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Telephone

RDC IIM144 Vol 3 SYD11/00054/03
MPII_0048
Pahee Sellathurai
8849 2219



Transport
Roads & Traffic
Authority



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

Attention: Enguang Lee

**STAGE 2 CONSTRUCTION OF A RESIDENTIAL BUILDING WITH BASEMENT CAR PARK
61 MOBBS LANE, EPPING**

Dear Sir/Madam,

Reference is made to your correspondence dated 8 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 24 August 2011.

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

1. The proposed 320 car parking spaces are well above the RTA requirements of 242 car parking spaces for this development. The proposed development is within 1.5 km of two train stations and 4 bus routes will be available to residents on site. Providing unconstrained car parking spaces will discourage the use of sustainable transport modes. The Department of Planning and Infrastructure (DoPI) should be satisfied with the car parking provision for this development.
2. 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.
3. The circulation ramps should be in accordance with AS 2890.1 - 2004 and to DoPI's satisfaction.
4. The turning paths for waste collection vehicles entering the bin collection area have not been shown on the submitted plans. The access roads should be wide enough to ensure that they will accommodate the turning paths of the proposed maximum sized vehicle that will utilise the access when entering and exiting the subject site.

Roads and Traffic Authority of New South Wales

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Received
29 AUG 2011
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5. 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.
6. 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.
7. It is not clear where the waste collection will occur. If the waste is to be collected from basement areas the basement should be high enough to accommodate waste service vehicles. The access roads should be wide enough to ensure that they will accommodate the turning paths of the proposed maximum sized vehicle that will utilise the access when entering and exiting basements.
8. Turning areas should be provided at dead-end isles within basement car parks. These turning areas within the car park are to be kept clear of any obstacles, including parked cars, at all times.
9. All vehicles are to enter and leave the site in a forward direction.
10. 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. In this regard a plan shall be submitted to the DoPI for approval, which shows that the proposed development complies with this requirement.
11. 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.
12. Please note that the applicant is required to submit to the RTA certified copies of the traffic signal plans and civil design plans for the intersections of Mobbs Lane/Midson Road and Marsden Road/Mobbs Lane prior to the release of construction certificate for any part of the development that exceeds 150 dwellings with child care centre or 225 dwellings without child care centre. Therefore, the applicant is to submit the plans prior to the construction of Stage 1 (Buildings 7 & 8) of the development.

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

Yours faithfully



Owen Hodgson
Chairman, Sydney Regional Development Advisory Committee

25 August 2011