

Stakeholder and Community Engagement Summary Report



Sydney Metro Martin Place Station Precinct

Submitted to NSW Department of Planning and Environment
On Behalf of Macquarie Group Limited

May 2017 ■ 15879

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11/05/2017

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11/05/2017

1.0 Executive Summary

This report supports a State Significant Development (SSD) Development Application (DA) submitted to the Minister for Planning pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Macquarie Corporate Holdings Pty Limited (Macquarie) is seeking to create a World Class Transport and Employment Precinct at Martin Place, Sydney.

The application seeks Stage 1 approval for the establishment of building envelopes, maximum Gross Floor Areas and design parameters for two predominantly commercial office Over Station Development (OSD) towers, located above the site of the future Martin Place Metro Station (part of the NSW Government's Sydney Metro project).

Macquarie's concept proposal has been informed by the community and stakeholder consultation undertaken by Transport for NSW as part of the wider Sydney Metro City and South West project that was approved in January 2017.

Macquarie has also undertaken open, accessible and genuine consultation with affected stakeholders in relation to its concept proposal for Martin Place.

Various engagement methods and tools were used to consult with stakeholders and the community prior to lodgement of the SSDA, provide accessible information on the proposal and create opportunities for feedback.

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

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

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

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

Concerns raised during the consultation have generally pertained to detailed design aspects that will be dealt with under future planning applications or the management of disruption during construction of the project.

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

Macquarie has kept all stakeholders, including the local community, adjoining landowners and government authorities up to date with the development of the concept proposal. Macquarie will continue to engage with the stakeholders and the community during the exhibition of the Stage 1 Development Application as well as during future stages of the planning process.

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

2.0 Introduction

This report supports a State Significant Development (SSD) Development Application (DA) submitted to the Minister for Planning pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

Macquarie Corporate Holdings Pty Limited (Macquarie) is seeking to create a World Class Transport and Employment Precinct at Martin Place, Sydney.

The application seeks Stage 1 approval for the establishment of building envelopes, maximum Gross Floor Areas and design parameters for two predominantly commercial office Over Station Development (OSD) towers, located above the site of the future Martin Place Metro Station (part of the NSW Government's Sydney Metro project).

In particular, this report sets out the community consultation and stakeholder engagement activities undertaken by Macquarie in preparing the SSDA. It describes the pre-submission consultation process, feedback received and how this feedback has been considered in the development of the proposal.

2.1 Background

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

Sydney Metro is a new standalone rail network identified in Sydney's Rail Future. The Sydney Metro network consists of Sydney Metro Northwest (Stage 1) and Sydney Metro City & Southwest (Stage 2).

Stage 2 of the Metro entails the construction and operation of a new Metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and eventually onto to Bankstown through the conversion of the existing line to Metro standards. The project also involves the delivery of seven (7) new Metro stations, including Martin Place.

This step-change piece of public transport infrastructure once complete will have the capacity for 30 trains an hour (one every two minutes) through the CBD in each direction catering for an extra 100,000 customers per hour across the Sydney CBD rail lines.

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

TfNSW is also making provision for future Over Station Development (OSD) on the land it has acquired for the Stage 2 Sydney Metro project, including land acquired for the purposes of delivering Martin Place Station. The OSD development is subject to separate applications to be lodged under the relevant provisions of the EP&A Act.

An Unsolicited Proposal submission has been lodged by Macquarie to the NSW Government for the delivery of a single fully integrated station/OSD solution for the new Sydney Metro Martin Place Station.

2.2 Site Description

The Sydney Metro Martin Place Station Precinct (the Precinct) project relates to the following properties (refer to **Figure 1**):

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

The land the subject of this application relates only to the North and South Site (refer to **Figure 2**). Each site will accommodate one OSD tower above the future Sydney Metro Martin Place Station (representing the northern and southern entries/gateways to the Sydney Metro station). The land acquired for the Sydney Metro Martin Place Station is the same as for the Macquarie proposal, except that the Macquarie proposal includes the two properties north of Martin Place owned by Macquarie, namely 50 Martin Place and 9-19 Elizabeth Street.

Both the North and South Sites are regular in shape and have area of approximately 6,022m² and 1,897m² respectively, totalling 7,919m².



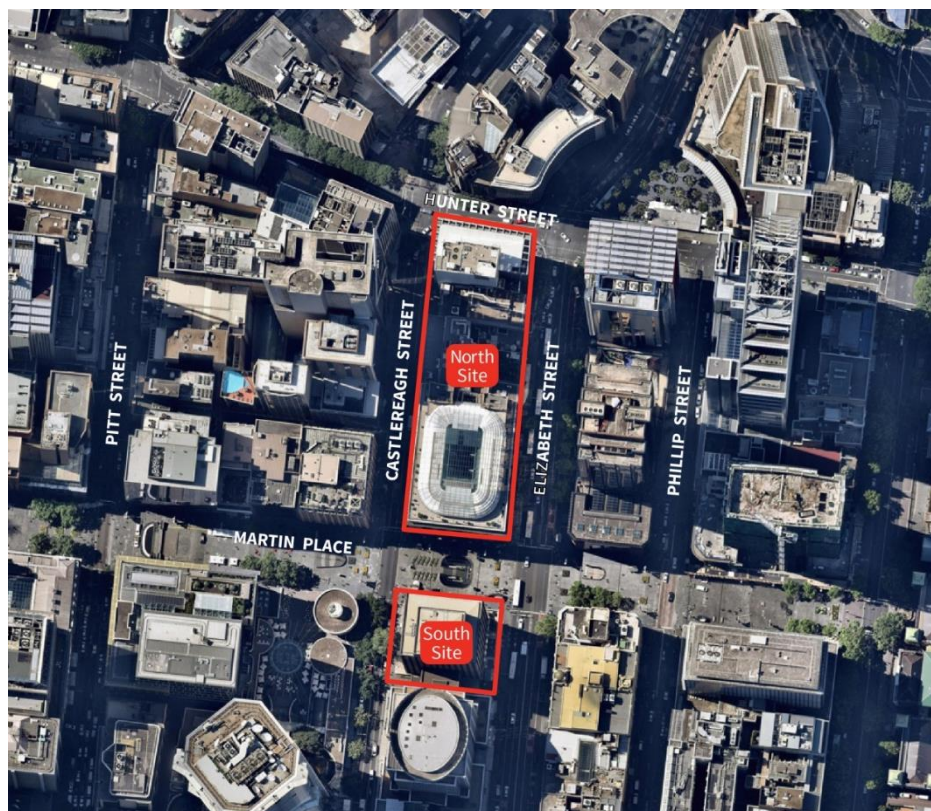


Figure 1 – Aerial photo of the North and South Site
Source: Nearmap and JBA

Located close to the centre of the Sydney CBD, the Precinct comprises of the entire City block bounded by Hunter Street, Elizabeth Street, Martin Place and Castlereagh Street; that portion of Martin Place located between Elizabeth Street and Castlereagh Street and the northern most property in the block bounded by Martin Place, Elizabeth Street, Castlereagh Street, and King Street. Together it constitutes an above ground site area of approximately 9,400 square metres, with a dimension from north to south of approximately 210 metres and from east to west of approximately 45 metres. It incorporates a significant portion of one of Sydney's most revered public spaces – Martin Place.

Martin Place is recognised as one of Central Sydney's great public, civic and commemorative spaces, as well as being a historically valued commercial and finance location of Sydney's CBD. Martin Place and a large number of buildings on, or in close proximity to, Martin Place are identified as heritage items, either as items of National, State or Local significance. Number 50 Martin Place, which forms part of the Macquarie North Site, is one of these major heritage items.

There has been a number of redevelopment and refurbishment proposals in recent years along Martin Place to improve existing assets and recapture their premium commercial status (e.g. 5 Martin Place, 50 Martin Place, 20 Martin Place, upgrades of the MLC Centre, and 60 Martin Place). The City of Sydney Council has also identified a need to reinvigorate Martin Place and upgrade the public spaces.

The surrounding locality is characterised by a variety of built forms and architectural styles, with many of the buildings, including those of relatively recent years, not complying with the current planning controls with respect to building heights, setbacks and street wall heights.

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

2.3 Overview of Proposed Development

The proposal by Macquarie is unique and innovative in aligning the aspirations for public transport, civic amenity and the long-term sustainability of Sydney as a financial centre. This will be achieved through a development designed to maximise the opportunities for an improved Metro Station, integration of the existing and new public transport infrastructure, integration of that infrastructure with modern commercial office towers and world class retailing, along with rejuvenating and complimenting some of Sydney's most revered public spaces, and substantially improving station access and connectivity.

More specifically the development will comprise a concept proposal (under section 83B of the EP&A Act) for the OSD for the North and South Sites. It will be designed as a fully integrated Station and OSD project that, subject to approval, will be built and delivered as one integrated project for opening at the same time as the Sydney Metro is commissioned.

The concept proposal establishes the vision and planning and development framework which will be the basis for the consent authority to assess future detailed development proposals (Stage 2 DAs).

The North Site

The Concept Proposal for the North Site is for a new 40+ storey, predominately commercial office building. The proposal seeks to sensitively integrate with the existing 50 Martin Place building, supporting large commercial floor plates. No connections to 50 Martin Place are proposed for the basement levels of that building, including the level of the significant heritage Safe Deposit Vault.

The South Site

The Concept Proposal for the South Site is for a new 28+ storey predominately commercial office building.

The detailed design of the OSD is still in its preliminary stages. Critically it requires an integrated design approach to be adopted between the commercial OSD components classified as SSD, and the Station components, which are classified as CSSI and have already been approved. This is to ensure:

- all the operational needs of the Metro Station are accommodated in accordance with TfNSW requirements and the structural and other requirements of the OSD are accommodated within the Station building beneath, in what is essentially one building; and
- a cohesive public domain and built form outcome is achieved for Sydney.

In this regard, OSD uses and structural elements are located within the below ground and lower podium levels, as conceptually approved under the CSSI consent for the Martin Place Station.

The Staged DA will seek consent for, amongst other things, land uses, gross floor area, building envelopes, and vehicle access arrangements.

A more detailed and comprehensive description of the proposal is contained in the Environmental Impact Statement (EIS) prepared by JBA.

2.4 Planning Approvals Strategy

The *State Environmental Planning Policy (State and Regional Development) 2011* (SEPP SRD) identifies development which is declared to be State Significant. Under Schedule 1 and Clause 19(2) 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 proposed development (involving commercial development that is both located within a rail corridor and associated with rail infrastructure) is therefore SSD. Pursuant to Section 83B of the EP&A Act a Staged DA may be made setting out concept proposals for the development of a site (including setting out detailed proposals for the first stage of development), and for which detailed proposals for separate parts of the site are to be the subject of subsequent DAs. This SSD DA is a staged development application made under Section 83B of the EP&A Act.

A detailed development application(s) (Stage 2 DAs) will accordingly follow, seeking approval for the detailed design and construction of all or specific aspects of the proposal in accordance with the approved staged development application. Submitted separately to this SSD DA are applications to modify the CSSI approval together with a Planning Proposal relating to the North Site (FSR only) and South Site (height and FSR).

For clarity, **Figure 3** below is a diagrammatic representation of the suite of applications proposed by Macquarie, to show the relationship of the SSD DA (the subject of this report) to the Planning Proposal and the Martin Place Metro CSSI.

The Department of Planning and Environment have provided Secretary's Environmental Assessment Requirements (SEARs) to the applicant for the preparation of an Environmental Impact Statement for the proposed development. This report has been prepared having regard to the SEARs as relevant.

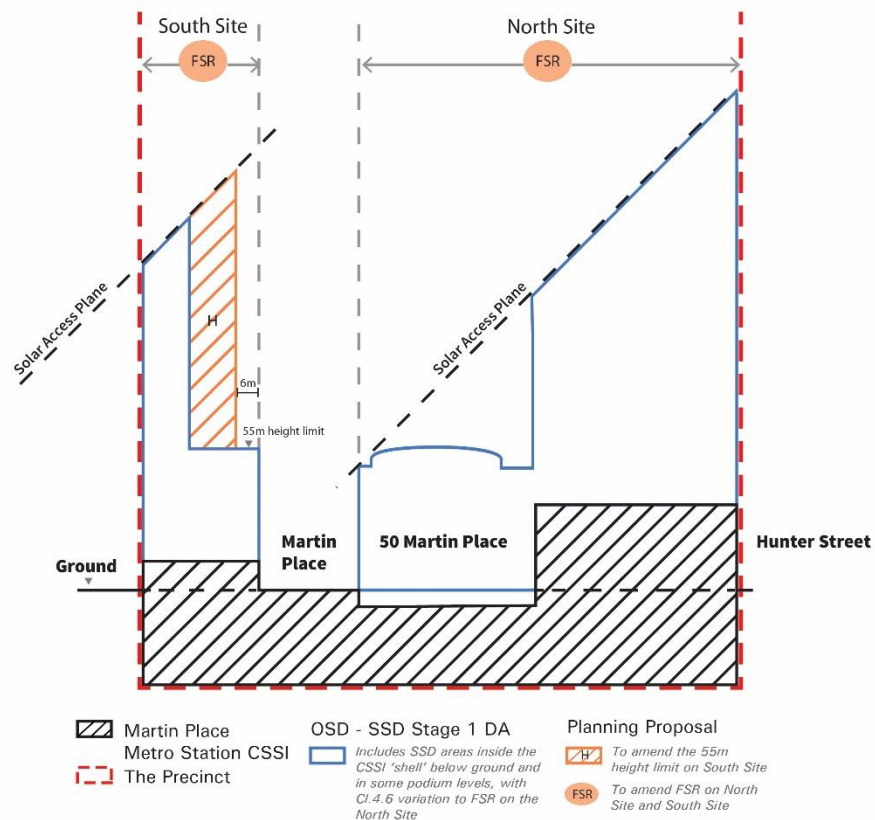


Figure 2 – Relationship of planning applications
Source: JBA

3.0 Consultation activities

3.1 Overview

Macquarie is committed to open, accessible and genuine consultation with the community and affected stakeholders in relation to its proposal for Martin Place.

The Secretary's Environmental Assessment Requirements (SEARs) for the concept proposal include the following criteria on consultation:

- *"During the preparation of the EIS, you are required to consult with the relevant local, State or Commonwealth Government authorities, service providers, and the local community. In particular, early consultation is required through meeting(s) with the Government Architect NSW, RMS, Transport for NSW (including Sydney Metro, Sydney Trains and Sydney Light Rail) and City of Sydney Council.*
- *"The EIS must describe the pre-submission process, issues raised and how the proposed development has responded to these issues. A short explanation should be provide where amendments have not been made to address an issue."*

The consultation approach for the concept proposal has been designed to satisfy this requirement through a series of engagement activities that are appropriate for this scale of project and, importantly, are in keeping with the activities carried out by Sydney Metro for the approved Critical State Significant Infrastructure.

Macquarie began detailed consultation with government agencies and departments in March 2017 after it was publicly announced the USP had proceeded to Stage 3 Assessment. Secretary's Environmental Assessment Requirements (SEARs) for the concept proposal were requested in March 2017 and received in April 2017.

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

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

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

Macquarie has kept all stakeholders, including the local community, adjoining landowners and government authorities up to date with the development of the concept proposal. Macquarie will continue to engage with the stakeholders and the community during the exhibition of the Stage 1 Development Application as well as during future stages of the planning process.

3.2 Review of Sydney Metro consultation outcomes

Macquarie's concept proposal has been informed by the community and stakeholder consultation undertaken by Transport for NSW as part of the wider Sydney Metro City and South West project that was approved in January 2017.

Transport for NSW has been working with stakeholders and the community since June 2014 to develop a long-term plan that will guide the development of the infrastructure and associated stations along the route, including in Sydney's CBD.

Previous activities have included establishing community contact and information points (including a toll-free community information line, project email address and information centres), community information sessions, information stalls at local markets and events, stakeholder engagement meetings, appointment of place managers. Communication materials used have included media releases, newspaper advertisements, email alerts to the project mailing list and a regular project newsletter.

The outcomes of this widespread and extensive consultation undertaken by Sydney Metro have provided Macquarie with valuable insights about community and stakeholder sentiment regarding the development of the new Metro station at Martin Place.

The outputs of this consultation, contained in the project's Environmental Impact Statement and Preferred Infrastructure Report, were considered by Macquarie in the preparation of the SSDA and provided guidance on key issues of local concern that could be addressed through further consultation.

3.3 Planning Focus Meeting

A Planning Focus Meeting was organised with key government agencies, in conjunction with the Department of Planning and Environment on 6 April 2017.

The meeting was attended by the following government agencies:

- Department of Planning and Environment
- Office of the Government Architect
- City of Sydney Council
- NSW Environment and Heritage
- Environmental Protection Authority
- Transport for NSW (including Sydney Metro and the CBD Coordination Office)
- Sydney Trains
- Ausgrid
- RMS
- NSW Police

Attending from the Martin Place Project Team were representatives from Grimshaw and JPW (architects), JBA (town planners), Savills (project management), TKDA (heritage) and Macquarie.

A presentation by the project team provided an overview of the concept proposal that aimed to assist government agencies in preparing a response. As a result of the Planning Focus Meeting, a number of subject specific meetings with individual agencies were organised to discuss matters of detail.

3.4 Stakeholder meetings

In addition to the Planning Focus Meeting, Macquarie has held extensive meetings to consult with key stakeholders during the development of the concept proposal.

These included the Department of Planning and Environment, Office of the Government Architect, City of Sydney and Transport for NSW as well as stakeholder meetings with parties that have an interest in the site or may be impacted by the project.

A schedule of these meetings is summarised in the table below.

Meeting Date	Stakeholder	Subject of meeting
17 February 2017	Department of Planning and Environment	Planning process
17 February 2017	Transport for NSW	Design development
1 March 2017	Department of Planning and Environment	Planning process
13 March 2017	Transport for NSW	Design development
22 March 2017	Department of Planning and Environment	Planning process
27 March 2017	CBA	Overview of proposal for tenant of 50 Martin Place
27 March 2017	Network 7	Overview of proposal for neighbouring property
28 March 2017	Dexus	Overview of proposal for neighbouring property
28 March 2017	City of Sydney	Overview of proposal
30 March 2017	Government Architect NSW	Overview of proposal
30 March 2017	CBA	Overview of proposal
4 April 2017	Transport for NSW	Proposed consultation process
6 April 2017	Planning Focus Meeting	Detailed briefing for agencies
6 April 2017	Transport for NSW	Design development
10 April 2017	Office of Environment and Heritage	Heritage issues
10 April 2017	Department of Planning and Environment	Planning process
11 April 2017	Sydney Metro Design Review Panel	Overview of proposal
11 April 2017	Transport for NSW	Public consultation process
19 April 2017	Charter Hall (9 Castlereagh Street)	Overview of proposal for neighbouring property
26 April 2017	Transport for NSW	Stakeholder consultation
3 May 2017	Heritage Council	Overview of the proposal
5 May 2017	Government Architect NSW	Design issues
5 May 2017	Transport for NSW - CBD Coordination Office	Transport and network issues
7 May 2017	GPT (MLC Centre)	Overview of proposal for neighbouring property
8 May 2017	Sydney Water	Servicing and diversion requirements
9 May 2017	City of Sydney	Design issues
10 May 2017	Sydney Trains	Interface with existing rail infrastructure and services
11 May 2017	Ausgrid Jemena Telstra City of Sydney (stormwater)	Servicing and diversion requirements
11 May 2017	Tom Bass Sculpture School	Relocation of Tom Bass P&O Sculpture at 55 Hunter Street
15 May 2017	NSW Fire Service	Design issues
18 May 2017	Office of the Government Architect	Design issues

3.5 Project website

A project website was established on 16 March 2017 at www.metromartinplace.com. It has provided an overview of high level information about the proposal, artists' impressions and answers to Frequently Asked Questions.

It also carried a notification for the Public Information Sessions that was published on 26 April 2016 and the email and phone contact details of the website.

The website has been listed on all public correspondence and information materials used during the public consultation process. It is intended that the website will remain live during the life of the project and will be regularly updated with the latest project information. To date the project has had 613 hits and 417 unique users.

3.6 Email and phone line

A toll-free number - 1800 898 307 - was set up in March 2017 to allow the public to speak directly with the Macquarie project team, ask questions about the concept proposal and provide feedback. An email address – enquiries@martinplacemetro.com - was also established for the same purpose.

Both the 1800 number and email address were advertised in the letter notification delivered to surrounding residents and businesses and in newspaper advertisements. They have also been included in all communication and correspondence materials with the public and provided at the Public Information Sessions.

Two phone calls have been received to date which included a request for more information about the process and a concern about the level of development in Sydney CBD. A total of 15 emails have been received, which were mainly requests for more information about the proposal and registering attendance at the information sessions.

3.7 Briefing for local businesses and building managers

A private briefing was held for neighbouring properties and businesses on Monday 8 May between 515pm and 630pm at SPACE gallery, 9-19 Elizabeth Street in Sydney.

The session was attended by members of the Martin Place Metro Project Team including Grimshaw and JPW (architects), JBA (town planners and engagement professionals), Savills (project management), Arup (traffic and access), TKDA (heritage) and Macquarie.

Also in attendance were community engagement representatives from TfNSW's Sydney Metro project team.

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

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

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

The main themes recorded by the project team and noted in feedback forms were

- Support for:
 - Reduced length of construction impact.
 - Concept proposal design approach for over station buildings
 - Refreshed public domain at Martin Place
 - Positive approach to consultation.
- Would like to see:

- More activation along Elizabeth and Castlereagh Streets.
- Regular consultation and engagement with businesses during construction.
- High quality hoarding and displays during construction to activate the area.
- Clear coordination and information between TfNSW and Macquarie during delivery.
- Clear signage for pedestrians.
- Concerns about:
 - Construction impacts in terms of noise and vibration, particularly on neighbouring businesses like restaurants.
 - Traffic and pedestrian access through the area during construction, particularly impacts on customers and workers in the area.

3.8 Public information sessions

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

- Session 1 - Tuesday 9 May between 11 am and 2pm
- Session 2 - Tuesday 9 May between 4pm and 7pm
- Session 3 - Wednesday 10 May between 4pm and 7pm

The sessions were held at SPACE gallery, 9-19 Elizabeth Street in Sydney which is conveniently located within the boundary of the site, has a prominent ground floor entrance and is fully accessible.

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

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

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

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

The team included Grimshaw and JPW (architects), JBA (town planners and engagement professionals), Savills (project management), Arup (engineering and design), TKD Architects (heritage) and Macquarie.

Also in attendance were community engagement representatives from TfNSW's Sydney Metro project team.

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

The main themes recorded by the project team and noted in feedback forms are outlined below.

- Support for:

- Concept proposal's design integration of buildings and station.
- Reduced length of construction impact.
- Opportunity for iconic design of buildings
- Natural light through buildings to station.
- Positive approach to consultation.
- Would like to see:
 - Public art integrated into the development
 - Mix of retail and dining on Martin Place
 - High quality façade materials
 - More activation along Elizabeth and Castlereagh Streets
- Concerns about:
 - Heritage impact on Martin Place and 50 Martin Place.
 - Treatment of existing public art on the site such as the Tom Bass P&O Fountain on Hunter Street
 - Construction impacts in terms of noise and vibration, particularly on neighbouring businesses like restaurants.
 - Traffic and pedestrian access through the area during construction.
 - Detailed aspects of Sydney Metro system design such as platform widths and train carriage configuration.



Photos of the community information sessions

4.0 Conclusion

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

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

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

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

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

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

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

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

Macquarie has provided a range of genuine opportunities for stakeholder and community consultation on the concept proposal. Macquarie has been conscious and respectful of the consultation process undertaken for the approved Sydney Metro CSSI, and the feedback received during this process has been taken into consideration from the inception of the proposal.

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

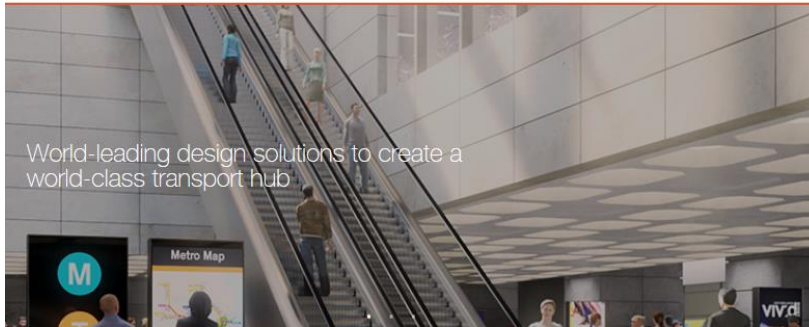
Macquarie will continue to engage with the local community and stakeholders throughout the planning and delivery of this project to manage and mitigate impacts where possible.

5.0 Appendix A: Communication materials

5.1 Project website: www.martinplacemetro.com

Metro Martin Place

[Image gallery](#) | [Project overview](#) | [Principal project team](#) | [Newsroom](#) | [FAQ](#) | [Contact us](#)



Turning a station into a destination

The Metro Martin Place proposal represents a unique opportunity to transform one of Sydney's most significant spaces. Integrating the new Martin Place Metro station with development above the station and the existing Martin Place train station, the proposal delivers not just a better station for commuters, but also a new and vibrant transport, commercial, retail and dining precinct in the heart of Sydney's CBD.



Watch the video

14 Mar 2017

Experience the proposed Metro Martin Place design and the vision of an integrated transport hub and commercial, retail and dining precinct.

FAQ

What is the proposal?

The proposal is to realise a one-off opportunity to create a world-class transport, cultural, lifestyle and commercial (office and retail) hub in the heart of the Sydney CBD. Delivering on this proposal for Sydney and its people would include:

- Sydney Metro's new Martin Place station, which is set to become one of the busiest stations in the Sydney CBD
- Two key entrance plazas: Martin Place at the south end of the precinct and Hunter Street to the north
- Pedestrian connections to the new Metro station, the existing Eastern Suburbs and Illawarra train lines, and nearby bus services
- A free-to-use, all-weather concourse offering commuters and other precinct users a convenient covered walkway from Martin Place to Hunter Street, with the potential to extend to O'Connell Street

- Active street frontages and elevated street terraces offering retail, dining and services that would transform a station into a destination for Sydneysiders and visitors
- Two new commercial buildings that will offer employers the flexibility to create desirable, productive workplaces for their employees
- Public domain improvements for Martin Place.

The aim of the proposal is to deliver not just a better station for commuters, but also a new and vibrant transport, commercial, retail and dining precinct in the heart of Sydney's CBD.

Where in Martin Place would this precinct sit?

How has this proposal been made, to whom and by whom?

What is an Unsolicited Proposal?

How does this relate to the wider Sydney Metro project?

Why is Macquarie proposing to build this instead of the State?

What are Macquarie's credentials for delivering this project, should the Government accept the proposal?

What are the planning approvals required for this project?

Why are you seeking planning approvals now?

Where can I view the plans and how can I comment on them?

Contact us

For more information about this project, please contact
Sydney Metro at metro@metro.nsw.gov.au or 1800 000 007

5.2 Newspaper advertisements

Public Information Session: Proposed Sydney Metro Martin Place Station development

Macquarie Group has submitted an unsolicited proposal (USP) to the NSW Government for the delivery of the new Sydney Metro Martin Place Station as a single integrated transport and commercial precinct. Macquarie is in the process of negotiating a final and binding offer that remains subject to NSW Cabinet approval.

In parallel to the USP negotiations, a State Significant Development Application will be prepared for the proposed redevelopment of:

- **North Site:** 8-12 Castlereagh St, 5 Elizabeth St, 7 Elizabeth St, 9-19 Elizabeth Street, 55 Hunter Street and 50 Martin Place
- **South Site:** 39-49 Martin Place

As part of the planning process, the public is invited to attend a series of drop-in information sessions to view the draft concept plan, meet the project team, ask questions and provide important feedback on the project.

The sessions will be held at the following times at Space, Ground Floor, 9-19 Elizabeth Street, Sydney on:

- **Tuesday 9 May:** 11am – 2pm and 4pm – 7pm
- **Wednesday 10 May:** 4pm – 7pm

For further information visit www.metromartinplace.com, email enquiries@metromartinplace.com or call 1800 898 307 to speak to a member of the project team.

公眾信息諮詢見面會：

Sydney Metro Martin Place Station 開發規劃

Macquarie Group 已向紐省政府遞交了一份非應標建議書，擬將新雪梨地鐵馬丁廣場站開發成一塊單一的綜合型交通與商業專用區。麥格理集團正在與紐省政府就一份最終捆綁式方案進行談判，該方案仍須經過紐省內閣議會批准。

在就非應標建議書進行談判的同時，Macquarie Group 還將準備提出一份紐省重大開發項目申請，擬對下述區域進行再開發改造：

- **北端：** 8-12 Castlereagh St, 5 Elizabeth St, 7 Elizabeth St, 9-19 Elizabeth Street, 55 Hunter Street and 50 Martin Place
- **南端：** 39-49 Martin Place

作為規劃過程的一部分，Macquarie Group 將邀請廣大市民參加一系列公眾信息諮詢見面會，瀏覽規劃概念草案，會見工程項目團隊，就該工程項目提出問題，並提供重要而寶貴的反饋意見。

諮詢見面會將在 Ground Floor, 9-19 Elizabeth Street, Sydney 內舉辦，具體時間如下：

- 5月9日 周二：中午 11 點至下午 2 點，下午 4 點至傍晚 7 點
- 5月10日 周三：下午 4 點至傍晚 7 點

如果您想進一步瞭解更多的信息，

歡迎到網站 www.metromartinplace.com，

通過電郵 enquiries@metromartinplace.com

或致電 1800 898 307 與工程項目團隊成員聯繫。

5.3 Information Session invitation letters



Metro Martin Place

1800 898 307
enquiries@metromartinplace.com
www.metromartinplace.com

May 2017

Dear Neighbour,

RE: INFORMATION EVENING: PROPOSED SYDNEY METRO MARTIN PLACE STATION DEVELOPMENT

As you may be aware, Macquarie Group has submitted an unsolicited proposal (USP) to the NSW Government for the delivery of the new Sydney Metro Martin Place Station as a single integrated transport and commercial precinct. Macquarie is currently negotiating a final and binding offer that remains subject to NSW Cabinet approval.

In parallel to the USP negotiations, Macquarie is in the process of preparing a State Significant Development Application (SSDA) for the precinct relating to:

- North Site: 8-12 Castlereagh St, 5 Elizabeth St, 7 Elizabeth St, 9-19 Elizabeth Street, 55 Hunter Street and 50 Martin Place
- South Site: 39-49 Martin Place

The proposal aims to realise a unique opportunity to create a world-class transport, civic, lifestyle and commercial hub in the heart of Sydney's CBD. By combining the yet-to-be-constructed Metro station at Martin Place with the existing train station, and new commercial, retail and dining spaces, Metro Martin Place is a proposal to deliver a rich, lively and active destination for the people of Sydney and visitors alike.

The proposal would offer commuters and those that use the precinct with:

- convenient access to the Eastern Suburbs and Illawarra rail lines and nearby bus and taxi services
- a free-to-use all-weather walkway connecting Martin Place with Hunter Street
- access to natural light right down to the Hunter Street end of the Metro platform level to make navigating the station easier
- more public concourse space to allow for the large number of people expected to use the Martin Place Metro station
- improved access to the Metro station

Stage 1 of the SSDA process includes the development of a concept plan that outlines the proposed future development parameters for the site, including maximum height and general building layout. It does not include the final design, detailed floor plans or construction impacts.

As an immediate neighbour for the project, you are invited to attend a special information evening to hear more about the draft concept plan, meet the project team, ask questions and provide important feedback on the project.

This information evening will be held at Space Gallery, Ground Floor, 9-19 Elizabeth Street on Monday 8 May between 5.15pm and 6.30pm. If you would like to attend, please RSVP by emailing enquiries@metromartinplace.com.

If you are unable to attend this session there is also an opportunity to attend drop in sessions organised at the same venue during the following times:

- Tuesday 9 May: 11am – 2pm and 4pm – 7pm
- Wednesday 10 May: 4pm – 7pm

For further information on the project please visit www.metromartinplace.com or alternatively you can email enquiries@metromartinplace.com or call 1800 898 307 to speak to a member of the project team.

Yours sincerely,

Will Walker
Executive Director, Macquarie Capital

Sydney Martin Place Metro

Metro Martin Place

1800 898 307
enquiries@metromartinplace.com
www.metromartinplace.com

26 April 2017

Dear Stakeholder,

RE: PROPOSED SYDNEY METRO MARTIN PLACE STATION DEVELOPMENT

As you may be aware, Macquarie Group has submitted an unsolicited proposal (USP) to the NSW Government for the delivery of the new Sydney Metro Martin Place Station as a single integrated transport and commercial precinct. Macquarie is currently negotiating a final and binding offer that remains subject to NSW Cabinet approval.

In parallel to the USP negotiations, Macquarie is in the process of preparing a State Significant Development Application (SSDA) for the precinct relating to:

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The proposal would offer commuters and those that use the precinct with:

- convenient access to the Eastern Suburbs and Illawarra rail lines and nearby bus and taxi services
- a free-to-use all-weather walkway connecting Martin Place with Hunter Street
- access to natural light right down to the Hunter Street end of the Metro platform level to make navigating the station easier
- more public concourse space to allow for the large number of people expected to use the Martin Place Metro station
- improved access to the Metro station

Stage 1 of the SSDA process includes the development of a concept plan that outlines the proposed future development parameters for the site, including maximum height and general building layout. It does not include the final design, detailed floor plans or construction impacts.

As part of the planning process, the public is invited to attend a series of drop-in information sessions to view the draft concept plan, meet the project team, ask questions and provide important feedback on the project.

The sessions will be held at the following times at Space, Ground Floor, 9-19 Elizabeth Street, Sydney on:

- Tuesday 9 May: 11am – 2pm and 4pm – 7pm
- Wednesday 10 May: 4pm – 7pm

For further information on the project please visit www.metromartinplace.com or alternatively you can email enquiries@metromartinplace.com or call 1800 898 307 to speak to a member of the project team.

Yours sincerely,



Will Walker
Executive Director, Macquarie Capital

5.4 Information Session flyer



Turning a station into a destination

The Metro Martin Place proposal represents a unique opportunity to transform one of Sydney's most significant spaces.

Integrating the new Martin Place Metro station with development above it and the existing Martin Place train station, the proposal delivers not just a better station for commuters, but also a new and vibrant transport, commercial, retail and dining precinct in the heart of Sydney's CBD.

Sympathetic to Sydney City's 2030 plan which outlines what Sydneysiders want from their city, the proposal aims to contribute to Sydney's status as a global business district.

In support of this proposal, Macquarie is in the process of preparing a State Significant Development Application for the precinct and we would welcome feedback from the community.

Stage 1 of this process includes the development of a concept plan that outlines the proposed future development parameters for the site, including maximum height and general building layout. It does not include the final design, detailed floor plans or construction impacts.

The proposal would realise a one-off opportunity to create a world-class transport, cultural, lifestyle and commercial hub in the heart of the Sydney CBD. Delivering on this proposal for Sydney and its people would include:

- Sydney Metro's new Martin Place station, which is set to become one of the busiest stations in the Sydney CBD
- Two key entrance plazas: Martin Place at the south end of the precinct and Hunter Street to the north
- Pedestrian connections to the new Sydney Metro station, the existing Eastern Suburbs and Illawarra train lines, and nearby bus services
- A free-to-use, all-weather concourse connecting Martin Place to Hunter Street
- Active street frontages and elevated street terraces offering retail, dining and services that would transform a station into a destination for Sydneysiders and visitors
- Two new commercial buildings that will offer employers the flexibility to create workplaces that will meet the expectations of future generations
- Public domain improvements for Martin Place
- Greater certainty for the NSW Government, as under the proposal, Macquarie would be an occupant of the commercial premises above the Sydney Metro station.

All these benefits would be delivered in line with the timeline for the Sydney Metro City and Southwest project.

The proposal has been submitted via the NSW Government's Unsolicited Proposal process. A final and binding offer is to be prepared, and will be subject to NSW Cabinet approval. Separate and in parallel to this proposal, Transport for NSW is also running a procurement (tender) process for the delivery of the Sydney Metro.



Macquarie is committed to consulting with the community on this important proposal. If you have any feedback or enquires, contact us via enquiries@metromartinplace.com or call 1800 898 307 or visit the project website at www.metromartinplace.com

Information Session Display Boards

Metro Martin Place

Welcome

Thank you for attending this information session regarding Macquarie Group's proposal for Metro Martin Place.
At this session you will find information on Macquarie's State Significant Development Application.
Please take your time to review the information available. Members of the project team are on hand to answer any questions you may have.
Your views on the proposal are welcomed and feedback forms are available should you wish to register comments.

Principal project team

The project team brings together world-class specialist expertise with a deep knowledge of and commitment to the Martin Place precinct.



Metro Martin Place

Planning process

Macquarie will submit separate development applications to the Department of Planning and Environment:

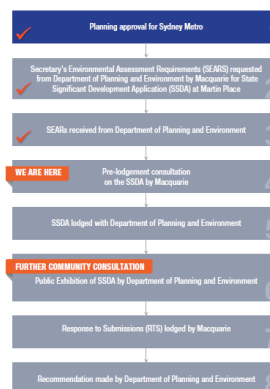
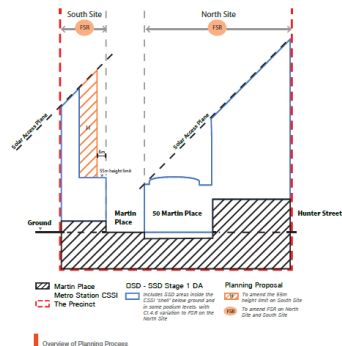
- A State Significant Development Application (Stage One) which would establish the building envelopes and gross floor area for the new north and south tower buildings.

- A Planning Proposal that would seek to amend the 55m height limit on some of the northern portion of the south site and the floor space ratio limit on the north and south sites.

An application will also be made by Transport for NSW to modify the approved Sydney Metro Critical State Significant Infrastructure (CSSI) to accommodate changes to the station envisaged in Macquarie's proposal.

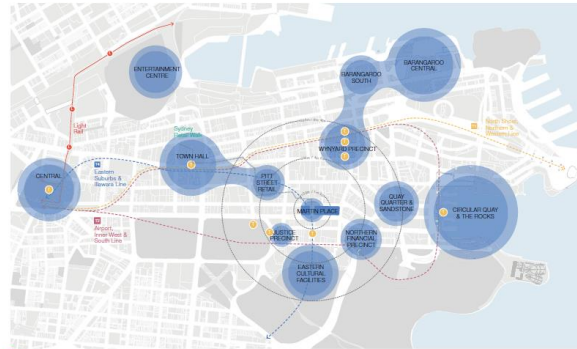
If these initial development applications are approved then Macquarie will submit more detailed applications in 2018. These will be for the detailed design and construction of the lower buildings. Macquarie seeks to achieve an excellent design outcome.

Today's information session is focused on the detail of the State Significant Development Application.



Metro Martin Place

Site location and context



Proposed Site Within Existing Urban Context

The Metro Martin Place Precinct would span that part of Martin Place located between Elizabeth Street and Castlereagh Street, all the land area bordered by Martin Place, Elizabeth Street, Hunter Street and Castlereagh Street, and the property immediately south of Martin Place.

The proposal has the potential to create a great city defining outcome by designing the site as an integrated city precinct.



Site location and transport connections

Metro Martin Place

Macquarie's proposal

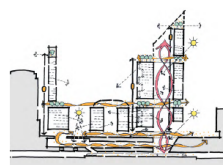
Macquarie believes there is a unique opportunity to combine the Metro station, development above the station, and Macquarie's headquarters (comprising 50 Martin Place and the adjacent 9-19 Elizabeth Street) and treat these three separate spaces as one.

The proposal is to realise a one-off opportunity to create a world-class transport, civic, lifestyle and commercial office and retail hub in the heart of the Sydney CBD. Delivering on the proposal for Sydney and its people would include:

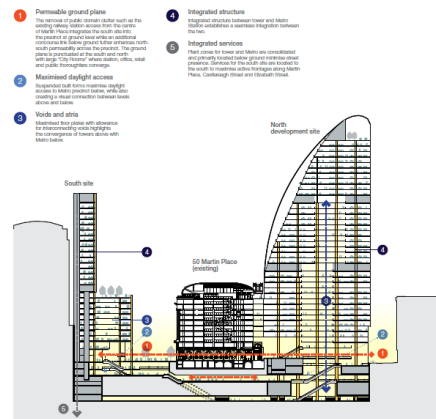
- Sydney Metro's new Martin Place station
- Two key entrance plazas: Martin Place at the south end of the precinct and Hunter Street to the north
- Pedestrian connections to the new Metro station, the existing Eastern Suburbs and Illawarra train lines, and nearby bus services

- A free-to-use, all-weather concourse offering commuters and other precinct users a convenient covered walkway from Martin Place to Hunter Street, with the potential to extend through to O'Connell Street
- Active street frontages and elevated street terraces offering retail, dining and services that would transform a station into a destination for Sydneysiders and visitors
- Two new commercial buildings that will offer employers the flexibility to create workplaces that will meet the expectations of future generations
- Public domain improvements for Martin Place.

The aim of the proposal is to deliver a new and vibrant transport, commercial, retail and dining precinct in the heart of Sydney's CBD.



Original sketch concept diagram



Section diagram showing key design objectives

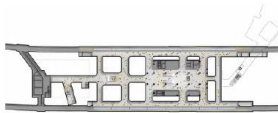
Indicative schemes, which may change during planning approval and detailed design

Metro Martin Place

Station level

Key features include:

- Access to natural light right down to the Hunter Street end of the Metro platform level to make navigating the station easier
- Convenient access to the Eastern Suburbs and Illawarra rail lines
- Convenient access to Metro station.



Station level plan

Indicative scheme, which may change during planning approval and detailed design

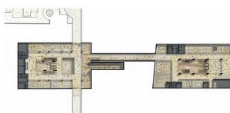


Metro Martin Place

Concourse level

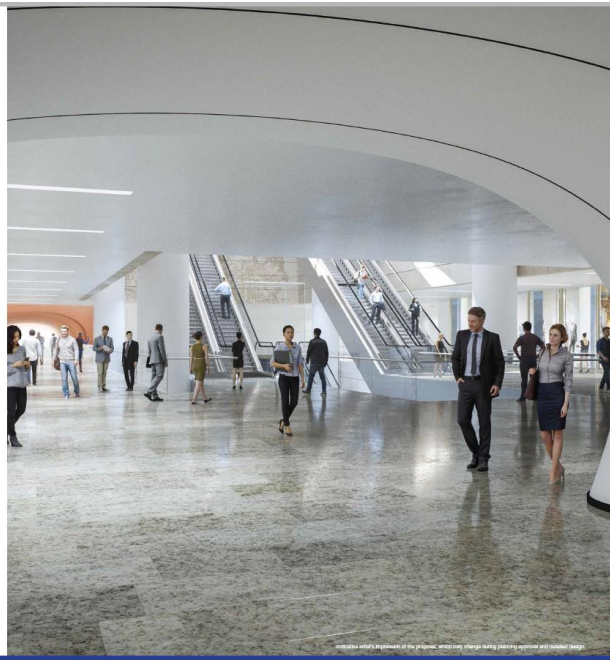
Key features include:

- A publicly accessible all-weather walkway connecting Martin Place with Hunter Street
- Significant public concourse space to allow for the large number of people expected to use the Martin Place Metro station.



Concourse level plan

Indicative scheme, which may change during planning approval and detailed design



Metro Martin Place

Street level

Key features include:

- Pedestrian connections to the new Metro station, the existing Eastern Suburbs and Rawarra train lines, and nearby bus services
- Active street frontages and elevated street terraces offering retail, dining and services that would transform a station into a destination for Sydneysiders and visitors
- Two new commercial buildings that will offer employers the flexibility to create desirable, productive workplaces for their employees
- Public domain improvements for Martin Place.



Ground floor plan

Indicative scheme, which may change during planning approval and detailed design



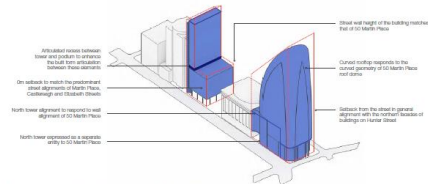
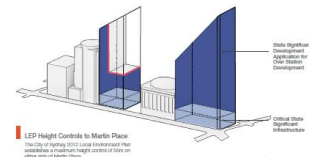
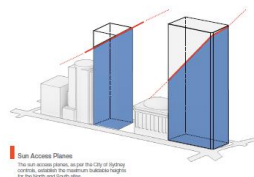
Indicative artist's impression of the proposal, which may change during planning approval and detailed design

Metro Martin Place

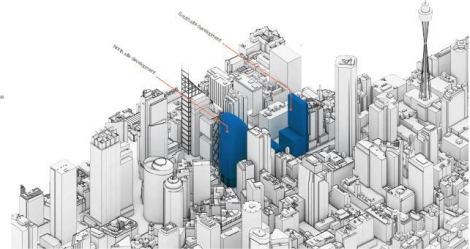
Design principles

Key points of the design include:

- Buildings that respect the heritage of 50 Martin Place
 - Curved rooftop of the North Tower responds to the curved geometry of 50 Martin Place roof dome
 - Building form profiled to reduce wind impacts
 - Open void at platform level connected to outside allows for natural ventilation and sunlight.
- Macquarie is targeting to design the buildings to achieve:
- A minimum 6 star Greenstar Office Design and AS Built 2015 V1.1 rating; and
 - A minimum NABERS Energy 5 star and NABERS Water 3.5 Star rating.



Indicative scheme, which may change during planning approval and detailed design

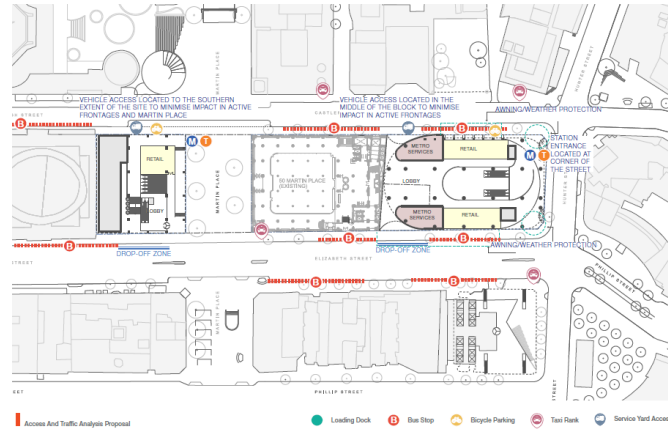


Metro Martin Place

Access and Traffic

The transport integration strategy will be developed as part of the Metro Station development. Drop-off and set-down zones will be incorporated in-line with the commercial tower lobbies.

The main Service yard will be located on Level B1 maximising the public domain and activation of the ground plane. It combines commercial, retail and Metro Station functions. Service yard access is to be via an entrances on Castlereagh Street.



Metro Martin Place

Heritage

Martin Place is recognised as one Sydney's most significant public and civic urban spaces. Historically, it is an important example of nineteenth and twentieth century town planning, and its pedestrianisation in the 1970s formalised Martin Place as one of the principal urban spaces in Sydney. A historically premier address, Martin Place is home to many of Sydney's significant historic buildings, including the former Government Savings Bank building at 50 Martin Place, which is now Macquarie's global headquarters.

Building upon the success of Macquarie's recent refurbishment of the landmark 50 Martin Place building, heritage principles have been formulated to guide the detailed design of the new buildings on the north and south sites, to ensure they carefully consider the historic building, its context and wider precinct.

Some of the principal heritage guidelines include:

- Retaining the landmark qualities and civic presence of 50 Martin Place within Martin Place and its environs.
- Retaining the substantially intact fabric and spatial qualities of the significant interiors of 50 Martin Place.
- Retaining and enhance the urban character, scale and strong linear enclosure of Martin Place.
- Retaining and enhance the setting and streetscape presence of neighbouring heritage buildings.
- Reinforcing the semi-circular form of Chifley Square.



Refurbished lobby at 50 Martin Place



Martin Place, looking east, 1920s

Metro Martin Place

Thank you

Your feedback is welcomed and appreciated. Please take a feedback form to complete or speak directly with a member of the project team here today.

You can also provide comment and learn about via our website at metromartinplace.com

You can also get in touch with us via:

Email: enquiries@martinplace.com

Phone: 1800 886 307



Indicates artist's impression of the proposed, which may change during planning approval and construction design.

6.0 Appendix B: Postcard notification distribution area

Metro Martin Place – distribution map to all properties within 500m

