



**Transport
for NSW**

Mr Cameron Sargent
Team Leader
Key Site Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Andy Nixey

Dear Mr Sargent

**Mixed Use Redevelopment of 85 Harrington Street and 68-72 Gloucester Street, The Rocks
and Variation to the Sydney Cove Redevelopment Authority Scheme
Notice of Exhibition**

Thank you for your letter dated 15 August 2016, requesting Transport for NSW (TfNSW) review and comment on the above.

Roads and Maritime Services will provide separate response for the above.

TfNSW comments are provided below.

Future Rail Corridor

The north eastern edge of this site is located in the CBD Rail Link (CBDRL) corridor. However, the development is located outside the influence of the CBDRL. Therefore, TfNSW advises that no conditions of consent relating to the future interim rail corridors are required to be imposed on the development application.

Existing Rail Corridor

Sydney Trains rail corridor, land and services are located adjacent to the proposed development. TfNSW requests that the recommended conditions provided in **TAB A** be imposed to protect Sydney Trains assets and land.

Sydney Light Rail Project

As you are aware, the Sydney Light Rail Project was determined by the Department of Planning and Environment (DP&E) on 4 June 2014. TfNSW advises that construction has now commenced and will be carried out in accordance with the existing approvals and any modifications subsequently approved.

Transport for NSW

18 Lee Street, Chippendale NSW 2008 | PO Box K659, Haymarket NSW 1240
T 02 8202 2200 | F 02 8202 2209 | W transport.nsw.gov.au | ABN 18 804 239 602

Service Vehicle Parking

The Traffic Impact Assessment Report prepared to support the development application states that small rigid vehicles are the largest vehicle that can be accommodated in the loading bay and the proposed development would also rely on the use of the on-street loading in the vicinity of site. TfNSW advises that:

- The applicant should not rely on the kerb side restrictions to conduct their business activities;
- All new developments should cater for all loading and servicing to be conducted on-site; and
- Kerb side restrictions are set to suit the wider community needs and are constantly subject to change based on network requirements.

Construction Pedestrian and Traffic Management Plan

Several construction projects, including the Sydney Light Rail Project are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the CBD, and the safety of pedestrians and cyclists within the CBD particularly during commuter peak periods.

TfNSW requests that the applicant be conditioned to the following:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Coordination Office and the Sydney Light Rail Team within TfNSW. The CPTMP needs to specify, but not limited to, the following:
 - Location of the proposed work zone;
 - Haulage routes;
 - Construction vehicle access arrangements;
 - Proposed construction hours;
 - Estimated number of construction vehicle movements;
 - Construction program;
 - Consultation strategy for liaison with surrounding stakeholders;
 - Any potential impacts to general traffic, cyclists, pedestrians 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 Light Rail Project. 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 CBD road network; and
 - 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, CBD Coordination Office for endorsement, prior to the commencement of any work.

TfNSW requests that the applicant consults with the CBD Coordination Office within TfNSW in relation to the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 8202 2198.

Yours sincerely



Marg Prendergast
Coordinator General
CBD Coordination Office

Objective Reference- CD16/12068

TAB A – Recommended Sydney Trains Conditions of Consent

1. Prior to the issuing of a Construction Certificate the Applicant shall prepare and provide to Sydney Trains for approval/certification the following items:
 - Geotechnical and Structural report/drawings that meet Sydney Trains requirements. The Geotechnical Report must be based on actual borehole testing conducting on the site closest to the rail corridor. Structural design shall comply with all standards from the Asset Standards Authority (ASA) of Transport for NSW.
 - Construction methodology with construction details pertaining to structural support during excavation. The Applicant is to be aware that Sydney Trains will not permit any rock anchors/bolts (whether temporary or permanent) within its land or easements, or within the road reserve that contains Sydney Trains underground services.
 - Cross sectional drawings showing the rail corridor, location of the 66kV underground powerline within Loftus Crescent, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the rail corridor. All measurements are to be verified by a Registered Surveyor.
 - Detailed Survey Plan showing the relationship of the proposed developed with respect to Sydney Trains rail corridor and underground powerline.
 - If required by Sydney Trains, a Finite Element analysis which assesses the different stages of loading-unloading of the site and its effect on the rock mass surrounding the rail corridor.

The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.

2. If required by Sydney Trains, prior to the commencement of works and prior to the issue of the Occupation Certificate, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be carried out by representatives from Sydney Trains and the Applicant. 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 will be required unless otherwise notified by Sydney Trains.
3. An acoustic assessment is to be submitted to Council prior to the issue of a construction certificate demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines".
4. 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 Principal Certifying Authority with the application for a Construction Certificate.
5. 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 Sydney Trains. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.

6. If required by Sydney Trains, prior to the issue of a Construction Certificate a Risk Assessment/Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to Sydney Trains for review and comment on the impacts on rail corridor. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.
7. Prior to the issuing of a Construction Certificate the Applicant is to submit to Sydney Trains a plan showing all craneage and other aerial operations for the development and must comply with all Sydney Trains requirements. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from the Sydney Trains confirming that this condition has been satisfied.
8. If required by Sydney Trains, a track monitoring plan (including instrumentation and the monitoring regime during excavation and construction phases) is to be submitted to Sydney Trains for review and endorsement prior to the issuing of a Construction Certificate. The Principal Certifying Authority is not to issue a Construction Certificate until written confirmation has been received from Sydney Trains advising of the need to undertake the track monitoring plan, and if required, that it has been endorsed.