



Mr Brendon Roberts
Team Leader
Key Site Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Michele Nettlefold

Dear Mr Roberts

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

Thank you for your letter dated 14 December 2016, requesting Transport for NSW (TfNSW) review and comment on the above.

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 proposed development 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.

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;
- Cross City Tunnel - The Project also has the potential to impact on the Cross City Tunnel and the Cross City Tunnel assets (including the ventilation stack); and

- Harbour Street – Wheat Road would be made two-way and the Cockle Bay connection of Wheat Road to Harbour Street would be reconfigured with modifications to the existing Harbour St/Blackwattle Place intersection traffic signals to allow egress from Wheat Road onto 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 commuter peak periods.

The above works associated with the proposed development would have the potential to impact on general traffic and bus operation within the CBD.

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 CBD Coordination Office within TfNSW.

Active Transport Connections

Comment

A review of the Pedestrian Assessment undertaken for the proposed development indicates that there may be opportunity for improving the Druitt Street Bridge entry access point from the Darling Harbour waterfront and increasing its capacity to accommodate Darling Harbour workers and visitors (including during events) for the Darling Harbour precinct. TfNSW advises that the enhancement of this pedestrian route provides an opportunity to improve access to the Darling Harbour precinct by providing it with a quick and direct link to 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, not offered under any other pedestrian route between Darling Harbour and the CBD.

Further, the Traffic Report states that the proposed development will improve cyclist access by reconnecting the CBD with Darling Harbour via Darling Park. 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 improving the following in consultation with the CBD Coordination Office:

- The entry access point to the Druitt Street Bridge from the Darling Harbour waterfront and increasing its capacity to accommodate Darling Harbour workers and visitors (including during events) to provide a quick and direct link to the CBD and public transport network; and
- The cycleway connections between Pyrmont/Bays Precinct and the CBD by connecting the existing pedestrian/cycle infrastructure on the Western Distributor with the King Street and Kent/Liverpool Street cycleways via the development site.

Construction Pedestrian and Traffic Management Plan

Comment

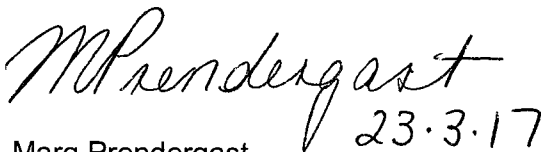
It is noted that the proposal seeks concept approval for the construction of new buildings which would be proposed under a Stage 2 development application, however proposes the demolition of existing site structures as part of the subject development application. TfNSW advises that several construction projects, including the Sydney Light Rail Project, Sydney Metro City and Southwest Project and the adjoining IMAX Theatre redevelopment 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 Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Coordination Office. TfNSW requests that the applicant consults with the CBD Coordination Office 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 8202 2198.

Yours sincerely

Handwritten signature of Marg Prendergast in black ink, with the date 23.3.17 written below it.

Marg Prendergast
Coordinator General
CBD Coordination Office

Objective Reference CD16/17634

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

Future Rail Corridor

Comment

The proposed development 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 and Cross City Tunnel

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. The Project also has the potential to impact on the Cross City Tunnel and the Cross City Tunnel assets (including the ventilation stack).

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 CBD Coordination Office.

Wheat Road/Harbour Street/Blackwattle Place Intersection

Comment

The Traffic Report states that as part of the proposal, Wheat Road would be made two-way and the Cockle Bay connection of Wheat Road to Harbour Street would be reconfigured with modifications to the existing Harbour St/Blackwattle Place intersection traffic signals to allow egress from Wheat Road onto Harbour Street.

It is noted that:

- The Harbour St/Blackwattle Place intersection currently experiences significant levels of congestion with queues extending both directions of Harbour Street especially during peak periods. Vehicles travelling northbound on Harbour Street queue back to Bathurst Street; and
- The introduction of an additional phase for the Harbour St/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 CBD Coordination Office.

Interaction with IMAX Theatre Redevelopment

Comment

It is noted that an approved development for the IMAX Theatre (SSD 7388) includes potential 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 redevelopment, in particular Porte Cochere and car stacker operation and safety of vehicle movements along Wheat Road.

Recommendation

TfNSW advises that:

- Any proposed changes to Wheat Road and the Wheat Road/Harbour Street intersection as part of the subject proposal need to be consistent with the approved IMAX Theatre redevelopment (SSD 7388) proposal;
- Any proposed changes to Wheat Road and the Wheat Road/Harbour Street intersection investigated by undertaking a road safety audit by an independent TfNSW accredited road safety auditor; and
- The applicant ensures that traffic movements from vehicles associated with the operation of the IMAX Theatre redevelopment, particularly northbound traffic on Wheat Road, are not impacted.

Traffic Generation and Design and Operation of Realigned Wheat Road

Comment

A concept plan of the Wheat Road realignment has been included as part of the Traffic Report however detailed information on the design, capacity and operation of the realigned Wheat Road, including coach/taxi/private vehicle set down/pick up, off street car parking, public disability parking and loading and servicing has not been provided. Further, no swept paths have been provided for vehicles associated with the proposed development.

The Traffic Report identifies that the existing development generates some 53 and 69 vehicles in the AM and PM peak hour respectively, including trucks, coaches, taxis and private vehicles. For the purposes of assessing the traffic effects of the proposed development the Traffic Report assumes a 50% increase in existing traffic generation, equating to an additional 85 and 100 vehicles in the AM and PM peak hour, respectively.

Recommendation

TfNSW requests that the applicant:

- Provides detailed information on the design, capacity and operation of the realigned Wheat Road, including coach/taxi/private vehicle set down/pick up, off street car parking, public disability parking and loading and servicing as part of the Stage 1 development application for TfNSW's information and consideration and should ensure that the proposal can adequately accommodate all vehicles associated with the operation of the proposed development;
- Undertakes swept path analysis for all vehicles associated with the operation of the proposed development for the realigned Wheat Road (including set down/pick up stands and off street car park and loading dock ingresses/egresses) and at all access points to Wheat Road and Harbour Street;
- Assesses available area for queuing of vehicles on the Wheat Road approach of the Wheat Road/Harbour Street intersection. The assessment should ensure that no through traffic travelling north of the development site is impacted by vehicles associated with the operation of the development (coaches, taxis, private vehicles and loading and servicing vehicles), including any queuing around the proposed turning circle;
- Maintains the existing Harbour Street left-turn deceleration lane into Wheat Road; and
- Consults with Roads and Maritime Services and CBD Coordination Office.

Pedestrian Connections

Comment

The Pedestrian Assessment undertaken for the proposed development analysed the existing site and the proposal's impact on site accessibility and movement, in particular, four primary pedestrian routes that connect Cockle Bay Wharf to the surrounding area, including:

- Route 1: CBD to Pyrmont Bridge;
- Route 2: CBD to Cockle Bay Wharf (north bridge);
- Route 3: CBD to Cockle Bay Wharf (central bridge); and
- Route 4: Druiitt Street Bridge.

The Pedestrian Assessment identified potential enhancements to the pedestrian routes which could form part of the proposed development, including to Routes 1, 2 and 4. The proposal does not clearly identify that these enhancements will form part of the proposed development, albeit it identifies the following objectives of the development:

- The refresh of the pedestrian access from the CBD to Darling Harbour via Druitt Street; and
- The reconnection of the city with the Darling Harbour waterfront and the Darling Park Crescent Garden.

A review of the Pedestrian Assessment undertaken for the proposed development indicates that there may be opportunity for improving the Route 4 (Druitt Street Bridge) entry access point from the Darling Harbour waterfront and increasing its capacity to accommodate Darling Harbour workers and visitors (including during events) for the Darling Harbour precinct. TfNSW advises that the enhancement of Route 4 provides an opportunity to improve access to the Darling Harbour precinct by providing it with a quick and direct link to 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, not offered under any other pedestrian route between Darling Harbour and the CBD.

Further, the Traffic Report states that the proposed development will improve cyclist access by reconnecting the CBD with Darling Harbour via Darling Park. 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:

- Confirms if the identified potential enhancements to pedestrian Routes 1, 2 and 4 form part of the proposed development and provide more detail on each route's enhancement;
- Considers improving the entry access point to Route 4 (Druitt Street Bridge) from the Darling Harbour waterfront and increasing its capacity to accommodate Darling Harbour workers and visitors (including during events) to provide a quick and direct link to the CBD and public transport network, as part of the proposed development in consultation with the CBD Coordination Office; and
- Considers improving the cycleway connections between Pyrmont/Bays Precinct and the CBD by connecting the existing pedestrian/cycle infrastructure on the Western Distributor with the King Street and Kent/Liverpool Street cycleways via the development site, in consultation with the CBD Coordination Office.

Construction Pedestrian and Traffic Management Plan

Comment

The Principles of Construction Traffic Management Report and Preliminary Construction Management Plan prepared for the 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 and are not supported by TfNSW. These include:

- The demolition or partial closure of pedestrian bridges between Darling Harbour and the CBD, especially during events at Darling Harbour;
- The partial closure of the Western Distributor, Harbour Street and Wheat Road;
- The accommodation of trucks within designated work zones/temporary construction compounds adjacent to construction activity;
- The installation of a temporary set of traffic signals at the intersection of Harbour Street/Blackwattle Place;
- The use of George Street for truck approach routes during and after the Sydney Light Rail construction; and
- The use of York, Erskine and Sussex Streets for truck approach routes during bus operation.

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, however proposes the demolition of existing site structures as part of the subject 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 redevelopment 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 Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Coordination Office within TfNSW. 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 of 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, CBD Coordination Office for endorsement, prior to the issue of any construction certificate.

