



# State Significant Development Application Environmental Impact Statement



## Sydney Metro Martin Place Station Precinct

Submitted to NSW Department of Planning and Environment  
On Behalf of Macquarie Corporate Holdings Pty Ltd

May 2017 ■ 15879

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This report has been prepared by:



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26/05/2017

This report has been reviewed by:



Julie Bindon

26/05/2017

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- H** Commercial and Retail Strategy  
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- R** Stormwater Management and Flooding Report  
*Arup*
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- T** Construction Pedestrian and Traffic Management Plan  
*Arup*
- U** Assessment of Airspace Approvability  
*Strategic Airspace*
- V** Crime Prevention through Environmental Design Report  
*Arup*

## Under Separate Cover

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- Physical model
- 3D digital model
- 3D pedestrian view analysis animation
- QS Report

# Statement of Validity

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**Environmental Impact Statement prepared by**

Name	Chris Ferreira / Alexis Cella
Qualifications	BPlan (Hons) / BRTP (Hons)
Address	173 Sussex Street, Sydney
In respect of	State Significant Development Application for the Sydney Metro Martin Place Station Precinct

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**State Significant Development Application**

Applicant name	Macquarie Corporate Holdings Pty Limited
Applicant address	50 Martin Place Sydney, NSW 2000
Land to be developed	<ul style="list-style-type: none"><li>▪ 50 Martin Place, 9 – 19 Elizabeth Street, 8 – 12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street, and 55 Hunter Street (North Site); and</li><li>▪ 39 – 49 Martin Place (South Site)</li></ul>
Proposed development	Concept Proposal for Over Station Development

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**Environmental Impact Statement**

Certification

An Environmental Impact Statement (EIS) is attached.

I certify that I have prepared the content of this EIS and to the best of my knowledge:

- It is in accordance with Part 4 of the *Environmental Planning and Assessment Act 1979* and Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.
- It contains all available information that is relevant to the environmental assessment of the development to which the statement relates.
- The information contained within this statement is neither false nor misleading.

Signature



Name

Chris Ferreira

Signature



Name

Alexis Cella

Date

26/05/2017

## Executive Summary

This Environmental Impact Statement (EIS) relates to a Staged State Significant Development Application (SSD DA), being a Stage 1 Concept Proposal, for two Over Station Development (OSD) commercial towers above the northern and southern entrances of the yet to be constructed Martin Place Metro Station. It is submitted to the Minister for Planning and Environment pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* and Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*. The proponent is Macquarie Corporate Holdings Pty Limited.

A request to issue Secretary's Environmental Assessment Requirements for the environmental assessment of the OSD component of the overall Sydney Metro Martin Place Station Precinct was made in March 2017, with SEARs issued on 21 April 2017.

### The Site

Martin Place is one of seven (7) new metro stations approved as part of the *Sydney Metro City & Southwest – Chatswood to Sydenham* (the Metro) project which is classified as Critical State Significant Infrastructure (CSSI). The two proposed commercial towers form the OSD component of the overall Sydney Metro Martin Place Station Precinct (Precinct). This Precinct comprises:

- 50 Martin Place, 9 – 19 Elizabeth Street, 8 – 12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street, and 55 Hunter Street (North Site);
- 39 – 49 Martin Place (South Site); and
- Martin Place (that part bound by Elizabeth Street and Castlereagh Street).

However, the subject DA strictly applies to only lots comprising the North and South Site within the greater 'Precinct'.

### Application Context

Lodgement of this Stage 1 DA follows the decision of the NSW Government in March 2017 to proceed to Stage 3<sup>1</sup> of Macquarie's Unsolicited Proposal (USP) bid to deliver the combined Station and OSD for Martin Place. This Stage 1 DA forms one of a number of planning applications necessary to deliver the overall vision for the project, as discussed further in **Section 1.3.3**.

### Consultation

Key stakeholders including local residents, surrounding landowners, government agencies, public authorities and the City of Sydney Council have been consulted during the preparation of the EIS. Details of this consultation are provided at **Section 3.0** of this EIS.

The feedback received during the consultation activities generally pertained to detailed design aspects of future planning applications or the management of construction activities.

Government agencies, particularly Transport for NSW, Office of the Government Architect and City of Sydney Council have been closely engaged during the development of the Concept Proposal with multiple opportunities to feed into and comment on the process and overall proposal.

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<sup>1</sup> *Negotiation of Final Binding Offer: involves the finalisation of all outstanding issues with a view to entering into a binding agreement, should the Government decide to accept the final offer.*

## The Proposed Development

The Stage 1 DA establishes the vision and planning and development framework which will be the basis for the consent authority to assess future development proposals for the Precinct. It articulates what the proponent is seeking to achieve for future development and sets the broad parameters and relevant frameworks and principles that will guide the development of the Site. No physical works are proposed as part of this application, with details to be subject to separate future applications.

The Concept Proposal seeks approval for the following key components and development parameters:

- a building envelope for a commercial office OSD tower on the North Site:
  - Stage 1 envelope and concept for a new 40+ storey, predominately commercial office building. The proposal seeks conceptual approval to integrate with existing/retained 50 Martin Place building, the detail of which would be resolved at a future detailed design stage;
- a building envelope for a commercial office OSD tower on the South Site:
  - Stage 1 envelope and concept for a new 28+ storey, predominately commercial office building;
- predominantly commercial land uses on both Sites, which would accommodate office, business and retail premises;
- a maximum total GFA for the future development;
- precinct Urban Design Objectives and Principles, and Heritage Development Guidelines to guide the future built form and the public domain;
- a framework for achieving design excellence;
- strategies for utilities and services provision, managing drainage and flooding, and achieving ecological sustainable development; and
- conceptual OSD areas in the approved Martin Place Metro Station ‘boxes’, above and below ground level.

A detailed description of the proposed development is contained in **Section 4.0** of this EIS and illustrated in the Design Report (including Concept Proposal drawings) prepared by Grimshaw and JPW and provided at **Appendix A**.

## Planning Context

The Concept Proposal has a total Capital Investment Value over \$30 million and involves the development of commercial premises ‘*within a railway corridor or associated with railway infrastructure*’, and is therefore classified as State Significant Development for the purposes of Item 19 of Schedule 1, of *State Environmental Planning Policy (State and Regional Development) 2011*.

**Section 5.0** of the EIS considers all applicable legislation in detail. Overall, it has been determined that the proposal complies, is capable of complying, or is warranted in varying specific controls.

## Environmental Impacts

This EIS provides an assessment of the environmental impacts of the project in accordance with the SEARs and sets out the undertakings made by Macquarie to manage and minimise potential impacts arising from the development (refer to **Section 5.0**). Key potential impacts identified include, amongst others:

- impacts on items of heritage significance;
- urban design, built form, and the desired principles for future development;
- visual and view impacts;
- solar access and overshadowing;

- pedestrian and traffic management;
- operational and construction noise; and
- penetration of the protected airspace surrounding Sydney Airport.

All identified impacts are addressed in this EIS and are capable of being ameliorated through the implementation of appropriate mitigation measures as outlined in **Sections 6.0** and **7.0**.

### Conclusion

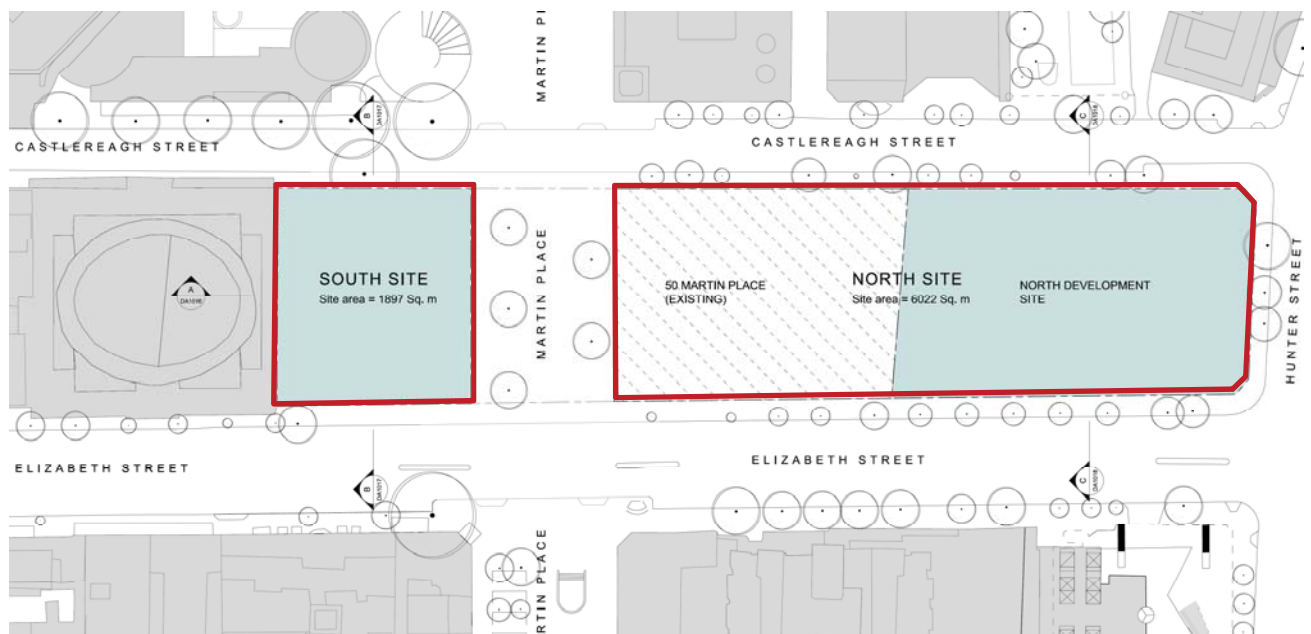
The compilation of mitigation measures has been prepared to inform the ongoing management of the Stage 1 DA throughout the detailed design, construction phase and operational phase. This EIS fulfils the requirements of the *Environmental Planning and Assessment Act 1979* and addresses the project specific SEARs, and demonstrates that the impacts of the Concept Proposal can be satisfactorily managed. In light of the above, and the significant benefits of the proposed development, we therefore recommend that the proposed development be approved.

## 1.0 Introduction

This Environmental Impact Statement (EIS) is submitted to the NSW Department of Planning and Environment (the Department) in support of a State Significant Development (SSD) Staged Development Application (DA), being a Stage 1 Concept Proposal, and hereafter referred to as the Stage 1 DA or Concept Proposal. It relates to two Over Station Development (OSD) commercial towers above the northern and southern entrances of the yet to be constructed Martin Place Metro Station.

Martin Place is one of seven (7) new metro stations approved as part of the *Sydney Metro City & Southwest – Chatswood to Sydenham* (the Metro) project which is classified as Critical State Significant Infrastructure (CSSI). The two proposed commercial towers form the OSD component of the overall Sydney Metro Martin Place Station Precinct (Precinct). This Precinct comprises:

- 50 Martin Place, 9 – 19 Elizabeth Street, 8 – 12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street, and 55 Hunter Street (**North Site**);
- 39 – 49 Martin Place (**South Site**); and
- **Martin Place** (that part bound by Elizabeth Street and Castlereagh Street).



**Figure 1 – Site Plan**  
 Source: Grimshaw & JPW & JBA

This Stage 1 DA, prepared on behalf of the proponent Macquarie Corporate Holdings Pty Limited (Macquarie), relates to land acquired by Transport for NSW (TfNSW) to deliver the Metro project, in particular the Martin Place Metro Station, and land owned by Macquarie.

The proponent intends to redevelop the Precinct to deliver a single fully integrated station and OSD solution. This future development will improve the functionality of the new Metro Station at Martin Place and provide a new world class, environmentally sustainable development that strengthens 'Global Sydney' as a centre for economic and cultural activity. It represents a step-change project in the evolution of Sydney as Australia's pre-eminent centre for business.

The Stage 1 DA seeks approval for:

- land uses and tower envelopes for the North Site and South Site;
- a maximum Gross Floor Area (GFA) for the North Site and South Site, and
- those components of the OSD located at, above and below ground level and are within the proposed Metro Station building envelope already approved.

No physical works are proposed as part of this application, with details to be subject to separate future applications.

Lodgement of this Stage 1 DA follows the decision of the NSW Government in March 2017 to proceed to Stage 3<sup>2</sup> of Macquarie's Unsolicited Proposal (USP) bid to deliver the combined Station and OSD for Martin Place. The USP by Macquarie seeks to create an integrated, world class transport and employment precinct. In doing so, delivering at the same time an improved Martin Place Metro Station, the two OSD towers and public domain works as one consolidated construction of what is essentially the one building. This Stage 1 DA forms one of a number of planning applications necessary to deliver the overall vision for the project, as discussed further in **Section 1.3.3**.

The project will realise the NSW State Government's vision for OSD of significant scale and size on the Martin Place Station sites. It will provide a stronger and better connected Sydney and deliver employment growth in connection with the Government's major investment in public transport infrastructure. The Concept Proposal capitalises on the additional capacity arising from the Metro and supports the long-term viability of the finance, knowledge, banking, IT and other service sectors in the Sydney CBD.

This EIS has been prepared by JBA on behalf of the proponent Macquarie and is based on the Concept Proposal Design Report (including Architectural Drawings) prepared by Grimshaw and Johnson Pilton Walker (JPW), included at **Appendix A** and other supporting technical information appended to the report (see Table of Contents). All images used to support this Concept Proposal are indicative/representative only and are subject to normal planning processes, including stakeholder engagement, approval and design development.

## Planning Context

This EIS has been prepared in accordance with the requirements of Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), and the environmental assessment requirements of the Secretary of the Department of Planning and Environment for the preparation of the EIS (SEARs), which are included at **Appendix B**.

Pursuant to Item 19 of Schedule 1, of *State Environmental Planning Policy (State and Regional Development) 2011* ('SRD SEPP'), the development the subject of this Stage 1 DA is classified as State Significant Development (SSD). More specifically the proposal is declared to be SSD because the precinct is located 'within a railway corridor or associated with railway infrastructure', the proposal has a Capital Investment Value (CIV) of more than \$30 million, and it involves the development of commercial premises.

This report describes the Precinct, its environs and the proposed concept, and provides an assessment of the proposal in terms of the matters for consideration under Section 79C(1) of the EP&A Act.

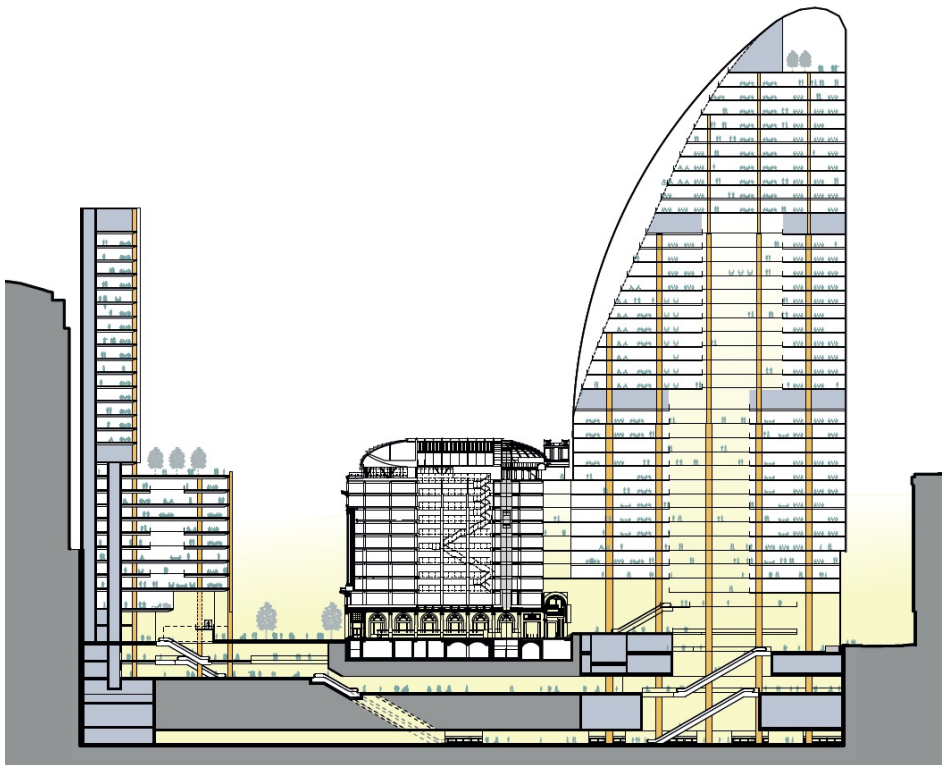
<sup>2</sup> *Negotiation of Final Binding Offer: involves the finalisation of all outstanding issues with a view to entering into a binding agreement, should the Government decide to accept the final offer.*

## 1.1 Objectives of the Development

This Stage 1 DA forms part of a broader planning process necessary to realise the project objectives and vision for the Precinct. Those objectives are to:

- Create a fully functional, compliant and inspiring Metro station that delivers a world class public transport experience for its customers.
- Maximise integration of the new Metro station and office buildings with existing public transport and pedestrian routes in and around Martin Place, and improve connections for the whole community visiting or working in the area.
- Build on the City Council’s 2030 strategy for Sydney, to enhance Martin Place as Sydney’s premier civic space and create a lively, activated city neighbourhood at the heart of the Sydney CBD.
- Celebrate 50 Martin Place as one of Sydney’s most significant heritage buildings with an ongoing relevance as Macquarie’s global headquarters.
- Use the above ground development to create the next generation workplace environment that realises the opportunities that are emerging in future work practice, wellbeing and sustainability, communication and digital technologies, security and mixed use development.

Macquarie’s commitment to the on-going success of the Precinct and the Sydney business community (in occupying the North Site OSD and potentially the South Site OSD under medium and longer term growth options), is also an important ‘big picture’ factor in delivering an excellent outcome.



**Figure 2** – Proposed world class transport and employment precinct  
 Source: Grimshaw & JPW

## 1.2 Overview of Proposed Development

The proposal relates to a Staged SSD DA (in accordance with Section 83B of the EP&A Act) and sets out a Concept Proposal for the North Site and South Site. The concept contained in the Stage 1 DA establishes the planning and development framework as the basis for the proponent to design the future buildings and against which to assess the future detailed, Stage 2 development applications.

The Stage 1 DA seeks approval for the maximum building lines or envelopes for the two proposed commercial towers, the maximum Gross Floor Area (GFA) and land uses for each tower. The commercial office towers are located immediately above and integrated with the entrances to the approved Martin Place Metro Station.

The Stage 1 DA more specifically seeks approval for the following key components and development parameters:

- Building envelope for a commercial office OSD tower on the North Site:
  - Stage 1 envelope and concept for a new 40+ storey, predominately commercial office building. The proposal seeks conceptual approval to integrate with existing/retained 50 Martin Place building (the former Government Savings Bank of NSW), the detailed connections to be resolved at a future detailed design stage.
- Building envelope for a commercial office OSD tower on the South Site:
  - Stage 1 envelope and concept for a new 28+ storey, predominately commercial office building.
- Predominantly commercial land uses on both Sites, which would accommodate office, business and retail premises;
- A maximum total GFA of 125,437m<sup>2</sup> for the future development, as follows:
  - 104,270m<sup>2</sup> maximum GFA for the North Site (incorporating the floor space within the existing building at 50 Martin Place); and
  - 21,167m<sup>2</sup> maximum GFA for the South Site;
- Precinct Urban Design Objectives and Principles and Heritage Development Guidelines to guide future development of the built form and the public domain;
- A framework for achieving design excellence;
- Strategies for utilities and services provision, managing drainage and flooding, and achieving ecological sustainable development; and
- Conceptual OSD areas in the approved Martin Place Metro Station ‘boxes’, above and below ground level<sup>3</sup>.

Architectural drawings illustrating the Concept Proposal and forming part of the application (and marked “For Approval”) have been prepared by Grimshaw and JPW and are provided in **Appendix A**.

<sup>3</sup> The detail of the development within the ‘station boxes’ will be subject to a detailed design process which is approved under, and a requirement of, the CSSI Approval (SSI 15\_7400) for Stage 2 of the Sydney Metro.

## 1.3 Background to the Proposal

### 1.3.1 Sydney Metro City & Southwest – Chatswood to Sydenham Critical State Significant Infrastructure

The New South Wales (NSW) Government is implementing *Sydney’s Rail Future* (Transport for NSW, 2012), a plan to transform and modernise Sydney’s rail network so that it can grow with the city’s population and meet the needs of customers well into the future.

Sydney Metro is a new standalone rail network identified in *Sydney’s Rail Future*. The Sydney Metro network consists of Sydney Metro Northwest (Stage 1) and Sydney Metro City & Southwest (Stage 2) – refer to **Figure 3**.



**Figure 3** – The route of Sydney Metro Stages 1 and 2  
 Source: *Transport for NSW*

Stage 2 of the Metro entails the construction and operation of a new Metro rail line from Chatswood, under Sydney Harbour through Sydney’s CBD to Sydenham and eventually onto Bankstown through the conversion of the existing line to Metro standards. The project also involves the delivery of seven (7) new Metro stations, including Martin Place. This step-change piece of public transport infrastructure, once completed, will have the capacity for 30 trains an hour (one every two minutes) through the CBD in each direction, catering for an extra 100,000 customers per hour across the Sydney CBD rail lines.

The objectives of the Sydney Metro project are to:

- Improve the quality of the transport experience for customers
- Provide a transport system that is able to satisfy long-term demand
- Grow public transport patronage and mode share
- Support the productivity of the Global Economic Corridor
- Serve and stimulate urban development
- Improve the resilience of the transport network
- Improve the efficiency and cost effectiveness of the public transport system
- Implement a feasible solution recognising impacts, constraints and delivery risk

On 9 January 2017, the Minister for Planning approved the Stage 2 (Chatswood to Sydenham) Metro application lodged by Transport for NSW (TfNSW) as a Critical State Significant Infrastructure project (reference SSI 15\_7400), hereafter referred to as the CSSI Approval.

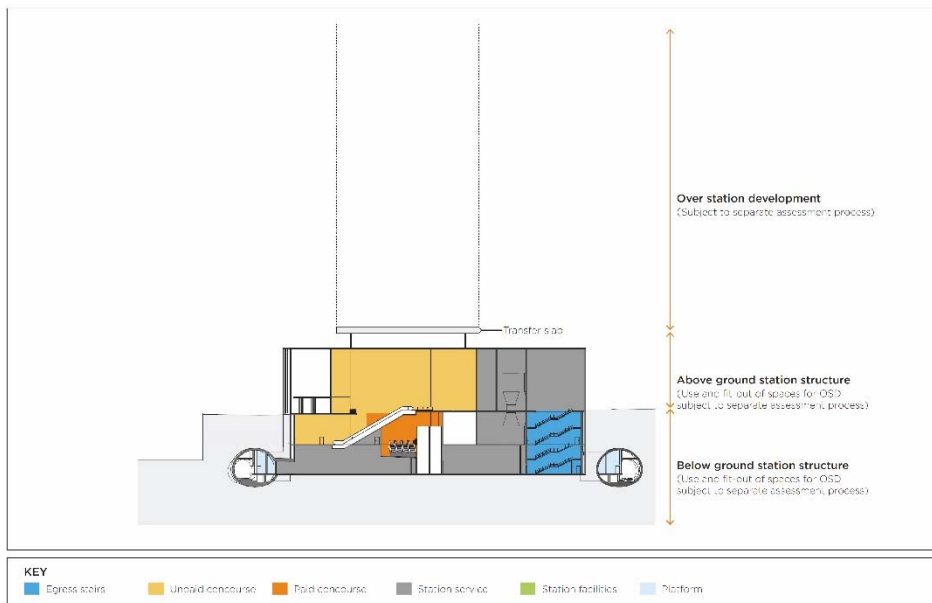
The CSSI Approval, through the associated CSSI Environmental Impact Statement (CSSI EIS) and Preferred Infrastructure and Submissions Report (CSSI PIR) that are called up as part of the approval, contemplated the indicative design and layout of a future metro station at Martin Place, with a northern entrance fronting Hunter Street and a southern entrance to Martin Place, and a below ground interchange connection to the existing Martin Place Station on the T4 Eastern Suburbs heavy rail line.

The CSSI EIS describes how the new Martin Place Metro Station would integrate with the existing Martin Place suburban and intercity rail station and describes the closure of existing train station access points into Martin Place to the west of Elizabeth Street. An underground pedestrian connection to 33 Bligh Street and eventually onto O'Connell Street is also approved (subject to the development of that site).

The Conditions of Approval for the CSSI require the proponent, TfNSW, to prepare Station Design and Precinct Plans (SDPP) for each of the approved Metro stations, including the Martin Place Station, as well as an Interchange (Station) Access Plan for Martin Place.

Importantly, the CSSI Approval includes approval for the construction of below and above ground structural and other components of the future Over Station Development (OSD), although the fit-out and use of such areas are noted as requiring separate development approval (refer to **Figure 4**). It is the OSD for the Martin Place Station that this Stage 1 DA relates to.

The rationale for this delivery approach, as identified within the application for the Sydney Metro project, is to enable OSD to be more efficiently built and appropriately integrated into the Metro station structures.



**Figure 4** – Conceptual illustration of relationship between Sydney Metro and OSD  
 Source: TfNSW

### 1.3.2 Macquarie’s Unsolicited Proposal

Through the early planning phase for Stage 2 of Sydney Metro, Macquarie identified a unique opportunity given its strategic landholdings above/adjoining the new Sydney Metro Martin Place Station. An Unsolicited Proposal (USP) was accordingly submitted by Macquarie to the NSW Government, for the delivery of a single fully integrated Martin Place Station/OSD solution.

Macquarie’s proposal centres on delivering Martin Place Station in its entirety as part of the Sydney Metro Project through an integrated civic, retail and commercial development, that expands the Martin Place Metro site to include Macquarie’s land at 50 Martin Place and 9-19 Elizabeth Street. Macquarie’s scheme seeks to achieve a single integrated development outcome, delivering efficiencies gained from combining the land holdings and releasing associated constraints on the otherwise complex site configuration and development approach. Macquarie’s proposed scheme optimises the functionality of the development opportunity, the connectivity between Station entrances, public spaces and the OSD, including passenger and civic areas and office lobbies, with leading commercial office design.

Macquarie’s proposal entered Stage 3 of the USP process in March 2017<sup>4</sup>, commencing the planning approvals process.

The below images reflect artistic renderings of Macquarie’s vision for the Precinct, noting that the images are subject to design development and further development following stakeholder engagement.

<sup>4</sup> <https://www.nsw.gov.au/contact-us/unsolicited-proposals/#currentcompleted-proposals>



**Figure 5** – Artist's impression of the Martin Place Metro Station (North Site) and access to natural light at platform level  
*Source: Macquarie*



**Figure 6** – Artist's impression of the view from the central concourse tunnel (under 50 Martin Place) looking north into the Northern Concourse  
*Source: Macquarie*



**Figure 7** – Artist’s impression of the North Site, with indicative OSD tower at rear of 50 Martin Place

*Source: Macquarie*

### 1.3.3 Related Applications

The Stage 1 DA forms part of a comprehensive suite of applications for planning approval, and other design processes to co-ordinate and deliver the fully integrated station/OSD solution for the Precinct.

The concept for the South Site under this Stage 1 DA complies with building height and Floor Space Ratio (FSR) development standards contained within *Sydney Local Environmental Plan 2012* (Sydney LEP).

To maximise the opportunities afforded by the significant increase in public transport capacity arising from the Martin Place Metro Station, Macquarie is also proposing an alternative OSD tower building on the South Site. The alternative OSD tower has a larger above-podium floor plate, and more floor space, but is no greater in its maximum height (compared to the proposed envelope). The larger OSD tower is currently precluded by a 55m LEP height limit on the northern portion of the South Site. To permit the alternative OSD tower Macquarie have lodged a Planning Proposal to amend the maximum building height of some of the constrained northern portion of the South Site, and increase the maximum Floor Space Ratio (FSR).

A future development application relating to the South Site will therefore be necessary to align with any new planning controls established under the Planning Proposal, should that be approved.

An application to modify the Metro CSSI approval is also necessary to incorporate the additional land owned by Macquarie in the North Site and to permit some of the proposed enhancements to the Station works.

To assist with describing each of the different processes, the following terms have been adopted:

- **Application 1:** being the subject Stage 1 SSD DA for the OSD.
- **Application 2:** being the Planning Proposal seeking an amendment to the Sydney LEP to enable greater building height (South Site) and floor space (North and South Site).
- **Application 3:** being the Metro CSSI Modification Application.
- **Application 4:** being the future Stage 2 detailed DA for the OSD, including the detailed design of the towers and built elements that integrate with the Station elements.
- **Application 5:** being the future application relating to the South Site necessary to align with the new planning controls proposed under the Planning Proposal (Application 2), should that application be successful.

Figure 8 below is a diagrammatic representation of the suite of key planning applications proposed by Macquarie, to show the relationship of the subject Stage 1 DA to the Planning Proposal and the Martin Place Metro CSSI.

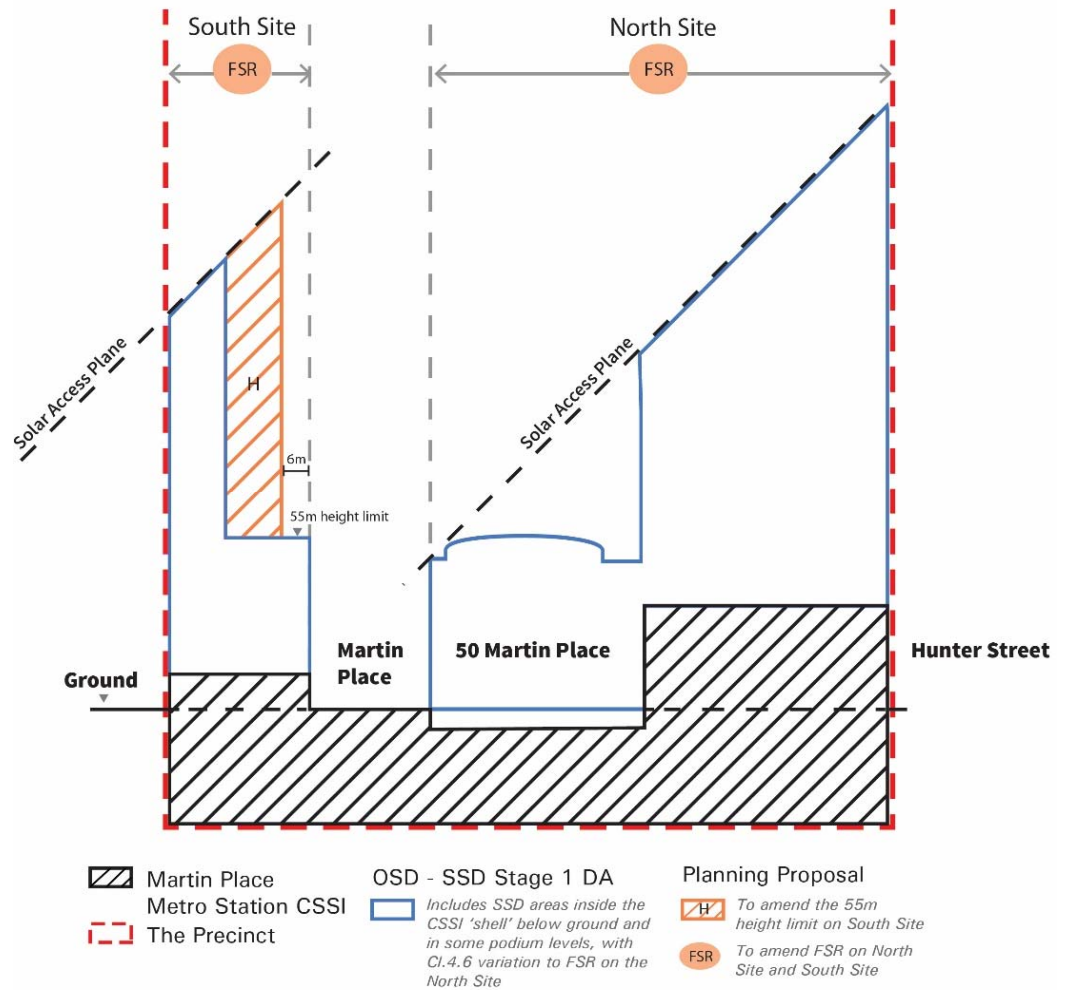


Figure 8 – Relationship of key planning applications  
Source: JBA

## 1.4 Analysis of Alternatives

Transport for NSW is embarking on its approved Sydney Metro Stage 2 plans, including the concept of the OSD on the land it has acquired for the Metro stations. As part of that work, TfNSW is preparing, independent of and in parallel with the Macquarie scheme, its own 'Reference Schemes' for the future development of the North OSD Tower (on the current Metro site, excluding the Macquarie land) and for the South OSD Tower. The 'Reference Schemes' will form the basis of future disposal by TfNSW of the OSD land at Martin Place, should the Macquarie USP not proceed for any reason. One of the key drivers for the Metro OSD strategy is for the future office development to help pay for the cost of the transport infrastructure.

The analysis of alternatives, therefore, needs to be considered in the context of this broader delivery framework for the Metro project, and in particular the contractual and construction time frames.

This section should be also read in conjunction with the detailed built form options analysis prepared by Grimshaw and JPW and included within **Appendix A**.

### 1.4.1 Strategic need for the proposal

The NSW Government has identified Sydney as Australia's finance and economic capital, containing half of Australia's globally competitive service sector jobs. It accounts for approximately 70 per cent of total NSW's economic output and over 20 per cent of Australia's gross domestic product (SGS Economics, 2014)<sup>5</sup>. It has also identified that Sydney's suburban rail network is the backbone of the city's public transport system, which connects the city's skilled workforce with high value employment land located throughout the Global Economic Corridor.

The Metro was proposed to address the current and future demand for rail services within Sydney and connect Sydney's citizens with not only the high value employment land within the Global Economic Corridor, but also with the major education and health precincts, retail and commercial areas and the centre's cultural facilities and open spaces. One of the preferred locations for a Metro Station was Martin Place, to service the core of Sydney's commercial district, the Macquarie Street ceremonial and governmental axis, the George / Pitt / Castlereagh Street retail precinct, connection to George Street Light Rail and allow direct transfers between the Metro line and the existing heavy rail network at an existing train Station.

The Stage 1 DA seeks to build on the significant infrastructure investment and the strategic positioning of the Martin Place Metro Station in the CBD, with its unique access to such an incredible range of employment, shopping, cultural, recreational and other opportunities for workers and visitors alike.

The CSSI EIS notes that the station strategy for Martin Place would:

- Reflect the significance of Martin Place and flagship status of the station by designing clear, legible, iconic, integrated entries;
- Provide generous space for customers in a busy pedestrian environment by extending the public domain into station entries;
- Provide an efficient interchange in the centre of the Sydney CBD through convenient, direct connections to the T4 Eastern Suburbs and Illawarra line platforms; and

<sup>5</sup> Reference from CSSI Project Application Report, pg. 21

- Integrate with the public domain and transport access improvements currently planned.

The NSW Government identifies NSW as leading the nation on key economic indicators, whilst also acknowledging that more can be done to attract new jobs and businesses to the state, and is continuing to develop key initiatives that assist in the creation of jobs, such as attracting large and international companies to base their headquarters in NSW. *A Plan for Growing Sydney* also sets out in Direction 1.1 the intention to “grow a more internationally competitive CBD” through the creation of “new and innovative opportunities to grow Sydney CBD office space by identifying redevelopment opportunities and increasing building heights in the right locations”.

The OSD of the North and South Sites is a key component of the revitalisation of the Precinct following the construction of the Martin Place Metro Station, as they are located in a key civic and commercial district of Sydney. The concept proposed in this Stage 1 DA provides a framework for a future development that both respects the existing urban, civic and heritage fabric surrounding the Precinct, responds to the existing and likely future character of the locality and delivers a landmark integrated transport / OSD solution, to open at the same time as the Sydney Metro line in 2024.

The proposed Concept Proposal seeks to capitalise on the significant investment in the Sydney Metro, the increased capacity of the public transport system arising and the strategic positioning of the proposed Martin Place Metro Station in the commercial core of the CBD. This will provide high levels of access to a range of employment opportunities in the financial, professional services and IT district in and around Martin Place.

### 1.4.2 Alternative Option – Do Nothing

The ‘do nothing’ option (i.e. no OSD above the Sydney Metro Martin Place Station) is not a feasible alternative option available. The Sydney Metro project is fully committed and advanced in its planning and delivery, with OSD a key component to the overall project. In addition to place making and contributing towards the stimulation of urban development (consistent with the objectives for the Sydney Metro project) the OSD strategy by TfNSW supports the NSW Government in funding the cost of this step change piece of public transport infrastructure.

### 1.4.3 Alternative Option - Separate and Staged Development of OSD Sites

This option means a different process for procurement of the Station and OSD, and the potential splitting of the two in terms of design, construction and delivery time. It is noted, however, that this option is possible for Martin Place in the event that the Macquarie USP does not progress.

This option would exclude the land owned by Macquarie (50 Martin Place and 9-19 Elizabeth Street) and the public unpaid ‘all weather’ concourse connection between the northern and southern entrances of the Metro Station.

This option faces the following considerations in terms of the Station design, connectivity and broader precinct outcomes:

- The Metro Station at Martin Place would continue to be built by TfNSW in accordance with the CSSI Approval, to enable the Metro to open in 2024. This would include the Station entries and above ground podium levels up to the transfer slab, which will support the future OSD above.

- A Station design that does not benefit from the additional land at 9-19 Elizabeth Street and the major north-south public unpaid 'all weather' pedestrian concourse under 50 Martin Place.
- A relatively more constrained and complex site area for the North Site, without the Macquarie land at 9 -19 Elizabeth Street and 50 Martin Place;
- No significant change to the existing buildings at 50 Martin Place and 9 -19 Elizabeth Streets.
- A lost opportunity for Macquarie to establish its consolidated operations at Martin Place.
- 'Reference Schemes' for OSD on the Metro North Site and Metro South Site would continue to be refined by TfNSW. Those Sites would then be put to the market 'for sale' with the 'successful' developers then preparing SSD applications for approval in the usual manner.
- Construction of the OSD during the period when the Station is being built by TfNSW is expected to be more challenging to manage and potentially more costly.
- Potential construction of OSD following sometime after the commencement of operations of the Metro in 2024.

At Martin Place, the Sydney Metro CSSI Approval includes provision for the construction of OSD structure and other components up to Level 4 indicatively above ground within the podium. It also includes construction of a structural transfer slab that will form the platform from which a future developer will construct the OSD. In the podium below the notional transfer slab is a mix of Metro Station infrastructure (such as plant and equipment) and future commercial uses associated with the office development, including entries, lift cores and office space. These lower levels of the podium shell would be 'backfilled'/fitted out as part of the OSD construction once they are designed, approved and documented at some future date.

Under the alternative 'staged' option, the full integration of the Station Precinct in accordance with Macquarie's vision would not be realised. The separate development of the OSD sites (North and South) would represent a lost opportunity for a fully integrated and whole of precinct OSD solution for the Martin Place Metro Station, and the loss of potential efficiencies from the planning and delivery of a single OSD solution.

Notwithstanding the above, this option is the base case for TfNSW and it is emphasised that it is a viable and acceptable outcome.

#### 1.4.4 Alternative Option – Sydney LEP and DCP Compliant OSD

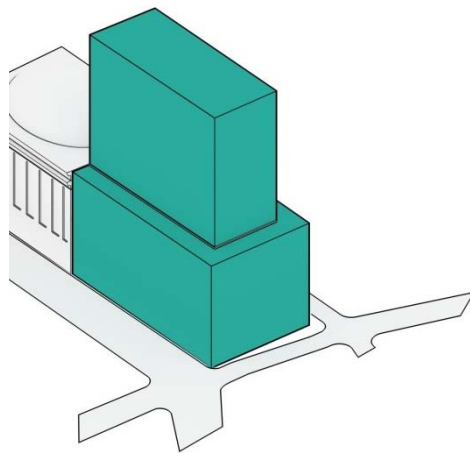
Delivering OSD that complies with current Sydney LEP height and FSR limits, and applying the Sydney Development Control Plan (DCP) 2012<sup>6</sup> tower setback provisions is a hypothetical available option.

**Figure 9** and **Figure 10** illustrate a Sydney LEP and DCP 'compliant' envelope for both the North and South sites. These studies illustrate that a 'compliant' built form of both the North and South Sites would result in:

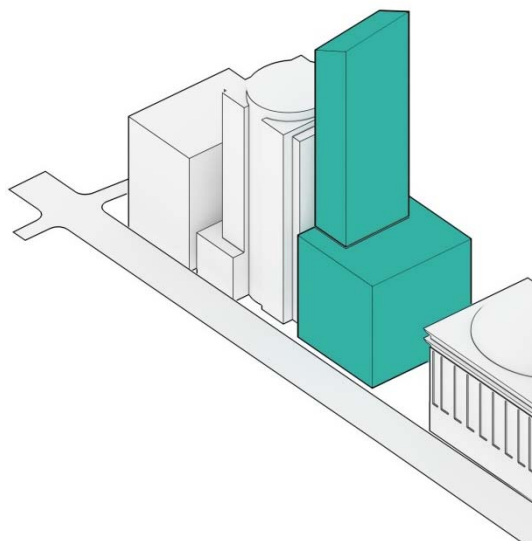
- a significant underdevelopment of the land;

<sup>6</sup> The Sydney DCP 2012 is not applicable to SSD (in accordance with Clause 11 of the State and Regional Development SEPP).

- a failure to capitalise on the substantial increase in capacity that will be delivered as part of the Sydney Metro project;
- a lost opportunity to create a threshold condition that reinforces the Precinct as the public transport gateway for the Sydney CBD, and the greater environmental performance and sustainability of genuinely transit oriented development;
- a lost opportunity to reinforce and reinvigorate the historic financial heart of the Sydney CBD;
- a lost opportunity to maximise employment opportunities on the Sites;
- a very small floor plate for the South Site that would not be feasible for commercial uses;
- an unsatisfactory urban design outcome; and
- an unsatisfactory relationship with surrounding buildings.



**Figure 9** – North Site LEP and DCP compliant envelope  
*Source: Grimshaw & JPW*



**Figure 10** – South Site LEP and DCP Compliant envelope  
*Source: Grimshaw & JPW*

A 'compliant' redevelopment would also be a potential barrier to achieving design excellence. These building envelopes would result in a sub-optimal urban design outcome. Not only do they respond poorly to their urban context, they hinder the delivery of best practice architecture, which is expected in such a prominent location. In the case of the South Site, they are likely to produce a sub-prime office building with floor plates that do not meet the needs of contemporary business and future workplaces. These unduly constrained envelopes, if imposed on the OSD, would represent a significant lost opportunity and lead to a manifestly suboptimal use of an extremely valuable land resource.

### 1.4.5 Alternative Option – Non-employment generating OSD

An option available is the delivery of alternative land uses for the development above the new Martin Place Metro Station. The main alternative land uses from an economic point of view would be residential or possibly hotel uses. This option is particularly relevant for the South Tower complying envelope, which yields small tower floor plates, of approximately 450 square metres/floor. This is considerably smaller than the minimum floor size required by the larger and middle-sized companies which require at least 1200 -1500 square metres/ floor. Residential land uses on the larger North Site would necessarily involve multiple, narrower towers to reflect the floor plates and building separation required under the Apartment Design Guidelines associated with State Environmental Planning Policy 65 governing residential apartment design.

A residential option in this location would however be at odds with local (e.g. the draft Central Sydney Planning Strategy) and state planning objectives, where there is a clear priority to increase employment growth and increase office floor space capacity within the Sydney CBD as the primary place for business. Non-commercial land uses at this particular location could undermine or compromise the prosperity and growth of the significant income-producing financial, professional and IT services sectors that are located there and need more room to grow.

There also continues to be a significant amount of activity with respect to tourist and visitor accommodation development within central Sydney, with the City of Sydney Council approving over 60 hotel proposals since 2014, representing over 4,600 new hotel rooms (80% of which were in central Sydney)<sup>7</sup>. Given this considerable supply and the higher order strategic planning objectives focussed around employment, there is further reason for discounting this option.

The complexities of accommodating Metro stations at both the North and South Sites also places overwhelming constraints and limitations on the ground plane in terms of OSD space and servicing requirements (particularly the South Site). By their function hotels (especially of the higher end / upscale type one would expect to be sited on Martin Place) typically require grand and spacious lobbies, Porte Cochere, bar/guest amenities etc all on the ground floor along with extensive servicing/loading requirements. Such essential functional requirements rule out a hotel from being an option, particularly on the much smaller South Site and its competing ground floor uses.

The South Site also being located above the existing T4 line Eastern Suburbs Illawarra line presents a significant constraint to accommodating sensitive land uses such as a hotel and residential where noise and vibration impacts are more likely to be experienced and disturb occupiers.

<sup>7</sup> Page 161. Draft Central Sydney Planning Strategy

Furthermore, provision of new cross overs to accommodate a Port Cochere on the South Site (which given the South Site's smaller site area provides limited vehicular holding capacity) will likely negatively affect and interfere with pedestrians traversing the Precinct and accessing the existing heavy and new Metro rail lines along with general traffic and bus services.

### 1.4.6 Alternative Option – Fully Integrated Northern and Southern OSD (Macquarie Proposal)

An alternative and unique opportunity to provide a fully integrated station and OSD solution, incorporating the land acquired by TfNSW and land owned by Macquarie at 9-19 Elizabeth Street and 50 Martin Place is available and, pending final NSW Government and planning approvals, is considered the optimal option for the Precinct, the business community and the wider public.

A fully integrated solution will allow a landmark Station and OSD development, that enhances the strategic value of the Precinct and the commercial strength of the City. The result is a transformational and inter-generational city-building project that will accommodate an integrated transport hub, connecting Metro rail, heavy rail, the bus network and the light rail network with major office development and the cultural and government institutions in the locality.

The Macquarie proposal in this instance is considered the preferred option as it is capable of delivering the following benefits:

- **Single, fully integrated commercial and transport proposal:** The Macquarie proposal would see the redevelopment of all sites (other than 50 Martin Place given it is a heritage item) within the block between the northern and southern stations, delivering significant commercial space in Central Sydney through an integrated design, resulting in maximum employment floor space return on investment in public transport infrastructure.
- **A better connected rail interchange than originally envisaged:** The Macquarie proposal connects the Sydney Metro and Sydney Trains (T4 line Eastern Suburbs Illawarra line) and the local customer catchment. The public unpaid 'all weather' pedestrian concourse connection between the northern and southern Station entrances, significantly improves the connectivity for customers and non-customers of the Stations and across the Precinct.
- **A grand central transport hub:** The fully integrated nature of the proposal will allow, as demonstrated in the illustrative scheme within **Appendix A**, exceptional station entrances and customer experiences both for the northern and southern Sites, connected through the shared concourse under 50 Martin Place. The integrated nature of the proposal will allow for a more holistic design solution which will maximise the benefit to public transport users, the commercial tenants in the OSD towers and the travelling public generally.
- **Enhanced economic and civic value:** The landmark, fully integrated OSD solution for the precinct, which will contribute to Sydney's competitive edge and reinforce its status as a global city, in line with the NSW Government's aspirations for the CBD.
- **A revitalised public realm:** The integrated nature of the proposal will provide significant public domain renewal and enhancement opportunities, below ground and at ground level, particularly in Martin Place and the surrounding streets.

On balance, the development of a fully integrated station and OSD office solution is considered the most appropriate option, given the significant benefits to the future of the precinct and external benefits more broadly for the city.

## 1.5 Secretary's Environmental Assessment Requirements (SEARs)

In accordance with Item 3 of Schedule 2 of the EP&A Regulation, the delegate of the Secretary of the Department has issued requirements for the preparation of this EIS. A copy of the SEARs is included in **Appendix B**. The SEARs were finalised following input from agencies and Council, including following a project specific Planning Focus Meeting held on 6 April 2017 where Macquarie and its consultant team provided an overview of the project (refer to Section 3.0 for further details regarding the extensive pre-lodgement consultation and engagement undertaken for the project).

The EIS must include the documents listed in Schedule 1 of the EP&A Regulation and must meet the requirements of Schedule 2 of the EP&A Regulation, specifically the form specifications in Clause 6 and the content specifications in Clause 7. Several stakeholders were identified with whom consultation must occur during the preparation of the EIS.

**Table 1** provides a detailed summary of the individual matters listed in the SEARs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

**Table 1 – Secretary's Environmental Assessment Requirements**

Secretary's Environmental Assessment Requirement	Location in Report	Appendix
<b>General Requirements</b>		
The Environmental Impact Statement (EIS) must address the Environmental Planning and Assessment Act 1979 and meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i> .	Throughout	
Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development.	<b>Section 6</b>	
The EIS must be accompanied by a report from a qualified quantity surveyor providing: <ul style="list-style-type: none"> <li>a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the <i>EP&amp;A Regulation 2000</i>) of the proposal, including details of all assumptions and components from which the CIV calculation is derived;</li> </ul>	<b>Section 1</b>	Submitted under separate cover.
<ul style="list-style-type: none"> <li>an estimate of the jobs that will be created by the future development during the construction and operational phases of the development; and</li> </ul>	<b>Section 5.22</b>	
<ul style="list-style-type: none"> <li>certification that the information provided is accurate at the date of preparation.</li> </ul>	Statement of Validity	
<b>Key Issues</b>		
<b>1. Statutory and Strategic Context Report</b>		
The EIS shall address the relevant statutory provisions applying to the site contained in all relevant EPIs, including: <ul style="list-style-type: none"> <li>State Environmental Planning Policy (Infrastructure) 2007;</li> <li>State Environmental Planning Policy (State and Regional Development) 2011; and</li> <li>Sydney Local Environmental Plan 2012 (and Planning Proposal: Central Sydney once exhibited)</li> </ul>	<b>Section 5.4</b>	
The EIS shall address the relevant planning provisions, goals and strategic planning objectives in the following: <ul style="list-style-type: none"> <li>A Plan for Growing Sydney;</li> <li>Draft Central District Plan;</li> <li>NSW Long Term Transport Master Plan;</li> </ul>	<b>Section 5.3.10, Section 5.4.1</b>	
	<b>Section 5.3.2</b>	
	<b>Section 5.3.4</b>	
	<b>Section 5.3.5</b>	

<b>Secretary's Environmental Assessment Requirement</b>	<b>Location in Report</b>	<b>Appendix</b>
<ul style="list-style-type: none"> <li>Draft Architecture and Design Policy for NSW;</li> </ul>	<b>Section 5.3.8, Section 5.5</b>	<b>Appendix I</b>
<ul style="list-style-type: none"> <li>Sydney Streets Design Code and Sydney Streets Technical Specification;</li> </ul>	<b>Section 5.3.12</b>	
<ul style="list-style-type: none"> <li>Development Near Rail Corridors and Busy Roads - Interim Guideline;</li> </ul>	<b>Section 5.3.12</b>	<b>Appendix Q</b>
<ul style="list-style-type: none"> <li>Guide to Traffic Generating Developments;</li> </ul>	<b>Section 5.3.12</b>	<b>Appendix N</b>
<ul style="list-style-type: none"> <li>Sydney City Centre Access Strategy;</li> </ul>	<b>Section 5.3.7</b>	
<ul style="list-style-type: none"> <li>NSW Planning Guidelines for Walking and Cycling;</li> </ul>	<b>Section 5.3.12</b>	
<ul style="list-style-type: none"> <li>NSW Bicycle Guidelines;</li> </ul>		
<ul style="list-style-type: none"> <li>Sydney's Walking Future 2013;</li> </ul>		
<ul style="list-style-type: none"> <li>Sydney's Cycling Future 2013;</li> </ul>		
<ul style="list-style-type: none"> <li>Sydney's Bus Future 2013;</li> </ul>	<b>Section 5.3.6</b>	
<ul style="list-style-type: none"> <li>Sydney's Rail Future 2013;</li> </ul>	<b>Section 5.3.12</b>	<b>Appendix N</b>
<ul style="list-style-type: none"> <li>Sydney's Light Rail Future 2012;</li> </ul>	<b>Section 5.3.9</b>	
<ul style="list-style-type: none"> <li>City of Sydney Sustainable Sydney 2030 Community Strategic Plan 2014;</li> </ul>	<b>Section 5.3-5.4 &amp; Section 5.5</b>	<b>Appendix I</b>
<ul style="list-style-type: none"> <li>Relevant City of Sydney policies, codes and guidelines (where required pursuant to relevant Local Environmental Plan policies), such as the City of Sydney Competitive Design Policy;</li> </ul>	<b>Section 5.3.12, Section 5.9</b>	<b>Appendix D</b>
<ul style="list-style-type: none"> <li>Heritage Council Guideline on Heritage Curtilages 1996; and</li> </ul>		
<ul style="list-style-type: none"> <li>Heritage Council Guideline, Design in Context – guidelines for infill development in the Historic Environment, 2005.</li> </ul>		
<b>2. Design Excellence</b>		
The EIS shall: <ul style="list-style-type: none"> <li>include a design excellence strategy, prepared in consultation with the NSW Government Architect, demonstrating how the proposal will achieve design excellence consistently at each stage of the planning process. This strategy shall identify:                             <ul style="list-style-type: none"> <li>the process to ensure that design excellence is achieved, including identifying opportunities for competitive design excellence processes.</li> </ul> </li> </ul>	<b>Section 5.5</b>	<b>Appendix I</b>
<ul style="list-style-type: none"> <li>how comments from the NSW Government Architect following early consultation on the proposed strategy and process have been addressed; and</li> </ul>		
<ul style="list-style-type: none"> <li>a proposed schedule for regular design review throughout the planning process, with a project specific panel formed in consultation with the NSW Government Architect, including an outline of how feedback will be documented and addressed.</li> </ul>		<b>Appendix I</b>
<b>3. Built form and public domain</b>		
The EIS shall: <ul style="list-style-type: none"> <li>provide a comprehensive options analysis for the built form, supported by an urban design analysis which considers a range of building and podium heights and setbacks, tower locations and forms, with justification that the selected option is based on a careful consideration of the benefits and potential impacts of each option;</li> </ul>	<b>Section 1.4</b>	<b>Appendix A</b>
<ul style="list-style-type: none"> <li>demonstrate how the orientation, height, setbacks, bulk, scale, massing, activation and pedestrian connectivity (including through site linkages) of the proposed development will fit within the context of the site and the existing and future desired character of the Sydney CBD;</li> </ul>	<b>Section 5</b>	<b>Appendix A, Appendix G, Appendix L</b>

Secretary's Environmental Assessment Requirement	Location in Report	Appendix
<ul style="list-style-type: none"> <li>▪ demonstrate how the proposal will physically integrate with the future Martin Place Sydney Metro Station, the underground and the surrounding public domain, including Martin Place, and details for any public domain enhancements required / proposed; and</li> </ul>	<b>Section 4.1</b>	
<ul style="list-style-type: none"> <li>▪ include design quality guidelines, prepared in consultation with the Government Architect NSW, for the future buildings, with specific guidance on public and private space, building articulation, street activation, microclimate conditions, building entrances and loading / services arrangements, materials, landscaping, safer by design principles and mechanical serving / plant.</li> </ul>	<b>Section 4.3, Section 5.5, Section 5.8</b>	<b>Appendix G, Appendix D</b>
<b>4. Visual and amenity impacts</b>		
<p>The EIS shall:</p> <ul style="list-style-type: none"> <li>▪ provide a detailed visual / view impact analysis, which considers the impact of the proposed building envelopes (compared to the existing situation and a compliant scheme) when viewed from the public domain and key vantage points surrounding the site. This is to include a written description of the existing view, the likely impact and justification of the proposal and any required mitigation measures. The view locations and methodology for the analysis must be prepared in consultation with the Department and Council;</li> </ul>	<b>Section 5.10</b>	<b>Appendix L</b>
<ul style="list-style-type: none"> <li>▪ include an animation of the pedestrian view moving both east and west along Martin Place and where the proposal is visible from streets immediately surrounding the site;</li> </ul>	Submitted under separate cover	
<ul style="list-style-type: none"> <li>▪ provide a detailed site survey and solar access / overshadowing analysis, showing the overshadowing impacts of the proposal on the surrounding area at hourly intervals in mid-summer and mid-winter and having particular regard to the impact of the proposal on solar access to Martin Place and other relevant solar access provisions in the Planning Proposal: Central Sydney; and</li> </ul>	<b>Section 5.11</b>	<b>Appendix C, Appendix M</b>
<ul style="list-style-type: none"> <li>▪ identify any other potential impacts of the proposal on the amenity of surrounding land uses and the public domain (and in particular Martin Place), such as wind safety and comfort, and provide detailed justification and/or mitigation measures in response to any adverse impacts.</li> </ul>	<b>Section 5.14</b>	<b>Appendix P</b>
<b>5. Heritage</b>		
<p>The EIS shall:</p> <ul style="list-style-type: none"> <li>▪ include a detailed heritage impact statement (HIS) that identifies and addresses the extent of heritage impact of the proposal: <ul style="list-style-type: none"> <li>– on the site, the site curtilage and surrounding area, including any built and landscape items, conservation areas, views and settings, and in particular the impact of the proposal on: <ul style="list-style-type: none"> <li>○ heritage items: Martin Place, 48-50 Martin Place and Martin Place Railway Station; and</li> <li>○ setting, context and views along Martin Place, Chifley Square and to Richard Johnston Square; and</li> </ul> </li> <li>– having regard to any endorsed conservation management plans for heritage items on the site and surrounding area; and</li> </ul> </li> </ul>	<b>Section 5.9</b>	<b>Appendix D</b>
<ul style="list-style-type: none"> <li>▪ consider opportunities and outline a process for how the detailed design (such as materials) and heritage interpretation within the proposal can reflect the heritage character of the site and surrounding area, including Martin Place; and</li> </ul>		

<b>Secretary's Environmental Assessment Requirement</b>	<b>Location in Report</b>	<b>Appendix</b>
<ul style="list-style-type: none"> <li>outline a programme for regular consultation with the Heritage Council of NSW and Council (during Stage 1 and future stages of the planning process) to identify and discuss potential heritage impacts of the proposal and mitigation measures</li> </ul>	<b>Section 3, Section 5.5, Section 5.9</b>	<b>Appendix D, Appendix F, Appendix I.</b>
<b>6. Integration with Sydney Metro station infrastructure</b>		
<p>The EIS shall:</p> <ul style="list-style-type: none"> <li>identify the extent of the proposal that is State Significant Development (SSD), and how this relates to the approved Critical State Significant Infrastructure (CSSI 7400) and any modifications required to the CSSI; and</li> </ul>	<b>Section 4.1</b>	<b>Appendix A</b>
<ul style="list-style-type: none"> <li>show how the proposed over station development (being the SSD components) will integrate in design terms and structurally with the Sydney Metro station infrastructure, and identify any specific requirements of the CSSI approval that has influenced the design of the over station development.</li> </ul>	<b>Section 4.1 Section 5</b>	<b>Appendix A, Appendix G, Appendix I</b>
<b>7. Ecologically Sustainable Development (ESD)</b>		
<p>The EIS shall:</p> <ul style="list-style-type: none"> <li>detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the <i>EP&amp;A Regulation 2000</i>) will be incorporated in the design, construction and ongoing operation of the development; and</li> </ul>	<b>Section 5.25, Section 5.26</b>	<b>Appendix J</b>
<ul style="list-style-type: none"> <li>include a framework for how the proposed development will reflect best practice sustainable building principles to improve environmental performance, including energy and water efficient design and technology, and use of renewable energy.</li> </ul>		
<b>8. Transport and accessibility (operation)</b>		
<p>The EIS shall include a transport, traffic and parking assessment providing an assessment of (but is not limited to) the following:</p> <ul style="list-style-type: none"> <li>current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and mode share from existing buildings / uses on the site using the adjacent road network;</li> </ul>	<b>Section 5.12</b>	<b>Appendix N, Appendix T</b>
<ul style="list-style-type: none"> <li>forecast daily and peak hour vehicle, public transport, pedestrian and bicycle movements and mode share as a result of the development, together with the cumulative impacts of existing, proposed and approved developments in the area and any transport / traffic infrastructure upgrades;</li> </ul>		
<ul style="list-style-type: none"> <li>impacts of the proposed development on the operation of existing and future transport networks, including the public transport capacity, and its ability to accommodate the forecast number of trips to and from the development;</li> </ul>		
<ul style="list-style-type: none"> <li>existing and future performance of key road intersections providing access to the site supported by appropriate modelling and analysis to the satisfaction of the Roads and Maritime Services (RMS) and TfNSW;</li> </ul>		
<ul style="list-style-type: none"> <li>measures to mitigate impacts of the proposed development on the operation of existing and future traffic, public transport, pedestrian and bicycle networks;</li> </ul>		
<ul style="list-style-type: none"> <li>appropriate modelling and analysis of pedestrian and cyclist access to the proposed development in consultation with TfNSW, together with an assessment of pedestrian and cyclist safety;</li> </ul>		

Secretary's Environmental Assessment Requirement	Location in Report	Appendix
<ul style="list-style-type: none"> <li>▪ measures to be implemented to encourage users of the development to make sustainable travel choices, including walking, cycling, public transport and car sharing, such as the provision of adequate bicycle parking, end of trip facilities and existing / future subterranean pedestrian connections;</li> </ul>		
<ul style="list-style-type: none"> <li>▪ existing and proposed vehicle and bicycle access and parking arrangements for employees and visitors, including compliance with appropriate parking controls; and</li> </ul>		
<ul style="list-style-type: none"> <li>▪ loading dock and servicing arrangements, including consideration of loading zone hub facilities.</li> </ul>		
<b>9. Public benefits, contributions and/or voluntary planning agreement</b>		
The EIS shall address the provision of public benefit, services and infrastructure in consultation with key stakeholders, such as Council and TfNSW, and provide details of any voluntary planning agreement (VPA) or other legally binding instrument agreed between relevant public authorities and the applicant.	<b>Section 5.27</b>	
<b>10. Prescribed Airspace for Sydney Airport</b>		
Identify any impacts of the proposal on the prescribed airspace for Sydney Airport.	<b>Section 5.23</b>	<b>Appendix U</b>
<b>11. Pre-submission consultation statement</b>		
The EIS must include a report describing pre-submission consultation undertaken, including a record of the stakeholders consulted, the issues raised during the consultation and how the proposal responds to those issues.	<b>Section 3</b>	<b>Appendix F</b>
<b>12. Utilities</b>		
The EIS shall:		
<ul style="list-style-type: none"> <li>▪ in consultation with relevant agencies, identify and address the proposed demand for utilities from the development, having regard to the existing capacity, augmentation and serving requirements, including the staging of infrastructure; and</li> </ul>	<b>Section 2.3.5, Section 4.14, Section 5.17</b>	<b>Appendix E</b>
<ul style="list-style-type: none"> <li>▪ provide details of how relevant infrastructure assets, easements or property of various utility stakeholders will be identified and protected / relocated to accommodate the development.</li> </ul>		
<b>13. Staging</b>		
The EIS shall set out the staging of the proposed development, including the relationship with the construction / delivery of the Sydney Metro stations, timing of public domain works and the staging of other relevant works and events within Martin Place.	<b>Section 4.15</b>	
<b>Plans and Documents</b>		
The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the <i>EP&amp;A Regulation 2000</i> . Provide these as part of the EIS rather than as separate documents. In addition, the EIS must include the following: Clause 4.6 variation written request;	<b>Section 5.4</b>	<b>Appendix K</b>
site title diagrams and survey plan, showing existing levels, location and height of existing and adjacent structures/buildings;		<b>Appendix A</b>
site analysis plan;		
schedule of proposed gross floor area per land use;	<b>Section 4.6</b>	
building envelopes showing the relationship with proposed and existing buildings in the locality;	<b>Section 4.4, Section 5.6</b>	
architectural drawings (to a usable scale at A3);		
architectural and urban design statement, including illustrations and justification showing how the buildings will relate to the station entrances and enhance the surrounding public domain;	<b>Section 5.8</b>	<b>Appendix A, Appendix G</b>

Secretary's Environmental Assessment Requirement	Location in Report	Appendix
solar access analysis report and diagrams;	Section 5.11	Appendix M
wind impact assessment (including a wind tunnel study);	Section 5.14	Appendix P
flood assessment / stormwater management plan;	Section 5.18	Appendix R
retail / commercial office strategy;	Section 4.8.2	Appendix H
ESD statement (incorporating a sustainability framework);	Section 5.25	Appendix J
pre-submission consultation statement;	Section 3	Appendix F
heritage impact assessment;	Section 5.9	Appendix D
access impact statement;	Section 5.13	Appendix O
transport, traffic and parking assessment;	Section 5.12	Appendix N
visual and view impact analysis and photomontages;	Section 5.10	Appendix L
physical and 3D digital model (generally in accordance with the City of Sydney specifications);		Submitted under separate cover
services and utilities infrastructure report;	Section 5.17	Appendix E
signage details (if proposed);		
flight path report;	Section 5.23	Appendix U
waste strategy;	Section 5.20	Appendix S
noise and vibration report;	Section 5.15	Appendix Q
CPTED assessment;	Section 5.24	Appendix V
accessibility DDA report; and	Section 5.13	Appendix O
preliminary construction management statement addressing how future stages will manage impacts to pedestrians, rail users, bus services and taxis.	Section 5.21	Appendix T
<b>Consultation</b>		
During the preparation of the EIS, you are required to consult with the relevant local, State or Commonwealth Government authorities, service providers, and the local community. In particular, early consultation is required through meeting(s) with the Government Architect NSW, RMS, Transport for NSW (including Sydney Metro, Sydney Trains and Sydney Light Rail) and City of Sydney Council. The EIS must describe the pre-submission consultation process, issues raised and how the proposed development has responded to these issues. A short explanation should be provided where amendments have not been made to address an issue.	Section 3	Appendix F

## 1.6 Other Approvals

In addition to the approvals noted elsewhere in this document, additional approvals will be required in order to permit the proposed development to occur. These approvals may include, but are not limited to:

- *Roads Act 1993* (including Section 138 approvals);
- *Protection of the Environment Operations Act 1997* (including environmental protection licences);
- *Sydney Water Act 1994* under Section 73 (compliance certificate); and
- Approval for OLS Protrusion under the Airports (Protection of Airspace) Regulations.

These additional approvals, and any others that may be required, will be sought at the appropriate time. It is also noted that some of these approvals cannot be refused where required for SSD in accordance with Section 89K of the EP&A Act.

## 2.0 Site Analysis

### 2.1 Site Location and Context

The Precinct is located in the Sydney CBD in the City of Sydney Local Government Area (LGA) (refer to **Figure 11** below). The Precinct bridges a portion of the eastern end of Martin Place, which is a pedestrianised plaza running east-west through the centre of Sydney’s CBD, and links significant government and cultural buildings on the eastern built edge of the city with the commercial heart of the CBD. Martin Place is recognised as being one of Central Sydney’s great public and commemorative spaces, and was once considered to be the heart of the finance and banking sector in Sydney. This area has since attracted a diverse range of other professional industries and supporting uses, to create a lively working and entertainment precinct.

Whilst characterised by a range of architectural styles and treatments, Martin Place continues to be an area that is defined by buildings of a perceptively high quality, and has retained its character as one of Sydney’s most important urban spaces. Martin Place and a large number of buildings that front it, or are in close proximity to it, are identified as heritage items of either National, State or Local significance, as discussed further in **Section 2.3.2**.



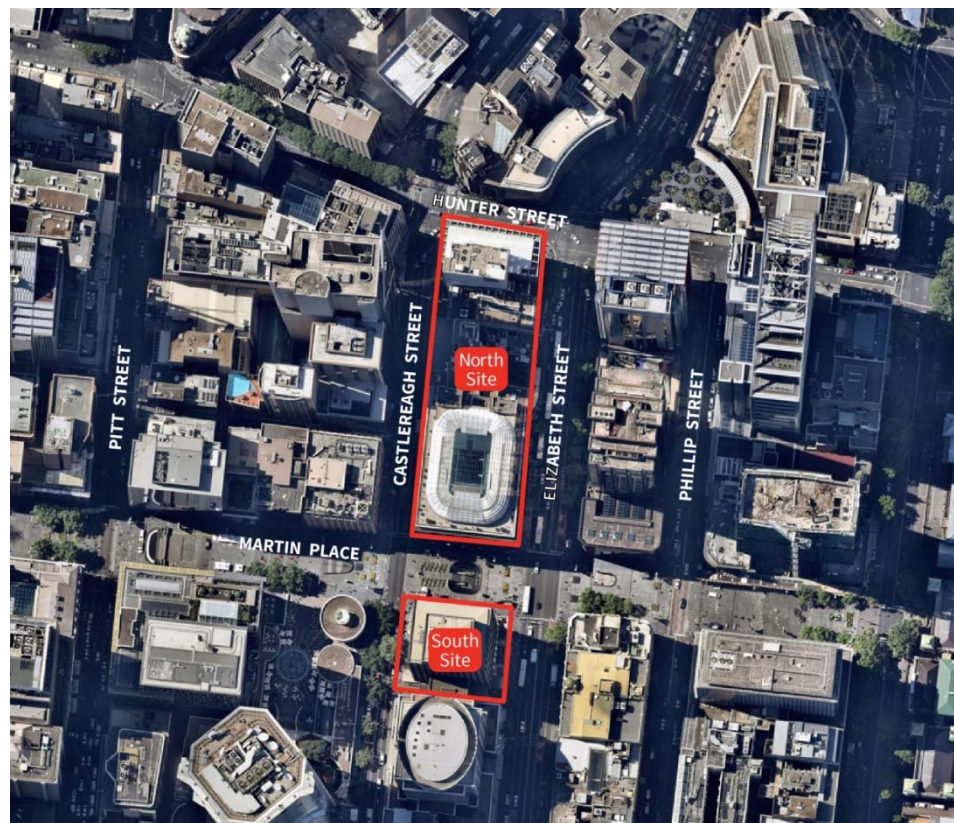
**Figure 11** – Location plan of the Martin Place Station Precinct  
 Source: Google Maps and JBA

## 2.2 Site Description

The Precinct comprises of the entire city-block bounded by Hunter Street, Elizabeth Street, Martin Place and Castlereagh Street (North Site), that portion of Martin Place located between Elizabeth Street and Castlereagh Street, and the northernmost property in the block bounded by Martin Place, Elizabeth Street, King Street and Castlereagh Street (South Site). Together, the North Site and South Site constitute a site area of 7,919m<sup>2</sup>. The Precinct (including Martin Place) has a dimension from north to south of approximately 206 metres and from east to west of approximately 45 metres. The North Site and South Site are divided by a significant portion of one of Sydney’s most revered public spaces; Martin Place.

The Precinct relates to the following properties, which are also identified in the aerial photo at **Figure 12** and map at **Figure 13** below:

- 50 Martin Place, 9 – 19 Elizabeth Street, 8 – 12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street, and 55 Hunter Street (North Site);
- 39 – 49 Martin Place (South Site); and
- that portion of Martin Place located between Elizabeth Street and Castlereagh Street (combined with the two sites above to be termed the development ‘precinct’).



**Figure 12** – Aerial photo of the North and South Site  
 Source: *Nearmap and JBA*



**Figure 13** – Location map of the precinct  
 Source: Google maps and JBA

### Legal Description of the Development Precinct

Whilst the larger precinct encompasses land partly owned by Macquarie, land acquired for the Sydney Metro Martin Place Station, and land owned by City of Sydney Council, the subject SSD DA strictly applies to only lots comprising the North and South Site (refer to **Table 2** and **Figure 14** below). This table includes the relevant legal description for land to which this application relates. For absolute clarity, no works under this subject SSD DA are proposed to Martin Place.

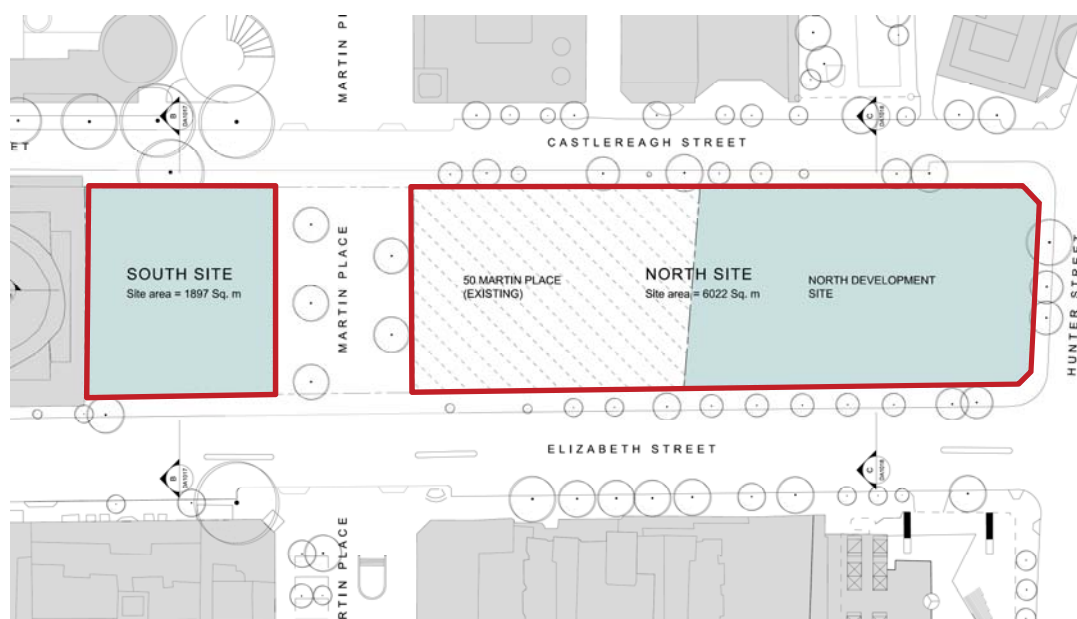
**Table 2** – Legal description and ownership

Address	Lot and DP	Owner	Area
<b>North Site</b>			
50 Martin Place	Lot 1 in DP 182023	Macquarie	6,022m <sup>2</sup>
9-19 Elizabeth Street	Lot 1 in DP 526161	Macquarie	
8-12 Castlereagh Street	Lot 2 in DP 929277	Transport for NSW *	
	Lot 1 in DP 929277	Transport for NSW *	
	Lot 1 in DP 173027	Transport for NSW *	
7 Elizabeth Street	SP 13171	Transport for NSW *	
5 Elizabeth Street	Lot 2 in DP 548142	Transport for NSW *	
55 Hunter Street	Lot 1 in DP 222356	Transport for NSW *	
<b>South Site</b>			
39 – 49 Martin Place	Lot 1 in DP 1103195	Transport for NSW *	1,897m <sup>2</sup>
	Lot 2 in DP 1103195	Transport for NSW *	

\* Compulsorily acquired for the Sydney Metro project

A Survey Plan is located at **Appendix C**.

Both the North and South Sites are regular in shape and currently contain a variety of predominantly commercial office buildings. All existing buildings on both the North and South Sites, excluding 50 Martin Place, and 9-19 Elizabeth Street, are approved to be demolished, along with excavation, as part of the Sydney Metro Stage 2 CSSI approval. The proposed Application 4 for modification of the CSSI approval will seek approval for the demolition of 9-19 Elizabeth Street and excavation of that land to expand the proposed Martin Place Station.



**Figure 14 – Site Plan**  
Source: Grimshaw & JPW

## 2.2.1 North Site

### 50 Martin Place

The building is proposed to be retained.

50 Martin Place is the global headquarters of the Macquarie Group and forms the landmark address of the Precinct, with grand architecture and prominent location on the northern side of Martin Place. It is a ten-storey building constructed for the Former Government Savings Bank of NSW in the 1920s. The building façade is characterised by large iconic columns, detailed relief panels, and other neoclassical wall and roof details. It is primarily clad in terracotta and pink coloured granite. A refurbishment of the building and a contemporary glass rooftop extension was completed by Macquarie in 2015. Refer to **Figure 15** and **Figure 16** below.



Figure 15 – 50 Martin Place as viewed from Martin Place and Elizabeth Street



Figure 16 – 50 Martin Place as viewed from Martin Place and Castlereagh Street

### 9-19 Elizabeth Street

The building is proposed to be demolished as part of the proposed Modification to the Sydney Metro Stage 2 CSSI (SSI 15\_7400).

This building adjoins and is physically connected on some above ground levels with 50 Martin Place. It is currently used as commercial premises, some of which are associated with 50 Martin Place. It also includes the end of trip facilities for the Macquarie workforce located in 50 Martin Place. The property does not extend through to Castlereagh Street and as such the building is only accessible from Elizabeth Street and through the existing connections to the 50 Martin Place building. The building achieves a similar height to that of 50 Martin Place, and comprises 12 storeys (plus rooftop plant). The street façade characterised by horizontal bands of concrete and glass without a podium.

This building is shown in **Figure 17** and **Figure 18** below.



Figure 17 – 9-19 Elizabeth Street, as viewed from Elizabeth Street



Figure 18 – 9-19 Elizabeth Street (highlighted in red) with adjoining development



## 7 Elizabeth Street

The building has been approved for demolition as part of the Sydney Metro Stage 2 CSSI consent (SSI 15\_7400).

This building abuts 9-19 Elizabeth Street and similarly, does not extend through to Castlereagh Street, being only accessible from Elizabeth Street. It is ten storeys in height (plus rooftop plant), creating a small 'dip' in the height profile of the city block when viewed from Elizabeth Street, with higher scale development adjoining to the north and south. Whilst this building is of heritage significance (discussed further in **Section 2.3.2** below), it has been approved for demolition to permit construction of Stage 2 of the Sydney Metro. This building is shown in **Figure 19** – 7 Elizabeth Street (highlighted in red), as viewed from Elizabeth Street below.



**Figure 19** – 7 Elizabeth Street (highlighted in red), as viewed from Elizabeth Street

## 5 Elizabeth Street

This building has been approved for demolition as part of the Sydney Metro Stage 2 CSSI consent (SSI 15\_7400).

The building at 5 Elizabeth Street is used for commercial purposes, and steps up in height from 7 Elizabeth Street, reaching thirteen storeys (plus rooftop plant). It has frontages to both Elizabeth Street and Castlereagh Street and is characterised by linear vertical and horizontal concrete elements that divide the façade of the building. There is no podium on Elizabeth Street but a small three storey podium and upper level setback leading into Chifley Arcade to the north, when viewed from Castlereagh Street. The building is shown in **Figure 20** and **Figure 21** below.



**Figure 20** – 5 Elizabeth Street (highlighted in red), as viewed from Elizabeth Street



**Figure 21** – 5 Elizabeth Street (highlighted in red), as viewed from Castlereagh Street



## 55 Hunter Street

This building has been approved for demolition as part of the Sydney Metro Stage 2 CSSI consent (SSI 15\_7400).

55 Hunter Street forms the northern extent of the site, with frontages to Elizabeth, Castlereagh and Hunter Street. It is a contemporary office building that is 18 storeys in height (plus rooftop plant), with a double height atrium supported by large columns addressing the street corner. The building does not have a podium, rather its form is articulated through feature curved balconies on the lower six floors of the building. The building is shown in **Figure 22** to **Figure 23** below.



**Figure 22** – 55 Hunter Street, as viewed from the corner of Hunter and Phillip Street, looking south-west



**Figure 23** – 55 Hunter Street, as viewed from the corner of Hunter and Bligh Street, looking south-east



### 8-12 Castlereagh Street

This building has been approved for demolition as part of the Sydney Metro Stage 2 CSSI (SSI 15\_7400).

8-12 Castlereagh Street adjoins 5 Elizabeth Street to the north and 50 Martin Place to the south. This building does not extend through to Elizabeth Street and as such is only accessible from Castlereagh Street. It is a contemporary office building that is 14 storeys in height (plus rooftop plant) with no podium. This building is shown in **Figure 24** below.



**Figure 24** – 8-12 Castlereagh Street, as viewed from Castlereagh Street

## 2.2.2 South Site

### 39-49 Martin Place

The building has been approved for demolition as part of the Sydney Metro Stage 2 CSSI consent (SSI 15\_7400).

This building occupies the whole of the South Site and has frontages to Martin Place, Elizabeth Street, and Castlereagh Street. It presently comprises B-Grade office space with ground floor retail. The building is setback (by approximately 5 metres) from all street frontages at ground level and for its full height reaches a height of 22 storeys (plus rooftop plant) with no podium. The first two levels of the building are defined through a variation in materials and finishes, creating a false 'base' that accentuates the east to west slope of Martin Place, and accommodates retail uses. Within the Martin Place setback the building transitions the level change via a series of steps and terraces.

The building is shown in **Figure 25** and **Figure 26** below.



**Figure 25** – 39-49 Martin Place, as viewed from the corner of Martin Place and Elizabeth Street



**Figure 26** – 39-49 Martin Place, as viewed from Martin Place Street



## 2.3 Surrounding Development

The North and South Sites are identified in relation to surrounding development in **Figure 27** below. This context map highlights the broader adjacent structures and land uses surrounding the Precinct, as discussed further in the following sections.

The surrounding area is characterised by a variety of built forms and architectural styles, with many of the buildings having undergone contemporary refurbishment works or additions. There have been several redevelopment and refurbishment proposals in recent years along Martin Place to improve existing assets and recapture the premium commercial status of various sites (e.g. 5 Martin Place, 50 Martin Place, 20 Martin Place, upgrades of the MLC Centre, and 60 Martin Place). The City of Sydney has also identified a need to more broadly reinvigorate Martin Place and capitalise on this investment and is proposing to upgrade the public domain in Martin Place.

In terms of land use, the precinct is generally characterised by a predominance of office uses, with some ground floor retailing, cafés, or restaurants and hotels (most notably the Westin and the Wentworth) to support its primary business centre function.



- |  |   |   |
|--|---|---|
| 1. MLC Centre  | 10. 169-171 Phillip Street                        | 20. 8-12 Chifley Square                     |
| 2. 60 Castlereagh Street   | 11. 148-160 King Street                           | 21. 1 Chifley Square                        |
| 3. 52 Martin Place   | 12. Supreme Court of NSW                          | 22. Ashington House,<br>16 O'Connell Street |
| 4. 58-60 Martin Place<br>(under construction)                                | 13. Land and Environment<br>Court of NSW          | 23. 50-56 Hunter Street                     |
| 5. Reserve Bank of Australia   | 14. Historic Houses Trust,<br>10 Macquarie Street | 24. Capita Centre, 9 Castlereagh St         |
| 6. Former Australian Provincial<br>Assurance Building,<br>53-63 Martin Place | 15. 8 Macquarie Street                            | 25. 15 Castlereagh Street                   |
| 7. Former GIO Building,<br>60-70 Elizabeth Street                            | 16. Parliament of NSW                             | 26. 44 Martin Place                         |
| 8. 165 Phillip Street  | 17. State Library of NSW                          | 27. 20 Martin Place                         |
| 9. 82 Elizabeth Street   | 18. Chifley Tower                                 | 28. 5 Martin Place                          |
|  | 19. Deutsche Bank Place                           | 29. 1 Martin Place                          |
|  |   | 30. 30 Recital Hall, Angel Place            |

Figure 27 – Surrounding development map

## Martin Place

Of significance to the proposed development is Martin Place that splits the North Site from the South Site in the form of a pedestrianised east-west plaza between Elizabeth Street and Castlereagh Street. Martin Place is recognised as being one of Sydney's most important public and civic urban spaces, and has evolved as a premier address for public institutions and commercial enterprise. Its granite paving connects George Street (the high street) to Macquarie Street (the ceremonial and governmental axis), and includes The Cenotaph memorial and various sculptures, fountains and seating that complete this valued public space. Refer to Figure 28 and Figure 29 below.

The portion of Martin Place fronting the North and South Site is occupied by an entry to the underground Martin Place Shopping Circle that leads into the Martin Place Railway Station. Refer to Figure 30.



Figure 28 – Martin Place looking west

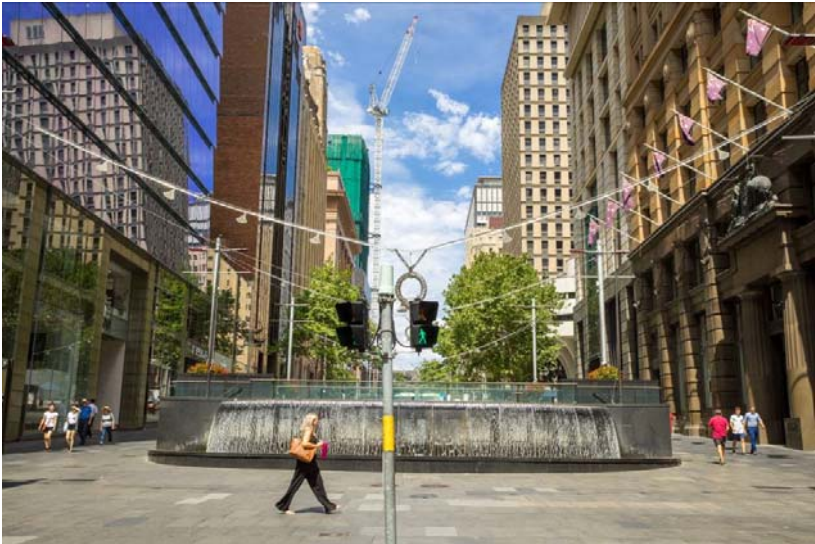


Figure 29 – Martin Place looking east

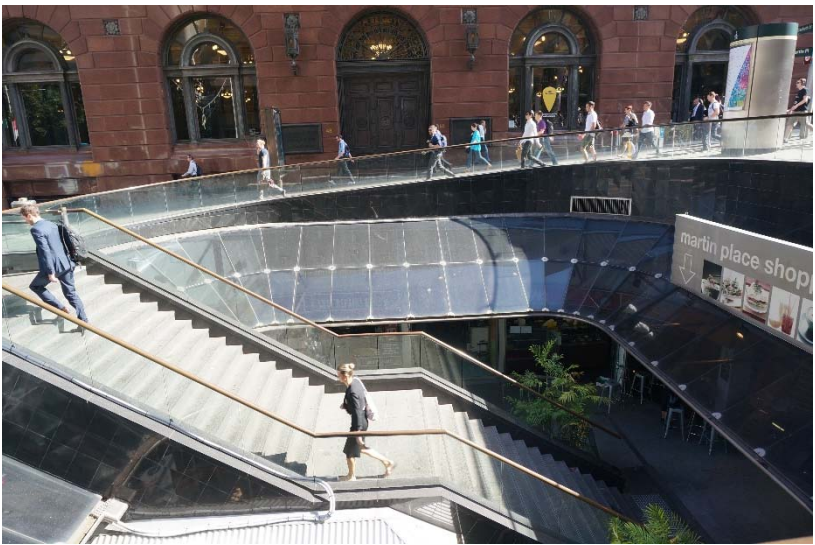
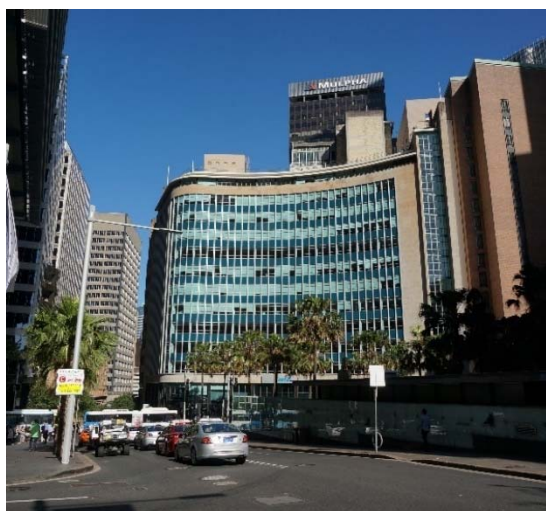


Figure 30 – Entry into the Martin Place Shopping Circle and Railway Station outside 50 Martin Place

## To the North

The North Site is adjacent to the following developments to the north:

- On the northern side of Hunter Street is 1 Chifley Plaza, formerly known as 'Qantas House', that forms the western edge of Chifley Square. It is a multi-storey office building with a semi-circular curved form and a 46 metre high double glazed curtain wall. There is a public plaza on the eastern side of the building, contributing to Chifley Plaza. This building is a heritage item and is shown in **Figure 31** below.
- To the north east of the site is Chifley Square, which is a public urban open space, and is adjacent a contemporary commercial building known as 'Chifley Tower' to the east. Chifley Tower comprises a curved podium that complements the curved form of 1 Chifley Plaza, and a 42 storey tower at the north western corner of that site. This building is shown in **Figure 32** below.
- Also directly north of the site is 60-66 Hunter Street, known as the 'City Mutual Building'. This commercial building is recognised as a prominent example of Art-Deco architecture and has two major streetscape facades to Hunter and Bligh Street that are clad in sandstone and polished red granite, with a black granite relief marking the building entry. The building is also a heritage item. It is 11 storeys in height and is shown in **Figure 33** below.
- To the north west of the site is Richard Johnson Square, another heritage item. It is bordered to the west by 37 Bligh Street and a currently vacant construction site. 37 Bligh Street is an office building 15 storeys in height with no podium, whilst the construction site on the former 'Kindersley House' site will accommodate a new commercial tower and integrated Energy Australia substation 37 storeys (as approved under MP11\_0092). This vacant site and 37 Bligh Street are shown in **Figure 34** below.



**Figure 31** – 1 Chifley Square, as viewed from the corner of Hunter and Phillip Street



**Figure 32** – Chifley Tower, as viewed from the corner of Hunter and Elizabeth Street  
*Source: Colliers International*



**Figure 33** – 60-66 Hunter Street, as viewed from Bligh Street



**Figure 34** – Richard Johnson Square and 37 Bligh Street, as viewed from Bligh Street

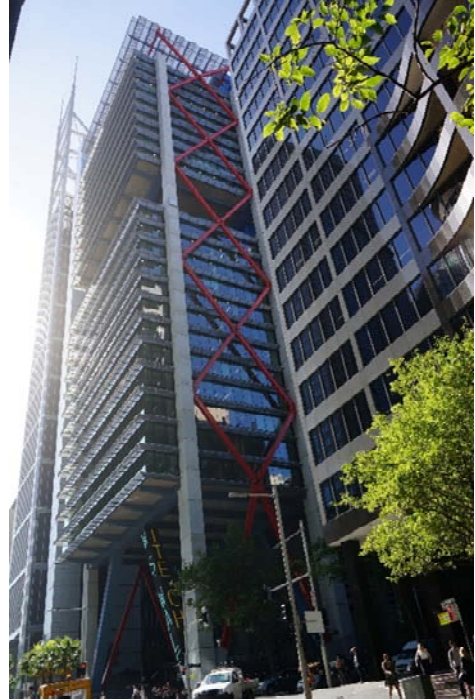
## To the East

The Precinct is adjacent to the following developments to the east:

- Opposite 50 Martin Place on the eastern side of Elizabeth Street is 52 Martin Place, also known as the Colonial Centre. This is a contemporary podium and tower style building that reaches a height of 46 storeys. It includes the city studios of Channel 7. This building is shown in **Figure 35** below.
- Abutting this building to the north is 8-12 Chifley Square, which is a contemporary office building which includes a five-storey void that provides for urban open space and limited food and beverage tenancies at the ground floor. The building above is 34 storeys in height and is characterised by coloured steel support beams along the eastern and western facades, exposed stairwells, and a secondary void space and terrace in the mid section of the building providing for further open space for tenants. This building is shown in **Figure 36** below.
- To the east of the South Site, on the eastern side of Elizabeth Street, is the heritage building at 53-63 Martin Place, as known as the ‘former Provincial Australian Assurance Association Building’ or ‘APA Building’. This commercial building is 14 storeys in height with no podium and is clad in granite and terracotta. Refer to **Figure 37** – 53-63 Martin Place, as viewed from Martin Place below.



**Figure 35** – 52 Martin Place, as viewed from Martin Place



**Figure 36** – 8-12 Chifley Square, as viewed from the corner of Hunter and Chifley Square



**Figure 37** – 53-63 Martin Place, as viewed from Martin Place

## To the South

The South Site is adjacent to the following developments to the south:

- Directly to the south is 60 Castlereagh Street, which is a contemporary office building comprising of a five storey podium and 17 storey (plus rooftop plant) tower. This building adjoins the existing building on the South Site for the first 11 storeys. This building is shown in **Figure 38** and **Figure 39** below.
- To the south east, on the eastern side of Elizabeth Street is 60-70 Elizabeth Street, also known as the 'former GIO Building'. This 11 storey gothic building has facades to both Elizabeth and Phillip Streets and includes feature double-storey pointed arched windows, a gothic inspired lantern and rooftop metal globe, with no building podium. This building is shown in **Figure 40** below.
- To the south west and directly west of the South Site, on the opposite side of Castlereagh Street, is the MLC Centre and forecourt (19 Martin Place). The MLC Centre building itself is significantly set back from Martin Place, addressing King Street, and reaches up to 250 metres (67 storeys) in height. The tower has a relatively small octagonal floor plate, is constructed from reinforced concrete, and houses a shopping centre within the podium. It is also currently subject to façade refurbishments. This building is shown in **Figure 41** below.



**Figure 38** – 60 Castlereagh Street, as viewed from Elizabeth Street



**Figure 39** – the South Site building adjoining to 60 Castlereagh Street



**Figure 40** – 60-70 Elizabeth Street, as viewed from Elizabeth Street



**Figure 41** – MLC Centre building as viewed from Martin Place

## To the West

The precinct is adjacent to the following developments to the west:

- To the west of 50 Martin Place, on the western side of Castlereagh Street, is 38-46 Martin Place also known as the ‘former MLC Building’. This building has frontages to Martin Place, Castlereagh Street, and Hosking Place and is constructed from honed granite at the ground floor and sandstone cladding on the upper floors, reaching 11 storeys in height with no podium. This building is shown in **Figure 42** below.
- On the northern side of Hosking Place is 17 Castlereagh Street, which is a contemporary office block that is 12 storeys (plus rooftop plant) in height without a podium, features a pop-up roof space, and houses retail uses at the ground floor. This building is shown at **Figure 43** below.
- Adjoining this building to the north is 15 Castlereagh Street, also known as ‘City Freeholds House’. This building features a 12 metre void space that steps back the lower levels of the building from Castlereagh Street to create a feature entryway, with 18 storeys of commercial uses above. This building is shown at **Figure 44** below.
- The contemporary commercial tower at 9 Castlereagh Street incorporates an 8 storey void space or atrium, which extends vertically from the ground floor forecourt. Above this atrium is a 33 storey commercial tower that reaches approximately 144 metres in height, with tubular bracing structures installed at angles across the east and west facades. This building is shown at **Figure 45** below.
- Adjoining this building to the north at the corner of Castlereagh and Hunter Street, is 1-7 Castlereagh Street. This 22 storey commercial building has been constructed without a podium and features a two storey colonnade with retail uses at the ground level and a balcony to Hunter Street for alfresco dining. This building is shown at **Figure 46** below.



Figure 42 – 38-46 Martin Place, as viewed from Martin Place

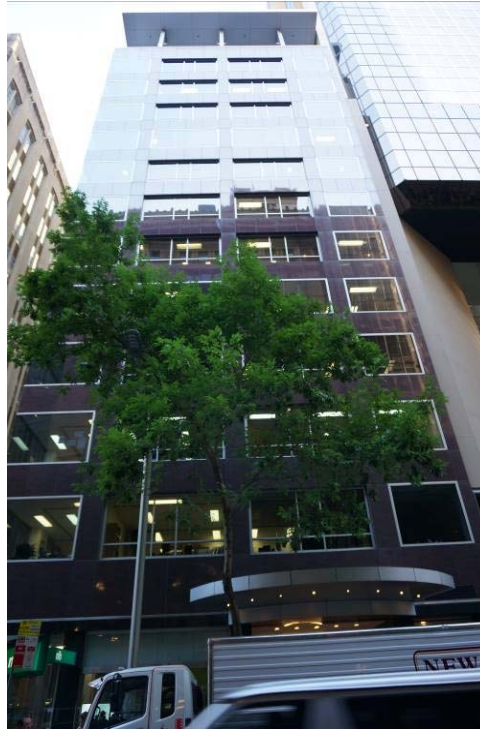


Figure 43 – 17 Castlereagh Street, as viewed from Castlereagh Street



Figure 44 – 15 Castlereagh Street, as viewed from Castlereagh Street  
Source: Jargonal



Figure 45 – 9 Castlereagh Street, as viewed from Castlereagh Street



Figure 46 – 1-7 Castlereagh Street, as viewed from Hunter Street

### 2.3.1 Topography

#### North Site

The slope of the North Site generally reflects the slope of this portion of the Sydney CBD, being an east to west slope from the high point of Macquarie Street in the east down to George Street in the west. The site falls westwards from Elizabeth Street (RL 25.12 – RL 23.79) to Castlereagh Street (RL 21.42 – RL 19.60), resulting in a change of approximately one commercial floor level between Elizabeth and Castlereagh Streets.

The ground level at Elizabeth Street is RL 25.12 at the corner of Martin Place and Elizabeth Street and RL 23.79 at the corner of Hunter Street, representing a minor south to north cross fall.

#### South Site

The South Site also constitutes an east to west slope. The site falls westwards from Elizabeth Street (RL 27.02 to RL 25.48) to Castlereagh Street (RL 22.45 to RL 21.95), resulting in a change of approximately one commercial floor level between Elizabeth and Castlereagh Streets.

A detail survey has been prepared by Linker Surveying and is included in **Appendix C**.

## 2.3.2 Heritage Context

A Statement of Heritage Impact (SHI) has been prepared by TKD (**Appendix D**). This report identifies those heritage items that are present in the Precinct and within the vicinity, as illustrated in the heritage context map in **Figure 47**. It is evident that the Precinct is largely defined by the numerous heritage items, including Martin Place, which are identified as either items of National, State or Local heritage significance.

Parts of the Precinct are also captured under Special Character Areas (Martin Place and Chifley Square), as identified and mapped within the Sydney LEP 2012. Martin Place itself is also classified as an Urban Conservation Area under the Register of the National Estate.

Heritage impacts have therefore been an important consideration in the design of the proposed development. Specifically, the heritage items on, or in the vicinity of, the precinct include:

**Table 3 – Heritage items on and within the Precinct**

Heritage Item	Commonwealth Listing	State Heritage Register	Sydney LEP 2012 Listing
<b>Reserve Bank</b>   65 Martin Place*	105456		I1897
<b>APA Building</b>   53-63 Martin Place*		00682	I1896
<b>Former Government Savings Bank of NSW</b>   48-50 Martin Place*		01427	I1895
<b>MLC Building</b>   38-46 Martin Place*		00597	I1894
<b>Martin Place Station</b>		01187	I1891
<b>Martin Place</b>			I1889
<b>GIO Building</b>   60-70 Elizabeth Street*		00683	I1738
<b>7 Elizabeth Street</b>			I1737
<b>City Mutual Building</b>   60-66 Hunter Street*		00585	I1675
<b>Qantas House</b>   68-96 Hunter Street*		01512	I1811
<b>Richard Johnson Square</b>			I1673
<b>Chifley Square</b>			I1708
<b>Challis House</b>   4-10 Martin Place		00666	I1892
<b>ANZ Bank (former)</b>   354–360 George Street		00085	I1772
<b>Former General Post Office Building</b>   1 Martin Place		00763	I1890
<b>Former “Millions Club”</b>   122–122B Pitt Street		00583	I1920
<b>St James Church</b>   173 King Street		01703	I1847
<b>Former “Bank of NSW”</b>   155–159 King Street			I1846
<b>Parliament House</b>   6 Macquarie Street		01615	I1864
<b>Former Colonial Mutual Life Building</b>   10A-16 Martin Place			I1893
<b>Sydney Hospital group</b>   8 Macquarie Street			I1865
<b>Rowe Street</b>			I1948
<b>Former Metropolitan “Usher’s” Hotel</b>   64–68 Castlereagh Street			I1693
<b>Former “Culwulla Chambers”</b>   65–71 Castlereagh Street			I1694
<b>“Beanbah Chambers”</b>   235 Macquarie Street			I1881
<b>Queens Square</b>			I1882
<b>Former Surry Hotel</b>   153 King Street			I1845

\* represents those items where conservation management plans have been prepared.



**Figure 47 – Key Heritage items surrounding the precinct**  
 Source: Sydney LEP 2012 adapted by JBA

### 2.3.3 Access

#### Rail

The Precinct presently benefits from Martin Place Railway Station on the T4 Eastern Suburbs line connecting it with the surrounding Sydney CBD, Bondi Junction, and South Sydney. The Precinct is also conveniently located 450 metres north of St James Station, 650 metres east of Wynyard Station, and 900 metres north of Town Hall Station, which are all key stations in the Sydney Trains network with excellent connectivity to the wider network.

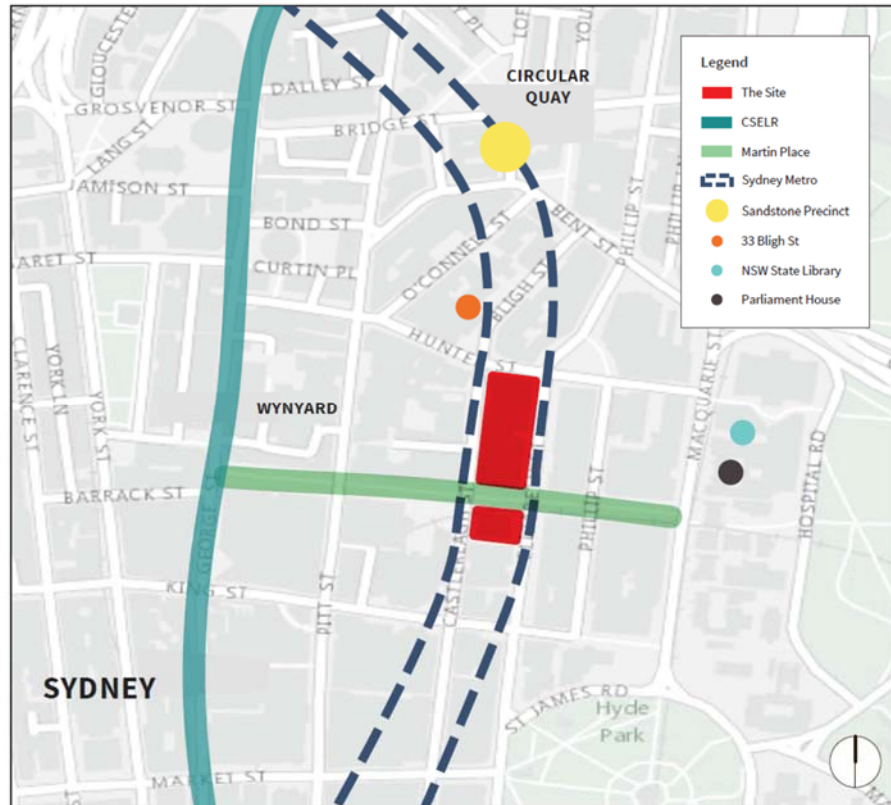
The Precinct will also benefit from planned improvements to Sydney's rail network being undertaken as Stage 2 of the NSW Government's Sydney Metro City and Southwest project. This significant infrastructure upgrade entails the construction and operation of a new metro rail line from Chatswood under Sydney Harbour and through Sydney's CBD to Sydenham (and eventually onto Bankstown following the conversion of the line to Metro standards). The project also involves the delivery of seven (7) new metro stations, including Martin Place. As discussed in **Sections 4 and 5** of this EIS, the objective of the proposed concept is to align itself with the rail upgrades occurring as part of the Chatswood to Sydenham Metro Line.

The new Martin Place Metro station was envisaged to serve the high-end commercial and financial precinct within the Sydney CBD, whilst also providing a new connection to the civic spaces and institutions including the State Library, Sydney Hospital, Domain and the Royal Botanic Gardens. It will also provide access to the events held in or near Martin Place during the off-peak period, such as, ANZAC Day, the City of Sydney's Christmas tree, Vivid Sydney and the Sydney Festival.

#### Light Rail

The Precinct will benefit from ongoing improvements in Sydney's light rail network. Specifically, the CBD and South East Light Rail (CSELR) is a new light rail line for Sydney, currently under construction. The 12km route will feature 19 stops, extending from Circular Quay, along George Street to Central Station, through Surry Hills to Moore Park, and then to Kensington and Kingsford via Anzac Parade and Randwick via Alison Road and High Street. Construction is earmarked for completion in 2018 and with services commencing in 2019.

**Figure 48** below contains an extract of the CSELR light rail network in relation to the precinct.



**Figure 48** – City shaping and nearby Government development  
 Source: JBA

### Buses

There are numerous bus services operating in the vicinity of the Precinct. The closest bus stops are located on Elizabeth and Castlereagh Streets, bordering the Precinct, which are serviced by various routes that primarily connect to the Eastern Suburbs of Sydney. These existing bus stops are identified in the Sydney Metro Stage 2 CSSI as being retained.

There are also major bus connections at Wynyard and Town Hall Railway Stations and Hyde Park, which service a variety of routes connecting the CBD with the greater metropolitan area of Sydney.

### Ferries

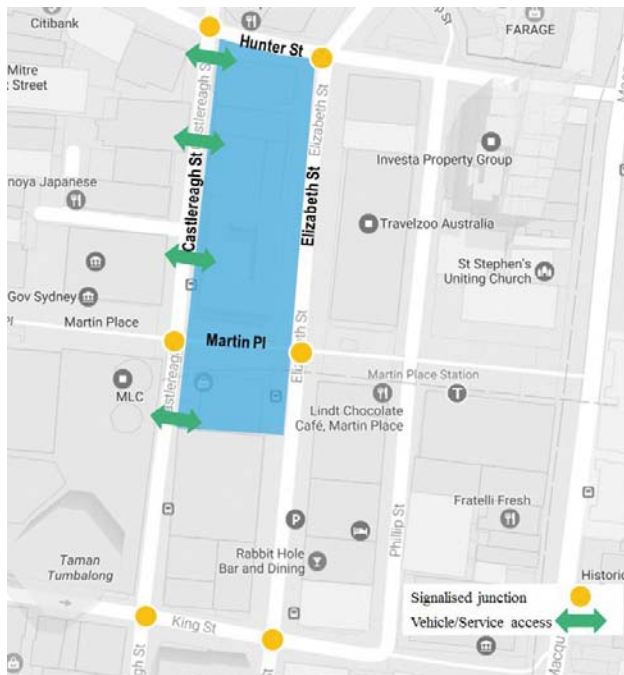
Ferry wharves at Circular Quay are located approximately 850 metres north of the Precinct. These wharves connect the Precinct to various locations including Manly, Taronga Zoo, Parramatta, Darling Harbour, Neutral Bay, Mosman Bay and the Eastern Suburbs.

### Vehicular Access and Parking

The Precinct is presently bordered by roads to the north, east and west, being:

- Hunter Street – bearing two-way traffic consisting of two traffic lanes in each direction.
- Elizabeth Street – bearing two-way traffic consisting of one bus lane and one traffic lane southbound from Hunter Street, and two traffic lanes northbound. There are also parking lanes on both sides of the road used as loading bays or bus zones or on-street parking on the weekends.
- Castlereagh Street – bearing one way southbound traffic, including one bus lane and one traffic lane, and parking lanes on either side of the road used for loading bays, bus zones or parking on the weekends.

Despite having three road frontages, vehicles presently only access the Precinct from the Castlereagh Street frontage via four driveway crossings to the existing commercial buildings (refer to **Figure 49** below). These driveway crossings provide access to underground parking (approximately 116 spaces) and loading areas at 39-49 Martin Place, 55 Hunter Street, 8-12 Castlereagh Street, and 50 Martin Place.



**Figure 49** – Existing vehicle access points  
 Source: Arup

### Pedestrian Access

Pedestrians can access the Precinct via the surrounding road network with dedicated footpaths and via Martin Place. Martin Place is the main pedestrian connection between the Precinct and the surrounding CBD, supporting east-west pedestrian movements which link significant government and cultural buildings on the eastern built edge of the city with the commercial heart of the CBD and major transport connections.

The area surrounding the Precinct has a well-established pedestrian network and is characterised by high levels of pedestrian activity in recognition of the Precinct’s CBD location and proximity to the unique pedestrianised street that is Martin Place. A pedestrian survey undertaken by TfNSW during the planning of the Sydney Metro Stage 2 CSSI project confirmed that around 44,300 and 33,900 pedestrians were utilising Castlereagh Street and Elizabeth Street (respectively) over the course of a day.

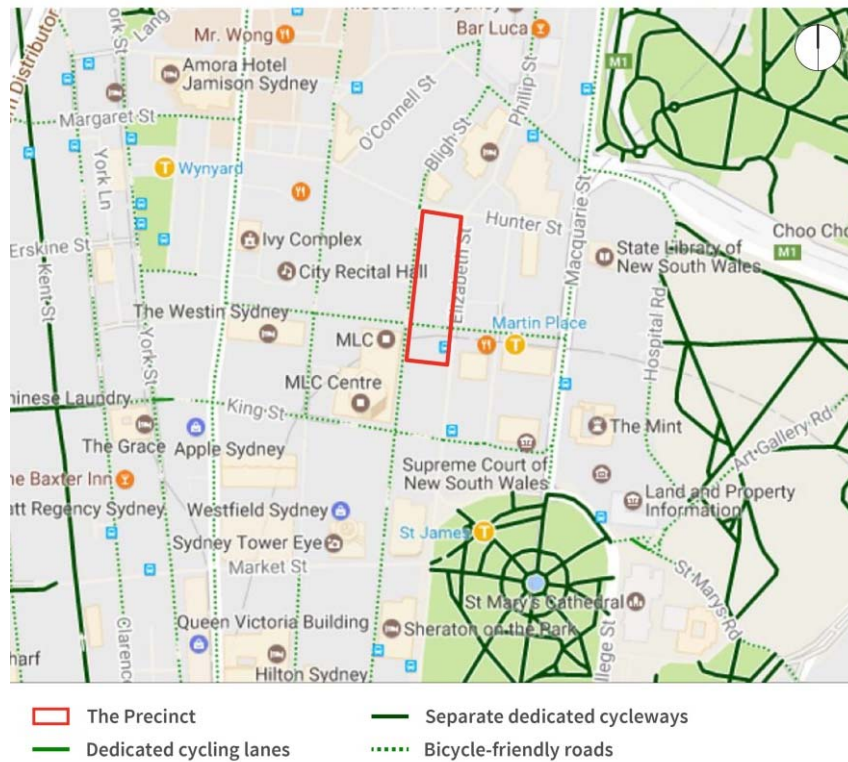
### Bicycle Access and Parking

The Precinct is accessible to cyclists via a network of cycle friendly roads through segregated and integrated dedicated cycleways. The road network directly bordering the Precinct is predominantly identified as cycle friendly, but does not benefit from a dedicated pathway. These routes feed into the dedicated pathways along Kent Street used to access the Harbour Bridge, and along Bourke Street connecting with the Inner West and Eastern Suburbs of Sydney, as illustrated in **Figure 50** below.

The *Sydney City Centre Access Strategy* also identifies future cycleways to encourage growth in cycling and reduce pressure on the public transport system. The future city centre cycle network is shown in **Figure 51**, and includes:

- extending the Kent Street cycleway south to Liverpool Street;
- construction of a bi-directional cycleway on Liverpool Street;
- construction of a bi-directional cycleway on Castlereagh Street and Pitt Street, providing a new north-south connection through the CBD;
- extending the existing King Street cycleway to Castlereagh Street; and
- extending the east-west cycleway along Park Street to Castlereagh Street.

There is also a small amount of on-street bicycle parking (c.15 stands) located along the streets surrounding the Precinct. Most of the stands are attached to street furniture, with three dedicated stands located at the corner of Castlereagh Street and Martin Place.



**Figure 50 – Existing Cycle Network**  
 Source: *Sydney Cycleways*



**Figure 51** – Future cycle network  
 Source: City of Sydney Council

### 2.3.4 Water Cycle

#### Stormwater

There are no known Sydney Water or City of Sydney drainage pipes below the existing building footprints in the Precinct, however, it is likely that there are existing development drains serving the existing buildings and connecting into the extensive stormwater infrastructure in the streets immediately surrounding the Precinct. The stormwater infrastructure in the streets surrounding the Precinct owned by Sydney Water and the City of Sydney include existing stormwater pits and pipes on Castlereagh, Elizabeth, Phillip and Blich Streets, and within the public domain area of Martin Place.

#### Flooding

The City of Sydney Council City Area Catchment Flood Study, May 2016 provides information and flood maps which indicate that some areas of the proposed development Precinct are impacted by flooding. Generally deeper flooding is isolated to Hunter Street with some minor flooding (isolated to the road corridor) along both Elizabeth Street and Castlereagh Street (North Site).

Refer to **Section 5.0** for further details regarding the management of flood impacts.

### 2.3.5 Utilities and Infrastructure

A Utility Services Infrastructure Assessment has been prepared by Arup and accompanies this report in **Appendix E**, detailing the existing utilities in the vicinity of the Precinct. These utilities are also illustrated in the Survey in **Appendix C**, where relevant. The utilities and infrastructure identified below have been found to have existing connections to structures on the Precinct or in the vicinity of the Precinct.

#### Stormwater

The proposed development has both Sydney Water and City of Sydney Council drains in the vicinity of the Precinct. These comprise of:

- a 710 x 1070mm brick oviform drain that is heritage listed (s.170 register) as part of the Bennelong stormwater channel network in the middle of the street, on both Castlereagh and Elizabeth Streets;
- a 400mm vitrified clay pipe on Hunter Street; and
- a 250mm cast iron cement lined pipe on Bligh Street near Richard Johnson Square.

#### Sewer

The proposed development has Sydney Water sewer infrastructure in the vicinity of the Precinct, including:

- a 711 x 1066mm and 914 x 1371mm concrete main on Castlereagh Street;
- a 300mm vitrified clay, concrete encased, main on Elizabeth Street;
- a 225mm vitrified clay, concrete encased, main on Hunter Street; and
- a 711 x 1066mm concrete main on Bligh Street near Richard Johnson Square.

#### Potable Water

The proposed development has Sydney Water potable water infrastructure in the vicinity of the Precinct, including:

- a 250mm diameter cast iron cement lined main on Castlereagh Street, Hunter Street and Bligh Street near Richard Johnson Square; and
- a 450mm diameter cast iron cement lined main on Elizabeth Street.

#### Telecommunications

A number of service providers have telecommunication and optic fibre cables in vicinity of the Precinct including AAPT/ PowerTel, AARNet, NBN Co., Nextgen, Optus, Pipe Networks, Primus Telecom, Soul Communications, Telstra, Uecomm, Vocus Communications and Verizon. Of these service providers, a number of the cables run across Martin Place, Hunter Street or Richard Johnson Square, and have connections to the existing commercial buildings in the Precinct.

#### Gas Infrastructure

Jemena gas infrastructure is located within the vicinity of the North and South Site, including 2 x mains along Castlereagh Street, 2 x mains along Hunter Street, 1 x main at Elizabeth Street and 1 x main at Bligh Street (near Richard Johnson Square).

#### Electrical Infrastructure

Ausgrid has extensive electrical infrastructure running along Castlereagh Street, Elizabeth Street, Hunter Street, Bligh Street, and through Martin Place.

## 3.0 Consultation

Consultation is recognised as an important part of the successful delivery of the Macquarie project. Macquarie has been consulting with the NSW Government and key agencies since the initial inception of the project. This dedication to consultation has continued throughout the initial concept proposal stage to inform the design development of Macquarie's preferred scheme, and the overall content of the Stage 1 DA for which approval is sought.

A Stakeholder and Community Engagement Summary Report (**Appendix F**) has been prepared by JBA and draws on the stakeholder and community engagement program undertaken prior to the lodgement of this Stage 1 DA, and sets out the likely process moving forward. More specifically, the report describes:

- the relevant stakeholders and current community context;
- the range of engagement/consultation programs held and the outcomes of these programs; and
- the proponents response to issues raised to date.

The level of consultation undertaken up to the lodgement of this Stage 1 DA exceeds the minimum requirements of the Department of Planning's *Major Project Community Consultation Guidelines* (October 2007). The level of consultation undertaken also exceeds that required by the SEARs.

### 3.1 Secretary's Environmental Assessment Requirements

The SEARs included the following requirement in relation to consultation:

*During the preparation of the EIS, you are required to consult with the relevant local, State or Commonwealth Government authorities, service providers, and the local community. In particular, early consultation is required through meeting(s) with the Government Architect NSW, RMS, Transport for NSW (including Sydney Metro, Sydney Trains and Sydney Light Rail) and City of Sydney Council.*

*The EIS must describe the pre-submission consultation process, issues raised and how the proposed development has responded to these issues. A short explanation should be provided where amendments have not been made to address an issue.*

The Stakeholder and Community Engagement Summary Report (**Appendix F**) sets out the consultation and stakeholder engagement activities undertaken by Macquarie in preparing the Stage 1 DA. It describes the pre-submission consultation process, issues raised and how the proposed development has been amended in response to those issues, or reasons for not amending the proposal.

## 3.2 Pre-Lodgement Consultation

Macquarie has commenced engagement with stakeholders, adjoining landowners, community groups and the broader community. The feedback provided during the consultation has informed the concept and design process.

Broad ranging consultation has been undertaken to date. Various engagement methods and tools were used to consult with stakeholders and the community prior to lodgement of the SSDA, provide accessible information on the proposal, create opportunities for feedback and amending the design to address concerns where possible.

The pre-lodgement engagement process included:

- Accessible information on the proposal via the project website, which went live on 16 March 2017 and provided opportunities for feedback.
- Accessible and well publicised contact channels in the form of a project 1800 phone line and email address.
- Face to face meetings with government agencies and neighbouring property owners and directly affected stakeholders.
- A dedicated briefing and drop in session for nearby businesses and property owners.
- Three 'drop-in' public information sessions that allowed the public to view the proposal, raise issues directly with the project team and provide feedback. These sessions were notified to the public via an advert in local media and an invitation letter issued to all properties within 500m of the site.

Macquarie has engaged extensively and openly with a wide range of stakeholders including government agencies, neighbouring properties, businesses and the broader community. A range of accessible communications channels and materials have been used to enable the broadest participation by the wider community

The feedback provided during the consultation has been generally supportive of the Concept Proposal and helped inform the design process.

Prior to submission of the Stage 1 DA, therefore, Macquarie has therefore taken all reasonable steps to keep stakeholders, including the local community, existing retail and office tenants, adjoining landowners and government authorities, as up to date as possible. Macquarie will continue to engage with the stakeholders and the community during the exhibition of the Stage 1 Development Application as well as during future stages of the planning process.

### 3.2.1 Agency Stakeholder Engagement

A number of government agencies and departments were identified for early consultation, including:

- The Department of Planning and Environment
- Office of the Government Architect
- Transport for NSW (including CBD Coordination Office, Sydney Metro and Sydney Light Rail)
- Sydney Metro constituted Design Review Panel
- Roads and Maritime Services
- The Office of Environment and Heritage
- Heritage Council

- Sydney Trains
- Transport for NSW (Sydney Metro) Heritage Working Group
- The City of Sydney Council
- Sydney Water
- Ausgrid
- Jemena
- Telstra
- NSW Police and Fire Service

A Planning Focus Meeting was organised with key government agencies, in conjunction with the Department of Planning and Environment on 6 April 2017. A presentation by the project team provided an overview of the Concept Proposal that aimed to assist government agencies in preparing a response to the Department of Planning and Environment for the preparation of the SEARs. As a result of the Planning Focus Meeting, a number of subject specific meetings with individual agencies were organised to discuss matters of detail.

A record of meetings and issues raised is included in the Summary Report at **Appendix F**.

Local property owners and businesses Macquarie undertook wider consultation with included nearby businesses, Martin Place property owners, stakeholder organisations and the general public in March and April 2017.

This process informed the request for the Secretary's Environmental Assessment Requirements (SEARs) in March 2017 and the Stage 1 DA lodged in May 2017.

Direct meetings were organised with:

- Network 7
- CBA
- Dexus
- MLC Centre (GPT)
- Charter Hall

A private briefing was also held for neighbouring properties and businesses on Monday 8 May. It was attended by members of the Martin Place Metro Project Team and community engagement representatives from TfNSW's Sydney Metro project team.

An invitation letter was hand delivered to all properties and businesses in the immediate vicinity of the site and also emailed to managing agents, building managers and neighbouring tenant businesses in the same area on Monday 1 May.

A total of 18 people attended this session. Project team members noted down key items of feedback and any concerns raised in discussions with attendees. Four feedback forms were also completed.

### 3.2.2 Community engagement

Three public information sessions were held on the project to ensure the community had ample opportunity to view the plans, discuss concerns with the project team and provide feedback. The sessions were held as follows:

- Session 1 - Tuesday 9 May between 11 am and 2pm

- Session 2 - Tuesday 9 May between 4pm and 7pm
- Session 3 - Wednesday 10 May between 4pm and 7pm

The sessions were attended by members of the Martin Place Metro Project Team and community engagement representatives from TfNSW's Sydney Metro project team.

The public were notified of the sessions via the distribution of 4,000 invitation letters to all properties and businesses within 500m of the site that notified them of the project, invited them to the information sessions and provided contact details for more information.

A public notice was also published in the Central Sydney, Sydney Morning Herald and Daily Telegraph newspapers on 26 April 2017 to advertise the community information sessions and to provide the phone and email contact details for more information.

A total of 36 people attended the three community information sessions: 16 at Session 1, 12 at Session 2 and 8 at Session 3.

The concept proposal was presented via a series of A0 exhibition boards, a scale model and a rolling presentation of key features on a large screen. Representatives of the project team held small group discussions with participants to explain key aspects of the proposal and answer questions.

Participants were invited to register their contact details to subscribe to the project mailing list, ask questions of the team and provide comments directly to team members or by completing the feedback forms provided. A total of 7 feedback forms were completed by members of the public.

### 3.2.3 Consultation and Communication Methodology

A number of key consultation and communication methods have therefore been used across all stakeholder groups in the lead up to the lodgement of this Stage 1 DA. These methods are set out in **Table 4**.

**Table 4** – Key consultation and communication methods

Method	Content
Stakeholder Meetings	Key stakeholders (including agencies, Council and the local community) were identified and meetings held on the proposal. Meetings were used to identify early feedback. A summary of meetings is provided in the Stakeholder and Community Engagement Report at <b>Appendix F</b> .
1800 Community Information Phone Number	A project specific 1800 Community Information Line (1800 898 307) was established.
Project email address	A project specific email address (enquiries@metromartinplace.com) was established.
Project website	<a href="http://www.metromartinplace.com/">http://www.metromartinplace.com/</a>
Letterbox Drops	Approximately 4,000 invitation letters were delivered to all properties and businesses within 500m of the site that notified them of the project, invited them to the information sessions and provided contact details for more information.
Newspaper Advertisements	A public notice was also published in the Central Sydney, Sydney Morning Herald and Daily Telegraph newspapers on 26 April 2017 to advertise the community information sessions and to provide the phone and email contact details for more information

Method	Content
Community Information Sessions	<p>Three separate Public Information Sessions were held on 9 and 10 May (3 hours per session). Representatives of Macquarie and the project team attended each session to explain the proposal and answer questions.</p> <p>Feedback was captured through feedback forms and notes taken by the project team.</p>

The Stakeholder and Community Consultation Summary Report at **Appendix F** elaborates further on the above consultation and communication methods.

### 3.2.4 Outcomes from Consultation

Macquarie has undertaken consultation with local residents, businesses, property managers, stakeholders and government agencies in accordance with the SEARs.

The feedback received during the consultation activities has been considered during the preparation of the SSDA. Government agencies, particularly Transport for NSW, Office of the Government Architect and City of Sydney have been closely engaged during the development of the concept proposal with multiple opportunities to feed into and comment on the process.

Public engagement and consultation with non-government stakeholders has also provided significant opportunities for input into the SSDA. This has identified a number of themes and issues relating to Macquarie’s wider intentions for the precinct including elements relating to the Critical State Significant Infrastructure.

Overall, feedback received by communities and stakeholders indicated a receptiveness to the ideas and opportunities presented by the Concept Proposal and a welcoming of the additional benefits proposed.

There is evidence of support for the overall principles of the proposal with no direct objection to the proposed building envelopes and other fundamental aspects of the SSDA. On this basis, the consultation has not presented any significant rationale for reconsidering the proposed building envelopes set out in the SSDA.

There is also evidence of support for the benefits of a shorter overall construction period and improved integration between the station and over-station elements.

Concerns raised during the consultation have generally pertained to detailed design aspects of future planning applications or the management of disruption during construction of the project.

These concerns have been noted and will be considered carefully in future stages of the detailed design and planning of the proposal.

Macquarie intends to continue conversations with stakeholders the local community to achieve the best urban design outcomes for the site. Current communications channels including the website, phone line and email address will remain active during future stages of the project.

Macquarie will continue to engage with the local community and stakeholders throughout the planning and delivery of this project to manage and mitigate impacts where possible.

## 4.0 Description of the State Significant Development

Section 83B of the EP&A Act relates to staged development applications. A staged development application is one that sets out a Concept Proposal for the development of a site, and for which detailed proposals for separate components of the development or parts of the site are the subject of subsequent development applications.

The proposed concept proposal establishes the planning and development framework as the basis for the design of the future buildings, and against which to assess the future detailed, Stage 2 development applications.

The Stage 1 DA articulates what the proponent is seeking to achieve for future development and sets the broad parameters for the redevelopment of the North and South Sites. The integration between the OSD and CSSI components, and a detailed description of the delineation between these two components, is discussed in **Section 4.1** below.

This chapter of the report provides a detailed description of the concept, and is informed by the Design Report prepared by Grimshaw and JPW (refer to **Appendix A**), the Urban Design report prepared by Tzannes (**Appendix G**) and other supporting information appended to the report (see Contents).

The Concept Proposal seeks approval for the following key components and development parameters:

- Building envelope for a commercial office OSD tower on the North Site:
  - Stage 1 envelope and concept for a new 40+ storey, predominately commercial office building. The proposal seeks conceptual approval to integrate with existing/retained 50 Martin Place building (former Government Savings Bank of NSW), the detail of which would be resolved at a future detailed design stage;
- Building envelope for a commercial office OSD tower on the South Site:
  - Stage 1 envelope and concept for a new 28+ storey, predominately commercial office building;
- Predominantly commercial land uses on both Sites, which would accommodate office, business and retail premises;
- A maximum total GFA of 125,437m<sup>2</sup> for the future development, as follows:
  - 104,270m<sup>2</sup> maximum GFA for the North Site (incorporating the floor space within the existing building at 50 Martin Place); and
  - 21,167m<sup>2</sup> maximum GFA for the South Site;
- Precinct Urban Design Objectives and Principles (see **Appendix G**) and Heritage Development Guidelines (See **Appendix D**) to guide future development of the built form and the public domain;
- A framework for achieving design excellence (see **Appendix I**);
- Strategies for utilities and services provision, managing drainage and flooding, and achieving ecological sustainable development;
- Conceptual OSD areas in the approved Martin Place Metro Station 'boxes', above and below ground level<sup>8</sup>.

<sup>8</sup> The detail of the development within the 'station boxes' will be subject to a detailed design process which is approved under, and a requirement of, the CSSI Approval (SSI 15\_7400) for Stage 2 of the Sydney Metro.

## 4.1 Relationship of Proposal to the Sydney Metro Stage 2 Critical State Significant Infrastructure Approval

Owing to the unique nature of the concept proposal setting the parameters for future OSD within and above the approved Metro project, it is essential that there is clear delineation between the scope of this Stage 1 DA and those elements already approved and being delivered as part of the Metro's CSSI approval.

Any development falling within the scope of the CSSI cannot constitute SSD pursuant to Section 115U(7) of the EP&A Act, which states:

*(7) If, but for this subsection, development is both State significant infrastructure because of a declaration under subsection (4) and State significant development, it is not State significant development despite any declaration under Division 4.1 of Part 4.*

The sections below outline the relationship between this application and the Metro's CSSI approval, highlighting the key components of the integrated project, and identifying those that fall within the scope of the CSSI, or vice versa.

### Demolition

The demolition of all existing buildings in the Precinct (other than 50 Martin Place, which is to be retained) is subject to the separate approvals process for CSSI classified development, because the demolition is required to construct the Metro Martin Place Station. No consent is sought for demolition as part of this Stage 1 DA.

The office building at 9 -19 Elizabeth Street is proposed to be demolished as part of the separate application to modify the Metro's CSSI approval. The modification application is required as the original CSSI application did not include this land, and therefore did not approve its demolition. Demolition (and excavation) of 9 -19 Elizabeth Street is however necessary under the Macquarie integrated proposal to enable the extended, more rational footprint and improved station design.

### Bulk Earthworks

Bulk earthworks and excavation across the Precinct will be delivered as per the Metro CSSI Approval. The extent of spoil generated by this excavation and the methodology to be used is addressed within the Metro CSSI EIS and PIR. Additional earthworks required to facilitate the Macquarie proposal are being pursued through the application to modify the CSSI approval.

### Over Station Development

In the Metro CSSI Conditions of Approval it is identified in Condition A4 that, *"except to the extent described within the CSSI EIS and PIR, any over station development, including associated future uses, does not form part of this CSSI and will be subject to the relevant assessment pathway prescribed by the EP&A Act"*. 'Over Station Development' is defined in the CSSI Approval as follows:

*"Includes non-rail related development that may occupy land or airspace above, within or in the immediate vicinity of the CSSI but excluding spaces and interface works such as structural elements may be constructed as part of the CSSI to make provision for future developments"*.

This Stage 1 DA therefore seeks consent for the establishment of building envelopes, land uses, maximum GFA for the North and South Sites, and design parameters for the two OSD towers located above the future, approved station. These proposed building envelopes fall entirely within the North Site and South Site, with no proposed works under this application occurring within Martin Place. This is further discussed in **Sections 4.4 to 4.7**.

### Integration Between OSD and Martin Place Metro Station

The Metro CSSI EIS and PIR discuss the integration between future OSD and the Martin Place Metro Station. The Metro CSSI Approval requires, as one of its key reporting requirements to the Secretary of the Department, that a Station Design and Precinct Plan (SDPP) is prepared by TfNSW for each of the approved stations across Stage 2 of the Sydney Metro.

As part of the SDPP process, the stations are required to be designed to ensure that future OSD can be built efficiently and effectively. Namely, the CSSI EIS prescribes that *“the metro stations would be designed to take into account, and make physical provision for, any design or other requirements associated with possible future over station development”* (CSSI EIS, pp. 138). The CSSI EIS clarifies this further by identifying that, subject to detailed design, the metro stations will include the following:

- Structural elements (steel and / or concrete), building grids, column loadings and building infrastructure to enable the construction of future over station development;
- Space for future lift cores, access, parking and building services for the future over station development.

In other words, the CSSI provides approval for all structural elements to support future OSD, and space to accommodate various OSD elements within the station building footprints presented and assessed as part of the CSSI EIS.

The precise design of these elements is therefore to be finalised as part of the detailed design of the Metro station (and included in the SDPP process), with the OSD buildings that to be the subject of separate approvals under the SSD process set out in Part 4 of the EP&A Act. As noted in the CSSI PIR, the resolution of the location of these elements may result in changes or clarifications to the indicative diagrams contained in the CSSI PIR. The CSSI PIR states:

*“The Environmental Impact Statement further indicates that over station development above the transfer slab would be subject to a separate assessment process. For clarity, the specific use and fit-out of the spaces below the transfer slab (above ground level, at ground level and below ground level – refer Figure 2-3) does not form part of the project and would be subject to a separate assessment process.”* (CSSI PIR, s. 2.4)

In summary, therefore:

- This Stage 1 DA does not, and cannot (by virtue of Section 115U(7) of the EP&A Act), seek approval for those elements that form part of the approved Station within the station envelope below the transfer slab, and which necessarily and specifically, includes the following:
  - *“structural elements (steel and / or concrete), building grids, column loadings and building infrastructure to enable the construction of future over station development; and*
  - *space for future lift cores, access, parking and building services for the future over station development.”*

- The inclusion of the above elements in the Metro CSSI is necessary to enable the design of the Metro to proceed and construction contracts etc to be let, both of which are scheduled to occur in May 2017, prior to the granting of any approval for this Stage 1 DA for the OSD.
- This Stage 1 DA, however, nominates and seeks land use approval for those **interface areas** within the approved station envelope that contain other OSD elements, such as the end of trip facilities, office entries, office space and retail areas not associated with the rail infrastructure. Plans showing the differentiation of the CSSI component and the SSD component are included in this Stage 1 DA at **Appendix A**.
- The CSSI modification application also includes the above differentiation plans, and seeks approval for them as part of the Metro consent.
- The subsequent Stage 2 DA/s for the detailed design of the OSD towers will, by that point in time, have finalised the precise location and extent of what is SSD and what is CSSI within these interface areas inside the station envelope.

As the detailed design of Martin Place Metro Station and the OSD towers on the North and South Sites is yet to be resolved, this Stage 1 DA seeks concept approval (or approval in principle) only for these SSD spaces within the Martin Place Station envelope or ‘station box’. These conceptual areas are described further in **Section 4.7** and illustrated clearly through CSSI / SSD Delineation Plans (included in **Appendix A**).

### Public Domain Works

The public domain works within and surrounding the station precinct are part of the design and delivery package for the Martin Place Metro Station and are identified in the Metro CSSI Approval as part of that project scope. The public domain strategy for the Martin Place Station Precinct will be resolved through the CSSI approval process, in particular through the preparation of the Station Design and Precinct Plan (SDPP) and Interchange (Station) Access Plan, to be prepared by the proponent of the CSSI, as discussed in **Section 1.3**. Whilst forming part of a separate process, a holistic approach to the integration of CSSI/Station and OSD, in particular at the ground plane, is an important consideration that is embodied within the proposed urban design framework to apply to the detailed design phase.

## 4.2 Numerical Overview

The key numerical development information is summarised in **Table 5**.

**Table 5 – Numerical overview**

Component	Proposal
<b>Site area</b>	North Site: 6,022m <sup>2</sup> South Site: 1,897m <sup>2</sup> Precinct (excluding Martin Place): 7,919m <sup>2</sup>
<b>GFA</b>	North Site: <ul style="list-style-type: none"> <li>▪ 104,270m<sup>2</sup> (including 50 Martin Place but excluding GFA attributed to the CSSI)</li> </ul> South Site: <ul style="list-style-type: none"> <li>▪ 21,167m<sup>2</sup> (excluding GFA attributed to the CSSI)</li> </ul>
<b>Maximum height</b>	North Site envelope: RL 214.27 maximum for tower, and tapering under the Sun Access Plane; and 55m/existing height for 50 Martin Place South Site envelope: <ul style="list-style-type: none"> <li>▪ Podium: RL 76.95 (maximum = 55 metres, consistent with LEP height limit)</li> <li>▪ Tower: RL 155.395 (maximum)</li> </ul>
<b>Street wall</b>	Built to boundary for North Site and South Site

Component	Proposal
OSD Tower envelope setbacks	<p><u>North Site</u></p> <ul style="list-style-type: none"> <li>▪ North (Hunter Street): zero</li> <li>▪ South (to 50 Martin Place boundary): zero at lower tower levels, tapering under Sun Access Plane</li> <li>▪ West (Castlereagh Street): zero</li> <li>▪ East (Elizabeth Street): zero</li> </ul>
	<p><u>South Site</u></p> <ul style="list-style-type: none"> <li>▪ North (Martin Place): 25 metres (consistent with LEP 55m height limit)</li> <li>▪ South: zero</li> <li>▪ West (Castlereagh Street): zero</li> <li>▪ East (Elizabeth Street): zero</li> </ul>

### 4.3 Urban Design Framework

The nature of the overall vision for the project, and NSW Government’s commitment to the Metro Station combine to create a unique opportunity to integrate Macquarie owned property assets and public property in the delivery of new transport, civic and office infrastructure, in the one redevelopment of a whole precinct, in the heart of the city. The outcome will create a distinctive new precinct experience for visitors, workers and residents of Sydney. It constitutes urban renewal at a scale that can positively influence Sydney’s future as a destination for investment, its liveability and as a place for international business.

Given the scale of this urban renewal, and the circumstances of the major new transport infrastructure, and the likely transformative effect for Sydney, it is considered that the existing planning controls are not well equipped, and were not designed, to support such development.

In addition, the Precinct itself has intrinsic characteristics that highlights its importance in the city and provide justifications for variations in the planning controls that enhance and protect this difference and importance.

Accordingly, the proponent embarked upon a ‘first principles’ approach to the planning and urban design of the Precinct, taking into account its urban context, considerable heritage significance, likely future character and the public interest generally. Accordingly, an urban design study was commissioned to help establish an urban design framework with objectives and principles to guide the design and re-development of the Precinct. That Urban Design Study for the Martin Place Station Precinct has been prepared by Tzannes, and is included as **Appendix G**. The objectives and design principles have also responded to the following requirement of the SEARs:

*Provide a comprehensive options analysis for the built form, supported by an urban design analysis.....*

*Demonstrate how the orientation, height, setbacks, bulk, scale, massing, activation and pedestrian connectivity (including through site linkages) of the proposed development will fit within the context of the site and the existing and future desired character of the Sydney CBD;*

*Include design quality guidelines, prepared in consultation with the Government Architect NSW, for the future buildings, with specific guidance on public and private space, building articulation, street activation, microclimate conditions, building entrances and loading / services arrangements, materials, landscaping, safer by design principles and mechanical serving / plant.*

### 4.3.1 Design Principles

The Urban Design Study prepared by Tzannes establishes an urban framework and design principles that conserve or enhance desirable and historic urban conditions and guide future design propositions for the redevelopment of the Precinct. The study aims to understand the potential for re-developing the Precinct and existing station facilities in the context of existing development objectives and controls, as well as the inevitable changing urban context. The analysis examines the proposed re-development acknowledging the historic importance of Martin Place, Chifley Square and Hunter Street.

Tzannes methodology in preparing the Urban Design Study was to:

- Understand the positioning the Martin Place Station Precinct in the context of Global Sydney, and the specific urban conditions which would influence the design of the Precinct;
- Set overall Precinct design objectives relating to movement, open space and future built form, in order to guide the development of building envelopes and the initial design options analysis;
- Identify key heritage, urban design, built form, civic, public domain and transport opportunities and constraints throughout the wider precinct.
- Provide an analysis of the following key urban design issues:
  - The distinctive identity and history of the precinct, including Martin Place, Chifley Square, and Hunter, Castlereagh and Elizabeth Streets;
  - Key heritage principles to be addressed in the design of new buildings;
  - The future transport interchange and associated pedestrian and vehicle movements;
  - Public domain activation;
  - The ground plane of Martin Place, Chifley Square and Richard Johnson Square;
  - Built form issues of street wall definition, articulation, materiality to Martin Place, Hunter, Elizabeth and Castlereagh Streets;
  - Tower heights and tower setbacks; and
  - The overall scale and density of future redevelopment.
- Arrive at a number of development principles relating to movement, open space and built form that can guide the planning and design of the future development, including the building envelopes (within this Stage 1DA), the design of the station entries and public domain (part of the approved Metro CSSI and the associated Station Design and Precinct Plan) and the future detailed design of the OSD.

The urban framework and design principles developed by Tzannes as detailed in the Urban Design Study (see **Appendix G**) is also referenced in **Section 5.0** of this EIS, which assesses the built form and scale of the concept proposal.

## 4.4 Building Envelopes

The proposed building envelopes set the maximum vertical and horizontal parameters for the future buildings and are detailed within the Plans included as part of the Design Report prepared by Grimshaw and JPW (refer to **Appendix A**). As these envelopes set the physical parameters within which the detailed building design will be constrained, it is necessary that they provide a degree of flexibility for the design development process to facilitate design excellence.

Detailed buildings within the prescribed envelopes will be subject to future Stage 2 development application(s). These future DA/s will seek approval for the design, construction and fit out of the buildings on both the North and South Sites. The overall building envelopes sought to be approved through the Concept Proposal can be divided into two components, being the North Site OSD tower envelope and the South Site OSD tower envelope.

### 4.4.1 North Site OSD Envelope

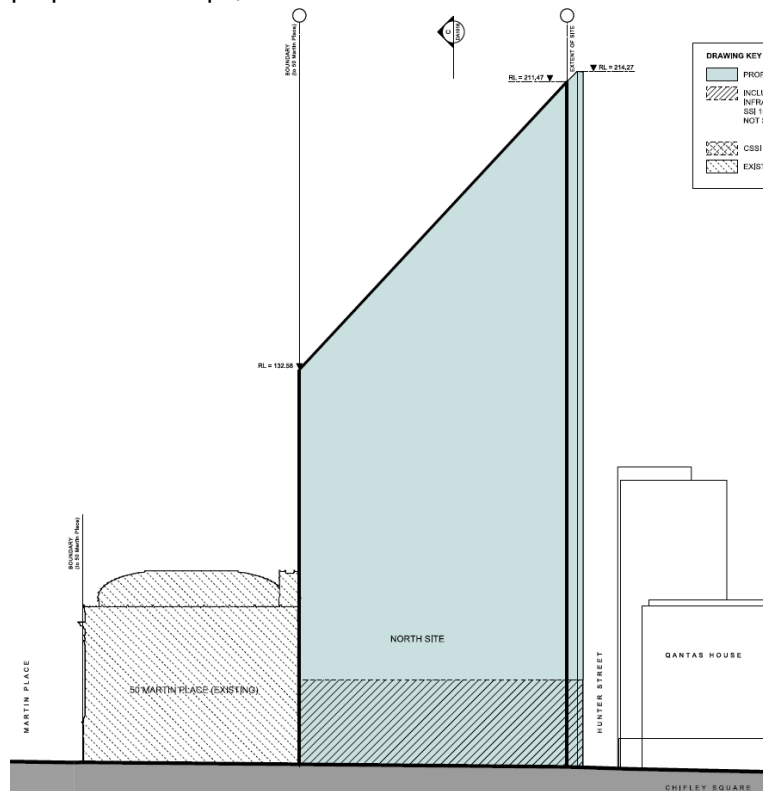
#### Podium Envelope

The podium component of the overall building envelope for the northern tower covers the entire portion of the block bounded by Hunter Street, Castlereagh Street and Elizabeth Street and the northern boundary of 50 Martin Place, with zero setbacks to the street alignments. This envelope establishes the maximum site coverage for the future detailed building. The podium envelope includes the indicative extent of the Martin Place Metro Station approved under SSI 15\_7400 (i.e. the 'station box' – refer solid line hatching on figures below/plans).

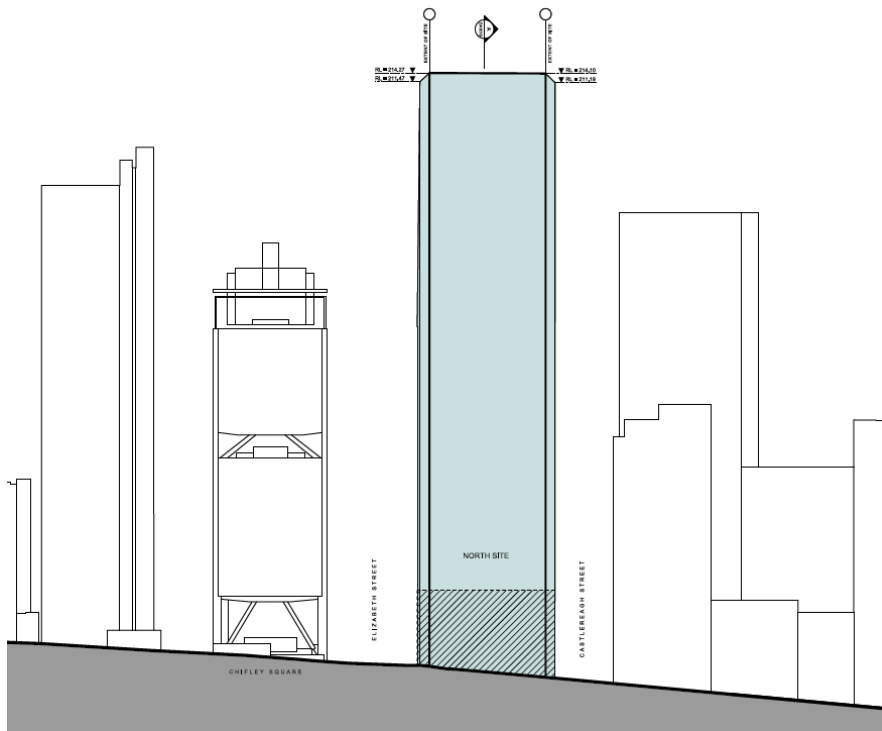
#### OSD Tower Envelope

The tower component of the building envelope rises above the podium envelope and also extends to the street alignments of Hunter, Castlereagh and Elizabeth Streets. At the southern alignment of the tower, the height of the envelope is angled, increasing in height from south (RL 132.58 – RL 134.15) to north (RL 214.10 – 214.27) in order to comply with the Sydney LEP 2012 Martin Place Sun Access Plane.

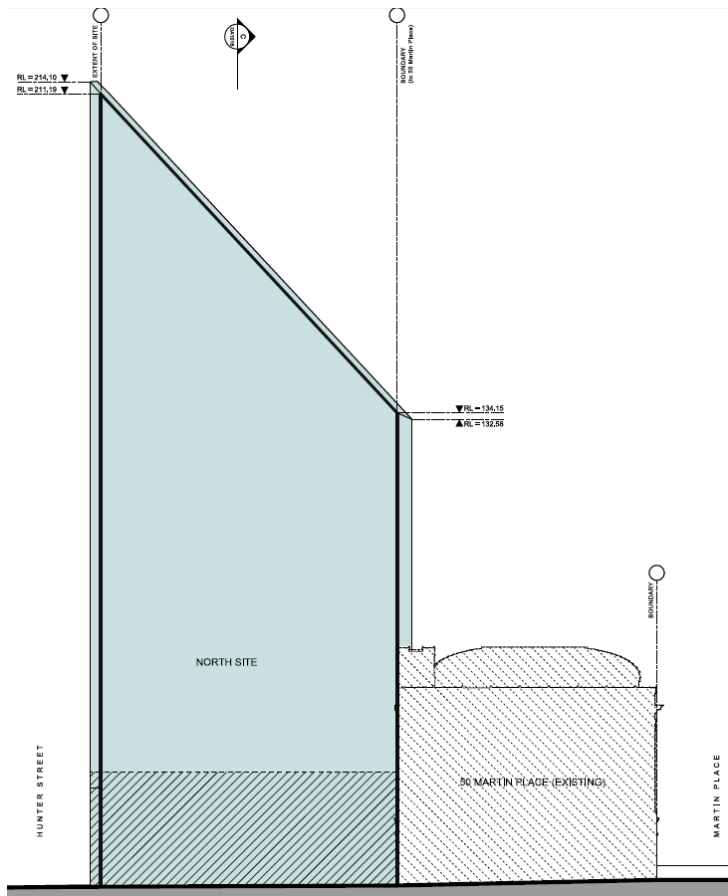
Overall, the maximum height of the tower envelope will be RL 214.27. **Figure 52** to **Figure 55** illustrate the overall building envelope sought to be approved for the North Site. The indicative extent of the Martin Place Metro Station approved under SSI 15\_7400 (i.e. the 'station box') is shown as a solid line hatching on the proposed envelope).



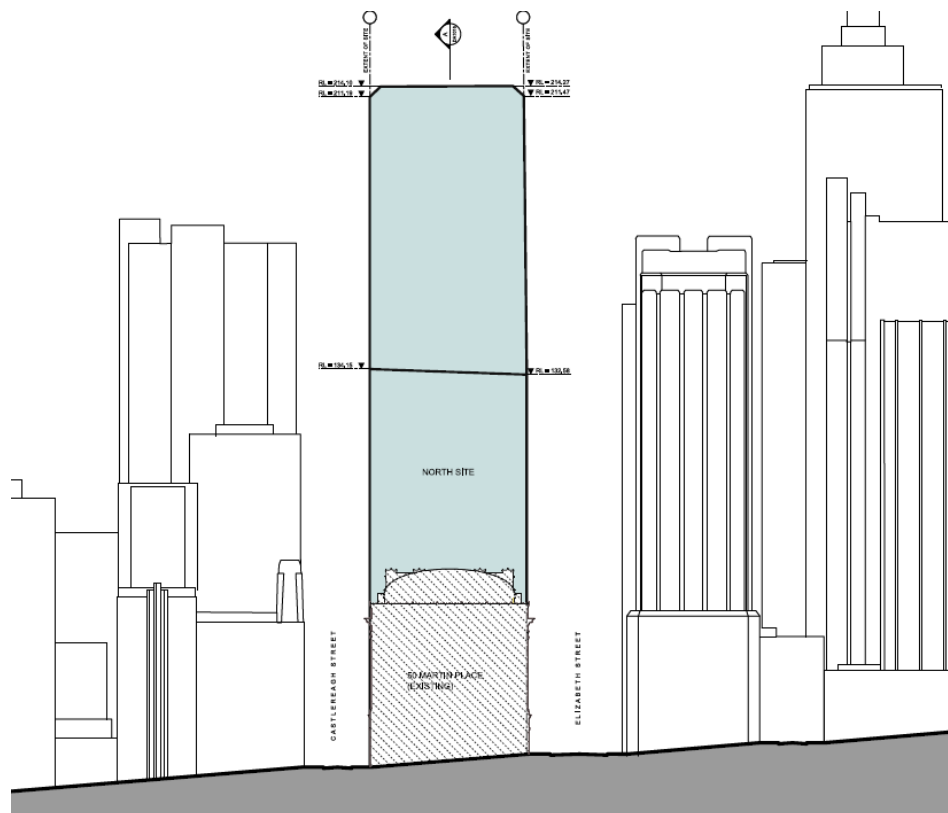
**Figure 52** – Proposed North OSD tower building envelope, east elevation  
 Source: Grimshaw and JPW



**Figure 53** – Proposed North OSD tower building envelope, north elevation  
 Source: Grimshaw and JPW



**Figure 54** – Proposed North OSD tower building envelope, west elevation  
 Source: Grimshaw and JPW



**Figure 55** – Proposed North OSD tower building envelope, south elevation  
 Source: Grimshaw and JPW

## 4.4.2 South Site OSD Envelope

### Podium Envelope

The podium component of the overall building envelope for the South Site covers the entire portion of the site of 39-49 Martin Place, with zero setbacks to the street alignment. This envelope establishes the maximum site coverage for the future detailed podium element of the building.

The proposed podium envelope height has been set at RL 76.95, which corresponds to the 55 metre LEP height limit. This visually defines the top of 50 Martin Place and the predominant Martin Place street wall for this section of Martin Place (between Castlereagh and Elizabeth Streets) and much of the street wall west of Castlereagh Street. This street frontage height will ensure the future podium complies with the 55 metre Sydney LEP 2012 height limit.

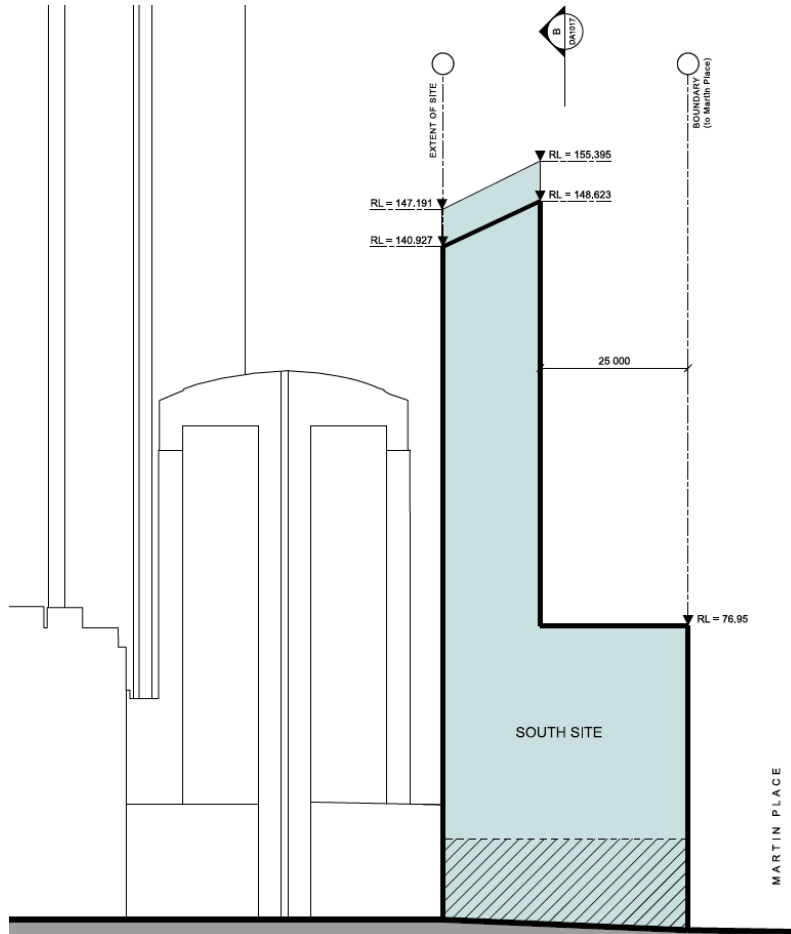
The podium envelope includes the indicative extent of the Martin Place Metro Station approved under SSI 15\_7400 (i.e. the 'station box' – refer solid line hatching on figures below/plans).

### OSD Tower Envelope

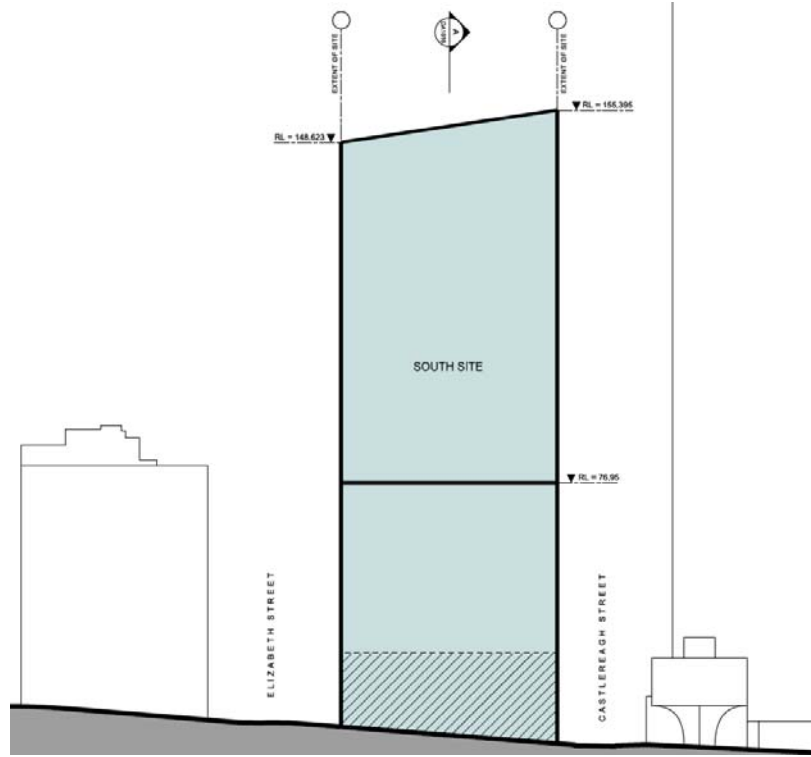
The tower component of the building envelope rises above the podium envelope, and is setback 25 metres<sup>9</sup> from the Martin Place boundary. At the southern alignment of the tower, the height of the envelope is angled, increasing in height from the south (RL 140.927 – RL 147.191) to the north (RL 148.623 – RL 155.395) in order to comply with the Sydney LEP 2012 Hyde Park Sun Access Plane.

<sup>9</sup> A concurrent planning proposal has been lodged to permit an alternative tower on the South Site, which will have an effective setback to Martin Place of 6m.

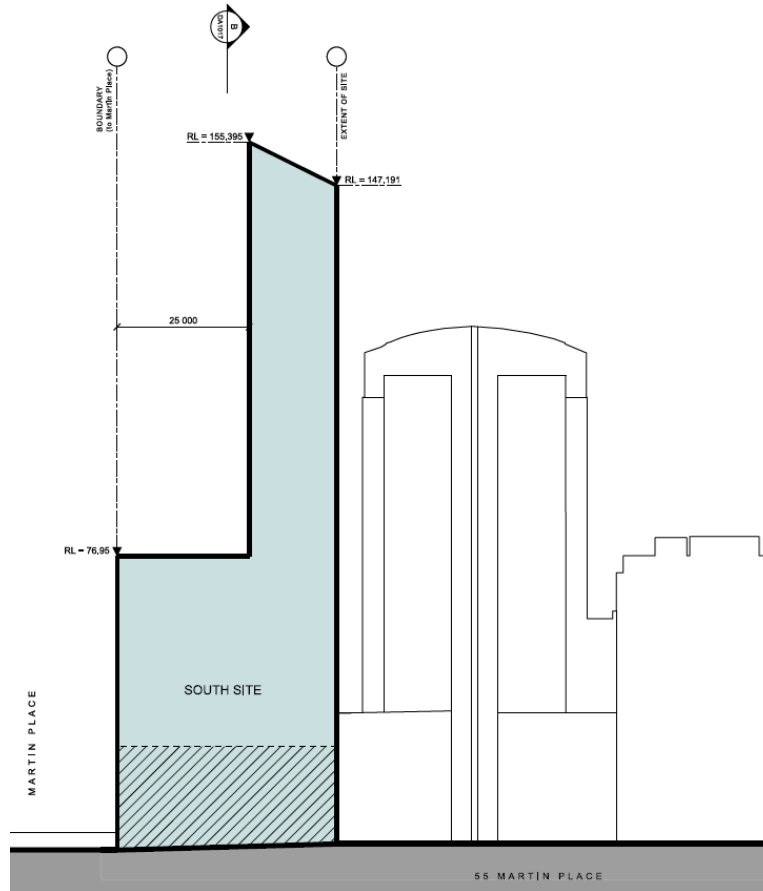
Overall, the maximum height of the tower envelope will be RL 155.395. **Figure 56** to **Figure 59** illustrate the overall envelope sought to be approved. The indicative extent of the Martin Place Metro Station approved under SSI 15\_7400 (i.e. the 'station box') is shown as a solid line hatching on the proposed envelope).



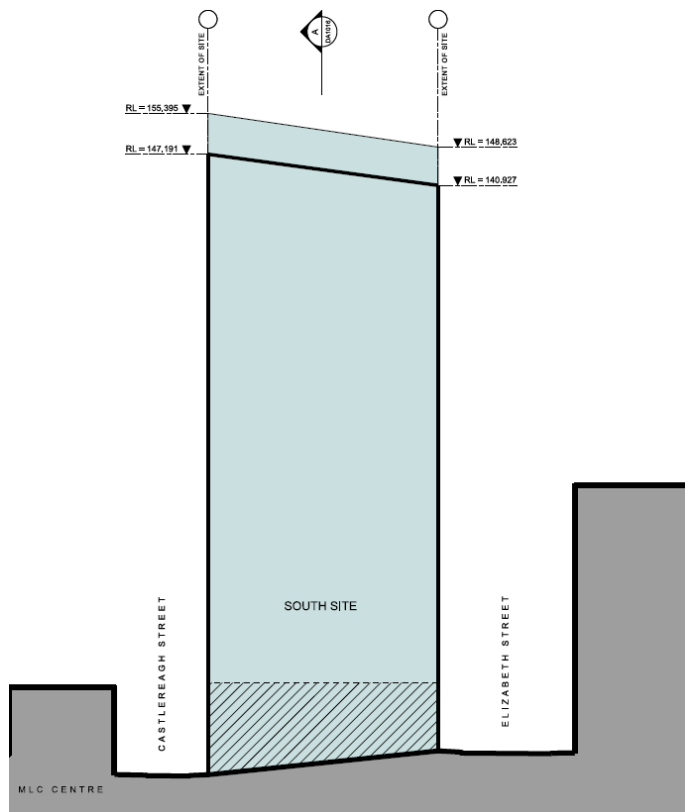
**Figure 56** – Proposed South OSD tower building envelope, east elevation  
 Source: Grimshaw and JPW



**Figure 57** – Proposed South OSD tower building envelope, north elevation (Martin Place)  
 Source: Grimshaw



**Figure 58** – Proposed South OSD tower building envelope, western elevation  
 Source: Grimshaw and JPW



**Figure 59** – Proposed South OSD tower building envelope, south elevation  
 Source: Grimshaw and JPW

## 4.5 Building Connection(s) with 50 Martin Place

In-principle approval is sought for generally private connections between the North Site building envelope (at the podium levels) and the existing building at 50 Martin Place. These connections will follow the precedent established by the existing connections between 50 Martin Place and 9-19 Elizabeth Street, which allow staff and visitors to freely move between these two buildings. These connections will be subject to detailed design as part of a future Stage 2 application(s) and will be informed by specialist heritage impact assessment and appropriate consultation processes.

## 4.6 Land Use and Maximum Gross Floor Area

The concept proposal seeks approval for a total maximum Gross Floor Area<sup>10</sup> (GFA) across both the North Site and South Site of **125,437m<sup>2</sup>**. This total GFA can be divided by Site as identified in **Table 6** below.

<sup>10</sup> gross floor area means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- (a) the area of a mezzanine, and
  - (b) habitable rooms in a basement or an attic, and
  - (c) any shop, auditorium, cinema, and the like, in a basement or attic,
- but excludes:
- (d) any area for common vertical circulation, such as lifts and stairs, and
  - (e) any basement:
    - (i) storage, and

It is emphasised that the proposed building envelopes set the maximum vertical and horizontal parameters of building lines and the proposed GFA can easily be accommodated within the envelopes. The envelopes are deliberately designed as a 'loose fit' with sufficient excess 'space' to allow for detailed building design and articulation.

Up to 79,848m<sup>2</sup> of GFA is achievable within the volume of the proposed building envelopes for the North Site. When combined with the GFA that currently exists within 50 Martin Place, the total GFA sought for the North Site is 104,270m<sup>2</sup>.

**Table 6** – Proposed GFA split

Site	Proposed GFA (m <sup>2</sup> )
<b>North Site (combined)</b>	<b>104,270m<sup>2</sup></b>
▪ North tower (SSD)	(79,848m <sup>2</sup> )
▪ 50 Martin Place (existing)	(24,422m <sup>2</sup> )
<b>South Site</b>	<b>21,167m<sup>2</sup></b>
<b>Total combined<sup>11</sup></b>	<b>125,437m<sup>2</sup></b>

*Note: The figures in the table above do not include GFA associated with the future Martin Place Metro Station. GFA associated with the station is subject to the CSSI Approval, and therefore, this application does not (and cannot) seek approval for GFA associated with the station. However, when calculating the total FSR of the proposed concept, the GFA of the station components must be included in accordance with the definition of GFA in the Sydney LEP 2012. This is discussed further in Section 5 of this EIS.*

Under the Sydney LEP 2012, the B8 Metropolitan Centre zone allows for a wide range of uses that encourage global city activities such as finance, commerce, retailing, cultural activities, entertainment and government uses. A range of uses consistent with the Metropolitan Centre zone are proposed including the following:

- commercial offices;
- shops; and
- food and drink premises.

Final land uses will be detailed in subsequent application(s).

## 4.7 OSD (SSD) Components within Station (CSSI) Envelope or 'Station Box'

As discussed in **Section 4.1**, approval is sought for conceptual SSD areas in the approved Martin Place Metro Station envelope, or 'station box', at, above and below ground levels, for both the North and South Sites. Approval is sought for the approximate locations and use of those components within the Metro CSSI approved station envelope that will contain the OSD elements not approved in the CSSI consent. Those elements include the end of trip facilities, office entries, office space and retail areas not associated with the rail infrastructure along with other office/retail plant and back of house (BOH) etc requirements.

- 
- (ii) vehicular access, loading areas, garbage and services, and
  - (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
  - (g) car parking to meet any requirements of the consent authority (including access to that car parking),
  - (h) any space used for the loading or unloading of goods (including access to it), and
  - (i) terraces and balconies with outer walls less than 1.4 metres high, and
  - (j) voids above a floor at the level of a storey or storey above.

<sup>11</sup> i.e. excluding the GFA generated by the CSSI Approval.

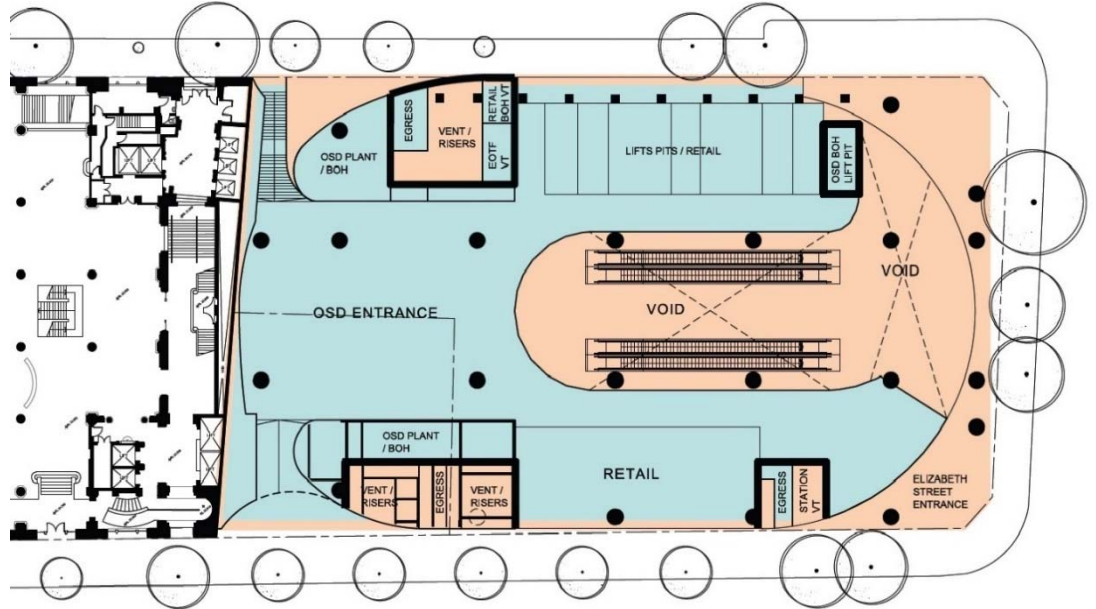
Table 7 below provides a breakdown of the use and indicative GFA of each of the proposed conceptual SSD areas within the station box, per level, on both the North and South Sites. The extent (height above ground) of the station box for Martin Place indicatively equates to Level 4 for the North Site and Level 1 for the South Site.

**Table 7 – Proposed conceptual SSD uses and areas within the CSSI ‘station box’**

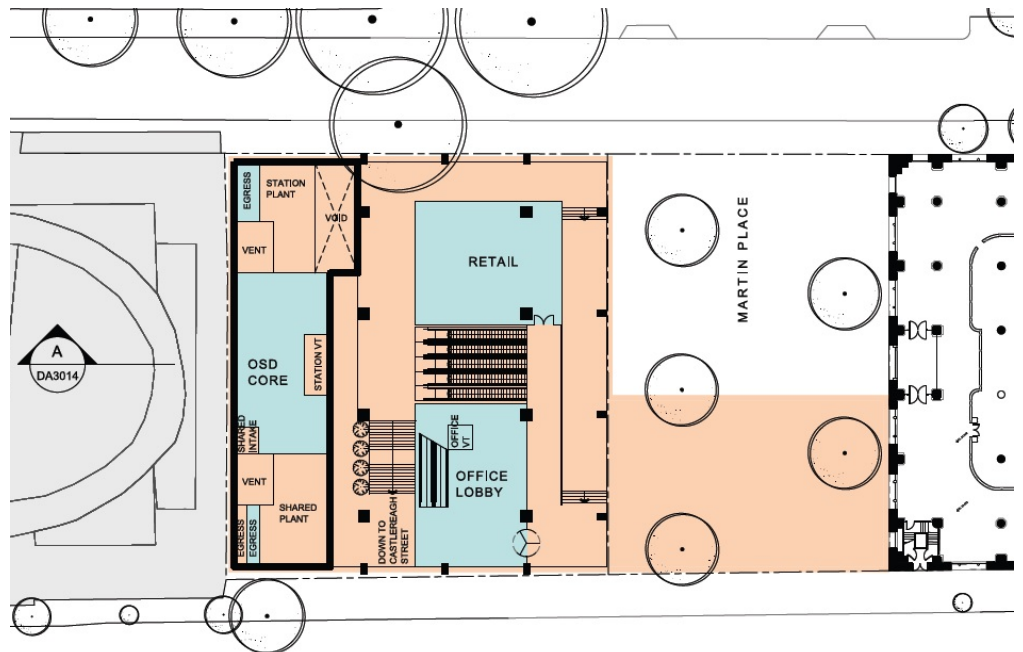
Level	Concept OSD (SSD) Use	Indicative OSD GFA m <sup>2</sup>
<b>North Site</b>		
Level 04	Core, office space, basement vents, egress points, back of house, vertical transport	2,265
Level 03	Core, office space, basement vents, egress points, back of house, vertical transport	2,265
Level 02	Core, office space, egress points, back of house, vertical transport	2,265
Level 01	Core, plant, lobby, end of trip facilities, vertical transport, retail back of house vertical transport, egress points	1,500
Mezzanine	N/A	0
Ground floor (Elizabeth Street)	Retail, plant / back of house, egress points, end of trip facilities, vertical transport, retail Back of house, OSD entrance	1,273
Lower ground (Castlereagh Street)	Retail, Plant / end of trip facilities, End of trip facilities, vertical transport, Back of house lift pit, egress points	697
B1 Upper Concourse	Plant facilities / Back of house, lift pits, End of trip facilities vertical transport	0
B2 Lower Concourse	End of trip facilities vertical transport, Back of house lift pits	0
B3 Plant / End of Trip Facilities	End of trip facilities and associated vertical transport, plant facilities	1,949
B4 Mezzanine End of Trip Facilities	End of trip facilities and associated vertical transport, lift pits	402
B4 Station Plant	End of trip facilities and associated vertical transport, lift pits	381
B5 Platform	N/A	-
<b>South Site</b>		
Level 01	Core, office	1,469
Mezzanine	Core, office lobby, retail	558
Ground floor (Elizabeth Street)	Retail, office lobby, core	349
Lower ground (Castlereagh Street)	Plant / Back of house, retail, egress points	63
B1 Upper Concourse	Plant facilities / Back of house	0
B2 Lower Concourse	Plant facilities	0
B3 Plant	N/A	-
B4 Mezzanine	N/A	-
B4 Station Plant	N/A	-
B5 Platform	N/A	-

To identify, as closely as possible at this stage in the design and approval process, the likely locations of the proposed SSD areas, a set of ‘CSSI / SSD Delineation Plans’ has been prepared by Grimshaw (**Appendix A**). These drawings delineate between station ‘CSSI’ areas and OSD ‘SSD’ areas within the station envelope.

These plans will form the basis for the detailed design of future Stage 2 DA/s for the OSD towers, and they need to be generally consistent with the indicative layouts of Martin Place Metro Station as depicted within the CSSI Approval, as amended. **Figure 60** and **Figure 61** below are extracts from the ground level CSSI / SSD Delineation Plan included in **Appendix A**, identifying the proposed 'SSD' areas and uses (blue) and the approved station 'CSSI' areas (pink) by different colours.



**Figure 60** – Ground floor CSSI / SSD Delineation Plan, North Site  
 Source: Grimshaw and JPW



**Figure 61** – Ground floor CSSI / SSD Delineation Plan, South Site  
 Source: Grimshaw and JPW

## Modification to Sydney Metro Stage 2 CSSI (SSI 15\_7400)

In order to ensure the proposed SSD areas within the CSSI 'station box' are consistent with the indicative layout of the Martin Place Metro Station as illustrated in Appendix D of the CSSI PIR, the CSSI Approval will need to be modified. This is because the current approved layout had not factored in the Macquarie land and different design proposal for the Metro station.

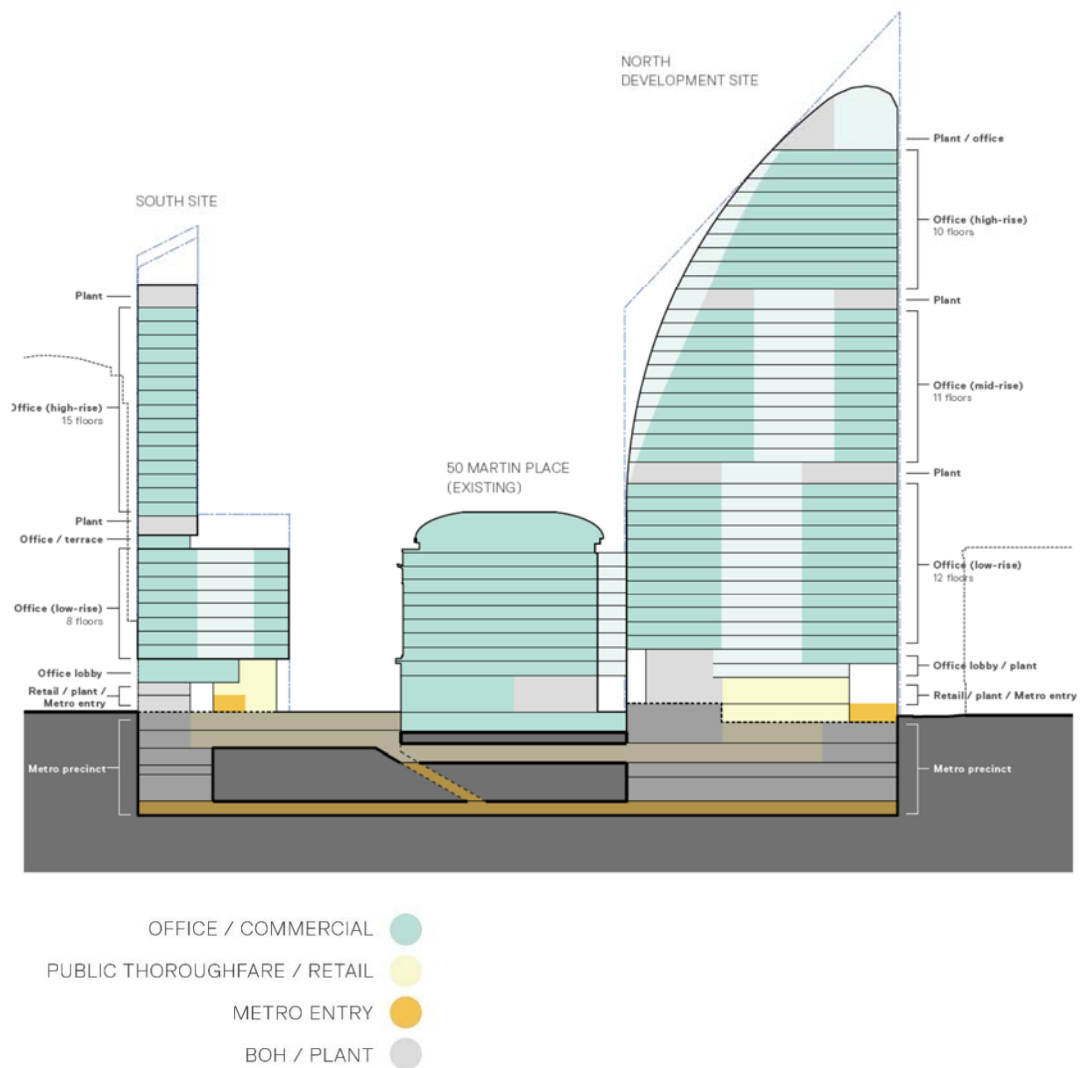
As the proponent for the CSSI is TfNSW, and the consent authority for CSSI development is the Minister for Planning, the CSSI Modification must be prepared and lodged by TfNSW, and determined by the Minister for Planning. It is expected that the CSSI Modification is determined prior to the determination of this Stage 1 DA, so that the two approvals are consistent with each other. The indicative layout of Martin Place Metro Station, once modified, will also inform the preparation of the SDPP to be undertaken as part of the detailed design of the Martin Place Station.

## 4.8 Illustrative Design

Illustrative design material, showing an indicative design concept has been prepared by Grimshaw and JPW. This material is included as part of the Design Report at **Appendix A**, but does not form part of the documentation sought for approval under this Stage 1 DA. This material is provided for information purposes only, to assist in the assessment and determination of the Concept Proposal.

The illustrative design demonstrates a built form option within the proposed building envelopes that supports the vision for the Martin Place Station Precinct redevelopment and aligns with the urban design principles established by the Tzannes Urban Design Study. Future Stage 2 DA/s will provide detailed designs for built forms within the building envelopes once they are approved. It is noted again that an alternative and larger tower is proposed for the South Site via a separate Planning Proposal application. This alternative outcome is optimal for the South Site given its location above a transport interchange and is therefore being pursued. Notwithstanding, an envelope that adheres to the Sydney LEP is being proposed and is theoretically capable of supporting commercial uses.

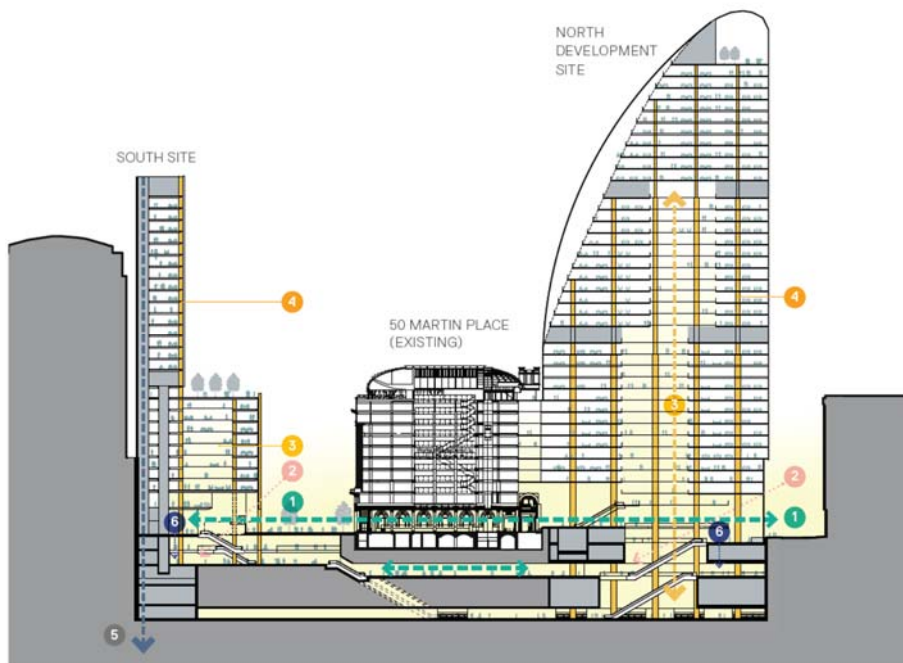
An illustration of a potential built form outcome within the proposed building envelopes is provided at **Figure 62**.



**Figure 62** – Indicative illustration of a built form outcome – sectional diagram  
 Source: Grimshaw and JPW

### 4.8.1 Physical Integration of the OSD and Metro Station

The illustrative design also demonstrates how the OSD and Metro station can potentially be integrated in an appropriate manner within the building podiums. The ultimate design solution will involve an intricate knitting together of various components of the station and the OSD, as illustrated in **Figure 63** below. This will be resolved through the Metro Station design development process, that is already well advanced, the SDPP process and the Stage 2 detailed DA process.



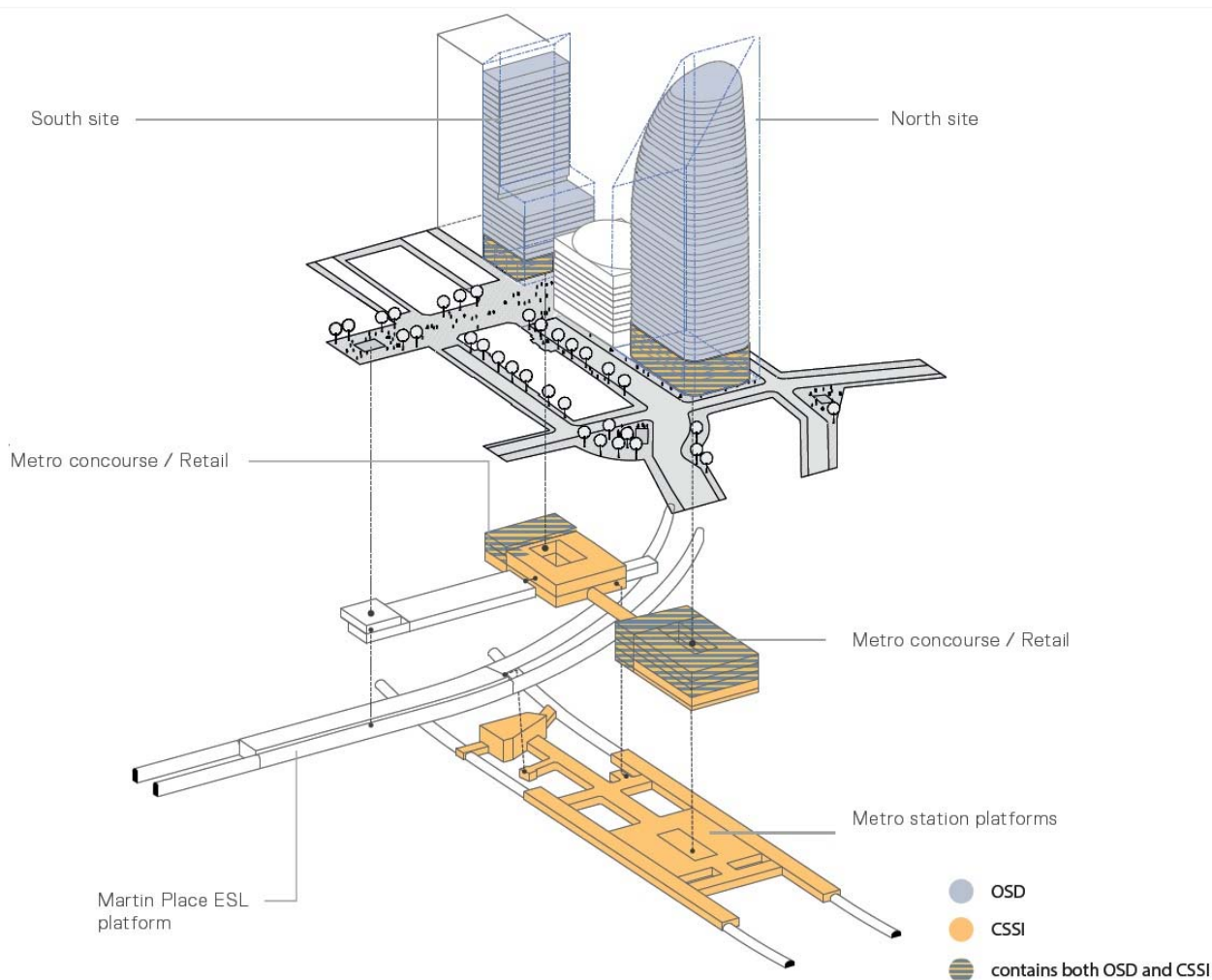
- 1 Permeable ground plane**  
 The removal of public domain clutter such as the existing railway station access from the centre of Martin Place integrates the south site into the precinct at ground level while an additional concourse link below ground further enhances north-south permeability across the precinct. The ground plane is punctuated at the south and north with large "City Rooms" where station, office, retail and public thoroughfare converge.
- 2 Maximised daylight access**  
 Suspended built forms maximise daylight access to Metro precinct below, while also creating a visual connection between levels above and below.
- 3 Voids and atria**  
 Maximised floor plates with allowance for interconnecting voids highlights the convergence of towers above with Metro below.
- 4 Integrated structure**  
 Integrated and expressed structure between tower and Metro establishes a seamless integration between the two, in line with Sydney Metro Design Guidelines.
- 5 Integrated services**  
 Plant/BOH zones for tower and Metro are consolidated and primarily located at below ground levels to minimise street presence, in line with Sydney Metro Design Guidelines. Services for the south site are located to the south to maximise active frontages along Martin Place, Castlereagh, and Elizabeth Street and not compromise public domain areas.
- 6 Accessible pathways**  
 Legible universally accessible routes are located adjacent to primary paths of travel to provide safe and equitable pedestrian access east-west across the site and through transport modes above and below ground, in line with Sydney Metro Design Guidelines.

**Figure 63** – Indicative plan of how the tower envelopes and station components can be integrated

Source: Grimshaw and JPW

In the illustrative scheme, the integration of the station and the OSD is characterised by a permeable ground plane and interconnecting voids which maximise daylight penetration to the below ground Metro levels, allow rational commercial entries and floor plates above ground, and de-clutter the public domain to maximise pedestrian movement through the Precinct. The South Tower is necessarily characterised by a compact rear core adjacent to the southern boundary, to ensure that all street-facing façades are glazed and activated, and the small floor plates are as efficient as possible.

**Figure 64** below provides a diagrammatic image of the integration of the OSD components with the Metro Station. Further detail of the below ground OSD elements are shown in the CSSI / SSD Delineation Plans included in **Appendix A**.



**Figure 64** – Proposed OSD and Sydney Metro Martin Place Station Integration  
 Source: Grimshaw and JPW

### 4.8.2 Commercial and Retail Strategy

Macquarie has prepared a Commercial and Retail Strategy which details the vision for the Precinct in terms of the opportunities for the types and standard of uses expected to be delivered across the North and South Sites (refer to **Appendix H**). The Strategy is influenced by:

- an understanding of the market;
- Macquarie’s plans to occupy the North Site OSD (re-locating current staff from existing premises at 1 Shelley Street and No. 1 Martin Place) with the potential to occupy the South Site OSD under medium and longer term growth options;

- the context of the Precinct being located above a new Metro Station; and
- the position of the Precinct in the heart of the professional services, IT and financial services district of Global Sydney.

## 4.9 Design Excellence

This application outlines and seeks endorsement, by way of a condition of consent, for an alternative design excellence approach. The proponent seeks approval to undertake an alternative design excellence process, in place of the competitive design process typically used under clause 6.21(5) of the Sydney LEP 2012 for standard development projects in Central Sydney.

The proposed alternative process recognises the unique circumstances of the project, where the approved Metro CSSI station works are intricately linked to the OSD from a design, construction, functionality, and delivery perspective.

This alternative process, as set out in **Appendix I**, involves a range of best practice tried and tested methods to achieve design excellence. The key methods to be used include:

- Engagement of the nominated world class and uniquely experienced design team (including the engineers and heritage architects, as well as the architects Grimshaw and JPW);
- Creation/expansion of the Design Review Panel (DRP) appointed for the Metro CSSI to also cover the OSD and its integration;
- Appointment of the independent urban design and heritage advisors to provide ongoing advice and guidance throughout the planning and design development phase;
- Adoption of the *Chatswood to Sydenham Design Guidelines* prepared as part of the Metro CSSI application and the *Tzannes Urban Design Objectives and Principles* prepared for this Stage 1 DA (see **Appendix G**); and
- Consultation and engagement at appropriate points with key stakeholders, such as Transport for NSW, City of Sydney Council, Office of the Government Architect, Heritage Council.

Refer also to **Section 5.5** of this report for further discussion on this issue.

## 4.10 Public Domain

The public domain strategy for the Martin Place Station Precinct will be resolved through the CSSI post approval process, in consultation with City Council, in particular through the preparation of the *Station Design and Precinct Plan (SDPP)*. This plan must be prepared under the terms of the Approval. The SDPP will identify and include the following components relevant to the public domain:

- landscaping and building design opportunities to mitigate the visual impacts of rail infrastructure and operational fixed facilities;
- the incorporation of salvaged historic and artistic elements into the project design, including but not limited to the Tom Bass P&O fountain, the Douglas Annand glass screen (if present), the Douglas Annand wall frieze and heritage fabric from Martin Place Station;
- details on the location of existing vegetation and proposed landscaping (including use of endemic and advanced tree species where practicable). Details of species to be replanted/revegetated must be provided, including their appropriateness to the area and habitat for threatened species; and

- the timing for implementation of access, landscaping and public realm initiatives.

## 4.11 ESD Strategy

A key outcome for the redevelopment of the Precinct is to deliver more sustainable development than presently provided. Accordingly, the ESD objectives for the North Site and South Site (refer to **Appendix J**) are aligned with world's best practice and are summarised as follows:

- 5 star NABERS Energy minimum;
- 3.5 NABERS Water Rating;
- 6 star Green Star Office Design and As-Built; and
- Occupant wellbeing.

## 4.12 Vehicular access and parking

Vehicular access and parking for service and delivery vehicles is proposed to be provided from Castlereagh Street only, to the North and South Sites, the detail of which will be included as part of the detailed design for the Metro Station. The CSSI / SSD Delineation Plans in **Appendix A** show the indicative location of the vehicular access and service areas. Consistent with the strategic value of the Precinct as a transport interchange, which favours sustainable modes of transport over private vehicles, limited on-site car parking spaces will be proposed as part of the development, with car parking to be removed from 55 Hunter Street and 39-49 Martin Place. There will therefore be a substantial reduction in car parking (by approximately 100 spaces) within the Precinct compared to the existing situation.

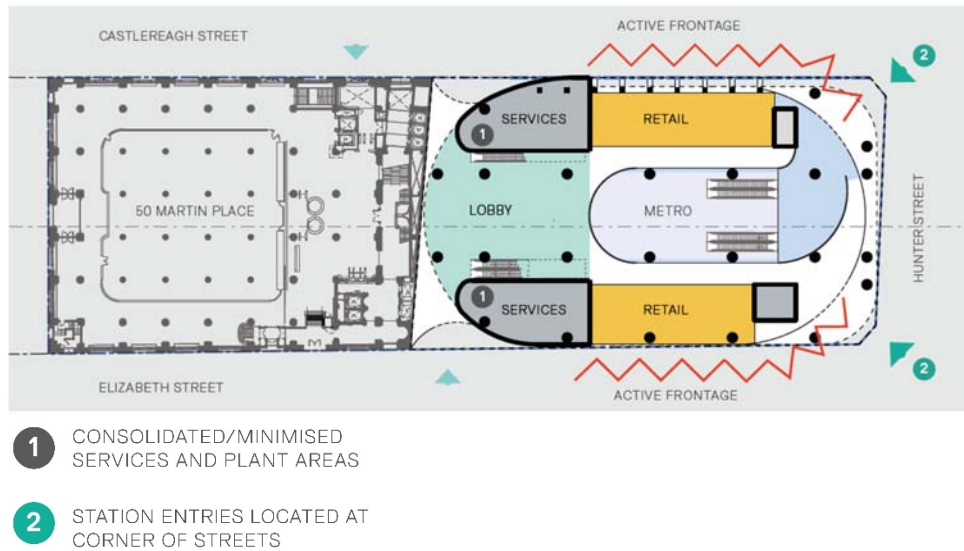
## 4.13 Pedestrian access and connectivity

### North Site

The two principal pedestrian access points to the station are from the corner of Hunter and Castlereagh Street and at the corner of Hunter and Elizabeth Streets. Due to the fall of the North Site from east to west between Elizabeth and Castlereagh Streets, it requires pedestrian entrances at different levels along Hunter Street. Secondary access to the station is available from the centrally located east-west through-site link (adjacent 50 Martin Place).

The proposed OSD commercial lobby is accessed from the Elizabeth Street level, where escalators within the centre of the site provide access to a raised/sky lobby above. Station design and functionality mean that the OSD commercial lobby needs to be located above ground level.

**Figure 65** below provides an indicative layout of the station and proposed OSD access arrangements and site connectivity (note the figure below provides a combined upper and lower ground level concourse for indicative purposes only).



**Figure 65** – Indicative shared OSD and Station Ground Level Concourse, North Site  
 Source: *Grimshaw and JPW*

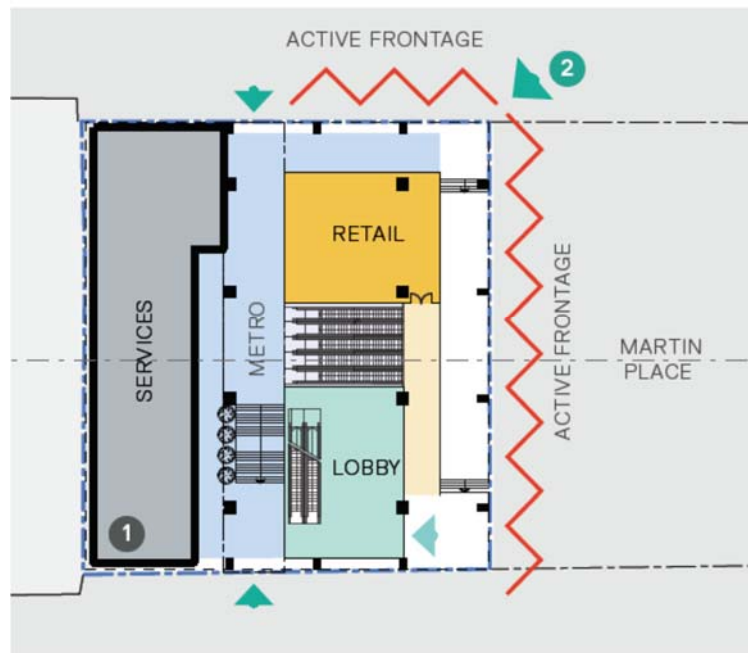
### South Site

The primary pedestrian access to the station is from the corner of Castlereagh Street and Martin Place. A secondary access point to the station will be available from Elizabeth Street (which is at a higher level than the Castlereagh Street entrance) via a through-site link.

The Castlereagh Street/Martin Place access will enable direct escalator access to the Metro station below.

The OSD commercial lobby is proposed to be located with direct access from the corner of Martin Place and Elizabeth Street. The lobby will include escalators up to the main lift core lobby on the level above, which will service the OSD tower. Again, station design and functionality mean that the main OSD commercial lobby needs to be located above ground level.

**Figure 66** below provides an indicative layout of the station and proposed OSD access arrangements and site connectivity (note the figure below provides a combined upper and lower ground level concourse for indicative purposes only).



- 1 CONSOLIDATED/MINIMISED SERVICES AND PLANT AREAS
- 2 STATION ENTRIES LOCATED AT CORNER OF STREETS

Figure 66 – Indicative OSD and Station ground level, South Site  
 Source: Grimshaw and JPW

### 4.14 Services and Utilities

The proposed envelopes sought under the Concept Proposal may require services and utilities in the surrounding area to be relocated, altered, augmented or protected in order to implement the envisaged development. Those items that will be subject to impacts or upgrades will be set out as part of the future application(s) once the detailed design is resolved. A strategy for works to these services and utilities may be required as set out in the Utility Services Infrastructure Assessment prepared by Arup (refer to **Appendix E**). It is emphasised that these future works will be for the purposes of the OSD and not for the Station, which is subject to its own services and utilities planning. The integrated design and delivery approach, however, seeks to carefully co-ordinate the requirements of both station and OSD components and minimise costs and disruptions associated with relocations, alterations, augmentations.

### 4.15 Staging

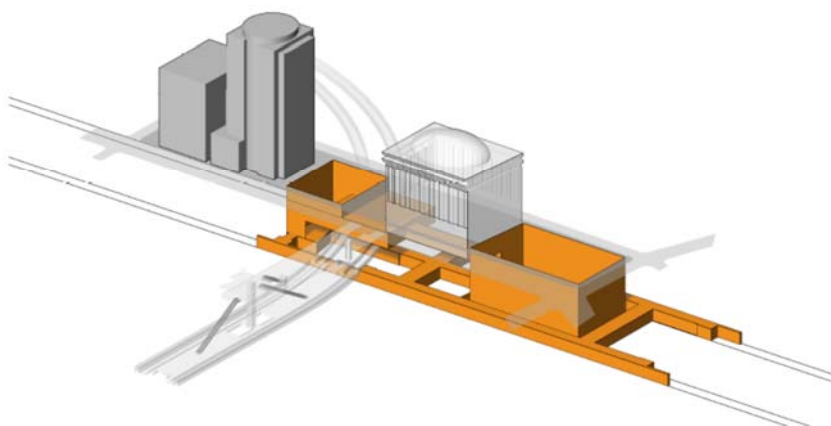
The Concept Proposal is intended to be delivered as a single, integrated project along with the delivery of rail, station, concourse infrastructure and public domain works associated with the Martin Place Metro Station. The construction of the different elements is likely to be staged so as not to interrupt the Metro construction program. It is also possible that the future detailed Stage 2 DAs will be split into two applications, one for the North Tower and one for the South Tower, with the final approach subject to further review and consideration.

Table 8 below provides an indicative overview of the staging and delivery relationships between the Sydney Metro and the Martin Place OSD.

**Table 8 – Sydney Metro and Martin Place OSD Staging and Delivery Relationships**

Work Stream	Planning Process	Indicative Works Timing <sup>12</sup>
Martin Place Demolition works	CSSI_7400 + Mod	July 2017 – February 2018
Martin Place Tunnel and Station Excavation Works	CSSI_7400 + Mod	March 2018 – August 2020 Refer <b>Figure 67</b>
Martin Place Station and fit-out works (below and above ground, including integrated OSD elements)	<ul style="list-style-type: none"> <li>▪ CSSI_7400 + Mod</li> <li>▪ Martin Place Station Design and Precinct Plan</li> <li>▪ Stage 1 SSD DA (SSD 8351)</li> <li>▪ Stage 2 detailed SSD DA/s or complying development</li> </ul>	October 2020 – June 2022 Refer <b>Figure 68</b>
Martin Place OSD works (above station)	<ul style="list-style-type: none"> <li>▪ Stage 1 SSD DA (SSD 8351)</li> <li>▪ Stage 2 detailed SSD DA/s</li> </ul>	June 2021 – June 2023 Refer <b>Figure 69</b>
Metro testing and commissioning	CSSI_7400	July 2022 – June 2023
Martin Place OSD fit-out works	Stage 2 detailed DA/s or complying development	June 2023 – December 2024 Refer <b>Figure 70</b>
Public domain works	<ul style="list-style-type: none"> <li>▪ CSSI_7400</li> <li>▪ Martin Place Station Design and Precinct Plan</li> </ul>	Prior to station opening
Metro operations	CSSI_7400	2024

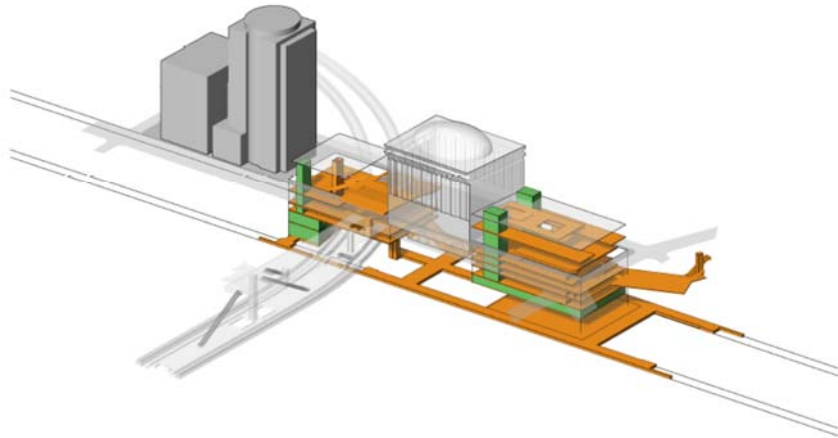
Details regarding staging and management of events within Martin Place are expected to be further developed and addressed (in consultation with key stakeholders) as part of the detailed design and construction phase of both the Martin Place Station CSSI works and OSD works.



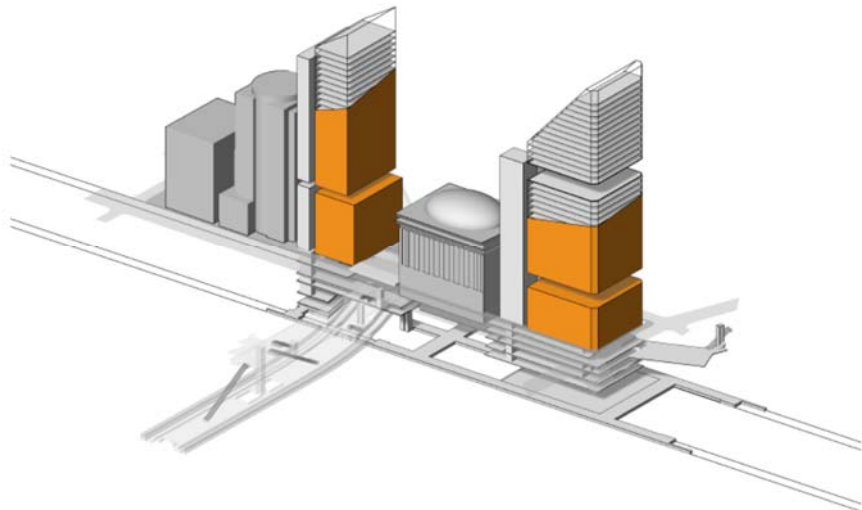
**Figure 67 – Martin Place Tunnel and Station Excavation Works – August 2020**

Source: Grimshaw and JPW

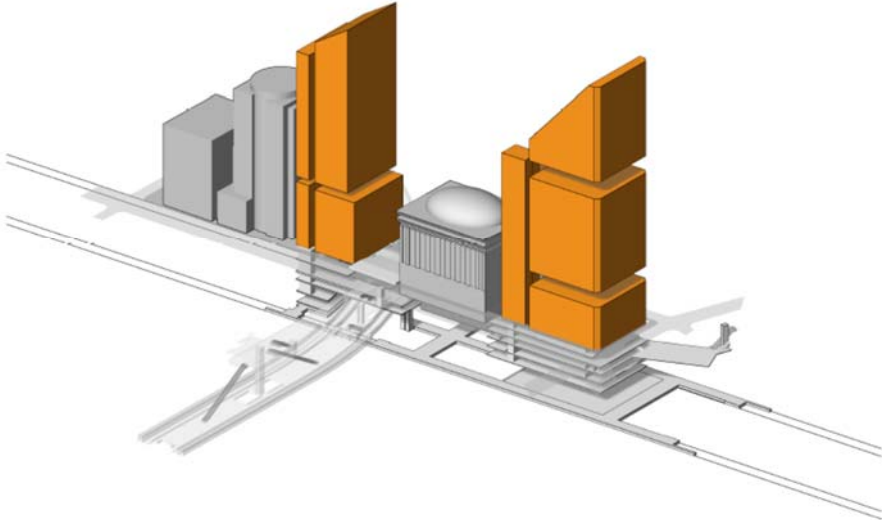
<sup>12</sup> Timing subject to change



**Figure 68** – Martin Place Station and fit-out works – June 2022  
*Source: Grimshaw and JPW*



**Figure 69** – Martin Place OSD Works – June 2023  
*Source: Grimshaw and JPW*



**Figure 70** – Martin Place OSD Fit-out Works – December 2024  
*Source: Grimshaw and JPW*

## 5.0 Environmental Assessment

This chapter of the Environmental Impact Statement (EIS) contains our assessment of the environmental effects of the proposed development as described in the preceding chapters of this report.

Under Section 79C(1) of the *Environmental Planning and Assessment Act 1979* (EP&A Act), in determining a development application the consent authority has to take into account a range of matters relevant to the development, including the provisions of environmental planning instruments; impacts of the built and natural environment, the social and economic impacts of the development; the suitability of the site; and whether the public interest would be served by the development.

The assessment includes only those key matters under Section 79C(1) that are relevant to the proposal. The key planning issues associated with the proposed concept proposal are listed in **Table 9** below.

**Table 9** – Key planning issues

Planning Issues	Assessment	Technical Study
Secretary's Environmental Assessment Requirements	Section 5.1	Appendix B
Environmental Planning and Assessment Act 1979	Section 5.2	
Compliance with Strategic Planning Framework	Section 5.3	
Compliance with Planning Instruments	Section 5.4	
Design Excellence	Section 5.5	Appendix I
Built Form and Scale	Section 5.6	Appendix A
Articulation and Materiality	Section 5.7	Appendix A
Streetscape and Public Domain	Section 5.8	Appendix G
Heritage	Section 5.9	Appendix D
View Analysis	Section 5.10	Appendix L
Solar Access and Overshadowing	Section 5.11	Appendix M
Transport, Traffic and Parking	Section 5.12	Appendix N
Accessibility	Section 5.13	Appendix O
Wind Assessment	Section 5.14	Appendix P
Noise and Vibration	Section 5.15	Appendix Q
Reflectivity	Section 5.16	-
Infrastructure and Utilities	Section 5.17	Appendix E
Water Cycle Management	Section 5.18	Appendix R
Contamination	Section 5.19	
Waste Management	Section 5.20	Appendix S
Construction Management	Section 5.21	Appendix T
Social and Economic Effects	Section 5.22	-
Airport Operations	Section 5.23	Appendix U
Crime Prevention through Environmental Design	Section 5.24	Appendix V
Environmental Sustainability	Section 5.25	Appendix J
Ecologically Sustainable Development	Section 5.26	-
Public Benefits / Development Contributions	Section 5.27	-
Site Suitability	Section 5.28	-
Public Interest	Section 5.29	-

## 5.1 Secretary's Environmental Assessment Requirements

**Table 1** in **Section 1.5** provides a summary which sets out the individual matters listed in the Secretary's Environmental Assessment Requirements (SEARs) and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

## 5.2 Environmental Planning and Assessment Act 1979

The EP&A Act establishes a specific assessment system to consider projects classed as State Significant Development (SSD). SSD is development deemed to be of State significance and includes for example projects located in precincts or corridors regarded as important by the NSW Government, such as within a railway corridor or associated with rail infrastructure. As noted, the proposed development the subject of this DA is classed as SSD.

Section 83B of the EP&A Act relates to staged development applications. A staged development application is a one that sets out concept proposals for the development of a site, and for which detailed proposals for separate parts of the site are to be the subject of subsequent development applications. The application may set out detailed proposals for the first stage of development.

This development application is a Staged SSD Development Application (DA), comprising a concept proposal for the North Site and South Site<sup>13</sup>. A staged DA is commonly referred to as a 'Stage 1 Development Application' or a 'Concept Proposal'. These terms are used interchangeably throughout the consultant reports, but should be interpreted to mean 'staged DA' (for the purposes of section 83B of the EP&A Act) in each instance.

Section 83D of the EP&A Act provides that while any consent granted on the determination of a staged DA for a site remains in force, the determination of any further development application in respect of that site cannot be inconsistent with that consent.

This EIS has examined and taken into account to the fullest extent possible all matters affecting or likely to affect the environment by reason of the proposed development. **Table 10** provides an assessment of the proposed development against the objects of the EP&A Act.

<sup>13</sup> The North Site and South Site are defined in Section 1 of this EIS.

Table 10 – Objects of the EP&amp;A Act

Object	Comment
5(a)(i) To encourage the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and villages for the purpose of promoting the social and economic welfare of the community and a better environment.	<p>The Concept Proposal will contribute to the proper management, development and conservation of the natural and artificial resources of the precinct. In particular, measures outlined in the ESD report prepared by Arup and included in <b>Appendix J</b> will be implemented to ensure the conservation of natural resources throughout the construction and operational phases, and existing artificial resources and infrastructure will be retained where practicable.</p> <p>The Concept Proposal will promote the social and economic welfare of the community by supporting the long-term viability of the finance and banking sector in Sydney, improve access to jobs, and provide for a new landmark and environmentally sustainable development that strengthens 'Global Sydney' as a centre for economic and cultural activity. It represents a step-change project in the evolution of Sydney. The proposal will provide an improved urban environment for retail and commercial use, and will greatly enhance a key significant Sydney CBD location which will be the subject of significant public transport infrastructure investment.</p>
5(a)(ii) To encourage the promotion and co-ordination of the orderly economic use and development of land.	<p>The proposal substantially contributes towards the promotion and co-ordination of the orderly and economic use and development of land, as it seeks to enable two predominately commercial towers. The key driver for the proposal is the significant change in public transport and accessibility circumstances associated with the new Martin Place Metro Station. This step-change and transformative transport project enables the precinct to be unlocked and re-imagined as a world class transport and employment hub.</p> <p>By taking advantage of the precinct's location above the future Martin Place metro station, the existing Martin Place T4 Eastern Suburbs Line station and the precinct's premier location in Martin Place, the proposal perfectly aligns with this foundation objective of planning in NSW.</p>
5(a)(iii) To encourage the protection, provision and co-ordination of communication and utility services.	<p>The Infrastructure and Utilities Report (<b>Appendix E</b>) determines that the proposal is suitably located within a CBD context and that provision and coordination of communication and utility services is readily available.</p> <p>Future applications for the detailed design of the Concept Proposal will involve consultation with the relevant service providers to confirm any proposed alterations or protection measures, as required.</p>
5(a)(iv) To encourage the provision of land for public purposes.	The Concept Proposal seeks to capitalise on the investment of infrastructure located on public land. The integration and delivery of the proposal with the Metro and heavy rail stations enables a superior public benefit and public domain outcome through combined, grander and more civic station entries.
5(a)(v) To encourage the provision and co-ordination of community services and facilities.	The redevelopment of the precinct will provide opportunities for enhanced community facilities and services. Details of such components will be investigated as part of the detailed design phase.
5(a)(vi) To encourage the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats.	The proposal would be undertaken in a highly modified and disturbed urban environment, and would not impact on biodiversity values. The precinct is not considered to have habitat suitable for any threatened flora and fauna.
5(a)(vii) To encourage ecologically sustainable development.	The Concept Proposal accords with the principles of Ecologically Sustainable Development, as set out in Schedule 2 of the EP&A Regulation 2000. This is further considered in <b>Section 5.26</b> of this EIS.
5(a)(viii) To encourage the provision and maintenance of affordable housing.	The Concept Proposal does not include any residential development. Employment generating land uses offer the greatest level of positive impacts for the local community and broader economy of Sydney, NSW and Australia.
5(b) To promote the sharing of the	Consultation has been undertaken with various levels of government

Object	Comment
responsibility for environmental planning between different levels of government in the State.	and government agencies during the preparation of the Concept Proposal, and all government agencies will be afforded the opportunity for further input into the development process during the public exhibition process.
5(c) To provide increased opportunity for public involvement and participation in environmental planning and assessment.	The community consultation to date has assisted, and will continue to assist, the development of the proposal. This is detailed in <b>Section 3.0</b> of the EIS. Further consultation will be carried out during exhibition of the application, during design development, prior to the commencement of construction, and throughout the construction period.

## 5.3 Compliance with Strategic Planning Framework

The proposed Concept Proposal is generally consistent with the provisions of the relevant planning policies identified in the SEARs, as detailed in the following sections and other supporting technical information appended to the report.

### 5.3.1 Premier's Priorities

The NSW Premier's Priorities represent 12 of the 30 key policy priorities for the NSW Government, replacing the former NSW 2021 plan. The priorities outline the NSW Government's vision and objectives for the State's near-term future and are intended to guide all government action. The priorities set a series of targets designed to rebuild the economy, deliver quality government services, improve infrastructure, strengthen our local environment and communities and improve governance structures. The key priorities as they relate to the Precinct and employment strategy are discussed below.

#### Creating Jobs

The NSW Government identifies NSW as leading the nation on key economic indicators, whilst also acknowledging that more can be done to attract new jobs and businesses to the State. The State Government has targeted the creation of 150,000 new jobs in NSW by 2019, a key pillar of which is 'Jobs for NSW', a private sector-led and NSW Government-backed initiative which aims to make the NSW economy as competitive as possible and therefore help create new jobs across the state. Whilst this jobs target was achieved in May 2016, the NSW Government is continuing to develop key initiatives that assist in the creation of jobs, such as attracting large and international companies to base their headquarters in NSW.

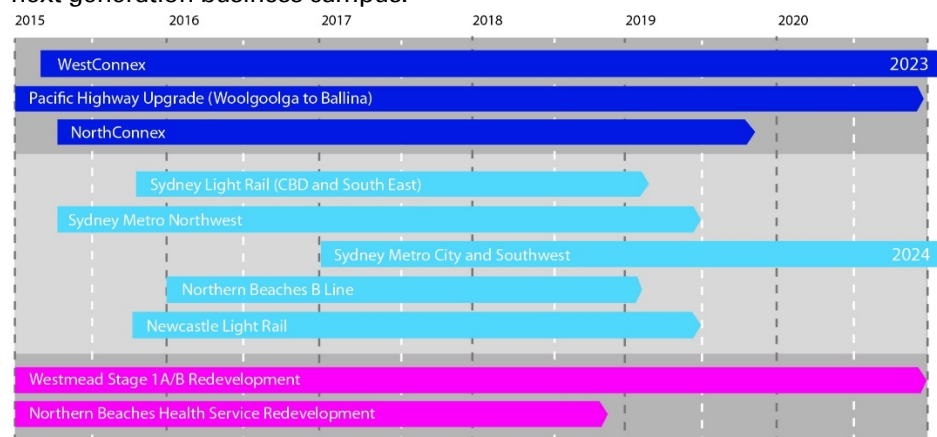
The proposal will increase the capacity of the City and this Precinct in particular, in providing additional office accommodation in arguably Sydney's most pre-eminent location, and in doing so increase the attractiveness of the City and the competitiveness of businesses operating in NSW. The proposal directly enables the future growth of Macquarie's global headquarters at the one consolidated office Precinct in-keeping with key government initiatives.

The proposed development outcome will result in thousands of employees working from the precinct post-construction and will directly support a substantial number of jobs during the construction phase (some 1,900), either on-site or indirectly at project-related off-site locations. The delivery of a major construction project also relies on the input of a range of industries, with the economic contribution and benefits extending beyond the direct capital expenditure and employment associated with project goods and services, and jobs on-site.

### Building Infrastructure

Under this priority, the NSW Government has committed to delivering 10 of the largest and most high-profile infrastructure projects on time and on budget (refer to **Figure 71**). One of these ‘step-change projects’ is the Sydney Metro, planned to open in 2024. The proposed development directly responds to this strategic direction through building on the opportunity presented by the Metro and the creation of a new station and associated OSD at Martin Place.

The proposal will also increase the capacity of employment land uses in the Precinct that will support, and benefit from, the delivery of an integrated world class transport hub at Martin Place. The proposal will facilitate employment growth that is coordinated with and will be delivered at the same time as the new Metro Station to improve access to jobs and public transport, and to establish a next generation business campus.



**Figure 71** – Key infrastructure projects and their committed delivery timeframe, as identified in the Premier’s priorities

Source: Infrastructure NSW

### 5.3.2 A Plan for Growing Sydney

*A Plan for Growing Sydney* (the Plan) is the NSW Government’s Metropolitan Strategy that was released in December 2014. The *Greater Sydney Commission Act 2015* gave the Plan statutory effect as the primary strategic planning document for the Sydney Metropolitan Area. The strategy is the overarching document in a hierarchy of planning documents, and is informed by and provides direction to the next tier of district plans and then, local strategies. It is the penultimate strategic planning document that all subsidiary plans, including local environmental plans, such as the Sydney LEP 2012 (as amended) must have regard to and must implement at the detailed level. This hierarchy is illustrated in **Figure 72** below.

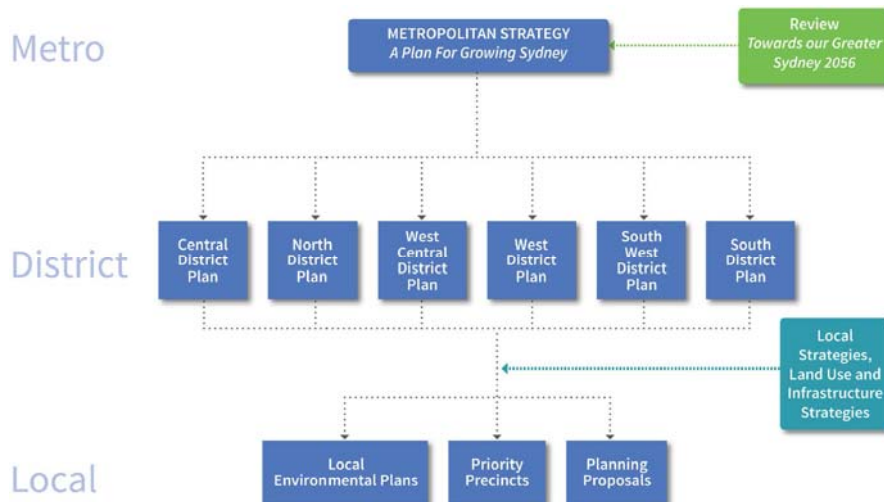


Figure 72 – A hierarchy of plans  
Source: JBA

The Plan establishes key objectives and actions to guide the development of the Sydney Metropolitan area over the next 20 years. It establishes the following key goals to create:

1. A competitive economy with world-class services and transport;
2. A city of housing choice with homes that meet our needs and lifestyles;
3. A great place to live with communities that are strong, healthy and well connected; and
4. A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

Goal 1 is the most relevant to the concept proposal, although the redevelopment of the Precinct will also contribute to the third goal of enhancing Sydney as a great place to live, work and play. It will improve transport connections with the City and help foster communities of interest associated with workplaces, business activities, cultural and other institutions.

It is also consistent with the fourth goal of creating a resilient and sustainable city, by being adaptable to growth and change. The proposal achieves a reasonable and appropriate balance between maximising the growth potential of the Precinct with protection of its heritage and environmental amenity. This creates an *optimum* and not merely *maximum* solution.

With respect to the first goal, the proposal directly supports, and is consistent with, a number of the specific actions identified in the Plan for that goal, including:

#### Direction 1.1: Grow a more internationally competitive Sydney CBD

- **Action 1.1.1:** Create new and innovative opportunities to grow Sydney CBD office space by identifying redevelopment opportunities and increasing building heights in the right locations.

The proposal represents an ideal “new and innovative opportunity to grow Sydney’s CBD office space”.

It has fully identified the opportunities for redevelopment that will come with the demolition of existing buildings to construct the Sydney Metro, and the opportunities for increasing office space, in a location perfectly suited to those opportunities. It will increase the capacity of the Precinct to house best practice office accommodation. It will align the expanded public transport capacity with improved civic amenity and the long-term sustainability of

Sydney as a global business centre. The proposed increase in density (with no significant adverse environmental impacts) also recognises the potential to increase economic activity, driven by the catalytic effect of the enhanced rapid transit network, at this economically strategic location.

The location is clearly a *'right location'*, being in the heart of the Sydney CBD and above two rail stations with immediate access to both the Sydney metropolitan population and the enormous range of other businesses in all sectors that together create the 'ecosystem' of Sydney's economic activity.

#### Direction 1.6: Expand the Global Economic Corridor

- **Action 1.6.1:** *Grow high-skilled jobs in the global economic corridor by expanding employment opportunities and mixed-use activities*

This direction seeks to grow high-skilled jobs in the Global Economic Corridor (Figure 73) by expanding employment opportunities and mixed-use activities. The strategy notes that planning controls should remove barriers to growth and promote more efficient land use outcomes, particularly within the corridor's key economic centres.

The Precinct is ideally located at the centre of the Global Economic Corridor of Sydney to help grow high skilled jobs, and support the continued growth and development of both the Corridor and this key centre.

#### Direction 1.9: Support Priority Economic Sectors

- **Action 1.9.1:** *Support the growth of priority industries with appropriate planning controls*

This direction emphasises the benefits of industry clusters or agglomeration and identifies a number of priority industries, including financial services located within the Sydney CBD (Figure 73). The direction aims to ensure that appropriate planning controls are in place to enable the growth of priority industries, highlighting again the Plan's commitment to facilitating flexibility in planning controls in order to promote economic growth:

*"identify where improved and innovative planning controls will allow for the ongoing evolution of industrial activities to more intensive commercial activities"*

The proposed concept directly responds to this action in seeking the flexibility to grow the City's commercial activities, and not just the financial services industry. Macquarie's aim is to create flexible and resilient buildings that are truly adaptable to the evolving needs of businesses now and well into the future. This requires a futuristic approach to the provision of office space that accounts for the unknown and fosters cross-sector, cross-industry and cross-generational forces essential to innovation. The intensification of office space and with it the increased interactivity of people with different skills is considered extremely important to the health and wellbeing of the complex and constantly evolving ecosystem of commerce. The redevelopment enabled by this proposal will, therefore deliver Macquarie's vision for a major new business precinct that will be world's best practice in resilient office design.

#### Direction 1.11 Deliver Infrastructure

- **Action 1.11.1:** *Preserve future transport and road corridors to support future growth*

The proposal supports and benefits from the major transport infrastructure investment being made by the NSW Government (in the form of the new Metro network). Together, these proposals will deliver considerable employment and economic growth to the City, State and National economies.

The construction of the Sydney Metro and the enhanced Station and OSD at Martin Place proposed by Macquarie is a transformative proposition that is consistent with, and integral to, the realisation of a competitive Sydney economy with world-class services and transport.

In summary, the concept proposal is consistent with *A Plan for Growing Sydney* in that it will :

- Contribute to the strengthening of ‘Global Sydney’ as a centre for economic, and cultural activity;
- Provide a mix of commercial and retail uses to contribute to Sydney’s global city reputation;
- Increase connectivity and activation with the heart of the Sydney CBD and along Martin Place being the CBD’s key civic thoroughfare;
- Provide employment opportunities during the construction and operation period of the proposed development;
- Support existing and new public transport infrastructure, as well as providing employment within close proximity to existing services and facilities;
- Revitalise and improve the amenity of Martin Place, Hunter Street, Castlereagh Street and Elizabeth Street, attracting business and creating a vibrant and people friendly destination.

### Central Subregion

*A Plan for Growing Sydney* also identifies six subregions within Greater Sydney that have guided the further study of the area in the Draft District Plans released in November 2016. The Precinct is located in the Central Subregion and identified as being within Sydney CBD, and more specifically a financial services knowledge hub as discussed previously (**Figure 73**). Key priorities for the Central Subregion include supporting long-term employment growth and supporting the land use requirements of the financial services knowledge hub. This proposal seeks to increase the capacity of the Precinct and the North Site in particular. In doing so it will help meet existing and projected demand for additional office space and accommodate further jobs growth within the Sydney CBD.

At a broader level, the proposed concept for the Precinct also supports the:

- continued use of the land for employment purposes;
- Sydney’s continuing transition to a service-based economy that supports higher-order activities and attracts global talent; and
- the economic prospects and quality of life of Sydney’s residents through increased access to jobs.

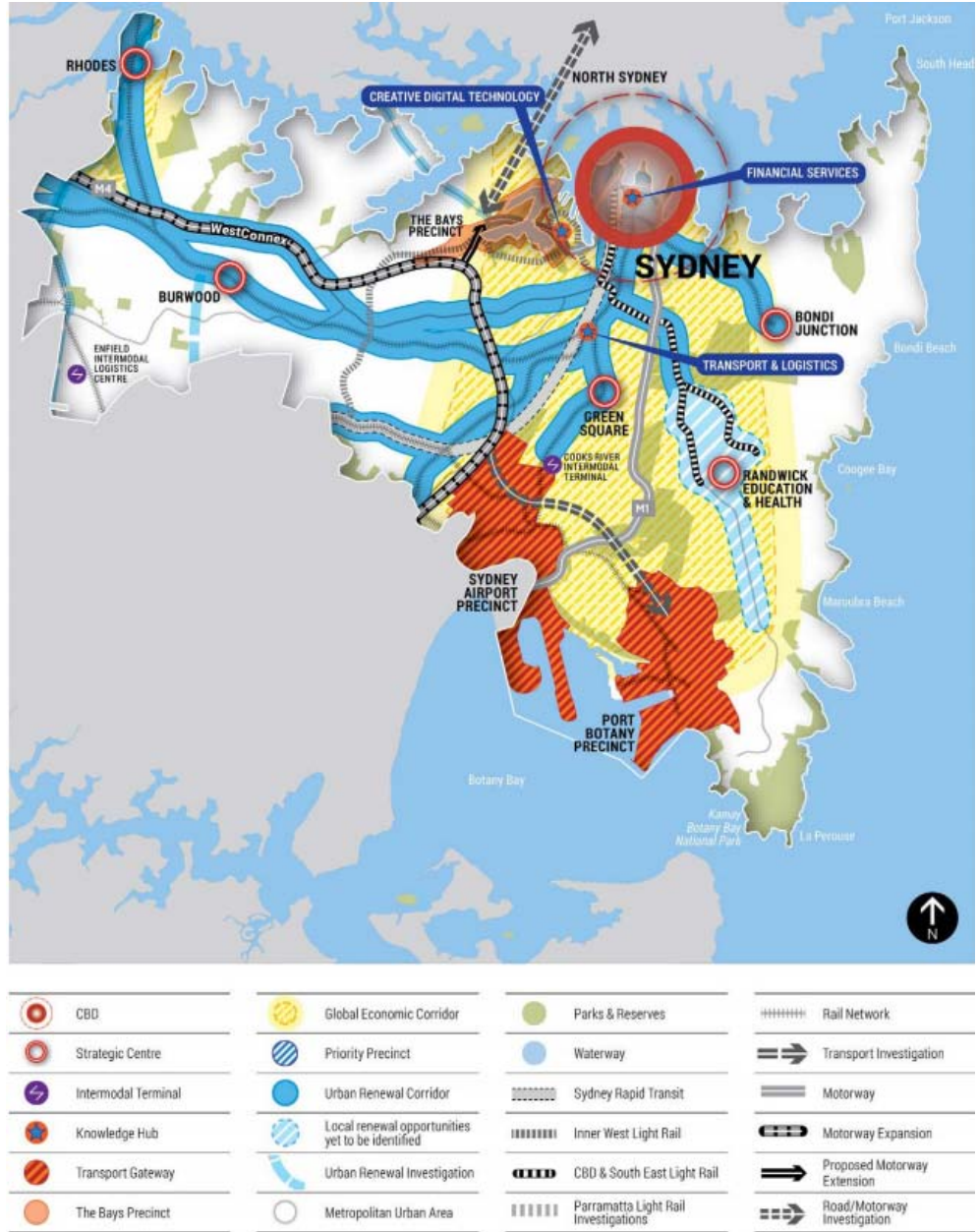


Figure 73 – Central Subregion Map  
 Source: A Plan for Growing Sydney

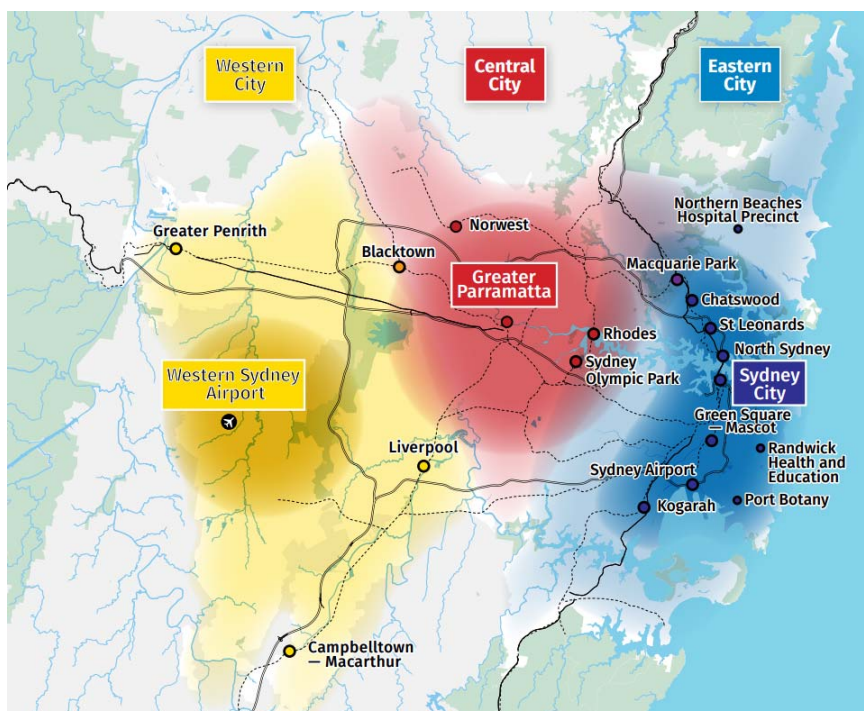
### 5.3.3 Towards our Greater Sydney 2056

The Greater Sydney Commission (GSC) released *Towards our Greater Sydney 2056* in November 2016, providing an outline of the proposed amendments to *A Plan for Growing Sydney* foreshadowing the comprehensive review of that Plan in 2017. This proposed amendment to the metropolitan plan outlines key priorities structured around three key themes of a Productive City, a Liveable City and a Sustainable City.

The GSC’s plans are predicated on the spatial concept or structure of “Three Cities”: the established Eastern City (Sydney City); the developing Central City (Greater Parramatta); and the future Western City, focused around the proposed Western Sydney Airport, as illustrated in **Figure 74** below.

The proposal responds to the recognised strengths and weaknesses of the Eastern City and supports the key initiatives addressed in the GSC’s strategic planning document, as:

- the proposed increase in the capacity of the Precinct recognises the value of the financial, business, and professional services industries that are considered to be the economic engine of Sydney;
- the coordinated approach to delivering capacity in-hand with significant infrastructure investment assists in tackling congestion, and addresses the need for further employment floor space;
- it will create jobs with superior connections to public transport and supports the realisation of a ‘30-minute city’ (whereby a majority of residents are within a 30 minute commute of their workplace);
- it will assist in delivering on not just the jobs targets, but the creation of a city with ‘smart jobs’, and increasing Sydney’s economic growth rate; and
- the proposal facilitates the urban renewal and the redevelopment of new, more ‘healthy’ buildings with significantly improved environmental performance.



**Figure 74** – Metropolis of the three cities  
 Source: *Towards our Greater Sydney 2056*