



Mr Bill Mackay  
Manager – Planning Assessment  
City of Sydney  
GPO Box 1591  
Sydney NSW 2001

Dear Mr Mackay

**State Significant Development Application for Stage 2 Development for a Mixed Use Hotel  
at 1 Alfred Street, Sydney (D/2016/1529)**

Thank you for your letter 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**.

**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; and
- The light rail construction is currently underway in the George Street section located adjacent to the subject site. Light rail construction will commence in the Alfred Street section located adjacent to the subject site in early 2017.

TfNSW requests that the applicant consults with the Sydney Light Rail Team in relation to construction access arrangement to the proposed development prior to the commencement of construction as the subject development area falls adjacent to the Light Rail construction site boundary.

**CBD Rail Link (CBDRL)**

Issue

There are concerns about the potential impacts of the proposed development on the structural integrity and the safe, effective operation and maintenance of the CBDRL as the proposed development is located directly adjoining the proposed future rail corridor. 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 the CBDRL.

As this is a SSD application the provisions of Clause 88 of *State Environmental Planning Policy (Infrastructure) 2007* (the ISEPP) do not apply. However, the proposal has been assessed in accordance with the provision of the ISEPP, being:

- (a) the practicability and cost of carrying out rail expansion projects on the land in the future;
- (b) without limiting paragraph (a), the structural integrity or safety of, or ability to operate, such a project; and
- (c) without limiting paragraph (a), the land acquisition costs and the costs of construction, operation or maintenance of such a project.

#### Recommendation

TfNSW requests that City of Sydney imposes Conditions of Consent as requested by Sydney Trains in its submission to City of Sydney.

#### **Construction Pedestrian and Traffic Management Plan**

##### Issue

Several construction projects, including the Sydney Light Rail Project are likely to occur at the same time as this development within the CBD and Circular Quay Precinct. 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 and Circular Quay Precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

##### Recommendation

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 to be 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. 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 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 8202 2198.

Yours sincerely



Marg Prendergast  
**Coordinator General**  
**CBD Coordination Office**

Objective Reference CD16/16831

## **TAB A – Remaining Comments on the Development Application**

### **Development near Rail Corridors and Busy Roads**

#### Issue

The proposed development is located in close proximity to Sydney Light Rail route.

#### Recommendation

TfNSW requests that the applicant be conditioned to design and construct the development in accordance with the '*Development Near Rail Corridors and Busy Roads – Interim Guideline*' (2008) prepared by DP&E. This guideline includes requirements for excavation within proximity to rail lines and safety requirements to be incorporated into design.

### **Pick Up and Drop off for Hotel**

#### Issue

It is noted that no coach pick-up and set-down facilities are proposed for the hotel as part of the development.

#### Recommendation

TfNSW requests that a suitable arrangement for pick-up and drop-off for the hotel be identified, in consultation with the CBD Coordination Office within TfNSW.

### **Porte Cochere Design**

#### Issue

The proposed design for the porte cochere requires vehicles to travel in a northbound direction on Pitt Street for a short distance, north of Reiby Place and on a one way road section that allows southbound movements only. This arrangement is confusing for pedestrians, motorists and cyclists and would have the potential to cause road safety issues.

#### Recommendation

TfNSW requests that:

- The applicant be conditioned to amend the design for the porte cochere, in consultation with the CBD Coordination Office, to ensure pedestrian, motorist and cyclist safety is not compromised; and
- Swept path analysis for vehicles accessing the porte cochere be provided for review and comment.

## **Porte Cochere Management Plan**

### Issue

Any queuing in the porte cochere would have the potential to restrict access into Pitt Street.

### Recommendation

TfNSW requests that the applicant be conditioned to prepare a Porte Cochere Management Plan, for both day-to-day use and events, to ensure queuing into Pitt Street/ Reiby Place does not occur, in consultation with the CBD Coordination Office.

## **Loading Dock Management Plan**

### Issue

The Traffic and Transport Assessment prepared to support the development application states that Sydney Development Control Plan 2012 indicates a minimum requirement of four service bays for Tower A and nine service bays for Tower B. By comparison, it is noted that a total of five truck bays capable of accommodating 10m long heavy vehicles are proposed.

### Recommendation

TfNSW requests that the applicant be conditioned to prepare a loading dock management plan, in consultation with CBD Coordination Office within TfNSW, to manage the site deliveries and to minimise the impact on the CBD operation as result of the queuing of vehicles on local roads.

## **Pitt Street Configuration**

### Issue

TfNSW advises that the future arrangement for Pitt Street, in particular the provision for cyclists, is under currently investigation.

### Recommendation

TfNSW requests that the designs/ plans for Pitt Street which show a cycleway include a note that the provision for cyclists is currently under investigation and is subject to change.