

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

8 November 2022

Dear Sir / Madam

Barangaroo Stage One Basement – Section 4.55(1A) Modification Application - Transport Statement

Introduction

This transport statement supports a Modification Application submitted to the NSW Department of Planning and Environment (DPE) pursuant to Section 4.55(1A) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) to modify Development Consent SSD 6960 relating to a Barangaroo Stage 1 Basement.

Site Description

Barangaroo is located on the north western edge of the Central Sydney, 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 containing large commercial tenants. The Barangaroo site has been divided into three distinct redevelopment areas (from north to south) – the Headland Park, Barangaroo Central and Barangaroo South. The Barangaroo Stage 1B Basement site is located within Barangaroo South. The site of this proposed modification application is located on land generally known and identified in the approved Concept Plan (as modified), as shown in Figure 1 below.

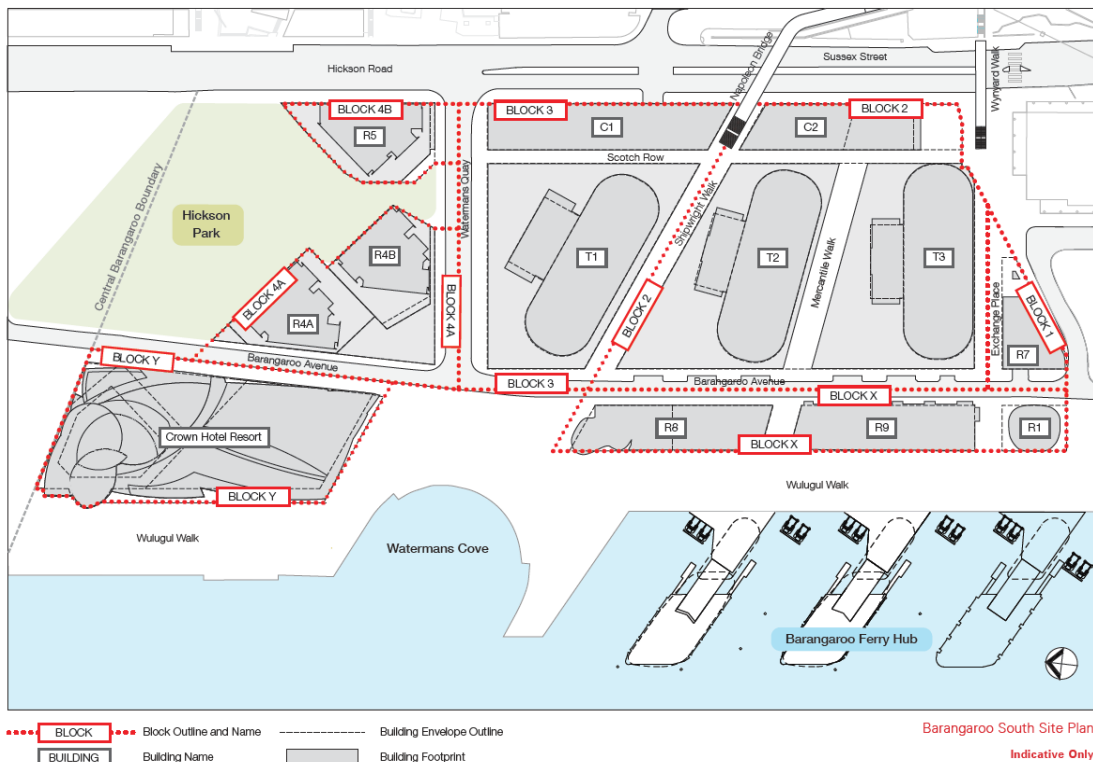


Figure 1 Barangaroo South Site Plan

Source: Lendlease

Background

Barangaroo South Concept Plan (as modified)

The approved Barangaroo South Concept Plan (MP06_0162) (as modified), includes approval for the following:

- A mixed use development involving a maximum of 602,354 sqm gross floor area (GFA), comprised of:
 - a maximum of 191,031 sqm of residential GFA of which a maximum of 162,031 sqm will be in Barangaroo South;
 - a maximum of 76,000 sqm of GFA for tourist uses of which a maximum of 59,000 sqm will be in Barangaroo South;
 - a maximum of 34,000sqm of GFA for retail uses of which a maximum of 30,000 sqm will be in Barangaroo South;
 - a maximum of 5,000 sqm of GFA for active uses in the Public Recreation zone of which 3,500 will be in Barangaroo South; and
 - a minimum of 12,000sqm GFA for community uses.
- Approximately 11 hectares of new public open space/public domain, with a range of formal and informal open spaces serving separate recreational functions and including an approximate 2.2km public foreshore promenade.
- Built form design principles, maximum building heights and GFA for each development block within the mixed use zone.
- Public domain landscape concept, including parks, streets and pedestrian connections.
- Alteration of the existing seawalls and creation of a partial new shoreline to the harbour.
- Construction, operation and maintenance of a concrete batching plant to supply concrete for construction of future development under this Concept Plan at Barangaroo South.
- No approval is granted or implied for the future use of a heliport and/or a helipad.

This modification will result in a building consistent with the Concept Plan (as modified).

Barangaroo Stage One Basement – Development Consent SSD 6960

Development consent SSD 6960 was granted by the Planning Assessment Commission on 7 March 2017 for the construction of a Stage 1B basement to provide car parking, plant room and other back-of-house facilities for the three residential towers that form part of the One Sydney Harbour development (known as Buildings R4A, R4B and R5). The original consent also approved remediation, bulk excavation, an interim public domain, interim roadway, services, infrastructure and associated works. SSD 6960 has been amended a number of times to incorporate basement layout changes, and various design and structural changes.

Overview of Proposed Modifications

This Modification Application seeks consent for the following:

- The provision of an additional service bay on Basement Level B1.
- Resizing of an existing service bay to accommodate a service bay.
- Deletion of fuel cells / microturbines allocation, and replacement with storage (subject to separate planning) to be associated with Building R5.
- Design changes to security control room in Basement.
- Other minor design and use refinements

A further detailed description of the proposed modifications is contained in the supporting letter to the modification application prepared by Ethos Urban.

Transport Assessment

Following modifications to the layout of the on-site loading dock the opportunity has arisen to provide for an additional loading space compared to that envisaged under the original project approval. The proposed change in loading dock allocation is summarised in the table below and illustrated in Figure 2. Vehicle swept path analysis has been undertaken to confirm that all vehicles can adequately access each of the loading dock spaces. This swept path analysis is provided on the following page of this document.

Table 1 Approved and proposed loading dock spaces

Vehicle Type	Number of Loading Dock Spaces	
	Current Approval Under SSD 6960	Proposed Modification
Medium Rigid Vehicle	3	3
Small Rigid Vehicle	0	1
Service Vehicle (van / ute)	5	5
Total	8	9

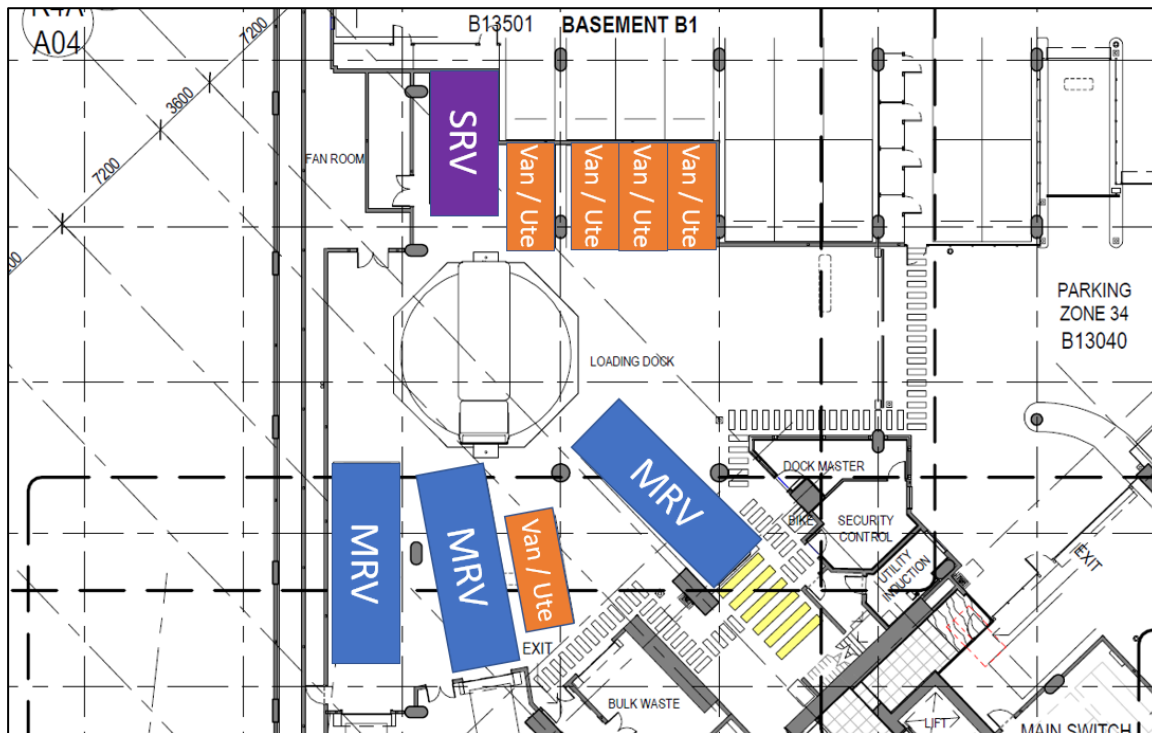


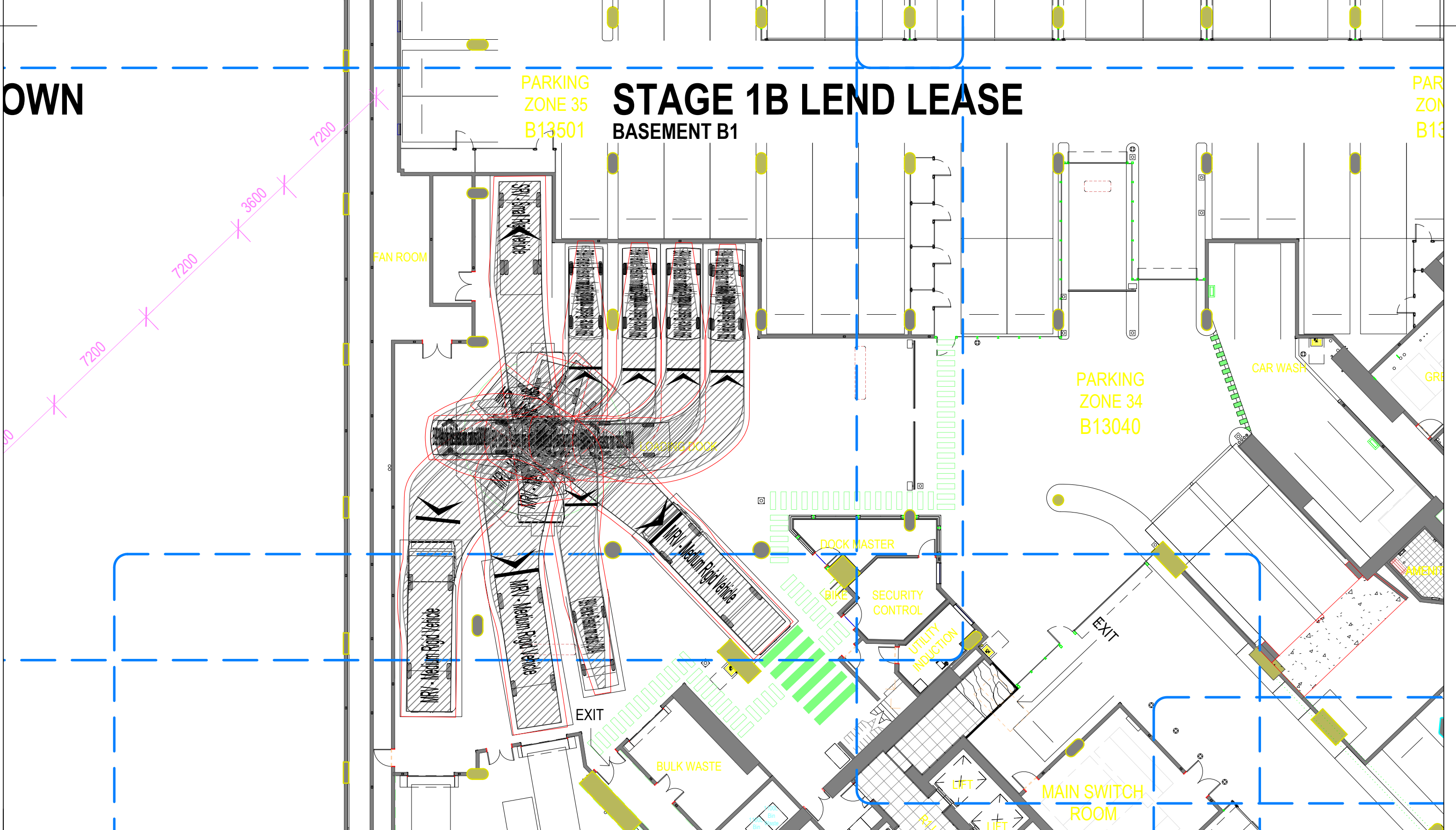
Figure 2 Proposed loading dock layout

OWN

PARKING ZONE 35 B13501

STAGE 1B LEND LEASE BASEMENT B1

PARKING ZONE B13



Job Title
Barangaroo One Sydney Harbour

Client
LendLease

JMT Consulting
ABN: 32 6358 30054
www.jmtconsulting.com.au
PO Box 99, Kingsford NSW 2032

Drawing Title
Turning Paths Loading Dock

Drawing No
2032_01

Date
30.09.22

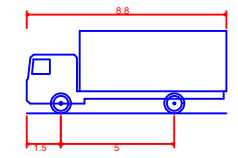
Legend

- Body Envelope
- 300mm Envelope
- Wheel Envelope

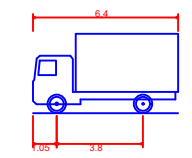
Job No
2032

Scale at A3
1:200

Vehicle type(s)



MRV - Medium Rigid Vehicle
Overall Length 8.800m
Overall Width 2.500m
Overall Body Height 3.633m
Min Body Ground Clearance 0.428m
Track Width 2.500m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 10.000m



SRV - Small Rigid Vehicle
Overall Length 6.400m
Overall Width 2.300m
Overall Body Height 3.500m
Min Body Ground Clearance 0.398m
Track Width 2.300m
Lock to Lock Time 4.00s
Curb to Curb Turning Radius 7.100m

Conclusion

The enhancement in loading dock capacity will provide benefits in allowing the One Sydney Harbour site to better accommodate servicing demands entirely within the loading dock and not relying upon the public domain within the Barangaroo precinct. The additional loading bay in no way changes the number of vehicles generated by the site – instead simply providing greater ability to take in the expected number of service vehicles. In this context no negative impacts to the transport network are likely to arise as a result of the proposal.

The proposal is considered to provide a benefit to the surrounding transport network by reducing reliance on the surrounding public domain for service vehicle parking and is therefore acceptable.

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

Yours Sincerely



Josh Milston

Director | JMT Consulting

MIEAust CPEng