

Memorandum

ARUP

To Mr Robert Byrne
Senior Planner
Industry, Social Projects and Key Sites
NSW Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Date
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Copies

Reference number
229841

From Craig McGeoch
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Subject **3 Bank St Pyrmont - Review of Traffic Impact Assessment**

Dear Robert,

Arup has undertaken review of responses provided by the proponent's traffic engineer (McLaren Traffic Engineering) to issues raised by Arup arising from review of the traffic engineering impact assessment submitted for development application for the Sydney Heritage Fleet's proposed relocation from their existing facility at Rozelle Bay to 3 Bank Street, Pyrmont.

McLaren Traffic Engineering's responses are outlined in the document '*Environmental Assessment for Proposed Sydney Heritage Fleet Facilities at Bank Street, Pyrmont. Land Transport, Traffic & Parking Issues – Response to Matters Raised by Arup Dated 12 April 2013*' dated 17 June 2013.

This memorandum addresses each of the responses from that document in turn below. We have attempted to suggest possible solutions to key issues so as to facilitate an outcome that will be acceptable to DPI and the proponent for this significant development proposal.

1. Justification for Waiving of On-Site Parking Provision

SHF has implemented a range of measures to manage the demand for parking for visitors and staff to the museum facility. These include the following:

- provision of minibus and ferry shuttle services to carry visitors and staff/volunteers;
- preparation of a Travel Access Guide/workplace travel plan in accordance with RMS guidelines;
- advise staff that on-site staff spaces will not be provided;
- provide bicycle parking and showers/amenities for employees;
- encourage visitors to access via public transport in all references to the site including website, printed and promotional material;
- actively promote group tours to Bank Street, with groups arriving by water in one of the Fleet's vessels or by coach "where the coach will unload inside the purpose built drive-through access to the site".

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The on-street parking on either side of Bank Street outside the site is long stay (six hours) ticket parking, with a small amount of short stay (2P) parking with resident permit holder exceptions north of the site near the Old Glebe Island Bridge abutment.

The long stay ticket parking on Bank Street is not provided for use by resident permit holders, there being no permit holder exceptions in the 6P areas, and it is reasonable that this should be available for use by visitors accessing the SHF museum facility.

Given the measures that are now planned to be implemented by SHF to manage demand, that the proposal no longer includes a restoration and maintenance facility, and the small peak visitor parking demand assessed of up to seven cars, we accept that the provision of on-site parking should not be mandated for this proposal.

We note from the McLaren Traffic Engineering response that provision for disabled visitors will be made in the operational management plan that permits arrival and departure of disabled visitors via prearranged measures within the on-site pick-up/set-down drive through facility.

The response notes that discussions with Council will be ongoing to secure an appropriately sized kerbside parking zone for larger buses/coaches to utilise, and that the timing of these buses can be managed by SHF management such that only one large bus arrives or departs the kerbside zone once that zone is operational.

We would expect that coaches will serve an important function in the operation of the museum, serving school and tour groups etc, and we would encourage the provision of a coach zone on Bank Street outside the museum.

There is no clear timeframe however as to when agreement may be reached between SHF and Council for the provision of an on-street coach parking space to serve the museum. In the meantime, in order to prevent coaches from double parking on-street to set down passengers when there are no on-street parking spaces available, we recommend that a condition on the planning consent be applied that prohibits SHF from allowing large coach buses to park on-street to service the museum facility until such time as a coach parking space has been provided by City of Sydney Council.

2. Use of Eastern Abutment of Old Glebe Island Bridge

McLaren Traffic Engineering notes that SHF is not relying upon using the Old Glebe Island Bridge abutment as car parking supply in its management plan at the present time, but may investigate it in future should the need arise. The proposal has therefore been assessed by Arup in terms of traffic and parking impacts assuming that this facility is not available.

3. Whether Bus Route Diversions will be Relied Upon

We note that that SHF will not seek diversions to existing passenger bus routes, but instead has provided details of new ferry and minibus shuttle services that are now planned to bring the “vast majority” of staff and visitors to the facility.

4. Capacity of Public Transport Services

We note that SHF is intending to provide new ferry and minibus shuttle services from Wharf 7 (58 Pirrama Road, Pyrmont) to the Bank Street site to cater for visitors to the new facility, and that to aid

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volunteers who are working/crewing ships at the facility SHF will operate a shuttle service using one of its own small work boats, picking up from local wharves and other locations.

In the context of this and the number of alternative public transport options available for access to the site we accept that capacity analysis for existing nearby bus and light rail services is not required.

5. Critical Intersection Performances

We note that the assessed peak hourly additional visitor traffic loading of five to seven vehicles at critical intersections, in particular the Bank Street / Miller Street intersection, is low in peak hourly terms and we would expect that this would be within normal daily and seasonal variations. In the context of this, and that many of the staff/volunteer trips for the facility that will be generated in weekday AM and PM peak periods will be made via public transport and/or the ferry pick-up service operated by SHF, we accept that impacts on local intersections in peak periods will not be significant.

6. Swept Path Analysis for Service Vehicles and Buses

The MRV swept path details lodged in the TMAP show that clearances to building obstructions internal to the SHF site are less than the 300mm clearance required by AS2890.1. These constraints are located within the SHF building area and off-street.

We suggest that service vehicles undertaking activities associated with the building should not be permitted to operate from Bank Street as a result of them not being able to, or finding it difficult to, manoeuvre within the internal driveway area of the site.

To address this issue we recommend that a condition be placed on the planning consent that all servicing for the SHF facility, including the activities of maintenance and garbage collection vehicles, must be undertaken off street and wholly within the SHF site area, so as to prevent these vehicles from operating on-street.

If you have any questions on the above please do not hesitate to contact me on 02 9320 9332 or craig.mcgeoch@arup.com.

Yours Sincerely,

Craig McGeoch.
Associate.