

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

15 July 2022

Dear Sir/Madam

**One Sydney Harbour, Building R5 Barangaroo South – Section 4.55(2) Modification  
Application for State Significant Development SSD 6966 (*Traffic and Transport*)**

## 1. Introduction

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JMT Consulting has been engaged by Lendlease to prepare a traffic and parking statement to support the Section 4.55(2) for State Significant Development Application SSD 6966, Building R5 Barangaroo South. The following amendments are sought as part of this modification application:

- Removal of the requirement to provide nine (9) car parking spaces for the Key Worker Housing component of Building R5 to reflect the needs of St George Housing.
- Retail façade rationalisation and redesign.

The following section of the document describes the traffic and transport implications of the modification.

## 2. Assessment

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### 2.1 Proposed parking provision

The currently approved scheme for the R5 building included 212 residential apartments (162 on market apartments, 50 Key Worker Housing apartments) with a maximum of 143 parking spaces, which included 9 spaces for the Key Worker Housing apartments. The proposed modification to the consent maintains the 212 apartments (162 on market apartments, 50 Key Worker Housing apartments) however reduces the total number of residential car parking spaces within the basement to 134 spaces. This reduction of nine car parking spaces is associated with the Key Worker Housing component of Building R5 and reflects the requirements of the community housing provider (St George Housing).

As summarised in Table 1 the proposed parking provision is less than the maximum number of permissible spaces under the rates specified in the Barangaroo Concept Plan approval by 72 cars.

Table 1 Apartment mix and parking numbers (on-market and key worker dwellings)

| Apartment type | Barangaroo Concept Plan parking rate (spaces / unit ) | Currently approved scheme |                       | Proposed Modification |                               |                       |
|----------------|-------------------------------------------------------|---------------------------|-----------------------|-----------------------|-------------------------------|-----------------------|
|                |                                                       | No. of apartments         | No. of parking spaces | No. of apartments     | Maximum no. of parking spaces | No. of parking spaces |
| 1b             | 0.5                                                   | 105                       | <b>143</b>            | 105                   | 53                            | <b>134</b>            |
| 2b             | 1.2                                                   | 76                        |                       | 76                    | 91                            |                       |
| 3b             | 2                                                     | 29                        |                       | 29                    | 58                            |                       |
| 4b             | 2                                                     | 2                         |                       | 2                     | 4                             |                       |
| <b>Total</b>   |                                                       | <b>212</b>                |                       | <b>212</b>            | <b>206</b>                    |                       |

## 2.2 Transport implications of the proposal

The modification does not involve any change in apartment numbers and will reduce the total number of residential car parking spaces to be provided for the R5 building. In this context the modification will not alter the number of traffic movements generated by the site. The findings of the most recent transport assessment undertaken for the Barangaroo R5 building in relation to the operation of the traffic and transport network remain unchanged as a result of the proposed modification.

## 2.3 Justification for Key Worker Housing parking spaces

The community housing provider (St George Housing) that will manage the Key Worker Housing apartments for the R5 Building have confirmed that no car parking spaces are required for their future affordable housing residents at Barangaroo. St George Housing specifically note that their operating model focuses on acquiring assets in locations that are highly accessible by public transport (such as Barangaroo) and in order to reduce long-term operating costs, as well as costs for residents, no car parking for the affordable housing residents is supported.

To support the proposal to remove the requirement to provide nine parking spaces for the Key Worker Housing component of Building R5, an assessment has been undertaken which considers the public transport accessibility of Building R5 during night time periods when key workers may have to travel to/from their place of employment.

The analysis has been undertaken in the context of the condition of approval for Building R5 requiring the provision of nine parking spaces for the Key Worker Housing component of the development. Under the concept plan approval, KWH is defined as any nurse, teacher, child-care worker, ambulance officer, member of the police force, member of the fire brigade or retirees with an income of +/- 50% of the median household income for the Sydney (Statistical Division) (as that division is defined for the purposes of the Australian Bureau of Statistics).

In the Independent Planning Commission's statement of reasons for decision document (dated 3 October 2019) it is noted that "*due to the nature of many key worker professions (e.g. nurse, police officer etc) employees are often required to work shifts, including night shifts. Therefore, those key workers may not be able to benefit from the normal operating hours of the public transport system*".

The diagrams on the following pages indicate the extent the 30 minute public transport catchment map from Building R5 at midnight on a typical weekday evening (Monday to Friday) as well as Saturday night. Midnight was chosen as a conservative assessment, with most shift workers starting/finishing an evening shift between 8pm and 10pm.

A 30 minute catchment was selected to align with that identified in the NSW Government's Future Transport 2056 document. Future Transport 2056 is NSW's long-term transport framework that provides the 40 year vision, directions and outcomes framework for customer mobility in NSW. The vision for Greater Sydney is one where people can access jobs and services in their nearest metropolitan city and strategic centre within 30 minutes by public transport, 7 days a week

These maps take into consideration all modes of public transport as well as walking times between stops. Given the typical transport conditions at this time of night, with much lower levels of traffic congestion, road-based public transport services (e.g. buses) have a greater catchment when compared to a daytime period. In addition there are fewer people on the bus so they stop less frequently, further increasing their reach. Generally the 30 minute public transport catchment is equivalent to a 5km radius from the site, extending across the majority of the City of Sydney LGA.

A number of key locations were identified within the City of Sydney LGA as being main workplaces for key workers. This includes sites such as St Vincent's and Royal Prince Alfred Hospitals which may be employment locations of nurses, and Police Area Commands / Police Stations in King Cross and Surry Hills for police officers and the future ambulance superstation in Glebe for ambulance officers. There are number of fire stations and ambulance bases within the catchment area, for example the ambulance base located close to the Australian Technology Park in Redfern.

As evident in the maps all areas of the Sydney CBD and it's surrounds can be accessed by public transport in 30 minutes or less. With the advent of Sydney Metro additional parts of Sydney will become accessible to Barangaroo residents within a 30 minute public transport period, including areas such as Sydenham, Waterloo, St Leonards and Chatswood.

# 30-minute public transport access, midnight Monday - Friday

## Legend

● Barangaroo

Public transport access

0-10 mins

10-20 mins

20-30 mins

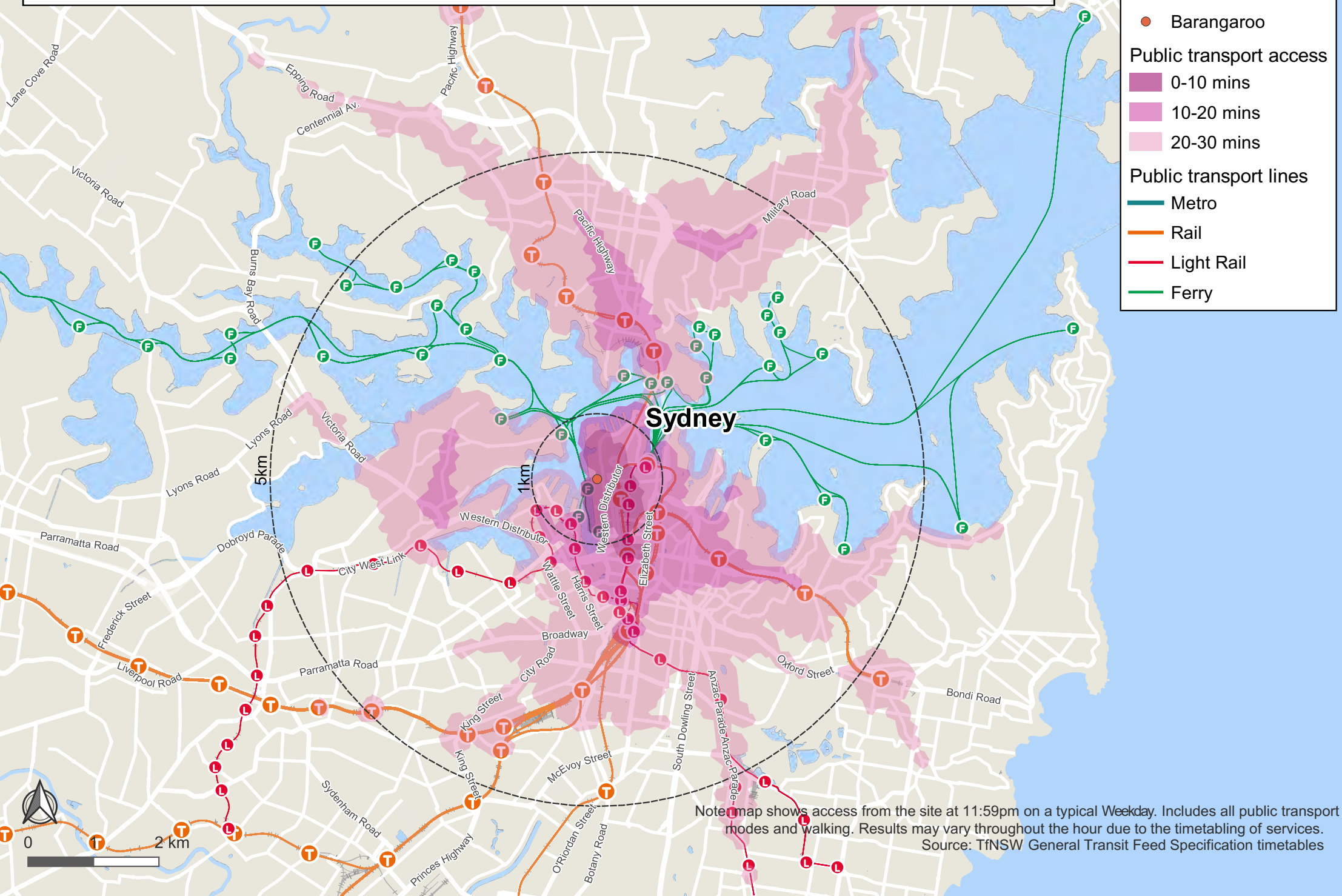
Public transport lines

— Metro

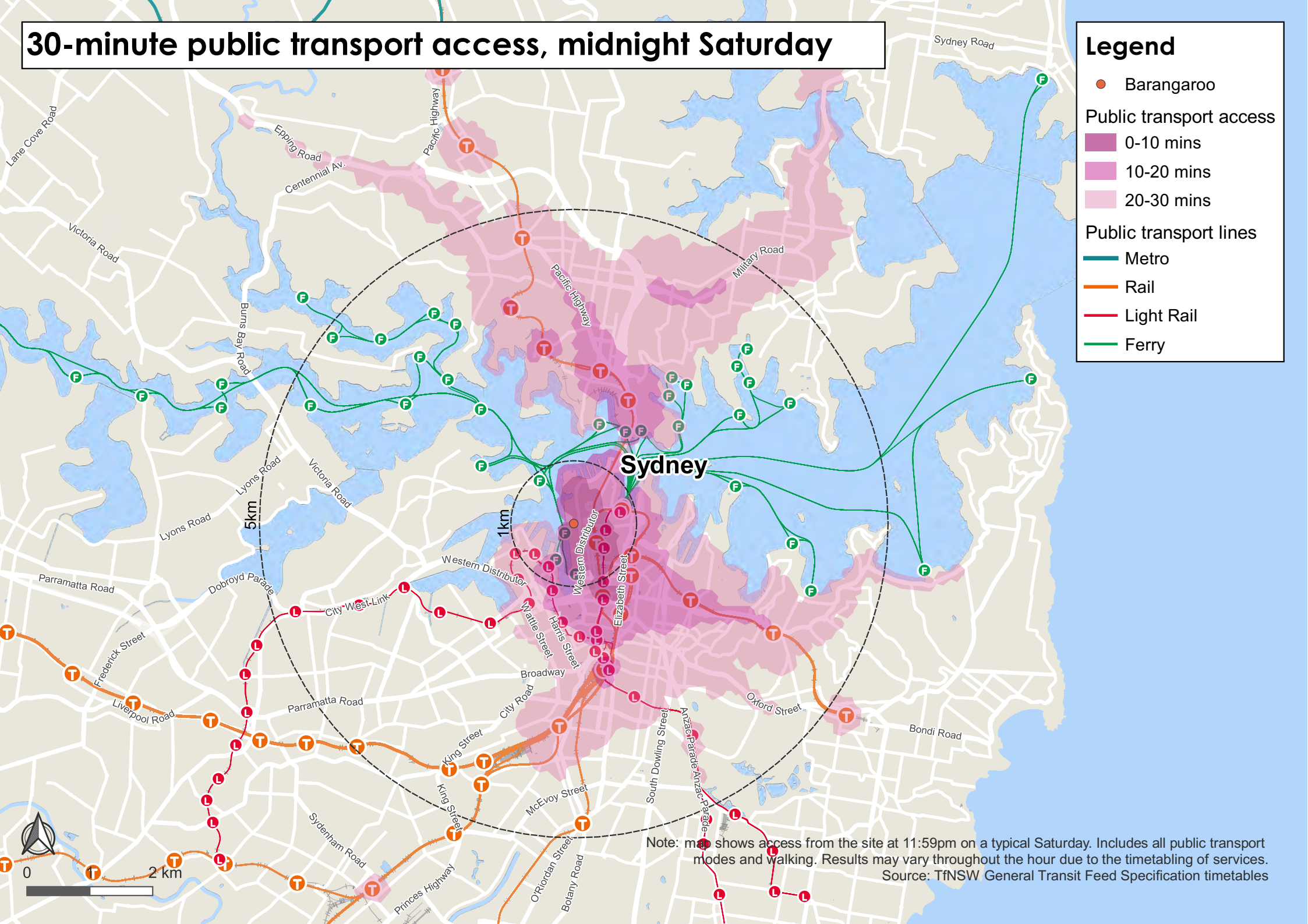
— Rail

— Light Rail

— Ferry



# 30-minute public transport access, midnight Saturday



### 3. Summary

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Given there is no change to the number of apartments to be provided and a reduction in overall parking numbers the modification will not impact the operation of the transport network nor change the findings of the original traffic study undertaken for the R5 building. Car parking rates for the development will remain less than the maximum car parking rates outlined in the Barangaroo Concept Plan. The removal of nine Key Worker Housing parking spaces are supported by the community housing provider (St George Housing) in order to reduce long-term operating costs given the excellent public transport access available to Barangaroo. The R5 building is highly accessible by public transport (within 30 minutes travel time) to key locations within the City of Sydney LGA including employment locations of key workers.

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

Your Sincerely



**Josh Milston**

Director | JMT Consulting

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