



23 October 2019

Our Ref: SYD19/01261
DP&E Ref: SSD10342

The Executive Director
Department of Planning, Industry & Environment
320 Pitt Street
Sydney NSW 2000

Attention: Andy Nixey

Dear Sir/Madam,

**PROPOSED WORKS TO REFURBISH THE EXISTING STADIUM AUSTRALIA AND
TEMPORARY USE OF THE STADIUM FORECOURT AS A CONSTRUCTION COMPOUND
15 EDWIN FLACK AVENUE, SYDNEY OLYMPIC PARK**

Reference is made to your referral dated 20 September 2019, regarding the abovementioned Application which was referred to Roads and Maritime Services (Roads and Maritime) in accordance with Clause 104 of the *State Environmental Planning Policy (Infrastructure) 2007*.

Transport for NSW (TfNSW) comments has been included in this submission and as such the Department should regard this response as a joint submission.

Roads and Maritime has reviewed the submitted application and recommends that the following requirements are included in any determination issued by the Department:

1. A detailed Travel Demand Strategy and Green Travel Plan (GTP) is to be prepared outlining practical measures and initiatives to ensure that the refurbished stadium supports and works towards the greater use of sustainable modes of transport. The Travel Plan should:
 - a. Identify current employee journey to work patterns including current mode share, trip origin and shift start/finish times. This can be informed by analysis of Australian Bureau of Statistics Census data and/or by conducting a staff travel survey. This information should be used to inform sustainable transport strategies for Stadium employees in the GTP.
 - b. Include a Travel Access Guide (TAG) which provides information about how to travel to the site during both event and non-event periods. The TAG should be updated on an event-by-event basis and provided to both Stadium employees and event patrons through appropriate channels.
 - c. Include Travel Demand Management Strategy that considers opportunities to spread or stagger network demand, such as through strategies that encourage stadium patrons and employees to stay in the precinct pre- and post-event, where appropriate.

2. Bicycle parking is to be provided in accordance with Australian Standards 2890.3 Bicycle Parking Facilities.
3. A Construction Pedestrian and Traffic Management Plan (CPTMP) shall be submitted in consultation with the TfNSW Sydney Coordination Office (SCO), Roads and Maritime, and Parramatta City Council, prior to the issue of a Construction Certificate. The CPTMP needs to include, but not be limited to, the following: construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control, taking into consideration the cumulative traffic impacts of other developments in the area.
4. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows on the surrounding state road network during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>.

In addition to the above, Roads and Maritime provides the following advisory comments for the Department's consideration in determining the application:

1. The Transport Impact Assessment (TIA) should be updated noting that:
 - a. Table 8 on page 27 of the TIA suggests that due to the reduction in stadium capacity, the overall travel demand for major events is forecasted to reduce when compared to the current levels. Reference is made to the past years data that the Transport Management Centre (TMC) has on public transport patterns to Sydney Olympic and it does not show the Major Event Bus network patronage share would fall over time. The data suggests that regardless of crowd size major event buses carry between 12-14% of the crowd when the services operate, and also with rail the figure consistently sits at around 50%.
 - b. Page 29 of the TIA states that *Integrated ticketing arrangements are in place for all events at Stadium Australia*. It should be clarified that Integrated Ticketing does not apply to all events held at Stadium Australia. The arrangement of Integrated Ticketing is only put in place when commercial arrangement is reached between VenuesLive and the Transport Management Centre.
2. It is advised that the NSW Government is considering a Final Business Case for Parramatta Light Rail Stage 2, which will connect Stage 1 and Parramatta CBD to Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park.

As such, consideration should be given to the Stage 2 alignment under consideration which can be viewed at <http://paramattalightrail.nsw.gov.au/maps>

Should you have any further inquiries in relation to this matter, please do not 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