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Harbourside Shopping Centre Redevelopment DA (SSD-7874) – Response to Submissions and Department of Planning

Dear Lachlan,

We have reviewed the submissions from City of Sydney regarding cycleway upgrades and connections.

Comment Raised

City of Sydney

5. Bicycle Lanes and Connections

The City's comments regarding bicycle lanes in the previous submission has not been adequately addressed in the RTS, nor is there an indication provided in with respect to the overall commitment to cycling. No cycleway connection improvements are proposed as part of the application and reliance is made on the improvements already made by other developments along Darling Drive.

The City would expect an upgraded and separated cycleway connection from Murray Street/Union Street intersection (major cycleway) to the roundabout adjacent the site that is consistent with the design of the cycleway built south of the roundabout. Access is strongly preferred through an arrangement, which provides a dedicated bicycle entry/exit arrangement without stair access.

Response

Existing

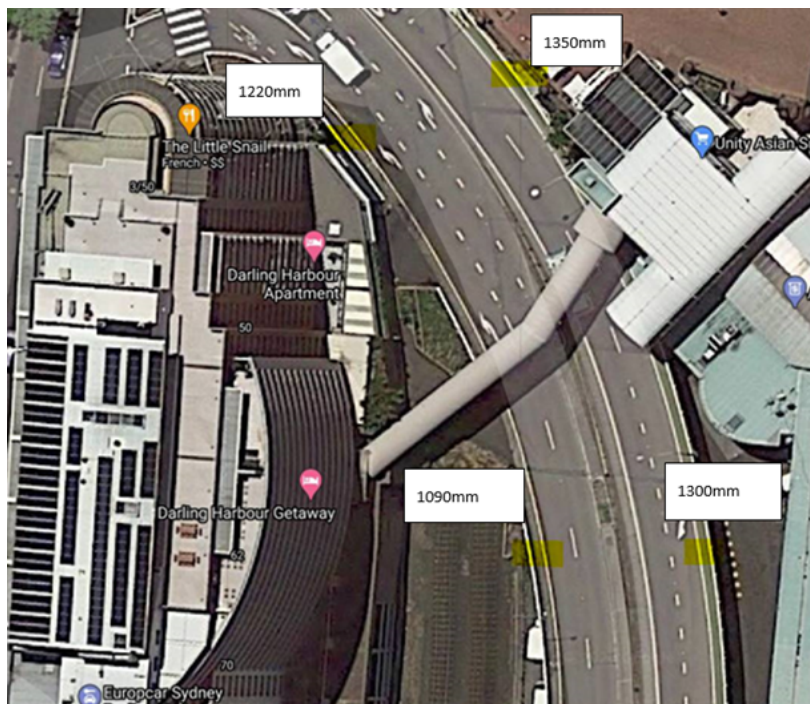
There are existing one way, on road cycleways located in both directions of Darling Drive between the roundabout at Harbourside and the Pyrmont Bridge Road intersection. The spatial planning on any cycleway in this location is constraint as they need to be contained within the existing road ramp structure.

We believe that the existing width of these two cycleways range from approximately 1300mm to 1350mm southbound and approximately 1090mm to 1220mm northbound. The typical one way cycleway minimum and desirable widths are 1200mm and 1500mm, respectively.

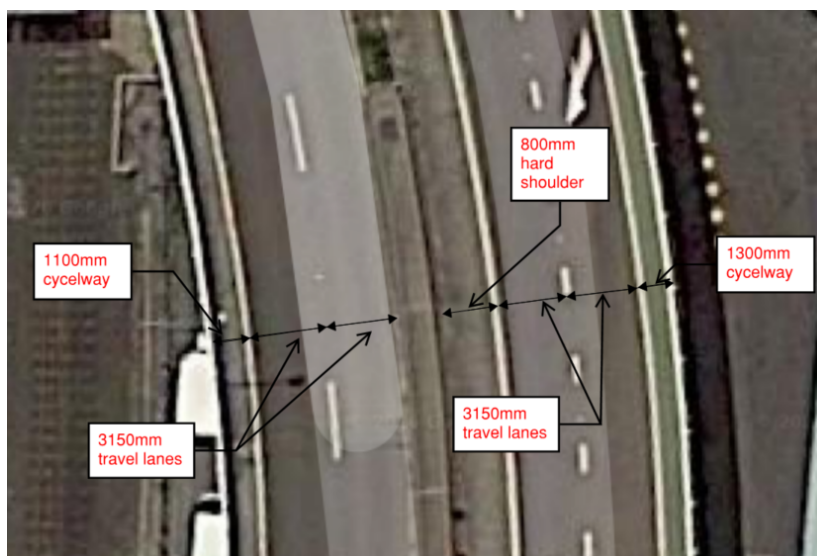
We believe that typically the overall road width from outside kerb to central median is as follows:

Northbound – 7.4m
Southbound – 8.4m (include a hard shoulder area)

The image below indicates the arrangement of the vehicle travel lanes and the two, one-way cycleways, with indicative cycleway widths identified.



There are typically two vehicular travel lanes in both directions. The northbound and southbound travel lanes are all typically 3150mm wide. The southbound roadway also contains a hard shoulder approximately 800mm in width. The image below outlines the existing layout.



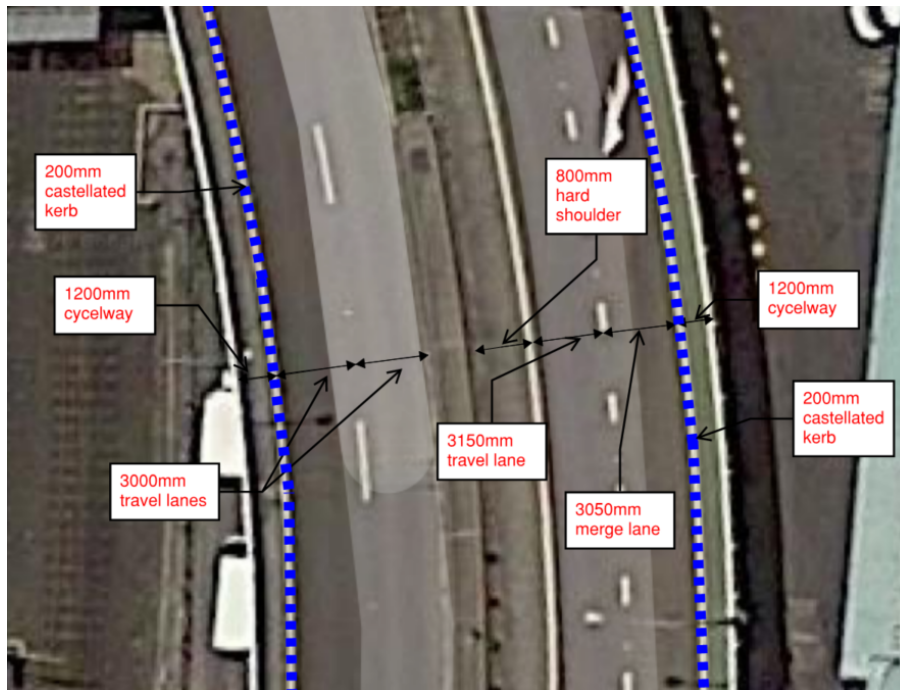
Considering the anticipated high volume of traffic in both directions, all existing travel lanes are already likely close to the minimum travel lane width.

The existing stormwater drainage pits for the road are located along both sides of the outer road structure. Raising the cycleway would compromise the road drainage and require significant modifications to the road structure to provide new drainage infrastructure.

Proposed

For the southbound lane there is potentially scope to provide a 1200mm wide cycleway, which is separated to the road travel lanes by a 200mm wide castellated kerb. Without modifying the central road line marking this would result in two travel lanes with widths of 3150mm and 3050mm.

For the northbound lane there is potentially scope to provide a 1200mm wide cycleway, which is separated to the road travel lanes by a 200mm wide castellated kerb. The central road line marking would need to be adjusted and this would result in two travel lanes, both with widths of 3000mm. The image below outlines a proposed layout option.



The castellated kerb is proposed as this barrier will improve cyclist safety while also maintaining overland flow paths to the existing stormwater drainage system. The image below outlines an example of a castellated kerb in the City of Sydney.



We will work with the RMS (Transport for NSW) and Place Management NSW during the future design stages to consider the above cycleway improvements. These potential upgrades will require future consultation with the RMS (Transport for NSW), to ensure there is no unsatisfactory impact to the existing vehicular travel lanes, no impact on the existing road stormwater drainage and to gain approval to undertake any works on their road structure.

Comment Raised

City of Sydney

5. Bicycle Lanes and Connections

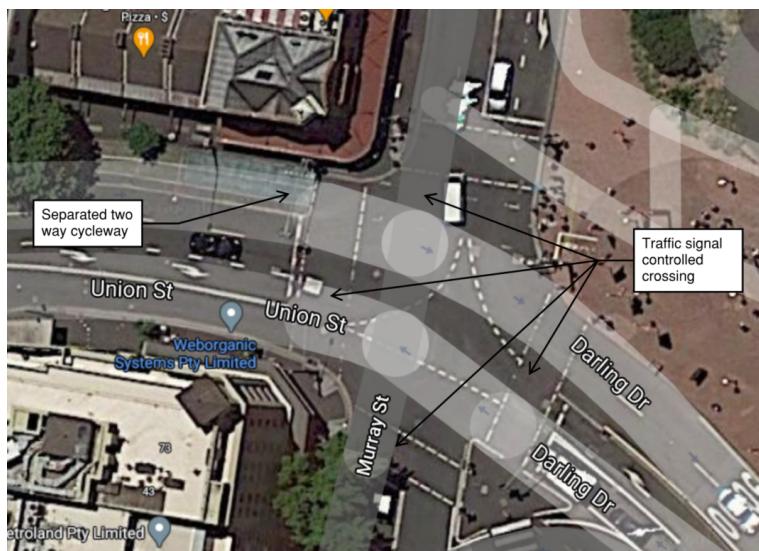
The City considers that upgrades to all pedestrian access points should include the provision for bicycle users also. This includes but is not limited to the following:

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

Response

The primary connection of this cycle route linking the two way cycleway on Union Street with the Pyrmont to CBD cycle route is a traffic controlled signalised intersection.

The Harbourside development will result in repaving the entry to Pyrmont Bridge. As such, we will explore options in future detailed design stages to create an improved east-west cycle connection at this location.

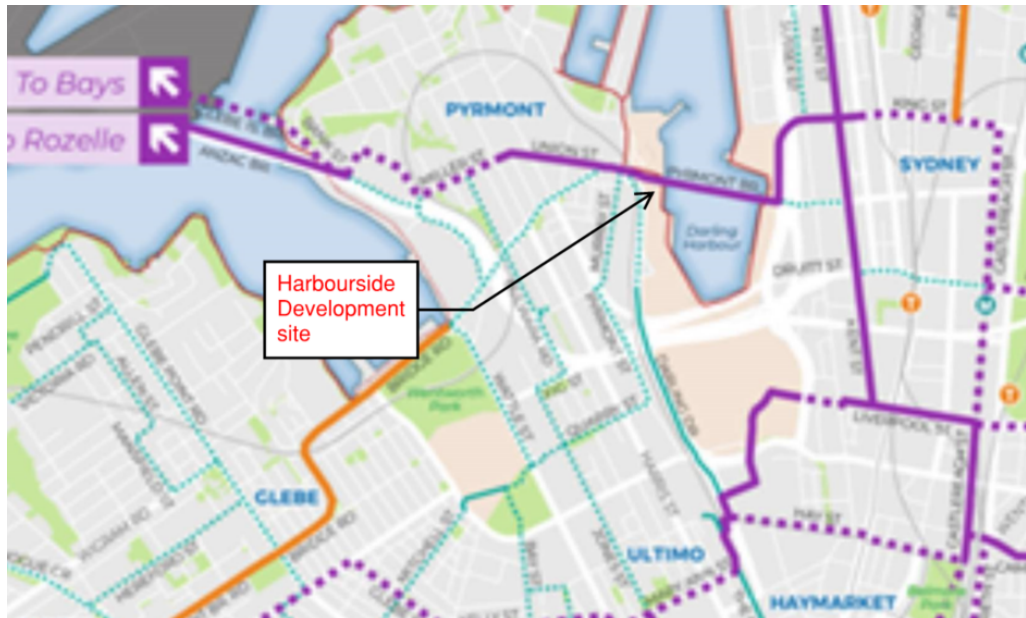


All four arms of the Pyrmont Bridge Road / Union Street intersection are controlled by traffic controls, as outlined in the image above. As such, we believe that safe connections are already in place to connect the existing Darling Drive cycleway to the Pyrmont to CBD route.

Connections to cycle routes 2-4 are located on the opposite side of Darling Harbour to that of the Harbourside development. Should any upgrades be required we believe that these should be considered by any current or future developments on that side of the harbour. The

Harbourside development cannot directly influence developments outside of its immediate area.

The image below outlines the City of Sydney strategic cycle network, which demonstrates that only Route 1 (CBD to Pyrmont) is directly located in the vicinity of the proposed Harbourside development.



Yours Sincerely,

Joe Heydon
Principal Engineer
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