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Dear Annie

## S4.55 Modification to SSD 7662 MOD 1

### Traffic Statement – Site 53, Figtree Drive, Sydney Olympic Park

ptc. has been engaged by Mirvac Design to provide a traffic statement to accompany the Section 4.55 modification to SSD 7662 MOD 1 application for the proposed development at Site 53, Figtree Drive, Sydney Olympic Park.

The Modification to SSD 7662 MOD 1 application will seek to reduce the number of apartments from 698 (as approved for the development under SSD 7662 MOD 1) to 696, with a revised apartment split as follows:

- 275 x one bedroom apartments
- 327 x two bedroom apartments
- 93 x three bedroom apartments
- 1 x four bedroom apartments

This traffic assessment outlines the effect these proposed changes could have on the parking and traffic factors of the development.

## 1. Revised Parking Provision Assessment

### 1.1 Approved Parking Provision

The approved development would provide 698 spaces for residential, visitor, retail and car share and the Modification to SSD 7662 MOD 1 application proposes no reduction in the car parking provision of the development.

The residential portion of the car park has been provided in accordance with SEPP 65 with an approved reduction in visitor spaces from a rate of 0.2 spaces per unit to 0.1 spaces per unit, as shown in Table 1:

Table 1 – Approved Proposed Car Parking Provision (SSD 7662 MOD 1)

User Type	Units		Parking Provision Rate Applied	Parking Allocation
One-bedroom unit	275	@	0.6 spaces per unit	165
Two-bedroom unit	328	@	1.0 spaces per unit	328
Three bedroom unit	94	@	1.71 spaces per unit	161 (160.7)
Four bedroom unit	1	@	1.67 spaces per unit	2 (1.67)
Combined Visitors	698	@	0.1 spaces per unit	70 (69.8)
Car Share				4
Provided Spaces				730

## 1.2 Modification to SSD 7662 MOD 1 Parking Provision

The proposed modification seeks a reduction in residential units to 696 and therefore the reduction in required residential parking will provide the revised parking provision, as shown in Table 2:

**Table 2 – Modification to SSD 7662 MOD 1 Proposed Car Parking Provision (utilising the approved SSD 7662 MOD 1 provision rates)**

User Type	Units		Parking Provision Rate Applied	Parking Allocation
One-bedroom unit	275	@	0.6 spaces per unit	165
Two-bedroom unit	327	@	1.0 spaces per unit	327
Three bedroom unit	93	@	1.71 spaces per unit	159
Four bedroom unit	1	@	1.67 spaces per unit	2 (1.67)
Combined Visitors	696	@	0.1 spaces per unit	70 (69.6)
Car Share				4
<b>Required Spaces</b>				<b>727</b>
<b>Provided Spaces</b>				<b>730</b>

As this modification does not seek to reduce the existing proposed parking provision, the additional three spaces provided will be allocated as additional spaces for the 3 bedroom units, therefore increasing the parking provision rate applied to 1.74 spaces per 3 bedroom unit.

The modified parking provision (with the modified provision rate) is shown in Table 3.

**Table 3 – Modification to SSD 7662 MOD 1 Proposed Car Parking Provision (modified provision rate)**

User Type	Units		Parking Provision Rate Applied	Parking Allocation
One-bedroom unit	275	@	0.6 spaces per unit	165
Two-bedroom unit	327	@	1.0 spaces per unit	327
Three bedroom unit	93	@	1.74 spaces per unit	162 (161.8)
Four bedroom unit	1	@	1.67 spaces per unit	2 (1.67)
Combined Visitors	696	@	0.1 spaces per unit	70 (69.6)
Car Share				4
<b>Provided Spaces</b>				<b>730</b>

## 2. Revised Bicycle Parking Provision Assessment

### 2.1 Planning Policy Requirement – Bicycle Parking

The bicycle parking requirements relating to new developments with in Olympic Park are presented in Table 4.12, in the Sydney Olympic Park Master Plan 2030.

The bicycle parking rates are presented as a minimum provision in line with the SOPA planning principle of “promoting access and travel by public transport, walking and cycling”.

The masterplan specifies the following minimum bicycle parking requirements;

- Residential use
  - One bedroom units - 1 space per unit
  - Two bedroom units- 1.2 spaces per unit
  - Three bedroom units - 1.5 spaces per unit
  - Four bedroom units - 2 spaces per unit
  - Visitors - 0.25 spaces per unit
- Retail use
  - Permanent spaces – 1 space per 150m<sup>2</sup>
  - Visitor spaces - 1 space per 75m<sup>2</sup>

### 2.2 Approved Bicycle Parking

The approved bicycle parking provision is as shown in Table 4:

Table 4 – Bicycle Parking Provision (SSD 7662 MOD 1)

Use Type			Parking provision Rate	Required Spaces	Allocated Spaces
One-bedroom unit	275	@	1.0 spaces per unit	275	987
Two-bedroom unit	328	@	1.2 spaces per unit	394 (393.6)	
Three bedroom unit	94	@	1.5 spaces per unit	141	
Four bedroom unit	1	@	2 spaces per unit	2	
Visitors	698	@	0.25 spaces per unit	175 (174.5)	
Retail - permanent	1500m <sup>2</sup>	@	1 space per 150m <sup>2</sup>	10	10
Retail - visitors	1500m <sup>2</sup>	@	1 space per 75m <sup>2</sup>	20	20
<b>Required Spaces</b>				<b>1017</b>	
<b>Total On-Site Parking Spaces Provided</b>					<b>1017</b>

## 2.3 Modification to SSD 7662 – Bicycle Parking

The reduction in residential units and therefore the reduction in required bicycle parking will provide the revised bicycle parking provision, as shown in Table 4:

**Table 5 – Modification to SSD 7662 - Bicycle Parking Provision**

Use Type			Parking provision Rate	Required Spaces	Allocated Spaces
One-bedroom unit	275	@	1.0 spaces per unit	275	983
Two-bedroom unit	327	@	1.2 spaces per unit	392 (392.4)	
Three bedroom unit	93	@	1.5 spaces per unit	140 (139.5)	
Four bedroom unit	1	@	2 spaces per unit	2	
Visitors	696	@	0.25 spaces per unit	174	
Retail - permanent	1500m <sup>2</sup>	@	1 space per 150m <sup>2</sup>	10	10
Retail - visitors	1500m <sup>2</sup>	@	1 space per 75m <sup>2</sup>	20	20
<b>Required Spaces</b>				<b>1013</b>	
<b>Total On-Site Parking Spaces Provided</b>					<b>1013</b>

The proposed revised provision of 1013 spaces, meets the minimum required bicycle parking by the Sydney Olympic Park Masterplan 2030.

## 3. Revised Traffic Generation Assessment

The traffic generation for the development has been calculated on a trip per car space basis and the Modification to SSD 7662 does not seek to change the parking space provision and therefore the traffic generation assessment remains the same as the assessment for the approved development.

## 4. Conclusion

In conclusion, based on the above discussion, it is considered that the reduction in units from the approved (SSD 7662 MOD 1) 698 to the Modification to SSD 7662 MOD 1 application of 696 units, in terms of parking and traffic provisions, should have no detrimental effect on the development or the surrounding road network.

The revised car and bicycle parking provisions met the requirements of SEPP65 and the SOPA Masterplan and the parking layout (as previously assessed) meet the requirements of AS2890.1, AS2890.2, AS2890.3 and AS2890.6 or have been assessed on a performance basis and have been deemed fit for purpose.

Therefore, from a parking and traffic perspective, **ptc.** endorse the proposed change to the approved development.

Regards



Steve Wellman

Senior Traffic and Civil Engineer