



Mr Matthew Rosel  
Consultant Planner  
Key Site Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

Dear Mr Rosel

**Proposed Student Accommodation Building W1 at the Darling Drive Plot, Sydney  
International Convention, Exhibition and Entertainment Precinct (SSD 7133)  
Notice of Exhibition**

Thank you for your letter dated 10 November 2015 requesting Transport for NSW (TfNSW) comment on the above.

The summary of key issues identified during the assessment of the proposal is provided below. A detailed discussion of these and remaining issues are included in **TAB A**.

**Sydney Light Rail – Inner West Line**

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). It is also noted that the proposed construction activities are likely to interfere with the light rail operation. The applicant needs to enter a number of agreements with TfNSW, the light rail operator and Sydney Trains as the land owner. Ongoing consultation is also required between these parties during the design and construction of the proposed development.

**Protection of Sydney Trains' Land, Easements and TfNSW Infrastructure**

The proposed development is located immediately adjacent to the Sydney Trains' land, easements and TfNSW infrastructure. Sydney Trains' assets need to be protected. It is requested that the applicant provide all relevant documentation as requested by TfNSW and Sydney Trains for review and endorsement prior to issuing the relevant Construction Certificate.

**Construction Pedestrian and Traffic Management**

Several construction projects, including the Sydney Light Rail project are likely to occur at the same time at this development within the CBD and Darling Harbour Precinct. The cumulative increase in construction vehicle movements from these projects could impact on bus services in the CBD, and the safety of pedestrians and cyclists within the CBD and Darling Harbour Precinct particularly during commuter peak periods.

## Conditions of Consent

TfNSW recommends that the relevant Conditions of Consent that were put in place for Student Accommodation Building W2 (SSD 6010) be adopted for the subject student accommodation building development application. TfNSW would be pleased to review the draft Conditions of Consent prior to determining the application.

A separate response will be provided for the proposed modification to Student Accommodation Building W2.

TfNSW requests that the applicant consults with the CBD Coordination Office within TfNSW and Sydney Trains to address 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 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



Margaret Prendergast  
**Coordinator General**  
**CBD Coordination Office**

15.12.15

CD15/20275

## **TAB A – Detailed Comments**

### **Light Rail Safety 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). These issues are related to noise and vibration, transport and access, safety, property, creation of easements and protection of services for light rail and EMF/Interference. To address these issues, TfNSW requests a Rail Safety Interface Agreement and relevant Conditions of Consent are in place prior to the commencement of works.

Due to the number of light rail interface issues, TfNSW recommends the current working group between TfNSW, the applicant, the light rail operator and the land owner continue to address the issues during the detailed design development and to facilitate approval of detailed designs and relevant management plans.

### **Interference with Light Rail Operation**

The proposed construction activities are likely to interfere with the light rail operation. Therefore, the applicant shall enter into an Agreement(s) with TfNSW, the light rail operator, and if required, Sydney Trains as the land owner to protect assets, services etc. and to recover costs that TfNSW, Sydney Trains and the light rail operator incurs in the development. The Agreement(s) shall include, but not limited to:

- Pre and post construction dilapidation reports;
- The need for track possessions/isolation;
- Review of the machinery to be used during excavation/ground;
- Design and engineering assurance;
- Penetration/construction works;
- The need for track monitoring;
- Design and installation of lights, signs and reflective material;
- Endorsement of Risk Assessment/Management Plan and Safe Work Method Statements (SWMS);
- Endorsement of plans regarding proposed craneage and other aerial operations;
- Erection of scaffolding/hoarding;
- Light rail operator's rules and procedures;
- Maintenance of the western facade – light rail corridor side - of the building in the operations phase;
- Compliance with guidelines for developments near rail corridors;
- Compliance with ASA standards, including but not limited to standards for external developments; collision loads and risk review etc.;
- Alteration of rail assets such as the OHW along of track and associated hoarding; and
- Demarcation system, if undertaken by the applicant.

## **Information Required from the Applicant**

TfNSW requests that the applicant provide the information for TfNSW and Sydney Trains approval prior to issuing the relevant construction certificate, not limited to, the following:

- Final geo-technical and structural drawings;
- Final construction methodology;
- Final cross sectional drawings;
- Detailed survey plan;
- Acoustic assessment;
- Electrolysis report;
- Details of balconies/window openings;
- Risk assessment associated with possible light rail vehicle derailment;
- Details of fencing between the light rail corridor and the proposed development;
- Assessment on use of lights, signs and reflective materials which are visible from the rail corridor; and
- Details of insurances.

## **Consultation with TfNSW**

TfNSW requests that the applicant engages in ongoing consultation with TfNSW, the rail operator and Sydney Trains throughout the detailed design and construction of the Project and that relevant designs and management plans be submitted to TfNSW for approval prior works commencing.

## **Relocation of Sydney Trains Services/Infrastructure**

The relocation of any Sydney Trains services or infrastructure are to be at the applicants cost and to Sydney Trains 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/Roads and Maritime Services.

## **Protection of Sydney Trains' Land, Easements and TfNSW's Infrastructure**

Prior to the issuing of a Construction Certificate or the commencement of works (whichever occurs first) the applicant need to liaise with Sydney Trains to ascertain its requirements in relation to the protection of Sydney Trains' land, easements and TfNSW's infrastructure. The applicant is to submit to Sydney Trains all relevant documentation as requested by Sydney Trains and obtain Sydney Trains' written endorsement.

## **Construction Pedestrian and Traffic Management Plan**

TfNSW requests that the applicant prepares a detailed Construction Pedestrian and Traffic Management Plan (CPTMP) prior to commencement of construction, which takes into account other construction projects in the CBD including Sydney Light Rail project and Darling Harbour Live precinct. The CPTMP should be prepared in consultation with CBD Coordination Office within TfNSW and City of Sydney. The final CPTMP needs to be endorsed by the CBD Coordination Office within TfNSW prior to the commencement of construction.

## **Pedestrian Modelling**

TfNSW requests that pedestrian movements generated by the W1 student accommodation building be included in the pedestrian modelling that will be undertaken for the Darling Square precinct as committed by Lend Lease

## **Proposed Loading Zone Arrangement on Darling Drive**

The occupants of the student accommodation buildings need to rely on-street loading/ parking / drop off and pick up area (parking area) on Darling Drive for their daily activities. The subject parking area located in the public area would also be used by others in the precinct and would not be readily available for residents whenever they need to use this parking area.

Most of the students will move in and out of the buildings at the same time. If the on-Street parking area is occupied by others in the precinct during this period, vehicles and taxis would need to park on travel lanes of Darling Drive. This would have the potential to cause traffic and safety issues at this location.

To address the above issues, TfNSW requests that a loading zone for exclusive use of students be provided on site. This will enable student accommodation administration to manage the loading zone.

## **Shared Path Adjacent to Student Accommodation Buildings**

Students accessing the buildings need to use a shared path which has the potential to cause conflicts between pedestrian and cyclists. TfNSW requests that the applicant install signs along the shared path advising cyclists to reduce speed and look out for pedestrians.