



**Transport  
for NSW**

Amy Watson  
Team Leader  
Key Sites and Social Projects  
Department of Planning & Environment  
GPO Box 39  
Sydney NSW 2001

**Attn: Simon Truong**

Dear Ms Watson

**Mixed Use Hotel, Residential and Retail development at 175-177 Cleveland Street  
and 1-5 Woodburn Street, Redfern (SSD 7064) – Response to Submission**

Thank you for your correspondence dated 10 May 2016 requesting Transport for NSW (TfNSW) to comment on the above development.

TfNSW comments on the development are provided below.

**Future Rail Corridor**

The proposed development is located within the future CBD Rail Link (CBDRL) corridor. Sydney Trains as the relevant "Rail Authority" under the provisions of the State Environmental Planning Policy (Infrastructure) 2007 (ISEPP) will provide a separate response with relevant Conditions of Consent in relation to the CBDRL for the development application.

**Construction Pedestrian and Traffic Management Plan**

Several construction projects, including the Sydney Light Rail Project are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within and around the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

**Active Transport**

The response to submission has considered previous TfNSW comments in relation to additional bicycle parking. However end of trips facilities and bicycle parking requirements for customers and employees have not been addressed.

## Recommended Conditions of Consent

TfNSW requests that the applicant be conditioned in relation to Construction Pedestrian and Traffic Management Plan and Active Transport. Suggested Conditions of Consent are provided in **TAB A**.

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 proponent.

Thank you again for the opportunity of providing advice for the above development application. 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  
**Coordinator General**  
**CBD Coordination Office**

21.6.16

CD16/06487

## TAB A

### Construction Pedestrian and Traffic Management Plan

TfNSW requests that the applicant be conditioned to the following:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Coordination Office within TfNSW and Sydney Light Rail Team. The CPTMP needs to specify, but not limited to, the following:
  - Location of the proposed work zone and staging area;
  - Haulage routes;
  - Proposed location of the crane;
  - 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. 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.
- Submit a copy of the final plan to the Coordinator General, CBD Coordination Office for approval, prior to the commencement of any work.

### Active Transport

The proponent should be conditioned to locate bicycle facilities including end of trip facilities for customers and employees in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines and Council's DCP.