

Our Ref: ID 09M508 v2 SYD09/00263  
Contact: Angela Malloch T 8849 2041  
Council Ref: D153/10



NORTH SYDNEY COUNCIL  
RECEIVED DMS

15 JUN 2010

SCANNED DMS

The General Manager  
North Sydney City Council  
PO BOX 12  
NORTH SYDNEY NSW 2059

CHEQUE ATTACHED

Attention: Andy Nixey

**DEMOLITION & CONSTRUCTION OF A NEW MULTI-LEVEL MIXED USE DEVELOPMENT  
AT 545 – 553 PACIFIC HIGHWAY, ST LEONARDS**

Dear Sir/Madam

Reference is made to Council's correspondence dated 5 May 2010 with regard to the above-mentioned development application, which was referred to the Roads and Traffic Authority (RTA) for comment in accordance with Clause 104 of the SEPP (Infrastructure) 2007.

In this instance, the development is not 'integrated development', as Council is both the consent authority for the development and the approval authority for Pacific Highway (refer to Section 91(3) of the Environmental Planning and Assessment Act, 1979). Consequently, the RTA cannot accept the payment of a fee for the assessment of this development application. As a result, the \$250 cheque forwarded for this development is duly returned to Council for refund to the developer.

However the RTA has reviewed the proposal and notes that the applicant proposes remove the existing driveway accesses thereby requiring RTA concurrence in accordance with Section 138 (2) of the Roads Act, 1993.

The RTA would grant its concurrence under Section 138(2) of the Roads Act to the development application subject to Council's approval of the application and the following requirements being included in Council's conditions of development consent:

- I. The redundant driveway on Pacific Highway shall be removed and replaced with kerb and gutter to match existing.

Details of these requirements could be obtained from the RTA's Project Services Manager, Traffic Projects Section, Parramatta Ph: 02 8849 2496.

A certified copy of the design plans shall be submitted to the RTA for consideration and approval prior to the release of a construction certificate by Council and commencement of road works.

**Roads and Traffic Authority**

27-31 Argyle Street Parramatta NSW 2150  
PO Box 973 Parramatta CBD NSW 2150 DX28555 Parramatta  
[www.rta.nsw.gov.au](http://www.rta.nsw.gov.au) | 13 17 82

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2. The developer is to submit detailed design drawings and geotechnical reports relating to the excavation of the site and support structures to the RTA for assessment. The developer is to meet the full cost of the assessment by the RTA.

This report would need to address the following key issues:

- The impact of excavation/rock anchors on the stability of the Pacific Highway and detailing how the carriageway would be monitored for settlement.
- The impact of the excavation on the structural stability of the Pacific Highway.
- Any other issues that may need to be addressed. (Contact: Geotechnical Engineer Stanley Yuen on phone 8837 0246 or Graham Yip on phone 8837 0245 for details).

3. All works associated with the proposed development are to be at no cost to the RTA.

In addition to the above, the RTA provides the following advisory comments to Council for its consideration in the determination of the development application:

4. Clark Lane between Oxley Street and Pole Lane has a carriageway width of 4.9m-5.2m which is too narrow for the current two-way operation (minimum width required 5.5m) with kerb side parking (additional 2.1m). Council should be satisfied that traffic efficiency and road safety is not compromised by the additional traffic generated by the proposed development.

Council should also be satisfied that turn path in and out of Clark Lane is achievable for the largest vehicle which should include "Car Carriers" which could be up to the size of 19.0m semi-trailers. Having stated the above, Council and the applicant should be aware that the RTA will not grant any access to the proposed development from Pacific Highway.

5. A minimum footpath width of 2.0m shall be maintained at all times at the site frontage which shall be kept clear of obstacles such as tables, chairs and advertising signs associated with the development.
6. Car, motor cycle and bicycle parking provisions shall be provided to Council's satisfaction.
7. The layout of the proposed car parking and loading 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 for largest expected vehicle size.

Specifically Council should be satisfied that sightlines from the driveway are maintained (splays may be required to maintain pedestrian sight lines). Council should also be satisfied that cars can circulate around the car parking aisles & ramps and turn around at the dead end aisles when the car park is full.

In this respect, swept path analysis should be provided to the satisfaction of Council demonstrating that:

- Cars are able to turn around at the end of the dead end aisles;
  - Cars are able to turn into the aisles and ramp while at the same time a car is turning in the opposite direction; and
  - Cars are able to access end spaces.
8. The proposed turning areas are to be kept clear of any obstacles, including parked cars, at all times.
  9. All vehicles shall enter and exit the site in a forward direction.
  10. All vehicles should be wholly contained onsite before being required to stop.

11. The required sight lines to pedestrians or other vehicles in or around the carpark or entrances are not to be compromised by landscaping, signage, fencing or display materials.
12. A car parking management plan should be provided by the applicant to Council's satisfaction indicating how couriers, visitors as well as patrons of the restaurant, café, motor showroom and recreational facility would be able access the security gated garage door during operational times.
13. Council should be satisfied that loading facility is sufficient for the proposed development. It is noted that "Car Carriers" which could be the size of semi-trailers may be required to service the car showroom as stated previously.
14. Council should ensure a loading bay management plan is in place for when multiple vehicles access the loading bay at the same time.
15. The proposed development should be designed such that road traffic noise from Pacific Highway are mitigated by durable materials and comply with the requirements of Clause 102 – (Impact of road noise or vibration on non-road development) of State Environmental Planning Policy (Infrastructure) 2007.
16. 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 Pacific Highway.
17. Council should ensure that post development storm water discharge from the subject site into the RTA drainage system does not exceed the pre-development discharge.

In accordance with Clause 104(4) of State Environmental Planning Policy (Infrastructure) 2007, it is essential that a copy of Council'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.

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



Andrew Popoff  
A/Senior Land Use Planner  
Transport Planning, Sydney Region  
8 June 2010

St. George Bank Limited  
Kogarah, 4-16 Montgomery Street, NSW



date 3/5/2010

Pay RTA, or bearer

the sum of \$ TWO HUNDRED  
& FIFTY DOLLARS ONLY

Not  
Negotiable

\$ 250.00

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