

Andrew Harvey
Associate Director - Planning
Urbis
Level 23, Tower 2, Darling Park
201 Sussex Street | Sydney NSW 2000

Level 10 201 Kent Street
PO Box 76 Millers Point
Sydney 2000
Australia

t +61 2 9320 9320
d +61 2 932040964
f +61 2 9320 9321

joshua.milston@arup.com
www.arup.com

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Dear Andrew

Sandstone Precinct - Response to Submissions

This letter provides a response to submissions received during the public exhibition of SSD 14_6751 “The Sandstone Precinct”. The letter specifically addresses the use of the buildings as a school. This letter provides a comparison of the expected traffic impacts of a school in contrast to those likely from tourism and visitor accommodation.

The development proposal is for the re-use of the Department of Education and Department of Lands buildings for high quality tourism and visitor accommodation. It has been identified that the Sandstone Precinct may generate demand for 27 vehicle trips in each commuter peak period. It is important to recognise however this is a worst case scenario, with the majority of trips generated by a hotel coinciding with check-in and check-out times. Typical check in and check out times are between 2:00pm-3:00pm and 10:00am-11:00am respectively - outside of the road network peak which occurs between 7:00am-9:00am and 4:00pm-6:00pm. Furthermore, the typical mode of transport of visitors would likely be via taxis which are already on the road network. Alternatively guests may travel to the site via rail, given the close proximity of Circular Quay station and single train service from Sydney airport. Thus the proposed development is expected to have minimal impacts to the local road network.

Typical school drop-off and pick-off times occur between 7:00am-9:00am and 3:00pm-4:30pm and any trips generated would have impacts to the AM and PM hours of the local road network. These are new vehicular trips induced onto the road network, as compared with taxis which are already circulating on CBD streets.

Recent transport surveys of students attending combined junior/senior schools in inner-city Sydney have demonstrated that, for every student enrolled at the school, one car movement is generated during peak hours. This compares to hotel uses, where trips are typically dispersed throughout the day and outside of commuter peak hours. Therefore the peak hour traffic generation of this particular use would be higher compared to that of a hotel.

Pick-up and drop-off zones would be required during these pick-up and drop-off hours which would restrict traffic flows and limit parking opportunities. Furthermore, pedestrian staging areas and school bus zones would be required on Bridge Street or on surrounding streets which would have impacts to the movement of traffic and parking.

In summary, the transport impacts arising from the use of the buildings for tourism and visitor accommodation, compared with that as a school, are considered significantly lower.

Should you require any clarification, please do not hesitate to contact the undersigned.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J. Milston', with a stylized flourish at the end.

Joshua Milston
Senior Transport Planner MIEAust CPEng