



24 August 2017

Our Reference: SYD16/01201/02  
Department Ref: SSD 7942

Team Leader  
Key Sites & Priority Assessments  
Department of Planning & Environment  
GPO Box 39 SYDNEY NSW 2001

Attention: Andrew Hartcher

Dear Sir/Madam,

**PROPOSED OPEN WATER SURF SPORTS LAGOON FACILITY  
POD 5 P5 CARPARK HILL ROAD, SYDNEY OLYMPIC PARK**

Reference is made to the department's email dated 10 July 2017, regarding the abovementioned Development Application which was referred to Roads and Maritime Services (Roads and Maritime) for comment in accordance with Clause 104 of the *State Environmental Planning Policy (Infrastructure) 2007*.

Transport for NSW (TfNSW) will provide a separate submission.

Roads and Maritime has reviewed the submitted Environmental Impact Statement and provides the Department of Planning & Environment (DP&E) with the following comments:

1. Hill Road is currently subject to a number of investigations to determine future requirements for a transport corridor. The widening of the southern section of Hill Road between the M4 and John Ian Wing Parade is being investigated as part of the M4 Off-Ramp project.

Proposals to extend this widening to Holker Street and potentially further northeast towards Wentworth Point, to cater for future transport requirements, are being investigated by Roads and Maritime and other government agencies.

Due to environmental and geometric constraints, the preferred design for these schemes indicate that road widening would be required on the eastern side of Hill Road. These investigations are in the early stages of development, however, it is being considered for funding to support the growth of the Greater Parramatta Priority Growth Area.

Any development that precludes future widening to the eastern side of Hill Road will have implications for any proposed transport improvements along Hill Road beyond John Ian Wing Parade.

It is requested that the Applicant consults with Roads and Maritime regarding the above, prior to determination of the Development Application.

**Roads and Maritime Services**

2. The proposal results in the loss of bus, truck, trailer and car parking areas used for major events within the Sydney Olympic Park (SOP) Precinct. Compounded with the significant development uplift proposed in the recent SOP Master Plan 2030, Roads and Maritime is concerned that the proposal would adversely impact the ability of SOP in managing the parking impacts of major events.

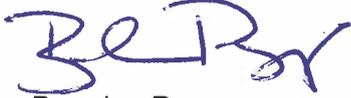
The loss of 678 car parking spaces without any appropriate mitigation measures would likely result in the displacement of car parking to surrounding on-street areas during major events. An assessment should be undertaken to determine the adequacy of the SOP car parking areas to satisfy the parking demands generated by major events for a 'with development' scenario and 'without development' scenario. This assessment should also examine the likely impacts on the surrounding on-street parking areas (such as Newington) as a result of this development, particularly during major events.

3. The Applicant should provide further information regarding the proposed access management via the Holker Street Busway for service vehicles and staff parking. This would include providing information on the signage requirements and enforcement procedures to prevent the use of the busway for general traffic. This shall be at no cost to Roads and Maritime.
4. Swept path analysis of the longest vehicle entering and exiting from the service access along the car park access road (northern end of the site) should be provided. All vehicles using this access must be able to enter and exit in a forward direction. Furthermore, all vehicles are to wholly be contained before required to stop.
5. Swept path analysis of ambulance vehicles entering and exiting the subject site from the car park access should be provided. It is unclear as to whether the existing car park access could accommodate emergency ambulance vehicle movements.
6. 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 and AS 2890.2 2002 for heavy vehicle usage.
7. Bicycle parking associated with the subject development should be in accordance with AS 2890.3 (Bicycle Parking Facilities). Consideration should also be given to providing end-of-trip facilities to support and encourage active transport to the subject development.
8. Having regard for proposed reduction in the number of car parking spaces, the Applicant should consider reducing the number of entry/exit lanes at the existing car park access to/from the car park access road to simplify vehicle movements, thus restricting conflict points, improving network safety and efficiency.
9. The Applicant should be conditioned to prepare a Travel Plan, prior to issuance of the occupation certificate, which includes (but not limited to) the following:
  - details of proposed travel demand management measures to encourage the use of non-car travel modes to the site; and
  - detailed plans of how the Surf Park operators will coordinate and manage parking and access for customers during various major events within SOP.
10. The applicant should be conditioned to prepare a Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation,

access arrangements and traffic control should be submitted to Sydney Olympic Park Authority (SOPA) and Council for approval prior to the issue of a Construction Certificate.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Ken Ho, Land Use Planner by email at [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

Yours sincerely,



Brendan Pegg  
**A/Senior Land Use Planner**  
**Network Sydney South Precinct**