

Ms Amy Watson
Team Leader
Key Sites Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Simon Truong

Dear Ms Watson

**Notice of Exhibition of a Proposed Mixed Use Residential and Retail Development
at 80-88 Regent Street, Redfern (SSD 7080)**

Thank you for your letters dated 8 February 2016 requesting Transport for NSW (TfNSW) comment on the above development application.

The summary of key comments identified during the assessment of the proposal is provided below. A detailed discussion of these and remaining comments are included in **TAB A**.

- There are concerns about the potential impacts of the proposed development on the structural integrity and the safe, effective operation and maintenance of the future CBD Rail Link (CBDRL). TfNSW will need to provide further comments once the finalised drawings of the development and details of the ground conditions are received.

TfNSW requests that prior to the issue of a construction certificate the applicant consult with TfNSW and Sydney Trains and provide all relevant design documentation to TfNSW and Sydney Trains for their review and acceptance.

- Several construction projects are likely to occur at the same time within the CBD and its environment. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations and the safety of pedestrians and cyclists within the CBD and its environment particularly during commuter peak periods.

TfNSW requests that the proponent prepare a detailed Construction Pedestrian and Traffic Management Plan (CPTMP) prior to commencement of construction, which takes into account other construction projects (including Sydney Light Rail project) in the CBD.

TfNSW requests that the proponent consults with the CBD Coordination Office and Sydney Trains to address 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

A handwritten signature in blue ink, reading 'M Prendergast', with a stylized flourish at the end.

Marg Prendergast
Coordinator General
CBD Coordination Office

17/03/16

CD16/01740

TAB A – Comments in relation to Traffic and Transport

CBD Rail Link (CBDRL) Project

Comment

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.

Pursuant to the provisions of Clause 88 of the ISEPP, Sydney Trains (acting under the delegated authority of RailCorp) are required to take into consideration the likely effect of the proposed development on:

- (a) the practicability and cost of carrying out rail expansion projects on the land in the future, and
- (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 prior to the prior to the issue of a construction certificate:

- The developer and landowner are to consult with TfNSW and Sydney Trains;
- All supporting design documentation, architectural plans and supporting expert consultant reports shall be prepared to the satisfaction of TfNSW and Sydney Trains;
- All relevant design documentation including architectural plans and supporting expert consultant reports to TfNSW and Sydney Trains shall be provided for review and acceptance;
- The developer shall confirm the foundations and supporting structure can accommodate the settlement requirement as indicated in drawing 482749-172. The developer shall confirm vertical downwards loading shall be limited as indicated in drawing 482749-172;
- The developer shall confirm with TfNSW whether an engineering assessment of the ground/structure interaction associated with the future tunnel construction is required. The assessment is to confirm movements and stresses are within expected limitations for the proposed foundations, the rail corridor rock mass, and the future excavation of the rail tunnels. The ground/structure interaction modelling and analysis should be completed using appropriate empirical and/or numerical methods (e.g. finite element analysis); and

TfNSW requests that TfNSW, and persons authorised by it for this purpose, are entitled to inspect the site of the approved development and all structures to enable it to consider whether those structures on that site have been or are being constructed and maintained in accordance with these conditions, on giving reasonable notice to the principal contractor for the approved development or the owner or occupier of the part of the site to which access is sought.

Development Near Rail Corridors and Busy Roads

Comment

The proposed development is located in close proximity to classified roads.

Recommendation

The applicant must consider how the development may impact on any rail and road infrastructure. TfNSW requests that the applicant needs to design and construct the development in accordance with the '*Development Near Rail Corridors and Busy Roads – Interim Guideline*' (2008) prepared by DP&E.

Bicycle Facilities

Comment

No detailed information is provided in relation to bicycle parking and end of trip facilities in the Transport Assessment Report.

Recommendation

TfNSW requests that the location of bicycle parking and end of trip facilities be provided in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines and Australian Standards.

Loading Bay Access

Comment

No turning path analysis has been undertaken for heavy vehicles accessing the loading bay located off William Lane which is a narrow road.

Recommendation

TNSW requests that the applicant undertake a turning path analysis for the proposed loading dock.

Construction Traffic Management

Issue

Several construction projects are likely to occur at the same time 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 and the safety of pedestrians and cyclists within the CBD and its environment particularly during commuter peak periods.

Recommendation

TfNSW requests that the proponent prepare a detailed Construction Pedestrian and Traffic Management Plan (CPTMP) prior to commencement of construction, which takes into account other construction projects (including Sydney Light Rail project) in the CBD.

The CPTMP should demonstrate that the construction impacts on the road network, bus operation and pedestrian/cyclist safety and movements can be managed. The CPTMP should be prepared in consultation with TfNSW, Roads and Maritime Services and City of Sydney. The final CPTMP should be approved by the CBD Coordination Office within TfNSW prior to the issue of any Construction Certificates.