

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 South Over Station Development Stage 2 (SSD-10376)  
Response to Submissions**

Thank you for your correspondence via the Major Projects Portal on 28 September 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

**Active Transport**

Comment

The applicant's Response to Submissions states the following:

*“Access to the southernmost loading bay within the loading dock does require the vehicle to reverse over a bicycle path. In order to minimise the risk, convex mirrors are proposed to provide visibility for vehicles (primarily loading vehicles) on exiting the loading dock. These can be installed within the building property boundary at the loading dock access to improve the drivers' visibility of the footpath prior to exiting the access point, and vice versa for pedestrians to have better visibility of exiting vehicles.”*

*Due to the spatial constraints of the loading dock service vehicles will need to reverse into/out of loading bays. The swept paths in the Transport and Accessibility Impact Assessment (Appendix D) shows that the vehicles will not require more than three points turn to manoeuvre in and out from service bays. This does incur the risk of pedestrian vehicle interaction. To mitigate potential risks to cyclists and pedestrians an audible and flashing light warning system is proposed to be installed to alert the surrounding pedestrians and cyclists of incoming and outgoing commercial vehicles from the loading dock.*

It is advised that

- The above response does not address the concern within the loading dock where there will be reversing manoeuvres of SRV's and B99's occurring on a regular basis with cyclists moving within this loading dock space to get to and from the dedicated bicycle parking;
- The proposed development includes build-to-rent residential accommodation. Some of the cyclists are expected to be children. Therefore, safety of all type of cyclists needs to be managed within the loading dock by proper pedestrian/traffic control measures rather than audible and flashing light warning system; and
- Any errant vehicle would have the potential to cause cyclists related safety incident during the reversing manoeuvres within and access to the loading dock.

### Recommendation

It is requested that the applicant be conditioned to:

- Undertake a Stage 3 (Detailed Design) Road Safety Audit for the Loading Dock arrangement including cyclist movements within the loading dock in accordance with the relevant Austroads Guidelines by an independent TfNSW accredited road safety auditor, prior to the issue of any Construction Certificate; and
- Prepare a Pedestrian and Cyclists Safety Plan for the loading dock in consultation with the Customer Journey Planning within TfNSW, prior to the issue of the Occupation Certificate.

### **Green Travel Plan**

#### Comment

The Response to Submissions states that TfNSW comments in relation to the Green Travel Plan have been accepted.

#### Recommendation

It is requested that:

- The applicant be conditioned to update the Green Travel Plan in consultation with the Customer Journey Planning 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

The Response to Submissions states that TfNSW comments in relation to the Transport Access Guide have been accepted.”

#### Recommendation

It is requested that the applicant be conditioned to prepare a Transport Access Guide, in consultation with Customer Journey Planning (CJP) within TfNSW, prior to the issue of the Occupation Certificate.

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

#### Comment

The Response to Submissions states the following in relation to TfNSW comments as follows:

*“Noted and accepted. It is requested that a condition to this effect be developed in conjunction with the CTMP for the CSSI (Station), noting that the CSSI (Station) CTMP has already been prepared in conjunction with the CJP, and it is to be approved by the Secretary to satisfy CSSI Conditions E81 and E82.”*

## Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Customer Journey Planning 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.

## **Loading and Servicing Management**

### Comment

The Response to Submissions states the following in relation to TfNSW comments as follows.

*“The convex mirrors on street level are proposed to provide visibility for vehicles (primarily loading vehicles) on exiting the South OSD loading dock. These mirrors could be provided within the site boundary along the building frontage and this can be conditioned.”*

*“A condition for the preparation of a Loading and Servicing Plan in consultation with the Customer Journey Planning should only be required prior to the occupation of the development, consistent with the conditions of approval for other Sydney Metro OSDs, such as the Martin Place OSD.”*

### Recommendation

It is requested that the applicant be conditioned to:

- Apply for approval of TfNSW for two convex mirrors that are proposed to be located beyond the property boundary, prior to the issue of the Occupation Certificate; and
- Prepare a Loading and Servicing Plan in consultation with the Customer Journey Planning within TfNSW by updating the Service Delivery Plan, prior to the issue of the Occupation Certificate.

Suggested Conditions of Consent are included in **TAB A**.

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



13/10/2020

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

Objective Reference CD20/07869

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

### **Safety of Proposed Loading Dock Arrangement**

Prior to the issue of the Construction Certificate, the applicant shall undertake a Stage 3 (Detailed Design) Road Safety Audit for the Loading Dock arrangement including cyclist movements within the loading dock. This audit shall be undertaken in accordance with Austroads Guide to Road Safety Part 6: Managing Road Safety Audits and Austroads Guide to Road Safety Part 6A: Implementing Road Safety Audits by an independent TfNSW accredited road safety auditor.

Based on the results of the road safety audit, the applicant shall review the design drawings and implement safety measures in consultation with TfNSW as required, prior to the issue of the Construction Certificate.

### **Pedestrian and Cyclists Safety Plan**

The applicant shall prepare a Pedestrian and Cyclists Safety Plan in consultation with Customer Journey Planning within TfNSW to manage pedestrian and cyclist movements within the Loading Dock. This Plan shall include the following:

- A mechanism to monitor the effectiveness of the proposed audible and flashing light warning system;
- Proposed pedestrian and traffic control measures need to be provided by Loading Dock Manager; and
- Responsibility of the Loading Dock Manager in relation to allowing cyclists and pedestrians within the Loading Dock and management of any incidents within and access to the Loading Dock.

### **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 Customer Journey Planning. 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 Customer Journey Planning 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 Street without prior approval of the Customer Journey Planning 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 Customer Journey Planning 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 Street and Bathurst Street 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 Pitt or Bathurst Streets;
- 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 Customer Journey Planning 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.

### **Loading and Servicing Management**

Prior to the issue of any Occupation Certificate, the applicant shall:

- Apply for approval of TfNSW for two convex mirrors that are proposed to be located beyond the property boundary; and
- Prepare a detailed Loading and Servicing Management Plan in consultation with the Customer Journey Planning within TfNSW by updating the Service Delivery Plan. This plan shall ensure that any potential traffic and safety impacts associated with the 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 loading dock operation in particular potential queuing on Pitt Street and safety incidents between cyclists and service vehicles; and
  - Details of how vehicles larger than a 6.4m SRV delivering to the site shall be managed.

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