



Mr Brendon Roberts
Team Leader
Key Sites Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Alexander Scott

Dear Mr Roberts

**New South Wales Rugby League Centre of Excellence
Site 18 – Sydney Olympic Park (SSD 7745) – Notice of Exhibition**

Thank you for your letter dated 24 October 2016, requesting Transport for NSW (TfNSW) review and comment on the above.

TfNSW comments are provided below.

Pick-up and Drop-off Activity

Section 3.4 of the Transport Impact Assessment (Traffic Report) states the following in relation to bicycle facilities in relation to pick-up and drop-off activity outside the proposed development on Dawn Fraser Avenue:

“As the likely pick-up and drop-off requirements would vary and activity would be sporadic in nature, it is recommended that some short term parking (say 5 or 15-minute restriction) be provided within the existing on-street parking adjacent to the site.”

It is noted that bus services for routes 401, 525, and 526 and dedicated on-road cyclist paths are currently provided along Dawn Fraser Avenue.

TfNSW requests that the applicant demonstrate that proposed pick-up and drop-off activities would not have an impact on the bus operation on Dawn Fraser Avenue and the safety of cyclists using the dedicated on-road cycle path.

Bicycle Facilities

Section 3.4 of the Traffic Report states the following in relation to bicycle facilities:

“The current plans show a bicycle store located at the western end of the building on the ground floor along the Dawn Fraser Avenue frontage. The bicycle store has capacity for approximately 10 bicycles.

The suitability of the bicycle provisions is discussed in Section 5.3 of this report.”

It is noted that no detailed information is provided in relation to end of trip facilities in the Traffic Report.

TfNSW advises that:

- The applicant clarifies whether this is a retail component of the proposal or bicycle storage (such as sheds or racks);
- The suitability of the bicycle provisions has not been discussed in Section 5.3 of the Traffic Report; and
- The applicant provides the details of end of trip facilities for cyclists and pedestrians.

Bicycle Parking Provision

Section 5.4 of the Traffic Report states the following in relation to bicycle parking provision:

“The SOP Master 2030 requires 20 bicycle parking spaces to be provided.

The current plans show a bicycle store located at the western end of the building on the ground floor along the Dawn Fraser Avenue frontage. The bicycle store has capacity for approximately 10 bicycles noted.”

TfNSW requests that the applicant provides 20 bicycle parking spaces as per the requirement in the SOP Master Plan 2030.

Special Event Traffic Conditions

Section 4.5.1 of the Traffic Report outlines the traffic movements around Sydney Olympic Park when events are present. However, it does not address major event buses operation to Olympic Park. TfNSW advises that major event buses operation needs to be identified (refer <http://www.transportnsw.info/resources/documents/maps/sop-major-event-buses-map.pdf>), in particular bus services operate Olympic Park Boulevard. TfNSW requests that the applicant assesses the development impacts on the layover and operational requirements for special events and proposes mitigation measures.

Proposed Access Arrangement to the Proposed Development

Based on the Figure 5.1 of the Traffic Report, two driveways are proposed for the site on Dawn Fraser Avenue with one driveway for two way movements and the other driveway for egress movements only. From pedestrians and cyclists safety perspective, TfNSW requests that the applicant provides one driveway for ingress movements only and the other driveway for egress movements only. This arrangement would also have the potential to minimise the impacts on the existing bus services which operate via Dawn Fraser Avenue.

Construction Pedestrian and Traffic Management Plan

Several construction projects are likely to occur at the same time as this development within the Olympic Park Precinct. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within the Olympic Park Precinct, and the safety of pedestrians and cyclists particularly during commuter peak periods.

TfNSW requests that the applicant be conditioned to the following:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with City of Parramatta and Road and Roads and Maritime Services. The CPTMP needs to specify, but not limited to, the following:
 - Location of the proposed work zone;
 - Haulage routes;
 - Construction vehicle access arrangements;
 - Proposed construction hours;
 - Estimated number of construction vehicle movements;
 - Construction program;
 - 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;
 - Cumulative construction impacts of projects within the Olympic Park Precinct. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the Olympic Park Precinct; and
 - Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.
- Submit a copy of the final plan to City of Parramatta, prior to the commencement of any works.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 8202 2672.

Yours sincerely



1/12/16

Mark Ozinga

**Principal Manager Land Use Planning and Development
Freight, Strategy and Planning**

Objective Reference- CD16/15420