

Ms Karen Harragon
Director
Social and Other Infrastructure Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Notice of Exhibition
Health Services Administration Building,
Royal North Shore Hospital, St Leonards (SSD 8816)

Dear Ms Harragon,

Thank you for your email dated 12th February requesting Transport for NSW (TfNSW) to provide comment on the Development Application and EIS documentation for the Health Services Administration Building, located at Royal North Shore Hospital.

TfNSW has reviewed the exhibited documentation and comments relating to this SSD are outlined in **Attachment A** for your consideration.

If you have any further questions, please do not hesitate to contact Ken Ho, Transport Planner, via email at Ken.Ho@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely,



12/3/2018

Mark Ozinga
Principal Manager, Land Use Planning and Development
Freight, Strategy and Planning

CD18/01262

ATTACHMENT A

1. **Construction Pedestrian and Traffic Management Plan**

Comment:

It is noted that construction is likely to coincide with the operation of the Epping Chatswood Railway (ECR) Temporary Transport Plan (TTP) and should consider the increased bus services for rail replacement bus routes stopping at St Leonards Station, which will cause an increase in traffic movements in the surrounding area.

Recommendations:

Should this application be approved, DP&E should include the following condition of consent:

- 1) Prior to the issue of any Construction Certificate, the Applicant must prepare and submit to Sydney Coordination Office (SCO), a Construction and Pedestrian Traffic Management Plan (CPTMP) that takes into account the potential impacts of the proposed development on the implementation of the ECR TTP including the operation of public transport services as part of the plan. The Applicant must receive written advice that Sydney Metro is satisfied with the CPTMP, where works are undertaken prior to the termination of the TTP.

The CPTMP needs to include, but not be limited to, the following:

- Location of all proposed work zones;
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number and type of construction vehicle movements including morning and afternoon peak and off peak movements;
- Traffic and public transport customer management in the vicinity of the development;
- Details of any temporary structures related to the development on Herbert Street or within 20 metres of the temporary bus stops and bus layovers;
- Timing of and reinstatement standards for footpath and road openings;
- Location and operation of crossings into the development site within 20 metres of the temporary bus stops and bus layovers;
- Consultation between SCO and the Applicant;
- Construction program highlighting details of peak construction activities and proposed construction 'Staging';
- 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 Gore Hill Oval redevelopment. 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.
- 2) The Applicant must comply with the CTPMP endorsed by the SCO within TfNSW.
 - 3) Should construction works occur during the operation of the TTP,
 - Works Zones are not to be located on the Pacific Highway, Herbert Street or streets within 20 metres of temporary bus stops or bus layover sites; and
 - Concrete pump lines or pedestrian ramps are not to be located in or within 20 metres of temporary bus stops or bus layover sites.

2. Green Travel Plan

Recommended Condition:

As part of the ongoing operation of the development, a detailed Green Travel Plan (GTP) shall be prepared in accordance with the objectives and strategies outlined in Section 10.5 of the Traffic & Accessibility Report (prepared by Ason Group, 24/01/2018) and in consultation with Willoughby City Council. The GTP must be monitored (per Site Audits & Targets in Section 10.5), implemented accordingly and updated annually.

Reason:

To ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the:

- NSW Long Term Transport Master Plan 2012;
- Draft Future Transport 2056 Strategy;
- Sydney's Bus Future 2013;
- Sydney's Cycling Future 2013; and
- Sydney's Walking Future 2013.