

Mark Brown
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Department of Planning & Environment
GPO Box 39 Sydney NSW 2001

Dear Mr Brown

**STATION NORTH AND STATION SOUTH SITE WITHIN THE NORTH RYDE
STATION URBAN ACTIVATION PRECINCT (SSD 6265)**

Thank you for your letter dated 8 April 2014 inviting Transport for NSW (TfNSW) to comment on the above. Please accept this as a joint TfNSW and Roads & Maritime Services (RMS) response.

TfNSW generally supports development in the precinct in accordance with the rezoning material associated with the Urban Activation Precinct including the findings in the North Ryde Station Precinct Project Transport Management and Accessibility Plan (TMAP). The TMAP included the following objectives:

- Adoption of Transit Orientated Development principles to maximise the use of public transport, walking and cycling
- Manage the transport impacts of the North Ryde Station Precinct Project on surrounding sites and transport networks
- Help reduce reliance on the private motor vehicle

TfNSW believes that in order for these objectives to be met the following statements of commitment should be given or otherwise conditions applied by Department of Planning and Infrastructure to achieve the following:

1. An addendum transport report be prepared that includes traffic impact assessment for the Wicks Road/Waterloo Road intersection and the intersections along Delhi Road reflecting the traffic generated by the revised development proposal and an "uncapped growth" scenario for traffic volumes across the road network to assess the impacts on future bus movements at these locations and to identify appropriate infrastructure works to minimise impacts on bus movements.

2. Implementing maximum parking rates which are at the bottom of the range allowed for in the relevant Ryde Council DCP as follows:
 - 1 bedroom apartment – 0.6 space per dwelling
 - 2 bedroom apartment – 0.9 space per dwelling
 - 3 bedroom apartment – 1 space per dwelling
 - Visitor parking – 0.1 space per dwelling
3. A commitment from UGNSW and the other development partners that the road network comprising Road 38, Road 18 and Julius Avenue will have swept paths capable of accommodating a 14.5 non rear steer bus. TfNSW also requests that a layover area be provided within the above mentioned road network to accommodate two (2) 14.5m buses with draw in/draw out space and provision of suitable signage or kerb indentation if necessary.
4. Ensuring the Intersection design for Delhi Road/Road 38 intersection is approved by the RMS. Signal plans and traffic signal modelling needs to be provided to the RMS to their satisfaction.
5. Ensuring Road 18 and Station Street be redesigned to accommodate through cycle access. Pedestrian and cycle access should also be maintained between Station Street and the pedestrian/cycle bridge over Delhi Road as proposed in the DCP.
6. The applicant works with TfNSW and Ryde Council to redesign these streets to achieve an acceptable transport function and quality public domain outcome within the Station Precinct. This action is necessary to ensure that a convenient and safe transport interchange is provided adjacent to North Ryde Station.
7. Direct consultation with the North West Rail Link Project Team on the design of the proposed station interface and public domain works. It is requested that consultation should occur as early as possible during the design process and prior to lodgement of any development application for station site north.
8. Supply of a copy of the Public Transport Facilities Plan with details to be provided for bus stops, taxi, kiss & ride facilities, cycle facilities and the interchange /access between these and the North Ryde station.
9. Continuation of work with TfNSW, RMS and Ryde Council to consider how improved infrastructure to provide better pedestrian access can be achieved along the key desire line for pedestrians between Road 38 and the intersection of Epping/Pittwater Roads. This corridor is an important desire line which links the station precinct to the residential catchment areas between Pittwater and Cressey Roads. The same link would also provide residents in the North Ryde Station Precinct with access to Epping Road bus services.

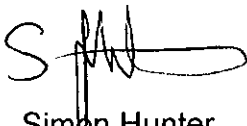
More generally TfNSW can advise:

1. TfNSW will continue to work with UrbanGrowth NSW (UGNSW) to identify the preferred scope of road infrastructure projects that complement the \$10.4 million funding already committed to the State Road Network. This includes any upgrade works on Delhi Road are provided in order to ensure that the optimal improvements are made to improve the traffic flow as well as bus services on the State Road network.
2. That a reduction in public transport kerbside space cannot occur on Delhi Road until the function and configuration of Delhi Road as part of a future sub-regional strategy is established.

The above issues and a suggested means of resolving them to TfNSW satisfaction is discussed in more detail at Annexure A.

For further information, please contact Mr Mark Ozinga, Manager Land Use Planning and Development on 8202 2198.

Yours sincerely



Simon Hunter

Acting General Manager, Land Use and Integrated Transport

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Annexure A

North Ryde Urban Activation Precinct Station Site North and Station Site South

Issue 1

The reported volumes of traffic generated in 2031 may be low and clarification of methodology is being sought from the proponent's traffic consultant. The importance of this issue is that the proponent might not have identified impacts on bus movements in particular at the Wicks Road/Waterloo Road intersection and the intersections along Delhi Road and appropriate infrastructures to minimise these impacts. TfNSW and RMS are working with UGNSW to address this issue.

Discussion

The *North Ryde Station Site North Infrastructure Works Development Application* is supported by a Transport Impact Assessment prepared by Parsons Brinckerhoff (PB). In discussing future 2031 traffic volumes applicable for the development at Section 4.2 PB make the following statement:

"The growth estimates from the (RMS) Emme model were adjusted to reflect the physical capacity of the road network."

TfNSW reading of the material provided suggests that future traffic growth along Epping Road and Lane Cove Road has been capped to the physical capacity of the existing intersections. It is acknowledged this approach can be traced back to the original TMAP. The consequence is that peak hour traffic volumes used for the Linsig Model are lower than the predicted 2031 traffic volumes in the RMS EMME model. TfNSW has discussed this issue with UGNSW who share TfNSW wish to come to a commonly agreed approach to this issue.

Proposed Resolution

The proponent should issue an addendum report with traffic impact assessment for the Wicks Road/Waterloo Road intersection and the intersections along Delhi Road using uncapped growth traffic volumes to assess the impacts on future bus movements at these locations. The report should identify appropriate infrastructure works to minimise impacts on bus movements.

Issue 2

Parking supply is too high given the unique location of this site on top of existing railway station and soon to be high frequency metro line. The applicant has proposed to provide parking using maximum car parking rate set out in the North Ryde Precinct DCP (NRP DCP) which limits 1 parking space per dwelling regardless of the number of bedrooms. By applying NRP DCP's maximum car parking rate, the estimated number of parking spaces are provided below:

- M2 Site – 2,771 spaces
- Station Site North – 329 spaces
- Station Site South – 861 spaces

The provision of a total of approximately 4,000 parking spaces immediately adjacent to the North Ryde Station means the Transit Orientated Development principles associated with the original TMAP might not be achieved. This quantum of car parking could also present a risk to the ability to manage the traffic impacts of the North Ryde Station Precinct on surrounding sites.

Discussion

NRP DCP limits 1 parking space per dwelling regardless of the number of bedrooms and 1 visitor parking space for 10 apartments. NRP DCP car parking rates have been compared with the following rates:

- City of Ryde DCP – 2010 rates for high density developments:
- *Sydney Local Environmental Plan (Green Square Town Centre) 2013 rates*. Green Square site is similar (if not slightly worse) compared to the North Ryde Station site in terms of public transport provision

	Number of Spaces/Apartment		
	North Ryde Precinct DCP (maximum)	City of Ryde DCP (range)	Green Square LEP (maximum)
1 bedroom	1	0.6-1	0.5
2 bedroom	1	0.9-1.2	0.8
3 bedroom	1	1.4-1.6	1.2
Visitor parking	0.1	0.2	0.157 (first 70 apartments) 0.0667 (remaining apartments)

Based on the above, the lowest rates set out in the Ryde DCP are similar to the maximum rates set out in the Green Square LEP in particular for 1 bedroom and 2 bedroom apartments and visitor parking.

Therefore, it is reasonable to adopt the following car parking rates which do not go beyond NRP DCP:

- lowest rates set out in the City of Ryde DCP for 1 and 2 bedroom apartments
- maximum rates set out in the NRP DCP for 3 bedroom apartment and visitor parking.

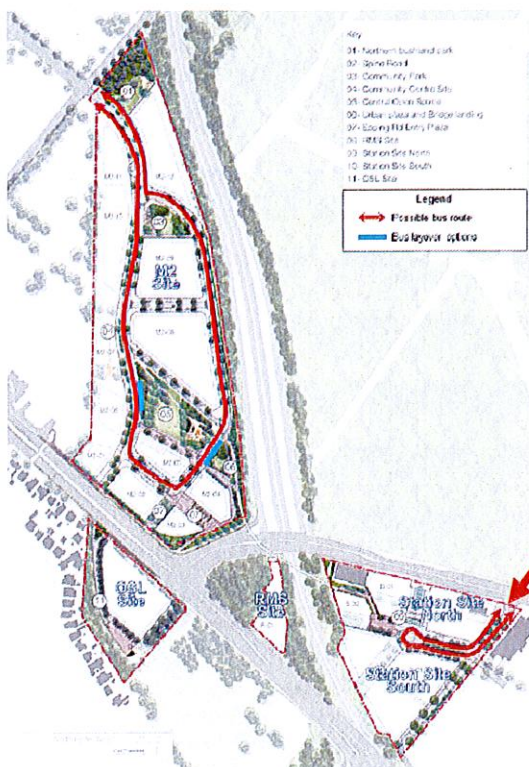
Proposed Resolution

TfNSW requests that the proponent commit to not exceeding the following car parking rates in relation to this site.

- 1 bedroom apartment – 0.6 space per dwelling
- 2 bedroom apartment – 0.9 space per dwelling
- 3 bedroom apartment – 1 space per dwelling
- Visitor parking – 0.1 space per dwelling

Issue 3

The 2012 TMAP clearly references bus turn around being provided in Station Street. Page 149 from the 2012 TMAP shows this below. The TIA states that it will now not be possible for a bus to turn around within the dimensions proposed for the Station Street cul-de-sac. UGNSW and the private proponent of the Station Site North have advised that this is necessary to accommodate the foot print of the proposed development.



Bus access to Station Street was envisaged in the original TMAP

Figure 11.1 Potential bus routes through the M2 Site and Station Sites

Discussion

UGNSW has suggested that Julius Avenue could be used as a bus turn around area. This proposal has been noted by TfNSW who have advised in return that this option increases service kilometres. Balanced against this it is also noted the Julius Avenue extension brings bus services closer to potential patronage generators including Riverside Corporate Park.

On balance TfNSW is accepting of the UGNSW/Country Garden position that buses cannot now be accepted in Station Street without a range of significant compromises in other areas. TfNSW has indicated it may seek to re-balance services so that more services are directed to the M2 Site while comparatively fewer of the services will be directed to Station Site South. UGNSW should recognise this will increase the need for supporting infrastructure in the M2 Site. This will or may include bus stops, bus layover, driver/toilet facilities and potentially a covering canopy on the pedestrian bridge. UGNSW and their development partners should also commit to recognise the need for the road network comprising Road 38, Road 18 and Julius Avenue to be connected and built to a standard able to accommodate the swept path of 14.5 metre non-rear steer buses. TfNSW also requests that a layover area be provided on these roads to accommodate two (2) 14.5m buses with draw in/draw out space. This will achieve practical achievement of Section 4.1 D of the North Ryde DCP *Ensure connector streets are designed to accommodate movement of buses.*

Proposed Resolution

UGNSW commits to the following:

- An assurance Road 38, Road 18 and Julius Avenue will be provided for bus turnaround inclusive of swept paths for 14.5m non rear steer buses and two bus layover spaces for 14.5 metre buses.
- Bus stops, bus layover, driver/toilet facilities to be committed to in the M2 site. UGNSW to undertake and report on the costs involved in providing a covering canopy on the pedestrian bridge from the M2 Site to North Ryde Station.

Issue 4

The following changes are proposed for the pedestrian, cyclists and public transport facilities along Delhi Road.

- The proposed relocation of the existing dedicated on-road cycle path.
- The removal of bus priority and bus stop relocation
- Future public transport (bus, taxi and kiss and ride) kerbside requirements

Discussion

The proposed relocation of the existing dedicated on-road cycle paths to the 'unused' footpath would inconvenience cycle users and create conflicts between cyclists and pedestrians accessing the station and station bus stops. As a bicycle commuter "through route", removal of the on-road bicycle lanes would disadvantage cyclists travelling past the station precinct onto other destinations. The removal of bus priority and bus stop relocation further away from the station would also reduce the customer outcomes for interchange at this station and should be avoided.

Future public transport (bus, taxi and kiss and ride) kerbside requirements at this location will not change at least until function and configuration of Delhi Road as part of sub-regional strategy is established. This strategy will consider the needs of road users and how best to support the transition of Epping to Chatswood Rail Line (ECRL) to the new Rapid Transit System.

Proposed Resolution

TfNSW will not support the proposed changes to public and active transport infrastructures on Delhi Road (including bus lanes, bus stops and cycle lanes) at least until function and configuration of Delhi Road as part of sub-regional strategy is established.

Issue 5

The proposed Station Street design does not adequately provide for safe cycle access.

Discussion

The NRP DCP 2013 identifies Station Street as a key part of the cycle route connecting the Riverside Business Park to the proposed pedestrian / cycle bridge over Delhi Road and active transport 'spine' through the M2 site to Waterloo Road. The route also provides access to the North Ryde Station and proposed additional cycle parking facilities located at the proposed new southern access to the station.

Road 18 currently accommodates marked on-street cycle lanes, however the intersection with Road 38 does not allow for a safe and convenient continuation through to Station Street. The route via Station Street to the pedestrian / cycle bridge currently conflicts with the sub-optimal kiss and ride zone and pedestrians entering the station. While cycle access through this route is strongly supported, the design needs to be revised to ensure safer access for cyclists.

Proposed Resolution

TfNSW requests that:

- the intersection of Road 18 and Station Street be redesigned to accommodate through cycle access.
- Station Street be redesigned to provide dedicated cycle access or extension of the shared zone
- pedestrian and cycle access is provided between Station Street and the proposed pedestrian/cycle bridge over Delhi Road.

Issue 6

The proposal to deliver kiss and ride access to North Ryde Station as part of the design of Station Street is supported in principle. TfNSW does not support the proposed design as indicated in the submitted plans and Transport Impact Assessment for the following reasons:

- The location of kiss and ride zone within the elongated turning area will cause dwelling vehicles to block turnaround movements. This would not be an acceptable outcome for kiss and ride customers or other precinct users.
- Placement of bollards immediately adjacent to kiss and ride drop off/waiting areas may conflict with vehicle door opening.
- The intersection design at Station / Road 18 / Road 38 prevents vehicles accessing the kiss and ride zone from key catchment area within the remainder of the Riverside Business Park (along Julian Avenue). This would significantly reduce the functionality of the kiss and ride zone and inconvenience customers from the employment area who would have to exit the precinct and re-enter via Delhi Road.

Discussion

Many of these issues are confirmed in the applicant's proposed Transport Impact Assessment (prepared by Parsons Brinckerhoff).

These issues require a redesign of Station Street and the adjoining access road surrounding the local park (which does not appear to meet DCP design requirements with respect to width of carriageways and adjacent footpaths). The intersection of Station Street, Road 18 and Road 38 should also be redesigned to allow vehicle access to the Riverside Business Park for kiss and ride and taxi pick-up / drop-off.

Proposed Resolution

Given the importance of ensuring convenient and safe transport interchange functions adjacent to the North Ryde Station, it is requested that the applicant work with TfNSW and Ryde Council to redesign these streets to achieve an acceptable transport function and quality public domain outcome within the Station Precinct. Transport for NSW undertakes to provide a suitable letter of acceptance advising when satisfactory arrangements are agreed.

Issue 7

Given the location of the proposed development adjacent to North Ryde Station, several interface issues are anticipated such as pedestrian access to North Ryde Station.

Discussion

The proposal indicates a future new pedestrian entry to North Ryde Station, which would presumably be delivered as part of the development of 'Station site north'. This would offer a potential opportunity to improve access to North Ryde station, which will be part of Sydney's new Rapid Transit Network, thereby supporting the objectives of achieving Transit Oriented Development.

Proposed Resolution

TfNSW requests that the applicant consult directly with the NWRL Project Team on the design of the proposed station interface and public domain works. It is requested that consultation should occur as early as possible during the design process and prior to lodgement of any development application for station site north. TfNSW will provide a letter of advice when suitable arrangements have been agreed.

Issue 8

The status of preparation of Public Transport Facilities Plan is not known at this stage.

Discussion

The North Ryde Station Precinct DCP requires (s.3.3) a 'Public Transport Facilities Plan' to be lodged with the first development application for residential/commercial development and approved prior to first occupation by residents/workers.

Proposed Resolution

TfNSW requests a copy of the Public Transport Facilities Plan with details of proposals for bus stops, taxi and kiss and ride facilities and cycle facilities and the interchange /access between these and the North Ryde station be provided.

Issue 9

It is noted that the development application proposal for Road 38 does not fully address the need to improve pedestrian access infrastructure between the North Ryde Station Precinct and Epping Road / Pittwater Road pedestrian crossing. This is identified on the North Ryde Station Precinct DCP 2013 as 'Recommended pedestrian upgrade.'

Discussion

Provision of safe and convenient pedestrian access within precincts surrounding stations and transport interchanges is an issue of key interest to TfNSW. In that regard, the proposed development includes many positive initiatives such as provision of street trees, active ground floor uses, calmed traffic environments and through site pedestrian links, which are supported.

Pedestrian access between Road 38 and the intersection of Epping/Pittwater Roads is an important desire line for customers accessing North Ryde Station from residential catchment areas between Pittwater and Cressey Roads, and could also provide residents in the North Ryde Station Precinct with access to Epping Road bus services. The current footpath arrangement requires an inconvenient 'double back' movement via a ramp to Lucknow Road near the intersection with Rivett Road which is sub-optimal.

Proposed Resolution

TfNSW requests that UGNSW work collaboratively with TfNSW, RMS and Ryde Council to consider how improved pedestrian access infrastructure can be achieved along this key desire line between Road 38 and the intersection of Epping/Pittwater Roads. TfNSW will provide a letter of advice when suitable arrangements have been agreed.

Issue 10

Due to the number of parties involved in the planning of this precinct and the complex ownership arrangements, there is a risk that the lack of design co-ordination may fail to achieve the desired Transit Oriented Design (TOD) outcomes for the precinct.

Discussion

The NRP DCP 2013 envisioned this precinct being designed as a Transit Oriented Development. However due to the various parties involved in the planning of this precinct, particularly in relation to road and transport infrastructure management, there is a risk that the precinct will fail to achieve an integrated transport and land use outcome.

There appears to be a need for a more co-ordinated management approach to ensure that the precinct achieves the DCP's vision for a Transit Oriented Development and provides an integrated transport system with minimal impacts on the surrounding road network.

Dedication of new access streets, including Station Street, as public roads would be highly desirable.

Proposed Resolution

TfNSW requests that the proponents work collaboratively with TfNSW and Ryde Council to ensure that transport access arrangements in the vicinity of North Ryde Station are effectively co-ordinated to achieve the outcomes stated in the NRP DCP 2013.

General advice to Department of Planning and Environment

Delhi Road Upgrades

The traffic report prepared for the development application has recommended that the upgrade of a small section of Delhi Road be undertaken. The proposed upgrade is unlikely to improve the overall performance of Delhi Road.

Discussion

A whole of Delhi Road Strategy needs to be developed to define the future function of this road. Once this strategy is developed then high priority projects that have the potential to improve the overall performance of Delhi Road could be selected for possible expenditure of the offered State Infrastructure Contributions.

Resolution

TfNSW will continue to work with UGNSW to identify the preferred infrastructure projects that will complement the \$10.4 million funding already committed to ensure optimal improvement are made to improve the traffic flow on the State Road network.

Delhi Road Traffic Signals

Traffic modelling has been undertaken by modifying the signal timing to reduce the delays along Road 38 at the Delhi Road/Road 38 intersection.

Discussion

It is not clear from the traffic report how the reduction in delays along Road 38 is achieved in detail. It should be noted that in regard to the proposed changes to signal phasing at Road 38/Delhi Road, Roads and Maritime SCATS system will allocate green time as needed in the future based on existing priorities built into the traffic signal system. These priorities include traffic flow on Lane Cove Tunnel/M2 and Epping Road.

Resolution

The applicant must provide the details of signal timing used in the traffic model to RMS Transport Management Centre for their review and concurrence.