



Mr David Glasgow
A/Team Leader
Key Site Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Matthew Rosel

Dear Mr Glasgow

**Amended Concept Proposal for Cockle Bay Wharf Redevelopment (SSD 7684) –
Response to Submissions**

Thank you for your letter dated 11 July 2018, requesting Transport for NSW (TfNSW) review and comment on the above. Roads and Maritime Services (Roads and Maritime) will provide a separate response.

TfNSW has reviewed the applicant's Response to Submissions and provides the comments and recommendation for the following in **TAB A** for the consideration of the Department of Planning and Environment:

- Wheat Road/Harbour Street/Blackwattle Place Intersection;
- Interaction with IMAX Theatre Development;
- Active Transport Connections; and
- Construction Pedestrian and Traffic Management.

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
Coordinator General
Transport Coordination

CD18/06566

TAB A – Suggested Conditions of Consent

Wheat Road/Harbour Street/Blackwattle Place Intersection

Comment

The previous Traffic Report prepared as part of the amended concept proposal included 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.

In its response to the amended concept proposal, TfNSW advised that 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 the operation of Harbour Street, which was also advised by Roads and Maritime.

The Response to Submissions states that the applicant has acknowledged these concerns and subsequently amended the proposal to provide only a priority controlled left out egress to Harbour Street from Wheat Road.

Recommendation

TfNSW advises that Roads and Maritime will provide a separate response and requests that the applicant be conditioned in accordance with its response.

Interaction with IMAX Theatre Development

Comment

In its response to the amended concept proposal, TfNSW advised that the proposed development did not align with the altered design and operation of the approved adjoining IMAX Theatre development's Porte Cochere and parking arrangement. TfNSW also advised that the applicant should ensure that traffic movements from vehicles associated with the operation of the IMAX Theatre development, particularly northbound traffic on Wheat Road, are not impacted.

The Response to Submissions states that the proposed priority controlled left out egress to Harbour Street from Wheat Road would be compatible with the access and circulation for the adjacent IMAX Theatre development however does not identify that traffic movements from vehicles associated with the operation of the IMAX Theatre development, particularly northbound traffic on Wheat Road, are not impacted.

Recommendation

TfNSW requests that the applicant be conditioned to ensure the following as part of the Stage 2 State Significant Development application:

- Any changes to Wheat Road and the Wheat Road/Harbour Street intersection as part of the development, are consistent with the approved IMAX Theatre development (SSD 7388) and are investigated by a road safety audit to be undertaken by an independent TfNSW accredited road safety auditor; and
- Traffic movements from vehicles associated with the operation of the IMAX Theatre development, particularly northbound traffic on Wheat Road, are not impacted by the development.

Active Transport Connections

The Pedestrian Assessment prepared as part of the amended concept proposal indicated that the Druitt Street Bridge entry access point from the Darling Harbour waterfront would be improved with respect to connectivity, comfort and amenity.

In its response to the amended concept proposal, TfNSW advised that Druitt Street Bridge is the most direct connection between the Darling Harbour Precinct and public transport nodes in the CBD and that it is the most likely route to be used to access the development site and the Darling Harbour Precinct. TfNSW requested that the applicant also consider improving the route's pedestrian capacity to accommodate workers and visitors in the Darling Harbour Precinct, including during events.

TfNSW also advised that the development site's location provided 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 with the King Street and Kent/Liverpool Street cycleways. TfNSW requested that the applicant consider connecting existing pedestrian/cycle infrastructure accordingly.

The Response to Submissions states that pedestrian and cyclist facilities would be subject to more detailed development in the Stage 2 State Significant Development application.

Recommendation

TfNSW requests that the applicant be conditioned to investigate the following as part of the Stage 2 State Significant Development application:

- Improvements to the Druitt Street Bridge entry access point from the Darling Harbour waterfront and the remainder of the route between the development site and Sussex Street, including increased pedestrian capacity to accommodate workers and visitors in the Darling Harbour Precinct, including during events, in consultation with the Sydney Coordination Office within TfNSW; and
- A cycleway connection between existing pedestrian/cycle infrastructure on the Western Distributor and the King Street and Kent/Liverpool Street cycleways via the development site, in consultation with the Sydney Coordination Office within TfNSW.

Construction Pedestrian and Traffic Management

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 State Significant Development application. TfNSW advises that several construction projects, including the Sydney Light Rail Project, Sydney Metro City and Southwest 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.

The Response to Submissions states that a Construction Pedestrian and Traffic Management Plan would be prepared as part of the Stage 2 State Significant Development application submission.

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 State Significant 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 the Sydney Light Rail Project, Sydney Metro City and Southwest and IMAX Theatre development. 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.