

Relevant Information for Committee

FILE: S114603 **DATE:** 10 September 2018

TO: Lord Mayor and Councillors

FROM: Graham Jahn, Director City Planning, Development and Transport

SUBJECT: Information Relevant To Item 4 - Post Exhibition - 102-106 Dunning Avenue, Rosebery - Sydney Local Environment Plan 2012 and Sydney Development Control Plan 2012 Amendment and Planning Agreement - At Transport, Heritage and Planning Committee - 10 September 2018

Recommendation

That the Lord Mayor and Councillors note the information contained in this memo.

Purpose

Outline the findings of the Rosebery Transport and Traffic Planning Study, provided at Attachment A. The Study was undertaken on behalf of the City of Sydney to inform Council and the CSPC's consideration of this planning proposal. These findings were not available at the time of writing the Committee report.

Implications for 102-106 Dunning Avenue, Rosebery

The planning proposal for 102-106 Dunning Avenue, Rosebery, that proposes about 120 residential apartments in the study area, is unlikely to have any significant impact on traffic congestion. However, it is acknowledged that new residents will likely experience congestion on buses heading towards the City between 8am and 9am.

The City is working with Transport for NSW to develop the Green Square and Waterloo Transport Action Plan (TAP) which is addressing many of the same public transport issues being experienced by Rosebery. A number of options are being explored with potential to alleviate public transport congestion with 5 years including the Botany Road bus corridor.

Background

The City commissioned a traffic and transport assessment of the existing and potential 2036 future conditions the southern portion of the suburb of Rosebery (the study area).

To further investigate the matters raised in submissions, and to understand the implications of future development, consultants were asked to establish baseline traffic and transport issues and to then identify the potential implications of future residential development.

Key Findings

The first stage of the study was to establish the baseline traffic and transport conditions and key findings within the Study area include:

- There is currently a higher than the City average car ownership rate and journey to work by car. This is likely due to the availability of off-street parking associated with the existing low density built form;
- there is insufficient bus capacity on Botany Road towards the City during the AM peak hour between 8:00am and 9:00am;
- on-street car parking demand is generally high with few vacancies observed on a typical weekday. This is a result of a number of workers driving to the area, coupled with the increasing number of destination restaurants and cafes; and
- while there was some queuing and delays observed on major roads and minor roads, in general, the study area intersections currently perform satisfactorily.

The second stage of the study was to assess the implications of a future development, where the employee population would reduce significantly and the resident population would increase. Key findings include:

- the road network will operate at a generally satisfactory level. Traffic volumes are expected to decrease during the weekday peaks as a result of redevelopment that will increase the number of residents while reducing the number of people working. The Saturday peak period is however expected to be moderately higher than existing, with the critical intersections along Botany Road and Gardeners Road;
- improvements in public transport services are required in the AM peak to address congestion on trains and buses. In particular, additional buses will be required to cater for the increased population, including on the Botany Road bus corridor;
- the existing pedestrian network was considered generally satisfactory to cater for future demand of people walking to, from and within the study area and no additional crossing points are required along Botany Road or Gardeners Road; and
- the City's proposed bicycle network outlined in the 2018 to 2030 Cycling Strategy and Action Plan will meet cycling needs however, until the network is fully connected, the percentage of people riding a bicycle is considered less likely to reach the target mode share.

In addition the report identifies 15 recommendations for Council which will address the issues identified.

Attachment A. Rosebery Traffic and Transport Planning Study (Note: due to its size, Attachment A will be circulated in electronic format only. It will be available for viewing on Council's website.)

Memo From

Prepared by: Stephen Briant, Transport Planner

Approved

A handwritten signature in black ink, appearing to be 'GJahn', written over a horizontal line.

**GRAHAM JAHN AM, DIRECTOR CITY
PLANNING, DEVELOPMENT AND
TRANSPORT**