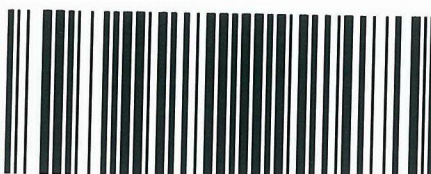


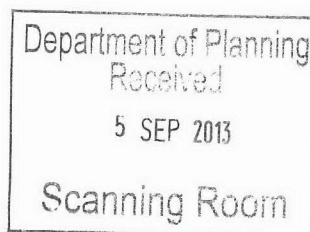


**Transport
for NSW**



PCU047703

Heather Warton
Director, Industry, Social Projects and Key Sites
Department of Planning and Infrastructure
23-33 Bridge Street
Sydney NSW 2000



Attention: Megan Fu

**Response to Stages 1A and 2, Site 43/44 Mixed Commercial and Retail Development,
Sydney Olympic Park (SSD 12_5676 and SSD12_5677)**

Dear Ms Fu

Thank you for your email dated 31 July 2013 requesting Transport for NSW (TfNSW) comments on the development applications for Stages 1A and 2, Site 43/44 Mixed Commercial and Retail Development, located at 6 Australia Avenue and 2 Herb Elliot Avenue, Sydney Olympic Park.

TfNSW has reviewed the documents *Traffic Impact Assessment, Mixed-Use Commercial and Retail Development, Stage 1A – 6 Australia Avenue, Sydney Olympic Park & Traffic Impact Assessment, Mixed-Use Commercial and Retail Development, Stage 2 – 2 Herb Elliot Avenue, Sydney Olympic Park* dated 14 May 2013 prepared by Traffix.

Consolidated comments from TfNSW and Roads and Maritime Services (RMS) are provided below:

- The car trip generation rate for office and commercial uses at 2 per 100 m² gross floor area should be used in accordance with the RMS *Guide to Traffic Generating Developments*. The rates are based on sites with a mean peak hour mode split for car of 0.62 which is similar to the car mode share percentage of overall trips in Sydney Olympic Park. The commercial use component of the overall development (Stage 1, 1a and 2) from the commercial use component will generate some 748 veh/h during the PM peak period.
- No survey data or reference is documented for the trip rate of 3 trips per space/hour adopted for retail and supermarket components. The traffic generation rates for supermarket and retail components in the RMS *Guide to Traffic Generating Developments* are 15.5 vph/100 m² and 4.6 vph/100 m² GFA in Thursday afternoon peak hour respectively. Based on these rates, supermarket and retail components are estimated to generate 103 veh/h during the PM peak period.
- Based on the above, the overall development could potentially generate more than 800 veh/h during the PM peak period in accordance with the RMS *Guide to Traffic Generating Developments*. The intersection of Australia Avenue/Bennelong Parkway/Sarah Durack Avenue is likely to operate beyond its capacity with the proposed developments.

- TfNSW/RMS requests that a traffic impact assessment be undertaken considering other approved/planned developments within Sydney Olympic Park. The traffic impact assessment needs to include the Homebush Bay Drive/Australia Avenue/Underwood Road intersection. TfNSW/RMS recommends that mitigation measures be proposed to minimise the impacts of additional traffic generated from approved/planned developments.
- TfNSW/RMS requests that the detailed design plan of the intersection of Australia Avenue and the new road 20 (East/West Street) with associated turning path analysis be submitted to RMS for review prior to commencing any road works. (SSD12-5677 only)
- TfNSW/RMS requests that the layout of the proposed car parking areas associated with the proposed developments (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) be in accordance with AS 2890 parts 1, 2 and 6.
- All works/regulatory signposting associated with proposed developments are to be at no cost to RMS.
- The Olympic Park Railway Station and the rail corridor are located within 200m of the proposed development site. From the development application documents, it is not clear that relevant noise and vibration impact assessments have been undertaken from rail and to rail during the construction.
- Should the proposals be approved, TfNSW/RMS requests that the approval should include a condition requiring that a Construction Traffic Management Plan (CTMP) be prepared to specify any potential impacts to traffic movements adjacent to the site and bus services operating on roads within the vicinity of the proposed site during construction. The CTMP needs to detail construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control be submitted to SOPA prior to the issue of a Construction Certificate. The CTMP also needs to provide the details of construction activities during major events. TfNSW/RMS recommends that any potential impacts to pedestrian access or public transport infrastructure including rail and bus stops be also specified. Should any impacts be identified, the duration of the impacts and the measures proposed to mitigate these, including any temporary relocation of services, need to be clearly explained and committed to being enforced.
- TfNSW requests that the proponent needs to demonstrate and ensure that the potential impacts from the traffic generated from the proposed developments do not have any detrimental impacts on bus services in the vicinity of the site. TfNSW/RMS recommends that any identified impacts be clearly explained and measures to mitigate these be clearly detailed and committed to being enforced.

Should you have any questions regarding this review, please contact Mark Ozinga on 8202 2198 or Mark.Ozinga@transport.nsw.gov.au

Yours sincerely,



28/7/30

Mark Ozinga
**Manager, Land Use and Transport Planning
 Planning and Programs**

CD13/15139