

6 December 2021

**By submission via the Major Projects Planning Portal**

**Attention: Amy Watson**

NSW Department of Planning, Industry and Environment  
4 Parramatta Square,  
12 Darcy Street,  
Parramatta NSW 2150

Dear Amy,

**Letter of Objection – Cockle Bay Wharf mixed use development – SSD-9978934**

I am writing to you on behalf of the owner of The Ribbon (W Hotel), Tianlong Ribbon Pty Ltd. The Ribbon is located at 31 Wheat Road, Darling Harbour and is the adjoining property to south of the Cockle Bay Wharf property owned by GPT. Both properties share the benefit of vehicular access to Wheat Road via Harbour Street, which also includes a future Porte Cochere and forms part of the main entrance to the W Hotel.

Whilst we are generally supportive of the redevelopment of the Cockle Bay Wharf, **we do object** to the proposed design of the slip lane configuration and loading dock. It is our view that the proposed design will have a significant impact to traffic, hotel operations and reduce the amenity for the W Hotel patrons.

Please find enclosed a copy of the traffic advice prepared by Stantec on our behalf.

We welcome the opportunity to sit down with GPT and their consultants to find a solution that does not compromise the operations of the hotel.

Yours sincerely,



Michael Calvi

**Project Director**

Greaton Ribbon Development Pty Ltd

# LETTER

## Transportation Engineering

REF: 301401556

DATE: 6 December 2021

Greaton  
Level 20, 20 Bond Street  
SYDNEY NSW 2000

Attention: Thanh Quach

Dear Thanh

### RE: COCKLE BAY PARK REDEVELOPMENT – SSDA REVIEW

GTA now Stantec has been providing traffic and transport engineering services for the W Hotel development (also known as The Ribbon) since 2015. The Ribbon is located on the northwest corner of Harbour Street/ Bathurst Street intersection, between Western Distributor overpasses and south of the proposed Cockle Bay Park Redevelopment.

A high-level review of the Cockle Bay Park Redevelopment State Significant Development Application (SSD-9978934) documentation was completed to understand any construction or operational traffic impacts of the proposal on The Ribbon development.

### The Ribbon Overview

The Ribbon is a mixed-use development that comprises a new 30-storey building that incorporates hotel, serviced apartments, retail, restaurant, function space and a new IMAX cinema. Figure 1 to Figure 2 illustrate the intended use of the various on-site areas within The Ribbon and the primary travel paths for a variety of users and vehicle types. All vehicle access to the site will be entry via Harbour Street and exit via Wheat Road.

Figure 1: Primary Travel Paths

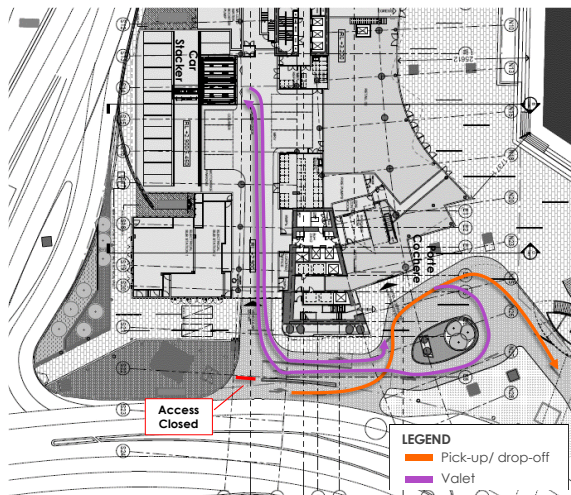
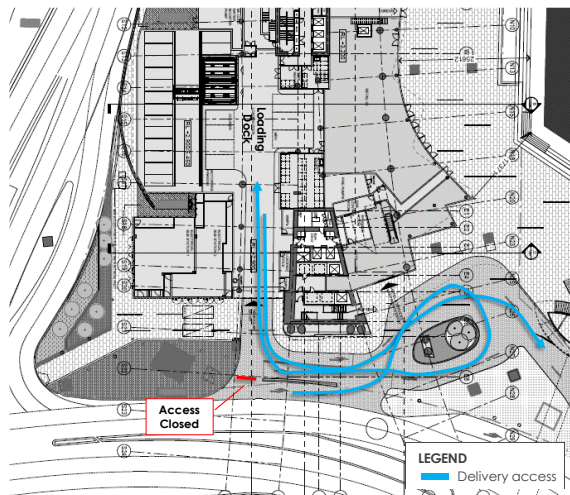


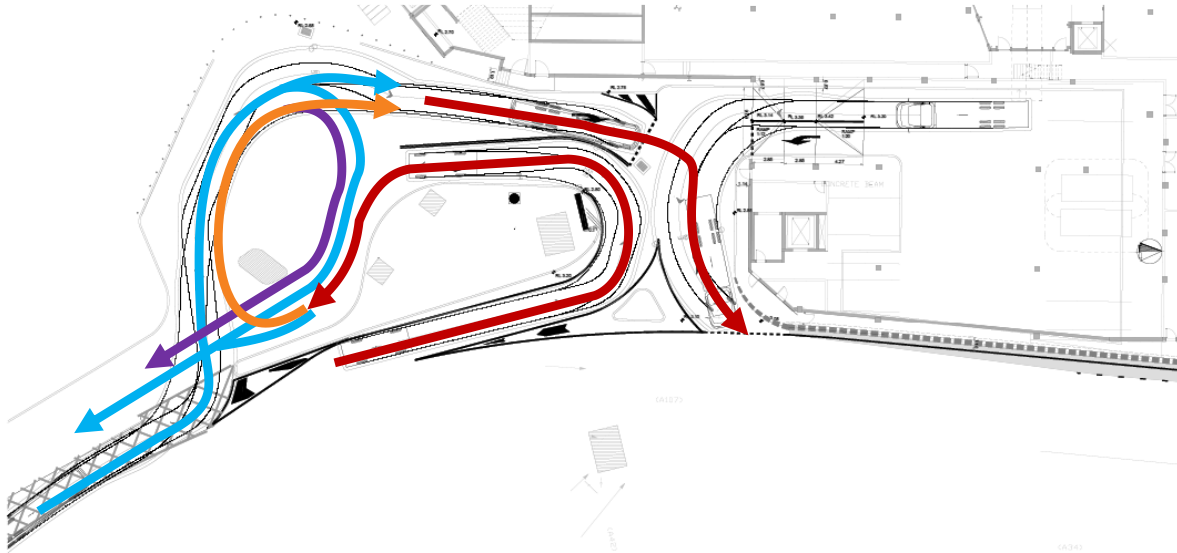
Figure 2: Service Vehicle Travel Paths



## Cockle Bay Park Proposal

The Cockle Bay Park redevelopment proposes to remove Wheat Road from this southern location and replace it with a reconfigured two-way Harbour Street/ Wheat Road intersection (left-in/ left-out) that provides access to The Ribbon (cars only) and the Cockle Bay Park loading dock (11 loading bays). The proposal retains service vehicle/ bus entry to The Ribbon via the existing entry currently being constructed.

Figure 3: Cockle Bay Park Reconfiguration



Base source: Aurecon, TIA, 12/10/2021

## Cockle Bay Park Review

The key matters identified as part of the review are summarised below and other matters for discussion with the Cockle Bay Park team:

### Interface Configuration

- The proposal creates another short deceleration lane from Harbour Street with traffic required to slow to a walking pace and complete a U-turn to access The Ribbon. The current Wheat Road slip lane design allows vehicles to diverge and subsequently slow further away into Wheat Road away from Harbour Street. The shortening of the deceleration lane along with the S-bend arrangement to access the Cockle Bay loading dock may create a safety concern.
- The proposal for cars to entry via the new Harbour Street/ Wheat Road intersection requires cars to use the loop road to circulate for set-down/ pick-up activities. The loop road is controlled by a customised signal system to manage two-way, one lane traffic along the link road between the loop and loading dock, with the intent that it is only used by valet drivers and service/ delivery vehicles who are inducted on the operation. Although the proposal increases queuing capacity for The Ribbon porte cochere, there could be potential confusion from the public understanding the signal system and drivers will be held up/ delayed within the loop road (by confusion and signals), resulting in extended queuing.
- The Cockle Bay loading dock access does not provide independent two-way access for trucks and with no sight lines between entering and exiting vehicles, it could result in potential conflict, the need for vehicles to reverse and/or queuing.
- There is limited opportunity to provide a signal system to control the Cockle Bay access. Aurecon show queuing leading up to the loading dock, however such queuing is not really available in the current design, without impacting car entry to and exit from the Ribbon

- Considering the above, all vehicle entry relating to The Ribbon should be retained per the Greaton proposed arrangement via a single shared entry point, with The Ribbon car entry arrangement proposed by Cockle Bay Park removed.

#### Loading Provisions

- Cockle Bay Park is providing considerably lower loading dock provisions (1 space per 9,890sqm) than the relevant recent developments Aurecon used to benchmark against that have an average of 1 space per 6,500sqm (excl. Emerald City which is primarily residential) as well as the GFA comparable Wynyard Place (1 space per 5,400sqm).
- Aurecon adopts a flat demand across the daily to justify the loading dock provisions (nine bays) derived from survey data that is not available for interrogation. The assumption of a 'flat-hourly' profile for loading dock demand is unlikely to be realised through dock management given the significant retail component with notable peaks expected, especially between 6am and 12pm (refer Arup, *Loading Docks and Building Servicing: An Evidence Based Approach*).
- The Aurecon study should consider peak demand to ensure there is no additional demand at any one time that could result in Cockle Bay Park service vehicles using The Ribbon porte cochere for queuing or simply queuing within the deceleration lane, both impacting access to The Ribbon and possibly Harbour Street through traffic.

#### Construction Traffic Impact Review

- The CPTMP acknowledges The Ribbon, however only that construction is anticipated to be completed in 2022 therefore no overlap of the construction activities.
- Neither the CMP nor CPTMP detail how operational egress from The Ribbon will be managed (and interface works staged) during construction of Cockle Bay Park, which is a key consideration at this stage of planning. Further, at the front door of a hotel, customer experience is key. Measure to minimise works duration and impacts should be addressed.

It is recommended that there are further discussions between Greaton/ GTA now Stantec and DPIE and/ or the Applicant regarding the interface between The Ribbon and the proposed Cockle Bay Park Redevelopment, such that an appropriate and legible public domain solution is developed. As construction of The Ribbon nears completion, the Cockle Bay Park Redevelopment should ensure that the operation of the W Hotel (as well as IMAX and ancillary retail) and Harbour Street will not be compromised.

I trust this provides what you required. Should you have any questions or require any further information, please do not hesitate to contact me on (02) 8448 1800.

Yours sincerely

GTA, NOW STANTEC



Brett Maynard  
Director