

# **Attachment A10**

## **Transport Assessment**

ROSE PROPERTY GROUP PTY LTD

TRANSPORT ASPECTS OF  
PLANNING PROPOSAL FOR  
PROPOSED COMMERCIAL  
DEVELOPMENT,  
47-51 RILEY STREET,  
WOOLLOOMOOLOO

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## I. INTRODUCTION

- I.1 Colston Budd Rogers and Kafes Pty Ltd has been retained by Rose Property Group Pty Ltd to review the transport aspects of a planning proposal for a commercial development at 47 – 51 Riley Street at Woolloomooloo. The site is on the western side of Riley Street, north of William Street, as shown in Figure 1.
- I.2 The site is occupied by a commercial building. Vehicular access is provided from Busby Lane. The planning proposal would provide for a commercial development of some 2,150m<sup>2</sup>, including a ground floor retail tenancy.
- I.3 The transport aspects of the planning proposal are reviewed 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:

- site location and road network;
- potential scale of development;
- policy context;
- public and active transport;
- parking provision;
- access, servicing and internal layout;
- traffic generation; and
- summary.

### Site Location and Road Network

2.2 The site is on the western side of Riley Street, between Sir John Young Crescent to the north and William Street to the south, at Woolloomooloo, as shown in Figure 1. It is occupied by a commercial building. Vehicular access is provided from Busby Lane. Surrounding land use is a mix of commercial and residential uses.

2.3 Riley Street connects Sir John Young Crescent in the north with William Street in the south. Both intersections are controlled by traffic signals. Riley Street provides for one traffic lane in each direction, with parking permitted clear of intersections. There are bus stops on both sides of the road, close to the site.

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- 2.4 Busby Lane runs west from Riley Street, before bending south to provide access to the rear of properties fronting Riley Street and Boomerang Place. It is one-way west/south bound, connecting to McCarthy Lane at its southern end. McCarthy Lane connects back to Riley Street, south of the site.

#### Potential Scale of Development

- 2.5 The planning proposal would provide for a commercial development of some 2,150m<sup>2</sup>, including a ground floor retail tenancy. Vehicular access would be provided from Busby Lane.

#### Policy Context

- 2.6 There are a number of strategic state policies which are relevant to future development in the Sydney metropolitan area. The policies include the Greater Sydney Region Plan (A Metropolis of Three Cities), Future Transport Strategy 2056 and the State Infrastructure Strategy. These policies are discussed below.
- 2.7 The Greater Sydney Region Plan (A Metropolis of Three Cities) provides a framework for planning for Sydney's growth to 2056. It identifies a number of districts in the Sydney metropolis: the Eastern City, Central City, Western City, North and South Districts.
- 2.8 The Future Transport Strategy 2056 provides a framework for planning for and delivering transport infrastructure for the state over the next 40 years. The NSW State Infrastructure Strategy 2022–2042 sets out the government's infrastructure vision for NSW the state over the next 20 years.
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2.9 A series of district plans set out the planning priorities and actions for each district in the greater Sydney region. The Eastern City District Plan, in which Woolloomooloo is located, includes a number of planning priorities to improve productivity. Of relevance to the subject planning proposal, these planning priorities include:

- E7: growing a stronger and more competitive Harbour CBD;
- E10: delivering integrated land use and transport planning and a 30-minute city; and
- E11: growing investment, business opportunities and jobs in strategic centres.

#### Public and Active Transport

2.10 As previously noted, the site is close to bus stops on Riley Street. William Street, just south of the site, is also a major bus route. Local bus services are provided by Sydney Buses. Services include:

- route 200: Bondi Junction to Gore Hill;
  - route 311: Central Belmore Park to City Millers Point via Darlinghurst and Potts Point;
  - route 324: Watsons Bay to Walsh Bay via Old South Head Road;
  - route 324X: Vaucluse to City Wynyard (express);
  - route 325: Watsons Bay to Walsh Bay via Vaucluse Road;
  - route 389: Bondi Junction to Pyrmont;
  - route 504: Chiswick to City Domain;
  - route 506: Macquarie University to City Domain via East Ryde;
  - route 724E: SCEGGS, Darlinghurst to City.
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- 2.11 There are good pedestrian and cycle links provided between the site and surrounding areas on William Street and the CBD. All traffic signals in the area include signalized pedestrian crossings. There are bicycle lanes in both directions on William Street.
- 2.12 The site is also some 10 to 15 minutes' walking distance from Town Hall and Kings Cross railway stations. These stations provide connections to locations within the city as well as suburban lines.
- 2.13 The site therefore has excellent access to public transport services. The proposed development will therefore be readily accessible by public transport, walking and cycling.
- 2.14 The proposed development would increase employment densities close to existing public transport services.
- 2.15 The proposed development will therefore satisfy the objectives of the Greater Sydney Region Plan and Eastern City District Plan as follows:
- enabling employees to readily access buses close to the site;
  - providing limited on-site parking to encourage greater public transport use and increase the proportion of trips by public transport;
  - providing for employment development in the CBD, close to other services and facilities, to reduce the need for external travel; and
  - being close to the Sydney CBD, as well as other major commercial centres, by public transport.
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### Parking Provision

- 2.16 Clauses 7.6(b) and (d) of the Sydney LEP 2012 indicates that office and business premises development with a FSR of more than 2.5:1 in the subject area can provide a maximum of one space per 50m<sup>2</sup> site area, multiplied by the ratio of office/business area to total building area. With a site area of 579m<sup>2</sup> and a reference scheme building area of 2,150m<sup>2</sup>, of which 1,987m<sup>2</sup> is office/business, some 11 parking spaces would be permitted for this component.
- 2.17 The retail tenancy of 163m<sup>2</sup> would be permitted three parking spaces, based on the LEP maximum parking rate of one space per 60m<sup>2</sup> in the subject area. The total parking allowance would therefore be 14 spaces.
- 2.18 A maximum of 14 car spaces will be provided, with the final parking provision to be determined at the development application stage, including an accessible car parking space. Provision for service vehicles will also be made.
- 2.19 Part 3.11.3 of the Sydney DCP 2012 includes a bicycle parking requirement of one space per 150m<sup>2</sup> for employees and one space per 400m<sup>2</sup> for visitors. For retail, one space per 250m<sup>2</sup> for employees, plus two spaces, plus one space per 100m<sup>2</sup> above 100m<sup>2</sup> is required for visitors. With 1,987m<sup>2</sup> commercial and 163m<sup>2</sup> retail in the reference scheme, some 22 bicycle spaces would be required. Bicycle parking is proposed to be provided in accordance with these requirements. Showers and lockers will also be provided.
- 2.20 Motor cycle parking space would be provided in accordance with clause 7.8.4 of Schedule 7 of the DCP (one space per 12 car spaces) at the development application stage.
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Access, Servicing and Internal Layout

- 2.21 Vehicular access to the development would be provided from Busby Lane. Access would be provided via a ramp to the basement.
- 2.22 A loading bay will be provided on the site. The bay will provide for small vehicles, including vans and courier-sized vehicles, to make deliveries to the building. Service vehicles will be able to enter and exit in a forward direction.
- 2.23 At the time of a development application, the driveway, parking area and loading bay will be provided in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking and Part 2: Off-street commercial vehicle facilities), AS 2890.1:2004 and AS 2890.2:2018.

Traffic Generation

- 2.24 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.
- 2.25 Commercial parking spaces in CBDs have low traffic generation rates, typically some 0.3 vehicles per hour per space during peak periods. The development would therefore have a very low traffic generation of less than five vehicles per hour two-way at peak times, equivalent to an average of less than one vehicle every 12 minutes. Such a low traffic generation would not have noticeable effects on the operation of the surrounding road network.

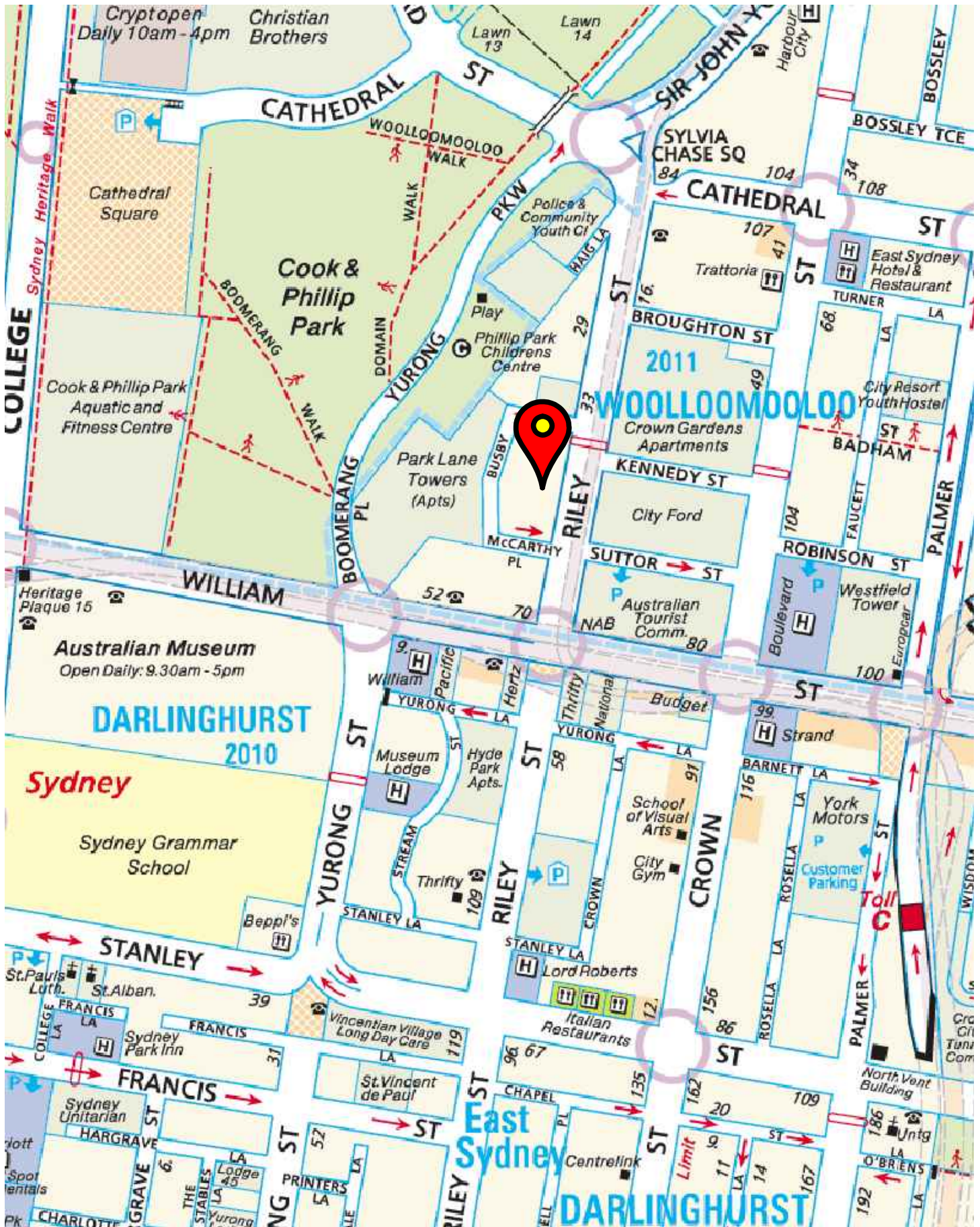
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### Summary

2.26 In summary, the main points relating to the transport aspects of the planning proposal are as follows:

- i) the reference scheme includes some 2,150m<sup>2</sup> commercial uses including a ground floor retail tenancy;
  - ii) the planning proposal is consistent with the planning for the Eastern Harbour City;
  - iii) the site has excellent access to public and active transport services;
  - iv) the development would increase employment densities close to existing public transport services and is consistent with government objectives to reduce private car travel and encourage public transport use;
  - v) appropriate on-site parking will be provided;
  - vi) access will be provided from Busby Lane;
  - vii) access, internal circulation and layout will be provided in accordance with Australian Standards;
  - viii) traffic generation of the proposed development would be very low, equivalent to an average of only one vehicle every 12 minutes at peak times; and
  - ix) such a low traffic generation would not have noticeable effects on the operation of the surrounding road network.
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Location Plan