

Ms Amy Watson  
Team Leader  
Key Sites Assessments  
Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**Attention:** Brendon Roberts

Dear Ms Watson

**Concept Proposal for the Development of the Martin Place Precinct (SSD 8351)  
Notice of Exhibition**

Thank you for your letter dated 30 May 2017 requesting Transport for NSW (TfNSW) comment on the above.

The summary of key comments identified during the assessment of the proposal is provided below. A detailed discussion of these and the remaining comments are included in **TAB A**.

- The proposal may have an impact on the existing Eastern Suburbs Railway, and future Sydney Metro City and Southwest project. The proponent should consult with TfNSW, Sydney Trains and its contractors to determine what level of assessment is required for the next stage of development;
- Based on the Transport, Traffic, Pedestrian and Parking Report prepared to support the proposed development, the trips generated by the proposed development will result in a significant increase in demand on the pedestrian network to access public transport. The future pedestrian movements generated by the proposed development should be analysed to confirm that the pedestrian facilities provided to access the public transport network are adequate; and
- Several construction projects, including the Sydney Metro City and Southwest are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

TfNSW requests that the applicant consults with the Sydney Coordination Office to address the above issues. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 8202 2198.

Yours sincerely



Margaret Prendergast  
**Coordinator General**  
**Sydney Coordination Office**

Objective Number - CD17/06398

# **TAB A – Detailed Traffic and Transport Comments on the Development Application**

## **Existing and Future Rail Corridors**

### Comment

The Minister for Planning approved Chatswood to Sydenham section of the Sydney Metro City and Southwest project on 9 January 2017. Pursuant to the provisions in the State Environmental Planning Policy (Infrastructure) 2007 (ISEPP), the relevant rail authority is required to take into consideration the likely effect of the proposed development on the existing and future rail corridors.

It is advised that the existing Eastern Suburbs Railway is located in close proximity to the proposed development. Any works within 25m of the rail corridor should comply with the relevant ASA standards.

### Recommendation

TfNSW requests that the applicant be conditioned to the following as part of the Stage 1 Development Application:

- Prior to the lodgement of the Stage 2 development application:
  - The applicant is to consult with TfNSW and Sydney Trains;
  - All supporting design documentation, architectural plans and supporting expert consultant reports shall be prepared in accordance with the ASA standards including, Development Near Rail Tunnels T HR CI 12051 ST and to the satisfaction of TfNSW and Sydney Trains;
  - The applicant shall confirm with TfNSW whether an engineering assessment of the ground/structure interaction associated with the future tunnel construction is required. The assessment is to confirm movements and stresses are within expected limitations for the proposed foundations, the rail corridor rock mass, and the future excavation of the rail tunnels. The ground/structure interaction modelling and analysis should be completed using appropriate empirical and/or numerical methods (e.g. finite element analysis); and
  - The design and construction of the basement levels, foundations, retaining walls and ground anchors for the approved development are to be completed to the satisfaction of TfNSW.
- TfNSW, and persons authorised by it for this purpose, are entitled to inspect the site of the approved development and all structures to enable it to consider whether those structures on that site have been or are being constructed and maintained in accordance with these conditions, on giving reasonable notice to the principal contractor for the approved development or the owner or occupier of the part of the site to which access is sought.

## **Development near Rail Corridors and Busy Roads**

### Comment

The proposed development is located in close proximity to existing and future corridors including Sydney Metro City and Southwest rail corridor and existing Eastern Suburbs Railway.

### Recommendation

TfNSW requests that the applicant be conditioned to the following as part of the Stage 2 development application:

- The applicant shall design and construct the development in accordance with the '*Development Near Rail Corridors and Busy Roads – Interim Guideline*' (2008) prepared by Department of Planning and Environment.

### **Pedestrian Facilities**

#### Comment

Based on the Transport, Traffic, Pedestrian and Parking Report (Transport Report) prepared to support the proposed development, the proposal will result in an increase of employment population by 10,000 to approximately 14,500 in the precinct. This will result in a significant increase in demand on the pedestrian network. Based on the existing mode share within the precinct, the Transport Report estimates the following pedestrian movements during the commuter peak periods:

- 2,800 trips/h to/from Sydney Trains and Sydney Metro stations; and
- 1,400 trips/h to/from the bus stops on the surrounding streets.

It is advised that:

- Future mode share is likely to change with the Sydney Metro City and Southwest in place. Future mode share information needs to include trips to Martin Place Metro Station, Sydney Train Stations and buses separately; and
- Future pedestrian movements be analysed to confirm that the pedestrian facilities to public transport network are adequate. This analysis needs to consider the demand created by other new transport infrastructures such as the Sydney Metro City and Southwest and the Sydney Light Rail on the pedestrian network.

### Recommendation

TfNSW requests that the applicant undertakes the following as part of the Stage 2 development application:

- Consult with TfNSW to obtain future mode share with the Sydney Metro City and Southwest and Sydney Light Rail in place;
- Undertake pedestrian modelling in consultation with the Sydney Coordination Office within TfNSW to confirm that the pedestrian facilities to the public transport network are adequate. Consideration should be given to the facilities at the bus stops located adjacent to the proposed development and changes to access to the heavy rail network as a result of Sydney Metro and providing subterranean pedestrian paths to accommodate the additional demand where required; and
- Provide details of operational issues (DDA compliance, hours of operations for paid and unpaid concourse, BCA and fire and life safety).

## **Light Rail and Bus Services**

### Comment

The proposal would likely increase the number of people accessing light rail and bus services.

### Recommendation

TfNSW requests that the applicant undertakes a detailed analysis on the light rail and bus services to accommodate the additional demand generated by the proposed development undertaken in consultation with TfNSW as part of the Stage 2 development application.

## **Vehicular Site Access and Loading Dock**

### Comment

The development proposal includes two (2) loading docks for service vehicles via Castlereagh Street. The proposed loading docks would accommodate a total of 3 spaces for Medium Rigid Vehicles (MRV) and seven (7) spaces for Small Rigid Vehicles (SRV). Based on the Traffic Report, the peak demand for the service vehicle parking is 15 vehicles, which exceeds the service vehicle parking on site.

The Transport Report states that all docks will be under a management strategy to ensure efficient use of space available and coordination of all deliveries so that there are no queued or waiting vehicles on the street.

### Recommendation

TfNSW requests that the applicant prepares a draft loading management plan in consultation with the Sydney Coordination Office within TfNSW, as part of the Stage 2 development application. The draft loading management plan needs to include, but not be limited to, the following:

- Detailed swept path analysis of service vehicles accessing the loading docks;
- Ensuring that queuing does not occur along Castlereagh Street;
- Management of incidents at the access to the loading docks;
- Loading bay management details including service vehicle movements during peak periods;
- Management of conflicts between pedestrians walking along Castlereagh Street and the service vehicles using the loading bays;
- Management of conflicts between pedestrians and the movement of goods between loading docks;
- Alternative arrangements to accommodate the development's freight and servicing profile, including off-site consolidation; and
- Details of a pre-booking system.

TfNSW also requests that the applicant investigate and consider implementing options to support precinct logistics activity. A precinct or neighbourhood approach has the capacity to support retimed freight and servicing activity, maximise the dock utilisation during shoulder and off-peak periods, support consolidated deliveries, minimise vehicle movements, reduce demand on kerbside space and improve network efficiency. Features of a precinct or neighbourhood approach that the applicant is requested to consider include:

- Providing direct connectivity for foot traffic between loading docks;
- Providing space for secure on-site storage of goods both to reduce peak demand on loading dock use and to support freight consolidation and alternative last mile delivery modes;
- Developing a system for the management and commercialisation of this space;
- Providing separated dock access for foot, bicycle and vehicular traffic; and
- Providing direct access points between the dock and surrounding streets which provide limited servicing of buildings and businesses.

## **Security Assessment**

### Comment

The development application includes limited information in relation to the application of Crime Prevention through Environmental Design (CPTED) principles and the security risk assessment.

### Recommendation

TfNSW requests that the applicant prepare Security Risk Assessment Reports, detailed concept design in accordance with NSW Police Publication “*Safe Places*” Comprehensive Guide for Owners, Operators and Designers for protecting public places from terrorism and CPTED in consultation with NSW Police and TfNSW as part of the Stage 2 development application. These reports need to include, but not be limited to, the following:

- Details of threat environment or vulnerabilities;
- Details of blast modelling and appropriate protections;
- Details of counter terrorism measures;
- Details of preferred lighting standards;
- Details of glazing that is required for caveating around treating glass; and
- Details of potential vehicle incursions into pedestrian spaces and measures to prevent vehicle incursions.

## **Construction Pedestrian and Traffic Management**

### Comment

Several construction projects, including the Sydney Light Rail Project and Sydney Metro City and Southwest are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations within the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

### Recommendation

TfNSW requests that the applicant prepares a draft Construction Pedestrian and Traffic Management Plan in consultation with the Sydney Coordination Office within TfNSW as part of the Stage 2 development application. The draft Construction Pedestrian and Traffic Management Plan (CPTMP) needs to include, but not be limited to, the following:

- Location of all proposed work zones;

- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number and type of construction vehicle movements including morning and afternoon peak and off peak movements;
- Construction program highlighting details of peak construction activities and proposed construction 'Staging';
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of projects including Sydney Light Rail Project and Sydney Metro City and Southwest. Should any impacts be identified, the duration of the impacts; and
- Measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the draft CPTMP.