



26 November 2019

Our Reference: SYD19/00500/02 (A29896866)
DP&E Ref: SSD 10294

Team Leader
Key Site Assessments
Department of Planning, Industry and Environment
GPO Box 39
SYDNEY NSW 2001

Attention: **James Groundwater**

Dear Sir/Madam,

EIS FOR VICTORIA CROSS OVER STATION DEVELOPMENT – STAGE 2 (DETAILED DESIGN) – 155-189 MILLER STREET, NORTH SYDNEY

Reference is made to your correspondence dated 25 October 2019, regarding the abovementioned development which was referred to Roads and Maritime Services (Roads and Maritime) for comment.

Roads and Maritime has reviewed the submitted information and requests the following information prior to the determination of this application:

Exhibited EIS Section 3.7 - Transport and Accessibility

1. Section 8.6.5 (Appendix P Transport, Traffic and Parking Assessment Report 2018) – Roads and Maritime previously commented that there is no consideration of the pedestrian movements generated by the OSD (Over Station Development) not using Metro. The pedestrian volumes and demands for those accessing/egressing the OSD need to be provided. Depending on the nature of the pedestrian movements generated, pedestrian modelling will be required to confirm the acceptability of the existing pedestrian network to accommodate the additional demands.

In addition to the above, Roads and Maritime also notes that that the entrance to the OSD is in close proximity to the intersection of Berry and Miller Streets, which will be subject to significant pedestrian demands generated by the metro station.

The interaction and cumulative impacts of pedestrian activity generated by the metro station and OSD need to be confirmed through more detailed modelling. The assessment is currently limited to static modelling and the methodology is unclear.

2. Section 8.6.8 (Appendix P Transport, Traffic and Parking Assessment Report 2018) – The report states “*As the final details for the Western Harbour Tunnel and Beaches Link are not yet known, for the purposes of this application a sensitivity test has been undertaken, assuming a 15% total growth in background traffic on Berry Street.*”

Roads and Maritime Services

Roads and Maritime previously advised that this statement/assumption is incorrect, as previously advised by the Roads and Maritime Western Harbour Tunnel Beaches Link (WHTBL) project team. The adoption of a traffic trend on the Pacific North of the Gore Hill Freeway (~5km to the north) is not appropriate for the North Sydney area. Future travel demand growth for all modes in North Sydney should be based on Transport for NSW (TfNSW) multi-modal modelling tool (STM). Roads and Maritime notes that further detailed traffic or transport assessment has not been undertaken. The OSD EIS refers to the CSSI EIS analysis.

3. Section 8.6.10 (Appendix P Transport, Traffic and Parking Assessment Report 2018) - Roads and Maritime previously advised that the conclusions of negligible impact cannot be drawn without knowledge of the pedestrian volumes and the interaction with the traffic network. Generally, operational modelling would be required to confirm this. No further information has been provided regarding this matter.

Exhibited EIS Appendix T - Traffic and Transport Impact Assessment:

1. Section 6.2.1 (2018-05-22 Environmental Impact Statement main volume) – Roads and Maritime previously commented that it is not clear whether this assessment is based on existing or future traffic conditions. Assuming an opening of 2024, this is approximately 10 years after the counts that the analysis has been based on. Analysis will be required for 2024 traffic conditions as a minimum. Roads and Maritime notes that further detailed traffic or transport assessment has not been undertaken. The OSD EIS refers to the CSSI EIS analysis.
2. Section 6.4.2 (2018-05-22 Environmental Impact Statement main volume) - Roads and Maritime previously commented that the static assessment for pedestrian flows is not considered satisfactory assessment of these corridors. Operational assessment is required. No further information has been provided regarding this matter.

Roads and Maritime requests the traffic report to provide the traffic impacts of the proposal on the surrounding road network for both existing and existing + future scenarios (including +10 years beyond operation of the development).

Roads and Maritime request the above information prior to the determination of this application. Roads and Maritime raises concerns regarding the impact of the proposed development on the nearby Traffic Control Signals and the large amount of pedestrian movements generated by the Sydney Metro train station. The developer may be required to provide mitigation works on the surrounding road network to support the increase in pedestrian and vehicular movements.

Any inquiries in relation to this application can be directed to Cameron McIntyre on 8849 2787 or by email at development.sydney@rms.nsw.gov.au

Yours sincerely



Malgy Coman
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North West Precinct