



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

Attention: Sara Roach

Dear Mr Sargent

Walsh Bay Arts Precinct, Hickson Road, Walsh bay Development Application (SSD 6069)

Thank you for your letter dated 10 July 2014, requesting Transport for NSW (TfNSW) to review and comment on the above development application. Please accept our letter as a joint Transport for NSW (TfNSW) and Roads and Maritime Services (RMS) comments on the above development application.

Key comments on the above development application are provided below.

Traffic Management for Cruise Ship Visit (Section 3.4 of TMAP, Page 16)

- Hickson Road receives heavy vehicles when cruise ships visit the Overseas Passenger Terminal. This is particularly an issue for cruise season from approximately October to April each year. TfNSW requests that cumulative traffic impacts on Hickson Road during cruise ship visit and the Arts Precinct operation be assessed and any impacts identified are to be mitigated.

Taxi Zones (Section 6.3 of TMAP, Page 24)

- TfNSW advises that the locations of taxi zones are not required to be confirmed with the Central Sydney Traffic and Transport Committee (CSTTC). The CSTTC forms the last step of the approval process and proposed new taxi zones need to be submitted to the Committee by the relevant authority (SHFA/Sydney City Council).

The taxi zone location needs to be proposed by the relevant authority (SHFA/City of Sydney) in consultation with the NSW Taxi Council. Please refer CBD Bus Plan REF (http://www.rms.nsw.gov.au/roadprojects/projects/sydney_region/cbd-access/bus-infrastructure/index.html) for other proposed street changes.

Bike Racks (Section 7.1 of TMAP, Page 26)

- TfNSW advises that the number and location of bike racks are not required to be confirmed by the CSTTC. However, bike racks need to be provided in accordance with relevant City of Sydney guidelines.

Shuttle Bus Operation (Section 7.3.2 of TMAP, Page 28)

- TfNSW advises that site specific shuttle buses would need to be approved as part of an Event Traffic Management Plan (ETMP). TfNSW requests that the applicant prepares the Event Traffic Management Plan in consultation with SHFA, TfNSW, City of Sydney and Transport Management Centre (TMC).

Hearing Augmentation (Sections 5.1.7, 5.2.7 and 6 of Accessibility Report)

- TfNSW requests that 80% coverage of hearing augmentation be provided in all public auditoriums/event spaces under the BCA Access to Premises Standard.

Construction Traffic Management Plan (CTMP)

- TfNSW requests that a Construction Traffic Management Plan (CTMP) be prepared prior to the commencement of construction. The CTMP needs to specify any potential impacts to general traffic, cyclists, pedestrians, bus services and bus facilities operating on roads within the vicinity of the site from construction vehicles during the construction of the proposed works. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate these should be clearly identified and included in the Construction Pedestrian and Traffic Management Plan (CPTMP). The Plan must be prepared in consultation with SHFA, RMS, and TMC. TfNSW requests that the Applicant shall submit a copy of the final Plan to the SHFA and TMC prior to the commencement of work.

The additional comments on the Transport Management and Accessibility Report (TMAP) are provided in **TAB A**. TfNSW requests that the TMAP be updated to incorporate these comments.

Thank you again for the opportunity to provide advice for the development proposal. If you require further clarification regarding this matter, please don't hesitate to contact me on 8202 2198.

Yours sincerely



Mark Ozinga

27/8/19

**Manager Land Use Development & Planning
Planning & Programs**

CD14/13500

TAP A - Additional comments on the Transport Management and Accessibility Report (TMAP)

Mode Share Targets (Section 5.2 of TMAP, Page 20)

- The likely mode share for the users of the site is referenced to the Barangaroo Integrated Transport Plan (BITP). The Barangaroo mode share targets are based on a high rail mode share from Wynyard (via the new Wynyard Walk). Walsh Bay's nearest rail station is Circular Quay which does not receive as many services as Wynyard and is a significant walk to Walsh Bay. TfNSW advises that walk and taxi trips are likely to be higher than the target stated given the visitor nature of Walsh Bay.

Cycling Access (Section 3.3.2 of TMAP, Page 15)

- TfNSW advises that TfNSW is currently investigating improved cycling connections to Barangaroo from the north which may improve access to Walsh Bay. The implementation of cycling improvements on Dalgety Road and Towns Place at Millers Point by City of Sydney and Barangaroo Delivery Authority will also improve cyclist access to Walsh Bay.

Access to Bus Stops (Section 3 of TMAP)

- TfNSW requests that the TMAP provides reference to accessibility of existing or proposed bus stops to meet the Disability Standards for Accessible Public Transport.

Facilities for Mobility Impaired (Sections 3.3.2, 6.1 and 7.2 of TMAP)

- TfNSW requests that the following items in relation to facilities for mobility impaired be included in the Future Situation section (Section 3.3.2) of TMAP.
 - Increase in footpath widths to accommodate future use of motorised mobility devices.
 - Specific reference to inclusion of additional on-street mobility parking spaces.
- TfNSW requests that Car Parking Requirements section (Section 6.1) of TMAP specifies a minimum of 2% mobility parking spaces as required by the BCA Access to Premises Standard.
- TfNSW requests that reference to pedestrian route south along Hickson Road towards Wynyard, included in Page 20 of TMAP, specifies existing footpath condition and the width and gradient of the existing footpath and confirms that the pedestrian access to the proposed development along Hickson Road is currently provided in accordance with relevant standards for mobility impaired pedestrians.

Bus Services (Sections 3.2.2 and 7.3.2 of TMAP, Pages 12 and 28)

- TfNSW advises that bus service frequencies stated in the traffic report are indicative only and should not be quoted as these frequencies are not confirmed. It should be noted that the Walsh Bay precinct would likely receive an increased frequency of bus services in the future.

The Sydney CBD Bus Plan REF released by RMS on 23 June 2014 confirms new bus related infrastructure in the CBD. There will be two new bus zones at Walsh Bay.
(http://www.rms.nsw.gov.au/roadprojects/projects/sydney_region/cbd-access/bus-infrastructure/index.html)