



Reference: 21.615r01v03

30 March 2022

Integrated Project Pty Ltd
55 / 2-4 Picrite Close
Pemulwuy NSW 2145

Attention: Mr David Griffin, Director

**Re: The Star – Former Part 3A Approval MP08_0098
Section 4.55(2) – Modification Application 18
Alterations and additions to the Multi Use Entertainment Facility**

Dear David,

TRAFFIX has been commissioned to assess the traffic impacts in support of a Modification to MP 08_0098 relating to additions and alterations to the Multi Use Entertainment Facility at The Star at Pirrama Road, Sydney. The subject site is located within the Council of the City of Sydney Local Government Area and has been assessed under that Council's controls.

This statement documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately. The proposed development is considered minor and as such, will not require referral to Transport for NSW (TfNSW – formally known as RMS) under the provisions of State Environmental Planning Policy (Infrastructure) 2007.

➤ Site and Location

The subject property known as The Star at 80 Pyrmont St, Pyrmont with the site being located on the Jones Bay Road frontage and includes the existing nightclub and surrounding areas within the development.

Vehicular access via the existing main vehicular access on Pirrama Road with an additional vehicular access north of Jones Bay Road on Pirrama Road.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.



Figure 1: Location Plan



Figure 2: Site Plan



➤ Road Hierarchy

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- **Western Distributor:** a TfNSW Main Road (MR165) that traverses east-west between the Bradfield Highway in the east and Victoria Road in the west. Within the vicinity of the site, it is subject to 60km/h speed zoning and generally accommodates three (3) lanes of traffic in each direction. Western Distributor does not permit kerbside parking.
- **Pymont Bridge Road:** a TfNSW Main Road (MR 523) that traverses east-west between Union Street in the east and Bridge Road in the west (classified between Harris Street and Bridge Road). Within the vicinity of the site Pymont Bridge Road generally provides two lanes of traffic in each direction with a speed zoning of 40km/h and no parking provided along either kerbside.
- **Pirrama Road:** a local road that traverses north-south between Harris Street in the north and Murray Street in the south. It is subject to 50km/h speed zoning and generally accommodates one (1) lane of traffic in both directions. Within the vicinity of the site, Railway Terrace permits time restricted on-street parking along the southern side of the road as well as dedicated bus parking only.
- **Pymont Street:** a local road that traverses north-south between Point Street in the north and a cul-de-sac south of its intersection with Quarry street. It is subject to 40km/h speed zoning and accommodates one (1) lane of traffic in both directions. Within the vicinity of the site, Pymont Street permits time restricted on-street parking along both kerbsides.
- **Union Street:** a local road that traverses east-west between Murray Street in the east and Harris in the west. Within the vicinity of the site, it is subject to a 40km/h speed zoning and generally accommodates one (1) lanes of traffic in each direction. Within the vicinity of the site, Union Street permits time restricted on-street parking along both kerbsides.
- **Jones Bay Road:** a local road that traverses north-south between Pirrama Road in the north and Pymont Street in the south. Within the vicinity of the site, it is subject to a 40km/h speed zoning and accommodates a single lane of traffic in both directions. Jones Bay Road permits time restricted on-street parking on both kerbsides.

It can be seen from **Figure 3** that the site is conveniently located with respect to the main arterial road serving the region, being the Western Distributor. As such, traffic can effectively be distributed onto the wider road network, minimising traffic impacts.

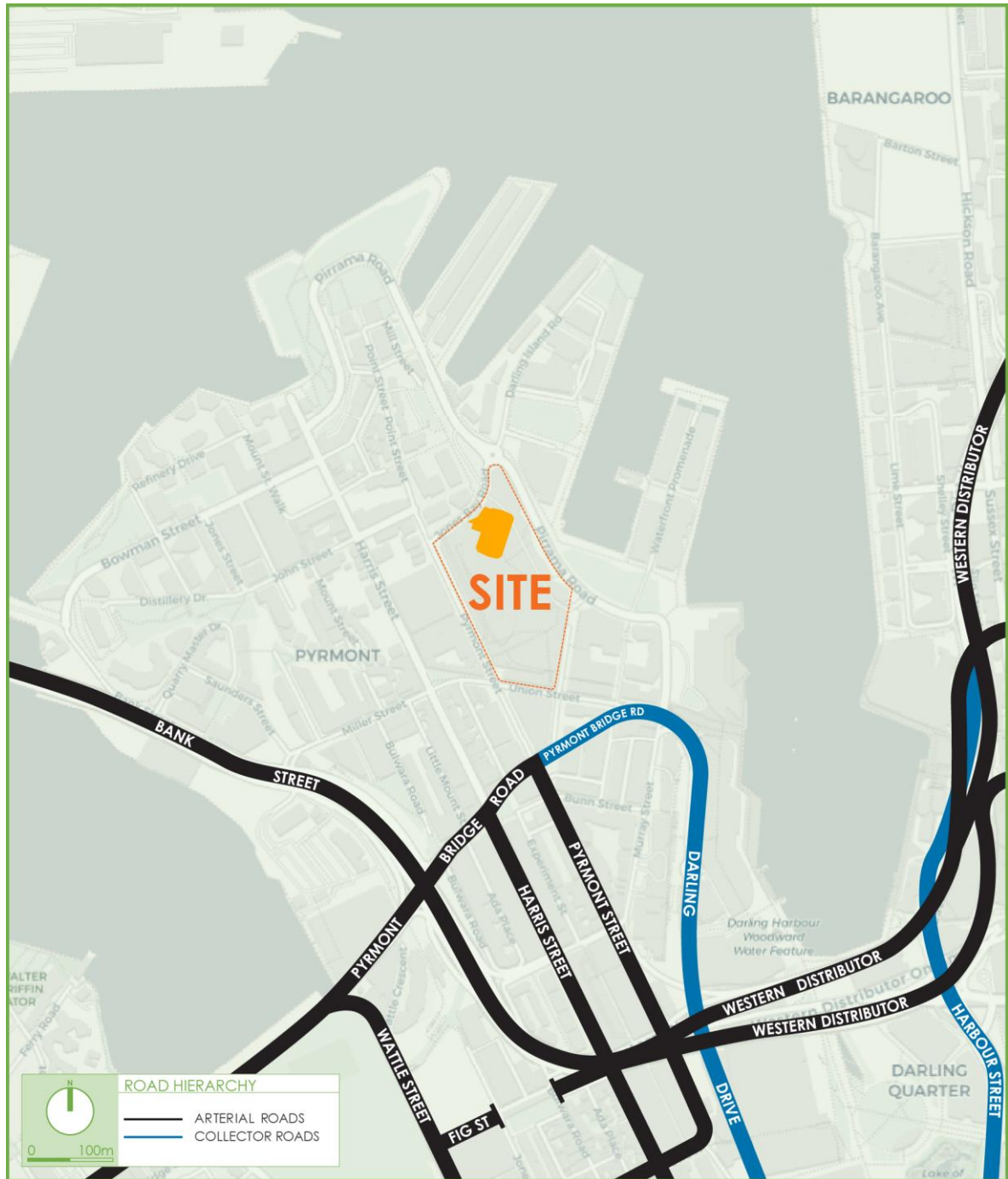


Figure 3: Road Hierarchy



➤ Public Transport

The subject site is within proximity of various public transport services operating in the locality as presented in **Figure 4** and summarised as follows:

Light Rail Services

The site is situated within 800 metres of several Light Rail Station including The Star light rail stop within the development, which provides the access to the L1 Dulwich Hill Line services. These services provide connections to Central Railway Station, Haymarket, Leichhardt and Dulwich Hill.

Bus Services

The site is also situated within the vicinity of several bus stops on Harris Street and Pirrama Road, which provide access to regular bus services along the following routes:

- 389 – Bondi Junction to Pymont
- 501 – Parramatta to Central Pitt St

Future Sydney Metro Services

The site is also situated within the vicinity of a future Sydney Metro station which will be known as Pymont Metro Station once completed providing access to services along the Sydney Metro West line. This line will provide direct connections to the Sydney CBD, Parramatta and Sydney Olympic Park

Ferry Services

The site is also situated within the vicinity of several ferry wharfs, including the Pymont Bay Wharf, which provide access to regular services on the F4 Pymont Bay line which connects with centres such as Barangaroo, Circular Quay, Balmain and Milsons Point.



Figure 4: Public Transport



➤ Description of Proposed Development

A full description of the proposed development can be found in the SEE, prepared separately. In summary, the development for which approval is sought comprises the following components:

- Conversion of the existing nightclub into two theatres with a capacity of 1550 and 1850 patrons with up to 300 staff. This is a reduction in the number of patrons with the existing nightclub accommodating 4,000 patrons plus additional staff.
- No change to the existing parking provision or servicing arrangements is proposed as part of this application

Reference should be made to the plans submitted separately to Council that are presented at a reduced scale in **Attachment 1**.

➤ Parking Requirements

Car Parking

As the overall number of patrons and staff to the venue will be less than the currently approved venue the existing parking provision is considered sufficient for the proposed development. In addition, given the location of the development in a highly accessible area there many alternative modes of transport for patrons and staff minimising private vehicle trips.

Accessible Parking

No changes to the existing parking provision are proposed as part of this application and therefore no change to the existing accessible parking provision is required.

Bicycle Parking

The reduced capacity of the proposed entertainment venue will therefore not require additional bicycle parking.

Motorcycle Parking

The parking provision will remain unchanged as part of this application and therefore no change to the motorcycle parking provision results as part of this application.

Loading and Refuse Collection

The development proposes to retain all loading and refuse collection arrangements, which is considered acceptable given the nature and scale of the proposal. The development already contains the Lyric Theatre and therefore the current servicing arrangement to load and unload sets and other theatre equipment is already provided within the development, which would be adequate for the proposed smaller theatres.

➤ Traffic Generation

The development proposes an overall reduction in patrons and staff as part of the modifications to the entertainment venue. Therefore, the current traffic volumes are expected to be similar or even reduced as a result of the proposed development. In addition, as the venue will continue to operate outside of the network peak periods the proposed development will have minimal impact on surrounding streets during the critical weekday peaks in the morning and evening. As such, the expected traffic impacts of the proposed development are considered acceptable and supportable from a traffic planning perspective.



➤ Access and Internal Design

Vehicular Access

As no change to the existing car parking and service arrangements are proposed as part of this application, an assessment of the vehicular access is not required for this application.

Internal Design

As there no changes to the internal parking and servicing areas as part of this application no further assessment of these aspects is required as part of this application.

➤ Conclusion

On the basis of the above, the proposed alterations and additions to The Star at 80 Pymont Road, Pymont, in our view is considered supportable.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

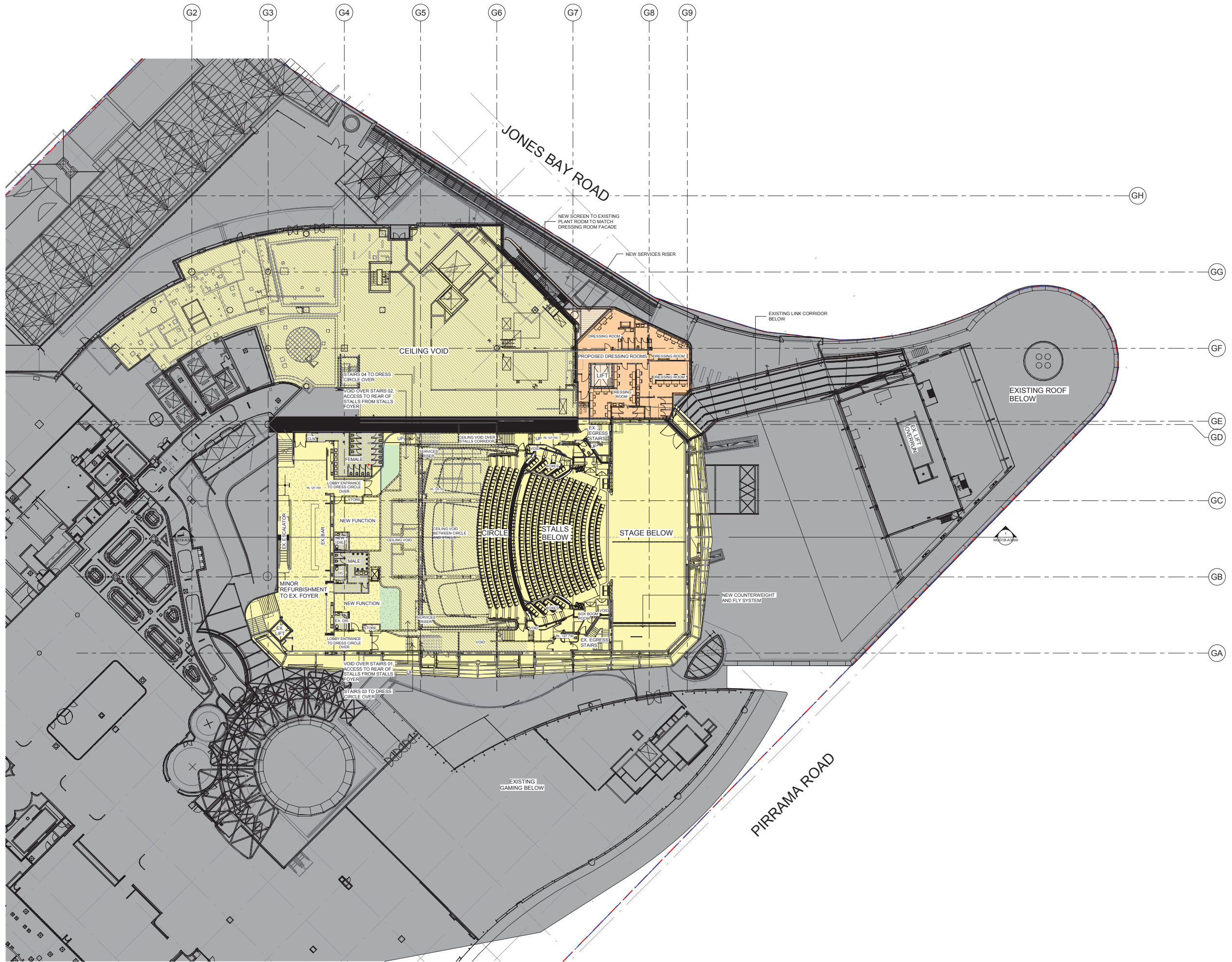
Traffic

Hayden Dimitrovski
Senior Engineer

Encl: Attachment 1 – Reduced Plans

ATTACHMENT 1

Reduced Plans



REV	DATE	DESCRIPTION
A	28.07.2020	MOOD 18 ISSUE

ADDITIONAL GROSS FLOOR AREA CALCULATION		
	ADDITION WITHIN EVENT CENTRE	ADDITION TO EXISTING EVENT CENTRE
LEVEL 2	-	-
LEVEL 3	-	48m ²
LEVEL 4	39m ²	223m ²
LEVEL 5	617m ²	223m ²
LEVEL 6	-	223m ²
LEVEL 7	-	142m ²
SUB-TOTAL	659m ²	859m ²
TOTAL ADDITIONAL GROSS FLOOR AREA		1,415m ²

- LEGEND:**
- ACCESSIBLE SEATS
 - INTERNAL ALTERATIONS TO EXISTING BUILDING, NO INCREASE IN FSR
 - CEILING VOID
 - INTERNAL ALTERATIONS ADDITIONAL FSR
 - NEW ADDITION ADDITIONAL FSR
 - NEW PLANT ROOM/ROOF, NO INCREASE IN FSR
 - EXISTING MUSEUM - NO WORKS
 - EXISTING ADJACENT BUILDING
 - VERTICAL TRANSPORT THROUGH EXISTING ADJACENT PART OF THE STAR PROPERTY



PROJECT FRANCIS



PROPOSED PLAN - L04 - CIRCLE LOBBY - LOWER CIRCLE

NOTES: Nominated architect: Public Library - 2020 Copyright remains the property of Altis Architecture Pty Ltd. Use only for approved purposes. All developments to be referred to Altis Architecture Pty Ltd prior to construction. Design complies with the Building Code of Australia and all relevant Australian Standards and Authority requirements.	DATE: 29.07.2020
DRAWING TITLE: PROPOSED PLAN - L04 - CIRCLE LOBBY - LOWER CIRCLE	SCALE: As indicated @ A0
DRAWN BY: MC	CHECKED BY: DC
PROJECT NO: 2280.08	DRAWING NO: M0016-A1103
ISSUE: A	DATE: 29.07.2020

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