

Mr Russell Hand
Key Sites Assessments
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Hand

Waterloo Metro Quarter Over Station Development Stage 2 - Southern Precinct (SSD-10437) - Notice of Exhibition

Thank you for your correspondence via the Major Projects Portal on 4 November 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

Safety Assessment of the Proposed Development

The proposed development is located in an environment where high level pedestrian activities associated with the Sydney Metro operation would occur. There is potential conflicts between vehicle accessing the over station developments including freight and servicing vehicles and pedestrians accessing the Sydney Metro station.

It is noted that Section 3.1 of the Transport, Traffic and Parking Impact Assessment (Traffic Report) prepared to support the subject development application states that independent road safety audits have not been undertaken for the concept design scheme and will be undertaken (by a suitably qualified consultant) in the detailed design stage prior to the issue of Construction Certification.

It is advised that the earlier a project is audited the more likely that the road safety issues or risks are identified, which can be significantly reduced or eliminated. As a result this minimises compromises in road safety and costly treatments at later stages of the project.

Recommendation

It is requested that the applicant undertakes a Stage 2 (Concept Plan) Road Safety Audit as part of the applicant's Response to Submissions for the proposed access arrangement to the loading dock in accordance with *Austrroads Guide to Road Safety Part 6: Managing Road Safety Audits and Austrroads Guide to Road Safety Part 6A: Implementing Road Safety Audits* by an independent TfNSW accredited road safety auditor.

Based on the results of the road safety audit, the applicant shall review the design drawings and implement safety measures in consultation with TfNSW as required.

Green Travel Plan

Comment

It is noted that a Green Travel Plan has been prepared as part of the development application. It is advised that the implementation of a Green Travel Plan could be an effective measure to reduce travel demand generated by private vehicle movements and reallocate, through encouragement and various other methods programs, these trips towards other modes of transportation.

Recommendation

It is requested that:

- The applicant be conditioned to update the Green Travel Plan in consultation with TfNSW, prior to the issue of the Occupation Certificate; and
- The Green Travel Plan must be implemented accordingly and updated annually to ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the Future Transport 2056.

Transport Access Guide

Comment

It is noted that a Travel Access Guide has been prepared as part of the development application. It is advised that a Transport Access Guide would inform residents, employees and visitors the travel choices available to them.

Recommendation

It is requested that the applicant be conditioned to update the Transport Access Guide, in consultation with TfNSW, prior to the issue of the Occupation Certificate.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the Sydney Metro City and Southwest Project, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and public transport operations within the Waterloo Precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and submit a copy of the final CPTMP to sco@transport.nsw.gov.au for endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.

Freight and Servicing Management

Comment

It is noted that a Freight and Servicing Management Plan has been prepared as part of the development application.

It is noted that:

- Northern loading dock, Southern loading dock and Basement service bays are proposed to provide the freight and servicing requirements for the proposed OSD sites within the Waterloo Metro Quarter (WMQ);
- Section 6.13 of the EIS prepared to support the Basement carpark development application states that the loading dock incorporates two MRV bays and two SRV bays, together with a mechanical turntable. This loading dock will service both the northern and central precincts, however, it is anticipated that the use of the loading and service bays will be shared amongst the whole WMQ site;

- Section 2 of the Traffic Report states that the Southern loading dock accommodates one MRV bay. In addition, five courier bays accommodating B99 car-derived vans/utes are provided within the Basement car park; and
- The EIS prepared to support the subject development makes reference only to the one MRV bay but not five courier/service bays within the Basement car park.

It is advised that

- The Traffic Report prepared to support the Northern Precinct SSSA states that the shared use of the 10 proposed service bays will be managed through the implementation of a Freight and Servicing Management Plan;
- There are inconsistencies between development applications as well as the reports prepared for the subject development application in relation to the provision of freight and servicing parking for the Southern Precinct;
- The single dock facility is unlikely to be sufficient to service the Southern Precinct, which is to accommodate more than 500 units with 435 student accommodation units. At the beginning and end of trimesters/semesters of the universities, it is likely that there would be movement of student residents of this developments. As a result, there would be demand for servicing activities (such as removalist and the like) during this period; and
- Any new development should not rely on on-street parking or loading zones. Kerb side restrictions can be changed at any time and the development should not rely on current kerb side restrictions to service the site.

Recommendation

It is requested that:

- The applicant provides further details in relation to the management of service bays for the whole of WMQ as part of the response to submissions; and
- The applicant be conditioned to update the Freight and Servicing Management Plan in consultation with TfNSW, prior to the issue of any Construction Certificate.

Active Transport

Comment

The proposed development includes 182 bicycle parking facilities and end of trip facilities.

Recommendation

It is advised that the applicant should locate bicycle facilities in secure, convenient, accessible areas close to the main entries, incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

Suggested Conditions of Consent are included in **TAB A**.

It is requested that the applicant consults with TfNSW in relation to the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

If you require clarification of any issue raised, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely



2/12/2020

Mark Ozinga
Principal Manager, Land Use Planning and Development
Customer Strategy and Technology

Objective Reference CD20/08595

TAB A – Suggested Conditions of Consent

Green Travel Plan

The applicant shall update the Green Travel Plan to increase the mode share of public transport and active transport for all residents, staff and visitors. The plan shall be prepared in consultation with TfNSW. This plan shall include a mechanism to monitor the effectiveness of the measures of the plan.

The applicant shall submit a copy of the updated Green Travel Plan for the endorsement of TfNSW via sco@transport.nsw.gov.au, prior to the issue of the Occupation Certificate.

The plan shall be reviewed and updated annually in consultation with the aforementioned stakeholders and provide an Implementation Strategy that commits to specific management actions, including operational procedures to be implemented along with timeframes.

The plan (as reviewed and updated annually) shall be implemented by the applicant for the life of the development.

Transport Access Guide

The applicant shall prepare a Transport Access Guide in consultation with TfNSW, implement and maintain by the operators of the premises and be made available to staff, guests, clients, customers and visitors at all times. The following information shall be submitted to and approved by Council prior to the issue of an Occupation Certificate for the site/use:

The Transport Access Guide is to include (but not be limited to) the following:

- i. Information regarding lack of off-street car parking and passenger pick-up and set-down areas at the development site;
- ii. Suitable nearby drop-off/pick-up locations;
- iii. Identify areas where drop-off/pick-up is prohibited and instruct visitors to avoid use of these areas; and
- iv. Suitable nearby Taxi Zones.

Construction Pedestrian and Traffic Management

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 TfNSW.

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);
- Haulage routes;
- 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;

- Details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on public roads;
 - Details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site;
 - Pedestrian and traffic management measures;
 - Construction program and construction methodology;
 - A detailed plan of any proposed hoarding and/or scaffolding;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
 - 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 Metro City and South West. 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 sco@transport.nsw.gov.au for the TfNSW endorsement; and
 - Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW 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 (via sco@transport.nsw.gov.au) is current during any stage of construction.

Freight and Servicing Management

Prior to the issue of any Construction Certificate, the applicant shall update the Freight and Servicing Management Plan in consultation with TfNSW. This plan shall ensure that any potential traffic and safety impacts associated with the loading docks operation are mitigated. The applicant shall submit a copy of the final plan to TfNSW for endorsement. The Plan needs to specify, but not be limited to, the following:

- Details of the development's loading and servicing profile, including the forecast loading and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay;
- Details of freight and servicing facilities that may be required either within the subject site or other sites in the immediate vicinity which adequately accommodate the forecast demand of the development so as to not rely on the kerbside restrictions to conduct the development's business; and
- Details of measures to manage any potential traffic and safety impacts of the loading docks operation in particular potential queuing on public roads and potential conflicts between freight vehicles accessing the loading docks and transport users accessing the Sydney Metro station and / or pedestrians accessing the facilities within the Waterloo Metro Quarter.

The Freight and Servicing Management Plan shall be implemented by the applicant following the issue of the Occupation Certificate.