

Mr Ben Lusher
Director
Key Sites Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Matthew Rosel

Dear Mr Lusher

**Exhibition of a Section 75W Modification Application – Shepherds Bay,
Meadowbank and Ryde (MP09_0216 MOD 2)**

Thank you for your letter dated 12 February 2016 requesting Transport for NSW (TfNSW) comment on the above modification proposal.

TfNSW provides the following comments on the above modification proposal.

Proposed Retail Space for the Stage A Development

Issue

The Section 75W Traffic Impact Assessment for the Stage A development prepared by Road Delay Solutions estimated that the retail floor space of 3,232 m² would generate 321 vehicle movements during the peak periods. However, based on the RMS Guide to Traffic Generating Developments, the retail component of the development is estimated to generate approximately 400 vehicle movements during the afternoon peak period. Therefore the traffic generation from the Stage A development is under estimated.

Recommendation

TfNSW requests that the applicant revises traffic report with the traffic generation of 400 vehicle movements during the afternoon peak period.

Development near Rail Corridors and Busy Roads

Comment

The proposed development is located in close proximity to a classified road.

Recommendation

The applicant must consider how the development may impact on any rail and road infrastructure. TfNSW requests that the applicant needs to design and construct the development in accordance with the '*Development Near Rail Corridors and Busy Roads – Interim Guideline*' (2008) prepared by DP&E.

Proposed Access Arrangements to the Stage A Development

Comments

The following comments are made in relation to the proposed loading dock and car access arrangements to the Stage A development:

- The proposed development provides access to the loading dock off Church Street via an existing slip lane to Well Street. Church Street is a State Road which is under the control of Roads and Maritime Services. It is not clear from the documentation whether the applicant has received an approval from Roads and Maritime Services to use the slip lane as a loading dock access;
- The proposed slip lane is estimated to carry approximately 600-1,000 vehicle movements during the peak periods. Any delays caused by queuing vehicles at the loading dock would have the potential to impact on general traffic and bus operation along Church Street;
- The sight distance of vehicles entering the slip lane is limited to the vehicles accessing the loading dock and the vehicles leaving the loading dock would also have the limited sight distance to vehicle entering Well Street from the slip lane. This arrangement may increase crashes in the vicinity of the Stage A development; and
- The proposed development provides access to the carpark via the Porter Street/The Loop Road/Parsonage Street roundabout. The vehicles exiting the car park would have sight lines obscured by vehicles queuing to enter the car park. This arrangement may increase crashes at the Porter Street/The Loop Road/Parsonage Street intersection.

Recommendations

The following recommendations are provided in relation to the proposed loading dock and car access arrangements to the Stage A development:

- TfNSW requests that the applicant obtain approval from Roads and Maritime Services in relation to the proposed loading dock access arrangement off Church Street;
- TfNSW requests that the applicant demonstrate that proposed loading dock operation would not have an impact on general traffic and bus operation along Church Street; and
- TfNSW requests that the applicant be conditioned to undertake a Stage 2 (Concept Plan) Road Safety Audit for the proposed access to the loading dock off Church Street and access to the carpark via Porter Street/The Loop Road/Parsonage Street roundabout in accordance with Austroads Guide to Road Safety Part 6: Road Safety Audit by a TfNSW accredited road safety auditor. Based on the results of the road safety audit, the applicant needs to review the design drawings and implement safety measures as required.

TAB A provides comments in relation to traffic, pedestrian and cyclist assessment for the Stage A Development.

TfNSW requests that the applicant revise the Traffic Impact Assessment to address the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity of providing advice for the above concept plan modification. If you require clarification of any issue raised, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 8202 2672.

Yours sincerely



18/3/16

Mark Ozinga

**Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning**

CD16/02076
CD16/02317

TAB A - Traffic, Pedestrian and Cyclist Assessment for the Stage A Development

Comment

The following issues have been identified in relation to traffic analysis undertaken in the Traffic Impact Assessment Report:

- No traffic information is provided for the scenario of 2026 without the Stage A development;
- Some of the traffic volumes used for the SIDRA analysis for existing situation differ from the surveyed traffic information; and
- The Stage A development is estimated to generate approximately 400 - 450 vehicle movements during the peak periods. However, SIDRA analysis undertaken for 2026 scenarios adopted only 62-65 vehicle movements egress from the Stage A development during the peak periods. It is expected that at least 50% of the generated traffic is expected leave the site during the afternoon peak period.

Recommendation

TfNSW requests that the applicant revise the traffic report to address the above issues and provide the following additional information to assess the impact on Church Street and the Shepherds Bay Precinct:

- A diagram showing traffic information for the scenario of 2026 without the Stage A development;
- Assessment of pedestrian, cyclist and traffic safety and access arrangements along the roads located adjacent to the Stage A development with the increased traffic movements associated with the proposed development;
- A diagram showing the distribution of traffic generated from the proposed development; and
- 95th percentile queue lengths for the following:
 - Proposed loading dock access off Church Street to through lanes on Church Street; and
 - Porter Street/The Loop Road/Parsonage Street intersection to Church Street.

Comment

With the introduction of the retail component in the Stage A development, the Stage A developments is likely to generate substantial number of pedestrian and cyclist movements with in Shepherds Bay Precinct. However no information has been provided in relation to pedestrian and cyclist access to Stage A development in the Transport Impact Assessment report.

Recommendation

The applicant provides a pedestrian and cyclist assessment that shows:

- Connectivity, safety and accessibility for pedestrians and cyclists to existing pedestrian and bicycle networks/road networks and public transport;
- Develop wayfinding strategies and travel access guides to assist with increasing the mode share of walking and cycling; and
- Appropriate cyclist parking provision including end of trip facilities located in secure, convenient, accessible areas close to main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.