

## Aaron Nangle - Fwd: Online Submission from Eric Miller of Infrastructure Partnerships Australia (support)

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**From:** Ben Lusher  
**To:** Aaron Nangle  
**Date:** 11/02/2011 10:47 AM  
**Subject:** Fwd: Online Submission from Eric Miller of Infrastructure Partnerships Australia (support)  
**Attachments:** IPA Submission on proposed City One redevelopment of Wynyard Station.pdf

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>>> Eric Miller <[eric.miller@infrastructure.org.au](mailto:eric.miller@infrastructure.org.au)> 11/02/2011 10:44 am >>>

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Please see attached document for details of IPA submission. We welcome the opportunity to comment further on the proposed development and will be available for further comment if required.

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Organisation: Infrastructure Partnerships Australia

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IP Address: [tfaus.lnk.telstra.net](http://tfaus.lnk.telstra.net) - 203.45.50.2

Submission for Job: #3177 MP 09\_0076 - Mixed Use Development  
[https://majorprojects.onhiive.com/index.pl?action=view\\_job&id=3177](https://majorprojects.onhiive.com/index.pl?action=view_job&id=3177)

Site: #1543 City One - Thakral House / Wynyard  
[https://majorprojects.onhiive.com/index.pl?action=view\\_site&id=1543](https://majorprojects.onhiive.com/index.pl?action=view_site&id=1543)

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**Ben Lusher**

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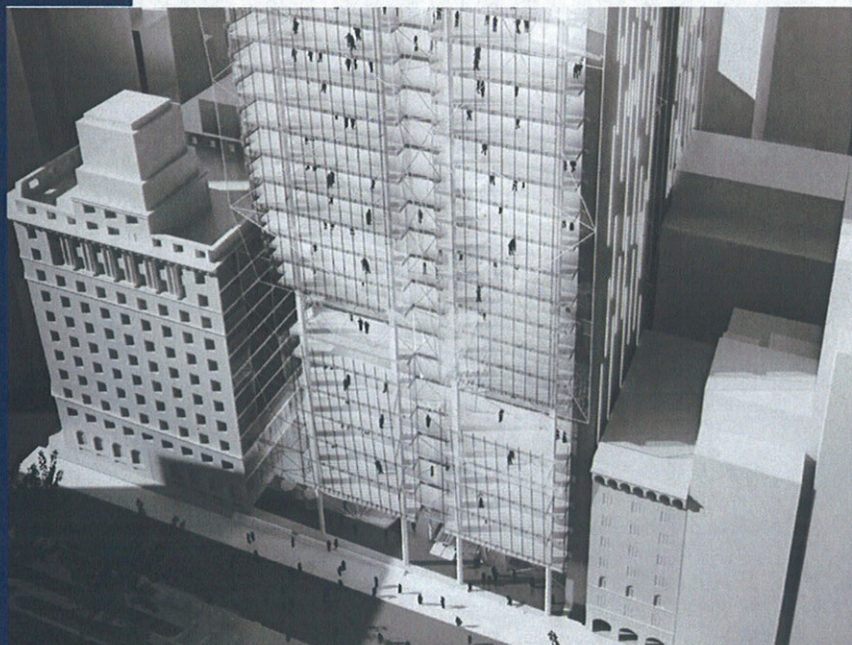
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**SUBMISSION ON  
THE PROPOSED  
'CITY ONE'  
DEVELOPMENT  
AT WYNYARD  
STATION**



**FEBRUARY 2011**



Infrastructure Partnerships Australia is a national forum, comprising public and private sector CEO Members, advocating the public policy interests of Australia's infrastructure industry.



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## **EXECUTIVE SUMMARY**

**Infrastructure Partnerships Australia supports the proposed 'City One' redevelopment of the Wynyard Station precinct.**

'City One' has the potential to make an important contribution to the revitalisation the Wynyard station transport hub. The use of innovative partnership between the proponent and the State will also minimise cost impacts to the public.

It is no secret that transport demand is growing rapidly in the face of sustained population growth. Infrastructure generally – and transport infrastructure specifically – requires significant investment to keep pace with the State's development.

Wynyard Station was opened in the early 1930s and connected to the City Circle in the 1950s. It has seen levels of patronage growth that were not anticipated in its original design or subsequent upgrades.

In the morning peak, Wynyard is the third busiest station in Sydney, with over 40,000 people passing through the turnstiles, with a similar number in the afternoon peak periods<sup>1</sup>.

Significant upgrades are required to meet the current and future demand and importantly, to improve the customer amenity of the precinct.

It is clear that constraints on public borrowing require the NSW Government to look well beyond traditional funding measures and actively seek out opportunities for collaboration with the private sector to meet infrastructure renewal challenges.

There is little doubt the Wynyard Station precinct is overdue for revitalisation. Pressures will also increase once plans to link the area to Barangaroo reach fruition.

The proposed project has a capital value of \$416 million – and will make a substantial improvement to the approaches to Wynyard Station itself and upgrade significantly the safety and egress matters at the station.

City One provides an important test case for ways to offset the cost of other CBD station upgrades, such as Town Hall and Central – and on this basis, should be supported.

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<sup>1</sup> CityRail Travel Statistics Compendium, 7<sup>th</sup> Edition, 2010.

## **THE 'CITY ONE' PROJECT**

### **Alignment with existing State & City Policies**

A long-term coordinated planning approach coupled with consistent delivery of infrastructure projects is a necessity for progress to be made in NSW. Major projects should fit within a transparent context of strategic planning policies of the State. The 'City One' development is in line with broad planning goals for the State:

- By contributing close to 15,000 jobs during construction, the project directly reflects the demands of the NSW State Plan;
- In building capacity for additional office space it meets the requirements of both the State Plan and the Sydney Metropolitan Strategy;
- Through its contribution to better integration of transport modes, sustainable design and the global competitiveness of Sydney, 'City One' is positively aligned to both the Sydney City Subregional Draft Strategy and the Sustainable Sydney 2030 policy;
- By building additional capacity and preparing a key CBD station for growth in patronage the project is directly contributing to Metropolitan Transport Plan.

### **Public & Economic Benefits**

'City One' has the ability to deliver the following benefits to the public:

- Improving the aesthetic, functional and management requirements of Wynyard Station, extending its economic life;
- Improving the quality of public domain surrounding the site;
- Maximising the efficiency of retail space on the Wynyard concourse;
- Preparing the station for forecasts of increased pedestrian usage to 2060, whilst greatly reducing the duration of pedestrian journeys and increasing the level of service for pedestrians;
- Through developer contributions, the project will improve station facilities, services, amenities, lifts, ticketing booths and staff facilities as well as fire escape stairs and other safety measures; and
- Better integration with bus interchange located to the immediate West of Wynyard Station.

In addition to the direct benefits felt by patrons of the station and surrounds, the project will provide wider economic benefits:

- Through \$416 million in private investment, that will flow through to NSW businesses and service providers;
- Creation of over 15,000 jobs during construction and 4,000 operational jobs;



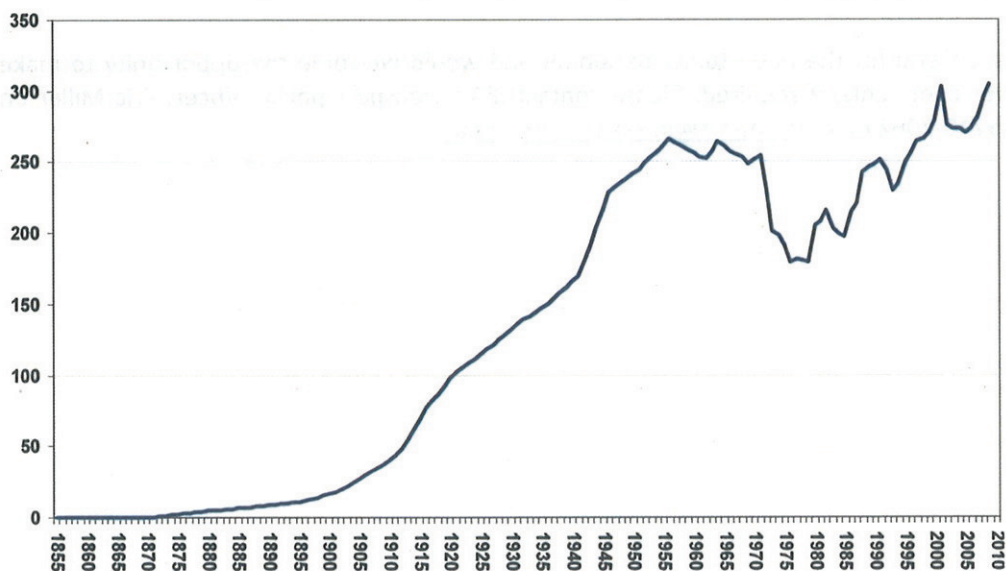
- Contribution to global competitiveness, which will have flow on benefits to tourism; and
- Helping to build the capacity of Wynyard Station to accommodate growth associated with plans for the City Relief Line and Western Express which if implemented would provide widespread economic benefits through investment and job creation.

### **Need to Upgrade Wynyard Station**

The upgrade of Wynyard Station is a critical priority for the rail network. Since construction of the station began in the 1920s, patronage on Sydney's rail system has almost tripled (see Figure 1). In addition, more than 40,000 people pass through Wynyard every morning and afternoon, with pedestrian congestion a major issue.

The upgrade of the station would also improve the amenity and design of the station, and assist in creating better urban form.

Figure 1: Historical patronage on the CityRail network<sup>2</sup>



### **Future Station Upgrades**

Approval of the 'City One' development would create a precedent for investment into similar projects at Town Hall and Central Railway Stations, along with other projects where private investment can have a directly positive impact on public infrastructure. The potential also exists for the Government to 'bundle' CBD station upgrades together in one project, potentially as a Public Private Partnership.

<sup>2</sup> CityRail Travel Statistics Compendium, 7<sup>th</sup> Edition, 2010.



## CONCLUSION

The 'City One' project is supported by Infrastructure Partnerships Australia because:

1. In its own right, it is a project that delivers much needed upgrades to a major CBD rail station, building additional capacity to accommodate expected growth, and better linking the station to other transport modes. Through the creation of jobs and over \$400 million in investment it will provide much needed direct and indirect economic benefits to Sydney.
2. Finally, the ability of the project to deliver direct public benefits without further constraining the public budget is worthy of support. The progression of 'City One', has the potential to champion private sector investment in other much needed projects. Initially, this could include badly needed redevelopments of Town Hall and Central stations.

We thank you for the opportunity to submit and would welcome the opportunity to make further comments, if required. Please contact IPA's transport policy officer, Eric Miller on (02) 9240-2062 or at [eric.miller@infrastructure.org.au](mailto:eric.miller@infrastructure.org.au)





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