

14 October 2020

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

Dear Sir/Madam,

SSD 6965 - Barangaroo Building R4B (Mod 2) | Response to Submissions

1. Introduction

JMT Consulting prepared a transport statement to support the Section 4.55(2) for State Significant Development Application SSD 6965, Building R4B Barangaroo South. Following the lodgement of the proposal feedback was received from City of Sydney Council and Transport for NSW (TfNSW). A response to these is outlined below:

2. Response to City of Sydney Submission

City of Sydney submission

The City has reviewed the proposed modification to SSD 6965 and recommends that bicycle parking rates and storage areas reflect any amended dwelling mix. No further comments are provided.

JMT Consulting response

It can be confirmed that the number of storage areas provided within the basement of the building for bicycle parking reflect the increased dwelling numbers for Building R4B. These storage areas are consistent with the requirements for 'Class 1' facilities outlined in Australian Standards for Off-Street bicycle parking AS2890.3.

3. Response to TfNSW Submission

TfNSW submission

Several construction projects, including the Sydney Metro City and Southwest, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

It is requested that the Construction Pedestrian and Traffic Management Plan - Sub Plan (CPTMP) required under Condition C7 of SSD 6965 be updated in consultation with the Sydney Coordination Office within TfNSW to reflect the modification proposal. The applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination for endorsement prior to the issue of the construction certificate associated with the works under the subject modification proposal.

JMT Consulting response

In relation to construction traffic, given the minor increase of seven 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 commenced and is expected to be open by the end of 2020.

A loading bay / works zone will be in place on the eastern side of Barangaroo Avenue so that construction vehicles for Building R4B do not impact general traffic movements. The loading bay will be contained within the construction site, with vehicles accessing the bay by travelling southbound on Barangaroo Avenue.

Barton Street would provide 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. The arrangements for construction vehicles with and without Barton Street in place is shown in Figure 1 and Figure 2.

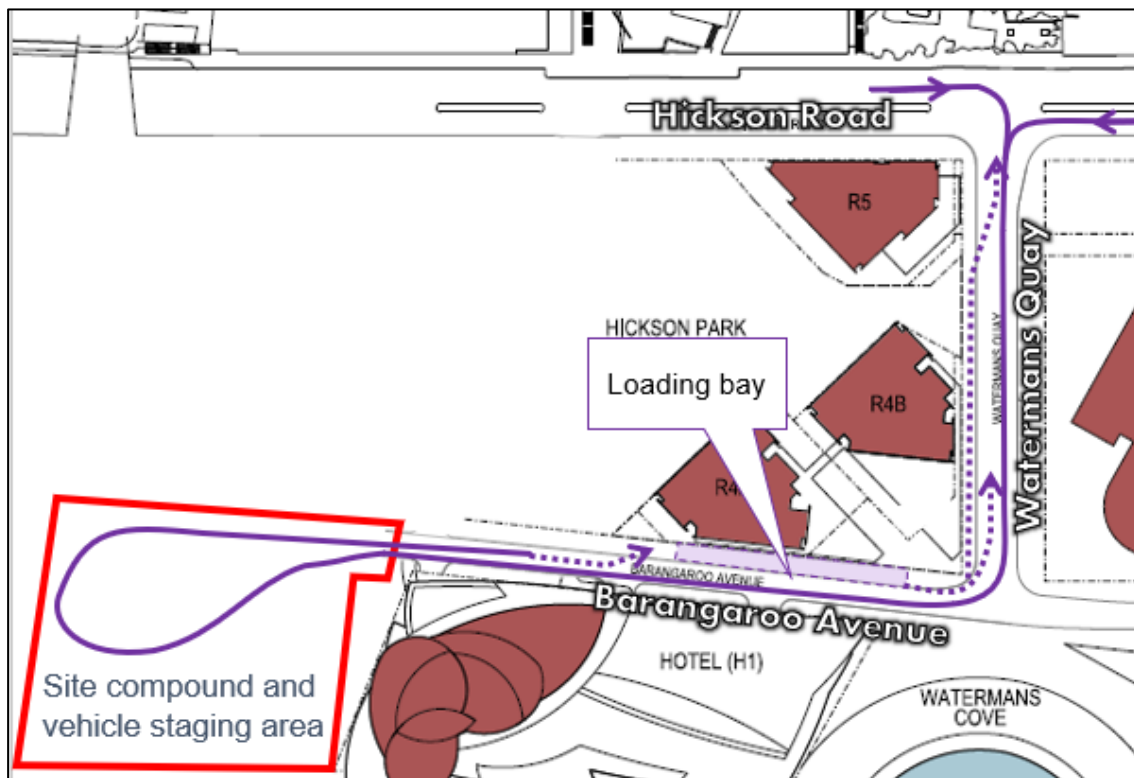


Figure 1 Construction traffic arrangements – without Barton Street

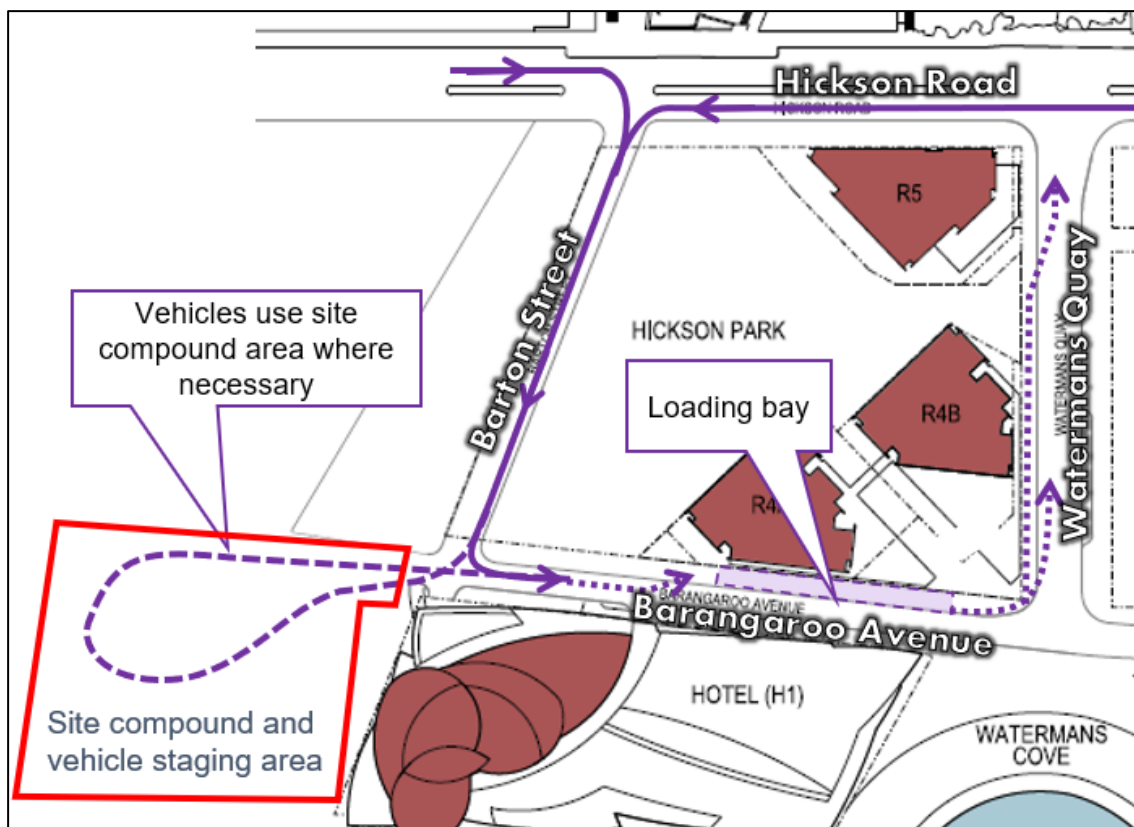


Figure 2 Construction traffic arrangements – with Barton Street

It can be concluded that, with the introduction of Barton Street and no additional traffic movements, arrangements for construction vehicles servicing Building R4B have improved when compared with the approved CPTMP for the site.

Therefore, in this context no update to the approved Construction Pedestrian and Traffic Management Plan - Sub Plan (CPTMP) required under Condition C7 of SSD 6965 is considered necessary to support the proposed modification to SSD 6965.

4. Summary

JMT Consulting has prepared this document to respond to the transport related submissions provided by Transport for NSW and City of Sydney Council in relation to the Section 4.55(2) for State Significant Development Application SSD 6965, Building R4B Barangaroo South. The assessment demonstrates that the traffic and parking impacts raised in submissions can be appropriately managed within the current site framework.

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

Regards



Josh Milston

Director | JMT Consulting

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