



# Transport

Michael Woodland  
Director  
Metropolitan Projects  
Department of Planning  
23-33 Bridge St  
Sydney NSW 2000

Attention: Scott Schimanski

Dear Mr Woodland,

## **EXHIBITION OF ENVIRONMENTAL ASSESSMENT FOR KIRRAWEE BRICK PIT SITE (MP10\_0076)**

I refer to your letter dated 14 December 2010 regarding the mixed use development at Kirrawee Brick Pit. Transport NSW (TNSW) appreciates the opportunity to provide input to this application.

TNSW has reviewed the *Environmental Assessment for Concept Plan* prepared by City Plan Services and the appended *Traffic Management and Accessibility Plan* (TMAP) prepared by Halcrow.

TNSW requests that a number of matters be resolved to support the objectives, targets and initiatives of the *NSW State Plan 2010*, the *Metropolitan Transport Plan: Connecting the City of Cities*, *Integrating Land Use and Transport* policy package, *Planning Guidelines for Walking and Cycling* and the *Healthy Urban Development Checklist*.

Under the *State Plan*, the NSW Government has set specific transport related targets that include an increase in the number of commute trips made by public transport by 28% and an increase in rates of walking and cycling. Consequently, TNSW supports developments facilitating greater use of public and active transport measures and provision of minimal car parking.

TNSW notes that parking provision within the subject site is not consistent with the Director General's Requirements, which requests a minimal car parking outcome. The proposed provision of approximately 506 spaces (excluding 200 commuter car spaces) is above the Sutherland Shire Council Development Control Plan (DCP) rate of 474 car parking spaces. Given the site's close proximity to public transport links, the lower rate of parking (474 spaces) should be adopted as a maximum rate with further consideration given to reducing this provision, across all uses, with car share and car pooling opportunities and other measures considered as part of a Work Place Travel Plan.



TNSW notes that the proposal includes a 200 spaces commuter carpark in basement level 1 with direct access from Oak Road. To assist TNSW in making a decision concerning the proposed commuter car park; the proponent will need to provide further advice addressing the following matters:

- A demonstrated demand for commuter carparking at Kirrawee must be addressed together with further study of the potential traffic impacts generated by the commuter carpark and the potential amenity concerns for the adjacent community. The potential use of commuter car parking outside periods of commuter use, given the need to minimise parking within the site.
- The location and distance of parking to Kirrawee station should also be addressed in demonstrating demand for the facility. Its connection with the station and integration with surrounding public domain is also an important consideration.
- RailCorp's requirements for commuter carparks, including the following key matters:
  - The provision of access paths between the commuter carpark and Kirrawee Station that are compliant with the Disability Discrimination Act 1992 (Commonwealth) and the associated Disability Standards for Accessible Public Transport. Appropriate wayfinding signage should also be directly addressed;
  - The operational and maintenance considerations of a subsurface commuter carpark including lift operation, lighting, emergency response, CCTV, infrastructure maintenance and cleaning; and
  - The issue of emergency egress from the commuter carpark conflicting with incoming vehicles;
- The Transport Construction Authority's *Sustainable Design Guidelines* for commuter carparks should also be satisfied, [www.tca.nsw.gov.au](http://www.tca.nsw.gov.au); and
- The proposal would need to demonstrate prior to project approval that a workable and commercial arrangement can be reached with RailCorp addressing all relevant matters including ownership and maintenance of the commuter carpark and having regard to the Department of Premier & Cabinet's *National Public Private Partnership Guidelines* for unsolicited proposals.

To facilitate pedestrian and cyclist movement off site towards Kirrawee Station, TNSW supports the Roads and Traffic Authority's Stage 1 Requirement replacing the existing roundabout with traffic signals at the intersection of Oak and Flora Street, as nominated in the TMAP.

TNSW notes the proposed provision of cross-site pedestrian and cyclist networks. TNSW supports the inclusion of bicycle parking as indicated in the TMAP and in accordance with Council parking controls. TNSW requests that visitor bicycle parking facilities also be provided at ground level close to entrances, in a visible and weather

protected location. For further information on design of such facilities, please refer to PCAL's *Development & Active Living: Designing Projects for Active Living* resource, <http://www.pcal.nsw.gov.au/>.

Finally, TNSW supports the preparation of a Green Travel Plan for residents and employees to site and notes the inclusion of carshare spaces and pedestrian way finding signage. TNSW requests the travel plan be prepared prior to project approval as a condition of consent.

Preparation of a travel plan could aid in a further reduction of parking provision. TNSW also directs the applicant to the Premier's Council for Active Living website, <http://www.pcal.nsw.gov.au/>, for additional information on the preparation of Workplace Travel Plans for workers to site.

I trust these comments are of assistance. The contact officer for this matter is Rowena Phua, who can be contacted on 8202 2286 or [rowena.phua@transport.nsw.gov.au](mailto:rowena.phua@transport.nsw.gov.au).

Yours sincerely



David Hartmann  
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**Centre for Transport Planning**

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