

Mr Rodger Roppolo
Senior Planning Officer
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Roppolo

90-102 Regent Street, Redfern (SSD-10382)

Thank you for your correspondence via the Major Projects portal on 10 November 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

Redfern North Eveleigh Precinct Renewal

TfNSW is leading the renewal of the Redfern North Eveleigh Precinct and is currently undertaking site investigations until December 2020. Upgrading the Redfern Station is the first step in renewing the Redfern North Eveleigh precinct which will provide a new southern concourse to make it easier for all customers to access, as well as improve connections between the station and key destinations in the area.

Sydney Metro City and Southwest

The Minister for Planning approved the Chatswood to Sydenham section of the Sydney Metro City and Southwest corridor on 9 January 2017. It is advised that construction is underway and will be carried out in accordance with the relevant project approvals.

CBD Rail Link (CBDRL) Corridor

Comment

The subject development site is located in the vicinity of the CBDRL corridor and the Sydney Metro corridor, which is located above the CBDRL corridor.

Any corridor protection requirements stipulated by Sydney Metro for the Sydney Metro corridor will also be applicable for the CBDRL corridor. Sydney Metro will provide a separate response for the above development application.

Recommendation

It is requested that the applicant be conditioned to provide the final drawings and reports that are in relation to CBDRL corridor protection for TfNSW endorsement, prior to the issue of the construction certificate.

Loading and Servicing Management

Comment

Section 3.1 of the Traffic Impact Assessment Report prepared to support the development application states that the loading area has been designed to accommodate a Small Rigid Vehicle (SRV 6.4m long) as defined by AS2890.2.

It is advised that the single loading bay is unlikely to be sufficient to service the proposed development, which is to accommodate 381 student apartments. At the beginning and end of universities semesters, it is likely that there would be movement of student residents of this and other nearby student accommodation developments. As a result, there would be demand for servicing activities (such as removalist and the like) which is likely to exceed the capacity of the proposed facilities during this period.

Recommendation

The response to submissions should address the above matter, including the verification of demand for loading and servicing requirements. This may require additional facilities to be provided as part of the development.

It is requested that the applicant be conditioned to prepare a Loading and Servicing Management Plan in consultation with TfNSW, prior to the issue of any Construction Certificate.

Green Travel Plan

Comment

It is noted that a Green Travel Plan has been prepared as part of the development application. It is advised that the implementation of a Green Travel Plan could be an effective measure to reduce travel demand generated by private vehicle movements and reallocate, through encouragement and various other methods programs, these trips towards other modes of transportation.

Recommendation

It is requested that:

- The applicant be conditioned to update the Green Travel Plan in consultation with TfNSW, prior to the issue of the Occupation Certificate; and
- The Green Travel Plan must be implemented accordingly and updated annually to ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the Future Transport 2056,

Transport Access Guide

Comment

It is advised that a Transport Access Guide would inform residents, employees and visitors the travel choices available to them.

Recommendation

It is requested that the applicant be conditioned to prepare the Transport Access Guide, in consultation with TfNSW, prior to the issue of the Occupation Certificate.

Active Transport

Comment

It is noted that the proposed developments provides 134 bicycle parking spaces on site.

Recommendation

It is advised that the applicant should locate bicycle facilities in secure, convenient, accessible areas close to the main entries, incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the Sydney Metro City and Southwest Project and Redfern North Eveleigh Precinct Renewal, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and public transport operations within the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

It should be noted that two new signalised midblock crossings will be constructed within the vicinity of the proposed development as part of the Redfern North Eveleigh Precinct Renewal project. It is advised that construction vehicle access arrangements to the proposed development need to be coordinated through TfNSW, in addition to the standard Council construction related processes.

Recommendation

It is requested that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and submit a copy of the final CPTMP plan to TfNSW (via sco@transport.nsw.gov.au) for endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.

Suggested Conditions of Consent are included in **TAB A**.

It is requested that the applicant consults with TfNSW in relation to the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

If you require clarification on the above, please don't hesitate to contact Para Sangar, Senior Transport Planner Land Use Planning and Development on 0466 024 892.

Yours sincerely



10/12/2020

Mark Ozinga

Principal Manager, Land Use Planning and Development
Customer Strategy and Technology

Objective Reference CD20/08736

TAB A - Suggested Conditions of Consent

CBD Rail Link (CBDRL) Corridor

Prior to the issue of any Construction Certificate, the applicant provide final drawings and reports that are in relation to CBDRL corridor protection for the TfNSW endorsement.

Loading and Servicing Management

Prior to the issue of any Construction Certificate, the applicant shall prepare a Loading and Servicing Management Plan in consultation with TfNSW. This plan shall ensure that any potential traffic and safety impacts associated with the loading dock operation are mitigated. The applicant shall submit a copy of the final plan to TfNSW for endorsement. The Plan needs to specify, but not be limited to, the following:

- Details of the development's loading and servicing profile, including the forecast loading and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay; and
- Details of measures to manage any potential traffic and safety impacts of the loading docks operation in particular potential queuing on public roads and potential conflicts between freight vehicles accessing the loading docks.

The Loading and Servicing Management Plan shall be implemented by the applicant following the issue of the Occupation Certificate.

Green Travel Plan

The applicant shall update the Green Travel Plan to increase the mode share of public transport and active transport for all residents, staff and visitors. The plan shall be prepared in consultation with TfNSW. This plan shall include a mechanism to monitor the effectiveness of the measures of the plan.

The applicant shall submit a copy of the updated Green Travel Plan for the endorsement of TfNSW via sco@transport.nsw.gov.au, prior to the issue of the Occupation Certificate.

The plan shall be reviewed and updated annually in consultation with the aforementioned stakeholders and provide an Implementation Strategy that commits to specific management actions, including operational procedures to be implemented along with timeframes.

The plan (as reviewed and updated annually) shall be implemented by the applicant for the life of the development.

Transport Access Guide

The applicant shall prepare a Transport Access Guide in consultation with TfNSW, implement and maintain by the operators of the premises and be made available to staff, guests, clients, customers and visitors at all times. The following information shall be submitted to and approved by Council prior to the issue of an Occupation Certificate for the site/use:

The Transport Access Guide is to include (but not be limited to) the following:

- i. Information regarding lack of off-street car parking and passenger pick-up and set-down areas at the development site;
- ii. Suitable nearby drop-off/pick-up locations;

- iii. Identify areas where drop-off/pick-up is prohibited and instruct visitors to avoid use of these areas; and
- iv. Suitable nearby Taxi Zones.

Construction Pedestrian and Traffic Management

General

No construction work zone shall be permitted adjacent to the development on Regent Street and Marian Street, without prior approval of TfNSW.

Construction Pedestrian and Traffic Management Plan

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Customer Journey Planning (formerly Sydney Coordination Office) within TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:
 - A description of the development;
 - Location of any proposed work zone(s);
 - Details of crane arrangements including location of any crane(s);
 - Haulage routes noting that Marian Street is one-way westbound and is only accessed from Regent Street;
 - Proposed construction hours;
 - Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods;
 - Details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on public roads;
 - Details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site;
 - Pedestrian and traffic management measures;
 - Construction program and construction methodology;
 - A detailed plan of any proposed hoarding and/or scaffolding;
 - Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
 - Cumulative construction impacts of projects including Sydney Metro City and South West. 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 surrounding road network; and
 - Proposed mitigation measures. 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 sco@transport.nsw.gov.au for TfNSW endorsement; and

- Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number (via sco@transport.nsw.gov.au) is current during any stage of construction