

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

**Attention:** Tim Green

Dear Mr Sargent

**Concept Plan (Stage 1) Development Application for 301-305 Kent Street, Sydney  
(SSD 9694)**

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

**Sydney Light Rail Project and Sydney Metro City and Southwest**

Comment

The Minister for Planning approved Sydney Light Rail (SLR) Project on 4 June 2014. The Minister for Planning also approved the Chatswood to Sydenham section of the Sydney Metro City and Southwest corridor on 9 January 2017. It is advised that construction of these projects is underway and will be carried out in accordance with the existing approvals and any modifications subsequently approved.

**Proposed Basement Driveway Access**

Comment

The Vehicle Access and Pedestrian Impact Assessment Report prepared to support the development application states that the proposed development includes a new basement driveway access on the Erskine Street frontage of the site instead of the Kent Street frontage because of a lesser impact to pedestrians as fewer pedestrians were surveyed using the adjacent footpath on Erskine Street than Kent Street.

It is noted that the proposed access arrangement has the potential to cause vehicles to queue through the Erskine Street/Kent Street intersection, impacting the operation of the intersection and in service and out of service buses along Erskine Street frontage due to the conflicts between vehicles entering and exiting the basement and pedestrians at the proposed basement driveway.

Recommendation

It is requested that as part of the Response to Submissions report, the applicant undertakes a detailed assessment that shows the proposed access on Erskine Street frontage would be the preferred arrangement compared to an access on Kent Street frontage in terms of general traffic and bus operation in the vicinity of the subject site.

## **Freight and Servicing**

### Comment

The Traffic and Parking Assessment Report (Traffic Report) prepared to support the development states that service vehicle requirements to the various components of the 360 hotel accommodation rooms is five (5) spaces and the proposed development provides (3) service vehicle spaces comprising 1 space for SRV trucks and 2 spaces for light commercial vehicles.

It is advised that:

- As noted by the proponent, the proposed development does not provide adequate freight and service parking on-site to support its operation. Unmanaged, the proposed development activities would have the potential to contribute to congestion within the CBD by freight and service vehicles circulating through the CBD to find a loading zone as limited on-street loading zones are available surrounding the site to accommodate the demand from the proposed development; and
- The applicant should not rely on the kerbside restrictions to conduct their business activities.

### Recommendation

It is requested that as part of the Response to Submissions report, the applicant provides the following details:

- Justification for the number of loading dock spaces including assessment of the freight and servicing profile, including the forecast freight and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay; and
- If the demand is not met on-site, details on alternative arrangements are to be proposed.

## **Passenger Pick-up and Drop-off for Point to Point Transport and Coaches**

### Comment

Based on the Traffic Report, two (2) pick-up and drop-off spaces are proposed to accommodate the point to point transport demands of the proposed development. It is noted that there is no provision for coach parking.

It is advised that:

- On-street parking for in the CBD is well used. The closest on-street coach parking within the vicinity of the site is located a significant distance away;
- Unmet demand for parking on-site, would potentially result in traffic circulating through the CBD to find alternative facilities; and
- The provision of on-street parking is the responsibility of Council, which may reallocate existing parking provision in accordance with its policy and legislative requirements.

### Recommendation

It is requested that as part of the Response to Submissions report, the applicant undertakes the following:

- Carry out surveys of similar hotel developments within the CBD to demonstrate that the provision of two (2) point to point transport passenger pick-up and drop-off spaces on-site is sufficient to accommodate the forecast demand of the proposed development, and provide sufficient parking spaces on-site if required to accommodate the demand; and
- If coach parking cannot be provided on-site, details on how this demand will be managed.

## **Waste Vehicle Parking**

### Comment

Based on the Waste Management Plan prepared to support the development application, waste collection would be undertaken from the proposed SRV loading bay on the lower ground level, accessed via Erskine Street.

### Recommendation

It is requested that as part of the Response to Submissions the applicant confirms that a vehicle larger than an SRV would not be used to collect waste.

## **Construction Pedestrian and Traffic Management**

### Comment

It is advised that several construction projects, including the Sydney Light Rail Project, Sydney Metro City and Southwest Project and the approved adjoining hotel development at 41-45 Erskine Street, Sydney 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.

### Recommendation

It is requested that the applicant be conditioned to prepare a draft Construction Pedestrian and Traffic Management Plan (CPTMP) as part of any Stage 2 development application in consultation with the Sydney Coordination Office within TfNSW.

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

It is requested that the applicant consults with the Sydney 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 0439 489 298.

Yours sincerely



3/7/2019

Mark Ozinga

**Principal Manager Land Use Planning & Development  
Customer Strategy and Technology**

Objective Reference CD19/04682

## **TAB A - Suggested Conditions of Consent**

The applicant shall prepare a draft Construction Pedestrian and Traffic Management Plan (CPTMP) as part of any Stage 2 development application in consultation with the Sydney Coordination Office within TfNSW. The CPTMP needs to specify, but not limited to, the following:

- A description of the development;
- Haulage routes;
- Construction vehicle access arrangements including vehicle access;
- 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;
- Construction program;
- Measures to avoid construction worker vehicle movements within the CBD;
- 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 the development, Sydney Light Rail Project, Sydney Metro City and Southwest and other developments, including approved adjoining hotel development at 41-45 Erskine Street, Sydney; 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.