Stantec Australia Pty Ltd
Level 9, 203 Pacific Highway
St Leonards NSW 2065

11 July 2023

Project/File: 301401660

David Springford
Toga Development & Construction
Level 5, 45 Jones Street
ULTIMO NSW 2007

Dear David,

Reference: 2 & 8A Lee Street, Haymarket – Response to Department of Planning and Environment Submissions

A State Significant Development Application (SSD-33258337) was submitted for the subject site at 2 and 8A Lee Street, Haymarket which includes the mixed-use redevelopment of the Adina Central site to comprise retail/ commercial and hotel uses above a four-level basement adjoining the adjacent Atlassian and CPS buildings.

Correspondence received from the Department of Planning and Environment (DPE) dated 15/06/23 seeks clarification on a range of transport matters including loading/ service provision, and traffic generation. On reviewing the requests, Stantec offer the following responses for further stakeholder consideration. This letter should be read in conjunction with the *2 and 8a lee Street, Haymarket Transport Assessment* prepared by Stantec, dated 16 December 2022.

Department of Planning and Environment Response to Submissions

Item 7

Provide an estimate of the potential maximum peak hour vehicle trips generated by the Adina hotel as if it were operational to allow for a comparison between existing/proposed traffic generation.

The existing Adina Hotel (when it was operational) included 98 hotel rooms, 900m^2 GFA of retail uses and 16 car parking spaces. Adopting future target mode shares for the development (outlined in Table 7 of the SSDA TTA prepared by Stantec), and consistent traffic generation assumptions for each land use (see Section 4.8 of the SSDA TTA) the existing Adina Hotel would have generated about 5 vehicle trips during any peak hour (3 as driver and 2 as passenger).

As noted in Section 4.8 of the SSDA TTA, the future development is estimated to generate 73 vehicle trips during any peak hour including 43 as driver and 30 as passenger.

On this basis, the development results in net increase of about 68 vehicle trips during any peak hour.

Item 8

Confirm whether the predicted traffic generation during peak hours (RtS TTA p41) also includes service vehicle trips. If not, confirm the predicted number of service vehicle trips during peak hours.

The predicted traffic generation does not include service vehicle trips. Section 4.5 of the SSDA TTA prepared by Stantec estimates the following loading bays are sufficient to cater for the demands of each land use:

- Office: 2-3 loading bays.
- Hotel: Shared use of 1 loading bay.
- Retail: 1 loading bay.

Assuming an average duration of stay of 30 minutes, as a worst-case scenario each land use could generate the following during any peak hour.

- Office: 4-6 service vehicles or 8-12 service vehicle trips (inbound and outbound).
- Hotel: 2 service vehicles or 4 service vehicle trips.
- Retail: 2 service vehicles or 4 service vehicle trips.

On the above basis the site could generate up to 10 service vehicles or 20 service vehicle trips (inbound and outbound) during any peak hour. As noted, this is considered a worst-case scenario with Toga to limit service vehicle movements during peak hours, where appropriate. Further, based on survey data collected at comparable developments as part of the TfNSW Urban Freight Forecasting Model, peak delivery periods are anticipated to be between 9:00am to 12:00pm (and hence outside the road network peak hours).

Toga is also committed to implementing a dock management plan to efficiently manage utilisation of all on-site loading spaces, requiring vehicles to be booked to controlled and defined timeslots ensuring a more equitable distribution of vehicles across the day rather than concentrated to shorter peaks (this is also a requirement of incorporation as part of the consolidated site access through the CPS basement).

Item 9

In relation to service vehicle capacity of the proposal:

a. confirm the demand and maximum number of service vehicle trips per day generated by the development

b. confirm the daily trip capacity of the proposed eight service vehicle spaces, noting the RtS TTA (p39) indicates the previously proposed six spaces could accommodate 150 trips.

a. Section 4.5 of the SSDA TTA prepared by Stantec estimates the following daily loading demands:

   - Hotel: 5-7 vehicles per day
   - Retail: 24 vehicles per day (including a 50% contingency as a conservative assessment).
   - Office: Section 4.5 of the SSDA TTA estimates 2-3 loading bays would be suitable to cater for the demands of the commercial floor space. Considering the response to Comment 8 and assuming a 12-hour operational window, office uses could generate between 48-72 service vehicles each day. This assumes a constant loading demand across the day and given this is unlikely, daily demand is expected to be less.

   On the above basis, conservatively, the site could generate up to 103 service vehicles per day.

b. Assuming an average duration of stay of up to 30-minutes and a 12-hour operational window, 8 loading bays could accommodate up to 192 service vehicles each day. This exceeds the conservatively high assessment and is more than capable of accommodating all future loading demand.

Reference: **TOGA Central Response to Submissions Department of Planning and Environment**

Best regards,

STANTEC AUSTRALIA PTY LTD

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