

Our ref CCH  
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**BY FAX & POST**

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ARUP

Dear Sirs,

**Concept Application (63-77 West Parade, West Ryde).  
Transport and Accessibility Impact Study  
Addendum No. 1: Response to Policies and Guidelines**

**Introduction**

The Department of Planning in a letter dated 11/ 08/2009 has requested, inter alia, additional information on:

**Relevant EPI's policies and Guidelines to be Addressed**

The EA should address the Urban Transport Statement as required by the DGRs.

This addendum provides a summary of that information as discussed briefly by phone with Mr Andrew Beattie of the Department.

**NSW State Plan**

The State Plan ( State Plan Summary, NSW Government) was summarised under the headings of "plan what we must do, involve the community, and do what we plan." The Plan described broad plans within the theme of respect and responsibility to keep people safe and build harmonious communities. Improved services included Transport with the following priorities:

10. Public transport meets reliability and safety targets
11. Public transport has an increased share of peak hour commuters
12. Road toll reduced relative to total journeys
26. Jobs closer to home
27. Increased proportion of freight on rail
28. Targets for housing and land supply achieved

The subject development will support all these priorities by increasing the supply of new residences close to good public transport, with a constrained supply of new car parking spaces.

**Urban Transport Statement (UTS)**

The UTS released in November 2006 included the following initiatives:

*Extension of the Rail Clearways program*

The subject development is in harmony with and will not adversely affect this initiative, which will occur mainly within existing rail reserves to sectorise and simplify the rail service. The Clearways program will make the CityRail system more robust and less prone to network-wide disruption, improving the service for users from the subject development.

*Victoria Road Upgrade.*

The subject development is in harmony with the objectives of the NSW Government and this particular upgrade. No changes to Victoria Road are required as a consequence of this proposal. The upgrade plan is to duplicate the Iron Cove Bridge to provide three additional general traffic lanes and a bus lane eastbound. These works are generally well to the east of the subject site, but will have the benefit of improving the capacity of the whole corridor. The subject development will not significantly affect traffic or bus conditions along Victoria Road, but will add to the potential bus patronage and hence service viability and frequency. This corridor will be especially important as the current plans for the CBD Metro metro rail system include easy bus/metro interchange at Rozelle. This will allow very good access from the site at West Ryde into the Sydney CBD, Central Station and ultimately the wider Sydney Metro network.

*Pinch Point Road Network Strategy.*

The subject development will not adversely affect this initiative, and regional accessibility by road will be improved. The Pinch Point program is an ongoing program mainly by the RTA NSW to measure, analyse, redesign and implement actions to increase the network capacity by relieving the “bottlenecks”. This includes local widening of bridges and tunnels and abutments, lane management such as tidal flow and signal re-phasing, lane designation such as bus and transit lanes, and driver information to optimise capacity even in the case of incidents and planned special events. It includes projects such as:

- Lengthening turn bays
- Adding extra lanes on sections of roads
- Widening intersections together with changing traffic light configurations; and
- Replacing heavily-used roundabouts with traffic lights.

*Fast Tracking of the NW Rail Link to The Hills by two years.*

The subject development will not affect this initiative, which has been postponed by the Government as a NW Metro in favour of a CBD Metro and West Metro. The subject development is in sympathy with Government policies of increasing appropriate urban densities along Metro and Bus transport corridors.

*Acceleration of Bus Priority Work in the Strategic Bus Corridor Network.*

The Strategic Bus Corridor Network includes Route 10 Parramatta to the City via Ryde along Victoria Road. The subject development will physically affect this initiative, and will contribute to the viability of the bus corridor by adding potential patronage at peak and more importantly off-peak times. Part of the NSW Government investment will go into purchasing new buses, some of which will be added to the Victoria Road Corridor serving the subject site.

The site is also close to Route 39 Burwood to Macquarie, running along Lane Cove Road, which will also allow easy public transport interchange with the Victoria Road route to major retail centres, business parks, and Macquarie University.

The increased use of public transport, cycling and walking inherent in the subject proposal is supporting the NSW Government’s Healthy Living and Active Living policies, with consequent preventative effects on poor health, obesity, illness, and health costs across the community. Children, older persons, and the socially disadvantaged will benefit most from the good local non-car access links in the local area.

*Expansion of Commuter Car parking (Park and Ride)*

The subject development will not directly affect this initiative. There is no proposal to increase Park and Ride car parking in the vicinity of the subject site – most of the proposed car parks are further out at centres such as Seven Hills, St Marys, Glenfield, and Blacktown. The effect of more cars parking further out may be to reduce the need for cars to commute through the study area of West Ryde.

**State Environmental Planning Policy No.11 – Traffic Generating Developments**

The main objectives of SEPP 11 are to ensure that the RTA is made aware of and is given an opportunity to make representations in respect of development set out in Schedules 1 and 2. The Roads and Traffic Authority (RTA) and the RTA Guidelines document was consulted in preparation of the traffic report.

**Draft SEPP 66 – Integration of Land Use and Transport**

This Policy aims to ensure that urban structure, building forms, land use locations, development designs, subdivision and street layouts help achieve the following planning objectives:

- (a) improving accessibility to housing, employment and services by walking, cycling, and public transport,
- (b) improving the choice of transport and reducing dependence solely on cars for travel purposes,
- (c) moderating growth in the demand for travel and the distances travelled, especially by car,
- (d) supporting the efficient and viable operation of public transport services,
- (e) providing for the efficient movement of freight.

It is considered that the subject development will support the aims of this draft SEPP because:

- the proposed housing is close to rail and bus, with easy walking and cycling
- excellent local walking network, and crossings of the railway
- excellent local bike route network
- the proposed Housing NSW employment provides local jobs and local services to its clients
- reduces car and parking provision and dependence
- moderates the demand for travel by providing walkable access to local services and retail
- supports efficient public transport by improving patronage and revenue away from the congested CBD of Sydney
- does not affect the movement of freight.

Therefore overall, the proposed development will further the above policies based on increasing urban densities near transport nodes, by adding almost 200 housing units within easy walking access of trains, buses, taxis, town centre retail and other community services. The Housing NSW office space is very accessible to its staff and clients by public transport. The consequent reduced parking rates due to good transport access are close to the lower end of the parking rate spectrum, with only 86 car bays proposed. This will encourage travel behaviours in line with Government environmental sustainability and social welfare and health objectives.

Yours sincerely



Colin Henson  
Principal