



**Transport
for NSW**

Mr Andy Nixey
Acting Team Leader
Key Sites Assessments
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Andrew Hartcher

Dear Mr Nixey

**Walsh Bay Arts and Cultural Precinct (SSD 8671) – Response to Submissions
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 25 January 2018, 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.

TfNSW has reviewed the applicant's response to submissions and the suggested conditions for the following are included in **TAB A** for the consideration of Department of Planning and Environment:

- Operational Traffic and Transport Management;
- Service and Loading Dock Management; and
- Construction Pedestrian and Traffic Management.

TfNSW requests that the applicant consults with the Sydney Coordination Office within TfNSW in relation to the above.

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
Transport Coordination**

Objective Reference CD18/00714

TAB A – Suggested Conditions of Consent

Operational Traffic and Transport Management

Based on the Response to Submissions, the following information is provided:

- Based on the results of the surveys undertaken within the precinct, 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. The Traffic Impact Assessment for the development assumes 12 per cent of people arriving to the site use point to point transport; and
- Based on a worst case cumulative scenario, Hickson Road may experience some operational issues if not managed appropriately. In the unlikely event that the cumulative scenario occurs for the Walsh Bay Arts and Cultural Precinct (WBACP), traffic and travel mode choice would be managed to prevent congestion from occurring on Hickson Road and the surrounding road network.

It is noted that the Response to Submissions identifies some measures to manage the potential impacts to traffic and additional demand on the public transport network.

TfNSW advises that the following plans to manage the operational traffic and transport impacts of the development, need to be prepared and implemented in consultation with the Sydney Coordination Office within TfNSW, Roads and Maritime Services, City of Sydney Council and Barangaroo Delivery Authority in addition to the measures proposed in the Response to Submissions:

- Point to Point Transport Management Plan;
- Coach Management Plan;
- Detailed Precinct Traffic and Transport Management Plan;
- Green Travel Plan;
- Shuttle Service Operation Plan; and
- Wayfinding and Signage Plan.

A draft version of the plans needs to be prepared prior to construction as some detailed design changes may be required. The opportunity for detailed design changes would be lost if identified post construction.

Suggested Conditions of Consent

The applicant shall prepare a draft version of the following plans to manage the operational traffic and transport impacts of the development in consultation with the Sydney Coordination Office within TfNSW, Roads and Maritime Services, City of Sydney Council and Barangaroo Delivery Authority, prior to the issue of any construction certificate. The final version of the plans shall be submitted to the Coordinator General, Transport Coordination, within TfNSW for endorsement and implemented by the applicant, prior to the issue of any occupation certificate:

- Point to Point Transport Management Plan - The applicant shall investigate opportunities for pick up and drop off facilities for point to point transport services for the site, including taxi and prepare a plan;
- Coach Management Plan - The applicant shall investigate opportunities for coach pick up and drop off facilities for the site and prepare a plan;

- Detailed Precinct Traffic and Transport Management Plan - The applicant shall prepare this Plan for the precinct and consider all events. The plan shall be implemented by the Precinct Manager for the development. The plan shall detail the following:
 - The proportion of trips for each mode of transport (mode share) for the precinct by undertaking surveys of the existing facility or other facilities of a similar nature for the periods prior to and post the Barangaroo Station opening, including measures to transport staff and visitors to/from the site;
 - Measures to mitigate impacts to traffic (including buses) associated with private vehicles arriving to the site, including point to point transport services and coaches;
 - The public transport and active transport infrastructure needed to manage the operation of the development; and
 - Crowd management and pedestrian safety.
- Green Travel Plan – The applicant shall prepare a Green Travel Plan to encourage travel modes other than private vehicle. The Green Travel Plan shall include a monitoring requirement in relation to the future demand for the expansion of staff and visitor bicycle parking spaces and staff end of trip facilities and provision of visitor end of trip facilities. The applicant shall deliver on any recommendations for expansion or provision of facilities from the results of the monitoring;
- Shuttle Service Operation Plan – The applicant shall design and operate any transport shuttle service/s for the development, including any trial/s. The service/s shall be operated without any impact to the operation and infrastructure of the public transport network. All costs associated with the transport shuttle service/s or trial/s will be borne by the applicant; and
- Wayfinding and Signage Plan - The applicant shall prepare and implement a wayfinding strategy and travel access guide to assist in increasing the mode share of public transport and active transport. This shall include signage to transport nodes.

The applicant shall review the above plans and measures in consultation with the Sydney Coordination Office within TfNSW, Roads and Maritime Services, City of Sydney Council and Barangaroo Delivery Authority, at 12 months following occupation and 12 months following the Barangaroo Station opening. The review is to consider whether any amendments are required to the plans to ensure the efficient and safe management of the development to mitigate any adverse impacts to traffic (including buses) or pedestrian safety, or if any additional measures are required. The findings of each review and any amendments to the plans shall be submitted to the Coordinator General, Transport Coordination, within TfNSW for endorsement, within three months following the above periods.

Service and Loading Dock Management

Comment

The Response to Submission states the following:

- 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 in the Response to Submissions. The applicant considers that no additional infrastructure works are required to the loading dock areas for the project; and
- Given the above, the applicant considers that the Logistics Management Plan should be prepared prior to occupation and not prior to construction as requested.

It is advised that:

- The proposed access arrangement to the loading dock would have the potential to impact on the operation of Hickson Road with only one vehicle accessing the apron at any given time and other vehicles waiting to be served along Hickson Road; and
- A draft Service and Loading Dock Management Plan needs to be developed prior to construction as appropriate passing bay locations may require some detailed design changes. The opportunity for detailed design changes would be lost if identified post construction.

Suggested Conditions of Consent

- The applicant shall prepare a draft Service and Loading Dock Management Plan prior to the issue of any construction certificate, in consultation with the Sydney Coordination Office within TfNSW, to minimise impact on the general traffic and bus operation within the CBD. A final version of the plan shall be submitted to the Coordinator General, Transport Coordination within TfNSW for endorsement, prior to the issue of any occupation certificate.
- All loading and service vehicles associated with the use of the premises shall be accommodated within the subject site at all times.

Construction Pedestrian and Traffic Management

Comment

The Response to Submission states the following:

- The applicant has committed to preparing a final Construction Pedestrian and Traffic Management Plan in consultation with TfNSW, Roads and Maritime Services, City of Sydney Council and Barangaroo Delivery Authority.

Suggested Condition of Consent

The applicant shall update the Construction Pedestrian and Traffic Management Plan (CPTMP), in consultation with Sydney Coordination Office and Sydney Metro Delivery Office within TfNSW. 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 works;

- Cumulative construction impacts of projects including Sydney Light Rail Project and Sydney Metro City and South West. 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.

The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination within TfNSW for endorsement, prior to the commencement of any works.

