

THE QUINCY HOTEL, SYDNEY

PRELIMINARY CONSTRUCTION TRAFFIC MANAGEMENT PLAN

PREPARED FOR FAR EAST ROCKS ORGANISATION
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The Quincy Hotel, Sydney – Preliminary Construction Traffic Management Plan

Revision	Description	Date	Author	Reviewer	Approver
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1 Introduction

1.1 Background

This Preliminary Construction Traffic Management Plan has been prepared by Stantec on behalf of Far East Rocks Organisation (the applicant) in support of a State Significant Development Application (SSDA) submitted to the Minister of Planning under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act). This SSDA seeks development consent for the detailed design and construction of a new hotel with ancillary retail, through-site links, and associated works (the proposal) at 35-55 Harrington Street, The Rocks (the site).

The site is legally described as Lot 1 in Deposited Plan 775889. The site comprises the following buildings:

- The 'Clocktower building' at 35-55 Harrington Street (to which this SSDA predominately relates).
- The existing Rendezvous Hotel at 75 Harrington Street.

The project has been declared as a State significant development (SSD) pursuant to Section 4.36(2) of the EP&A Act. In accordance with Schedule 2, Clause 6 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP), the project is declared SSD for the reason that it is development on land within The Rocks Site and it has a capital investment value (CIV) of more than \$10 million.

This SSDA seeks approval for the redevelopment of the existing building to facilitate the change of use of an existing building to new hotel accommodation. Specifically, the proposed development involves:

- Demolition of the existing mixed-use building (referred as the 'Clocktower' building) and site features.
- Construction of a new eight storey hotel accommodation building comprising:
 - Two levels of retail and commercial land uses at the ground level and first floor level.
 - Five levels of hotel accommodation, providing a total of 206 hotel rooms.
 - One level of roof-top space.
- Establishment of new publicly accessible through-site links.
- Alterations to the existing basement car park to upgrade to contemporary code compliance.
- Public domain improvements, including three new public spaces, landscaping, and paving.
- Ancillary works, including site services.

Vehicular access to the 'Clocktower building' is provided via an access point at 75 Harrington Street.

This Preliminary Construction Traffic Management Plan addresses the specific project requirements provided in the Secretary's Environmental Assessment Requirements (SEARs) issued by Department of Planning and Environment (DPE) on 14 December 2021 (DPE reference: SSD-32766230).



1.2 Purpose of this report

This report seeks to provide an overview of the Preliminary Construction Pedestrian Traffic Management Plan (CPTMP) initiatives to be implemented as part of the construction works associated with the proposed development. A detailed CPTMP would be prepared in the future by the appointed contractor.

Specifically, this overview CPTMP considers the following:

- construction site access arrangements
- anticipated truck volumes during construction stages
- truck routes to/ from the site
- requirements for works zones
- pedestrian and cyclist access
- site personnel parking
- traffic control measures
- overview of CPTMP requirements.

1.3 Planning Secretary's Environmental Assessment Requirements

This report has been prepared in response to the Secretary's Environmental Assessment Requirements (SEARs) issued for the SSD and dated 14 December 2021. Specifically, this report responds to the item within the SEARs requirements (SSD-32766230), which has been reproduced below:

Provide a Construction Traffic Management Plan detailing predicted construction vehicle movements, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.



2 Site Location

The site is at 35-55 Harrington Street, The Rocks occupying a 3,611 square metre parcel of land. It has frontages of 110 metres to Harrington Street, 55 metres to Argyle Street and 120 metres to Cambridge Street. The development is within City of Sydney Council (Council) and has a land zoning Sydney Cove Redevelopment Authority Scheme. The site is primarily surrounded by commercial, retail, and food and drink premises common throughout this part of the CBD.

The site is currently occupied by a variety of land uses including:

- Rendezvous Stafford Hotel occupying 55-75 Harrington Street providing 61 hotel rooms with loading dock ingress/ egress located on Harrington Street.
- Wilson Car Park providing 138 spaces for public use as well as use by the existing hotel and commercial tenancies, with entry from Harrington Street and exit to Argyle Street.
- Clocktower Shopping Centre providing ground floor/ level one retail of 2,195 square metres GLFA and 5,614 square metres GLFA of office space on the upper six floors.

The subject site and surrounding environs are shown in Figure 1 and aerial view with existing site access locations shown in Figure 2.

Figure 1: Subject site and its environs



Base image source: <http://www.street-directory.com.au/>, accessed October 2022

Figure 2: Aerial view



Base image source: Nearmap, dated 2 August 2022

3 Development Proposal

3.1 Land Uses

This SSDA seeks approval for the redevelopment of the existing building to facilitate the change of use of an existing building to new hotel accommodation. Specifically, the proposed development involves:

- Demolition of the existing mixed-use building (referred as the ‘Clocktower’ building) and site features
- Construction of a new eight storey hotel accommodation building comprising:
 - Two levels of retail and commercial land uses at the ground level and first floor level.
 - Five levels of hotel accommodation, providing a total of 206 hotel rooms.
 - One level of roof-top space.
- Establishment of new publicly accessible through-site links.
- Alterations to the existing basement car park to upgrade to contemporary code compliance.
- Public domain improvements, including three new public spaces, landscaping, and paving.
- Ancillary works, including site services.

The proposed new hotel accommodation will eventually connect with the existing Rendezvous Hotel which adjoins the subject site to the south. This connection will be facilitated by minor refurbishment works to the existing Rendezvous Hotel approval which will be sought under a separate planning approval pathway. The south wing is anticipated to ultimately included a further 86 hotel rooms, resulting in a site total of 292 hotel rooms.

The development schedule is summarised in Table 1 with the indicative site cross section shown in Figure 3 and upper ground floor plan in Figure 4.

Table 1: Development schedule

Use	Description	Size
Hotel	Rooms	292 rooms (206 this SSDA, plus 86 subject to separate planning pathway) [1] 60-70 staff (at any one time)
	Concierge, lobby, lounge, reception	220m ²
Retail	Lower Ground Floor Retail	773m ²
	Upper Ground Floor Retail	941m ²
	Sub-Total Retail	1,714m²
Public Amenity	Rooftop Bar	250m ²
	Rooftop Terrace (excl. pool)	154m ²
	Sub-Total Public Amenity	404m²

[1] It is noted that the planned refurbishment works to the existing Rendezvous Hotel will include a further 86 hotel rooms in the south wing, therefore for the purposes of this transport assessment the combined number of hotel rooms for the ultimate development have been considered.



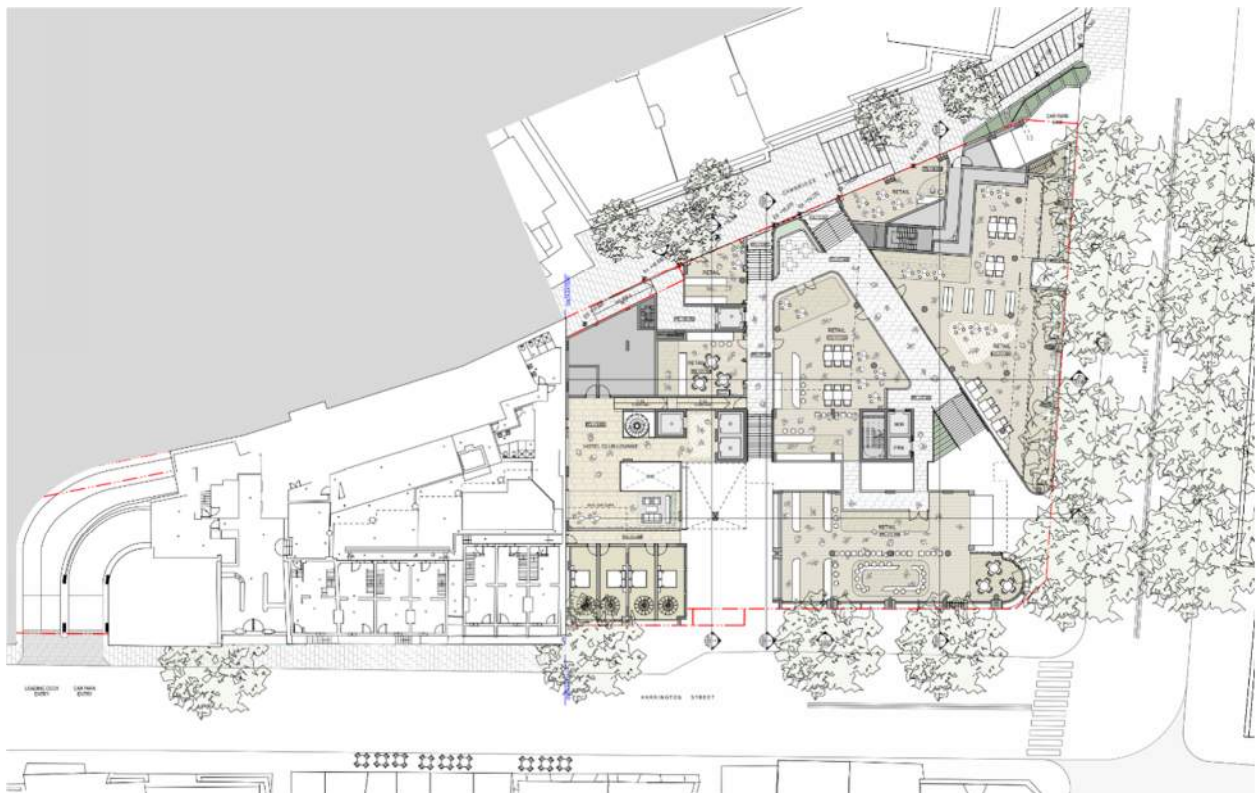
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Figure 3: Harrington Street elevation



Source: fjmtstudio, drawing DA-3000, Revision 01, dated 21 November 2022

Figure 4: Upper ground level floor plan



Source: fjmtstudio, drawing DA-20UG, Revision 01, dated 21 November 2022



4 Construction Traffic Management Plan

4.1 Principles of Traffic Management

The general principles of traffic management during construction activities are as follows:

- minimise the impact on pedestrian and cyclist movements
- maintain appropriate public transport access
- minimise the loss of on-street parking
- minimise the impact on adjacent and surrounding buildings
- maintain access to/ from adjacent buildings
- restrict construction vehicle movements to designated routes to/ from the site
- manage and control construction vehicle activity near the site
- carry out construction activity in accordance with approved hours of works.

4.2 Work Hours

The works will be carried out during the approved work hours. Indicative work hours are as follows:

- Weekdays: 7:30am-5:30pm
- Saturdays: 7:30am-3:00pm
- Sundays, public holidays: no work permitted.

Workers would be advised of the approved work hours during induction. Any works outside of the approved work hours would be subject to specific prior approval from the appropriate authorities. Such works may include delivery of cranes, large plant or equipment required on the site that require oversize vehicle access.

4.3 Site Access and Loading

It is anticipated that construction vehicle access will be provided via Harrington Street, however this will be confirmed as part of a future detailed CPTMP prepared by the appointed contractor. Should an on-street works zone be required, a separate application will be made to the relevant authorities prior to commencement of works.

As part of the detailed CPTMP, Traffic Guidance Schemes (previously referred to as Traffic Control Plans) will be prepared in accordance with the principles of the Traffic Control at Work Sites manual (TfNSW, 2020). The Traffic Guidance Scheme (TGS) primarily shows where construction signs will be located at specific locations (such as uncontrolled intersections) along the approved truck routes to warn other road users of the increase in construction vehicle movements.

Access to the neighbouring sites by emergency vehicles would not be affected by the works as the road and footpath frontages are anticipated to be unaffected. Emergency protocols on the site would include a requirement for site personnel to assist with emergency access from the street. All truck movements to the site and/or incident point would be suspended and cleared.



4.4 Construction Worker Parking

At this stage the number of workers that are expected to be on-site at any given time during peak activities is unknown.

Given the site's proximity to various public transport services being located near Circular Quay interchange it is anticipated that no on-site worker parking will be provided with workers encouraged to use public transport. During site inductions, workers will be informed of the existing public transport network servicing the site. Appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

4.5 Heavy Vehicle Traffic Generation

Heavy vehicles generated by the construction activities would typically be expected to comprise a range of vehicles including medium rigid vehicles (MRVs). The delivery of cranes, large plant or equipment may also require the use of oversize vehicles at times for which the necessary approvals would be obtained as required.

At this stage the number of truck movements expected to occur daily or to access the site during peak construction activities is unknown. A detailed assessment of the potential traffic impacts on the surrounding road network arising from the proposed construction activities will be examined as part of the detailed CPTMP with activities and appropriate mitigation and management strategies identified where necessary.

4.6 Heavy Vehicle Access Routes

Heavy vehicle movements would be restricted to designated routes and confined to the arterial road network wherever feasible. Truck routes to/ from the site have been identified with the aim of providing the most direct routes to/ from the site as well as minimising the impact of heavy vehicles on local roads.

Figure 5 provides a summary of the anticipated construction vehicle routes to/ from the site. Given the constrained site location vehicles are assumed to approach from the south, make use of the kerbside space on the western side of Harrington Street and depart to the north (to travel west on Argyle Street). Truck drivers will be advised of the designated truck routes to/ from the site.

Approach Routes

- North: Bradfield Highway/ Cahill Expressway, Grosvenor Street, Harrington Street.
- South: Eastern Distributor/ Cahill Expressway, Macquarie Street, Bridge Street, Grosvenor Street, Harrington Street (6-10am and 3-7pm turn bans into Harrington Street).
- South (alternate route): Cahill Expressway, Macquarie Street, Bridge Street, George Street, Essex Street, Harrington Street.

Departure Routes

- North: Harrington Street, Argyle Street, Kent Street, Bradfield Highway/ Cahill Expressway.

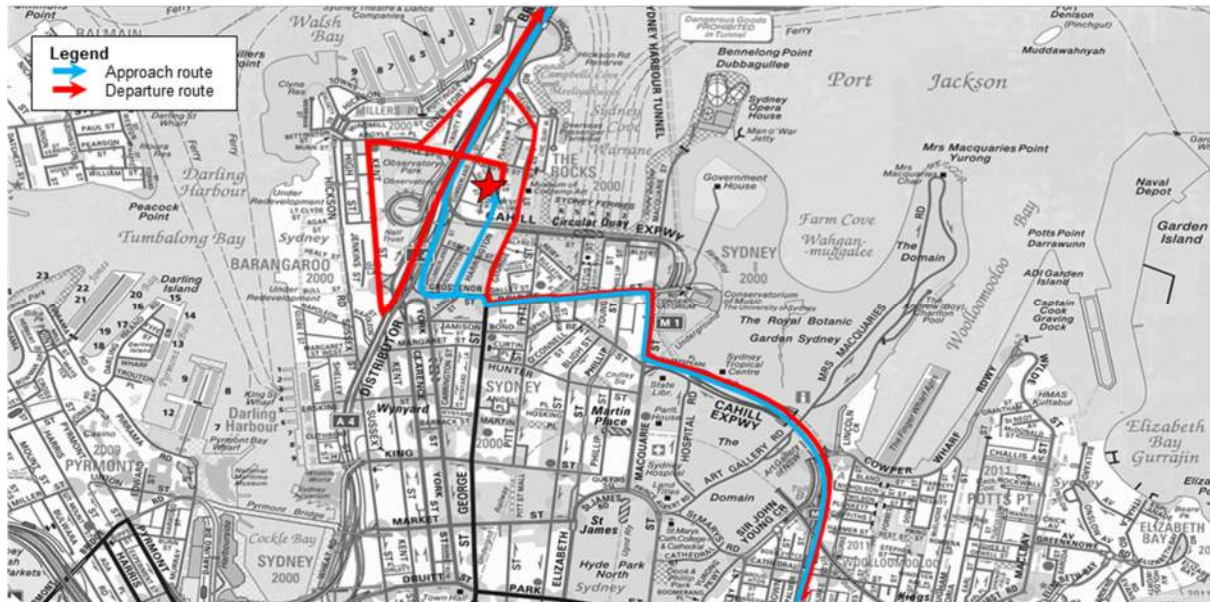


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- South: Harrington Street, Argyle Street, Lower Fort Street, George Street, Bridge Street, Macquarie Street, Cahill Expressway/ Eastern Distributor.

Equally, the Western Distributor and City West Link/ M4 East could be used as an arrival and departure route, depending on heavy vehicle origin and destinations.

Figure 5: Anticipated construction vehicle routes



Base image source: <http://www.street-directory.com.au/> accessed 12 October 2022

4.7 Pedestrians and Cyclists

Where required, A-Class and/ or B-Class hoardings will be installed along the perimeter of the site to maintain and ensure safe pedestrian and cyclist passage. The corresponding TGSs to be prepared as part of the detailed CPTMP will assist in minimising impacts on the movement of pedestrians and cyclists along the Harrington Street and Argyle Street frontage (in particular) from construction related traffic.

5 Overview of CPTMP Requirements

Overall, the following CPTMP initiatives that would be implemented for the demolition and construction of the proposed development are included below, with all to be included in a detailed CPTMP:

- Description of construction activities and duration.
- Construction work hours.
- Detailed assessment of construction traffic impacts including any cumulative impacts.
- Details regarding any one-off activities for installation of cranes and other equipment.
- Swept path analysis of heavy vehicle access to the site and Works Zone.
- Detailed assessment of on-street parking impacts.
- Emergency vehicle access.
- Impacts to public transport services.
- Traffic Guidance Scheme(s).
- Contact details of key project personnel.

