

Heather Watton
Director, Metropolitan and Regional Projects - North
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Kate McDonald

Dear Ms Watton,

**EXHIBITION OF ENVIRONMENTAL ASSESSMENTS FOR COMMERCIAL BUILDING C3
(MP11_0044) AND C5 (MP10_0227) BARANGAROO SOUTH**

Thank you for your letter dated 11 November requesting Transport for NSW (TfNSW) comment on the applications for Commercial Buildings C3 and C5 Barangaroo South.

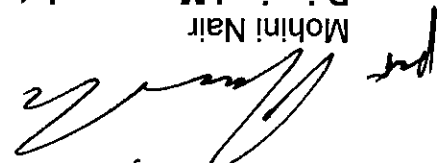
TfNSW has reviewed the documents provided and have identified a number of issues that will need to be addressed. TfNSW key comments on the developments are outlined below with detailed comments in the attached.

- The provision of cyclist facilities and access from the peripheral road network.
- Relationship between the development and the latest proposal for City Walk bridge, Globe Street and public domain works
- Inclusion of a condition of approval regarding metro rail corridors
- Through building access for C5 from Union Walk to facilitate North South permeability of the block and the adjacent building C4.
- The assessment needs to include adequate consideration of the construction and operation of the Wynyard Walk

In addition, TfNSW understands the Barangaroo Transport Technical Working Group chaired by the Barangaroo Development Authority (BDA) and referenced in the EA has not met since November 2010. TfNSW requests that this Working Group be reconvened as per the Barangaroo South Conditions of Consent.

Should you have any questions or require more information, please contact Sally Nunnerley on 8202 2239 or sally.nunnerley@transport.nsw.gov.au

Yours Sincerely


23/12/11

Mohini Nair

**Principal Manager, Integrated Transport Planning and Land Use
Planning and Programs**

General Comments on Commercial Building C3 (MP11_0044)

Issue and Comment	Suggested response
The project seeks approval for pedestrian access and circulation arrangements but the details are not available to ascertain precisely what the proposal includes	Proponent needs to provide more details within the proposal
Although the assessment refers to one, there is no overarching Barangaroo cycle strategy. The 2008 TMAP does not contain detail sufficient to inform staff facility requirements, access, circulation, and linkages to the developments and surrounding street network.	Proponent needs to provide more details to enable adequate assessment.
The staff facilities need to be adequately scoped and assessed and a detailed cycle program of peripheral road network improvements should be submitted to the City of Sydney for approval. This would clearly depict connections to bicycle parking facilities within the basement and along Hickson Rd.	

MP11_0044 (Commercial Building C3) - specific comments

Ref/ issue	Comment	Suggested response (if applicable)
Executive Summary Section 1.2, and 4.1	Possible drafting error regarding figures quoted for bicycle spaces. Figures quoted in Section 1 conflict with Proposal description in section 4. There is no further confirmation in Transport Assessment to confirm which is correct.	Proponent to clarify the proposed number of bicycle spaces and their location as per section 4.1
Section 3.1	Stakeholder engagement – It is noted that the Transport and Access Technical Working Group has not met since November 2010. As such, it does not appear that the group had a role in the development of plans for this latest proposal.	Note that the EA suggests a degree of consultation that has not occurred for this latest proposal.
Section 4.9	There are no details provided on pedestrian access and circulation. Figure 12 is missing a key and provides no information.	Further detailed information on pedestrian access and relationship to public domain is required.
Section 4.10 and Appendix D	There is very little detail on the solution for bicycle parking requirements for the development, and the relationship to adjacent development. It appears that there is a single very small shared facility in the basement. The facilities as proposed appear inadequate for the stated number of bicycle spaces. There is no commensurate provision of facilities for	More details are required on the strategy for bicycle access and facilities. The proponent should address the long term bicycle parking requirements.

cyclists within the building floor plates, or explanation and scoping of facility requirements. There are no details on bicycle access from the adjoining street networks. The maps provided in the supplementary TMAP are general in nature.	Appendix A: Plans	Allocation of staff change facilities within the building's basement appear to be inadequate. Based on the drawings provided, and comparing C3, C4 and C5 indicative basement layouts. A single common staff change facility is provided under C4. This is considered inadequate if this is to service the stated 1,000 plus spaces allocated for bicycle storage. The locality is not convenient to personnel accessing buildings C3 or C5. Note: The building floor plans do not appear to contain any shower facilities in any of the tenancy floors.	Section 5.27 T Appendix The Construction TMP should include consideration of Wynyard Walk, particularly in relation to the reduced road capacity on Napoleon and Margaret Streets. The cumulative impacts of Wynyard Walk have not been identified or considered. The statement that there are no other major construction projects within the vicinity of Barangaroo known at this point in time is incorrect.	Appendix T The Construction Transport Management Plan needs to be amended to reflect comments and updates submitted to Lend Lease on the s75V modifications for Commercial Building C4 and the Basement Excavation and Car parking. Key issues raised include: • Update figures showing vehicle access to site • Resolution of Napoleon Street intersection with RMS.	Appendix T Developer to ensure that issues are addressed in the CTMP to be approved prior to issue of construction certificate Developer to consult with Transport for NSW regarding the CTMP prior to issue of construction certificate Developer to ensure that issues are addressed in the CTMP to be approved prior to issue of construction certificate Developer to consult with Transport for NSW regarding the CTMP prior to issue of construction certificate Developer to ensure that issues are addressed in the CTMP to be approved prior to issue of construction certificate Developer to ensure that issues are addressed in the CTMP to be approved prior to issue of construction certificate
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Section 5.11.2 & Appendix U	The sample Travel Demand Management Plan approach should be reconsidered when it is prepared prior to occupation certificate. The Building Manager through tenancy agreements has the pivotal role in determining how a TDM plan can best be implemented, managed and revised. Ownership sits with the building management and tenants not employees.	
Section 5.19 & Appendix D	Proponent indicates that the proposed development has no impact on RailCorp 33kV power cable. Railcorp has requested that the detailed plans are provided to confirm this.	Proponent to provide detailed information to Transport for NSW to enable Railcorp's confirmation of the assessment.

General comments on Commercial Building C5 (MP10_0227)

Comment	Suggested response (if applicable)	Proponent needs to provide more details within the proposal.	The project seeks approval for pedestrian access and circulation arrangements but the details are not available to ascertain precisely what the proposal includes	A condition of approval as per MP10_0023 regarding corridor protection for future Metro to ensure consistency and that the corridor is protected.	Building C5 has no access off Union Walk. A 'back door' address that enables some smaller pedestrian flows through the building and provides some relationship to building C4 is recommended.	This issue needs to be re-evaluated within the context of more detailed information on pedestrian access and flows, as
	Insert as per conditions of Schedule 2 (MP10_0023) A10:INTERIM METRO CORRIDOR AGREEMENT The owners of the site of the approved development must enter into an agreement acceptable to Transport NSW that addresses the potential impacts of the development on the metro corridor, prior to the issue of construction certificate for the relevant works and the commencement of any excavation below the existing surface level. A11 INTERIM METRO CORRIDOR IN FORMATION REQUIREMENTS The owners of the site of the approved development must: (a) Allow the design construction and maintenance of the approved development for the future operations of metro railway tunnels in the vicinity of the approved development, especially in relation to noise, vibration, stray currents and electromagnetic fields. (b) Prior to the issue of any Occupation Certificate, provide Transport NSW with drawings, reports and other information related to the design, construction and maintenance of the approved development to allow Transport NSW to fully understand the interaction between the approved development and metro corridor.					

well as the need to meet stated objectives on permeability and achieving best practice urban design outcomes.	More details are required to inform the assessment of pedestrian and cycle access, circulation as well as scoping of bicycle facility requirements.	The placement of what are 'permanent bicycle parking facilities, temporarily on the surface, in the absence of a solution to the actual long term placement of these facilities is unclear. The basement spaces under C3, C5 and C4 is fully allocated. It is unclear where will the temporary bicycle parking area be accessed from, particularly with the potential conflict with the construction of the Wynyard Walk pedestrian bridge to the south of the temporary bicycle parking area. There is a general lack of references and acknowledgement of the interfaces with Wynyard Walk and Transport Place. This is most notable around setbacks from Margaret St west and block 1 as well as Shelley Street and the eastern edge of C5 being 1m from the road There is a need to demonstrate that there is sufficient pedestrian capacity and amenity to support the pedestrian movements to, from and around the site, with consideration of Wynyard Walk and Transport Place. Although the assessment refers to one, there is no overarching Barangaroo cycle strategy. The 2008 TMAP does not contain detail sufficient to inform staff facility requirements, access, circulation, and linkages to the developments and surrounding street network. The staff facilities need to be adequately scoped and assessed and; a detailed cycle program of peripheral road network improvements should be submitted to the City of Sydney for approval. This would clearly depict connections to bicycle parking facilities within the basement and along Hickson Rd.
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Specific comments MP10_0227 Commercial Building C5

Ref	Comment	Suggested response (if applicable)	Section
2.5.2	The EA notes that the majority of bus and rail commuters are expected to utilise the Sussex Street and Margaret Street West intersection. Bus and rail commuters accessing C5 are likely to use the Wynyard Walk pedestrian		2.5.2

	bridge. Provision should be to integrate with the WW pedestrian bridge	
Section 3.1	Stakeholder engagement. It is noted that the Transport and Access Technical Working Group has not met since November 2010 and has had no role in the development of plans for this current proposal.	
Section 4.9	Pedestrian access to the site has not included consideration of Wynyard Walk.	
Section 4.9	There are no details provided on pedestrian access and circulation. Figure 12 is missing a key and provides no information.	Further detailed information on pedestrian access and relationship to public domain is required.
Appx A	Allocation of staff change facilities within the buildings' basement appear to be inadequate. Based on the drawings provided, and comparing C3, C4 and C5 indicative basement layouts. A single common staff change facility is provided under C4. This is considered inadequate if this is to service the stated 1,000 plus spaces allocated for bicycle storage. The locality is not convenient to personnel accessing buildings C3 or C5.	Detailed information on bicycle facility requirements and scoping and assessment is required to inform allocation of floor space allocations.
Section 4.10		
Section 5.2	A number of issues are raised: changes to Pedestrian linkages through C5 with the removal of pedestrian flows, particularly North South through the building. Issue of Union Walk address, for C5, and relationship to public domain and building C4.	Proponents needs to re-evaluate opportunity to establish Union Walk address for building and avoid the dead back of building void that is created by blocking access.
Appendix K		
5.9 and Appendix P	Assessment of the wind conditions and mitigation measures needs to consider the impacts on pedestrian access and Wynyard Walk more generally. There is a need to identify the wind impacts that would be experienced on the Wynyard Walk pedestrian bridge as a result of the Barangaroo South development.	
5.11.1 and Appendix D	The modelling provided in the Supplementary TMAP for the forecast LOS needs to consider the implications of Wynyard Walk, particularly in relation to reduced road capacity on Napoleon and Margaret Streets.	

		5.11 and Appendix D	Reference is made to Commercial C5-childcare uses - this is an error. Childcare centre is in C3.	Check drafting and confirm figures on vehicle movements are still valid in this context	
		5.11.2 Appendix U	The sample Travel Demand Management Plan approach should be reconsidered when it is prepared prior to occupation certificate. The Building Manager through tenancy agreements has the pivotal role in determining how a TDM plan can best be implemented, managed and revised. Ownership sits with the building management and tenants not employees.		
	5.27 and Appendix T		• The Construction TMP should include consideration of Wynyard Walk, particularly in relation to the reduced road capacity on Napoleon and Margaret Streets. • The cumulative impacts of Wynyard Walk have not been identified or considered. The statement that there are no other major construction projects within the vicinity of Barangaroo known at this point in time is incorrect. Wynyard Walk has project approval and will be under construction at the same time at C5. Construction of C5 should not affect the Wynyard Walk construction site at Sussex and Shelley Streets. • There should be no closure of Shelley Street until construction of the Wynyard Walk pedestrian bridge has been completed and Globe Street is opened to the public.		