



1 October 2015

Your Ref: SSD 15_6957

Mr Ben Lusher
A/Director
Key Site Assessments
NSW Department of Planning & Environment
GPO Box 39 | Sydney NSW 2001

Dear Mr Lusher

State Significant Development Application 15_6957 for Crown Sydney Hotel Resort, Barangaroo

Thank you for the invitation to review and comment upon State Significant Development Application SSD 15_6957 for the proposed Crown Sydney Hotel Resort at Barangaroo South. Comments for the application are:

EIS comments

- Section 3.55 refers to a 2015 opening of Wynyard Walk. The public opening date for Wynyard Walk is 2016, although it is understood the bridge is likely to open in 2015. The tunnel will not be open until next year.
- Section 5.1 refers to NSW 2021 State Plan. The State Plan was updated in September 2015 after the EIS was written.
- Section 5.10.1 states that traffic generation as a result of the development are estimates to be 75 vehicles an hour during the AM peak period and 213 vehicles an hour during the PM peak period, both of which are considerable in a CBD environment, particularly one that is already under pressure from high demands. The impact of these movements will need to be carefully considered particularly in relation to intersection coordination, control and performance along Hickson Road and Sussex Street and the roads adjoining them.
- Section 5.10.2 and Table 21 refers to the impacts of the proposed development in comparison to the modelling undertaken in the 2008 TMAP for Barangaroo South. The logic of this relative comparison is understood. Confirmation of how impacts of other projects and developments have been considered that may not have been recognised in the 2008 TMAP and have subsequently evolved, such as the Sydney Metro, the new bus services plan, Walsh Bay redevelopment, SICEEP, CBD and South East Light Rail, One Carrington Street, Overseas Passenger Terminal growth in operations amongst other changes. Additionally, site remediation of Hickson Road is proposed to commence shortly and will impact on available street capacity.

Roads and Maritime Services

- 5.10.4 proposes that peak demand for parking of the proposal will make use of expected available parking in the basement car park on a Friday or Saturday evening. What mitigation will be implemented if the parking is not available as expected or does not meet the anticipated demands?
- 5.19 notes that a navigation impact assessment relating to "Modification 8 of the Barangaroo Concept Plan - MP06_0162 MOD8", which includes a number of in water structures, was included in the supporting documentation for the proposal (SSD6957). However it appears these in water structures will be located outside of the "application site boundary" and will not form part of the current application. While RMS does not wish to raise any navigation safety issues in relation to the current application it requests that it be consulted prior to the determination of any future planning application seeking approval for in water structures forming part of Modification 8 of the Barangaroo Concept Plan.
- 5.30.4 stipulates that traffic control at personnel controlled access points will be done so in accordance with Condition of Approval D4(c) of MP10_0023. This condition refers to a maximum of no more than six vehicles being queued at an access point. The dynamics of the network and area have changed considerably since this condition was written and it is not considered to be an appropriate impact any longer, particularly with traffic lights and through connecting roads in place in an operational Barangaroo South development. Queuing should not generally be permitted in Hickson Road. Further, it will not be possible to queue vehicles in Hickson Road when site remediation of Hickson Road is being undertaken as per SSD14 6617.

Travel Demand Management Plan comments

- Section 2.4.4 needs to be updated to reflect the changes announced on 23 June 2015 for a metro station to be built at Barangaroo as part of the Sydney Metro project.

Transport Assessment comments

- Section 3.2 refers to the impacts of the proposed development in comparison to the modelling undertaken in the 2008 TMAP for Barangaroo South. The logic of this relative comparison is understood. Confirmation of how impacts of other projects and developments have been considered that may not have been recognised in the 2008 TMAP and have subsequently evolved, such as the Sydney Metro, the new bus services plan, Walsh Bay redevelopment, SICEEP, CBD and South East Light Rail, One Carrington Street, Overseas Passenger Terminal growth in operations amongst other changes. Additionally, site remediation of Hickson Road is proposed to commence shortly and will impact on available street capacity.

Construction Traffic Management Plan comments

- Section 2.3 and Table 1 of the report has a November 2011 and July 2013 traffic volume comparison and notes a reduction in flows. The cruise passenger terminal stopped operating at Barangaroo on 1 April 2013 and obviously would likely have had an impact on traffic flows being reduced. Given how much change has happened at the site and the area around it recently, the 2011 and 2013 comparison should be updated.
- Assessment or consideration of bus movements in the area that were recently announced by Government to service Barangaroo and Walsh Bay from 4 October 2015 do not appear to have been considered.
- Traffic flow capacity along Hickson Road will need to be maintained to meet the prevailing demands, particularly with the activation of Barangaroo South and traffic light operations at the intersection of Sussex Street/Hickson Road/Napoleon Street. It is highly likely that new traffic lights will be operating in Hickson Road at other intersections in future and the Hickson Road remediation works will potentially impact capacity. The impacts of these will need to be considered to ensure that impacts on access and Hickson Road operations can be suitably managed.
- 5.30.4 stipulates that traffic control at personnel controlled access points will be done so in accordance with Condition of Approval D4(c) of MP10_0023. This condition refers to a maximum of

no more than six vehicles being queued at an access point. The dynamics of the network and area have changed considerably since this condition was written and it is not considered to be an appropriate impact any longer, particularly with traffic lights and through connecting roads in place in an operational Barangaroo South development. Queuing should not generally be permitted in Hickson Road. Further, it will not be possible to queue vehicles in Hickson Road when site remediation of Hickson Road is being undertaken as per SSD14 6617.

Yours faithfully,

A handwritten signature in purple ink, appearing to read 'Shane Schneider', is positioned above the printed name.

Shane Schneider

Manager, Major Project Integration

Network Sydney