

DETAILED RESPONSE TO TRANSPORT FOR NSW'S 2ND SUBMISSION

Recommended Condition and/or Comment from Transport for NSW (TfNSW)	Proponent's Response and/or Recommendation
<p>Proposed Intersection and Access Arrangements</p> <p><u>Comment</u></p> <p>The following comments are provided in relation to the proposed intersection and access arrangements.</p> <ul style="list-style-type: none"> • The sight distance for vehicles entering the slip lane would have less than standard sight distance to vehicles accessing the loading dock. Vehicles leaving the loading dock would also have less than standard sight distance to vehicles entering Well Street from the slip lane. This arrangement is likely to increase crashes in the vicinity of the Stage A development; • 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; and 	<p>These matters are not critical to Stage A's vehicular and pedestrian operational nature. They had also been considered as part of the proponent's liaison with the NSW Roads & Maritime Service (RMS). As was provided by RMS in their agency submission dated 8 August 2016 to the NSW Department of Planning & Environment (DPE), they have provided "in principle" support for the proposal's traffic and pedestrian arrangements.</p> <p>Further, the project team's traffic consultant, Road Delay Solutions (RDS), has reviewed these matters and confirmed they can be dealt with as part of the Stage 2 (Concept Plan) Road Safety Audit which TfNSW recommended be undertaken. As will be seen below, the proponent does not object to undertaking the audit as a condition of any Development Application consent.</p>
<ul style="list-style-type: none"> • The safety of the proposed pedestrian access arrangements to the Stage A development provided in the Preferred Project Report needs to be assessed for the following: <ul style="list-style-type: none"> ○ Adequacy of the crossing width; and ○ Safety of proposed crossing locations. 	<p>As stated above, Stage A's proposed vehicular and pedestrian operational nature was considered in detail by the proponent, their traffic consultant, civil engineer and architect, in close consultation with RMS. As also stated above, RMS have provided their "in principle" agreement for these aspects of the proposal.</p> <p>This aside, the proponent will review these matters as part of the Road Safety Audit recommended by TfNSW and as agreed to by the proponent as part of any Development Application consent.</p>
<p><u>Recommendation</u></p> <p>TfNSW requests that the applicant be conditioned to undertake a Stage 2 (Concept Plan) Road Safety Audit to address the safety issues associated with access and pedestrian/cyclist safety.</p>	<p>The proponent and the project team has undertaken extensive collaboration with RMS and TfNSW in relation to road and pedestrian safety for the purposes of Stage A. We note that RMS has provided their in principle agreement in relation to Stage A.</p> <p>This aside, the proponent would not object to undertaking the recommended study, as a condition of any Development Application consent.</p>

Recommended Condition and/or Comment from Transport for NSW (TfNSW)	Proponent's Response and/or Recommendation
<p>Loading Dock Access Management</p> <p><u>Comment</u></p> <p>Vehicles accessing the loading dock would have the potential to queue along Church Street. 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.</p> <p><u>Recommendation</u></p> <p>TfNSW requests that the applicant be conditioned to prepare a loading dock access management plan in consultation with Roads and Maritime Services and City of Ryde Council with the objective of ensuring that queuing does not occur on Church Street.</p>	<p>The Stage A Traffic Impact Assessment (TIA) submitted as part of the modification application considered the potential for queuing along Church Street as a result of the Stage A loading dock entry, and concluded that it was satisfactory/acceptable. Further, the TIA already provided a loading dock management plan (refer to Chapter 7).</p> <p>Overall, the TIA provides that queuing along Church Street should be avoided given only a limited number of service vehicles would access Stage A during any peak period (i.e. 5 – 7 vehicles), and the abovementioned loading dock management plan would be in place. The loading dock management plan includes directions in relation to tenancy senior staff issuing instructions to service vehicle drivers about delaying their entry in the event queuing may occur.</p>
<p>Development near Rail Corridors and Busy Roads</p> <p><u>Comment</u></p> <p>The proposed development is located in close proximity to a busy classified road.</p> <p><u>Recommendation</u></p> <p>TfNSW requests that the applicant be conditioned to design and construct the development in accordance with the <i>'Development Near Rail Corridors and Busy Roads – Interim Guideline' (2008)</i> prepared by DP&E.</p>	<p>No objection is raised to the recommendation.</p>
<p>Construction Traffic Management</p> <p><u>Recommendation</u></p> <p>TfNSW requests that the applicant be conditioned to prepare a Construction Traffic Management Plan (CTMP) in consultation with City of Ryde Council, Roads and Maritime Services and TfNSW.</p>	<p>No objection is raised to the recommendation.</p>

Recommended Condition and/or Comment from Transport for NSW (TfNSW)	Proponent's Response and/or Recommendation
<p>Road Occupancy Licence</p> <p><u>Comment</u></p> <p>A Road Occupancy Licence (ROL) must be obtained from the Transport Management Centre (TMC) for any activity likely to impact on the operational efficiency of the road network.</p> <p><u>Recommendation</u></p> <p>TfNSW requests that the applicant be conditioned to obtain a Road Occupancy Licence for any activity likely to impact on the operational efficiency of the road network.</p>	<p>No objection is raised to the recommendation.</p>
<p>Proposed Intersection and Access Arrangements</p> <p>Prior to the issue of the Construction Certificate, the applicant shall undertake a Stage 2 (Concept Plan) Road Safety Audit in accordance with Austroads Guide to Road Safety Part 6: Road Safety Audit by a TfNSW accredited road safety auditor for the following:</p> <ul style="list-style-type: none"> Proposed access to the loading dock off Church Street; Access to the carpark via Porter Street/The Loop Road/Parsonage Street roundabout; and Proposed pedestrian crossing locations around the Stage A development. <p>Based on the results of the road safety audit, the applicant shall review the design drawings and implement safety measures as required.</p>	<p>Proposed Intersection and Access Arrangements</p> <p>For clarity, we request the insertion of the word “relevant” as noted below:</p> <p>“Prior to the issue of the (insert) relevant Construction Certificate, the applicant shall undertake a Stage 2 (Concept Plan) Road Safety Audit in accordance with Austroads Guide to Road Safety Part 6: Road Safety Audit by a TfNSW accredited road safety auditor for the following:</p> <ul style="list-style-type: none"> Proposed access to the loading dock off Church Street; Access to the carpark via Porter Street/The Loop Road/Parsonage Street roundabout; and Proposed pedestrian crossing locations around the Stage A development. <p>Based on the results of the road safety audit, the applicant shall review the design drawings and implement safety measures as required.”</p>
<p>Loading Dock Access Management</p> <p>Prior to the issue of the Occupation Certificate, the applicant shall prepare a loading dock access management plan in consultation with Roads and Maritime Services and City of Ryde Council with the objective of ensuring that queuing does not occur on Church Street.</p>	<p>As stated earlier, a loading dock management plan was provided as part of the TIA for Stage A, which has been submitted as part of the modification application. It is considered that a further plan is not necessary.</p>
<p>Development near Rail Corridors and Busy Roads</p> <p>The applicant shall design and construct the development in accordance with the 'Development Near Rail Corridors and Busy Roads – Interim Guideline' (2008) prepared by DP&E.</p>	<p>No objection is raised to the recommendation.</p>

Recommended Condition and/or Comment from Transport for NSW (TfNSW)	Proponent's Response and/or Recommendation
<p>Construction Traffic Management Plan</p> <p>Prior to the commencement of any works on the site, a Construction Traffic Management Plan (CTMP) prepared by a suitably qualified person shall be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with City of Ryde Council, Roads and Maritime Services and TfNSW. The CTMP should specify any potential impacts to traffic, pedestrian, cyclists and bus services within the vicinity of the proposed site from construction vehicles during construction. Any potential impacts to pedestrian access or public transport infrastructure including bus stops should also be specified in the CTMP.</p> <p>The CTMP shall include the cumulative construction impacts of all the projects adjacent to the site. The Applicant shall submit a copy of the CTMP to <u>City of Sydney Council</u>, prior to the commencement of work.</p>	<p>No objection is raised to the recommendation except that "City of Sydney Council" should be replaced with City of Ryde Council.</p>
<p>Road Occupancy Licence</p> <p>A Road Occupancy Licence (ROL) must be obtained from the Transport Management Centre (TMC) for any activity likely to impact on the operational efficiency of the road network. The ROL allows the applicant to use a specified road space at approved times, provided certain conditions are met.</p> <p>The applicant must allow a minimum of 10 working days for processing from date of receipt. Traffic Control Plans are to accompany each ROL application.</p>	<p>Road Occupancy Licence</p> <p>For clarity, we request insertion of the words "of the application", as noted below:</p> <p>"A Road Occupancy Licence (ROL) must be obtained from the Transport Management Centre (TMC) for any activity likely to impact on the operational efficiency of the road network. The ROL allows the applicant to use a specified road space at approved times, provided certain conditions are met.</p> <p>The applicant must allow a minimum of 10 working days for processing from date of receipt (insert) of the application. Traffic Control Plans are to accompany each ROL application."</p>