



Mr Cameron Sargent
Team Leader
Key Sites
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Sara Roach

Dear Mr Sargent

Barangaroo Concept Plan (MP06_0162 MOD 8) Response to Submissions and Preferred Project Report

Thank you for your letter dated 11 September 2015 requesting Transport for NSW (TfNSW) comment on the above response to submissions and the preferred Project Report (PPR). The following comments are provided for the response to submissions and the PPR.

Car Parking Demand for the Hotel

TfNSW submission requested that the applicant undertakes a detailed analysis to demonstrate that adequate parking would be available in the vicinity of the Barangaroo Precinct:

- Headland Park and Barangaroo Central visitors.
- 300 car parking spaces to accommodate the shortfall in hotel parking.

There has been no quantitative analysis of capacity and demand of nearby car parks to take excess demand from the hotel of in the PPR. Therefore, TfNSW requests that the applicant undertakes a detailed parking assessment of nearby car parks that are expected to be used by hotel patrons. This is to demonstrate that adequate parking is available in the vicinity of the Barangaroo Precinct to accommodate the parking shortfall for the hotel.

Consultation with CBD Coordination Office

TfNSW requests that the applicant works with the CBD Coordination Office to address outstanding traffic and transport related issues in particular:

- Traffic signals at the Hickson Road/Shelley Street intersection.
- Coach parking provision within the Barangaroo Precinct.
- Preparation of Construction Pedestrian and Traffic Management Plan.

Ferry Services

The clearance provided between the northern face of the northernmost public ferry wharf and the public pier should be of a width which supports the entering and exiting of a ferry vessel without any impediment. TfNSW requests that safety measures, in consultation with TfNSW, be implemented to ensure that adequate clearance is maintained at all times.

Design of Community Building on the Public Pier

The response to submissions does not define where on the public pier the Community Building (up to three levels) is proposed to be constructed. Therefore, TfNSW is not able to determine if this will affect sight lines for the ferry vessel masters. Whilst the pier does not extend any further than the wharves, it is proposed to be three stories which could significantly block the ability for vessel masters to see beyond it. The ferry wharves have been designed to be as 'transparent as possible' with glass screens etc to reduce the impact on lines of sight, it is unlikely that a building structure would allow this.

Vessel traffic traveling into Darling Harbour will be on the Pyrmont side of the channel however there remains concern regarding any smaller craft (water taxis) or passive craft (kayaks etc) using the proposed cove which may interact with outgoing ferries.

TfNSW will install a camera to provide a view of the waterway to vessel masters (via monitors on the wharves) however, the primary focus of this camera is to reduce the risk of collisions between vessels moving out of Darling Harbour (from south to north) and ferries which will be reversing into this 'lane'. The camera has not been designed to cover the waterway to the north.

TfNSW requests that the applicant consults with TfNSW and the ferry operator Harbour City Ferries and to ensure that the design of the proposed building on the Public Pier does not impact on sight lines for ferry vessel masters prior to the development of any building on the public pier.

Encroachment of Construction Equipment and Activities

TfNSW requests that the applicant ensures there is no encroachment of construction equipment and activities into the ferry manoeuvring area north of the northernmost ferry wharf and will need to avoid impact to the adjacent navigation channel to prevent impact on ferry operations during construction.

Installation of Fender Piles

TfNSW requests that the applicant ensures the proposed fender piles would not impact on the construction and operation of the Barangaroo Ferry Hub, and associated ferry navigation. TfNSW advises that:

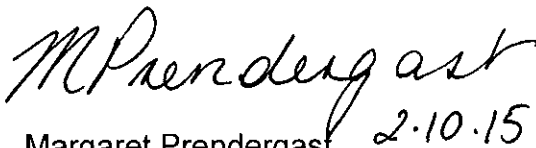
- TfNSW would not be responsible for the installation of the proposed fender piles.
- Any fender piles that need to be installed adjacent to the southern side of the Public Pier as recommended in the Section 4.3 of the *Barangaroo Concept Plan (MP06_0162 MOD8)*, *Response to Submissions on Navigation Matters* should be the responsibility of the applicant.

Suggested Conditions of Consent

Attachment 1 provides suggested Conditions of Consent for car parking demand for the Hotel, consultation with CBD Coordination Office, ferry services and the design of the Community Building on the public pier

Thank you again for the opportunity of providing comments on the response to submissions for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 8202 2198.

Yours sincerely

Handwritten signature of Margaret Prendergast in black ink.

Margaret Prendergast 2.10.15
Coordinator General
CBD Coordination Office

CD15/16844

Attachment 1 – Suggested Conditions of Consent

Car Parking Demand for the Hotel

The applicant shall undertake a detailed quantitative analysis to demonstrate that adequate parking would be available in the vicinity of the Barangaroo Precinct of nearby car parks that are expected to be used by hotel patrons:

- Headland Park and Barangaroo Central visitors
- 300 car parking spaces to accommodate the shortfall in hotel parking

The detailed analysis shall include hourly demand and capacity of each car park in the vicinity of the Barangaroo Precinct during the time periods when the shortfall in hotel parking is expected to occur.

Consultation with CBD Coordination Office

The applicant shall consult with the CBD Coordination Office to address outstanding traffic and transport related issues reported in the Response to Submissions and the Preferred Project Report in particular:

- Traffic Signals at the Hickson Road/Shelley Street intersection.
- Coach parking provision within the Barangaroo Precinct.
- Preparation of Construction Pedestrian and Traffic Management Plan

Ferry Services

The clearance provided between the northern face of the northernmost public ferry wharf and the public pier should be of a width which supports the entering and exiting of a ferry vessel without any impediment. Practical measures shall be implemented in consultation with Transport for NSW to ensure that adequate clearance is maintained at all times.

Consultation with Transport for NSW and the Ferry Operator

The applicant shall consult with Transport for NSW and the ferry operator Harbour City Ferries to ensure that the design of the proposed Community Building on the Public Pier does not impact on sight lines for ferry vessel masters prior to the development of any building on the public pier.

Design of Community Building on the Public Pier

The applicant shall provide design drawings to Transport for NSW for review and comment on any development associated with the Public Pier, including installation of the southern fender piles, to ensure any proposed works do no impact on the construction and operation of the Barangaroo Ferry Hub, and associated ferry navigation.