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Re: Cockle Bay Marine Structures Redevelopment – Traffic and Parking Impact Statement

Dear Mark

The following letter is intended to provide a summary of the car parking and traffic impacts resulting from the proposed Cockle Bay Marine Structures Renewal (the project). Cockle Bay and the existing wharf structures are located in Darling Harbour, Sydney. This Traffic Impact and Parking Assessment (TIPA) has been prepared to support the development application for the project.

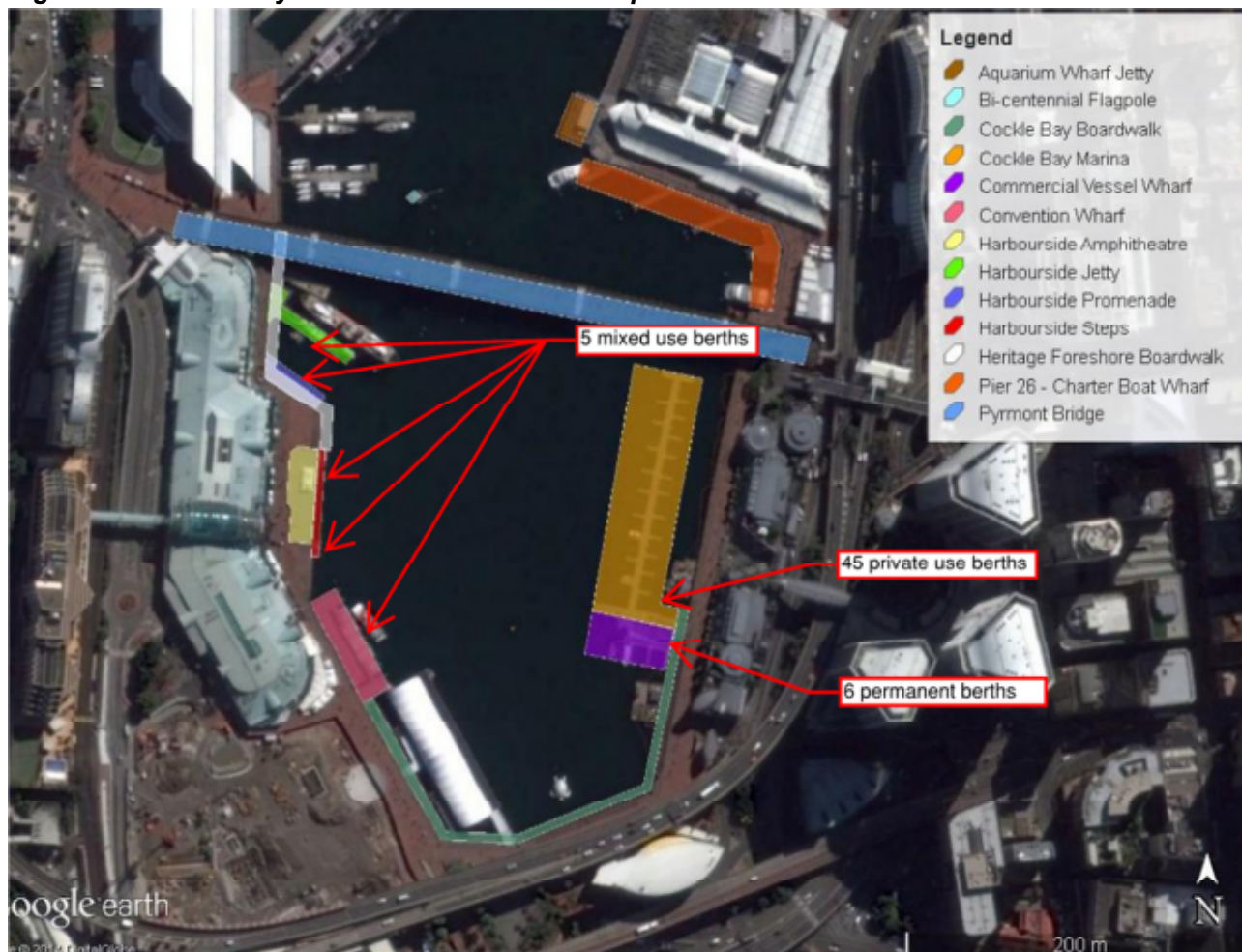
The project is largely a replacement of existing aged and functionally obsolete infrastructure. The following sections of this TIPA provide an understanding of the existing situation, surrounding land use characteristics and the Authority's master planning context for the renewal of Darling Harbour. This is followed by a description of the proposed project, the associated traffic and parking impacts and construction staging.

1.0 Existing Situation

1.1 Site Location

Cockle Bay is located south of Pyrmont Bridge, west of the Sydney CBD and forms part of the Darling Harbour precinct. It comprises a number of landside and waterfront assets used for a variety of commercial and recreational uses. The area is a focal point for tourism, conferences and events and as such attracts over 27 million visitors per year. The visitors attracted to Cockle Bay utilise numerous surrounding land uses within the Darling Harbour precinct including restaurants, bars, the IMAX theatre, the Maritime Museum and Harbourside shopping centre. The extent of the facilities that form part of the project is limited to waterside assets only, comprising a number of marine structures with approximately 50 existing berths. Figure 1 outlines the marine structures included in the project.

Figure 1 – Cockle Bay Marine Structures Site Map



1.2 Site access

Cockle Bay is highly accessible by public transport, which presents visitors and users of the area with a range of transport options to access the site. The range of public transport options include Town Hall or Wynyard station which are a 10 minute walk from the site, Pymont Bay Sydney Light Rail stop and bus stop locations along Market, Park, Druiit or Bathurst Street. The precinct can also be accessed via water transport, with public timetabled ferries alighting at the King Street and Pymont Bay wharves, water taxi services alighting from multiple locations within Cockle Bay and deregulated ferry services at Pier 26, King St Wharf.

The Darling Harbour precinct and western edge of the Sydney CBD also offers a wide range of parking facilities which are situated within a short walk of the site. Pedestrian access to the various marine

structures is achieved by walking along the promenade walkway that forms the landside perimeter of Cockle Bay.

1.3 Facility Use

The existing wharves in Cockle Bay that make up the project are used for a range of commercial and public purposes and as such attract a range of user groups. The current facilities that form the project and their typical user groups are summarised in Table 1 as follows:

Table 1 – Facilities and User groups

Facility	User Groups	Function
Convention Wharf	Commercial operators, public vessels	Public wharf for pick up/drop off
Harbourside Steps	Commercial operators, water taxis, public vessels	Public wharf for pick up/drop off
Harbourside Promenade	Commercial operators, water taxis, public vessels	Public wharf for pick up/drop off
Harbourside Jetty	North side: The SS South Steyne is permanently berthed as a floating restaurant/function venue	Public wharf occupied by South Steyne floating restaurant
Cockle Bay Marina	Private vessels and commercial operators	Private vessel mooring location for up to 24 hours and 6 permanent berths

1.4 Current facility condition

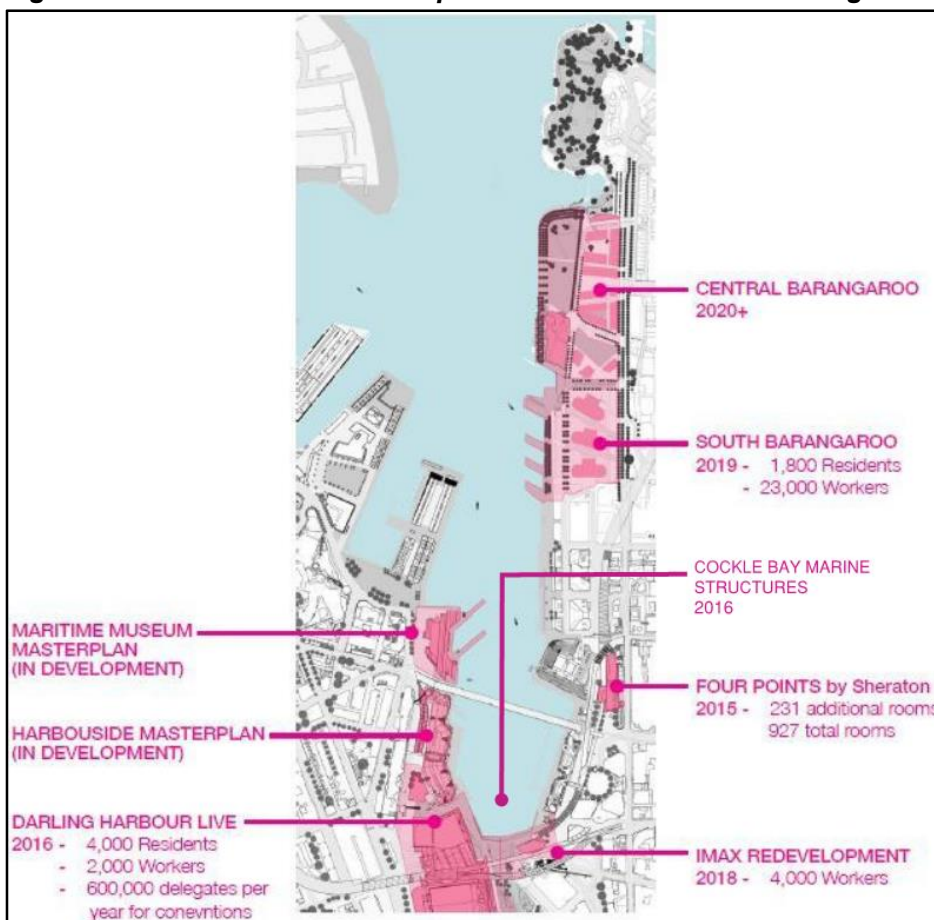
Condition inspections have identified that many of the current marine structures have reached the end of their serviceable life and require major refurbishment or complete replacement to meet compliance obligations and future intended use.

2. Proposed Change to Development

2.1 Precinct Wide Renewal Program

The Cockle Bay marine structures redevelopment forms part of SHFA's area wide program for renewal. Figure 2 indicates the proposed program for master plan and precinct renewal areas managed by SHFA.

Figure 2 – SHFA Precinct Masterplan and Precinct Renewal Program



The project forms only a small part of the overall planned renewal program of the wider precinct. The cumulative construction traffic impact from surrounding developments is likely to be minimal due to the proposed construction methodology and the timing of each development, with only the Darling Harbour Live development overlapping with the proposed construction staging for the Cockle Bay Renewal project.

2.2 Proposed Facility Changes

The Project and its proposed changes incorporate the consolidation of existing facilities to support future operations and more clearly define public and private vessel use and events space. On this basis, the project team have developed a design which is driven by the future functional requirements and vision for Cockle Bay. The design comprises a new visiting vessel facility to the eastern side of Cockle Bay and more coherent, legible and integrated public wharf on the western side. Figure 3 indicates the schematic design.

Figure 3 – Preferred Concept Option



The design will effectively consolidate a number of existing marine structures into one main public wharf facility on the western side of Cockle Bay and optimise the configuration of public visiting berths and

permanent commercial berths on the eastern side. These facilities will serve a similar function to that of the existing facilities with the upgrade providing the following benefits:

- Reduced operation, maintenance and construction costs
- Improved boat access and egress which will offer more efficient and safer service operation
- Clearly defined wharf areas and operating functions; and
- More efficient use of waterfront space to maximise prime events space at the southern end of Cockle Bay

Figure 4 shows the existing facilities (shown in blue) against the consolidated facilities of the preferred concept option (in yellow) and a summary table identifying the existing landside and water side footprint compared to the proposed concept option. The table identifies that the proposed concept option results in a smaller footprint for structures and a net reduction in alienated water within Cockle Bay.

Figure 4 – Existing Development and Future Concept Option



2.3 Traffic Impact

From the comparison of existing and proposed developments, it is evident that the proposed development of Cockle Bay will lead to the consolidation of existing facilities which will service similar user groups and demand levels. In terms of transport accessibility, all user groups will continue to travel to the site using the existing range of transport modes and services.

Given that the development is a replacement of existing assets, albeit under a more space efficient arrangement, the development is not expected to generate an increase in vehicle trips to those currently experienced and will therefore have minimal impact on the surrounding road network.

2.4 Parking Impact

The existing parking facilities that are currently available will continue to be available to current user groups when the facilities are upgraded. During the delivery phase of the project, construction staff that wish to drive to work will be able to use a wide range of paid parking stations available within a short distance of the site. On this basis, no additional parking is required to be provided as a result of the proposed development.

3. Delivery

3.1 Construction Staging and Impact

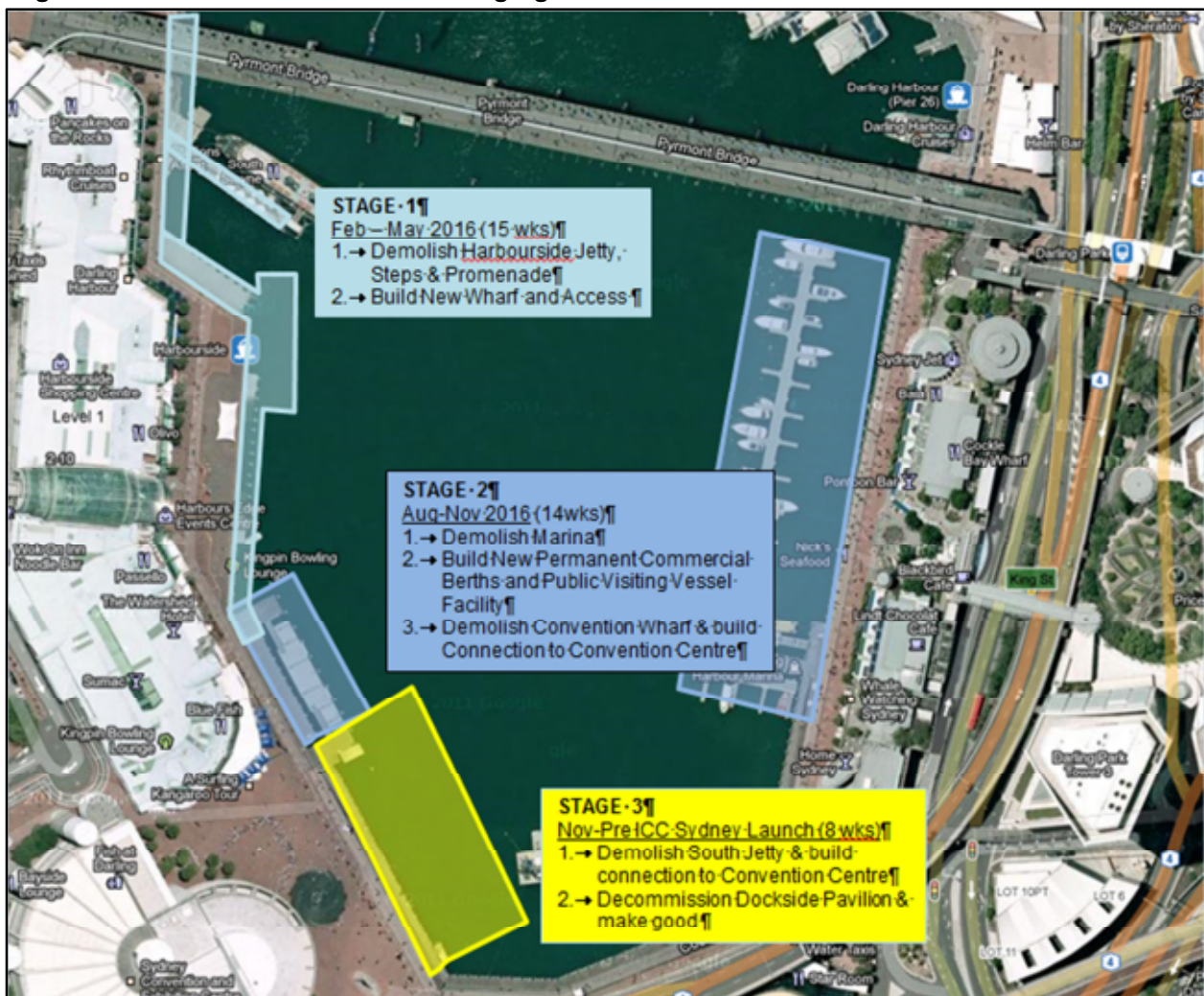
The proposed development is anticipated to be completed in 3 stages which allows for current site leases to expire and responds to the timeframe for completion of adjacent developments including the Sydney International Convention Centre (Sydney ICC) in early 2017. The construction staging also minimises the construction footprint within the precinct, by focussing construction across three separate areas that will comprise the proposed development. The draft construction staging plan identifies the following stages as follows:

- Stage 1 – February - May 2016 (15 weeks)
- Stage 2 – August – November 2016 (14 weeks)
- Stage 3 – To follow Stage 2

The staging of the project has given appropriate consideration to the busy events and activation programme and no construction will take place during on-water events.

Figure 5 provides an indicative construction staging of the project.

Figure 5 – Indicative Construction Staging



3.2 Construction Methodology

The proposed construction works will incorporate the demolition of existing waterside assets and the construction of new waterside assets. A construction methodology has been developed and aims to address some of the various planning assessment requirements with a focus on:

- Utilising waterborne demolition and management of waste materials where possible
- Minimising the construction footprint on the perimeter walkway around Cockle Bay wharf
- Minimising the generation of vehicular construction traffic to the site.

Construction techniques include off site manufacture of structural items and installing on site via plant and machinery located on a barge or working platform. The only landside site occupation will be a hoarding 900mm from the water's edge. The Authority has extensive experience with managing public domain impacts arising from on-water projects within Cockle Bay.

3.3 Construction Traffic and Parking

It is anticipated that the construction works will require only a relatively small team of construction workers to be situated on site. The estimated workforce size is not expected to be greater than 30, with most construction staff arriving via work vessels. Given the location of the development site, it is anticipated that the peak construction traffic generated by the development would be less than 10 construction vehicles per day. Construction workers who wish to drive to the site by private vehicle can utilise a wide range of paid parking stations situated in the Darling Harbour precinct or on the western edge of the CBD. Based on this, the impact of construction staff on parking availability within these parking stations will be minimal.

3.4 Cumulative Impact of Developments

It is acknowledged that a high level of development is underway within the Darling Harbour precinct and adjacent areas. Some of the developments currently underway that will coincide with the construction of Cockle Bay include Sydney ICC and Barangaroo South. These two major developments generate significant construction traffic in the area. It is understood that construction management plans are in place to manage the traffic and parking impacts for these developments and neither of the access routes to these developments conflict with access to the project.

With all of the project construction work to be undertaken waterside, the landside construction traffic associated with the Cockle Bay marine structures will be negligible. The contractor will need to manage waterborne construction works and vessel movements associated with delivery of goods and removal of waste from the site. This will be coordinated to avoid conflict with timetabled ferry services and other associated construction at the Barangaroo site.

3.5 Construction Management Strategy

The approved contractor for the construction works will be required to develop a construction management plan that would identify measures to ameliorate potential construction impacts. This plan should include vessel and pedestrian access, noise and vibration, air quality, sediment control and waste management.

4. Conclusion

The following review has provided an understanding of the project and the proposed changes under the development application and discussed the impacts of the development. From this review, the following conclusions can be drawn:

- The proposed upgrade of the Cockle Bay marine structures is primarily a replacement of existing facilities to achieve the future vision of Cockle Bay;
- The project aims to consolidate facilities and is unlikely to result in any additional traffic generation or change in trip patterns;
- The proposed development will retain the same level of transport access;
- There will be minimal impacts on the surrounding road network resulting from the project;
- There will be minimal impacts on parking during construction and post-delivery of the project; and
- An effective construction management strategy will minimise the impact on the amenity of the Darling Harbour precinct and pedestrian movements along the waterfront

It is therefore recommended the development be approved on the above grounds.

Yours faithfully,



Mott MacDonald

Evan Reade
Civil Engineer



Mott MacDonald

Gordon Hughes
NSW Transport Planning Practice Leader