

2 March 2022

Michael Sada

Hansen Yuncken Pty Ltd
Sydney Corporate Park
Building 1, L3, 75-85 O'Riordan Street
ALEXANDRIA NSW 2015

Dear Michael

Reference: TAFE NSW Meadowbank SSD-10349 Section 4.55(2) Additional Levels in Multi-Storey Car Park - Response to Transport-Related Submissions

A Section 4.55(2) application was lodged with the Department of Planning, Industry and Environment (DPIE) for the TAFE Meadowbank Multi-Trades and Digital Technology Hub (MTDTH) project as it relates to SSD-10349. The application sought approval for the construction of two additional levels on the approved two-storey car park adjacent to Block J on the TAFE Meadowbank campus. Stantec (formerly GTA Consultants) prepared a transport impact statement¹ to accompany the Section 4.55(2) application.

Subsequent to the DA being lodged, several submissions were received from Transport for NSW as well as the public in relation to traffic and transport aspects. This letter has been prepared to specifically provide a response to these submissions. The relevant submissions from Transport for NSW have been reproduced below together with detailed responses. Similarly, the traffic and transport related items identified in the public submissions have been summarised below, with detailed responses.

Transport for NSW Submission

Comment: TfNSW request clarification as part of the Response to Submissions (RtS) regarding the justification for proposed increase in parking.

Response: The Transport and Accessibility Assessment prepared as part of the original SSDA identified the need for an additional 104 car parking spaces to be provided as part of the project in accordance with Ryde DCP 2014 requirements for the anticipated future increase in staff and students as part of the project. The current approval for the project involved the removal of 289 spaces and the addition of 277 spaces, noting that an additional 100 spaces were also made available on the western side of the campus as part of a separate planning approval. This represented a net increase of 88 spaces for the project, which represented a minor shortfall of around 16 spaces against Ryde DCP 2014 guidance, however was considered within the day-to-day variation in parking demand and tolerance of future staff and student estimates.

¹ TAFE NSW Meadowbank – SSD-10349 Section 4.55(2) Additional Levels In Multi-Storey Car Park Transport Impact Statement prepared by GTA, now Stantec dated 9 November 2021

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As detailed in the Transport Impact Statement dated 9 November 2021 for the Section 4.55(2), it is understood that the additional 100 spaces that were originally available on the western side of the campus at the time of the SSDA submission will be removed under a separate planning pathway. As such, the additional two levels of parking which will add 149 car parking spaces and effectively offset the loss of 100 car parking spaces that the project was relying on. Overall, there will now be a net increase of 137 spaces provided for the project, which exceeds Councils DCP requirement by 33 spaces to ensure the anticipated increase in parking demand for the project is met.

Further to this, it is recognised that parking demand by existing TAFE staff and students has historically exceeded the capacity of the car parking supply previously provided on-site, resulting in staff and students parking on-street. As such, the additional 33 spaces (beyond that required by DCP 2014 guidance) that will be provided as part of this project will assist with alleviating existing car parking demand associated with the site that currently occurs on the surrounding streets.

Comment: The increase in car parking provision may generate additional traffic to utilise the carpark. TfNSW recommends that the car park is restricted for the Meadowbank TAFE use only and that suitable controls should be provided at the carpark access point to address this part in the RtS.

Response: The multi-storey car park is for Meadowbank TAFE use only. Boom gates will be installed on entry and exit from the car park so as to avoid other users parking within the car park. Controlled access is part of the already approved design.

Comment: It is noted that preference is to reduce the amount of car parking for the proposed development in favour of travel demand management initiatives identified such as those identified in the original development consent – particularly considering the development planned is in-close proximity to Meadowbank Railway Station and West Ryde Station.

Response: Noted. As mentioned previously, the proposed additional car parking within the multi-storey car park only represents an additional 33 spaces from that recommended by the DCP 2014. It is recognised that parking demand by existing TAFE staff and students has historically exceeded the capacity of the car parking supply previously provided on-site, resulting in staff and students having to park on-street. As such, these additional 33 spaces will assist with alleviating any of the existing car parking demand associated with the site that currently occurs on the surrounding streets.

Concurrently, a detailed Travel Plan is being prepared for the TAFE campus outlining measures and initiatives to reduce private vehicle travel to the site, as a condition of the current consent.

Comment: Condition D14(b) of the development consent for SSD 10349, refers to 'Multi-Trades and Digital Technology Hub TAFE NSW Meadowbank Travel Plan (Issue E)' prepared by GTA Consultants. This document should be updated for the proposed modification of

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additional levels of the multi-story carpark. Condition D14(b) would need to be updated accordingly.

Response: The Multi-Trades and Digital Technology Hub TAFE NSW Meadowbank Travel Plan (Issue E)' prepared by GTA Consultants does not make reference to the total number of car parking spaces within the Multi-Trades and Digital Technology Hub or the multi-storey car park. As such, there is no need for this report or Condition D14(b) to be updated prior to approval.

As mentioned above, a detailed Travel Plan is currently being prepared to address Condition D14, at which point this detailed Travel Plan will supersede the Multi-Trades and Digital Technology Hub TAFE NSW Meadowbank Travel Plan (Issue E)' prepared by GTA Consultants as part of the SSDA.

Comment: *The Travel Plan should also be updated to include the development of a Car Park Management Strategy that encourages the use of car sharing and reduces the prevalence of single occupant car travel to the site, such as converting existing spaces to end of trip facilities and bike parking that support travel to the site by active transport modes.*

Response: The detailed Travel Plan will include specific tools and actions to help achieve the objectives and mode share targets as required by Condition D14(d).

Public Submissions

Submission 3: General comment regarding the direction of traffic circulation along the ramps being located on the See Street side of the building which may result in increased noise into See Street. Also general concern for increased traffic associated with the MSCP.

Response: Vehicle circulation is consistent with the lower levels of the car park. The current configuration of the car park and the ramps is considered appropriate, as it seeks to separate inbound vehicles to the eastern side of the car park and outbound vehicles to the western side of the car park, resulting in efficient operation of the car park. Changing the travel direction of the ramps would create more conflicts between vehicles on the ground level, as a result of inbound vehicles having to cross the travel path of outbound vehicles to access the upper levels of parking.

As mentioned previously, the proposed additional two levels of parking will not generate additional traffic beyond that estimated for the existing approval. Rather, the additional parking will ensure that the anticipated increase in parking demand associated with the project will be accommodated within the Meadowbank TAFE site, while also seeking to alleviate some of the existing on-street parking demand generated by the TAFE.

Submission 5: Concern about potential conflicts between pedestrians/ cyclists on See Street and increased vehicle movements entering and exiting the MSCP. Also general concern for increased traffic associated with the MSCP.

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Response: The proposed additional two levels of parking will not generate additional traffic beyond that estimated for the existing approval, but rather will result in a minor redistribution of traffic associated with vehicles that were previously parking on surrounding streets now parking within the multi-storey car park. Further to this, the proposal may result in an improvement to traffic operations and pedestrian/ cyclist safety surrounding the site from that previously assessed given that students and staff will have access to more available parking, reducing the need to circulate on surrounding streets to find an available parking space.

The increase in car parking spaces accessed from the See Street driveway near the intersection with Angas Lane as a result of this modification is minor, noting that the current approval assumed 100 existing spaces on the western side of the TAFE site which will now be removed as part of a separate planning pathway. As such, while 149 parking spaces will be added as part of this modification, the net increase in parking spaces accessed from this driveway on See Street is only around 49 spaces which is considered minor. Further to this, standard NSW Road Rules apply whereby vehicles are required to maintain a minimum 1 metre separation when passing a cyclist on roads with a speed limit of less than 60km/h, and are also required to give-way to any pedestrians/ cyclists on the footpath before entering or exiting the site.

Submission 6/7: Concern the proposed modification is doubling car parking numbers and the traffic impact has not been adequately addressed.

Response: As outlined above, the majority of the additional 149 car parking spaces being provided as part of this modification are offsetting the 100 car parking spaces that were previously available on the western side of the TAFE site, which will now be removed as part of a separate planning pathway. As such, the proposed additional levels of parking only represent around a 13 per cent increase in on-site parking from the current approval.

The proposed additional two levels of parking will not generate additional traffic beyond that estimated for the existing approval, but rather will result in a minor redistribution of traffic associated with vehicles that were previously parking on surrounding streets now parking within the multi-storey car park. Overall, the proposed modification is not anticipated to have an increased traffic impact from that previously assessed, and may result in an improvement to traffic operations surrounding the site given that students and staff will have access to more available parking, reducing the need to circulate on surrounding streets to find an available parking space.

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I trust this letter provides the necessary information. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

STANTEC AUSTRALIA PTY LTD

A handwritten signature in black ink that reads "B. Maynard". The signature is written in a cursive, flowing style.

Brett Maynard
Senior Principal Transportation Engineer