

report;

Response to Authority Comments
SSDA 9403, 1 and 2 Murray Rose Avenue
Sydney Olympic Park
For Austino Property Group
31st January 2019

**parking;
traffic;
civil design;
wayfinding;
ptc.**

Document Control

Response to Authority Comments
SSDA 9403, 1 and 2 Murray Rose Avenue
Sydney Olympic Park, Report

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1. Introduction

1.1 Report Summary

ptc. have been engaged by Austino Property Group to prepare responses to the Traffic and Transport related comments issued by the approving authorities, in relation to the proposed residential development at 1 and 2 Murray Rose Avenue, Sydney Olympic Park (SSD 9403).

The comments received relate to the 'Traffic Impact Assessment, 1 & 2 Murray Rose Avenue, Sydney Olympic Park' dated 26th October 2018, prepared by ptc.

The comments from each authority can be found within Section 3 and the relevant responses are included within each sub-section.

2. Proposed Development

The proposed development is located at 1 and 2 Murray Rose Avenue, Sydney Olympic Park.

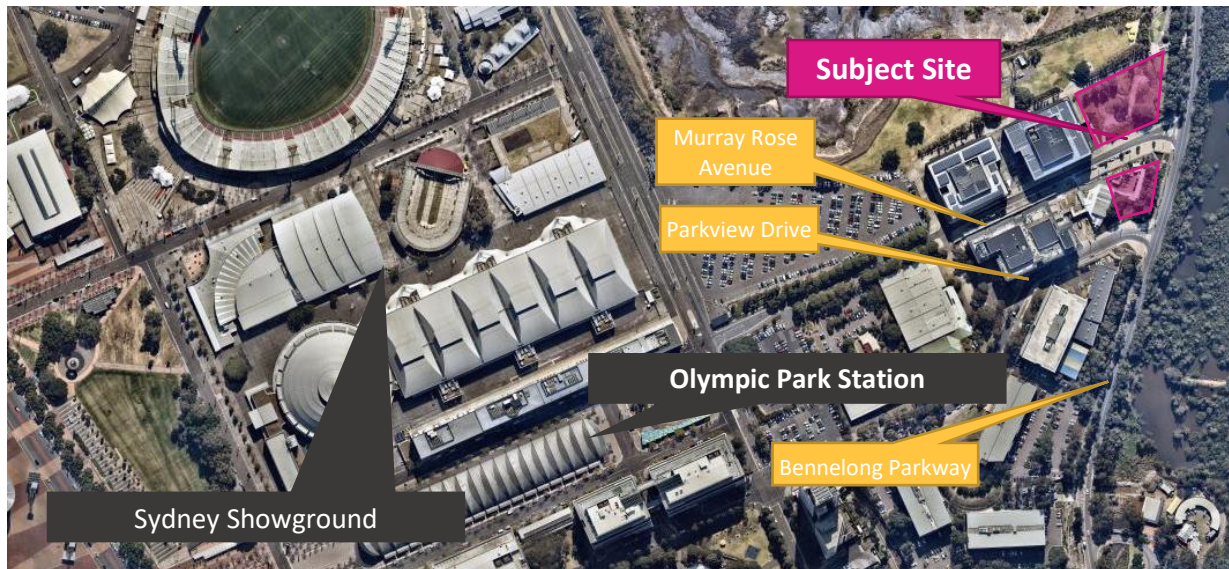


Figure 1 – Location of proposed Development

As shown in Figure 1, the site is bound by Murray Rose Avenue, Parkview Drive and Bennelong Parkway.

The development involves the construction of two multi storey towers accommodating 294 units in the following configuration:

Table 1 – Residential Unit Split

Building	One Bedroom Units	Two Bedroom Units	Three Bedroom Units	Four Bedroom Units	Building Totals
1 Murray Rose Ave	39	97	32	0	168
2 Murray Rose Ave	33	72	20	1	126
Unit Total	72	169	52	1	294

The development also involves the construction of basement parking for each site, with the following provision;

Table 2 – Car Parking Provision – 1 Murray Rose Avenue

User Type	Units	Maximum Parking Requirement Rate	Maximum Allowable Parking Requirement	Provided Parking Provision
One bedroom Units	39	1.0 space per unit	39	204
Two bedroom units	97	1.2 spaces per unit	117	
Three bedroom units	32	1.5 spaces per unit	48	
Visitors	168	0.25 spaces per unit	42	0
Total			246	204

Table 3 – Car Parking Provision – 2 Murray Rose Avenue

User Type	Units	Maximum Parking Requirement Rate	Maximum Allowable Parking Requirement	Provided Parking Provision
One bedroom Units	33	1.0 space per unit	33	125
Two bedroom units	72	1.2 spaces per unit	87	
Three bedroom units	20	1.5 spaces per unit	30	
Four bedroom units	1	2.0 spaces per unit	2	
Visitors	126	0.25 spaces per unit	32	0
Total			183	125

3. Authority Comments and Responses

Comments, relating to Traffic and Transport items were received from the following authorities:

- New South Wales Police Force (NSWPF)
- Roads and Maritime Services (RMS)
- Sydney Olympic Park Authority (SOPA)
- Transport for New South Wales (TfNSW)

3.1 New South Wales Police Force

NSWPF comments were issued on 19th June 2018 (prior to the submission of the SSDA) and re listed below, along with our responses to the relevant items.

3.1.1 Comment – Traffic report

A full traffic report should be obtained by Sydney Olympic Park Authority and Auburn Police. This should include the number of accidents and incidents logged within the development site

3.1.2 Response – Traffic Report

A Traffic Impact Assessment has been prepared and submitted with the SSDA. Traffic accident data was not included within this report, however, this information can be provided, if so required.

3.2 Roads and Maritime Services

RMS comments were issued on 15th December and re listed below, along with our responses to the relevant items.

3.2.1 Comment – Car Park Layout

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. Parking Restrictions may be required to maintain the required sight distances at the driveway.

Bicycle parking should be provided in accordance with AS2890.3.

The swept path of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.

All vehicles are to enter and leave the site in a forward direction.

All vehicles are to be wholly contained on site before being required to stop.

3.2.2 Response – Car Park Layout

A full assessment of the car park area and access arrangements will be undertaken as part of the Construction Certification (CC) process to confirm that all proposed works comply with the relevant Australian Standards and Austroads requirements.

An assessment of the DA plans has been undertaken and as shown on plans T2-2408/SK-B1-001 to B1-004 and T2-2408/SK-B2-001 to B2-004 (revision 9) submitted with the Traffic Impact Assessment, show that, all vehicles enter and leave the site in a forward direction and all vehicles are wholly contained on site before being required to stop.

3.2.3 Comment – Pedestrian Movements

The proposed development will generate additional pedestrian movements in the area. Pedestrian safety is to be considered in the vicinity.

3.2.4 Response – Pedestrian Movements

As outlined in in Section 3.4.2 of the traffic Impact Assessment; *‘Due to the commercial, retail and residential density in the area, the site is well provided with pedestrian footpaths and crossings. There are signalised pedestrian crossings on all major intersections on Australia Avenue (Parkview Drive and Sarah Durack Avenue)’.*

The footpaths on Murray Rose Avenue and Parkview Drive are approximately 5.0m wide and should be able to accommodate the additional pedestrian movements generated by the development.

3.2.5 Comment – Construction Traffic Management Plan

A Construction Pedestrian Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council for approval prior to the issue of a Construction Certificate.

3.2.6 Response – Construction Traffic Management Plan

A Concept Construction Traffic Management Plan (including pedestrian interface) was prepared and submitted with the SSDA package. This report will be updated at Construction Certificate stage and issued to Council for approval.

3.3 Sydney Olympic Park Authority

SOPA comments were issued on 18th December and re listed below, along with our responses to the relevant items.

3.3.1 Comment - Accessible Visitor Parking

The application proposes no on-site parking spaces, In principle, SOPA supports minimising on-site parking in new developments.

However, Sydney Olympic Park maintains in ongoing legacy as a leading accessible and inclusive precinct and failure to provide accessible visitor parking spaces on-site is not supported.

It is unreasonable to expect mobility impaired visitors to use parking in public car park P6, given that the closest parking space is more than 150m from the primary entries to either residential building. P6 is also unavailable at certain times of the year for major event purposes, further restricting parking availability.

SOPA's Access Guidelines require a minimum of 2% of car parking to be provided as accessible spaces. Based on a maximum visitor parking rate of 42 spaces for 1 Murray Rose Avenue and 32 spaces for 2 Murray Rose Avenue, SOPA strongly recommends that at least one (1) accessible car parking space be provided on-site within each building

3.3.2 Response – Accessible Visitor Parking

Agreed. The design will be amended through the CC stage to accommodate at least one (1) accessible visitor space within the car parking provision for each site.

3.3.3 Comment - On-Site Servicing

SOPA notes that the servicing arrangements for the proposed development have been based on a Medium Rigid Vehicle (MRV). Waste collection for Sydney Olympic Park is managed by City of Parramatta Council. The Waste Management Guidelines for City of Parramatta specify that residential flat buildings of six or more storeys must be able to accommodate a Heavy Rigid Vehicle for waste collection.

The applicant should confirm that the appropriate service vehicle standard for the proposed development with City of Parramatta. If necessary, the loading and servicing areas of the basements should be amended to accommodate a Heavy Rigid Vehicle, as SOPA will not support parking or standing of heavy vehicles on the street.

3.3.4 Response

The provision of an MRV for servicing and waste collection is based on the data provided within the 'Operational Waste Management Plan', which states that the 'residential garbage and recycling will be guided by the services and acceptance criteria of Auburn City Council. All waste facilities and equipment are to be designed and constructed to be in compliance with the Auburn City Council's Auburn Development Control Plan 2010, Australian Standards and statutory requirements.

Based on these requirements, the waste collection vehicle specification has been based on the following requirements:

Section 4.3-D5 of the Auburn DCP 2010 (now part of the Parramatta City Council DCP) states that:

'When collection vehicles are required to enter a building (to collect waste and recycling), the following access controls apply:

- Maximum grade 1 in 20 for first 6 metres from street, then 1 in 8 or 1 in 6.5 with a transition of 1 in 12 for 4 metres at lower end.*
- Minimum vertical clearance height required is 4.0 metres. (Note: Clearances must take into account service ducts, pipe works, etc).*
- Minimum width of driveway required is 3.6 meters.*
- Minimum radius of the turning circle required is 10.5 metres.*
- Collection vehicles shall enter and exit in a forward direction.*
- Collection point for waste shall comply with relevant Australian Standards for loading bays.*

And therefore, based on these criteria, the design vehicle of the waste collection has been determined as a Medium Rigid Vehicle (MRV).

This is also consistent with other recent developments within Sydney Olympic Park.

3.4 Transport for New South Wales

TfNSW comments were issued on 17th December and re listed below, along with our responses to the relevant items.

3.4.1 Comment – Bicycle Parking

The application proposes a total of 356 and 74 bicycle parking spaces for residents and visitors respectively. To ensure this quantum will be designed and constructed adequately, a condition of consent should be implemented whereby the spaces are constructed in accordance with Australian Standards 2890.3:2015 – bicycle parking.

Recommendation – A condition of consent should be implemented whereby bicycle parking is to be provided in accordance with AS2890.3

3.4.2 Response – Bicycle Parking

A full assessment of the bicycle parking provision and access arrangements will be undertaken as part of the Construction Certification (CC) process to confirm that all proposed works comply with the relevant Australian Standards.

3.4.3 Comment – Travel Access Guide

The preparation of a Travel Access Guide (TAG) should be considered as an additional measure to promote public transport use, cycling and walking. This will contribute to the SSD application satisfying the requirements of the State Environmental Planning Policy (State Significant Precincts) 2005; Sch. 3 Div. 2 Cl. 25.

Recommendation - The Applicant should prepare a TAG, which details the public transport services and active transport routes available for future residents to key points of interest, services and transport nodes. The TAG will need to be updated throughout the life of the development to reflect changes in services and environment.

3.4.4 Response – Travel Access Guide

A Travel Access Guide, detailing the details the public transport services and active transport routes available for future residents to key points of interest, services and transport nodes, will be prepared during the CC stage of the project. Note: A fee proposal has been submitted to prepare this (a Green Travel Plan) and **ptc.** are waiting for approval to proceed.

3.4.5 Comment – Local Bus Services

The bus routes listed in Section 3.3.2 of the Traffic Impact Assessment (prepared by ptc. dated 26 Oct 2018) have now changed. New changes to service patterns have occurred, starting on 2 December 2018, including cancellation of Route X25 and introduction of a new On-Demand Service by BRIDJ.

3.4.6 Response – Local Bus Services

The revised bus routes have been assessed and the provisions of the train and bus services within the vicinity of the development provide high frequency services within 600m of the development, providing public transport as a viable and accessible alternative mode of transport to the residents.

