

**“CAMPBELLS STORES”**  
**PROPOSED RESTORATION**  
**FOR DINING PRECINCT**  
**7 – 27 CIRCULAR QUAY WEST, THE ROCKS**  
***Assessment of Traffic, Transport and***  
***Parking Implications***

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(Rev D)

Reference 15110

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***TRANSPORT AND TRAFFIC PLANNING ASSOCIATES***

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## 1. INTRODUCTION

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This report has been prepared on behalf of Tallawoladah to accompany an Environmental Impact Statement to the Department of Planning & Infrastructure for the proposed remediation, renewal and adaptive reuse of Campbells Stores at The Rocks (Figure 1).

Campbells Stores is an historic warehouse building located on the Campbells Cove foreshore on the western side of Circular Quay. The sandstone building has been modified over the years and is currently occupied by four large restaurants with extensive outdoor seating with awnings.

The proposed development scheme involves the much needed remediation and restoration of the building to provide for an iconic waterfront dining precinct. The proposal will take advantage of the unique harbourside location and provide tourists in particular with a range of high quality restaurants, cafés and bars.

There will continue to be no parking provided on the site, however the location is highly accessible by rail, bus and ferry services (light rail in the future) and is convenient proximity to hotels and the principal tourist attractions in the northern part of the City.

Whilst the development project is significant the result, with smaller and more intimate tenancies, will be a reduction of floorspace and patron capacity as follows:

	<b>Floorspace</b>	<b>Patron Capacity</b>
Existing	5,707m <sup>2</sup>	2,900
Proposed	4,539.4m <sup>2</sup>	2,131

In response to Application (SSD7056) the Department issued the Secretarys Environmental Assessment Requirements (SEARS) dated 28.5.15 which included the following:

**9. Transport, Traffic, Car Parking and Accessibility**

- *The EIS shall include a Traffic and Transport Impact Assessment that provides, but is not limited to, the following:*
  - *daily and peak traffic movements likely to be generated by the development, and an assessment of the existing and future performance of key intersections surrounding the site, and any upgrades (road/intersections) required as a result of the development;*
  - *detail the proposed number of car parking spaces and compliance with appropriate parking codes (if car parking is proposed);*
  - *existing public transport services and opportunities to promote public transport use (such as a green travel plan);*
  - *pedestrian and cycle connections/circulation and required upgrades to meet the likely future demand within the precinct and connections to the external networks, particularly the cycle network identified in the Sydney City Centre Access Strategy;*
  - *details of the proposed number of bicycle parking spaces and compliance with appropriate standards and the provision of end-of-trip facilities;*
  - *assessment of proposed loading dock provisions and access arrangements to loading docks; and*
  - *details of access arrangements for emergency and service vehicles (including vehicle type and likely arrival and departure times of service vehicles).*
- *In relation to construction traffic:*
  - *details of anticipated truck movements to and from the site;*
  - *details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;*
  - *details of temporary cycling and pedestrian access during construction;*
  - *details of proposed construction vehicle access arrangements at all stages of construction; and*
  - *assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclist and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of impacts. This Plan needs to include vehicle routes, number of trucks, hours of operation, access arrangements for traffic control measures for all demolition/construction activities, and must take into consideration the staging of transport works in the Sydney CBD (including light rail).*

**Relevant Policies and Guidelines:**

- *Guide to Traffic Generating Development (RMS)*
- *Sydney city Centre Access Strategy*
- *EIS Guidelines – Road and Related Facilities (DoPI)*
- *NSW Planning Guidelines for Walking and Cycling*
- *Guide to Traffic Management – Part 12: Traffic Impacts of Development (AUSTROADS)*

The purpose of this report is to:

- \* describe the site, it's context, existing use and the proposed development scheme
- \* describe the road network serving the site and the existing transport services
- \* describe the impending changes to the road network and transport services in the vicinity of the site
- \* assess the potential transport and traffic implications of the proposed development including the circumstances for pedestrians and cyclists
- \* assess the potential parking and servicing implications of the proposal
- \* provide a Draft Construction Traffic Management Plan
- \* respond to the SEARS



## LEGEND



## LOCATION

**FIG 1**

## **2. PROPOSED DEVELOPMENT SCHEME**

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### **2.1 SITE, CONTEXT AND EXISTING USE**

The site (Figure 2) occupies a prominent position at Circular Quay with frontage to Hickson Road being located on the western foreshore of Campbells Cove directly across the Quay from the Opera House and Bennelong Point.

Campbells Stores comprises an historic sandstone warehouse building together with a small separate building to the north and a loading dock to the south below the access road for the Overseas Passenger Terminal (OPT).

The site is adjoined by the Park Hyatt Hotel to the north while the historic Metcalfe Bond buildings extend along the western side of Hickson Road. Campbells Cove Promenade extends along the shoreline on the eastern side of the site while the OPT extends to the south along with historical buildings along Hickson Road and George Street.

The original Campbells Stores building has been modified over the years and is currently occupied by four large restaurants (Waterfront, Wolfies, Imperial Peking and The Italian Village). These restaurants have outdoor eating areas along the eastern side of the building with awnings for weather protection and are popular for large groups and functions and are also well patronised by tourists.

Pedestrian access for the restaurants is primarily provided from the foreshore promenade and there is no on-site carparking provided. The loading dock at the southern end has a service tunnel below the Hickson Road footway connecting to the BOH for each of the restaurants.





SITE

LEGEND



SITE

FIG 2



Details of the existing size and capacity (patrons) of the tenancies are provided in the following:

<b>Name</b>	<b>Size</b>	<b>Capacity</b>
Waterfront	1,750m <sup>2</sup>	900
Walfies	1,107m <sup>2</sup>	550
Imperial Peking	1,600m <sup>2</sup>	800
Italian Village	1,250m <sup>2</sup>	650
<b>Total:</b>	<b>5,707m<sup>2</sup></b>	<b>2,900</b>

## **2.2 PROPOSED DEVELOPMENT**

The proposed development works involves:

- strip out of non historical internal elements
- installation of a new roof
- demolition of the external awning and paving
- construction of new outdoor awning and paving
- cleaning and remediation of stonework
- replacement footway paving along Hickson Road
- construction new Bay 12 building element
- fitout of tenancies

There will be multiple tenancies with restaurant, café and bar uses introduced to the revamped building with the following outcome.

Total Floorspace	4,539.4m <sup>2</sup>
Total Capacity	2,131 persons

Architectural details of the proposed development are provided on the plans prepared by Johnson Pilton Walker which accompany the Development Application and are reproduced in part in Appendix A.

Whilst the application only involves the Campbells Stores site the Sydney Foreshore Authority proposes to undertake significant upgrading works to Campbells Cove Promenade and this work could occur concurrent to the subject development works (see details overleaf).



### 3. ROAD NETWORK AND TRAFFIC CONDITIONS

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#### 3.1 ROAD NETWORK

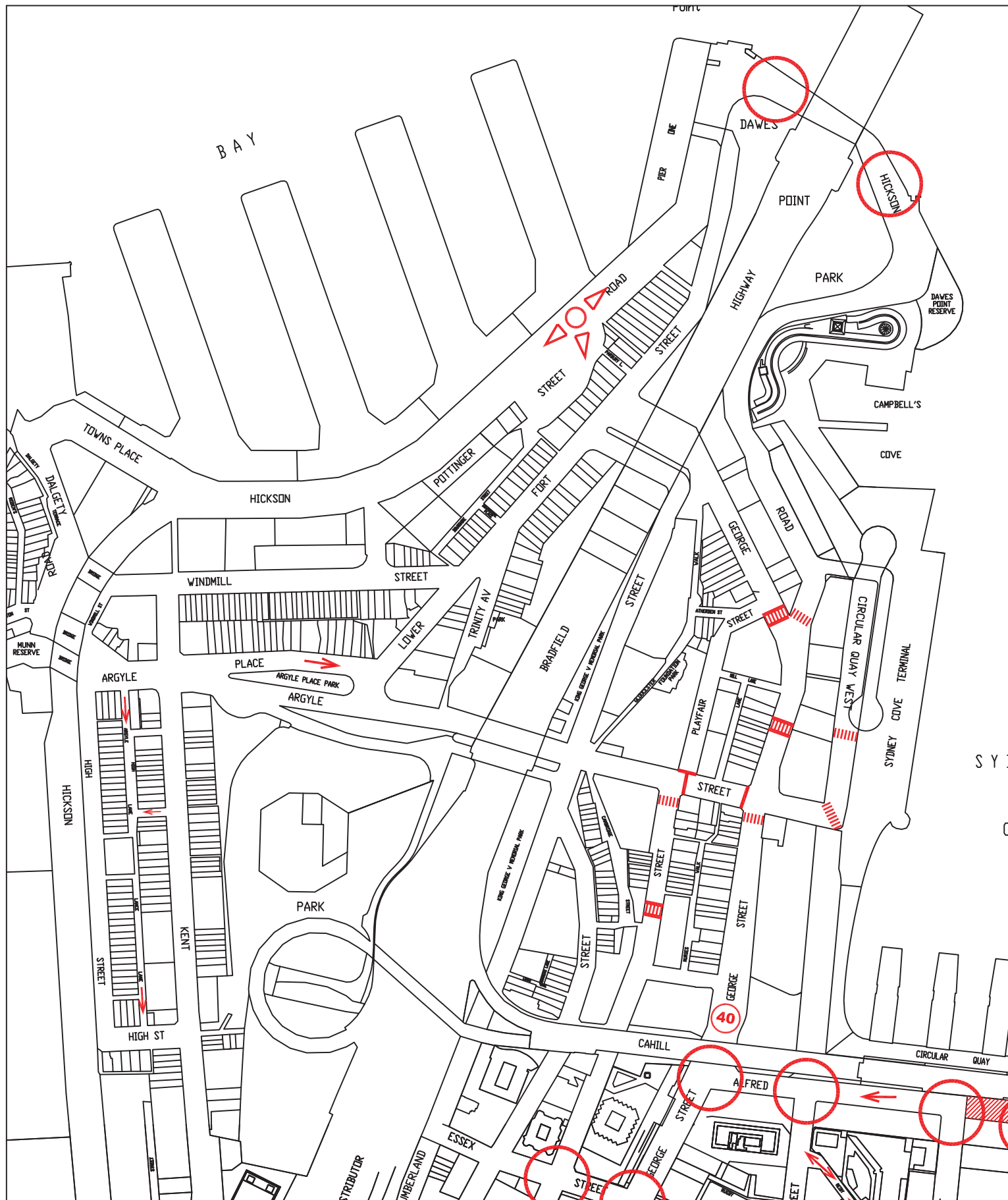
The existing road network serving the site comprises:

- \* *George Street* – a Major City Street and public transport corridor which connects between Broadway and The Rocks
- \* *Bridge Street* – a Major City Street which runs between George Street and Macquarie Street
- \* *Hickson Road* – an Important City Street which connects from George Street around Dawes Point and along the Barangaroo Precinct.
- \* *Argyle Street/Circular Quay West* – a Minor City Street which provides access to OPT (Argyle Street is closed to traffic between George Street and Harrington Street)




#### 3.2 TRAFFIC CONTROLS

The existing traffic controls which have been applied to the roads in the vicinity of the site (Figure 3) include:

- \* the traffic control signals with pedestrian crossing facilities at the intersections of:
  - George Street and Alfred Street
  - Alfred Street and Pitt Street
  - Hickson Road under the Harbour Bridge
- \* the various marked footcrossings across George Street and Hickson Road with some located on raised platforms for speed reduction
- \* the 2/4 hour ticket parking restrictions along each side of Hickson Road at the site frontage with a “car share” pod on the western side
- \* the 40kmph speed restriction on roads in The Rocks area



# LEGEND

-  TRAFFIC SIGNAL CONTROL
-  RESTRICTED TURNING MOVEMENT
-  ONE WAY



## TRAFFIC CONTROLS

FIG 3

### **3.3 TRAFFIC CONDITIONS**

Traffic conditions in the vicinity of the site are generally quite satisfactory particularly at the peak visitation times for restaurants. In terms of vehicle accessibility the site and the available parking (public parking stations and on-street) benefit from the multiple available routes for access.

There are times when road closures are implemented (e.g. New Years Eve and for The Rocks Market), however the circumstances reflect a normal “inner city” environment where traffic movements (and pedestrian movements) are facilitated by the traffic signal intersection controls and marked footcrossing.

### **3.4 TRANSPORT SERVICES**

The site is very conveniently located in relation to major rail, bus, ferry and taxi nodes. In this regard, the site is within 500 metres of Circular Quay Railway Station, the Circular Quay Ferry Wharves and within easy walking distance of bus terminus stops on Loftus Street, Young Street, Phillip Street, Alfred Street and Harrington Street. Bus Routes 431 and 433 operate along George Street with bus stops located in the vicinity of the site and a terminus at Millers Point. Access to taxis (both road and water) is also available nearby and there is a ‘car share’ pod on Hickson Road opposite the site.

Circular Quay Railway Station is serviced by the Bankstown, Inner West, Airport/ East Hills and Main South railway lines and provides connection at either Town Hall or Central Stations to all other City Rail urban and inter-urban lines. Circular Quay Wharf is the focal point of all Sydney Harbour commuter ferry services and as such provides access to the vast majority of wharves on Sydney Harbour and the Parramatta River. There is also a water taxi provision on the wharf in Campbells Cove.

Details of the existing transport services are provided in Appendix B.

### **3.5 CYCLISTS AND PEDESTRIANS**

There are no formal provisions for cyclists in the vicinity of the site at present (apart from the regional route over the Harbour Bridge and along Kent Street) although there are painted bicycle symbols along Hickson Road.

Pedestrians in the vicinity of the site are afforded with excellent provisions with the segregated foreshore promenade linking between Circular Quay and Dames Point as well as the footway provisions along all roads in the area and the closed lanes and road sections in The Rocks.



## **4. FUTURE CIRCUMSTANCES**

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### **4.1 ROAD NETWORK AND TRAFFIC MANAGEMENT**

The existing road network and traffic management in the CBD street system are subject to impending major changes largely to enable the construction and operation of the proposed light rail system. The light rail will run along George Street between Central and Circular Quay and George Street will be essentially closed to vehicle traffic between Goulburn Street and Alfred Street. Alfred Street will also be closed between George Street and Loftus Street while Pitt Street will be closed between Alfred Street and Reiby Place.

It is understood that one-way access lanes will be provided on each side of George Street between Alfred Street and Essex Street (i.e. Southbound along the eastern side) in order to facilitate access to properties and Pitt Street will become two-way traffic between Bridge Street and Reiby Place while Reiby Place will be one-way westwards.

Details of these impending changes are shown on the extract from the Sydney City Centre Access Strategy document which is reproduced overleaf with additional extracts provided in Appendix C. Construction of the light rail system has commenced and completion is envisaged in 2019.

### **4.2 TRANSPORT SERVICES**

The principal impending change to the available public transport services is the proposed light rail system which will have a terminating stop in Alfred Street between Pitt Street and Loftus Street as indicated on the diagram overleaf. The light rail will integrate with the existing Central to Dulwich Hill system.

Bus services will be altered significantly with:

- \* the removal of services from George Street

- \* concentration of services in Castlereagh Street/Loftus Street and Elizabeth Street/Phillip street with connection via Bridge Street to Cahill Expressway and the Harbour Bridge

Details of these changes are provided on the diagram overleaf.

#### **4.3 BICYCLE AND PEDESTRIAN NETWORKS**

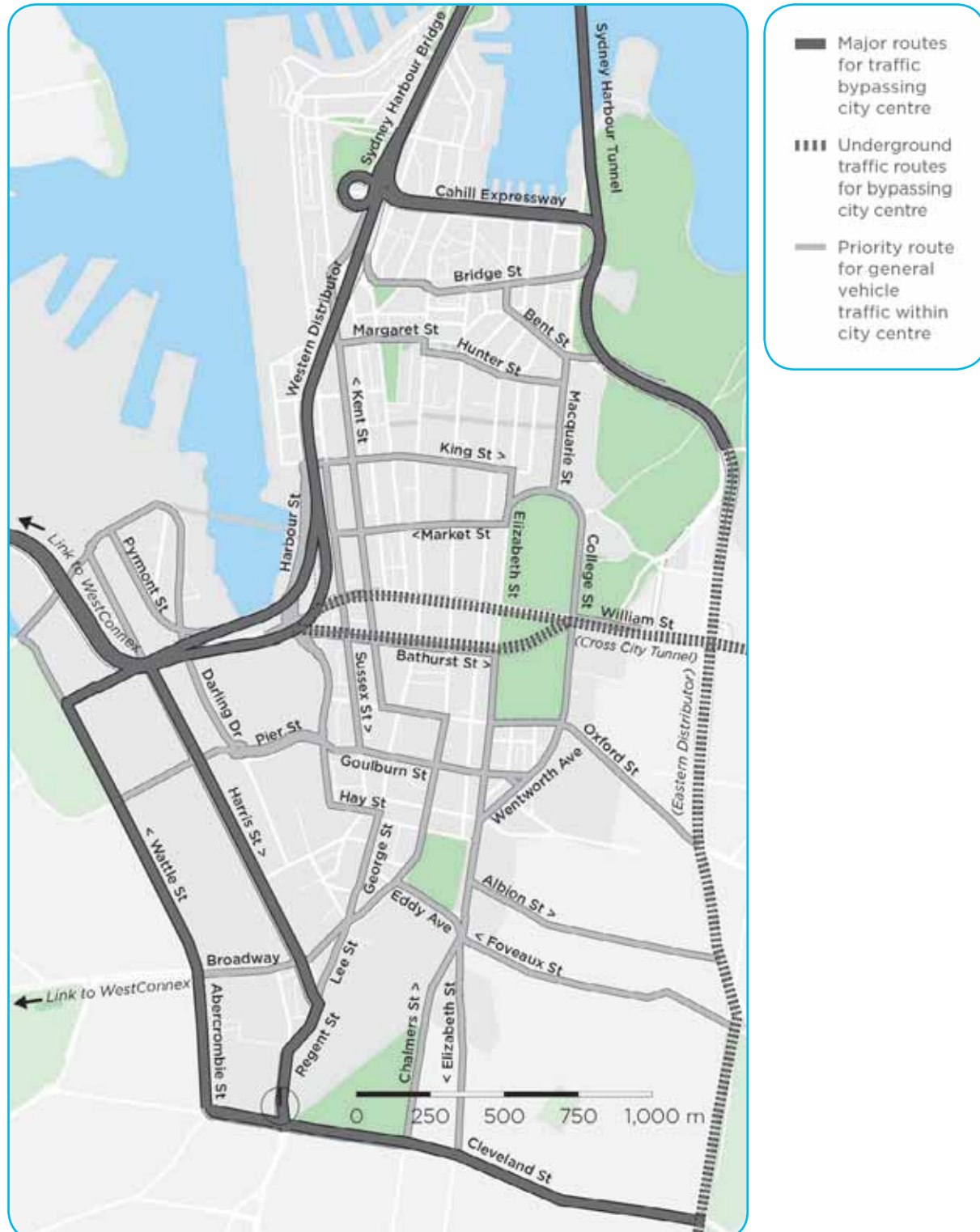
The existing cycleway network in the CBD will be enhanced with a number of new routes including a route along Pitt Street to Circular Quay. This will enable cycle access to/from the site via Circular Quay West with connection to the integrated network through the CBD and beyond as indicated on the diagram overleaf.

#### **4.4 INTEGRATED ACCESS STRATEGY**

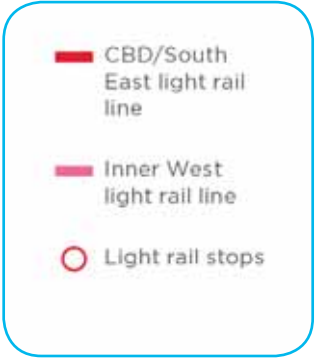
The planned integration of access and circulation in the City is indicated on the diagrams provided in Appendix C.

how the street network operates to ensure that it responds to the future needs of customers in this area. Future changes could include reconfiguration of street configurations and traffic management, intersection redesign, modifications to signal operations and improvements to the public domain and pedestrian arrangements.

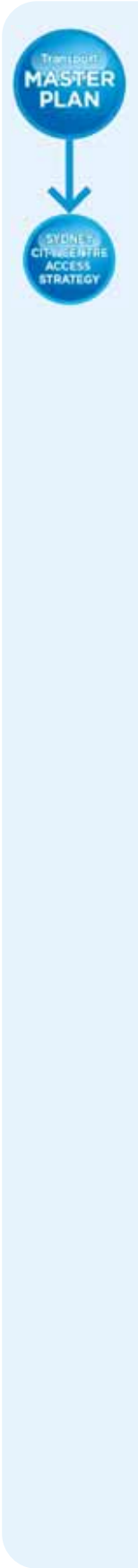
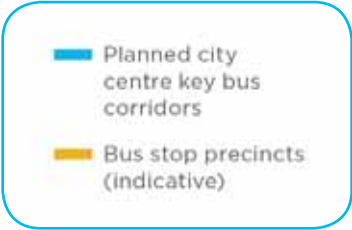
### Future city centre major street network



Future city centre light rail network



Future city centre bus network





Completed strategic cycleway network



## 5. PARKING AND SERVICING

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### PARKING

The longstanding successful operation of the 4 restaurants on the site without any on-site parking or major nearby parking facility is testimony to:

- \* the existing high level of travel by public transport (including taxis) for the restaurant patrons
- \* the patronage received from the residential apartment dwellings in the area
- \* the dual purpose trips by tourists visiting the major attractions nearby (Opera House, The Rocks, Harbour Bridge Walk, Botanic Gardens, Museum of Contemporary Art)

There are a number of public parking stations located in reasonable walking distance in Harrington Street and York Street and there is extensive ticket parking on many streets in the area including Hickson Road.

As the patronage capacity will be reduced by some 26% with proposed development proposed it follows that the demand for parking will decrease.

The restricted nature of the historical building precludes the ability to provide for bicycle storage and end of trips facilities within the building. It is also unlikely that there would be any significant demand by patrons of the restaurants and bars etc to travel by bicycle particularly at night although staff could.

It is proposed however to make an submission to Council for the provision of bicycle parking (rack) within the adjacent available footway/non-road areas. The advent of the proposed Pitt Street cycleway and its connection along Circular Quay will render the site for more accessible for cyclists and a café visitation “by the harbour” presents a desirable outcome.

## **SERVICING**

The existing dedicated loading dock will be retained to serve the revamped development along with the service tunnel to the restaurant BOH's. A loading dock manager will be responsible for:

- supervising the dock activities and ensuring that delivery vehicles do not stay any longer than necessary
- scheduling the arrival of delivery vehicles
- diverting vehicles which may arrive at unscheduled times

The loading dock manager will be contactable by mobile phone during all hours that the dock will be accessible for deliveries. Refuse will be removed from the dock by a contract vehicle at times which will not conflict with the delivery activities.

There will continue to be elements of common deliveries between the restaurants for food, beverages and linen etc. Small ad hoc deliveries will also be able to use the on-street parking available in the area particularly in the morning when there is not a high on-street demand.



## 6. TRAFFIC AND TRANSPORT SERVICES

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The existing restaurants on the site do not generate significant levels of traffic due to the absence of on-site parking and limited public parking station capacity. Public transport and taxis will continue to be the preeminent transport mode along with walking to/from accommodation in the area.

Circular Quay is a 'hub' of public transport services with rail, bus, ferry and taxi (road and water) available in a sense that is not replicated anywhere else in the City. This fortuitous circumstance will be accentuated with the completion of the light rail system which will be within easy walking distance of the site.

Due to the exhibited high public transport access and low private car travel circumstances the need for a Green Travel Plan is not evident. However, the websites for the new venues in the development will inevitably incorporate "travel and parking advice" while services will incorporate "call on demand" for taxi travel (road and water) and there is a car-share pod located adjacent to the site.

## 7. DRAFT CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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All actions and activities involved and associated with the construction process will comply with the City of Sydney Standard Requirements which are reproduced in Appendix D.

### CONSTRUCTION PROGRAM

Demolition (stripout)	-	15 weeks
Construction	-	40 weeks
Fitout	-	20 weeks

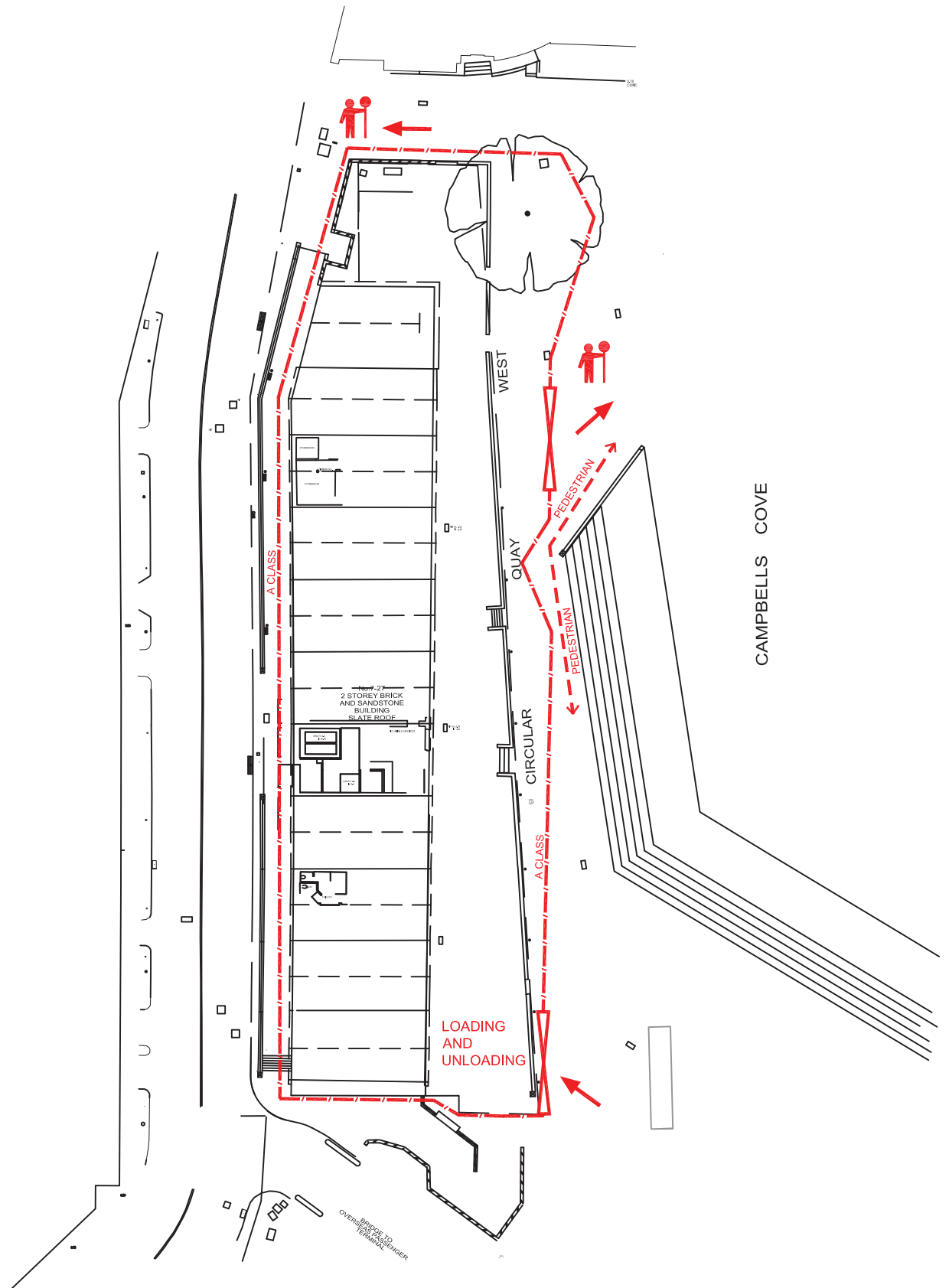
### SITE ESTABLISHMENT

The proposed site establishment is shown on Figure 4 with an A class perimeter hoarding and scaffolding enshrouding the building. There will be a pedestrian (worker) access gate and a number of vehicle accesses which may be relocated at times as the work progresses.

Vehicle access will generally be in an anti-clockwise direction ingressing from Circular Quay West. On Cruise Ship days ingress and egress may need to be limited to Hickson Road.

It is not proposed to establish a WORKS ZONE on Hickson Road, particularly as this would conflict with the taxi arrangements for Cruise Ship days, materials will be unloaded and rubbish loaded in the area along the eastern side of the building.

Traffic Controllers will be employed to supervise the movements of construction vehicles when crossing/mixing with pedestrians and a pedestrian access corridor will be maintained along Campbells Cove Promenade.



## **TRUCK MOVEMENTS**

The proposed truck routes are indicated on Figure 5 and the envisaged frequency is as follows:

Demolition	-	6 – 8 per day
Construction	-	4 – 6 per day
Fitout	-	6 – 8 per day

The largest truck will be a Class 5 four axle although roofing/awning deliveries may require a LRV (12.5m).

## **WORKING HOURS**

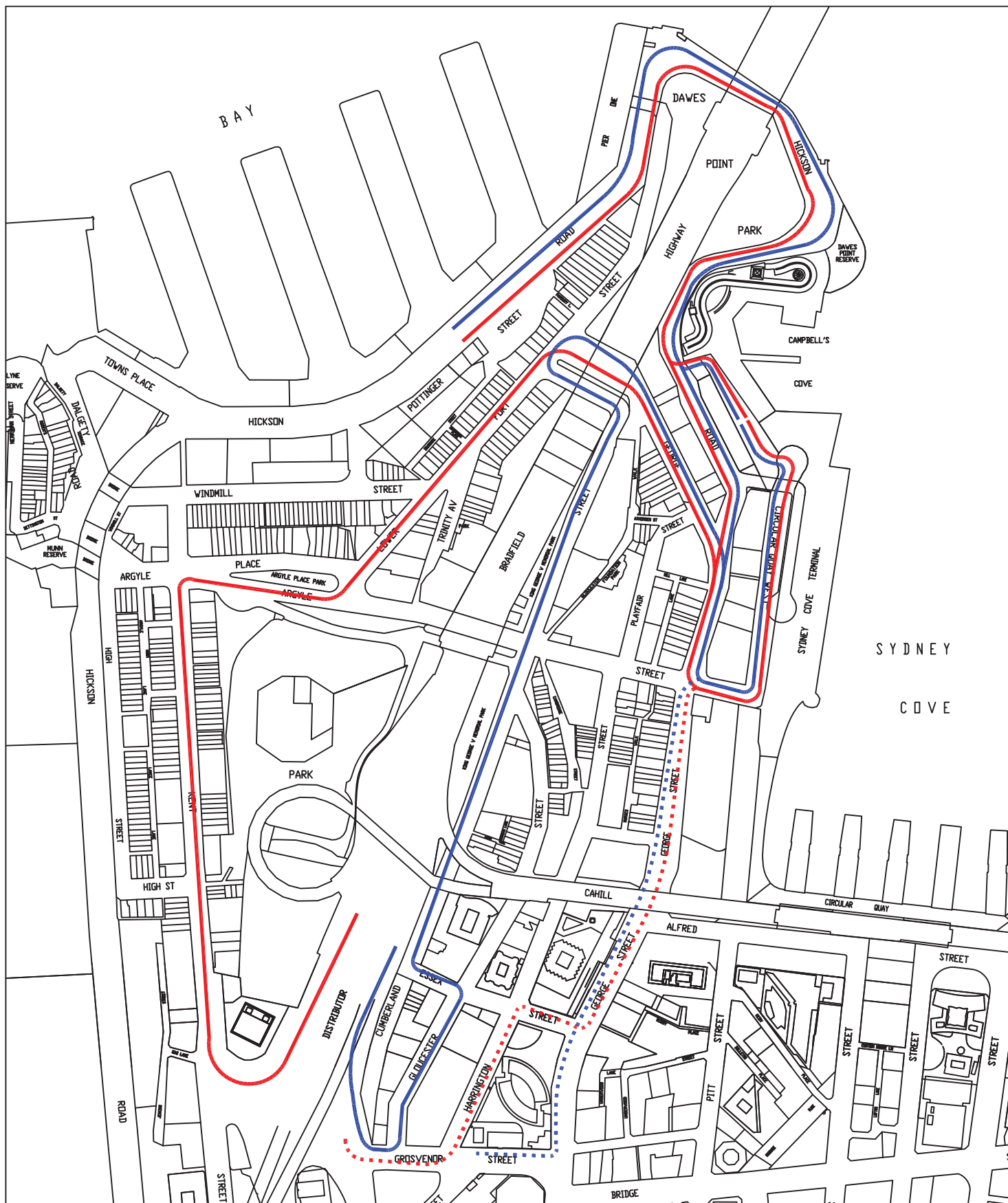
These will conform to the Consent Conditions.

## **TRAFFIC CONTROL PLANS**

Traffic Control Plans will be prepared by the Traffic Control Contractor and submitted for approval as required. This will include the works along the Hickson Road footway where pedestrians will need to be diverted at times.

## **CRANAGE**

Any requirement for mobile crane use will be subject to a separate application.



## LEGEND

- ARRIVAL
- DEPARTURE
- ⋯ PRIOR TO CLOSURE OF GEORGE STREET
- ⋯



## TRUCK ROUTES

**FIG 5**

## 8. RESPONSE TO SEARS

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The SEARS issues are responded to in the following:

- \* As the patronage capacity will be reduced and there will continue to be a low mode share for travel by private vehicle there will not be any adverse traffic impact, in fact the existing impact may be reduced.
- \* There will not be any car parking provided.
- \* The existing and future public transport services are specified and there is and will be a high level of patron utilisation.
- \* The pedestrian and cyclist circumstances under the Sydney City Centre Access Strategy are documented.
- \* Due to the historical constraints of the building the standard LEP/DCP bicycle provision criteria cannot be complied with. However an application will be made to Council to provide parking for bicycles in adjacent public space.
- \* The existing loading dock with a loading dock manager will be employed.
- \* The existing provisions for emergency and service vehicles will be retained.
- \* A draft Construction Traffic Management Plan is provided.

## 9. CONCLUSION

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The proposed restoration of Campbells Stores for restaurant precinct use in a commendable project which will rejuvenate an important historic element of The Rocks and provide a fine dining experience for visitors and tourists.

Assessment of the proposal has confirmed that:

- \* There will not be any adverse traffic, transport or parking implications
- \* The arrangements and process for construction activity will not have any adverse implications
- \* The requirements of the SEARS are satisfied

# APPENDIX A

## DEVELOPMENT PLANS

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