

5.3.4 Draft Central District Plan

In November 2016, the Greater Sydney Commission (GSC) released the draft District Plans for the Greater Sydney Metropolitan Region for public exhibition. The draft District Plans will fill the gap between the metropolitan plan and Council's Local Environmental Plans, giving effect to the metropolitan goals and planning priorities from *A Plan for Growing Sydney* by setting out priorities and actions for each District. The Draft Central District Plan has identified this region of Sydney as a 'powerhouse' and focal point for establishing a competitive and liveable city.

The Draft District Plan establishes key priorities for achieving its vision for the centre of Sydney City, including:

- leveraging investment in transport infrastructure to increase connections between where people work, live, and play to create a '30-minute city';
- recognising that if Sydney is to maximise productivity, then we as a community need to increase the capacity for productive businesses;
- enhancing the role of the Eastern City as a global leader by creating opportunities for the growth of commercial floor space;
- enriching unique places and connections through facilitating a network of attractive, liveable centres and community hubs connected by convenient transport links;
- accommodating an additional 732,000 jobs in Sydney City over the next two decades; and
- helping to stimulate economic activity and innovation through the co-location of industries such as finance services.

The concept proposal will directly facilitate the growth of commercial floor space within the CBD and associated jobs in support of Sydney City's financial, knowledge and IT services hub. This additional capacity is ideally located to take advantage of substantial investment in public transport infrastructure, and support the achievement of a '30-minute city'.



Figure 75 – Central District Centres
Source: Draft Central District Plan

5.3.5 NSW Long Term Transport Masterplan

The NSW Long Term Transport Plan 2012 is a 20-year vision for public transport, roads and freight networks. It aims to better integrate land use and transport in recognition of the fundamental importance access to employment, education and other services has on quality of life. The Transport Plan is currently under review (with the NSW Government committed to a 5 year review), with a new plan (termed, 'The Future Transport Strategy') due to be released for consultation in 2017, for integration with the revised Plan for Growing Sydney and final District Plans. The Future Transport Strategy is a new approach to planning transport to meet the demands of predicted population growth in NSW and sets a 40 year strategy focusing on the technological, economic and social changes ahead.

The concept proposal will best serve the objectives of the Transport Plan through:

- supporting the expansion of the rail system, by providing significant employment opportunities in direct proximity to an existing heavy rail station (Martin Place) and the future Martin Place Metro Station;
- assisting in unclogging the Sydney CBD transport system by connecting more people to existing heavy rail and future Metro rail infrastructure and relieving pressure on the road system;
- encouraging public transport use by providing employment opportunities at access rich locations where multiple public transport options intersect – in this case the extra-ordinary proximity of the future Metro, the existing heavy rail, the future light rail, bus and ferry services; and
- contributing towards an improved pedestrian network, and encouraging cycling through substantial 'end of trip' cyclist facilities and bike parking.

5.3.6 Sydney's Rail Future: Modernising Sydney Trains

Sydney's Rail Future: Modernising Sydney's Trains is the NSW Government's long-term plan to increase the capacity of Sydney's rail network by investing in new services and upgrading existing infrastructure. The Sydney Metro City and Southwest project was announced as Stage 2 of the first tier of planned improvements for transforming Sydney's rail network.

Accordingly, the proposed concept recognises and responds in an appropriate and anticipated manner to the catalytic effect of the improved upgraded rail network.

5.3.7 Sydney City Centre Access Strategy

This is a long term, comprehensive, multi-modal plan that prioritises access to city centre streets for different modes of transport. It aims to balance competing demands for limited road space and deliver better public transport options whilst reducing congestion for those who do need to drive. The Access Strategy includes commitments to implement significant projects in partnership between the NSW Government and the City of Sydney Council. These commitments include:

- a Pedestrian Improvement Program that seeks to prioritise pedestrians in the centre of the city through improvements to footpaths, passage across roads and signage;
- the CBD-South East Light Rail project that proposes associated changes to bus services, taxi operations, general traffic, parking, interchanges, way-finding and loading availability in addition to delivering new light rail connections;
- a review of on-street and off-street parking in the city centre to convert on-street parking to other functions (e.g., loading, taxi pick-ups), remove on-street parking to ease congestion and ensure there is greater use of spare off-street parking;
- a network of taxi ranks to improve consumer access including the provision of new, expanded taxi zones to ensure there is a taxi rank within 150 metres across the city centre; and
- a city centre cycleway network including multiple north-south and east-west separated cycleways, in recognition of the data that reveals that for two-thirds of inner-Sydney residents to ride to work at least once a week if they had access to separated bike paths for the full journey.

The proposed development will overhaul and revitalise this portion of the CBD to deliver accessibility improvements in the locality. Namely, the delivery of the concept proposal and ultimate precinct vision will involve revamping and re-shaping the surrounding pedestrian, cycle, and vehicle access network surrounding the precinct with the potential to encourage walking and public transport use.

5.3.8 Draft Architecture and Design Policy for NSW

The NSW Government launched the *draft Architecture and Design Policy for New South Wales* in September 2016. The draft policy, aimed at architects and the planning and development community, will set out the principles and directions essential to creating great places. It was prepared following a review of similar policies produced nationally and internationally and after a series of workshops to identify key issues to be considered in the NSW context.

As detailed within the draft *Architecture and Design Policy for NSW*, Design Review Panels (DRPs) are identified as a key tool used to support, measure and evaluate design excellence. The below extract from the Policy provides further details on DRPs:

'Design Review is a tried and tested method of promoting good design and is a cost effective and efficient way to improve quality.

It offers independent, impartial advice on the design of new buildings, infrastructure, landscapes and public spaces. When carried out by panels made up of leading cross-disciplinary built environment experts providing independent assessment of proposals early, Design Review promotes good quality developments that help create better places and avoid the cost of poor design.

Design Review panels are regularly established at a local government level or for specific projects and precincts. The role and input of Design Review panels will be increasingly prevalent in New South Wales, leveraging the strong tradition to date and keeping in line with other states and internationally.'

As detailed further at **Section 5.5** and **Appendix I**, a DRP forms a key component to achieving Design Excellence across the precinct. The DRP's scope will cover both the Sydney Metro station and OSD, ensuring seamless and integrated built form and public domain outcomes. Macquarie is committed to achieving design excellence in the redevelopment of this landmark site in central Sydney, and deliver a world class integrated transport and employment precinct at Martin Place. A combination of proven techniques are proposed to achieve design excellence in this unique setting, context and delivery approach. Overall, the proposed Design Excellence process is consistent with the overall vision and guiding principles of the Draft Policy, ensuring the best design and place making outcome for the community of Sydney and NSW is achieved.

5.3.9 Sustainable Sydney 2030

Sustainable Sydney 2030 is the City of Sydney Council's vision for the sustainable development of the City to 2030 and beyond. It includes ten specific targets to achieve a sustainable Sydney, as well as 10 strategic directions to guide the future of the city. The proposal supports a number of relevant targets and strategic directions, including:

- **Target 1** - *The city will reduce greenhouse gas emissions by 70 per cent.*
- **Target 2** - *The city will have the capacity to meet 100 per cent of electricity demand by local electricity generation, 30 per cent of water supply by local water capture and increased canopy cover of 50 per cent by 2030.*
- **Strategic Direction 2 - A Leading Environmental Performer**

The Concept Proposal will support a more ecologically sustainable development on the sites, targeting a minimum 6 Star Green Star Office Design and As Built 2015 V1.1, NABERS Energy 5 Star and NABERS Water 3.5 Star.

- **Target 5** – 97,000 additional jobs with an increased share in finance, advanced business services, education, creative industries and tourism sectors.
- **Strategic Direction 1** – *A globally competitive and innovative city*

The Concept Proposal supports a significant boost in the employment capacity of the Precinct, directly contributing to the jobs target. The ultimate redevelopment of the precinct will also be a catalyst for creating and sustaining Sydney's role as a global business centre. This is due to the convergence of the Metro, the enhanced public areas (such as grander, more civic scaled station entrances) and the office development that will be possible under this proposal. This encapsulates the broader urban planning and strategic direction of the City but also Macquarie's vision for world's best practice workplaces, where a higher density of workers "bump" and interact in a variety of flexible spaces in a manner that contributes to innovation and therefore sustainability. At the macro and micro scale this all helps draw to Sydney the world's best talent – which is key to Sydney's future success as a competitive and innovative city.

- **Target 6** – *Trips to work using public transport will increase*
- **Strategic Direction 3** – *Integrated transport for a connected city*

The Metro represents a monumental uplift in sustainable public transport for the Sydney Metropolitan Region. The proposal builds on this by offering integrated office and related land uses to create an inspiring and transformative transport hub that welcomes workers and visitors alike, and positions additional workers above two rail stations with immediate access to both the metro and heavy rail networks. The proposal will involve negligible on-site parking to encourage public transport usage, and will provide generous bike parking and end of trip facilities for all workers in the development, as well as public bike parking near the Metro station entries.

- **Target 7** - *At least 10 per cent of city trips will be made by bicycle and 50 per cent by pedestrian movement.*
- **Strategic Direction 4** - *A city for pedestrians and cyclists*
 - The future development resulting from the Proposal will support the creation of a network of new and activated through-site links that support unimpeded pedestrian connections and a more people oriented City.
 - The future development will also provide for major bicycle storage and end of trip facilities for cyclists, encouraging this mode of transport by workers and visitors, and there will be limited car parking in the Precinct removing from the streets those private vehicles that are presently accommodated in the basements of the existing buildings that will be demolished as part of the redevelopment.

- **Strategic Direction 5** – *A lively, engaging city centre*

The re-emergence of Martin Place as a premier place for transport, business, social and cultural life is essential to the achievement of this strategic goal. The Proposal supports the delivery of OSD that appropriately integrates with the proposed Metro station, reinforces a world-class financial services district, and coordinates with improvements to civic spaces. This will contribute to the activation and accessibility of the CBD. Revitalising this part of the city will assist in attracting a diverse range of supporting services and uses, and the enhanced transport infrastructure will deliver direct to the Precinct a large number of additional visitors. The Precinct will itself become a lively destination, seven days a week and over an extended period of the day.

The concept proposal together with Macquarie's vision has the potential to deliver:

- a more vital hub of activity;
- an improved public transport experience with expanded and better integrated Station connections, entries and customer facilities;

- new, safe and activated north - south pedestrian concourse and other revitalised pedestrian linkages;
- active street frontages through retail, food and beverage opportunities and engaging facades; and
- an enhanced Martin Place as the CBD’s premier public space.

■ **Strategic Direction 7 - A Cultural and Creative City**

Public art will be provided within the future development of the Precinct thus supporting the local art community and providing new creative and cultural experiences within this part of the City.

■ **Strategic Direction 9 – Sustainable development renewal and design**

The proposal will support and facilitate the delivery of buildings designed to achieve best practice ESD targets. The proposal also supports exemplar Transit Oriented Development, embracing this principle and significantly raising the bar for Sydney, NSW and Australia. Macquarie is a world leader in the delivery of workplaces, having received numerous awards over the years for its projects. The detailed design of the future buildings will be the subject of a design excellence process, with the intent that the Precinct will set a new international benchmark for design, innovation, enterprise, wellbeing and sustainability. The capacity to do so is significantly increased as a result of the proposal being able to deliver more density and greater flexibility in the built form.

5.3.10 Draft Central Sydney Planning Strategy

In July 2016, Council released the Draft Central Sydney Planning Strategy (the CSPS), which is Council’s adopted strategic planning document to guide the planning and development of Central Sydney over the next 20 years. Along with this Strategy, Council has prepared a Planning Proposal to amend the *Sydney Local Environmental Plan 2012* (refer to Section 5.4 for consideration of the Planning Proposal), and amendments to the Sydney Development Control Plan 2012.

Council predicts that under existing planning controls there is going to be a jobs gap of some 40,000 – 85,000, equating to some 800,000sqm to 1.7million sqm of floor space (refer to **Figure 76**).

“Without intervention to stabilise employment floor space losses and increase the amount of employment floor space, there will be significant constraints on the number of jobs that can be accommodated.” – p.37

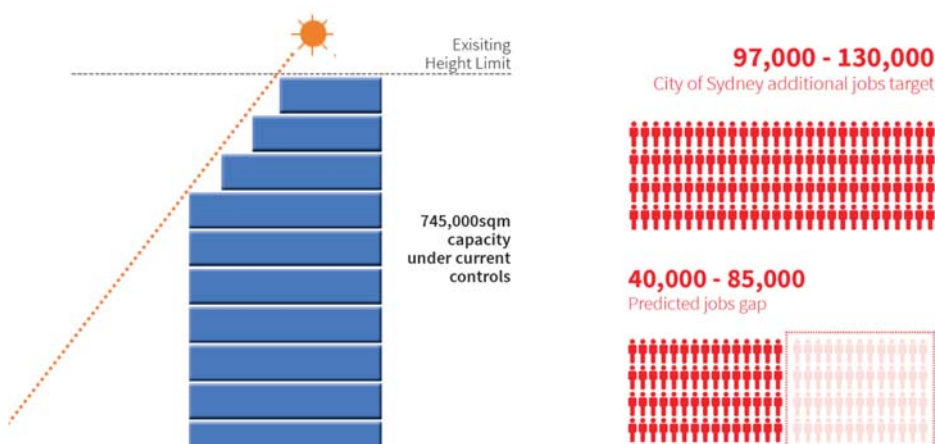


Figure 76 – Central Sydney Planning Strategy context
Source: JBA

The CSPS responds to this considerable challenge with 10 key “moves” and an overall emphasis on positioning and strengthening Sydney as Australia’s leading global city.

Council has undertaken extensive studies to understand the transformative changes that will occur across Central Sydney as a result of this step change public transport infrastructure. The Sydney Metro project lifts the lid to a large extent on transport capacity constraints within Central Sydney and will see in a new era of city shaping projects that will reinforce and strengthen Sydney’s position as a global leader in all the key liveability indexes (economic performance, new talent attractor, infrastructure, innovation).

Capacity Studies

Part of the Strategy examines where in Central Sydney it may be possible to accommodate greater heights and FSRs than the planning controls currently permit. This is one of the key moves identified within the Strategy to combat the identified jobs gap and ensure Sydney retains its place on the world stage as a global economic leader.

These areas are broadly defined (refer to **Figure 77**), but are not exclusively limited to these “zones”. The Strategy provides that land within these zones will be eligible to “unlock” additional height and floor space by submitting a site-specific Planning Proposal. The additional height and floor space achieved through a Planning Proposal must be used for employment-generating uses and not residential accommodation or serviced apartments. This concept proposal and more broadly the planning approvals strategy as detailed at **Section 1.3** is fully consistent with this approach and will support Council’s vision for additional employment capacity at appropriate locations.



Figure 77 – Strategic Density Areas/Tower Clusters
 Source: *Central Sydney Planning Strategy*

Council conducted a rigorous opportunities and constraints exercise to understand which areas of Central Sydney had the capacity to accommodate additional building height (and floor space), without compromising:

- Solar Access Planes;
- No additional Overshadowing areas;
- Public View corridors;
- Special character areas;
- Heritage/conservation precincts;
- PANS-OPS restrictions; and
- Historic skyline city form/profile.

The output from this exercise is represented graphically by the blue coloured envelopes in **Figure 78**.

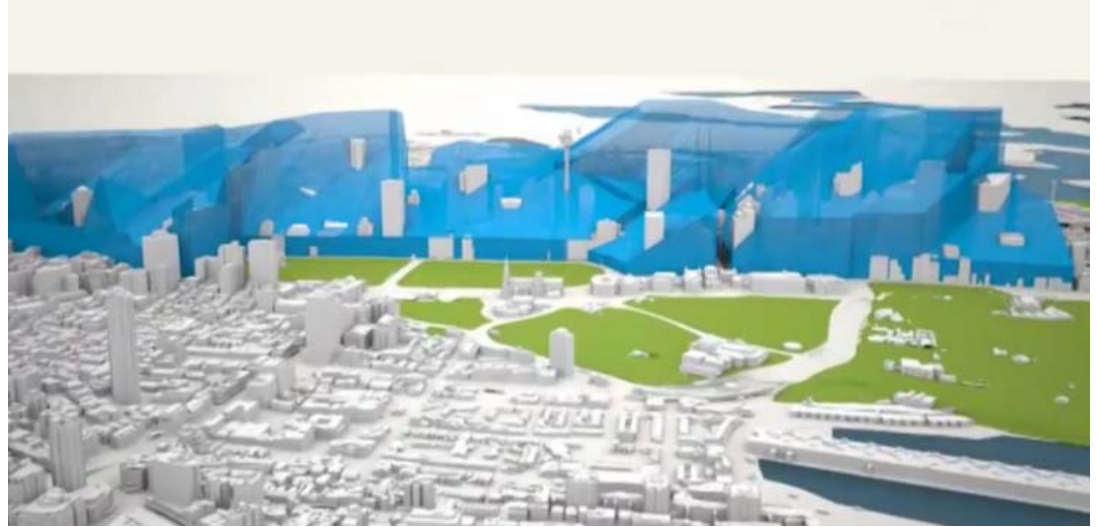


Figure 78 – 3D representation of additional height capacity of Central Sydney
 Source: City of Sydney Council (extract from 3D fly through released along with the Strategy)

In understanding these constraints/opportunities, a **Built Form Capacity Study** was undertaken by Council as part of developing the Strategy, and is attached to the CSPS as Appendix B. It involved firstly identifying potential sites that could be amalgamated to create additional capacity and then calculating the high and moderate floor space growth scenarios (for most but not all of the potential amalgamated sites). This capacity was then compared with the sites’ yields under existing controls.

The purpose of the Capacity Study was to understand and quantify the potential floor space that could be unlocked if the less constrained sites reached their full theoretical development potential.

The North and South Sites are specifically identified in the Council’s Built Form Capacity Study as sites that could potentially be amalgamated to create additional capacity. **Figure 79** below is an extract from Figure B-12 of Appendix B of the Strategy that identifies these “Strategic Sites” in the Central Core of the CBD.



Figure 79 – Built Form Capacity Site Identification Map
 Source: Central Sydney Planning Strategy & JBA

This is addressed more fully in **Section 5** and **Appendix K** (Request to Vary FSR development standard). The Council’s detailed Floor Space Capacity Study therefore specifically supports the subject Concept Proposal and the resulting employment capacity to be delivered. The Council’s Capacity Study also demonstrates that the proposed FSR/GFA for the North Site is in keeping with the FSRs/GFAs identified on other potential “Strategic Sites” in the City’s Core Precinct that were tested.

More generally, the proposal supports a number of the 10 key moves, as follows:

1. Prioritise employment growth and increase capacity

The Concept Proposal directly responds to this move in seeking to increase the capacity of a strategically located Precinct to deliver a significant quantum of predominantly commercial floor space and associated jobs. This additional capacity will be primarily for commercial purposes, supporting Council’s move to prioritise and stem a loss in employment floor space and accommodate projected jobs growth within the CBD.

2. Ensure development responds to its context

The driver of this Proposal is to facilitate a scheme that appropriately responds to site context and the Precinct’s unique strategic value.

3. Consolidate and simplify planning controls

Not applicable

4. Provide for employment growth in new tower clusters

The concept proposal enables increased opportunities for employment growth in new towers. The proposed taller and larger tower is located on the North Site where it forms part of an existing cluster around Chifley Square and with potential for further towers in the vicinity, as identified in the City Council's Floor Space Capacity Study. In doing so, it unlocks opportunities for the delivery of commercial infrastructure and improved public spaces without impacting the City's sun access planes. Accordingly, the proposal will protect Martin Place and Hyde Park in accordance with Sydney LEP 2012, whilst still supporting the provision of additional employment floor space in a highly desirable strategic location.

5. Ensure infrastructure keeps pace with growth

A key driver of longer-term economic and employment growth in Central Sydney is major step-change infrastructure projects occurring in the LGA, such as the Metro project. This major infrastructure project, along with the CBD and South East Light Rail, represents:

"The largest commitment to new public transport infrastructure since the 1980s set to boost public transport capacity in 2024, which will likely lead to an increase in demand for employment floor space. Central Sydney must be positioned to accommodate this growth" – CSPPS p. 33

This increase in transport capacity will outpace forecast jobs growth in 2024 (**Figure 80**), providing a unique opportunity to grow employment uses that are drawn to the productivity that comes from locations well serviced by public transport. The delivery of increased commercial floor space can thereby capitalise on significant infrastructure investment and the opportunities created by forecast transport capacity, whilst also responding to the immediate growth pressures and identified shortage of office space in Sydney now and in the short to medium term, including by 2024 when this development is scheduled for completion.

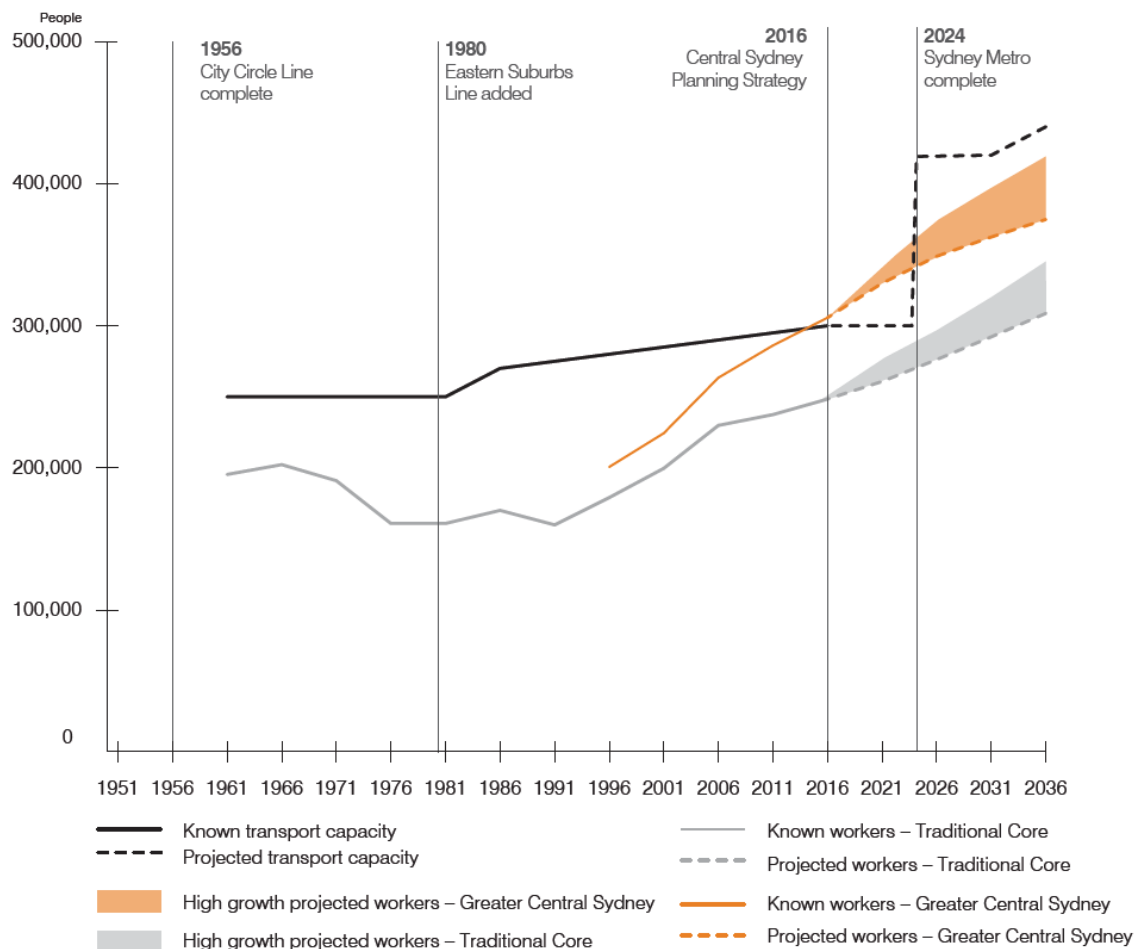


Figure 80 – Employment and transport capacity growth
 Source: *Central Sydney Planning Strategy*

The concept proposal therefore directly responds to this initiative in seeking to deliver increased and superior commercial floor space that capitalises on the significant infrastructure investment made by the NSW Government to provide a new Metro station beneath the Precinct. The Metro project will cut travel times, reduce congestion and deliver substantial and long lasting economic and social benefits. Accordingly, this infrastructure project paired with an expansion in employment floor space will respond to historic growth pressures across Sydney and strengthen Sydney as a truly Global city.

6. Move towards a more sustainable city

Macquarie is committed to a major improvement in the environmental sustainability of the new development, compared to that currently achieved by most of the buildings in the Precinct. It has set a minimum target of 6 Star Green Star Office Design and As Built 2015 V1.1, NABERS Energy 5 Star and NABERS Water 3.5 Star, consistent with that achieved for Macquarie’s 50 Martin Place building.

In addition, Macquarie is committed to the design of resilient buildings and workplaces that support engaged and innovative workforces. This has important environmental and cultural dimensions. The future office accommodation will be designed to allow for minimum fixed infrastructure in large floor plates. This is to allow spatial adaptability with minimum intervention to the building fabric. It encourages customising of the physical working environment to changing business and workforce needs over time. Importantly it is also about building a supportive, empowering and innovative business culture that is reflected in its environment.

This is consistent with Council's objectives to encourage building design that minimises consumption. It is also consistent with the core social sustainability principles for workplaces.

7. Protect, enhance and expand Central Sydney's heritage, public places and spaces

The proposal has been carefully designed and developed to respond to its location on Martin Place and to the proximity of National, State and Local heritage items. It is emphasised that the proposal will comply with the carefully crafted Sydney LEP 2012 sun access planes that protected solar access to Martin Place and Hyde Park.

The Concept Proposal and resulting built form has been thoroughly tested to identify potential impacts on amenity, heritage significance, and views. Refer below for further discussion.

Macquarie's landmark heritage building at 50 Martin Place will be retained and enhanced (through an improved setting), whilst the heritage setting and context will also be protected through careful heritage mitigation and management strategies for key sites such as Richard Johnson Square and Martin Place. The development of these strategies and measures, and the detailed design of the buildings and public spaces, will be undertaken in close consultation with the relevant heritage and other public authorities.

8. Move people more easily

The proposed concept truly supports transit oriented development, in delivering additional predominantly commercial floor space with exceptional access to high-capacity public transport. The proposed redevelopment will move people more easily to the Precinct by public transport and within the Precinct and to adjoining areas on foot once they arrive at the Station.

9. Reaffirm commitment to design excellence

Macquarie has a strong commitment to achieving design excellence as evidenced by its award-winning redevelopment of the Company's flagship heritage building at 50 Martin Place. This will be achieved by a robust design excellence process. The Design Excellence Framework included at **Appendix I** provides further details on how design excellence is to be achieved.

10. Monitor Outcomes and Respond

Not applicable

Strategic Floor Space

In addition to the above 'key moves', the CSPS identifies a future mechanism for additional floor space (termed 'Strategic Floor Space'), which may be achieved for office premises, business premises, retail premises, hotel accommodation and community and cultural facilities on strategic sites. A number of objectives accompany this Strategic Floor Space, which have been addressed where relevant by the proposed development:

- *To provide opportunities for Strategic Floor Space on appropriate sites that serve the workforce, visitors and wider community*

The precinct is deemed to be an appropriate location to serve the workforce, visitors and wider community, being strategically located in the heart of the Sydney CBD with immediate access to both the future Metro and the heavy rail networks. It will support jobs with superior connections to public transport.

- *To limit Strategic Floor Space to identified strategic uses*

The proposed concept aligns with this objective of limiting additional floor space to strategic uses, through the provision of office, business, and retail premises, as well as the public infrastructure and by not including residential uses.

- *To provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure, particularly public transport, open space and pedestrian infrastructure*

The Concept Proposal responds to the unique strategic value of the Precinct and the integrated development proposed and the additional capacity this creates. The public transport and pedestrian infrastructure and the upgrade to the public open space of Martin Place provides for the increased intensity of commercial uses, which are to be delivered hand-in-hand with the infrastructure.

- *To require sharing of planning gain resulting from changes to planning controls to fund public infrastructure delivery with consideration given to development feasibility*

The planning gain resulting from the increased capacity will be directed towards funding of the Sydney Metro project. These gains and their sharing are the subject of the commercial arrangements of the Unsolicited Proposal currently under consideration by the NSW Government.

- *To ensure no overshadowing of protected places at key times*

The proposed concept complies with the sun access planes in the Sydney LEP 2012 (and as proposed in the Planning Proposal: Central Sydney, July 2016), ensuring overshadowing is restricted to protect Martin Place and Hyde Park (the relevant protected places) for the nominated dates and times of day.

5.3.11 City North Public Domain Plan

Martin Place over recent years has been the subject of particular focus by surrounding landowners and the City of Sydney Council – with alignment being reached on a need to improve this important public space. Adjoining private and public developments have also triggered the need for a clear response. The City of Sydney Council has prepared and adopted (in December 2015) the City North Public Domain Plan (Public Domain Plan), which includes Martin Place. It identifies the scope, location and extent of public domain improvements over the short, medium and long term.

The Public Domain Plan has been informed by the Urban Design Study prepared by Gehl Architects for Martin Place (August 2015).

The Plan establishes five key directions, with directions 1, 3 and 5 being relevant to the proposal.

1. *Strengthen north-south streets and encourage east-west pedestrian permeability*
3. *Reinforce Martin Place as the City's premier civic and public Space*
5. *Support and encourage active building edges and high quality activation of the public domain.*

The concept proposal through its reimagined built form outcomes aligns with key principles enshrined within the Gehl Urban Design Study, including supporting a clear sense of arrival (a new threshold condition) to Martin Place – and more specifically its evolution into Sydney's most highly accessible east-west pedestrian spine.

5.3.12 Additional Relevant Planning Policies

The concept proposal is also consistent with the key additional planning policies, guidelines, and principles identified in the SEARs, as outlined in **Table 11** below.

Table 11 – Summary of consistency with relevant additional planning policies

Instrument/Strategy	Comments
Strategic Plans	
Sydney Development Control Plan 2012	The Sydney DCP 2012 is not applicable to SSD (in accordance with Clause 11 of the State and Regional Development SEPP); however notwithstanding this the Concept Proposal is generally consistent with the objectives of the DCP as relevant to the proposal. Refer to Table 12 below for further discussion.
Sydney Streets Design Code and Sydney Streets Technical Specification	<p>The Sydney Streets Design Code (the Code), sets the guidelines, design coordination and material palettes for public domain works, with the Technical Specifications providing written specifications and standard drawings for constructing street works in the public domain in accordance with the guidelines set out in the Code.</p> <p>A detailed assessment against the Code and Technical Specification can be made as part of the future Stage 2 SSD DA or post approval detailed design phase, as is typical for such a detailed matter. It is also noted that the surrounding public domain will be delivered as part of the CSSI Consent.</p>
Development Near Rail Corridors and Busy Roads- Interim Guideline	This guideline has been addressed by Arup in the acoustic assessment report prepared in support of the concept proposal (Appendix Q). The assessment notes that as the proposed concept does not include any residential uses, it is not considered appropriate to require an additional assessment to demonstrate 'compliance' with interim guidance or the Infrastructure SEPP – since these are primarily concerned with residential uses.
Guide to Traffic Generating Developments	Schedule 3 of <i>State Environmental Planning Policy (Infrastructure) 2007</i> established development that should be referred to the RMS as a Traffic Generating Development. As the development facilitated by the proposed building envelope will deliver a commercial building with a floor area of more than 15,000m ² it will be a

Instrument/Strategy	Comments
	<p>development to which this policy applies and will therefore be referred to the RMS.</p> <p>The content of a Guide to Traffic Generating Development has been considered at a high level in the concept proposal and will be considered in more detail as part of the future Stage 2 SSDAs. The Guide has also been specifically considered by Arup as part of preparing the transport assessment report (Appendix N).</p>
NSW Bicycle Guidelines	<p>The proposed development is a Stage 1 Development Application, which seeks consent for a building envelope and certain land uses. A future Stage 2 Development Application will ensure that future development meets the requirements of this guideline, including through the appropriate provision of visitor and employee bicycling parking and end of trip facilities.</p>
NSW Planning Guidelines for Walking and Cycling	<p>The Concept Proposal and ultimate integrated station and employment development proposal will improve walkability and cycle access across the City through the provision of new on and off-road routes, active transport facilities, and wayfinding signage. The Concept Proposal will improve connectivity to the surrounding street network in the Sydney CBD.</p>
Sydney's Walking Future 2013	<p>The proposed development is a Stage 1 Development Application, which seeks consent for building envelopes and land uses. A future Stage 2 Development Application will ensure that future development meets the requirements of this guideline.</p>
Sydney's Cycling Future 2013	<p>The proposed development is a Stage 1 Development Application, which seeks consent for building envelopes and land uses. A future Stage 2 Development Application will ensure that future development meets the requirements of this guideline.</p>
Sydney's Bus Future 2013	<p>The proposed development is a Stage 1 Development Application, which seeks consent for building envelopes and land uses. A future Stage 2 Development Application will ensure that future development meets the requirements of this guideline. It is noted that the surrounding public domain will be delivered as part of the CSSI Consent.</p>
Sydney's Light Rail Future 2013	<p>The NSW government's plan to have light rail play a significant role in Sydney's transport future has been addressed by Arup at Appendix N. The light rail and Metro projects along with the re-design of the bus network are all aligned with seeking to reduce congestion, support a growing city, facilitate urban renewal and improve the Global competitiveness of Sydney.</p>
City of Sydney Competitive Design Policy	<p>One way to achieving design excellence under Sydney LEP 2012 is to undertake a competitive design process. The Competitive Design Policy sets out the parameters and processes for undertaking a competitive design process. As detailed in Section 5.5, an alternative process to achieving design excellence that includes the use of a Design Review Panel process consistent with the terms of approval for the Sydney Metro, and with other SSD projects in and around Central Sydney</p>
City of Sydney Waste Minimisation in New Developments 2005	<p>The Waste Classification Guidelines have been considered in the Waste Management Strategy at Appendix L, and will form part of any future Construction and Operational Waste Management Plan.</p>
Interim Construction Noise Guideline	<p>The Interim Construction Noise Guideline has been considered in the Acoustic Assessment (refer to Appendix K).</p>
Crime Prevention Through Environmental Design principles	<p>CPTED principles are addressed in the CPTED report (Appendix M) and Section 5.24 of this EIS.</p>
Heritage Council Guidelines Assessing the Significance of Archaeological Sites and Relics	<p>As identified in the Statement of Heritage Impact prepared by TKD (Appendix D), The site of the building at 7 Elizabeth Street is the only site associated with the North and South sites identified in the Central Sydney Archaeological Zoning Plan. It is identified as an Area of Archaeological Potential – Deep Subsurface Features. Demolition of 7 Elizabeth and bulk excavation is the subject of a separate approval process (being the CSSI consent).</p>
Heritage Council Guideline on Heritage Curtilages, 1996	<p>The assessment of heritage impacts within the SHI in Appendix D has been undertaken in reference to the model questions given in the NSW Heritage Office's publication 'Statement of Heritage Impacts'. The responses assess the potential heritage impacts of the proposed building envelopes of the North and South sites on heritage items. Refer to Section 5.9 of this EIS.</p>
Heritage Council Guideline, Design in Context-guidelines for infill development in the Historic Environment 2005	

5.4 Compliance with Planning Instruments

The following environmental planning instruments are relevant to the Concept Proposal:

- *State Environmental Planning Policy – (State and Regional Development) 2011;*
- *State Environmental Planning Policy – Infrastructure 2007;*
- *State Environmental Planning Policy No. 55 Remediation of Land; and*
- *Sydney Local Environmental Plan 2012.*

The SSD DA's consistency and compliance with these relevant planning instruments is located in **Table 12** or discussed in more detail below.

Table 12 – Compliance with relevant environmental planning instruments

Instrument	Comments
SEPP (State and Regional Development)	<p>Under Item 19(2) of Schedule 1 of SEPP SRD, development within a railway corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million and involves commercial premises is declared to be State Significant Development (SSD) for the purposes of the EP&A Act. The Stage 1 Concept Proposal has a CIV of over \$30 million, and is therefore identified as SSD and considered to be development of State and/or Regional Significance. This EIS has accordingly been prepared in support of the SSD DA.</p> <p>SSD applications are treated differently to regular 'local' and 'regional' developments, with a range of other legislation not applying (Section 89J and 91 of the EP&A Act) and other legislation needing to be applied consistently with the terms of any SSD consent (Section 89K of the EP&A Act). Relevantly in this instance an approval under Part 4, or an excavation permit under section 139, of the <i>Heritage Act 1977</i>, is not required.</p> <p>Furthermore, Development Control Plans (DCPs) are also specifically excluded from being applicable to SSD (Clause 11 SEPP SRD).</p> <p>The Minister for Planning is the consent authority for SSD (Section 89D of the EP&A Act), although section 23 of the EP&A Act enables the Minister to delegate the consent authority function (amongst others) to the Planning Assessment Commission, Greater Sydney Commission, the Secretary or to any other public authority.</p>
SEPP (Infrastructure)	<p>The relevant matters for consideration within SEPP Infrastructure are the referral requirements for development within, above or adjacent to a rail corridor, within/adjacent to the Interim Metro Corridor (Division 15 Railways) and traffic generating development (Schedule 3).</p> <p>The Precinct is located above and in proximity to the Eastern Suburbs Rail Corridor, and within the Interim Metro Corridor. The proposed concept will therefore be referred/require concurrence from Transport for NSW.</p> <p>The proposed concept triggers consultation with NSW Roads and Maritime Services (RMS) under the provisions of Schedule 3 of the SEPP as the Concept Proposal will generate over 15,000m² of commercial floor space.</p> <p>In terms of the interface/relationship of the Concept Proposal with existing/future rail infrastructure, it is noted that approval is only sought for building envelopes, land uses and maximum GFA of the future OSD towers, and conceptual OSD areas above and below ground (within the approved 'station boxes'). This SSD DA also does not seek concept approval for excavation as approval for excavation to deliver Stage 2 of the Sydney Metro project and for the construction of the associated station components (and therefore, relevant excavation required to deliver future OSD) has been granted by the Minister for Planning on 9 January 2017 under the CSSI Approval (SSI_15_7400) – as modified.</p>

Instrument	Comments	
SEPP 55 (Remediation of Land)	<p>Clause 7 of SEPP 55 specifies that a consent authority must not consent to the carrying out of any development on land unless it has considered whether land is contaminated and if the land is contaminated, it is satisfied that the land is/can be suitable for the proposed development. Further discussion has been included in Section 5.19 of this EIS.</p> <p>The construction methodology for the approved Sydney Metro (Martin Place Station) involves the demolition and excavation of the land (North and South Sites). SEPP 55 and any potential contamination issues have or will accordingly be addressed. In any event, given the central CBD context and the age of the building stock there is considered to be a low likelihood of contamination.</p>	
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	<p>The Precinct is located within the boundaries of the Sydney Harbour Catchment REP. The precinct is not 'zoned' under this plan nor is it located within the 'Foreshores and Waterways Area', where the majority of the plans provisions apply. The key matter for consideration is therefore the visibility from Sydney Harbour. The View Impact Assessment prepared by Tzannes and Arterra illustrates that the proposal will not result in any adverse impacts on views from Sydney Harbour (refer to Appendix Q). The proposal will result in an enhanced visual outcome through the provision of future high quality buildings which achieve design excellence.</p>	
Sydney Local Environmental Plan 2012	Clause 1.2 Aims of Plan	<p>The concept proposal supports the aims of the Sydney LEP 2012 through:</p> <ul style="list-style-type: none"> ▪ Accommodating increased commercial office capacity on a site located within the core of the Sydney CBD that contributes to creating and sustaining Sydney's role as a global business centre. ▪ Enabling development in a highly sustainable location that will achieve best practice ESD targets. ▪ Encouraging economic growth through providing new high quality commercial floor space. ▪ Delivering a land use and density that maximises the investment in public transport and facilitates more sustainable means of transport. ▪ Creating a high quality contribution to the CBD skyline that exhibits design excellence. ▪ Responding positively to the heritage context, including through enhancing the sense of spatial enclosure of Chifley Square and reinforcing and retaining and enhancing Martin Place as one of the City's grand civic and ceremonial spaces.
	Clause 1.6 Consent authority	<p>The Minister for Planning and Environment is the consent authority for the proposed development as it qualifies as SSD.</p>

Instrument	Comments
Clause 2.3 Zone objectives and Land Use Table	The precinct is zoned B8 Metropolitan Centre. The proposed uses are permissible with development consent in the zone. The proposal is consistent with the objectives of the zone, as it: <ul style="list-style-type: none"> ▪ Recognises the pre-eminent role of, and provides, a mix of office and retail premises in the Sydney CBD. ▪ Provides opportunities for an intensity of the current land uses, commensurate with Sydney's global status. ▪ Includes a diversity of compatible land uses characteristic of Sydney's global status. The proposed uses (in particular commercial and retail and uses) will serve the workforce, visitors and wider community. ▪ Encourages the use of alternatives to private vehicles due to the proximity of the proposed commercial and retail uses to existing and planned public transport networks, as well as its integration with transport infrastructure as part of an integrated transport facility. ▪ Provides opportunities for active street frontages to Martin Place, Hunter Street, Castlereagh Street and Elizabeth Street.
Clause 2.7 Demolition	The concept proposal does not seek approval for demolition. All buildings required to be demolished to facilitate the proposal are the subject of the CSSI Approval (SSI 15_7400) - as modified.
Clause 4.3 Height of buildings	A range of different height controls apply to the both the North Site and South Site. These are: <ul style="list-style-type: none"> ▪ 55m height limit for building immediately adjoining Martin Place (for the North Site, 50 Martin Place, and for the South Site, a portion of 39 Martin Place); and ▪ Sun Access Planes (Martin Place Sun Access Plane for the entirety of the North Site including 50 Martin Place and the Hyde Park Access Plane for the remainder of the South Site). The concept proposal complies with all statutory Sydney LEP 2012 height limits. Further discussion of the height of the proposed building envelopes is provided in Section 5.6 of this report.

Instrument	Comments
<ul style="list-style-type: none"> ▪ Clause 4.4 Floor space ratio ▪ Clause 6.3 Additional floor space in Central Sydney ▪ Clause 6.4 Accommodation floor space ▪ Clause 6.6 End of journey floor space 	<p>The maximum Floor Space Ratio (FSR) allowable on both the North Site and South Site when undertaking office/retail development is 12.5:1 as per the provisions of Clause 4.4 and Clause 6.4 (being the base FSR of 8:1 plus accommodation floor space of 4.5:1).</p> <p>If design excellence is achieved by undertaking a competitive design process, a further 1.25:1 of FSR is achievable, bringing the total maximum FSR on both the North Site and South Site to 13.75:1. Additional floor space up to 0.3:1 for end of trip facilities is also available under Clause 6.6 for commercial office development.</p> <p>The building works for the two towers will be included in a Stage 2 Detailed DA following the alternative design excellence process outlined in Appendix I.</p> <p>The proposed concept seeks approval for 104,270m² of predominantly commercial floor space for the North Site (the North Site includes the existing floor space associated with 50 Martin Place), which constitutes an FSR of 17.314:1. This constitutes a variation to the 12.5:1 FSR control by 28,995m² (4.8:1), or 38.5%.</p> <p>It is noted that this calculation excludes the floor space associated with the Martin Place Metro Station approved as part of the CSSI Approval. In accordance with the definition of Gross Floor Area in the Sydney LEP 2012, ALL floor space is required to be included within the calculation. Therefore, when factoring in the CSSI GFA for the North Site (approximately 6,500m²), the North Site FSR increases to 18.39:1 (comprising a total GFA of 110,770m²).</p> <p>A Clause 4.6 Variation has been prepared and is included in Appendix K of this report to support the variation to the FSR development standard under the Sydney LEP 2012 for the North Site. A concurrent Planning Proposal has also been submitted as noted within the planning approvals strategy at Section 1.3 of this EIS which seeks to formally amend Sydney LEP 2012 to (amongst other things) increase the FSR on the North Site. The Planning Proposal's increased FSR for the North Site is consistent with the FSR proposed under this Stage 1 DA.</p> <p>This Stage 1 SSD DA also seeks concept approval for 21,167m² of predominantly commercial floor space for the South Site, which is compliant with the FSR control applicable (12.5:1). When factoring in the CSSI GFA attributed to the South Site (at approximately 2,500m²), the overall GFA also remains compliant (being 12.47:1).</p>

Instrument	Comments
Clause 4.5 Calculation of floor space ratio and site area	<p>For the purposes of calculating FSR, the South Site has an area of 1,897m², being the site of 39-49 Martin Place (Lot 1 DP 1103195 and Lot 2 DP 1103195).</p> <p>The North Site's site area has been calculated as 6,022m², being the following site areas combined:</p> <ul style="list-style-type: none"> ▪ 50 Martin Place: 2,729m² ▪ 9-19 Elizabeth Street: 474m² ▪ 8-12 Castlereagh Street: 713m² ▪ 5 Elizabeth Street: 662m² ▪ 7 Elizabeth Street: 243m² ▪ 55 Hunter Street: 1,201m² <p>Total North Site: 6,022m²</p>
Clause 4.6 Exception to development standards	A Clause 4.6 Variation Request has been prepared, which seeks a variation to the maximum FSR permissible for the concept proposal for the North Site, refer to Appendix K .
Clause 5.10 Heritage conservation	The Precinct is located in the vicinity of Local, State and Commonwealth heritage listed items and includes, within the precinct, the Former Government Savings Bank of NSW (48-50 Martin Place) which is a State listed heritage item. 7 Elizabeth Street which is also located on the North Site is also a local heritage item, although demolition of this building has been approved as part of the CSSI Sydney Metro Stage 2 Approval to facilitate construction of the Metro. The proposal will not have any adverse impacts on the remaining heritage items, including 50 Martin Place, as discussed in Section 5.9 .
Clause 6.11 Utilisation of certain additional floor space requires allocation of heritage floor space Clause 6.11A Temporary alternative heritage arrangements in relation to allocation of heritage floor space	Floor space in excess of the base maximum FSR is contingent on the allocation of Heritage Floor Space (HFS). HFS is a detailed matter to be addressed at the appropriate future time.

Instrument	Comments
<p>Clause 6.16 Erection of tall buildings in Central Sydney</p>	<p>The concept proposal meets the objectives for erecting tall buildings in Central Sydney as:</p> <ul style="list-style-type: none"> ▪ It sets development parameters for a future detailed design for commercial towers to provide appropriate amenity for future tenants and to surrounding buildings, commensurate with the site's CBD context; ▪ The concept proposal will set parameters for development that does not adversely affect the amenity of public places, in particular Martin Place and Hyde Park; ▪ The heights of the proposed concept towers are compatible with the precinct's context, amongst a range of towers of varying heights; ▪ The proposed building envelopes allow sunlight to reach the sides and rear of the future towers, having regard to existing/future buildings; ▪ The proposed building envelopes will ensure future development is able to achieve ventilation of air around towers, especially as only the South Site adjoins a neighbouring tower on one of its sides; and ▪ The proposed building envelopes provide will allow active frontages at the ground level through future detailed applications.
<p>Clause 6.17 Sun access planes</p>	<p>The proposed building envelopes are compliant with the Martin Place and Hyde Park North Sun Access Planes applicable to the site under the Sydney LEP 2012, and set maximum parameters for future development on the site. Refer to discussion below. The objectives of Clause 6.17 are therefore automatically met, being</p> <p>(a) to ensure that buildings maximise sunlight access to the public places set out in this clause, and</p> <p>(b) to ensure sunlight access to the facades of sandstone buildings in special character areas to assist the conservation of the sandstone and to maintain the amenity of those areas.</p> <p>They are also compliant with the minor changes to the sun access planes by Council as part of its Planning Proposal: Central Sydney, July 2016.</p>
<p>Clause 6.21 Design excellence</p>	<p>The proposal supports the delivery of new buildings which are capable of achieving the highest standard of architectural, urban, landscape, and environmental design. An alternative design excellence process (not involving a competitive design process) will be undertaken following the approval of the Stage 1 DA, as discussed further in Section 5.5 below. A 'waiver' to undertaking a competitive design process for the OSD towers is requested as part of this SSD DA, on the basis that the alternative process render design competitions unreasonable and unnecessary, as provided for under Clause 6.21.</p>

Instrument	Comments
Clause 7.1/ 7.6 / 7.7 – Car parking	Negligible car parking is proposed as part of the illustrative scheme. This is discussed further below. This approach to truly support sustainable means of transport fully accords with the objectives of Clause 7.1.
Clause 7.14 Acid sulfate soils	<p>A Phase 1 Contamination Investigation was undertaken by Jacobs for the Sydney Metro Stage 1 Chatswood to Sydney CSSI project, which was approved in January 2017. The purpose of the Phase 1 Investigation was to identify and assess the potential impacts of the CSSI project during both construction and operation in relation to contaminated land, and to identify potential areas of environmental interest (AEI) which will assist in identifying construction limitations/constraints and management options within the project area with respect to contamination.</p> <p>The EIS which supported the CSSI identified that, based on a search of the Australian Soil Resource Information System (CSIRO 2015) to identify the probability for acid sulfate soils to be present within the project area, that the probability of acid sulfate soils within the project area between Barangaroo Station and Pitt Street Station was 'extremely low'. Accordingly, it is considered that the mitigation measures for acid sulfate soils as adopted with the CSSI Approval are satisfactory to mitigate any potential acid sulfate soils arising from the delivery of the concept proposal.</p>
Clause 7.15 Flood planning	An assessment on the potential for flooding is included in the Stormwater Management and Flooding Report in Appendix R and is discussed in Section 5.18 of this report.
Clause 7.16 Airspace operations	The applicable OLS applying across the Sydney CBD is 156m AHD. The proposed building envelope for the North Site will penetrate the OLS. Accordingly, the concept proposal for the North OSD towers will require airspace height approval under the <i>Airports Act 1996</i> from the Commonwealth Department of Infrastructure and Regional Development. This is further discussed in Section 5.23 .
Clause 7.20 Development requiring or authorising preparation of a development control plan	<p>Under Clause 7.20(2) of the LEP, a site-specific development control plan (DCP) must be prepared for development over 55 metres in height or on a site greater than 1,500m² in Central Sydney. A Staged DA may be undertaken in lieu of a site-specific DCP in accordance with Section 83C of the EP&A Act.</p> <p>The concept proposal is a Staged DA, and supports the iterative approvals and design process as generally adopted for Central Sydney, involving a Stage 1 DA (in lieu of a DCP) design excellence process, and a Stage 2 DA (in that order) for the Over Station Development of the Martin Place Station Precinct.</p>

5.4.1 Planning Proposal: Central Sydney

As noted, Council is progressing with amendments to Sydney LEP 2012 to align with the key moves and aspirations of its 20 year strategic plan for Central Sydney (i.e. the Central Sydney Planning Strategy). The amendments to Sydney LEP 2012 represent the first round required to respond to the ‘Priority Actions’ of the CSPS. Broadly, the amendments seek to:

- ensure growth in employment floor space;
- ensure this growth is balanced with good amenity outcomes for Central Sydney’s public spaces, parks and streets, and
- ensure growth is supported by the provision of affordable housing.

In anticipation of the public exhibition of the Planning Proposal, the proposed amendments to Sydney LEP 2012 will become a matter for consideration by the consent authority under Section 79C(1)(a)(ii) of the EP&A Act 1979 in determining the subject SSD DA.

A summary of the proposed amendments¹⁴ to the planning controls affecting the North and South Site and its redevelopment potential is provided in **Table 13**.

Table 13 – Summary of key proposed amendments to Sydney LEP 2012

Element / Control	Relevant Proposed Amendment
Zoning - B8 Metropolitan Centre Zone	<p>Proposed to amend zone objectives (to be deleted / to be added):</p> <ul style="list-style-type: none"> ▪ To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia’s participation in the global economy. ▪ To provide opportunities for an intensity of land uses commensurate with Sydney’s global status. ▪ To permit a diversity of compatible land uses characteristic of Sydney’s global status and that serve the workforce, visitors and wider community. ▪ To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling. ▪ To promote uses with active street frontages on main streets and on streets in which buildings are used primarily (at street level) for the purposes of retail premises. ▪ To promote uses with active street frontages within podiums that contribute to the vitality, life and existing character of the street. ▪ To promote the efficient and orderly development of land in a compact urban centre. ▪ To promote a diversity of commercial opportunities varying in size, type and function, including new cultural, social and community facilities. ▪ To recognise and reinforce the important role that Central Sydney’s public spaces, streets and their amenity play in a global city. ▪ To only permit residential and serviced apartment accommodation as part of affordable housing and/or mixed use developments that complement the primary role of the zone as a centre for employment. <p>Commentary: Additional key objectives added to the B8 Zone in order to reinforce key messages and vision of the Strategy to prioritise employment growth and move away from promoting residential development. The Concept Proposal remains consistent with the objectives of the B8 Zone as modified, especially as it supports the primary role of the zone as a centre for employment.</p>
Zoning – RE1 – Public Recreation Zone	<p>Proposed to amend zone objectives (to be deleted / to be added):</p> <ul style="list-style-type: none"> ▪ To enable land to be used for public open space or recreational purposes. ▪ To provide a range of recreational settings and activities and compatible land uses. ▪ To protect and enhance the natural environment for recreational purposes. ▪ To provide links between open space areas. ▪ To retain and promote access by members of the public to areas in the public domain including recreation facilities and waterways and other natural features. ▪ To protect sun access to publicly accessible land.

¹⁴ Reference has been made to the Planning Proposal and specific amendments to the Sydney LEP 2012 as endorsed by Council on 25 July 2016.

Element / Control	Relevant Proposed Amendment
	<p>Commentary: Additional objective proposed to reinforce the importance of high amenity public space. No works are proposed under the Concept Proposal to land zoned RE1. The Concept Proposal protects sun access through its compliance with the 'Sun Access Planes' and 'No additional Overshadowing' requirements of Sydney LEP 2012.</p>
Floor Space Ratio Objectives	<p>Proposed to amend FSR objectives (to be deleted / <i>to be added</i>):</p> <ul style="list-style-type: none"> ▪ (a) <i>to provide sufficient floor space to meet anticipated development needs for the foreseeable future,</i> ▪ (b) <i>to regulate the density of development, built form and land use intensity and to control the generation of vehicle and pedestrian traffic,</i> ▪ (c) <i>to provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure,</i> ▪ (d) <i>to ensure that new development reflects the desired character of the locality in which it is located and minimises adverse impacts on the amenity of that locality.</i> ▪ (e) <i>to provide an equitable amount of floor space to sites in Central Sydney which will accommodate a diversity of compatible land uses.</i> ▪ (f) <i>to increase the amount of employment floor space in Central Sydney to meet expected demand.</i> ▪ (g) <i>to ensure that in Central Sydney new development complements the mixed use, predominantly commercial character of streets and surrounding public spaces.</i>
	<p>Commentary: Additional objectives proposed to ensure commercial development remains competitive and commercial precincts remain predominately commercial in character (addressing the influx of residential developments into the heart of Central Sydney).</p> <p>The Concept Proposal remains consistent with the FSR objectives as amended, in particular as there will be a significant boost in employment floor space across the North and South Sites to help meet expected demand (especially demand generated through the unlocking of capacity by step change infrastructure projects such as Sydney Metro, Sydney Light Rail etc).</p>
Accommodation Floor Space	<p>Existing Sydney LEP 2012 seeks to incentivise specific land uses across various precincts in Central Sydney, e.g. residential accommodation, hotel and motel accommodation, office premises, community facilities, child care uses. This is achieved through enabling additional GFA (FSR) to be generated for these uses.</p> <p>Definition broadened to relate to any land use. Refocused to incentivise provision of heritage floor space – rather than providing one specific use over another.</p>
	<p>Commentary: These amendments are of no consequence to the Concept Proposal.</p>
Key use floor space	<p>New Clause to be added to LEP. To act in a similar way to existing accommodation floor space provisions. New concept to be established to support and incentivise specific land uses over and above base and accommodation floor space.</p>
	<p>Commentary: These amendments are of no consequence to the Concept Proposal.</p>

Element / Control	Relevant Proposed Amendment					
Floor Space Ratio	Proposed to amend FSR (Area 1 – City Core):					
	LEP	Base	Accommodation	Key Use Floor Space	Total	Total Design Ex Bonus (10%)
	Current	8:1	4.5:1 <i>(office premises, business premises, retail premises, residential accommodation or serviced apartments)</i> 6:1 <i>(hotel or motel accommodation, community facilities or child care centres)</i>	-	12.5:1 or 14:1	13.75:1 or 15.4:1
Proposed	8:1	4.5:1 <i>(all uses)</i>	1.5:1 <i>(Hotel and motel accommodation, community facilities, child care uses)</i>	12.5:1 or 14:1	13.75:1 or 15.4:1	
<p><i>*Design Excellence bonus is 'up to 10%'</i></p> <p><i>** Assumes Key Use Floor Space is eligible for Design Excellence bonus</i></p>						
<p>Commentary: The maximum floor space ratio for commercial office premises, retail, business premises etc remains unchanged (i.e. 12.5:1/13.75:1).</p>						
Employment Floor Space Mix - residential Mix Limitation	<p>Proposed new Clause 6.11A:</p> <p><i>The objectives of this new clause are:</i></p> <p><i>(a) to ensure that employment and other non-residential uses such as office premises, retail premises, entertainment facility, hotels (and the like) continue to be the predominant land uses in Central Sydney;</i></p> <p><i>(b) to ensure the ongoing provision of employment and other non-residential floor space meet Central Sydney's employment needs, as is necessary to maintain Sydney's role in the global economy;</i></p> <p><i>(c) to place a limit on the extent that floor space used for the purposes of residential accommodation and/or serviced apartments (and ancillary above-ground parking spaces) will replace existing employment and other non-residential floor space;</i></p> <p><i>(d) to prevent employment growth in Central Sydney being impeded by a lack of new development for employment and other non-residential uses;</i></p> <p><i>(e) to ensure that the provisions of this clause do not force a reduction in the floor space used for the purposes of residential accommodation and/or serviced apartments (and ancillary above-ground parking spaces) in existing developments; and</i></p> <p><i>(f) to allow minor increases of floor space used for the purposes of residential accommodation and/or serviced apartments (and ancillary above-ground parking spaces), where reasonable.</i></p> <p><i>(1) This clause applies to development of a building above 55 metres in height.</i></p> <p><i>(2) Despite any other provision of this Plan, consent must not be granted to development on a site if the amount of floor space used for residential accommodation and/or serviced apartments, and any above-ground parking spaces ancillary to these uses, amounts to more than 50% of the total of the amount of:</i></p> <p style="margin-left: 20px;"><i>a) floor space permitted by the Floor Space Ratio Map;</i></p> <p style="margin-left: 20px;"><i>b) accommodation floor space achieved under Clause 6.4; and</i></p> <p style="margin-left: 20px;"><i>c) additional floor space permitted by clause 6.21 (i.e. design excellence 10% bonus).</i></p> <p><i>(3) Despite subclause (2), the amount of floor space used for residential accommodation and/or serviced apartments on a site may exceed the total permitted by subclause (2):</i></p> <p style="margin-left: 20px;"><i>a) if the amount of floor space used for these purposes already exceeds the amount permitted by subclause (2); but only up to the amount of the exceedance.</i></p> <p style="margin-left: 20px;"><i>b) by an amount of no more than 35 square metres if used for minor additions to an existing dwelling, apartment or common area, and the like, but not the creation of a new dwelling or serviced apartment.</i></p>					

Element / Control	Relevant Proposed Amendment												
	<p>Commentary: New concept for Central Sydney that is tied to the Strategy's vision to promote employment generating land uses. This new clause is key to achieving this vision as it is expected to put a handbrake on residential development in the city. The clause is of no consequence to the Concept Proposal given it provides employment floor space and does not include residential/serviced apartments.</p>												
Sun Protection	<p>Amendments proposed to retain and strengthen the Sun Protection Control framework to ensure continued enjoyment of important parks and public places in Central Sydney. Sun Access Planes are proposed to be refined, including protecting sun access throughout the year.</p> <p>Commentary: Relevantly for Martin Place, the intended times of protection are 12 noon – 2pm outside of winter months, with Hyde Park being protected all year round between 10am – 2pm. The proposed revised plans for Martin Place and Hyde Park have been modelled, with the proposed envelopes ensuring compliance with these amended planes.</p>												
Protection of Public Views	<p>New provisions proposed to preserve and protect identified important views from obstruction from tall buildings in Central Sydney. This is to be achieved through view protection planes that will work in the same way as Sun Access Planes.</p> <p>Commentary: Three key views are relevant to the Concept Proposal, being views from Martin Place to the western sky, views from Martin Place to the Sydney GPO Clock Tower, and views from Martin Place to Sydney Hospital Silhouette. The Concept Proposal complies with these important public view protection planes.</p>												
ESD	<p>Proposed to provide a new clause requiring the design of new buildings containing office premises to achieve 5 star energy rating under NABERS.</p> <p>Commentary: The Concept Proposal is consistent with this new clause, targeting a minimum 6 Star Green Star Office Design and As Built 2015 V1.1, NABERS Energy 5 Star and NABERS Water 3.5 Star.</p>												
Affordable Housing Contributions	<p>Proposed to provide new clause requiring affordable housing contributions. These contributions are to be phased in starting from June 2018 as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: black; color: white;">Date of DA lodgement</th> <th style="background-color: black; color: white;">Contribution rate (as at 1 June 2016) based on total floor area for non- residential floor space</th> <th style="background-color: black; color: white;">Contribution rate (as at 1 June 2016) based on total floor area for residential floor space</th> </tr> </thead> <tbody> <tr> <td>To May 2018</td> <td>\$0/sqm</td> <td>\$0/sqm</td> </tr> <tr> <td>1 June 2018 – 31 May 2020</td> <td>\$48.71/sqm</td> <td>\$146.12/sqm</td> </tr> <tr> <td>1 June 2020 onwards</td> <td>\$97/sqm</td> <td>\$292.24/sqm</td> </tr> </tbody> </table> <p>Commentary: The phased implementation is expected to mean that this new development levy won't apply to the project, with lodgement of detailed Stage 2 DA/s expected to occur before 30 May 2018.</p>	Date of DA lodgement	Contribution rate (as at 1 June 2016) based on total floor area for non- residential floor space	Contribution rate (as at 1 June 2016) based on total floor area for residential floor space	To May 2018	\$0/sqm	\$0/sqm	1 June 2018 – 31 May 2020	\$48.71/sqm	\$146.12/sqm	1 June 2020 onwards	\$97/sqm	\$292.24/sqm
Date of DA lodgement	Contribution rate (as at 1 June 2016) based on total floor area for non- residential floor space	Contribution rate (as at 1 June 2016) based on total floor area for residential floor space											
To May 2018	\$0/sqm	\$0/sqm											
1 June 2018 – 31 May 2020	\$48.71/sqm	\$146.12/sqm											
1 June 2020 onwards	\$97/sqm	\$292.24/sqm											

5.4.2 Sydney Development Control Plan 2012

Like Sydney LEP 2012, when Sydney DCP 2012 was prepared the Council could not have anticipated such a once in a lifetime transport infrastructure project would be delivered within Central Sydney, and more specifically within the Martin Place precinct. Accordingly, the controls do not respond to the unique circumstances the Sydney Metro project presents.

The Urban Design Principles contained within **Appendix G** are a special and site specific response that have been developed to establish a more detailed layer of guidance for future development on the North and South Sites. Compared to Sydney DCP 2012 these are more design based and targeted to the Precinct, but acknowledging and responding to its wider urban context. They are therefore considered a more suitable guide to future redevelopment of this particular part of the City. Macquarie has embraced these Principles as part of the Concept Proposal, with the principles to be enshrined as part of the framework for which the future detailed design will respond to.

Whilst the Sydney DCP 2012 provisions are generic in the sense they apply across the whole City and do not apply to the proposed development given it is SSD (refer to Clause 11 of the State and Regional Development SEPP), the proposal has still had due regard to the objectives and key provisions of the DCP. This is particularly the case with the Urban Design Principles, where the underlying objectives of the DCP have influenced and informed the specific principles. **Table 14** provides a summary assessment of the proposal against the key provisions of the Sydney DCP 2012.

Table 14 – Consistency with key provisions of Sydney DCP 2012

Clause	Controls	Proposal
Locality Statements		
2.1.7 Martin Place Special Character Area / 2.1.12 Chifley Square Special Character Area	Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.	<p>Part of the North Site (that part of the site containing 50 Martin Place) and part of the South Site is located within the Martin Place Special Character Area as mapped by Section 2.1.7 of Section 2 of the Sydney DCP. Part of the northern end of the North Site (that part containing 55 Hunter Street) is also located within the Chifley Square Special Character Area.</p> <p>The proposed concept has been designed to achieve and satisfy the outcomes expressed in the character statements and supporting principles, as follows:</p> <ul style="list-style-type: none"> ▪ The proposed envelopes have been designed with regard to the design principles developed by Tzannes. These principles are consistent with and build upon the principles identified in the character statements for the Martin Place and Chifley Square Special Character Areas; ▪ The proposed North Site envelope provides the opportunity for future development to form part of a strong defining southern edge to Chifley Square, thus reinforcing the spatial geometry of the urban space. ▪ The North tower envelope has been designed to comply with the Martin Place sun access plane which provides sunlight access to the public domain of Martin Place, respecting the amenity and importance of Martin Place as an area of social, cultural and historic significance and protecting and extending sun access and reflected sunlight and daylight to Martin Place during the control periods; ▪ The proposal will retain and enhance the urban character, scale and strong linear enclosure of Martin Place as it proposes envelopes which are built to the street alignment, have street frontage heights (north and south) which are consistent with the prevailing form of buildings in the area, and have setbacks above the street frontage heights; ▪ The proposed envelopes will protect existing significant vistas to the east and west and will not detrimentally affect the silhouette of the GPO clock tower; ▪ The proposed envelopes will provide a human scale at street level, while respecting and positively responding to the monumental nature of the place; and ▪ The concept proposal will allow future development to conserve and enhance the heritage significance of the nineteenth and twentieth century institutional and commercial buildings and their settings.
Building envelope		
Street frontage heights	Generally between 20m and 45m, having regard to predominant street frontage height of adjacent buildings, heritage buildings, LEP maximum building heights and special character areas.	<p>North Site</p> <ul style="list-style-type: none"> ▪ The Concept Proposal seeks approval for an envelope with no setbacks to Hunter Street, Elizabeth and Castlereagh Street. Defining the street frontage is to be achieved through measures such as materiality and articulation. The North Site has a special set of

Clause	Controls	Proposal
		<p>circumstances that supports an alternative approach to the typical podium and tower form of buildings throughout Sydney CBD. This is influenced by its setting and relationship to Chifley Square as well as ensuring consistency with the predominant form of buildings to the east along Hunter Street. Street frontage height treatments will be further addressed in the design development at Stage 2, in accordance with the Tzannes Urban Design and TKD Heritage Principles.</p> <p><u>South Site:</u></p> <ul style="list-style-type: none"> ■ A varied street frontage height approach is proposed for the South Site, recognising the important relationship to Martin Place. In this regard, the proposed envelope is set at a height of 55 metres fronting Martin Place and extending down Elizabeth and Castlereagh Streets for the required LEP distance of 25m. No street frontage height is then proposed to Elizabeth and Castlereagh Streets for the remaining portion of the South Site. The reinforcement of street frontage heights (such as an articulated recess between street frontage height and tower, articulation and materiality, aligning street frontage heights with adjacent heritage items) will be further addressed in the design development at Stage 2, in accordance with the Tzannes Urban Design and TKD Heritage Principles. <p>Further discussion is provided in Section 5.6 below, including in terms of ensuring the objectives of the control are achieved.</p>
Street frontage tower setbacks (front setbacks)	<p><u>North Site</u></p> <ul style="list-style-type: none"> ■ Minimum weighted average of 8m above the required street frontage height required to north-south streets (i.e. Elizabeth and Castlereagh) and major pedestrian streets (i.e. Hunter Street). ■ No part of the building to be setback less than 6m <p><u>South Site</u></p> <ul style="list-style-type: none"> ■ Minimum weighted setback from Martin Place – 25m (Special Character Area) ■ North-South Street (Elizabeth and Castlereagh) – minimum weighted average setback of 8m (no part of the building to be setback less than 6m) 	<p><u>North Site</u></p> <ul style="list-style-type: none"> ■ No street frontage tower setbacks are proposed in the envelope and illustrative scheme for the North Site to Hunter, Castlereagh and Elizabeth Streets. Street frontage height treatments will be subject to design development at Stage 2. <p><u>South Site</u></p> <ul style="list-style-type: none"> ■ A 25m tower setback is proposed above the street frontage height to Martin Place due to the height limit on this portion of the South Site. ■ A zero tower setback is proposed above the street frontage height to Elizabeth and Castlereagh Streets. Street frontage height treatments will be subject to design development at Stage 2. <p>Further discussion is provided in Section 5.6 below, including in terms of ensuring the objectives of the control are achieved.</p>
Side and rear setbacks	<p><u>North Site</u></p> <p>Not applicable</p> <p><u>South Site</u></p> <ul style="list-style-type: none"> ■ Above a height of 45m, windows or balconies of commercial buildings are to be set back at least 3m from side and rear property boundary. ■ Walls without windows do not need to be set back. 	<p><u>North Site</u></p> <p>The tower form on the North Site proposes a varied setback to the existing boundary between 50 Martin Place, as shown in the illustrative scheme. The proposed envelope extends to the boundary of 50 Martin Place.</p> <p><u>South Site</u></p> <p>No side/rear setback to the southern boundary is proposed for the South Site tower.</p> <p>Further discussion is provided in Section 5.6 below, including in terms of ensuring the objectives of the control are achieved.</p>
Building bulk	<ul style="list-style-type: none"> ■ Above a height of 120m high, as measured from the ground level of the footpath, the size of the floor plate of commercial 	<p><u>North Site</u></p> <ul style="list-style-type: none"> ■ The proposed envelope has a footprint area above 120m that exceeds 25% of the site area (1,505sqm). For example, at level 30 the envelope has a footprint of

Clause	Controls	Proposal
	<p>offices must not exceed 1,400sqm GFA, or 25% of the site area, whichever is greater.</p> <ul style="list-style-type: none"> ▪ Above a height of 45m high, the maximum horizontal dimension of any commercial building facade must not exceed 65m. 	<p>2,859sqm (or 47% of the site area). Measures are proposed to be employed however, for example the curved form as depicted in the illustrative scheme, to ensure the objective of the control with respect to reducing effects of tall buildings on the public domain is met.</p> <ul style="list-style-type: none"> ▪ Above a height of 45m, the maximum horizontal dimension of the proposed northern tower exceeds 65 metres. Delivering large contiguous floor plates has been a key driver for the tower form. The tower footprint and its maximum horizontal dimension (72m) is also consistent with other large and important/iconic commercial office towers across the City, such as 1 Bligh street, Grosvenor Place, International Towers Sydney. <p><u>South Site</u></p> <ul style="list-style-type: none"> ▪ The proposed southern tower envelope above 120m does not exceed 1,400sqm. ▪ Above a height of 45m, the maximum horizontal dimension of the proposed southern tower (being 44m) is well below 65 metres.
<p>Floor to ceiling heights and floor to floor heights</p>	<ul style="list-style-type: none"> ▪ Buildings with a commercial or retail use are to have a minimum floor to ceiling height of: <ul style="list-style-type: none"> – 3.6m on the first basement floor to enable conversion to retail uses for all development in Central Sydney; – 3.6m on the ground floor; and – 3.3m on the first commercial floor and any commercial floor above. 	<p>To be detailed in the Stage 2 DA/s.</p>
<p>Sunlight to publicly accessible spaces</p>	<ul style="list-style-type: none"> ▪ Overshadowing effects of new buildings on publicly accessible open space are to be minimised between the hours of 9am to 3pm on 21 June. 	<p>The overarching limitation to the development potential on both the North and South Sites is the sun access planes. Any additional Sydney LEP 2012 'compliant' overshadowing created by the proposal will be reviewed as part of the detailed design phase to investigate opportunities to minimise impacts. Refer to Section 5.11 for further discussion.</p>
<p>Through-site links</p>	<ul style="list-style-type: none"> ▪ Where required by Council, through-site links are to be provided in the locations identified on the Through-site links map. ▪ Introduce additional through-site links where the distance between streets and lanes is greater than 80m ▪ Through-site links are to be designed to generally have a minimum width of 6m, or 8m where bike access is provided. 	<p>To be detailed in the Stage 2 DA. The illustrative scheme includes an east-west connection between Elizabeth Street and Castlereagh Street across both the North and South Sites.</p>
<p>Sun access planes</p>	<p><u>North Site</u></p> <ul style="list-style-type: none"> ▪ The north site is subject to the sun access plane for Martin Place <p><u>South Site</u></p> <ul style="list-style-type: none"> ▪ The south site is subject to the sun access plane for Hyde Park North 	<p><u>North Site</u></p> <ul style="list-style-type: none"> ▪ The proposal is compliant with the sun access plane for Martin Place. <p><u>South Site</u></p> <ul style="list-style-type: none"> ▪ The proposal is compliant with the sun access plane for Hyde Park North.

Clause	Controls	Proposal
Access and parking		
Vehicular access	Vehicular access is restricted to parts of the overall site, which is located in a place of high pedestrian activity (as shown on the Pedestrian Priority Map).	The concept proposal includes a reduction in the number of existing driveways servicing the Precinct. Each Site is proposed to be serviced by a single access point from Castlereagh Street, consistent DCP with requirements. With negligible car parking proposed to serve the OSD, the vehicle access will be almost exclusively solely for servicing/loading and will have a dual purpose of serving both the OSD and new Metro station.
Bicycle parking	The development must provide bicycle parking in accordance with the rates in the DCP.	A significant number of visitor and employee bicycle parking will be provided across the Precinct, generally consistent with DCP requirements and having regard to Green Star bench marks. To be detailed in the Stage 2 DA.
Service vehicle parking	<p>The development must provide:</p> <ul style="list-style-type: none"> ▪ Commercial premises: <ul style="list-style-type: none"> – 1 space per 3,300sqm GFA, or part thereof, for the first 50,000sqm; plus – 1 space per 6,600sqm, or part thereof, for additional floor area over 50,000sqm and under 100,000sqm; plus – 1 space per 13,200sqm, or part thereof, for additional floor area over 100,000sqm. ▪ Shops: <ul style="list-style-type: none"> – 1 space per 350sqm GFA, or part thereof, up to 2,000sqm; then – 1 space per 8,00sqm GFA thereafter. ▪ The total requirement identified above may be reduced for developments with GFAs in excess of 50,000sqm where it can be demonstrated to the satisfaction of the consent authority that: <ul style="list-style-type: none"> – the proposed uses are complementary in terms of servicing demand; and – at least one space per tenancy for business owners is provided. 	<p>The concept proposal includes provision for a loading dock across both the North and South sites. Given interface constraints with the Sydney Metro, a rationalised and highly managed approach to loading and servicing is required. Further discussion is provided in Section 5.12 and in the Traffic and Parking Assessment in Appendix N.</p> <p>It is also noted that as these loading dock areas are required for the new Metro station, they will technically fall under the approved CSSI works.</p>
Other		
Active frontages	<p>To be provided by:</p> <ul style="list-style-type: none"> ▪ maximising entries and display windows to shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction. ▪ minimising blank walls (with no windows/doors), fire escapes, service doors, plant and equipment hatches, ▪ providing elements of visual interest, such as display cases, or creative use of materials where fire escapes, service doors and equipment hatches cannot be avoided, 	The proposed concept, in conjunction with the construction of the Martin Place Metro Station, will significantly improve activation to Martin Place, Hunter Street, Castlereagh Street and Elizabeth Street. See Section 5.8 below.

Clause	Controls	Proposal
	<ul style="list-style-type: none"> providing a high standard of finish and appropriate level of architectural detail for shopfronts. 	
Footpath awnings	An awning over the footpath is to be provided in the locations nominated on the Footpath awning and colonnades map.	An integrated and coordinated approach is required in terms of fulfilling requirements of both the new Metro station and OSD. To be detailed in the Stage 2 DA.

5.5 Design Excellence

This application outlines and seeks endorsement, by way of a condition of consent, for an alternative design excellence approach. The Design Excellence Framework provided at **Appendix I** provides the details of how design excellence will be addressed at each stage of the planning and development process and result in an excellent design outcome on completion. This Framework has been developed in consultation with the NSW Government Architect.

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

The strategy is based on the direct appointment of the highly experienced and world class design team employed to date for the station design and OSD and continuing with the same design team all the way through to completion. The calibre of the team and its consistency throughout is critical to realising Macquarie's unique vision for the Precinct, and ensuring the extra-ordinary level of integration required. The core design team is also being advised by independent expert designers in the fields of urban design, heritage architecture and interior architecture.

The alternative Design Excellence Framework also proposes an independent design review process involving an external Design Review Panel (DRP). It is proposed that this panel be the same as the DRP required under the terms of the CSSI consent for the Sydney Metro or a 'sub-committee' of that Panel.

The DRP approach is comparable with other processes that have been adopted across Sydney for similar state and regionally significant development projects. By following this process the Minister for Planning and the community can be confident that a proven process will be employed and that an excellent design outcome is able to be achieved consistent with the objectives of Clause 6.21 of the Sydney LEP 2012.

5.5.1 Clause 6.21 Design Excellence

The design excellence provisions at Clause 6.21 of Sydney LEP 2012 apply to development involving the construction of a new building, as well as external alterations to an existing building, and seek to deliver the highest standard of architecture and urban design.

Clause 6.21(4) requires the consent authority to consider a number of factors in determining whether a development achieves design excellence. Clause 6.21(5) requires a competitive design process to be held if the proposed development is greater than 55 metres in height in Central Sydney or has a CIV over \$100 million (amongst other triggers).

Whilst the proposed development would trigger the requirement for a competitive design process, Clause 6.21(6) goes on to say that:

...

*(6) A competitive design process is not required under subclause (5) if the consent authority is satisfied that **such a process would be unreasonable or unnecessary in the circumstances or that the development...***

....

It is clear from the above clause that the Sydney LEP 2012 provides flexibility in the process for achieving design excellence, recognising that a blanket requirement for each and every development to undertake a competitive design process is not necessarily appropriate.

The following sections (together with the Design Excellence Framework at **Appendix I**) demonstrate that a competitive design process would be unreasonable and unnecessary in the unique circumstances applying to this project. It is therefore requested that the Minister exercise the discretion permitted by Clause 6.21(6) of the Sydney LEP 2012, and endorse in principle the alternative Design Excellence Framework for the subsequent stages of the approvals process.

The future Stage 2 SSD DA/s will demonstrate how the final design has achieved design excellence, including addressing Clause 6.21(4) of Sydney LEP 2012. At that point the consent authority can determine whether the Design Excellence Framework has been successfully employed and has indeed resulted in buildings that achieve design excellence.

The use of the standard Sydney LEP requirements for a design competition in this particular instance is considered unnecessary and unreasonable for the reasons set out below.

Technical Nature of the Project

- The proposed OSD is being delivered in conjunction with the Sydney Metro Martin Place Metro Station, to provide a fully integrated transport and employment precinct at the same time.
- The CSSI documentation and approval (SSI 15_7400) anticipates that the design of the Metro Stations will make provision for the OSD within the 'Station box' or built envelope. Such provision would include for building foyers and entrances, lift wells and service cores, parking and loading areas and so on.
- Due to the unique delivery of the Martin Place Station (CSSI development) and the OSD towers (the SSD development) at the same time, full and final design integration of what is effectively one building can, and must be achieved early enough in the design process. The early design work, including the integration, is therefore likely to result in a superior design outcome.
- Any competitive design process, which only applies to the SSD component, undertaken in these circumstances would be both unreasonable and unnecessary as significant elements of the ground, below ground and podium levels, as well as the tower lift cores and structures penetrating within the 'Station box' will already have been locked in as part of the Station design. In this regard it is noted that the 'Station box' footprint is required to be locked in now due to the letting of the Tunnel and Station Excavation contract along with column design/ There is therefore little work for a design competition to do and also leaving little opportunity for a design competition that internal architects would consider participating in.

- There is a serious risk that competitors in a separate and much later design competition will fail to comprehend the complex technical requirements of the train station, and potentially impact adversely upon that design. The design objectives, brief, approach and design responses taken for the Station and OSD components would inevitably be more disjointed and conflicted if a different design team was employed for the OSD component at a later date.
- The proposed OSD is one part of a specialised and complex building, that will be largely informed by the technical requirements of the Metro station. The future detailed design of the OSD will require substantial coordination and input from the technical Metro team within TfNSW. The Macquarie design team is already consulting closely about the detailed design of the CSSI Station components with the Metro design team, and the Station design is already well progressed under the terms of the CSSI consent.
- The Metro Station design, and the OSD components impacting on it, will also both be subject to design scrutiny by the DRP established for the Metro under the terms of the CSSI consent. It is therefore proposed by Macquarie, and supported by TfNSW, that the design of both the Station and the OSD elements be subject to the same DRP or a delegated sub-committee of that Panel. DRP’s are tried and tested practices, providing expert advice that can influence and help bring about and realise Design Excellence.

Vital Delivery Timeframe

- As part of the Premier’s Priorities for NSW, the NSW Government has committed to delivering ten (10) of the largest and most high-profile infrastructure projects on time and on budget. The Sydney Metro City & Southwest project is identified as being one of these ‘step-change’ infrastructure projects, and is earmarked for operation by 2024 (refer to **Figure 81**). In order to achieve the timely delivery of this key piece of infrastructure, and for the NSW Government to meet this commitment, it is essential that delays to the project timeline be avoided where-ever possible. This key consideration is recognised in the CSSI application that notes that the OSD works “will be built in conjunction with the construction of the station levels, and cannot interrupt the delivery of that infrastructure”.



Figure 81 – Key infrastructure projects and their committed delivery timeframe, as identified in the Premier’s Priorities

Source: Infrastructure NSW

- There is a firm time limit on the delivery of this critical state infrastructure, which could be jeopardised if the OSD delivery timetable is extended to allow for a competitive design process after the Stage 1 application is approved. In view of the coordinated approach to the station and OSD design and delivery, diverting resources and time from the proposal could threaten both the NSW Government's and Macquarie's commitment to open an integrated station and over station development as scheduled. Therefore, undertaking a competitive design process could unnecessarily and unacceptably delay the delivery of this critical infrastructure.

Macquarie's Commitment to Design Excellence

- Macquarie is committed to achieving the objectives of Clause 6.21 of Sydney LEP, in delivering "the highest standard of architectural, urban and landscape design". This is evident in the proponent's willingness to fully commit to the alternative process (see the Design Excellence Framework, included at **Appendix I**) requested as part of this application, and to be confirmed by a condition of any consent.
- Macquarie's commitment to design excellence has also been demonstrated by the excellent development result achieved in its multiple award winning global head office at 50 Martin Place (refer to **Figure 82**).
- Macquarie also embraces excellence through the weekly design charettes it facilitates with the design team (bringing together in the relevant core team and specialists) to robustly test design integrity and potential solutions.



Figure 82 – 50 Martin Place, Sydney

Credentials of the Core Design Team

- The architectural design and documentation of the OSD to date has been undertaken by two (2) architectural firms, with Arup engineers the third key member of the core design team. JPW are responsible for the design of the North Site OSD, and Grimshaw are responsible for the design the South Site OSD, the detailed design of the Station, and integration of the Station and both the OSD towers.
- The two architectural firms allow for a diversity of design, and each has the skills and capacity to ensure the best possible design outcome is achieved for the Precinct, commensurate with the intent of a design competition. They bring unique and specialised expertise to the proposal, with skills and experience greater than the sum of the parts. Both firms are demonstrably of a very high calibre in terms of their architectural design expertise, as expected by the proponent Macquarie.

Grimshaw

- Grimshaw is an international, award-winning architectural firm with unique project experience in delivering critical transport infrastructure and workplace projects across the globe.
- The firm has been responsible for the design and delivery of Waterloo International in London, Southern Cross Station in Melbourne, the Fulton Center in New York and Bijlmer Arena Station in Amsterdam. These developments have been recognised by numerous international awards, including the prestigious Lubetkin Prize in 2007.
- Grimshaw is a recognised industry leader in the management of complex urban transit projects. The practice's transport portfolio is complemented by extensive experience in commercial development including the landmark 333 George in Sydney, 664 Collins in Melbourne, St Botolph Building and Lloyds TSB Headquarters in London and Ludwig Erhard Haus in Berlin.

JPW

- JPW is an award-winning architectural firm that has unparalleled recent experience in the Precinct, having delivered the highly acclaimed adaptive reuse of 50 Martin Place, Sydney. Working for Macquarie as the owner occupier JPW's design re-established 50 Martin Place as a landmark building with the support and endorsement of the NSW Heritage Council, City of Sydney Council and Sydney's citizens, to create a contemporary and highly sustainable workplace that respects the original heritage character and quality of the building.
- JPW's design approach and award-winning abilities to deliver heritage sensitive architecture places them in a unique position to facilitate the best possible outcome for the North Site. Their experience and relationship with the Macquarie Bank also means they are uniquely suited to understanding and in meeting the exacting workplace requirements of the occupant client.
- JPW's skills in delivering innovative and responsive commercial buildings are also exemplified in another recent award winning project involving the adaptive reuse of the heritage item and integrated new building in this locality - at 5 Martin Place.

Together

- The collaborative and iterative design approach between these architectural practices will foster innovation and internal competition, with each designer in the team challenging the others to achieve the best solution for the project as a whole, but also to create a different detailed design response for each of the two towers.
- It is considered unnecessary to undertake a competitive design process, in view of the highly qualified and skilled architectural firms engaged, and their proven ability to deliver design excellence at a level equal to or better than what may be achieved through a design competition.
- The engagement of two (2) architectural firms also ensures there is an appropriate balance of diversity in design, (commensurate with the intent of a design competition) and the need for highly technical experience for delivery of the rail station within set time constraints.
- The Design Excellence Framework also provides that these architects be retained throughout the project to completion of construction. This is also consistent with accepted design excellence requirements to ensure the original design intent is not lost or diminished later in the project delivery.

Lead Design Advisors

- To provide additional design rigour and strength to the urban design and heritage aspects of the proposal Macquarie has directly appointed, independent of the architectural and engineering design team, Alec Tzannes of Tzannes Associates and Howard Tanner, heritage advisor. TKD are also appointed as specialist heritage advisors due to their considerable experience in the adaptive reuse of major heritage buildings (including for 5 Martin Place and 50 Martin Place).
- These advisors have been tasked with preparing urban design and heritage principles to guide the architectural and engineering members of the design team throughout the design process. They will also provide on-going advice and critique as the design progresses and critically evaluate the design and feed advice back to the team at key milestones, particularly with respect to achieving excellence in urban design and heritage outcomes.

5.5.2 Design Excellence Framework

For the above reasons, 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. This alternative process, as set out in **Appendix I**, involves a range of 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;
- Creation/expansion of the expert DRP appointed for the CSSI to also cover the OSD and its integration;
- Appointment of independent urban design and heritage advisors to provide advice and guidance throughout the planning and design development phase;
- Engagement of external world class workplace and retail designers to review and critique the design;
- Adoption of the Chatswood to Sydenham Design Guidelines and Precinct specific Urban Design Objectives and Principles (see **Appendix G**) and Heritage Development Guidelines (see **Appendix D**) prepared as part of this application; and
- Consultation and engagement at appropriate points with key stakeholders, such as Transport for NSW, City of Sydney Council, Office of the Government Architect and Heritage Council of NSW.

The Design Excellence Framework has been developed in consultation with TfNSW in recognition of the following:

Previous Project Examples

The proposed design excellence process is comparable with other processes that have been developed and adopted across Sydney. DRPs in particular have been previously implemented for a range of State Significant Development projects in NSW to deliver the best design and planning outcomes as a 'considered design excellence process'.

The value of review panels used in NSW for delivering transport, infrastructure, master planning and significant precinct projects is recognised within the *Draft Architecture and Design Policy for NSW*, released by the Office of the Government Architect in September 2016.

The proposed design excellence process is therefore neither unusual nor unreasonable in the context of SSD in NSW, and has been previously implemented for technically complex and unique projects that embody iterative and qualified alternative design processes. Such examples include:

- SSI 7400, being the CSSI Metro approval, which commits the proponent to establishing a DRP to oversee and advise on key integrated infrastructure between the station and OSD, the structure of the transition slab, and the functionality and accessibility of the station and public domain areas. Establishing this DRP recognises the highly specialised and technical nature of this project that requires consistent input from experts on the design, functionality, buildability and the delivery timetable of infrastructure and the OSD.
- SSD 6751, relating to the development of a tourist and visitor accommodation on Bridge Street in the Sydney CBD, which established a site-specific DRP under the Stage 1 consent (Condition B2) comparable with what is being sought as part of this application. The intent of this DRP was to oversee the design development of future applications that require the panels endorsement. The panel was established from experts with experience in heritage conservation, and the functionality and commerciality of tourism accommodation projects, making them uniquely qualified to oversee the ongoing design and development of the proposal.
- SSD 5752 and SSD 5878, relating to the development of the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP), which established a DRP during the tender phase of the development under Infrastructure for NSW to inform the design development of the preferred proponent. This DRP was chaired by the NSW Government Architect and supported by two other specialist architects to provide design advice and recommendations to be incorporated into the final design. Certainty of outcome and time pressures focussed around minimising the time the core facilities were taken offline were the drivers for adopting a DRP. The DRP continued to play a crucial role in championing design excellence for the SICEEP project through the staged delivery of Darling Square.
- MP 06_0171, relating to Central Park and the former Carlton United Brewery site, established a Design Integrity Panel (Condition A3) to oversee the design schemes for architectural firms appointed to specific areas of the site. The panel oversaw the schemes being developed and provided input through the design development and documentation phases of the projects to ensure the integrity of the original design was carried through to construction, thereby safeguarding design excellence on the site. Central Park has received numerous National and International awards.
- SSD 6475, relating to a new University of Newcastle building known as 'NeW Space', which established a DRP in place of a formal design competition. This alternative process acknowledged the extensive and costly selection and design iteration process previously undertaken by the university, and recognised that a formal competition was not necessary to achieve design excellence and innovation in those circumstances. The panel reviewed concept designs and the design development of the project, which included further input from three other specially constituted panels; Technical Evaluation Panel, Commercial Evaluation Panel, and Concept Design Evaluation Panel. The design was thereby subject to rigorous design evaluation across panels of professionals with expertise in the areas of technical, commercial and concept design.

5.5.3 Design Review Panel

To support the achievement of the Sydney Metro program objectives and ensure design quality outcomes are achieved, TfNSW established and appointed a DRP for the Sydney Metro project and OSD.

The DRP is chaired by the Government Architect and includes the following membership:

- Peter Poulet (NSW Government Architect);
- Yvonne von Hartel AM, Architect;
- Kim Crestani Architect;
- Tony Caro, Architect;
- Robert Nation AM, Architect;
- Peter Philips, Heritage Architect; and
- Jane Irwin, Heritage Council representative.

In addition to the formal appointment of regular members to the DRP, there are also other key stakeholders invited to participate and advise on local issues and design outcomes, such as Graeme Jahn AM (Director, City Planning, Development & Transport at the City of Sydney).

The proposal has been presented to the DRP on several occasions. As the project evolves the DRP will continue to play a key role.

The DRP will play a crucial role in championing design excellence for the Sydney Metro project, including OSD proposals.

5.6 Built Form and Scale

The Concept Proposal has been designed to respond to the current and desired future built form of the Sydney CBD, and for both towers, the envelopes have been designed to respond to two key distinct precinct and locality constraints, being the sun access plane and height controls as they relate to both towers under the Sydney LEP 2012, and the heritage constraints on the precinct and in the immediate locality.

As outlined above, the proposed concept has been guided by the Precinct Urban Design Objectives and Urban Framework Principles developed by Tzannes. The design progression from both JPW and Grimshaw for the North Site and South Site as part of the illustrative scheme has allowed for a well-considered and respectful approach to rejuvenating the precinct and providing a world class, interconnected facility in the heart of metropolitan Sydney. This design has been reviewed by the Design Review Panel for the Sydney Metro to ensure multiple layers of design thinking and review are applied to the Site in preparation for the future detailed development.

The Concept Proposal will provide a built form that is responsive to the context and characteristics of the precinct, including existing built form, the character of surrounding precincts, the location of the precinct along a key historical pedestrian promenade in the Sydney CBD in Martin Place, and above a future world-class metro rail facility.

5.6.1 North Site Built Form

North Site Building Envelope Height

The Urban Design Study by Tzannes identifies that the height of the proposed towers play an important role in defining the built form of the city, and that the particular characteristics of the precinct and its position in the city mean that both the North Site and South Site towers can perform important roles in making the

city more distinctive, legible and with a discernible hierarchy of public spaces that can be appreciated from a variety of vantage points, distances and contexts.

Urban Design Principle – Tower Height

- Both towers are not to breach the Sun Access Planes.
- Both towers are to maximise their capacity within the constraints of the Sun Access Planes and the design principles.
- Rooftop and mechanical plant to be wholly within built form envelope and a considered part of the mechanical design.

Accordingly, Urban Design Principles have been prepared to guide the building envelope tower heights, and are developed to ensure that future built form maximises the capacity of the precinct owing to its high level of amenity, access to public transport and the significance of its location within the financial centre of Sydney. The Urban Design Principles established by Tzannes for Tower Height (North and South Site) are:

In accordance with these principles, the proposed envelope for the North Site has been set a height which complies with the Sun Access Plane control in the Sydney LEP 2012 as it relates to Martin Place east of Pitt Street ('Martin Place 5B'). Refer to Section 5.11 for further details regarding compliance with the Sun Access Planes.

As illustrated in **Figure 83**, the height of the North Site building envelope (and South Site building envelope for that matter) responds to the context of the precinct's position within the Sydney CBD, with the height of the North Site driven by compliance with the permissible height under the building height development standard and the sun access plane for Martin Place. The height and scale of the tower has also been designed to respond to the existing surrounding buildings and public domain.

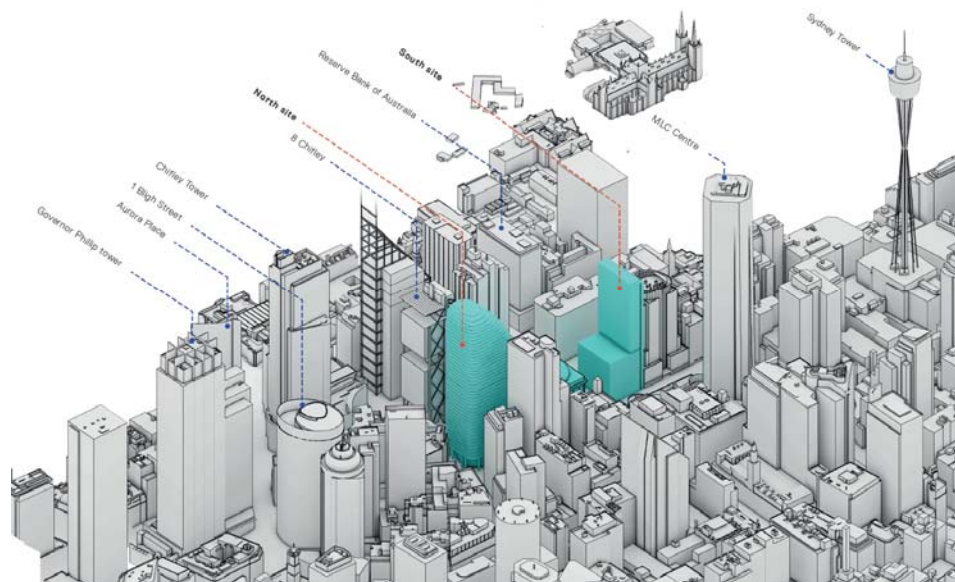


Figure 83 – Proposed North Tower height in the context of the Sydney CBD
 Source: Grimshaw & JPW

Given the need to respect the significant heritage value associated with the former Government Savings Bank of NSW on the southern portion of the North Site, which constitutes Macquarie's existing headquarters at 50 Martin Place (and given its recent refurbishment), the tower footprint is not proposed to extend into the airspace above 50 Martin Place.

The proposed building height will contribute to the creation of a highly functional and aesthetically pleasing commercial building, and is acceptable for the following reasons:

- The proposed building envelope complies with the Sun Access Plane controls of the Sydney LEP 2012, and maximises the building's capacity within the constraints of the Sun Access Plane;
- The proposed building height of the north tower is compatible with heights of the existing buildings surrounding it, with particular reference to 8 Chifley Square, Chifley Tower, Deutsche Bank Place and 52 Martin Place (refer to **Figure 84**);
- The proposed height reflects the core CBD location, and is suitable given the immediate proximity to and proposed future integration with high capacity mass transit (rail, light rail and future metro rail);
- The height can support a positive urban design outcome in terms of the interface between built form and public domain, as demonstrated by existing buildings in Chifley Square of comparable height and scale;
- The height and form of the envelope will not adversely impact the quality of the public domain in terms of wind conditions and overshadowing;
- The building's height and scale at the northern frontage will reinforce the significance of this key component of the public domain and allow for the provision of a grand entrance to the transport and retail precinct and concourse below;
- The proposed envelope will allow for a tower form which is setback from 50 Martin Place, to break up the bulk and scale, respect its heritage character and allow the roof form of 50 Martin Place to be discernible from key views;
- The view analysis of the proposed built form at **Appendix L** demonstrates that the proposed building height is capable of integration into the built form typology of the locality.

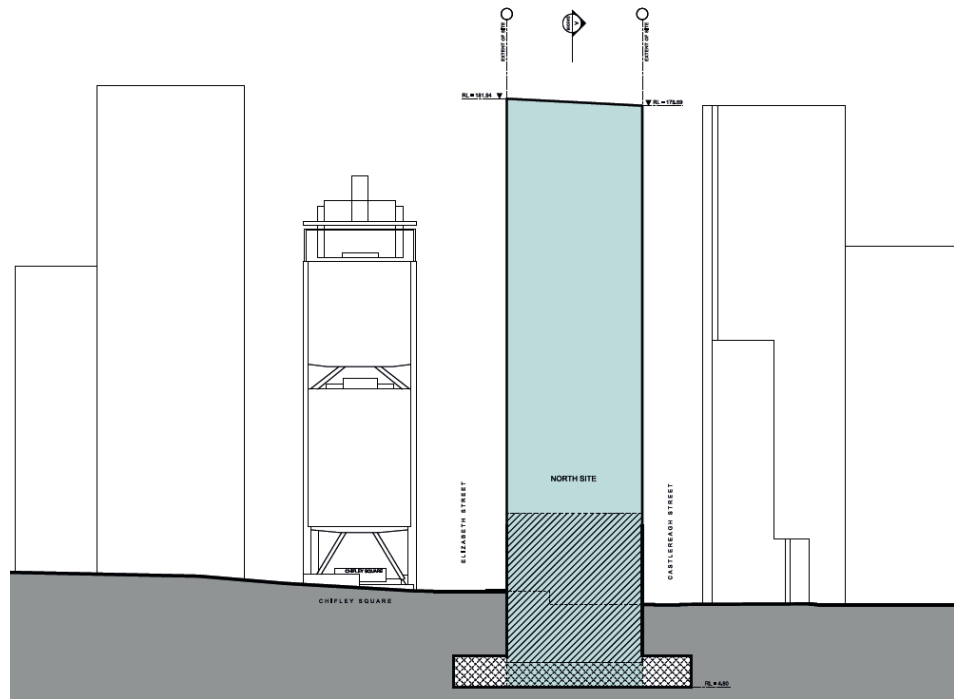


Figure 84 – North Tower height in context (north elevation)
 Source: Grimshaw and JPW

North Tower Setbacks

The proposed north tower envelope has a zero setback to Hunter Street (north), Castlereagh Street (west) and Elizabeth Street (east). The proposed tower envelope also proposes a zero setback to the boundary of 50 Martin Place (which forms part of the overall North Site), with the illustrative scheme demonstrating a varied setback to the curtilage of the 50 Martin Place Building, in response to the heritage development guidelines (discussed further in **Section 5.9**).

Hunter Street North Tower Setback

Tzannes identifies that the Hunter Street façade alignment for the north tower forms a critical role in the articulation of the built form in this part of the city. Tzannes also identify that a zero setback for this façade allows the tower to be aligned with those directly to the east, forming a strong southern edge to Chifley and Richard Johnson Square. Furthermore, this alignment of towers, with their podiums, across these three towers allows this important public space to be legible in the skyline of the city. The Urban Design Principles established by Tzannes for North Site tower setback to Hunter streets are:

Urban Design Principle – Tower Setbacks (North Site)

Hunter Street

- Zero set back to Hunter Street to align with the towers adjacent to the east along Hunter Street.
- Model corners of north tower for enhanced solar access, daylight to the public domain and wind performance.

The proposed zero setback to Hunter Street is considered appropriate as it allows the alignment of the tower to be consistent with the strong defining edge along the south side of Hunter Street (embodied through the Deutsche Bank Building and 8 Chifley Square (and the existing building at 55 Hunter Street), and also ensures the strong southern definition of Chifley Square and Richard Johnson Square. **Figure 85** below demonstrates this defined built edge.



Figure 85 – Hunter Street established tower setback
 Source: *Tzannes*

The Urban Design Analysis and Design Report have also identified that a proposed zero tower setback to Hunter Street also makes legible the underlying logic and development of the city, marking the point at which the orthogonal city grid meets the more organic, topographic structure of the original city to the north of Hunter Street. This is best illustrated in **Figure 86** below, which demonstrates the transition in street geometry north and south of Hunter Street.

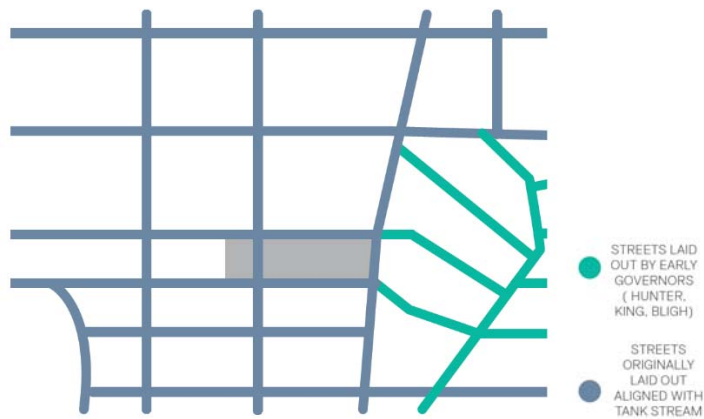


Figure 86 – Sydney CBD urban grain conceptual figure
 Source: *Grimshaw and JPW*

Elizabeth and Castlereagh Streets North Tower Setbacks

Tzannes identifies that the tower response and relationship to Elizabeth Street and Castlereagh Street are a significant opportunity to provide legibility to the city and accentuate the importance of Martin Place as one of the major public spaces of the city, and has accordingly developed the Design Principles below to guide the tower setback to north and south streets.

Tzannes also identify that selecting appropriate tower setbacks for buildings along north-south streets in this location are a significant opportunity to provide legibility to the city and accentuate the importance of Martin Place as one of the major public spaces in the city. Tzannes describe the opportunity through the creation of ‘thresholds’ – or the differentiation of one space to another – achieved by creating a narrow entry through Castlereagh and Elizabeth Street. This has the effect of increasing Martin Place’s differentiation or ‘specialness’ when moving through the city.

The use of zero setbacks for the towers to define the edges of Martin Place therefore has the capacity to achieve this effect and create a more distinctive character to the public space of Martin Place. Tzannes acknowledges that this strategy is directly proposed by Jan Gehl in his 2015 design proposal for Martin Place which also argues for a greater emphasis in making a distinct entry to the Place. Accordingly, the following design principles are proposed in relation to tower setbacks to Elizabeth Street and Castlereagh Street:

Urban Design Principle – Tower Setbacks (North Site)

Elizabeth and Castlereagh Street

- Zero set back to Castlereagh and Elizabeth Streets is required.
- Model corners of north tower for enhanced solar access, daylight to the public domain and wind performance.

The proposed zero setback for the northern tower to Castlereagh and Elizabeth Street is considered appropriate as the impact of the Sun Access Plane between Castlereagh Street and Elizabeth Street until Park Street is such that there are very few towers of significant scale. Ensuring a significant tower on the north site will take advantage of the site’s strategic location and the opportunity to maximise the envelope within the Sun Access Plane height limit.

The proposed zero setback to these north-south streets is also considered appropriate as the change in street geometry at Hunter Street means that there are no long views down Elizabeth or Castlereagh Street which set a precedent, and the zero setback does not result in an overly enclosed quality to the street.

A key development principle prepared by Tzannes in relation to the north-south street tower setbacks at the detailed design stage is to model the corners of the north tower for enhanced solar access, daylight to the public domain and wind performance. The principle does to the heart of the objectives for delivering traditional podium and tower (setback) forms.

North Tower Street Wall Definition

Tzannes identifies that street wall definition and height is critical to the definition and enclosure of urban public spaces. Typically, consistent street wall alignments and heights reinforce the spatial character of these places. However, due to changing planning controls and their implementation over time, there is significant variety of street wall heights that surround and include the site.

The proposed envelope provides a zero setback built to the street alignment for the north tower on all street frontages, consistent with the existing 50 Martin Place Building. This is to primarily accommodate a built to street alignment development on Castlereagh Street and Elizabeth Street, and a negative podium to Hunter Street, consistent with the Urban Design Principles and the established negative podium character of Hunter Street.

Street Wall Definition – Hunter Street

Tzannes identify that the City of Sydney DCP Locality Statement for Chifley Square seeks development which reinforces the urban character and distinct sense of enclosure of Chifley Square by emphasising and reinforcing the semi-circular geometry of the space, requiring new buildings to be integrated with the form of existing buildings.

Tzannes also identify that the straight alignment established by the buildings fronting Hunter Street to the east of the site enhances the spatial definition of these spaces through the increased contrast between the linearity of the southern alignment with the curve to Chifley Square and the triangle to Richard Johnson Square. These buildings, which are characterised by towers to ground with ‘reverse podiums’ rather than typical podium and tower buildings, should form the alignment of the northern tower, with the proposed podium design responding to this reverse podium arrangement in replication. Accordingly, Tzannes has identified the following Urban Design principles for the Hunter Street Street Wall Definition:

Urban Design Principle – Street Wall Definition (North Tower)

Hunter Street

- The northern building alignment to Hunter Street is to be set back from the street in alignment with the northern facades of 8 Chifley and Deutsche Bank.
- The proposed design of the northern tower is to respond to the ‘reverse podium’ alignment of 8 Chifley and Deutsche Bank in its architectural form. It is not to undermine the spatial definition of Chifley Square or Richard Johnson Square through the implementation of an undercroft space in replication of these two buildings.

The existing building on the North Site has a zero setback to Hunter Street, with the building positioned at the junction of two distinct building alignments following the bend in Hunter Street at its junction with Castlereagh Street. The proposed envelope’s zero setback is considered appropriate as it will allow a future detailed design to accommodate a negative podium, extending the tradition of distinguished negative podiums in surrounding developments in a way that does not undermine the spatial definition of Chifley Square or Richard Johnson Square.

Street Wall Definition – Elizabeth Street and Castlereagh Street

Tzannes identify that there is considerable variety of street wall heights along the western alignment of Elizabeth Street, including that occupied by the buildings on the North Site, and also note that there is general alignment between street wall heights of 50 Martin Place with that of the street wall height of Chifley Square. For this reason, it is identified that there is potential to increase the legibility of the block structure between Martin Place and Hunter Street as well as the station development within the local context through the recognition of this alignment in the proposed built form. This strategy also has the potential to connect Martin Place and Chifley Square through this alignment.

Accordingly, Tzannes recommend through Urban Design Principle 4.3.1 in their Urban Design Study the following recommended street wall definitions for Castlereagh and Elizabeth Streets:

Urban Design Principle – Street Wall Definition (North Tower)

Elizabeth Street

- The proposed design of the northern tower is to respond to the street wall alignment and height of both 50 Martin Place and former Qantas House.

Castlereagh Street

- The proposed design of the northern tower is to respond to the street wall alignment and height of both 50 Martin Place and the CML Building.

A built to street alignment is proposed for Elizabeth and Castlereagh Street. This is considered acceptable as it will increase the legibility of the block structure between Martin Place and Hunter Street as well as the station development within the local context through the recognition of this alignment in the proposed built form. The detailed design of the north tower will provide opportunities through articulation and materiality to respond to the street wall alignment and height of both 50 Martin Place and Chifley Square, as well as the proposed south tower, which will take cues from 50 Martin Place.

5.6.2 South Site Built Form

South Site Building Envelope Height

As with the North Site, the Urban Design Report by Tzannes identifies that the height of the South Site tower plays an important role in defining the built form of the city, and that the particular characteristics of the precinct and its position in the city mean that South Site can perform important roles in making the city more distinctive, legible and with a discernible hierarchy of public spaces that can be appreciated from a variety of vantage points, distances and contexts.

As with the North Site, the Urban Design Principles for the South Site have been developed to ensure its built form maximises the capacity of the precinct (noting the constraints to reaching the South Site's full potential under the existing planning controls) owing to its high level of amenity, access to public transport and the significance of its location within the financial centre of Sydney. The Urban Design Guideline 4.3.4 Tower Height from the Urban Design Study states:

Urban Design Principle – Tower Height

- Both towers are not to breach the Sun Access Planes.
- Both towers are to maximise their capacity within the constraints of the Sun Access Planes and the design principles.

Accordingly, the proposed envelope for the South Site complies with the Sun Access Plane control in the Sydney LEP 2012 relating to Hyde Park North, which seeks to preserve sunlight to Hyde Park to the south-east (refer to **Section 5.11** for further discussion in relation to compliance with Sun Access Planes).

The proposed South Site envelope is also compliant with the 55 metre height limit for the podium element to Martin Place, Elizabeth Street and Castlereagh Street, which extends into the site 25 metres from the Martin Place Street edge, and is representative of the historic 150 foot height limit along Martin Place (refer to **Figure 87**).

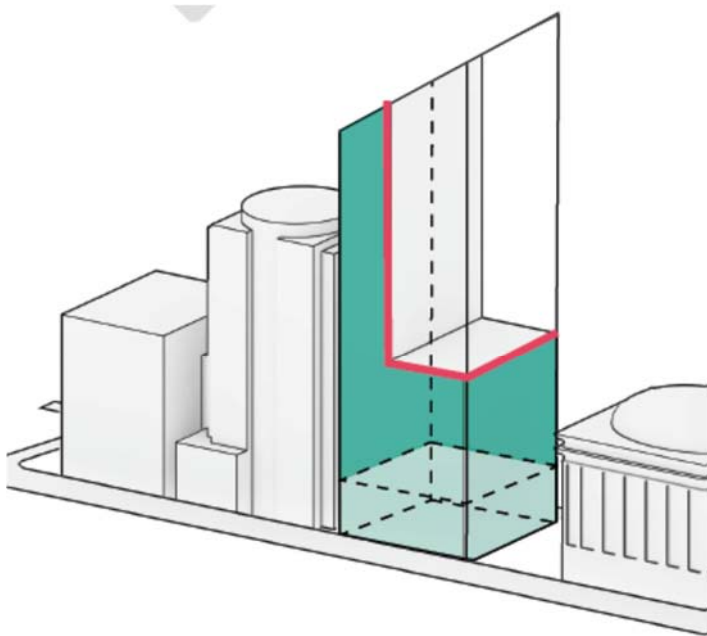


Figure 87 – Extent of 55m high podium in compliance with Sydney LEP 2012
 Source: Grimshaw and JPW

As illustrated in **Figure 88** Concept Proposal responds to the context of the South Site's position within the Sydney CBD, with the height of the south tower driven by compliance with the permissible height under the building height development standard and the sun access plane for Hyde Park North. The height and scale of the tower has also been designed to respond to the existing surrounding buildings and public domain.

The proposed building height will contribute to the creation of a highly functional commercial building, and is acceptable for the following reasons:

- The proposed building envelope complies with the Sun Access Plane controls of the Sydney LEP 2012, and maximises the building's capacity within the constraints of the Sun Access Plane;
- The height and form of the base corresponds with the City of Sydney's street frontage height controls, which have been established to avoid the urban canyon effect and reinforce the general character of Martin Place;
- The podium will occupy the full site footprint, thereby helping to re-affirm the street wall as the dominant form that defines the street edge. The podium will also have a direct relationship with 50 Martin Place opposite through its alignment with the projecting cornice that visually defines the top of the building;
- The podium height, form and architectural treatment of the façade will also endow the building with a human scale that is consistent with the character of Martin Place and creates a respectful relationship to the public realm;

- The tower form has been extended to the maximum LEP envelope limits, resulting in a slender tower form aligned to the rear of the podium, establishing a bookend for the urban block. The tower will have a much lighter and more ephemeral appearance in contrast to the heavier and more robust podium below. The slender profile will create a unique and visually striking form that will contribute to Sydney’s animated skyline;
- Visual analysis of the proposed built form at Section 5.10 demonstrates that the proposed building height is capable of seamless integration into the built form typology of the locality.

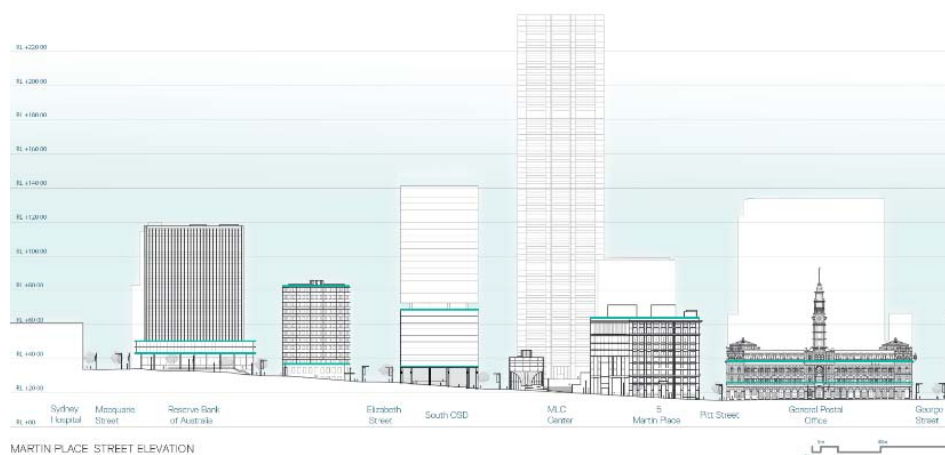


Figure 88 – South Tower height in context (north elevation – Martin Place)
 Source: Grimshaw and JPW

South Tower Setbacks

Martin Place South Tower Setback

The proposed south tower envelope is set back 25 metres from the street frontage to Martin Place. This is considered appropriate as the setback is primarily driven by compliance with the 55 metre LEP height limit governing the northern section of the site to a depth of 25 metres. The result is an envelope which proposes an above podium slender tower abutting the rear boundary to the south. The proposed setback is consistent with the intent of the LEP and DCP controls applicable to Martin Place, which seek to provide consistent articulation between the podium and street wall definition of Martin Place and also to allow unimpeded access to views of the GPO clock tower.

Elizabeth and Castlereagh Streets South Tower Setbacks

As with the North Site, Tzannes within the Urban Design Report identifies that the tower setbacks to Elizabeth Street and Castlereagh Street are a significant opportunity to provide legibility to the city and accentuate the importance of Martin Place as one of the major public spaces of the city, and has accordingly developed a Design Guideline promoting a zero setback to north-south streets. This will have the effect of providing legibility to the city and accentuating the importance of Martin Place as one of the major public spaces in the city through setback differentiation along these two streets.

Urban Design Principle – Tower Setbacks (South Site)

Elizabeth and Castlereagh Street

- Zero set back to Castlereagh and Elizabeth Streets is required.
- Provide a zone of articulation between the tower and the podium to better define the spatial quality of Martin Place.

As with the North Site tower, the proposed zero setback for the South Site tower to Castlereagh and Elizabeth Street is considered appropriate as the impact of the Sun Access Plane between Castlereagh Street and Elizabeth Street until Park Street is such that there are very few towers of significant scale. Maximising the tower floor plate for the south tower, particularly given the constraints associated with setting back the tower 25 metres from the Martin Place street edge in order to comply with the 55-metre podium height limit is considered critical to maximising the potential for a viable tower floor plate.

Furthermore, as is the case with the north tower, the proposed zero setback to the north-south streets is considered appropriate as the change in street geometry at Hunter Street means that there are no long views down Elizabeth or Castlereagh Street which set a precedent, and the zero setback does not result in an overly enclosed quality to the street.

South Tower Street Wall Definition

Street Wall Definition – Martin Place

The existing building on the site at 39 Martin Place is identified as an ‘Opportunity Site’ under the Sydney LEP 2012, as the site does not present a podium built to the street edge of Martin Place. In this regard, the existing building is identified as out of character in Martin Place on both urban design and heritage grounds. The redevelopment of the site provides an opportunity to create a building which provides a street wall definition which is consistent with the prevailing and desired future character of buildings along Martin Place.

Tzannes identifies that there is significant variation in street wall heights along Martin Place, particularly along the southern edge, with the MLC Centre reading as a strong break in the wall midway along the southern edge. In this regard, a stronger relationship between the northern and southern street walls between Elizabeth and Castlereagh Streets along Martin Place is appropriate. Accordingly, Tzannes has identified the following Urban Design Principles for the Martin Place Street Wall Definition for the South Site:

Urban Design Principle – Street Wall Definition (South Tower)

Martin Place

- The proposed building on the southern site is to have a zero setback to match the predominant street alignment.
- Proposed street wall height of the building on the southern site is to relate to the heritage building at 50 Martin Place.
- A recess in the built form of the tower is to increase the articulation and definition of the street wall from the tower over.

Urban Design Principle – Street Wall Definition (South Tower)**Elizabeth Street**

- Street wall height of the proposed building on the South Site is to relate to that of the heritage building at 50 Martin Place.
- A recess in the built form of the tower on the South Site is to increase the articulation and definition of the street wall from the tower over.

Castlereagh Street

- Proposed street wall height of the proposed building on the south site is to relate to that of the heritage building at 50 Martin Place.
- A recess in the built form of the tower on the south site is to increase the articulation and definition of the street wall from the tower over.

A built to street alignment approach is proposed for the podium to Elizabeth and Castlereagh Street. The nature of the 55 metre height limit necessitates a setback above the street frontage for any tower component from Martin Place. Given the reduced floor plate of proposed tower above, and the opportunity to define the podium edge through a response in materiality when aligned with the podium height of 50 Martin Place, the proposed envelope for the tower above Castlereagh Street and Elizabeth Street includes a zero setback to these frontages.

5.7 Articulation and Materiality

5.7.1 Street Wall Articulation

The architecture of Martin Place maintains a heritage character across a number of heritage items, consisting of significant and iconic walls and windows. These buildings are also characterised by façades which provide layers of scale and a multilateral arrangement of base, middle and top. 50 Martin Place is an excellent example of these attributes and as it is located directly opposite the South Site, will be an important reference to the design of the southern podium. Furthermore, the design needs to maintain the important heritage characteristics of 50 Martin Place given its prominence in the streetscape.

However, it is also noted that other buildings along Martin Place – including the recently constructed 20 Martin Place, the existing building on the South Site (39-49 Martin Place), and 52 Martin Place, are more contemporary in their design, and therefore, these buildings do not follow existing patterns established by the buildings of heritage character along Martin Place.

Macquarie, through their award-winning refurbishment of 50 Martin Place, have shown a commitment to respecting the heritage character of Martin Place and its surrounds and accordingly, in the context of a Stage 1 assessment of articulation, will adopt the following heritage and urban design principles in the development of a detailed design for the northern and southern towers as part of Stage 2 applications:

- The Martin Place façade of the South Site is to respond to the articulation and principal datum lines of 50 Martin Place;
- The Martin Place façade of the South Site is to respond to the general solidity of 50 Martin Place as well as the other key heritage buildings of Martin Place;

- The design of the development will completely retain the exceptional aesthetic significance of the exterior of 50 Martin Place;
- The detailed design will retain the landmark qualities and civic presence of 50 Martin Place within Martin Place and its environs;
- The detailed design will retain the identity of 50 Martin Place as one of the finest purpose designed bank buildings in Australia;
- The detailed design will avoid the use of cantilevered awnings on the Martin Place frontage;
- The architectural form and expression of the North Tower will allow 50 Martin Place to be understood as a distinct and independent architectural element in the Elizabeth and Castlereagh Street streetscapes;
- The North Tower will maintain a sufficient set back from 50 Martin Place to allow the historic north-east and north-west lift overrun towers to be understood visually as detached forms (refer to **Figure 90**);
- The Hunter Street façade of the North Site is to respond to the articulation and principal street wall height of the former Qantas building;
- The Hunter Street façade of the North Site is to respond to the articulation of the 'reverse podium' alignment of 8 Chifley;
- The façade podium articulation of the South Site's tower is to extend from the Martin Place façade to both the Elizabeth and Castlereagh Street to ensure the three-dimensional integrity and solidity of the podium is maintained;
- A zone of articulation between the tower and the podium on the South Site is required to define the spatial quality of Martin Place. This articulation is also to return to the side elevations of Elizabeth and Castlereagh streets for the extent of this architectural language.
- The articulation of the base of the northern tower is to respond to the architectural language of 50 Martin Place.

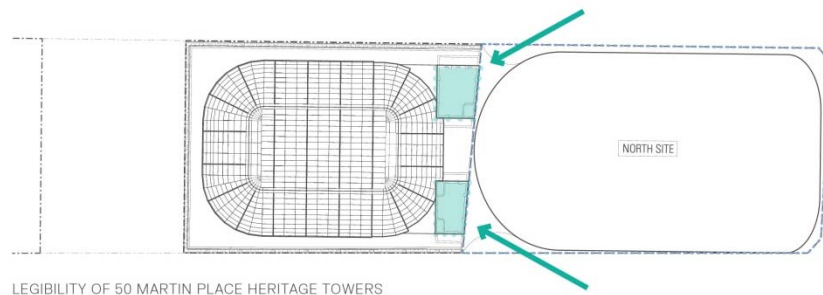


Figure 90 – Protection of views to historic lift overruns
 Source: Grimshaw and JPW

Figure 91 below demonstrates the location and relationship of key datum lines through the precinct, which will be used as a reference to express street wall articulation.

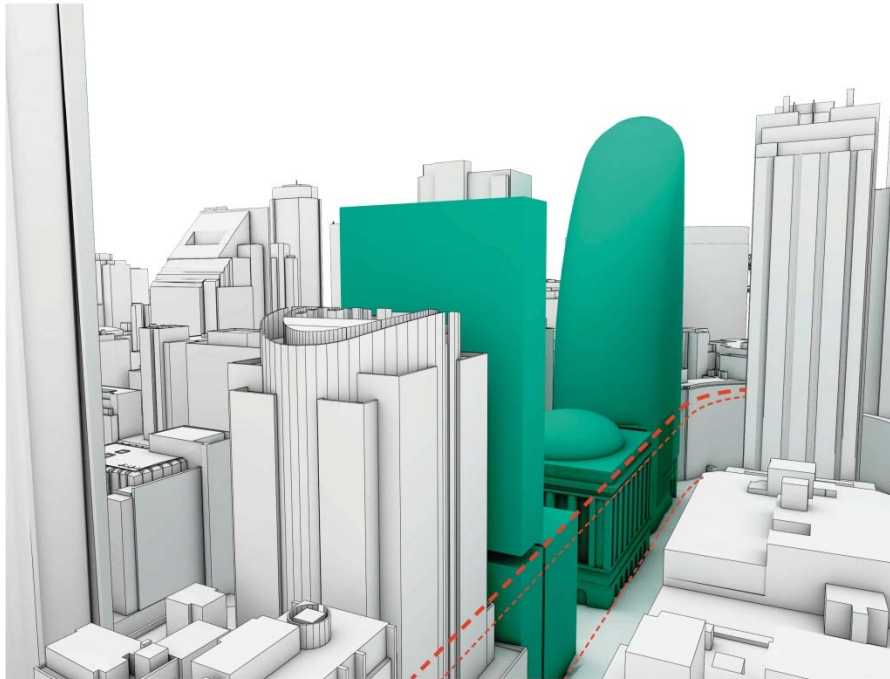


Figure 91 – Precinct- key datum lines will form the detailed street wall articulation design differentiation
 Source: Grimshaw and JPW

5.7.2 Street Wall Materiality

Street wall materiality can be a key supporting factor to street wall height and articulation and is critical to the definition and enclosure of urban public domain. Typically, considered built form materiality reinforces the spatial character of urban spaces. The concept proposal has been developed from the study of these existing conditions and aims to integrate them to reinforce and support the existing spatial characteristics of the public domain surrounding the site.

Martin Place

The materiality of Martin Place is characterised primarily by traditional heritage masonry architecture with the majority constructed in Sydney sandstone, with the exception of 50 Martin Place and its glazed terracotta materiality. There are, as noted earlier in this report, inconsistent materiality elements in the streetscape of Martin Place from more contemporary buildings.

As recommended in the urban design report, the street wall materiality of the proposed building on the South Site will be included in a future Stage 2 application, with the Martin Place façade to respond to the materiality of 50 Martin Place as well as the other heritage buildings along Martin Place. The materiality of the tower over is also to respond to its context in the city skyline and to support its articulation from the building’s podium. These principles are considered appropriate as they will contribute to and support an existing and desired future character of Martin Place.

Hunter Street

The materiality of the architecture of Hunter Street, including Chifley and Richard Johnson Square is considerably more diverse than that of Martin Place and offers greater flexibility for material options to articulate the built form of the North Site. The materiality of this area includes the sandstone of Emil Sodersten's City Mutual Life Building, the predominantly glass with sandstone architecture of Felix Tavener's Qantas House, the granite and glass of Chifley Tower and the predominantly glass and metal of the architecture of Foster + Partners' Deutsche Bank building and Rogers Stirk Harbour + Partner's 8 Chifley Square.

Accordingly, the principles proposed by Tzannes for the street wall materiality of the north tower to Hunter Street are considered appropriate:

- The lower sections of the Hunter Street façade of the north site is to respond to the materiality of 50 Martin Place.
- The materiality of the tower over is to respond to its context in the city skyline.

These materiality principles are considered appropriate as they will provide a dual response to the articulation of the building on the North Site, resulting in both contemporary articulation for the architecture above the street frontage height and street wall articulation expressed from key heritage and podium height datums in the locality.

Elizabeth and Castlereagh Streets

Principles for the street wall materiality for both towers along Elizabeth and Castlereagh Streets must reflect and balance the more consistent materiality of Martin Place with the more diverse materiality of Hunter Street. The diverse and oblique views down and across these streets make these connections explicit, requiring a considered material response in relation to these two conditions.

The urban design study, which incorporates the recommendations and heritage principles from the Statement of Heritage Impact prepared by TKD, identifies that the oblique views of the South Site available down and across Martin Place ensure a strong relationship is required between the materiality of the Martin Place podium façade and the facades to Elizabeth and Castlereagh streets. Similarly, the views down these streets require a considered material relationship between 50 Martin Place and the connected new northern tower. Accordingly, the following design principles developed by Tzannes are considered appropriate, as they will ensure the north-south street walls across both sites provide a street wall materiality which balances heritage and design excellence objectives:

- The façade podium materiality of the South Site tower is to extend from the Martin Place façade to both the Elizabeth and Castlereagh Street to ensure the three-dimensional integrity and solidity of the podium is maintained.
- There is greater flexibility for the materiality of the South Site tower over as the tower is required to respond to the skyline of the city and be articulated from the building podium.
- The articulation of the base of the north tower is to respond to the architectural materiality of 50 Martin Place.
- The materiality of the North Site's tower over is to respond to its context in the city skyline.

Figure 92 below forms an extract from the Design Report (**Appendix A**) which demonstrates that the street frontage height and street wall definition can be resolved at a future detailed design stage, incorporating the differentiation of architectural and materiality to break up the tower and podium alignment.

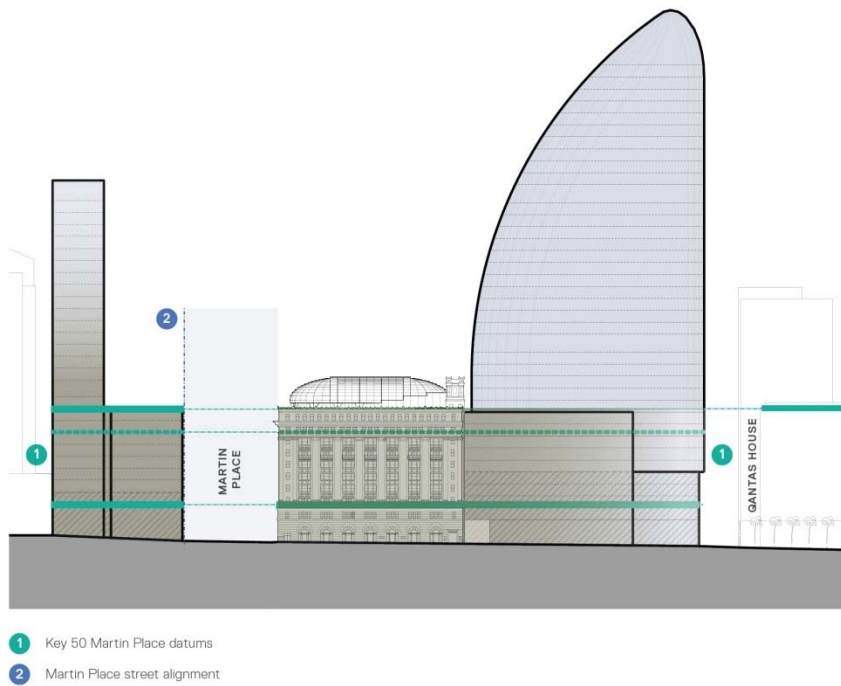


Figure 92 – East elevation extract demonstrating future podium materiality key datum lines
 Source: Grimshaw and JPW

5.8 Streetscape and Public Domain

Streetscape

The precinct addresses and connects three of the major public spaces of the city, being Martin Place, Chifley Square and Richard Johnson Square. Generally, the large scale commercial buildings occupied by banks as well as legal and financial services businesses provide limited activation of this public domain. This activation is generally confined to building entries, some of which may be activated by small café concessions.

The proposed concept provides significant opportunities to improve both the Precinct’s relationship with the public domain and provide a significant improvement to the streetscape:

- The proposal recognises the importance of ‘streetscape’ and the various character areas around the precinct. This is reflected through the reclamation of the street edge by building out to the boundary, and through the definition of strong edges and corners;
- The scale and massing of the podiums, and design principles to guide wall modulation have been developed in response to this context, in so doing adding to and strengthening the streetscape character;
- New connections, through-site-links and street activation will enliven the street and add to the character and appeal;

- While there are various ground level functions, the towers will have a clear and identifiable address, which will be distinct and independent of the station entrances. This will be partly achieved through the orientation of the entrances which address Elizabeth Street, in combination with the Metro Station entrances, which are largely oriented towards Castlereagh Street and the northeast;
- Important streetscape vistas will be retained and enhanced by the proposed envelopes, with the opportunity through detailed design for the façade treatments to respond sensitively to their contexts, for example the northern façade of the South Site will express a contemporary interpretation of existing heritage facades of 50 Martin Place;
- A central objective of the proposal and overall concept is the establishment of an integrated, transport-oriented precinct, that exploits the precinct's strategically important location in the heart of Sydney's financial, professional services, IT and civic districts. This objective will be reinforced through the opportunity for activation along the street edges of the South Site and the northern portion of the North Site; and
- The opportunity to better organise and coordinate street level functions will result in the clear legibility of functions and improved urban outcome. The integration also allows for a more sensitive and nuanced integration of the station entrances into the major civic spine of Martin Place at the south and the important civic streets and spaces at the north including Chifley Square and Richard Johnson Square.

Public Domain

As noted in **Section 4.10** of this report, the CSSI Approval for Stage 2 of the Sydney Metro requires as part of the Conditions of Approval the preparation of a Station Development and Precinct Plan (SDPP) for each of the metro stations and their surrounds, which will be prepared by the proponent of the CSSI. Accordingly, all public domain works for the precinct will be designed and undertaken through the SDPP CSSI process.

However, a number of public domain activation and ground plane development principles have been developed by Tzannes to guide the detailed design of the future development's relationship with the public domain. These principles (refer to Urban Design Report at **Appendix G**) have been developed in recognition of the significant increase in commuter traffic resulting from the Martin Place upgrade, the significant opportunity to increase the activation of the public domain of the precinct and its surrounds, and the opportunity to rationalise and simplify the ground plane through the proposed buildings.

Figure 93 below illustrates conceptually the level of active frontage proposed as part of the illustrative design, including the activation of key civic areas such as Martin Place and Chifley Square.

In terms of key landscaping moves (noting these will be developed, designed and delivered under the Sydney Metro CSSI approval) Grimshaw and JPW as part of the illustrative design (refer to **Appendix A**) note the following opportunities:

- Removal of the existing station portals in line with Council's City North Public Domain Plan;
- New lighting in line with Council requirements;
- New street trees along Castlereagh, Elizabeth and Hunter Streets to reinforce spatial movement – consistent with Sydney Metro Urban Design Guidelines;
- New street trees along Martin Place in line with Council's City North Public Domain Plan;

- Potential continuation of Martin Place finishes across Elizabeth Street and Castlereagh Street.
- Continuation of finishes through the public through-site links; and
- New paving and regrading of Martin Place/footpaths, with colour and materials palette to reflect existing urban character.



Figure 93 – Proposed active street frontages of the overall concept
 Source: Grimshaw and JPW

5.9 Heritage

A Statement of Heritage Impact (SHI) has been prepared by TKD Architects and accompanies this report at **Appendix D**. This statement identifies and assesses potential heritage impacts associated with the proposed tower envelopes, and specifically, heritage impacts on subject and neighbouring heritage items, their context and setting and significant views. To mitigate or minimise heritage impacts, heritage development guidelines are provided for the future detailed design of each of the towers. The guidelines establish key parameters for any future redevelopment through establishing objectives and principles.

The statement follows the general guidelines for Statements of Heritage Impact, set out in the NSW Heritage Manual, Heritage Office and Department of Urban Affairs and Planning (1996). The statement also follows the methodology and terminology described in *The Conservation Plan, Sydney*, National Trust of Australia (NSW), 7th edition 2013 by Dr J. S. Kerr and in the Australia ICOMOS Burra Charter, 1999 as described below. The methodology of these documents is combined with the State Heritage Register criteria to formulate an assessment of cultural significance (refer Section 3 of the SHI).

5.9.1 Heritage Impacts on the Site

Former Government Savings Bank of NSW, 48-50 Martin Place

The Former Government Savings Bank of NSW at 48-50 Martin Place is culturally significant at a National level as a rare example of Inter-War Beaux-Arts architecture demonstrating outstanding technical accomplishment. It is also of exceptional local and State significance. Located at a prominent address on Martin Place, the building played an important role in the development of the economy in New South Wales during the 1920s.

The SHI identifies the following:

- The proposed envelope for the South Site will allow for a future building which relates positively in its siting and scale to 50 Martin Place. The guidelines require a design which relates positively to the historic building and to Martin Place generally in its architectural expression, form and materiality, and to enhance and reinforce the Martin Place 'street wall';
- The guidelines identify that the significant architectural presence of the Former Government Savings Bank of NSW on Martin Place, Castlereagh Street and Elizabeth Street is to be respected, retained and enhanced through the responsive design of a future building on the North Site;
- The external form and architectural detailing of the Former Government Savings Bank of NSW will be conserved. Linkages proposed to the north of the building will not impact on its primary facades or streetscape presentation;
- Visibility of the original lift overrun towers from street level vantage points is to be maintained through the proposed North Site envelope and reinforced through the Guidelines;
- The original rooftop colonnades are proposed to be retained, with guidelines provided to minimise physical and visual impacts of proposed linkages to a future building on the North Site; and
- The interiors on the north side of the building are assessed as having exceptional heritage significance, with guidelines identified to minimise/mitigate impacts arising from potential connections to the future building on the North Site.

7 Elizabeth Street

It is noted that 7 Elizabeth Street is approved to be demolished as part of Sydney Metro State Significant Infrastructure SSI 15_7400 and as such, no direct impacts from the proposed development will follow on this particular item once demolished under the CSSI Approval.

5.9.2 Heritage Impacts on Neighbouring Heritage Items

Reserve Bank Building, 65 Martin Place

The Reserve Bank building (1964) designed by the Commonwealth Department of Works, Bank and Special Project Section, is highly significant in the development of post-World War II multi storey office buildings in Australia. It is a significant example of a 1960s office building notable as being a well-designed example of the International style; its construction using high quality Australian materials; steel and concrete construction; and interior design details and artworks.

The heritage impact assessment identifies that the potential heritage impacts on the Reserve Bank Building as a result of the proposed building envelopes are neutral, noting that a new building on the South Site will not materially affect the setting of or views to the Reserve Bank, particularly given the tower component of the South Site is sited at a sufficient distance that it will not be visually dominating.

City Mutual Life Assurance Building, 60-66 Hunter Street

The City Mutual Life Assurance Building is one of the foremost examples of high quality and well-designed commercial Art Deco architecture in Sydney's CBD and represents the culmination of the work of one of Australia's foremost proponents of this style, Emil Sodersten. As a largely intact and well maintained late 1930's structure, the building demonstrates through its powerful exterior elevations and dramatic interior spaces the aesthetic and commercial aspects of Art Deco architecture in Australia.

The heritage impact assessment identifies that the potential heritage impacts on the City Mutual Life Assurance Building as a result of the proposed building envelopes are neutral. A new building on the North Site will not materially affect the setting of or views to the City Mutual Life Assurance Building. The present visual prominence of the building in the Hunter Street streetscape will remain.

Former Qantas House, 68-96 Hunter Street

Qantas House, No. 1 Chifley Square, designed in 1950 by Felix Tavener of Rudder Littlemore & Rudder, Architects and completed in 1957 represents the highest standard of architectural response to its urban setting and client needs through its form, composition and construction. A variant of the Post-War International style of architecture, Qantas House represents transitional aspects of 'moderate' 1930s European modernism, combined with the latest in post-war curtain wall technologies and materials and is the best design response to its setting in Australia from this period.

The heritage impact assessment identifies that the potential heritage impacts on the Qantas House as a result of the proposed building envelopes are potentially positive. A new building on the North Site has the potential to relate positively to Qantas House in its scale and architectural expression, mutually reinforcing the spatial enclosure of Chifley Square.

APA Building, 53-63 Martin Place

The construction of the APA building marked the beginning of the development of the eastern end of Martin Place and Phillip Street as a major commercial and professional precinct. The APA Building exhibits a high level of architectural quality in terms of its proportions, facade treatment and vocabulary of detail.

The heritage impact assessment identifies that the potential heritage impacts on the APA Building as a result of the proposed building envelopes are potentially positive. A new building on the South Site has the potential to relate positively to the neighbouring APA building in its height, scale, materiality and architectural expression, mutually reinforcing the Martin Place 'street wall'.

Former MLC Building, 42-46 Martin Place

The former MLC Building is aesthetically significant as one of the best inter-war commercial office buildings in Sydney, and the best example in Australia of the exterior use of Egyptian derived motifs in such buildings. Its quality of design and use of materials make it one of the principal contributors to the architectural character of Martin Place which is recognised as one of Sydney's finest urban spaces.

The heritage impact assessment identifies that the potential heritage impacts on the Former MLC Building as a result of the proposed building envelopes are potentially positive. A new building on the South Site has the potential to relate positively to the former MLC building in its height, scale, materiality and architectural expression, mutually reinforcing the Martin Place 'street wall'.

Martin Place Railway Station

Martin Place underground railway station is significant as a representative of the latest major railway construction undertaken in the State in the eastern suburbs railway line. The whole of the structure being underground is a development of the structures built in the city in the 1930's and represents the latest in technology at the time.

There are no heritage impacts on Martin Place Railway Station arising from the proposal as assessed in the heritage impact assessment.

GIO Building, 60-70 Elizabeth Street

The GIO Building is historically significant because of its associations with Sun Newspapers Ltd newspaper publishing activities in Sydney during the first half of the twentieth century. The building is aesthetically significant because it is possibly the first major Interwar Skyscraper Gothic style building in Sydney, of which it is also a rare example, and because it is a major building designed by architect Joseph Kethel.

The heritage impact assessment identifies that the potential heritage impacts on the GIO Building as a result of the proposed building envelopes are potentially positive. A new building on the South Site has the potential to relate positively to the GIO building in its height, scale, materiality and architectural expression.

Richard Johnson Square, Corner Hunter and Bligh Streets

Richard Johnson Square is historically and culturally significant as an important example of 20th century civic planning. The heritage impact assessment identifies that the potential heritage impacts on Richard Johnson Square as a result of the proposed building envelopes are neutral. The significance of Richard Johnson Square is derived from its pedestrian use and 1925 memorial, rather than from the surrounding buildings.

Chifley Square

Chifley Square is of historical and aesthetic significance as an early 20th exercise in city planning to create a new public open space, and for its naming to honour J.B. Chifley, Australia's prominent and well-loved wartime Prime Minister 1945-1949. The construction of the heritage-listed 1957 Qantas House (designed by Rudder Littlemore and Rudder) at 68-96 Hunter Street was integral to the creation of Chifley Square, and adds to the historical and aesthetic significance of the Square.

The heritage impact assessment identifies that the potential heritage impacts on Chifley Square as a result of the proposed building envelopes are potentially positive. A new building on the North Site has the potential to reinforce the spatial enclosure of the square by defining its southern edge.

Martin Place

Martin Place has Historic and Aesthetic Significance for ability to evidence the development of Victorian and Interwar Sydney as a prestige address for institutional buildings. Ability to reflect the status of Sydney because of its relationship with Institutional Buildings. It is significant for its ability to contribute to understanding the nineteenth and twentieth century town planning intention. It has ability to evidence key period of building activity during the Victorian period and later the interwar period and post war period in direct response to the Height of Building controls. Martin Place has Historic Association Significance for its association with Sir James Martin, premier and Chief Justice of NSW.

The heritage impact assessment identifies that the potential heritage impacts on Martin Place as a result of the proposed building envelopes are potentially positive. Replacement of the present building on the South Site at 39 Martin Place provides an opportunity for a new building which better reinforces the strong linear character and spatial enclosure of the street in its height, scale, materiality and architectural expression.

5.9.3 Conservation Management Plans

TKD at **Appendix D** have evaluated the Concept Proposal against the relevant endorsed Conservation Management Plans, which consist of:

- 48 Martin Place Conservation Management Plan – 2012 (Tanner Architects);
- Qantas House, No. 1 Chifley Square Conservation Management Plan – 2004 (GML); and
- City Mutual Building, 60-66 Hunter Street Conservation Management Plan – 2005 (Tanner Architects).

In general TKD consider that the Concept Proposal is consistent with the CMPs, subject to minimising/mitigating impacts (in particular in relation to 48 Martin Place) through the adoption and implementation of the heritage development guidelines.

5.9.4 Heritage Impacts on Special Character Areas

Part of the North Site falls within the Chifley Square Special Character Area with part of the South Site also falling within the Martin Place Special Character Area. TKD has undertaken an assessment of the proposal against the objectives and principles of each of these special character areas. Overall, it has been determined that the proposal is consistent with the objectives and principles of these special character areas.

Consistency with the objectives and principles is reinforced through the heritage development guidelines to be adopted as part of the detailed design.

5.9.5 Overall Heritage Impact

In conclusion, the heritage impacts arising from this Stage 1 DA are considered to be acceptable. A second heritage impact study will be carried out for the detailed design of the towers and submitted with a future application for a Stage 2 DA. The SOHI concludes that the level of detail in the indicative concept is appropriate to demonstrate the suitability for redevelopment in the Stage 1 DA process, and identifies more specific details to be addressed in the Stage 2 detailed design, where carefully developed guidelines have been prepared to inform this next design phase.

The SHI identifies the following key conclusions on the heritage impact of the proposal:

- North Site: Proposed envelopes are acceptable subject to the future detailed design being developed in accordance with the heritage guidelines identified in the SHI. Impacts from works associated with future connections between the north tower and 50 Martin Place may be mitigated through the careful design and location of the proposed connections.
- South Site: A new building on the South Site has the potential to enhance the significant characteristics of the street through a purposeful relationship of its architectural expression, scale, form and materials with the historic buildings of Martin Place.

- Potential impacts of future buildings on the North and South Sites on the significance of neighbouring heritage items – relating to their streetscape presentation and setting –are generally considered minor or neutral.
- A new tower on the Hunter Street site has the potential to enhance the sense of spatial enclosure of the semi-circular form of Chifley Square through reinforcement of its street edges and the relationship in scale with the former Qantas House.
- The construction of a new building on the South Site directly on the Martin Place street alignment has the potential to result in positive impacts, enhancing the ‘street wall’ of Martin Place and relating positively to the heritage items at 42-46 Martin Place (the former MLC Building), 48-50 Martin Place (the former Government Savings Bank of NSW) and 53-63 Martin Place (the APA Building), all mutually reinforcing each other and the spatial quality of the street.

5.9.6 Mitigation Measures

In order to mitigate the potential heritage impacts arising from the proposed concept, heritage development guidelines have been formulated by TKD Architects (with input from Howard Tanner). These guidelines will guide the future detailed design of buildings for the North and South sites, aim to maintain the heritage significance of the identified heritage items and, where relevant, minimise or mitigate potential adverse heritage impacts. It is noted that these heritage guidelines have also been generally captured within the Urban Design Report and associated urban design objectives and principles (refer to **Appendix G**). It is this heritage framework of guidelines and principles established that the future detailed design phase will need to have regard to and ensure consistency. These documents will be at the forefront of the designers thinking in the next phase of the design process and will also be used through the Design Excellence process to test the designs.

Development heritage objectives and principles are provided for the following heritage items and places:

- Neighbouring heritage buildings;
- Former Government Savings Bank of New South Wales, 48-50 Martin Place, located within the North Site;
- Martin Place, and;
- Chifley Square.

Objectives are also provided for heritage interpretation and public art, specifically relating to buildings and artworks proposed to be demolished or removed by TfNSW as part of the approved Martin Place Metro Station. The mitigation measures are outlined in detail within the SHI at **Appendix D**, and relate to the following objectives:

Neighbouring heritage items

- Retain and enhance the setting and streetscape presence of neighbouring heritage buildings.

50 Martin Place

- Retain the exceptional aesthetic significance of the building’s exterior.
- Retain the landmark qualities and civic presence of the building within Martin Place and its environs.

- Retain the identity of the building as one of the finest purpose-designed bank buildings in Australia.
- Retain the substantially intact fabric and spatial qualities of the significant interiors of the building largely unaltered.

Martin Place

- Retain and enhance the urban character, scale and strong linear enclosure of Martin Place.

Chifley Square

- Reinforce the semi-circular form of Chifley Square.

Public Art and Heritage Interpretation

- Interpret the heritage significance of the demolished building at 7 Elizabeth Street.
- Incorporate the artworks at 55 Hunter Street into the proposed development of the North Site.

5.9.7 Program for Future Consultation

Macquarie recognises the importance in the ongoing design development of the project for continued and regular consultation and engagement with the Heritage Council of NSW, City of Sydney Council Heritage officers, and the TfNSW Heritage Working Group (specifically formed as part of the Sydney Metro project).

It is proposed to meet with these important stakeholders at key milestones and when there is sufficient development in the design to seek meaningful feedback around potential heritage impacts and possible mitigation measures. In addition to the consultation that has occurred with these stakeholders pre-lodgement of this SSD DA it is anticipated that consultation will be ongoing and occur throughout 2017 and 2018, aligning with the planning processes of the CSSI (detailed design) and the Stage 1 and Stage 2 SSD DAs for the OSD.

It is expected that the frequency of meetings will be bi-monthly, although this is subject to review and agreement with the relevant stakeholders.

5.10 View Analysis

A View Impact Analysis has been prepared by Tzannes (**Appendix L**) to examine the appropriateness of the proposed maximum built form envelope sought as part of the concept proposal. The analysis, which is based on imagery prepared by Arterra, includes a variety of close, near and distant public view locations. In total, 22 views have been selected (refer to **Figure 94** –), with view locations informed from a detailed study of the Precinct and its immediate and distant surrounds, enabling a comprehensive analysis to be undertaken that assesses views from a multitude of places and spaces. The final locations have also been determined in consultation with the Department of Planning and Environment and Council. An animation (provided under separate cover) has also been prepared to assist in understanding the visual experience of a pedestrian moving in and around the precinct.



Figure 94 – Key View Locations

Source: Tzannes

The view analysis prepared by Tzannes is in accordance with the SEARs requirements in terms of methodology and approach, with impacts of the Concept Proposal compared against the existing situation and a ‘compliant’ scheme. A ‘compliant’ scheme¹⁵ is taken to be a proposal that complies with the development standards of Sydney LEP 2012 with respect to building height and floor space ratio. The analysis is grouped into five (5) view location precincts (1. Martin Place, 2. Chifley and Richard Johnson Square, 3. Elizabeth Street, 4. Castlereagh Street and 5. City Skyline), with details of the existing view, likely impacts, justification, and identification of any relevant modification measures.

5.10.1 View Assessment

It has been a long standing strategic position of the Council that views, and view sharing, is a matter of specific importance. The primary concern is the potential impact of development on key views and vistas that are available at the street level and generally from the public domain.

This is enshrined in Sydney DCP 2012 (Section 3.2.1.2), with the following provisions relating to public views:

(1) Buildings are not to impede views from the public domain to highly utilised public places, parks, Sydney Harbour, Alexandra Canal, heritage buildings and monuments including public statues, sculptures and art.

¹⁵ It is noted that the proposed envelope for the South Site reflects a ‘compliant’ scheme.

(2) Development is to improve public views to parks, Sydney Harbour, Alexandra Canal, heritage buildings and monuments by using buildings to frame views. Low level views of the sky along streets and from locations in parks are to be considered.

The View Impact Analysis at **Appendix L** demonstrates that the concept proposal and the resulting built form outcomes are consistent with these objectives along with achieving other important outcomes, more specifically:

- The envelopes will occupy portions of the skyline beyond the current buildings on the Precinct. The increase in area potentially occupied by the future buildings is considered acceptable in the CBD context as this will not encroach or interrupt any significant views.
- Low, medium and high level views of the sky along streets and from public domain places (parks etc.) are retained in a variety of contexts.
- Street views are maintained, however it is noted that long views to the north, east and west are limited by the topographic, non-orthogonal arrangement of the street network.
- Views of heritage buildings within the wider Precinct are maintained. For example, existing public domain views to key heritage buildings and places are retained, including 50 Martin Place, City Mutual Life Assurance Building, former “GIO” building, the GPO clock tower, Qantas House, Richard Johnson Square, Chifley Square, the RBA Building, the APA Building, and Martin Place itself.
- The key urban design Principles adopted for the towers will help create a strong identifiable form when viewed within the city skyline and at the local pedestrian level.
- The proposal responds to the significant heritage character of 50 Martin Place and the Sun Access Plane controls, with the towers carefully positioned having regard to a range of constraints and opportunities.
- The envelope for the South Site emphasises the strong and historic street wall character of Martin Place.
- The proposal supports the continued evolution of and change to the City skyline and defines a new density and scale of development that supports the Precinct’s role as a major transport hub.

An analysis of the Precinct and its surrounds reveals that it is isolated from any nearby sensitive residential receivers. The proposal will therefore not have any direct adverse impact on views from nearby residential dwellings. This also reinforces the Precinct’s suitability in accommodating additional employment generating floor space over and above existing development standards (i.e for the North Site).

Protected Views

The Council is progressing its planned amendments to Sydney LEP 2012 with the introduction of new provisions that recognise there are important public views through parks and other well-used spaces that help define Sydney.

Relevantly for Martin Place, there are three (3) key views identified where view corridors are proposed and which will act as prohibitions to development. These new provisions, if adopted, would be similar to Sun Access Planes, where a building is not able to protrude within the protected view corridor. These key views are illustrated within **Figure 95** and relate to views of:

- The GPO Clock Tower;
- The western sky from Martin Place; and
- The Sydney Hospital.



Figure 95 – Extract of key public views map
 Source: *Central Sydney Planning Strategy*

As evident from **Figure 95**, the field of view along Martin Place for these protected views is either at the eastern and western ends (looking beyond Martin Place) and is very narrow at the centre. The Precinct is located at the narrow point and the proposed building envelopes will have no material impact on these key views as they don't come into the field of view. This is reinforced by the official photographs of the protected views, as contained within Appendix C of the CSPS – refer to **Figures 96-98**.

Therefore, the proposed envelopes will continue to ensure the protection of these identified key public views.



Figure 96 – Martin Place western sky protected view
 Source: *Central Sydney Planning Strategy*



Figure 97 – GPO Clock Tower protected view
Source: Central Sydney Planning Strategy



Figure 98 – Sydney Hospital protected view
Source: Central Sydney Planning Strategy

5.11 Solar Access and Overshadowing

The Concept Proposal complies with the existing Sun Access Planes applying across the Precinct, being those for Martin Place and Hyde Park North¹⁶ (refer to **Figure 99**). The Sun Access Planes play a critical role in protecting the amenity to the CBD, and they effectively prohibit development that breaches them. It is noted however that Council's Built Form Capacity Study (prepared to inform the CSPPS) has identified a number of potential redevelopment sites affected by Sun Access Planes that are nevertheless capable of accommodating additional floor space without breaching those planes.

¹⁶ The modelling of Sun Access Planes accounts for both the requirements of Sydney LEP 2012 and draft amendments to Sydney LEP 2012 (as released in 2016).

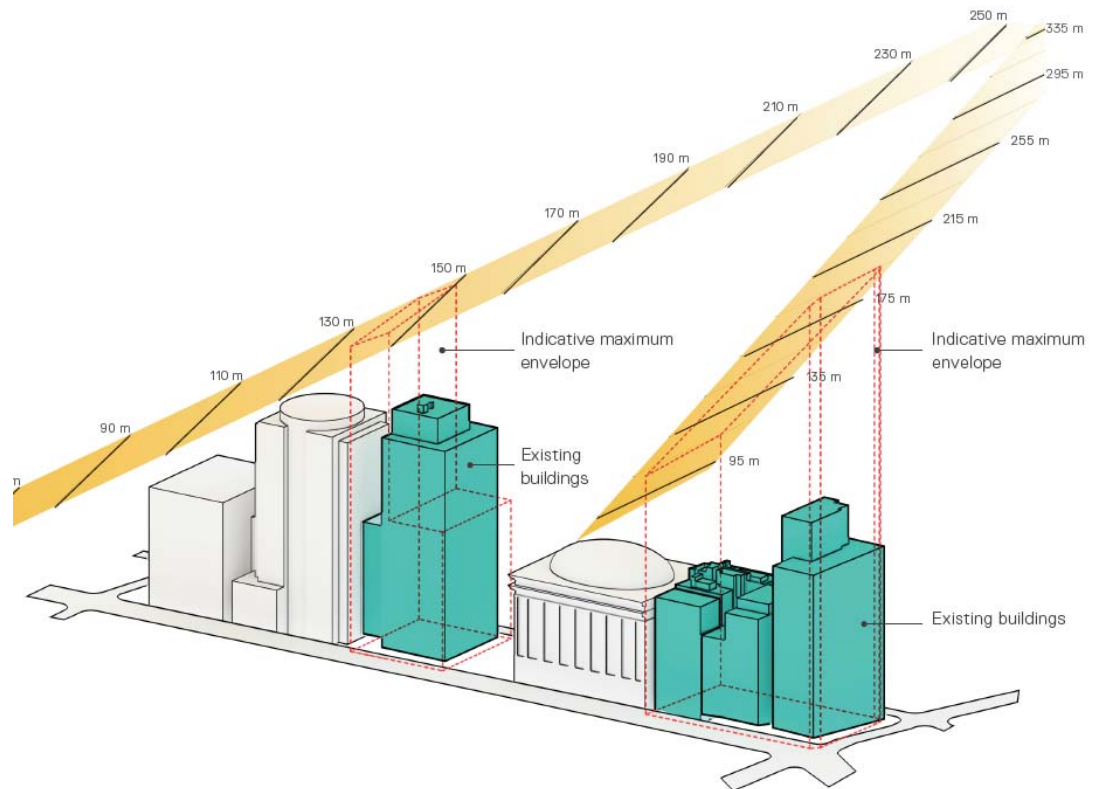


Figure 99 – Hyde Park and Martin Place Sun Access Planes
 Source: Grimshaw & JPW

With the Concept Proposal complying with the Sun access Planes, the objectives of Clause 6.17 (Sun Access Planes) of Sydney LEP 2012 are thereby deemed to have been satisfied. Those objectives are:

- (a) to ensure that buildings maximise sunlight access to the public places set out in this clause, and
- (b) to ensure sunlight access to the facades of sandstone buildings in special character areas to assist the conservation of the sandstone and to maintain the amenity of those areas.

Some reduction in sunlight to public spaces is inevitable as smaller, older buildings are replaced with new buildings designed to the City’s height limits. The City’s expanded floor space capacity and its success in terms of economic output, job creation and vitality will compromise solar access, especially during winter months, to some extent. The Council long ago recognised this conflict (competing interests), and accordingly focussed the planning controls on protecting certain important and highly valued public spaces such as Martin Place and Hyde Park. The tool used to achieve what it considered a reasonable or acceptable level of protection of these spaces are the Sun Access Planes, along with the “No Additional Overshadowing controls” applying in some circumstances. These have become enshrined in the Sydney LEP 2012.

The Sun Access Plane for Hyde Park North is a complex set of planes formulated for the moving solar conditions between 10:00am and 2:00pm in midwinter. This is designed to ensure that there is minimal additional overshadowing of this important public space during the key lunchtime period at the “worst case” time of year when the sun is at its lowest angle in the sky. Additional overshadowing before or after this time period is deemed acceptable provided the building fits within the envelope created by the Sun Access Plane.

Whilst the Sun Access Plan for Martin Place is a more ‘simple’ plane formulated to protect sun access between 12pm – 2pm outside of winter months. The east west orientation of Martin Place however limits sunlight access to the ground plane. The plane therefore seeks to enable sunlight to Martin Place through the north-south crossing streets and/or onto the facades of buildings on the south side.

5.11.1 Scope of shadow study

A detailed shadow study analysis has been prepared by Grimshaw and JPW and is included at **Appendix M**. This analysis has also been verified by PSN Surveying to ensure accuracy of data and that strict compliance with the Sun Access Planes is assured.

The shadow study accounts for the surrounding city buildings and topography, and models shadows cast by:

- the existing buildings on the North and South Sites;
- the shadows cast by key surrounding approved developments (e.g. 148 – 160 King Street (D/2015/750); and
- the proposed North and South Site tower envelopes.

It is worth noting that the shadow impacts created by the proposed envelopes is a ‘worst case’ scenario, and that through the design development phase it is expected that impacts will be reduced compared to the proposed envelopes. This reduction is evident when reviewing the illustrative design scheme (refer to **Figure 100**), with the forms fitting well inside the envelopes and thereby improve upon the envelope performance in terms of shadows, daylight and sky views by reducing tower height, modulating tower form and careful selection of materials.

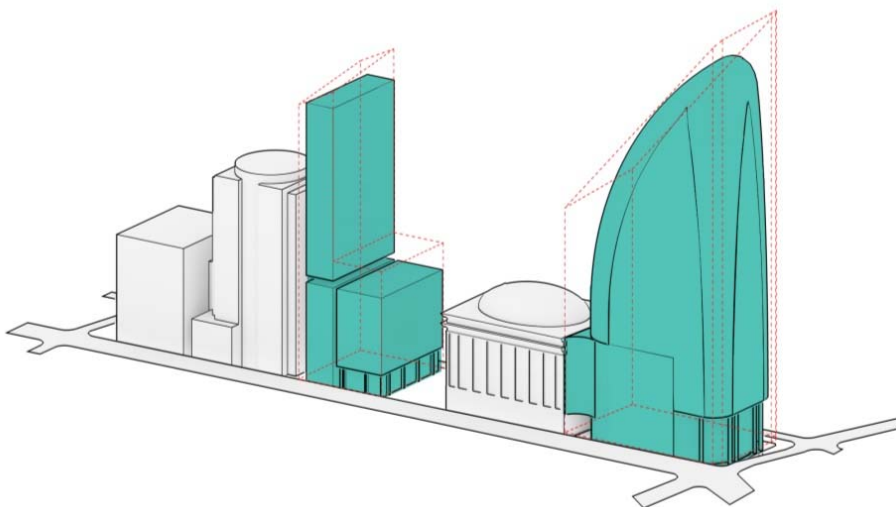


Figure 100 – Relationship between proposed envelopes and illustrative design scheme
Source: Grimshaw and JPW

The modelling has been carried out at one hour intervals at 14 April, 21 June, 21 September, 31 August and 21 December between 9:00am to 3:00pm, consistent with the requirements of the SEARs and Sydney LEP 2012.

5.11.2 Summary of impacts

North Site

The shadow diagrams illustrate that, throughout the year, the proposed North Site envelope will generate some additional overshadowing to the public domain on Castlereagh and Elizabeth Streets, together with additional overshadowing to surrounding buildings/roofs. Additional overshadowing will also occur between March and September to Martin Place.

South Site

The shadow diagrams illustrate that, throughout the year, the proposed South Site envelope will generate some additional overshadowing to the public domain on Castlereagh and Elizabeth Streets, together with additional overshadowing to surrounding buildings/roofs. There will also be minor additional overshadowing to King Street between April and August at 11am. Additional minor overshadowing will also occur to Hyde Park in June at 2pm.

5.11.3 Conclusion

The proposed additional shadows created by the Concept Proposal are considered to be reasonable having regard to:

- The additional shadows cast are generated by envelopes that comply with Sydney LEP 2012 'Sun Access Planes' and 'No Additional Overshadowing' controls;
- The additional shadows cast by the proposal are on balance when considering the overall public benefit to be delivered by the project acceptable;
- The Precinct is isolated from residential properties; and
- Opportunities to minimise/mitigate additional shadows will be investigated as part of the Stage 2 DA phase.

5.12 Transport, Traffic and Parking

Arup have prepared a Transport, Traffic and Parking Report, which is included in **Appendix N**. This report assesses the main traffic and transport features of the proposal, and draws upon the CSSI EIS and PIR. The assessment has been prepared to fulfil the requirements of the SEARs.

5.12.1 Traffic Generation and Road Network

Traffic volumes and the performance of the surrounding road network was evaluated as part of the CSSI EIS and PIR. This assessment confirmed that all intersections surrounding the precinct operated at a level of service of B or better, with the exception of:

- northbound traffic on Elizabeth Street which experienced heavy volumes during both peak periods;
- the Macquarie Street, Bent Street, and Eastern Distributor ramps intersection experiences extreme congestion during both peak periods; and
- the Elizabeth Street, Phillip Street, and Hunter Street intersections causes delays for conflicting right turn movements and vehicles on side streets.

Consistent with the strategic value of the Precinct as a transport interchange, which favours sustainable modes of transport over private vehicles, limited car parking is proposed to be provided on either the North or South Sites under the Concept Proposal. There will therefore be a substantial reduction in car parking (by approximately 100 spaces) within the Precinct compared to the existing situation.

Traffic generation associated with future development will therefore be limited to servicing, deliveries etc. Arup advise that these increased volumes, compared to existing traffic generated by the existing developments, is expected to be negligible and will occur through-out the day (i.e. not concentrated to peaks).

Accordingly, as the increase in traffic volumes at peak times is expected to be negligible, no impacts on the road network are anticipated when the ultimate development scenario is operational.

5.12.2 Public Transport

The concept proposal will support future development with some of the highest levels of public transport accessibility in Australia, with:

- The Sydney Metro and Eastern Suburbs railway line at Martin Place located directly beneath the North and South sites;
- Bus stops and taxi ranks located in Castlereagh Street and Elizabeth Street;
- Future Light rail services running from George Street (350m away); and
- Ferry access from Circular Quay (some 700m away).

This level of public transport accessibility reinforces the appropriateness of unlocking employment density and capacity across the Precinct (in particular the North Site).

The degree of additional public transport trips to be generated by the OSD is considered by Arup to be have no material impact on the capacity of the train network (especially with the increase in capacity of train services entering the city with the Metro), bus services, future light rail or ferry services.

5.12.3 Mode Share Target

As expected given the Precinct's level of public transport accessibility, Arup have set the following target mode split for the future OSD:

- 51% train/Metro;
- 25% bus;
- 5% Vehicle driver/passenger;
- 5% Tram/Ferry;
- 6% Cycle;
- 5% Walk; and
- 2% other.

The expected increase in additional employee trips generated by the OSD will therefore be accommodated predominantly using sustainable modes.

5.12.4 Pedestrian Network

The Concept Proposal in enabling an increased capacity of development within the Precinct will generate additional pedestrian movements and consequently impacts on local footpath conditions.

Given the CBD context of the Precinct, and that Martin Place acts as an important spine for pedestrian movement in this part of the CBD, Arup advise that it is expected that there will continue to be a high level of pedestrian amenity provided for access to and from the Precinct.

This conclusion is based on undertaking a performance assessment based on Fruin Level of Service (i.e. crowd density), providing the lower and upper level rates for the different Levels of Service.

The performance assessment factors in the demands generated by the future Martin Place Metro Station along with background flows (relevant data has been extracted from the Sydney Metro EIS) together with factoring in the future populations associated with the OSD.

Arup advise that the proposed OSD populations with Metro and background demand at 2026 maintains suitable Fruin Level of Service (walkways), Level of Service C and above.

Table 15 – Pedestrian network level of service

Level of service	Lower (people per metre per minute)	Upper (people per metre per minute)
A – Free Flow	0	23
B	23	32.8
C – Stable Flow	32.8	49.2
D	49.2	65.6
E	65.6	82
F – Forced Flow	82	-

Further dynamic modelling is expected to occur as part of the design development and planning for the Sydney Metro project, which will also take into account the OSD and consider how future connections and measures (such as the pedestrian link under 50 Martin Place and the potential pedestrian link through to O'Connell Street) can aid the pedestrian Precinct performance.

5.12.5 Servicing and Loading

As noted, vehicle access to the North and South Sites (excluding 50 Martin Place) will be limited to service vehicles accessing the loading docks, 1 per site. These arrangements will serve dual purposes, covering the new Metro station and the OSD.

Given the constrained nature of the North and South Sites associated with the Metro interface, Arup advise that it is not possible to provide the full loading dock requirement as set out in the Sydney City DCP 2012 (which whilst not applicable to the subject SSD DA, it provides some guidance). It is proposed therefore to operate a fully managed loading dock. The implementation of a management system to co-ordinate delivery and service vehicle arrival times (along with expected length of stay) will ensure that number of spaces provided are sufficient and not cause queuing on the surrounding roads. All deliveries will be subject to strict time limits to allow high turnover and efficient use of the managed loading bays.

Arup predict based on their experience that the peak demand generated by the OSD and Sydney Metro Station would be for 15 service vehicles (in the peak hour), and that the expected capacity of the loading docks would provide capacity for 30 vehicles per hour which reinforces the appropriateness of the servicing and loading strategy for the station and OSD.

5.12.6 Cycling

The Precinct is well located to take advantage of the City's existing and planned network of high quality cycleway facilities. The proposed bi-directional cycleway on Pitt Street and Castlereagh Street will form the main north-south spine through the CBD for cyclists into the area. Appropriate provision of both visitor and employee end of trip facilities and bicycle parking will be provided across the Precinct, having regard to City of Sydney Council and Green Star requirements.

The exact allocation and location of bicycle parking across the North and South Sites will be addressed as part of the future Stage 2 DA's.

5.12.7 Travel Plan

With around 13,000 employees expected to be working across the North and South Sites, there will be a need to implement a Travel Plan to encourage employees to travel by sustainable modes.

The Travel Plan will promote commuting and business trips by walking, cycling and public transport and outline incentives which promote the use of these modes. The lack of parking provided as part of the development will, in itself, discourage employees from travelling by private car together with the high level of public transport accessibility.

5.13 Accessibility

An Accessibility Report assessing the Concept Proposal has been prepared by MGAC and is included at **Appendix O**. The report makes an assessment of the proposal in terms of delivering equality, independence and functionality to people with disabilities, against the requirements of applicable Australian Standards, the Building Code of Australia, the Federal Disability Discrimination Act (DDA), and the DDA Access Code 2010 – DDA (Access to premises – Buildings) Standards 2010. MGAC have assessed the individual components of the design based on the indicative layout included in the Design Report prepared by Grimshaw and JPW (see **Appendix A**).

The proposed drawings indicate that accessibility requirements pertaining to site access and common area access can be readily achieved. Accessibility design advice will be provided to the project team as the scheme progresses to ensure appropriate outcomes are achieved in building design and external domain design.

5.14 Wind Assessment

An independent review of the Concept Proposal envelopes was commissioned to assess the potential wind impacts on the surrounding pedestrian level wind conditions.

Pedestrian acceptability of footpaths, entrances, plazas, and terraces (in terms of comfort and amenity) is recognised by TfNSW and Macquarie as an important design parameter, that is fundamental to a successful urban and public domain outcome.

The review by Cermak Peterka Petersen Pty Ltd (CPP – included at **Appendix P**) has involved detailed wind tunnel testing covering existing conditions, together with the proposed North and South Envelopes.

CPP are world leaders in the field of wind engineering and have access to its own state of the art wind tunnel. **Figure 101** provides an overview of the extent of the

North and South Site and its surrounds that have been tested within the wind tunnel.

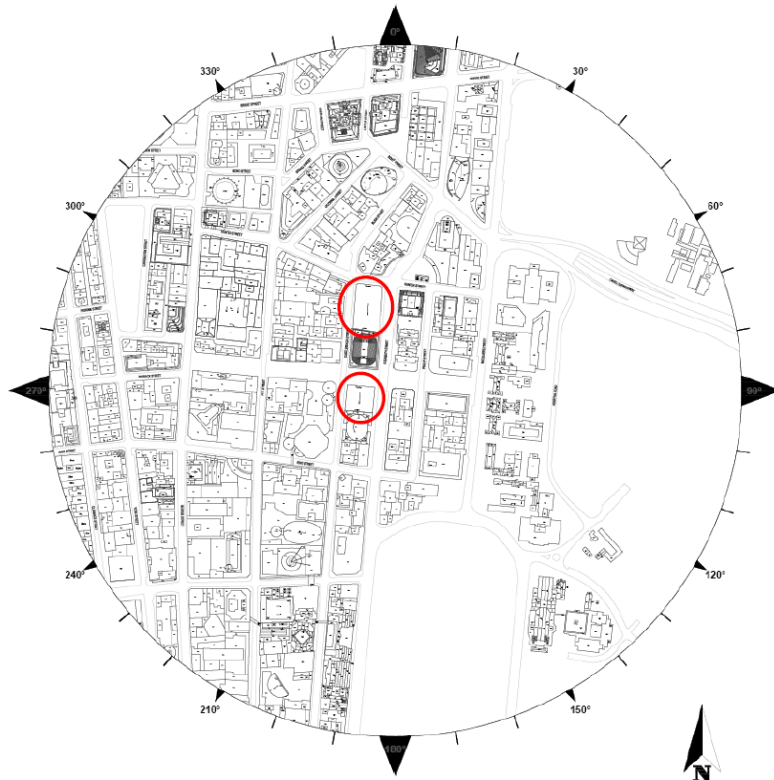


Figure 101 – Wind model extent (North and South Envelopes circled in red)
 Source: CPP

The wind study notes that the Precinct is surrounded by high-rise buildings in its CBD context, noting that it consequently receives some shielding from all wind directions. Wind speed measurements were recorded at 25 locations to evaluate pedestrian comfort in and around the Precinct. Locations were chosen to determine pedestrian comfort at the building corners where relatively severe conditions are frequently identified, for instances near building entrances, on adjacent pavements with heavy pedestrian traffic and in areas potentially intended as upper level outdoor terraces.

The conclusions reached by CPP are:

- At street level, the existing wind environment near the development site is generally suitable for pedestrian standing and walking;
- The addition of the future development changes wind patterns in the area, causing some areas to be windier and improving others compared to existing conditions;
- The wind comfort levels surrounding the North and South Sites range from pedestrian walking to pedestrian sitting (i.e. all within "acceptable" comfort ranges);
- The general wind amenity at street level around the development site will remain similar to existing conditions and is considered suitable for an area in this section of the City; and
- Any upper level outdoor terraces are expected to be windy and would require amelioration through screening to achieve a comfort rating as suitable for pedestrian sitting.

The wind studies undertaken to date will be supplemented by further wind tunnel testing as part of the design development for the detailed buildings' design. The results of those studies will be submitted with each of the DAs to be lodged. Opportunities to improve upon existing wind conditions, as opposed to simply retaining existing conditions, will be investigated in this regard. This is consistent with the Principles established in the Tzannes Urban Design Study in terms of improving ground plane amenity of Martin Place, Castlereagh, Elizabeth and Hunter Streets.

5.15 Noise and Vibration

An Acoustic Assessment Report has been prepared by Arup and is included in **Appendix Q**. This report assesses the likely noise and vibration impacts associated with the construction and operation of the proposed development. The report has been prepared having regard to the nature of the Stage 1 DA, being a Concept Proposal (i.e. no physical works are proposed). It outlines the relevant considerations for future Stage 2 application(s) including the relevant criteria and assessment methods.

The assessment provides a preliminary review of the Precinct and surrounds and identifies the primary locations considered to be sensitive (refer to **Figure 102**), which includes, but is not limited to:

- 19 Martin Place: the Commercial Travellers Business Club in Martin Place which includes low-level hotel accommodation;
- 1 Hosking Place: the Aston Apartments high rise serviced and residential apartment building;
- 52 Martin Place: Seven Network television studios;
- 55 Elizabeth Street: University of Newcastle campus;
- 61-101 Phillip Street: Sofitel Sydney Wentworth Hotel;
- 108 King Street: Theatre Royal within the basement of the MLC centre; and
- 165 Phillip Street: Travelodge Hotel temporary accommodation.

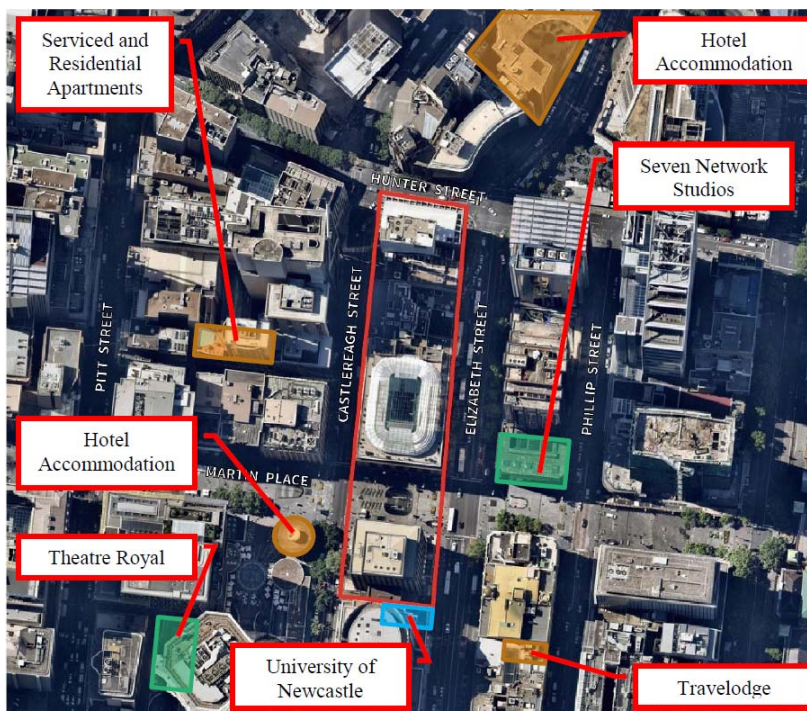


Figure 102 – Precinct and surrounding land use map in terms of noise sensitivity
 Source: Arup

5.15.1 Operational Noise Criteria and Vibration Criteria

External Noise Assessment Criteria

Unattended and attended noise monitoring has been undertaken by both Arup and others for the Sydney Metro project, which have been combined to understand the prevailing ambient environment at the North and South Site and the nearest potentially affected receivers. The general noise environment has been characterised as being dominated by 'urban hum', which includes significant contributions from road traffic on Castlereagh and Elizabeth Streets as well as plant and equipment in the area and occasional construction noise.

Accordingly, based on the measured background levels, Arup have established project specific noise criteria for future:

- steady state noise emissions (e.g. plant serving the development);
- Emergency plant and equipment;
- Licenced premises; and
- Road traffic noise.

In terms of road noise and associated increase created by additional traffic generated by development, Arup note that given high noise levels measured on site and the high number of existing vehicle movements commensurate with the CBD, the proposal is not anticipated to significantly increase existing road traffic noise levels during either construction or operation.

Internal Noise Assessment Criteria

Consideration of the future internal acoustic performance of the development is also important, and Arup have therefore recommended internal noise levels. Different criteria have been determined based on the type of potentially impacting noise, ranging from steady state (such as mechanical services and traffic) to transient or variable noise sources, such as railways and construction noise.

Vibration Assessment Criteria

Arup undertook vibration survey measurements in 2012 within the basement of 50 Martin Place. This survey was undertaken in order to determine vibration levels from train pass-bys in the Eastern Suburbs line rail tunnels.

Vibration criteria relating to both the operation and construction of the development have been developed by Arup (refer to **Appendix Q**) and are generally assessed against two considerations:

- Structural damage (including having regards to railway tunnels); and
- Human exposure

5.15.2 Operational Noise Assessment

Arup has identified the following noise sources associated with the operation of the proposed development:

- Mechanical plant and equipment; and
- Licenced premises.

An outline of the assessment of these potential noise sources is provided below.

Mechanical Plant

Arup advise that the noise emission of mechanical plant and equipment associated with the future development will be controlled so that the operation of such plant does not adversely impact nearby noise sensitive receivers including those within the proposed development.

At this stage of the project the location and selection of mechanical plant and equipment has not been finalised. A detailed review of all mechanical plant and equipment will be undertaken during the design development of the project as is standard. Arup confirm that no particular issues with achieving appropriate noise levels are anticipated.

It is envisaged that the mechanical plant noise sources will be controllable by common engineering methods that may consist of:

- Judicious location and selection of low noise plant
- Noise barriers (e.g. for roof plant)
- Silencers and acoustic louvres
- Acoustically lined ductwork
- Vibration isolators

Licensed Premises

Being a metropolitan zoned area, licensed premises are not uncommon for the locale. Arup therefore envisage that noise impacts from any future licensed premises will be adequately controlled via appropriate engineering design and the suitable management of operations.

5.15.3 External noise and vibration impacts on the proposal

Different to typical sites within Central Sydney, the future North and South Site developments are located above rail lines (existing and future). Noise and vibration impacts from existing and proposed rail tunnels beneath the North and South Sites have the potential to adversely impact the development. Arup also note that typical CBD environmental noise sources (road traffic, building services etc) are also anticipated to impact upon the proposed development.

Road Traffic

Arup have modelled potential noise levels for low, mid and high rise sections of the proposed OSD towers. Based on these calculations Arup have identified indicative glazing solutions in order to achieve the internal noise levels criteria.

Building Services Noise

Arup note that consideration of noise impacts from future mechanical and electrical equipment servicing the development is a detailed matter to be addressed during the detailed design phase. Achievement of the noise targets is expected to be readily achievable through a combination of mechanical and façade design.

Eastern Suburbs Line Rail tunnels

The South Site OSD tower is to be situated directly above the existing Eastern Suburbs Line rail tunnels. The analysis undertaken by Arup confirms that compliance with noise and vibration criteria is achievable, with:

- vibration well below the assessment criteria and complying with human exposure criteria for the project at the measured location.

- Predicted groundborne noise levels at the nearest affected indicative office level within the South Site in the order of 20 dBA, well within the lowest level limit of 40dBA for offices.

Whilst not expected to alter the predicted level of compliance with the noise and vibration criteria, Arup recommend that further vibration measurements be undertaken once access to the lower levels of the South Site is available. Any change to the measurements that poses an issue can then be readily addressed through the detailed design phase.

Sydney Metro

Arup have reviewed the technical studies submitted with the Sydney Metro CSSI application, where the predicted groundborne noise levels from the proposed Metro line are within the project specific internal groundborne noise targets for office areas.

5.15.4 Construction Noise and Vibration Assessment

Arup have undertaken a detailed assessment and prediction of the construction noise and vibration from the OSD development on nearby receivers. This has been prepared in the context that there is limited detail available (as it expected given the stage in the development process) regarding construction methodologies, equipment or scheduling of works etc.

Given the integrated nature of the project with the Sydney Metro, consistency in approach to assessment and mitigation measures has been adopted by Arup. In this regard, seven (7) noise catchment areas (A – F) have been developed consistent with the Sydney Metro project (refer to **Figure 103**).

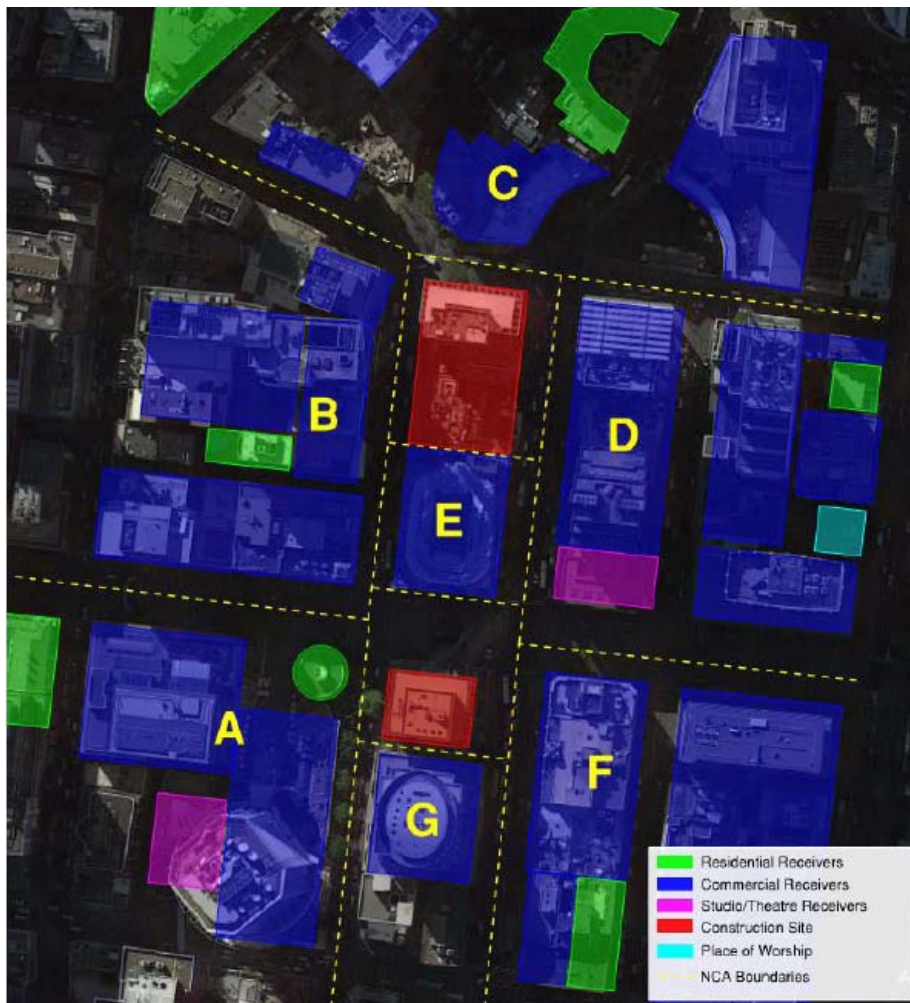


Figure 103 – Noise Catchment Areas
 Source: Arup

Based on assumed construction activities and associated items of equipment, Arup predict that construction noise impacts from the development to nearby receivers with no mitigation measures in place will result in some exceedances at numerous noise sensitive receiver locations during the construction stage works. Accordingly, ‘feasible and reasonable’ mitigation measures suitable for implementation during construction of the project have been developed by Arup and include:

- Adherence to the standard approved working hours for construction projects where possible;
- The management of noise from construction work that might be undertaken outside the recommended standard hours following Section 2.3 of the ICNG;
- The location of stationary plant (air-compressors, generators, etc.) as far away as possible from sensitive receivers;
- Using natural screening by topography and intervening structures wherever possible to reduce noise impacts;
- Using site sheds and other temporary structures or screens to limit noise exposure where possible;
- The appropriate choice of low-noise construction equipment and/or methods;

- Modifications to construction equipment or the construction methodology or program. This may entail programming activities to occur concurrently where a noisy activity will mask a less noisy activity, or, at different times where more than one noisy activity will significantly increase the noise. The programming should also consider the location of the activities due to occur concurrently;
- A Community Consultation Strategy prepared for the project to outline methods for consultation with the community during construction including, but not limited to; advance notification of planned activities and expected disruption/effects, construction noise complaints handling procedures and effective monitoring of noise levels in and around potentially affected dwellings.
- Preparing a detailed Construction Noise and Vibration Plan covering:
 - Roles and responsibilities
 - Noise sensitive receiver locations
 - Predicted impacts
 - Mitigation strategy
 - Respite / scheduling
 - Monitoring methodology
 - Community engagement strategy.
- Implementing universal work practices at all times:
 - Regularly train workers and contractors (such as at toolbox talks) to use equipment in ways to minimise noise.
 - Site managers to periodically check the site and nearby residences for noise problems so that solutions can be quickly applied.
 - Avoid the use of radios or stereos outdoors.
 - Avoid the overuse of public address systems.
 - Avoid shouting, and minimise talking loudly and slamming vehicle doors.
 - Turn off all plant and equipment when not in use.

Cumulative Impacts

Arup acknowledge that consideration of cumulative impacts due to other developments occurring within the vicinity of the development site at the same time should be given in developing mitigation measures and strategy.

Accordingly Arup recommend, where possible, coordination of construction phasing and implementation of respite between developments in order to minimise cumulative construction noise and vibration impacts.

5.16 Reflectivity

Reflectivity analysis will be undertaken for the detailed designs and submitted with the Stage 2 DA(s). It is anticipated that all façade glazing will have a normal specular reflectivity of visible light of 20% or less (as required) to avoid adverse glare to occupants of neighbouring buildings.

Such measures will ensure that the future buildings will not cause adverse solar glare to vehicle drivers or pedestrians in any of the surrounding areas or to the occupants of other surrounding sensitive uses.

5.17 Infrastructure and Utilities

Arup have prepared a Utility Services Infrastructure Assessment (**Appendix E**), which determines the existing utilities and infrastructure in vicinity of the North and South Sites and notes any expected impacts or required upgrades as a result of the Concept Proposal. It is emphasised that the findings of this report may be subject to change relating to the detailed design of the proposal and subsequent staged applications, input from appointed contractor(s) for construction, and the methodology and staging of the Metro Station design/construction and relevant public domain areas.

Future applications for the detailed design of the Concept Proposal will also include further consultation with the relevant service providers to confirm any proposed alterations or protection measures, as required.

However, a preliminary assessment of the surrounding infrastructure and utilities in relation to the Concept Proposal confirms that the Precinct can be appropriately serviced, with a number of alternations/diversions required (in the main to be undertaken as part of the Sydney Metro Station works).

Mitigation Measures

The following process (adjusted as the design progresses or as new information becomes available) will be followed to ensure existing utilities infrastructure is protected:

- Desktop investigation and review of existing services using Dial Before You Dig information and site observations;
- Non-destructive in-ground services mapping will be undertaken to accurately locate existing infrastructure assets where practical;
- Destructive investigations will be undertaken where considered necessary to more accurately locate existing critical infrastructure assets and investigate unknown services or potentially redundant services;
- Utility providers will be consulted to obtain any necessary consents to perform construction work in their vicinity and discuss necessary diversions and connections for the proposed works;
- Utility technical and hazard requirements will be incorporated into the design and construction documentation;
- Safe work methods statements and inspection and test plans will be prepared by accredited contractors;
- Pre-start work checklists will be implemented and recorded; and
- Field safety inspectors will be present during critical works as determined by each utility provider.

5.18 Water Cycle Management

Arup at **Appendix R** have prepared a Stormwater Management and Flooding Report, which covers:

- Flood risk management
- Stormwater drainage from the development including on site detention

5.18.1 Flooding

Existing 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, as shown in **Figure 104** below.

As shown on the figures, generally deeper flooding is isolated to Hunter Street with some minor flooding (isolated to the road corridor) along both Elizabeth Street and Castlereagh Street around the North Site Tower, with the South Site Tower exempt from flooding from adjoining streets.

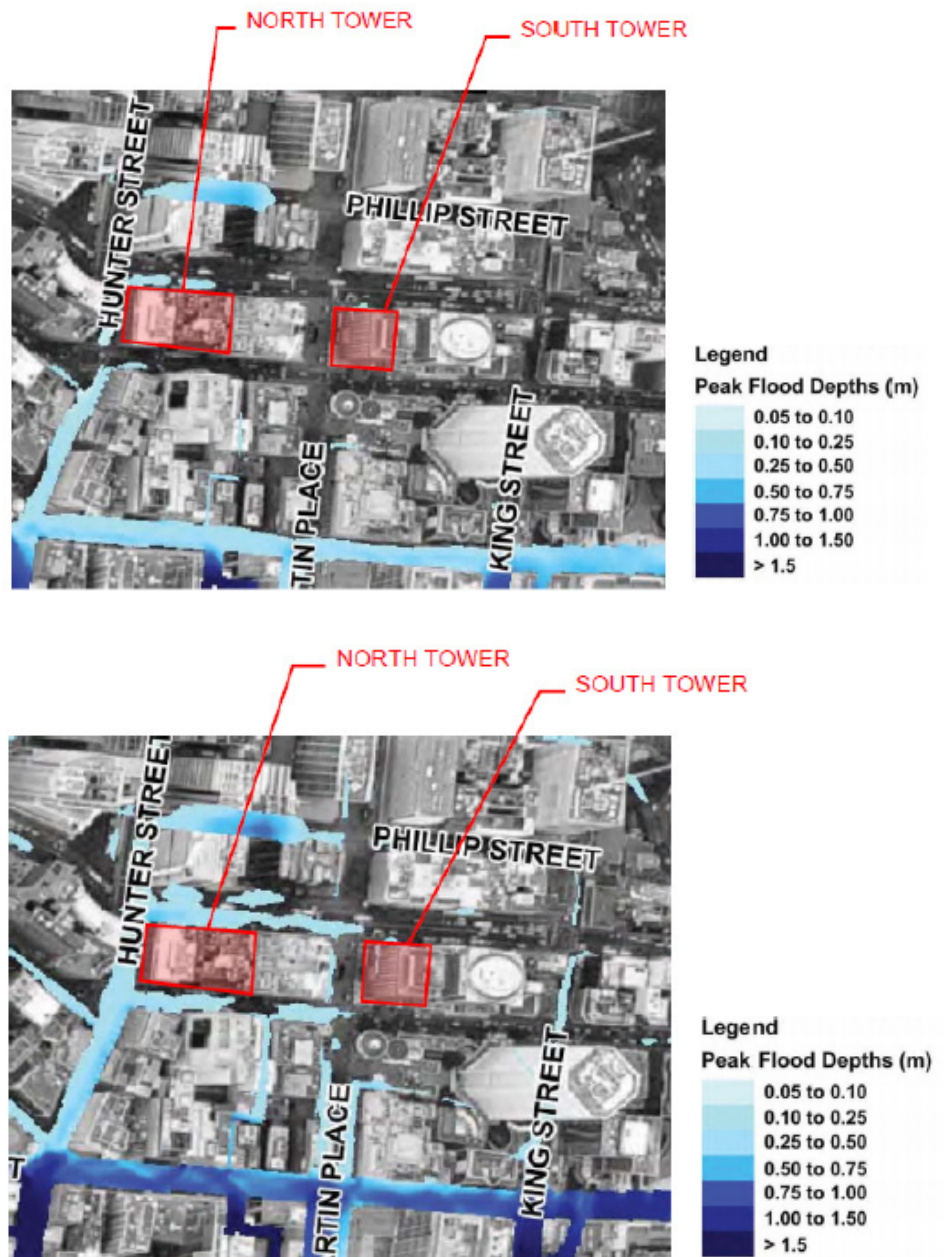


Figure 104 – Existing flood risk extents and depths during both the 100yr (top) and PMF flood (below)

Source: (*City Area Catchment Flood Study, May 2016*) and *Arup Stormwater Management and Flooding Report*

Flood Planning Requirements

Flood planning levels for the Precinct are dictated by the higher of the *Interim Floodplain Management Policy* (City of Sydney, May 2014) and the Sydney Metro 'System Requirements Specification'.

Flooding is generally isolated to Hunter Street as noted, with overland flow within the road corridor along both Elizabeth Street and Castlereagh Street (North Site only).

These two planning levels have been used to determine appropriate property entrance level/ threshold levels – to be detailed as part of the design development phase.

Climate Change

The *City Area Catchment Flood Study* also discussed the effect of climate change in terms of rainfall increase and rising sea levels. The Study confirms that in the worst case there will be increased flood levels at a maximum of 0.1m along Hunter Street compared to the existing situation. Sea level has no effect due to the height of the Precinct compared to sea level.

Mitigation Measures

In line with the most onerous of the City of Sydney Interim Floodplain Management Policy requirements and Sydney Metro 'System Requirements Specification' Arup (refer to **Appendix R**) have developed the following flood risk management strategy:

- All openings and entrances to the Metro (lifts, basement entrances, pedestrian entrances, louvers, grates etc.) are proposed at the higher of the 100yr ARI + 0.5m and PMF.
- A merits based approach of minimum of 100yr ARI flood level will be adopted for commercial and retail entrances.
- Entrances to basement car parking will be set at the higher of the 100yr ARI + 0.5m and PMF.

Arup recommend that flood modelling be undertaken as part of the Stage 2 DA/s to advise on appropriate flood planning levels and that there is no significant impact on existing flooding from the proposed development (noting integration of CSSI and OSD at ground level).

5.18.2 Stormwater

Arup (refer to **Appendix R**) identifies through observation that there are existing connections from the North and South Site to the stormwater network along both Castlereagh Street and Elizabeth Street. The results from the Dial Before You Dig search undertaken by Arup also identify that there are existing stormwater pits and pipes on Castlereagh, Elizabeth, Phillip and Bligh Streets, and within the public domain area of Martin Place.

Arup note that heritage listed (s.170 register) Sydney Water trunk drainage infrastructure is located within Castlereagh Street and Elizabeth Street.

Conceptually Arup proposed a drainage design that involves roof and canopy drainage systems which will collect and convey water through the buildings and into rain harvesting tanks. From the tanks the stormwater will drain via gravity to the Sydney Water drainage network at existing connections along Castlereagh Street (being the lowest of the streets surrounding the North and South Sites and providing the best opportunity for a gravity system).

The design of the proposed off-site connections into the Sydney Water System will be undertaken in the future stages of the design development in conjunction with a Sydney Water Coordinator and in consultation with Council.

Any requirements/provision for on-site detention will be determined in consultation with Sydney Water.

5.19 Contamination

A Phase 1 Contamination Investigation was undertaken by Jacobs for the Sydney Metro Stage 2 Chatswood to Sydenham CSSI project, which was approved in January 2017 by the Minister for Planning. The purpose of the Phase 1 Investigation was to identify and assess the potential impacts of the CSSI project during both construction and operation in relation to contaminated land, and to identify potential areas of environmental interest (AEI) which will assist in identifying construction limitations/constraints and management options within the project area with respect to contamination.

The Phase 1 Investigation considered the land the subject of the CSSI, which included all land the subject of this Stage 1 SSD DA (excluding 9-19 Elizabeth Street and 48-50 Martin Place) and did not identify Martin Place as an AEI, noting in particular that the Central Station, Pitt Street Station and the Martin Place Station sites have remained within a commercial context since the 1930s, based on Historical aerial photographs from the NSW Land and Property Management Authority (Land and Property Information Division) which were reviewed for the years 1930, 1955, 1965, 1976, 1986, 1994, and 2004.

In summary, it is considered that the site is/can be made suitable for the proposed development and future uses, consistent with the requirements of SEPP 55.

5.20 Waste Management

A preliminary Waste Management Strategy has been prepared by Arup and included at **Appendix S**. The strategy deals with both construction and operational waste and has been prepared having regard to the following legislation, policies and guidelines:

- *Protection of the Environment Operations Act 1997;*
- *Waste Avoidance and Resource Recovery Act, 2001;*
- NSW Waste Reduction and Purchasing Policy;
- Policy for Waste Minimisation in New Developments (City of Sydney Council); and
- Greenstar.

This strategy outlines the ambitions and management systems for the proposal and aims to support best practice in waste management and environmentally sustainable development.

5.20.1 Construction Waste

Waste generated by OSD construction works on the site will be the responsibility of the Principle Contractor and will be managed in accordance with a detailed Construction Waste Management Plan (CWMP) – to be prepared by the appointed contractor prior to relevant construction works occurring on site.

This plan will relate to the procurement, handling, storage, and use of materials and will prioritise recycling and reuse, or will dispose of waste offsite at an EPA-approved waste management facility following classification. Details of the types, volumes and destinations of waste will be recorded and tracked via schedules.

In addition to this, construction works for this development are to take place with consideration of the project's Green Star pathway objectives, particularly in regards to use of recycled building materials and the recycling of construction waste streams. The primary goal for waste management in the construction phase is to ensure the highest possible proportion of waste is recycled or reused. The target rate for construction waste diversion to landfill will be resolved once the Green Star pathway for this project has been finalised.

5.20.2 Operational Waste

Arup have estimated the expected waste streams and their estimated volumes for the OSD. This data and the associated waste generation rates (based on City of Sydney Council requirements) has been used by Arup to provide recommendations regarding expected area requirements for central waste and recycling storage areas at the North and South Sites¹⁷.

The central waste storage rooms will be designed generally according to the provisions stipulated by City of Sydney Council.

Arup have identified indicative central waste rooms for both the North and South Sites, with access to both rooms available from Castlereagh Street. Prior to collection, nominated staff/management will move waste and recycling receptacles from the central waste storage room to the temporary storage area adjacent to the loading dock, to await collection.

The route for waste contractor access to the indicative internal loading zone is Castlereagh Street. Access will at no time cause the flow of traffic on Castlereagh Street to be blocked.

The indicative loading zones in the North and South Towers will cater for the size of waste service provider collection vehicles. Vehicle access to the basement will be designed according to waste collection vehicle specifications outlined in the CoS Waste Policy.

The proposed tower envelopes have the capability to comply with Council, State and other operational waste requirements. The proposed Waste Management Strategy forms a framework to implement ambitious waste management measures across all design and planning stages. The waste management approach supports the Green Star requirement for the project to enhance outcomes for waste minimisation, reuse and recycling.

5.21 Construction Management

A Construction Management Plan (CMP) will be prepared to accompany the future Stage 2 DA/s and/or during the detailed design phase. The CMP, which will build on existing reporting prepared in support of the Concept Proposal, is expected to outline:

- the construction planning and staging methodology for each building;
- details of the site hoarding locations and overall site establishment;
- the deliveries and materials handling strategies;

¹⁷ The retail spaces etc are yet to be confirmed, and therefore it is difficult to ascertain the composition of the bins and whether there will need to account for a high volume of food or non-food waste in the retail spaces. This will be assessed as part of future applications.

- the Environmental Health & Safety management approach to be adopted;
- waste management strategies to be adopted;
- stormwater and erosion control measures to be implemented;
- noise and vibration management;
- air and water quality management;
- traffic, parking and pedestrian management, and
- a complaints management process to be adopted during construction.

5.21.1 Construction Pedestrian and Traffic Management

A preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared by Arup and is included at **Appendix T**. This report assesses the access, operation and impacts of construction traffic associated with the proposed OSD with regards to safety and capacity. It also details required management measures for controlling construction activities to minimise the effects on the surrounding road and pedestrian network and allow for appropriate access.

It is emphasised that this report forms a preliminary assessment that will be updated by a future detailed CPTMP and associated Traffic Control Plan(s) that will be prepared by the relevant contractor, once appointed. The detailed CPTMP will confirm the detailed construction methodology and specific methods for safely managing construction traffic in the surrounding area.

Given the nature of the project being integrated and delivered as part of the Sydney Metro Martin Place Station, there is expected to be consistencies with the approach and management measures adopted by Sydney Metro.

5.21.2 Works Zone

Arup advise that for construction of the OSD it will be necessary to utilise on-street or indented construction zones at both the North and South Sites. Castlereagh Street provides a good opportunity for this with existing indented parking being able to be utilised without impacting on the bus lanes.

5.21.3 Traffic

Construction traffic accessing the Site will follow established construction routes utilising State roads where possible, incorporating a number of holding areas located outside of the Sydney CBD that are used to confine vehicles until they are required on Site. This will prevent the queuing or marshalling of trucks on public roads. The construction routes and programming will be communicated by traffic control to ensure construction vehicles are following the correct route and to avoid unnecessary congestion. This will be undertaken by a contractor, once engaged, and the plan will be updated accordingly.

Arup predict that across both Sites the total truck movements across a day will be in the order of 50, or 3 peak hour trucks (6 movements) on average¹⁸. This level of truck activity generated by the OSD is predicted by Arup to not exceed the hourly level of traffic activity to be experienced during the busier periods of the CSSI works. It is emphasised that the OSD tower construction will not overlap with the early peak CSSI excavation activity, and that the coordinated approach to construction is expected to reduce the overall construction timeline and long-term impacts on the operation of the locality.

¹⁸ With some increased activity on concrete pour days

The CPTMP report also recognises the need for a coordinated approach to truck movements in recognition of surrounding construction activities occurring in the Sydney CBD, which will be considered as required in the detailed CPTMP.

5.21.4 Parking

On-site parking for construction workers will not be provided. The proponent will convey information on local public transport routes and public car parking stations for construction workers accessing the Precinct. It is expected that workers will access the site via this existing infrastructure and store their larger tools on site. It is also noted that workers and personnel generally start earlier and finish earlier than peak commuter periods and as such are not likely to coincide with commuters.

5.21.5 Pedestrian

Pedestrian access and movement around this area of the Sydney CBD will be of high importance during all stages of construction. Footpaths will be maintained with only minor reductions required to facilitate the likely works zone. In these instances, pedestrians will be managed by a qualified traffic controller to avoid conflicts with heavy vehicles and ensure pedestrian safety. All alternative pedestrian routes shall be clearly defined with signage, as required. Accordingly, delays to pedestrians will be minimal and will generally only be for short periods of time as vehicles enter and exit the site.

5.21.6 Public transport services

Arup advise that no bus services would be impacted by construction traffic as the work is confined to the works zone and off-street within the site. Construction routes have been developed to avoid key bus corridors wherever possible.

Potential impacts to rail users (i.e. Martin Place Station) resulting from the Concept Proposal will be addressed as part of the management of works associated with the Sydney Metro project.

It is noted in this regard that Condition E77 of the Sydney Metro approval requires TfNSW to establish a Traffic and Transport Liaison Group(s) (TTLGs) to inform traffic and transport management measures during construction and operation of the CSSI. Management measures must be coordinated with and approved by the RMS following endorsement by the CBD Coordination Office and consultation with the Relevant Roads Authority. The TTLG must comprise representatives from the Relevant Road Authority(ies) (including the RMS, relevant Councils), transport operators (including bus and taxi operators), emergency services etc.

5.21.7 Effects on existing and future developments

Arup have identified there are a number of existing established and proposed construction sites within the Sydney CBD which will coincide in terms of operation during construction of the North and South Sites. Arup advise that construction vehicle activity may increase along Hunter Street and Bent Street as a result of the cumulative traffic increases from surrounding sites and the closure of George Street. Given the large number of construction vehicles from surrounding sites, a coordinated approach to truck routes will be required.

5.22 Social and Economic Effects

5.22.1 Economic Role of the City of Sydney

The Concept Proposal supports a significant financial investment in the renewal and sustained pre-eminence of Martin Place as the commercial heart of the Sydney CBD.

The addition of some 46,000m² (over and above existing development) of predominantly commercial floor space in future buildings will contribute to Sydney CBD being the principal centre for business, consistent with the objectives of the Metropolitan Centre Zone.

5.22.2 Employment Generation

The Concept Proposal will have a substantial and positive impact on employment in Sydney, and on the economic viability of Sydney generally.

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 the total NSW economic output and 20 per cent of Australia's gross domestic product (SGS Economics, 2014)¹⁹. The finance sector itself also generates up to 30% of Greater Sydney's Gross Domestic Product, and has been credited as growing Sydney's knowledge intensive industries that are fundamental to Australia's global competitiveness. Accordingly, the continued economic growth of Sydney, and the finance sector more specifically, is fundamental to the continued strength of NSW and broadly Australia.

The proposal will contribute towards strengthening Sydney's role as a globally competitive City, by supporting business activities and increasing capacity for new and upgraded office accommodation in the CBD.

Table 16 provides an overview of the job creation supported by the Concept Proposal, with a net increase of potentially 8,479 jobs (188%) compared to the existing situation. This represents nearly a tripling of the existing Precinct's employment capacity and substantially contributes towards meeting the NSW Government's target of providing for an additional 732,000 jobs by 2026.

In addition to this, during the delivery phase a further significant number of full-time equivalent construction jobs will be supported by the Concept Proposal (over 1,300 jobs). This will be subsidised by further employment and broader economic benefits occurring within the local and wider Australian economy relating to flow-on multipliers during the construction phase (with over 500 jobs being created).

Whilst not specifically quantified, it is also expected that expenditure from the proposed redevelopment will benefit established local businesses in the locality, that would benefit from a growing local customers base. This will also likely extend to greater tourism spending in the area through the revitalisation of one of Sydney's landmark public and commemorative spaces, creating an improved working and tourism destination.

¹⁹ Reference from CSSI Project Application Report, pg. 21

Table 16 – Potential job creation analysis

	Total GFA (sqm) #	Total NLA (sqm)# π	Job Numbers
Existing development	60,884 approx. North Site 18,465 approx. South Site	53,880 North Site 16,341 South Site	50 Martin Place 2,000~ Remaining North Site 1,688* 817 South Site*
Precinct TOTAL	79,349 approx.	70,221 approx.	4,505 approx.
Redevelopment under existing controls (12.5:1)	75,275 North Site 23,712 South Site	-	-
OSD under existing controls	68,775 North Site ~ 21,212 South Site ~	58,299 18,454	50 Martin Place 2,000~ Remaining North Site 4,774^ South Site 2,306^
PRECINCT OSD TOTAL	89,987 approx.	78,270 approx.	9,080 approx.
Redevelopment under Concept Proposal	104,270 North Site ~ 21,167 South Site~	89,572 18,415	50 Martin Place 2,000~ Remaining North Site 8,683^ South Site 2301^
PRECINCT OSD TOTAL	125,437 approx.	103,179 approx.	12,984 approx.

figures include existing GFA of approx. 24,422 / NLA of approx.20,105 contained within the retained 50 Martin Place building

π NLA is calculated at 87% of GFA, with NLA providing a more accurate figure for estimating job numbers.

* based on occupancy rates of 1 per 20sqm used by City of Sydney Council within the Central Sydney Planning Strategy, which are informed by the 2012 floor space and employment survey

^ Assumes OSD for these purposes is 100% commercial and is based on occupancy rates (1 per 8sqm NLA) that correspond with modern, collaborative and flexible workplaces

~OSD GFA figures excludes GFA attributed to Martin Place Metro Station, upwards of approx. 6,500sqm North Site and 2,500sqm South Site

~ figure represents approx. existing actual job numbers at 50 Martin Place

5.22.3 Cultural Impacts

The Concept Proposal will revitalise the Precinct in a manner that respects the cultural significance of the area, and accommodates the various user groups forming its future community.

Martin Place is Sydney's premier public plaza and civic assembly or ceremonial space, and with the new Metro Station in particular is highly accessible to key City cultural and government institutions. The prestigious corporate buildings that frame Martin Place are integral to its character and standing in the City, and supporting Martin Place as a destination in its own right. The Concept Proposal supports this important role of Martin Place by providing future prestigious new buildings of sufficient scale and quality to satisfy high end financial and business services companies, as well as provide suitable amenities for the public, including food and beverage outlets overlooking and activating the public spaces.

5.23 Airport Operations

The Concept Proposal supports the development of a future tower (North Site) that will encroach into the Obstacle Limitation Surface²⁰ (OLS) – triggering a controlled activity under the *Airports Act 1996*. Therefore, permission from the relevant Department of the Commonwealth, or their delegate, is required.

²⁰ Means the airspace surrounding an airport that must be protected from obstacles to ensure aircraft flying in good weather during the initial and final stages of flight, or in the vicinity of the airport, can do so safely.

Strategic Airspace have been commissioned to review the proposed penetration into the OLS to ascertain its acceptability (refer to **Appendix U**). More specifically, the study by Strategic Airspace addresses the assessment of aviation related height restrictions relevant to the redevelopment of the Site and provides a professional opinion on the approvability of the Concept Proposal by aviation authorities in the event that a formal application is submitted under the Airports (Protection of Airspace) Regulations.

Strategic Airspace has noted that the North Site tower envelope will protrude above OLS by 58.5 metres. Notwithstanding, Strategic Airspace advise that the maximum height of future development on the North Site will be below the relevant flight manoeuvring and air traffic control-related surface constraints of 335m AHD which leaves a vertical margin of more than 100m+ for crane operations associated with the construction.

Overall, Strategic Airspace conclude that there is no technical impediment to approval of a future development consistent with the proposed envelope, and consider that an application under the Airports (Protection of Airspace) Regulations, supported by a full aeronautical assessment and safety case would be approved by the Department of Infrastructure and Regional Development.

Strategic Airspace also note that the future cranes for both the North and South Sites would also require a separate approval related to their penetration of Sydney Airport's Obstacle Limitation Surfaces – where there will remain a substantial and safe vertical margin between the crane and the maximum permissible obstacle height as dictated by the airspace constraints.

5.24 Crime Prevention through Environmental Design

A key objective of the project is to create a 'welcoming and safe place' that recognises the strategically important location of the site and the significance of the proposal as a new station precinct. This is considered in the Crime Prevention Through Environmental Design (CPTED) report prepared by Arup and included at **Appendix V**. This report provides commentary on the Concept Proposal, outlines the policy and crime context of the proposal, and makes recommendations about appropriate strategies to reduce the opportunity for crime to occur.

The most prevalent crimes to occur in the City of Sydney LGA comprise of transport regulatory offences; non-domestic assault; malicious property damage; theft from a retail store; theft from a motor vehicle; theft from a person; offensive conduct; harassment, threatening behaviour and private nuisance; trespass; and the break and enter of a non-dwelling. Of these prevalent offences, a review of crime statistics over the past five years reveals that seven out of these ten offences have reduced in occurrence. Accordingly, the likelihood of these offences occurring in the future will either remain the same or reduce.

In recognition of these crime statistics, Arup have conducted a review of the Concept Proposal with reference to the Safer-By-Design guide and the City of Sydney Safe City Strategy. A number of recommendations are suggested to facilitate a development that contributes to a safe and secure environment for future users. The recommendations are as follows:

- provide clear definition and designation of space in a manner that encourages and predicts authorised movement and does not cause conflict between the intended purpose of the space and the desired behaviour;
- maximise circulation areas by minimising built structures and avoiding clutter, particularly along pedestrian routes;

- design the layout of building entrances and foyers to assist natural surveillance by reducing clutter and blind spots, positioning reception/concierge where they have clear sightlines of entrances, the general foyer areas, and waiting areas;
- use glass partitions wherever possible to improve site lines and the transmission of natural light, and be fitted with anti-graffiti coatings (where practical) where these partitions are accessible to the public;
- provide durable public furniture to limit damage and subsequent repairs over the life of the facility;
- keep the surrounds as tidy and well-presented as possible in order to enhance the territoriality aspects of the site;
- the mixed use areas will help ensure regular and diverse use of the development which also enhances the territoriality aspects of the site, whilst enhancing the opportunity for natural surveillance;
- ensure adequate lighting is provided throughout the precinct;
- ensure the public realm lighting is appropriate for use at night;
- provide signage throughout the precinct to remove excuses for loitering and littering, each being a significant detractor to territoriality; and
- ensure signage is appropriate to improve way finding and reduce terrain vagueness within the precinct.

The Concept Proposal is supportable from a crime and safety perspective and importantly accords with the CPTED principles. However, it is emphasised that these recommendations may be subject to change owing to further design development and assessment at the Stage 2 application stage. It is recommended that a CPTED review of any detailed proposal be undertaken at the appropriate stage.

5.25 Environmental Sustainability

An ESD Strategy (including sustainability framework) has been prepared by Arup and is provided at **Appendix J**. Arup have explored a range of sustainability strategies, achieving worlds' best practice ESD targets, which will be implemented into the future detailed stage(s) of the proposal.

The ESD objectives for the development of the North Site and South Site are summarised as follows:

- 5 star NABERS Energy minimum based on 2016 protocol
- 3.5 star NABERS Water Rating minimum based on 2016 protocol
- 6 Star Green Star Office Design and As-Built 2015 v1.1
- Occupant wellbeing

Arup have identified the following strategies which will be considered in the design of the OSD and broader station/precinct to achieve the above environmental certifications along with achieving TfNSW Sydney Metro requirements (where relevant).

Facade

- Exceed BCA compliance by a combination of internal and external shading with high performance glazing.
- Reflectivity of the façade will be designed to comply with City of Sydney minimum performance guidelines.

Mechanical / BMS

- High end mechanical systems to optimise indoor environmental quality, environmental and energy performance. Systems being considered are VAV, chilled beams, under floor chilled ceilings and underfloor or overhead air distribution
- Reduced demand on the electrical grid through systems such as cogeneration plants

Electrical / Hydraulic

- WELS rated fixtures, rain-water harvesting and recycling where possible
- Water quality testing

Carbon Shift

- Renewable energy options and efficient tenant systems

Architectural

- Area considerations for recycled waste and garbage rooms and effective waste management to optimise land fill diversion
- End of trip facilities – “design for active transport”

Materials

- Recycled demolition and construction waste
- Provision for responsibly sourced construction materials
- Minimised inclusions of PVC
- Material Transparency

Indoor Environmental Quality (IEQ)

- Optimizations that address air filtration, natural and artificial lighting control
- Space provision for carbon filtration to AHU

Innovation

- Development of best practice indoor environments
- Soft landings to minimise operational energy
- Potential to purchase of Green Power to offset carbon emissions and improve performance in Energy credits
- Tenancy fit out systems review

5.26 Ecologically Sustainable Development

Ecologically sustainable development requires the effective integration of economic and environmental considerations in decision-making processes. Ecologically sustainable development can be achieved through the implementation of the following principles and programs.

5.26.1 Precautionary principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential

environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS has not identified any direct serious threat of irreversible damage to the environment and therefore the precautionary principle is not relevant to the proposal. Notwithstanding, indirect avoidance of damage to the environment can be achieved through the use of responsibly sourced materials (achieved through the Green Star rating target for the project).

5.26.2 Intergenerational equity

Inter-generational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The proposal has been designed to benefit both the existing and future generations by:

- Promotion of community integration within the Precinct
- Reduced carbon emissions:
 - recycled materials
 - optimised precinct energy usage through high performance façades and efficient mechanical systems
 - inclusion of renewable energy technologies
- Reduced waste to landfill (via a centralised waste strategy)
- Reduced potable water usage
- A soft landings approach to minimise operational energy

5.26.3 Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration.

The proposal would not have any significant effect on the biological diversity and ecological integrity of the Precinct (noting the Precinct's context within the centre of a Global CBD).

5.26.4 Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things.

The Concept Proposal aims to achieve a 6 Star Green Star rating in the most cost effective way via a life cycle cost approach that provides best return on investment.

5.27 Public Benefits/Development Contributions

The provision of public benefits across the Precinct is intricately linked between the new Martin Place Metro Station and the OSD.

Direct State Benefits

OSD is identified by the NSW Government as an essential component to the success of the overall Sydney Metro project, both from a place making as well as financial feasibility perspective. In this regard, the broader Metro OSD strategy supports the NSW Government in funding the cost of this step change piece of public transport infrastructure.

Macquarie is therefore (subject to progressing through the final stage of the USP process) paying the NSW Government for the development rights for the OSD, with that money directed towards the funding of the Sydney Metro project. This approach aligns with the objectives outlined within Council's CSPS.

Direct Local Benefits

The proposal will also be subject to City of Sydney Council's contributions requirements under S61 of the *City of Sydney Act 1988*. This will levy an additional monetary contribution (1% of the development cost) to fund public facilities, amenities and services to meet the needs of the growing residential and workforce population within Central Sydney.

5.28 Site Suitability

Having regard to the characteristics of the Precinct and its location, the Concept Proposal is considered suitable for the Site as it:

- delivers significant commercial floor space in the commercial core of Sydney, contributing to the long-term viability and competitive edge of Sydney;
- creates a world class integrated public transport and employment hub that will deliver a superior customer experience to both Sydney Metro and Sydney Trains commuters, and enables opportunities to increase and improve connections from the future Martin Place Metro Station and the City;
- is capable of being developed in a manner that will minimise impacts or improve the natural, historical, and environmental qualities of the site;
- will result in only minor environmental impacts that can be appropriately managed and mitigated; and
- will facilitate the renewal of the Site with considerable benefits associated with the activated commercial and civic precinct offering a wide variety of amenities and services to both 'Sydney-siders' and visitors in line with global best practice.

In regards to the characteristics of the site and its location in the Sydney CBD, the site is considered highly suitable for the proposal in that:

- it is located within the Sydney CBD, and specifically within the finance and banking specialist knowledge hub within Sydney;
- the Site currently contains commercial office developments, some with need for revitalisation to ensure the ongoing commercial viability of the Site into the future;
- it is directly integrated with significant public transport improvements, and will be developed in coordination with planned public domain improvements;

- the Site is capable of being appropriately serviced to accommodate future development;
- it has excellent access to a wide range of services and facilities that will support, and benefit from, the future occupants of the development; and
- the character of surrounding precincts, including existing built form, are compatible with the scale and nature of the proposal.

5.29 Public Interest

It is in the public interest to enable the delivery of a world class commercial OSD that integrates grand civic spaces, high quality retail and offices with a world class transport gateway, and will be open for business alongside Sydney Metro in 2024. A development of this calibre and nature as part of a major new transport infrastructure initiative is extremely rare in the history of any city and must be fully realised. The Concept Proposal is thereby in the public interest as it will:

- support Sydney’s development as a compact and well-connected city;
- encourage sustainable behaviour by providing increased commercial floor space and associated jobs with direct access to new and existing public transport connections;
- provide the opportunity to deliver long lasting and significant public benefits either in the form of monetary contributions or works-in-kind to Sydney and NSW;
- accommodate a significant number of jobs during construction (over 1,900 jobs on and off-site), with ongoing employment opportunities for over approximately 12,984 people, being 188% more than what is currently provided in the Precinct;
- deliver a city precinct that sets new standards in sustainability and wellbeing;
- contribute towards the vision for the Sydney CBD by enriching the Martin Place precinct, Sydney’s premier civic and public space, and the adjoining CBD environment;
- create a world class integrated public transport and employment hub that will deliver a superior customer experience to both Sydney Metro and Sydney Trains commuters;
- support two new office buildings that will exhibit design excellence, contributing to the architectural legacy of the Sydney CBD; and
- enable the consolidation of Macquarie’s operations at Martin Place, anchoring the Precinct, providing the NSW Government with commercial certainty and early activation of the precinct.

In light of the above, the proposed Stage 1 SSD DA is considered to be in the public interest.

6.0 Environmental Risk Assessment

The Environmental Risk Assessment (ERA) establishes a residual risk by reviewing the significance of environmental impacts and the ability to manage those impacts. The ERA has been adapted from Australian Standard AS4369.1999 Risk Management and Environmental Risk Tools. In accordance with the SEARs, the ERA addresses the following significant risk issues:

- the adequacy of baseline data;
- the potential cumulative impacts arising from other developments in the vicinity of the Site; and
- measures to avoid, minimise, offset the predicted impacts where necessary involving the preparation of detailed contingency plans for managing any significant risk to the environment.

The adequacy of the baseline data is demonstrated through the range of detailed technical reports and supporting documentation appended to this EIS. Overall, Section 5 of the EIS and the appended technical reports and supporting documents provide a comprehensive and detailed assessment of the potential cumulative impacts arising from the proposal and other developments in the vicinity of the Site.

This assessment has determined that there are no adverse environment, social or economic impacts which cannot be managed or mitigated.

Figure 105 indicates the significance of environmental impacts and assigns a value between 1 and 10 based on:

- the receiving environment;
- the level of understanding of the type and extent of impacts; and
- the likely community response to the environmental consequence of the project.

The manageability of environmental impact is assigned a value between 1 and 5 based on:

- the complexity of mitigation measures;
- the known level of performance of the safeguards proposed; and
- the opportunity for adaptive management.

The sum of the values assigned provides an indicative ranking of potential residual impacts after the mitigation measures are implemented.

Significance of impact	Manageability of impact				
	5 Complex	4 Substantial	3 Elementary	2 Standard	1 Simple
1 – Low	6 (Medium)	5 (Low/Medium)	4 (Low/Medium)	3 (Low)	2 (Low)
2 – Minor	7 (High/Medium)	6 (Medium)	5 (Low/Medium)	4 (Low/Medium)	3 (Low)
3 – Moderate	8 (High/Medium)	7 (High/Medium)	6 (Medium)	5 (Low/Medium)	4 (Low/Medium)
4 – High	9 (High)	8 (High/Medium)	7 (High/Medium)	6 (Medium)	5 (Low/Medium)
5 – Extreme	10 (High)	9 (High)	8 (High/Medium)	7 (High/Medium)	6 (Medium)

Figure 105 – Risk Assessment Matrix

Item	Phase	Potential Environmental Impact	Proposed Mitigation Measures and / or Comment	Risk Assessment		
				Significance of Impact	Manageability of Impact	Residual Impact
Key: C – Construction, O: Operation						
Visual and Views	O	<ul style="list-style-type: none"> Visual/view impacts from public places 	<ul style="list-style-type: none"> The proposal is supportable as it results in acceptable impacts on views from the public domain. 	3	3	6 Medium
Shadows	O	<ul style="list-style-type: none"> Increase in shadows to surrounding public domain 	<ul style="list-style-type: none"> Investigate opportunities during the design development of the OSD towers to reduce impacts compared to the envelopes 	3	3	6 Medium
Traffic and Transport	C+O	<ul style="list-style-type: none"> Increased traffic on local roads 	<ul style="list-style-type: none"> Based on the existing intersection performance and the likely traffic to be generated from the proposed development, all key intersections will perform at an acceptable level of service during the peak periods. As such, no mitigation measures are required to manage the surrounding road network. 	2	2	4 Low / medium
Non-Indigenous Heritage	C	<ul style="list-style-type: none"> Impact on heritage items Impact on heritage items in the vicinity 	<ul style="list-style-type: none"> The proposed development is unlikely to result in any material impact on the significance or value of adjoining Items of Heritage Significance, or 50 Martin Place. Future development to take into consideration the Heritage Development Guidelines developed by TKD (and Howard Tanner). 	3	2	5 Low / medium
Noise and Vibration	C + O	<ul style="list-style-type: none"> Increase in noise and vibration levels during construction activities Increase in noise levels during operation 	<ul style="list-style-type: none"> Mitigation measures can be adopted for noise control and management, which may include physical design measures and management measures such as permissible hours of operation for the various uses. These measures will be confirmed by the relevant contractor, once appointed. 	3	2	5 Low / medium
Infrastructure and Utilities	O	<ul style="list-style-type: none"> Adequate connection to infrastructure and utilities. 	<ul style="list-style-type: none"> The detailed design of the future development will identify the final design and provision of infrastructure and utilities, and any necessary relocation or protection works. This is to be conducted in consultation with the relevant authorities and providers. 	2	2	4 Low / medium
Flooding and Sea Level Rise	O	<ul style="list-style-type: none"> Potential flooding and stormwater impacts 	<ul style="list-style-type: none"> All openings and entrances to the Metro (lifts, basement entrances, pedestrian entrances, louvers, grates etc.) are proposed at the higher of the 100yr ARI + 0.5m and PMF. A merits based approach of minimum of 100yr ARI flood level be adopted for commercial and retail entrances. Entrances to basement carparking will be set at the higher of the 100yr ARI + 0.5m Flood modelling to be undertaken as part of the future Stage 2 DA. 	3	2	5 Low / medium
Reflectivity	O	<ul style="list-style-type: none"> Adverse solar reflectivity glare to motorists and pedestrians 	<ul style="list-style-type: none"> Exterior façade elements used throughout the development are to limit light reflectivity to 20% or less in the future detailed buildings on the Site. The detailed design of the façade will be confirmed though the Stage 2 SSD DA. 	2	2	4 Low / medium

Item	Phase	Potential Environmental Impact	Proposed Mitigation Measures and / or Comment	Risk Assessment		
				Significance of Impact	Manageability of Impact	Residual Impact
Contamination	C	<ul style="list-style-type: none"> Exposure of contamination or hazardous materials during construction 	<ul style="list-style-type: none"> An Unexpected Finds Protocol (UFP) should be implemented to manage unexpected contamination encountered during construction – as part of CSSI 	2	2	4 Low / medium
Wind Impact	O	<ul style="list-style-type: none"> Adverse wind environment 	<ul style="list-style-type: none"> Further wind-tunnel testing will form part of future application(s) for the detailed design of buildings on the North and South Sites. Potential mitigation measures are to be further explored in the detailed design of the buildings on the Site. 	3	2	5 Low / medium
Crime and Public Safety	O	<ul style="list-style-type: none"> Anti-social intimidating behaviour. 	<ul style="list-style-type: none"> The recommendations of the CPTED Report are to be implemented into the future detailed design stage(s). 	2	1	3 Low
Environmental and Construction Management	C	<ul style="list-style-type: none"> Noise, dust, air quality, waste management and traffic impacts 	<ul style="list-style-type: none"> Works are to be carried out in accordance with the Construction Management Plan prepared at the relevant stage of the project. 	3	2	5 Low / medium

7.0 Mitigation Measures

The collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 17** below. These measures have been derived from the previous assessment in **Section 5.0** and those detailed in appended consultants' reports.

As the proposal is for building envelopes, many of the impacts cannot be fully assessed (and therefore mitigated) until the Stage 2 detailed design application(s) is undertaken. The mitigation measures provided below are therefore to be read predominantly as design guidance for a future application(s). Future Stage 2 application(s) will include a complete set of applicable Mitigation Measures specific to the future development on Site.

Table 17 – Mitigation Measures

Mitigation Measures
<p>Urban Design</p> <p>Future application(s) must take into consideration the Precinct Urban Design Objectives and Principles developed by Tzannes and contained in the report titled the Urban Design of Sydney Metro and Martin Place Station Precinct, dated May 2017.</p>
<p>Design Excellence</p> <p>The process outlined in the Design Excellence Framework prepared by JBA and dated May 2017 will be implemented.</p>
<p>Heritage</p> <p>Future application(s) must take into consideration the Heritage Development Guidelines developed by TKD (and Howard Tanner) and contained in the Statement of Heritage Impact dated May 2017.</p>
<p>Overshadowing</p> <p>Development on the North and South Sites must comply with the relevant Sun Access Plane Controls under the Sydney LEP 2012 (as amended).</p> <p>The detailed design of North and South Towers must endeavour to minimise additional overshadowing of the surrounding public domain, specifically Martin Place and Hyde Park.</p>
<p>Traffic</p> <p>The recommendations of the Traffic, Pedestrian and Parking Report prepared by Arup are to be implemented including:</p> <ul style="list-style-type: none"> ▪ Preparing a Travel Plan encouraging the building occupants to travel by sustainable transport modes. ▪ Preparing a Loading Dock Management Plan prior to the operation of loading docks on the Site. ▪ Preparing a detailed Construction Pedestrian and Traffic Management Plan to accompany all relevant tender documents.
<p>Accessibility</p> <p>Future application(s) will take into consideration the Australian Standards, the Building Code of Australia, the Federal Disability Discrimination Act (DDA), and the DDA Access Code 2010 – DDA (Access to premises – Buildings) Standards 2010, as relevant.</p>
<p>Wind</p> <ul style="list-style-type: none"> ▪ Further wind-tunnel testing will form part of future application(s) for the detailed design of buildings on the North and South Sites. ▪ Amelioration measures will be explored for specific locations where local wind speeds may be greater close to the corners of the tower or upper level terraces, as relevant during the detailed design stage. ▪ Opportunities to improve existing wind conditions will be explored during the detailed design phase.
<p>Noise and Vibration</p> <ul style="list-style-type: none"> ▪ A Construction Noise and Vibration Management Plan will be prepared by the appointed contractor outlining specific engineering methods and mitigation measures for controlling construction noise and vibration impacts, as required. ▪ An Acoustic Assessment will accompany the Stage 2 DA(s) to confirm the likely noise and vibration impacts and mitigation measures, as required. This should take into consideration further vibration measurements of the existing Eastern Suburbs rail line within the basement levels of the existing 39-49 Martin Place, Sydney.
<p>Reflectivity</p> <ul style="list-style-type: none"> ▪ A reflectivity analysis will be undertaken for the detailed designs and submitted with the Stage 2 DA(s) as relevant.
<p>Utilities</p> <p>An assessment of the alteration or impact of services and utilities will form part of future Stage 2 application(s) as relevant. Future applications for the detailed design of the Concept Proposal will also incorporate consultation</p>

Mitigation Measures

with the relevant service providers to confirm any proposed alterations or protection measures, as required. The following process (adjusted as the design progresses or as new information becomes available) will be followed to ensure existing utilities infrastructure is protected:

- Desktop investigation and review of existing services using Dial Before You Dig information and site observations;
- Non-destructive in-ground services mapping will be undertaken to accurately locate existing infrastructure assets where practical;
- Destructive investigations will be undertaken where considered necessary to more accurately locate existing critical infrastructure assets and investigate unknown services or potentially redundant services;
- Utility providers will be consulted to obtain and necessary consents to perform construction work in their vicinity and discuss necessary diversions and connections for the proposed works;
- Utility technical and hazard requirements will be incorporated into the design and construction documentation;
- Safe work methods statements and inspection and test plans will be prepared by accredited contractors;
- Pre-start work checklists will be implemented and recorded; and
- Field safety inspectors will be present during critical works as determined by each utility provider.

Water Cycle Management

Stormwater

- Both a check of capacity and final form of the water connections will be developed through the Stage 2 application(s) and the coordination with Sydney Water via the Water Servicing Coordinator, which will be completed as part of design development.
- Requirements for diversions/ adjustments to the exiting works will be coordinated with Sydney Water through design development via a Water Servicing Coordinator.

Flooding (in coordination with CSSI)

- All openings and entrances to the Metro (lifts, basement entrances, pedestrian entrances, louvers, grates etc.) are proposed at the higher of the 100yr ARI + 0.5m and PMF.
- A merits based approach of minimum of 100yr ARI flood level be adopted for commercial and retail entrances.
- Entrances to basement carparking will be set at the higher of the 100yr ARI + 0.5m
- Flood modelling to be undertaken as part of the future Stage 2 DA.

Construction Management

A Construction Management Plan (CMP) will be prepared to accompany the future Stage 2 DA/s and/or during the detailed design phase.

CPTED

Any future Stage 2 application(s) should take into consideration the recommendations contained in the Crime Prevention Through Environmental Design report prepared by Arup, dated May 2017.

ESD

The ESD objectives outlined in the Ecologically Sustainable Design Report prepared by Arup (May 2017) are to be taken into consideration when developing the building design to maximise the environmental performance and energy efficiency of the building.

8.0 Conclusion and Justification of the Proposal

This EIS has been prepared to assess the environmental, social and economic impacts of the Stage 1 SSD Concept Proposal for two OSD commercial towers above the northern and southern entrances of the yet to be constructed Martin Place Metro Station. The EIS has addressed the issues outlined in the SEARs (**Appendix B**) and Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*, to consider the relevant environmental planning instruments, built form, and social and environmental impacts resulting from the proposed development.

The purpose of this application is to facilitate the delivery of two predominantly commercial office towers in a whole-of-Precinct redevelopment, where the towers are fully integrated with the new Metro Station and existing Martin Place Train Station. The integrated development will be designed and constructed as one building and, critically, scheduled to be completed at the same time as the Sydney Metro commences operations in 2024. This provides a unique opportunity within a short window of time.

With the construction of the Sydney Metro (a step change piece of transport infrastructure) there is a fundamental responsibility and fundamental expectation for the development to respond to the important opportunity and unique circumstances of the Precinct, and capitalise on the unparalleled access to public transport in the heart of the Sydney CBD.

The need for this development further stems from, and is consistent with, a range of government strategic studies that support accommodating additional jobs in Sydney and the coordinated delivery of increased capacity with infrastructure investment. At their highest level these planning policy documents are necessarily about enabling the evolution of a growing metropolitan area with sufficient flexibility and resilience to transcend change in the longer term.

A design-led approach has established sound urban design and heritage conservation principles and “loose fit” envelopes (in particular for the North Site), that appropriately allow for greater articulation and testing to form the ultimate building design. It is considered that these building envelopes and the other facets of the Stage 1 DA warrant approval for the following reasons:

- the Concept Proposal is permissible with consent and meets the requirements of the relevant statutory planning controls;
- the area and shape of the site allows for the provision of the proposed Concept Proposal whilst not resulting in any unacceptable adverse impacts on surrounding buildings and uses;
- the proposal has been carefully tested and designed to consider important public view corridors, and to minimise shadows cast by the proposal in compliance with the relevant sun access planes, to reinforce the Precinct’s suitability to accommodate additional employment generating floor space;
- Urban Design Principles have been prepared to guide the building envelope tower heights, to ensure that the future built form performs important roles in making the city more distinctive, legible and with a discernible hierarchy of public spaces that can be appreciated from a variety of vantage points, distances and contexts;
- Heritage development guidelines have been developed to mitigate or minimise heritage impacts during the future detailed design of each of the towers;

- the land is extremely well served by public infrastructure, particularly public transport infrastructure, and other utilities and public infrastructure are readily available and can be augmented to meet the needs of the additional business activities and population arising from the increased density;
- the Concept Proposal is capable of achieving design excellence, which is safeguarded through a specific Design Excellence Framework that addresses the unique set of circumstances in the delivery of development integrated with world class public transport infrastructure;
- the proposal is consistent with the principles of ecological sustainable development as defined by Schedule 2(7)(4) of the Environmental Planning and Assessment Regulation 2000, and will support a more ecologically sustainable development targeting a minimum 6 Star Green Star Office Design and As Built 2015 V1.1, NABERS Energy 5 Star and NABERS Water 3.5 Star;
- the Concept Proposal will revitalise the Precinct in a manner that respects the cultural significance of the area, and accommodates the various user groups forming its future community;
- a number of benefits will be delivered as part of the Concept Proposal that are intricately linked between the new Martin Place Metro Station and the OSD (such as an enhanced public domain, through-site links etc);
- the proposal will provide for additional surveillance opportunities with the delivery of the future buildings and overall improvements to the Precinct, in turn increasing the perception of the area as a high quality and safe environment;
- the project has been informed by extensive pre-lodgement community consultation, with feedback from this consultation shaping the end outcome of the Concept Proposal; and
- the Concept Proposal seeks to unlock considerable growth opportunities for the commercial heart of the Sydney CBD and enable it to prosper as Australia's leading global financial centre, which will have positive broader and longer term impacts.

Given the planning merits described above, and the significant public benefits associated with the proposed development, it is recommended that this application be approved.