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Mr Sam Haddad  
Director General  
NSW Department of Planning  
GPO Box 39  
SYDNEY NSW 2001

Attention: Mr Daniel Cavallo

Dear Mr Haddad,

## **MAJOR PROJECT – CONCEPT PLAN MODIFICATION FOR BARANGAROO (MP 06\_0162 MOD 4)**

I refer to the Department's letter dated 9 August 2010 seeking comments on the publicly exhibited concept plan modification for the above project. Transport NSW (TNSW) appreciates this opportunity to provide input to the environmental assessment of this application.

TNSW has reviewed the Environmental Assessment report and supporting studies and has prepared a number of specific comments, which are separately attached.

The key issues that require resolution as part of this modification are:

- Construction impacts associated with the excavation and development stages;
- Management of conflict between pedestrians and cyclists and provision of end of trip facilities for cyclists; and
- Pedestrian connections between Barangaroo and the CBD.

As you would be aware, there have been a number of changes in the transport policy context of the Barangaroo-Wynyard precinct since the Minister for Planning approved the original Barangaroo Concept Plan in February 2007. Chief among these has been the release of the Metropolitan Transport Plan (MTP). The MTP outlines a number of long term initiatives to improve transport services and capacity in the precinct including 1000 new buses for greater Sydney, a light rail to Circular Quay and a new Western Express line.

Transport NSW is currently investigating route alignments for the proposed light rail from Haymarket to Circular Quay. A memorandum of understanding between the City of Sydney and the NSW Government has been released, which will result in the preparation of a CBD Access Plan. This will develop a detailed and integrated strategic transport plan for the region that will assist Government in achieving both State Plan targets and the mode share targets for the CBD, including Barangaroo. Work is on going to ensure provision of the Barangaroo Pedestrian Link and ferry wharf infrastructure.

Ultimately, these studies will need to feed into future updated iterations of the Barangaroo TMAP.

I trust that these comments are of assistance. If you require further discussion on this matter, please contact Juliet Grant, A/Senior Manager, Transport Planning, on 9268 2241 or email [juliet.grant@transport.nsw.gov.au](mailto:juliet.grant@transport.nsw.gov.au).

Yours sincerely,



Les Wielinga  
**Director General**

DG10/06287

**ENVIRONMENTAL ASSESSMENT  
BARANGAROO CONCEPT PLAN (MP06\_0162 - MOD4)  
DETAILED COMMENTS (September 2010)**

**General comments**

Construction impacts

Construction aspects for the delivery of the Barangaroo development need to be addressed through a Construction Traffic Management Plan and a Vehicle Management Plan.

The size of construction vehicles accessing the site should be size limited to rigid single-tray trucks for spoil removal.

No stop/slow traffic control on adjacent roads should be permitted for any reason during construction, including site access and egress, between 7am to 9am and 4pm to 7pm, Monday to Friday.

Construction vehicle movements must be staged and coordinated to prevent trucks circling CBD streets whilst awaiting access to site. During construction, there should be holding areas outside the CBD on the fringes or sufficient space within the site to store trucks and heavy vehicles that are associated with construction of the site.

To minimise impacts on public transport, it is requested that trucks associated with Barangaroo construction not be permitted to use York Street and Clarence Street to access or egress the development site between 6am to 10am and 2pm to 8pm Monday to Friday. This should be addressed in the Vehicle Management Plan and Construction Traffic Management Plan.

Consideration should also be given to managing cyclists and pedestrians during construction.

Traffic control signals

Traffic signal design plans of proposed new or modified signalised intersections will need to be submitted to and approved by the RTA prior to modifications of intersections commencing and prior to intersections being used for access to the development site. All costs associated with the implementation and maintenance of Traffic Control Signals will need to be covered by the applicant.

Inconsistencies in information

The gross floor area (GFA) figures differ between the (EA) and Table 3 of the supplementary Transport Management and Accessibility Plan (TMAP) report. Further, as mentioned above, there is conflicting information about the role of the foreshore promenade. Whilst relatively minor, these inconsistencies

should be resolved by the proponent prior to finalising the EA and supporting studies.

## **Environmental Assessment (EA)**

### **Shared Pedestrian and Cycle Paths**

The EA indicates that the foreshore promenade will be a combined pedestrian and cycle path, however the Streetscape and Public Domain report indicates that the promenade will be pedestrian only. TNSW recommends the promenade be open to both cyclists and pedestrians for the following reasons:

- Cyclists are currently permitted on the Darling Harbour foreshore promenade and there is likely to be a strong desire for cyclists to continue along the Barangaroo foreshore promenade;
- Restricting North South cycle access to Globe Street will create significant conflict at the point where Globe St crosses the foreshore promenade and merges with pedestrian access on the Globe St Bridge; and
- Restriction of access and enforcement of trespass into the Barangaroo foreshore promenade will be very difficult.

Given the predicted high volumes of pedestrians on the promenade, particularly during the am and pm peak, lunch hour and during evenings and weekends, there is likely to be significant conflict between pedestrian and cyclists unless adequate management measures are introduced.

It is therefore crucial that the EA address pedestrian and cycle traffic management in detail. The NSW BikePlan (2010) provides relevant specifications for the construction of shared paths.

## **Transport Management and Accessibility Plan (TMAP)**

### **Bicycle parking and end of trips facilities**

TNSW notes the commitment in the revised TMAP for end of trip facilities for cyclists and pedestrians. TNSW requests that the TMAP identify the quantum and location of bicycle parking facilities for visitors. Such facilities should be prioritised in convenient locations that are well lit, sheltered and secure. The Department's Planning Guidelines for Walking and Cycling (2004) and the NSW Bike Plan (2010) provide relevant context and specifications.

### **Sustainable Transport Measures**

TNSW notes the inclusion within the revised TMAP of the provision for 16 car share spaces. TNSW requests that provision for car share spaces and for the preparation of a Travel Access Guide for visitors, and Workplace Travel Plans for employees be included in the final Statement of commitments.

### **Employment population generation**

The TMAP supplementary report adopts the assumption that the employment population generated by the commercial floor space will be at the rate of one person per 20m<sup>2</sup>. The proponent should include details of the research that formed the basis for this assumption. TNSW's primary concern is that this rate may underestimate the population generation potential of the development and may have an impact on the urban design aspects adopted in any future Wynyard - Barangaroo Pedestrian Link.