



Ref 12.062L01v03

1st July 2013

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Attention: Maria Passafaro

Re: Section 75W Application, Stage 1: 6 Australia Avenue, Homebush

Dear Maria,

We refer to your recent correspondence regarding the Section 75W Application relating to modifications to the previously approved Project Application for Stage 1 located at 6 Australia Avenue, Homebush. In this regard we have reviewed all relevant plans and documentation provided to us and we now advise as follows:

Context

The site has been subject to previous traffic impact assessments by TRAFFIX for the approved Stage 1 development (subject application), the Stage 1a commercial retail/commercial development (application submitted) and the Stage 2 commercial/retail development (application submitted). This subject S75W application seeks principally to amend the commercial area of the Stage 1 approved development.

The site is located on the western side of Australia Avenue between Herb Elliott Avenue to the north and Figtree Drive to the south and is within Sydney Olympic Park as illustrated in **Figure 1** below.

Previously Approved Development

A Preferred Project Report was lodged with Sydney Olympic Park Authority (SOPA), the RMS and the Department of Planning and Infrastructure (DoPI) and subsequently approved. The approval included the following:

- 15,269m² of commercial GFA area;
- 256m² of secondary retail area;
- 541m² of supermarket area;
- A two level basement car park with 202 commercial parking spaces and 21 retail & supermarket spaces providing access via New Road 10.
- A dedicated service/Loading area accessed via New Road 10.

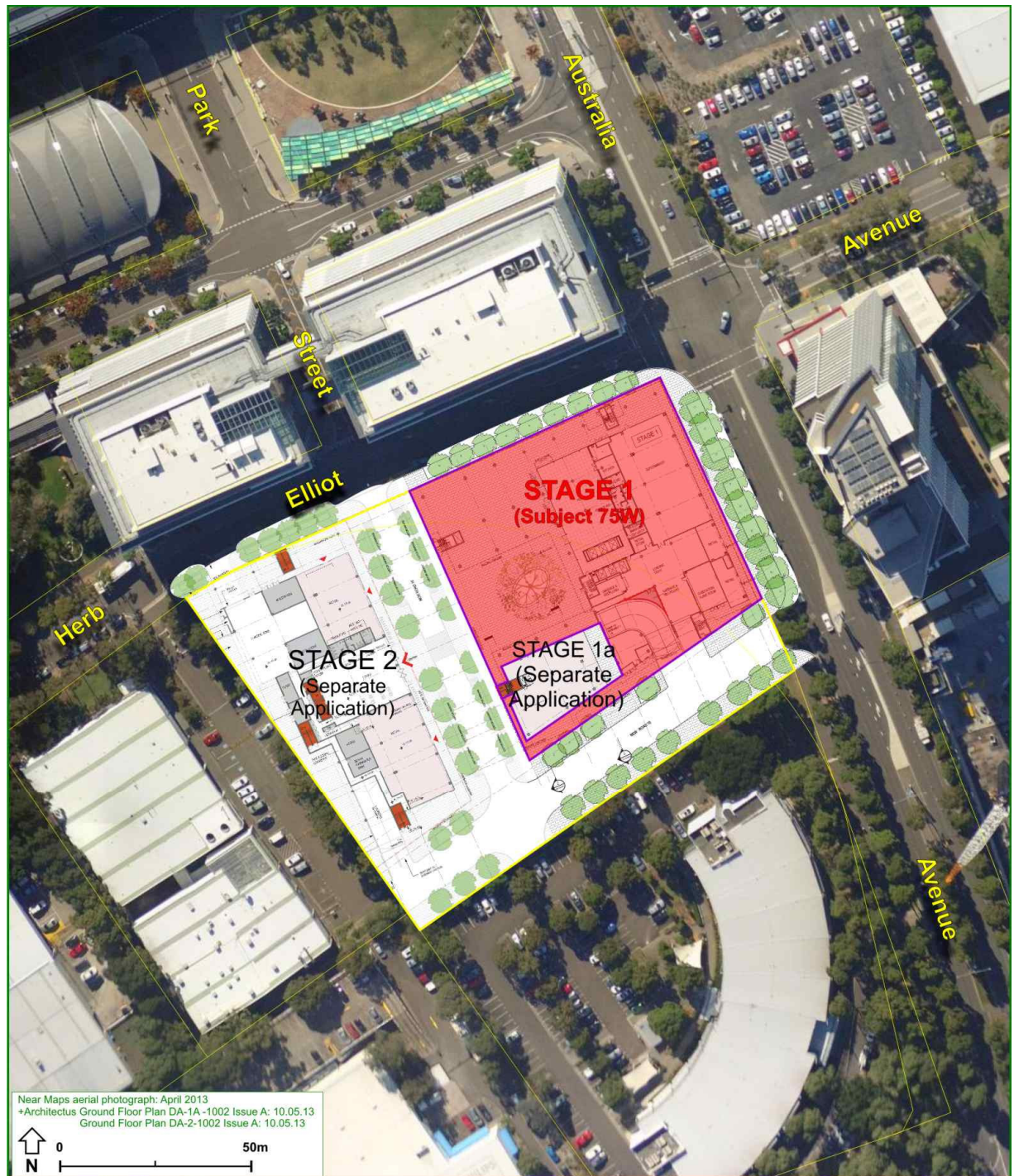


Figure 1: Site and Location Plan



The Proposal

A detailed description of the proposed modification is provided in the Planning Report prepared by Architectus. In summary, the development for which approval is now sought comprises the following components:

- 16,459m² of commercial GFA area, a net increase of 1,181m²
- 108m² of secondary retail area, a decrease of 148m²
- 504m² of supermarket area; a decrease of 37m².

Reference should be made to the plans submitted separately to Council which are provided at a reduced scale in **Attachment 1**. The traffic and parking implications of the proposed modifications are discussed below.

Parking Requirements

Parking for the previously approved Project Application was assessed having regard for SOPA's relevant Parking requirements. Based on these parking controls, Stage 1 required a total 218 spaces as documented in the TRAFFIX report '10228ppr1v2 Preferred Project Report' 12.06.08. In response, the development provided 225 spaces exceeding the maximum SOPA parking rates which were considered supportable and subsequently approved.

The proposed modification now seeks to amend the commercial and retail areas with consideration for the amended areas and resultant parking requirement/provision is shown in **Table 1** below.

Table 1: Stage 1 SOPA Parking Rates & Provision

Type	Area	SOPA Parking Rates	Spaces Required	Spaces Provided
Proposed Stage 1 Commercial	16,459 m ²	1 space per 80m ²	206	202
Proposed Stage 1 Retail	108 m ²	1 space per 50m ²	2	21
Proposed Stage 1 Supermarket	504 m ²	1 space per 25m ²	20	
Totals			228	223

The parking provision is unchanged from the approved development, although there is a slight net increase in floor area. Application of SOPA's maximum parking rates to the amended areas requires 228 spaces (206 commercial parking spaces and 22 retail parking spaces). In response, the development proposes 223 spaces (202 commercial parking spaces and 21 retail parking spaces) which do not exceed the maximum parking requirement. The overall provision of 223 spaces will therefore ensure that all parking demands associated with the development are met on-site with no reliance upon on-street parking, while alternate travel modes will be supported to a more significant extent. It should be noted that the plans provided in Attachment 1 nominate a total of 280 parking spaces (resulting from architectural amendments), the excess of which is provided for parking associated with the separate Stage 1a application.



Motorcycle Parking

The basement car park levels that will serve Stage 1 (and Stage 1A) provide 25 motorcycle parking spaces. This represents 9% of the total car park spaces provided and is considered appropriate provision satisfying the requirements of the development.

Bicycle Parking

The approved Stage 1 development previously provided 101 employee bicycle parking spaces within the basement levels and 22 visitor parking spaces on the ground level. The increase of 1,181m² commercial GFA requires an additional 8 employee bicycle spaces and 2 visitor parking bicycle spaces which it is noted can be accommodated to comply with the SOPA minimum controls.

Traffic Generation

The generation associated with the Stage 1 development was previously assessed taking into account the requirements of the RMS Guide to Traffic Generating Developments. In this regard, it is evident that with the parking provision to remain consistent with the approved development (202 commercial parking spaces and 21 retail spaces) no change is expected in trips under this Section 75W Application. This also acknowledges that the on-street parking provision within Sydney Olympic Park is subject to short term parking restrictions, so that any reduction in parking supply will not reflect on on-street parking. Thus, the additional employees associated with the moderate increase in GFA will be encouraged to seek alternate modes of transport to the site and/or utilise public transport which is supported by the DoPI.

In summary, no traffic impacts arise under the proposed modification.

Access

The access to the basement car park has not changed. The proposed development requires a Category 2 Driveway under AS 2890.1 (2004), being a combined entry-exit driveway of width 6.0 to 9.0 metres. In response, the development proposes a combined entry-exit driveway of width 6.3 metres with access to New Road 10, thereby satisfying the minimum requirements of AS 2890.1 (2004). The design complies with the requirements of AS 2890.1 (2004), is consistent with the approved access and will ensure satisfactory operation.

A loading dock is provided on the southern side of the development with access via Australia Avenue to New Road 10. Swept path analysis has been undertaken of the site access, as is permissible under AS 2890.2 (2002), demonstrating satisfactory operation and this is included in **Attachment 2**. The design complies with the requirements of AS 2890.2 (2002) and will ensure satisfactory operation. It should be mentioned that this service access has previously been approved under the Stage 1 application.

Vehicular Control Point

AS 2890.1 (2004) states that the queuing area to be provided for a car park can be determined from consideration of the number of parking spaces in the car park and anticipated entry/exit flow in the peak periods. In this regard, a first principles assessment was undertaken to identify the required number of queued cars to be accommodated within the property boundary for the commercial car park. The analysis previously undertaken (as part of the Stage 1a application) demonstrates that 3 queued vehicles will accommodate the 98th percentile for the commercial parking and a queuing area has been provided within the development that can accommodate 4 queued vehicles.



The retail parking is provided with a separate vehicular control point. Table 3.3 of AS 2890.1 (2004) is provided for use for “casual short staying” patronage and has been used to assess the minimum queuing length requirement. It specifies that for a car park of not more than 100 cars “the greater of a minimum of 2 cars or 3% of capacity” should be provided. In response, as the development proposes 27 retail parking spaces (includes Stage 1 provision of 21 spaces and the proposed Stage 1A provision of 6 spaces), there is a requirement to provide 2 cars queued area and this is provided within the basement level in accordance with AS 2890.1 (2004).

Internal Design

The internal car park complies with the requirements of AS 2890.1 (2004) which is generally consistent with the approved Stage 1 development. It is noted that the basement car park has been amended to accommodate the parking requirements of Stage 1A (which has been submitted separately). The following characteristics are noteworthy:

Parking Modules

- The commercial parking spaces have been designed in accordance with a Class 1A user and are provided with a minimum space length of 5.4m a minimum width of 2.4m and a minimum aisle width of 5.8m. The parking design is in fact superior to the minimum requirements of AS 2890.1 (2004) and provides 2.5m wide parking bays and 6m aisles.
- The retail parking spaces are wider and are compliant for User Class 3A parking providing a 2.7m space width and a 6.2m aisle width in accordance with AS 2890.1 (2004).
- Small parking spaces have a minimum width of 2.3 metres and a length of 5.0 metres and meet the requirements of AS 2890.1 (2004);
- Dead-end aisles are provided with the required 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1.
- All disabled parking spaces are designed in accordance with AS2890.6. Spaces are provided with a clear width of 2.4m and located adjacent to a minimum shared area of 2.4m.

Ramps

- All ramps accessing the basement car park have a maximum gradient of 20% (1 in 5) with transitions of 8.3% (1 in 12). These provisions satisfy the requirements of AS 2890.1 (2004) for the car park.

Clear Head Heights

- A minimum clear head height of 2.2m is provided for all areas within the basement car park as required by AS2890.1. A clear head height of 2.5m is provided above all disabled spaces as required by AS2890.6.

Other Considerations

- All columns are located outside of the parking space design envelope shown in Figure 5.2 of AS 2890.1 (2004).
- Appropriate visual splays are provided in accordance with the requirements of Figure 3.3 of AS2890.1 at all accesses.



- The internal design complies with the Section 3.4 of AS2890.1 with appropriate queuing areas.

Service Area Design

- The internal design of the service area has been undertaken in accordance with the requirements of AS 28090.2 for the maximum length vehicle permissible on-site being a 8.8m MRV
- A minimum clear head height of 4.5m is provided within the service area
- A swept path analysis has been undertaken as permissible under AS2890.2 and confirms the internal design. The swept path assessment is included in Attachment 2.

In summary, the internal configuration of both the basement car park and loading area have been designed in accordance with AS2890.1 and AS2890.2 as appropriate.

Summary

Based on the above, the proposed modification is supportable on traffic planning grounds. The modification will result in no net increase in traffic generation above the levels previously approved for Stage 1. The parking allocation is also considered supportable and remains consistent with the approved development and does not exceed the maximum parking rates as set out by SOPA.

If you have any questions or would like to discuss the application further please do not hesitate to contact the undersigned.

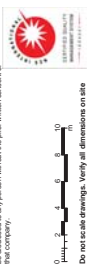
Yours faithfully

traffix

Graham Pindar
Director



Attachment 1



Do not scale drawings. Verify all dimensions on site

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KEY:

SECTION 75W APPLICATION

APPROVED APPLICATION NO#
MP10 - 0168

NUMBERS RELATE TO DRAWING DA-S75-001



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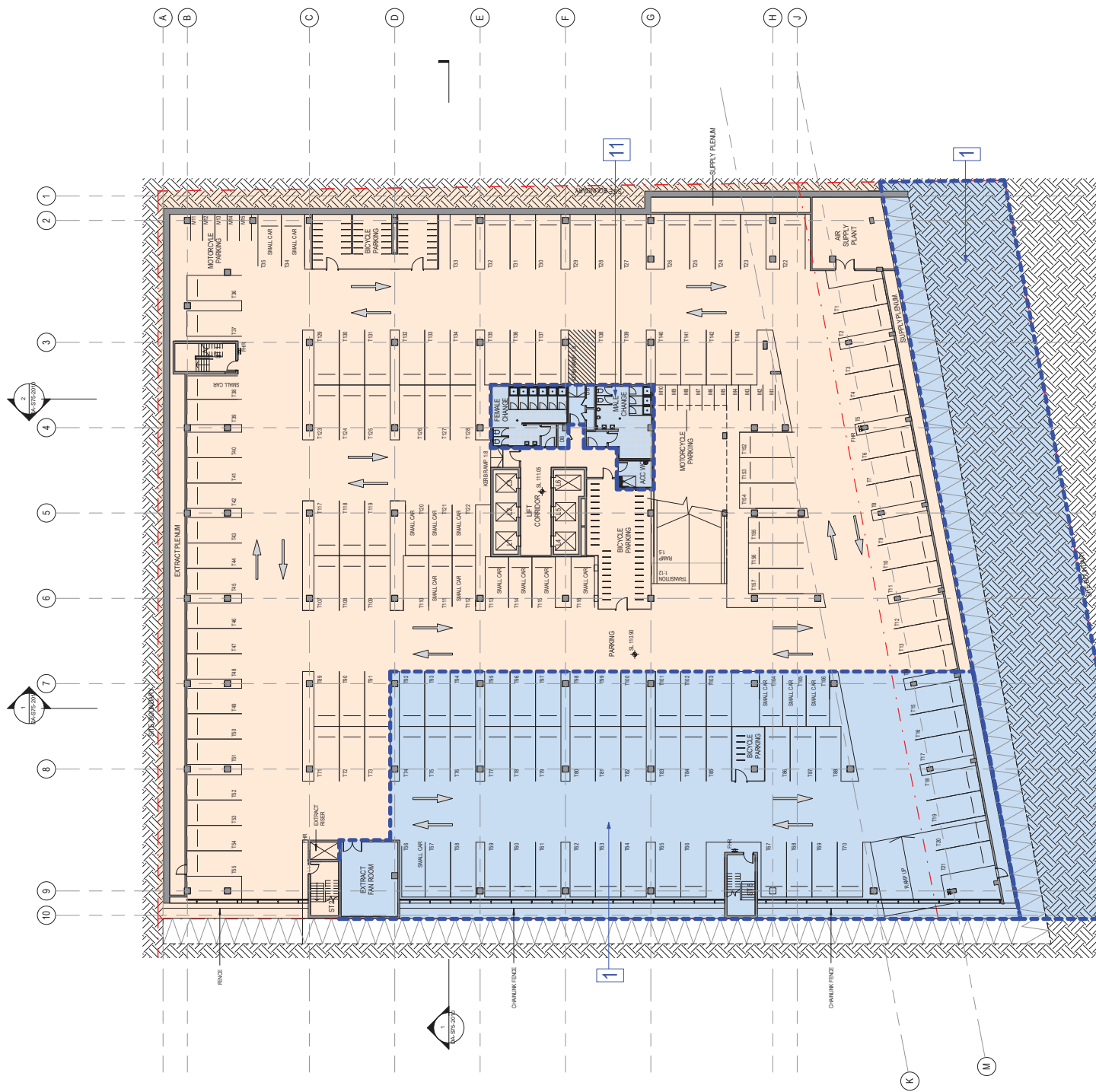
Sydney
Melbourne
Auckland
Brisbane
Shanghai

6 Australia Avenue
Sydney Olympic Park

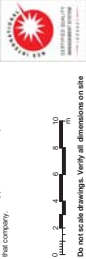
BASEMENT 2 PLAN

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project no	AT	B	
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KEY:

- SECTION 75W APPLICATION
- APPROVED APPLICATION NO#
- NIP10 - 0168

NUMBERS RELATE TO DRAWING DA-S75-001



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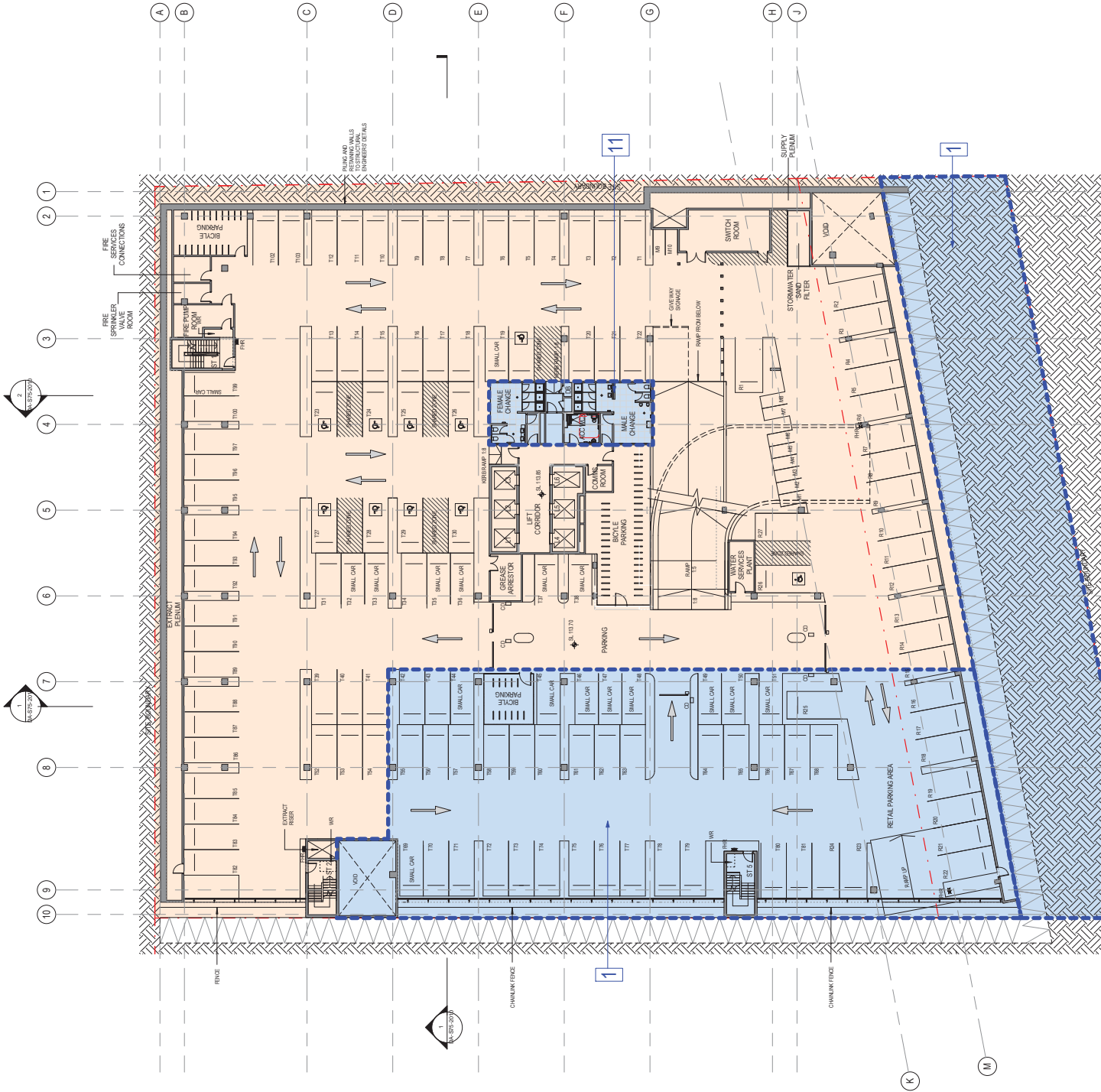
6 Australia Avenue
Sydney Olympic Park

drawing

BASEMENT 1 PLAN

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checked	AT	issue	
project no	090095	B	

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KEY:

SECTION 75W APPLICATION

APPROVED APPLICATION NO#
MP10 - 0168

NUMBERS RELATE TO DRAWING DA-S75-001

SOPA ROAD RESERVE
THE DESIGN & LAYOUT OF ROADS, PAVING,
PLANTING BEYOND THE PROPERTY BOUNDARY
IS TAKEN FROM THE SOPA DESIGN DRAWING
L210 REV A, WORKS WITHIN THE ROAD
RESERVE ARE NOT PART OF THE APPLICATION



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6 Australia Avenue
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drawing

GROUND FLOOR PLAN

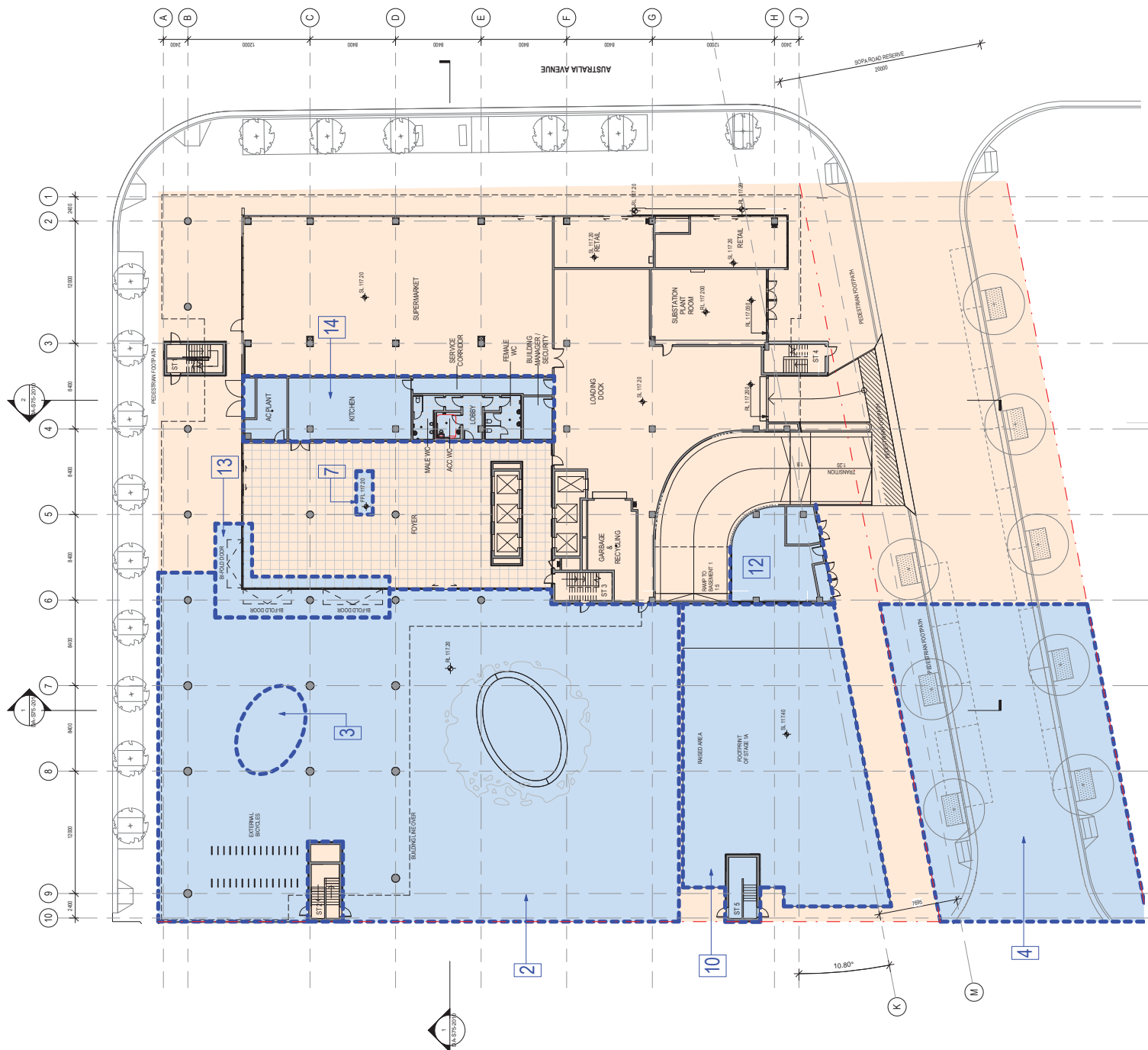
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Attachment 2

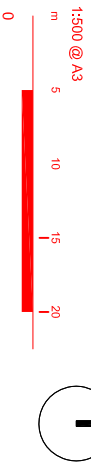
notes
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no.	revision note	by.	date
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scale



project
Stage 1: 6 Australia Avenue, Sydney
Olympic Park.

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traffic & transport planners

drawing title
Section 75W:
Ground Floor Basement Access & Loading Dock
Access

drawn:	JM	checked:	-	date:	13-06-21
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