

## Brendon Roberts

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**From:** NICHOLSON Rachel A [REDACTED]  
**Sent:** Wednesday, 19 April 2017 8:17 PM  
**To:** Amy Watson  
**Cc:** Brendon Roberts  
**Subject:** RE: Request for SEARs - Martin Place Station Precinct - SSD 8351 - City of Sydney LGA

Hi Amy,

I refer to the Department's correspondence below requesting Roads and Maritime Services (Roads and Maritime) to provide details of key issues and assessment requirements regarding the abovementioned development for inclusion in the Secretary's Environmental Assessment Requirements.

Roads and Maritime requests the following issues/assessment requirements to be included in the transport and traffic impact assessment of the proposed development:

1. Details of daily and peak traffic movements likely to be generated by the proposed development, during construction and operation.
2. Assessment of the traffic impact on the surrounding road network and nearby signalised intersections, and the need/associated funding for upgrading or road improvement works (if required).
3. Details of the proposed car parking provision, access arrangements and service vehicle access (including details of vehicle types) associated with the proposed development and compliance with the requirements of relevant Australian Standards. Loading zone hub facilities that can be used by the public should be investigated and integrated into the development where appropriate.
4. Impacts to public and active transport modes as a result of the development. An underground pedestrian connection from the Ausgrid site bounded by Bligh Street and O'Connell Street should be investigated as part of the proposal.
5. Details of construction impacts will be required, with consideration to the altered access arrangements for existing Martin Place rail users during the Metro construction. Details relating to the proposed construction staging method that will be adopted for the proposed development and the impacts it may have on access points to Martin Place Station should be provided. The proposed construction staging methodology will need to consider how customers get to and from bus services and taxis in Castlereagh Street and Elizabeth Street and across their respective Martin Place mid-block pedestrian crossings. It will need to be demonstrated that the proposal can be constructed while the impacts to rail users for their integrated journeys/connections can be appropriately managed.
6. In due course a construction traffic management plan for all demolition/construction activities will need to be developed (in consultation with TfNSW CBD Coordination Office), detailing vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures.

Please note: Roads and Maritime would be willing to provide further comment on the proposed scope/methodology of the transport and traffic impact assessment as the preparation of the EIS progresses.

If you have any questions or would like to discuss this matter further please call me on [REDACTED]

Kind regards  
Rachel

Rachel Nicholson  
Senior Land Use Planner | CBD & East  
Network Sydney | Journey Management  
[REDACTED]