

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 - Basement Car Park (SSD-10438) - 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 are potential conflicts between vehicles 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 issue of Construction Certification.

It is advised that the earlier a project is audited the more likely that the road safety issues or risks identified 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 arrangements to the loading docks and the proposed Church Square shared zone in accordance with *Austroads Guide to Road Safety Part 6: Managing Road Safety Audits* and *Austroads 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.

## Proposed Church Square Shared Zone

### Comment

It is noted that Sections 13.2 and 13.5 of the Traffic Report state the following:

*“Church Square shared zone, will have a posted speed limit of 20kph.”*

*“Church Square provides access and egress to the basement car park and is to be provided as a ‘Shared Zone’, in accordance with RMS TTD 2016/001 ‘Design and implementation of shared zones including provision for parking.’”*

It is advised that:

- In NSW, TfNSW is responsible for the setting and signposting of safe and appropriate speed limits in accordance with the NSW Speed Zoning Guidelines; and
- TfNSW requires the following criteria to be met for a 10 km/h shared zone in accordance with TDT2016/001 *Design and Implementation of shared zones including provisions for parking*:
  - Site classification:
    - To classify as a Category 1 shared zone, the road related area has clearly different coloured and textured surface treatments from the surrounding roads, and typically does not have kerbs; and
    - To classify as Category 2 shared zone the road related area must include footpath parking and has substandard footpath widths, retains kerbs and has traffic calming devices and treatments to regulate traffic speeds to 10km/h.
  - Site information:
    - Mid-block 7 day traffic volume and traffic speed data analysis including photos of count location/s (for Category 2)
    - The design must clearly highlight to drivers that the priority is for pedestrians
  - Design principles:
    - The design principles for shared zones are to be defined to ensure the proposed scheme incorporates the necessary features to provide an appropriately safe environment. The proposed scheme must clearly define the:
      - Street space / kerb and gutter / delineation;
      - Entrance / exit points;
      - Traffic signs;
      - Pavement surface;
      - Traffic calming features / treatments;
      - Forward visibility;
      - Vehicle mix and accessibility requirements;
      - Car and bicycle parking;
      - Mobility and vision impaired requirements; and
      - Lighting and drainage.

### Recommendation

It is requested that the applicant be conditioned to design and operate the proposed Church Square shared zone in consultation with TfNSW and in accordance with the Technical Direction - *RMS TTD 2016/001 Design and implementation of shared zones including provision for parking*.

### **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](mailto: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.

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

TfNSW requests 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 CD20/08596

## TAB A – Suggested Conditions of Consent

### Proposed Church Square Shared Zone

The applicant shall design and operate the proposed Church Square shared zone in consultation with TfNSW and in accordance with the Technical Direction - *RMS TTD 2016/001 Design and implementation of shared zones including provision for parking.*

### 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](mailto: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](mailto:sco@transport.nsw.gov.au)) is current during any stage of construction.