

From: SCHNEIDER Shane J <Shane.SCHNEIDER@rms.nsw.gov.au>
To: Sara Roach <Sara.Roach@planning.nsw.gov.au>
CC: Mark Millington <Mark.Millington@rms.nsw.gov.au>
Date: 8/6/2013 1:16 pm
Subject: RE: MP06_0162 MOD 6- Modification to Concept Plan for Barangaroo South
Attachments: BFI design Option 2 RL 2 9 at 30 deg angle pdf pdf.pdf

Dear Sara,

Section 75W Modification Application
Modifications to Concept Plan for Barangaroo South (MP06_0162 MOD 6)

Thank you for your letter providing notification and an invitation to provide a submission regarding Modifications for the Concept Plan for Barangaroo South.

It is requested that the following matters be considered in the Department's approval in addition to those that are required by the Director General's Requirements (DGRs):

1. Feedback previously provided by Transport for NSW to the Department for application MP 06_0162 MOD 4 as it applies to the current modification application.
2. The proposed intersection of Globe Street/Hickson Road will be closer to the intersection of Hickson Road/Napoleon Street/Sussex Street/Barangaroo Basement exit. The shorter distance proposed between intersections and the additional demands that the car park exit will generate on the intersection requires detailed review of traffic operations along Sussex Street, Hickson Road, Erskine Street, Lime Street, Shelley Street and Globe Street. Amended network intersection designs and lane configurations may be required as a result of this change.
3. It should be noted that the assumed permanent full closure of Shelley Street between Lime Street and Sussex Street is proposed as part of the Wynyard Walk project and is currently only approved for partial closure to facilitate construction works associated with the project.
4. Traffic analysis should be undertaken in accordance with Roads and Maritime Services (RMS) Traffic Modelling Guidelines, not necessarily using LINSIG as is currently specified in the DGRs.
5. Road design should be undertaken in accordance with Austroads and RMS Supplements to them. The DGRs currently reference the RMS Road Design Guide, which is no longer a current document.
6. Numerous Appendix B drawings show marked pedestrian crossings along Sussex Street/Hickson Road adjacent to the Barangaroo South site. Marked pedestrian crossings will not be appropriate future measures and as such it is suggested that they be removed from the drawings.
7. The Traffic Impact Assessment should consider updated cumulative traffic and transport changes, including the announced CBD & South East Light Rail Project, changes to buses in the City Centre and other associated changes related to these projects. Liaison with Transport for NSW will be necessary to holistically capture these changes.
8. The design of the proposed Barangaroo Ferry Interchange was amended in 2012. Ferry wharves were originally designed to be perpendicular to the sea wall. It is understood that Transport for NSW and the Barangaroo Delivery Authority agreed to an amended design such that ferry wharves are offset at an angle of 30 degrees from perpendicular to improve navigation safety at what is a pinch point in Darling Harbour as shown on the attached plan (BFT Option 2.30). This attached plan shows a finished level for the waterfront promenade in the vicinity of the ferry wharves of RL2.9. The highest level that will enable safe mobility access to the wharves at low tide without increasing their length and creating further constraints to safe navigation in Darling Harbour is RL2.9.

Some of the plans provided in the submission show the amended layout but others, such as the indicative drawings in Appendix B and the urban design drawings in Appendix C, show the original perpendicular layout. RMS requests

that all future plans show the agreed amended design.

9. Numerous drawings in Appendix C state that the width of driveways shall be minimised. This is supported for amenity and safety reasons. The driveway design will also need to ensure that they cater for turning movements of the largest expected vehicle size (large rigid vehicle, fire truck, etc.) without obstructing other concurrent movements at the driveways.

10. Appendix D contains a Public Realm Plan that shows light rail vehicles and a light rail stop along Hickson Road/Sussex Street. Whilst light rail could hypothetically be extended to Barangaroo in future, there are no current plans for this. The announced CBD & South East light rail project stops at Circular Quay.

11. Proposed landscaping should include appropriate plant/tree size, location and species that provide sight distance for safe intersection and road operations initial and in future as landscaping becomes more established.

12. Approval will be required from RMS for proposed traffic lights. Consultation with RMS to achieve suitable traffic light designs is welcomed.

13. RMS and Transport Management Centre approval should be sought for any required road or lane closures.

14. Access to inspect and maintain any RMS assets must be established and maintained at all times during the development and operation of Barangaroo.

Should you require any further information relating to this submission, please contact me to discuss.

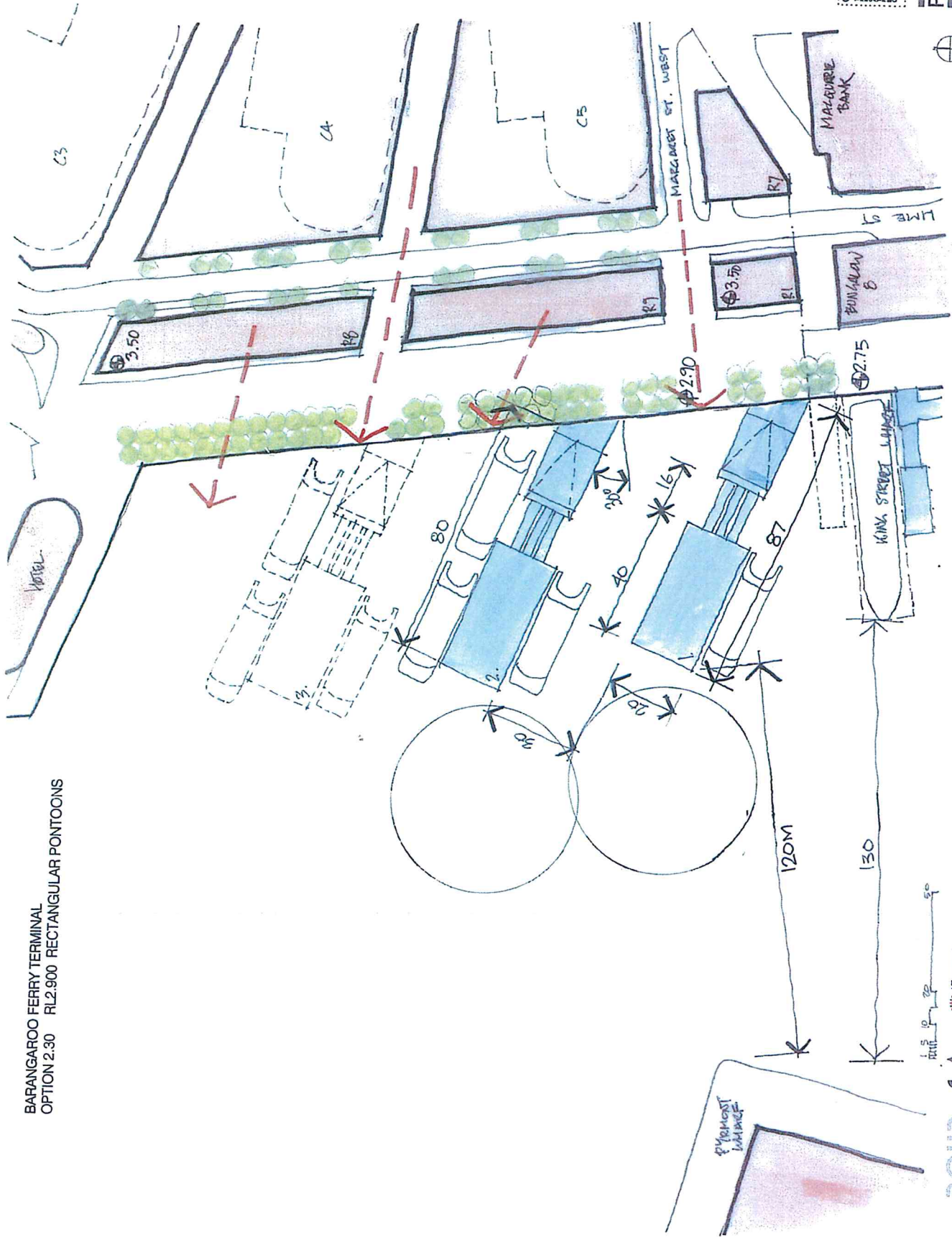
Regards,

Shane

Shane Schneider
Manager, Major Projects Liaison
Traffic & Safety Management | Journey Management
T 02 8588 5614 F 02 8588 4164 M 0418 200 544
www.rms.nsw.gov.au

Roads and Maritime Services
Level 16, 101 Miller Street North Sydney NSW 2060

BARANGAROO FERRY TERMINAL
OPTION 2.30 RL2.900 RECTANGULAR PONTOONS



GENERAL NOTE
THIS DRAWING IS A CONSULTATION OF BARANGAROO FERRY TERMINAL OPTION 2.30. IT IS NOT A FINAL DESIGN AND SHOULD NOT BE USED FOR CONSTRUCTION OR ANY OTHER PURPOSE WITHOUT THE WRITTEN APPROVAL OF GSA. THE DRAWING IS THE PROPERTY OF GSA AND WILL BE DESTROYED 10 YEARS AFTER THE DATE OF COMPLETION OF THE PROJECT.

PRELIMINARY

BARANGAROO FERRY WHARF
© GROUP GSA



NORTH

SCALE
1:1000 @ A3

DATE
21 August 12

REVISION
A

NUMBER

DRAWING
Sketch plan

Transport
NSW
Source

GROUP GSA