

RTA Ref: RDC 09M177 SYD10/00995
Contact: Pahee Sellathurai T 8849 2219
DoP Ref: MP08_0244

SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**



Director Metropolitan Projects
Department of Planning
GPO Box 39
SYDNEY NSW 2000

Attention: Simon Truong

**MIXED USE COMMERCIAL, RETAIL, AND RESIDENTIAL DEVELOPMENT
23-37 LINDFIELD AVENUE AND 11 HAVILAH AVENUE, LINDFIELD**



Dear Sir/Madam

Reference is made to Council's correspondence dated 22 November 2010 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 15 December 2010.

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

- I. 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 guidelines. Swept path plans which illustrate compliance with this requirement shall be submitted to Department of Planning and the RTA for approval. Swept path plans will be required to demonstrate the manoeuvrability of a 19m semi-trailer within the loading dock and at the following intersections:
 - Lindfield Avenue and Kochia Lane;
 - Lindfield Avenue and Tryon Road;
 - Tryon Road and Chapman Lane;
 - Chapman Lane and Kochia Lane;
 - Kochia Lane and Havilah Lane
 - Havilah Road and Havilah Lane; and
 - Lindfield Avenue and Havilah Road



2. The RTA raises concerns regarding the number of car parking spaces provided for the retail component of the development. It is noted that while 102 car parking spaces (which is more than the required minimum of 98 spaces) are provided for the residential component of the development, only 48 car parking spaces (which is well below the required minimum of 99 spaces) are provided within the basement car park. Consideration should be given to provide minimum required car parking spaces for the retail component of the development within the basement car park. Provision of these car parking spaces may require the construction of an additional basement level.
3. The layout of the vehicle accessible areas associated with the subject development (including: driveways, grades, aisle widths, turning paths, sight distance requirements, and parking bay dimensions) should be, in accordance with AS 2890.1-2004 and AS 2890.2 – 2002 for heavy vehicles.

The RTA raises concerns regarding the car park driveway width, circulation within the lower ground car park, stacked parking spaces for car share scheme and the angle parking spaces in both basement level and lower ground level car park. A revised plan addressing these concerns should be submitted to the Department of Planning and the RTA for review.

The revised plan should demonstrate compliance of driveway width with the Australian Standard, remove the conflicting points within the lower level ground car park and remove the angle parking.

4. 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.
5. Retail parking should be separate from residential parking and should be clearly sign posted. It is noted that the lower ground level car park contains both residential and retail car parking spaces. The applicant should outline the mechanisms to prevent retailers from using residential car parking spaces.
6. The proposed turning areas within the car park are to be kept clear of any obstacles, including parked cars, at all times.
7. All vehicles are to enter and leave the site in a forward direction.
8. All vehicles should be wholly contained on site before being required to stop.
9. All loading and unloading shall occur on site.
10. All demolition and construction vehicles are to be contained wholly within the site.
11. A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Ku-ring-Gai Council for review prior to the issue of a Construction Certificate.
12. 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.
13. All works/regulatory signposting associated with the proposed development shall be at no cost to the RTA.

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

Yours faithfully

A handwritten signature in black ink, appearing to be 'Chris Goudanas', with a stylized, flowing script.

Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

16 October 2010