



Mr Andy Nixey  
Acting Team Leader  
Key Sites Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention:** Karl Fetterplace

Dear Mr Nixey

**Concept Development Application (Staged Development) for Alterations and Additions to the InterContinental Hotel and Transport House, Sydney (SSD 7693) - Notice of Exhibition.**

Thank you for your letter dated 12 September 2017, requesting Transport for NSW (TfNSW) review and comment on the above.

TfNSW comments on the Concept Plan development application are provided below.

**Porte-Cochere Operation**

Based on the Traffic and Transport Assessment prepared to support the development application, the proposed development includes a ballroom with a 610 person capacity for sit down dinner and 900 person capacity for a standing function. The proposed function room related activities would increase the demand on the porte-cochere have the potential to cause vehicle queuing at the porte-cochere due to the car/ taxi/ point to point transport activities.

TfNSW requests further justification of the car/ taxi/ point to point transport mode share used and the resultant traffic generation. This should include surveys undertaken for hotel and function centres with similar levels of parking in the CBD compared to the proposed development to verify the mode share for taxi and pickup/ drop off vehicles.

**Loading Dock Operation**

The proposed development does not include any changes to the existing loading dock. TfNSW requests that further justification on how the additional demand on loading and servicing will be accommodated within the existing loading dock.

**Kerbside Use**

The Traffic and Transport Assessment prepared to support the development application suggests the existing kerb extension for pedestrians is to be reviewed as part of the streetscape planning and to assess the possibility of extending the existing bus zone in Macquarie Street.

TfNSW advises that:

- The applicant should not rely on the kerb side restrictions to conduct their business activities;
- Kerb side restrictions are set to suit the wider community needs and are constantly subject to change based on network requirements; and
- Any changes to kerbside use be developed in consultation with the Sydney Coordination Office.

### **Bicycle Facilities**

Based on the Traffic and Transport Assessment, it is proposed to provide a secure room for storage of bicycles accessed by hotel staff. Staff riding to work will self-park their bicycle while hotel guest bikes will be valet parked. TfNSW requests that the applicant develops wayfinding strategies and travel access guides to assist with increasing the mode share of walking and cycling for staff and visitors.

### **Stage 2 Development Application**

TfNSW requests that any Stage 2 Development Application includes a draft Management Plan for the Porte-Cochere, a draft loading management plan and a draft Construction Pedestrian and Traffic Management Plan (CPTMP) as detailed in **TAB A**.

TfNSW requests that the applicant consults with the Sydney Coordination Office within TfNSW in relation to the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 8202 2198.

Yours sincerely

  
Marg Prendergast  
**Coordinator General**  
**Sydney Coordination Office**

*26/10/17*

Objective Reference- CD17/10495

## **TAB A - Items to be included in Stage 2 Development Application**

### **Porte-Cochere Management**

As part of any Stage 2 development application, TfNSW requests that a draft porte-cochere management plan be developed in consultation with the Sydney Coordination Office within TfNSW to manage vehicles accessing the hotel (both hotel and function guests) to ensure that queuing does not occur in Phillip Street. The draft porte-cochere Management 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 Dock Management**

As part of any Stage 2 development application, TfNSW requests that the applicant be conditioned to prepare a draft loading management plan in consultation with the Sydney Coordination Office within TfNSW to manage the loading and servicing. The draft Loading Management Plan should include:

- Provide information of the forecast freight and servicing traffic volumes by time of day;
- Provide information how the loading area and 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**

It is advised that:

- Within the Circular Quay precinct there are a number of large developments that will be under construction at the same time as the proposed development, including Quay Quarter Sydney, Wanda One and Circular Quay Tower. 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;
- The primary and secondary traffic routes shown in the Traffic and Transport Assessment be modified to minimise the impact on bus services, particularly in Phillip Street, and key traffic corridors, in particular Bridge Street; and
- In addition, the proposed works zone in Macquarie Street appears to conflict with the use of this space for coaches and drop off/ pick up vehicles as part of the general operation of the hotel.

As part of any Stage 2 development application, TfNSW requests that:

- Further details on how the proposed works zone in Macquarie Street be managed with coach and drop off/ pick up vehicle activities; and
- The applicant prepares a draft Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office. The CPTMP needs to specify, but not limited to, the following:
  - Location of the proposed work zone;
  - Haulage routes;
  - Construction vehicle access arrangements;
  - Proposed construction hours;
  - Estimated number of construction vehicle movements;
  - Construction program;
  - 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 including, but not limited to Quay Quarter Sydney, Wanda One and Circular Quay Tower. Existing CPTMPs for developments around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the CBD road network; and
  - 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.