

Our Reference:
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Telephone

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MP09_0210
Edmond Platon
8849 2906

SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

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

Attention: Amy Watson

**MP09_0210 - PROPOSED COMMERCIAL AND RETAIL DEVELOPMENT
AT 88 CHRISTIE STREET, ST LEONARDS**

Dear Sir,

I refer to the Department of Planning's (DoP) letter dated 1 August 2010 (DoP Reference No: MP09_0210) 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 9 September 2010. Below are the Committee's recommendations and RTA's comments on the subject application:

PUBLIC TRANSPORT

1. The proposed development is likely to generate significant public transport trips during peak periods. Further information and/or analysis shall be provided to the satisfaction of DoP and Transport NSW demonstrating that the existing public transport system can cope with the increase in public transport demand.

PEDESTRIANS

2. It is estimated that the proposed development would generate 600 pedestrian movements from the train station to the site in the AM peak period and reverse in the PM peak period. The Environmental Assessment Report indicates that pedestrian movements across Pacific Highway at the signalised crossings at Pacific Highway/Christie Street and Pacific Highway/Herbert Street intersections would be primary movements. The impact of additional pedestrian movements at these intersections should be assessed in further detail.
3. It is unclear from the Traffic Report and the Environmental Assessment Report whether a link between Christie Street and Lithgow Street south of the site will be provided. The RTA would need this clarified prior to providing comments regarding the shared-zone proposals on Albert Street and Christie Lane.



TRAFFIC GENERATION & DISTRIBUTION

4. The traffic report indicates a traffic generation rate of 0.2-0.4 veh/space. From the RTA's understanding, these rates are based on surveys of existing sites in North Sydney and not St Leonards. Further justification should be provided why North Sydney Rates can be adopted for St Leonards. Alternatively, revised traffic generation rates based on surveys of existing sites in St Leonards can be adopted for the analysis.
5. Further clarification should be provided explaining why more traffic would be arriving from Oxley Street than Pacific Highway in the AM peak.

ACCESS

6. It is understood that Lithgow Street and Christie Lane are proposed to operate as shard-zones. The proposed access driveway on Lithgow Street will increase traffic on both Lithgow Street and Christie Lane. To minimise traffic on these roads and improve pedestrian safety, consideration should be given to relocating the access driveway to Christie Street to the satisfaction of Council and DoP.
7. All vehicles should enter and exit the site in a forward direction.

To satisfy this requirement swept path analysis should be provided to DoP and Council, demonstrating that cars (B99) and largest trucks can:

- o Enter the site in a forward direction;
- o Turn around on-site on the allocated manoeuvring area while all spaces are occupied; and
- o Exit the site in a forward direction.

PARKING & LOADING

8. Car parking provisions, loading bays and bicycle facilities should be provided to Council's satisfaction.
9. The access driveway, off-street parking and loading areas associated with the proposed development (including driveways, grades, parking aisle widths & aisle lengths, turning paths, sight distance requirements, and parking bay dimensions) should be in accordance with AS 2890.1 – 2004, AS 2890.2 – 2002 for heavy vehicles and Council requirement.
10. A Loading Dock Management Plan (LDMP) shall be prepared to DoP and Council's satisfaction. The LDMP shall implement appropriate measures to prevent more than one vehicle accessing the loading dock at any one time. The LDMP shall be submitted for approval, prior to the release of the Occupation Certificate.

CONSTRUCTION

11. 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.
12. All demolition and construction vehicles and activities are to be contained wholly within the site or the local road network (subject to Council's approval) as a work zone permit will not be approved on Pacific Highway.

13. 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

A handwritten signature in black ink, appearing to read 'J Hall', written in a cursive style.

James Hall

A/Chairman, Sydney Regional Development Advisory Committee
Transport Planning Section, Sydney Region

29 October 2010