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MP09_0214
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SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The Director
Metropolitan Projects
Department of Planning
GPO Box 39
Sydney NSW 2001

Attention: Luke Murtas

**MP09_0214 - PROPOSED COMMERCIAL AND RETAIL DEVELOPMENT
AT 177 – 199 PACIFIC HIGHWAY, NORTH SYDNEY**

Dear Sir,

I refer to the Department of Planning's (DoP) letter dated 24 July 2004 (DoP Reference No: MP08_0241) with regard to the above-mentioned Development Application (DA), which was referred to the Roads and Traffic Authority (RTA) for comment under Part 3A of the *Environmental Planning and Assessment Act, 1979* and Clause 104 - 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 application at its meeting on the 28 July 2010. Below are the Committee's recommendations and RTA's comments on the subject application:

1. The proposed development will increase the amount of vehicles weaving from Pacific Highway (north) to the site access on Berry Street. Consideration should be given to relocating the access driveway onto Pacific Highway.
2. Considering there are several large scale developments proposed in North Sydney CBD, DoP and Council should consider undertaking a comprehensive traffic impact study which incorporates all future developments within the CBD. The study should consider traffic generated by all future developments and determine the traffic measures/treatment required along the existing road network in order to maintain traffic flow and road safety for all road users.

The study should include micro-simulation modelling in order to simulate the impacts of varying road geometry, traffic management measures/treatments and interaction between different transport modes (i.e. cars, trucks, buses and pedestrians).



3. It is estimated that the proposed development would generate some 1,000 public transport trips/hour during the peak commuter hours. This is in addition to some 2,500 public transport trips/hour estimated for the proposed nearby developments at 88 Walker Street, 77-81 Berry Street and 100 Mount Street. The total public transport trips generated would be some 3,500 trips/hour which equates to a requirement of 60 additional buses or 30 additional train carriages during the peak hours.

Further information and/or analysis shall be provided to the satisfaction of the DoP and Transport NSW demonstrating that the existing public transport system would cope with the increase in public transport trips.

4. Cars shall enter and exit the site in a forward direction.

To satisfy this requirement Swept path analysis shall be provided to the satisfaction of RTA, DoP and Council, demonstrating that:

- B99 cars can enter and exit the site from/to the kerb side lane;
 - The largest truck can enter and exit the site from/to the kerb side lane; and
 - If the above is not possible, truck entry shall be restricted to outside peak hours and swept path analysis shall be provided showing the largest trucks can enter while straddling both the kerb side lane and adjacent lane and trucks can exit within the two lanes.
5. All vehicles are to be clear from the edge of carriageway and footpath before being required to stop.
 6. Car parking provisions, loading bays and bicycle facilities shall be provided to Council's satisfaction.
 7. The access driveway, off street parking and loading areas associated with the proposed development (including driveways, grades, aisle widths, aisle lengths, turning paths, sight distance requirements, and parking bay dimensions) shall be re-designed to be in accordance with AS 2890.1 – 2004, AS 2890.2 – 2002 for heavy vehicles and Council requirement.

It is noted that the access driveway on Berry Street does not comply with AS2890.1 – 2004. The entry and exit driveways should be separated by a raised concrete median and both should have a width of at least 6.0m wide.

8. A Truck Management Plan shall be provided by the applicant to the satisfaction of DoP and Council ensuring truck conflicts with pedestrian and other vehicles are minimised. The truck management plan should also detail contingency plans to manage truck and loading issues including the arrival of an additional truck when all loading docks are occupied and alternative loading arrangement when the turn-table is not operating.
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.

10. All demolition and construction vehicles and activities are to be contained wholly within the site as a work zone permit will not be approved on Berry Street. The RTA may consider a work zone on Pacific Highway along the site frontage.
11. All works/regulatory signposting associated with the proposed development are to be at no 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 DoP's determination on the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

Further enquiries on this matter can be directed to the nominated Assistant Planner, Edmond Platon on phone 8849 2906 or facsimile 8849 2918.

Yours sincerely



Ken Moon
Chairman, Sydney Regional Development Advisory Committee
Transport Planning Section, Sydney Region

3 August 2010