

**PLANNING PROPOSAL FOR
PROPOSED MIXED USE DEVELOPMENT
234 – 238 SUSSEX STREET, SYDNEY
*Vehicle Movement and Servicing Strategy***

June 2015

Reference 14141

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1. INTRODUCTION

This report has been prepared to supplement a Planning Proposal submitted to the City of Sydney to amend the “maximum height control” to permit a mixed use development on a consolidated site in Sussex Street, Sydney (Figure 1).

The envisaged new building on 234 – 238 Sussex Street comprises:

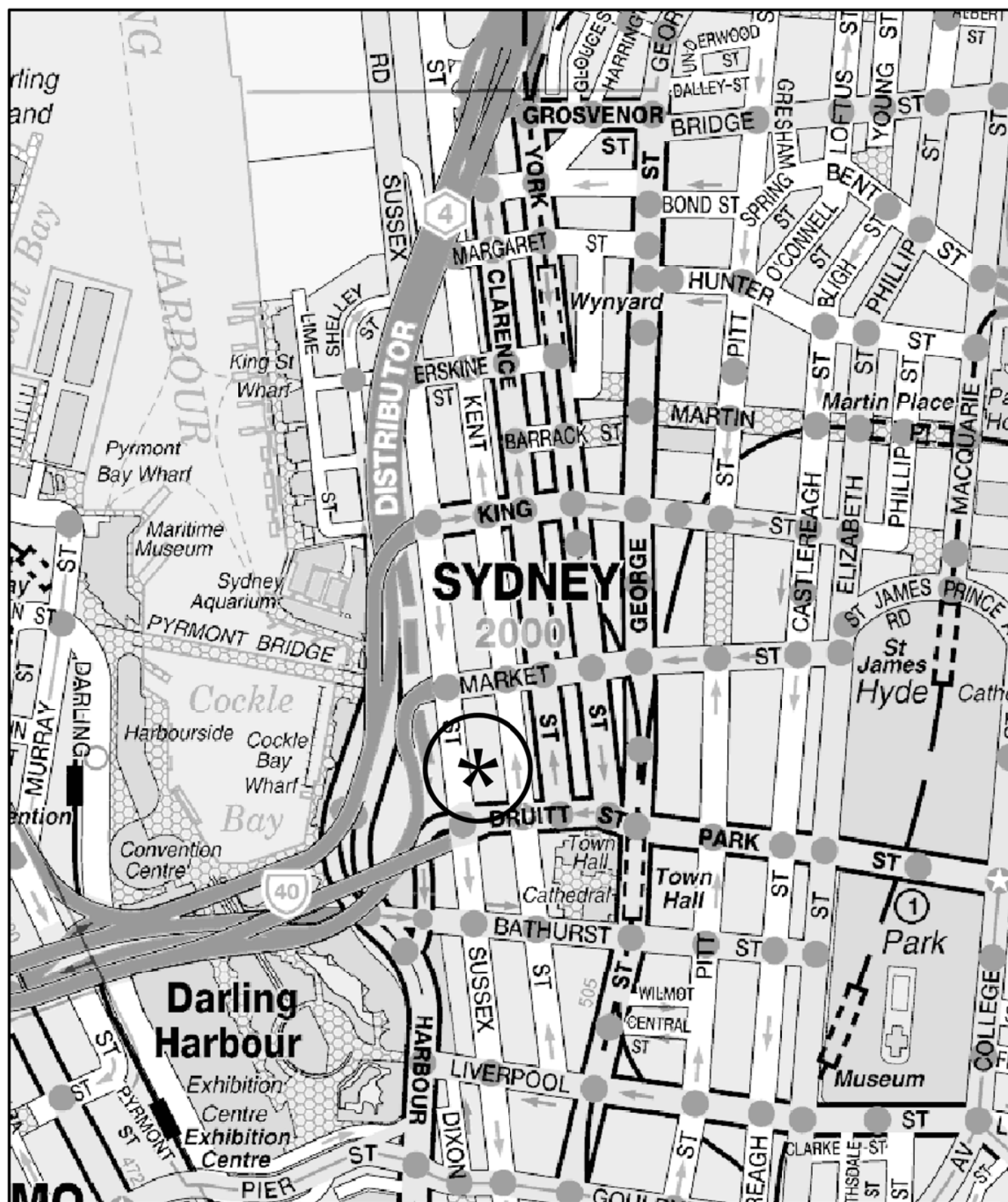
- a 32 levels with basement parking
- ground level hotel and residential lobbies with retail tenancy
- hotel apartments on Levels 1 – 18
- residential apartments on Levels 19 – 30

The site is to be consolidated with the adjoining property of 230 – 232 Sussex Street where it is proposed to restore an historical building to provide a boutique hotel with a retail tenancy.

In response to the Planning Proposal the COS has requested the submission of a:

Traffic and Transport Analysis that considers:

- *current street conditions and proposed solutions, including justification for a porte cochere*
- *pedestrian, cycle, vehicular and service access and circulation requirements*
- *loading and servicing arrangements*



LEGEND



LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING USE

The consolidated site (Figure 2) will be part of Lot 1 in DP 1207088 occupying an irregular shaped total area of some 2,085m² with frontages to Sussex Street and Druitt Place. The existing site comprises:

- **234 – 238 Sussex Street**

A multi level commercial office building constructed in the 1990's with basement carpark accessed on Druitt Place

- **230 – 232 Sussex Street**

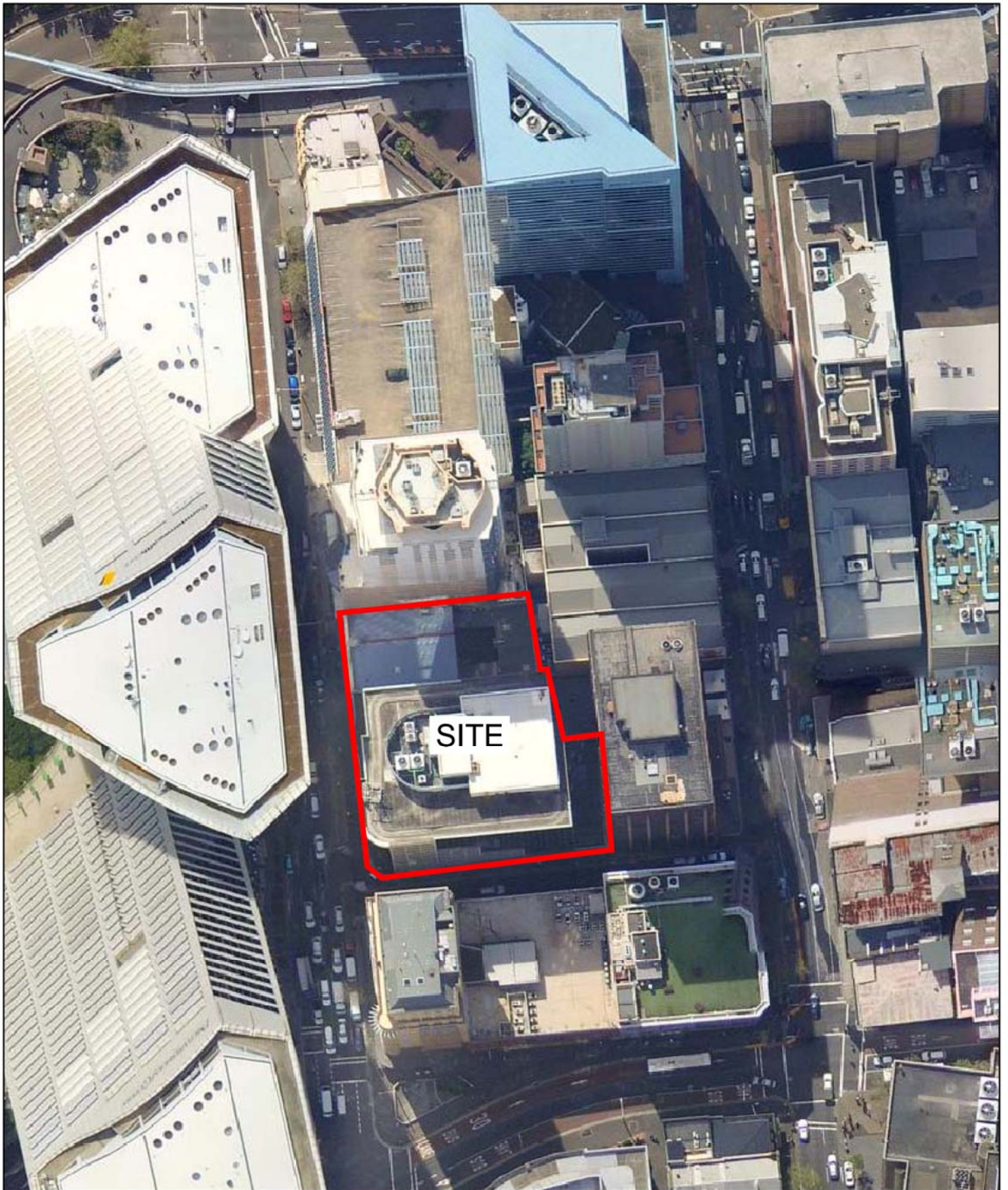
The historical former Foley Bros. Stores building constructed in the 1880's converted for retail/commercial office use in the 1960's

The site is adjoined to the north by the Astoria residential tower and by a commercial building with frontage to Kent Street to the east. The large Darling Park commercial tower complex with public parking station is located along the western side of Sussex Street opposite the site. There are various other tourist hotel and accommodation facilities in the vicinity as well as public parking stations and nearby rail and bus services.

2.2 PLANNING PROPOSAL

Subject to approval of the Planning Proposal the existing building at 234 to 238 Sussex Street will be demolished and a new 32 level building constructed to provide:

- ground level hotel and residential lobbies with retail tenancy (300m²) and loading dock
- 203 hotel apartments



LEGEND



SITE

FIG 2

- 89 residential apartments
- 4 basement levels of parking with access driveway on Druitt Place

The development proposal for 230 to 232 Sussex Street involves internal alterations and renovation/fitout of the existing building to provide 11 hotel rooms and a retail tenancy of 100m². The ground floor level on Sussex Street will contain the entrance foyer and the hotel reception facilities.

Details of the proposed developments are provided in plans prepared for Meriton which are reproduced in part in Appendix A.

3. EXISTING ROAD NETWORK AND TRAFFIC CIRCUMSTANCES

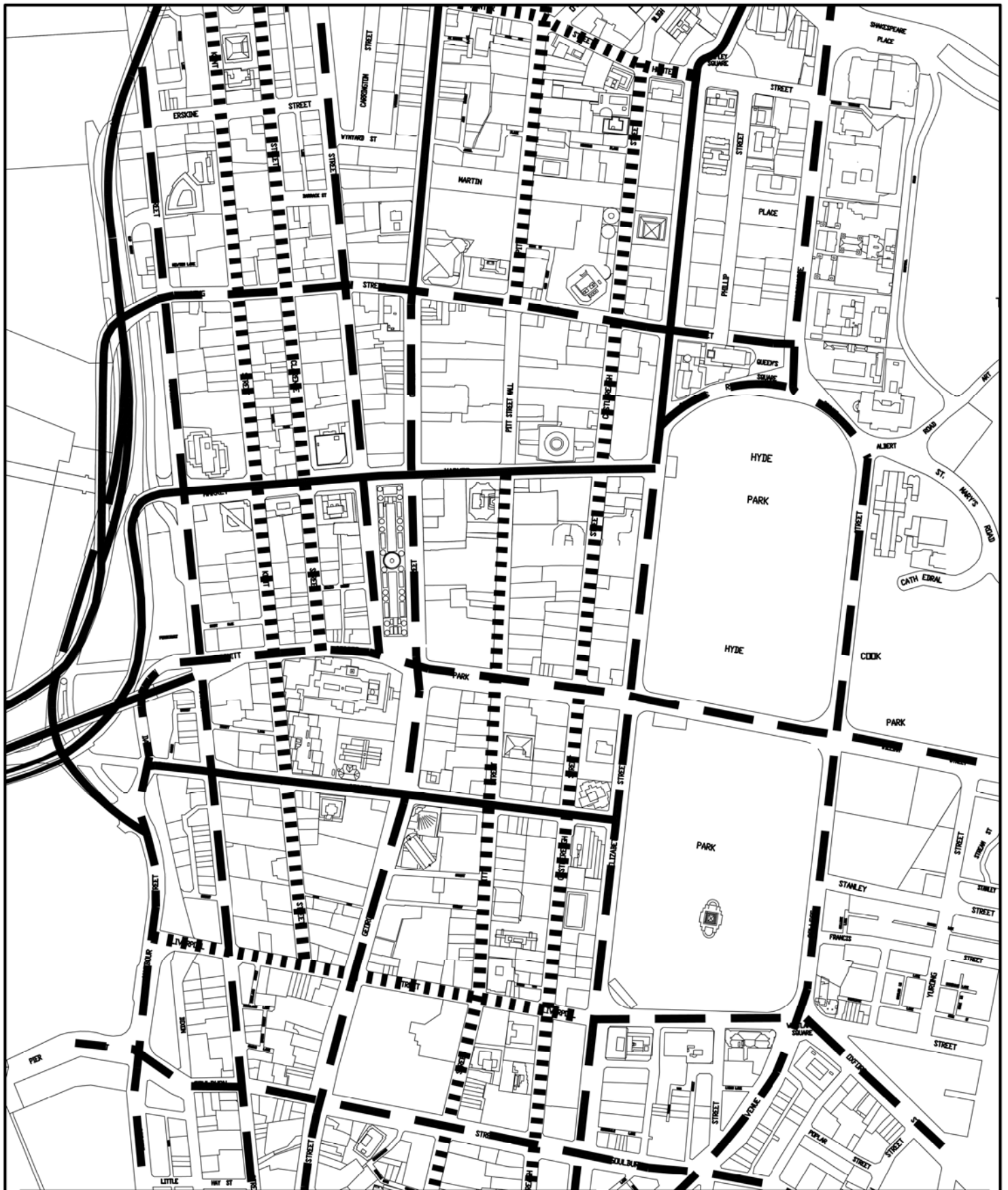
3.1 ROAD NETWORK

The road network (Figure 3) serving the site comprises:

- * *Market Street* – an arterial road connecting through the centre of the CBD
- * *George Street* – a “major city street” providing a providing traffic and public transport corridor which runs between Circular Quay in the north and Broadway to the south.
- * *Druitt Street* – a “major city street” connecting between Harbour Street in the west and the Elizabeth Street in the east
- * *Sussex Street and Kent Street* – a “minor city” streets being a one-way pair route connecting between Haymarket to the south and Circular Quay to the north
- * *Druitt Place* – a narrow service lane connecting between Sussex Street and Kent Street

Market Street, Druitt Street and Bathurst Street provide connections to the Western Distributor – Glebe Island arterial route which run along the western edge of the CBD.

The Cross City Tunnel has an exit at the Harbour Street/Bathurst Street intersection and an entrance on Harbour Street.



LEGEND

-  ARTERIAL
-  SUB-ARTERIAL
-  COLLECTOR



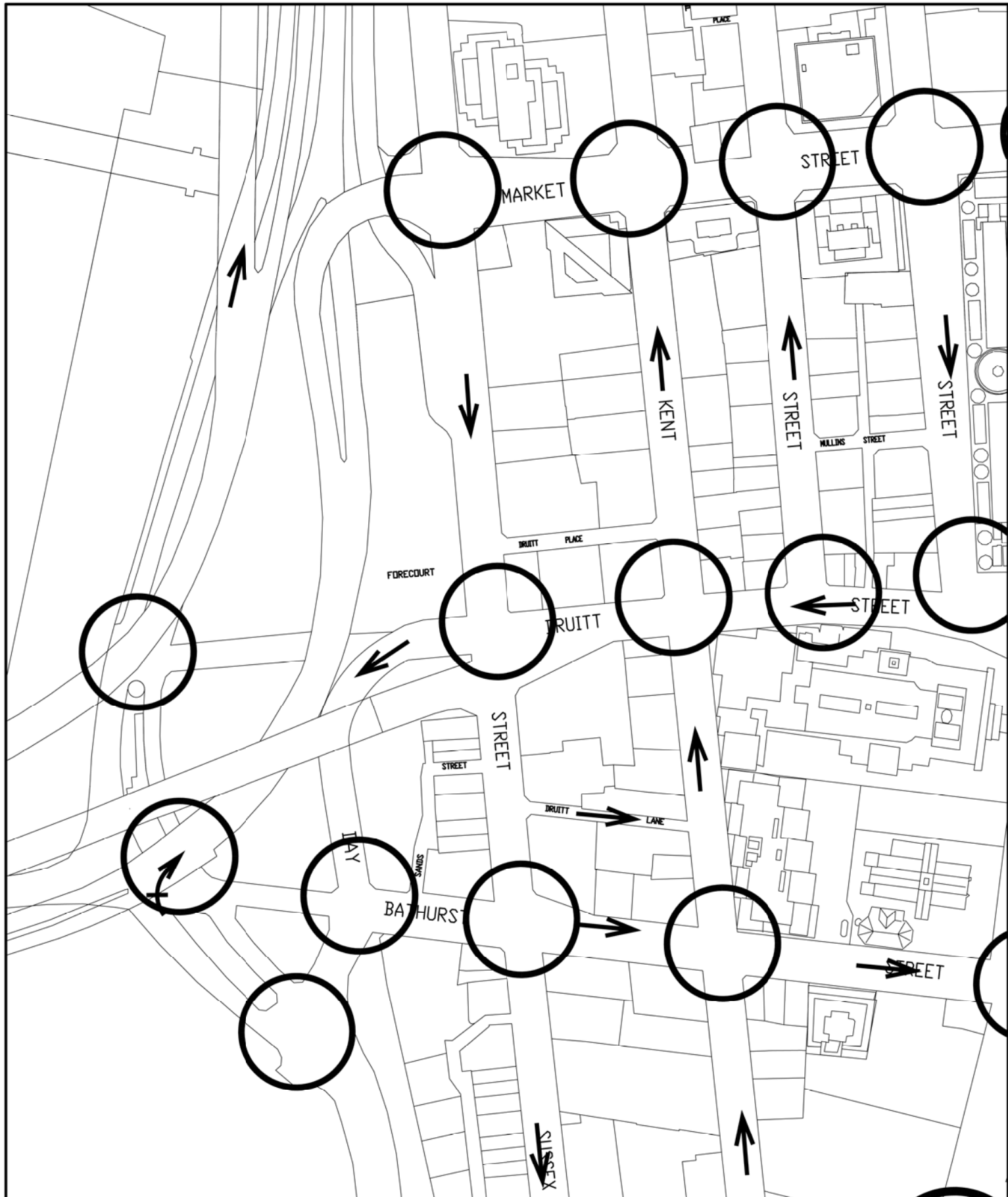
ROAD NETWORK

FIG 3

3.2 TRAFFIC CONTROLS

The existing traffic controls (Figure 4) which have been applied to the road system serving the site, comprise:

- * the traffic signal controlled intersections of:
 - Sussex Street and Market Street
 - Sussex Street and Druitt Street
 - George Street and Bathurst Street
 - Bathurst Street and Pitt Street
- * the one-way (southbound) traffic flow along Sussex Street
- * the one-way (northbound) traffic flow along Kent Street
- * the one-way (eastbound) traffic flow along Druitt Place
- * the one way (westbound) traffic flow along Druitt Street with contra flow BUS LANE
- * the BICYCLE LANE provided along the eastern side of Kent Street
- * the existing parking restrictions along the eastern side of Sussex Street northwards from Druitt Lane are provided overleaf and comprise:
 - some 15m of NO STOPPING
 - some 6m of MAIL ZONE
 - some 18m of 1/4 P meter parking
 - some 18m of NO PARKING across the 230 – 232 Sussex Street frontage including the access driveway
- * the NO PARKING restriction along both sides of Druitt Place



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  RESTRICTED TURNING MOVEMENT
-  ONE WAY



TRAFFIC CONTROLS

FIG 4

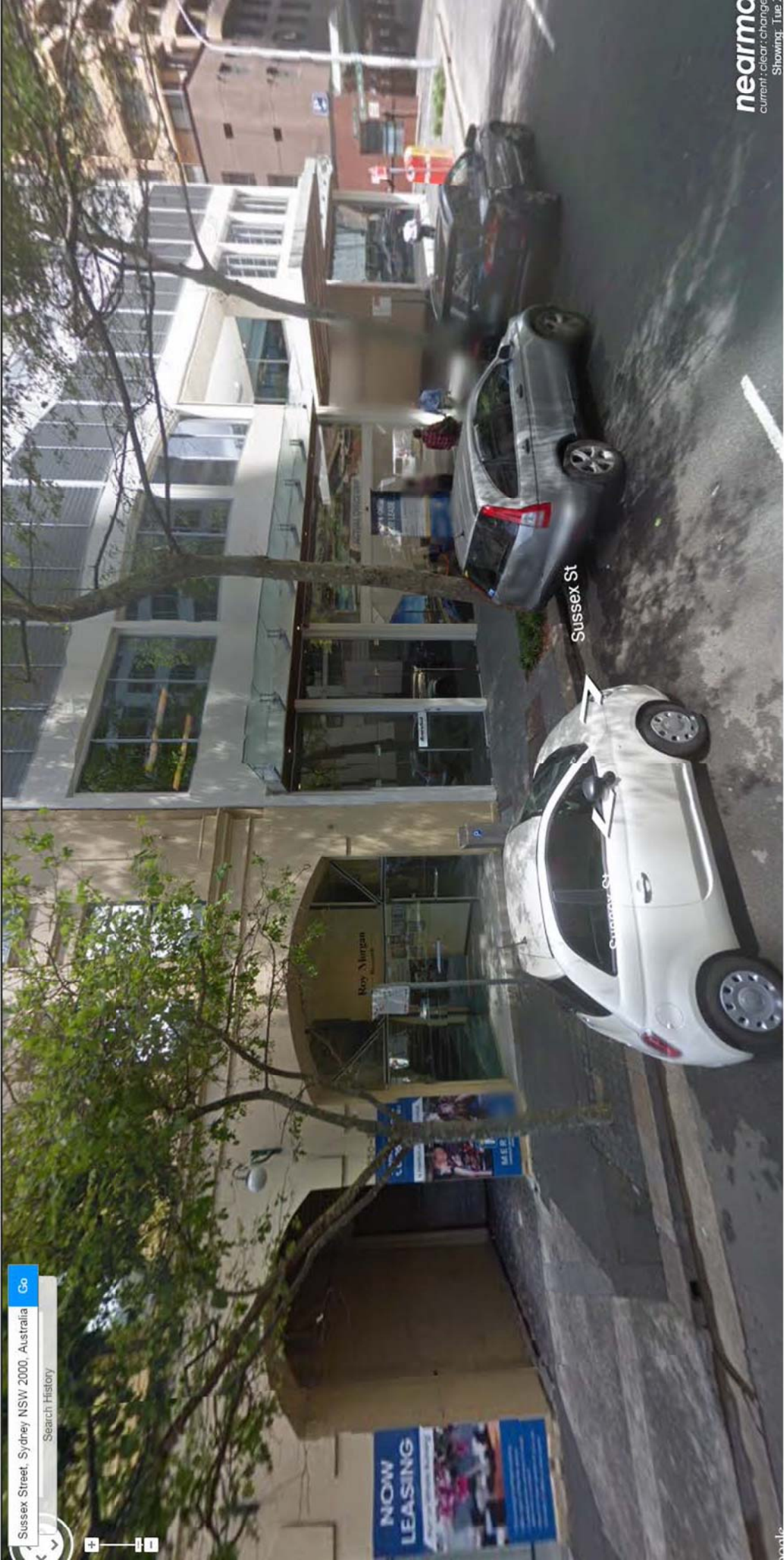


Sussex Street, Sydney NSW 2000, Australia

Go

Search History

Close



Sussex Street, Sydney NSW 2000, Australia

Go

Search History



3.3 TRAFFIC CONDITIONS

An indication of the prevailing traffic conditions in the immediate vicinity of the site is provided by the traffic volumes published by Roads and Maritime Services (RMS). The data is expressed in Average Annual Daily Traffic (AADT) and the most recent volumes are summarised in the following:

	AADT
Sussex Street, north of Liverpool Street	18,630
Bathurst Street, west of Castlereagh Street	23,667

Peak hour traffic flows in the CBD street network generally reflect their function and are controlled by the highly coordinated SCATS system and subject to intense traffic management measures (i.e. one way movements, parking/turning restrictions etc) in peak periods. An indication of the traffic flows along Sussex Street is provided by the results of a survey at the Bathurst Street intersection which is reproduced overleaf.

3.4 TRANSPORT SERVICES

The site is ideally located in relation to the extensive public transport services available in the Central Sydney CBD area.

Town Hall Station is located within 250 metres of the site and provides access to the entire City Rail network. In addition, bus routes servicing metropolitan areas north and north-west of the harbour operate from Town Hall as well as surrounding streets. The major bus corridors of George Street, Castlereagh Street and Elizabeth Street are also within convenient walking distances from the development.



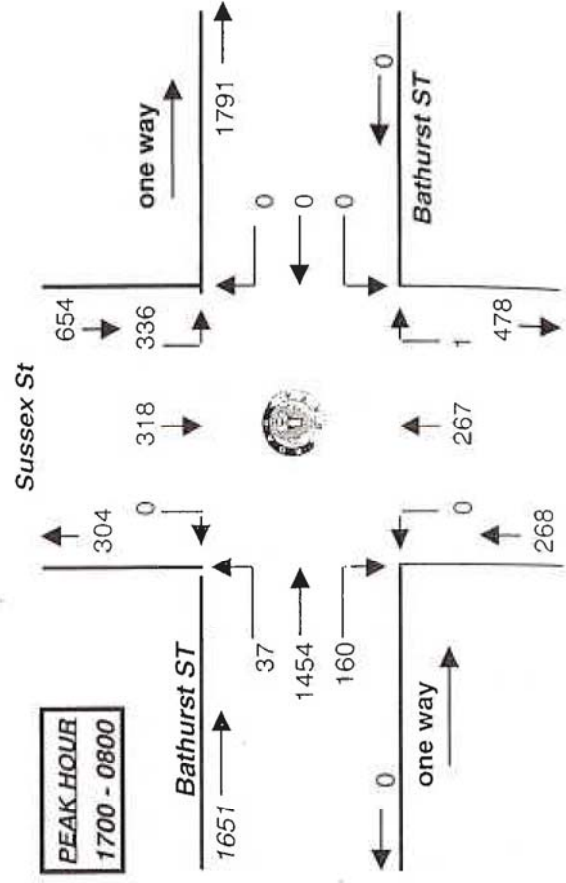
Job/Client :304 / T.T.P.A.

Location :City cbd Bathurst St

Ph. 9415-3971. Fax 9403-5338. Mob. 0418-239019

All Vehicles	NORTH			WEST			SOUTH			EAST			
	Sussex St			Bathurst ST			Sussex St			Bathurst ST			
	L	I	R	L	I	R	L	I	R	L	I	R	
Time Per													TOT
0700 - 0715	29	35	0	8	509	56	0	30	1	0	0	0	668
0715 - 0730	21	30	0	7	482	46	0	40	0	0	0	0	626
0730 - 0745	38	37	0	7	527	62	0	34	0	0	0	0	705
0745 - 0800	37	50	0	6	479	77	0	51	0	0	0	0	700
0800 - 0815	42	62	0	15	510	75	0	40	3	0	0	0	747
0815 - 0830	36	40	0	7	560	72	0	37	1	0	0	0	753
0830 - 0845	52	65	0	6	528	87	0	35	1	0	0	0	774
0845 - 0900	38	79	0	11	416	59	0	39	0	0	0	0	642
Period End	293	398	0	67	4011	534	0	306	6	0	0	0	5615

Peak Time	NORTH			WEST			SOUTH			EAST			TOT
	Sussex St			Bathurst ST			Sussex St			Bathurst ST			
	L	I	R	L	I	R	L	I	R	L	I	R	
0700 - 0800	125	152	0	28	1997	241	0	155	1	0	0	0	2699
0715 - 0815	138	179	0	35	1998	260	0	165	3	0	0	0	2778
0730 - 0830	153	189	0	35	2076	286	0	162	4	0	0	0	2905
0745 - 0845	167	217	0	34	2077	311	0	163	5	0	0	0	2974
0800 - 0900	168	246	0	39	2014	293	0	151	5	0	0	0	2916
PEAK HOUR	167	217	0	34	2077	311	0	163	5	0	0	0	2974



4. FUTURE ROAD AND TRAFFIC CIRCUMSTANCES

There are some impending major changes to be introduced on the road system in the Sydney CBD. These changes are essentially related to the construction and operation of the light rail system which will run along George Street linking between Central and Circular Quay.

George Street will be essentially closed between Goulburn Street and Alfred Street and there will be numerous related changes to accommodate bus, cyclist and other vehicle movements.

Details of the proposed changes are outlined in the Sydney City Centre Access Strategy document which is reproduced in part in Appendix B. One relevant issue in this document is the nomination of Sussex Street between King Street and Goulburn Street as a *“priority route for general traffic”*.

There is no information available at the present time to indicate what traffic management changes might be introduced in Sussex Street or what the future traffic flows might be.

5. FUNCTIONAL REQUIREMENTS AND CONSIDERATIONS

The total site will provide 214 accommodation units and 89 residential apartments and there will be requirements for set-down/pick-up for the two hotels involving taxis, hire cars, private cars, shuttle mini buses and tour coaches.

Virtually all existing hotels in the CBD have some form of on-street parking restriction provision to accommodate set-down and pick-up (except the few like the Hilton which have large enough sites to accommodate on-site facilities).

These restrictions are either NO PARKING or NO PARKING TOUR COACHES EXCEPTED 15 MIN. LIMIT. Example images of these are provided in Appendix C. It is evident in relation to the existing kerbside parking on the Sussex Street site frontage that:

- the length of the NO STOPPING restriction to Druitt Place is excessive
- the mail boxes will present a hindrance to access and would be better relocated southwards
- the NO PARKING restriction outside No. 230 to 232 is in place because of the existing access driveway, however this is to be removed with the development scheme for that building

6. OPTIONS

The identified options for vehicle set-down and pick-up comprise:

Option A

NO PARKING or NO PARKING TOUR COACHES EXCEPTED 15 MIN LIMIT on the frontage of 234 – 238 Sussex Street moving the mail boxes and MAIL ZONE further south towards Druitt Place. Given that Sussex Street is one-way south and Druitt Place is one-way east there are no sight distance issues and the boxes could be located within the statutory 10m.

Option B

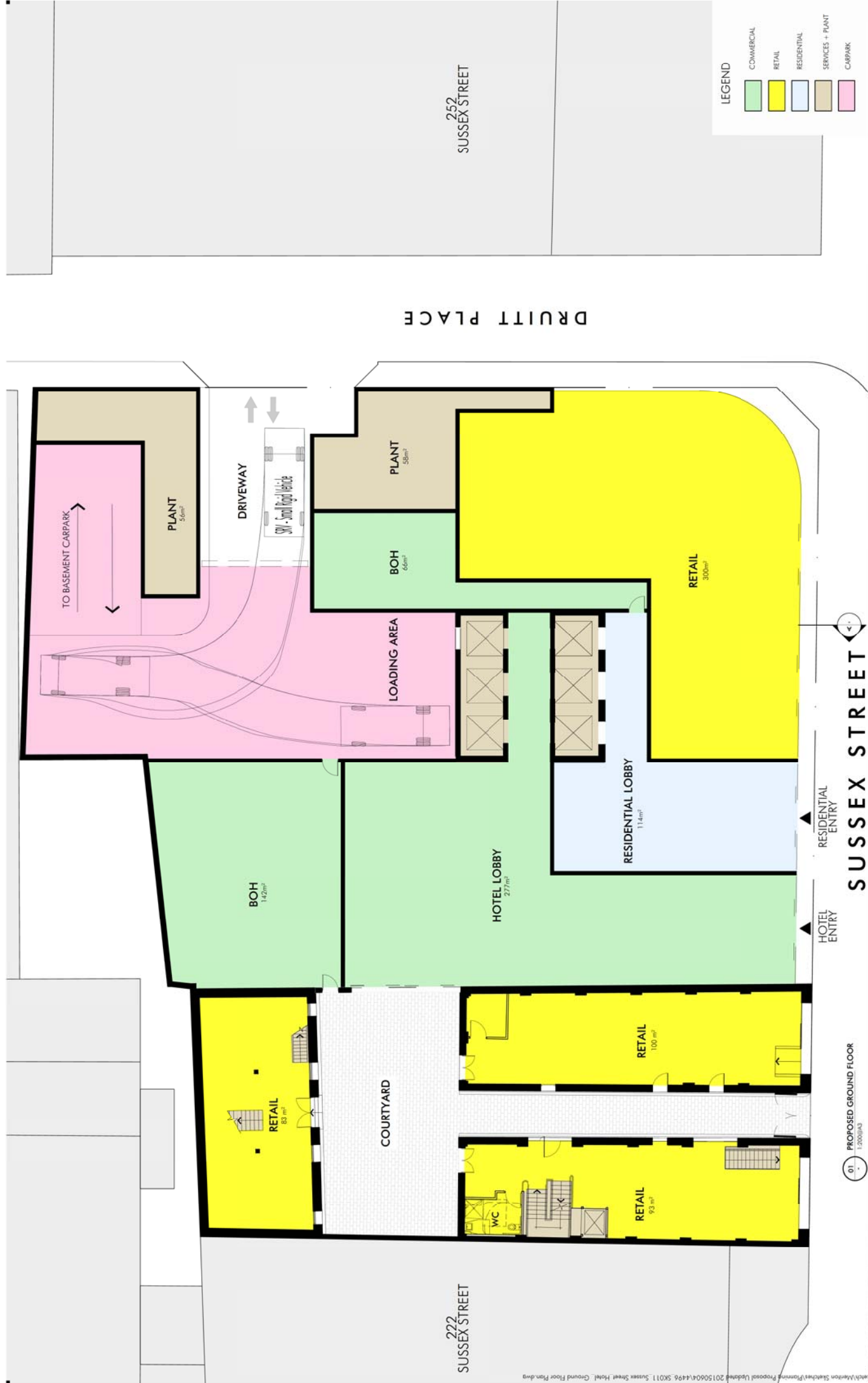
A full separated porte cochere as was presented with the Planning Proposal which is indicated on the plan overleaf.

Option C

An indented bay along the Druitt Place frontage as indicated on the sketch overleaf.

Option D

A treatment such as that indicated on the image overleaf of the Pitt Street example and for this the existing footway would be indented into the site.





Client

SK 011 - SUSSEX STREET - HOTEL - GROUND FLOOR PLAN

1 : 200 @ A3

10th June 2015

4496_SK011

234 SUSSEX STREET, SYDNEY

Project

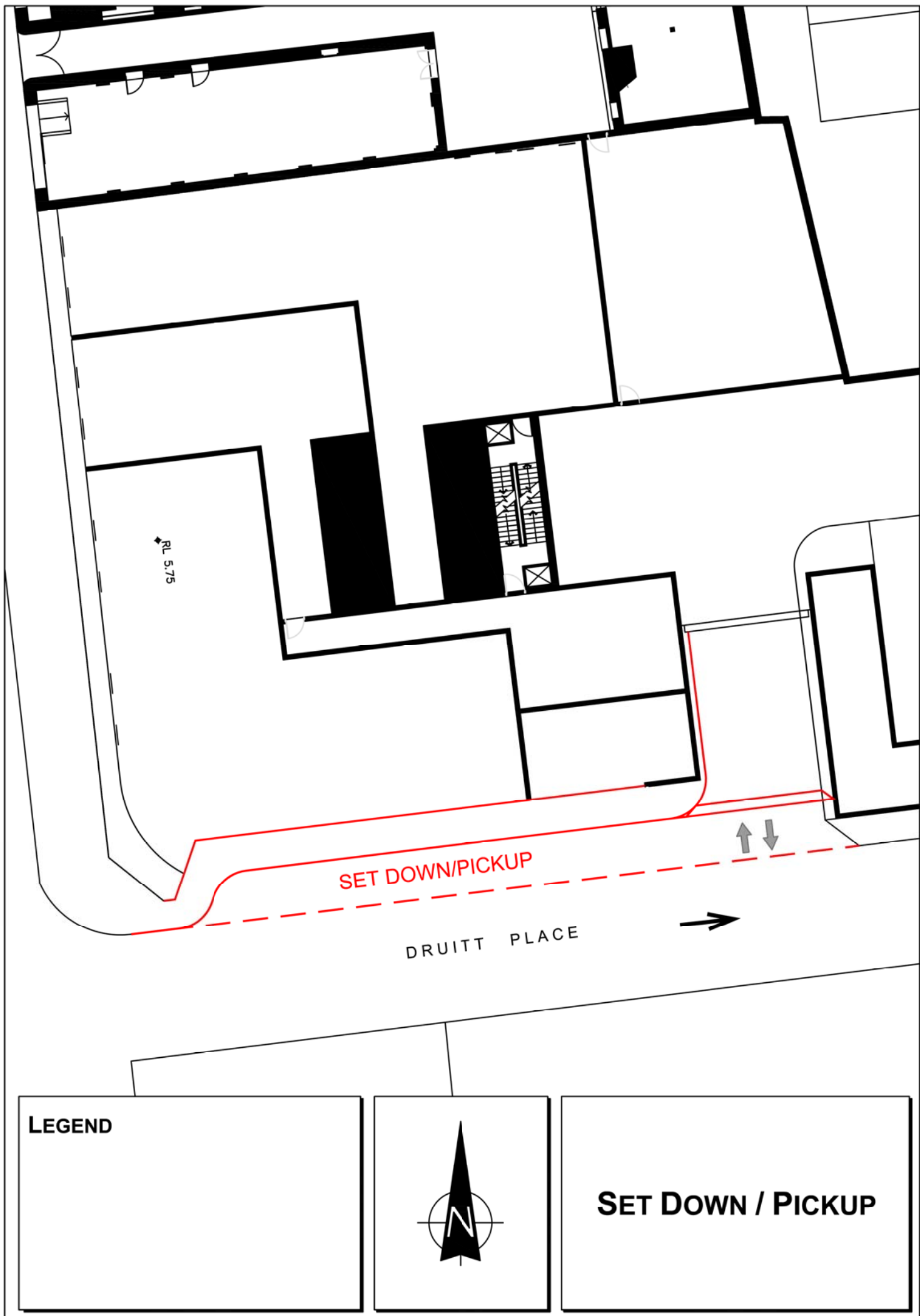
Scale

Date

Number



nettletontribe





7. TRAFFIC AND TRANSPORT ANALYSIS

VEHICLE ACCESS

Vehicle access for the basement carpark will be provided on Druitt Place maintaining the current access arrangement for the site.

SERVICE VEHICLES

Service vehicles will be accommodated in an on-site loading bay accessed by the driveway on Druitt Place shared with the access for the carpark. The intention would be to accommodate Council's standard refuse truck in this loading dock as indicated on the turning path diagrams provided in Appendix D.

PEDESTRIANS

All pedestrian access will be provided for on the Sussex Street frontage unless it eventuates that a set-down/pick-up facility is located on the Druitt Place frontage.

The footway would be widened slightly along Sussex Street to provide for potential SD/PU activities reducing potential obstruction of pedestrian movements along the footway.

An awning would be provided to protect pedestrians from the weather elements.

CYCLISTS

The site is located in close proximity to the existing Bicycle Lane along Kent Street and the connection it provides to the existing and proposed local and regional lanes (Harbour Bridge, Pyrmont Bridge, King Street, Liverpool Street and Castlereagh Street).

The provision for cyclists would include:

- the quantum of bicycle parking for staff, guests, residents and visitors as prescribed in Council's DCP
- the provision of "associated facilities" for cyclists as required by Council's DCP including lockers, safe travel path and showers

PUBLIC TRANSPORT SERVICES

A Transport Access Guide document would be prepared and maintained for the site with particular emphasis on assisting hotel guests to travel without reliance on car transport.

The site is ideally located to take advantage of the existing and proposed public transport services given:

- the close proximity to Town Hall Railway Station and the connection this provides to the Metropolitan Transport Network
- the close proximity to bus services along York Street, Clarence Street, Druitt Street, Market Street
- the close proximity to the impending light rail system along George Street
- the nearby Darling Harbour Ferry Wharf
- the Taxi Rank on the western side of Sussex Street opposite the site

SET-DOWN/PICK-UP (SD/PU) FACILITY

The preferred option for the SD/PU facility is for it to be kerbside on the Sussex Street site frontage where it will provide for the requirements of both the proposed hotels and residential apartments.

The Sydney DCP specifies that *"provision for tourist coach parking for hotels is to take into account available off-site coach parking or where practical accommodate on-site"*.

Due to the size of the site it is simply not feasible to accommodate coaches on-site except for the porte cochere arrangement shown on the Planning Proposal plans or potentially in a lay-by on the Druitt Place frontage although neither of these are likely to accommodate 14.5m coaches.

Because there is an existing NO PARKING restriction on the No. 230 – 232 frontage there would appear to be no net loss or significant change to the existing parking provisions by:

- moving the MAIL ZONE restriction and mail boxes to the south by about 5m
- moving the NO PARKING restriction to the frontage of No. 234 – 238 providing 16m to accommodate a 14.5m coach
- moving the 1/4 P meter parking to the frontage of No. 230 – 232

In this way the relocated NO PARKING would also act to supplement the NO STOPPING restriction on the approach to the Druitt Street intersection.

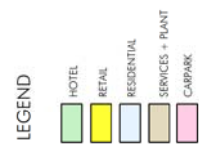
8. CONCLUSION

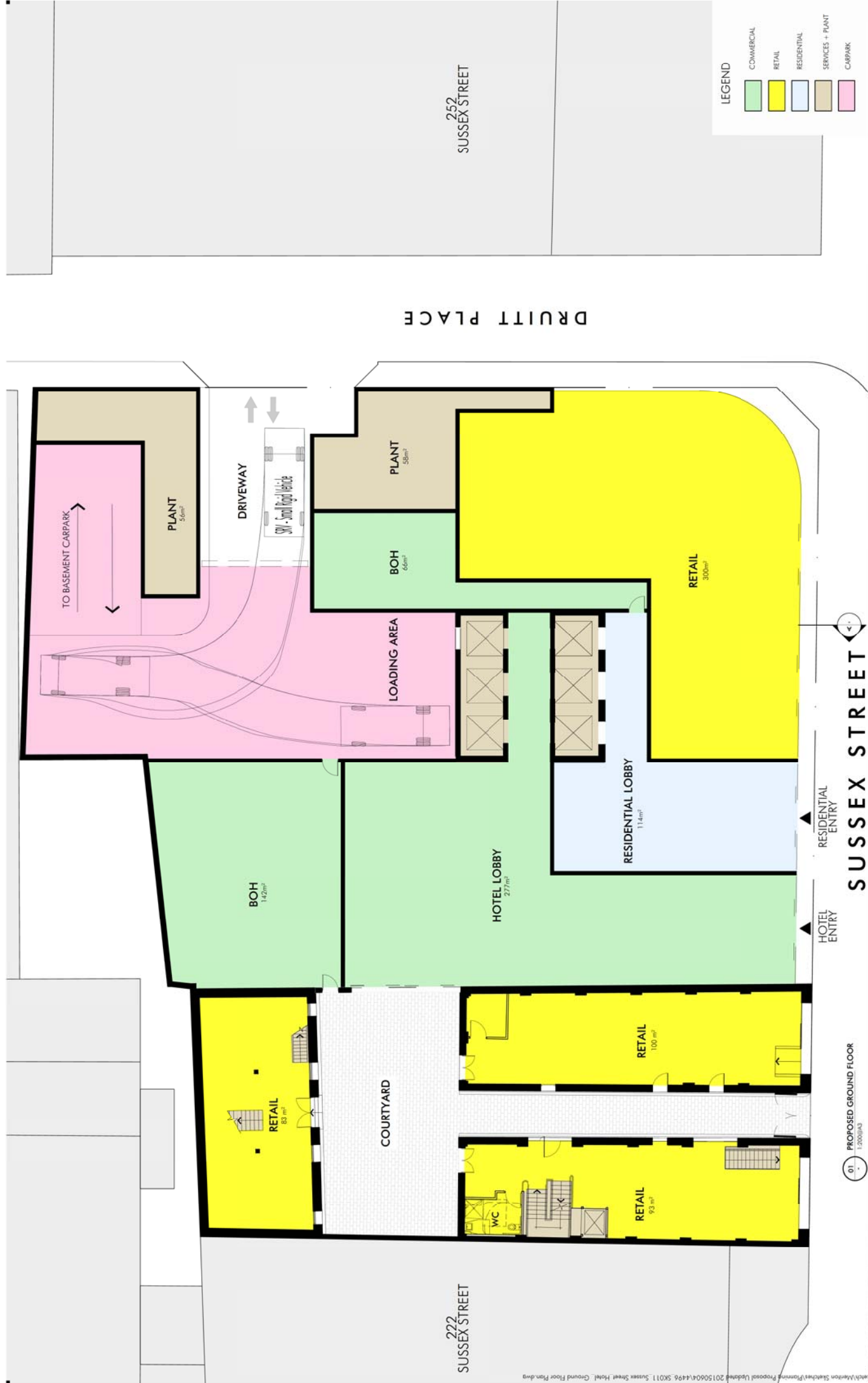
A Planning Proposal has been submitted for the consolidated sites of No. 230 – 232 and 234 – 238 Sussex Street to provide for the development of two hotels together with residential apartments and retail tenancies.

Council in response requested the submission of a Traffic and Transport Analysis. The assessment provided in this report presents the analysis required by Council with the principal issue to be resolved is whether a NO PARKING restriction can be maintained on the site frontage to assist SD/PU activities albeit slightly modified to the current location.

APPENDIX A

DEVELOPMENT PLANS





Client

Project

01 - PROPOSED GROUND FLOOR
1:200@A3

SK 011 - SUSSEX STREET - HOTEL - GROUND FLOOR PLAN

1 : 200 @ A3

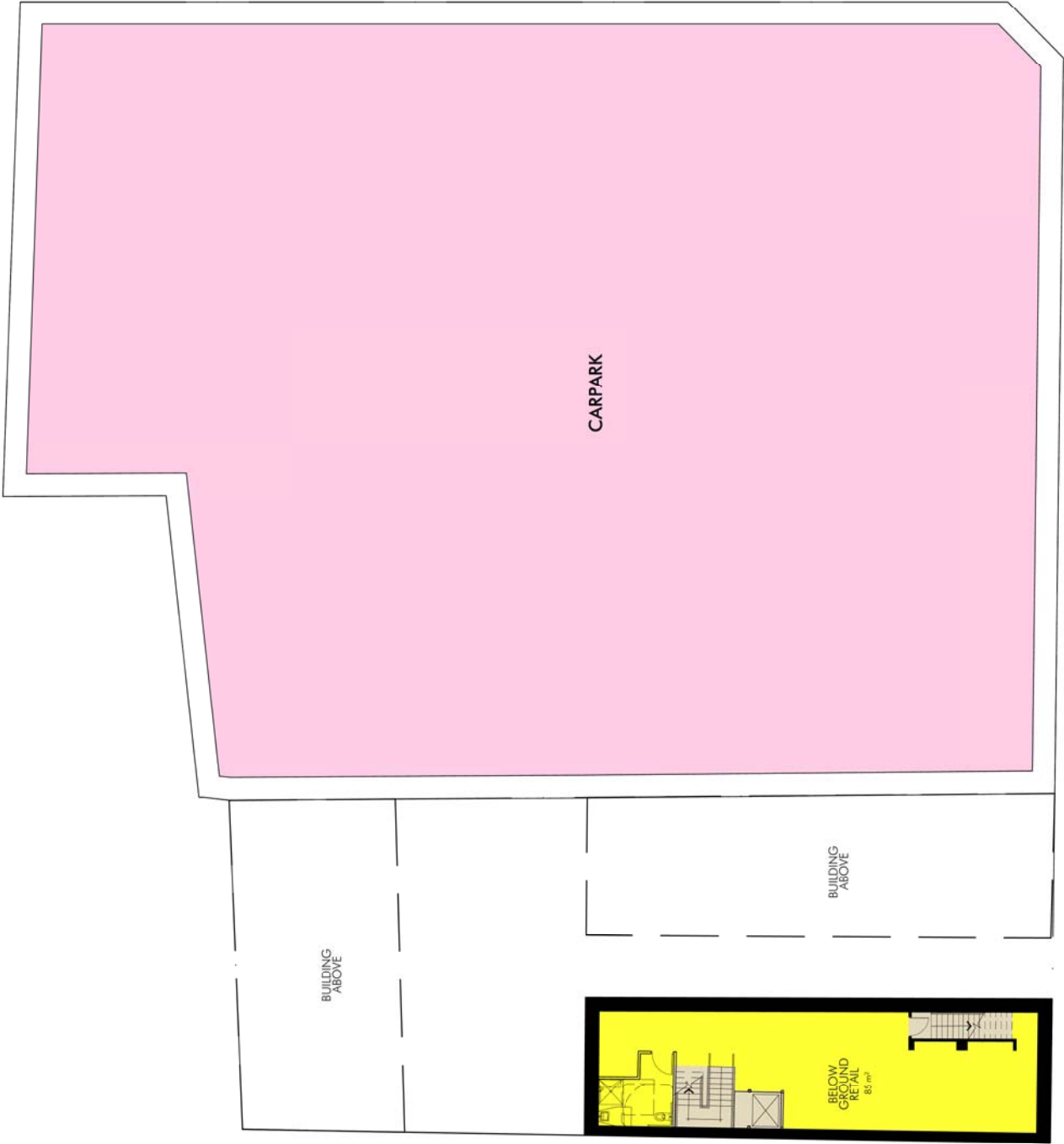
10th June 2015

4496_SK011

234 SUSSEX STREET, SYDNEY

nettleontribe

Jun 10, 2015 - 1:56pm P:\4496\Sketch\Meriton Sketches\Proposals\20150604\4496_SK011_Sussex Street Hotel - Ground Floor Plan.dwg



- LEGEND
- COMMERCIAL
 - RETAIL
 - RESIDENTIAL
 - SERVICES + PLANT
 - CARPARK

01 PROPOSED BASEMENT
1:200@A3

Client



Project

PLANNING PROPOSAL
230-238 SUSSEX STREET, SYDNEY

Title
Scale
Date
Number

SK 010 - SUSSEX STREET - HOTEL - BASEMENT PLAN

1 : 200 @ A3

10th June 2015

4496_SK010



APPENDIX B

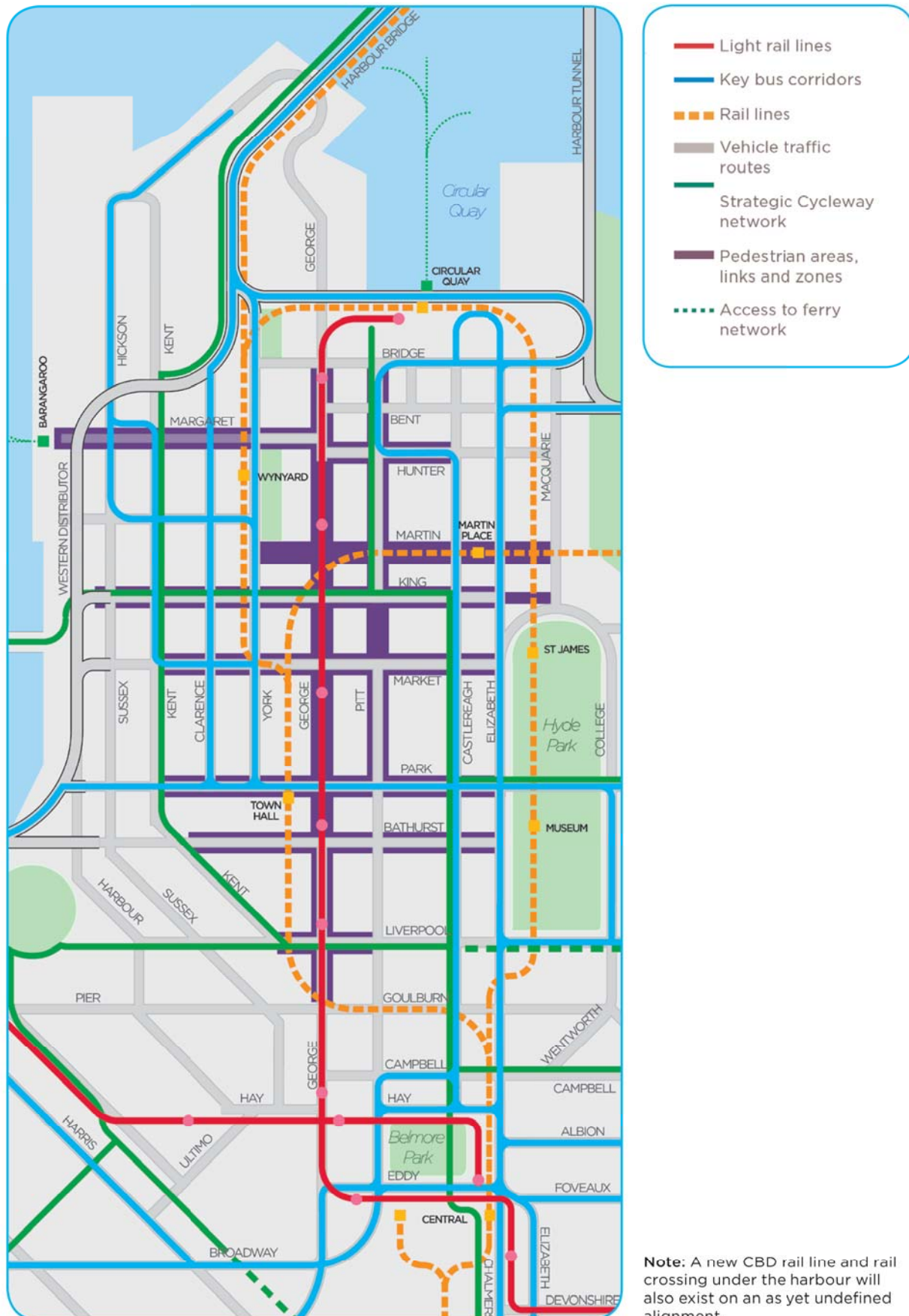
ACCESS STRATEGY DOCUMENT EXTRACT

SYDNEY CITY CENTRE ACCESS STRATEGY

December 2013

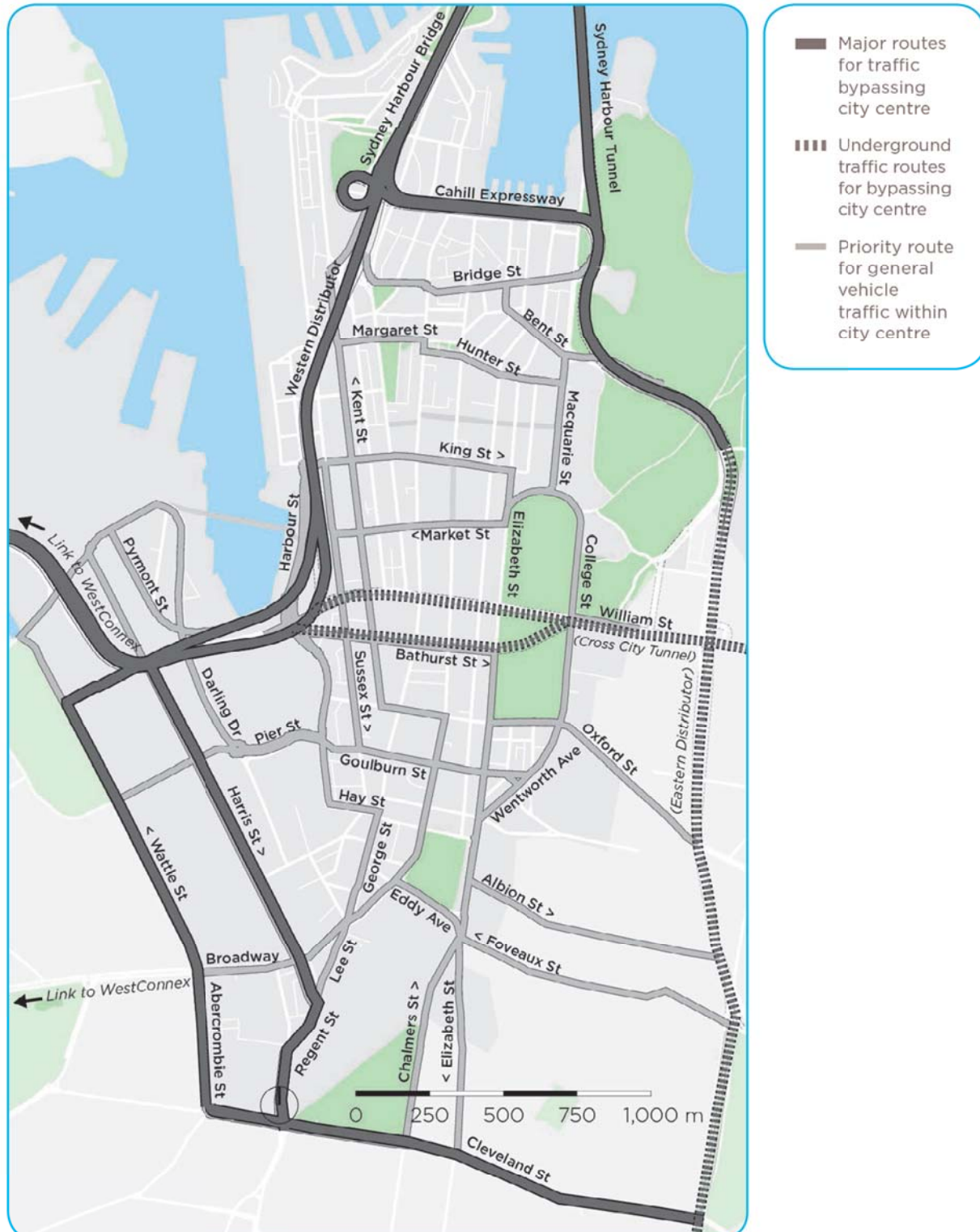


2031 city centre transport network

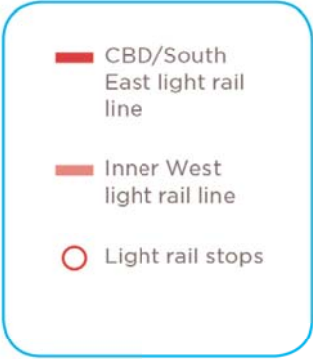


how the street network operates to ensure that it responds to the future needs of customers in this area. Future changes could include reconfiguration of street configurations and traffic management, intersection redesign, modifications to signal operations and improvements to the public domain and pedestrian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

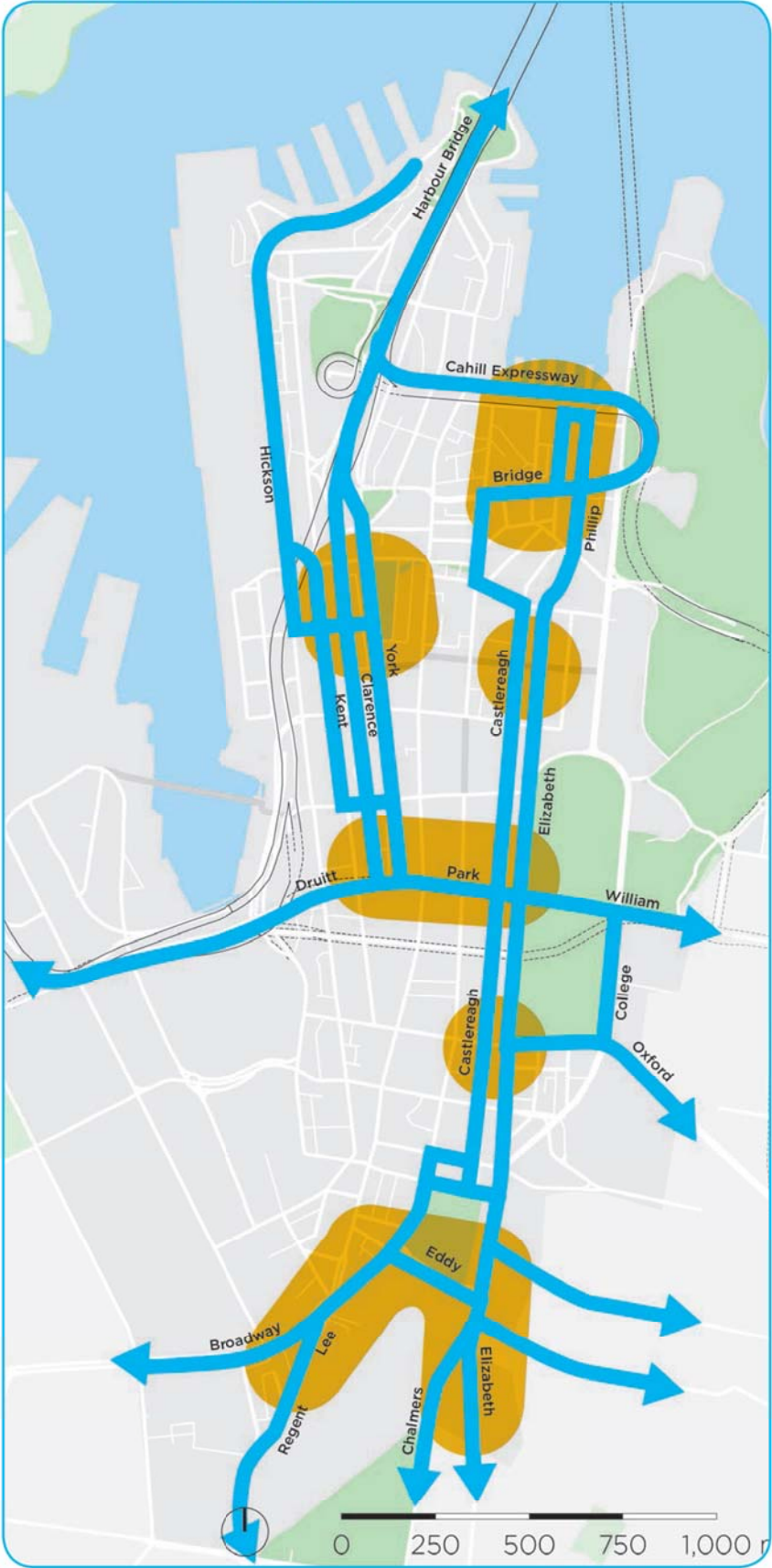
Future city centre major street network



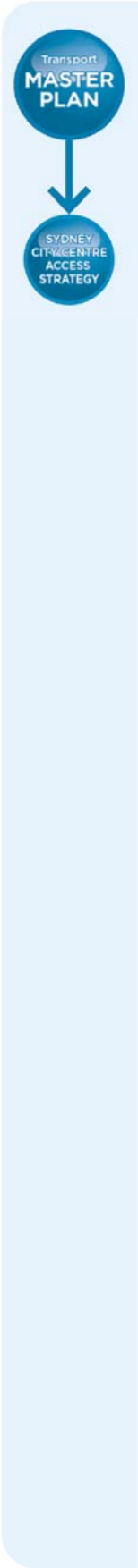
Future city centre light rail network



Future city centre bus network



- Planned city centre key bus corridors
- Bus stop precincts (indicative)

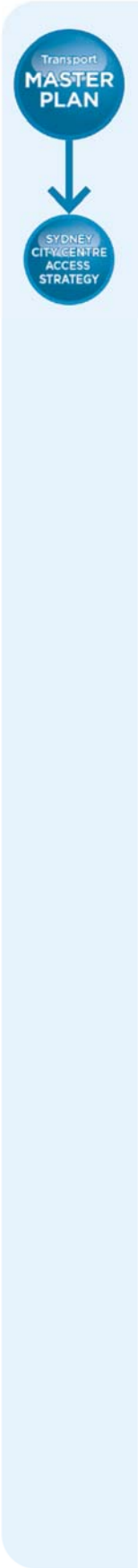
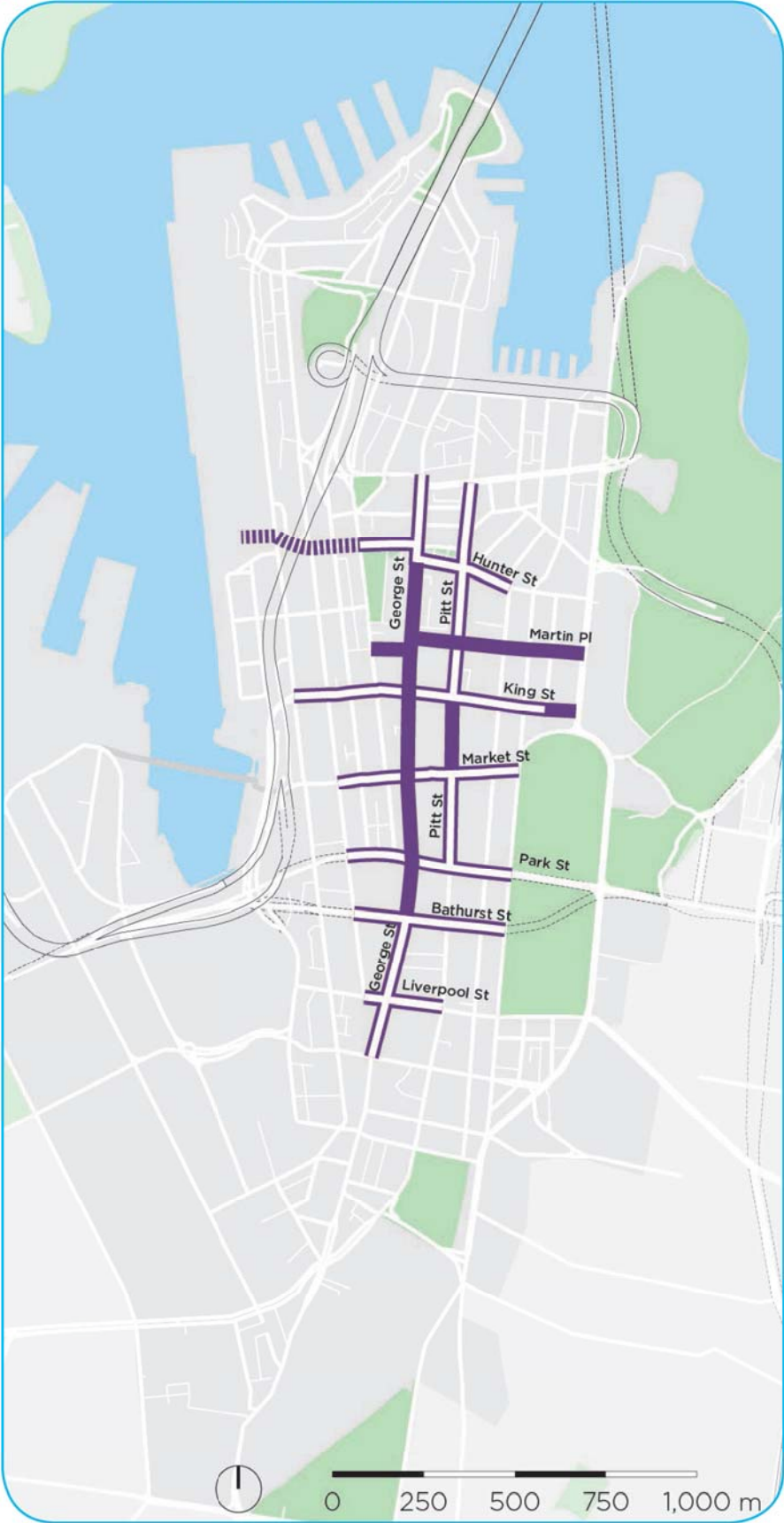


Completed strategic cycleway network



- Strategic cycleway network
- - - Strategic cycleway network - routes to be determined
- - - Existing separated cycleway - identified for removal

Future city centre strategic pedestrian access improvements



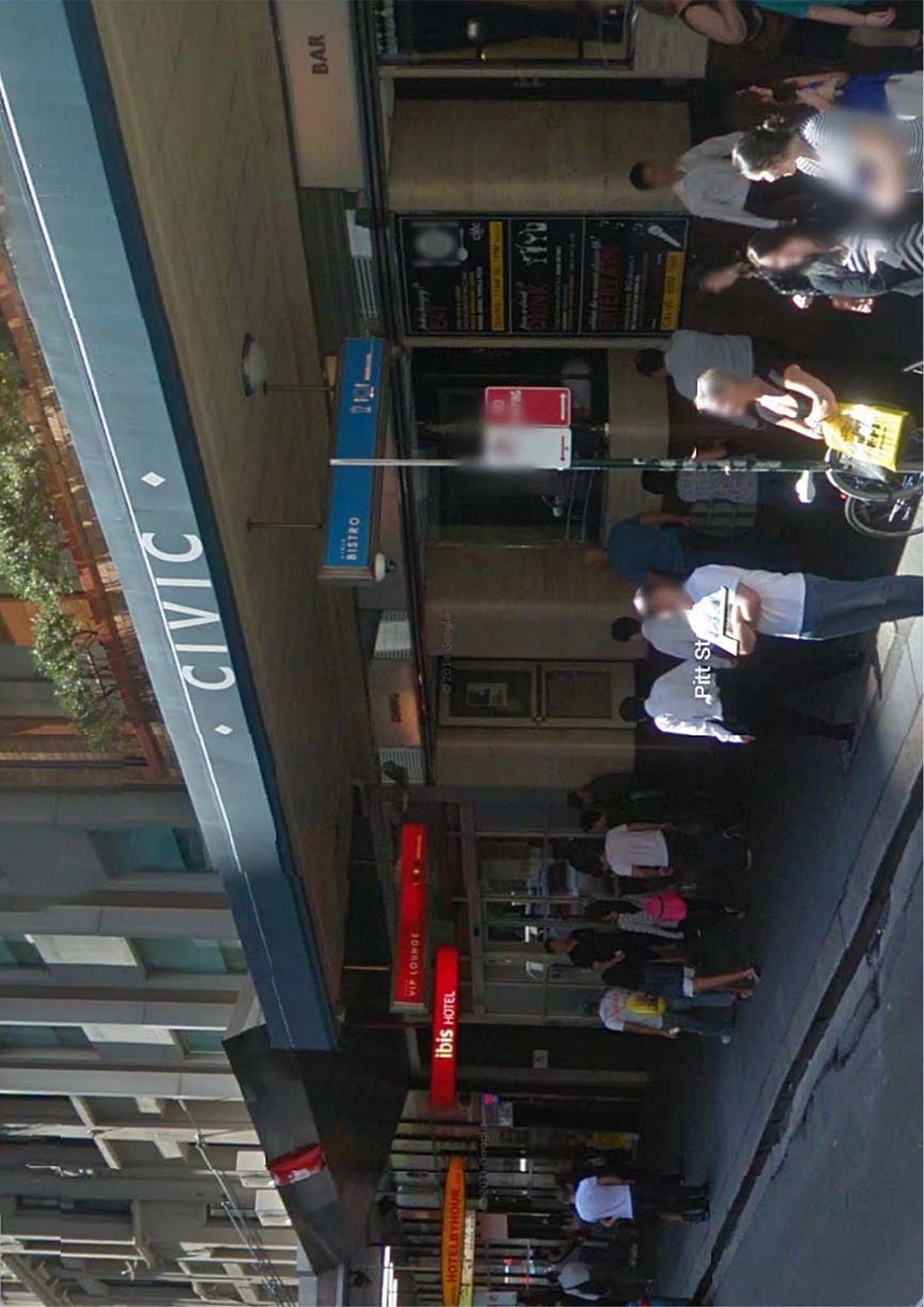




SECTION A-A

APPENDIX C

EXAMPLES OF HOTEL SET-DOWN/PICK-UP PROVISIONS



CIVIC

BISTRO

BAR

ibis HOTEL

VIP LOUNGE

HOTEL BY HOUR

Pitt St

RENDEZVOUS STUDIO HOTEL

Quay St



Quay St



vibe

© 2014 Google

Goulburn St



Goulburn St

© 2014 Google





Goulburn St



Goulburn St



York St

York St

HOTEL

40

699

MOBILE PHONE

B





Liverpool St

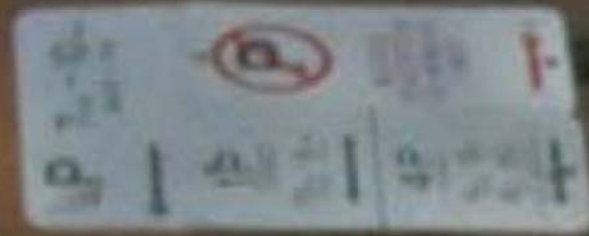


Liverpool St



RYDGES

WOMBOOMBY - STONEY



Liverpool St

Liverpool St



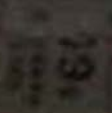
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Pitt St

Pitt St



RIDGES
SOUTH TOWN



Pitt St

Pitt St



Pitt St

Campbell St

431-439



O'Connell St

O'Connell St



JB'S
FARM GALLERY

SHIPLEY'S

NO PARKING
BUSINESS
OPEN

Holiday Inn
Darling Harbour

VALET PARKING
Available for all guests
A charge of \$15 per
hour will be applied

No
parking
here

No
parking
here

No
parking
here

88

88



Harbour St

Harbour St

23340

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APPENDIX D

TURNING PATH ASSESSMENT



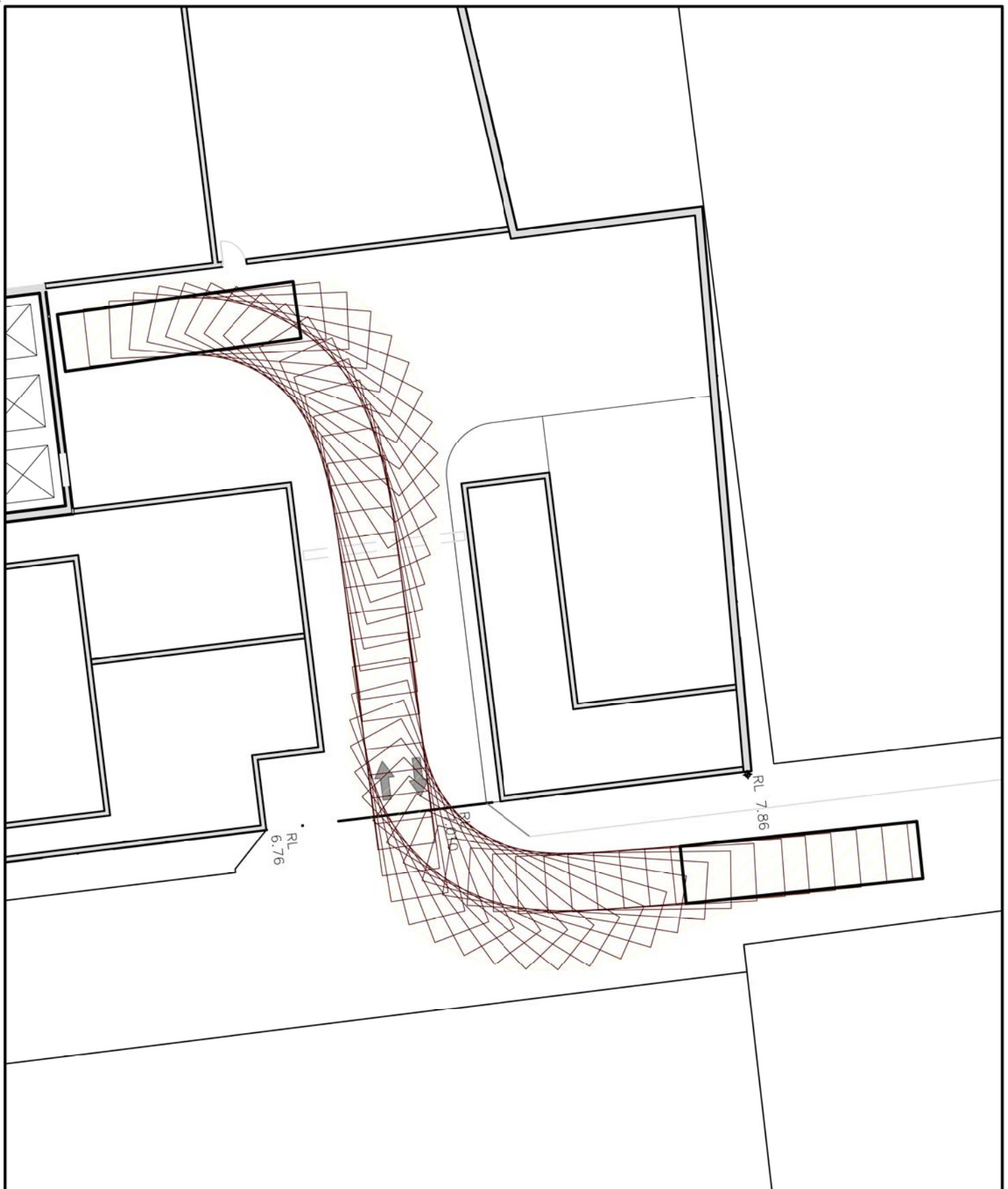
LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 9.24m COUNCIL REFUSE
VEHICLE ENTERING THE SITE**

SP 1



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V9.21 in conjunction with AutoCAD 2013. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.



**SWEPT PATH ANALYSIS
OF A 9.24m COUNCIL REFUSE
VEHICLE EXITING THE SITE**

SP 2