



**Transport
for NSW**

CB15/15976

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

Attention: Matthew Rosel

Dear Mr Sargent

**State Significant Development Application for Crown Sydney Hotel Resort
(SSD 6957), 51a Hickson Road, Barangaroo - Notice of Exhibition**

Thank you for your letter dated 15 July 2015 requesting Transport for NSW (TfNSW) comment on the above development application.

Roads and Maritime Services will provide a separate response to the above.

TfNSW has provided its comments on the modification to the Barangaroo Concept Plan (MOD 8) and requested additional information to assess the modification proposal. The issues raised in that submission are also reflected in this letter.

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 **Attachment 1**.

- The proposed changes to George Street as a result of the proposed CBD Light Rail will increase traffic movements on the road network located within and adjacent to the Barangaroo Precinct. These changes have not been taken into account within the traffic analysis for the proposed development.
- The Transport Assessment Report indicates that the performance of the Hickson Road/Napoleon Street intersection, in comparison to MOD 4, operates above acceptable levels of performance.
- The traffic analysis suggests the performance of the Sussex Street/Erskine Street intersection will improve with an increase in traffic volume, which requires clarification.
- The above points should be addressed and any mitigating measures required to support the proposal should be discussed with TfNSW.

- The Transport Assessment Report proposes that public car parks at Towns Place and Headland Park could be used by visitors to the hotel to cater for a 300 space shortfall in demand. These public car parks will also be used by visitors to the Headland Park and Barangaroo Central. No analysis has been undertaken to demonstrate that sufficient supply is available for visitors to public parks and the hotel. Additionally no consideration has been given to the impact of circulating traffic moving through the Precinct to access these parking spaces.
- Several construction projects are likely to occur at the same time within the Barangaroo and Wynyard Precincts. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on bus services in the CBD, and the safety of pedestrians and cyclists within the Barangaroo and Wynyard Precincts during commuter peak periods.

TfNSW requests that the proponent provides the additional information requested in this submission to Department of Planning and Environment. TfNSW would be pleased to consider any further material forwarded from Department of Planning and Environment.

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

3.9.15

CD15/13533

Attachment 1 – Issues identified in relation to Traffic, Transport and Parking

Traffic Assessment

Impact of CBD Light Rail

Issue

The proposed changes to George Street as a result of the proposed CBD Light Rail will increase traffic movements on the road network located within and adjacent to the Barangaroo Precinct. Based on the information provided in the Transport Assessment Report, the changes to the traffic movements have not been taken into account for the estimation of future traffic volumes used in the traffic analysis.

Recommendation

TfNSW requests that the proponent revises the traffic analysis to incorporate the changes to the traffic movements on the road work located within the Wynyard and Barangaroo Precincts to take into account the approved CBD Light Rail.

Linsig Intersection Analysis

Issue

The table below provides the results of the Linsig intersection analysis for Hickson Road/Napoleon Street and Sussex Street/Erskine Street intersections based on traffic reports prepared as part of the Barangaroo development.

| Peak Period | MOD 2* | | | MOD 4^ | | | MOD 8+9* | | |
|--|--------|------|-----|--------|------|-----|----------|------|-----|
| | LOS | DS | AVD | LOS | DS | AVD | LOS | DS | AVD |
| Hickson Road/Napoleon Street intersection | | | | | | | | | |
| AM Peak | E | 1.00 | 68 | D | 0.92 | 44 | E | 1.00 | 69 |
| PM Peak | D | 0.94 | 48 | F | 1.01 | 74 | D | 0.92 | 43 |
| Sussex Street/Erskine Street intersection | | | | | | | | | |
| AM Peak | B | 0.60 | 27 | C | 0.90 | 41 | B | 0.60 | 27 |
| PM Peak | E | 0.97 | 59 | F | 1.09 | 122 | D | 0.97 | 55 |

NOTE: MOD – Modification, LOS – Level of Service, DS – Degree of Saturation, AVD – Average Vehicle Delay (sec/veh)

Source: * Crown Sydney Hotel Resort, Transport Assessment Report

^ Barangaroo South Precinct – Basement and Bulk Excavation (MP10_0023) Transport Management and Accessibility Plan (TMAP) Supplementary

The Transport Assessment Report indicates that the performance of the Hickson Road/Napoleon Street intersection, in comparison to MOD 4, operates above acceptable performance parameters (LOS E). Additionally, the traffic analysis suggests that the performance of the Sussex Street/Erskine Street intersection would improve with an increase in traffic volume, which requires clarification.

Recommendation

TfNSW requests that the proponent updates the Transport Assessment Report and reconsiders the operation of these intersections in conjunction with the operation of the Light Rail and identifies the impacts and mitigation measures (if required).

Traffic Generation from Hotel

Issue

Traffic generation for the proposed hotel has been estimated at 75 vehicle trips during the morning peak period and 213 vehicle trips during the afternoon peak period based on the traffic surveys undertaken at Crown Resort in Melbourne. No detailed information has been provided in the Transport Assessment Report how these figures have been derived based on the surveys at Crown Resort in Melbourne. TfNSW is therefore unable to assess whether the traffic generation from the hotel is representative.

Recommendation

TfNSW requests that the proponent provides a detailed explanation of the traffic generation estimation used for the hotel.

Distribution of Generated Traffic

Issue

No detailed information is provided on how the generated traffic would be distributed along Hickson Road. TfNSW is therefore unable to accurately assess the development impacts.

Recommendation

TfNSW requests that future traffic flows on Hickson Road for the AM Peak and PM Peak periods be reported in the Transport Assessment Report.

Construction Traffic Management

Issue

Several construction projects are likely to occur at the same time within the Barangaroo and Wynyard Precincts. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on bus movements in the CBD and the safety of pedestrians and cyclists within the Barangaroo and Wynyard Precincts during the commuter peak periods.

Recommendation

TfNSW requests that the proponent prepares a detailed Construction Pedestrian and Traffic Management Plan (CPTMP) prior to commencement of construction, which takes into account other construction projects (including Barangaroo Ferry hub project) in the Barangaroo and Wynyard precincts. The CPTMP should demonstrate that the construction impacts on the road network, bus operation and pedestrian/cyclist safety can be managed. The CPTMP should be prepared in consultation with TfNSW, Roads and Maritime Services and City of Sydney. The CPTMP would need to be endorsed by the CBD Coordination Office within TfNSW.

Parking Assessment

Carparking Demand for Hotel

Issue

The Transport Assessment Report proposes that public car parks at Towns Place and Headland Park could be used by visitors to the hotel to cater for a 300 space shortfall in demand. These public car parks will also be used by visitors to the Headland Park and Barangaroo Central. No analysis has been undertaken to demonstrate that:

- Sufficient supply is available for both visitors to public car parks and the hotel;
- Why it is appropriate that the hotel does not cater fully for its demand; and
- Circulating traffic would not have an impact on the road network as traffic moves through the Precinct to access the parking spaces.

Recommendation

TfNSW requests that the proponent undertakes the following:

- a detailed analysis to confirm that adequate public parking is available for visitors to Headland Park and Barangaroo Central and the hotel at Towns Place and Headland car parks; and
- preparation of a management plan to manage traffic moving through the Precinct to access the parking spaces.

Bicycle Parking and Facilities

Issue

The Transport Assessment Report does not provide justification for the bicycle parking provision for staff and visitors for the proposed development. Details of end trip facilities for cyclists are also not provided in the Transport Assessment Report.

Recommendation

TfNSW requests that the proponent justifies the provision of bicycle parking for staff and visitors for the proposed development. The details of end trip facilities for cyclists in the proposed development should be provided in the documentation.

Coach Parking

Issue

The Transport Assessment Report does not identify the coach parking provision in a map for the proposed development in the Transport Assessment.

Recommendation

TfNSW requests that the proponent develops coach parking location map within the Barangaroo Precinct and justifies the coach parking provision for the hotel.

Bus Operation

Impacts on Bus Operation

Issue

The proposed development has the potential to impact on bus operation and these impacts (and potential mitigation measures) have not been considered in the Transport Assessment Report.

Recommendation

TfNSW requests that a revised Transport Assessment Report include an assessment of impacts on bus operation and identify mitigation measures for any impacts (if required).

Amendments to Transport Assessment Report

TfNSW requests that the following amendments be made to reflect the current policies and the status of the transport projects in the Transport Assessment Report:

- Barangaroo Integrated Transport Plan has been largely superseded by the Sydney City Centre Access Strategy. Any reference should first be made to the Sydney City Centre Access Strategy and subsequently to the Barangaroo Integrated Transport Plan as required.
- Section 2.2.4 (Page 15) – Napoleon Street is not the key link for cyclists to Barangaroo as shown in Figure 14 - Strategic Cycleway Map sourced Sydney City Centre Access Strategy.

- Section 2.2.4 (Page 15) – Figure 9 does not reflect the Sydney Centre Access Strategy. In particular, the cycle route along College and Macquarie Streets is not an endorsed cycle route.
- Section 3.2.3 (Page 30) – Bus movements reported in Table 4 of the Transport Assessment Report are based on 2008 information and outdated and needs to be updated.
- Section 5 (Page 44) – Latest information in relation to Barangaroo Ferry Hub needs to be included in Section 5 as per public announcements.
- Section 5.1.2 (Page 45) – CBD and South East Light rail is expected to take 4 years to complete (not will take five to six years to complete).
- Section 5.3 (Page 49) – some of the statements are incorrect. The recently released New CBD Bus Network brochure should be reviewed and the text in Section 5.3 amended accordingly. Section 3.5.3 of the EIS should also be amended accordingly.
- Section 5.3 (Page 50) - Figure 33 does not reflect the recent release of information on the new CBD bus network.

Amendments to Travel Demand Management Report

TfNSW requests that the following amendments be made to reflect the current policies and the status of the transport projects in the Travel Demand Management Report:

- Section 2.3.2 (Page 45) – Construction is scheduled to commence in late 2015 and will take four years to complete (not in late 2014 and will take five to six years to complete).
- Sections 2.4.3 and 2.4.4 (Page 16) – Latest information in relation to the Sydney Metro needs to be included in Section 5 as per public announcements.
- Section 2.4.3 (Page 16) – The South West Rail Link is complete and now open.
- Section 2.5 (Page 15) – Latest information in relation to Barangaroo Ferry Hub needs to be included in Section 5 as per public announcements.
- Section 2.6 (Page 18) – some of the statements are incorrect. The recently released New CBD Bus Network brochure should be reviewed and the text in Section 5.3 amended accordingly.
- Section 2.6 (Page 19) – Figure 14 does not reflect the recent release of information on the new CBD bus network.

Amendments to Construction Traffic Management Plan

TfNSW requests that the following amendments be made in the Construction Traffic Management Plan Report:

- Section 3.2 (Page 10) – Wynyard Walk project is not expected to be completed by September 2015 as reported in Table 3. Wynyard Walk is now expected to be completed and opened in 2016.
- Section 4.4.4 (Page 21) – Level of Service is reported instead of Average Vehicle Delays in Table 7.