

Your Reference:
Our Reference:

MP 09_0212
RDC 08M1094 vol 3 –
SYD 09/00369/1
Sevda Huseyin
8849 2914

Contact:
Telephone:



Transport
Roads & Traffic
Authority

Team Leader
Strategic Assessments
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001



Attention: Alan Moroney



**EXHIBITION OF PROJECT APPLICATION FOR BROADWAY BUILDING, UNIVERSITY OF
TECHNOLOGY SYDNEY (UTS) BROADWAY (MP09_0212)**

Dear Sir/Madam,

I refer to your correspondence dated 15 March 2011 requesting the evaluation with regard to the abovementioned Major Project application which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of State Environmental Planning Policy (Infrastructure) 2007.

The RTA has reviewed the subject application and provides the following advisory comments to Department of Planning & Infrastructure (DP&I) for consideration in the determination of the application:

1. The proposed development will generate additional pedestrian movements in the area. Therefore consideration should be given to ensuring pedestrian safety.
2. Clear sight lines shall be provided at the property boundary line to ensure adequate visibility between vehicles leaving the car park, cyclists 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.
3. In accordance with AS2890.1-2004, the queuing area is to be provided between the vehicular control point and the property boundary and shall be sufficient to allow a free influx of traffic which will not adversely affect traffic or pedestrian flows in the frontage road.

In this regard, the minimum queuing length between the boom gates and the property boundary shall be a minimum of three (3) car lengths per lane for two (2) entry lanes.

4. The DP&I shall liaise with the RTA, Department of Transport, STA, Council and the developer for any changes that may occur to bus services including bus stops, bus zones and bus lanes.
5. All vehicles are to enter and exit the site in a forward direction.
6. Off-street parking shall be designed and constructed in accordance with AS 2890.1-2004 and AS2890.2-2002.
7. 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, AS 2890.2 – 2002, and AS 2890.6 – 2009.

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. All loading and unloading shall occur on site.
9. A Demolition and Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council, for approval, prior to the issue of a construction certificate.

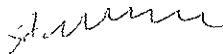
All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.

10. All costs associated with the proposed development shall be at not cost to the RTA.

In accordance with Clause 104 (4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of the determination of the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

If you wish to discuss this matter further, please contact the undersigned on (02) 8849 2520.

Regards,



Stella Qu
A/Senior Land Use Planner
Land Use Planning and Assessment Unit
Transport Planning, Sydney Region
14 April 2011