

2 August 2024

Janith De Silva  
Department of Planning, Housing & Infrastructure  
via Major Projects Portal

**Our reference:** R/2024/7

**Your reference:** SSD-66973710

**Subject:** Advice on EIS - Barangaroo South End of Trip Facilities Refurbishment

Thank you for your correspondence dated 8 July 2024 inviting the City of Sydney Council (the City) to comment on the above.

It is understood the application seeks consent for alterations and additions to the internal basement layout comprising the end of trip facilities (EOTF) that currently service Commercial Buildings C1 – C5 at Barangaroo South.

Works include internal changes to the ground floor and levels B1 and B2 of the shared basement of the buildings including: the provision of additional access points; reconfiguration of the EOTF layout, relocation of showers, bicycle parking and lockers across level B1; infill of the existing ramp between ground floor and level B1 to provide additional electric bicycle storage; and inclusion of individual and gender neutral EOTF suites. This will result in:

- Reduction of bicycle parking spaces from 1,157 spaces to 660 (43% reduction).
- Reduction in showers from 151 to 128 (2% reduction).
- Increase in lockers from 1,602 to 2,200 (37% increase).
- Overall reduction of gross floor area (GFA) by 14sqm, with the additional 70sqm of GFA from the infill of the ramp being offset by approximately 84sqm of spaces within the basement being converted into storage areas.

The City has reviewed the submission and provides the following comments for your consideration.

## Background

The Concept Plan that applies to the site (MP06\_0162) approved the following:

- 330,000sqm of commercial GFA (it is understood from the EIS that only 326,442sqm of GFA was constructed).
- A minimum bicycle parking provision for 4% of staff is required, assuming one staff member per 20sqm GFA, as well as one shower per 10 bicycle parking spaces.

## **General comments**

Overall, the City supports the improved amenity and connectivity of the EOTF, as well as the provision of a bike workshop. However, there are concerns regarding such a significant reduction in bicycle parking.

## **Bicycle parking supply**

The City is hesitant to support such a significant reduction in bike parking supply. The Concept Approval for Barangaroo was approved almost 20 years ago. In that time, the City has worked towards creating a city of walking, cycling and public transport. A key way the City has achieved this is through planning controls that ensure a minimum quantum of bicycle parking being provided on development sites.

The use of the outdated bicycle parking rates as set out in the Concept Approval is inconsistent with the overarching sustainability objectives for the development of Barangaroo and should be increased to reflect the current transport planning policy. The proposed bicycle parking rates are significantly below the current DCP controls (approximately 2,200 spaces required for this site), as well as industry guidelines such as AUSTRROADS (AGTM Part 11 and AP-R528-16) which recommends a minimum provision for long stay bicycle parking at 9-10% cycle mode share (approximately 1,485-1,650 spaces required for this site).

Demand for people riding bicycles in the City continues to grow each year and it's critical our infrastructure is adequately designed to support this growing demand. Reducing the bicycle parking supply may set a precedent for other developments to seek a reduced bicycle parking supply.

The proposal utilises majority of the basement space (that is provided with the removal of a large amount of existing bicycle parking spaces) by filling it with areas for showers/ changing. This includes the provision of larger shower suites that are extremely space inefficient. The City considers that the provision of high quality however space-inefficient facilities, including welcome areas, cool down zones, larger showers etc., should not come at the expense of 43% of existing bicycle parking supply.

The City recommends that the EOTF should retain existing bicycle parking supply. If this cannot be achieved, at least 80% of the existing bicycle parking supply should be retained. This can be achieved through a reduction in the space-inefficient design items.

## **Existing bicycle parking demand**

The Proponent is to confirm the occupancy rate (percentage from 100) across all buildings (C1-C5) during the survey period, as well as how existing compartments are allocated across each building/tenant and whether any commercial staff are excluded from accessing the EOTF. The Proponent should also provide comment on whether the existing access and allocation methods may impact existing demand for bicycle parking.

## **Cargo bike**

The provision of one single area on the ground floor for cargo bike parking is insufficient. The proposed zone is 15,000mm by 670mm, which can only accommodate 5 cargo bikes non-stacked or greater if stacked. It is recommended that at least 10% of bicycle parking is to accommodate parking for alternate larger bikes such as 3-wheelers or e-cargo bikes. This includes a proportion of larger bike parking with bike racks to enable users to lock their bike (given the higher value of electric cargo bikes, users will likely want to lock their bike within the EOTF).

## **Electric bicycle parking**

The proposal includes the provision of 20 e-bike parking spaces on the ground floor in building C1, and 39 e-bike parking spaces in building B2. Access is provided via a set of existing lifts to the basement located in building C1 lobby.

It is expected that e-bike parking demand will continue to grow beyond the indicative 10% supply of the EOTF proposed. While the facility can provide specific e-bike charging areas for fire safety purposes, e-bikes should also be permitted to park in the main EOTF on level B1.

The bike parking at level B2 and at ground floor, following removal of the bicycle rail, are generally separated from the remainder of the facility and therefore convoluted to access with bikes. Wayfinding must clearly inform users about the two e-bike parking/ charging location to encourage use.

## **Access, management and use**

The Proponent is to confirm all access points into the EOTF are available to all staff in C1 to C5 to ensure high level of connectivity and convenience for staff and encourage use of the EOTF. The Proponent is also to confirm whether all EOTF are accessible to all staff in C1 to C5, and if not, the Proponent is to provide further information around how facilities (i.e. individual compartments or shower suites) are proposed to be allocated.

## **Design**

The Proponent is to confirm the bicycle parking layout and access complies with AS 2890.3:2015 Parking facilities - Bicycle parking, and the lift in C5 is suitable to accommodate a bicycle for access to

B2.

Please contact Mia Music on 02 9246 7283 or by email at [mmusic@cityofsydney.nsw.gov.au](mailto:mmusic@cityofsydney.nsw.gov.au) if you need to discuss your request.

A handwritten signature in black ink, appearing to read 'C. Corradi', with a stylized flourish at the end.

Christopher Corradi  
Area Planning Manager