

RTA Ref: RDC 10M2460 v2 SYD10/01030/02
Contact: Angela Malloch T 8849 2041
DoP Ref: MP10_0165

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

Dear Sir/Madam,

The RTA and the proponent for the abovementioned Major Project met on Friday 7 October 2011 to discuss comments raised in the RTA's letter dated 25 August 2011. The following comments supersede previous RTA advice dated 25 August 2011:

Access Denied Boundary

1. The RTA in the short or immediate term 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 and may/will be subjected to road closure in the long term.

Vehicular Access

2. The RTA provides "in-principle" support for left in left out access onto Epping Road via Whiteside Street subject to appropriate designs for the intersection of Epping Road/Whiteside Street and Whiteside/Site Access being submitted and approved by the Council and RTA. The intersection designs shall address the following issues:
 - The design for treatment on Whiteside Street/Site Access shall minimise the potential for vehicles to rat-run past this site to access Epping Road.
 - The design shall aim to address and minimise safety issues arising from the existing merge lane across Whiteside Street on Epping Road.
 - The design shall not preclude any current vehicle movements on Whiteside Street including access to existing properties and garbage vehicle manoeuvrability. The applicant shall investigate whether garbage vehicles currently utilise the turn around facility on



Whiteside Street, and allow (if necessary) for these vehicles to be accommodated in the proposed design via the provision of an appropriate turn around facility.

Future Access to Epping Road

3. 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.

Vehicular Access on Local Road Network

4. The RTA supports an additional vehicular access point on David Avenue to allow access to Lane Cove Road for vehicles travelling eastbound, via the local road network.

Local Area Traffic Management Study

5. Subject to approval from Council, 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.

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.

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



Chris Goudanas
Land Use Planning and Assessment Manager

14 October 2011

