



SAVILLS AUSTRALIA

**SYDNEY METRO MARTIN PLACE
STATION**

**STAGE 1 STATE SIGNIFICANT DEVELOPMENT
APPLICATION
ACCESSIBILITY REPORT**

Morris Goding Accessibility Consulting

FINAL v3

16 May 2017

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1. BACKGROUND

1.1. Introduction

This report supports a State Significant Development (SSD) Development Application (DA) 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 Limited (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).

In particular, this report will review the provisions for access for people with a disability to the project.

1.2. 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 Sydenham and eventually onto to Bankstown through the conversion of the existing line to Metro standards. The project also involves the delivery of seven (7) new Metro stations, including Martin Place.

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

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

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 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.

1.3. Site Description

The Sydney Metro Martin Place Station Precinct (the Precinct) project relates to the following properties (refer to **Figure 1**):

- 50 Martin Place, 9 - 19 Elizabeth Street, 8 - 12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street, and 55 Hunter Street (North Site);
- 39 - 49 Martin Place (South Site); and
- Martin Place (that part bound by Elizabeth Street and Castlereagh Street).

The land the subject of this application relates only to the North and South Site (refer to **Figure 2**). The land acquired for the Sydney Metro Martin Place Station is the same as for the Macquarie proposal, except that the Macquarie proposal includes the two properties north of Martin Place owned by Macquarie, namely 50 Martin Place and 9-19 Elizabeth Street.

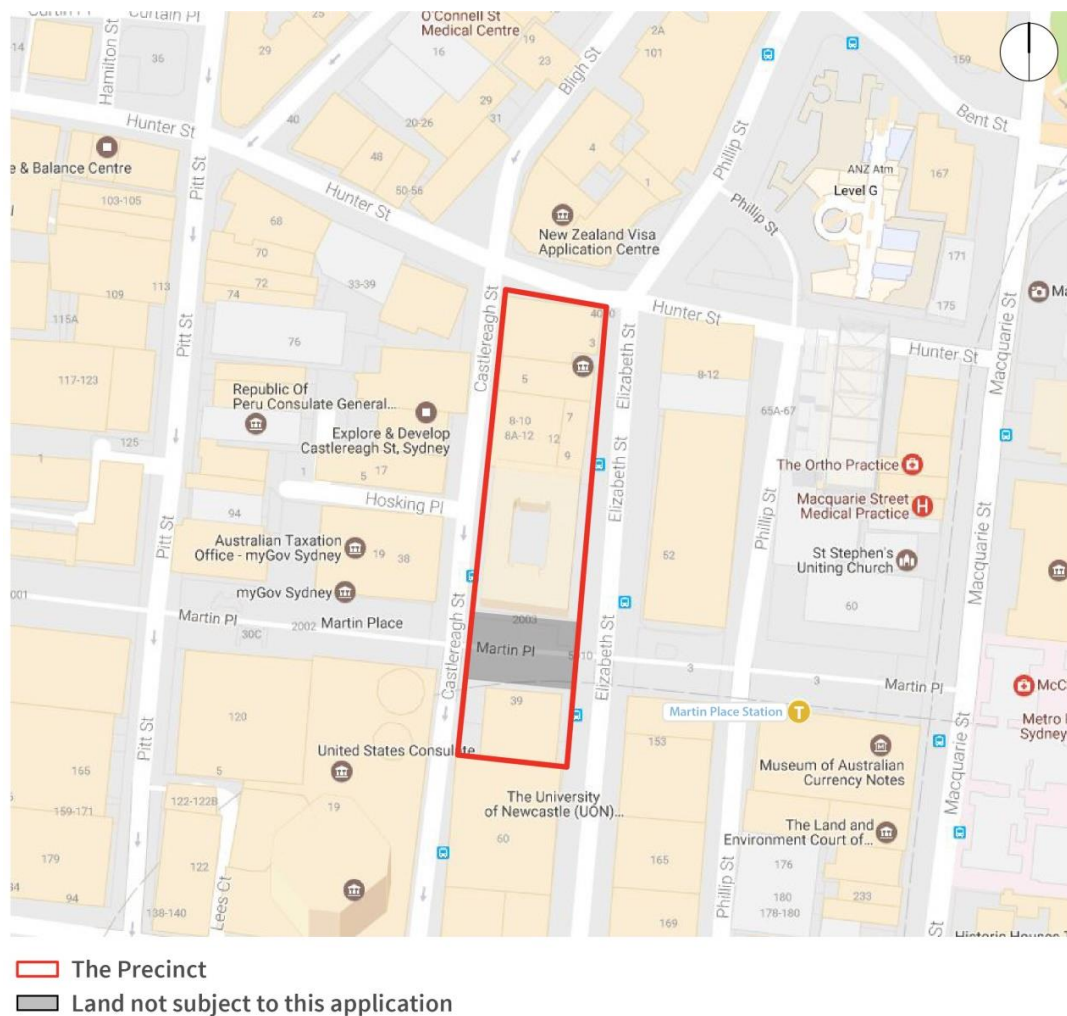


Figure 1 – Location map of the Precinct

Source: Google maps and JBA



Figure 2 – Aerial photo of the North and South Site

Source: Nearmap and JBA

Located close to the centre of the Sydney CBD, the Precinct comprises of the entire City block bounded by Hunter Street, Elizabeth Street, Martin Place and Castlereagh Street; that portion of Martin Place located between Elizabeth Street and Castlereagh Street and the northern most property in the block bounded by Martin Place, Elizabeth Street, Castlereagh Street, and King Street. Together it constitutes an above ground site area of approximately 9,400 square metres, with a dimension from north to south of approximately 210 metres and from east to west of approximately 45 metres. It incorporates a significant portion of one of Sydney's most revered public spaces – Martin Place.

Martin Place is recognised as one of Central Sydney's great public, civic and commemorative spaces, as well as being a historically valued commercial and finance location of Sydney's CBD. Martin Place and a large number of buildings on, or in close proximity to, Martin Place are identified as heritage items, either as items of National, State or Local significance. Number 50 Martin Place, which forms part of the Macquarie North Site, is one of these major heritage items.

There has been a number of redevelopment and refurbishment proposals in recent years along Martin Place to improve existing assets and recapture their premium commercial status (e.g. 5 Martin Place, 50 Martin Place, 20

Martin Place, upgrades of the MLC Centre, and 60 Martin Place). The City of Sydney Council has also identified a need to reinvigorate Martin Place and upgrade the public spaces.

The surrounding locality is characterised by a variety of built forms and architectural styles, with many of the buildings, including those of relatively recent years, not complying with the current planning controls with respect to building heights, setbacks and street wall heights.

In terms of land use the area is characterised by a predominance of office uses, with some ground floor retailing, cafés, or restaurants and hotels (most notably the Westin and the Wentworth) to support its primary business centre function..

1.4. Overview of Proposed Development

The proposal by Macquarie is unique and innovative in aligning the aspirations for public transport, civic amenity and the long-term sustainability of Sydney as a financial centre. This will be achieved through a development designed to maximise the opportunities for an improved Metro Station, integration of the existing and new public transport infrastructure, integration of that infrastructure with modern commercial office towers and world class retailing, along with rejuvenating and complimenting some of Sydney's most revered public spaces, and substantially improving station access and connectivity.

More specifically the development will comprise a concept proposal (under section 83B of the EP&A Act) for the OSD for the North and South Sites. It will be designed as a fully integrated Station and OSD project that, subject to approval, will be built and delivered as one integrated project for opening at the same time as the Sydney Metro is commissioned.

The concept proposal establishes the vision and planning and development framework which will be the basis for the consent authority to assess future detailed development proposals (Stage 2 DAs).

The North Site

The Concept Proposal for the North Site is for a new 40+ storey, predominately commercial office building. The proposal seeks to integrate with the existing 50 Martin Place building, supporting large commercial floor plates. No connections to 50 Martin Place are proposed for the basement levels of that building, including the level of the significant heritage Safe Deposit Vault.

The South Site

The Concept Proposal for the South Site is for a new 28+ storey predominately commercial office building.

The detailed design of the OSD is still in its preliminary stages. Critically it requires an integrated design approach to be adopted between the commercial OSD components classified as SSD, and the Station components, which are classified as CSSI and have already been approved. This is to ensure:

- all the operational needs of the Metro Station are accommodated in accordance with TfNSW requirements and the structural and other requirements of the OSD are accommodated within the Station building beneath, in what is essentially one building; and

- a cohesive public domain and built form outcome is achieved for Sydney.

In this regard, OSD uses and structural elements are located within the below ground and lower podium levels, as conceptually approved under the CSSI consent for the Martin Place Station.

The Staged DA will seek consent for, amongst other things, land uses, gross floor area, building envelopes, and vehicle access arrangements.

A more detailed and comprehensive description of the proposal is contained in the Environmental Impact Statement (EIS) prepared by JBA.

1.5. Planning Approvals Strategy

The *State Environmental Planning Policy (State and Regional Development) 2011* (SEPP SRD) identifies development which is declared to be State Significant. Under Schedule 1 and Clause 19(2) of SEPP SRD, development within a railway corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million and involves commercial premises is declared to be State Significant Development (SSD) for the purposes of the EP&A Act.

The proposed development (involving commercial development that is both located within a rail corridor and associated with rail infrastructure) is therefore SSD.

Pursuant to Section 83B of the EP&A Act a Staged DA may be made setting out concept proposals for the development of a site (including setting out detailed proposals for the first stage of development), and for which detailed proposals for separate parts of the site are to be the subject of subsequent DAs. This SSD DA is a staged development application made under Section 83B of the EP&A Act.

A detailed development application(s) (Stage 2 DAs) will accordingly follow, seeking approval for the detailed design and construction of all or specific aspects of the proposal in accordance with the approved staged development application.

Submitted separately to this SSD DA are applications to modify the CSSI approval together with a Planning Proposal relating to the North Site (FSR only) and South Site (height and FSR).

For clarity, **Figure 3** below is a diagrammatic representation of the suite of applications proposed by Macquarie, to show the relationship of the SSD DA (the subject of this report) to the Planning Proposal and the Martin Place Metro CSSI.

The Department of Planning and Environment have provided Secretary's Environmental Assessment Requirements (SEARs) to the applicant for the preparation of an Environmental Impact Statement for the proposed development. This report has been prepared having regard to the SEARs as relevant.

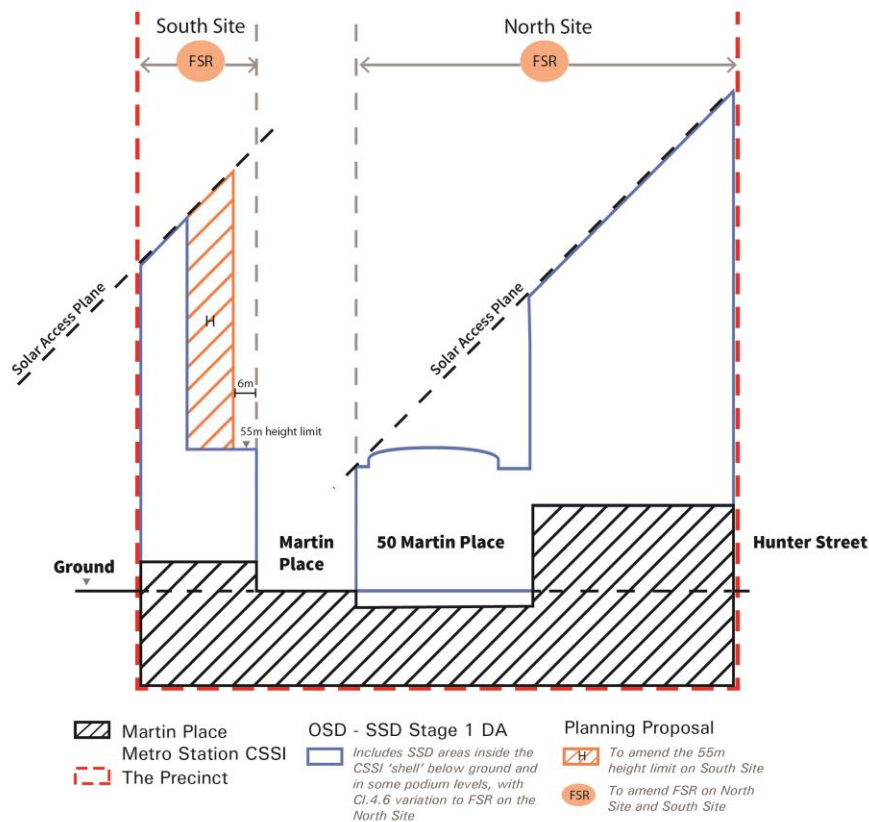


Figure 3 – Relationship of planning applications

Source: JBA

2. ACCESSIBILITY STATEMENT

2.1. Preliminary

Morris Goding Access Consulting has been engaged by Savills Australia to prepare an assessment of the accessibility of the Stage 1 State Significant Development Application ('SSDA') design for the Sydney Metro Martin Place Station ('SMMPS') development.

The development proponent is Macquarie Corporate Holdings. The Stage 1 SSDA design has been developed by project architects Grimshaw Architects and Johnson Pilton Walker Architects.

This report will analyse the Stage 1 SSDA design with respect to accessibility under the objectives of the DDA and the requirements of the DDA Premises Standards 2010 and provide a statement of accessibility commitments that the project will work towards.

2.2. Objectives

This accessibility statement proposes a statement of commitments that considers operational modes and user groups of the SMMPS development. The user groups will include members of the public, visitors, and staff.

The Statement of Commitments seeks to deliver equality, independence and functionality to people with disabilities, inclusive of:

1. People with sensory impairment;
2. People with mobility impairments; and
3. People with dexterity impairments.

The Statement of Commitments seeks to ensure that the development will meet the object of the DDA to eliminate, as far as possible, discrimination against persons on the ground of disability.

2.3. Accessibility of Design

The proposed design will utilise the Federal Disability Discrimination Act (DDA), the Disability (Access to Premises – Buildings) Standards 2010, the Building Code of Australia, and the AS1428 Series to develop appropriate design documentation, and to provide reasonable access provisions for people with disabilities.

The project architects and an appropriately qualified accessibility consultant will examine key physical elements during design development stage to identify physical barriers and incorporate solutions as a suitable response to disability statutory regulations.

The design will be developed to ensure the principles of the DDA are upheld. Under the DDA, it is unlawful to discriminate against a person in the provision of access to premises and in the delivery of services on the grounds of that person's disability.

2.4. Standards & Regulations

The proposed scheme for the SMMPs will be designed to meet the following statutory and regulatory instruments:

- Council of the City of Sydney Development Control Plan 2012;
- AS1428.1(2009) - (Design for Access and Mobility);
- AS1428.4.1(2009) - (Tactile Ground Surface Indicators);
- AS2890.6(2009) – (Parking for People with Disabilities);
- AS1735.12(1999) - (Lift Facilities for Persons with Disabilities);
- Building Code of Australia ('BCA') Parts D3, F2, and E3;
- Federal Disability (Access to Premises – Buildings) Standards 2010;
- Federal Disability Standards for Accessible Public Transport 2002; and
- Federal Disability Discrimination Act ('DDA').

3. ANALYSIS OF PROPOSED SCHEME

3.1. General

The proposed SMMPS scheme includes the following elements: a new underground metro rail station; new underground linkages to the new station; new interchange facilities, and the new over station development, the latter of which includes a north tower on the north site, and a south tower on the south site.

The main built elements of the scheme can be summarised in the following longitudinal section:

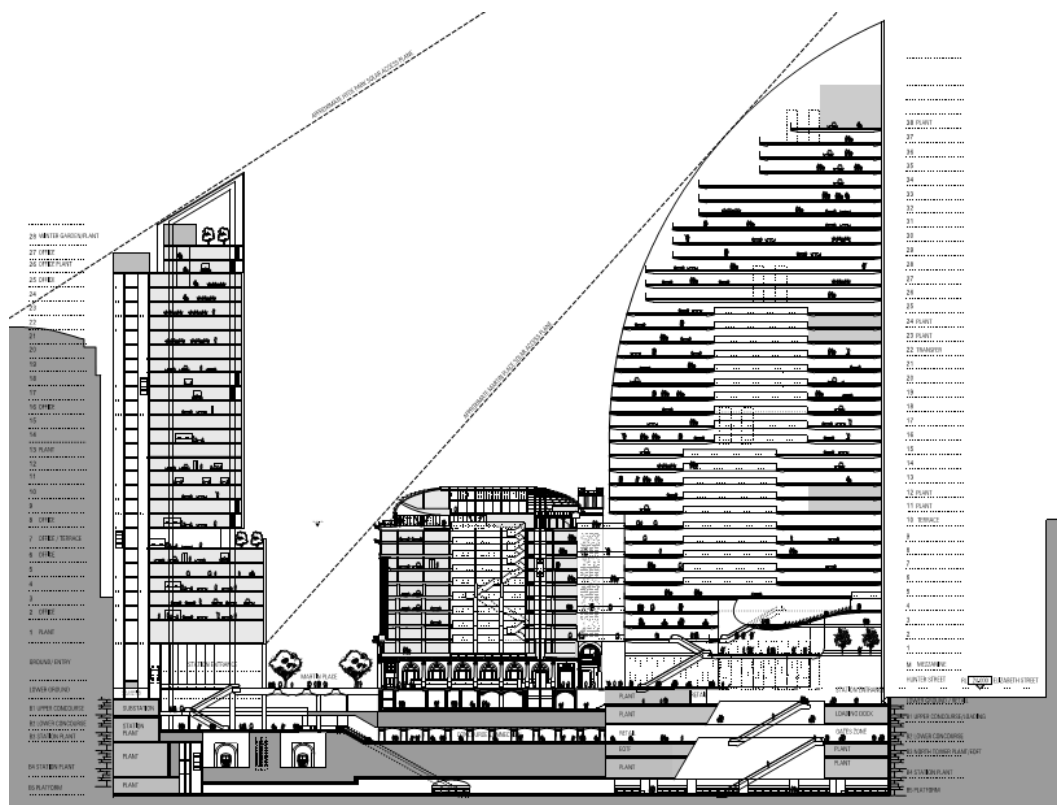


Figure 4 – Longitudinal section of overall scheme (not-to-scale)

Source: JPW Architects

The accessibility of the design of each of the main project elements is considered in turn below.

3.2. Over Station Development

The Over Station Development (‘OSD’) includes two new commercial towers – namely, the north and the south towers. Unlike the metro station, the OSD is not classified as a ‘public transport’ facility. Rather, the OSD will be subject to the ordinary accessibility requirements of the DDA Premises Standards 2010 and the BCA.

The dominant element of the OSD scheme will be the commercial office areas on the upper floor levels of each of the two towers. There will be suitable passenger lift access from the main pedestrian entrances of each of the two towers up to each of the commercial floors of those towers respectively.

The OSD scheme also includes above-ground footbridge linkages from the north tower to the existing heritage building at 50 Martin Place. Each of the above-ground linkages will be designed to accommodate a continuous accessible path of travel for people with a disability from the new tower to the existing building, and vice-versa.

The design will include the provision of appropriate accessible circulation areas, stairways, passenger lifts, common areas, car parking, accessible toilet facilities including ambulant cubicles, accessible services and amenities, and accessible pedestrian linkages in accordance with the BCA, DDA Premises Standards and the City of Sydney DCP 2012.

The OSD also includes retail tenancy elements within both the north and south towers respectively. Suitable access will be provided to and within each of above retail areas for compliance with the BCA, DDA Premises Standards and the City of Sydney DCP 2012.

4. CONCLUSION

This report has been prepared for the Environmental Impact Statement for satisfaction of the required plans and documents under the Secretary's Environmental Assessment Requirements for SSD8351, dated 21 April 2017. MGAC has assessed the scheme for the Stage 1 SSDA for the Sydney Metro Martin Place Station. The proposed drawings indicate that accessibility requirements pertaining to site access and common area access can be readily achieved. It is advised that MGAC will work with the project team as the scheme progresses to ensure appropriate outcomes are achieved in building design and external domain design.

5. APPENDIX 1 - PROFESSIONAL CV

DAVID GODING

Director
Morris Goding Access
Consulting



Access Consultant (B Civ Eng, GDip Man, ACAA)

QUALIFICATIONS

Bachelor of Civil Engineering
 Graduate Diploma Business Management

SPECIAL EXPERTISE

- Strategic Advice
- Schematic/Concept Design,
- Development Design
- Detailed Design & Documentation
- Construction Inspection
- Expert Reports

SELECTED PROJECT EXPERIENCE

- 1 Bligh Street, Sydney
- 200 George Street, Sydney
- International Towers Sydney, Barangaroo
- 5 Martin Place, Sydney
- 333 George Street, Sydney
- Chatswood Railway Station Upgrade
- Hornsby Railway Station
- Martin Place Station DA Access Review
- Olympic Railway Station Access Review
- 40 Railway Station Access Audit (ORTA) - Olympics
- Wynyard Railway Station Access Audit
- Manly Wharf Upgrade Access Review
- Lidcombe Railway Station Access Review
- Newtown Railway Station
- Helensburgh Railway Station
- Katoomba Railway Station

EXPERIENCE

David Goding is director of Morris Goding Accessibility Consulting. David is an expert in accessibility of the built environment and is regarded as one of the pre-eminent access consultants in Australia.

David has provided specialist service to clients throughout Australia, New Zealand, Pacific Countries, Dubai and China. He is a qualified Civil Engineer with over 15 years' experience in the building industry and a full member of the ACAA. David's skill and expertise in complex projects has been integral part in hundreds of successful developments such as commercial, residential, retirement villages, sports stadiums, hospitals, industrial, airports, educational, heritage, hotels, cultural facilities and shopping centres.

The core of David's philosophy rests with logical, practical solutions to progress projects in the most effective way whilst maintaining the seamless integration of access and the demystification of disability.