

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 South Over Station Development Stage 2 (SSD-10376) - Notice of Exhibition

Thank you for your correspondence via the Major Projects Portal on 28 May 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

Active Transport

Comment

Based on the EIS, the following bicycle parking / facilities are proposed for the above:

- A total of 203 bicycle cages and racks on level 3 and 10 shared bicycle parking spaces on Bathurst Street for public and workers / patrons of the restaurant proposed on level 2;
- Access for the residents to the level 3 bicycle storage level of the development from the street will be via the loading dock located on Pitt Street; and
- The bicycle parking area includes a washroom/ bicycle repair room.

It is advised that:

- Proposed bicycle parking access via loading dock would have the potential to cause safety incidents between cyclists and service vehicles;
- In relation to bicycle parking spaces on Bathurst Street, City of Sydney needs to approve the parking spaces and the applicant needs to consult with Edinburgh Castle as these parking spaces would be located adjacent to the Edinburgh Castle
- No bicycle parking spaces are proposed for bicycle couriers for the above development; and
- No detailed information is provided in relation to end of trip facilities. Staff of the retail and restaurant areas making use of active transport will require end of trip facilities in a location convenient to their place of work.

Recommendation

It is recommended that the applicant:

- Locates resident and visitor bicycle facilities in secure, convenient, accessible areas close to the main entries, incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines;
- Considers to provide bicycle parking arrangements for bicycle couriers;
- Designs bicycle parking spaces to locate on Bathurst Street such that adequate footpath width is provided for pedestrian movements; and
- Provides adequate end of trip facilities for the development.

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 the Sydney Coordination Office within 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 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 prepare a Transport Access Guide, in consultation with Sydney Coordination Office within 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 CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

It should be noted that Pitt Street is a key northbound transport corridor through the CBD. It is advised that construction vehicle access arrangements to the proposed development need to be coordinated through TfNSW, in addition to the standard Council construction related processes as the proposed access arrangements should not impact traffic in the vicinity.

Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW and submit a copy of the final CPTMP to the Coordinator General, Transport Coordination for endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.

Loading and Servicing Management

Comment

It is noted that a Service Delivery Plan has been prepared as part of the development application. The Transport and Accessibility Impact Assessment (Traffic Report) prepared to support the development application provides the following information:

- The demand for the service vehicles for the South OSD development is five (5) spaces in accordance with the Sydney DCP 2012. However, the loading dock will provide spaces for two (2) SRV and two (2) Light Vehicles (LV). One of the LV spaces will be allocated for the Metro Station uses only. Given that the loading dock is shared between retail and residential, the residential loading will be managed by the onsite loading dock master;
- Service vehicles will be required to either reverse into or out of loading bays within the loading dock with limited room to manoeuvre and cyclists / pedestrian movements;
- Vehicles larger than a 6.4m SRV may be required for the residents 'move-in' and 'move-out' of the site. It is noted that on-street parking and loading zones are referenced in the Traffic Report as being available in the area surrounding the development; and
- It is proposed that two convex mirrors be placed on the footpath on Pitt Street to assist drivers exiting the loading dock to provide a better view of approaching cyclists.

It is advised that

- Service vehicle movements (reverse into or out of loading bays) within the loading dock would cause safety issues for cyclists and pedestrians accessing the loading dock area;
- Given that the location of two convex mirrors is beyond the property boundary, a separate application should be made for approval of TfNSW for these mirrors;
- Any loading zone outside the station entrance on Bathurst Street is not supported; and
- All new developments 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 be conditioned to prepare a Loading and Servicing Plan in consultation with the Sydney Coordination Office within TfNSW by updating the Service Delivery Plan, prior to the issue of any Construction Certificate.

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

TfNSW requests that the applicant consults with the Sydney Coordination Office within 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 Mark Ozinga, Principal Manager Land Use Planning and Development on 0439 489 298.

Yours sincerely



22/06/2020

Craig Moran
A/Coordinator General
Transport Coordination

Objective Reference CD20/04600

TAB A – Suggested Conditions of Consent

Green Travel Plan

The applicant shall updated 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 the Sydney Coordination Office. 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 the Coordinator General, Transport Coordination, within Transport for NSW, 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 the Sydney Coordination Office within 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

General

No construction work zone is permitted on Pitt Street without prior approval of the Sydney Coordination Office within 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 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), noting Pitt Street and Bathurst Street 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 Pitt or Bathurst Streets;
 - 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 the Coordinator General, Transport Coordination 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.

Loading and Servicing Management

Prior to the issue of any Construction Certificate, the applicant shall prepare a detailed Loading and Servicing Management Plan in consultation with the Sydney Coordination Office within TfNSW by updating the Service Delivery Plan. This plan shall ensure that any potential traffic and safety impacts associated with the loading dock operation are mitigated. The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination 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 loading 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;
- Details of measures to manage any potential traffic and safety impacts of the loading dock operation in particular potential queuing on Pitt Street and safety incidents between cyclists and service vehicles; and
- Details of how vehicles larger than a 6.4m SRV delivering to the site shall be managed.

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