

Secretary's Environmental Assessment Requirements

Section 4.12 (8) of the *Environmental Planning and Assessment Act 1979* Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*

Application Number	SSD 9270
Proposal Name	Stage 2 development application at Martin Place Station Precinct (North Site)
Location	North site of the Martin Place Station Precinct (comprising 50 Martin Place; 5, 7 and 9-19 Elizabeth Street; 8-12 Castlereagh Street and 55 Hunter Street).
Applicant	Macquarie Corporate Holdings Pty Ltd
Date of Issue	8 May 2018
General Requirements	<p>The Environmental Impact Statement (EIS) must address the <i>Environmental Planning and Assessment Act 1979</i> and meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 the <i>Environmental Planning and Assessment Regulation 2000</i>.</p> <p>Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development.</p> <p>Where relevant, the assessment of the key issues below, and any other significant issues identified in the risk assessment, must include:</p> <ul style="list-style-type: none"> • Justification of impacts • consideration of potential cumulative impacts due to other development in the vicinity • measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment. <p>The EIS must be accompanied by a report from a qualified quantity surveyor providing:</p> <ul style="list-style-type: none"> • a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the <i>EP&A Regulation 2000</i>) of the proposal, including details of all assumptions and components from which the CIV calculation is derived • an estimate of the jobs that will be created by the future development during the construction and operational phases of the development • certification that the information provided is accurate at the date of preparation.
Key issues	<p>The EIS must address the following specific matters:</p> <p>1. Statutory and strategic context</p> <p>The EIS shall:</p> <ul style="list-style-type: none"> • address the statutory provisions applying to the site contained in all relevant environmental planning instruments (EPIs), including: <ul style="list-style-type: none"> ○ State Environmental Planning Policy (Infrastructure) 2007 ○ State Environmental Planning Policy (State and Regional Development) 2011 ○ State Environmental Planning Policy No. 64 – Advertising and Signage (if signage proposed) ○ State Environmental Planning Policy 55 - Remediation of Land ○ Draft State Environmental Planning Policy (Environment) 2017 ○ Sydney Local Environmental Plan 2012 (and any planning proposals once exhibited)

- address the relevant planning provisions, goals and strategic planning objectives in the following:
 - A Metropolis of Three Cities
 - NSW State and Premier Priorities
 - Eastern City District Plan
 - Future Transport 2056
 - State Infrastructure Strategy 2018
 - Development Near Rail Corridors and Busy Roads - Interim Guideline
 - Sydney City Centre Access Strategy
 - NSW Bicycle Guidelines
 - Sydney's Cycling Future 2013
 - Heritage Council Guideline on Heritage Curtilages 1996
 - Heritage Council Guideline, Design in Context – guidelines for infill development in the Historic Environment, 2005
 - Better Placed – an integrated design policy for the built environment of NSW 2017
 - Interim Construction Noise Guidelines
 - Noise Policy for Industry
 - Relevant City of Sydney policies, codes and guidelines (where required pursuant to relevant Local Environmental Plan policies)

2. Consistency with the Stage 1 concept approval

The EIS shall demonstrate that the proposal is consistent with the Stage 1 Concept Approval (SSD 8351) for the Martin Place Station precinct.

3. Design excellence and built form

The EIS shall:

- demonstrate that the detailed building design exhibits design excellence:
 - consistent with the Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines
 - consistent with the advice of the design review panel (DRP), providing the DRP minutes and the Applicant's response to the DRP advice.
- demonstrate how the orientation, height, bulk, scale, massing, articulation, materials, activation and pedestrian connectivity (including through site linkages) of the proposed development will integrate with the context of the site and the existing and future character of the area.
- clearly illustrate how the proposed built forms and detailed design reinforce the street wall along the Castlereagh and Elizabeth Street elevations and integrate sensitively with 50 Martin Place.

4. Integration with Sydney Metro station infrastructure

The EIS shall:

- clearly distinguish the extent of the proposal that is State significant development (SSD) from the infrastructure approval components of the station (CSSI 7400), while noting any relationships and interdependencies.
- show how the proposed over station development (OSD) will integrate in design terms and structurally with the Sydney Metro station infrastructure, and identify any specific requirements of the CSSI 7400 approval that has influenced the design of the OSD.
- detail any design approaches / solutions within the proposed building that will benefit the amenity of the station below.

5. Visual and amenity impacts

The EIS shall:

- provide a detailed visual / view impact analysis, which considers the impact of the proposed building (compared to the existing situation and the approved envelope) when viewed from the public domain and key vantage points surrounding the site. This is to include a written description of the existing view, the likely impact and justification of the proposal and any required mitigation measures. The view locations and methodology for the analysis must be prepared in consultation with the Department and Council.

- provide a view impact analyses showing the proposed building as viewed by pedestrians when moving both east and west along Martin Place and where the proposed building is visible from the streets immediately surrounding the site.
- provide a solar access and overshadowing analysis, comparing the overshadowing impacts of the proposal to the existing situation, the SLEP 2012 - Sun Access Planes and the approved envelopes at hourly intervals in mid-summer, mid-winter, 14 April and 31 August, and having particular regard to the impact of the proposal on solar access to Martin Place, Hyde Park and Pitt Street Mall.
- provide a reflectivity analysis identifying potential adverse glare conditions affecting, motorists, pedestrians and occupants of neighbouring buildings.
- identify any other potential impacts of the proposal on the amenity of surrounding land uses and the public domain (and in particular Martin Place and the likely station entrances).

6. Heritage

The EIS shall:

- include a detailed heritage impact statement (HIS) that identifies, considers and addresses any potential impact of the proposal to heritage items on the site, the site curtilage and surrounding area, including any built and landscape items, conservation areas, views and settings, and in particular, heritage items at 38-46 Martin Place, 50 Martin Place, Martin Place Railway Station, Martin Place, Chifley Square and Richard Johnston Square.
- address any endorsed conservation management plans for heritage items on the site and surrounding area.
- include a Heritage Interpretation Plan, providing opportunities for the proposal to reflect on the heritage character and significance of the site and surrounding area, including Martin Place.

7. Ecologically Sustainable Development (ESD)

The EIS shall:

- detail how ESD principles (as defined in clause 7(4) of Schedule 2 of the *EP&A Regulation 2000*) will be incorporated in the design, construction and ongoing operation of the development.
- demonstrate the proposed development will reflect leading industry practice in sustainable building principles to improve environmental performance, including energy and water efficient design and technology, and use of renewable energy.

8. Traffic, parking and access (operation)

The EIS shall include a traffic, parking and access assessment providing:

- details on the current and likely estimated future mode share resulting from the proposed development, including a comparison against the travel mode share model assessed in the stage 1 SSD
- details of the current and likely estimated future daily and peak hour vehicle, public transport, pedestrian and bicycle movements from the site, including an indication of whether related to the station or OSD, and any associated impacts and/or mitigation measures required
- measures to encourage users of the development to make sustainable travel choices, including a green travel plan, walking, cycling, public transport and car sharing, adequate provision of bicycle parking and end of trip facilities and minimise private car trips
- modelling and analysis of pedestrian and cyclist access to the proposed development in consultation with TfNSW
- details of existing and proposed vehicle access arrangements, including parking, loading dock and servicing management with consideration of precinct wide shared loading docks and/or remote or off-site loading zone hub facilities, ensuring all servicing and loading occurs on-site and does not rely on kerbside controls

	<ul style="list-style-type: none"> an assessment of pedestrian and cyclist safety with consideration of the relationship with design, access and operation of the station. <p>9. Construction management (including construction traffic) The EIS shall include a Construction Management Plan providing:</p> <ul style="list-style-type: none"> details of vehicle routes, peak hour and daily truck movements, hours of operation, access arrangements and traffic control measures for all demolition / construction activities an assessment of the likely construction traffic impacts, such as required road / lane closures and diversions, impacts on bus and taxi operations, impacts on pedestrian and cycle movement, and taking into account the timing of other construction activities within this part of the CBD precinct, such as this station (south site) an assessment of road efficiency and safety at key intersections and any proposed mitigating measures, including a Construction Pedestrian and Traffic Management Plan details of temporary cycling and pedestrian access during construction an assessment of potential impacts of the construction on surrounding buildings and the public domain, including noise and vibration, air quality and odour impacts, dust emissions, water quality, stormwater runoff, groundwater seepage, soil pollution and construction waste, and proposed measures to mitigate any impacts. <p>10. Biodiversity The EIS shall provide an assessment of the proposal's biodiversity impacts in accordance with the <i>Biodiversity Conservation Act 2016</i>, including the preparation of a Biodiversity Development Assessment Report (BDAR) where required under the Act, except where a waiver for preparation of a BDAR has been granted.</p> <p>11. Public benefits, contributions and/or voluntary planning agreement The EIS shall address the provision of public benefit, services and contributions in consultation with key stakeholders, such as the Department, Council and TfNSW, and provide details of any heritage floor space (HFS) allocation or voluntary planning agreement (VPA) or other legally binding instrument agreed between a relevant public authority and the Applicant.</p> <p>12. Utilities In consultation with relevant agencies, the EIS shall identify and address the existing capacity to service the development proposed and any argumentation requirements for utilities.</p> <p>13. Staging The EIS shall set out the construction staging of the proposed development, including the relationship with the construction / delivery of the Sydney Metro stations, timing of public domain works and the staging of other relevant works and events within Martin Place.</p> <p>14. Pre-submission consultation statement The EIS must include a report describing pre-submission consultation undertaken, including a record of the stakeholders consulted, the issues raised during the consultation and how the proposal responds to those issues. In particular, an agreed schedule of consultation with the Heritage Council of NSW must be included in the EIS.</p>
Consultation	During the preparation of the EIS, you are required to consult with the relevant local, State or Commonwealth Government authorities, service providers, and the local community. In particular, early consultation is required through meeting(s) with the Government Architect NSW, RMS, TfNSW (including Sydney Metro, Sydney Trains and Sydney Light Rail), Heritage Council of

	<p>NSW, Fire and Rescue NSW, State Emergency Services and City of Sydney Council.</p> <p>The EIS must describe the pre-submission consultation process, issues raised and how the proposed development has responded to these issues. A short explanation should be provided where amendments have not been made to address an issue.</p>
Further consultation after 2 years	<p>If you do not lodge a development application and EIS for the development within two years of the issue date of these SEARs, you must consult further with the Secretary in relation to the preparation of the EIS.</p>
Plans and Documents	<p>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the <i>EP&A Regulation 2000</i>. Provide these as part of the EIS rather than as separate documents. In addition, the EIS must include the following:</p> <ul style="list-style-type: none"> • site survey plan, showing existing levels, location and height of existing and adjacent structures/buildings • site and context analysis plan • plans and schedules showing compliance with the stage 1 concept approval • schedule of proposed gross floor area, per level and allocation according to the SSD or CSSI • architectural drawings (to a usable scale at A3), clearly identifying where approval is sought as SSD and those components of the development that are CSSI • architectural and urban design statement, including illustrations and justification showing how the buildings will relate to the station entrances and enhance the amenity of the surrounding public domain • visual and view impact analysis and photomontages, and skyview analysis • shadow / solar access report and diagrams, and verification • physical and 3D digital model (in accordance with the City of Sydney specifications) • wind assessment (including a wind tunnel study) • flood assessment / stormwater management plan (where relevant) • contaminated land assessment (where relevant) • ESD statement (incorporating a sustainability framework) • pre-submission consultation statement • heritage impact statement, including heritage interpretation strategy • an archaeological assessment • access / DDA impact statement • transport, traffic and parking assessment and draft green travel plan • draft loading dock management plan • construction management plan • noise and vibration report (operation) • air quality assessment • services and utilities infrastructure report • structural statement • preliminary building assessment report • rail corridor impact report • reflectivity analysis • signage details (if proposed) • waste management plan • CPTED assessment (including a safety and security assessment)
Documents to be submitted	<ul style="list-style-type: none"> • 1 hard copy and 1 electronic copy of all documents and plans for review prior to lodging • 4 hard copies and 10 electronic copies of the documents and plans (once the application is considered acceptable)