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E	Heritage Interpretation Strategy <i>TKD Heritage</i>
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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_9326) for the construction and operation of Over Station Development¹ (OSD) located above and integrated with the southern entry of the Sydney Metro Martin Place Station. The EIS and accompanying documents were placed on public exhibition from 11 October to 7 November 2018.

Public exhibition occurred in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act). In total, thirteen (13) 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 were grouped into the following categories:

- Building design
- Activation and integration with metro station
- Heritage
- Signage
- Shared facilities and access
- Request for additional information

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 to further demonstrate how the development can respond to those matters raised in the submissions. These design changes include:

- design refinement of the southern building façade and further articulation of the south western and south eastern corners of the building;
- further refinement of the roof design to respond to Design Review Panel feedback; and
- reduction in the number of proposed signage zones from three (3) to two (2) on the northern and western facades.

The above changes have necessitated some rationalisation and reconfiguration of the building's structural spine and services to ensure alignment.

Sections 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 of the proposed development remain generally consistent with the assumptions made under the approved Concept Proposal and Stage 1 Amending DA², 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**.

¹ Also known as 'integrated station development'

² A concurrent Concept SSD DA, referred to as the 'Stage 1 Amending DA' (18_9347), that seeks to amend the Concept Proposal (17_8351) to align the building envelope and FSR for the South Site with the new planning controls approved under the LEP Amendment.

This world class commercial integrated station development will combine 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 extremely rare if not unique in the history of any Australian city and must be fully realised. This SSD DA for the design and construction of the South Site 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 any subsequent detailed design, construction phase and operational phase, and demonstrates that the impacts of the Stage 2 SSD DA for the South Site can be satisfactorily managed. Given the merits of the proposal, and the significant public benefits associated with the proposed development, 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 State Significant Development Application (SSD DA) (18_9326) for the construction and operation of Over Station Development³ (OSD) located above and integrated with the southern entry of the Sydney Metro Martin Place Station. The EIS and accompanying documents were placed on public exhibition between 11 October to 7 November 2018. Public exhibition occurred in accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

In total, 13 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 proposed development

To address issues raised in submissions, a range of documentation has been prepared. The following consultants' reports and supporting information have been updated and further supplement the material originally submitted in support of the EIS:

- 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, Wayfinding Strategy and Sky Signage Strategy prepared by Tzannes, Grimshaw and Diadem (**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 letters prepared by CPP (**Appendix H**);
- updated Crime Prevention through Environmental Design (CPTED) report prepared by Arup (**Appendix I**);
- Sky View Assessment verification letters from Surface Design (**Appendix J**);
- Visual Impact Assessment verification letters from Arterra (**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 (**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**); and
- Sky Signage Strategy prepared by Diadem (**Appendix S**).

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.

³ 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, other government agencies, independent bodies and the general public, 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 **Section 2.0** and **Section 4.0**. In summary, the changes are:

- design refinement of the southern building façade and further articulation of the south western and south eastern corners of the building;
- further refinement of the roof design to respond to Design Review Panel feedback; and
- reduction in the number of proposed signage zones from three (3) to two (2) on the northern and western facades.

The above changes have necessitated some rationalisation and reconfiguration of the building's structural spine and services to ensure alignment.

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

The detailed Stage 2 SSD DA for the South 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. The key aspects of the proposed modification involved a larger, reconfigured station layout, and provision of a new unpaid, all weather 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 Sydney Metro Martin Place 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 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_9347), that sought to amend 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. The Stage 1 Amending DA encompassed the entire Precinct, but it principally related to amending the Concept Proposal's building envelope for the South Site. The Stage 1 Amending DA was approved by the Minister for Planning on 25 February 2019.

- The concurrent Stage 2 SSD DA for the North Site (18_9270), that seeks consent for the construction and operation of OSD located above and integrated with the northern 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 North Site, and can be assessed and determined independently of the Stage SSD DA for the South Site.

The Stage 2 SSD DA for the South Site is pursuant to the approved Concept Proposal (17_8351) and Stage 1 Amending DA (18_9347) 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.

1.4 Design review panel

As required by the conditions of the approved Concept Proposal, the detailed design of the South Tower has been the subject of the review and consideration by the Design Review Panel (DRP). The DRP established for the project met six (6) times prior 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 at **Appendix Q**. It is noted that a further meeting is scheduled for 16 April 2019.

Of note is the resolution of the design of the southern facade of the South Site through DRP meeting #9. The DRP confirmed at this meeting that the design resolution for the southern facade and for the building corners (southern corners of the east and west elevation) is supported, including the proposed infill detail where the curved corner abuts the adjoining site at the southern boundary, and the modelling and ceramic materials proposed for the southern facade. This is discussed further in **Section 3** and **Section 4** of this report.

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
 - Southern elevation
- Activation and integration with the 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**.

Thirteen (13) submissions (inclusive of the Department's letter) were received from government agencies and authorities in response to the exhibition of the EIS. No submissions were received from the general public. 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;
- 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, Sydney Airport, Ausgrid, Sydney Water and Fire & Rescue NSW.

2.1 Building design

2.1.1 Street frontage conditions

The Department requested 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.

The GANSW noted support for the approach to the form and massing of the podium and tower which presents a positive approach to Martin Place.

Proponent's response

The detailed design for the South Site reinforces the street frontage conditions along Elizabeth Street and Castlereagh Street in a number of ways, including through the street alignment of the podium, reinforcing 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 alignment

The existing street frontage conditions along Elizabeth Street and Castlereagh Street in proximity of the site are generally varied, which is attributed to the different age, character and scale of development addressing these streets and which generally do not collectively contribute to a consistent street wall height or historic character. The pre-demolition building on the South Site further contributed to this inconsistent street frontage condition, by presenting as a sheer street wall from ground level to the roof along all frontages, and being set back approximately 4.5m from the Elizabeth Street, Castlereagh Street and Martin Place alignments, out of alignment with the existing street block (see **Figure 1** below).



Figure 1 Street wall alignment of the South Site in its context (existing building alignments shown in black, proposed alignments shown in blue)

Source: Tzannes

The detailed proposal for the South Site effectively 'reinstates' the zero setback alignment along the three street frontages of Castlereagh Street, Elizabeth Street and Martin Place, reinforcing the desired street frontage conditions along these streets, and increasing the legibility of the block structure. **Figure 2** and **Figure 3** below illustrate the proposal's building alignment with existing buildings along Elizabeth Street and Castlereagh Street.



Figure 2 Alignment of the South Site proposal with the existing Elizabeth Street building alignment

Source: Tzannes



Figure 3 Alignment of the South Tower with the existing Castlereagh Street building alignment

Source: Tzannes

Street frontage height

As established with the approved Concept Proposal, the existing street frontage conditions along Elizabeth Street north of the South Site reference a podium height datum line through 50 Martin Place and Qantas House. This datum line is also prevalent along Castlereagh Street, and continues through to the City Mutual Building at 60-66 Hunter Street. An opportunity was identified at the Concept Proposal stage to retain and enhance the urban character through street frontage heights (north and south) referencing this key datum line. **Figure 4** illustrates the continuation of this datum line along Elizabeth Street and Castlereagh Street, commencing from the North Site towards the south.

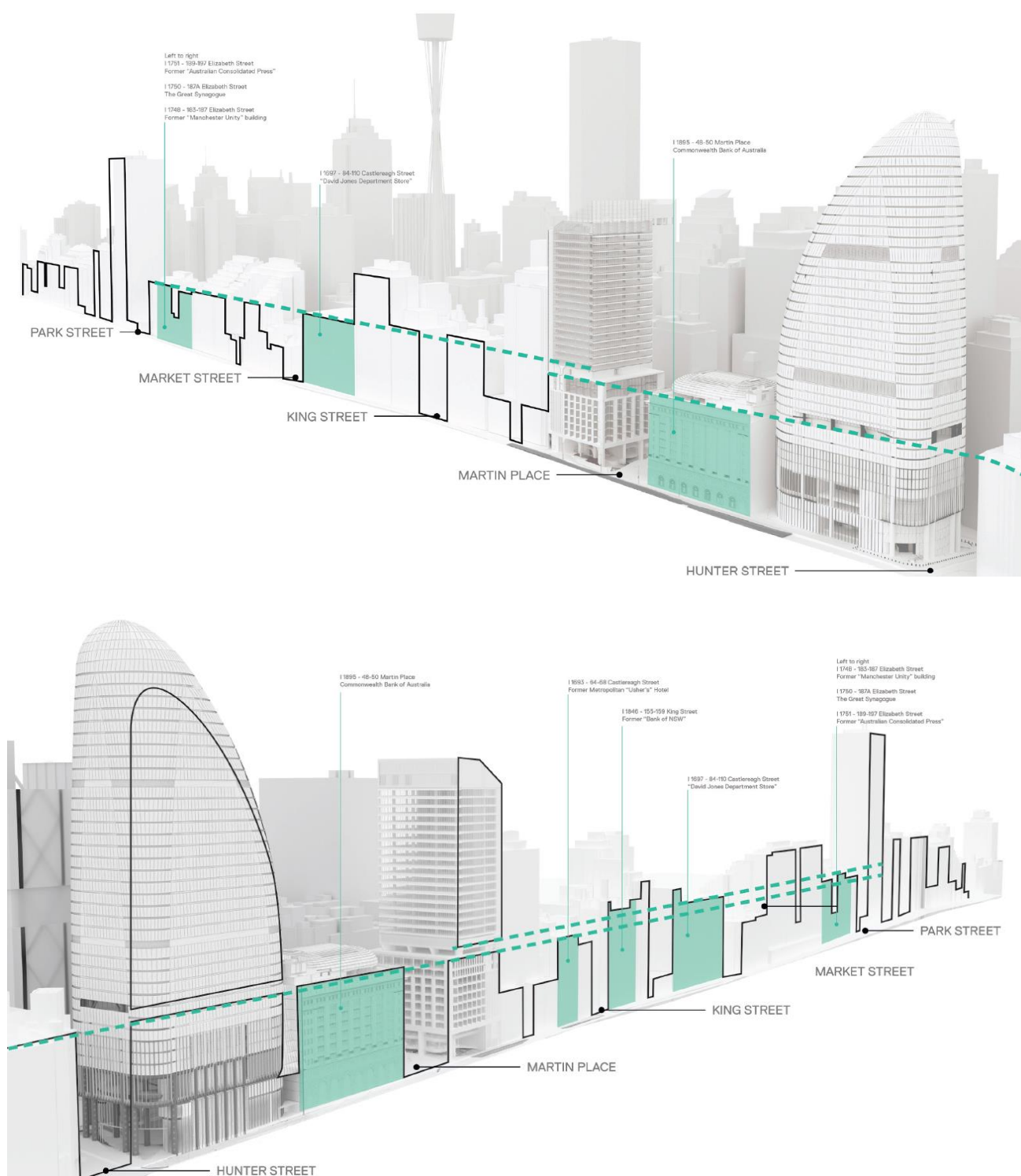


Figure 4 Street frontage heights datums on Elizabeth Street (above) and Castlereagh Street (below)

Source: Grimshaw

The South Site forms a key part of the opportunity to reinforce this street frontage height datum, with the potential to contribute to and extend the street frontage condition created by the North Site proposal and its context along Elizabeth Street and Castlereagh Street. Namely, that the predominant street frontage height could be continued by aligning the South Tower and the North Tower with the existing podium height of 50 Martin Place and the building heights of Qantas House, and the City Mutual Building.

The continuation of this key datum line from the North Site to the South Site would reinforce a new dominant street frontage condition on Castlereagh Street and Elizabeth Street, in a Precinct-wide design response. 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 surrounding buildings, and reference the materiality of 50 Martin Place to continue the podium language along these frontages. **Figure 4** below was referenced as part of the 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.

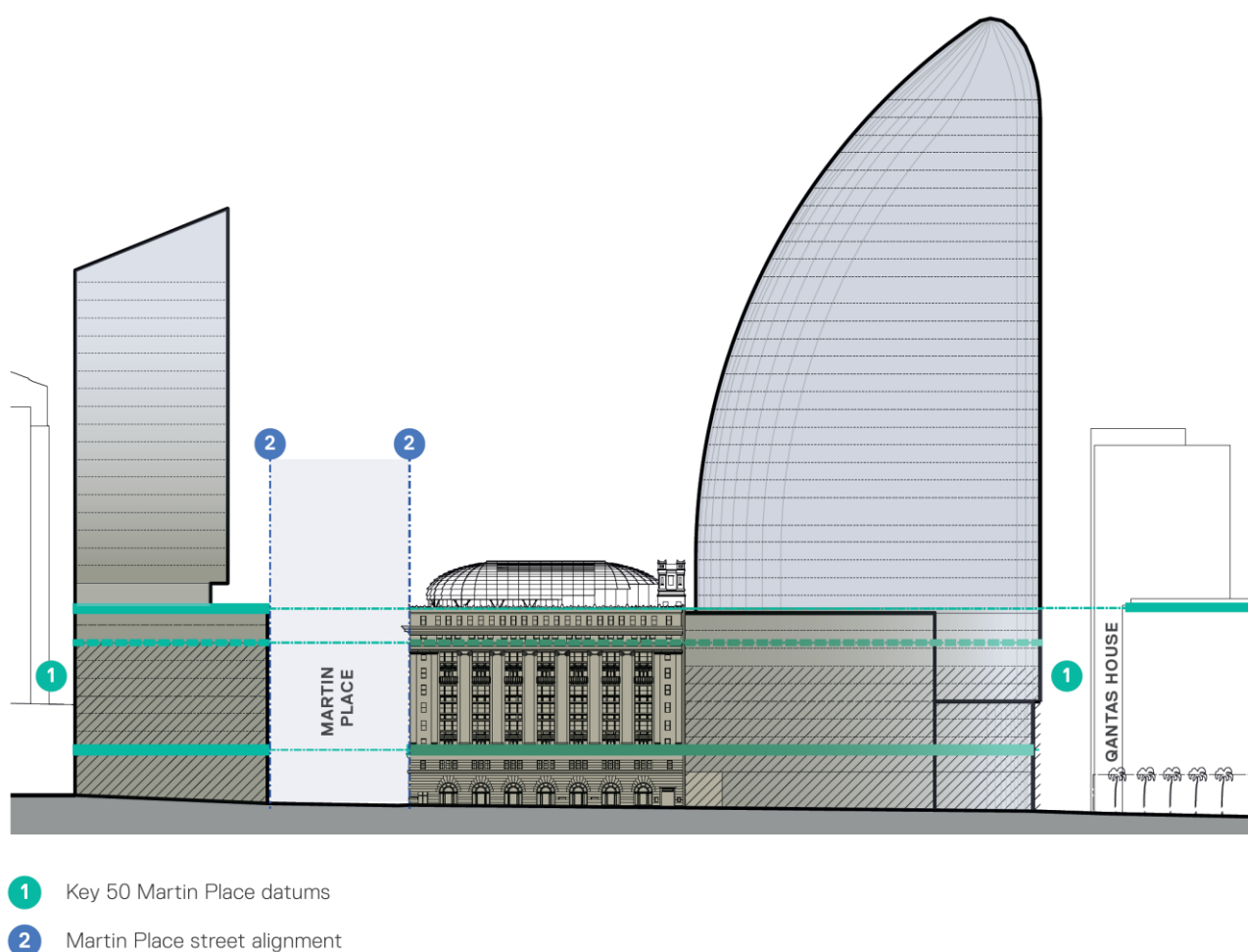


Figure 5 Potential street frontage design response considered in the Stage 1 Amending DA

Source: JPW / Grimshaw

In accordance with Design Guideline 2.3 (12) established as part of the Stage 1 Amending DA and the approved Concept Proposal, the detailed proposal for the South Site recognises this key datum line established by 50 Martin Place and the North Tower along both street frontages, which continues through to Qantas House (Elizabeth Street) and the City Mutual Building (Castlereagh Street). This is defined by a recessed terrace that creates a clear visual break between the podium and the tower above on the north, east and western tower facades. This terrace strengthens the definition of the podium and the key datum line (refer to **Figure 6** below), creating a legible and unifying street frontage condition on Elizabeth Street and Castlereagh Street.



Figure 6 Unifying height datum on Elizabeth Street

Source: JPW

Podium materiality

The proposed materiality of the South Site podium contributes significantly to the reinforcement of the street frontage conditions of Elizabeth Street and Castlereagh Street as it directly relates to the materiality and proportions of 50 Martin Place opposite, being a building which contributes significantly not only to the character of Martin Place but to the character of Elizabeth Street and Castlereagh Street.

The podium design is divided into a podium base, mid-podium and upper podium, which breaks down the mass and street wall into more human scale proportions. In particular, each of these zones forms a direct and deliberate relationship with the materiality and proportions of 50 Martin Place, which in turn reinforces the street frontage conditions of the precinct in concert with the proposed North Tower, as follows:

- **Podium base:** The scale, materiality and monumental architectural language of the proposal's podium base directly relates to stone base of 50 Martin Place. These are the most publicly active levels containing metro station entries, retail and commercial lobbies. The stone cladding and distinct architecture differentiates these public zones, and frames the building's entries (refer to **Figure 7** below).
- **Mid-podium:** Curved ceramic and glass bays on the mid podium of the proposal mirrors the columns on 50 Martin Place and directly responds to these elements of vertical expression on 50 Martin Place. This mid-podium extends from levels 1-6 and provides deep facade articulation and materiality that follows the cues set by 50 Martin Place, but through a modern construction technique using ceramic, glass and bronzed coloured aluminium. Mechanical openings, required by the Metro services, are integrated through both ceramic and bronze coloured louvres on the east and west facades (refer to **Figure 7** below).
- **Upper podium:** The upper podium of the proposal is bisected by strong horizontal bands that break up the podium massing and reflects the corresponding 'entablature'⁴ of the 50 Martin Place building. This feature will be read along both Elizabeth Street and Castlereagh Street, and is continued in the detailing on the southern façade of the proposal, reinforcing and respecting this significant element of the character of both streets immediately below the street frontage height set by the 50 Martin Place parapet (refer to **Figure 7** below).

The below image illustrates the alignment of materiality in the sections of the podium discussed above between the detailed proposal and 50 Martin Place, reinforcing the relationship between the two buildings particularly when viewed from Castlereagh Street and Elizabeth Street. The deliberate relationship forged between each of these podium sections contributes to reinforcing the street frontage conditions of Castlereagh Street and Elizabeth Street.

⁴ 'Entablature' is an architectural term used to describe the upper volume or part of a classical building that is supported by the columns below. It is marked as the 'upper podium' on **Figure 7** below.

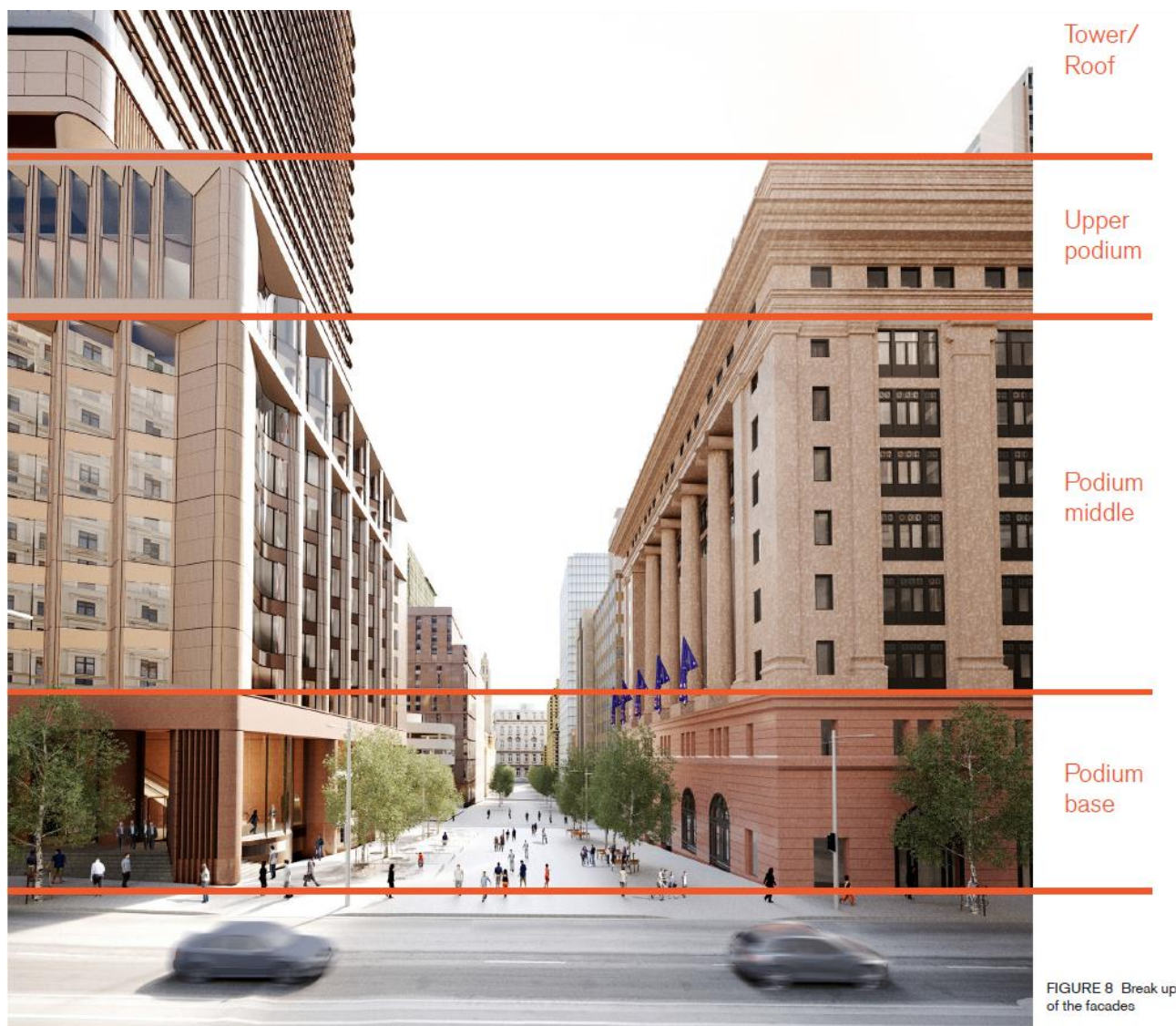


Figure 7 Relationship between the South Site podium and 50 Martin Place

Source: Tzannes

Commercial and retail activation

The street frontage conditions of Castlereagh Street and Elizabeth Street comprise a mix of commercial lobbies and retail tenancies. There is an inherent focus with the proposal on creating a productive and active ground plane, which was achieved to some degree in the existing (pre-demolition) building, but without aligning the ground plane with the predominant boundaries of Castlereagh Street and Elizabeth Street.

The detailed design of the South Site reinstates the dominant street frontage alignment of Castlereagh Street and Elizabeth Street, correcting the anomaly in the streetscape, and reinforcing the conditions along these frontages. It provides retail tenancies, commercial lobbies, and pedestrian focused spaces in the form of a through-site link and the Metro station beneath, which activate the site and reinforce the dominant street frontage conditions on Elizabeth Street and Castlereagh Street. **Figure 8** and **Figure 9** below illustrate this activation along Elizabeth Street and Castlereagh Street.

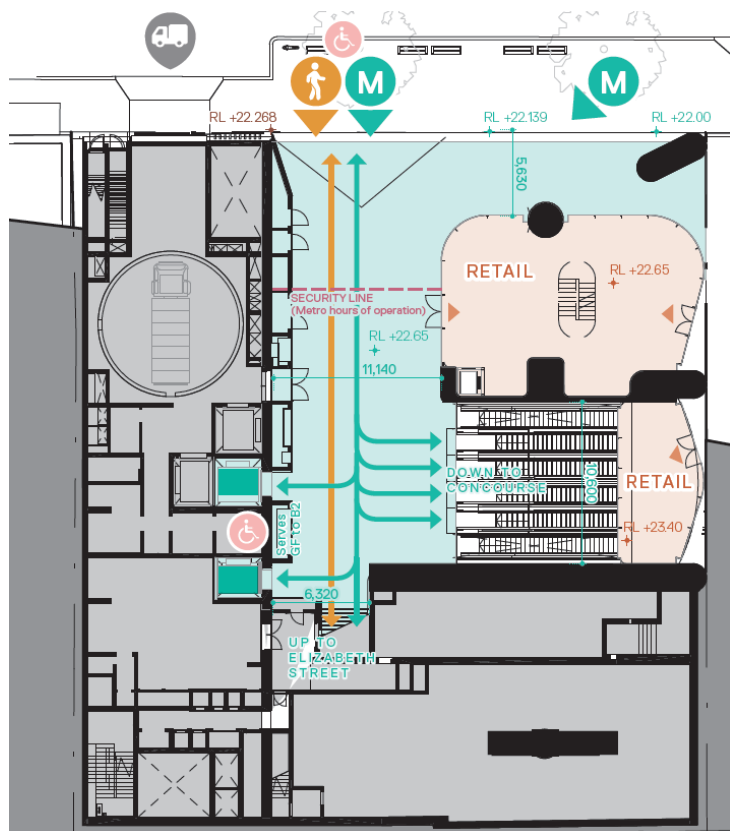


Figure 8 Street frontage activation – Castlereagh Street entrances

Source: Tzannes

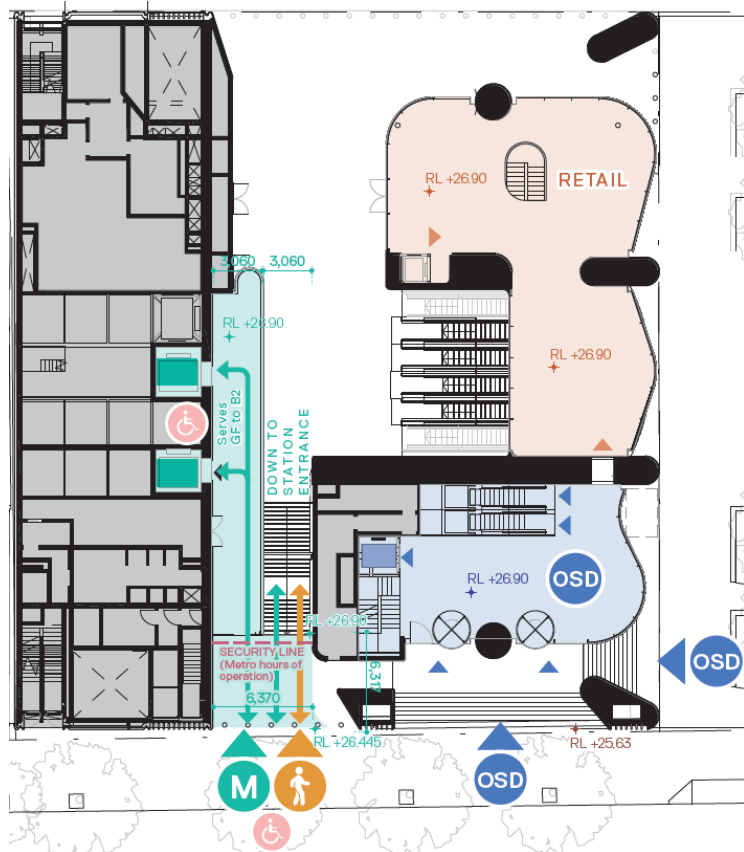


Figure 9 Street frontage activation – Elizabeth Street entrances

Source: Tzannes

2.1.2 Integration with lower scale of 50 Martin Place

The detailed design of the South Tower integrates with and takes reference from the lower scale of 50 Martin Place through a number of specific design initiatives.

The proposed street wall (podium) height is 10m less than what would otherwise be permitted under the approved (and amended) building envelope, and has been specifically designed to reflect the height of the parapet of 50 Martin Place. In this way, the proposal responds to the existing street wall height in this block of Martin Place defined by Castlereagh Street and Elizabeth Street. The creation of a consistent street wall height aligned with the parapet of 50 Martin Place ensures the South Tower references the lower scale nature of 50 Martin Place and its historic height, and creates a consistent street wall condition between these two sites.

The adopted street wall height shared between the southern podium and 50 Martin Place is articulated by a proposed terrace level that visually and physically separates the South Site's podium and tower. This division between the podium and the tower ensures that the podium reads as a distinct and separate feature and the shared street wall height between the tower and 50 Martin Place is more legible in the streetscape.

The tower is set back 8m from Martin Place above the terrace, stepping the massing of the building away from the lower scale of the 50 Martin Place building opposite. This setback when paired with the predominantly glazed facades of the tower ensures that the tower reads as a lighter and more ephemeral entity above the podium. This recessive tower form ultimately means 50 Martin Place remains the prominent and dominant feature in the streetscape and, assists with the tower's integration with the lower scale of 50 Martin Place.

At the pedestrian scale, the materiality and fine-grain articulation of the podium has also been designed to read as a contemporary interpretation of the 50 Martin Place building, integrate the proposal with the architectural language of 50 Martin Place (discussed further in the previous section). The detailed design of the podium has been segregated into three strata aligned with the masonry base, columns, and entablature of 50 Martin Place, and terminating so that the roof the podium aligns with the parapet height of 50 Martin Place. Referencing the design and, importantly, the proportions of 50 Martin Place not only creates a consistent street frontage condition, but also integrates the proposal with the lower scale of 50 Martin Place through materiality and its human scale.



Figure 10 Integration of proposal with lower scale of 50 Martin Place

Source: Tzannes

2.1.3 Bulk and form

The Department has 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, including amendments to the approved building envelopes in the Stage 1 Amending DA (18_9347), which was approved on 25 February 2019.

Council commented that the 8m tower setback to Martin Place is insufficient and that the heritage values of the place will be reduced by the proposed form. Council recommends that the tower be set back at least 25m from Martin Place. Council also note that the tower form remains insufficiently separated from the podium given the lack of side street setbacks to Castlereagh and Elizabeth Streets. A range of issues have previously been raised by Council in terms of reduced or not provided setbacks to Castlereagh and Elizabeth Streets.

The GANSW noted support for the approach to the form and massing of the podium and tower which presents a positive approach to Martin Place.

Proponent's response

Approved / amended building envelope

The approved Concept Proposal (including the Stage 1 Amending DA) considered the appropriateness of tower setbacks when considering potential design responses within the maximum building envelope, and provided the planning and design framework to be addressed at the detailed design phase of the development through a set of Design Guidelines developed by Tzannes. The Stage 1 Amending DA proposed, in line with the context and nature of the site, an appropriate design response for the site can be achieved with an 8m setback to Martin Place, and in the absence of tower setbacks to other frontages.

Through both the approved Concept Proposal and the Stage 1 Amending DA, it was considered that the North and South Sites should establish a distinct character at the threshold locations of the Martin Place metro 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 South Site, particularly, responds to the setback of the Reserve Bank Building and the site-specific development standard applying to the site (achieved through the recent LEP amendment).

The sections below discuss how the detailed design responds to the principles established as part of the approved Concept Proposal (as amended) having regard to the need to mitigate the bulk and form of the building within the maximum building envelope.

Detailed proposal

The proposed design for the South Site has undergone review and development through the DRP process discussed in **Section 1.4**, shaping the optimal design response for the South Site. The detailed design effectively mitigates the bulk and form of the building with consideration of the following:

- The detailed built form represents a lesser building than what could otherwise be provided within the building envelope (as amended by the Stage 1 Amending DA). The form and scale of the development has been refined in response to the site's unique context and the design direction of the DRP (refer to **Figure 11**). The key reductions in the extent of the built form from the building envelope are the height of the podium, which is reduced from 55m to 45m with the detailed design, in alignment with the 50 Martin Place parapet height, and a reduction in the height of the tower, which is approximately 11 metres below the height of the building envelope (being the extent of the sun access plane). Together, these reductions assist in mitigating the scale of the proposal compared to the approved building envelope when viewed from ground level.
- The setback of the tower from Martin Place and the use of a recessed terrace effectively separates the tower from the podium and in doing so, breaks up the mass of the building. The use of vertical and horizontal setbacks creates a legible break between the podium and the tower, reducing the perception of bulk and achieving the desired outcome of setbacks to Castlereagh and Elizabeth Street. The setback from the Martin Place boundary is greater than that of the present building and similar to the tower of the Reserve Bank Building to the east on Martin Place. The tower is proportionate to the podium and appropriate to the surrounding context of the CBD (refer to **Figure 12**).

- The proportionality of the podium references the three (3) distinct strata of the 50 Martin Place façade, which is characterised by a masonry base, articulated columns, and defined entablature of the upper podium. Integrating these distinct strata in the proposal's podium (as detailed in **Section 2.1.1** and **2.1.2**) effectively breaks down the mass and street wall into more human proportions and continues the character of 50 Martin Place through the streetscape (refer to **Figure 13**).
- Podium materiality: The podium is characterised by red granite cladding at its base, ceramic, glass and bronzed coloured aluminium are used in the mid and upper podium within a unitised facade system. The strong and articulated materiality of the podium and its relationship is counterbalanced with the activated and permeable ground plane of the building, creating a human scale for future users whilst reinforcing the pedestrian scale of buildings along Martin Place. This human, pedestrian-focused scale will be the predominant perception at ground level, ensuring the podium is distinct from the tower and reducing the tower's dominance when viewed from ground level (refer to **Figure 14**).
- Tower materiality: The tower is finished in glass and aluminium, primarily presenting as a flush glass curtainwall. Adopting transparent and recessive materials that contrast to the solid masonry podium, visually diminishes the tower and retains the prominence of the podium in the streetscape. The tower reads as a lighter and more ephemeral entity, blending into the city skyline, softening the impact of the bulk and form of the tower (refer to **Figure 15**).

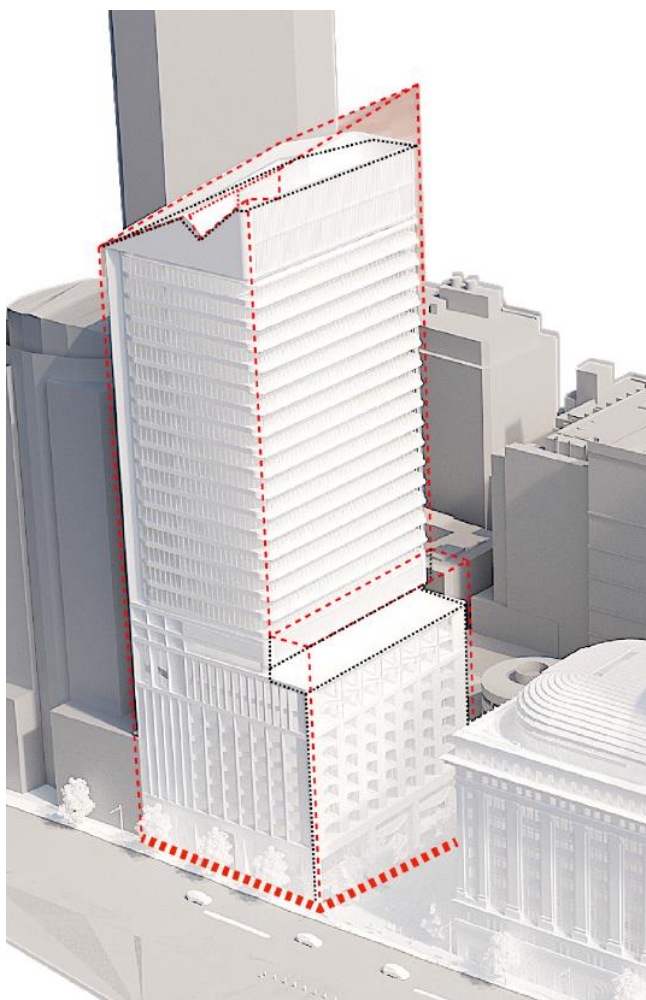


Figure 11 South Site proposal within the building envelope (as proposed to be amended by SSD 18_9347)

Source: Tzannes



Figure 12 8m setback and recessed terrace contributes to the breaking up of building mass

Source: Tzannes



Figure 13 Definitive strata and proportions of the podium referencing those of 50 Martin Place

Source: Tzannes



Figure 14 Podium materiality and permeability creating a human scale

Source: Tzannes

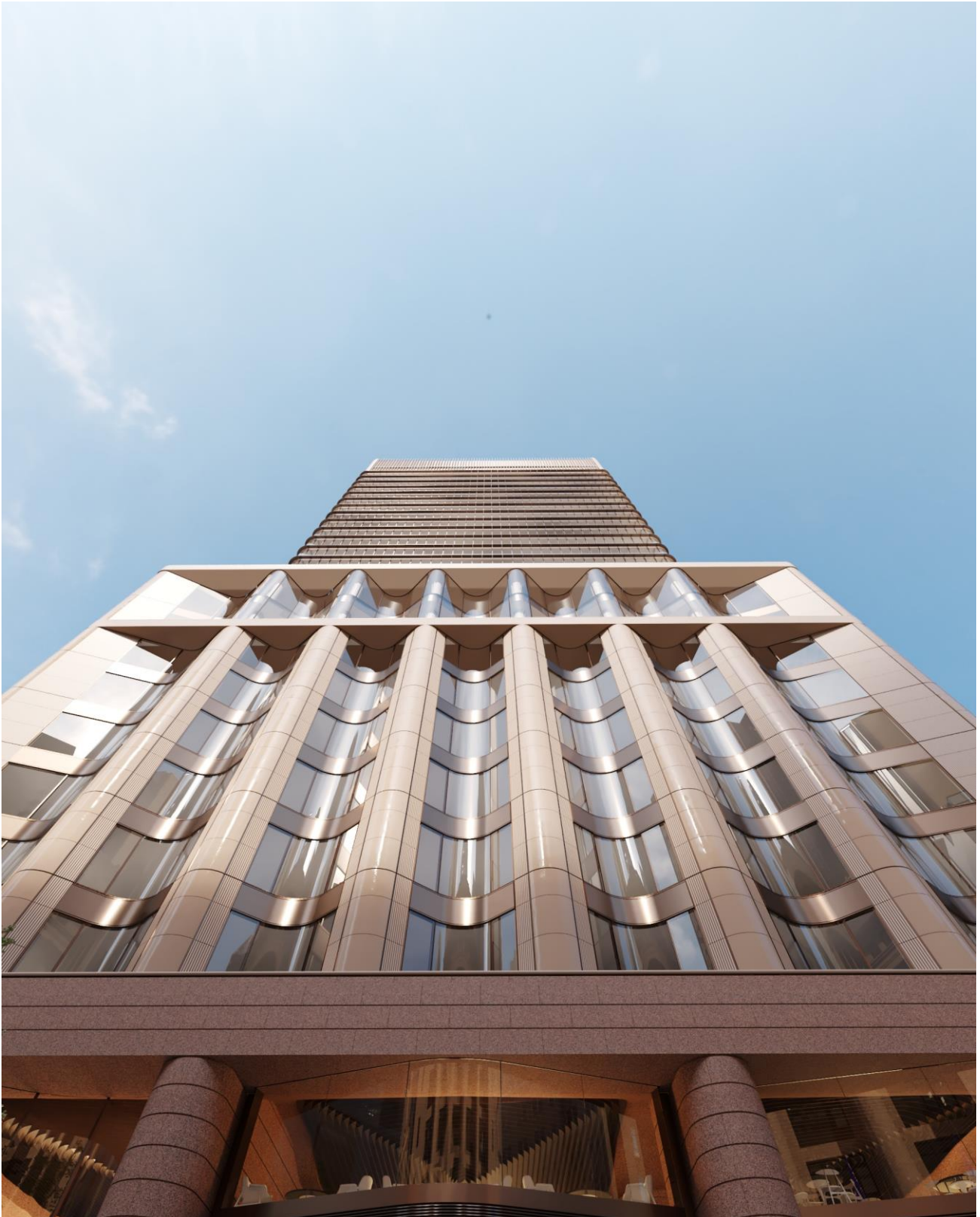


Figure 15 Tower materiality softening the impact of the tower

Source: Tzannes

Tower setbacks (Castlereagh Street and Elizabeth Street)

The Department's letter also requested further information regarding the appropriateness of, and options for, any tower setbacks within the maximum building envelope. The tower setback from Martin Place is discussed further in the section below, with this section focussing on the provision of zero tower setbacks to Castlereagh Street and Elizabeth Street.

The detailed design of the proposal has been tested and developed having regard to the site's context. As established and discussed at length in the approved Concept Proposal, the proposed zero tower setbacks to Castlereagh Street and Elizabeth Street do not undermine any existing predominant relationship between towers and podiums in the surrounding area within Central Sydney and in the Martin Place Special Character Area.

As with the North Site, the building envelope for the South Site established in the approved Concept Proposal set the maximum parameters for a detailed proposal on the South Site and demonstrate that a tower built with zero setbacks to Castlereagh Street and Elizabeth Street would be appropriate for a building given the site's context.

The Department in its assessment report for 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;
- 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.

Further, in assessing the approved Concept Proposal, the Department considered the potential for tower setbacks to Castlereagh and Elizabeth Street, and confirmed that the provision of setbacks had the potential to result in a tower that poorly relates to its context, stating that:

"The Department does not agree with Council and accepts the Applicant's justification that a zero setback to Castlereagh and Elizabeth Streets is not necessary for the future building to maintain a sympathetic relationship with the character of these street frontages."

(SSD 17_8351 Assessment Report, DPE, dated December 2017, pg. 29)

In the assessment report for the Stage 1 Amending DA, the Department also noted:

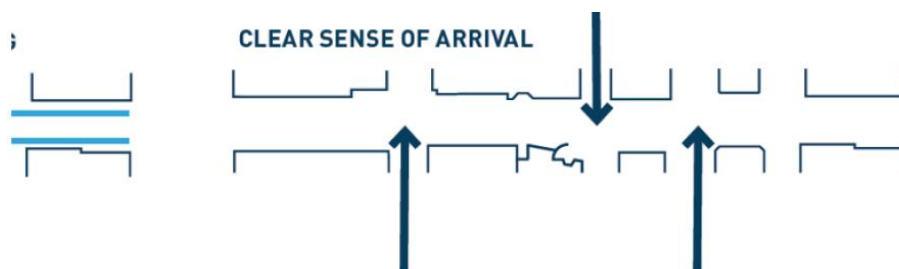
"The proposed tower envelope will retain a nil setback to the Castlereagh and Elizabeth Street frontages consistent with the Concept Approval SSD 8351. This is consistent with a key design principle in the Martin Place Station Precinct Consolidated Design Guidelines endorsed with the Concept Approval to establish defining thresholds to the Martin Place Station Precinct in order to create a sense of entry to the precinct (Clause 2.2.3.6 of Design Guidelines)."

(SSD 18_9347 Assessment Report, DPE, dated January 2019, pg. vi)

As discussed in the previous section, the development of the proposal in consultation with the DRP has ensured the detailed design mitigates the bulk of the tower. For the same reasons, tower setbacks to Castlereagh Street and Elizabeth Street are not considered necessary to mitigate the bulk and form of the proposal. In particular, the DRP and GANSW are supportive of the proposed building form following the exploration of setbacks through the DRP process.

To this end, the justification for the proposed zero tower setbacks to Castlereagh Street and Elizabeth Street as put forward in the approved Concept Proposal and Planning Proposal also remains relevant. This justification is centred on the points discussed below, which were discussed at length in the Tzannes Urban Design Report (dated May 2017) that accompanied the approved Concept Proposal and the Urban Design Report (dated October 2017) that accompanied the Planning Proposal, and is reinforced through the Design Guidelines formally adopted by the Secretary in accordance with Condition B1 of SSD 17_8351.

- The proposed building form achieves the principle of establishing a threshold condition for the Martin Place metro station Precinct. The use of zero setbacks has the capacity to create a more distinctive character to the public space of Martin Place by creating a clear sense of arrival to Martin Place and reinforcing one of the key principles enshrined in the Gehl Urban Design Study (refer to **Figure 16**). The adopted 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 the north/south streets (in conjunction with the design of the North Site proposal) contribute to providing a defining threshold to the Martin Place Station Precinct in the CBD as a whole. This shared design response and relationship between the South Site and the North Site in this instance also establishes the identity of the Station Precinct within the overall urban morphology of the city.



Jahn Gehl proposed threshold entries to Martin Place to enhance the importance of this space in context of the city in his CoS Urban Design Study 2015.



The zero setback to the towers on Elizabeth and Castlereagh Streets create this threshold and support the character of Martin place on either side of the MLC centre.

Figure 16 Threshold examples to Martin Place, based on Jahn Gel's 2015 study

Source: Tzannes



Figure 17 Establishment of threshold condition to the Martin Place Station Precinct through zero tower setbacks

Source: Tzannes

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

Table 1 Assessment of amenity impacts to city streets of proposal

Environmental Impact	Stage 2 EIS and Stage 1 Amending DA Assessment findings
Wind impacts	<p>Stage 2 wind tunnel testing confirmed that the surrounding pedestrian environment complies with the relevant safety criteria, and that pedestrian comfort has been improved at every location when compared to the approved (as amended) South Site building envelope. Further, conditions resulting from the proposal are generally similar to existing conditions, with most test locations remaining in the same comfort category as in the existing configuration.</p> <p>Wind conditions at Location 19 near the north-east corner of the podium are stronger than in the existing situation due to the larger tower footprint achieved by reinstating the dominant street alignment on Castlereagh Street and Elizabeth Street. The proposed ground level colonnade reduces the effect of the wider podium footprint observed building envelope configuration, and the 5% exceedance wind speed at location 19 is just above the upper threshold for the 'pedestrian standing' category. Accordingly, the detailed design has improved on the assumptions under the approved Concept Proposal and Stage 1 Amending DA and will generally improve the existing pedestrian environment.</p> <p>Further, the imposition of tower setbacks on Elizabeth Street and Castlereagh Street would not result in any noticeable improvement to the wind conditions for pedestrians including at Location 19. The wind tunnel modelling prepared for the Stage 1 Amending DA assessed the difference between a building envelope with 8m tower setbacks to Castlereagh and Elizabeth Streets and the proposed South Site building envelope with zero tower setbacks to these street frontages. Testing confirmed that providing tower setbacks to these frontages did not degrade the comfort criteria at any location surrounding the South Site, and as such, confirmed that providing 8m tower setbacks to Elizabeth Street or Castlereagh Street would not noticeably improve the amenity of city streets.</p> <p>Conclusion</p> <p>The modelled wind conditions for the detailed design are generally rated as being suitable for pedestrian standing, including at the metro station entrance on Elizabeth Street (pedestrian standing) and Castlereagh Street (pedestrian sitting) which are in accordance with the requirements of the Consolidated Design Guidelines and the approved Concept Proposal conditions of consent. All areas have been assessed and are confirmed to be suitable for their intended use in this section of the city, excluding those locations where existing conditions already exceed (albeit to only a minor extent) desirable levels of amenity.</p>
Shadow impacts	<p>The Shadow Analysis prepared by Grimshaw for the Stage 1 Amending DA demonstrates that providing tower setbacks to Elizabeth Street and Castlereagh Street would not significantly alter the extent of overshadowing generated by the proposed development. The analysis compared the impact between a built form that provided zero setbacks to Elizabeth Street and Castlereagh Street, and an envelope that adopted 8m tower setbacks to each frontage.</p> <p>This comparison, although not addressing the further reduced envelope of the detailed South Tower, highlighted that the impact of zero setbacks to these street frontages relative to a building that provided tower setbacks would be minimal for pedestrian amenity. It confirmed that the shadows cast by the adopted building envelope on these street frontages would be largely consistent with an envelope adopting tower setbacks. Minor additional shadows were restricted to small areas of Castlereagh Street and Elizabeth Street during certain times of the year, which generally fell within the road reserve and would constitute an imperceptible degree of change for pedestrians. The detailed design of the proposal has further reduced the extent of overshadowing, thereby further minimising the already minimal difference between these scenarios.</p> <p>Conclusion</p> <p>In conclusion, the solar access and shadowing impacts of the proposal are considered acceptable, noting they constitute an improvement to the impacts associated with the approved Concept Proposal (as amended).</p> <p>Refer to Section 4.7 of this report for a discussion of the proposal's impacts to Hyde Park.</p>
Sky view impacts	<p>A Skyview Factor (SVF) Assessment completed for the Stage 2 DA for the South Site investigated the degree of sky that can be seen from key points surrounding the Precinct, and compared this to the Stage 1 Amending DA building envelope. It confirmed that the detailed proposal would result in nominal changes to the detailed SVF</p>

Environmental Impact	Stage 2 EIS and Stage 1 Amending DA Assessment findings
	<p>percentages when compared to the existing environment, but that the thresholds would remain consistent. The relative impact of the proposal when compared to other tested envelopes was also found to be minor, with the design improving the amount of sky visible compared to the amended building envelope the subject of the Stage 1 Amending DA.</p> <p>Importantly, an assessment was completed as part of the Stage 1 Amending DA that compared the impact between a built form that provided zero setbacks to Elizabeth Street and Castlereagh Street and an envelope that adopted 8m tower setbacks to these streets. This comparison, although not addressing the further reduced envelope of the detailed proposal, highlighted that the zero setbacks would not change the SVF thresholds in locations affected by the South Site when compared to a building with tower setbacks to these frontages.</p> <p>Conclusion</p> <p>In conclusion, the proposed detailed design for the South Site will have a negligible reduction of sky visibility compared to the existing sky views currently experienced and the sky views provided by a development which were to adopt tower setbacks.</p>

Tower setback to Martin Place

In determining the Planning Proposal that sought to make amendments to the planning controls for the South Site to permit the building envelope detailed in the Stage 1 Amending DA and this proposal, the Department considered the impacts of different building envelopes on the South Site and, in doing so, confirmed that an 8m setback to Martin Place was appropriate in the circumstances. The Department's assessment report for the Planning Proposal (*Plan Finalisation Report* ref. IRF18/1745, signed 1 May 2018) noted the following:

"In conclusion the Department is satisfied that an 8m setback (from Martin Place) for the building height control above the podium is appropriate for the South Site in that:

- the final built form and design for the site will be subject to rigorous architectural design review that will further ensure that a development will implement visual distinction between the podium and tower element and allow for design flexibility;*
- the resulting floor plate for the tower development will maximise the versatility of this space, while still ensuring the creation of a separate tower element that is distinct from the podium;*
- it will not result in development that will obstruct key views along Martin Place, in particular that of the GPO clock tower;*
- the detailed design and proposed use of materials in the facade of the podium building will ensure the development is complementary to historic buildings in Martin Place;*
- views to the sky along Martin Place will not be detrimentally diminished beyond that currently afforded by the existing development on the South Site;*
- it will afford a tower element of regular shaped footprint that replicates and is balanced with other existing and approved tower development along Martin Place;*
- a variation in the tower setback along Martin Place is not out of context with other existing development that does not conform with the 25m setback; and*
- the visibility of the proposed tower on the South Site will identify the new Martin Place metro station that will contribute to an important evolution of the Martin Place precinct, which follows on from the recent redevelopment of 20 Martin Place and the current redevelopment of 60 Martin Place."*

In its assessment report for the Stage 1 Amending DA, the Department also noted that:

The proposed expansion of the South tower envelope with an 8m setback to Martin Place complies with the site-specific planning controls.

The Department accepts the proposed building envelope is consistent with the character of Martin Place formed by a mix of lower scale heritage buildings and modern office towers with varying setbacks from Martin Place.

Surrounding developments, including MLC Centre, Reserve Bank Australia (RBA) Building, 20 Martin Place and recent development at 60 Martin Place have towers setback less than 25 m from Martin Place.

The proposed 8 m setback of the South tower from Martin Place will be respectful of heritage buildings and consistent with the character of other developments along Martin Place in accordance with Clause 2.2.4.1 of the proposed Design Guidelines supporting the Amending Concept DA (Condition B1 a).

The Department notes the site-specific Design Review Panel (DRP) established under the Concept Approval and the Government Architect raised no concerns with the extended tower envelope for the South Site. The DRP would continue to provide independent advice on the architectural design, including the relationship of the podium and the tower and whether any setbacks are warranted for Detailed Design DA (Condition B1 b).

(Stage 1 Amending DA Assessment report, DPE, January 2019, pp v-vi).

The appropriateness of the 8m tower setback to Martin Place has been extensively tested and assessed in the development of the Planning Proposal, Stage 1 Amending DA, and this Stage 2 DA for the South Site. With reference to the above, and the technical studies prepared for the numerous planning applications applying to the site, it has been confirmed that the adopted 8m setback to Martin Place respects the spatial qualities and built form of Martin Place and in no way detrimentally impacts Martin Place. The proposed tower setback to Martin Place is contextually and historically appropriate for the following reasons:

- It is consistent with the long-term vision for the Martin Place Special Character Area because it:
 - protects existing significant public vistas to the east and west and ensures the proposal will not undermine the appreciation of the GPO clock tower, or views of its silhouette.
 - provides open views to the sky and respects pedestrian amenity along Martin Place, particularly with regard to solar access, daylight and wind conditions.
 - strikes an appropriate balance between conserving and enhancing the significance of Martin Place as one of Central Sydney's grand civic and ceremonial spaces, and expanding on its role as a valued business and commercial location in the Sydney CBD with excellent access to public transport.
 - continues to ensure that the GPO clock tower remains unobstructed from all public spaces within Martin Place. The principal impact on the view of the clock tower from the public domain occurs as a result of the street aligned podium on the South Site, which is effectively mandated by all relevant planning controls and objectives.
 - appropriately reinforces the spatial significance of Martin Place and its ongoing role as the commercial centre of the Sydney CBD, and also responds to the significant improvement in public transport accessibility. It does this in a manner appropriate for the future sustainability of the city whilst respecting the historic and ceremonial significance of Martin Place by providing an envelope which responds reasonably to its context.
- the proposed 8m setback is marginally greater than the setback of the Reserve Bank Building, ensuring that the South Tower is not visually dominating and maintains the visual prominence and landmark qualities of the Reserve Bank Building.
- The setback recognises the rhythm of tower setbacks on the southern side of Martin Place, and the changing character of Martin Place at the commercial eastern end. Towers to the west of the MLC tend to have deeper setbacks while the towers to the east have lesser ones. There is no established or defined tower setback from Martin Place, and as such the proposed building envelope has been developed as a response to a deep understanding of its context.
- The podium follows the street alignment and matches the established street setback to Martin Place. This is consistent with the LEP controls, approved Concept Proposal and the Consolidated Design Guidelines.
- The podium is consistent with the street wall height datum of 50 Martin Place, creating a uniform street wall in this part of Martin Place.
- The podium is distinguished from the tower through the terrace that contributes ensures the podium and key height datum is legible and defined.

It is further emphasised that the proposal complies with the Sydney LEP controls, Stage 1 Amending DA building envelope, and the Consolidated Design Guidelines, specifically developed to guide its detailed design.

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

Unlike the North Site which occupies an entire city block, the South Site forms the northernmost part of the block bound by Martin Place, Castlereagh Street, Elizabeth Street and King Street. The design has therefore been informed by the existing and potential future characteristics of development within this block in addition to the character of Martin Place and the wider Precinct.

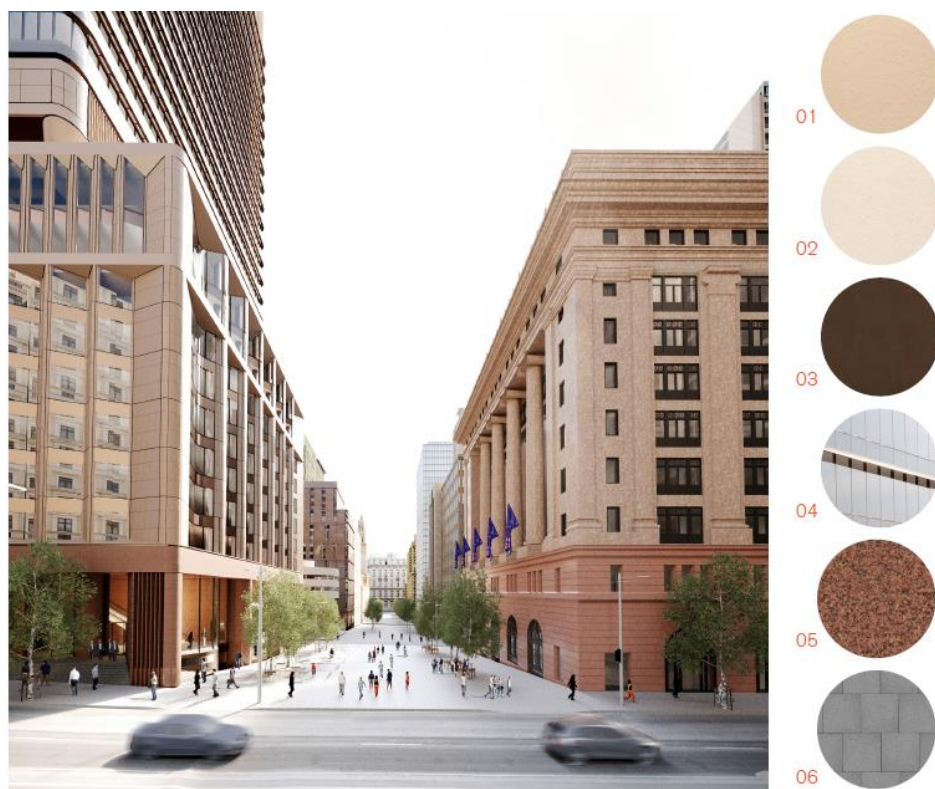
Relationship to 50 Martin Place

50 Martin Place is the prominent and significant feature in the streetscape that defines the architecture in this part of Martin Place bound by Elizabeth Street and Castlereagh Street. The podium for the South Site principally draws on the characteristics of 50 Martin Place, understanding that development to the south within this city block does not significantly contribute to the historic or architectural character of the site. The proposed podium response to 50 Martin Place has been developed through height, massing, articulation, and materials. In this way, the podium complements the building proportions and architectural details of 50 Martin Place. This is discussed in **Section 2.1.1** and **Section 2.1.2** above, and the design responses by Tzannes in **Appendix B**.

At the ground plane, the podium adopts a zero setback to Martin Place to reinstate the dominant street wall along Martin Place, which the previous building (currently being demolished) did not provide. This zero setback references the alignment of 50 Martin Place and ensures the continuation of distinct and strong built form edges characteristic of Martin Place. When viewed in combination with the adopted street wall height that aligns the podium with the parapet of 50 Martin Place, the building proportions of the podium effectively mimic that of 50 Martin Place. This creates a uniform 'urban room' between the South Site podium and 50 Martin Place.

The proportionality of 50 Martin Place is further complemented in the detailed design of the podium, which references the distinct strata in the 50 Martin Place facade. As has been discussed, the podium design is divided into a podium base, mid-podium and upper podium, with each of these three (3) zones or strata referencing and aligning with the stone base, colonnade and entablature proportions of the 50 Martin Place facade opposite (refer to **Figure 7** above). The architectural detailing of these zones reinforces the podium as a contemporary response to the Beaux-Arts composition of the opposing façade of 50 Martin Place.

The architectural elements and articulations of the podium comprise stone cladding to reinforce the distinct granite base of 50 Martin Place, curved ceramic and glass bays on the mid-podium to mirror the columns on 50 Martin Place, and smaller bays framed by strong horizontal stone bands on the upper podium which reflect the style and proportions of the entablature of 50 Martin Place. This architectural detailing is refined on the eastern and western facades of the podium, creating a hierarchy of facades to give prominence to the Martin Place frontage of the building that directly interfaces with 50 Martin Place. These techniques reflect the language of 50 Martin Place, where the deeper articulation of the southern (Martin Place) façade is contrasted with reduced articulation on the eastern and western facades. **Figure 19** below demonstrates the order of the hierarchy.



Legend

1. Ceramic panel cladding - glazed matt finish (colour to match 50 Martin place)
2. Ceramic panel cladding - glazed gloss finish (colour to match 50 Martin Place)
3. Bronze powder coated aluminium
4. Neutral clear glass and colour backed glass spandrels
5. Large format stone cladding to match the base of 50 Martin place
6. City of Sydney stone paving - Austral Verde

Figure 18 Materiality shared between the South Tower and 50 Martin Place

Source: Tzannes

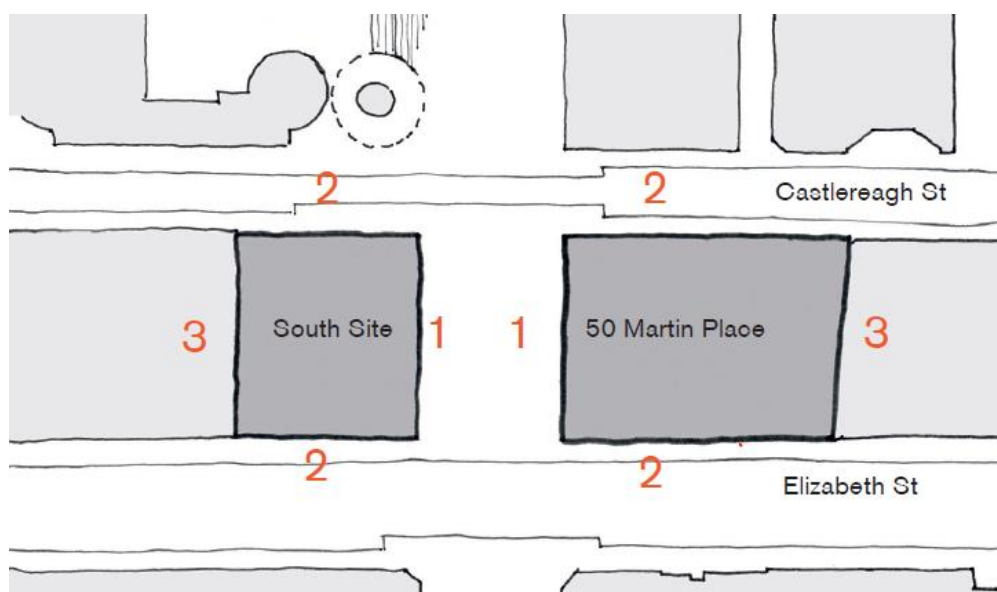


Figure 19 Hierarchy of facades on the South Site and 50 Martin Place

Source: Tzannes

Relationship to neighbouring development to the south

Whilst the podium is designed to reference 50 Martin Place in terms of height, massing, articulation, and materials, it has also been designed to integrate with neighbouring development to the south. Land immediately to the south (60 Castlereagh Street) has the potential for redevelopment under the existing planning controls and with consideration of the strategic context of the South Site. The relationship between the proposed podium and this neighbouring building is defined by the following:

- The recessed terrace that establishes the extent of the podium is not extended to the southern façade of the building, which is defined by solid ceramic panel cladding. This design response acknowledges that the building to the south has a tower setback from Castlereagh Street of approximately 5 metres, a tower setback from Elizabeth Street of approximately 5.5 metres, and a podium height substantially less than the proposed podium height for the South Site. Providing a terrace and thereby defining the street wall height for the southern facade of the podium would create an awkward built form relationship between the proposal and the existing adjoining development.
- The proportions of 50 Martin Place that has been referenced in the proportionality of the South Site podium is continued on the southern façade via flat bands corresponding to the expressed slab edges. This serves to articulate the façade whilst at the same time ensuring the podium design does not pre-empt the future redevelopment of sites to the south or erode the key height datum created by aligning the South Site podium with 50 Martin Place, the North Site, Qantas House and the City Mutual Building.

2.1.5 Southern elevation

The Department has requested that further consideration be afforded to how the southern elevation of the proposal can achieve satisfactory streetscape and urban design outcomes with the proposed zero setback on both Elizabeth and Castlereagh Street. This should include consideration of:

- how the proposed development will relate to the potential built forms of future redevelopment of adjoining sites and surrounding properties; and
- further resolution/justification for the proposed decorative architectural treatment of the southern elevation.

The City proposes that building returns of 8m by 8m should be incorporated into the southern street corners of the building above the podium height as a transition to the adjoining development to the south. The GANSW, however, noted that the proposal to increase setbacks on the south east and south west corners of the tower and to include windows on the southern facade has not been pursued in the detailed design to date consistent with their advice. They acknowledge that the articulation of the southern facade is being explored through textured and patterned cladding, but that the resolution of the facade remains unresolved and should be assessed further by the DRP.

Proponent's response

Detailed design of the southern elevation

The detailed design of the southern elevation of the South Site has been a significant focus of the DRP, and has been revised through consultation with the DRP and in response to the Department's comments through DRP #7, #8 and #9. Feedback from the DRP centred on the need to articulate the wall, particularly at the south-east and south-west corners. The DRP noted that this would mitigate the appearance of a continuous street wall, which would likely occur if future development to the south had no setbacks above the podium.

Revisions to the design of the southern elevation were finalised at the most recent DRP meeting (#9), where the proposed design resolution for the southern facade was supported by the DRP. This included simplifying the articulation of the façade to emphasise the corners of the tower, extending ceramic cladding to the roof, the continuation of flat horizontal bands representing key slab edges along the east, west and north facades, increasing the extent of ceramic to the southern corners of the tower on the east and west facades, and replacing the previously proposed curved glass southern corners adjacent to the southern edge of the tower with a window for the full height of the tower.

The proposed treatment of the southern façade, the corners and the roof deepen the expression of the threshold condition established by the building form. The various detailed design elements come together to ensure the

southern façade serves as a grand ceramic wall and marker for the Martin Place Metro Station Precinct in the wider city context.

It is considered that the design of the southern façade allows for the flexible redevelopment of the site to the south, as addressed through the Stage 1 Amending DA. The zero setback creates the possibility for a variety of podium heights and tower setbacks for development to the south and ensures a high degree of flexibility for the architectural form of a future redevelopment of 60 Castlereagh Street. The proposed zero setback scheme also provides flexibility for the height of podium buildings to the south of the South Site, whilst establishing a distinct character for Martin Place.

The detailed design refinements described above to the southern facade, roof and southern corners ensure the South Site remains a legible feature in the streetscape in the event that future adjoining development does not adopt setbacks. This includes using ceramic folds on the eastern and western corners of the facade that appear to wrap the corners of the building, and incorporating a line of curved windows adjacent to the southern edge of the tower that create an indent and strong shadow line in the facade (refer to **Figure 20** and **Figure 21** below). This feature will articulate the separation between buildings and negate the risk of a continuous street wall should future development at 60 Castlereagh Street not adopt tower setbacks.

The proposed southern elevation neither dictates nor infers a podium height and/or street frontage setback for buildings to the south of the site. This situation allows greater flexibility and redevelopment options for these sites to the south, especially when considering they are already significantly constrained in terms of redevelopment potential given the Hyde Park Sun Access Plane.

The proposed amendment to the design of the southern elevation is shown in **Figure 20**, and is discussed in **Section 3.0** of this report in more detail.

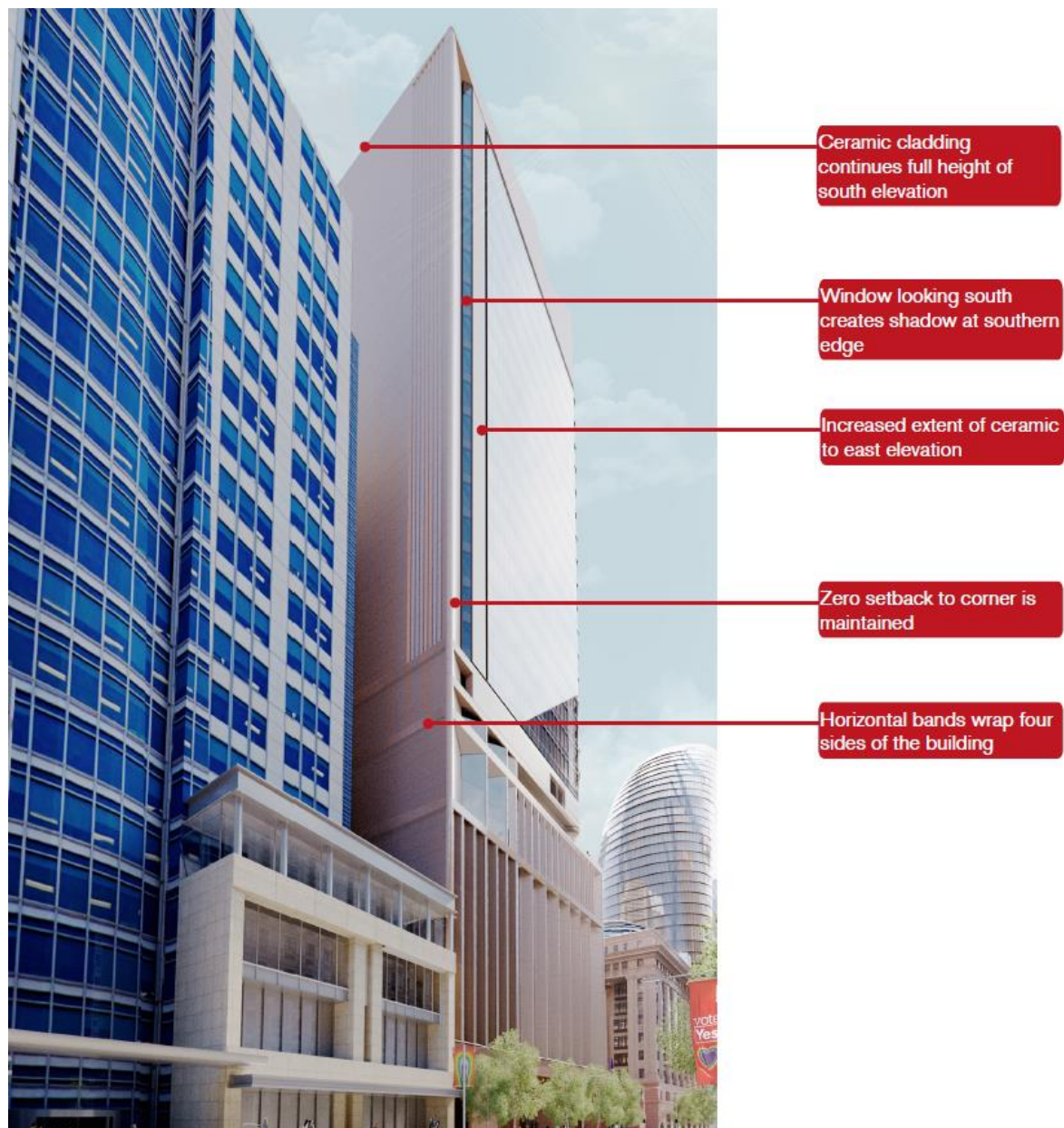


Figure 20 Proposed southern elevation of the building, as viewed from Elizabeth Street

Source: Tzannes

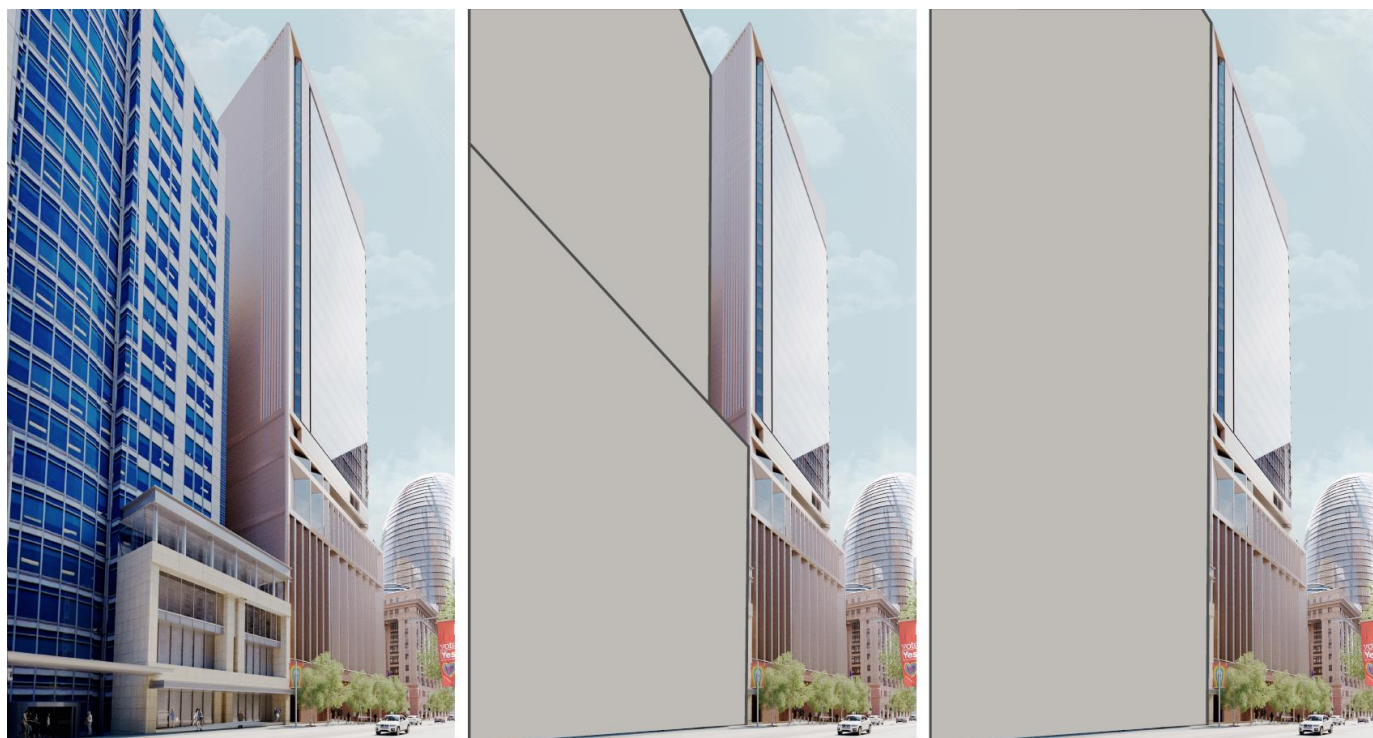


Figure 21 Tower and podium remain legible in the streetscape regardless of future development to the south

Source: Tzannes

8m x 8m building returns on the southern street corners above the podium

As highlighted in the GANSW's submission, the potential for building returns on the southern corners of the tower has been reviewed and considered at several stages of the design review process. The site-specific DRP, established to review the detailed design development of the Precinct, did not support the inclusion of these returns as documented in the DRP advice from Meeting #6. An extract from this advice is included below:

"We support the current approach to podium expression which presents a positive outcome for Martin Place. We also support the architecture of the podium as it relates to Castlereagh and Elizabeth Streets.

We note and support the emphasis of the structural elements between the tower and the podium. We support the proposed articulation of the roofline to address sun access to Hyde Park.

...

*We note proposals to increase the setbacks at the south east and south west corners of the tower to improve architectural expression and urban design outcomes for the block, **however these are not supported**. In particular, the proposal for windows on the southern façade should not be pursued."*

(our emphasis in **bold**)

The potential for building returns at the southern corners of the tower were further tested and studied in the documentation of the Stage 1 Amending DA, which extensively detailed how the inclusion of building returns would not generate the desired built form or result in any meaningful environmental benefit. Reference is made to the Response to Submissions report prepared for the Stage 1 Amending DA, dated 2 November 2018, which confirmed that the inclusion of such recesses would:

- not result in any environmental benefit;
- undermine the creation of a successful transition to the adjoining development to the south;
- undermine the distinct threshold condition being created by the proposed development that reinforces the uniqueness and legibility of Martin Place and the Metro Precinct within the urban fabric of the city; and

- restrict the flexibility of sites to the south in responding to the constraints of the Hyde Park Sun Access Plane in the scenario of future redevelopment.

In particular, it was identified that the redevelopment potential of sites to the south would be substantially limited if they were required to conform to the podium and street frontage height datum suggested by Council as well as the Hyde Park SAP, resulting in short, squat building envelopes; an arguably undesirable urban design and planning outcome for Elizabeth Street as an edge condition to Hyde Park. Defining the podium height could also have a potentially limiting effect on the flexibility of sites to the south to respond to the proportional relationship between the podium and the tower (as the height of the tower above the podium would be significantly reduced). This potential impact is shown in **Figure 22** below.

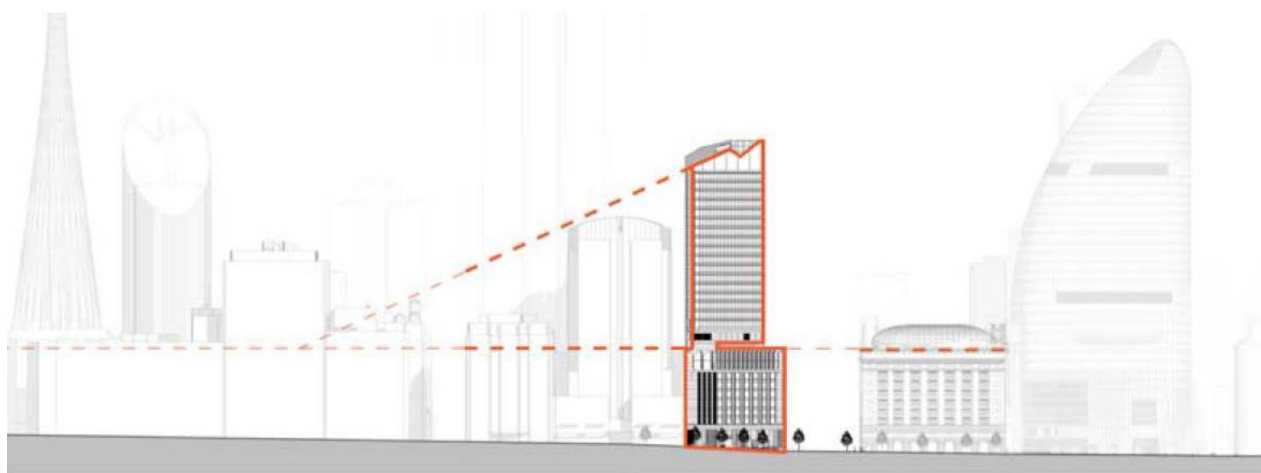


Figure 22 Elizabeth Street elevation illustrating the impact of 8m x 8m recesses defining the podium height

Source: Tzannes

The detailed assessment concluded that setbacks above podium level at the south east and south west corners would be largely ineffective and would not create the desired or ultimate outcome for the South Site. These returns have not been pursued in the detailed design of the proposal.

The southern facade as proposed can achieve satisfactory streetscape and urban design outcomes with the proposed zero setback on both Elizabeth and Castlereagh Street. As discussed above, the use of ceramic folds on the eastern and western corners of the facade that appear to wrap the corners of the building, and incorporating a line of curved windows adjacent to the southern edge of the tower that create an indent and strong shadow line in the facade, ensure that the South Tower remains a legible feature in the streetscape in the event that future adjoining development does not adopt setbacks. These adopted design responses preserve the long-term legibility of the South Tower in the streetscape in-place of setbacks that limit potential built form responses for neighbouring development.

It is also noted that the Department considered this issue during the assessment of the Stage 1 Amending DA, noting the following in its assessment report:

The Department notes that Council's recommendation to introduce 8 x 8 building returns at the southern corners of the envelope was previously considered by the site-specific OSD Design Review Panel (DRP) but was not supported. (Minutes of DRP Session 6 - held on 7 August 2018). The Department also considers the introduction of building returns will not provide an acceptable transition of built forms to the adjoining development to the south, which has a substantially lower podium height and tower setback of 5 m and 5.5 m to the street frontages.

(DPE Stage 1 Amending DA Assessment Report, January 2019, p. vi)

2.2 Activation and integration with the metro station

2.2.1 Through-site links

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 link 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 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 public accessible areas as preferred options over potential security banners.

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. The 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, and entrances to the link. Illustrations of the through-site link are provided in **Figure 23** and **Figure 24** below.

As public and semi-private spaces are communicated through their enclosure, the publicly assessable station and through site link has been design with open entrances, completely unobstructed during operational hours and ensuring it is legible. The through site link will be secured by a gate compliant with Metro requirements when the station is closed. The street paving will form a continuous surface into the station entrance, breaking down the perception of boundary and communicating the public nature of the space, further contributing to the legibility of the space.

The pedestrian experience of the through site link has been developed in consultation with the DRP. The dimensions and alignment of the entrances allow a clear view from one street to the other. This creates a legible pathway and promotes safety through passive and active surveillance. The DDA compliant path of travel, which makes use of the station lifts, aligns with the same path that uses the stair. Clear sightlines between the street, retail, lift waiting zones and station, including between different levels of the station, promote passive surveillance of publicly accessible areas.

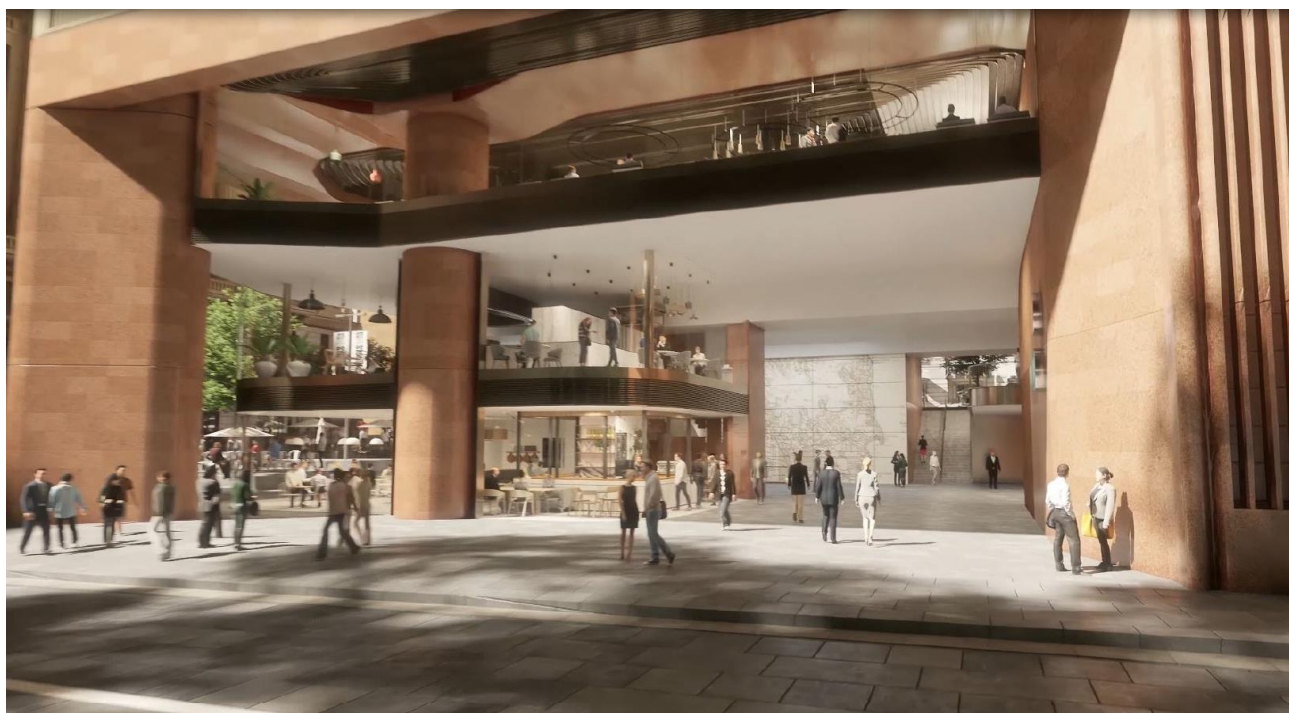


Figure 23 Through-site link looking east to Elizabeth Street from Castlereagh Street

Source: Tzannes



Figure 24 Through-site link looking west at the Elizabeth Street entry from Elizabeth Street

Source: Tzannes

Security and operation of the through-site link

The through-site link will operate between 6am to 2am the next day, in line with the operational hours of the metro station. 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, as recommended by the Security Assessment completed for the site (which is being addressed as part of the CSSI design refinement process).

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 high levels of natural surveillance owing to its visibility from adjacent public streets, retail areas overlooking and directly accessing this space, and from the pedestrianised Martin Place. The location of the South Site benefits from abundant street activity throughout the day (on Elizabeth Street, Castlereagh Street, and Martin Place) including pedestrians, buses, private vehicles and taxi ranks. Further design measures such as lighting within the link and at the entrances will benefit the safe operation of the link.

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.
- Street paving is continued from the site boundary into the station entrance, to break down the perception of a boundary and communicate the public nature of the through-site link and concourse.
- 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.
- Retail tenancies and commercial lobbies are finished in full-height glazing, allowing views into these spaces from the station and street frontages. 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 further distinguished from the more public nature of the retail tenancies by elevating the entrance and using glazed revolving doors that are typical of commercial typologies. 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 through-site link, commercial lobby, and retail tenancies is achieved in the detailed design of the proposal, as discussed in the updated Design Report prepared by Tzannes (**Appendix B**) and the DDA-Accessibility Statement at Appendix Q of the EIS.

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 retail tenancies and commercial lobby have also been designed to encourage passive surveillance and unimpeded visual connections to public areas where possible.

The tenancies and lobby have been positioned so that they either benefit from a direct frontage to the street network or Martin Place, the through-site link, or the station. Full height glazing provides a visually permeable ground plane, and allows for clear sightlines between the tenancies and commercial lobby to the Metro entrances and other publicly accessible areas and the public domain. The curved glass line of the lower podium facade also means that retail tenancies fronting Martin Place remain visible, pushing out from between the columns when viewed from Elizabeth Street or Castlereagh Street (refer to **Figure 26**). The permeability of the ground plane is evident in the photomontages at **Figure 26** to **Figure 29** below.

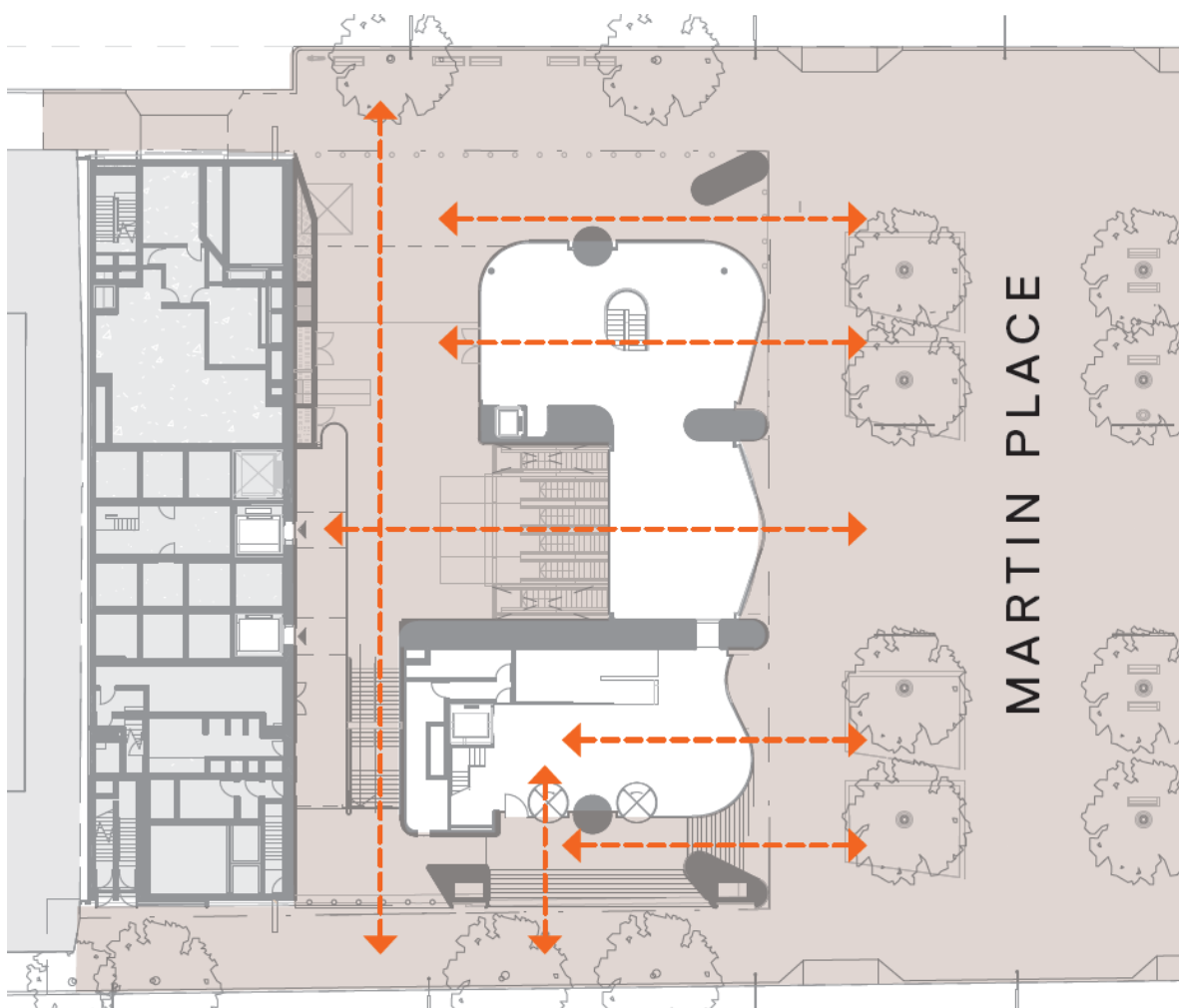
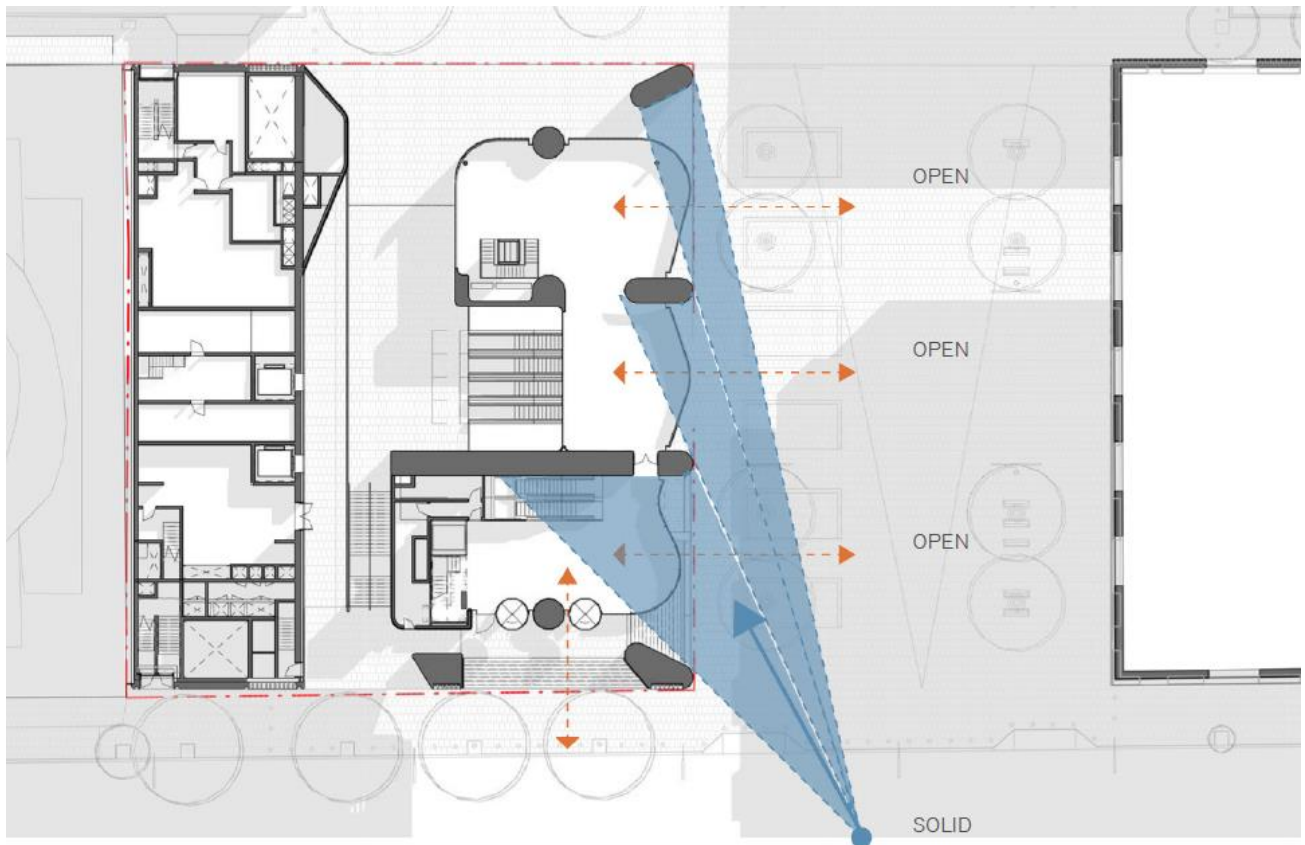


Figure 25 Key sightlines within the building

Source: JPW + Grimshaw



Plan view



Perspective view

Figure 26 Views of the retail tenancies remain available from oblique angles

Source: Tzannes



Figure 27 Primarily glazed base providing clear sightlines between Martin Place and the site

Source: Tzannes



Figure 28 Visual connection between tenancies and the through-site link when viewed from Castlereagh Street

Source: Tzannes

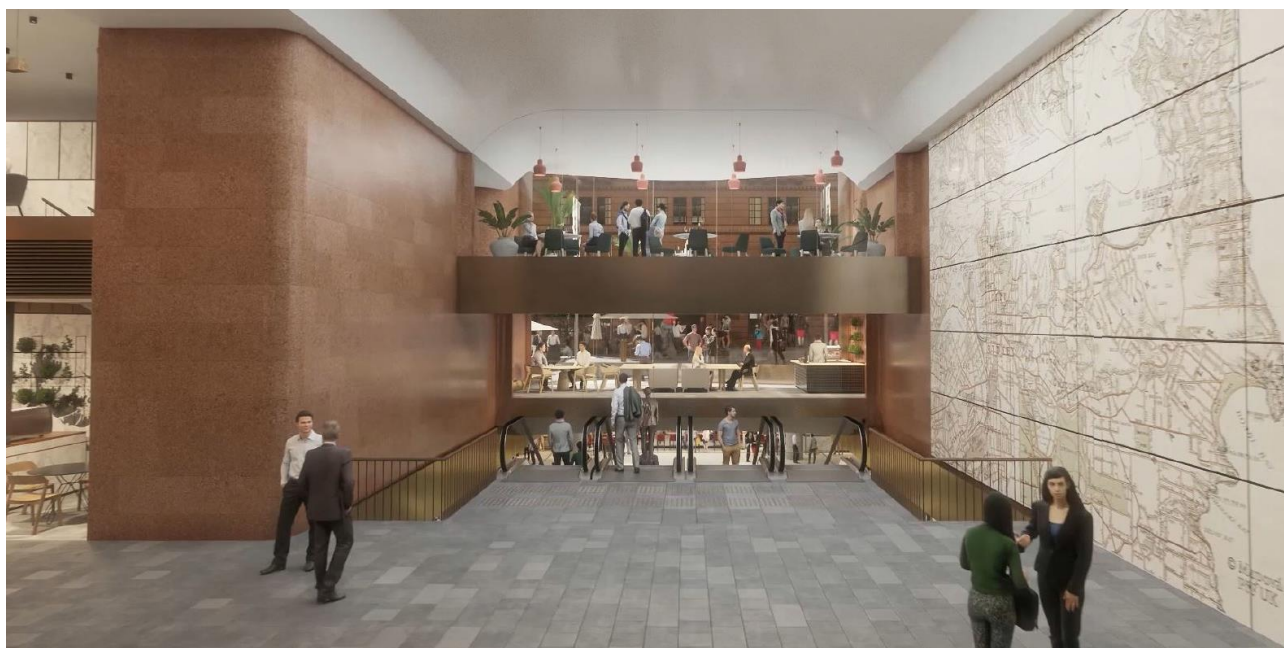


Figure 29 Visual connection between tenancies and the station entrance from within the through-site link

Source: Tzannes

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 South Site, further consideration of the design and location of the lower ground, ground, and mezzanine retail spaces with respect to:

- the effectiveness / ease of access to retail spaces;
- visual connection from the streets and Martin Place to the retail space and general wayfinding;
- finished levels of the ground floor and lower ground floor retail spaces relative to the surface levels of Martin Place and the impact on retail/street activation; and
- consistency with the Consolidated Design Guidelines in providing a Martin Place address for the building and the provision of recesses/non-awning weather protection to the entrances from Martin Place.

Proponent's response

The below commentary and **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 2019.

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 South Site's retail spaces including Castlereagh Street and Martin Place ground level, Elizabeth Street ground level and the mezzanine level (from the tower lobby).

The proposed retail spaces promote the activation of the street frontages, ground plane, and Metro areas within the South Site, whilst offering functional spaces capable of accommodating a range of retail uses. The retail space on the corner of Martin Place and Castlereagh Street can extend vertically over three levels, providing the opportunity for a flagship retail offering, or the flexibility to have single level retail shops. The imposing larger scale presence of a multi-level flagship offering is befitting of many of the grand heritage retail buildings currently within Martin Place.

As an alternative to the flagship offering, there are a number of options, tenants and uses that would complement the Martin Place retail spaces. There is also the potential for the retail space on Martin Place to include outdoor seating would complement the Council's vision for Martin Place.

Ease of access to retail spaces and visual connection

As demonstrated in **Figure 27** above, the semi-private spaces for retail and the commercial lobby are enclosed by full height glazed facades. The full height glazing allows views into these spaces from the station and public domain. The dual aspect retail spaces at ground and lower ground allow a visual connection between the station entrance and Martin Place that increases legibility. This, together with street level access, communicates that whilst the retail is not part of the public domain, it is open to the public during hours of operation. Glazed double doors to the retail units maintain visual permeability whilst providing security outside of operational hours. All entrances have level thresholds for accessibility.

Consolidated Design Guidelines

The detailed design of the South Tower achieves the objective for Martin Place to be the primary commercial and station address for the South Site, as follows:

- The commercial lobby of the proposed design can be accessed from Martin Place and looks directly on to Martin Place.
- The provision of retail tenancies is maximised on the Martin Place street frontage, with two levels of tenancies fronting Martin Place. The Lower Ground tenancies have been designed with flush thresholds to promote footfall to the lower ground retail spaces and offer an opportunity to activate portions of Martin Place with retail uses.
- The use of full-height glazing for the retail spaces creates a visual connection from the Metro Entrance to Martin Place, through active retail. Joint access from Elizabeth Street and Castlereagh Street allow for a choice in address, although both entrances have covered access to Martin Place.

The detailed design also achieves the objective for the provision of recesses/non-awning weather protection. No awnings have been provided on the street frontages or to Martin Place, with the podium instead using recesses at the building entrances to provide weather protection without the need for awnings (see **Figure 30** below).

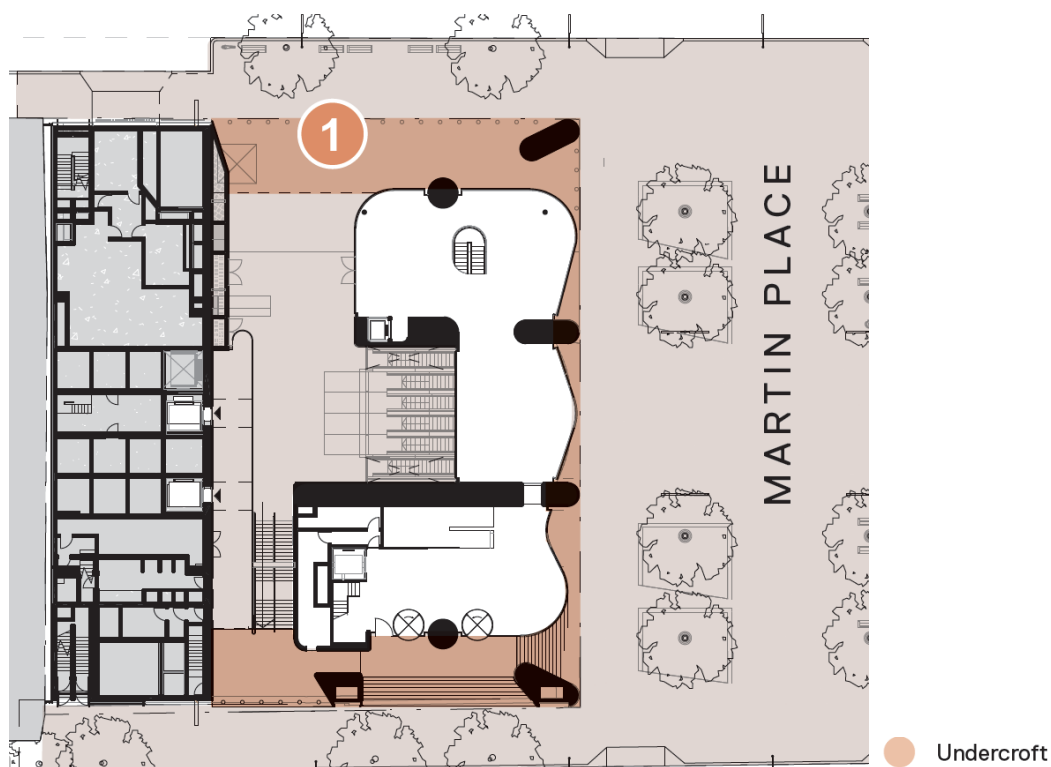


Figure 30 Undercroft spaces providing weather protection for the South Site

Source: JPW + Grimshaw

2.2.3 Integration of building services at street level

The Department has requested that further details be provided of architectural treatments for the integration of services such as ventilation and fire egress at street level.

The City of Sydney has commented that the Elizabeth Street frontage of the building is compromised by services and the predominance of steps and ramps. The City has recommended that the floor levels be reviewed to provide grade entry from Elizabeth Street to station lifts and building lobbies.

Proponent's response

Integration of services, ventilation and fire egress

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 South Site to be consolidated, minimising the scale and impact on street frontages and maximising opportunities for street activation. Notwithstanding this, it is recognised that the South Site is a highly constrained site and that there are significant station servicing requirements that have influenced the detailed built form for the South Site ground plane.

The rationale for the design and location of services for the South Site has been to consolidate services to the core at the southern end of Castlereagh and Elizabeth Street, away from the primary active frontage to Martin Place and the station entrances. The proportion of the Castlereagh Street and Elizabeth Street frontages that are used for services in the overall facade have been minimised as much as possible, and the proportions are comparable between these frontages, meaning no one façade is overly burdened (see **Figure 31** and **Figure 32** below).

The integration of services, ventilation, and fire egress has created opportunities for the articulation of the podium to ensure these elements are integrated with the overall design and complement the architectural details of the building. Ventilation ducts on the upper podium are designed as metal barre grilles between stone clad bays, services at the ground plane are concealed by stone and ceramic cladding, and fire egress doors are set back from the street in a recess on the southern boundary that extends the full height of the base and articulates the boundary

between buildings at street level. These architectural treatments ensure the services are appropriately integrated into the detailed design of the podium, and do not compromise the aesthetics, use or amenity of street frontages.

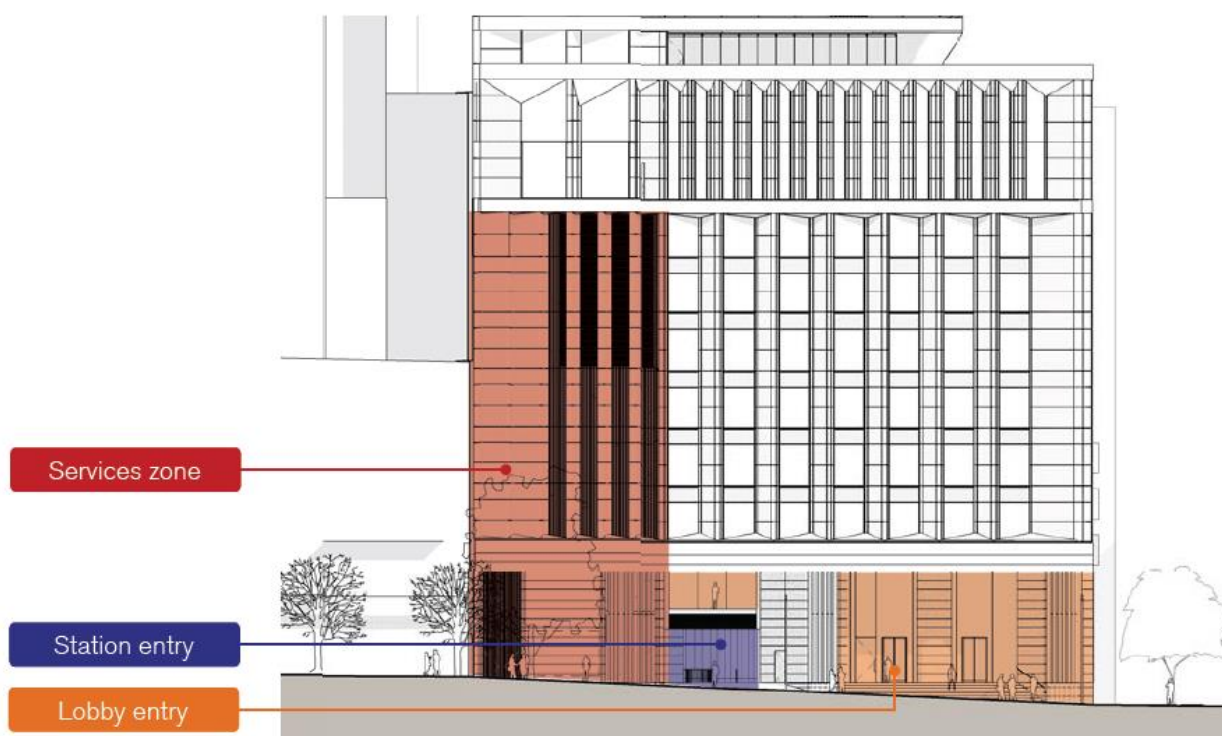


Figure 31 Proportion of the Elizabeth Street frontage used for services

Source: Tzannes

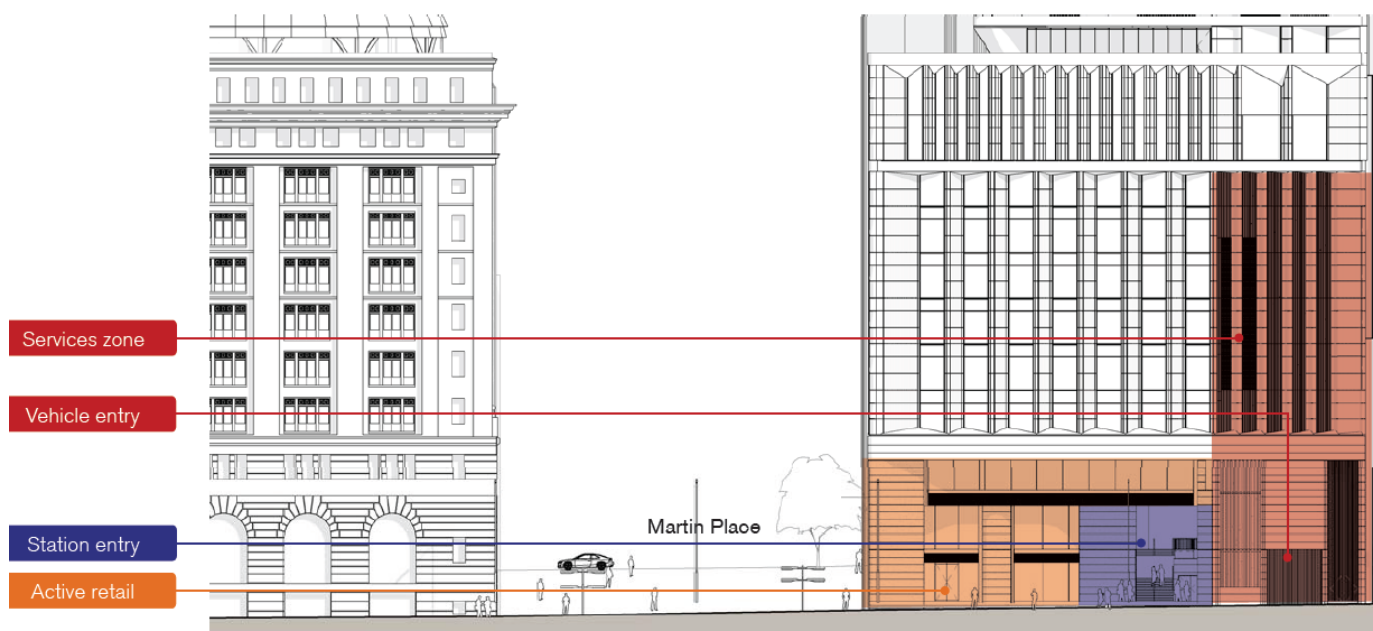


Figure 32 Proportion of the Castlereagh Street frontage used for services

Source: Tzannes

Floor levels and grade entry on Elizabeth Street

The detailed design of the building and specifically the finished floor levels for the ground plane where it interfaces with the street frontages has been informed by specific site conditions. These conditions have informed where at-grade entry to the site is possible, and where stairs are required to maintain access, and include:

- the significant 5m level change between the Elizabeth Street and Castlereagh Street frontages of the site, which significantly impacts the possibility for at-grade movements across the site;
- the interplay of finished floor level requirements for the station beneath that have flow-on effects for the tower levels above;
- the need to prioritise the Martin Place frontage of the site in terms of at-grade access for building entrances, consistent with the Consolidated Design Guidelines that require this frontage to be the commercial address for the site;
- the requirement to design all entrances and access to the South Site to achieve the 1 in 100 year flood level, or the higher of the 1 in 100 year flood level plus 0.5m or the Probable Maximum Flood (PMF) level where providing access to the underground levels such as the through-site link entry on Elizabeth Street.

The interaction of these constraints has informed the site levels and dictate that it is not possible to remove steps entirely from the Elizabeth Street frontage of the site. Notwithstanding this, accessible paths of travel are provided from every frontage of the site and at every entrance, including those on Elizabeth Street. This ensures the South Site remains accessible and will achieve DDA requirements, as confirmed in the DDA-Accessibility Statement at Appendix Q of the EIS.

2.3 Heritage

The Department has requested that the proponent provide further information to satisfy the requirements of the SEARs which require 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 integrated station development (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 area. The story of the project 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 on the North Site 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 & Southwest Heritage Interpretation Strategy, in consultation with 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 had 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, TKD Architecture has provided additional information on the issues raised and how the proposal has responded to those issues from consultation with the Heritage Council (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 zones

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 proportion and size of proposed signage zones in response to the unique 'crown' roof line and form of the tower.

The City of Sydney have commented that the 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 the integration and compatibility with the architectural design, materials, finishes and colours of the building. The City objects to approval of the use of more than two top of building signage zones.

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 enabling 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 South 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 in **Appendix B** 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 are also located to ensure there is no impact to the operation of a future building maintenance unit (BMU). **Figure 33** illustrates how an illustrative signage design could integrate with the building within the north facade zone.

The designs of the signage zones are considered to be appropriate with reference to the unique 'crown' roof line of the South Tower. The signage zones have been scaled with regard to the proportions and profile of the South Tower roof.

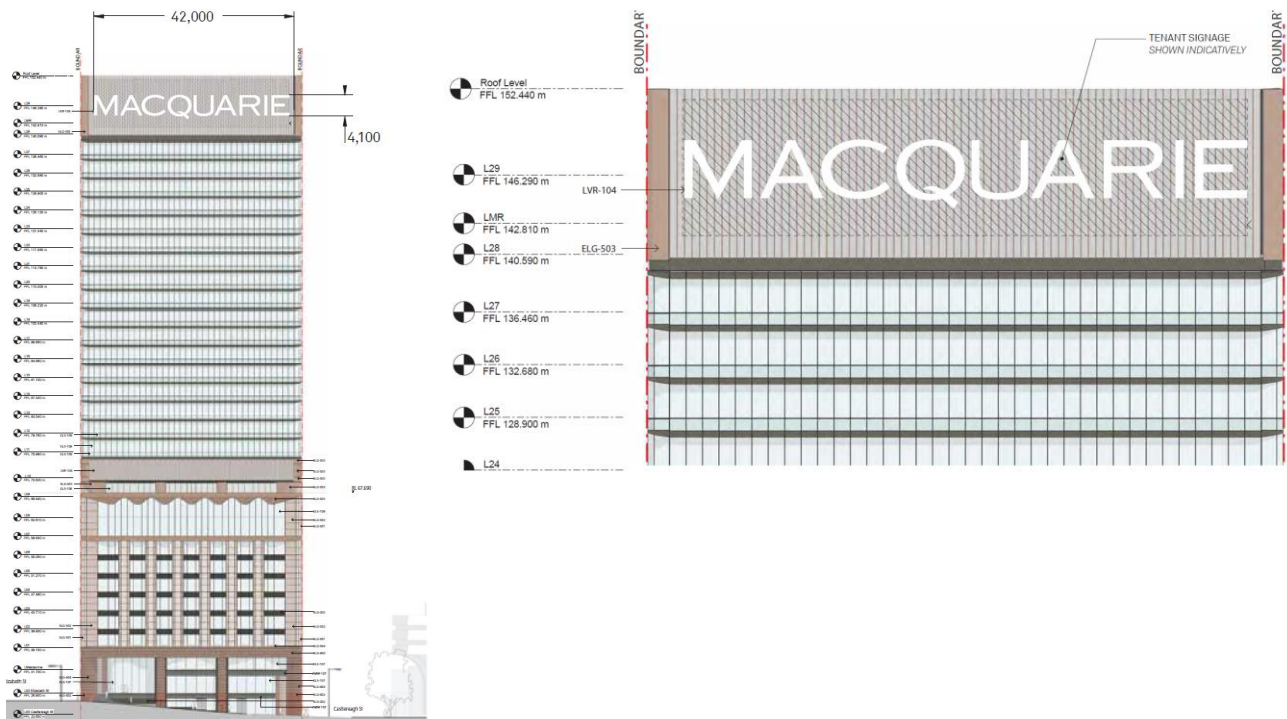


Figure 33 North elevation illustrative signage within proposed signage zone

Source: Diadem

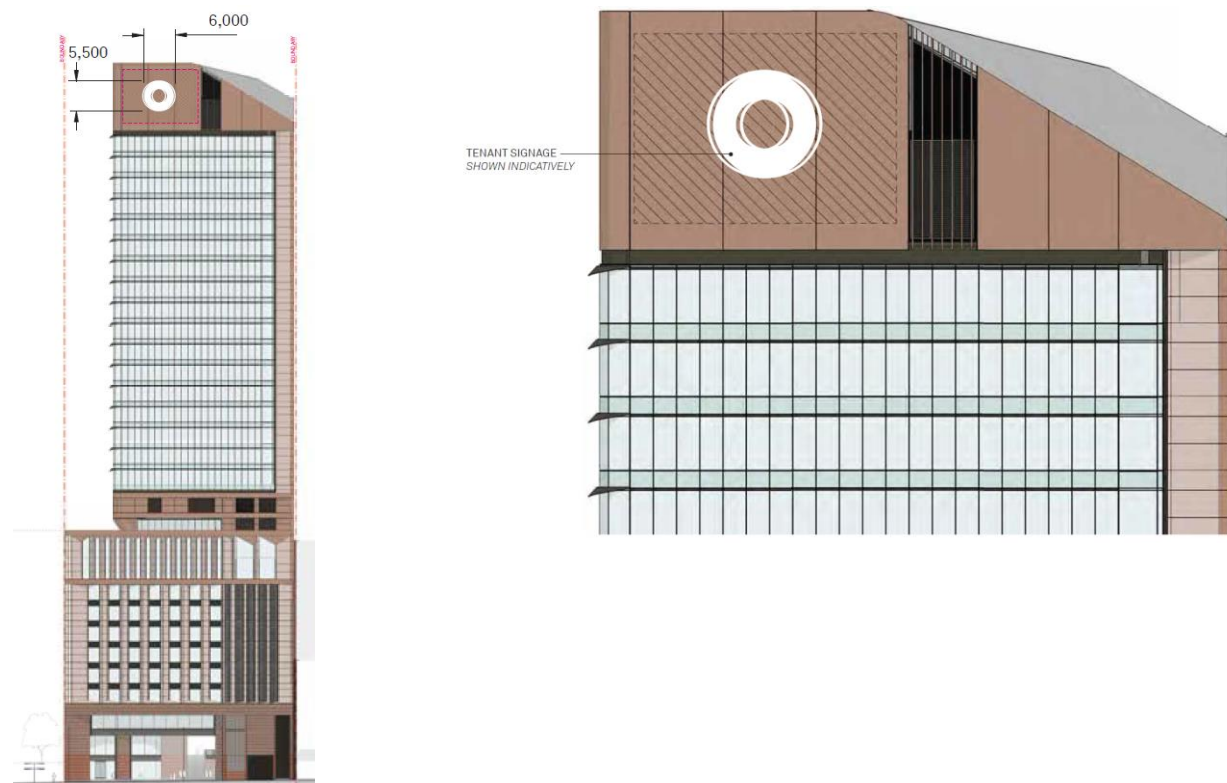


Figure 34 West elevation illustrative signage within proposed signage zone

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, the Department has 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 has commented that the provision of bicycle parking and end of trip facilities in a different building is not supported. Council recommends that the southern basement be redesigned to fully accommodate the required parking and facilities, and that bicycle parking and end of trip facilities should be in accordance with the Sydney DCP 2012 requirements.

With regard to the sharing of the loading dock, the City of Sydney notes that the proposed 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.

TfNSW notes that the management of the loading dock needs to consider and address how the conflict between pedestrians and service vehicles using the loading bays will be mitigated.

Proponent's response

Arup has prepared an updated 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 Tower 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. The updated report also includes an updated Loading Dock Management Plan and Construction Pedestrian Traffic Management Plan.

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 South Site. 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 North Site and the South Site.

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 dedicated bicycle parking facilities for the South Site will be separate to those for the North Site, 50 Martin Place and retail staff. This ensures the dedicated facilities for the South Site are exclusively used by the future occupants of the South Site.
- Internal access will be possible between the proposed parking and end of trip facilities (on Level B2 of the North Site) and the South Site, via the B3 (unpaid) concourse. Alternatively, occupants of the facilities will be able to access Level B2 and the dedicated lifts via the Castlereagh Street entry of the North Site.
- An agreement will be in place to ensure future tenants of the South Site are provided access to these facilities in the North Site, which are expected to be managed with an electronic swipe card system.

Capacity

It is proposed to deliver 232 bicycle parking spaces, 269 lockers and 28 showers for use of South Site occupants and visitors. 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 South Site.

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 of the South 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 meet the anticipated demand while also futureproofing for any anticipated increases in cycling in the future.

User experience

Wayfinding and user experience are essential to the success of the proposed off-site facilities. The proposed facilities are readily accessible from the street network and 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. One example of this is at Barangaroo, where there is a central bike parking (>1,000 bike racks) and end of trip facilities area for workers in the Barangaroo International Tower, with walking distances to these facilities ranging from 100 to 150m. This distance is a similar scale to that proposed for the South Site, with the time taken for the journey between the South Tower lobby and end of trip facilities on the North Site being approximately 2 minutes.

Easements and covenants

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

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 dock 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 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 South Tower. 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 South Site is capable of accommodating loading and servicing for the South 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 marshall 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 constrained South 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 South Site is capable of operating in emergency events. It is proposed that the North Site (or other approved location) will provide flexibility for the South Site should an incident occur, and the dock be inaccessible. This Precinct-wide approach provides capacity for the South site to operate notwithstanding unplanned events.

Given the North Site will only be used by the South Site 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 constrained 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 North Site loading dock to the South Site tenants, no further design measures are considered to be necessary to service the South Site.

Australian Standards

The proposed loading dock meets the minimum requirements under the Australian Standards and the Sydney DCP 2012 for the layout of the facility and for the loading and unloading of commercial vehicles, including design requirements for access driveways across the property boundary and for internal circulation roadways. However, some departures from the relevant Australian Standards are addressed in the LDMP.

Table 2 Departures from the Australian Standard for the South Site loading dock and response

Clause	Comment and mitigation
4.1 General (c) “The design of the service areas shall include the... provision of an appropriate number of SRV bays to accommodate maintenance and other site servicing vehicles.”	No long-dwell vehicles (e.g. maintenance and trade vehicles) will be permitted into the loading dock. These will be re-directed by the dock master to a nominated public carpark suitable for the relevant service vehicles.
Table 4.1 Service Bay Dimensions Recommended Vertical Clearance (min) SRV: 3.5 MRV: 4.5	The Australian Standard (AS2890.2—2002) places no requirement on the vehicle clearance head height for loading docks. It merely stipulates the limiting dimensions of potential vehicles.
4.3.1 (h) A major service area should accommodate at least one HRV on a regular service basis.	The waste management contractors will be employed to collect refuse from the site using vehicles that will not be restricted by the height of the Loading Dock.

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 Site and South Site and prior to the occupation and operation of these facilities.

3.0 Amendments to the application

Following public exhibition and in response to the comments made by the Department, the DRP, other government agencies, independent bodies and the general public, minor design changes have been made to the proposal. The changes are illustrated in the updated Design Report in **Appendix A**, and described in detail below, and have been considered where relevant in the assessment of the proposal above and in the final mitigation measures in **Section 5.0**. They have also been presented to, and are supported by, the DRP where relevant to the achievement of design excellence.

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 formulated for the site within the maximum building envelope, and that no further change is required or warranted to the proposed design. The changes to the proposal can be described as follows:

- design refinement of the southern building façade and further articulation of the south western and south eastern corners of the building;
- further refinement of the roof design to respond to Design Review Panel feedback; and
- reduction in the number of proposed signage zones from three (3) to two (2) on the northern and western facades.

The above changes have necessitated some rationalisation and reconfiguration of the building's structural spine and services to ensure alignment.

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

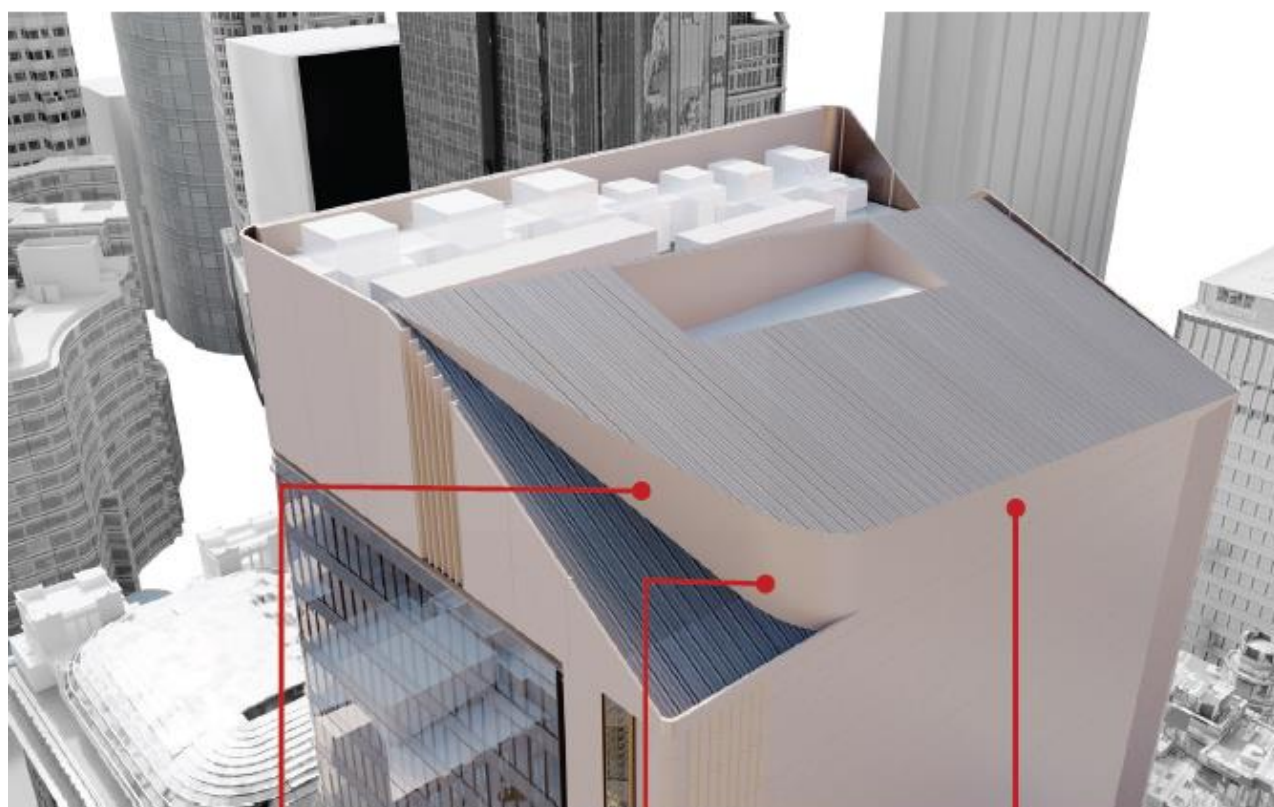


Figure 35 Revised southern facade and south eastern building corner as viewed from Elizabeth Street

Source: Tzannes



Figure 36 Revised southern facade and south western building corner as viewed from Castlereagh Street
Source: Tzannes



Ceramic cladding wraps all vertical faces of roof form

Curved corner of roof form

Ceramic cladding continues full height of south elevation

Figure 37 Refinement of roof design

Source: Tzannes

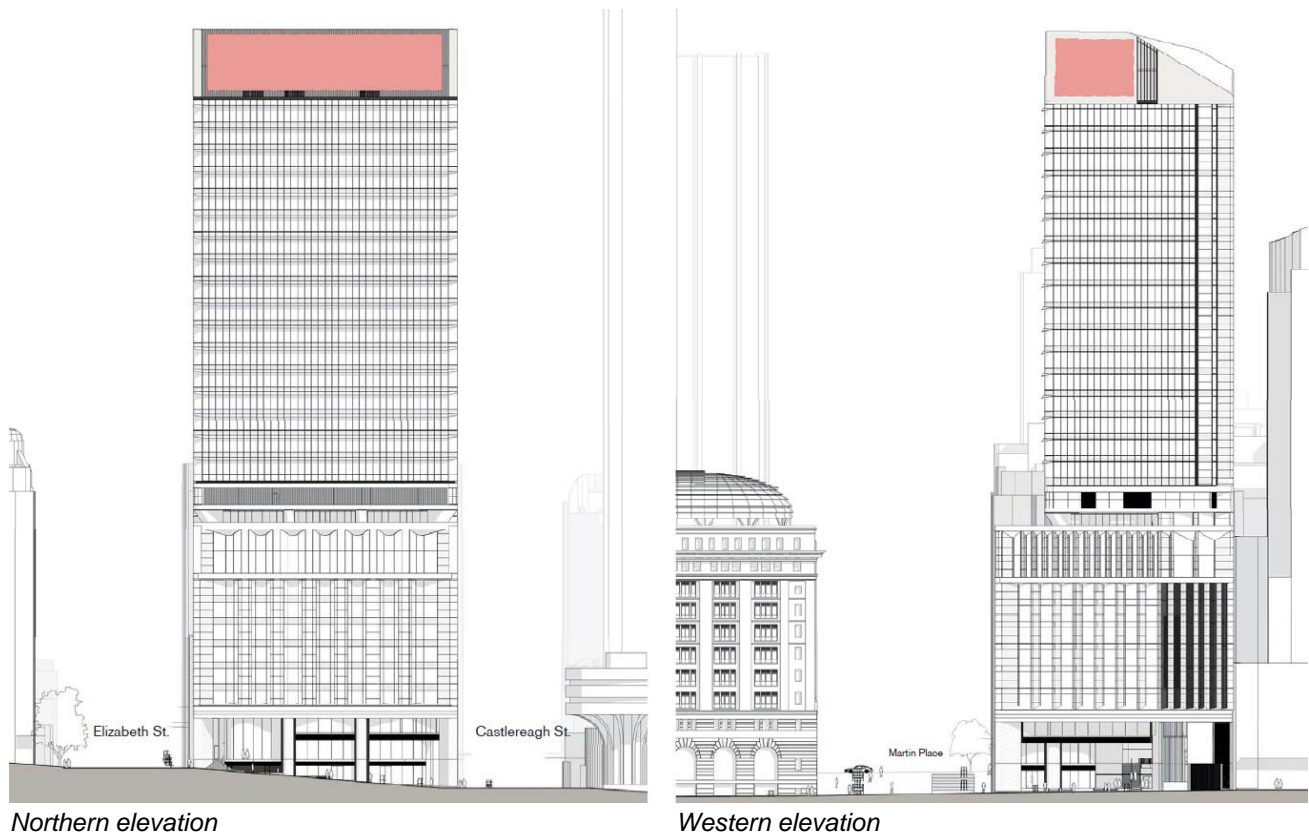


Figure 38 Reduction in signage zones to the proposed highlighted red

Source: Tzannes

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 3** 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 3 DPE additional information request

DPE request	Applicant's response
<p><i>6. Additional information</i></p> <p><i>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</i></p> <p><i>Note the wind assessment considers the podium terrace of the South Site is appropriate for 'pedestrian standing' only.</i></p>	<p>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 4.5 below.</p>
<p><i>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)</i></p>	<p>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 4.5 below.</p>
<p><i>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</i></p>	<p>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. Additionally, the minor adjustments to the rooftop and southern elevation made post lodgement and in response to the DRP also do not affect the original conclusions. These are:</p> <p>Appendix H: Wind Assessment Verification letters (CPP)</p> <p>Appendix J: Sky View Assessment Verification Letters (Surface Design)</p> <p>Appendix K: Visual Impact Assessment Verification letters (Arterra)</p> <p>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 as well as the minor refinements made to the rooftop and southern elevation made in response to DRP feedback. Refer to Section 4.7 below for further discussion.</p>
<p><i>IV. Provide Gross Floor Area (GFA) calculations and detailed breakdown of project GFA/FSR denoting any implications of works proposed for 50 Martin Place.</i></p>	<p>Refer to details of GFA calculations and project GFA/FSR included within Appendix B.</p>

4.2 Design Excellence

Section 5.6 of the EIS submitted with the SSD application 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, being 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 4 below indicates the current status against the open items following DRP #9.

Table 4 Summary of DRP advice and recommendations

DRP Advice	DRP Status	Response
Architectural expression		
The proposed infill detail where the curved corner abuts the adjoining site at the southern boundary (both east and west) is re-entrant and is expressed for the full height of the building, from podium to tower.	Supported	N/A
Modelling and ceramic materials proposed for the south facing boundary are proposed as applied to the full width of the building, with the first 8m on either street being more heavily modelled ceramic with smooth ceramic in between in anticipation of future adjoining building setbacks.	Supported	N/A
Materials		
The choice of stone and use of a custom coloured ceramic panel will contribute to a high quality materials palette, and expression through a range of finishes will further articulate the façade.	Supported	N/A
Environmental performance		
Additional assessment of reflectivity and glare and its impact on adjacent buildings, the public domain and thermal performance, including any need for sun shading to the western façade of the tower, as agreed following the initial environmental performance review completed by Che Wall.	In progress	To be presented at DRP meeting #10.
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	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.
Glass to be chosen based on the outcomes of the additional reflectivity and glare assessment above.	New item	
Retail strategy		
From DRP 07, Retail activation strategy to inform the design of retail spaces and their relationship to the public realm and Metro station noted as still to be presented.	Outstanding	To be presented at DRP meeting #10.
Design excellence		
The panel recommends continuity of the design team through construction to enable resolution of any outstanding issues and ensure design excellence will be achieved.	In progress	The design teams have been contracted through the construction phase.

4.3 Southern building façade and articulated southern building corners

As discussed in **Section 2.1.5**, the detailing of the southern facade and south east and south west corners of the eastern and western elevation has been revised through consultation with the DRP and in response to the Department's comments. The revisions to the southern façade and building corners can be described as follows:

- Simplification of the articulation of the façade to emphasise the corners of the tower.
- The continuation of flat horizontal bands representing the key slab edges of the northern, eastern and western facades so that the proportions of the podium are referenced in the southern facade.

- The curved glass corner adjacent to the southern edge of the tower is replaced by a line of windows orientated to the south that cast a stronger shadow, articulating the junction of ceramic and glass and emphasising the verticality of the tower.
- The use of folded ceramic cladding articulates the eastern and western edges of the tower with profiled panels that cast vertical shadows. When contrasted with the flat cladding used on the rest of the facade, it accentuates this texture and deepens the expression of the threshold condition.
- The ceramic folds on the east and west facades of the tower also appear to wrap the corners when viewed obliquely, whilst at the same time maintaining strong corners to the south east and south west, expressing the southern wall as a structural blade that unites the tower and podium.
- The ceramic cladding has also been extended to the roof portion of the southern facade.

The southern facade remains more restrained in its articulation compared with the remainder of the building, consistent with the desired hierarchy of facades, to give prominence to the Martin Place frontage of the building as discussed in **Section 2.1.4**. It is clad in ceramic panels that reflect the proportions and design language of the podium and tower, and has been designed to ensure the South Site proposal responds to the proportionality of 50 Martin Place whilst at the same time maintaining a positive relationship with development to the south (both existing and future). When viewed from the south or in the city skyline, this grand ceramic wall will be a marker for Martin Place in the wider city context.

4.4 Roof design

Tzannes have further developed the detailed design of the roofline in response to ongoing consultation with the DRP. The western facade of the roof provides a curved corner that softens the sliced profile of the roof whilst still maintaining the sun access plane to Hyde Park. The materiality of the roof has also been revised so that ceramic cladding wraps all vertical facades of the roof form, whilst metal sheet roofing is used for the raked surfaces. This better incorporates the roof with the podium and southern facade whilst still creating a distinct building 'crown' for the South Tower.

4.5 Wind Assessment

A wind assessment addendum letter has been prepared by CPP and is included in **Appendix G**. The letter considers the appropriateness of wind conditions on the proposed terrace.

Overall, CPP advise that the measured conditions for the terrace are similar to or better than comparable terraces in the Sydney CBD. The terrace would experience winds less than 4m/s for 85% - 90% of the time, meaning that it is only during a small proportion of the time (10% - 15%) where the winds would be stronger than a light breeze.

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.

4.6 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 South Site. 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.

4.7 Overshadowing

An updated shadow study has been prepared by Virtual Ideas to address minor adjustments to the model during exhibition in consultation with the City of Sydney and to reflect changes to the design of the roof in response to DRP feedback. Refer to **Appendix O** for the updated shadow study.

Importantly, since the lodgement of the SSD DA for the detailed design of the South Site, the Stage 1 Amending DA (SSD_9347) has been approved. Condition B2, Schedule 2 of SSD 9347, which relates to overshadowing, is now relevant to the assessment of the overshadowing of the proposal. Condition B2, Schedule 2 states as follows:

B2. Construction of buildings to which this consent applies must:

- Comply with the Hyde Park North Sun Access Plane in Sydney Local Environmental Plan 2012*
- Identify opportunities to improve solar access to Hyde Park between the hours of 12 and 2pm at mid-winter (21 June), when compared to the shadow cast by the approved building envelope***

(emphasis in **bold**)

A separate study has also been prepared which focusses on the proposal's compliance with Condition B2, Schedule 2 of the Amending DA, and considers the improvements to the ground plane of Hyde Park in terms of overshadowing, which are able to be achieved through the detailed design of the South Site proposal, when compared to the approved building envelope of the Amending DA.

Assessment

The shadow diagrams demonstrate that compared to the now approved building envelope for the South Site, 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 Hyde Park, the shadow diagrams included in **Appendix O** demonstrate the improvements in solar access to the ground plane of Hyde Park that the proposed detailed design creates when compared to the approved building envelope, and include measurements in square metres at each of the 15 minute intervals tested from 12pm to 2pm in midwinter in accordance with the condition.

Overall, the shadows cast by the proposed detailed design provide 170.8m² additional solar access to the ground plane of Hyde Park when compared to shadows cast by the approved building envelope. The additional solar

access to Hyde Park equates to 40.9% additional direct sunlight between 12pm and 2pm on 21 June when compared to the approved building envelope and therefore meets the requirements of Condition B2(a).

4.8 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.

4.9 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.

4.10 Signage assessment

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 (2), on the northern and western elevations of the South Tower. 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 5** below.

The sky signage zones are integrated with the roof design of the South 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, but Diadem have developed indicative plans to show how signage might be incorporated on the roof of the South Tower (refer to **Appendix S**).

Table 5 Assessment criteria under Schedule 1 of SEPP 64

Assessment Criteria	Comments	Compliant
1. Character of the area		
<i>Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?</i>	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 will be designed to contribute to the high-quality city skyline and the mix of heritage and contemporary sensitive buildings along Martin Place.	Capable of complying
<i>Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?</i>	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		
<i>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?</i>	The South Site is partially located within the Martin Place Special Character Area and surrounded by a number of local, state, and national heritage items. The signage zones are at such a height and integrated with the design of the building that will ensure no adverse detract from the heritage significance of the site and surrounding precinct.	Capable of complying
3. Views and vistas		
<i>Does the proposal obscure or compromise important views?</i>	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
<i>Does the proposal dominate the skyline and reduce the quality of vistas?</i>	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 forming the ultimate signage design.	Capable of complying
<i>Does the proposal respect the viewing rights of other advertisers?</i>	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

Assessment Criteria	Comments	Compliant
4. Streetscape, setting or landscape		
<i>Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?</i>	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. This is demonstrated in the Strategy prepared by Diadem that illustrate how the detailed design of signs could be provided in the maximum signage zones (refer to Appendix S).	Capable of complying
<i>Does the proposal contribute to the visual interest of the streetscape, setting or landscape?</i>	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 South 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
<i>Does the proposal reduce clutter by rationalising and simplifying existing advertising?</i>	The South Tower replaces a former commercial building with ground floor retail uses. It represents an opportunity to rationalise signage on the site and develop a whole-of-building response to business and building identification, subject to further consideration. The proposed top of building signage zones will be designed to ensure they are compatible with each other and the surrounds.	Capable of complying
<i>Does the proposal screen unsightliness?</i>	The proposed signage zones do not screen unsightliness.	N/A
<i>Does the proposal protrude above buildings, structures or tree canopies in the area or locality?</i>	The proposed signage zones have been designed to fit on the building facades and do not protrude above buildings, structures or tree canopies in the area or locality.	Capable of complying
<i>Does the proposal require ongoing vegetation management?</i>	The top of building signs do not require any ongoing vegetation management.	N/A
5. Site and building		
<i>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?</i>	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 South 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
<i>Does the proposal respect important features of the site or building, or both?</i>	The final design of the signage will respect the unique features of the site and the South Tower, including its integration with metro station, frontage to Martin Place credited as being Sydney's premier civic space, and its location within the core of the Sydney CBD.	Capable of complying
<i>Does the proposal show innovation and imagination in its relationship to the site or building, or both?</i>	The signage zones provide the opportunity to explore innovative design and construction techniques for the proposed top of building signage, whilst still being complementary to sites context and its relationship to Martin Place.	Capable of complying
6. Associated devices and logos with advertisements and advertising structures		
<i>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?</i>	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		
<i>Would illumination result in unacceptable glare?</i>	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.	Capable of complying
<i>Would illumination affect safety for pedestrians, vehicles or aircraft?</i>		
<i>Would illumination detract from the amenity of any residence or other form of accommodation?</i>		
<i>Can the intensity of the illumination be adjusted, if necessary?</i>	It is expected that the proposed signage intensity will be adjustable, as required.	Capable of complying

Assessment Criteria	Comments	Compliant
<i>Is the illumination subject to a curfew?</i>	There is no curfew outlined in the Sydney CBD for illuminated signage. The signs are proposed to be illuminated between dusk and dawn.	N/A
8. Safety		
<i>Would the proposal reduce the safety for any public road?</i>	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
<i>Would the proposal reduce the safety for pedestrians or bicyclists?</i>	Due to the signage zones being located on the upper floors of the South tower, it is not expected that these signs will affect the safety of pedestrians or cyclists.	Capable of complying

4.11 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 South 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 South 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 6** below. These measures have been derived from the previous assessment in the RTS and EIS, as relevant, and those detailed in consultants' reports.

Table 6 Mitigation Measures

Mitigation Measures
<p>Noise and vibration</p> <ul style="list-style-type: none"> The noise and vibration mitigation measures set out in the Acoustic Assessment prepared by Arup will be adopted for the construction phase. 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. 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.
<p>Reflectivity</p> <ul style="list-style-type: none"> All glazing will have a reflectivity below 20%.
<p>Water quality and drainage.</p> <p>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:</p> <ul style="list-style-type: none"> Settling basins/ sumps; Surface water collection systems, i.e. drains to collected constructed site runoff and convey flows to control and treatment systems; Shaker grid and wash down areas at vehicle entry points; and Sediment protection devices on existing and proposed inlet pits.
<p>Construction traffic</p> <ul style="list-style-type: none"> 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.
<p>Air quality</p> <ul style="list-style-type: none"> The mitigation measures set out in the Arup Air Quality Assessment will be adopted.
<p>Crime prevention</p> <ul style="list-style-type: none"> 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 in to the South Tower, where demarcation and signage was advised on; Maximise passenger circulation areas by minimising built structures and avoiding clutter, particularly along pedestrian routes that lead to the station concourse. This was achieved through consultation with the station architects, providing input in to the open-space design of these routes; 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 South Tower secure line adjacent to the reception area, giving the concierge service the ability to have direct view of the entrance and exit points in to and from the lifts, as well as the general pedestrianised areas listed above; 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 South Tower have been designed to be transparent; Durable public furniture and amenity construction, to limit damage and subsequent repairs over the life of the facility; The mixed-use areas will help ensure regular and diverse use of the facility which also enhances the territoriality aspects of the South 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 South Site; Adequate lighting has been provided throughout the site; Control points between each external interface point and the site have been defined, heightening surveillance throughout the South Site; Ensure 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
- 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.

Security

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

- implementation of the recommendations from the CPTED report;
 - 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.
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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 and authorities and independent bodies, Macquarie has refined their design and modelling for the detailed design of the building. Design refinement of the South Tower has been completed in consultation with the DRP, charged with overseeing the design development of the OSD in the Precinct.

It has been demonstrated that the environmental impacts of the proposed detailed design for the South Site remains generally consistent with the assumptions made under the approved Concept Proposal and Stage 1 Amending DA, and will achieve the required modelling and changes considered in the Concept Proposal conditions of consent, 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 phase in 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) (as amended) 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 South 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, to reinforce 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, mitigating heritage impacts;
- the land is extremely well served by public infrastructure, particularly public transport infrastructure, and other utilities and public infrastructure are readily available and can be augmented to meet the needs of the additional business activities and population arising from the increased density;
- the 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 South 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 Martin Place metro 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 considerable growth opportunities for the commercial heart of the Sydney CBD and enable it to prosper as Australia's leading global financial centre, which will have positive broader and longer-term impacts.

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