

Ms Emily Dickson
Senior Planning Officer
Key Sites Assessments
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Ms Dickson

**Sirius Building (SSD-10384)
Public Exhibition**

Thank you for your correspondence via the Major Projects Portal on 17 November 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

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. Construction of this project is underway and will be carried out in accordance with the relevant project approvals.

Protection of CBD Rail Link (CBDRL) Corridor

Comment

The proposed development is located with the CBDRL corridor under the State Environmental Planning Policy (Infrastructure) 2007 (ISEPP). The proposed development works include excavation and site earthworks for a new split-level basement level to allow for vehicle and truck circulation. The works associated with the proposed development would potentially have an adverse impact on the future viability of the CBDRL corridor.

Recommendation

It is requested that the applicant provides the following documentation as part of the applicant's response to submissions:

- Geotechnical Report - Geotechnical Report should be provided with an engineering assessment of the ground/structure interaction, associated with the CBDRL. A detailed geotechnical analysis needs to be undertaken to the satisfaction of TfNSW to demonstrate likely movements of the ground due to the construction of the future CBDRL will not adversely impact upon the development;
- Structural Assessment - Structural Report shall be provided with structural foundation design and associated drawings and to confirm the appropriate consideration of the future CBDRL to enable verification of compliance to TfNSW requirements. Drawings should show offsets to the CBDRL including protection zones in both plan and elevation sections;
- Noise and Vibration - Confirmation is required that the submitted Acoustic Assessment Report has been prepared in accordance with the TfNSW Corridor Protection requirements such as all structures must be designed, constructed and maintained so as to avoid any damage or other interference which may occur as a result of noise and vibration from railway operations, on the assumption that source vibration level from trains as a result of attenuation provided by the track structure; and

- Electrolysis Report - All structures must be designed, constructed and maintained so as to avoid any damage or other interference, which may occur as a result of stray electrical currents, electromagnetic effects and the like from future railway operations. The applicant must incorporate in the development all the measures recommended in the report to control the risk.

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 a Transport Access Guide, in consultation with TfNSW, prior to the issue of the Occupation Certificate.

Loading and Servicing Management

Comment

Section 5.5 of the Traffic Impact Assessment prepared to support the development application states that a loading bay is provided within Basement 2b and is accessed via a truck lift from the Cumberland Street frontage.

No information is provided to demonstrate that the proposed loading dock space will be adequate to accommodate the freight and servicing demand for the development.

Recommendation

It is requested that:

- The applicant provides details in relation to the demand and management of service bays for the residential, retail and commercial components of the development as part of the response to submissions; and
- The applicant be conditioned to prepare a Loading and Servicing Management Plan in consultation with TfNSW, prior to the issue of any Construction Certificate.

Pedestrian and Traffic Management

Comment

Several construction projects, including the Sydney Metro City and Southwest Project is 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 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 development.sco@transport.nsw.gov.au for TfNSW 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**. Following the receipt of information outlined above – especially in relation to the protection of the CBDRL corridor, further conditions of consent may be suggested.

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 CD20/08935

TAB A – Suggested Conditions of Consent

Green Travel Plan

The applicant shall update the Green Travel Plan to increase the mode share of public transport and active transport for all 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.

Travel 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.

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 dock and pedestrian / cyclists.

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

Construction Pedestrian and Traffic Management

General

No construction work zone is permitted adjacent to the development on Cumberland 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 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;
 - 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 within the CBD;
 - 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;
 - Measures to avoid construction worker vehicle movements within the CBD;
 - 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@development.nsw.gov.au within TfNSW for 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@development.nsw.gov.au) is current during any stage of construction.