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Dear Michael

InterContinental Sydney - Traffic responses to Stage 1 DA agency issues

Arup has reviewed the agency requests for further information and provides the following responses to the issues/requests raised by Authority submissions to the InterContinental Stage 1 DA Submission.

TfNSW

Porte-Cochere Operation

Based on the Traffic and Transport Assessment prepared to support the development application, the proposed development includes a ballroom with a 610 person capacity for sit down dinner and 900 person capacity for a standing function. The proposed function room related activities would increase the demand on the porte-cochere have the potential to cause vehicle queuing at the porte-cochere due to the car/ taxi/ point to point transport activities.

TfNSW requests further justification of the car/ taxi/ point to point transport mode share used and the resultant traffic generation. This should include surveys undertaken for hotel and function centres with similar levels of parking in the CBD compared to the proposed development to verify the mode share for taxi and pickup/ drop off vehicles.

Arup response:

Event arrival surveys have been conducted at two hotels in the northern part of the Sydney CBD to provide information on car/ taxi/ point to point transport mode. A large Property Council breakfast and a medium sized CEDA lunch were chosen to indicate the difference in mode choice at different times of the day.

The results for each survey are shown in Attachment 1. The Westin Hotel function occurred on a fine day whilst the Shangri-la Hotel function occurred on a rainy day, which might have increased the mode share by vehicle.

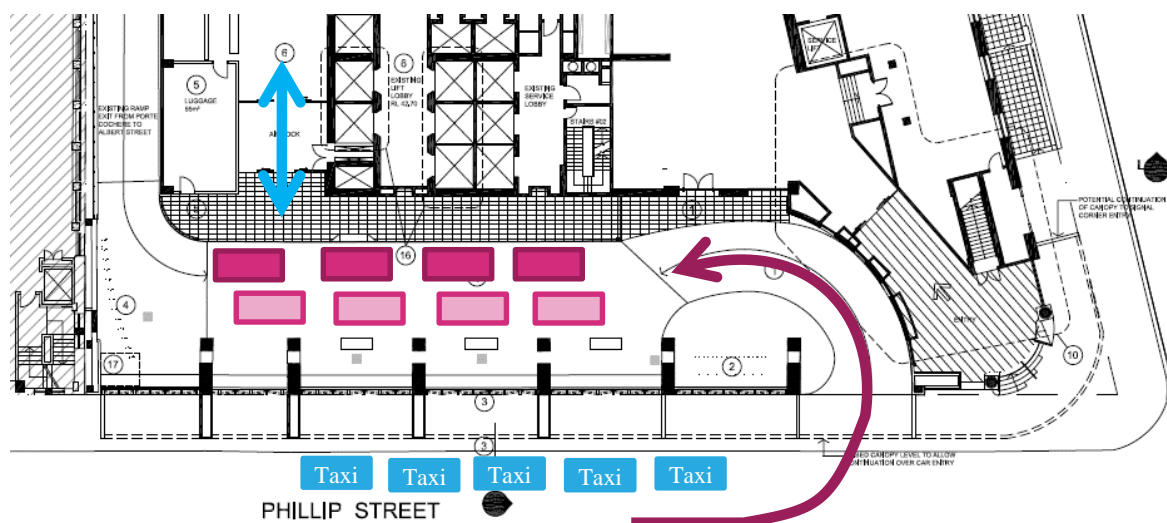
Property Council Breakfast Wednesday 28 February 2018 - 7.30am-9.00am
800 sit-down breakfast function

For departure, only 7 people were observed to use a vehicle to depart the site. The remainder walked away from the site.

CEDA Lunch Tuesday 13 March 2018 - 12.00am-2.00pm
200 sit-down lunch function

For departure, less people were observed using vehicles however the departure was more dispersed and some people were likely to hail taxis on surrounding roads. Data was not collected for the departure period.

The InterContinental porte-cochere is shown below and can accommodate 4 vehicles along the kerb and 4 additional vehicles in the aisle. At busy times, the area is managed by the hotel staff to permit up to 8 vehicles actively setting down or picking up passengers. The entry ramp from Phillip Street has capacity for an additional 4 vehicles to queue. A taxi rank for 5 taxis is located in Phillip Street which feeds directly into the port-cochere.





The event surveys undertaken indicate the variability in mode share depending on the time of day, weather and type of function. The 200 person sit down lunch on a rainy day in a location not directly accessible by foot to the centre of the CBD, provides a good indication of a high mode to vehicle use. For a full 600 sit down function at the proposed InterContinental, a maximum vehicle arrival of 150 vehicles over a 40 minute period with 30 arriving in the busiest 5 minutes. With each vehicle taking 1.5 minutes to drop-off, 9 vehicles could be in the porte-cochere at one time. This is slightly less than the capacity of the porte-cochere including queuing area. If there is a queue of vehicles at these peak 5 minute periods, an alternative taxi drop-off zone is available on Phillip Street immediately to the south of Bridge Street.

The times at which the porte-cochere is most utilised by hotel guests is 9am – 11am for departure after check-out and 2pm – 6pm for arrival for check-in. These times do not coincide with the function times which occur early in the morning, lunch, and evening.

The location of the InterContinental will encourage non-car mode for access. In addition to train and bus, the site is well placed to take advantage of ferries and the new light rail route which terminates at Circular Quay.

Loading Dock Operation

The proposed development does not include any changes to the existing loading dock. TfNSW requests that further justification on how the additional demand on loading and servicing will be accommodated within the existing loading dock.

Arup response:

The existing InterContinental loading dock activity has been identified and is shown in Attachment 2. This shows the wide range of activity already catered for based on the hotel function, food and beverage, retail and functions. As the only increase in activity will be associated with larger functions, it is expected that goods delivery will already be occurring and that the same trucks will arrive with additional goods. As shown in the schedule of activity, the busiest period is between 9am and 12pm. There is scope to spread activity into the periods before and after this if required should additional trucks be needed. The hotel facilities staff are already accustomed to bump in and bump out activities for functions including the scheduling of food and beverage for the additional catering. It is expected that there will be minimal change to the level of truck activity in the loading dock.

Kerbside Use

The Traffic and Transport Assessment prepared to support the development application suggests the existing kerb extension for pedestrians is to be reviewed as part of the streetscape planning and to assess the possibility of extending the existing bus zone in Macquarie Street.

TfNSW advises that:

- *The applicant should not rely on the kerb side restrictions to conduct their business activities;*
- *Kerb side restrictions are set to suit the wider community needs and are constantly subject to change based on network requirements; and*
- *Any changes to kerbside use be developed in consultation with the Sydney Coordination Office.*

Arup response:

Changes to the existing kerb extension in Macquarie Street is not a necessary outcome for the project to proceed. The suggestion was put forward for consideration should there be changes planned to the streetscape in Macquarie Street. Should changes be identified in future they would be developed in consultation with the Sydney Coordination Office.

Bicycle Facilities

Based on the Traffic and Transport Assessment, it is proposed to provide a secure room for storage of bicycles accessed by hotel staff. Staff riding to work will self-park their bicycle while hotel guest bikes will be valet parked. TfNSW requests that the applicant develops wayfinding strategies and travel access guides to assist with increasing the mode share of walking and cycling for staff and visitors.

Arup response:

The InterContinental will produce a wayfinding strategy and travel access guide as for its ongoing operations. Further details can be provided at Stage 2DA.

RMS
<i>The layout of the proposed car parking areas associated with the subject development (including, driveways, grades, turn paths, sight distance requirements in relation to landscaping and/or fencing, aisle widths, aisle lengths, and parking bay dimensions) should be in accordance with AS 2890.1- 2004, AS2890.6-2009 and AS 2890.2 - 2002 for heavy vehicle usage.</i>
Arup response: There are no changes proposed to the existing vehicle access and parking facilities.
<i>Car parking provision should be in accordance with Council's requirements.</i>
Arup response: The hotel has an existing car park which will be available for use by the proposed facilities.
<i>All service vehicles (including garbage collection, building maintenance vehicles and coaches) and taxis associated with the proposed development should be accommodated within the development site. Any Stage 2 development application should provide an assessment of the service vehicle demands and adequacy of proposed loading areas and taxi pick-up/set-down areas, to demonstrate that the development's facilities can cater for the demands of the ultimate development on site.</i>
Arup response: A response provided to the issues raised by TfNSW covers these issues. Further detail can be provided at Stage 2 DA.
<i>A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control will need to be submitted to Council and Transport for NSW's Sydney Coordination Office for approval prior to the issue of a Construction Certificate.</i>
Arup response: A Construction Pedestrian and Traffic Management Plan will be prepared in consultation with the Sydney Coordination Office when a contractor is appointed.

Please do not hesitate to contact the undersigned should further information be required.

Yours sincerely



Andrew Hulse
Associate Principal

Attachment 1 – Porte-cochere surveys

Property Council Breakfast Wednesday 28 February 2018 - 7.30am-9.00am
Westin Ballroom - 800 seat function

	Taxi/Hire Car Passengers			Private/Uber Passengers			Valet	On- street	Total
Arrival period	1	2	3	1	2	3			
6.30 - 6.45am	0	0	0	0	0	0	0	0	0
6.45 - 6.50am	0	0	0	1	0	0	0	0	1
6.50 - 6.55am	2	0	0	0	0	0	0	0	2
6.55 - 7.00am	4	1	0	0	0	0	0	0	6
7.00 - 7.05am	2	0	0	1	0	0	0	2	5
7.05 - 7.10am	2	0	0	1	0	0	1	1	5
7.10 - 7.15am	3	0	0	0	0	0	0	1	4
7.15 - 7.20am	4	0	0	0	0	0	1	0	5
7.20 - 7.25am	4	0	0	1	0	0	0	1	6
7.25 - 7.30am	3	0	0	1	0	0	0	2	6
7.30 - 7.35am	1	0	0	0	0	0	0	0	1
Total people	25	2	0	5	0	0	2	7	41
Total vehicles	25	1	0	5	0	0	2	7	40
Departure period									
8.45 - 8.50am	0	0	0	0	0	0	0	0	0
8.50 - 8.55am	0	0	0	0	0	0	0	0	0
8.55 - 9.00am	0	0	0	0	0	0	0	0	0
9.00 - 9.05am	0	0	0	0	0	0	0	0	0
9.05 - 9.10am	4	0	0	0	0	0	1	0	5
9.10 - 9.15am	1	0	0	0	0	0	0	1	2
9.15 - 9.20am	0	0	0	0	0	0	0	0	0
Total people	5	0	0	0	0	0	1	1	7
Total vehicles	5	0	0	0	0	0	1	1	7

CEDA Lunch Tuesday 13 March 2018 - 12.00am-2.00pm
Shangri-La Ballroom - 200 seat function

	Taxi/Hire Car Passengers			Private/Uber Passengers			Valet	On- street	Total
Arrival period	1	2	3	1	2	3			
11.40 - 11.45am	6	0	0	0	0	0	0	0	6
11.45 - 11.50am	3	4	0	0	0	0	0	0	11
11.50 - 11.55am	2	4	1	0	0	0	0	0	13
11.55 - 12.00am	3	4	1	1	0	1	0	0	18
12.00 - 12.05pm	7	1	0	0	0	0	0	0	9
12.05 - 12.10pm	4	3	0	0	0	0	0	0	10
12.10 - 12.15pm	2	2	1	1	0	0	0	0	10
12.15 - 12.20pm	0	1	0	0	0	0	0	0	2
Total people	27	38	9	2	0	3	0	0	79
Total vehicles	27	19	3	2	0	1	0	0	52

Attachment 2 – Existing InterContinental loading dock activity

Times	Supplier	Impact	Comments
0000 - 0100			
0100 - 0200			
0200 - 0300	Garbage compactor collection	Quiet	Mon and Thursday Return 5am
0300 - 0400	Bread	Quiet	Mon to Sat
0400 - 0500	Milk, Dry Goods, Frozen Goods	Quiet	Mon to Sat
0500 - 0600	Seafood Delivery. Bottle Recycling, Removal of Recycling items	Quiet	Mon to Sat
0600 - 0700	Cooking Oil, Dairy & Cheese, Pastry, Stationery, Glass Recycling	Quiet	Mon to Sat
0700 - 0800	Beer, Vegetables & Fruit, Dry Goods, Gas Bottles, Meat & Wine	Moderate	Mon to Sat
0800 - 0900	Seafood x 2, Wines & Spirits, Poultry, Meat and Wine	Moderate	Mon to Sat
0900 - 1000	Pastry x 2, Cheese, Wines and Spirits, Meat & Wine	Busy	Higher than normal traffic experienced between these times.
1000 - 1100	Dry & Frozen Goods, Fruit and Veg x 2, Cheese, Printing, Laundry, Meat and Wine- Laundry Linen Pickup/ delivery	Busy	Monday to Sat
1100 - 1200	Seafood, Fruit & Veg, Wine & Spirits x 3, Meat and Wine	Busy	
1200 - 1300	Meat x 2, Cheese, Wines & Spirits, Meat and Wine	Moderate	Mon to Sat
1300 - 1400	Chicken, Smallgoods, Soft Drinks	Quiet	Mon to Sat
1400 - 1500	Wine, Housekeeping Amenities, Kitchen Equipment	Quiet	Mon to Sat
1500 - 1600	Frozen Foods, Beverages, Printing, Events set up	Quiet	Mon to Sat
1600 - 1700	AV Hire & Other Contractor Bump In's	Depending on functions	Most contractor bump ins are after loading dock hours. With larger functions deliveries are scheduled overnight
1700 - 1800		Quiet	
1800 - 1900	Laundry Linen Pickup/ delivery	Quiet	