



16th December 2013

NSW Government
NSW Department of Planning and Infrastructure
23-33 Bridge St
Sydney NSW 2000

Att: The CBD and South East Light Rail Team

Dear Sir or Madam

Re: AMP and AMP Capital's Submission to CBD and South East Light Rail (CSELR) Project

Introduction

Both AMP and AMP Capital support the introduction of the CSELR and appreciate Government's desire through the Department for Planning and Infrastructure (DPI) for ongoing dialogue and consultation with the affected landowners throughout the design and construction of the CSLER.

As an owner and manager of significant commercial and retail assets including:

- | | | |
|--|---|---|
| ▪ 33 Alfred Street, Sydney | ▪ Angel Place, 123 Pitt Street, Sydney | ▪ 50 Bridge Street, Sydney |
| ▪ The NAB Building, 255 George Street, Sydney (co-owned with Brookfield) | ▪ 200 George Street, Sydney currently under construction (also known as 190 George Street & co-owned with Mirvac) | ▪ The Royal Randwick Shopping Centre, Belmore Road, Randwick. |

AMP Capital welcomes the opportunity to offer our perspectives upon the impacts the CSELR will have upon these properties during both the design and construction, as well as the operational phases of the project, as follows:

1. The NAB Building, 255 George Street Sydney

Design and Construction Phase

The presentation of the proposed Light Rail Stop (LRS) and the affect it has on the overall appearance of NAB House is of critical importance to AMP Capital.

AMP Capital seeks clarification on the following matters:

- a) The capacity, size and format of the proposed Light Rail Stop (LRS) in order for AMP Capital to estimate what changes may be necessary to safely accommodate future pedestrian movements in the building forecourt area, including the George Street awning;
- b) The potential to explore the possibility of interconnectivity from the proposed LRS at the NAB building with Wynyard;
- c) The extent of encroachment (if any) of the LRS on NAB building curtilage, including how the easement/right of way arrangement with 259 George Street, Sydney City Council and Sydney Electricity, will be addressed; and
- d) If there are to be any proposed modifications/alterations or replacement of the existing George Street awning and street frontage at the NAB building to accommodate the LRS.

<i>Recommendation 1.1:</i>	<i>That the DPI provide AMP Capital with further information to assess and quantify the impacts of the proposed LRS on the curtilage of the NAB building.</i>
<i>Recommendation 1.2:</i>	<i>That AMP Capital and Government work together to address and resolve the issues identified for the NAB building.</i>

Operational phase

Whilst the proposed Light Rail is unlikely to affect the NAB building car park and loading dock access at the rear of the building (Lang Street), the EIS does not clarify how Jamison Street will be treated. If the existing operational arrangements of Jamison, Grosvenor and Lang Streets are modified in any way, then heavy vehicle access to the forecourt for deliveries, essential services or future forecourt development activities/opportunities, may be restricted with subsequent detrimental consequences for this building.

We also note that Level 16 of the NAB building houses a Sydney Energy Substation which can only be accessed from the building's forecourt area facing George Street. Given that the forecourt area is required to crane/lift large items of plant and equipment into the building, AMP Capital requires a comprehensive understanding of the proposed road closures to ensure access to the forecourt is available at all times.

<i>Recommendation 1.3:</i>	<i>AMP Capital requires further information from the DPI regarding access, road closures and encroachment in order to make a genuine assessment of the potential long-term positive and negative impacts of the LRS at the NAB building.</i>
<i>Recommendation 1.4:</i>	<i>That once the impacts are quantified, Government and AMP Capital will consult and negotiate in good faith to ensure that the long-term operation and functionality of the NAB building, and its curtilage, is preserved or appropriately altered to ensure the safety of its users.</i>

2. 200 George Street, Sydney (also known as 190 George Street)

Design and Construction Phase:

AMP Capital acknowledges that the EIS has identified the potential for the CSELR to disrupt access to the site whilst 200 George Street is under construction. Notwithstanding this, the EIS does not sufficiently anticipate the extent of that disruption and we are unable to estimate the impact this may have upon the programmed completion of the building, which is currently under construction.

A construction zone on George Street has been approved until 2015 for the construction of 200 George Street. AMP Capital recommend that this construction zone be extended until mid-2016, the forecasted construction completion of 200 George Street.

<i>Recommendation 2.1:</i>	<i>That the DPI provides AMP Capital further information to assess and quantify the impacts of the proposed LRS during construction upon 200 George Street.</i>
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Operational Phase

AMP Capital has also identified potential for long-term impacts of the CSELR to the car parking and loading dock facilities for the completed building, which have been designed to be accessed via Underwood Street. Given that Alfred Street (between George Street and Pitt Street) is proposed to be a pedestrian/rail zone only, this will cause difficulty in accessing Pitt Street/Underwood Street from George Street, a problem likely to be experienced by other building owners in the immediate vicinity of this building.

In these circumstances and unless the proposed treatment on Alfred Street is altered, vehicular access to 200 George Street (and neighbouring properties) can only be achieved if two way movements of vehicular traffic is allowed along Pitt Street, north of Bridge Street.

Recommendation 2.2: Once the impacts are quantified, Government and the owners of 200 George Street will consult and negotiate in good faith to ensure that the long-term vehicular access to this building is maintained through changes to the EIS proposed traffic management methodologies in Pitt Street.

3. 7 Macquarie Place, 33 Alfred Street, 50 Bridge Street, Young and Loftus Street

General Comments

AMP Capital's review of the EIS for the broad Circular Quay precinct of Sydney takes into account, and builds upon, the comments that AMP Capital made in its submission to the Sydney City Centre Access Strategy in November 2013 (attached).

AMP Capital's review of the EIS identifies the potential for increased vehicular traffic flow along Loftus Street (between Bridge Street and Reiby Place) as well as between Reiby Place and Pitt Street. The potential for increased traffic flow must also be considered with respect to pedestrian movements throughout the area, which are anticipated to be intensified as a result of changes in public transport (both Bus and Light Rail) at the Circular Quay end of the City, as well as the redevelopment aspirations that AMP Capital hold for that part of the City.

The CSELR at Circular Quay is supported with the following recommendations:

- | | |
|---------------------|---|
| Recommendation 3.1 | Reiby place is a narrow one way Lane that can only be accessed via Loftus Street and should not be allowed to take heavy traffic, other than local service vehicles; |
| Recommendation 3.2: | That there are no changes to loop trams up Loftus Street; and |
| Recommendation 3.3 | That Alfred Street be designed as a shared path for pedestrians and cyclists. |
| Recommendation 3.4: | Queuing at the Circular Quay LRS requires careful consideration and minimisation avoiding repetition of similar issues as presently experienced with the buses in the area. |

Alfred, Bridge, Young and Loftus Streets

AMP Capital has been in detailed discussion with the Central Sydney Planning Committee, the City of Sydney as well as Transport for NSW to plan for the redevelopment of 33 Alfred Street and 50 Bridge Street, 5-7 and 9-13 Young Street as well as 2-10 and 12-14 Loftus Street, Sydney, into a lifestyle and employment precinct collectively known as Quay Quarter Sydney.

Quay Quarter Sydney will introduce additional commercial and residential population to the precinct. With extensive retail, lifestyle experiences and restaurants planned to be operating throughout the day and evening, AMP Capital appreciates that the CSELR will support access for people into this growing precinct.

AMP Capital's Quay Quarter Sydney development aims to introduce important new pedestrian access and circulation routes in Young Street to support a revitalised Circular Quay. This includes an activated retail and entertainment strip on Young Street, with new pedestrian cross links located between Loftus Lane and Customs House Lane. Figure 1 - Quay Quarter Sydney Street Characters, depicts the extent of the site and the desired pedestrian links.

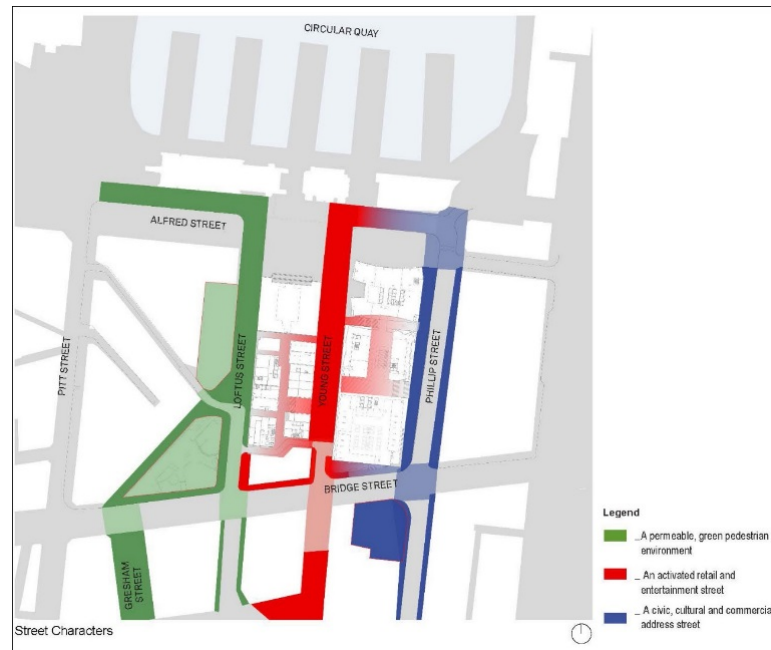


Figure 1: Quay Quarter Sydney Street Characters

AMP Capital's primary concern is to ensure that the combined public transport task at Circular Quay is coordinated to ensure that the pedestrian links desired by our key stakeholders are achieved. This can be made possible by looking at ways to maximise the effectiveness of the bus system, whilst at the same time minimising its impact on the amenity for people and pedestrians in the precinct. To do this, AMP Capital is currently exploring opportunities to identify alternate bus layover locations as a result of the Quay Quarter Sydney redevelopment with both the City of Sydney and Transport for NSW, as shown in Figure 2 – Proposed Arrangement for Buses in the Circular Quay Precinct.

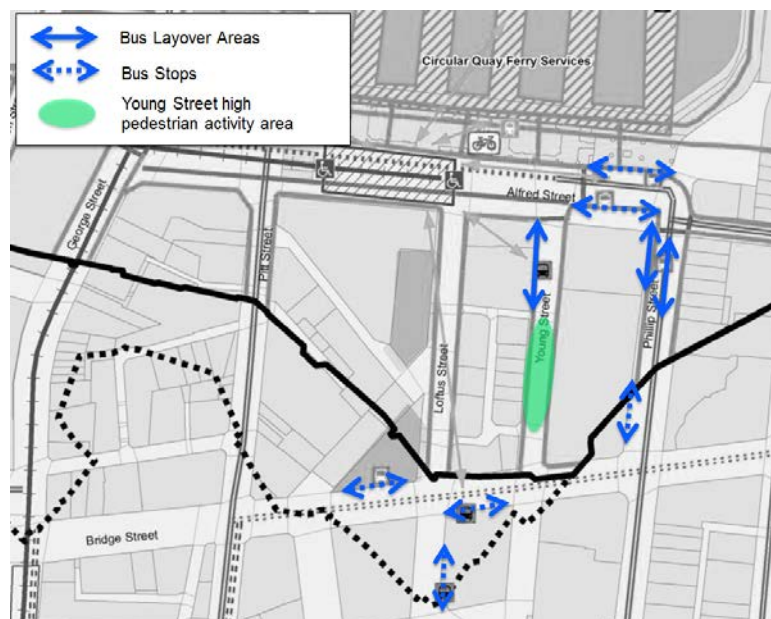


Figure 2 – Proposed Arrangement for Buses in the Circular Quay Precinct¹.

¹ Based on Figure 7-1: Circular Quay Precinct Access Plan prepared by Booz & Company and AECOM for the TINSW EIS.

In order to achieve this vision, we would propose that buses would continue to operate both ways (north/south) along Young Street but at the same time exclude buses from utilising the bus stops and layovers (a total of 3-4 spaces) from the southern section of Young Street. This proposal is justified given that this section of Young Street is anticipated to be classified as a high pedestrian activity area, with kerb extensions and altered pavement surfacing to be introduced to reduce vehicle speeds, having the effect of enhancing pedestrian safety, amenity and east-west connectivity along this 80 metre section of road.

It is AMP Capital's understanding that the EIS for the CBD and South East Light Rail project notes that new bus stops (replacing existing bus layover bays) will be provided at the northern end of Young Street. We note that the existing bus stops on the Bridge Street and Alfred Street loop are already well located for interchange between bus and light rail.

In these circumstances, there appears to be little benefit in providing additional bus stops on Young Street. Given that there are bus stops currently located on both sides of Alfred Street which has been designed as the key bus interchange in Circular Quay, replacement of the bus layover space at the northern end of Young Street with bus stops will only increase the requirement to source additional locations for bus layovers elsewhere within the Circular Quay precinct.

Recommendation 3.5: Remove the proposed bus stops adjacent to Customs House on Young Street. This zone should continue to be used for the existing bus layover spaces and existing bus stops on Bridge Street and Phillip Street should continue to be utilised.

4. Angel Place, 123 Pitt Street, Sydney

Operational Phase

AMP Capital's review of the EIS identifies two main concerns arising from the operation of the CSELR in the vicinity of the intersection between George Street and Angel Place.

Firstly, AMP Capital would encourage the DPI to consider the relocation of LRS closer to intersection of Angel Place with George Street in preference to the George Street intersection with Palings Lane. We believe this may encourage the intersection to better interchange with pedestrian flow in an east-west direction along Martin Place and through Angel Place and allow cueing from Wynyard tunnels away from their intersection with George Street.

Secondly, AMP Capital would like to ensure that the exiting vehicular access arrangements for the building located at 123 Pitt Street and the surrounding laneways are preserved.

Recommendation 4.1: Locate the Wynyard LRS close to Angel Place; and
Recommendation 4.2: That the existing vehicular access arrangements for the 123 Pitt Street building and the nearby laneways which service that building are preserved.

5. Royal Randwick Shopping Centre, Belmore Road Randwick

The CSELR proposes two rail alignments within Randwick, one which follows Anzac Parade and one which follows Alison Road, High Street and Avoca Street. In its current design, the proposed CSELR does not adjoin the boundaries of the shopping centre however, it will have an impact on traffic, pedestrian and vehicular access, and the general operation of the centre, during both construction and operational stages of this initiative.

Design and Construction Phase

- We anticipate amenity impacts resulting from noise, dust and general disturbance as a result of the works, particularly for centre tenants that trade externally to Belmore Road. There are a number of cafes and food outlets that may be particularly impacted.

- Disruption to local road networks, particularly as works at the High Cross Park area (Avoca Street, High Street, Belmore Road intersection) are carried out, may turn Royal Randwick customers away and impact the many small and large retailers located in the centre.

Operational Phase

- The operational impacts on the centre may be minimised through the introduction of improved crossing facilities for cyclists and pedestrians at High Cross Park and maintenance of existing bus operations to the centre.
- The car park access from Avoca street is left turn only, and future consideration may be required to convert this to left and right turn access if traffic flow from the south is made more difficult.

<i>Recommendation 5.1:</i>	<i>That the DPI puts construction noise and waste management methodologies into place that minimise the impact and disturbance to the shopping centre retailers and customers as well as establishing processes that give affected parties the opportunity to have impacts promptly addressed.</i>
<i>Recommendation 5.2:</i>	<i>Introduce a LRS at High Cross Park to improve the convenience and safety of pedestrian access to the centre.</i>
<i>Recommendation 5.3:</i>	<i>If it is established that the long-term vehicular access and egress to and from the Centre to Avoca Street is compromised as a result of increased traffic flows from the South, then Government and AMP Capital will negotiate in good faith to ensure access and egress to the Centre is at a commensurate level to that which the centre experienced prior to the introduction of the CSELR and associated changes local changes.</i>

6. Extension of CSELR to CBD North

AMP Capital appreciates that the introduction of Light Rail from the South East to the CBD is a substantial start to creating a large network of Light Rail services for the City. With this in mind, AMP Capital encourages Government to consider a future expansion of the network to the emerging new parts of the CBD, north of Alfred Street.

This would allow Government to reconsider the termination of CSELR at Circular Quay and place a LRS to the north of the intersection of George and Alfred Streets. In the longer term, this would encourage an even greater 'pedestrianisation' of Circular Quay.

<i>Recommendation 6.1:</i> <i>Consider a future expansion of the network to the north of Alfred Street.</i>

7. CSLER Overhead Wiring

AMP Capital notes that Government intends to limit overhead wiring to power the CSELR throughout the pedestrianised area of the CBD tram route, except for overhead wiring at the LRSs where recharging can occur. We would encourage Government to extend that concept for the CSELR throughout the CBD.

<i>Recommendation 7.1:</i> <i>Remove overhead wiring for the CSELR throughout the CBD to improve city aesthetics.</i>

Conclusion

With a large property interest in the City and neighbouring communities, AMP Capital commends Government and Transport for NSW for taking this bold step to improve the public transport infrastructure for the CBD. We wish to remain connected with Government, Transport for NSW and key stakeholders to ensure the implementation of the project is a success.

We look forward to working with the Department of Transport for NSW on the issues and recommendations outlined in this submission. Please contact Mr Lino Caccavo on 02 9257 1364 or by email (lino.caccavo@ampcapital.com) if you would like to discuss any of the above.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'Louise', followed by a long horizontal flourish.

Louise Mason
Managing Director
AMP Capital
Office and Industrial

Attach: AMP Capital's Sydney Centre Access Strategy Submission 25th October 2013.

CC: Transport for NSW, Buses Division, GPO Box K659, Haymarket NSW 1240

25th October 2013

Sydney City Access Strategy
Transport for NSW
GPO Box K659
Haymarket NSW 1240

Dear Sir or Madam,

Re: Submission by AMP Capital on the Sydney City Centre Access Strategy

1. Introduction

As a long term owner and manager of real estate in the City of Sydney, AMP Capital is pleased to provide feedback on the draft Sydney City Centre Access Strategy (SCCAS) to Transport for NSW (TfNSW)

AMP Capital's portfolio covers c. 420,000 m² of commercial office floor space in Sydney's CBD including iconic commercial buildings such as Angel Place (Pitt Street), 50 Bridge Street, Australia's first commercial high rise building - Sydney Cove at 33 Alfred Street, Darling Park (Towers 1 and 2) and the National Australia Bank House on George Street,

AMP Capital supports the objectives of SCCAS in order to ensure safe, effective and efficient pedestrian, cyclist, service vehicle and public transport movement into, within and across the City.

AMP Capital appreciates that the implementation of the broad strategy across the City will require both significant and detailed coordination with Government Departments and Agencies, the City of Sydney and many landowners. We are both keen and committed to working with the key stakeholders across all our impacted assets to ensure the implementation of SCCAS is a jointly shared success.

Currently, AMP Capital is at an advanced stage of planning for two unique re-development projects that together hold the potential to contribute to the revitalisation of Circular Quay (refer Figure 1):

- The Young Street Precinct redevelopment (also known as the AMP Precinct) will transform the precinct into a 24/7 living, workplace and lifestyle showpiece, and
- 71 Macquarie Street, Sydney will see the conversion of the last commercial building on East Circular Quay to world class residences

Through six key recommendations this submission outlines the measures that AMP Capital believes are necessary to improve the amenity and experience of Circular Quay in general, and the Young St Precinct specifically. AMP Capital remains committed to working with Government and all its Departments and agencies to see these recommendations adopted.



Figure 1 – Map of AMP Capital's Circular Quay Precinct Redevelopment initiatives

2. Background

AMP Capital's Circular Quay precinct redevelopment proposals are structured around the principles of improving the pedestrian environment, as well as supporting the increased use of cycling as a means of transport, and enhanced access to public transport throughout the wider precinct by better integrating transport and land use. In our view, the approach we have taken with our proposals for the precinct will help deliver SCCAS's desired outcomes in Sydney's iconic Circular Quay.

Information on AMP Capital's proposals are outlined below, as well as our recommendations for inclusion in the finalised Sydney City Centre Access Strategy.

2.1 The Young Street Precinct

AMP Capital's \$1 billion integrated business, residential and lifestyle precinct is generally bounded by Bridge, Phillip, Loftus and Alfred Streets and contains two significant office towers and important heritage elements such as Customs House and Hinchcliff House, and the recognised laneway network around Loftus Lane. All of these elements will be united through a holistic precinct masterplan for the development (refer Figure 2).

In preparing its concept, AMP Capital consulted closely with local stakeholders, the City of Sydney, SHFA as well as various NSW Government Departments and Agencies. The precinct has been planned to include the principal objectives of the City of Sydney's Sydney 2030 Vision as well as the Sydney Harbour Foreshore Authority's (SHFA) draft Circular Quay Strategic Framework, which will:

- Increase the social vitality of Circular Quay through encouraging a mix of uses comprising high quality lifestyle, retail and visitor activities; lively laneways with a range of bars, cafes and restaurants, boutique retail and quality apartments to contribute to the precinct's vibrant daytime and night-time economies;
- Create new active streets and laneways focused on Young Street, supported by simplification and reduction of vehicle access points into buildings and a reduction in overall car parking numbers in the precinct (to meet SCCAS's objective of "efficient access for commercial and service vehicles");
- Recognising the precinct's important role for tourists and visitors given its critical location within the City of Sydney's "Arts Ribbon".
- Lead to the improvement of precinct-wide pedestrian movements by opening up the historic Loftus and Customs House laneways as well as through the introduction of new east-west laneway connections between Loftus and Young Streets;
- Allow sections of Loftus Street to be pedestrianised, embracing the opportunities created by the rationalisation of city centre bus networks and the reintroduction of light rail to the Quay;
- Through the expansion of the 50 Bridge St tower, boost Sydney's local economy by attracting capital investment to address the shortage of premium office space in the precinct as well as create construction and long term jobs.
- Support TfNSW's plans for reorganised bus services in Circular Quay including bus stops and layover in Phillip and Young Streets, and a bus interchange in Alfred Street; as well as
- Support SCCAS's bicycle improvements, including the creation of a tenant Bike Hub in 50 Bridge Street;

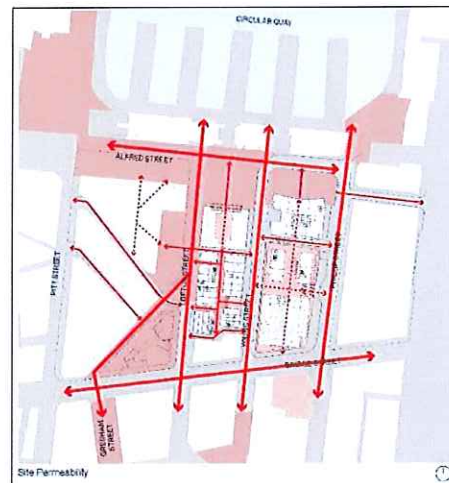


Figure 2 - Image and spatial arrangements of the proposed Young St Precinct

AMP Capital's vision for the key precinct streets is shown in Figure 3, with street functions being consistent with SCCAS's objectives, while reflecting their complementary functions relative to adjacent streets.

Further information can be found at <http://www.ampcapital.com.au/youngstprecinct/>.

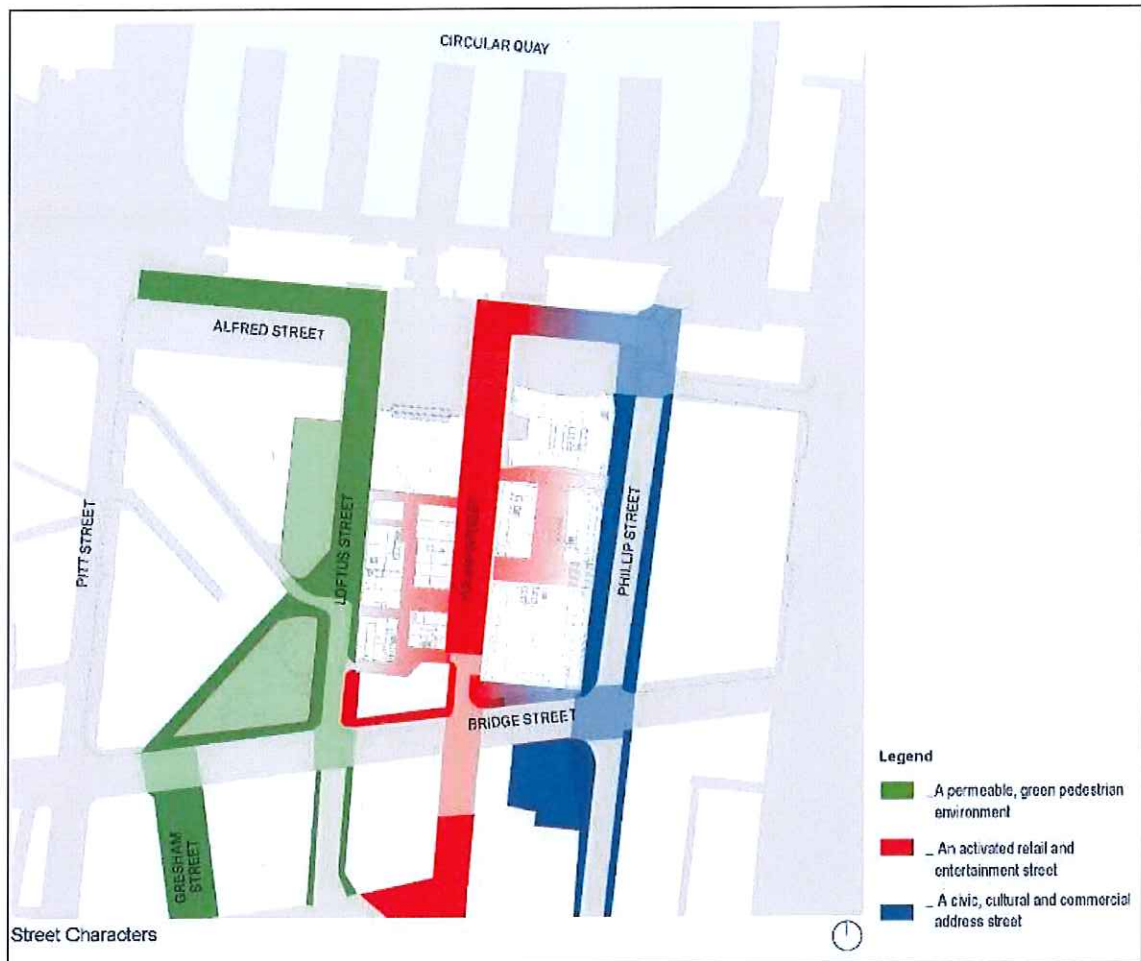


Figure 3 – Street characters

2.2 71 Macquarie Street, Sydney

The redevelopment of the 71 Macquarie Street 1960's office building will:

- Complete the redevelopment of East Circular Quay, one of Sydney's most significant locations by replacing the existing 1960's commercial building to an elegant serviced residential building enabling the completion of the East Circular Quay colonnade;
- Create a new pedestrian link connecting two of Sydney's most important areas of public domain, being Circular Quay and the Royal Botanic Gardens;
- Enhance the quality of the public domain through retail activation and public domain improvements; and
- Reduce vehicular traffic in and around the zone.

3. AMP Capital's recommendations to TfNSW

The future success of Circular Quay will require public and private transport to function with the public and private spaces and usages in a seamless way. We understand that continued operation of buses in the precinct is essential to underpin the areas' broader public transport task. Accordingly, AMP Capital is encouraged by TfNSW's focus on delivering improvements in efficiency and effectiveness for bus, train and ferry commuters, as well for pedestrians and cyclists throughout Sydney and in particular at Circular Quay.

3.1 Better managing bus layover in the precinct

Whilst AMP Capital acknowledges and supports the important role buses will continue to carry out in serving Circular Quay in our view the Sydney City Centre Access Strategy should identify specific strategies and actions to reduce bus layover in the Quay. We hold concerns regarding the impact that bus layovers will have on the objectives of SCCAS at Circular Quay, particularly related to improved pedestrian and cycling environments (refer Figure 4) and our Young Street Precinct proposals.

While bus layover is an essential part of efficient bus operations in the City, we feel its impact is more greatly felt in Circular Quay than elsewhere, and in particular in the Young St Precinct, as a result of the travel and transport demands placed on the area. Given its iconic nature and competing functions, it is our view that this justifies specific measures to reduce unnecessary bus movements and parking of empty buses in the area more broadly.

AMP Capital's Young Street Precinct proposals aim to introduce important new pedestrian access and circulation routes in Young, Loftus and Phillip Streets to support a revitalised Circular Quay, including:

- **An activated retail and entertainment street on Young Street**, with new precinct pedestrian cross links with Loftus Lane and Customs House Lane. AMP Capital supports buses continuing to operate two-way in Young Street, but we believe that extensive bus layover parking will conflict with AMP Capital's objectives of encouraging East – West circulation through the precinct. Ideally, we wish to see bus stops and layover excluded from the central section of Young Street for a distance of approx. 80m (a total of 3-4 spaces) (refer Figure 5). We would expect that introduction of Sydney Light Rail would reduce bus flows from Randwick and Kingsford, reducing bus layover requirements here.



Figure 4 - Bus layovers, Young Street

- **A civic, cultural and commercial focus for Phillip Street**, containing the precinct's ceremonial entry and active frontages. Bus movements, stops and layover would be retained in Phillip Street, but proposed new precinct access points (which are rationalised to improve the pedestrian environment in the precinct), require a reduction in bus setdown and/or layover on the western side of Phillip Street for only 1 – 2 bays (refer Figure 5).

- **A mix of shared street and pedestrian-only street in Loftus Street**, north of Reiby Place – we understand restructured bus networks with light rail will remove the need for buses to terminate and layover in Loftus Street (refer Figure 5).

The Young Street Precinct brings a unique opportunity to work together with the City of Sydney and the NSW Government through Transport for NSW to bring about significant changes that improve the Circular Quay access arrangements for commuters, pedestrians, motorists and cyclists.

We consider the achievement of some of the precinct outcomes for both the Sydney City Centre Access and AMP Capital's proposals will be compromised by the scale of bus layovers in Loftus, Young and Philip Streets, and that SCCAS should include objectives and measures to reduce or better manage in these locations.

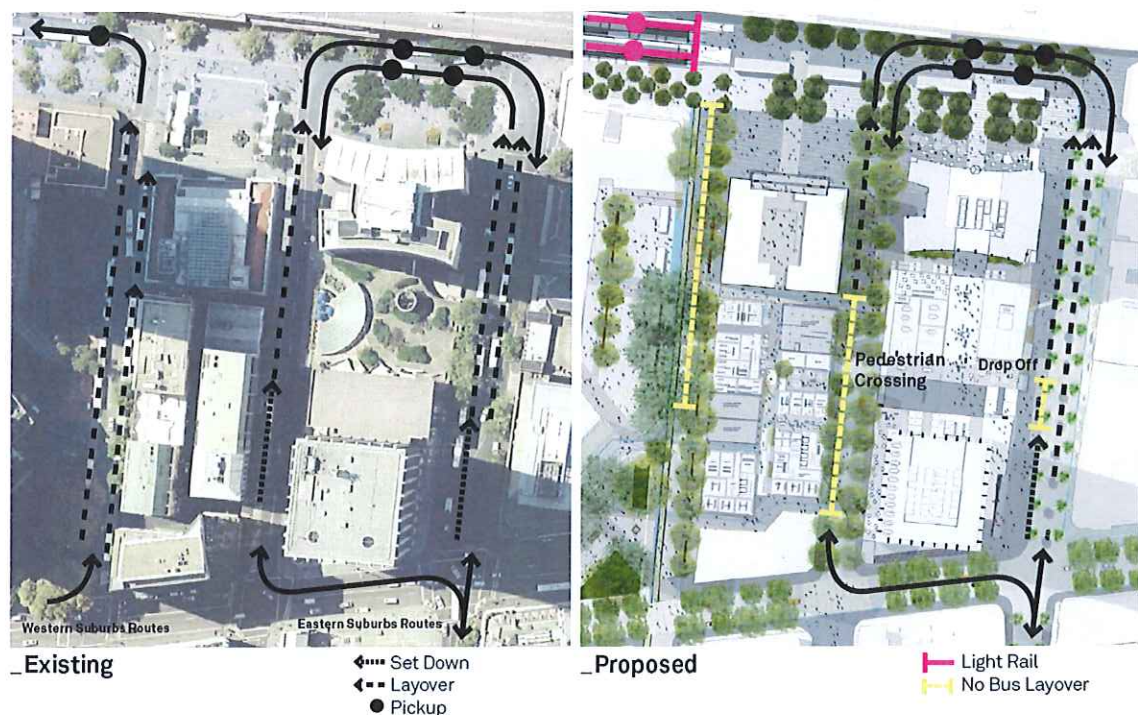


Figure 5 – Existing and proposed bus layovers Young Street Precinct

Recommendation #1

A reduction in bus layover in the precinct will improve pedestrian circulation and street activation. The restructure of bus networks in the city centre and the reintroduction of light rail, highlighted in SCCAS, provides an opportunity to better match bus service levels with passenger demands in Circular Quay and reduce bus layover there. Specific measures include :

- Reduce bus layover along the central section of Young Street for 3 – 4 bays*
- Reduce bus setdown and/or layover in Phillip St (near the western corner with Bridge St) for 1 – 2 bays*
- Removing bus layover from Loftus St, where the light rail will prevent through traffic on this street*
- Transport for NSW carefully consider the interaction and dwell times of both trams and buses with pedestrians in the CQ precinct.*

3.2 Young St Precinct as a Pedestrian Priority Zone

AMP Capital's vision for the Young Street precinct is for increased activation with vibrant daytime and night-time activity on weekdays and weekends through the mix of high quality lifestyle, retail and visitor activities; lively laneways with a range of bars, cafes and restaurants, boutique retail and quality apartments. The precinct proposal is at a scale comparable with World Square which revitalised this part of the in the City with a vibrant mixed use development (refer Figure 6).

It is anticipated the Young Street Precinct will attract future pedestrian activity requiring an extension of the pedestrian priority zone and associated improvements. As a result, it is our opinion that the remainder of the Circular Quay block needs to be considered as pedestrian areas, as indicated below.

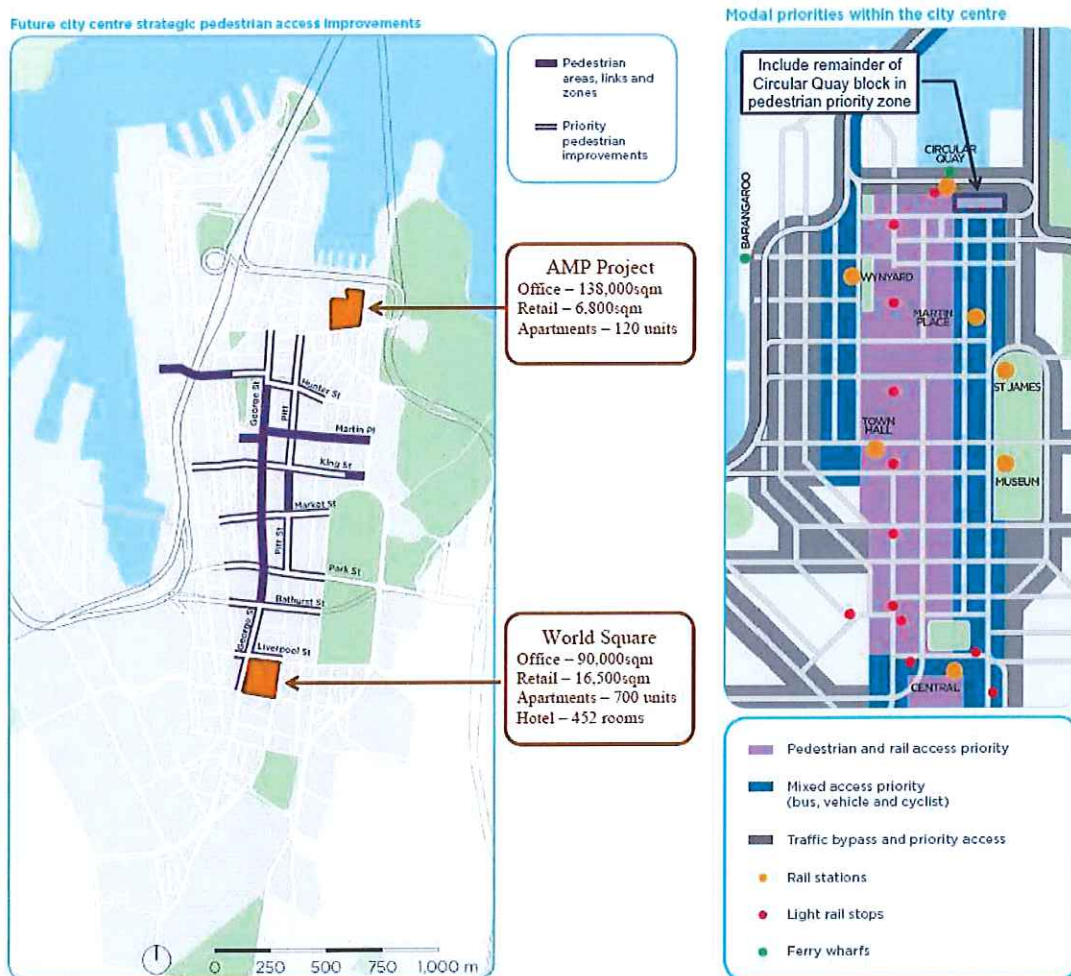


Figure 6 – Recommended extension of Pedestrian Priority Zone

Recommendation #2:

Extend the Pedestrian Priority Zone to recognise the future levels of pedestrian activation in the precinct. Specifically :

- a) ***Young St and Loftus St should be identified as zones that demand Priority Pedestrian Improvements.***

3.3 Our future network – ‘Street by Street’

Circular Quay is a major civic square in the Sydney 2030 Vision; it is a major interchange point between train, future light rail, bus, ferry, taxis and is the 11th ranked station in the Sydney rail network. It is also a focus for city celebrations, for tourists and other visitors, as well as a major employment destination which will be reshaped by the planned light rail and upcoming redevelopment proposals such as AMP Capital's Young Street precinct.

As a place of business, a lifestyle and tourist destination that attracts over 70,000 people per day held in both public and private ownership, it is AMP Capital's opinion that Circular Quay is an important place in the City centre to warrant greater attention in SCCAS. This supports both Government and private planning and coordination presently underway through initiatives such as SHFA's Strategic Framework for Circular Quay.

Our view is there is a great opportunity for SCCAS to contribute to this increasing focus by including specific actions and strategies specifically for Circular Quay. For instance, we feel the key north-south streets in Circular Quay, including Phillip, Young, Loftus and Pitt, should be included in the “Our Future Network – Street by Street” section of SCCAS.

Recommendation #3:

Recognise the importance of Circular Quay by including key north-south streets - Phillip, Young, Loftus and Pitt in the “Our Future Network – Street by Street” section of SCCAS.

3.4 The quantum of buses coming to Circular Quay

We understand that existing buses coming from the South-Eastern suburbs will now be joined by 50% of the Inner West buses which will route from Broadway via Elizabeth Street to Circular Quay. Given the congestion and pedestrian safety issues that already exist in the precinct, We are concerned that increasing the number of buses utilising the Phillip Street / Young Street loop will exceed a reasonable level of amenity and safety for the outcome desired for the precinct.

Recommendation #4

Transport for NSW should review its strategy relating to bus routing and terminating locations with a view to, as minimum, not increasing the number of buses utilising the Phillip and Young Street loop. To achieve this, measures could include :

- a) turning some buses back short of Circular Quay and encouraging bus passengers to transfer at the planned Mid-town interchange (with potential bus operating cost savings);***
- b) diverting some bus routes terminating at Circular Quay to alternative terminals, or through-routing;***
- c) making use of alternative bus layover locations such as King Street Wharf Coach Layover (currently used by some Sydney Buses routes), and the Domain;***
- d) considering other nearby streets to Circular Quay such as Gresham Street to share some of the layover;***
- e) minimising the need for buses to enter the precinct would further enhance the amenity for all users.***

3.5 Strategies for tourist buses in Circular Quay

Circular Quay accommodates tourist coach, bus and harbour cruise activities. SCCAS does not address how these activities would be managed after light rail and restructured bus networks are introduced into the Circular Quay Precinct. As an example, high frequency double-deck bus tours (Sydney Explorer) currently occupy space in Alfred Street which is earmarked for future light rail. The relocation and continued accommodation of these tourist buses could have implications for access and circulation in the precinct.

Recommendation #5

Encourage TfNSW to include strategies for accommodating tourist services in SCCAS.

3.6 Circular Quay interchange hub

AMP Capital supports SCCAS's plans for improvement of the Circular Quay interchange and we would be delighted to discuss ways in which AMP Capital could support the delivery of the project through its Young Street Precinct proposals, such as real-time passenger information and way-finding distributed in key pedestrian corridors of the precinct as well as high quality passenger waiting facilities where appropriate.

Recommendation #6

AMP Capital and TfNSW work together to improve public transport customer experience in the Young Street Precinct.

4. Summary

AMP Capital's Young Street precinct proposal aims to improve the permeability and amenity for pedestrian movement in Young, Loftus and Phillip Streets to support a revitalised Circular Quay.

Recognising the need for reorganised bus services in Circular Quay including bus stops and layover in Phillip and Young Streets, as well as a bus interchange in Alfred Street, AMP Capital wishes to ensure the correct balance is achieved for all users of the precinct.

Reducing the need for bus layover in Young Street will release critical lengths of kerb space and permit improved street activation. Minimising the need for buses to enter the precinct would further enhance the amenity for all users. We look forward to constructive discussions during planning for the Young Street Precinct.

We look forward to working with Transport for NSW on the recommendations made within this paper. Please contact Mr Frank Ianni on 02 9257 6526 or email (frank.ianni@ampcapital.com) if you would like to discuss any of the above.

Yours Sincerely



Louise Mason

Managing Director
Office and Industrial
AMP Capital