

# SSDA Design Report

Sydney Metro  
Martin Place Station (SMMPS)

**MAY. 2017**

MPS\_COA\_000\_XX\_RP\_A\_DA0001\_01



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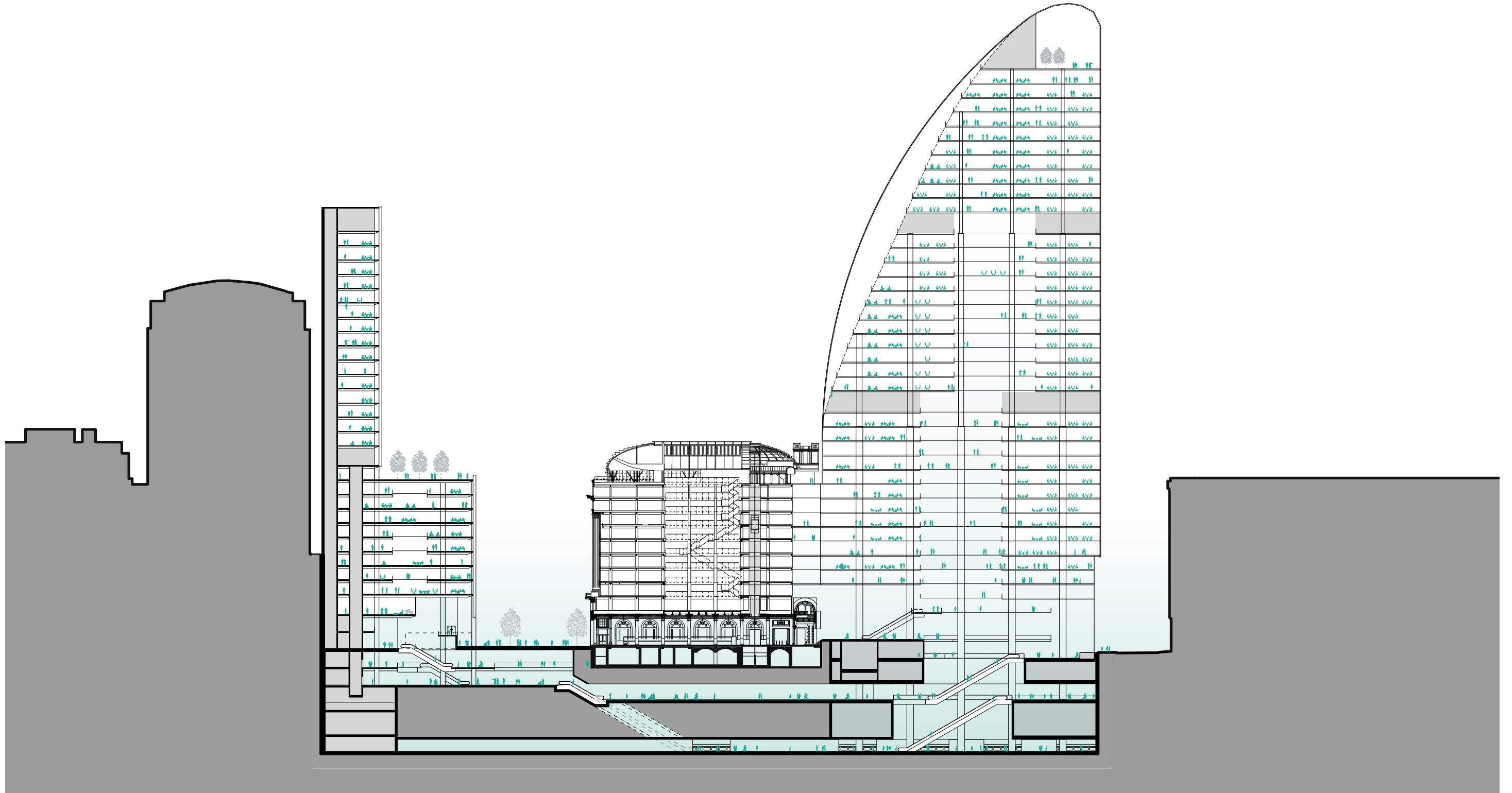




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Background



# Background

## Introduction

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

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

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

## Background

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

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

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

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

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

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

An Unsolicited Proposal (**USP**) submission has been lodged by Macquarie to the NSW Government for the delivery of a single fully integrated station/ OSD solution for the new Sydney Metro Martin Place Station. Macquarie's USP has recently been advanced to Stage 3 status.

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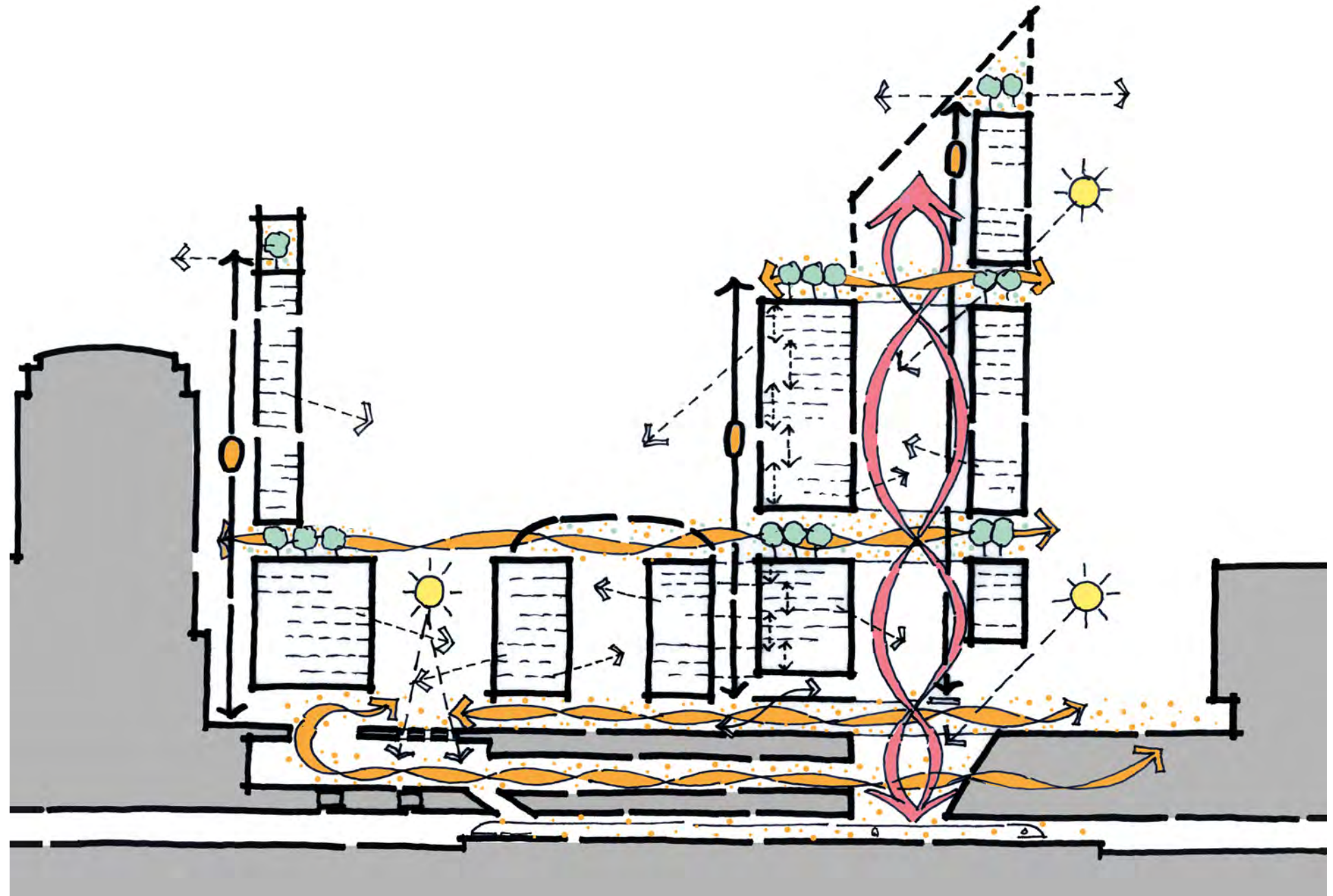


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# Introduction

The purpose of this report is to demonstrate the ability of the proposed Stage 1 envelopes to comply with the Macquarie project vision and objectives in accordance with the Secretary's Environmental Assessment Requirements (SEARs), and the urban design principles described in "The Urban Design of Sydney Metro Martin Place Station Precinct" Urban Design Report prepared by Tzannes (refer appendix G).



# Overall project vision

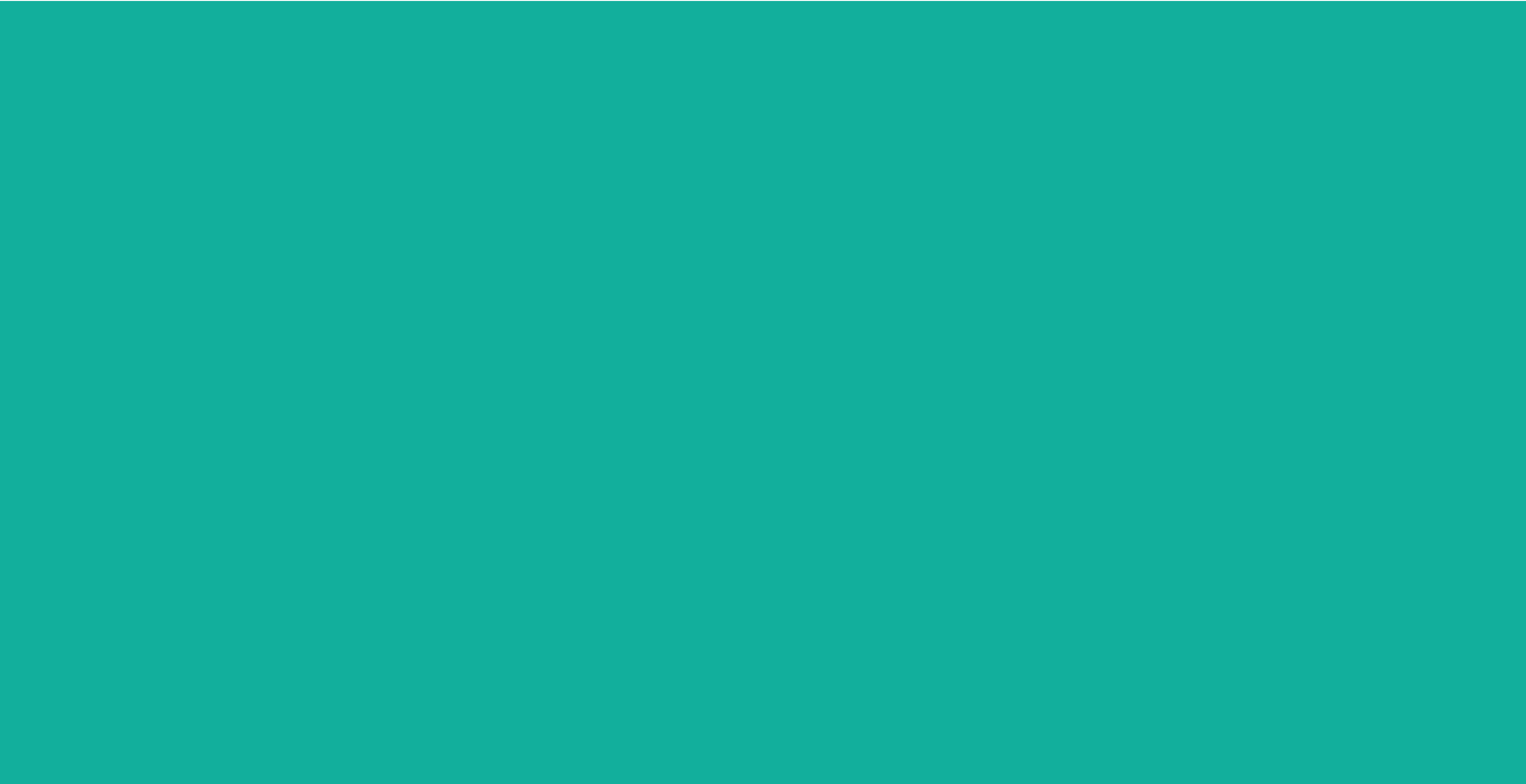
Macquarie's vision is aligned with the State's objective to create a transportation precinct that offers mixed use space with inter modal travel that seamlessly integrates into the civic centre of Sydney.

The vision will provide the framework for a global leading design for all facets of the built form, one in which high volume transportation systems sit alongside a convergent urban form incorporating commercial office space, modern retail outlets and urban defining civic space. This will reinforce Sydney's credentials as a global city in the 21st century.

A development of this scale, building on a major new transport initiative, comes about only once in a generation. As an integral part of the Martin Place Station precinct, the consolidated Macquarie proposal for the precinct provides a unique opportunity to restructure and revitalise a city block into the vital fabric of Sydney. It is a unique opportunity to create a world class, sustainable, integrated commercial office and retail experience built around the rich heritage of Martin Place and more specifically 50 Martin Place.

Macquarie's project objectives, augmenting those outlined by the State, are as follows:

- Create a fully functional and compliant railway station for the Sydney Metro that delivers a world class public transport experience for its customers.
- Maximise the opportunity to integrate with the existing public transport and pedestrian routes, in and around Martin Place, thereby further enhancing the Sydney Metro customer experience and improving the transport links and connections for the surrounding Sydney community.
- Build on the City of Sydney's 2030 strategy for Sydney, enhancing the Martin Place precinct as Sydney's premier civic space and creating a lively, activated city neighbourhood encompassing the full extent of the site.
- Celebrate 50 Martin Place as one of Sydney's most significant heritage buildings with an ongoing relevance as the global headquarters of Macquarie.
- Create a development that enhances the City at both a functional and symbolic level.
- Use the over station development to create the next generation workplace environment that realises the opportunities that are emerging in future work practice, well-being and sustainability, communication and digital technologies, security and mixed use development.

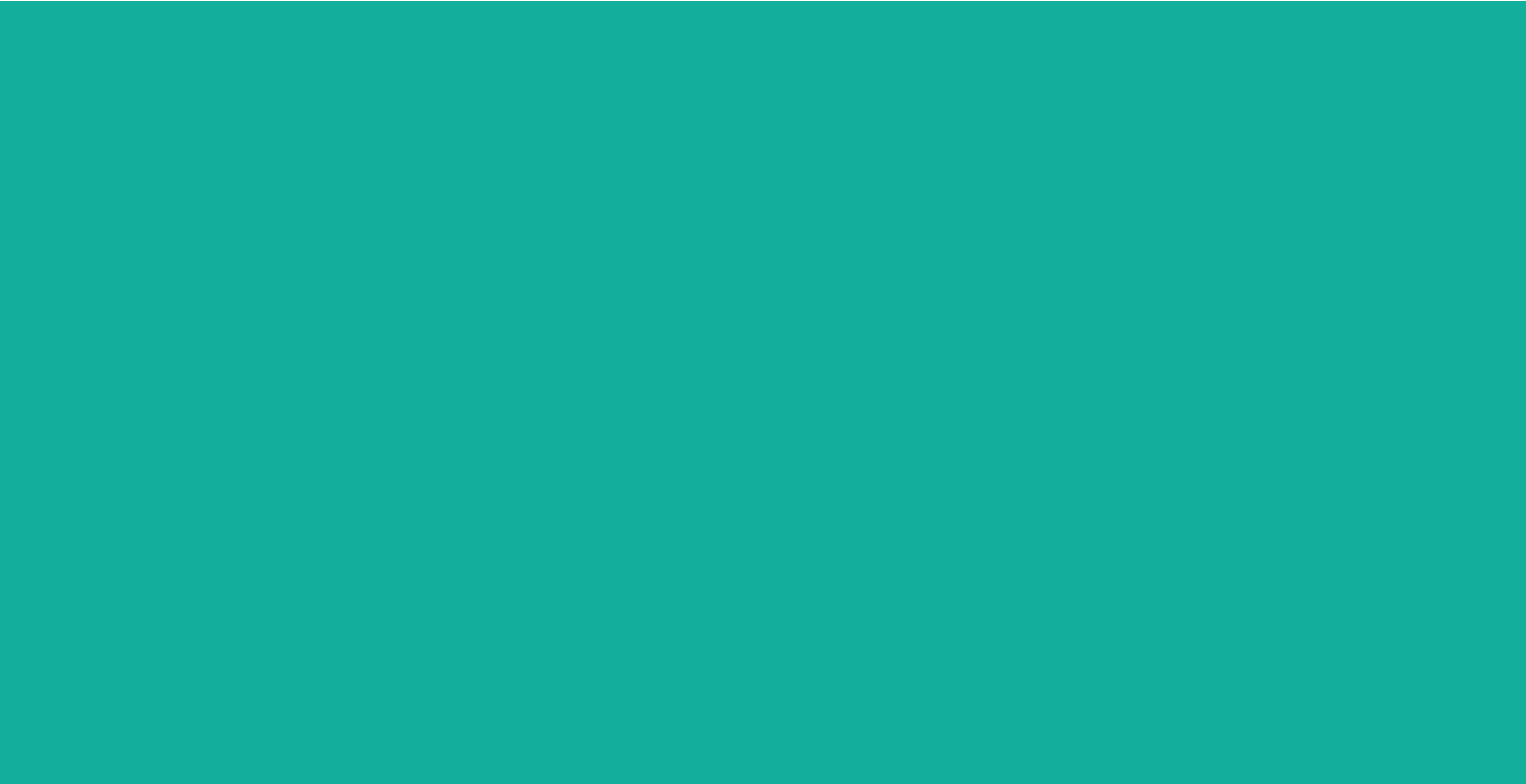




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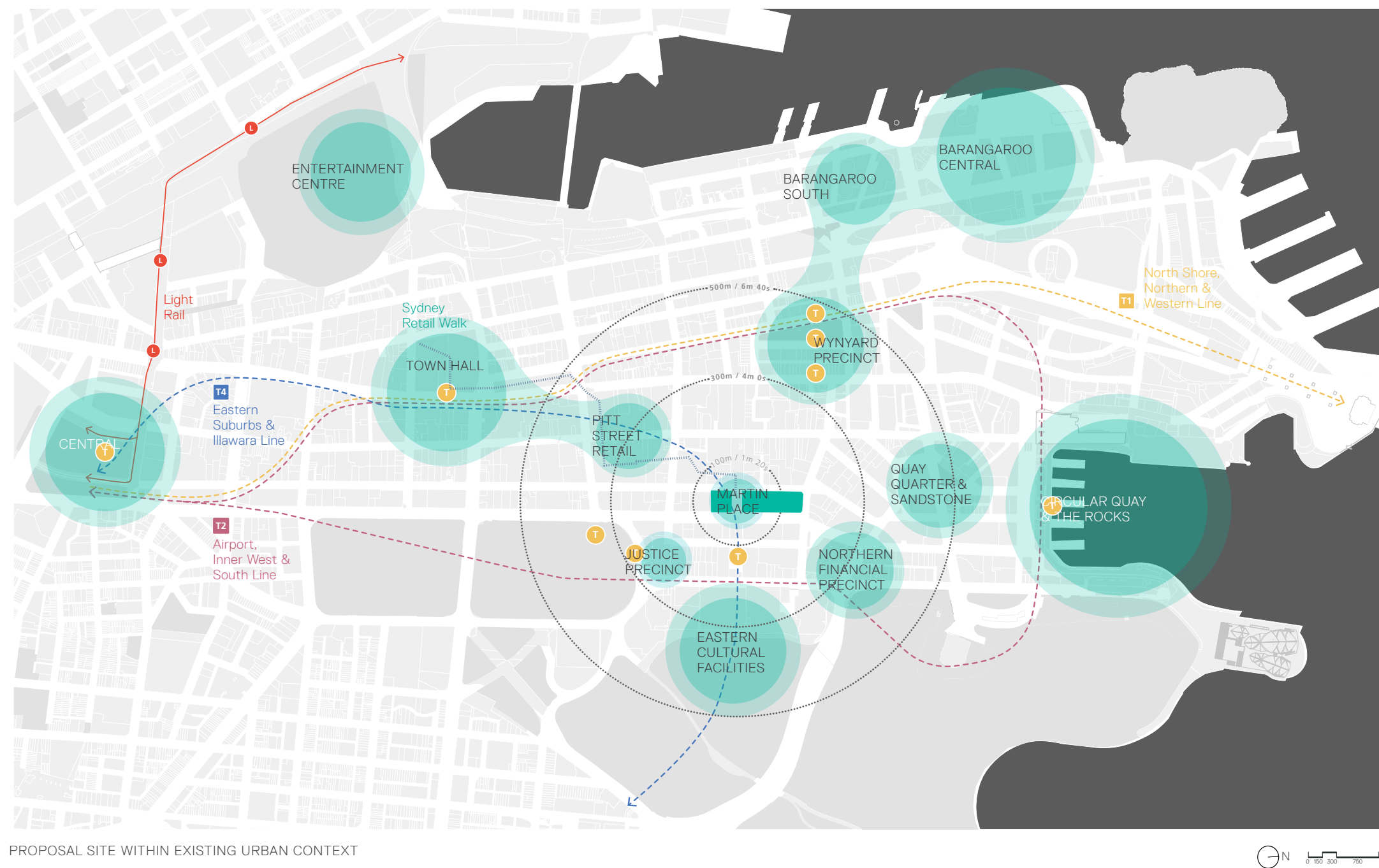
# Site context & analysis



## Urban context

Macquarie's scheme integrates quality urban revitalisation, mass transport infrastructure with future-proofed high quality retail and office space.

All of this will be designed around a convergent urban experience. It delivers a city precinct integrating public transport infrastructure and pedestrian network seamlessly with the City's commercial and retail function. It enhances Sydney as a true global city.



## Local context

The site is located within the commercial district of the Sydney CBD and intersects with the historically and culturally significant Martin Place, which holds importance as one of the few urban spaces that holds bigger events and has one of the most central locations. It also provides a key pedestrian east-west link across the prevailing north-south street grid.

Within a broader context, the justice, government and Eastern Cultural Facilities precincts are located to the East, adjacent to Macquarie Street and the retail precinct of Pitt and Castlereagh Streets is to the South.

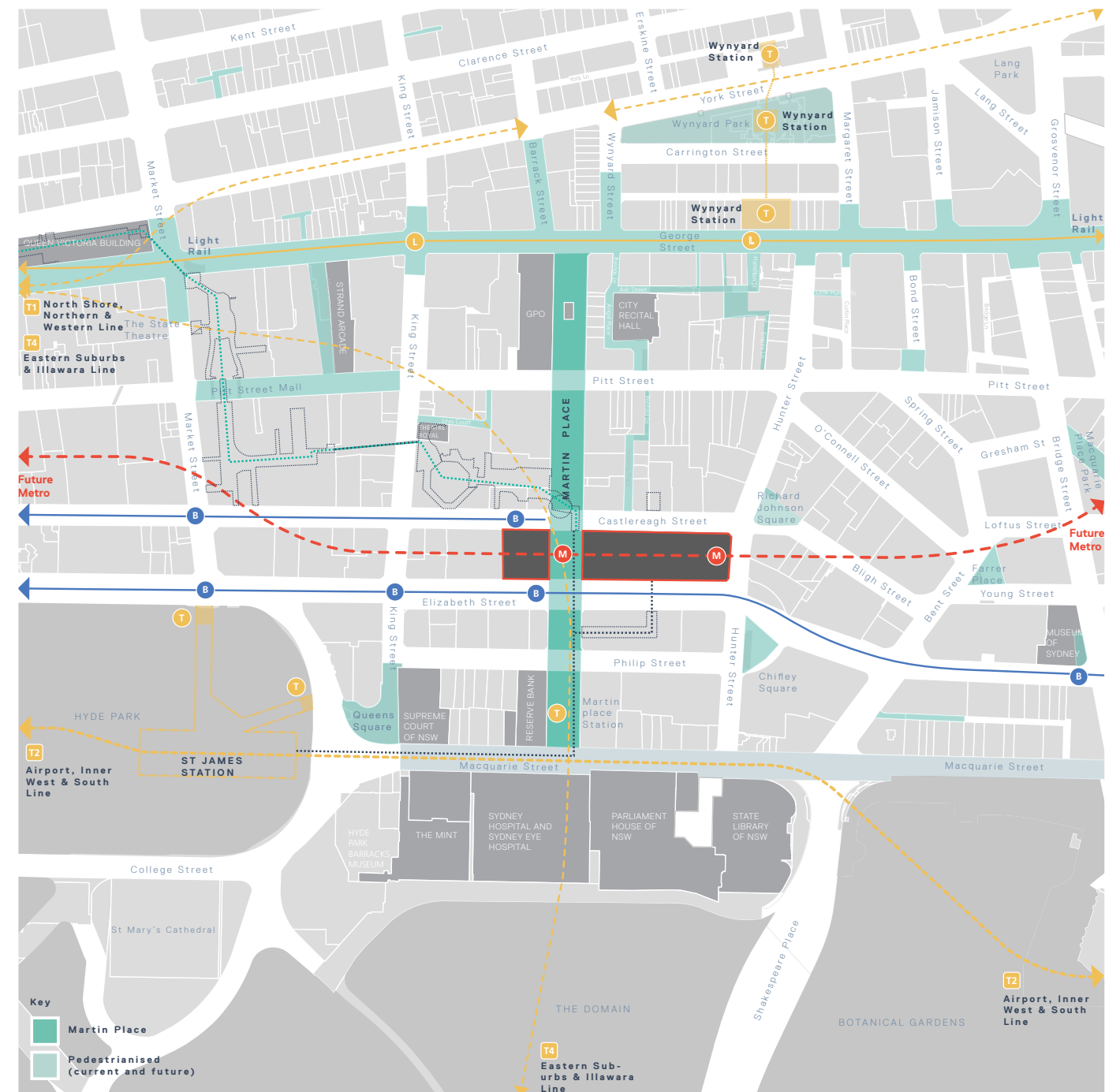
In terms of public transport, the site is connected to bus routes along Elizabeth Street and Castlereagh Street, the T4 Eastern Suburbs and Illawara line at Martin Place train station and the T2 Airport, Inner West and South line at the nearby St James train station. From 2019 it will also be a short walk to the new CBD South East Light Rail line running along George Street.

As a proposal for the site, the Macquarie scheme provides a one off opportunity to create a great city defining outcome by designing the site as

an integrated city precinct that includes 9 - 19 Elizabeth Street and 50 Martin Place (both owned by Macquarie) to the north of Martin Place together with 39 Martin Place and Martin Place Station. Macquarie envisage the precinct to not only be at the horizontal plane, at street and concourse level, but also across the vertical dimensions of the towers and station halls, where public space will be made available for the City's occupants and visitors providing convergent spaces where the full scope of the scheme can be experienced. It aims to be a worthy civic space that contributes to people's well-being.

The Macquarie scheme recognises the importance of Martin Place as the civic heart of the city and includes various elements that sympathetically align with the planned public domain improvements and future vision for Martin Place. These include the incorporation of active street edges and corners on Castlereagh and Elizabeth Streets, which extend to the edges of Martin Place, and are activated by integrated retail space, cafés, bars, restaurants and public spaces.

It has the capacity to transform what exists today as an under-utilised thoroughfare into a precinct destination in itself. In turn, the popularity and vitality of Chifley Square, Richard Johnson Square and Martin Place will be boosted as important historic city spaces, a proof point for Sydney 2030 Plan for the City, and revitalised city destinations.



LOCAL CONTEXT PLAN



## Site ownership & boundaries

Located close to the centre of the Sydney CBD, the 'Site' comprises of the entire City block bounded by Hunter Street, Elizabeth Street, Martin Place and Castlereagh Street; and the southern most property in the block bounded by Martin Place, Elizabeth Street, King Street and Castlereagh Street.

Together it constitutes an above ground site area of 7919 square metres and the site combines several existing lots which relate to the following properties:

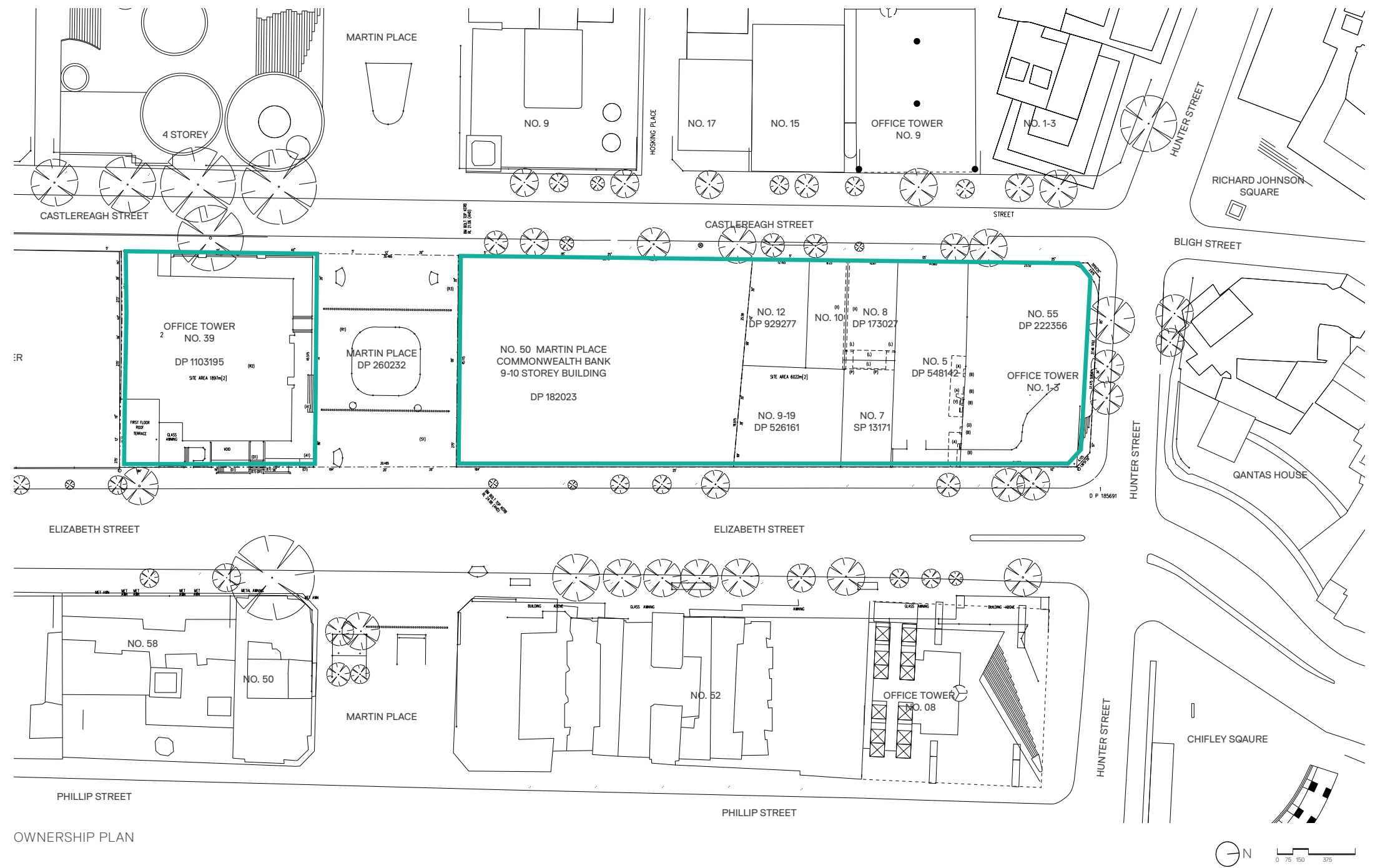
### North Site

50 Martin Place\*;  
9-19 Elizabeth Street\*;  
8-12 Castlereagh Street;  
7 Elizabeth Street;  
55 Hunter Street

### South Site

39-49 Martin Place

\*owned by Macquarie

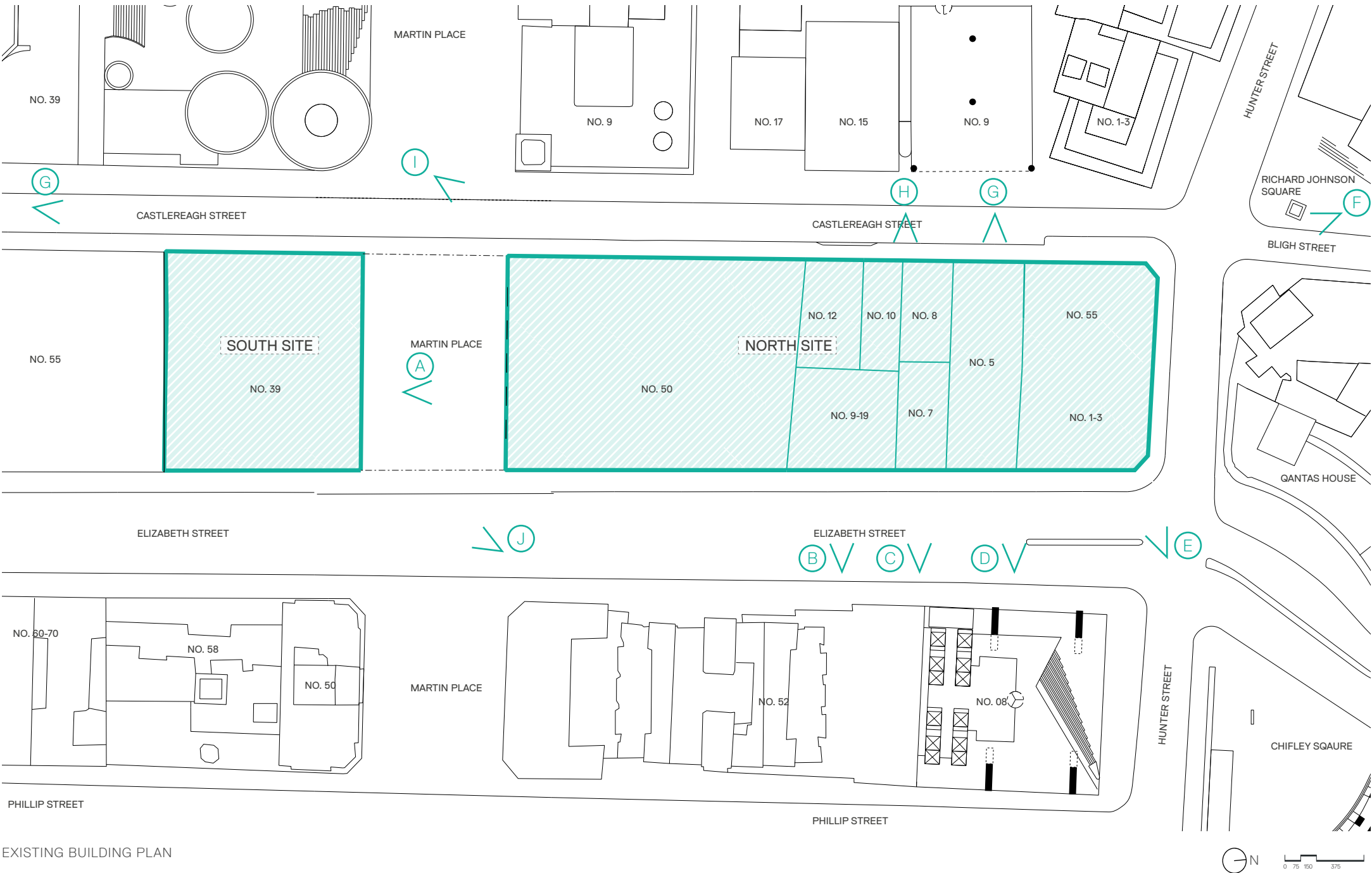


Existing buildings

The project comprises the demolition of all existing buildings excluding 50 Martin Place on the development site. This is subject to a separate approvals process, being the CSSI application for the Sydney Metro.

Buildings proposed for demolition

- 39 Martin Place (Refer CSSI Approval)
- 9-19 Elizabeth Street (Macquarie Proposal)
- 55 Hunter Street (Refer CSSI Approval)
- 5 Elizabeth Street (Refer CSSI Approval)
- 7 Elizabeth Street (Refer CSSI Approval)
- 12 Castlereagh Street (Refer CSSI Approval)





## Existing buildings



**A** 50 MARTIN PLACE



**B** 9-19 ELIZABETH STREET



**C** 7 ELIZABETH STREET



**D** 5 ELIZABETH STREET



**E** 1-3 HUNTER STREET



**F** 55 HUNTER STREET



**G** 5 CASTLEREAGH STREET



**H** 8-12 CASTLEREAGH STREET



**I** CASTLEREAGH STREET



**J** 39 MARTIN PLACE



Site constraints

Both the north and south sites form significant portions of existing city blocks, which are aligned in a north-south orientation. The southern boundaries of the blocks form party walls to adjacent blocks, while the other façades define the block sites. These fixed constraints will largely inform the extent of the built form for the lower parts of the development. The larger northern block forms a continuous street wall that is currently impenetrable for pedestrians with the exception of a small retail thoroughfare, the Chifley Arcade.

Castlereagh and Elizabeth Streets are major north-south transport routes, and are heavily encumbered by buses. Castlereagh Street is one-way and Elizabeth Street is a busier two-way street with four carriageways. Hunter Street runs east-west and is also heavily trafficked, thereby forming a barrier along the northern edge of the precinct to pedestrians moving to the northern CBD.

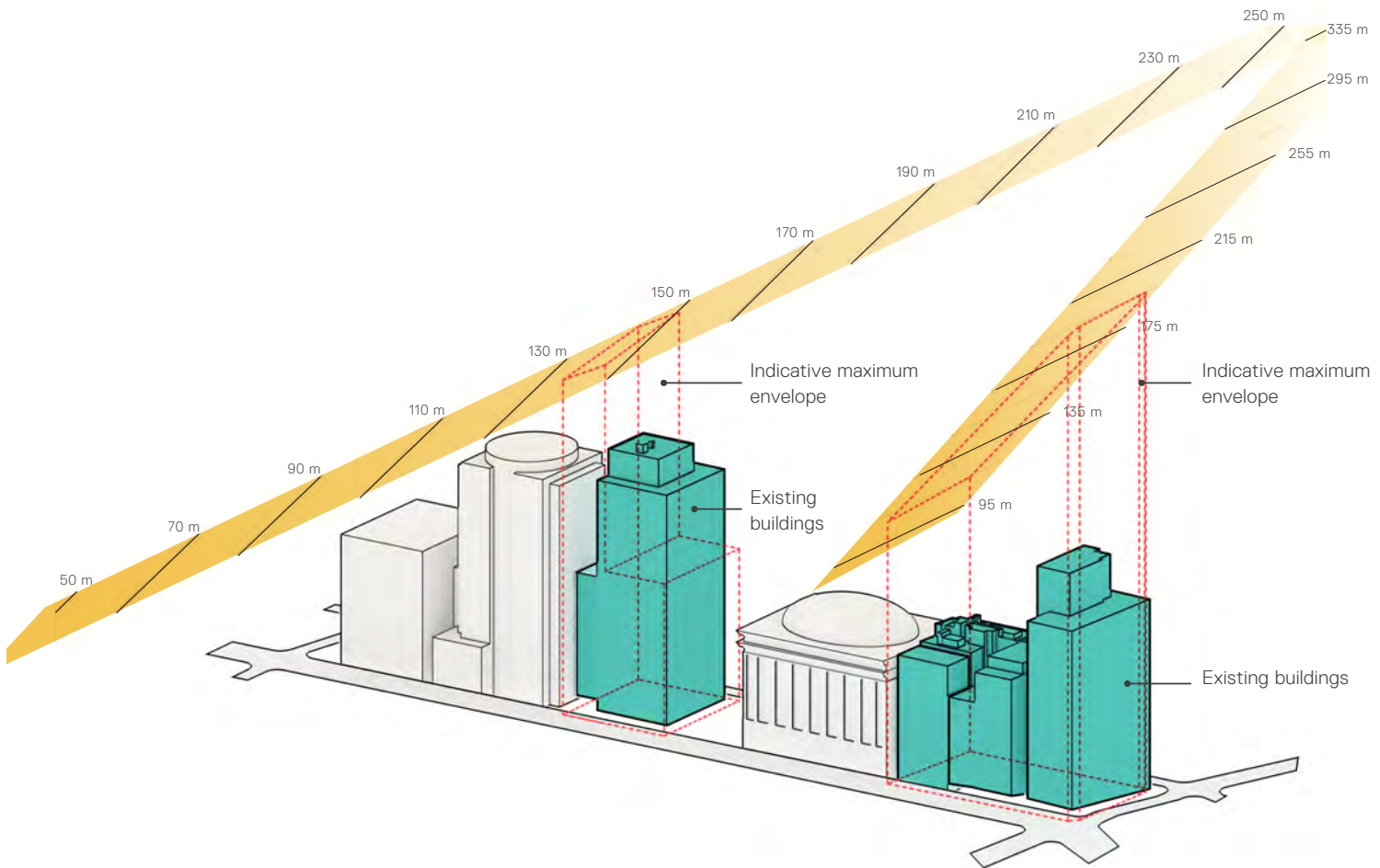
Elizabeth, Hunter and Castlereagh Streets have relatively narrow pavements. TfNSW has identified that Hunter Street (west of Castlereagh Street) and the Hunter, Castlereagh and Bligh Street intersection in their current configurations may not have the capacity to accommodate the future anticipated pedestrian safely flow resulting from the new Metro Station.

The slope of the section of Martin Place in front of 50 Martin Place exceeds the current access standards for gradients and therefore forms an east-west barrier for wheelchair users.

The threshold building height constraints are determined by the sun access planes, as defined by the City of Sydney. These are intended to protect the amenity of Hyde Park and Martin Place.

The Sydney LEP 2012 defines height controls for Martin Place, which will influence height of the southern site. This height control is 55m for a 25m wide band back from the Martin Place street edge.

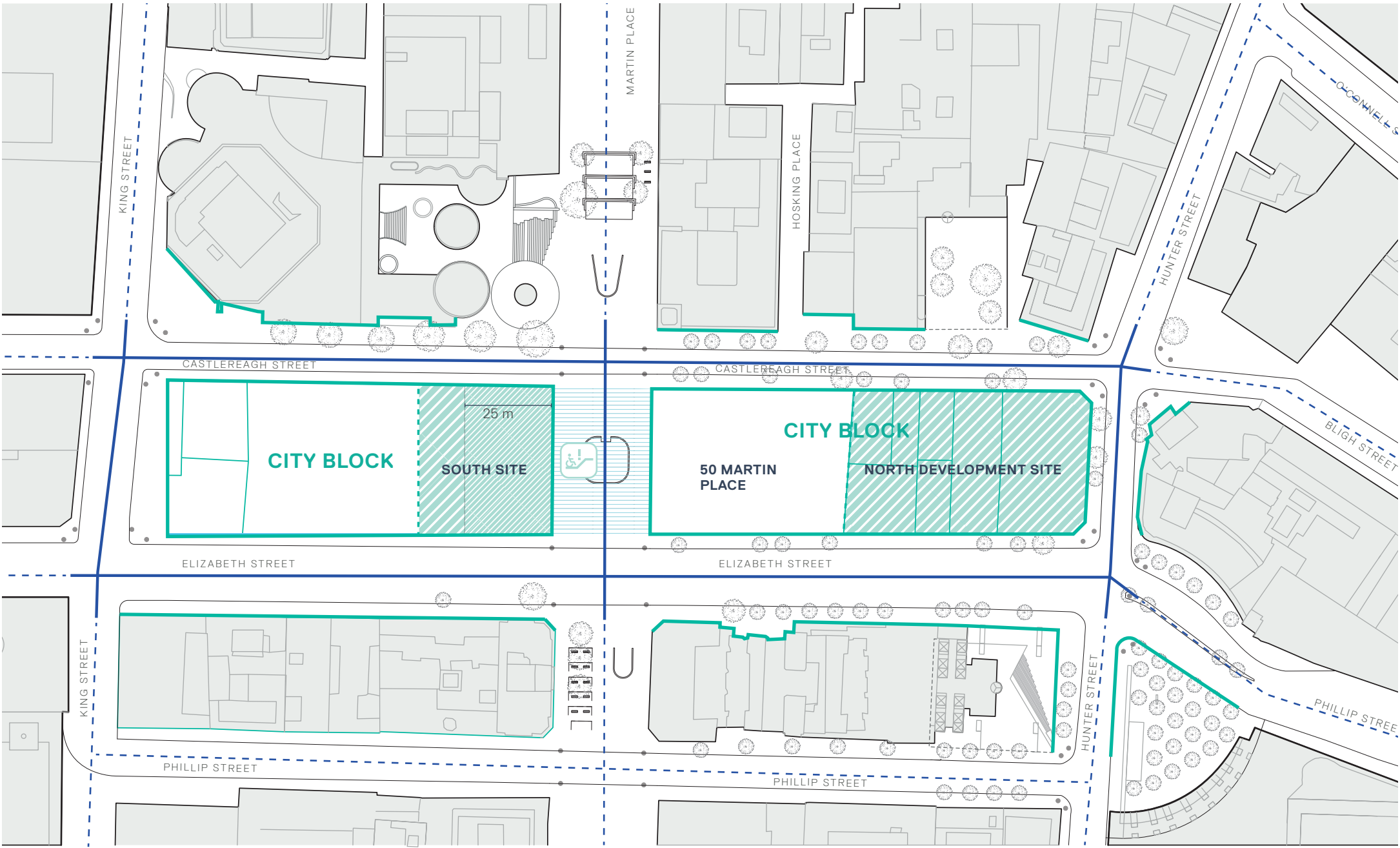
A significant emergent constraint is the requirement to integrate the development with the proposed Metro Station, and the establishment of a major new integrated city centre transport interchange.



SUN ACCESS PLANE DIAGRAM



Site constraints



EXISTING SITE CONSTRAINTS DIAGRAM

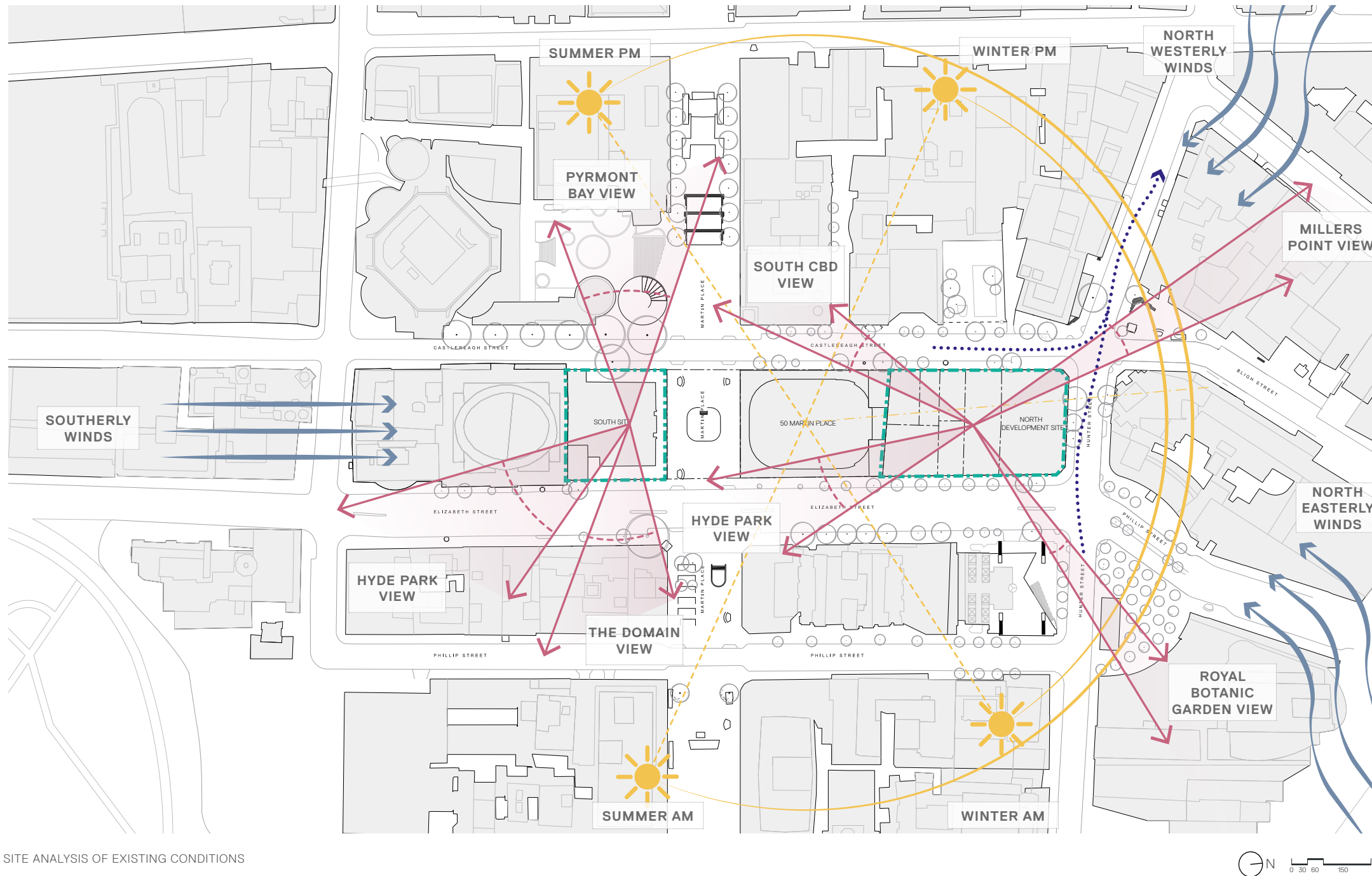
- EXISTING STREET GRID
- DEVELOPMENT SITE SUBJECT TO SUN ACCESS PLANE AND ADDITIONAL MARTIN PLACE HEIGHT CONTROLS
- DEVELOPMENT SITE SUBJECT TO SUN ACCESS PLANE HEIGHT CONTROLS



## Site analysis

Solar access is affected by the surrounding tall buildings, which will result in overshadowing of parts of the site. Winds are also influenced by the surrounding tall buildings, which provide some shielding effects. The most frequent strong winds are from the south, with northeasterly winds occurring more frequently in the summer and northwesterly winds in the winter.

The city centre location will result in significant noise levels resulting from continual traffic and a lively public realm. Some areas of the site may be affected by flooding however, this is mostly isolated to the northern end of the site, along Hunter Street with some minor flooding along the northern ends of Castlereagh Street and Elizabeth Street.



SITE ANALYSIS OF EXISTING CONDITIONS

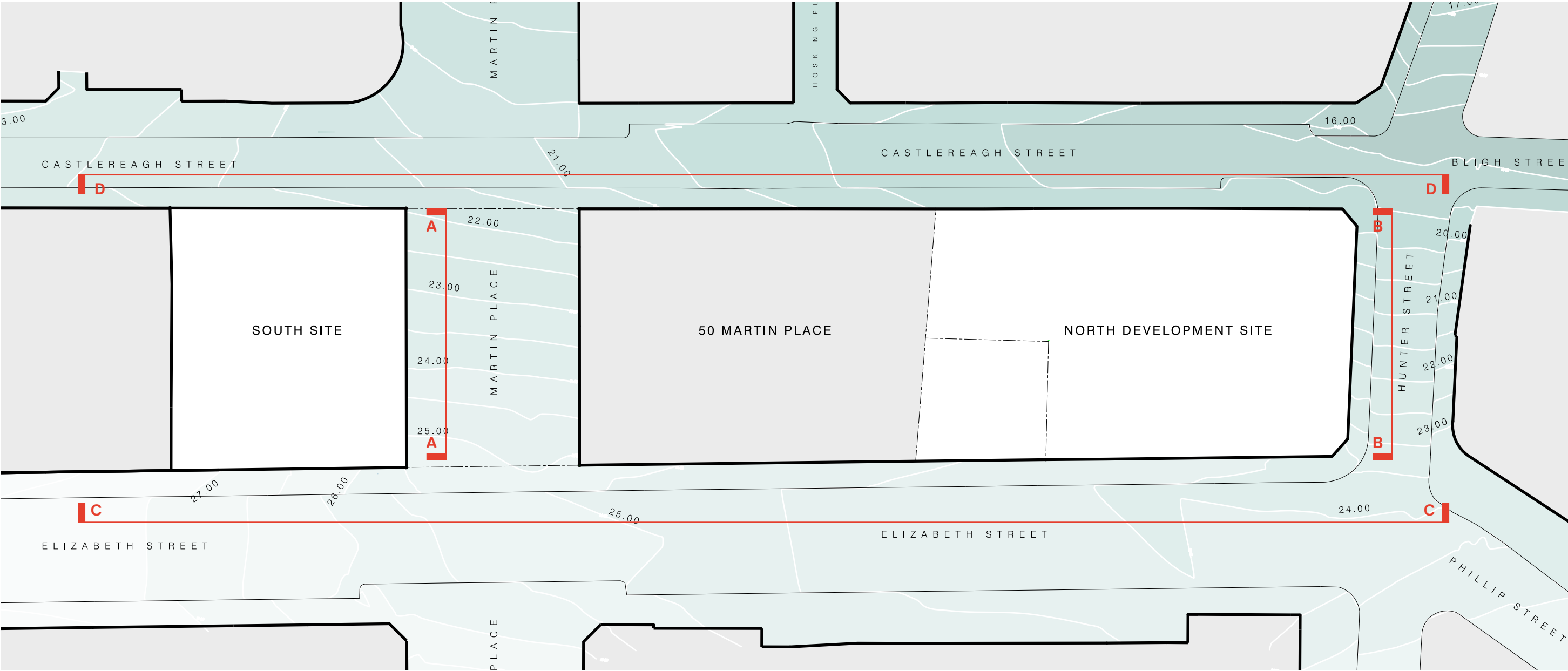
Land use

- MIXED USE COMMERCIAL/RETAIL
- FINANCIAL AND INSTITUTIONAL BUILDINGS
- RESIDENTIAL/HOSPITALITY
- RETAIL
- RETAIL - FOOD AND BEVERAGE
- MEDIA/SPECIAL USE/ENTERTAINMENT
- COMMERCIAL/OFFICE USE BUILDINGS

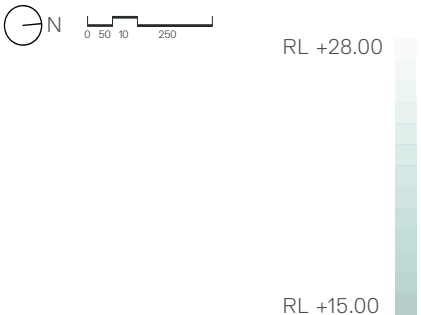


EXISTING LAND USE PLAN

Topography



PRECINCT TOPOGRAPHY PLAN



The site (precinct) topography slopes in an east-west direction, and drops towards the northwest of the precinct. The east-west level change between Castlereagh Street and Elizabeth Street is nearly

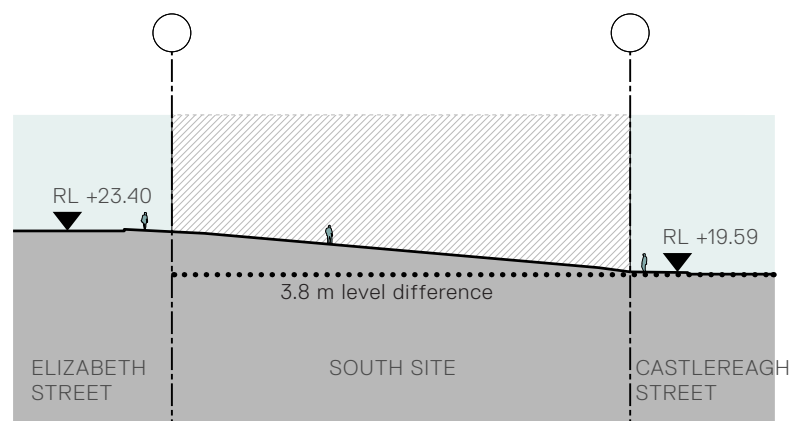
4m, which across the breadth of the ~45m wide development site results in a significant constraint due to the gradient exceeding the maximum mandated gradient for wheelchair users.

Both Elizabeth Street and Castlereagh Street descend gradually towards the north with a level difference of approximately 3m along Castlereagh Street and nearly 4m along Elizabeth Street.

## Topography

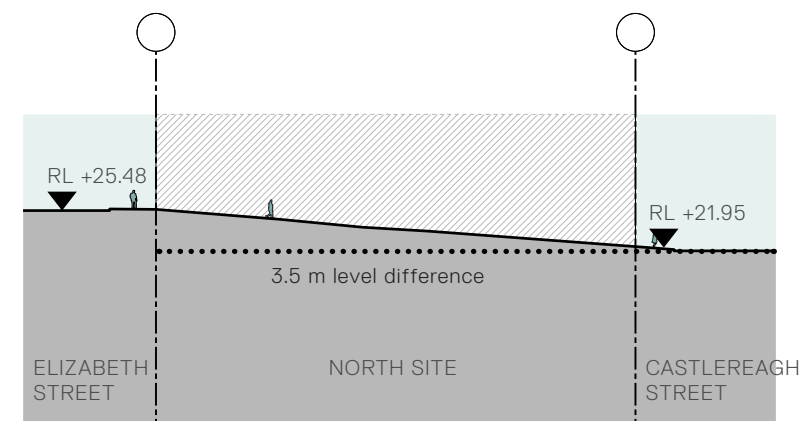
Precinct Summary:

- 2.8 m level difference along Castlereagh Street
- 3.7 m level difference along Elizabeth Street
- 3.8 m level difference along Martin Place
- 3.5 m level difference along Hunter Street



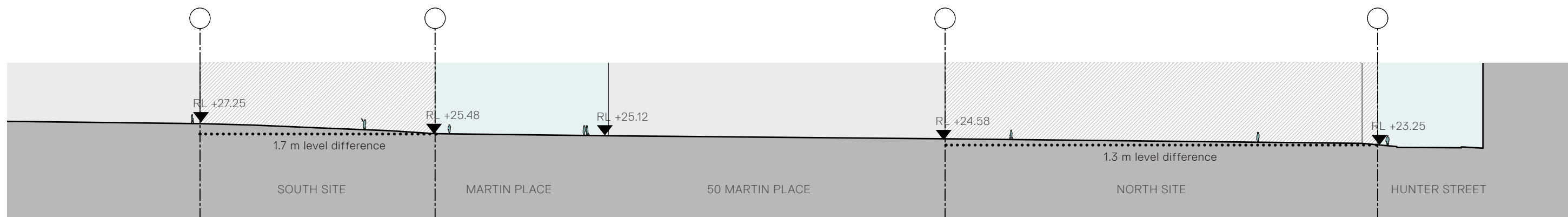
3.8 m level difference

A-A MARTIN PLACE ELEVATION



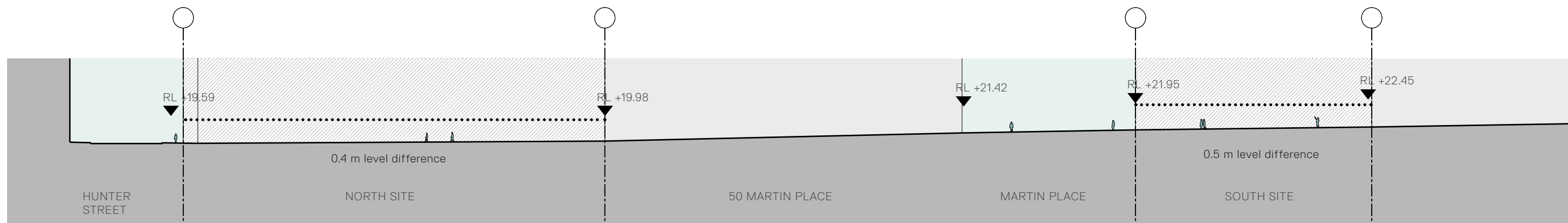
3.5 m level difference

B-B HUNTER STREET ELEVATION



3.7 m level difference

C-C ELIZABETH STREET ELEVATION

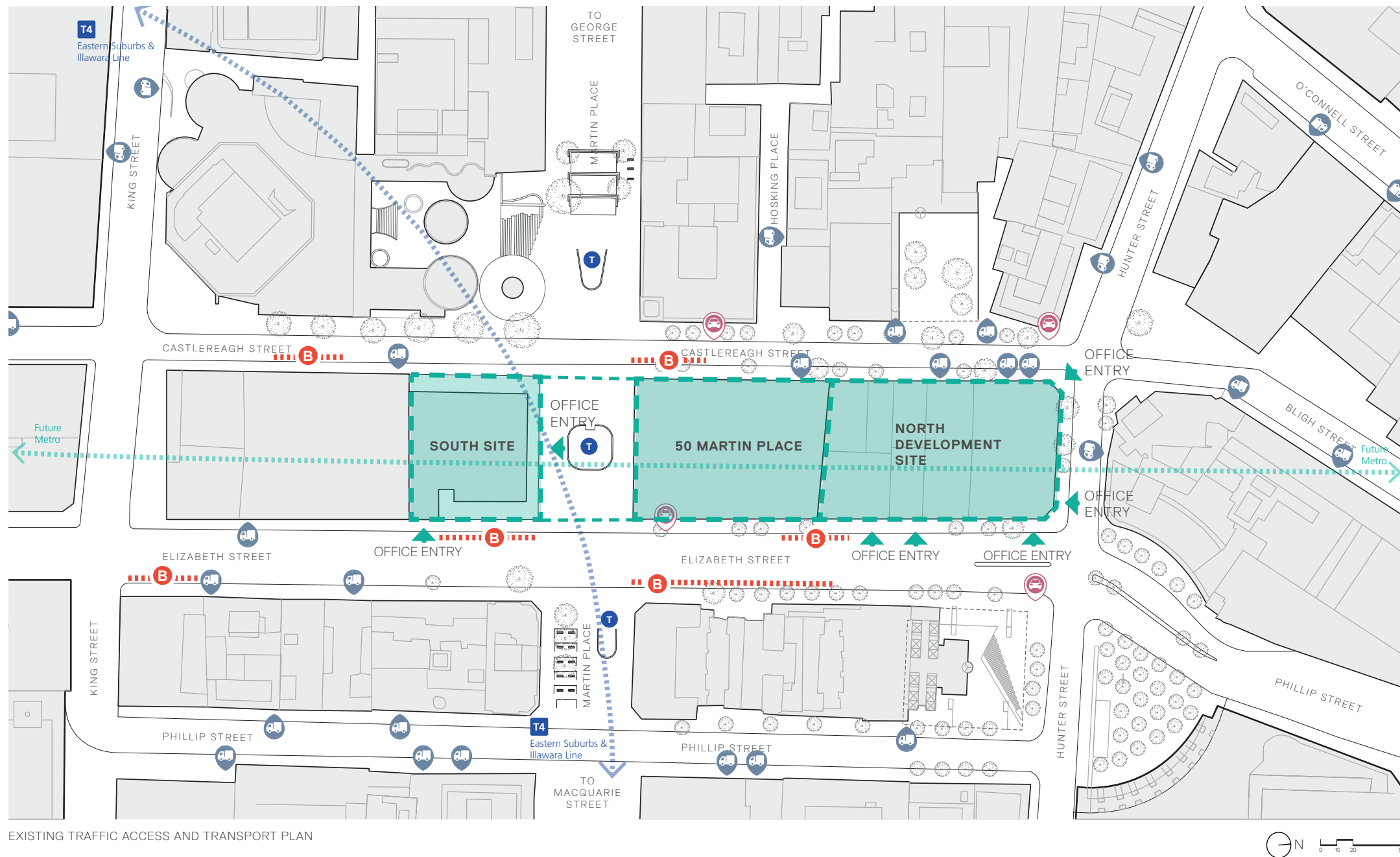


2.8 m level difference

D-D CASTLEREAGH STREET ELEVATION



## Traffic access & transport



Both Elizabeth Street and Castlereagh Street experience heavy traffic volumes during both peaks, particularly high volumes of bus traffic. There is currently a centre-lane bus lane along Elizabeth Street, which is identified as a major metropolitan bus lane and another bus lane along Castlereagh Street. These streets have become the main north-south bus corridors through the CBD, since the closure of George Street to traffic.

There are bus stops spaced along the eastern side of Elizabeth Street (for the length of development site), serving southbound bus routes running from Circular Quay towards Central.

The on-street kerbside controls around the site mostly consist of bus and loading zones, with restrictions on private vehicle parking. There are some limited taxi set-down bays on Castlereagh and Elizabeth Streets.

Castlereagh Street and Martin Place are currently identified as a 'bicycle friendly' roads, however there are no dedicated or separated cycleways near the development site.