



1 February 2022

TfNSW Reference: SYD21/00746/02
DPIE Reference: SSD-21356591

Department of Planning, Industry and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: **Renah Givney**

**EXHIBITION OF EIS FOR PROPOSED MIXED USE DEVELOPMENT INCLUDING
EXTENSION TO DAWN FRASER AVENUE - SITE A & SITE B AUSTRALIA AVENUE,
SYDNEY OLYMPIC PARK**

Dear Sir/Madam,

Reference is made to your correspondence dated 7 December 2021, regarding the abovementioned application which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted application and notes the application seeks approval for construction of a mixed-use development at Site 2, Sydney Olympic Park, including:

- Demolition of all existing structures, site preparation works and construction of three buildings including:
 - A 45-storey serviced apartment tower on Site 2A comprising 464 apartment rooms and strata suites in the tower;
 - A podium containing flexible future use comprising either (or a combination of) retail, commercial, or registered club uses to cater to market demand (subject to separate approval); and
 - A two-storey pavilion that connects to the 2A building at level 1 through a pedestrian bridge.
- A 12-storey commercial office building on Site 2B with ground floor retail
- A 5-storey pavilion on Site 2B.
- Construction of a six-level basement accommodating 726 car parking spaces,
- Construction of an extension to Dawn Fraser Avenue and a service lane
- Construction of a large activated public domain located in the frontage area between the proposed buildings and Australia Avenue
- Extension and augmentation of services and utilities to the development as required

TfNSW provides the following comments/requirements at Attachment A to be addressed to the satisfaction of TfNSW.

If you have any further questions please direct attention to Development Assessment Officer, Ms Shoba Sivasubramaniam, on 0431446623 or email development.sydney@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Zhaleh Alamouti', written in a cursive style.

Zhaleh Alamouti

A/Senior Manager Land Use Assessment (West & Central)

Attachment A

The planning of Parramatta Light Rail Stage 2 (PLR2) is currently in progress and the alignment of PLR2 has not been finalised. At this stage, the preferred route of the light rail will travel along Australia Avenue and Dawn Fraser Avenue, which is adjacent to the subject site.

Protection of Parramatta Light Rail -Stage 2 (PLR2) Corridor:

The proposed development is located within 25m of the future PLR2 corridor and is likely to include ground penetration deeper than 2m, which would ordinarily require concurrence from TfNSW in accordance with Clause 86 of the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP). Clause 86 of the ISEPP requires TfNSW to take into consideration:

- (a) the potential effects of the development (whether alone or cumulatively with other development or proposed development) on:
 - i. the safety or structural integrity of existing or proposed rail infrastructure facilities in the rail corridor, and
 - ii. the safe and effective operation of existing or proposed rail infrastructure facilities in the rail corridor, and
- (b) what measures are proposed, or could reasonably be taken, to avoid or minimise those potential effects.

Concurrence of TfNSW is not required

As the final alignment of the PLR2 corridor is not yet officially protected by the provisions of the ISEPP, concurrence is not strictly required.

Notwithstanding this, in order to ensure the appropriate management and mitigation of the proposed development's impacts on the planned Parramatta Light Rail Stage 2 (PLR2) corridor, TfNSW has reviewed the EIS documents provided via Major Projects Portal.

Based on this review, TfNSW is of the view that the proposed development would have an adverse impact on future construction and operation of the PLR2 corridor unless appropriate conditions are imposed on the development to mitigate those impacts should development consent be granted.

Conditions requested in event of approval of the SSD

If the consent authority determines to grant consent to the SSD, TfNSW requests that the conditions in **TAB A** be imposed on the development consent.

If, at any point, the EIS is amended prior to the consent authority's determination, please ensure that the amended EIS and any new or amended supporting documents are provided to TfNSW for further assessment. Any amendments to the EIS may alter the impacts of the proposed development on the PLR2 corridor assessed by TfNSW, so TfNSW may need to vary any requested conditions as applicable.

Finally, it appears the SSD may also have impacts on the Olympic Park Railway Corridor for which Sydney Trains is the delegated rail authority. Sydney Trains should be consulted for to determine for any relevant comments or conditions.

TAB A – Required Conditions of Consent – Protection of TfNSW Infrastructure and Light Rail Operations

Access:

Access from the development to Australia Avenue from Murray Rose Avenue, Dawn Fraser Avenue and Parkview Avenue should be designed to allow for the construction and operation of PLR2 in the future.

- Direct vehicular access to Australia Avenue at Dawn Fraser Avenue is not supported due to the proximity of TCS at Murray Rose Ave, and Parkview Dr. An additional access at Dawn Fraser Avenue and Australia Avenue could compromise safety and operation of road and the future PLR2 network. TfNSW may consider at most left in left out arrangement subject to detailed traffic and transport report for the proposed development.
- Any intersection treatment and design should be submitted to TfNSW review and endorsement, when available. This will enable coordination of adjacent intersection traffic signal control's design for safe and efficient operation of PLR2.

General:

- The applicant must comply with all future operators of Parramatta Light Rail – Stage 2 (PLR2) policies, rules and procedures when working in and about the PLR2 corridor;
- The applicant must comply with the requirements of ASA standards T HR CI 12090 ST – *Standard - Airspace and External Developments* (Version 1.0 issued on 01 June 2021), and NSW Department of Planning guidelines *Development Near Rail Corridors and Busy Roads- Interim Guidelines*;
- Activities of the applicant must not affect and/or restrict PLR2 construction and/or operations without prior written agreement between the applicant, Transport for NSW (TfNSW) and/or its contractor/ operator, and it is a condition precedent that such written agreement must be obtained no later than two (2) months prior to the activity. Any requests for agreement are to include as a minimum the proposed duration, location, scope of works, and other information as required by the TfNSW and/or its contractor/operator;
- The applicant must apply to TfNSW and/or the PLR2 operator for any required network shutdowns four (4) months prior to each individual required network shutdown event. Each request for network shutdown must include as a minimum the proposed shutdown dates, duration, location, scope of works, and other information as required by the TfNSW and/or the PLR2 operator. TfNSW and/or the PLR2 operator may grant or refuse a request for network shutdown at its discretion;
- The applicant shall provide safe and unimpeded access for PLR2 patrons traversing to and from the PLR2 stops at all times;
- The relocation of any TfNSW services or infrastructure must only be undertaken with prior consent from TfNSW and to TfNSW Requirements and Standards. The works must be designed and undertaken by Authorised Engineering Organisations (AEO) at the applicant's cost;
- TfNSW, and persons authorised by it for this purpose, are entitled to inspect the site of the approved development and all structures to enable it to consider whether

those structures on that site have been or are being constructed and maintained in accordance with these conditions of consent, on giving reasonable notice to the principal contractor for the approved development or the owner or occupier of the part of the site to which access is sought; and

- All TfNSW and PLR2 Operator's costs associated with review of plans, designs and legal must be borne by the applicant.

Prior to the Issue of the Construction Certificate:

Process of Endorsement of Conditions

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:

- Consult with TfNSW and the PLR2 Operator to ascertain requirements in relation to the protection of TfNSW's infrastructure and to confirm the timing of each construction certificate and associated documentation and activities prior to preparation of the requested documentation;
- If required, sign Infrastructure Assess Deed Poll, Safety Interface Agreement and Works Deed with TfNSW and/or the PLR2 Operator;
- Confirm in writing with TfNSW what each Construction Certificate stage will involve; and
- Submit all relevant documentation to TfNSW as requested by TfNSW and obtain its written endorsement for each construction stage. A summary report for each construction stage shall also be provided to TfNSW to demonstrate the following:
 - No adverse impacts to the light rail corridor and light rail operation by clearly identifying impacts and mitigation measures; and
 - Submitted documentation has satisfied the relevant conditions.

The Principal Certifying Authority (PCA) is not to issue the relevant Construction Certificate until received written confirmation from TfNSW that the relevant conditions have been complied with for each Construction Certificate.

Review and Endorsement of Documents

- Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the following documentation shall be provided for the review and endorsement of TfNSW:
 - Final geo-technical and structural report / drawings. Geotechnical reports should include any potential impact on the light rail corridor located adjacent to the subject development site, easement and substratum;
 - Final construction methodology with construction details pertaining to structural support during excavation or ground penetration;
 - Details of the vibration and movement monitoring system that will be in place before excavation commences;
 - Final cross sectional drawings showing ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the Rail Corridor located adjacent to the subject development site. Cross sectional drawings should also include the accurate RL depths and horizontal distances from assets (tracks, overhead lines,

- structures and cables) to the nearest point of excavation or ground penetration works. All measurements are to be verified by a Registered Surveyor; and
- Detailed survey plan with location of services.

Pre-construction Work Dilapidation Report

A pre-construction work Dilapidation Report of the PLR2 and its assets shall be prepared by a qualified structural engineer. The dilapidation survey shall be undertaken via a joint site inspection by the representatives of the PLR2 Operator, TfNSW and the applicant. These dilapidation surveys will establish the extent of existing damage and enable any deterioration during construction to be observed.

Acoustic Assessment

Prior to the issue of the relevant Construction Certificate, the final acoustic assessment is to be submitted to the PCA demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines". All recommendations of the acoustic assessment are to be incorporated in the construction documentation.

Electrolysis Analysis

Prior to the issue of the relevant Construction Certificate, the applicant is to engage an Electrolysis Consultant to prepare a report on the Electrolysis Risk to the development from stray currents. The applicant must incorporate in the development all the measures recommended in the report to control that risk. A copy of the report is to be provided to the PCA with the application for the relevant Construction Certificate.

Reflectivity Report

Prior to the issue of the relevant Construction Certificate, the applicant shall design lighting, signs and surfaces with reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridor limiting glare and reflectivity to the satisfaction of TfNSW and the PLR2 Operator.

Balconies and Windows

Given the possible likelihood of objects being dropped or thrown onto the rail corridor from balconies, windows and other external features (eg roof terraces and external fire escapes) that are within 20 metres of, and face, the rail corridor, the development must have measures installed, to the satisfaction of TfNSW (eg awning windows, louvres, enclosed balconies, window restrictors etc) which prevent the throwing of objects onto the rail corridor. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from TfNSW confirming that this condition has been satisfied.

Consultation Regime

Prior to the issue of the relevant Construction Certificate, a detailed regime is to be prepared for consultation with and approval by TfNSW for the excavation of the site and the construction of the building foundations (including ground anchors) for the approved development, which may include geotechnical and structural certification in the form required by TfNSW.

Insurance Requirements

Prior to the issue of the relevant Construction Certificate, the applicant must hold current public liability insurance cover for a sum acceptable to TfNSW. TfNSW's standard public liability insurance requirement for this type of development adjacent to a rail corridor is generally a minimum of \$250M. This insurance shall not contain any exclusion in relation to works on or near the rail corridor, rail infrastructure. The applicant is to contact TfNSW to obtain the level of insurance required for this particular proposal. Prior to issuing the relevant Construction Certificate the PCA must witness written proof of this insurance in conjunction with TfNSW's written advice to the applicant on the level of insurance required.

Works Deed / Agreements

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, if required by TfNSW, Works Deed (s) between the applicant, TfNSW and/or the PLR2 Operator must be agreed and executed by the parties. These agreements may deal with matters including, but not limited to, the following:

- PLR2 Operational requirements;
- PLR2 access requirements;
- PLR2 Operator policies, rules and procedures compliance requirements;
- Indemnities and releases;
- Security of costs;
- Insurance requirements and conditions;
- TfNSW, and the PLR2 Operator's recovery of costs from the applicant for costs incurred by these parties in relation to the development (e.g. review of designs and reports, legal, shutdown /power outages costs including alternative transport, customer communications, loss of revenue etc) risk assessments and configuration change processes;
- Interface coordination between the PLR2 Operator and the subject development construction works, including safety interface;
 - If required by TfNSW, an Infrastructure Assess Deed Poll and Safety Interface Agreement between the applicant and the PLR2 Operator must be agreed and executed by the parties. This agreement may deal with matters including, but not limited to, the following:
 - Pre and post construction dilapidation reports;
 - The need for track possessions;
 - Review of the machinery to be used during excavation/ground penetration / construction works;
 - The need for track monitoring;
 - Design and installation of lights, signs and reflective material;
 - Endorsement of Risk Assessment/Management Plan and Safe Work Method Statements (SWMS);
 - Endorsement of plans regarding proposed craneage and other aerial operations;
 - Erection of scaffolding/hoarding;
 - PLR2 Operator's recovery of costs from the Applicant for costs incurred by these parties in relation the Development (e.g. review of designs, shutdown /power outages costs including alternative transport, customer communications, loss of revenue etc) risk assessments and configuration change processes;

- Light Rail Operator's rules and procedures; and
 - Alteration of rail assets such as the OHW along of track and associated hoarding demarcation system, if undertaken by the applicant.
- The PLR2 Operator's reviews and impact assessment of the applicant's proposal, engineering design and construction works methodology on PLR2 Operations and assets;
- Attendance and participation in the construction works risk assessment of construction activities to be performed in, above, about, and/or below the PLR2 Corridor;
- PLR2 site works access approval and access permit to work.

During Construction:

- Construction vehicles shall not be stopped or parked on Australia Avenue at any time without prior approval of TfNSW;
- All piling and excavation works are to be supervised by a geotechnical engineer experienced with such excavation projects;
- No rock anchors/bolts (temporary or permanent) are to be installed into the light rail corridor without approval from TfNSW;
- No metal ladders, tapes and plant/machinery, or conductive material are to be used within 6 horizontal metres of any live electrical equipment unless a physical barrier such as a hoarding or structure provides separation;
- During all stages of the development extreme care shall be taken to prevent any form of pollution entering the light rail corridor. Any form of pollution that arises as a consequence of the development activities shall remain the full responsibility of the applicant;
- The applicant must mitigate all noise and vibration to the extent possible and provide vibration monitoring equipment and provide the results to the PLR2 Operator at intervals required by TfNSW and the PLR2 Operator, and immediately implement corrective actions in the event that the noise or vibration exceeds acceptable limits;
- Rainwater from the roof must not be projected and/or falling into the rail corridor/assets and must be piped down the face of the building which faces the rail corridor. Given the site's location next to the rail property, drainage from the development must be adequately disposed of/managed and not allowed to be discharged into the corridor unless prior approval has been obtained from TfNSW and the PLR2 Operator (or the delegated authority); and
- No scaffolding is to be used within 6 horizontal metres of the rail corridor unless prior written approval has been obtained from the PLR2 Operator and TfNSW and a physical barrier such as a hoarding or structure provides separation. To obtain approval the applicant will be required to submit details of the scaffolding, the means of erecting and securing this scaffolding, the material to be used, and the type of screening to be installed to prevent objects falling onto the rail corridor.

Prior to the Issue of the Occupation Certificate:

Post - construction Dilapidation Report

Prior to the Issue of the Occupation Certificate, a post-construction dilapidation survey shall be undertaken via a joint inspection with representatives from TfNSW, the PLR2 Operator

and the applicant. The dilapidation survey will be undertaken on the rail infrastructure and property in the vicinity of the project. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report to TfNSW and the PLR2 Operator will be required unless otherwise notified by TfNSW. The applicant needs to undertake rectification of any damage to the satisfaction of TfNSW and the PLR2 Operator and if applicable the local council.

Reflectivity Report

Prior to the Issue of the Occupation Certificate, the applicant shall demonstrate that lights, signs and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridor were installed limiting glare and reflectivity to the satisfaction of TfNSW and the PLR2 Operator.

Required Conditions of Consent – Travel Demand Management

Construction Pedestrian and Traffic Management Plan

Comment

It is advised that several construction projects, including Sydney Metro West, are likely to occur at the same time as this development within the precinct. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

The Traffic report must acknowledge any possible impacts to any major events being held within Sydney Olympic Park. Subject to the event, works will not be permitted for up to a 3 hours before and after any major events held at the stadium.

Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and submit a copy of the final CPTMP to TfNSW via development.CTMP.CJP@transport.nsw.gov.au for endorsement.

Recommended Condition of Consent

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:
 - A description of the development;
 - Location of any proposed work zone(s);
 - Details of crane arrangements including location of any crane(s) and crane movement plan;
 - Haulage routes;
 - Proposed construction hours;
 - Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;
 - Construction vehicle access arrangements;
 - Construction program and construction methodology, including any construction staging;
 - A detailed plan of any proposed hoarding and/or scaffolding;
 - Measures to avoid construction worker vehicle movements within the Sydney Olympic Park Precinct;
 - Consultation strategy for liaison with surrounding stakeholders, including other

- developments under construction and Parramatta Light Rail Builder;
- Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and
- Identify the cumulative construction activities of the development and other projects within or around the development site, including the Parramatta Light Rail Project and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP;
- Submit a copy of the final plan to TfNSW for endorsement via development.CTMP.CJP@transport.nsw.gov.au; and

Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW via development.CTMP.CJP@transport.nsw.gov.au to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

Green Travel Plan

Comment

The Traffic Impact Assessment (TIA) proposes a total of 726 car parking spaces which is significant given the locality and proximity to public transport options (present and future). The TIA states "(b) to integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling", however this statement is contradicted by the number of car parking spaces provided.

As the subject site is proposed to be a commercial/retail/hotel a Green Travel Plan is to be prepared in consultation with Transport for NSW (TfNSW). TfNSW's approval prior to the issue of a Construction Certificate is required.

Recommendation

It is requested that the applicant be conditioned to prepare a Green Travel Plan and Travel Access Guide.

Prior to the commencement of first occupation, a Green Travel Plan (GTP), must be submitted to the satisfaction of the Certifier to promote the use of active and sustainable transport modes. The GTP must:

- (a) be prepared by a suitably qualified traffic consultant;
- (b) include objectives and modes share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;
- (c) include specific tools and actions to help achieve the objectives and mode share targets; encourage the use of sustainable transport options, particularly between the site and Olympic Park Train Station and Concord West Train Station, and that reduce the dependence on and proportion of single-occupant car journeys to the site, based on

credible data

- (d) include measures to promote and support the implementation of the plan;
- (e) identification of a responsible party (or Committee) for the ongoing implementation of the Travel Plan and its initiatives;
- (f) confirmation of extent and nature of end of trip facilities and bike parking and how they will be promoted to residents;
- (g) consideration of car parking management strategies that may be required to encourage sustainable transport use / mode share targets;
- (h) Include a Transport Access Guide that provides information to residents about the range of travel modes, access arrangements and supporting facilities that service the site; and
- (i) identification of a communications strategy for conveying Travel Plan information to residents, including for the Travel Access Guide.

Mode Share Targets and Parking Rates

Comment

The Traffic Impact Assessment (TIA) does not provide any mode share targets, particularly for cycling and walking. There is potential to reduce the trips generated by private vehicles (particularly local trips) and therefore improve the network performance, and reduce both on-street and off-street parking requirements.

Recommendation

The TIA should be amended to undertake the following:

- Include mode share targets for active transport and decrease mode share target for cars.
- Consider how these mode share targets will change network requirements, with some contingency where needed.
- Consider reducing the parking rates with a maximum rather than a minimum rate, and introducing parking management initiatives to de-incentivise driving where possible.

Freight and servicing

Comment

The development includes 2xSRV spaces to support the freight and servicing of the development. It is advised that this provision is considered inadequate to support the demand of the development and an at least an extra space large enough for an MRV be provided.

Recommendation

The development should be amended to provide an additional freight and service vehicle space which should be in the form of an MRV space.

It is also requested that the applicant be conditioned to prepare a Freight and Servicing

Management Plan for the review and endorsement of the Executive Director Customer Journey Planning within TfNSW, prior to the issue of any Occupation Certificate.

Prior to the issue of any occupation certificate, the applicant shall prepare a detailed Freight and Servicing Management Plan in consultation with Customer Journey Planning within TfNSW. The applicant shall submit a copy of the final plan to the Executive Director Customer Journey Planning for endorsement. The Plan needs to specify, but not be limited to, the following:

- Details of the development's freight and servicing profile, including the forecast loading and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay;
- Details of freight and servicing facilities that may be required either within the subject site or other sites in the immediate vicinity which adequately accommodate the forecast demand of the development so as to not rely on the kerbside restrictions to conduct the development's business;
- Measures to ensure there is no queuing of freight and service vehicles including details of alternative parking locations to redirect vehicles if queuing occurs;
- Loading bay management details including controls of duration of delivery vehicle stay;
- Management details to ensure all long-term freight and servicing is accommodated within the loading dock; and
- Procedures for tradesman access and parking.

The Freight and Servicing Management Plan shall be implemented by the applicant following the issue of the Occupation Certificate.

Pedestrians and Cyclists

The TIA is also silent on measures to reduce the potential conflicts with pedestrians and cyclists, other than during the construction phase. The safe movement of pedestrian and cyclists is a key priority and consideration for not just the construction phase but also when the centre is built and operational, and will need addressed in the GTP.

End of trip facilities

TfNSW appreciates that there are proposed bicycle parking spaces onsite which is consistent with the SOPA Master Plan, however, consideration be given to increasing this number to encourage active modes. Further, end of trip (EOT) facilities including showers and change rooms and lockers should be made available to staff, residents and visitors. These facilities should also be promoted within the GTP Implementation Plan. Please read through and develop your own tailored end of trip facilities plan in the Implementation Plan, consulting this link as a reference - [end of trip facilities](#).

Parking management strategy

TfNSW strongly recommends reducing the amount of car parking spaces in the proposed site, as providing these spaces will encourage more staff, residents and visitors to drive to and from the site. This is particularly poignant given the sites location to two train stations,

a comprehensive bus network, and walking and cycling facilities – as well as future light rail connections. TfNSW asks that a parking management strategy be put into the GTP, that prioritises use by staff and visitors on a needs basis, i.e. preference for parking for employees that are car-pooling.

Traffic and Parking Assessment

1. Traffic generation calculations presented in Section 4.3 of the submitted traffic report do not distinguish traffic generation potential of the proposed retail land uses from commercial uses. TfNSW is seeking further justification to explain how this simplified traffic generation rate was determined and what benchmarking was used.
2. The proposed carparking access on Parkview Drive is within close proximity to the unsignalised intersection on Parkview Drive/Australia Avenue. TfNSW raises concerns that inadequate on site storage space for entering vehicles will result in queuing back onto Parkway Drive and potential impact on the operation of the nearby intersection. Additional queuing assessment of right turn movements in and out of the car parking access should be submitted for review.

It is also unclear if access to the basement car parking is access controlled at the internal driveway and the proponent is to provide confirmation that adequate storage space is provided for entering vehicles. The applicant should provide further details regarding the management of vehicular access via an access control point.

3. It is noted that the service lane connecting to Parkview Drive is within close proximity (less than 4 metre separation) from the carparking access on Parkview Drive. Potential impacts should be assessed to consider the combined operation of the carparking access and service lane.
4. Submitted SIDRA modelling utilises a 40 second cycle time. Revised modelling should be submitted with 120 - 140 second cycle time for modelled four way intersections, in addition to the following comments.

Additional modelling scenarios should be provided for

- a. The baseline scenario for the year of project completion to model existing and growth factors
 - b. The project scenario for the year of projection completion with development traffic and existing and growth factors.
 - c. The 5 and 10 year post development scenario
5. Additional SIDRA modelling showing the intersection performance of surrounding signalised intersections including Australia Ave / Bennelong Pkwy / Sarah Durack Ave and Australia Ave / Homebush Bay Dr should be submitted for review.
 6. Additional swept paths should be provided for service vehicle access and egress to/from the service lane onto Parkview Drive and Murray Rose Avenue.
 7. Swept path movements for construction vehicles presented in Figure 27 of the submitted Traffic Impact Statement show vehicles turning right onto Australia Avenue from the left turn only lane on Parkview Drive. TfNSW raises safety concerns that left

turning construction vehicles will conflict with through traffic travelling straight from the adjacent lane.

8. It is recommended that modelling results by 'directional approach' are summarised in the traffic assessment section of the amended Traffic Impact Statement.