

Subject: RE: 507-511 Princes Highway Rockdale - Draft Transport Assessment CRM:0012263
Date: Tuesday, 28 February 2017 at 3:34:36 PM Australian Eastern Daylight Time
From: Pegg, Brendan
To: Brett Maynard
CC: Ozinga, Mark, HALL James C, FLYNN Greg, Lee McCourt, Lesli Berger (lberger@fivex.com.au), Karen McNatty, Nicole Vukic - GTA Consultants, council@bayside.nsw.gov.au, Grosskopf, Tom
Attachments: image001.gif, image005.jpg, image006.jpg, 161221rep-16S1109000 507-511 Princes Highway Rockdale Transport Study DR....pdf

Hi Brett,

In regards to the draft Transport Study for '507-511 Princes Highway, Rockdale', please see our comments/recommendations on behalf of Transport for NSW (TfNSW) and Roads and Maritime Services (RMS):

Pedestrian Overhead Walkway

TfNSW and RMS notes that Rockdale Masterplan (2013) envisages a pedestrian overhead walkway from Rockdale Station to the at-grade pedestrian crossing on the Highway at King Street intersection via the subject site. Whilst TfNSW and RMS supports the provision of the overhead pedestrian walkway to promote an integrated transport network, the cost of this infrastructure shall be at no cost to the NSW Government.

TfNSW and RMS recommend that Council (as the relevant Planning Authority) should consider having a discussion with the proponent regarding funding arrangements (i.e. through Planning Agreement and/or Section 94) for the provision of the pedestrian bridge.

Vehicle Access

Conflict between motorists entering/exiting the subject site on Geeves Avenue and pedestrian/bus movements along the Rockdale Interchange (Geeves Avenue) should be minimised as much as possible.

TfNSW and RMS recommend that Council (as the relevant Planning Authority) request the applicant to consolidate vehicular access to a single combined entry and exit driveway to service the three sites. This can be achieved either via a right of way between the basement car parks and/or site consolidation planning controls (i.e. minimum frontage requirements to force site consolidation)

TfNSW and RMS also recommend that a Pedestrian Impact Assessment (PIA) and Swept Path Analysis is conducted to demonstrate that vehicle access can safely occur in Geeves Avenue without being detrimental to pedestrians/bus operations.

Loading Dock

Similarly, conflict between heavy vehicles manoeuvring in/out of the subject site and pedestrian/bus movements along Rockdale Interchange (Geeves Avenue) should be minimised as much as possible. It is unacceptable on safety grounds for heavy vehicles to reverse in/out of the subject site directly adjacent a major Transport Interchange with significant pedestrian activity (including elderly, disabled and children) and constant bus movements/operations.

Council (as the relevant Planning Authority) should give consideration to requesting the proponent to consolidate commercial drop/pick up to one single consolidated loading dock with a turntable that enables a 12.5 metre long medium rigid vehicle to enter and exit the loading dock in a forward direction.

Retail Uses

TfNSW and RMS notes that planning proposal has been assessed on the basis that the retail space (3,890 GFA) will comprise of speciality retail stores and exclude major department stores and/or supermarkets. However, under the proposed zoning a supermarket (i.e. including a large Woolworths/Coles etc) is a permitted use and would generate approximately 14.7 and 15.5 vehicle trips per hour (two-way) per 100m² Leasable Floor Area in the Saturday and Thursday afternoon peaks respectively.

As a supermarket is a permitted use, the traffic generating impacts of a supermarket should be assessed on the basis that this would be the worst case scenario as supermarkets are traffic generating developments.

Car Parking

It is noted that for Site 1 no parking is proposed, leading to a shortfall of 143 spaces (against Council's statutory parking requirements) on the basis that "Site 1 will be unique in its ability to provide access to the public transport network, encouraging high public transport usage through the proposed overhead walkway".

TfNSW and RMS supports the reduction of parking space allocation with sites adjacent to Transport Interchanges. However, to ensure that this parking space reduction is implemented, it is recommended that Council (as the relevant Planning Authority) give consideration to requesting the applicant of the planning proposal to prepare and submit a site specific Development Control Plan for Site 1, which restricts parking for Site 1 and promotes sustainable transport (i.e. car sharing).

Bicycle Parking

The site would need to provide Bicycle Parking Facilities in accordance with *Australian Standards Bicycle Facilities AS2890.3*. This should be documented in Section 7.3 'Bicycle Parking' (page 32) of the Transport Study.

Princes Highway/Geeves Avenue

It is noted that analysis of the intersection of Geeves Avenue and Princes Highway has identified that right turn movements are impacting the overall performance of the intersection and is likely to improve through the removal of existing on-street parking on Geeves Avenue (approach and departure) between the Highway and Geeves Lane.

As the planning proposal is likely to result in exacerbating the delays at this intersection, Council (as the relevant Planning Authority) may wish to give consideration to the proponent being required to remove the parking prior to the release of any Occupation Certificate for any development post gazettal of the planning proposal.

Construction Traffic

Construction vehicle access to/from the subject site has the potential to be problematic due the site having frontage to both the Highway and bus operations on Geeves Avenue/Tramway Arcade.

TfNSW and RMS recommend that the proponent should be conditioned to submit a strategic Construction Pedestrian and Traffic Management Plan (CPTMP) as part of any future Part 4 DA. The CPTMP needs to specify, but not limited to, the following

- Location of the proposed work zone;
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;

- Estimated number of construction vehicle movements;
- Construction program;
- Consultation strategy for liaison with surrounding stakeholders;
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of other projects in the vicinity. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network; and
- Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist should be clearly identified and included in the CPTMP.

If you have any questions, regarding the above information, please let me know.

Kind regards,

Brendan Pegg
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Service Planning & Development
Infrastructure and Services
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From: Brett Maynard [<mailto:brett.maynard@gta.com.au>]
Sent: Friday, 23 December 2016 7:35 AM
To: Sangar, Para; Ozinga, Mark; Pegg, Brendan; POPOFF Andrew M
Cc: Lee McCourt; Lesli Berger (lberger@fivex.com.au); Karen McNatty; Nicole Vukic - GTA Consultants
Subject: 507-511 Princes Highway Rockdale - Draft Transport Assessment CRM:0012263

Hi all

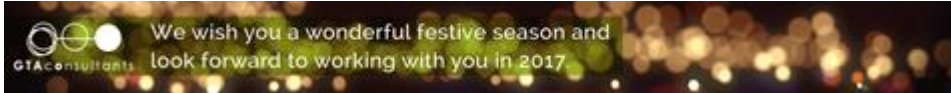
Following previous meetings to discuss the scope and potential impacts of the above development adjacent to Rockdale Station, please see the attached draft transport assessment for your review and comment prior to formal lodgement with the Planning Proposal.

Mark and Para – Edmond was previously involved with this one. Can you please advise who will take over?

Have a great Christmas break and we look forward to discussing this further in the New Year.

Regards

Brett Maynard
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