



**Transport  
for NSW**

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)  
Response to Submissions**

Thank you for your letter dated 19 September 2017 requesting Transport for NSW (TfNSW) comment on the above.

It is advised that TfNSW comments and the suggested Conditions of Consent are included in **TAB A** for the following:

- Existing and future rail corridors;
- Development near rail corridors and busy roads;
- Pedestrian facilities;
- Light rail and bus services;
- Vehicular site access and loading dock;
- Security assessment; and
- Construction pedestrian and traffic management.

TfNSW requests that the applicant consults with the Sydney Coordination Office within TfNSW in relation to the issues raised in this letter. 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 - CD17/10590

## **TAB A – Detailed Comments and Suggested Conditions of Consent**

### **Existing and Future Rail Corridors**

#### Comment

The Response to Submission states that consultation will continue to occur with Sydney Metro and TfNSW through the detailed design process, as outlined in the proposed Design Excellence Framework at Appendix H.

It is advised that the proposed development is located within the future Sydney Metro City and Southwest, CBD Rail Link (CBDRL) and CBD Metro Corridors and the existing Eastern Suburbs Railway is located in close proximity to the proposed development. Therefore, the consultation needs to occur with Sydney Trains as well.

#### Suggested Condition of Consent

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 Response to Submission states that the detailed design and documentation of the proposed development as part of Stage 2 will be completed in accordance with the relevant standards where applicable.

#### Suggested Condition of Consent

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

The Response to Submission states that Arup have undertaken pedestrian modelling, addressing the cumulative impact of the proposal on the pedestrian environment once operational in 2026 (included at Appendix R). Further, the Response to Submission suggests that whilst the increase in the capacity of the development within the precinct will inevitably generate additional pedestrian movements and consequently impact on local footpath conditions, these impacts will be minor and manageable.

It is advised that the applicant should provide the following information as part of the Stage 2 development application:

- Further details on the source/ justification of the assumptions used in pedestrian analysis/ pedestrian modelling and assessment of Level of Service (LOS) for key locations; and
- Details of operational issues.

### Suggested Condition of Consent

The applicant shall undertake the following in consultation with Sydney Coordination Office as part of the Stage 2 development application:

- Provide further details on the source/ justification of the assumptions used in pedestrian/ pedestrian modelling analysis such as arrival profile, train station split etc;
- Take in to consideration any reduction in footpath width due to street furniture, pedestrians queuing at traffic signals/ bus stops when calculating the LOS;
- Calculate the LOS for key locations during the PM peak period;
- Provide details of operational issues (DDA compliance, hours of operations for paid and unpaid concourse, BCA and fire and life safety); and
- Identify and implement the pedestrian infrastructure needed to support the operation of the development.

## **Light Rail and Bus Services**

### Comment

The Response to Submission states that the proposed building envelopes would be expected to accommodate much of the demand created by the proposal. Notwithstanding this, Arup will complete further detailed modelling and assessment as part of the relevant Stage 2 development applications.

### Suggested Condition of Consent

The applicant shall undertake detailed pedestrian modelling in consultation with the Sydney Coordination office within TfNSW as part of the Stage 2 Development Application. Future pedestrian movements need to be analysed to confirm that the pedestrian facilities accessing the nearby public transport network are adequate. This analysis needs to consider the cumulative impacts of other nearby development and new transport infrastructure such as the Sydney Metro City and Southwest and the Sydney Light Rail on the pedestrian network.

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

### Comment

The Response to Submission states that a draft Loading Management Plan will be prepared at the appropriate time in consultation with relevant stakeholders, with due consideration afforded to precinct logistics.

It is advised that the applicant needs to prepare a draft Loading Management Plan as part of the Stage 2 development application.

It is also advised that as part of the Stage 2 development application, the applicant needs to identify the precinct logistics infrastructure and activities it is implementing as part of the development such as:

- 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.

### Suggested Condition of Consent

The applicant shall prepare 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;
- Alternative arrangements to accommodate the development's freight and servicing profile, including off-site consolidation;
- Identify the precinct logistics infrastructure and activities that form part of the development; and
- Details of pre-booking system.

## **Security Assessment**

### Comment

The Response to Submission states that a CPTED review of any detailed proposal is to be undertaken at the appropriate stage, once the detailed design of the proposal is confirmed. The relevant Stage 2 development applications will also be accompanied by a Security Risk Assessment (SRA).

TfNSW notes the applicant's intention to conduct the SRA and remains committed to contributing to the SRA to ensure potential risks to all transport assets and customers in this precinct are identified and treated.

### Suggested Condition of Consent

The applicant shall prepare Security Risk Assessment Reports for the detailed concept design as part of the Stage 2 development application. These reports shall be prepared 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. 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.

The applicant shall consult with the Sydney Coordination Office within TfNSW during all stages of the project to review security and risk management process and related documentation and plans.

## **Construction Pedestrian and Traffic Management**

### Comment

The Response to Submission states that it is acknowledged that given the large number of construction projects in the vicinity, a coordinated approach to the management of truck routes, traffic, pedestrians and cyclists will be required. Further assessment and details will be provided as part of the relevant Stage 2 development applications.

### Suggested Condition of Consent

The applicant shall prepare a draft Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW as part of the Stage 2 development application. The draft CPTMP needs to be consistent with the draft Construction Traffic Management Framework prepared as part of the Sydney Metro City and Southwest and include, but not be limited to, the following:

- Loading and unloading, including the locations 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, distinguishing concrete pours from other construction activity and noting that construction vehicles would be restricted from using work zones on Castlereagh Street and Elizabeth Street during certain times of the day;
- Construction program, highlighting details of peak construction activities and proposed construction 'Staging';
- Details of specific measures to ensure the arrival of construction vehicles to the site does not cause additional queuing on Elizabeth Street, Hunter Street, Castlereagh Street and King Street;
- Details of construction vehicle marshalling areas outside the CBD;
- Details of pedestrian and traffic management measures;
- The staging of works and simultaneous construction with other projects in the precinct including the Sydney Light Rail Project, Sydney Metro City and Southwest and private development to mitigate the cumulative construction impacts of projects;
- 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; 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.