

16 December 2013

NSW Department of Planning and Infrastructure  
GPO Box 39  
SYDNEY NSW 2001

Dear Sir/Madam

**Re: Sydney CBD and South East Light Rail proposal (SSI 6042)**

This letter is written on behalf of Grosvenor Place Management and the building owners of Grosvenor Place (Commonwealth Superannuation Corporation (**CSC**), Colonial First State Global Asset Management, Dexu Property Group and Investa). It considers the potential impacts of the Sydney CBD and South East Light Rail proposal (**CSELR**) on Grosvenor Place, which is located at 225 George Street, Sydney. Prepared in conjunction with Eastview Commercial Pty Ltd (**EVC**), Harry Seidler and Associates (**HSA**) and Traffix Traffic and Transport Consultants (**TTTC**)(Graham Pindar); the submission describes the existing improvements at Grosvenor Place, assesses the potential impacts of the CSELR and suggests measures that would ameliorate any negative impacts.

Where relevant, the submission also considers the *Sydney City Centre Access Strategy*, September 2013 (the **Access Strategy**). The report should be read in conjunction with the following:

- Pedestrian and Traffic Conditions P-001-A - Existing, by HSA
- Proposed Traffic and Pedestrian Design Considerations P-002-E prepared by HSA in conjunction with Traffix Traffic and Transport Consultants (Graham Pindar)

**1. Overview of Grosvenor Place**

With frontage to George, Harrington, Grosvenor and Essex Streets (refer **Figure 1**); this site is occupied by commercial/retail buildings that were completed in 1987 and designed by HSA. The complex consists of a number of buildings including Grosvenor Tower and the heritage listed Royal Naval House and Johnson's Building.

Buildings on the site have a net lettable area of 85,000m<sup>2</sup> and accommodate Premium Grade office space. It is estimated that around 5000 employees work at Grosvenor Place.

A summary of the site's parking, access and loading arrangements follows (refer **Figure 2**):

- a) 550 tenant car parking spaces accessed from separate in/out driveways to Essex Street
- b) Major disabled and pedestrian access points on George Street, with additional entrances on Harrington, Essex and Grosvenor Street
- c) Through site links between George and Harrington Streets
- d) Informal taxi rank on George Street
- e) Loading dock accessed from Essex Street
- f) On-street parking along both sides of Harrington Street
- g) A bus stop at the southern end of Harrington Street and northern end of George Street

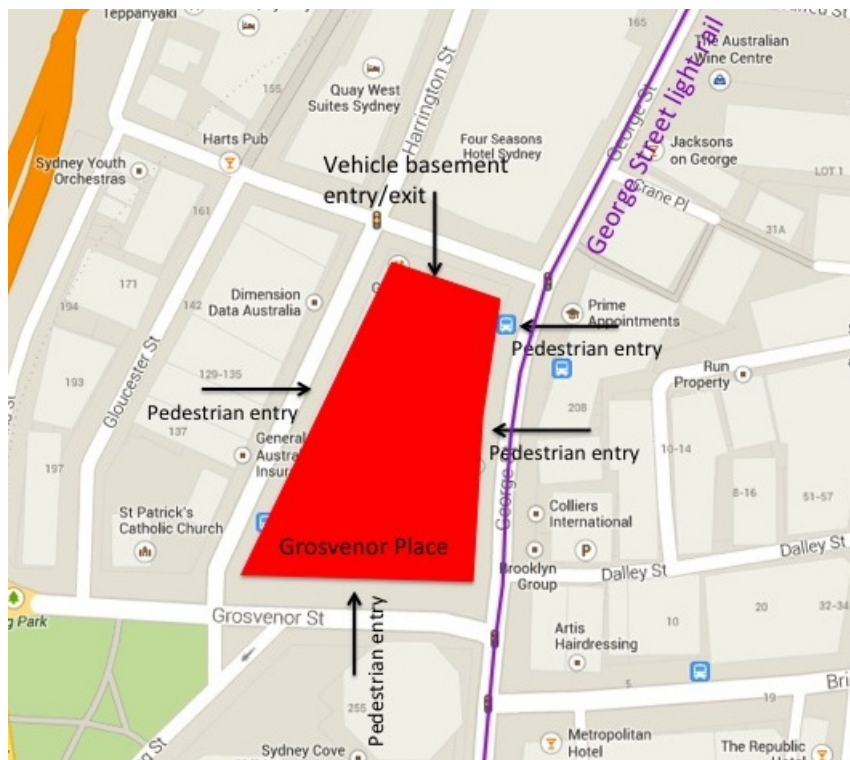


Figure 1 - Location plan

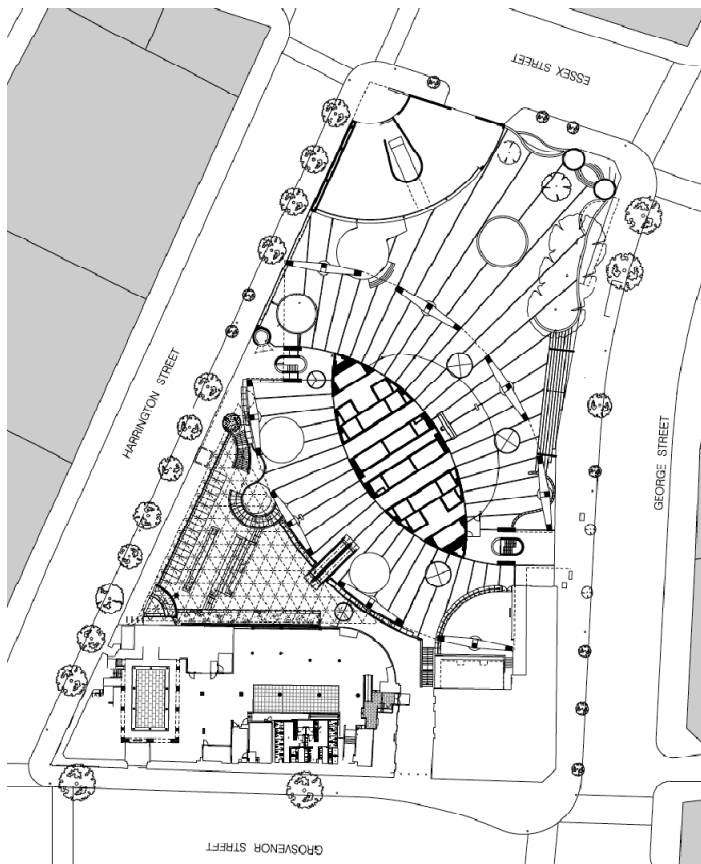


Figure 2 – Existing site plan

## 2. Existing traffic conditions at Grosvenor Place

As shown on the accompanying site plan prepared by HSA and photographs of the site shown below (refer **Figure 3**), the site has all vehicular access and egress from Essex Street. This access comprises adjacent entry and exit ramps, which serve both cars and service vehicles. The operation of this access point is presently compromised by queuing effects in Essex Street formed by traffic approaching the traffic signals at Harrington Street and George Street.

Under existing traffic conditions, the exit movements associated with the site (with 550 parking spaces) are sub-standard, with internal queuing occurring, particularly during the PM peak period when traffic volumes exiting the site as well as 'background' traffic are both at maximum levels.

The high volume of buses that use the Harrington Street – Essex Street route to access all city areas, also impacts the situation at this access driveway. In this regard, there are bus stops immediately adjacent to the site in both George Street and Harrington Street. George Street is currently operating at capacity during peak times and the intersection of Bridge Street/Grosvenor Street/George Street is presently at level of service F (the worst performance index) during peak periods. The intersection of Essex Street with George Street mirrors conditions at the above intersection and this would also be the case at the intersection of Harrington Street with Grosvenor Street. That is, the subject site lies within a very congested road network at the present time.

In addition to the access difficulties addressed above, there is also a lack of set-down and pick-up area along the site frontages generally during normal business hours. Specifically, Harrington Street is generally signposted as short-term parking, Grosvenor Street is dedicated to loading but only outside the morning peak period, there is no parking in George Street (with Bus Lanes in operation) and minimal loading in Essex Street adjacent to the site immediately west of George Street.

Having regard for the above, any changes arising from the CSELR that impact on existing traffic conditions will result in unacceptable traffic conditions in the vicinity of the site, as well as at the access driveway serving Grosvenor Place. This includes the construction stage as well as the operational stage.



1. Main pedestrian entrance off George Street



2. Bus stop on George Street adjacent site





3. Essex Street vehicle entry/exit to basement car park



4. Essex Street looking west



5. Harrington Street looking south



6. Grosvenor Street looking east

**Figure 3 – Photographs of the site**

### 3. Potential impacts of the CSELR

TTTC has considered the potential impacts of the CSELR on Grosvenor Place and notes that the introduction of pedestrianised areas within George Street and generally a single traffic lane traffic movement in each direction may affect the site. This traffic lane is intended only for local traffic movement and the importance of George Street as a route for through traffic is to be reduced. In particular, George Street between Hunter Street and Grosvenor Street will accommodate a single northbound lane but no southbound lane, due to the need to accommodate the Grosvenor Street light rail stop.

The consequence of these changes is expected to be a significant reduction of traffic in George Street generally, with extensive traffic redistribution across the wider road network. The following changes to the operational stage of the CSELR are noted:

- a) The banning of the right turn from George Street into Essex Street
- b) The closure of Alfred Street between Pitt Street and George Street
- c) Two-way movement along Pitt Street between Hunter Street and Alfred Street
- d) Relocation of buses from George Street mainly to the Elizabeth Street/Castlereagh Street
- e) Removal of loading zones from George Street and introduction of Clearway conditions
- f) The provision of additional loading zones in Essex Street (and other streets) is under consideration

- g) George Street will no longer be promoted as a bicycle route, with cycleway relocations to Pitt Street, Castlereagh Street and York Street
- h) Parking conditions will not be significantly affected in the vicinity of Grosvenor Place between 7.30am and 6.30pm.

#### 4. Recommended measures to ameliorate negative impacts for Grosvenor Place

Grosvenor Place Management and the building owners of Grosvenor Place formally request ongoing consultation with the CSELR and the City of Sydney Council (**Council**) in relation to the progressive assessment of both the construction and operational impacts arising from the project. This would include changes to traffic management, bus routes and parking. In particular, the implications of relocating any loading activity onto Essex Street are a matter of potential concern, given the existing difficulties with site access conditions.

In summary, TTTC recommends that the following traffic management options be investigated (as depicted on the accompanying Site Plan P-002-E 'Proposed Traffic and Pedestrian Design Considerations' prepared by HSA):

1. The potential for a 'Keep Clear' no queue zone adjacent the basement level car park entry/exit on Essex Street which may ameliorate existing blocking effects
2. The signal timings at the intersection of Essex Street with Harrington Street should be reviewed with a view to increasing the left turn capacity (east to south), with a 'Left Turn' permitted on red after stopping
3. Consideration should be given to the conversion of the existing left hand lane on Harrington Street to include '24 Hour No Stopping' to maximise the discharge capacity at the intersection
4. Consideration should be given to removing all bus activity on Harrington Street to reduce current congestion
5. Consideration should be given to a new-dedicated right turn lane on green arrow at the intersection of Harrington Street with Grosvenor Street
6. Consideration should be given to a new-dedicated right turn lane on green arrow at the intersection of Lang Street with Grosvenor Street
7. Consideration should be given to a new-dedicated left turn only lane at the intersection of Lang Street with Grosvenor Street
8. It is recommended that the existing parking signage along the northern side of Grosvenor Street between Harrington Street and George Street be reviewed. The existing 'No Stopping' restrictions that apply between 6am and 10am are considered unnecessary as this lane is not used for through traffic movement and in addition, the volume of traffic turning left into George Street is expected to reduce with the introduction of the light rail. It is recommended that consideration be given to allocating these seven spaces as a taxi zone, which would be available to serve the locality more generally
9. Option to remove eastern pedestrian crossing at the Harrington and Grosvenor Street lights, this crossing is a major impediment to traffic clearance on Harrington St and would greatly relieve the congestion currently experienced.
10. Consideration should be given to restricting right turn traffic movements at the intersection from Grosvenor Street in to Harrington Street during peak periods to reduce current blocking.

#### Construction Phase

The impact and potential damage to existing business at Grosvenor place during the construction phase of the Light Rail scheme is of great concern. The programming of construction on the Light Rail Scheme will also significantly impact any proposed future works to Grosvenor Place. In addition, Grosvenor Place is required to plan for major city holidays and events that effect the site and business.

Grosvenor Place management formally request ongoing consultation on all programming and the timing of construction works that effect their site.

The CSERL raises issues that have not yet been addressed in detail and Grosvenor Place Management and the building owners should be fully consulted during the detailed design phase. In the meantime, the matters raised above are identified for specific consideration and we note that some of these may be able to be progressed independently by Council's Traffic Committee.

Yours faithfully

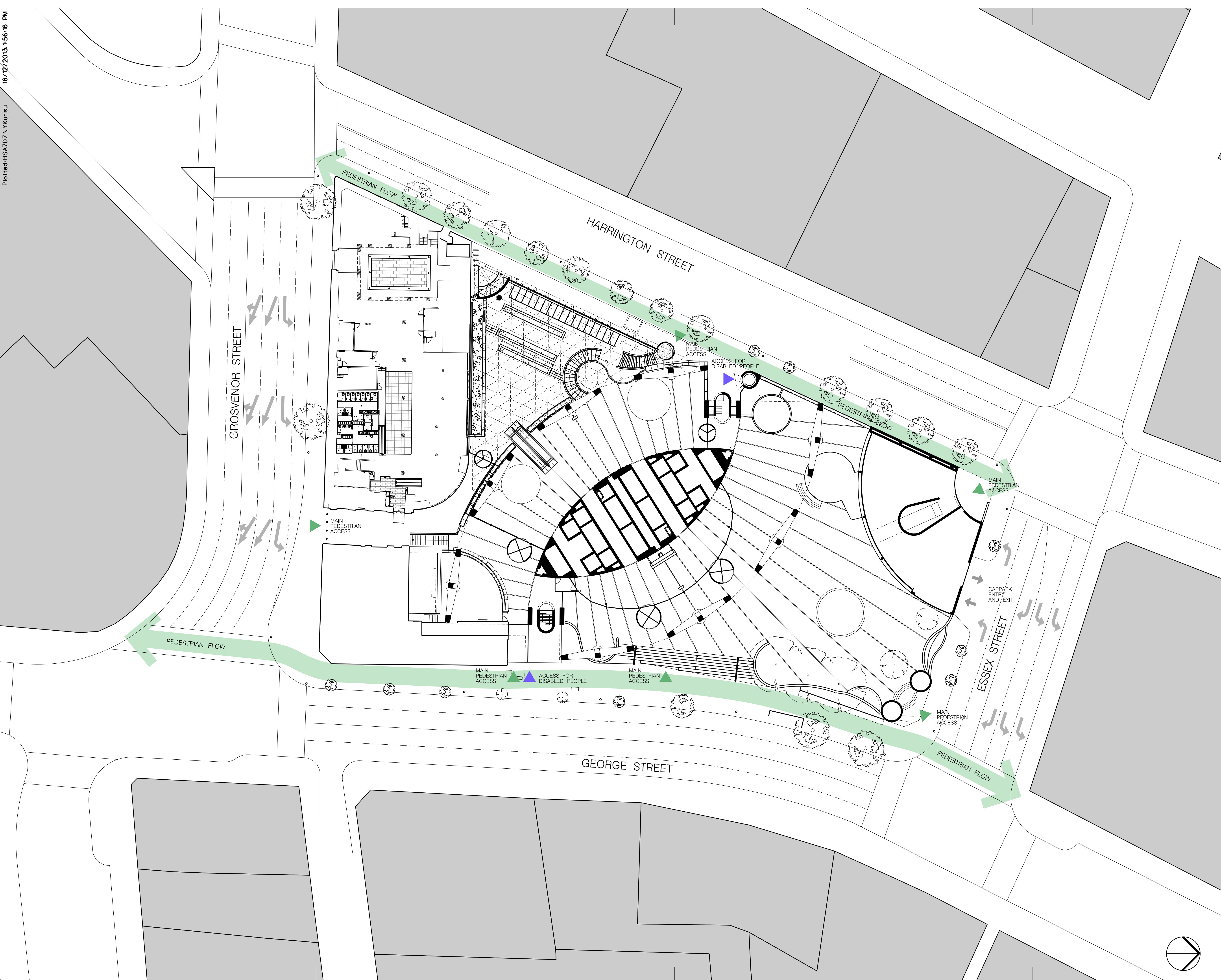


Kyeema Doyle  
Senior Planner

Enc.

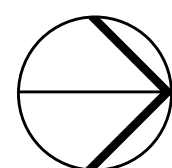
- Pedestrian and Traffic Conditions P-001-A - Existing, by HSA (dated 4 December 2013)
- Proposed Traffic and Pedestrian Design Considerations P-002-E prepared by HSA in conjunction with Traffix Traffic and Transport Consultants (Graham Pindar) (dated 16 December 2013)



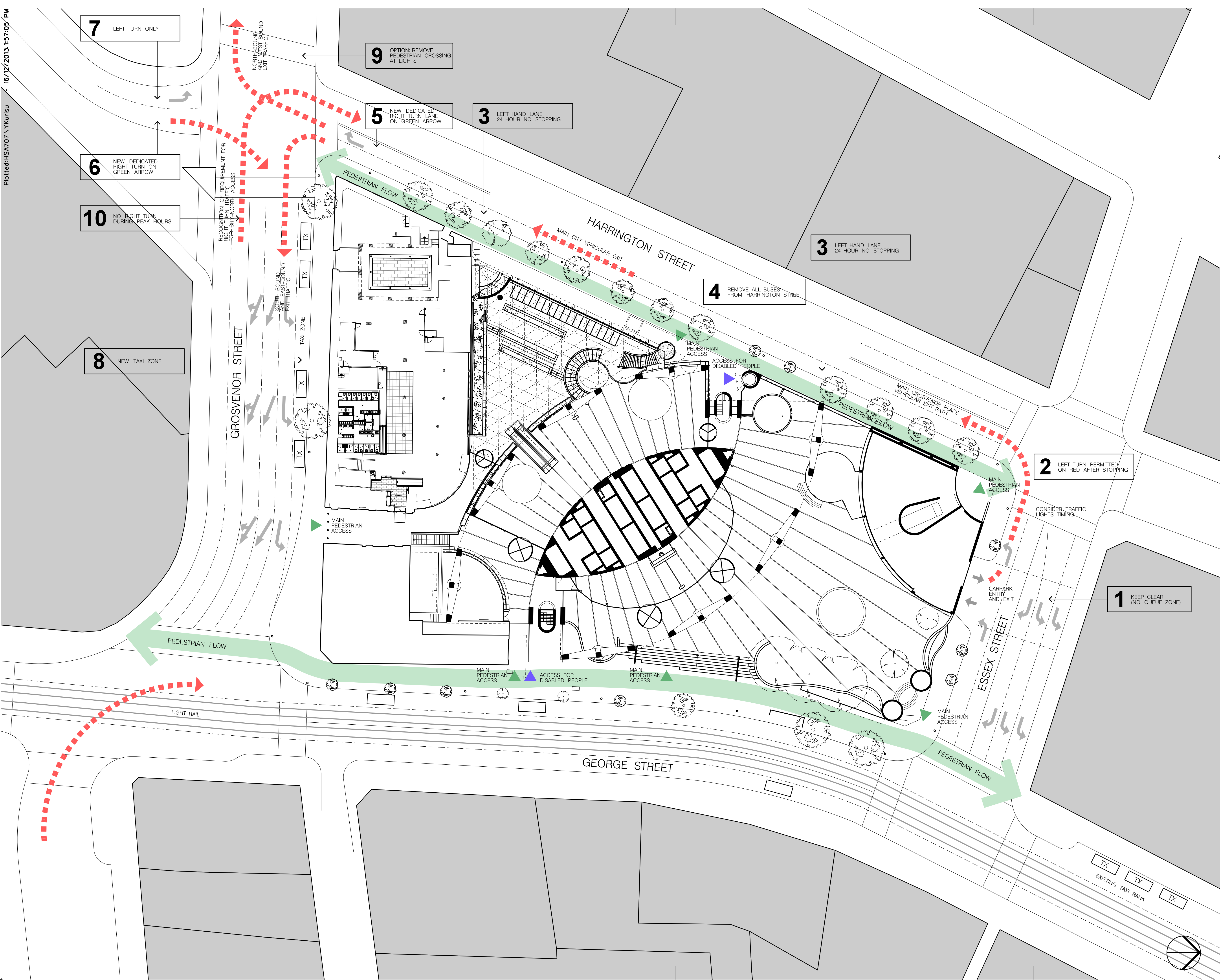


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3. Do not scale - ask.

A		Initial issue		16-12-13
ISSUE	REVISION			DATE
Project <b>Grosvenor Place</b>				
Grosvenor Place 225 George Street Sydney NSW 2000				
Client <b>Grosvenor Place Pty Limited</b>				
Grosvenor Place 225 George Street Sydney NSW 2000				
Project Manager <b>Eastview Commercial Pty Limited</b>				
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Architect <b>Harry Seidler &amp; Associates</b>				
2 Glen Street Mills Point NSW 2061 Tel. (02)99221388 Fax. (02)99572974 email. hsa@seidler.net.au				
Consultant				
Stoage				
Title <b>Pedestrian and Traffic Conditions – Existing</b>				
Scale 1: 300 @ A1				
Drawn YK	Checked	Co Ord.	Approved	Date DEC 2013
Drawing Number P 001				Issue A







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E	Amended as per meeting	16-12-13
D	Amended to traffic engineer's advice	11-12-13
C	Amended to Eastview request.	06-12-13
B	Information added.	28-11-13
A	Initial issue	27-11-13
ISSUE	REVISION	DATE

Project  
**Grosvenor Place  
Project Traffic Study**

Grosvenor Place  
225 George Street  
Sydney NSW 2000

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Consultant

Stage  
**Concept**

Title  
**Proposed Traffic  
and Pedestrian  
Design Considerations**

Scale 1: 300 @ A1

Drawn YK	Checked	Co Ord.	Approved	Date NOV 2013
Drawing Number				Issue
P				E