

# Attachment C

**Submissions**

**From:** Peter McKenzie <[REDACTED]> on behalf of Peter McKenzie <[REDACTED]> <Peter McKenzie [REDACTED]>>  
**Sent on:** Monday, January 8, 2024 12:59:02 PM  
**To:** dasubmissions@cityofsydney.nsw.gov.au  
**CC:** Peter McKenzie <[REDACTED]>; Brian Delaney <[REDACTED]>; Jay Hore <[REDACTED]>; Emma Sutherland <[REDACTED]>; Emma Soutter <[REDACTED]>; Tish Nyar <[REDACTED]>  
**Subject:** Submission - D/2023/1045 - 23 Hunter Street SYDNEY NSW 2000 - Attention Marie Burge  
**Attachments:** A by Adina Sydney - response to 15-17 Hunter Street DA\_issued\_0802123.pdf (2.73 MB)

**Caution:** This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

Hi,

Please refer attached for the submission from A by Adina, located at 2 Hunter Street, in relation to D/2023/1045 (DA for site excavation, preparation and construction of 55-storey tower located at 15-17 Hunter St, 23 Hunter St, 19-21 Pitt St, 1015 Pitt St and 107 Pitt St)

TFE Hotels ("TFE"), as the Owner and Operator of the A by Adina Sydney ("A by Adina") at 2 Hunter Street Sydney, would like to provide feedback on **D/2023/1045**. A by Adina is located at 2 Hunter Street Sydney (Refer Image 1 below). The hotel includes 194 hotel apartments, Dean & Nancy on 22 (bar and restaurant) and has an external lease of the ground and 1<sup>st</sup> floors to the Commonwealth Bank of Australia ("CBA"). The \$200m development at 2 Hunter Street was completed in April 2021.

While we appreciate D/2023/1045, the Hunter Street West Over Station Development, the City North Public Domain Plan ("CNPDP") and the construction of the Hunter St West Metro Station are the subject of different processes and involve different authority stakeholders, **the A by Adina is detrimentally affected by all proposals**. Properly understanding and mitigating the impact of D/2023/1045 on the A by Adina also requires consideration of the Hunter Street West Over Station Development, CNPDP and the construction management plan of the Hunter St Metro Station.

TFE's submission to the City of Sydney in response to the CNPDP was submitted on 19 December 2022. Please refer to Annexure A.

**Our high level concerns and queries for D/2023/1045 are summarised as follows:**

- **During construction as proposed per D/2023/1045 in combination with the Hunter St Metro Development, it is unclear whether guests will be able to be dropped off 24/7 by vehicles at the A by Adina's entrance on Hunter St. This is obviously of great concern to TFE, noting that guests have luggage to manage and may be elderly or disabled. Similarly, it is important that taxis, hire cars and ride share vehicles are able to collect guests from the hotel; it would obviously be unsatisfactory for the A by Adina to call a taxi for a guest and have that vehicle meet the guest a block away from the hotel entrance.**
- **We note that Curtin Place is already a sub-optimal vehicle accessway based on current vehicle loads (predominantly service vehicles). As a no through road without provision for vehicle turning, vehicles that enter Curtin Place often need to reverse out of it (or at least to the Hamilton St intersection); Curtin Place is also narrow which makes it difficult for vehicles to pass and has significant pedestrian traffic. Placing additional load on Curtin Place as a consequence of D/2023/1045 (refer Image 2 below), the Hunter Street West Metro development would be undesirable and unsafe.**
- **TFE believe the CPTMP associated with D/2023/1045 has not appropriately considered the coordination required and consolidated impact of other significant works being undertaken simultaneously in relation to the Hunter Street West Metro development and over station developments in Hunter Street (between Pitt and George).**
- **TFE is interested to understand, in more detail than specified in the CPTMP, how it might be affected by D/2023/1045 in conjunction with the over-station development (e.g. noise, access etc) given that the A by Adina will already be heavily impacted by the Hunter Street West Metro and over station development construction through to 2030. TFE Hotels, as a stakeholder seeks ongoing engagement throughout the development of any such mitigation measures as they relate to temporary or permanent road closures and traffic redirection (staging, duration etc.)**
- **[TFE request a meeting to discuss, in detail, the construction management plan for D/2023/1045 in conjunction with the same for both the Hunter Street Metro West Development and subsequent over-station development to ensure TFE's 24/7 access requirements are appropriately maintained.](#)**

**Impacts to A by Adina at 2 Hunter Street from D/2023/1045:**

**TFE have a number of comments on the impact of D/2023/1045 and TFE would like to further consult with the City of Sydney to discuss how best to maintain 24/7 access to the entry of the A by Adina.**

As part of the DA approval for the A by Adina and VPA for Curtin Place, TFE completed the Curtin Place public domain works including the installation and maintenance of the public art in Curtin Place. The entry to the loading dock for A by Adina is via Curtin Place on the northern boundary of the A by Adina.

To operate the 194 apartment hotel rooms at A by Adina and the restaurant/bar offering at Dean & Nancy on 22 (located on level 22 of the A by Adina), the loading dock utilisation is high, 7 days a week. This utilisation will increase even further as we complete the fit out of a restaurant/bar in Curtin Place during 2024.

TFE anticipates the proposed impacts to Hunter Street (between Pitt and George) will create a significant impact on the ability for delivery vehicles to exit Curtin Place. Curtin Place is narrow and provides limited access for delivery vehicles to turn around and exit Curtin Place forwards. The increased impacts to both Hunter and Hamilton Streets due to increased MRV and HRV (refer image 2 below) as a result of D/2023/1045 may result in delivery vehicles needing to reverse out into Pitt Street, including the cycle lane on Pitt Street, creating a significant safety risk to pedestrians. This also limits the practical use of Curtin Place and Hamilton Street as an alternative drop-off and pick-up associated with the hotel.

Impacts to the A by Adina as a result of the proposed D/2023/1045 include:

- **Disabled guests drop off accessibility** – The A by Adina has 12 x easy access rooms for wheelchair or impaired guest usage, by not having easy access at the front of the hotel for this traveller it will result in a negative guest experience and increased risk to the guest;
- **Emergency service access** – All emergency services require access to 2 Hunter Street in the event of an emergency at the hotel. This includes Fire, Ambulance & Police. In addition, access to the Fire Panel and hydrants for the fire brigade are at 2 Hunter Street at the hotel entrance. Fire appliances are generally either 10.1m long (general appliance) or 12.4m long (aerial appliance) and have specific access needs and spatial requirements in the event of an emergency;
- **Inability to access the taxi set down zone** directly in front of the hotel entrance at 2 Hunter Street. Its removal will have a significant financial impact to A by Adina due to the impact on securing, and retaining, corporate business, such as flight crews, that require the ability for vehicle set-down close to the hotel entrance;
- **Arrival experience** - not being able to drop guests at the entrance to the A by Adina at 2 Hunter Street will be detrimental to the arrival experience international travel, leading to negative guest social reviews and loss of income. The A by Adina is a premium product and the expectation of guests would be to have a suitable arrival experience; and
- **Security risk** – without the A by Adina maintaining the drop off zone at the hotel entry, we feel this increases the security risk for both female travellers and families arriving at night to the hotel. Any closure of Hunter Street would result in guests having to navigate the city at night, in an area with patrons from nearby restaurants and bars gathering on the street, increasing the security risk of guests.

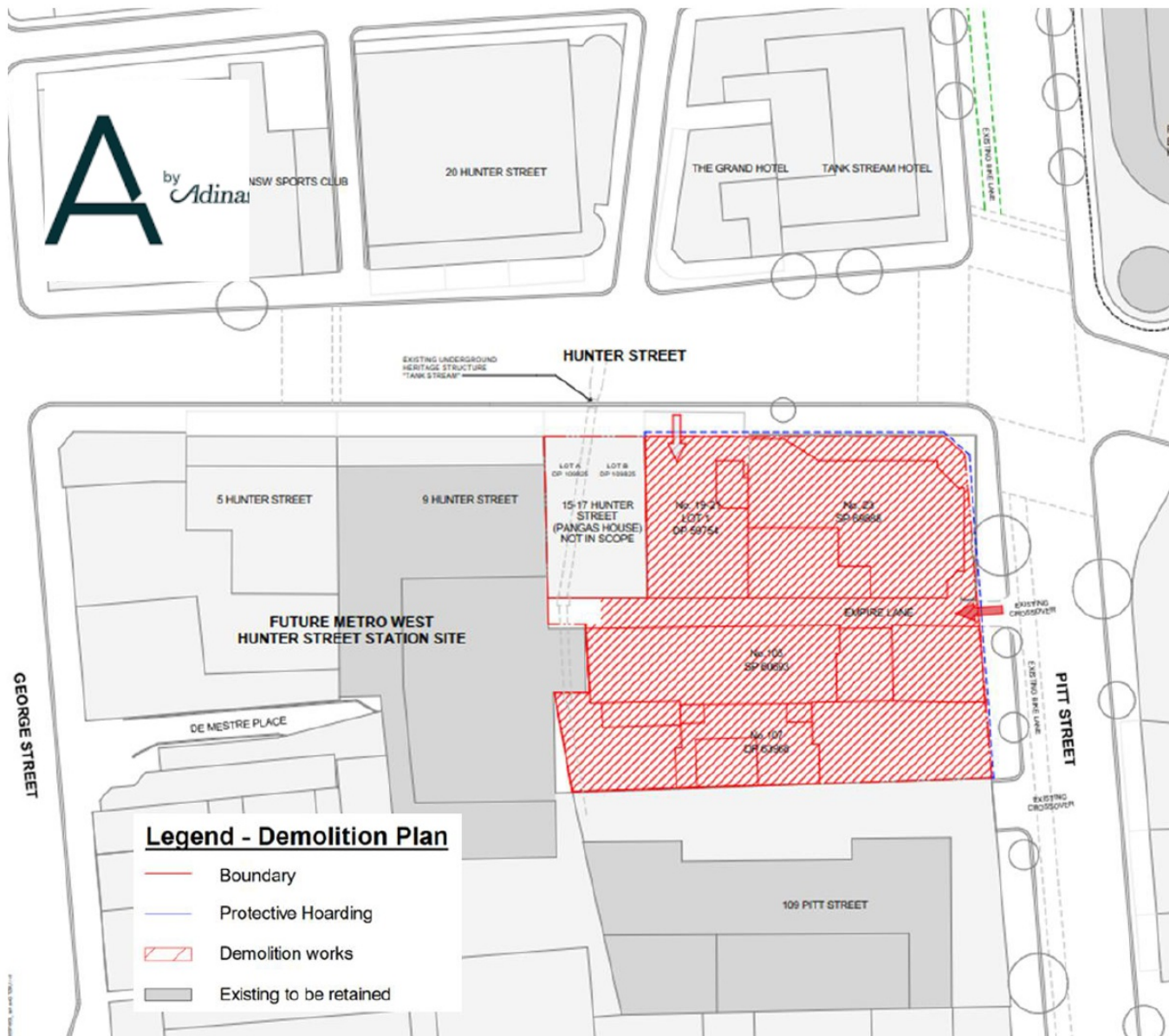


Image 1: Location of A by Adina Sydney with reference to the location of D/2023/1045

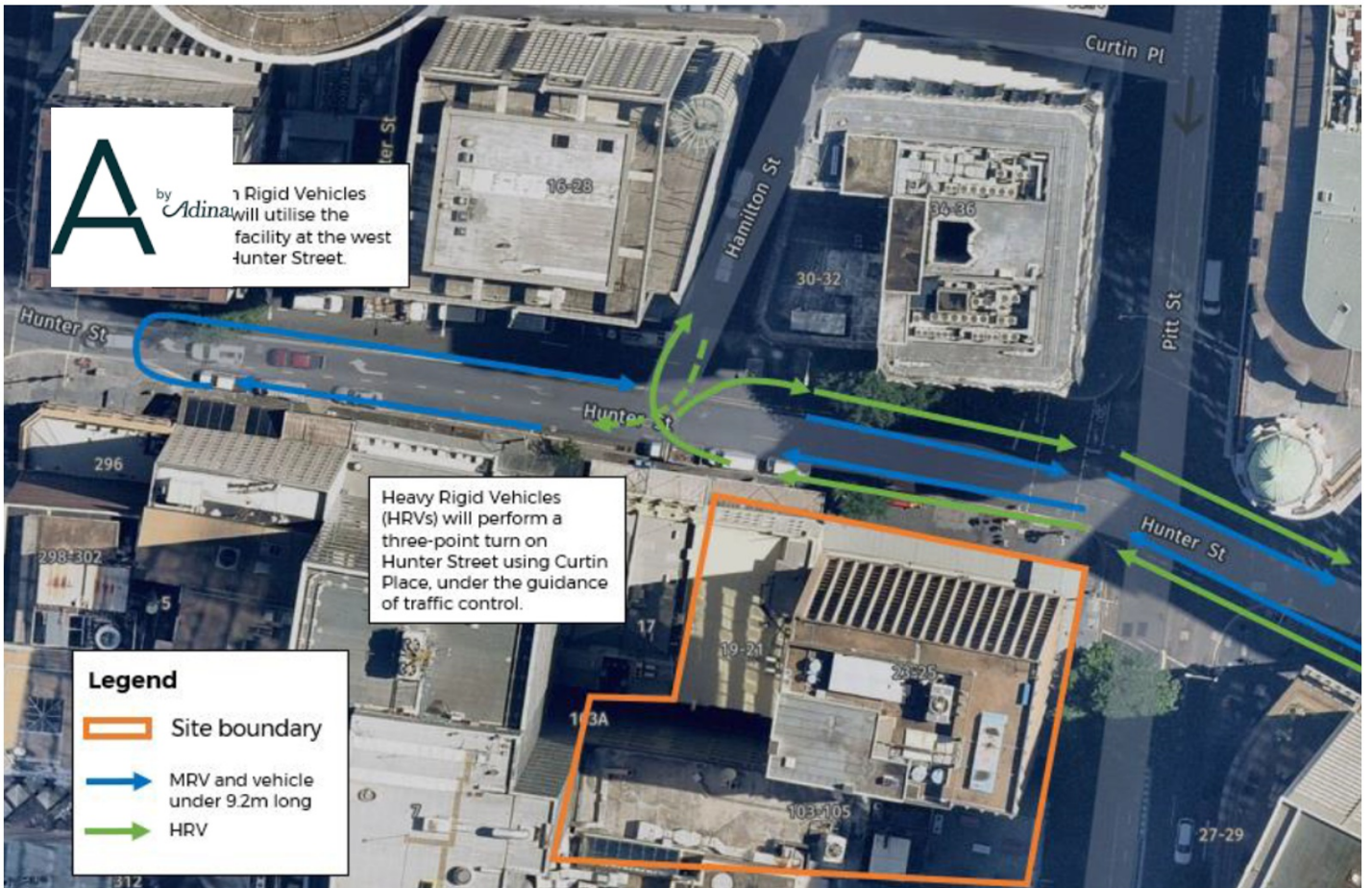


Image 2: Construction vehicle and egress options per the Construction Traffic and Pedestrian Management Plan issued with D/2023/1045

If you could please acknowledge receipt of this submission and advise the next steps, post the exhibition period (ending 24/01/24), for TFE to meet with the City of Sydney as requested in the above submission.

Regards

**Peter McKenzie**  
 Investment and Risk Manager | TFE Hotels

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## **Feedback on D/2023/1045**

**(DA for site excavation, preparation and construction of 55-storey tower located at 15-17 Hunter St, 23 Hunter St, 19-21 Pitt St, 1015 Pitt St and 107 Pitt St)**

TFE Hotels ("TFE"), as the Owner and Operator of the A by Adina Sydney ("A by Adina") at 2 Hunter Street Sydney, would like to provide feedback on **D/2023/1045**.

A by Adina is located at 2 Hunter Street Sydney (Refer Image 1 below). The hotel includes 194 hotel apartments, Dean & Nancy on 22 (bar and restaurant) and has an external lease of the ground and 1<sup>st</sup> floors to the Commonwealth Bank of Australia ("CBA"). The \$200m development at 2 Hunter Street was completed in April 2021.

While we appreciate D/2023/1045, the Hunter Street West Over Station Development, the City North Public Domain Plan ("CNPDP") and the construction of the Hunter St West Metro Station are the subject of different processes and involve different authority stakeholders, **the A by Adina is detrimentally affected by all proposals**. Properly understanding and mitigating the impact of D/2023/1045 on the A by Adina also requires consideration of the Hunter Street West Over Station Development, CNPDP and the construction management plan of the Hunter St Metro Station.

TFE's submission to the City of Sydney in response to the CNPDP was submitted on 19 December 2022. Please refer to **Annexure A**.

**Our high level concerns and queries for D/2023/1045 are summarised as follows:**

- During construction as proposed per D/2023/1045 in combination with the Hunter St Metro Development, it is unclear whether guests will be able to be dropped off 24/7 by vehicles at the A by Adina's entrance on Hunter St. This is obviously of great concern to TFE, noting that guests have luggage to manage and may be elderly or disabled. Similarly, it is important that taxis, hire cars and ride share vehicles are able to collect guests from the hotel; it would obviously be unsatisfactory for the A by Adina to call a taxi for a guest and have that vehicle meet the guest a block away from the hotel entrance.
- We note that Curtin Place is already a sub-optimal vehicle accessway based on current vehicle loads (predominantly service vehicles). As a no through road without provision for vehicle turning, vehicles that enter Curtin Place often need to reverse out of it (or at least to the Hamilton St intersection); Curtin Place is also narrow which makes it difficult for vehicles to pass and has significant pedestrian traffic. Placing additional load on Curtin Place as a consequence of D/2023/1045 (refer Image 2 below), the Hunter Street West Metro development would be undesirable and unsafe.
- TFE believe the CPTMP associated with D/2023/1045 has not appropriately considered the coordination required and consolidated impact of other significant works being undertaken simultaneously in relation to the Hunter Street West Metro development and over station developments in Hunter Street (between Pitt and George).
- TFE is interested to understand, in more detail than specified in the CPTMP, how it might be affected by D/2023/1045 in conjunction with the over-station development (e.g. noise, access etc) given that the A by Adina will already be heavily impacted by the Hunter Street West Metro and over station development construction through to 2030. TFE Hotels, as a stakeholder seeks ongoing engagement throughout the development of any such mitigation measures as they relate to temporary or permanent road closures and traffic redirection (staging, duration etc.)
- **TFE request a meeting to discuss, in detail, the construction management plan for D/2023/1045 in conjunction with the same for both the Hunter Street Metro West Development and subsequent over-station development to ensure TFE's 24/7 access requirements are appropriately maintained.**

## **Impacts to A by Adina at 2 Hunter Street from D/2023/1045:**

**TFE have a number of comments on the impact of D/2023/1045 and TFE would like to further consult with the City of Sydney to discuss how best to maintain 24/7 access to the entry of the A by Adina.**

As part of the DA approval for the A by Adina and VPA for Curtin Place, TFE completed the Curtin Place public domain works including the installation and maintenance of the public art in Curtin Place. The entry to the loading dock for A by Adina is via Curtin Place on the northern boundary of the A by Adina.

To operate the 194 apartment hotel rooms at A by Adina and the restaurant/bar offering at Dean & Nancy on 22 (located on level 22 of the A by Adina), the loading dock utilisation is high, 7 days a week. This utilisation will increase even further as we complete the fit out of a restaurant/bar in Curtin Place during 2024.

TFE anticipates the proposed impacts to Hunter Street (between Pitt and George) will create a significant impact on the ability for delivery vehicles to exit Curtin Place. Curtin Place is narrow and provides limited access for delivery vehicles to turn around and exit Curtin Place forwards. The increased impacts to both Hunter and Hamilton Streets due to increased MRV and HRV (*refer image 2 below*) as a result of D/2023/1045 may result in delivery vehicles needing to reverse out into Pitt Street, including the cycle lane on Pitt Street, creating a significant safety risk to pedestrians. This also limits the practical use of Curtin Place and Hamilton Street as an alternative drop-off and pick-up associated with the hotel.

Impacts to the A by Adina as a result of the proposed D/2023/1045 include:

- **Disabled guests drop off accessibility** – The A by Adina has 12 x easy access rooms for wheelchair or impaired guest usage, by not having easy access at the front of the hotel for this traveller it will result in a negative guest experience and increased risk to the guest;
- **Emergency service access** – All emergency services require access to 2 Hunter Street in the event of an emergency at the hotel. This includes Fire, Ambulance & Police. In addition, access to the Fire Panel and hydrants for the fire brigade are at 2 Hunter Street at the hotel entrance. Fire appliances are generally either 10.1m long (general appliance) or 12.4m long (aerial appliance) and have specific access needs and spatial requirements in the event of an emergency;
- **Inability to access the taxi set down zone** directly in front of the hotel entrance at 2 Hunter Street. Its removal will have a significant financial impact to A by Adina due to the impact on securing, and retaining, corporate business, such as flight crews, that require the ability for vehicle set-down close to the hotel entrance;
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- **Security risk** – without the A by Adina maintaining the drop off zone at the hotel entry, we feel this increases the security risk for both female travellers and families arriving at night to the hotel. Any closure of Hunter Street would result in guests having to navigate the city at night, in an area with patrons from nearby restaurants and bars gathering on the street, increasing the security risk of guests.

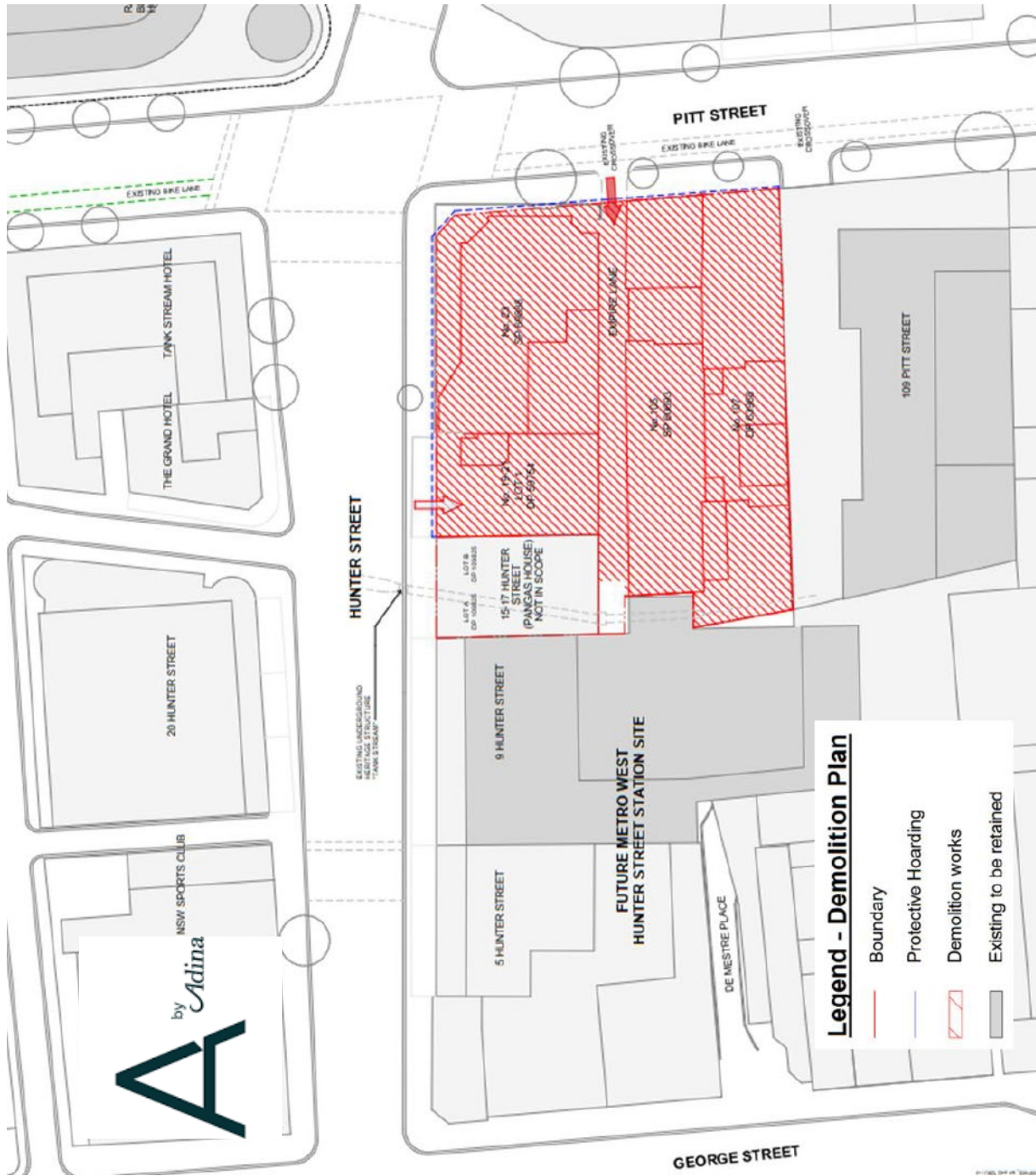


Image 1: Location of A by Adina Sydney with reference to the location of D/2023/1045

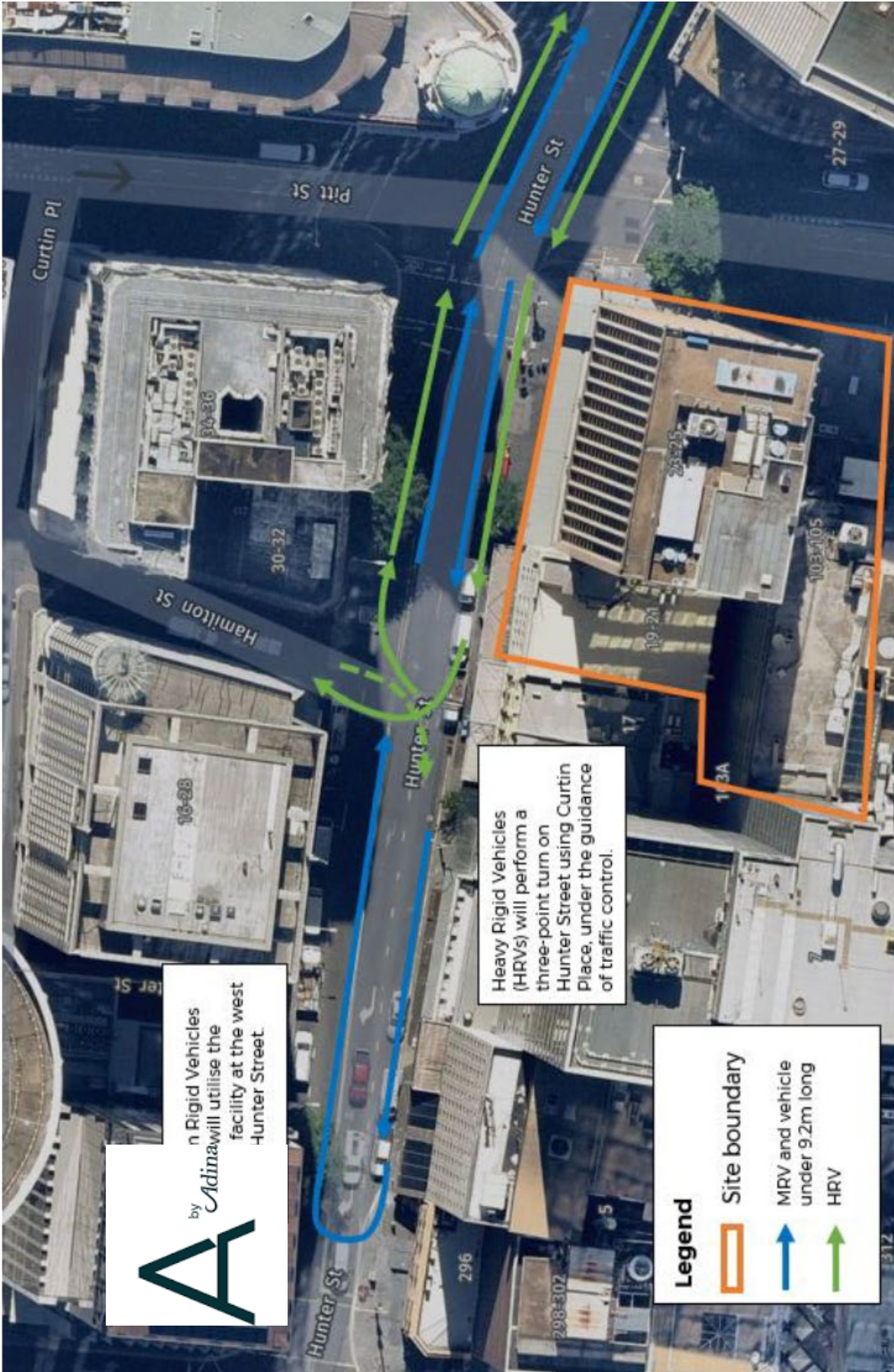


Image 2: Construction vehicle and egress options per the Construction Traffic and Pedestrian Management Plan issued with D/2023/1045





## **Response to the City North Public Domain Proposal**

TFE Hotels ("TFE"), as the Owner and Operator of the A by Adina Sydney ("A by Adina") at 2 Hunter Street Sydney, would like to provide feedback on the City North Public Domain Plan ("CNPDP"). A by Adina is located at 2 Hunter Street Sydney. The hotel includes 194 hotel apartments, Dean & Nancy on 22 (bar and restaurant) and has an external lease of the ground and 1<sup>st</sup> floors to the Commonwealth Bank of Australia ("CBA"). The \$200m development at 2 Hunter Street was completed in April 2021.

While we appreciate that the CNPDP, the George Street North Pedestrianisation proposal ("GNSNP"), the construction of the Hunter St West Metro Station and Hunter Street West Over Station Development are the subject of different processes and involve different authority stakeholders, the A by Adina is detrimentally affected by all proposals. Properly understanding and mitigating the impact of the CNPDP on the A by Adina also requires consideration of the GNSNP, the plan for implementing the construction of the Hunter St Metro Station and the Hunter Street West Over Station Development.

TFE's submission to the City of Sydney in response to the George Street North Pedestrianisation proposal was submitted on 16 November 2022. Please refer to **Annexure A**.

### **Our high level concerns and queries are summarised as follows:**

- During construction of the Hunter St Metro Station and based on the Hunter St end-state proposed under the City North Public Domain Plan, it is unclear whether guests will be able to be dropped off by vehicles at the A by Adina's entrance on Hunter St. This is obviously of great concern to TFE, noting that guests have luggage to manage and may be elderly or disabled. Similarly, it is important that taxis, hire cars and ride share vehicles are able to collect guests from the hotel; it would obviously be unsatisfactory for the A by Adina to call a taxi for a guest and have that vehicle meet the guest a block away from the hotel entrance.
- We note that Curtin Place is already a sub-optimal vehicle accessway based on current vehicle loads (predominantly service vehicles). As a no through road without provision for vehicle turning, vehicles that enter Curtin Place often need to reverse out of it (or at least to the Hamilton St intersection); Curtin Place is also narrow which makes it difficult for vehicles to pass and has significant pedestrian traffic. Placing additional load on Curtin Place as a consequence of the Metro Station construction, the City North Public Domain Plan or the George Street North Pedestrianisation proposal would be undesirable and unsafe.
- We note that, as part of the adjacent Hunter Street Metro West Station construction, provision is being made for a large-scale over-station development. TFE is interested to understand how it might be affected by the over-station development (e.g. noise, access etc) given that the A by Adina will be heavily impacted by the Metro station and over station development construction through to 2030. TFE Hotels, as a stakeholder seeks ongoing engagement throughout the development of any such mitigation measures as they relate to temporary or permanent road closures and traffic redirection (staging, duration etc.). We understand Sydney Metro have recently awarded the Eastern Tunnelling Package (ETP) contract. TFE would like to request a meeting with both the City of Sydney, Transport NSW (Sydney Metro) and the John Holland Pty Ltd, CPB Contractors Pty Ltd (CPB) and Ghella Pty Ltd joint venture (JCGJV) to discuss the construction and traffic management plan for the Hunter Street Metro West station delivery to ensure A by Adina hotel guests continue to have appropriate access to the A by Adina during the Metro delivery.
- We note that Sydney Metro has lodged two separate Concept Environmental Impact Statements, for the over station development at Hunter Street Station East and Hunter Street Station West, with the NSW Department of Planning and Environment, with both proposals on public exhibition until 30 January 2023. TFE Hotels intends to provide further feedback during this public exhibition period.

This paper further details the impact on A by Adina at 2 Hunter Street as a result of the City North Public Domain Proposal.

## Impacts to A by Adina from the City North Public Domain Plan:

TFE have a number of comments on the draft City North Public Domain Plan. TFE would like to further consult with the City of Sydney to discuss a shared zone in Hunter Street, rather than a purely pedestrian zone with time restricted access, to maintain 24/7 access to the entry of the A by Adina.

As part of the DA approval for the A by Adina and VPA for Curtin Place, TFE completed the Curtin Place public domain works including the installation and maintenance of the public art in Curtin Place. The entry to the loading dock for A by Adina is via Curtin Place on the northern boundary of the A by Adina.

To operate the 194 apartment hotel rooms at A by Adina and the restaurant/bar offering at Dean & Nancy on 22 (located on level 22 of the A by Adina), the loading dock utilisation is high, 7 days a week. This utilisation will increase even further as we complete the fit out of a restaurant/bar in Curtin Place (*refer Image 1 below*). **Please note the loading dock access for A by Adina Sydney is not noted on the driveways and loading docks in the CNPDP and TFE would like to ensure the utilisation of this loading dock has been considered in the CNPDP.** (*Refer Image 2 below*)

Both Option 1 and Option 2 of the City North Public Domain Plan – Hunter Street precinct – (*Refer Images 3 and 4 below*) propose to close Hamilton Street (between Hunter Street and Curtin Place) to pedestrians.

TFE anticipates the proposed closure of Hamilton Street will create a significant impact on the ability for delivery vehicles to exit Curtin Place. Curtin Place is narrow and provides limited access for delivery vehicles to turn around and exit Curtin Place forwards. The closure of Hamilton Street would result in delivery vehicles needing to reverse out into Pitt Street, including the cycle lane on Pitt Street, creating a significant safety risk to pedestrians. Maintaining vehicle access through Hamilton Street would provide the option for vehicles to access Pitt Street via Hunter Street. This limits the practical use of Curtin Place and Hamilton Street as an alternative drop-off and pick-up associated with the hotel.

Impacts to the A by Adina as a result of the proposed CNPDP include:

- **Disabled guests drop off accessibility** – The A by Adina has 12 x easy access rooms for wheelchair or impaired guest usage, by not having easy access at the front of the hotel for this traveller it will result in a negative guest experience and increased risk to the guest;
- **Emergency service access** – All emergency services require access to 2 Hunter Street in the event of an emergency at the hotel. This includes Fire, Ambulance & Police. In addition, access to the Fire Panel and hydrants for the fire brigade are at 2 Hunter Street at the hotel entrance. Fire appliances are generally either 10.1m long (general appliance) or 12.4m long (aerial appliance) and have specific access needs and spatial requirements in the event of an emergency;
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Image 1 – Indicative design for Curtin Place restaurant/bar.



Image 2 – A by Adina Sydney Loading dock access via Curtin Place

Please note the loading dock access for A by Adina Sydney is not noted on the driveways and loading docks in the City North Public Domain Proposal.

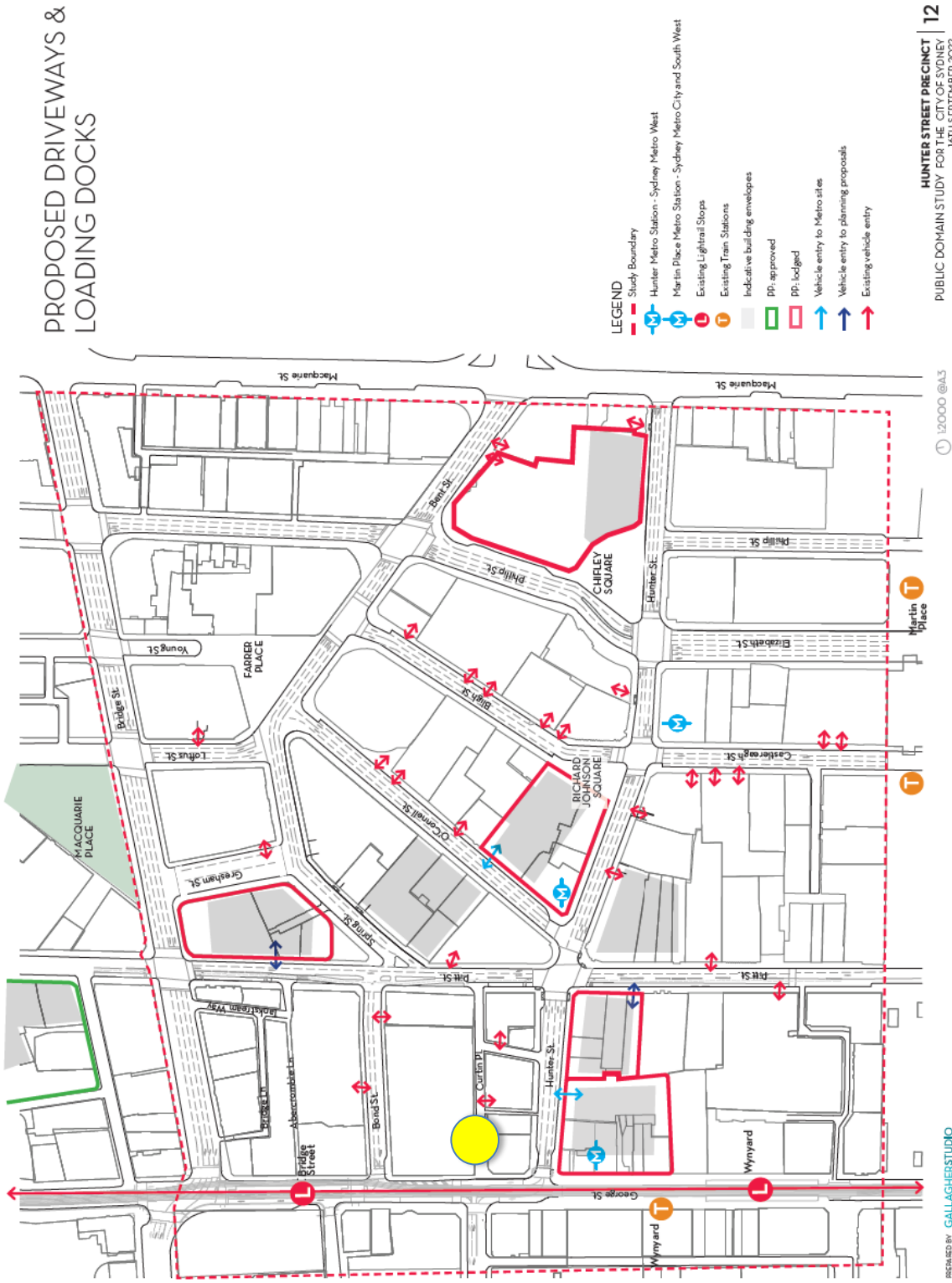


Image 3 - City North Public Domain Plan – Hunter Street precinct – Option 1

### HUNTER STREET PRECINCT: SOUTH

OPTION 1: ONE WAY STREET CASTLEREAGH ST TO PITT ST

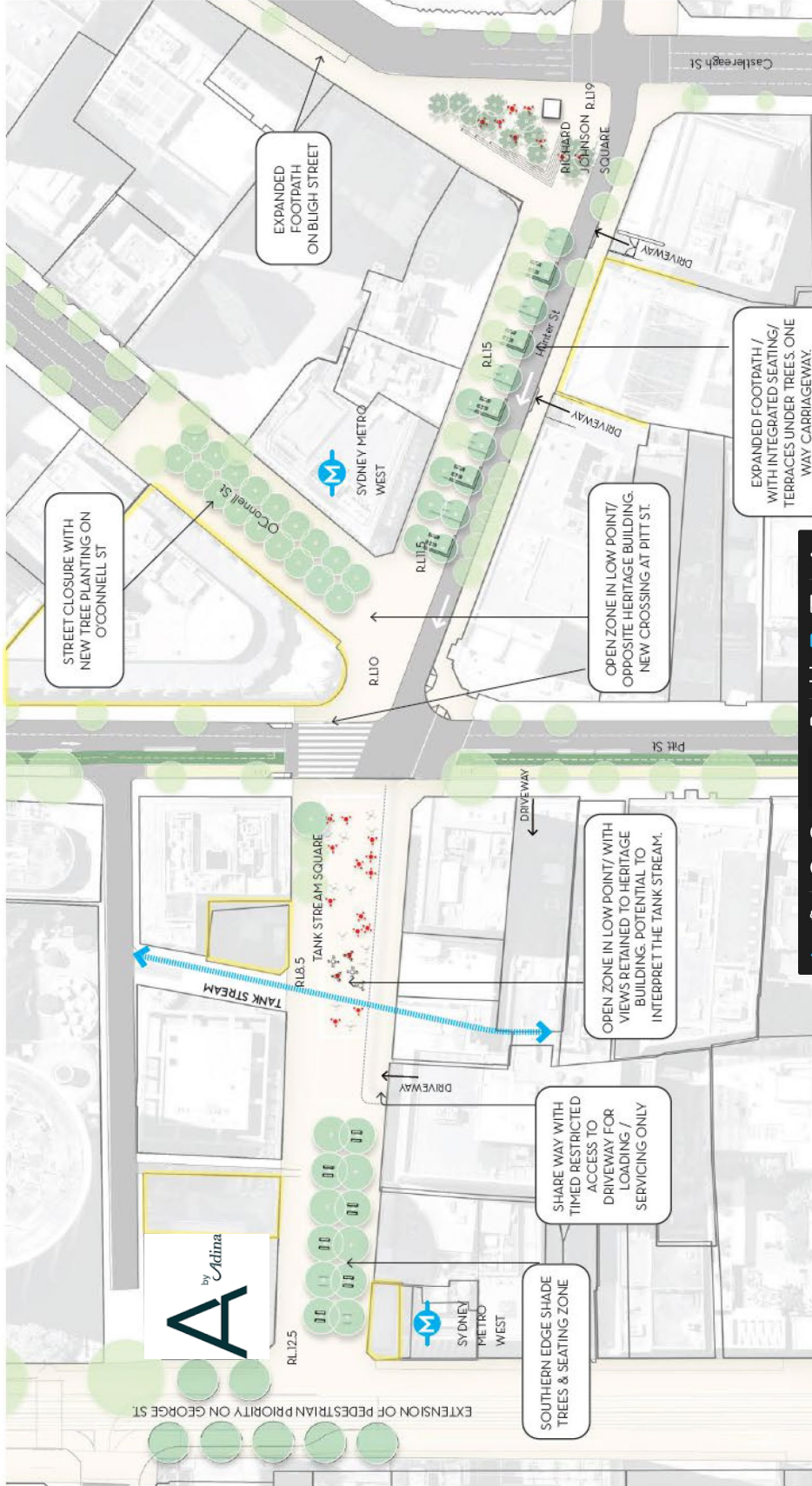
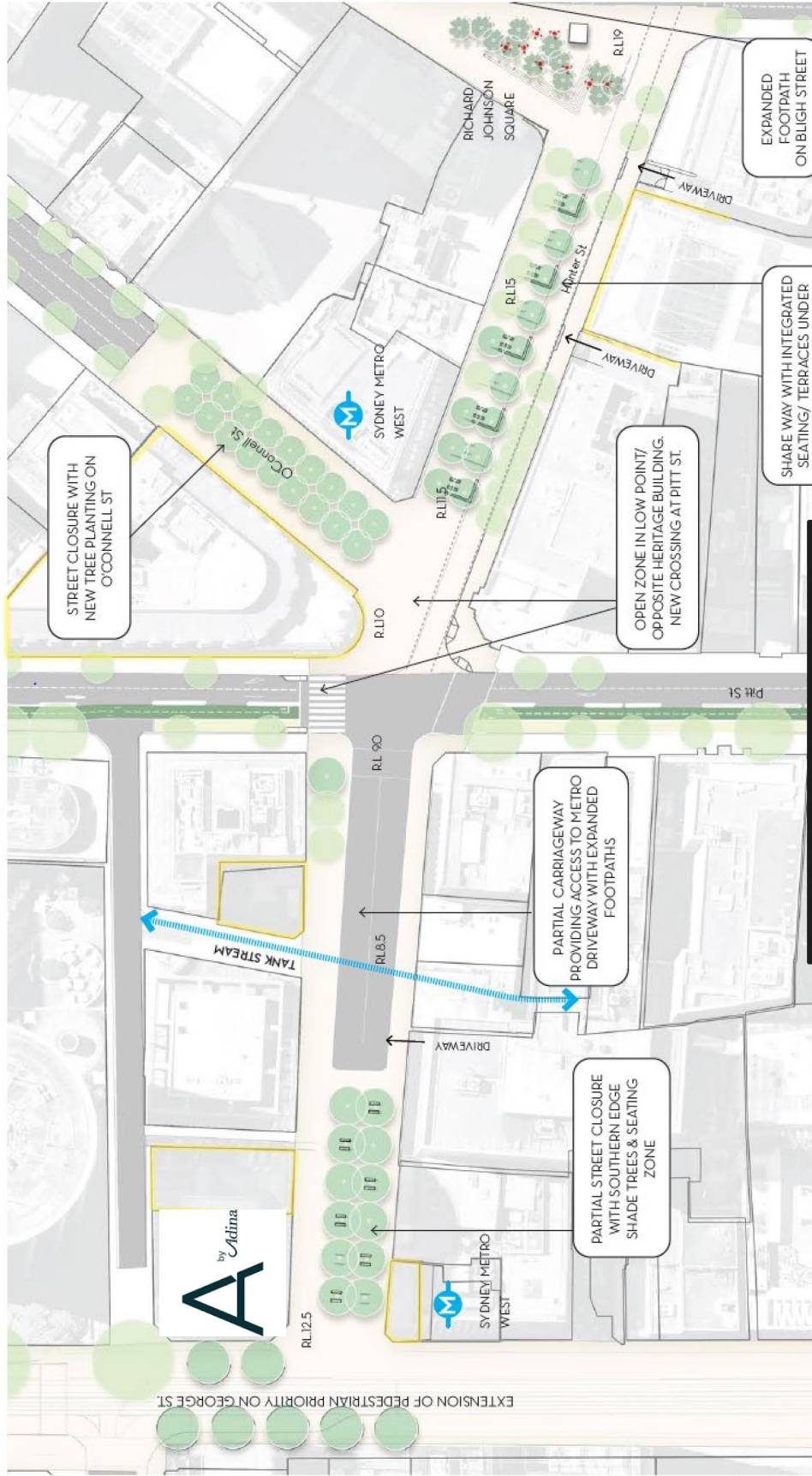


Image 4 - City North Public Domain Plan – Hunter Street precinct – Option 2

### HUNTER STREET PRECINCT: SOUTH OPTION 2: PARTIAL & FULL STREET CLOSURE



To: Peter McKenzie  
TFE Hotels  
Project/File: 300304331

From: Rhys Hazell  
Stantec  
Date: 19 December 2022

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**Reference: City North Public Domain Plan**

Dear Peter,

TFE Hotels engaged Stantec to review all available information contained in the City North Domain Plan, prepared by the City of Sydney (CoS) and provide comments as they relate to transport matters. This statement summarises the key transport related concerns in relation to the likely impact on daily operations and overall performance of the A by Adina Hotel and Commonwealth Bank of Australia (CBA) tenancy, located at 2 Hunter Street, Sydney.

This statement intends to form part of a broader TFE Hotel submission to CoS as part of the public exhibition period and has been informed by the following documents:

- Draft City North Public Domain Plan, prepared by CoS dated October 2022
- Martin Place Urban Design Study, prepared by Gehl Architects dated 18 August 2015
- City North Streetscapes and Spaces, prepared by Hassel dated August 2015
- Hunter Street Precinct Public Domain Study, prepared by Gallagher Studio dated 16 September 2022
- George Street North Pedestrianisation (GSNP) Concept Design, prepared by CoS dated 10 October 2022.

**Project Description**

Following the recent changes to the Central Sydney planning strategy, the development of two new metro stations and a number of large planning proposals, CoS has identified the city north precinct as a key area for significant planning and improvements in response to the increasing demands on public spaces and streets.

The plan outlines opportunities to improve the streetscape and public domain spaces along key streets including Hunter Street, Spring Street, O'Connell Street, Bligh Street, Loftus Street and Gresham Street.

The study area and site location context is shown in Figure 1 overleaf.



Reference: City North Public Domain Plan

Figure 1: City North Domain Plan Study Area and Site Location



Base plan source: Draft City North Public Domain Plan, prepared by CoS (dated October 2022)

## Document Review

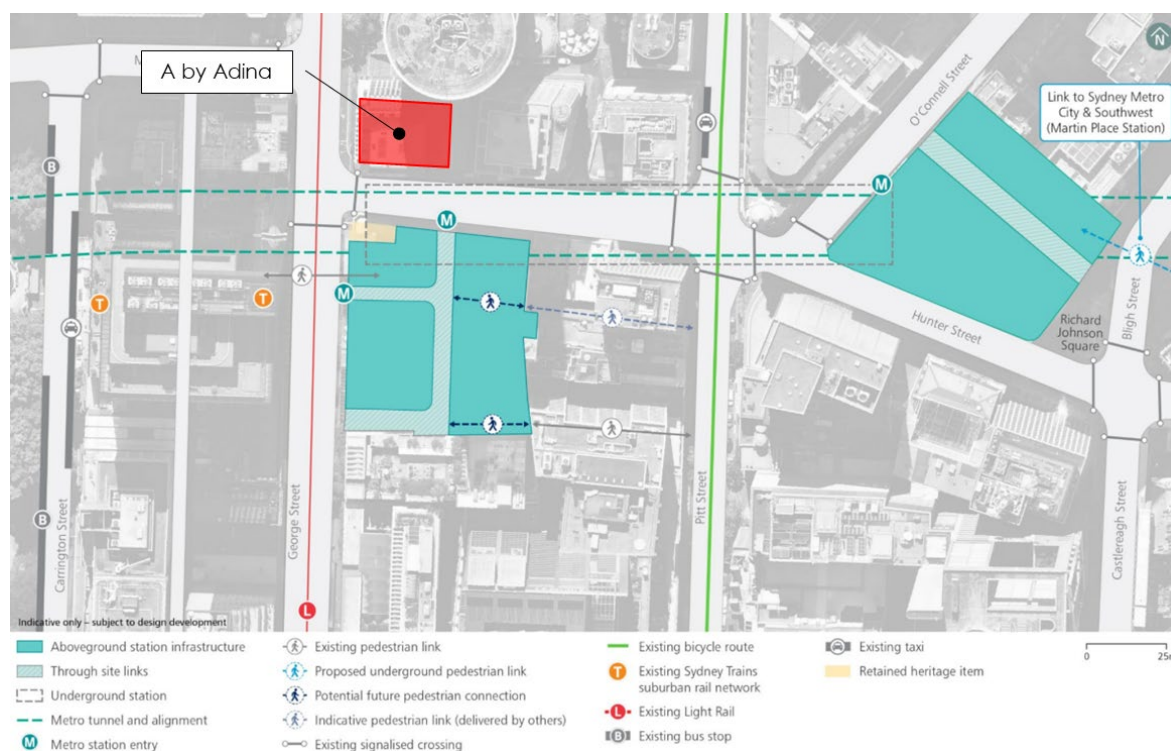
The following aspects are noted based on our review of the available documents:

- The intent of the public domain plan is to provide a strategic framework intended to inform major infrastructure, transport and development projects and assist CoS with ensuring that recommended improvements are considered during planning negotiations and project delivery. The plan will also assist in the long-term planning and capital works programming for Sydney CBD.
- The plan recognises that the City North Precinct is the core of the Sydney CBD, and the public domain plan will have significant impact on businesses, government and community.

**Reference: City North Public Domain Plan**

- The plan recognises that consultation and engagement with local businesses, developers, Government, and the community will be key in the implementation of the public domain plan.
- The public domain plan has been developed based on the extensive community engagement process involved during the preparation of the Sustainable Sydney 2030-2050 Continuing the Vision. The key themes that were identified during the engagement process, which informed the development of the public domain plan included:
  - a greener city
  - quality public space
  - ease of walking and cycling
  - climate change response.
- Further intercept surveys were also undertaken to inform the preparation of the public domain plan. Key messages from the surveys included:
  - introduction of more seating and shade
  - provision of more trees
  - celebration of historic architecture and public art
  - importance of outdoor dining and active edges.
- The public domain plan recognises the importance of on-street loading and taxi spaces in supporting the operation of businesses within the Sydney CBD. Smaller sites and heritage buildings are often limited in the opportunities to provide off-street loading and taxi spaces, and as such heavily rely on the available on-street spaces for safe drop-off and pick-up of people and goods. The public domain plan includes a detailed analysis to identify these sites and recognises that further design development will be required to ensure adequate local access and loading.
- A new metro station will be constructed under Hunter Street with entries and over station developments currently planned at the south-east corner of intersection between George Street and Hunter Street and the north-east corner of the intersection between Hunter Street and O'Connell Street. This is shown in Figure 2.

Figure 2: Hunter Street Metro Station



Source: Rail infrastructure, stations, precincts and operations EIS, prepared by Sydney Metro West (dated March 2022)

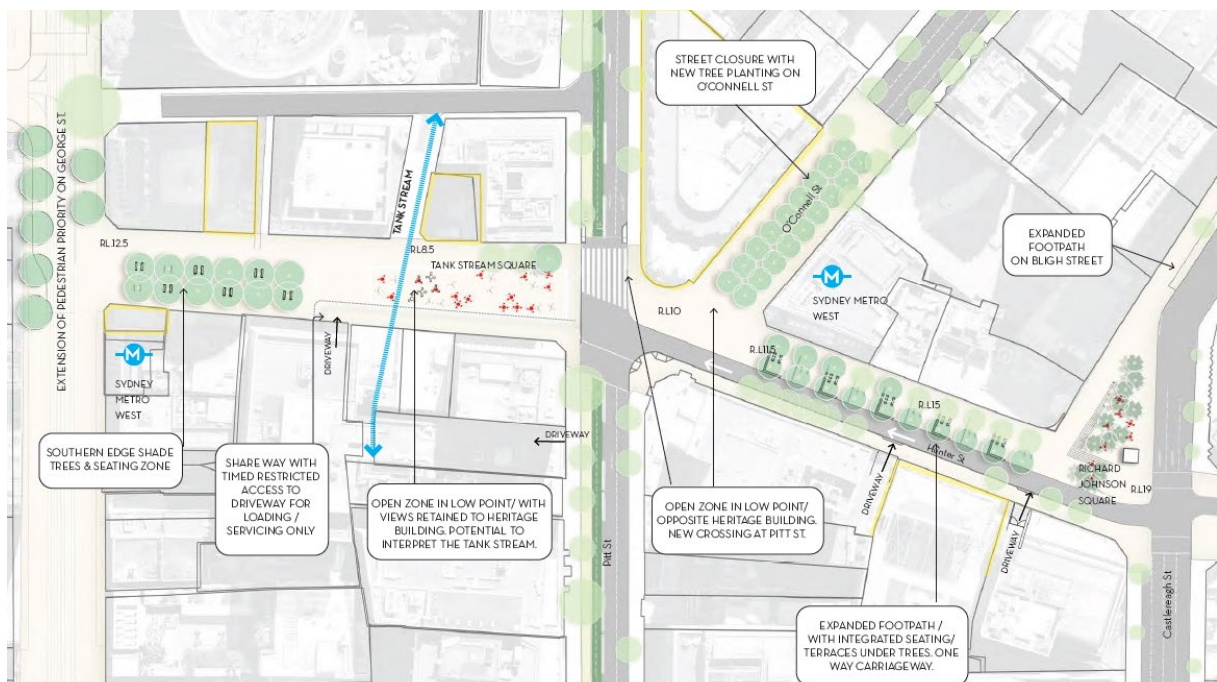
- The CoS modelling indicates that the existing footpaths along Hunter Street will not be able accommodate the additional pedestrian movements generated by the Metro Station, particularly between George Street and Pitt Street.
- In response, the Hunter Street Precinct Public Domain Study, prepared by Gallagher Studio (dated 16 December 2022) outlines the long-term options for Hunter Street between George Street and Castlereagh Street, summarised as follows:
  - Option 1:
    - Closure of Hunter Street to through traffic between George Street and Pitt Street with shared/ timed access for servicing and loading to the Sydney Metro West site.
    - Closure of O'Connell Street at Hunter Street to through traffic and maximise the amount of public space.
    - Single one-way westbound traffic lane on Hunter Street from Castlereagh Street to Pitt Street.
    - Closure of Hamilton Street to through traffic.

Reference: City North Public Domain Plan

- Option 2:
  - Partial closure of Hunter Street east of George Street, requiring all vehicle access via Hunter Street to and from Pitt Street to the east.
  - Closure of O’Connell Street at Hunter Street to through traffic and maximise the amount of public space.
  - Closure of Hunter Street to through traffic between Pitt Street and Castlereagh Street.
  - Closure of Hamilton Street to through traffic.

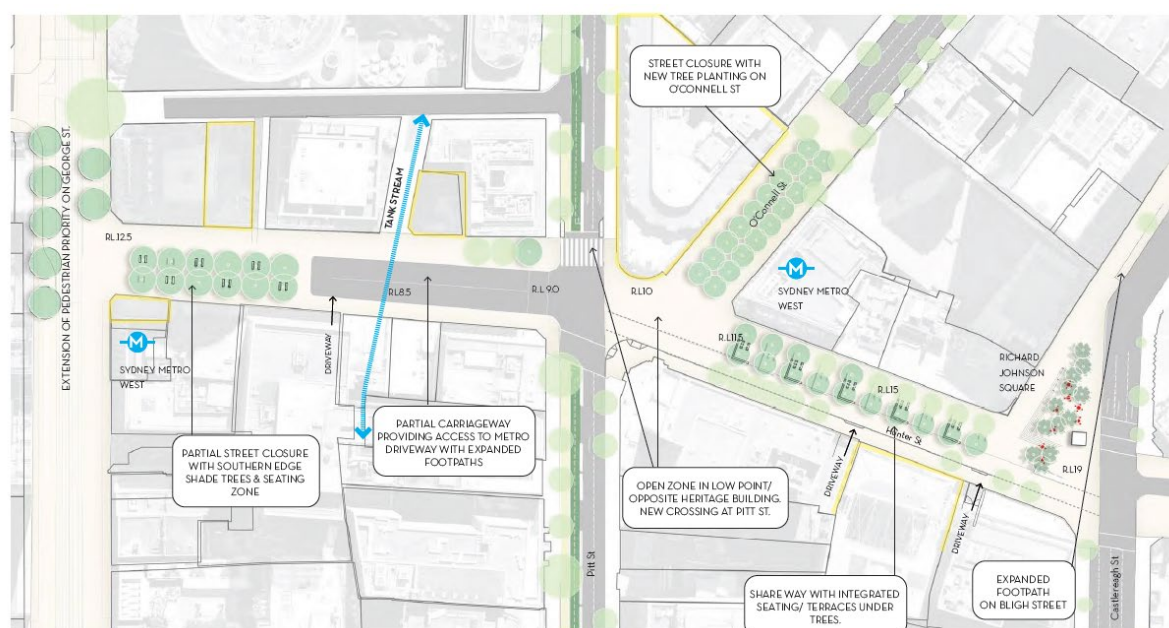
Option 1 and Option 2 are shown in Figure 3 and Figure 4.

Figure 3: Hunter Street Pedestrianisation Option 1 (between George Street and Castlereagh Street)



Source: Hunter Street Precinct Public Domain Study, prepared by Gallagher Studio (dated 16 September)

Figure 4: Hunter Street Pedestrianisation Option 2 (between George Street and Castlereagh Street)



Source: Hunter Street Precinct Public Domain Study, prepared by Gallagher Studio (dated 16 September)

## Transport Comments

Based on the document review, we provide the following comments to be considered as part of the overall feedback to CoS:

- Both long-term options for Hunter Street will result in the removal of the existing on-street loading and taxi zones between George Street and Pitt Street. The existing loading and taxi zones along this section of Hunter Street are critical not only to the day-to-day operations of the hotel but also a range of other key land uses in this section of Hunter Street.
- The hotel also relies on these spaces for accessible drop-off and pick-up of hotel guests. The hotel has 12 easy access rooms for wheelchair users or impaired guests. The removal of these spaces will adversely impact the ability for these users to appropriately access the hotel.
- **Option 1:**
  - The public domain plan currently indicates that only a shared/ timed access for servicing and loading to the Sydney Metro West site will be maintained. This will require the hotel to rely on Curtin Place as an alternative area for guest drop-off/ pick-up and for loading. This may not be practical.
  - The closure of Hamilton Street will significantly limit the practical use of Curtin Place. The Curtin Place width and general environment is not generally conducive to frequent use by multiple users with conflicts expected.

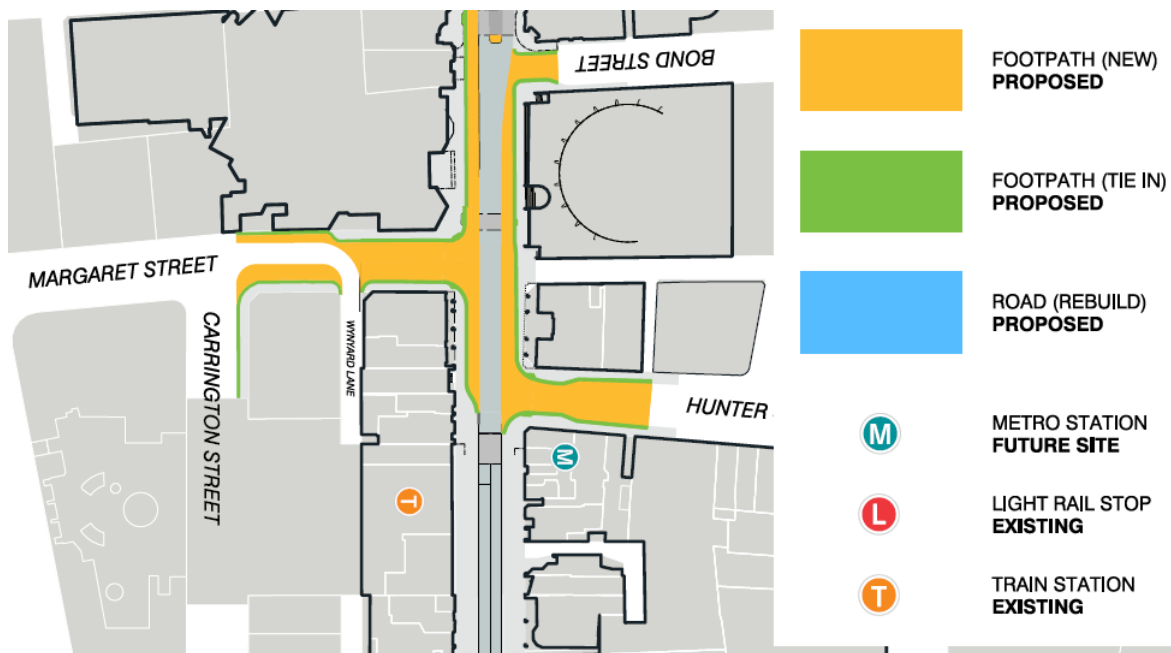
**Reference: City North Public Domain Plan**

- Curtin Place is narrow at about 5 metres wide and with motorcycle parking and other parking on the southern side, the passing of two vehicles is not practical. Vehicles have historically tended to reverse along Curtin Place given the absence of a turnaround area at the western end. The Hotel includes destination service vehicle activity hence the site requires full use of Curtin Place for all loading activity noting that the Hotel was designed to ensure that all site generated traffic can travel in a forward direction.
- Curtin Place, the shared zone at the western end and Little Hunter Street) also accommodates high pedestrian volumes on weekdays. Closing Hamilton Street will likely result in several service vehicle access and circulation issues for a range of businesses. The Hotel will likely experience guest drop-off and pick-up activity issues for the same reasons.
- **Option 2:**
  - The public domain plan does not indicate whether loading and taxi zones will be provided along Hunter Street between George Street and Pitt Street. The indicative layout currently suggests that there will be no area for vehicles to turnaround at the end of Hunter Street. Further clarification will be required to the section Hunter Street which will be open to vehicle activity.
  - Given the desire to maximise pedestrian space in the area, the largest design vehicle permitted to turnaround in this area will be important. It is unlikely to be able to accommodate service vehicles and clarification is sought on this detail.
  - Use of Hamilton Street to improve vehicle circulation paths of travel without materially affecting the public domain may need to be considered.
- All emergency vehicles currently park in front of the hotel entrance at 2 Hunter Street in the event of an emergency at the hotel or CBA. Additionally, access to the fire panel and hydrants for the fire brigade are also located at the hotel entrance on Hunter Street, all of which need to maintain similar or same access needs. The use of Curtin Place and Hamilton Street will not be appropriate for fire appliance access, which are generally either 10.1m long (general appliance) or 12.4m long (aerial appliance) with specific access needs and spatial requirements.
- Changes to traffic patterns through the area will clearly be affected as a result of the proposals detailed in the public domain plan, and could result in traffic congestion, especially as it relates to service vehicle access paths of travel in and out of the CBD. These services still need to be considered with all broader CBD approach and departure routes key to ensuring minimal disruption in the immediate vicinity.
- The public domain plan has a brief description about the George Street North Plan (GSNP). TFE Hotels and Stantec provided comments regarding the GSNP during the public exhibition, which closed on 16 November 2022, outlining key transport related concerns. The layout shown in the public domain plan (see Figure 5 overleaf) indicates that the proposed pedestrianised zone at the western end of Hunter Street (at the intersection with

Reference: City North Public Domain Plan

George Street) will extend further into Hunter Street than what was shown in the concept design plan. The layout shown in the public domain plan would likely result in the removal of the existing loading and taxi zones along Hunter Street. Further clarification has been sought as part of the GSNP public exhibition to confirm whether the existing taxi/ loading zones along both sides of Hunter Street, between George Street and Pitt Street, will be retained as part of the GSNP works.

Figure 5: George Street North Plan (as shown in the City North Public Domain Plan)



Source: Draft City North Public Domain Plan, prepared by CoS (dated October 2022)

As a key stakeholder TFE Hotels seeks ongoing engagement throughout the development of the public domain plan to ensure that the impacts to the day-to-day operations of the A by Adina hotel and CBA tenancy are minimised.

We trust this provides the necessary information and assists TFE Hotels in responding to CoS as part of the public exhibition. Should you require any further information or would like to discuss any details, please do not hesitate to contact the undersigned.

Yours sincerely,



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