



24 June 2016

NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

By email: plan_comment@planning.nsw.gov.au

Attention: Director, Infrastructure Projects

Dear Sir or Madame,

**Re: Application No: SSI 15_7400, Sydney Metro City & Southwest - Chatswood to Sydenham.
Submission from the Joint Owners of the MLC Centre, 19-29 Martin Place, Sydney**

The MLC Joint Owners, the GPT Group and QIC, are supportive of the NSW Government Sydney Metro initiative to provide better connectivity to the CBD, subject to due consideration being given to the issues raised in this submission. In particular, we support the works to improve connectivity to Martin Place, which we hope will provide an enhanced user experience for Sydney CBD workers and encourage increased pedestrian flow and engagement with the precinct.

The MLC Joint Owners are committed to improving the amenity on offer for the Martin Place user and are currently in the final approval stages for a significant Retail Redevelopment Project (DA Approved – D/2015/66) that would see a world class theatre, restaurants and luxury fashion retailers at the MLC Centre. It is the Joint Owners' ambition that together with the City of Sydney 2020 Plan for Martin Place and the new Sydney Metro Station, Martin Place will be repositioned as the cultural, food and business centre of Sydney CBD.

Based on the timelines presented in the Chatswood to Sydenham Environmental Impact Statement Summary and the development timeline for the MLC Centre (assuming key approval dates are met), it is highly likely that these two projects will be constructed concurrently. There are also inevitable interfaces between the Martin Place Station once completed, and the MLC Centre.

As such, to assist in coordinating the two developments, we believe it will be essential for our project managers (Compass Project Management) and the Sydney Metro Martin Place project managers to be fully cognisant of their counterpart's construction methodologies, sequencing, and timeframes in order to ensure prompt, efficient and timely delivery of each project and minimisation of impacts on pedestrian and traffic flows and on local amenity.

Due to the various interfaces with the Sydney Metro Project and the MLC Retail Redevelopment, during both the construction stage of the Sydney Metro at Martin Place, as well as the final design outcomes for the Martin Place Station, we would like to ensure that ongoing consultation with the MLC Centre is given to the following identified considerations and opportunities.

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Level 9, Suite 901, MLC Centre, 19 Martin Place, Sydney, NSW 2000
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Construction Stage

- A. The approved works to the podium and basement levels of the MLC Centre (D2015/66) have not been acknowledged in the cumulative impacts section of the EIS. The MLC Retail Redevelopment works may be undertaken concurrently with the Sydney Metro works at Martin Place, requiring detailed coordination between the two Projects.
- B. Based on A above, MLC identify that there may be opportunities to share construction zones and potential road closures, in which we would welcome a further discussion.
- C. Pedestrian ingress and egress to the MLC Centre, across Castlereagh Street and Martin Place will be constrained and disrupted during the construction of the Sydney Metro Project when Martin Place is temporarily closed. The MLC joint owners would like to discuss how these impacts will be managed and minimised for all parties.
- D. Further to point C; dust, noise, construction traffic, pedestrian obstructions and temporary way finding associated with the construction of the Sydney Metro will impact upon the popularity, ambience and attractiveness of the bars, restaurants and cafes in the plaza (which all have outdoor seating areas) of the MLC. The MLC Food Court which utilises natural ventilation could also be affected as well as the Luxury Retail outlets along Castlereagh Street in the proximity of the Construction Zone. Consultation and collaboration on the Construction Management Plans would be welcomed by the MLC joint owners.
- E. The MLC joint owners would like to further understand, when available, any potential impacts from some of the significant construction activities for the Sydney Metro works, including but not limited too;
 - i. Site preparation, shaft and cavern excavation and spoil removal from both the Martin Place North and South work sites;
 - ii. The tunnel excavation and construction;
 - iii. Impacts associated with interruptions and diversions of services and communications;
 - iv. Impacts from demolition and construction noise, vibration, dust and emissions from proposed post construction ventilation stacks (depending on where the stacks are to be located); and
 - v. Vehicular movements into and out of the Sydney Metro Sites, particularly during key activities such as spoil removal.

Final Design Outcomes

- A. The MLC joint owners request further consideration to be given to the proposed permanent closure of the direct pedestrian link from Martin Place Station to the MLC Centre, and note that we have not been consulted on this prior to the publication of the EIS. MLC wish to discuss opportunities to retain, modify or provide a new pedestrian connection directly from Martin Place Station to the MLC Centre.
- B. The MLC joint owners would like to understand how potential impacts on pedestrian movements are being addressed, specifically relating too;
 - i. The immediate locality as a result of the works in and below Martin Place, on the eastern side of Castlereagh Street and at 37-51 Martin Place;
 - ii. General pedestrian movements towards the MLC Centre, especially if the underground connections to the existing Martin Place Station, to and from the MLC Centre are closed.

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- C. The MLC joint owners have concerns about the proposed main discharge of passengers from the station onto Castlereagh St. The current proposals appear to have circa 14,500 passengers discharging on to a 3m wide footpath (Castlereagh St). Those users then need to turn north to reach the pedestrian crossing, creating potential safety issues and 'bottle necks'. The MLC joint owners would like consideration given to extending the pedestrian crossing further south, and or discharging passengers onto the expanse of Martin Place, rather than the 3m wide Castlereagh Street footpath. Consideration on how any proposed discharge locations impact on the MLC Centre will need to be reviewed and discussed.
- D. The MLC joint owners would like to ensure there is appropriate activation along the Castlereagh Street frontage that is commensurate with the current and proposed (as part of the MLC Retail Redevelopment) street environment. As one of Sydney's premier luxury shopping boulevards, MLC suggest that the current 'artistic impression' included within the EIS of the Martin Place Station provides for a quality of design commensurate with the Castlereagh Street and/or Martin Place precinct, and significantly limits activation at these locations.
- E. The MLC joint owners would like to ensure due consideration is given to the potential adverse impacts associated with the location of ventilation shafts (the proposed location of which is currently not identifiable).
- F. The MLC joint owners would request that adequate assurance is provided that no alteration to the existing solar access to the MLC Centre, particularly to the publicly accessible plaza areas. MLC request that due consideration is given to over station development in the location of the existing 39 Martin Place building and the setback of any future buildings is as per the site boundary of the existing building envelope.
- G. The MLC joint owners note that this EIS does not cover over station development specifically, and understand that this will be addressed separately. MLC request being consulted with any proposals for the over station development as it progresses, ensuring appropriate consideration is given to how this impacts on and interfaces with both the MLC Centre, and the wider Martin Place and Castlereagh Street environments.

GPT and QIC note that, in the past both owners have worked closely with State Governments on major projects and have achieved excellent outcomes as a result of effective and continuous dialogue between the parties.

We look forward to ongoing consultation and communication with TfNSW and the MLC Centre regarding the Sydney Metro Project and its interface with the MLC Centre.

Yours Sincerely,



Colin Reay
Development Manager
For and on behalf of the MLC Joint Owners

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