

Mr Cameron Sargent
Team Leader
Key Sites Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Andrew Hartcher

Dear Mr Sargent

Walsh Bay Arts Precinct Stage 2 (SSD 7689) and Sydney Theatre Company Internal Fitout and Refurbishment Works (SSD 7561) - Notice of Exhibition

Thank you for your letter dated 16 November 2016, requesting Transport for NSW (TfNSW) review and comment on the above.

It is noted that the Traffic Impact Assessment Reports (traffic reports) prepared for the above development applications need to be reviewed in consultation with TfNSW. TfNSW requests that the applicant:

- Consults with TfNSW prior to the preparation of the Response to Submissions; and
- Revises the traffic reports following the consultation with TfNSW and submit as part of the response to submissions.

Sydney Light Rail Project

As you are aware, the Sydney Light Rail Project was determined by the Department of Planning and Environment (DP&E) on 4 June 2014. TfNSW advises that construction has now commenced and will be carried out in accordance with the existing approvals and any modifications subsequently approved.

Construction Pedestrian and Traffic Management Plan

Several construction projects, including the Sydney Light Rail Project and Sydney Metro City & Southwest 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 the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

TfNSW requests that the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Coordination Office within TfNSW.

Proposed Service and Loading Dock Management

The following is noted in relation to the proposed Service and Loading Dock operation in the Transport Impact Assessments (Traffic Reports):

- The proposed service and loading dock arrangement is complex and is not typical compared with other service and loading dock arrangements in particular for the new loading dock on Pier 2/3; and
- It is anticipated that between the new loading dock on Pier 2/3, the existing loading dock on Wharf 4/5 and the on-street loading provisions, there will be adequate loading capacity to cater for the demands generated by the additional uses.

TfNSW advises that:

- Any incidents in the service and loading dock would have the potential to cause queuing on Hickson Road. Therefore, the service and loading dock operation would have the potential to have an impact on the CBD road network, including to buses approaching the bus stop which is within the immediate vicinity of the service and loading vehicle access driveway;
- The applicant should not rely on the kerbside restrictions to conduct their business activities;
- The development should cater for all loading and servicing to be conducted on-site; and
- Kerbside restrictions are set to suit the wider community needs and are constantly subject to change based on road network requirement.

TfNSW requests the applicant be conditioned in relation to the proposed service and loading dock management to manage service and loading dock operation and to minimise impact on the general traffic and bus operation within the CBD.

Traffic Management

The following is noted in relation to the proposed traffic generation and management in the Transport Impact Assessments (Traffic Reports):

- The ability of the site to generate traffic is restricted by the zero on-site car parking provision, however, the redevelopment of the site will still generate traffic movements as a result of loading vehicle trips, taxi trips, pick up and drop off trips, private vehicle trips utilising nearby on and off street car parking within the precinct.

TfNSW advises that minimal assessment of the forecast demand for point-to-point transport and coaches/mini buses to serve the developments has been undertaken, including identifying how these forms of transport would access the sites and be accommodated.

TfNSW requests that prior to the issue of consent, the applicant undertake an assessment of the forecast demand for point-to-point transport and coaches/mini buses to serve the developments, including clearly identifying how these forms of transport would access the sites and be accommodated, to manage the traffic impacts of the developments.

Event Management

The traffic report states that traffic demands would be managed by a Transport Management Plan during defined major events. It is noted that a preliminary Event Management Plan has been submitted as part of the development application.

TfNSW requests that the applicant be conditioned to prepare a detailed Event Management Plan in consultation with the CBD Coordination Office.

Green Travel Plan

The traffic report states that a preliminary Green Travel Plan has been prepared as part of the development application.

TfNSW requests that the applicant be conditioned to prepare a detailed Green Travel Plan in consultation with the CBD Coordination Office.

Active Transport

TfNSW requests that the applicant provides the following:

- Locate bicycle parking facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines;
- Locate end of trip facilities in convenient areas for the use of employees who chose to walk or cycle to work; and
- Develop a wayfinding strategy (including the installation of adequate signage) and travel access guides to assist with increasing the mode share of public transport and walking and cycling, in particular from existing and planned public transport.

Conditions of Consent

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 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



For: Marg Prendergast
Coordinator General
CBD Coordination Office

23/12/2016.

Objective Reference CD16/16423

TAB A – Suggested Conditions of Consent

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 and the Sydney Light Rail Team within TfNSW. The CPTMP needs to specify, but not to be 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. 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 endorsement, prior to the commencement of any work.

Proposed Service and Loading Dock Management

TfNSW requests that the applicant be conditioned to:

- Confirm that the car park access and circulation areas are designed in accordance with the relevant Australian Standards, including for loading dock areas;
- Prepare plans that show swept paths of the vehicles including simultaneous ingress and egress to the service and loading dock and location of passing bays;
- Prepare a detailed car park and loading dock management plan in consultation with the CBD Coordination Office within TfNSW; and
- Submit a copy of the final plans to the Coordinator General, CBD Coordination Office for approval, prior to the prior to the issue of any construction certificate.

Event Management

TfNSW requests that the applicant be conditioned to:

- Prepare a detailed Event Management Plan in consultation with the CBD Coordination Office within TfNSW; and

- Submit a copy of the final plan to the Coordinator General, CBD Coordination Office for approval, prior to the issue of any construction certificate.

Green Travel Plan

TfNSW requests that the applicant be conditioned to:

- Prepare a detailed Green Travel Plan in consultation with the CBD Coordination Office within TfNSW; and
- Submit a copy of the final plan to the Coordinator General, CBD Coordination Office for approval, prior to the issue of any construction certificate.

