

**DEXUS**  
PROPERTY GROUP

16 December 2013

Director General  
Department of Planning and Infrastructure  
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Dear Sir or Madam

Re: *CBD and South East Light Rail (CSELR)*  
**EIS Submission**

DEXUS Property Group (DEXUS) supports the proposed Light Rail for Sydney and appreciates the opportunity to comment on the Environmental Impact Statement (EIS) exhibited.

DEXUS is one of Australia's leading real estate groups, investing directly in high quality Australian office and industrial properties. With a total of \$13 billion of assets under management, DEXUS also actively manages office, industrial and retail properties located in key Australian markets on behalf of third party capital partners.

Further information can be found on our webpage; [www.dexus.com](http://www.dexus.com)

Within the DEXUS holdings there are 14 properties in the offices portfolio in Sydney City Centre. The scale of the portfolio is significant, totaling 550,000 square metres floor area on 6 hectares of land, to a total \$3+ billion investment value.

Attached is a map prepared for our submission on the *Sydney City Centre Access Strategy* where the 14 DEXUS properties are indicated by blue circles on the "2031 city centre transport network". The map demonstrates the extent and significance of the investments of DEXUS.

There are improvement proposals for a number of properties currently in planning by DEXUS, three of which are relevant to the Light Rail presenting the opportunity to purposely design the interface and importantly the opportunity to add value to the Light Rail network in servicing City buildings.

- **Gateway;** Retail vitalisation to respond and integrate with the light rail terminus
- **Grosvenor Place;** Retail to the North Plaza and end of trip facility / corporate facility
- **Australia Square;** Coordination of pedestrianisation of the strategy by consistent paving, streetscape and Retail vitalisation to respond to the light rail and laneways networks

DEXUS is willing to contribute to a working relationship with the Government in planning for the Light Rail design and implementation.

DEXUS engaged the following consultants to review the Exhibited EIS documentation and provide advice with respect to the DEXUS properties Gateway and Grosvenor Place / Australia Square.

- **ASPECT Studios;** urban design issues
- **Woods Bagot;** Architects for the proposed Gateway redevelopment
- **Urbis;** Planning consultants for the proposed Gateway redevelopment

The consultant's advice has been consolidated into an Urban Design Response prepared by ASPECT Studios, for both the Gateway property and the Grosvenor Place property.

DEXUS is one of the four owners of Grosvenor Place, and a separate submission has been made on behalf of Grosvenor Place Management prepared by Robinson Urban Planning. The Robinson Urban Planning submission focusses on traffic management issues related to the Light Rail affecting Grosvenor Place, whereas the ASPECT submission attached addresses the suggestion of relocating the proposed Grosvenor Station to in front of the Grosvenor Place property.

The **key concerns and opportunities** for the Gateway and the Grosvenor Place properties, are listed below;

#### **Gateway**

1. Construction Phase  
The impact and potential damage to existing businesses in Gateway is of great concern. The ASPECT submission includes a number of suggestions to possibly manage and alleviate the impacts, however the best outcome to alleviate the impact would be to coordinate the construction phases of both projects to occur at the same time. We understand the indicative Light Rail program is; Critical Early Works on site from mid 2014 to mid 2015, which could be followed by the main PPP Contract from mid 2015 to mid / end 2016. DEXUS could coordinate the Podium Redevelopment works to occur at the same time from mid 2015 to mid/end 2016 and therefore resolve the majority of concerns.
2. Circular Quay Station location  
The ASPECT submission raises the possibility of moving the station to the East. Without the knowledge of detail design considerations, alternate locations appear worth exploring that could be addressed collaboratively
3. Physical design of the Pitt Street and Loftus Street closures  
To ensure the protection of the urban value of the Alfred Street plaza, the physical closures should be contained south of the property lines to Alfred Street and not allowed to extend, by such as cul-de-sacs into the plaza
4. Reiby Place  
Any increase in traffic on Reiby Place should be avoided to maintain and allow the future enhancement of Reiby Place as a City "laneway". The City of Sydney promotes a "laneways" urban design outcome which is also a major component of the Loftus Street area of AMP Precinct redevelopment.

#### **Grosvenor Place**


1. Grosvenor Station location  
The ASPECT submission identifies the current imbalance of the proposed Light Rail stops, in the distance between the stops and accordingly the workers population served. Relocating the Grosvenor stop to between Grosvenor St and Essex St, nominally in front of Grosvenor Place and the Mirvac development under construction at 200 George St opposite, would place the station 365m to Circular Quay Light Rail station and 385m to Wynyard Light Rail station. Whereas, the exhibited scheme proposes Grosvenor station located 475m to Circular Quay and 275m to Wynyard. Additionally, the section of George St appears relatively flat in the section in front of Grosvenor and Grosvenor Place Management may consider making land available to allow widening to accommodate a station
2. Construction Phase  
As with Gateway, disruption during construction is a major concern. By proposing a relocation of the station DEXUS recognises that the disruption will be greater and last longer, however we consider the benefit to the Light Rail system of more balance in the distances between stops and the populations served, would justify the added disruption. Again the coordination of Light Rail works to occur at the same time as the improvement works now in planning by Grosvenor Place Management for Grosvenor, would significantly reduce the impact of the disruption.
3. Traffic Management issues raised in the Robinson Urban Planning submission on behalf of Grosvenor Place Management

We would like this submission on the EIS to open a dialogue for constructive input / exchange of ideas on how best to deliver the Light Rail to Sydney. As DEXUS is currently in planning for expenditure approaching \$100 million to provide improvements to the three properties with a direct relationship to the Light Rail, it is therefore an opportune time to commence that dialogue.

We would appreciate your advice on; What is the ongoing process? What happens next?

DEXUS look forward to providing our support to the proposed Light Rail in a practical partnership with Government.

Yours sincerely

A handwritten signature in black ink, appearing to read 'A. Whiteside', with a long horizontal flourish extending to the right.

**Andrew Whiteside**

Group GM Developments

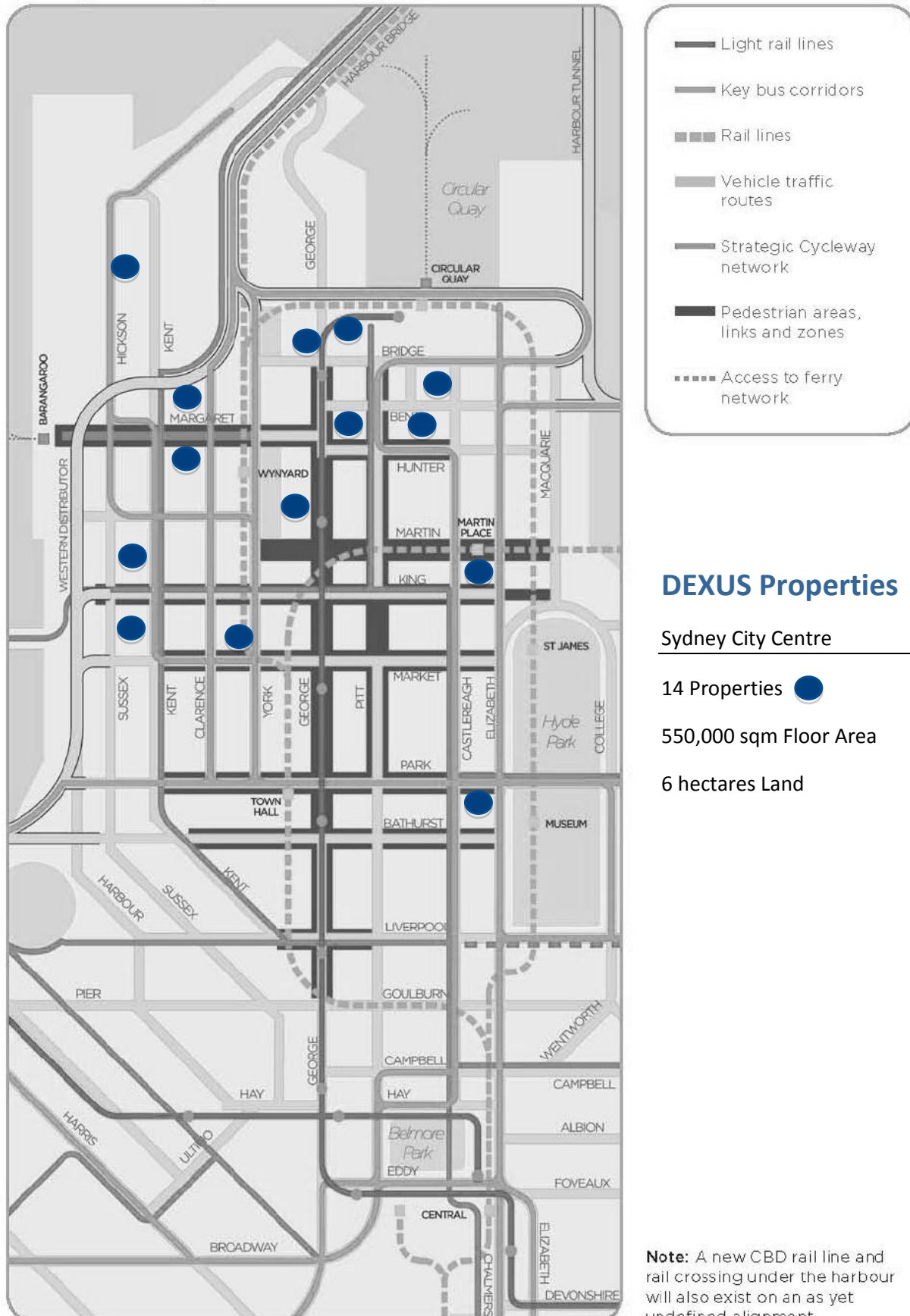
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2031 city centre transport network



## DEXUS Properties

### Sydney City Centre

14 Properties ●

550,000 sqm Floor Area

6 hectares Land

**Note:** A new CBD rail line and rail crossing under the harbour will also exist on an as yet undefined alignment.

