

30 April, 2010

P428 Vary B Responses To Comments April 2010

Bovis Lend Lease
30 The Bond, Hickson Rd,
Millers Point, NSW 2000

Attention Grant Eckett

Dear Grant,

Response to Government Department Comments.
7 Parkview Drive, Sydney Olympic Park

As discussed we have collated our responses to the various Government Department letters below.

1. SDRCA/RTA Letter – dated 16th March 2010

Item 3 – Issue – *Parking Layout in accordance with Australian Standards*. This is noted and will be addressed in the detail design phase of the project, however, as stated in Section 5.3.2 and 5.3.3 of the Transport and Access Study, the submitted car park design conforms to AS2890.1.2004 in all aspects except for the length of the queuing area on the approach to the car park entry. Whereas 5 car lengths are specified by AS 2890.1.2004, only 3 off road spaces can be provided. It is not proposed any commercial vehicles will use the car park for access therefore it does not need to conform to AS 2890.2002. All commercial access is via the loading dock.

Item 4 – Issue – *Speed humps in car park*. The longest aisle length is 75m (between ramps 35-40m for horizontal circulation) and does not justify the use of speed humps in the car park. The car park will be signposted as a 15kph zone.

Item 5 – Issue - *Aisles to be marked with arrows*. Adequate directional signage will be provided, including pavement arrows where appropriate.

Item 7 – Issue – *Vehicles wholly within site*. The entry barriers are located 7m inside the site property boundary, therefore a vehicle can queue at the barrier and be wholly contained within the site. The entry system of key fob control of the barrier gates will ensure fast entry to the car park.

Item 8 – Issue – *Swept path of longest vehicle likely to use the site be accounted for*. Noted. The loading bay has been designed to accommodate an 8.8m rigid axle (AS Standard MRV swept path) rubbish truck. It is expected all other general loading dock movements will be in smaller vans and trucks. There will be no commercial vehicle access into the car park.

2. NSW Transport and Infrastructure Letter dated 17th March 2010

Item 2 – Issue – *Number of Trips generated by the development*. Section 7.1.1 of the Traffic and Access Study estimated the number of vehicle trips generated by the development. The number of non vehicle trips has not been estimated.

Issue – *How the travel demand will be managed*. This project has been designed within the overall parameters of the SOPA Transport Study which developed transport proposals to manage and support the longer term development of the overall precinct. The developer has committed to ensure that Travel Plans are prepared by the buildings tenants, through the commitment (refer EA Assessment Report Sec 8.2) to incorporate this requirement in the lease documentation. The Travel Plans will manage the travel demands of the project and will

seek to encourage car sharing and pooling to enhance the efficiency of the use of the car parking facilities provided. It will also highlight the options for non car based trips.

Issue – *Proposed measures to increase non – car modes.* The development is located within 350m of the Olympic Park Station and of four bus routes. The train services have recently been increased to provide a 10 minute peak hour frequency. This will increase overall public transport capacity, and will significantly reduce the trip delays previously experienced when changing trains. There are 88 bike racks proposed within the development with associated changing facilities, and the site is located within easy access of the SOPA local and regional walking and cycling tracks. There will only be restricted onsite parking provided.

Item 3 – Issue – *Should propose improved pedestrian access to the station and public transport services.* The overall (staged) SOPA plans for cycling and walking throughout the Olympic Park area will ultimately provide excellent local and regional access for these transport modes. The construction of Murray Rose Ave will provide a significant improvement in the localised walking facilities, providing improved access to the train station, for this specific project. Secure bike facilities are a feature of this development.

Item 4 – Issue – *Minimum parking should be provided.* The Traffic and Transport Access Report prepared by Better Transport Futures supports the higher ratio of car spaces on the basis that the surrounding road system can handle the volume. In addition the longer term target of 40% of trips being handled by Public Transport is only likely to occur with significant investment in infrastructure as stated in SOPA's own Transport Study (2008). As this significant improvement (i.e West Metro) has not and perhaps will not occur before 2030, moving to a lower ratio of car spaces will only serve to add to the street parking issues that SOPA have raised in their letter to DoP.

3. SOPA Letter dated 26th March 2010-04-26

Item 2.5 Parking

Issue – *Parking.* We agree with SOPA's view on this matter, however we note that the Traffic & Transport Assessment Report has already drawn the conclusion that the lower car parking ratio is not ideal for this particular development. The report supports the current proposed level of car parking and makes reference to SOPA's own Traffic Study that determined 40% public transport usage would be unlikely to occur without significant public transport investment (ie West Metro). It is relevant that the overall 2030 SOPA transport position be reviewed, with this development as one element, to take into account the cancellation of the West Metro and identify the impact of this decision on the overall transport proposals for the overall Olympic Park area, with a view to identifying other public transport improvements to service the Park.

Issue – *On street parking.* The on street parking situation will change significantly with the construction of both this project and the overall Parkview precinct development. There will be changes to both the number of on street parking bays and the land use in the area using them. The Development will benefit from its proximity to the P6F car park, which will be metered in the same manner as street parking. This will mean that any visitors, who are unable to find parking in the street, will be able access public car parking in P6F. The fact that street parking is at capacity further re-enforces the Developers currently proposed car parking provision, which is above the 1 car space per 80m2 GFA in the 2030 Masterplan.

Issue – *Capacity of intersections during events.* It is not anticipated that the intersections in this area would be redesigned to accommodate any changes required to accommodate the peak events referred to. Consequently it is not necessary for these to be reassessed beyond the capacity assessments undertaken as part of the overall precinct SOPA's 2030 Transport Study. Weekday events such as Easter Show or State of Origin are not representative of the normal weekday condition and a practical approach would be taken by the future building occupants to these events. The same logic applies to the Acoustic impacts of these limited events whereby a sensible approach to mitigation will be followed, however a level of disruption would still be expected to occur. The same situation exists for occupants of the QUAD buildings, recently completed Site 8 and the CBA in Site 5, 6 and 7. Such events will be addressed in the Operational Management Plans to be prepared for the building.

4. RailCorp Letter dated 24th March 2010

The service frequency of the Olympic Sprint shuttle improvement in March 2010 that has occurred post the lodgement of the EA Application is a step on the direction of improved public transport services and is welcomed by the Developer. This particular service that requires passengers to change at Lidcombe station for connecting services to the City or Western Suburbs and so by its nature is not a "direct" service. On this basis we do not consider that this frequency improvement represents the "significant infrastructure improvement" referenced in the SOPA 2030 Traffic Study, which would support an ultimate goal of 40% of trips generated within SOP being handled by Public Transport. The West Metro would have been the "significant improvement in public transport", however as it has been cancelled and as alluded to in SOPA's letter to DoP it is now unlikely that SOPA will achieve a 40% public transport split. This supports the Developers current allocation of car spaces. It is assumed SOPA will be reviewing its 2030 Transport position to include other services which will improve the public transport options without the West Metro.

5. Dept of Climate and Energy Change Letter dated 29th March 2010

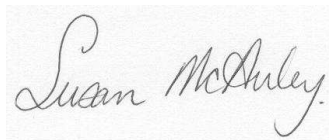
Issue – *Number of parking bays*. Noted, this is our position and it is supported by Traffic and Transport Accessibility Review prepared for this application together with comments made within SOPA's letter to DoP and SOPA's own 2030 Masterplan.

Issue - *Reduced parking provision supported*. We do not believe a reduced level of car parking is ideal for this site as the public transport provision will not achieve more than a 25% share without major improvements to public transport as reported within the EA document and attached Transport report, and within SOPA's own 2030 Traffic Study.

Issue – *Adjacent parking*. This development is one element of the overall SOPA project, it has been developed as an integral part of the overall area and has been allowed for in the overall SOPA planning, in particular the overall transport planning for the area. SOPA's 2030 Transport Strategy has targeted an initial improvement in public transport usage from 15% to 25% and relies on a major investment in public transport (i.e West Metro) to support a 40% usage. On this basis the proposed development which may have a population of up to 1200 people will divide into 180 persons using public transport trips (15%) increasing 300. Of the remaining 900 people, 231 are provided with car spaces and 98 with bicycle spaces resulting in 571 employees using other modes including car pooling, car sharing, walking, drop off and parking off site. The adjacent P6F car park providing 638 spaces will help to service the shortfall expected, the remaining spaces provided in P6A, P6D and P6E (254 car spaces) are all earmarked as future development sites and cannot be relied upon for the life of the proposed development. Public car parks located further from the site will also be available.

Should you require any further information, please feel free to contact me on 4952 5592 or 0428618338

Yours sincerely



Susan McAuley
Senior Traffic Engineer