

Reference: #N127032

16 February 2018

UrbanGrowth NSW Development Corporation
Level 12, 19 Martin Place
SYDNEY NSW 2000

Attention: Nick Bouziotis (Assistant Development Director)

Dear Nick

**RE: 5-11 BANK STREET, PYRMONT (PROPOSED OFFICE AND MARINA)
UPDATED ASSESSMENT AND RESPONSE TO SUBMISSIONS**

GTA Consultants (GTA) previously prepared a transport impact assessment report that accompanied the Modification 3 application for dryland works at the proposed marina facility at 5-11 Bank Street, Pyrmont.

As part of the review process various submissions were received from City of Sydney Council, Department of Planning and Environment (DPE) and affected stakeholders relating to the proposed on-site car parking provisions. A sample of the submissions is reproduced below:

"Further consideration should be given to an alternative car parking solution for staff accessing the site such as off-street car parking nearby the site."

"The proposal evades the planning requirements of RMS and the Australian Standards by insisting that staff will use public transport and other modes. This is fanciful and unrealistic as there is no public transport at night, and daytime light rail is often inconvenient, and night-time cycling and walking are unsafe."

Based on the above, the Applicant and GTA have revised the proposed car parking arrangements for the development. In this respect, the proposed car parking provision has been increased from two to six spaces, with no change to the proposed staffing levels (i.e. typical operation of 6 office staff and 25 onboard staff across a typical day).

The revised car parking is considered to strike a balance between the functional requirements of the proposed development use and meet the objectives of the City of Sydney Local Environmental Plan (LEP) which seeks to promote non-private vehicle travel modes and in turn minimise car parking.

The following assessment sets out a revised assessment of ABS 'Journey to Work' data and an updated forecast of the travel demands generated by the development.

This addendum should be read in conjunction with the GTA Report '5-11 Bank Street, Pyrmont: Bank Street Commercial Wharf – Transport Impact Assessment' dated 31 May 2017.

Car Parking Demand Assessment

The car parking controls for the proposed development are set out in the Sydney LEP. This document sets a maximum car parking rate for the office use (1 space) and does not define a car parking rate for the marina use.

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In order to determine a marina car parking rate, the GTA Report (May 2017) referenced the RMS Guide to Traffic Generating Developments and the Australian Standards. These documents indicated the following marina car parking requirements:

- RMS Guide: 13 spaces
- Australian Standards: 7-13 spaces

However, the rates presented in these documents are generic and do not have regard to the specific nature of the site, including:

- Public transport accessibility
- Constrained nature of the surrounding car parking situation
- Operation of the facility as a mooring place for commercial vessels
- Density of surrounding residential and commercial development
- Transport objectives of the Sydney LEP (i.e. to minimise private vehicle travel by implementing maximum car parking rates for most land uses)

In this respect, to better determine the car parking requirements of the proposed development reference has now been made to the 2016 ABS Census 'Journey to Work' dataset¹. Table 1 below sets out a summary of the data for people employed in the Pyrmont-Ultimo Statistical Area (SA2).

Table 1: 2016 ABC 'Journey to Work', Pyrmont

Mode	Percentage of Travel
Public Transport	54%
Private Vehicle (as driver)	29%
Private Vehicle (as passenger)	3%
Walking	9%
Cycling	3%
Other	2%

The Journey to Work data indicates that within Pyrmont and Ultimo (SA2 area), just under 30% of people drive to work. Application of this rate to the proposed number of employees associated with the marina use at anyone time during typical operation (19 staff²) indicates a car parking demand of 5 spaces.

Based on the above analysis the proposed development generates a combined office (1 space) and marina (5 spaces) car parking demand of six spaces. This car parking demand could be accommodated by the revised car parking provision of six spaces for the site.

It is again reiterated, that during the day when the bulk of the staff demands are anticipated to occur, the surrounding on-street car parking supply is protected (i.e. time restricted) from long-term commuter car parking.

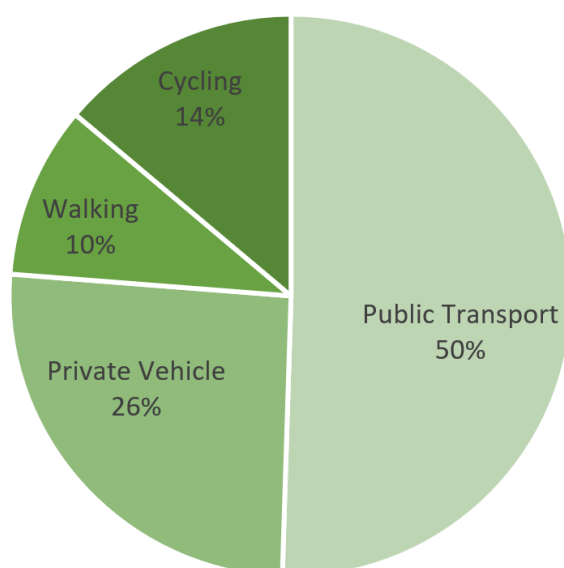
¹ It is noted that the 2016 ABS data had not been published at the time of the GTA Report (May 2017).

² Assuming that 75% of the marina staff are on-site at any one time, noting that the operating hours of the marina from 7:00am to 1:00am and as such staff would not be expected to be on-site for the whole day.

Transport Demands

A transport demand assessment was presented in the GTA Report (May 2017) based on the then proposed car parking provision of two spaces. An updated estimated mode share for employees of the site is presented in Figure 1 based on the revised car parking provision of six spaces.

Figure 1: Journey to Work vs Target Mode Share



The above mode shares are considered realistic having regard for the existing travel behaviour of employees in Pyrmont and the actions contained in the Workplace Travel Plan for the site. Furthermore, as detailed in the GTA Report (May 2017) the surrounding public transport network generally operates for the extent of the proposed operating hours of the use (7:00am to 1:00am).

In addition, an updated assessment of the resultant travel demands for the typical operation of the site are presented in Table 2.

Table 2: Forecast Transport Demands

Mode	Resultant Demands to/from the Site (Typical Operation)
Public Transport	16
Private Vehicle (as driver and passenger)	8
Walking	3
Cycling	4
Total	31

In comparison to the GTA Report (May 2017), there is a minor increase in the anticipated private vehicle demands and corresponding minor decrease in the public transport demands associated with the revised car parking provision.

Adequate capacity is considered to exist in the surrounding transport network to accommodate the additional public transport, private vehicle, walking and cycling trips generated by the development.

Car Parking Layout

The revised car park layout has been generally designed in accordance with the requirements of the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009). In particular, the proposed car parking spaces will be a minimum 5.4m long by 2.4m wide accessed from a minimum 5.8m wide aisle which is consistent with the requirements for employee parking (User Class 1A).

Summary

Based on the analysis and discussions presented within this report, the following conclusions are made:

- i A revised car parking provision of six car parking spaces is proposed for the development, an increase of four spaces from the initial application.
- ii The proposed car parking provision is considered to strike a balance between the requirements of the City of Sydney LEP (which seeks to minimise private vehicle travel) and the functional requirements of the proposed development.
- iii The surrounding on-street car parking supply is protected from long-term commuter car parking demands during the day when the bulk of the staff demands are anticipated to occur.
- iv Adequate capacity exists in the surrounding transport network to accommodate the additional public transport, private vehicle, walking and cycling trips generated by the development.
- v The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).

I trust that the above is consistent with your expectations. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Melbourne office on (03) 9851 9600.

Yours sincerely

GTA CONSULTANTS



Andrew Farran
Associate