

Reference: #15S1111100

27 April 2015

FDC Construction & Fitout Pty Ltd
22 - 24 Junction Street
FOREST LODGE NSW 2037

Attention: Mr. Sam Taouk (Project Coordinator)

Dear Sam

**RE: 3 MURRAY ROSE AVENUE, SYDNEY OLYMPIC PARK
PROPOSED SAMSUNG PRODUCT SERVICE CENTRE
TRANSPORT IMPACT ASSESSMENT**

A Section 75 Modification is being sought for the existing Development Consent for the commercial building at 3 Murray Rose Avenue in Sydney Olympic Park. It is proposed to provide a new business service area (approximately 113.5sq.m) within the existing ground floor car park. The additional floor area is proposed to be occupied by a Samsung service repair centre.

The following sets out an assessment of the transport impacts of the proposal on the existing approved uses and the surrounding road network.

Existing Transport Situation

The site is located at the northern end of Murray Rose Avenue and is defined as Block 60 of the Parkview Precinct within the Sydney Olympic Park Master Plan. Murray Rose Avenue has recently been extended to link Showground Road in the west to Bennelong Parkway in the east. In the vicinity of the site Murray Rose Avenue is configured with a single traffic lane in each direction and indented parking on the south side of the carriageway. The on-street car parking in the vicinity of the site is typically restricted to short-term parking (30 minutes or less) during business hours.

The Olympic Park Train Station is located approximately 500m west or a 6 minute walk from the site. Trains from Olympic Park Train Station typically operate at 10 minute intervals to Concord Train Station. In addition, the subject site is also within a 15 minute walk to Concord West Train Station which is on the T1 Northern Line providing direct access to other centres such as Epping and Hornsby.

Park Street, a 5 minute walk from the site operates as the primary bus interchange for all inbound and outbound buses servicing Sydney Olympic Park. Buses also stop on Australia Avenue, Dawn Fraser Avenue and Edwin Flack Avenue.

Publicly accessible off-street parking is provided at a number of locations throughout Sydney Olympic Park, including Parking Station P6 which is located in close proximity to the site (less than a 5 minute walk from the site).

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The surrounding transport nodes, including train station, bus stops and off-street car park stations, are all connected to the site by an extensive network of footpaths. The site and the broader Sydney Olympic Park precinct are well connected to the surrounding bicycle network.

Proposed Development

It is proposed to provide a Samsung product service centre within the lower ground floor of the future Samsung head office building. The proposed land use is best described as "business premises" land use. The service centre would allow customers to drop off Samsung products that are required to be repaired and then subsequently pick them up. Pedestrian access to the service centre will be provided directly to Murray Rose Avenue.

A summary of the currently approved development and proposed development land uses is provided in Table 1.

Table 1: Summary of Proposed Land Uses

Land Use	Description	Development Yield		
		Current Approval	Proposed	Change
Commercial	Office / Business Premises	13,736sq.m	13,849.5sq.m	+113.5sq.m

Table 1 indicates that it is proposed to provide an additional 113.5sq.m GFA within the approved commercial development at lower ground floor and will require the relocation of the existing bicycle storage facility.

A summary of the currently approved car parking and motorbike parking provisions are provided in Table 2.

Table 2: Car, Bicycle and Motorbike Parking Provisions

Item	Current Approval	Proposed	Change
Car Parking	249 spaces	243 spaces	-6 spaces
Bicycle Parking (internal)	88 spaces	88 spaces	No change
Motorbike Parking	32 spaces	31 spaces	-1 space

It is noted that there will be no change to the number of bicycle parking spaces, although the location of the bicycle storage facility will be relocated within the lower ground floor level.

Car Parking

The parking requirement for the proposed development has been assessed against the Sydney Olympic Park Master Plan 2030, more specifically Table 4.10 within Section 4.7. It is noted that the master plan stipulates maximum parking provision rates (i.e. proposed parking can be less than the maximum stipulated rates, but not more than). A summary of the parking requirements for the approved development and the proposed development are provided in Table 3.

Table 3: Sydney Olympic Park Master Plan 2030 Maximum Permissible Parking

Land Use	Maximum Car Parking Rate	Size		Car Parking Requirement	
		Current Approval	Proposed	Current Approval	Proposed
Commercial	1 space per 80sq.m	13,376sq.m	13,849.5sq.m	172 spaces	173 spaces

Table 3 indicates that the modified development (including the proposed service centre) has a maximum permissible car parking provision of 173 spaces under the Sydney Olympic Park Masterplan 2030 provisions compared to the current approved development which results in a maximum rate of 172 spaces (without the service centre).

In this regard the current approved development exceeds the maximum car parking provision by 77 spaces. The proposal exceeds the maximum car parking provision by 70 spaces (=243-173 spaces) a lesser amount than the current approval. Whilst the proposed car parking provision is not strictly in accordance with the permissible parking rates it represents a smaller dispensation than the current approval.

Customers who drive to the site would be able to utilise the short-term parking provided along Murray Rose Avenue to park whilst they dropped off or picked up their products. Should the on-street parking be fully occupied they would be able to utilise the off-street car parking provided in Parking Station P6 in the vicinity of the site or any of the other parking stations provided at Sydney Olympic Park. In this regard, it is noted that outside event mode there is typically capacity in each of the parking stations.

It is further noted that not providing specific parking for customers of the service centre would be consistent with the stated planning principles contained with the Sydney Olympic Park Master Plan 2030. The relevant planning principles articulated in the Sydney Olympic Park Master Plan 2030 include:

- o *limiting the provision of parking spaces for new developments to encourage public transport use*
- o *continuing the operation of high quality major event public transport services to sustain existing high public transport mode shares.*

The Master Plan 2030 continues to state that parking effectiveness may be improved by:

- o *ensuring dedicated major event car and coach parking areas are utilised during non-event periods*
- o *managing parking provision to promote alternative forms of transport*
- o *managing and redistributing existing public car parking supply to more effectively meet new land use requirements.*

Given the above, the revised car parking provision is considered appropriate to service the requirements of the approved development and the proposed Samsung service centre.

Car park Layout

The revised car park layout has been designed in accordance with the requirements of the Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009) and Bicycle Parking Facilities (AS2890.3-1993).

Workplace Travel Plan

A Workplace Travel Plan has been prepared for the Samsung head office that will also be applicable for the Samsung service centre. The reduction in car parking and the retention of the high quality end of trip facilities is consistent with the principles developed as part of the Workplace Travel Plan.

Traffic Impact

The proposal seeks to reduce the on-site car parking provision which will in turn reduce the ability for the site to generate traffic. Some additional traffic may be generated by customers of the service centre to the surrounding road network. Any customer traffic generation is anticipated to be minor (i.e. less than 10 vehicle movements in any one hour period) and would typically occur during the day outside road network peak hour periods.

Against existing (and anticipated future) traffic volumes in the vicinity of the site, the additional traffic generated by the proposal could not be expected to compromise the safety or function of the surrounding road network.

Summary

Based on the analysis and discussions presented above, the following conclusions are made:

- i It is proposed to provide 113.5sq.m of additional GFA at the lower ground floor level.
- ii The development will result in the loss of 6 car parking spaces (new supply of 243 spaces).
- iii The reduction in car parking supply is consistent with the objectives of the Sydney Olympic Park Master Plan.
- iv Customer car parking could be accommodated in the surrounding on and off-street car parking provisions.
- v The Workplace Travel Plan prepared for the Samsung head office provided on the same site would be applicable for the proposed use.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Ken Hollyoak
Director