



2nd March 2009

Megan Fu
Planner
Department of Planning
23-33 Bridge Street
Sydney NSW 2000
megan.fu@planning.nsw.gov.au

Dear Megan,

Lend Lease has received a copy of the RTA Letter to the Department of Planning dated 26th February 2009. The letter raises the RTA's concerns to the proposed modifications of consent for Major Project 08-0057 at Darling Walk. Lend Lease has the following response to these concerns:

1. Item B1 (1) (a) and (b)

RTA comment: The proponent is applying to amend this condition to allow the issue of a Construction Certificate for the excavation and construction of the basement structure with includes the car parking areas and access ramps without the need to consult with the RTA and only consult with the RTA for the above-ground structure.

It is imperative that the signal design plans for the modified intersections is approved by the RTA, prior to the release of the Construction Certificate for the construction of the basement structure, as the modified signals will involve signal and civil works within the subject site.

Lend Lease have applied to amend the timing of Condition B1 to allow sufficient time for the RTA approval process which can take six months to progress. Lend Lease have consulted with the RTA over the last few months and have submitted the following drawings for RTA review:

Harbour St and McDonald's drive through (sent via email from Michael Kurtz 15th January and 3rd March 2009)

- SKC001-NS03788-NSK-00-ROADWORKS PLAN-14.pdf
- SKC002-NS03788-NSK-00-ROADWORKS TURN PATHS-10.pdf
- SKC000-MASTERPLAN-03.pdf
- SKC004-NS03788-NSK-00-ROADWORKS PLAN-McDonalds Loop-07.pdf

Harbour intersection signal design (sent via email from Michael Kurtz 28th January 2009)

- VV2832_24A.pdf
- VV2826_13A.pdf

The RTA is in the process of reviewing the above drawings and will submit a letter of in-principle concept agreement once this is complete (expected by 9th March 2009). Shibree Samy is the RTA project manager for the Darling Walk project and can be contacted on 131782.

The above listed drawings are compliant with the approved Darling Walk Concept Plan. The location of the car park ingress and egress that have driven the car park design were agreed with the RTA during the Concept Plan approval stage. The basement design does not therefore rely on the RTA approval of the intersection design and road markings.

The signal design plans for the modified intersection at Harbour Street/Day Street and Liverpool Street were submitted to the RTA by email correspondence sent to Colin Langford on 28th February 2009 and again to Garry Kennedy on 25th February 2009 (see attached email correspondence). The signal designs have been included in the current RTA review and expect approval by 9th March 2009.

2. The proposal to amend the hours of work from 7.00am to 5.30pm, to 7am to 7pm, Monday to Friday.
RTA comment: It is noted from the Departments advice that the proposed extension of working hours to 7.00 pm is permissible within the Sydney CBD. However, the RTA is concerned that ingress and egress to and from the subject site by heavy vehicles will create additional traffic delays to an area which already experiences heavy traffic congestion in the PM peak period. In this regard the RTQA seeks the Departments' cooperation in restricting access to and from the site by heavy vehicles to 5.30pm (preferably 4.30pm) Monday to Friday. The RTA has no objection to construction activities within the site being undertaken until 7.00pm Monday to Friday.

As noted by the RTA the proposed hours of construction are consistent with the Hours of Work permissible by the City of Sydney Council for the CBD area. In addition, two DA 's have already been approved for the project that are consistent with the proposed hours (DA 122-08-08 Stormwater Diversion Works and DA 133-08-08 Remediation and Part-Piling). The site has been operating within these hours for several months now and there have been no traffic issues raised to date.

The Major Project application for the Bulk Excavation and Construction of Buildings was publicly exhibited in accordance with the EP& A Act during which time the RTA raised no objections to the hours of construction or placed restrictions on Heavy Vehicle movements. The 7am to 7pm hours of construction were noted in item 6.23 of the JBA Environmental Assessment report and in Appendix 8, Bovis Lend Lease Construction Management Plan.

The site currently has minimal traffic entering and exiting the site after 5.30 pm as suppliers and tips close at this time. On a typical week there would be a maximum of 20 vehicles a week (3 or 4 trucks per hour) entering and exiting the site between 5.30pm and 7.00pm. An additional 20 vehicles a week to the heavy traffic of Harbour St will have a minimal impact on traffic conditions. Vehicles exiting the site are required to use traffic lights to exit on to Harbour St and have no impact on traffic flow.

While there are few vehicle movements beyond 5.30pm, it is necessary for the operation of the site to maintain heavy vehicle access as some activities run beyond 5.00pm and require truck use. Prohibiting construction traffic after 5.30 pm will restrict the capacity of the site to complete some activities. Please refer to the attached statement by Bruce Mason, Masson Wilson and Twiney to further clarify the minimal impact of construction traffic between 5.30pm and 7.00pm.

Lend Lease would like to complete the Section 75W process as soon as possible to prevent construction delays.



Please let me know if you require any further information.

Yours sincerely

A handwritten signature in black ink, appearing to read "Abbey Johnson".

Abbey Johnson
PROJECT MANGER
Commercial Business Unit

abbey.johnson@lendlease.com.au

encl

- Email Correspondence
- MWT statement

Monday, 02 March 2009

Our ref: 073372107
Job Code: CTLCTU009

Ms Abbey Johnson
Project Manager, Darling Walk Project
30 The Bond
30 Hickson Road
SYDNEY NSW 2000

Dear Abbey

Re: Construction Working Hours for the Darling Walk Project

We refer to the Roads and Traffic Authority's request that truck delivery hours be restricted to 7:00am to 5:30pm.

We understand that there would only be about 20 deliveries or pick ups after 5:30pm over a week. This amounts to 3 to 4 trucks entering and exiting the site per hour. Such relatively low truck generation in the late afternoon is consistent with our experiences as:

- Major concreting activities tend to take place earlier in the day to allow time for finishing of the concrete and because concrete suppliers have difficulty with the reliability of supply in the evening peak due to traffic congestion
- In general construction sites tend to wind down activity after 4:00pm
- Depots which supply construction equipment tend to close in the late afternoon, and
- Truck drivers and transport companies generally avoid travelling in the CBD in the evening peak.

The traffic implications of 3 to 4 trucks per hour entering and exiting the site between 5:30 and 7:00pm on weekdays would be considerably lower than that of the previous use of the site. This is particularly so having regard to the previous presence of a McDonalds drive through restaurant on the site.

Truck movements onto and off the site will all be under traffic signal control and will thus be safe and well regulated.

We thus believe that the traffic effects of allowing truck access up until 7:00pm would not be as adverse as might have been apprehended. We accordingly suggest that the Roads and Traffic Authority be requested to reconsider its requirement for the restriction on truck access hours in the light of this additional information.

Yours sincerely

A handwritten signature in black ink, appearing to read "B. J. Mulvaney". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Director
Director Transport Planning

Johnson, Abbey

From: Michael Kurtz [Michael.Kurtz@hyderconsulting.com]
Sent: Wednesday, 25 February 2009 2:03 PM
To: gary_kennedy@rta.nsw.gov.au
Cc: Johnson, Abbey
Subject: FW: Darling Walk - revised preliminary signal plans
Attachments: VV2832_24A.pdf; VV2826_13A.dwg; VV2826_13A.pdf; VV2832_24A.dwg

Gary,

Please find attached signal plans for the Harbour Street / Day Street intersection and the Liverpool Street intersection for your information.

Regards

Michael Kurtz

Hyder Consulting Pty Ltd
Locked Bag 6503 North Sydney NSW 2060 Australia
Level 5, 141 Walker Street North Sydney NSW 2060 Australia
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Web: www.hyderconsulting.com
Email: michael.kurtz@hyderconsulting.com

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Please consider the environment do you really need to print this email?

From: Michael Kurtz
Sent: Wednesday, 28 January 2009 1:52 PM
To: colin_langford@rta.nsw.gov.au
Subject: Darling Walk - revised preliminary signal plans

Colin,
Please find attached preliminary signal plans with some minor revisions.

Regards

Michael Kurtz

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Please consider the environment do you really need to print this email?

From: Johnson, Abbey [mailto:Abbey.Johnson@lendlease.com.au]
Sent: Wednesday, 28 January 2009 1:36 PM
To: McCoy, Rod; van Wanrooy, Rob; Michael Kurtz; bruce@mwtrtraffic.com; Eaton, Richard
Subject: FW: Darling Walk

All,
FYI - amended signal design in response to Michael's comments (allows some posts to be retained).
Michael, can you please issue the revised drawings to the RTA?

Thanks
Abbey

Abbey Johnson | Project Manager | **Bovis Lend Lease**
T 61 2 9277 2897 | F 61 2 9237 5051 | M 61 400 707 178
30 The Bond, 30 Hickson Road, Millers Point NSW Australia 2000

From: Julie Singh [mailto:julie@tpa.com.au]
Sent: Wednesday, 28 January 2009 12:03 PM
To: michael.kurtz@hyder.com.au
Cc: Johnson, Abbey
Subject: Darling Walk

Michael,

#2832

Yes posts 1, 2 and 8 can be retained. Post 3 would be in the middle of the crossing and post 4 is too far away from pedestrians. There is a new standard for marking of pedestrian crossings.

#2826

Chevron reduced although not really a problem. The left turn arrow is superfluous and not shown on the current RTA design (Cars can only turn left by law)
The existing controller is "post mounted" due to simple phasing. The new phasing will require a new "stand alone" controller.

Attached are modified designs

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