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Dear York

**One Sydney Harbour, Building R4A Barangaroo South – Section 4.55 Modification
Application for State Significant Development SSD 6964 (Traffic and Transport)**

1. Introduction

1.1 Overview

This report supports a modification to State Significant Development (SSD) Development Application (DA) 6964 and is submitted to the Department of Planning, Infrastructure and Environment (DPIE) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The modification seeks to modify the approved Residential Building R4A, including a reduction in the number of apartments, revised dwelling mix and internal and external changes to reflect further design development.

1.2 Site Description

Barangaroo is located on the north western edge of the Sydney Central Business District (CBD), 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 Central and Barangaroo South. The Building R4A site is located within Barangaroo South, specifically on land generally known and identified in the approved Concept Plan (as modified) as Block 4A, as shown in Figure 1.

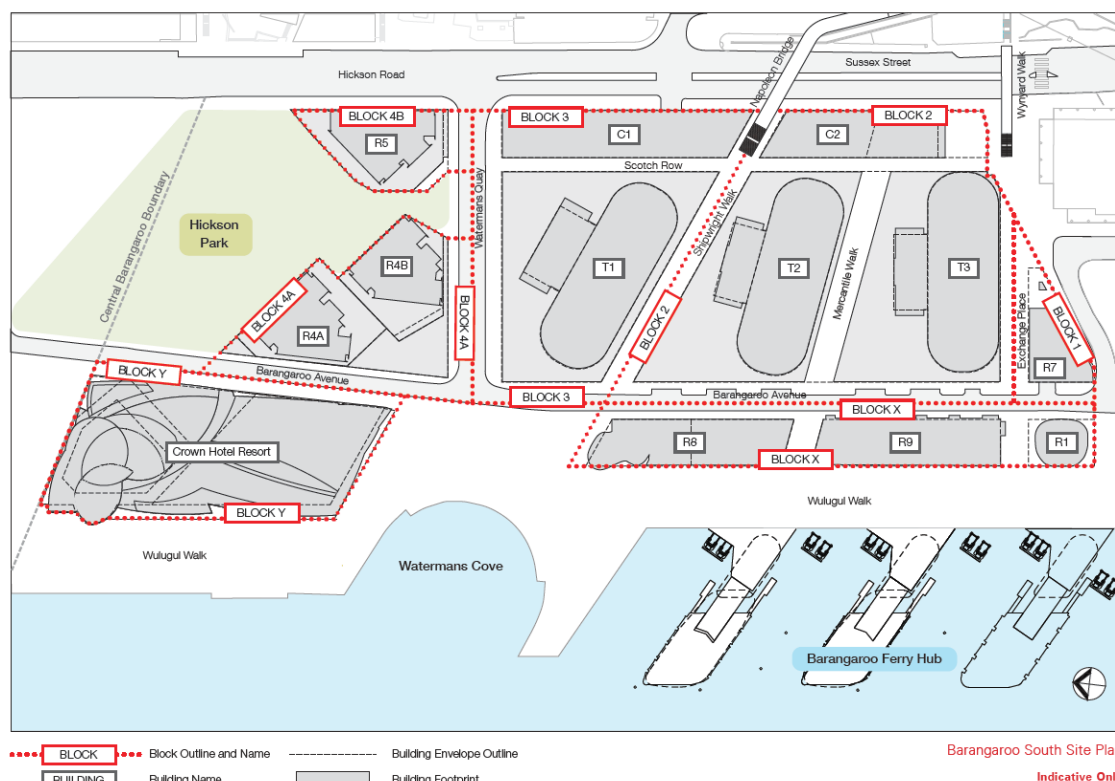


Figure 1 Block 4A in relation to Barangaroo South

Source: Lendlease

1.3 Background

Development consent SSD 6964 was granted by the NSW Minister for Planning on 7 September 2017 for a 72 storey mixed use building, with 327 residential units and retail floor space at ground level. This included a total gross floor area (GFA) of 48,004m², 47,564m² of which was approved for residential floor space, and the remaining 440m² was approved for retail floorspace.

The original consent also approved public domain works, fit-out and use of the basement, a link bridge connecting to Building R4B and associated building identification signage.

On 7 February 2020, development consent SSD 6964 was amended to account for a range of design changes, including a decrease of retail GFA by 2m², a reduction in the number of apartments to 317, a revised dwelling mix, floor level adjustments, façade and landscaping amendments, and an addition of 13 residential car parking spaces and removal of one retail car parking space.

On 18 September 2020, development consent SSD 6964 was further modified to account for amendments to the pedestrian bridge connecting Buildings R4A and R4B, revised window details at podium level 2, revised landscaping on the podium level, reconfiguration of the plant room layouts at levels 20 and 47 including relocated louvres, modification of the residential lobby, adjustment of the awning height and amend glazed panels at the tower parapet and skirt levels, and a redistribution of GFA within the maximum approved.

This modification application represents the third modification to the development consent.

1.4 Overview of Proposed Development

The proposed modification seeks to reduce the overall number of apartments within Building R4A, as well as progress both internal and external changes, and amend the allocation of parking. More specifically, the following modifications are sought to the approved development:

- Amalgamation of three apartments on Level 67 into a single apartment, resulting in a reduction of the total apartments in Building R4A from 317 to 315.
- Minor internal layout reconfigurations and floor height adjustments at the upper building levels (Levels 67 – 69).
- Minor changes to the building façade.
- Reduction in the car parking allocation of 12 spaces and locational swap of 2 x parking spaces with Building R5.
- Creation of additional signage zone at ground level, to provide options for building identity.

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

1.5 Report purpose

JMT Consulting has been engaged by Lendlease to prepare a traffic and parking statement to support the proposed modification. The following section of the document describes the traffic and transport implications of the proposal.

2. Assessment

2.1 Proposed parking provision

The currently approved scheme for the R4A building considered up to 317 residential apartments with 390 parking spaces. The modification to the consent provides for 315 apartments (a reduction of two apartments) with 375 parking spaces which is a reduction of 15 spaces compared to the current approval. As summarised in Table 1 below, despite the minor decrease in apartments the number of parking spaces has reduced from 390 spaces to 375 spaces. The proposed parking provision (375) is less than the maximum number of permissible spaces (387) under the rates specified in the Barangaroo Concept Plan approval.

Table 1 Apartment mix and parking numbers

Apartment type	Barangaroo Concept Plan parking rate (spaces / unit)	Currently approved scheme		Proposed Modification		
		No. of Apartments	Parking spaces	No. of Apartments	Max. number of parking spaces permissible	Proposed number of parking spaces
1b	0.5	107	390	107	54	375
2b	1.2	104		104	125	
3b	2	65		64	128	
4b	2	40		38	76	
5b	2	1		2	4	
Total		317		315	387	

2.2 Transport implications of the proposal

The modification proposes a decrease in overall apartment numbers (2) and a reduction in parking spaces (15). Therefore the transport demands arising from the development, including traffic movements, will be reduced when compared with the original transport assessment undertaken for the R4A building. Therefore the findings of the original transport assessment undertaken for the Barangaroo R4A building in relation to the operation of the traffic and transport network remain unchanged as a result of the proposed modification.

It should be noted that the reduction of 15 car parking spaces associated with Building R4A will be offset by an increase of 12 car parking spaces for Building R4B. The other 3 spaces were permanently lost due to design development. The increase in parking for R4B is detailed in a separate Amending DA (SSD 8892218), however overall the number of parking spaces within the One Sydney Harbour will remain largely consistent with the original project approval. Therefore the cumulative traffic impacts of the development, taking into consideration parking allocation for Building R4A, R4B and R5, will not change compared that originally undertaken for the site.

2.3 Construction traffic implications of the proposal

In relation to construction traffic, given the decrease of two 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 under an Amending REF). 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 R4A do not impact general traffic movements. The loading bay will be contained within the construction site, with vehicles accessing the bay by travelling south on Barangaroo Avenue and then east on Watermans Quay.

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.

3. Summary

Given the reduction in apartment numbers and on-site parking spaces, it is expected that the modification proposal will not impact the operation of the transport network nor change the findings of the original traffic study undertaken for the R4A building. Car parking rates for the development will remain consistent with the maximum car parking rates outlined in the Barangaroo Concept Plan. No changes to construction traffic arrangements will be triggered by the proposal.

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

Your Sincerely



Josh Milston

Director | JMT Consulting

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