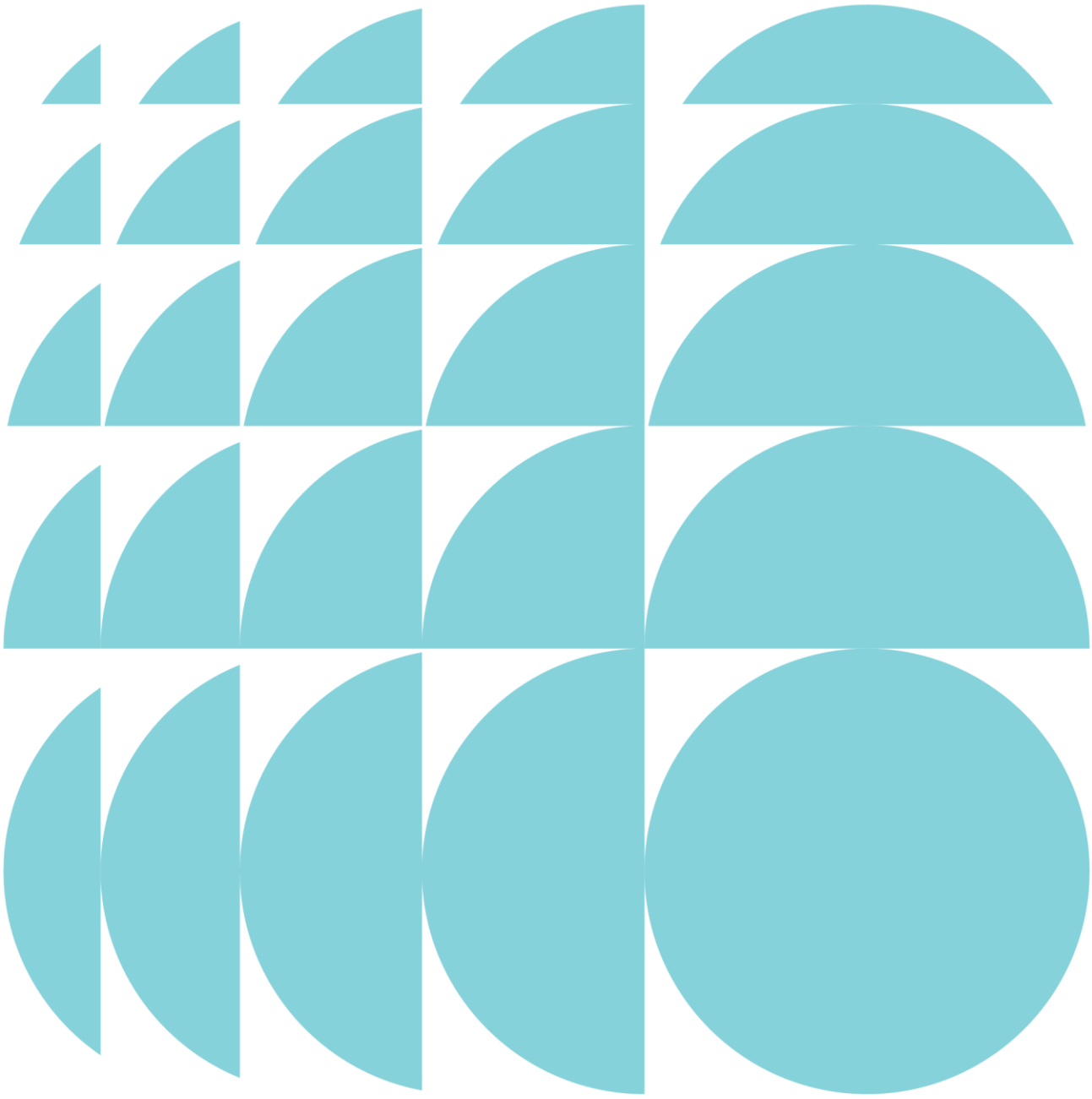
ETHOS URBAN

**Response to Submissions and Amended Proposal**
SSD 18_9270

North Site Stage 2 - Sydney Metro Martin Place integrated station development

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

29 March 2019 | 15879/218984



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## Executive Summary

An Environmental Impact Statement (EIS) was prepared on behalf of the proponent, Macquarie Corporate Holdings Pty Ltd (Macquarie), in support of a detailed 'Stage 2' State Significant Development Application (SSD DA) (18_9270) for the construction and operation of Over Station Development[1] (OSD) located above and integrated with the northern entry of the Sydney Metro's Martin Place Station. The EIS and accompanying documents were placed on public exhibition from 11 October 2018 and 7 November 2018.

Public exhibition occurred in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act). In total, fourteen (14) submissions were received in response to the public exhibition of the EIS. These included submissions made by government agencies and authorities; no submissions were received from the general public.

The Department of Planning and Environment (DPE) also prepared a letter setting out additional information or clarification prior to the final assessment of the project.

The key issues raised in submissions can be broadly grouped into the following categories:

- Building design
  - Street frontage conditions
  - Integration with lower scale of 50 Martin Place
  - Bulk and form
  - Podium articulation and materiality
- Activation and integration with metro station
  - Through-site links
  - Retail activation
  - Integration of building services at street level
- Heritage
- Signage zones
- Shared facilities and access

Macquarie and their project team have considered all issues raised in the submissions made, pursuant to the requirements of the EP&A Act. A considered and detailed response to all submissions made has been provided in the accompanying documentation, including the response table in **Appendix A**, with the key issues outlined above expanded on in **Section 2.0** and additional information provided in **Section 4.0**.

In responding to and addressing the range of matters raised by government agencies and authorities, Macquarie has sought to refine the detailed design of the proposal to further demonstrate how the development can respond to those matters raised in the submissions. These design changes include:

- change in proposed colour scheme for the through-site connection and commercial OSD lobby to better reflect the proposed character for this space and integration of the heritage artworks (in response to DRP feedback);
- reduction in signage zones from three (3) as originally proposed to two (2) zones on the northern and western facades of the tower; and
- rationalisation of bicycle parking and end of trip facilities to reflect the occupancy of the building.

**Section 2.0**, **3.0** and **4.0** of this report and the accompanying documentation together provide an analysis and assessment of the proposed changes and the refined project more broadly. In summary, all environmental impacts

[1] Also known as 'integrated station development'

of the proposed development remain consistent with the assumptions made under the approved Concept Proposal and achieve the required modelling and changes considered in the Concept Proposal conditions of consent, including for improvements to solar access. The proposed development is considered to be an appropriate and high-quality outcome for the site.

Final measures to mitigate the impacts associated with the refined proposal are detailed in **Section 5.0**.

This world-class commercial integrated station development will combine that integrates grand civic spaces, high quality retail and offices with a world class metro service, and will be open for business alongside Sydney Metro City & Southwest in 2024. A development of this calibre and nature as part of a major new transport infrastructure initiative is rare in the history of any city, and deserves to be fully realised. This SSD DA for the design and construction of the North Site OSD represents the next stage in realising this vision, and the key objectives established under the Concept Proposal (as amended) and Critical State Significant Infrastructure (CSSI) consent.

The proposal is born from a comprehensive design development process that has been shaped by the approved Concept Proposal, the site-specific clause in the *Sydney Local Environment Plan 2012* (Sydney LEP 2012), the adoption of site-specific design guidelines and heritage conservation principles and feedback from the OSD-specific Design Review Panel, which together have informed the high-quality development.

The compilation of mitigation measures has been prepared to inform the ongoing design and management of the Stage 2 SSD DA throughout the detailed design, construction phase and operational phase, and demonstrates that the impacts of the Stage 2 SSD DA for the North Site can be satisfactorily managed. Given the merits of the proposal, and the significant public benefits which flow from it, it is recommended that this application be approved.

# 1.0 Introduction

An Environmental Impact Statement (EIS) was prepared on behalf of the proponent, Macquarie Corporate Holdings Pty Ltd (Macquarie), in support of a detailed 'Stage 2' State Significant Development Application (SSD DA) (18_9270) for the construction and operation of Over Station Development[2] (OSD) located above and integrated with the northern entry of the Sydney Metro Martin Place Station. The EIS and accompanying documents were placed on public exhibition from 11 October 2018 and 7 November 2018. Public exhibition occurred in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In total, 14 submissions were received in response to the public exhibition of the EIS, including submissions made by government agencies and authorities. No submissions were received from the general public. Macquarie and its consultant team have considered all issues raised in the submissions, and prepared a detailed response in this report and the accompanying documents, in accordance with Clause 85A of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation).

## 1.1 Amendments to the proposal

To address issues raised in submissions, a range of documentation has been prepared. The following consultants' reports and supporting information either updates and replaces the material originally submitted in support of the EIS or constitutes new information:

- detailed record and response to submissions table prepared by Ethos Urban (**Appendix A**);
- updated Design Report, Architectural Plans, Demarcation Plans, Updated GFA schedule, Design Guidelines Compliance prepared by JPW (**Appendix B**);
- updated Transport, Traffic, Pedestrian and Parking Report, including updated Construction Pedestrian and Traffic Management Plan and Loading Dock Management Plan, prepared by Arup (**Appendix C**);
- updated Acoustic Assessment prepared by Arup (**Appendix D**);
- Heritage Interpretation Strategy prepared by TKD Heritage (**Appendix E**);
- Updated Heritage Impact Statement (including schedule of consultation with the Heritage Council) prepared by TKD Heritage (**Appendix F**);
- Wind Assessment Addendum letter prepared by CPP (**Appendix G**);
- Wind Assessment Verification letter prepared by CPP (**Appendix H**);
- updated Crime Prevention through Environmental Design (CPTED) report prepared by Arup (**Appendix I**);
- Sky View Assessment verification letter from Surface Design (**Appendix J**);
- Visual Impact Assessment verification letter from Tzannes (**Appendix K**);
- Retail Activation Strategy prepared by Retail Strategy (Angela Bonnefin) (**Appendix L**);
- Wayfinding Strategy prepared by Grimshaw (**Appendix M**);
- Ecologically Sustainable Development (ESD) letter prepared by Arup (**Appendix N**);
- updated Shadow Study (**Appendix O**);
- Fire & Rescue NSW response letter prepared by Arup (**Appendix P**);
- Updated Design Excellence Report prepared by Savills (**Appendix Q**);
- Updated Assessment of Compliance with Concept Proposal (as amended) by Ethos Urban (**Appendix R**);
- Sky Signage Strategy prepared by Diadem (**Appendix S**); and

The revised supporting documentation will enable the Department of Planning and Environment (the Department) to complete its assessment of the proposal. This report should be read in conjunction with the EIS prepared by Ethos Urban and dated 4 October 2018, as relevant.

[2] Also known as 'integrated station development'

A final schedule of the measures proposed to mitigate the impacts associated with the proposed works is provided in **Section 5.0**.

It is noted that several of the appendices constitute documents submitted with the EIS to the Department dated 4 October 2018 and have been augmented to address the submissions received to the application.

### 1.2 List of design changes

Following public exhibition and in response to the issues and concerns raised by the Department, the DRP, and other government agencies, minor design changes have been made to the proposal. The changes are illustrated in the updated Design Report in **Appendix B**, and described in detail in **Section 3.0** of this report, and have been considered where relevant in the assessment of the proposal in **Sections 2.0** and **4.0**. In summary, the changes are:

- change in proposed colour scheme for the through-site connection and commercial OSD lobby to better reflect the proposed character for this space and integration of the heritage artworks (in response to DRP feedback);
- reduction in signage zones from three (3) as originally proposed to two (2) zones on the northern and western facades of the tower; and
- rationalisation of bicycle parking and end of trip facilities to reflect the future occupancy of the building.

### 1.3 Background

In September 2018, the NSW Government and Macquarie reached a binding agreement (through the Unsolicited Proposal process) in relation to the delivery of Sydney Metro's Martin Place integrated station development. Achievement of this milestone enabled Macquarie to progress with the submission of two concurrent planning applications relating to the delivery of OSD, being:

- a Stage 2 SSD DA for the North Site (18_9270) – the subject of this report; and
- a Stage 2 SSD DA for the South Site (18_9326) – a separate concurrent application, which can be assessed and determined independently of the SSD DA for the North Site.

The detailed Stage 2 SSD DA for the North Site is informed by a suite of planning applications for the delivery of an integrated station development at Martin Place. These include:

- The Sydney Metro Stage 2 (Chatswood to Sydenham) application, lodged by Sydney Metro, as a Critical State Significant Infrastructure (CSSI) application (15_7400). This application, referred to as the 'CSSI Approval', was granted approval by the Minister for Planning on 9 January 2017 and was later modified to accommodate specific changes to the Martin Place integrated station development to align the CSSI Application with the Unsolicited Proposal by Macquarie for the development of the Precinct. The key aspects of the proposed modification involved a larger, reconfigured station layout, and provision of a new all weather unpaid concourse link. The modification (reference 15_7400 MOD 3) was approved on 22 March 2018.
- The Concept Proposal (17_8351) for the Precinct involving OSD commercial towers above the northern and southern station entrances of the future Martin Place metro station. The Concept Proposal, or 'Stage 1' SSD DA, was granted approval by the Minister for Planning on 22 March 2018, and confirmed the maximum building envelopes, Gross Floor Areas (GFA), land uses and Design Guidelines with which the detailed design of the OSD buildings must be consistent.
- The Planning Proposal seeking changes to the *Sydney Local Environment Plan 2012*, to permit greater building height over a portion of the South Site and additional floor space over both the North Site and South Site. This Local Environmental Plan (LEP) Amendment was gazetted on 4 May 2017 as a site-specific amendment to the development standards applying to the Precinct.
- The amending Concept SSD DA, referred to as the 'Stage 1 Amending DA' (18_9326), that amended the Concept Proposal (17_8351) to align the building envelope and Floor Space Ratio (FSR) for the South Site with the new planning controls approved under the LEP Amendment. Whilst the new Stage 1 Amending DA encompassed the entire Precinct, it principally related to amending the Concept Proposal's building envelope for the South Site. This application was approved on 25 February 2019 by the Minister for Planning.

- The concurrent Stage 2 SSD DA for the South Site (18_9326), that seeks consent for the construction and operation of OSD located above and integrated with the southern entry of the Sydney Metro Martin Place Station. This application has been exhibited in accordance with the EP&A Act and is under assessment at the time of writing this report. This concurrent application principally relates to the South Site, and can be assessed and determined independently of the Stage SSD DA for the North Site.

The Stage 2 SSD DA for the North Site is pursuant to the approved Concept Proposal (17_8351), as amended, in accordance with Division 4.4 of the EP&A Act, and is informed by the suite of applications above that have shaped the design and delivery of an integrated station and OSD.

**Design Review Panel**

As required by the conditions of the approved Concept Proposal, the detailed design of the North Tower has been the subject of review and consideration by the Design Review Panel (DRP). The DRP established for the project met six (6) times prior to the submission of the Stage 2 SSD DA to review and issue formal advice on the design development of the Precinct.

Since the lodgement of the SSD DA in October 2018, the DRP has met a further three times on 18 December 2018 (meeting #7), 25 February 2019 (meeting #8), and 21 March 2019 (meeting #9). Minutes from all of the DRP meetings held to date are available in the updated Design Excellence Report in **Appendix Q**. It is noted that a further meeting is scheduled for 16 April 2019.

Of note is the resolution of the North Site podium as part of the DRP meeting #9. The DRP confirmed at this meeting that the design resolution of the North Tower podium was supported, including the design resolution of the proposed fins that are used to define the junction with the curtain wall and variation of the articulation of the fins to suit the differing conditions on the Elizabeth Street and Castlereagh Street facades.

## 2.0 Key issues and proponent's response

This section of the report provides a detailed response to the following key issues raised by the Department, government agencies and authorities during the public exhibition of the SSD DA:

- Building design
  - Street frontage conditions
  - Integration with lower scale of 50 Martin Place
  - Bulk and form
  - Podium articulation and materiality
- Activation and integration with metro station
  - Through-site links
  - Retail activation
  - Integration of building services at street level
- Heritage
- Signage zones
- Shared facilities and access

A response to each of the individual issues raised by the Department and submitters is provided in the table in **Appendix A**. An overview of the parties who made submissions and their key issues for consideration is provided below. Other issues which require further assessment, such as detailed assessments against statutory policies and plans are considered in **Section 4.0**.

Fourteen (14) submissions (inclusive of the Department's letter) were received from government agencies and authorities in response to the exhibition of the EIS. Specifically, responses were received from:

- Department of Planning and Environment (DPE);
- City of Sydney Council (Council);
- NSW Government Architect (GANSW);
- NSW Office of Environment and Heritage (OEH);
- Heritage Council;
- Transport for NSW (TfNSW);
- NSW Environmental Protection Agency (EPA);
- Roads and Maritime Services (RMS);
- Sydney Airport;
- Air Services Australia (ASA);
- Civil Aviation Safety Authority (CASA);
- Sydney Water;
- Ausgrid; and
- Fire and Rescue NSW.

A number of these submissions confirm that the relevant agency or authority had no further comment on the application, or simply provided guidance on recommended conditions. These include the submissions from CASA, ASA, Sydney Airport, Ausgrid, and Sydney Water.

No submissions were received from the general public.

## 2.1 Building design

### 2.1.1 Street frontage conditions

The Department requested that further justification and illustrations be provided to detail how the proposal reinforces the street frontage conditions along Elizabeth Street and Castlereagh Street and how the proposal integrates with the lower scale of 50 Martin Place.

GANSW noted general support for the podium/tower response to the established street wall and the existing building at 50 Martin Place. GANSW noted support for the setback of the tower from the lift overruns above 50 Martin Place and the increased corner curvature of the southern façade of the tower.

GANSW requested that a finer level of detail be provided in the articulation of the façade and use of materials, and that the materials palette and application should be presented and discussed with the Design Review Panel (DRP) to ensure the richness seen in the surrounding buildings and heritage context are reflected in the design.

**Proponent's response**

The detailed design for the North Site reinforces the street frontage conditions along Elizabeth Street and Castlereagh Street in a number of ways, including through referencing dominant street frontage height datums, through the materiality of the podium, and through commercial and retail activation at street level. Each of these is discussed below.

Street frontage height

The dominant street frontage height on Castlereagh and Elizabeth Street in proximity of the site is approximately 45m in height, created by 50 Martin Place, Qantas House, and the City Mutual Building that frame the North Site. There is otherwise considerable variety in the street frontage height on Elizabeth Street and Castlereagh Street in the broader context of the North Site and in the existing (pre-demolition) buildings that vary in age, character and scale and do not collectively contribute to a consistent street wall height or historic street character.

The approved Concept Proposal identified the potential to define the street frontage condition along Elizabeth Street and Castlereagh Street, in designing the North Tower as the missing link between buildings framing the North Site. This 'zone of articulation' between the tower and the podium requires the detailed design to develop an articulated response to the key datum line of these important surrounding buildings, and reference the materiality of 50 Martin Place, to continue the podium language along these frontages.

**Figure 1** below was referenced as part of the approved Concept Proposal and Stage 1 Amending DA and represented how a potential Stage 2 illustrative scheme could reinforce the street frontage conditions along Elizabeth Street through the reinforcement of the street frontage height datum discussed above.

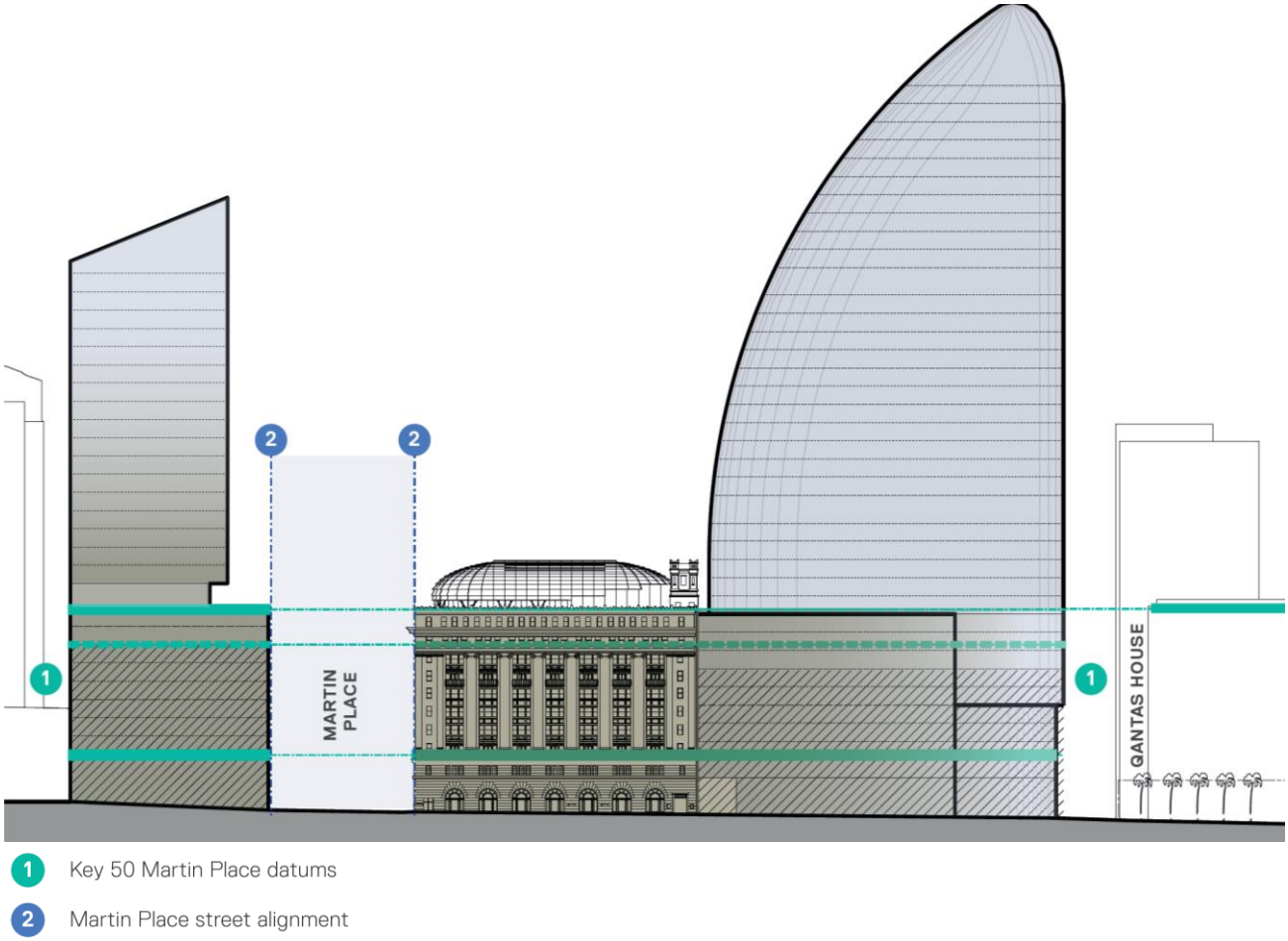


**Figure 1 Street frontage design response considered in the approved Concept Proposal (and Stage 1 Amending DA)**

*Source: JPW / Grimshaw*

In accordance with Design Guideline 2.3 (12 – 14) of the adopted Design Guidelines established as part of the Stage 1 Amending DA and the approved Concept Proposal, the detailed proposal for the North Site recognises this key datum line on both frontages established by the North Site's context. Along Elizabeth Street, this is achieved by providing a terrace at the base of the tower emphasising the parapet height of 50 Martin Place, and continuing this line through the built form via deep recesses above the podium level. The terrace and recesses create a continuous and unifying datum line and establish a consistent street frontage condition on Elizabeth Street, as illustrated in **Figure 2** and **Figure 3** below.

The proposed terrace and building recesses are also utilised on Castlereagh Street as a design treatment (albeit to a lesser extent than along Elizabeth Street) to reference and continue the unifying datum line, which is important for the legibility of the complete Precinct (refer to **Figure 4**). However, it is recognised that the narrower width of Castlereagh Street and the curvature of this street (that bends behind the North Site past Hunter Street), means Castlereagh Street is less prominent as a continuous vista when compared to Elizabeth Street, offering more limited views of the North Tower and its context at a pedestrian level (refer to **Figure 5**). The reinforcement of the predominant street frontage conditions along Castlereagh Street will, therefore, be predominantly achieved through the proposal's podium materiality, recognising that on this street frontage a greater appreciation of the podium is experienced at pedestrian level.

**Figure 2 Unifying height datum on Elizabeth Street**

*Source: JPW*

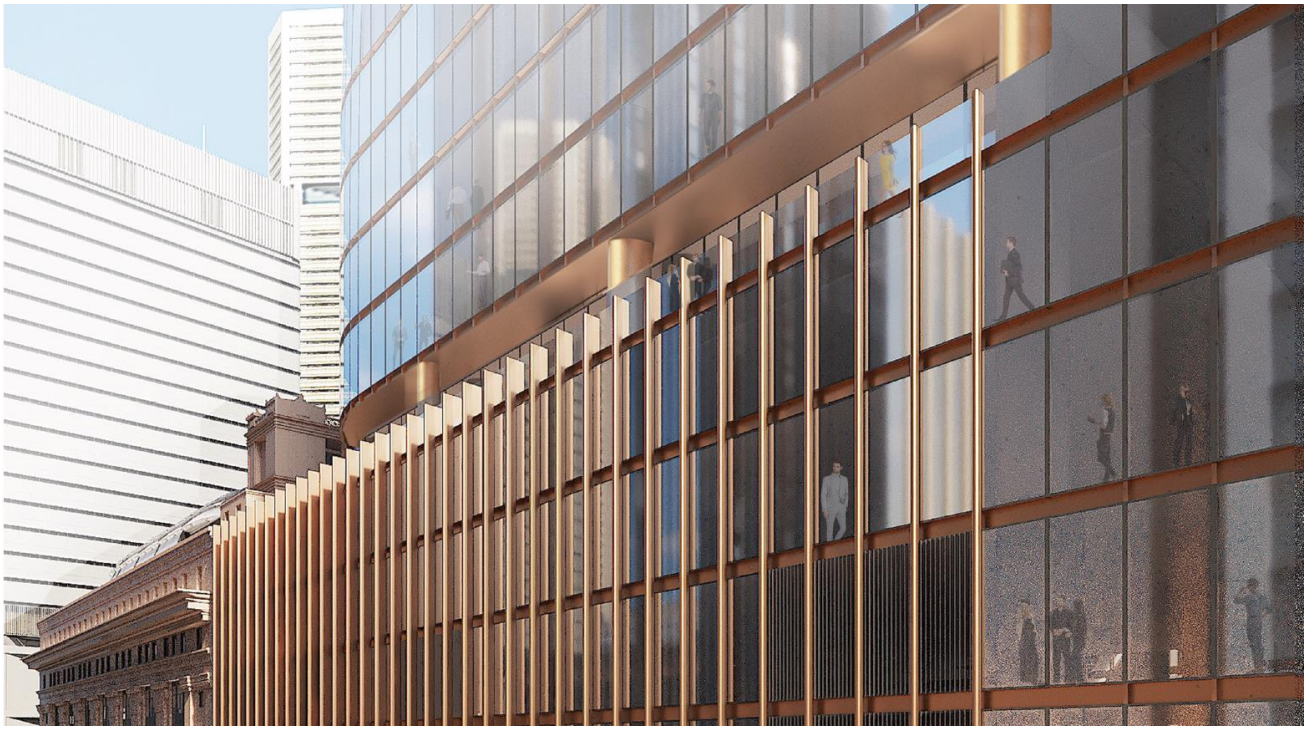

**Figure 3 Recesses in the building facade on Elizabeth Street aligning with the height of 50 Martin Place**

*Source: JPW*

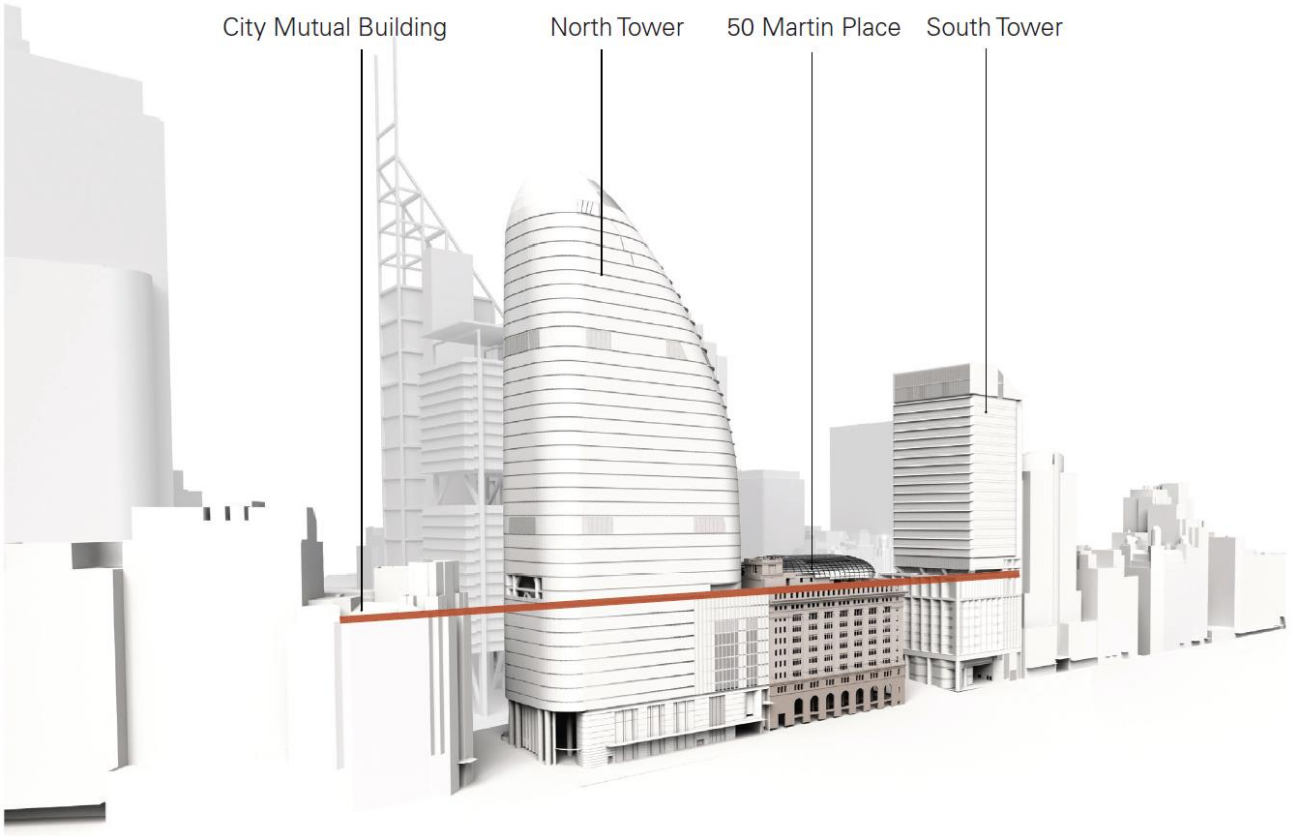


**Figure 4 Unifying height datum on Castlereagh Street**

*Source: JPW*


**Figure 5 View of the proposal from Castlereagh Street, illustrating the more reduced vista from ground level compared to the view from Elizabeth Street**

*Source: Tzannes*

Podium materiality

The proposed materiality of the podium contributes significantly to the reinforcement of the street frontage conditions of Elizabeth Street and Castlereagh Street. The podium takes cues from the materiality and proportions of 50 Martin Place, being a primary feature and architectural 'anchor' for the North Site which contributes significantly to the character and street frontage conditions of Elizabeth Street and Castlereagh Street in this city block.

The proposal provides a primarily masonry base along both the Castlereagh Street and Elizabeth Street frontages of the site, and mirrors the granite base of 50 Martin Place and its height proportions. This reinforced base creates a continuous human scale along these frontages. The stone cladding and distinct architecture effectively differentiates these public zones, and frames the building's entries, and reinforcing the human scale of these street frontages (refer to **Figure 7** and **Figure 8** below).

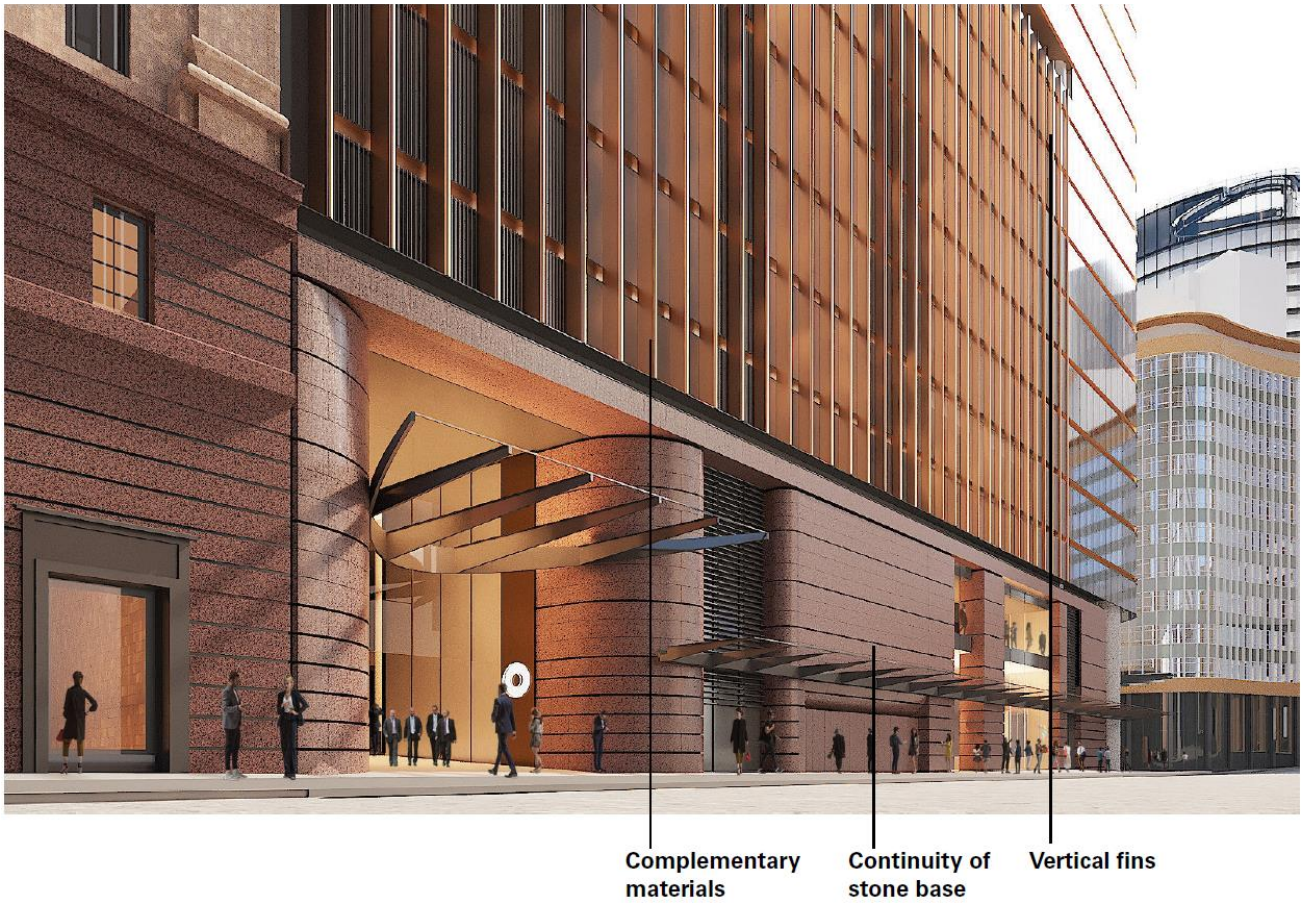


**Figure 6 Masonry base along the Elizabeth Street frontage reinforcing stone base of 50 Martin Place**

*Source: JPW*

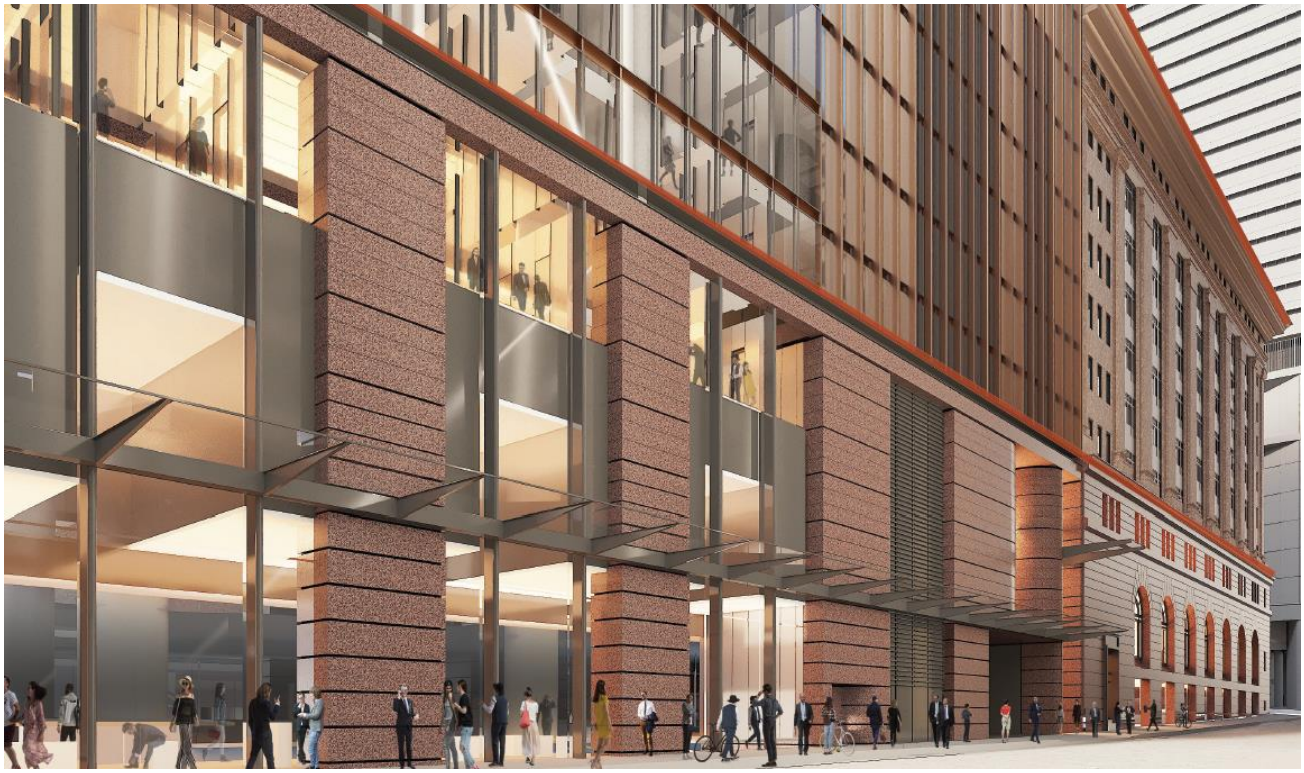

**Figure 7 Masonry base along Castlereagh Street frontage reinforcing stone base of 50 Martin Place**

*Source: JPW*

**Figure 8 Continuation of the architectural language of 50 Martin Place along Castlereagh Street**

*Source: JPW*

Above the podium base, the proposal has been designed as a mediation between the masonry character of 50 Martin Place and the faceted glazed curtain wall design of the adjacent towers on Hunter Street. The design responses adopted for the upper podium create a seamless architectural transition between the Martin Place and Hunter Street building typologies along the Elizabeth Street and Castlereagh Street frontages of the site, utilising the following features:

- Vertical aluminium fins are proposed on the upper podium along the Elizabeth Street and Castlereagh Street frontages which mirror the columns and rhythm of 50 Martin Place, continuing the horizontal and vertical expression of 50 Martin Place on these frontages. These fins are constructed from warm adonised aluminium panels, referencing the terracotta tiling of 50 Martin Place, creating a complementary palette.
- The fins have been designed to graduate to solid glazing on the Hunter Street frontage of the building, reflecting the transition between the Martin Place and Hunter Street building typologies that are visible in the Castlereagh and Elizabeth Street streetscapes (refer to **Figure 9** below).
- The width and alignment of Elizabeth Street provides a complete vista from the South Site, along the North Site, and to Qantas House. This significant vista encapsulates the North Site and its context, requiring a finer-grain design response with a more prominent use of vertical fins (refer to **Figure 10**). The reduced vista on Castlereagh Street has been treated with a shorter graduation of fins to glazing, recognising that on this frontage a greater appreciation of the podium is experienced at pedestrian level and the human scale created by the masonry base (refer to **Figure 11**).

**Figure 9 Fins graduating from masonry to glazing on the Hunter Street frontage**

*Source: JPW*

**Figure 10 Vista of the podium on the Elizabeth Street frontage**

*Source: JPW*

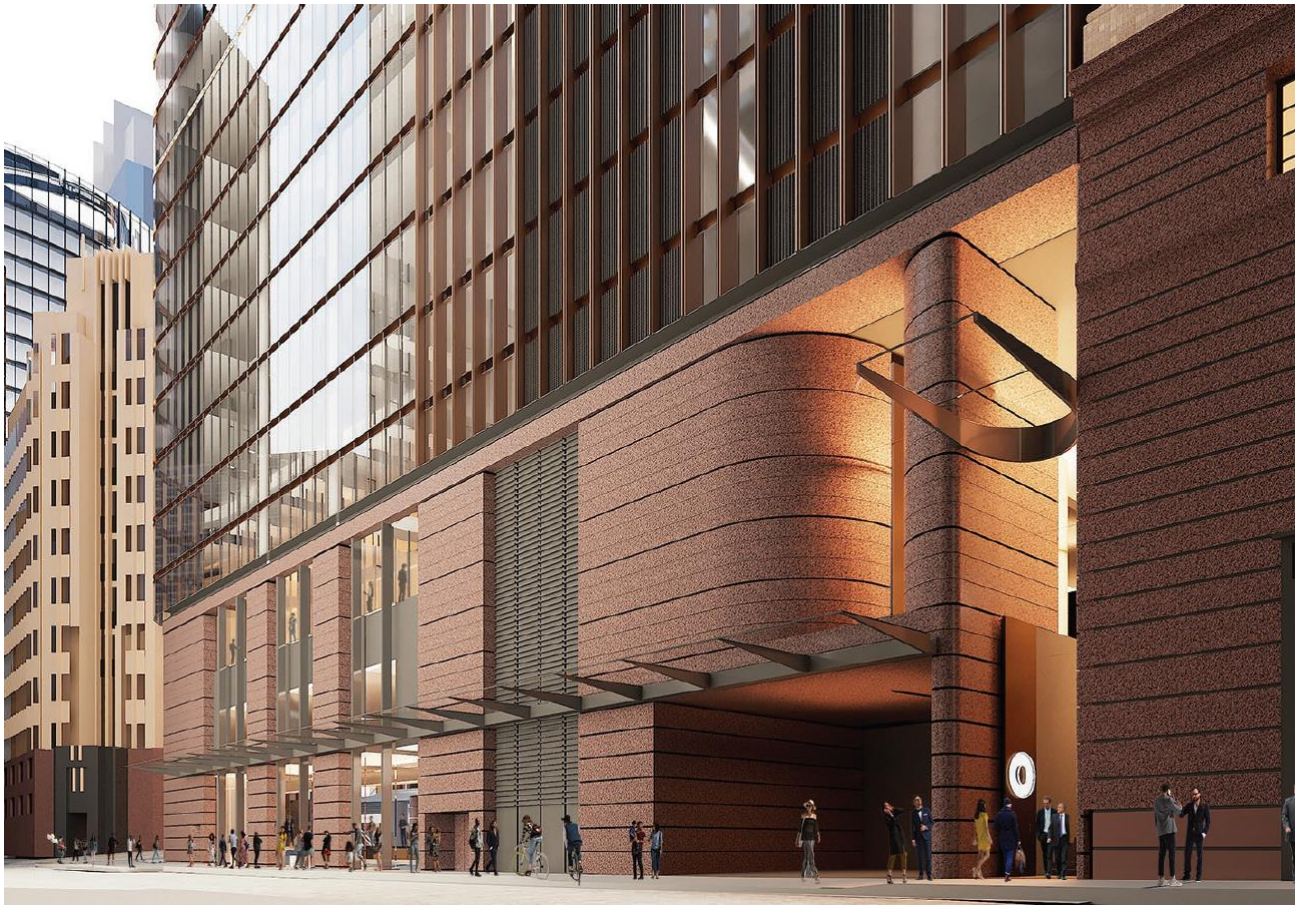

**Figure 11 Vista of the podium on the Castlereagh Street frontage**

*Source: JPW*

Commercial and retail activation

The street frontage conditions of Castlereagh Street and Elizabeth Street are characterised by a mix of commercial lobbies and retail tenancies. There is an inherent focus with the proposal on creating a productive and active ground plane, to reinforce the pedestrian experience along these frontages and the fine-grain human scale architecture created by the commercial lobbies and retail tenancies.

The proposal accommodates retail tenancies, commercial lobbies, and pedestrian focused spaces in the form of through-site links and a grand station entry space that activate the site and provide regular openings along these facades to reinforce the dominant street frontage conditions of Elizabeth Street and Castlereagh Street. Key to achieving this activation has been the consolidation of station and OSD services vertically through the building, only achievable as a result of the integrated station and OSD opportunity presented by the proposal (this is discussed in detail in **Section 2.2.3** of this report to respond to DPE's comments in relation to the integration of services at street level).

**Figure 12** and **Figure 13** below diagrammatically illustrate the extent of street frontage activation achieved by the proposal. The strong levels of activation achieved reinforce the street frontage conditions of Castlereagh and Elizabeth Street.

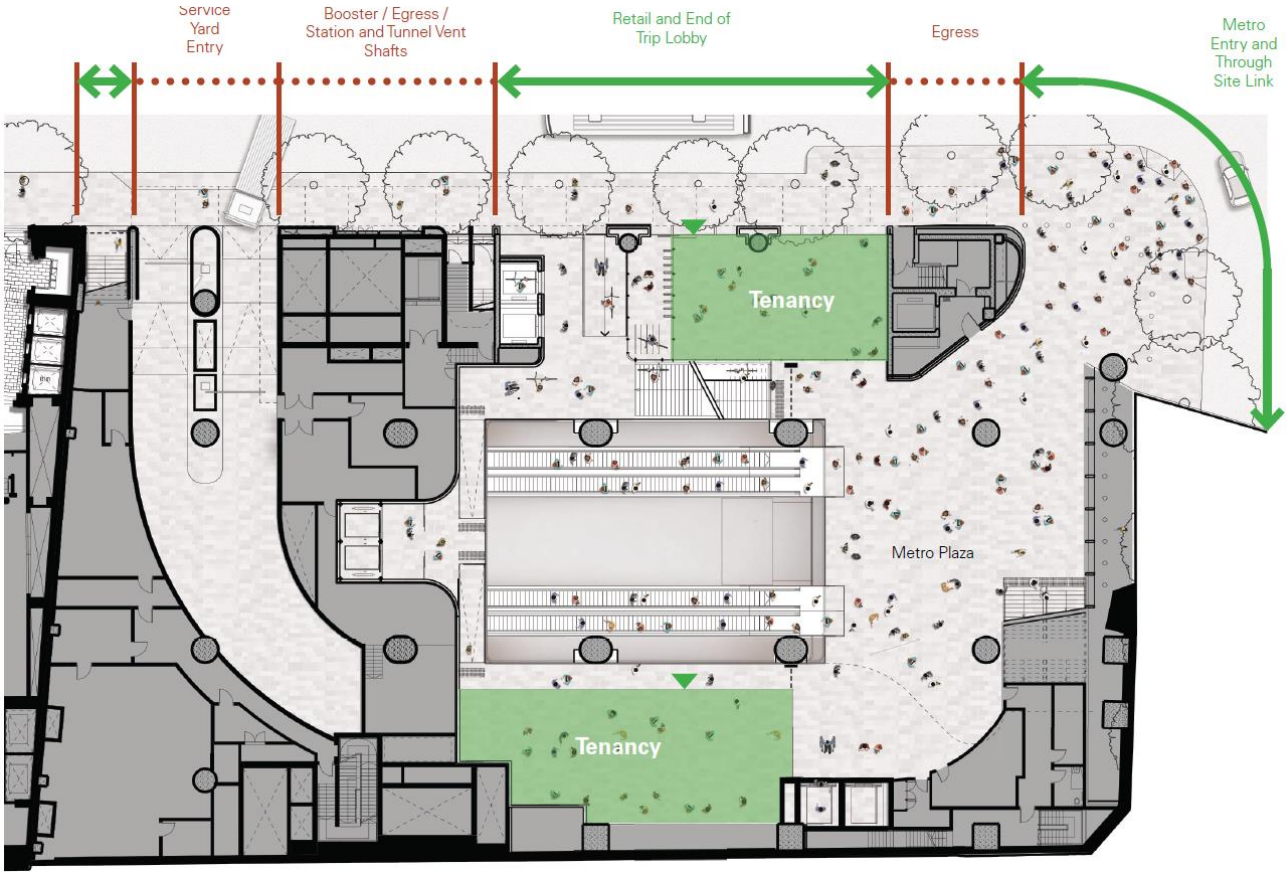


**Figure 12 Street frontage activation Lower Ground Floor (Castlereagh Street)**

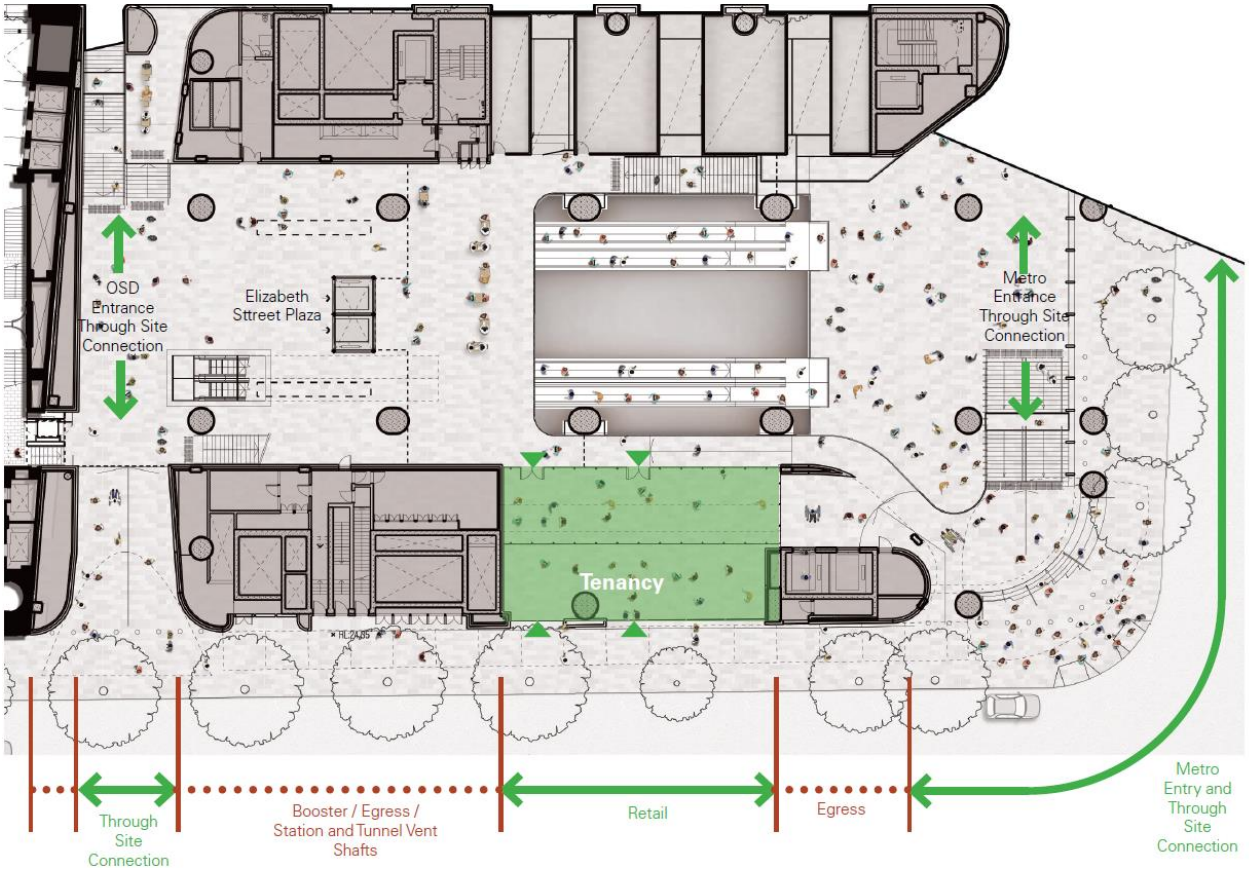


**Figure 13 Street frontage activation Ground Floor (Elizabeth Street)**

### 2.1.2 Integration with lower scale of 50 Martin Place

The detailed design of the proposal integrates with and takes reference from the lower scale of 50 Martin Place through a number of specific design initiatives at both a tower scale and podium scale, as discussed in the sections below. These design initiatives have been developed to retain the prominence of 50 Martin Place in the streetscape.

Tower responses

The proposed tower adopts a lesser building volume than would otherwise be permitted under the approved building envelope (this is discussed further in **Section 2.1.3**), and has been refined at this detailed design stage to be set back from 50 Martin Place, and to also taper progressively away from 50 Martin Place, as illustrated in **Figure 14**.

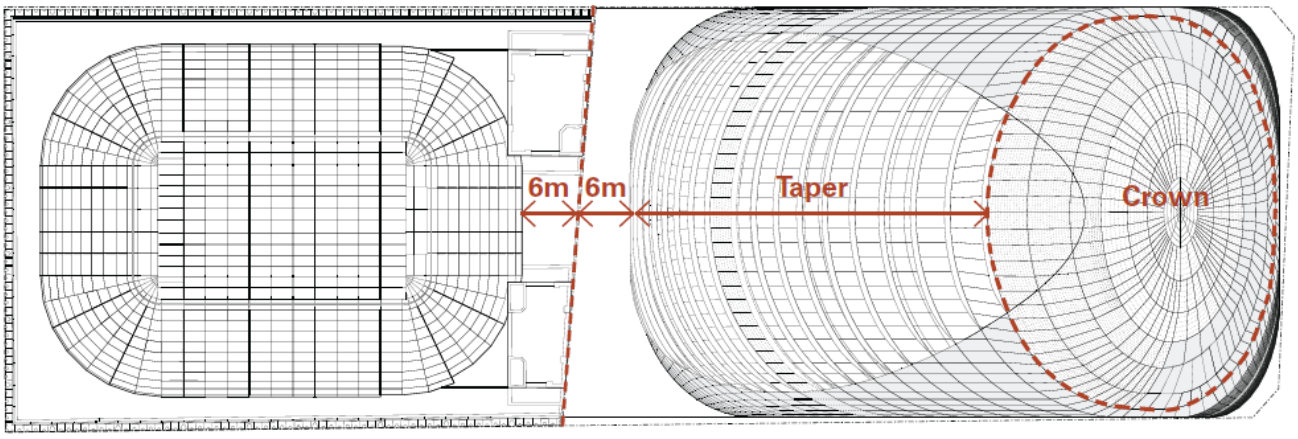


**Figure 14 Setbacks and tapering integrates the tower with the lower scale of 50 Martin Place**

*Source: JPW*

The North Tower provides a 6m setback to 50 Martin Place, which has facilitated the creation of a terrace on the roof of the podium. This terrace visually and physically separates the tower from 50 Martin Place, to the extent that the lift overruns and cornice detailing of 50 Martin Place remain a prominent feature in the streetscape. This setback is a key design move that ensures the tower preserves and respects the existing scale of 50 Martin Place when viewed from Castlereagh Street and Elizabeth Street (refer to **Figure 15**).

This 6m setback is enhanced by a tapered southern facade that further steps the tower form away from 50 Martin Place. The tapering of the southern facade progressively increases the distance between the tower and 50 Martin Place as the tower increases in height, intensifying the visual and physical separation between these two buildings. This design response gradually and comfortably transitions the lower scale 50 Martin Place to the scale of the proposed tower behind, and complements the proposed 6m setback by preserving the existing scale of 50 Martin Place when viewed from Castlereagh Street and Elizabeth Street (see **Figure 16**).

The architectural detailing of the proposed tower form also references and integrates the North Tower with 50 Martin Place. Namely, the contemporary dome on the roof of 50 Martin Place has been reflected in the southern facade of the tower by using facetted tower glazing to create a ‘lens’ on this facade. This translucent lens echoes the contemporary dome in materiality and form, and further ensures the southern facade of the tower integrates with 50 Martin Place (refer to **Figure 17** below).

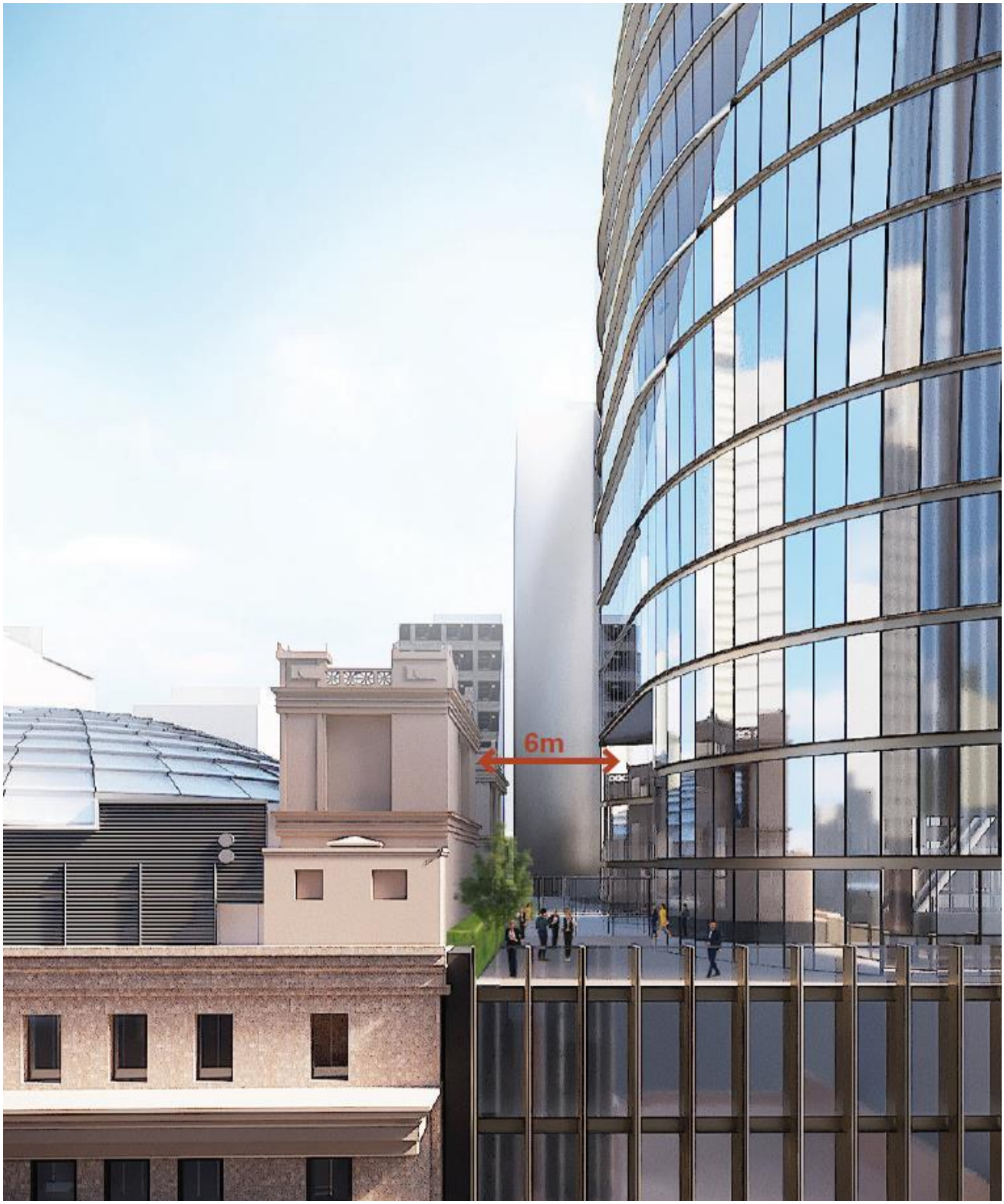


**Figure 15 Setback between the tower and 50 Martin Place at the terrace level**

*Source: JPW*

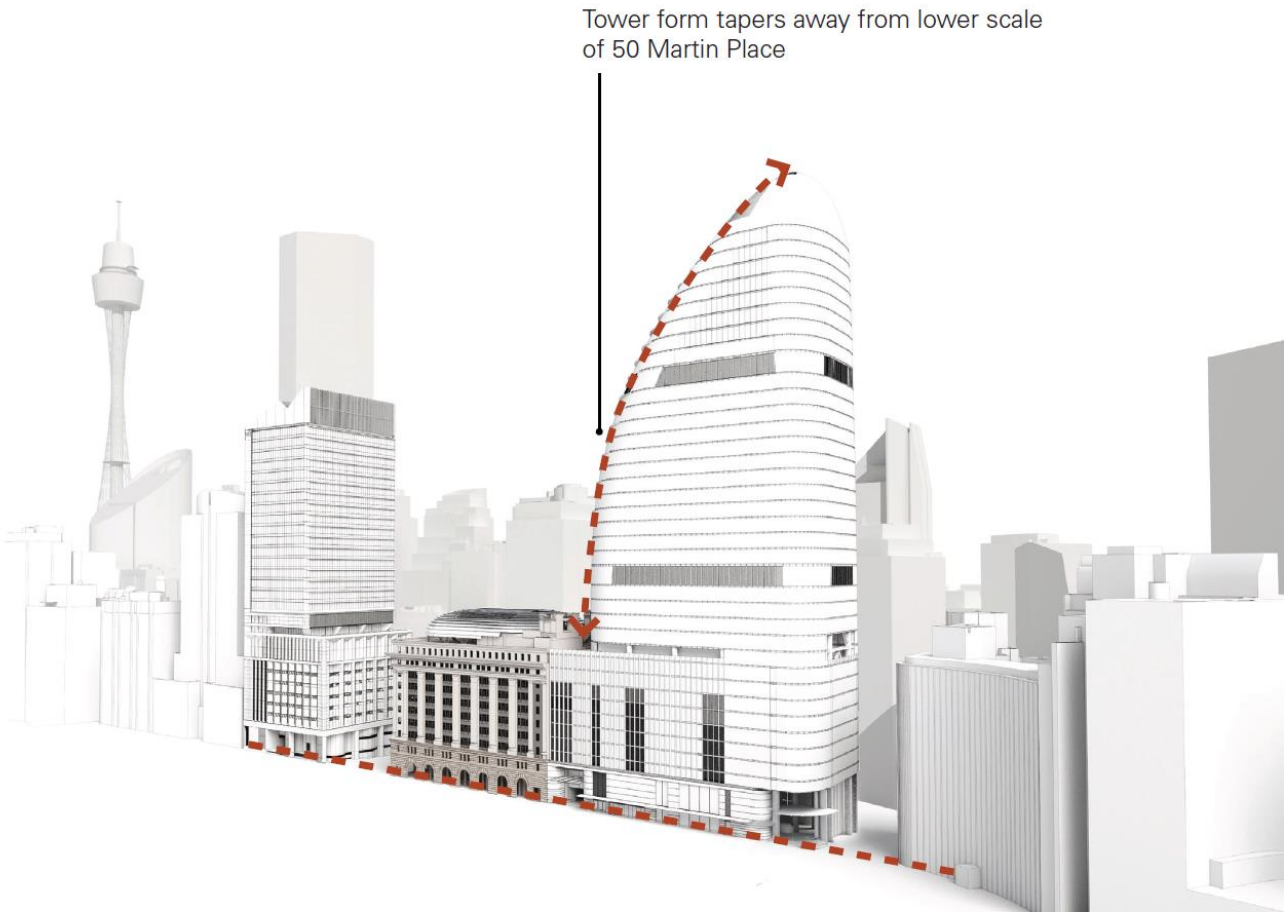


**Figure 16 Tapered and separated facade of the North Tower interfacing with 50 Martin Place, as viewed from Castlereagh Street**

*Source: JPW*

**Figure 17 Relationship of faceted tower glazing and geometry of the southern lens echo the contemporary 50 Martin Place dome**

*Source: JPW*

Podium responses

As discussed in **Section 2.1**, the proposed architectural detailing and materiality of the podium references and integrates with 50 Martin Place, which serves as another way of integrating the proposal with the lower scale of 50 Martin Place.

The proposed terrace above the podium and associated deep recesses in the building facade define the street wall height of the podium, by emphasising and referencing the parapet height of 50 Martin Place, in turn creating a consistent street wall height with 50 Martin Place. This consistent street wall scale integrates the podium with the lower scale nature of 50 Martin Place and its historic height, and reinforces a consistent street frontage condition between these two sites (refer to **Figure 18** below).

The materiality of the podium has also been developed to extend the detailing of 50 Martin Place along Castlereagh Street and Elizabeth Street, integrating the proposal with the architectural language of 50 Martin Place. This is

achieved by using stone cladding to reflect the distinct granite base of 50 Martin Place and the 3 storey scale of this base, and by using projecting fins finished in a warm terracotta colour to reference the recurring columns on the mid podium of 50 Martin Place. Referencing the design and the proportions of 50 Martin Place in the proposed podium not only creates a consistent street frontage condition, but also integrates the proposal with the lower scale of 50 Martin Place in terms of materiality, continuing the human scaled elements of 50 Martin Place (refer to **Figure 18** above and **Figure 19** below). A negative infill curtain wall at the junction of the podium and 50 Martin Place visually separates the new from the old, and ensures the cornice remains legible in the streetscape.

**Figure 18 Terrace and deep recesses emphasising the street wall height shared with the 50 Martin Place parapet**

*Source: JPW*

**Figure 19 The base and columns of 50 Martin Place reflected in the masonry base and fins of the North Site podium**

*Source: JPW*

### 2.1.3 Bulk and form

The Department requested that further justification and illustrations be provided to detail how the detailed design mitigates the bulk and form of the building, including the appropriateness of, and options for, any tower setbacks within the maximum building envelope as part of the approved Concept Proposal (SSD 8351).

Council has suggested that the proposed form is inconsistent with the character of Central Sydney and the Martin Place Special Character Area[3]. Council suggests that the tower be set back at least 8m from all street frontages above the podium height of 50 Martin Place. In particular, Council considers a setback above Elizabeth Street necessary to address overshadowing of Martin Place. Council is also concerned that the tower has been designed to create internal amenity (in the form of voids and linking stairs) at the expense of the amenity of the public streets which are faced by services, lifts and ducts.

In relation to the form and mass of the proposal, GANSW note their general support for the podium and tower response to the established street wall and the existing building at 50 Martin Place. GANSW support the proposed setback from the lift overruns above 50 Martin Place and the increased corner curvature of the tower.

**Proponent's response**

Approved building envelope

At the time of the assessment of the approved Concept Proposal, the appropriateness of tower setbacks was considered as a potential design response within the maximum building envelope. This was also considered during the development of the planning and design framework which would inform the detailed design of the development. The approved Concept Proposal determined that, having regard to the context of the site, an appropriate design response could be achieved in the absence of tower setbacks.

It was considered that the North and South Sites should establish a distinct character at the threshold locations of the Martin Place Station Precinct, requiring built form on the North and South Sites to vary the typical setback requirements for towers above a podium in Central Sydney. The North Site, particularly, should also reinforce the spatial enclosure of Chifley Square and Richard Johnson Square and align with the towers adjacent to the east on Hunter Street, to continue the scale and mass in the same proportions as these neighbouring towers.

In the assessment of the approved Concept Proposal, the GANSW confirmed that the rigorous application of setbacks may not deliver the best outcome in this part of the city and, in that respect, the DRP should be regarded as the mechanism through which to test the performance and quality of the proposed design against the intent of setbacks across the site.

The assessment of the character of the North Site's context, especially when considering the spatial enclosure of Chifley Square and Richard Johnson Square, is effectively communicated in the Central Sydney Planning Committee (CSPC) assessment report for the development of 8 Chifley Square that neighbours the site to the east. The CSPC stated:

> *(b) The approach along Hunter Street, Elizabeth and Phillip streets is generally defined by buildings without podiums, and tower walls close to the street alignment, enhancing the sense of arrival and opening out when nearing the Square;*
> *(c) The existing building does not comply and it makes a positive contribution to Chifley Square by serving as a backdrop to it and providing it with a strong termination. A new building could do the same; and*
> *(d) The proposed reverse podium will still maintain the building's role in enclosing Chifley Square and the continuity of the streetscape in terms of building alignment.*

**Figure 20** and **Figure 21** below illustrate the proposal's consistency with the character and alignment of buildings fronting Chifley Square and Hunter Street.

[3] The Martin Place Special Character Area refers to Section 2.1.7 of the *Sydney Development Control Plan 2012* (Sydney DCP).

**Figure 20 Proposal in the context of the block of buildings fronting Hunter Street**

*Source: JPW*

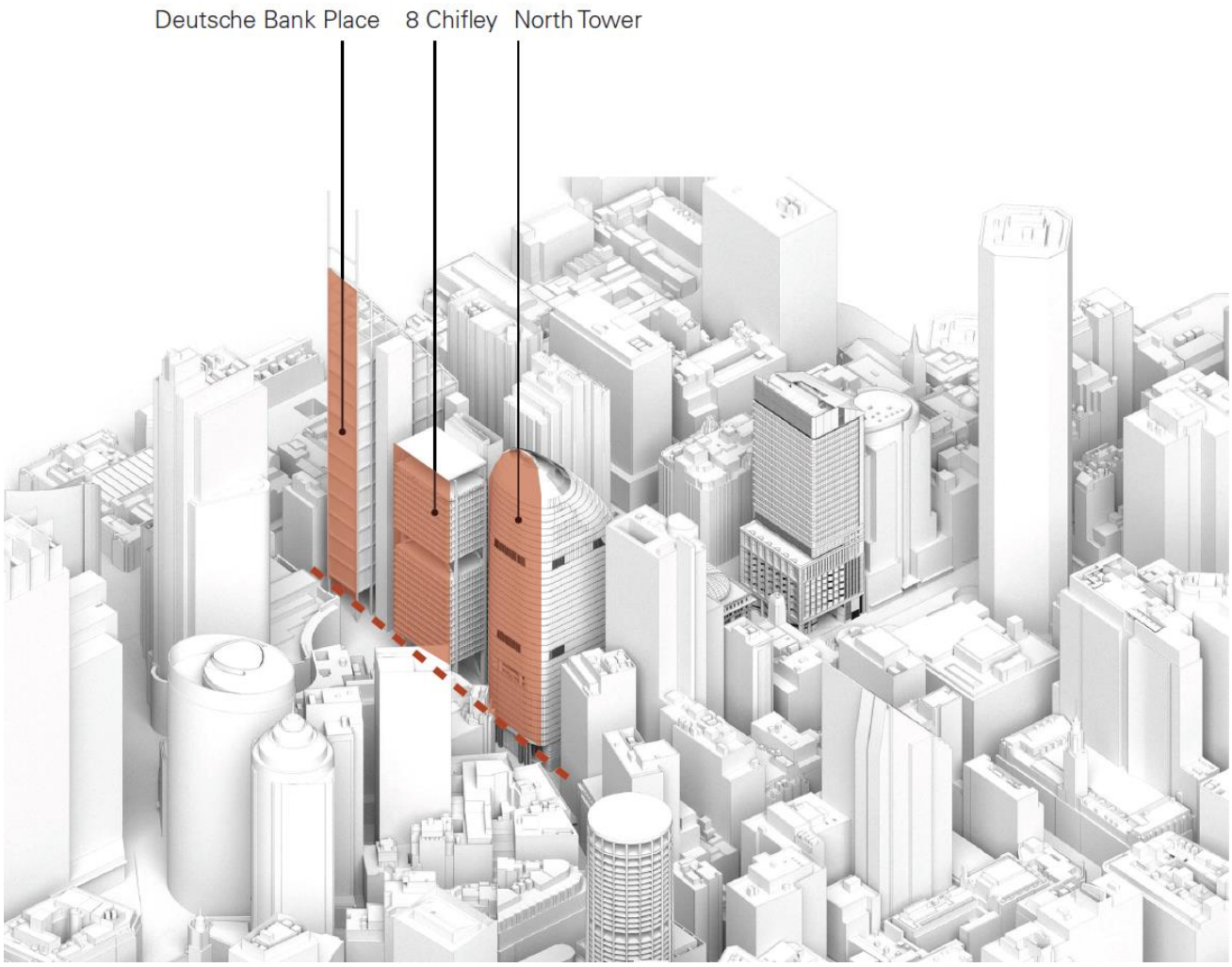


**Figure 21 North tower form fitting within city context and skyline**

*Source: JPW*

Detailed proposal

The design of the proposal has undergone rigorous review and development through the DRP process, shaping the optimal design response for the site. The design effectively mitigates the bulk and form the building with consideration of the following:

- The detailed design represents a significantly lesser building than what could otherwise be provided within the approved building envelope. The form and sale of the development has been refined from the maximum building envelope to a moulded and refined built form, in response to the site's unique context and the design direction of the DRP (refer to **Figure 22**).
- Above the podium, the tower has been designed to taper progressively to the building's crown. As the building height increases, the southern extent reduces and the radius of the northern corner increase. This reduces the bulk and scale of the tower and reduces the overall width of the eastern and western facades of the building, ensuring the tower progressively diminishes when viewed from street level (refer to **Figure 23** below). This tapered form also creates a degree of uniqueness or 'difference' from the surrounding built form and architecture, in recognition of the uniqueness of the site as an entry to the Martin Place Metro Precinct.
- The subtle rounding of the northern corners of the building contributes to the diminishing building scale as it rises in height, without degrading the tower to ground architectural expression of the Hunter Street facade of the building (discussed further below).

- The tower to ground architectural expression of the Hunter Street façade of the building (also discussed in **Section 2.1.4**) is softened through the introduction of a reverse podium at ground level. The reverse podium suspends the base of the tower above the ground plane and station atrium, creating an open and transparent frontage on Hunter Street. This three storey opening reduces the overall bulk of the northern façade of the tower when viewed at street level (see **Figure 24** and **Figure 25**).
- The use of deep recesses on the eastern, western and southern facades of the tower to communicate the separation between the podium and the tower also serve to break up the massing of the tower facades. This is significant for the two storey recess on the Hunter Street façade of the building that provides a horizontal break in the façade, and breaks up the tower to ground architectural treatment (see **Figure 24**).
- The tower has been set back 6m from 50 Martin Place above the building podium, and adopts a negative infill curtain wall at the junction between 50 Martin Place and the podium. These treatments visually and physically separate the North Tower from 50 Martin Place, to the extent that the lift overruns and roof form of 50 Martin Place remain a prominent feature in the streetscape. This separation between the two buildings ensures that these structures read as separate and distinct elements, breaking up the building massing and reducing the overall bulk and form of the proposal, and has been developed in consultation with the DRP (refer to **Figure 16** above).
- The softer materiality of the tower reduces the perception of building bulk and creates a more human scale without the need for setbacks. The podium's masonry base and fins above effectively break down the mass and street wall into more human proportions and continue the character of 50 Martin Place through the streetscape. The fins contribute to defining the street wall height, terminating at the parapet height of 50 Martin Place (see **Figure 19** above).

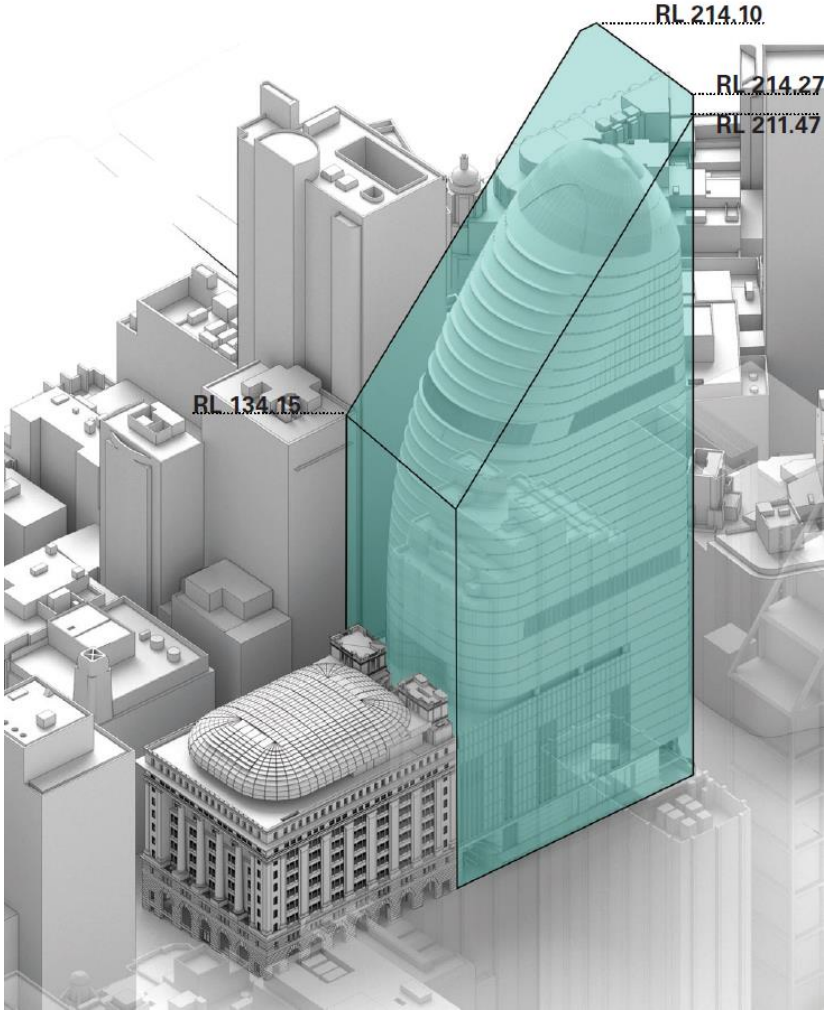


**Figure 22 Proposed detailed design fitting loosely within the approved building envelope**

*Source: JPW*


**Figure 23 Tapering of the tower away from 50 Martin Place, reducing the perception of bulk when viewed from Elizabeth Street**

*Source: JPW*

**Figure 24 Reverse podium and recesses along northern facade breaking up the scale of the tower**

*Source: JPW*

**Figure 25 Reverse podium softening the perception of the tower at ground level**

*Source: JPW*

Tower setbacks

The Department also requested further information regarding the appropriateness of, and options for, any tower setbacks within the maximum building envelope.

As discussed above, the detailed design of the proposal has been tested and developed having regard to the site's context. It is not inconsistent with this context for the reasons discussed in this section, and does not undermine any existing predominant relationship between towers and podiums in the surrounding area within Central Sydney and the Martin Place Special Character Area, which was discussed in detail as part of the approved Concept Proposal.

The building envelope for the approved Concept Proposal set the maximum parameters within which the future building would be designed, where it was demonstrated that a tower built with zero setbacks to Castlereagh Street, Hunter Street and Elizabeth Street would fit satisfactorily in its context.

The Department in its assessment report for the approved Concept Proposal also noted that:

- The issue of setbacks could be further explored through the detailed design;
- The rigorous application of setbacks may not deliver the best outcome in this part of the city; and
- The DRP should be regarded as the mechanism to test the performance and quality of the proposed design against the intent of setbacks across the site, presenting an opportunity to more holistically examine the performance and quality of a more detailed architectural design response to the site and the effectiveness of any proposed setback requirements.

As discussed in the previous section, the development of the detailed design in consultation with the DRP has ensured that the detailed design mitigates the bulk of the tower. For the same reasons, tower setbacks to Castlereagh Street, Elizabeth Street and Hunter Street were not considered necessary to mitigate the bulk and form

of the proposal. In particular the DRP and GANSW are supportive of the building form of the proposal following the exploration of setbacks.

It is also noted that significant impacts would arise to the station design if a side core was not implemented (which would occur through the imposition of a setback), with the integrated station and OSD ensuring a superior outcome through the opportunity to streamline station services through the tower vertically, rather than dominating the lower ground levels.

To this end, the justification for the proposed zero setbacks as outlined in the approved Concept Proposal also remains relevant, and is centred on the points discussed below, which were discussed in detail in the Tzannes Urban Design Report (dated May 2017) in relation to the North Site, and are reinforced through the Design Guidelines formally adopted by the Secretary in accordance with Condition B1 of SSD 8351:

- The principle of establishing a threshold condition for the Precinct. The use of zero setbacks creates a more distinctive character to the public space of Martin Place. The setbacks create a clear sense of arrival to Martin Place, reinforcing one of the key principles enshrined in the Gehl Urban Design Study. The tower setbacks to Elizabeth Street and Castlereagh Street are a significant opportunity to provide legibility to the urban morphology of the city and accentuate the importance of Martin Place as a major public space.
- Despite its significance in the city, Martin Place, is in effect a pedestrianised street, meaning that it is only differentiated in its formal structure from the other streets in the city through its pedestrianisation and the activities that take place there. In order to increase its differentiation or 'specialness' when moving through the city, other built form design strategies are required. The proposed zero setbacks to north-south streets (in conjunction with the design of the South Site) contributes to providing a defining threshold to the Martin Place Station Precinct in the CBD as a whole. The relationship between these two towers also establishes the identity of the station precinct within the overall urban morphology of the city.
- The zero setback to Hunter Street likewise reinforces the spatial enclosure of Chifley Square and Richard Johnson Square, and is consistent with the predominant characteristics of this area detailed in the CSPC commentary (as set out in **Section 2.1.3**). It relates directly to the commercial tower typology and scale of the adjoining buildings (8 Chifley and the Deutsche Bank building), forming the third tower with this arrangement fronting Hunter Street (see **Figure 26** below).

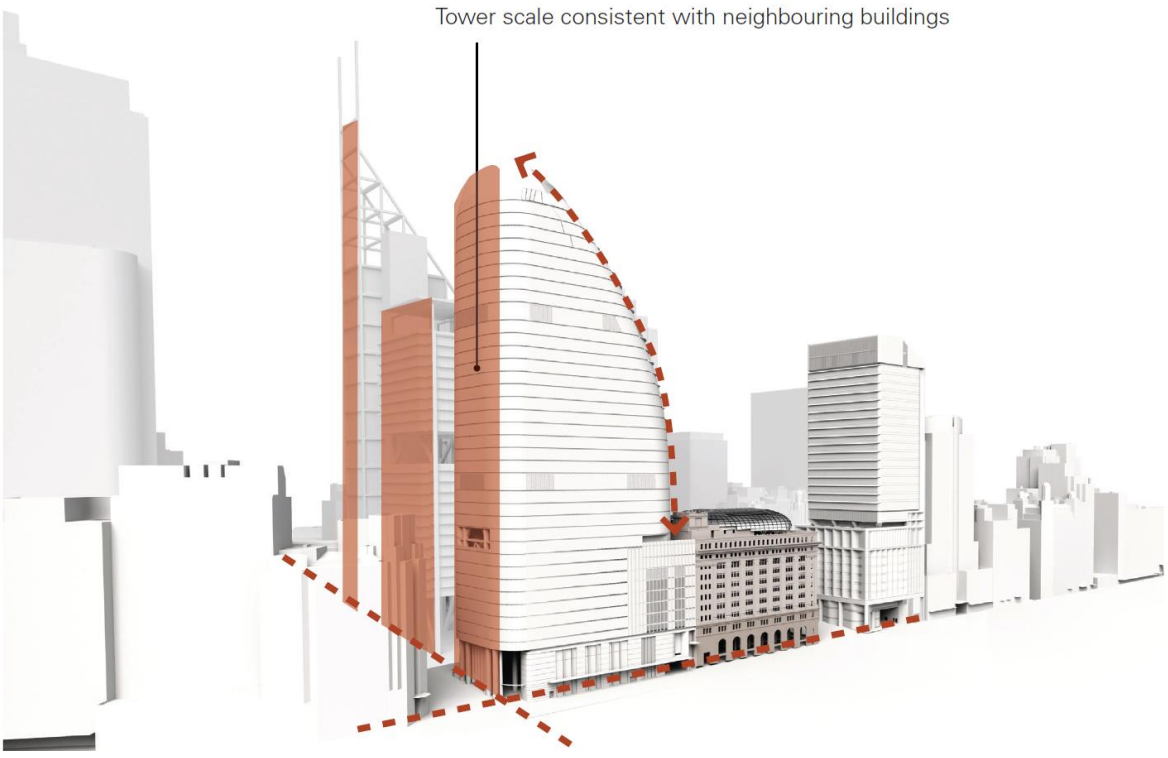


**Figure 26 Alignment of towers fronting Hunter Street**

*Source: JPW*

As identified in the approved Concept Proposal, and through the assessment of the environmental impacts of the detailed design in the EIS submitted to the DPE in October 2018, the absence of tower setbacks does not result in any unacceptable amenity impacts to city streets and public spaces, with the imposition of tower setbacks resulting in negligible differences in impacts such as overshadowing, wind, and sky view to city streets. The approved Concept Proposal also illustrated that there would be negligible differences between the approved building envelope (zero setbacks) and a building envelope with tower setbacks of 8m to Castlereagh Street, Elizabeth Street and Hunter Street as preferred by the City of Sydney. **Table 1** summarises these findings.

**Table 1 Assessment of amenity impacts to city streets from proposal**

| Environmental Impact | Stage 2 EIS and approved Concept Proposal assessment findings |
|---|---|
| Wind impacts | The imposition of tower setbacks on Elizabeth Street, Castlereagh Street and Hunter Street would not result in any noticeable improvement to the wind conditions for pedestrians. The wind tunnel modelling completed for the approved Concept Proposal assessed the difference between a building envelope with 8m tower setbacks to these streets and the approved North Site building envelope. Testing confirmed that providing tower setbacks to these frontages did not result in a notable change to the comfort criteria of locations surrounding the North Site, which all remained suitable for their intended use. Providing 8m tower setbacks would not noticeably improve the amenity of city streets.<br><br>Wind tunnel testing completed for the Stage 2 SSD DA also considered the approved North Site building envelope with the detailed design and confirmed that further improvements or comparable wind environments could be achieved at every location, with the exception of one location which still meets the desired 'pedestrian standing criterion'. The comfort ratings compared to the existing situation have also been either improved or are within the same category. The detailed design of the proposal has therefore exceeded the assumptions under the approved Concept Proposal and generally improves the existing pedestrian environment.<br><br>**Conclusion**<br>The modelled wind conditions are generally rated as being suitable for pedestrian standing, including at the metro station entrance on Hunter Street which is in accordance with the requirements of the Consolidated Design Guidelines and the approved Concept Proposal conditions of consent. The terraces on Level 10 are also rated as being appropriate for outdoor dining on the northern side of the tower (Hunter Street inset terrace), pedestrian sitting on the eastern side of the tower, and pedestrian standing on the southern side of the tower. CPP confirms that all areas are appropriate for their intended use in this location within the Sydney CBD. |
| Shadow impacts | The shadow study completed for the approved Concept Proposal also assessed the difference of a building envelope with 8m tower setbacks to city streets and the North Site building envelope with zero setbacks to these streets. The assessment determined that the minor additional shadows resulting from zero setbacks was, on balance, appropriate given the majority of the additional shadow falls on the road surface, and therefore, the impact on pedestrian amenity is limited, and given the difference is negligible.<br><br>Further assessment completed for the Stage 2 SSD DA compared the impacts of the approved building envelope with the proposed detailed design, confirming improvements to the overshadowing of the surrounding area. The shadow diagrams demonstrate that compared to the approved building envelope, the shadow impacts of the proposal are less throughout the year, with the reduction in impact more pronounced in the winter months. In terms of the impact of the proposal to Martin Place, Condition B2 of the approved Concept Proposal requires that the proposed detailed design:<br><br>*"identify opportunities to improve solar access to the ground plane of Martin Place (excluding the roadways and footpaths) between the hours of 12 and 2 pm (14 April), when compared to the shadow cast by the approved building envelope."*<br><br>The shadow diagrams included in **Appendix O** of this RTS demonstrate the improvements in solar access to the ground plane of Martin Place that the proposed detailed design creates when compared to the approved building envelope, and includes measurements in square metres at each of the 15 minute intervals tested from 12pm to 2pm in accordance with the condition. Overall, the shadows cast by the proposed detailed design provide 299m$^2$ of additional solar access to the ground plane of Martin Place when compared to shadows cast by the approved building envelope. The additional solar access to Martin Place equates to 18% more additional direct sunlight between 12pm and 2pm on 14 April when compared to the approved building envelope and therefore meets the requirements of Condition B2(b).<br><br>**Conclusion**<br>In conclusion, the solar access and shadowing impacts of the proposal are considered acceptable, noting they constitute an improvement to the approved impacts associated with the Concept Proposal. The proposal also meets the requirements of Condition B2 of the Concept Proposal. |

| Environmental Impact | Stage 2 EIS and approved Concept Proposal assessment findings |
|---|---|
| Sky view impacts | A Skyview Factor Assessment was prepared as part of the approved Concept proposal to investigate the degree of sky that can be seen from key points surrounding the Precinct when comparing a building envelope with 8m tower setbacks to city streets and the North Site building envelope with zero setbacks to these streets. This assessment confirmed that the relative impacts of the north site building envelope when compared to envelopes with setbacks was minor, confirming that the absence of setbacks will not significantly impact amenity at the ground plane. Whilst there will be nominal changes in the detailed SVF percentages, the thresholds remained consistent with the existing environment and are within the range of what is expected from 'typical' CBD streets and 'low' SVF laneways or small streets in the northern core of the CBD.<br><br>A further assessment of the detailed design as part of this Stage 2 SSD DA confirmed that the relative impacts of the proposal when compared to other tested envelopes was minor, with the design improving the amount of sky visible compared to the approved building envelope.<br><br>**Conclusion**<br>In conclusion, the proposal will have a negligible reduction of sky visibility compared to the sky views provided by a building with tower setbacks, and that the proposal improves on the conditions created by the approved building envelope. |

### 2.1.4 Podium articulation and materiality

The Department has requested that further justification and illustrations be provided to clarify how the proposed podium articulations, materials, and finishes complement building proportions and the architectural details of surrounding buildings.

### Proponent's response

The North Site occupies an entire city block, and is therefore not directly adjoined by development that is capable of redevelopment like the South Site. Nevertheless, the proposal has been designed with reference to the neighbouring development at 50 Martin Place and development opposite the site or in the wider Precinct to 'ground' the proposal in its context. Its design is centred on establishing a mediation between the solid masonry character of 50 Martin Place and the contemporary glazed design of the adjacent towers on Hunter Street, as well as referencing the materiality and proportions of the South Site as part of a Precinct-wide design response. The detailing of the proposed podium reflects the differing site conditions that contribute to the creation of a seamless streetscape informed by the North Site's context.

Relationship to 50 Martin Place

The proposed podium has been designed with reference to 50 Martin Place, which it directly adjoins, and forms the primary address and architectural 'anchor' for the North Site. The proposed podium forms a contemporary interpretation of the detailing and proportions of 50 Martin Place. It is designed with zero setbacks to 50 Martin Place, Castlereagh Street, Elizabeth Street and Castlereagh Street to create a defined street edge and consistent street wall on the street frontages, aligned with the footprint of 50 Martin Place.

The base of the podium has been finished in stone cladding and bronze anodised framing to match the granite and bronze framing of the 50 Martin Place base. This creates a direct visual link to 50 Martin Place at street level and creates a continuous 3 storey human scale. Above the base, vertical aluminium fins are used mirroring the pilaster columns on 50 Martin Place and provide elements of vertical expression. These fins are finished in warm terracotta colouring to reflect the terracotta tiling in the 50 Martin Place facade. Together, the fins and granite base refer directly to the grand order of 50 Martin Place, extending the character of this masonry facade by referencing key horizontal and vertical alignments in complementary materials (see **Figure 28** below).

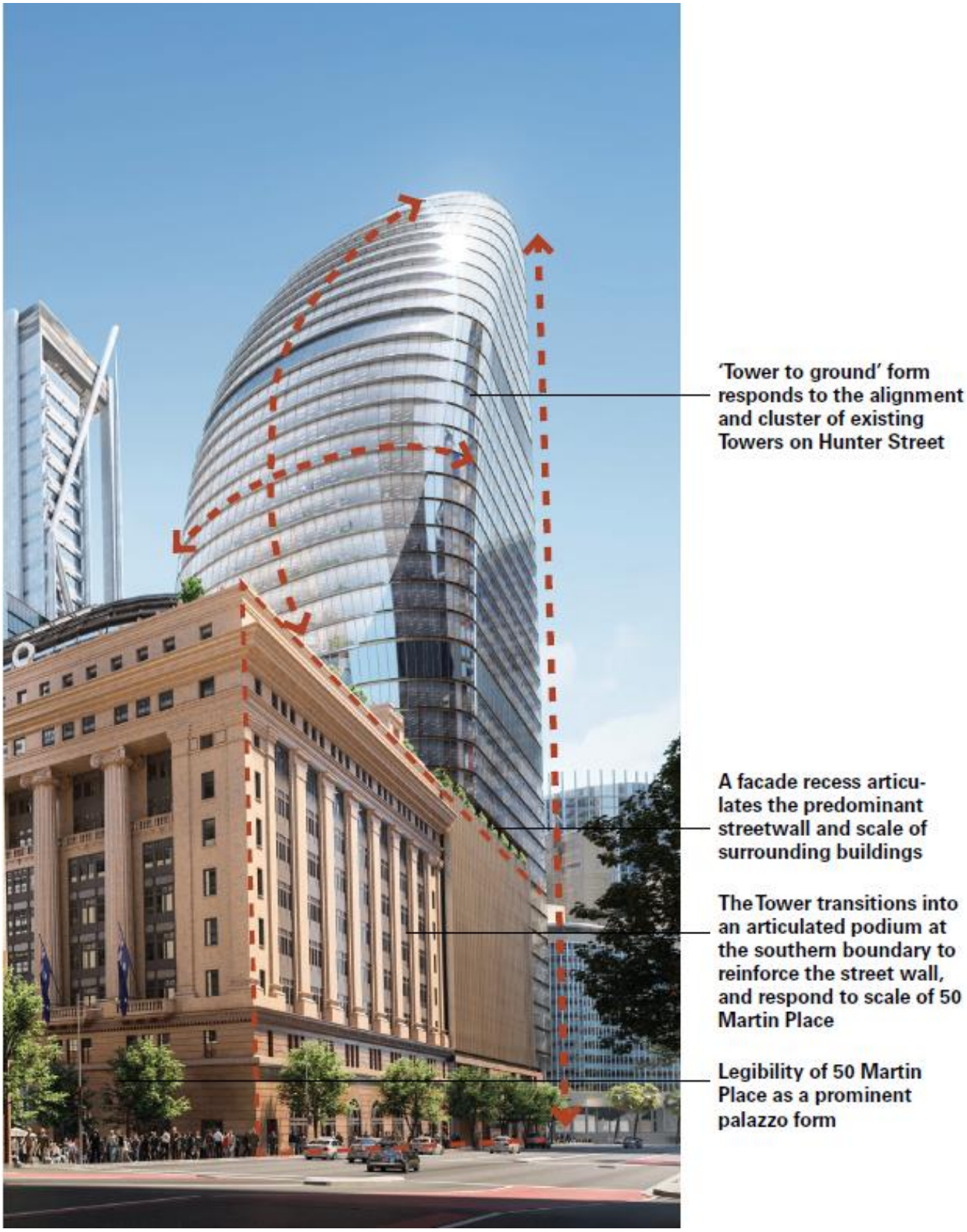


**Figure 27 Relationship of proposal to 50 Martin Place in terms of materials and articulation**

*Source: JPW*

At the most recent DRP meeting (meeting #9), the DRP confirmed that the design resolution of the North Tower podium was supported, including the proposed fins that are used to define the junction with the curtain wall and variation of the articulation of the fins to suit the differing conditions on the Elizabeth Street and Castlereagh Street facades. A negative infill curtain wall at the junction of the podium and 50 Martin Place visually separates the new from the old, and ensures the cornice remains legible in the streetscape (refer to **Figure 28** below).

**Figure 28 Facade details including vertical fins, cornice returns and negative interface detail assist in sensitively meeting with 50 Martin Place and integrate with its low scale**

*Source: JPW*

The extent of the podium further complements the proportions of 50 Martin Place, as well as neighbouring development further to the north. The inclusion of a terrace at the base of the tower and associated deep recesses in the building facades, aligns the height of the podium with the parapet height of 50 Martin Place to the south and the street wall height of Qantas House and the City Mutual Building to the north, marrying together the scale and proportions of these buildings through a continuous and unifying datum line. The fins on the Castlereagh and Elizabeth Street facades of the podium contribute to defining the street wall height, terminating at the parapet height of 50 Martin Place (see **Figure 19**).

Relationship to buildings on Hunter Street

The proposal has also been designed with a zero setback to Hunter Street, aligning the building with the neighbouring buildings at 8 Chifley Square and 126 Phillip Street. This creates a consistent building edge and continues the pattern of development along this frontage. It also contributes to a sense of spatial enclosure to Chifley Square and Richard Johnson Square, relating the building to these public squares and the conditions created by neighbouring development.

The podium references the unifying datum line created between 50 Martin Place, Qantas House and the City Mutual Building through the inclusion of a two storey recess on the Hunter Street façade that aligns with the recesses on the Elizabeth Street and Castlereagh Street facades. This creates a consistent street wall and directly relates the scale and proportions of the podium with neighbouring development (refer to **Figure 24** and **Figure 25** above, and **Figure 29** below).

The three storey scale created by the masonry base on the Castlereagh Street and Elizabeth Street frontages of the podium is referenced on the Hunter Street facade through a grand 'reverse' podium. This reverse podium creates a recess when the tower meets the ground that is aligned with the masonry base of the other street frontages, and is aligned with height of the adjoining under croft spaces at 8 Chifley Square and 126 Phillip Street. This marries the scale and proportions of neighbouring development to the north and south and directly relates the proposal to the commercial tower typology of buildings to the east (refer to **Figure 30** below), whilst also facilitating a grand entry to the metro station.

As touched on previously, a key driver of the materiality of the podium has been to provide a transition between the Martin Place and Hunter Street building typologies and create a seamless streetscape when moving through the city block. The detailing of the podium has been developed so that the fins on the Castlereagh Street and Elizabeth Street facades reduce in depth to a glazed curtain wall as the podium moves towards Hunter Street. This graduation from solid to glazed materials relates the podium to its context (refer to **Figure 24** above and **Figure 32** below).

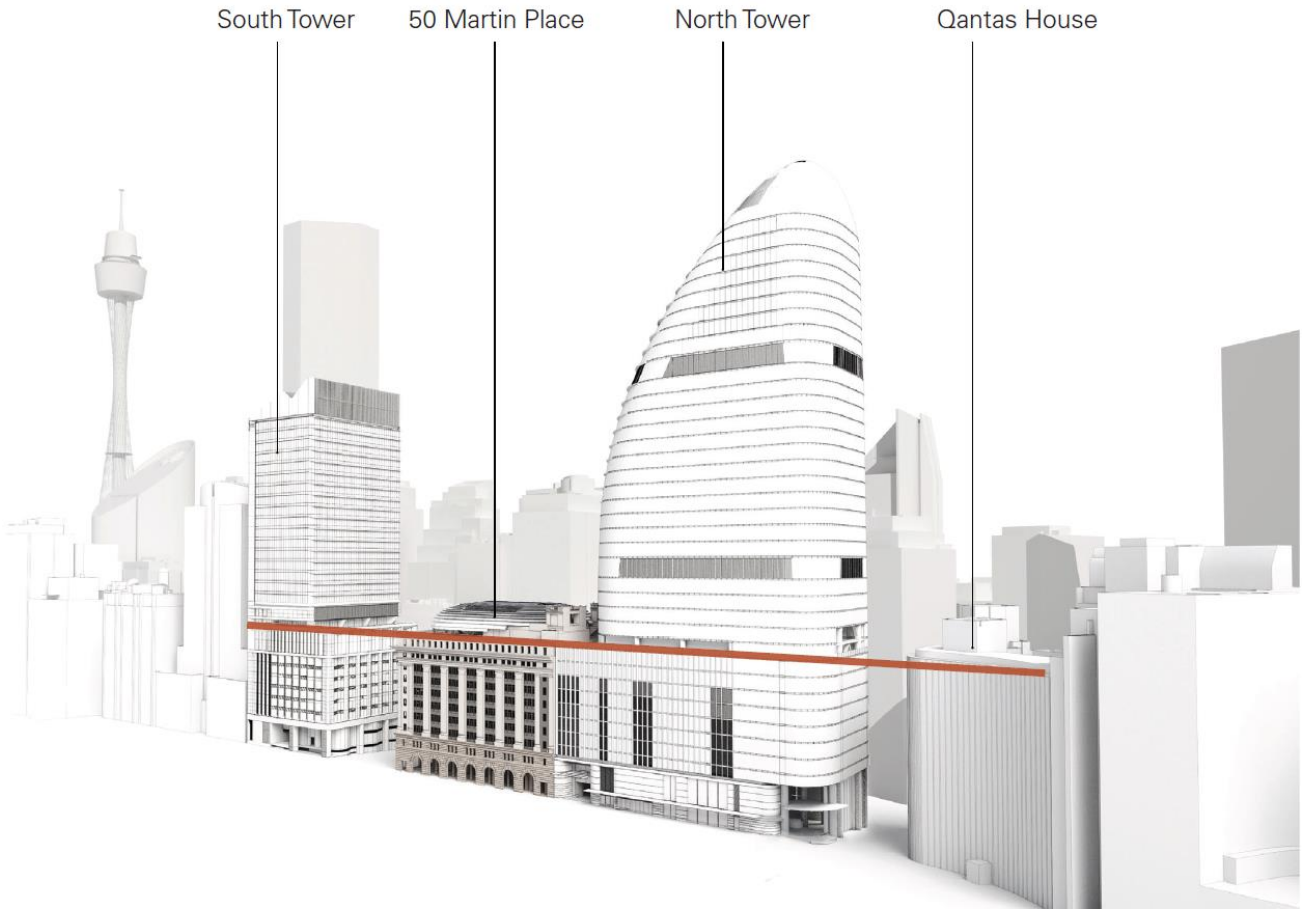


**Figure 29 Unifying height datum continued by recess on Hunter Street facade**

*Source: JPW*

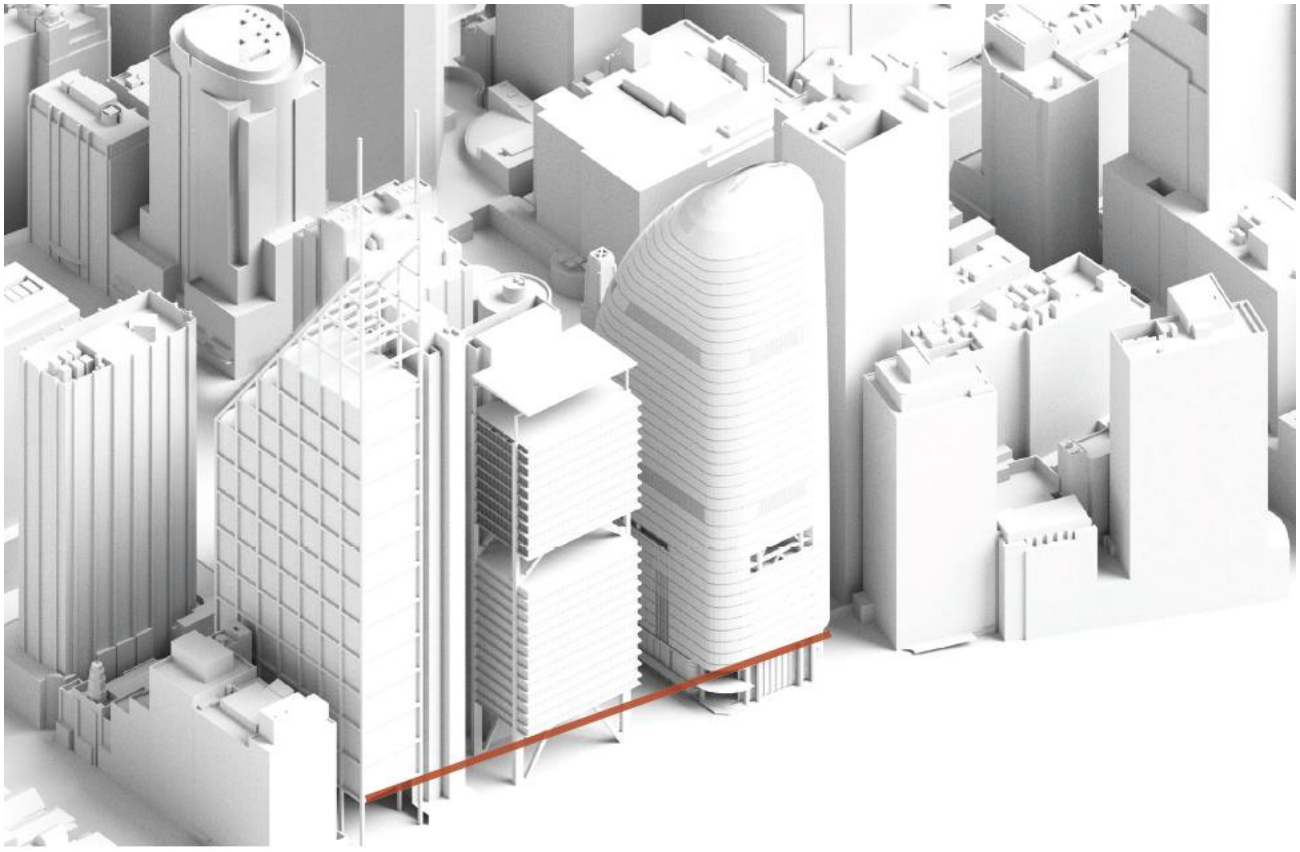

**Figure 30 Reverse podium aligned with development to the east**

*Source: JPW*

**Figure 31 Complementary materials and proportions in the detailing of the podium**

*Source: JPW*

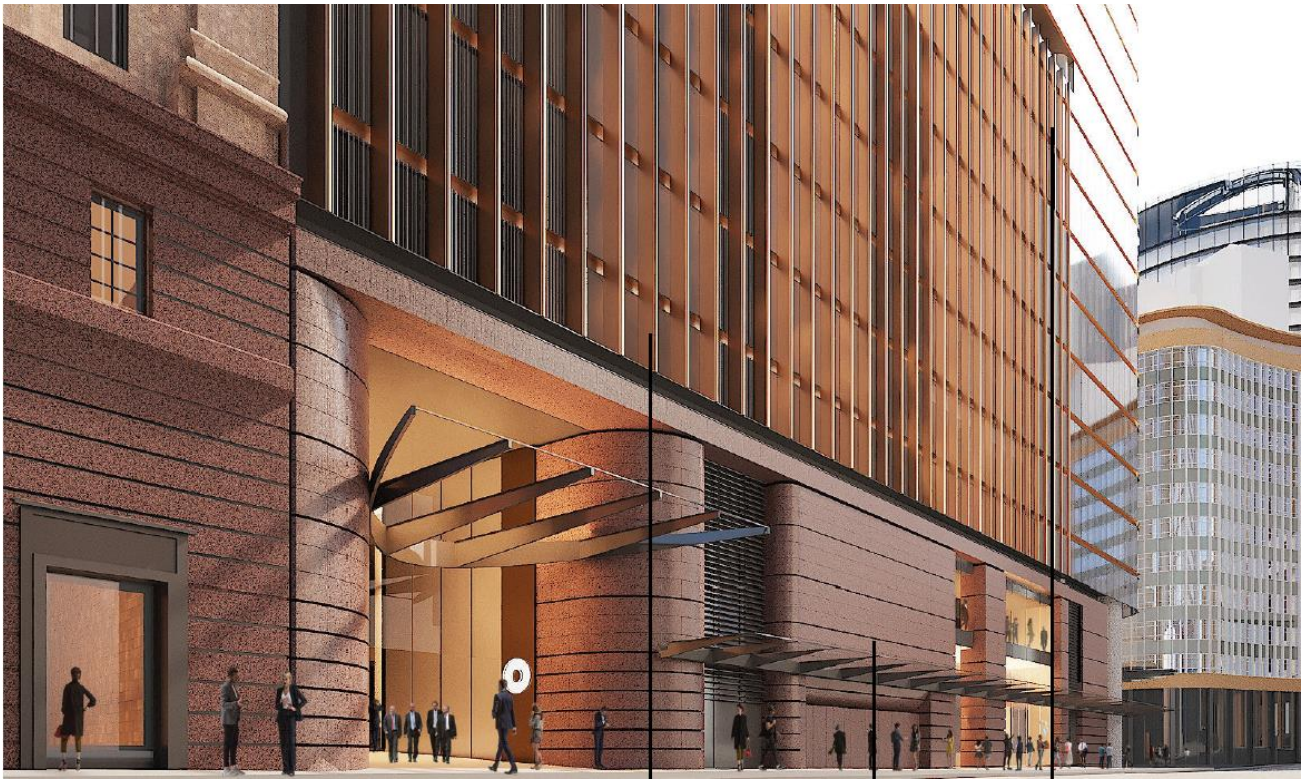

**Figure 32 Transition from solid to glazed podium materiality moving away from Martin Place, to relate the podium to its context which transitions toward Hunter Street**

*Source: JPW*

Relationship to the South Site

The detailing of the podium also forms part of a precinct-wide facade strategy to relate the North Site with the proposal for the South Site. This context-driven approach to detailing and materiality contributes to the desire for a seamless streetscape when moving through and beyond the North Site. The proposed recessed terrace on Level 10 articulates the extent of the podium of 50 Martin Place and emphasises the key datum line of the shared parapet height between the proposed podium, 50 Martin Place, Qantas House and Chifley Square, which will be carried through in design terms on the South Site. The South Site will reinforce this through its podium height and through the terraced 'interstitial space' on the same level, reinforcing the predominant street wall height through the Precinct and beyond.

The use of high-quality detailed fins and recessed elements on the upper podium of the North Site forms part of a Precinct-wide facade strategy to knit together the fine grain details of the South Site and North Site with 50 Martin Place. The proposed use of a darker granite base, ceramic cladding, and bronze elements also forms a relationship with the materiality of 50 Martin Place and is carried through to the South Site to create a consistent street wall and human scale. Refer to **Figure 33** below for a diagrammatic illustration of these relationship of the proposal with the South Site proposal.

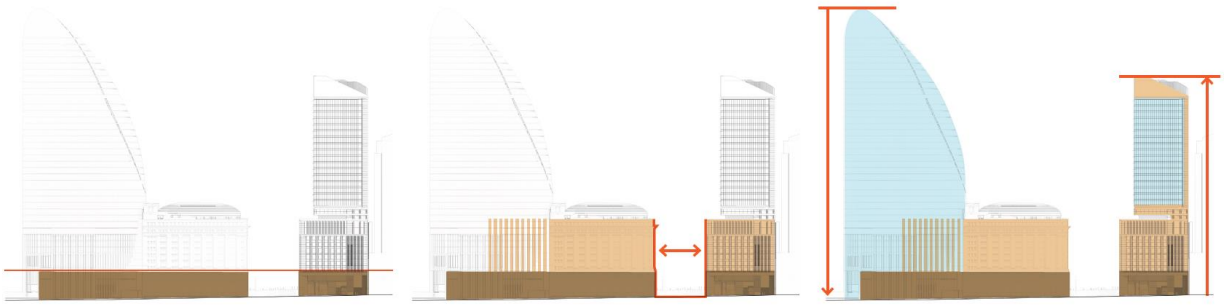

**Figure 33 Relationship between the North and South Site proposals (Precinct wide design)**

*Source: Tzannes*

## 2.2 Activation and integration with metro station

### 2.2.1 Through site link

The Department has requested that the proponent prepare and submit a wayfinding strategy for the over station development in response to advice issued by the DRP and GANSW. The strategy shall be complementary to any wayfinding strategy and station design precinct plan for the metro station and shall include:

- Project responses to DRP advice on the design (size and width) of the through-site link with regard to pedestrian legibility, permeability, safety and capacity.
- Definition of publicly accessible areas of the OSD and demonstration that the design of these areas including the through-site links will achieve equitable access.
- Illustrations of the pedestrian experience along the through-site link such as perspectives and sketches.

The Department has also requested details on security and operation of the proposed through site link and the lobby area of the OSD, and that the proponent:

- Provide details on the operation of publicly accessible areas.
- Provide details on sightlines and passive/active surveillance of the through-site link, lift lobbies, visual connection from Martin Place (*relevant to the South Tower only*) and the streets to retail spaces and other publicly accessible areas.
- Consider the use of spatial design and visual cues to delineate between semi-private/secured access to office towers for retail spaces and publicly accessible areas as preferred options over potential security barriers.

The GANSW states that it is critically important for the wayfinding and connections between the through-site link and station entrance to be legible and intuitive.

Each of these matters has been addressed in the sections below.

**Proponent's response**

Wayfinding

A wayfinding strategy has been prepared by Grimshaw (refer to **Appendix M**). The Wayfinding Strategy describes how the planning and design of the ground plane around the station and OSD entries has been developed around the principle of prioritising pedestrian movement within one of Sydney's most important public urban spaces. The Wayfinding Strategy also describes how the design of the through site links respond to advice from the DRP, describes the definition of publicly accessible areas and provides illustrations of the pedestrian experience of the spaces. Each of these is summarised in the sections below.

The Wayfinding Strategy acknowledges that people respond to different cues within an environment, often without realising that these cues are what is driving their decision making. The strategy discusses how the design of the overall project (including station and OSD) uses a combination of elements (including accessibility, legibility, definition of spaces, sightlines and pedestrian experience of site connections) to deliver effective wayfinding in a manner which is sympathetic to and appropriate for one of Sydney's most important public urban spaces.

The strategy demonstrates how the architectural design leverages intuitive wayfinding principles to deliver a customer-focussed environment. Our design uses a combination of good planning, architectural forms, natural light, artificial illumination, colour, and materials to ensure customers can intuitively navigate along their route through the Station and wider precinct. Refer to **Appendix M** for more information.

Design of the through site link

The detailed design of the through-site link has been tested and developed in consultation with the DRP, including the dimensions, alignment, stair landings, and entrances to the link. Illustrations of the pedestrian experience of the through-site link are provided in the figures below. Further updated images are being prepared, and will be submitted under separate cover.

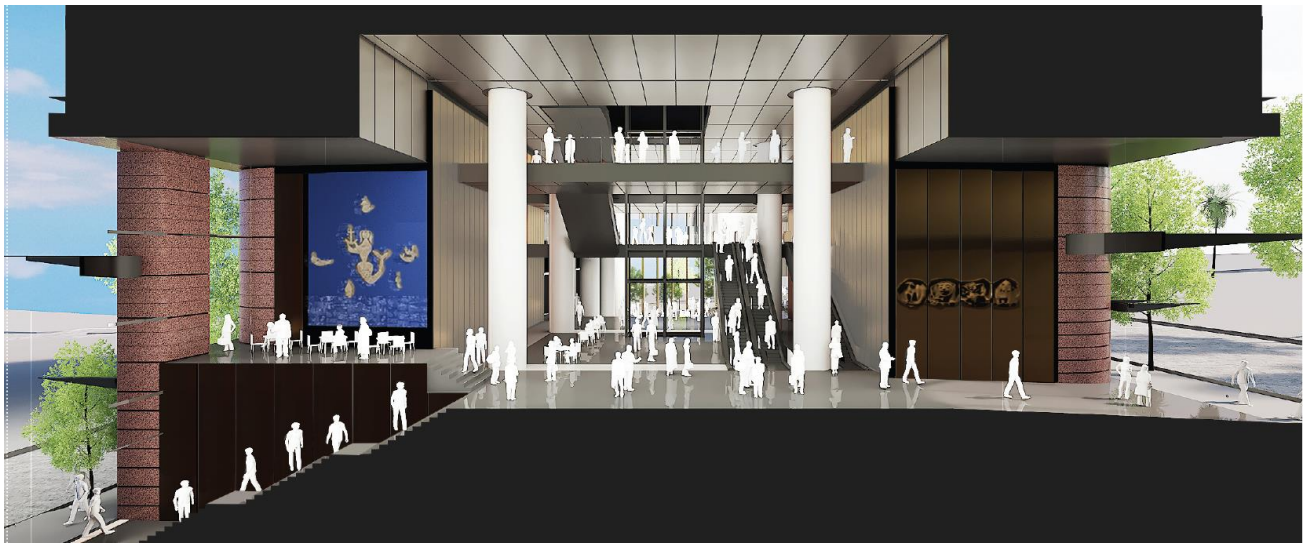

**Figure 34 OSD lobby through site connection, looking north**

*Source: JPW*

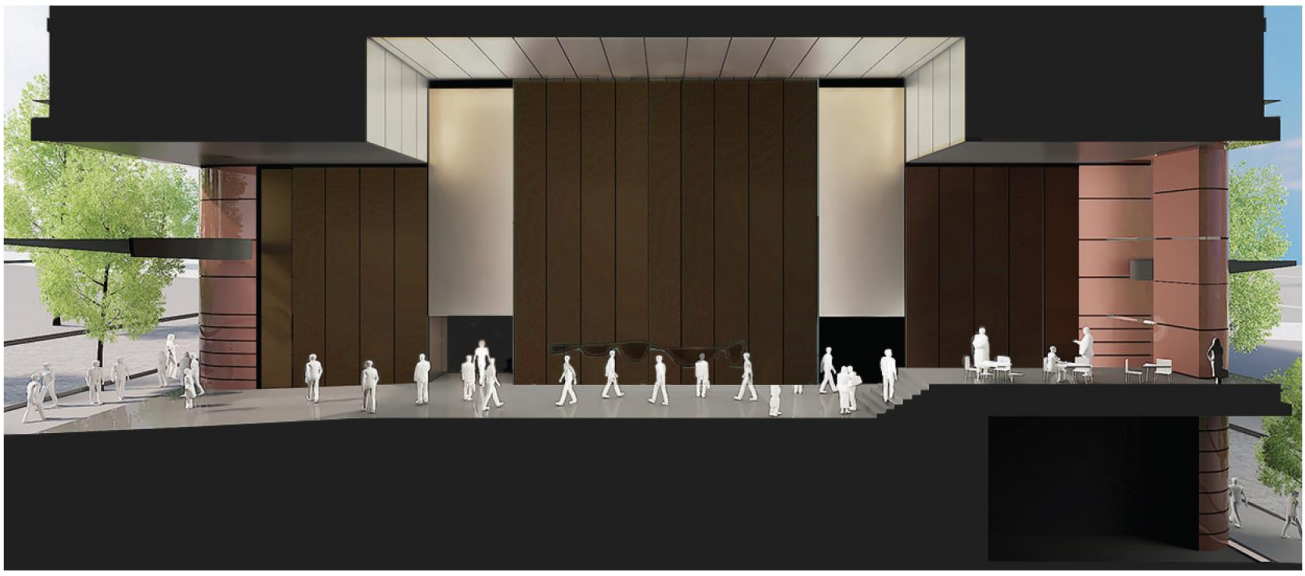

**Figure 35 OSD lobby through site connection, looking south**

*Source: JPW*

The through-site link, which abuts 50 Martin Place, has been benchmarked against other contemporary through-site links in the CBD in the Design Report prepared by JPW (**Appendix B**). This analysis relates the scale and features of the through-site link with established links at Liberty Place (161 Castlereagh Street), Arc by Crown (161 Clarence Street), 5 Martin Place, and Barrack Place (151 Clarence Street). These links are comparable in distance and width, are enclosed or semi-enclosed within the building structure, and partially comprise stairs at one end of the link to address the change in level between street frontages. The proportions of the proposed link within the overall proposal is comparable to these other functioning links within the CBD and can appropriately cater for pedestrians accessing and travelling through the site.

The legibility of this link as a publicly accessible space and the permeability of the link is reinforced through detailed design and materiality. The paving within the proposed link will adopt the same colours and materials as that in the public domain to promote a seamless connection with the public domain, assist wayfinding, and emphasise the publicly accessible character of this space. Internally, the southern facade of the link is finished in a neutral brown colour to reflect the more civic and public nature of this space and provide a backdrop for future public artworks.

The additional through site connection between entry to the station on Hunter Street at the north east corner through to the entry of the building on Hunter Street at the north-west corner further improves the permeability and capacity of the ground plane of the site, providing a further through-site link. This connection has been designed to maximise the potential for pedestrian flow, and the entrances on Hunter Street are orientated to align with civic spaces (such as Chifley Square and Richard Johnson Square) for improved legibility. Refer to **Figure 36** to **Figure 38** below.

**Figure 36 Through site connection between the station entries on Hunter Street**

*Source: JPW*

**Figure 37 Secondary connection between the station entries from Castlereagh Street corner**

*Source: JPW*

**Figure 38 Secondary connection between the station entries from Elizabeth Street corner**

*Source: JPW*

Security and operation of the through-site link

The through-site link will operate between 6am to 10pm, in accordance with the standard hours nominated in the Sydney DCP 2012, and having consideration to benchmark operating hours and Macquarie operational and security requirements. During these hours, the link has been designed to encourage unimpeded access by the general public. Outside of these nominated hours, entrances to the link will be controlled with security gates as access control barriers. These security gates will not impact access to the Station entry via Hunter Street, so that the metro station remains accessible when operating before 6am and after 10pm, thereby not impacting access to public transport via the North Site. Refer to **Figure 40** below.

The revised CPTED report prepared by Arup (**Appendix I**) considers the detailed design of the through-site link. It confirms that the link will benefit from natural surveillance from the adjacent public streets and retail areas overlooking this space and interfacing with the ground plane. Further design measures such as lighting within the link and at the entrances will benefit the safe operation of the link.

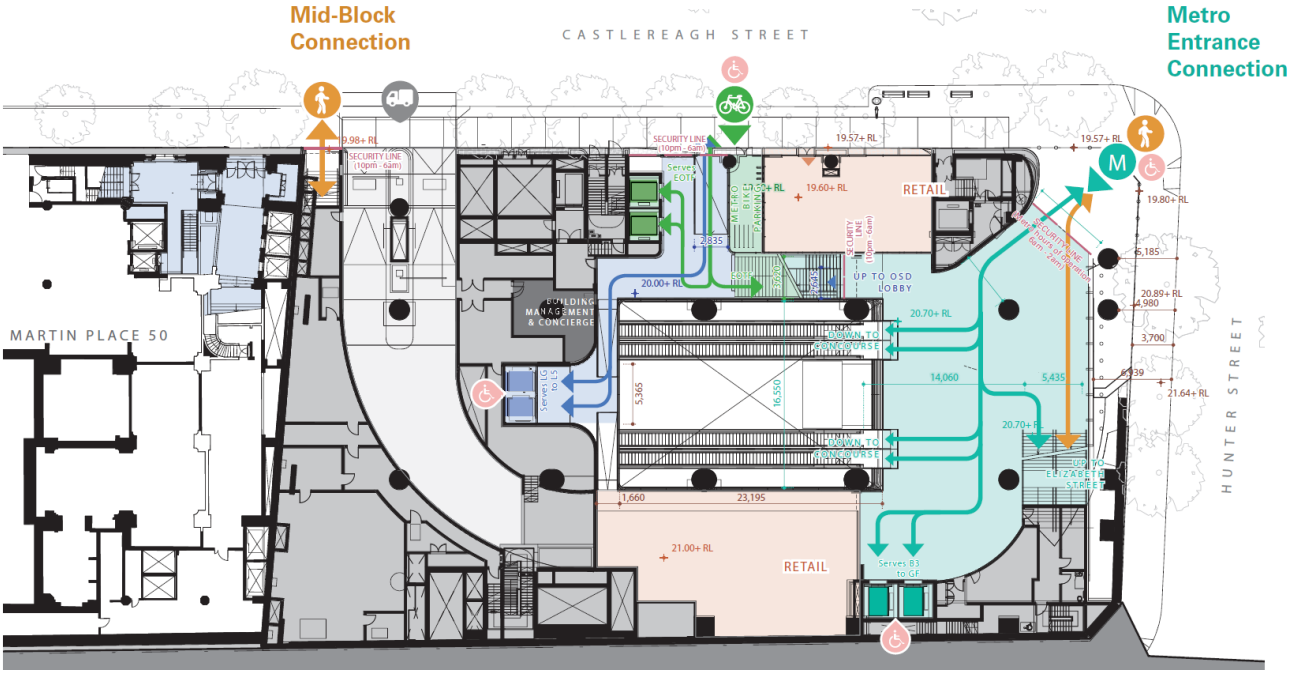


**Figure 39 Secure entry locations out-of-hours (Castlereagh Street level)**

*Source: JPW*

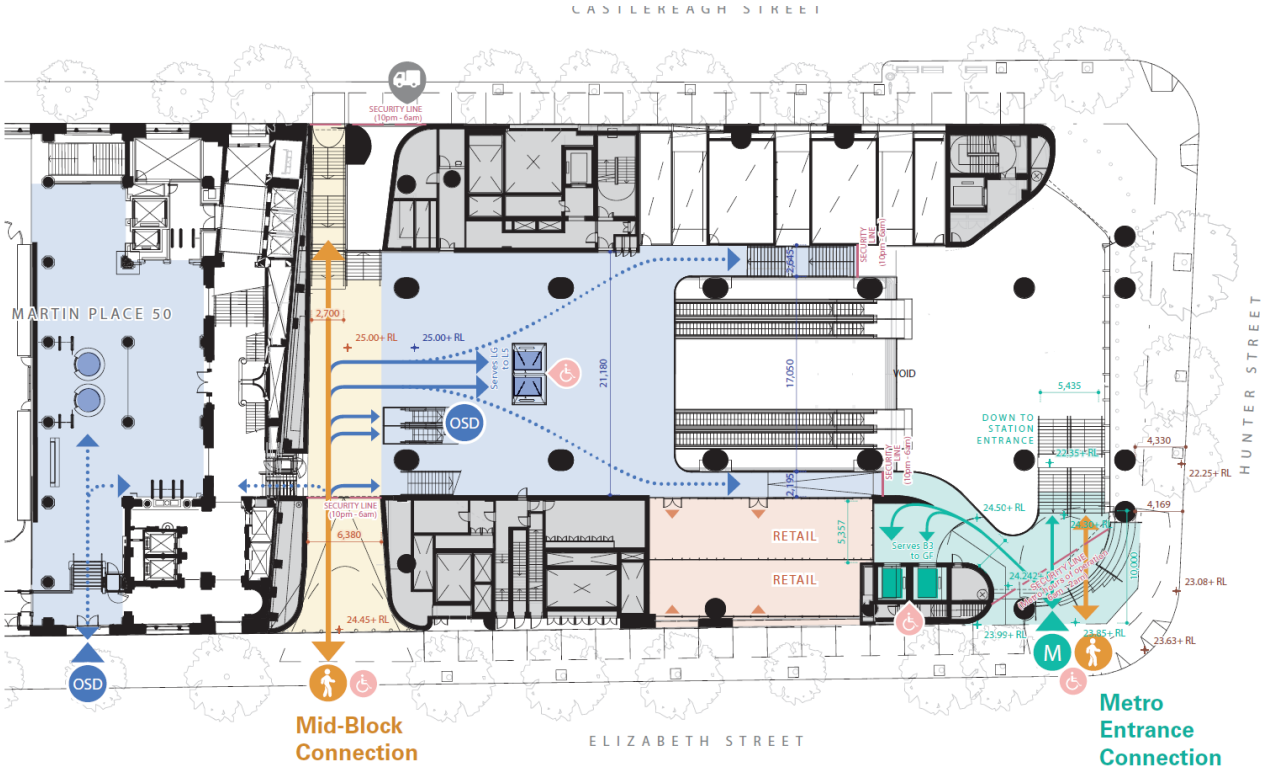


**Figure 40 Secure entry locations out-of-hours (Elizabeth Street level)**

*Source: JPW*

Publicly accessible areas

The differentiation between private areas, and public and publicly accessible private areas, is communicated through various design cues:

- The through-site link is designed to encourage public access and stewardship of these spaces. The design of these space utilises open entrances and unobstructed pathways, to encourage the free movement and access by members of the public during the nominated operating hours.
- Public artworks will be incorporated into the through-site link to draw people into this space.
- A colour, materials and finishes palette sensitive to the existing urban character extends through public links to the Station to aid wayfinding, accentuate movement, and reinforce the public character of the Station precinct.
- Future wayfinding signage in the form of Metro signs consistent with the line-wide design being developed, and business identification signage for the retail tenancies and commercial lobby, will further distinguish between the public station entrances and publicly accessible private areas. Awnings will also define the commercial and retail entrances associated with the OSD.
- The multi-level openings for the metro station entrance on Hunter Street have been orientated to directly address Chifley Square and Richard Johnson Square, aligning with pedestrian desire lines to the north of the city for wayfinding and to encourage pedestrian access.
- Full height glazing is used where practicable to allow views into these spaces from street frontages and elsewhere in the ground plane. The use of glass retains a sense of activity and connection to the public spaces, whilst providing a degree of access control to communicate the semi-public use of these areas. Entrances to the retail tenancies will be locked out of hours (as determined through separate fit-outs).
- Entry to the OSD commercial lobby is distinguished from the more public nature of the retail tenancies by elevating the reception above the station entry hall to the Mezzanine Level. Out of hours access to the lobby can be managed via an electronic access system and on-site security, with the potential for turnstiles to be integrated at the mezzanine level.

Equitable access to the commercial lobby, retail tenancies and through the site is achieved in the detailed design of the proposal, as discussed in the updated Design Report prepared by JPW (**Appendix B**) and the DDA-

Accessibility Statement at Appendix Q of the EIS. The main entrance on Hunter Street provides universal access through the site, noting that further design work has been completed to reduce the prominence of stairs.

Sightlines and surveillance

As discussed above, the through-site link benefits from good levels of passive surveillance both from within the podium and the surrounding street network and public domain. The station entry, retail tenancies and commercial lobby have also been designed to encourage passive surveillance and unimpeded visual connections to public areas where possible.

The revised CPTED report prepared by Arup (**Appendix I**) confirms that there are good sightlines from the street corners around the metro station entry on Hunter Street, which have been aligned with Chifley Square and Richard Johnson Square. The proposed retail tenancies and commercial lobby either front street edges and/or the station entry hall, benefiting from and contributing to activity and passive surveillance in these spaces. The glazed shopfronts to retail spaces are also maximised in the North Tower to ensure a visually permeable ground plane, allowing for clear sightlines between Metro entrances and other publicly accessible areas.

### 2.2.2 Retail activation

The Department has requested that a Retail Activation Strategy is prepared, and that consideration be given to further improvement to the interface between the proposed buildings and the public domain/street frontages of the site. For the North Site, further design resolution of the tower to ground connection at Hunter Street, particularly in terms of column design, site levels and integration with the metro station entrance and related public domain area.

**Proponent's response**

The below commentary and the Retail Strategy included in **Appendix L** addresses how further improvement to the interface between the public domain and street frontages has been considered and will be developed in the future. It is noted that the Retail Activation Strategy will be presented to the DRP at the scheduled meeting in April (DRP #10).

Retail Strategy

A Retail Activation Strategy has been prepared by Retail Activation (**Appendix L**), which provides the vision and concept for the tailoring and legibility of retail spaces being provided across the Precinct. The strategy sets a clear retail vision for the precinct, being to develop a world class public transit project, a vibrant destination, driven by an engaging first-class customer experience, ensuring the commercial and retail components integrate seamlessly with the public realm.

The retail strategy has been developed to have a broad market appeal, including office workers, commuters, local residents, visitors and tourists, providing a place for everyone. The strategy considers the vision for each of the retail 'precincts' within the overall project, with the north site's main retail frontages being Elizabeth Street (lower ground and ground) and Castlereagh Street.

The proposed retail spaces promote the activation of the street frontages, ground plane, and Metro areas within the North Tower, whilst offering functional spaces capable of accommodating a range of retail uses. Retail space on the Elizabeth Street frontage of the site has been designed as a split-level space, capable of accommodating a prominent anchor retail tenant or two smaller tenants that activate both the street and the Lower Ground concourse entry to add further visual connectivity to the Metro. The Castlereagh Street retail tenancy is located adjacent to the entry to the end of trip facilities.

Hunter Street tower to ground connection

The Hunter Street façade is designed to enhance and give prominence to the Station entry and to maximise its significance by providing clear wayfinding to the Concourse below. The granite walls along Castlereagh Street and Elizabeth Street stop short from the Hunter Street building edge to punctuate the Metro entrances. The tower glazing at Level 2, together with expressed external structural columns, come down to ground from the tower above to frame the Metro entrance hall on Hunter Street. Full height glazing along this edge allows natural daylight and visual connection to the grand Metro entrance space beyond, with minimal clutter on Hunter Street to maximise pedestrian flow paths across the site.

The figures below demonstrate the benefits of the design of the tower to ground connection at Hunter Street, which result in clear sightlines and permeable pedestrian flow for future patrons.

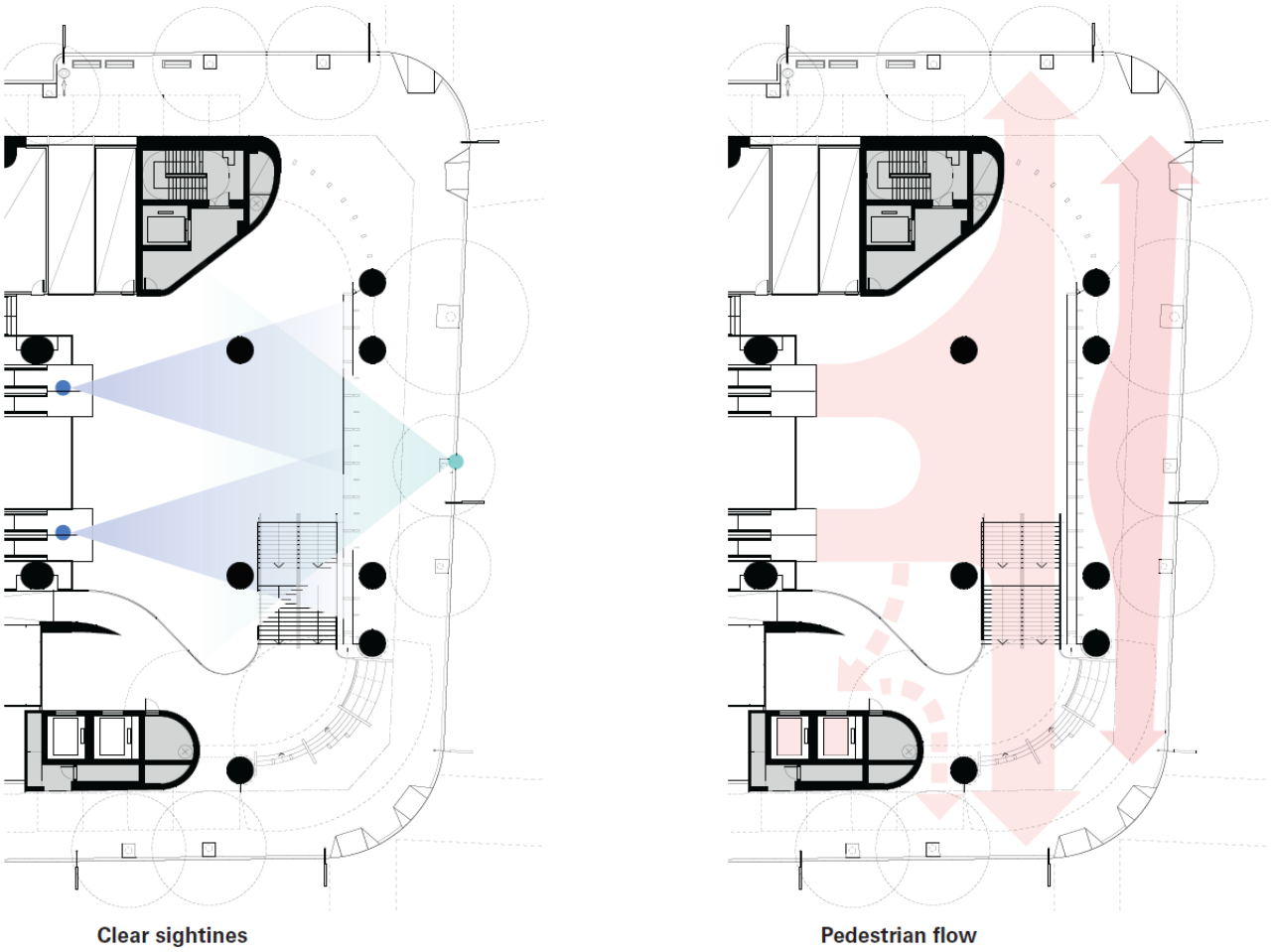


**Figure 41 Tower to ground connection benefits**

*Source: JPW*

### 2.2.3 Integration of building services at street level

The Department has requested that further details of architectural treatments for the integration of services, ventilation and fire egress, and the like on the street level.

Council has raised a concern that the tower has been designed to create internal amenity at the expense of the amenity of the public streets that are faced with services, lifts and ducts. It asserts that the Elizabeth Street frontage of the building is compromised by services and the predominance of steps and ramps and that the floor level be reviewed to provide grade entry from Elizabeth Street to station lifts and building lobbies.

#### Proponent's response

Macquarie's proposal centres on delivering Martin Place Station in its entirety as part of the Sydney Metro Project through an integrated civic, retail and commercial development. The integration of the station and OSD as part of this enables services for the Metro and OSD to be consolidated vertically through the building, minimising their scale and impact on street frontages and maximising opportunities for activity. The design of the ground plane has successfully integrated and minimised plant and services where possible, whilst also recognising that the development needs to achieve certain operational standards, which limits the available design responses for services, lifts and ducts.

Appropriately, two thirds of the site perimeter are active, open and permeable. The following has informed the proposal's interface with street frontages:

- Pedestrian circulation is prioritised through large and voluminous entries to the station and OSD and the proposed through-site link. Providing these openings and maximising pedestrian circulation and permeability at the ground plane is essential to the successful and safe operation of the station and OSD, and contributes to the activation of these frontages. As illustrated in **Figure 44** below, pedestrian entrances occupy a significant proportion of the ground plane including the entire Hunter Street frontage and parts of the Elizabeth and Castlereagh Street frontages.
- With the priority to maximise permeability and circulation, and the provision of retail spaces, the space available for service ducts, fire exits and access lifts servicing the development is limited to the minimum extent possible. The intent to limit the footprint of services and their interface with the public domain within this limited space is achieved by relocating plant and back of house areas underground where possible, and vertically stacking services above ground to minimise their footprint and impact on publicly accessible lower levels. The service risers have been consolidated and are located in those parts of the site that would otherwise have least value for the activation and amenity of the public domain. The exhaust outlets have been concealed in the façade design and positioned well above street level, ensuring they do not impact on the design or amenity of the lower levels of the proposed building.
- The reception area for the OSD has been raised above the ground plane and main pedestrian entrances. This design solution ensures that the lift pits for the OSD tower do not extend into the ground plane, and underground, removing the requirement to interface with Castlereagh Street and enabling active frontages below.

It is recognised that building services are more prominent at the site's interface with Elizabeth Street due to the proposed side core, which has been informed by the spatial and structural requirements of the station and OSD and the desire to deliver a central atrium and high degree of light penetration to the station below. The atrium that is created by positioning the core on the western side of the building benefits the ground plane and public accessible areas. It creates a station entry that is spacious and visually prominent in the streetscape, assisting wayfinding, and importantly allows daylight penetration from this grand station entry into the station levels beneath. The central atrium benefits the amenity of the station as well as the OSD above, and visually connects the station platforms to the ground plane and street above (refer to **Figure 42** below).

**Figure 42 Indicative image of the central atrium penetrating to the station beneath (noting the station is the subject of a separate planning process)**

*Source: JPW / Grimshaw*

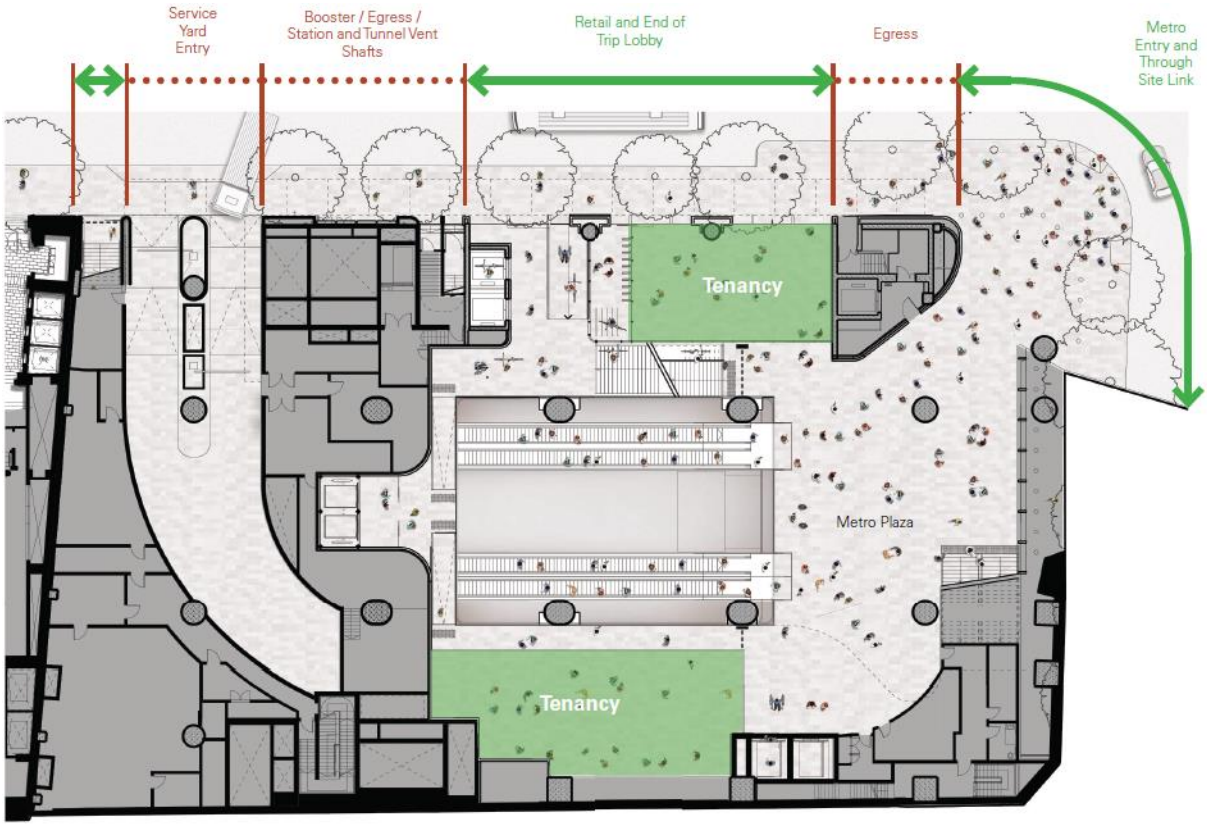


**Figure 43 Quantum of active street frontages of the North Site (Lower Ground Floor)**

*Source: JPW*

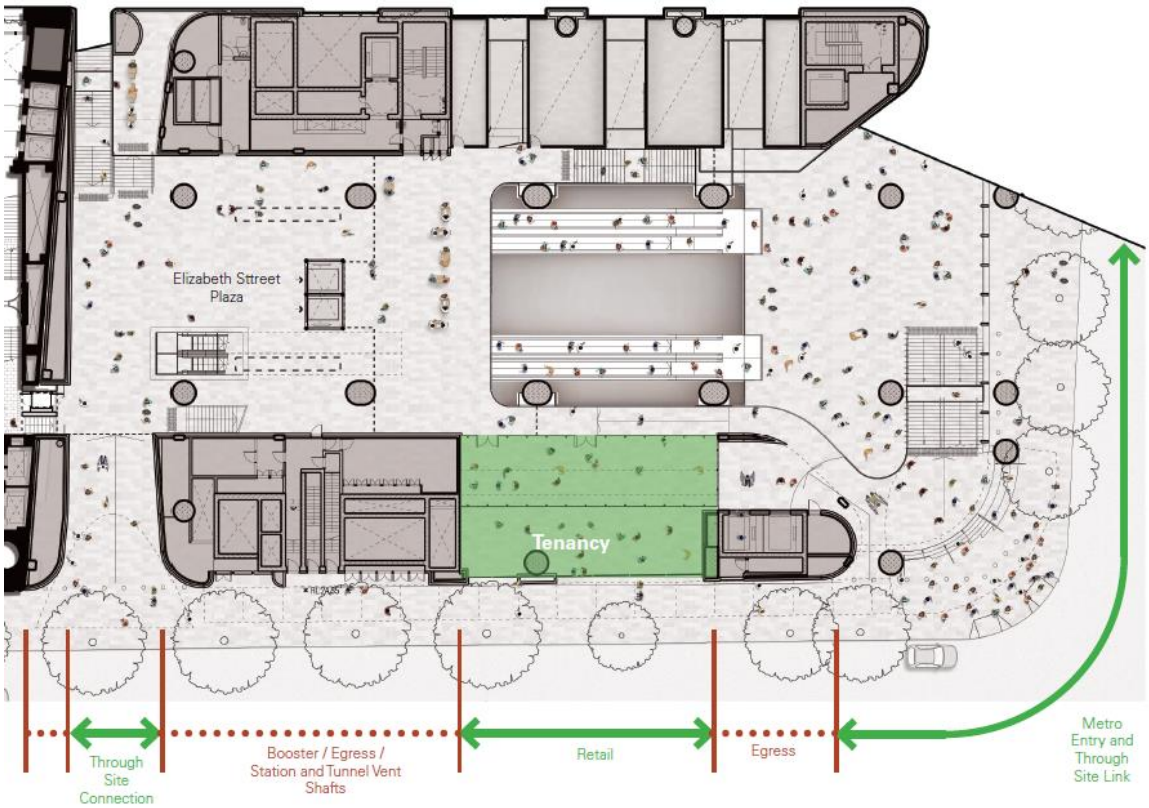


**Figure 44 Quantum of active street frontages of the North Site (Upper Ground Floor)**

*Source: JPW*

## 2.3 Heritage

The Department has requested that the proponent provide further information to satisfy the requirements of the SEARs for the preparation of a Heritage Interpretation Plan for the OSD, and provide further information on consultation with the NSW Heritage Council.

The Department's requests are reflected in the Heritage Council's submission, which notes that as the proposal is integrated with the Sydney Metro infrastructure project, there is a unique opportunity for Sydney Metro and Macquarie to work on a collaborative Interpretation Plan for the site, incorporating both the Martin Place metro station and the OSD.

**Proponent's response**

Heritage Interpretation

TKD Heritage has prepared a Heritage Interpretation Strategy to inform the preparation of a Heritage Interpretation Plan as part of the Sydney Metro Martin Place Station Precinct (incorporating the station and OSD).

The strategy (**Appendix E**) outlines the history and significance of heritage places associated with the Precinct for interpretation, and identifies media and locations for future implementation. The strategy represents the next phase of detailed investigations into the heritage context of the site and scope for heritage interpretation to be integrated with the site and OSD. It is informed by the Sydney Metro City and Southwest Heritage Interpretation Strategy and Interpretation Plan, and will inform a future detailed Heritage Interpretation Plan for the Precinct. The preparation of a detailed Heritage Interpretation Plan will be developed with the Heritage Council as the next phase of implementation, with additional studies, consultation, and testing to be completed to inform the plan. The strategy identifies that the following would be required to inform the next phase of the heritage interpretation process:

- consultation with the Heritage Council of NSW to confirm the approach to heritage interpretation outlined in the Heritage Interpretation Strategy;
- consideration of any recommendations contained in the salvage reports for the demolished building at 7 Elizabeth Street and the Martin Place Railway Station;
- coordination of heritage interpretation with the Public Art Strategy; and
- liaison with the architectural team to develop and coordinate an integrated approach to heritage interpretation, recognising that the detailed design for the Station and OSD is not finalised at this time.

The Heritage Interpretation Strategy developed by TKD Heritage reflects on the heritage character and significance of the site and surrounding area, including Martin Place, and outlines possible locations, methods and media to promote an understanding of the history of the Precinct. The story of the Precinct will be principally explained through the retention, restoration, and reconstruction of significant spaces, elements, and fabric as well as salvaged artwork and materials. This includes reinstating two artworks by Douglas Annand, a sculpture by Tom Bass, and the Institute of Engineers plaque.

It is recommended that a condition of consent be imposed requiring the preparation of a Heritage Interpretation Plan in accordance with the Heritage Interpretation Strategy and the Sydney Metro City and Southwest Heritage Interpretation Strategy, and in consultation with the Heritage Council and OEH. The installation of all interpretation elements will occur prior to the practical completion of the development.

Consultation

It was noted in the Engagement Summary Report submitted with the EIS that regular consultation has been completed with the Heritage Council over the lifespan of the project to date. In response to the Department's and Heritage Council's requests, the Heritage Impact Statement submitted with the EIS has been updated to document all consultation undertaken with the Heritage Council, including the identification of issues raised and how the proposal has responded to those issues (refer to **Appendix F**). The updated statement also provides an indicative schedule of key milestones where the Heritage Council will be provided with the opportunity to flag issues and timeframes for ongoing consultation.

## 2.4 Signage

The Department requests that the proponent consider the appropriateness of the proposed signage zones (and the deferral of detailed design of the signs) with respect to the integration of the proposed signage zones on the curved facade of the North Tower with facetted panels.

Council further notes that top of building signage should be limited to a maximum of two signage zones and that sufficient details should be included in the application to ensure integration and compatibility with the architectural design, materials, finishes and colours of the building. The Council strongly objects to approval of the use of more than two top of building signage zones per building.

**Proponent's response**

In order to respond to concerns raised by Council about the number of proposed signage zones, the Architectural Plans have been revised (**Appendix B)** to reduce the extent of signage, by removing one of the top of building signage zones. The revised design addresses Council's comments and provides two top of building signage zones, being a zone on the northern façade and western facade. The proposed signage zones have been designed with consideration of the North Tower's building proportions, roof form and the location of plant.

The proposed zones determine the maximum size and location of future signage on the site, ensuring that signage is integrated with the detailed design of the tower. It recognises that design placement and sizing is an important consideration for this phase of the detailed design process, whilst allowing for further design development and testing to be undertaken to determine the detailed location, size, materials, detailed design, and illumination of signage on the façades of the North Tower. Future signage will need to reference the final approved design of the tower, site characteristics, and the unique context of the site.

This further detailed design process will be subject to review and assessment. Namely, the detailed design of signs within the signage zones will be subject to the approval of the Secretary prior to the issue of the relevant Construction Certificate, which will form a condition of consent (in the event that an approval is issued). This process has been completed for developments of this scale, type and location, including for SSD DAs at the Sydney International Convention Centre, Barangaroo, and Australian Technology Park.

Included at **Appendix S** is a signage strategy which provides an illustrative scheme of potential future signage within the signage zones. The illustrative scheme demonstrates that signage within these zones can integrate with the curved façade of the building, in prominent locations and where they will not impact on tenant views. The zones can are also located to ensure there is no impact to the operation of a future building maintenance unit (BMU). **Figure 45** illustrates how an illustrative signage design could integrate with the building within the north facade zone.

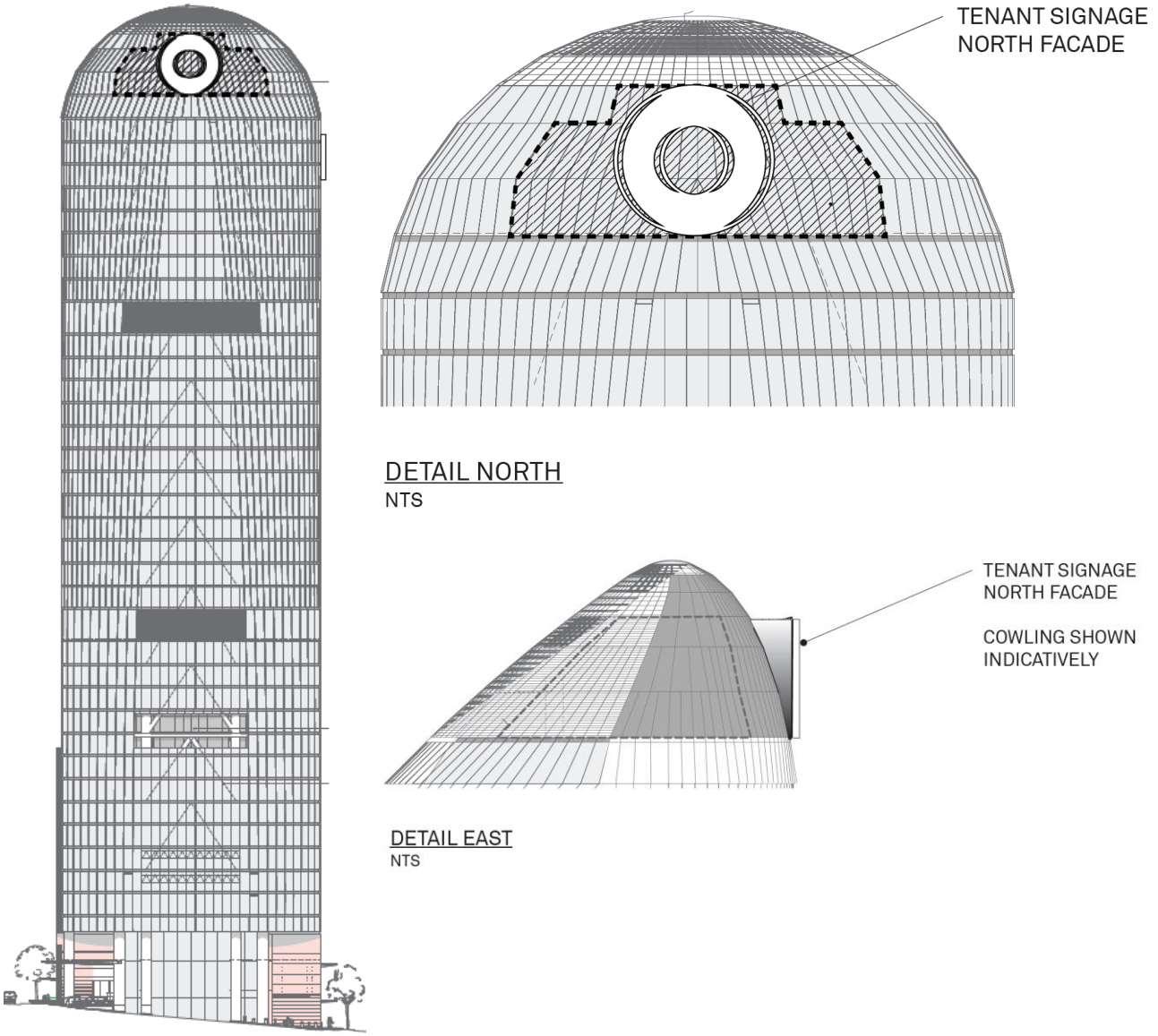


**Figure 45 North elevation illustrative signage within proposed signage zone**

*Source: Diadem*

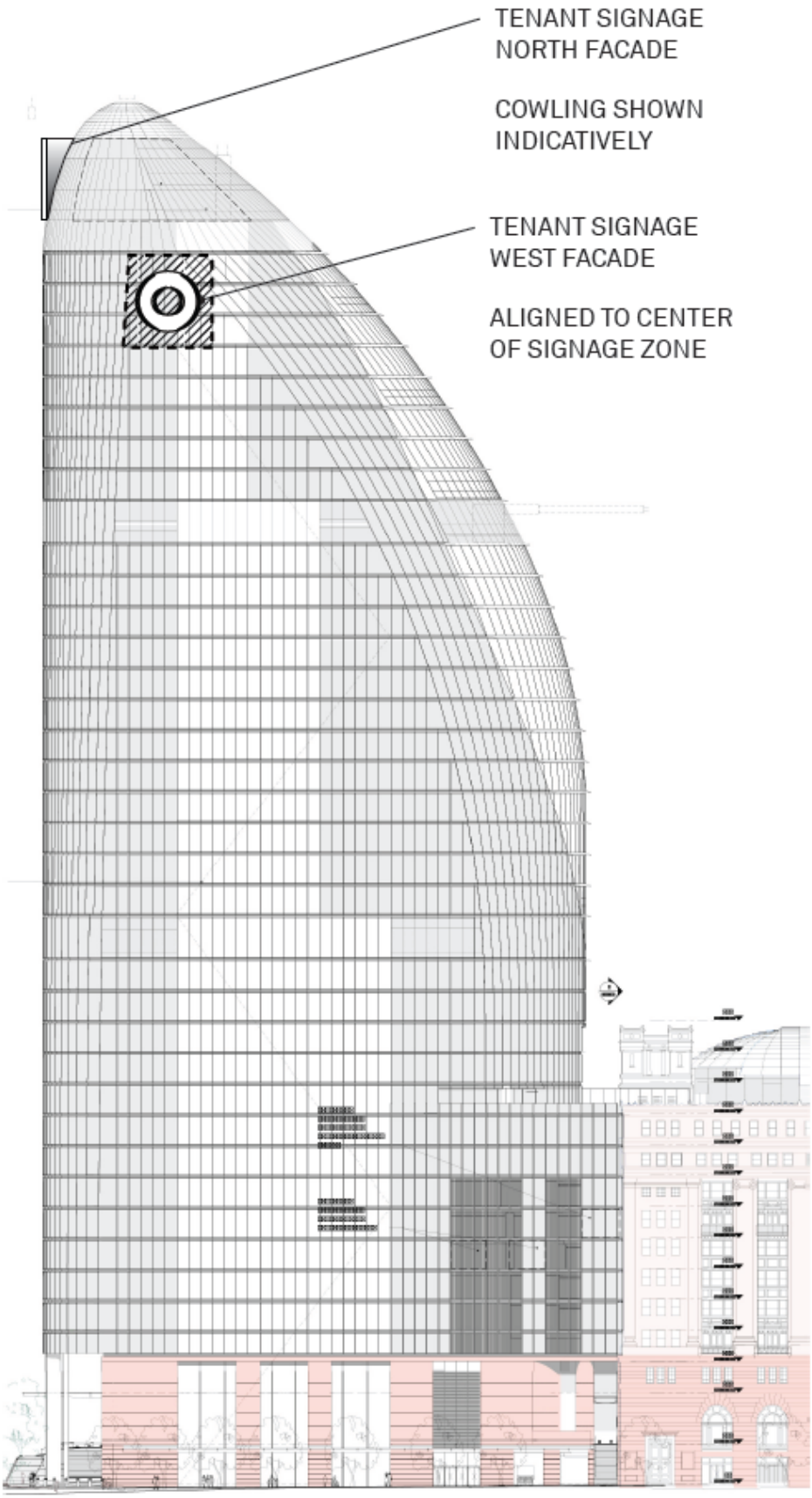


**Figure 46 West elevation illustrative signage within proposed signage zone**

*Source: Diadem*

## 2.5 Shared facilities and access

The Department requests that further details be provided on the design and management of the shared use of the loading, end of trip, and other service facilities. Specifically, they have requested that details be provided on the shared use of facilities with consideration of security, capacity, and user experience (ease of use and safety).

Council comments that the provision of bicycle parking and end of trip facilities the North Tower for occupants of the South Tower is not supported. They recommend that instead the South Site basement be redesigned to fully accommodate that tower's required bicycle parking and facilities. Bicycle parking and end of trip facilities should be in accordance with the Sydney DCP 2012.

In regards to the sharing of the loading dock between the towers, Council notes that the arrangement could potentially be supported subject to the provision of a dedicated service corridor directly connecting the north and south basements, and subject to the creation of the appropriate easements benefitting the South Site.

RMS requests that the Loading Dock Management Plan clarify the estimated number of deliveries to the North Site and that a contingency plan be developed to ensure the loading dock has an appropriate level of resilience with consideration of the expected split between Medium Rigid Vehicle and Small Rigid Vehicle.

**Proponent's response**

Arup has prepared an updated Loading Dock Management Plan (**Appendix C**) and Traffic, Pedestrian and Parking Report (**Appendix C**), outlining how the proposed shared facilities offer the best possible solution for the site in terms of security, capacity, and user experience. Owing to the constraints of the South Site, which is small in size and is required to accommodate plant, services, and structure associated with the metro station beneath, there is no possibility to provide the required facilities for the South Site solely on the South Site. The shared facilities and access in a Precinct-wide approach is the best possible and only achievable outcome to ensure both the North Site and South Site have adequate services and facilities.

Bicycle parking and end of trip facilities

Dedicated bicycle parking and end of trip facilities are proposed on the North Site for use of future occupants of the North Site and 50 Martin Place. Considerations of functionality, security, capacity, and user experience have been at the heart of the design and proposed management of these facilities, recognising the atypical (but not unprecedented) shared arrangement between the buildings that make up the North Site. It is, however, noted that a similar off-site arrangement was established for the occupants of 50 Martin Place and the (pre-demolition) building at 9-19 Elizabeth Street, which operated without incident for a number of years prior to identifying this land for use as a metro station/OSD.

*Security*

- The proposed bicycle parking and end of trip facilities will be accessible 6am to 10pm daily, consistent with the proposed opening hours for the through-site link on the North Site. Establishing consistent opening hours for facilities and public spaces on the site limits the potential for anti-social behaviour and ensures a certain level of activity on the site when accessing these spaces for passive surveillance.
- The entrance to the facilities on Castlereagh Street will be secured via a metal clad door design, restricting access to these facilities out-of-hours.
- The dedicated bicycle parking facilities for the North Site will be separate to those for 50 Martin Place, retail staff, and other parking and facilities being provided for the South Site and metro station visitors. This ensures the dedicated facilities for the North Site are exclusively used by the future occupants of that tower.
- Glazing in the central atrium walls open into the end of trip facilities on Level B2, increasing opportunities for passive surveillance and activating the belowground levels of the building.

Refer to the Design Report by JPW (**Appendix B**), and the updated CPTED report by Arup (**Appendix I**).

*Capacity*

It is proposed to deliver 484 bicycle parking spaces, 562 lockers and 54 showers for use of North Site occupants and visitors, and the reinstatement of 162 bicycle parking spaces, 162 lockers and 18 showers for use by 50 Martin Place. The updated Traffic, Pedestrian and Parking Report (**Appendix C**) confirms that this quantum of parking and

end of trip facilities proposed will adequately service the North Site. These facilities are discussed further in **Section 4.5** below.

These facilities have been designed to achieve Green Star requirements. However, it is noted that the number of spaces provided is comparable to the Sydney DCP 2012 requirements for staff, but notably less than the requirements for visitors. This approach is considered to be acceptable given the site's central CBD location and very high levels of access to public transport, meaning visitors to the North Site will largely be travelling by foot, public transport, or point to point transfers, with many trips originating from within the Sydney CBD. Arup note that the existing cycling mode share in the CBD is approximately 2% and therefore the provision of bike parking for 7.5% of staff is considered to sufficiently to meet the anticipated demand while also futureproofing for a reasonable increase in cycling in the future.

*User experience*

Wayfinding and user experience are essential to the success of the proposed facilities. The proposed facilities are readily accessible from the street network (refer to **Figure 47**) accessed via two dedicated lifts and a dedicated stair from the Castlereagh St level, which have been designed to accommodate the morning and afternoon peaks. The experience of these facilities will benefit from wayfinding signs, staff inductions, and transport information on the company website and distributed to visitors. Arup confirm in the revised Traffic, Pedestrian and Parking Report (**Appendix C**) that the provision of end of trip facilities at a centralised location to service a Precinct is not uncommon and has been successfully established within other areas of the CBD. It is noted that Macquarie have also successfully implemented this type of arrangement in the past, achieving a good user experience.

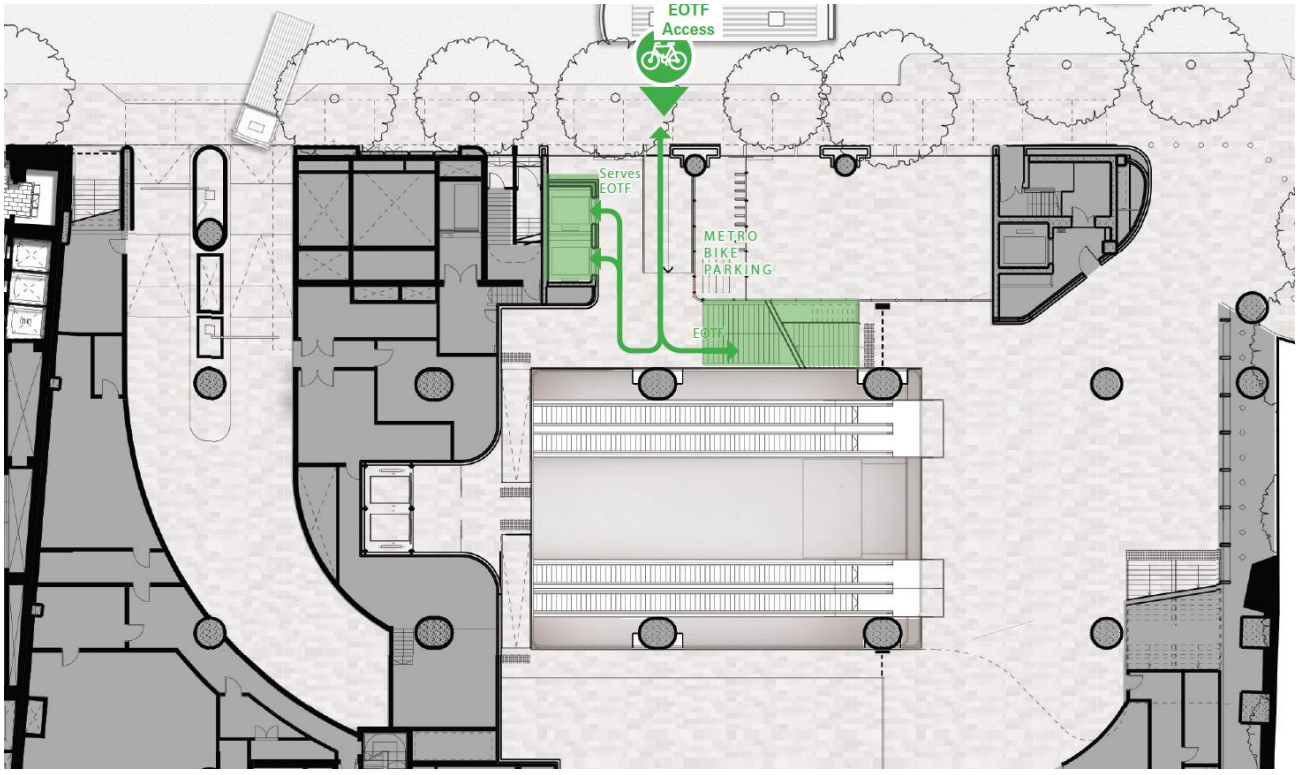


**Figure 47 Facilities access from Castlereagh Street**

*Source: JPW*

*Australian Standards*

Arup confirm in the updated Traffic, Pedestrian and Parking Report (**Appendix C**) that Class 2 secure bicycle parking spaces will be provided for the employees of the building while Class 3 bicycle racks for visitors and Metro users will be provided (i.e. easily accessible and clearly signposted), in accordance with Australian Standards.

*Easements and covenants*

Any easements or covenants that are required to enable access to the facilities on the North Site will be confirmed at the appropriate future stage through Section 88B instruments. This will be completed following the detailed design of the facilities and prior to their occupation and operation.

Loading dock

*Security*

The updated Loading Dock Management Plan (LDMP) prepared by Arup (included within the updated traffic report in **Appendix C**) details the measures that will be implemented to manage access and the security of loading facilities.

Principally, a loading dock booking system will be employed for the operation of the loading docks that will control access to pre-authorised vehicles only. The booking system will allocate deliveries to a time slot and loading bay and will generate a security code used to gain access to the loading dock and when exiting the loading dock. This system ensures access to the dock is managed and monitored, and that no unauthorised or out-of-hours access is possible. Further, a dock manager and concierge service will be present during the loading dock during operating hours, meaning trained and dedicated staff are present on the site at all times to manage and monitor the use of the dock.

A further detailed Loading Dock Operational Management Plan with processes and procedures will be developed to facilitate the readiness from day one of operations of the North Site.

Management measures will also be employed to ensure the security of pedestrians when vehicles are using the loading dock. These include:

- Warning signs at each side of the crossover for pedestrians, and signage for drivers leaving the driveway to be mindful.
- Yellow flashing warning lights, or similar, at the site boundary for pedestrians as vehicles depart the site.
- CCTV surveillance of the access with connection to the security office.
- An intercom at the entry with an audible device to talk to security.
- Mirrors to assist exiting drivers to view pedestrians on the footpath.

*Capacity*

The North Site is capable of accommodating loading and servicing for the North Site when employing the proposed supply chain consolidation, off-site consolidation centre, and mitigation strategies outlined in the LDMP. The key operating principles require that goods will be consolidated off site by a nominated carrier to reduce the quantity of daily deliveries, that no long-dwell vehicles will be permitted in the dock, and that all deliveries be allocated to a time slot factoring in martialling times. This approach has been developed in consultation with TfNSW to ensure the site can be appropriately serviced and to reduce impacts to the CBD more broadly.

The key benefits of this system include reducing demand on the North Site facilities, reducing the number of vehicles entering the CBD and using the road network, reducing the number of vehicles entering the loading dock, ensuring all freight and servicing activity is accommodated within the on-site loading dock, and reducing the likelihood of vehicles servicing the development contributing to traffic queues and congestion.

The LDMP also outlines contingencies that ensure the North Site is capable of operating in emergency events. It is proposed that the South Site (or other approved location) will provide flexibility for the North Site should an incident occur, and the dock be inaccessible. This precinct-wide approach provides capacity for the North site to operate notwithstanding unplanned events.

Given the South Site will only be used by the North Site (and vice versa) in exceptional circumstances, the construction and management of a dedicated service corridor under Martin Place linking these two sites is not appropriate or warranted. The transport of goods short distances within the CBD is not an uncommon condition, noting that sites utilise nearby on-street loading spaces to transport goods to surrounding buildings. Given this will

only occur in the event of an emergency, and will only be for small quantities of goods being moved a short distance from the South Site to the North Site, no further design measures are considered necessary to service the South Site.

*Australian Standards*

An updated Loading Dock Management Plan has been prepared by Arup and is included in **Appendix C**. This report provides details of the compliance of the loading dock with Australian Standards. In summary, the proposed design is generally in accordance with AS2890.2-2002 Off-street Commercial Vehicle Facilities. Further details can found in Section 2.1 of the Loading Dock Management Plan.

*Easements and covenants*

Any easements or covenants that are required to enable access to the facilities on the North Site for the South Site will be confirmed at the appropriate future stage through the preparation of draft subdivision plans and associated Section 88B instruments. This will be completed following the detailed design of the North and South Site and facilities prior to the occupation and operation of these facilities.

## 3.0 Amendments to the application

Following public exhibition and in response to the issues and concerns raised by the Department, the DRP, other government agencies or bodies, minor design changes have been made to the proposal. The changes are illustrated in the updated Design Report in **Appendix B** and described in detail below, and have been considered where relevant in the assessment of the proposal in **Section 2.0** and **Section 4.0**. Where relevant to achieving design excellence, they have also been presented to, and are supported by, the DRP.

The amended proposal further minimises and mitigates environmental impacts and responds to those matters raised in the submissions. It confirms that the development can achieve the site-specific design principles within the proposed envelopes, and as such no further change is required or warranted to the proposed design. The changes to the proposal can be described as follows:

- change in proposed colour scheme for the through-site connection and commercial OSD lobby to better reflect the proposed character for this space and integration of the heritage artworks (in response to DRP feedback);
- reduction in signage zones from three (3) as originally proposed to two (2) zones on the northern and western facades of the tower; and
- rationalisation of bicycle parking and end of trip facilities to reflect the occupancy of the building.

In addition, the following elevations and section drawings have also been reconciled with the corresponding plan drawings that were submitted with the EIS to ensure consistency and accuracy

- East Elevation (Drawing No. 409900, Revision K)
- North Elevation (Drawing No. 409901, Revision J)
- West Elevation (Drawing No. 409902, Revision H)
- Level 7 Demarcation Plan (Drawing No. 390700, Revision D)
- N-S Section (Sitewide) Demarcation Section (Drawing No. 159891, Revision E)

The changes indicated on the updated elevations and section are not design changes, but seek only to rectify misalignments in the documentation package[4].

The figures below illustrate the changes to the design associated with this RTS.

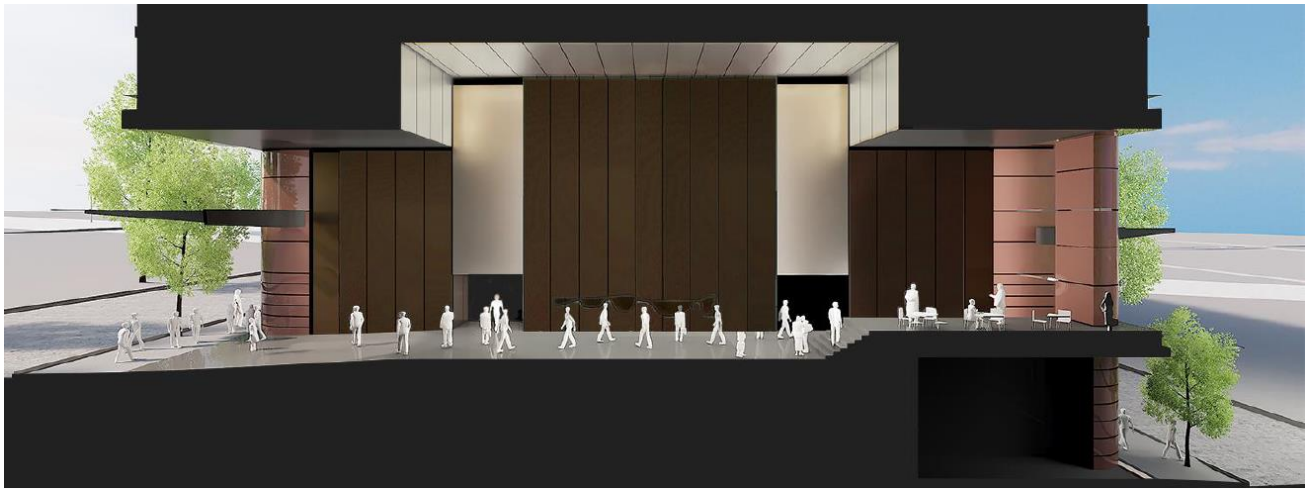

**Figure 48 Proposed material change to the through site link southern wall**

*Source: JPW*

[4] The extent of the station (CSSI) extends to Level 7 of the podium, with the top of Level 7 representing the transfer level between the station (with integrated OSD areas) and pure OSD.

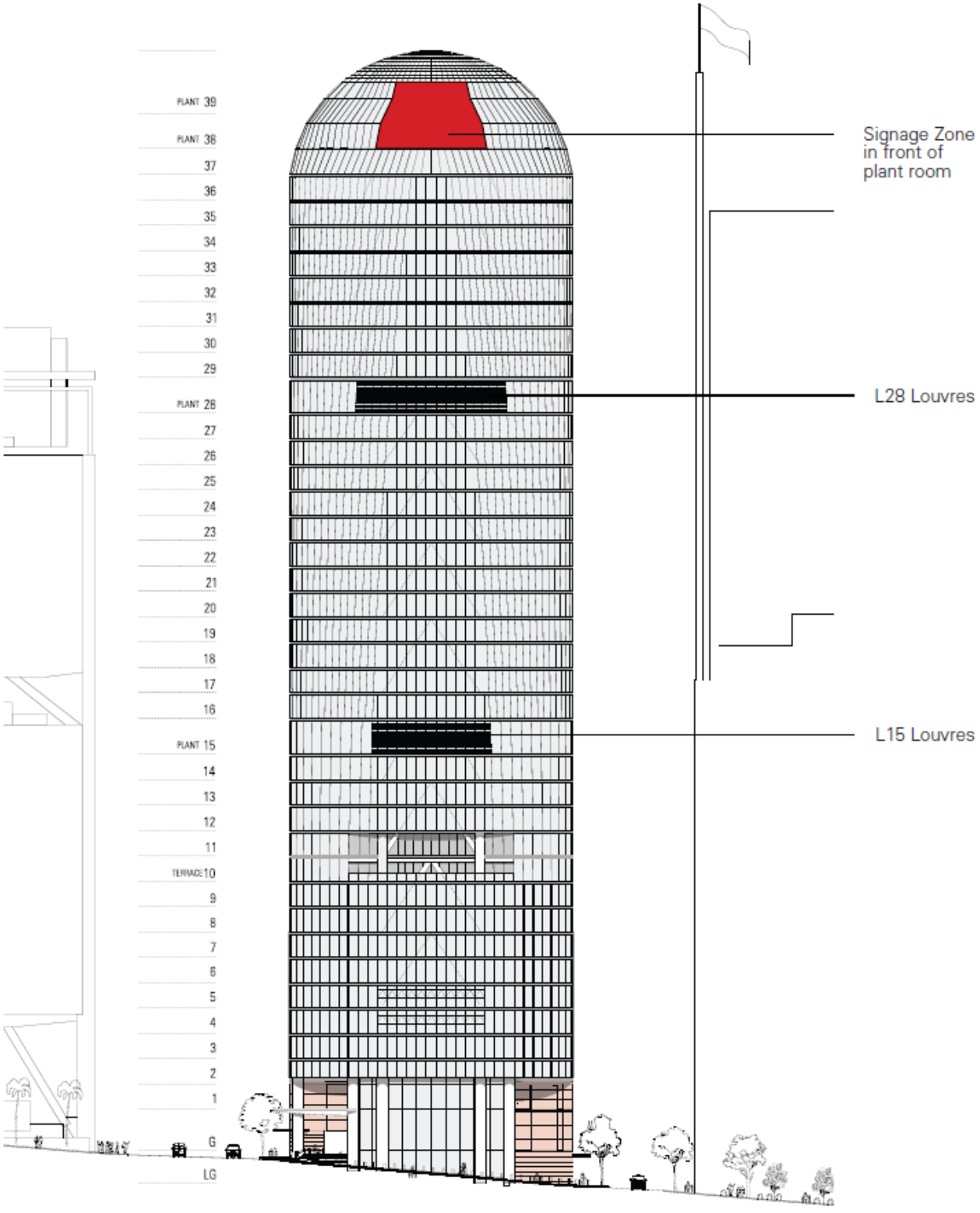


**Figure 49 Proposed signage zone (north façade)**

*Source: JPW*

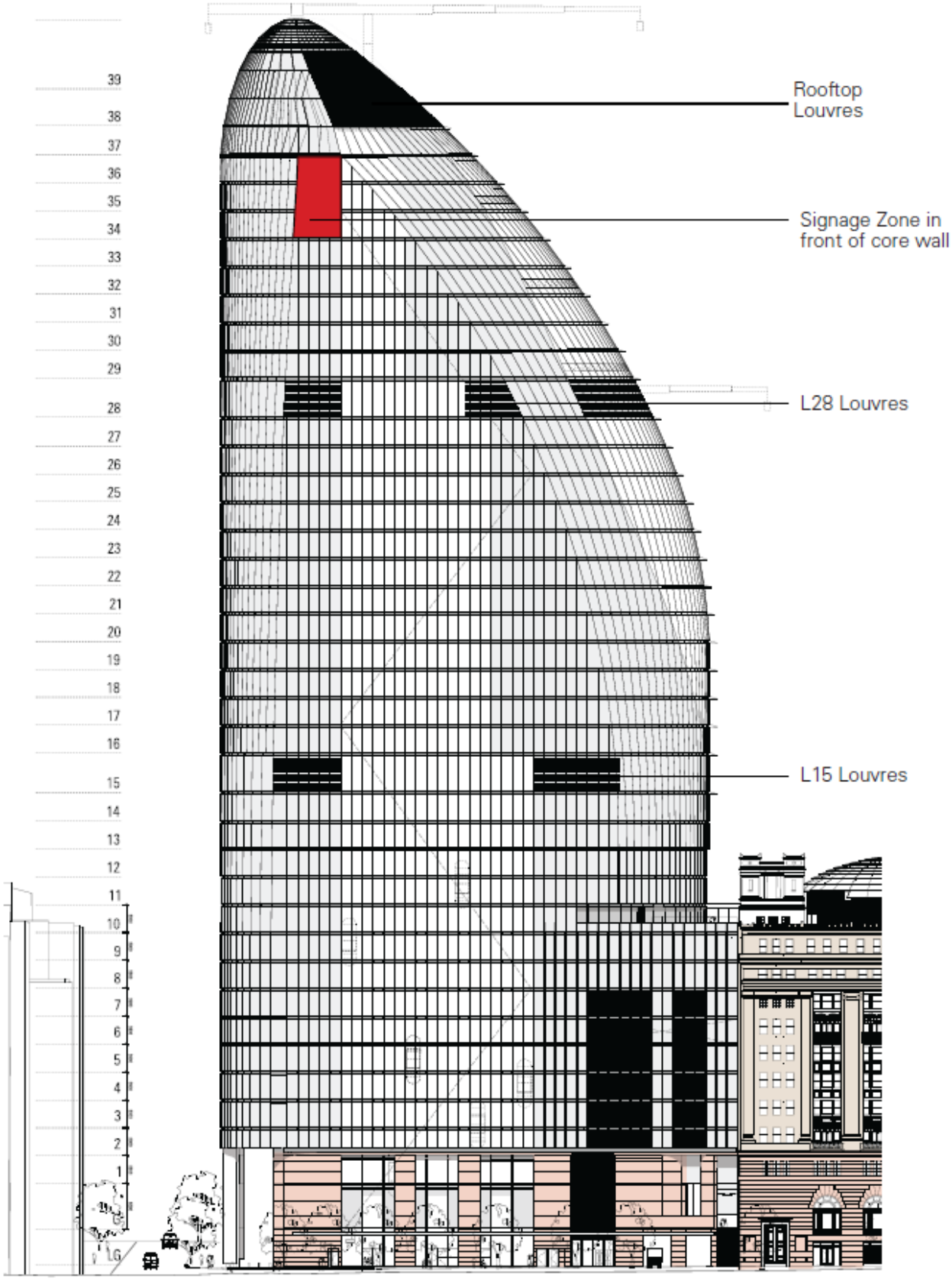


**Figure 50 Proposed signage zone (west façade)**

*Source: JPW*

# 4.0 Additional Information and Assessment

## 4.1 Additional Information

The DPE in its letter has requested additional information in relation to a number of matters. These matters are listed in **Table 2** below, with the nature of the information provided and the applicant's response in the corresponding column in the table.

A number of other reports have also been updated to respond to detailed matters in agency submissions. These are addressed in more detail in the Detailed Record and Response to Submissions table in **Appendix A**.

**Table 2 DPE additional information request**

| DPE request | Applicant's response |
|---|---|
| *I. Provide options to improve wind conditions where areas are designed for outdoor seating or outdoor uses, including assessment of visual impacts of any recommended structures*<br><br>*Note the wind assessment considers the podium terrace of the South Site is appropriate for 'pedestrian standing' only.* | A wind assessment addendum letter has been provided and is included in **Appendix G** of this report. This issue has been addressed in detail in **Section 4.2** below. |
| *II. Illustrate how the detailed design proposals explore opportunities to meet stretch ESD targets as required by future environmental assessment requirement of the Concept Approval (SSD 8351)* | An ESD assessment addendum letter has been provided and is included in **Appendix N** of this report. This issue has been addressed in detail in **Section 4.4** below. |
| *III. Certify consultant studies (i.e. shadow study, visual impact study, sky view assessment and wind tunnel study) are accurate based on the digital modelling of the proposals and are not affected by adjustments to the model during exhibition in consultation with the City of Sydney* | A number of verification letters have been prepared by the consultant team which certify that consultant studies submitted with the EIS which were based on the digital modelling are not affected by adjustments to the model during exhibition in consultation with the City of Sydney. These are:<br><br>**Appendix H:** Wind Assessment Verification letter (CPP)<br>**Appendix J:** Sky View Assessment Verification Letter (Surface Design)<br>**Appendix K:** Visual Impact Assessment Verification letter (Tzannes/Arterra)<br><br>An updated shadow study (**Appendix O**) has been prepared in order to ensure the shadow study is accurate having regard to the adjustments to the model during exhibition in consultation with the City of Sydney. Refer to **Section 4.6** below for further discussion. |
| *IV. Provide Gross Floor Area (GFA) calculations and detailed breakdown of project GFA/FSR denoting any implications of works proposed for 50 Martin Place.* | An updated schedule of GFA calculations and a detailed breakdown of the project GFA/FSR noting GFA implications to 50 Martin Place as a result of works to 50 Martin Place is included in **Appendix B.** |

## 4.2 Design Excellence

Section 5.6 of the EIS submitted with the SSD DA describes the process by which the proposal has been designed to ensure it exhibits design excellence in accordance with the requirement of Clause 6.21 of the Sydney LEP 2012 and Condition A14 of the approved Concept Proposal. It identifies that an alternative design excellence approach for the project is in place, which involves the OSD DRP reviewing and providing advice on the detailed building design to ensure the achievement of design excellence, having regard to the Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines. Section 5.6.1 and the Design Excellence Report in Appendix DD of the EIS demonstrated how feedback from the first six (6) DRP meetings held in 2018 was addressed in the detailed design.

Since lodgement of the SSD DA, three additional DRP meetings have been held, on 18 December 2018 (meeting #7), 25 February 2019 (meeting #8), and 21 March 2019 (meeting #9). Following these meetings, the OSD DRP Secretariat issued Macquarie with a summary of advice and recommendations arising from the meetings. An updated Design Excellence Report has been prepared (refer to **Appendix Q** of this RTS) which includes summaries

of the feedback received during these meetings, including how that feedback has been addressed or will be addressed.

**Table 3** below indicates the current status against the open items following DRP #9.

**Table 3 Summary of DRP advice and recommendations**

| DRP Advice | DRP Status | Response |
|---|---|---|
| **Architectural expression** | | |
| Approach to the design of the design of the podium has been clearly articulated and shown through drawings and material samples. The proposed fins will be used to define the junction with the curtain wall, and articulation of fins will vary to suit the differing conditions of the Elizabeth Street and Castlereagh Street facades | Supported | N/A |
| To ensure a smooth curvature can be achieved, further detail and larger scaled drawings are requested to illustrate the use of faceted glass on tight corner radii, showing mullion spacing and the transition from a curved to flat façade. | In progress | Updated solution to be presented at DRP meeting #10 |
| **Materials** | | |
| The panel understands the proposed material selection is in progress and we look forward to seeing further richness and patina in the selected materials. The panel requests a further presentation of proposed finishes | Supported | N/A |
| **Environmental performance** | | |
| Additional assessment of reflectivity and glare and its impact on adjacent buildings, the public domain and thermal performance, as agreed following the initial environmental performance review completed by Che Wall, is awaited. | In progress | To be presented at DRP meeting #10.<br><br>Macquarie would be agreeable to the imposition of an appropriately worded condition of consent that facilitates the technical aspects of the reflectivity investigations to be resolved. The condition can be drafted to require presentation of any design related impacts to the DRP to ensure design excellence will continue to be achieved. |
| The panel requests that Che Wall present the findings and recommendations from the additional assessment above to the panel to allow the panel to understand any impacts on architectural expression | New item | |
| The proposed glass options have high levels of reflectivity which will be further impacted by any outcomes of the additional reflectivity and glare assessment above. Until these outcomes are presented and their impacts on the facade understood, the panel is unable to support the selection of materials. | New item | |
| Details of the impact of rain sheeting down the continuous northern facade (not as a result of wind) is being assessed by Arup using meteorological data. Once the assessment is complete it will be determined what (if any) amelioration is required. | In progress | |
| **Through site link** | | |
| From DRP 08, Details of materials palette and expression that support the creation of a grand public room distinguishable from the Macquarie lobby, such as the continuation of stone cladding from the outside in, to resolve legibility, accessibility and public character. | In progress | The proposed materials finishes for all components of the North Tower were presented at DRP meeting #9 and supported in principle.<br><br>The proposed materials for the through-site link have been presented to the artists' estates and in-principle support has been obtained.<br><br>The outcomes of these discussions and the proposed materials will be presented at DRP meeting #10.<br><br>Macquarie would be agreeable to the imposition of an appropriately worded condition of consent that facilitates the final resolution of material and finishes post consent, consistent with standard practice. |

| DRP Advice | DRP Status | Response |
|---|---|---|
| Operating hours of the through site link have been confirmed as being 6am to 10pm. | Supported | N/A |
| **Artwork** | | |
| From DRP 08, Mounting of the Bass and Annand sculptures on aluminium is not supported by the panel, consider stone which could continue from the street into the through site link. | In progress | The proposed materials finishes for all component s of the North Tower were presented at DRP meeting #9 and supported in-principle.<br><br>The proposed materials and finishes for the through-site link have been presented to the artists' estates and in principle support has been obtained. The outcomes of these discussions and the proposed materials finishes will be presented at DRP meeting #10. |
| From DRP 08, Presentation of Macquarie's public art strategy, a) relating to the existing artwork to be relocated, b) the proposed new artwork in public spaces, and c) the Macquarie office, were noted as still to be presented | Outstanding | Proposed to be presented at DRP #10 |

### 4.3 Wind Assessment

A wind assessment addendum has been prepared by CPP and is included in **Appendix G**. The letter considers the appropriateness of wind conditions on the terraces of each tower. It confirms that the north and east facing terraces will meet the criteria for outdoor dining and pedestrians sitting respectively, which enables these spaces to be used for dining or long-term seating or stationary activity.

The expected wind conditions on the south facing terrace are expected to be classified as pedestrian standing, associated with short and medium-term occupation. The terrace would experience winds less than 4m/s for 90% of the time, meaning that it is only during a small proportion of the time (10%) where the winds would be stronger than a light breeze.

Overall, CPP advise that measured conditions for the current design is similar to or better than comparable terraces in the Sydney CBD. The intended fit-out and use of the terraces will be informed by any specific tenant requirements, and which may include depending on the tenant's brief and requirements, the adoption of specific localised wind mitigation measures.

### 4.4 ESD

An ESD addendum letter has been prepared by Arup and is included in **Appendix N**, which outlines how the 'stretch targets' identified in the Ecologically Sustainable Design, Green Star and NABERS report, prepared by ARUP (July 2018) are being pursued in the detailed design of the North Site, and the Precinct widely. The strategies currently being explored include:

1. Precinct-wide greening strategies
    - Incorporation of native edible plants specific to the area on the proposed outdoor terrace.
    - Establishment of an education program in relation to the edible native plants incorporating both cultivation and usage.
    - Inclusion of a plant library – a place for building occupants to borrow, return and care for plants housed on the proposed outdoor terrace.
2. Digital infrastructure
    - Mobile apps to assist in monitoring, wayfinding, advertising for public events, artwork interpretation, or connecting social groups between companies and the broader community. For example, a mobile wayfinding will be enabled through 'Location Based Service Access Points' within the building.
    - Innovation, knowledge and gamification enablement through the use of digital infrastructure.

- Building access technologies such as biometrics.
- Digital noticeboards, installations and possibly interactive artworks incorporating curated content from the broader community.
- Interactive information screens throughout the precinct. These screens could be used to transmit data to or from interactive artworks, for example.

3. Community facilities
   - Learning and event spaces could be made available out of hours for not for profit and social enterprise use.
   - Music rooms could be made available to the public for use by groups such as community choirs.

These strategies will support the delivery of a contemporary and highly sustainable workplace that realises the opportunities to integrate the Precinct with the wider community and to implement emerging workplace practices in wellbeing and sustainability, communication and digital technologies.

### 4.5 End of trip facilities

It is sought to clarify the quantum of bicycle parking and end of trip facilities provided for the proposal as part of this application in response to the likely demand on the site. The updated Traffic, Pedestrian and Parking Report prepared by Arup (**Appendix C**) confirms that the demand for end of trip facilities and bicycle parking is to be calculated on 'regular occupants' as opposed to 'employment population,' in accordance with the Green Star requirements of the building. Quantifying the 'regular occupants' of the North Tower to determine the demand for facilities takes into account that the maximum capacity of the site will rarely be realised in any working day because of flexible working policies, periods of leave, the capability to work from different offices, fluctuating staff numbers, and a multitude of reasons that mean the total employed population will almost never occupy the North Tower at once. Providing for the regular occupants of the site better captures and reflects the likely demand for facilities.

In this instance, the North Site is expected to accommodate 6,231 regular occupants. In order to meet the demand of these occupants, 484 bicycle parking spaces, 562 lockers and 54 showers will be provided for the North Site in accordance with the Green Star requirements for the building. Arup confirm in **Appendix C** that this proposed provision of bicycle parking and facilities is appropriate given the central location of the site, the high degree of accessibility of the site via public transport, and with consideration of the cycling mode share in the CBD that is approximately 2% and is less than the proposed facilities that accommodate 7.5% of regular occupants.

No change is proposed to the bicycle parking and facilities for 50 Martin Place which will also be accommodated within the North Site and will continue to operate at the same capacity as approved.

### 4.6 Overshadowing

An updated shadow study has been prepared to address minor adjustments to the model during exhibition in consultation with the City of Sydney. Ensuring the shadows cast by the proposed development are accurately understood is important given the statutory provisions of the Sydney LEP 2012 relating to shadow impacts, and given conditions of the approved Concept Proposal relate to the overshadowing of important public spaces such as Martin Place. Refer to **Appendix O** for the updated shadow study.

In summary, no material change to the assessment of the proposal's shadow impacts from Section 5.10 of the EIS ensues as a result of the minor adjustment to the model. The shadow diagrams continue to demonstrate improvements in solar access to the ground plane of Martin Place that the proposed detailed design creates when compared to the approved building envelope. The study includes measurements in square metres at each of the 15 minute intervals tested from 12pm to 2pm in accordance with the condition. Overall, the shadows cast by the proposed detailed design provide 299m$^2$ of additional solar access to the ground plane of Martin Place when compared to shadows cast by the approved building envelope. The additional solar access to Martin Place equates to just over 18% more additional direct sunlight between 12pm and 2pm on 14 April when compared to the approved building envelope and therefore meets the requirements of Condition B2(b).

In conclusion, the solar access and shadowing impacts of the proposal are considered acceptable, noting they constitute an improvement to the approved impacts associated with the Concept Proposal. The proposal also meets the requirements of Condition B2 of the Concept Proposal.

## 4.7 Noise and vibration

An updated Acoustic Assessment report has been prepared by Arup (**Appendix D**) in response to the NSW EPA's submission to the SSD DA which noted that the consent should include acceptable vibration and ground borne noise limits for spaces within the development drawn from the EPA's *Rail Infrastructure Guideline* (EPA, 2013) and *Assessing Vibration: a technical guideline* (DECC, 2006).

The proposed development has been assessed against the NSW DEC's *Assessing Vibration: a technical guideline* in the Acoustic Assessment Report prepared by Arup that accompanied the EIS in Appendix P. An assessment of the development against the EPA's *Rail Infrastructure Guideline* has been undertaken in and is noted in the updated Acoustic Report included in **Appendix D** of this RTS (refer to Section 4.4.4 of that report).

In conclusion, the noise and vibration mitigation measures set out in the report provided with the EIS that will be adopted for the construction of the development remain unchanged. All potential noise and vibration impacts of the project as described in the acoustic report have been mitigated through design and the construction methodology to minimise the impact on the city. These mitigations measures are in full accordance with industry standards, guidelines and legislation.

## 4.8 Fire safety

A response letter has been prepared by Arup to a submission received from NSW Fire & Rescue (FRNSW) (**Appendix P**). The letter from FRNSW noted recommendations for ongoing consultation and that the pedestrian connection interfaces between the various sites of the precinct are appropriately assessed by fire engineering analysis. The letter also notes that It is imperative with such integrated developments that firefighters can effectively and readily locate all fire services (such as hydraulic fire service boosters, fire control rooms and the like) that correspond to the location of an incident.

The response from Arup notes that the detailed design will be developed such that the requirements of FRNSW will be met, including through continued engage with FRNSW to make sure a design is developed collaboratively that meets their requirements.

## 4.9 Signage assessment

### State Environmental Planning Policy No. 64 – Advertising and Signage

SEPP 64 applies to all signage that under an environmental planning instrument can be displayed with or without development consent and is visible from any public place or public reserve. The signage zones proposed in this application will accommodate future top of building signage identifying the major tenant of the tower.

The amended proposal has reduced the number of signage zones to two, on the northern and western elevations. The zones for building signage have been identified at high level where they are prominent and will be integrated into the roof top architecture without impacting tenant views.

The proposal will remain compliant with the aims and objectives of this SEPP, which are:

*(a) to ensure that signage (including advertising):*

*(i) is compatible with the desired amenity and visual character of an area, and*

*(ii) provides effective communication in suitable locations, and*

*(iii) is of high quality design and finish, and*

*(b) to regulate signage (but not content) under Part 4 of the Act, and*

*(c) to provide time-limited consents for the display of certain advertisements.*

*(d) to regulate the display of advertisements in transport corridors, and*

*(e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.*

The proposal is consistent with the above objectives in that it will facilitate future signage on a new major commercial building within the Sydney CBD, that will be designed to be complementary to the character and aesthetics of the building and will achieve a high-quality design and finish.

The signage proposed under this application is classified as building/business identification signage. The provisions within Part 3 of SEPP 64 therefore do not apply. Only the objectives of SEPP 64 and the criteria in Schedule 1 – Assessment Criteria of SEPP 64 requires consideration.

Schedule 1 of SEPP 64 contains a range of assessment criteria for consideration in assessing signage applications. The way in which the proposed development has met this assessment criterion is set out in **Table 4** below.

The sky signage zones are integrated with the façade of the North Tower. They are consistent with the character of the area within the Sydney CBD, which is characterised by towers incorporating top of building signs identifying the anchor tenant of the building and contributing to the visual interest of the skyline. It is noted that the details of the exact content, materiality, and illumination etc. of signs within these zones will be the subject of approval by the Secretary prior to the issue of the relevant construction certificate.

**Table 4 Assessment criteria under Schedule 1 of SEPP 64**

| Assessment Criteria | Comments | Compliant |
|---|---|---|
| **1. Character of the area** | | |
| *Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?* | The Sydney CBD, especially Martin Place, is characterised by a mix of heritage and tall buildings that incorporate prominent and high-quality signage. Existing towers within the CBD typically provide for top of building signs that identify the anchor tenants of buildings and contribute to the visual interest of the skyline. The top of building signage zones nominated in the application are compatible with the CBD context of the site, and because of their association with Macquarie Bank, will further contribute to the prominence of the finance and banking sector centred around Martin Place. | Capable of complying |
| *Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?* | There is no particular theme to signage in the wider area. Notwithstanding this, the detailed design of these signage zones will seek to address and remain consistent with the professional, heritage and high-quality architectural characteristics of Martin Place. | Capable of complying |
| **2. Special areas** | | |
| *Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?* | The North Site is partially located within the Martin Place and Chifley Square Special Character Areas, and includes a state heritage histed item (Former Government Savings Building - 50 Martin Place). The signage zones are at such a height and integrated with the design of the building that will ensure no adverse detraction from the heritage significance of the site and surrounding precinct. | Capable of complying |
| **3. Views and vistas** | | |
| *Does the proposal obscure or compromise important views?* | The proposed signs are to be located on the façade of the building and will not obscure or compromise any important views. | Capable of complying |
| *Does the proposal dominate the skyline and reduce the quality of vistas?* | The proposed signage zones will be visible within the Sydney CBD skyline, commensurate with other towers within the commercial core of the city. The detailed design of these signage zones will ensure that signage contributes to the quality and interest of the skyline, and does not dominate the skyline. It is emphasised that the signage zones adopt a 'loose-fit' approach, which allows for greater design development and testing before finalising the ultimate signage design. | Capable of complying |
| *Does the proposal respect the viewing rights of other advertisers?* | The proposed signage zones are to be installed on the façade of the building and as such will not impede on any surrounding signage or advertising. | Capable of complying |
| **4. Streetscape, setting or landscape** | | |
| *Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?* | The scale and proportions of the proposed signage zones will be tested and determined through further design development, with regard to the scale and design of surrounding signage and the sites CBD context. The proposed signs deliberately adopt a loose-fit approach, meaning the ultimate design will occupy a lesser volume than the maximum illustrated in the plans. | Capable of complying |

| Assessment Criteria | Comments | Compliant |
|---|---|---|
| *Does the proposal contribute to the visual interest of the streetscape, setting or landscape?* | The proposed signage zones have the potential to positively contribute to the Sydney CBD skyline and the sites context within the heart of the finance and banking sector in Sydney. Owing to the location of the signage zones on the top of the North Tower, they will not be prominent or readily visible when viewing the site from the surrounding streets. Notwithstanding this, the detailed design of the signage zones will seek to contribute to the quality and interest of the streetscape and not detract from the setting of surrounding heritage items. | Capable of complying |
| *Does the proposal reduce clutter by rationalising and simplifying existing advertising?* | The proposed development will revitalise an entire city block, including the piecemeal commercial buildings that formerly occupied the North Site. This represents the opportunity to remove existing signage within the streetscape and public domain, and develop a rationalised and coordinated outcome for the site. | Capable of complying |
| *Does the proposal screen unsightliness?* | The proposed signage zones do not screen unsightliness. | N/A |
| *Does the proposal protrude above buildings, structures or tree canopies in the area or locality?* | The proposed signage zones have been designed to fit on the building facades and do not protrude above buildings or structures in the area or locality. They are located well above the tree canopies, commensurate with other CBD towers. | Capable of complying |
| *Does the proposal require ongoing vegetation management?* | The top of building signs do not require any ongoing vegetation management. | N/A |
| **5. Site and building** | | |
| *Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?* | The detailed design of signage within these signage zones will be developed with regard to the proportions of the building and any predominant characteristics within the surrounding area, to ensure the final outcome is compatible with the context of the North Tower. The proposed signage zones have been developed to enable further design testing and development in order to determine the ultimate top of building signs. | Capable of complying |
| *Does the proposal respect important features of the site or building, or both?* | The final design of the signage will respect the unique features of the site and the North Tower, including its integration with the Former Government Savings Building and metro station, its location within the core of the Sydney CBD, and proximity to Martin Place credited as being Sydney's premier civic space. | Capable of complying |
| *Does the proposal show innovation and imagination in its relationship to the site or building, or both?* | The signage zones provide the opportunity to explore innovative design and construction technics for the proposed top of building signage, whilst still being complementary to the site's context and the setting of the Former Government Savings Building that forms part of the North Site. | Capable of complying |
| **6. Associated devices and logos with advertisements and advertising structures** | | |
| *Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?* | The future top of building signage may incorporate logos and other safety and maintenance measures. These will be designed to read as an integral part of the signage and the building façade. | Capable of complying |
| **7. Illumination** | | |
| *Would illumination result in unacceptable glare?* | Illumination will be developed with respect to the relevant Australian Standards and best-practice measures for top of building signage within the CBD. It will be confirmed at the relevant stage that the proposed signage does not result in unacceptable glare or light spill, or impact the safety of pedestrians, vehicles or aircraft, or adversely affect residential amenity. | Capable of complying |
| *Would illumination affect safety for pedestrians, vehicles or aircraft?* | | |
| *Would illumination detract from the amenity of any residence or other form of accommodation?* | | |
| *Can the intensity of the illumination be adjusted, if necessary?* | It is expected that the proposed signage intensity will be adjustable, as required. | Capable of complying |
| *Is the illumination subject to a curfew?* | There is no curfew in the Sydney CBD for illuminated signage. The signs are proposed to be illuminated between dusk and dawn. | N/A |
| **8. Safety** | | |
| *Would the proposal reduce the safety for any public road?* | As discussed above, the illumination of the proposed signage will be developed with regard to the relevant Australian Standards and best-practice measures to ensure it does not impact on the safety of vehicles. The location of the proposed top of building zones would not be expected to reduce the safety of any public road. | Capable of complying |

| Assessment Criteria | Comments | Compliant |
|---|---|---|
| *Would the proposal reduce the safety for pedestrians or bicyclists?* | Due to the signage zones being located near the top of the North tower, it is not expected that these signs will affect the safety of pedestrians or cyclists. | Capable of complying |
| *Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?* | | |

### 4.10 Consistency with the Concept Proposal (as amended)

On 22 March 2018, the Minister for Planning approved, subject to conditions, a Concept Proposal (SSD 17_8351), relating to the Sydney Metro Martin Place Station Precinct. An amending Concept Proposal, referred to as the 'Stage 1 Amending DA' (18_9347), was approved by the Minister for Planning on 25 February 2019. The Stage 1 Amending DA has the effect of amending a number of conditions of SSD 17_8351 and the approved building envelope for the South Site. Accordingly, the amended Concept Proposal SSD 17_8351 establishes the planning and development framework that applies to this subsequent Stage 2 DA, being a detailed proposal for the North Site.

Under Section 4.24 of the *Environmental Planning and Assessment Act 1979* (EP&A Act), whilst a Concept Development Application (DA) remains in-force, any further detailed application in respect to the site cannot be inconsistent with the consent for the Concept Proposal. As such, a detailed compliance assessment with the terms of the approved Concept Proposal (as amended) is provided at **Appendix R**.

In summary, the detailed proposal for the North Site is consistent with the Concept Proposal (as amended).

## 5.0 Final mitigation measures

The collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 5** below. These measures have been derived from the previous assessment in the RTS and EIS, as relevant, and those detailed in consultants' reports.

**Table 5 Mitigation Measures**

| Mitigation Measures |
|---|
| **Noise and vibration**<br>• The noise and vibration mitigation measures set out in the Acoustic Assessment prepared by Arup will be adopted for the construction phase.<br>• The noise emission of mechanical plant and equipment associated with the 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 site. Attenuation measures will include attenuators, acoustic louvres, equipment enclosures, sound absorption within plant rooms and internal duct lining. The detailed mechanical system noise control strategies will be developed as part of the detailed design.<br>• The electrical plant and equipment will be assessed at the time of the detailed design having regard to nearby residential and commercial properties and criteria as discussed in the Acoustic Report. It is anticipated that a condition of consent will be imposed requiring compliance with the relevant standards. |
| **Reflectivity**<br>• All glazing will have a reflectivity below 20%. |
| **Water quality and drainage**<br>An erosion and sediment control plan is to be prepared. Surface water management measures will be in accordance with the Landcom guidelines – Managing Urban Stormwater Runoff: Soils and Construction ("Blue Book") and City of Sydney DCP. Potential erosion and sediment control measures for the development may include, but are not limited to, the following:<br>• Settling basins/ sumps;<br>• Surface water collection systems, i.e. drains to collected constructed site runoff and convey flows to control and treatment systems;<br>• Shaker grid and wash down areas at vehicle entry points; and<br>• Sediment protection devices on existing and proposed inlet pits. |
| **Construction traffic**<br>• The appointed Contractor will prepare a final CPTMP which will be approved before construction commences. It is also proposed to establish a traffic control group with all key stakeholders which will meet regularly to discuss proposed traffic management measures during the various stages of the works and to discuss potential impacts and how to address or minimise those impacts. The final CPTMP will be generally in accordance with the Framework CPTMP prepared by Arup dated February 2019. |
| **Air quality**<br>• The mitigation measures set out in the Arup Air Quality Assessment will be adopted. |
| **Crime prevention**<br>• 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. This has been achieved through early design input to the North Tower, where demarcation and signage was advised on;<br>• Maximise passenger circulation areas by minimising built structures and avoiding clutter, particularly along pedestrian routes within the North Tower that lead to the station concourse. This was achieved through consultation with the relevant architects, providing input in to the open-space design of these routes;<br>• Design and 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. This was achieved by positioning the North Tower secure line in front of the reception area, giving the concierge service the ability to have direct view of the entrance and exit points, as well as the general pedestrianised areas listed above;<br>• Use of 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. All entrance and exit partitions in the North Tower have been designed to be transparent.<br>• Durable public furniture and amenities, to limit damage and subsequent repairs over the life of the facility;<br>• The mixed-use areas will help ensure regular and diverse use of the facility which also enhances the territoriality aspects of the North Site, whilst enhancing the opportunity for natural surveillance. Encouraging regular and diverse use of the site through these and other measures has been recommended to the owners and operators of the site;<br>• Adequate lighting has been provided throughout the North Site;<br>• Control points between each external interface point and the site have been defined, heightening surveillance throughout the North Site;<br>• Public realm lighting is appropriate for use at night; |

| Mitigation Measures |
| --- |
| • Provide signage throughout the Precinct to remove excuses for loitering and littering, each being a significant detractor to territoriality. This has been advised and will be implemented by the relevant architect in the next phase of the design; and<br>• Ensure signage is appropriate to improve way finding and reduce terrain vagueness within the Precinct. This has been advised and will be implemented by the relevant architect in the next phase of the design, as detailed in the proposed Wayfinding Strategy. |

**Security**

The mitigation measures set out in the Security Risk Report prepared by Arup will be adopted, including:

- Design measures, such as crime prevention through environmental design;
- Physical security measures;
- Hostile vehicle mitigation measures;
- Electronic access control;
- CCTV;
- Intruder alarm systems (including duress);
- Help points;
- Intercoms;
- A security monitoring centre;
- On-site security officers; and
- Operational security measures including a security plan and Standard Operation Procedures.

## 6.0 Conclusion

Macquarie and their consultant project team have considered all submissions made in relation to the public exhibition of the proposed transformation of the Sydney Metro Martin Place Station Precinct. A considered and detailed response to all submissions made has been provided within this report and the accompanying documentation.

In responding to and addressing the range of matters raised by government agencies, authorities and other independent bodies, Macquarie has refined their design and modelling of the building. Design refinement of the North Site has been completed in consultation with the DRP, charged with overseeing the design development of the Precinct and the achievement of design excellence.

The environmental impacts of the proposed detailed design for the North Site remain generally consistent with the assumptions made under the approved Concept Proposal, and satisfy modelling changes to be explored in the Concept Proposal conditions of consent (as amended), including improvements to solar access.

The proposal remains a high-quality development that will on-balance provide significant benefits to the future of the Precinct and external benefits more broadly to the city. It represents the next stage in the delivery of the Sydney Metro Martin Place integrated station development, consistent with the vision established under the Concept Proposal (SSD 17_8351) and the Sydney Metro City & Southwest project (CSSI 15_7400) to which the application relates.

The proposed development as amended still warrants approval for the following reasons:

- the proposal is permissible with consent and meets the requirements of the relevant statutory planning controls;
- the area and shape of the North Site allows for the provision of the 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, reinforcing the site's suitability to accommodate additional employment generating floor space;
- design guidelines developed as part of the approved Concept Proposal have ensured that the built form proposed by this SSD DA performs an important role 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;
- the heritage principles developed as part of the approved Concept Proposal and proposed to be implemented through this SSD DA have been successfully incorporated into the design, to mitigate heritage impacts;
- the land is extremely well served by public infrastructure, particularly public transport infrastructure, and all utilities are readily available and can be augmented to meet the needs of the additional business activities and population;
- the proposal exhibits design excellence;
- 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 proposal will revitalise the North Site 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 Proposal that are intricately linked between the new Sydney Metro Martin Place Station and the OSD (such as an enhanced public domain, through-site connection, and the like);
- 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 comprehensive pre-lodgement community consultation, with feedback from this consultation shaping the final design; and
- the proposal will promote business growth opportunities in 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 economic 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.