ROAD DELAY SOLUTIONS

Date: *Wednesday, 1 August 2012*
Ref: *20100099*

NSW DEPARTMENT OF PLANNING & INFRASTRUCTURE
GPO Box 39
SYDNEY NSW 2001

Attention: Ms Amy Watson

Dear Amy

SHEPHERDS BAY CONCEPT PLAN
TRAFFIC IMPACT ASSESSMENT

I refer to your email dated 22 December, 2011, addressed to Mr Brian Mann requesting additional information in respect to the Shepherds Bay Concept Plan. The following response is in reply to the traffic matters raised in your correspondence.

The traffic assessment undertaken for the Shepherds Bay Concept Plan comprised 2 reports prepared by *Varga Traffic Planning Pty Ltd* and *Road Delay Solutions Pty Ltd*. The latter strategic modelling report, prepared by *Road Delay Solutions Pty Ltd*, addresses the subsequent issues raised by the RMS, Transport NSW and Council, however the report was *inadvertently* not submitted to the Department with the concept plan documentation. The report provides a comprehensive assessment of the transport impacts of the development proposal, in accordance with DOT/RMS 2000 requirements for the preparation of TMAPs.

It should be noted that the strategic model assesses the cumulative effect of 3000 dwellings in the urban renewal project, an excess of 1000 lots to the proposed 2000 lot development presented in the concept plan. In broad terms, based on the traffic generation rates prescribed in the *RMS Guidelines*, the reduction in scale of the proposed residential development from 3000 to 2000 lots would reduce the residential traffic generation, associated with the development, by some 290 vph during the commuter peaks. By way of comparison, the current industrial landuses, if fully occupied, could generate in the order of 720 vph based on the traffic generation rates prescribed in the *RMS Guidelines*. Adopting the *RMS* rates, 2000 residential lots would generate some 580 vph and the proposed commercial activities a further 200 vph, while the existing industrial activities, assuming 100% occupation, would generate in the order of 720 vph. Therefore, in essence, the reduced scale of the development proposed in the Concept Plan will generate only 60 additional vehicles per hour during the commuter peak periods, based upon the *RMS Guidelines*.

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The strategic model reflects the following peak hour vehicle generations for the Meadowbank Employment Area (MEA), with a 10% mode shift to public transport…

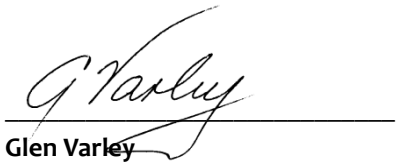
Landuse	RMS Prescribed Generation Rate	Modelled Generation Rate	Calculated RMS Generation (vph)	Modelled Vehicle Generation *incl. mode shift* (vph)
Shepherds Bay Residential (*3000 lots*)	0.29 vph/lot	0.3 vph/lot	870	899
Shepherds Bay Residential Concept Plan (*2000 Residential lots*)	0.29 vph/lot	0.3 vph/lot	580	
Commercial (*10,000m²*)	2 vph/100 m²	2.25vph/100 m²	200	225
Current industrial (*assumed 100% occupation*)			720	
Residual Residential	-	-	-	126
TOTAL				**1,250**

Given the strategic model has adopted 3000 residential lots rather than the proposed 2000 lots, it is considered that the traffic impact assessment offers a *more rigorous* review of the traffic and transport requirements within the precinct under full development.

It may be prudent to undertake a major stakeholders meeting to discuss the implications and ramifications of the development and the recommended strategy to sustain the proposed level of development within the MEA precinct.

Should you require clarification of any aspect, pertaining to this document, please contact Glen Varley of Road Delay Solutions Pty Ltd.

Yours sincerely,



Glen Varley
Director
Road Delay Solutions Pty Ltd