

Mr Kerry Kyriacou
Manager Development Assessments
Randwick City Council
30 Frances Street
Randwick NSW 2031

Attention: William Jones

Dear Mr Kyriacou

**Development Application for 47 Botany Road, Randwick NSW 2031
(DA/281/2018)**

Thank you for your letter dated 23 May 2018, requesting Transport for NSW (TfNSW) review and comment on the above.

TfNSW comments are provided below.

Sydney Light Rail Project

Comment

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;
- The High Street section located adjacent to the subject site has altered traffic arrangements because of the construction of the Sydney Light Rail Project; and
- The applicant should consult with the Sydney Coordination Office and Sydney Light Rail team within TfNSW in relation to construction access arrangements to the proposed development prior to the commencement of construction.

The Stormwater Plan prepared to support the development application provides details for the management of stormwater for the development. TfNSW advises that the subject development could have the potential to impact surrounding land/ activities, including the Sydney Light Rail Project, by contributing to additional flooding during the development's construction and at its completion.

Recommendation

TfNSW advises that the applicant should be conditioned to the following:

- The development shall not adversely impact on the completion of the Sydney Light Rail Project's program of works, including, but not limited to, footpaths, kerbs and gutters, driveways and road restoration works.
- The existing overland flow paths shall be maintained during construction and at completion and the development shall not adversely impact on surrounding land/ activities, including the Sydney Light Rail Project, by contributing to additional flooding as a result of the subject development.

Construction Pedestrian and Traffic Management

Comment

Several construction projects, including the Sydney Light Rail Project, University of New South Wales, Inglis Stables, Randwick Campus Redevelopment and surrounding new residential developments will occur at the same time as this development within the Randwick Precinct.

The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within the Randwick Precinct, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

TfNSW advises that the use of High Street by construction vehicles as a haulage route or construction work zone must be avoided to ensure that the interface risk between construction vehicles and the Sydney Light Rail construction and operation and buses is mitigated.

Further, the use of Botany Street for a construction work zone would have the potential to impact on the general traffic operation within the Randwick Precinct. As a result of this, TfNSW does not support a work zone on Botany Street either and advises that the applicant should accommodate all construction vehicles within the property boundaries of the site during construction.

Recommendation

TfNSW advises that the applicant should be conditioned to the following:

- Construction vehicles shall not use High Street as a haulage route or construction work zone or Botany Street as a construction work zone, without prior approval of the Sydney Coordination Office within TfNSW and Roads and Maritime Services.
- The applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office and Sydney Light Rail team within TfNSW and Roads and Maritime Services. The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination for endorsement, prior to the commencement of any work on site. The CPTMP needs to specify, but not limited to, the following:
 - Location of any proposed work zone;
 - Haulage routes including any marshalling area/s and operation;
 - Construction vehicle access arrangements;
 - Proposed construction hours;
 - Estimated number of construction vehicle movements including measures to reduce the number of movements during the defined peak traffic periods;
 - 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 the Sydney Light Rail Project, University of New South Wales, Inglis Stables, Randwick Campus Redevelopment and surrounding new residential developments. 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;

- Measures to avoid construction worker vehicle movements within the vicinity of the precinct; and
 - Proposed mitigation measures. 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 provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and the Transport Management Centre and Sydney Coordination Office within Transport for NSW to resolve issues relating to traffic, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

Proposed Car Park Access Arrangement on High Street

Comment

The Traffic Impact Statement prepared to support the proposed development includes a swept path analysis for the vehicles accessing the car park via High Street. It is not clear from the swept path analysis whether vehicles would be able to enter and exit the driveway without encroaching on the Sydney Light Rail corridor along High Street.

Recommendation

TfNSW advises that the applicant should be conditioned to the following:

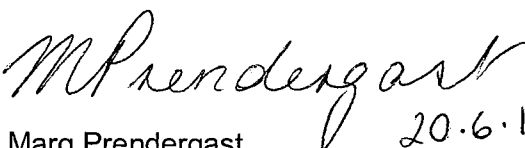
- The applicant shall undertake a swept path analysis to show that the largest size vehicle (B99 vehicle) accessing the site would be able to enter and exit in a forward direction without encroaching on the Sydney Light Rail corridor along High Street. The applicant shall submit the results of the swept path analysis to the Coordinator General, Transport Coordination for endorsement, prior to the issue of the Construction Certificate.

It is noted that Figure 4 of the Traffic Impact Statement shows inaccurate public transport routes as Routes 348, 370, 400 and 410 operate eastbound in Barker Street as part of Sydney Light Rail Project diversions and Route 348 does not operate along Botany Street from Alison Road. It is advised that the document titled 'South East Bus Changes from 31 March 2017' prepared by TfNSW and available on the Tomorrow's Sydney website, be referred to for more details.

TfNSW requests that the applicant consults with the Sydney 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 0439 489 298.

Yours sincerely

 20.6.18

Marg Prendergast
Coordinator General
Transport Coordination

Objective Reference CD18/05046