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Department of Planning and Infrastructure
23 Bridge Street
Sydney NSW 2000

23 March 2012

Dear Sir / Madam

**Re: Adequacy of Environmental Assessment Balmain Leagues Club (MP 11_0015)
Rozelle Village Transport and Accessibility Management Plan
Supplementary Information**

The following provides further information and clarification on traffic and transport matters raised in the Department of Planning and Infrastructure's request (21/3/2012) for further information.

1. Access Arrangements at Victoria Road

As documented in the TMAP, right turns from Victoria Road into the site access will be banned. All other movements will be permitted. The phasing of the traffic signals is described in Section 3.6 of Working Paper 4 shown in Appendix B.

Essentially the signals will run three phases with exits from the car park running in a separate phase to Victoria Road and Wellington Street movements.

It should be noted that trucks exiting from the site's loading dock will exit to Victoria Road in a dedicated truck lane from the loading dock. At the Victoria Road intersection separate turning lanes will separate cars from trucks as they turn onto Victoria Road. For trucks entering the site a slip lane within the site will allow trucks to peel off the general traffic stream before access the separated loading dock area.

It is also noted that the site access arrangements are consistent with the site specific DCP which requires a single vehicle access to Victoria Road which is to accommodate trucks (not permitted via Waterloo Street) and public car park traffic.

2. Pedestrian Conflicts and Delays along Victoria Road

The proposed car park access at Victoria Road will create a pedestrian crossing of the vehicle access. This crossing will be controlled with signals for the exit lanes and through entry from Wellington Street. The crossing of the left turn entry slip lane will be via a designate marked pedestrian crossing.

The introduction of a vehicle crossing will create delays to pedestrians travelling along the site's frontage to Victoria Road where there was previously no delay. The delay would not be excessive as the traffic signal phase where the pedestrians can cross the access is when the Victoria Road traffic runs which is the longest phase.

Notwithstanding the above, the introduction of delays to pedestrians at the signals is required to enable safe pedestrian crossings of the proposed access at Victoria Road.

The proposed access at Waterloo Street will provide access to residential uses only and as such the traffic flows are relatively low. The access driveway will be designed to ensure safe sight lines between vehicles and pedestrians are provided in compliance with Australian Standard (AS2890.1) requirements.

3. Additional Bus Stop along Victoria Road

No additional bus stop is proposed along Victoria Road as part of the Rozelle Village development proposal.

4. Waterloo Street Late Night Taxi Rank and Club Exits

The road frontages of the site constrain the options for the provision of a taxi rank. The pedestrian exit from the Club fronts Victoria Road, however the high traffic volume, its speed, the proximity to the ridge at Darling Street and the access lane for the site's parking and loading dock eliminate the option for a taxi rank at this location. The residential foyer fronts Waterloo Street at the site's closest point to Darling Street. The best amenity for the residential need for a taxi rank is at this location. Waterloo Street is a predominately residential street, however the land use towards Darling Street is commercial providing a balance against the negative impacts for the location as a taxi rank as a non-residential amenity.

The existing multiple driveways fronting Waterloo Street have served local retail and Club access. The proposed driveway access replaces these access points and is exclusively for residential use. All other site uses, including visitors and employees of the Club access parking on site via the frontage to Victoria Road. The proposed development thus amends the previous traffic management to return Waterloo Street to be predominately residentially trafficked.

5. Waterloo Street Driveway Potential Impacts

The Waterloo Street site access will only provide access to residential parking spaces. The estimated traffic generation of the residential uses of the site are relatively low and can be accommodated within the Waterloo Street capacity.

Residents of the Rozelle Village development will have good access to a range of public transport services and while they may own a car and park it on the site, will not necessarily use it to travel in the peak periods.

It is noted that the site specific DCP envisaged the provision of a site access in Waterloo Street as proposed.

6. Justification for Proposed Victoria Road Parking Amendments

Parking is not permitted along Victoria Road during the weekday AM or PM peak commuter periods. These clearway restrictions are implemented to maximise traffic flow for both cars and buses during busy periods.

Parking is permitted on sections of Victoria Road outside of these periods. However, the traffic analysis undertaken in the TMAP indicated that for the provision of car parking on Victoria Road has a significant adverse impact on the operation of the Victoria Road / Darling Street intersection. This impact occurs with or without the traffic associated with the Rozelle Village development.

As noted in Section 5.5.1 of the TMAP, RMS are currently proposing a 24 hour 7 day a week clearway along Victoria Road between The Crescent and the Iron Cove Bridge in order to improve the traffic efficiency along Victoria Road for buses and general traffic outside of the AM and PM weekday peak periods.

The removal of parking on Victoria Road on the southbound (eastbound) approach to the Darling Street intersection as proposed in the TMAP is consistent with the RMS's proposal.

7. Inner West Busway Inclusion in the Traffic Analysis (Modelling)

The road network traffic modelling undertaken as part of the TMAP assessment was based on the RMS's Inner West Busway SCATSIM model developed for the assessment of the Inner West Busway.

The SCATSIM model was updated for the assessment of the Rozelle Village development to include:

- Road configurations for each peak period assessed to represent conditions post construction of the inner west busway; and

- Bus travel times (surveyed) with post construction conditions.

As such the Rozelle Village traffic assessment included the physical and operational conditions along Victoria Road following the opening of the Inner West Busway.

8. Bus Trip Time Delays

As noted in Section 6.3 of the TMAP, the development of the Rozelle Village proposal will not have a significant impact on the operation of bus travel times for the peaks and direction where the Inner West busway operates.

When the Inner West busway is not operating and buses travel with the general traffic flows, then some minor delays to buses (and general traffic) is experienced with the development of the Rozelle Village site, the Carrier site and other developments in the area.

9. Consideration of On Site Car Share Spaces

On site provision of car parking spaces specifically allocated to a car share scheme (ie. Go Get) is included in the proposal (see Section 6.9 page 52 of the TMAP).

We trust that the above satisfactorily addresses the Department's request for further information.

Yours Sincerely

Jason Rudd
Associate Director – Transport Planning