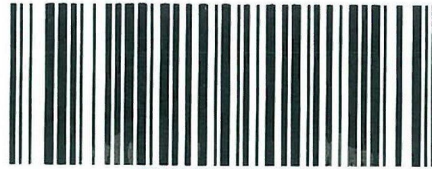




**Transport
for NSW**



PCU029194

Heather Warton
Director Metropolitan and Regional Projects, North
Department of Planning and Infrastructure
Development Assessment and Systems Performance
GPO Box 39 SYDNEY NSW 2001



Attention: Cameron Sargent

Dear Heather,

**EXHIBITION OF MODIFICATION APPLICATIONS FOR COMMERCIAL BUILDING C4
(MP10_0025 MOD1) AND BULK EXCAVATION AND BASEMENT CARPARKING (MP10_0023
MOD3) BARANGAROO SOUTH**

Thank you for your letter requesting Transport for NSW (TfNSW) comment on the applications for modifications to the Barangaroo bulk excavation and basement car parking and Commercial Building C4.

TfNSW has reviewed the documents provided and generally supports the changes. However, there are a number of issues that have been identified that will need to be addressed. These include:

- The building design and basement vehicle access points must be integrated with the wider public domain. Importantly, the design of the basement access points need to take into account plans for Wynyard Walk, Margaret Street West, and the future ferry wharves. It is also worth noting that the Barangaroo Transport Taskforce will be reporting back to Government in early 2012 regarding the development of a 'transport place'.
- The documents need to provide clear information on the allocation and provision of long term solution for bicycle parking and facilities within the basement area.
- Cycle lane linkages and signage should be provided between the basement bicycle access points and the local street and cycle network. Details need to be provided within the specific project applications.
- Construction Transport Management Plan staging and evaluation needs to include the concurrent construction of the Wynyard Walkway. All relevant plans should be updated to reflect ongoing consultation with the TfNSW Wynyard Walk project team.
- TfNSW provided detailed comments on the Construction Transport Management Plan for Commercial Building C4 on 2 December by email directly to Lend Lease. A copy of these comments is provided at Attachment B. The main issues raised include:
 - The plans need to properly evaluate the cumulative impact of concurrent projects, including the Wynyard Walk;
 - The proponent needs to provide clarification of construction traffic

movements, particularly the use and access on York Street, as well as coordination and management of construction traffic to avoid queuing and circulation on city streets.

- RMS does not support the pedestrian crossing as proposed at Napoleon Street. It is suggested that traffic lights be considered, given that the proponent will install traffic lights at this intersection, prior to occupation (Statement of Commitment 42, Schedule 3 Ministers Project Approval, March 2011).
- Comments raised on the C4 construction transport management plan should also be considered relevant to the basement excavation and car parking construction traffic management plan.
- Although the Environmental Assessment advises that the site for the bulk excavation and basement car parking application is jointly owned by the Barangaroo Delivery Authority and NSW Maritime; it is unclear what portion of the proposal is on land owned by NSW Maritime. This issue should be clarified.

Detailed comments on the modification applications are provided in Attachment A to this letter. Should you have any questions or require more information, please contact Sally Nunnerley by email sally.nunnerley@transport.nsw.gov.au or 82022239.

Yours Sincerely

Mohini Nair

Mohini Nair

14.12.11

Principal Manager,

Integrated Transport Planning and Land-use
Planning and Programs

CD11/14124

General comments on both S75W modifications

Doc Ref	Issue and Comment	Suggested response (if applicable)
	Reference should now be made to Transport for NSW, noting the name change from the NSW Department of Transport.	
	Need to clarify title and land-owners consent for land on site that identified as NSW Maritime land. (South Eastern corner of site)	Consult with RMS property and clarify issue.
	General consideration and references to Wynyard Walk (and Transport Place) is required for both applications, particularly in relation to cumulative impacts and interfaces.	Need to demonstrate in the assessment that the modifications, as proposed fit with current plans for the provision of transport infrastructure.
	There is a need for these projects to interface with surrounding projects, including Wynyard Walk. This should include design and construction coordination as a minimum.	Consultation process undertaken between project teams needs to be appropriately documented in assessment, to demonstrate that the planning for these projects has been integrated.
	Not that there is no current Government commitment to Sydney Light Rail on Hickson Road. The Government is considering Light Rail within the context of the Long Term Transport MasterPlan.	Note development of Transport MasterPlan- refer to Media release of 30 November.
	Overall strategy and commitment to bicycle parking needs to be resolved. The proposal removes bicycle spaces from the basement-1000 and re-allocates to the surface/ DECCW declared area. TfNSW is concerned that the allocation of bicycle parking within the basement will not provide for the long term requirements for all users of the area. The loss of 1,100 bicycle spaces from the basement area without providing a commitment to accommodation elsewhere in site could result in the final allocation of bicycle spaces being in an inconvenient place for the target users. Furthermore the allocation to the DECCW area may discourage use by the commercial building users.	The loss/reallocation of 1,100 bicycle parking spaces needs to be fully evaluated against specific outcomes and requirements identified by the developer.

MP10_0023 Mod3 (Bulk excavation and Basement car parking) - specific comments

Ref/issue	Comment	Suggested response (if applicable)
Appendix G	The CTMP needs to consider the construction impacts of Wynyard Walk, particularly in relation to the reduction in road capacity on both Napoleon and Margaret Streets and its implications on truck movements and impacts. This should include consideration of the interface with the construction of the Wynyard Walk Road and Footpath Works, whereby Margaret Street will be restricted to one lane each direction.	Revise Construction TMP to incorporate construction of Wynyard Walk
Appendix F- Supplementary TMAP		
	Generally support the revised entry points for the car park. However, there is no assessment of the impact on intersections arising from the re-distribution of traffic routes on each of the access points. The change in location of basement access for vehicles will have an impact on the intersections, public domain and pedestrian and cyclists. The proponent should acknowledge the issue. (note: it is deferred to individual project applications, with this application only seeking to quarantine parking for future allocation)	Although removal of loading docks in the vicinity is a significant benefit. The impact of the commercial, retail and residential parking still needs to be acknowledged. A clear breakdown of which building is likely to use which access points would be a good starting point. This will give a good idea of the total volume of traffic entering/ exiting each point.

General comments MP10_0025 (Mod1) Commercial Building C4

	Comment
1.	<p>It is noted that the existing approval requires the provision of at least 690 bicycle parking spaces of which 563 are within the basement car park.</p> <p>Cycle lane linkages should be provided between the bicycle access to the basement car park and surrounding local road network. In this regard, the Department of Planning and the City of Sydney Council should be satisfied that cycle lane linkages and associated signage is provided. The Transport Management and Accessibility Plan and Travel Demand Management Plan for the C4 Commercial Building does not provide adequate detail of how/when this will be addressed.</p> <p>A detailed program of cycle way improvements to the peripheral road network should be submitted to Council for approval. This should clearly depict connections to the bicycle parking facilities within the</p>

	Comment
	basement car park and Hickson Road temporary forecourt.
2.	Globe Street should be designed and constructed in accordance with AMCORD.
3.	The layout of the vehicle accessible areas associated with the subject development (including; driveways, grades, aisle widths, turning paths, sight distance requirements, and parking bay dimensions) shall be in accordance with AS 2890.1-2004 and AS 2890.2 – 2002 for heavy vehicles.
4.	The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site/access streets, as well as manoeuvrability through the site shall be in accordance with AUSTROADS. In this regard, swept path plans which illustrate compliance with this requirement shall be submitted to Council for approval.

Specific comments
MP10_0025 (Mod1) Commercial Building C4

Ref /issue	Comment	Suggested response (if applicable)
Appendix Q	Comments provided to Lend lease Friday 2 December 2010 by email for inclusion in amendments (refer to attachment)	CTMP to be amended to reflect comments.
Appx G	The ground plane and public domain plans for Commercial building C4 contain no permanent bicycle parking spaces. Bicycle parking should be considered as part of the streetscape in the permanent public domain areas for visitors too. Bicycle parking needs to be identified based on building accesses and active pedestrian and cycle movements.	Refer to public domain plans- Ground floor plane Dwg ref: LA-PA-C4-100

BARANGAROO SOUTH – C4 COMMERCIAL BUILDING (MP10_0025) CONSTRUCTION TRAFFIC MANAGEMENT PLAN

General

- Previous Transport NSW comments provided in November 2010 (refer to attachment) on the original DA are still relevant and need to be addressed prior to issue of the Construction Certificate. These include in particular the application of road rules on the type of vehicles accessing the site for construction.
- The construction plan needs to address the concurrent Wynyard Walk construction planning and staging, with reference to emails sent by Andrew Bare from Transport Construction Authority (TCA) dated 25 November 2011.
- The construction traffic plan needs to better communicate the relationship of the construction traffic plan for building C4 and the other concurrent works and how this has been assessed.
- Section 2 and Section 3 discusses the individual construction staging and details but the document does not go further and explain the 'combined effect of these, even in summary. It would be useful to present a combined construction workforce and construction vehicle summary table similar to the combined construction staging.

Construction parking and pedestrian movements

- RMS does not support the pedestrian crossing configuration (Napoleon Street) as shown in figure 11 on Page 29. Lend Lease's, Statement of Commitment No 42 (Schedule 3, Minister's Project Approval MP10_0025 dated March 2011) note that Traffic Lights will be installed at the Napoleon Street intersection, in consultation with the relevant road authority, prior to occupation certificate. It is suggested that the provision of traffic lights be considered to facilitate movements at this intersection during construction. It is acknowledged that further investigation and analysis will be undertaken separately for this intersection. As part of that consideration, providing the traffic lights for use during Barangaroo delivery should be assessed.
- Section 5 entitled "Traffic and Pedestrian Movements" yet the only mention of pedestrian movements is in the overarching principles. The majority of pedestrian traffic is likely to be the construction workforce. Yet the assessment and management mentions only pedestrians wishing to access the waterfront and temporary passenger terminal.

Construction vehicle access

- Section 5.5 needs to be reviewed and provide clarification on detail. Information on traffic movements onto York St in AM Peak, is incorrect. An incorrect reference is made to the approval for the Basement excavation and car parking (MP10_0023) - D4(e) relates only to afternoon peak.
- Figure 6, page 19 is misleading with regard to alternate use of York St during morning Peak. The plan needs to emphasise **NO inbound** trucks on York St in AM peak, if this is the case. Need to show on map the alternate route of SHB, Western distributor Harbour St, as described in section 5.5.
- The plan does not discuss the impact of the alternate access from Harbour Street.
- Notwithstanding the above, RMS has previously requested that trucks not be permitted to use York or Clarence Street 6AM to 10AM and 2PM to 8PM Monday to Friday to minimise impacts on public transport.
- Section 5.5 does not address how the construction traffic (trucks) accessing the site will be coordinated and managed to avoid queuing and circulating in city streets. RMS previous comments requested that holding areas be identified on the fringe of the CBD to avoid truck circulation - this has not been addressed.

ATTACHMENT 1: Previous specific issues identified in November 2010

1. Construction Traffic Management Plan

TNSW is satisfied that the construction traffic management plan addresses the Director General's Requirements. However the following issues need to be addressed in the plan prior to issuing the construction certificate:

- a. The size of trucks proposed to access the site in Section 2.2.3 do not comply with the provisions of Clause 300-3 of the Road Rules in terms of lengthy vehicle restrictions. The size of trucks accessing the site should be size limited to rigid single-tray trucks for spoil removal;*
- b. Section 5.4 (p22) refers to trucks accessing the site via the Sydney Harbour Bridge, York Street, Margaret Street and Napoleon Street. To minimise impacts on public transport, it is requested that trucks not be permitted to use York Street or Clarence Street to access the development site between 6am to 10am and 2pm to 8pm Monday to Friday;*
- c. Personnel using stop/slow signage are not permitted in Hickson Road or Sussex Street on weekdays between the hours of 7am to 9am and 4pm to 7pm. However, personnel using stop/slow signage will be permitted on Hickson Road, north of the intersection of Hickson Road and Napoleon Street, when it is required to ensure safe truck access at designated site access points, provided that vehicle queue lengths generated as a result of the traffic control do not exceed more than six vehicles in either direction;*
- d. Truck movements must be staged and co-ordinated to prevent trucks circling CBD streets whilst awaiting access to site. There should be holding areas outside the CBD or sufficient space within the site to store trucks and heavy vehicles; and*
- e. A detailed design of the proposed pedestrian refuge island indicatively shown in Figure 17 will need to be submitted to City of Sydney Council to ensure that the design is suitable and will cater for pedestrian demands and vehicle lane width and turning path requirements works should be undertaken to try and avoid conflict with peak movements associated with cruise passenger terminal activities.*

2. Traffic Modelling

The SIDRA modelling package does not properly consider co-ordinated intersections and does not consider the dynamic nature of SCATS operations and is therefore not the appropriate software that should be used for modelling co-ordinated intersection performance. TNSW requests that the LINSIG modelling package be used for any subsequent assessment of intersection operations as it properly considers co-ordinated intersection operation.