



Mr Cameron Sargent  
Team Leader  
Key Sites Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention:** Andrew Hartcher

Dear Mr Sargent

**Walsh Bay Arts and Cultural Precinct (SSD 8671) - Notice of Exhibition  
Lot 11 DP 1138931 (Pier 2/3) and Lot 65 DP 1048377  
(Wharf 4/5 and Wharf 4/5 Shore Sheds), Walsh Bay**

Thank you for your letter dated 20 October 2017, requesting Transport for NSW (TfNSW) review and comment on the above. It should be noted that Roads and Maritime Services will be providing a separate submission on the proposal.

Key comments are provided below and the remaining comments are provided in **TAB A**:

**Event Specific and Operational Traffic Management**

Comment

Section 7.1 of the Transport Impact Assessment (Transport Report) states that the event specific traffic management plans would be developed and approved in consultation with TfNSW, Roads and Maritime Services, the Transport Management Centre and the Sydney Coordination Office.

Recommendation

It is requested that the applicant be conditioned to prepare Event Specific Traffic Management Plans and Operational Traffic Management Plans in consultation with the Sydney Coordination Office within TfNSW and Roads and Maritime Services, prior to the issue of the occupation certificate.

**Service and Loading Dock Management**

Comment

Section 6.2 of the Transport Report states the following:

- The proposed land uses in the site are expected to be accessed by up to eight (8) SRVs, eight (8) MRVs and four (4) Small Service Vehicles (SSV) on a typical weekday and weekend from 7am to 10pm;
- It is anticipated that between the new loading dock on Pier 2/3, the existing loading dock on Wharf 4/5 and the on-street loading provisions, there will be adequate loading capacity to cater for the demands generated by the additional uses; and
- A loading dock management system would be implemented to ensure efficient use of the available space.

It is advised that:

- Any incidents in the service and loading dock area would have the potential to cause queuing on Hickson Road. Therefore, these incidents need to be managed to minimise the impact on the general traffic and bus operation with the CBD;
- The applicant should not rely on the kerbside restrictions to conduct their business activities;
- The development should cater for all loading and servicing to be conducted on-site; and
- Kerbside restrictions are set to suit the wider community needs and are constantly subject to change based on road network requirements.

### Recommendation

It is requested that the applicant be conditioned to prepare a service and loading dock management plan, in consultation with the Sydney Coordination Office within TfNSW, to minimise impact on the general traffic and bus operation within the CBD. The management plan needs to include, but not to be limited to, the following:

- Confirm that the vehicle access and circulation areas are designed in accordance with the relevant Australian Standards, including for loading dock areas;
- Plans that show swept paths of the vehicles including simultaneous ingress and egress to the service and loading dock and location of passing bays; and
- Details of any infrastructure works required to support the service and loading operations of the development.

It is also requested that the applicant submit a copy of the final plans to the Coordinator General, Sydney Coordination Office for endorsement, prior to the issue of any construction certificate.

### **Construction Pedestrian and Traffic Management**

#### Comment

TfNSW has reviewed the draft Construction Pedestrian and Traffic Management Plan (CPTMP) for the proposal and advises the following:

- Several construction projects, including the Sydney Light Rail Project and Sydney Metro are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods;
- It is noted that the proposed work zone is positioned after the Hickson Road/Pottinger Street roundabout. TfNSW advises 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 requests that the applicant consults with the Sydney Coordination Office within TfNSW with regards to the location of the proposed work zone and documents the outcome in the Response to Submissions;
- It is noted that any works zone established outside the site will have an impact on Transit Stop Number (TSN) 2000129 'Wharf Theatres, Hickson Road, Dawes Point'. Any changes in positioning of the dedicated TSN on Hickson Road will need to be coordinated with the Sydney Coordination Office within TfNSW and State Transit Authority;
- As the draft CPTMP indicates that construction workers will have no onsite parking available, TfNSW recommends storage facilities, for tools/equipment, is provided onsite to

encourage workers to utilise active/public transport to the site.

### Recommendation

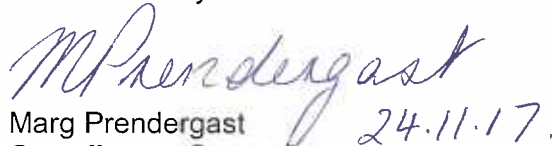
TfNSW requests that the applicant be conditioned to the following:

- TfNSW requests that the applicant be conditioned to prepare a Construction Pedestrian Transport Management Plan (CPTMP), in consultation with Sydney Coordination Office within TfNSW and Sydney Metro Delivery Office. The CPTMP needs to specify, but not to be limited to, the following:
  - Location of the proposed work zone;
  - Haulage routes;
  - Construction vehicle access arrangements;
  - Proposed construction hours;
  - Estimated number of construction vehicle movements;
  - Construction program;
  - Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
  - Cumulative construction impacts of projects including Sydney Light Rail Project and Sydney Metro. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network; and
  - Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.
- Submit a copy of the final plan to the City of Sydney, prior to the commencement of any works on site.

TfNSW requests that the applicant consults with the Sydney Coordination Office within TfNSW in relation to the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 0439 489 298.

Yours sincerely



Marg Prendergast  
**Coordinator General**  
**Sydney Coordination Office**

Objective Reference CD17/11760

## **TAB A – Additional Comments on the Development Application**

### **Public Transport Services**

#### Comment

It is noted that:

- Section 5.1 of the Transport Report states that Hickson Road will be a strategic bus corridor. TfNSW advises that Hickson Road is not classified as a strategic bus corridor based on the Sydney's Bus Future; and
- No information is provided in the Transport Report in relation to the additional cross harbour ferry route to Barangaroo.

#### Recommendation

TfNSW requests that the Transport Report includes the following:

- Hickson Road is classified as a 'planned city centre key bus corridor' in the Sydney City Centre Access Strategy 2013 and Sydney's Bus Future.
- TfNSW has added an additional cross harbour ferry route to Barangaroo, which has increased further services to the precinct. Details can be obtained at <https://www.nsw.gov.au/news-and-events/news/two-new-cross-harbour-ferry-routes-for-sydney/>

### **Green Travel Plan**

#### Comment

Section 5.2 of the Transport Report states the following:

- The concept plan provides 35 bicycle parking facilities on site for staff and 40 visitor bicycle parking racks within the public domain;
- Bicycle parking provision is said to meet five percent of the staff population and one percent of the visitor population; and
- End of trip facilities are provided for staff but not for visitors.

TfNSW advises that the applicant should consider a number of initiatives that would help increase the mode share of walking and cycling to the site by:

- Increasing the number of visitor and staff bicycle parking facilities;
- Provide facilities for staff and visitors in secure, convenient, accessible areas close to the main entries incorporating adequate lighting and passive surveillance and in accordance with Austroads guidelines;
- Develop proposals to encourage staff and visitors to make sustainable travel choices such as walking, cycling and using public transport;
- Installing adequate end of trip facilities for visitors; and
- Developing a wayfinding strategy (including the installation of adequate signage) and travel access guides, in particular from existing and planned public transport.

### Recommendation

TfNSW requests that the applicant be conditioned to:

- Prepare a detailed Green Travel Plan in consultation with the Sydney Coordination Office within TfNSW by proposing measures to increase the mode share of walking and cycling to the site; and
- Submit a copy of the final plan to the Coordinator General, Sydney Coordination Office for endorsement.

### **Traffic Impact Assessment**

#### Comment

The proportion of trips for each mode of transport (mode share) for this type of precinct is difficult to quantify. The transport assessment is currently based on assumptions used for the nearby Barangaroo development, which is primarily a commercial and residential precinct with different travel demand characteristics. Ideally, the proportion of trips for each mode should be estimated by undertaking surveys of the existing facility or other facilities of a similar nature.

The assessment also notes that a future Barangaroo Station will be close to the subject development. However, it is unclear whether the mode share characteristics are informed by the Barangaroo Metro Station.

It is accepted that the mode share for private vehicles will be relatively small in comparison to other modes and likely to be remote and dispersed away from the site. Nevertheless, there may be residual localised conflicts along Hickson Road associated with point to point services (including taxi and other ride sharing services) in competition with other on-street activities.

Section 7.2 of the Transport Report states the following:

- Determining the existing and anticipated proportion of pick-up and set-down activities associated with point-to-point transport (for example, Uber services) is difficult and there are limited valid methods for assessing this mode; and
- Based on the surveys carried out by GTA on Friday 25 August and Saturday 2 September the proportion of pedestrians accessing the precinct that were dropped off or picked up at the kerbside by a vehicle other than a taxi, was observed to be between six (6) and 12 percent. To assess the impact of pick-up and set-down for the proposed development, it is assumed that 12 per cent of the private vehicle trips would be picking patrons up or dropping patrons off near the Walsh Bay Arts and Cultural Precinct (WBACP).

It appears that the surveyed rates have been applied to assumptions about mode share adopted in the Barangaroo transport assessments. This is not ideal. As stated above, a bespoke survey of users should be undertaken to ascertain their travel behaviour. Results of the point to point survey could then be used to determine the likely peak demand for point to point services and potential conflicts.

### Recommendation

It is suggested that additional surveys be undertaken of users of the existing site (or similar facilities elsewhere) in consultation with the Sydney Coordination Office within TfNSW to determine the proportion of trips for various modes of transport during the preparation of Response to Submissions. These results should then be used to quantify any impacts associated with the point to point services. Any mitigation measures required to manage this aspect should be discussed with TfNSW (Sydney Coordination Office) and the City of Sydney.

Further, if the mode share characteristics in the Transport Report are informed by the Barangaroo Metro Station, it is suggested that the applicant identify how the traffic and transport impacts of the development would be managed prior to the opening of the station.

## **Coach Management**

### Comment

Section 5.4 of the Transport Report states the following:

- Demand for coach pick-up and set-down is not anticipated to increase with the proposed redevelopment; and
- An operational traffic management plan would be developed for the WBACP and would consider coach parking requirements and management of coaches to minimise impact on all other road users.

It is noted that the applicant has not considered infrastructure requirements to accommodate the arrival of coaches to the site and their potential impacts to the CBD road network and existing bus stops on Hickson Road.

### Recommendation

It is requested that the applicant be conditioned to investigate opportunities for coach pick up and drop off facilities in consultation with the Sydney Coordination Office within TfNSW and the City of Sydney Council, prior to the issue of the occupation certificate.