



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

Dear Mr Roberts

**Redevelopment of the Australian Technology Park (SSD 7317)
Response to Submissions**

Thank you for your email message dated 23 May 2016 requesting Transport for NSW (TfNSW) comment on the above.

TfNSW comments are provided below:

Travel Demand Management

The proposed Australian Technology Park (ATP) development is expected to accommodate 10,000 staff on site. A small percentage of employees are estimated to use private vehicles (less than 10%). The remaining staff are expected to use public transport as well as other modes of transport to access the site. The Response to Submissions states that a Green Travel Plan (Workplace Travel Plan) will be provided and this could be suitably conditioned in any planning consent. TfNSW requests that the applicant be conditioned to prepare a Work Place Travel Plan in consultation with TfNSW.

Sydney Trains Requirements

The proposed development is located above the rail tunnel. Sydney Trains' assets and operation need to be protected during the construction and operation of the proposed development. Sydney Trains will provide a separate response with the relevant Conditions of Consent.

Construction Traffic Management

Several construction projects, including the Sydney Light Rail Project are likely to occur at the same time as this development within the vicinity of 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 vicinity of the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods. TfNSW requests that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan.

Bus and Pedestrian Infrastructure

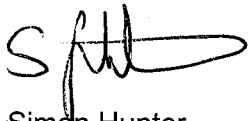
TfNSW requests that the applicant needs to ensure that design and layout of the development be conducive to active and public transport and provides pedestrian enhancements between the ATP development and existing nearby bus stops including capacity enhancement to bus stop infrastructure. It is recommended that access and roadways within ATP should be 'bus capable' to allow for the opportunity should a circumstance arise for a special event occurrence.

Conditions of Consent

Suggested Conditions of Consent in relation to Travel Demand Management and Construction Pedestrian and Traffic Management in **TAB A**.

Thank you again for the opportunity to comment on the Response to Submissions. If you require further clarification regarding this matter, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 8202 2198.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S. Hunter', with a stylized flourish extending to the right.

Simon Hunter
**Executive Director, Transport Strategy
Freight, Strategy and Planning**

CD16/07265

TAB A – Suggested Conditions of Consent

Travel Demand Management

The applicant shall prepare a Work Place Travel Plan, in consultation with TfNSW, for the proposed development to be completed prior to the first occupation certificate. The Plan shall be included in the staff induction and shall aim to achieve the following:

- Facilitate the sustainable and safe travel of staff;
- Encourage high modal share for public transport, cycling and walking to work with flexible working arrangements;
- Provide appropriate facilities at the site to enable staff and visitors to commute by sustainable transport modes;
- Reduce the need to travel for work related activities;
- Raise awareness of sustainable transport amongst staff; and
- Reduce the number of car journeys associated with business travel by staff and visitors.

Construction Pedestrian and Traffic Management

Prior to the commencement of any works on the site, a Construction Pedestrian and Traffic Management Plan (CPTMP) prepared by a suitably qualified person shall be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with City of Sydney Council, Roads and Maritime Services and the CBD Coordination Office 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. 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.

The applicant shall submit a copy of the final plan to the Coordinator General, CBD Coordination Office for approval, prior to the commencement of any work.