



**Transport
for NSW**

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

Attention: Sara Roach

Dear Mr Sargent,

Notice of Exhibition: Stage 1A Public Domain Works, Barangaroo South (SSD 6303)

Thank you for your letter dated 27 May 2014, requesting Transport for NSW (TfNSW) to review and comment on the subject proposal. Please accept this letter as a joint Roads and Maritime Services (RMS) and TfNSW response to the subject proposal.

Key comments on the above development application are provided below in relation to Construction Pedestrian and Traffic Management Plan, cyclist access and facilities, Ferry Wharf and interface with Transport Place.

Construction Pedestrian and Traffic Management Plan

- Further consideration needs to be given to construction impacts and management, in particular the cumulative impacts arising from the overlap of construction projects within the Barangaroo and Wynyard Precincts and the recent changes to the construction program for the Wynyard Walk project. This also includes consideration of impacts on the delivery and construction of these projects. Potential construction impacts that are not adequately addressed include:
 - Impacts on the existing transport services within the precinct including buses.
 - Impacts on pedestrian flows, safety and accessibility (mobility impaired pedestrians, including wheelchair access) within the Barangaroo Precinct;
 - Recent changes to the construction program for the Wynyard Walk project;
 - Impacts on emergency access and egress; and
 - Construction traffic impacts.

TfNSW therefore requests that a detailed Construction Traffic and Pedestrian Management Plan be prepared in consultation with TfNSW to address the above for the Wynyard Walk project prior to the commencement of construction. The Plan should include the cumulative construction impacts of all the projects anticipated to occur within the Barangaroo and Wynyard Precincts that overlap with the Stage 1A Domain Works, Barangaroo South project.

Cyclist Access and Facilities

- The Sydney City Centre Access Strategy diagram is provided at Figure 9 of Appendix F of the EIS for reference whilst the EIS does not show the southern strategic cycle connection as shown in the Sydney City Centre Access Strategy. Appendix F of the EIS incorrectly states that Barangaroo South is well connected to cycleway networks.

Proposed connections to cycle network are still to be determined. The responsibility of the proponent is to develop the connections to the strategic cycleway network in liaison with TfNSW. TfNSW requests that connections between Barangaroo South and the strategic cycle network be developed, in consultation with TfNSW, to address the Sydney City Centre Access Strategy.

Ferry Wharf

- The Barangaroo Integrated Transport Plan should be considered by the EIS. While the Ferry Hub is represented schematically in diagrams, the importance of this connection has not been sufficiently recognised throughout the EIS document. TfNSW requests that the applicant modifies Stage 1A design, in consultation with TfNSW, to adequately accommodate the Ferry Hub. This process should be started prior to the response to submissions, and the response to submissions should include an indication of how this process will be managed.
- The location of the ferry wharves is incorrect in all figures both in Appendix F of the EIS and the development application. The wharves should be located further north, fully within the Barangaroo Delivery Authority (BDA)/Lend Lease boundary as was communicated and agreed to by Lend Lease previously.
- Section 4.3.2 of the EIS states that "The interface between King Street Wharf and the Waterfront Promenade has been designed to ramp down within the Stage 1A site to meet the level of the existing public domain." The interface with the Ferry Hub must be considered in designing this element, taking into account the previously agreed location of the proposed ferry wharves (i.e. attaching wholly within the BDA site).
- It is not clear from the EIS if allowance has been made at the waterfront promenade for special event queue management at the ferry wharves and circulation along the foreshore. TfNSW requests that a special event queuing space be reserved for ferry operators to use to marshal event crowds with temporary infrastructure.

- TfNSW signs need to be incorporated into the signage package. The ferry wharf identifier sign, wharf numbering, orientation for customers alighting from ferries, location of the commencement of Wynyard Walk etc all need to be incorporated. In particular, Locations D.1, S.1 and CoS T.1 need to incorporate TfNSW Train and Ferry mode identification in maps and wayfinding artwork at all installations. Provision also needs to be made for the incorporation of Light Rail mode identification at a future stage at Locations D.1, S.1 and CoS T.1.
- TfNSW advises that the ferry wharves should be clearly visible from the landside and therefore does not support the proposed solid row of trees along the Waterfront Promenade as it impacts the visibility of the wharves. It should be noted that the Barangaroo Integrated Transport Plan makes provision for a break in the row of trees lining the Waterfront Promenade at the locations of the ferry wharves.
- It is likely that the lighting associated with the ferry wharves will be of a higher level than the level proposed for the boardwalk area. TfNSW is not clear how the lighting level of wharves intersects with the adjacent area. TfNSW requests that the lighting concept plan be coordinated and reviewed with the TfNSW Barangaroo Ferry Hub project team.

Interface with Transport Place

- The primary connection between the City and the waterfront is Transport Place as this includes the linkage between Wynyard Walk and the ferry wharves. TfNSW requests that the Landscape Report addresses the role of Transport Place as the linkage between Wynyard Walk and the ferry wharves and between the City and the waterfront.
- The ramp grade at the southeast corner of the site is shown at 1:36 with a drop in level of +2.88 to +2.5 towards King Street Wharf. The ramp does not appear to dovetail with the ramp drawing shown in Civil Drawing BPO CD0000013/11. TfNSW requests that ground levels at Hickson Place and the eastern end of Transport Place be coordinated with the Wynyard Walk project team.
- Grading Plan (Drawing No. LA_MP_AO_DA204) and Hickson Place Detail Plan (Drawing No. LA_MP_AO_DA321) show grading down towards the escalators and elevators at the end of Wynyard Walk. Finished levels should slope away from external elevator and escalators so as to discourage water flow into their associated pit structures. TfNSW requests that the levels be confirmed with the input of the Wynyard Walk project team.
- It is noted that the eastern portion of Transport Place, which will directly interface with Wynyard Walk, will be subject to a future planning application. This area is crucial to the effective functioning of Transport Place as a primary pedestrian connection. TfNSW requests that consultation be undertaken with the TfNSW Wynyard Walk project team with regards to this section of works and how it will be delivered.

- In Section 3.2 of the EIS the description of the role of Transport Place should acknowledge the connection between the City (via Wynyard Walk) and Barangaroo Ferry Hub. Section 4.2 of EIS provides details of a design review undertaken of Barangaroo South and includes comments made by the Design Review Panel in Table 3. One of the comments in Table 3 includes “For the public domain design at Transport Place generally, there is a need to ensure...the successful role of Transport Place as connector between major transport hubs.” This comment has not been adequately addressed in the Stage 1A Public Domain Response in Table 3 or in the EIS generally. TfNSW requests that the proponent reconsiders the treatment of Transport Place to achieve a design outcome which satisfies the Design Review Panel requirement to recognise the role of Transport Place as “connector between major transport hubs”.

Additional comments on the development application are provided in **TAB A**.

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

Yours sincerely



31/7/14

Mark Ozinga

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

CD14/10890

TAB A – Additional Comments on the development application

Bicycle Parking

- TfNSW requests that the cycle parking provision be provided based on City of Sydney requirements, rather than on the mode share targets which are not considered to be appropriate. TfNSW requests that the proponent provides bicycle parking based on City of Sydney Development Control Plan 2012.

Bus Provision

- Appendix F of the EIS does not address bus access to the site. The Barangaroo Integrated Transport Plan makes provision for bus stops on Hickson Road to support bus servicing of Barangaroo. TfNSW advises that Hickson Road has been identified as a bus corridor under the Sydney City Centre Access Strategy prepared by TfNSW. As such, TfNSW advises that the proposal should include corresponding bus stops on Hickson Road near its intersection with Napoleon Street. Each bus stop must be able to accommodate a minimum of two 14.5 metre non-rear steer buses and should include adequate shelter and seating facilities. The bus stops must be positioned on the departure side of the Hickson Road/Napoleon Street intersection.
- The proposed intersection arrangement at the Hickson Road/Globe Street North intersection allows one travel lane and a parking lane on the eastern side of Hickson Road based on Figure 7 of Appendix F. This arrangement would have the potential to block bus movements by the right turning vehicles from Hickson Road onto Globe Street North and cause delays to buses as well as general traffic. TfNSW requests that the proponent assesses the impacts on bus movements at this intersection and propose mitigation measures for the impacts identified.

Drainage

- The Site Analysis (Drawing No. LA_MP_AO_DA103) shows an overland flow path passing the area of Transport Place outside of the site boundary. There is no reference to overland flow elsewhere in the EIS. TfNSW requests that the overland flow paths be shown and these should not intersect with the elevator and escalator structures of Wynyard Walk.
- The details of stormwater outlets shown in vicinity of the ferry wharves are not clear and stormwater lines are not labelled. TfNSW requests that the details of stormwater outlets and lines be provided.

Pedestrian and Cyclist Access

- Section 3.1 of Appendix F is titled as Traffic. Pedestrian and Bicycle Flows. However, no information is provided in relation to pedestrian and cyclist flows in this section. The site will be accessed from ferries delivering pedestrians and cyclists, and this should be acknowledged. Provision for cyclists alighting from ferries to join nearby cycle paths and vice versa should be made whilst ensuring pedestrian safety. TfNSW requests that the applicant demonstrate how Level of Service (LOS) better than D be achieved for pedestrians along City Walk, Union Walk and Transport Place.
- TfNSW requests that pedestrian and bicycle connections to the development site be provided to connect the area located north of the Stage 1A site.

Pedestrian Facilities

- The pedestrian crossing in Lime Street, north of Shelley Street is situated too close to the basement access. TfNSW requests that a safety review be undertaken for this pedestrian crossing.
- TfNSW requests that kerb ramps be provided to cater for all pedestrian movements at all intersections.
- The EIS and Appendix T do not adequately address whether wind conditions would be suitable for waiting ferry patrons (eg sitting, standing) and/or whether mitigation measures would be required. The wind report should be updated to consider amenity for ferry patrons and propose mitigation if required. Whilst subject to separate applications, the effects of wind from buildings surrounding Transport Place (C5, C6, R1, R7 and R9) on the pedestrian and ferry wharf environment should be appropriately addressed in the public domain.
- The Southern Waterfront (Drawing No. LA_MP_AO_DA308) appears to show continuous kerb to edge. This will need to be modified to receive the ferry wharves. The continuous timber boardwalk is an attractive element on the foreshore but it may not be suitable for the pedestrian crossing points at the ferry wharf entries and may also need to be modified. These issues should be subject to further review and coordination with the TfNSW Barangaroo Ferry Hub project team.
- The angled pedestrian crossings in Lime Street increase the pedestrian walk distance and are not preferred. TfNSW requests that the pedestrian crossings be provided in accordance with RMS/SHFA and City of Sydney guidelines.
- Drawing PD_LP_200_SK007 in the Appendix F of the EIS shows a pedestrian crossing to connect Union Walk to the Water Promenade. However, Section 3.5 of Appendix F contradicts this. TfNSW advises that Union Walk, City Walk and Transport Place should connect with the Waterfront Promenade with pedestrian crossings across Lime Street to allow safe and efficient pedestrian connection to the Barangaroo Ferry Hub.

- The details associated with the high pedestrian activity area are not provided in the EIS. TfNSW requests that the details of high pedestrian activity area including locations of signage and the proposed treatments to reduce vehicle speeds be provided in particular along Lime Street.

Service Vehicle Access

- TfNSW requests that details of the provision for articulated service vehicles to access Barangaroo South be provided with adequate clearance between swept paths at the intersections in accordance with relevant Austroads guidelines. TfNSW also requests that the proponent demonstrates how it is managed, if the articulated service vehicle access is not provided.

Loading docks need to be designed in accordance with Australian Standards AS 2890.2. Continuous turning paths of service vehicles accessing the loading dock via Globe Street should be shown between Hickson Road and the loading dock to confirm that service vehicle movements would be able to enter and exit in forward motion safely and would not cause any pedestrian safety issues at this location.

Services

- The drawings suggest all services are to be placed in a service trench which is to be filled with mass concrete. However, services may require future access and this may need to be redesigned.
- TfNSW requests that details of the following be provided:
 - Service termination at the wharf end.
 - Power conduits (number of and material), coordinates of these conduits, termination of conduits and the location of power from substations. It is noted that previous documents (Lend Lease Barangaroo Public Domain Stage 1A, Rev C- Issued 06 May 2014, Section 2 - design principles) notes power outlets are to be terminated above ground.
 - Communication conduits and termination points.
 - Data connection between ferry terminal and ferry administration/operations room (in building R7).
 - Location of the hydrant main termination.
 - Interconnecting pipework to wharves (subject to the position of the wharves).
 - Sewer termination points to each wharf.
- The location of the termination power point and water point appears adjacent to the southernmost ferry wharf. The wharf outline is required to show where the terminations are likely to be.
- Power from substations was previously understood to be located within basement B2 level. However, power seems to be from R1 Basement. TfNSW requests that this detail be clarified.

Taxi Provision

- The proposed location for the taxi rank is on the southern side of Globe Street and with none on Lime Street. TfNSW requests that the proponent provides an additional taxi rank on the eastern side of Lime Street and taxi pick up/drop off location on the northern side of Globe Street.

Traffic Management

- It is incorrectly stated in the Appendix F of the EIS that local road access is not provided via George Street from the north-east.
- Shelley Street at Sussex Street is to be closed to all traffic in mid 2014. TfNSW requests that the vehicular access routes and the traffic signage plan be updated to reflect this closure.
- Appendix F of the EIS states that 20,000 visitors may visit the Barangaroo Site. No basis has been provided for 30% of the total visitors are visitors to Barangaroo south. TfNSW requests that further justification be provided.
- The Transport Management and Access Plan (TMAP) prepared as part of the Barangaroo Concept Plan needs to be updated. TfNSW requests that an addendum report be prepared to update the TMAP with changes to the traffic and transport management associated with the Stage 1A Public Domain Works.

Tree Planting Strategy

- Section 3.4 of the EIS makes reference to Transport Place using *Waterhousia floribunda* planting. This is not shown in the Tree Planting Strategy in Appendix A (Drawing No. LA_MP_AO_DA210). The Tree Planting Strategy indicates that Transport Place would be paved and open, without trees. This was also conveyed in a BDA briefing delivered to TfNSW on 12 June 2014. Clarification is required to confirm the planting strategy for Transport Place. This should take into consideration the purpose of Transport Place as a key pedestrian connection between Wynyard Walk and the Barangaroo Ferry Hub. TfNSW requests that the applicant considers adequate sight lines approaching the intersection of the Waterfront Promenade and Transport Place to avoid planting trees conflicting with pedestrian traffic, particularly those rushing to the ferry wharves.
- There is an apparent conflict between the Circulation Diagram (Drawing No. LA_MP_AO_DA102) and the Tree Planting Strategy (Drawing No. LA_MP_AO_DA210). The Circulation Diagram correctly recognises the Primary Pedestrian Connection status of the east-west flow between Wynyard Walk and the Ferry Hub/waterfront. However, the double row of promenade planting in front of the wharf shown in the Tree Planting Strategy has potential to impede pedestrian flow and sight lines to the Ferry Hub. TfNSW requests that the proponent consults with TfNSW regarding the landscaping treatment adjacent to the ferry hub taking into account ferry operational requirements and transport outcomes.

- The proposed Vegetation Strategy (drawings LA_MP_AO_DA202 and LA_MP_AO_DA203) does not provide sufficient clear space in front of the wharves and will create high levels of crowding in front of the wharves which will be critical during special events.