Atlassian Central Station

Construction Worker Transport Strategy

Prepared for:

Atlassian

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PROJECT INFORMATION

Project Name:	Atlassian Central Station
Client:	Atlassian
Project Number:	1902
Prepared By:	JMT Consulting

DOCUMENT HISTORY

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1 Introduction

1.1 Background

The Atlassian Central Station project (SSD-10405) has been approved by the Minister for Planning and Public Spaces for a commercial and hotel development above the Former Inwards Parcel Shed at 8 – 10 Lee Street, Haymarket.

1.2 Report purpose

In accordance with Condition E29 of the project approval, a Construction Worker Transport Strategy (CWTS) must be prepared and submitted to the Certifier to detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets. A copy of the strategy must be submitted to the Planning Secretary and Council for information.

1.3 Description of the site

The Site is known as 8-10 Lee Street, Haymarket. It is an irregular shaped allotment. The allotment has a small street frontage to Lee Street, however this frontage is limited to the width of the access handle.

The Site comprises multiple parcels of land which exist at various stratums. All the lots are in the freehold ownership of Transport for NSW, with different leasing arrangements:

- **Lot 116 in DP 1078271**: YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.
- **Lot 117 in DP 1078271**: This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimise basement and servicing outcome for the Site.
- **Lot 118 in DP 1078271**: This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project. The proposal also uses a part of Lot 118 in DP 1078271 within Ambulance Avenue for Day 1 bike access, secondary pedestrian access and fire service vehicle access.
- **Lot 13 in DP 1062447**: This is currently in the ownership of TfNSW but TOGA (who hold the lease for the Adina Hotel) have a long-term lease of this space in the lower ground area.

The Site has an area of approximately 3,764sqm which includes 277sqm of air rights that apply from RL40.

1.4 Site and surrounding context

The Site is directly adjacent to the Western Wing Extension of Central Station, and forms part of the 'Western Gateway Sub-precinct' of the Central Railway Station lands. It is situated between the existing CountryLink and Intercity railway platforms to the east and the Adina Hotel (former Parcel Post Office) to the west.

Existing vehicle access to the Site is via Lee Street, however the Lee Street frontage of the Site is only the width of the access handle.

Current improvements on the Site include the Parcels Shed, which operated in association with the former Parcels Post Office (now the Adina Hotel). The Site is currently used as the Railway Square YHA. The Site also includes the western entryway to the Devonshire Street Pedestrian, which runs east-west through Central Station under the existing railway lines.

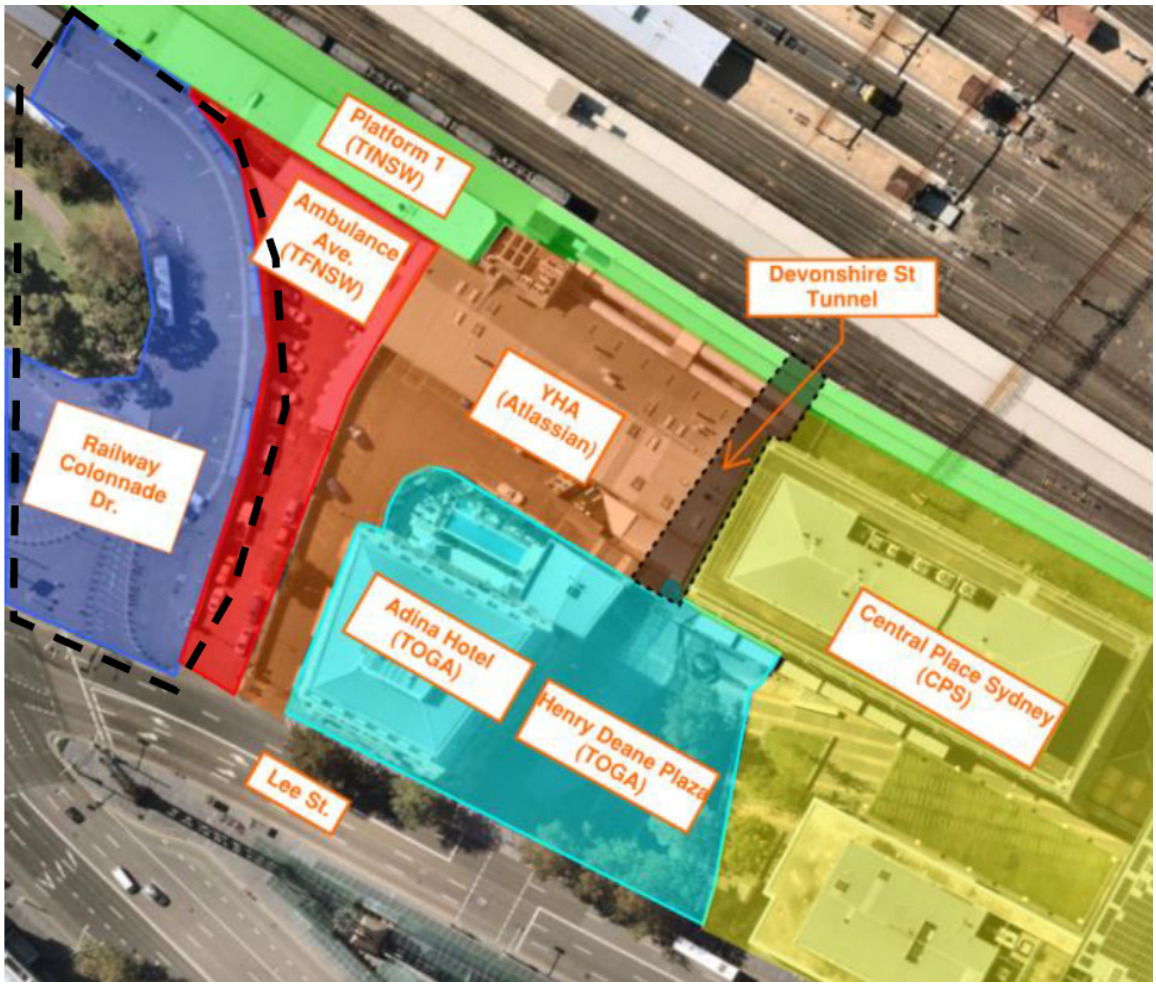

Figure 1 Site context

Source: BOJV

1.5 Development Description

The approved project under SSD-10405 facilitates the development of a new mixed-use development comprising *'tourist and visitor accommodation'* (in the form of a 'backpackers') and commercial office space within the tower form. Retail, lobby and food and drink premises at the Lower Ground level and Upper Ground level.

Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Technology Precinct proposed by the NSW Government. The new building will be purpose-built to accommodate the Atlassian Headquarters, a new TfNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker's accommodation, in addition to commercial floorspace to support Tech Start-ups.

The new development is to be built over the existing heritage former Inwards Parcels Shed (the Parcels Shed) located on the western boundary of Central Station with the Adina hotel to the west. The works includes a 38-storey mixed-use tower with basement loading dock facilities and end of trip (EOT) facilities accessed off Lee Street, 2 storey lobby utilising the Parcels Shed building, lower ground and upper ground retail, YHA hostel and commercial tower with staff amenities to the mid-level and roof top areas and a pedestrian Link Zone works for TfNSW.

The development comprises of:

- Two basement levels (B1 & B2), which includes service spaces, loading docks, and EOT facilities which will be accessed from Lee St following the completion of works to convert the existing Upper Carriage Lane into a shared ramp from Lee Street which will service both the Adina hotel and Atlassian development.
- Delivery of Transport for NSW assets (State Works) comprising Lower Ground and Upper Ground Floor through site link which is key pedestrian infrastructure for Central Station to connect the future metro Central Walk West.
- Retention of the existing Heritage Parcel Shed and adaptive reuse to form part of a new public realm strategy incorporating it into the new building's lobby
- Construction of a new high-rise tower including new YHA accommodation (lower levels)
- Commercial office levels (upper levels)

2 Worker Transport Arrangements

2.1 Public transport accessibility

The Site is immediately adjacent to Central railway station – Australia's busiest transport interchange. The interchange provides extensive public transport access across Sydney including local trains, buses, light rail services, country-link services, and private buses and coaches.

Figure 2 shows a visualisation of a 15, 30 and 45 minute catchment that can be reached from the Site via. public transport.

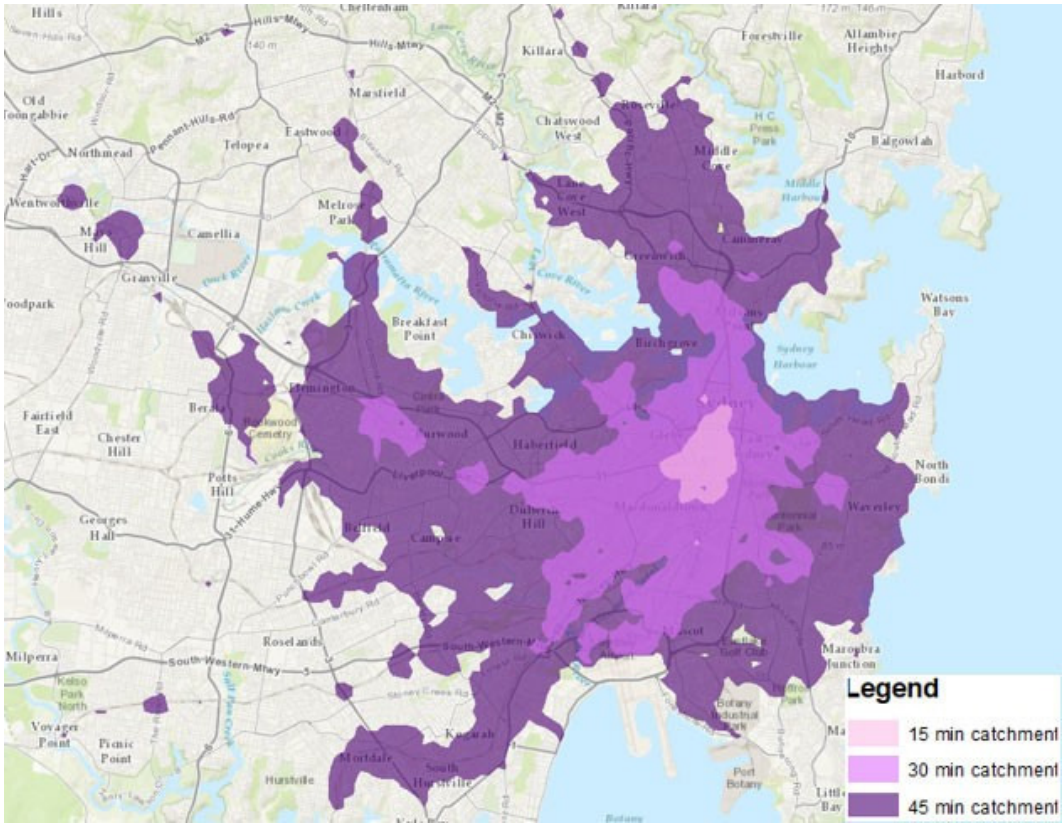

Figure 2 Existing public transport catchment

2.2 Rail network

Central Station is located immediately adjacent to the Site with pedestrian connections through the Devonshire Street tunnel. Train services operating at this station include:

- Sydney Trains T1- this connects the City to Emu plains, Richmond and Berowra;
- Sydney Trains T2 – this connects the City to Parramatta and Leppington;
- Sydney Trains T3 – this connects the City to Liverpool and Lidcombe;

- Sydney Trains T4 – this runs from Bondi junction to Waterfall and Cronulla;
- Sydney Trains T7 – this connects the City to Sydney Olympic parka and Blacktown;
- Sydney Trains T8 – this connects the City to Macarthur via the Airport;
- Sydney Trains T9 – this runs from Gordon to Hornsby vis the City;
- Blue Mountains Line;
- Central Coast & Newcastle line;
- South Coast line – providing connections to Port Kembla and Kiama; and
- Southern highlands Line – providing connection to Campbelltown and Goulburn.

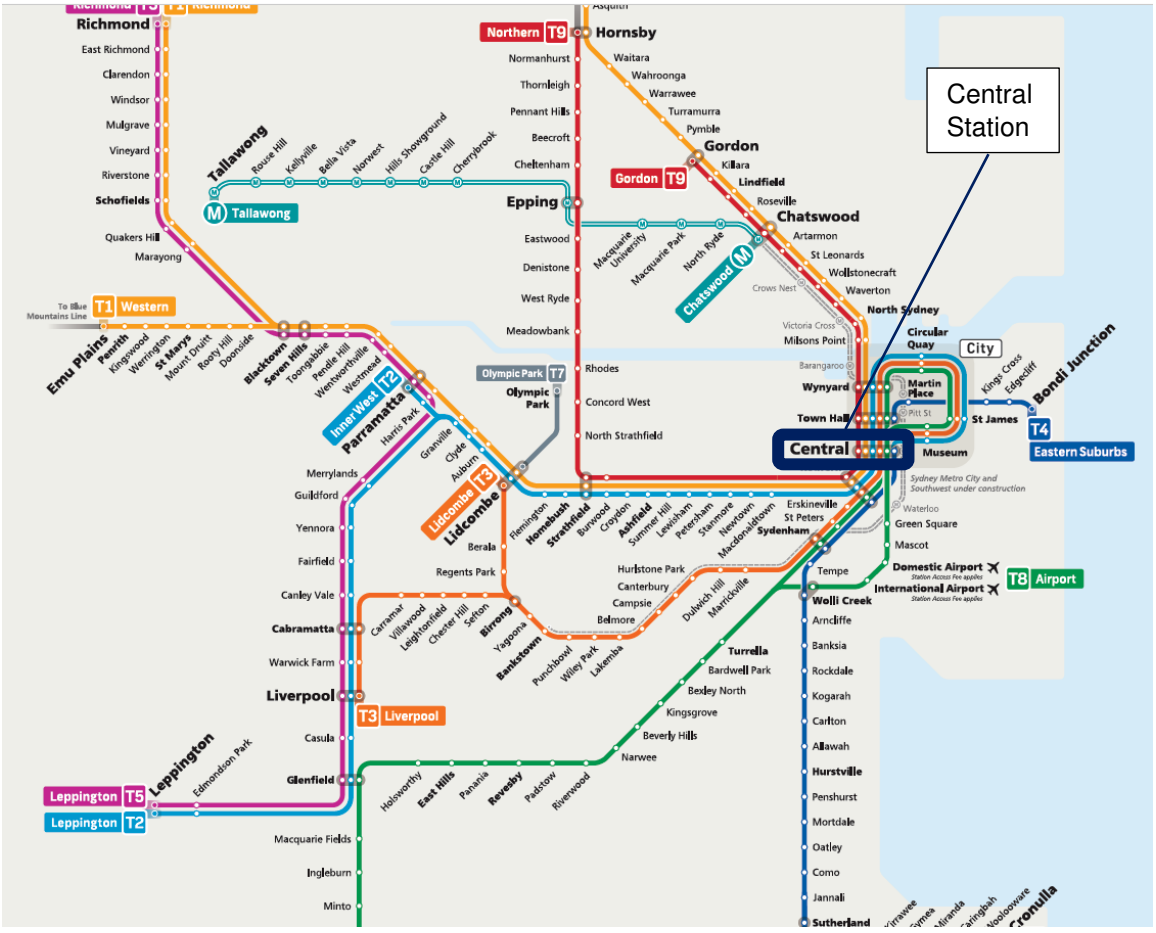

Figure 3 Rail network servicing the site

Source: Transport for NSW

2.3 Bus network

The Site is surrounded by an extensive network for bus routes which cover most of the area within approximately 10km radius from the Site as well as some longer distance regional services. This network comprises primarily direct services which serve particular suburbs at their outer extent and then converge on corridors as they approach Central Station. The combined service frequencies on a number of these corridors, such as Oxford Street, Broadway and Victoria Road are in the range of 50 to 120 buses per hour.

The majority of bus services in the area arrive and depart from either Railway Square or Eddy Avenue, which are both within close walking distance of the Site.

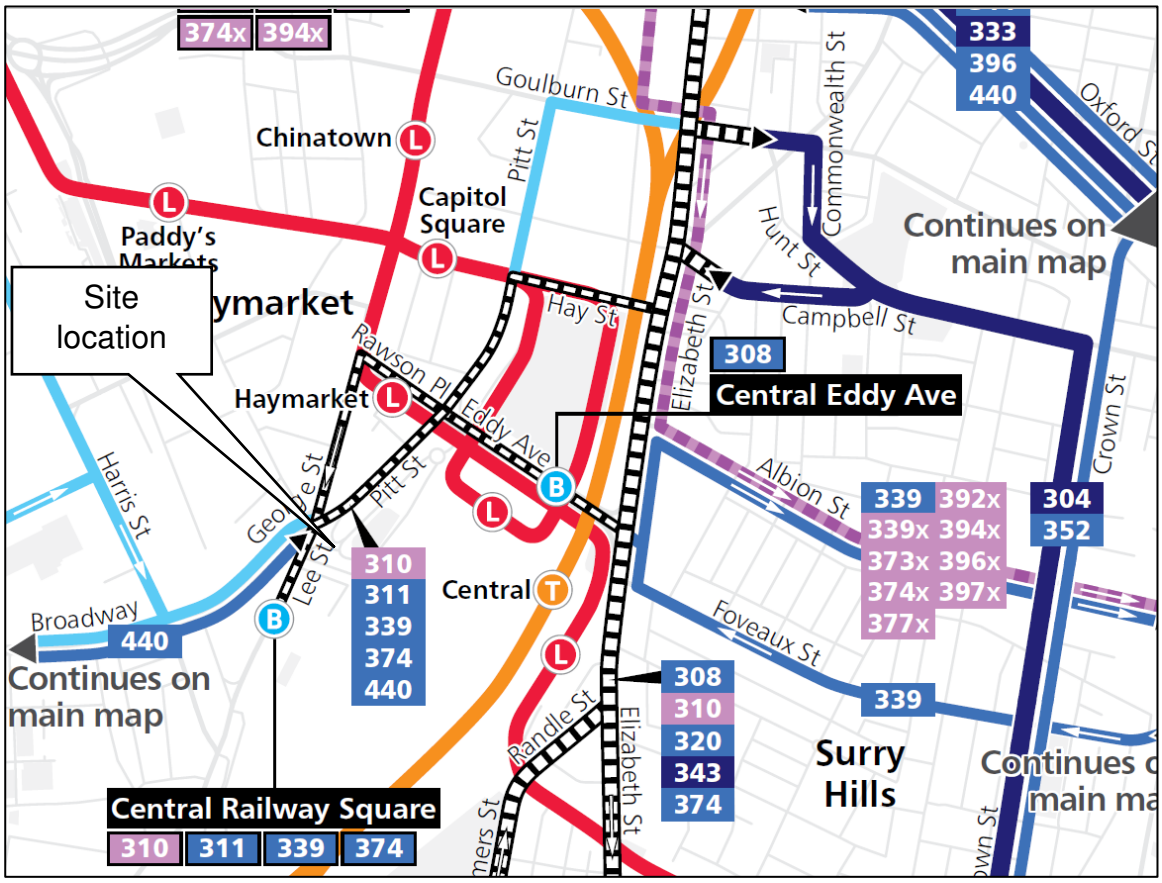

Figure 4 Bus network servicing the site

Source: Transport for NSW

2.4 Light rail network

The Central Station precinct is also serviced by both the CBD and South East and Inner West Light Rail lines. The CBD and South East line rail connects the Site to Randwick and Kingsford, as well as north to Circular Quay through the Sydney CBD. The Inner West light rail runs from Central to Dulwich Hill, with the stop located on the northern side of Central Station at the Grand Concourse. Light rail services typically operate at intervals of between 6-8 minutes throughout the day.

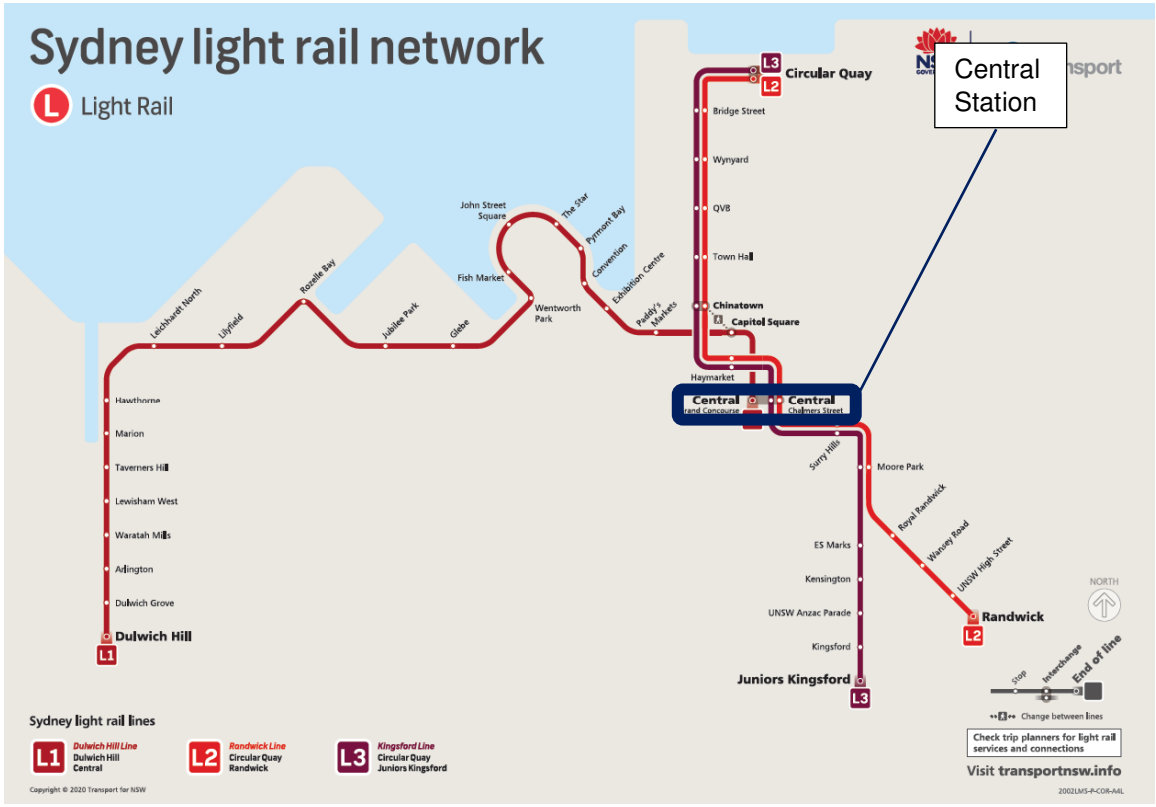

Figure 5 Light rail network servicing the site

Source: Transport for NSW

2.5 Metro network

The introduction of the Sydney Metro (City and Southwest) service from August 2024 provides additional connectivity to and from the site. A new metro station at Central was delivered as part of the project and provides connectivity between Sydenham, North Sydney, Macquarie Park and Rouse Hill. This metro station, which opened in August 2024, has significantly added to the already well provisioned public transport amenities in the area.

The Sydney Metro route and station locations are shown in Figure 6.

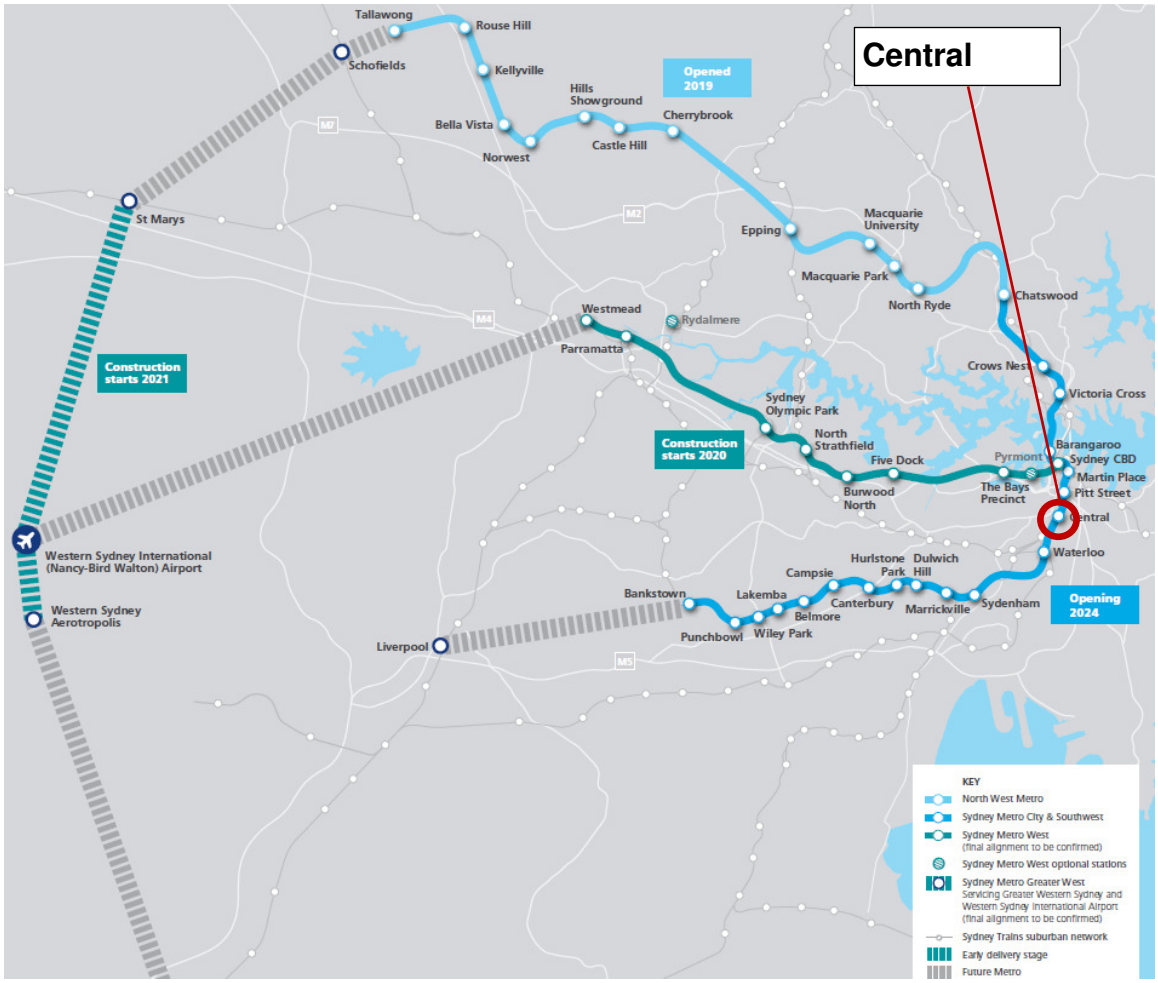

Figure 6 Sydney Metro network

Source: Transport for NSW

2.6 Bicycle network

The existing and planned cycleway network documented in the draft City of Sydney Cycling Strategy and Action Plan is illustrated in Figure 7. This indicates there is an existing local cycling route on Lee Street adjacent to the Site, with a further local route on the Goods Line. The strategy notes that this Goods Line route is planned to be extended to provide enhanced connectivity in future. This route provides wider connection to regional bike routes on Jones Street and Cleveland Street.

The future Atlassian building has a strong opportunity to take advantage of the planned local routes along Lee Street, Cooper Street and Regent Street.

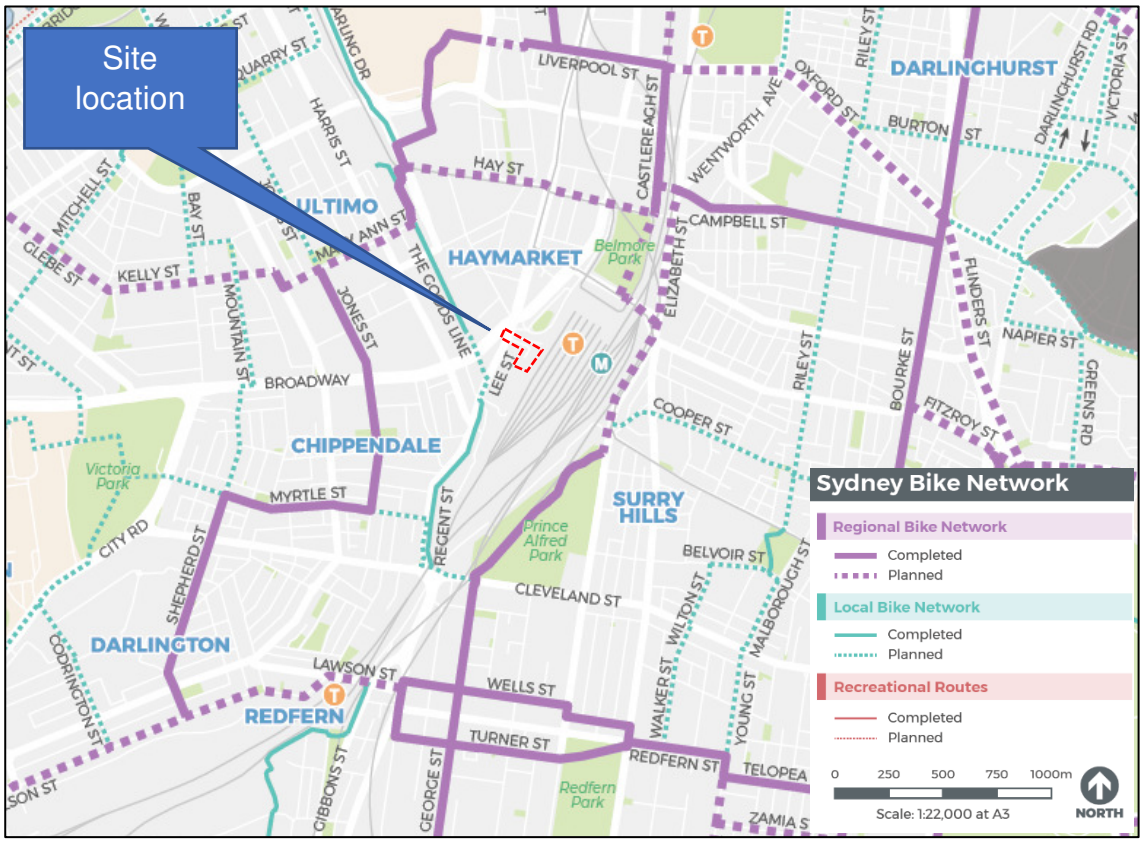

Figure 7 Existing and planned City of Sydney cycleway network

Source: City of Sydney Council

2.7 Pedestrian network

There is a well developed network of pedestrians routes that currently service the Site. The majority of pedestrians currently access the Site via either:

- Devonshire Street tunnel which provides an east-west connection through Central Station; or
- Railway Square which provides access for pedestrians arriving via bus. Pedestrians cross Lee Street via an existing mid-block pedestrian crossing or via the Lee Street tunnel and Henry Deane Plaza. The Lee Street tunnel provides connectivity to the broader area including UTS and the nearby Goods Line.

These existing pedestrian connections are illustrated in Figure 8.

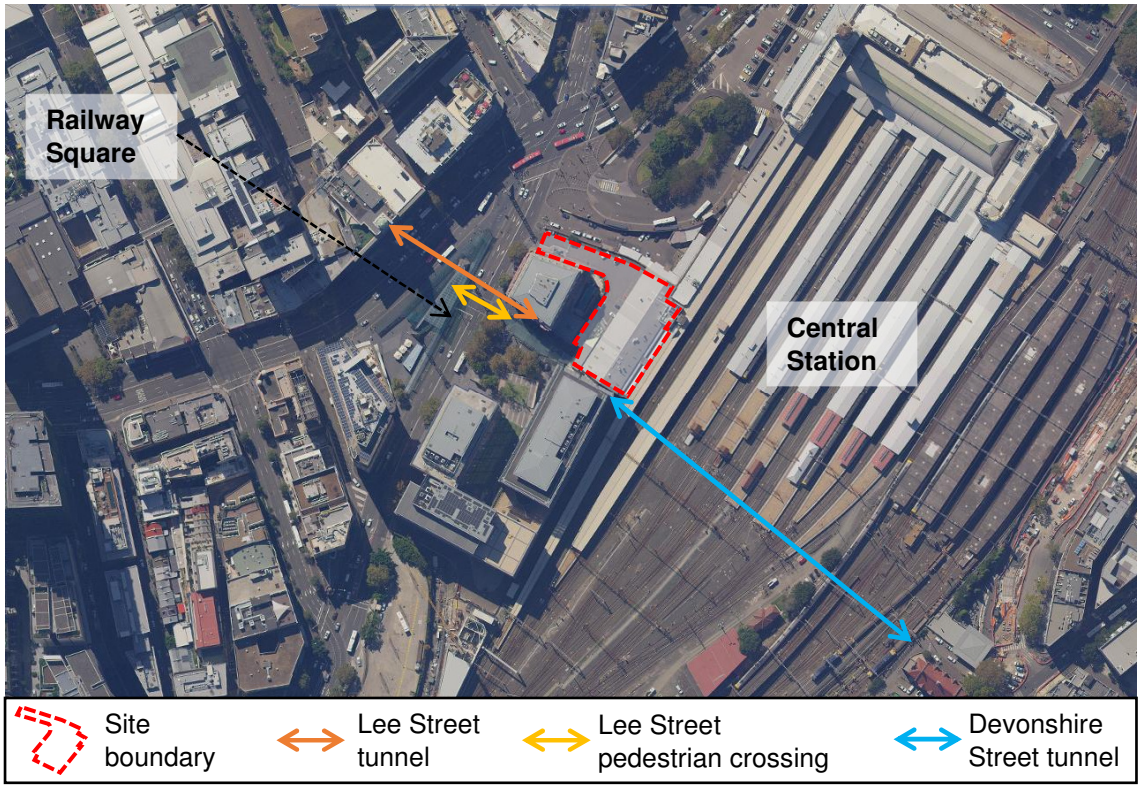

Figure 8 Existing pedestrian connections

2.8 Current travel patterns

The Bureau of Transport Statistics 'Journey to Work' data set from the 2016 Census data has been used to assess the existing travel patterns of workers employed in the area. Figure 9 summarising this information, demonstrating the high proportion of workers commuting via public transport at 84% (train and bus) due to the availability of public transport. Also, approximately 5% of people working in the precinct use active travel modes - either walking or cycling. Single occupancy private vehicle usage at just 10% - reflecting the strong public transport availability in the area.

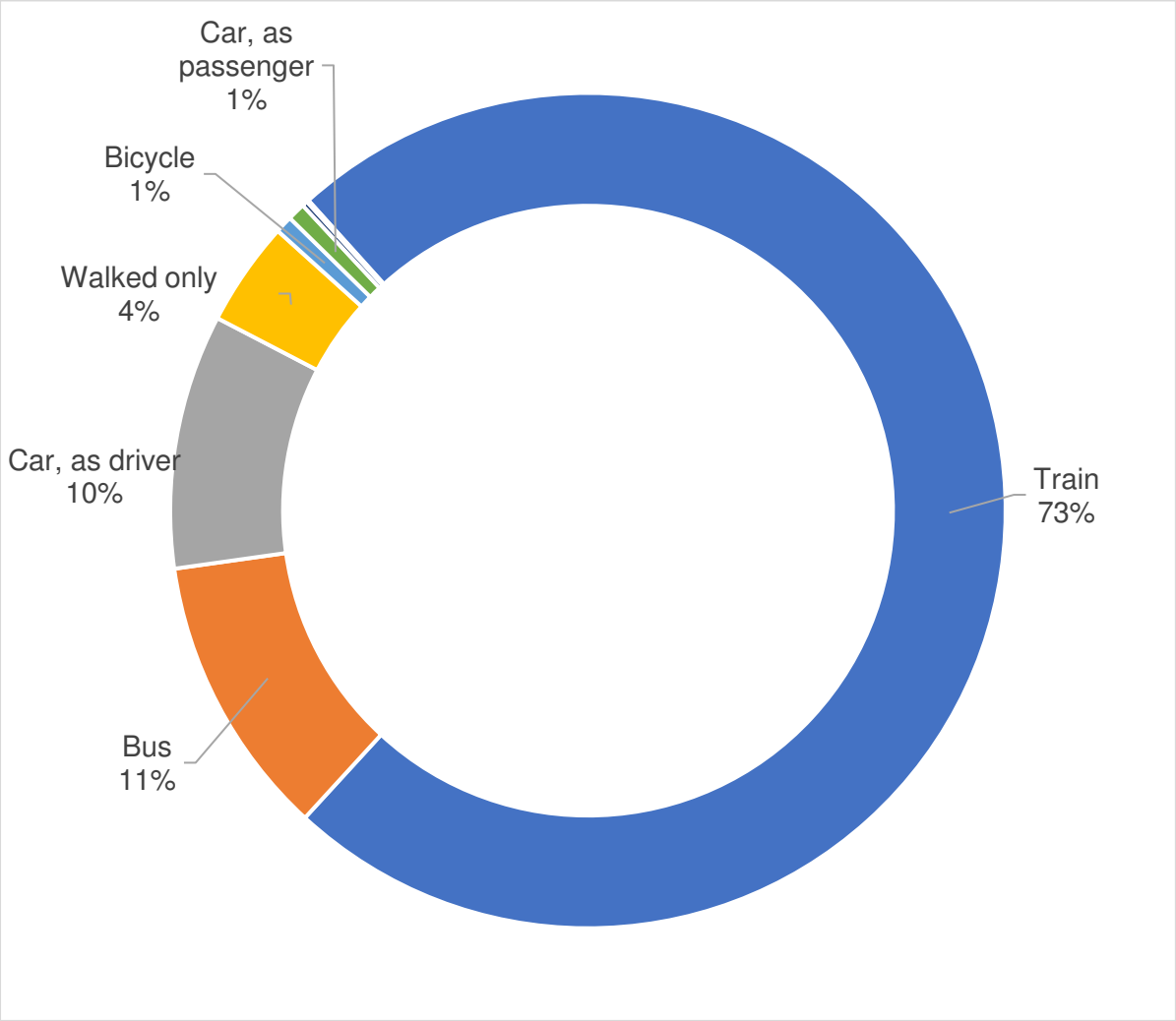

Figure 9 Existing mode share of people travelling to work near the Atlassian site

2.9 Car parking

2.9.1 On-site car parking provision

No on-site car parking is proposed for construction staff, with public transport to be promoted as the primary form of access to the site. This is consistent with other projects centrally located within the Sydney CBD whereby no on-site worker parking is provided, instead workers will generally make use of the extensive public transport network supporting the site.

To support construction workers in utilising public transport and reduce dependency on private vehicle as a mode of access to the site, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

2.9.2 Potential worker car parking demand

To inform the CWTS a forecast of the level of parking demand generated by the construction works has been developed. It is anticipated the works will have a peak on-site workforce of up to 500 people. Based on the travel behaviours of workers in and around the Central Station precinct (as previously noted in Figure 9 on page 11 of this document) it could be expected that:

- 10% of the construction workforce drives and parks in the vicinity of the site. Given the strong public transport availability around the site and the high cost of car parking this is considered a conservative assumption, with the actual number driving likely to be less than 10%.
- An average of 1.5 workers would travel in every car. Other construction projects in locations with constrained parking environments typically record a car occupancy of between 2-3 people per car.

Based on these assumptions the Atlassian construction project may generate demand for up to 33 parking spaces during the busiest stage of construction.

2.9.3 Car parking opportunities

As previously noted no on-site car parking will be provided for workers. Staff will be encouraged to arrive to the site by public transport or park in nearby parking stations, which is similar to arrangements for other major development projects in the Sydney CBD.

There are a number of existing off-street commercial car parks in close proximity to the site as indicated in Figure 10 below. Eight publicly accessible off-street car parks have been identified within a 600m radius (10 minute walk) of the site which have a combined capacity of over 2,500 parking spaces. The forecast maximum parking demand generated by Atlassian construction workers of 33 vehicles represents just over 1% of this total capacity and therefore could be easily accommodated in these existing car parking areas.

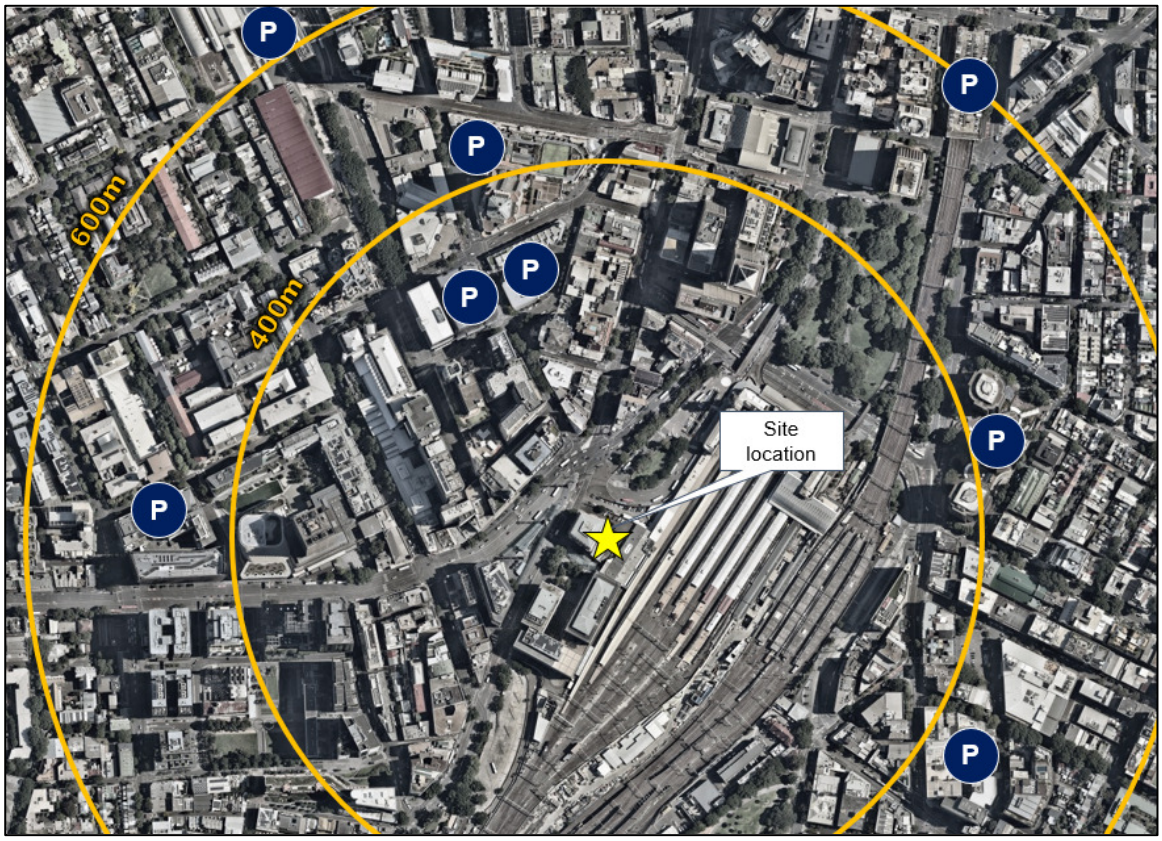

Figure 10 Existing publicly accessible car parks

2.10 Communication protocols

All staff employed on the site by the head contractor (including sub-contractors) would be required to undergo a site induction. As part of this induction staff will be provided with information as to how to travel to/from the site, including:

- Promote the use of public transport options including ferry, bus and heavy rail, including potential benefits of public transport over car usage;
- Where to park for those that elect to drive to the site, including strict guidance that no staff should be parking in nearby residential streets;
- Relevant walking and cycling routes, including locations of bicycle parking in the precinct; and
- Notifying workers in relation to arrangements made on-site for any equipment/ tool storage and drop-off requirements

3 Summary

This Construction Worker Transportation Strategy has been prepared in accordance with Condition E29 of the project approval for the Atlassian Central Station project (SSD-10405). The purpose of the strategy is to detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets..

The strategy describes in detail the various transport options available to staff, including a number of publicly accessible multi-level car parks within short walking distance of the site. The assessment forecasts that peak parking demands generated by Atlassian staff may amount to up to 33 vehicles which is minimal in the context of the 2,500 parking spaces available in these nearby off-street car parks. Workers will generally make use of the extensive public transport network supporting the site, with less than 10% of staff expected to drive on a typical working day. Staff through their site induction will be encouraged to use public transport options, including train, bus and light rail, to travel to the site.