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CBD and South East Light Rail Project
Department of Planning & Infrastructure
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To whom it may concern,

CBD and South East Light Rail Project – submission on exhibition of EIS

Thank you for the opportunity to provide a submission with respect to the proposed CBD and South East Light Rail Project.

Westfield Limited (**Westfield**) on behalf of the Co-Owners of Westfield Sydney and Sydney Central Plaza supports the Light Rail Project and welcomes the plan to provide part pedestrian access down George Street, along with light rail to the CBD down the proposed George Street alignment.

Westfield also supports the proposed location of a light rail station to the South of the intersection of Market Street and George Street.

Whilst Westfield appreciates the consultation that has occurred to date with the State Government's Project Managers on the Light Rail Proposal, please find attached a summary of important operational matters on which Westfield wish to have further consultation with the project managers:

1. Staging of works in the vicinity of Sydney Central Plaza and Westfield Sydney

The pre-Christmas and January sales seasons generate a substantial proportion of the annual income for our retailers. Consequently the visitations to our centre are significantly higher in these periods. Westfield also extends trading hours at these peak periods to cater for the increased patronage.

Based on our experience from the public domain works that Westfield undertook along the full length of Pitt Street mall (in 2010), construction works in the public domain significantly impact the way shoppers come into the shopping centre.

On this basis, we request that the staging of works is programmed to avoid construction along George Street between Druitt and King Streets during the months of December and January.

This will give the retailers of Westfield and other neighbouring malls the best chance of a successful trading environment during the Christmas period.

2. Pedestrian access to the Market and George Street entrance

The entrance to Sydney Central Plaza at the corner of George and Market Streets is the 2nd ranked entrance in terms of foot traffic.

To ensure foot traffic to this entrance is maintained, Westfield requests minimal disruption to this entrance, meaning construction works do not impeded onto the existing footpath adjacent to our centre along George Street. Appropriate way-finding signage should also be provided by the project to assist pedestrians and tourists who will be unfamiliar with navigating the construction works.

3. Access to the George Street (Myer) loading dock that enters from George Street

The George Street loading dock services a full line Myer Department Store and approximately 95 specialty retail shops. This dock currently services 200-300 deliveries per day, by vehicles ranging in size from vans to dual axle semi-trailers.

Operationally, Westfield requires continuation of access to the loading dock throughout construction, without limitation or restriction of operating hours. Standard delivery hours are currently 6am to 6pm Monday to Friday, however the dock is utilised 24 hours a day via remote access controls.

Westfield is happy to work with the Project Managers to agree on the access arrangements that will be made available during the construction period, and how disruption to the loading dock is minimised.

It should also be noted the minimum loading dock height to be maintained is 4.1 metres.

The EIS advises that post construction of the light rail infrastructure, delivery vehicles will be able to travel down the side of the CSELR corridor in the pedestrian zone. We require this lane to be designed to accommodate the size, weight and turning circles of the delivery vehicles of our retailers, which include dual axle semi-trailers. The design should also detail how delivery vehicles can safely operate and turn into the dock given the interaction with pedestrians and light rail vehicles.

NOTE: we note that EIS Technical Paper 1, Traffic Operations Part A, Table 2.15 has the Westfield/Myer loading dock listed under *Private Car Park Access* (as being shared with the Swissotel and Tower Apartment car park), and not under *Courier/delivery loading dock access*. We bring this to your attention as the requirements of a loading dock vary substantial from that of a private car park.

4. Impact to the Sydney Central Plaza and QVB tunnel

A pedestrian tunnel runs underneath the intersection of Market and George Streets and connects Westfield Sydney Central Plaza to the Queen Victoria Building.

Westfield is willing to provide our available design drawings to assist the project contractors. The project team must ensure the dig depth of the street works do not damage the tunnel structure.

Westfield will require the State Government to indemnify the Co-Owners of the tunnel for any damage to the tunnel, and any disruption to trade that may occur as a result of a closure to this tunnel.

5. Contingencies for loss of infrastructure

We request that contingencies are put in place for the loss on essential infrastructure during construction. This would include services such as electricity, gas, telecommunications, power and water.

We welcome the opportunity for further consultation on the mechanics of construction and access, and request all future correspondence be directed to the Centre Manager, Westfield Sydney (Trevor Hill, thill@au.westfield.com, 02 9358 7000).

Kind regards,

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