

Reference: #16S1426000

15 February 2017

Infrastructure NSW
Level 15, 167 Macquarie Street
SYDNEY NSW 2000

Attention: Kimberly Everett

Dear Kimberly

**RE: WALSH BAY ARTS PRECINCT STATE SIGNIFICANT DEVELOPMENT
APPLICATION – RESPONSE TO SUBMISSIONS**

GTA Consultants (GTA) has reviewed relevant submissions to the Walsh Bay Arts Precinct (WBAP) State Significant Development Application (SSDA) and addressed the comments with responses summarised in Table 1.

Submissions identified for GTA response, have been provided by the following authorities:

- Department of Planning and Environment (DPE)
- Port Authority of NSW (PA)
- Transport for NSW (TfNSW)
- Millers Point, Dawes Point, the Rocks and Walsh Bay Resident Action Group (RAG).

It is noted that consultation with several key stakeholders has occurred concurrently with the preparation of the SSDA submission and documentation, notably:

- 9 November 2016 – Authorities Working Group
- 17 November 2016 – Emergency Services Group
- 12 December 2016 – Emergency Services Group
- 12 December 2016 – Authorities Working Group.

This consultation was not acknowledged in the TfNSW submission, who were invited to each of the above meetings, where key aspects of the proposal and associated transport strategy were presented and feedback requested.

As part of the Response to Submissions process and consistent with the request in the TfNSW submission, GTA and MI Associates met with the Sydney Coordination Office of TfNSW on 13 February 2017 to discuss TfNSW submission and agree the most appropriate way forward (including structure of proposed consent conditions).

I trust the attached provides suitable responses to the submissions received. Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Sydney office on (02) 8448 1800.

Yours sincerely

GTA CONSULTANTS



Nicole Vukic
Associate Director

melbourne
sydney
brisbane
canberra
adelaide
gold coast
townsville
perth

Level 6, 15 Help Street
CHATSWOOD NSW 2067

PO Box 5254
WEST CHATSWOOD NSW 1515
t// +612 8448 1800

www.gta.com.au

Table 1: Response to Submissions

Submission From	Submission and Response
DPE	Submission No. DPE12 <i>Cumulative impacts</i> <i>Ensure consideration of potential cumulative construction and operation impacts of proposed development together with STC50 project.</i> GTA Response Cumulative construction traffic impacts for full WBAP (which includes STC) and known surrounding development sites were considered in both the Construction Pedestrian and Traffic Management Plan (CPTMP) for WBAP and the Transport Impact Assessment for the Sydney Theatre Company (STC). It was assumed in the CPTMP that construction would occur for both WBAP and STC concurrently with construction vehicles using Hickson Road for WBAP and Pottinger Street Bridge for the STC construction. Pedestrians will be managed for the duration of construction through appropriate traffic controls. Crowd management during operation of WBAP will include appropriate traffic controls as specified in the Event Traffic Management Plan (TMP) for WBAP. The Event TMP considers the operations of the full WBAP (which includes STC).
PA	Submission No. PA01 ○ <i>Construction planning and coordination required to ensure minimal impacts to through traffic, particularly 19m articulated trucks and coaches associated with Overseas Passenger Terminal operations.</i> ○ <i>Concerned about cumulative construction traffic impacts given other construction works in immediate area including casino complex, other Barangaroo developments and Sydney Metro construction.</i> ○ <i>Proposed closure of Hickson Rd for City Wide Events may impact on delivery times to OPT. Need to demonstrate that semi-trailer container trucks could use suggested detours and that detours will not adversely impact on OPT operations.</i> ○ <i>Port Authority should be consulted regarding any proposed closures of Hickson Rd at construction/operational stages.</i> GTA Response It should be noted that most, if not all city-wide events would be existing events e.g. Vivid, Half Marathon etc. Consultation with PA is suggested to identify existing measures and operations for these events and identify additional measures required to facilitate specific

Submission From	Submission and Response
	WBAP events. The preparation of Event-specific traffic management plans (TMPs) would include consultation with PA and each TMP would address their requirements.
TfNSW	Submission No. TRA01 <i>General</i> <i>TfNSW should be consulted prior to preparation of Response to Submissions</i> <i>Traffic reports should be revised following consultation with TfNSW and submitted with Response to Submissions report</i> GTA Response Consistent with the request in the TfNSW submission, GTA and MI Associates met with the Sydney Coordination Office of TfNSW on 13 February 2017, with a summary of discussions/ meeting outcomes provided to TfNSW. Additional information was requested on several specific issues that do not impact the outcomes or conclusions of the Transport Impact Assessments. As such, it is not necessary to revise the Transport Impact Assessments submitted with the SSDA, however the specific issues have been addressed in this Response to Submissions.
TfNSW	Submission No. TRA04 <i>Traffic Management</i> ○ <i>TfNSW acknowledges that ability of development to generate traffic is restricted by the zero on-site car parking provision however project will still generate traffic movements (e.g. pick up/drop off, taxis, loading vehicle trips etc).</i> ○ <i>Applicant should undertake assessment of forecast demand for point-to-point transport and coaches/mini buses.</i> ○ <i>Assessment should clearly identify how these forms of transport will access the sites and be accommodated to manage traffic impacts of the developments</i> GTA Response ○ As the intensity of set-down/pick-up activity is specific to events, GTA suggests that this be addressed in the event-specific TMPs. In relation to everyday activity, the operation of set-down/ pick-up activity is anticipated to remain as existing. The expanded floor area is anticipated increase the frequency of activities generating set-down/ pick-up, rather than the volume of activity. GTA notes that there is limited data available to adequately assess the point-to-point/ ride share travel data. It is

Submission From	Submission and Response
	proposed that the demand for pick-up and set-down locations is assessed at the operation of the precinct and on-street provisions increased if required. TfNSW requested that survey data is collected to assess the ride share component of trips to the site. Therefore, interview surveys of visitors to the precinct for various events would be carried out to ascertain the demand for additional pick-up and set-down locations. The management measures to address the impact of ride share would be presented in the event-specific TMPs. ○ For the preparation of event-specific ETMPs, consideration will be given in increasing bus services for significant events in consultation with TfNSW, noting that services on the wider network are temporarily increased for city-wide events. ○ Reliability of public transport/ buses to be considered in the detailed Green Travel Plans (GTPs) for the precinct, particularly prior to the completion of Sydney Metro. ○ Consideration will be given to providing temporary bus/coach parking if required for specific events. Consultation with Sydney Buses could be considered on the feasibility of using public bus stops during events. Event-specific TMPs will be prepared with consideration of the bus/coach parking provisions. ○ TfNSW indicated that the number/ frequency of loading vehicles, its impact on the road network and the impact of the physical constraints of the site. The bump-in/ bump-out vehicles for the public domain would enter the site front-in and loop within the site to exit front-out. The operation of the loading docks and event period bump-in/ bump-out loop would be managed by the Precinct Manager by: ○ Enforcing tenant registration of deliveries and services ○ The preparation of a loading dock management plan and schedule to tenants for general operation ○ Preparation of a delivery schedule in consultation with event proponents as part of the preparation of detailed event-specific TMPs. ○ On-street loading is maintained and under current conditions does not adversely impact the road network and bus services. Consideration of the loading zone impact on bus services and increased bus frequencies will be considered in the event-specific TMPs. ○ In the detailed design phase, prior to Construction Certificate (CC), swept paths and sight distance assessments will be undertaken to assess the site's loading capacity and provide passing bays. ○ A platform for water taxi access has been provided for the public domain, in addition to the existing Chartered Wharf located on Pier 2. Noting that Roads and Maritime Services owns and maintains this wharf and is responsible for administering the Wharf Booking System that provides Commercial Vessel Operators a right of access to Charter Wharves in Sydney Harbour. It

Submission From	Submission and Response
	is assumed that a notable demand for ferry access to the site presents itself, as has similarly been the case to demand drivers for services in White Bay for Cruise passengers.
TfNSW	Submission No. TRA05 <i>Event Management</i> <i>Condition should be imposed requiring preparation of detailed Event Management Plan in consultation with TfNSW CBD Coordination Office.</i> GTA Response ○ TfNSW should consider removing the condition requiring specific detailed event management plans as a condition related to the construction consent and consider making this a condition before event operations considering: ○ The precinct will not operate whilst it is in construction which has a likely program of two years in duration. ○ Precinct and proposed event visitation modelling cannot be accurately surveyed presently as the introduction of the Waterfront Square and new tenancies in Pier 2/3 and commercial shore sheds are not in operation today. The indicative event program was developed to support the design process and is not an agreed program of events. No reliable data on visitation modes of transport is currently available for assessment from the proposed operations to support the prediction of forward estimates and therefore impacts. Lastly traffic impacts are likely to change once new metro stations and improved services are introduced by TfNSW. ○ Future operational planning will be undertaken, though it is unlikely to be fully resolved until a Precinct Manager has been appointed. ○ Consideration in the consent should also encourage data collection and review of transport and traffic arrangements in consultation with TfNSW on a bi-annual basis or on a trial period as agreed between Arts NSW and TfNSW. ○ An event specific TMP will need to be completed for any Category 1 - Major Event or Category 2 - Arts and Cultural Festivals and/or any event that will significantly impact local traffic and transport conditions causing increased congestion and /or requiring road closures. ○ Event specific TMPs are required to be developed and approved in consultation with TfNSW, Roads and Maritime Services, the Transport Management Centre and the Sydney Coordination Office. These must be approved and evidence of approval provided to the Precinct Manager prior to the installation and/ or operation of the operation of the event.

Submission From	Submission and Response
	○ TfNSW to agree on overarching principles outlined in the TMP prepared by GTA, which will be used as the basis for the detailed event-specific TMPs. These will be included in the conditions of consent. ○ It has been noted that the approval process for a detailed TMP for events would include agreement between several stakeholders including the Precinct Management Association (containing neighbouring tenants), emergency services and regulatory authorities (TfNSW/ Sydney Coordination Office).
TfNSW	Submission No. TRA06 <i>Green Travel Plan</i> <i>Condition should be imposed requiring preparation of detailed Green Travel Plan in consultation with TfNSW CBD Coordination Office</i> GTA Response An overarching Green Travel Plan (GTP) was prepared as part of the SSDA submission (14 November 2017) to provide the principles for the more detailed GTPs. However, it is understood that this was not reviewed in detail by TfNSW. It is recommended that TfNSW provides comments on the overarching GTP and confirm agreement on the principles. It would be appropriate to condition that this document be finalised in consultation with the relevant agencies, prior to issue of any Occupation Certificate, following an understanding of the operation and management structure of the WBAP. It is anticipated that the management structure of the WBAP will be in place around six months prior to its reopening. Therefore, more detailed GTPs would be managed by the Precinct Manager.
RAG	Submission No. 36 <i>Overall support for project but have a number of concerns that should be addressed</i> - i <i>Concerned about impact from long construction period if STC50 and WBAP are not undertaken together. Both projects should be built together and finished in under 18 months if possible</i> - ii <i>Concerned about traffic impacts during construction and operation. Appropriate measures need to be put into place to manage large crowds during events.</i> - iii <i>Maximum number of people allowed for events should be reduced from 10,000 to 5,000.</i> - iv <i>Already significant impacts on parking due to people visiting precinct.</i>

Submission From	Submission and Response
	v <i>INSW should work with City of Sydney to develop integrated traffic plan. Look at limiting car parking in the evenings in Millers and Dawes Point to resident only or only allow non resident parking for one hour max</i> vi <i>Additional public transport (buses) needed, especially in period until Barangaroo Metro station built.</i> vii <i>Bus lay by in Hickson Road currently causing noise and air pollution. This should be addressed in traffic management plan for WBAP.</i> viii <i>Cumulative impacts from WBAP/STC50 together with other major construction projects in the vicinity. There needs to be strong and detailed coordination of various projects and open and transparent process of communication with affected residents.</i> ix <i>What are implications of Hickson Road upgrade works for WBAP construction traffic? Construction traffic should not be diverted along Pottinger St.</i> x <i>Concerned about noise and crowd impacts from events at end of Pier 1/2.</i> xi <i>There needs to be a cap on hours of operation to ensure residents are not disrupted by late night noise, including bump-in/bump-out.</i> xii <i>RAG should continue to be consulted throughout approval/construction process</i>
	GTA Response i The CPTMP assumes the WBAP and STC redevelopments would be constructed concurrently, which would result in a shorter overall construction period. The impact associated with construction of STC and WBAP occurring concurrently was considered in the CTMP. ii No events would occur on-site during construction. No construction works are anticipated at the time of large external events however, a detailed Event Traffic Management Plan in consultation with TfNSW Sydney Coordination Office is required, to confirm/ ensure traffic management during events. iii Response by others. iv Future public transport facilities (such as Metro) will assist in accommodating future crowds. Consultation with State Transit Authority (STA) and TfNSW should be considered to review the forecast demand and feasibility of increasing bus services following completion of the precinct's redevelopment. Consideration will be given to providing temporary bus/coach parking if required for specific events. Consultation with Sydney Buses could be considered on the feasibility of using public bus stops during events. Event-specific TMPs will be prepared with consideration of the bus/coach parking provisions. v It is recommended that parking restrictions prioritise public parking along Hickson Road and resident parking on adjacent roads where residential properties are more prevalent.

Submission From	Submission and Response
	- vi Consultation is required with STA and TfNSW Sydney Coordination Office to forecast the demand and determine the need for additional bus services to be introduced until Metro is constructed. - vii GTA cannot provide advice on appropriate locations for a bus layover with regards to noise and air pollution. - viii The project will require consultation with TfNSW Sydney Coordination Office and regular update of Traffic Control Plans during construction to accommodate the various stages of the redevelopment. - ix Construction traffic for WBAP will not use Pottinger Street, which is closed to through traffic. Construction traffic would utilise detour routes as proposed by the Metro project. Regular coordination is required with TfNSW Sydney Coordination Office. - x Response by others. - xi Response by others. - xii Response by others.