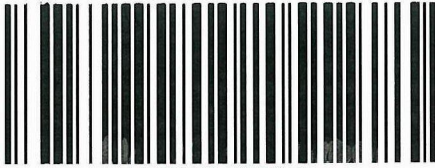


Your Reference:
Our Reference:

RDC 08M1827
Vol 2 – SYD11/00002
Dianne Rees
8849 2237

Contact:
Telephone

SRDAC



PCU019207

The Manager
Government Land and Social Projects
GPO Box 39
SYDNEY NSW 2001



**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

Attention: Simon Truong

**PROPOSED MULTI UNIT HOUSING – 1, 1A & 5 AVON RD, 4 & 8 BEECHWORTH RD and
1 ARILLA RD PYMBLE
MAJOR PROJECT – MP 08_0207-5 and
PROJECT APPLICATION – MP10_0219**

Dear Sir

I refer to your letter of 13th December 2010 (Department Ref: MP08_0207 & MP10_0219), concerning the abovementioned Concept Plan and 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. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 27th January 2011.

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

Should the Department approve the application, the Committee and the RTA have provided the following requirements for incorporation into the determination.:

Concept Plan: MP08_0207

1. Section 3.2.2 of the Parking and Traffic Report discusses the signalised intersections of the Pacific Highway with Beechworth Road and the Pacific Highway with Livingstone Avenue. The final paragraph on page 9 states *"Traffic generated by the proposed residential development is not likely to affect the operation of these intersections, especially at the Pacific Highway and Livingstone Avenue intersection."* These intersections have been flagged in the Pymble Town Centre Development Proposal prepared by Ku-ring-gai Council.

Based on the size of the development concept and resultant vehicular movements, the cumulative impact on the arterial road network and resultant traffic issues will need to be evaluated and addressed at the Concept Stage.



To enable the RTA to fully assess the impacts of the total development and not only Stage I, the applicant is to provide electronic copies of the aaSIDRA analysis for the Pacific Highway and Beechworth Road, and the Pacific Highway and Livingstone Road intersections, to the Department for referral to the RTA .

2. In the RTA's response to the Director General's Requirements dated 11 December 2008, the RTA requested details of service vehicle movements for the site. Details of proposed service vehicle movements have not been included in the Statement of Environmental Effects or the Parking and Traffic Report. The RTA requests these details be provided by the applicant and referred to the RTA for comment.
3. The RTA also advised that the applicant should consider and appropriately address the provision of a new road connecting Beechworth Road to Avon Road as proposed in Kuring-gai Council's Planning Instruments.
4. 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 prior to the issue of a construction certificate.
5. 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.
6. The car parking provision is to be to the Council's satisfaction.
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.
8. The swept path of the longest vehicle (to service the site) entering and exiting the subject site, as well as manoeuvrability throughout the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.
9. The entrance and exit driveways are to be clearly signposted to ensure that there is a one-way movement of vehicles through the site. The existing driveways are to be clearly delineated as 'Entry' and 'Exit' and the existing driveways shall be restricted to left in/left out vehicular movements.
10. All vehicles are to enter and leave the site in a forward direction.
11. All vehicles are to be wholly contained on site before being required to stop.
12. All works/regulatory signposting associated with the proposed development are to be at no cost to the RTA.

In accordance with State Environmental Planning Policy Infrastructure, it is essential that a copy of the Department's Determination on the proposal (Conditions of Consent if approved) is forwarded to the Committee at the same time it is sent to the developer.

Any inquiries in relation to this development application can be directed to Dianne Rees on telephone 8849 2237.

Yours faithfully



Chris Goudanas

Chairman, Sydney Regional Development Advisory Committee
Land Use Planning and Assessment Manager

1 February 2011