

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 North Over Station Development Stage 2 (SSD-10375) - Notice of Exhibition**

Thank you for your correspondence via the Major Projects Portal on 16 July 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

#### **Active Transport**

##### Comment

Based on the Transport and Accessibility Impact Assessment (TAIA) prepared to support the development:

- The proposed development needs to provide a total of 512 bicycle parking spaces in accordance with the Sydney DCP 2012;
- A total of 200 bicycle spaces would be provided upon opening of the development, with allowance for additional bike parking spaces to be built as demand increases, to the maximum number in line with the Sydney DCP 2012; and
- The bicycle parking area would include a washroom/ bicycle repair room and a designated area has been allocated to increase the number of bike parking spaces and End of Trip (EoT) facilities to accommodate future demand as required.

It is advised that the applicant should locate bicycle facilities in secure, convenient, accessible areas close to the main entries, incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

##### Recommendation

It is requested that the applicant be conditioned to undertake annual staff travel surveys and provide adequate bicycle parking and End of Trip (EoT) facilities for staff and bicycle couriers based on the results of the staff surveys during the operation of 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, Castlereagh and Park Streets are key transport corridors 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.

### **Car Parking, 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 North development is 13 spaces in accordance with the Sydney DCP 2012. However, the loading dock will provide spaces for one (1) Metro Station maintenance vehicle use only, three (3) courier service vehicles; two (2) SRVs and one (1) MRV suitable for a waste vehicle.

- The Delivery Service Plan will be managed by a dedicated on-site loading dock master through an integrated loading dock digital system notifying when deliveries are arriving and time allocation to specific loading requirements;
- Access to the automatic car stacker is provided via the loading dock. Car users accessing the automatic car stacker need to use the loading dock area; 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 and pedestrians.

It is advised that

- Pedestrian movements for accessing the automatic car stacker within the loading dock would cause pedestrian safety issues due to the service vehicle movements in particular reversing manoeuvres of these vehicles within 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;
- Queuing analysis for the loading dock vehicle movements needs to include queuing of vehicles that would be served by the automatic car stacker; 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 Car Parking, Loading and Servicing Management 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



12/08/2020

**Craig Moran**  
A/Coordinator General  
Transport Coordination

Objective Reference CD20/05931

## **TAB A – Suggested Conditions of Consent**

### **Active Transport**

The applicant shall:

- Undertake annual staff travel surveys to identify bicycle parking demand and the requirements of End of Trip (EoT) facilities: and
- Provide adequate bicycle parking and End of Trip (EoT) facilities for staff and visitors in particular bicycle couriers based on the results of the annual staff surveys.

### **Green Travel Plan**

The applicant shall update 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, Castlereagh or Park Streets 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, Castlereagh or Park Streets 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 public roads;
  - 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.

## **Car Parking, Loading and Servicing Management**

Prior to the issue of any Construction Certificate, the applicant shall prepare a detailed Car Parking, 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 car park and 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 car parking and loading dock operation in particular potential queuing on Pitt Street and safety incidents between car users accessing the automatic car stacker and service vehicles as well as between cars and service vehicles; and
- Details of how vehicles larger than a 6.4m SRV delivering to the site shall be managed.

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