



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

Dear Mr Groundwater

Block 4B Central Park Adaptive Reuse (SSD-9374) - Notice of Exhibition

Thank you for your correspondence dated 27 September 2019, requesting Transport for NSW (TfNSW) review and comment on the above.

Freight and Servicing

Comment

Section 3.9 of the EIS states the following:

“A 12m long indented parking bay is proposed to be located on Central Park Avenue, adjoining the site’s western boundary (see Public Domain Plan at Figure 19). This parking bay will be time-limited to a 5-minute parking restriction. The indented parking bay will be used by service vehicles for drop-off/pick up activities.”

Section 3.2 of The Traffic and Accessibility Impact Study (Traffic Report) prepared to support the development application states the following:

“In addition, a 12-metre long indented loading zone is proposed on the east side of Central Park Avenue. It is proposed that the loading zone has a 15-minute time restriction so that it can service the building and surrounding uses.”

Section 4.5 of the Traffic Report states the following:

“A proposed dedicated indented loading zone with 30-minute time restriction during business hours (i.e. 8am to 6pm Monday to Friday) will facilitate any loading and waste collection activities required by the development.”

Based on the above, a 12m long service vehicle parking bay is proposed for the development. The proposed time restriction of this parking bay included in the development application varies from 5min to 30min.

The Traffic Report also states that:

- The required minimum service vehicle parking provision for the proposed development is five (5) spaces in accordance with the City of Sydney Development Control Plan (DCP 2012);
- GTA’s experience with calculating loading requirements for new commercial developments has shown the DCP 2012 rates generally result in an excessive recommended loading dock provision; and

- GTA's database of loading demand associated with specialty retail stores indicates that they typically receive an average of one delivery per day per tenant. Considering the ground floor retail area could result in one to two tenancies, this would likely result in two deliveries per day. Applying a 50 per cent contingency results in up to three deliveries per day.

It is advised that:

- The applicant should not rely on the kerbside restrictions to conduct their business activities;
- Kerbside restrictions are set to suit the wider community needs and are constantly subject to change based on transport network requirements; and
- The lack of appropriate freight and service vehicle parking for the subject site has the potential to contribute to congestion in the CBD.

Recommendation

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

- Details of the development's freight and servicing profile, including the forecast freight and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay, with reference to traffic surveys included in the GTA's database of loading demand;
- Investigation into the use of shared loading dock facilities within Central Park, rather than reliance on on-street loading zones.
- If the above is not achievable, confirm details of the time restriction for the proposed 12m long service vehicle parking bay in accordance with the City of Sydney parking policy; and
- Confirm that the proposed 12m long service vehicle parking bay would be able to accommodate the forecast demand of the development with the proposed time restriction for the parking bay in place.

It is also requested that the applicant be conditioned to prepare a Freight and Servicing Management Plan for the review and endorsement of the Coordinator General, Transport Coordination.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the Sydney Metro City and South West, 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 bus operations in the vicinity of the CBD, 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 Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW and submit a copy of the final CPTMP plan to the Coordinator General, Transport Coordination for endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier.

Active Transport

Comment

The Traffic Report states the following:

"The development plans do not show any bicycle parking and/ or end of trip facilities. It is understood these facilities will be incorporated into the design as part of a 'fit out' development application by future tenant(s)."

Recommendation

It is requested that that future 'fit out' developments:

- Provide bicycle parking and end of trip facilities for pedestrian and bicycle riders in accordance with City of Sydney Council development control plans, standards and guideline documents; and
- 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.

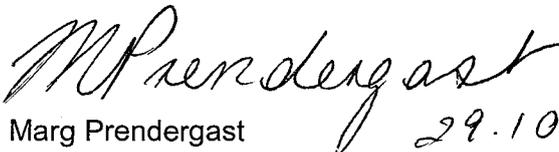
Suggested Conditions of Consent

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

TfNSW requests that the applicant consults with the Sydney Coordination Office within TfNSW in relation to the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant

Thank you again for the opportunity of providing advice for the above development applications. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 0439 489 298.

Yours sincerely


Marg Prendergast
Coordinator General
Transport Coordination

29.10.19

Objective Reference CD19/07945

TAB A - Suggested Conditions of Consent

Freight and Servicing Management

Prior to the issue of any construction certificate, the applicant shall prepare a detailed Freight and Servicing Management Plan in consultation with the Sydney Coordination Office within TfNSW. The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination for endorsement.

Construction Pedestrian and Traffic Management

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 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;
 - 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;
 - 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 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 the Coordinator General, Transport Coordination within TfNSW for 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 Sydney Coordination Office within Transport for NSW 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.