Transport for NSW

23 July 2023

TfNSW Reference: SYD23/00169/02

Mr Chris Wilson
Director
Stantec
Level 9, 203 Pacific Highway
St Leonards NSW 2065

Attention: Ingrid Bissaker

PRE-PLANNING PROPOSAL – SCOPING PAPER
MIXED USE DEVELOPMENT
53-61 RAWSON STREET, EPPING

Dear Mr Wilson

Reference is made to Stantec's correspondence of 15 June 2023 seeking additional comment from Transport for NSW (TfNSW) regarding the agency's previous correspondence to Council dated 29 March 2023 (Reference: SYD23/00169/01) on the scoping paper for a Pre-Planning Proposal for mixed-use development at 53-61 Rawson Street, Epping.

TfNSW has reviewed the submitted documentation that covers the following matters:

- Proposed specialty retail traffic generation rates.
- Proposed future year regional background traffic growth assumptions.

TfNSW provides detailed comments on the documentation within **TAB A**, which should be considered as part of any transport study undertaken for the proposed development.

Should you have any questions or further enquiries in relation to this matter, please don't hesitate to contact Senior Land Use Planner, Andrew Popoff via phone on 0413 459 225 or email: Andrew.Popoff@transport.nsw.gov.au.

Yours sincerely

Brendan Pegg
Acting Director Land Use
Planning and Programs, Greater Sydney Division

Cc: Belinda Borg – City of Parramatta Council

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TAB A – Detailed TfNSW comments

Traffic Generation Rates

TfNSW notes that the proposed Retail – Specialty rates within the Stantec Memo seem to be based off the Thursday PM Peak multiple regression equation within Section 3.6.1 – Shopping Centres of the Guide to Traffic Generating Developments. TfNSW does not support the use of this multiple regression equation where all the other parts of this equation are set to zero (except the specific part seeking a trip generation rate). As such, TfNSW does not support the use of the following Retail – Specialty rates of:

- AM Peak = 1.3 trips per 100m2 GLFA
- PM Peak = 4.0 trips per 100m2 GLFA

Whilst TfNSW acknowledge that our previous correspondence raised no objections to the following Retail – Supermarket rates as follows:

- AM Peak = 4.5 trips per 100m2 GLFA
- PM Peak = 13.5 trips per 100m2 GLFA

TfNSW previous correspondence stated that the agency had conducted Trip Generation Surveys for Small Suburban Shopping Centres (i.e., < 10,000m2 GLFA) and that the same traffic generation rates should be used for both the Retail – Supermarket and the Retail - Specialty. This report can be found on the OpenGov website via the following link below:
https://www.opengov.nsw.gov.au/searches?query=*Trip+Generation&titleOnly=on&agencyId=28237&typeId=+&fromDate=&toDate=&size=&page
Therefore, TfNSW advises that the Traffic Generation Rates adopted should be for the total GLFA of the (Supermarket + Specialty Retail) uses within this site and be based off the rates provided within the abovementioned Small Suburban Shopping Centres Analysis report – consider Section 4.3.1.

Future Year Regional Background Traffic Growth

The count station on Beecroft Road (74229) is north of the M2 interchange and is too far away to confirm whether there has been traffic growth on the arterial road system through the Epping Town Centre.
Whilst a stronger case can be made for the use of the Epping Road count station (74453), the count data for 2020 and 2021 is questionable due to the COVID-19 Pandemic. Another factor which would be limiting historical traffic growth at this count station is the fact that the intersection of Epping Road / Langston Place / Blaxland Road / Beecroft Road has been and still is a known network pinch point to access the Epping Town Centre, particularly during the AM / PM peak periods.
As provided on the websites linked below, the road bridge over the rail line will be widened in the short-term future to provide additional capacity at this pinch point. Once this upgrade is completed, that there would be some future traffic growth here (i.e., due to capacity increase of this pinch point).

- https://minister.infrastructure.gov.au/c-king/media-release/epping-bridge-project-concept-design-and-early-work-tender-awarded

- https://caportal.com.au/tfnsw/tiip/pipeline

As such TfNSW would not be supportive of Stantec's request to assume zero regional background traffic growth for their modelling of future years. The agency advises that TPZ2022 within the Sydney Strategic Transport Model (STM) has recently been released and includes post covid travel behaviours, such as flexible working arrangements and working from home a few days per week for white collar professionals. While TPZ2022 provides an increase in background traffic demand it is less than the previous projections identified in TPZ2019 that was based on pre-Covid travel behaviours. Such regional background traffic growth information to inform Stantec's future year modelling should be obtained from TfNSW's Sydney Traffic Forecasting Models (STFM).

Please be advised that Stantec will be required to sign an EMME Data Access Agreement Form.