

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

Attention: Ellen Mannix

Dear Mr Sargent

**80-88 Regent Street, Redfern - Mixed-use Student Accommodation (SSD 9275)
Notice of Exhibition**

Thank you for your letter dated 12 October 2018, requesting Transport for NSW (TfNSW) review and comment on the above.

Protection of CBD Rail Link (CBDRL) Corridor

Comment

The Environmental Impact Statement prepared to support development application states the following in Section 6.1.2:

“Whilst the proposed development does not involve penetration of the ground to more than 2m below existing ground level, the proposal does involve the erection of a building that is more than 10m in height and the CIV is well in excess of \$200,000. As such, the EIS must be referred to Transport for NSW as the relevant rail authority.

With regard to the matters to be considered by Transport for NSW, it is noted that only limited excavation is proposed to resolve site levels and footings, and no basement car parking is proposed. As a result, the proposed development would have substantially less interference with future tunnel development than the recent mixed-use buildings to the north and west of the site.”

Section 7.4 of the Geotechnical Desktop Study Report issued with the submission states the following:

“Due to the presence of fill and residual clay soils, it is recommended that all footings be founded on consistent subsurface materials to minimise the risk of differential settlement. Suitable found are therefore likely to comprise piles socketed into suitable bedrock to support axial loads on columns and walls.

Suitable pile options include the following:

- *Cast in situ reinforced concrete bored piles*
- *Continuous Flight Auger (CFA) piles*

Feasibility of any of the options recommended above should be carefully assessed, and the detail design of the piles should be carried out by the project structural engineer.”

It is advised that:

- The piling would involve penetration of the ground to more than 2m below existing ground level into ‘suitable bedrock’;

- No foundation load assessment, impact assessment / analysis on the rail corridor below, foundation plans, or depth of piles have been provided as part of the development application;
- The Acoustic and Vibration Assessment includes a rail noise & vibration assessment for the adjacent Eastern Suburbs / Illawarra Train underground corridor. However, no assessment has been undertaken for the CBDRL corridor; and
- This proposal would trigger the need for concurrence in accordance with Clause 88 of the State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) for development. As this proposal is being assessed under Part 4.1 of the Environmental Planning & Assessment Act, formal concurrence does not strictly apply. Nevertheless, TfNSW has taken into account the statutory requirements under these provisions in its assessment of the proposed development.

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 rail corridor. The placing of any foundations, other structures and building loads in or near the corridor may affect the structural integrity and operation of this corridor.

Recommendation

It is requested that the applicant:

- Provides foundation load assessment, impact assessment / analysis on the rail corridor below, foundation plans and depth of piles as part of the applicant's response to submissions. This information is required to make an appropriate assessment whether the building foundations will have any impact on the future CBDRL rail corridor infrastructure; and
- Undertakes a rail noise and vibration assessment for the CBDRL rail corridor.

Sydney Metro City and Southwest

The Minister for Planning approved the Chatswood to Sydenham section of the Sydney Metro City and Southwest on 9 January 2017. It is advised that:

- This proposal would also trigger the need for concurrence in accordance with Clause 86 of the State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) for development. Sydney Metro is the relevant rail authority that should be consulted in relation to corridor protection provisions; and
- Construction is underway and will be carried out in accordance with the existing approvals and any modifications subsequently approved.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the Sydney Metro City and Southwest and surrounding developments, are likely to occur at the same time as this development within the vicinity of the site. 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 site, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

It is advised that there are a number of issues with the proposed construction methodology identified in the Construction Pedestrian and Traffic Management (CPTMP) prepared as part of the development application in relation to queuing impacts, works zone location and bus service impacts. Consultation with the Sydney Coordination Office is required to address these issues.

Recommendation

It is requested that the applicant be conditioned to update the Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW and Roads and Maritime Services. A copy of the final plan shall be submitted to the Coordinator General, Transport Coordination within TfNSW for endorsement, prior to the commencement of any work on site.

Freight and Service Vehicle Parking Management

Comment

Based on the Traffic and Parking Assessment report provided, it is noted that:

- The proposed development will not provide any loading facilities on site and will rely on the loading dock at the rear of the adjacent site; and
- No details on the development's or the adjacent building's freight and servicing demand, such as forecast freight and servicing traffic volumes by time of day, has been provided.

Recommendation


It is advised that:

- Lack of appropriate freight and service vehicle parking for residential, retail and commercial tenancy deliveries has the potential to contribute to congestion within the road network adjacent to the site;
- All new developments should cater for all loading and servicing to be conducted off street;
- The applicant should not rely on the kerbside restrictions to conduct their business activities as these restrictions are set to suit the wider community needs and are constantly subject to change based on transport network requirements; and
- Further details on the anticipated freight and servicing profile for the proposed development (by land use) and justification for the shared use of the adjacent building's loading dock should be provided as part of the applicant's response to submissions, including its ability to accommodate the proposed freight and servicing demand.

TfNSW requests that the applicant consults with the Sydney 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 0439 489 298.

Yours sincerely



09/11/2018

Steve Issa
Executive Director
Sydney Coordination Office

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