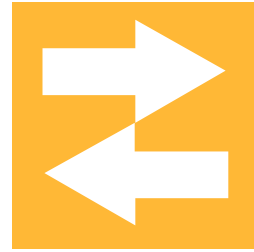


URaP – T T W



Consulting Services



Traffic

Traffic and Parking Report for Refurbishment of Park Hyatt Sydney - The Rocks

for Daisho Development Sydney Pty Ltd

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Job No: 101006

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Table of Contents

1. Introduction	1
2. Purpose	1
3. Scope.....	1
4. Existing Parking, Access and Traffic Conditions	1
5. Proposed Parking Provision.....	2
6. Proposal Traffic Generation	2
7. Impacts of the Development	3
8. Conclusion	5

Appendix A Accessibility Guide

1. Introduction

This report has been prepared for the Daisho Development Pty Ltd as part of a Part 3A Application for 7 Hickson Road, The Rocks, Sydney.

The Part 3A Application involves the refurbishment of the existing luxury hotel (Park Hyatt Sydney) with some modification. The Hotel will maintain its current vehicular access arrangements and total number of rooms (155 rooms). The proposal mainly includes a marginal increase of gross floor area (GFA) of function rooms and ancillary rooms including bar and restaurant from 630 sqm (506 seats) to 1184 sqm (742 seats) while the number of seats in restaurants and bars will remain similar to the existing situation. The number of staff will increase by only 10 additional staff during 7am to 5 pm. The car parking spaces will be maintained at the current level of 51 spaces.

2. Purpose

The purpose of this report is to provide an assessment of traffic and parking requirements to accompany the Part 3A Application with consideration to City of Sydney Development Control Plan (Central Sydney DCP 1996) and Local Environment Plan (2005), Australian Standards and Roads and Traffic Authority's Guidelines.

3. Scope

The scope of work undertaken is as follows:

- ❑ Review of information and existing situation to ascertain current access and traffic conditions;
- ❑ Assessment of the proposed development with respect to its ramifications to parking, pedestrian and traffic conditions;
- ❑ Review of the carpark design to determine its functionality.
- ❑ Comments on traffic impact during the construction.

4. Existing Parking, Access and Traffic Conditions

The hotel redevelopment site is located at 7 Hickson Road, The Rocks.

Hickson Road consists of two lanes each way with one lane dedicated for on street parking (pay parking). The road is also part of a cycleway with 40km/hr speed limit. The vehicular traffic volume along Hickson Road near the subject site is recorded at 350 vehicles during a PM peak hour (July 2010). The immediate access to the site is via Hickson Road which is a two way road with on street parking for motor bikes on its western side and "No Stopping" zone opposite the entry/exit to the site. The eastern side of the street adjacent to the Hotel entrance provides "Taxi Zone" and ¼ hour parking for vehicles with short stay activities.

The vehicular access to the basement parking area is located at the north end of the site while loading and unloading activities take place at southern end of the site via its delivery access points. Currently, a pick up and set down area (porte cochere) serves the Hotel that is utilised by taxis, cars and coaches. Due to the location of the site and characteristics of the area (high tourism activity), a low vehicular traffic environment is experienced along the street system in the vicinity of the site.

Public Transport

The site has a very high level of accessibility with various choices on public transport. Bus routes No 431 and 433 (Sydney Buses) provide immediate services to the area along with many other bus services in The Rocks. Circular Quay Train Station and Ferry Wharfs are also located within 10 minutes walking distance to the Hotel. Public transport accessibility for The Rocks area where the redevelopment site is located is shown in Appendix A.

The Hotel also provides shuttle bus and limousine services for its patrons while taxi services are also available at close proximity to the site (just north of the Hotel entrance).

5. Proposed Parking Provision

The City of Sydney LEP 2005 discourages the provision of excessive car parking in order to achieve its ecologically sustainable development objectives. The maximum parking provision that is allowed for a hotel per LEP is: "1 space per 5 rooms and 4 space per 100 sqm of function rooms.

Therefore, a maximum (allowable by Council's LEP) of 78 car parking spaces could only be provided as part of the proposal (based on 31 and 47 parking spaces for 155 rooms and 1148 sqm of function area, respectively). The application proposes to maintain the current 51 car parking spaces which will satisfy Council's requirements.

6. Proposal Traffic Generation

The proposal includes a similar number of rooms within the site with marginal increase of function rooms from 630 sqm (506 seats) to 1184 sqm (742 seats). This results in a net increase of 581 sqm or 236 seats. Considering the RTA's Guide to Traffic Generating Development and employing the restaurant's traffic generation rates as an upper limit to assess traffic generation, a total of some 29 additional vehicle trips will be generated during a peak hour period (based on 5 trips per 100sqm). This additional vehicular trip generation translates to 1 car every 2 minutes. In traffic engineering terms this level of traffic generation is insignificant and will have a very minimal impact on the operation of the road network and therefore will have no adverse impact (considering the Hickson Road traffic volume – see Section 4).

It should also be appreciated that the Hotel is located within the historical part of Sydney (The Rocks) with ample public and active transport opportunities. Due to the location of the site and its public transport availability a much lower vehicular traffic generation would then be anticipated.

7. Impacts of the Development

Transport-related impacts, both positive and negative, can be addressed in terms of traffic operation, vehicular access, pedestrian safety and on-street parking:

Traffic Impacts

The amount of additional traffic generated for the proposed redevelopment is insignificant (29 trips per peak hour) in comparison to its spare capacity (traffic volumes show that Hickson Road operates at a good level of service i.e. "A" – see the RTA's Guide to Traffic Generating Development for reference). This would have a no adverse impact on the road system and/or intersection operation of the road network.

Vehicular Access

The vehicular access arrangement to the Hotel (for all movements; cars, deliveries and pick up/set down activities) under the proposed redevelopment will remain per the existing situation.

The vehicle access to the site will be off Hickson Road per existing arrangement. The site has an access driveway (port cochere) off Hickson Road providing a safe and efficient access for cars and taxis as a pick up and set down area.

It is envisaged that hotel employees will assist visitors to the site in terms of access movements and loading and unloading of luggage. Appropriate traffic management measures (per current operation) will also be employed for dignitaries who use suites within the Hotel – it is expected that hotel staff to manage the low level vehicular activities while being assisted by the Police or certified traffic controllers when an intense activity is proceeding.

Visibility and Pedestrian Safety

The proposal allows vehicles to enter or exit the car parking area, port-cochere and delivery area in a forward direction per existing situation. The driveway area would allow adequate visibility for entering and emerging drivers.

Pedestrian footpaths are available adjacent to the development site providing a safe pedestrian environment. Access ramps are also provided for people with mobility difficulty or with prams.

Construction Traffic

It is estimated that a total of some 10 truck movements per day will be associated with part of the refurbishment process. The approach routes will be via main arterial roads while access to the site will be off Hickson Road. Due to the nature of the site and location of the Hotel, appropriate measures will be employed to meet all required road safety and noise regulations as part of the construction process. These will include:

- Preparation of a Construction and Traffic Management Plan (CTMP) prior to commencement of works. This will indicate how access to the site (vehicular and pedestrian) via Hickson Road will be made during the construction period including any particular movements for trucks or special deliveries if required. It should also identify hours of operation for truck movements (such as non-peak hours during the construction works) that are satisfactory to relevant authorities.
- Request for Construction Zone. This could be obtained by applying to Council for allocation of on-street parking adjacent to the site along Hickson Road to a *Construction Zone*. Part of this zone could also provide parking for construction workers during the construction period while some of on street pay parking along Hickson Road could also be hired from Council in order to provide parking for construction workers/trade people.

However, due to ample public transport services in the vicinity of the site, it is envisaged that most workers use public transport or use on street pay parking facilities which are readily available in walking distances to the site.

Car Parking

All the car parking area will be maintained per the existing situation and parking provision are in accordance with City of Sydney's requirements

8. Conclusion

The proposed redevelopment site is located in The Rocks, a historical precinct within the Sydney CBD. The area has a high level of tourism activities and provides ample active and public transport choices for its users.

The proposal includes a similar number of rooms within the site with marginal increase of function rooms from 630 sqm to 1184 sqm. The amount of additional traffic generated for the proposed redevelopment is insignificant in traffic engineering terms (i.e. 29 trips per peak hour).

The vehicular access arrangement to the Hotel (for all movements; cars, deliveries and pick up/set down activities) under the proposed redevelopment will remain per the existing situation.

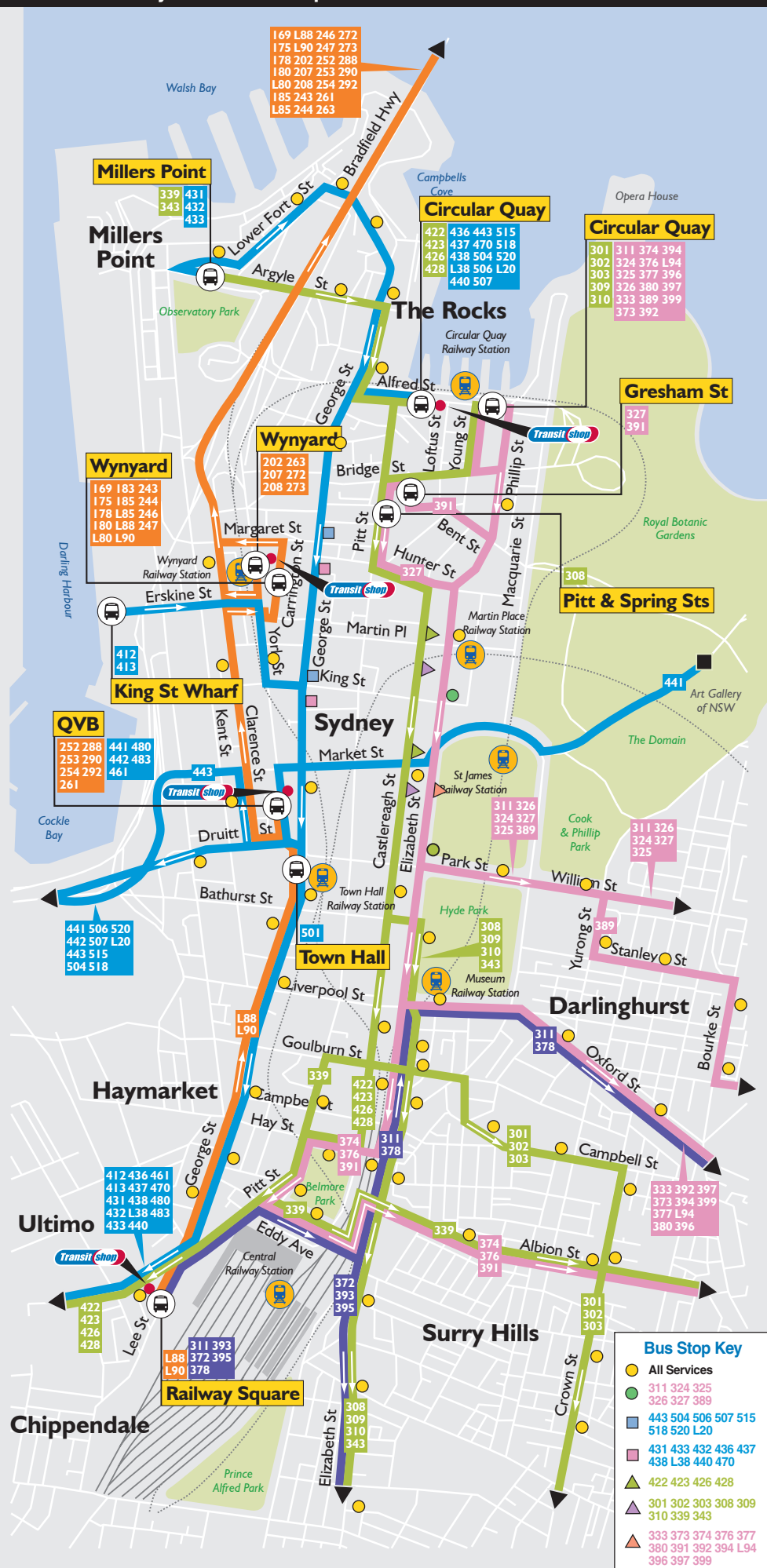
Accordingly, the redevelopment proposal should have no unacceptable traffic implications. The access arrangements and parking provision are acceptable and supportable on the basis of relevant guidelines.

APPENDIX A

APPENDIX A

Network Information

► Outbound City Bus Route Map



Peak Hour and Limited services (not shown on map)

- From Millers Point
 - X39 Clovelly EXPRESS
 - X43 Kingsford EXPRESS
 - 434 Balmain (Gladstone Park) via Glebe Point
- From Circular Quay
 - 323 Dover Heights via New South Head Rd & Rose Bay
 - 371 Randwick (The Spot) via Taylor Sq & Randwick Jn
 - X74 Coogee EXPRESS via Bream St
 - X77 Maroubra Beach EXPRESS
 - X94 La Perouse EXPRESS
 - 890 University of NSW via Taylor Sq & Anzac Pde
 - 435 Leichhardt Town Hall via Parramatta Rd
 - 500 Ryde via Drummoyne & Gladesville
- From Spring Street
 - X09 Banksmeadow (Discovery Cove) EXPRESS
 - X10 Eastgardens EXPRESS
 - X73 Coogee EXPRESS via Carr St
- From Harrington Street
 - L39 Haberfield Shops LIMITED STOPS
 - L40 Rozelle LIMITED STOPS
 - X00 Ryde EXPRESS
 - 502 Five Dock & Bayview Park via Drummoyne
 - L03 Mortlake LIMITED STOPS
 - X04 Chiswick EXPRESS
 - 505 Woolwich Wharf via Drummoyne
 - X06 East Ryde EXPRESS
 - 508 Drummoyne (Drummoyne Ave) via Victoria Rd
 - 510 Ryde Depot via Drummoyne & Gladesville
 - X15 Eastwood EXPRESS
 - X18 Denistone East EXPRESS
- From Wynyard
 - 151 Mona Vale via North Sydney, Balgowlah Shops, Manly & Dee Why
 - E65 South Curl Curl EXPRESS
 - E66 Allambie Heights & Skyline Shops EXPRESS
 - E68 North Balgowlah & Warringah Mall EXPRESS
 - E69 Narrabeena EXPRESS
 - E71 Balgowlah Heights & Manly EXPRESS
 - E72 Narrabeena EXPRESS
 - E73 Cromer Heights EXPRESS
 - E76 Dee Why Beach EXPRESS
 - E77 Wingala & Dee Why EXPRESS
 - E79 Cromer & War Veterans Home EXPRESS
 - E83 Narrabeen EXPRESS
 - 184 Mona Vale via Freeway, Balgowlah Shops, Dee Why & Narrabeen
 - E84 Mona Vale EXPRESS
 - 201 Cammeray (Benelong Rd) via Freeway
 - 203 Castlecrag via North Sydney
 - 204 Northbride via Freeway
 - 205 East Willoughby via Freeway
 - 206 East Lindfield via Freeway
 - 210 East Lindfield EXPRESS
 - 245 Cremorne Junction via Freeway
 - 246 Balmoral Heights via Freeway & Military Rd
 - 249 Beauty Point via Freeway & Military Rd
- From QVB
 - 151 Mona Vale via North Sydney, Balgowlah Shops, Manly & Dee Why
 - 251 Lane Cove (Mars Rd) via Freeway
 - 286 Denistone East via Freeway & Kent Rd North Ryde
 - 289 Epping via North Sydney, Kent Rd North Ryde & Macquarie Centre
 - 291 Epping via Freeway & Epping Rd
 - 293 Marsfield via Freeway
 - 294 Epping via Freeway, Talavera Rd & Macquarie Centre
- From Martin Place
 - X92 Little Bay EXPRESS
 - X96 Maroubra Beach EXPRESS
 - L23 Kingsgrove Depot LIMITED STOPS
 - L28 Canterbury LIMITED STOPS
- From Railway Square
 - E86 Church Point & McCarrs Creek EXPRESS
 - E87 Newport EXPRESS
 - E88 Avalon (Careel Head Rd) EXPRESS
 - E89 Bilgola Plateau & Avalon EXPRESS
 - 190 Palm Beach via North Sydney, Balgowlah Shops & Mona Vale
 - 305 Stamford Hotel, Mascot via Redfern & Alexandria
- From Eddy Avenue
 - 891 University of NSW EXPRESS
 - 892 University of NSW EXPRESS



Network Information

► Destination & Departure Point Guide

Destination	From	Route(s)
Abbotsford	Circular Quay	438 504
Alexandria	Pitt & Spring Sts	308
Annandale	King St Wharf	413
	Circular Quay	436 437 438 L38 440
	QVB	461 480 483
Artarmon	QVB	252 253 254 290
Ashbury	King St Wharf	413
Ashfield	QVB	480 483
Avalon	Railway Sq and Wynyard	L88 L90
Balgowlah	Wynyard	175 178 180 185
Balmain	Millers Pt	432 433
	QVB	441 442
Banksmeadow	Circular Quay	309
Beacon Hill	Wynyard	169
Bilgola	Railway Sq and Wynyard	L88 L90
Birchgrove	QVB	441
Bondi Beach	Circular Quay	333 380
Bondi Junction	Railway Sq	378
	Circular Quay	333 380 389
Boronia Park	Circular Quay	506
Brighton-Le-Sands	Circular Quay	303
Bronte	Railway Sq	378
Brookvale	Wynyard	175 178 180 L80 185 L85
Burwood	QVB	461
Cammeray	Wynyard	202 207 208
Camperdown	King St Wharf	412 413
	Circular Quay	436 437 438 L38 440
	QVB	461 480 483
Campsie	King St Wharf	412 413
Canterbury	Circular Quay	428
Chatswood	Wynyard	272 273
Chifley	Circular Quay	392
Chiswick	Circular Quay	436 504
Clovelly	Millers Pt	339
Collaroy	Wynyard	185 L85 L88 L90
	Railway Sq	L88 L90
Collaroy Plateau	Wynyard	180 L80
Coogee	Railway Sq	372
	Circular Quay	373 374
Cremorne	Wynyard	169 175 178 180 185 243
		244 246 247
Crows Nest	QVB	252 253 254 261 290
	Wynyard	273
Croydon	QVB	461
Croydon Park	King St Wharf	413
Daceyville	Gresham St	391
	Circular Quay	392
Darling Point	Gresham St	327
Darlington	Circular Quay	422 423 426 428
Dee Why	Wynyard	178 180 L80 185 L85 L88 L90
	Railway Sq	L88 L90
Denistone East	Circular Quay	518
Dobroyd Point	Circular Quay	436 437
Dolls Point	Circular Quay	303
Double Bay	Circular Quay	324 325 326
Dover Heights	Circular Quay	380
Drummoyne	Town Hall	501
	Circular Quay	504 506 507 515 518 520 L20
Dulwich Hill	King St Wharf	412
	Circular Quay	426 428
Earlwood	King St Wharf	412
	Circular Quay	423
Eastgardens	Gresham St	391
	Circular Quay	392
Eastlakes	Circular Quay	301 303
Eastwood	Circular Quay	515
East Botany	Circular Quay	310
East Lindfield	Wynyard	207 208
East Roseville	Wynyard	207 208
East Ryde	Circular Quay	506
Edgecliff	Circular Quay	324 325 326
	Gresham St	327
Elizabeth Bay	Circular Quay	311
Enfield	QVB	480 483
Enmore	Circular Quay	423 426 428
Epping	QVB	288 290
Ermington	Circular Quay	520 L20
Five Dock	Circular Quay	437 438 L38
Forest Lodge	Millers Pt	432 433
	Circular Quay	470
Frenchs Forest	Wynyard	169
Gladesville	Town Hall	501
	Circular Quay	507 515 518 520 L20
Glebe	Millers Pt	431 432 433
Gore Hill	QVB	252 253 254 290
Greenwich	QVB	261
Haberfield	Circular Quay	436 437 438 L38
Hillsdale	Gresham St	391
	Circular Quay	392
Hunters Hill	Circular Quay	506
Hurlstone Park	Circular Quay	428

Destination	From	Route(s)
Kensington	Gresham St	391
	Circular Quay	301 303 392 394 L94
		396 397 399
Kings Cross	Railway Sq	393 395
	Circular Quay	324 325 326
	Gresham St	327
	Railway Sq	311
Kingsford	Gresham St	391
	Circular Quay	392 394 L94 396 397 399
	Railway Sq	393 395
Kingsgrove	Circular Quay	423
Kyeemagh	Circular Quay	303
Lane Cove	QVB	252 253 254 288 290 292
Lane Cove West	QVB	252 253 254
La Perouse	Gresham St	391
	Circular Quay	394 L94
Leichhardt	Circular Quay	436 437 438 L38 440
Lewisham	King St Wharf	413
	QVB	461 480 483
Lilyfield	Circular Quay	440 470
Little Bay	Circular Quay	392 394 L94 399
Longueville	QVB	261
Macquarie Centre	QVB	288 290 292
Macquarie Park	QVB	292
Macquarie University	QVB	288 290 292
Malabar	Railway Sq	393
	Circular Quay	394 L94 399
Malabar Heights	Circular Quay	399
Manly Vale	Wynyard	175 178 180 L80 185 L85
Maroubra	Railway Sq	393 395
	Circular Quay	394 L94 396 397 399
Maroubra Beach	Circular Quay	376 377 396
	Railway Sq	395
Marrickville	King St Wharf	412
	Circular Quay	423 426
Marsfield	QVB	292
Mascot	Circular Quay	309 310
Matraville	Circular Quay	309
Meadowbank	Circular Quay	507
	Railway Sq and Wynyard	L88 L90
Monterey	Circular Quay	303
Moore Park	Millers Pt	339
	Railway Sq	372 393 395
	Circular Quay	373 374 376 377 392
		394 396 397 399
	Gresham St	391
Mosman Junction	Wynyard	244 247
Naremburn	Wynyard	272 273
Narrabeen	Wynyard	185 L85 L88 L90
	Railway Sq	L88 L90
Narrabeena	Wynyard	169
Neutral Bay	Wynyard	169 175 178 180 185
		243 244 246 247
Newport	Railway Sq and Wynyard	L88 L90
Newtown	Circular Quay	422 423 426 428
Nielsen Park	Circular Quay	325
North Annandale	Millers Pt	432 433
North Bondi	Circular Quay	333 380 389
Northbridge	Wynyard	202 207 208
North Cremorne	Wynyard	243
North Ryde	QVB	288 290
North Sydney	Wynyard	202 207 208 263 273
	QVB	252 253 254 261
Northwood	QVB	261
Paddington	Railway Sq	378
	Circular Quay	333 380 389
Pagewood	Gresham St	391
	Circular Quay	392
Palm Beach	Railway Sq and Wynyard	L90
Parramatta	Circular Quay	520 L20
Petersham	King St Wharf	412
	Circular Quay	428
Port Botany	Circular Quay	309
	Gresham St	391
Potts Point	Circular Quay	311
Putney	Circular Quay	507
Pymont	Circular Quay	443
Ramsgate	Circular Quay	303
Randwick	Railway Sq	372
	Circular Quay	373 374 376 377
Redfern	Pitt & Spring Sts	308
	Circular Quay	309 310
Riverview	QVB	253 254
Rodd Point	Circular Quay	436 437
Rose Bay	Circular Quay	324 325
Rosebery	Circular Quay	301
	Millers Pt	343
RNS Hospital	QVB	252 253 254 290
RPA Hospital	King St Wharf	412
Rozelle	Town Hall	501
	Circular Quay	504 506 507 515 518 520 L20
Rushcutters Bay	Circular Quay	324 325 326
	Gresham St	327
Russell Lea	Circular Quay	436 504
Rydalmere	Circular Quay	520 L20
Ryde	Circular Quay	515 518 520 L20
Ryde Hospital	Circular Quay	515

Destination	From	Route(s)
Sans Souci	Circular Quay	303
Seaforth	Wynyard	169 175 178 180 185
South Coogee	Circular Quay	376 377
Stanmore	King St Wharf	412
St Leonards	QVB	252 253 254 290
St Peters	Pitt & Spring Sts	308
	Circular Quay	422
Strathfield	QVB	461 480 483
Summer Hill	QVB	480 483
Surry Hills	Circular Quay	301 302 303 374 376
	Millers Pt	339
	Railway Sq	372 393 395
	Gresham St	391
Sydenham	Circular Quay	422
Taronga Zoo	Wynyard	247
Tempe	Circular Quay	422
Tennyson	Circular Quay	507
Ultimo	Town Hall	501
University of NSW	Circular Quay	301 302 303 392 394
		L94 396 397 399 890 892
	Gresham St	391
	Railway Sq	393 395
	Eddy Ave	891 892
University of Sydney	King St Wharf	412 413
	Circular Quay	422 423 426 428 436
		437 438 440
	QVB	461 480 483
University of Technology	King St Wharf	412 413
	Circular Quay	422 423 426 428 436
		437 438 440 470
	Millers Pt	431 432 433
	QVB	461 480 483
	Town Hall	501
University of Western Sydney	Circular Quay	520 L20
Vaucluse	Circular Quay	324 325
Warriewood	Railway Sq and Wynyard	L88 L90
Warriewood Valley	Wynyard	185 L85
Warringah Mall	Wynyard	L80 L85 L88 L90
	Railway Sq	L88 L90
Waterloo	Circular Quay	309 310
	Millers Pt	343
Watsons Bay	Circular Quay	324 325
Waverley	Railway Sq	378
West Ryde	Town Hall	501
	Circular Quay	520 L20
White Bay	QVB	441 442
	Town Hall	501
	Circular Quay	504 506 507 515 518 520 L20
Willoughby	Wynyard	272 273
Woolloomooloo	Circular Quay	311

