

Your ref
Our ref 222061
File ref

ARUP

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Dear Sir/Madam

Major Project No. 06_0162: Barangaroo Concept Plan Modification No. 6 Response to Department of Planning & Infrastructure

This document responds to items raised by the Roads and Maritime Services (RMS) and City of Sydney Council in the Response to Submissions for MP06_0162 Barangaroo Concept Plan (Mod 6). The items raised, and Arup's response, are outlined in the sections below:

Roads and Maritime Services Submission

- **Item 1:** *Feedback previously provided by Transport for NSW to the Department for application MP 06_0162 MOD 4*

Responses previously provided to Transport NSW regarding feedback for application MP 06_0162 MOD 4 remain applicable under this modification. These responses are outlined in both Appendix A (response to agency submissions) and Appendix J (response to public transport issues) of the preferred project report, issued to the Department of Planning in November 2010.

- **Item 2:** *The proposed intersection of Globe Street/Hickson Road will be closer to the intersection of Hickson Road/Napoleon Street/Sussex Street/Barangaroo Basement exit. The shorter distance proposed between intersections and the additional demands that the car park exit will generate on the intersection requires detailed review of traffic operations along Sussex Street, Hickson Road, Erskine Street, Lime Street, Shelley Street and Globe Street. Amended network intersection designs and lane configurations may be required as a result of this change*

The future detailed design of new signalised intersections on Sussex Street and Hickson Road will be undertaken in consultation with RMS, with traffic signal design plans to be submitted prior to the commencement of works. Lend Lease will continue to work with the RMS network operations team to assess whether modifications to intersection designs and lane configurations may be required.

It should be noted that the new car park exit opposite Napoleon Street will reduce the overall level of traffic through the Hickson Road / Globe Street intersection. The operation of intersections in the precinct under the revised layout – including the shorter distance between the two signalised intersections on Hickson Road - was previously assessed as a component of the approvals for MP10_0023 MOD 5.

The traffic modelling demonstrated that the Hickson Road / Globe Street signalised intersection would operate at acceptable levels of service during the commuter peak hours. The operation of the Hickson Road / Napoleon Street intersection will be dependent on the operating conditions of intersections further downstream on Sussex Street – particularly at King Street and Market Street.

- **Item 7:** *The Traffic Impact Assessment should consider updated cumulative traffic and transport changes, including the announced CBD & South East Light Rail Project, changes to buses in the City Centre and other associated changes' related to these projects. Liaison with Transport for NSW will be necessary to holistically capture these changes.*

Lend Lease will continue to liaise with RMS and TfNSW regarding future changes to the CBD transport network and how this may potentially affect the Barangaroo precinct. At the time of writing however, documentation supporting the City Centre Access Strategy and the CBD and South East Light Rail Project (SSI 6042) are still yet to be released.

Once further detail regarding these projects becomes available, Lend Lease will consider their potential implications for the transport network in the Barangaroo precinct in any future concept plan modifications.

City of Sydney Council Submission

- **Item 10:** *Consideration of the car parking rate and intersection amendment is premature. The future hotel/casino modification will require another road to be located north of this revised Globe Street/Hickson Road intersection. The hotel/casino entry and car park entry will be from this new road and the car park is likely to be larger than the current approved basement car park.*

No modifications to the car parking rates outlined in the approved Concept Plan are proposed under this modification, and are consistent with those outlined in the previous Transport Management and Accessibility Plan (TMAP). These car and bicycle parking rates support the low car mode share for journey to work trips to the Barangaroo precinct.

A minimum of 4% of the commercial population will be provided with bicycle facilities, which is in line with the target mode share for journey to work cycle trips outlined in the project applications for the commercial buildings. To achieve this mode share target, and to also achieve the Green Star aspirations for the site, the approved buildings committed to providing bicycle facilities for 5% of the building's commercial population.

Lend Lease propose to provide bicycle parking at the following rates:

- **Commercial:** the number of bicycle spaces shall be $4\% \times \text{Commercial GFA} / 20\text{m}^2$; the minimum number of showers shall be 1 for every 10 bicycle spaces;
- **Residential:** 1 space per dwelling*; and
- **Other uses:** 6 bicycle parking spaces for every 100 'other uses' car parking spaces**

* residential spaces can be provided within the dwelling's storage cage

** based on Figure B4 (b), AS 2890.3 (Australian Standards for off-street parking – bicycle parking) – six bicycle parking spaces equivalent to a single car parking bay

Please contact the undersigned should you require any further clarification

Yours sincerely

A handwritten signature in black ink, appearing to read 'J. Milston', with a stylized flourish at the end.

Joshua Milston
Traffic Engineer MIEAust CPEng