

Mr Karl Fetterplace
Senior Planning Officer
Key Sites Assessments
Department of Planning, Industry and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Fetterplace

**Stage 1 Concept DA & Demolition for 52 Phillip Street, Sydney (SSD-10464)
Public Exhibition**

Thank you for your correspondence via the Major Projects Portal on 13 April 2021, requesting Transport for NSW (TfNSW) to review and comment on the above.

TfNSW understands that the proposal relates to a staged development and demolition of existing building and the comments are provided in the following attachments:

- **Attachment A** - Items to be addressed as part of the Applicant's Response to Submissions;
- **Attachment B** - Suggested Conditions of Consent; and
- **Attachment C** - Matters to be considered as part of any Stage 2 Development Application.

It is requested that the applicant consults with TfNSW to address the issues identified. 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



7/5/2021

Mark Ozinga
Senior Manager, Land Use Planning and Development
Customer Strategy and Technology

Objective Reference CD21/02571

Attachment A – Items to be addressed as part of the Applicant’s Response to Submissions

Loading and Servicing

Comment

It is noted that:

- The loading dock would accommodate 3 x 6.4 (courier, B99) vehicles. This is likely to be less than the demand generated by the development with increase number of vehicle movements which would have the potential to impact on local roads;
- Various types of waste (general, recycled, glass, organic, paper/cardboard, household) will be generated for collection by different trucks. Such proposals therefore require all types of these vehicles to be small; and
- Residents of luxury apartments will likely have some specific demands. These demands may not be able to be accommodated with 6.4m courier vehicles.

It is advised that:

- Inadequate loading and servicing facilities may result in vehicles using Philip Lane to collect waste, not within the site boundaries; and
- The number of vehicles expected for the proposed development (including a 5-6 star hotel and luxury apartments) is likely to exceed the proposed provision of on-site facilities. The applicant should undertake surveys at a similar type of development to understand the likely demand for the subject proposal.

Recommendation

It is requested that a survey of the service vehicle movements at similar types of developments (hotel and luxury apartments) be undertaken as part of the applicant’s response to submissions, which should include the following:

- Estimate the number of service vehicle movements and type of service vehicles from the proposed developments during the peak period and daily; and
- Justify that the proposed loading and servicing arrangement would be adequate to cater for the development proposal.

Pedestrians and Cyclists

Comment

The following comments are provided in relation to pedestrians and cyclists:

- Section 2.8 of the Transport Impact Assessment has not identified the temporary cycleway on Pitt Street which will be in place for two (2) years before being converted to permanent.
- Section 2.10.5 of the Transport Impact Assessment has assessed the walkability performance of Phillip Street. It is noted that Section 2.7 states:

“The site has a pedestrian link through the site, improving permeability and walkability in the area.”

“The site frontage to Phillip Lane has a limited width footpath and pedestrians often walk on the carriageway (as shown in Figure 10).”

Recommendation

It is requested that the applicant revises the Transport Impact Assessment to include the following:

- Pitt Street cycleway; and
- Assessment of walkability performance of Phillip Lane and options to improve the accessibility.

Parking and Access

Comment

The following comments are provided in relation to parking and access for the proposed development:

- Section 3.3 of the Transport Impact Assessment states the following:
“The site proposes a driveway access from Phillip Lane, which will be wide enough for two-way car travel given the car lift and mechanical parking operation requirements. This driveway width/length is critical in permitting the access for two-way operation of the mechanical parking (to queue within the site).”
- Section 4.3 the Transport Impact Assessment states the following:
“The DCP requires 1 motorcycle parking space per 12 car spaces, which results in a minimum requirement of two motorcycle spaces across the site, which will be placed amongst the basement car parking level within the stacker system”.
- Table 7 the Transport Impact Assessment shows 74 bicycle spaces are required for residents/employees and 21 bicycle spaces for visitors/customers/guests whereas the proceeding sentence says “The 74 secure bicycle spaces for residents, employees and visitors are provided in the basement level of the development;
- Appendix D the Transport Impact Assessment provides swept path analysis for vehicles accessing the site. A swept path diagram for a Small Rigid Vehicle of 3.5m in height to turn from Phillip Street into Phillip Lane is shown. The existing head clearance height of the Phillip Lane tunnel structure is 2.8m which limits the ability of Small Rigid Vehicles to undertake the illustrated left turn from Phillip Street; and
- Figure 20 the Transport Impact Assessment shows that two vehicles would be able to queue within the site whilst Appendix D provides a swept path diagram for passenger vehicles entering/exiting the site which shows only one queuing vehicle could be accommodated within the site.

Recommendation

It is requested that the applicant revises the Transport Impact Assessment to include the following:

- Specific requirements in relation to the mechanical car stacker for the reversing manoeuvres of vehicles accessing the basement needs to be provided;
- Confirm that the proposed mechanical car stacker would be compatible with motorcycles if the motorcycle parking spaces are to be located within basement levels;
- The terminology used when describing bicycle parking provisions for each user type and allocated location within the proposed development needs to be revised. In addition, the required bicycle parking provisions shown in Table 7 should be consistent with the allocations shown in Figure 18;

- Confirm that the existing head clearance height of the Phillip Lane tunnel structure would permit Small Rigid Vehicles to undertake the illustrated left turn from Phillip Street; and
- Waiting area for the vehicles to be served by the lift needs to be marked based on results of the swept path analysis.

Sydney City Centre Access Strategy

Comment

Section 6.2 of the Transport Impact Assessment states the following:

“The Sydney City Centre Access Strategy released in December 2013 identifies a fully integrated transport network for the city centre.”

Recommendation

It is requested that the applicant revises the Transport Impact Assessment to include that Sydney City Centre Access 2018 provides an update for how the Sydney City Centre Access Strategy has progressed.

Location of the Site

Comment

The site location identified in Figure 7 is not consistent with the other figure locations included in the Transport Impact Assessment.

Recommendation

It is requested that the applicant amends Figure 7 in consistent with other figure locations in the Transport Impact Assessment.

Attachment B - Suggested Conditions of Consent

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the Sydney Metro City and Southwest Project, 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 is noted that the proposed construction vehicle routes are shown in Figure 23 of the Transport Impact Assessment. The following comments are made in relation to the proposed construction routes:

- Construction vehicle access via turning right from Phillip Street into Phillip Lane and egress via turning right from Phillip Lane into Macquarie Street would not be supported as these movements would have the potential to impact on the existing traffic and public transport operation; and
- The existing height clearance of the Phillip Lane tunnel structure is 2.8m. This would have the potential to limit construction vehicles to access the site from Phillip Street.

Recommendation

It is requested that the applicant be conditioned to the following:

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);*
 - *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 on Phillip Street or Phillip Lane;*
 - *Details of the monitoring regime for maintaining the simultaneous operation of buses, light rail 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;*

- *Any potential impacts to general traffic, cyclists, pedestrians and light rail 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 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 development.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 the Transport Management Centre and TfNSW (via development.sco@transport.nsw.gov.au 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 is current during any stage of construction*

Attachment C - Matters to be considered as part of any Stage 2 Development Application

Loading and Servicing Management

Comment

Sections 4.2 and 4.3 of the Transport Impact Assessment states the following:

"It is expected that the designated loading bay will be locally managed to achieve an average of 15-20 minutes per delivery."

"Arrangements and final estimated truck movements will be considered after consultation with Council and waste contractors."

Section 7 of the Transport Impact Assessment states the following:

"The Hotel Manager will monitor the loading dock and vehicle lift operations."

Recommendation

It is requested that the applicant prepares a draft Loading and Servicing Management Plan, as part of any Stage 2 development application.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the Sydney Metro City and Southwest Project, 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.

Recommendation

It requested that the applicant prepares a draft Construction Pedestrian and Traffic Management Plan (CPTMP) as part of any Stage 2 application.

Coach Parking and Passenger Pick-Up and Set-Down Management

Comment

Section 4.6 of the Transport Impact Assessment states the following:

"No coach parking will be provided on site given site constraints. Mini buses that fit under the Phillip Lane tunnel structure would use the drop off zone."

"There are existing on-street coach spaces available and are displayed on the <https://mysydneycbd.nsw.gov.au/> website (under coach spaces)."

Section 4.5.1 of the Transport Impact Assessment states the following:

"There is a Porte cochere proposed on Phillip Lane adjacent to the site (shown in Figure 20, with storage capacity for up to two vehicles if required.)"

It is advised that

- The applicant should not rely on on-street parking to service the development's coach demand;
- Kerbside restrictions are set to suit the wider community needs and are constantly subject to change based on transport network requirements; and

- All guests should be informed of the limited on-street car parking and passenger pick-up and set-down areas at the development site, and should be encouraged to use public transport.

Recommendation

It is requested that the applicant prepares a draft Coach Parking and Passenger Pick-Up and Set-Down Management Plan as part of any Stage 2 development application,

Green Travel Plan

Comment

Section 6.1 of the Transport Impact Assessment states the following:

“Following the completion of the development and identification of building tenants, a detailed Travel Plan would be prepared given its proximity to Circular Quay and Martin Place stations and the opportunities that this provides for a modal split towards public transport and other journey to work options.”

Recommendation

It is requested the applicant prepares a draft Green Travel Plan (GTP) as part of any Stage 2 development application.