



Karl Fetterplace  
Key Sites Assessments  
Department of Planning, Industry and Environment  
Locked Bag 5022  
PARRAMATTA NSW 2124

**Attention: Karl Fetterplace**

Dear Mr. Fetterplace,

**State Significant Development (SSD – 10454) – Intercontinental Hotel (Stage 2) –  
Public Authority Consultation (PAE – 9139907)**

Thank you for requesting Transport for NSW (TfNSW) to review and comment on this subject matter via NSW Major Projects Portal on 2 September 2020. Legislation came into effect on 1 December 2019 bringing together the former Roads and Maritime Services and Transport for NSW into an integrated organisation and this letter represents the collective response of the new organisation.

**Construction Pedestrian Traffic Management Plan (CPTMP)**

Comment

Several construction projects, including the Sydney Metro CBD 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 bus operations within the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

It is noted an outline of the proposed CPTMP has been submitted as part of this application, however greater detail is required to determine the likely impacts to the traffic and transport network, if any.

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 plan 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.

**Green Travel Plan**

It is noted that a section relating to the Green Travel Plan has been included as part of the Transport Impact Assessment. The Sydney Coordination Office within TfNSW request further information to be included within the Green Travel Plan. The plan should provide additional information including:

- Establishment of mode share targets that encourage high sustainable transport use i.e. for public transport, walking, cycling;
- Details of proposed number of employees, guests and visitors to the site as well as anticipated travel behaviours such as site access / use times e.g. work shifts, guests/

- visitors access times including conferences, functions;
- Demonstrate an understanding of potential trips and travel behaviours of staff, guests and visitors and include mitigations that encourage sustainable transport use. This should include consideration of demographics, estimated number of daily trips generated directly from the development, hours of use and expected impacts to the network from the development;
- Information as to how the travel plan will be delivered and any mitigations to deal with cumulative impacts from the development;
- Consideration of better integrated promotion of shared transport services e.g. hotel shuttle bus for guests from airport transport interchanges such as airports, public transport nodes;
- Consideration of incentives for employees to use public transport such as provision of Opal cards schemes;
- Review of mode share annually;
- Consideration of limiting and managing the provision of car parking at the site;
- Identifying and implementing strategies that reduce the proportion of single occupant car travel to/from the site e.g. end of trip facilities, shared transport services such as airport shuttle bus, out of hours shuttle service/ carpooling/ shared services for guests and staff at periods when transport services are not readily available;
- Identification of the party or parties responsible for delivery and implementation of each element of the Travel Plan and resource accordingly, e.g. the appointment of a travel plan coordinator.
- Provision of funding and resourcing for those actions, including any ongoing actions required to influence travel demand, and determining an appropriate process for that to occur; for a period of at least 5 years post-OC;
- Information in regards to events such as conferences/functions and how mass trips (if generated) will be managed in relation to access and the transport network e.g. point to point services (uber/taxi) pick up and drop off points for late evening/ early morning trips;
- Provisions for electric vehicles including bikes, such as charging stations; and
- Provision of end of trip facilities for staff/ conference visitors.

### Recommendation

It is requested the applicant be conditioned to prepare a Green Travel Plan in consultation with the Sydney Coordination Office within TfNSW.

The plan shall be approved by the Coordinator General, Transport Coordination, within Transport for NSW, at least 6 months prior to receiving 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**

A Transport Access Guide (TAG) must be implemented and maintained by the operators of the premises and be made available to staff, clients, customers and visitors at all times. The TAG should provide information to staff, guests and visitors about how to travel to the site by sustainable transport modes. This should include information about public transport connectivity, end of trip facilities, and local pedestrian and cycling connections submitting a

copy of the final plan to Transport for NSW for endorsement, prior to the issue of the occupation certificate.

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
- (iv) Suitable nearby Taxi Zones

### **Bicycle Facilities**

Bicycle facilities should be located in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

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 any further information, please don't hesitate to contact Mark Ozinga, Principle Manager Land Use Planning and Development on 0439 489 298.

Yours sincerely



01/10/202

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

CD20/07913

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

### **Construction Pedestrian and Traffic Management**

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);
  - 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 George Street;
  - 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.