



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

Attention: Petra Blumkaitis

Dear Mr Roberts

**Sandstone Precinct, 23-33 & 35-39 Bridge Street, Sydney
Notice of Exhibition**

Thank you for your letter dated 14 November 2016, requesting Transport for NSW (TfNSW) review and comment on the above.

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

Concept Stage 1 (SSD 6751 MOD 2) and Stage 2 State Significant Development Application (SSD 7484)

Future Rail Corridors

The proposed development is located directly adjoining of the CBD Rail Link (CBDRL) and Sydney Metro City and South West corridors. There are concerns about the potential impacts of the proposed development on the structural integrity and the safe, effective operation and maintenance of these corridors. The placing of any foundations, other structures and building loads in or near the proposed rail alignment would affect the structural integrity and operation of these corridors.

TfNSW advises the applicant demonstrates that minor impacts on the Sydney Metro City and South West can be further minimised during the detailed design stage as discussed in Section 4.0 of the Structural Report prepared by Taylor Thomson Whitting (TTW).

TfNSW requests that the applicant be conditioned to protect future CBD Rail Link (CBDRL) and Sydney Metro City and South West corridors as requested by Sydney Trains.

Sydney Light Rail Project

As you are aware, the Sydney Light Rail Project was determined by the Department of Planning and Environment (DP&E) on 4 June 2014. TfNSW advises that construction has now commenced and will be carried out in accordance with the existing approvals and any modifications subsequently approved.

Stage 2 State Significant Development Application (SSD 7484)

Loading and Servicing Management Plan

The Traffic Impact Assessment Report prepared to support the development application states that the proposed development would rely on the use of both off-street loading and on-street loading zones in the vicinity of the site.

TfNSW advises that:

- The applicant should minimise the reliance on the kerbside restrictions to conduct their business activities, noting that larger vehicles can't be accommodated off-street; and
- The off-street loading and servicing area may need to be modified to reduce the use of on-street loading zones.

TfNSW requests that the applicant be conditioned to prepare a detailed Loading Bay Management Plan to manage vehicle movements accessing on-site loading and servicing facilities.

Construction Pedestrian and Traffic Management Plan

Several construction projects, including the Sydney Light Rail Project 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 be conditioned to the following:

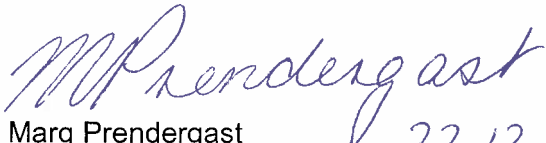
- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Coordination Office and the Sydney Light Rail Team within TfNSW. The CPTMP needs to specify, but not limited to, the following:
 - Location of the proposed work zone;
 - Haulage routes;
 - Construction 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 Sydney Light Rail Project and Sydney Metro. 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 CPTMP.

- Submit a copy of the final plan to the Coordinator General, CBD Coordination Office for endorsement, prior to the commencement of any work.

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 applications. 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



22.12.16

Marg Prendergast
Coordinator General
CBD Coordination Office

Objective Reference: CD16/16316

TAB A – Additional Comments on the Development Application for Stage 2 State Significant Development Application (SSD 7484)

Bent Street Hotel Drop-off

Based on Figure 19 of the Traffic Impact Assessment Report, it is noted that:

- The proposed arrangement includes an indented bay for hotel drop off on Bent Street. This bay is located adjacent to a taxi zone. This arrangement may result in conflicts between vehicles using the drop-off area and taxis using the taxi rank and would have the potential to increase crashes at this location; and
- The hotel drop off is proposed to be signposted as 'No Stopping' area.

TfNSW advises that the proposed taxi zone and hotel drop off locations be investigated in consultation with City of Sydney and the CBD Coordination Office within TfNSW.

Kerbside Controls

The plans for the precinct show adjustments to the kerbside controls. Several bus routes operate along the streets adjacent to the site. It should also be noted that the City of Sydney are currently investigating public domain upgrades for the precinct, in consultation with TfNSW. TfNSW requests that

- Swept path analysis be undertaken to ensure that bus movements could be accommodated and services are not affected; and
- Any changes to the kerbside controls/adjustments be implemented in consultation with City of Sydney and the CBD Coordination Office within TfNSW.