

Department of Planning, Industry and Environment  
4 Parramatta Square, 12 Darcy Street  
Parramatta NSW 2150

5 March 2021

Dear Sir/Madam

**One Sydney Harbour, Building R5 Barangaroo South – Section 4.55(2) Modification Application for State Significant Development SSD 6966 (Traffic and Transport)**

## **1. Introduction**

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JMT Consulting has been engaged by Lendlease to prepare a traffic and parking statement to support the Section 4.55(2) for State Significant Development Application SSD 6966, Building R5 Barangaroo South.

This modification application seeks consent for an increase in the gross floor area up to a maximum 21,508 sqm, amendments to the total number of apartments and internal apartment layouts. Design modifications are also proposed to the fenestration and alignment of the façade and to the podium rooftop landscaping.

Broadly, the following amendments are sought as part of this modification application:

- increase the number of Key Worker Housing apartments from 48 to 50;
- internal apartment layout changes;
- changes to the landscaped podium layout and amenities area;
- changes to the façade, including slight realignment;
- amendments to car parking, including the proposal to provide for a maximum of 9 KWH parking spaces within the allocation.

The following section of the document describes the traffic and transport implications of the modification.

## 2. Assessment

### 2.1 Proposed parking provision

The currently approved scheme for the R5 building included 210 residential apartments (162 on market apartments, 48 Key Worker Housing apartments) with a maximum of 143 parking spaces, which included a minimum of 9 spaces for the Key Worker Housing apartments. The proposed modification to the consent provides for 212 apartments (162 on market apartments, 50 Key Worker Housing apartments) with no change to the total number of parking spaces provided (143). Of the 143 parking spaces, it is proposed that a maximum of nine spaces would be provided for the Key Worker Housing apartments. This parking allocation will provide the community housing provider with flexibility in determining how many car spaces they require pending final occupant requirements, up to the maximum of nine.

There are two changes to the location of R5 car parks in the basement (B2 & B3), however the number of parking spaces remains a maximum of 143 despite the increase of two Key Worker Housing apartments.

As summarised in Table 1, the proposed parking provision is less than the maximum number of permissible spaces under the rates specified in the Barangaroo Concept Plan approval by 63 cars.

Table 1 Apartment mix and parking numbers (on-market and key worker dwellings)

Apartment type	Barangaroo Concept Plan parking rate (spaces / unit )	Currently approved scheme		Proposed Modification		
		No. of apartments	No. of parking spaces	No. of apartments	Maximum no. of parking spaces	No. of parking spaces
1b	0.5	103	143	105	53	143
2b	1.2	76		76	91	
3b	2	29		29	58	
4b	2	2		2	4	
<b>Total</b>		<b>210</b>		<b>212</b>	<b>206</b>	

### 2.2 Transport implications of the proposal

The modification proposes an increase of two Key Worker Housing apartments, with no overall increase in parking numbers. This proposed minor change in Key Worker Housing apartments may generate up to one additional traffic movement during the AM and PM peak periods. An increase in traffic movements of this magnitude is considered negligible in the context of current and future traffic movements in the Barangaroo precinct.

Therefore the findings of the original transport assessment undertaken for the Barangaroo R5 building in relation to the operation of the traffic and transport network remain unchanged as a result of the proposed modification.

## 2.3 Construction traffic implications of the proposal

In relation to construction traffic, given the minor increase of two Key Worker Housing apartments, the proposal (when compared to that previously assessed under the approved CPTMP) is considered not to require an update to the CPTMP, as it:

- Does not change the number of construction traffic movements generated by the site over the course of a typical day;
- Does not trigger the need for larger trucks and vehicles to be brought onto the site to facilitate the construction;
- Does not change the overall construction methodology; and
- Will not result in significant changes to the overall construction program.

The key change with respect to construction traffic management is in relation to vehicle access and circulation around the construction site. This is a result of the introduction of Barton Street as a temporary construction road (with intention to also allow this as a general access road). This has been the subject of a Part 5 Review of Environmental Factors (REF), which was determined by Infrastructure NSW in June 2020. Construction of Barton Street has been completed and was opened in December 2020.

A loading bay / works zone is in place on the northern side of Watermans Quay so that construction vehicles for Building R5 do not impact general traffic movements. The loading bay is contained within the construction site, with vehicles accessing the bay by travelling southbound on Barangaroo Avenue and then eastbound on Watermans Quay.

Barton Street provides an opportunity for construction vehicles to bypass Watermans Quay and not have to turn around within the vehicle staging area – thereby avoiding any interface with the public access pathway and offering safety benefits for pedestrians. This arrangement allows for vehicles to continuously travel in one (anti-clockwise) direction without the need for turning around, reducing the distance trucks have to travel within the internal Barangaroo South road network.

## 2.4 Justification for Key Worker Housing parking spaces

To support the proposal to provide a maximum of nine Key Worker Housing car spaces (with no minimum within the building parking allocation), an assessment has been undertaken which considers the public transport accessibility of Building R5 during night time periods when key workers may have to travel to/from their place of employment.

The analysis has been undertaken in the context of the condition of approval for Building R5 requiring the provision of nine parking spaces for the Key Worker Housing component of the development. Under the Barangaroo Concept Plan (as modified), KWH is defined as any nurse, teacher, child-care worker, ambulance officer, member of the police force, member of the fire brigade or retirees with an income of +/- 50% of the median household income for the Sydney (Statistical Division) (as that division is defined for the purposes of the Australian Bureau of Statistics).

In the Independent Planning Commission's statement of reasons for decision document (dated 3 October 2019) it is noted that "*due to the nature of many key worker professions (e.g. nurse, police officer etc) employees are often required to work shifts, including night shifts. Therefore, those key workers may not be able to benefit from the normal operating hours of the public transport system*".

The diagrams on the following pages indicate the extent the 30 minute public transport catchment map from Building R5 at midnight on a typical weekday evening (Monday to Friday) as well as Saturday night. Midnight was chosen as a conservative assessment, with most shift workers starting/finishing an evening shift between 8pm and 10pm.

A 30 minute catchment was selected to align with that identified in the NSW Government's Future Transport 2056 document. Future Transport 2056 is NSW's long-term transport framework that provides the 40 year vision, directions and outcomes framework for customer mobility in NSW. The vision for Greater Sydney is one where people can access jobs and services in their nearest metropolitan city and strategic centre within 30 minutes by public transport, 7 days a week

These maps take into consideration all modes of public transport as well as walking times between stops. Given the typical transport conditions at this time of night, with much lower levels of traffic congestion, road-based public transport services (e.g. buses) have a greater catchment when compared to a daytime period. In addition there are fewer people on the bus so they stop less frequently, further increasing their reach. Generally the 30 minute public transport catchment is equivalent to a 5km radius from the site, extending across the majority of the City of Sydney LGA.

A number of key locations were identified within the City of Sydney LGA as being main workplaces for key workers. This includes sites such as St Vincent's and Royal Prince Alfred Hospitals which may be employment locations of nurses, and Police Area Commands / Police Stations in King Cross and Surry Hills for police officers and the future ambulance superstation in Glebe for ambulance officers. There are number of fire stations and ambulance bases within the catchment area, for example the ambulance base located close to the Australian Technology Park in Redfern.

As evident in the maps all areas of the Sydney CBD and it's surrounds can be accessed by public transport in 30 minutes or less from the site. With the advent of Sydney Metro additional parts of Sydney will become accessible to Barangaroo residents within a 30 minute public transport period, including areas such as Sydenham, Waterloo, St Leonards and Chatswood.

Accordingly, the proposed maximum parking allocation for the Key Workers is considered also appropriate on public transport grounds noting the site's access to such through evening periods.

## **30-minute public transport access, midnight Monday - Friday**

## Legend

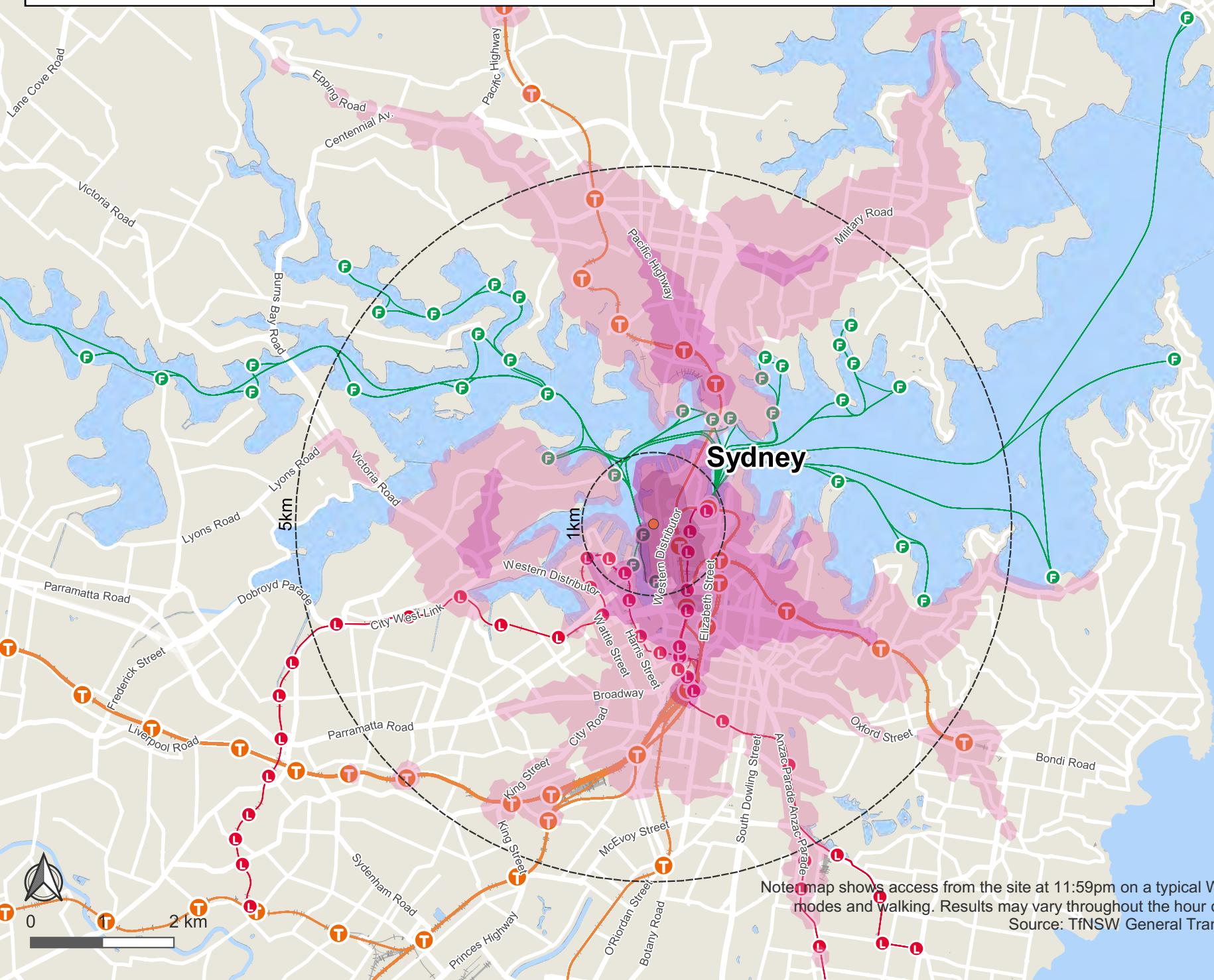
- Barangaroo

Public transport access

- 0-10 mins
- 10-20 mins
- 20-30 mins

Public transport lines

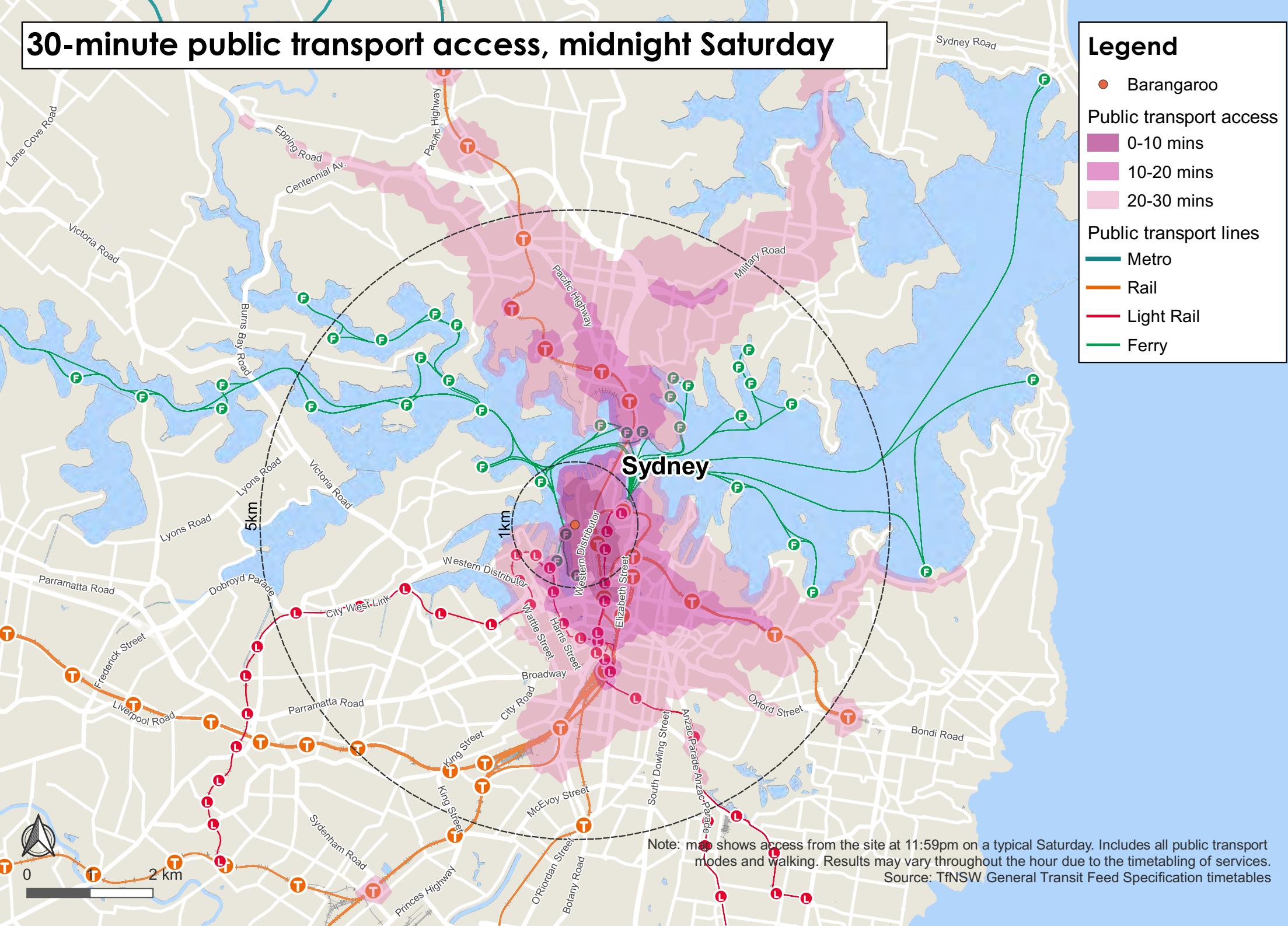
- Metro
- Rail
- Light Rail
- Ferry



Note: map shows access from the site at 11:59pm on a typical Weekday. Includes all public transport modes and walking. Results may vary throughout the hour due to the timetabling of services.

Source: TfNSW General Transit Feed Specification timetables

## 30-minute public transport access, midnight Saturday



### **3. Summary**

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Given the increase of two Key Worker Housing units and no increase in overall parking numbers the modification will not impact the operation of the transport network nor change the findings of the original traffic study undertaken for the R5 building.

Please do not hesitate to contact the undersigned should you have any questions.

Your Sincerely



**Josh Milston**

Director | JMT Consulting

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