

WALSH BAY ARTS AND CULTURAL PRECINCT

RESPONSE TO SUBMISSIONS

SSDA 8671

APPENDIX 3: SUPPLEMENTARY TRANSPORT REPORT

TECHNICAL NOTE

TO: Tom Kennedy

CC: Nicola Gibson

FROM: Nicole Vukic

DATE: 17 January 2018

OUR REF: N133680

RE: **Walsh Bay Arts and Cultural Precinct – Response to submissions – Traffic, transport, access and parking**

This report responds to issues raised in public and agency submissions relating to construction and operation traffic impacts of the Walsh Bay Arts and Cultural Precinct (WBACP) State Significant Development Application (SSDA) proposal. This report should be read in conjunction with the Summary of Submissions Table at Appendix 1 for other detailed responses in relation to individual submissions.

Overview of traffic issues raised in submissions

A total of 57 submissions were received from members of the public, local businesses and other non-government stakeholders. Many of these submissions raised concerns regarding potential traffic, parking and access impacts associated with the proposed development. These concerns mainly related to:

- Amenity impacts associated with an increase in construction traffic, particularly having regard to the cumulative impacts associated with other construction activity in the area
- Increased traffic arising from the proposed WBACP once it commences operation, including traffic associated with major events
- Lack of parking to accommodate the parking demands of the development as well as loss of on-street parking capacity
- Lack of adequate public transport, particularly between now and when the Sydney Metro station at Barangaroo is built.

Many questioned the assessment and conclusions contained in the Traffic Impact Assessment (TIA) prepared by GTA Consultants (GTA) that accompanied the WBACP project Environmental Impact Statement (EIS), particularly the validity of traffic and parking surveys. TMG Developments (Pier One Harbour Hotel) commissioned traffic consultant, McLaren Traffic Engineering, to review the TIA. McLaren Traffic provided a detailed report, the conclusion of which was as follows:

The assessment provided within the GTA reports in regards to the parking impact of the proposed development of the WBACP is inadequate due to the scale and nature of the proposal. No weight can be given to the provided analysis due to the lack of sufficient supporting information and lack of significant impact analysis which has all contributed to an inadequate assessment of

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the parking impacts of the proposal, which undoubtedly will lead to intolerable parking congestions within the Walsh Bay Precinct.

A number of government agencies raised issues in relation to traffic, access and parking. The Department of Planning and Environment (DPE) requested that further detailed information be provided to respond the traffic, transport, access and parking issues raised in submissions. It specifically requested further information on construction traffic, including details on the cumulative impact of construction in the area and its impact on the road network. In terms of operation, it requested further information on the following:

- The peak operating scenario and the key modelling assumptions/ patron inputs for this scenario
- An assessment of traffic generated by each scenario on the level of service of key intersections to support conclusions regarding operational traffic impact on the capacity of the surrounding road network
- The current level of service experienced by traffic on Hickson Road during peak times and the traffic volume at which it would reach its operational capacity
- Opportunities to providing coach/ bus shuttle pick-up and drop-off services.

DPE requested that consultation be undertaken with Transport for NSW (TfNSW) to determine the appropriate proportion of trips for various modes of transport. It also requested that consideration be given to undertaking additional surveys of users of the existing site (or similar facilities elsewhere) in this regard and provide sufficient justification in the event the surveys are not completed. TfNSW similarly requested that such surveys be undertaken and that the results be used to quantify any impacts associated with point-to-point (ride share) services.

In its submission, TfNSW recommended that a number of conditions be imposed to address construction and operational traffic issues. In general, these require that the applicant:

- Prepare Event Specific Traffic Management Plans and Operational Traffic Management Plans
- Investigate opportunities for coach pick up and drop off facilities
- Prepare a service and loading dock management plan to minimise impact on the general traffic and bus operation within the CBD
- Prepare a Construction Pedestrian Transport Management Plan (CPTMP)
- Prepare a detailed Green Travel Plan by proposing measures to increase the mode share of walking and cycling to the site.

The applicant would be required to consult with (as relevant) the Sydney Coordination Office within TfNSW, City of Sydney Council (Council), Roads and Maritime Services, and Sydney Metro in undertaking the above matters.

TfNSW raised concern that the proposed work zone is positioned after the Hickson Road/ Pottinger Street roundabout and that the route path to follow Hickson Road onto George Street is too narrow for heavy rigid vehicle movements and creates potential conflicts with cyclists and general traffic. TfNSW requested that the applicant consult with the Sydney Coordination Office within TfNSW with regard to the location of the proposed work zone.

Roads and Maritime Services asked that the applicant be required to prepare a Construction Pedestrian and Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control and that this should be submitted to

Council, TfNSW Sydney Coordination Office and Roads and Maritime prior to the issue of a Construction Certificate.

Council raised the following issues in its submission in relation to transport:

- The approval of the City's Pedestrian Cycling and Traffic Calming Committee is required for any changes for street parking restrictions.
- Due to site constraints and difficulty in accommodating Medium Rigid Vehicles (MRV), all loading and unloading should be undertaken outside of scheduled event times and peak attendance periods, with service vehicles no larger than an MRV.
- 35 bicycle spaces are to be provided on site with an additional 40 bicycle spaces to be provided within the Wharf 4/5 Shore Sheds. It is noted however that the drawings do not appear to show the additional 40 bicycle spaces in the Shore Sheds. Staff bicycle parking should be provided according to the security level B as specified in Australian Standard AS 2890.3:2015.

Response

Overview

The northern CBD is undergoing a significant transformation. This previously under-developed part of the city is now experiencing change at a rapid rate. The Barangaroo development has been the catalyst for this shift and will continue to drive the transformation of the northern CBD for some years to come. Along with the significant construction activity that is occurring, more people are working in the area and more people are visiting the area.

Until recently, it could reasonably be expected that visitors could drive to parts of the northern CBD and find an on-street parking space relatively easily. This is now changing, with on-street parking becoming increasingly scarce. As a result, the way in which people are accessing the area is also changing as people come to realise that, like the rest of the Sydney CBD, access to the area using public transport is a more viable alternative to driving a private vehicle.

This transformation will become even more significant for the northern CBD as the Barangaroo development front moves northward and the new Sydney Metro station is constructed.

Walsh Bay is an integral part of the Sydney CBD. Its special heritage character, its proximity to the harbour and its strategic location near other iconic Sydney landmarks provide the ideal conditions for the creation of a unique destination. As Sydney continues to grow and evolve, so too will Walsh Bay.

The growth and change being seen at Barangaroo and other parts of the Sydney CBD will inevitably impact on Walsh Bay, regardless of the WBACP project. In other words, over time the ability to drive a private vehicle and park at Walsh Bay will become unviable as is the case in other parts of the CBD.

With this in mind, further studies and surveys on current usage patterns at Walsh Bay are unlikely to provide a valid basis for extrapolation into the future. Instead, it is argued that a sustainable approach to transport provision at Walsh Bay needs to be adopted. The Green Travel Plan provided with the EIS (and included again with this submission) clearly sets out a sustainable strategy for managing the transport demand arising from the WBACP development. The reality is

that it is not possible to provide for additional parking as part of the WBACP development. However, this is considered entirely consistent with the approach taken for other developments in the CBD where it is not expected that on-site parking would be provided.

Sydney is a global city and continued reliance on private vehicles to access the city and its services is no longer tenable. This is acknowledged in the NSW Government's Sydney City Centre Access Strategy which focusses on significantly improving public transport as well as pedestrian and cycling facilities:

The Sydney City Centre Access Strategy will deliver a fully integrated transport network in Sydney's city centre that puts the customer first and meets the growing transport task. It will mean more people use public transport to access the city centre and it will change the way people move around within it. (p.2)

It is acknowledged that inevitably there will be some traffic and parking impacts associated with the WBACP project, which are assessed in the updated Traffic Impact Assessment and updated Construction Pedestrian and Traffic Management Plan (CPTMP) provided at Appendices 4 and 5, respectively. However, it is considered that the traffic and transport management and mitigation measures identified, along with the Green Travel Plan, will ensure that any impacts are within acceptable and reasonable limits.

Detailed issues raised in submissions

Responses to detailed matters arising in submissions are provided below.

Construction traffic

Cumulative impact

As noted above, an updated CPTMP is provided at Appendix 5. The construction assessment has been updated based on the most recent available information for the construction traffic volumes generated by surrounding developments (based on traffic volumes provided in the Arup report, dated 18 October 2017).

There are currently a number of significant developments under construction within the immediate local area, notably:

- CBD and South East Light Rail (CSELR)
- Sydney Metro
- Barangaroo precinct redevelopment, specifically the C1 building.

Traffic volumes for these developments were assessed in the 2017 Arup Report. Having regard to the assessment in the 2017 Arup report, the updated CPTMP indicates that the cumulative traffic impacts of the various work sites, with the addition of the WBACP, would not result in adverse impacts to the surrounding local area given that peak activities would mostly occur outside road network peak periods and given the low volume of construction vehicles anticipated for the development.

It should be noted that the light rail project is expected to be operational by early 2019, largely preceding the majority of construction activity at the WBACP.

Capacity of Hickson Road and surrounding road network

With respect to the use of Hickson Road for construction vehicles, there is sufficient capacity on this road to accommodate the construction traffic generated by the proposed WBACP development. Surveys undertaken by Matrix Traffic and Transport Data for the WBACP Traffic Impact Assessment observed that Hickson Road carried a combined (two-way) traffic volume of up to about 700 vehicles per hour (observed to occur at around 6pm). A volume capacity ratio is a measure that reflects the mobility and quality of travel of a section of road. A volume capacity ratio of 1.0 indicates the road is operating at capacity. Based on a theoretical midblock capacity of 900 vehicles per lane per hour (Roads and Maritime Services, *Guide to Traffic Generating Developments*, kerbside lane with adjacent parking lane). Hickson Road is currently operating at a volume capacity ratio of 0.38, which indicates free flow conditions with unimpeded manoeuvrability (which is generally the case for volume capacity ratios up to 0.6). The surveys indicate that at times when shows are finishing, and people are likely to be leaving the car parks, the traffic volumes along Hickson Road are lower than at the peak time of 6pm. Therefore, there is sufficient spare capacity on the surrounding road network to accommodate the anticipated increase in both construction and operational traffic along Hickson Road.

The traffic attributable to the construction activities contributes less than one per cent of additional traffic along Hickson Road based on existing daily traffic volumes.

In relation to intersections, in its 2017 report Arup undertook LinSig modelling for intersections around Barangaroo in a forecast AM peak hour. Excluding the potential WBACP traffic, the most constrained intersection modelled was Hickson Road/ Napoleon Street, which would operate at a level of service E with all development approved. Other intersections modelled operate at a level of service C or better (refer **Error! Reference source not found.** in updated CPTMP at Appendix 5). A level of service E is indicative of an intersection approaching capacity. Subsequently, a modified layout for the Hickson Road and Napoleon Street intersection was developed and has been approved.

As a final comment, it is noted that the existing tenancies of the WBACP will be unoccupied during construction. Therefore, the existing traffic volumes generated by the current operation of the site will reduce the overall demand on the surrounding road network and the level of service of key intersections will not be significantly impacted by the proposed works.

Construction traffic surveys

With respect to surveys undertaken for construction traffic, the August 2016 traffic surveys are considered sufficiently recent and relevant for this assessment. The level of construction activities that occurred during the survey period are appropriate for providing a suitable base traffic level. Construction traffic volumes for surrounding developments are likely to vary significantly at various stages between 2016 and the completion of the proposed WBACP development. Therefore, it is difficult to select a "typical" traffic volume period.

Construction Loading Zone

The Applicant has met with TfNSW and the Sydney Coordination Office in relation to this issue. Given site constraints the Applicant is seeking the provision of two construction works zones to assist in managing construction vehicle traffic. Goods cannot be delivered to Pier 2/3 via the internal apron adjacent the shore shed as there is an existing stair and ramp in this location that obstructs the transfer of large goods. Access to Pier 2/3 for goods deliveries must enter the site through the

entrance adjacent the roundabout or via the eastern apron. An eastern construction works zone would assist in providing direct access for delivery of goods for Pier 2/3 and prevent the need for these goods to be transported along the footpath of Hickson Road from the western construction works zone. The Applicant commits to liaising with the Sydney Coordination Office in the development of the CPTMP prior to construction.

Operational traffic impacts

Impact on road network

As noted above, surveys indicate that there is sufficient spare capacity on Hickson Road and the surrounding road network to accommodate the anticipated increase in traffic.

A sensitivity test has been carried out to assess the trip generation for each scenario (as identified in the EIS) assuming a 30 per cent mode share to car (in accordance with Journey to Work mode split). The volume capacity ratios for each scenario for this sensitivity test were calculated to be:

- 0.74 for the everyday and event scenarios and 0.76 for the peak scenario, which is considered stable flow conditions with somewhat more restrictions on mid-block lane changes and manoeuvrability
- 0.97 for the cumulative scenario, which is approaching capacity and indicates flow conditions with substantial intersection approach delays and low average speed.

Therefore, there is capacity on Hickson Road to accommodate the everyday, event and peak scenarios. As specified by the Applicant, the cumulative scenario is a highly unlikely occurrence. In the unlikely event that the cumulative scenario is planned for the WBACP, traffic and travel mode choice would be managed to prevent congestion from occurring on Hickson Road and the surrounding road network.

It should be noted that there was an error in the calculation for the existing daily traffic volumes on Hickson Road and the TIA has been updated to reflect the correct number.

Traffic during capacity events

The source of the population and patronage data is based on the proposed capacity of the WBACP venues and spaces. The scenarios developed based are on the highest population present within the precinct at any one time.

It is rare that large events would occur concurrently for all venues within the Walsh Bay Precinct. It should be noted that the SSDA is only seeking approval for the existing Sydney Writers' Festival and Biennale, which are existing events and is not seeking approval for any other events, outdoor festivals or the like. Should activities in the precinct occur concurrently, due to the CBD location and the modes of travel available to the site it would be expected that people would travel by public transport and point-to-point options.

It is to be noted that the proposed WBACP development does not only include the development of performance spaces. Therefore, the varying uses would have different peak times for access to and from the site, which will spread the traffic generated by the site. For this reason, the cumulative scenario represents a very worst-case, with the total number of people accessing the site in this scenario assumed to be arriving/ leaving within a condensed period, which is highly unlikely.

Surveys

Parking surveys

The survey scope used to support the GTA reports was intended to assess a typical (everyday) demand for the precinct. The extent of the investigation of parking demand and occupancy is considered appropriate for the parking assessment carried out.

The traffic survey periods were selected to provide a typical week. Parking survey dates were selected to coincide with shows at Roslyn Packer Theatre and Sydney Theatre Company (STC). The parking assessment considered STC's events and classes during a typical period. The survey days were scheduled to capture shows at STC and classes in Wharf 4/5.

On 27 and 31 August 2016, the events within the precinct attracted the following numbers:

- Sydney Theatre Company: 1,092 people
- Roslyn Packer Theatre: 2,369 people.

The survey scope was not intended to assess precinct-wide events, particularly having regard to the fact that the SSDA is only seeking approval for the existing Sydney Writers' Festival and Biennale and is not seeking approval for any other events, outdoor festivals or the like. During the study period the occurrence of large events and periods of the precinct being at full capacity was rare (if it occurred at all). High levels of patronage associated with existing large events (such as Sydney Writers' Festival and Biennale) are existing events and would not be further increased under the proposal. Therefore, it is not required to assess the parking arrangements and such events would operate under event-specific Traffic Management Plans as stated in GTA's TIA.

In relation to Pier One Sydney Harbour Hotel, the survey periods were selected to capture the peaks for the existing use of the WBACP to assess the proposed development and are not required to consider the peak periods and uses for Pier One. The survey periods were selected to provide an assessment of a typical day and large events at Pier One were not considered. It is rare that large events would occur concurrently for all venues within the Walsh Bay Precinct (including Pier One). Should events occur concurrently, due to the CBD location and the modes of travel available to the site it would be expected that people would travel by public transport and point-to-point options.

Pier One was considered in the cumulative scenario assessment. However, this scenario is considered highly unlikely to occur.

Although events at the hotel may not have been captured in the survey period, the primary use of Pier One is for the hotel, which generally results in long term parking requirements. Parking along Hickson Road is time-restricted and on-street public parking is not intended to meet the longer-term parking demand generated by the hotel.

Point-to-point travel surveys

The need for additional surveys to better understand the use of point-to-point transport was discussed at a meeting held with TfNSW on 5 December 2017. Surveys were carried out for Pier 2/3 and Wharf 4/5 for the following periods:

- Friday 25 August 2017 between 5:30pm and 9pm
- Saturday 2 September 2017 between 6:30pm and 9:30pm.

The survey during these periods was intended to capture the following elements:

- To obtain an understanding of the portion of patrons arriving to the site by kerbside drop-off (point-to-point mode share) the arrival mode of the pedestrians surveyed
- Direction of approaching pedestrians to the entrances of Pier 2/3 and Wharf 4/5
- Arrival time of patrons in 15-minute intervals.

Data obtained from the venues indicates the following event capacities during the survey periods:

- Friday 25 August:
 - Wharf 4/5 had 316 people attend performances
 - Roslyn Packer Theatre had no performances
- Saturday 2 September:
 - Wharf 4/5 had 325 people attend performances
 - Roslyn Packer Theatre had 387 people attend performances.

The survey was not conducted at the Roslyn Packer Theatre on the Friday, since there was no scheduled event on that day.

During the three-hour period on the Saturday, a total of 504 pedestrian movements were recorded into and out of Wharf 4/5, similarly a total of 101 and 723 pedestrian movements were recorded into and out of Pier 2/3 and Roslyn Packer Theatre, respectively. The peak period at Wharf 4/5 and Pier 2/3 was recorded between 7pm and 8pm with 328 and 35 total movements per hour, respectively.

During the 3.5-hour period on the Friday, a total of 892 and 537 pedestrian movements were recorded in and out of Wharf 4/5 and Pier 2/3, respectively. The peak pedestrian movements at Wharf 4/5 was observed to occur between 7:15pm and 8:15pm, with 304 pedestrian movements per hour. The peak pedestrian movements for Pier 2/3 were observed to occur between 7:30pm and 8:30pm, with 230 pedestrian movements per hour.

Of the pedestrians accessing the venues during the survey periods, the proportion of people dropped off or picked up kerbside by a vehicle other than a taxi, was observed to be between six and 12 per cent. Based on the survey findings, the TIA assumes that 12 per cent of people arriving at the site use point-to-point transport. The higher rate was selected to provide an assessment that considers the most vehicles entering the surrounding road network and determine the kerbside pick-up and set-down requirements for the proposed development. Considering the growth in point-to-point travel modes and the provision of zero additional parking, it is assumed that the main mode shift to point-to-point travel will be from private vehicle use.

To accommodate the estimated pick-up and set-down activity for the proposed development and to address concerns raised by TfNSW during the meeting held on 5 December 2017, the Applicant is proposing that six additional short-stay kerbside spaces be provided for on Hickson Road. The recommended changes to kerbside allocation require submission to and approval from City of Sydney Council's Traffic Committee.

Access to the site and mode of travel

Public transport

The development of the Metro at Barangaroo will provide significantly improved public transport connectivity to the WBACP site. The Metro station will be within an 800-metre walking distance to the WBACP site, which is the generally accepted catchment for public transport accessibility and

means that the station will provide a suitable public transport service to support the proposed development at WBACP once completed.

However, it is acknowledged that submitters are concerned regarding access to the site during the period between opening of the WBACP and the operation of the Metro in 2024.

Given the site is within a CBD location, it is reasonably expected that people would plan their journeys and travel by other modes of transport to private vehicle and would be willing to have a walking component to their journey using existing public transport services in the interim to the opening of the Metro. The distance between the WBACP and Circular Quay ferry terminals is 1.05 kilometres (with stairs, about 14-minute walk) to 1.5 kilometres (without stairs, about 21-minute walk) and Wynyard Station is 1.4 kilometres (with stairs, about 19-minute walk) to 1.6 kilometres (without stairs, about 22-minute walk), measured from the centre of the origin and destination, via the most direct walking routes.

There are three existing bus routes (each with frequencies of 10 to 15 minutes during peaks and 15 to 45 minutes during off-peak) that interchange at Town Hall Station and can be accessed via Wynyard Walk to interchange with Wynyard Station, providing an alternative to walking from these two transport interchanges. Additionally, point-to-point travel modes may be used to access destinations located greater than 800 metres (based on the catchment in Service Planning Guidelines for Metropolitan Sydney) from frequent public transport services. This enables patrons of the WBACP to use public transport from more far reaching origins within the Sydney metropolitan area.

It should be noted that the details of the objectives and plans for Hickson Road as a 'planned city centre key bus corridor' are unknown at this stage. However, the key bus corridors will be progressively improved to provide more direct routes and rationalised stops to improve bus travel times and reliability.

The proposal does not include additional parking, which is consistent with the current operation of the site and generally accepted for CBD locations (refer to discussion in operational traffic impacts above). As the demand for parking within the WBACP continually exceeds supply people will be required to use alternative modes of travel. Travel advice will be provided at the ticketing phase in accordance with the Green Travel Plan submitted as part of the application. Any existing paid parking incentives connected with ticketing for events would not be carried forward as part of the proposed development.

Point-to-point transport

It is anticipated that many people will access the site using point-to-point transport. The growth of ride share/ point to point travel (including Uber) is exponential. In April 2017, NewsCorp reported that 14 per cent of Sydney's residents had booked a ride share service in the preceding three months (source: <https://www.perthnow.com.au/news/wa/uber-is-more-popular-than-taxis-in-perth-ng-7d5d815579919da2b1eeec264b437ef0>, accessed 9 January 2018). Across Australia, 3.8 million Uber trips were recorded in one month (early 2017), which equated to more than double the number of Uber trips recorded (1.5 million) in the corresponding period in the previous year (early 2016). Based on the trend of changing travel behaviour in the Sydney metropolitan area, this substantial growth is expected to continue in the future, reducing the reliance on private vehicles and the need for more parking. This increasing trend in point to point travel is likely to translate to the way patrons travel to the WBACP.

Shuttle service

The Applicant has met with TfNSW regarding the provision of a shuttle pick-up and drop-off for the project. TfNSW is not supportive of a such a service given the project's location and access to existing public transport infrastructure. The TIA notes that there is existing capacity within both the public transport and road and parking infrastructure to service the development. The commitment by the Applicant to development and ongoing review of the project Green Travel Plan will further assist in reducing the number of private vehicle trips to the site.

Nevertheless, the Applicant commits to a review of the operational impacts of traffic from the development 12 months post operation. This review will be captured in the Operational Traffic Management Plan and consultation with TfNSW will be undertaken in relation to any augmentation of public transport services required for the development should a need be identified.

The Applicant maintains that the population projections for the WBACP are largely an intensification of existing uses within the site. As such the Applicant considers that the Pier 2/3 Function Space will provide the most distinct population difference compared to the existing development and will undertake a trial ferry shuttle service for the Pier 2/3 function space from Circular Quay to the site. The trial will be undertaken on maximum capacity (or near to maximum capacity events) and the results of the trial will be discussed with TfNSW and Council to determine whether provision of such a service should continue for particular events in the period during which the Metro is under construction.

Additionally, the Applicant notes that the maximum capacity of the Pier 2/3 function space has been reduced from 1,300 to 1,000 patrons which will further reduce the transport demand of this facility.

Car parking

Some submissions questioned the validity of the parking assessment.

The period between 8pm and 8:30pm is considered to represent a reasonable peak for parking that is relevant to this SSDA as this is when people are attending shows, events and other functions/activities within the precinct

All car parks assessed are considered to be within reasonable walking distance to the venues within the precinct. The measured walking distance between the Pier 2/3 entry and Bond Store 1 car park is about 370 metres (equating to about a five-minute walk) and the measured walking distance between the Pier 2/3 entry and Barangaroo Point car park is about 460 metres (equating to about a 6.5-minute walk). The walking distance is based on the proposed entry points for the venues and does not consider the far extents of Pier 2/3, which will not have a major pedestrian access.

The Barangaroo Reserve commercial car park is less likely to be used for the everyday scenario, with the parking areas closer to the venues used more frequently. The period of 8pm to 8:30pm is considered a reasonable peak for the precinct and its events that are the subject of this SSDA.

Given the site is within a CBD location, it is reasonably expected that people would plan their journeys and would be willing to have a walking component to their journey. People do not generally drive into the CBD expecting to easily find a parking space right next to their destination.

Additionally, the proposal does not include additional parking, which is consistent with the current operation of the site and generally accepted for CBD locations.

Major events such as Biennale and Sydney Writers' Festival are existing events and would not experience increased parking demand compared to current operations.

In relation to the submission from TMG Developments (Pier One) it is understood that Pier One is seeking more dedicated off-street parking in the area to meet the parking demands from its development.

Parking for Pier One during events would not be compromised compared with major events that are already held within the Walsh Bay Precinct (for example Biennale and Sydney Writers' Festival).

Loading dock

The Applicant has committed to preparing a Logistics Management Plan in the Appendix 10-Operational Plan of Management of the project EIS.

The Applicant has no objection to developing this plan in consultation with TfNSW and Roads and Maritime Services.

As the building is a heritage structure, no external modifications will be undertaken to retrofit loading dock facilities to meet the relevant Australian Standard. Nevertheless, the proposed loading dock has only a minor variance to the Australian Standards whereby the existing apron is generally 5.8 metres wide, compared with a requirement of 6.2 metres for two medium rigid (8.8-metre) vehicles to pass. The 5.8-metre width would allow for two small rigid (6.4 metres) vehicles to pass each other, with some localised constraints where services are located. Any passing movements would need to be undertaken with one vehicle parked hard up against the building or edge of the wharf and the other vehicle would be required to pass at low speed. This issue could be mitigated by ensuring that only one vehicle accesses the apron at any given time and during the detailed design phase, appropriate passing bay locations are identified to provide safe passing opportunities for instances when two vehicles are required to pass each other.

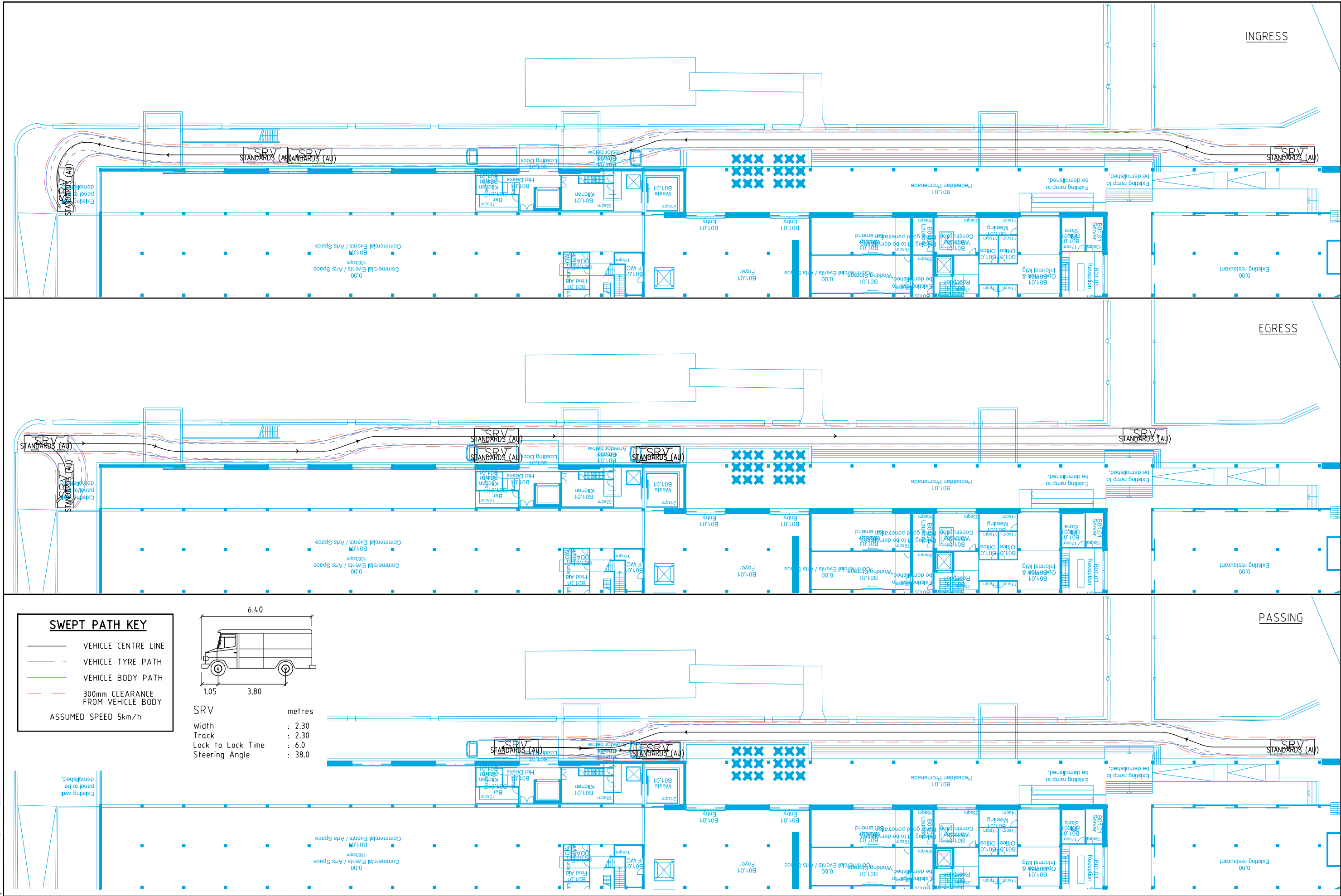
Swept paths have been undertaken and are provided at Attachment A of this report. The Applicant considers that no additional infrastructure works are required to the loading dock areas for the project.

Given the above, the Applicant considers that the Logistics Management Plan should be prepared prior to occupation and not prior to construction as requested. The Logistics Management Plan will require significant input from tenants who will be developing operational plans for the site during the construction period.

Attachment A

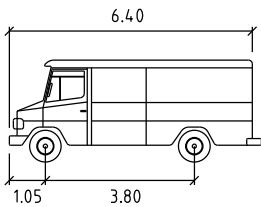
Loading dock swept path analysis

DRAFT



SWEPT PATH KEY

- VEHICLE CENTRE LINE
- - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- - 300mm CLEARANCE FROM VEHICLE BODY
- ASSUMED SPEED 5km/h



SRV metres
Width : 2.30
Track : 2.30
Lock to Lock Time : 6.0
Steering Angle : 38.0



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PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

DESIGNED
W. ZHENG

DESIGN CHECK
H. OBERMAIER

APPROVED BY
N. VUKIC

DATE ISSUED
18 JANUARY 2018

SCALE
A3



CAD FILE NO.
N133680-02-P1.dgn

WALSH BAY ARTS AND CULTURAL PRECINCT
PIER 02
LOADING DOCK
SWEPT PATH ASSESSMENT

DRAWING NO. N133680-02-01

SHEET 01 OF 01

ISSUE P1