

# Wynyard Station Upgrade

## Review Of Environmental Factors – Summary

December 2014





# Overview

Transport for NSW has completed a Review of Environmental Factors (REF) to consider the potential benefits and impacts associated with the upgrade of Wynyard Station (the proposal). The REF has been prepared in accordance with the provisions of Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act) and will be used to assist Transport for NSW in determining whether to proceed with the proposal. Feedback from the community and other key stakeholders will be sought during the public display period and considered when making this determination.

This summary document provides an overview of the proposal and should be read in conjunction with the Wynyard Station Upgrade REF.



Artist's impression of Platforms 5 and 6 (indicative only - subject to detailed design)

# Wynyard Station and its surrounds

Wynyard Station is located directly below Transport House, York Street, Wynyard Park and Carrington Street. The station has four platforms, and a paid and unpaid concourse. The station concourse forms part of the lowest basement level of Transport House. There are two mezzanine levels between the concourse and Wynyard Park.

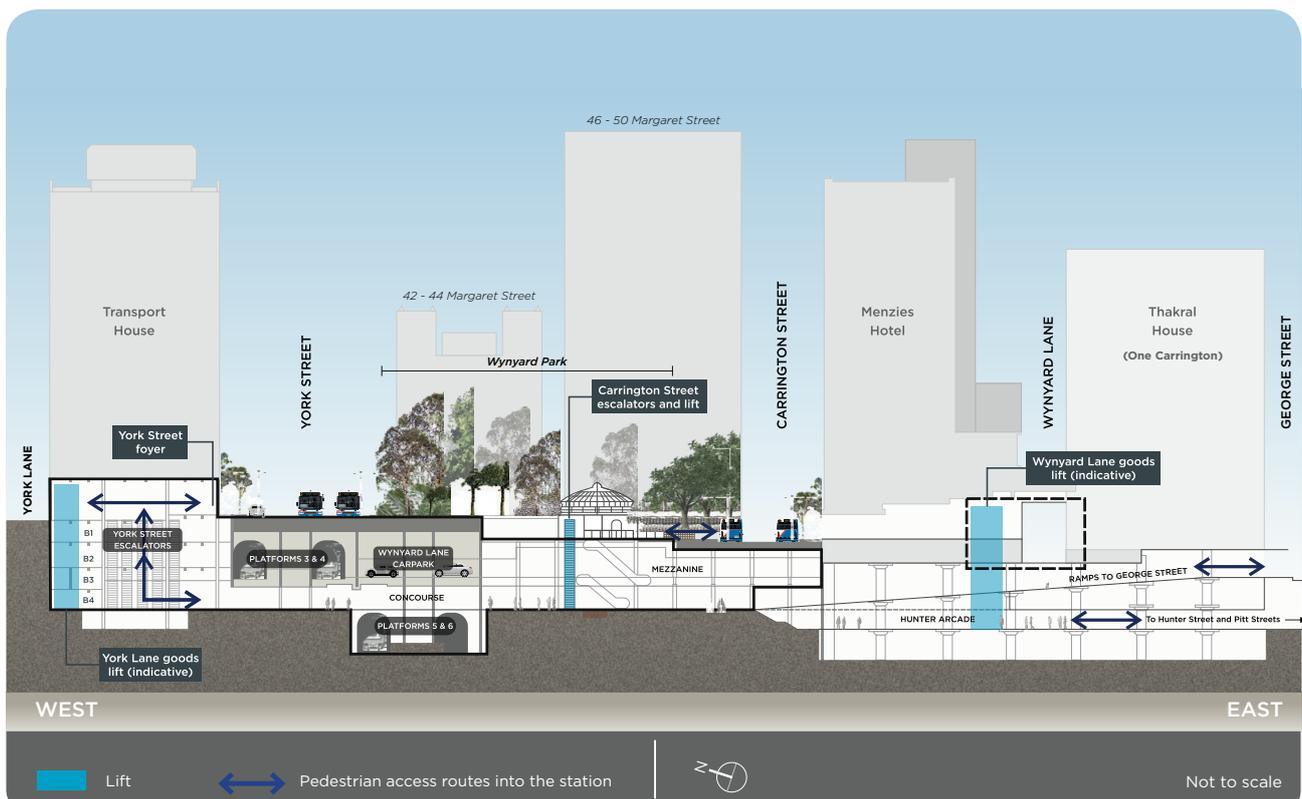
Wynyard Station is accessible to pedestrians via:

- escalators connecting the concourse level with Transport House and York Street
- escalators and stairs to Wynyard Park and Carrington Street
- stairs to the Hunter Arcade tunnel
- the Metcentre
- two pedestrian ramps connecting to George Street.

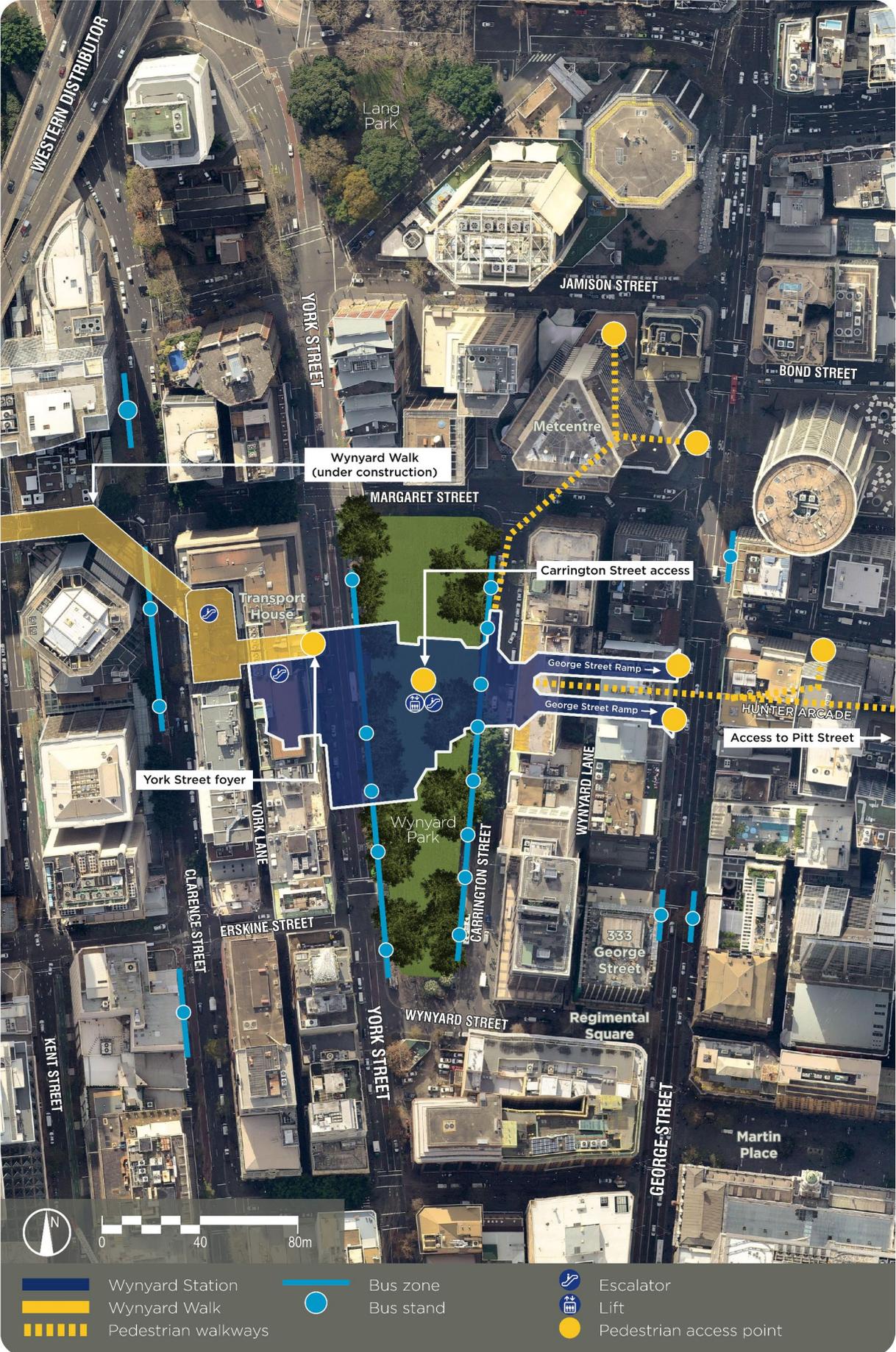
There are numerous retail outlets located in the Metcentre, Hunter Arcade and along the George Street ramps. Other surrounding retail and service uses include Coles and a public car park, located in the mezzanine levels above the concourse.

Above ground, the station is surrounded by high density commercial land uses intermixed with residential buildings, hotels, churches and educational establishments. Wynyard Park is located above the station between York and Carrington Streets. Wynyard bus interchange is located around the perimeter of this park.

A cross section of the station is provided below and an aerial view showing pedestrian access to the station is shown on the following page.



Indicative cross section of Wynyard Station



Pedestrian access to Wynyard Station

**An important transport link**

Wynyard Station is one of the busiest stations on Sydney's rail network and an essential link for the T1 North Shore, Northern and Western Line, T2 Airport, Inner West and South Line and T3 Bankstown Line.

The station services Sydney's existing financial district and will be an important link for the new Barangaroo development.

**Nearby public transport**

Wynyard Station is in walking distance to George Street and Martin Place. The station also provides an important link to other nearby public transport modes, such as the bus interchange on Carrington Street.

With the completion of Barangaroo and Wynyard Walk, the introduction of light rail on George Street and the Barangaroo Ferry Hub close by, Wynyard Station will become an even more important transport hub for the Sydney CBD.



Wynyard bus terminal



King Street Wharf ferry



Indicative view of light rail on George Street

# The need for the upgrade

The station currently experiences congestion during peak periods, receiving approximately 39,000 pedestrian movements over the three and a half hour morning peak period. Passenger numbers are expected to increase with the broader growth of Sydney's rail network, including the North West Rail Link and the Barangaroo development.

Furthermore, the broader growth of Sydney's rail network will place further pressure on Sydney's CBD stations. The Sydney City Centre Access Strategy developed by Transport for NSW will see changes to how people enter, exit and move in and around the CBD, with Wynyard Station playing a central role.

The station has undergone several alterations since it was first completed in 1932, but has not had significant improvements since the addition of platform lifts in 1998. In its current form Wynyard Station is unable to accommodate anticipated patronage growth.

Retaining the existing station layout would likely lead to queuing, delays on platform stairs and crowding and congestion within the station.



Congestion on platform stairs at the station

# The proposal

The Wynyard Station Upgrade would:

- increase capacity for Wynyard Station to meet current and future passenger demand
- relieve congestion within the paid concourse area and the platforms by providing effective vertical transportation links between the concourse and the platforms
- improve amenity at Wynyard Station, to create a gateway to Sydney's financial district and CBD, including improved customer experience, station facilities, wayfinding and surveillance
- maintain Wynyard Station as an integral component of a continuous public domain link from Pitt and George Streets through to the western CBD and waterfront.
- refurbishment and de-cluttering of Platforms 5 and 6, including demolition of the former escalator enclosures and re-orientation of one staircase between the platforms and the paid concourse area
- relocation of the Station Manager's Office and provision of new amenities within the station facilities. This includes removal of the existing facilities in the northern unpaid concourse
- fit out of Transport House basement levels, including the reconstruction of stairs to the public domain concourse area, for use as station facilities (such as the Station Manager's Office and other operational and administrative functions)
- other works relating to the provision of services to support the station upgrade, within roof and wall cavities throughout the station and also within adjoining properties.

## Key features of the proposal

The key features of the proposal include:

- refurbishment of York Street foyer
- reconfiguration of the unpaid concourse area, including widening the northern concourse area and inclusion of the southern unpaid concourse area within the expanded paid concourse
- expansion of the paid concourse area and the provision of new ticket gates to improve pedestrian circulation
- refurbishment throughout the concourse level
- refurbishment and de-cluttering of Platforms 3 and 4 and provision of a new staircase between the platforms and the paid concourse

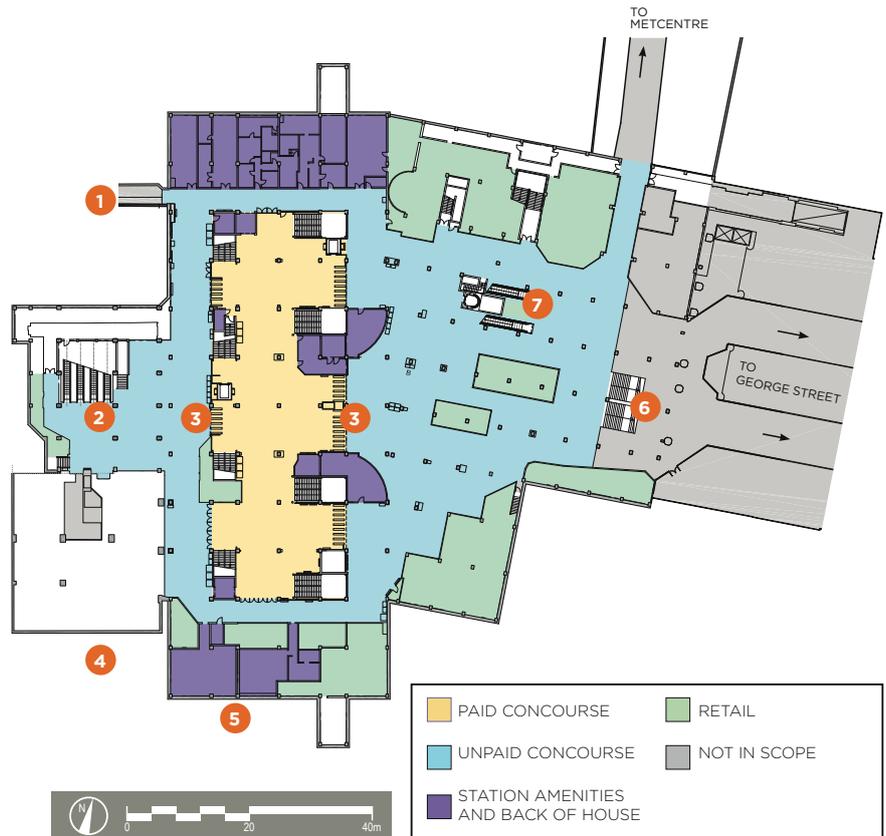
## Station layout

The following page shows a layout of the station today, and how the station may look after the upgrade.

The proposed station layout features a curved gateline, which is designed to improve sightlines and pedestrian flow on the concourse.

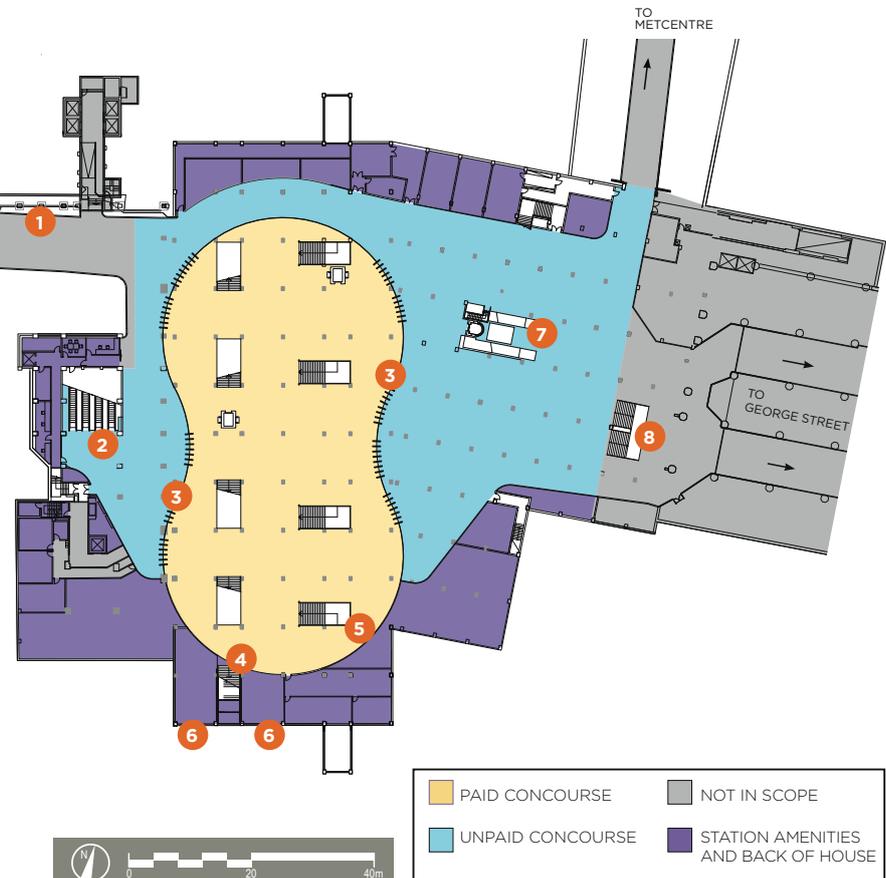
The final design for the station layout will provide more gates, a wider and decluttered concourse, and new stairs. These key elements will improve the customer journey by making it easier to move in and around the station.

- 1 Kent Street tunnel now closed while Wynyard Walk is under construction.
- 2 The existing York Street entrance and escalators will be retained.
- 3 Ticket gates are narrow and close to platform stairs which increases congestion on the concourse.
- 4 Concourse Bar and café
- 5 Fixtures and finishes in public toilets need refurbishment to meet current and future demand.
- 6 The existing entry point via the George Street ramps and Hunter Arcade stairs. This area is not included in the proposal.
- 7 The existing entry point via Carrington Street entrance and escalators. This area is not included in the proposal.



Existing Wynyard Station layout

- 1 Wynyard Walk will be a fully accessible pedestrian link between Wynyard Station and Barangaroo.
- 2 York Street foyer will be refurbished with new fixtures and finishes and the York Street escalators will be retained.
- 3 Ticket gatelines and paid concourse will be widened and additional gates installed to improve pedestrian flow and reduce congestion.
- 4 New stairs installed to improve pedestrian flow between concourse and Platforms 3 and 4.
- 5 Existing stairs will be realigned to improve pedestrian flow between the concourse and Platforms 5 and 6.
- 6 Public toilets will be refurbished. Public toilets now located within the paid concourse.
- 7 The existing entry point via Carrington Street and escalators will be retained. This area is not included in the proposal.
- 8 The existing entry point via George Street ramps and Hunter Arcade stairs will be retained. This area is not included in the proposal.



Proposed Wynyard Station layout (indicative only - subject to detailed design)

# Construction

## Construction timeframe

Construction is scheduled to start in early 2015. The proposal would take approximately 18 months to complete.

## During construction

Wynyard Station would remain operational during the upgrade and passenger services would be maintained throughout construction. The following key functional requirements would be maintained during construction:

- a safe and operational station
- effective flow paths for pedestrians throughout all stages of work
- appropriate interfaces with surrounding land uses and developments, including the Metcentre, George Street ramps and the Hunter Arcade, Wynyard Walk, and the proposed One Carrington Street development
- minimal disruption, where feasible, to surrounding businesses and properties.

For these reasons, construction works would need to be completed both inside and outside of standard construction hours.

Hoardings would be erected throughout the station, and works would be staged to ensure commuters are able to effectively and safely access the station throughout construction.

## Materials delivery

There are multiple possible access points into the station for construction and materials delivery. The key access points include:

- George Street ramps
- Wynyard Lane Car Park (requires installation of a temporary construction hoist)
- Wynyard Park (requires installation of a temporary construction hoist)
- Wynyard Lane goods lift
- York Street.

The preferred option for construction access is the George Street ramps and Wynyard Lane Car Park as these access points have minimal impact on public space and amenity.

Wynyard Park would only be considered if the preferred option is not available. If access via Wynyard Park is required, then a temporary compound and construction hoist would be built in the park to enable construction materials to be delivered to the station.

# Community and stakeholder consultation

A range of community and stakeholder engagement activities have been undertaken during the preparation of the REF to inform stakeholders about the Wynyard Station Upgrade. The purpose of consultation is to establish and maintain clear lines of communication with stakeholders to identify and consider the diverse range of views and interests. The engagement activities undertaken include:

- meetings with key stakeholders and government agencies
- meetings with local businesses and the provision of opportunities for feedback
- participation in forums, including the Project Working Group and Station Construction Liaison Group
- information updates on the Transport for NSW website.

## Key issues raised

The key issues raised by stakeholders during the preparation of the REF included:

- pedestrian, traffic and transport impacts
- impacts to listed heritage items
- noise and vibration impacts
- cumulative impacts resulting from concurrent construction activities in the Wynyard precinct.

These impacts have been minimised as far as possible during preparation of the REF. Transport for NSW will continue to work closely with key stakeholders and the community to minimise impacts of the proposal.

## Current consultation

The REF will be on public display until 19 December 2014. The REF is available for download from the Transport for NSW website [www.transport.nsw.gov.au](http://www.transport.nsw.gov.au). Hard copies will be available for viewing at the Transport for NSW Community Information Centre, Retail 5, 388 George Street, Sydney.

A full list of display locations is provided on page 17.

Stakeholders and the community are encouraged to make a submission on the REF during the public display period.

The Transport for NSW Community Information Centre is open 9 am to 5 pm Monday to Friday. Members of the community can visit the information centre during these hours throughout the display period to talk to project team members and ask questions about the proposal and provide feedback.



**Transport for NSW  
Community Information Centre**  
Retail 5, 388 George Street,  
Sydney NSW 2000  
(Corner King and George Streets)  
9am - 5pm Monday to Friday

Written submissions on the REF should be emailed to:



**Email**  
[Projects@transport.nsw.gov.au](mailto:Projects@transport.nsw.gov.au)

or mailed to:



**Mail**  
Wynyard Station Upgrade  
Principal Manager Planning and Development  
Locked Bag 6501  
St Leonards NSW 2065

Written submissions must be received by 5:00 pm, 19 December 2014.

# Summary of the key issues

The REF identifies the potential environmental benefits and impacts of the proposal and outlines the mitigation measures proposed to reduce the potential impacts. Further information on the assessment of key issues and recommended mitigation and management measures can be found in Chapters 7 and 8 of the REF.

## Operation

The proposed upgrade would increase capacity for the station to meet future passenger demand and network growth.

The proposal would improve the overall customer experience for users of Wynyard Station. The upgrade would provide an open, bright space with refurbished facilities, fixtures and finishes and new wayfinding and signage.

Changes to the public domain layout would reduce pedestrian congestion and deliver improvements to sightlines, wayfinding and pedestrian flow, providing an improved level of service within the station.

Widening the paid concourse area, installing new and modified staircases and increasing the number of ticket gates, would result in improvements to pedestrian flows and reduce queuing on stairs and platforms.

## Construction impacts

The key impacts expected to occur during construction of the proposal include temporary restrictions and disruption to traffic and pedestrian movements, noise and vibration impacts and cumulative impacts from interactions with other developments. Construction would also result in some impacts to non-indigenous heritage elements.

### Construction noise and vibration

There are no significant noise impacts expected for sensitive receivers at street level near the station.

There would be some noise impacts for sensitive receivers in and adjacent to the concourse and mezzanine levels of the station, including retail in the Metcentre and on the George Street ramps. Where possible, high noise generating activity (such as jackhammering) would be completed outside standard construction hours to minimise noise impacts to nearby retail.

Noise levels for construction activities that would occur outside standard construction hours are predicted to comply with noise management levels and are not expected to cause sleep disturbance.

A construction noise and vibration management plan would be developed prior to construction and would describe the proposed noise and vibration mitigation measures for the Wynyard Station Upgrade

### Pedestrian Access

Pedestrian access to the station platforms would be maintained at all times throughout construction.

Access to some public areas would be restricted during construction. Inconvenience would be minimised as far as possible and work would take place outside peak hours wherever possible.

Pedestrian management measures, including minimum width walkways, completion of works outside peak commuter times and use of appropriate wayfinding and signage, would be incorporated into a Construction Traffic and Pedestrian Management Plan (CTPMP).

### Traffic and Access

Potential traffic impacts include modified access to the Wynyard Lane Car Park and goods lift, and temporary increase to traffic on surrounding roads and laneways while deliveries are in progress.

Construction works would be undertaken in accordance with a CTPMP to minimise disruption to traffic and transport services. Mitigation measures in the CTPMP would include scheduling movements of construction vehicles outside peak periods, implementing traffic control measures during deliveries, and wayfinding and signage to notify motorists and pedestrians of changed traffic conditions.



Artist's impression of the northern paid concourse (indicative only - subject to detailed design)

## Heritage

A heritage assessment has been carried out as part of the REF. The assessment identified four heritage-listed items in the Wynyard precinct, including:

- Transport House
- Wynyard Station
- Former Wynyard tram tunnels
- Wynyard Park.

There remains little original fabric within Wynyard Station and Transport House as a result of upgrades that have occurred since the opening of the station in 1932. The proposal would result in the permanent loss of some of the remaining original fabric of the station, and the reconfiguration of the station would alter the original layout in some locations.

Archival recording of the original fabric would be undertaken where permanent heritage impacts are likely.

Temporary impacts to Wynyard Park may occur should it be required for construction access. Impacts to heritage items are not considered to be significant.

Measures would be implemented to avoid or minimise impacts on heritage elements in Wynyard precinct and these would be described within a Heritage Construction Environmental Management Plan.



Wynyard Park (circa 1930s)

### Cumulative construction impacts

Simultaneous construction of the proposal and other projects around Wynyard Station would result in cumulative impacts to traffic and pedestrian access, as well as noise and vibration.

These impacts will be minimised through a coordinated approach to environmental management involving Transport for NSW and adjacent developments.

This would include a consultative approach to the preparation and review of Construction Environmental Management Plans, staging of construction activities and negotiating common loading areas and vehicle access arrangements.



Artist's impression of the northern paid concourse (indicative only - subject to detailed design)

# Next steps

During the public display period, stakeholders and the community are encouraged to make submissions to Transport for NSW in relation to the proposal.

Following the display period, Transport for NSW will consider the issues raised in submissions and will respond to community feedback in a submissions report. Transport for NSW will then determine whether to proceed with the proposal.



Artist's impression of the eastern paid concourse (indicative only - subject to detailed design)

# For more information



**Online**

[www.transport.nsw.gov.au](http://www.transport.nsw.gov.au)



**Email**

[Projects@transport.nsw.gov.au](mailto:Projects@transport.nsw.gov.au)



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Principal Manager Planning and Development  
Locked Bag 6501  
St Leonards NSW 2065



**Transport for NSW**

**Community Information Centre**

Retail 5, 388 George Street, Sydney NSW 2000  
(Corner King and George Streets)  
Monday to Friday 9am to 5pm



**Other public display locations**

City of Sydney Council  
Town Hall House  
456 Kent Street Sydney NSW 2000  
(Monday to Friday 8am to 6pm)

Customs House Library  
31 Alfred Street  
Circular Quay Sydney NSW 2000  
(Monday to Friday 10am to 7pm  
Saturday and Sunday 11am to 4pm)

Transport for NSW  
Level 5, Tower A, Zenith Centre  
821 Pacific Highway Chatswood NSW 2075  
(Monday to Friday 9am to 5pm)





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