



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

**Attention:** Brendon Roberts

Dear Ms Watson

**Request for SEARs for a Stage 1 State Significant Development Application (Concept)  
for a Commercial Development at the Martin Place Precinct (SSD 8351)  
City of Sydney LGA**

Thank you for your letter dated 30 March 2017 requesting Transport for NSW (TfNSW) provide input to the draft Secretary's Environmental Assessment Requirements (SEARs) for the above.

The suggested additions and changes to the draft SEARs are provided in track changes in the attached draft SEARs for the above.

If you require further clarification regarding this matter, please don't hesitate to contact Para Sangar, Senior Transport Planner on 8202 2672.

Yours sincerely

11/4/17

Mark Ozinga  
**Principal Manager, Land Use Planning and Development  
Freight, Strategy and Planning**

Objective Reference CD17/03782

# Secretary's Environmental Assessment Requirements

Section 78A (8A) of the *Environmental Planning and Assessment Act 1979*  
 Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*

<b>Application Number</b>	SSD 8351
<b>Proposal Name</b>	Stage 1 concept proposal for the development of the Martin Place Station Precinct to provide an integrated station / over station development, comprising two new commercial buildings.
<b>Location</b>	Martin Place Station Precinct (comprising 50 Martin Place; 5, 7 and 9-19 Elizabeth Street; 8-12 Castlereagh Street; 55 Hunter Street; and 39-49 Martin Place and adjacent land under Martin Place)
<b>Applicant</b>	Macquarie Holdings Pty Ltd
<b>Date of Issue</b>	DRAFT
<b>General Requirements</b>	<p>The Environmental Impact Statement (EIS) must address the <i>Environmental Planning and Assessment Act 1979</i> and meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 the <i>Environmental Planning and Assessment Regulation 2000</i>.</p> <p>Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development.</p> <p>Where relevant, the assessment of the key issues below, and any other significant issues identified in the risk assessment, must include:</p> <ul style="list-style-type: none"> <li>• adequate baseline data;</li> <li>• consideration of potential cumulative impacts due to other development in the vicinity; and</li> <li>• measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment, safety and security.</li> </ul> <p>The EIS must be accompanied by a report from a qualified quantity surveyor providing:</p> <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> <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> <li>• certification that the information provided is accurate at the date of preparation.</li> </ul>
<b>Key issues</b>	<p>The EIS must address the following specific matters:</p> <p><b>1. Statutory and strategic context</b></p> <p>The EIS shall address the statutory provisions applying to the site contained in all relevant environmental planning instruments (EPIs), including:</p> <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.</li> </ul> <p>The EIS shall address the relevant planning provisions, goals and strategic planning objectives in the following:</p> <ul style="list-style-type: none"> <li>• A Plan for Growing Sydney;</li> <li>• Draft Central District Plan;</li> </ul>

- NSW Long Term Transport Master Plan;
- Draft Architecture and Design Policy for NSW;
- Sustainable Sydney 2030;
- Draft Central Sydney Planning Strategy (once exhibited);
- Sydney Streets Design Code and Sydney Streets Technical Specification;
- Development Near Rail Corridors and Busy Roads - Interim Guideline;
- Guide to Traffic Generating Developments;
- Sydney City Centre Access Strategy;
- NSW Planning Guidelines for Walking and Cycling;
- NSW Bicycle Guidelines;
- Sydney's Walking Future 2013;
- Sydney's Cycling Future 2013;
- Sydney's Bus Future 2013;
- Sydney's Rail Future 2013;
- **Sydney's Light Rail Future 2012;**
- City of Sydney Waste Minimisation in New Developments 2005;
- Heritage Council Guideline on Heritage Curtilages 1996; and
- Heritage Council Guideline, Design in Context – guidelines for infill development in the Historic Environment, 2005.

## **2. Design excellence, built form and public domain**

The EIS shall:

- provide a comprehensive options analysis for the built form, supported by an urban design analysis which considers a range of building and podium heights, 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;
- demonstrate how the proposed development will achieve design excellence;
- articulate and justify the proposed design excellence process, including detailed consideration of:
  - how this will ensure that design excellence is achieved at each stage of the planning process; and
  - comments received in response to early consultation on the proposed process by the Office of the Government Architect and Council;
- demonstrate how the orientation, height, bulk, scale and activation of the proposed development will fit within the context of the site and the existing and future desired character of the Sydney CBD;
- 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**
- guidelines to address design quality of the building and public realm, with specific consideration of the overall site layout and guidelines regarding public and private space, building orientation and articulation, pedestrian connectivity, street activation, microclimate conditions, building entrances and loading / services arrangements, massing, setbacks, materials, landscaping, safer by design principles, rooftop and mechanical plant; **and**
- **demonstrate how the guidelines to address design quality of the building material and public realm will address risk associated with terrorism i.e. blast mitigation, hostile vehicle barrier etc.**

## **3. Visual / view impact and solar access**

The EIS shall:

- provide a detailed visual / view impact analysis, which considers the impact of the proposal when viewed from the public domain and key vantage points surrounding the site, to be identified in consultation with the Department and Council;

- provide a detailed solar access 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
- identify other potential impacts of the proposal on the amenity of surrounding land uses, and provide detailed justification and/or mitigation measures in response to any adverse impacts.

#### **4. Heritage and historical archaeology**

The EIS shall:

- provide a detailed heritage impact statement (HIS) that identifies and addresses any heritage impacts of the proposal:
  - on the heritage significance of the site and surrounding area, including any built and landscape items, conservation areas, views or settings, and in particular the impact of the proposal on the heritage listed Martin Place and 48-50 Martin Place;
  - on places, items or relics of significance to Aboriginal and non-Aboriginal people; and
  - having regard to any endorsed conservation management plans for heritage items on the site
- consider opportunities for heritage interpretation within the public domain.

#### **5. Integration with Sydney Metro station infrastructure**

The EIS shall:

- 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
- 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.
- Demonstrate that the following guidelines have been incorporated in the design:
  - Guidelines for Protecting of Critical Infrastructure from terrorism;
  - NSW Critical Infrastructure Protection Management Framework; and
  - Guidelines of NSW Police Safe Places A Comprehensive Guide for Owners, Operators and Designers.

#### **6. Ecologically Sustainable Development (ESD)**

The EIS shall:

- detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the *EP&A Regulation 2000*) will be incorporated in the design, construction and ongoing operation of the development; and
- 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.

#### **7. Transport and accessibility (construction and operation)**

The EIS shall include a transport, traffic and parking assessment providing an assessment of (but is not limited to) the following:

- current daily and peak hour vehicle, public transport, pedestrian and bicycle movements and existing traffic and transport facilities provided on the road network located adjacent to the proposed development and mode share from existing buildings / uses including 'point to point' services to the existing site, on the site;
- forecast daily and peak hour vehicle, public transport, 'point to point' services, 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;

- impacts of the proposed development on the operation of existing and future transport networks, including the rail public transport capacity, and its ability to accommodate the forecast number of trips to and from the development;
- pedestrian and cyclist access to the proposed station and the development by appropriate modelling and analysis to the satisfaction of the CBD Coordination Office within TfNSW;
- pedestrian and cyclist safety in and around the proposed station, the development and connecting streets;
- 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 CBD Coordination Office within TfNSW;
- measures to mitigate impacts of the proposed development on the operation of existing and future traffic, public transport, pedestrian and bicycle networks;
- measures to be implemented to encourage users of the development to make sustainable travel choices, including walking, cycling, public transport, taxis and car sharing, such as the integration with rail and bus infrastructure and existing and future subterranean pedestrian paths and the provision of adequate bicycle parking and end of trip facilities;
- existing and proposed vehicle access and car and bicycle parking arrangements for employees and visitors, including compliance with appropriate parking controls; and
- adequacy of loading dock and servicing arrangements, including access arrangements to the loading docks; and
- estimated construction and servicing vehicle movements and access arrangements and the impacts of this traffic and the cumulative impacts from surrounding development sites on the CBD road network and potential conflicts with other road users including buses.

#### **8. Public benefits, contributions and/or voluntary planning agreement**

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.

#### **9. Prescribed Airspace for Sydney Airport**

Identify any impacts of the proposal on the prescribed airspace for Sydney Airport.

#### **10. Pre-submission consultation statement**

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.

#### **11. Utilities**

The EIS shall:

- in consultation with relevant agencies, address the existing capacity and any augmentation requirements of the development for the provision of utilities, including staging of infrastructure; and
- provide details of how infrastructure assets of various utility stakeholders will be protected or relocated during the demolition and construction of the project.

#### **12. Staging**

The EIS shall set out the staging of the proposed development, including the

	relationship with the construction / delivery of the Sydney Metro stations and timing of public domain works.
<b>Plans and Documents</b>	<p>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.</p> <p>In addition, the EIS must include the following:</p> <ul style="list-style-type: none"> <li>• Clause 4.6 variation written request;</li> <li>• site title diagrams and survey plan, showing existing levels, location and height of existing and adjacent structures/buildings;</li> <li>• site analysis plan;</li> <li>• schedule of proposed gross floor area per land use;</li> <li>• building envelopes showing the relationship with proposed and existing buildings in the locality;</li> <li>• architectural drawings (to a usable scale at A3);</li> <li>• 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;</li> <li>• solar access analysis report and diagrams;</li> <li>• wind impact assessment (including a wind tunnel study);</li> <li>• flood assessment / stormwater management plan;</li> <li>• retail / commercial office strategy;</li> <li>• ESD statement (incorporating a sustainability framework);</li> <li>• pre-submission consultation statement;</li> <li>• heritage impact assessment;</li> <li>• access impact statement;</li> <li>• transport, traffic and parking assessment;</li> <li>• visual and view impact analysis and photomontages;</li> <li>• physical model;</li> <li>• services and utilities infrastructure report;</li> <li>• signage details (if proposed);</li> <li>• flight path report;</li> <li>• waste strategy;</li> <li>• noise and vibration report;</li> <li>• CPTED assessment;</li> <li>• preliminary Counter Terrorism Risk Assessment;</li> <li>• preliminary General Crimes Risk Assessment;</li> <li>• preliminary Protection of Mass Gartering Assessment;</li> <li>• schedule of applicable Standards and national guidelines;</li> <li>• accessibility DDA report; and</li> <li>• preliminary construction management statement.</li> </ul>
<b>Consultation</b>	<p>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 <b>the following agencies:</b></p> <ul style="list-style-type: none"> <li>• CBD Coordination Office, Transport for NSW;</li> <li>• Transport for NSW;</li> <li>• Roads and Maritime Services;</li> <li>• Sydney Light Rail;</li> <li>• Sydney Trains;</li> <li>• Sydney Metro;</li> <li>• NSW Police Counter Terrorism and Special Tactics (as required);</li> <li>• Office of the Government Architect; and</li> <li>• City of Sydney Council.</li> </ul>

	The EIS must describe the pre-submission consultation process, issues raised and how the proposed development has been amended in response to these issues. A short explanation should be provided where amendments have not been made to address an issue.
<b>Further consultation after 2 years</b>	If you do not lodge a development application and EIS for the development within two years of the issue date of these SEARs, you must consult further with the Secretary in relation to the preparation of the EIS.