

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. This is a matter appropriately dealt with via a condition of consent.
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 for the traffic signal intersection works located within SSDA5. Further detail is provided within the Response to Submissions Appendix G – Transport and Traffic Impact Assessment Addendum.
Road Traffic Noise from Harris Street The proposed development should be designed such that road traffic noise from Harris rooms under Clause 102 (3) of State Environmental Planning Policy (Infrastructure) 2007.		Renzo Tonin & Associates has advised in the submitted Noise and Vibration Report 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. 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		The design layout for SSDA5 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. Noted and supported however these works are provided as part of SSDA3 or as part of the The Goods Line works to be undertaken by SHFA. Further discussion is provided within the Response to Submissions Appendix G – Transport and Traffic Impact Assessment Addendum.

SICEEP, The Haymarket – Response to Transport for NSW Submission

Topic	Issue	Response
	proposed cycle connections should be based on the current regional bike route map. The proposed cycle connections should be reviewed to ensure consistency.	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 been provided within 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 linterference 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. 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 the SSDA5 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.

SICEEP, The Haymarket – Response to Transport for NSW Submission

Topic	Issue	Response
	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. INSW is liaising with Railcorp in relation to the easements.
SICEEP, The Haymarket Precinct – South West Plot (SSDA5)		
	Road Safety There is the potential for tram-vehicle conflict for vehicles turning left from Hay Street to Darling Drive due to the left turn red arrow aspect potentially being obstructed from view by a tram. Changes to the existing lantern displays will be required to address this issue.	Noted.
	Car Park Operation The applicant must ensure that the car park entries/exits are designed in such a manner as to ensure that the operation of the adjacent Darling Drive/Hay Street signals would not be impacted. This must also include the provision of two approach lanes along Hay Street to the signals.	Noted.