

Ms Amy Watson
Team Leader
Key Sites Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Brendon Roberts

Dear Ms Watson

**The Sandstone Precinct, 23-33 & 35-39 Bridge Street, Sydney
(SSD 7484 and SSD 6751 MOD 2) - Response to Submissions**

Thank you for your letter dated 2 May 2017, requesting Transport for NSW (TfNSW) review and comment on the above.

TfNSW comments on the above are provided below.

Future Rail Corridors

The Response to Submission states that discussion between the project team and TfNSW will be ongoing during the detailed design phase and the key items to discuss and seek approval include:

- Excavation level of tunnel link and education building basement;
- New pad footings from Education Building imposing load onto Metro Tunnel;
- Excavation methodology for new link;
- Stray currents; and
- Vibration and acoustic issues from the train network.

TfNSW requests that the applicant be conditioned to protect future CBD Rail Link (CBDRL) and Sydney Metro City and Southwest corridors as requested by Sydney Trains.

Loading and Servicing Management Plan

The Response to Submission states that

- An outline Loading Dock Management Plan (LDMP) has been prepared (Appendix K of the EIS). This will be used as the basis for a detailed LDMP to be prepared by the operator.
- The LDMP will be utilised to ensure efficient use of the available on-site loading dock. All deliveries associated with the hotel and retail functions will be allocated time slots and vehicle dimensions will be controlled to suit the entry constraints. It is envisaged that there will be minimal overflow to on-street loading areas when larger delivery vehicles are required to be used

TfNSW requests that the applicant be conditioned to update the detailed Loading dock Management Plan in consultation with the CBD Coordination Office to manage vehicle movements accessing on-site loading and servicing facilities. The detailed loading bay management plan should include provision for night time (6pm – 6am) deliveries and servicing. This is required to minimise the impact on the road network.

Kerbside Controls and Hotel Drop-off

The Response to Submission states that:

- During the course of the preparation of the construction certificate documentation, consultation will be undertaken with the City of Sydney and the CBD Coordination Office within TfNSW in regard to the kerbside controls, taxi zone and hotel drop off.
- Swept path analysis has been undertaken and is included at Appendix O of the EIS.

TfNSW notes that the swept path analysis has been undertaken for a 12.5m design vehicle. TfNSW advises that the swept path analysis should be revised using a 14.5m bus as the design vehicle and include all bus movements.

TfNSW requests that the applicant be conditioned to consult with the CBD Coordination Office within TfNSW in relation to changes to kerbside controls and the design of the hotel drop-off.

Construction Pedestrian and Traffic Management Plan

The Response to Submission states that applicant accepts the suggested condition by TfNSW which is to be satisfied prior to the issue of Construction Certificate CC2 – excavation.

TfNSW requests that the applicant be conditioned to submit a copy of the final Construction Pedestrian and Traffic Management Plan to the Coordinator General, CBD Coordination Office for endorsement, prior to the commencement of any demolition and construction activities.

Conditions of Consent

TAB A includes suggested Conditions of Consent

TfNSW requests that the applicant consults with the CBD 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 8202 2198.

Yours sincerely


Marg Prendergast 25.5.17.
Coordinator General
CBD Coordination Office

Objective Reference: CD16/04852

TAB A – Suggested Condition of Consent

Loading and Servicing Management Plan

Prior to the issue of the construction certificate, the applicant shall prepare a loading and servicing management plan that needs to include the following (not limited to):

- Management of queuing along public roads as a result of the proposed loading area arrangement;
- Management of incidents at the access to the loading areas;
- Loading areas management details including service vehicle movements during peak periods; and
- Management of conflicts between vehicles accessing the site and pedestrian movements along Loftus Street and Gresham Street.

Kerbside Controls and Hotel Drop-off

Prior to the issue of the construction certificate, the applicant shall:

- Consult with the City of Sydney and the CBD Coordination Office within TfNSW in regard to the kerbside controls, taxi zone and hotel drop off; and
- Revise the swept path analysis with a 14.5m bus as the design vehicle and include all bus movements.

Construction Pedestrian and Traffic Management Plan

The applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Coordination Office and the Sydney Light Rail Team within TfNSW. The CPTMP needs to specify, but not limited to, the following:

- Location of the proposed work zone;
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number of construction vehicle movements;
- Construction program;
- Consultation strategy for liaison with surrounding stakeholders;
- 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 Light Rail Project and Sydney Metro. 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 road network; and
- 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.

The applicant shall submit a copy of the final plan to the Coordinator General, CBD Coordination Office for endorsement, prior to the commencement of any demolition or construction activities.