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Telephone

RDC 09M2111-2, SYD10/00791
MP09_0187
Edmond Platon
8849 2906



The Director
Metropolitan Projects
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Amy Watson

MP09_0187 – MIX USE BUILDING AT 6-16 ATCHISON STREET, ST LEONARDS

Dear Sir,

I refer to the Department of Planning's (DoP) letter dated 27 September 2010 (DoP Reference No: MP09_0187) with regard to the abovementioned Development Application (DA), which was referred to the Roads and Traffic Authority (RTA) for comment under Part 3A of the *Environmental Planning and Assessment Act, 1979* and Clause 104 - Column 2 of Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007.

I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on the 20 October 2010. Below are the Committee's recommendations and RTA's comments on the subject application:

1. Concerns are raised at the intersection of Christie Street/Atchison Lane with vehicles waiting to turn right from Christie Street south into Atchison Lane east blocking Christie Street northbound. Consideration should be given to physically banning the right turn with a raised central median to the satisfaction of Council. Vehicles from Christie Street south will still be able to enter the Christie street by undertaking a U-Turn manoeuvre at roundabout intersection of Christie Street/Chandos Street

It is noted that the right turn ban may require approval from the local traffic committee and the preparation of a Traffic Management Plan (TMP).

2. Swept path analysis to the satisfaction of DoP and Council shall be provided that the largest vehicle (i.e. 6.4m small rigid vehicle) can physically enter and exit Atchison Lane and the access driveway. Additional splays or modification of the kerb alignment may be required on Atchison Lane, connecting streets and on the access driveway.
3. A condition that prohibits trucks longer than a 6.4m small rigid vehicle from entering the site should be included in the DA consent.
4. The residential component of the proposed development should be designed so that road traffic noise from Pacific Highway is mitigated by durable materials and comply with the requirements of Clause 102 – (Impact of road noise or vibration on non-road development) of State Environmental Planning Policy (Infrastructure) 2007.

Roads and Traffic Authority

5. All vehicles shall enter and exit the site in a forward direction.
6. Off-street car parking spaces, bicycle facilities and loading docks shall be provided to the satisfaction of Council.
7. The layout of the proposed car parking areas, loading docks and driveway associated with the subject development (including, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, loading bay dimensions and parking bay dimensions) should be in accordance with AS2890.1- 2004 and AS2890.2 – 2002 for large vehicles.
8. A Demolition and Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council, for approval, prior to the issue of a construction certificate.
9. All costs associated with the proposed development shall be at not 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 DoP's determination on the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

Further enquiries on this matter can be directed to the nominated Assistant Planner, Edmond Platon on phone 8849 2906 or facsimile 8849 2918.

Yours sincerely



Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee
Transport Planning Section, Sydney Region

26 October 2010