

Your Reference: SSD12_5705
Our Reference: SYD12/01452
Contact: Dianne Rees
Telephone: 8849 2237

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

SRDAC

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

Attention: Sarah Waterworth

**TOLL IPEC FREIGHT TRANSPORT WAREHOUSE AND DISTRIBUTION CENTRE,
BUNGARRIBEE INDUSTRIAL ESTATE, EASTERN CREEK
SSD12_5705**

Dear Sir/Madam

I refer to your letter of 10 December 2012 (Department Ref: SSD12_5705), 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 19 December 2012.

Below are the Committee's recommendations for the subject application:

1. The intersection modelling of the Great Western Highway and Huntingwood Access Drive intersection will need to be adjusted to a cycle time of 120 seconds rather than the 140 second cycle time used. The nearby intersection of Brabham Drive and Great Western Highway operates at a 120 second cycle time and this intersection should operate at the same cycle time. The revised modelling shall be submitted to RMS for review.
2. To reduce the impact of the right turn bay on the operation of the Great Western Highway and due to the high numbers of heavy vehicles turning right into the development, a dual right turn (with a pocket lane) should be investigated and modelled. A dual right turn would optimise turning movements within the allocated cycle time. Given the large numbers of heavy vehicles that will be turning from the right turn bays, the turning paths are to be designed to accommodate two b-doubles turning at the same time. The applicant should ensure that there is sufficient storage capacity in these lanes for the number of vehicles turning into the development so that traffic will not queue back into the through lanes.

Should the above modelling identify that dual right turns or an extended right turn bay is required, RMS provides the following requirement to the Department for inclusion into the determination of the application:

3. The design and construction of the right turn bay/s shall be in accordance with RMS's requirements. Details of these requirements should be obtained from

Roads and Maritime Services of New South Wales

RMS's Project Services Manager, Traffic Projects Section, Parramatta (telephone 8849 2496).

Detailed design plans of the proposed gutter crossing are to be submitted to RMS for approval prior to the commencement of any road works.

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 road design plans by RMS.

The developer may be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the Works Authorisation Deed (WAD) will need to be executed prior to the RMS's assessment of the detailed civil design plans.

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. All works/regulatory signposting associated with the proposed development are to be at no cost to RMS.
2. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council prior to the issue of the Construction Certificate.
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. 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 AUSTRROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.

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 the 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

19 January 2012