



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

Dear Ms Leung

**Martin Place Station Precinct Stage 2 – North Site (SSD 9270)
Notice of Exhibition**

Thank you for your letter dated 8 October 2018, requesting Transport for NSW (TfNSW) review and comment on the above. Please accept this letter as a joint response from TfNSW and Sydney Trains.

Protection of Sydney Trains Structures and Easement

Comment

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.

There are concerns about the potential impacts of the proposed development on the structural integrity and the safe, effective operation and maintenance of the existing rail corridor. The placing of any foundations, other structures and building loads in or near the corridor may affect the structural integrity and operation of this corridor.

Recommendation

Sydney Trains requests that the Department of Planning and Environment imposes the conditions included in **TAB A**.

Point to Point Services

Comment

The Transport, Traffic, Pedestrian and Parking Report prepared to support the development application does not include details in relation to point to point transport services for the proposed development.

Recommendation

It is requested that further details be provided in consultation with the Sydney Coordination Office as part of the applicant's response to submissions for the following:

- Likely demand for point to point transport (particularly during peak periods) and how point to point transport services accessing the proposed development will be catered for on the surrounding transport network; and
- Potential kerbside locations that are available to accommodate future demand for point to point transport services.

Freight and Servicing

Comment

It is noted that a draft Loading Dock Management Plan (LDMP) has been prepared to support the development application.

The LDMP identifies that a key principle for accommodating the development's servicing requirements is supply chain consolidation, and considers the use of off-site consolidation centres. The LDMP also recognises the potential need for the North Tower loading dock to provide resilience for the South Tower in contingency situations.

TfNSW advises that it has previously discussed the use of these measures with the applicant to ensure that the freight and servicing requirements of the development can be accommodated entirely within the on-site loading dock.

TfNSW strongly supports and encourages the use of these measures which provide numerous benefits for the traffic and transport network. These include reducing the number of vehicles entering the CBD and using the road network, reducing the number of vehicles entering the loading dock, ensuring all freight and service activity is accommodated within the onsite loading dock and reducing the likelihood of vehicles servicing the development contributing to traffic queues and congestion.

TfNSW recommends the applicant be conditioned to implement and use supply chain consolidation and off-site consolidation to accommodate the development's servicing requirements in conjunction with the use of the proposed on-site loading dock. TfNSW also recommends the applicant be conditioned to provide resilience for the South Tower loading dock through the North Tower loading dock in contingency situations.

It is also advised that the LDMP needs to include management of conflicts between pedestrians and service vehicles using the loading bays, including the provision of signage/marked walkways.

Recommendation

It is requested that (as stated in **TAB B**):

- The applicant be conditioned to prepare the final LDMP;
- The applicant be conditioned to implement and use supply chain consolidation and off-site consolidation in conjunction with the on-site loading dock for the life of the development, or until such time as alternative arrangements are approved by TfNSW which continue to ensure that the freight and servicing task is accommodated wholly within the on-site loading;
- The applicant be conditioned to provide resilience for the South Tower loading dock through the North Tower loading dock in contingency situations; and
- The LDMP is implemented once the development is operational in order to manage the freight and servicing associated with the proposed development.

Construction Pedestrian and Traffic Management

Comment

It is noted that the applicant has prepared a framework Construction Pedestrian and Traffic Management Plan (CPTMP) as part of the Stage 2 application.

Recommendation

It is requested that:

- The draft CPTMP be updated in consultation with the Sydney Coordination Office within TfNSW. The CPTMP should be consistent with the Construction Traffic Management Framework prepared as part of the Sydney Metro City and Southwest; and
- The applicant be conditioned to prepare the final CPTMP as stated in **TAB B**.

TfNSW requests that the applicant consults with the Sydney Coordination Office within TfNSW in relation to 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 0439 489 298.

Yours sincerely


Marg Prendergast 13.11.18
Coordinator General
Transport Coordination

Objective Reference CD18/09141

TAB A – Sydney Trains Suggested Conditions of Consent

Protection of Sydney Trains Structures and Easement

General Condition

- Sydney Trains or Transport for NSW (TfNSW), and persons authorised by those entities for the purpose of this condition, are entitled to inspect the site of the development and all structures to enable it to consider whether those structures have been or are being constructed and maintained in accordance with the approved plans and conditions of consent, on giving reasonable notice to the principal contractor for the development or the owner or occupier of the part of the site to which access is sought.

Prior to the Issue of the Construction Certificate

- Prior to the issue of a Construction Certificate, a Risk Assessment/Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to Sydney Trains for review and comment on the impacts on rail corridor or as otherwise agreed by Sydney Trains. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.
- Prior to the issue of a Construction Certificate, a tunnel monitoring plan (including instrumentation and the monitoring regime during excavation and construction phases) is to be submitted to Sydney Trains for review and endorsement or as otherwise agreed by Sydney Trains. The Principal Certifying Authority is not to issue a Construction Certificate until written confirmation has been received from Sydney Trains advising of the need to undertake the tunnel monitoring plan, and if required, that it has been endorsed.
- Prior to the issue of a Construction Certificate the Applicant is to contact Sydney Trains Engineering Maintenance Interface Section to determine the need for public liability insurance cover or as otherwise agreed by Sydney Trains. If insurance cover is deemed necessary this insurance be for sum as determined by Sydney Trains and shall not contain any exclusion in relation to works on or near the rail corridor, rail infrastructure. The Applicant is to contact Sydney Trains Engineering Maintenance Interface Section to obtain the level of insurance required for this particular proposal. Prior to issuing the Construction Certificate the Principal Certifying Authority must witness written advice from Sydney Trains confirming that this condition has been satisfied.
- Prior to the issue of a Construction Certificate the Applicant is to contact Sydney Trains Engineering Maintenance Interface Section to determine the need for the lodgement of a Bond or Bank Guarantee for the duration of the works. The Bond/Bank Guarantee shall be for the sum determined by Sydney Trains. Prior to issuing the Construction Certificate the Principal Certifying Authority must witness written advice from Sydney Trains confirming that this condition has been satisfied.
- Prior to the issuing of a Construction Certificate the Applicant is to submit to Sydney Trains a plan showing all craneage (including mobile cranes) and other aerial operations including loading details for the development and must comply with all Sydney Trains requirements. If required by Sydney Trains, the Applicant must amend the plan showing all craneage and other aerial operations to comply with all Sydney Trains requirements. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from the Sydney Trains confirming that this condition has been satisfied.

Prior to the Issue of the Occupation Certificate

- Prior to the issuing of an Occupation Certificate the Applicant is to submit as-built drawings to Sydney Trains and Council. The as-built drawings are to be endorsed by a Registered Surveyor confirming that there has been no encroachment into Sydney Trains property or easements, unless agreed to by Sydney Trains. The Principal Certifying Authority is not to issue the final Occupation Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.

TAB B – TfNSW Suggested Conditions of Consent

Construction Pedestrian and Traffic Management

Prior to the Commencement of Works

The Applicant shall update the draft Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the Sydney Coordination Office within TfNSW and provide a copy of the final CPTMP for the review and endorsement of the Coordinator General, Transport Coordination, prior to the commencement of any works on site. The CPTMP shall include, but not be limited to, the following:

- Consistency with the Construction Traffic Management Framework prepared as part of the Sydney Metro City and Southwest;
- Loading and unloading details, 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 CPTMP.

Freight and Servicing

Prior to the Issue of the Occupation Certificate

The Applicant shall prepare the final Loading Dock Management Plan (LDMP) in consultation with Sydney Coordination Office within TfNSW and submit the final LDMP for the review and endorsement of the Coordinator General, Transport Coordination within TfNSW prior to the issue of the Occupation Certificate.

Post Occupation

- The Applicant shall implement the Loading Dock Management Plan in order to manage the freight and servicing associated with the development.
- The Applicant shall implement and use supply chain consolidation and off-site consolidation in conjunction with the development's on-site loading dock, to accommodate the development's servicing requirements, in consultation with the Sydney Coordination Office within TfNSW. The use of all these measures shall be maintained for the life of the development, or until such time as alternative arrangements are approved by TfNSW which continue to ensure that the freight and servicing task is accommodated wholly within the on-site loading dock.
- The Applicant shall provide resilience for the South Tower loading dock through the North Tower loading dock in contingency situations, for the life of the South Tower development, or until such time as alternative arrangements are approved by TfNSW which continue to ensure that the freight and servicing task is accommodated wholly within the South Tower loading dock.