Appendix E

Traffic and Transport Assessment

APPENDIX E

ANGLICARE ROHINI VILLAGE

TRAFFIC AND TRANSPORT ASSESSMENT

PREPARED FOR ANGLICARE | 4 AUGUST 2023

Stantec

Revision	Description	Author	Quality Check	Independent Review	Date
A	Final	Helen Aberra Ashish Modessa	Ashish Modessa	Steve Manton	04/08/2023

The conclusions in the Report titled Anglicare Rohini Village Traffic and Transport Assessment are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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Prepared by: 

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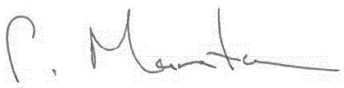
Approved by: 

Signature

Steve Manton

Printed Name

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1 Introduction

1.1 Background and Proposal

Anglicare has engaged Stantec to prepare a Traffic and Transport Assessment to accompany a Planning Proposal to redevelop an existing Senior Living Village located at 51-53 Rohini Street, Turramurra. The Site, known as Anglicare Rohini Village, has an area of approximately 9,193 square metres and currently accommodates 110 units.

The Planning Proposal seeks to amend the existing planning controls for the Site to permit up to six-storey residential buildings to provide 110 new independent living apartments (66 two-bedroom and 44 three-bedroom apartments), an ancillary café and ancillary communal areas. Vehicular access to a basement car park and loading area is proposed via Rohini Street.

Transport for NSW has been consulted during the preparation of this report, with feedback received provided in Appendix A and incorporated into the development proposal as required.

1.2 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposal, including consideration of the following:

- existing traffic and parking conditions surrounding the Site
- suitability of the proposed parking in terms of supply (quantum) and layout
- service vehicle requirements
- pedestrian and bicycle requirements
- suitability of the proposed access arrangements for the Site
- the traffic generating characteristics of the proposal
- the transport impact of the proposal on the surrounding road network.

1.3 References

In preparing this report, reference has been made to the following:

- an inspection of the Site and its surrounds
- Ku-ring-gai Development Control Plan 2022 (DCP 2022)
- Ku-ring-gai Local Environmental Plan 2015 (LEP 2015)
- Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2018

- Australian Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS 2890.6:2022
- traffic surveys undertaken by GeoCounts in August 2022 at the existing Site accesses
- plans for the proposed development prepared by Plus Architecture
- other documents and data as referenced in this report.

2 Local Context

2.1 Site Location

The Site is located at 51-53 Rohini Street, Turramurra and has an area of approximately 9,193 square metres. The Site has a frontage of approximately 100 metres to Rohini Street which provides both vehicular and pedestrian access to the Site. The Site is zoned as R4 - High Density Residential and is currently occupied by Anglicare Rohini Village, a Senior Living Village.

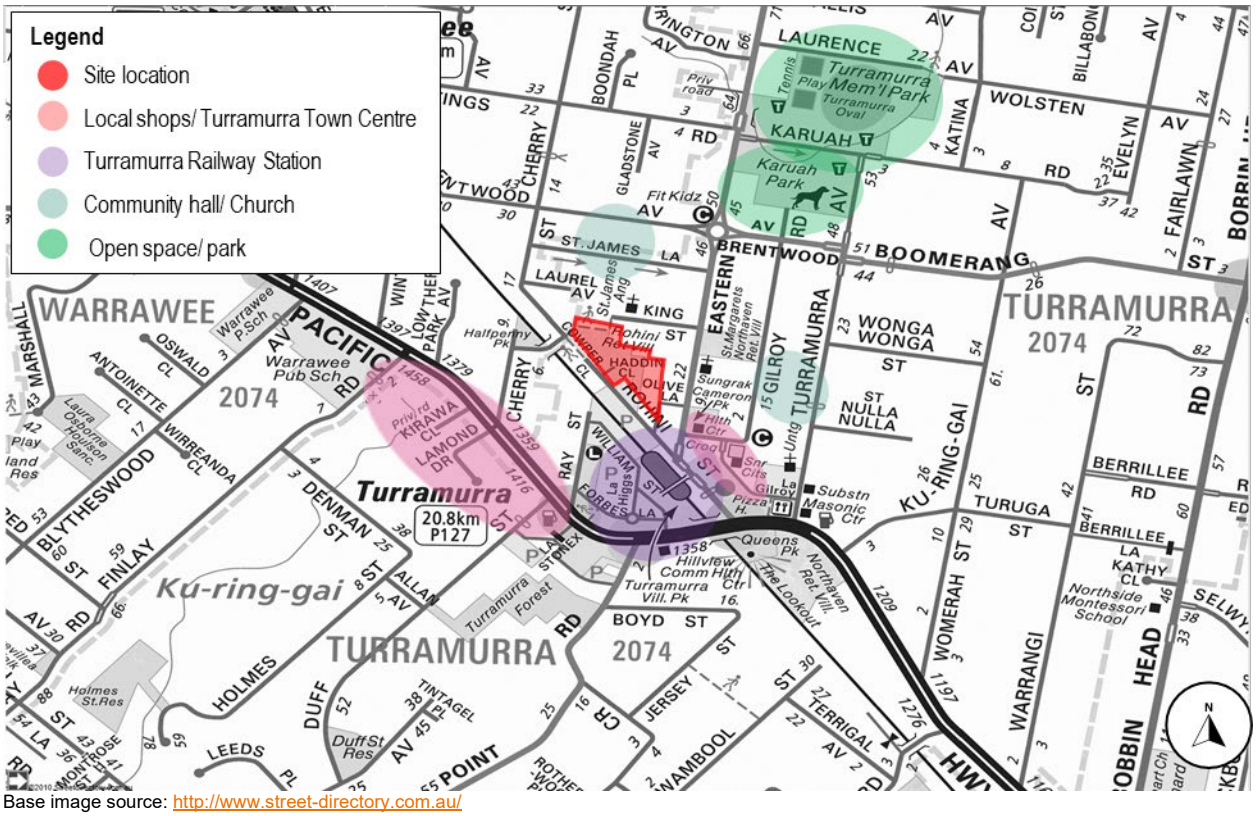
The Site is located adjacent to the North Shore Line railway corridor, with Turramurra Station platform being 238 metres to the south (or a 2-minute walk). The Site is also located within a 2-3 minute walk of Turramurra Town Centre. Surrounding land uses are mostly residential uses ranging in density, with the town centre providing commercial and retail offerings and public recreation areas located to the south and west. The Site location and its surrounding environs is shown in Figure 1 and Figure 2, with current land zoning shown in Figure 3.

Figure 1: Aerial view of the Site and surrounds

Base image source: Nearmap (note – site extents are indicative only)

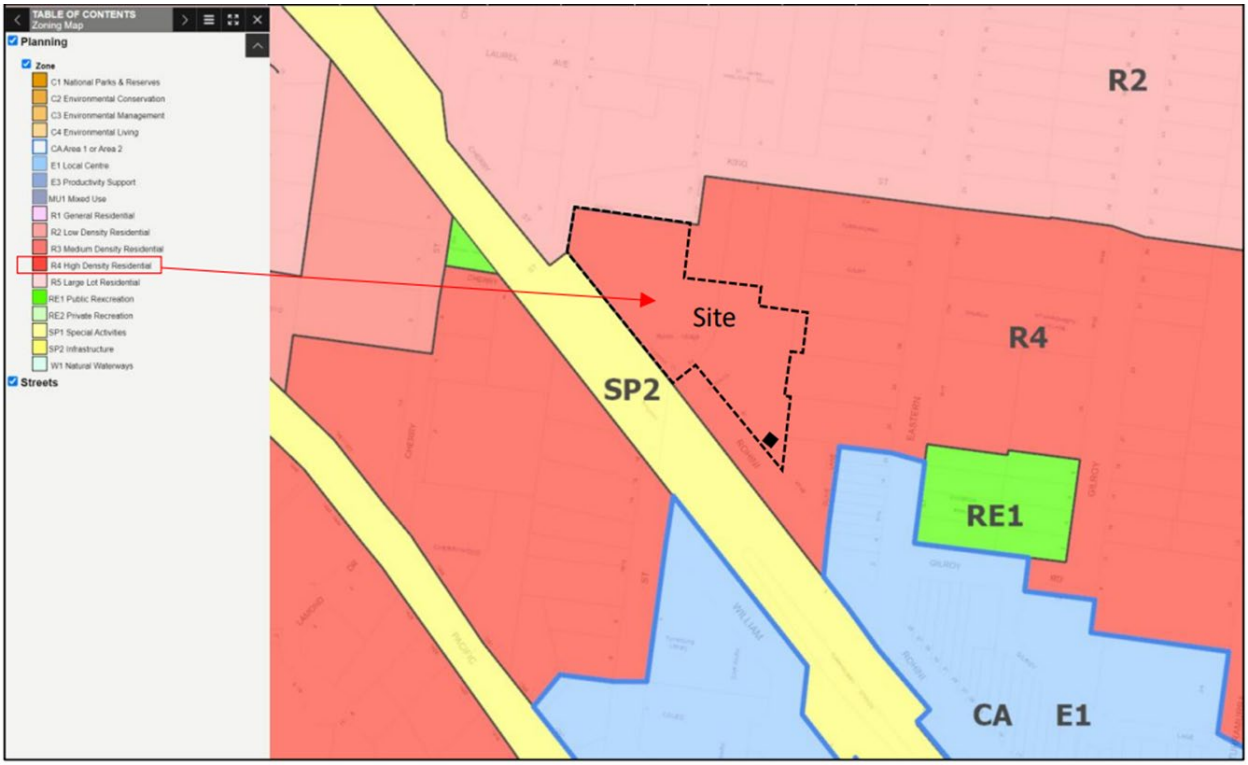
2 Local Context

Figure 2: Site location and surrounds



Base image source: http://www.street-directory.com.au/

Figure 3: Ku-ring-gai LEP zoning



Base image source: Ku-ring-gai LEP 2015

2.2 Road Network

Key roads surrounding the Site include Rohini Street, Eastern Road and Pacific Highway. A summary of the characteristics of these roads is provided in Table 1, with images of the roads shown in Figure 4 to Figure 7.

Table 1: Key surrounding roads

Road	Classification	Description
Rohini Street	Regional Road/ Local Road	• Two-lane, two-way, no through road connecting to Pacific Highway at the southern end. • Regional classification between Pacific Highway and Eastern Road, a local road northwest of Eastern Road. • Approximately 10m wide carriageway with kerbside parking on both sides of the road. • A combination of unrestricted and 2-hour on-street parking.
Eastern Road	Regional Road	• Two-lane, two-way road aligned in a north-south direction. • Part of a regional route linking Pacific Highway in Turramurra with Pacific Highway in Hornsby. • Approximately 13m wide carriageway with kerbside parking on both sides. • A combination of unrestricted and 2-hour on-street parking.
Pacific Highway	State Road	• Dual carriageway road with 2 or 3 lanes in each direction generally aligned in a north-south direction • A State Road linking North Sydney to the south with Hornsby to the north. • Approximately 18m wide carriageway with no kerbside parking permitted on both sides near the Site.

Figure 4: Rohini Street (looking north-west)

Figure 5: Rohini Street (looking south-east)

Figure 6: Eastern Road (looking north from Rohini Street)

Figure 7: Rohini Street (looking south-east from Eastern Road)

2.3 Public Transport

The Site is well serviced by public transport, with several frequent bus services provided along Rohini Street/ Eastern Road and regular T1 (Berowra to City, via Gordon) train services through Turramurra Railway Station, all within an easy walk of the Site. A review of the public transport available near the Site is summarised in Table 2, with the train and local bus network in the vicinity of the site shown indicatively in Figure 8 and Figure 9, respectively.

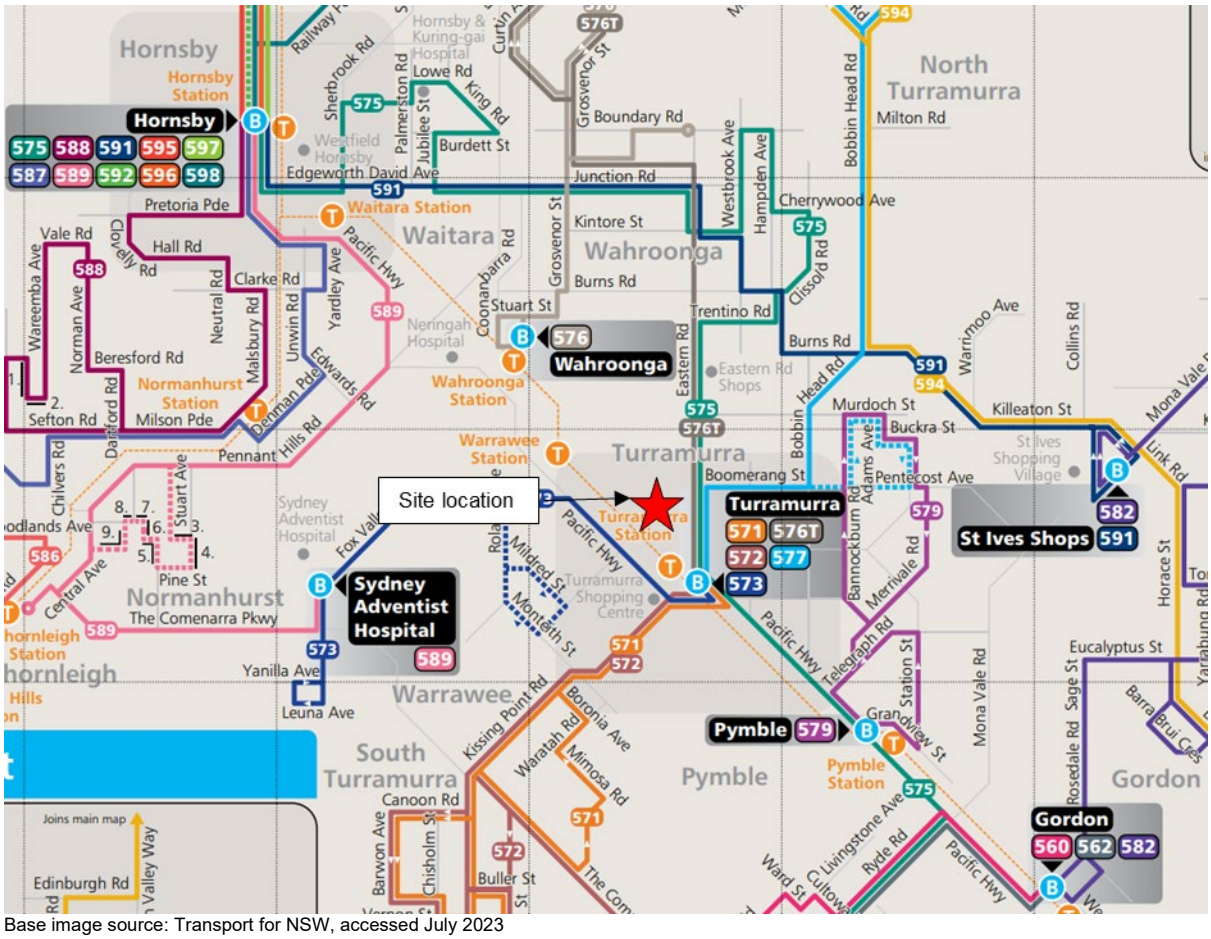
Table 2: Public transport provision

Service	Route number	Route description	Location of stop	Distance to nearest stop	Frequency on/off-peak
Bus	577P	Turramurra to Murdoch	Turramurra Station (Stand D)	50m	60 mins
	572	Turramurra to Macquarie University via West Pymble	Turramurra Station (Stand B)	105m	15 mins/ 30 mins
	575	Macquarie University to Hornsby via Turramurra			20 mins/ 20 mins
	573	Turramurra to Sydney Adventist Hospital via Fox Valley Road	Turramurra Station (Stand A)	150m	10 mins/ 60 mins
	571	Turramurra to South Turramurra	Turramurra Station (Stand C)	110m	30 mins
Train	T1	City to Berowra via Gordon	Turramurra Station	200m	15 mins

Figure 8: Sydney Trains network

Base image source: Transport for NSW, accessed July 2023

Figure 9: Bus network



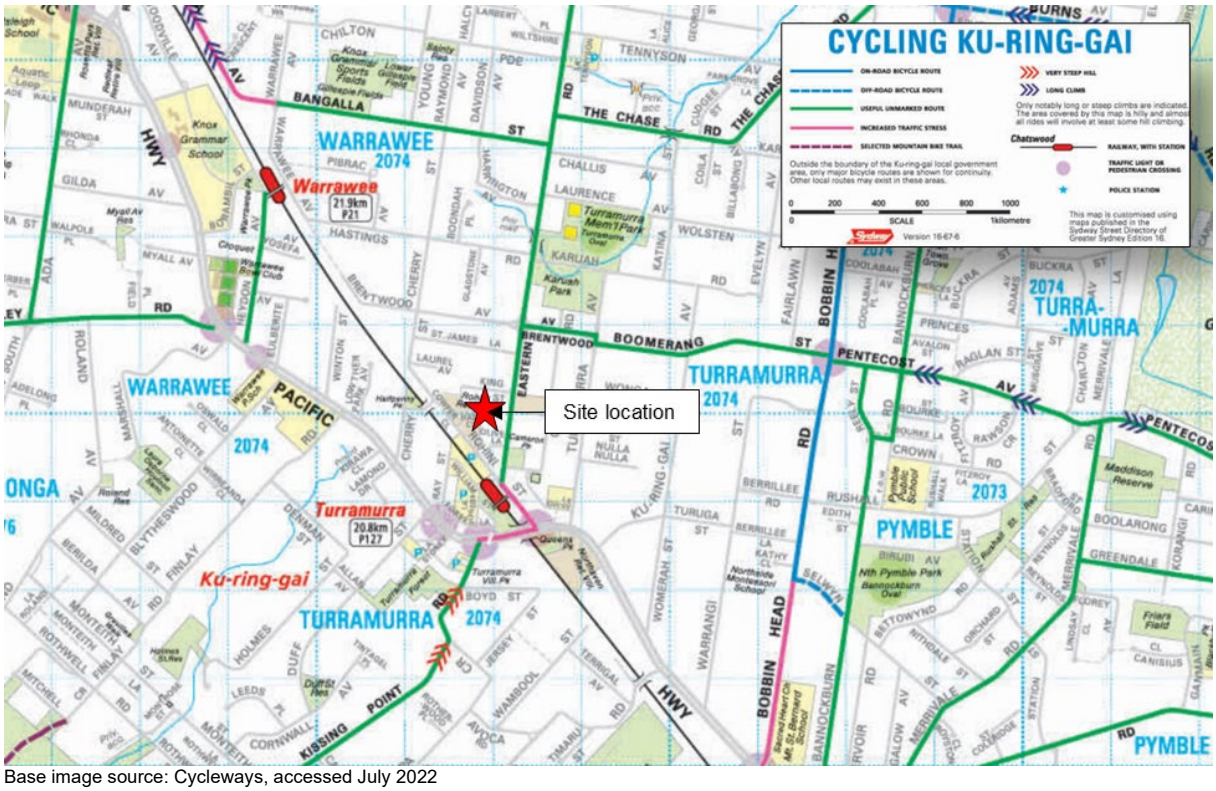
Base image source: Transport for NSW, accessed July 2023

2.4 Pedestrian and Cycle Access

Footpaths are provided on both sides of Rohini Street and Eastern Road. A marked pedestrian (zebra) crossing is provided on the Eastern Road leg of the intersection with Rohini Street, whilst a raised pedestrian crossing is provided mid-block along Rohini Street directly adjacent to the railway station entrance. These crossing facilities provide good pedestrian connectivity between the Site and Turramurra Railway Station. Pedestrian footpaths also provide good connectivity to nearby local shops and Turramurra Town Centre.

Off-road cycle routes near the Site are limited with cyclists generally having to cycle on-road in a mixed traffic arrangement. The existing cycle routes are shown in Figure 10.

Figure 10: Surrounding cycling network



Base image source: Cycleways, accessed July 2022

2.5 Existing Travel Behaviour

The 2016 Australian Bureau of Statistics (ABS) journey to work data for existing residents in the local area surrounding the Site is provided in Table 3. The results for the surrounding travel zones have been benchmarked against Sydney Greater Metropolitan Region (GMR).

Table 3: ABS journey to work data - Turramurra

Mode of Travel	Mode Share (%)	GMR mode share (%)
Car, as driver	53	61
Car, as passenger	0	5
Train	42	19
Bus	2	7
Bicycle	0	1
Walked only	3	5
Other Mode	0	2

Note: Includes SA1: 10425630000, 10425950000, 10425910000, 10425922000, 10425981000, 10425940000, 10426010000, 10425982000, 10426000000, 10426020000, 10425921000, 10425900000, 10419481000, 10419490000

Table 3 indicates that the public transport uptake is significantly higher when compared to the Sydney GMR. This can be attributed to the area's proximity to frequent bus services and Turramurra Railway Station. As a result of the increased public transport uptake there is a decreased rate of private vehicle mode share compared with the average for the wider Sydney GMR. Active modes of transport are similar at around five per cent.

3 Parking and Loading Assessment

3.1 Car Parking

The statutory car parking requirements are set out in Ku-ring-gai DCP 2022, which refers to the State Environmental Planning Policy (Housing) 2021 for Seniors Housing, and also has its own recommended provisions.

DCP 2022 has the following requirements:

- Subsidised developments – minimum 1 space per 10 self contained units plus 1 visitor space for every 10 units
- Resident funded developments – minimum 2 spaces per 3 self contained units plus 1 visitor space for every 5 units.
- 10 per cent of parking spaces are required to be accessible parking spaces.

SEPP Housing 2021 has the following requirements:

- Development by a social housing provider – minimum 1 space per 5 dwellings
- Other developments – minimum 0.5 spaces for each bedroom
- 10 per cent of parking spaces are required to be accessible parking spaces.

Given Anglicare is a social housing provider, a minimum of 22 car spaces would only be required for the redevelopment proposal based on the proposed 110 independent living apartments and considering the requirements of both DCP 2022 and Seniors Housing 2021.

However, given that the target market for these seniors living residential apartments is largely ‘downsizers’ nearing or already in retirement, reference has also been made to the DCP 2022 requirements for residential flat buildings within 400 metres walking distance of a railway station entrance which are as follows:

- Studio – minimum 0 and maximum 0.5 spaces per dwelling
- One bedroom – minimum 0.6 and maximum 1 space per dwelling
- Two bedrooms – minimum 1 and maximum 1.25 spaces per dwelling
- Three or more bedrooms – minimum 1.4 and maximum 2 spaces per dwelling
- Visitor parking – minimum 1 space per 6 dwellings.

In addition to the above, consideration has been given to providing ambulance parking as well as staff parking for the proposed café and communal areas. For the purpose of this assessment, an assumption of 10 staff has been advised. Given the café and communal areas will be largely ancillary uses available to residents, their visitors and walk ups, visitor parking for these uses has not been considered as part of this assessment.

Table 4 summarises the car parking requirements for the proposal based on the above assumptions and the applicable residential flat building DCP 2022 requirements.

Table 4: Car parking requirements

Use	Quantity	Parking Rate		Parking requirement (spaces)		Source
		Minimum	Maximum	Minimum	Maximum	
2-bed apartments	66 units	1 per dwelling	1.25 per dwelling	66	83	DCP 2022 (Section A Part 7B.1) – Residential flat developments within 400m walking distance of a railway station entry
3-bed apartments	44 units	1.4 per dwelling	2 per dwelling	62	88	
Visitors		1 per 6 dwellings		18		
Staff	10 staff	1.5 spaces per 2 staff	-	8		DCP 2022 (Section C Part 22R.1) – Minimum Rates for Hostels, Nursing and Convalescent Homes
Ambulance		1 space for ambulance	-	1		
Total				**155 spaces**	**198 spaces**	

Table 4 suggests that the proposal could provide a minimum of 155 and a maximum of 198 parking spaces, including 18 visitor spaces, eight staff spaces and an ambulance space.

In addition to the above, DCP 2022 has the following requirements for residential flat buildings that will need to be considered for any future Development Application:

- 1 visitor car space to be accessible
- 1 visitor car space to have access to a tap for provision for on-site car washing
- 1 car share space required per 90 dwellings or part thereof
- Electrical vehicle-ready parking spaces

As mentioned, accessible parking for residents is required at a rate of 10 per cent based on SEPP Housing 2021.

A total provision of 199 parking spaces is proposed for the development including 171 resident parking spaces (17 of those spaces allocated to accessible parking), 18 visitor spaces (with one of these also allocated to accessible parking), eight staff spaces, an ambulance space and a car share space. Therefore, the total provision complies with the DCP 2022 parking requirements.

3.2 Bicycle Parking

The DCP 2022 does not specify bicycle parking requirements for seniors living, as such the NSW Planning Guidelines for Walking and Cycling 2004 has been considered which has requirements for aged or disabled self-contained housing. The Guidelines for Walking and Cycling suggests resident and visitor parking should each be provided at a rate of 3-5 per cent of the total number of units/ apartments. On this basis, at least 3-6 bicycle spaces should be considered for residents as well as for visitors (i.e. 6-12 bicycle spaces in total).

Given the target market for these seniors living residential apartments is largely ‘downsizers’ nearing or already in retirement, as well as the Sites’ proximity to local shops and Turramurra Town Centre, it is recommended that more bicycle parking is considered to encourage active travel.

Accordingly, the DCP 2022 requirements for residential flat buildings have also been referred to, being the closest land use in the DCP that is similar to this seniors living development. This indicates

that 1 bicycle space per 5 apartments is required for residents resulting in 22 bicycle spaces for the proposed development. In addition, 1 bicycle space per 10 apartments is required for visitors resulting in 11 bicycle spaces. It is noted that the Guidelines for Walking and Cycling suggests resident parking for 2- or more bedroom residential units is provided at a rate of 20-30 per cent of the total number of units/ apartments, with visitor parking provided at 5-10 per cent of the number of units/ apartments. Adopting these bicycle parking rates suggests that 22-33 resident spaces should be considered along with 6-11 visitor spaces, which is generally consistent with the DCP 2022 requirement.

It is expected that these higher provisions can be incorporated into any future Development Application, with resident bicycle parking to be provided in a secure location and visitor parking within accessible locations in the public domain (and recommended to be dispersed across the village).

3.3 Loading and Servicing

The DCP 2022 requirements for residential flat buildings have been referred to for loading and servicing, being the closest land use in the DCP that is similar to this seniors living development. DCP 2022 only states that suitable clearance and manoeuvrability is required for service vehicles, with no specific requirement in relation to the type of service vehicles that need to be accommodated by the development.

Anglicare proposes to provide a loading area within the basement car park that can accommodate service vehicles up to and including an 8.8 metre Medium Rigid Vehicle and will provide a height clearance (basement to ceiling) of 4.5m for the relevant manoeuvring and loading/ unloading area.

3.4 Design Review

The car park and loading area will be reviewed in detail against the requirements of Ku-ring-gai DCP 2022 and the Australian Standards for Off Street Parking (AS/NZS2890.1:2004, AS 2890.2:2018 and AS2890.6:2022) as part of any future Development Application. The assessment will include (but not necessarily be limited to) a review of the following:

- driveway crossovers and ramp gradients
- basement circulation and manoeuvring
- bay and aisle widths
- adjacent structures and height clearances
- service vehicle provisions
- parking for persons with disabilities
- motorcycle parking.

It is expected that the parking and loading layouts provided as part of any future Development Application will be consistent with the dimensional requirements specified in the above documents.

4 Transport Assessment

4.1 Existing Traffic Generation

Stantec commissioned two-way traffic counts on all existing Site accesses to understand current vehicle movements generated by the Site. These counts were completed on Thursday 4th August 2022 from 7:00am to 10:00am and 3:00pm to 6:00pm.

Overall, the Site currently generates five vehicle movements during the weekday network morning peak and nine vehicle movements during the weekday Site morning peak. During the weekday afternoon peak periods, the Site generates 11 vehicle movements during the network peak which also coincides with the Site peak.

4.2 Future Traffic Generation

The adopted traffic generation rates for the proposed development consider the TfNSW Guide to Traffic Generating Developments 2002 (the Guide) and Technical Direction: Updated Traffic Surveys (TDT 2013/ 04a).

These rates are considered appropriate given that the target market for these seniors living residential apartments is largely owner occupiers, and also largely 'downsizers' nearing or already in retirement. Although car ownership rates tend to be slightly higher in this demographic, there is a more balanced use across the day rather than limited to peak period trips, with the Site's proximity to commercial and retail uses within the Turramurra Town Centre also making it more attractive for walking and cycling, rather than using private vehicles for most daily trips.

Given the weekday morning peak hour for seniors living developments do not coincide with the network peak hours, for the purposes of this assessment, it has been assumed that the generation will be 50 per cent of the weekday afternoon peak.

As such, the estimated traffic volumes are summarised in Table 5.

Table 5: Traffic volume estimates

Use	Size	Traffic generation rate (vehicle trips / unit)		Traffic generation estimate (vehicle trips / hour)	
		AM	PM	AM	PM
Residential	110 units	0.1	0.2 [1]	11	22

[1] PM Rate based on the Traffic Generating Developments 2002 (the Guide)

Table 5 indicates that the proposal could generate up to 22 vehicle trips during any weekday peak hour.

4.3 Transport Impacts

When considering the existing Site traffic generation (up to 11 vehicle movements per hour), the traffic generation of the proposal (up to 22 vehicle movements per hour) results in a net change of up to 11 vehicle movements per hour in any road network peak hour. This is the equivalent of one vehicle every six minutes in any road network peak hour.

On this basis, the additional traffic generated by the proposal is not expected to compromise the safety or function of the surrounding road network, including at the Pacific Highway/ Rohini Street and

Eastern Road/ Rohini Street intersections, whether it be the weekday or weekend network peak periods. This is because the development traffic would account for an insignificant portion of the existing and future traffic on the road network, including any potential changes to the future traffic arising from Council's long-term vision to relocate the traffic signals along the Pacific Highway from Rohini Street to Turramurra Avenue. This is also expected to be the case when considering the development's potential contribution to any cumulative impacts arising from other development in the area, although there is no known future development near the Site at the time of preparing this report.

Furthermore, the proposal is not expected to impact the capacity of the surrounding public transport network and services when considering the target market for these seniors living residential apartments, which will result in a more balanced use of existing services across the day rather than limited to peak period trips. Anglicare also owns and operates mini buses that are shared between their Sydney villages, which will further aide to reduce private vehicle trips generated by the proposal and provide alternate modes of travel for residents to key destinations nearby and in the broader region.

5 Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

1. The proposal seeks to amend existing planning controls for the Site to permit up to six-storey residential buildings that will provide 110 new independent living apartments (66 two-bedroom and 44 three-bedroom apartments), an ancillary café and ancillary communal areas.

2. Transport for NSW has been consulted during the preparation of this report, with the feedback received incorporated into the development proposal as required.

3. Application of the DCP 2022 and SEPP Housing 2021 requirements for Seniors Housing suggests a minimum of 22 car spaces are required for residents and their visitors. Given the Site is within 400 metres walking distance of a railway station entrance, a maximum of 189 spaces can be provided for residents and their visitors based on the DCP 2022 requirements for residential flat buildings in such a location. In addition, eight staff spaces, an ambulance space and a car share space are also required. The proposed total provision of 199 spaces complies with the DCP 2022 requirements.

4. It is expected that the parking and loading layouts provided as part of any future Development Application will be consistent with the dimensional requirements as set out in the Ku-ring-gai DCP 2022 and/ or the Australian Standards for Off Street Car Parking (AS/NZS2890.1:2004, AS2890.2:2018 and AS2890.6:2022).

5. The Site is expected to generate up to 22 vehicle movements in any weekday network peak hour. When considering the existing Site-generated traffic (up to 11 vehicle movements per hour), there is a net change (or additional generation) of 11 vehicle movements per hour which is the equivalent of one vehicle every six minutes in any road network peak hour.

6. As such, the proposal is not expected to compromise the safety or function of the existing and future surrounding road network (including the Pacific Highway/ Rohini Street and Eastern Road/ Rohini Street intersections), nor the capacity of the surrounding public transport network and services when considering the target market for these seniors living residential apartments will result in a more balanced use of existing services across the day rather than limited to peak period trips.

On this basis, the Planning Proposal can be supported from a traffic and transport perspective.

Appendix A TfNSW Consultation

Transport for NSW

23 June 2023

TfNSW Reference: SYD23/00665/01

Ashish Modessa
Senior Traffic Engineer
Stantec
Level 09, 203 Pacific Highway
St Leonards NSW 2065

REPR-PLANNI NG PR CONSULTA TFOI ANGLI CARE VI LLAGE - 51-53 ROHI NI STREET, TURRAMURRA – KU-RI N

Dear Mr Modessa,

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the pre-planning proposal for the redevelopment for 51-53 Rohini Street, Turramurra (the '*S u b j e c t*, referred to' Sri d us by Stantec on 02 June 2023.

TfNSW understands that Stantec is providing traffic and transport services to the Proponent (Anglicare), who proposes to lodge a Planning Proposal with the Ku-ring-gai Council in the future seeking to amend building height and floor space ratio controls under the Ku-ring-gai Local Environmental Plan 2015 for the Subject Site. This is intended to allow the redevelopment of the existing 110-studio unit retirement living development to meet modern day needs and demands.

The future redevelopment envisions introducing new community facilities such as a café and pool for the use of residents, with 2- and 3-bedroom Independent Living Units and proposes to preserve existing vehicle access along Rohini Street. TfNSW has reviewed the submitted information and questions, and preliminary comments are provided in **A t t a c h m** fo nc onsi **A** eration.

P l e a s e n o t e t h a t t h e c o m m e n t s p r o v i d e d a b o v e a n d i a r e n o t t o b e i n t e r p r e t e d a s b i n d i n g u p o n T f N S W a r P r o p o s a l c h a n g e o r f u r t h e r c o n s u l t a t i o n w i t h T f N D e t e r m i n a t i o n .

Thank you for the opportunity to provide advice on the subject Pre-Planning Proposal. Should you have any questions or further enquiries in relation to this matter, Xin Zhao would be pleased to take your call on 0466 599 538 or email: development.sydney@transport.nsw.gov.au.

Yours sincerely,

Carina Gregory
S e n i o r M a n a g e r , S t r a t e g i c L a n d U s e
L a n d U s e , N e t w o r k & P l a c e P l a n n i n g

ATTACHMENT A - Detailed TfNSW comments for the Pre Rohini Village, 51-53 Rohini Street, Turramurra.

Further Information required

TfNSW considers that insufficient information has been provided on the proposed type/scale of redevelopment of the site, including the new community facilities, and no details have been provided of amendments (building height and floor space ratio) to planning controls. A Scoping report under the Department of Planning & Environment's *Local Environmental Making Guideline* or a high-level traffic impact assessment is essential for TfNSW to further assess the proposal.

Further consultation with TfNSW is encouraged when more detailed information is available, or scoping report or traffic assessment is ready for review. In this regard, TfNSW notes that a pre-lodgement meeting for the Planning Proposal has already been held with Ku-ring-gai Council.

Traffic Modelling

TfNSW has no requirement for intersection modelling considering the proposed redevelopment is unlikely to have a significant impact on the classified road network.

TfNSW SP2 Road Widening

TfNSW has no proposal which currently requires any part of the subject site.

Pinch Point Program

TfNSW has no pinch point program currently involves the subject site.

Additional Development Setback

TfNSW has no additional development setback requirements currently for the subject site.

Potential Expansion or Alternation of Bus Service

TfNSW foresees limited to no impact on buses from this pre-planning proposal and notes that there are no immediate plans to increase bus service levels along the corridor.

Transport for NSW

20 July 2023

TfNSW Reference: SYD23/00665/02

Steve Manton
Principal Transportation Engineer
Stantec
Level 09, 203 Pacific Highway
St Leonards NSW 2065

RE: PRE-PLANNING PROPOSAL – ANGLICARE ROHINI VILLAGE
51-53 ROHINI STREET, TURRAMURRA

Dear Mr Manton,

Transport for NSW (TfNSW) appreciates the opportunity to provide comment on the Scoping Report and draft Traffic Impact Assessment (the draft *TIA*) of the redevelopment for 51-53 Rohini Street, Turramurra, referred to us by Stantec on 26 June 2023.

The Pre-Planning Proposal Scoping Report seeks to amend *The Ku-ring-gai Local Environmental Plan 2015 (the LEP)* for the land at 51-53 Rohini Street to:

- Increase the height of building (HOB) on the site from from 11.5 m to 17.5 m;
- Increase the floor space ratio (FSR) on the site from 0.85:1 to 1.5:1.

The scoping report envisions a redevelopment of the existing 110 Independent Living Units (ILUs) retirement living to meet modern day needs and demands. The scoping report proposes to introduce new community facilities such as a café for the use of residents, redesign ILUs with no increase in the number of units, and proposes to consolidate car parking which is currently split across three locations across the site into a single common basement accessed from Rohini Street.

TfNSW has reviewed the submitted information and questions, and preliminary comments are provided in **Attachment A** for consideration.

*Please note that the comments provided in **Attachment A** are of a preliminary nature. They are not to be interpreted as binding upon TfNSW and may change should the nature of the Planning Proposal change or further consultation with TfNSW is conditioned as part of any Gateway Determination.*

Thank you for the opportunity to provide advice on the subject Scoping Report and draft TIA. Should you have any questions or further enquiries in relation to this matter, Xin Zhao would be pleased to take your call on 0466 599 538 or email: development.sydney@transport.nsw.gov.au.

Yours sincerely,

Dipen Nathwani
A/Senior Manager, Strategic Land Use
Land Use, Network & Place Planning

ATTACHMENT A - Preliminary TfNSW comments on the Scoping Report and Draft TIA for Anglicare Rohini Village, 51-53 Rohini Street, Turramurra.

Access Arrangement

TfNSW notes that the development seeks to consolidate the currently spread car parking into one basement car parking with access in the south-eastern corner of the Site from Rohini Street and proposes a secondary vehicle access from the northern most end of Rohini Street to service a loading dock and waste collection.

TfNSW encourages the proponent to further consult with Ku-ring-gai Council noting the Council intends to relocate traffic signals from Rohini Street to Turramurra Avenue to reduce traffic flows on Rohini Street as per the Turramurra Public Domain Plan (dated March 2022).

Car Parking

TfNSW notes that the proposed car parking spaces are inconsistent in the draft TIA and Scoping Report, including residential parking (220 spaces – Scoping report; max. 171 spaces – draft TIA), visitor parking (28 spaces – Scoping report; 18 spaces – draft TIA) and café parking (7 spaces – Scoping report; 0 spaces – draft TIA). Although the draft TIA is provided of preliminary nature and is subject to changes in the future, e.g. additional car parking for staff to be considered, TfNSW suggests clarifying the amount of proposed car parking and providing consistency in future reports.

TfNSW is also supportive of Travel Demand Management (TDM) measures, such as appropriate maximum parking rates, to reduce private vehicle dependence and support a shift to public and active transport modes. Given the site is in close proximity to public transport (within 400 metres walking distance of the Turramurra railway station), TfNSW encourages the proponent to consider adopting relatively lower parking rate (in consultation with Council) in accordance with the *Ku-ring-gai DCP 2022*.

Loading and Servicing

TfNSW notes that the draft TIA proposes to provide a loading area within the basement car park. To ensure the development's loading and servicing demands can be wholly accommodated within the site, it is recommended that any proposed development provide adequate freight and service vehicle spaces. Provision of loading spaces should be based on research / rates similar to TfNSW's 2021 Freight and Servicing Last Mile Toolkit - Freight and Servicing - home | nsw. TfNSW recommends that loading and servicing provisions should be provided to council's satisfaction.

Sydney Trains

Sufficient information does not appear to have been provided in regard to the design of the consolidated basement car parking. Considering the site is adjacent to the railway corridor, should the proponent wish to discuss Sydney Trains' requirements prior to the lodgement of their Planning Proposal, it is recommended to reach out to Sydney Trains directly at DA_sydneytrains@transport.nsw.gov.au. Sydney Trains will endeavour to provide any relevant advice from a rail perspective such as necessary setbacks from the rail corridor, potential design constraints, and other requirements relating to the safety and structural integrity of rail land/assets.

Noise attenuation

Future senior living development on the site should consider appropriate noise attenuation measures through design measures, architectural treatments, setbacks, durable materials and landscaping particularly along the site's frontage to the railway corridor.