

Traffic and Transport Report

Entertainment Quarter - Master Plan Amendments 16 April 2007

Prepared for

Colonial First State Property Management

Suite 20/809 Pacific Highway
Chatswood NSW 2067
(t) 02 9410 4100 (f) 02 9410 4199
(e) info@mwttraffic.com.au
(w) www.mwttraffic.com.au

MASSON | WILSON | TWINEY
TRAFFIC AND TRANSPORT CONSULTANTS

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Jason Rudd

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1. Introduction

1.1 Purpose of Report

This report has been prepared on behalf of Colonial First State Property Management to consider the traffic and transport aspects of a Concept Plan application to modify the Moore Park Showground Master Plan.

The proposed modification involves the identification of opportunities for new buildings on selected sites within the Entertainment Quarter, and seeks to address consent authority requirements for an updated Master Plan which demonstrates how available floor area (within the cap of 144,000 m² in SEPP 47) can be accommodated.

This report has considered the traffic and transport implications of the proposed additional floor area within the Entertainment Quarter precinct with regard to the existing traffic and transport conditions surrounding the site.

1.2 Background to Transport Planning for the Showground Site

The original Moore Park Showground Master Plan comprised three related components namely:

- A working studio;
- A studio tour / backlot; and
- Family entertainment facilities.

The original concept for the site included the Backlot studio tour which was planned as a major entertainment attraction with over 1.2 million visitors per year anticipated. Traffic access arrangements for the site were planned for this facility, including the construction of a 2000 space multi deck car parking facility and a major site access via Lang Road at Errol Flynn Boulevard.

As it turned out the Backlot tour did not live up to expectations and most of the area originally designated for the Backlot tour has been transferred to the working studio for use in film making.

The working studio operates as a separate entity to what now is called the Entertainment Quarter (formerly the Family Entertainment Precinct).

1.3 SEPP 47 – Approved Master Plan – Transport Conditions

State Environmental Planning Policy (SEPP) No. 47 applies to the former Moore Park Showground site (now the Entertainment Quarter and Working Studio precincts). SEPP 47 also applies to the Hordern Pavilion, Royal Hall of Industries and the Equestrian Centre.

Pursuant to SEPP 47 the total floor area permissible with the Entertainment Quarter and working studios combined is 144,000m². The original master plan (as amended) provides for 73,500m² of floor area within the working studio and 49,950m² within the Entertainment Quarter, making a total of 123,450m².

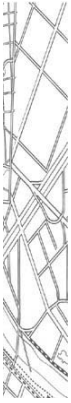
If current development applications within the Entertainment Quarter are approved the floor area within the Entertainment Quarter will increase to 50,313m² making a total of 123,813 m².

However, of the 73,500m² approved floor area in the working studio precinct only 67,500m² is, by agreement between the head lessees of the working studios and the Entertainment Quarter, to be constructed leaving 6,000m² for re-allocation within the Entertainment Quarter. In total, the available floor area remaining to be allocated is thus 26,187m². The proposed amendment to the approved master plan seeks to identify appropriate locations within the Entertainment Quarter where this available floor space potential can be accommodated.

With regard to traffic and transport, SEPP 47 requires the Minister when determining a development application to consider the following matter:

“traffic and parking generated by the development; measures to facilitate the use of public transport and the views of the Roads and Traffic Authority and Department of Transport”.

This requirement reflects one of the key transport planning aspects that has evolved for the site, namely the promotion of public transport and other non private vehicle modes of transport for use by people accessing the site.



2. Existing Transport Conditions

2.1 Working Studio

The working studios precinct (Fox Studios) operates as a separate entity to the Entertainment Quarter. It has separate vehicular access to the site from Driver Avenue which is restricted with no public access.

In general the working studio site produces considerably less traffic generation than the Entertainment Quarter (formerly the Family Entertainment Precinct).

2.2 Entertainment Quarter

2.2.1 *Existing Land Use*

The Entertainment Quarter (EQ) provides a range of film related commercial/leisure/entertainment facilities including cinemas, restaurants, shops, bars and the old Showground parade ring which is used for a variety of events and activities.

In addition to the existing site uses a number of development applications have been approved or awaiting approval but are not yet constructed / completed. These include:

- Australian Film, Television and Radio School (new purpose built building);
- Brent Street Studios;
- Bavarian Beer Café (refurbishment of existing building with additional floor area); and
- Total Body Conditioning Fitness Centre (refurbishment of existing building).

2.2.2 *Site Access*

All public vehicular access onto the Entertainment Quarter site is provided via Errol Flynn Boulevard at the signalised intersection with Lang Road.

Emergency vehicle access is also provided off Driver Avenue via Chelmsford Avenue. Chelmsford Avenue provides a major pedestrian access to the site, particularly during events at the Sydney Cricket Ground and Aussie Stadium.

The existing site access arrangements will be maintained under each of the developments proposed but not yet approved or completed on the site listed in Section 2.2.1.

2.2.3 Existing Traffic Generation

The traffic volumes on Errol Flynn Boulevard (ie. the public access road into the Entertainment Quarter) were surveyed during two time periods, the first being Monday 2nd August 2004 to Sunday 8th August 2004 and the second being the 29 May 2006 to 4 June 2006.

Results of the counts are summarised below in Table 2.1.

Table 2.1 2004 and 2006 Traffic Volumes on Errol Flynn Boulevard

		2004	2006
Weekday	Average Volume	6,560	6,147
	Highest Daily Volume	7,814	9,824
	Day with Highest Volume	Friday	Friday
	Lowest Daily Volume	5,216	3,398
	Day With Lowest Daily Volume	Tuesday	Monday
	Average Peak Hour Volume	570	524
	Average Peak Hour	1800-1900	1800-1900
Weekend	Average Volume	11,505	11,565
	Highest Daily Volume	12,046	12,400
	Day with Highest Volume	Saturday	Saturday
	Average Peak Hour Volume	1,159	1,085
	Average Peak Hour	1800-1900	1300-1400
Weekly	Average Volume	7,973	7,695
	Average Peak Hour Volume	738	600
	Average Peak Hour	1800-1900	1200-1300

Table 2.1 indicates the following:

- The highest daily traffic volumes recorded in both 2004 and 2006 occurred on Saturdays.
- The highest average weekday one hour traffic volumes in both 2004 and 2006 occurred between 6.00pm and 7.00pm with similar volumes recorded i.e ~550 vehicles.
- In 2004 the maximum volume for a one hour period was 1,159veh/hr which occurred between 6.00pm and 7.00pm on the weekend.
- In 2006 the maximum volume for a one hour period was 1,085veh/hr which occurred between 1.00pm and 2.00pm on the weekend.
- In 2004 the minimum daily traffic volume of 5,216 vehicles occurred on the Tuesday during the survey period.
- In 2006 the minimum daily traffic volume of 3,398 vehicles occurred on the Monday during the survey period.
- The average daily traffic volume was higher by approximately 300 vehicles in 2004.

Chart 2-1 to Chart 2-3 make further comparisons between the 2004 and 2006 traffic volumes recorded on Errol Flynn Boulevard.

Chart 2-1 2004 and 2006 Average Weekday Traffic Volumes on Errol Flynn Boulevard

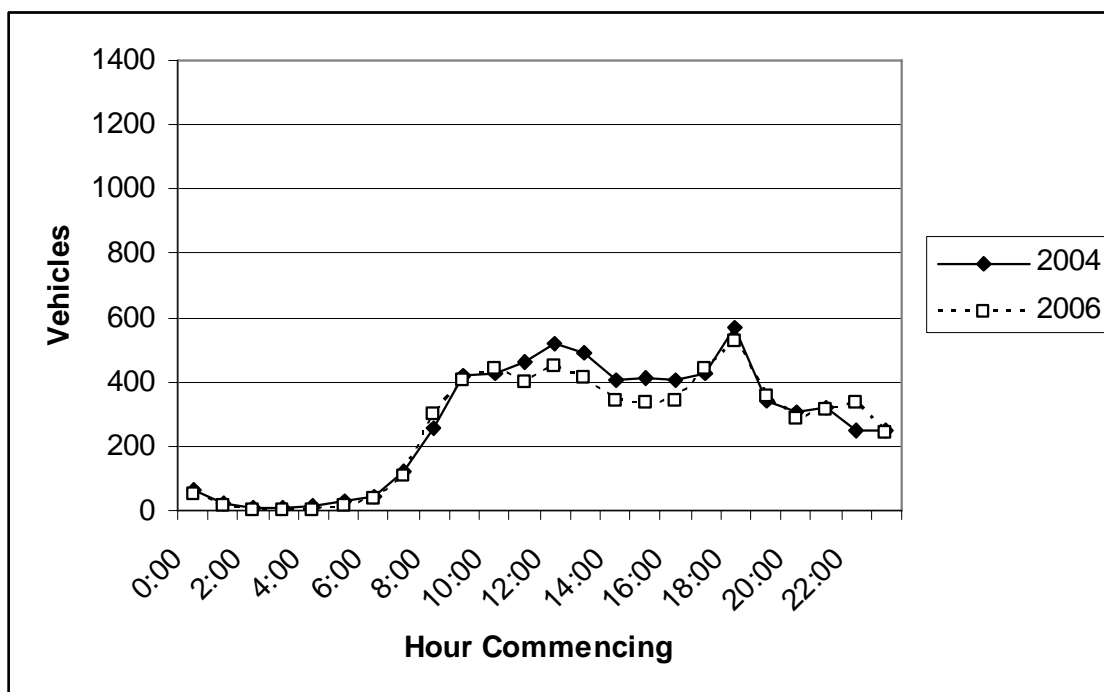


Chart 2-2 2004 and 2006 Average Weekend Traffic Volumes on Errol Flynn Boulevard

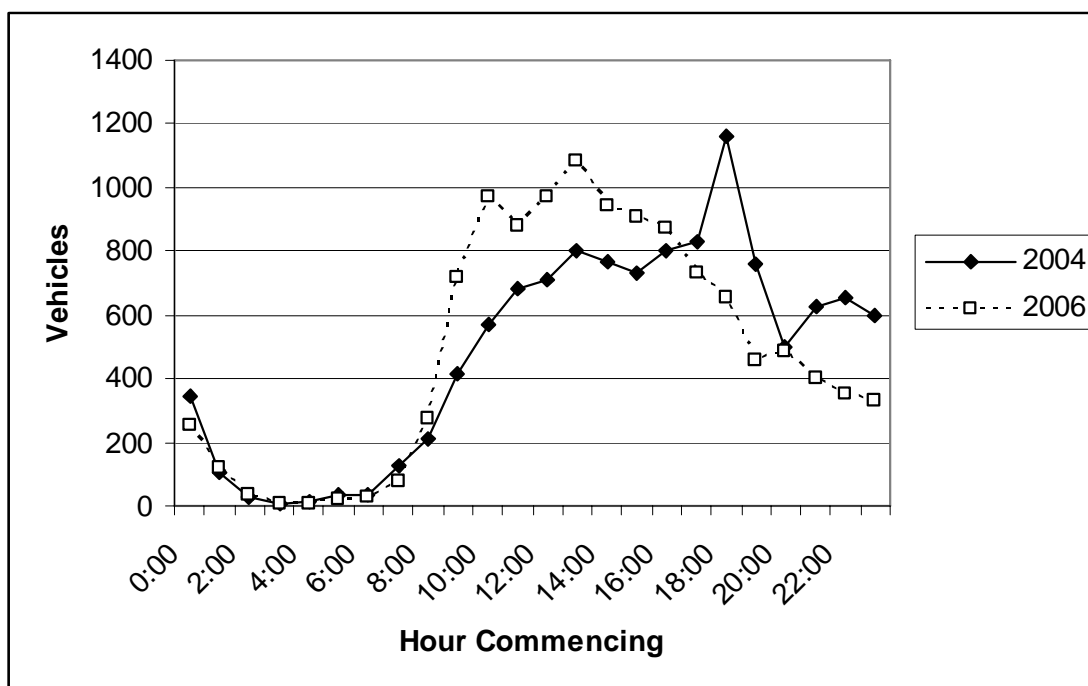


Chart 2-3 2004 and 2006 Average Weekly Traffic Volumes on Errol Flynn Boulevard

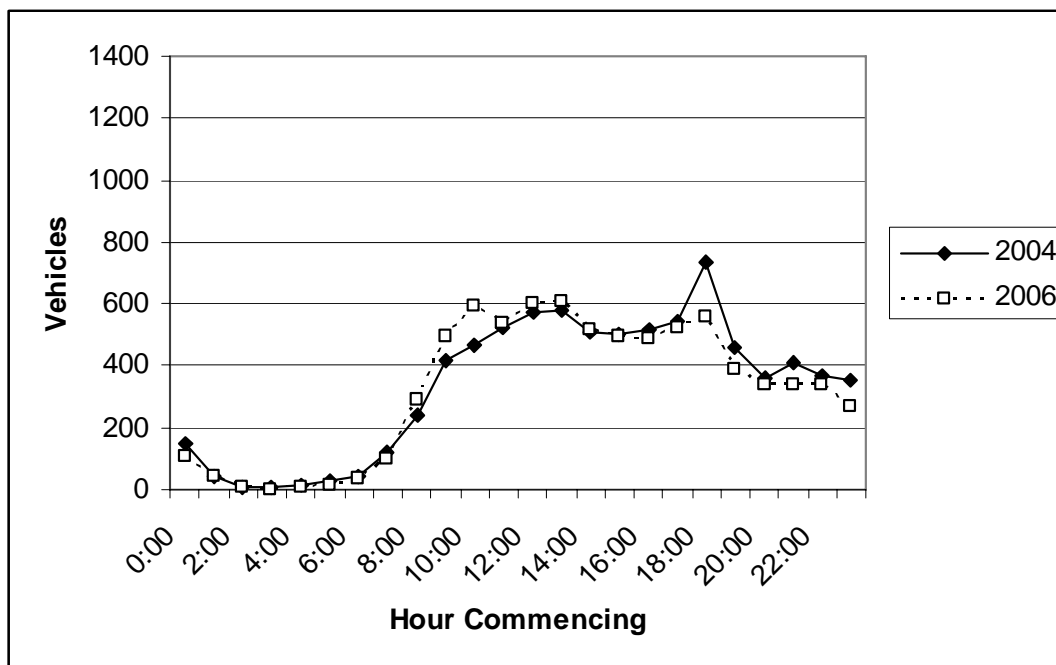


Chart 2.1 to 2.3 show that:

- Peak traffic generation to / from the Entertainment Quarter is associated with events held at the SCG, Aussie Stadium or Hordern Pavilion.
- The average weekday traffic volumes are similar in size and distribution in 2004 and 2006.
- The average weekend peak hour traffic volumes in 2004 and 2006 are similar in size. However, the peak is distributed over a longer period in 2006 compared to 2004.
- Current (2006) average weekend traffic peaks during the day.

Of particular interest to the proposed additional floor area is the weekday traffic flows shown in Chart 2-1 as weekend and event mode traffic generation are event driven and less likely to be influenced by additional floor area. Furthermore with regard to the operation and capacity of the surrounding road network, the impacts of additional traffic generated by additional floor area, will be most significant during the commuter week day peak periods on the surrounding road network.

The surveys indicate that weekday traffic flows are significantly lower than those experienced on weekends outside of event mode. During the commuter peak periods on the surrounding road network, traffic generated by the Entertainment Quarter precinct is approximately:

- AM Peak Hour = 200 to 300 vehicles / hour
- PM Peak Hour = 400 to 500 vehicles / hour

2.2.4 Intersection Operation – Errol Flynn Boulevard / Lang Road

Analysis of surveyed existing traffic flows to and from Entertainment Quarter precinct have been undertaken at the Lang Road / Errol Flynn Boulevard intersection. This intersection is critical as it provides the only public vehicle access to and from the Entertainment Quarter.

The results are summarised in Table 2.2.

Table 2.2 - Lang Road / Errol Flynn Boulevard Intersection Operation with Master Plan Additional Floor Area (Weekday Commuter Peak)

	Level Of Service	Degree of Saturation	Average Delay (sec/veh)
AM Peak Hour	B	0.73	15.1
PM Peak Hour	B	0.84	21.1

The analysis presented in Table 2.2 indicates that the Entertainment Quarter site access intersection currently operates satisfactorily and accommodates the existing traffic movements to and from the Entertainment Quarter precinct.

2.2.5 Existing Parking Supply and Demand

Multi-Storey Car Park

The site has an existing parking provision of about 2000 spaces in the multi-storey parking structure.

Of these 2000 spaces, 151 spaces are currently reserved for tenants although the majority of these spaces are only reserved during weekdays between 7am and 7pm.

The car park is a pay parking facility which operates on the following fee structure:

- 0-2 hours – FREE
- 2-3 hours - \$4
- 3-4 hours - \$8
- 4-5 hours - \$12
- 5-6 hours - \$15
- 6 + hours and maximum daily rate \$20
- After 6pm Evening flat rate \$6

The car park is not commonly filled to capacity and when this does occur it generally arises from major events at adjoining Moore Park venues.

Typically the car park is no more than one half to two thirds full at any time during a normal week. Peak usage tends to occur at weekends and on most weekdays there is substantial spare capacity.

The utilisation of the car park has been analysed in more detail from entry and exit movements over a 1 month period (May 2006).

This data (as shown in Appendix A) provides the calculated number of cars parked at different times of day for each day plus the average over each week.

It can be seen that generally the car park demand is significantly less than 1,000 cars during the day of a weekday but with intermittent increases in evening demand on Saturday and Sundays or if there was a special event at one of the Stadiums or Hordern Pavilion/Hall of Industries.

For the Friday and Saturday nights, the surveys indicate that during non-event periods the car park has 700-1000 available parking spaces (ie. utilisation =50%-65% of capacity).

During weekend events, car park demand increases but only for one large event (concert at SCG) did the car park reach capacity.

It is interesting to note that during events the demand for parking increases in total demand and duration of stay. This indicates a degree of dual activities is being undertaken such as eating dinner or having a few drinks in the EQ before attending an event at the SCG, Aussie Stadium or the Hordern Pavilion.

In the month of analysis, there was only one occasion (Saturday 20 May around 8pm) when the car park was full. This was the result of a concert at the SCG.

It is understood that some 10 times a year (generally at weekends) an event at the SCG or Aussie Stadium will fill the car park.

Other On Site Car Parking

In addition to the multi storey car park, administration / staff parking is provided at grade within the Entertainment Quarter Precinct at the following locations:

- Bus & Coach Drop Off / Parking: 20 coaches
- Behind Building 132:- 55 spaces
(to be reduced to 40 spaces as part of the approved Australian Film, Television and Radio School development application)

Parking Demand by Approved But Not Constructed Development

Each of the approved or DA pending uses of the site which are yet to be constructed is expected to generate additional demand for on site parking.

A summary of the expected parking demands for each proposed but yet to be constructed use is provided below:

- Australian Film, Television and Radio School (new purpose built building);
 - 40 staff parking spaces to be provided adjacent to the proposed building.
 - Student parking to be accommodated in the multi storey car park. Up to 72 spaces at peak operating periods.
- Brent Street Studios;
 - Up to 15 short stay drop off spaces to be allocated in the multi storey car park for student set down / pick up.
- Bavarian Beer Café
 - Worst Case estimated demand of 133 spaces to be accommodated within the multi storey car park on weekend evenings.
- Total Body Conditioning Fitness Centre (refurbishment of existing building).
 - Demand estimated to be up to 35 parking spaces for weekday morning and evening periods.
 - Demand to be accommodated within the multi storey car park.

It is noted that with the exception of the Australian Film, Television and Radio School Development, each proposed development is a refurbishment of existing floor area and would therefore replace some existing parking demand and traffic generation.

2.3 Public Transport

2.3.1 *Service Provision*

The Entertainment Quarter has a very good level of public transport access. Sydney Buses operate several bus services along Lang Road and the Anzac Parade bus road.

These buses connect to Bondi Junction, Sydney CBD, Coogee, Clovelly, Maroubra and other parts of the city to the southeast. At peak times there are buses every two to five minutes past or near the site.

The following bus routes service the Entertainment Quarter precinct:

- **From Circular Quay** - Routes 373, 374, 376, 377, 392, 394, 396, 397, 399
- **From Martin Place, St James & Museum** - Routes 339, 373, 374, 376, 377, 391, 392, 394, 396, 397, 399
- From Railway Square - Routes 372, 393, 395
- **From Central (Eddy Avenue)** - Routes 339, 372, 374, 376, 391, 393, 395
- From Bondi Junction, Newtown & Marrickville - Route 355
- **Bondi Explorer** customers should alight at Stop 16

A dedicated taxi rank within the EQ is well serviced both during and outside of peak event periods, particularly on weekend evenings.

2.3.2 Public Transport Use

Employees of Fox Studios and the Entertainment Quarter precincts are encouraged to use public transport. The following points are covered in either the employee manual for Entertainment Quarter staff, or in the operations manual issued to all tenants.

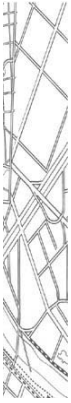
- Some parking is made available for staff and tenants in the multi-storey car park.
- Only management positions are provided with parking, all of which is provided outside the multi-storey car park.
- All retail leases require that tenants cannot park in public car parks. A small number of spaces have been made available to managers outside of the multi-deck car park.
- Office leases in the Family Entertainment Precinct provide for a limited number of parking spaces in the multi-storey car park, based on their operational needs. The majority of these are applicable 7am – 6pm Monday to Friday only.
- At both staff and tenant induction sessions key focus has been made on the importance of local community and the impact of our actions upon local residents. All were reminded that parking in residential streets was not desirable.

A travel survey of Fox Studio staff and members of staff employed at the various retail stores in the Entertainment Quarter Precinct, was undertaken in 2004. This survey found that of the respondents:

- 26% catch public transport to work
- 3% ride a bicycle/motorcycle to work
- 50% arrive by car (either driving themselves or travelling as a passenger, including by taxi).

The proportion of staff travelling to work by car or bicycle/motorcycle has remained relatively the same from the previous year, but there has been a dramatic reduction in public transport use (50% reduction on the 2003 survey). This is attributed to the high numbers who now walk to work (21%), as no respondents walked in the 2003 survey.

In comparison to the above mode transport splits, the census figures indicated that 70 percent of persons that work in Randwick and about 61 percent of persons working in South Sydney travel by car. This indicates the Fox Studio and Entertainment Quarter precincts have continued to be very successful in reducing private car usage for travel to work.



3. Assessment of Master Plan Amendment Concept

3.1 Overview of Proposed Amendments

The proposed concept plan seeks approval for new buildings on 9 sites in the Entertainment Quarter which together could accommodate 26,187m² of floor area.

SEPP 47 allows the total provision of 144,000m² of floor area for the combined Fox Studio and Entertainment Quarter precincts site.

The additional 26,187m² of floor area in the Entertainment Quarter precinct represents floor area which is allowable (under SEPP No. 47) within the combined Fox Studio and Entertainment Quarter site.

The additional floor area within the Entertainment Quarter precinct will generate additional traffic flows, parking demand and public transport trips to and from the Entertainment Quarter.

The additional 26,187m² of floor area is proposed to be provided in nine additional buildings within the Entertainment Quarter precinct.

As this is a concept plan no precise uses have been (or can be) identified for each building. It is noted that future uses will be specified as part of future development or project applications which will include further detailed assessment of traffic, transport and parking implications of development.

For the purpose of this analysis, the traffic generation and parking demands of additional floor area have been extrapolated from existing uses within the Entertainment Quarter and surveyed traffic generation and parking demand.

The Entertainment Quarter provides a mix of uses which make up the existing 49,950m² of floor area on the site. The following is a breakdown of the various uses:

- Food and Drink outlets: 10%
- Retail: 18%
- Office / Commercial: 22%
- Cinema / Entertainment / Recreation: 45%
- Special Uses (Byron Kennedy Hall): 5%

It is envisaged that a similar mix of film / entertainment related uses will be developed for the additional 26,187m² of floor area proposed in this master plan amendment.

It is proposed to maintain the existing site access arrangements, namely public vehicle access via the Lang Road / Errol Flynn Boulevard intersection. However, there is an opportunity to consider the provision of a vehicle egress to Driver Avenue via the existing emergency vehicle access. The provision of this access would be particularly useful during event mode to provide additional exit capacity from the car park and to avoid the demand for illegal left turns from Errol Flynn during evening periods.

The opportunity to create a Driver Avenue egress is discussed further in this report.

3.2 Traffic Generation Estimates

The traffic generation characteristics of the existing Entertainment Quarter precinct can be significantly different for event and non-event modes. These two different traffic generation scenarios are expected to continue in the future with or without the Master Plan amendment.

The following estimates of traffic generation are provided for master planning purposes. Detailed traffic assessments will be required for each building within the Entertainment Quarter associated with the additional floor area once details of the proposed use are known.

3.2.1 Non Event Mode

For non – event periods (ie. events at the SCG, Aussie Stadium or Hordern Pavilion) the future traffic generation potential of the master plan amendment for the Entertainment Quarter consists of three key elements, namely:

- Existing traffic generation by existing land uses;
- Additional traffic generated by approved / proposed developments which are not yet constructed / operational; and
- Additional traffic generated by the proposed additional floor area in the Entertainment Quarter.

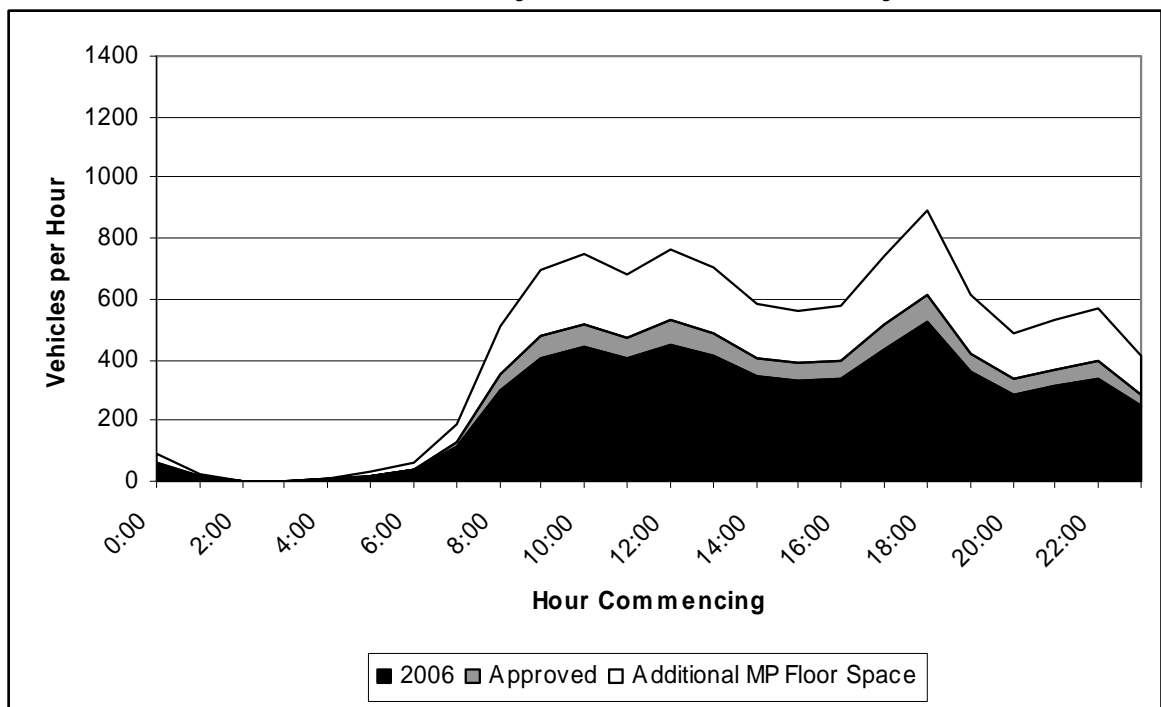
The existing traffic generation rates of the Entertainment Quarter for non-event periods have been used to estimate the traffic generation potential of the additional 26,187m² of floor area within the Entertainment Quarter.

This traffic generation potential has been combined with existing traffic generation determined by surveys of existing operation and estimated traffic generation of approved / proposed developments where additional floor area is proposed in order to estimate the total traffic generation to and from the Entertainment Quarter precinct under the proposed master plan amendment.

It is noted that weekend traffic flows are heavily influenced by market days. To account for the influence of market days the proportional increase of traffic generated by the additional floor area has been discounted to 50% during times when the markets are operating (ie. 9am to 5pm).

The estimated traffic generation potential for weekdays and weekend days are summarised in Chart 3-1 and Chart 3-2.

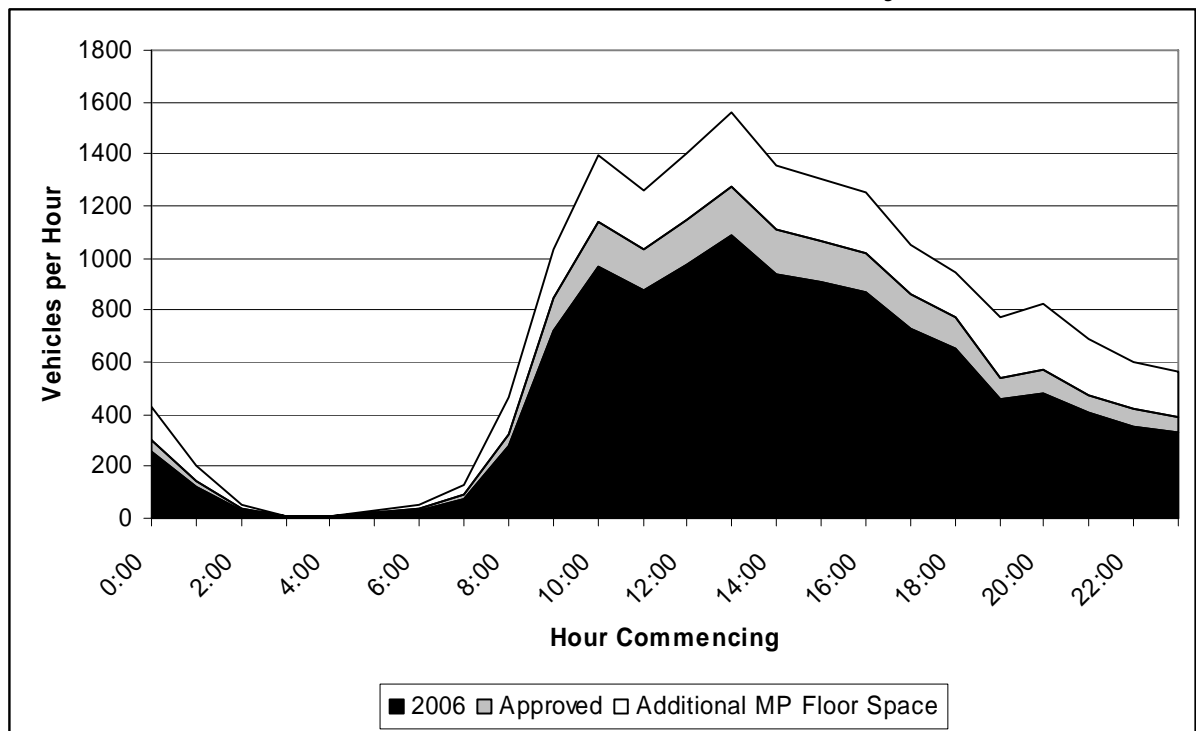
**Chart 3-1 Master Plan Amendment
Estimated Future Weekday Traffic Volumes on Errol Flynn Boulevard**



Based on Chart 3-1 it is estimated that for the commuter peak periods on non-event weekdays the total traffic flows generated to and from the Entertainment Quarter will increase as follows:

- AM Peak: 298 to 507 vehicles per hour (two way)
- PM Peak: 524 to 892 vehicles per hour (two way)

**Chart 3-2 Master Plan Amendment
Estimated Future Weekend Traffic Volumes on Errol Flynn Boulevard**



3.2.2 Event Mode

Traffic flows to and from the Entertainment Quarter during event mode are limited by the supply of car parking within the multi storey car parking facility. For example, the car park currently reaches capacity several times a year during events held at the SCG, Aussie Stadium and the Hordern Pavilion.

Therefore the total volume of traffic to and from the Entertainment Quarter during event modes with the additional floor area is not expected to change the existing conditions.

It is noted that the operation of special event traffic management plans and procedures would continue to be applied to major event periods.

3.3 Traffic Generation Implications

3.3.1 Non-Event Mode

With regard to the operation and capacity of the surrounding road network, the most significant change to the existing traffic conditions on the surrounding road network will be associated with additional traffic to and from the Entertainment Quarter with the additional floor area during the weekday commuter peak periods.

Analysis of surveyed existing traffic flows and the estimated additional traffic generation of the Entertainment Quarter precinct have been undertaken at the Lang

Road / Errol Flynn Boulevard intersection. This intersection is critical as it provides the only public vehicle access to and from the Entertainment Quarter.

The results are summarised in Table 3.1

Table 3.1 - Lang Road / Errol Flynn Boulevard Intersection Operation with Master Plan Additional Floor Area (Weekday Commuter Peak)

	Level Of Service	Degree of Saturation	Average Delay (sec/veh)
AM Peak Hour	B	0.73	15.4
PM Peak Hour	B	0.84	22.8

The analysis presented in Table 3.1 indicates that the Entertainment Quarter site access intersection would continue to operate satisfactorily and accommodate the additional traffic movements to and from the Entertainment Quarter precinct with the additional floor area proposed with the Master Plan amendment.

3.3.2 Event Mode

Traffic generation impacts arising from use of the Entertainment Quarter will continue to be most significant during event modes associated with the SCG, Aussie Stadium or Hordern Pavilion.

However, these conditions are not expected to be different to the existing conditions as the nature of events is unlikely to change and the car park capacity provides a cap on the number of vehicles accessing the site during event mode.

The additional floor area and potential increased mix of film / entertainment uses within the Entertainment Quarter site may potentially reduce the traffic impacts during event mode by providing activities which prolong event attendees stay on the site and thus spread the peak traffic flows to more manageable levels.

3.4 Parking Demand

Parking demand not provided for by dedicated on site parking areas such as the 40 spaces adjacent to the Australian Film, Television and Radio School would be provided in the multi-storey car park as envisaged under the Master Plan.

The analysis of existing parking demand for the multi storey car park (see Chapter 2) indicates that during non event modes the demand for car parking typically ranged from 30 to 50% of the available capacity.

As with traffic generation, the demand for on site parking is expected to increase as a result of the master plan amendment for the Entertainment Quarter.

For master planning purposes it is estimated that parking demand will increase proportionally to the additional floor space provided within the Entertainment Quarter. On this basis the typical non-event parking demand is expected to increase to approximately 50-85% of the existing car parking capacity within the multi storey car park.

Thus the existing on site parking provisions is considered to be adequate to accommodate the proposed master plan amendment for the Entertainment Quarter.

Parking demand during event mode is generally expected to remain the same as the existing situation.

However, it is suggested that for major events there is a need to maintain:

- close liaison with the Major Events Co-ordination Unit (MECU) which is a committee of stakeholders which co-ordinates events in the area; and
- All land uses to help inform and encourage patrons to use public transport for access to the Entertainment Quarter precinct (as it does on its existing website).

3.5 Site Access Opportunities

It is proposed to maintain the existing site access arrangements, namely public vehicle access via the Lang Road / Errol Flynn Boulevard intersection.

Notwithstanding the above, during event mode the provision of an additional vehicle egress would provide additional capacity for exiting the Entertainment Quarter multi-storey car park and address an existing constraint.

During event mode there is a ban on left turn movements out of Errol Flynn Boulevard to Lang Road in order to maintain residential amenity in the neighbouring area. The provision of a second egress via Driver Avenue would allow these movements to head east via Moore Park Road. Any such arrangements would need to be co-ordinated with event traffic management.

Outside of event mode, the capacity constraints associated with cars exiting on mass from the multi storey car park are not applicable.

3.6 Service Vehicle Arrangements

It is not envisaged that the existing service vehicle access arrangements would be modified as part of the proposed additional floor area. Service vehicle arrangements and access to each new building would be addressed as part of individual development applications for additional floor area.

3.7 Traffic Management Plan for Event Mode

It is noted that a management plan for during major events is currently in place for the Entertainment Quarter. This management plan is implemented with consultation between the relevant stakeholders and site operators by the Major Events Co-ordination Unit (MECU).

The implementation of traffic, parking, pedestrians and public transport management associated with event mode will need to continue and be updated to reflect the changing travel needs within the Entertainment Quarter.



4. Summary and Conclusions

This traffic and parking assessment has been prepared to consider the implications of a Master Plan Amendment Concept for the Entertainment Quarter. The proposed concept plan seeks approval for several new buildings on sites in the Entertainment Quarter which are able to accommodate 26,187m² of floor area whilst preserving / protecting the urban design and heritage qualities of the precinct.

SEPP 47 allows the total provision of 144,000m² of floor area for the combined Fox Studio and Entertainment Quarter sites. The additional 26,187m² of floor area in the Entertainment Quarter precinct represents floor area which is allowable (under SEPP No. 47) within the combined Fox Studio and Entertainment Quarter site.

It is envisaged that the additional floor area within the Entertainment Quarter will provide a mix of film, entertainment, retail, restaurant and leisure uses as envisaged under SEPP 47, generally in the same proportions as presently exists.

This traffic and parking assessment has considered the implication of the Master Plan Concept amendment based on existing and known proposed development within the Entertainment Quarter. However, it is noted that further detailed traffic and parking assessments will be required as part of development or project applications once particular uses of individual new buildings are known.

The additional floor area within the Entertainment Quarter will generate additional traffic flows to and from the Entertainment Quarter site and increased demand for parking compared to the existing situation, particularly for non event modes.

For non event modes, the analysis presented in this report has concluded that:

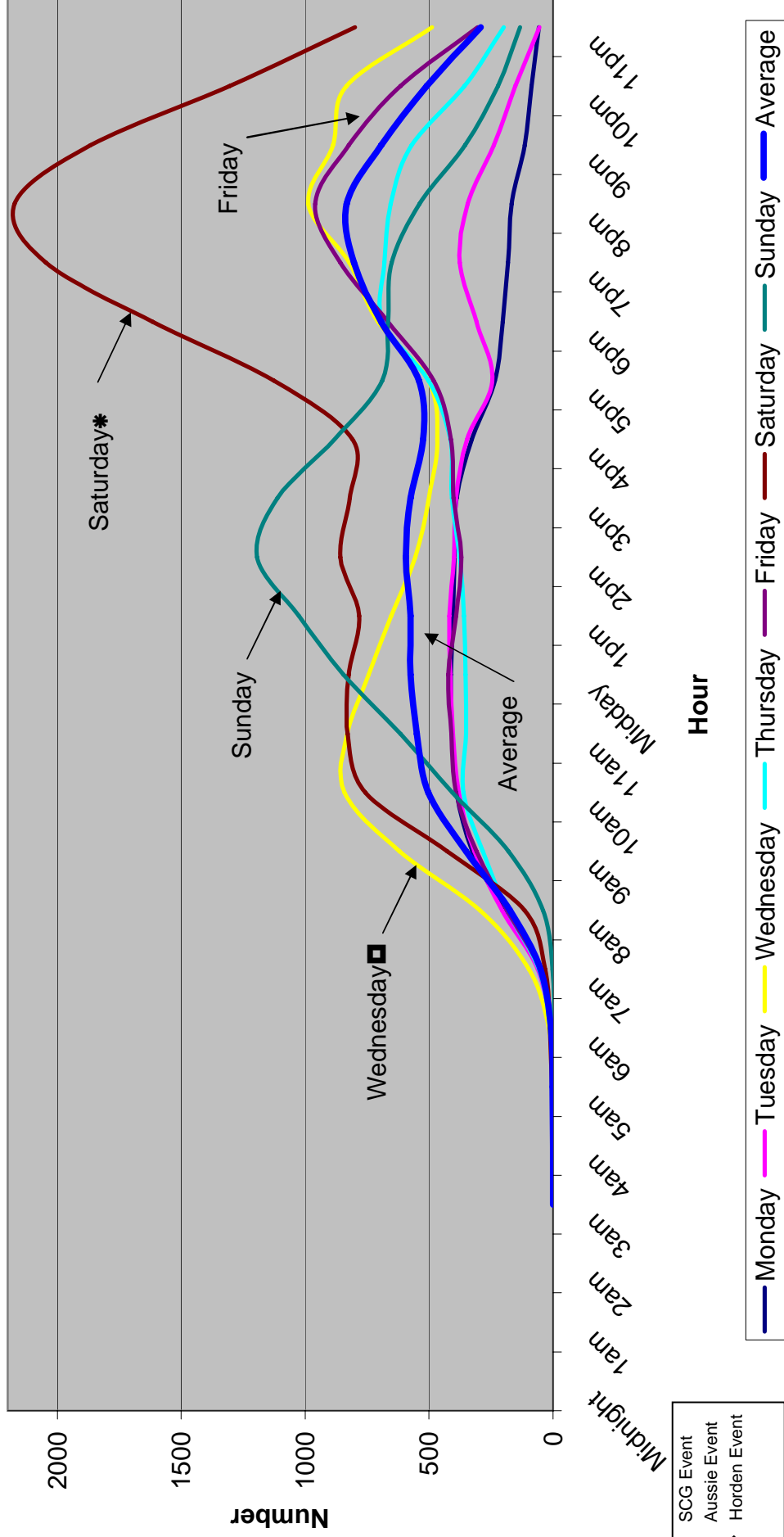
- Additional traffic generation can be satisfactorily accommodated with regard to intersection operation and capacity;
- Additional parking demands can be accommodated on site within the multi storey car parking facility.

For event modes, the traffic generation and parking demands are not expected to be significantly different to existing conditions as these demand are typically generated by uses outside of the Entertainment Quarter (ie. SCG, Aussie Stadium and Hordern Pavilion) and are not related to additional floor area within the Entertainment Quarter.

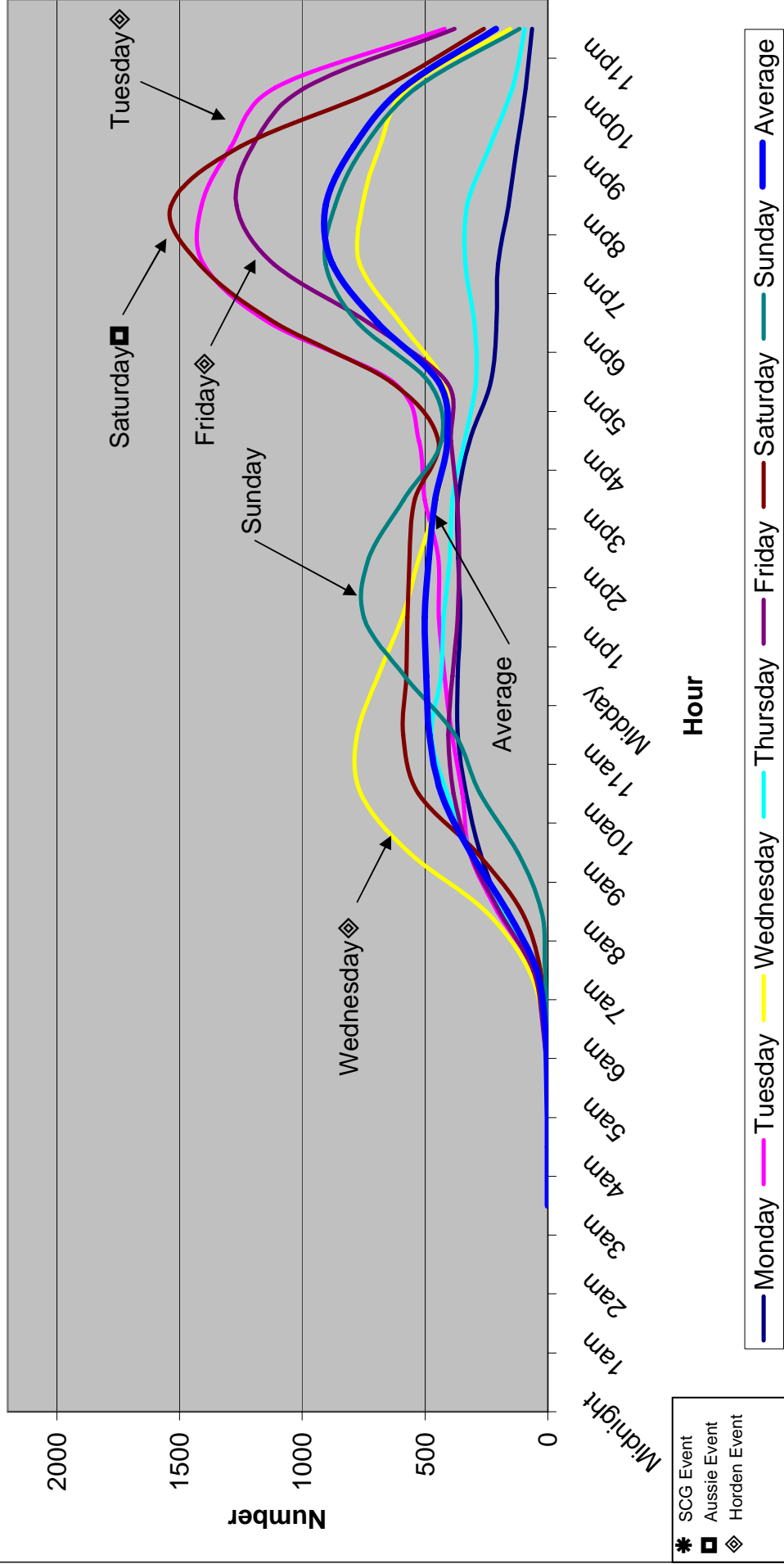


Appendix A - Multi Storey Car Park Utilisation

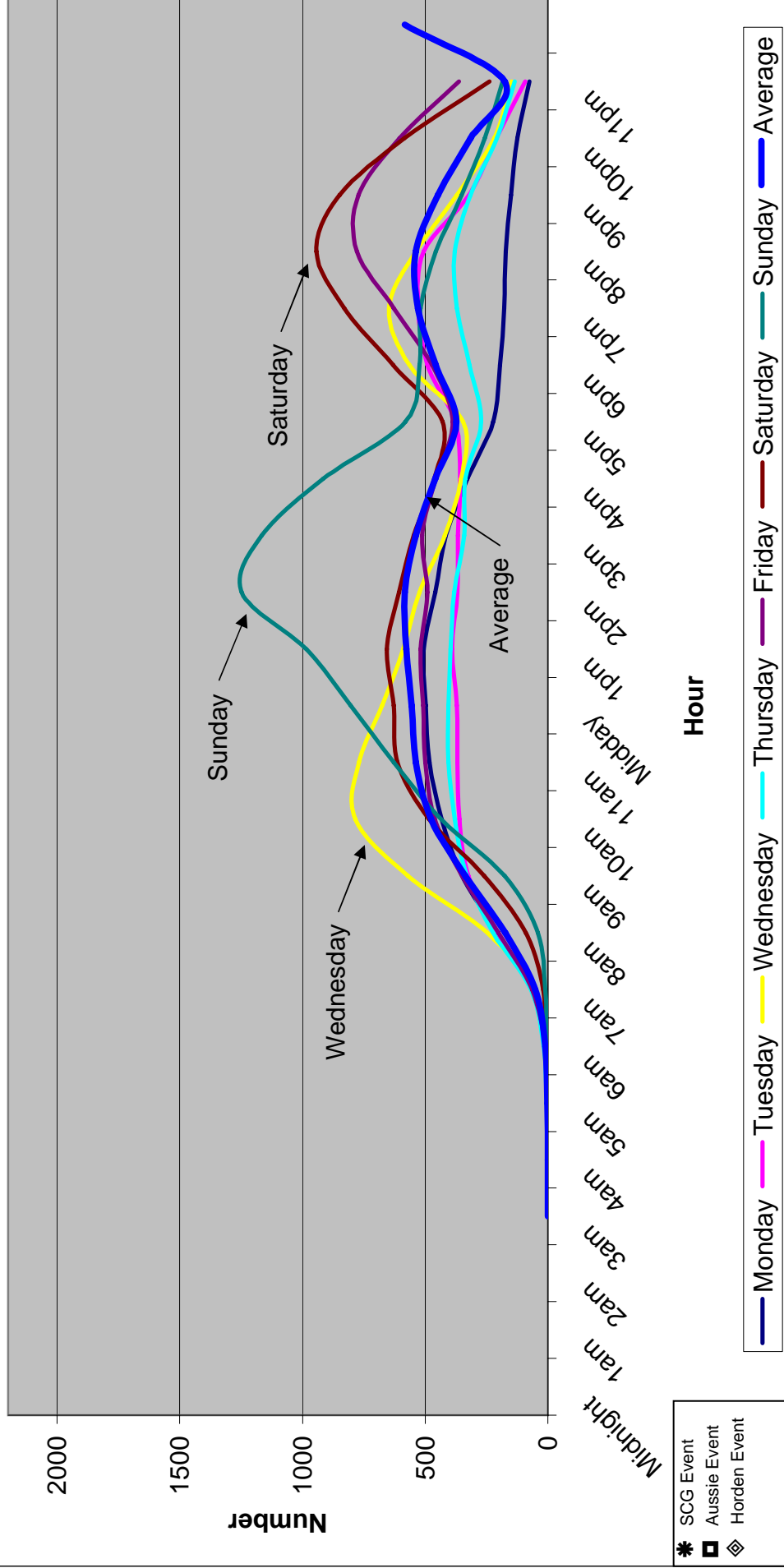
Monday 15th to Sunday 21st May 2006 Car Park Demand



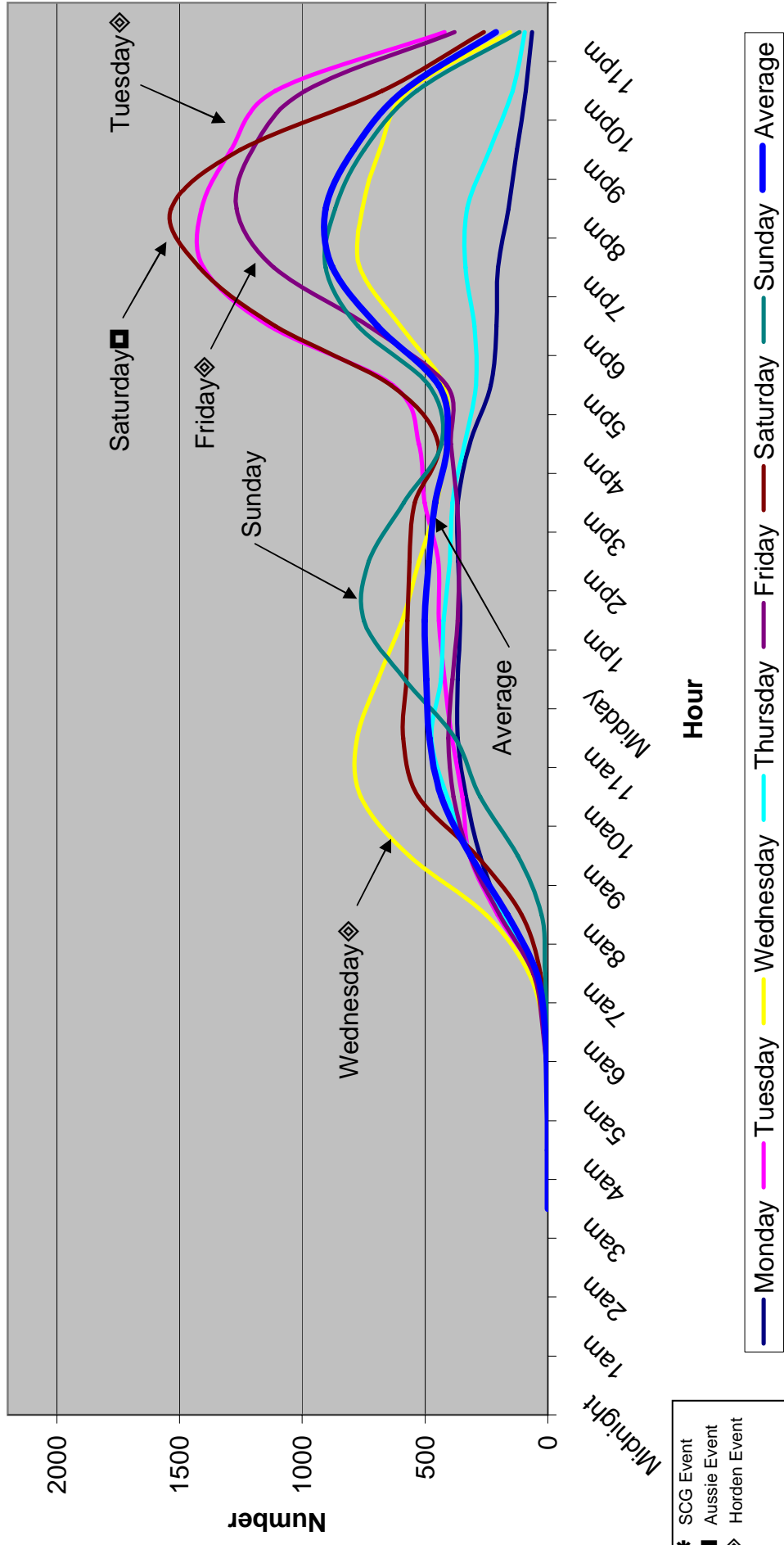
Monday 8th to Sunday 14th May 2006 Car Park Demand



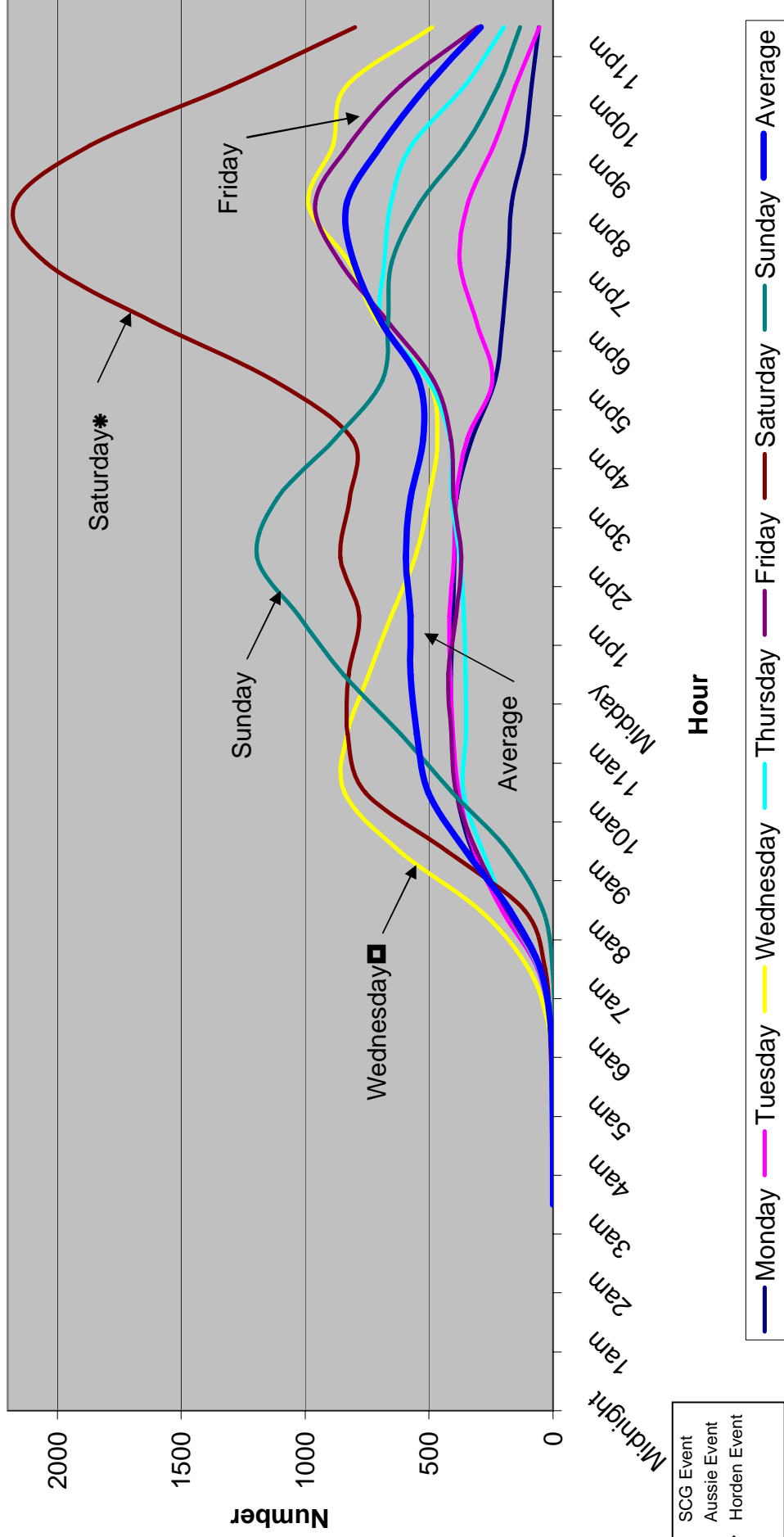
Monday 1st to Sunday 7th May 2006 Car Park Demand



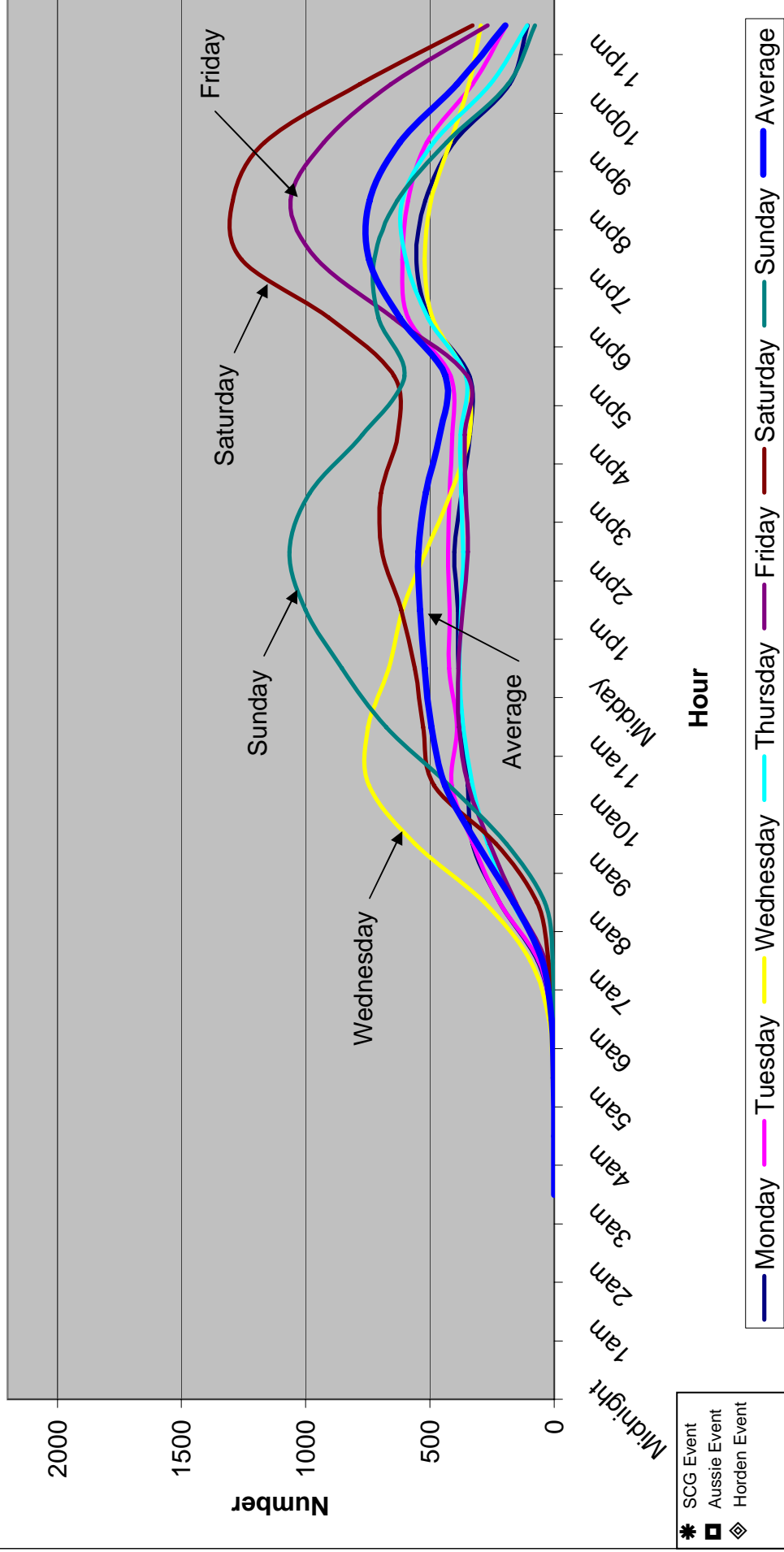
Monday 8th to Sunday 14th May 2006 Car Park Demand



Monday 15th to Sunday 21st May 2006 Car Park Demand



Monday 22nd to Sunday 28th May 2006 Car Park Demand



Monday 22nd to Sunday 28th May 2006 Car Park Demand

