

Reference: #13S1213000

09 February 2016

JBA Urban  
Level 7 / 77 Berry Street  
NORTH SYDNEY NSW 2059

**Attention: Mr. Michael Rowe**

Dear Michael,

**RE: 1 CARRINGTON STREET, SYDNEY**  
**TRANSPORT ASSESSMENT REVIEW FOR SECTION 96 APPLICATION**

Introduction

Transport for NSW (TfNSW) has requested additional information regarding the Section 96 application lodged for the approved development at 1 Carrington Street, Sydney.

GTA Consultants (GTA) has reviewed the TfNSW comments and provide herein the requested responses.

Comment 1

- "Proposed Stone Paving with Brass Inlay/Bollards
  - The Public Domain Concept Plan (PDCP) prepared as part of the modification proposal includes stone paving with brass inlay/bollards to act as a speed restrictor. The proposed arrangement is not supported by TfNSW due to the following reasons:
    - The proposed arrangement would guide vehicles to travel along the eastern side of Wynyard Lane. As a result of this, pedestrians entering Wynyard Lane opposite to the applicant's car park access from the east would step into the path of oncoming vehicles. Therefore, there is a potential conflict between pedestrians entering Wynyard Lane and the vehicles travelling along Wynyard Lane.
    - The proposed stone paving with brass inlay/bollards area located south of Margaret Street on Wynyard Lane may have the potential to restrict the turning path of the vehicles accessing the loading bay for the proposed development at 275-281 George Street.
  - Based on the above, TfNSW requests that the applicant demonstrates the proposed stone paving with brass inlay/bollards along Wynyard Lane would not have impact on the proposed development at 275-281 George Street and the pedestrian safety along Wynyard Lane."

The proposed Shared Zone design has been revised to provide a central trafficable lane width of 3.5m with 1.3m wide (approx.) brass inlay/bollard areas along both eastern and western sides of the laneway. This concept is shown plans prepared by Oculus, reproduced in 1 and 2.

Figure 1: Streetscape Public Domain Concept Plan

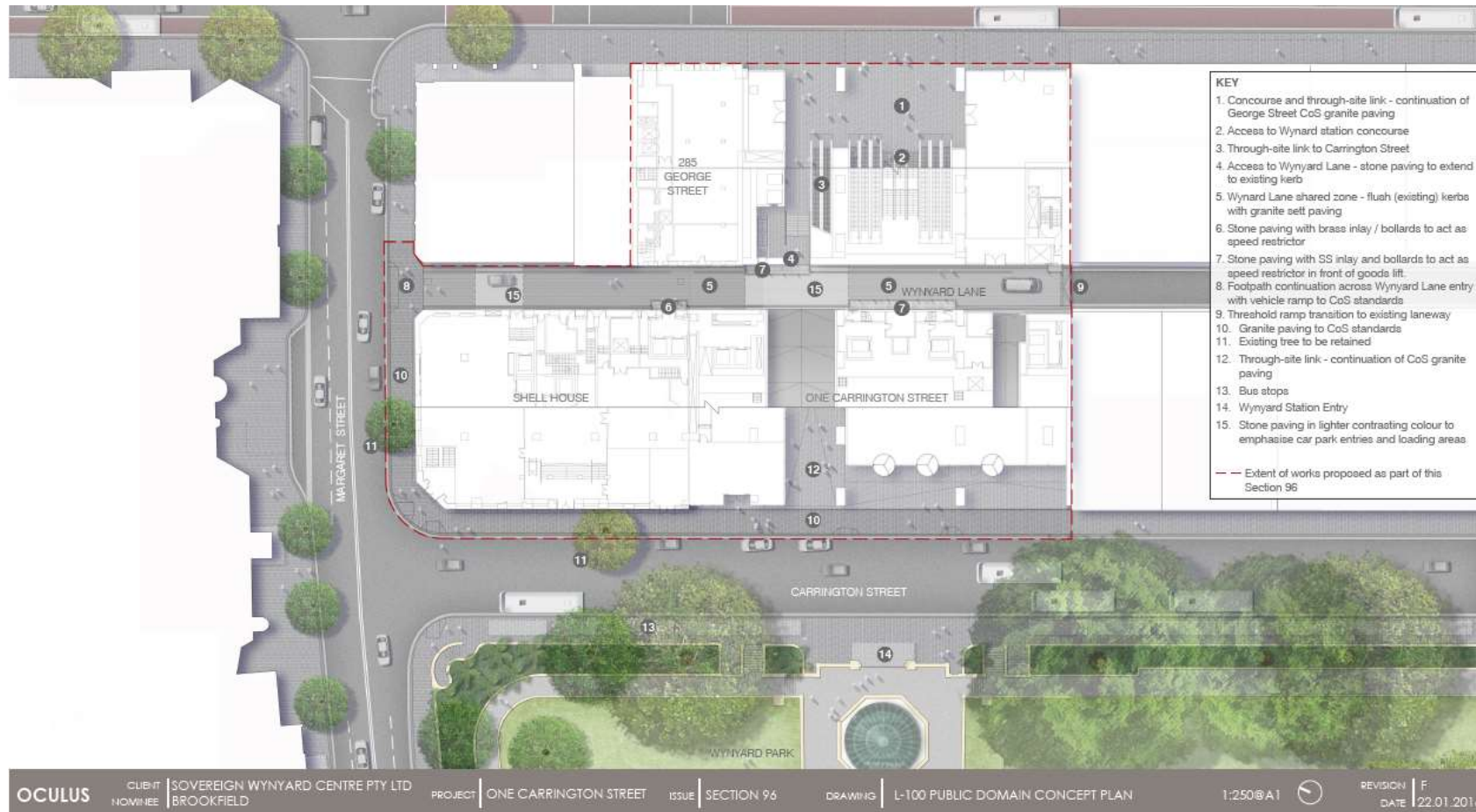
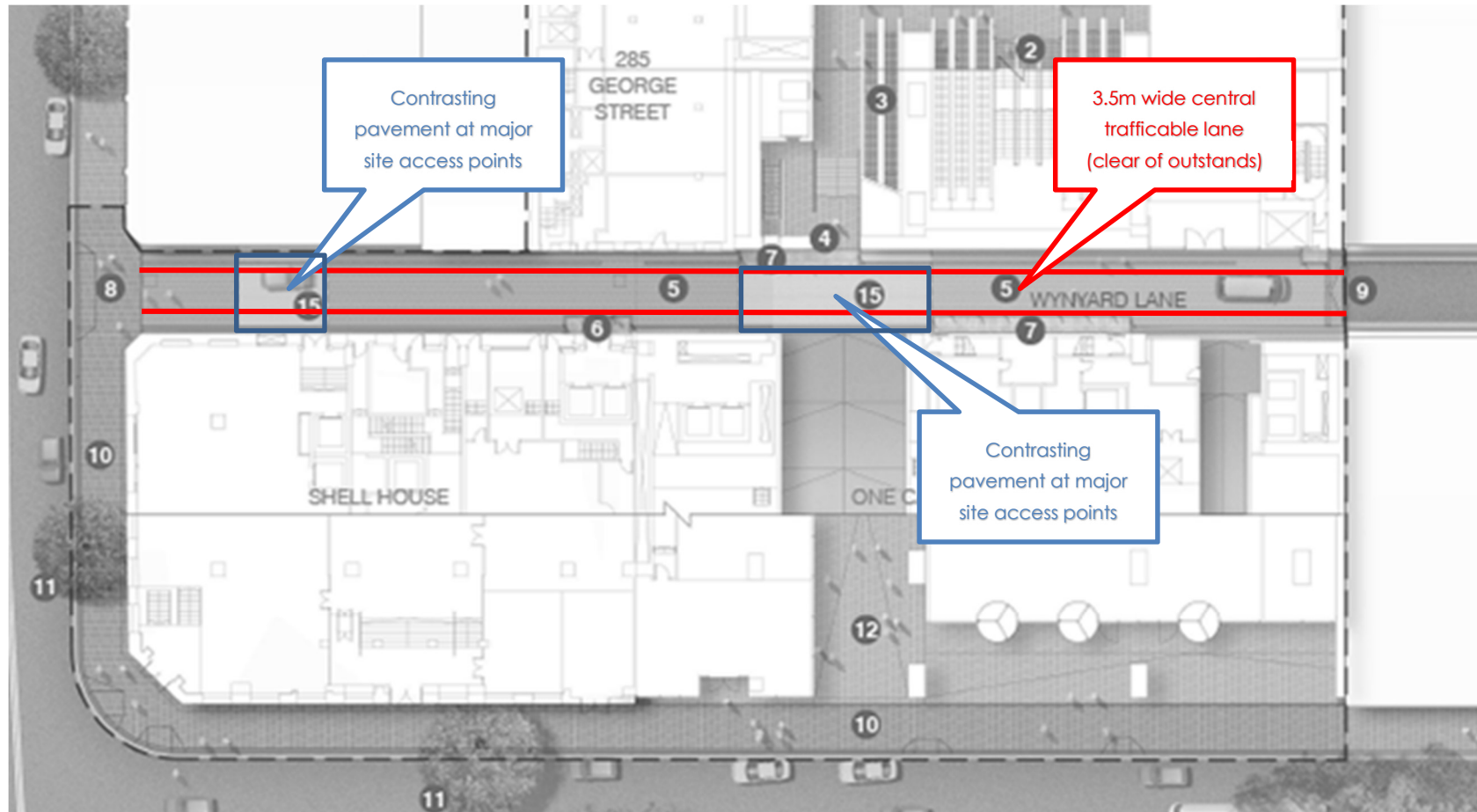


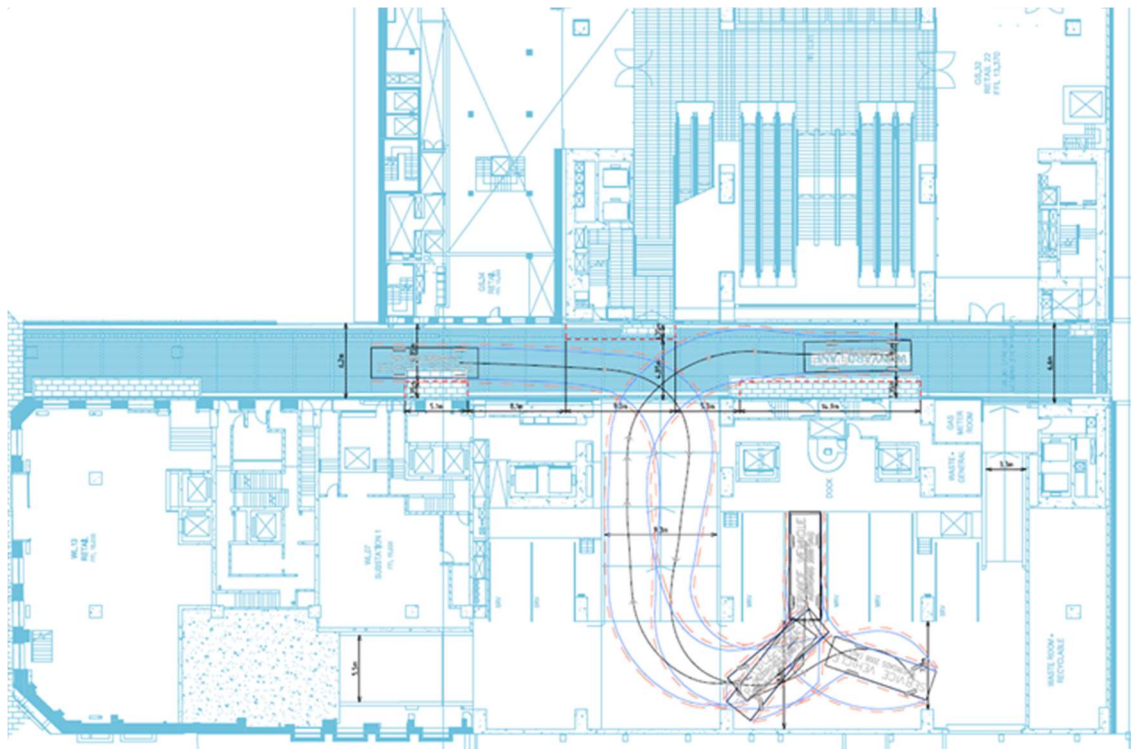
Figure 2: Streetscape Public Domain Concept Plan – Laneway Roadway Treatment







**Figure 2: Swept Path Assessment – 8.8m Service vehicle (MRV)**



## Comment 2

- "Proposed Pedestrian Entry to Wynyard Lane
  - The PDCP shows that pedestrians enter Wynyard Lane from the east opposite the car park access for the proposed development where multiple vehicle movements will occur.
  - This arrangement would have the potential to cause pedestrian/vehicle conflicts and is likely to increase pedestrian related incidents at this location. TfNSW requests that the applicant demonstrates the proposed arrangements at the car park access would not cause pedestrian related incidents."

As mentioned above, the Shared Zone design has been revised to accommodate a central trafficable lane width of 3.5m and brass inlay/bollard areas on both sides, with a width of 1.3m (approx.).

In our professional opinion, this arrangement – together with the formalisation of the laneway as a 'Shared Zone' – can be expected to reduce the potential for vehicle and pedestrian conflicts at this location, whilst still accommodating necessary swept path requirements into and out of the main vehicle site access.

Moreover, GTA also notes that the level of vehicle and pedestrian activity at this location is expected to be moderate in its frequency, noting:

- The on-site car parking is expected to generate (up to) approximately 50 vehicle movements in the AM and PM peak hour, and

- The on-site loading dock is expected to be managed in a means by which peak activity would occur outside of the AM and PM peak hours.

### Comment 3

- "Access to Public Car Park
  - *The PDCP shows a narrow car park entry and a ramp to the public car park. It should be noted that the public car park access needs to include the vehicle entry lane as well as a pedestrian path. This would enable public to access the car park. It is not clear from the documentation prepared as part of the modification proposal whether the proposed public car park entry accommodates vehicle as well as pedestrian movements. TfNSW requests that the applicant demonstrates the width and gradient of the car park entry cater for vehicles as well as pedestrians in accordance with relevant standards."*

With respect to this matter, guidance has been sought from Make Architects letter dated 3 February 2016 which advises:

*"Access to the public car park will remain via the existing public entry and ticketing point located at Coles supermarket level within Wynyard Station. This provides direct access to Carrington Street and York Street, Wynyard Park and Concourse Level from the car park.*

*With the introduction of the new through site link from Carrington Street to George Street and improved vertical transport connection within the Wynyard Place development to the Concourse Levels the need to enter from Wynyard Lane is removed. Therefore no pedestrian access will be provided from Wynyard Lane to the existing public car park. This will improve safety and remove any potential conflict between pedestrians and vehicles."*

In addition, GTA also notes that public car park ramp, which is restricted to entry vehicle movements only, has been designed in accordance with AS/NZS890.1. Specifically, the ramp features a wall-to-wall width of 3.6m, including 0.3m clearances, compliant ramp grades which include a 1:16 transition at its top and a 1:8 maximum grade, and a height clearance of 2.5m.

### Comment 4

- "Safety of Proposed Arrangements along Wynyard Lane
  - *The proposed activation of Wynyard Lane has some safety concerns due to multiple vehicle movements with limited sight distances from driveways along Wynyard Lane.*
  - *TfNSW requests that a Stage 2 (Concept Design) road safety audit be undertaken for the proposed Wynyard Lane works in accordance with Austroads Guide to Road Safety Audit Part 6: Road Safety Audit by an independent TfNSW accredited road safety auditor.*
  - *Based on the results of the Road Safety Audit, the applicant may need to modify their proposal for Wynyard Lane."*

As mentioned above, the safety of pedestrians along the laneway has been addressed via the proposed formalisation of a Shared Zone.

The concept design presented earlier illustrates a preferred layout for this Shared Zone which, in our view, has been appropriately tested via swept path assessments. Notwithstanding this,

it is noted that a specific Condition is included within the Consent which requires this design to be assessed further. This condition (B14) is reproduced as follows:

*"Any proposed shared zone along Wynyard Lane shall be in accordance with the Roads and Maritime Technical Direction (TTD 2014/003 July 2014) Design and implementation of shared zones including provision for parking. Prior to issue of the relevant Construction Certificate, an approval for the proposed shared zone arrangements must be obtained from Roads and Maritime. In the event that the shared zone is not approved, the public domain within Wynyard Lane shall be made good to City of Sydney Standards."*

In our view, the appropriate time to undertake the requested Road Safety Audit is at the time of preparing concept design plans for the Shared Zone (and liaising with the relevant transport stakeholders, e.g. RMS and Council). Accordingly, GTA would recommend that the above Condition be amended to specifically include the need for the Road Safety Audit.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely,

**GTA CONSULTANTS**



**Tim De Young**  
**Director**