

17 December 2019

Key Sites Assessments, Executive Director
Department of Planning, Industry & Environment
320 Pitt Street
Sydney NSW 2000

Attention: David Glasgow

Dear Sir/Madam,

**NOTICE OF EXHIBITION - PROPOSED CONSTRUCTION OF TWO MULTI-STOREY BUILDINGS (TOWER 2A AND TOWER 2B) TO ACCOMMODATE A HOTEL, COMMERCIAL STRATA SUITES AND RETAIL
2A AND 2B AUSTRALIA AVENUE, SYDNEY OLYMPIC PARK**

Thank you for your letter, requesting Transport for NSW (TfNSW) review and comment on the above application. On 1 December 2019 legislation came into effect to bring Roads and Maritime Services (Roads and Maritime) and TfNSW together as one organisation.

TfNSW has reviewed the application and provides the Department the following advisory comments for consideration in determining the application:

Traffic Assessment

Comment:

It is noted some inconsistencies between the Traffic Impact Assessment (TIA) and Environmental Impact Statement (EIS). These include:

- 24,500 sqm of commercial Gross Floor Area (GFA) is shown in the TIA while Table 2 in the EIS indicates 20,918 sqm of commercial GFA,
- 290 commercial car spaces detailed in the TIA while Table 2 in the EIS indicates 303 commercial car parking spaces will be provided in the basement car park.
- The 363 office trips being translated to 73 car spaces to be occupied in the AM peak, needs to be clarified.
- Different numbers are provided in the TIA and EIS regarding bicycle parking provision. The TIS states the number as 197 (164 permanent spaces and 33 visitor spaces) and the EIS states it as 277 (214 bicycle spaces and 63 on street visitor parking).
- The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1-2004, AS2890.6-2009, AS 2890.2-2018, AS2890.3-2015.

Recommendation:

It is requested that the applicant clarifies the above to TfNSW as part of the applicant's Response to Submissions (RtS).

Active Transport

Comment:

The TIA states that the local road network offers a high level of safety and amenity for pedestrians, with adequate footpaths and signalised pedestrian crossings along Australia Ave at Parkview Drive and Sarah Durack Avenue.

However, there is no analysis provided in the TIA to determine whether the proposed development, which will increase the volume of pedestrians in the vicinity, needs to consider the existing pedestrian infrastructure as sufficient for future use of the site.

Recommendation:

It is requested that the applicant undertakes an assessment, as part of the RtS, of existing pedestrian facilities and infrastructure surrounding the site. The assessment should consider the existing pedestrian facilities to safely cross Australia Avenue, pedestrian desire lines, cumulative impacts of future developments and the need for any future pedestrian infrastructure.

Construction Traffic Management Plan

Comment:

Several construction projects are likely to occur at the same time as this development including the redevelopment of Stadium Australia. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the precinct, as well as the safety of pedestrians and cyclists particularly during major events.

Recommendation:

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the City of Parramatta, Sydney Olympic Park Authority (SOPA) and TfNSW.

Suggested Conditions of Consent are included in **TAB A**.

If you require clarification on the letter, please don't hesitate to contact Vic Naidu, Land Use Planner, by email at development.sydney@rms.nsw.gov.au

Yours sincerely



Brendan Pegg
Senior Land Use Planner
South East Precinct Greater Sydney Division

TAB A – Suggested Conditions of Consent

Construction Pedestrian and Traffic Management

The applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within Transport for NSW (TfNSW), SOPA and City of Parramatta. The CPTMP needs to specify, but not limited to, the following:

- A description of the development;
- Location of any proposed work zone/s;
- Haulage routes;
- Location of any proposed crane/s, including crane/s movement plan;
- A detailed plan of any proposed hoarding and/or scaffolding;
- A detailed plan identifying all construction vehicle access arrangements;
- Estimated number of construction vehicle movements, including measures to reduce the number of movements during the AM /PM peak periods and during major events;
- Measures to avoid construction worker vehicle movements within the precinct;
- Proposed construction hours;
- Construction program;
- Construction methodology;
- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
- Swept paths, traffic control plans, pedestrian management plans etc.
- Any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from the construction of the development;
- Cumulative construction impacts of the developments within the 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 road network; and
- Proposed mitigation measures. 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.

The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination within TfNSW for endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.

Travel Plan

The applicant prepare a Travel Plan in consultation with TfNSW, prior to the issue of an Occupation Certificate for each of the proposed buildings. The Travel Plan(s) should:

- Support employees, guests, visitors and any other tenants to prioritise access to the site by public and active transport and minimise the proportion of single-occupant car journeys to the site;
- Include a Travel Access Guide that provides information to employees, guests, visitors and tenants about public and active transport accessibility, as well as relevant information about end of trip facilities and bicycle parking, and access arrangements for freight and servicing, and publish this information in a publicly accessible location;
- Establish mode share targets and outline robust actions to achieve those targets;
- Appoint a Travel Plan Coordinator to oversee the implementation of the Travel Plan;
- Nominate the party/parties responsible for implementing the actions in the Travel Plan and for its ongoing monitoring and review, including the delivery of actions and associated mode share targets; and
- Include an annual monitoring, reporting and review process, supported by a Travel Survey to determine if mode share targets and other actions of the Travel Plan are being achieved.