

12 October 2022

TfNSW Reference: SYD21/01154/3

DPE Reference: SSD-32927319

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

Attention: Renah Givney

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**RESPONSE TO SUBMISSIONS (SSD-32927319)  
POWERHOUSE ULTIMO RENEWAL  
500 HARRIS STREET, ULTIMO**

Dear Mr. Cassel,

Reference is made to the Department of Planning and Environment's (DPE) correspondence of 29 September 2022 inviting Transport for NSW (TfNSW) to comment on the Response to Submissions (RTS) for the Powerhouse Ultimo Renewal.

TfNSW has reviewed the RTS and reiterates suggested conditions provided in the Agency's previous letter of 12 July 2022 that are reproduced in **TAB A**.

For more information, please contact Vic Naidu, Land Use Planner, by email at [development.sydney@transport.nsw.gov.au](mailto:development.sydney@transport.nsw.gov.au).

Yours sincerely,



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

## Tab A – Recommended Conditions

### 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