



James Groundwater
Senior Planning Officer
Key Sites Assessments
Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Mr. Groundwater,

**SSD 10294 and SSD 8874 MOD 1 Sydney Metro Victoria Cross OSD
Response to Submissions**

Thank you for your correspondence via Major Project portal (ref: PAE-3088 and 3082) on 4 May 2020, requesting Transport for NSW (TfNSW) to review the Response to Submissions (RtS) prepared by the applicant. Legislation came into effect on the 1 December 2019 that brings the former Roads & Maritime Services and Transport for NSW together into one organisation. This response represents the collective views on the RtS that addresses the submissions made by the two agencies during the public exhibition period.

It is noted that further information regarding pedestrian modelling for the OSD component had been provided by the applicant post-exhibition and therefore no further requirement is raised on this point.

The RtS has been reviewed and further comment regarding service vehicle provision is provided in **TAB A** for consideration. Should the proposed development be approved, it is requested that the conditions as outlined in attached **TAB B** be imposed.

Thank you again for the opportunity of providing advice for the above development application. If you require any further information, please don't hesitate to contact Billy Yung, Senior Transport Planner, via email at billy.yung@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Mark Ozinga'.

20/5/2020

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

CD20/03981
CD20/03983

Service Vehicle Provision

Comment

The Response to Submissions document identifies that two of the four courier bays are designated Sydney Metro bays, allocating only six loading bays for the use of the development. The analysis of the development's peak service vehicle and courier vehicle traffic generation discussed in the Traffic Impact Statement, is based on eight loading bays. It is advised that the analysis should be undertaken on only six loading bays. There is also no evidence of quantitative demand assessment being undertaken to identify that the loading bay provision could adequately accommodate the freight and service vehicle demand of the development, including long dwell time vehicles and potentially disrupt the operation of the road network within the CBD due to the circulating freight and service vehicle traffic.

Recommendation

The applicant should be conditioned to prepare a detailed Freight and Servicing Management Plan prior to the issue of construction certificate.

Freight and Servicing Management Plan

Prior to the issue of any construction certificate, the applicant shall prepare a detailed Freight and Servicing Management Plan in consultation with the Sydney Coordination Office within TfNSW. The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination for endorsement. The plan shall include, but not be limited to, the following:

- Details of the development's freight and servicing profile, including the forecast freight and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay;
- Details of loading and servicing facilities within the subject site which adequately accommodate the forecast demand of the development (including long dwell time service vehicles) so as to not rely on the kerbside restrictions to conduct the development's business, including any necessary provision of greater loading bay capacity;
- Measures to ensure there is no queuing of freight and service vehicles including details of alternative parking locations to redirect vehicles if queuing occurs;
- Management of conflicts between freight and service vehicles entering and exiting the site simultaneously;
- Loading bay management details including controls of duration of delivery vehicle stay;
- Management details to ensure all long-term loading and servicing is accommodated within the loading dock;
- Procedures for tradesman access and parking;
- Provision of space for secure on-site storage of goods both to reduce peak demand on loading dock use and to support freight consolidation and alternative last mile delivery modes;
- Details on how the loading area will be managed and used by all building tenants; and
- Details of a pre-booking system.

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

Reason for condition:

To ensure the freight and service traffic to and from the development is appropriately managed and not affecting the road network within the CBD.

Travel Plan

The applicant shall prepare a comprehensive 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 the development. The plan needs to specify matters including, but not limited to, the following:

- Nominate a specific party or parties responsible for the implementation of each of the actions in the Travel Plan, and for its ongoing implementation, monitoring and review;
- Identify the parties responsible for delivery of each element of the Travel Plan throughout various stages of the development lifecycle;
- Provide clear identification and delineation of the actions, contributions and resourcing to be provided by each party and when, as well as identification of when responsibility of functions in the Travel Plan are handed over between Developer, Building Manager and Tenant; and
- Include of a high quality Travel Access Guide (TAG) which provides information to occupants about how to travel to the site by sustainable transport modes. This should include information about public transport connectivity, end of trip facilities, and local pedestrian and cycling connections.

TAB B – Requested Conditions on SSD 10294 and SSD 8874 MOD 1

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.

Reason for condition

To encourage the use of sustainable transport modes.

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 final Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within 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) and crane movement plan;
 - Haulage routes;
 - Proposed construction hours;
 - Predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;
 - Construction vehicle access arrangements;
 - Construction program and construction methodology, including any construction staging;
 - A detailed plan of any proposed hoarding and/or scaffolding;
 - Measures to avoid construction worker vehicle movements within the precinct;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and Sydney Metro City and Southwest;
 - Identify any potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures should be clearly identified and included in the CPTMP; and
 - Identify the cumulative construction activities of the development and other projects within or around the development site, including the Sydney Metro City and Southwest and private development. Proposed measures to minimise the cumulative impacts on the surrounding road network should be clearly identified and included in the CPTMP;
- Submit a copy of the final plan to Sydney Coordination Office within TfNSW for endorsement; and
- 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.

Reason for condition

To minimise construction traffic impact on general traffic and bus operation in the precinct as well as the safety of pedestrians and cyclists particularly during commuter peak periods.