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A/Director, Infrastructure Projects
Department of Planning and Infrastructure (DP&I)
23-33 Bridge Street
Sydney NSW 2000

Attention: Mr Matthew Rosel

**Three State Significant Development Applications for the Sydney International Convention,
Exhibition and Entertainment Precinct (SICEEP) – ‘PPP Facilities’ (SSD 5752) & The
Haymarket’ (SSD 5878)
Response to Submissions**

Dear Mr Rosel,

Thank you for DP&I’s email message dated 1 July 2013 and letter dated 18 July 2013 regarding your request for Transport for NSW to provide comments on the Response to Submissions for two State Significant Development (SSD) applications submitted for the ‘PPP Facilities’ (SSD 5752) and ‘The Haymarket’ precincts (SSD 5878).

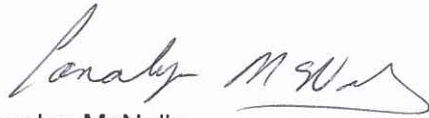
Transport for NSW understands that the SICEEP Project is an important urban renewal opportunity that forms a critical element of the NSW Government’s aspiration to *“make NSW number one again”* and is committed to working closely with the Department to facilitate a development outcome that delivers a positive transport outcome for the entire precinct.

The redevelopment of the SICEEP site provides an excellent opportunity to improve the permeability of the site. TfNSW supports the stated aims to facilitate direct and connected walking and cycling connections from Central Station, via Quay Street and then through the development to Darling Harbour (Cockle Bay Wharf). This would ensure improved circulation for both pedestrians and cyclists and avoid the creation of any potential pinch points with proposed retail development, outdoor dining and any proposed landscaping works. Where feasible, the separation of cyclists and pedestrian is also encouraged. It is also important that the development provides safe and convenient access to the planned Ultimo Pedestrian Network, along the alignment of the former ‘Goods Line’.

Transport for NSW has reviewed the Response to Submissions and appreciates the opportunity to provide comment. The comments in regard to both Response to Submissions (‘PPP Facilities’ and ‘The Haymarket’ precincts) have been provided in the one consolidated response and Transport for NSW offers the combined comments of the wider Transport cluster which includes comments from RailCorp and Roads and Maritime Services (RMS). These detailed comments have been provided in **Attachment 1**.

Should you have any questions regarding this matter, please contact Aleks Tancevski on 8202 2811 or Aleks.Tancevski@transport.nsw.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Carolyn McNally', with a stylized flourish at the end.

Carolyn McNally
Deputy Director General
Planning and Programs

2.8.13

CD13/12648

ATTACHMENT 1

Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) – The PPP Facilities and The Haymarket Precincts

The comments are provided on the Response to Submissions for two State Significant Development (SSD) applications submitted for 'PPP Facilities' and 'The Haymarket' precincts of the SICEEP.

- SSD 5752 - Redevelopment of Convention, Exhibition & Entertainment Facilities & Public Domain works (Darling Harbour) – PPP Facilities.
- SSD 5878 - Concept Proposal Residential / Retail / Commercial (Darling Harbour) – The Haymarket Precinct.

SICEEP, SSD 5752 & 5878 – PPP Facilities and The Haymarket Precinct - Both sites

Construction Traffic Management Plan

- Individual Traffic Management Plans (ITMP) shall be prepared for each construction site in consultation with RMS and Transport Management Centre (TMC), Council and other agencies, prior to the commencement of substantial construction on each site. The TMPs would be forwarded to RMS and the TMC for review and approval. Where Council is the Roads Authority approval of the TMP shall be sought from Council, in consultation with the RMS and the TMC.

All TMPs shall be certified by the Contractor's Traffic Manager and subject to road safety audits by the Contractor. Details for minimum TMP requirements are provided within **Annexure A**.

- A Construction Traffic Management and Access Plan (CTMAP) should be prepared in consultation with RMS and the TMC prior to the commencement of construction to address transport and access issues. The plan should take into account and be comparable with the ITMPs for the cumulative impacts of all the projects listed below:
 - Barangaroo, now to at least 2020.
 - CBD & South East Light Rail (CSELR), 2014/15 to 2020.
 - Central Park (former Carlton United Brewery), now to 2016.
 - Four Points by Sheraton, 2013 to 2015.
 - Harold Park redevelopment, now to 2017.
 - IMAX redevelopment, 2014 to 2016.
 - Sydney City Centre Bus Plan, 2014 to 2015.
 - Sydney Harbour Bridge Toll Plaza upgrade, now to 2015.
 - Wynyard Walk, now to 2015.
 - Temporary Exhibition Centre, 2014 to 2018.

Note: Dates above are indicative and are subject to confirmation with project owners.

Road Occupancy Licence

- A Road Occupancy Licence (ROL) must be obtained from the TMC for any activity likely to impact on the operational efficiency of the road network. The ROL allows the applicant to use a specified road space at approved times, provided certain conditions are met. Proponents must allow a minimum of 10 working days for processing from date of receipt. Traffic Control Plans are to accompany each ROL application.

Car Park Design

- The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004 and AS 2890.2 – 2002 for heavy vehicle usage.
- The proponent must ensure that the car park entries / exits are designed in such a manner as to ensure that the future queuing areas and capacity requirements comply with Appendix D of AS 2890.1-2004.

Utility Adjustments

- The proponent shall be responsible for all public utility adjustment/relocation works, necessitated by the development and as required by the various public utility authorities and/or their agents.

Relocation of RailCorp or TfNSW Services/Infrastructure

- The relocation of any RailCorp services or infrastructure are to be at the Proponents cost and to RailCorp and TfNSW requirements and standards.

Cost of Works and Signage

- All works/regulatory signage associated with the proposed development are to be at no cost to TfNSW or RMS.

Protection of RailCorp and TfNSW land, easements or infrastructure

- Prior to the issuing of a Construction Certificate or the commencement of works (whichever occurs first) the Proponent shall liaise with RailCorp and TfNSW to ascertain its requirements in relation to the protection of RailCorp and TfNSW land, easements or infrastructure. The Proponent is to submit to RailCorp and TfNSW all relevant documentation as requested by RailCorp and TfNSW and obtain written endorsement prior to the issuing of the Construction Certificate or commencement of works, as the case may be.

Light Rail Interface Issues

- There are a number of interface issues with the SICEEP project and the Monorail Removal Project and Light Rail Operations. These can be summarised as follows:

- Reuse of the Monorail Maintenance Depot.
- Modification to the Light Rail Exhibition Stop.
- Modification to the Light Rail Convention Centre Stop.
- Light Rail Operations and potential amplification of services as a result of CSELR.

With regards to planning approval, TfNSW will be responsible for the partial demolition of the maintenance depot. However, planning approval for any changes to this facility will need to be obtained by SICEEP. For the modifications to the Light Rail stops, planning approval will be obtained by TfNSW.

Due to the preliminary nature of information available on the CSELR, TfNSW recommends the establishment of a working group between TfNSW, SICEEP and the CSELR project team. This will facilitate the flow of more detailed information (such as traffic modelling results and LR operational requirements) into the detailed design for SICEEP

- Light rail interface agreement – There are a number of construction and operational issues resulting from the close proximity of buildings to the light rail corridor and above the corridor (eg, craning over the corridor and construction of the new loading dock apron over the rail corridor). Although rail safety is not an issue solely for planning approval, a Rail Safety Interface Agreement will be required and TfNSW recommends the incorporation of this requirement in the Conditions of Approval. Therefore, TfNSW requests a further condition of approval requiring the development and implementation of a Rail Safety Interface Agreement between DHL, TfNSW and the Light Rail operator (TransDev) prior to works commencing.
- Due to the number of light rail interface issues, TfNSW recommends a further condition of approval requiring the establishment of a working group (or similar) between the DHL Consortium, TfNSW, the operator of light rail (TransDev) and the landowner. The purpose of the working group will be to address the above issues during detailed design development and to facilitate approval of detailed designs and relevant management plans prior to works commencing (in accordance with our recommended conditions of approval). Any funding and commercial arrangements will be the subject of separate discussions with SICEEP.

Detailed Design/Urban Design & Stop Access Plan

- Preparation of an Urban Design & Stop Access Plan (UDSAP) is important for maintaining access and legibility of the light rail stops through the urban design. As the asset owner, TfNSW input into the detailed design process (i.e. way-finding, safety, CPTED, DDA etc) be required via ongoing consultation throughout the design development process and TfNSW's sign-off on the detailed design / UDSAP.

SSD 5752 – Redevelopment of Convention, Exhibition & Entertainment Facilities & Public Domain works (Darling Harbour) – PPP Facilities

Pedestrian Accessibility and Safety

- To improve pedestrian accessibility and safety to the Sydney International Convention, Exhibition and Entertainment Precinct, TfNSW/RMS recommends that signalised crossing facilities be provided by the proponent at the following locations :
 - Darling Drive (adjacent to the Convention Centre and proposed Hotel).
 - Darling Drive (adjacent to the Exhibition Centre and The Theatre).

Darling Drive/Pier Street Roundabout Operation

- To manage the queuing impacts from the Darling Drive / Pier Street roundabout which subsequently impacts the performance of the critical roads of Harbour Street and Goulburn Street during event periods, TfNSW/RMS recommends that the Darling Drive / Pier Street roundabout be signalised and metered by the proponent. This roundabout would operate as follows:
 - The normal operation of the intersection would be the existing roundabout control (outside of traffic / event peaks).
 - The introduction of the signalised roundabout operation would be introduced when required based on queuing and delays on the Pier Street approach. The signalised roundabout would require stop line detectors on all approaches of the roundabout and appropriate queue detectors on the Pier Street Off Ramp. The roundabout would be controlled by SCATS (ie needing SCATS communications).

Event Management and Traffic and Pedestrian Management Plans

- TfNSW/RMS recommends that an Event Management Plan and Traffic and Pedestrian Management Plan be prepared by the proponent, prior to the issue of any occupation certificate, in consultation with RMS, TMC, Council, Transport Agencies, NSW Police, CBD Parking Operators. These plans must be forwarded to RMS, TMC, Council and TfNSW for approval.

The plans should be prepared to address the following matters:

- Maximising public transport use.
- Traffic and crowd management.
- Safe and efficient access to and from the venue.
- Enhancing access to car parking / minimising traffic congestion at the end of events.
- Uninhibited access for emergency vehicles.
- Efficient access / egress for heavy vehicles.
- Establishing processes / procedures for individual Event Management Plans.

Travel Demand Management

- TfNSW/RMS supports and recommends that the proponent implement the following Travel Planning initiatives, as mentioned within the Transport and Traffic Assessment report:
 - Tickets with subsidised public transport.
 - Preferential parking for car share operations / reduced parking fees.
 - Wayfinding, signage and infrastructure providing real time information on travel operations.
 - End trip facilities (ie bicycle facilities, lockers, showers, change rooms, etc).
 - Green Travel Plan implementation.
 - Incentives for public transport users.
 - Car park design / Dynamic Parking signage (VMS) – illustrating parking availability

Traffic Management

- TfNSW/RMS recommends that VMS(s) on key roads / streets in approach to the site along with CCTV be installed by the proponent (in consultation with RMS, TMC and Council), prior to the issue of any occupation certificate, at agreed traffic signal locations to further facilitate the effective management of traffic around the Precinct.

Car Park Management

- TfNSW/RMS recommends that external signage which advises the number of car spaces available, which is visible to drivers along Pier Street, Darling Drive and a dynamic parking assist system which includes parking bay sensors indicating whether a space is available or occupied be installed by the proponent, prior to the issue of any occupation certificate for the site, to minimise the potential for vehicles which access the Exhibition Centre / Theatre car parks to cause localised traffic queuing along the surrounding roads and to ensure that the public parking area is managed effectively.

Bus/Coach Parking

- Bus/coach parking arrangements for the Convention, Exhibition & Entertainment Facilities need to be identified in consultation with Bus and Coach Association. TfNSW recommends a condition of approval that bus/coach parking facilities be included in the detailed design following the consultation with Bus and Coach Association.

Pedestrians and Cyclists

- Should there be a desire for cyclists travelling along the western side of the Darling Drive (Regional Route) to travel to / from the proposed Pier Street (Local Route), TfNSW recommends that suitable measures which will ensure that cyclists can safely traverse from one route to the other be implemented by the proponent.
- To improve pedestrian safety, TfNSW recommends that the following measures be implemented by the proponent at the proposed VIP drop off loop road (between the Exhibition Centre and The Theatre).
 - Bollards installed at the layback connections with Darling Drive outside of event periods.
 - Minimising the areas of conflict between pedestrians and vehicles on the proposed drop off loop road through appropriate physical devices.
- To improve pedestrian safety, TfNSW recommends the following measures be implemented by the proponent at the proposed drop off loop road (between the Convention Centre and proposed Hotel).
 - Ensuring that vehicles cannot turn right from the proposed loop road across the mid block pedestrian crossing by physically extending the median island along Darling Drive up to the mid block pedestrian crossing.
 - Minimising the areas of conflict between pedestrians and vehicles on the proposed drop off loop road through appropriate physical devices.

Bus/Coach Management

- Coupled with the parking provision for coaches adjacent to the University of Technology and the proposed drop-off facilities along Darling Drive (for buses and coaches). TfNSW/RMS recommends that appropriate management measures be implemented to guarantee that storage for peak bus / coach demands during events are adequately accommodated and subsequently do not impede traffic along Darling Drive.

Loading Dock Management

- To promote safe and efficient operation of the proposed loading docks and to minimise disruption to traffic, TfNSW/RMS recommends that a Dock Management Plan be developed which will cover the following:
 - Allocation of loading spaces.
 - Delivery times.
 - Controls on duration of stays.
 - Controls on the placement of skips, pallets, etc.
 - Procedures for tradesman access and parking.
 - Operating times.
 - Truck access routes.

The Dock Management Plan must be submitted to Council for approval prior to the issue of any Construction Certificate for this proposal.

Road Assets

- No permanent infrastructure shall be constructed within two metres of the surface of any part of the Western Distributor structures. RMS should be consulted at the preliminary and detailed design stages to ensure that the appropriate clearances from the Western Distributor structures are provided to allow for access for inspection and maintenance.
- Any activity that has the potential to affect RMS maintained road and Western Distributor infrastructure, (which includes any support columns, footings or piers), shall be investigated for integrity and serviceability by a qualified practicing bridge structural and geotechnical engineer(s). These activities must comply with RMS Technical Direction GTD2012/001 – Excavation adjacent to RMS infrastructure. This will require the proponent to submit geotechnical investigation reports, design drawings to RMS for assessment. If any new structures or footings are proposed near or adjacent to the existing deep raked piles and other foundations associated with the Western Distributor piers, then RMS approval must be obtained at the preliminary and detailed design stages.
- The proposed Exhibition / Convention centre structures shall be designed to provide noise insulation to a degree that ensures compliance with the NSW Road Noise Policy.
- The proposed Convention centre / Exhibition centre structures shall be provided with fire protection and exhaust systems such that heat, smoke and exhaust from the proposed development do not endanger RMS structures and vehicles on the structure (a qualified Fire Engineer's Certificate is required). RMS should be consulted at the preliminary and detailed design stages to ensure that the appropriate systems are incorporated as per the relevant Australian standards.

- All external facades of the proposed Convention centre / Exhibition centre shall be positioned/lined to have a reflectivity that ensures that motorists on the viaduct shall not be blinded or adversely affected whilst driving. To ensure compliance, assessment of the potential effects of the proposed façade of the Convention centre / Exhibition centre on the reflectivity and glare environment in the surrounding area should be undertaken and submitted to RMS for review prior to the issue of any construction certificate.
- The proposed Convention centre / Exhibition centre shall be designed to prevent any falling object from impacting adversely onto the Western Distributor or members of the public from the development, during construction and in operation. Please also refer to WHS requirement guidelines which shall be provided upon request from RMS.
- In order for RMS to carry out maintenance and rehabilitation works on the Western Distributor, including the soffit of the bridge deck, access is required. As such, the relevant part of the roof structure of the proposed Convention centre / Exhibition centre building shall be designed to carry a working load of not less than 2.5kPa.
- Appropriate protection screens shall be installed in the building to prevent access between the Western Distributor and Exhibition / Convention centre by vandals to graffiti any part of the Western Distributor where appropriate.
- For inspections, maintenance and rehabilitation works, RMS requests that access to the substructure and superstructure of the Western Distributor, including access via the Exhibition Centre roof be facilitated by the proponent. RMS will provide at least 48 hours of notice for these works.
- For emergency works, typically in response to a traffic incident, RMS requests that immediate access to the substructure and superstructure of the Western Distributor structure (24 hours a day) in order to do urgent repair works be facilitated by the proponent as appropriate.
- For maintenance works, as some parts of the Western Distributor structure's columns/piers and the superstructure are within and in close proximity to the proposed Exhibition / convention centre, RMS requests that access to carry out investigation and maintenance activities at the same time as the work on the rebuilding of convention centre be facilitated by the proponent. The maintenance activities will depend on the results of the investigation and would most likely involve applying a coating system to the bridge structure and/or cathodic protection to the bridge.

Civil and Traffic Signal Works

- Proposed civil works to the Western Distributor viaduct, proposed new signalised crossings along Darling Drive, and proposed signalised roundabout at Darling Drive / Pier Street shall be designed in accordance with Austroads with RMS supplements, RMS's Traffic Signal Design Manual and Australian Codes of Practice. Design plans shall be prepared by a suitably qualified practitioner and submitted to RMS for consideration and approval prior to commencement of any road works.

The proponent will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned traffic signal and civil works. The Works Authorisation Deed (WAD) will need to be executed prior to RMS' assessment of the detailed design plans.

SSD 5878 – Concept Proposal Residential / Retail / Commercial (Darling Harbour) – The Haymarket Precinct

Pedestrian and Cyclist Connections

- To improve pedestrian accessibility and safety to the Haymarket Precinct, TfNSW/RMS recommends that signalised pedestrian crossing facilities be provided by the proponent across Darling Drive and west leg of intersection at the Darling Drive / Hay Street intersection.

Proposed mid-block pedestrian signals on Darling Drive between Hay Street and Pier Street

- To address road safety concerns relating to the proposed mid-block pedestrian signals (located on Darling Drive between Hay Street and Pier Street) the proponent should be required to provide further information and liaise with RMS to address these concerns. This must be satisfactorily resolved prior to the issue of any construction certificate associated with the Haymarket Precinct.

Should RMS agree to the proposed mid-block pedestrian signals (located on Darling Drive between Hay Street and Pier Street) then this signal site shall be designed in accordance with Austroads with RMS supplements, RMS's Traffic Signal Design Manual and Australian Codes of Practice. Design plans shall be prepared by a suitably qualified practitioner and submitted to RMS for consideration and approval prior to commencement of any road works.

The proponent will be required to enter into a Works Authorisation Deed (WAD) for the abovementioned traffic signal and civil works. The Works Authorisation Deed (WAD) will need to be executed prior to RMS' assessment of the detailed design plans.

ANNEXURE A

The Traffic Management Plans (TMPs) must include, but not be limited to the following:

- a) An introduction to the construction phasing and brief narrative on proposed work.
- b) A description of the Construction Activities for all areas affected by the Plan and integration with the adjacent work areas.
- c) A description of existing traffic conditions, including length, direction and type of road (regional, local road function etc), important access points, brief description of current AM, business and PM peak traffic volumes, a description of number and type of lanes applying to both weekdays and weekends and a description of parking/loading zones applying to both weekdays and weekends.
- d) Details of Construction Program.
- e) Constraints affecting construction, including:
 - Working hours.
 - Impact on utilities such as traffic signal controllers, TCS posts, multi function poles, traffic signal roadway ducts, stormwater and other utilities.
- f) Results of traffic modelling, bus travel time surveys etc, as required.
- g) Traffic Construction Impacts, including;
 - Any restriction of access and any intermittent stoppage to traffic.
 - Any affects on specific road users, in particular buses.
 - Impact on pedestrians and cyclists and access to properties and use of barricades and advisory signs, as necessary, to warn and guide pedestrians around the construction site, and redirection to alternative pedestrian crossing points.
 - Traffic impacts, including changes to traffic signal phasing.
 - Construction site traffic generation and access, including spoil access routes, type of truck to be used, consideration of geometry and manoeuvring requirements on the route, separate routes for contaminated spoil removal. In principle priority will be given to the use of State or Council roads (may require separate Haulage Management Plan).
 - Impact on bus operations.
 - Impact on other public transport.
- h) Traffic control construction program, including:
 - Provision of traffic barriers
 - Alteration to lane lines
 - Minimum lane widths
 - Alterations to pedestrian crossings
 - Security fencing
 - Night time delineation such as flashing lanterns, linemarking incorporating glass beads, raised reflective pavement markers, lighting
 - Provision of signposting – directional, advisory, regulatory
- i) Details of advertising and communication, including radio, newspaper and letterbox distribution.
- j) Use of Variable Message Signs under TMC control.
- k) Request to use any VMS under TMC control.
- l) Notification of Authorities, including Police, STA and Council.

The applicant must meet all costs in regards to the provision of any supplementary staff or technical services provided by Transport Management Centre (TMC).