

Bank Street Park
Blackwattle Bay / Tjerruing

SSD-53386706

Appendix AN

Transport and Accessibility Impact Assessment (JMT Consulting)



December 2023



Bank Street Park

Transport and Accessibility Impact Assessment and Preliminary Construction Pedestrian Traffic Management Plan

Prepared for: **Infrastructure NSW**

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1 Introduction

1.1 Background

JMT Consulting has prepared this transport and accessibility impact assessment report on behalf of Infrastructure NSW to support a State Significant Development Application (SSDA) for a new waterfront public park within Blackwattle Bay, to be known as Bank Street Park (SSD-53386706). Bank Street Park is located at 1A-19 Bank Street, Pyrmont on the shoreline of Tjerruing Blackwattle Bay and adjacent areas of Blackwattle Bay.

1.2 Blackwattle Bay precinct

Bank Street Park forms part of the Blackwattle Bay Precinct, which is an area of predominantly government owned land located on the western edge of the Pyrmont Peninsula and adjoining the waters of Blackwattle Bay (Figure 1).



Figure 1 Blackwattle Bay precinct

Source: INSW

The precinct was rezoned in December 2022 to facilitate a new mixed-use community, providing for around 2,000 new residents and 5,600 new jobs and creating a vibrant 24/7 economy. Updated planning and land use controls were incorporated into the Sydney Local Environmental Plan 2012, along with site specific design guidance in the Blackwattle Bay Design Guidelines.

A critical part of the Blackwattle Bay Precinct is the high quality public domain which includes a series of parks and open spaces connected by a foreshore promenade. Bank Street Park will bring new active and passive recreation uses into a unique park environment, catering for both existing and future communities in the vicinity.

1.3 Site description

Bank Street Park is located at 1A-19 Bank Street, Pyrmont NSW within the City of Sydney local government area (LGA) and includes harbour development in Blackwattle Bay. The site area is approximately 1.9 hectares (including 0.7 hectares of harbour). The relevant lot and deposited plans and the respective ownership for the site are detailed in Table 1 and shown in Figure 2.

Table 1 Summary of land title details of the site

Street address	Lot and Deposited Plan details	Ownership
1A Bank Street, Pyrmont NSW 2009	Lot 1 DP 85206 Lot 1 DP 188671	Transport for NSW
1-3 Bank Street, Pyrmont NSW 2009	Lots 1-2 DP 1089643 Lot 1 DP 439245	Infrastructure NSW
5 Bank Street, Pyrmont NSW 2009	Lot 20 DP 803159	Transport for NSW
7 Bank Street, Pyrmont NSW 2009	Lot 19 DP 803159	Transport for NSW
9 Bank Street, Pyrmont NSW 2009	Lot 21 DP 803159	Transport for NSW
11 Bank Street, Pyrmont NSW 2009	Lot 22 DP 803159	Transport for NSW
17-19 Bank Street, Pyrmont NSW 2009	Lots 5-6 DP 803160	Transport for NSW
Sydney Harbour	Lot 5 DP 1209992	Roads and Maritime Services (Transport for NSW)
Sydney Harbour	Lot 107 in DP 1076596	Transport for NSW
Part Bank Street road reserve	N/A	City of Sydney Council

Bank Street Park is located on Gadigal Land, one of the twenty-nine clans of the great Eora Nation. It adjoins the foreshores of Glebe to the west and Pyrmont Bridge Road and Wentworth Park to the south.



Figure 2 Site context map

Source: Architectus



Figure 3 Site location within Blackwattle Bay State Significant Precinct

The indicative site location is outlined in red.

Source: Blackwattle Bay Design Guidelines with Architectus edits (2023)

1.4 Proposed development

Development consent is sought for a “recreation area” for the primary purpose of a *public park*, comprising:

- Site preparation works, including tree removal, earthworks and remediation to facilitate the proposed use;
- Demolition of three existing buildings at 1-3 Bank Street;
- New and adapted facilities for community use, including:
 - New single storey building to accommodate flexible community space, café, and marina office/store facilities, with green roof and photovoltaics;
 - Adaptive reuse of Building D for public amenities, bin and other storage;
 - Boat launching ramp and pontoon for passive watercraft, including dragon boats and kayaks;
 - Boat storage building with change facilities for dragon boat users with publicly accessible rooftop deck;
- Public domain works, including:
 - ‘Interpretation Garden’ in existing building ‘ruins’ at 1-3 Bank Street;
 - Split level foreshore promenade;
 - Multi-purpose court with edge seating and partial fence;
 - Nature-based inclusive playspace for ages 2-12;
 - Fitness equipment;
 - Public plaza and grassed open space areas;
 - New tree plantings and planter beds;
 - Public art, wayfinding and interpretative signage, lighting, bike parking and seating;
- Harbour works including:
 - Overwater boardwalk;
 - Land/water interface works, including sandstone terracing into water and support structure, to improve marine habitat;
 - Demolition and construction of a new timber launching ramp for dragon boats;
 - Kayak/passive craft pontoon; and
 - Restoration, repair and alterations to the existing seawall for new stormwater outlets.
- Works to Bank Street road reserve, including:
 - Road space reallocation to provide separated cycleway;
 - Cycleway transition to Bank Street to continue south as part of future works;
 - Reinstatement of existing on-street parallel parking;
 - Tree planting;
 - Accessible parking space; and
 - Loading zone adjacent 1-3 Bank Street.

Refer to Figure 4 for an illustration of the preferred concept for Bank Street Park. For a detailed project description refer to the Environmental Impact Statement prepared by Architectus.



Figure 4 Preferred concept for Bank Street Park

Source: Oculus

1.5 Report purpose

This report has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) issued for SSD-53386706 and relevant to traffic and transport as summarised in Table 2 below.

Table 2 SEARs requirements

Item	Description of Requirement	Relevant Section of Report
11. Traffic, Transport and Accessibility	<i>Provide a transport and accessibility impact assessment which includes:</i>	This report
	<ul style="list-style-type: none"> <i>an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.</i> 	3
	<ul style="list-style-type: none"> <i>details of the proposed development, including existing and proposed pedestrian, cycling, and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances)</i> 	5.1, 5.4
	<ul style="list-style-type: none"> <i>parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.</i> 	5.5, 5.6, 5.7, 5.8
	<ul style="list-style-type: none"> <i>analysis of the impacts of the proposed development (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), identification of potential traffic impacts on road capacity, intersection performance for both drivers and people walking and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments.</i> 	5.9, 5.10
	<ul style="list-style-type: none"> <i>measures to mitigate any transport-related impacts (in accordance with Transport for NSW's hierarchy of road users), including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms of delivery (including proposed arrangements with local councils or government agencies) of any infrastructure improvements in accordance with relevant standards.</i> 	5.10

Item	Description of Requirement	Relevant Section of Report
<p>11. Traffic, Transport and Accessibility</p>	<ul style="list-style-type: none"> proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan. 	5.11
	<ul style="list-style-type: none"> analysis of pedestrian comfort on footpaths within and immediately adjacent to the development using the Walking Space Guide. 	5.3
	<ul style="list-style-type: none"> demonstration of how the development will enable the cycle network set out in both the City of Sydney's Bicycle Network Plan and Blackwattle Bay precinct, particularly the foreshore path and the connection to the Glebe Island Bridge. 	5.4
<p>14. Construction impacts</p>	<p>Provide a Construction Pedestrian and Traffic Management Plan that includes:</p> <ul style="list-style-type: none"> a considered approach to route identification and scheduling of construction vehicle movements. the indicative number, frequency and size of construction related vehicles (passenger, commercial and heavy vehicles, including spoil management movements). construction worker parking and management. the nature of existing traffic (types and number of movements) on construction access routes (including consideration of peak traffic times and sensitive road users and parking arrangements). access constraints and impacts on public transport (infrastructure and services), pedestrians and cyclists. the need to close, divert or otherwise reconfigure elements of the road, pedestrian and cycle network associated with construction of the project and the duration of these changes. <p>Address impacts to on-street parking, loading, servicing, and drop off and pick up including to residents and businesses.</p>	6

2 Transport Policy Context

2.1 Future Transport Strategy

The Future Transport Strategy is an update of the 2012 Long Term Transport Master Plan for NSW. It is a 40-year strategy, supported by plans for regional NSW and for Greater Sydney. The strategy outlines that transport is an enabler of economic and social activity and contributes to long term economic, social and environmental outcome.

The future availability of various services within the Blackwattle Bay precinct, including residential, retail and employment, all within close walking distance of public transport stops, aligns with the '15-minute neighbourhoods' concept outlined in the recently released Future Transport Strategy. The 15-minute neighbourhood concept aims to support local communities and healthy lifestyles by prioritising place making, walking, cycling, micromobility and last mile freight, to support 15-minute access to connected, local transport networks, precincts and local destinations. The location of Bank Street Park within the broader Blackwattle Bay precinct will facilitate comfortable access by walking and cycling to this future open space area for future residents, workers and visitors - allowing for the majority of trips to be made on foot with reduced reliance on private vehicle.

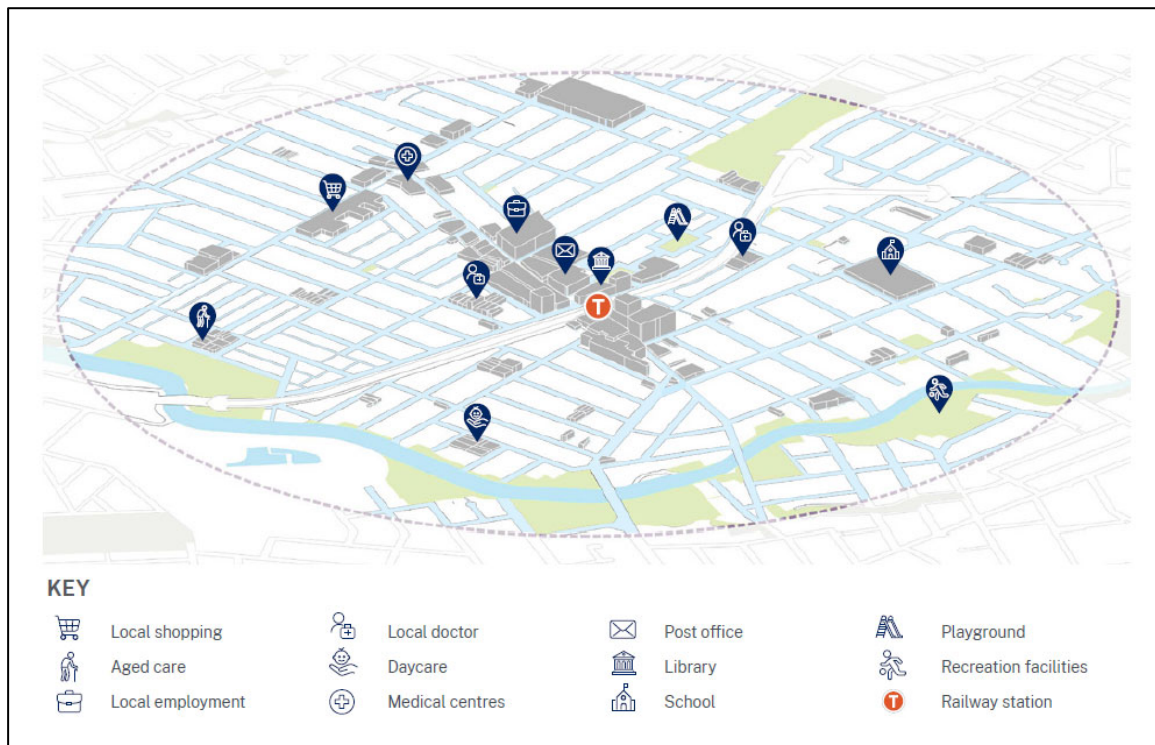


Figure 5 15-minute neighbourhood concept

Source: Future Transport Strategy (Transport for NSW, 2022)

2.2 Pyrmont-Ultimo Transport Plan

The draft Pyrmont-Ultimo Transport Plan was released in October 2023 and supports the NSW Government’s vision for the Precinct given the key infrastructure and land use changes such as Sydney Metro West Pyrmont Station, new Sydney Fish Markets at Blackwattle Bay, and planned uplifts in population and employment. The draft Transport Plan identified 55 initiatives (as illustrated in Figure 6) of which 19 will be delivered, planned for, or investigated within the next five years.

Of relevance to Bank Street Park the draft Transport Plan identifies the following initiatives for further investigation or delivery:

- Providing for active transport connections across the Glebe Island Bridge.
- Completion of the foreshore pedestrian and cycle link connecting the Glebe Island Bridge, Bank Street Park and the new Sydney Fish Market.
- Proposed regional cycle link on Bank Street connecting the Glebe Island Bridge, Miller Street and Bridge Road.
- Improved pedestrian connections through to the future Sydney Metro West Pyrmont Station along Pyrmont Bridge Road and Union Street.



Figure 6 Initiatives arising from draft Pyrmont-Ultimo Transport Plan

Source: Pyrmont-Ultimo Transport Plan, October 2023

2.3 Road User Space Allocation Policy

The Road User Space Allocation Policy has been developed by Transport for NSW to allocate the physical and temporal road user space safely and equitably to support the movement of people and goods and place objectives. The order of road space considerations is presented in Figure 7.

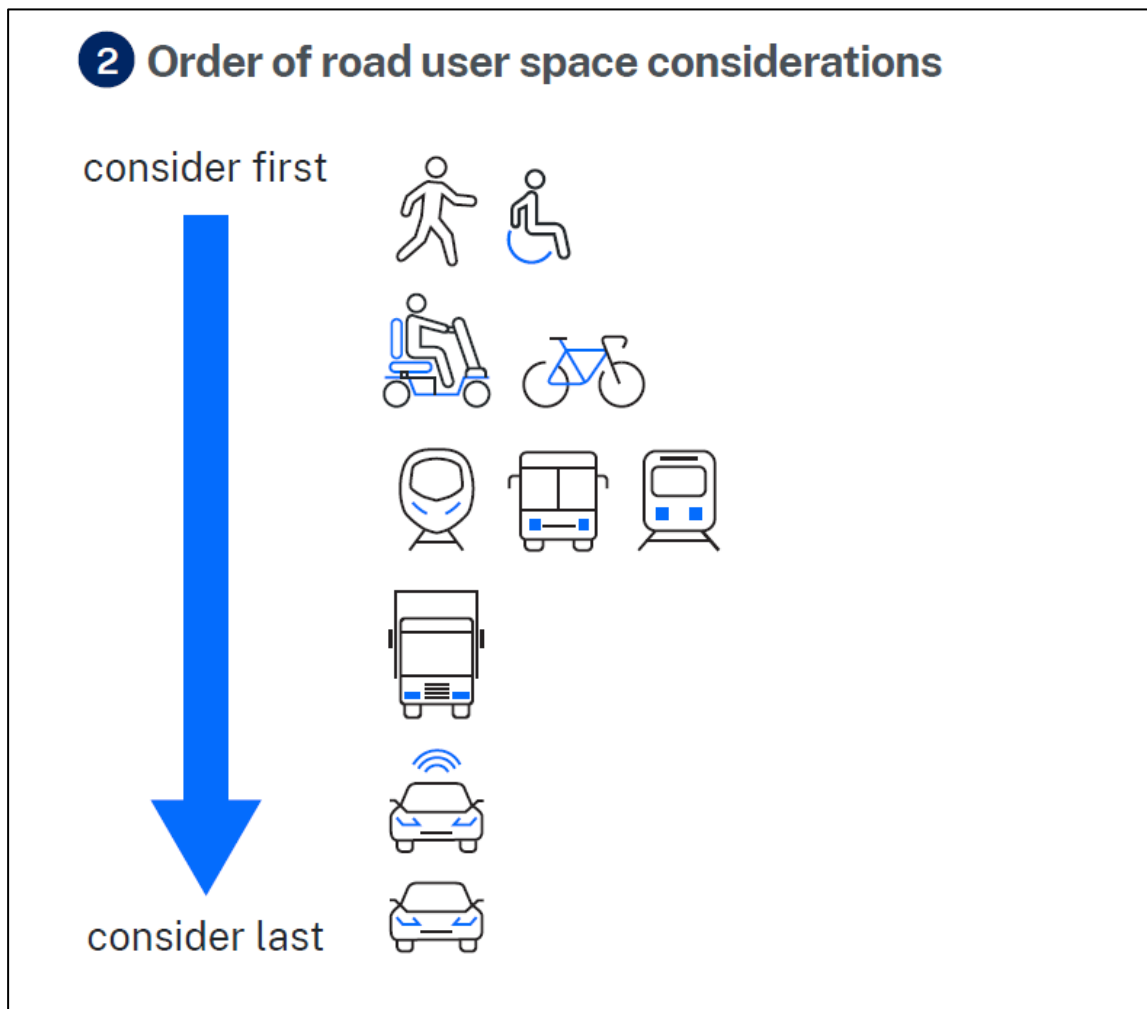


Figure 7 Order of road user space considerations

Source: Future Transport Strategy - Transport for NSW 2022

The transport strategy supporting the proposed Bank Street Park focuses on an improved environment for pedestrians and cyclists, supporting access to nearby public transport nodes. This consideration of walking and cycling over other modes, in particular private vehicle travel, is considered appropriate and aligns with broader City of Sydney Council and NSW Government policy of prioritising public and active transport.

2.4 Movement and Place

The objective of “Movement and Place” is to achieve roads and streets that:

- Contribute to the network of public space within a location, where people can live healthy, productive lives, meet each other, interact, and go about their daily activities
- Are enhanced by transport and have the appropriate space allocation to move people and goods safely and efficiently and connect places together.

Balancing Movement and Place recognises that trade-offs may be required to achieve a best fit for the objectives. The Movement and Place process is designed to ensure this is done in the context of informed conversations, working collaboratively towards a shared vision, identifying a range of options to determine the best approach, considering multiple points of view, and consulting with multiple disciplines and stakeholders.

The principles of Movement and Place have been applied in the development of the Blackwattle Bay Precinct Plan and specifically the area surrounding the proposed Bank Street Park. This includes a proposed reallocation of road space on Bank Street to provide greater levels of capacity and amenity for pedestrians and cyclists.

2.5 Blackwattle Bay Design Guidelines

The Blackwattle Bay Design Guidelines were finalised in December 2022. The purpose of the Design Guidelines is to supplement the provisions of Sydney Local Environment Plan (LEP) 2012 by providing more detailed provisions to guide development in Blackwattle Bay. A suite of objectives relating to transport, movement and parking were developed in support of the guidelines, with these detailed in Table 3 along with their relationship to the future Bank Street Park.

Table 3 Transport objectives of Blackwattle Bay Design Guidelines

Objective	Relevance to subject proposal
Ensure that the demand for transport generated by development is managed in a sustainable manner by: <ol style="list-style-type: none"> i. prioritising safe and comfortable access and movement of people ii. minimising through traffic and impacts of vehicle access and servicing in public spaces iii. delivering the precinct that makes walking the preferred mode iv. promoting a walkable urban environment with access for all abilities v. encouraging access by public and active transport (walking and cycling) to reduce car dependency. 	The Bank Street Park proposal supports this objective by: <ul style="list-style-type: none"> - delivering significantly enhanced walking and cycling infrastructure that connects with the regional active transport network. - Reallocating road space on Bank Street to support improved amenity and capacity for active transport modes. - Not providing for on-site car parking.

Objective	Relevance to subject proposal
<p>Provide a legible network of pedestrian and cycle links and new streets that prioritises public and active transport as a mode of transport over private motor vehicles.</p>	<p>The proposal includes a new cycleway on Bank Street, a widened footpath on Bank Street and new pedestrian links within the site, including connections to the future waterfront promenade running the length of Blackwattle Bay as well as a potential future active transport connection across the Glebe Island Bridge.</p>
<p>Ensure legible pedestrian access to the future Pymont Metro Station, Wentworth Park and Fish Market light rail stations, and bus stops, with through-block permeability, active frontages on key pedestrian routes, sight-lines and wayfinding.</p>	
<p>Ensure bike parking is delivered in all developments with end of trip facilities such as change rooms, showers in non-residential development and secure areas for bike parking in all development.</p>	<p>Bicycle parking is included within the preferred concept design for the use of visitors to Bank Street Park.</p>
<p>Ensure through-site links are publicly accessible, being safe, well lit, highly accessible and pleasant.</p>	<p>The proposal will comply with this objective by providing high quality and publicly accessible active transport links.</p>
<p>Design vehicle access and basement layouts and levels to maximise pedestrian safety and create level interfaces between buildings and the public space.</p>	<p>Not relevant to this proposal given no car parking is provided.</p>
<p>Car parking design is to enable future adaptive re-use and incorporate provisions for electric vehicle charging facilities</p>	
<p>Ensure the demand for freight movement in the Precinct is accommodated within the development and does not rely on on-street loading and servicing, and the street network is able to accommodate the required level of access.</p>	<p>Studies undertaken for this project have confirmed that Bank Street can continue to accommodate the necessary level of vehicle access with the proposed road space reallocation.</p>
<p>Provide for a connection to a future pedestrian and cycling connection at the Glebe Island Bridge.</p>	<p>The proposal makes provision for a future pedestrian and cycling connection at the Glebe Island Bridge via the inclusion of new pedestrian pathways that connect through to Bank Street.</p>

2.6 Blackwattle Bay Transport Management and Accessibility Plan

A Transport Management and Accessibility Plan (TMAP) was prepared by AECOM to form part of the Blackwattle Bay State Significant Precinct Study. The focus of the TMAP was to analyse the feasibility of the overall project vision and development scenarios presented. A multi-modal transport network was developed as part of the TMAP which prioritises walking and cycling for shorter trips and metro, light rail and bus for longer trips to support the adopted mode share targets. Detailed transport modelling was undertaken as part of the TMAP to understand the traffic impacts of the proposed rezoning – this modelling included details of the performance of intersections in the vicinity of the proposed Bank Street Park. The modelling undertaken incorporated impacts of vehicular traffic generated by the proposed Bank Street Park.

2.7 State Environmental Planning Policy (Transport & Infrastructure) 2021

With regards to the State Environmental Planning Policy (Transport & Infrastructure – T&I SEPP) 2021 the following is noted:

- The site does not have a direct frontage to a classified road, therefore not triggering the assessment requirements of clause 2.119 of the SEPP.
- The site does not adjoin a road with an annual average daily traffic volume of more than 20,000 vehicles, therefore not triggering the assessment requirements of the T&I SEPP; and
- The proposal is not expected to impact the operation of the local road network and is therefore not considered to be ‘traffic generating development’ as defined under the T&I SEPP.

3 Existing Transport Conditions

3.1 Walking network

The subject site and the broader Blackwattle Bay precinct is located on several significant active transport corridors - directly connecting the site to major destinations within Sydney. These corridors include the following:

- Glebe to the Sydney CBD corridor via Bridge Road / Pyrmont Bridge Road / Pyrmont Bridge
- Blackwattle Bay to the Sydney CBD corridor via Miller Street / Union Street / Pyrmont Bridge
- Blackwattle Bay to Central Station corridor via Jones Street / Wattle Street / Broadway

Bank Street itself immediately adjacent to the site contains a well formed footpath approximately 3m in width (see Figure 8). A footpath approximately 2m wide is also provided on the eastern side of Bank Street, providing connections to the Fish Market light rail stop and bus stops on Miller Street. While the current road network provides walking opportunities for pedestrians in the area the largely industrial and port use history of the precinct has resulted in an fragmented pedestrian network and incomplete waterfront promenade.



Figure 8 Existing Bank Street footpath

The existing pedestrian network servicing the site is shown in Figure 9.

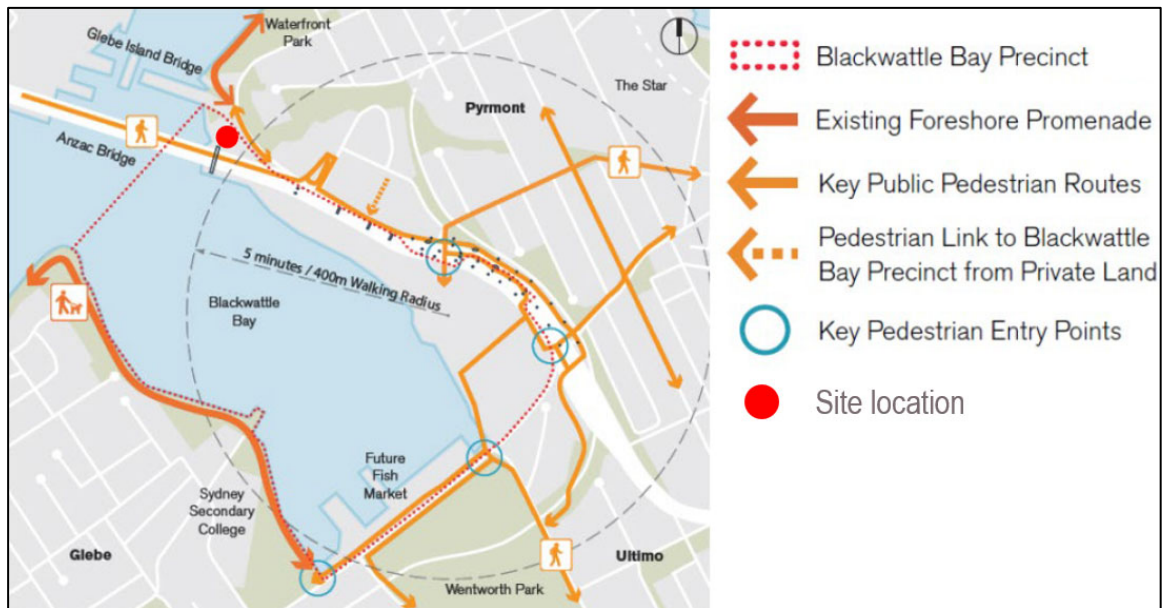


Figure 9 Existing pedestrian network

Source: Blackwattle Bay SSP Urban Design Statement

3.2 Cycling network

The site is well connected to the existing cycling network as shown in Figure 10. Miller Street, Union Street and Pyrmont Bridge form the existing east-west cycle link between Blackwattle Bay and Sydney CBD via Pyrmont Bridge. Bank Street adjacent to the site is designated as a low volume on-road route, with the low-speed, low-traffic nature of this roadway making this an attractive route for riders.

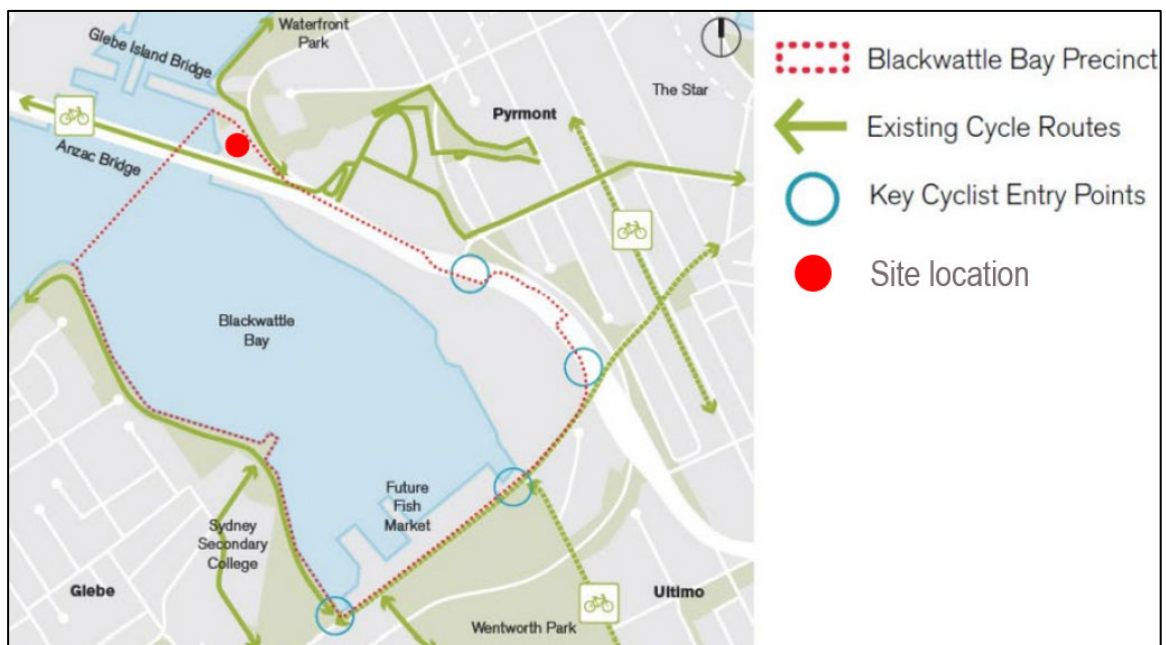


Figure 10 Existing cycling network

Source: Blackwattle Bay SSP Urban Design Statement

3.3 Light rail and bus services

The extent of the existing bus and light rail network serving the site and broader Blackwattle Bay precinct is presented in Figure 11.

Bank Street Park is located approximately 400m or five minutes walk away from the Fish Market light rail stop. This light rail stop is located on the L1 Dulwich Hill Line which links the Central Station and Dulwich Hill transport interchanges via Darling Harbour and Pyrmont. Services generally operate at eight-minute headways during peak periods, ten-minute headways during the interpeak period and 15-minute headways off peak during the evening or on weekends. Between Central Station and The Star, services operate 24 hours a day, seven days a week in both directions.

The closest bus services run along Miller Street approximately 120m from the site and Harris Street approximately 350m from the site, with these services as follows:

- Route 389: Bondi Junction to Pyrmont and stopping at Harris Street after Pyrmont Bridge Road. Services run at frequencies of between 7 to 10 minutes throughout the day.
- Route 501: Central Pitt Street to West Ryde via Ultimo and Pyrmont and stopping at Miller Street opposite Jones Street. Services run at frequencies of between 10 minutes and 20 minutes throughout the day.

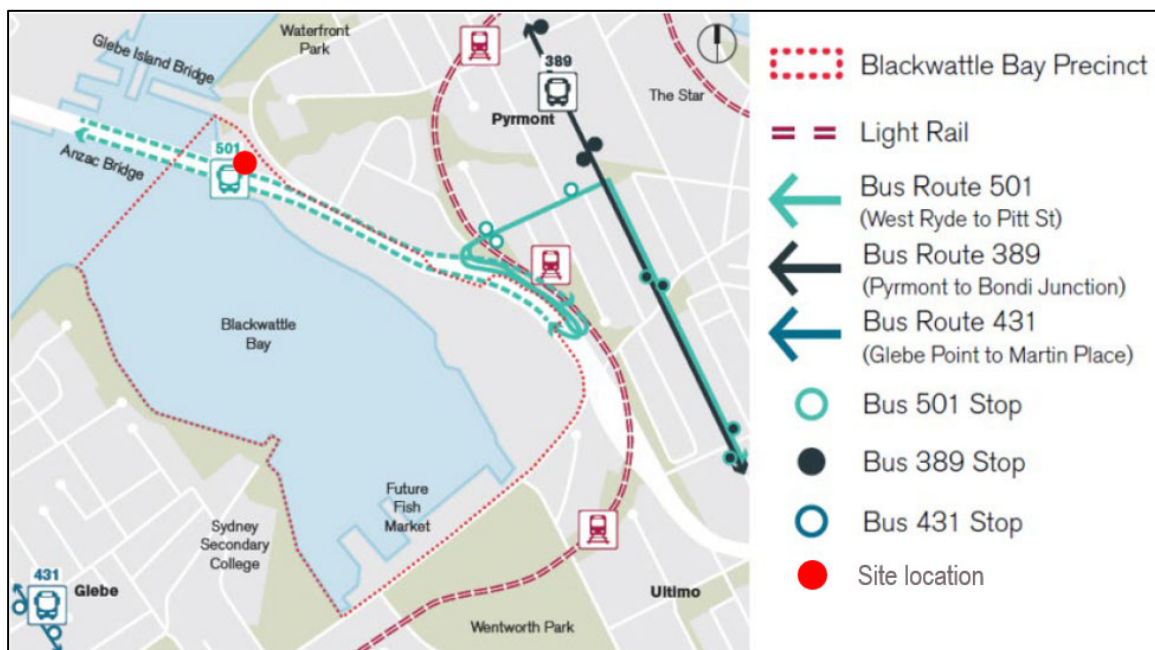


Figure 11 Existing bus network

Source: Blackwattle Bay SSP Urban Design Statement

3.4 Heavy rail

The site is currently not served by the Sydney Trains network. The closest train stations to the site are Town Hall Station, located a 1.9 kilometre walk to the east, and Central Station, a 2.5 kilometre walk to the south-east. Government has committed to a new Metro Station in Pyrmont as part of the Sydney Metro West line. Refer to Section 4 of this document for further information.

3.5 Road network

Road access to/from Blackwattle Bay is supported by a hierarchy of roads as defined in TfNSW's Schedule of Classified and Unclassified Roads:

- State Roads: Western Distributor, Harris Street, Bridge Road and Wattle Street
- Regional Roads: William Henry Street
- Local Roads that support the State and Regional Roads.

Bank Street (and generally all roads within the local Pyrmont area) are local road under the control of City of Sydney Council.

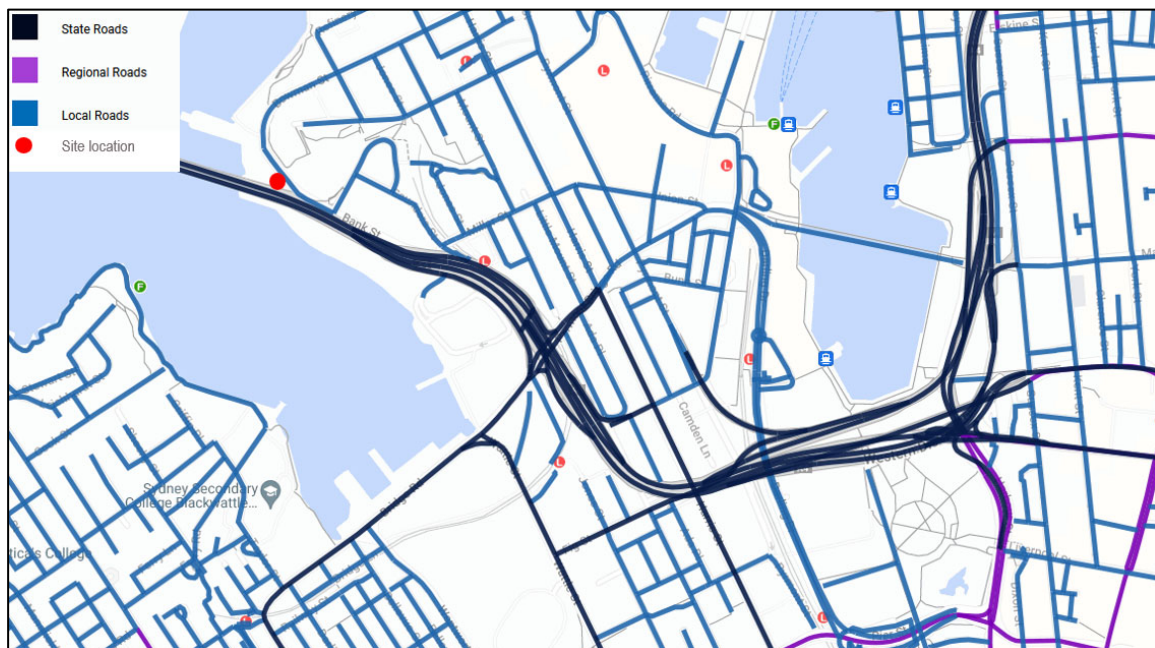


Figure 12 Road network classification

Bank Street immediately adjacent to the site provides for a single lane in each direction with kerbside parking on both sides of the street. A 40km/h high pedestrian activity area is in place as indicated in Figure 13.



Figure 13 Bank Street road environment

3.6 Traffic volumes

Seven day, 24 hour traffic counts on Bank Street were undertaken in June 2023 (outside of school / public holiday periods) to understand the volume of traffic currently using the roadway. Traffic data was collected immediately adjacent to the site and analysed to understand the quantum of hourly and daily movements. The outcomes of the data analysis are presented in the figures on the following page, indicating Bank Street carries approximately 2,600 vehicles on a typical weekday and approximately 2,100 vehicles on a typical weekend. Hourly traffic movements on a weekday and weekend are generally 200 vehicles per hour or less, which is well below the maximum of 300 vehicles per hour of a 'local road' as identified in the *TfNSW Guide to Traffic Generating Developments* document.

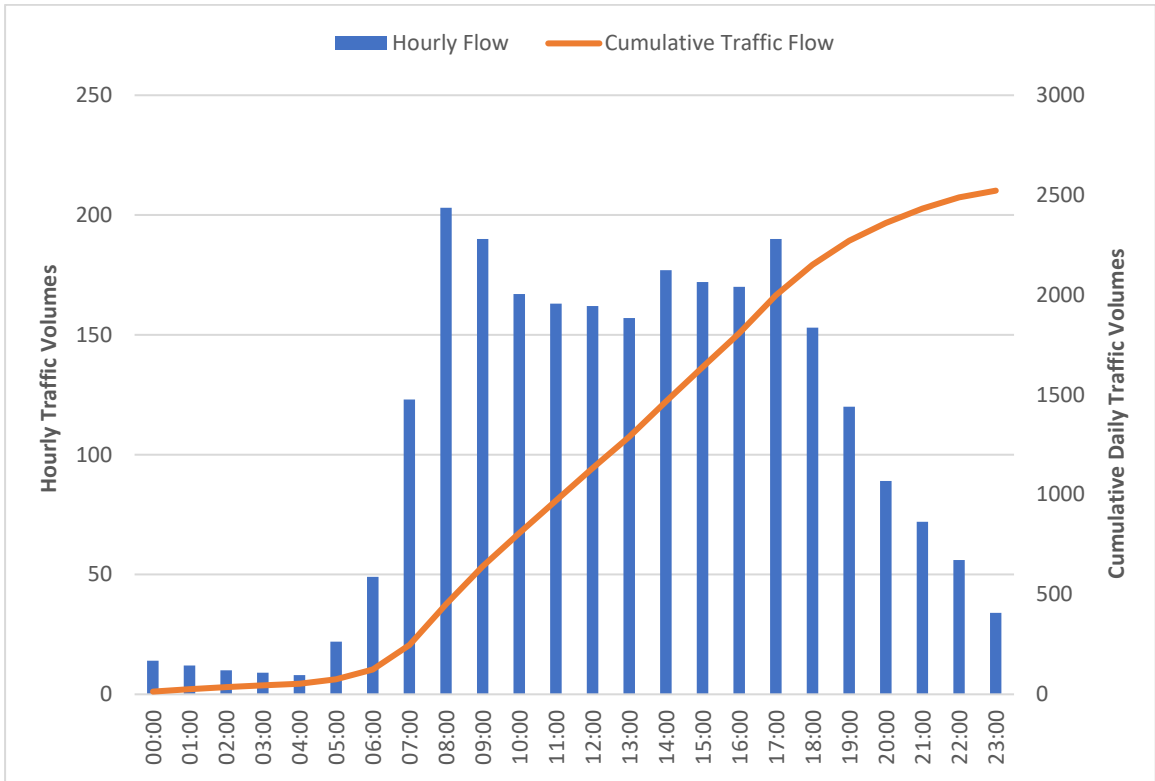


Figure 14 Average weekday traffic flows – Bank Street

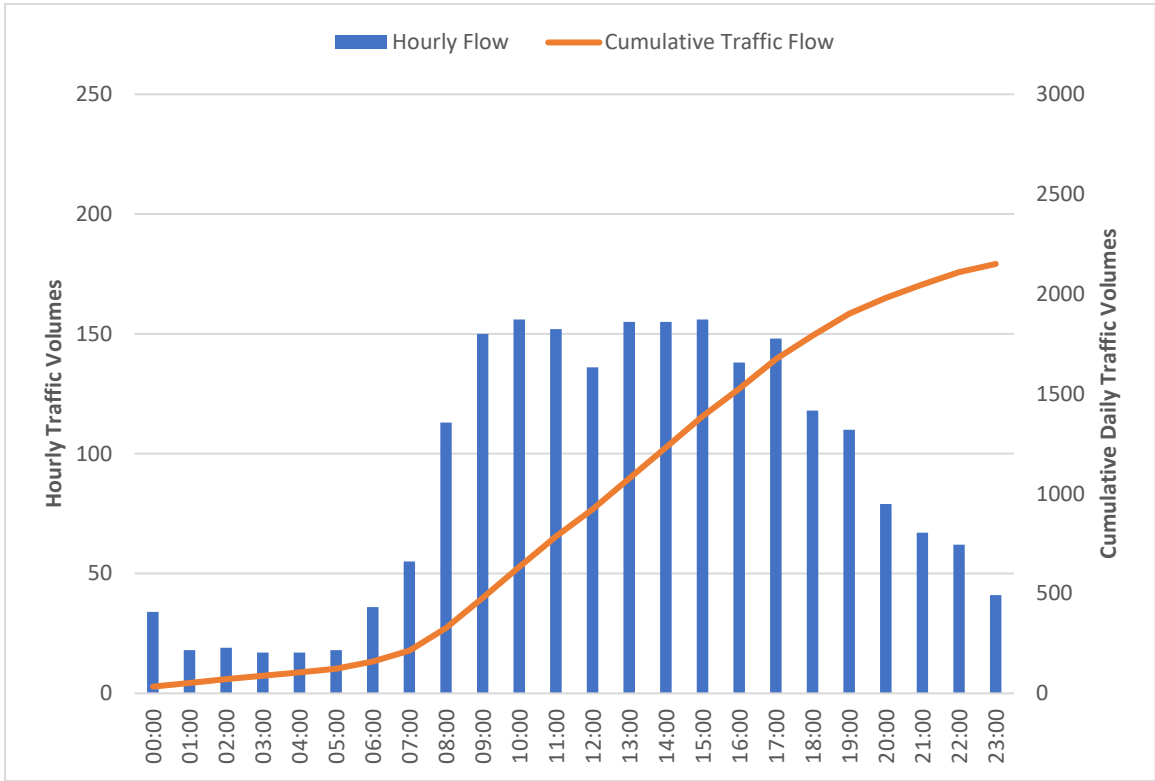


Figure 15 Average weekend traffic flows – Bank Street

3.7 Car parking

No formal car parking is currently provided on the site, although currently the Blackwattle Bay Dragon Boat Club use the site for informal parking and to load / unload their vessels. Ticketed on-street car parking is provided on both sides of Bank Street which is time limited to 6 hours between the hours of 8am to 7pm Monday to Sunday. The existing on-street parking arrangements on Bank Street are shown in Figure 16 below.



Figure 16 Existing on-street parking on Bank Street

4 Future Transport Context

This section describes the various transport initiatives that are planned in the area surrounding Bank Street Park which will directly benefit future users of the site. These measures will support the objective of promoting travel by public transport and active transport as a mode of transport to the area.

4.1 Sydney Metro West

Sydney Metro West is an underground metro railway that will link the Parramatta and Sydney CBDs. New metro rail will become the fastest, easiest and most reliable journey between the Sydney and Parramatta CBDs. It will double the rail capacity between Sydney's two metropolitan centres: Parramatta and the Sydney CBD, able to move more than 40,000 people an hour in each direction. It will also offer a 20 minute travel time between these two centres. The ultimate operational capacity of the Sydney Metro West Line is 30 metro trains per hour in each direction, equating to a train every two minutes in each direction.

The station at Pyrmont will be located between Pyrmont Bridge Road and Union Street – approximately ten minutes walk or 800m from the Bank Street Park. Another station will be located within the Bays West precinct which will potentially be accessible in future via the upgrade of the Glebe Island Bridge as an active transport connection. The provision of the Sydney Metro West service will significantly enhance public transport accessibility to the area and provide connections to future metro lines as outlined in the TfNSW Future Transport strategy document.



Figure 17 Sydney metro west map

4.2 Glebe Island Bridge

Transport for NSW are carrying out investigations into the feasibility of restoring the Glebe Island Bridge to provide active transport connectivity between Bays West and the Pyrmont Peninsula. It would act in a manner similar to the Pyrmont Bridge and would promote the use of sustainable forms of transport to Bank Street Park – particularly given the future Bays Station as part of the Sydney Metro project.

4.3 Future ferry services

The TMAP supporting the Blackwattle Bay State Significant Precinct identified the potential for Blackwattle Bay to be serviced by an on-demand ferry service – noting that due to its proximity to Sydney Harbour and Darling Harbour, Blackwattle Bay is well located to benefit from new ferry services. A Blackwattle Bay ferry stop is proposed for the Blackwattle Bay Precinct under Provision 5.5(1) of the Blackwattle Bay Design Guidelines. Investigations are ongoing regarding the potential for a ferry stop to be introduced in the precinct, which will be considered in the context of the initiatives planned in the draft Pyrmont-Ultimo Transport Plan.

There is also an existing on demand ferry service servicing the western side of Blackwattle Bay – providing connections through to Barangaroo.

4.4 Road infrastructure projects

A number of road upgrade projects are either committed or currently under construction which will benefit the Blackwattle Bay precinct including users of Bank Street park, including:

- WestConnex M4-M5 link (opened early 2023)
- WestConnex Rozelle Interchange and Iron Cove Link (under construction)
- Western Harbour Tunnel project (under construction)
- Western Distributor Road Network Improvements (in planning phase)

5 Transport Access Strategy & Impact Assessment

5.1 Overall transport access strategy

The overall transport access strategy for the site, as documented in the design report, is illustrated in Figure 18. This graphic indicates:

- Pedestrian circulation paths (primary and secondary)
- Cycle paths and bicycle parking
- On-street car parking
- Loading zone
- Future pedestrian and cycling connections

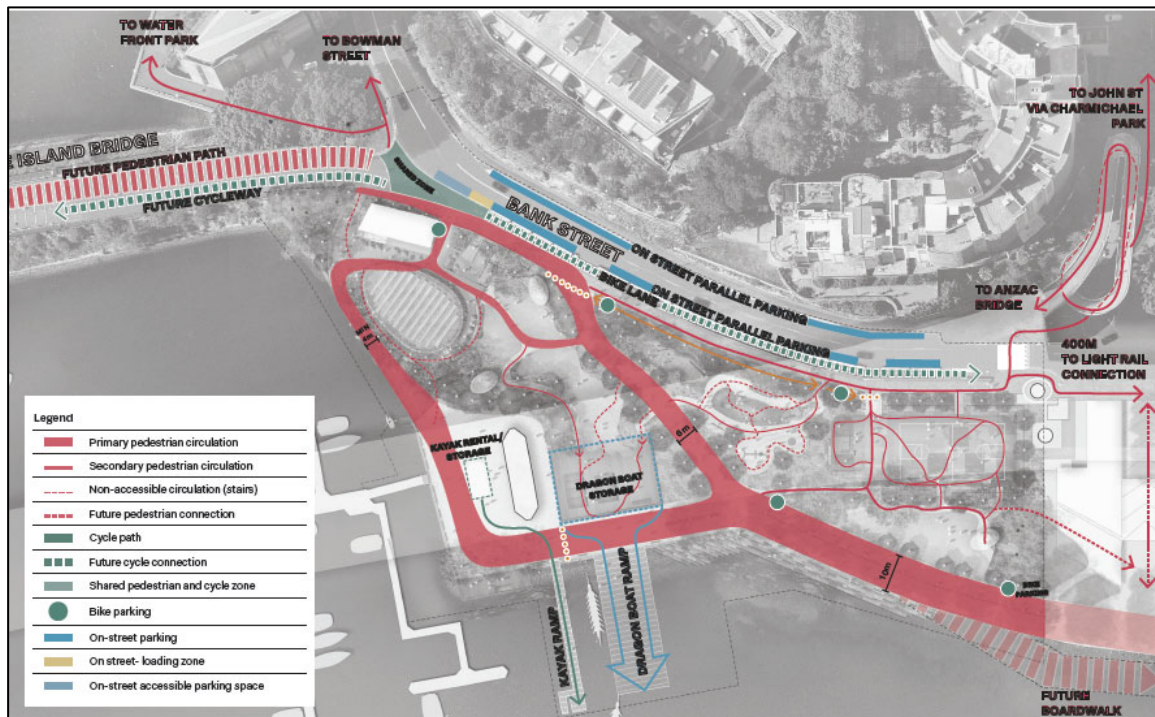


Figure 18 Overall transport access strategy

Source: Oculus

Further details around these various elements are described in the subsequent sections of this document.

5.2 Pedestrian connections

The proposal includes significantly enhanced pedestrian connectivity which will link to both the broader Blackwattle Bay precinct as well as the potential future active transport connection across the Glebe Island Bridge. Key features of the pedestrian network included as part of the proposal are as follows:

- Primary pedestrian pathway within the site facilitating the key pedestrian desire line between the northern end of Bank Street and the waterfront promenade serving the Blackwattle Bay precinct.
- Series of lower order pathways within Bank Street Park facilitating connectivity to future buildings and other areas.
- Significantly enhanced external footpath on Bank Street, including localised widening enabled via road space relocation.
- Proposed raised zebra crossing on Bank Street at the southern end of the site to accommodate safe and efficient pedestrian crossing movements towards the Anzac Bridge, fish market light rail and future Pymont metro station.
- Provision for future active transport connection to the Glebe Island Bridge.

The key pedestrian connections from Bank Street Park to key destinations in the immediate vicinity are illustrated in Figure 19.



Figure 19 Future pedestrian connectivity

These future pedestrian links provide connections to the broader Blackwattle Bay precinct and surrounding area as illustrated in Figure 20.



Figure 20 Future pedestrian network

Source: Blackwattle Bay SSP Urban Design Statement

5.3 Pedestrian comfort levels

As part of the project the western footpath on Bank Street adjacent to the site would be widened to approximately 3.65m in width to accommodate future pedestrian flows. This footpath width exceeds the minimum recommended width of 3.0m outlined in the NSW Walking Space Guide for ‘Type 3’ footpaths – defined as a main street footpath (medium activity) or local footpath (high activity). Given the location of Bank Street Park in the context of the broader Pyrmont Area, away from the main commercial / residential activity hubs, a Type 3 footpath is considered an appropriate classification. Therefore the proposed footpath width of Bank Street is deemed to be appropriate and would comfortably accommodate future pedestrian demands.

Within the site the main footpath connection facilitating the key pedestrian desire line between the northern end of Bank Street and the waterfront promenade serving the Blackwattle Bay precinct has a width of approximately 6m – well above the minimum 4.5m recommended in the NSW Walking Space Guide for ‘Type 5’ footpaths (main street footpath – very high activity).

5.4 Cycling connections

The City of Sydney cycleway network map (presented in Figure 21) indicates that Bank Street (between Miller Street and the Glebe Island Bridge) would in future accommodate a new regional bicycle facility – connecting to both the existing Anzac Bridge cycleway and the future Glebe Island Bridge active transport connection.

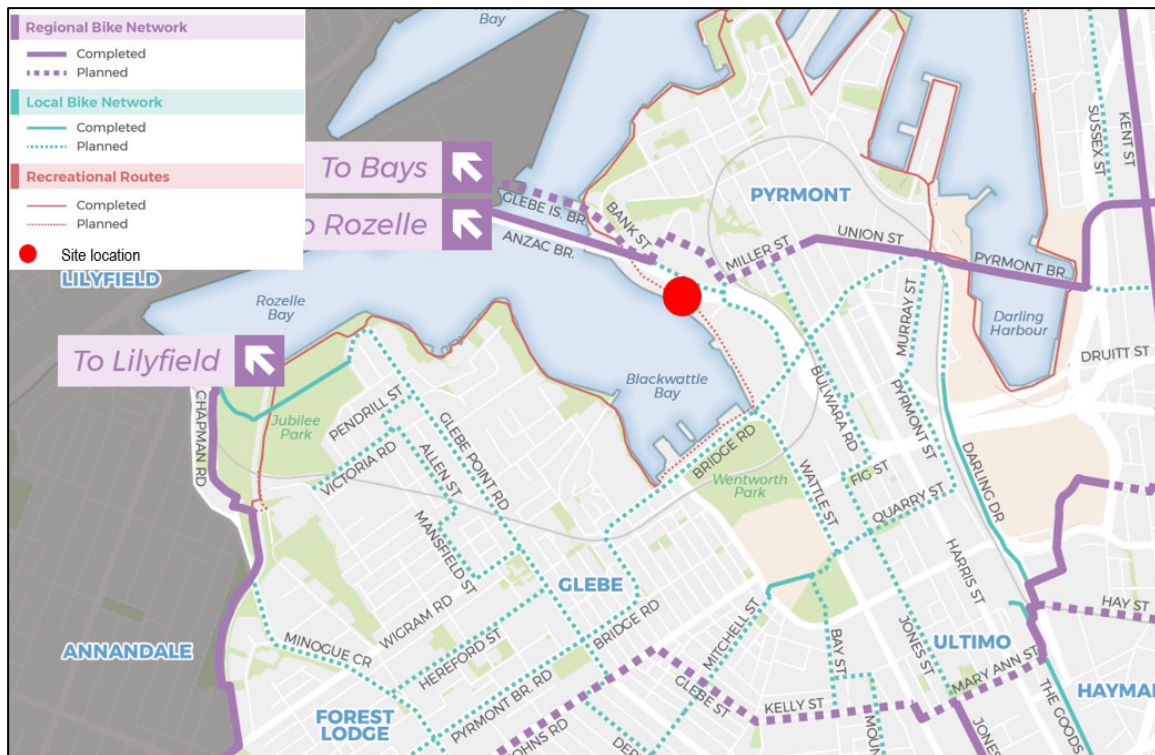


Figure 21 City of Sydney planned cycleway network

The project facilitates this planned cycleway by providing for a separated bi-directional cycleway on the western side of Bank Street adjacent to the site. The cycleway would be designed in accordance with relevant City of Sydney standards – with consultation undertaken with City of Sydney on the cycleway configuration in the design phase of the project. The cycleway will be delivered outside the frontage of the site between the Glebe Island Bridge and the pylon of the Western Distributor. The remainder of the cycleway to Pyrmont Bridge Road would be delivered separately by at a later date as part of the redevelopment of the remainder of the Blackwattle Bay precinct.

The proposed cycleway on Bank Street will assist in achieving the key transport objective of promoting the use of sustainable forms of transport to the site and reducing reliance on private vehicles.

Recreational cyclists travelling are also expected to use the internal pathways within the site, particularly following the completion of the waterfront promenade. These will act as shared pathways where cyclists must travel at lower speeds (advised at 10km/h) and give way to pedestrians at all times. These pathways

will act in a similar manner to those that already exist on the western side of Blackwattle Bay (refer to Figure 22) where pavement markings are implemented to guide cyclists to slow down and give way to pedestrians. There will be bollards at the Bank Street end of the main pedestrian pathway to indicate pedestrian priority through the centre of the park.

Commuter cyclists travelling at higher speeds are expected to travel along the dedicated cycleway to be provided along Bank Street which will provide a more efficient path of travel, with cyclists not having to slow down for pedestrians while travelling on the dedicated cycling facility.



Figure 22 Existing shared path on western side of Blackwattle Bay

5.5 Bicycle parking

To complement the future cycleway network in the Blackwattle Bay Precinct, including the separated cycleway on Bank Street to be delivered as part of this project, 30 bicycle parking spaces will be provided in the public domain for the use of visitors to Bank Street Park. No specific bicycle parking requirements for open space areas are nominated in the Blackwattle Bay Design Guidelines (nor any City of Sydney Guidelines). The provision of 30 spaces is considered reasonable given this is likely to represent between 5% to 10% of the typical on-site population for the park at any one point in the day.

These public bicycle parking spaces will be located in areas with strong levels of passive surveillance at the periphery of the park to discourage cyclists riding in the heart of the park and potentially clashing with pedestrians. The public bicycle parking would be provided in accordance with the relevant design requirements outlined in AS2890.3.

It should be noted that the public domain design does not preclude increases to this number of spaces in future. The operator will monitor the demand for visitor bicycle parking and should demand warrant, provide additional capacity.

5.6 Vehicle access arrangements

No public vehicle access will be provided directly onto the site. Some emergency and/or maintenance vehicles will be provided with managed and controlled access to the site, similar to arrangements in place for other open space areas along Sydney Harbour.

To facilitate a bi-directional cycleway on the western side of Bank Street and an improved pedestrian environment the project would involve a reallocation of road space on Bank Street. This road space reallocation to prioritise active transport is consistent with the consideration of the NSW Road User Space Allocation Policy as previously detailed in Section 2.2 of this document. The proposed cross section of Bank Street, which is compliant with the City of Sydney Streets Code 2021, is shown in Figure 23 and includes the following key features:

- 3.65m footpath on the western side of Bank Street
- 2.6m bi-directional cycleway
- 750mm buffer zone between parallel car parking and bicycle lane
- 2.0m parallel car parking on the western side of Bank Street
- 2 * 2.75m wide traffic lanes
- 2.0m parallel car parking on the eastern side of Bank Street
- 3.65m footpath on the eastern side of Bank Street

Consultation has been undertaken with City of Sydney to inform the proposed design of Bank Street as proposed in this application.

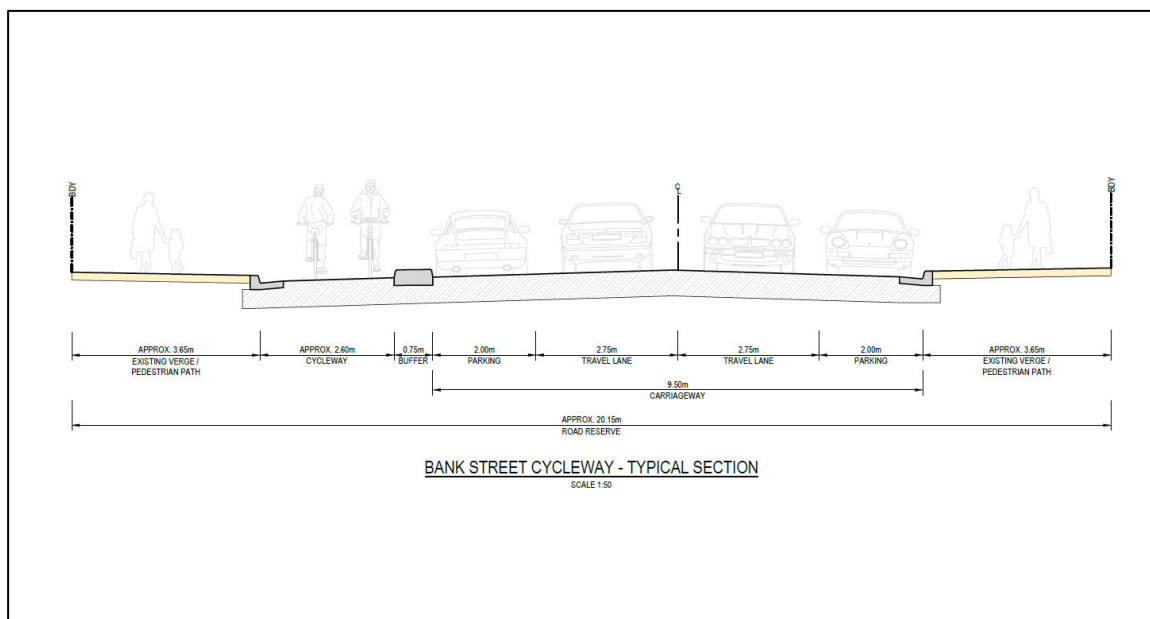


Figure 23 Proposed Bank Street cross-section

Source: Enspire

The proposal makes provision for TfNSW to obtain vehicular access to the Anzac Bridge and other TfNSW assets for the purposes of maintenance and emergency repairs. 5m width of clear paving is provided to either side of the pylon for maintenance access and security. Pathways and spaces have been designed to accommodate a boom lift in order to provide access to the underside of the bridge should it be needed for maintenance or repairs, as indicated in the adjacent plan. Restricted vehicle access into the park for Dragon Boat loading and unloading will also be provided and subject to operational guidelines.

Restricted access will be accommodated through driveway crossovers and removable bollards along Bank Street, as well as a secondary bollard line near the bridge pylon for TfNSW access only noting that the majority of the existing kerb will be retained and disused crossovers will have the kerb reinstated.

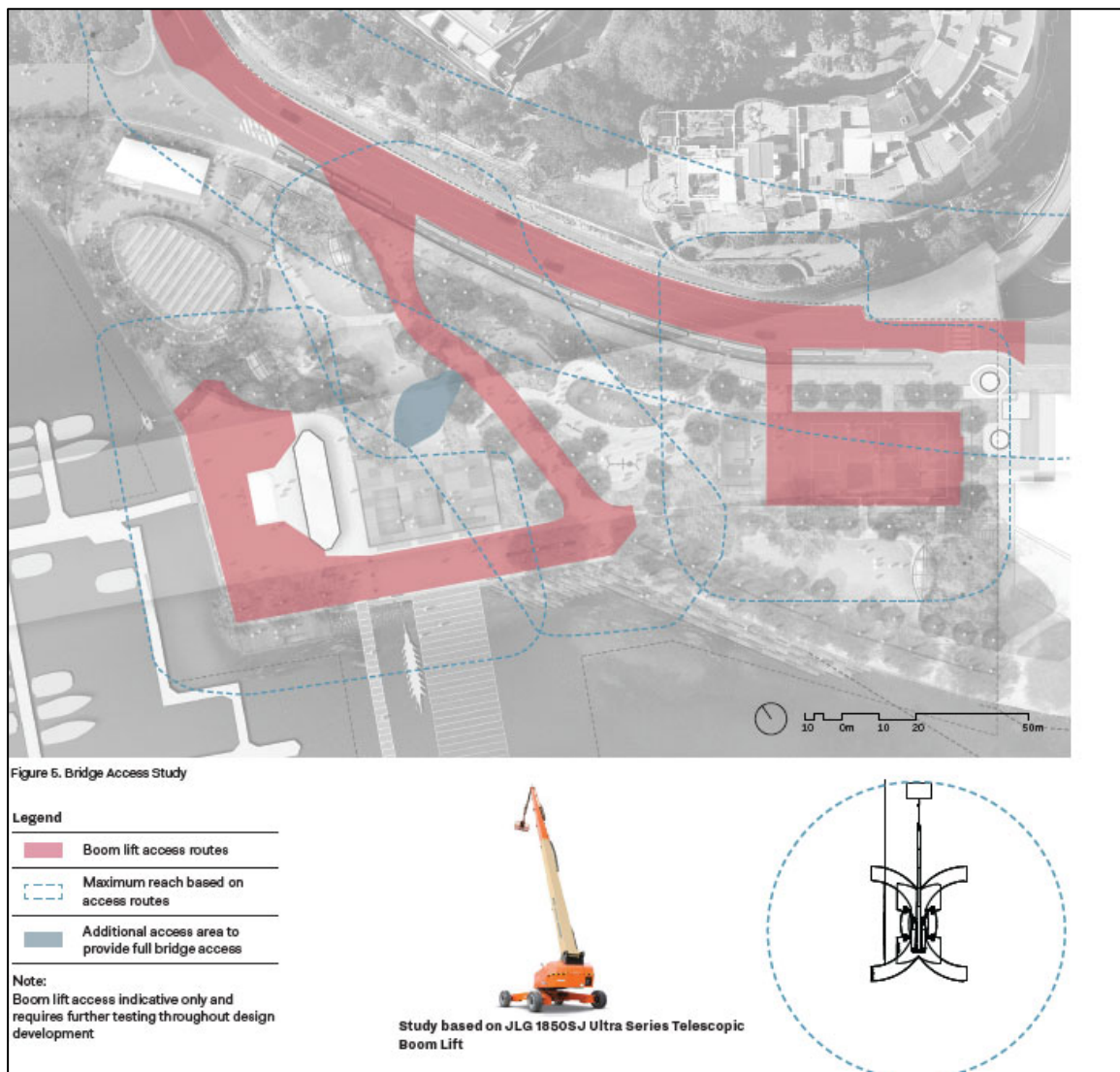


Figure 24 Vehicle access arrangement plan

Source: Oculus

5.7 Site servicing

Similar to car parking it is not proposed to introduce a dedicated servicing zone within Bank Street Park which would create the potential for trucks to conflict with pedestrians and cyclists. Instead the project makes provision for a loading zone at the northern end of Bank Street adjacent to the site of approximately 8m length. This loading bay can accommodate a Small Rigid Vehicle (SRV) which is suitable to accommodate the servicing needs of the community facilities and other park features. A kerb ramp will be provided in close proximity to the loading zone to allow goods to be efficiently transport by trolley from the street into the site.

Based on the uses proposed it would be expected that between 3 to 5 deliveries per day, mostly in the form of small vans. Deliveries would typically occur between the hours of 7am-6pm Monday to Friday and 8am-1pm on weekends.

5.8 Car parking

Neither the City of Sydney LEP, DCP or *RMS Guide to Traffic Generating Developments* document specifies a recommended car parking rate for open space areas. Given the site's location within the Blackwattle Bay precinct in close proximity to existing and future transport services, along with the objective of promoting sustainable forms of transport to and from the site, it is considered appropriate to not provide for any off-street car parking as part of the Bank Street Park project.

Those arriving by private car can utilise kerbside parallel parking on Bank Street (or surrounding streets) which considered appropriate so as not to introduce points of conflicts on the site between vehicles and pedestrians/cyclists. 36 kerbside parking on Bank Street will be retained as part of the project and have been designed in accordance with the relevant requirements of Australian Standards AS2890.5 (2020). The location of the kerbside car parking on Bank Street is shown in Figure 25 below.

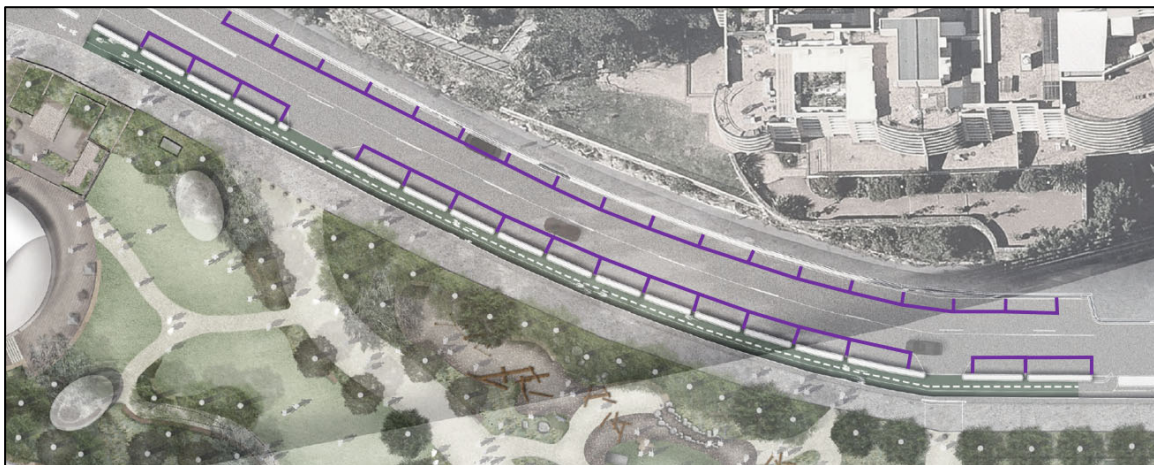


Figure 25 Bank Street parallel car parking

The existing informal car parking on the site used by the Blackwattle Bay Dragon Boat Club will be removed as part of the project to facilitate the new public park. The project will however provide for equipment storage areas for the Dragon Boat club along with showers and change facilities which are not currently available. This availability of storage and end of trip facilities will make the use of public transport and other sustainable forms of transport more viable to club members compared to current conditions. As will be the case with members of the public, Dragon Boat club users will be required to access the site via public transport, walking or cycling or make use of the on-street public car parking spaces along Bank Street. Consultation has been undertaken with Dragon Boats NSW in relation to this proposed approach who have confirmed they are comfortable with the outcome achieved under the design.

5.9 Forecast mode share

The Blackwattle Bay TMAP identified three sets of mode share targets for trips to, from and within the precinct as summarised in Figure 26.

Indicators and mode share targets		
Scenario 1: Existing Mode Share	Scenario 2: Aspirational Mode Share	Scenario 3: Stretch Mode Share
<ul style="list-style-type: none"> Walking is a popular mode, but some roads are loud, congested and offer a poor pedestrian experience Disconnected cycling network Access to light rail and bus infrastructure and services Reasonable use of private vehicles Business As Usual 	<ul style="list-style-type: none"> Pyrmont Station on Sydney Metro West Line encourages mode shift to public transport Increased access to light rail and bus infrastructure and services Pedestrian environment is improved, making walking more attractive for short trips Connected cycling network Higher population and employment densities Effective policies and strategies to influence travel behaviour Beyond Business As Usual 	<ul style="list-style-type: none"> Pyrmont Station on Sydney Metro West Line encourages mode shift to public transport Increased access to light rail and bus infrastructure and services Pedestrians and cyclists prioritised over private vehicles with road space reallocation to support active transport modes Highest population and employment densities Very effective policies and strategies to influence travel behaviour Beyond Business As Usual

Figure 26 Mode share scenarios considered

Source: Blackwattle Bay TMAP

The mode share targets identified for each of the three considered scenarios are presented in Table 4.

Table 4 Target mode shares

Mode share scenario	Mode share target	
	Public and active transport	Private vehicle
Existing mode share	67%	33%
Aspirational mode share	80%	20%
Stretch mode share	85%-100%	0% - 15%

Given the site’s location within the future Blackwattle Bay precinct, along with the lack of on-site car parking, the vast majority of visitors to Bank Street Park are expected to arrive via sustainable forms of transport. A private vehicle mode share of 20% or less aligning with the aspirational mode share target noted in the Blackwattle Bay TMAP is likely to be achieved.

5.10 Road network impacts

The proposal would not impact the operation of the surrounding road network nor trigger the requirement for any additional road network enhancements given the following:

- The proposed use (public park with community facilities) is not a significant generator of traffic activity – particularly during the commuter peak hours of 8am-9am and 5pm-6pm on weekdays. Traffic activity associated with this use is generally greatest outside of these peak hours on a weekday or on a weekend.
- The proposal does not include any dedicated on-site car parking, with the existing public parallel parking on Bank Street to be utilised by those driving to the site.
- The vast majority of visitors are expected to arrive by sustainable forms of transport. Mode share targets as set out in the approved Blackwattle Bay TMAP indicate between 80% and 100% of trips to the site will be undertaken via sustainable forms of transport.
- Given that no on-site car parking is to be provided as part of the project, any additional vehicle trips will be dispersed across a number of locations in the surrounding area rather than converging on a single location, minimising the road network impacts of the proposal.
- A range of measures are provided as part of the project to support sustainable transport modes as means of access to the site, including enhanced pedestrian connections connecting to public transport stops, bicycle parking and a new bicycle facility along Bank Street.

It is also important to note that the detailed traffic modelling supporting the Blackwattle Bay TMAP already incorporates the expected volume of vehicle trips generated by all uses within the Blackwattle Bay precinct, including the subject site. Therefore any additional traffic movements generated by the future Bank Street Park have already been contemplated as part of the broader network traffic modelling for the area.

As indicated in Figure 27 there is currently ample road capacity along Bank Street to accommodate the (relatively small) number of additional traffic movements generated by the proposal.

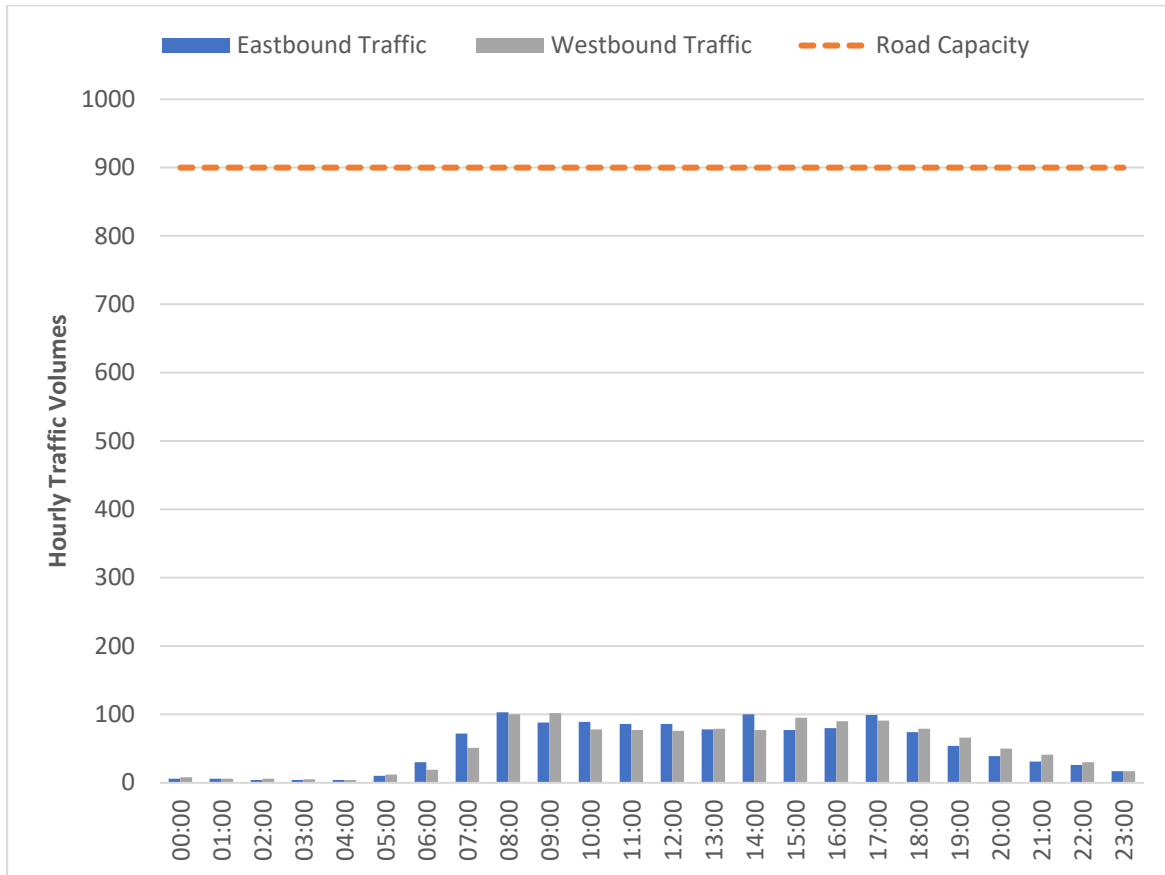


Figure 27 Bank Street traffic volumes versus road capacity

5.11 Sustainable transport measures and green travel plan

The proposal contains a suite of measures that will support sustainable travel choices for visitors to Bank Street Park, including:

- Significantly enhanced pedestrian and cycling connections, including:
 - Network of internal pedestrian pathways within the site providing connections to key external pedestrian desire lines, including to the northern end of Bank Street and the waterfront promenade serving the Blackwattle Bay precinct.
 - Internal and external pedestrian connections that provide linkages to existing and future public transport services, specifically bus stops on Miller Street, the fish market light rail stop and the future Pymont and Bays West metro stations.
 - Significantly enhanced external footpath on Bank Street, including localised widening enabled via road space relocation.
 - Proposed raised zebra crossing on Bank Street.
 - Provision for future active transport connection to the Glebe Island Bridge.
 - New separated bi-directional cycleway on the western side of Bank Street adjacent to the site – consistent with the facility envisaged in the City of Sydney cycling plan.
- Publicly accessible bicycle parking to be provided within the site.
- Road space reallocation on Bank Street to accommodate new cycleway, wider footpaths and reduce vehicle speeds.
- No dedicated on-site car parking to be provided within the site which will promote walking, cycling and public transport as the primary forms of transport to the site.

As per the recommendations of the broader Blackwattle Bay transport strategy, Green Travel Plans are to be implemented and managed as part of any future residential and commercial developments in the precinct. These travel plans will support sustainable forms of travel to and from the precinct and will complement the travel demand strategies listed above for the future Bank Street park.

5.12 Precinct Scale Utilities

The opportunity for precinct-scale facilities to improve sustainability outcomes is currently being investigated by Infrastructure NSW on the basis that the development of the broader precinct will provide the critical mass of demand and utilisation required to catalyse investment. Bank Street Park will be integrated into potential future precinct scale utilities as a customer. This investigation will include car parking and electric vehicle charging.

The initial investigations will outline the technical parameters, sustainability dividends, governance and community benefits sought, for market testing when Infrastructure NSW seeks a development partner for the existing Sydney Fish Markets site. The initial investigations will also outline the potential for any easements under Bank Street Park that might be beneficial for accessing harbour heat rejection, which will be addressed in subsequent approvals.

6 Preliminary Construction Pedestrian and Traffic Management Plan

6.1 Overview

This section details a preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) for the Bank Street Park site in Pyrmont. The purpose of the preliminary CPTMP is to assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity.

The contractor (once appointed) will prepare a more detailed CPTMP prior to the commencement of works which will include the following:

- Traffic Control Plans;
- Specific methods of safely managing construction vehicle and pedestrian traffic within the surrounding area;
- Potential crane locations;
- Vehicle turning paths;
- Site compound layout and access;
- Driver facility areas; and
- Additional work zones / road closures.

6.2 Construction Hours

It is expected work associated with the proposal will be carried out between the following hours of construction:

- Weekdays: 7.00am – 5.30pm
- Saturdays: 7.30am – 3.30pm
- Sundays and public holidays: No work

These hours of construction are consistent with those in place for the new Sydney Fish Market project, also located within the Blackwattle Bay precinct.

The appointed contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval.

6.3 Vehicle types

To facilitate the works on site it is expected that a range of vehicles will be utilised, including:

- 12.5m Heavy Rigid Vehicles (HRVs) for the removal of spoil from the site.
- 8.8m Medium Rigid Vehicles (MRVs)
- 6.4m Small Rigid Vehicles (SRVs).

On a daily basis it is also expected that smaller utes and vans will access the site.

Special permits and approval from the City Regulation Unit (CRU) within Council will be required to bring in larger and oversize vehicles during the works if required including 19m semi-trailers and truck and dog vehicles. These will be managed on a case by case basis in close consultation with City of Sydney Council.

6.4 Construction traffic volumes

Based on experience on similar projects and discussions with the project team it is expected the construction works may generate the following level of vehicle activity:

- 5 vehicles per hour and 20 vehicles per day on a typical workday
- 10 vehicles per hour and 40 vehicles per day on a busy workday

These construction traffic volumes are indicative only and will be confirmed at the time of the development of the detailed CPTMP, prior to the commencement of construction works on the site.

Where practical minimal construction traffic movements to/from the site will be made during peak hours to minimise the impact on the wider road network.

6.5 Construction vehicle routes

The proposed construction vehicle access routes to the site are illustrated in Figure 28 and departure routes shown in Figure 29.

Construction vehicle routes have been selected to align with key arterial roads such as Wattle Street, Western Distributor, Anzac Bridge and Cross City Tunnel. All vehicles will arrive / depart the site to / from the south along Bank Street. No local roads in the Pyrmont area will be utilised by construction vehicles to access the site.

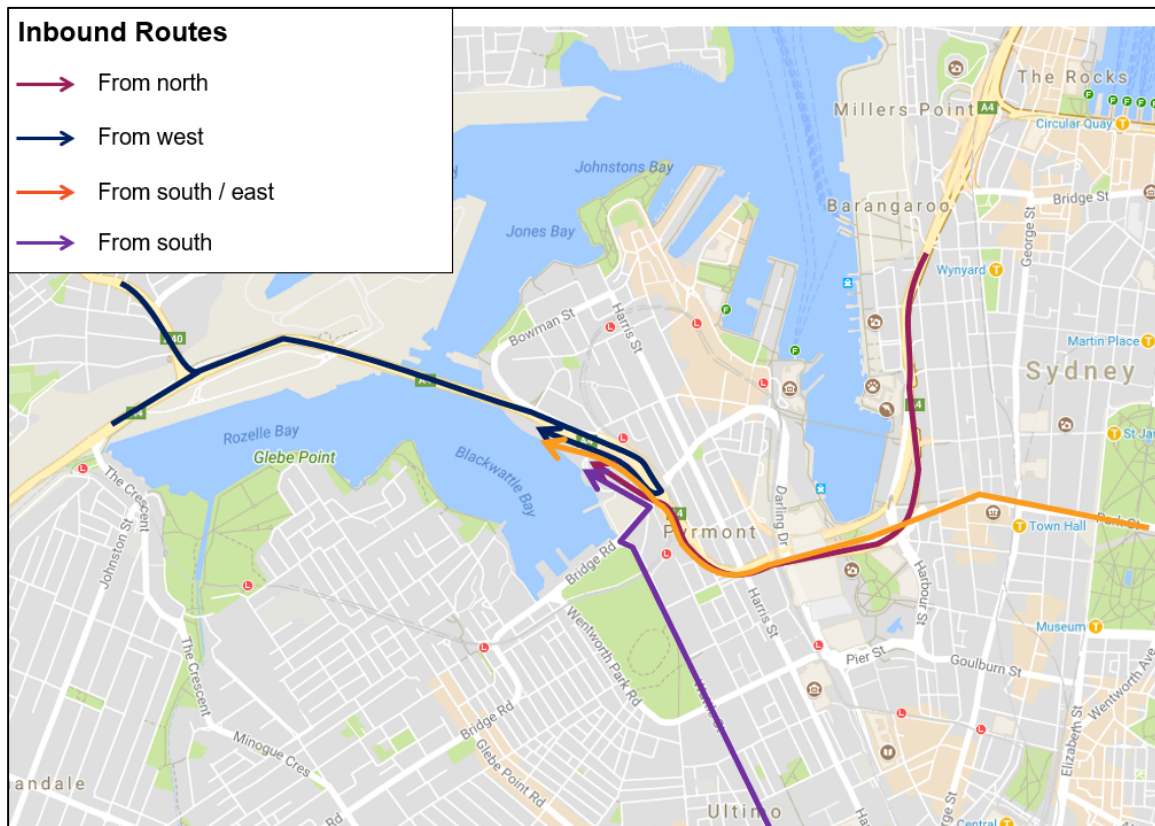


Figure 28 Construction vehicle routes (inbound)

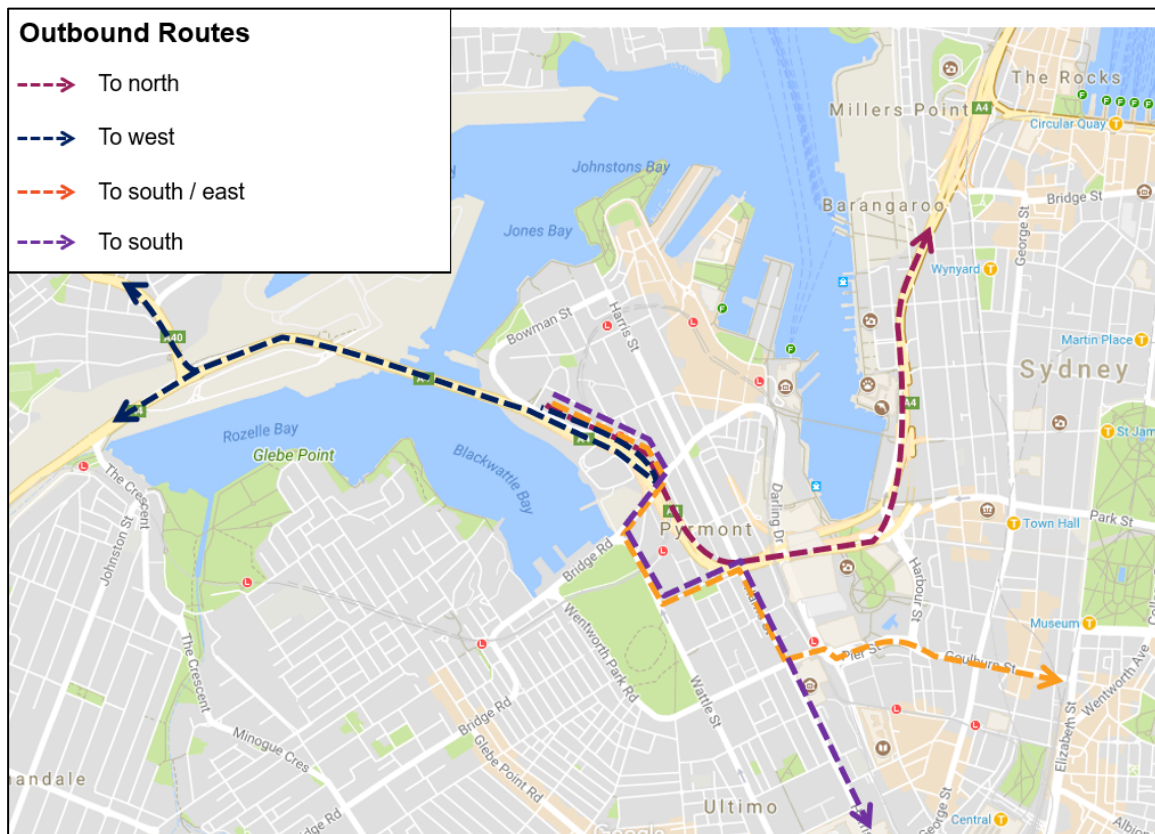


Figure 29 Construction vehicle routes (outbound)

6.6 Works zones

In the initial phases of the project it is not expected any on-street works zones will be required given the ability of vehicles to manoeuvre within the site. As the project progresses however and less on-site manoeuvring space is available there may potentially be a need to establish a works zone on Bank Street along the frontage of the site. The works zone would require the removal of some existing on-street parking spaces, although these spaces are currently not allocated to any particular user (e.g. nearby residents) and therefore their temporary loss would be of low impact.

Should a works zone be installed on Bank Street, a B-Class hoarding will be installed adjacent to the work zone to provide protection to pedestrians walking along Bank Street. The Bank Street footpath will remain open at all times during the construction period.

The requirement for this works zone, or any other works zones adjacent to the site, will be confirmed following the appointment of a contractor at the time of the preparation of the detailed CPTMP.

6.7 Road closures

No road closures are envisaged to facilitate the construction of the Bank Street Park.

If a temporary road/lane closure is required during the works, this would be subject to a separate application for partial road closure (including a Road Occupancy Licence) by the contractor made to Transport for NSW and City of Sydney Council. Any temporary road closures would be scheduled well in advance and timed to avoid busy periods on the transport network so as not to impact existing transport services – most likely in the evenings.

6.8 Construction worker car parking

Given the location of the site, workers will be encouraged to use public transport as a means of access. There will be limited or no on-site parking for the Contractor, employees of relevant subcontractors or visitors to the job site – consistent with major construction projects within the City of Sydney LGA. All other parking will be the responsibility of the individual and those requiring car parking will be directed to the nearby public car parks.

As Bank Street and surrounding streets in Pyrmont are time limited to 6 hour parking (or less), and with staff to be on-site for the entire day, on-street parking in Bank Street or other residential streets will not be possible.

6.9 On-street parking impacts

The project may impact a small number of existing ticketed car parking on Bank Street associated with the delivery of a construction vehicle site access point and the establishment of a works zone. The final number of spaces impacted by the project, including the duration of the impact, will be confirmed at the time of the development of the detailed CPTMP, prior to the commencement of construction works on the site.

The small number of existing parking spaces to be temporarily removed on Bank Street is not considered to significantly impact the surrounding transport network, given the following:

- The parking spaces on Bank Street are not allocated to any particularly user (e.g. nearby residents) and are not relied upon for access to certain sites.
- The subject site is currently vacant and there is very little parking demand currently generated in this section of Bank Street.
- Observations undertaken in June 2023 indicate there is significant spare on-street capacity on Bank Street, particularly on the eastern kerb with an example shown in Figure 30.



Figure 30 Existing spare on-street parking capacity on Bank Street

6.10 Public transport impacts

It is not expected that public transport services would be affected by the works. The small number of additional construction vehicles would not impact the operation of the public transport network in the vicinity of the site, particularly given the arrival and departure routes do not align with existing public transport corridors.

The relatively close proximity of public transport servicing the site via the light rail and bus network will enable construction personnel to easily access the site via public transport, minimising the road traffic impact around the site.

6.11 Pedestrian management

Temporary fencing and hoardings will be installed along frontage of the works site to maintain pedestrian movements and ensure the safety of pedestrians walking adjacent to the construction site. Footpaths will remain open at all times to pedestrians and therefore minimal impacts are anticipated.

Traffic controllers will be positioned at vehicle site access points to manage interactions between vehicles and pedestrians on the adjoining footpaths. Traffic control plans detailing further measures to manage pedestrian safety will be provided as part of the detailed CTMP to be prepared prior to the commencement of construction on the site.

6.12 Road network impacts

The number of construction vehicles associated with the construction of the Bank Street Park is expected to be relatively low – at worst 10 vehicles per hour. This is considered acceptable in the following context:

- Bank Street currently has significant spare capacity to accommodate additional traffic movements, refer to analysis provided in Section 5.10 of this document.
- The site benefits from excellent access via the arterial road network, in particular direct access via the Western Distributor; and
- Vehicles will be approaching the site from a number of different directions, distributing the traffic load across a number of access routes.

Trips generated by construction staff will typically be outside of the main road network peaks. The impact of construction traffic volumes on the external network is therefore expected to be low. The good availability of public transport in the area, with a light rail stop and a number of buses serving the site, will encourage workers to minimise private vehicle use which will further reduce the impacts on the local road network.

6.13 Mitigation measures

6.13.1 Overview of mitigation measures

Mitigation measures will be adopted during the demolition and construction phases to ensure traffic movements have minimal impact on surrounding land uses and the community in general, and would include the following:

- Manage and control construction traffic movements on the adjacent road network and vehicle movements to and from the site;
- Trucks to enter and exit the site in a forward direction;
- Limited amount of parking to be provided for construction workers;
- Restrict construction vehicle activity to designated truck routes;
- Construction access driveways to be managed and controlled by certified site personnel;
- Pedestrian movements across construction access driveways and to/from public transport facilities will be managed and controlled by site personnel where required;
- Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with WorkCover requirements;
- Construction activity to be carried out in accordance with the approved hours of work;
- Truck loads would be covered during transportation off-site;
- Establishment and enforcement of appropriate on-site vehicle speed limits which would be reviewed depending on safety requirements;
- Activities related to the works would not impede traffic flow along local roads;
- Materials would be delivered and spoil removed during standard construction hours;
- Construction vehicles not to queue on public roads and be wholly accommodated within the site; and
- Minimal construction traffic movements to/from the site will be made during peak hours to minimise the impact on the wider road network.

6.13.2 Site induction

All staff employed on the head contractor (including sub-contractors) would be required to undergo a site induction. The induction would include permitted access routes to and from the construction site for site staff and delivery vehicles, limited parking arrangements, as well as standard environmental, workplace health and safety, driver protocols and emergency procedures. The approved work hours must be included as part of this induction.

6.13.3 Driver code of conduct

The appointed contractor will include the following in all subcontract procurement packages:

- a copy of the approved truck routes as previously detailed in this document.
- the approved maximum truck size
- any other entry restrictions, or site access restrictions as agreed to by the authorities.

The appointed contractor will be responsible for managing all site access points and monitoring subcontractor behaviour and subcontractor truck access arrangements to ensure compliance with conditions of the contract. They will be responsible for ensuring there is no access to or from the site before or after approved construction hours and no queueing occurs on the surrounding road network.

7 Summary

This transport and accessibility impact assessment has been prepared by JMT Consulting on behalf of Infrastructure NSW to support a State Significant Development Application (SSDA) for a new waterfront public park within Blackwattle Bay, to be known as Bank Street Park (SSD-53386706). Key findings of the assessment are as follows:

- The site is well located with respect to existing public transport infrastructure and services, including a close walk to the Fish Market light rail stop and bus stops on Miller Street.
- Traffic counts undertaken in June 2023 indicates that Bank Street carries 200 vehicles per hour or less throughout the day, which is well below the maximum of 300 vehicles per hour of a 'local road' as identified in the *TfNSW Guide to Traffic Generating Developments* document.
- The site will benefit from various transport initiatives (separate to the subject application) that are planned to support the growth of the Pyrmont Peninsula, including new metro stations at Pyrmont and Bays West, a ferry stop in Blackwattle Bay as well as the potential of restoring the Glebe Island Bridge to provide active transport connectivity between Bays West and the Pyrmont Peninsula.
- The proposal includes significantly enhanced pedestrian connectivity which will link to both the broader Blackwattle Bay precinct as well as the potential future active transport connection across the Glebe Island Bridge.
- A separated bi-directional cycleway on the western side of Bank Street is proposed as part of the application which will promote the use of cycling as a mode of transport to the site. This new cycleway will be complemented by the provision of publicly accessible bicycle parking to be provided within the site.
- Given the site's location within the Blackwattle Bay precinct in close proximity to existing and future public transport services, along with the objective of promoting sustainable forms of transport to and from the site, no dedicated off-street car parking is proposed as part of the project. Kerbside parallel parking is available for those arriving by private vehicle.
- The proposal would not impact the operation of the surrounding road network nor trigger the requirement for any additional road network enhancements given the vast majority of users are anticipated to arrive via sustainable forms of transport.
- A preliminary Construction Pedestrian Traffic Management Plan (CPTMP) has been developed for the purposes of the SSDA submission. This preliminary CPTMP indicates that the impacts of the construction works are considered to be manageable with the provision of appropriate safety and mitigation measures.

In the above context, the traffic and transport impacts arising from the proposal are considered acceptable.