for the delay in providing a response.

Roads and Maritime has reviewed the information provided and notes the Planning Proposal seeks to rezone the site from part B6 Enterprise Corridor and part R3 Medium Density to B5 Business Development and to increase the maximum building height from part 8.5m and part 12m to a combination of heights to a maximum height of 25m. It is also noted that the subject site formed part of a previous planning proposal for Council's broader Canterbury Road Residential Development Strategy (Canterbury Road RDS), and that the Gateway determination requires this site specific planning proposal to align with the outcomes of the supporting studies for the broader Canterbury Road RDS. Roads and Maritime provided feedback to Council on the RDS Traffic Study on 11 April 2016, and the concerns raised remain unresolved to date.

Notwithstanding the above, Roads and Maritime has reviewed the information provided and would raise **no objection** to the planning proposal proceeding to public exhibition, subject to the matters set out in **Attachment A** being addressed (and/or noted where applicable) prior to exhibition.

If you have any questions in relation to the above matters, please contact the nominated Land Use Planner, Rachel Nicholson on phone 8849 2702 or [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Greg Flynn', with a blue circular stamp partially visible behind it.

Greg Flynn  
Manager Strategic Land Use  
Network and Safety Section

## **Attachment A**

### **Traffic Impact Assessment and Identification of Mitigation Measures:**

1. It is noted the site has an area of approximately 5,500m<sup>2</sup> with unlimited FSR, with the development yield being capped by the proposed height of building restrictions. The traffic impact study should assess the impacts of the traffic associated with the maximum development yield facilitated by the planning proposal. It is noted that a concept design for a development of 147 units with some ground floor commercial space has been assessed. It should be confirmed that this represents the maximum potential yield from the proposed provisions for the site, and not just an indicative DA.
2. It appears that an assessment of the impact of the increased traffic at the intersection of Liberty Street and Canterbury Road has not been included in the study. The impact of the additional trips at this intersection a result of the planning proposal should be examined/modelled and any recommendations or conclusions included in the study.

The critical movement to be examined is the right turn out from Liberty Street onto Canterbury Road. Excessive delays for an uncontrolled right turn from a minor road to a major road can lead to driver frustration and high risk gap acceptance, resulting in a road safety issue. The planning proposal is likely to increase traffic at this intersection exacerbating the issue. While the original traffic study dated November 2014, states that this movement is banned at this location, Roads and Maritime conducted a site inspection on 3 May 2016 and observed that there is currently no physical restriction on this movement, or signposting/line marking prohibiting right turns to Canterbury Road from Liberty Street.

The traffic study should identify any mitigation measures or treatments required to ameliorate any traffic or safety issues identified, and these should be clearly presented in the exhibition material. Any proposed treatment to enforce a right-turn ban from Liberty Street to Canterbury Road should be clearly articulated.

Strategic plans of any works proposed in the classified road reserve would be required to ensure that works can be accommodated within the existing road reserve, and a suitable agreement should be in place to ensure the works are provided. Prior to the implementation of any right-turn ban proposed, a Traffic Management Plan and community consultation would be required to assess the implications on the surrounding road network.

### **Access Restrictions:**

3. Given the proposed intensification of the permissible development on the site, no vehicular access points will be permitted for the future development of the site direct to Canterbury Road. All vehicular access for Sites A and B shall be obtained via the local road network for any future development. To ensure that this can be enforced, Roads and Maritime requests that a site specific clause is included in the LEP written instrument (e.g. under 'Local Provisions') to require the amalgamation of the lots fronting Canterbury Road, or, a site specific Development Control Plan should be prepared and exhibited with the planning proposal to set out the future access arrangements and site configuration.

### **Proposed Laneway:**

4. It is noted that a proposed laneway is mentioned in the planning proposal report and traffic study, and Roads and Maritime is generally supportive of this. However, the proposed laneway has not been reflected in the proposed zoning map or in a planning agreement. Roads and Maritime requests that any proposed traffic management/mitigation measures are clearly represented in the exhibition material and that Council ensures the appropriate agreements and LEP/DCP provisions are in place to facilitate the future laneway access.

Draft Canterbury Road RDS Traffic Study:

5. While the outcomes of the draft RDS Traffic Study have not yet been agreed by Roads and Maritime, the draft Study identified improvements required on the surrounding road network in order to mitigate the cumulative traffic impact of the RDS, including the intersection of Kingsgrove Road and Canterbury Road. These works have not been agreed to date, and Roads and Maritime has some outstanding issues with the works proposed.

Until the works identified in the RDS Traffic Study are determined, agreed in-principle, designed/refined and costed, it will not be possible to determine a contribution that may be required from the subject site proportional to the traffic generated by the overall RDS. If an agreement is not in place prior to Gazettal of the subject site specific planning proposal, obtaining a contribution at a later date would not be possible. This may give rise to question of equitability of the RDS and any associated developer contribution plans/agreements, and may also set a precedent for other site specific planning proposals to break away from the broader RDS.



## Lyle Marshall & Partners Pty Ltd

Consulting Engineers, Transportation and Environmental Planners, Hydrology and Hydraulics & Architects  
ABN 84 095 235 957

1130-1-15/Emmc

13<sup>th</sup> May 2016

Director Of City Planning  
Land Use and Environmental Planning  
Canterbury City Council  
P.O. Box 77  
CAMPSIE NSW 2194

**Attn: Spiro Stavis**

Dear Sir,

**RE: Planning Proposal to Amend CLEP 2012 for Land at 642-644 and 650-658  
Canterbury Road, 1 – 3 Platts Avenue and 2, 2A, 2B, 2C and 2D Liberty Street,  
Belmore.**

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We refer to the letter from Roads and Maritime Services Ref SYD14/01443/02 from Greg Flynn dated 4 May 2016.

We have been requested to address Item 2 of the letter. We consulted both Greg Flynn and Rachel Nicholson in order to address the RMS concerns and our response is as follows:-

The traffic impacts of the intersection of Liberty Street and Canterbury Road have now been addressed by undertaking a traffic count at this intersection and undertaking a microsimulation SIDRA analysis of the intersection. Liberty Street is a low volume traffic generator with very few turning movements. At the time of the preparation of the rezoning report, the access to the development was previously from Platts Avenue. Platts Avenue has similar turning volumes to Liberty Street and operates at Level of Service A in both AM and PM peak hours.

The access to the driveway was relocated in the DA scheme 2015 to Liberty Street as shown in Report 35/15 prepared by Lyle Marshall & Associates Pty Ltd. As the volumes are low in Liberty Street, it operates in a similar fashion to Platts Avenue.



Traffic volume counts were undertaken on Tuesday 10 May 2016 and the findings of these counts are summarised in **Figure 1**. The existing traffic volumes were analysed using SIDRA 6.1 intersection programme and located in **Table 1.0 in Attachment A**.

The assignment of traffic generation from the development was assigned to the road network including the intersection of Liberty Street and Canterbury Road. The proposed SIDRA analysis is shown in Table 2 and was modelled with the right turn ban and right turn volumes were assigned to turn left. An analysis of the Liberty Street/ Canterbury Road, Belmore intersection show that there is no change in the LoS for the traffic generated from the proposed development and the intersection is performing satisfactorily as shown in **Table 2 in Attachment A**. The future assigned volumes are shown in **Figure 2**. All volumes assigned to the road network from the development are shown in **Figures 3 and 4**.

The volumes modelled are based upon the maximum yield development for Site A (Proposed development site at 642-644 Canterbury Road) and Site B located at 658-668 Canterbury Road (the adjoining development site). The masterplan for these sites were prepared by Stanisic Architects and were submitted to the Roads and Maritime services and Canterbury Council in October 2015 to address the Gateway Conditions. The proposed development Site A consist of 149 residential units and 383m<sup>2</sup> GFA of Business Use and Site B consists of 25 residential units and 744m<sup>2</sup> GFA of business Use.

We recommend that there is a "No Right Turn" ban for vehicles turning right from Liberty Street into Canterbury Road. We also recommend a treatment to the median island in Liberty Street. A concept sketch for this treatment is shown in **Figure 5** attached.

The proposed laneway which runs east to west from Liberty Street and Platts Avenue is designed as a shared access lane for pedestrians and vehicles. It was originally recommended that this laneway have differentiated pavement treatment and be a low speed environment with access for emergency vehicles and service vehicles. It is up to the discretion of the RMS and its relationship to the Draft RDS 2012 as to whether all vehicles will use this laneway.

Yours faithfully,



**Erica Marshall-McClelland**  
**LYLE MARSHALL & PARTNERS PTY LTD**  
*Attachments*

**ATTACHMENT A****Table 1.0 Existing SIDRA Results**

No.	Location	Sign/ Control	Peak Hour	Level Of Service (LoS)*	Degree of Saturation (DoS)	Average Delay (Av)	Critical Movement
1	Liberty St/ Canterbury Rd, Belmore	G	AM	A*	0.356	0.5	RHT from Liberty Street (45.7 secs)
1	Liberty St/ Canterbury Rd, Belmore	G	PM	A*	0.308	0.5	RHT from Liberty Street (52.3 secs)

\* LoS has been deduced from intersection average delay. SIDRA Intersection output for LoS not available due to Intersection LOS and Major Road Approach. LoS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

**NOTE**

S = SIGNALS

G = GIVEWAY

R = ROUNDABOUT

**Table 2.0 Future SIDRA Results Modelled with No Right Turn from Liberty Street**

No.	Location	Sign/ Control	Peak Hour	Level Of Service (LoS)	Degree of Saturation (DoS)	Average Delay (Av)	Critical Movement
1	Liberty St/ Canterbury Rd, Belmore	G	AM	A	0.356	0.5	LHT from Liberty Street (8.8 secs)
1	Liberty St/ Canterbury Rd, Belmore	G	PM	A	0.311	0.7	LHT from Liberty Street (15.3 secs)

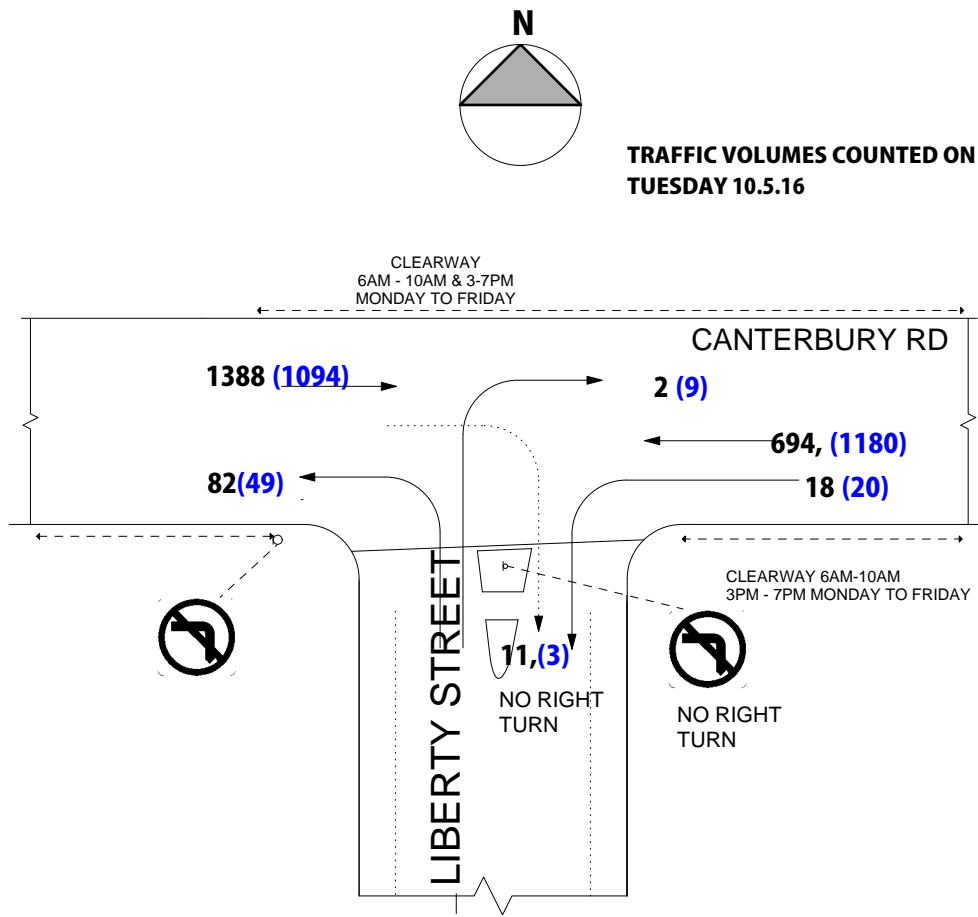
\* LoS has been deduced from intersection average delay. SIDRA Intersection output for LoS not available due to Intersection LOS and Major Road Approach. LoS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

**NOTE**

S = SIGNALS

G = GIVEWAY

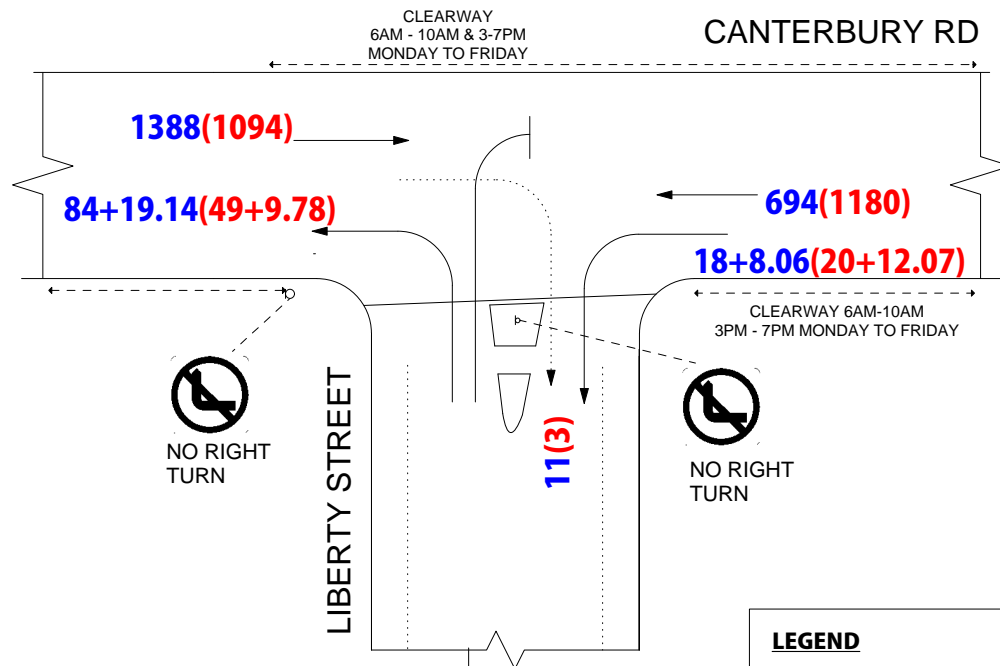
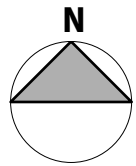
R = ROUNDABOUT



### PEAK HOUR TRAFFIC

<b>7:15-8:15AM</b>	<b>2</b>
<b>4:45-5:45PM</b>	<b>(9)</b>

**FIGURE 1**  
**EXISTING PEAK HOUR**  
**TRAFFIC VOLUME COUNT**



#### LEGEND

AM PEAK HOUR  
TRAFFIC VOLUME  
7:15-8:15AM = 18

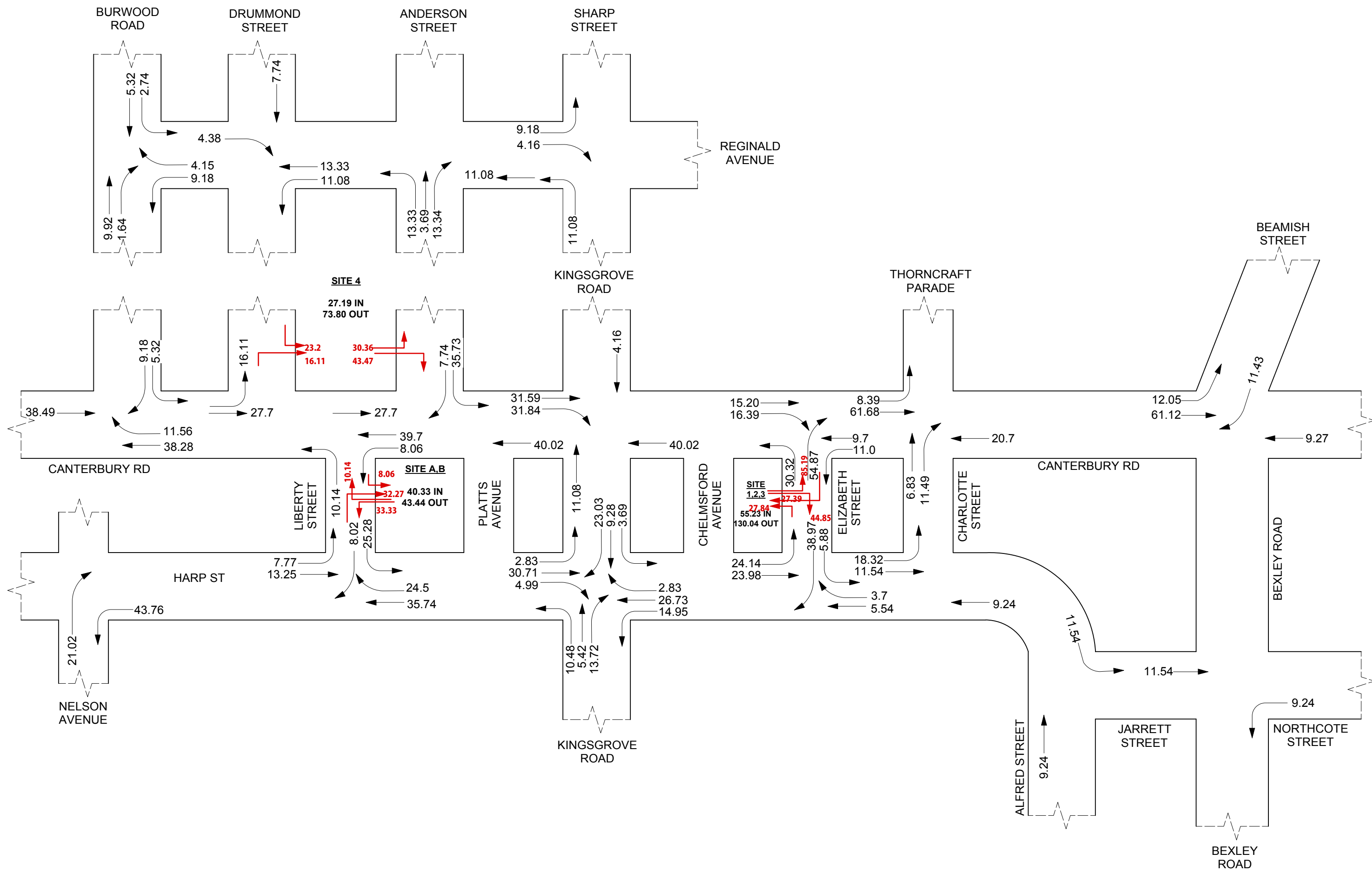
FUTURE  
ADDITIONAL AM  
PEAK HOUR  
TRAFFIC VOLUME = +8.06

PM PEAK HOUR  
TRAFFIC VOLUME  
4:45-5:45PM = (9)

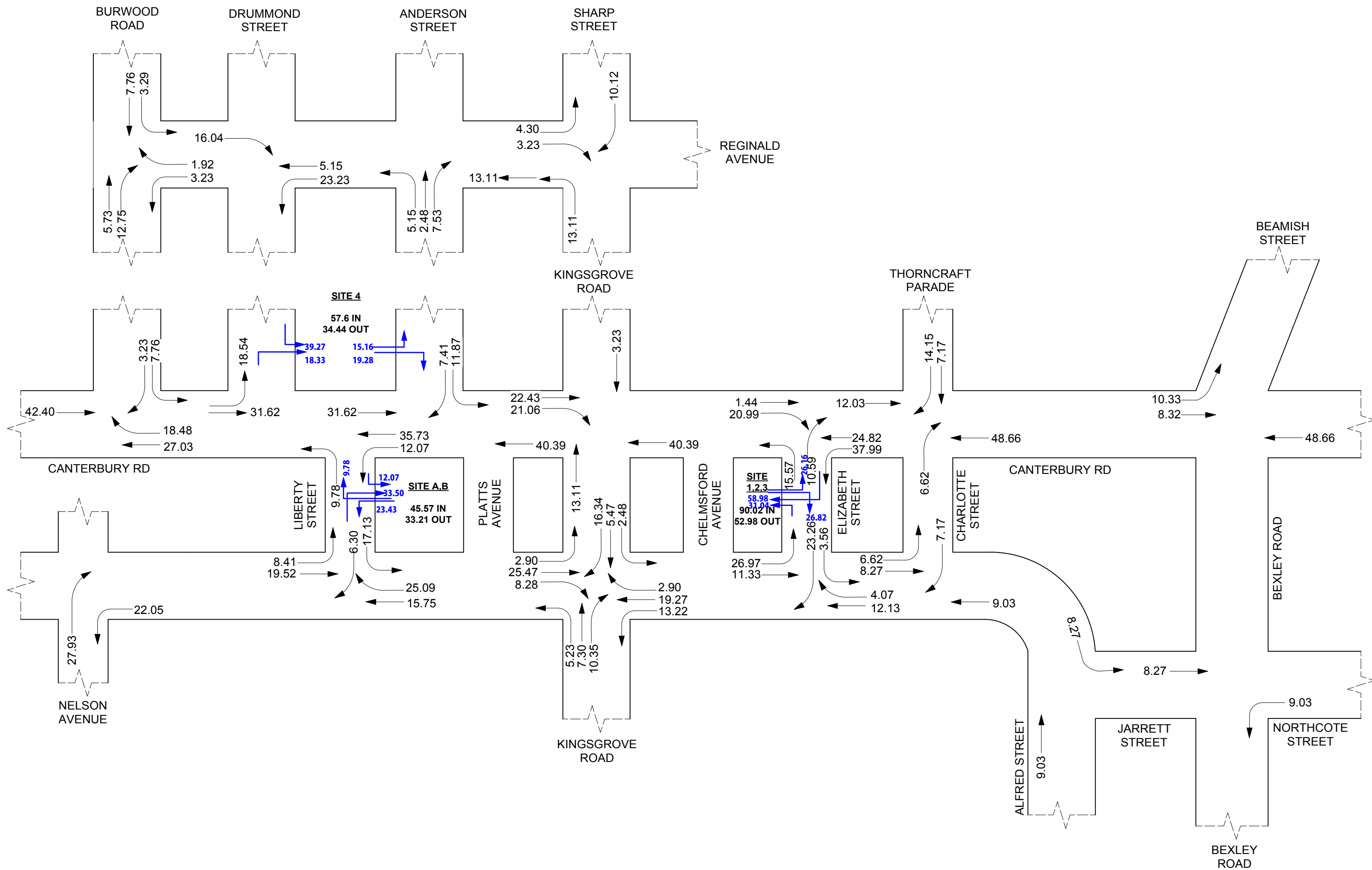
FUTURE  
ADDITIONAL PM  
PEAK HOUR  
TRAFFIC VOLUME = (+12.07)

TRAFFIC VOLUMES COUNTED ON  
TUESDAY 10.5.16

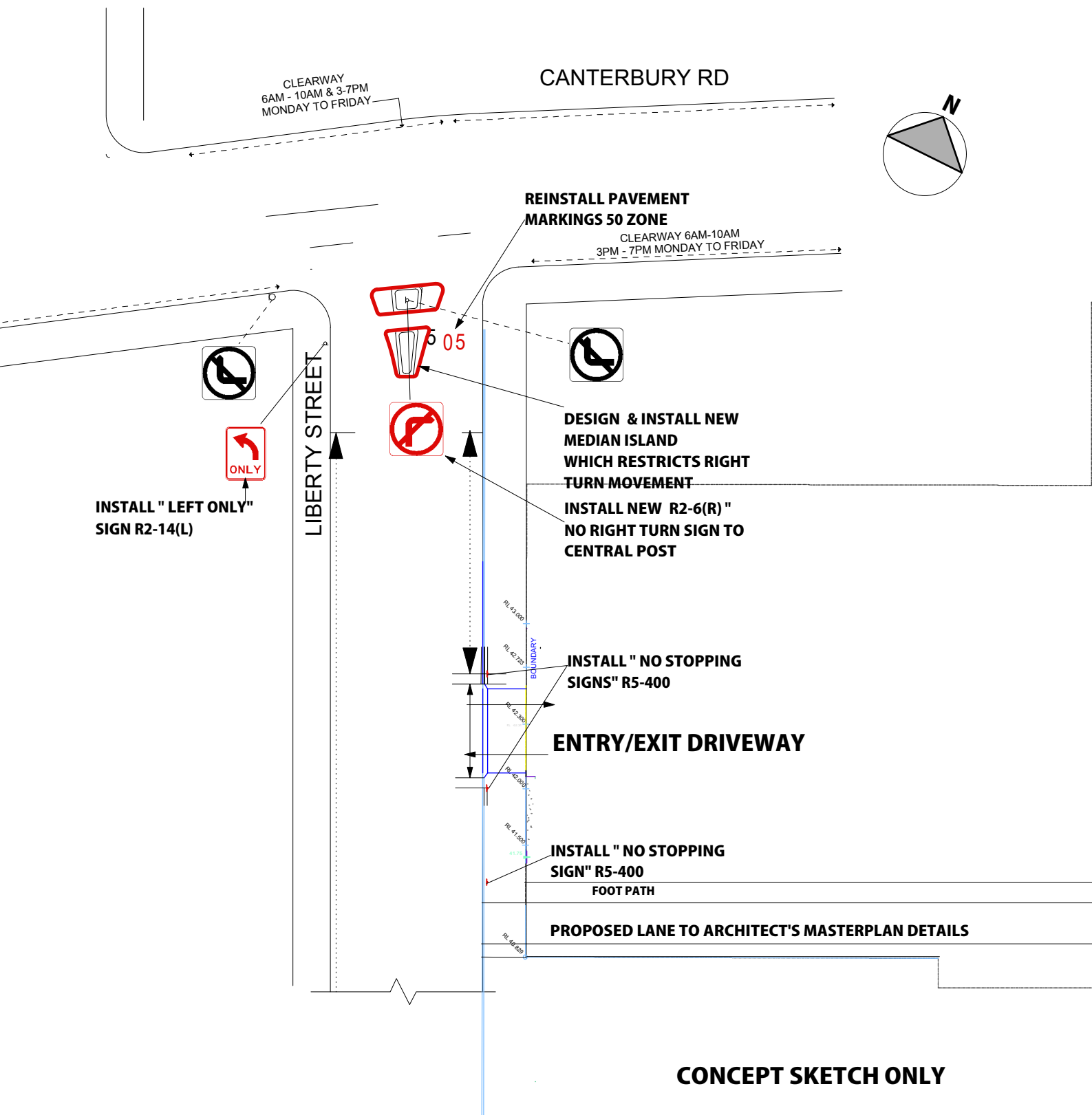
**FIGURE 2**  
**FUTURE PEAK HOUR**  
**TRAFFIC VOLUME COUNT**



**FIGURE 3: TRAFFIC ASSIGNMENT,  
GENERATED TRAFFIC 8-9AM**



**FIGURE 4: TRAFFIC ASSIGNMENT,  
GENERATED TRAFFIC 4-5PM**



**FIGURE 5**  
**PROPOSED WORKS AT**  
**LIBERTY STREET/**  
**CANTERBURY ROAD**



# Lyle Marshall & Partners Pty Ltd

Consulting Engineers, Transportation and Environmental Planners, Hydrology and Hydraulics & Architects  
ABN 84 095 235 957

GLM/go/1130/1/15

28<sup>th</sup> June, 2016

The General Manager  
City of Canterbury-Bankstown

*Email: [Lisah@canterbury.nsw.gov.au](mailto:Lisah@canterbury.nsw.gov.au)*

Attn: Lisa Ho  
Urban Planner

Dear Lisa,

**Re: 642-644 Canterbury Road; 650-658 Canterbury Road; 1 – 3 Platts Avenue; 2A, 2B, 2C and 2D Liberty Street. Summary Traffic Report.**

This report has been prepared at the request of **Siva Sritharan** Team Leader Traffic, for presentation to the **1<sup>st</sup> August Traffic Committee Meeting** and deals with the following issues:-

1. **Project background.**
2. **The current proposal.**
3. **Communication between Council and RMS.**
4. **Reason for Right-Turn Ban from Liberty Street to Canterbury Road.**
5. **The impact to the local road network, local business and residents.**
6. **Consultation processes.**

1. **Project Background:**

As part of the Project Background, Site **F** is listed below as it was referred to along with a number of other sites including the subject site in the RMS response to the CLEP 2012.

*Planning Proposal to Amend Canterbury Council LEP 2012 – Agency Consultation Site F, 548 Canterbury Road, Campsie.*

We advised Spiro Stavis by letter dated 5<sup>th</sup> June 2015, that we had written to *Rachel Nicholson at RMS on 27/5/15* in response to their letter to Council dated 25<sup>th</sup> May 2015. The RMS letter raised **6** traffic issues of concern in the Traffic Report No. **1/15** prepared by our firm for a **Section 96 (1) Application** for **Site F** that required to be addressed in an *amended Traffic Study*.

The Development Consent granted by the JRPP for **Site F** in October 2014 (**DA 509/2013**) was for **254** residential units, **16** retail tenancies, **401** car parking spaces and **4** motorbike spaces. The **Section 96 (1)** application was for an additional **2** floors of residential units, an increase of **70** units, and additional **29** parking spaces plus **4** motorbike spaces and **49** bicycle spaces.

A copy of our letter was sent to Spiro by Matt Daniel from Statewide Planning Pty Ltd.



**1. (Continued):**

The Roads and Maritime Services *response*, dated 7<sup>th</sup> August 2014 to the proposed planning amendments to the **CLEP 2012**, are as stated below.

*Roads and Maritime Services will support the proposed rezoning of Site A.1 subject to the 'traffic impacts' being fully considered. In this regard, the increase in maximum developable yield should be quantified and the resultant potential traffic impacts assessed. If the potential traffic impacts are likely to be significant, Roads and Maritime may require the traffic impacts at key intersections with (and access points on) Canterbury Road adjacent to the site to be considered and modelled using SIDRA.*

A.2 Part of 677-687 Canterbury Road and 48 Drummond Street, Belmore 642-658 Canterbury Road, and 2, 2B and part 2C-2D Liberty Street Belmore (B6 to B5).

Roads and Maritime Services would *not support additional access points to Canterbury Road for future development/subdivisions where alternative local road access is available* and therefore access should be provided or maintained to the adjoining local roads where practicable.

Traffic Report No. 23/14 dated November 2014 was prepared for an application to be made by Statewide Planning Pty Ltd for amendments to the **CLEP 2012** for a *Rezoning Planning* proposed for a development site to **B5 Mixed Use Development**.

The proposal sought to rezone to **B5 Zoning**, the amalgamated Lots **642 – 644** Canterbury Road, **Nos. 1 – 3** Platts Avenue and **2A, 2B, 2C** and **2D** Liberty Street, Belmore. The proposed development contained **147** Residential Units and Business Premises of **901.8m<sup>2</sup> GFA**. It was suggested that the planning proposal *include 650 – 658 Canterbury Road and No. 2 Liberty Street*.

We were requested by Holt Point Pty Ltd to prepare a *Supplementary Traffic Report* for submission to the Roads and Maritime Services in **response** to **Traffic Conditions 1a** and **2** of the *Gateway Determination by the Department of Planning and Environment*, dated 16<sup>th</sup> October, 2015.

**Traffic Conditions 1a) and 2** were as follows:-

**“1 (a)** *Prior to public exhibition the planning proposal is to be amended to include an updated Traffic Assessment, which addresses the traffic impact of development on Sites A and B”*

**“2.** *Prior to submitting the planning proposal to the Department for finalisation, the planning proposal is to be updated to demonstrate consistency with Council's overarching Traffic Impact Assessment of the cumulative impact of development of properties on Canterbury Road that formed part of the Residential Development Strategy Implementation planning proposal”.*

**1. (Continued):**

A **Rezoning** Report No. **23/14** for **Site A** (642 – 644 Canterbury Road, 1–3 Platts Avenue, 2A, 2B, 2C, 2D Liberty Street) was prepared by this firm in November 2014. The proposed design layout was prepared by Geoform Architects for 147 residential units and 901.8m<sup>2</sup> GFA of Business Use. Access was from Platts Avenue. New designs have been prepared by Stanisic Architects for Sites **A** and **B** and *vehicular ingress and egress* is from Liberty Street.

**Site B**, 650 - 658 Canterbury Road, Belmore consists of a Mixed Use Development for 25 residential units and 744 m<sup>2</sup> GFA of Business Use.

**Site A**, consists of 149 residential units (an increase in 2 units from Report 23/14 prepared by this firm) and 778m<sup>2</sup> of GFA of Business Use.

The Supplementary Report No. **29/15** also addressed the cumulative traffic impacts of Sites at **548** Canterbury Road, Campsie (**Site 1**), **570-580** Canterbury Road (**Site 2**), **538 – 546** Canterbury Road, Campsie (**Site 3**), and **677 – 681**, **687** Canterbury Road and **48** Drummond Street, Belmore as requested by the **RMS** in their letter dated 25<sup>th</sup> May.

- Traffic Impact Assessment for a Development Application for proposed Mixed Use development at **Site A** (642-644 Canterbury Road, 1 – 3 Platts Avenue and 2A, 2B, 2C and 2D Liberty Street, Belmore. Report No. 35/15 dated November 2015.
- Letter Ref T-24-168 dated 23/12/2015 from Canterbury Council to Statewide Planning Pty Ltd concerning Planning Proposal to amend CLEP 2012 for land at 642-644 and 650-658 Canterbury Road, 1-3 Platts Avenue and 2, 2A, 2B, 2C and 2D Liberty Street, Belmore. This letter listed 6 matters to be addressed in a revised Traffic Report following a review of Supplementary Report No. 25/15.
- Letter Report dated 2<sup>nd</sup> February 2016 from Lyle Marshall and Associates to Canterbury Council in response to the **6 issues** raised in Council's letter dated 23/12/2015 Ref: T-29-168 Relevant Sections of Report Nos. **29/15** and **35/15** were *amended in our responses to all issues*.
- Letter dated 4/5/16 from RMS in response to Council's letter dated 5<sup>th</sup> February 2016 concerning Planning Proposal – Amend Canterbury LEP 2012 for Land at 642-644, 650-658 Canterbury Road, 1-3 Platts Avenue, 2, 2A, 2B, 2C and 2D Liberty Street, Belmore – RMS advised *no objection* to the planning proposal proceeding to public exhibition subject to 5 matters raised in Attachment A being addressed.
- Meeting at RMS on Monday 9/5/2016 attended by Matt Daniel Statewide Planning and Erica Marshall-McClelland and Greg Flynn RMS to discuss issues raised in RMS letter.
- Email dated 10/5/16 from Matt Daniel to Spiro Stavis Canterbury Council describing results of meeting at RMS and Actions to be taken to address all issues.

1. **(Continued):**

- Letter dated 13<sup>th</sup> May 2016 from Erica Marshall-McClelland to Canterbury Council (Spiro Stavis) addressing Item 2 concerning traffic impacts at Liberty Street/Canterbury Road intersection with SIDRA Analysis and Concept Design for proposed works at the intersection.

2. **The Current Proposal:**

The current proposal is a Development Application for a proposed Mixed Use development at **Site A, 642 – 644 Canterbury Road, 1 – 3 Platts Avenue** and Nos. **2A, 2B, 2C** and **2D Liberty Street, Belmore** comprising **149 residential units, 383m<sup>2</sup> GFA** for *Business Use* on the *ground floor*, **405m<sup>2</sup> GFA** for a *storeroom* on the *lower ground floor* and **215 parking spaces** in **3** basement levels, **2 car wash spaces** and **3 motor bike spaces**.

3. **Communication between Council and RMS:**

- Letter Ref. SYD14/00640 (A7058099) dated 7<sup>th</sup> August 2014 from RMS to Canterbury City Council regarding Planning Proposal to amend Canterbury LEP 2012 – Agency Consultation.
- Letter Ref. SYD14/00640/02 (A9250062) dated 25<sup>th</sup> May 2015 to Canterbury City Council regarding Planning Proposal to amend Canterbury LEP 2012 – Agency Consultation **Site F**, 548 Canterbury Road, Campsie.
- Letter from Canterbury City Council Ref. T-29-168 dated 5<sup>th</sup> February 2016 to RMS regarding Planning Proposal – Amend Canterbury LEP 2012 for Land at 642-644, 650-658 Canterbury Road, 1-3 Platts Avenue, No. 2, 2A, 2B, 2C and 2D Liberty Street, Belmore.
- Letter from RMS Ref. SYD14/01443/02 (A 12760176) dated 4<sup>th</sup> May 2016 to Canterbury City Council in response to Council's letter dated 5<sup>th</sup> February 2016.

4. **Reason for Right-Turn Ban from Liberty Street to Canterbury Road.**

The right-turn ban was recommended because of the *low* right-turn and for safety reasons. We have been advised by Rachel Nicholson that in 2007 the *right-turn ban* existed and has since been removed. *Photographic evidence* from *Google Maps* show this to be the case. Refer to **Figure 1A**.

5. **The Impact to the local road network, local business and residents.**

The above matters were addressed in a letter dated 13<sup>th</sup> May, 2016 from Lyle Marshall and Partners (Erica Marshall-McClelland) to Director of Planning (Spiro Stavis) Canterbury City Council.

- Traffic Volume Counts were made on *Tuesday 10/5/16* at the intersection. The right-turn count *out* was **2** in the **7:15 – 8:15AM** peak hour and **9** in the **4:45 – 5:45PM** peak hour
- The **Level of Service** was **A** in *both peak hours*. The *critical movement* was the *right-turn* in *both peak hours*, **AM** delay **45.7** secs. **PM** delay **52.3** secs.
- Under *future peak hour volumes* with a *right-turn ban* the **Level of Service** remained at **A** in *both peak hours*. The *critical movement* was the *left-turn* from Liberty Street in both peak hours. The delays were **8.8** seconds and **15.3** seconds.
- There is *no change in future traffic volumes* at adjacent intersections from the volumes shown in **Figure 5A** (8:00-9:00AM) and Figure 5B (4:00 – 5:00PM) in Report No. 29/15 as the traffic assigned included the right-turn ban from Liberty Street to Canterbury Road.

## **6. Consultation Processes:**

These processes consisted of telephone calls, emails and letters as summarised in the list below.

### **Consultation:**

Email 30/10/15 to James Hall RMS following a meeting on 26/10/2015 (copy attached)

- Telephone discussion EMMC / Rachel Nicholson on 5/6/2015.
- Email letter to RMS dated 27 May 2015 in response to RMS letter to Council dated 25<sup>th</sup> May Ref. SYD14/00640/02 (A9250062).
- Meeting - Matt Daniel and Erica with RMS on Monday 9/5/2016.
- Email from Matt Daniel to Spiro Stavis dated 10/5/16 describing results of meeting at RMS and actions to be taken to address all issues.
- Email dated 3/6/16 from Erica (Lyle Marshall and Partners) to Rachel Nicholson RMS regarding details of a Traffic Management Plan for 642-644 Canterbury Road in an email from Rachel to Lisa Ho Canterbury Council dated 27/5/16 regarding a TMP that would be required to be approved by the RMS prior to Gazettal of the amended LEP.
- Telephone call on 6/6/16 from Lyle Marshall to Rachel Nicholson seeking and obtaining confirmation that a TMP is not required for the proposal to go on Public Exhibition.
- Email dated 20/6/16 from Erica Marshall-McClellan to Tim Stewart advising of her discussion with Siva Sritharan, Team Leader Traffic at Canterbury / Bankstown Council and a Report that he requires for the 1<sup>st</sup> August Traffic Committee Meeting.
- Email dated 27/5/16 from Rachel Nicholson RMS to Lisa Ho at Canterbury City Council.
- Email from Lisa Ho Canterbury City Council to Rachel Nicholson RMS dated 19<sup>th</sup> May 2016 concerning adequacy of additional information for the PP for 642-644 Canterbury Road, Belmore.
- Email from Tim Stewart Urban Planner, DDC Group to Canterbury Council (Spiro Stavis) dated 17<sup>th</sup> May 2016 with covering letter and additional information to cover the RMS issues in relation to the PP.
- Email dated 6<sup>th</sup> May from Spiro Stavis Canterbury Council to Matt Daniel Statewide Planning concerning advice from Greg Flynn, RMS that details contained in RMS letter 4/5/16 concerning PP for Rezoning 642-644, 650-658 Canterbury Road, 1-3 Platts Avenue and 2, 2A, 2B, 2C and 2D Liberty Street, Belmore need to be available with the PP that gets gazetted. Email response from Matt Daniel 6/5/16.
- Email from Spiro Stavis Canterbury Council to Tim Stewart Urban Planner at DDC Group dated 3 February 2016 concerning revised Traffic Study for 642 Canterbury Road, Belmore – Planning proposal.

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**CONCLUSIONS: (Continued)**

- Email dated 1<sup>st</sup> February 2016 from Spiro Stavis Canterbury Council to Matt Daniel Statewide Planning that Council is awaiting a revised and up-dated traffic report for referral to RMS for 642 Canterbury Road – Planning Proposal.
- Email dated 1<sup>st</sup> February from Tim Stewart, Urban Planner DDC Group to Spiro Stavis confirming submission of a full traffic report for the D.A. for 642 Canterbury Road and a Supplementary Report for the Planning Proposal before Christmas; Council's independent review of the traffic reports delayed until mid-January; Erica intends to provide amendments this week.
- Email dated 19<sup>th</sup> January 2016 from Lisa Ho, Canterbury Council to Erica of Lyle Marshall & Partners asking if she has reviewed the letter Ref. T-29-168 dated 23/12/2015 from Council to Statewide Planning containing the traffic consultants matters to be addressed in a revised / updated traffic report.
- Letter dated 5<sup>th</sup> June, 2015 from Erica Marshall-McClelland to Spiro Stavis Canterbury Council advising of a letter response to Rachel Nicholson, RMS to their letter dated 25<sup>th</sup> May 2015 Ref. SYD14/006640/02 (A9250062) regarding Site F, 548 Canterbury Road, Campsie.

Yours sincerely,



**Erica Marshall-McClelland**  
**LYLE MARSHALL & PARTNERS PTY LTD**



14 October 2016

Roads and Maritime Reference: SYD14/01443/04 (A14606579)  
Council Ref: T-29-168

The General Manager  
City of Canterbury Bankstown  
PO Box 77  
CAMPSIE NSW 2194

Attention: Warren Farleigh

Dear Sir/Madam,

**PLANNING PROPOSAL - AMEND CANTERBURY LOCAL ENVIRONMENTAL PLAN 2012  
FOR LAND AT 642-644,650-658 CANTERBURY ROAD, 1-3 PLATTS AVENUE, 2, 2A, 2B, 2C  
AND 2D LIBERTY STREET, BELMORE**

Reference is made to Council's letter dated 30 August 2016, regarding the abovementioned planning proposal which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Section 56 of the *Environmental Planning and Assessment Act, 1979*. Roads and Maritime appreciates the opportunity to comment on the planning proposal and apologises for the delay in providing a response.

Roads and Maritime has reviewed the information provided and notes the Planning Proposal seeks to rezone the site from part B6 Enterprise Corridor and part R3 Medium Density to B5 Business Development and to increase the maximum building height from part 8.5m and part 12m to a combination of heights to a maximum height of 25m.

It is also noted that the subject site formed part of a previous planning proposal as part of Council's draft Canterbury Road Residential Development Strategy (Canterbury Road RDS), and that the Gateway determination issued 19 October 2015 required this site specific planning proposal to align with the outcomes of the supporting studies for the broader Canterbury Road RDS. Roads and Maritime provided feedback to Council on the RDS Traffic Study in a meeting on 3 June 2016. More recently, Roads and Maritime has become aware of a review of the planning controls for the corridor being undertaken including further work on the broader traffic study.

Roads and Maritime would recommend that site specific planning proposals within the Canterbury Road RDS corridor are deferred until such time that the broader study/review and implementation strategy is complete in order to determine any improvements (land and infrastructure components) required for the corridor as a result of the cumulative impacts of the RDS. Notwithstanding this, should Council and DP&E support the subject planning proposal proceeding to gazettal in its current form, it is strongly recommended that the detailed requirements at **Attachment A** are addressed prior to the gazettal of the amendment to the LEP.

**Roads and Maritime Services**

If you have any questions in relation to the above matters, please contact the nominated Land Use Planner, Rachel Nicholson on phone 8849 2702 or [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Greg Flynn', with a stylized flourish extending to the right.

Greg Flynn  
**Manager Strategic Land Use  
Network and Safety Section**



## **Attachment A – Detailed comments**

### Property comments:

1. Subject to the integrity of Roads and Maritime's reservations being maintained there are no property objections to the proposal.

### Proposed Traffic Mitigation Measures:

2. Roads and Maritime supports, in-principle, the reinstatement of the right-turn prohibition from Liberty Street into Canterbury Road for road safety reasons, subject to Council's approval and the submission of a Traffic Management Plan (TMP) to Roads and Maritime (via Local Traffic Committee) to assess the impacts of the redistributed traffic to the surrounding road network. Council should be satisfied that the appropriate level of community consultation is carried out with surrounding landowners and businesses that may be impacted by the treatment.
3. The TMP should be accompanied by a strategic concept plan of the proposed works on Liberty Street and turning path plans to demonstrate that the swept path of the largest design vehicle that is required to turn left into/out of Liberty Street can undertake turning movements without being impeded by the proposed triangular median. A similar treatment to the existing arrangement at Platts Avenue/Canterbury Road may be appropriate. Typically the minimum kerb-to-kerb width required between the kerblines of Liberty Street and the median island kerb would be 5.0 metres, however this would need to be confirmed in the development of the strategic concept plan and swept path plans to ensure this is adequate.
4. Council should be satisfied that a binding agreement is in place prior to the making of the LEP amendment to ensure that the local infrastructure improvements, including the abovementioned treatment, will be provided. This should include identification of any land on the Liberty Street frontage that may be required to be dedicated to Council to accommodate the proposed works on Liberty Street.

### Development Control Plan:

5. The proposed right-turn prohibition on Liberty Street at the intersection with Canterbury Road should be shown in the DCP for the site to inform community expectations of the impacts of the planning proposal and to guide the subsequent DA access strategy and Traffic Impact Assessment.

### Developer Contributions for Regional Transport Improvements:

6. Council should be satisfied that an appropriate funding mechanism is in place to make provision for developer funding of transport infrastructure improvements that may be required as a result of the cumulative impacts of development in the Canterbury Road Corridor (ie Section 94 Plan or other planning agreement/s).





# Lyle Marshall & Partners Pty Ltd

Consulting Engineers, Transportation and Environmental Planners, Hydrology and Hydraulics & Architects  
ABN 84 095 235 957

GLM/go/1130/1/15

21<sup>st</sup> November 2016

## Pacific Planning Pty Ltd

Attn: Matthew Daniel

Email: [mdaniel@pacificplanning.com.au](mailto:mdaniel@pacificplanning.com.au)

Dear Matthew,

**Re: 642-644 Canterbury Road; 650-658 Canterbury Road; 1-3 Platts Avenue; 2A, 2B, 2C and 2D Liberty Street. Regional Accumulative Impacts and Infrastructure Costing**

We respond to your request to provide further information on possible infrastructure costing recommendations for the above mentioned project.

We understand that a planning agreement could be provided at a later date detailing the recommendations provided below.

The infrastructure recommendations are as a result of providing for future cumulative traffic impacts to the regional road network. This site is a small traffic generator and one of 11 Yield and Council resolution Sites.

The known infrastructure requirements were identified in the Traffic Impact Assessment Report prepared by Traffix dated *January 2016* and the intersection treatment at Liberty Street and Canterbury Road discussed with *RMS and Council*. A *provisional cost* has been provided for future modelling of the road network as a result of future regional traffic impacts, which are unknown at this stage.

### List of Infrastructure recommendations:

1	Liberty Street-Canterbury Road Infrastructure. Demolition of existing median island, Construction of New Median Island and No Right Turn signposting.
2	Removal Of No Parking Signs in Kingsgrove Road-Southern Approach.
3	115m Right Turn Bay Southern Kingsgrove Road Approach to Kingsgrove Road-Canterbury Rd-Sharp Street ( Percentage of Contribution of Works) 13.6%
4	Modelling- Strategic Regional Future Traffic AIMSUN Analysis Impact Assessment.

VPA Agreement Costing of Works							
	Cost Of Construction						
		Road Works	Design-Documentation Fee	RMS Fee	Sub Total	GST 10%	Total
	Liberty Street-Canterbury Road Infrastructure. Demolition of existing median island, Construction of						
1	New Median Island and No Right Turn signposting.	\$60,000.00	\$6,000.00	\$6,000.00	\$72,000.00	\$7,200.00	\$79,200.00
2	Removal Of No Parking Signs in Kingsgrove Road	\$2,000.00	\$1,000.00	\$200.00	\$3,200.00	\$320.00	\$3,520.00
	115m Right Turn Bay Southern Kingsgrove Road Approach to Kingsgrove Road-Canterbury Rd-Sharp Street( TOTAL COST OF WORKS)						
		\$692,000.00	\$69,200.00	\$69,200.00	\$830,400.00	\$83,040.00	\$913,440.00
	115m Right Turn Bay Southern Kingsgrove Road Approach to Kingsgrove Road-Canterbury Rd-Sharp						
3	Street ( Percentage of Contribution of Works) 13.6%	\$94,112.00	\$6,920.00	\$6,920.00	\$107,952.00	\$10,795.20	\$118,747.20
	Modelling- Strategic Regional Future Traffic AIMSUN						
4	Analysis Impact Assessment	\$60,000.00		\$10,000.00	\$70,000.00	\$7,000.00	\$77,000.00
							\$278,467.20
<b>Notes:</b>							
* Cost of item 3 is calculated as a percentage of overall cost of 13.6% of 692,000 plus design fee plus RMS fees							
An indicative ee of 10% of construction cost has been provided for RMS fee. This is subject to change and is indicative only.							

An indicative fee of 10% of construction cost has been provided for RMS fee. This is subject to change and is indicative only.

The indicative costing for **item No 3** has been based a pro-rata method of taking the *Council Yield Summary Sites plus Council Resolution Sites and attributing a percentage of cost of your site A + B (dwelling yield) over the total dwelling yield*. A percentage of **13.6%** towards the cost has been calculated.

A total figure of **\$280,000.00** including **10% GST** has been calculated towards the costs of implementing this infrastructure. Refer to **Table 1** *attached* to this letter.

Yours sincerely,



**Erica Marshall-McClelland**  
**LYLE MARSHALL & PARTNERS PTY LTD**

Attachment:



## Lyle Marshall & Associates Pty Ltd

Consulting Engineers, Transportation and Environmental Planners, Hydrology & Hydraulics & Architects

ABN 39 001 200 620

GLM/go/1130/1/15

2<sup>nd</sup> February, 2016

The Manager  
Land Use and Environmental Planning  
Canterbury City Council  
P.O. Box 77  
CAMPSIE NSW 2194

Your Ref: T-29-168

Attn: Ms. Gillian Dawson

Email: [gilliand@canterbury.nsw.gov.au](mailto:gilliand@canterbury.nsw.gov.au)

Dear Ms. Dawson,

**Re: Planning Proposal to Amend CLEP 2012 for Land at 642-644 and 650-658  
Canterbury Road, 1 – 3 Platts Avenue and 2, 2A, 2B, 2C and 2D Liberty Street,  
Belmore.**

This letter is in response to your letter dated 23rd December 2015 to Statewide Planning Pty Ltd and addresses the traffic and parking issues raised by Council in regard to our Supplementary Traffic Impact Report No. 29/15 for rezoning of Sites A and B. Some of the issues were considered in Report No. 35/15 submitted for D.A. Since *revising* Report No. 29/15 would only answer some of the issues we have *amended the relevant sections of both Reports Nos. 29/15 and 35/15 in this letter* in order to respond to all of the issues.

When the Supplementary Traffic Report was written, the *unit mix* and *parking layout* for Site **B** were for an *earlier* set of DA drawings prepared by Stanisic Architects that were *subsequently amended in the DA drawings* that were *available* when the Traffic Impact Assessment Report No **35/15** was prepared for the Development Application for **Site A**. The **DA drawings Issue A** were submitted to Council.

### 1) **Consideration of the impacts and operation of the new laneway to be created.**

#### **Response:**

The laneway is proposed for use by pedestrians, emergency and garbage collection vehicles only. The carriageway width is to be **6 metres** in accordance with NSW Fire and Rescue Management for aerial appliances. It is proposed to install *removable* steel bollards at Liberty Street and Platts Avenue to *prevent access* by general traffic.

**2) Review of Parking Requirements:****Response:**

Stanisic Architects have advised that the two storey units along Canterbury Road in **Site B** *cannot* be developed as single units on Levels 3 and 4 as they would fall below the minimum floor area of **50m<sup>2</sup>** for 1 bed and **70m<sup>2</sup>** for 2 bed. On Level 5 and 6 *two units* have to remain as two storey but the other two could be single storey. The result is that the *unit mix changes* but the *number of units* is **25** and *not 50* as claimed by Council's Consultant.

The Unit Summary for **Site B** is as follows:-

**Site B Unit Summary**

Level	3 BR	2BR	1BR	1BR+S	TOTAL
3	8		2		10
4	1		2		3
5	1		3		4
6	1	2	3		6
7	1			1	2
<b>TOTAL</b>					<b>25</b>

As discussed, the sites are more than **800** metres from the *nearest railway station* and we agree that the *parking rate* should be **1 space per 40m<sup>2</sup>**. As the area of business premises has been revised in *Tables 2.3* for **Site A** and *Table 2.3a* for **Site B** in report No **29/15**, these tables have been revised as follows:-

**2.2 Proposed Parking Provision**

The car parking has been calculated in accordance with **Canterbury Council DCP 2012 Part 6.8**. The parking provision for **sites A** and **B** are listed below.

**Table 2.3.b Car Parking Requirements for Mixed Use Development Site A**

Unit type/Use	Parking Rate	No of Units	No of Required Spaces
Residential Building A + B+C			
1 Bed	1 space/unit	30	30
2 Bed	1.2 space/unit	113	135.6
3 Bed	2space/unit	6	12
Visitor	1 per 5	149	29.8
<b>TOTAL FOR RESIDENTIAL</b>			<b>207.40(207)</b>
		<b>Area GFA m<sup>2</sup></b>	
Business Premises <sup>1</sup>	1 space/40m <sup>2</sup>	383	9.58
Commercial Storage	1 space/300m <sup>2</sup>	405	1.35
Staff Bicycle	1 space/200m <sup>2</sup>		1.91
Total for Retail ( Cars)			<b>(11)</b>
<b>TOTAL PARKING FOR DEVELOPMENT</b>			<b>218</b>

**Note <sup>1</sup>:** Refer to Plans DA104 and DA105

**2. (Continued)****Table 2.3.a Car Parking Requirements for Mixed Use Development Site B**

Unit type/Use	Parking Rate	No of Units	No of Required Spaces
1 Bed and 1 Bed + S	1 space/unit	11	11
2 Bed	1.2 space/unit	11	13.2
3 Bed	2space/unit	3	6
Visitor**	1 per 5	25	5
<b>TOTAL FOR RESIDENTIAL</b>			<b>35.2(35)</b>
		Area GFA m <sup>2</sup>	
Business Premises <sup>2</sup>	1 space/40m <sup>2</sup>	732	18.3
Staff Bicycles	1 space/200m <sup>2</sup>		3.66
Total for Retail ( Cars)			<b>18.3(18)</b>
<b>TOTAL PARKING FOR DEVELOPMENT</b>			<b>53</b>

**Note <sup>2</sup>:** Refer to Plan C 905**Adaptable Spaces**

In Section CDCP 2012 Part 2 Clause 2.3.6 Housing Choice Adaptable Dwellings must be provided at the following rate. One adaptable or accessible space per each adaptable dwelling must be provided.

Provide at least 10% of dwellings in any new multiple unit development as accessible or adaptable to suit residents with special needs. Of the 149 residential units on **Site A** 15 **spaces** are required to be accessible. Of the 25 residential units in **Site B**, 3 **spaces** are required to be accessible.

**Parking Provision (Plan C903 Issue A)****Site B:**

Level	No Of Spaces	Accessible	Carwash
<b>LG</b>	<b>15</b> Commercial		
<b>B1</b>	<b>8</b> Residential	<b>3</b> Residential	1
		<b>1</b> Commercial	
<b>B2</b>	<b>14</b> Residential		1
<b>B3</b>	<b>15</b> Residential		

**Total Residential: 40 spaces**  
**Commercial 16 spaces**  
**Carwash: At Least 1 space**

Hence, the number of residential spaces exceeds the requirement by **5 spaces**. The number of commercial spaces is deficient by **2**. Two residential spaces could be allocated for commercial use leaving a surplus of **3 residential spaces**.

Site A	Level	Number of Spaces	Accessible	Carwash	Service Vehicle
<b>Plans D.A. 101, 102, 103</b>	<b>B1</b>	<b>9</b> Commercial	<b>1</b> Commercial		1
		<b>50</b> Residential	<b>8</b> Residential		
	<b>B2</b>	<b>63</b> Residential	<b>7</b> Residential		
	<b>B3</b>	<b>76</b> Residential		2	

**Total Residential: 204 spaces**  
**Commercial 10 spaces**

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**2. (Continued)**

The residential requirement of **207 spaces** can be met by the **surplus of 3 spaces** in **Site B**. The *commercial* provision is *deficient* by **1 space**. On-street parking is not constrained in this area and therefore a deficiency of *1 space can easily be met by available on-street parking*.

It is therefore concluded that the parking provision for **Sites A** and **B** complies with **Canterbury Council's Car Parking DCP**.

**3. Review of Existing Site Generation (at the time of traffic survey) and resultant traffic generation, across all sites considered.****Response:**

This firm prepared a traffic report for a **Section 96 (1) Application** for an *additional 79* Basement car parking spaces for a site F at *548 Canterbury Road, Campsie*. Rachel Nicholson from the **RMS** advised that our traffic report should be amended to be based upon the *current sub-regional rates* outlined in **Appendix B3** for the **Rockdale area** (as this area has *similar* traffic generation).

In *point 3* of the **RMS** letter dated *25/5/2015* to the General Manager *Canterbury Council* in relation to *Site F at 548 Canterbury Road* they advised "*a higher trip generation rate than the average for Sydney would be more appropriate for the subject site,.....*" a copy of the **RMS** letter is attached together with a copy of our letter to the Director of City Planning dated *5<sup>th</sup> June 2015* advising that we had written to Rachel Nicholson.

Rachel Nicholson advised Erica from this office that the **AM** peak vehicle trips per unit of **0.32** and the **PM** peak vehicle trips per unit of **0.18** should be used instead of the *Sydney average* of *0.19* and *0.15* respectively. The use of **0.23** for the **PM** peak hour was an error and this rate *should have been 0.18*. The application of **0.4** vehicle trips *per unit* in the **AM** and **PM** peak hours is **not** in accordance with advice from Rachel Nicholson.

We contend therefore that the **AM** and **PM** rates of **0.32** and **0.18** respectively that we have *used* for this *site* and *sites 1 to 4* are *justified*. The traffic impacts on *intersection performance* in the **PM** peak hour are *overestimated* in our Supplementary and D.A. Traffic Reports Nos. **29/15** and **35/15** respectively *due to the use of 0.23 trips instead of 0.18 trips*.

The Traffic Counts included traffic generated by occupied premises on Sites **A** and **B**. The commercial premises on the large sites at 642-644 Canterbury Road and No. 26 Liberty Street and other sites No.2C and No. 2D Liberty Street were vacant.

It is estimated that the **2** commercial premises fronting Canterbury Road and the **3** dwelling houses at Nos. 1 and 3 Platts Avenue and No. 2a Liberty Street would generate **11** vehicle movements in the **AM** and **PM** hours. These movements have not been deducted from the future traffic generation of Sites A and B.

### Future Traffic Generation Sites A and B and Sites 1, 2, 3 and 4 On Canterbury Road (FIGURE 3A)

The **Tables 3.1a), 3.1b) and 3.2a)** for **Sites A, B, 1, 2, 3, 4** have been corrected to show the effect of reducing the **PM** peak hour trips per unit from **0.23** to **0.18** based upon advice from **RMS** in correspondence received for nearby **Sites 1, 2 and 3** along Canterbury Road.

Based upon surveys conducted by this firm, the *directional distribution* for the residential traffic is **75% out** and **25% in** in the **am** peak hour and **67% in** and **33% out** in the **pm** peak hour.

For the business premises, the **RMS** traffic generation rates **TDT 04a/2013** for Bulky Goods Retail premises in the peak hour period is **2.7** vehicles per **100m<sup>2</sup>**.

**Table 3.1a Traffic Generation for Site A**

**642-644 Canterbury Road, 1-3 Platts Avenue and 2A, 2B, 2C, 2D Liberty Street**

**Site A**

**Belmore**

Use	Peak Hour	Generation Rate/Unit	No.of Units	Traffic Generation		
				IN	OUT	TOTAL
Residential Units	8.00-9.00am	0.32	149	11.9	35.8	47.7
	4.00-5.00pm	0.18	149	18	8.8	26.8
Business Premises		2.7/100m <sup>2</sup> *	383 m <sup>2</sup>			
	8.00-9.00am			1.0	1.0	2.0
	4.00-5.00pm			5.15	5.15	10.3
Employees *	8					
	8.00-9.00am			6.0	0	6.0
TOTAL AM PEAK				18.9	36.8	55.7
TOTAL PM PEAK				23.2	14.0	37.2

**Notes:**

AM Peak Hour For Residential is based on 0.25 in and 0.75 out and in the PM Peak Hour 0.66 IN and 0.33 OUT.

AM and PM Peak Hour trips for the Business Premises assumes 50% IN and 50% OUT. The AM peak hour trips are assumed to be 20% of the PM peak hour. The number of employees is calculated as 383/50m<sup>2</sup>(8) x 75% mode split for car driver for Belmore.



3 (Continued)

**Table 3.1b Traffic Generation for Site B**  
**658-668 Canterbury Road**

Site B		Belmore				
Use	Peak Hour	Generation Rate/Unit	No.of Units	Traffic Generation		
				IN	OUT	TOTAL
Residential Units	8.00-9.00am	0.32	25	2.0	6.0	8.0
	4.00-5.00pm	0.18	25	3.0	1.5	4.5
Business Premises		2.7/100m <sup>2</sup> *	732 m <sup>2</sup>			
	8.00-9.00am			2.0	2.0	4.0
	4.00-5.00pm			9.9	9.9	19.8
Employees	15					
	8.00-9.00am			11.2	0.0	11.2
TOTAL AM PEAK				15.2	8.0	23.2
TOTAL PM PEAK				12.9	11.4	24.3

**Notes:**

AM Peak Hour For Residential is based on 0.25 in and 0.75 out and in the PM Peak Hour 0.66 IN and 0.33 OUT.

AM and PM Peak Hour trips for the Business Premises assumes 50% IN and 50% OUT. The AM peak hour trips are assumed to be 20% of the PM peak hour. The number of employees is calculated as  $383/50\text{m}^2(8) \times 75\%$  mode split for car driver for Belmore.

**3.2 Traffic Generation of other Sites 1,2,3,4 along Canterbury Road**

Reports were prepared for Sites 570-580 Canterbury Road and 548 Canterbury Road by this firm. A *letter report* dated 25<sup>th</sup> June 2015 was prepared in response to the traffic generation from Sites 1, 2 and 3, Nos. 548 Canterbury Road, Nos. 570-580 Canterbury Road and Nos. 538-546 Canterbury Road and this letter was forwarded to *Rachel Nicholson at the RMS*. The traffic generation from these sites is shown in the following Tables.

**Table 3.2a Traffic Generation Sites 1, 2, 3 and 4**

Site 1 548 Canterbury Road Campsie		No Of Units	Traffic Generation Vehicles/hour		
USE	TIME		IN (25%)	OUT (75%)	TOTAL
Residential Units	7.00-9.00am	324	26	78	104
Retail/Commercial Component + Loading Facility	7.00-9.00 am	1000 GLAm <sup>2</sup>	10	10	20
<b>Total</b>			<b>36</b>	<b>88</b>	<b>124</b>
			<b>IN (67%)</b>	<b>OUT (33%)</b>	<b>TOTAL</b>
Residential Units	4.00-6.00pm	324	39	19	58 <sup>1</sup>
Retail/Commercial Component + Loading Facility	4.00-6.00pm	1000 GLAm <sup>2</sup>	10	10	20
<b>Total</b>			<b>49</b>	<b>29</b>	<b>78</b>

**Note <sup>1</sup>:** Generation 0.18 trips / unit.

**Table 3.2a (Cont.)**

<b>Site 2: 570-580 Canterbury Road Campsie</b>		<b>No. of Units</b>	<b>Traffic Generation Vehicles/hour</b>		
<b>USE</b>	<b>TIME</b>		<b>IN (25%)</b>	<b>OUT (75%)</b>	<b>TOTAL</b>
Residential Units	7.00-9.00am	81	6	20	26
Retail/Commercial Component + Loading Facility	7.00-9.00 am	492.5 GLAm <sup>2</sup>	5	5	10
<b>Total</b>			<b>11</b>	<b>25</b>	<b>36</b>
			<b>IN (67%)</b>	<b>OUT (33%)</b>	<b>TOTAL</b>
Residential Units	4.00-6.00pm	81	10	5	15
Retail/Commercial Component + Loading Facility	4.00-6.00pm	492.5 GLAm <sup>2</sup>	5	5	10
<b>Total</b>			<b>15</b>	<b>10</b>	<b>25</b>
<b>Site 3: 538-546 Canterbury Road Campsie</b>		<b>No. of Units</b>	<b>Traffic Generation Vehicles/hour</b>		
<b>USE</b>	<b>TIME</b>		<b>IN (25%)</b>	<b>OUT (75%)</b>	<b>TOTAL</b>
Residential Units	7.00-9.00am	58	5	14	19
Retail/Commercial Component + Loading Facility	7.00-9.00 am	322.7 GLAm <sup>2</sup>	3	3	6
<b>Total</b>			<b>8</b>	<b>17</b>	<b>25</b>
			<b>IN (67%)</b>	<b>OUT (33%)</b>	<b>TOTAL</b>
Residential Units	4.00-6.00pm	58	7	4	11
Retail/Commercial Component + Loading Facility	4.00-6.00pm	322.7 GLAm <sup>2</sup>	3	3	6
<b>Total</b>			<b>10</b>	<b>7</b>	<b>17</b>

**Site 4: 677-681, 687 Canterbury Road and 48 Drummond Street, Belmore****Table 3.2b**

<b>Use</b>	<b>Peak Hour</b>	<b>Generation Rate/Unit</b>	<b>No. of Units</b>	<b>Traffic Generation</b>		
				<b>IN</b>	<b>OUT</b>	<b>TOTAL</b>
Residential Units	8.00-9.00am	0.32 trips/hr	300	24	72	95
	4.00-5.00pm	0.18 trips/hr	300	36	18	54
Business Premises		2.7/100m <sup>2</sup>	863 GLAm <sup>2</sup>			
	8.00-9.00am			2.33	2.33	4.66
	4.00-5.00pm			11.6	11.6	23.3
Employees	18					
	8.00-9.00am			13	0	13
<b>TOTAL AM PEAK</b>				<b>39.3</b>	<b>74.3</b>	<b>113.6</b>
<b>TOTAL PM PEAK</b>				<b>47.6</b>	<b>29.6</b>	<b>77.2</b>

## SUMMARY

The following table shows the difference in the **AM** and **PM** *traffic generation* by all sites in the Supplementary Report and this letter response.

SITE	PEAK HOUR	TRAFFIC GENERATION		
		IN	OUT	TOTAL
<b>A</b>	8:00-9:00am	- 6	- 1	- 7
	4:00-5:00pm	- 9.9	- 7.9	- 17.8
<b>B</b>	8:00-9:00am	+ 0.8	+ 2.4	+ 3.2
	4:00-5:00pm	+ 0.4	+ 0.1	+ 0.5
<b>1</b> (No. 548)	7:00-9:00am	0	0	0
	4:00-6:00pm	- 11	- 6	- 17
<b>2</b> (No. 570-580)	7:00-9:00am	0	0	0
	4:00-6:00pm	- 3	- 1	- 4
<b>3</b> (No.538-546)	7:00-9:00am	0	0	0
	4:00-6:00pm	- 2	0	- 2
<b>4</b> No. 677-681,687 48 Drummond	8:00-9:00am	0	0	0
	4:00-5:00pm	- 10.2	- 4.8	- 15
<b>Total Difference All Sites</b>	<b>8:00-9:00am</b>	<b>- 5.2</b>	<b>+ 1.4</b>	<b>- 3.8</b>
	<b>4:00-5:00pm</b>	<b>- 35.7</b>	<b>- 19.6</b>	<b>- 56.3</b>
<b>Total Traffic Generation all Sites. Supp. Report</b>	<b>8:00-9:00am</b>	<b>133.84</b>	<b>247.34</b>	<b>381.18</b>
	<b>4:00-5:00pm</b>	<b>193.19</b>	<b>120.63</b>	<b>313.82</b>
<b>Total Traffic Generation all Sites. This Report</b>	<b>8:00-9:00am</b>	<b>128.64</b>	<b>248.74</b>	<b>377.38</b>
	<b>4:00-5:00pm</b>	<b>157.49</b>	<b>101.03</b>	<b>258.52</b>

## Conclusions:

1. The very small reduction in generated traffic in the AM peak hour will *not change* the *Level of Service* at Canterbury Road / Kingsgrove Road and Canterbury Road / Beamish Street / Bexley Road that will operate under Los 'D' under future traffic conditions, as shown in *Table 4.5* in Report 35/15.
2. The reduction in generated traffic in the PM peak hour will not reduce the volume on the critical right-turn movements at the 2 intersections listed in (1) above and it is expected that the Level of Service will not change from D and F respectively, as shown in *Table 4.5* in Report No. 35/15.

**4. Review of the directional splits**

The adopted split for the commercial use on tables 3.1(a) and 3.1 (b) is 10% in and 10% out in the report which is incorrect and should be 50% / 50% and this requires correction.

**Response:**

The note below Table 3.1 (a) and Table 3.1 (b) should have read:-

*“AM and PM peak hour assumes 50% IN and 50% OUT. The traffic generation in the AM peak hour 8:00 – 9:00AM is assumed to be 20% of the PM peak hour”.*

Hence, the traffic generation in the Tables is correct.

**5. Consideration of servicing and garbage collection arrangements**

Servicing areas in a development set aside for the manoeuvring, parking and loading or unloading of commercial vehicles for the delivery or removal of goods, freight or waste. For this proposal with 149 residential units and 778m<sup>2</sup> of GFA or commercial area, this is a matter that requires discussion at planning proposal stage.

**Response:**

The Supplementary Report No. **29/15** was for the *proposed rezoning* of **Sites A and B**. The traffic Report No. **35/15** submitted for the **D.A.** describes the service vehicle arrangements in *Section 3.4*

The ‘garbage room’ is shown on the Ground Level Plan **C 905 Issue A** submitted by Stanisic Architects for the D.A. Garbage vehicles are to drive into the lane, pick-up the garbage and drive out to Platts Avenue.

**6. Demonstrated ability to conform (in principle) with AS 2890.1 and AS 2890.2**

While detailed design would be resolved at the subsequent development application stage, the following matters are noted:

- The design will need to comply with AS2890/1 and AS2980.2
- There appears to be no visual splay to and from pedestrians at the site boundary, as required under Clause 3.2 of AS 2890.1
- No arrangements have been made for servicing (deliveries, garbage collection etc)
- No assessment has been made of the available sight distances at the proposed driveway.

**Response:***First dot point:*

The car park layout at Basement Levels **1, 2 and 3** shown on the Basement Plans submitted for the D.A. *comply* with **AS/NZS 2890.1** and **AS/2890.6 – 2009**.

The service vehicle bay shown on **Basement 1** is **3.5m** wide, **6.4 metres** long and has a headroom of **2.8 metres**. This bay is *adequate* for small SRV pantechnicons and other delivery vans. Small **3** tonne pantechnicons operated by Nuss Removalists have a height of **2.6 metres**.

*Second dot point:*

The entry / exit driveway at Liberty Street is shown in Ground / Level **1 Plan DA 105 Issue 14** that was included in our Report No. **35/15** for the **D.A.** The building walls on both edges of the driveway end **3** metres from the street alignment and the *sight triangles* are *unobstructed*.

Hence, the sight distance from the exit driveway complies with **Figure 3.3 Minimum Sight Lines for Pedestrian Safety** in **AS/NZS 2890.1**.

***Response to 6 (Continued)***

*Third dot point:*

**Response:**

This matter has been dealt with under Item 5.

*Fourth dot point:*

**Response:**

Repetition. Dealt with under *Second Dot Point*

We trust that this report addresses all of the issues raised in your letter.

Yours sincerely,



**G L Marshall**  
**B.E. (Civil)., M.Eng.Sc. (NSW)**  
**Dip.Env.S., M.I.E. Aust; C.P.Eng. NPER (Civil)**  
**F.I.H. & T., M.A.I.T.P.M.**  
**Accredited Road Safety Auditor**

**LYLE MARSHALL & ASSOCIATES PTY. LTD**

***Attachments:***

## ATTACHMENTS



# Lyle Marshall & Associates Pty Ltd

Consulting Engineers, Transportation and Environmental Planners, Hydrology & Hydraulics & Architects

ABN 39 001 200 620

EMM/st/1133/14

5<sup>th</sup> June 2015

Spiro Stavis  
Director City Planning  
Canterbury Council

Email: [spiros@canterbury.nsw.gov.au](mailto:spiros@canterbury.nsw.gov.au)

Dear Mr Stavis,

Re: Planning Proposal to Amend Canterbury Council LEP 2012 – Agency Consultation Site  
F548 Canterbury Road, Campsie

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We have written to Rachel Nicholson at the RMS to respond to their letter. A copy of this letter was forwarded to you from Matt Daniel from Statewide Planning Pty Ltd.

We intend to include the cumulative impacts from the adjoining sites at No 538-536 Canterbury Road and the site immediately to the west at 570-580 Canterbury Road Campsie.

We note that development consent was granted for this site DA 509/2013 for a six storey mixed use building by the JRPP in October 2014. The approved development consists of **254 units and 16 retail tenancies and 401 car parking spaces and 4 motorbike spaces**. The traffic report in support of this application was prepared by Varga Traffic Planning dated 8<sup>th</sup> November 2013. The calculated net increase in traffic generation for the approved development was calculated as 29 trips per peak hour.

A Section 96(1) Application for an additional **79** basement car parking spaces, 4 motorbike spaces and 49 bicycle spaces was submitted to Canterbury Council.

The proposed traffic report was prepared in support of the additional 79 car parking spaces and the additional 2 floors of residential units, an increase in residential units of **70 units**. If we use the rate as per the original traffic report at 0.29 peak hour trips per unit the nett increase is 4.06 trips.

We have spoken with the Rachel Nicholson from the RMS today and she has stated that the whilst RMS requires clarification on whether they assess the site at No 548 as a development application site independently from the corridor study carried out by Council she believes that we should amend our traffic report to include the current sub-regional rates outlined in Appendix B3 for the Rockdale area ( as this area has similar traffic generation) and include the adjoining two sites to show the cumulative impacts. This information can then be provided to Council's Traffic Consultants to be included in their strategic corridor study.

Yours sincerely,

Erica Marshall-McClelland  
**LYLE MARSHALL & ASSOCIATES PTY LTD**



25 May 2015

Roads and Maritime Reference: SYD14/00640/02 (A9250062)

The General Manager  
Canterbury City Council  
PO Box 77  
CAMPSIE NSW 2194

Attention: Spiro Stavis

Dear Sir/Madam

**PLANNING PROPOSAL TO AMEND CANTERBURY LEP 2012 – AGENCY CONSULTATION  
SITE F, 548 CANTERBURY ROAD, CAMPSIE**

Reference is made to Council's email dated 17 March 2015, and subsequent meeting between Council and Roads and Maritime Services (Roads and Maritime) representatives on 13 May 2015 regarding additional information submitted for Site F (548 Canterbury Road, Campsie), for the abovementioned planning proposal referred to Roads and Maritime for comment.

Roads and Maritime has reviewed the Traffic Study referred for consideration, and notes that a potential development application for the subject site has been considered with 324 residential units, 1,000m<sup>2</sup> retail floor space on the ground floor (16 tenants), and provision of 481 car parking spaces in a basement car park. Roads and Maritime provides the following preliminary comments on the adequacy of the Traffic Study provided for the purposes of assessing the impacts of the planning proposal for Site F:

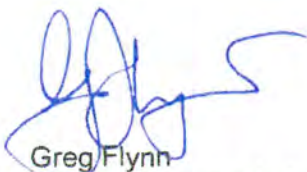
1. As previously advised, Roads and Maritime has concerns with the cumulative traffic impacts of known development and planning proposals throughout the LGA, and raises concern with regard to the traffic impacts of the planning proposals fronting Canterbury Road being assessed in isolation. The Traffic Study provided for Site F has been undertaken in isolation of other known planning proposals and developments in the area. If the Study is to be considered as supporting documentation for the planning proposal, as minimum it should include 10 years background traffic growth on the surrounding road network and consider the increase in traffic associated with other known planning proposals and approved developments in the area.
2. Roads and Maritime typically requires the maximum likely developable yield to be considered in the traffic impact assessment of a planning proposal. While the traffic impacts of the development described above has been considered, the Traffic Study has not considered the two adjoining sites (lot B DP389844 and lots A & B DP337934 - known as Sites X.2 and X.3), which Roads and Maritime understands are the subject of a separate but similar planning proposal and may be consolidated with Site F for a future development application. With Sites X.2 and X.3 included, the total area amounts to approximately 10,600m<sup>2</sup>, and a larger development could be facilitated. Roads and Maritime's rough estimates of the maximum yield of residential units is up to 500-550 units, plus 1,000m<sup>2</sup> -4,000m<sup>2</sup> commercial/retail on the ground floor (unless this is capped through a site specific clause).



3. The traffic generation rates applied in the Traffic Study do not represent the likely trip generation of the development described. The traffic generation rates set out in the *RMS TDT2013/04a Guide to Traffic Generating Developments: Updated Traffic Surveys*, should be applied with careful consideration to the assumptions and site specific characteristics. The rate applied for the residential component in the Study provided has assumed the average rate for high density residential developments for Metropolitan Sydney. A higher trip generation rate than the average for Sydney would be more appropriate for the subject site, with consideration to the accessibility of the site to public transport services, provision of car parking, journey to work data and other travel behaviour indicators for Canterbury LGA. Further, it may also be appropriate to calculate the trip generation per car parking space (refer to *RMS TDT2013/04a*).
4. Further to the above, the traffic generation rate applied for the retail component appears to reflect the average rate from the *RMS TDT2013/04a* for commercial office space in close proximity to heavy rail. This is not likely to provide a true reflection of the traffic generated by the retail development proposed. The appropriate rates for retail use should be applied.
5. While the closest connection for the development to a major road is via the Elizabeth Street/Canterbury Road intersection, and the Traffic Study determines that the majority of employment for Campsie is located in LGAs to the north, east, and west, it appears that a total of approximately 10 additional vehicles in the peak hours are assumed to utilise the intersection as a result of the development. It appears that no additional vehicles have been assumed to turn right out of Elizabeth Street to Canterbury Road in the AM peak, and 3 additional vehicles have been assumed to turn right from Canterbury Road into Elizabeth Street. No additional vehicles are assumed to turn right at this intersection in the PM peak. Trip distributions should be fully justified. It is unclear whether it is proposed to ban right turns at this intersection.
6. The intersection modelling provided identified that the intersection of Canterbury Road and Elizabeth Street operates with Level of Service F on the right turn from Elizabeth Street to Canterbury Road. The likely increase in traffic at this intersection as a result of the future development would exacerbate delays and therefore safety risks and traffic efficiency issues in relation to right-turning vehicles. The Traffic Study should consider any road and transport infrastructure improvement works required to mitigate adverse road safety and traffic efficiency impacts as a result of the future development, including consideration to pedestrians and cyclists.

In order for Roads and Maritime to provide an informed comment on the planning proposal for Site F, the above issues would need to be addressed in an amended traffic study, or otherwise be assessed in the LGA wide Residential Development Strategy Study. If you have any questions in relation to this matter, please contact the nominated Land Use Planner, Rachel Nicholson on phone: 8849 2702 or email: [Rachel.Nicholson@rms.nsw.gov.au](mailto:Rachel.Nicholson@rms.nsw.gov.au).

Yours sincerely,



Greg Flynn  
**Manager Strategic Land Use  
Network and Safety Section**

**Draft Easement****Instrument setting out terms of Easements intended to be created pursuant to Section 88B  
Conveyancing Act 1919**

(Sheet 1 of 2 Sheets)

**Plan:** [insert]**Full name and address  
of owner of land:** [insert]**PART 1****Identity of easement, positive covenant or  
restriction referred to in the abovementioned  
plan:** Right of carriageway**Schedule of lots affected****Lots burdened (Site A)**

Lots 1, 2, 4 &amp; 5 DP5208

Lot 51 DP6042

Lot 2 DP514813

Lot 1 DP125537

Lot B DP383957

**Lots benefitted (Site B)**

Lot A DP383957

Lot 1 DP514813

**PART 2****Terms of Easement for right of carriageway [insert width and length] marked on the plan**Right of carriageway within the meaning of Part 1 of Schedule 4A of the *Conveyancing Act 1919* (NSW) as amended, and in accordance with clauses 2, 3, 4, 7 and 8 of Schedule 8B of the *Conveyancing Act 1919*, as amended (NSW) over that part of the land burdened marked (x) in the {insert description of plan}.**Name of Person empowered to release, vary or modify the Easement for right of carriageway  
marked on the Plan:**

The Owner of the Lots Benefitted

**Instrument setting out terms of Easements intended to be created pursuant to Section 88B  
Conveyancing Act 1919**

(Sheet 2 of 2 Sheets)

Executed by [insert company name of owner  
of the land] [insert ACN] in accordance with  
section 127 of the *Corporations Act 2001* (Cth):

---

\*Director/\*Company Secretary

---

Director

---

Name of \*Director/\*Company Secretary  
(BLOCK LETTERS)  
\*please delete as appropriate

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Name of Director  
(BLOCK LETTERS)