



David Glasgow
Principal Planner
Key Sites Assessments
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr. Glasgow

SSD 9726 Adaptive Reuse of the Royal Hall of Industries

Thank you for your email dated 10 July 2019 referring the subject proposal to Transport for NSW (TfNSW) for review. Roads and Maritime Services, which has been identified in the Secretary's Environmental Assessment Requirements (SEARs) as one of the authorities to be consulted with, has also reviewed the subject proposal and provided their comments in this submission collectively.

The proposal seeks approval for the adaptive re-use of the existing building to provide a new high-performance sport and community facility, along with the construction of a two-storey building, provision of vehicular entrances and the consent for the proposed land uses. The documentation in support of the proposal is reviewed and comments are provided as follows.

Passenger Pick Up and Drop Off and Event Traffic and Transport Coordination

Comment

The Transport Assessment report prepared to support the development application states the following:

- Approximately 350 children will visit the proposed facility between January and October (Monday to Thursday) to train;
- Special events at the site could include club night events for staff and players such as awards nights and club anniversaries; and
- Some minor set-down/ pick-up activity can be accommodated on-site (under prior agreement) or on-street on Driver Avenue and Errol Flynn Boulevard. Game day scenarios would not be expected to materially change as a result of the proposed development.

It is not clear how passenger pick up and drop off associated with the proposed development would be accommodated and what the subsequent impact to the traffic and transport network would be, including during simultaneous events within the Moore Park Precinct when traffic arrangements surrounding the site are altered.

It is also advised that the applicant needs to consult with the Moore Park Events Operations Group (MEOG) which TfNSW is part of, when planning special events at the development site to ensure that the traffic and transport arrangements for an event at the site and those of simultaneous events within the Moore Park Precinct are coordinated.

Recommendation

It is requested that as part of the Response to Submissions, the applicant provide the following:

- Details of the proposed passenger pick up and drop off arrangements for the proposed development, including point to point transport, kiss and ride and coaches and how the operation of the facilities would be managed; and
- Details of measures to mitigate traffic impacts on a typical weekday and weekend (event day) with consideration of simultaneous events within the Moore Park Precinct.

It is also requested that the applicant be conditioned to consult with the MEOG when planning special events at the site to ensure that the traffic and transport arrangements for an event at the site and those of simultaneous events within the Moore Park Precinct are coordinated (see **Attachment A** for details).

Proposed Vehicle Exit on Errol Flynn Boulevard

Comment

The Environmental Impact Statement (EIS) prepared to support the development application states the following:

- The proposed development includes the retention of the existing driveway entrance and inclusion of an additional vehicle exit on Errol Flynn Boulevard; and
- This arrangement would allow for the provision of a new one-way loading and parking zone along the eastern boundary of the site, including 11 angled car spaces for operational requirements and visitor spaces.

It is advised that during some events within the Moore Park Precinct, the traffic arrangements on Errol Flynn Boulevard are altered to allow passenger pick up and drop along the western kerb of the roadway. It is not clear how the operation of the proposed one-way zone and additional vehicle exit would impact the event traffic arrangements.

Recommendation

TfNSW requests that as part of the Response to Submissions, the applicant investigates if the operation of the proposed one-way loading and parking zone along the eastern boundary of the site and additional vehicle exit would have any impacts to the event related altered traffic arrangements on Errol Flynn Boulevard and provide details of measures to mitigate any impacts.

Loading Facilities

Comment

The EIS states that the proposed development includes a single loading bay suitable of accommodating small rigid vehicles up to 6.4 metres in length while the Transport Assessment report states that the loading bay would be suitable for all vehicles up to 6.8 metres. Nevertheless, the proposed loading bay size might limit future servicing of the site.

The EIS also states that the swept path analysis for service vehicles is contained within the Transport Assessment however it is not evident that such information has been included.

Recommendation

Notwithstanding the need to clarify the discrepancy between the two documents, an assessment of the size of vehicles likely to access the loading bay should be undertaken as part of the Response to Submissions with consideration of the future loading demand in relation to the proposed sport and community facilities.

Swept path analysis for service vehicle access should also be included in the Response to Submissions.

Waste Collection

Comment

The EIS report states that waste collection will be carried out by private contractor utilising medium rigid vehicles and would take place from the internal loading bay adjacent to the waste storage room. Conversely the Transport Assessment report states that garbage collection would occur on the internal road (not internal loading bay) adjacent to the eastern side of the building.

Recommendation

Clarification is required about where the waste collection would be occurring from. Clarification is also required on whether the internal loading bay, as stated in the EIS, refers to the same loading bay which is designed for small rigid vehicles.

Green Travel Plan

Comment

The EIS states the following:

- A survey of Sydney Swans staff to determine modes of travel to work identified that 78% of staff travel to the site via private vehicle, utilising parking in the surrounding streets and the Entertainment Quarter car park; and
- Provision of drop off facilities and coach parking is not required on the site as players and visitors are expected to travel to the site individually in private motor vehicles, consistent with the existing travel arrangements as identified in the Staff Travel Survey.

It is also noted that the Transport Assessment report includes an overview of a Green Travel Plan and states that the plan would seek the following:

- Advise staff and visitors on the wider travel choices available to them and encourage use of sustainable travel modes; and
- Aim to reduce congestion on the surrounding road network by causing mode shift from private vehicles or encourage higher vehicle occupancy to reduce private vehicle trips.

Recommendation

It is requested that the applicant be conditioned to prepare a Green Travel (see **Attachment A** for details) for TfNSW's endorsement.

Active Transport

Comment

It is noted that the proposed development involves the permanent removal of the fence along the Errol Flynn Boulevard frontage of the site and that this may alter the way pedestrians and cyclists circulate through the precinct within the vicinity of the site.

It is advised that measures should be taken to ensure that pedestrian safety is considered in this regard, including around the proposed one-way loading and parking zone and potential waste collection activities on the internal road (not internal loading bay).

Further, limited information has been provided in the Transport Assessment report regarding bicycle parking and end of trip facilities.

Recommendation

It is requested that the applicant:

- Review and provide clarification in the Response to Submissions on how pedestrian and cyclist safety would be considered; and
- Ensure that any bicycle parking facilities should be located either within the development or close to it, to support and encourage active transport access to the site.

Construction Pedestrian and Traffic Management Plan

Comment

The construction activities of the proposed development could conflict with the Sydney Football Stadium and Sydney Light Rail project construction activities and there is a need to ensure that construction activities do not impact general traffic and bus operations, as well as the safety of pedestrians and cyclists particularly during commuter peak periods and during event days.

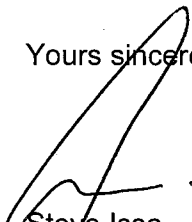
Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (see **Attachment A** for details) for TfNSW's endorsement.

TfNSW requests that the applicant consults with the Sydney Coordination Office within TfNSW in relation to the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 0466 024 892.

Yours sincerely


Steve Issa 7.8.19
**A/Coordinator General
Transport Coordination**

CD19/05749

Attachment A – Recommended Conditions of Consent

Event Traffic and Transport Coordination

The applicant shall consult with the Moore Park Events Operations Group (MEOG) when planning special events at the development site to ensure that the traffic and transport arrangements for an event at the site and those of simultaneous events within the Moore Park Precinct are coordinated.

Green Travel Plan

The applicant shall prepare a Green Travel Plan in consultation with the Sydney Coordination Office within TfNSW to reduce the proportion of single-occupant car travel and increase the mode share of public transport and active transport for workers and visitors of the development. The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination for endorsement, prior to the issue of the occupation certificate. The Green Travel Plan shall be implemented following occupation.

Construction Pedestrian and Traffic Management Plan

Prior to the issue of any Construction Certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW and the Sydney Light Rail Operator. The CPTMP needs to ensure that the construction of the development does not in any way adversely impact the Sydney Light Rail Project. The CPTMP needs to specify matters including, but not limited to, the following:
 - A description of the development;
 - Location of any proposed work zone(s);
 - Details of crane arrangements including location of any crane(s) and crane movement plan;
 - Haulage routes;
 - Construction vehicle access arrangements including vehicle access/crane access and in or around the light rail;
 - Proposed construction hours;
 - Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods;
 - Construction program and construction methodology;
 - A detailed plan of any proposed hoarding and/or scaffolding, including adequate clearance for pedestrian movement along Lang Road, Driver Avenue and Errol Flynn Boulevard;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and the Sydney Light Rail Operator;
 - Details of measures to avoid construction worker vehicle movements within the vicinity of the precinct, including any off-site worker parking location/s away from the precinct;

- Any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
 - Cumulative construction impacts of projects including Sydney Light Rail Project. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the surrounding road network; and
 - Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.
- Submit a copy of the final plan to the Coordinator General, Transport Coordination within TfNSW for endorsement;
 - Construction works shall not be undertaken for at least two hours prior to an event, during an event and two hours post an event, to minimise the risk of pedestrian and construction vehicle conflicts, without prior approval of the Sydney Coordination Office and Transport Management Centre within TfNSW.
 - Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre and Sydney Coordination Office within Transport for NSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.