

Mr Timothy Walsh
Environmental Planning Officer
Strategic Planning
Randwick City Council
30 Frances Street
Randwick NSW 2031

Dear Mr Walsh

Little Bay Cove Planning Proposal – Meriton Alternative Masterplan and Supporting Documentation

Thank you for your correspondence dated 9 April 2020, requesting Transport for NSW (TfNSW) review and comment on the above. It should be noted that the proponent has also provided a revised transport assessment to TfNSW under separate cover.

We have no objections to the Planning Proposal proceeding through the Gateway process. The revised transport assessment by The Transport Planning Partnership (TTPP) dated 16 March 2020, has been reviewed. There are some matters outlined below with further detail in **TAB A** that can be addressed post Gateway approval.

We support the preparation of a Green Travel Plan (GTP) for the precinct that includes measures to encourage the use of public transport, walking and cycling. The proposed traffic generation rates used in the TTPP report would somewhat rely on the success of the GTP initiatives and enhancement of existing public transport in the area. In this regard, it can be reasonably assumed that TfNSW will enhance existing bus services in the area associated with the recent commencement of operations of the CBD Light Rail project.

Should Council proceed with the planning process seeking gateway determination, it is suggested that the transport assessment should be updated prior to public exhibition. This should be supported by revised transport modelling undertaken in consultation with TfNSW as outlined in the more detailed comments in **TAB A**. It is also requested that any other outstanding TfNSW matters provided to Meriton as part of the consultation dated 11 November 2019 should be addressed and included in the revised detailed transport assessment mentioned above.

Thank you again for the opportunity of providing advice for the above Planning Proposal. If you require clarification of any issue raised, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely



24/4/2020

Mark Ozinga

Principal Manager, Land Use Planning and Development
Customer Strategy and Technology

Objective Reference CD20/02973

TAB A – Detailed Comment for the Planning Proposal Traffic and Transport Responses (Traffic Report) prepared by The Transport Planning Partnership (TTPP)

Measures to Reduce Private Car Usage

Comment

The Traffic Report states the following:

“It would however be practical to provide a Green Travel Plan for the precinct. For example, TTPP staff have been involved with the Harold Park development since 2011 where the implementation of the travel plan has resulted in significant traffic generation reductions of the residential blocks. The subject site is well located to take advantage of many similar measures to those proposed at Harold Park.

The measures at Harold Park included:

- *Compliance with the stringent parking controls applicable to the site.*
- *Creation of street networks and associated cycle ways, footpaths and links to encourage cycling and walking.*

The preparation of a Green Travel Plan for the precinct is supported, including policy and infrastructure initiatives that would encourage the use of public transport, walking and cycling.

Recommendation

It is recommended that the planning proposal be further supported by a site specific DCP which includes key matters such as: potential for maximum and reduced parking rates, dedicated parking and storage spaces for motorcycles and bicycles, vehicle and active transport access to and through the site / precinct, etc.

Further, consideration may need to be given to other travel demand management measures with a view to support trip containment and encourages sustainable travel choices, including:

- i. Staged development across the site, in accordance with the availability of supporting network upgrades and measures to help encourage the early adoption of public transport use;
- ii. Provision for a mix of land uses on the site to facilitate trip containment.
- iii. Consideration for reduced and maximum parking rates supported by a provision within the Local Environment Plan or site specific DCP.
- iv. Other traffic demand management measures, such as wayfinding, car share schemes and travel plans to complement (i), (ii) and (iii) above.

Traffic Generation

Comment

The Traffic Report prepared by TTPP states the following:

“The amended traffic generation has been based on the ‘Trip Generation Surveys: High Density Residential (Car Based) Analysis Report’ compiled by Bitzios Consulting (20 October 2017) that was commissioned by the Roads and Maritime Services (RMS).”

The revised vehicle trip rates that have been adopted are:

- *AM peak hour: 0.28 trips per dwelling unit*
- *PM peak hour: 0.34 trips per dwelling unit*
- *Weekends peak hour: 0.29 trips per dwelling unit"*

It should be noted that the above revised vehicle trips are average rates derived from multiple sites located in the Sydney Region. Some of these sites included in the Bitzios report have traffic generation rates more than 0.5 trips /dwelling.

It is acknowledged that there is likely to be enhanced local bus services in the area to align with the soon to be opened light rail services to Kingsford. This would influence the likely use of public transport for the proposed future residents of the development.

Recommendation

Further work will need to be undertaken by the proponent post Gateway approval in consultation with TfNSW to provide further numerical and / or benchmarking evidence to support the traffic generation rates proposed by TTPP.

Traffic Modelling

Comment

The Traffic Report prepared by TTPP does not include the following information:

- Existing and future peak hour turning movements (with and without the development proposal) at the intersections; and
- SIDRA output for the existing and future development scenarios - Detailed modelling output results on phasing, lane by lane queuing, etc.

Recommendation

Following resolution of the assumptions regarding travel behaviour (including traffic generation rates mentioned above), the traffic modelling should be revised. Existing and future peak hour turning movements at the intersections and electronic and hard copies of SIDRA files would also need to be provided to TfNSW for review and endorsement.

Proposed Improvements

Comment

Intersection improvements identified in an updated traffic report should be supported by a strategic concept design to determine land acquisition and constructability issues such as location of key utilities.

Recommendation

It is requested that the applicant demonstrate that all proposed traffic and transport upgrades are physically feasible.

Costing of Infrastructure

Comment

Without strategic concept designs, there is a risk that the true cost of the works might be significantly underestimated, particularly if property acquisition, utility relocation or major works is required.

Recommendation

It is requested that strategic concept plans and strategic costings (with appropriate contingencies) for all upgrade works identified be provided. The strategic concept plans and costings would need TfNSW endorsement. Note: The strategic costing information will need to be provided post Gateway.

Voluntary Planning Agreement

Comment

The Traffic Report states the following:

“It is not reasonable that the proposed development should solely fund the suggested improvements but a contribution to the costs could be negotiated through the VPA process. To that end, the Arup report indicates the level of development traffic expressed as a percentage of the total traffic at those intersections. This could easily form the basis of any contribution.”

Recommendation

It is requested that:

- The Proponent need to pay their contribution based on the traffic increase as a result of the development proposal compared to total increase in traffic volume from the development and traffic growth; and
- The Planning Proposal also be supported by a draft VPA funding mechanism which provides details of road and transport infrastructure works required to support the Planning Proposal. This mechanism must also identify the timing of the various infrastructure works along with ensuring that key infrastructure works would be delivered as works-in-kind by the proponent.