

Ms Amy Watson  
Team Leader  
Key Site Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention:** Chris King

Dear Ms Watson

**Amended Concept Proposal for the Redevelopment of Cockle Bay Wharf  
Notification of Exhibition (SSD 7684)**

Thank you for your letter dated 14 November 2017, requesting Transport for NSW (TfNSW) to review and comment on the above. Roads and Maritime Services will provide a separate response.

Key comments on the development proposal are provided below and the detailed comments on the development application are included in **TAB A**.

**Future Rail Corridor**

Comment

The amended concept proposal is largely identical to the original concept in regard to the location of the proposed development that is in close proximity of the future CBD Rail Link (CBDRL). On this note, TfNSW's previous comment on this matter remains valid.

Recommendation

TfNSW advises that Sydney Trains as the relevant "Rail Authority" under the provisions of the ISEPP will provide a separate response with relevant conditions of consent.

**Impacts on Road Network Operation and Infrastructure**

Comment

The development proposal includes the following:

- Western Distributor - Construction of a large "land bridge", being a concrete podium structure (Podium), to be built over the Western Distributor;
- Wheat Road will be reconfigured and be closed through the site. All ingress to the site will be via a new connection from Harbour Street to Wheat Road at the northern end of the site and egress from the site will be at the northern end of the site for the car park, loading dock and set-down/pick-up area and at the southern end of the site for the car park with a priority controlled left-only turn from Wheat Road onto Harbour Street, also providing egress from the approved IMAX Theatre development (SSD 7388).

- Options for the provision of either a signalised left turn or left and right turn egress onto Harbour Street from Wheat Road at the southern end of the site by modifying the existing traffic signals at the intersection of Blackwattle Place and Harbour Street. A left turn ingress would also be provided from Harbour Street to Wheat Road to provide access to the IMAX Theatre development's Porte Cochere and parking arrangement and allow for modifications to the approved IMAX Theatre development access from Harbour Street.

The proposed introduction of additional phases to the Wheat Road/Harbour Street/Blackwattle Place intersection would have the potential to impact on the operation of Harbour Street during peak periods.

Further, the proposed left turn ingress into Wheat Road and associated modifications to the approved IMAX Theatre development's Porte Cochere and parking arrangement do not align with the altered design and operation of the IMAX Theatre development's Porte Cochere and parking arrangement, following discussions with TfNSW.

#### Recommendation

TfNSW advises that Roads and Maritime Services will provide a separate response and requests that the applicant addresses the issues raised by Roads and Maritime Services in their response to submissions in consultation with Roads and Maritime Services and the Sydney Coordination Office within TfNSW.

Further, TfNSW requests that any proposed changes to Wheat Road and the Wheat Road/Harbour Street intersection as part of the subject proposal align with the IMAX Theatre development.

### **Active Transport Connections**

#### Comment

A review of the Pedestrian Assessment undertaken for the proposed development indicates that the Druitt Street Bridge entry access point from the Darling Harbour waterfront would be improved with respect to connectivity, comfort and amenity due to having a strong attraction to public transport access and the CBD, compared to other pedestrian routes between Darling Harbour and the CBD.

The assessment also states that the applicant will investigate, with the Sydney Coordination Office, options to connect the existing pedestrian / cycleway infrastructure on the Western Distributor (south of Druitt Street Pedestrian Bridge) with the King and Kent Street cycleways via the proposed development site, prior to submission of a Stage 2 development application.

#### Recommendation

TfNSW requests that:

- The applicant consider further improving the entry access point to the Druitt Street Bridge from the Darling Harbour waterfront and the remainder of the route between the development site and Sussex Street, by increasing its capacity to accommodate Darling Harbour workers and visitors (including during events) in consultation with the Sydney Coordination Office within TfNSW; and
- The applicant consider connecting existing pedestrian/cycle infrastructure on the Western Distributor with the King Street and Kent/Liverpool Street cycleways via the development

site, as part of the development, in consultation with the Sydney Coordination Office within TfNSW.

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

### Comment

It is noted that the proposal seeks concept approval for the construction of new buildings which would be proposed under a Stage 2 development application. TfNSW advises that several construction projects, including the Sydney Light Rail Project, Sydney Metro City and Southwest Project and the adjoining IMAX Theatre development are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

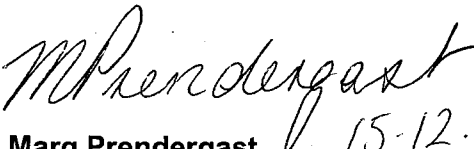
### Recommendation

TfNSW requests that the applicant be conditioned to prepare a draft Construction Pedestrian and Traffic Management Plan (CPTMP) as part of a Stage 2 development application in consultation with the Sydney Coordination Office within TfNSW.

TfNSW requests that the applicant consults with the Sydney Coordination Office within TfNSW in relation to the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 0439 489 298.

Yours sincerely

  
**Marg Prendergast** 15.12.17.  
Coordinator General  
Sydney Coordination Office

CD17/12887

## **TAB A – Detailed Comments on the Amended Concept Proposal for the Redevelopment of Cockle Bay Wharf**

### **Future Rail Corridor**

#### Comment

The amended concept proposal is largely identical to the original concept in regard to the location of the proposed development, which is located within the future CBD Rail Link (CBDRL) corridor. There may be impacts on the structural integrity and the safe, effective operation and maintenance of the CBDRL. The placing of any foundations, other structures and building loads in or near the proposed rail alignment would affect the structural integrity and operation of the CBDRL.

As this is a SSD application the provisions of Clause 88 of *State Environmental Planning Policy (Infrastructure) 2007* (the ISEPP) do not apply. However, the proposal has been assessed in accordance with the provision of the ISEPP, being:

- (a) the practicability and cost of carrying out rail expansion projects on the land in the future;
- (b) without limiting paragraph (a), the structural integrity or safety of, or ability to operate, such a project; and
- (c) without limiting paragraph (a), the land acquisition costs and the costs of construction, operation or maintenance of such a project.

#### Recommendation

TfNSW advises that Sydney Trains as the relevant "Rail Authority" under the provisions of the ISEPP will provide a separate response with relevant conditions of consent.

### **Impacts on Western Distributor**

#### Comment

The project involves development over and around part of the Western Distributor adjacent to 241– 249 Wheat Road, Cockle Bay. The development includes the construction of a large "land bridge", being a concrete podium structure (Podium), to be built over the Western Distributor. The structure will need to be supported with piers located within or adjacent to the area of the Western Distributor.

There may be potential impacts of the proposed development on the Western Distributor in particular, access to maintenance activities, road safety, structural integrity and Western Distributor operation.

#### Recommendation

TfNSW advises that Roads and Maritime Services will provide a separate response and requests that the applicant addresses the issues raised by Roads and Maritime Services in their response to submissions in consultation with Roads and Maritime Services and the Sydney Coordination Office.

## **Wheat Road/Harbour Street/Blackwattle Place Intersection**

### Comment

The Traffic Report states that as part of the amended proposal Wheat Road will be reconfigured and be closed through the site. All ingress to the site will be via a new connection from Harbour Street to Wheat Road at the northern end of the site and egress from the site will be at the northern end of the site for the car park, loading dock and set-down/pick-up area and at the southern end of the site for the car park with a priority controlled left-only turn from Wheat Road onto Harbour Street, also providing egress from the approved IMAX Theatre development (SSD 7388).

The report includes options for the provision of either a signalised left turn or left and right turn egress from Wheat Road to Harbour Street, at the southern end of the site by modifying the existing traffic signals at the intersection of Blackwattle Place and Harbour Street. A left turn ingress would also be provided from Harbour Street to Wheat Road to provide access to the IMAX Theatre development's Porte Cochere and parking arrangement and allow for modifications to the approved IMAX Theatre development's access from Harbour Street.

It is noted that:

- The Harbour Street/Blackwattle Place intersection currently experiences significant levels of congestion with queues extending both directions of Harbour Street especially during peak periods; and
- The introduction of an additional phase for the Harbour Street/Blackwattle Place intersection would further deteriorate the performance of this intersection and have the potential to impact on Harbour Street operation.

### Recommendation

TfNSW advises that Roads and Maritime Services will provide a separate response and requests that the applicant addresses the issues raised by Roads and Maritime Services in their response to submissions in consultation with Roads and Maritime Services and the Sydney Coordination Office within TfNSW.

## **Interaction with IMAX Theatre Development**

### Comment

It is noted that the approved IMAX Theatre development includes changes to Wheat Road and its intersection with Harbour Street. The subject proposal would have the potential to impact on the operation of the IMAX Theatre development, in particular the Porte Cochere and car parking arrangement.

TNSW advises that:

- Following discussions with TfNSW, the design and operation of the IMAX Theatre development's Porte Cochere and parking arrangement has been altered and prohibits vehicle access at the southernmost vehicle ingress through the installation of bollards, except for service from Ausgrid. All vehicles associated with the IMAX Theatre development, including coaches and loading and service vehicles, would use the northern ingress;

- The proposed left turn ingress into Wheat Road and associated modifications to the approved IMAX Theatre development's Porte Cochere and parking arrangement, as part of the proposed options for either a signalised left turn or left and right turn egress from Wheat Road to Harbour Street, do not align with the altered design and operation of the IMAX Theatre development's Porte Cochere and parking arrangement; and
- It is unclear if the proposed modifications to the approved IMAX Theatre development's Porte Cochere and parking arrangement also form part of the proposed priority controlled left-only turn from Wheat Road onto Harbour Street, as the vehicle swept paths provided at Attachment B are based on the proposed modified Porte Cochere and parking arrangement design.

### Recommendation

TfNSW requests that:

- Any proposed changes to Wheat Road and the Wheat Road/Harbour Street intersection as part of the subject proposal align with the IMAX Theatre development and be investigated by a road safety audit that should be undertaken by an independent TfNSW accredited road safety auditor;
- The applicant ensures that traffic movements from vehicles associated with the operation of the IMAX Theatre development, particularly northbound traffic on Wheat Road, are not impacted; and
- The applicant clarifies if the proposed modifications to the approved IMAX Theatre development's Porte Cochere and parking arrangement also form part of the proposed priority controlled left-only turn from Wheat Road to Harbour Street and if so, investigate the changes by undertaking a road safety audit by an independent TfNSW accredited road safety auditor.

### **Active Transport Connections**

#### Comment

A review of the Pedestrian Assessment undertaken for the proposed development indicates that the Druitt Street Bridge entry access point from the Darling Harbour waterfront would be improved with respect to connectivity, comfort and amenity due to having a strong attraction to public transport access and the CBD, compared to other pedestrian routes between Darling Harbour and the CBD.

TfNSW advises that the Druitt Street Bridge route is the most direct connection between the Darling Harbour precinct and the heavy rail network at Town Hall Station, the planned Sydney Metro at Pitt Street Station, the Sydney Light Rail on George Street and bus services on Druitt Street and is the most likely route to be used to access the development site and the Darling Harbour precinct.

The assessment also states that the applicant will investigate, with the Sydney Coordination Office, options to connect the existing pedestrian / cycleway infrastructure on the Western Distributor (south of Druitt Street Pedestrian Bridge) with the King and Kent Street cycleways via the proposed development site prior to submission of a Stage 2 development application.

TfNSW advises that the location of the development site provides it with a unique opportunity to improve cycleway connections between Pyrmont/Bays Precinct and the CBD by connecting the existing pedestrian/cycle infrastructure on the Western Distributor (which currently ends at the

southern part of the development site) with the King Street and Kent/Liverpool Street cycleways via the development site.

#### Recommendation

TfNSW requests that:

- The applicant consider further improving the entry access point to the Druiitt Street Bridge from the Darling Harbour waterfront and the remainder of the route between the development site and Sussex Street, by increasing its capacity to accommodate Darling Harbour precinct workers and visitors (including during events) in consultation with the Sydney Coordination Office within TfNSW; and
- The applicant consider connecting existing pedestrian/cycle infrastructure on the Western Distributor with the King Street and Kent/Liverpool Street cycleways via the development site, as part of the development, in consultation with the Sydney Coordination Office within TfNSW.

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

#### Comment

The Principles of Construction Traffic Management Report and Preliminary Construction Management Plan prepared for proposed development identify that the construction process for the overall development will involve the development of a series of construction traffic management plans due to the development's multiple stages of construction. The documents identify various principles which are considered to have an impact to the CBD traffic network and pedestrian and cycle networks.

It is noted that the proposal seeks concept approval for the construction of new buildings which would be proposed under a Stage 2 development application. TfNSW advises that several construction projects, including the Sydney Light Rail Project, Sydney Metro City and Southwest Project and the adjoining IMAX Theatre development are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods

#### Recommendation

TfNSW requests that the applicant be conditioned to the following:

- Prepare a draft Construction Pedestrian and Traffic Management Plan (CPTMP) as part of a Stage 2 development application in consultation with the Sydney Coordination Office within TfNSW and Roads and Maritime Services. The CPTMP needs to specify, but not be limited to, the following:
  - Location of the proposed work zone;
  - Location of the crane;
  - Haulage routes;
  - Construction vehicle access arrangements;
  - Details of temporary pedestrian access arrangements. The proposed temporary pedestrian access arrangements should be provided prior to the demolition of pedestrian bridges. The proposed temporary pedestrian accesses should be able

- to cater for the current demand for the pedestrian bridges that are to be demolished;
  - 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, Sydney Metro City and Southwest Project and IMAX Redevelopment 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 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, Sydney Coordination Office for endorsement, prior to the commencement of any work.