
Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: TR/10166/jj

21 February, 2018

Transport Planning
Traffic Studies
Parking Studies

DPT Operator Pty Ltd (ABN: 43 092 182 888) as trustee of the Darling Park Trust
and DPPT Operator Pty Ltd (ABN: 94 092 173 754) as trustee of the Darling Park Trust
c/- Thelem Consulting Pty Ltd
Level 51, MLC Centre, 19-29 Martin Place
SYDNEY NSW 2000

Attention: Justin Woodcock
Email: jwoodcock@thelem.com.au;

Dear Sir,

RE: PROPOSED REDEVELOPMENT OF COCKLE BAY WHARF

1. As requested, we have reviewed the traffic matters raised by RMS, TfNSW and City of Sydney with respect to the above development. Our response is set out in the attached table.
2. We prepared the traffic report that accompanied the SSDA for the above development (Traffic Report for Revised Proposed Development of Cockle Bay Park, Darling Harbour – September 2017).
3. In summary the matters raised by RMS, TfNSW and City of Sydney can be addressed through conditions, amendments to the scheme or provision of additional information as part of a Stage 2 DA.
4. We trust this document provides the information you require. If you should have any queries, please do not hesitate to contact us.

Yours faithfully,
COLSTON BUDD ROGERS & KAFES PTY LTD



T. Rogers
Director

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Traffic Matter Raised	Response
RMS	
RMS does not support the proposed traffic signal controlled right turn exit from Wheat Road to Harbour Street at the southern end of the site. RMS does not object to priority controlled left turn egress at this location	RMS does not support the traffic signals at this location. Suggest the design be finalised with priority controlled left turn exit onto Harbour Street (base option as set out in our report). Note with left turn egress, no amendments to The Ribbon development access are required
RMS has requested truck paths showing that a 12.5 metre truck can access the site	The largest truck proposed to access the site is an 8.8m long truck (MRV). It is not unusual for truck size to be limited in a CBD location. Notwithstanding this we have reviewed the current access to the loading dock and it is accessible by a 9.9m Council garbage truck. With minor amendments, the dock could be made accessible by a 12.5m long truck (HRV)
RMS has raised concern regarding conflicts with vehicles exiting the loading dock and vehicles entering the porte cochere from Wheat Road. RMS has suggested a stop or give way sign at the dock exit to provide clarity for traffic movements and priority for traffic entering the site	RMS recommendation is appropriate and will be adopted.
RMS has provided conditions regarding CTMP and WAD (Conditions 18 and 19)	These conditions are appropriate
TfNSW	
TfNSW raises similar concerns as RMS regarding the proposed traffic signal right turn exit to Wheat Street	See response to RMS on this matter
TfNSW suggests a condition for a CTMP as part of a Stage 2 DA	Noted
TfNSW requests that any proposed changes to Wheat Road be compatible with the access arrangements for the Ribbon development	Priority controlled left out egress to Harbour Street from Wheat Road at the southern end would be compatible with the access and circulation for the adjacent Ribbon development. The closure of Wheat Road through the subject site as part of the proposed development would result in Ribbon traffic exiting onto Harbour Street rather than travelling north to Shelley Street (although vehicles could still access Shelley Street via Wheat Road at the northern end of the site). This would be of benefit to Ribbon traffic as it would have direct access to the harbour bridge.

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City of Sydney (CoS)	
CoS suggests that any approval not include a quantum of parking. CoS suggests that minimal parking be provided and any approval requires the preparation of a Precinct Parking, Access, Loading and Adaptability Plan.	Noted. As part of a Stage 2 DA a more detailed traffic and transport study will be provided addressing the matters raised by CoS. We note that the proposed parking provision of 150 spaces is substantially less than the maximum permitted under LEP 2012.
Council suggests preparation of detailed traffic study to address the following matters:	As noted above a detailed traffic and transport study will be prepared as part of a Stage 2 DA. This will address the matters raised by CoS as set out below.
Detailed information on the design, capacity and operation of the realigned Wheat Road, including coach/taxi/private vehicle set down/pick up, off street parking, public disability parking and loading and servicing	Our traffic report provided an initial assessment of these matters and found them to be satisfactory. As noted above a more detailed assessment will be undertaken as part of a Stage 2 DA.
Provision of truck paths into/out of the site and on Wheat Road	Truck paths were provided in our traffic report (Attachment B). Updated truck paths will be provided in a Stage 2 DA.
Car park entry to the new car park requires 2 way access out of the Ribbon development which is not possible	Modifications to the Ribbon development were identified to provide 2-way access and address the matters raised by CoS. Notwithstanding this, as RMS has not supported the signalised right turn from Wheat Road onto Harbour Street, the connection from the Ribbon development onto Wheat Road will remain one-way.
Concern about the operation of the southern connection from Wheat Road to Harbour Street, in particular the proposed signalised right turn onto Harbour Street	As noted above the RMS does not support the proposed right turn egress but does not object to a priority controlled left turn egress.
CoS requests detailed information on the operation of proposed porte cochere located at the northern end of the site to demonstrate that it does not impact on the through traffic travelling north of the site	The concept plans show parking for 7 vehicles in the northern porte cochere with additional queuing available. This is an improvement over the existing situation. A more detailed assessment will be undertaken as part of a Stage 2 DA.
Concern about the cumulative traffic effects of the proposed development and Ribbon development	Our traffic report assessed the cumulative traffic effects of both developments
Details of taxi rank locations, service vehicle loading and unloading in Wheat Road	As shown in the plans, taxi pick up/drop off will occur in the northern porte cochere. Servicing of the site will occur on site in a ground floor loading dock.
Pedestrian access to the northern porte cochere and coach parking at the southern end of the site	Pedestrian access to both these locations will be provided from the proposed development and the surrounding area