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Crown Resorts Limited

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Dear Kristjan

## **Barangaroo – Crown Hotel Resort (MOD 2): Traffic and Parking Statement**

### **1. Introduction**

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JMT Consulting has been engaged by Crown Resorts Limited to prepare a traffic and parking statement in relation to Modification (MOD) 2 to the approved Crown Hotel Resort development SSD-6957. The statement considers the traffic and parking implications of the modification, specifically in relation to maintaining the approved number of car parking spaces on the site.

### **2. About JMT Consulting**

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JMT Consulting was formed in 2019 by Josh Milston to provide high quality transport planning advice to clients working in the built environment, across both the public and private sectors. Josh has been involved in the Barangaroo Precinct for over a decade, following the selection of Lendlease as the preferred developer for Barangaroo South by the Barangaroo Delivery Authority in December 2009.

Since that time Josh has led the development of precinct wide transport strategies on behalf of Lendlease, Crown Resorts Limited and the Barangaroo Delivery Authority. Josh prepared the transport strategy for the most recent modification to the Barangaroo Concept Plan (Mod 8) as well as that for the original approval of the Crown Sydney Resort (SSD-6957). More recently JMT Consulting has working with Lendlease and Crown to provide traffic and transport assistance with the development of the Barangaroo South precinct.

### 3. Proposed Modification

The proposed modification to the development consent comprises the amalgamation of 15 apartments into 9 apartments in response to buyer requests in relation to specific apartments on Levels 33, 37, 51, 60 and 61. These modifications result in a decrease in the total number of residential apartments from 87 to 81 as currently approved. A summary of the approved and proposed dwelling mix, including number of parking spaces, is provided in Table 1 below.

Table 1 Development comparison

<i>Dwelling Type</i>	<b>SSD 6957</b>		<b>SSD 6957 Mod 1 (current approval)</b>		<b>SSD 6957 Mod 2 (proposed)</b>	
	<i>No. of dwellings</i>	<i>No. of parking spaces</i>	<i>No. of dwellings</i>	<i>No. of parking spaces</i>	<i>No. of dwellings</i>	<i>No. of parking spaces</i>
Two Bed	28		27		25	
Three Bed	32		45		36	
Four Bed	5		14		19	
Five Bed	1		1		1	
<b>Total</b>	<b>66</b>	<b>110</b>	<b>87</b>	<b>157</b>	<b>81</b>	<b>157</b>

### 4. Traffic and Parking Implications

#### 4.1 Proposed parking provision

The proposed modification seeks to maintain the 157 on-site car parking spaces for residential uses as per the current approvals (SSD 6957 MOD 1) for the site, despite the small decrease in the number of residential apartments. It should be noted that applying the parking rates under the Barangaroo Concept Plan would result in a maximum of 142 residential parking spaces – 15 fewer than that proposed.

#### 4.2 Use of parking spaces

Crown Sydney Resort is a luxury development, which offers only premium residential apartments that provide residential amenity well in excess of average standards. It is important to note that, in this high-end market, cars can be distinguished between 'collectible' items, and cars used for every day transport. These 'collectible' cars will likely only generate trips occasionally and be on a discretionary basis mostly outside of commuter peak periods. Therefore any change in on-site car parking for residential uses is likely to have negligible impacts on the adjacent road network.

### 4.3 Traffic impacts

Extensive traffic modelling has been undertaken for the Crown Sydney Resort of a long period of time. Detailed modelling was undertaken to support the original project approval and has been the basis for subsequent traffic assessments of the site. This modelling has considered the potential number of traffic movements generated by each of the site's uses during the critical morning and evening peak hour periods.

Table 2 provides a summary of the forecast traffic generation arising from the various uses within the site. This provides a comparison between the current proposal (including 157 residential car bays) with the original approval for the site.

Table 2 Crown Sydney Resort - traffic generation summary

<b>Crown Sydney Resort Application</b>	<b>No. of residential apartments</b>	<b>Total Traffic Generation (all uses)</b>		<b>Change in traffic generation relative to original approval</b>	
		<i>AM Peak Hour</i>	<i>PM Peak Hour</i>	<i>AM Peak Hour</i>	<i>PM Peak Hour</i>
SSD 6957 (original approval, 110 residential car bays)	66	87	261	-	-
SSD 6957 Mod 1 (current approval, 157 residential car bays)	87	83	245	-4	-16
SSD 6957 Mod 2 (As proposed, maintaining 157 residential car bays)	81	83	245	-4	-16
SSD 6957 Mod 2 (Adopting Concept Plan parking rates with 142 residential car bays)	81	82	244	-5	-17

Importantly, the proposed modification with 157 residential car bays still results in less traffic movements when compared with that considered for the original project approval. Detailed traffic modelling was undertaken at the time of the original project approval and confirmed that the forecast number of traffic movements would have an acceptable impact on the broader Barangaroo street network. The proposed modification, including the provision of 157 residential car bays, does not impact this assessment.

Adoption of the Barangaroo Concept Plan parking rates (142 residential car parking bays) would result in a reduction of only 1 vehicle movement during peak hours when compared to the proposed modification (157 residential car bays). This traffic reduction is negligible in the context of existing and future traffic flows and would not result in any noticeable impacts on the adjacent road network.

The analysis undertaken is considered conservative as it does not account for the potential reduction in traffic generation associated with the amalgamation of apartments. Whereas previously occupants from individual apartments would travel in separate cars, people from the same (amalgamated) household are more likely to carpool. This would generate fewer trips than if those apartments were under the ownership of separate (un-amalgamated) apartments.

#### 4.4 Precedent developments

There are examples of developments within the Sydney CBD where parking rates above those noted in the City of Sydney LEP or DCP. Two examples are noted below:

***Sydney International Convention, Exhibition and Entertainment Precinct, Darling Harbour, Sydney - 'The Haymarket' (SSD 5878)***

The Department of Planning and Environment approved this development with higher rates of parking when compared to the City of Sydney LEP as summarised below.

- Recommended parking rate as per City of Sydney LEP: 0.47 spaces / dwelling\*
- Approved parking rate for development: 0.70 spaces / dwelling\*

*\* Based on indicative dwelling mix proposed at the time of approval*

The justification for this higher parking rate was based on the following factors, which are equally applicable to the Crown Sydney Resort:

- The approved parking rates reflected the anticipated level of car ownership for residents within the building
- The traffic impacts arising from the additional parking numbers were not considered significant.

***50 Bridge Street Sydney (D/2015/929) & 33 Alfred Street Sydney (D/2017/500)***

These developments within Circular Quay, within the 'Quay Quarter Sydney' precinct, both involved a partial retention or major refurbishment of the existing buildings including the basement car parking areas. As it was not practical to remove car parking spaces given no changes were made to much of the basement structure, the majority of parking spaces were retained as part of the development. This resulted in over 200 parking spaces being provided for the sites, whereas application of the City of Sydney LEP parking rates would have resulted in approximately half of this number.

## 5. Summary

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This document provides a summary of the traffic and parking implications of the proposed modification (MOD) 2 to the approved Crown Hotel Resort development SSD-6957. A summary of the key findings are as follows:

- Given the high-end apartments within the Crown Sydney Resort, residential car spaces will only generate trips occasionally and be on a discretionary basis mostly outside of commuter peak periods.
- The amalgamations of several apartments will result in a reduction in total traffic movements, given that people from the same household are more likely to carpool rather than if those apartments were under the ownership of separate (un-amalgamated) apartments.
- The proposed modification, including 157 residential car parking bays, results in less traffic movements and improved traffic and environmental impacts compared to the original approval for the site.
- Should the number of residential car bays be reduced to 142 in line with the Barangaroo Concept Plan parking rates, the benefit to the adjacent road network would be negligible – in the order of 1 less vehicle per hour.
- Utilising the recommended Transport for NSW approach to forecasting traffic generation, there would be no change in traffic movements (and traffic impacts) by maintaining the number of proposed residential car bays when compared to adopting the Barangaroo Concept Plan parking rates

In the above context the proposed modification (including 157 residential car bays) will not result in any additional impacts on the traffic and transport network compared to the current approval for the site. Due to the amalgamation of 15 apartments into 9 apartments, traffic movements will in fact most likely reduce – resulting in improved transport conditions compared to both the original and current approval for the site.

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

Your Sincerely



Josh Milston  
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