



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

Attention: Matthew Rosel

Dear Mr Roberts

**Exhibition of Modification Request for The Star City Casino (MP 08_0098 MOD 13)
20-80 Pyrmont Street, Sydney**

Thank you for your letter dated 20 August 2018, requesting Transport for NSW (TfNSW) review and comment on the above.

Protection of TfNSW Infrastructure and Inner West Light Rail Operation

Comment

The development includes a proposal for the excavation, construction, and operation of an underground carpark that is near to the Inner West Light Rail.

There are concerns about the potential effect on the structural integrity and safe operation of the light rail during construction and operation phases of the development. The proposed development is located within 25m of the light rail corridor and includes relatively deep excavation. Clause 86 of the State Environmental Planning Policy (Infrastructure) ISEPP outlines that in this circumstance development would require concurrence from TfNSW.

As the proposal is being assessed as State Significant Development, formal concurrence from TfNSW does not apply. Nevertheless, the development has been assessed and appropriate mitigation measures should be adopted to minimise these effects.

The light rail infrastructure must be protected and any disruptions to its operation are to be minimised during the construction and operation of the subject development. It is advised that the applicant should comply with the requirements of T HR CI 12080 ST External Developments version 1.0 and Development Near Rail Corridors and Busy Roads- Interim Guidelines.

Recommendation

It is advised that the applicant must provide detailed engineering drawings, which illustrate the delineation of the light rail (and relative dimensions to the Star Stop platform edge) in relation to the work site as part of the response to submissions.

The applicant must be conditioned to:

- Provide all relevant documentation as requested by TfNSW for review and endorsement prior to issuing the relevant Construction Certificate; and
- Protect TfNSW infrastructure and to minimise disruption to the light rail operation during the construction and operation of the subject development.

A draft set of conditions relating to the above is contained in **TAB A**.

Public Transport Operation

Comment

The following statements are contained in the Traffic Impact Statement in relation to public transport operations:

“With the opening of the Sydney Light Rail, the Inner West Light Rail line will be used by the new high-capacity sets (450 passengers) to access the main maintenance depot. A low-capacity link between the two lines is being built to allow this. There may be an opportunity to run some limited high-capacity sets from the IWLR fleet on the Inner West line for special events”; and

“Increased pressure on public transport services was identified as an issue of interest. It was noted that the light rail is at capacity and that buses in the area (e.g. 389 bus) are not frequent enough. It was suggested that there is a need to increase the frequency of light rail and bus services, and introduce a regular ferry service to and from the venue.”

It is advised that:

- Operating larger light rail sets on the Inner West Light Rail is not envisaged as these sets would not be able to use the existing platforms at some stops; and
- TfNSW regularly monitors public transport patronage, and where demand warrants, makes service adjustments subject to fleet and funding availability.

Recommendation

It is requested that any reference that operating larger light rail sets on the Inner West Light Rail be removed from the documents prepared for the development application.

Pirrama Road Bus Stop

Comment

Changes to the existing bus stop on the western side of Pirrama Road are proposed to accommodate the proposed porte cochere.

Recommendation

It is requested that the applicant consult with Sydney Coordination Office regarding the detailed design of the bus stop to ensure bus operations and customers accessing the bus stop are not adversely impacted by the proposed modification.

Porte Cochere Operation and Management

Comment

The Traffic Impact Assessment (Traffic Report) prepared to support the proposed development states that the new Port Cochere has set-down and pick-up areas for up to 6 taxis or 2 to 3 coaches. Details on how the forecast demand for the Porte Cochere by time of day or by users has not been provided. In addition the Porte Cochere is situated in close proximity to the Pirrama Road bus stop and may impact on the bus stop operation.

Recommendation

It is requested that the applicant be conditioned to prepare a Porte Cochere Management and Operation Plan in consultation with the Sydney Coordination Office within TfNSW.

Service Road, Taxi and Car Stacker Management

Comment

The proposed design of the loading bay, taxi drop off area, waiting bays and car stacker access involves various users interacting in a relatively confined space. The competing needs of the various users or any incidents may result queuing along the service road, and potentially back into Pirrama Road.

Recommendation

It is requested that the applicant be conditioned to prepare a Service Road, Taxi and Car Stacker Management Plan in consultation with the Sydney Coordination Office within TfNSW.

Loading and Servicing

Comment

The Traffic Report states “the existing 15m long Taxi Zone on the southern side of Jones Bay Road, approaching the mid-block crossing, will be converted to a short-term parking zone (15-minutes) for visitors/deliveries to the Tower. This will accommodate up to three SRV.”

It is advised that:

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

Recommendation

It is requested that the applicant be conditioned to prepare a Loading and Servicing Management Plan in consultation with the Sydney Coordination Office within TfNSW.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including Harbourside and Cockle Bay Wharf, are likely to occur at the same time as this development in the vicinity of the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic, bus and light rail operations in the vicinity of the CBD, and the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation

TfNSW requests that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW and the Light Rail Operator.

Sydney Metro

It is advised that Sydney Metro West alignment and locations of stations have not yet been finalised. The reference to Figure 2.38 in Section 2.11.6 of the traffic report is an extract from the maps prepared for State Environmental Planning Policy (Infrastructure) (ISEPP) identifying the location of CBD Metro project approved in 2009. Nevertheless, the applicant should consult with Sydney Metro, prior to the lodgement of any future development applications.

Draft Conditions of Consent

Draft Conditions of Consent are included in **TAB A** (for ISEPP Clause 86 Concurrence matters) and **TAB B** (for all other matters). It is advised that the final suggested Conditions of Consent be provided as part of the comments on the applicant's response to submissions.

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

A handwritten signature in blue ink, reading 'M Prendergast', with the date '27.9.18' written below it.

Marg Prendergast
Coordinator General
Transport Coordination

Objective Reference- CD18/07627

TAB A – Draft Suggested Conditions Relating to ISEPP Clause 86 Concurrence Requirements

General Conditions

- The applicant must comply with all Light Rail Operator's policies, rules and procedures when working in and about the Inner West Light Rail (IWLR) corridor;
- Activities of the Applicant must not affect and/or restricted Sydney Light Rail (IWLR) Service Delivery, without prior written agreement between the applicant, Transport for New South Wales (TfNSW) and the Light Rail Operator, and it is a condition precedent that such written agreement must be obtained no later than 2 months prior to the activity; such requests to include as a minimum the proposed duration, location, scope of works, and other information as required by the Light Rail Corridor permitting procedure;
- It is a condition precedent that the applicant must apply to the Light Rail Operator for all applicant's required network shutdowns four (4) months prior to each individual required network shutdown event; such requests for network shutdowns must include as a minimum the proposed shutdown dates, duration, location, scope of works, and other information as required by the Light Rail Corridor permitting procedure. The Light Rail Operator reserves it right to reasonably reject any request for network shutdown due to operational requirements;
- The applicant shall provide safe and unimpeded access for IWLR patrons traversing to and from the IWLR Star stop at all times;
- The relocation of any RailCorp/TfNSW services or infrastructure is to be at the applicants cost and to RailCorp/TfNSW Requirements and Standards;
- All works/regulatory signage associated with the proposed development are to be at no cost to TfNSW/Roads and Maritime Services;
- Any changes to the Permanent Light Rail Corridor and associated assets requires full compliance with;
 - The Light Rail Operator Configuration Change Procedure, and
 - The relevant Scope and Performance Requirements set out in Schedule E1 of the Sydney Light Rail Project Deed.
- The applicant shall comply with all legislative and regulatory requirements including the requirements of The Office of National Rail Safety (ONRSR) and the National Rail Safety Law legislation;
- The Light Rail Operator's obligations is to report to TfNSW and The ONRSR any breach or trespass into the corridor danger zone by people or equipment;
- Any work or access required in the rail corridor Danger Zone, being any area in the corridor that is outside the platform or crossing boundary, must be notified to the Light Rail Operator within the notification period and approved prior to any level of access been granted;
- The applicant responsible person(s) for project and construction Work Health and Safety must attend and hold a current Light Rail Operator (Transdev) – Light Rail General Safety Induction; and
- All TfNSW costs associated with review of plans, designs and legal should be borne by the applicant.

Information Required from the Applicant

Prior to the lodgment of any Construction Certificates, the applicant is to confirm in writing with TfNSW what each Construction Certificate stage will involve and what applicable documentation is requested to be provided to TfNSW and/or any TfNSW nominated authority for review and endorsement.

The applicant should consult with Sydney Trains, TfNSW and the Light Rail Operator prior to preparation of requested documentation and provide the following information to TfNSW prior to issuing the relevant construction certificate:

- The applicant shall provide the following prior to issue of the first construction certificate:
 - Final geo-technical and structural report / drawings. Geotechnical report should include any potential impact on the light rail corridor, easement and substratum, and include consideration for a Finite Element analysis and any potential dewatering;
 - Final construction methodology with construction details pertaining to structural support during excavation or ground penetration;
 - Final cross sectional drawings showing ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the Rail Corridor. Cross sectional drawings should also include the RailCorp owned substratum, accurate RL depths and horizontal distances from assets (tracks, overhead lines, structures and cables) to the nearest point of excavation or ground penetration works. All measurements are to be verified by a Registered Surveyor;
 - Details of the vibration and movement monitoring system that will be in place before excavation commences; and
 - Detailed survey plan.
- The applicant shall provide the following prior to issue of the relevant construction certificate:
 - Acoustic assessment;
 - Electrolysis report;
 - Details of balconies/window openings;
 - Assessment on use of lights, signs and reflective materials which are visible from the light rail corridor;
 - Details of insurance; and
 - Consultation regime.

The Principal Certifying Authority (PCA) is not to issue the relevant Construction Certificate until received written confirmation from TfNSW that this has been complied with.

Prior to the issue of the Construction Certificate

- Prior to the issue of the relevant Construction Certificate, the applicant shall liaise with TfNSW to ascertain its requirements in relation to the protection of TfNSW's infrastructure. The applicant is to submit to TfNSW all relevant documentation as requested by TfNSW and obtain TfNSWs' written endorsement;

- Prior to the issue of the relevant Construction Certificate, the applicant shall undertake services search and asset identification. Sydney Trains needs to be consulted if any RailCorp cables/assets need to be relocated or included in the development in some manner;
- Prior to the issue of the relevant Construction Certificate, the applicant shall provide an engineering drawing which illustrates the delineation of the IWLR Corridor (and relative dimensions to the Star Stop platform edge) in relation to the work site;
- Prior to the issue of the relevant Construction Certificate, the applicant shall prepare engineering drawings detailing the locations of IWLR assets (including dimensions relative to the proposed works) including but not limited to the following assets: IWLR 750v overhead wires support posts, electrical cables, fibre optic cables servicing IWLR Signals, Public Information Displays, Electronic Ticketing Systems, and Emergency Contact Points, waste bins, bench seats, wayfinding signs, and notice boards;
- Prior to the issue of the relevant Construction Certificate, the applicant shall provide its safety management plan which assesses and mitigates against IWLR Operations risks and safety issues specifically in relation to construction works being performed in, above, about, and/or below the IWLR Corridor. In particular, the applicant shall identify and detail risk mitigation activities it will implement to eliminate the risk of people and/or machinery coming into contact with the 750v overhead wires;
- Prior to the issue of the relevant Construction Certificate, a pre-construction work Dilapidation Report of the Permanent 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 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;
- Prior to the issue of the relevant Construction Certificate, the applicant must identify and protect all Permanent Light Rail Assets including in ground services, including but not limited to: Electrical cables, fibre optic cables servicing Light Rail Signals, Public Information Displays, Electronic Ticketing Systems, and Emergency Contact Points. The applicant shall be responsible for timely rectification of all damage to Light Rail assets caused by the applicant;
- The final acoustic assessment is to be submitted to the PCA prior to the issue of the relevant 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". All recommendations of the acoustic assessment are to be incorporated in the construction documentation;
- Prior to the issue of the relevant Construction Certificate, the applicant must mitigate all noise and vibration to the extent possible and provide vibration monitoring equipment and provide the results to the Light Rail Operator fortnightly, and immediately implement corrective actions in the event that the noise or vibration exceeds acceptable limits;
- Prior to the issue of the relevant 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 PCA with the application for the relevant Construction Certificate;

- 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 TfNSW and the Light Rail Operator. The PCA shall not issue the relevant Construction Certificate until written confirmation has been received from TfNSW confirming that this condition has been satisfied;
- Prior to the issue of the relevant Construction Certificate, a detailed regime is to be prepared for consultation with and approval by, TfNSW for the excavation of the site and the construction of the building foundations (including ground anchors) for the approved development, which may include geotechnical and structural certification in the form required by TfNSW; and
- Prior to the issue of the relevant Construction Certificate the applicant must hold current public liability insurance cover for a sum to be determined by 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.

Prior to the Commencement of Works

- Prior to the commencement of works on site, a Safety Interface Agreement (SIA) between the Light Rail Operator and the applicant must be signed and accepted by both parties prior to the start of works. This agreement will detail the likes of but is not limited to;
 - Review of the machinery to be used during excavation/ground penetration / construction works;
 - The need for track monitoring;
 - Design and installation of lights, signs and reflective material;
 - Access by representatives of TfNSW to the site of the approved development and all structures on that site;
 - 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.
- Prior to the commencement of works, an Access Agreement detailing agreements between the Light Rail Operator, Railcorp and the applicant must be signed and accepted by all parties. This agreement will detail the likes of but is not limited to:
 - IWLR Operational requirements;
 - IWLR network access compliance requirements;
 - The Light Rail Operator policies, rules and procedures compliance requirements;
 - Indemnities;
 - TfNSW and the Light Rail Operator's recovery of costs from the applicant for the Light Rail Operator's to perform;

- Interface coordination between the Light Rail Operator's and the Star City project and construction works, e.g. Star City Stop platform area resurfacing;
- The Light Rail Operator's reviews and impact assessment of the applicant's proposal, engineering design and construction works methodology on IWLR Operations and assets;
- Attendance and participation in the construction works risk assessment of construction activities to be performed in, above, about, and/or below the IWLR Corridor;
- Sydney Light Rail partial network shutdown related costs attributed to the applicant requested and approved IWLR Star Stop closure and IWLR Star Stop (localised rail network shutdown) rail possession; and
- Sydney Light Rail restricted Operations related costs attributed to the applicant requested and approved IWLR site works access approval and access permit to work.

During Construction

- All piling and excavation works within 25m of the rail corridor are to be supervised by a geotechnical engineer experienced with such excavation projects;
- No rock anchors/bolts (temporary or permanent) are to be installed into RailCorp's property or easements;
- 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. This applies to the train pantographs and catenary, contact and pull-off wires of the adjacent tracks, and to any aerial power supplies within or adjacent to the rail corridor;
- During all stages of the development extreme care shall be taken to prevent any form of pollution entering the railway 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 and must be piped down the face of the building which faces the rail corridor. Given the site's location next to the rail corridor, 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 Railcorp (or their 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 Light Rail Operator, RailCorp 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.

Prior to the issue of the Occupation Certificate

- The final dilapidation survey shall be undertaken via a joint inspection with representatives from RailCorp/TfNSW, the 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 construction to be observed. The submission of a detailed dilapidation report to TfNSW will be required unless otherwise notified by RailCorp or TfNSW. The final occupation certificate shall not be issued until written confirmation has been received from TfNSW confirming their satisfaction with the dilapidation survey and/or rectification of any damage.

TAB B – Draft Suggested Conditions of Consent – Non - ISEPP Concurrence

Porte Cochere Management and Operation

Prior to the issue of the Construction Certificate, the applicant shall prepare a Porte Cochere Management and Operation Plan in consultation with Sydney Coordination Office within Transport for New South Wales (TfNSW). This Plan needs to specify, but not limited to, the following:

- Forecast demand (including taxis, point to point transport and coaches) by time of day;
- Management of potential conflicts between coaches and other vehicles;
- Management of queuing in the porte cochere; and
- Swept path analysis demonstrating coaches can use the porte cochere without impacting on buses using the Pirrama Road bus stop, or vehicles travelling along Pirrama Road.

Service Road, Taxi and Car Stacker Management

Prior to the issue of the Construction Certificate, the applicant shall prepare a Service Road, Taxi and Car Stacker Management Plan in consultation with the Sydney Coordination Office within TfNSW. This Plan needs to specify, but not limited to, the following:

- Management of queueing or incidents along the service road;
- Management of malfunctioning car-stacker retrieval units;
- Security access arrangements for Hotel valet services, visitors and residents; and
- Management of conflicts between car accessing the stacker and service vehicle movements to/from the adjacent loading bays.

Loading and Servicing Management

Prior to the issue of the Construction Certificate, the applicant shall prepare a Loading and Servicing Management Plan in consultation with the Sydney Coordination Office within TfNSW. This Plan needs to specify, but not limited to, the following:

- Details of the development's freight and servicing profile, including the forecast freight and servicing traffic volumes by time of day for all land uses proposed;
- Altered design of the loading bay to accommodate all forecast demand (if required); and
- Details of the management of deliveries, including the scheduling of delivery times (outside of peak periods where possible), duration of stay and tradesman access and parking.

Construction Pedestrian and Traffic Management

The applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW. The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination for endorsement, prior to the commencement of any work on site. 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 Harbourside and Cockle Bay Wharf. 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.

The applicant shall 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, 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.