

It is apparent that there has been a substantial reduction in the carparking available for the public wishing to visit Darling Harbour. This loss comprises:

Harris Street carpark	-	1,095 spaces
Quay Street Carpark	-	160 spaces
Enacon Carpark, Kent Street	-	160 spaces
George Street carpark	-	45 spaces
World Square	-	550 spaces
Kent Street carpark	-	350 spaces
Total Loss	-	2,360 spaces

A major new future consideration has also eventuated with the need to expand the exhibition floorspace in Darling Harbour in order to be able to compete with other cities for major exhibitions. The Government is actively pursuing the option of redevelopment of the Entertainment Carpark site (ie removal of the carpark) to provide for this expansion of exhibition floorspace. The envisaged removal of this 2,000 space public carpark would result in a substantial further reduction in the available quantum of carparking to serve Darling Harbour.

The City of Sydney LEP 2005 permits new public car parks to be constructed where *'the consent authority is satisfied that the public carparking directly services major retail, cultural, recreational or entertainment uses'*. In order to compensate in part for the recent reduction in public carparking and to facilitate visitation to the south-eastern sector of Darling Harbour it is proposed to provide 600 parking spaces operated as a public parking station in the development scheme.

Clause 66 of the City of Sydney LEP specifies the objectives and restrictions which should apply in relation to the provision of Public Carparking Facilities. These are identified and responded to in Appendix E.

The proposed public carparking equates to a criteria which could be applied to the Darling Walk precinct area but is very much related to the very significant loss of public parking which has occurred in recent times.

Measures which are sometimes applied to public parking stations in order to restrict 'commuter parking activity' include:

- * a morning peak curfew on access
- * an inverse fee structure.

A morning peak curfew is not suitable due to visitation needs for exhibitions and conventions while an inverse fee structure would not be equitable for young families visiting Darling Harbour. It may however be proposed to restrict commuter parking activity by:

- * not permitting 'permanent parking' within the public carpark
- * not permitting 'early bird parking' within the public carpark
- * other alternative arrangement or management system.

Management system and general arrangement options to restrict and control commuter parking will be further investigated at the project application phase.

7. INTERNAL CIRCULATION AND SERVICING

Internal Circulation

The internal circulation arrangements envisage the inter-connection through the basement levels with a simple two-way system. The design provisions would generally accord with AS 2890.1 ;and there will be suitable queuing areas for ingress and egress etc.

Servicing

Service vehicle provisions could be made in the upper basement level. Loading dock facilities will also be provided. These arrangements generally accommodate the standing and manoeuvring requirements of LRV's in accordance with AS 2890.2.

8. RESPONSE TO THE DIRECTOR GENERAL'S REQUIREMENTS

The requirements relevant to this assessment are:

***** *Public Domain and Pedestrians*

- *achieve pedestrian desire lines and circulation networks within the site as well as other parts of Darling Harbour and the CBD*
- *minimise vehicle and pedestrian conflicts within and to/from the site including Harbour Street*
- *improve pedestrian connections to the CBD by considering treatments beyond the site in Harbour Street*
- *ensure access for people with disabilities and aged persons.*

There are some 8 existing pedestrian bridge connections along the eastern side of Darling Harbour and these reflect the level differences and road corridor barriers which exist and the need to facilitate significant pedestrian movements.

In order to satisfy the Director General's Requirements in relation to pedestrian amenity and safety as well as connectivity between Darling Harbour and the CBD it will be necessary to upgrade pedestrian linkage to the site. The proposed upgrading will involve increasing the width of the 'at grade' crossing and providing an island on the south-east corner to reduce the length of the crossing and separate the left-turning vehicle conflict.

* *The Public Carpark*

- *justification in relation to Sydney LEP 2005 criteria*
- *operational measures to address:*
 - access hours
 - pricing structure
 - measures to minimise commuter use in the peak periods

Justification in relation to Sydney LEP 2005 is dealt with in Section 6 and Appendix E of this report.

The provision of access time constraints is not suitable to the needs of Darling Harbour visitors for exhibitions/conventions and an inverse fee structure would not be equitable for young family visitation. Alternative management systems control commuter use of the public carpark may include the restriction of 'permanent parking' and 'early bird' parking.

Management system and general arrangement options to restrict and control commuter parking will be further investigated at the project application phase.

* *Detailed Description and Assessment*

- projected peak traffic movements generated by the proposed development are impacted on nearby intersections.

This is generally provided in the report. The major roadworks are expected at the Harbour Street/Day Street/Access intersection and these will be undertaken as part of the redevelopment.

- the detailed design of the carpark will comply with AS 2890.1 and while constrained the proposed carparking provision will be adequate

- access for service vehicles will generally be through the signal controlled access intersection and are proposed to be located on Basement Level 1. The service vehicle provision will comply with AS 2890.2 including provision for LRV's
- the site will have a high level of accessibility to all available public transport services as outlined in the report.

*** *Details of How Traffic Impacts on the Road Network will be Minimised***

Actions in this regard may include:

- increasing the width of the 'at grade' crossing and providing an island on the south-east corner to reduce the length of the crossing and separate the left-turn vehicle conflict
- provision of a separate left-turn access lane
- provision of adequate egress lane capacity
- other arrangement be identified and further developed at the project application phase
- provision for all access movements to generally occur through the existing traffic signal control
- implementation of management systems and general arrangements to control commuter parking within the public parking component.

*** *Commitment to Promote Use of Parking Transport Discouraging On-Site Parking for Commuters***

The City of Sydney parking criteria would permit 310 parking spaces for the proposed floorspace or 760 spaces for the precinct area. It is only proposed to provide 200 spaces for tenants (in lieu of 310).

The public parking may preclude 'permanent parking' and 'early bird parking' and will be provided to support the entertainment precinct and offset the actual and potential future loss of available public parking.

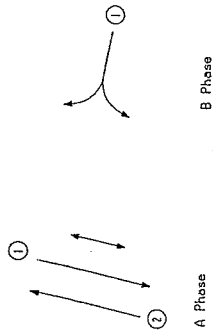
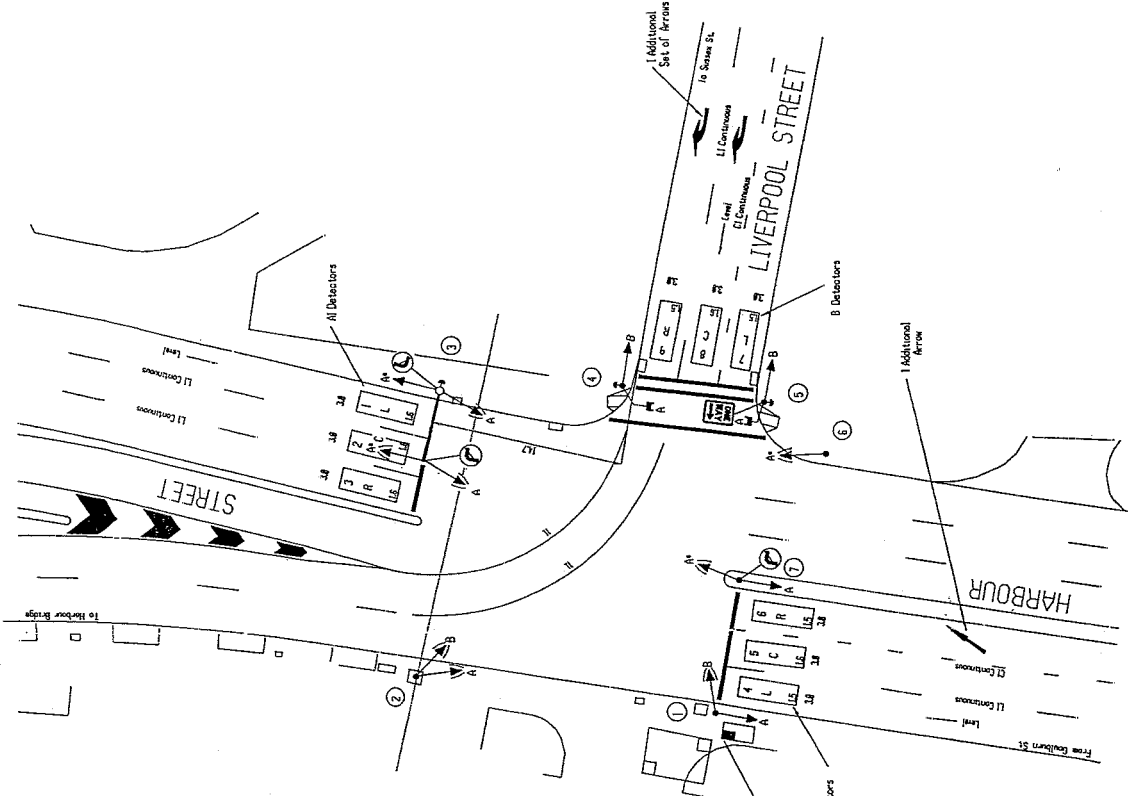
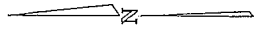
*** *Bicycle Access to the Site***

The provision for bicycle parking on the site will accord with the City of Sydney criteria. Access to and through the site will comprise:

- connection to the precinct via Liverpool Street bridge
- at grade crossing from Bathurst Street
- north/south movement along Harbour Street.

Appendix A

INTERSECTION PLANS



MOVEMENTS

POSTS

POST	TYPE	LENGTH	REMARKS
1	2	-	Existing
2	2	-	Existing
3	SP	-	New 5.5m Arm
4	2	-	Existing
5	2	-	Existing
6	2	-	Existing
7	2	-	Existing

NOTES:

1. This site is SCATS linked
2. All push buttons are audio tactile
3. Special Stop signs on Posts 4 and 5
4. Roadworks in accordance with Cross City Tunnel construction drawings.
5. Kerb ramps to be constructed at all pedestrian crossings in accordance with Model Drawing M00723P1A.

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Roads and Traffic Authority, N.S.W.
CITY OF SYDNEY COUNCIL AREA
TRAFFIC SIGNALS AT INTERSECTION OF
HARBOUR STREET AND LIVERPOOL STREET
SYDNEY

DESIGN APPROVAL

APPROVED	DESIGNER	DATE

DESIGN PROVIDED BY: [Signature]

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

TRAFFIC ACCEPTANCE

RECOMMENDED	POSITION	DATE

ACCEPTED

POSITION	DATE

EXISTING

FILE	412 TS 800
SCALE	1:1000
DATE	08/08/08

PROPOSED

FILE	7000.412.VV.2826
SCALE	1:1000
DATE	08/08/08

DESIGN LAYOUT

DESIGNER	DATE

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Appendix B

TRAFFIC SURVEY RESULTS
