

SICEEP, The Haymarket – Response to Transport for NSW Submission

Topic	Issue	Response
SICEEP, The Haymarket Precinct - (Western, North West and South West Plots - SSDA 3, 4 &5)		
Car Park Design The applicant must ensure that the car park entries/exits are designed in such a manner as to ensure that the future queuing areas and capacity requirements comply with Appendix D of AS 2890.1-2004. The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1 - 2004 and AS2890.2 - 2002 for heavy vehicles where applicable		Noted, however SSDA3 does not provide any car parking.
Darling Drive / Hay Street Intersection The realignment of Darling Drive, demolition of the Sydney Entertainment Centre Car park and lantern display changes and civil works in Hay Street will result in changes to the layout of the signals at the Darling Drive/Hay Street intersection. Any changes for the traffic signals at the Darling Drive/Hay Street intersection during construction and operation shall be designed in accordance with Austroads with RMS supplements, RMS Traffic Signal Design Manual other Australian Codes of Practice. Design plans shall be prepared by a suitably qualified practitioner and submitted to RMS for consideration and approval prior to commencement of any road works. The proponent will also be required to enter into a Works Authorisation Deed (WAD) for the abovementioned civil / traffic signal adjustments. The Works Authorisation Deed (WAD) will need to be executed prior to RMS' assessment of the detailed design plans.		Noted. This is a matter appropriately dealt with via a condition of consent. Noted however as RMS is not the roads authority for Darling Drive a WAD will be provided only for changes to the traffic signal adjustments (as required) and not for the civil works.
Road Traffic Noise from Harris Street The proposed development should be designed such that road traffic noise from Harris Street is mitigated in order to satisfy Clause 102 (3) of State Environmental Planning Policy (Infrastructure) 2007.		Renzo Tonin & Associates has advised in the submitted Noise and Vibration Report (Appendix M to SSDA3 Development Application) that in regards to road traffic, all of the surrounding roads are identified as being below 40,000AADT and therefore do not require an assessment in accordance with the ISEPP.
Pedestrian and Cyclist Connections Information of the proposed pedestrian connections to the surrounding area including west to Ultimo and east to the CBD have not been provided. Pedestrian routes have been shown on a broad level, but details on these routes specific to the development are needed to ensure they are appropriate. High quality and direct connections are required to assist in achieving the proposal's objective in encouraging active transport and reducing private vehicle dependency. Connections to public transport nodes including future light rail on George Street and associated way finding also require consideration.		SSDA3 relates to one component of the broader Haymarket Precinct. The design layout for SSDA3 and the Haymarket Precinct broadly provides new east-west and north-south pedestrian linkages to connect with the existing pedestrian pathways to the Sydney CBD to the east and Ultimo to the west. These linkages provide enhanced access to George Street for improved access to bus services, rail stations and to the future light rail. Further information relating to the proposed pedestrian connections is outlined in the Response to Submissions Appendix D – Supplementary Public Domain Report.

SICEEP, The Haymarket – Response to Transport for NSW Submission

Topic	Issue	Response
	Transport for NSW advises that the proposals should include the provision of direct and safe at grade pedestrian crossing facilities from the south west corner of the development site across Hay Street and Darling Drive to connect with the approved Ultimo Pedestrian Network, to support access from the development site to Central Station, UTS and Ultimo TAFE. The future cycle network shown for SSDA 2 (The Haymarket Precinct (Concept)) has been superseded and the proposed cycle connections should be based on the current regional bike route map. The proposed cycle connections should be reviewed to ensure consistency.	As set out in the Response to Submissions Appendix E – Transport and Traffic Impact Assessment Addendum, a pedestrian and cycle crossing of the Light Rail Line is proposed. However Lend Lease, INSW and TfNSW are in discussions regarding the pedestrianisation of this section of track, similar to the treatment of Hay Street. This would allow the free movement of pedestrians and cyclists across the track area. These works to pedestrianise the track are not included in this application. The proposed cycle connections have been reviewed and are consistent with the current regional bike route plan. The enhanced north south connections along Darling Drive and via a through route along the Boulevard, improves connectivity in the precinct with the east-west cycle routes aligning with the western regional route via Liverpool Street.
	Sustainable Transport Measures Details on end of trip facilities such as showers and changing rooms are required to assist in encouraging active transport is required. Ensure that there is at grade pedestrian and cycle access which follows the desire line from Central Station, along Quay St and then through the SICEEP site to Darling Harbour.	Noted. End of trip facilities have not been provided within the Student Accommodation building as the users of the bike parking facilities will be predominantly the residents of the building. At grade pedestrian and cyclist access from central station via Quay Street is provided via existing pedestrian crossings (signalised and informal) along this route as well as the shared zone that is Hay street at the interface of Quay Street and the Southern Precinct. The proposed Boulevard through to the Southern Precinct will provide continuous pedestrian and cycle access to Darling Harbour.
	Lightrail Interface Agreement There are a number of construction and operational issues resulting from the close proximity of buildings to the light rail corridor and above the corridor (eg, craning over the corridor and construction of the new loading dock apron over the rail corridor). These issues are related to noise and vibration, transport and access, safety, property, creation of easements and protection of services for light rail and EMF/interference in particular for the student accommodation (SSDA3) and the mixed use residential buildings (SSDA5). Although rail safety is not an issue solely for planning approval, a Rail Safety Interface Agreement will be required and TfNSW would like to incorporate this requirement in the Conditions of Approval. Therefore, TfNSW requests a further condition of approval requiring the development and implementation of a Rail Safety Interface Agreement between DHL, TfNSW and the Light Rail operator (TransDev) prior to works commencing. Due to the number of light rail interface issues, TfNSW is recommending a further condition of approval requiring the establishment of a working group (or similar) between the DHL Consortium, TfNSW, the operator of light rail (TransDev) and the landowner. The purpose of the working group will be to address the above issues during detailed design development and to facilitate approval of detailed designs and relevant management plans prior to works commencing (in accordance with our recommended conditions of approval).	Noted. The interface agreement is currently being prepared to address these concerns with input from INSW, TfNSW and the operator Transdev. Noted. This working group has commenced.

SICEEP, The Haymarket – Response to Transport for NSW Submission

Topic	Issue	Response
Construction Traffic Management Plan	An individual Traffic Management Plan (TMP) shall be prepared for each construction site in consultation with RMS, TMC, Council and other agencies, prior to the commencement of substantial demolition/construction on each site. The TMPs would be forwarded to RMSITMC for review and approval. Where Council is the Roads Authority approval of the TMP shall be sought from Council, in consultation with the RMS/TMC. All TMPs shall be certified by the Contractor's Traffic Manager and subject to road safety audits by the Contractor. Details for what the TMPs must include are provided within Annexure A.	Noted. Individual traffic management plans can be prepared for each construction site.
Conditions of Approval during DAs	Comments and recommended conditions of approval for the DAs remain as per our comments on the Concept Proposal. In particular, TfNSW requests that: • The proponent prepares an Urban Design and Stop Access Plan for the Light Rail stops, to be developed in consultation with TfNSW and approved by TfNSW and others prior to works commencing. • The proponent engages in ongoing consultation with TfNSW throughout the detailed design and construction of the Project and that relevant designs and management plans be submitted to TfNSW for approval prior to works commencing.	There are no light rail stops within or adjoining the SSDA3 site. Agreed. We confirm that there has been significant consultation to date and this will continue via the working group that has been established.
Utility Adjustments	The proponent shall be responsible for all public utility adjustment/relocation works, necessitated by the development and as required by the various public utility authorities and/or their agents.	Noted.
Relocation of RailCorp Services / Infrastructure	The relocation of any RailCorp services or infrastructure are to be at the Proponents cost and to RailCorp requirements and standards.	Noted.
Costs of Works and Signage	All works/regulatory signage associated with the proposed development are to be at no cost to TfNSW/RMS.	Noted.
Protection of RailCorp's land, easements or infrastructure	Prior to the issuing of a Construction Certificate or the commencement of works (whichever occurs first) the Proponent shall liaise with RailCorp to ascertain its requirements in relation to the protection of RailCorp's land, easements or infrastructure. The Proponent is to submit to RailCorp all relevant documentation as requested by RailCorp and obtain RailCorp's written endorsement prior to the issuing of the Construction Certificate or commencement of works, as the case may be.	Noted.

SICEEP, The Haymarket – Response to Transport for NSW Submission

Topic	Issue	Response
SICEEP, The Haymarket Precinct - Western Plot and Darling Drive (SSDA3)		
Proposed Midblock pedestrian signals located on Darling Drive between Hay Street and Pier Street To address road safety concerns relating to the proposed mid-block pedestrian signals (located on Darling Drive between Hay Street and Pier Street) the proponent is required to provide further information and liaise with RMS to address these concerns. This must be satisfactorily resolved prior to the issue of any construction certificate associated with the Haymarket Precinct. Should RMS agree to the proposed mid-block pedestrian signals (located on Darling Drive between Hay Street and Pier Street) then this signal site shall be designed in accordance with Austroads with RMS supplements, RMS' Traffic Signal Design Manual other Australian Codes of Practice. Design plans shall be prepared by a suitably qualified practitioner and submitted to RMS for consideration and approval prior to commencement of any road works. The proponent will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned traffic signal and civil works. The Works Authorisation Deed (WAD) will need to be executed prior to RMS' assessment of the detailed design plans.		The submitted SSDA3 documentation includes a new pedestrian crossing facility to be installed on Darling Drive to link the Student Accommodation building with the rest of the Southern Precinct and city beyond (to the east) and across the light rail corridor linking with the Goods Line (to the south). The proposed location aligns with Dickson's Lane at the Southern Precinct and is approximately 49 metres north of the intersection of Darling Drive with Hay Street. This would create the east west pedestrian linkage across the Haymarket Precinct and would provide a safe pedestrian crossing to what will be a strong desire line for the future. The location of the crossing has been assessed for weaving and merging movements for through traffic on Darling Drive west of the crossing intending to turn left at Hay Street access lane. It is noted that the RMS guidelines stipulate that the provision of a signalised mid-block crossing must be avoided within 130m of an adjacent intersection. An exception to this requirement is being sought on the basis of the following: - The pedestrian crossing will primarily service the pedestrians to and from student accommodation. It is expected that the pedestrian and cycle movement demand would be high for the student accommodation development and a strong desire line would develop along that route; - There are two southbound traffic lanes and one northbound traffic lane; - The RMS guidelines stipulate that a signalised mid-block crossing may be considered if one of the following warrants is met; - The pedestrian flow would exceed 250 persons/hour for at least four one hour periods of an average day; - The vehicular flow exceeds 600 vehicles/hour in each direction; - It is anticipated that the vehicular flow on the southbound direction will likely be of 900 vehicles/hour during an event peak period; and - The crossing will be designed to ensure adequate sight lines are maintained for pedestrians, cyclists, motorists and light rail drivers. Further negotiations with the RMS and design development to address these concerns will be undertaken during detailed design. Noted however as RMS is not the roads authority for Darling Drive a WAD will be provided only for changes to the traffic signal adjustments (as required) and not for the civil works.

SICEEP, The Haymarket – Response to Transport for NSW Submission

Topic	Issue	Response
Coach Parking	Coach parking is currently provided adjacent to the existing Entertainment Centre car park and the Preferred Master Plan prepared for the SICEEP shows coach parking area off Darling Drive. However, the plans prepared for SSDA3 in the traffic report do not include coach parking area.	No coach parking is provided within the Southern Precinct. Coach parking has been relocated adjacent to Harbourside Place. The minibus parking bays have been relocated within the car park for the Core Facilities and are no longer required within the Southern Precinct.
Transfer of Stratum of Air Space to INSW	The student accommodation is proposed within a stratum of air space limited in height and depth above the light rail corridor. TfNSW has agreed to transfer the stratum to INSW. Prior to this occurring INSW need to accurately define the area and pay for all required infrastructure and services relocations. Their planning consent also needs to include the subdivision of RailCorp's land.	Noted.