



Reference: 15.094I01v01

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31 October 2016

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Sydney NSW 2000

Attention: Colin Rockliff

**Re: Planning Proposal for Lakes Business Park – Southern Precinct
11-13 Lord Street, Botany
Second Addendum to TRAFFIX Traffic Impact Assessment**

Dear Colin,

This letter is a Second Addendum to the TRAFFIX Traffic Impact Assessment (TIA) report (ref: 15.094r01v02) dated 15th May 2015 and also the First Addendum (ref: 15.094r02v02 dated 12 November 2015) and relates to the Planning Proposal for Lakes Business Park – Southern Precinct located at 11-13 Lord Street, Botany.

This Second Addendum has been prepared in response to comments received from the Department of Planning and Environment relating to concerns over accessibility to public transport services. Our response is outlined below in the context of the Southern Land Parcel:

Overview of Public Transport Services

The existing bus services that operate in the locality are shown in Figure 1. It can be seen that the closest bus stops are located on Botany Road, approximately 450 metres walking distance (involving a maximum 6 minute walking time) from the site. These stops service Sydney Buses Routes 309, 310, L09, M20, X09 and X10, which provide connections to Mascot Railway Station, Banksmeadow, Redfern, Eastgardens and the Sydney CBD.

The routes generally provide 10 to 20 minute service frequencies during the peak weekday periods, with reduced services on weekends. Importantly, they relate to existing patronage demands and therefore take no account of future opportunities to provide either increased service frequencies or additional routes, in response to an increase in population demands in the locality generally, including the demand associated with the subject site.

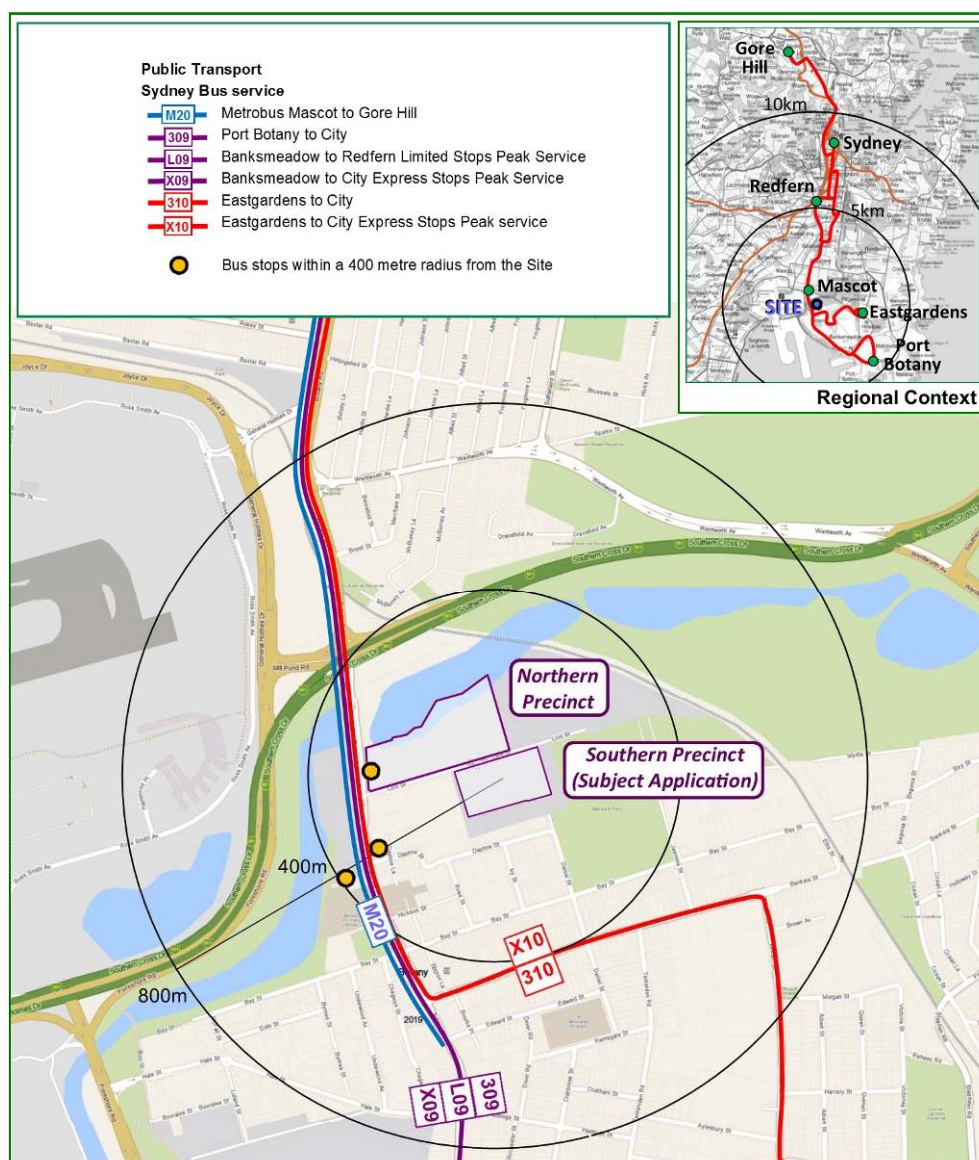


Figure 1: Existing Public Transport Services

Access to Services

These routes all operate along Botany Road, which is located only 210 metres from the closest part of the subject site. This distance may be compared with an average walking distance of 400 metres between Botany Road and the *centroid of the site*. This is equivalent to the 'planned' or target walking distance of 400 metres to bus services based on State Government Guidelines and on this basis, the site is considered to be a suitable candidate site for high density residential development.

The site will also benefit from pedestrian footpaths within the internal public road network to be developed, as well as along both sides of Lord Street.



Finally, pedestrian access to bus stops located on the western side of Botany Road is available via the traffic signals located at the intersection of Lord Street with Botany Road, where a safe pedestrian crossing is provided on the southern leg of Botany Road. It is expected that a crossing would also be provided across the northern leg at some time in the future, in accordance with RMS Technical Directions. This is shown in Figure 2 below.



Source: Near Map

Figure 2: Intersection of Botany Road and Lord Street

Transport Access Guide

As a means of promoting alternate transport modes to private cars, it is anticipated that a requirement would be made for the adoption of a Transport Access Guide (TAG), which is usually in response to a suitable condition of consent at development application stage. To assist this process, a Draft TAG is presented in **Attachment 1**. The TAG would evolve to include additional improvements and would include information on the following (existing and as may be improved):

- Bus services and timetables;
- Taxi services and contact details;
- Car share spaces in the locality;
- Bicycle network;
- Pedestrian linkages;
- Web site links to all above transport information.



The TAG is typically produces as a folding paper brochure for convenience of use and is also typically displayed in common (lobby) areas on notice boards.

Travel Demand Management

In addition to the above measures, the potential exists to reduce car travel demand by limiting parking provision, through a revision of Council's DCP controls. This is a matter that requires careful management to ensure that adverse on-street parking impacts do not occur, with the aim being to achieve a suitable planning 'balance' between parking and other travel modes. The quantum and location of car share spaces is also an important consideration in this context, as discussed below.

Car Share Spaces

Car share research sources indicate state that a car share car can reduce car ownership (in the surrounding area) by 10 cars. This in turn reduces traffic demand on the surrounding road network and accordingly provision for car share schemes are actively encouraged by Councils.

The available 'Go-Get' car share pods located within an accessible 400m radius of the subject site is shown in Attachment 1, however, this can be improved upon and further investigated at development application stage/s.

Conclusion

It is considered that the site is very well located to achieve good access to public transport and is also capable of promoting other (non-car) travel modes as viable alternatives for some trip types. The walking distances to accessing bus services are moderate and less than 400 metres on average, while these pedestrian routes are safe and occur on dedicated footpaths. It is proposed that a TAG would be developed to support and promote non-car private travel and this would incorporate improved facilities, following further investigations and discussions.

We trust the above is of assistance. Please contact the undersigned should you have any queries or require any further information regarding the above.

Yours faithfully,

trafficx

Graham Pindar
Director

Attachments: 1) Draft Transport Access Guide



Attachment 1

Draft Transport Access Guide



BUSES

The figure within the Transport Access Guide provides the bus stops within 400 metres of the site and available bus services.

M20

Buses operate approximately every 10 minutes during the peak period, 15 minutes throughout the day and approximately every 20 minutes on weekends and other times.

310

Buses operate approximately every 15 minutes during the peak period, 20 minutes throughout the day and approximately every 30-60 minutes on weekends and other times.

X10

These are weekday services only.
4 Buses in the AM peak from Botany Road bus stop to Central Railway Station.
4 Buses in the PM peak from Botany Road bus stop to Westfield Eastgardens.

309

Buses operate approximately every 10 minutes during the peak period, 20 minutes throughout the day and approximately every 30 minutes on weekends and other times.

L09

These are weekday services only.
11 Buses in the AM peak from Botany Road bus stop to Port Botany.
5 Buses in the PM peak from Botany Road bus stop to Redfern.

X09

These are weekday services only.
5 Buses in the AM peak from Botany Road bus stop to Railway Square.
3 Buses in the PM peak from Botany Road bus stop to Bankstown.



WALKING

Walking routes are available on Lord Street to numerous bus stops located in Botany Road.

Please note: The intersection of Botany Road with Lord Street provides a signalised intersection for safe pedestrian movements across Botany Road and Lord Street.



For further public transport information go to www.131500.com.au or call 131 500



Transport Access Guide

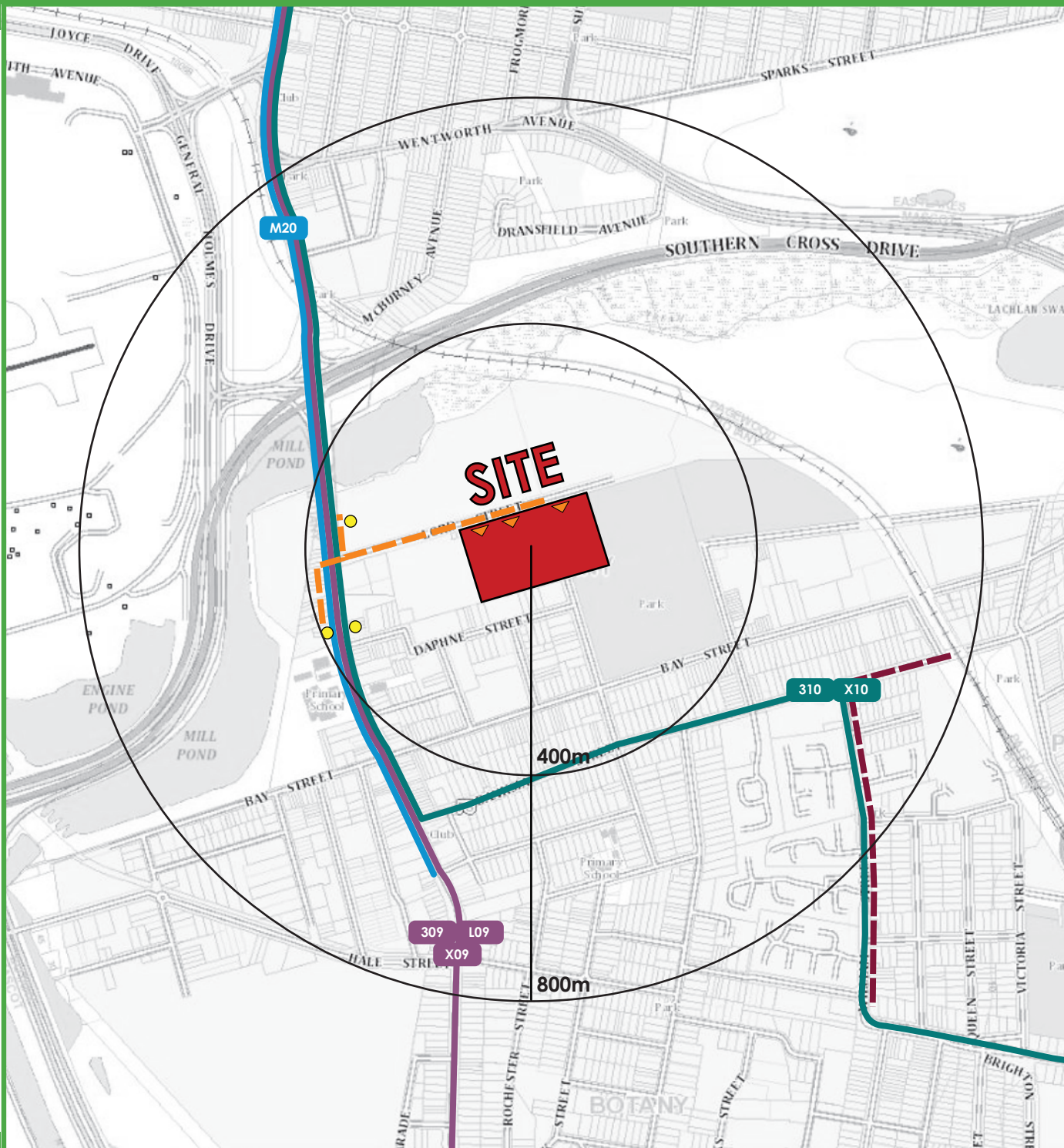
11-13 Lord Street

Botany

NSW 2019

Use active transport and get your daily physical activity while you travel





Transport Access Guide

11-33 Lord Street

Botany NSW 2019

Legend



Cycleway



Pedestrian Walkway



Pedestrian Access

Sydney Bus Services



Bus Stop



310 Eastgardens to Central Railway Square



X10 Eastgardens to Railway Square (PrePay)



M20 Botany to Gore Hill (Prepay)



309 Port Botany Depot to Central Railway Square



L09 Redfern to Port Botany (Prepay)



X09 Banksmeadow to Railway Square (Prepay)



Taxis Combined

13 33 00

www.taxiscombined.com.au