



M^CLAREN TRAFFIC ENGINEERING

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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

16th February 2018

Reference: 17765.02FA

TMG Developments Pty Ltd
Level 4, 55 Grafton Street
BONDI JUNCTION NSW 2022
Attention: Rosemary Croyden

REPLY TO THE DEPARTMENT OF PLANNING AND ENVIRONMENT'S RESPONSE TO THE TMG OBJECTION SUBMISSION FOR THE WBACP AT PIER 2/3 AND WHARF 4/5. WALSH BAY

Dear Rosemary,

Reference is made to your request for *M^CLaren Traffic Engineering* to provide a reply to the *Department of Planning and Environment's* response to the initial *M^CLaren Traffic Engineering Peer Review* dated the 8th of December 2017.

The *M^CLaren Traffic Engineering* peer review was conducted of the parking impact assessment of the proposed Arts and Cultural Precinct at Pier 2/3 and Wharf 4/5, Walsh Bay, and was submitted by *TMG Developments* as part of their submission to the *Department of Planning and Environment*, being unsupportive of the car parking assessment undertaken for the proposed *Walsh Bay Arts and Cultural Precinct (WBACP)*.

The *M^CLaren Traffic Engineering* assessment outlined the following in its introduction;

"The assessment provided within the GTA reports in regards to the parking impact of the proposed development of the WBACP is inadequate due to the scale and nature of the proposal. No weight can be given to the provided analysis due to the lack of sufficient supporting information and lack of significant impact analysis which has all contributed to an inadequate assessment of the parking impacts of the proposal, which undoubtedly will lead to intolerable parking congestions within the Walsh Bay Precinct."

M^CLaren Traffic Engineering stands by this assessment as an accurate reflection of our opinion on the insufficient assessments undertaken by *GTA Consultants*, including the updated assessments provided in response to the public submissions, that do not adequately address the issues initially outlined in the submission (objection) dated 8th of December 2017.

The *Department of Planning and Environment* has failed to adequately address the shortfalls in the original assessments conducted by *GTA Consultants*. In particular, the following has not been adequately resolved:

- 1 The *Matrix Traffic* parking occupancy surveys that have been used as the basis of the *GTA* assessment have not sufficiently accounted for the environmental factors that would impact their results. No inclusion of additional supporting evidence has been provided accompanying these surveys outlining the events, functions and other contributing factors that would have impacted these surveys. Population and patronage levels of nearby entertainment venues were not recorded.
- 2 Absolutely no quantitative supporting evidence has been provided as proof to the continued claim that these parking occupancy surveys reflect a '*typical (everyday) demand*' for the Walsh Bay area. The selection of the 27th August 2016 and 31st August 2016 are not supported by detailed analysis of the events occurring on those days and their patronage levels, along with how the surveyed days compare in terms of average patronage levels. This claim is unjustified and unsupported.
- 3 Inadequate analysis of the commercial carpark supporting the Walsh Bay precinct has been provided including the lack of simultaneous surveys across all parking areas including Hickson Road and the insufficient analysis of peak parking demand within the commercial carpark based on a completely inadequate 'spot check' of parking occupancy. No weight can be given to the analysis based upon this 'spot check' data.
- 4 Completely unsupported and unjustified claim that the '*overall demand for parking in the surrounding area is low relative to supply*'. The evidence provided across the commercial and on-street parking areas do not adequately support this assertion.
- 5 Complete disregard to the 2011 *Journey to Work (JTW)* data which identify a private vehicle utilisation rate within Walsh Bay of at least 30%, which does not support the 8% mode split rate applied for this development. This 8% rate is clearly not justified and represents a significant shortfall in the analysis conducted by *GTA* in their assessment.
- 6 Inadequate reliance on public transport as justification for the lower private vehicle mode split utilised. It is important to note that all major CBD public transport hubs are greater than a 1km walk from the site, and is not convenient for many people trying to access the site. Many of these people will likely choose to drive instead of catching public transport to access the Walsh Bay precinct as reflected in the *JTW* data.
- 7 The application of the *Barangaroo Integrated Transport Plan* is overstated and unjustified, due to the significant differences in both public transport accessibility and land use between the two sites. It is strongly believed that any use of this plan in supporting the WBACP should be limited.
- 8 Incomplete and insufficient justification has been provided as to the capacity for the Walsh Bay area to accommodate the impact of the WBACP, especially related to increasing the likely occurrence of simultaneous large events within the precinct, which would have a considerable impact on car parking supply within the local area.

Again, we reiterate our original findings that the proposal will '*produce intolerable parking congestion within the Walsh Bay area*' and that the identified '*significant shortfalls*' in terms of adequate analysis have not been adequately addressed in the *Departments of Planning and Environments* response to submissions.

Our original conclusion still stands, stating;

'Without appropriate and well-based analysis and justification of the conclusions made within these reports, no weight can be given to their outcomes.

The true impact of this proposed Walsh Bay Arts and Culture Precinct is underestimated and should be reassessed in an appropriate manner.'

Please contact the undersigned should you require further information or assistance.

Yours faithfully

McLaren Traffic Engineering

A handwritten signature in black ink, appearing to read 'Craig McLaren'.

Craig McLaren

Director

BE Civil. Graduate Diploma (Transport Eng) MAITPM MITE [1985]

RMS Accredited Level 3 Road Safety Auditor

RMS Accredited Traffic Control Planner, Auditor & Certifier (Orange Card)

ANNEXURE A: CURRICULUM VITAE



Craig McLaren
(Director)

Craig is an acknowledged traffic consultant since the company inception in 1995. The company's primary function has been to serve both the public and private sectors focusing on traffic impact assessments, transport planning, special event transport planning, local area traffic management, road safety and expert evidence at Land and Environment Court, Supreme Court and the Commission of Inquiry.

Qualifications

Bachelor of Civil Engineering, UNSW, 1985

Graduate Diploma in Traffic Engineering, University of New South Wales, 1991

Accredited Level 3 Road Safety Auditor, 1998

Traffic Control Plan Certifier (Orange Card), 2012

Affiliations:

Member, Australian Institute of Traffic Planning and Management - AITPM

Member, Institute of Transportation Engineers USA (Australian Branch) – ITE

Experience:

MCLAREN TRAFFIC ENGINEERING

1995 to date:

Director and experienced traffic engineer responsible for the conduct of all facets of traffic impact assessment ranging from report preparation, design advice and giving evidence at the Land and Environment Court.

Curriculum Vitae

Trading as McLaren Traffic Engineering © RAMTRANS (AUST) Pty Ltd (2013)



SINCLAIR KNIGHT MERZ

1994 to 1995:

Executive Traffic Engineer. Responsible for the conduct of all facets of traffic impact assessment ranging from report preparation, design advice and giving evidence at the Land and Environment Court.

TRANSPORTATION WORKSHOP

PLANNING

1989 to 1994:

Senior Associate. Responsible for the conduct of a vast number of traffic impact assessment report and gained invaluable experience in giving expert evidence before the Land and Environment Court.

ROADS AND TRAFFIC AUTHORITY, NSW

1988 to 1989:

Traffic Engineer, Traffic Engineering Section, involved in traffic/transport research, policy development and assisting councils in the application of the Authority's guidelines.

OVE ARUP TRANSPORTATION PLANNING

1985 to 1988:

Traffic Engineer. Involved in the preparation of traffic impact reports for a wide range of projects.

GUTTERIDGE HASKINS & DAVEY

1980 to 1982:

Trainee Civil Engineer. Involved in assisting with road and subdivision design and field surveying.

Papers at Conferences

"Safe & Liveable Communities, Can You Have Both?" Georgia Institute of Transportation Engineers, St Simons Island, Georgia USA July 1999.

May 2014