

Transport for NSW



12 July 2022

TfNSW Reference: SYD21/01554/02

Mr. Michael Cassel  
Secretary  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

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**ENVIRONMENTAL IMPACT STATEMENT (SSD32927319)  
POWERHOUSE ULTIMO RENEWAL  
500 HARRIS STREET, ULTIMO**

Attention: Renah Givney

Dear Mr. Cassel,

Reference is made to the Department of Planning and Environment's (DPE) correspondence of 15 June 2022 inviting Transport for NSW (TfNSW) to comment on the Environmental Impact Statement (EIS) for the proposed Powerhouse Renewal Ultimo.

TfNSW appreciates the opportunity to provide comment on the EIS and suggested conditions of consent are provided in **TAB A** and advisory comments for DPE's consideration is outlined in **TAB B**.

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](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely,

A handwritten signature in black ink, appearing to read "J Hall".

**James Hall**  
**Senior Land Use Planner**  
**Land Use Assessment Eastern**  
**Planning and Programs, Greater Sydney Division**

## TAB A - RECOMMENDATIONS

### Protection of Inner West Light Rail Infrastructure and Operation

It is advised that:

- Inner West Light Rail operation and assets need to be protected during the construction and operation of the proposed development; and
- TfNSW would be pleased to further discuss opportunities to better integrate pedestrian connection to the nearby light rail stop.

#### Recommendation

It is requested that the applicant be conditioned to:

- Consult with TfNSW and the Sydney Light Rail Operator during the preparation of the Stage 2 development application; and
- Prepare the documentation as part of Stage 2 development application to identify existing transport infrastructure (Light Rail) adjacent to the site and any possible impacts of the following and propose mitigation measures for the identified impacts:
  - The construction and operation of the proposed development on this infrastructure; and
  - The operation of the Light Rail on the proposed development.

### Freight and Servicing

#### Recommendation:

Prior to the issue of any completion certificate, a Freight and Servicing Management Plan should be prepared in consultation with TfNSW ([development.sco@transport.nsw.gov.au](mailto:development.sco@transport.nsw.gov.au)). This plan shall ensure that any potential traffic and safety impacts associated with the loading dock operation are mitigated. The Applicant should submit a copy of the final plan to TfNSW 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 freight 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; and
- Details of measures to manage any potential traffic and safety impacts of the loading docks operation in particular potential queuing on public roads and potential conflicts between freight vehicles accessing the loading dock and transport users.

### Green Travel Plan

#### Recommendation:

Prior to the issue of a completion Certificate, the proponent shall prepare a Green Travel Plan (GTP) in consultation with TfNSW ([development.sco@transport.nsw.gov.au](mailto:development.sco@transport.nsw.gov.au)) for consideration that:

- Identify and determine a course for the delivery of mode share targets and strategies that encourage the use of sustainable transport options that reduce the dependence on and proportion of single occupant car journeys to the site, based on empirical data.
- Be prepared by a suitably qualified transport or traffic consultant.
- Include specific tools and actions to help achieve the objectives and mode share targets.
- Include measures to promote and support the implementation of the plan.
- Identification of a responsible party (or Committee) for the ongoing implementation of the GTP.
- Confirmation of extent and nature of end of trip facilities and bike parking and how they will be promoted to staff, residents and visitors.
- Consideration of car parking management strategies that may be required to encourage sustainable transport use / mode share targets.

- Include a draft Transport Access Guide (TAG) to provide information to staff, residents and visitors about the range of travel modes, access arrangements and supporting facilities that service the site.
- Bicycle parking and any End of Trip (EoT) shall be monitored to ensure sufficient supply to encourage active transport both to/from the site, for employees as well as visitors. The bicycle parking should be located at the development site at convenient locations, be safe, secured and under cover. Further guidance on bicycle parking and end of trip facilities can be found in the TfNSW Cycleway Design Toolkit December 2020.
- Identification of a communications strategy for conveying GTP information to staff, residents and visitors, including for the TAG
- Visitor travel surveys should be undertaken annually and it is recommended that a sample travel survey be included as an appendix in the GTP. The survey should include questions to obtain employee and visitor residential postcodes to identify the actual employee travel origin and destination patterns, to inform strategies that help to reduce car parking demand for employees and visitors to get to and from the site. The Travel Survey should also be promoting any initiatives or strategies that encourage sustainable transport routes.

## TAB B – ADVICE

### Charter Buses and On Street Parking

An assessment should be undertaken to determine the quantum of charter bus parking required to adequately support the forecast demand of the development and whether this parking demand can be accommodated on Harris Street or alternative options investigated. The assessment should consider school groups and simultaneous visiting groups from multiple schools.

In addition, consideration should be given to the provision of bus shelters (or adequate alternative weather protection e.g. awnings) on Harris St for public and charter buses. If adopted, TfNSW is willing to work collaboratively with Create NSW, DPE and Council on development/design for bus shelter options.

### Pedestrian Connections

The reference design provided in the Landscape Plans identifies two opportunities for pedestrian connections to the Exhibition Centre Light Rail Stop:

- A pedestrian connection under Pier Street into the northern façade of the Powerhouse site; and
- A pedestrian connection alongside Boiler House, connecting the Goods Line to Pyrmont Street as per the Pyrmont Peninsula Place Strategy.

It is unclear if the pedestrian connection alongside Boiler House is proposed to be located within the light rail corridor.

TfNSW supports the provision of new pedestrian connections to the Exhibition Centre Light Rail Stop, however any facilitation of a pedestrian connection with the light rail corridor should be undertaken in consultation with TfNSW.

TfNSW is willing to work collaboratively with Create NSW, DPE and Council on development/design of pedestrian connections.

### Mode Share

The nature of the development would cater to visitors such as school groups and potentially simultaneous visitation from multiple schools that are likely to be transported in charter buses.

Clarification should be sought on whether the travel surveys undertaken at the existing Powerhouse Museum had included school groups and simultaneous visiting groups from multiple schools. If the survey had not accounted for such scenarios, reasonable adjustments should be made to the forecasted demand. The forecast total travel demand of the proposed development should also be provided.

### Implementation Strategy

Consideration should be given to adopting the preliminary GTP into a comprehensive Implementation Plan. The Implementation Plan should include all of the initiatives and incentives within the GTP, timing and completion dates to ensure the overall effectiveness of the GTP as an implementation strategy. Ideally each part of the Implementation Plan should be managed overall by a Travel Plan Coordinator/Steering Committee. The Strategy should:

- Include a strategy for the relevant tenant(s) to take over the ongoing responsibilities for the GTP, making it clear to the tenants that there are requirements to try and achieve sustainable transport mode shares for the site, as a condition of the development, for its lifecycle.
- Identify the party or parties responsible for delivery and implementation of each element of the updated, including for its ongoing implementation, monitoring and review, for a period of at least 5 years post-operation.
- Updated both on an annual basis, and when future transport services are upgraded.
- Include current communication strategies and initiatives.

## **Passenger Drop Off**

The Transport Assessment identifies that passenger drop-offs (i.e., taxi and uber etc) are forecast to increase as part of the proposed development however does not identify how they are proposed to be accommodated, including location/s.

Further information should be provided on the type of facilities and locations for passenger drop-off, including the additional demand generated by the proposed development.