

Reference: 15S1505000

17 March 2016

Mirvac
Level 26, 60 Margaret Street
SYDNEY NSW 2000

Attention: Amar Prashant

Dear Amar

2 FIGTREE DRIVE, SYDNEY OLYMPIC PARK - RESPONSE TO TfNSW COMMENTS

I am writing with reference to DPE letter dated 15 December 2015 and TfNSW letter dated 13 November 2015. I have reviewed their comments and responded to each of them in turn below.

The Traffic and Transport Impact Assessment should be updated to provide further analysis of the available road and transport capacity to accommodate the likely increase in vehicle and transport demand. This assessment should also include further information on vehicle flows and potential congestion within the basement carpark resulting from the proposed access ramp between split levels on each level.

As stated in the Traffic and Transport Impact assessment, the off-site traffic impact of the development will be relatively minor. The traffic report noted that "The proposed development has been conservatively estimated to generate a total of 111 vph during the busiest peak period. The daily development traffic would be in the order of 1,100 vpd. The existing use is expected to generate at least 74 vph, therefore the net additional traffic is 37 vph or approximately 400 vpd. Being a commercial development, this would have peak direction in the inbound traffic in the morning peak period and outbound traffic in the evening peak period. The proposed development being a residential development would be the reverse of this. However, it is not expected that the reverse of the peak direction in the respective peak periods would create any issues".

As the RMS recognise in their response "the proposal would generate an additional 37 vehicles per hour and therefore the additional (dated 25 November 2015) development traffic is relatively moderate, however the Sydney Olympic Park Master Plan 2030 identifies a number of intersections to be upgraded in the future, in this regard any future traffic signals and lane reconfiguration proposals would need to be referred to Roads and Maritime for concurrence".

This additional traffic will result in an additional 1 vehicle every two minutes which is unlikely to be discernible in the daily traffic flow.

However TfNSW also raises the issue about "potential congestion within the basement carpark resulting from the proposed access ramp between split levels on each level".

Each car park level will contain on average of approximately 180 car parking spaces (the ground floor car park would have less parking spaces as it has a smaller footprint) and cars will all leave the site via a single access ramp. The conservatively estimated traffic

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generation of the site will be a total of 111 vph during the busiest peak period. This equates to two vehicles per minute. With regard to the entry controls to the car park it is also noted that AS2890.1 Appendix D points out that lane capacities at exit/entry ramps are in the order of 600 vehicles per lane when in free flow and this is still 300 vehicles per lane per hour at a boom gate. It is clear from the proposed levels of traffic that this would not result in "congestion" in the car park.

Clarification should be provided on the bicycle parking provision, specifically the number and location of staff and visitor bicycle storage spaces for the retail use and the location of the end of trip cycling facilities.

Bicycle parking facilities should be maximised within the development to encourage sustainable modes of travel. Therefore bicycle parking should be provided in accordance with Sydney Olympic Park Master Plan 2030 (i.e. a minimum 688 bicycle parking spaces). The use of apartment storage lockers and bicycle storage facilities (such as bicycle hoists or wall mounted bicycle racks) within the units or basement car park can be considered in the calculation of spaces.

With regard to cycle parking spaces, the SOP Masterplan 2030 stipulates bicycle parking provision rates for different land uses. These are presented below.

Unit Type	No. of Units/ GFA	Masterplan 2030 Minimum Permissible Parking	
		Provision Rates	Required Parking
Residential Use			
- 1-bedroom	158	1.0 space per dwelling	158
- 2-bedroom	220	1.2 spaces per dwelling	264
- 3-bedroom	44	1.5 spaces per dwelling	66
- Subtotal (tenants only)	422	-	488
- Visitors	-	0.25 spaces per dwelling	106
Non-Residential Use			
- Retail - permanent spaces required	1,500m ²	1 space per 150m ²	10
- Retail (visitor)	1,500m ²	1 space per 75 m ²	20
Total Requirement			624

Based upon our calculation of the proposed development, we have estimated that 624 spaces are required. The SOP Master 2030 requires the following bicycle parking provision:

- residential tenants – 488 bicycle parking spaces
- residential visitors – 106 bicycle parking spaces
- retail use – 30 bicycle parking spaces.

The bicycle parking spaces are proposed to be provided in compliance with Australian Standard AS2890.3:1993 as follows:

- residential tenants – Class 2 bicycle racks located within a lockable communal area where the bicycle racks are 1.2m centre to centre (or 0.9m off walls/obstructions) and 1.7m long with an aisle width of 1.5m, and
- residential/retail visitors – Class 3 bicycle racks at 1.2m centre to centre (or 0.9m off walls/obstructions) and 1.7m long with an aisle width of 1.5m.

It is also noted that the use of apartment storage lockers and bicycle storage facilities (such as bicycle hoists or wall mounted bicycle racks) within the units or basement car park can be considered in the calculation of spaces.

In terms of the location of these spaces, it is proposed that these will be located as shown below.

The retail / visitors cycle parking spaces are located on Level 00 as shown outlined in red below.



The majority of the tenant bicycle spaces are located on a ground level in a separate building from the basement car park. This is illustrated below.



It is not clear therefore where the estimate of 688 bicycle parking spaces as proposed by DPE /W came from. The calculation for the number proposed is summarised above and the location of these spaces has also been clarified. As such 624 bike spaces are being provided.

Safe pedestrian crossing facilities should be investigated across Figtree Drive to provide a safe path for pedestrian and cyclists accessing bus stops on Australia Avenue and Olympic Park Station in consultation with the Sydney Olympic Park Authority.

I note from correspondence with Mirvac that the project works finish at the project boundary and that SOPA has undertaken to design and construct the Figtree Drive public domain works so that they can maintain consistency with the GHD Masterplan documents. Consequently SOPA will be undertaking the regrading & realignment of the footpath, landscape verge, on-street car parking and the road itself. We understand that signalised intersections and pedestrian crossing facilities will be incorporated into the SOPA design and works will be funded through developer contributions.

TfNSW requests that a Construction Traffic Management Plan (CTMP) be prepared in consultation with TfNSW prior to the commencement of construction. The CTMP needs to specify any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate these should be clearly identified and included in the CTMP.

A detailed CTMP was prepared by GTA (dated 23rd July 2015) and was submitted as part of the DA package. This document identified the impacts to traffic, cyclists, pedestrians and bus services during construction. However, it would be usual for the update of the CTMP, including ongoing liaison with TfNSW, to be suitably controlled by a planning condition.

I trust that this addresses the points raised but feel free to call me should you require anything further.

Yours sincerely

GTA CONSULTANTS



Ken Hollyoak
Director (NSW)