

74 - 76 Belmore Street, Ryde

Achieve Australia Concept Plan (MP10_0110)

Response to Submissions - Traffic & Transport Issues

NSW Department of Planning and Infrastructure 9/11/11

Schedule 1 – Key Issues

Traffic Generation, Road Capacity and Vehicular Access

Q. Further traffic modelling of the intersections at Victoria Road / Bowden Street and Constitution Road / Belmore Street is required. This shall be undertaken at the traffic generation rate recommended by the RTA's correspondence dated 9 September 2011.

The methodology and findings of the supplementary traffic modelling are presented in the *Supplementary Traffic Modelling Report* (ref: CTLROIr02_V02 dated 8/3/12).

Q. Consideration of appropriate intersection upgrades to ameliorate traffic delays at the above intersections.

Consideration of appropriate intersection upgrades to ameliorate traffic delays is discussed in the *Supplementary Traffic Modelling Report* (ref: CTLROIr02_V02 dated 8/3/12)

Q. Electronic copies of the aaSIDRA analysis for the Victoria Road / Bowden Street and Constitution Street / Belmore Street intersections are required for detailed assessment as requested in the RTA's correspondence dated 9 September 2011.

Copies of the electronic files for the aaSIDRA requested by RMS (formerly RTA) are included with this submission.

Q. The proposed 12 metre driveway widths at Porter Street should be reduced to comply with relevant Council and RTA Guidelines.

This issue is addressed in the response prepared by NBRS + Partners Architects.

However it is noted that the detailed design of the driveway will be undertaken in accordance with Council's design requirements. For the purpose of the Concept Plan, it is proposed that a driveway will be located within the 12m access zone identified on the Concept Plan drawings.

City of Ryde - 22/9/11

Traffic Implications – Cumulative Implications of Development in the MEA

The EA Transport and Accessibility Impact Assessment considered the cumulative implications of the proposed Achieve Australia development and other development within the Meadowbank Employment Area (MEA) as envisaged under the MEA transport planning assessments. As such the development of the Shepherd's Bay Urban Renewal Project (not yet approved) was considered to the extent of what was envisaged as part of the MEA.

Thus the EA Transport and Accessibility Impact Assessment has considered that implications of the proposed Achieve Australia site development over and above the levels of development set out in the MEA for the Achieve Australia site.

Furthermore it is noted that the MEA transport planning assessment identified a package of road network improvements (and other infrastructure improvements). These improvements form part of the MEA Section 94 Plan for which Council will receive contributions from development of the Achieve Australia site and other sites in the MEA.

The proposed Achieve Australia site development represents an increase in dwelling yield of 286 apartments compared with the MEA expectations. The traffic implications of residential development on the Achieve Australia site beyond the MEA expectations has been assessed as part of the EA Transport and Accessibility Impact Assessment report and again as part of the supplementary traffic modelling undertaken at the request of the RMS.

The supplementary traffic analysis has concluded that the residential development on the Achieve Australia site will contribute to capacity constraints at the Belmore Street / Constitution Road intersection. Thus in addition to the Section 94 contributions for infrastructure improvements it is considered that development of the Achieve Australia site should contribute to capacity

improvements at the Belmore Street / Constitution Road intersection as set out in the *Supplementary Traffic Modelling Report* (ref: CTLROIr02_V02 dated 8/3/12).

It is noted that the transport assessment for the MEA undertaken by Urban Horizon (July 2007) assessed two scenarios with various mixes of residential and commercial development. The report concluded that:

“A development scenario with a focus on residential land uses is more favourable due to a lower traffic generation potential than a more commercial / industrial land use scenario. “

The Achieve Australia site development proposal is consistent with this statement with a focus on lower traffic generating residential land uses.

The assessments have concluded that with regard to the broader road network, the proposed Achieve Australia site development is a relatively small development within the context of the MEA and that the additional yields can be accommodated within the existing surrounding road network.

Notwithstanding the above, it is noted that the supplementary traffic information has been exhibited for the Shepherds Bay Concept Plan application (Varga Traffic Planning, dated 17/1/12). This information indicates that the proposed development yield of the Shepherds Bay concept plan will be reduced from 3,000 residential dwellings as assessed in the TMAP to 2,200 residential dwellings.

Parking

It is noted that the parking controls applicable to the proposed development site are currently under review as part of the update the Ryde DCP specifically Part 9.3 Car Parking.

As stated in Council's submission, Council currently has on exhibition a draft Part 9.3 which would require a provision of parking between 460 – 621 parking spaces. The proposed provision of 584 spaces complies with these draft controls.

The proposed provision also complies with the transport objectives of the Director General's Requirements which *“demonstrate a minimal approach to on-site car parking having regard to the site's accessibility to public transport.”*

Vehicular Access

It is noted that Council's submission indicates that Porter Street will need to be widened along the eastern side of the street. As the Achieve Australia site fronts the western side of Porter Street, the development has no control over when Porter Street can be widened along the eastern side.

The road widening is required to accommodate two way flows and facilitate on street parking on both sides of the street. On street parking is generally permitted along both sides of Porter Street. At the narrower sections (ie. along the Achieve Australia site frontage) on street parking on both sides of the street impedes simultaneous two way flows.

In the interim period between development of the Achieve Australia site and the widening of Porter Street it is recommended that on street parking on the western side of Porter Street along the site's frontage be restricted thus enabling simultaneous two way flow to accommodate the future traffic flows.

Council in their submission note that *"it is likely that Council will require 'No Parking' along the Belmore Street and 'No Stopping' along Porter Street and Junction Street"* The recommendation for no street parking along the western side of Porter Street as an interim measure is therefore consistent with Council's assessment.

Pedestrian / Bicycle Connectivity

Council's submission notes that the MEA Master of DCP 2010 and the RLEP 2011 no pedestrian or cyclist through site links are identified for the Achieve Australia site. It is noted that a pedestrian and cyclist link is planned for the site located immediately south of the Achieve Australia site, namely 2-4 Porter Street. This link is part of a DA approval which has yet to be acted upon.

In light of the above, Achieve Australia has committed to providing a through site link along the southern edge of the subject site should the through site link on the adjoining development at 2-4 Porter Street not be provided before Achieve Australia's project has commenced. Should the link be provided on 2-4 Porter Street prior to works on the Achieve Australia site, then Achieve Australia will not incorporate a duplicate through site links on the subject site.

In summary there will be a publicly accessible pedestrian and bicycle link provided between Porter Street and Belmore Street between the two sites. This link will be provided by whichever site is developed first.

As noted in the *EA Transport & Accessibility Impact Assessment* (9/8/11), to be included in the statement of commitments is the preparation of a site specific Travel Plan for residents to encourage public and active transport use. The submission from Transport NSW indicates this shall be prepared prior to occupation of the building.

The preparation of a site specific travel plan will include details regarding the promotion of bicycle usage and on site access to bicycle facilities.

Waste Collection

Waste collection is proposed to be undertaken via Porter Street. The location of bin placement for collection and the implications with vehicle access to the basement car park will need to be considered as part of the DA process.

It is noted that as an interim measure on site parking along the site's frontage to Porter Street would be restricted thus providing the opportunity for bin collection to occur at a desirable location along the site's frontage.

NSW Department of Transport (DoT) - 4/10/11

The comments included in the DoT's submission relating to on site bicycle parking provisions, pedestrian / cycle linkages and the preparation of a site specific Travel Plan are noted.

Sydney Regional Development Advisory Committee – 9/9/11

Q. The RTA does not support the use of rates obtained for existing residential developments for the calculation of traffic generation from this development, ie. 0.3 trips per dwelling. The RTA recommends the traffic generation rate of 0.4 trips per dwelling be applied. Applying the RTA's traffic generation rate indicates a trip generation of 188 vehicles per hour in the peak. The rate of 0.4 trips per dwelling shall be applied to all requested modelling below.

The methodology and findings of the supplementary traffic modelling are presented in the *Supplementary Traffic Modelling Report* (ref: CTLROIr02 dated 8/3/12)

Q. The operation of the signals at Victoria Road / Bowden Street is proposed to operate at a level of service D with the proposed development. The extra delay and proposed degree of saturation is not considered acceptable by the RTA as any further increase could cause this intersection to fail. The applicant shall suggest improvements to this intersection to ameliorate the proposed intersection delay. The applicant is required to submit electronic copies of the aaSIDRA analysis for this intersection for further review and comment by the RTA.

The findings of the supplementary traffic modelling are presented in the *Supplementary Traffic Modelling Report* (ref: CTLROIr02 dated 8/3/12)

Q. The traffic signals at Constitution Road / Belmore Street are proposed to operate at a level of service B, the RTA raises concern with the additional traffic as the degree of saturation will rise to 1.00. The applicant shall suggest improvements to this intersection to ameliorate the proposed intersection delay. The applicant is required to submit electronic copies of the aaSIDRA analysis for this intersection for further review and comment by the RTA.

The findings of the supplementary traffic modelling are presented in the *Supplementary Traffic Modelling Report* (ref: CTLROIr02 dated 8/3/12)

Q. All works shall be at no cost to the RTA.

Noted

Summary of Supplementary Analysis

The supplementary analysis (ref: CTLROIr02 dated 8/3/12) indicated that the use of different land use generation rates do not change the assessment outcomes or findings of the Concept Plan transport assessment.

Intersection improvement options have been identified to reduce the degree of saturation modelled to occur at the Belmore Street / Constitution Road intersection. The options include a degree of on street parking loss on the approaches to the intersection.

The preferred traffic operation option is extend the existing right turn lane in Belmore Street such that only one lane turns the corner. This option however has a greater loss of parking in Belmore Street.

Meadowbank West Ryde Progress Association

Traffic Congestion with Future Development

The Meadowbank West Ryde Progress Association's submission has based comments on traffic congestion on traffic reports prepared by Rhodes Thompson and Associates in 2001 for particular developments in the locality now included in the MEA.

The findings of the Rhodes Thompson and Associate reports are considered to have been superceded by the MEA Transport Assessment (Urban Horizons, 2007) which sought to consider the transport implications of land uses changes with in the MEA and the master planning process for shift away from employment dominated to residential land uses.

It is important to note that sites such as the Achieve Australia site and the Shepherds Bay Concept Plan site currently generate traffic within the MEA. It is not appropriate to simply conclude that new development will generate new vehicle trips in addition to the existing trips in the network. There will be an element of effective replacement of trips in the network.

The extent of the replacement effect has been considered as part of the MEA Transport Assessment and the Crowle Gardens EA Transport Assessment.

Lack of Public Transport Capacity

The Meadowbank West Ryde Progress Association's submission recognises that the MEA, including the Achieve Australia site, is located within close proximity to a range of public transport services, including rail, bus and ferry services. However, the submission raises the issue of capacity of the existing services to accommodate growth.

As with traffic generation, demand for public transport services associated with a change to residential land uses will not necessarily be simply additional demand on top of existing demand. There will be a degree of replacement trips by public transport.

Notwithstanding the above, the capacity of the public transport network generally in Sydney is an issue and this includes the MEA area.

Recent improvements to public transport capacity have been provided with the new Metro bus services including the M41 and M52 routes which service the MEA area. The draft Inner Northern sub-regional strategy identifies proposed improvements to timetable co-ordination between bus and rail services as part of contract negotiations with service providers.

Road Safety – Width of Porter Street

Vehicle access to and from the site is proposed via Porter Street. This is consistent with other residential developments to the south of the Achieve Australia site.

As noted above in the response to Council's submission, Porter Street will eventually be widened on the eastern side of the street. As an interim measure it is recommended that on street parking along the site's frontage to Porter Street (ie. western side) be restricted so as to provide two effective travel lanes along Porter Street.

General Public Submissions

A review of the public submissions to the Achieve Australia Concept Application generally relate to the following traffic and transport issues :

- Increased traffic generation and road network congestion;
- Access to public transport; and
- Car parking provisions – too much and not enough:

Each of these issues has been addressed through the responses to the specific agencies' submissions.