

Stage 1B Basement (SSD 15_6960)

Detailed Response to Submissions Addendum – TfNSW Submission

Issue		Lend Lease Response
Transport for New South Wales (TfNSW)		
1	Loading Dock Management Plan The Environmental Impact Statement states that a communal loading dock is proposed to service the Stage 1B Basement and the three associated (separately proposed) One Sydney Harbour buildings. Vehicular access to the basement car park and loading dock is proposed to be via a single driveway entry/exit towards the western end of Watermans Quay. Any queuing in the loading dock area would have the potential to impact on the car park operation as well as the operation of the road network located adjacent to the proposed development. TfNSW requests that the applicant be conditioned to prepare a loading dock management plan in consultation with the CBD Coordination Office within TfNSW.	A loading dock management plan is able to be prepared prior to the Occupation Certificate for the Stage 1B basement.
2	Construction Traffic Management Plan Several construction projects, including the Sydney Light Rail Project are likely to occur at the same time as this development within the Barangaroo and Wynyard precincts in particular Wynyard Walk and Barangaroo Ferry Wharf projects. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the CBD, and the safety of pedestrians and cyclists within the Barangaroo and Wynyard Precincts particularly during commuter peak periods. TfNSW requests that the applicant be conditioned to the following: - Update the Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Coordination Office within TfNSW and Roads and Maritime Services. The CPTMP needs to be amended to specify, but not be limited to, the following: - Proposed construction hours; - Construction program indicating the duration of each stage of work; - Consultation strategy for liaison with surrounding stakeholders; - Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works; - Cumulative construction impacts of projects including Wynyard Walk and Barangaroo Ferry Wharf, Sydney Light Rail and Sydney Metro Projects. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the CBD road network; and - Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP. Submit a copy of the final plan to the Coordinator General, CBD Coordination Office for approval, prior to the commencement of any work.	Section 4.1 of the TMAP lists all concurrent construction projects in the Barangaroo precinct – both specifically related to the Barangaroo site as well as adjacent projects such as the Barangaroo Ferry Wharf and Sydney Metro. These concurrent construction projects have been considered in the transport analysis undertaken for the proposed application. An updated Construction Pedestrian and Traffic Management Plan is able to be prepared prior to the issue of the relevant Construction Certificate. This plan would be prepared in consultation with the CBD Coordination office and in accordance with any reasonable requirements outlined by the CBD Coordination office.

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3	Additional Comments on the Development Application <u>Section 3.3 of the TMAP - Traffic Volumes</u> Peak hour traffic volumes used for the traffic analysis were collected in July 2013 (ie approximately 3 years ago). Several changes to Hickson Road arrangements in particular signalisation of the Hickson Road/Sussex Street/Napoleon Street intersection, land uses along Hickson Road and CBD road network occurred since July 2013. Therefore, traffic movements along Hickson have the potential to vary compared to 2013 counts. TfNSW requests that the applicant undertake traffic analysis using recent traffic counts and update the Linsig Models as well as Transport Management and Accessibility Plan (TMAP).	Arup undertook updated traffic counts in November 2015 reflecting a more up to date traffic environment, including the partial closure of George Street and revised road network in Barangaroo precinct. The updated traffic analysis contained in the revised TMAP, submitted with the Stage 1B Basement Response to Submissions.
	<u>Section 4.1.2 of the TMAP — Works External to Barangaroo South</u> TfNSW requests that Sydney Metro be included in Table 3.	Sydney Metro construction traffic has been included in the report and associated analysis, submitted with the Stage 1B Basement Response to Submissions. The EIS recently released for Sydney Metro forecasts that construction site will generate up to six traffic movements during the AM peak hour.
	<u>Section 4.6.5 of the TMAP - Traffic Control Recommendations</u> The TMP states that any activity likely to impact the operational efficiency of the state road network and/or for works within 100m of traffic lights would be the subject of an application to the Transport Management Centre for a road occupancy licence. TfNSW requests that the applicant be conditioned Road Occupancy Licences (ROLs) must be obtained from the Transport Management Centre (TMC) for any activities likely to impact on the operational efficiency of the road network. The ROL allows the applicant to use a specified road space at approved times, provided certain conditions are met. Proponents must allow a minimum of 10 working days for processing from date of receipt. Traffic Control Plans are to accompany each ROL application. The use of stop/ start signage should not delay bus services in Hickson Road.	Noted. Any Road Occupancy Licences application will allow for a minimum of 10 working days for processing and Traffic Control Plans will accompany the application. Noted. The use of stop/slow signage should not delay bus services.
	<u>Figure 8 (Section 4.7) of the TMAP — Site Access Diagram</u> It is noted that notations for both proposed construction accesses are same. TfNSW requests that the applicant confirm these notations are correct.	This notations have been amended in the updated report submitted with the Stage 1B Basement Response to Submissions.
	<u>Section 5.2 of the TMAP — Basement Access Arrangements</u> The following comments are provided in relation to the basement access arrangements. - The TMAP states that by mid-2015, the Hickson Road/Napoleon Street/Sussex Street intersection will be signalised to provide egress from the basement car park. TfNSW advises that the Hickson Road/Napoleon Street/Sussex Street intersection has already been signalised	Noted, the report submitted with the Stage 1B Basement Response to Submissions has been updated to reflect the signalisation of this intersection.
	- The TMAP states that following the completion of the Stage 1B development, traffic signals will be installed at the Hickson Road/Watermans Quay intersection. TfNSW requests that the Hickson Road/Watermans Quay intersection be modelled with traffic signals and details of the proposed intersection arrangement are documented in the TMAP.	The modelling undertaken includes the signalisation of the Hickson Road / Watermans Quay intersection. The indicative intersection layout is noted in the report submitted with the Stage 1B Basement Response to Submissions. The final design of this intersection will be subject to approval from the Roads Authority and Roads and Maritime as relevant.

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<u>Section 5.3 of the TMAP — Future Road Operations</u> The TMAP states that it is understood that Transport for NSW is currently preparing a mesoscopic traffic model which considers the traffic impacts of the proposal (introduction of the light rail on George Street). TfNSW advises that no traffic models are being currently prepared at this stage to assess the traffic impacts of the Sydney Light Rail proposal and traffic impacts of the Sydney Light Rail on the CBD road network were assessed as part of the environmental assessment of the project.	Noted. The updated traffic analysis undertaken by Arup considers the redistribution of traffic due to the closure of George Street as it utilises traffic count data from November 2015.
<u>Section 4.2.4 of the EIS — Statement of Commitments</u> The EIS states that commitments 47 — 50 relate to car and bicycle parking and provision of appropriate end of trip facilities. The proposed development does not seek approval for car or bicycle parking but will provide the areas to support separate applications for that parking. TNSW requests that the applicant: - Locate bicycle parking facilities in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines; - Locate end of trip facilities in convenient areas for the use of employees who chose to walk or cycle to work; and - Develop wayfinding strategies and travel access guides to assist with increasing the mode share of walking and cycling	Noted. Bicycle parking is to be provided for residents and visitors of the precinct in convenient locations which consider the needs and requirements of the specific users. The matters identified by TfNSW will be examined in detail with the applications for the future residential buildings. A travel demand management plan has been prepared to identify a suite of measures to assist with increasing the mode share of walking and cycling, consistent with the matters suggested by TfNSW.