

RTA Ref: RDC 10M2460 v2 SYD10/01030/02  
Contact: Angela Malloch T 8849 2041  
DoP Ref: MPI0\_0165

**SRDAC**

**SYDNEY  
REGIONAL  
DEVELOPMENT  
ADVISORY  
COMMITTEE**

Director  
Metropolitan and Regional Projects South  
Department of Planning and Infrastructure  
GPO Box 39  
Sydney NSW 2001

Attention: Jane Flanagan

**ENVIRONMENTAL ASSESSMENT FOR PROPOSED RESIDENTIAL DEVELOPMENT  
5 WHITESIDE STREET, 14-16 DAVID AVENUE, NORTH RYDE**

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Dear Sir/Madam,

Reference is made to your correspondence dated 4 August 2011, concerning the abovementioned development application which was referred to the Roads and Traffic Authority (RTA) for comment. I wish to advise that the Sydney Regional Development Advisory Committee (SRDAC) considered the traffic impact of this application at its meeting on 24 August 2011.

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

**Access Denied Boundary**

1. The RTA has no approved proposal that requires any part of the subject property for road purposes. However, the subject property abuts a County Road Reservation and access will be denied across the boundary marked "A" – "B" on the attached plan.

**Vehicular Access on Epping Road**

2. The RTA does not support the proposal for left in left out access onto Epping Road. The current one-way restriction along Whiteside Street is to remain in place.

**Vehicular Access on Whiteside Street**

3. The RTA prefers the site vehicular traffic is restricted to left in left out access via Whiteside Street and suggests an entry/exit from the development onto David Avenue to allow access to Lane Cove Road for vehicles travelling eastbound, via the local road network.
4. The applicant shall investigate the local road network and suggest improvements to minimise traffic flow distribution from Kent Road into Milroy Street, Trevitt Street and Napier Crescent. The applicant shall submit the investigation outcomes to Council and the RTA for review and further comment.

Roads and Traffic Authority  
ABN 64 480 155 255

	27-31 Argyle Street, Parramatta NSW 2150	PO Box 973 Parramatta CBD NSW 2124 DX 28555 Parramatta	T 131 782	<a href="http://www.rta.nsw.gov.au">www.rta.nsw.gov.au</a>
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Consideration shall be given to investigating the additional traffic loading to the Kent Road/Lane Cove Road intersection with the view of potential capacity improvements for the side road.

5. The Department of Planning, Council and the applicant should be made aware that access may not be available via Epping Road in the future if the proposed freeway is constructed, at such a time access may/will have to be gained via the local road network.

#### **RTA Owned Land**

6. The RTA does not support the proposed indented bus bay on Epping Road on RTA owned land. There are currently two merges on Epping Road for westbound traffic in close proximity to the site, the proposed location is not regarded safe for an indented bus bay. The site is considered to be well serviced by public transport with a bus stop and bus shelter located east of the site near Paul Street.
7. The RTA requires a detailed plan to be submitted for review prior to providing approval for other proposed works on the site including a shared path and landscaping. It should be noted that RTA owned land is currently used as a works compound site; any proposed landscaping should not compromise the site's access or be a maintenance issue for the RTA.

#### **Site Access**

8. 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 and AS 2890.2 – 2002 for heavy vehicle usage.
9. Provision for building maintenance vehicles and removalists need to be provided on-site.
10. All vehicles shall enter and leave the site in a forward direction.
11. All vehicles shall be wholly contained on site before being required to stop

#### **Construction**

12. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on Epping Road.
13. 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.

#### **Setbacks**

14. Council shall ensure the buildings are appropriately setback from the site's property boundary in particular on the northern boundary.

#### **Acoustics**

15. The proposed development should be designed such that road traffic noise from Epping Road is mitigated by durable materials in order to satisfy the requirements for habitable rooms under Clause 102 subdivision 3 of State Environmental Planning Policy (Infrastructure) 2007. The traffic noise shall be calculated on the assumption that the traffic is travelling adjacent to the northern property boundary.

The RTA requires the development to be acoustically designed to meet appropriate internal noise requirements through property setbacks, site and architectural treatments. Noise walls are not

supported by the RTA and should be avoided as noise mitigation can be best achieved through land use planning measures and building design.

The need to adopt acoustic design principles for dwellings and the preparation of an acoustic report for development adjacent to land within 100m of arterial, sub-arterial or collector roads, is essential in ensuring the internal comfort of residents and achieve desirable urban design.

16. All works associated with the proposed development shall be at no cost to the RTA.

Should you require any further clarification in relation to this matter, please call the contact officer named at the top of this letter.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Chris Goudanas', with a large, sweeping flourish underneath.

Chris Goudanas  
Chairman, Sydney Regional Development Advisory Committee

25 August 2011



