

# **ATTACHMENT B**

**CONCURRENCE LETTER FROM RMS  
DATED 21 FEBRUARY 2013**

Our Reference: SYD12/01100  
Your Reference: D/2012/1175  
Contact: Andrew Popoff  
Telephone: 8849-2180



**Transport**  
Roads & Maritime  
Services

Manager – Planning Assessment  
City of Sydney  
GPO Box 1591  
SYDNEY NSW 2001

**Attention: Nicola Reeve**

**STAGED CONSTRUCTION OF ESSENTIAL INFRASTRUCTURE FOR GREEN SQUARE TOWN CENTRE, ZETLAND**

Dear Mr Mackay,

I refer to Council's letter dated 5 September 2012 (Council Ref: D/2012/1175) with regard to the abovementioned development application, which was referred to the Roads and Maritime Services (RMS) as an Integrated Development under Clause 66 of the Environmental Planning and Assessment Regulation 2000.

RMS advises that the subject application is not "integrated development", as Council is both the consent authority for the development and the approval authority for Botany Road and O'Riordan Street. Consequently, RMS cannot accept the payment of a fee for the assessment of this development application. As a result, the \$320 fee previously forwarded for this development has been duly returned to Council for refund to the developer.

I wish to advise that RMS would grant its concurrence subject to the Council's approval of the development application and the following requirements being complied with:

1. Comments provided within the previous Transport for NSW (TfNSW) letter to Council dated 5 January 2012 (see attached) with regard to the Green Square Town Centre – Public Exhibition of Planning Proposal and Draft Development Control Plan continue to be applicable to this development application.
2. In accordance with the Green Square Town Centre DCP – Access and Circulation, direct vehicular access to the subject site is not permitted via Botany Road and Bourke Street.
3. The proposed intersection of Bourke Street / Ebsworth Street shall be physically restricted to left-in / left-out movements through the installation of a raised concrete median island similar to that indicated on Drawing No: CIV-390, Rev: 03, Dated: 14/06/12. The raised central concrete median shall have a minimum width of 900mm.
4. To ensure traffic efficiency is not compromised along Botany Road, the RMS will not agree to any at-grade pedestrian crossing facilities at the proposed bus signals at the intersection of Botany Road / East-West Boulevard (Civic Plaza).

Roads and Maritime Services

5. To address pedestrian desire lines across Botany Road between the proposed Town Centre and the Rail Station, the applicant will be required to install pedestrian fencing along Botany Road which would direct pedestrians to the at-grade crossings at the signalised intersection of Botany Road / Bourke Street / O'Riordan Street (TCS# 346). Note: The scope and length of pedestrian fencing is to be resolved prior to the issue of any construction certificates.
6. Prior to the issue of any construction certificates, the applicant will be required to submit concept design plans to the RMS for in-principle approval for the following signalised intersections:
  - a. Bourke Street / Portman Street,
  - b. Zetland Avenue / Joynton Avenue,
  - c. Zetland Avenue / Paul Street,
  - d. Botany Road / Geddes Avenue,
  - e. Botany Road / Bourke Street / O'Riordan Street / Wyndham Street,
  - f. Botany Road / East-West Boulevard (Civic Plaza).

Note: The applicant must also submit detailed 2031 (AM / PM Peak) traffic modelling for the abovementioned intersections which details Average Delays, Level of Service, queue lengths, lane configurations, turn bay lengths, etc.

The abovementioned intersections along Botany Road will need to accommodate the provision of right turn storage lanes along Botany Road, which will require land dedication from the subject site as public road at full cost to the developer.

7. Redundant driveways are to be removed with kerb and gutter reinstated to Council's requirements.
8. Appropriate provision must be made for parking, cyclists, service vehicles, including garbage vehicles, maintenance vehicles, deliveries and buses on the internal roads and intersections. Council must also ensure that a review of all the intersections is satisfactorily carried out using Austroads turning circles for the largest vehicle likely to use the intersection.
9. Full time 'No Stopping' restrictions shall be installed along the entire Botany Road and Bourke Street property frontage of the Green Square Town Centre (except where Bus Zones are required). The applicant is to contact the RMS's Traffic Engineering Services on Phone: (02) 8849 2907 for a Work Instruction, prior to implementing the full time "No Stopping" regulatory signage.
10. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control shall be submitted to Council, for approval, prior to the issue of any construction certificate.
11. Subject to approval from Council's Local Traffic Committee, full time "No Stopping" restrictions are to be installed in accordance with the Road Marking and Signage Plans (Sheets 1-4).
12. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
13. The Applicant is to comply with the requirements of the Technical Direction (GTD 2012/001) – Excavation Adjacent to RMS Infrastructure. The developer is to meet the full cost of this assessment by the RMS. Details of this Technical Direction can be emailed to the applicant upon request.

14. Council should ensure that the post-development storm water discharge from the subject site into the RMS drainage system does not exceed the pre-development discharge.

Should the post-development stormwater discharge 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  
Roads and Maritime Services  
PO Box 973 Parramatta CBD 2124.

A plan checking fee will be payable and a performance bond may be required before 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.

15. Proposed signal works at the intersections of Bourke Street / Portman Street, Zetland Avenue / Joynton Avenue, Zetland Avenue / Paul Street, Botany Road / Geddes Avenue, Botany Road / Bourke Street / O'Riordan Street / Wyndham Street, Botany Road / East-West Boulevard (Civic Plaza) and civil works along Bourke Street and Botany Road shall be designed in accordance with Austroads with RMS supplements, RMS' Traffic Signal Design Manual other Australian Codes of Practice. Design plans shall be prepared by a suitably qualified practitioner and submitted to RMS for consideration and approval prior to commencement of any road works.

RMS fees for administration, plan checking, signal works inspection and project management will need to be paid by the developer prior to the commencement of any road works. A ten (10) year operation charge (payable to Roads and Maritime Services) will apply to each new signalised intersection.

16. The Applicant will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned traffic signal and civil works. The Works Authorisation Deed (WAD) will need to be executed prior to RMS' assessment of the detailed design plans.

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

Further enquiries on this matter can be directed to the undersigned on phone 8849 2047 or email: [James.Hall@rms.nsw.gov.au](mailto:James.Hall@rms.nsw.gov.au)

Yours sincerely,



James Hall  
**Senior Land Use Planner**  
**Transport Planning, Sydney Region**  
21 February 2013



Transport  
for NSW

Chief Executive Officer  
City of Sydney  
GPO Box 1591  
SYDNEY NSW 2001

Attention: Nicola Robinson, John Davies

Dear Sir/Madam

**Green Square Town Centre – Public Exhibition of Planning Proposal and Draft  
Development Control Plan**

Thank you for your letter dated 23 November 2011 regarding the Planning Proposal for sites in Botany Road, Joynton Avenue, Portman and Elizabeth Streets, Zetland and in Botany Road, O’Riordan Street and Bourke Road, Alexandria and the draft Development Control Plan 2011 for the Green Square Town Centre.

Transport for NSW (TfNSW) supports both the Proposal and the Plan in general and makes the following comments:

**Consistency with strategic transport plans**

As you would be aware two streams of work, the *Botany Road Corridor Action Plan* (Action Plan) and the *Green Square Transport Management and Accessibility Plan (TMAP) 2011 Update* (TMAP Update) have implications for the development of the Green Square Urban Renewal Area, including the envisaged Town Centre and its structural elements. The Action Plan, recommending public transport and pedestrian enhancements along the Botany Road corridor, has been finalised and is awaiting formal release. The TMAP Update, containing specific recommendations for planning and development of the Eastern Transit Corridor, is being finalised and is anticipated to be released by the end of January.

TfNSW supports the statement that the Planning Proposal will incorporate transport considerations and actions resulting from the TMAP Update (p35 of the Planning Proposal). However, TfNSW would like to comment that the provisions of both the Planning Proposal and the draft DCP should reflect both the *Botany Road Corridor Action Plan* and the TMAP Update and facilitate these plans’ recommendations.

**Car parking**

TfNSW notes that the lower car parking rates proposed in the Draft Sydney LEP 2011 will be implemented in stages, as development proceeds and public transport accessibility increases. However, TfNSW requests that triggers and a mechanism for removing or adapting to other uses the already provided car parking spaces be clearly defined.

In this regard, it is suggested that the car parking provision be reviewed either at regular intervals or when a new regional transport service or local access improvement is delivered. TfNSW seeks Council's commitment that when all planned development is completed and all planned transport and access improvements are delivered, the car parking spaces in the Green Square URA will total no more than 1953 as stipulated in the draft Sydney LEP 2011.

### **Land acquisition**

Attached (at Tab A) are the Roads and Maritime Services (RMS) plans highlighting in pink colour the lands affected by a Road Widening Order under Section 25 of the Roads Act, 1993. In accordance with the Roads Act, TfNSW requires that no new buildings or structures are erected on the subject land without the concurrence of the RMS. The RMS is the appropriate acquisition authority of the subject land to be included in the new LEP.

### **Intersections and road treatments**

The majority of the proposed / modified traffic control signals (TCS) indicated on the Transport Structure Plan (Figure 10.1) is supported in principle. However, the proposed TCS at the intersection of Bourke Street and Dunning Avenue extension (Paul Street) is not supported. The in-principle support for the other TCS proposals is subject to detailed investigations including traffic modeling to ascertain the meeting of necessary warrants and appropriateness of the design of the proposals.

Any new local street connection to classified roads that are not to be controlled by TCS should be restricted to left-in and left-out only. These restrictions should preferably be enforced by physical means such as central median or splitter islands.

As the pedestrian and bicycle movements to and from Green Square Railway Station may substantially increase with the development of the Green Square Town Centre, Council will need to work with RMS to provide adequate pedestrian crossing facilities augmented by road safety barriers, fences and screening on major intersections near the Town Centre.

Any changes to traffic signals, speed limits or reduction of travel lanes on Regional Roads are to be approved by RMS. Proposed shared zones shall be in accordance with RMS standards.

Detailed comments on the individual proposals are in the attachment (Tag B).

### **Interface between development and transit**

The draft DCP should provide more detailed provisions for facilitating appropriate interfaces with the existing transit; namely, integrating the relevant development site(s) with the pedestrian tunnel to the station and pedestrian access to the Botany Road bus stops.

Detailed comments on the draft DCP are in the attachment (Tag B).

Should you wish to discuss this matter further, please contact Eva Cermak on 8022 2525 or email [eva.cermak@transport.nsw.gov.au](mailto:eva.cermak@transport.nsw.gov.au).

Yours sincerely

  
Mohini Nair

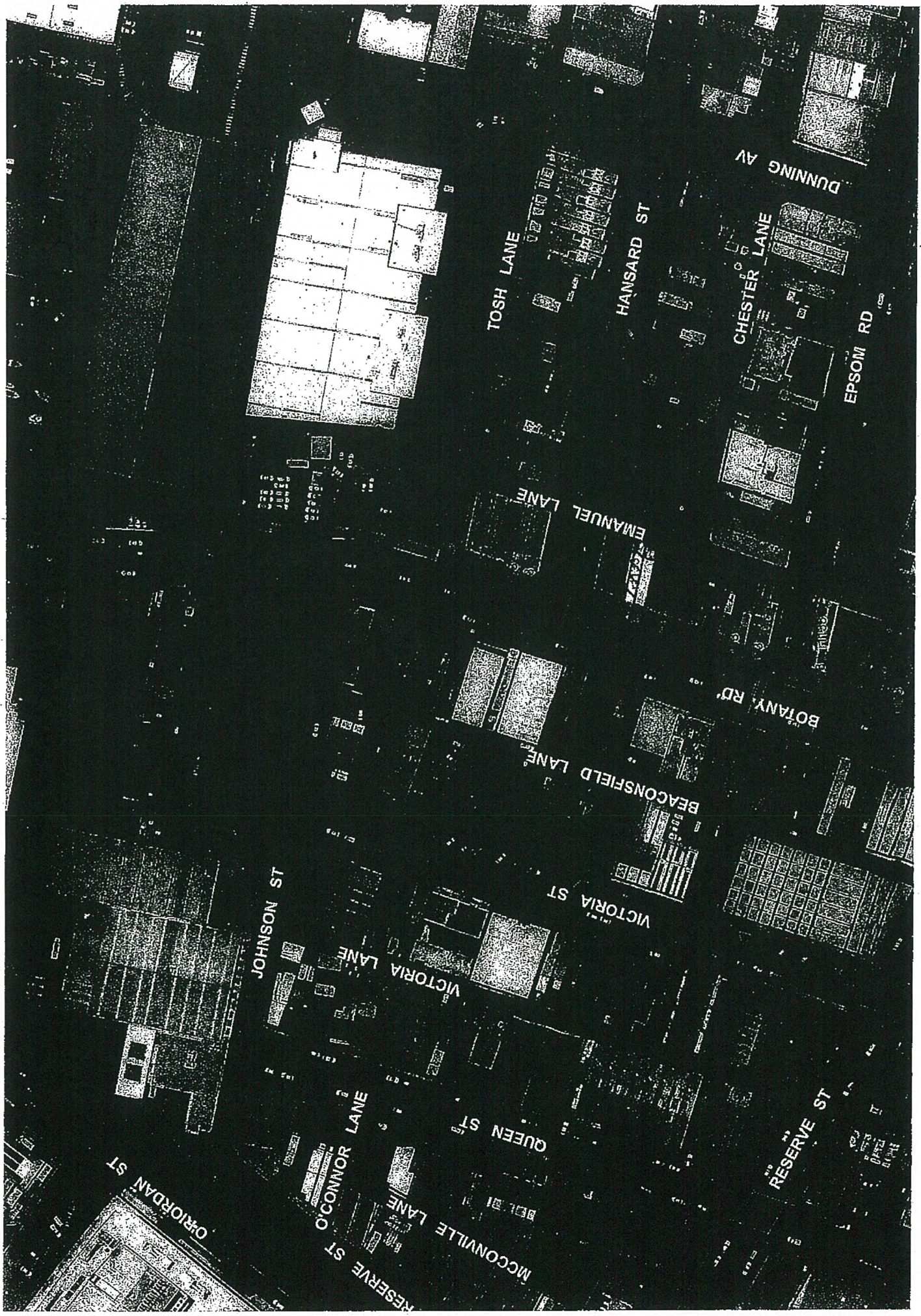
5/1/2012

**Principal Manager, Integrated Transport Planning and Land Use  
Transport Planning**

CD11/15570







Heading / Section	Comment/Question
TfNSW / RMS	
GSTC 3.3 Street Network	Any roadside trees shall be frangible species so as not pose a crash risk to road users. When considering tree choice, RMS requires that clear sight lines be maintained at all times and that higher clearance levels be maintained in areas where kerbside lanes and bus stops have above average use by heavy vehicles such as buses.
GSTC 3.3.2 ETC and Bus priority/Light rail access	Ensure that the planning provisions for future bus service are consistent with the <i>Service Planning Guidelines for bus services in metropolitan Sydney (MoT, 2006)</i> <a href="http://www.transport.nsw.gov.au/content/bus-service-planning-guidelines">http://www.transport.nsw.gov.au/content/bus-service-planning-guidelines</a>
GSTC 10.2 Provision (3)	Include "and cycle" after "pedestrian"
Figure 10.1 Transport Structure Plan	It is noted that the proposed Bourke St cycleway is shown as 'shared path'. Is this intentional or an oversight (considering that the existing Bourke St cycleway north and south of the site is a two-way separated cycleway).
<ul style="list-style-type: none"> <li>Botany Rd/Bourke St/O'Riordan St intersection</li> </ul>	RMS has previously advised Council that this intersection is intended to be upgraded to improve the station forecourt, improve traffic movement and allow for pedestrian crossings on all legs of the intersection. This position still holds, but as Council would be aware, it is now contingent on the longer term development of the station site. Interim, shorter term treatments may need to be considered for inclusion in the DCP to improve the current pedestrian environment.
<ul style="list-style-type: none"> <li>Botany Road/East-West Boulevard intersection</li> </ul>	The Botany Road Action Plan recommends that access to and from the Boulevard is restricted to public transport vehicles. Access by general traffic is not supported. It is noted that the existing pedestrian tunnel beneath Botany Road was built to remove the need for an at-grade crossing and with the intention that the tunnel will be integrated into developments in the Town Centre.

<ul style="list-style-type: none"> <li>Botany Road/New Cross Street (Geddes Ave) intersection</li> </ul>	<p>A set of traffic signals at this location is supported in-principle as per RTA correspondence of 2006. This endorsement was contingent upon a new road on the western side of Botany Road forming a fourth leg of the future intersection. Should this new road not be proceeding, RMS would seek to reconsider this endorsement.</p>
<ul style="list-style-type: none"> <li>Bourke Street/Dunning Street extension (Paul Street) intersection</li> </ul>	<p>A set of traffic signals at this location is not supported.</p>
<ul style="list-style-type: none"> <li>Bourke Street/Portman Street intersection</li> </ul>	<p>A possible set of traffic signals at Bourke/ Portman Street will be considered on their merits following detailed investigations as per the general comments made above.</p>
<ul style="list-style-type: none"> <li>East-West Boulevard / Joynton Ave and Dunning Ave extension (Paul St) intersection</li> </ul>	<p>A possible set of traffic signals at these locations will be considered on their merits following detailed investigations as per the general comments made above.</p>
<p>Figure 10.2: Integrated basement car parking</p>	<p>It is noted that no vehicular access points are indicated to sites 1-4. This would actually be preferred by TfNSW.</p>
<p>Schedule 8 – 8.4 The requirements for a Transport Impact Study</p> <ul style="list-style-type: none"> <li>(m) and (n)</li> </ul> <p>8.4.3 Bicycles</p>	<ul style="list-style-type: none"> <li>Include “bicycle” after “pedestrian”.</li> </ul> <p>This section should be drafted similarly to section 8.4.4 Pedestrians, i.e. it should address identification of major cycle routes and desire lines, potential conflicts with vehicle and required cycle infrastructure.</p>
<p>RailCorp</p>	<p>RailCorp requires that the issues raised in the previous correspondence to City of Sydney regarding the planning proposals for 301-303 Botany Road, Waterloo and 956-960 Bourke St, 355 Botany Rd and 377-497 Botany Rd, Zetland are addressed. RailCorp has no further comments. The issues raised previously are summarised below:</p> <ul style="list-style-type: none"> <li>The planning proposal should provide only for the type of development that can actually be achieved on this site affected by the rail tunnel easement. The easement is likely to constrain the scale of the development, the depth of excavation and location of piers (refer to RailCorp letter to Council of 4 Jan. 12).</li> <li>This planning proposal and that for 956-960 Bourke St, 355 Botany Rd and 377-497 Botany Rd, Zetland should be assessed concurrently to ensure that there is compatibility between the two, particularly as the</li> </ul>
<p>301-303 Botany Rd, Waterloo</p>	<p>The planning proposal should provide only for the type of development that can actually be achieved on this site affected by the rail tunnel easement. The easement is likely to constrain the scale of the development, the depth of excavation and location of piers (refer to RailCorp letter to Council of 4 Jan. 12).</p> <ul style="list-style-type: none"> <li>This planning proposal and that for 956-960 Bourke St, 355 Botany Rd and 377-497 Botany Rd, Zetland should be assessed concurrently to ensure that there is compatibility between the two, particularly as the</li> </ul>

<p>956-960 Bourke St, 355 Botany Rd and 377-497 Botany Rd, Zetland</p>	<p>Landcom/Mirvac/Leighton proposal envisages a relocation of the station access into the development of 301-303 Botany Road, Waterloo.</p> <ul style="list-style-type: none"> <li>• The maximum heights provided in the LEP maps may not be achievable due to the location of the rail tunnel and the need for any future development application to obtain RailCorp's concurrence under SEPP (Infrastructure) 2007.</li> <li>• RailCorp supports the proposal as it will facilitate an increase in activity around the Green Square station.</li> <li>• This planning proposal and that for 301-303 Botany Road, Waterloo should be assessed concurrently to ensure that there is compatibility between the two, particularly as the Landcom/Mirvac/Leighton proposal envisages a relocation of the station access into the development of 301-303 Botany Road, Waterloo.</li> <li>• RailCorp has noted that Figures 1 and 2 of the planning proposal indicate an alignment of the rail tunnel servicing Green Square under Site 5A. RailCorp believes that this is inaccurate and any rail tunnel alignment shown should be based on the tunnel easement which is registered on title. Given that the relationship of the rail tunnel and any future development in the area may trigger the need for RailCorp concurrence under the Infrastructure SEPP it is considered important that this tunnel alignment be reflected accurately.</li> </ul>
<p>General comment re referencing</p>	<p>The references used should include Austroads Guides. Also please note that <i>Integrating Land Use and Transport</i>, 2001 is a joint DIPNR and DoT publication, <i>Planning Guidelines for Walking and Cycling</i>, 2004 is a NSW Government guidelines (produced by DoP &amp; RTA).</p>