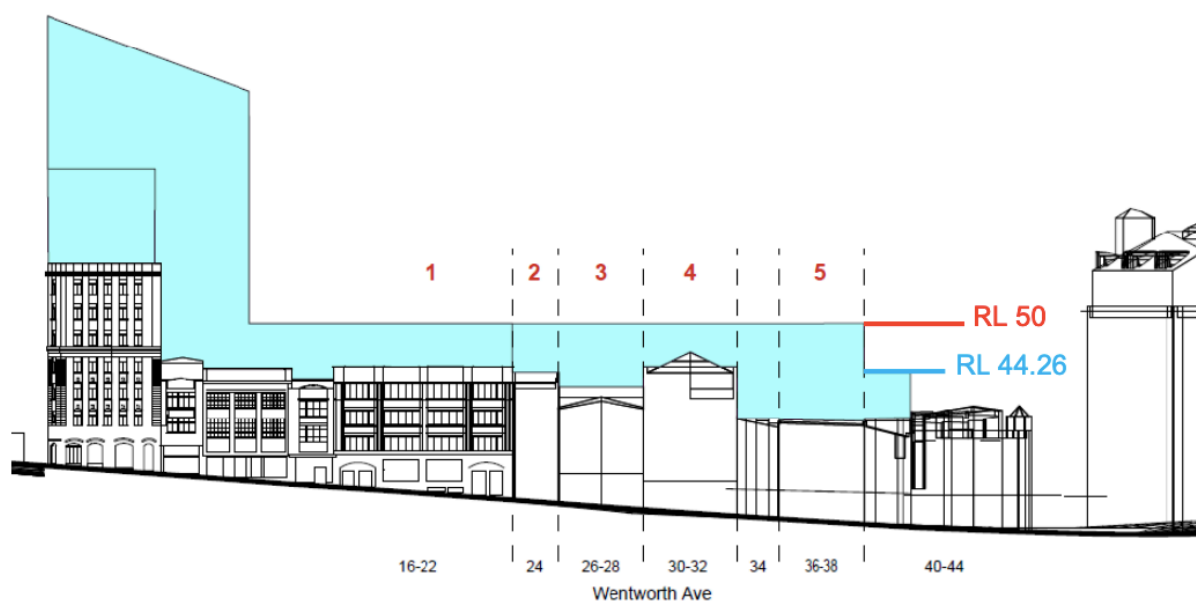


Traffic assessment: 24 – 44 Wentworth Avenue, Surry Hills



Contents

Traffic assessment	2
--------------------	---

Traffic assessment

16 July 2020 – 22 – 44 Wentworth Avenue, Surry Hills

The submitted traffic report was prepared for part of the site (up to 4-22 Wentworth Avenue) while, the latest Planning Proposal is seeking approval for the entire street block (4-44 Wentworth Avenue). However, from the Planning Proposal, it states that an additional 1,600sqm of commercial development will be included on top of the existing part of 24-44 Wentworth Avenue sites.

No change has been proposed or required in the vehicle access arrangements that was investigated by the traffic report due to *insignificant inclusions*. The added commercial GFA will trigger the need for additional bicycle parking and End of Trip (EOT) facilities and loading and service vehicle parking spaces, however those can be addressed and determined in the detailed design and DA stage.

Given the indicative scheme does not show any increase in parking spaces as existing for the extended part (24-44 Wentworth Avenue) *no further Traffic Assessment is required for this Planning Proposal application*.

As such, previous transport comments from 13 September 2018 are sufficient.

The Planning Proposal for the entire site (4-44 Wentworth Avenue) *can be supported on traffic and transport*.

Note: It was discussed with the City Traffic Operation Team to use the existing P5 kerbside parking at Wemyss Lane for passenger pick up and set down areas to support the development. Shared Zone may not be suitable for this lane and RMS might not accept if proposed. However, a new one metre wide footpath on the Western side of Wemyss Lane adjacent to the existing P5 parking can be created. A continuous footpath treatment (CFT) is also recommended to support the pedestrian priority movements and slow down the vehicle speed. The location and details of those traffic and pedestrian improvement facilities will be achieved at a later stage during the DA process. No action is required for Planning Proposal purposes, however it would be worth to notify the Public Domain Team at this stage. These road improvement items must be referred and satisfied by the City Public Domain Team once designed in the DA stage.

13 September 2018 – Previous transport comments – 4 – 22 Wentworth Avenue, Surry Hills

This Planning Proposal application is for a 17 storey mixed used development at 4-22 Wentworth Avenue, Surry Hills. There is no major traffic/transport related modification within the LEP/DCP for this proposal. The proposed development will consist of an automatic car parking system in the basement for a 202 room hotel with approximately 870 sqm retail areas. The indicative number of car parking spaces are 48 for hotel/retail use. Guest's vehicles will be parked in the waiting bays at Basement level 1 and then valet parked in the automated car park.

Planning proposals are usually looking for bulk/scale feedback and our transport issues tend to be more operational, however *vehicle access considerations could be imperative at this stage*.

Vehicle access is proposed on Wemyss Lane which is appropriate for this site. The indicative plan in the traffic report shows bicycle parking, end of trip facilities, loading/service vehicle spaces and 2 queue spaces for the mechanical parking facilities. Those look ok and at this stage, major traffic/Transport issues with the planning proposal can't be seen.

Traffic assessment – 24 - 44 Wentworth Avenue, Surry Hills

Car parking numbers, bicycle parking, service vehicle numbers etc. will be finalised in the DA assessment process.

Drop off Set Down area: Traffic report states that taxi drop-off and pick-up activity can be accommodated in the 5 minute parking zone in Wemyss Lane. There are 3 car spaces currently designated for P5 minute parking in Wemyss Lane. Considering CBD hotel, this could be acceptable.

DCP requires 1 coach parking for this size of hotel. Given that the site constrain of the development cannot provide onsite coach parking bays for large tour groups/ airport shuttle/ group guests, Transport planning suggests that the hotel needs to use existing nearby bus/coach bay for hotel guests /tour group pick up and set down purposes. A bus/coach management plan is required as part of any future DA submission. Given automatic car parking is used, they have to provide valet car parking/ car stacker management plan.

A vehicle queue analysis according to the Australian Standard is also required and adequate waiting bays must be provided within the site to handle 98 percentile queue. Service vehicle should be provided according to DCP section 7.8. A loading dock management plan could also be needed to increase the efficiency and better management of the proposed loading dock. Those can be instrumented in the DA assessment and should be part of the traffic report in any further submission.

Overall the planning proposal *can be supported from Traffic and Transport* and no additional information is required at this planning proposal stage.

Asif Ahmed

Transport Planner

City Access and Transport

City of Sydney

