

Reference: #15s1478000

12 July 2016

Mirvac  
Level 26, 60 Margaret Street  
SYDNEY NSW 2000

**Attention: Mr. Dimitri Roussakis (Development Manager)**

Dear Dimitri,

**RE: AUSTRALIAN TECHNOLOGY PARK REDEVELOPMENT  
CLARIFICATION OF MODE SHARE ASSUMPTIONS**

This letter addresses comments received by Brendon Roberts of the NSW Department of Planning and Environment (Department) dated 4 July 2016.

It references and supplements GTA's report *Australian Technology Park Redevelopment Transport Impact Assessment* dated 17 December 2015 and GTA's letter titled *Australian Technology Park, Eveleigh – Response to Consultation* dated 15 April 2016, amongst other letters and reports.

The Department's comments are reproduced below with our response.

*"Provide an updated existing/proposed modal-share tables in the same format so that a direct comparison can be made"*

Table 1 presents a summary of the existing and updated target mode share percentages.

It is emphasised that the mode splits presented below are marginally different to those which have previously been summarised by GTA for a number of reasons, including:

- The mode splits have been presented as approximates and in our view should not be viewed as being precise or definitive numbers but rather estimated targets.
- The mode splits have been calculated for the proposed development only, and therefore differ from those that may relate to the overall precinct.

**Table 1: Current mode share and forecast mode estimations**

Mode	Current Mode Share <sup>[1]</sup>	Target Mode Share	Change
Vehicle Driver	≈ 46%	≈ 7.5% <sup>[2]</sup>	-38.5%
Vehicle Passenger	≈ 2%	≈ 2.5% <sup>[3]</sup>	+0.5%
Public Transport	≈ 42%	≈ 80%	+38%
Walk	≈ 6%	≈ 5% <sup>[4]</sup>	-1%
Cycle (and other)	≈ 4%	≈ 5% <sup>[5]</sup>	+1%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>	-

[1] Sourced from BTS as summarised in GTA's report dated 17 December 2015

[2] Assumed based on total supply of 706 basement car spaces, plus net gain of 20 on-street spaces, and 10,000 employees; that is:  $(706 + 20) / 10,000 = 7.26\%$  (rounded up to 7.5%)

[3] Assumed marginal increase based on the proposed implementation of the Australian Technology Park Green Travel Plan (GTP) to be completed prior to issue of Occupation Certificate

[4] Assumed based on current mode share splits and expectation that overall mode share to walking only may reduce as the office draws upon a wider catchment of employees as it expands.

[5] NSW government mode share target which is also generally consistent with the proposed bicycle parking provision; that is:  $600 / 10,000 = 6\%$  (rounded down to 5% as it is presumed that not all bicycle spaces will be occupied every day)

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Table 1 indicates a substantial decrease in the mode share of vehicle drivers (-38.5%) and notable increases in public transport use (+38%) can be expected. In our view, the mode share targets are achievable and appropriate noting:

- The development of the Sydney Metro (which will provide an improved public transport option to the site)
- The restricted parking provision of the development (which will physically cap the attractiveness of this mode of transport)

*"The GTA letter dated 15 April 2016 at Appendix N of the RtS (GTA Letter) states that there will be an increase in the percentage of car share use above 2% (page 1). However, the estimate modal-split table (page 2) indicates a reduction to 1%. Confirm the accuracy of the figures"*

GTA has revised the mode share assumptions and these are highlighted in Table 1.

Specifically, it has been assumed that the mode share to vehicle passenger is 2.5% of trips, which is considered to be achievable and appropriate.

*"The modal-split tables within the GTA Letter and the Amended Precinct Pedestrian Study at Appendix O of the RtS (APPS) suggest a different public transport percentage total (80% and 81%) and different car and car share totals (7% and 6%). Confirm the accuracy of the figures"*

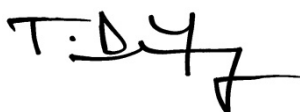
GTA has revised the mode share assumptions and these are highlighted in Table 1.

Specifically, it has been assumed that the mode share to public transport might increase to 80%, with the car driver and car passenger mode share total decreasing to 10% in total. These changes are considered to be achievable and appropriate.

I trust this sets out a concise response to the Department's queries. Naturally, should you have any questions or require any further information, please do not hesitate to contact me at the GTA Sydney office on (02) 8448-1800.

Yours sincerely

**GTA CONSULTANTS**



**Tim De Young**  
**Director**