

Response to Submissions – Martin Place Over Station Development SSD 9270 and SSD 9326

Construction Hours Modifications – 3 July 2020



Submitter	Submission	Lendlease Response
City of Sydney (CoS)	<u>1. Proposed change to (f) of Condition D3 (1) - (f) carrying out works that during standard hours would result in a high risk to construction personnel or public safety, based on a risk assessment carried out in accordance with AS/NZS ISO 31000:2009 "Risk Management";</u> <i>The inclusion of this in the modification to the condition is questioned. High risk activities are likely to be either on the outside of the building (facade) or have significant noise emissions (hoist modification or screen install or removal), as they include the following:</i> • <i>Facade installation near public thoroughfare (where risk to public safety cannot be adequately controlled).</i> • <i>Install/removal of perimeter screens.</i> • <i>Modifications to jump-form (formwork).</i> • <i>Modify/dismantling external hoists.</i> • <i>Activities that would be considered too high risk to undertake within the public domain / public roads during peak and high use periods (ie: business days and Saturday mornings).</i> <i>It is the City's opinion that these works can be done during normal hours, subject to restricted access to areas which will stop their works in that area for the duration of the high risk works. Accordingly, the City requests the proposed changes to (f) are carefully considered.</i>	Condition D3(f) is intended to mitigate safety risks to the public, and limit interference and impact to public thoroughfare where the level of risk of certain work activities is deemed too high to be undertaken during the day. Pedestrian activity is at its highest during daytime hours on weekdays and during special events within the Martin Place precinct. Apart from the inherent protection of public safety, this condition will also minimise impact to the local residents and business community from restricted access such as footpath closures, pedestrian diversions and lane closures during the peak pedestrian and traffic times, while allowing construction activities to continue in a manner that is cognisant of any residential receivers, businesses or hotels that may be operating outside of the standard hours. Works completed out of standard hours under this proposed modification will be by exception, in accordance with AS/NZS ISO 31000:2009 "Risk Management" to ensure public safety is protected and adequately managed at all times and impacts to the CBD operations are minimised. Implementation and management of this approach will be further detailed in the project Construction Noise and Vibration Management Plan, as submitted to the Planning Secretary and Certifying Authority, and will include permitted hours that this condition can be implemented, community consultation requirements and any required notification to the Secretary and Certifying Authority of such works occurring.
CoS	<u>2. Community Agreements</u>	The objective of the proposed modified construction hours, including the community negotiated agreements, is to align the working hours framework

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	<i>Approval from all residents (owners/occupiers) in a building must be obtained, not just from the strata or building manager, prior to works commencing.</i>	between the Critical State Significant Infrastructure (CSSI) and State Significant Development (SSD) approved projects in order to achieve a consistent management approach across the Martin Place construction precinct and provide reliable and consistent messaging to the local residential and businesses communities. The project will implement a comprehensive precinct Community Communications Strategy which will be critical to managing community expectations with regards to impacts to be experienced. Any corresponding community negotiated agreement would coincide with construction planning and include significant community and sensitive receiver consultation to optimise construction schedules and mitigation measures, allowing impacted receivers to discuss the proposed construction works and provide a representative community position. The corresponding community agreement would include negotiated respites and benefits to the community resulting from any alternate working hours, which may include significant reduction of the overall construction program resulting in an earlier finish of construction works and reduced duration of any associated construction impacts. All impacted receivers, including residents, will be contacted and given the opportunity to provide comment on any community negotiated agreements. It is not considered feasible or reasonable for approval from all residential owner/occupiers to be obtained for a community agreement to be applied. To align with the current Sydney Metro approach and ensure a representative community decision is made, it is proposed that a significant majority community approval be required for a community negotiated agreement to be applied. This process will be further detailed in the in the project Construction Noise and Vibration Management Plan, as submitted to the Planning Secretary and Certifying Authority. The Sydney Metro Martin Place ISD project has successfully implemented two community agreements with no associated objections or complaints received and a time saving of approximately three months of bulk excavation works, which will in-turn have provided approximately three months less impact of the relatively higher noise and vibration emitting activities associated with bulk earthworks. Should a rise in complaints regarding the community agreement be identified, the project will review the community agreement and recommence discussions with
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		the impacted receivers to ensure appropriate mitigations and respites are in place. Should ongoing support for the community agreement fall below the required approval rate, the community agreement may be withdrawn. This process will be further detailed in the in the project Construction Noise and Vibration Management Plan, as submitted to the Planning Secretary and Certifying Authority.
Sydney Coordination Office (SCO) within Transport for NSW (TfNSW)	<i>Construction Pedestrian and Traffic Management</i> <u>Comment</u> <i>It is noted that the proposed modification seeks to align the circumstances where out-of-hours construction works may be undertaken with the Metro Station Critical State Significant Infrastructure approval (SSI-7400).</i> <u>Recommendation</u> <i>It is requested that the Construction Pedestrian and Traffic Management Plan (CPTMP) required under Condition C19 of SSD 9270 for the subject site be updated, in consultation with the Sydney Coordination Office within TfNSW, to incorporate any change to construction works as a result of the proposed modification. The applicant shall submit a copy of the final updated plan to the Coordinator General, Transport Coordination for endorsement prior to the issue of the construction certificate associated with the works under the above modification proposal.</i>	This recommendation is acceptable for a Construction Pedestrian and Traffic Management Plan (CPTMP) submitted under C19(b) only. <u>Note</u> - where the CSSI Construction Traffic Management Plan (CTMP) is updated to include the SSD works under C19(a), this updated CTMP will be developed in consultation with SCO and other representatives of the Sydney Metro Traffic Control Group (TCG) and Traffic and Transport Liaison group (TTLG), endorsed by SCO and approved by Roads and Maritime Services (within TfNSW) as per the CSSI requirements and submitted to the Planning Secretary and Certifying Authority. C19(b) and the corresponding CSSI CTMP approval pathway do not cater for Coordinator General, Transport Coordination endorsement prior to the issue of the construction certificate associated with the works.
Community Member	<i>I am a local resident in a 28 story apartment building in Hosking Place opposite the Martin Place works and have endured countless noise issues on an ongoing basis and made several complaints about this project. On each occasion, an apology is extended, however the work continues regardless on schedule so the apologies are baseless. I have recently been informed by mail about a proposal to extend the already lengthy project working hours beyond 6 days per week currently supplemented with monthly proposals for</i>	No 24 hour works have been approved or undertaken as part of the Sydney Metro Martin Place integrated station development (ISD) project. With the current COVID-19 situation, and to facilitate safe work practices and social distancing onsite, construction projects have been provided allowance via Ministerial Orders to carry out work on Saturdays, Sundays and Public Holidays. Within the Martin Place precinct, projects completing works under these COVID-19 allowances include Sydney Metro tunnelling, excavation and station construction packages, and also building works at 1 Castlereagh Street, 38-36 Martin Place and the MLC Centre located at 19 Martin Place.

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	<i>essential night works due to traffic and pedestrians (despite there being barely any of both during the COVID situation). By providing regular additional notices of night works on a monthly basis (regardless of resident opinion or potential disruption)-, the project has in fact found a loop hole in order to practically work 24/7 but making out the night works are an exception on each occasion and are of a limited time frame. I would like to submit an objection about the noise which destroys quiet enjoyment of a private residence and is arguably a violation of WH&S requirements by causing nuisance to surrounding persons. Please do not extend the already extensive project hours which will create more noise and disruption to me and the residents of 1 Hosking Place, the community engagement appears to just be a process of "we've told you and pre-warned you about the noise and disruption so it's OK to proceed as long as you were told in advance". Also, the "acceptable noise limit" parameters are so high that nearly all noise seems to fall within the limits therefore providing a green light as everything is "within approved limits". It is a blatant disregard for the needs of the local residents. Thank you for the opportunity to object.</i>	The Sydney Metro Martin Place ISD project team proactively monitor noisy activities via real-time and attended noise monitoring to ensure applicable criteria set by the Department of Planning, Industry and Environment are not exceeded. No project related noise exceedances have been identified to date, with noise and vibration monitoring reports developed in consultation with, and endorsed by, an independent Acoustics Advisor. These reports are available on the Martin Place ISD website at lendlease.com/martinplacemetro. The Sydney Metro Martin Place ISD project is situated in the heart of the CBD and works proactively with the City of Sydney on a daily basis to ensure construction impacts are minimised throughout the day when there is high pedestrian and traffic volumes. As per the project planning approval, relevant road authority permits and City of Sydney requirements, works requiring oversize deliveries, lane closures and footpath exclusion zones are required to be completed outside of peak times to ensure public safety is maintained at all times and impacts to local traffic networks are minimised. Martin Place ISD implements noise mitigation practices to works required to be completed outside of standard hours, including comprehensive community notification and engagement, selection of appropriately sized and well-maintained equipment and acoustic screening. While the Sydney Metro projects issue monthly notifications of works required to be completed outside of standard hours, the projects will always minimise night works where possible and may not utilise all evenings notified, particularly where works are completed earlier than forecast or alternate working arrangements are approved by the relevant authorities. To date, the Sydney Metro Martin Place ISD project has received one noise complaint from a Hosking Place resident, in April 2019. No other complaints have been received from Hosking Place residents. Further to the above, residents at 1 Hosking Place are always considered in project construction planning and corresponding noise and vibration impact assessments as we have a duty of care for these local residents. The Sydney Metro Martin Place ISD site team has implemented extra measures to ensure if work is completed in close proximity on Castlereagh street, we will individually phone residents who have requested a prewarning. In addition, the Sydney Metro Martin Place ISD project has received compliments from 1 Hosking Place
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		regarding the high level of ongoing engagement by the project team to date. Evidence of this correspondence can be supplied as requested.
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