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**SRDAC**

**SYDNEY  
REGIONAL  
DEVELOPMENT  
ADVISORY  
COMMITTEE**

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

Attention: Mark Brown

Major Project (MP 10\_0003) Mix use at Discovery Point, 1 Princes Highway, Wolli Creek

Dear Sir/Madam,

I referred to Department of Planning's correspondence received on 24 August 2010 (Ref. No. MP 10\_0003), concerning the abovementioned Development 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. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting held on 8 September 2010.

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

1. Concern is raised with regard to the cumulative traffic impact of this development and other existing and proposed developments within the precinct on the road network.

In this regard, the Department of Planning should seek clarification from Council regarding the timing of the road network upgrades identified in Council's Section 94 Developer Contribution Plan. If Council is uncertain regarding the timing of the road network upgrade, Council should be requested to give consideration to forward funding some road network upgrades to mitigate the traffic impact of this development and future developments in the precinct.

2. The provision of off-street car parking, loading area and bicycle storage should be provided to the satisfaction of Department of Planning.
3. The layout of the proposed car parking areas, and driveway associated with the subject development (including, grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) should be in accordance with AS2890.1 - 2004.
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.



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5. The parking areas and entry/exit points need to be clearly delineated through line marking and signage to ensure smooth, safe traffic flow.
6. 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. In this regard, a plan shall be submitted to Council for approval, which shows that the longest vehicle can access the site via the existing road network.
7. All loading and unloading shall occur on site.
8. Appropriate street lighting shall be provided at the driveway entry and exit in order to provide adequate visibility at night.
9. All vehicles are to enter and leave the subject site in a forward direction.
10. All vehicles should be wholly contained on site before being required to stop.
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 Council, for approval, prior to the issue of a construction certificate.
12. 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 determination of the proposal (conditions of consent if approved) is forwarded to the RTA at the same time it is sent to the developer.

Yours faithfully



James Hall

AVChairman, Sydney Regional Development Advisory Committee

15 September 2010