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Telephone

RDC 10M2261 Vol 2 SYD10/00922/2
MPI0_0171
Pahee Sellathurai
8849 2219



Transport
Roads & Traffic
Authority

Director Metropolitan & Regional Projects North
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Kate MacDonald

**MIXED USE RESIDENTIAL, RETAIL AND COMMERCIAL DEVELOPMENT
330 CHURCH STREET, PARRAMATTA**

Dear Sir/Madam,

Reference is made to your correspondence dated 29 August 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 7 September 2011.

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

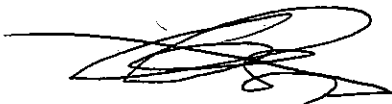
1. The proposed single loading dock facility for Heavy Rigid Vehicle (HRV) is inadequate to service the proposed development. It is recommended that a minimum of two loading docks, to accommodate HRV vehicles, are provided as part of this development.
2. It is noted that one car parking space per unit is proposed as part of the development and a number of parking spaces within the basement carpark are stacked. It is not practicable to use stacked parking spaces when only one space per unit is allocated. It is suggested that stacked car parking spaces are removed. The RTA will support providing less number of parking spaces at this location to encourage the use of sustainable transport.
3. No bicycle parking spaces are provided as part of this development. It is recommended adequate and convenient bicycle parking facilities are provided within the development.
4. The DoPI should ensure that 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) are in accordance with AS 2890.1 - 2004 and AS 2890 - 2002 for heavy vehicles.

Roads and Traffic Authority of New South Wales

5. The circulation ramps should be to DoP's satisfaction and in accordance with AS 2890.1 - 2004.
6. Consideration should be given to installing speed humps at regular intervals within the car park to improve safety.
7. 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.
8. The minimum available headroom clearance is to be signposted at all entrances and clearance is to be a minimum of 2.2 metres (for cars and light vans, including all travel paths to and from parking spaces for people with disabilities) measured to the lowest projection of the roof (fire sprinkler, lighting, sign and ventilation), according to AS 2890.1 - 2004.
9. The proposed turning areas within the car park are to be kept clear of any obstacles, including parked cars, at all times.
10. All vehicles are to enter and leave the site in a forward direction.
11. The swept path of the longest vehicle entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS.
12. 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.
13. 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.
14. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

Any further enquires in relation to this matter can be directed to Pahee Sellathurai on 8849 2219.

Yours faithfully



Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

20 September 2011