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23 September 2013

Dear Sir/Madam

## Barangaroo South - Commercial Building C3 – Section 75W MOD 2 Transport Management and Accessibility Plan

This letter has been prepared to support an Application made pursuant to section 75W of the Environmental Planning and Assessment Act 1979 to modify Project Approval granted by the Minister for Planning in respect of MP11\_0044 for the C3 commercial building within Barangaroo South. The C3 Project Application was approved by the Minister for Planning under section 75J of the EP&A Act on 24 April 2012.

The approved C3 Project Application approves the construction and use of a 49 storey commercial building and allocation of car parking spaces from the Bulk Excavation and Basement Car Parking Project Application, within the area of land known generally as Block 3 at Barangaroo South. More specifically, consent was granted for development including:

- Piling and associated earthworks and remediation;
- Construction and use of a commercial building with a maximum GFA of 115,448m<sup>2</sup>;
- Operation and use of 175 car parking spaces and 8 parking spaces for all other uses;
- 401 bicycle parking spaces (65 to be located temporarily on grade in the landscaped forecourt adjacent to Hickson Road and 336 in the basement car park); and
- Construction of certain temporary public domain works.

The proposed MOD 2 seeks to modify the following elements of the approved C3 building:

- Podium design and ground floor lobby;
- Total GFA;
- Facade details;
- Structural bracing; and
- Roof treatment.

Barangaroo is located on the north western edge of the Sydney Central Business District, bounded by Sydney Harbour to the west and north, the historic precinct of Millers Point (for the northern half), The Rocks and the Sydney Harbour Bridge approach to the east; and bounded to the south by a range of new development dominated by large CBD commercial tenants.

The Barangaroo site has been divided into three distinct redevelopment areas (from north to south) – the Headland Park, Barangaroo Stage 2 and Barangaroo South. The C3 Site extends over land generally known and identified in the approved Concept Plan as Block 3 which comprises Lot 5 in DP 876514.

The TMAP Supplementary Report – Rev B (dated 8 November 2011), prepared by Arup to support the original Project Application addressed the changes in transport accessibility since the TMAP prepared in September 2008 and outlined the Building C3 provisions in the context of the wider Barangaroo South site. The modifications to C3 now proposed are within the scope of the original application report. The following clarification is noted:

- The project summary description in Section 1.4 is superseded by the revised GFA numbers described in this Section 75W. The updated total floor space is 118,455m<sup>2</sup> GFA which represents an increase of approximately 3,000m<sup>2</sup> GFA.
- Section 2.2 estimated the building population. Based on the revised GFA there will be an increase of approximately 125 people.
- Section 3.1 discussed the vehicular access arrangements. The approved scheme for MP11\_0044 included two vehicular access points on Globe Street north. Recently approved modifications to the Basement design (MP10\_0023) includes changes to this arrangement, involving:
  - A shared access point for commercial and service vehicles on Globe Street north. This point will also act as an egress location for service vehicles
  - An exit only for commercial vehicles at the Hickson Road / Napoleon Street intersection. This will form part of the works to upgrade this intersection to traffic signals prior to the occupation of the first commercial building on the site
- Section 3.3 utilises the building GFA to estimate the number of vehicle trips. The small increase to the building GFA results in an increase of 3 vehicle trips in the peak periods compared with the approved scheme. This minor increase will have a negligible impact on the operation of adjacent intersections.
- Section 4.1 calculates the parking requirements for C3 in the basement. Using the same methodology and the revised GFA's, the development is now proposed to comprise of 192 parking bays, of which 182 are allocated for commercial use<sup>1</sup> and the remainder for retail use<sup>2</sup>. This represents an increase of 9 spaces compared with the approved scheme.
- Section 4.4 addressed compliance with the RTA Guidelines. This discussion would be amended to show that the proposal is for 192 parking spaces in lieu of 346 as per the RMS Guidelines.
- Section 6 addressed public transport. Whilst the revised GFA results in very minor changes with minimal impact on public transport patronage, the NSW Government has progressed planning and announced funding for a range public transport projects that will improve accessibility to services for people travelling to Barangaroo. These include:
  - In December 2012 the NSW Government released the 'Sydney's Light Rail Future' document which committed to the development of the CBD and South East Light

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<sup>1</sup> Based on commercial parking rate of 1 space / 600m<sup>2</sup> commercial floor space

<sup>2</sup> As per 'other' uses in the Sydney LEP 2005

Rail project. This will extend light rail through the CBD, to the University of NSW and Randwick. The integration of existing and planned light rail networks would further enhance patronage by this mode to Barangaroo.

- The construction of a new ferry wharf at Barangaroo is an action of both the NSW Long Term Transport Masterplan and Sydney City Centre Access Strategy (for further consultation). These documents confirmed that the new ferry hub is an integral component of Sydney's transport network, supporting commercial development of Barangaroo and taking pressure off Circular Quay.
- Construction is currently progressing for the Wynyard Walk, a direct pedestrian link between the new Barangaroo development and Wynyard Station and transport interchange. Expected to be complete by mid 2015, Wynyard Walk will provide a high level of access to public transport for the growing western corridor of the CBD, including Barangaroo and the King Street Wharf.

On this basis, Arup is of the opinion that the proposed modification as contained in the Section 75W submission for MP11\_0044 will not result in any additional impact on the from that identified within the TMAP Supplementary Report from that previously addressed and requires no further investigation or analysis at this stage of planning and design.

Yours faithfully



Andrew Hulse  
Senior Associate