

Mr Bill Mackay
Manager – Planning Assessment
City of Sydney
GPO Box 1591
Sydney NSW 2001

Attention: Bridget McNamara

Dear Mr Mackay

**Stage 1 State Significant Development Application (SSDA) for 201-217 Elizabeth Street,
Sydney NSW 2000 (D/2017/349, SSD 8105)**

Thank you for your letter dated 28 March 2017, requesting Transport for NSW (TfNSW) review and comment on the above.

Key comments are provided below and the remaining comments are provided in **TAB A**.

Sydney Metro City and Southwest

The Minister for Planning approved Chatswood to Sydenham section of the Sydney Metro City and South West project on 9 January 2017. Pursuant to the provisions of Clause 86 of the State Environmental Planning Policy (Infrastructure) 2007 (ISEPP), Sydney Trains is the relevant “Rail Authority” to provide concurrence to the proposed development.

As this is a State Significant Development (SSD) application, the ISEPP does not apply. Nevertheless, TfNSW has undertaken a review of the relevant documentation supporting the development application to determine the degree of potential adverse effects of the proposed development on the Sydney Metro City and Southwest.

TfNSW advises that:

- There are significant concerns that the proposed development would have an adverse effect on the viability of Sydney Metro City and Southwest;
- The demolition of the existing building will release the existing building load and induce field stress re-distribution. This procedure may also have adverse impacts on the Metro Station structure and should be addressed prior to demolition; and
- The placing of any foundations, other structures and building loads in or near the proposed Sydney Metro alignment may affect the practicability of constructing the Sydney Metro City and Southwest tunnels.

TfNSW requests the proposed development should be subject to the conditions in **TAB B** being included in any development consent to protect the Sydney Metro City and Southwest corridor.

Sydney Light Rail Project and Sydney Metro City and Southwest

As you are aware, the Sydney Light Rail Project was determined by the Department of Planning and Environment (DP&E) on 4 June 2014. The Minister for Planning approved the Chatswood to Sydenham section of the Sydney Metro City and Southwest corridor on 9 January 2017. TfNSW advises that construction of these projects has now commenced and will be carried out in accordance with the existing approvals and any modifications subsequently approved.

Proposed Hotel Pick up/Drop off and Car Park/Loading Dock Access Arrangements

The proposal includes the following in relation to the proposed hotel pick up/drop off and car park/loading dock arrangement:

- A new at-grade hotel pick up and drop off area with entry and exit on Castlereagh Street to accommodate cars and coaches; and
- A new two-way driveway from Castlereagh Street at the southern end of the site for a basement car park and loading dock and maintains access to the adjoining development at 227 Elizabeth Street via an underground connection.

TfNSW is concerned that the proposed vehicular access arrangements may have an impact on:

- Operation of the existing bus stop located adjacent to the site as the bus stop would be located adjacent to multiple driveways. The existing bus stop accommodates a significant number of bus services and is heavily used by bus passengers;
- Boarding and disembarking bus passengers as the footpath deviates from the kerb; and
- Impact on bus operation associated with:
 - The potential conflicts between buses entering the bus lane from the bus stop and cars, loading vehicles and cyclists entering the driveway; and
 - The vehicles accessing the loading dock/ car park queuing along Castlereagh Street whilst waiting for a gap in pedestrian flow on the eastern footway to enter the driveway.

TfNSW requests that prior to design competition or any Stage 2 Development Application lodgement for the subject site, the applicant consults with the City of Sydney and the CBD Coordination Office to investigate a hotel pick up/drop off and car park/loading dock arrangement which minimises impacts to general traffic, buses, cyclists and pedestrians.

Construction Pedestrian and Traffic Management

Several construction projects, including the Sydney Light Rail Project and Sydney Metro City and Southwest 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 within the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

TfNSW requests that the applicant prepare a draft Construction Pedestrian and Traffic Management Plan for any Stage 2 Development Application to be lodged for the subject site.

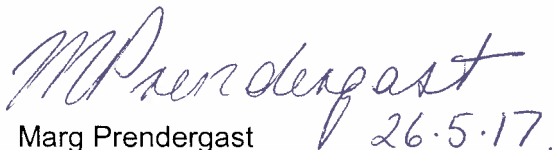
Conditions of Consent

TfNSW requests that the proposed development be subject to the conditions in **TAB B** being included in any development consent.

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 26.5.17.
Coordinator General
CBD Coordination Office

Objective Reference CD17/03649

TAB A – Additional Comments on the Development Application

Car Parking and Loading Dock Management

Based on the proposed car park and loading bay arrangement, the swept path of the vehicles accessing the loading dock need to use opposite travel lanes of the car park access route. Any queuing on Castlereagh Street as a result of the proposed car park and loading bay operation would have the potential to have an impact on the CBD road network.

TfNSW requests that prior to design competition or any Stage 2 Development Application lodgement for the subject site, the applicant is to provide more detailed information on the proposed car park and loading dock management.

Pedestrian Connections to Existing and Future Stations

The Statement of Environmental Effects states that:

- The proposal includes a pedestrian connection to Museum Station and a potential future connection to the future Pitt Street Metro Station; and
- The current development does not create a pedestrian-friendly environment with potential pedestrian/vehicle conflicts on Castlereagh Street and connections to Museum Station are in need of updating.

TfNSW advises that:

- There is an agreement currently in place between the owners of 201 Elizabeth Street and RailCorp/Sydney Trains for a pedestrian tunnel connection to Museum Station from the existing 201 Elizabeth Street building; and
- Detailed information is not provided in the development application in relation to the proposed pedestrian connections to public transport and their capacity to accommodate forecast pedestrian demand.

TfNSW requests that:

- Any new pedestrian connections to the existing and proposed stations should comply with the Disability Discrimination Act (DDA) at the applicant's cost;
- The applicant consults with Sydney Trains to determine whether a new agreement needs to be negotiated for the proposed retail area under the proposed development and level of DDA requirement; and
- The applicant provides more detailed information on the proposed pedestrian connections to Museum and future Pitt Street Metro Stations and their ability to accommodate forecast pedestrian demand.

Active Transport

TfNSW requests that the applicant locates bicycle facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

TAB B – Suggested Conditions of Consent

Sydney Metro City and Southwest

1. The owners of the site are required to consult with TfNSW prior to lodgement of relevant designs as part of any Design Competition under the relevant provisions of the Sydney Local Environmental Plan 2012 (SLEP) and lodgement of a Stage 2 Development Application to ensure that the relevant designs have taken into consideration the relationship of the designs with Sydney Metro City and Southwest.
2. Prior to the Stage 2 Development Application lodgement over the subject site the developer is to consult with TfNSW to review the basement levels proposed in the concept scheme to assess the vertical separation to the Sydney Metro City and Southwest tunnel including the potential foundation arrangement (depth and loads).
3. Prior to the Stage 2 Development Application lodgement over the subject site the developer is to consult with TfNSW to review the demolition of the existing building and proposed excavation of the site to ensure that the unloading and movement of rock and potential impacts on temporary and permanent rock support in the Metro cavern are assessed and managed to avoid any adverse impacts.
4. Any Stage 2 Development Application to be lodged over the subject site must address the following matters:
 - (a) the design, construction and maintenance of the development so as to satisfy the requirements in (b) to (i) below;
 - (b) allowances for the future construction of railway tunnels in the vicinity of the approved development;
 - (c) allowances in the design, construction and maintenance of the development for the future operation of railway tunnels in the vicinity of the approved development, especially in relation to noise, vibration, stray electrical currents, electromagnetic fields and fire safety;
 - (d) consultation with TfNSW;
 - (e) provision to TfNSW of drawings, reports and other information related to the design, construction and maintenance of the approved development;
 - (f) such other matters which TfNSW considers are appropriate to give effect to (a) to (e) above;
 - (g) such other matters as the owners and TfNSW may agree; and
 - (h) the design and construction of the basement levels, foundations and ground anchors for the approved development are to be completed to the satisfaction of TfNSW. The developer shall develop their foundation design to ensure that all loads are transferred down to the 2nd reserve, i.e. pile founding level below the tunnel invert, pile to be sleeved through the 2nd reserve etc. Cross sectional drawings showing the proposed basement excavation and structural design of sub ground support adjacent to the rail corridor should be included for the proposed foundations.

- (i) The developer must undertake detailed numerical analysis considering geotechnical conditions (rock strength, potential defects and field stresses etc.; foundation layout and loads transferred from the buildings) are required to demonstrate:
 - i. The proposed development, after completion of building construction, will not have adverse impacts on the Sydney Metro tunnels including construction and tunnel structures; and
 - ii. That the integrity of the constructed building will not be adversely impacted by the construction of Sydney Metro tunnels including tunnelling induced settlement and in-situ stress relief due to excavation.

Proposed Hotel Pick up/Drop off and Car Park/Loading Dock Arrangements

Prior to design competition or any Stage 2 Development Application lodgement for the subject site, the applicant is to consult with City of Sydney and the CBD Coordination Office to investigate a hotel pick up/drop off and car park/loading dock arrangement which minimises impacts to general traffic, buses, cyclists and pedestrians.

Car Parking and Loading Dock Management

For any Stage 2 Development Application to be lodged for the subject site, the applicant is to prepare the car park and loading bay management plan that needs to include the following (not limited to):

- Swept paths of vehicles entering and exiting the loading dock;
- Management of queuing along Castlereagh Street as a result of the proposed car park and loading bay arrangement;
- The details of alternate car parking locations and loading zones to redirect vehicles due to extensive queuing at the access to car park;
- Management of incidents at the access to the car park and loading bay;
- Loading bay management details including service vehicle movements during peak periods;
- Management of conflicts between cars accessing the car park and vehicle movements to/from loading bays; and
- Management of conflicts between vehicles accessing the site and pedestrian movements along Castlereagh Street.

Pedestrian Connections

Prior to the lodgement of any Stage 2 Development Application, the applicant shall consult with Sydney Trains to determine whether a new agreement needs to be negotiated for the proposed retail area under the proposed development and level of DDA requirement.

For any Stage 2 Development Application lodgement for the subject site, the applicant is to provide more detailed information on the proposed pedestrian connections to public transport and their ability to accommodate forecast pedestrian demand.

Construction Pedestrian and Traffic Management

For any Stage 2 Development Application to be lodged for the subject site, the applicant is to prepare a draft Construction Pedestrian and Traffic Management Plan (CPTMP) that 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;
- 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 Metro City and Southwest and Sydney Light Rail projects. 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 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 draft CPTMP.

