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10 November 2010

Dear Sir/Madam,

Major Project No. 06_0162: Barangaroo Concept Plan Modification No. 4
Response to Planning NSW regarding Public Transport Considerations

I refer to the request for clarification on certain key issues arising from review by NSW Planning of the Barangaroo Concept Plan Modification No. 4.¹ This letter responds to Issue 4 regarding the timing and commitment to public transport projects servicing the Northern Sydney CBD including Barangaroo.

Arup has been reviewing the Barangaroo TMAP prepared in 2008 and providing supplementary information to enable the current planning applications to be assessed. It is recognised by the Barangaroo Transport Working Group comprising Barangaroo Delivery Authority (BDA), City of Sydney Council (CoS), TransportNSW and Lend Lease that a new TMAP will be required for Barangaroo as development planning proceeds. This Transport Working Group will oversee the development of a new Barangaroo TMAP in mid 2011 based on the outcomes of the various transport studies currently being undertaken.

The NSW Government and the CoS are committed to delivering a City Centre that is integrated and connected through effective public transport, pedestrian, cycling and road links.²

It is acknowledged that transport is a catalyst for change. Growth and development in Sydney's City Central area is supported by a comprehensive planning framework, whereby land use and transport planning is integrated. Discussion with members of the Transport Working Group, together with advice provided to Lend Lease by the BDA, has identified the following plans and studies that comprise this framework:

- **NSW State Plan** - updated in 2010 and supported by detailed delivery plans, the State Plan includes targets to achieve better transport and liveable cities by 2016;
- **Metropolitan Strategy** and supporting draft Sydney sub-regional strategy;

¹ Planning NSW letter from Richard Pearson, Deputy Director-General, dated 27 September 2010.

² Transforming Sydney: A City/State Partnership, September 2010

- **Metropolitan Transport Plan** – released in February 2010, the MTP provides a 25 year vision for transport and land use planning for Sydney and includes a 10 year fully funded package of transport infrastructure to support it. Projects supporting the City Centre include:
 - An expanded light rail service for the inner city;
 - New and enhanced railway lines into the City Centre, enabling increased services from Western Sydney and additional capacity at key city stations;
 - Better bus connections, including the delivery of 1,000 new buses, supporting public transport information and priority measures and depot facilities;
 - Sydney Metropolitan Strategic Cycle Network;
 - Improved ferry services including the delivery of six new ferry vessels at a total cost of \$709 million;
 - Enhanced road and freight network;
 - Improved customer service initiatives including improved passenger information, electronic ticketing, station enhancements and additional rolling stock; and
 - Long term planning to support future capacity requirements, including corridor protection through the CBD and across the harbour.
- **Mode strategies**, commencing with the release of the NSW BikePlan in May 2010. Mode strategies for rail, bus, ferry and freight are proposed to be released by TNSW for public consultation in late 2010;
- **City Centre Access Plan**, which will be conducted on an ‘all modes-all trips’ basis across the short (to 2016), medium (to 2021) and long (to 2036) term taking into account current and future projects and growth resulting from development such as Barangaroo. The Plan will cover pedestrians, cyclists, public transport (including rail, light rail, buses and ferries) and traffic (that is, all road going modes, such as cars, taxis, trucks and couriers) at all times of day including weekends. The Access Plan is due for competition in early 2011.³
- **Memorandum of Understanding** with the City of Sydney Council, which includes a package of short term bus enhancements in the Wynyard Precinct.
- **Wynyard Precinct Master Plan**, being undertaken by TNSW and informed by RailCorp’s Wynyard Station Plan;
- **Sydney CBD Coach Strategy**, prepared by TNSW and released in October 2009.⁴

The NSW Government recognises the importance of providing pedestrian access across the city. Barangaroo Major Project 06-0162 MOD 2 (Commercial floor space) has a condition of consent requiring the provision of a Barangaroo Pedestrian Link prior to occupancy of the first building.⁵

³ Request for Tender: Services Brief, Sydney City Centre Access Plan, 15 October 2010

⁴ <http://www.transport.nsw.gov.au/sydney-cbd-coach-strategy>

⁵ http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=2551

To achieve this, TNSW gained approval from the Department of Planning in August 2010 for the Barangaroo Pedestrian Link as part of the CBD Metro Modification 1 - Project Staging.⁶

Planning for Barangaroo continues to be undertaken within the framework of the Barangaroo TMAP whereby mode split to private vehicles is 4%. All concept and individual project applications are being over seen by the Transport Working Group which is working collaboratively to achieve integration of land use and transport planning for Barangaroo.

Yours faithfully

A handwritten signature in black ink, appearing to read 'Andrew Hulse', with a stylized, cursive script.

Andrew Hulse
Senior Associate

⁶ http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=4072