



1 February 2022

Mr Mick Cassel
Secretary
Department of Planning and Environment
Locked Bag 5022
PARRAMATTA NSW 2124

Attention: Rodger Roppolo

Dear Mr Cassel,

**MODIFICATION FOR STAGE 1 – HOTEL UPGRADE AND NEW BALLROOM
(INTERCONTINENTAL HOTEL)**

Thank you for referring the above modification application to Transport for NSW (TfNSW) for comment.

TfNSW have reviewed the subject modification application and provide comments for the Department's consideration in **TAB A** in relation to the following:

- Porte-Cochere Management;
- Loading and Servicing Management; and
- Construction Pedestrian and Traffic Management.

If you have any further inquiries in relation to this development application, please contact me on 0427 983 135 or by email at: development.sydney@transport.nsw.gov.au.

Yours sincerely,

Brendan Pegg
A/Senior Manager Land Use Assessment Eastern
Planning and Programs, Greater Sydney Division

TAB A

Porte-Cochere Management

Comment

It is noted that the proposal results in a significant reduction in demand in regards to travel demand compared to the previous development application.

It is advised that:

- There will be additional vehicle movements to / from the porte-cochere, compared to the existing situation; and
- A Porte-cochere Management Plan needs to be in place to manage vehicles accessing the hotel (both hotel and function guests) to ensure that queuing does not occur along Phillip Street.

Recommendation

It is requested that the applicant be conditioned to prepare a draft Porte-cochere Management Plan in consultation with TfNSW as part of any Stage 2 development application. This Plan shall include:

- The details of the forecast traffic volumes accessing the porte-cochere by time of day;
- The details on how the area within the porte-cochere will be used to accommodate the forecast demand; and
- The management of incidents at the access to the porte-cochere.

Loading and Servicing Management

Comment

It is noted that the proposal results in a significant reduction in the function capacity compared to the previous application.

It is advised that:

- Additional delivery and service vehicles need to be served by the loading dock, compared to the existing situation; and
- A Loading and Servicing Management Plan needs to be in place to manage service vehicles accessing the loading dock to ensure that queuing does not occur on public roads.

Recommendation

It is requested that the applicant be conditioned to prepare a Loading and Servicing Management Plan in consultation with TfNSW as part of any Stage 2 development application. This Plan shall include:

- Details of the forecast freight and servicing traffic volumes by time of day;
- Details of loading dock operation in how competing demands between the function space and hotel will be managed; and
- Management of incidents at the access to the loading dock.

Construction Pedestrian and Traffic Management

Comment

It is advised that within the Circular Quay precinct there are several large developments that will be under construction at the same time as the proposed development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations, and the safety of pedestrians and cyclists within the CBD particularly during commuter peak periods.

Recommendation

It is requested that the applicant be conditioned to prepare a draft Construction Pedestrian and Traffic Management Plan in consultation with TfNSW as part of any Stage 2 development application. This Plan shall include:

- Description of the development;
- Location of any proposed work zone(s);
- Details of crane arrangements including location of any crane(s)
- Haulage routes;
- Proposed construction hours;

- Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods;
- Construction program and construction methodology;
- A detailed plan of any proposed hoarding and/or scaffolding, including adequate clearance for pedestrian movement;
- Measures to avoid construction worker vehicle movements within the CBD;
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of projects. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the surrounding road network; and
- Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.