

Appendix K Addendum to Traffic and Access Report

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Sydney Metro West

Sydney Olympic Park Over and Adjacent Station
Development

Addendum to Appendix T - Transport and Access
Report

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Executive summary

This addendum report supports a Concept State Significant Development Application (Concept SSDA) submitted to the Department of Planning and Environment (DPE) pursuant to part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Sydney Metro is seeking to secure concept approval for an over station development and adjacent station development on an area defined as Site 47 within the Central Precinct of Sydney Olympic Park. A transport assessment was previously undertaken and presented in the Sydney Olympic Park Metro Station - Over & Adjacent Station Development Environmental Impact Statement (SSD-35283699) which was exhibited from 16 November 2022 until 13 December 2022. During this period agency submissions were received along with submissions from the public.

DPE issued a letter to Sydney Metro on 16 December 2022 requesting a response to the issues raised during the public exhibition of the application. DPE also issued a Request for Further Information (RFI) on 6 February 2023 and the Submissions Report provides a response to these matters. This addendum report addresses transport-related issues raised in the DPE RFI letter. In overview this addendum addresses:

- the suitability of assumptions and methodology relating to pedestrian growth forecasts
- the basis for assumptions and methodology relating to traffic growth forecasts, including demonstrating that the impacts of a minor increase in proposed maximum GFA would be minor, to the extent that changes to overall movement and transport impacts of the development would be imperceptible
- the indicative provision of accessible parking (including consideration for accessible access between the basement and the commercial land use at Building 1), car-share and motorcycle parking and appropriate loading facilities; and
- proposes appropriate mitigation measures for Detailed SSDA to reduce the risk of vehicle-cyclist conflicts from active transport users accessing the bicycle parking and end-of-trip facilities within the proposed development.

1 Introduction

This addendum assessment report supports a Concept State Significant Development Application (Concept SSDA) submitted to the Department of Planning and Environment (DPE) pursuant to part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Sydney Metro is seeking to secure concept approval for an Over Station Development (OSD) and Adjacent Station Development (ASD) on an area defined as Site 47 within the Central Precinct of Sydney Olympic Park. A transport assessment was previously undertaken and presented in the Sydney Olympic Park Metro Station - Over & Adjacent Station Development Environmental Impact Statement (EIS) (SSD-35283699) which was exhibited from 16 November 2022 until 13 December 2022. During this period agency advice was received along with submissions from the public.

DPE has provided comments on the Environmental Impact Statement (EIS) submitted for the Concept SSDA.

DPE issued a Request for Further Information (RFI) on 6 February 2023 and the Submissions Report provides a response to these matters. This addendum report addresses in the following sections the transport-related issues raised in the DPE RFI letter.

2 Response to DPE requests

2.1 Pedestrian movement assumptions

Clarify whether pedestrian counts, which were collected in March 2021, factored-in any Covid-19 reduction, similar to the reduction factored into the vehicle traffic counts. A similar methodology should be used to ensure consistency.

Response

No COVID adjustments were made to AM and PM Peak observed pedestrian flows at Sydney Olympic Park (SOP) as recorded movements at intersections were significantly low and adjustments would have had negligible impacts on the total recorded pedestrian movements, as can be seen in Figure 2.1 from the EIS Transport and Access Report.

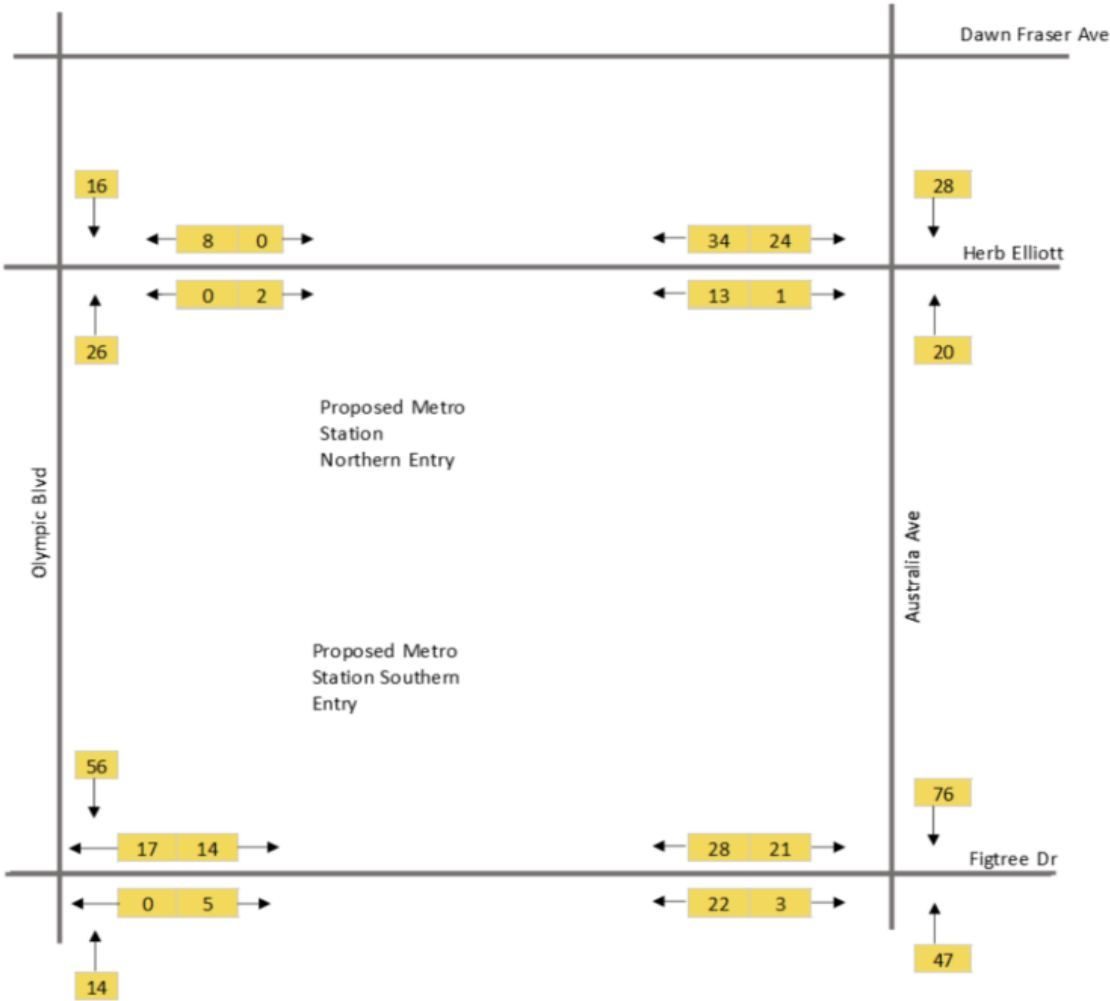


Figure 2.1: Existing AM peak hour pedestrian counts (March 2021)

Whilst the pedestrian network in SOP is well established, with large, wide paved footpaths, overall demand outside of events is significantly low. A COVID adjustment was factored into traffic counts as travel by vehicle was found to be overwhelmingly the preferred mode of transport to / from the area, accounting for 69% of all inbound and 56% of outbound trips in AM peak. Therefore the numbers recorded for vehicle traffic counts were significantly higher.

2.2 Traffic growth rates

Confirm the traffic growth factor used to extrapolate 2021 traffic survey flows to future year 2036 traffic flows. The cumulative growth rate over 14 years of 1.07 was applied, which seems very low (less than 0.5% traffic growth per annum).

Response

These traffic growth factors were derived from Public Transport Projects Model (PTPM) strategic transport model outputs, provided by TfNSW, for key Sydney Olympic Park links, including M4 Off-ramp, Homebush Bay Drive, Australia Avenue and Birnie Avenue.

The growth factors were applied to 2021 traffic survey flows, after any COVID-19 related adjustments, to estimate future year 2036 traffic flows.

The traffic growth factor in the SOP Station precinct, with Metro, was 1.07. This growth factor was applied uniformly across traffic flows through the station precinct.

PTPM 2036 scenario model runs used are consistent with those used in Technical Paper 1 – Operational Transport of the Sydney Metro West Environmental Impact Statement (EIS).

PTPM growth rates used for this assessment include the Concept SSDA and accommodate for other known or credible developments and proposals that may have a cumulative impact on the transport network in the vicinity of the Concept SSDA.

The 2036 demand forecasts were developed prior to the COVID outbreak. It is likely that these demand forecasts will overestimate future growth, as they do not include the long-term COVID impacts such as:

- increased working from home behaviour. Research by the Institute of Transport and Logistics Studies (ITLS), Monash, TfNSW customer research and NSW Treasury suggests that up to 30% of people employed in occupations that could work from home, would choose to work from home, on average 3-days per week after the pandemic^[1].
- increased on-line shopping
- reduced immigration levels and lower population growth (7% less by 2026), than previously assumed.

^[1] TfNSW Technical Note on assessing the impacts of COVID-19 for business cases. TfNSW, Economics and Assurance Group Finance & Investment Corporate Services, June 2021.

Note:

Recent changes to the indicative reference scheme have results in a slight increase in maximum total GFA (+1.4%) for the Concept SSDA. Impacts to the outputs and findings of the transport assessment would be minor, to the extent that changes to overall transport impacts of the development would be imperceptible, and likely within normal daily variations in movement. For this reason, no additional mitigation measures would be required. Changes in GFA can be found below in Table 2.1.

Table 2.1: Change in total SSDA GFA

Land Use	Lodged SSDA (m ²)	Revised SSDA Proposal (m ²)	Change (m ²)
Residential GFA	32,790	33,150	+ 360
Retail GFA	1,760	1,389	- 371
Commercial GFA	32,820	33,537	+ 717
CSSI GFA	630	884	+ 254
Car spaces (max.)	358	358	0
Total GFA	68,000	68,960	+ 960

2.3 Provision and allocation of parking and loading

Confirm the provision, timing and allocation of:

- *accessible parking including consideration for accessible access between the basement and the commercial land use at Building 1*
- *car-share and motorcycle parking*
- *appropriate loading facilities, including options for alternative loading locations to ensure they meet service levels and/or include the consideration of a loading facilities management plan.*

Response

These details are subject to further investigation and will be finalised in subsequent design stages as part of preparation of the Detailed SSDA. Note that the Transport and Access Report details the minimum transport requirements and aspects of the proposed OSD and ASD, but does not dictate the location, timing and allocation of these items.

Proposed indicative parking provisions are detailed in Table 2.2 below, with further explanatory text, as follows:

Accessible parking: The SOP Master Plan 2030 (Interim Metro Review) states that accessible car parking should comply with Sydney Olympic Park Authority (SOPA) Access Guidelines 2017 which in turn references AS 1428.1 and AS 2890 and specifies that no less than 2% of parking spaces should be accessible.

Table 2.2 states the provision of accessible parking will be a minimum of 2% of the car parking provision. The indicative location of these spaces is shown in the indicative Reference Scheme drawings. The lift access from the basement car park below Buildings 2 and 3 is close to the entry to the Building 1 commercial OSD and is step-free, as shown by the red arrow in Figure 2.2 below.

Table 2.2: Proposed Parking Provisions

Parking Type	Commercial			Retail			Residential		
	Min	Max	Proposed	Min	Max	Proposed	Min	Max	Proposed
Car	-	293	141	-	25	17	-	344	200
Car sharing	5	-	TBC	-	-	TBC	4	-	TBC
Accessible	2%	-	TBC	2%	-	TBC	2%	-	TBC
Motorcycle	5	-	TBC	1	-	TBC	6	-	TBC

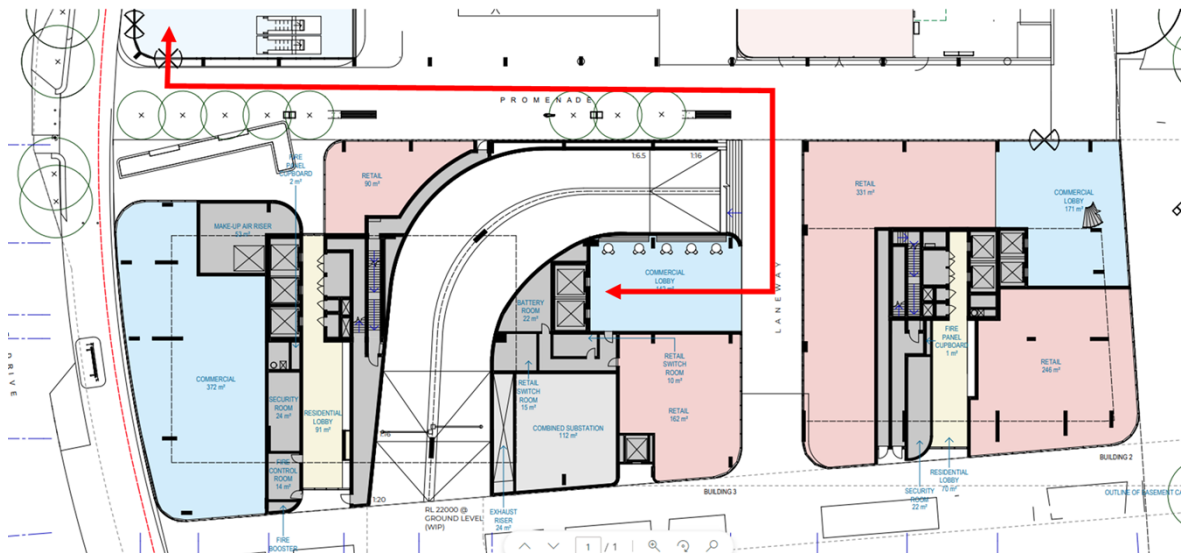


Figure 2.2: Building 1 access to / from car park

Car sharing: This is encouraged under the SOP Master Plan 2030 (Interim Metro Review), though no minimum requirements are specified. SOPA states that it ‘will work closely with proponents to identify opportunities to provide car sharing spaces for new developments where possible’ (4.14 General Controls and Guidelines). As the Parramatta DCP does not have any further specific guidance on number of car share parking spaces, the City of Sydney 2012 guide and 2014 amendment is used as reference, which gives the following rates in the Sydney CBD:

- 1 car share space per 50 residential car spaces
- 1 car share space per 30 commercial or retail car spaces.

Motorcycle parking: The SOP Master Plan 2030 (Interim Metro Review) has no guidance on the number of required motorcycle parking spaces. The Parramatta DCP specifies that separate parking for motorcycles should be provided, with a minimum area of one motorcycle parking space for every 50 car parking spaces provided. The allocation and location of the motorcycle parking is to be confirmed at the Detailed SSDA stage.

Loading facilities: The indicative Reference Scheme includes provision for loading facilities for service vehicles. Precinct Street A would serve as residential, retail and commercial parking, servicing, and loading access for Buildings 2 and 3. Precinct Street B (south) would serve as a street servicing the future metro station and the proposed Building 1 OSD.

Loading dock facilities at both buildings are subject to confirmation and will be explored further in the Detailed SSDA(s). Potential options include internal and external loading bay options (for example at Precinct Street B south). The requirement for a loading management plan (which might include measures such as encouragement of off-peak delivery times and exploring opportunities for consolidation of deliveries) can be included as a condition of the consent.

2.4 Mitigation measures to address vehicle-cyclist interface

Investigate options and propose appropriate mitigation measures for future developments to:

- *reduce the risk of vehicle-cyclist conflicts from active transport users accessing the bicycle parking and end-of-trip facility lift off the loading dock in Building 1*
- *reduce vehicle-cyclist conflicts of active travel users who need to access the bicycle parking and EOTF on Level 01 in the basement of Buildings 2 and 3. These users are more likely to use the vehicle down/up ramp rather than take an elongated route through the building's lobby before taking a lift down one level.*

Response

The indicative Reference Scheme design includes a dedicated lift accessible externally from Precinct Street B to the Building 1 bicycle parking/ EOTF cycle parking (on 3rd floor). Ground floor cycle parking serving the station in Building 1 is accessible from the street (north-west corner of Building 1). For Building 2 and 3 there is also a dedicated lift from the eastern elevation off Precinct Street A to provide access to the basement cycle parking and EOTF.

A condition of consent for the Detailed SSDA could include the requirement for design for safe cycle parking access and preparation of a cycle access management plan, including signage, to establish a preferred safe access route and discourage use of loading dock and vehicular access ramps.

3 Conclusion and recommendations

This Addendum to the Concept SSDA EIS Appendix T - Transport and Access Report has been written to support a Concept SSDA and to respond to DPE's comments received on the EIS. The transport-related issues in the DPE RFI letter have been reviewed and responded to in Section 2 insofar as possible in respect of this Concept SSDA.

It is noted that further design refinements during the preparation of the Detailed SSDA for the proposal would ensure that items subject to confirmation are assessed and adequately addressed.

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