

Sara Roach

From: Mark Millington <Mark.Millington@rms.nsw.gov.au>
Sent: Friday, 22 May 2015 11:05 AM
To: Sara Roach
Cc: MCNEILL Paul A
Subject: MP06_0162 MOD 8 - Modifications to Barangaroo Concept Plan

Hi Sara,

RMS Maritime has reviewed the proposed modifications to the Barangaroo Concept Plan and while we may need to make submissions in regard to elements that will be the subject of future specific DA assessments, such as the proposed water taxi wharf within the Southern Cove, there are no issues that Maritime needs to raise at this stage of the process.

Paul McNeill RMS Major Project Integration Leader will be providing an integrated response that includes Roads comments, to you shortly.

Regards

Mark

Mark Millington

Senior Planner

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Roads and Maritime Services

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Sara Roach

From: MCNEILL Paul A <Paul.McNEILL@rms.nsw.gov.au>
Sent: Friday, 22 May 2015 3:56 PM
To: Sara Roach
Cc: BROWN Stephen J; TROTTER Gordon M; RATHAN Pahee; SCHNEIDER Shane J
Subject: MP06_0162 MOD 8 - Modifications to Barangaroo Concept Plan

Hi Sara

Following a review of the MP06_0162 MOD 8 Concept Plan and TMAP, RMS Major Project Integration (MPI) provides the following advice;

MPI is a sitting member of the Barangaroo Integrated Transport Group which has given direct access to road issues arising from Mod 8, for comment and direction.

As such the provision of new traffic control signals at Hickson Road /Sussex and Napoleon Streets and their design has been approved by RMS and the CDB Taskforce in light of upcoming changes to the CBD under Sydney 2020. The decision to retain the existing Hickson Road and Shelley Street signals, albeit altered to provide a combined pedestrian and bicycle crossing has also been agreed to in light of the above.

BDA/Lend Lease will still need to provide to the RMS an acceptable TCS design for the new signals at Hickson Road and Globe Street for approval, before any construction may commence.

The TMAP for the Mod 8 changes shows a high level plan for access through this site for pedestrians and vehicles, including marked foot crossings on the internal network. Further negotiations with both City of Sydney and RMS will be required to progress the detail of these crossings and intersection treatments.

MPI is currently working with BDA/Lend Lease for the development and feasibility of providing a cycleway extension on Sussex Street which will join the Hickson Road facility. Figure 15 & 16 of the TMAP show Napoleon Street as a future connection. This should be removed as Napoleon Street will not have a cycle facility, and the Sussex Street route, between King and Shelley Streets, be included as a potential option.

Kind regards

Paul McNeill
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