

## Appendix R Compliance with the approved Concept Proposal (as amended) – South Site

On 22 March 2018, the Minister for Planning approved, subject to conditions, a Concept Proposal (SSD 17\_8351), relating to the Sydney Metro Martin Place Station Precinct. An amending Concept Proposal, referred to as the 'Stage 1 Amending DA' (18\_9347), was approved by the Minister for Planning on 25 February 2019. The Stage 1 Amending DA has the effect of amending a number of conditions of SSD 17\_8351 and the approved building envelope for the South Site. Accordingly, the amended Concept Proposal SSD 17\_8351 establishes the planning and development framework that applies to this subsequent Stage 2 DA being, a detailed proposal for the South Site.

Under Section 4.24 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), whilst a Concept Development Application (DA) remains in-force, any further detailed application in respect to the site cannot be inconsistent with the consent for the Concept Proposal. In view of this, the table below outlines the terms of the approved Concept Proposal applying to the South Site (SSD 17\_8351), as amended, and confirms that the detailed proposal for the South Site complies with these terms.

This assessment is also accompanied by the following:

- **Attachment A** – Concept Proposal Condition A14 discharge letter

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**Table 1 Compliance with the Conditions of Consent for the Martin Place Station Precinct Concept Proposal (SSD 17\_8351), as amended**

Relevant Condition No.	Condition	Comment	Compliance																				
A2	<p>The Applicant, in acting on this consent, must carry out the development:</p> <ul style="list-style-type: none"> <li>a) in compliance with the conditions of this consent</li> <li>b) in accordance with all written directions of the Secretary</li> <li>c) generally in accordance with the State significant development application SSD 8351 Environmental Impact Statement titled Sydney Metro Martin Place Station Precinct prepared by JBA Urban Planning Consultants Pty Ltd dated May 2017</li> <li>d) generally in accordance with the State significant development application SSD 8351 Response to Submissions titled Sydney Metro Martin Place Station Precinct, prepared by Ethos Urban, dated September 2017</li> <li>e) generally in accordance with the State Significant Development Application SSD 9347 Environmental Impact Statement titled Sydney Metro Martin Place Station Precinct Stage 1 Amending DA, prepared by Ethos Urban, dated August 2018.</li> <li>f) In accordance with the following drawings:</li> </ul> <table border="1" data-bbox="421 794 1144 1024"> <thead> <tr> <th colspan="4">Envelope drawings prepared by Grimshaw</th> </tr> <tr> <th>Drawing number</th> <th>Drawing name:</th> <th>Rev</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td><u>MPS COA 000 XX DR A DA1007</u></td> <td><u>Location plan</u></td> <td><u>03</u></td> <td><u>January 2019</u></td> </tr> <tr> <td><u>MPS COA 000 XX DR A DA1008</u></td> <td><u>Ground floor plan</u></td> <td><u>03</u></td> <td><u>January 2019</u></td> </tr> <tr> <td><u>MPS COA 000 XX DR A DA1009</u></td> <td><u>Roof plan</u></td> <td><u>03</u></td> <td><u>January 2019</u></td> </tr> </tbody> </table>	Envelope drawings prepared by Grimshaw				Drawing number	Drawing name:	Rev	Date	<u>MPS COA 000 XX DR A DA1007</u>	<u>Location plan</u>	<u>03</u>	<u>January 2019</u>	<u>MPS COA 000 XX DR A DA1008</u>	<u>Ground floor plan</u>	<u>03</u>	<u>January 2019</u>	<u>MPS COA 000 XX DR A DA1009</u>	<u>Roof plan</u>	<u>03</u>	<u>January 2019</u>	<p>The detailed proposal for the South Site (SSD 18_9326) has been prepared to be consistent with the documents listed in Condition A2, noting that the design of the South Site building envelope was amended by SSD 9347 being the Stage 1 Amending DA, as reflected in the drawings listed in Condition A2(f).</p>	✓
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A3	In accordance with section 4.22 of the EP&A Act, all physical works and subsequent stages of the Concept Proposal are to be subject of Future Development Application(s).	The subject detailed proposal for the South Site represents a future subsequent stage for the physical construction and operation of the South Site in accordance with Section 4.22 of the EP&A Act.	✓																																				
A4	The determination of Future Development Application(s) are to be generally consistent with the terms of this development consent (SSD 8351) as described in Schedule 1, and subject to the conditions in Schedule 2.	The subject detailed proposal for the South Site is generally consistent with the terms of the Concept Proposal as amended, as explored below.	✓																																				
A5	This consent will lapse five years from the date of consent unless works the subject of Future Development Application(s) have physically commenced by the date.	The subject SSD DA has been submitted within a timely manner to ensure adequate time for the physical commencement of works well before the lapsing of the development consent.	✓																																				
A8	<p><u>Gross Floor Area</u> The maximum gross floor area (GFA) for the development permitted by this consent is:</p> <table border="1"> <thead> <tr> <th data-bbox="324 1321 667 1361">Building envelope</th> <th data-bbox="683 1321 1299 1361">Maximum GFA (sqm)</th> </tr> </thead> <tbody> <tr> <td data-bbox="324 1369 667 1409">North site</td> <td data-bbox="683 1369 1299 1409">104,270 (including 24,422 m<sup>2</sup> in 50 Martin Place)</td> </tr> </tbody> </table>	Building envelope	Maximum GFA (sqm)	North site	104,270 (including 24,422 m <sup>2</sup> in 50 Martin Place)	The proposal constitutes a total OSD GFA of 37,553m <sup>2</sup> in compliance with this condition.	✓																																
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A9	<p><u>Building Height</u> The maximum building height for the development permitted by this consent is shown on the plans listed in Condition A2 (to be measured in accordance with the definition of 'building height' under the <i>Sydney Local Environmental Plan 2012</i>).</p>	The detailed proposal for the South Site fits comfortably within the amended building envelope, established in the approved building envelope plans listed in Condition A2. Refer to <b>Appendix A</b> of the EIS and <b>Appendix B</b> of the RTS for further details.	✓				
A11	<p><u>Airspace Protection</u> For the purposes of controlled activities within the protected airspace of Sydney Airport, the south building must not exceed a maximum height of 163.83 metres AHD, inclusive of all lift over-runs, vents, chimneys, aerials, antennas, lightning rods, any roof top garden plantings, exhaust flues, etc.</p>	The maximum height of the detailed proposal for the South Site is RL 152.440 (approximately 129.79m), and accordingly, the proposal does not exceed a maximum height of 163.83 metres AHD, and complies with Condition A11.	✓				
A12	Separate approval must be sought under the <i>Airports (Protection of Airspace) Regulations 1996</i> for any cranes required to construct the buildings. Construction cranes may be required to operate at a height significantly higher than that of the approved controlled activity and consequently, may not be approved under the <i>Airports (Protection of Airspace) Regulations</i> , therefore Sydney Airport advises that approval to operate construction equipment (i.e. cranes) should be obtained prior to any commitment to construct.	A separate application for the operation of cranes on the site will be completed at a later stage, as relevant.	✓				
A13	Deleted.	-	-				
A14	<p><u>Design excellence</u> A Design Review Panel (DRP) shall be established by the Applicant prior to the lodgement of the first Future Development Application. Prior to the establishment of the DRP the Applicant shall prepare, in consultation with the Government Architect NSW, and submit the following for the Secretary's approval:</p> <p>(a) <u>A detailed terms of reference to the DRP clearly outlining:</u> ...</p> <p>(b) The DRP membership, being: ...</p>	Written notice was received from the Department of Planning and Environment on 19 April 2018, confirming that the requirements of this condition had been satisfied. Refer to <b>Attachment A</b> of this appendix.	✓				
A15	<p><u>Existing and future rail corridors</u> Prior to the lodgement of any Future Development Application(s) the Applicant is to consult with TfNSW and Sydney Trains in relation to any potential impacts of the detailed design of the development on existing and future rail corridors. Through this consultation, the Applicant is to</p>	Macquarie and its consultant team have consulted with Transport for NSW, Sydney Trains and Sydney Metro through the development of this proposal. The technical studies prepared by Arup that accompany the EIS and RTS,	✓				

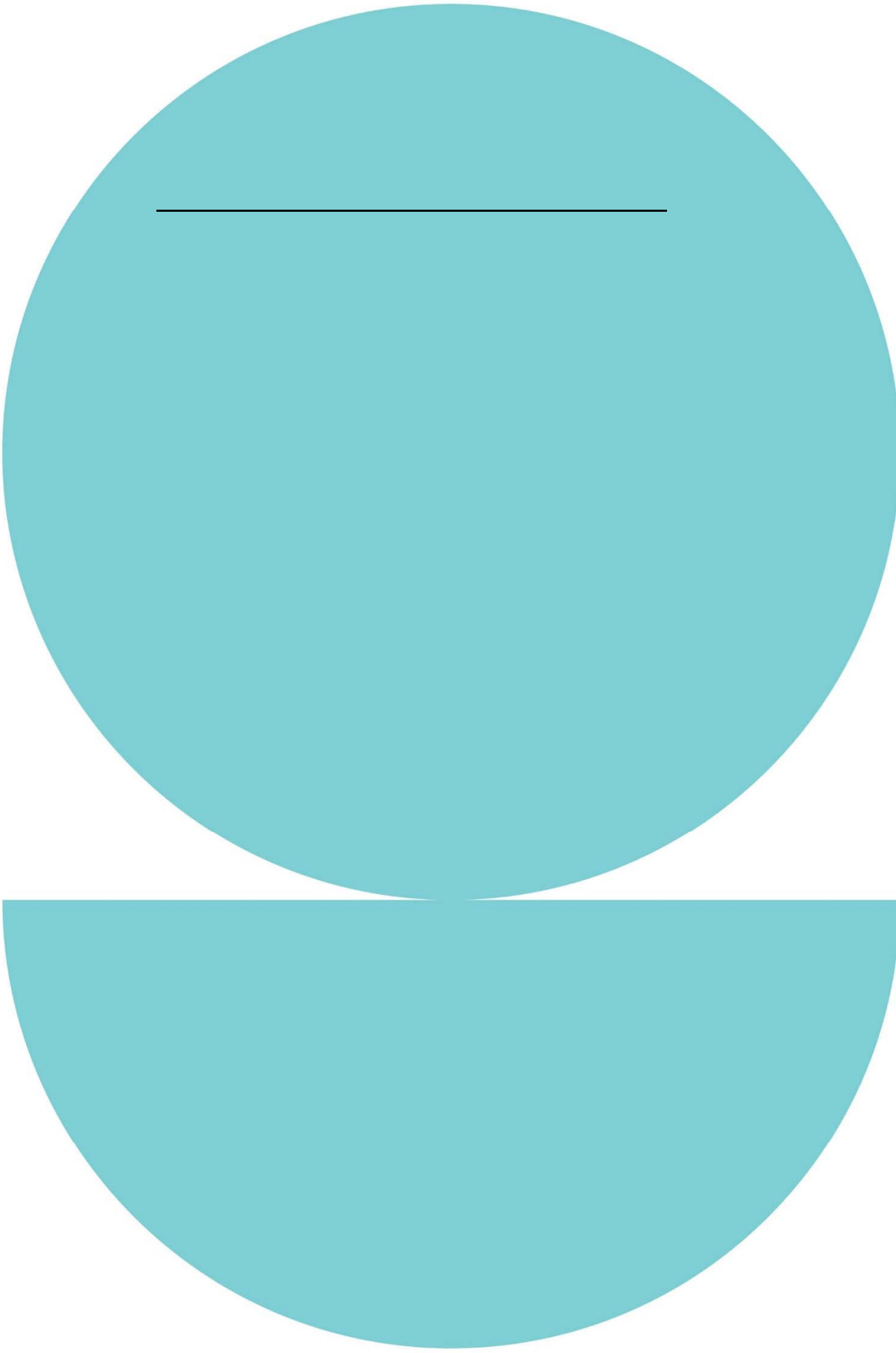
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	confirm that all supporting design documentation, architectural plans and supporting expert consultant reports are prepared in accordance with relevant standards and guidelines, including Development Near Rail Tunnels T HR CI 12051 ST and in consultation with TfNSW, Sydney Trains and Sydney Metro.	confirm that the proposal complies with the relevant standards and guidelines, including Development Near Rail Tunnels T HR CI 12051 ST. Consultation with TfNSW, Sydney Trains and Sydney Metro is ongoing.	
B1	<p><u>Building design</u>                      Future Development Application(s) shall demonstrate consistency with:</p> <ul style="list-style-type: none"> <li>(a) the revised Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines, as required by the Consent SSD 9347 Condition A9.</li> <li>(b) the advice of the Design Review Panel (constituted pursuant to A14).</li> </ul>	<p>Tzannes has demonstrated compliance with the Consolidated Design Guidelines (as amended) within their Design Report in <b>Appendix B</b> of the RTS.</p> <p>The Updated Design Excellence Report in <b>Appendix Q</b> of the RTS details the advice of the Design Review Panel and how the detailed proposal for the South Site has addressed that advice.</p>	✓
B2	<p><u>Overshadowing</u>                      Development of buildings pursuant to this consent shall:</p> <ul style="list-style-type: none"> <li>(a) identify opportunities to improve solar access to Hyde Park between the hours of 12 and 2 pm at mid-winter (21 June), when compared to the shadow cast by the approved building envelope.</li> <li>(b) ...</li> </ul>	A detailed shadow study has been prepared by Virtual Ideas and included in <b>Appendix O</b> of the RTS. This shadow study identifies opportunities explored and adopted to improve solar access to Hyde Park between the hours of 12 and 2 pm at mid-winter (21 June), when compared to the shadow cast by the approved building envelope.	✓
B3	<p><u>Heritage</u>                      Future Development Application(s) shall comply with the Conservation Management Plan for the Former Government Savings Bank of NSW prepared by Tanner Architects dated 2012.</p>	TKD have completed an assessment of the detailed proposal for the South Site against the relevant Conservation Management Plan for the Former Government Savings Building, confirming that the proposal complies with the relevant policies. Refer to <b>Appendix F</b> of the RTS.	✓
B4	Future Development Application(s) shall include a detailed Heritage Impact Assessment and a Heritage Interpretation Strategy for the proposed works, prepared in consultation with the Heritage Council NSW	A Statement of Heritage Impact and Heritage Interpretation Strategy has been prepared by TKD. Refer to <b>Appendix E</b> and <b>Appendix F</b> of the RTS.	✓
B5	<p><u>Environmental performance</u>                      Future Development Application(s) shall demonstrate the incorporation of Ecological Sustainable Development principles in the design, construction and ongoing operation phases of the development, consistent with the Ecologically Sustainable Design, Green Star and NABERS report, prepared by ARUP dated 4 July 2018, including the following minimum environmental standards:</p> <ul style="list-style-type: none"> <li>(a) 5 star NABERS Energy based</li> <li>(b) 3.5 star NABERS Water based</li> <li>(c) 6 Star Green Star Office Design</li> </ul>	The ESD Report prepared by Arup, which accompanies the EIS at <b>Appendix T</b> , confirms that the proposed development is capable of achieving these requirements. An updated response on how the development might achieve the stretch targets is provided in <b>Appendix N</b> of the EIS.	✓

Relevant Condition No.	Condition	Comment	Compliance
	(d) Occupant wellbeing.		
B6	<p><u>Development near rail corridors and busy roads</u> The Applicant shall demonstrate in the Future Development Application(s) that the design and construction of the development accords with the 'Development Near Rail Corridors and Busy Roads - Interim Guideline' (2008) prepared by Department of Planning and Environment</p>	The technical studies prepared by Arup that accompany the EIS and RTS, confirm that the detailed proposal for the South Site complies with, or remains capable of complying with, the 'Development Near Rail Corridors and Busy Roads - Interim Guideline'.	✓
B7	<p><u>Traffic and transport</u> Future Development Application(s) for the construction of new buildings shall be accompanied by an assessment of the traffic and transport impacts on the surrounding road network and intersection capacity, and demonstrate sufficient loading/unloading and access provision. The traffic and transport assessment shall have specific regard for the scope and timing of public transport upgrade infrastructure works in the surrounding road network</p>	Arup has prepared a Transport, Traffic, Pedestrian and Parking Report and Loading Dock Management Plan in accordance with this condition, which accompany the RTS in <b>Appendix C</b> .	✓
B8	Future Development Application(s) shall identify, through green travel plans, opportunities to maximise the use of sustainable transport choices, such as incentives and provision of cycle parking and end of trip facilities in the detailed design	Arup has prepared a Green Travel Plan in accordance with this condition, which accompanies the RTS in <b>Appendix C</b> .	✓
B9	<p><u>Vehicle site access and loading dock</u> The Applicant shall provide a loading dock management plan, prepared in consultation with Council and the Sydney Coordination Office of TfNSW, with any Future Development Application(s). The loading dock management plan shall include, but not limited to, the following: ...</p>	Arup has prepared a Loading Dock Management Plan in accordance with this condition, which accompanies the RTS at <b>Appendix C</b> .	✓
B10	<p><u>Security Assessment</u> The Applicant shall provide a security risk assessment report with any Future Development Application(s). This shall be prepared having regard to the 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 shall include, but not be limited to, details of: ... 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.</p>	Arup has prepared a Security Risk Assessment in accordance with this condition, and with regard to consultation undertaken with the relevant authorities, which accompanied the EIS at <b>Appendix S</b> . An updated CPTED Report accompanies the RTS in <b>Appendix I</b> .	✓
B11	<p><u>Fire and rescue assessment</u> Future Development Application(s) for the detailed building design shall be accompanied by a draft fire and rescue assessment/engineering brief, prepared in consultation with Fire &amp; Rescue NSW, providing details of: ...</p>	Arup has prepared a Fire Engineering Brief Report in accordance with this condition, and with regard to consultation undertaken with Fire and Rescue NSW, which accompanies the EIS in <b>Appendix R</b> . A further letter in	✓

Relevant Condition No.	Condition	Comment	Compliance
		response to the requirements of Fire & Rescue NSW is provided in <b>Appendix P</b> of the RTS.	
B12	<p><u>Construction</u>                      Future Development Applications shall provide analysis and assessment of the impacts of construction and include:</p> <ul style="list-style-type: none"> <li>(a) Construction Pedestrian and Traffic Management Plan (as in B13 below)</li> <li>(b) Cumulative Construction Impact Assessment (i.e. arising from concurrent construction activity)</li> <li>(c) Noise and Vibration Impact Assessments</li> <li>(d) Community Consultation and Engagement Plans</li> <li>(e) Construction Waste Management Plan</li> <li>(f) Air Quality Management Plan</li> </ul> <p>The plans referred to above may be prepared as part of a construction environmental management plan which is prepared and implemented under the conditions of any consent granted by Future Development Applications, having regard to the Construction Environmental Management Framework and Construction Noise and Vibration Strategy prepared for the Sydney Metro City and Southwest (CSSI 7400).</p>	<p>Each of the required reports/assessments have been prepared with regard to this condition and are available at the following appendices to the EIS:</p> <ul style="list-style-type: none"> <li>• Updated Construction Pedestrian and Traffic Management Plan - <b>Appendix C</b> of the RTS.</li> <li>• Construction Management Plan (considering cumulative impacts and consultation associated with construction activities) – <b>Appendix O</b> of the EIS.</li> <li>• Updated Acoustic Assessment – <b>Appendix D</b> of the RTS.</li> <li>• Air Quality Assessment – <b>Appendix Y</b> of the EIS.</li> </ul>	✓
B13	<p><u>Construction pedestrian and traffic management</u>                      The Applicant shall provide a Construction Pedestrian and Traffic Management Plan (CPTMP), prepared in consultation with the Sydney Coordination Office of TfNSW, with any Future Development Application. The CPTMP shall be consistent with the Construction Traffic Management Framework prepared as part of the Sydney Metro City and Southwest and include, but not be limited to, the following:</p> <p>...</p>	Arup have prepared a Construction Pedestrian and Traffic Management Plan in accordance with this condition, which accompanies the RTS in <b>Appendix C</b> .	✓
B14	<p><u>Utilities</u>                      Future Development Applications for construction of new buildings shall address the existing capacity and any augmentation requirements of the development for the provision of utilities, including staging of infrastructure through the preparation of an infrastructure/utility management plan in consultation with relevant agencies and service providers.</p>	These requirements have been addressed in the Utilities Services Infrastructure Report in <b>Appendix E</b> of the EIS.	✓



Relevant Condition No.	Condition	Comment	Compliance
B15	<p><u>Noise and vibration</u>                      Future Development Application(s) for construction of new buildings shall be accompanied by a noise and vibration impact assessment that identifies and provides a quantitative assessment of the main noise generating sources and activities during operation, including consideration of noise and vibration impacts associated with commercial development above a train station. Details are to be provided outlining any mitigations measures to ensure the amenity of future sensitive land uses on the site or the neighbouring residential areas is protected during the operation of the development.</p>	<p>Arup have prepared an Acoustic Assessment in accordance with this condition, which accompanies the RTS in <b>Appendix P</b>.</p>	✓
B16	<p><u>Floodwater and stormwater</u>                      Future Development Application(s) shall include a Flood Impact Assessment report</p>	<p>Arup have prepared a Stormwater Management and Flooding Report, which accompanies the EIS in <b>Appendix H</b>.</p>	✓
B17	<p><u>Wind impacts</u>                      Future Development Application(s) shall include site specific wind assessments and include mitigation measures to prevent an adverse wind environment where necessary.</p>	<p>The detailed proposal for the South Site has been subject to detailed wind testing to confirm any impact it might have on the surrounding environment. This is detailed in the Wind Assessment that accompanied the EIS in <b>Appendix L</b>, and the Wind Assessment Addendum letter and Wind Assessment Verification letter in <b>Appendix G</b> and <b>H</b> of the RTS, respectively. The proposal will not result in an adverse wind environment, as demonstrated in <b>Section 5.16</b> of the EIS and <b>Section 4.5</b> of the RTS.</p>	✓





Mr Alexis Cella  
Ethos Urban  
173 Sussex Street  
Sydney NSW 2000

Dear Mr Cella

Thank you for your letter seeking approval of the Martin Place Over Station Development design review panel (DRP) terms of reference and membership, dated 18 April 2018, in order to satisfy Condition A14 of the concept approval for the Martin Place Station Precinct (SSD 6751).

The Department has reviewed the DRP terms of reference and membership (dated 18 April 2018) in consultation with the Government Architect NSW, and is satisfied that these address the requirements of Condition A14 of the concept approval (SSD 8351).

If you have any further enquiries, please contact Brendon Roberts, Principal Planner, at the Department on (02) 9274 6422.

Yours sincerely

A handwritten signature in black ink, appearing to be 'BL', followed by the date '19.4.18.' written in a cursive style.

Ben Lusher  
**Director**  
**Key Sites Assessments**  
(as the Secretary's nominee)