

Mr James Groundwater  
Senior Planning Officer  
Key Sites Assessments  
Department of Planning, Industry and Environment  
GPO Box 39  
Sydney NSW 2001

Dear Mr Groundwater

**Pitt Street North Over Station Development Stage 2 (SSD-10375)  
Response to Submissions**

Thank you for your correspondence via the Major Projects Portal on 20 November 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

**Active Transport**

Comment

The applicant's Response to Submissions states the following:

*"The Green Travel Plan (GTP) submitted with the SSD DA recommends a travel survey is carried out annually."*

Recommendation

It is requested that the applicant be conditioned to the following:

*The applicant shall undertake annual staff travel surveys and provide adequate bicycle parking and End of Trip (EoT) facilities for staff and bicycle couriers based on the results of the staff surveys during the operation of the development.*

**Green Travel Plan**

Comment

The Response to Submissions states the following:

*"The GTP will be revised in consultation with the Sydney Coordination Office (SCO) prior to Occupation Certificate (OC)."*

Recommendation

It is requested that the applicant be conditioned to the following:

*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 to [sco@transport.nsw.gov.au](mailto:sco@transport.nsw.gov.au) for the endorsement of TfNSW, 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**

### Comment

The Response to Submissions accepted the TfNSW's suggested condition in relation to Travel Access Guide.

### Recommendation

It is requested that the applicant be conditioned to the following:

*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 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**

### Comment

The Response to Submissions accepted the TfNSW's suggested condition in relation to Construction Pedestrian and Traffic Management.

### Recommendation

It is requested that the applicant be conditioned to the following:

#### General

*No construction work zone is permitted on Pitt, Castlereagh or Park Streets without prior approval of TfNSW.*

#### 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 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), noting Pitt, Castlereagh or Park Streets are not suitable locations;*
- *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;*
- *Measures to avoid construction worker vehicle movements within the CBD;*
- *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 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.*

## **Car Parking, Loading and Servicing Management**

### Comment

The applicant's Response to Submissions states the following:

*"A condition for the preparation of a Loading and Servicing Plan in consultation with the Sydney Coordination Office should only be required prior to the occupation of the development, consistent with the conditions of approval for other Sydney Metro OSDs, such as the Martin Place OSD."*

*“The development will provide seven loading dock spaces (six of which are for Pitt Street North OSD use) and three courier spaces within the car stacker for longer dwell vehicles which will managed by a loading dock manager through a booking system. The capacity within the loading dock has been designed to accommodate the estimated service requirement of nine spaces as outlined within the supplementary Transport and Accessibility Impact Assessment letter.*

*“The Pitt Street North OSD Development is not relying on on-street parking or loading zones.”*

### Recommendation

It is requested that the applicant be conditioned to the following:

*Prior to the issue of the Occupation Certificate, the applicant shall prepare a detailed Car Parking, Loading and Servicing Management Plan in consultation with TfNSW by updating the Service Delivery Plan. This plan shall ensure that any potential traffic and safety impacts associated with the car park and loading dock operation are mitigated. The applicant shall submit a copy of the final plan for TfNSW 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 measures to manage any potential traffic and safety impacts of the car parking and loading dock operation in particular potential queuing on Pitt Street and safety incidents between car users accessing the automatic car stacker and service vehicles as well as between cars and service vehicles; and*
- *Details of how vehicles larger than a 6.4m SRV delivering to the site shall be managed.*

*The Car Parking, Loading and Servicing Management shall be implemented by the applicant following the issue of the Occupation Certificate.*

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

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