



21 February 2022

Mr. Michael Cassel
Secretary
Department of Planning and Environment
Locked Bag 5022,
Parramatta NSW 2124

Attention: Minoshi Weerasinghe

Dear Mr Cassel,

**ENVIRONMENTAL IMPACT STATEMENT
STUDENT ACCOMMODATION
104-116 REGENT STREET, REGENT**

Thank you for referring the Environmental Impact Statement (EIS) for SSD-10720865 'Redfern Mixed Use Boarding House Development' to Transport for NSW (TfNSW) for review and comment.

TfNSW has reviewed the EIS and provides advisory comments and suggested conditions of consent for the Department's consideration in **TAB A**.

If you have any further inquiries in relation to this development application please contact Narelle Gonzales, Development Assessment Officer, on 0409 541 879 or by email at: development.sydney@transport.nsw.gov.au.

Yours sincerely,

Brendan Pegg
A/Senior Manager Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

TAB A – Advisory comments and suggested conditions of consent

Impact to Regent Street (classified road)

Comment

TfNSW notes that the proposed development will involve civil works on the Regent Street (classified road) frontage of the site. This will include conversion of existing vehicle crossovers to kerb and guttering, potential stormwater connections and discharge, and excavation. As such, the Applicant will be required to obtain concurrence under section 138 of the *Roads Act 1993* and enter a Works Authorisation Deed (WAD) for the civil works on Regent Street.

Recommendation:

TfNSW recommends that Department includes the following condition in any determination issued:

- Prior to the issue of any construction certificate, the Applicant shall obtain concurrence under section 138 of the *Roads Act 1993* and enter a WAD for the civil works on Regent Street.

Please contact development.sydney@transport.nsw.gov.au for TfNSW requirements under the *Roads Act* and WAD process.

Central Business District Rail Link (CBDRL) Corridor

Comment

The subject development site is in the vicinity of the CBDRL corridor and the Sydney Metro corridor, which is located above the CBDRL corridor.

Recommendation

It is requested that the applicant be conditioned to provide the final drawings and reports that are in relation to CBDRL corridor protection for TfNSW endorsement, prior to the issue of the construction certificate.

TfNSW recommends that Department includes the following condition in any determination issued:

- Prior to the issue of any construction certificate, the applicant shall provide final drawings and reports that are in relation to CBD Rail Link (CBDRL) corridor protection for the Transport for NSW (TfNSW) endorsement.

Sydney Metro considerations

Comment

- The built edges of all street frontages at the ground floor level should be designed to maximise activation with clear glazing and active uses, to contribute to vibrancy of the area and passive surveillance.
- The proposed southern setback and western through site link should be designed as welcoming, attractive, and accessible public spaces, maximising permeability and connectivity.

Recommendation

TfNSW recommends that the Applicant addresses the above matters as part of the Response to Submissions (RtS).

Construction Pedestrian and Traffic Management Plan (CPTMP)

Comment

TfNSW notes that the proposed development construction has the potential to impact the surrounding classified road network.

Recommendation:

TfNSW recommends that Department includes the following condition in any determination issued:

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, light rail 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;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
 - Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
 - Cumulative construction impacts of projects. 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 TfNSW for endorsement via development.sco@transport.nsw.gov.au 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 is current during any stage of construction.