

18 March 2011
Ref 06273

**Response to Document Prepared for Council by
Transport and Urban Planning (TUP) dated September 2010**

Points of Contention

- * TUP acknowledge the nature and quantum of the existing development on the site but:
 - TUP do not assign a traffic generation factor to those existing current and historical uses but comment on the TTPA assessed traffic generation
 - more importantly TUP do not discount this existing traffic generation from the projected generation of the envisaged development.

This is a pre-eminent factor because TTPA established that the existing generation is somewhat greater than the projected generation. This means that the proposed development will have lower traffic movement than the current existing situation.

- * TUP acknowledge the established basis to the TTPA assessed traffic generation characteristics for residential apartments at Mortlake. TUP then goes on to quote RTA published criteria for Medium Density Residential Development and High Density Residential Development advocating that the former classification is appropriate to the area.

TTPA in fact undertook and was the author of the RTA study which underlies the High Density criteria and are therefore well versed in the considerations.

The RTA definition for Medium Density (Guide to Traffic Generating Development Section 5.4.2) is 'a building containing between 2 and 20 dwellings being villas, townhouses, flats, semi-detached houses, terrace or row houses'.

The RTA definition for High Density (Section 5.4.3) is a 'building containing more than 20 dwellings generally 5 levels or more with basement carparking and located near public transport'. The proposed buildings at Mortlake range up to 9 levels, all have basement carparking, have access to public transport and all have substantially more than 20 dwellings in each.

The study undertaken for the High Density use included sites at Sans Souci and outer Bankstown well removed from rail and other high frequency/capacity public transport services and reflected a significant range of locational circumstances.

It is clear that the RTA 'High Density' traffic generation criteria is more appropriate to the circumstances than 'Medium Density'. Notwithstanding, TTPA has used the more onerous i.e. higher, 'Mortlake' traffic generation characteristic in the TTPA study and report.

Questionnaire

- * TUP contends that the results of the TTPA questionnaire surveys may be distorted or inaccurate. There was a 26.5% response rate to the TTPA questionnaires and this exceeds the normally accepted response rate of 20% to such surveys. All the detail questionnaire responses are provided in the TTPA Supplementary Papers whilst the RTA criteria derived from the High Density Residential study was reliant on survey of just 20 sites in the Sydney Metropolitan area representing a sample some 1% or less. The RTA criteria are consistent with and support the findings of the assessment and traffic model split in the TTPA report.

Trip Destination

- * TUP contends that the TTPA Trip Distribution does not accord with a trip table provided by Council.

The TTPA Trip Distribution was derived from the responses, to the questionnaire and map provided in the questionnaire, from existing residents of the Breakfast Pont development at Mortlake

The questionnaire specifically asked the residents to indicate on the map which intersection/s they used when ingressing and egressing the area and the trip distribution was derived from this data.

The basis to the Council data is not known but it relates to an LGA wide circumstances not a specific locational circumstance where trip distributions are determined by such factors as:

- road network constraints (ie Parramatta River and its bays, inlets and river crossings)
- proximity arterial routes (eg Mortlake as compared to North Strathfield or Canada Bay). Therefore the TTPA study provides a more accurate picture of the trip distribution at the local scale.

No Stopping Restriction

- * TUP contends that the recommendation by TTPA to apply peak period NO STOPPING restrictions on existing collector roads and prohibit right-turn movements at key intersections will impact on resident amenity and cause traffic to divert onto local streets.

It is relevant to note that TUP undertook a study for Council (Mortlake Redevelopment Traffic Impact Assessment August 2010) and amongst the TUP recommendations in that study were recommendations consistent with TTPA's namely:

- 'implement a restrictive parking policy on collector roads in the study area'
- Upgrade signalised intersections (additional lanes and intersection capacity)

Additionally, a principal means of gaining intersection capacity is to prohibit minor right-turn movements.

Additional Bus Service

- * TUP contends that there is no likelihood of additional bus services being provided or for the STA to respond to requirements for additional services.

It is relevant to note that the TUP study prepared for Council (August 2010) also has a list of recommendations for ancillary improvement works. The first of those recommendations is 'provide new bus services through the development precincts'. i.e. entirely consistent with the TTPA recommendation. In addition, we are proposing the potential to upgrade to Whittaker Street bus stop as requested by the STA.

In addition, initial discussions with STA indicated that should demand increase in this area then an increase in bus services would likely be provided for.

It is TTPA's view that regrettably the TUP document does not reflect all the facts, including those of TUP's own study for Council (August 2010), and does not represent a balanced document which could be considered to be an impartial Peer Review.