



**Transport
for NSW**

Mr Alan Bright
A/Director
Metropolitan & Regional Projects South
Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Dear Mr Bright,

**SHEPHERDS BAY FORESHORE, MEADOWBANK AND RYDE - CONCEPT PLAN AND
STAGE 1 PROJECT APPLICATION FOR A MIXED USE DEVELOPMENT AND ASSOCIATED
INFRASTRUCTURE (MP09_0216 AND MP09_0219)**

Thank you for your letter dated 6 February 2012 seeking comments on the above Concept Plan. Transport for NSW (TfNSW) has reviewed the Preferred Project Report (PPR) and the accompanying documentation.

It is noted that the proponent has responded to the previous Roads & Maritime Services (RMS) request for additional traffic modelling. However, the proponent has not addressed other comments and concerns raised in TfNSW and RMS submissions on the exhibited Environmental Assessment of the above proposal (dated 4 March and 28 February 2011 respectively).

TfNSW and RMS have reviewed the transport impact assessment and in our view it does not adequately cover all the issues expected for a development of this size. TfNSW has previously requested that a TMAP be prepared in accordance with the draft *Interim TMAP Guidelines* (a copy can be provided upon request). One of the key components missing in the current assessment is a mode share analysis that would lead to a better understanding of the requirements and demand for non-private vehicle travel. It is our recommendation that this be appropriately addressed in a revised assessment.

Further detailed comments are contained in the attachment to this letter.

TfNSW and RMS would be happy to meet with the Department and the proponent to discuss any queries with regard to this advice.

Should you wish to discuss this matter further or arrange a meeting time, please contact Eva Cermak on 8202 2525 or email eva.cermak@transport.nsw.gov.au.

Yours sincerely,

22/3/12

Mark Ozinga
Manager Land Use & Transport Planning
Planning and Programs

CD112/03103

Traffic Data

The results of recent traffic surveys provided by the proponent for the Meadowbank Precinct shall be used as the base case for traffic modelling comparisons.

Traffic Modelling

The Roads & Maritime Services (RMS) does not support the submitted traffic modelling. This will need to be reviewed and agreed with RMS. At the moment, until the modelling is undertaken to RMS satisfaction, it cannot be agreed that the development "will not have any adverse impacts on the performance of nearby intersections and will not require upgrading or road improvement works". The following issues require further clarification and/or consideration:

- Further clarification of traffic distribution and traffic assignment.
- The report states that the increased or additional traffic flows will be dispersed over a number of different routes. However, it is likely that during the AM peak the majority of traffic will be heading east towards the City or north towards Macquarie Park. This implies that the majority of the 870 vph movements projected will be directed to Church Street and Victoria Road, which currently carry a large volume of peak hour traffic.
- The current conditions on Church Street for AM peak northbound traffic indicates that there is limited capacity available to accommodate the additional traffic projected for this new development.
- The modelling results (Table 3.1 in *Road Delay Solutions* (October 2010)) imply that the conditions at the intersection of Church Street and Morrison Road will deteriorate to less than acceptable Level of Service D for the PM peak in 2016.
- Further clarification on the assumptions made and analysis undertaken for the intersections of Belmore Street/Junction Street and Victoria Road/Bowden Street is required.
- Compared with 2016 AM base case, the development case has an extra 177 vehicles turning into Loop Road to head south along Church Street. This represents approximately 50% of all traffic leaving the area, i.e. more than the proportion indicated on Figure 9: Meadowbank AM Peak JTW Distribution (*Road Delay Solutions* (October 2010)).
- The land use projections used in the traffic modelling does not include the 10,000 m² of commercial/community space, the bulk of which is in the proposed 12-storey 'signature' building next to Church Street.
- Further clarification of what does 'recommended level of commercial use' means.
- Due to the high weekend traffic movements, consideration should be given to assessment of the Saturday midday peak.
- Clarification of what future growth rate was used for the Meadowbank Area in the traffic modelling for future years.
- Clarification of what future land uses were used for the Meadowbank Area in the traffic modelling for future years.

- Clarification of the envisaged treatment of the Constitution Road/Bowden Street intersection (referred to in the submitted TMAP p15), including safe pedestrian facilities, and the layout of Bowden Street.

It is noted that SIDRA has been used to assess the performance of intersections. While SIDRA analysis is an appropriate tool to show the impact of a development on individual intersections, it is not the most appropriate tool to assess the impact on a number of intersections linked by SCATS. For assessment of impacts on intersections along Church Street (Devlin Street) and Victoria Road, it is recommended that a model such as Linsig or Transyt be used. This is similar to the approach taken with other recent development assessment processes including the North Ryde Station Precinct.

Car parking supply

Restricting parking supply over the entire Concept Plan area is essential to help achieve a shift to public transport and other sustainable modes. In this context and given the site's location, consideration should be given to further lowering the parking rates.

Pedestrian and bicycle access

TfNSW has previously requested that a detailed and cycle strategy be prepared for the proposed renewal area to inform future project applications. This has not been addressed. This should include a bicycle network which identifies coherent, direct, comfortable, safe and attractive connections to local destinations and to the surrounding networks, including the connections to Meadowbank Station and the Parramatta Valley shared access way. The suggested three new east-west cycle links fail the above requirements, as they have indirect connections to the surrounding cycle network and do not continue to Meadowbank Station.

Consideration should be given to appropriate pedestrian crossing facilities for Constitution Road, Belmore Street and Bowden Street. It is also recommended that consideration be given to pedestrian connections to Richard Johnson Crescent via Ann Thorn Park and to the layout of Bowden Street between the Wharf and Underdale Lane incorporating appropriate cycle facilities.

RMS property

RMS has previously resumed and dedicated as Public Road land within the proposed development area shown in grey color on the attached plan.

Part of Waterview Street as shown in red colour on the attached plan (Lot 10 DP 861524 in the name of RMS) has been acquired for a SCATS Cabin. RMS has no objection to the development around the SCATS Cabin subject to the following conditions:

- Any development shall continue to provide direct access to the SCATS Cabin from a public road;
- Any development will need to retain the existing amount of parking for maintenance vehicles as well as turning area; and
- If the developer required the SCATS Cabin site for the development he would need to find an alternative suitable site in the locality to accommodate the cabin. Such site would have to be identified and developed at the developer's cost prior to the decommissioning of the current site.

END

