

Nathan Stringer - World Square Precinct - Sydney and South East Light Rail Project

From: John Fairbairn <John.Fairbairn@au.brookfield.com>
To: "plan_comment@planning.nsw.gov.au" <plan_comment@planning.nsw.gov.au>
Date: 23/12/2013 1:37 PM
Subject: World Square Precinct - Sydney and South East Light Rail Project
CC: Ben Davis <Ben.Davis@au.brookfield.com>, Helen Wilkinson <Helen.Wilkinson@au.brookfield.com>
Attachments: CSELR EIS Submission_World Square Precinct.v2.pdf

Planning,

Further to the below, please find attached our submission in regards to the EIS for the light rail with respect to the World Square Precinct.

Overall we believe the proposed works will be beneficial to our precinct and Sydney as a whole, however we have a few concerns which are noted below.

Pertinent items to note from our submission:

1. Taxi access: George Street will be turned into one lane southbound, which will eliminate the ability for taxi's to stop outside 680 George Street. We request that you provide consideration to create a taxi drop off zone along George Street as part of the area being claimed for footpath widening.
2. Intermittent closure of George / Goulburn Street during construction on weekends which will impact access into our loading dock and car park – we have a large number of delivers which occur over weekends that is critical to the operation of our precinct and a large number of users of the public and tower car park areas that need access into our driveway
3. If taxi drop off area on George Street is not considered and pursued please review including one on Goulburn Street outside World Square, however preference would be for drop off zone on George Street
4. Increased traffic being diverted onto Pitt Street as a result of redirection of traffic flow – have any studies been completed to model this?
5. Taxi rank on Liverpool Street - please confirm that this will not be removed or altered as part of any works associated with the light rail.

If you have any questions please let me know, if not I look forward to hearing from you in regards to the above.

Regards,

John Fairbairn
 General Manager Commercial – World Square

Brookfield Office Properties
Australian Commercial Operations
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 T +61 2 8669 6900 M +61 434 609 131
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www.brookfieldproperties.com

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From: Neill Miller (Sydney) [mailto:neill.miller@cardno.com.au]
Sent: Thursday, 12 December 2013 5:06 PM
To: John Fairbairn
Cc: Richard Thomas (Sydney)

Subject: Fwd: Extension on submission Date RE: Sydney and South East Light Rail Project

Hi John,

I have received confirmation that submissions will be excepted up to 31 December 2013.

Please let me know if you have any concerns with these dates, otherwise we will progress as planned.

Regards,

Neill Miller
0418 622 052

Begin forwarded message:

From: <information@planning.nsw.gov.au>
Date: 12 December 2013 5:56:35 pm AEDT
To: "Neill Miller (Sydney)" <neill.miller@cardno.com.au>
Subject: Extension on submission Date RE: Sydney and South East Light Rail Project

Hi Neil,

Thank you for your email.

I can confirm that we will accept submissions until 31st December for the CBD and South East Light Rail Project (SSI 6042).

Kind regards,
Amber.

Information Officer, Information Centre
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>>> "Neill Miller (Sydney)" <neill.miller@cardno.com.au> 12/12/2013 4:39 PM >>>
Hi,

We have been engaged by our client to prepare a submission on their behalf to the Sydney and South East Light Rail Project EIS. I spoke with a customer service representative earlier this afternoon who

advised that the submission date has been extended from 16 December 2013 to the end of this month.

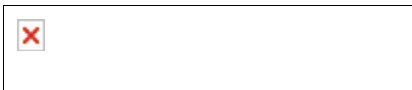
Can you please confirm that an extension has been provided so we can lodge our submission, on behalf of our client, by the end of this month?

If you require anything from us to grant the extension please let me know.

Kind Regards,

Neill Miller

TRAFFIC & TRANSPORT ENGINEER
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CBD & South East Light Rail

Submission to Environmental Impact Statement

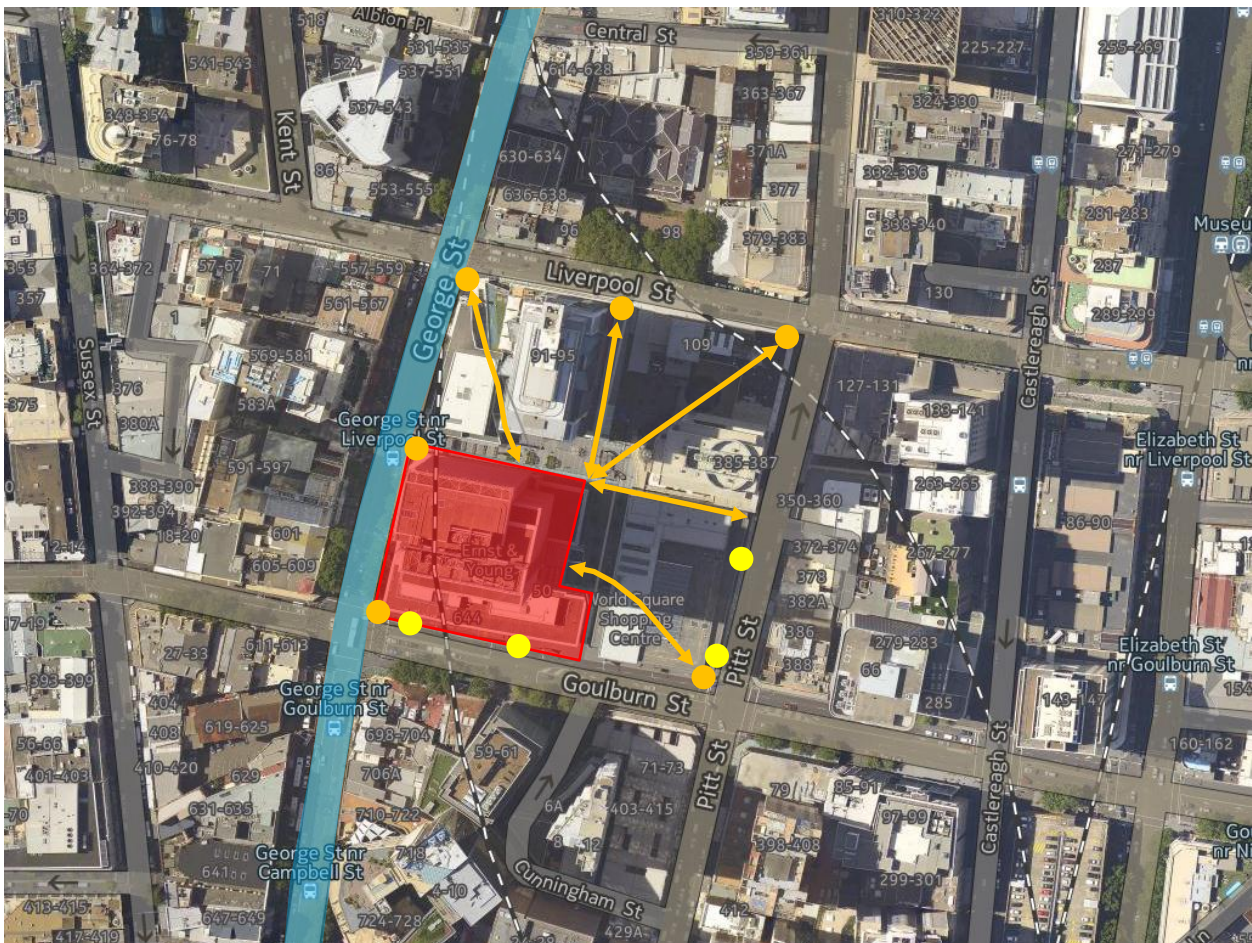
Cardno have reviewed the *CBD & South East Light Rail Environmental Impact Statement* (The EIS) with specific focus on the possible impacts on the operation and amenity of World Square. We understand that the World Square Precinct is a key residential and commercial trip generator and attractor located within the Sydney CBD. Trip purposes include both employment and residential related trips and easy access to the precinct is vital to its operation.

The World Square Precinct

The World Square Precinct, including 680 George Street, 688 George Street, 644 George Street, 50 Goulburn Street, 52 Goulburn Street, World Tower, Horden Towers, and 650 George Street, is located at the intersection of George Street/Goulburn Street with pedestrian links to Liverpool Street and Pitt Street. Vehicle access is also provided for both parking and services/loading activities.

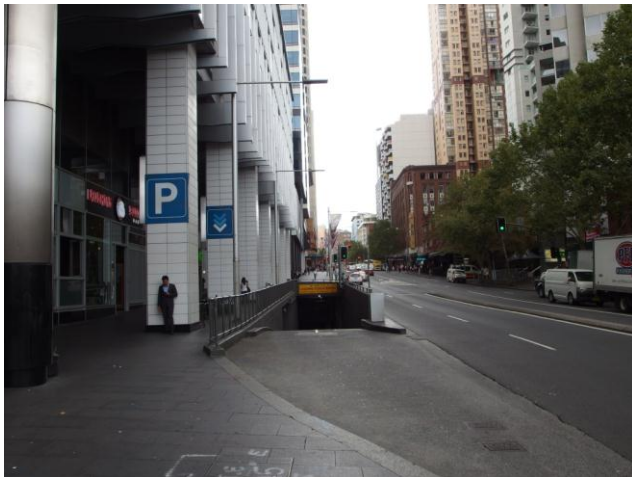
The key access points for pedestrians and vehicles are illustrated in **Figure 1**.

Figure 1 World Square Precinct - Key Access Points



Source: Nearmap

The vehicular accesses to the building are provided at four locations and are shown below.



Primary ingress on Goulbourn St, near intersection with George St



Primary egress on Goulbourn St, between George St and Pitt St



Secondary ingress on Pitt St, near intersection with Goulbourn St



Secondary egress on Pitt St, between Goulbourn St and Liverpool St

The vehicle accesses provide access to underground parking and loading facilities for approximately 2,000 parking spaces and loading operations for eight premises, including 680 George Street, 688 George Street, 644 George Street, 50 Goulbourn Street, 52 Goulbourn Street, World Tower, Horden Towers, and 650 George Street.

The average daily pedestrian movements through the adjacent retail plaza equate to approximately 68,500 pedestrians per day.

Loading operations occur 24 hours a day, seven days a week and are vital to the commercial and retail operations located within the precinct. It is understood that the vehicle movements associated with the loading dock are in excess of 500 vehicles per day. This is in addition to motorists accessing the private car park facilities which service the residential and surrounding commercial/retail land uses and businesses.

Vehicles primarily accessing the building arrive from the north along George Street and from the west along Goulbourn Street. A small proportion of vehicles also access the building from Pitt Street.

The Light Rail Project

In December 2012 the NSW Government announced their plan to extend the light rail network by construction of a new line from Circular Quay to Kingsford and Randwick. The corridor will run through the centre of Sydney's CBD along George Street and will be an integral part of the access strategy to the CBD.

Operational Impacts

In the vicinity of the World Square Precinct, the cross section of George Street will change from its current configuration of two travel lanes and a bus lane in each direction to a single kerbside travel lane in each direction with centre running light rail. This will reduce the importance of George Street as a north-south corridor for vehicular movements, and is likely to carry less traffic and/or potentially experience congestion which results in a slower travel speed along George Street.

A light rail stop is proposed to be created near the World Square Precinct on George Street immediately north of Liverpool Street. The patronage forecasts for this new stop are approximately 1,300 trips in the AM peak period (includes boarding and alighting). Additionally the modelling undertaken as part of The EIS predicts 343 of these trips to interchange with a bus service and 495 walk up trips. Pedestrian access between the World Square Precinct and the stop will be enhanced through the planned upgrade of the intersection of George Street/Liverpool Street to provide pedestrian priority movements.

The changes to the configuration of George Street will result in amendments to the bus network and operations in the vicinity of the World Square Precinct. Key bus routes are planned to be redirected to adjacent parallel north-south routes through the CBD such as Elizabeth Street. There would be no regular public transport buses on George Street which will result in reduced noise levels and improved pedestrian amenity in the vicinity of the World Square Precinct.

Changes to the road layout will have an impact on accessibility to the World Square Precinct from taxi patrons. Currently the kerbside lane along George Street along the frontage of the World Square Precinct is a bus lane with parking allowed outside of clearway times. The changed configuration to George Street being a single southbound traffic lane will result in taxis not being able to stop outside of the World Square Precinct.

In addition to the changes in road layout, pedestrian amenity will be improved significantly throughout the CBD, and in particular to properties along George Street as a result of wider footpaths, reduced traffic volumes and bus volumes and improved crossing facilities. This will be a benefit to the operations of the World Square Precinct.

It is also noted that there will be no changes outlined in the EIS to Goulburn Street, Pitt Street and Liverpool Street in the vicinity of the World Square Precinct. Existing vehicle accesses on Goulburn Street will be maintained along with existing traffic movements to/from George Street and Pitt Street. Pitt Street may pick up additional traffic volumes due to reduction of capacity on George Street.

Construction Impacts

Construction staging for the light rail project will be over three stages; 1) early works construction, 2) main civil works construction, 3) testing and commissioning. The EIS outlines that during construction works controls will be required that will require agreement with relevant property owners. These include:

- > Scheduling of deliveries for early morning/late night for short periods when the active work zone is directly outside the property.
- > Restricting access to smaller trucks.
- > East-west cross streets undergoing planned closures at weekends.

Consultation and agreement with property owners will be sought on any controls that may have an impact on the operations of the property.

All pedestrian accesses will be maintained in the vicinity of the World Square Precinct, as well as pedestrian routes along George Street. The construction activities will have minimal impacts on pedestrian access relating to the World Square Precinct. It should be noted that any footpath widening works that will likely occur will have some impact on amenity, however will unlikely restrict access to the World Square Precinct from George Street.

A key impact on the World Square Precinct as a result of construction works will be the closure of the intersection of George Street / Goulburn Street for intermittent periods during construction. The EIS outlines the need for a full closure during construction works and will occur on weekends only. During this period a

southbound access lane will be provided along George Street which will allow access to Goulburn Street (refer to **Figure 2**).

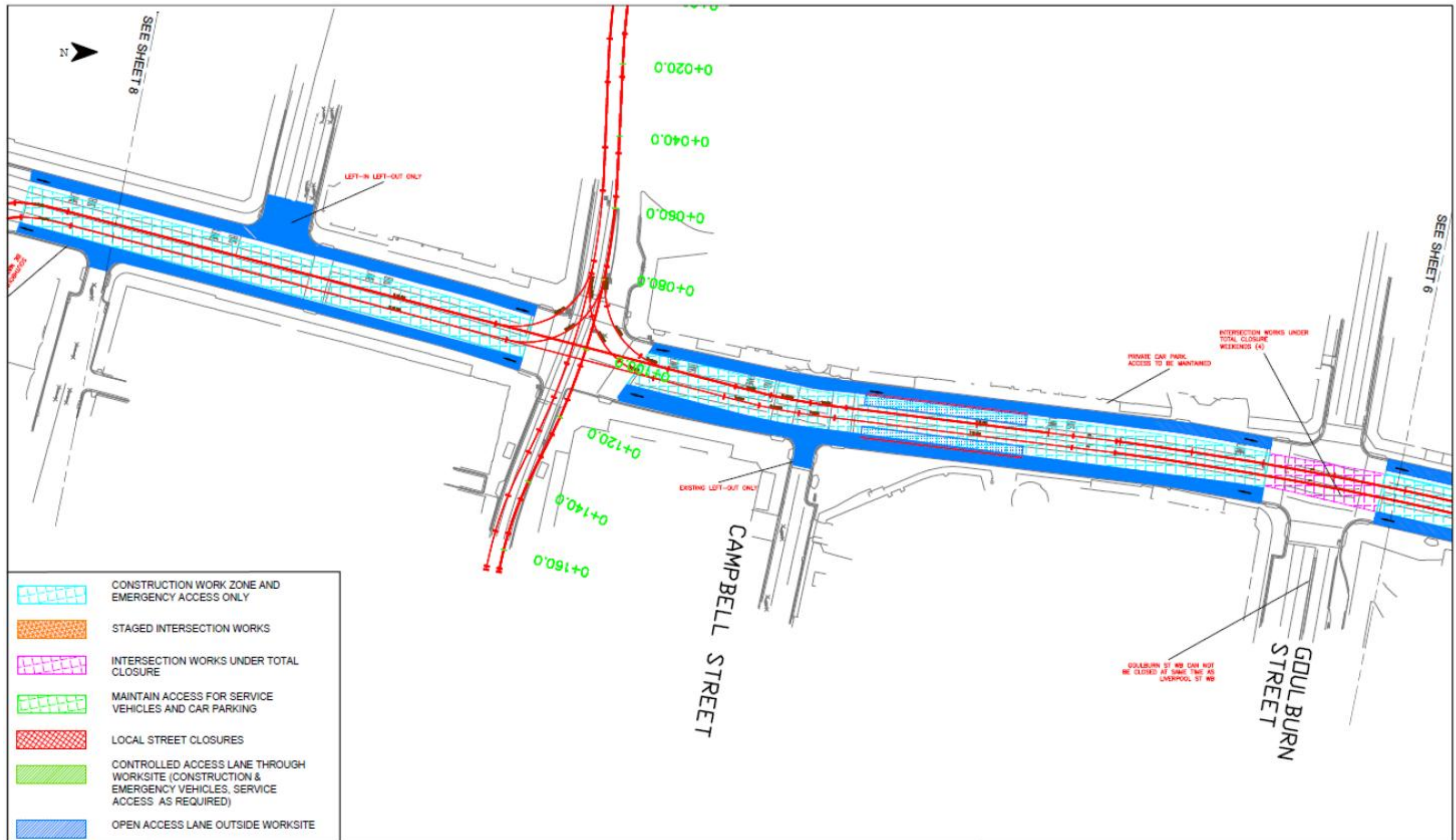
Goulburn Street Vehicle Accesses

The Goulburn Street vehicle accesses will be affected during the weekend periods when the intersection of George Street/Goulburn Street is closed. While access will be maintained via a southbound access lane on George Street, there will be a level of inconvenience due to rerouting of service and delivery vehicles. The closure could be expected to occur over a number of weekends during the construction process. Exact length of time is not contained in the EIS and is unlikely to be known until the extent of utilities to be adjusted is known and a contractor appointed

Pitt Street Vehicle Accesses

The redistribution of traffic throughout the CBD may result in increased traffic flows along Pitt Street in the vicinity of the World Square Precinct; however it is likely that this will not impact on the Pitt Street vehicle accesses to the World Square precinct. This access will also not be affected by construction activities associated with the light rail project.

Figure 2 George Street/Goulburn Street Intersection Closure



Source: CBD & South East Light Rail Project EIS – Construction traffic management Plan (AECOM/Booz & Co., 2013)

Summary and Conclusion

Based on a review undertaken of The EIS it is our view that the light rail project will have **very limited negative impacts** on ongoing accessibility to World Square Precinct. There may be **some overall benefit** to the World Square Precinct in terms of increased footfall past tenancies and accessibility because of the light rail stop and for pedestrians.

A **light rail stop is planned near the World Square Precinct** immediately north of Liverpool Street, encouraging increased pedestrian volumes in the vicinity of the property and may open up increased commercial opportunities for ground floor tenancies. Pedestrian access between the World Square Precinct and the stop will be enhanced through the planned upgrade of the intersection of George Street/Liverpool Street to provide pedestrian priority movements.

Pedestrian amenity will be improved significantly throughout the CBD, and in particular to properties along George Street as a result of potentially wider footpaths, reduced traffic volumes and bus volumes and improved crossing facilities. This will be a benefit to the operations of the World Square Precinct and will likely encourage increased pedestrian activity in the area.

Changes to the road layout will have an **impact on accessibility to the World Square Precinct from taxi patrons**. Currently the kerbside lane along George Street along the frontage of the World Square Precinct is a bus lane with parking allowed outside of clearway times. The changed configuration to George Street will result in taxis not being able to stop outside of the World Square Precinct. This is a **potential issue for consideration of submission to the EIS consultation process that consideration may be given to the creation of a taxi drop off area on the George Street frontage of World Square Precinct using an area of the footpath widening**.

A key consideration of the project and its impacts on the operation of the World Square Precinct will be during the construction stages. The EIS outlines the need for the closure of the intersection of George Street/Goulburn Street to allow for construction activities. While **access to the driveways on Goulburn Street will be maintained** via a southbound access lane on George Street, there will be a level of **relatively minor inconvenience due to rerouting of service and delivery vehicles over a number of weekends during the construction stage**. The intersection closure will only occur on the weekend and consultation will occur between Transport for NSW and property owners to ensure all impacts are mitigated as much as possible. The closure could be expected to occur over a number of weekends during the construction process. Exact length of time is not contained in the EIS and is unlikely to be known until the extent of utilities to be adjusted is known and a contractor appointed.

An opportunity may be possible to gain access to the vehicle ingress on Goulburn Street for westbound vehicles during the weekend road closures. This may reduce the impacts of the road closures and can be considered in the consultation process. An alternative route may be available via Pitt Street, into Liverpool Street and then southbound along George Street to turn left into Goulburn Street.

No impact is expected on the driveways located on Pitt Street.

Nathan Stringer - Fwd: 388 George Street Sydney - Sydney and South East Light Rail Project

From: plan_comment
To: Diane Sarkies; Nathan Stringer
Date: 7/01/2014 9:38 AM
Subject: Fwd: 388 George Street Sydney - Sydney and South East Light Rail Project
Attachments: 388 George Street Sydney - Sydney and South East Light Rail Project

Planning,

Further to the below, please find attached our submission in regards to the EIS for the light rail with respect to the premises being IAG House, 388 George Street Sydney.

Overall we believe the proposed works will be beneficial to our precinct and Sydney as a whole, however we have a few concerns which are noted below.

Pertinent items to note from our submission:

1. Taxi access: George Street will be turned into one lane southbound, which will eliminate the ability for taxi's to stop outside 388 George Street. What will be the impact of the proposed taxi stands along King Street?
2. Intermittent closure of George / King Streets during construction on weekends which will impact access into our loading dock and car park – we have a large number of delivers which occur over weekends that is critical to the operation of the building and Coles Supermarket and our tenant Insurance Australia Group ("IAG") has 24/7 access into the car park that need access into our driveway located at the this intersection.
3. Increased traffic being diverted onto King Street as a result of redirection of traffic flow – have any studies been completed to model this?

If you have any questions please let me know, if not I look forward to hearing from you in regards to the above.

Kind regards,

Joe Polito
 Property Manager

Brookfield Office Properties
Australian Commercial Operations
 IAG House, Ground Level, 388 George Street, Sydney NSW 2000
 T +61 2 9231 3684 M +61 409 565 776 F +61 2 9221 3104
 email: joe.polito@au.brookfield.com
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From: John Fairbairn
Sent: Friday, 13 December 2013 8:22 AM
To: Joe Polito; Nicholas Wadham
Subject: FW: Extension on submission Date RE: Sydney and South East Light Rail Project

FYI – extension has been agreed to – will keep you both posted when draft is in.

Thanks.

From: Neill Miller (Sydney) [<mailto:neill.miller@cardno.com.au>]
Sent: Thursday, 12 December 2013 5:06 PM
To: John Fairbairn
Cc: Richard Thomas (Sydney)
Subject: Fwd: Extension on submission Date RE: Sydney and South East Light Rail Project

Hi John,

I have received confirmation that submissions will be excepted up to 31 December 2013.

We will have a draft prepared for your review by Tuesday COB with the aim to lodge the submission on Wednesday.

Please let me know if you have any concerns with these dates, otherwise we will progress as planned.

Regards,

Neill Miller
0418 622 052

Begin forwarded message:

From: <information@planning.nsw.gov.au>
Date: 12 December 2013 5:56:35 pm AEDT
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Hi Neil,

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I can confirm that we will accept submissions until 31st December for the CBD and South East Light Rail Project (SSI 6042).

Kind regards,
Amber.

Information Officer, Information Centre
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>>> "Neill Miller (Sydney)" <neill.miller@cardno.com.au> 12/12/2013 4:39 PM >>>
 Hi,

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Kind Regards,

Neill Miller

TRAFFIC & TRANSPORT ENGINEER
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Thank you for your support and we look forward to working with you in 2014.

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CBD & South East Light Rail

Submission to Environmental Impact Statement

Cardno have reviewed the *CBD & South East Light Rail Environmental Impact Statement* (The EIS) with specific focus on the possible impacts on the operation and amenity of the property located at 388 George Street. We understand that the property is a key commercial and retail trip generator and attractor located within the Sydney CBD. Trip purposes include both employment and retail related trips and easy access to the precinct is vital to its operation.

388 George Street Site

The property at 388 George Street is located at the intersection of George Street/King Street with the primary pedestrian access on the frontage to George Street, and access to Coles on King Street. Vehicle access is also provided for both car parking and services/loading activities on King Street.

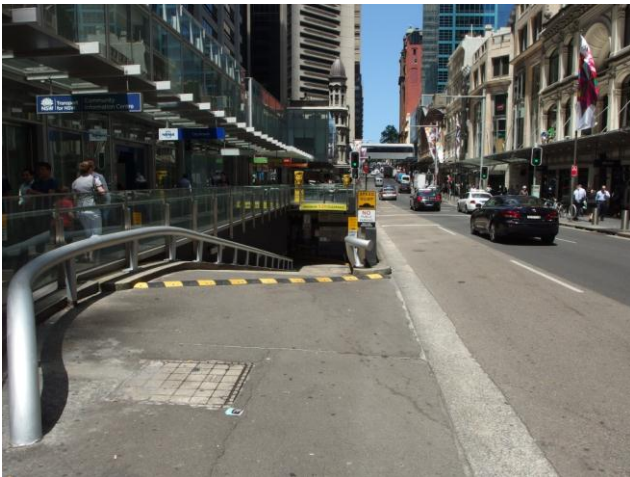
The key access points for pedestrians and vehicles are illustrated in **Figure 1**.

Figure 1 388 George Street - Key Access Points



Source: Nearmap

The vehicular accesses to the building are provided at two locations and are shown below.



Primary ingress on King St, near intersection with George St



Primary egress on King St, between George St and Pitt St

The vehicle accesses provide access to underground parking and loading facilities and loading operations for two premises, including 388 George Street and 175 Pitt Street.

Loading operations occur 24 hours a day, seven days a week and are vital to the commercial and retail operations located within the building. The following movements are associated with the loading dock activities:

- > Bulk deliveries for the Coles supermarket occur (via truck) between 6:00pm and 10:00pm daily with additional ad hoc truck movements at other times daily.
- > Courier deliveries between 7:00am and 6:00pm on Monday to Friday.
- > Contractor access for maintenance between 7:00am and 6:00pm on Monday to Friday and ad hoc on weekends.
- > Car park primarily accessed between 7:00am and 6:00pm on Monday to Friday, however access is provided at all times.
- > Waste removal occurs between 10:00pm and 1:00am on Monday to Friday.

Vehicles primarily accessing the building arrive from the north along George Street and from the west along King Street.

The Light Rail Project

In December 2012 the NSW Government announced their plan to extend the light rail network by construction of a new line from Circular Quay to Kingsford and Randwick. The corridor will run through the centre of Sydney's CBD along George Street and will be an integral part of the access strategy to the CBD.

Operational Impacts

In the vicinity of 388 George Street, the cross section of George Street will change from its current configuration of a kerbside bus lane and one travel lane in each direction to a shared pedestrian and vehicle zone. The creation of a pedestrian zone along George Street will remove most vehicles, with only local access and service/delivery vehicles allowed to access on George Street, similar to Pitt Street. The pedestrian zone will allow vehicles to utilise an area to travel down the side of the light rail corridor (10 km/h speed limit).

The property at 388 George Street will be located approximately equidistant between two light rail stops, Queen Victoria Building and Wynyard. The stops will be located 400 – 500 metres from 388 George Street. Access to both stops will be facilitated by the pedestrian zone.

The changes to the configuration of George Street will result in amendments to the bus network and operations along George Street. Key bus routes are planned to be redirected to adjacent parallel north-south routes through the CBD. There would be no regular public transport buses on George Street which will result in reduced noise levels and improved pedestrian amenities.

Changes to the road layout will have an impact on accessibility to the 388 George Street from taxi patrons. Currently the kerbside lane along George Street along the frontage of 388 George Street is a bus lane. The changed configuration to George Street will result taxis not having access to the George Street frontage. The City Centre Access Strategy identifies taxi stands to be located on King Street, near the intersections with George Street and Pitt Street, which will service patrons of 388 George Street.

In addition to the changes in road layout, pedestrian amenity will be improved significantly throughout the CBD, and in particular in the vicinity of 388 George Street as a result of the pedestrian zone. This will be a benefit to the accessibility of 388 George Street.

It is also noted that there will be no changes outlined in the EIS to King Street in the vicinity of the 388 George Street. The existing vehicle access on King Street will be maintained, however access will be restricted via George Street due to the pedestrianized zone. Vehicles will have to arrive via King Street, west of George Street.

Construction Impacts

Construction staging for the light rail project will be over three stages; 1) early works construction, 2) main civil works construction, 3) testing and commissioning. The EIS outlines that during construction works controls will be required that will require agreement with relevant property owners. These include:

- > Scheduling of deliveries for early morning/late night for short periods when the active work zone is directly outside the property.
- > Restricting access to smaller trucks.
- > East-west cross streets undergoing planned closures at weekends.

Consultation and agreement with property owners will be sought on any controls that may have an impact on the operations of the property.

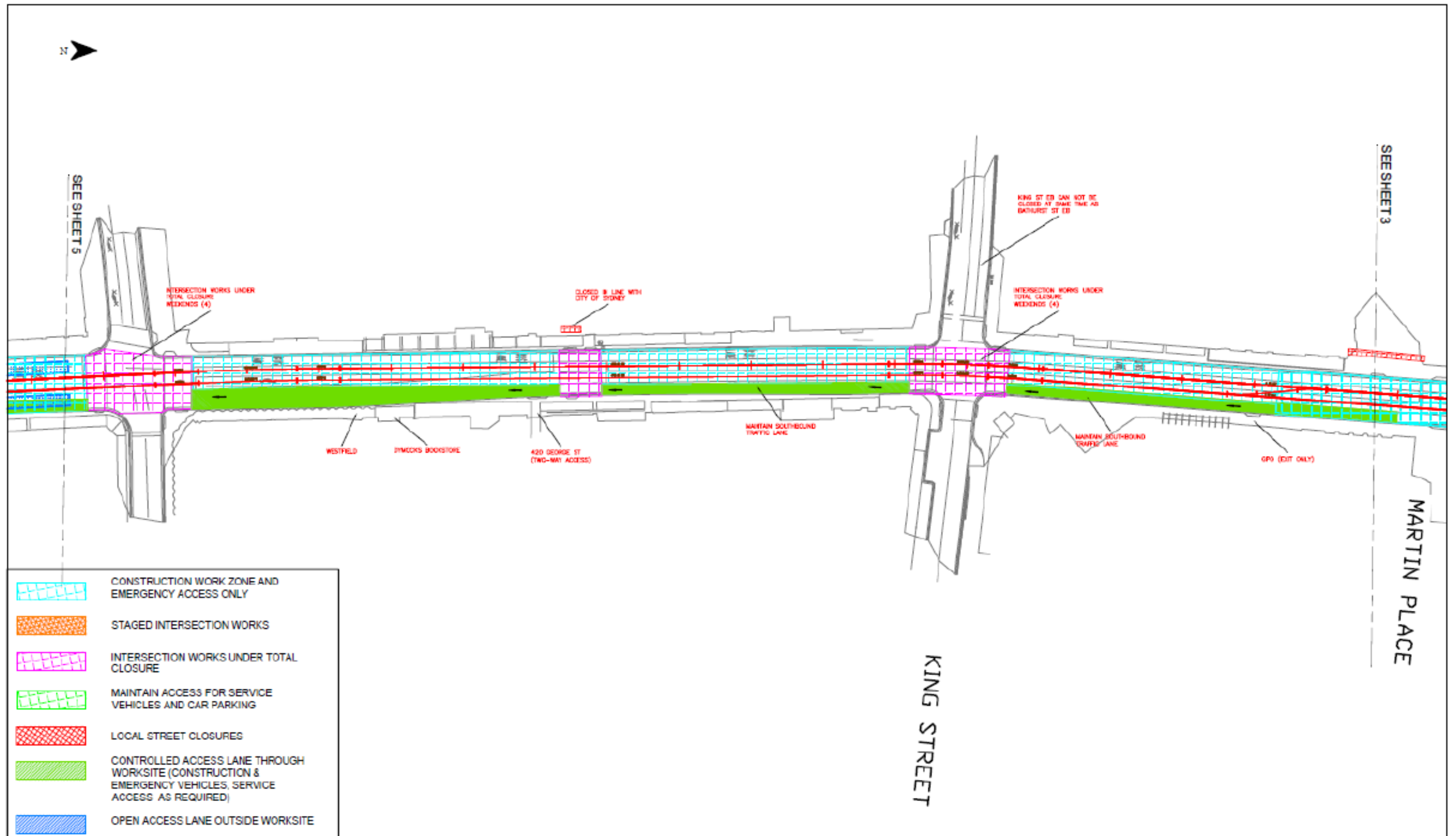
The pedestrian accesses will be maintained in the vicinity of 388 George Street, as well as pedestrian routes along George Street. The construction activities will have minimal impacts on pedestrian access relating to the 388 George Street. However, footpath widening works as a result of creating the pedestrianized zone will have some impact on amenity, however will unlikely restrict access to the 388 George Street.

A key impact on the 388 George Street as a result of construction works will be the closure George Street to construct the pedestrianized zone, as well as the closure of the intersection of George Street / King Street for intermittent periods during construction. During this time a southbound access lane will be provided along George Street. The EIS outlines the need for a full intersection closure at the intersection of George Street/King Street, which will occur on weekends only. The southbound access lane along George Street will provide access to King Street during the intersection closure (refer to **Figure 2**).

King Street Vehicle Accesses

The King Street vehicle accesses will be affected during the weekend periods when the intersection of George Street/King Street is closed. While access will be maintained via a southbound access lane on George Street, there will be a level of inconvenience due to rerouting of service and delivery vehicles. The closure could be expected to occur over a number of weekends during the construction process. Exact length of time is not contained in the EIS and is unlikely to be known until the extent of utilities to be adjusted is known and a contractor appointed

Figure 2 George Street/King Street Intersection Closure



Source: CBD & South East Light Rail Project EIS – Construction traffic management Plan (AECOM/Booz & Co., 2013)

Summary and Conclusion

Based on a review undertaken of The EIS it is our view that the light rail project will have **very limited negative impacts** on ongoing accessibility to 388 George Street. There will be **some overall benefit** to 388 George Street in terms of increased footfall past tenancies and accessibility as a result of the pedestrianized zone.

Pedestrian amenity will be improved significantly throughout the CBD, and in particular in the vicinity of 388 George Street as a result of the pedestrianized zone. This will be a benefit to the operations of the 388 George Street and will encourage and facilitate increased pedestrian activity in the area.

Changes to the road layout will have an **impact on accessibility to 388 George Street from taxi patrons**. Currently the kerbside lane along George Street along the frontage of the 388 George Street is a bus lane. The changed configuration to George Street will result taxis not having access to 388 George Street along the George Street frontage. Taxi stands are planned along King Street that will service the property.

A key consideration of the project and its impacts on the operation of 388 George Street will be during the construction stages. The closure George Street to construct the pedestrianized zone, as well as the closure of the intersection of George Street / King Street for intermittent periods during construction will have an impact on the operation of 388 George Street. While **access to the driveway on King Street will be maintained** via a southbound access lane on George Street, there will be a level of **relatively minor inconvenience due to rerouting of service and delivery vehicles over a number of weekends during the construction stage**. The intersection closure will only occur on the weekend and consultation will occur between Transport for NSW and property owners to ensure all impacts are mitigated as much as possible. The closure of the intersection could be expected to occur over a number of weekends during the construction process. Exact length of time is not contained in the EIS and is unlikely to be known until the extent of utilities to be adjusted is known and a contractor appointed.

Once the light rail is operational, the **existing vehicle access on King Street will be maintained**, however access will be restricted via George Street due to the pedestrianized zone. Vehicles will have to arrive via King Street, west of George Street.