

Reference: #N127032

16 February 2018

UrbanGrowth NSW Development Corporation
Level 12, 19 Martin Place
SYDNEY NSW 2000

Attention: Nick Bouziotis (Assistant Development Director)

Dear Nick

**RE: 5-11 BANK STREET, PYRMONT (PROPOSED OFFICE AND MARINA)
UPDATED ASSESSMENT AND RESPONSE TO SUBMISSIONS**

GTA Consultants (GTA) previously prepared a Construction Traffic Management Plan (CTMP) that accompanied the Modification 3 application for dryland works at the proposed marina facility at 5-11 Bank Street, Pyrmont.

During the Agency Review period a submission was received from TfNSW requiring the CTMP to be updated as a Condition of approval. The specific upgrades requested by TfNSW are reproduced in Table 1.

Table 1: TfNSW Construction Traffic Management Plan Update Requirements

TfNSW Requirement	Response
Location of the proposed work zone	It is not proposed to provide an on-street works zone
Haulage routes	Provided in CTMP (May 2017)
Construction vehicle access arrangements	Provided in CTMP (May 2017)
Proposed construction hours	Provided in CTMP (May 2017)
Estimated number of construction vehicle movements	Provided in CTMP (May 2017)
Construction program	Provided in CTMP (May 2017)
Consultation strategy for liaison with surrounding stakeholders	The vehicle haulage routes and construction traffic volume estimates are provided in the CTMP. It is not proposed to close any roads or occupy any on-street car parking as part of the construction works and as such, surrounding stakeholders will not be directly impacted by the works. Surrounding stakeholders will be alerted to the works as part of the general Construction Management Plan and as such, it is not considered necessary to include a consultation strategy as part of the CTMP.
Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works	Provided in CTMP (May 2017)

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Cumulative construction impacts of projects including Sydney Light Rail Project and Sydney Metro City & Southwest. Existing CTMPs for developments within or around the development site should be referenced in the CTMP to ensure that coordination of work activities are managed to minimise impacts on the CBD road network	The construction traffic volumes anticipated to be generated by the site are minor (up to 23vpd) and would not have a noticeable impact on the operation of the surrounding road network or other construction activities within the CBD. Additionally, the construction vehicle routes from the Western Distributor identified in the CTMP do not overlap with these other projects.
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 CTMP	Not relevant (refer above item)

Based upon the above it is not considered necessary to undertake an additional cumulative traffic impact assessment or prepare a consultation strategy as part of any updated CTMP documentation and as such, it is requested that the condition be amended accordingly (refer to recommended Condition wording – attached).

However, as per the text provided at Section 1.3 of the GTA CTMP (May 2017), the CTMP will be updated as a Condition of Consent to reflect any updated information contained in a more detailed construction programme (to be provided by the engaged builder).

I trust that the above is consistent with your expectations. Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (02) 8488 1800.

Yours sincerely

GTA CONSULTANTS



Andrew Farran
Associate

Encl.

Attachment 1

Recommended Amended Condition

"TfNSW requests that the applicant be conditioned to:

- Update the Construction Traffic Management Plan in consultation with the Sydney Coordination Office within TfNSW. The CTMP needs to specify, but not limited to, the following:
 - Location of the proposed work zone;
 - Haulage routes;
 - Construction vehicle access arrangements;
 - Proposed construction hours;
 - Estimated number of construction vehicle movements;
 - Construction program;
 - ~~○ Consultation strategy for liaison with surrounding stakeholders;~~
 - Any potential impacts to general traffic, cyclists, pedestrians 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 and Sydney Metro City & Southwest. Existing CTMPs for developments within or around the development site should be referenced in the CTMP to ensure that coordination of work activities are managed to minimise impacts on the CBD road network;~~
 - ~~○ 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 CTMP; and~~
- Submit a copy of the final plan to the Coordinator General, Transport Coordination for endorsement, prior to the commencement of any work."