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TfNSW Reference: SYD22/00099/02
Departments Reference: SSD-35283699

Industry Assessments
Department of Planning, Industry & Environment
Locked Bag
PARRAMATTA NSW 2124

Attention: Paula Bizimis
Email: paula.bizimis@planning.nsw.gov.au

SYDNEY OLYMPIC PARK METRO STATION – OVER & ADJACENT STATION DEVELOPMENT

Reference is made to the Department's correspondence dated 11 November 2022 for the abovementioned Environmental assessment, which was referred to Transport for New South Wales (TfNSW) in accordance with Clause 2.122 and Column 2 of Schedule 3 of State Environmental Planning Policy (*Transport and Infrastructure*) 2021.

Transport for New South Wales has reviewed the submitted transport and access documents and advises that the issues that were of concern raised for inclusion in the Secretary's Environmental Assessment Requirements (SEARs) have generally been adequately addressed.

The applicant is to liaise with Customer Journey Planning within TfNSW for final endorsement of the Construction Pedestrian and Traffic management Plan (CPTMP) prior to the issue of any construction certificate, demolition or excavation works by email at development.CTMP.CJP@transport.nsw.gov.au.

Further advisory comments are provided in **TAB A** for the Department's consideration and suggested conditions of consent in **TAB B**.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Brett Morrison, Senior Land Use Planner by email at development.sydney@transport.nsw.gov.au

Yours sincerely,



David Rohloff
Senior Manager Land Use Assessment Central and Western
Planning and Programs,
Greater Sydney Division

TAB A

Car Parking: TfNSW advises that the amount of car parking is reduced and public transport and active transport modes are promoted over car driving – this is consistent with The Future Transport Strategy ([Future Transport \(nsw.gov.au\)](https://www.transport.nsw.gov.au)) in which Travel Demand Management (TDM) is one of TfNSW key actions.

Bicycle Parking and End of Trip (EoT): TfNSW appreciates the proposed parking for bicycles at Buildings 1-3. TfNSW recommend that this bicycle parking and any EoT be monitored over time to ensure sufficient supply to encourage active transport both to/from the site, for staff, residents and visitors. The bicycle parking should be located at the development site at convenient locations, be safe, secured and under cover. Some further guidance on bicycle parking and end of trip facilities can be found in the [cycleway design toolkit](#).

Shared Zones: It is unclear whether the 10km/h Shared Zones will be gazetted as private or local. Shared public roads will need to be designed in accordance with relevant Shared Zone policy documents and the suitability reviewed by TfNSW.

TAB B

Transport and Access Report

Comment: TfNSW's Travel Demand Management (TDM) team have reviewed the Transport and Access Report prepared by Sydney METRO West (July 2022) and can provide the following comments.

Recommendation: Further, from the SEARS compliance Table (Appendix A) Key Issues 9, Traffic and Transport Accessibility Report asks for a Green Travel Plan (GTP) to be implemented:

“proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high-quality end-of-trip facilities, and implementing a **Green Travel Plan.**”

TfNSW asks that a GTP is prepared and implemented for the Over and Adjacent Station Development.

Green Travel Plan: In summary, a GTP should:

- Identify and determine a course for the delivery of mode share targets and strategies that encourage the use of sustainable transport options that reduce the dependence on and proportion of single occupant car journeys to the site, based on credible data.
- Be prepared by a suitably qualified transport or traffic consultant.
- Include specific tools and actions to help achieve the objectives and mode share targets.
- Include measures to promote and support the implementation of the plan.
- Identification of a responsible party (or Committee) for the ongoing implementation of the GTP.
- Confirmation of extent and nature of end of trip facilities and bicycle parking and how they will be promoted to staff, residents, patients and visitors.
- Consideration of car parking management strategies that may be required to encourage sustainable transport use / mode share targets.
- Include a draft Transport Access Guide (TAG) to provide information to staff, students and visitors about the range of travel modes, access arrangements and supporting facilities that service the site.
- Identification of a communications strategy for conveying GTP information to staff, students and visitors, including for the TAG.

Travel Access Guide: TfNSW asks that a Travel Access Guide (TAG) be developed and should be included as an appendix in the GTP. The TAG should include separate route maps of all modes of transport; buses (private and public), trains, light rail (when it comes on stream), walking, as well as times for these public transport options. The TAG should also:

- Provide information advising staff, residents and visitors about service routes and timetables for buses and trains is available on the Trip Planner at transportnsw.info/
- Provide information advising staff, residents and visitors that additional information about walking routes is available on the Trip Planner at transportnsw.info/
- Update number and location of End of Trip facilities (bike racks, showers, lockers, change rooms) and locate on map.
- Provide times and stop locations for buses to and from the nearest train and light rail stations.
- Update number and location For further helpful information – please check this link How to Create a Travel Access Guide doc [here](#).

The GTP should be submitted to TfNSW for review prior to occupation.

Construction Pedestrian and Traffic Management Plan (CPTMP)

Comment: To mitigate any construction impacts to the surrounding classified road network and multiple active development sites, TfNSW recommends that the Applicant is conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP).

Recommendation: The Applicant is conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW. The CPTMP shall ensure include the following 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.

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- 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 other construction worker vehicle movements in the area.
- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and TfNSW, Contractor(s) and Operator.
- 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.
- Identify the cumulative construction activities of the development and other projects within or around the development site, and private developments. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP; and
- Provide the builder's direct contact number to TfNSW and small businesses adjoining or impacted by the construction work to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction. The Applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

A copy of the final plan is to be submitted to TfNSW for endorsement via development.sco@transport.nsw.gov.au.

The Applicant should submit a copy of the final updated plan to TfNSW for endorsement within two weeks of being notified by TfNSW to update the plan.