

21st December 2016

Graham Keeping
Sterling Project Solutions Pty Ltd
180 Darling Street
Balmain
NSW 2041

Dear Graham

State Significant Development Application for a Mixed Use Development at Site 9, Sydney Olympic Park (SSD 7445). Response to Department of Planning & Environment Comments

Parking and Traffic Consultants are writing to present our responses to each of the traffic engineering related matters identified in the correspondence from the Department of Planning & Environment relating to the State Significant Development Application for a Mixed Use Development at Site 9, Sydney Olympic Park (SSD 7445), dated 15th December 2016.

The comments provided by the Department of Planning & Environment are as follows:

1. Bicycle Parking: Consider the provision of the resident and employee parking on the ground floor level, with secure street access, access to end of trip facilities and direct access into the building.
2. Vehicular Access: Identify the potential traffic impacts of the proposal on Sarah Durak Avenue and Olympic Boulevard and in particular as a result of vehicles queueing upon entering and exiting the site and measures to mitigate impacts.

Parking and Traffic Consultants response to these comments are as follows:

Bicycle Parking

As set out in Section 5.4 of the Parking & Traffic Assessment, the development requires a minimum bicycle parking provision of 390 spaces. These spaces have been distributed throughout the parking levels of the development including a provision of 106 spaces in one compound on Level 6. The spaces are located in proximity of the associated car parking spaces for the units or retail / commercial space, which is typical for a development of this form. The bicycle spaces are also located with good access to lifts and stairs within the parking levels, providing access to all parts of the building.

The provision of 390 spaces within the Ground Floor is likely to have a detrimental effect on the building form, with regard to services, loading, retail and club facilities, therefore providing an undesirable building form as a result.

Vehicular Access

Section 4.3 of the Parking & Traffic Assessment, identifies the impacts of the development on the surrounding road network and the intersection modelling undertaken indicates that the intersections in the vicinity of the development would likely operate between a LOS of A to D during the peak periods and therefore should operate in a similar manner to the existing levels of service.

The trip generation for the development (Section 4.1) sets out an AM Peak of 106 and a PM Peak of 124 vehicles. In this regard the PM traffic generation is likely to produce an additional vehicle movement every 30 seconds and therefore is unlikely to generate queuing at the entry to the extent that the surrounding roads (Sarah Durak Avenue and Olympic Boulevard) would be negatively impacted.

If you require any additional information from PTC, please contact us.

Yours faithfully

Steve Wellman

Steve Wellman
Senior Traffic Engineer