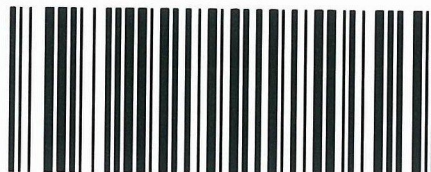




Transport
for NSW



PCU040649

Heather Warton
Director Metropolitan and Regional Projects - North
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Kate McDonald

Department of Planning
Received
11 JAN 2013
Scanning Room

Dear Ms Warton,

EXHIBITION OF MP11_0002 RESIDENTIAL BUILDINGS R8 & R9, BLOCK X BARANGAROO SOUTH.

Thank you for your letter dated 19 November 2012 inviting Transport for NSW (TfNSW) comments on the Environmental Assessment supporting documentation for the above development. Transport for NSW has reviewed the documentation and provides the following comments

Sydney Metro Corridor

TfNSW has not yet completed a technical review of the engineering report and supporting information in relation to Metro corridor protection. TfNSW review has not included consideration of the requirements for the Metro corridor. Consequently TfNSW does not endorse the plans as presented but expects that the outcomes of the technical review could be available in early 2013. However, TfNSW will continue to work with the proponent to ensure protection of the Metro corridor.

Ferry Terminal and adjacent public domain spaces

The proposal does not provide any details on how the buildings' design will interact with the adjacent public domain, specifically the ferry wharves and pedestrian linkages. The finished levels for the buildings will have a material impact on the public domain spaces as well as the design and costs for the ferry wharves. TfNSW requests that the proponent provides further details on the finished levels and relationship between the proposed buildings and public domain spaces, or alternatively provide details of when this information is likely to be submitted for approval.

Construction Traffic Impact Assessment

Works being undertaken for the Wynyard Walk project may impact on the use of Napoleon Street. The construction traffic impact assessment needs to be a cumulative impact assessment, incorporating the total impacts arising from the construction of Barangaroo Central, Wynyard Walk and other concurrent works.

Wind Impact Assessment

The wind impact assessment acknowledges that there will be wind impacts along Globe

Street that will need to be mitigated. However, there are no details provided on how these impacts will be addressed through building design and what the impacts are likely to be within the surrounding public domain. What are the possible flow on impacts on the public domain spaces, specifically on pedestrians, cyclists and vehicles? Further details on the specific wind mitigation measures that are likely to be adopted along Globe Street and comment on their efficacy are required.

Pedestrian and cycle links

The proposal does not address cycling linkages to and from the site, only on-site facilities such as parking. Cycling access and movements into/around the area need to be provided. Reference is made to a Barangaroo South Cycling Strategy. TfNSW requests that the proponent clarify the status of the strategy and who has responsibility its implementation.

The pedestrian access routes indicated are incorrect. The City walk bridge needs to be shown in the correct location as a key access point for pedestrians and cyclists, in accordance with the Director Generals Requirements.

More specific comments are provided in the attached. It is also understood that RMS will be providing a separate submission. Should you have any questions or require more information, please contact Sally Nunnerley on 8202 2305 or sally.nunnerley@transport.nsw.gov.au.

Yours Sincerely



9/1/10

Mark Ozinga
Land-use and Transport Planning Manager
Planning and Programs

CD12_21209

General comments

MP11_0002 Barangaroo South – Block X, Residential buildings R8 & R9

Doc Ref	Issue and Comment	Suggested response (if applicable)
Transport Management and Accessibility Plan (TMAP) Supplementary, Section 5.1 (Figure 4)	City Walk Bridge shown in incorrect location. Should be landing in City Walk and indicate this as a significant pedestrian access route This also needs to provide capacity for cyclists.	Amend location of City Walk Bridge. Pedestrian flows should be shown on the amended location.
Transport Management and Accessibility Plan (TMAP) Supplementary, Section 5.2	“A cycling strategy for the entire Barangaroo South site which responds to the external connections	Clarify who would be responsible for developing this strategy, and the timeframes.
	Cumulative impact of construction traffic, and impact on local streets/haulage routes and intersections	Refer to specific relevant comments
	Traffic Impact Assessment has not addressed the potential implications of Wynyard Walk works which may impact use of Napoleon Street on construction traffic/haulage routes to the north.	Refer to specific relevant comments

Specific comments
MP11_0002 Barangaroo South – Block X, Residential buildings R8 & R9

Ref /issue	Comment	Suggested response (if applicable)
EA Section 4.9 Pedestrian Circulation	<p>Section 4.9 indicates that primary pedestrian access will be via Globe Street and that retail access will be via the Foreshore Promenade.</p> <p>The Foreshore Promenade has a direct relationship to R8 and R9 and this relationship is not discussed.</p>	EA to consider how R8 and R9 would interface with the Foreshore Promenade, including height levels, promenade widths and appropriate cross-sections.
EA Section 4.9 Pedestrian Circulation	EA / TMAP assume access off Globe Street to R8 and R9. Some access will occur to the northern part of R8, which would be via the City Walk Bridge.	<p>EA / TMAP to show building entrances to R8 and R9.</p> <p>The location and landing of the City Walk Bridge should be shown to meet the DG requirements of “pedestrian and cycle access/circulation to meet the likely future demand within the precinct and connections to the external networks; particularly the City of Sydney Cycle Network.”</p>
EA Section 5.4.2 Public Domain	Section 5.4.2 refers to the waterfront interface of Residential Buildings R8 and R9. No further detail is provided on this interface.	EA to consider how R8 and R9 would interface with the Foreshore Promenade, including height levels, promenade widths and appropriate cross-sections.
EA Section 5.4.2 Public Domain	<p>The future ferry wharves are indicated to be immediately in the front of R8 and R9 in Figure 5 of the EA.</p> <p>However, this relationship is not addressed in the EA.</p>	EA to consider how R8 and R9 would interface with the future ferry wharves.
Transport Management and Accessibility Plan (TMAP) Supplementary, Section 3.3.3 (Figure 3)	Traffic distribution is shown as being inbound via the Napoleon Street intersection with Sussex / Hickson, however the Barangaroo leg of the intersection is exit only from a basement car park (as shown in Figure 2 of the TMAP).	Amend Figure 3 to show correct traffic entry points into Barangaroo.

Ref /issue	Comment	Suggested response (if applicable)
Transport Management and Accessibility Plan (TMAP) Supplementary, Section 6.1.1	<p>This section indicates the potential for a new Barangaroo Wharf Ferry terminal adjacent to the R8 and R9 residential buildings has the potential bring additional ferry services and routes, contributing to an to increase ferry mode share.</p> <p>However, the relationship between the Ferry Wharf and the R8 and R9 residential buildings is not addressed.</p>	TMAP to include how R8 and R9 would interface with the future ferry wharves.
Construction Traffic Management Plan (CTMP)	The CTMP has not considered the cumulative traffic generation and impacts associated with the construction of the Barangaroo Central – Waterfront Promenade and Interim Public Domain Works (on exhibition at same time).	Revise assessments to consider cumulative impact of all developments under construction during the same period (and incorporate into combined construction programs).
Wind Impact Assessment for: Barangaroo South Buidlings R8 & R9	CPP wind analysis suggests wind issues along Globe Street that will need to be mitigated. What wind mitigation is required intrinsic to the building fabric? What public domain wind mitigation is required and how will the public (pedestrian, cyclist, vehicular) flows be accommodated given constraints imposed by the required vertical mitigation elements?	Further detail is required with regards to wind mitigation along Globe Street and how pedestrian, cyclist and vehicular flows will be accommodated subject to the wind mitigation.



Ms Heather Warton
Director, Metropolitan and Regional Projects North
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Attention: Kate McDonald

Dear Ms Warton

**EXHIBITION OF SSD12-5374 BARANGAROO CENTRAL WATERFRONT
PROMENADE AND INTERIM PUBLIC DOMAIN, BARANGAROO CENTRAL**

Thank you for your letter received 21 November 2012 inviting comments on the above Development Application and supporting documentation. Transport for NSW has reviewed the documents and has identified a number of issues that need to be addressed. It is understood that Roads and Maritime (RMS) has provided a separate submission. TfNSW comments are below:

- The Barangaroo Central Transport Impact Assessment has been based primarily around the *Barangaroo Integrated Transport Plan*. Whilst this document is relevant, it is primarily focussed on addressing the needs of Barangaroo South, a mixed use development. Barangaroo Central is different in that it is a recreation and leisure destination.
- The Transport Assessment has utilised the Journey to Work (JTW) mode splits adopted for Barangaroo South. This is inappropriate to a precinct that is primarily focussed on recreational uses and special events. TfNSW requests that the proponent prepare a revised Transport Impact Assessment utilising appropriate mode splits that have been derived using experience from similar venues. It is suggested that this information could be derived through consultation with the Transport Management Centre, Centennial Park and Moore Park Trust, Sydney Olympic Park Authority and City of Sydney.
- The assessment does not adequately evaluate strategic links for pedestrians and cyclists connecting Barangaroo Central, either via street connections or bridge connections to the CBD and surrounding development. TfNSW requests that the proponent identify any at grade connections or bridges into Barangaroo Central (including any bridge landing areas).
- The documentation does not address the requirements and needs of cyclists. TfNSW recognises that the intention is for a shared pedestrian and cycleway along the water front promenade. However, no assessment is provided on whether the footpath widths provide appropriate capacity and potential conflict between pedestrians and cyclists are manageable, particularly in high traffic areas.
- The Construction Traffic Impact Assessment has not addressed the potential implications of Wynyard Walk works which may impact on the use of Napoleon

Street for construction traffic/haulage routes to the north.

More specific comments are provided in the attached table. Should you have any questions regarding this matter, please contact Sally Nunnerley on 8202 2305 or sally.nunnerley@transport.nsw.gov.au

Yours sincerely

A handwritten signature in blue ink, appearing to be 'M Ozinga', enclosed within a circular scribble.

9/11/13

Mark Ozinga
**Manager, Land Use and Transport Planning
Planning and Programs**

CD12/21190

General comments

SSD12-5374 Barangaroo Central Promenade and Interim Public Domain Works

Doc Ref	Issue and Comment	Suggested response (if applicable)
Traffic Impact Assessment Section 3.6	This document is utilising Journey to Work mode splits which are not appropriate for the recreational usage of Barangaroo Central.	Recommend consultation with below organisations to obtain more accurate travel mode split data: <ul style="list-style-type: none"> • TfNSW • City of Sydney • Traffic Management Centre • Centennial Park and Moore Park Trust • Sydney Olympic Park Authority

Specific comments

SSD12-5374 Barangaroo Central Promenade and Interim Public Domain Works

Ref /issue	Comment	Suggested response (if applicable)
Strategic cycling requirements Section 6.9 of the EIS	<p>DG Requirements are to: identifies pedestrian/cycle connections required to service the precinct, taking into consideration connections to external networks.</p> <p>While strategic links are shown in <i>Appendix 1: Plans</i> (pages 5, 6, 7) the implications of these are not adequately addressed in Section 6.9 of the EIS.</p> <p>In <i>Appendix 15: Traffic Impact Assessment</i> (6.4 Pedestrian Linkages and cyclists) bicycle links are shown from the <i>Barangaroo Integrated Transport Plan</i>, however this document primarily relates to Barangaroo South.</p>	<p>The DA and supporting documents do not adequately show how the strategic links would connect to Barangaroo Central, either via street connections or bridge connections.</p> <p>It is requested to identify any at-grade connections or bridges into Barangaroo Central (including any bridge landing areas).</p>

Ref /issue	Comment	Suggested response (if applicable)
Section 6.9 P57	Allocation of space for management of coaches and taxi ranks etc	This assessment is required. The <i>Integrated Transport Plan</i> did not address this detail as the proponent needs to prepare an assessment and identify the needs and requirements for the site. This needs to be done as part of a revised transport assessment.
Section 6.9 p 58 Appx 10	Operational mitigation measures for not mention the extra public transport services to support special events.	Revised transport assessment needs to include discussion of transport management around special events.
Appendix 1 dwgs	Dwgs and Plans are not numbered or referenced. Public use dwgs- no legend is provided. The area on the waterfront at the intersection suggests an interrupted foreshore. It is not clear what linkage sthe lines represent, transit, pedestrian and cycle links or primary and secondary desire lines?	Review dwgs and revise to provide clear indication of meaning.
Appendix 15 6.1.2	Special event planning and assessment of needs is not addressed	Adopted mode split is inappropriate- Transport Impact assessment needs to be revised.
Appx 15	Traffic Impact Assessment	
	<ul style="list-style-type: none"> - The CTMP has not considered the cumulative traffic generation and impacts associated with the construction of the Barangaroo South – R8 & R9 Residential Buildings (on exhibition at same time). 	Revise assessments to consider cumulative impact of all developments under construction during the same period (and incorporate into combined construction programs).
	<ul style="list-style-type: none"> - Section 5.5.2 provides an assessment of intersections during construction which demonstrates degradation of operational performance during peak periods (particularly Hickson Road/Gate No. 5 and Sussex Street/Napoleon Street/Hickson Road. Recommends bulk of construction vehicle movements avoid coinciding with morning peak. 	Address how to be managed in context of all developments occurring during same period

Ref /issue	Comment	Suggested response (if applicable)
	<ul style="list-style-type: none"> - Section 6.11.4 – General Traffic concludes that the performance of the Sussex Street/Napoleon Street/Hickson Street intersection would deteriorate to an unacceptable level during special and major events and therefore recommends signalization of this intersection, however makes no commitment to undertake this (based on RMS indication of wider transport improvement programs to occur). 	<p>Commitment should be made towards intersection to manage impacts.</p>