

Contact: Rebecca Eveleigh

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11 August 2011

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Mark Brown
Department of Planning & Infrastructure
Department of Lands Building
23-33 Bridge St
SYDNEY NSW 2000

Dear Mr Brown,

Modification Application MP10_0057 MOD1 for amendment to Conditions B5 and D1 of MP10_0057 at 132-138 Killeaton Street, St Ives

I refer to your letter dated 27 July 2011 regarding the notification of the above modification application.

Council's assessment of the modification is below:

Amendment of Condition B5 – Further information required

The application includes a modification to Condition B5, seeking the deletion of "No vehicles larger than a small rigid truck are to travel in Killeaton Street east of the site entrance and exit".

The applicant has submitted a Statement of Environmental Effects by Meriton and a Construction Traffic Management Plan (CTMP) prepared by NRS Traffic Planning, dated 25 May 2011.

It is considered that the following require clarification:

1. In Section 2.1 of the CTMP for vehicles leaving the site and travelling either north or south, the route is the same – left onto Killeaton Street and left onto Mona Vale Road. Where does the northbound vehicle turn around?
2. The use of Stanley Street may be preferable to Link Road because of the two schools on Link Road.
3. Section 2.3 - it is understood that a Works Zone has been approved – Council's letter of approval for the original CTMP includes the following statement "Upon completion of basement construction, you will be invoiced for the Works Zone and payment must be made and the signs installed before works proceed". The CTMP should be more specific about this.
4. Drawings NRSP9455/A and NRSP9456/A show a "No Parking" restriction opposite the site entry. This requires Traffic Committee approval. The applicant should be aware that sufficient lead time

should be allowed for the application to be assessed and Council could not approve the CTMP until approval is given and fees paid.

Please note that if the CTMP is approved, the Sydney Regional Development Advisory Committee requires that the CTMP be submitted to the Roads and Traffic Authority (RTA) prior to the issue of a Construction Certificate. RTA may have comments regarding truck routes which require further amendment to the CTMP.

Amendment of Condition D1 - Not supported

The application seeks to modify condition D1 relating to the preservation of the row of *Lophostemon confertus* (Brushbox) listed as tree's 79-109.

Condition D1 prevents the use of the existing entrance and driveway adjacent to the eastern side boundary and requires that an alternative construction entrance/exit be used to preserve tree's 79-109.

These trees are a significant landscape element providing screening of the development for the adjoining residential properties. *Lophostemon confertus* (Brushbox) are not very tolerant to root disturbances and it is critical that the impacts to these trees be reduced as much as possible.

A development of this scale will take at least 2 to 3 years to complete and it is estimated that in excess of 15,000 vehicle movements in and out of the site will occur over the construction period based on the minimum number of 20 movements per day.

The ground protection proposed will deteriorate very quickly with the number of proposed movements of heavy vehicles on and off the site. The upkeep and maintenance of the ground protection over the period of the construction works is highly unlikely.

The proposal to utilise the existing driveway access located on the eastern side boundary is not supported due to the unacceptable impacts on Tree's 79-109. The vehicle entry and exit location approved under the consent and as indicated on the traffic management drawings submitted with the modification application should be maintained.

Please do not hesitate to contact me on 9424 0809 if you have any further questions in relation to the above assessment.

Regards

Rebecca Eveleigh
Executive Assessment Officer
Development & Regulation