

APPENDIX 12

Transport reports (Colston Budd Rogers & Kafes)

Colston Budd Rogers & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: JH/9876/jj

14 December, 2016

Transport Planning
Traffic Studies
Parking Studies

Hanave Pty Ltd
c/- Luigi Rosselli Pty Ltd
15 Randle Street
SURRY HILLS NSW 2010

Attention: Simon Hassall

Email: simon.hassall@luigirosselli.com

Dear Sir,

RE: PROPOSED HOTEL, RANDLE STREET, SURRY HILLS

1. As requested, we are writing regarding the following matters raised by council in its email of 6 December in relation to the above development:
 - *Transport report*
 - *update to detail the trip generation activity from the proposal, and how the proposal will be serviced.*
 - *to assist in this regard, the transport consultants can contact the City's Mr Col Warne to discuss the proposed works in this area.*
2. We have previously prepared a report¹ which was submitted with the planning proposal for the development.
3. Traffic generated by the proposed development will have its greatest effects during weekday morning and afternoon peak periods when it combines with other traffic on the surrounding road network.
4. With no on-site parking, and excellent adjacent public transport services, a significant proportion of guests are likely to arrive and depart using public transport or walking. A proportion of guests would be set down and picked up by taxi or mini-buses.

¹ Transport Aspects of Planning Proposal for Proposed Hotel Development, 7-15 Randle Street, Surry Hills, April 2016.

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5. Traffic generation of the development is likely to be some 15 vehicles per hour visiting the hotel at peak times. This is a low generation.
6. In order to gauge traffic conditions, we have undertaken counts of the number of vehicles using Randle Lane during peak times on a weekday. The results of the surveys are summarised in Table 1.

Table 1: Number of vehicles using Randle Lane		
Vehicle type	AM peak hour	PM peak hour
Cars	9	18
Taxis	1	1
Service vehicles	3	-
Emergency vehicles	-	-
Total	13	19

7. Table 1 shows that during the morning peak hour, some 13 vehicles were observed using Randle Lane. In the afternoon peak hour, some 19 vehicles were observed using the lane.
8. As noted in our report submitted with the planning proposal, set-down and pick-up arrangements at the hotel will occur from Randle Street and/or Randle Lane.
9. The existing no parking zone in Randle Lane would be used by vehicles setting down or picking up passengers. Due to the low number of vehicles using Randle Lane (only some 20 vehicles per hour), vehicles setting down and picking up passengers will be readily accommodated. A small number of vehicles will be setting down and picking up for short periods, and other vehicles will be able to readily pass them.
10. The following on-site measures are proposed to provide for set down and pick up, as shown in the architects plans:
 - o an area within the site for embarking and disembarking guests, adjacent to Randle Lane, for people arriving by taxi or mini-bus;
 - o pedestrian connection between this area and the hotel foyer.
11. The 15 vehicles per hour visiting the hotel would readily be accommodated in Randle Lane. With traffic from the proposed hotel, traffic flows in Randle Lane would be some 25 to 35 vehicles per hour. These are low flows which are less than the RMS recommended maximum flows for access lanes of 100 vehicles per hour.

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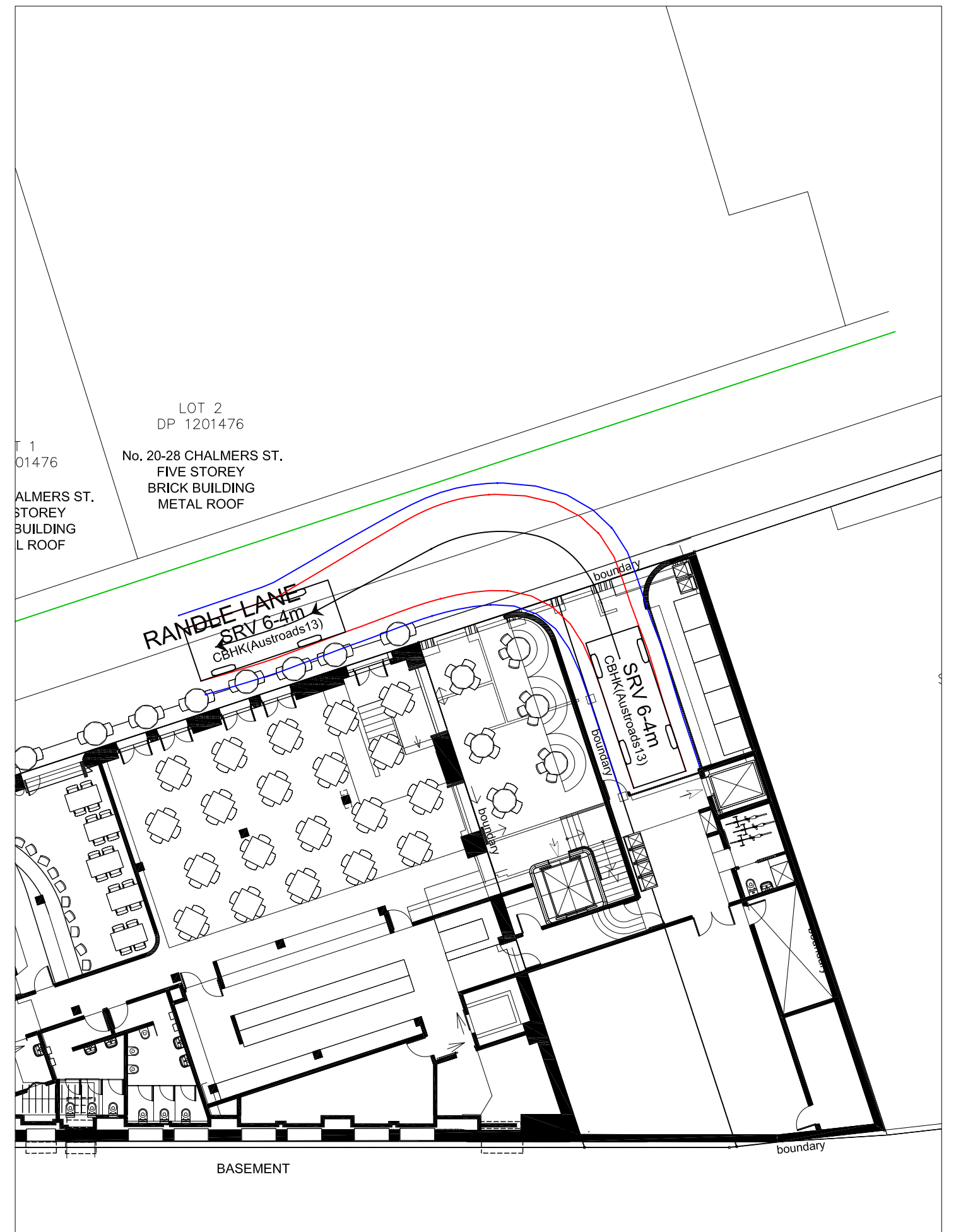
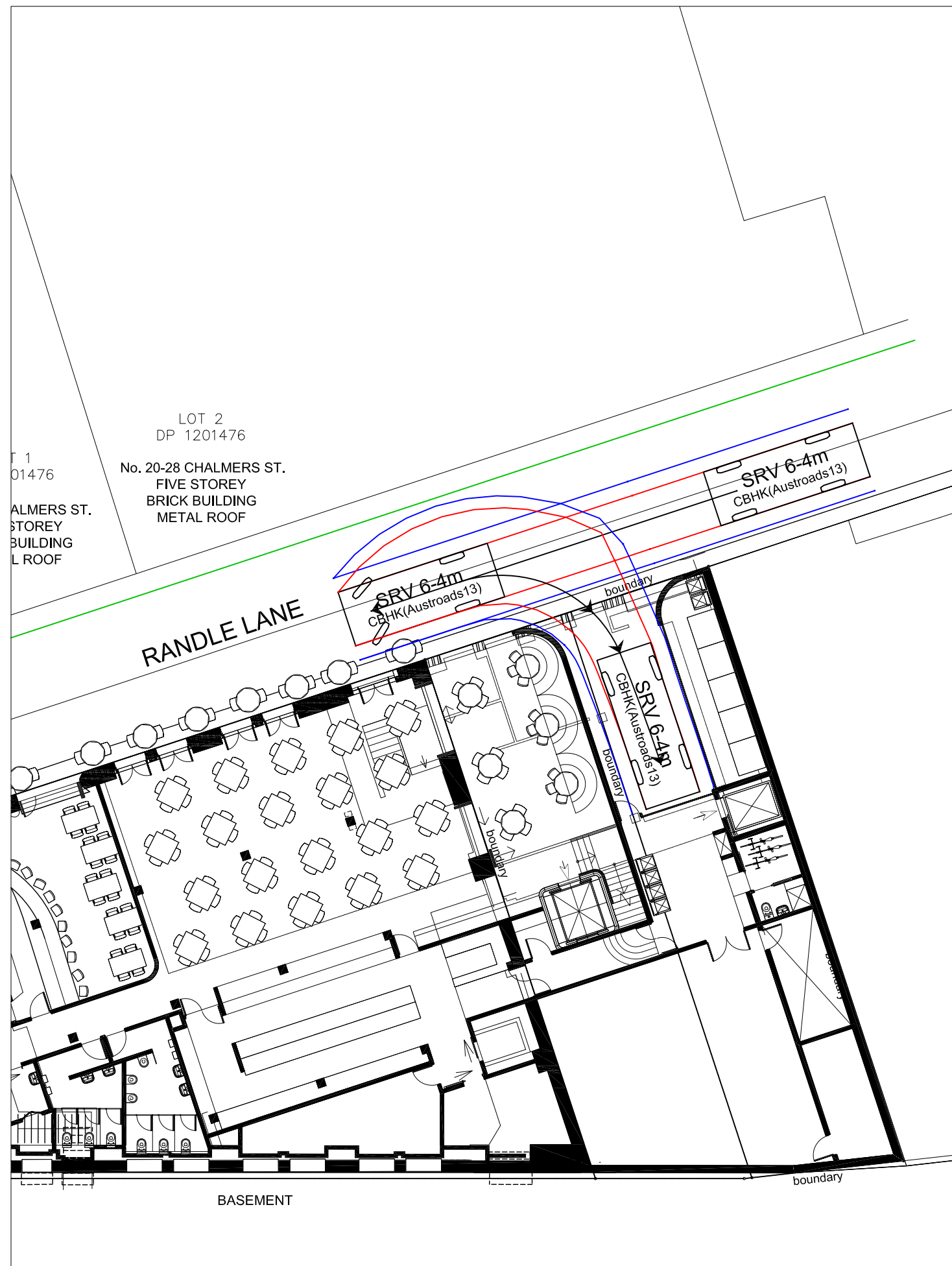
12. We have had discussions with Mr Col Warne from council regarding future parking controls on the northern side of Randle Street in association with the Sydney Light Rail project. He has advised the following:
- o the northern kerb side lane in Randle Street would be a bus lane;
 - o although not determined at this point in time, the bus lane could potentially operate between 6am and 8pm on weekdays (similar to other bus lanes in the city);
 - o outside these times, the parking/operational controls for the northern kerb side lane are not known;
 - o however, they could potentially include a bus zone with provision for set down and pick up by other vehicles before and/or after the bus zone.
13. As noted in our previous report, a set-down/pick-up area in Randle Street (such as a no parking zone) could also accommodate traffic movements to and from the hotel. However, the proposal does not rely on set-down and pick-up in Randle Street.
14. Service access is proposed from Randle Lane at the northern part of the site (where the existing building at 7-9 Randle Street will be demolished). The loading bay will provide for service vehicles to reverse from Randle Lane and exit in a forward direction. The development will be privately serviced with deliveries managed to occur outside of busy times for the restaurant. Vehicle swept paths are shown in the attached Figure 1.
15. We trust the above provides the information you require. Finally, if you should have any queries, please do not hesitate to contact us.

Yours faithfully,

COLSTON BUDD ROGERS & KAFES PTY LTD



J Hollis
Director



6.4m SMALL RIGID VEHICLE SWEPT PATHS

- Swept Path of Vehicle Body
- Swept Path of Clearance to Vehicle Body

HANAVE PTY LTD

TRANSPORT ASPECTS OF
PLANNING PROPOSAL FOR
PROPOSED HOTEL DEVELOPMENT,
7-15 RANDLE STREET, SURRY HILLS

APRIL 2016

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I. INTRODUCTION

- I.1 Colston Budd Rogers and Kafes Pty Ltd has been retained by Hanave Pty Ltd to review the transport aspects of a planning proposal for a mixed use hotel development at 7-15 Randle Street at Surry Hills. The site has frontage to Randle Street and Randle Lane, as shown in Figure 1.
- I.2 The site is occupied by three commercial buildings with no on-site parking. The planning proposal would provide for a 150 room hotel, with associated facilities including café/restaurant/bar area and meeting rooms.
- I.3 We have reviewed the transport aspects of the planning proposal in the following chapter.

2. TRANSPORT ASPECTS OF PLANNING PROPOSAL

2.1 The transport aspects of the planning proposal are reviewed through the following sections:

- o site location and road network;
- o Sydney light rail;
- o potential scale of development;
- o policy context;
- o public transport, walking and cycling;
- o travel access guide;
- o parking;
- o access arrangements and servicing;
- o traffic generation; and
- o summary.

Site Location and Road Network

2.2 The site is at 7-15 Randle Street, on the northern side of Randle Street, as shown on Figure 1. It is currently occupied by three commercial buildings with no on-site parking. The site has frontage to Randle Lane. Surrounding land use is predominantly commercial uses.

2.3 Randle Street is a local street some 10 metres wide connecting Elizabeth Street with Chalmers Street. It provides one way traffic flow (southbound) from Elizabeth Street to Chalmers Street with one traffic lane and kerb side parking permitted on both sides of the road. The intersections of Randle Street with

Elizabeth Street and Chalmers Street are both priority controlled t-intersections with Randle Street the minor road at both intersections. Marked pedestrian crossings are provided across Randle Street on the approaches to both intersections.

- 2.4 Randle Lane is a one way lane (southbound) connecting Elizabeth Street with Randle Street. It currently functions as a service lane to properties fronting Elizabeth Street, Randle Street and Chalmers Street.

Sydney Light Rail

- 2.5 The Sydney Light Rail project is proposed to run along Chalmers Street, west of the site. There will be a station opposite Central.
- 2.6 The light rail project will result in changed traffic conditions adjacent to the site, including:
- o changing the direction of traffic flow in Randle Street from one way southbound to one way northbound;
 - o providing three traffic lanes in Randle Street;
 - o losing on street parking on both sides of Randle Street;
 - o providing traffic signals at both ends of Randle Street;
 - o closing Chalmers Street (between Randle Street and Elizabeth Street) to traffic to create a pedestrian precinct adjacent to the new light rail station;
-

- o converting Elizabeth Street (between Randle Street and Chalmers Street) to two way traffic; and
- o diverting existing northbound traffic on Chalmers Street to Randle Street and Elizabeth Street (estimated to be some 22,000 vehicles per day).

2.7 The preferred infrastructure report for the light rail project shows three traffic lanes in Randle Street which results in the removal of on-street parking in Randle Street.

Potential Scale of Development

2.8 The potential scale of development is for a 150 room hotel with no on-site parking. The existing three level building on the northern part of the site (7-9 Randle Street) and six level building on the southern part of the site (15 Randle Street) would be demolished while the eight level building at 11-13 Randle Street would be retained and refurbished. Access to the hotel would be provided from Randle Street and/or Randle Lane. The development would include associated facilities including café/restaurant/bar area and meeting rooms.

Policy Context

2.9 There are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include NSW: Making It Happen, A Plan for Growing Sydney and The NSW Long Term Transport Master Plan. These policies are discussed below.

- NSW: Making It Happen

2.10 NSW: Making It Happen includes targets to:

- create 150,000 new jobs by 2019;
- improve road travel reliability with 90 per cent of peak travel on key road routes is on time; and
- increase housing supply by delivering more than 50,000 approvals per year.

- A Plan for Growing Sydney

2.11 A Plan for Growing Sydney provides a strategic plan to accommodate an additional 1.6 million people, 664,000 houses and 689,000 jobs.

2.12 The plan includes the following goals and actions to achieve them:

- Goal 1: a competitive economy with world class services and transport
Actions:
 - grow a more internationally competitive Sydney CBD;
 - grow Greater Parramatta – Sydney’s second CBD;
 - establish a new priority growth area – Greater Parramatta to the Olympic Peninsula;
 - transform the productivity of western Sydney through growth and investment;
 - enhance capacity at Sydney’s gateways and freight networks;
 - expand the Global Economic Corridor;
 - grow strategic centres – providing more jobs closer to home;
 - enhance linkages to regional NSW;

- support priority economic sectors;
 - plan for education and health services to meet Sydney's growing needs; and
 - deliver infrastructure.
- o Goal 2: a city of housing choice, with homes that meet our needs and lifestyles
- Actions:
- accelerate housing supply across Sydney;
 - accelerate urban renewal across Sydney – providing homes closer to jobs;
 - improve housing choice to suit different needs and lifestyles; and
 - deliver timely and well planned greenfield precincts and housing.
- o Goal 3: a great place to live with communities that are strong, healthy and well balanced
- Actions:
- revitalize existing suburbs;
 - create a network of interlinked, multipurpose open and green spaces across Sydney;
 - create built environments; and
 - promote Sydney's heritage, arts and culture.
- o Goal 4: a sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources
- Actions:
- protect our natural environment and biodiversity;
 - build Sydney's resilience to natural hazards; and
 - manage the impacts of development on the environment.
-

□ NSW Long Term Transport Master Plan

2.13 The NSW Long Term Transport Master Plan has been developed, in association with A Plan for Growing Sydney and State Infrastructure Strategy, to support NSW 2021. The key measures identified are as follows:

- providing a fully integrated transport system;
- providing a modern railway system and increase capacity by 60 per cent;
- providing a modern light rail system in the CBD;
- providing a modern bus system to complement the rail networks;
- connect the motorway network, including WestConnex, F3/M2 link and F6;
- reduce congestion in the CBD, including removing the monorail, increasing light rail, improving pedestrian links, increasing ferry use, providing increased capacity on the rail system and improved walking and cycling infrastructure;
- support the growth of new economic centres including the north west and south west rail links, new roads in growth areas and new bus infrastructure;
- connect regional communities through major highway upgrades, and improved rail, bus and air services;
- improve freight efficiency and productivity;
- improve access to Sydney Airport and Port Botany;
- boost walking, cycling and its integration with public transport; and
- preserve future transport corridors.

Public Transport, Walking and Cycling

2.14 The site is within some 300 metres of Central Railway Station. This is a major station on the Sydney Trains network and provides one of the major stops within the CBD. All suburban rail services to and through the city stop at Central.

- 2.15 Rail services operate on the Airport and East Hills Line, Bankstown Line, Eastern Suburbs and Illawarra Line, Inner West Line, North Shore and Western Line, Northern Line and South Line.
- 2.16 Elizabeth Street and Eddy Avenue are also within close walking distance of the site. Elizabeth Street provides a major north-south bus route through the CBD, with a southbound bus lane. With the diversion of traffic into Chalmers Street and Elizabeth Street in association with the light rail, Randle Street and Elizabeth Street will likely carry northbound buses as well.
- 2.17 Eddy Avenue provides interchange facilities with Central. Bus services provide links to areas north, east, inner west and south.
- 2.18 Traffic signals in the CBD, including those close to the site on Elizabeth Street and Chalmers Street include signalised pedestrian crossings.
- 2.19 The site therefore has excellent access to existing and future public transport services. The proposed development will therefore be readily accessible by public transport, walking and cycling.
- 2.20 The proposed development would increase accommodation densities close to existing public transport services. To support accessibility by bicycles, appropriate bicycle parking, in accordance with appropriate controls, should be provided.
- 2.21 The proposed development will therefore satisfy the objectives of NSW 2021, A Plan for Growing Sydney and the NSW Long Term Transport Master Plan policy package as follows:
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- ❑ enabling travellers and commuters to readily access trains and buses close to the site;
- ❑ providing no on-site parking, to encourage public transport use and increase the proportion of trips by public transport;
- ❑ providing increased development within the CBD, close to other commercial and retail facilities to reduce the need for external travel; and
- ❑ being readily connected to other surrounding areas by public transport.

Travel Access Guide

2.22 To facilitate travel modes other than private vehicle, it is proposed to adopt a travel demand management approach, through a travel access guide to meet the specific needs of the site, future employees and guests. The specific requirements and needs of the future employees and guests, including access to surrounding areas in the CBD, will be incorporated in the travel access guide to support the objectives of encouraging the use of public transport.

2.23 The principles of the travel access guide, to be developed by the applicant prior to occupation of the building will include the following:

- ❑ encourage the use of public transport, including rail services through the CBD, light rail and buses;
 - ❑ encourage public transport by employees through the provision of information, maps and timetables;
-

- ❑ raise awareness of health benefits of walking (including maps showing walking routes);
- ❑ encourage cycling by providing safe and secure bicycle parking, including the provision of lockers.

2.24 The travel access guide may take a variety of forms including a green transport plan or work place travel plan. The travel access guide will assist in delivering sustainable transport objectives by considering the means available for reducing dependence solely on cars for travel purposes, encouraging the use of public transport and supporting the efficient and viable operation of public transport services, and will be prepared prior to occupation of the building.

Parking

2.25 No on-site parking is proposed for the proposed hotel. Sydney City Council LEP 2012 sets out maximum parking requirements for new development. For hotels LEP 2012 sets out the following maximum provision:

- o one space for every four bedrooms up to 100 bedrooms; and
- o one space for every five bedrooms in excess of 100 bedrooms.

2.26 We note that the site has good access to public transport being located adjacent to central station (rail and buses) and the future light rail station. We understand that any parking for hotel patrons (if required) would be provided in nearby commercial car parks with an arrangement negotiated between the hotel and car park operators. Such an arrangement is used by other hotels in the CBD.

Access Arrangements and Servicing

- 2.27 Service access is proposed from Randle Lane at the northern part of the site (where the existing building at 7-9 Randle Street will be demolished). For urban design reasons, the dock is proposed at the northern end of the site. The loading bay will provide for service vehicles to reverse from Randle Lane and exit in a forward direction. The development will be privately serviced with deliveries managed to occur outside of busy times for the restaurant. With appropriate management, the loading bay will appropriately cater for the development. Vehicle swept paths are shown in Figure 2.
- 2.28 Set-down and pick-up arrangements at the hotel will occur from Randle Street and/or Randle Lane. With primary access to the hotel proposed from Randle Street, a set-down/pick-up area (such as a no parking zone) would be appropriate, providing for some two cars, on the northern side of Randle Street along the frontage of the site. This would also cater for mini-buses or vans with trailers.
- 2.29 With the proposed changes to parking and traffic arrangements in Randle Street, such a zone may be appropriate outside peak periods, depending on the final parking restrictions in Randle Street. The parking arrangements in Randle Street, to cater for buses and other vehicles, are currently being finalised by Transport for NSW. We have been discussing the potential for these arrangements with them.
- 2.30 At other times, the existing no parking area in Randle Lane could be used by vehicles setting down or picking up passengers, with appropriate site design to accommodate embarking and disembarking guests.
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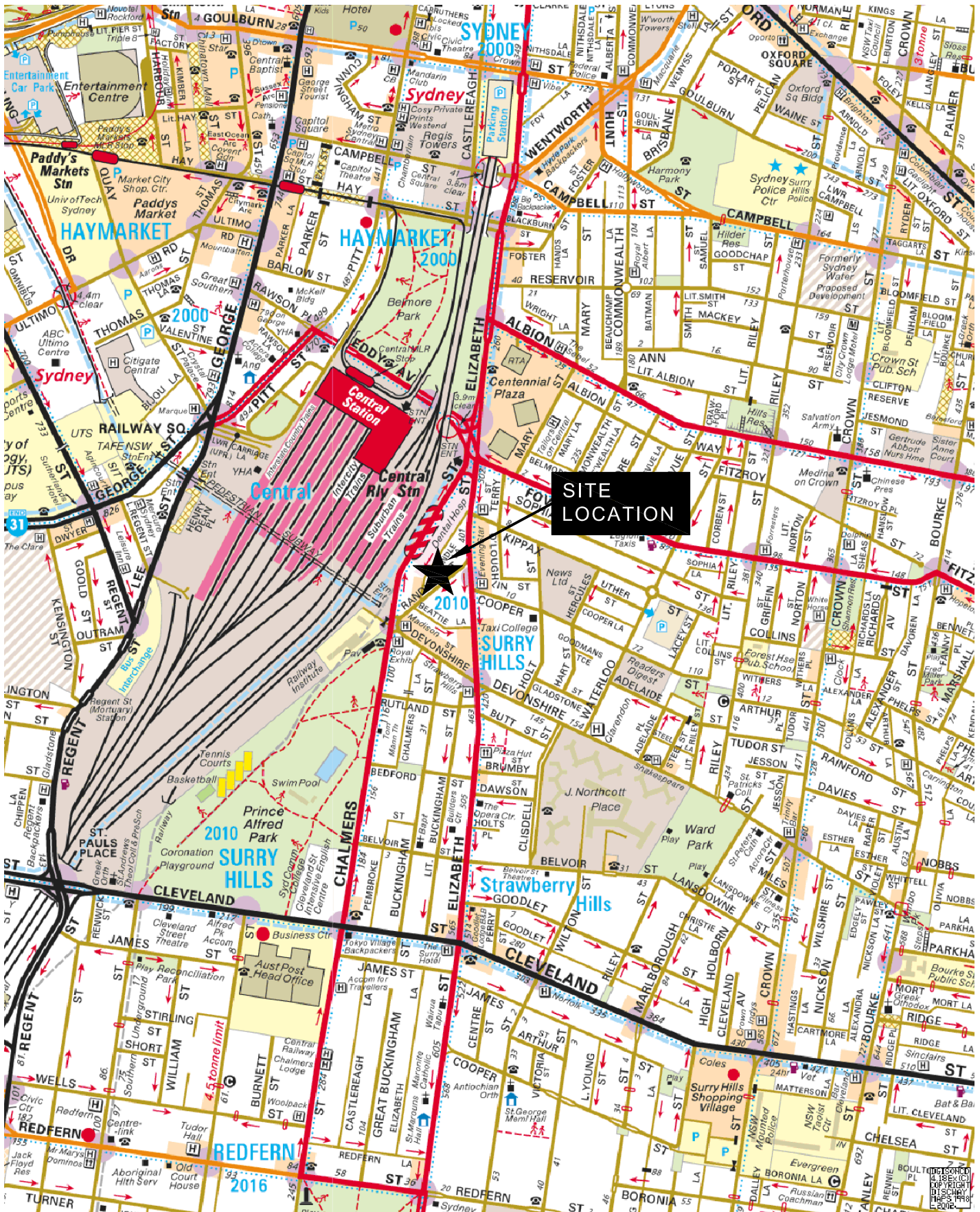
Traffic Generation

- 2.31 Traffic generated by the proposed development will have its greatest effects during weekday morning and afternoon peak periods when it combines with other traffic on the surrounding road network.
- 2.32 With no on-site parking, and excellent adjacent public transport services, a significant proportion of guests are likely to arrive and depart using public transport or walking. A proportion of guests would be set down and picked up by taxi or mini-buses.
- 2.33 Traffic generation of the development is likely to be some 30 vehicles per hour two-way at peak times. This is a low generation which would not be noticeable on the surrounding road network. With the appropriate arrangements for set down and pick up (discussed above), Randle Street and Randle Lane will also readily cater for this small traffic generation.

Summary

- 2.34 In summary, the main points relating to the transport aspects of the planning proposal are as follows:
- i) the planning proposal would provide for a hotel of some 150 rooms, plus associated facilities;
 - ii) the development would increase employment and accommodation densities close to existing public transport services in the CBD and is consistent with government objectives to reduce private car travel and encourage public transport use;
-

- iii) appropriate on-site provision for service vehicles will be included;
- iv) no on-site parking is proposed, consistent with the site's good public transport access;
- v) the traffic generation of the proposed development would be low at some 30 vehicles per hour two-way at peak times; and
- vi) these low generations would not have noticeable effects on the operation of the surrounding road network.



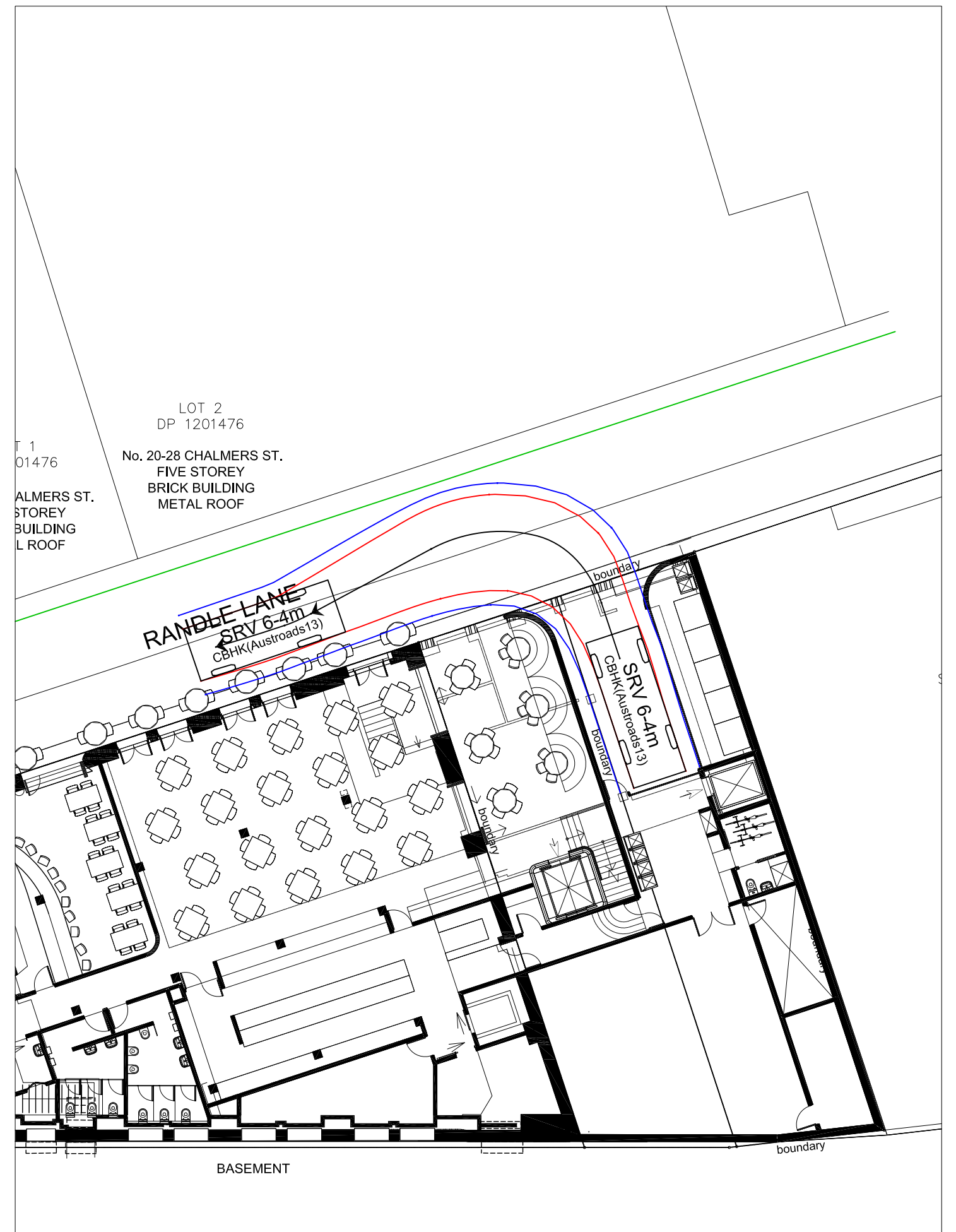
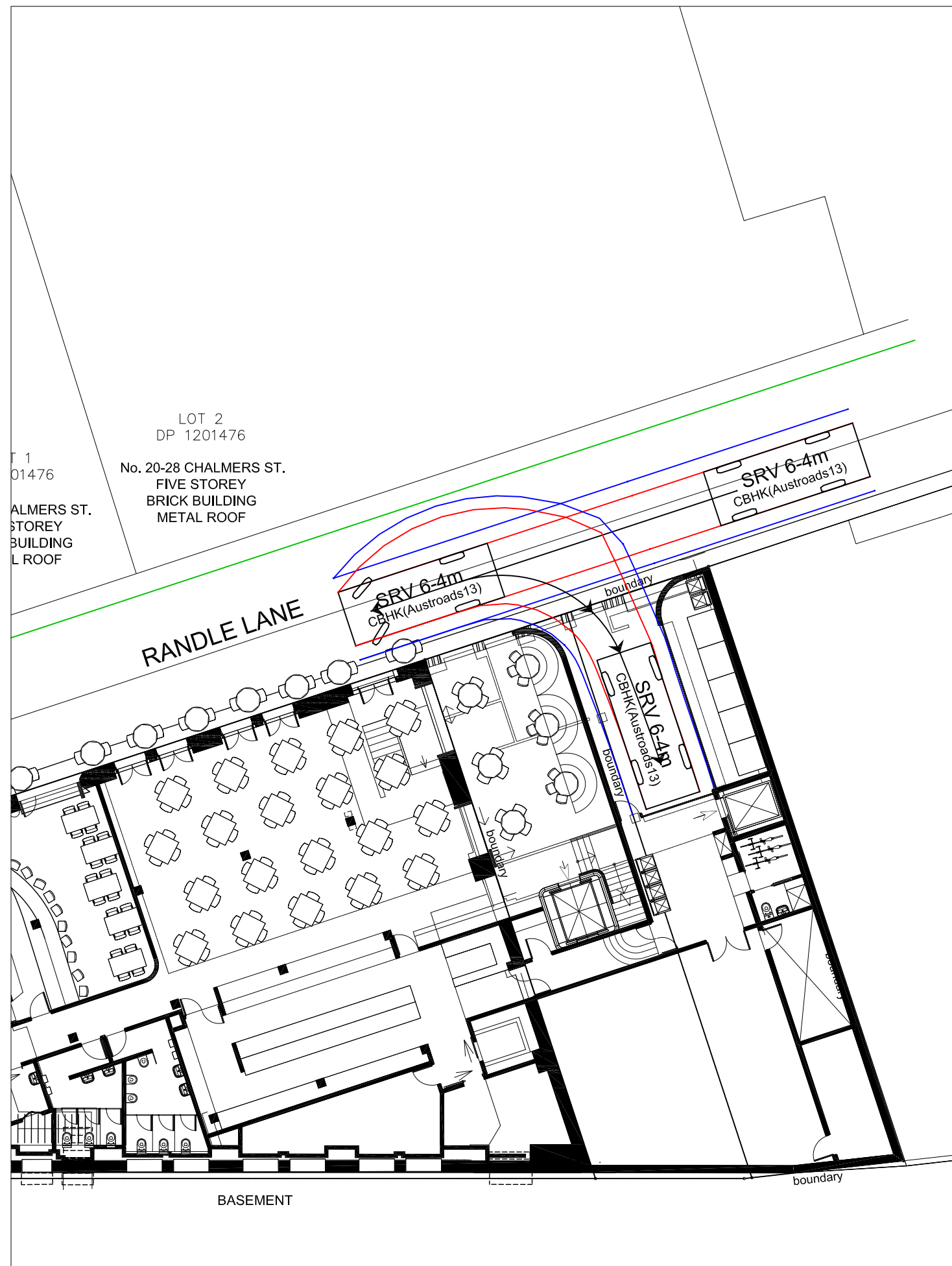
Location Plan

Colston Budd Hunt & Kafes Pty Ltd

DRAWN BY CBHK Pty Ltd_hs Ref: 9876

22.02.2016

Figure 1



6.4m SMALL RIGID VEHICLE SWEPT PATHS

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body