

Our Reference:
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Telephone:

RDC 11M1407 SYD11/00347
DA 306.1/2011
Edmond Platon
8849 2906

SRDAC

**SYDNEY
REGIONAL
DEVELOPMENT
ADVISORY
COMMITTEE**

The General Manager
Fairfield City Council
PO Box 21
FAIRFIELD NSW 1860

FAIRFIELD CITY COUNCIL	
17 MAY 2011	
TO: K. Kerzinger	DCC ID: #140519
FILE: 11/01313	SCAN DATE: 17/5/11
CRM:	INITIALS: K.
LINK REF:	PAGES: 2
PROP No:	ASSESS No:

Attention: Klaus Kerzinger

**MIXED USE RESIDENTIAL, RETAIL AND COMMERCIAL DEVELOPMENT
AT 49 – 61 SPENCER STREET, FAIRFIELD**

Dear Sir/Madam,

I refer to Council's letter of 13 April 2011, (Council Reference: DA 306.1/2011) concerning the abovementioned development 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 4 May 2011.

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

1. Safety concern is raised with regard to a potential conflict between trucks reversing into the western loading dock on Council Lane and pedestrians crossing Council Lane at Civic Arcade Centre. Measures shall be provided to mitigate the truck and pedestrian conflict to the satisfaction of Council.

It was suggested in the meeting that one of the measures could include reversing the direction of Council Lane (where it is operating as one way) from northbound to southbound. If proposed, further investigation and approval would be required from Council and RTA through the Local Traffic Committee.

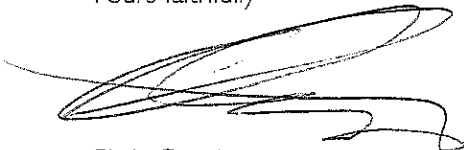
2. A Loading Dock Management Plan (LDMP) should be prepared to Council's satisfaction and should implement appropriate measures to prevent more than one vehicle accessing the loading dock at any one time. In addition, the LDMP shall outline measures to minimise potential conflict between trucks and pedestrians.
3. The provision of off-street car parking, bicycle storage and loading facility shall be provided to the satisfaction of Council.

4. The layout of the proposed car parking areas, loading docks and access driveway associated with the subject development (including, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, loading bay dimensions and parking bay dimensions) should be in accordance with AS2890.1 - 2004 and AS2890.2 - 2002 for large vehicles.
5. To encourage sustainable forms of transportation, consideration should be given to providing "car-share" spaces within the public car park.
6. 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.
7. It is noted that the proposed Fairfield Interchange upgrade may change the existing mid-block signalised pedestrian crossing on The Crescent. Considering that the proposed development will increase pedestrian movement from the site to Fairfield interchange across The Crescent, the pedestrian access points to the site should be located to compliment the changes to the pedestrian crossing on The Crescent to the satisfaction of Council. Further details with regard to the interchange upgrade can be obtained from Transport Construction Authority.
8. All works associated with the 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 Council'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 Edmond Platon, Assistant Planner on telephone 8849 2906.

Yours faithfully



Chris Goudanas
Chairman, Sydney Regional Development Advisory Committee

13 May 2011