

Your Reference: SSD5314
Our Reference: SYD13/00212
Contact: Dianne Rees
Telephone: 8849 2237

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

Department of Planning
Received

27 FEB 2013

Scanning Room

SRDAC



PCU041958

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

Attention: Ben Eveleigh

**PYMBLE LADIES COLLEGE, STAGED DEVELOPMENT PROPOSAL
20 AVON ROAD, PYMBLE
SSD 5314**

Dear Sir/Madam

I refer to your letter of 7 February 2012 (Department Ref: SSD 5314), concerning the abovementioned Development Application which was referred to Roads and Maritime Services (RMS) for comment in accordance with Clause 104 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 20 February 2013.

Below are the Committee's recommendations and RMS's comments on the subject application:

1. All works/regulatory signposting associated with the proposed development are to be at no cost to RMS.

Reason: To comply with RMS requirements.

Demolition

2. No demolition, remediation or other work is to occur on site until such time as RMS has been provided with, and approved, a Demolition Traffic Management Plan detailing vehicle routes, number of trucks, hours of operation, access arrangements associated with the demolition and/or remediation of the site.

There are to be no heavy vehicle movements associated with the demolition phase of the development in the vicinity of any school entrances during school zone periods (including morning and afternoon peak pick up and drop off times).

Heavy vehicles associated with the demolition phase of the development are to be restricted to travel in one direction only, being against the peak traffic flows in the morning and afternoon peak periods. Vehicles may be directed to travel in a northbound direction in the AM peak period and in a southbound direction in the

PM peak period.

Roads and Maritime Services of New South Wales

Heavy vehicles associated with the demolition phase of the development shall not travel in either direction on the Pacific Highway or near school zones during School Zone periods.

Reason: To maintain the classified road network efficiency and capacity.

3. No Construction Certificate is to be issued by a Certifying Authority until such time as evidence is received by the Certifier confirming that the Traffic Management Plan referred to in Condition 2 above has been approved by RMS and Ku-ring-gai Council.

Reason: To maintain the classified road network efficiency and capacity.

3. A Construction Traffic Management Plan (TMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Ku-ring-gai Council and RMS for approval prior to the issue of the Construction Certificate. The TMP must detail the traffic impact of the construction works on the local area and the means proposed to manage construction works to minimise such impacts. In particular, the report must consider the impact on any on-street parking during construction, the movement of trucks to and from the site, the location of any site sheds, and the use of any cranes and concrete pumps. All materials and plant are to be stored on-site unless prior permission is received from Council to use the footpath.

There are to be no heavy vehicle movements associated with the construction phase of the development in the vicinity of any school entrances during school zone periods (including morning and afternoon peak pick up and drop off times).

Heavy vehicles associated with the construction phase of the development are to be restricted to travel in one direction only, being against the peak traffic flows in the morning and afternoon peak periods. Vehicles may be directed to travel in a northbound direction in the AM peak period and in a southbound direction in the PM peak period.

Heavy vehicles associated with the construction phase of the development shall not travel in either direction on the Pacific Highway or near school zones during School Zone periods.

Reason: To maintain the classified road network efficiency and capacity.

In addition to the above, the Committee and RMS provide the following advisory comments to the Department for its consideration in the determination of the application:

1. 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.
2. The swept path of the longest vehicle (including garbage trucks) 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 Department for approval, which shows that the proposed development complies with this requirement.

3. Any proposed landscaping and/or fencing must not restrict sight distance to pedestrians and cyclists travelling along the footpaths along roads fronting the site.

In accordance with State Environmental Planning Policy Infrastructure, it is essential that a copy of Council's Determination on the proposal (Conditions of Consent if approved) is forwarded to RMS at the same time it is sent to the developer.

Any inquiries in relation to this development application can be directed to Dianne Rees on telephone 8849 2237.



Yours faithfully

Chris Goudanas

**Chairman, Sydney Regional Development Advisory Committee
Land Use Planning and Assessment Manager**

20 February 2013