

Mr Marcus Jennejohn
Senior Planning Officer
Key Sites Assessments
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Jennejohn

**Modification to Barangaroo Concept Plan and Amendment to State Environmental
Planning Policy (MP06_0162 MOD 10)**

Thank you for your correspondence dated 29 April 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

The above modification proposal has been reviewed and no substantive issues are raised at this time. Based on the adopted traffic generation rates used in the transport assessment to support "MOD 8" the projected increase in traffic is unlikely to result in a material impact on the surrounding transport network.

It is noted that the argument for the use of lower traffic generation rates used in the Supplementary TMAP supporting the subject proposal are not endorsed by TfNSW. Further discussion on this point is provided in **TAB A**.

If you require clarification on the above, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely



11/5/2020

Mark Ozinga

Principal Manager, Land Use Planning and Development
Customer Strategy and Technology

Objective Reference CD20/03648

TAB A – Discussion on Traffic Generation Rates

As noted in the supplementary TMAP, the new Metro station at Barangaroo will predominantly service destination trips in the morning peak. The new station will nevertheless provide opportunity for people to replace car based “origin” trips with Metro trips. The extent of this changed behaviour will depend on how well connected people’s destination is with the Metro service.

It is noted that Barangaroo South Concept Plan, Supplementary TMAP (TMAP) has adopted traffic generation rates of 0.10 and 0.07 trips per dwelling for the morning and afternoon peak periods respectively. The TMAP for Mod 10 states that these rates are based on results of traffic surveys reported for St Leonards site based on the RMS Guide to Traffic Generating Developments, Updated traffic surveys (TDT 13/04a) dated August 2013. However, the morning peak traffic generation rate for St Leonards site is 0.14 trips per dwelling (not 0.10 trips/dwelling as reported in the TMAP for Mod 10) based on TDT 13/04a.

Table below shows the results of the traffic surveys undertaken at similar locations such as St Leonards and Chatswood based on TDT 13/04a.

Site	Traffic Generation Rate (trips/dwelling)	
	Morning Peak Hour	Afternoon Peak Hour
St Leonards	0.14	0.07
Chatswood	0.14	0.12
Average	0.14	0.10

The Table above shows the average of traffic generation rates of both sites are in line with the traffic generation rates used for the TMAP for Mod 8 (which are 0.14 and 0.09 trips per dwelling) and any reduction in traffic generation rates of residential developments for Barangaroo is not supported without further empirical evidence or theoretical analysis.

Based on the proposed increase of around 8,000m² of residential GFA, it is estimated that approximately 8-11 additional vehicle movements would occur during the peak periods using the traffic generation rates adopted for TMAP for Mod 8. That amount of traffic increase would not have a material impact on the transport network and operations in the CBD.