

Your ref
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Dear Rain

1 Alfred Street, Sydney Stage 1 (D/2015/1049) Section 96 Application – Traffic Engineering

This letter considers the traffic and car parking aspects of the changes to the 1 Alfred Street project for both Towers A and B since the Stage 1 DA Submission. The Traffic and Parking Assessment for the Stage 1 DA Submission was prepared by Transport and Traffic Planning Associates, July 2015 (Rev F).

The changes to the land use components of the scheme that relate to car parking, loading dock and traffic generation are described in Table 1.

Table 1: Comparison of Section 96 with Stage 1 DA land use components

Land Use Components		Stage 1 DA	Section 96
Tower A		Car Parking Provision	
Residential apartments	Studio	4	3
	One bed	13	26
	Two bed	87	74
	Three bed	80	87
	Total	184	190
Retail		882m ²	473m ²
Total GFA		35,438m ²	36,940m ²
Tower B			
Hotel rooms		179	179
Reception lounge, bar, restaurant		1,667m ²	3,270m ²
Retail		475m ²	475m ²
Total GFA		21,409m ²	20,969m ²

Parking

The maximum parking provision relative to the proposed development is specified in the Sydney Local Environmental Plan 2012 (LEP) and Development Control Plan 2012 (DCP) documents. Applying these rates results in the car parking provision remaining the same as shown in Table 2.

Table 2: Comparison of Section 96 with Stage 1 DA car parking provision

Land Use Components		Stage 1 DA	Section 96
Tower A		Car Parking Provision	
Residential apartments	Studio	0.4	0.3
	One bed	3.9	7.8
	Two bed	60.9	51.8
	Three bed	80.0	87.0
	Total	145.2	146.9
Retail		0.49	0.26
Total Tower A		146	147
Tower B			
Hotel rooms		38.6	41.0
Retail		1.36	1.36
Total Tower B		40	42
Total Basement both towers		186	189

Motorcycle parking is provided at a rate applicable to the number of car spaces and hence there is no change.

When bicycle parking rates are applied, there is there is no change in the overall provision as shown in Table 3.

Table 3: Comparison of Section 96 with Stage 1 DA bicycle parking provision

Land Use Components	Stage 1 DA		Section 96	
Tower A	Resident/Tenant	Visitor/Customer	Resident/Tenant	Visitor/Customer
Residential apartments	184	19	190	19
Retail	4	10	2	6
Total Tower A	188	29	192	25
Tower B	Staff/Tenant	Guest/Customer	Staff/Tenant	Guest/Customer
Hotel rooms	50	9	50	9
Retail	2	6	2	6
Total Tower B	52	15	52	15
Total Basement both towers	240	44	244	40

Service vehicle provision

When service vehicle parking rates are applied, there is a slight reduction in the provision by 1 space as shown in Table 4.

Table 4: Comparison of Section 96 with Stage 1 DA service vehicle parking provision

Land Use Components	Stage 1 DA	Section 96
Tower A		
Residential apartments	2.3	2.4
Retail	2.5	1.4
Total Tower A	5	4
Tower B		
Hotel rooms	7.2	7.8
Retail	1.4	1.4
Total Tower B	9	9
Total Basement both towers	14	13

Traffic generation

With very minor changes in car parking provision we would expect no perceivable change in the overall traffic generation for the site.

Conclusion

The changes to the land use components of the scheme that relate to car parking, loading dock and traffic generation have resulted in very minor adjustments to parking for cars, bicycles and service vehicles. On this basis, traffic generation and hence the impact of the development will remain unchanged.

Yours sincerely



Andrew Hulse
Associate Principal