

Mr Cameron Sargent
Acting Director
Key Sites Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Simon Truong

Redevelopment of the Australian Technology Park (SSD 7317) - Notice of Exhibition

Dear Mr Sargent

Thank you for your letter 11 January 2016 requesting Transport for NSW (TfNSW) comment on the above development application.

TfNSW comments on the above development are provided below:

Future Transport Situation

The proposed Australian Technology Park (ATP) development is expected to accommodate 10,000 staff on site. The Transport Impact Assessment prepared by GTA Consultants only provides detailed assessment for trips generated by vehicles for the proposed development.

It is noted that a small percentage of employees are estimated to use private vehicles (less than 10%) generating 336 vehicles per hour during the morning peak period and 257 vehicles per hour during the afternoon peak period. The remaining staff are expected to use public transport as well as other modes of transport to access the site. However, the Transport Impact Assessment provides limited information in relation to the future transport situation. Therefore, TfNSW requests that the following information be provided:

- Details of mode share in the ATP with the proposed development;
- Details of estimated total daily and peak hour trips likely to be generated by the proposed development, including public transport, pedestrian and bicycle trips;
- Assessment of the operation of future transport networks including rail and bus networks and their ability to accommodate current and forecast number of trips in the ATP;
- Adequacy and standard of pedestrian and bicycle facilities to accommodate current and forecast number of trips generated in the ATP;

- Assessment of impacts on existing public transport facilities such as Redfern Station due to the proposed development;
- Recommendation of mitigation measures for the identified impacts (if any); and
- Details of any upgrade works required to accommodate the proposed development including access to Redfern Station.

Sydney Trains Requirements

The proposed development is located adjacent to the rail corridor. If there are any ground penetration works (eg excavation, piers/piles etc) deeper than 2m in depth, either over or within 25m of a rail corridor, TfNSW requests that the applicant provide the following information to Sydney Trains for its assessment:

- Geotechnical and structural report/drawings;
- Construction methodology with details pertaining to structural support during excavation;
- Cross sectional drawings showing ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the rail corridor;
- Detailed Survey Plan showing the relationship of the proposed developed with respect to Sydney Trains' land and infrastructure; and
- If required by Sydney Trains, a Finite Element Analysis which assesses the different stages of loading-unloading of the site and its effect on the rock mass surrounding the rail corridor.

Construction Traffic Management

Prior to the commencement of any works on the site, a Construction Traffic Management Plan (CTMP) prepared by a suitably qualified person shall be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with City of Sydney Council, Roads and Maritime Services and the CBD Coordination Office within TfNSW. The CTMP should specify any potential impacts to traffic, pedestrian, cyclists and bus services within the vicinity of the proposed site from construction vehicles during construction. Any potential impacts to pedestrian access or public transport infrastructure including bus stops should also be specified in the CTMP.

The CTMP shall include the cumulative construction impacts of all the projects in proximity to the site. The Applicant shall submit a copy of the CBD Coordination Office endorsed CTMP to City of Sydney Council, prior to the commencement of work.

Transport Impact Assessment

Detailed comments in relation to the Transport Impact Assessment report prepared by GTA consultants are provided in **TAB A**. TfNSW requests that the applicant respond to these comments in a revised Transport Impact Assessment Report.

TfNSW requests that the applicant revises the Transport Impact Assessment Report to address the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity to comment on the above development application. If you require further clarification regarding this matter, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 8202 2198.

Yours sincerely



Simon Hunter
Executive Director, Transport Strategy
Freight, Strategy and Planning

CD16/00546

TAB A – Detailed Comments on the Transport Impact Assessment report

- Figure 2.3 of Transport Impact Assessment provides peak hour turning volumes. However, no information is provided in relation to peak hour period;
- It is not clear from the Transport Impact Assessment how traffic generation figures have been estimated based on the results of the parking occupancy surveys;
- The proposed development will be occupied by the Commonwealth Bank. However, no information is provided in relation to existing arrival and departure patterns of employees based on the surveys undertaken at existing sites;
- The Transport Impact Assessment report needs to state that bicycle parking facilities should be designed to meet the relevant Australian Standards, including AS2890.3.
- The applicant had a meeting with TfNSW in December 2015. The traffic modelling undertaken as part of the Transport Impact Assessment does not include the intersections TfNSW advised the applicant to model. TfNSW considers any traffic impacts from the ATP development on the intersections will have impacts to bus travel times. The traffic modelling should be revised to include the intersections listed in Section 3.1 and any identified impacts to bus travel times, mitigated. The intersections include:
 - Henderson Road/Wynyard Street
 - Henderson Road/Botany Road
 - Boundary Road/Wyndham Street
 - Boundary Street/Botany Road
- The Transport Impact Assessment should consider TfNSW advice to the applicant to design roads within and approaching the site to be capable of operating buses, including the provision of bus stand facilities. TfNSW requests that the applicant liaise with TfNSW to identify how buses could serve the site and any infrastructure requirements form part of the application.
- Pedestrian enhancements between the ATP development and existing nearby bus stops should be considered in the Transport Impact Assessment, including capacity enhancement to bus stop infrastructure.
- Capacity enhancements to pedestrian and cycle access between Redfern Station and the ATP development should be considered in the Transport Impact Assessment, including provision of an additional pedestrian access to Redfern Station. Infrastructure requirements should form part of the application.