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## Harbourside Shopping Centre Redevelopment DA (SSD-7874) – Response to Submissions

Dear Lachlan,

We have reviewed the latest submissions from City of Sydney dated 11<sup>th</sup> November 2020, and Transport for New South Wales (TfNSW) dated 6<sup>th</sup> November 2020, regarding the current Harbourside Shopping Centre Redevelopment DA. We have also reviewed the comment relating to traffic, submitted by the Accommodation Association dated 4<sup>th</sup> November 2020. The table below outlines our response to comments raised in these submissions.

Comment Raised	Response
<p><b>City of Sydney</b></p> <p>4. Transport and Access</p> <p>The RTS does not alleviate the City's previous concerns raised regarding transport and access of the development. The application proposes to lease 255 spaces for the commercial and retail parking from a neighbouring site. Further, no change is made to the initially proposed number of 306 car parking spaces.</p> <p>The City reiterates that given the highly accessible location of the site, car parking must be constrained and be aligned with the sustainable transport objectives of Sustainable Sydney 2030 and Transport for NSW's Movement and Place framework.</p> <p>No improvements to cycleway connections are being proposed. Additionally, the proposal still falls short on loading provisions. All loading and servicing should be accommodated onsite and the site should not rely on kerbside loading.</p>	<p>Parking provision for the residential development is in accordance with the Sydney LEP 2012 parking rates for land use classification and transport integration Type B, which is outlined further in <b>Section 4.10</b> of the Arcadis Traffic &amp; Transport Stage 1 DA Report, dated 28/09/20.</p> <p>Parking is included for car share spaces and accessible spaces in accordance with the City of Sydney Development Control Plan 2012.</p> <p>Further justification of the proposed parking provision strategy is outlined in <b>Section 4.10.1.1</b> of the Arcadis Traffic &amp; Transport Stage 1 DA Report, dated 28/09/20, which outlines a review of existing and current publicly available census data from 2016, with respect to car ownership.</p> <p>It is proposed that the retail and commercial uses will utilise the existing 255 car parking spaces located below the Novotel Hotel.</p> <p>A Green Travel Plan will be developed during the Stage 2 development application to promote sustainable travel measures.</p> <p>End of trips facilities, bicycle parking and new pedestrian connections are proposed to promote the use of sustainable transport measures.</p>

Please refer to **Section 4.14** of the Arcadis Traffic & Transport Stage 1 DA Report, dated 28/09/20, for further details on the Green Travel Plan.

The redevelopment will promote and improve pedestrian and cycle ways. The final design will be developed during detailed design and contained in the future Stage 2 development application.

The proposed development will contain two separate loading docks, which are to be shared across all components of the proposed development.

The current loading dock provides 15 bays, and it is anticipated that 17 will be provided in the future loading docks. There will be a reduction of GFA of the retail element of the development, from the current situation, which will reduce the loading requirements for the retail element, allowing the remaining loading bays to service the residential and commercial elements, which require less loading than the retail.

A loading dock management plan will be implemented to aid the operation of the loading docks.

All loading is provided on-site in two loading docks. The existing loading dock will be retained, and a second loading dock provided within the development basement. As such, the development does not rely on kerbside loading.

Please refer to **Section 4.13.3** of the Arcadis Traffic & Transport Stage 1 DA Report, dated 28/09/20, for further details on the proposed loading docks.

The Kiss & Ride facility is the only kerbside servicing the development. This facility has been relocated to a more suitable on-site location and it is located off and separate to the main public road network.

Please refer to **Section 4.13.1** of the Arcadis Traffic & Transport Stage 1 DA Report, dated 28/09/20, for further details on the proposed Kiss & Ride facility.

The redevelopment proposal does not propose any bus loading.

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**TfNSW**

**Sydney Light Rail — Inner West Line**

**Comment**

The Response to Submissions prepared to support the development application states the following:

Noted.

Further consultation will take place with TfNSW and the Sydney Light Rail Operator during the preparation of the Stage 2 development application.

The future detailed design and demolition / construction methodology will consider and ensure that the Inner West Light Rail

*"Meetings with Transport for NSW South Wales (TfNSW) and TransDev have already occurred to discuss the development proposal. It was noted in meetings held to date that the development project was supported in principle.*

*Further consultation will be undertaken with the relevant stakeholders as detailed design progresses."*

#### Recommendation

It is requested that the applicant be conditioned to:

- Consult with TfNSW and the Sydney Light Rail Operator during the preparation of the Stage 2 development application; and
- Protect Inner West Light Rail operation and assets during demolition of the existing building.

operation and assets will be protected during demolition of the existing building.

#### **TfNSW**

#### **Sydney Trains Assets**

#### Comment

The Response to Submissions states the following in relation to the existing 'in service' 33kV High Voltage cable (HV):

*"Meetings have been held with TfNSW and TransDev to discuss the development proposal.*

*It is assumed that the existing HV is located within the light rail property boundary. As such, any proposed works adjacent to the light rail corridor should not impact on this HV.*

*Nonetheless, the location of this HV will be considered in detailed designs to ensure no damage is done and to comply with Safety in Design requirements."*

#### Recommendation

It is requested that the applicant be conditioned to consult with Sydney Trains to ensure no damage is done for 33kV High Voltage cable and to comply with safety and design requirement during the preparation of the Stage 2 development application.

Noted.

Sydney Trains will be consulted with, to understand the exact location of the 33KV High Voltage cables, and ensure no damage is done to the 33kV High Voltage cable and to comply with safety and design requirement during the preparation of the Stage 2 development application.

#### **TfNSW**

#### **Construction Pedestrian and Traffic Management**

#### Comment

The Response to Submissions states the following:

*"It is noted that the Concept Proposal now seeks approval for Stage '1 demolition works also. Accordingly, a Traffic Management Plan has accordingly been prepared in relation to these stage 1 works and appended to the RTS,"*

Noted.

A draft Construction Pedestrian and Traffic Management Plan (CPTMP) will be prepared as part of the Stage 2 application.

TfNSW and the Sydney Light Rail Operator will be consulted with, during the preparation of that draft CPTMP.

A final CPTMP will be prepared prior to any demolition or construction works occurring.

*"A draft Construction Pedestrian and Traffic Management Plan will also be prepared as part of the Stage 2 application in relation to the main site works."*

#### Recommendation

It is requested that the applicant be conditioned to:

- Consult with TfNSW and the Sydney Light Rail Operator to prepare a final Construction Pedestrian and Traffic Management plan (CPTMP) by updating the draft Traffic Management Plan prepared for Stage 1 works and submit a copy of the final CPTMP via [scotransport.nsw.gov.au](http://scotransport.nsw.gov.au) for TfNSW endorsement, prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier;

and

- Prepare a draft CPTMP in consultation TfNSW and the Sydney Light Rail Operator as part of preparation of any Stage 2 development application.

#### TfNSW

#### Vehicular Management

##### Comment

The Response to Submission states the following:

*"In response to submissions the proposed vehicular drop-off has been reviewed and revised. The concept now involves a drop-off facility with an entry at the bottom of the down ramp and egress from the existing roadway adjacent to the Sofitel hotel. Arcadis have completed a swept path analysis, capacity testing and traffic modelling to prove up this concept. Further detailed design modelling will be completed during the next phases of the project."*

It is advised that the vehicles queuing to access this drop off zone, the car park and loading and servicing would have potential to cause delays to vehicles travelling on Darling Drive.

##### Recommendation

It is requested that the applicant be conditioned to undertake the following for any Stage 2 development application:

- Queuing analysis and/ or traffic modelling to demonstrate the drop off area has adequate capacity and propose mitigation measures to ensure queuing on Darling Drive does not occur, to the satisfaction of TfNSW; and
- Prepare draft management plans for Drop-off and Pick-up Zone and Carpark and Loading Dock to manage vehicles accessing the site.

Noted.

Further analysis and/or traffic modelling will be undertaken during the Stage 2 development application.

Draft management plans for the Drop-off and Pick-up Zone, Carpark and Loading Dock to manage vehicles accessing the site, will be prepared during the Stage 2 development application:

Access to the loading docks and basement car park is via the existing entry and exit roads that service the existing loading dock, which is located off the existing Darling Drive roundabout. This access road services the Harbourside development only and is not considered part of the wider public road network.

The length of the proposed access road that links Darling Drive to the loading dock and basement car park is approximately 100m. As such, this access road can accommodate up to seven queued 12.5m HGV on entry to the loading dock. As such, it is unlikely that queued vehicles entering the loading dock will impact on the operation of Darling Drive.

The length of the entry access road to the basement car park is approximately 150m from the car park entry to the interface with Darling Drive.

Table 3.3 of AS:2890.1 Off-Street Car Parking outlines peak hourly in-flow of traffic and queue areas required for car parks with boom gates and ticket issuing devices at entry points. Applying the criteria outlined in that

table would require a vehicle queue storage allocation of 19 vehicles. Applying 6m for a vehicle footprint would equate to a queue storage length of 114m, which is less than the 150m provided. This assessment is a robust assessment and detailed modelling would likely reduce this number.

As such, traffic queued entering the basement car park is unlikely to impact the operation of traffic on Darling Drive.

Please refer to **Sections 4.10.3, 4.13.3 & Appendix E** of the Arcadis Traffic & Transport Stage 1 DA Report, dated 28/09/20, for further details on the basement carpark and loading dock access layout.

The Drop-off and Pick-up zone will operate as a Kiss & Ride facility and will include a travel through lane. As such, vehicles will not occupy vehicle bays for a long time, and in the event that all bays are occupied on vehicle approach, vehicles can bypass the zone without blocking traffic on Darling Drive.

Please refer to **Section 4.13.1** of the Arcadis Traffic & Transport Stage 1 DA Report, dated 28/09/20, for further details on the Drop-off and Pick-up zone.

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## **TfNSW**

### **Coach Parking**

#### **Comment**

The Response to Submission states the following:

*"It is not anticipated that coach parking will be required for the proposed retail element of the development, with the majority of the non-residential component of the indicative design being commercial office space. Opportunities also exist to utilise coach parking within Harbourside Place as required."*

It is advised that the applicant should not rely on kerbside restrictions as these are set to suit the wider community and are subject to change.

#### **Recommendation**

It is requested that the applicant be conditioned to assess the likely cumulative future coach parking demand for the SICEEP development and the Harbourside development and identify alternative locations for coach parking if required, in consultation with TfNSW, as part of any Stage 2 development application.

Noted.

An assessment of the likely cumulative future coach parking demand for the SICEEP development and the Harbourside development and identify alternative locations for coach parking if required, in consultation with TfNSW, as part of any Stage 2 development application.

As noted in **Section 4.13.2** of the Arcadis Traffic & Transport Stage 1 DA Report, dated 28/09/20, it is not anticipated that there will be a requirement for bus parking for the retail use of the development, particularly as the current proposal results in a significantly smaller retail area.

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## **TfNSW**

### **Pedestrian Network**

#### **Comment**

The Response to Submission states the following:

Noted.

Pedestrian modelling of the pedestrian network surrounding the proposed development will be undertaken, in consultation with TfNSW, to demonstrate adequate capacity for pedestrian movements

*"A pedestrian report has been prepared by Urbis and appended to the RTS. Overall, the proposal will result in significant improvements to the pedestrian network across and linking with the site."*

However, it is noted that this modelling has only been completed for the concept proposal which may change during further stages of the development.

#### Recommendation

It is requested that the applicant be conditioned to undertake pedestrian modelling of the pedestrian network surrounding the proposed development, in consultation with TfNSW, to demonstrate adequate capacity for pedestrian movements is provided with the proposed development, as part of any stage 2 development application.

is provided with the proposed development, as part of any stage 2 development application.

#### TfNSW

##### Darling Drive Cycleway

#### Comment

The Response to Submission states the following:

*"Noted and agreed, a road safety audit will be undertaken during the Stage 2 DA regarding the interface with existing cycleways to ensure safety of cyclists is assessed and maintained."*

#### Recommendation

It is requested that the applicant be conditioned to undertake a Road Safety Audit for the concept proposal to the cycleway / drop off area, in accordance with the relevant Austroads Based on the results of the road safety audit, the applicant shall review the design drawings and implement safety measures if required, in consultation with TfNSW.

Noted.

A Road Safety Audit for the concept proposal to the cycleway / drop off area will be undertaken, in accordance with the relevant Austroads standards and guidelines Based on the results of the road safety audit, the design drawings will be reviewed and safety measures, if required implemented, in consultation with TfNSW.

#### TfNSW

##### Wayfinding Strategies

#### Comment

The Response to Submission states the following:

*"Noted, wayfinding will be incorporated within the development. A wayfinding strategy and Travel Access Guide will be developed and submitted as part of the Stage 2 DA."*

#### Recommendation

It is requested that the applicant be conditioned to develop a wayfinding strategy and travel access guide to assist with increasing the mode share of walking and cycling as part of any Stage 2 development application.

Noted.

A wayfinding strategy and travel access guide to assist with increasing the mode share of walking and cycling, will be developed as part of the Stage 2 development application.

#### Accommodation Association

##### 2.1.2 Transport Congestion

A comparison of the existing and proposed redevelopment traffic conditions has been

The draft Pyrmont Peninsula Strategy recognises that congestion and lack of parking options are a major issue and that this will be further exacerbated if the targets on people and jobs growth are reached. Improved transport connectivity is also vital in invigorating the night-time economy and goes part way to addressing the limited parking options with Peninsula.

Mirvac's response does not address congestion advising that *'The site is considered to be well serviced by public transport, light rail, ferry, bus, cycle networks and more broadly heavy rail. A future metro station at Pyrmont is also under consideration. New pedestrian linkages have been included as an integrated component of the Concept Proposal, connecting the development to the surrounding public transport node.'*

While not limited to this development we would reinforce that with the increased growth targets for residents and jobs combined with the increased 24 hour activation of the precinct, there is a need for certainty on Sydney Metro to provide the capacity required and meet peak hour needs. The Peninsula is currently not coping with the congestion at peak hour, let alone with the people and job targets that have been set.

assessed as part of the traffic assessment for the Stage 1 development application.

This comparison indicates that there is an overall reduction in the number of peak hour traffic generated trips when comparing existing development conditions to the proposed development scheme.

Please refer to **Section 5** of the Arcadis Traffic & Transport Stage 1 DA Report, dated 28/09/20, for further details.

This is primarily down to the significant reduction in retail space, as a result of the redevelopment.

The existing development site is well serviced by public transport measures and is conveniently located within walking distance of the Sydney CBD and other major Sydney suburbs. As such, traffic generated trips associated with the residential and commercial elements of the redevelopment are relatively low and are in accordance with best practice traffic management design guidelines, for new developments.

A summary of the overall traffic impacts outlined in **Section 5** of the Arcadis Traffic & Transport Stage 1 DA Report, dated 28/09/20 can be described as follows:

- The traffic analysis indicates that the baseline conditions between 2016 and 2020, with the operation of SICEEP, have experienced minimal changes across the intersections focused on in this Report.
- Moreover, it should be noted that while the land use categories of the proposed development at Harbourside have been amended, the overall traffic impact remains similar to the previous assessment.
- The updated current development mix results in a reduced volume of trip in peak hours, due to the significant reduction in the proposed retail area, which is now much smaller in area than the current development.
- The operational performances of the intersections relevant to the Harbourside development have been demonstrated to be satisfactory
- The results of modelling indicate that the impact of the Harbourside development does not impose conditions on the intersections worse than what would have otherwise occurred through existing traffic and modelled future traffic.

A Green Travel Plan will be developed during the Stage 2 development application to promote sustainable travel measures.

End of trips facilities, bicycle parking and new pedestrian connections are proposed to promote the use of sustainable transport measures.

Please refer to **Section 4.14** of the Arcadis Traffic & Transport Stage 1 DA Report, dated 28/09/20, for further details on the Green Travel plan.

It is also noted that the final location of a proposed Metro station is currently being considered within the Pymont area. Locations currently being considered are within convenient walking distances to the proposed development site.

Please refer to **Section 3.6** of the Arcadis Traffic & Transport Stage 1 DA Report, dated 28/09/20, for further details on the existing sustainable and public transport options available to the development, as well as information of the proposed Pymont Metro station.

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Yours Sincerely,



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