



17 January 2012
Ref 09260

NSW Department of Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attn: Ms Amy Watson

Dear Amy,

SHEPHERDS BAY CONCEPT PLAN TMAP

I refer to your email dated 22 December 2011 addressed to Mr Brian Mann requesting additional information in respect of the Shepherds Bay Concept Plan. The following advice has been prepared in response to the traffic matters raised in your email.

The traffic assessment undertaken for the Shepherds Bay Concept Plan comprised 2 reports prepared by *Varga Traffic Planning Pty Ltd* and by *Road Delay Solutions Pty Ltd*. The latter report prepared by *Road Delay Solutions Pty Ltd* addressed all the issues subsequently raised by the RTA, Transport NSW and the Council, however this report was *inadvertently* not submitted to the Department with all the other concept plan documentation. The report prepared by *Road Delay Solutions Pty Ltd* provided a comprehensive assessment of the transport impacts of the development proposal, in accordance with DOT/RTA 2000 requirements for the preparation of TMPs.

I note that the TMAP is based on a total of 3000 dwellings, although the number of dwellings proposed has since been reduced to 2000 dwellings. In broad terms, based on the traffic generation rates nominated in the RTA *Guidelines*, the reduction in the scale of the proposed residential development would reduce the cumulative traffic generation potential of the residential development from 870 vph to 580 vph during commuter peak periods. By way of comparison, the existing industrial landuses, if fully occupied, would have generated in the order of 720 vph based on the traffic generation rates nominated in the RTA *Guidelines*.

In essence therefore, the reduced scale of the proposed development is expected to generate *less traffic* during commuter peak periods than the previous industrial uses of the site, based on the rates nominated in the RTA *Guidelines*.

I note also that, as the TMAP is based on 3000 dwellings rather than the 2000 dwellings now proposed, the TMAP therefore provides a substantially *more rigorous* assessment of the traffic and transport impacts of the development than would be achieved by preparing a revised TMAP based on the reduction to 2000 dwellings.

The preparation of a *revised* TMAP to assess the *reduced scale* of the revised development would be a major undertaking in terms of time and expense. Given that the reduction in the scale of the development will result in reduced impacts on the traffic and transport network, there would seem to be little utility in preparing a *revised* TMAP, given the *more rigorous* nature of the *current* TMAP (which is based on 3000 dwellings).

It may however, be prudent to arrange a meeting between the project traffic engineers and Council/DOT staff to alleviate any concerns which may have arisen as a consequence of the late submission of the *Road Delay Solutions Pty Ltd* report.

Please do not hesitate to contact me on telephone 9904 3224 should you have any enquiries.

Yours sincerely

A handwritten signature in black ink, appearing to read 'R. Varga', with a long horizontal stroke extending to the right.

Robert Varga
Director
Varga Traffic Planning Pty Ltd