

Macquarie Capital

**Metro Martin Place**

Stage 1 Amending DA –  
Ecologically Sustainable Design  
(ESD), Green Star and NABERS

CSWSMP-MAC-SMA-ES-REP-999907

Rev A | 4 July 2018

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Arup

Arup Pty Ltd ABN 18 000 966 165



**Arup**

Level 10 201 Kent Street

PO Box 76 Millers Point

Sydney 2000

Australia

[www.arup.com](http://www.arup.com)

**ARUP**

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# 1 Executive Summary

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This report has been prepared for Macquarie Capital to outline the key Ecologically Sustainable Design (ESD) initiatives for the proposed Sydney Metro Martin Place Station Project, located in Sydney's CBD.

The project comprises of the development of a new underground station and the addition of two towers; one to the north and one to the south of 50 Martin Place. A Green Star custom tool developed for Sydney Metro will be used and further developed for the entire precinct. The overall precinct design will exceed the Sydney Metro TfNSW minimum requirements.

The station development will be designed to be consistent with Sydney Metro TfNSW guidelines such as;

- Easy door to door customer experience
- Consistent customer experience
- Integrated Customer Experience
- Way finding and coordination

The ESD objectives for the North and South Tower that form the over station development will target world best practice, summarised as follows:

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

The above ESD objectives are outlined in Section 3. However, Macquarie is exploring additional initiatives across the precinct and station to excel beyond world's best practice. Such aspirations are included in Section 4, and will be considered throughout the design development

## 2 Introduction

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### 2.1 Introduction

This report supports a State Significant Development (SSD) Development Application (DA) submitted to the Minister for Planning (Minister) pursuant to Part 4 of *the Environmental Planning and Assessment Act 1979* (EP&A Act) on behalf of Macquarie Corporate Holdings Pty Limited (Macquarie), who is seeking to create a world class transport and employment precinct at Martin Place, Sydney.

The SSD DA seeks approval for an amended Concept Proposal (otherwise known as a Stage 1 DA) relating to the Martin Place Metro Station Precinct ('the Precinct'). An existing development consent (SSD 17\_8351) for a Concept Proposal is in place for the Precinct, which approved the concept for two Over Station Development (OSD) commercial towers above the northern (North Site) and southern (South Site) entrances of Martin Place Metro Station. The Concept Proposal approved building envelopes, land uses, Gross Floor Areas (GFA) and Design Guidelines with which the detailed design (otherwise known as a Stage 2 DA) must be consistent.

This Stage 1 Amending DA is a concept development application made under Section 4.22 of the EP&A Act. It seeks to align the approved South Site building envelope with the new planning controls established for the precinct as a result of a site specific amendment to Sydney LEP 2012. The new controls permit greater building height (over a portion of the South Site only) and additional floor space (North Site and South Site).

Whilst the approved Concept Proposal related to the entire Precinct, this Amending DA relates principally to the building envelope of the **South Site**, in terms of amending the approved height and floor space.

This application does not seek approval for elements of the Martin Place Station Precinct which relate to Stage 2 of the Sydney Metro infrastructure project, which is subject to a separate Critical State Significant Infrastructure (CSSI) approval. These include:

- Demolition of buildings on the North Site and South Site;
- Construction of rail infrastructure, including station platforms and concourses;
- Ground level public domain works; and
- Station related elements in the podium of the North Site and South Site building.

The approved Stage 1 Concept Proposal approved conceptual OSD areas in the approved Martin Place Station Structure, above and below ground level, which are classified as SSD as they relate principally to the OSD. These components are within the Metro CSSI approved station envelope that will contain some OSD elements not approved in the CSSI consent. Those elements include the end of trip facilities, office entries, office space and retail areas, along with other office/retail plant and back of house requirements that are associated with the proposed OSD and not the rail infrastructure. This Amending DA does not propose to modify this.

Accordingly, this report addresses the ESD elements of the Secretary Environmental Assessment Requirements (SEARs), Application number SSD 8351 which requires the EIS to *'detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the EP&A Regulation 2000) will be incorporated in the design, construction and ongoing operation of the development; and include a framework for how the proposed development will reflect best practice sustainable building*

*principles to improve environmental performance, including energy and water efficient design and technology, and use of renewable energy.'*

## 2.2 Context

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 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 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). Work is well underway under this approval, including demolition of buildings at Martin Place.

The OSD development is subject to separate applications to be lodged under the relevant provisions of the EP&A Act.

## 2.3 Site Description

The Sydney Metro Martin Place Station 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).

This Stage 1 Amending DA relates principally to the building envelope of the South Site, being land at 39 – 49 Martin Place, Sydney (refer to **Figure 1**).



**Figure 1** – Aerial Photo of the North and South Site of the Martin Place Metro Station Precinct

## 2.4 Background

### Sydney Metro Stage 2 Approval (SSI 15 7400)

On 9 January 2017, the Minister approved Stage 2 of the Sydney Metro project, involving the construction and operation of a metro rail line between Chatswood and Sydenham, including the construction of a tunnel under Sydney Harbour, links with the existing rail network, seven metro stations (including a station at Martin Place), and associated ancillary infrastructure. The project approves the demolition of existing buildings at Martin Place, excavation and construction of the new station (above and below ground) along with construction of below and above ground structural and other components of the future OSD, although the fit-out and use of such areas are the subject of separate development approval processes.

Modification 3 to the Sydney Metro consent, approved 22 March 2018, enabled the inclusion of Macquarie-owned land at 50 Martin Place and 9-19 Elizabeth Street within

the Martin Place Station footprint, and other associated changes (including retention of existing MLC pedestrian link).

#### Planning Proposal (PP\_2017\_SYDNE\_007\_00) – Amendment to Sydney LEP 2012

The Planning Proposal (PP\_2017\_SYDNE\_007\_00) sought to amend the development standards applying to the Sydney Metro Martin Place Station Precinct through the inclusion of a site-specific provision in the Sydney LEP 2012. This site-specific provision reduced the portion of the South Site that was subject to a 55 metre height limit from 25 metres from the boundary to Martin Place, to 8 metres, and applies the Hyde Park North Sun Access Plane to the remainder of the South Site, forming the height limit of the tower. It also permitted a revised FSR of 22:1 on the South Site and 18.5:1 on the North Site (resulting in a combined permissible overall GFA of 153,141m<sup>2</sup>). These amendments were gazetted within Sydney LEP 2012 and reflect the new planning controls applying to the precinct.

#### Concept Proposal (SSD 17\_8351)

On 22 March 2018, the Minister approved a Concept Proposal (SSD 17\_8351) for the Precinct. The Concept Proposal established the planning and development framework through which to assess the detailed Stage 2 applications.

The approved Concept Proposal specifically encompassed:

- building envelopes for OSD towers on the North Site and South Site (see **Figure 3**) comprising:
  - 28+ storey building on the South Site, with a 25m setback to Martin Place above 55m in height, and a 40+ storey building on the North Site.
  - Concept approval to integrate the North Site with the existing/retained 50 Martin Place building (the former Government Savings Bank of NSW).
- predominantly commercial land uses on both sites, comprising office, business and retail premises;
- a maximum total GFA of 125,437m<sup>2</sup> across both sites;
- consolidated Design Guidelines to guide the built form and design of the future development.
- a framework for achieving design excellence.
- strategies for utilities and services provision, managing drainage and flooding, and achieving ecological sustainable development.
- conceptual OSD areas in the approved Martin Place Metro Station structure, above and below ground level<sup>1</sup>.

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<sup>1</sup> Refers to those components within the Metro CSSI approved station envelope that will contain some OSD elements not approved in the CSSI consent. Those elements include the end of trip facilities, office entries, office space and retail areas, along with other office/retail plant and back of house requirements that are associated with the proposed OSD and not the rail infrastructure.

The Concept Proposal was prepared and determined prior to the site specific Sydney LEP 2012 amendment being gazetted and was developed based on the height development standards that applied to the South Site at the time. As a result, the approved Concept Proposal allows for a tower on the South Site that is now inconsistent with the building envelope envisaged through the Sydney LEP 2012.



**Figure 2** – North Site and South Site Approved OSD Building Envelopes

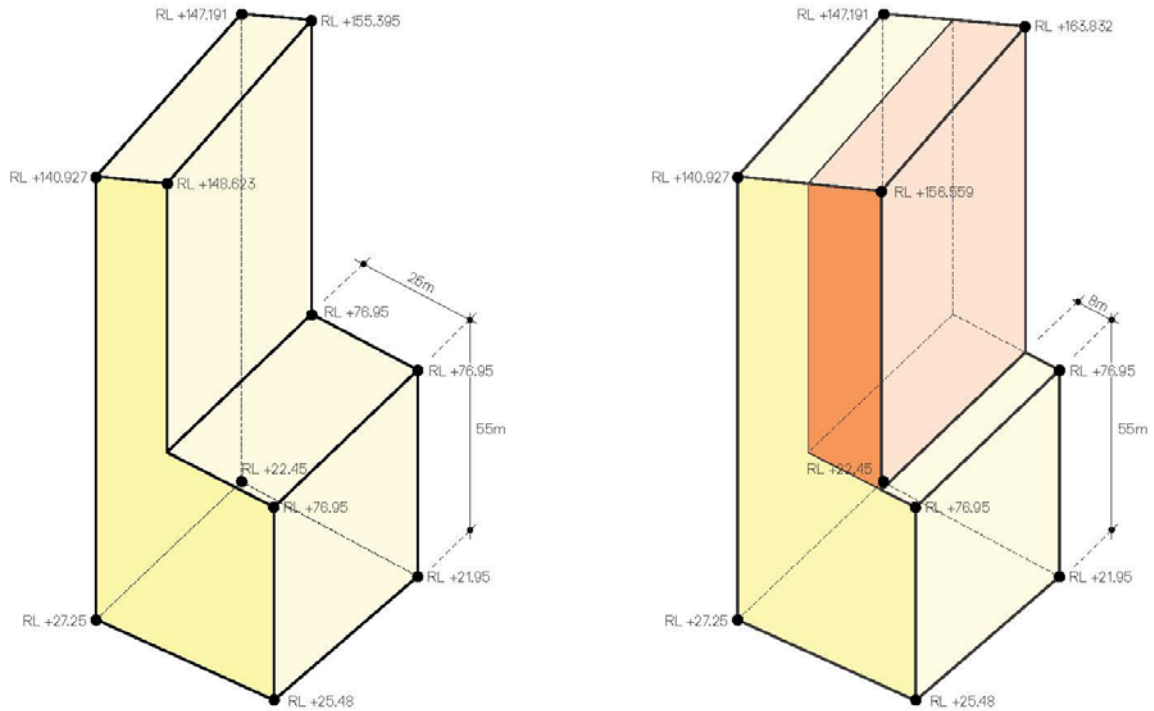
## 2.5 Overview of the Proposed Development

The Stage 1 Amending DA seeks approval for an amended Concept Proposal for the Martin Place Metro Station Precinct, specifically a larger building envelope for the South Site compared to the building envelope approved by the Minister through SSD 17\_8351. The amended South Tower envelope will reflect a building envelope that aligns with the new controls applying to the precinct under Sydney LEP 2012, including increased height and FSR limits. It is proposed to amend the South Tower building envelope, through:

- a tower setback to Martin Place of 8 metres above the 55m podium height (reduced from 25 metres as approved within the Concept Proposal);
- a tower height that is consistent with the Hyde Park North Sun Access Plane beyond the 8m setback to Martin Place (constituting a generally taller tower than approved within Concept Proposal); and
- an increase in GFA/FSR for the South Site from approximately 23,700m<sup>2</sup> (12.5:1) up to approximately 41,700m<sup>2</sup> (22:1) - inclusive of all CSSI Station components.

**Figure 3** below illustrates these proposed amendments to the South Site building envelope.

It is proposed that a condition be imposed on the Stage 1 Amending DA development consent pursuant to Section 4.17(1)(b) of the EP&A Act, requiring the modification of the original consent (SSD 17\_8351) upon the commencement of the Stage 1 Amending DA Consent, in accordance with the procedures under Clause 97 of the *Environment Planning and Assessment Regulation 2000* (EP&A Regulation). This condition would address any inconsistency between the approved Concept Proposal and the Stage 1 Amending DA (and any subsequent detailed consents, i.e. the Stage 2 South Site DA).



*Approved South Site Building Envelope*      *Proposed Amended South Site OSD Envelope*  
 (aligning with site specific amendment to Sydney LEP 2012)

**Figure 3** – Relationship between the approved and proposed amended South Site building envelope

## 2.6 Planning Approvals Strategy

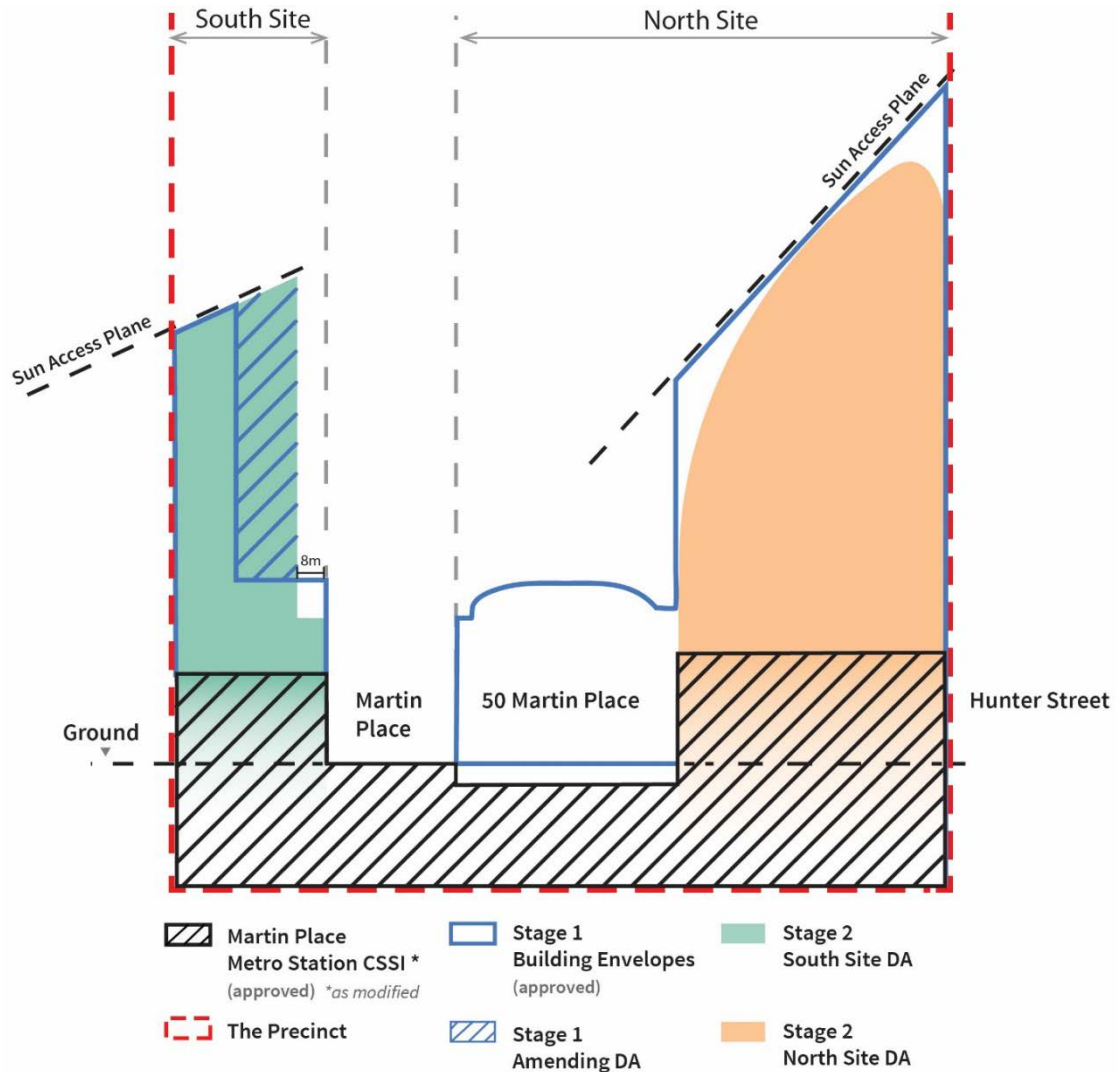
*State Environmental Planning Policy (State and Regional Development) 2011* (SEPP SRD) identifies development which is declared to be State Significant. Under Schedule 1 and Clause 19(2) of SEPP SRD, development within a railway corridor or associated with railway infrastructure that has a capital investment 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 amendment (involving commercial development that is both located within a rail corridor and associated with rail infrastructure) is therefore SSD.

Submitted separately to this SSD DA are detailed proposals for the South Site (Stage 2 South Site DA) and North Site (Stage 2 North Site DA), which follow the approval of the Concept Proposal for the Precinct under Section 4.22 of the EP&A Act (formerly Section 83B). The Stage 2 detailed DA for the South Tower includes a design which is consistent with the envelope envisaged with

this subject Stage 1 Amending DA and where it must only be determined following approval of the subject Stage 1 Amending DA.

**Figure 4** below is a diagrammatic representation of the suite of key planning applications undertaken or proposed by Macquarie and their relationship to the subject application (the subject of this report).



**Figure 4** – Relationship of key planning applications to the **Stage 1 Amending DA** (this application)

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 follows:

Requirement 1: *Detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the EP&A Regulation 2000) will be incorporated in the design, construction and ongoing operation of the development.*

The ESD principles will be incorporated into the design as follows, with further detail on these strategies provided below.

### 1. The Precautionary Principle

Careful evaluation to avoid damage to the environment will be mitigated via strategies such as use of responsibly sourced materials. Such requirements will be achieved via a 6 star Green Star rating.

### 2. Intergenerational Equity

This principle will be demonstrated via:

- Promotion of community integration with the precinct such as a centralised waste management strategy, best practice station comfort for optimised passenger experience and improved CBD public amenity via provision for arts/culture displays.
- 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

### 3. Conservation of Biological Diversity and Ecological Integrity

As the project will be on an existing site, it will be ensured that the conservation of biological diversity and ecological integrity will be maintained equal to or greater than the current level. A precinct greening strategy will be developed.

### 4. Improved Valuation, Pricing and Incentive Mechanisms

The project 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.

*Requirement 2: Include a framework for how the proposed development will reflect best practice sustainable building principles to improve environmental performance, including energy and water efficient design and technology, and use of renewable energy.*

In order to address this requirement, a suite of rating systems and supporting design features are proposed. These are detailed in Section 3 of this report. Key framework elements include the development of studies for benchmarking the proposal against world's best practice in transport oriented development, Green Star to inform the design development through to as-built documentation, and target operational ratings under NABERS Energy and NABERS Water.

## 3 Design Features

The project being surrounded by the pedestrianized Martin Place offers a unique opportunity; to consider the redevelopments holistically and at a precinct level, with sustainability as a key driver for the development of the design.

The following drivers form part of sustainability philosophy and aspirations for The Sydney Metro Martin Place Station Project:

- Worlds' Best Practice Benchmark using a Green Star Custom Tool
- Environmental Impact – a design capable of reducing carbon emissions, promoting energy efficiency and reducing resource consumption
- Sustainable definition – a design capable of achieving recognised high performance with efficient use of resources
- Integration of the station with the surrounding precinct
- Implementation of highly efficient systems - The use of energy efficient HVAC and lighting systems combined with the passive strategies in the building will further contribute to energy, water and carbon reduction

### 3.1 Key Strategies

Key design strategies that are being considered throughout the development are highlighted as follows:

#### Human Centred Design



Implement initiatives which will provide tangible benefits to the community during and beyond the construction period for example the mechanical services design has focussed on occupant comfort throughout the precinct. Wellness is also a central aim for the development.

#### Carbon Neutral



On-site and off-site renewables utilised to offset carbon emissions from the precinct development in operation.

#### Active Facades



High performance facades utilised to offer mixed mode solutions in various areas across the development.

#### Water Reclaim



A precinct-wide strategy will be implemented to optimise the water reclaim on site. Non-potable and potable operational demand targets will be reached through strategies such as rainwater harvesting and ground water reuse systems depending on quality and quantity of water collected.

#### World Leading Comfort



Various strategies will be investigated such as utilising spill air to cool public concourses in order to maintain conditions at  $T_a+4C$ . The platform systems will maintain conditions on the platform below 27degC.

### Daylight and Wayfinding Design



Optimised daylight access; penetration into the underground station and maximised useful daylight on the tower floors. Cutting edge wayfinding technology will be investigated for the precinct providing mobile applications and other technologies to assist users.

### Active Transport



A state of the art, precinct-wide end of trip facility will be located at the heart of the development interchange. The aspiration is to deliver a world leading active transport hub.

### Smart Systems



Digital Infrastructure will be provided to occupants in order to meet energy, waste and water targets. Educating users on their impacts on the space should aid reduction of resource use.

### Green Infrastructure



The precinct aims to utilise green infrastructure in order to compliment art and wayfinding throughout the development and provide a pleasant space for users. This infrastructure will be utilised throughout the development including subterranean areas where possible.

### Resilience



A climate change resilience plan will be developed in accordance with the following:

- The requirements of Green Star Design & As-built
- The recommendations of AS5334 Climate change adaptation for settlements and infrastructure—A risk based approach
- Arup's experience with best practice approaches to risk, resilience, and climate change vulnerability adaptation

## 3.2 Ratings

### 3.2.1 Building Codes of Australia – Section J

For the underground station and two towers, compliance with Section J Parts 1, 2, and 3 will be achieved through the Alternative Compliance path JV3 fabric.

The JV3 methodology involves the comparison of the predicted energy consumption of a reference building model that is developed using the deemed to satisfy (DTS) requirements of the National Construction Code (NCC), with the proposed building model. If the predicted energy consumption of the proposed building model is no more than the reference model then a complying alternative solution to the NCC Section J is achieved.

All other services will exceed the DTS requirements and minimum energy performance requirements (MEPs).

### 3.2.2 Green Star and NABERS

The strategies to achieve worlds' best practice will be addressed under rating schemes such as Green Star and NABERS. Green Star Design & As Built and NABERS are the primary benchmarks used for commercial buildings.

#### Green Star—Design & As Built v1.1

Green Star – Design & As Built v1.1 assesses the sustainability outcomes from the design and construction of new buildings or fit outs, across nine impact categories:

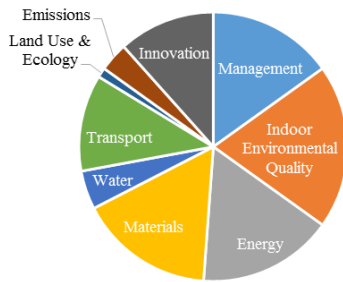
- Management
- Indoor Environment Quality
- Energy
- Transport
- Water
- Materials
- Land Use & Ecology
- Emissions
- Innovation

A precinct wide Green Star custom tool will be used to certify this project via application of the following tools:

- A combination of the Green Star – Design & As Built v1.1 and Green Star Communities v1.1 tools to cover the over station development; and
- The Sydney Metro Green Star Custom Tool will be developed to apply to the station box.

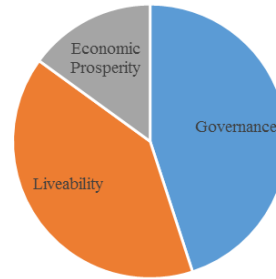
Refer to Figure 1 and Figure 2 for the breakdown of targeted points for the Green Star – Design & As Built v1.1 Green Star Communities v1.1 tools.

Green Star Design &amp; As Built v1.1



**Figure 1 Targeted Point Breakdown for Green Star Design & As Built v1.1**

Green Star Communities v1.1



**Figure 2 Targeted Point Breakdown for Green Star Communities v1.1.**

*Note: the Environment and Innovation categories are covered under Green Star Design & As Built v1.1.*

### NABERS Energy and Water

NABERS is a national rating system that measures the environmental performance of Australian buildings, tenancies and homes. This is measured in terms of the energy efficiency, water usage, waste management and indoor environment quality of a building or tenancy and its impact on the environment.

This is undertaken with measured and verified performance information, such as utility bills, and converting them into an easy to understand star rating scale from one to six stars. For example, a 6 star rating demonstrates market-leading performance, while a 1 star rating means the building or tenancy has considerable scope for improvement.

## 3.3 Strategies: Precinct and Station Development

The precinct will be designed as to be consistent with Sydney Metro TfNSW requirements such as;

- Easy door to door customer experience
- Consistent customer experience
- Integrated Customer Experience
- Wayfinding and coordination
- Best practice adaptive comfort
- Initiatives to integrate with the surrounding precinct and community

For information, the ESD objectives for the Station Box and Precinct are summarised as follows:

- Green Star Office Design & As-Built equivalence
- Daylight for way finding
- Best practice adaptive comfort
- Initiatives to integrate with the surrounding precinct and community

Key design strategies that are being considered throughout the development are highlighted as follows:

## Precinct and Station Development



### Heritage

- Design to respond to the historical nature of the precinct



### Best Practice Station Comfort

- Provide adaptive comfort temperate in station concourse and platforms
- Utilise natural ventilation where possible along with local cooling



### Design for active transport

The following strategies are included to encourage zero emissions transportation options both to and from work, as well as within the working day. The proximity of the two towers to the refurbished Martin Place Train Station will encourage the building occupants to travel via public transportation.

The below strategies are proposed to encourage both building occupants and the general public to travel by carbon neutral modes:

- Provide convenient pedestrian routes with interesting nightscapes and secure routes



### Water

- Bio retention to tree pits where the design permits
- Storm water management (refer to Hydraulic strategy)



### 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
- Stakeholder participation: View of build works and smart hoarding



### Materials

- Materials strategies are applied uniformly across the site. Refer to the towers section for details

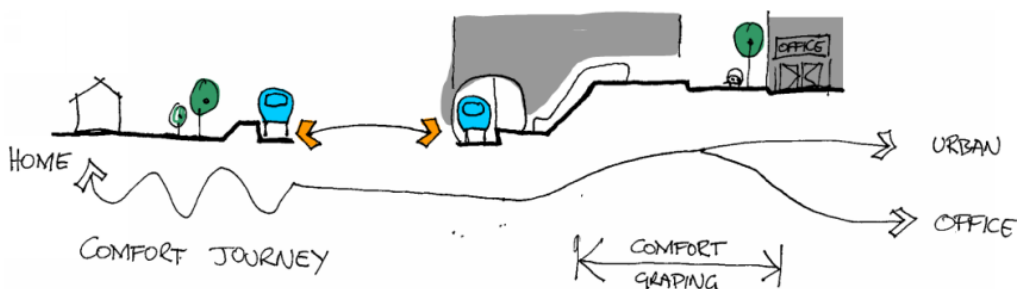


Figure 3 Schematic Depicting the Comfort Journey of a Typical Station User

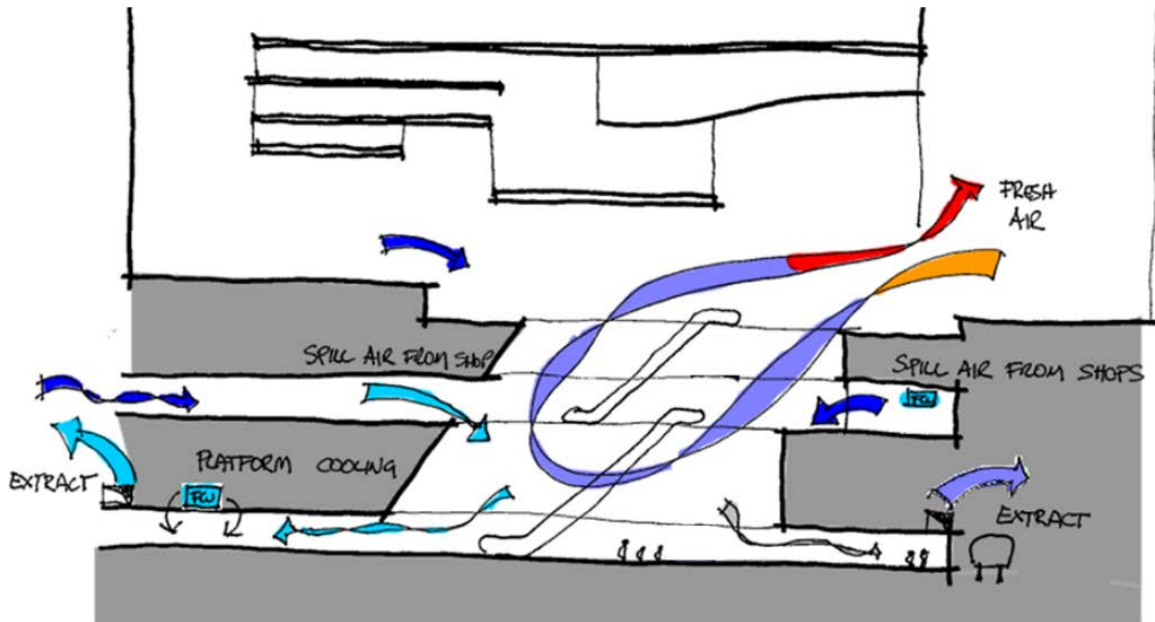


Figure 4 Schematic Depicting the Station Comfort Strategy

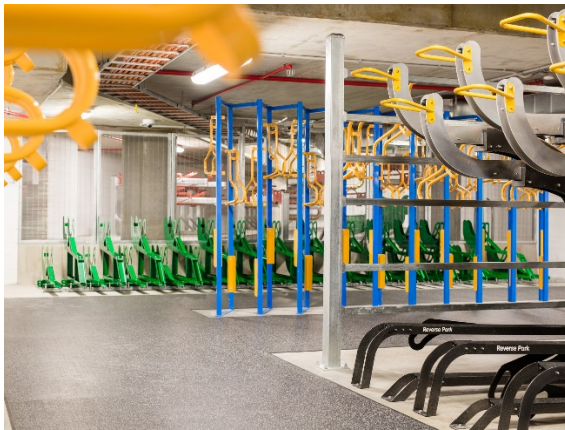


Figure 5 End of Trip Facilities: Bike Rack Stacking Example, Barangaroo



Figure 6 End of Trip Facilities Example: 2014 Venice Biennale

### 3.4 Strategies: North and South Tower

The ESD objectives for the North and South Tower are summarised as follows:

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

Key design strategies that are being considered throughout the development are highlighted as follows:

## North and South Tower



### 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
- Note that the end of trip facilities, from an operational standpoint, are part of the station box development and do not contribute to the NABERS Water target.



### 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

## North and South Tower

- Tenancy fit out systems review

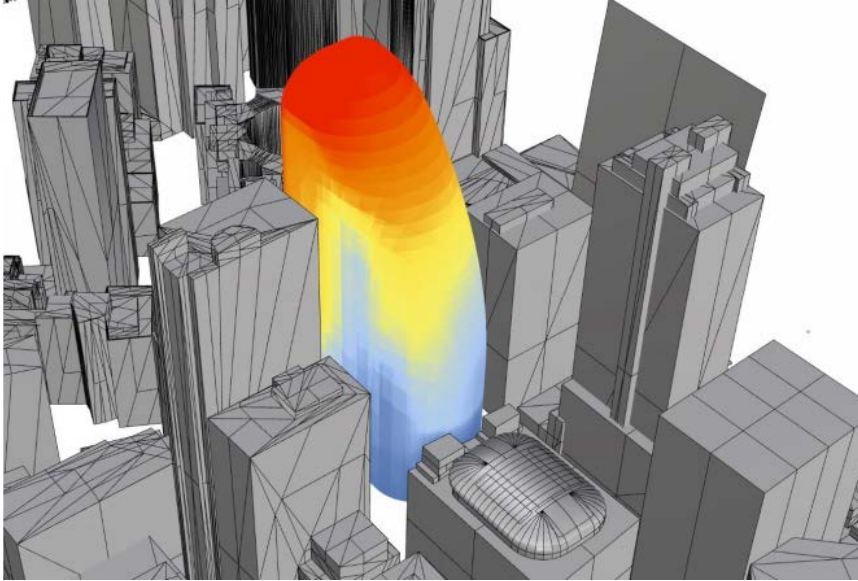


Figure 7 Contour Plot of Annual Solar Loads Analysis Undertaken to Inform Facade Design



Figure 8 Predicted Daylight Behaviour into the North Station Box

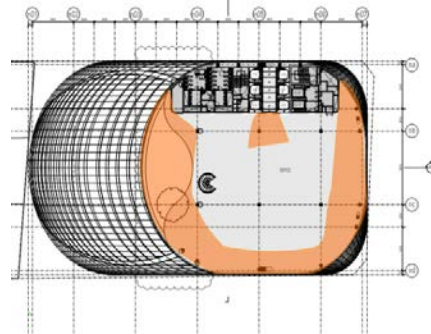


Figure 9 Daylight Analysis Summary for an example floor of the North Tower highlighting targeted area with sufficient daylight

The figure below highlights the area available to provide daylight access to the North Tower through the side lit atrium, in comparison to 50 Martin Place.

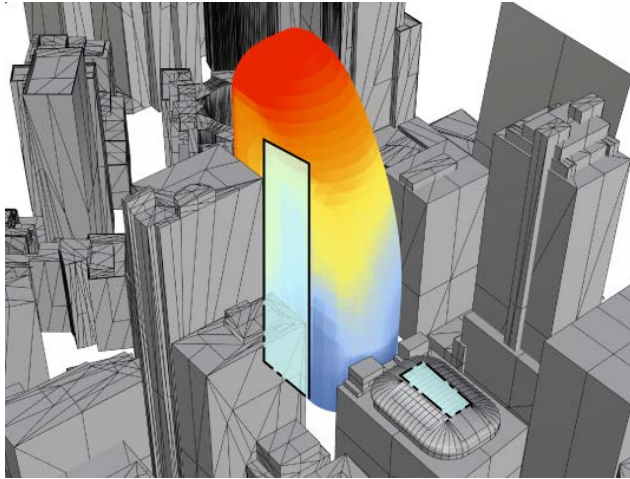


Figure 10 Side Lit Atrium of the North Tower

### 3.5 Integrated Metro Sustainability

As previously mentioned, a precinct-wide Green Star custom tool will be implemented to exceed the Sydney Metro minimum requirements and target worlds' best practice for the precinct.

An initial review of the tool has illustrated the Macquarie approach is in line with the Sydney Metro minimum requirements and exceeds the line-wide target. The next stage of this process will be a review meeting with the GBCA to ensure the viability of these targets.

## 4 Stretch Targets

The project aims to strive beyond the design features noted in the previous section. The following aspirations will also be considered through design development:

### Precinct Development



#### Precinct-Wide Greening Strategies

- Further extension of green infrastructure to celebrate culture and wellbeing



#### Digital Infrastructure

- Considerations such as mobile applications with features for monitoring and feedback to promote an integrated precinct



#### Community Facilities

- Such as by providing support facilities and retail spaces for cyclists, buskers and active commuters, to further promote active lifestyles, arts and culture