1st February 2017

Graham Keeping
Sterling Project Solutions Pty Ltd
180 Darling Street
Balmain
NSW 2041

Dear Graham

State Significant Development Application for a Mixed Use Development at Site 9, Sydney Olympic Park (SSD 7445), Response to Department of Planning & Environment and RMS Comments

Further to Parking and Traffic Consultants (PTC) correspondence dated 21st December 2016, in response to the traffic engineering related matters identified in the correspondence from the Department of Planning & Environment relating to the State Significant Development Application for a Mixed Use Development at Site 9, Sydney Olympic Park (SSD 7445), dated 15th December 2016, Batesmart have revised the cycle parking provision for the development.

The changes in the cycle parking provision are summarised below;

Ground Floor

- New cycle Storage area provided (with a reduced retail tenancy area). Cycle storage area has door to the through site link and straight into the corridor leading into the mail room. (+41 Bike Storage)

Podium Level 03 -06

- 6 storage areas removed and 8 cycle parking spaces added per floor (+32 Bike Storage)

Level 09

- 103 cycle parking spaces revised to 24 storage/cycle spaces and 13 cycle parking spaces (- 66 Bike storage)

The revised cycle parking allocation now equates to;

- 264 cycle spaces
- 134 residential storage cages
- 398 Total Cycle Parking Provision.

This revised layout provides a proportion of resident and employee cycle parking on the ground floor level, with secure street access, access to end of trip facilities and direct access into the building. The revised plans can be found in Attachment 1.
The following RMS comments were raised in their correspondence dated 29th November 2016:

1. The requirement to upgrade the signalised intersection of Sarah Durak Avenue Olympic Boulevarde as outlined in RMS’s previous correspondence date 1st June 2016 should be preferably considered as part of a master plan where the cost could be apportioned to all developments (including the subject development) that cumulatively impact on the intersection.

   The requirement to upgrade Sarah Durak/Olympic Boulevarde intersection including appropriate funding mechanism/developer contribution is likely to be included as part of a transport cluster submission to the exhibition of the draft Sydney Olympic Park 2030 Master Plan (2016 Review)

2. The access strategy should be review to minimise the potential impact of vehicle exiting the development onto Sarah Durak Avenue then turning onto Olympic Boulevarde blocking through westbound traffic along Sarah Durak Avenue. In this regard, the access road on Sarah Durack Avenue could be restricted to entry only (one way southbound).

In response to the RMS comments, PTC provides the following commentary:

1. PTC have undertaken some initial modelling on the intersection of Olympic Boulevard and Sarah Durak Avenue, incorporating the right turn bays and diamond turning facilities. At this early stage, it would appear that the introduction of these facilities would not significantly improve the proposed Level of Service of the intersection, (LOS C in the PM peak) post the completion of the development.

   It is also noted that the installation of the right turn bays (assumed at 75m in length) would result in the requirement to remove up to 20 existing trees within the central median of Olympic Boulevard.

2. To alleviate the possible weaving issues which maybe caused as a result of vehicles exiting the development site onto Sarah Durak Avenue and wishing to turn right into Olympic Boulevarde, it is recommended that the access roadway be restricted one way (southbound). A swept path analysis and traffic signage details are shown on PTC drawing T21578/PTC010 (ref to Attachment 2)

If you require any additional information from PTC, please contact us.

Yours faithfully

Steve Wellman

Steve Wellman
Senior Traffic Engineer
Attachment 1 – Cycle Parking
Attachment 2 – Access Roadway