



**Transport  
for NSW**

Daniel Keary  
Director  
Industry, Key Sites & Social Projects  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attn: Matthew Rosel**

Dear Mr Keary

**Sydney International Convention Exhibition and Entertainment Precinct (SICEEP) –  
International Convention Centre (ICC) Hotel - SSD 6116**

Thank you for letter dated 27 March 2014 regarding the above. Please accept our letter as a joint Transport for NSW (TfNSW), Roads and Maritime Services (RMS) and RailCorp comments on the response to submissions for the above proposal.

The following comments are provided on the responses to submissions prepared by JBA Planning on behalf of Lend Lease (Haymarket) Pty Ltd.

Pedestrian Access to Convention Light Rail Stop

TfNSW requests that pedestrian/vehicle conflicts on the pedestrian link between the ICC hotel and the Convention Light Rail stop be assessed, due to the proposed location of the porte-cochere and associated vehicle movements in this area. The pedestrian connection along this link must be safe, efficient and clearly delineated.

Conditions of Approval

Recommended Conditions of Consent are provided in **TAB A** for the ICC Hotel building development application.

Thank you again for the opportunity of providing comments on the response to submissions for the subject proposal. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga on 8202 2198.

Yours sincerely

16/5/2014

Anissa Levy  
**Acting Deputy Director General  
Planning & Programs**

CD14/06144

## TAB A

### PRIOR TO ISSUE OF CONSTRUCTION CERTIFICATE

#### **Bicycle Facilities**

##### Condition C1

The layout, design and security of bicycle facilities either on-street or off-street must comply with the minimum requirements of Australian Standard AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities except that:

- a) all bicycle parking for staff / employees of any land uses must be Class 2 bicycle facilities, and
- b) all bicycle parking for visitors of any land uses must be Class 3 bicycle rails.

##### Condition C2

The number of storage, change room and shower facilities shall comply with the details provided in the RtS. Details shall be submitted to the satisfaction of the PCA prior to the issue of the relevant Construction Certificate for services and finishes works.

#### **Car Parking**

##### Condition C3

The applicant must ensure that the car park and Porte Cochere 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.

##### Condition C4

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 accordance with AS 2890.1-2004, AS2890.5-2004 for on-street parking spaces, AS 2890.6-2009 for accessible spaces and AS2890.2-2002 for heavy vehicles where applicable.

#### **Protection of TfNSW land, Easements or Infrastructure**

##### Condition C5

Prior to the issue of the relevant Construction Certificate or the commencement of works (whichever occurs first) the Applicant shall liaise with RailCorp and TfNSW to ascertain its requirements in relation to the protection of RailCorp and TfNSW land, easements or infrastructure. The Applicant is to submit to RailCorp and TfNSW all relevant documentation as requested by RailCorp and TfNSW prior to the issuing of the relevant Construction Certificate or commencement of works, as the case may be.

(Note: at a minimum the Applicant will be required to submit a Risk Assessment/ Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works).

#### Condition C6

Prior to the issue of the relevant Construction Certificate, a Rail Safety Interface Agreement will be required for any works craning over or works occurring within the corridor. This shall include development and implementation of a Rail Safety Interface Agreement between the applicant, TfNSW and the Light Rail operator prior to these works commencing. Consultation with TfNSW and the Light Rail operator is required throughout the detailed design development process.

#### **Taxi Facilities**

#### Condition C7

Prior to the issue of the relevant construction certificate, evidence that the applicant has consulted with NSW Taxi Council to ensure that sufficient taxi storage is provided within the subject site shall be submitted to the Principal Certifying Authority (PCA).

#### **Shared Zone**

#### Condition C8

Any proposed shared zone within the subject site shall be in accordance with the RMS Shared Zone Policy. Prior to issue of the relevant Construction Certificate, an approval for the proposed shared zone arrangement must be obtained from RMS.

#### **Pedestrian Linkage between the Hotel and Convention Light Rail Stop**

#### Condition C9

A safety review shall be undertaken to assess the proposed pedestrian safety measures for the pedestrian link between the ICC Hotel and the Convention Light Rail stop. Pedestrian safety issues identified during the safety review are to be addressed in consultation with RMS.

#### **RailCorp Approval**

#### Condition C10

Prior to the issuing of a Construction Certificate, the Applicant shall provide to RailCorp and TfNSW certification from the Geotechnical Engineer and Structural Engineer that the ground penetration works (eg excavation, piling, shoring) will not have any impact on the rail corridor and comply with the RailCorp/TfNSW minimum track movement requirements.

#### Condition C11

Prior to the issuing of a Construction Certificate the applicant shall undertake a Dial Before You Dig search/Services Search to identify any RailCorp or TfNSW locating outside the rail corridor and in close proximity of the development site and submit this to RailCorp/TfNSW. Should RailCorp/TfNSW services be identified the applicant shall obtain RailCorp/TfNSW requirements prior to the issuing of the construction certificate. The Applicant shall comply with these requirements as detailed by RailCorp/TfNSW.

#### Condition C12

The proposal shall comply with the any acoustic requirements applicable to the development as detailed in Department of Planning's document titled "*Development Near Rail Corridors and Busy Roads- Interim Guidelines*".

#### Condition C13

Prior to the issue of a Construction Certificate the Applicant is to engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The Applicant must incorporate in the development all the measures recommended in the report to control that risk. A copy of the report is to be provided to the Principle Certifying Authority with the application for a Construction Certificate.

#### Condition C14

The design, installation and use of lights, signs and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridor must limit glare and reflectivity to the satisfaction of RailCorp and TfNSW. The Principle Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from RailCorp/TfNSW confirming that this condition has been satisfied.

#### Condition C15

Prior to the issuing of a Construction Certificate the Applicant is to submit to RailCorp and TfNSW a plan showing all craneage and other aerial operations for the development and must comply with all RailCorp/TfNSW requirements. The Principle Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from the RailCorp/TfNSW confirming that this condition has been satisfied.

## **Pre-Construction Dilapidation Report**

### Condition C16

In relation to the rail corridor, the dilapidation survey will be undertaken via a joint inspection with representatives from RailCorp and/or TfNSW. The dilapidation survey will be undertaken on the rail infrastructure and property in the vicinity of the project. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report to RailCorp/TfNSW will be required unless otherwise notified by RailCorp or TfNSW.

### **PRIOR TO COMMENCEMENT OF WORKS**

#### **Construction Traffic & Pedestrian Management Plan**

##### Condition D1

Prior to the commencement of any works on the Site, a Construction Traffic and Pedestrian Management Plan prepared by a suitably qualified person shall be submitted to the PCA. The Plan must be prepared in consultation with the light rail operator, the SHFA, the RMS, and the Transport Management Centre (TMC).

The Plan shall address, but not be limited to, the following matters:

- a) ingress and egress of vehicles to the Site,
- b) loading and unloading, including construction zones,
- c) predicted traffic volumes, types and routes, and
- d) pedestrian and traffic management methods.

The Applicant shall submit a copy of the final Plan to the SHFA and TMC, prior to the commencement of work.

##### Condition D2

The Construction Traffic and Pedestrian Management Plan should include the cumulative construction impacts of all the projects listed below:

- Barangaroo, now to at least 2020;
- CBD & South East Light Rail (CSELR), 2014/15 to 2020;
- Central Park (former Carlton United Brewery), now to 2016;
- Four Points by Sheraton, 2014 to 2015;
- Harold Park redevelopment, now to 2017;
- IMAX redevelopment, 2014 to 2016;
- Sydney City Centre Bus Plan, 2014 to 2015;
- Sydney Harbour Bridge Toll Plaza upgrade, now to 2015;
- Wynyard Walk, now to 2015; and
- Temporary Exhibition Centre, 2014 to 2016.

Note: Dates above are indicative and are subject to confirmation with project owners.

## DURING CONSTRUCTION

### **Road Occupancy Licence**

#### Condition E1

A Road Occupancy Licence (ROL) must be obtained from the Transport Management Centre (TMC) for any activity likely to impact on the operational efficiency of the road network. The ROL allows the applicant to use a specified road space at approved times, provided certain conditions are met.

Proponents must allow a minimum of 10 working days for processing from date of receipt. Traffic Control Plans are to accompany each ROL application.

### **Utilities**

#### Condition E2

The relocation of any TfNSW services or infrastructure are to be at the Applicant's cost and to TfNSW requirements and standards.

#### Condition E3

All works/regulatory signage associated with the proposed development are to be at no cost to TfNSW or RMS.

### **Pedestrian/Cyclists**

#### Condition E4

Clear signage to guide pedestrians and cyclists through the area and to bicycle facilities should be provided during the construction stages and after completion.

## PRIOR TO OCCUPATION OR COMMENCEMENT OF USE

### **Signposting**

#### Condition F1

Taxi drop off zones to be suitably signposted and be restricted for pick-up and drop-off only.

#### Condition F2

Vehicles entering Porte Cochere shall be restricted up to 7 metres in length. For 14 metres buses and coaches the access route shall be via Darling Drive then the loop road through the adjacent Harbourside Place. This shall be enforced by internal signposting within the subject site.

### Condition F3

The Porte Cochere parking spaces are to be clearly designated and signposted.

### **Pedestrian Access**

#### Condition F4

Appropriate treatments / measures should be implemented to discourage pedestrians from entering areas designated for service vehicles.

### **Special Event Transport Management Plan**

#### Condition F5

The applicant shall develop and implement a Special Event Transport Management Plan for peak events which will manage vehicle and pedestrian movements. These plans are to manage the interface between pedestrian and vehicle movements in an efficient manner along safe and controlled routes, whilst maintaining access to Porte Cochere at all times. Such Plans may also involve specific routing of vehicular traffic away from and / or restricting vehicular access to Harbourside Place.

### **Post-Construction Dilapidation Report**

#### Condition F6

In relation to the rail corridor, the final dilapidation survey will be undertaken via a joint inspection with representatives from RailCorp and/or TfNSW. The dilapidation survey will be undertaken on the rail infrastructure and property in the vicinity of the project. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report to RailCorp/TfNSW will be required unless otherwise notified by RailCorp or TfNSW. The final occupation certificate shall not be issued until written confirmation has been received from RailCorp and TfNSW confirming their satisfaction with the dilapidation survey and/or rectification of any damage.