



Mr Simon Truong  
Senior Planner  
Key Sites Assessments  
Department of Planning and Environment  
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Sydney NSW 2001

Dear Mr Truong

**Redevelopment of the IMAX Theatre and Surrounding Public Domain Upgrades  
Darling Harbour (SSD 7388) - Response to Submissions**

Thank you for your email message dated 31 March 2015 requesting Transport for NSW (TfNSW) comment on the above Response to Submissions.

Key comments on the Response to Submissions (RTS) are provided below and the detailed comments with the suggested Conditions of Consent are provided in **TAB A**.

- Any increase in arrival rate to the car stacker with the reduction in taxi mode share for hotel and function centre activities would have the potential to increase queuing at the car stacker and potentially back to Harbour Street;
- A Stage 2 (Concept Plan) Road Safety Audit should be undertaken for the proposed access arrangements. The earlier a project is audited the more likely that the road safety issues or risks identified can be significantly reduced or eliminated;
- Car Stacker and Loading Bay Management Plan and Porte Cochere Management Plan need to be prepared to ensure that queuing does not occur back to Harbour Street during the operation of the development; and
- A Construction Pedestrian and Traffic Management Plan (CPTMP) needs to be prepared in consultation with the CBD Coordination Office and Roads and Maritime Services.

Thank you again for the opportunity of providing advice for the above Response to Submissions. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 8202 2198.

Yours sincerely

Marg Prendergast  
**Coordinator General  
CBD Coordination Office**

29.4.16

CD16/04365

## **TAB A – Suggested Conditions of Consent**

### **1. Car Stacker Management**

#### **Comment**

The RTS states that the traffic generation for the hotel, serviced apartments and function centre was 90-100veh/h during peak periods. However this includes taxis and other vehicles which pick up and/or drop off passengers and will not utilise car stacker. As such, the peak arrival rate at the car stacker and contributing to queuing would be 46veh/h.

It is not clear from the reports prepared for the development application whether:

- The hotel sites surveyed to identify the taxi mode share have similar levels of parking compared to the proposed development; and
- The mode share survey results for the hotels are applicable to a function centre.

Any increase in arrival rate to the car stacker (eg. as a result of a reduction in taxi mode share for hotel and function centre activities) would have the potential to increase queuing at the car stacker. Any queuing on Harbour Street which is a key north-south link in the CBD as a result of the proposed car stacker operation would have the potential to have an adverse impact on the CBD road network.

#### **Recommended Conditions of Consent**

##### Car Stacker Service Rate

The applicant shall provide written evidence from the supplier of the car stacker to the Principal Certifying Authority (PCA) that the service rate of 83 veh/h for the car stacker as specified in the development application can be achieved with disruptions caused by service vehicle movements at the entrance to the car stacker.

##### Vehicle Queuing from the Car Stacker

The applicant shall undertake a detailed analysis to the satisfaction of CBD Coordination Office within TfNSW and Roads and Maritime Services that the vehicle queuing from the car stacker would not extend to Harbour Street and block traffic movement along Harbour Street. This analysis should be based on the surveys undertaken for hotel and function centre sites with similar levels of parking in the CBD compared to the proposed development to identify the mode share of taxi and pick up/drop off vehicles.

## Car Stacker and Loading Bay Management Plan

The applicant shall prepare a detailed car stacker and loading bay management plan and seek endorsement from the CBD Coordination Office within TfNSW, prior to issuing the Construction Certificate. The management plans are required to include the following (not limited to):

- Management of queuing along Harbour Street as a result of malfunction of the proposed car stacker;
- Details of alternate car parking locations and loading zones to redirect vehicles due to extensive queuing at the access to the car stacker and loading bays;
- Management of incidents at the access to the car stacker and at the loading bays;
- Details of vehicles accessing the loading bays including the estimated number of movements and type of heavy vehicles;
- Loading bay management details including service vehicle movements during peak periods;
- Detailed swept path analysis of the service vehicles accessing the loading bays;
- Management of conflicts between cars accessing the stacker and vehicle movements to/from loading bays; and
- Management of conflicts between vehicles accessing the site and pedestrian movements in the precinct.

## **2. Proposed Porte Cochere and Car Stacker Access Arrangements**

### **Comment**

The RTS states that trained valet drivers will be used to drive vehicles from the porte cochere to the car stacker due to safety concerns associated with the confusing traffic management arrangements within the site. The valet drivers will be inducted as to how to navigate the site including to give way to vehicles entering from Harbour Street. In conjunction with appropriate delineation, regular driver confusion is unlikely.

The RTS also states that a Stage 2 (Concept Plan) Road Safety Audit is being undertaken as part of the RMS WAD process currently being initiated. It is noted that the road safety audit will be undertaken as part of the RMS WAD process which is expected to occur during the detailed design stage (Stage 3).

TfNSW advises that the earlier a project is audited the more likely that the road safety issues or risks identified can be significantly reduced or eliminated. This would have the potential to reduce costly treatments at later stages of the project.

## **Recommended Conditions of Consent**

### Stage 2 Road Safety Audit

Prior to the issue of the Construction Certificate, The applicant shall undertake a Stage 2 (Concept Plan) Road Safety Audit for the proposed access arrangements for the porte cochere and the car stacker from Harbour Street, in accordance with Austroads Guide to Road Safety Part 6: Road Safety Audit by an independent TfNSW accredited road safety auditor. Based on the results of the road safety audit, the applicant shall review the design drawings and implement safety measures if required, with approval sought from the CBD Coordination Office within TfNSW.

## **3. Porte Cochere Management**

### **Comment**

The RTS states that vehicles are permitted to turn left from Harbour Street to access the car stacker directly, noting that it is assumed that all hotel and function centre vehicles use the porte cochere for valet service, and it is only the serviced apartment vehicles and service vehicles that directly access the car stacker area. In addition, an integrated facility will be provided within the porte cochere, to be managed by the hotel including a taxi call-up service.

Based on the above the majority of vehicles (hotel and function centre vehicles) to the car stacker will access the porte cochere and will be served by valet drivers. Any delays caused by the valet drivers would have the potential to increase queuing on Harbour Street and block traffic movement along Harbour Street. In addition, the proposed taxi facility at the porte cochere and other pick and drop off activities would have the potential to increase queuing from the porte cochere potentially blocking Harbour Street.

## **Recommended Conditions of Consent**

### Porte Cochere Management Plan

The applicant shall prepare a detailed porte cochere management plan and submit it for endorsement by the CBD Coordination Office within TfNSW, prior to issuing the Construction Certificate. The management plans are required to include the following (not limited to):

- Location of vehicle stopping/parking area for valet parking vehicles, taxi and pick and drop off facilities;
- Proposed vehicle access arrangements and the coordination between the stacker and the porte cochere activities to minimise queuing in the precinct;
- Details of valet service arrangement between the car stacker and the porte cochere;
- Detailed swept path analysis of the service vehicles accessing the porte cochere;
- Amendment to the design to incorporate the existing secure taxi rank in Wheat Road and to reduce the impact on the porte cochere;

- Details of alternate car parking locations and loading zones to redirect vehicles due to extensive queuing at the access to the porte cochere, car stacker and loading bays; and
- Management of incidents at the access to the porte cochere, the stacker and at the loading bays.

#### **4. Bicycle Parking and End of Trip Facilities**

##### **Comment**

The RTS states that secure bicycle spaces, showers and bicycle lockers for staff will be provided. End of trip facilities would be designed in accordance with Austroads guidelines and AS 2890.3:2015. The travel access guide and wayfinding strategy are important elements and will be developed as part of detailed design, in consultation with TfNSW as appropriate.

##### **Recommended Conditions of Consent**

###### Bicycle Parking and End of Trip Facilities

The applicant shall provide 239 bicycle parking spaces for staff and visitors and 7 showers and 70 lockers for staff as stated in the RTS. The bicycle parking end of trip facilities should be designed in accordance with Austroads guidelines and AS 2890.3:2015.

Bicycle facilities shall be located in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines.

The applicant shall develop wayfinding strategies and travel access guides in consultation with the CBD Coordination Office to assist with increasing the mode share of walking and cycling.

#### **5. Impacts on Erskine Street Intersections**

##### **Comment**

The RTS states that the traffic volumes anticipated from the development will be limited compared to other developments in the vicinity of the site, however the project team is happy to consult further with TfNSW to establish data for such an assessment.

##### **Recommended Conditions of Consent**

###### Impacts on Erskine Street Intersections

Prior to the issue of the Construction Certificate, the applicant shall undertake a detailed traffic assessment in consultation with the CBD Coordination Office within TfNSW for the Erskine Street intersections and implement safety measures as required, taking into consideration the cumulative impact of other developments.

## **6. Pedestrian Capacity Analysis**

### **Comment**

The pedestrian capacity analysis undertaken in the RTS is limited to few areas in the precinct and weekdays.

### **Recommended Conditions of Consent**

#### Pedestrian Capacity Analysis

Prior to issuing the Construction Certificate, the applicant shall undertake pedestrian capacity analysis in consultation with the CBD Coordination Office for:

- Pedestrian movements during weekends and special events when pedestrian volumes are higher;
- North-east of the current IMAX building where the available width for pedestrians is reduced. Analysis of this location should be undertaken to ensure sufficient width is maintained; and
- Redesigned Spanish Steps and surrounding area to ensure that future pedestrian demands are accommodated.

## **7. Construction Pedestrian and Traffic Management Plan**

### **Comment**

The RTS states that a more detailed Construction Traffic Management Plan will be provided as part of the detailed design and construction planning process. The project team will consult with the CBD Coordination Office during the construction planning process for the benefit of all parties.

### **Recommended Conditions of Consent**

#### Construction Pedestrian and Traffic Management Plan (CPTMP)

The applicant shall prepare a 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 specify, but not limited to, the following:

- Location of the proposed work zone;
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number of construction vehicle movements;
- Construction program;
- 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 Sydney Light Rail Project. 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.

The applicant shall submit a copy of the final plan to the Coordinator General, CBD Coordination Office for approval, prior to the commencement of any work.

