

Key Sites and Industry Assessments
Department of Planning, Industry & Environment
GPO Box 39
SYDNEY NSW 2001

ATTN: Minoshi Weerasinghe

Dear Mr Madam/ Sir,

**New Request for Advice – Sutherland Entertainment Centre
(SSD-10379) (Sutherland Shire)**

Thank you for your correspondence via Major Projects Planning Portal (ref: PAE-3423) dated 29 May 2020 requesting Transport for NSW to provide advice regarding the above.

Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services and TfNSW. This response reflects the advice from the new organisation.

The supporting documentation provided in support of the proposed development application has been reviewed, and comments on the following matters are provided:

- Further consideration to the active transport requirements;
- Need to prepare a Green Travel Plan in consultation with TfNSW;
- Access and circulation requirements and advice; and
- Vehicle and pedestrian safety during construction.

Detail on the above matters is are provided in **TAB A**.

Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



6/7/2020

Mark Ozinga

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

CD20/04637

Active Transport Considerations

Comments

Future Transport 2056 emphasises the importance of walking and cycling for short trips and reinforces the importance of walking and cycling to increase the catchment of public transport as part of the whole customer journey.

Building Momentum - State Infrastructure Strategy 2018-2038 includes recommendations related to walking and cycling, including integrating transport with land use; managing travel demand; unlocking capacity in existing assets; and improving population health outcomes through more active transport.

SEARs – Key Issue 11 - Transport and Accessibility (Operation) - The Transport and Accessibility (Operation) requirements state “The EIS shall include a Traffic and Transport Impact Assessment that includes, but is not limited to the following:

- ... measures to promote travel choices for employees and visitors that support the achievement of State Plan targets, such as implementing a location-specific sustainable travel plan and provision of end of trip facilities for staff; and
- details of the proposed access, bicycle and car parking provision and end of trip facilities associated with the proposed development including compliance with the relevant parking codes and Australian Standards.

The Traffic and Parking Impact Assessment (TPIA), provided in support of the proposed redevelopment does not adequately address Active Transport considerations:

- There is an opportunity for the TPIA to be updated to comprehensively address the likely demand for bicycle parking, motorcycle parking and the location of visitor and staff bicycle parking and staff end of trip facilities. It is noted that the existing SEC does not provide any motorcycle parking.
- The Framework Travel Plan should be developed to promote travel choices for employees and visitors that support the achievement of State Plan targets for encouraging a mode shift to sustainable transport.
- The NSW Planning Guidelines for Walking and Cycling 2004 suggests a minimum of 21 to 35 visitor bike parking spaces and 1 to 2 staff bicycle spaces be provided.
- The site is within close proximity to the Sutherland to Cronulla Active Transport Link (SCATL) which the SEC Urban Design Report states “...will provide a vital alternative means to reach the SEC and improve connections between destinations in the Sutherland Shire”.

Sutherland Shire Council Development Control Plan (DCP) 2015, provides requirements for bicycle parking and cycling facilities, as well as requirements for motorcycle parking spaces

Recommendations

It is requested the applicant amend the application and TPIA to address the requirements of Sutherland Shire Council DCP 2015 regarding motorcycle parking, off-street bicycle parking and end of trip facilities.

If the development is approved, it is suggested that prior to the issue of the first Construction Certificate, the applicant be conditioned to provide motorcycle parking, off-street bicycle parking spaces and end of trip facilities in line with the Sutherland Shire Council Development Control Plan, 2015 and in accordance with AS2890.3.

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Green/ Workplace Travel Plan

Comment

The TPIA provides a framework for the preparation and monitoring of a Green/ Workplace Travel Plan, along with a Travel Access Guide. These tools will help the SEC to better manage demand on the transport network. The recommendations below are provided to encourage the use of sustainable transport to the site, which will help reduce the use of single vehicle trips.

Recommendation

It is requested that prior to the issue of the first Occupation Certificate, the applicant be conditioned to prepare a Framework Travel Plan in consultation with TfNSW for the proposed development which must be approved by TfNSW. The Travel Plan should be aimed at both staff and visitors and include but not be limited to:

- Mode share targets for staff and visitors (including students) to the site;
- Information about site hours of operation (including for events);
- Information regarding site accessibility for staff and visitors, including for those with mobility impairments, and the measures that are in place to address them, including any priority arrangements;
- Information regarding existing/proposed bus/coach, point to point and kiss and ride drop off and pick up arrangements for guests (including students);
- Strategies that encourage the use of public and active transport and discourage the use of single occupant car travel to access the site for staff and visitors;
- Mapping of preferred walking and cycling routes and preparation of a Transport Access Guide that details access arrangements for staff and visitors; and
- A communication strategy for engaging staff, visitors and the local community regarding sustainable transport use to the site.

The Framework Travel Plan shall be updated in consultation with the Sydney Coordination Office within TfNSW by the operator of the SEC to a Green/ Workplace Travel Plan prior to the issue of an occupational certificate.

Road Network Considerations

Comment

On page 84 of the TPIA, the swept path plans show an articulated vehicle (AV) turning at the intersection of Acacia Road and President Avenue. The swept path appears to travel onto the kerb and median island striking the signal post on President Avenue. Similar for the exit from Flora Street onto Acacia Road, the AV travels over the kerb while making this turn. TfNSW does not support these movements as they present unsafe and inefficient scenarios for the road network.

Recommendation

It is requested that the applicant be conditioned to submit swept path design plans of the longest vehicle (including garbage trucks, building maintenance vehicles and removalists) entering and exiting the subject site, as well as manoeuvrability through the site, to Council for approval, prior to issue of the first Construction Certificate.

The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or

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fencing, aisle widths, aisle lengths, and parking bay dimensions) shall be in accordance with AS 2890.1-2004, AS2890.6-2009 and AS 2890.2-2018 for heavy vehicle usage.

Construction and Traffic Management Plan

Comment

Several construction projects 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, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

Recommendation

It is requested that the applicant be conditioned to prepare a detailed Construction and Traffic Management Plan (CTMP) for various stages detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control. The CTMP should be submitted to the relevant consent authority for approval prior to the issue of a Construction Certificate.