

Our Ref: RDC 08M978 SYD10/00208
Contact: Stella Qu T 8849 2520
Your Ref: MP 08_0112



The Director, Government Land and Social Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Wilfred Nino

**7-9 GIBBONS STREET, REDFERN
MIXED USE – RESIDENTIAL/COMMERCIAL/RETAIL DEVELOPMENT**

Dear Sir/Madam

I referred to the Department of Planning's correspondence received on 22 March 2010 (Reference MP08_0112), concerning the abovementioned Development Application which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting held on 8 April 2010.

Below are the Committee's recommendations and RTA's comments on the subject application:

1. The traffic report submitted with the application states that the longest vehicle accessing the proposed loading dock is a 12.5 metre long heavy rigid vehicle. However, it is noted that 10.5 m HRV and 8.8 m MRV are used as design vehicles in the swept path analysis in the traffic report. Therefore, a modified swept path analysis of a 12.5 m long HRV should be submitted, prior to the determination of the development application.

In addition to the above, it is possible that delivery vehicles longer than 12.5 metres will deliver goods to the proposed supermarket as these delivery vehicles are likely to do multiple deliveries in one trip. Therefore, the developer needs to satisfactorily demonstrate to the Department of Planning and the RTA that the supermarket can deliver all goods with a truck no longer than 12.5 metres in length.

2. No Stopping parking restrictions shall be provided along the Marian Street frontage of the subject site between William Lane and Gibbon Street as deliver vehicles are likely to park on the Marian Street frontage of the subject site, which will affect traffic flow and driver's sight distance at the

proposed driveways. The No Stopping parking restrictions shall be referred to the City of Sydney Traffic Committee for endorsement.

3. Existing No Stopping parking restrictions are to remain along the Gibbons Street frontage of the subject site.
4. It is noted that the proposed development will result in a loss of 76 off-street car parking spaces associated with the Lawson Square Towers, which is a 50% reduction. The proposed number of car parking spaces on the subject site shall be addressed to the satisfaction of the Department of Planning in consultation with the Council.

In determining the number of parking spaces, it should be noted that there is limited on-street parking capacity in the vicinity of the subject site.

5. The proposed development will generate and attract additional pedestrian and cyclist movements in the vicinity of the site. Consideration should be given to the provision of pedestrian and cyclist facilities as part of the development application. In this regard, the developer should provide the following:
 - a. Pedestrian crossing facility in Gibbons Street
 - b. Bicycle parking facilities either within the development or close to it, as well as end trip facilities such as showers, changing rooms, etc. to encourage bicycle use for travelling to and from the development
6. The existing driveway on the Gibbon Street frontage of the subject site shall be removed with kerb and gutter reinstated to match the existing. Details of further requirements can be obtained from the RTA's Project Services Manager, Sydney Project Services, Parramatta (Ph: 8849 2144).

A certified copy of the design plans shall be submitted to the RTA for consideration and approval prior to the release of a Construction Certificate by Council and commencement of road works.

The RTA fees for administration, plan checking, civil works inspections and project management shall be paid by the developer prior to the road works.

7. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1 – 2004, AS 2890.2 – 2002, and AS 2890.6 – 2009.
8. Retail parking should be separate from residential parking and should be clearly sign posted.
9. The internal aisle ways are to be marked with pavement arrows to direct traffic movements in / out of the site and guide traffic circulation through the car park.
10. The proposed turning areas within the car park are to be kept clear of any obstacles, including parked cars, at all times.
11. All vehicles are to enter and leave the site in a forward direction.
12. All vehicles should be wholly contained on site before being required to stop.
13. All loading and unloading shall occur on site.

14. The required sight lines to pedestrians and / or other vehicles in or around the entrances are not to be compromised by landscaping, signage, fencing or other materials.
15. AS 2890.1 - 2004, Clause 3.3 (a) for property line / building alignment / pedestrian path, permits a maximum gradient of 1 in 20 (5%) between edge of frontage road and the property line, building alignment or pedestrian path for at least the first 6 metres into the car park. Council should ensure that the gradients provided for the development complies with AS 2890.1 - 2004.
16. Clear sight lines shall be provided at the property boundary line to ensure adequate visibility between vehicles leaving the car park and pedestrians along the frontage road footpath in accordance with Figure 3.3 of AS 2890.1 - 2004 for light vehicles and AS 2890.2 - 2002 for heavy vehicles.
17. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of a construction certificate. All construction access shall be via Marian Street. No construction access shall be via Gibbons Street.
18. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.
19. The developer shall be responsible for all public utility adjustments/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
20. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

In accordance with Clause 104 (4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of the determination of the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

Please refer further inquiries regarding this development application to Stella Qu on 8849 2520 or facsimile 8849 2918.

Yours faithfully,



James Hall
A/Chairman, Sydney Regional Development Advisory Committee
13 April 2010