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To Whom It May Concern

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To Whom It May Concern

**One Carrington Street / Wynyard Place:
Section 96: Pedestrian Performance**

This letter considers the pedestrian performance of the proposed One Carrington Street (aka Wynyard Place) development, and specifically the performance of the Transit Concourse given the proposed Section 96 submission for the development. For a description of the proposed development and the aspects covered by the Section 96, the reader is referred to the project documentation.

Wynyard Precinct wide pedestrian simulation models of earlier designs have been reviewed and compared against the Section 96 documentation. The previous model geometry, demand and assumptions are all outlined in '002 0 DA2 Pedestrian Planning Report, Issue 2, 30th April 2014'. The aggregate circulation widths, vertical transport placement and capacities and spatial layout of elements that impact pedestrian movement (contained within the Section 96 documentation) at the Transit Level are all similar or better to that previously modelled and as such the estimated performance is estimated to be similar or better than previously documented.

Therefore, the pedestrian performance of Section 96 designs for the proposed Transit Concourse design meets a Fruin Walkway Level of Service of C or better during the peak 15 minutes of the day for any future year demand scenario. Significantly higher demands of the transit concourse have been tested than can actually be realised by the existing train station infrastructure and hence the pedestrian performance, both for normal movement and emergency egress is estimate to be at or better than TfNSW guidelines.

Yours sincerely



Paul Stanley
Associate Principal

cc Michael Rowe, JBA Urban Planning

