



21 Mar. 22

Ms. Kiersten Fishburn
Secretary
Department of Planning, Industry & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Rodger Roppolo

Dear Ms. Fishburn,

**REQUEST FOR SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS
ROYAL RANDWICK RACECOURSE HOTEL
43 ALISON ROAD, RANDWICK**

Thank you for referring the request for Secretary's Environmental Assessment Requirements (SEARs) which was referred to Transport for NSW (TfNSW) for comment.

TfNSW has reviewed the submitted information and request the following issues in **TAB A** to be addressed as part of the traffic and transport impact assessment for the proposed development.

If you have any further inquiries in relation to this development application please contact Vic Naidu, Land Use Planner, via development.sydney@transport.nsw.gov.au.

Yours sincerely,

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

TAB A

- Details of estimated total daily and peak hour trips generated by the proposal, including vehicle, public transport, pedestrian and bicycle trips.
- The adequacy of existing public transport or any future public transport infrastructure within the vicinity of the site, pedestrian and bicycle networks and associated infrastructure to meet the likely future demand of the proposed development.
- Measures to integrate the development with the existing/future public transport network.
- The impact of trips generated by the development on nearby intersections, with consideration of the cumulative impacts from other approved developments in the vicinity, and the need/associated funding for, and details of, upgrades or road improvement works. Traffic modelling is to be undertaken using SIDRA network modelling.
- Identify existing transport infrastructure (Sydney Light Rail) adjacent to the site and any possible impacts of:
 - The construction and operation of the proposed development on this transport infrastructure;
 - The operation of the Sydney Light Rail on the proposed development; and
 - Propose mitigation measures for the identified impacts.
- The identification of infrastructure required to ameliorate any impacts on traffic efficiency and road safety impacts associated with the proposed development.
- Details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and specific Workplace travel plan) and the provision of facilities to increase the non-car mode share for travel to and from the site.
- The proposed walking and cycling access arrangements and connections to public transport services.
- Details of the proposed site vehicle access and parking provisions associated with the proposed development including compliance with the requirements of the relevant Australian Standards (i.e. turn paths, sight distance requirements, aisle widths, etc).
- Detailing vehicle circulation, proposed number of car parking spaces and compliance with the appropriate parking codes.
- Details of the light and heavy vehicle movements (including vehicle type and likely arrival and departure times), including service vehicle movements.
- The proposed access arrangements, including car and bus pick-up/drop-off facilities, and measures to mitigate any associated traffic impacts and impacts on public transport, pedestrian and bicycle networks, including pedestrian crossings and refuges and speed control devices and zones.
- Proposed bicycle parking provision, including end of trip facilities, in secure, convenient, accessible areas close to main entries incorporating lighting and passive surveillance.
- Proposed number of on-site car parking spaces for staff and visitors and corresponding compliance with existing parking codes and justification for the level of car parking provided on-site.
- An assessment of the cumulative on-street parking impacts of cars and bus pick-up/drop-off, staff parking and any other parking demands associated with the development.
- An assessment of road and pedestrian safety adjacent to the proposed development and the details of required road safety measures and personal safety in line with CPTED.
- Emergency vehicle access, service vehicle access, delivery and loading arrangements and estimated service vehicle movements (including vehicle type and the likely arrival and departure times).
- The preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:
 - Assessment of cumulative impacts associated with other construction activities (if any).
 - An assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity.
 - Details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process.
 - Details of anticipated peak hour and daily construction vehicle movements to and from the site.

- Details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle.
- Details of temporary cycling and pedestrian access during construction.

Relevant Policies and Guidelines:

- Guide to Traffic Generating Developments (Roads and Maritime Services, 2002)
- EIS Guidelines - Road and Related Facilities (DoPI)
- Cycling Aspects of Austroads Guides
- NSW Planning Guidelines for Walking and Cycling
- Austroads Guide to Traffic Management Part 12: Traffic Impacts of Development
- Standards Australia AS2890.3 (Bicycle Parking Facilities).