

12596
12 December 2013

Sam Haddad
Director-General
Department of Planning and Infrastructure
23-33 Bridge Street
SYDNEY NSW 2000

Attention: Kate Macdonald

Dear Mr Haddad

**SSD 12_5582 - RESPONSE TO SUBMISSIONS AND AMENDED PLANS
COMMERCIAL BUILDING C4 WESTPAC GROUP FITOUT (LEVELS 1-28)**

This letter has been prepared by JBA on behalf of Lend Lease (Millers Point) c/o Westpac Group in relation to the proposed Westpac Group Fitout of Levels 1-28 of Commercial Building C4 (SSD 12_5582) at Barangaroo South.

This letter provides a response to the issues raised by Transport for NSW and the RMS during public exhibition and provides amended plans for approval following further design development.

1.0 RESPONSE TO SUBMISSIONS

1.1 Transport for NSW

The issues raised by Transport for NSW and the proponent's response is provided in **Table 1** below.

Table 1 – Response to TfNSW Issues

Issue	Response
1. Robust mode share targets apply to the site and the Workplace Travel Plan is a key measure to achieve these targets, supported by limited parking provision, management of the use of parking and infrastructure initiatives supporting the site.	Noted.
2. TfNSW recognizes that the Workplace Travel Plan has been prepared by the developer as part of conditions of consent before site occupation, and not by the tenants who would ultimately need to endorse, confirm and take responsibility for implementing the measures proposed by the Plan. As such, the Workplace Travel Plan submitted is considered interim.	Despite Lend Lease (Millers Point) being the applicant, the Workplace Travel Management Plan (WTMP) was prepared specifically for the Westpac Group, who fully endorse the plan. Accordingly it should not be considered "interim" in status.
3. TfNSW recommends that Lend Lease establish a governance framework with tenants, such as a working group of tenants' Human Resources or Facilities personnel to facilitate the finalisation of the Workplace Travel Plan. An active Workplace Travel Plan is likely to be needed for at least the initial 5 years of site occupation to provide appropriate support to employees relocating to the new	TfNSW comments are noted, however this application only relates to the Westpac Group fitout and it is not appropriate to address wider precinct issues as part of the Westpac Group's detailed fitout application.

site. Lend Lease may choose to remain actively involved in facilitating a successful outcome for the site over this period.	
<p>4. TfNSW notes the following omissions in the Workplace Travel Plan submitted and recommends that additional information be included in the Plan, including:</p> <ul style="list-style-type: none"> – Details of the number of staff expected on site at any one time. – A commitment to undertake staff travel surveys within 3 months of occupation. – Commitment to a timeframe for the appointment of the Travel Coordinator. The appointment should occur before occupation so that the Coordinator can support the relocation process. – Confirmation of the monitoring programme proposed and the responsibility of the proposed Travel Plan Management Team for monitoring the implementation of the Workplace Travel Plan. 	The requested additional information has been incorporated into a revised WTMP attached to this letter.
<p>5. TfNSW is interested in contributing to the successful implementation of the Workplace Travel Plan for this major site. Once appointed, the Travel Coordinator is welcome to contact Ms Ana Temporini on (02) 8202 2354 or ana.temporini@transportnsw.gov.au to discuss TfNSW's involvement and support of this initiative.</p>	Noted.
<p>6. A Road Occupancy Licence (ROL) must be obtained from the TMC for any activity likely to impact on the operational efficiency of the road network. The ROL allows the applicant to use a specified road space at approved times, provided certain conditions are met. Proponents must allow a minimum of 10 working days for processing from date of receipt. Traffic Control Plans are to accompany each ROL application.</p>	It is appropriate that this request form a condition of consent.

1.2 Roads and Maritime Services

The issues raised by RMS and the Westpac Group's response is provided in **Table 2** below.

Table 2 – Response to RMS Issues

Issue	Response
<p>1. Section 2.2 Cycling Access – The NSW Government is currently considering strategic cycling networks in the Sydney City Centre Access Strategy. Potential differences between the City of Sydney Cycle Strategy and Action Plan 207-2017 and the Sydney City Centre Access Strategy should be checked when it is released to verify assumptions made in this application and any amendments that may be necessary.</p>	The Workplace Travel Management Plan (WTMP) has been updated to reflect the Sydney City Centre Access Strategy.
<p>2. Section 2.3.1 Sydney Light Rail – This section of the report is out of date by approximately one year as it is referencing 2012-13 budgets and consultants being appointed for a Strategic Light Rail Plan that was completed in late 2012. There is no recognition of Sydney's Light Rail Future or the announcement of the CBD and South East Light Rail project both made on 13 December 2012.</p>	The WTMP has been updated to reflect the CBD and South East Light Rail projects.
<p>3. Sections 2.3.3 Wynyard Walk, 2.3.4 North West/South West Rail Links, 2.3.5 Improving Public Transport Services and Facilities, 2.3.6 Long Term Transport Master Plan – These sections of the report are out of date by approximately one year.</p>	The referenced sections of the WTMP have been updated.
<p>4. Appendix B1 Suggested Material for Staff Intranet Site – the policy for taking bikes on light rail should be clarified with Transport for NSW for times permitted and costs for doing so. Monorail no longer exists as a public transport service – the report needs to be updated recognising this.</p>	The WTMP has been updated to reflect these comments.
<p>5. 4.4 Anticipated Traffic Routes of Appendix 01 in Appendix H – It is preferred that trucks use an alternative route to York Street during business hours and peak times.</p>	The wording in Appendix H (Construction Traffic Management) is consistent with the wording in the approved Construction Traffic Management Plan for the base building. Notwithstanding this, it is noted that:

	<ul style="list-style-type: none"> – Only Southbound truck activity (i.e. trucks from the north and north west) would utilise York Street – vehicles accessing the site from other directions would not. – York Street would only be utilised outside of peak hours (trucks cannot utilise York Street during the weekday AM peak given access from the Harbour Bridge to York Street between 6.30am – 9.30am (Monday – Friday); southbound truck movements will reduce or cease by PM peak hours). – Construction traffic would be managed in accordance with Condition D4(e) of the Basement approval MP10_0023: "To minimise impacts on public transport, trucks should avoid where possible the use of York Street to access the development site between 2.00pm and 8.00pm Monday to Friday." <p>While the above approved approach for the base building will not totally prevent traffic on York Street during business hours, it will minimise impacts upon traffic along York Street by construction traffic. It is considered appropriate that the fit out application achieve consistency with the approach approved for the base building to assist with the potential coordinated management of concurrent works.</p>
<p>6. 4.4.2 Road Network Impacts in Appendix M – The proposed intersection of Globe Street/Hickson Road will be closer to the intersection of Hickson Road/Napoleon Street/Sussex Street/Barangaroo Basement exit according to the Section 75W Modification Application to Concept Plan for Barangaroo South (MP06_0162 MOD 6). The shorter distance proposed between intersections and the additional demands that the car park exit will generate on the intersection requires detailed review of traffic operations along Sussex Street, Hickson Road, Erskine Street, Lime Street, Shelley Street and Globe Street. Amended network intersection designs and lane configurations may be required as a result of this change. Modelling updates that should be undertaken with application MP06_0162 MOD 6 could also be used in this application.</p>	<p>The subject application is for the fitout of an approved building. There are no road works proposed and no additional trip generation above what was assessed as part of the base building. It is therefore not appropriate that any further impact assessment be provided with this application.</p>
<p>7. Traffic analysis should be undertaken in accordance with Roads and Maritime Services (RMS) Traffic Modelling Guidelines.</p>	
<p>8. The Traffic Impact Assessment should consider updated cumulative traffic and transport changes, including the announced CBD & South East Light Rail Project, changes to buses in the City Centre and other associated changes related to these projects. Liaison with Transport for NSW will be necessary to holistically capture these changes.</p>	

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| 9. RMS and Transport Management Centre approval should be sought for any required road or lane closures. | |
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2.0 AMENDED PLANS

Westpac Group would like to submit amended plans for Levels 1-3, 15 and 28. The modifications relate to the minor reorganisation of uses on the subject floors following further design development. All the modifications are internal and minor in nature, and therefore do not necessitate any changes to the environmental assessment that accompanied the exhibited project.

We trust that the above information will enable the Department to complete its assessment of the subject application. Should you have any queries about this matter, please do not hesitate to contact me on 9956 6962 or mrowe@jbaplanning.com.au.

Yours faithfully



Michael Rowe
Principal Planner