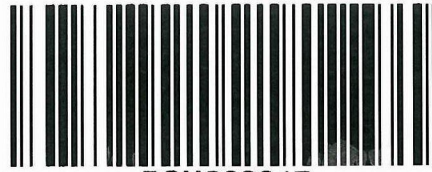


Our Reference:
Your Reference:
Contact:
Telephone:

RDC 10M689 Vol 3 SYD10/01026/02
MP 10_0065
Pahee Sellathurai
8849 2219

SRDAC



PCU020617

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The Director
Industry – Major Development Assessment
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Christine Chapman

KIMBRIKI RESOURCE RECOVERY PROJECT – KIMBRIKI ROAD, TERREY HILLS



Dear Sir/Madam,

Reference is made to Department of Planning's correspondence dated 17 February 2011 with regard to the abovementioned development application, which was referred to the Roads and Traffic Authority (RTA) in accordance with Clause 104 and 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 development application at its meeting held on 9 March 2011.

Below are the committee's recommendations and RTA comments for consideration in the determination of the development application:

1. To minimise impedance to through movements and to facilitate turning movements into and out of Kimbriki Road, the following improvement works needs to undertaken as part of this development:
 - a. Extend the length of the right turn bay on Mona Vale Road by approximately 30m as suggested in the traffic report;
 - b. Provision of two westbound traffic lanes through the intersection of Mona Vale Road and Kimbriki Road;
 - c. Construction of a westbound acceleration lane on Mona Vale Road; and
 - d. Widening of Kimbriki Road to provide a left turn slip lane and a right turn lane.

The RTA also requires SIDRA modelling, which incorporates the abovementioned improvements, to be undertaken to demonstrate that the intersection of Mona Vale Road and Kimbriki Road will operate satisfactorily.

2. The abovementioned intersection works shall be designed in accordance with RTA Road Design Guide and other Australian Codes of Practice and shall be submitted to the RTA for review and endorsement.

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It should be noted that a plan checking fee (amount to be advised) and lodgement of a performance bond may be required from the applicant prior to the release of the approved design plans by the RTA.

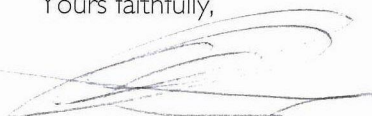
The developer will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. The WAD will need to be executed prior to the RTA's assessment of the detailed design plans. The Construction Certificate shall not be released until such time the WAD is executed.

3. 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.
4. 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 and AS 2890.2 – 2002 for heavy vehicle usage.
5. All vehicles are to enter and leave the site in a forward direction.
6. All vehicles are to be wholly contained on site before being required to stop.
7. 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 Department of Planning'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 in relation to this matter can be directed to Pahee Sellathurai on 8849 2219.

Yours faithfully,



Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

14 March 2011