



Mr David Glasgow
Principal Planning Officer
Key Sites Assessments
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Glasgow

**Harbourside Shopping Centre Redevelopment (SSD-7874)
Response to Submissions and Further Amended Concept Proposal**

Thank you for your correspondence via the Major Projects Portal on 16 October 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

Sydney Light Rail – Inner West Line

Comment

The Response to Submissions prepared to support the development application states the following:

“Meetings with Transport for NSW South Wales (TfNSW) and TransDev have already occurred to discuss the development proposal. It was noted in meetings held to date that the development project was supported in principle.

Further consultation will be undertaken with the relevant stakeholders as detailed design progresses.”

Recommendation

It is requested that the applicant be conditioned to:

- Consult with TfNSW and the Sydney Light Rail Operator during the preparation of the Stage 2 development application; and
- Protect Inner West Light Rail operation and assets during demolition of the existing building.

Sydney Trains Assets

Comment

The Response to Submissions states the following in relation to the existing ‘in service’ 33kV High Voltage cable (HV):

“Meetings have been held with TfNSW and TransDev to discuss the development proposal.

It is assumed that the existing HV is located within the light rail property boundary. As such, any proposed works adjacent to the light rail corridor should not impact on this HV. Nonetheless, the location of this HV will be considered in detailed designs to ensure no damage is done and to comply with Safety in Design requirements.”

Recommendation

It is requested that the applicant be conditioned to consult with Sydney Trains to ensure no damage is done for 33kV High Voltage cable and to comply with safety and design requirement during the preparation of the Stage 2 development application.

Construction Pedestrian and Traffic Management

Comment

The Response to Submissions states the following:

"It is noted that the Concept Proposal now seeks approval for Stage 1 demolition works also. Accordingly, a Traffic Management Plan has accordingly been prepared in relation to these stage 1 works and appended to the RTS."

"A draft Construction Pedestrian and Traffic Management Plan will also be prepared as part of the Stage 2 application in relation to the main site works."

Recommendation

It is requested that the applicant be conditioned to:

- Consult with TfNSW and the Sydney Light Rail Operator to prepare a final Construction Pedestrian and Traffic Management plan (CPTMP) by updating the draft Traffic Management Plan prepared for Stage 1 works and submit a copy of the final CPTMP via sco@transport.nsw.gov.au for TfNSW endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier; and
- Prepare a draft CPTMP in consultation TfNSW and the Sydney Light Rail Operator as part of preparation of any Stage 2 development application.

Vehicular Management

Comment

The Response to Submission states the following:

"In response to submissions the proposed vehicular drop-off has been reviewed and revised. The concept now involves a drop-off facility with an entry at the bottom of the down ramp and egress from the existing roadway adjacent to the Sofitel hotel. Arcadis have completed a swept path analysis, capacity testing and traffic modelling to prove up this concept. Further detailed design modelling will be completed during the next phases of the project."

It is advised that the vehicles queuing to access this drop off zone, the car park and loading and servicing would have potential to cause delays to vehicles travelling on Darling Drive.

Recommendation

It is requested that the applicant be conditioned to undertake the following for any Stage 2 development application:

- Queuing analysis and/ or traffic modelling to demonstrate the drop off area has adequate capacity and propose mitigation measures to ensure queuing on Darling Drive does not occur, to the satisfaction of TfNSW; and
- Prepare draft management plans for Drop-off and Pick-up Zone and Carpark and Loading Dock to manage vehicles accessing the site.

Coach Parking

Comment

The Response to Submission states the following:

"It is not anticipated that coach parking will be required for the proposed retail element of the development, with the majority of the non-residential component of the indicative design being commercial office space. Opportunities also exist to utilise coach parking within Harbourside Place as required."

It is advised that the applicant should not rely on kerbside restrictions as these are set to suit the wider community and are subject to change.

Recommendation

It is requested that the applicant be conditioned to assess the likely cumulative future coach parking demand for the SICEEP development and the Harbourside development and identify alternative locations for coach parking if required, in consultation with TfNSW, as part of any Stage 2 development application.

Pedestrian Network

Comment

The Response to Submission states the following:

"A pedestrian report has been prepared by Urbis and appended to the RTS. Overall, the proposal will result in significant improvements to the pedestrian network across and linking with the site."

However, it is noted that this modelling has only been completed for the concept proposal which may change during further stages of the development.

Recommendation

It is requested that the applicant be conditioned to undertake pedestrian modelling of the pedestrian network surrounding the proposed development, in consultation with TfNSW, to demonstrate adequate capacity for pedestrian movements is provided with the proposed development, as part of any stage 2 development application.

Darling Drive Cycleway

Comment

The Response to Submission states the following:

"Noted and agreed, a road safety audit will be undertaken during the Stage 2 DA regarding the interface with existing cycleways to ensure safety of cyclists is assessed and maintained."

Recommendation

It is requested that the applicant be conditioned to undertake a Road Safety Audit for the concept proposal to the cycleway / drop off area, in accordance with the relevant Austroads. Based on the results of the road safety audit, the applicant shall review the design drawings and implement safety measures if required, in consultation with TfNSW.

Wayfinding Strategies

Comment

The Response to Submission states the following:

“Noted, wayfinding will be incorporated within the development. A wayfinding strategy and Travel Access Guide will be developed and submitted as part of the Stage 2 DA.”

Recommendation

It is requested that the applicant be conditioned to develop a wayfinding strategy and travel access guide to assist with increasing the mode share of walking and cycling as part of any Stage 2 development application.

Suggested Conditions of Consent are included in **TAB A**.

TfNSW advises that the applicant would be able to contact TfNSW via sco@transport.nsw.gov.au to discuss the above and for any consultation activities as part of the Stage 2 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 0439 489 298.

Yours sincerely



Adam Berry
Executive Director
Customer Journey Planning

6.11.20

Objective Reference CD20/08142

TAB A – Suggested Conditions of Consent

General

Sydney Light Rail – Inner West Line

- The applicant shall consult with TfNSW and the Sydney Light Rail Operator during the preparation of the Stage 2 development application;
- For demolition works, the following conditions are applicable:
 - The applicant must comply with all Altrac Light Rail Partnership (Altrac) or any subsequent operator of Sydney Light Rail (Sydney Light Rail Operator) policies, rules and procedures when working in and about the Inner West Light Rail corridor;
 - Activities of the applicant must not affect and/or restrict Sydney Light Rail operations without prior written agreement between the applicant, Transport for NSW (TfNSW), Altrac, and the Sydney Light Rail Operator, and it is a condition precedent that such written agreement must be obtained no later than two (2) months prior to the activity. Any requests for agreement are to include as a minimum the proposed duration, location, scope of works, and other information as required by the Sydney Light Rail Operator;
 - The applicant must apply to Altrac and the Sydney Light Rail Operator for any required network shutdowns four (4) months prior to each individual required network shutdown event. Each request for network shutdown must include as a minimum the proposed shutdown dates, duration, location, scope of works, and other information as required by the Sydney Light Rail Operator. The Sydney Light Rail Operator may grant or refuse a request for network shutdown at its discretion;
 - The applicant shall provide safe and unimpeded access for Sydney Light Rail patrons traversing to and from the Inner West Light Rail stops at all times; and
 - All TfNSW, Altrac and Sydney Light Rail Operator's costs associated with review of plans, designs and legal must be borne by the applicant.

Sydney Trains Assets

The applicant shall consult with Sydney Trains to ensure no damage is done for 33kV High Voltage cable and to comply with safety and design requirement during the preparation of the Stage 2 development application.

Construction Pedestrian and Traffic Management

The applicant shall prepare a draft Construction Pedestrian and Traffic Management Plan in consultation TfNSW and the Sydney Light Rail Operator as part of preparation of any Stage 2 development application.

Vehicular Management

The applicant shall undertake the following for any Stage 2 development application:

- Queuing analysis and/ or traffic modelling to demonstrate the drop off area has adequate capacity and propose mitigation measures to ensure queuing on Darling Drive does not occur, to the satisfaction of TfNSW; and
- Prepare draft management plans for Drop-off and Pick-up Zone, and Carpark and Loading Dock to manage vehicles accessing the site.

Coach Parking

The applicant shall assess the likely cumulative future coach parking demand for the Darling Harbour Live development and the Harbourside development and identify alternative locations for coach parking if required, in consultation with TfNSW, as part of any Stage 2 development application.

Pedestrian Network

The applicant shall undertake pedestrian modelling of the pedestrian network surrounding the proposed development, in consultation TfNSW, to demonstrate adequate capacity for pedestrian movements is provided with the proposed development, as part of any stage 2 development application.

Darling Drive Cycleway

As part of any Stage 2 development application, the applicant shall undertake a Road Safety Audit for the concept proposal to the cycleway / drop off area, in accordance with *Austrroads Guide to Road Safety Part 6: Managing Road Safety Audits* and *Austrroads Guide to Road Safety Part 6A: Implementing Road Safety Audits* by an independent TfNSW accredited road safety auditor. Based on the results of the road safety audit, the applicant shall review the design drawings and implement safety measures if required, in consultation with TfNSW.

Wayfinding Strategies

The applicant shall develop a wayfinding strategy and travel access guide to assist with increasing the mode share of walking and cycling, as part of any Stage 2 development application.

Prior to the Issue of the Construction Certificate

Construction Pedestrian and Traffic Management Plan

Prior to the issue of any Construction Certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:

- Prepare a prepare a final Construction Pedestrian and Traffic Management plan (CPTMP) by updating the draft demolition Traffic Management Plan Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and the Sydney Light Rail Operator.

The CPTMP needs to specify matters including, but not limited to, the following:

- A description of the development;
- Location of any proposed work zone(s)
- Details of crane arrangements including location of any crane(s);
- Haulage routes;
- Proposed construction hours;
- Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods;
- Details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on Darling Drive;
- Details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site;
- Pedestrian and traffic management measures;
- Demolition program and methodology;
- A detailed plan of any proposed hoarding and/or scaffolding;
- Measures to avoid construction worker vehicle movements within the CBD;

- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
 - Any potential impacts to general traffic, cyclists, pedestrians and light rail 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 South West. 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 surrounding road network; and
 - Proposed mitigation measures. 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 TfNSW via sco@transport.nsw.gov.au for endorsement; and
 - Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre and Sydney Coordination Office within Transport for NSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

Review of documentation

Prior to the issue of any Construction Certificate or any preparatory, demolition or excavation works, whichever is the earlier, the final demolition plans including methodology for demolition shall be provided for the review and endorsement of TfNSW.

Pre-demolition Work Dilapidation Report

A pre-demolition work Dilapidation Report of the Inner West Light Rail and its assets shall be prepared by a qualified structural engineer. The dilapidation survey shall be undertaken via a joint site inspection by the representatives of the Sydney Light Rail Operator, TfNSW and the applicant. These dilapidation surveys will establish the extent of existing damage and enable any deterioration during construction to be observed.

Insurance Requirements

Prior to the issue of the relevant Construction Certificate, the applicant must hold current public liability insurance cover for a sum acceptable to TfNSW. This insurance shall not contain any exclusion in relation to works on or near the rail corridor, rail infrastructure. The applicant is to contact TfNSW to obtain the level of insurance required for this particular proposal. Prior to issuing the relevant Construction Certificate the PCA must witness written proof of this insurance in conjunction with TfNSW's written advice to the applicant on the level of insurance required.

Works Deed / Agreements

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, if required by TfNSW, Works Deed (s) between the applicant, TfNSW and/or Altrac and the Sydney Light Rail Operator must be agreed and executed by the parties. These agreements may deal with matters including, but not limited to, the following:

- Inner West Light Rail Operational requirements;
- Inner West Light Rail access requirements;
- Altrac and Sydney Light Rail Operator policies, rules and procedures compliance requirements;

- Indemnities and releases;
- Security of costs;
- Insurance requirements and conditions;
- TfNSW, Altrac and the Sydney Light Rail Operator's recovery of costs from the applicant for costs incurred by these parties in relation to the development (e.g. review of designs and reports, legal, shutdown /power outages costs including alternative transport, customer communications, loss of revenue etc) risk assessments and configuration change processes;
- Interface coordination between the Sydney Light Rail Operator and the subject development construction works, including safety interface;
 - Infrastructure Assess Deed Poll and Safety Interface Agreement between the applicant and the Sydney Light Rail Operator must be agreed and executed by the parties. This agreement may deal with matters including, but not limited to, the following:
 - Pre and post demolition dilapidation reports;
 - The need for track possessions;
 - Endorsement of Risk Assessment/Management Plan and Safe Work Method Statements (SWMS);
 - Endorsement of plans regarding proposed craneage and other aerial operations;
 - Erection of scaffolding/hoarding;
 - Light Rail Operator's rules and procedures; and
 - Alteration of rail assets such as the OHW along of track and associated hoarding demarcation system, if undertaken by the applicant.
 - Arrangements for shutdowns and Inner West Light Rail restricted operations related costs attributed to the applicant; and
 - Inner West Light Rail site works access approval and access permit to work.

During Demolition

- No metal ladders, tapes and plant/machinery, or conductive material are to be used within 6 horizontal metres of any live electrical equipment unless a physical barrier such as a hoarding or structure provides separation;
- During all stages of the development extreme care shall be taken to prevent any form of pollution entering the light rail corridor. Any form of pollution that arises as a consequence of the development activities shall remain the full responsibility of the applicant;
- Rainwater from the roof must not be projected and/or falling into the rail corridor/assets and must be piped down the face of the building which faces the rail corridor. Given the site's location next to the rail property, drainage from the development must be adequately disposed of/managed and not allowed to be discharged into the corridor unless prior approval has been obtained from TfNSW and the Sydney Light Rail Operator (or the delegated authority); and
- No scaffolding is to be used within 6 horizontal metres of the rail corridor unless prior written approval has been obtained from the Sydney Light Rail Operator and TfNSW and a physical barrier such as a hoarding or structure provides separation. To obtain approval the applicant will be required to submit details of the scaffolding, the means of erecting and securing this scaffolding, the material to be used, and the type of screening to be installed to prevent objects falling onto the rail corridor.

Post Demolition

Post - demolition Dilapidation Report

Prior to the commencement Stage 2 works, a post-demolition dilapidation survey shall be undertaken via a joint inspection with representatives from TfNSW, Altrac, the Sydney Light Rail Operator and the applicant. 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 demolition to be observed. The submission of a detailed dilapidation report to TfNSW and the Sydney Light Rail Operator will be required unless otherwise notified by TfNSW. The applicant needs to undertake rectification of any damage to the satisfaction of TfNSW and the Sydney Light Rail Operator and if applicable the local council.