

Our Ref: SYD10/00958/08
DPIE Ref: MP08_0098-Mod-15

9 June 2021

Mr Jim Betts
Secretary
Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Attention: Thomas Piovesan

Dear Mr Betts,

**NOTICE OF EXHIBITION – MOD15
SWITCHING STATION AND THE STAR CASINO
24-28 UNION STREET, PYRMONT**

Thank you for referring the modification application MP08_0098-Mod-15 'The Star Casino' to Transport for NSW (TfNSW) on 24 May 2021.

TfNSW has reviewed the modification and provides advisory comments and suggested conditions of consent for the Department's consideration in **TAB A**.

Should you have any further inquiries in relation to this matter, please do not hesitate to contact Divna Cvetojevic, Development Assessment Officer, on 0455 515 259 or by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



**Brendan Pegg
Senior Land Use Planner
Planning and Programs, Greater Sydney Division**

TAB A

Interference with Traffic and Transport Operation

Comment

It is noted that the proposed development is located immediately adjacent to the Inner West Light Rail (IWLR) corridor. It is advised that:

- The applicant needs to undertake work in compliance with the Work Health and Safety Act 2011 (NSW) and the Work Health and Safety Regulation 2011 (NSW) legislative requirements and guidelines for developments near the IWLR corridor;
- Any changes in wayfinding to reflect TfNSW requirements and any works in and around the stop or on TfNSW assets need to be performed via a permit system; and
- Several construction projects are likely to occur within the Pyrmont Precinct 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 Pyrmont Precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

It is noted that the proposed works are expected to occur in close proximity to the signalised intersections of Edward Street/ Union Street and Pyrmont Street/ Union Street. It is advised that the construction works should not have an impact on pedestrian movements at these intersections and sufficient queuing space to cater for peak pedestrian demands needs be provided.

Recommendation

It is requested that the applicant be conditioned to:

- Comply with the Sydney Light Rail (SLR) operator policies, rules and procedures when working in and about the IWLR corridor;
- Apply for a Work Access Permit a minimum of 10 days prior to the required access by following the link <https://www.transdevsydney.com.au/workaccesspermits/>, If access to the IWLR Corridor is required for activities such as crane mobilisation and demobilisation, any changes to wayfinding to reflect TfNSW requirements, any works in and around the light rail stop and on TfNSW assets; and
- Prepare a Construction Pedestrian and Traffic Management Plan in consultation with TfNSW and the SLR operator and submit a copy of the final report for TfNSW endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.

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Suggested Conditions of Consent

Traffic and Transport Operation

General

The applicant must comply with all Altrac Light Rail Partnership (Altrac) or any subsequent operator of Sydney Light Rail (Sydney Light Rail Operator) policies, rules and procedures when working in and about the Inner West Light Rail (IWLR) corridor.

Work Access Permit

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall contact the Sydney Light Rail Operator to discuss the activities that will be undertaken as part of the approved development application.

The applicant shall submit a Work Access Permit to the Sydney Light Rail operator for approval for:

- Any works that will require access to the IWLR Corridor, closedown or possession of the Light Rail Corridor;
- Any changes to wayfinding to reflect TfNSW requirements; and
- Any works in and around the light rail stop and on TfNSW assets.

The Work Access Permit will need to be applied for all proposed works at least 10 working days prior to the commencement of works by following the link <https://www.transdevsydney.com.au/workaccesspermits/>.

Signage Requirements

Luminance levels for the proposed business identification signage shall be in accordance with the Transport Corridor Outdoor Advertising and Signage Guidelines 2017 and relevant Australian Standards.

The images displayed on the sign must not contain/use:

- Flashing or flickering lights or content;
- Animated displays, moving parts or simulated movement;
- Complex displays that hold a driver's attention beyond "glance appreciation";
- Displays resembling traffic control devices by use of colour, shape or words that can be construed as giving instruction to traffic for example, red, amber or green circles, octagons, crosses, triangles and words such as 'stop' or 'halt';
- A method of illumination that distracts or dazzles; and
- Dominant use of colours red or green.

Construction Pedestrian and Traffic Management Plan

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW and the Sydney Light Rail Operator. The CPTMP needs to specify matters including, but not limited to, the following:
 - A description of the development;

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- 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 on public roads;
 - 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;
 - 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. 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 Transport for NSW (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

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