



25 July 2017

Director of Modifications Assessments

Department of Planning and Environment
23-33 Bridge Street
Sydney NSW 2000

Attention: Ingrid Berzins

Dear Ingrid

RE: 161 SUSSEX STREET: SSD 4972 MOD 6 RESPONSE TO SUBMISSIONS

The Department of Planning and Environment has provided the following submissions received in response to advertising of SSD 4972 Mod 6:

- Roads and Maritime Services letter dated 21 June 2017
- Transport for NSW letter dated 21 June 2017
- Sydney Trains email dated 24 July 2017
- Pier 26 Pty Ltd submission dated 7 June 2017

We note that both Transport for NSW (TfNSW) and Roads and Maritime Services (RMS) do not support the bus reversing manoeuvres inherent to the proposed reconfiguration and have requested options to be developed in coordination with the Sydney Coordination Office within TfNSW.

In addition both TfNSW and RMS require additional analysis in relation to impact on their assets, vehicle swept paths and a comprehensive Construction Traffic Management Plan including cumulative impact assessment of adjacent Darling Harbour construction projects.

The Sydney Trains submission makes no specific reference to the design proposal, requiring services searches to determine existence of any rail assets in the area of the works.

The Pier 26 submission raises no objection to the proposed Wheat Road reconfiguration.

In relation to the request for options to be developed to eliminate the reversing manoeuvres for buses, we provide the following advice. By way of background, in 2013 Multiplex proposed to temporarily reconfigure Wheat Road to facilitate construction of the 161 Sussex Street redevelopment. SHFA was the temporary works approval authority and primary stakeholder, although both the Aquarium and Helm Bar were consulted. The reconfiguration involved relocation of Wheat Road to the west to create a construction site area immediately adjacent to the Western Distributor. SHFA required that the reconfiguration include the bus parking such that all bus positions were drive in drive out eliminating safety concerns around the reverse manoeuvre of the existing arrangement. As part of the analysis, and at SHFA's request, three options were identified for a final permanent solution that could be adopted on completion of construction.



The key constraints considered in the development of reconfiguration options for this section of Wheat Road are listed below:

- Lines of sight for pedestrians and buses arriving and departing the parking bays
- Road layout and swept paths for vehicles traversing Wheat Road
- Swept paths for buses into and exiting bus parking bays
- Impact on adjacent property boundary lines.
- Alignment of the Western Distributor to the east and location of building support columns
- Alignment of the King Street Overpass over Wheat Road and surrounds
- Connection of the through site link from the hotel western edge to a stair safely connecting pedestrians with Darling Harbour
- Maximising the number of bus parking bays with provision of a minimum 7 tourist bus parking bays to service the adjacent Aquarium and charter boat businesses
- Swept paths and sight lines for vehicles entering Wheat Road from the Western Distributor at the northern end of Wheat Road (refer attached SK01 part plan showing current condition)
- Pedestrian safety accessing bus parking positions and connecting to the through site link

Below is a summary of the options developed and attached to this correspondence. We note that a package including these options were first issued to SHFA on 31 July 2013.

Option 1

This option provides for the following:

- A relocated through site link stair to the eastern side of Wheat Road with a raised pedestrian crossing connecting the through site link to Darling Harbour
- 6 bus positions all with forward manoeuvres only required to enter and exit the bus park

This option impacts areas of the Pier 26 lease area located in the public domain zone that cannot be occupied by the tenant.

This was SHFA's preferred option and accordingly was further developed and constructed to create 7 bus parks.

Option 2

This option provides for the following:

- A relocated through site link stair to the eastern side of Wheat Road with a raised pedestrian crossing connecting to Darling Harbour
- 4 bus parks on the west and 4 bus parks on the east of Wheat Road all with forward manoeuvres only required to enter and exit the bus park.

As with option 1, this option impacts areas of the Pier 26 lease area located in the public domain zone that cannot be occupied by the tenant.

The buses on the eastern side of Wheat Road require passengers to enter and exit the bus on the Wheat Road through lane impacting pedestrian safety. For this reason this option was not preferred by SHFA.



Option 3

This option provides for the following:

- Retained original alignment of Wheat Road to accommodate existing through site link stair on the western side of Wheat Road connected to a bridge link from the hotel's through site link. Note that the stair position is governed by the King Street overpass and limits the ability to move Wheat Road further West, hence flexibility of bus parking arrangement.
- Two bus parks on the west (south zone) of Wheat Road both with forward manoeuvres only required to enter and exit the bus park.
- Up to seven bus parks on the west (north zone) of Wheat Road all with reverse to exit manoeuvres.

This option does not place any part of the Pier 26 lease area on the roadway or bus parking area.

Option 3 was not progressed due to the safety concerns around bus reverse manoeuvres raised by SHFA.

As noted above, option 1 was SHFA's preferred option. Accordingly it was further developed to optimise the public domain outcome for the area and address all of the constraints identified above. As part of the redevelopment public domain works undertaken by GL, in 2015 in consultation with SHFA, the design was enhanced to include 12 car parks, concrete hardstand to accommodate skips during event days, and significant landscaping. Refer attached plan of the as-built condition as previously provided with our submission.

As stated above, while option 3 provided the opportunity to achieve adequate bus parking without locating roadways over Pier 26 lease area, the option was not supported by SHFA due to safety concerns around bus movements.

We would be pleased to have the opportunity to meet with you to discuss this response and what additional information might be required, if any, to enable the Department to finalise their assessment of the application.

Sincerely

Jennifer Watt

For GL InvestmentCo

**EXIT
SPEED
30km/h**

DEMOLISH EXISTING KERB AND ROAD
PAVEMENT AND RECONSTRUCT WITH
PAVERS TO MATCH EXISTING.

CONSTRUCT NEW KERB AND GUTTER.
PROFILE TO MATCH KERB AT BACK
OF EXISTING PARKING BAYS

RELAY EXISTING PAVERS AS REQUIRED
TO PROVIDE UNIFORM FALL TO MATCH
NEW TOP OF KERB LEVELS

TRANSITION KERB HEIGHT
OVER 5m TO MATCH EXISTING

OFFSET 300 MM.
FROM COLUMN FACE

OPEN EXISTING PIT AND CONSTRUCT KERB
LET STRUCTURE TO SUIT NEW KERB
IGNMENT. ADJUST TOP OF PIT TO SUIT NEW
BIAN LEVELS AND PROVIDE SOLID COVER

CONVERT EXISTING PIT TO JUNCTION PIT.
COVER TO SUIT NEW PAVEMENT LEVEL.

CONSTRUCT NEW KERB INLET PIT
OVER EXISTING STORMWATER LINE.

PIT TO BE CONVERTED TO JUNCTION PIT.
COVER TO SUIT NEW PAVEMENT LEVEL.

**KANG STREET CONNECTION
(OVERPASS)**

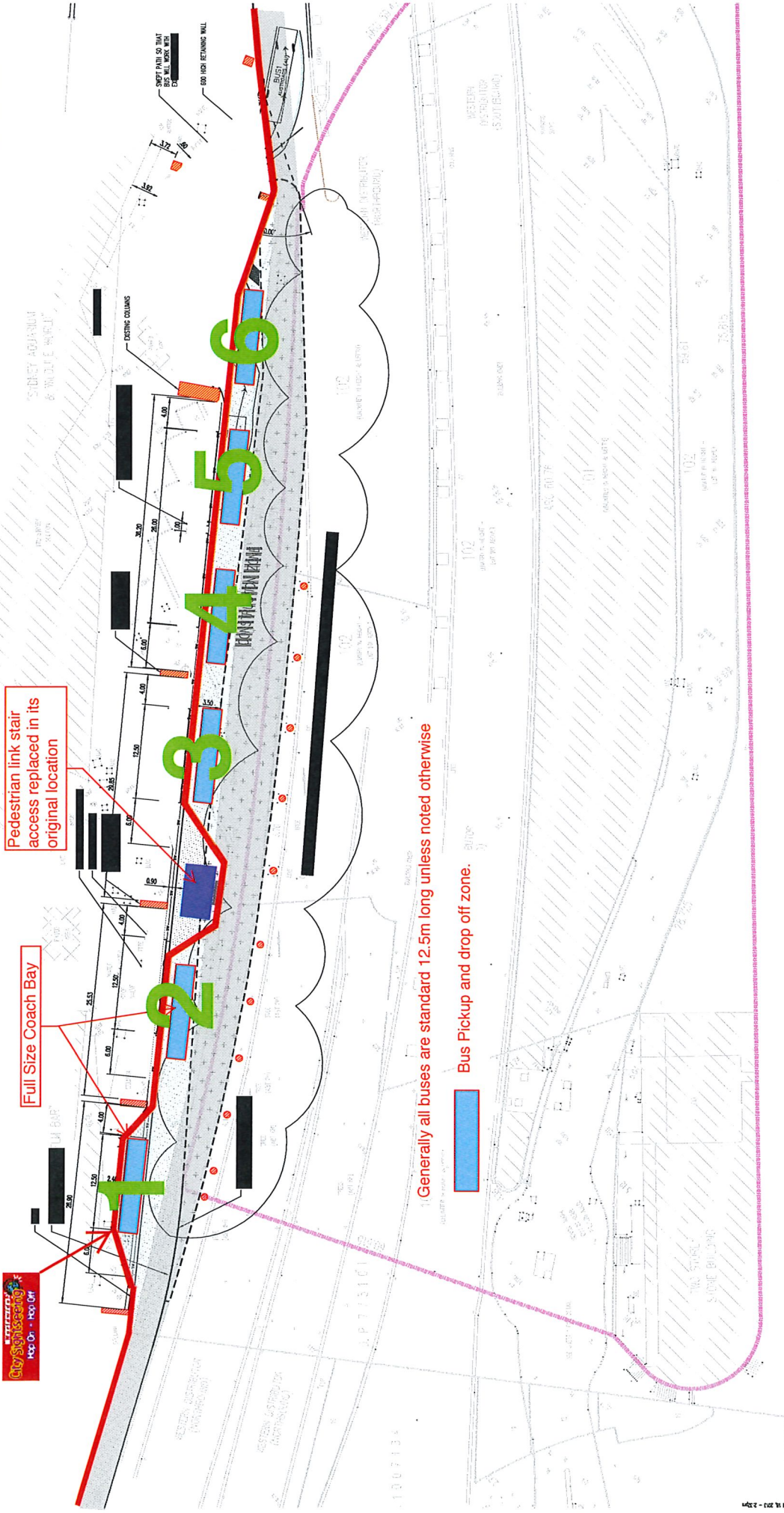
SK01

EXISTING AS BUILT CONDITION AT
INTERSECTION OF WHEAT ROAD + WD.

1) J
ROADS
D)

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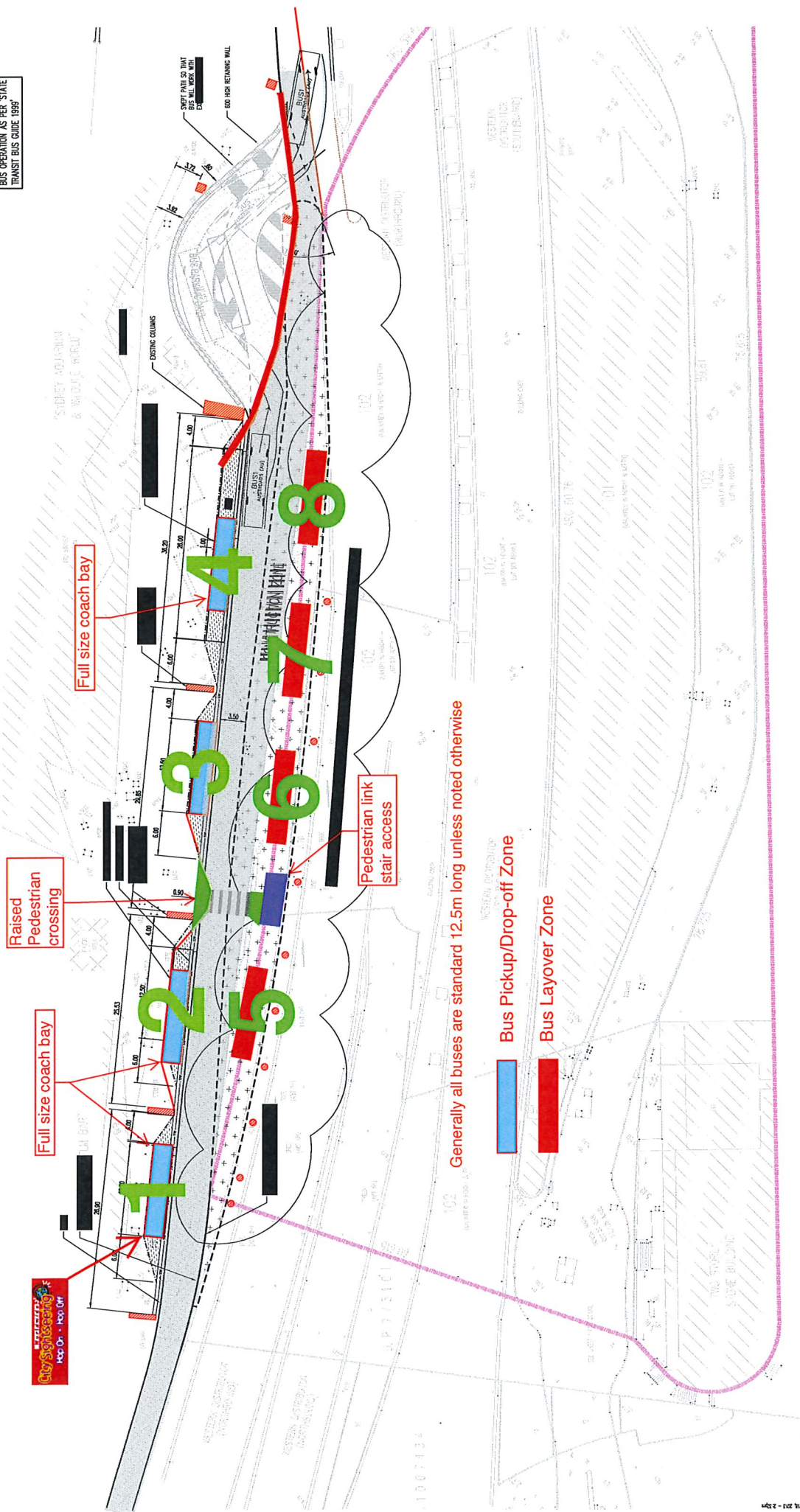
BUS OPERATION AS PER 'STATE TRANSIT BUS GUIDE 1999'



WHEAT ROAD FINAL LAYOUT OPTION 1

Project		Draw Subject		Revised At		Drawn At		Authorised	
161 SUSSEX STREET REDEVELOPMENT		TEMPORARY BUS PARKING SPOTS DURING CONSTRUCTION		11/2016		11/2016		11/2016	
TaylorThomsonWhitting				11/2016		11/2016		11/2016	
Consulting Engineers				11/2016		11/2016		11/2016	
11/2016				11/2016		11/2016		11/2016	
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11/2016				11/2016		11/2016		11/2016	
11/2016									

**BUS OPERATION AS PER 'STATE
TRANSIT BUS GUIDE 1999'**



WHEAT ROAD FINAL LAYOUT OPTION 2

[illegible]

Project	Client's Address	State - A1	County	Authorized
161 SUSSEX STREET REDEVELOPMENT	TEMPORARY BUS PARKING SPOTS DURING CONSTRUCTION	1250	AS	
TaylorThomsonWhitting		Job No	Drawing No	Revision
Whitting Engineering 161 Sussex Street, Suite 200 Portland, ME 04101 Tel: 403-233-7288 Fax: 403-233-3146 www.taylorthomson.com		111216	TWC-13	P1
		Print Date: 04-18-2018 11:23am		

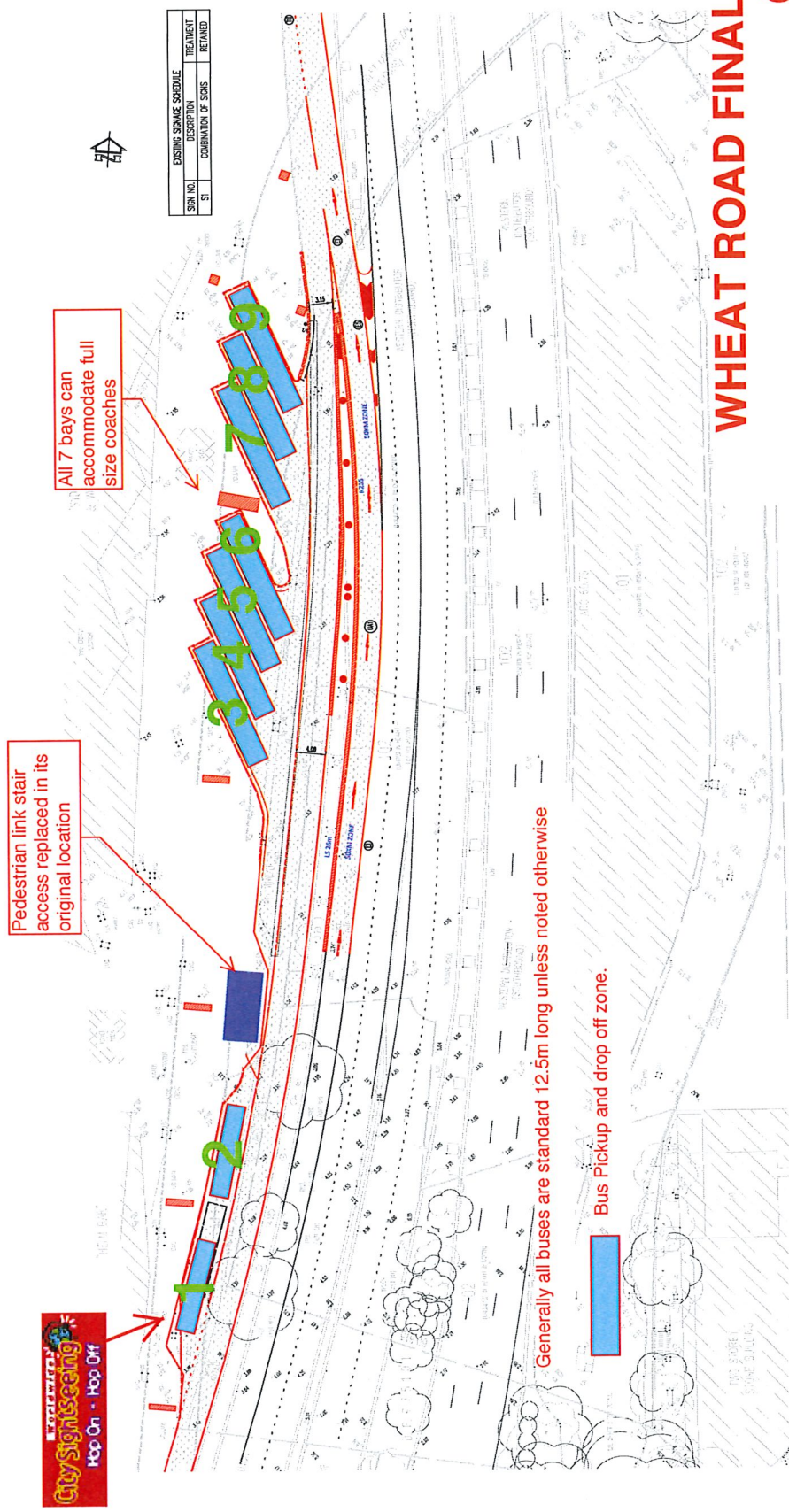
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3	REVISED TO REFLECT COMMENTS	13/11/18	...	...	...
4	REVISED TO REFLECT COMMENTS	14/11/18	...	...	...
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GL INVESTMENT CO. PTY. LTD
 ATF GL No.1 TRUST

WHEAT ROAD FINAL LAYOUT OPTION 3

Project Number: 111518
 Client: GL
 Project Location: 161 SUSSEX STREET
 Project Manager: ...
 Project Engineer: ...
 Project Designer: ...
 Project Checker: ...
 Project Approver: ...

RMS-TTWC11
 10m
 5m
 0



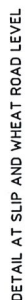
All 7 bays can accommodate full size coaches

Pedestrian link stair access replaced in its original location

Generally all buses are standard 12.5m long unless noted otherwise

Bus Pickup and drop off zone.

EXISTING SPACE SCHEDULE	TREATMENT
SPIN NO.	COMBINATION OF SPINS
ST	REMOVED



WHEAT ROAD FINAL LAYOUT OPTION 3

THE POSITION OF THE KIEB BARRIERS AS SHOWN ON PLAN INDICATE THE ACTUAL CORRESPONDANCE WITH THE RECORDS TO THE PATENT SURFACE SURVEY. THE LOCATION OF THE BARRIERS IN RELATION TO THE SURFACE SURVEY IS GIVEN IN TABLE I.

COLUMNS SUPPORTING STRUCTURE ARE PART OF LOT 191

COASTLINE OF LOT 191

THE PURPOSE OF THIS SURVEY WAS TO OBTAIN TOPOGRAPHICAL DETAIL AS REPRESENTED ON THIS PLAN

BOUNDARIES HAVE NOT BEEN DEFINED OR MARKED

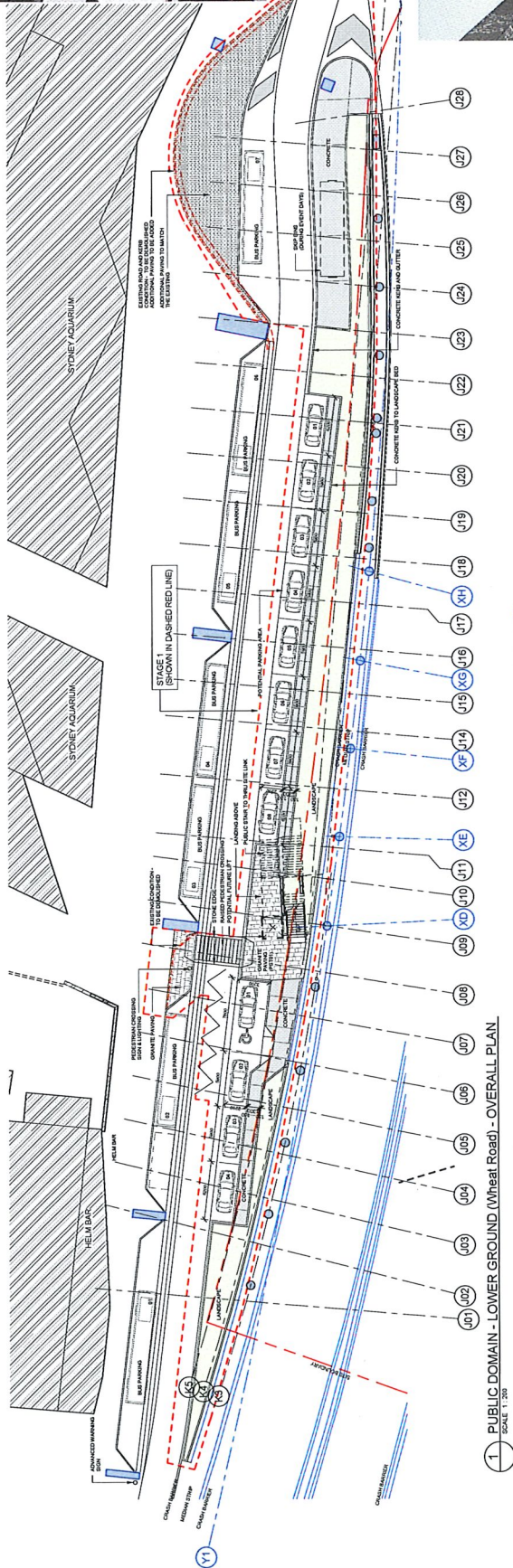
BEARINGS, DIMENSIONS & AREAS HAVE BEEN COMPILED FROM PUBLIC RECORDS AND ARE SUBJECT TO SURVEY

LEVELS SHOWN HEREIN ARE RELATED TO AUSTRALIAN HEIGHT DATUM (AHD.)

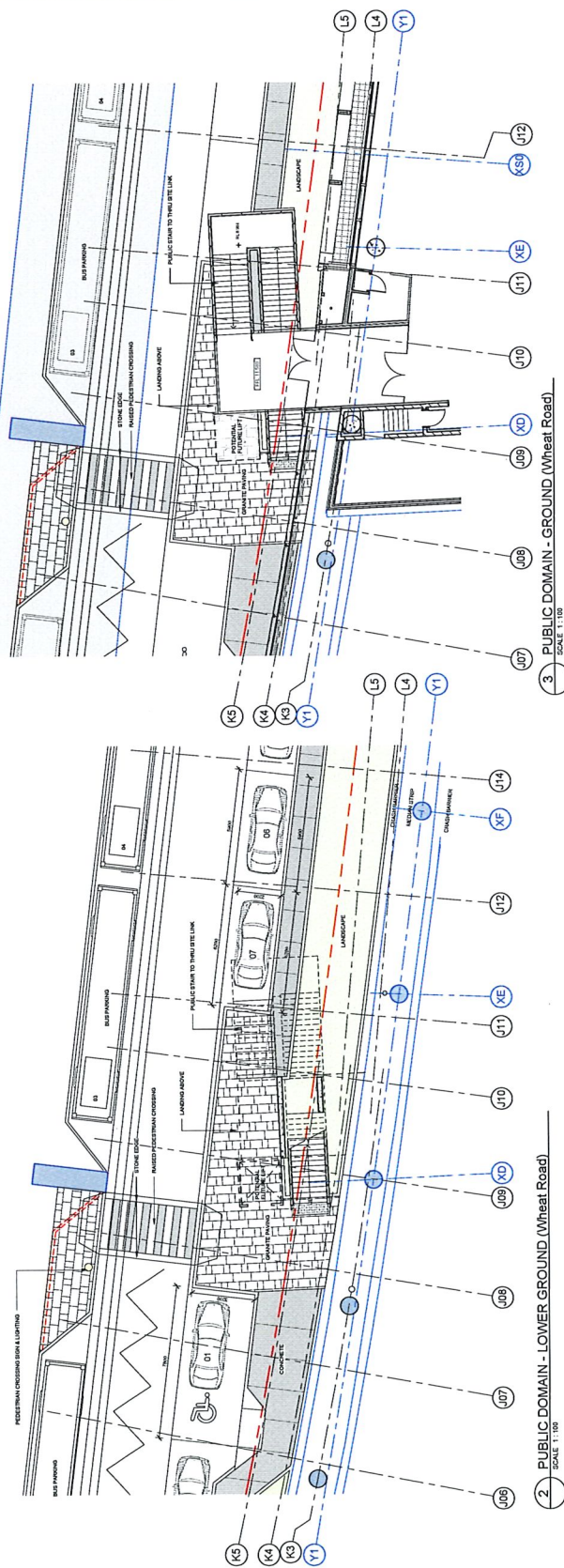
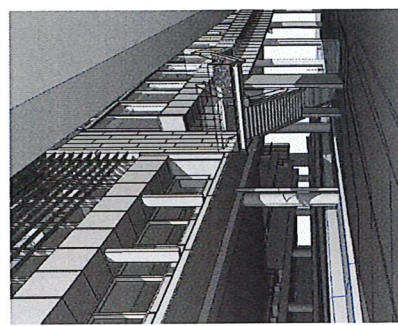
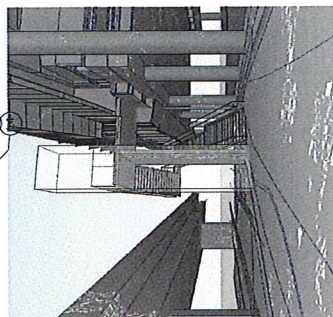
- LEGEND:**
- | | |
|--------|-----------------------------|
| GR | GRATE |
| SAC | SEWER ACCESS CHAMBER |
| SDC | SEWER INSPECTION COVER |
| SV | STOP VALVE |
| TK | TOP OF KERB |
| TRI(H) | TREE & HIGH |
| UAC | UNIDENTIFIED ACCESS CHAMBER |
| US | SLAB SOFFIT |

A) SUB-STATION PREMISES No. 6989 AND RIGHT OF WAY AND EASEMENT FOR ELECTRICITY PURPOSES.

AMENDMENTS:		DRAWN:	T.F.	CLIENT:	M & J INVESTMENTS C/- COX ARCHITECTURE		TITLE	PLAN OF THE LAND COMPRISED IN CERTIFICATE OF TITLE 191/1009697 AT S'DONEY IN THE LGA OF S'DONEY					DUNLOP THORPE & CO., LTD. SURVEYORS ABIN 74 003 912 150 417 KENT STREET SYDNEY 2000 PHONE 0283 6077 FAX 0283 6033 EMAIL enquiry@dunlopthorpe.com.au www.dunlopthorpe.com.au				
13.12 ADDITIONAL SURVEY INFORMATION ADDED		SURVEYED:	J.G.	COPYRIGHT © 2011 DUNLOP THORPE & COMPANY PTY. LTD. NO PART OF THIS SURVEY MAY BE REPRODUCED, STORED IN A RETRIEVAL SYSTEM OR TRANSMITTED IN ANY FORM, WITHOUT THE WRITTEN PERMISSION OF THE COPYRIGHT OWNER EXCEPT AS PERMITTED BY THE TERMS OF THE LICENCE OF USE. THIS SURVEY, CERTIFICATE OF TITLE AND THE INFORMATION CONTAINED THEREIN, IS THE PROPERTY OF DUNLOP THORPE & COMPANY PTY. LTD. AND IS NOT TO BE REPRODUCED, COPIED, ALTERED OR ADDED TO THE ORIGINAL SURVEY.				REDUCTION RATIO 1:4.00 AT 1:1	SIZE A1	DATE 07.09.2011	SHEET 2 OF 2 SHEETS SHEET NO. 174/88/2	REFERENCE NO. 174/88/2					



1 PUBLIC DOMAIN - LOWER GROUND (Wheat Road) - OVERALL PLAN
SCALE 1:200



2 PUBLIC DOMAIN - LOWER GROUND (Wheat Road)

