

## Stakeholder and Community Engagement Summary Report

State Significant Development Application

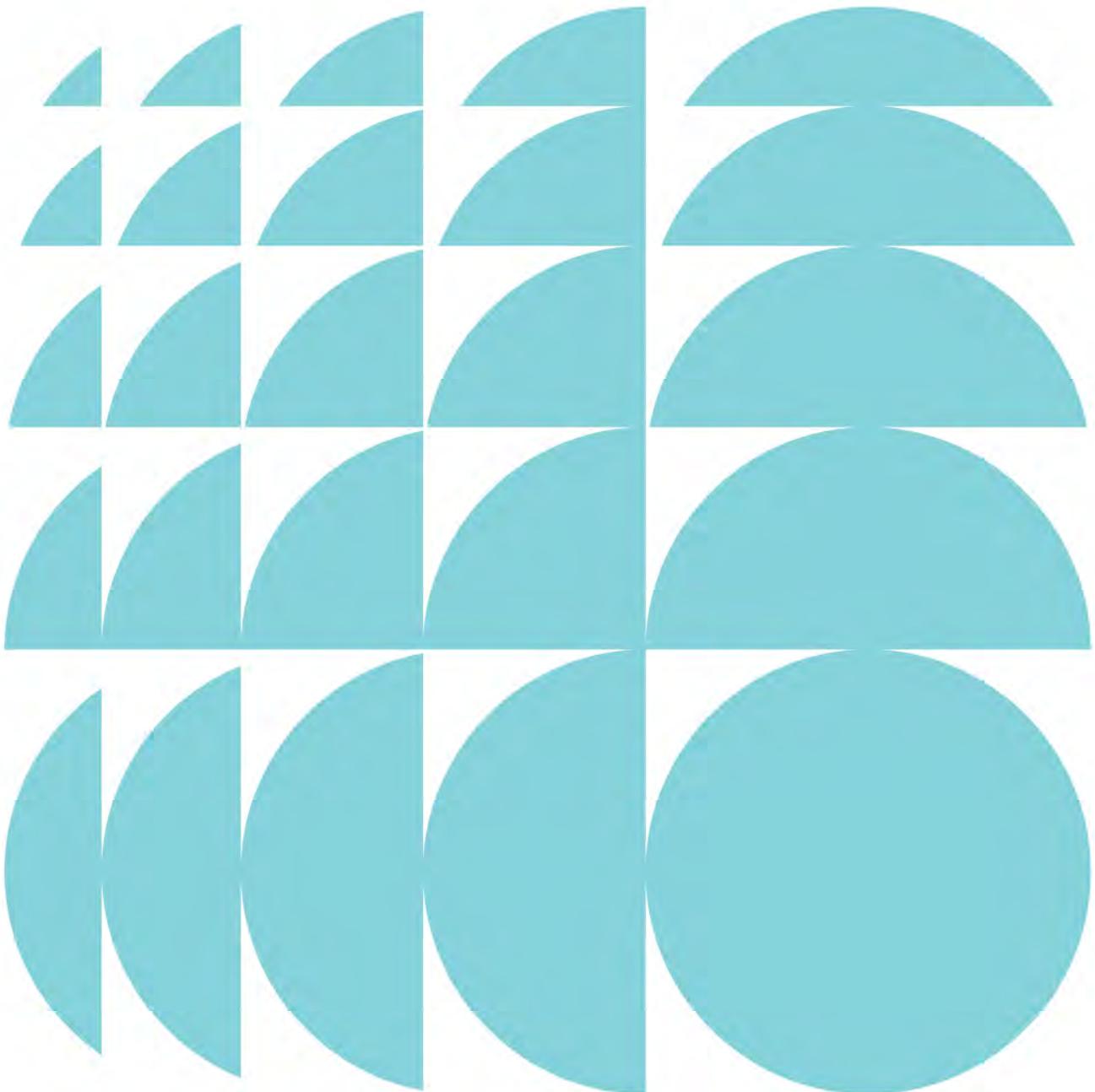
South Site Stage 2 - Sydney Metro Martin Place  
integrated station development

Submitted to Department of Planning and Environment  
On behalf of Macquarie Corporate Holdings Pty Ltd

Document reference:

**CSWSMP-MAC-SMA-PL-REP-000130**

28 August 2018 | 15879



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## Executive Summary

This report has been prepared to support a State Significant Development (SSD) Development Application (DA) (SSD DA) submitted to the Department of Planning and Environment pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

The application seeks approval for the detailed design of Over Station Development<sup>1</sup> above the future southern Metro Martin Place station, in accordance with and pursuant to the Stage 1 SSD DA Approval<sup>2</sup> (SSD 17\_8351) and the concurrent Stage 1 Amending SSD DA (SSD 18\_9347).

Macquarie has undertaken open, accessible and genuine consultation with affected stakeholders including government agencies, neighbouring properties, businesses and the broader community in relation to the proposed development. Macquarie has used various engagement methods and tools to consult with stakeholders and the community prior to lodgement of the SSD DA. This has included notifying the general community and stakeholders with letters, flyers, a project website, newspaper advertisements, and a specially created phonenumber and email address for inquiries, and holding various meetings and open information sessions. Readily accessible information on the proposal has been provided and created opportunities for feedback.

A total of 20 people attended the information sessions and 10 emails<sup>3</sup> were received in relation to the Metro Martin Place Precinct (the Precinct). One feedback form was completed, and no phone calls have been received. Predominantly, the feedback can be classified as general questions, expressions of interest, or general support for Macquarie's vision for the Precinct. Concerns raised during the consultation process by members of the community primarily related to the management of disruption during the construction process, the detailed design of the buildings on the site, or the detailed design of Metro Martin Place station that is the subject of a separate approval<sup>4</sup>. In each of these instances, a response was issued as to how feedback has been incorporated, would be addressed, or had been addressed as part of the planning process for the delivery of the Integrated Station Development.

Specific feedback received from stakeholders during this process, such as from government agencies and authorities, has also been taken into consideration when developing the detailed design and documentation of the development for lodgement, where appropriate.

Macquarie has kept all stakeholders, including the local community, adjoining landowners and government authorities up to date with the development of this Stage 2 SSD DA and other concurrent applications. Macquarie will continue to engage with the stakeholders and the community during the exhibition of the SSD DA as well as during future stages of the planning process.

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<sup>1</sup> Also known as 'Integrated Station Development'.

<sup>2</sup> Also known as the 'Concept Plan', 'Concept Proposal' or 'Concept Approval', which all refer to SSD 17\_8351 in this instance.

<sup>3</sup> inclusive of 2 emails from the same person, and emails registering attendance for the stakeholder information sessions.

<sup>4</sup> meaning those areas that are subject to the Sydney Metro Stage 2 Critical State Significant Infrastructure Approval (CSSI 15\_7400) (as modified), and do not fall within the scope of the South Site SSD DA. Refer to the discussion in **Section 1.3**.

## 1.0 Introduction

This report supports a State Significant Development (SSD) Development Application (DA) (SSD DA) submitted to the Minister for Planning (Minister) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on behalf of Macquarie Corporate Holdings Pty Limited (Macquarie), who is seeking to create a world class transport and employment precinct at Martin Place, Sydney.

The SSD DA seeks approval for the detailed design and construction of the **South Site** Over Station Development (OSD), located above and integrated with Metro Martin Place station (part of the NSW Government's approved Sydney Metro project). The southern entrance to Metro Martin Place station and the South Site OSD above are located at 39-49 Martin Place.

This application follows:

- Approval granted by the Minister for a Concept Proposal (otherwise known as a Stage 1 SSDA) for two OSD commercial towers above the northern (North Site) and southern (South Site) entrances of Metro Martin Place station (SSD 17\_8351). The approved Concept Proposal establishes building envelopes, land uses, Gross Floor Areas (GFA) and Design Guidelines with which the detailed design (otherwise known as a Stage 2 SSDA) must be consistent.
- Gazettal of site specific amendments to the Sydney Local Environmental Plan (LEP) 2012 (Planning Proposal reference: PP\_2017\_SYDNE\_007\_00) permitting greater building height (over a portion of the South Site) and additional floor space (over both the North and South Sites).

Lodged concurrently with this SSD DA, is a Stage 1 Amending SSD DA to the Concept Proposal (Stage 1 Amending DA), which seeks approval for an amended concept for the Metro Martin Place Precinct (the Precinct), aligning the approved South Site building envelope with the new planning controls secured for the Precinct. To ensure consistency, the Stage 1 Amending DA must be determined prior to the determination of the subject Stage 2 SSD DA for the South Site.

This application does not seek approval for elements of the Metro Martin Place Precinct which relate to the Sydney Metro City and Southwest project, which is subject to a separate Critical State Significant Infrastructure (CSSI) approval. These include:

- Demolition of buildings on the North Site and South Site;
- Construction of rail infrastructure, including station platforms and concourse areas;
- Ground level public domain works; and
- Station related elements in the podium of the South Tower.

However, this application does seek approval for OSD areas in the approved Metro Martin Place station structure, above and below ground level, which are classified as SSD as they relate principally to the OSD. These components are within the Sydney Metro CSSI approved station building that will contain some OSD elements not already approved by the CSSI Approval. Those elements include the end of trip facilities, office entries, office space and retail areas, along with other office/retail plant and back of house requirements that are associated with the proposed OSD and not the rail infrastructure.

Accordingly, this report sets out the community consultation and stakeholder engagement activities undertaken by Macquarie while preparing this new Concept DA for the Precinct. It describes the pre-submission consultation process, feedback received, and how this feedback has been considered in the development of the proposal.

### 1.1 Context

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 and Southwest (Stage 2).

Stage 2 of Sydney Metro entails the construction and operation of a new metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and onto 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 approved the Stage 2 (Chatswood to Sydenham) Sydney Metro application lodged by Sydney Metro as a Critical State Significant Infrastructure (CSSI) project (reference SSI 15\_7400). Work is well underway under this approval, including demolition of buildings at Martin Place.

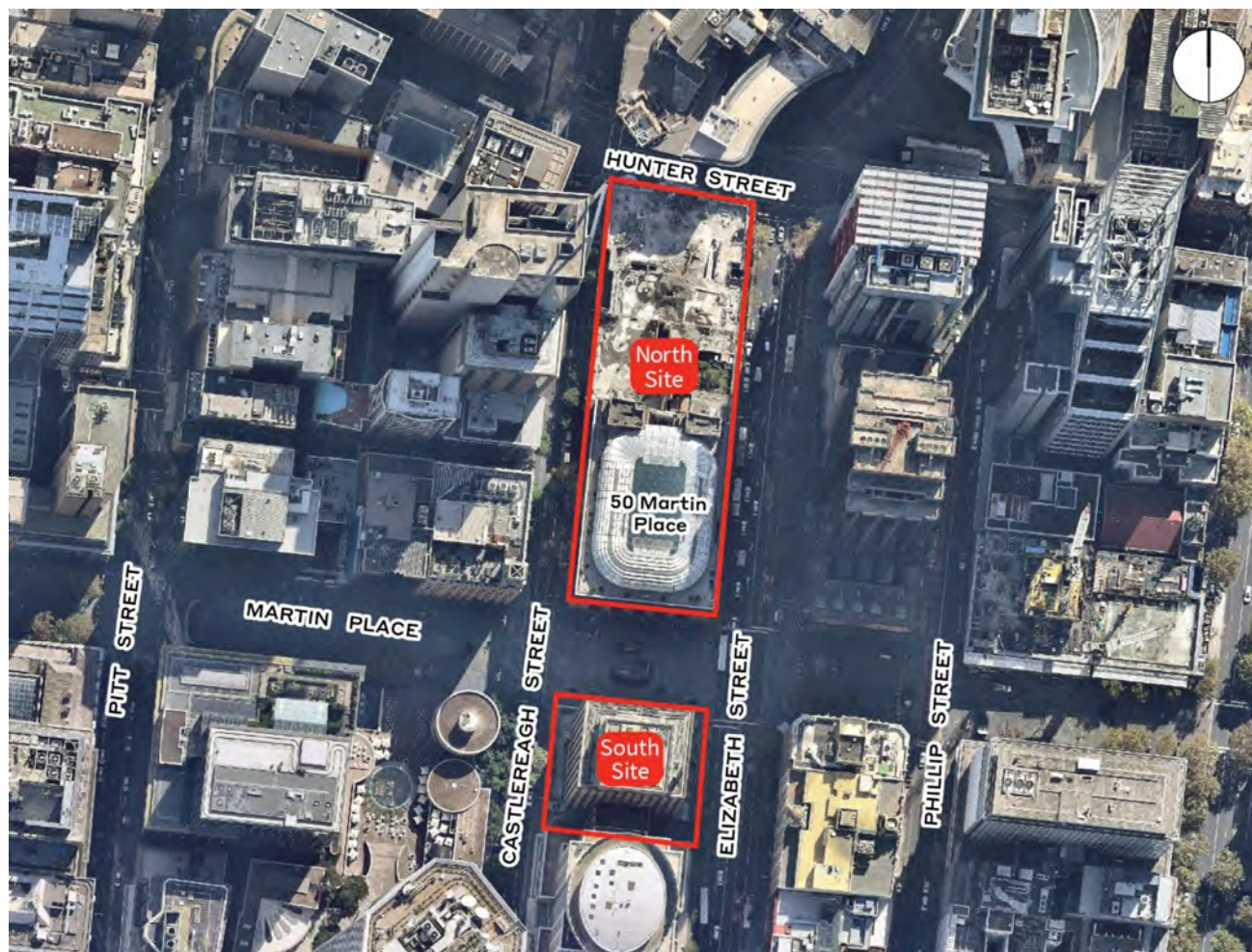
The OSD development is subject to separate applications to be lodged under the relevant provisions of the EP&A Act. One approval is being sought for the South Site – this application – and one for the North Site via a separate application.

## 1.2 Site Description

The Metro Martin Place 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).

This application relates **only to the South Site**, being the land at 39-49 Martin Place (refer to **Figure 1**). The North Site is the subject of a Stage 2 SSD DA.



**Figure 1** Aerial photo of the North and South Site within the Sydney Metro Martin Place Station Precinct

### 1.3 Background

#### Sydney Metro Stage 2 Approval (SSI 15\_7400)

The Sydney Metro CSSI Approval approves the demolition of existing buildings at Martin Place, excavation and construction of the new station (above and below ground) along with construction of below and above ground structural and other components of the future OSD, although the fit-out and use of such areas are the subject of separate development approval processes.

On 22 March 2018, the Minister approved Modification 3 to the Sydney Metro CSSI Approval. This enabled the inclusion of Macquarie-owned land at 50 Martin Place and 9-19 Elizabeth Street within Metro Martin Place station, and other associated changes (including retention of the opening to the existing MLC pedestrian link).

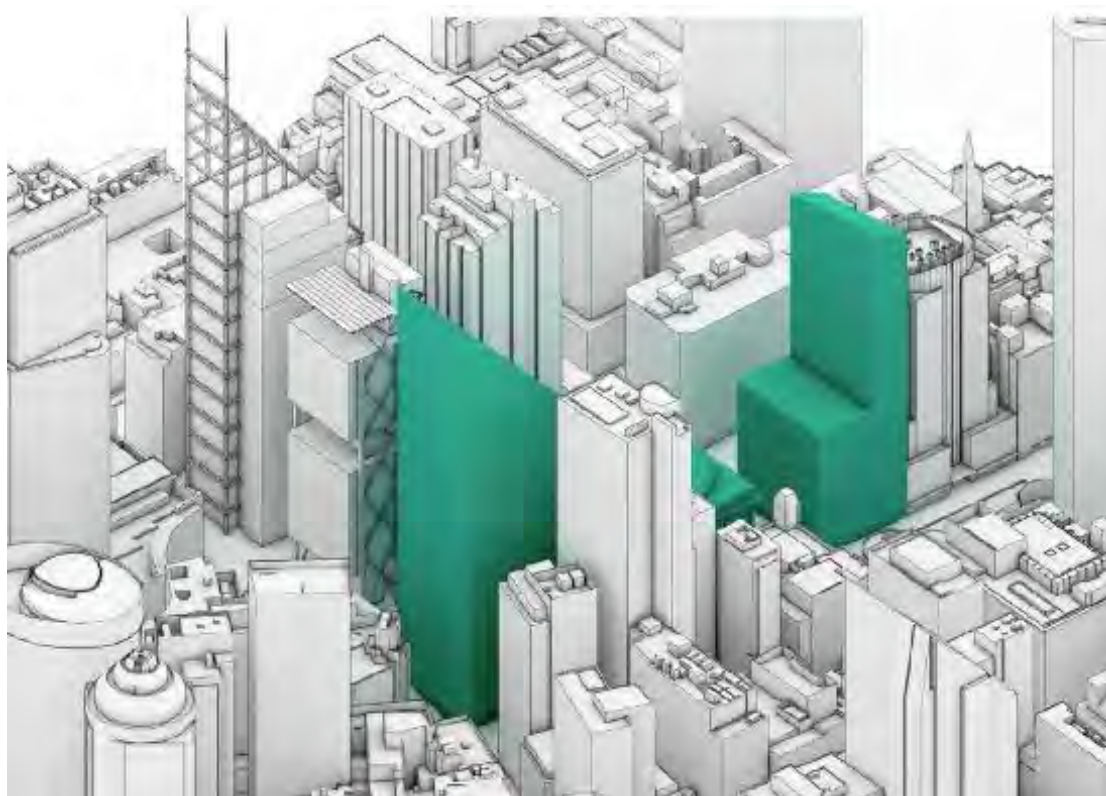
#### Concept Proposal (SSD 17\_8351)

On 22 March 2018, the Minister approved a Concept Proposal (SSD 17\_8351) relating to Metro Martin Place Precinct. The Concept Proposal establishes the planning and development framework through which to assess the detailed Stage 2 SSD DAs.

Specifically, the Concept Proposal encompassed:

- Building envelopes for OSD towers on the North Site and South Site comprising:
  - 40+ storey building on the North Site
  - 28+ storey building on the South Site (see **Figure 2**)

- Concept details to integrate the North Site with the existing and retained 50 Martin Place building (the former Government Savings Bank of NSW)
- Predominantly commercial land uses on both sites, comprising office, business and retail premises
- A maximum total GFA of 125,437m<sup>2</sup> across both sites
- Design Guidelines to guide the built form and design of the future development
- A framework for achieving design excellence
- Strategies for utilities and services provision, managing drainage and flooding, and achieving ecological sustainable development
- Conceptual OSD areas in the approved Metro Martin Place Metro station structure, above and below ground level<sup>5</sup>



**Figure 2 North Site and South Site approved OSD building envelopes**

Source: Grimshaw + JPW

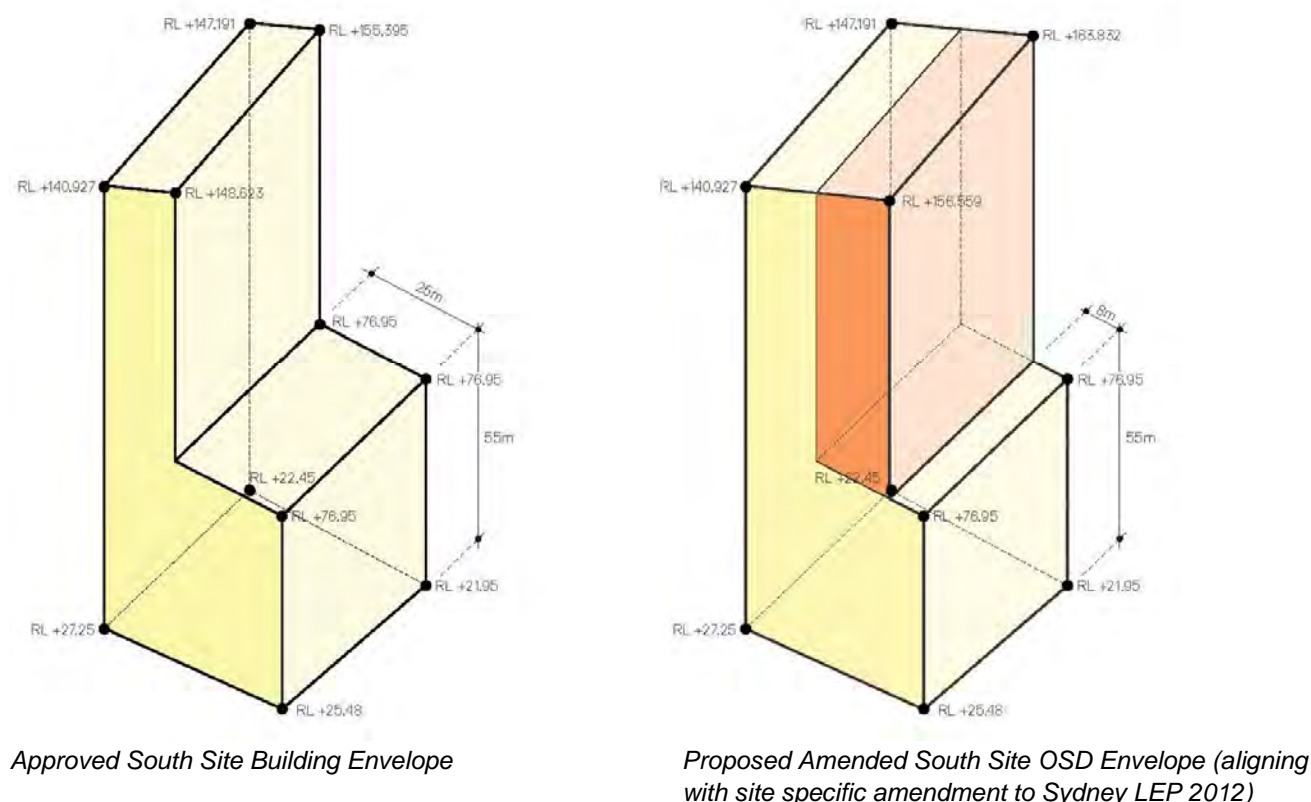
### Planning Proposal (PP\_2017\_SYDNE\_007\_00) - Amendment to Sydney LEP 2012

The Planning Proposal (PP\_2017\_SYDNE\_007\_00) sought to amend the development standards applying to the Metro Martin Place Precinct through the inclusion of a site-specific provision in the Sydney LEP 2012. This site-specific provision reduced the portion of the **South Site** that was subject to a 55 metre height limit from 25 metres from the boundary to Martin Place, to 8 metres, and applies the Hyde Park North Sun Access Plane to the remainder of the South Site, forming the height limit of the tower. It also permits a revised FSR of 22:1 on the South Site and 18.5:1 on the North Site. These amendments were gazetted within Sydney LEP 2012 (Amendment No. 46) on 8 June 2018 and reflect the new planning controls applying to the Precinct.

The Concept Proposal was prepared and determined prior to the site specific Sydney LEP 2012 amendment (PP\_2017\_SYDNE\_007\_00) being gazetted and was developed based on the height development standards that applied to the South Site at the time. As a result, the Concept Proposal allows for a tower on the South Site that is now inconsistent with the building envelope envisaged through the amendment to the Sydney LEP 2012.

<sup>5</sup> Refers to those components within the Metro CSSI approved station envelope that will contain some OSD elements not approved in the CSSI consent. Those elements include the end of trip facilities, office entries, office space and retail areas, along with other office/retail plant and back of house requirements that are associated with the proposed OSD and not the rail infrastructure.

Accordingly, a Stage 1 Amending SSD DA to the Concept Proposal (Stage 1 Amending DA) has been lodged concurrently with this subject Stage 2 SSD DA, which seeks to align the approved Concept Proposal building envelope for the South Site with the revised site specific development standards applying under the Sydney LEP 2012, being increased FSR and building height. This Stage 1 Amending DA seeks to amend the planning and development framework established under the approved Concept Proposal that is used to assess this Stage 2 SSD DA. The Stage 1 Amending DA is to be assessed concurrently with, and determined prior to the subject Stage 2 SSD DA, with the amended South Site building envelope setting the broad development parameters for the South Site (see **Figure 3** below).



**Figure 3 Relationship between the approved and proposed amended South Site building envelope**

Source: Grimshaw + JPW

## 1.4 Overview of the Proposed Development

The subject application seeks approval for the detailed design, construction and operation of the South Tower. The proposal has been designed as a fully integrated station and OSD project that intends to be built and delivered as one development, in-time for the opening of Sydney Metro City and Southwest in 2024. The application seeks consent for the following:

- The design, construction and operation of a new 28 storey commercial OSD tower (plus rooftop plant) within the approved building envelope for the South Site, including office space and retail tenancies.
- Vehicle loading within the basement levels.
- Extension and augmentation of physical infrastructure / utilities as required.
- Detailed design and delivery of 'interface areas' within both the approved station and Concept Proposal envelope that contain OSD-exclusive elements, such as office entries, office space and retail areas not associated with the rail infrastructure.

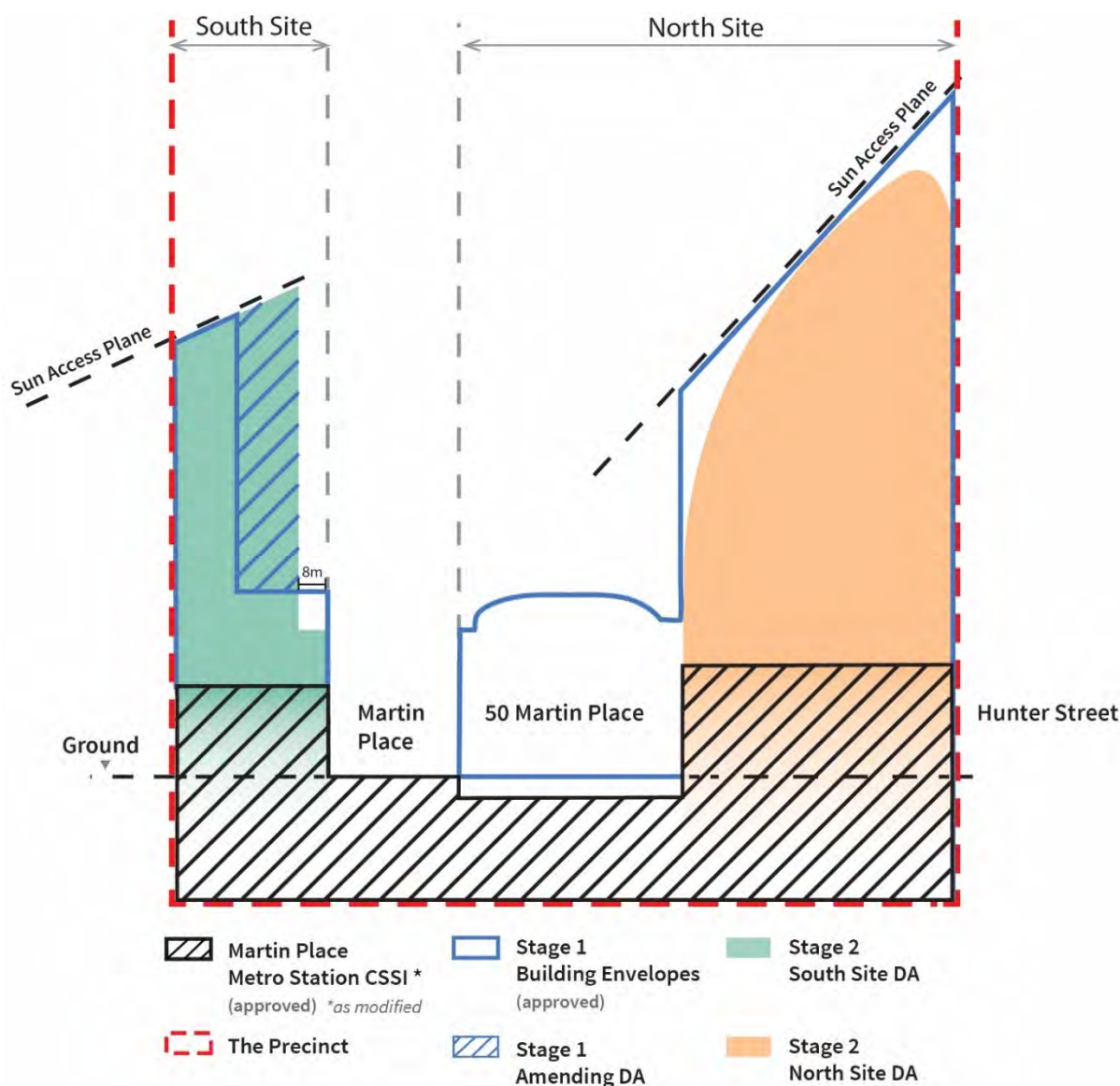
## 1.5 Planning Approvals Strategy

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 4.22 of the EP&A Act a Concept 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 the site are to be the subject of subsequent DAs. This SSD DA represents a detailed proposal and follows the approval of a Concept Proposal on the site under Section 4.22 of the EP&A Act.

**Figure 4** below is a diagrammatic representation of the suite of key planning applications undertaken or proposed by Macquarie and their relationship to the subject application (the subject of this report).



**Figure 4** Relationship of key planning applications to the Stage 2 South Site DA (this application)

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 follows:

#### **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.*

#### **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 NSW, Fire and Rescue NSW, State Emergency Services and City of Sydney Council.*

*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.*

## 2.0 Consultation Overview

### 2.1 Overview

Macquarie is committed to open, accessible and genuine consultation with the community and affected stakeholders in relation to its proposal for the South Site.

The consultation approach for the SSD DA has been designed to satisfy the above SEARs requirements through a series of engagement activities that are appropriate for this scale of project, and are in keeping with the activities carried out by Sydney Metro for the approved Critical State Significant Infrastructure and the activities completed for the previous Concept Proposal (SSD 17\_8351).

Macquarie began detailed consultation with government agencies and departments in early 2018 when the application was first being formed. The SEARs for the South Site OSD were requested on 9 May 2018 and received on 1 June 2018.

Macquarie has engaged comprehensively and openly with a wide range of stakeholders including government agencies, neighbouring properties, businesses and the broader community. Various engagement methods and tools have been used to consult with stakeholders and the community prior to the lodgement of the SSD DA; providing accessible information on the proposal, and creating opportunities for feedback and design development to address concerns wherever possible.

Macquarie has kept all stakeholders, including the local community, adjoining landowners and government authorities up to date with the development of the proposal and other concurrent applications. Macquarie will continue to engage with stakeholders and the community during the exhibition of the Stage 2 SSD DA for the South Site, as well as during future stages of the planning process.

Further detail on the communication tools and engagement activities, including the feedback received, follows:

- Stakeholder meetings (**Section 2.2**);
- Briefing for local businesses and neighbours (**Section 2.3**);
- Public information sessions (**Section 2.4**);
- Project website (**Section 2.5**); and
- Project email and phone line (**Section 2.6**).

## 2.2 Agency and Authority Stakeholder Meetings

Macquarie has held consultation meetings with key stakeholders during the development of the South Site Stage 2 SSD DA. These included meeting with the Department of Planning and Environment, Office of the Government Architect, City of Sydney Council, Sydney Metro and Transport for NSW as well as stakeholder meetings with parties that have an interest in the site or may be impacted by the project. It is noted that whilst Macquarie has consulted extensively with key stakeholders, these meetings have typically considered each of the applications<sup>6</sup> together and as such some actions and outcomes from the meetings may not relate specifically to this application. This has been indicated where required when discussing the schedule of meetings, and any relevant outcomes, in **Table 1** below.

Typically, the presentation to stakeholders followed the below process and content, in addition to those specific matters addressed in the table below:

- Introduction – project background and the Concept Approval;
- Site description;
- Brief of the upcoming applications:
  - Details on the Amending Stage 1 SSD Development Application;
  - Details on the Stage 2 North Site SSD Development Application;
  - Details on the Stage 2 South Site SSD Development Application;
- Overview of the SSD DA documentation to discuss with the stakeholder (as relevant);
- Key technical or assessment requirements to be discussed with the agency (as relevant);
- Feedback and actions for the project team; and
- Next steps.

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<sup>6</sup> being the North Site and South Site Stage 2 SSD DA and the Stage 1 Amending SSD DA

**Table 1 Stakeholder meeting summary for the Stage 2 South Site DA**

Meeting Date	Stakeholder	Matters Discussed	Any Comments Addressed in the SSD DA Documentation?
<b>Planning Authorities</b>			
Every 2-4 weeks	Department of Planning and Environment	<p>Matters have varied but have generally comprised:</p> <ul style="list-style-type: none"> <li>• updates on the design review process to date;</li> <li>• procedural matters relating to the planning process;</li> <li>• updates on the progress of consultation with agencies, other stakeholders and the broader community;</li> <li>• updates on the status and indicative timeframes for lodging the Stage 1 Amending SSD DA and Stage 2 SSD DAs; and</li> <li>• detailed design and assessment considerations for these applications.</li> </ul>	The meetings held have primarily related to the progress of the planning, consultation and design process rather than detailed feedback to be factored into the SSD DA documentation. However, matters such as the chosen locations for the view analysis have been factored into the relevant SSD DA documentation.
N/A	Office of Environment and Heritage	Optional briefing offered by letter dated 29 May 2018.	No response received from the Office of Environment and Heritage to date.
2 May 2018 <sup>7</sup>	Heritage Council	<ul style="list-style-type: none"> <li>• The Precinct – Context and Setting</li> <li>• North Tower and 50 Martin Place</li> <li>• South Tower</li> <li>• Incorporation of Salvaged Artworks</li> </ul>	Confirmation was received that the combination of materials adopted in the detailed design of the tower are appropriate.
1 May 2018, 15 May 2018, 5 June 2018, 18 June 2018, 3 July 2018	NSW Government Architect	The NSW Government Architect is the chair of the specially compiled Design Review Panel (DRP) charged with overseeing the design development of the Over Station Development. The NSW Government Architect, therefore, has been regularly briefed and provided the opportunity to provide feedback. Owing to the role of the DRP, this feedback has primarily related to the detailed design of the North and South Towers.	The comments issued by the DRP have been addressed through the design development of the South Tower. This is detailed in the Design Excellence Report at Appendix DD of the EIS.
N/A	Greater Sydney Commission	Optional briefing offered by letter dated 29 May 2018.	No response received from the Greater Sydney Commission to date.

<sup>7</sup> This is the meeting date relevant to the Stage 2 SSD DA. Further consultation has occurred and will occur in relation to the interconnected planning applications applying to the Precinct. Refer to **Section 2.2.1** below.

Meeting Date	Stakeholder	Matters Discussed	Any Comments Addressed in the SSD DA Documentation?
(1) 16 May, (2) 5 June, (3) 3 July 2018, (4) 26 July, and (5) 30 July 2018	City of Sydney (NOTE: Graham Jahn, Director of City Planning, is a member of the Design Review Panel)	<ol style="list-style-type: none"> <li>1) Sydney Metro Martin Place Station project update</li> <li>2) Martin Place public realm</li> <li>3) Stage 1 Amending SSD DA &amp; stormwater management and flood impacts (discussed further in the 'Utilities' section of the table below)</li> <li>4) Waste management</li> <li>5) Loading dock management</li> </ol>	<ul style="list-style-type: none"> <li>• Feedback on format and methodology for Visual Impact Assessment, which has been incorporated in the Stage 2 SSD DA documentation.</li> <li>• Comments in relation to waste management for the site which have been addressed in the Waste Management Plan prepared by Arup that accompany the EIS.</li> <li>• Comments in relation to loading dock management strategy for the site which have been addressed in the Loading Dock Management Plan prepared by Arup that accompanies the EIS.</li> <li>• Ongoing consultation is being undertaken by Macquarie with regard to public domain outcomes, which forms part of the separate CSSI Approval.</li> </ul>
N/A	Environmental Protection Agency	Optional briefing offered by letter dated 29 May 2018.	No response received from the Environmental Protection Agency to date.
<b>Transport Authorities and Operators</b>			
(1) 18 April, (2) 30 April, (3) 8 May, (4) 24 May, and (5) 28 August 2018.	Transport for NSW (TfNSW) Sydney Coordination Office	<ol style="list-style-type: none"> <li>1) Traffic and Transport briefing: <ul style="list-style-type: none"> <li>• Discuss preparation of the Construction Pedestrian and Traffic Management Plan.</li> <li>• Discuss preparation of Loading Dock Management Plan.</li> <li>• Generally inform on the nature of the application, and proposed design, welcome any comments / feedback.</li> <li>• Pedestrian Access east / west across Martin Place.</li> <li>• Proposed Hoarding layouts to inform impact on pedestrian movements.</li> <li>• Proposed Construction zones on Elizabeth &amp; Castlereagh Street's and hours of operation.</li> <li>• Street modifications to accommodate proposed construction zones, e.g. Impact on Buses.</li> <li>• Proposed construction traffic routes.</li> <li>• Proposed construction driveways.</li> </ul> </li> <li>2) Loading Dock Management Plan: <p>Discussions on the management of loading and servicing on the site, and a specific review of the preliminary Loading Dock Management Plan. More specifically, discussion items included:</p> <ul style="list-style-type: none"> <li>• how and why the consolidated service is the preferred approach;</li> <li>• the exploration of consolidating deliveries off site;</li> </ul> </li> </ol>	<p>Each of these matters have been incorporated into and addressed as part of the Transport, Traffic, Pedestrian and Parking Report at Appendix M of the EIS and Loading Dock Management Plan at Appendix N of the EIS.</p> <p>The Construction Pedestrian and Traffic Management Plan (see Appendix M of the EIS) considers the impact of construction works on the nearby bus network. It also estimates and considers the impact of light vehicle movements associated with the proposed works on traffic congestion.</p> <p>A Green Travel Plan accompanies the EIS at Appendix M, outlining those strategies to be adopted to encourage the use of sustainable transport.</p> <p>The rational for, and appropriateness of, having a zero parking Precinct is addressed in the Transport, Traffic, Pedestrian and Parking Report prepared by Arup and included at Appendix M of the EIS.</p>

Meeting Date	Stakeholder	Matters Discussed	Any Comments Addressed in the SSD DA Documentation?
		<ul style="list-style-type: none"> <li>on-site logistics management to coordinate and manage deliveries.</li> <li>staff training and briefing as to the adopted procedures and management practices;</li> <li>the turnaround time and dwell time for vehicles, factoring in resilience;</li> <li>scenarios for emergencies, couriers, and personal deliveries including emergency procedures;</li> <li>space for loading / unloading on the South Site;</li> <li>the peak periods and how this will be managed;</li> <li>strategies to stop delivers from occurring outside of the designated loading docks; and</li> <li>access between the goods lift and loading and servicing areas.</li> </ul> <p>3) Construction Management and Construction Pedestrian and Traffic Management</p> <p>4) &amp; (5) Loading Dock Management</p>	
18 April 2018	Roads and Maritime Services	<p>Discussion of the future operation and construction of the site, including measures to encourage future staff to use sustainable modes of transport:</p> <ul style="list-style-type: none"> <li>The acknowledgement that no parking will be provided as a result of the development, that one construction team (Lendlease) will manage the entire Precinct, and that works to Martin Place form part of the CSSI.</li> <li>Further details on how the construction works will be timed / conducted to mitigate impacts on Sydney Buses.</li> <li>The potential use of light vehicles to be addressed in the management plan for construction works.</li> <li>Discussion around the Green Travel Plan and its purpose.</li> </ul>	<p>The Construction Pedestrian and Traffic Management Plan (see Appendix M of the EIS) considers the impact of construction works on the nearby bus network. It also estimates and considers the impact of light vehicle movements associated with the proposed works on traffic congestion.</p> <p>A Green Travel Plan accompanies the EIS at Appendix M, outlining those strategies to be adopted to encourage the use of sustainable transport.</p> <p>The rational for, and appropriateness of, having a zero parking Precinct is addressed in the Transport, Traffic, Pedestrian and Parking Report prepared by Arup and included at Appendix M of the EIS.</p>

Meeting Date	Stakeholder	Matters Discussed	Any Comments Addressed in the SSD DA Documentation?
18 March 2018	State Transport Authority NSW / Sydney Buses	<p>Traffic and Transport briefing:</p> <ul style="list-style-type: none"> <li>• Discuss preparation of the Construction Pedestrian and Traffic Management Plan</li> <li>• Discuss preparation of Loading Dock Management Plan</li> <li>• Generally inform on the nature of the application, and proposed design, welcome any comments / feedback</li> <li>• Pedestrian Access east / west across Martin Place</li> <li>• Proposed Hoarding layouts to inform impact on pedestrian movements</li> <li>• Proposed Construction zones on Elizabeth &amp; Castlereagh Street's and hours of operation</li> <li>• Street modifications to accommodate proposed construction zones, e.g. Impact on Buses</li> <li>• Proposed construction traffic routes</li> <li>• Proposed construction driveways</li> </ul>	The comments have been considered where relevant in the final technical reports prepared by Arup that accompany the EIS.
4 June 2018	Sydney Trains	<ul style="list-style-type: none"> <li>• Sydney Trains requested that the rail corridor impact report be provided, noting that this will only deal with the OSD works that are the subject of this application but should consider the interface between the OSD and CSSI works.</li> <li>• Requested that a consolidated engagement process be developed for the detailed design and delivery of the OSD and CSSI works, to ensure clear information.</li> <li>• Sydney Trains requested/indicated their desire for early consultation and collaboration when dealing with access to the station and any temporary hoarding.</li> </ul>	A Rail Corridor Impact Assessment accompanies this EIS at Appendix I. The report considers, where relevant, potential impacts of the detailed design of the development on existing and future rail corridors.
Every 2-4 weeks	Sydney Metro	<p>These meetings have generally followed the matters discussed with the Department of Planning and Environment, such as:</p> <ul style="list-style-type: none"> <li>• updates on the design review process to date;</li> <li>• procedural matters relating to the planning process;</li> <li>• updates on the progress of consultation with agencies, other stakeholders and the broader community;</li> <li>• updates on the status and indicative timeframes for lodging the Stage 1 Amending SSD DA and Stage 2 SSD DAs; and</li> <li>• detailed design and assessment considerations for these applications.</li> </ul> <p>It has also involved other detailed matters concerning the progress of works/actions relating to the separate CSSI Approval.</p>	The meetings have primarily related to process rather than detailed feedback to be factored into the SSD DA documentation.

Meeting Date	Stakeholder	Matters Discussed	Any Comments Addressed in the SSD DA Documentation?
<b>Utilities</b>			
3 July 2018	City of Sydney Stormwater Department	Discussion of Stage 2 SSD DA OSD freeboard requirements, flood maps and freeboard achievements, and the assessment methodology and content for DA reports.	This discussion has informed the final Stormwater Management and Flooding Report prepared by Arup at Appendix H of the EIS.
19 April 2018	AusGrid	<p>Discussion of the proposed works, with reference to previous preliminary feedback previously received. The following was noted by Ausgrid:</p> <ul style="list-style-type: none"> <li>Arup confirmed that the proposed design for the earthing system will be a combined earthing system for both towers, and the station earthing.</li> <li>Arup to ensure that further details are provided on the HV Supplies / Relocations in Martin Place</li> </ul>	<p>The feedback received has been incorporated into the updated Utility Services Infrastructure Report at Appendix E of the EIS, where relevant to the proposed OSD works.</p> <p>Macquarie will continue to consult with Ausgrid through the detailed design and construction phase of the development.</p>
4 May 2018	Jemena	Discuss any services relocation associated with installations required to be undertaken as part of the OSD. Connection points and any necessary augmentation required for the new supply.	The feedback received has been incorporated into the updated Utility Services Infrastructure Report at Appendix E of the EIS, where relevant to the proposed OSD works.
17 April 2018	Sydney Water	<ul style="list-style-type: none"> <li>Sydney Water recommended that Macquarie submit a feasibility assessment prior to the lodgement of the SSD DA.</li> <li>The current connection policy requires connections to the footpath, not within the building footprint, to enable Sydney Water to access any blockages. The building will connect from Castlereagh Street.</li> <li>The measures for stormwater harvesting need to be made clear in the SSD DA report.</li> <li>Arup to include a pressure enquiry for each water connection, when a connection application is submitted.</li> </ul>	<p>A feasibility assessment was submitted to Sydney Water on 10 May 2018.</p> <p>The advice received from Sydney Water has been incorporated into the updated Utility Services Infrastructure Report at Appendix E of the EIS, and the Stormwater and Flooding Report at Appendix H of the EIS.</p> <p>Macquarie will continue to consult with Sydney Water through the detailed design and construction phase of the development, including as part of obtaining the relevant certificates.</p>
N/A	Department of Industries Water	Optional briefing offered by letter dated 29 May 2018.	No response received from the Department of Industries Water to date.

Meeting Date	Stakeholder	Matters Discussed	Any Comments Addressed in the SSD DA Documentation?
<b>Emergency Services</b>			
31 May 2018	Fire and Rescue NSW (FRNSW)	<p>Discuss the proposed fire engineering strategy, providing details of:</p> <ul style="list-style-type: none"> <li>The various sectors within the Martin Place Station Precinct served by independent fire systems (such as the over station development, underground metro sector, etc).</li> <li>Fire engineering analysis of the pedestrian connection interfaces between the sectors and the sectors themselves, having regard to emergency occupant egress, fire and smoke compartmentation, smoke hazard management and fire fighting intervention.</li> <li>Adequacy of fire and life safety systems within the Martin Place Station Precinct in relation to the fire hazards associated with the Sydney Metro.</li> <li>Design of fire hydrant systems.</li> <li>The operational compatibility of the Precinct's proposed fire and life safety systems and their configurations.</li> </ul>	<ul style="list-style-type: none"> <li>The enhancements required (and agreed) by FRNSW from the 2017 standard have been included in the design and specifically listed in the Fire Engineering Brief Report at Appendix R of the EIS.</li> <li>Changes have been made to the location of the Fire Control Room and the access lobby and fire stair, and the lift door has been changed to a single leaf door, as per requests from FRNSW.</li> <li>The Fire Engineering Brief Report at Appendix R of the EIS describes the proposed fire separation between the station and OSD and provision separate evacuation egress routes.</li> <li>Macquarie will continue to engage with FRNSW during the detailed design and construction phase</li> </ul>
(1) 30 May 2018, and (2) 7 June 2018	NSW Police & NSW Police Counter Terrorism Command Unit	<ol style="list-style-type: none"> <li>The discussion related to the detailed design and assessment of security and terrorism threats associated with the construction and operation of the OSD, including a discussion of the Crime Prevention Through Environmental Design Report.</li> <li>A follow up session was held in relation to the methodology and mitigation measures for the Security Risk Assessment. The discussions included the following: <ul style="list-style-type: none"> <li>The report needs to consider provisions around mechanical plant and air handling systems in the risk assessment, outline the basis for analysis and modelling for vehicle improvised explosion devices and blast modelling, outline whether an ambulance would be able to pull in towards the building, and relevant details on the building structure.</li> <li>The range of potential security threats for the North Site, and the primary threats were agreed upon.</li> </ul> </li> </ol>	<p>The Security Risk Assessment considers each of the primary threats of concern agreed to in consultation.</p> <p>The assumptions around blast modelling and building structure that have informed the assessment are detailed in the report at Appendix S of the EIS.</p>
30 May 2018	NSW Ambulance	Discussion of emergency services access, and the relationship to other safety, security and counter terrorism measures	The discussion has informed the final Crime Prevention Through Environment Design assessment and the Security Risk Assessment at Appendix S of the EIS.
18 June 2018	TfNSW Security and Emergency Management Branch	The discussion related to the detailed design and assessment of security and terrorism threats associated with the construction and operation of the OSD, and a discussion on the Crime Prevention Through Environmental Design Report.	The discussion has informed the final Crime Prevention Through Environment Design assessment and the Security Risk Assessment at Appendix S of the EIS.

Meeting Date	Stakeholder	Matters Discussed	Any Comments Addressed in the SSD DA Documentation?
<b>Industry Groups</b>			
5 July 2018	Committee for Sydney	The discussion centred on connectivity and the public domain, and specifically bollards (and creative solutions for these), future pedestrian connections, and building setbacks.	No actions specific to this application.
6 July 2018	Sydney Business Chamber	The discussion comprised the opportunities for retail, overshadowing and Sun Access Planes, and how to stay informed.	No actions specific to this application.

### 2.2.1 Heritage Council

Macquarie has undertaken regular consultation with the Heritage Council over the lifespan of the project to date, including presentations to the Heritage Council on 5 April, 3 May and 1 November 2017 and on 2 May 2018. In preparing this Stage 2 SSD DA, and other concurrent applications, it has been advised that the Heritage Council does not require regularly scheduled meetings. Rather, the Heritage Council invites Macquarie to consult further as matters for discussion arise through the detailed design and construction phase. No specific schedule of ongoing meetings has been identified at this stage.

## 2.3 Briefing Sessions

Four (4) information sessions have been held for the project to ensure the community and key stakeholders have had ample opportunity to view the plans, discuss concerns with the project team and provide feedback. Whilst each of the four (4) sessions provided information on the development applications applying to the Precinct including the Stage 2 SSD DAs and the Stage 1 Amending SSD DA, and provided the community with the opportunity to ask questions on any of these applications, three (3) of the sessions were specifically targeted and advertised to discuss the Stage 2 SSD DAs. A discussion of these sessions and the other related sessions is provided in the sections below.

### 2.3.1 North Site and South Site Stage 2 SSD DA Sessions

Two (2) public information sessions were held for the general public to discuss the Stage 2 SSD DAs for the South Site (the subject of this application) and North Site (the subject of a separate application) with the community. These sessions were held on Tuesday, 15 May, between 11am and 2pm and Wednesday, 16 May, between 4pm and 7pm at the 'space' gallery at 9-19 Elizabeth Street, Sydney. The session was attended by members of the project team including Grimshaw, JPW, Tzannes, Ethos Urban, Savills, Arup, TKD, Lendlease and Macquarie, as well as community engagement representatives from Sydney Metro's project team.

The public was notified of these sessions via a range of methods including a letter of invitation to surrounding properties and businesses issued on 1 May 2018, a public notice published in the Central Sydney, Sydney Morning Herald and Daily Telegraph newspapers on 26 April 2018, and the inclusion of the information on the session on the project website (see **Section 2.6** below). In each of these instances, details on the project specific phone line and email address were provided for inquiries. A copy of the invitation letters, public notices, and screenshots of the project website have been provided at **Appendix A**, and the distribution map for letters has been included at **Appendix B**.

A total of seven (7) people attended these two sessions; six (6) at the first session, and one (1) at the second. Participants were invited to register their contact details to subscribe to the project mailing list, ask questions of the team, discuss the proposal directly with the team members, and/or complete a feedback form made available during these sessions. A total of one (1) feedback form was received during these sessions, which raised support for the consolidation of the Macquarie Group offices within the Precinct as a result of the redevelopment.

### 2.3.2 Supplementary Public Briefing Session

In addition to the above, a third information session was held to discuss the project with the community. Whilst this session was not specifically advertised as being for the Stage 2 SSD DAs, information on all of the relevant applications including the Stage 2 SSD DAs and Stage 1 Amending SSD DA were made available at this session.

Similar to the above, this session was advertised via a range of methods including a letter of invitation issued on the 31 May 2018, a public notice published in the Central Sydney, Sydney Morning Herald and Daily Telegraph newspapers on 31 May 2018, and the inclusion of the information on the session on the project website (see **Section 2.6** below). In each of these instances, details on the project specific phone line and email address were provided for inquiries. A copy of this invitation letter, public notice, and screenshots of the project website have been provided at **Appendix A**, and the distribution map for letters has been included at **Appendix B**.

A total of ten (10) people attended this session. Participants were invited to register their contact details to subscribe to the project mailing list, ask questions of the team, discuss the proposal directly with the team members, and/or complete a feedback form made available during these sessions. No feedback forms were received during this session.

Consistent with the other public information sessions, this session was attended by members of the project team, including Ethos Urban, Savills and Macquarie, as well as community engagement representatives from Sydney Metro's project team.

### 2.3.3 Briefing Session for Local Businesses and Neighbours

The fourth information session held was specifically for neighbouring properties and businesses on Monday 14 May, between 5:30pm and 7pm. The session was attended by members of the project team including Grimshaw, JPW, Tzannes, Ethos Urban, Savills, Arup, TKD, Lendlease and Macquarie, as well as community engagement representatives from Sydney Metro's project team.

The surrounding properties were notified in writing and an email was also sent to surrounding managing agents, building managers, and neighbouring tenant businesses. This was completed between 1 and 4 May 2018.

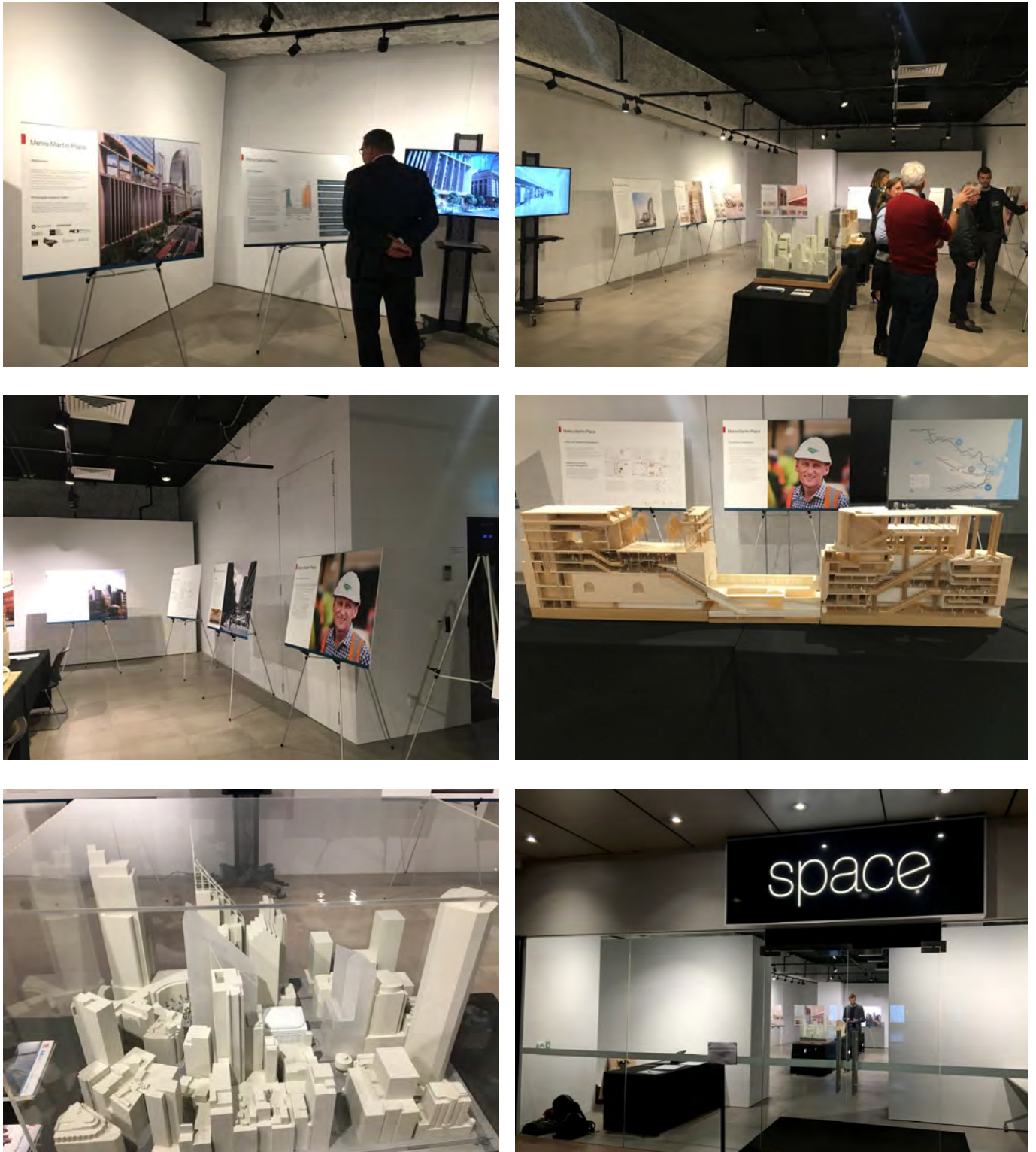
Participants were invited to register their contact details to subscribe to the project mailing list, ask questions of the team, discuss the proposal directly with the team members, and/or complete a feedback form made available during these sessions.

A total of three (3) people attended this session. Informal discussions were had with attendees relating to the scheme including leasing opportunities, and constructing timing and methodology. No formal feedback forms were completed.

In addition to this open session, meetings were held with key surrounding landowners to discuss the proposal and answer any preliminary questions and receive feedback. These individual stakeholder sessions were requested via letters sent between 28 May to 30 May 2018. A copy of the letter is available at **Appendix A**.

**Table 2 Meetings with direct neighbours**

Date	Adjoining Landowner	Key Discussion Items
1 June 2018	GIC <i>Chifley Tower</i>	<ul style="list-style-type: none"> <li>Potential for an underground link to Chifley Square</li> <li>Concept Approval and traffic generation</li> <li>Consideration for working with the landowner when developing offsite consolidation plans.</li> </ul>
6 June 2018	Charter Hall <i>9 Castlereagh Street</i>	<ul style="list-style-type: none"> <li>Construction management and Castlereagh Street</li> <li>The potential to have a committee of landowners</li> <li>Potential to explore a subterranean connection to Castlereagh Street to the west, and to Wynyard in the longer term</li> </ul>
6 June 2018	Investa <i>126 Phillip Street &amp; 60 Martin Place</i>	<ul style="list-style-type: none"> <li>What would happen if the USP is not successful</li> <li>CSSI elements including the station entrance, commuter projections, security and the potential mix of retail.</li> </ul>
12 June 2018	Dexus <i>MLC Centre &amp; 60 Castlereagh Street</i>	<ul style="list-style-type: none"> <li>Consideration of opportunities to connect to 60 Castlereagh Street</li> <li>Potential to consolidate loading dock operations</li> </ul>
14 June 2018	REST <i>52 Martin Place</i>	<ul style="list-style-type: none"> <li>Potential underground link to 52 Martin Place</li> </ul>
22 June 2018	GPT <i>MLC Centre</i>	<ul style="list-style-type: none"> <li>Plans for retail</li> <li>The likely passenger numbers for the Metro Station</li> <li>Pedestrian modelling in terms of the direction of foot traffic</li> </ul>
6 July 2018	RBA <i>65 Martin Place</i>	<ul style="list-style-type: none"> <li>Potential disruptions to operations</li> <li>Long term benefit in terms of transport options</li> <li>Food and beverage and retail offerings</li> <li>Strategies for managing construction works and potential occupants</li> </ul>
10 July 2018	CBA <i>Occupant of 50 Martin Places</i>	<ul style="list-style-type: none"> <li>Planning process</li> <li>Potential changes to the pedestrian flows to the CBA branch off Martin Place</li> </ul>



**Figure 5** Images of the community consultation sessions, including the information boards and model

## 2.4 Project Website

A project website was established in January 2017 at [www.metromartinplace.com](http://www.metromartinplace.com), which has provided information on Macquarie's vision for the Precinct as well as on the progress of the project. It includes an overview of the proposal, artists' impressions and video animation to visually communicate key aspects of the proposal, and answers to Frequently Asked Questions.

The website was also one of the number of ways in which Macquarie invited the general public to attend information sessions. The notice to attend the sessions was published on the website on 9 May 2018 and again on the 29 May 2018, and the information displayed at these sessions was published on the website on the 22 May 2018.

The website has also been listed on all public correspondence and information materials used during the public consultation process. It is intended that the website will remain live during the life of the project and will be regularly updated with the latest project information. Since January 2017, the project website has had 4,294 hits and 3,931 unique users and saw a marginal increase in views between April and July 2018, being the period around when the information sessions were held (see the breakdown at **Appendix C**).

The website provides details on the unique email and phone line that can be used to make inquiries about the project, as discussed further below.

## 2.5 Project email and phone line

A toll-free number (1800 005 047) was set up to allow the public to speak directly with the Macquarie project team, ask any questions about the proposal, and provide feedback. An email address was also established for the same purpose; [enquiries@martinplacemetro.com](mailto:enquiries@martinplacemetro.com).

Both the phone line and email address were advertised across all platforms including the letters, flyers, newspaper advertisements, and website. They have been included in all communication and correspondence materials with the public and provided at the information sessions.

A total of 10 emails<sup>8</sup> have been received to date, and no phone calls. The inquiries received have related to:

- wider project information, such as inquiries around public art and the website;
- registering attendance for the stakeholder information sessions;
- the management and timing of construction activities;
- the detailed design and materiality of buildings on the site; and
- inquiries on the project generally, how to stay informed, and how to be involved.

In each of these instances, a response was issued as to how feedback has been incorporated, would be addressed, or had been addressed as part of the planning process for the delivery of the integrated station development.

Further, the following is noted:

- The management and timing of construction activities have informed a Construction Management Plan and Construction Pedestrian and Traffic Management Plan at Appendices O and M of the EIS, respectively. These documents (in addition to the assessment in Section 5 of the EIS), consider the potential impacts and timing of construction works and detail strategies to mitigate or minimise construction activities.

The architectural Design Report at Appendix A and the Design Excellence Report at Appendix DD of the EIS outlines the principles and reasoning behind the proposed detailed design and materiality of the South Tower, with consideration of the relevant Design Guidelines and feedback from the independent Design Review Panel that was specially established to oversee the achievement of design excellence for the Stage 2 SSD DAs.

<sup>8</sup> inclusive of 2 emails from the same person.

### 3.0 Conclusion and next steps

Macquarie has consulted with the local community, businesses and building owners, property managers, stakeholders and government agencies in accordance with the SEARs.

The feedback received during this consultation process has been considered during the preparation of the SSD DA, where relevant. Government agencies have been closely consulted during the development of the proposal with multiple opportunities to feed into and comment on the proposal.

Public engagement and consultation with non-government stakeholders has also provided significant opportunities for input into the SSD DA. Overall, the process has demonstrated that the community is not actively concerned or engaged in the project. The minimal feedback received can be predominantly characterised as general questions, expressions of interest, or general support for Macquarie's vision for the Precinct. Few examples of concerns raised during the consultation process have related to the management of disruption during the construction process, or the detailed design of the buildings on the site. These comments have informed the documentation prepared for the Stage 2 SSD DA.

The relevant stakeholders have issued specific advice and comments, which have been addressed or incorporated into the SSD DA where relevant. On this basis, the consultation has not presented any significant rationale for reconsidering the proposed development as set out in the SSD DA.

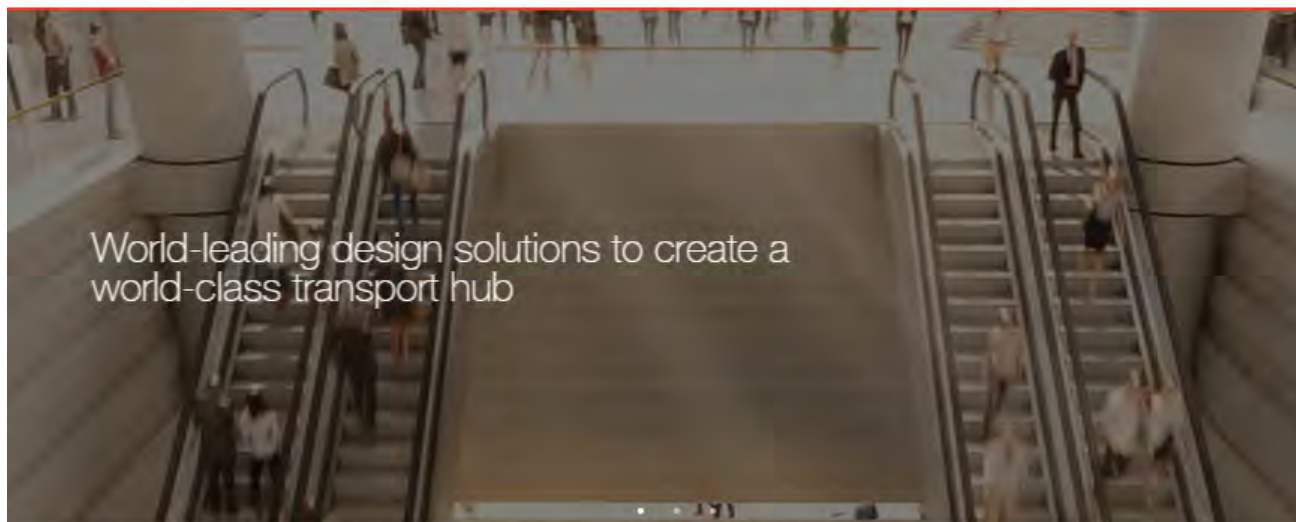
Macquarie has provided a range of genuine opportunities for stakeholder and community consultation on the SSD DA. Macquarie intends to continue engagement with stakeholders and the local community to achieve the best outcomes for the site. Current communication channels including the website, phone line and email address will remain active through the planning and delivery of this project to manage and mitigate impacts where possible.

## Appendix A. Communication Materials

### A Project Website ([www.martinplacemetro.com](http://www.martinplacemetro.com))

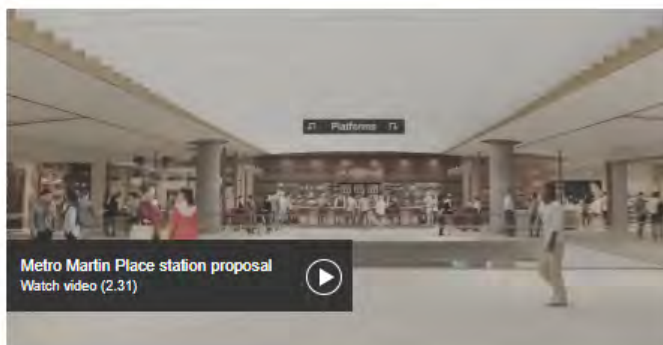
#### Metro Martin Place

[Image gallery](#) | [Project overview](#) | [Principal project team](#) | [Newsroom](#) | [FAQ](#) | [Contact us](#)



#### Turning a station into a destination

The Metro Martin Place proposal represents a unique opportunity to transform one of Sydney's most significant spaces. Integrating the new Martin Place Metro station with development above the station and the existing Martin Place train station, the proposal delivers not just a better station for commuters, but also a new and vibrant transport, commercial, retail and dining precinct in the heart of Sydney's CBD.



#### Watch the video

30 May 2018

Experience the Metro Martin Place design and the vision of an integrated transport hub and commercial, retail and dining precinct.

## Image gallery

Showing 5 of 9


[View full gallery](#)

## Project overview

The NSW Government's Sydney Metro project is currently Australia's largest public transport project, and a transformative one for Sydney.

Metro Martin Place is a proposal to realise a unique opportunity: to create a world-class transport, civic, lifestyle and commercial hub in the heart of Sydney's CBD. By combining the yet-to-be-constructed Metro station at Martin Place with the existing train station, and new commercial, retail and dining spaces, Metro Martin Place is a proposal to deliver a rich, lively and active destination for the people of Sydney and visitors alike.

The proposal would offer commuters and those that use the precinct with:

- Convenient access to the Eastern Suburbs and Illawarra rail lines and nearby bus, light rail (under construction) and taxi services
- A free-to-use all-weather walkway connecting Martin Place with Hunter Street with the potential to extend through to O'Connell Street
- Access to natural light right down to the Hunter Street end of the Metro platform level to make navigating the station easier
- More public concourse space to allow for the large number of people expected to use the Martin Place Metro station
- Improved access to the Metro station.

It is a proposal that respects the civic, social and cultural significance of Martin Place, while making a contribution to a reinvigoration currently underway in the area.

This proposal has been – and continues to be – informed by the world's great public precincts such as the new World Trade Center in New York and Canary Wharf in London. It is sympathetic to Sydney City's [2030 plan](#) which outlines what Sydneysiders want from their city. And it aims to contribute to Sydney's status as a global business district.

The historic, heritage-listed 50 Martin Place is an integral part of the proposed design. 50 Martin Place is the headquarters of the proponent of this proposal, Macquarie Group. Macquarie has a global track record as a developer, owner and manager of infrastructure, and with this proposal, can offer unique features into the design that would improve the overall precinct experience.

The proposal has been submitted via the NSW Government's [Unsolicited Proposal process](#), which is designed to encourage the private sector to come forward with innovative infrastructure or service delivery solutions. A final and binding proposal is to be prepared, and will be subject to NSW Government approval.

## Principal project team

The project team brings together world-class specialist expertise with a deep knowledge of and commitment to the Martin Place precinct.



**Macquarie Group**  
Proponent, Financial  
Adviser  
[Learn more >](#)



**Grimshaw Architects**  
Architect  
[Learn more >](#)



**Johnson Pilton Walker**  
Architect  
[Learn more >](#)



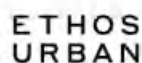
**Tzannes**  
Architects  
Architect  
[Learn more >](#)



**Arup Australia**  
Engineer  
[Learn more >](#)



**Lendlease**  
Design and Construction  
contractor  
[Learn more >](#)



**Ethos Urban**  
Planning Adviser  
[Learn more >](#)



**Rider Levett Bucknall**  
Quantity Surveyor  
[Learn more >](#)



**Savills Australia**  
Project Manager  
[Learn more >](#)

## Newsroom

29 May 2018	<b>Public Information Session 6 June 2018: Proposed Sydney Metro Martin Place Station</b> <a href="#">View details &gt;</a>
22 May 2018	<b>Public Information Session May 2018: Display materials</b> <a href="#">View details &gt;</a>
9 May 2018	<b>Public Information Session 15-16 May 2018: Proposed Sydney Metro Martin Place station development</b> <a href="#">View details &gt;</a>
9 May 2017	<b>Public Information Session: Display materials</b> <a href="#">View details &gt;</a>
26 April 2017	<b>Public Information Session: Proposed Sydney Metro Martin Place station development</b> <a href="#">View details &gt;</a>
16 March 2017	<b>Macquarie progresses to Stage Three of NSW Government unsolicited proposals process for Sydney Metro Martin Place station development</b> <a href="#">View media release &gt;</a>

## FAQ

What is the proposal?



Where in Martin Place would this precinct sit?



How has this proposal been made, to whom and by whom?



What is an Unsolicited Proposal?



How does this relate to the wider Sydney Metro project?



Why is Macquarie proposing to build this instead of the State?



What are Macquarie's credentials for delivering this project, should the Government accept the proposal?



What are the planning approvals required for this project?



Why are you seeking planning approvals now?



Where can I view the plans and how can I comment on them?



## Contact us

For more information about this project, please contact  
[enquiries@metromartinplace.com](mailto:enquiries@metromartinplace.com) or call 1800 005 047

Email us

## B Newspaper Advertisement

Initial newspaper advertisement:

### Public Information Session: Sydney Metro Martin Place station development

Macquarie Group (Macquarie) has submitted an unsolicited proposal (USP) to the NSW Government for the delivery of the new Metro station at Martin Place as part of a single, integrated transport, commercial and public precinct. Macquarie is in the process of making the planning applications that would be required if the USP is approved by the NSW Government.

The Minister for Planning recently approved a Stage 1 State Significant Development Application (SSDA) for the North and South Tower buildings above the new Martin Place Metro station. This establishes the building envelopes, gross floor area and land uses for both buildings.

Macquarie is now preparing the following additional detailed planning applications in relation to the North Site (8-12 Castlereagh St, 5-7 Elizabeth St, 9-19 Elizabeth St, 55 Hunter St and 50 Martin Place) and the South Site (39-49 Martin Place):

- **a Stage 2 SSDA relating to the detailed design and construction of the North Tower building; and**
- **a Stage 2 SSDA relating to the detailed design and construction of the South Tower building.**

As part of the planning process, members of the public are invited to attend a drop-in information session to view the draft detailed design, meet the project team, ask questions and provide important feedback on the project.

The sessions will be held at the following times at space gallery, 9-19 Elizabeth St, Sydney on:

- **Tuesday 15 May: 11am-2pm**
  - **Wednesday 16 May: 4pm-7pm**
- For further information visit **metromartinplace.com**, send an email to **enquiries@metromartinplace.com** or call **1800 005 047** to speak to a member of the project team.

Supplementary newspaper advertisement:

## **Public Information Session: Sydney Metro Martin Place station development**

Macquarie Group (Macquarie) has submitted an unsolicited proposal (USP) to the NSW Government for the delivery of the new Metro station at Martin Place as part of an integrated public transport, commercial and lifestyle precinct. Macquarie is in the process of making the planning applications that would be required if the USP is approved by the NSW Government.

The Minister for Planning recently approved a Stage 1 State Significant Development Application (SSDA) for the North and South Tower buildings above the new Martin Place Metro station. This establishes the building envelopes, gross floor area and land uses for buildings on the North Site (8-12 Castlereagh St, 5-7 Elizabeth St, 9-19 Elizabeth St, 55 Hunter St and 50 Martin Place) and the South Site (39-49 Martin Place).

The Department of Planning and Environment has also approved an amendment to the planning controls applying to the Sydney Metro Martin Place precinct via a new site-specific provision in the Sydney Local Environment Plan (2012) (LEP).

Macquarie is now preparing an additional planning application to amend the approved Stage 1 Concept Plan to be consistent with these new site-specific planning controls.

As part of the planning process, members of the public are invited to attend a drop-in information session to view the amendment proposed, meet the project team, ask questions and provide important feedback on the project.

The session will be held at space gallery, 9-19 Elizabeth St, Sydney on **Wednesday 6 June from 4pm to 7pm.**

For further information visit **metromartinplace.com**, send an email to **enquiries@metromartinplace.com** or call **1800 005 047** to speak to a member of the project team.

## C Information Session Invitation Letter

### Initial information session letter:

# Metro Martin Place

1800 005 047  
enquiries@metromartinplace.com  
www.metromartinplace.com

26 April 2018

Dear Sir/Madam,

#### RE: INFORMATION SESSIONS: STAGE 2 SYDNEY METRO MARTIN PLACE STATION DEVELOPMENT

You may be aware that Macquarie Group (Macquarie) has submitted an unsolicited proposal (USP) to the NSW Government for the delivery of the new Metro station at Martin Place as part of a single, integrated transport, commercial and public precinct. The proposal aims to realise a unique opportunity to create a public transport, lifestyle and commercial hub in the heart of the CBD that reflects Sydney's status as a global city.

Macquarie's proposal includes:

- convenient access to the Eastern Suburbs and Illawarra rail lines and nearby bus and taxi services;
- a free-to-use all-weather underground walkway connecting Martin Place with Hunter St;
- access to natural light right down to the Hunter St end of the Metro platform level to make navigating the station easier;
- more public concourse space to allow for the large number of people expected to use the Martin Place Metro station; and
- improved access to the Martin Place Metro station and links to offices in the towers above.

Macquarie is in the process of making the planning applications that would be required if the USP is approved by the NSW Government. As part of that process, the Minister for Planning recently approved the following applications:

- a Stage 1 State Significant Development Application (SSDA) for the North and South Tower buildings above the Martin Place Metro station. This establishes the building envelopes, gross floor area, and land uses for both buildings;
- a modification to Transport for NSW's Critical State Significant Infrastructure approval for the Martin Place Metro station element of the Sydney Metro (Chatswood to Sydenham) project, which will help enable Macquarie's vision for the station to proceed if the USP is approved by the NSW Government.

Macquarie is now preparing the following additional detailed planning applications in relation to the North Site (8-12 Castlereagh St, 5-7 Elizabeth St, 9-19 Elizabeth St, 55 Hunter St and 50 Martin Place) and the South Site (39-49 Martin Place):

- a Stage 2 SSDA relating to the detailed design, construction, and operation of the North Tower building; and
- a Stage 2 SSDA relating to the detailed design, construction, operation of the South Tower building.

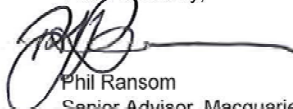
We invite members of the public to attend a drop-in information session to view the draft detailed design, meet the project team, ask questions and provide important feedback on the project.

The sessions will be held at the following times at *space* gallery, 9-19 Elizabeth St, Sydney on:

- Tuesday 15 May: 11am-2pm
- Wednesday 16 May: 4pm-7pm

For further information on the project please visit [www.metromartinplace.com](http://www.metromartinplace.com) or alternatively you can email [enquiries@metromartinplace.com](mailto:enquiries@metromartinplace.com) or call 1800 005 047 to speak to a member of the project team.

Yours sincerely,



Phil Ransom  
Senior Advisor, Macquarie Group

Sydney Martin Place Metro

Supplementary information session letter:

## Metro Martin Place

1800 005 047  
enquiries@metromartinplace.com  
www.metromartinplace.com

30 May 2018

Dear Sir/Madam,

### **RE: INFORMATION SESSION: AMENDMENT TO STAGE 1 APPROVAL, SYDNEY METRO MARTIN PLACE STATION DEVELOPMENT**

As we have previously advised, Macquarie Group (Macquarie) has submitted an unsolicited proposal (USP) to the NSW Government for the delivery of the new Metro station at Martin Place as part of an integrated transport, commercial and public precinct. The proposal aims to realise a once-in-a-generation opportunity to create a public transport, lifestyle and commercial hub in the heart of the CBD that reflects Sydney's status as a global city.

Macquarie is in the process of making the planning applications that would be required if the USP is approved by the NSW Government. Since we last wrote to you in May, the Department of Planning and Environment has also approved an amendment to the planning controls applying to the Sydney Metro Martin Place precinct via a new site-specific provision in the Sydney Local Environment Plan (2012) (LEP). The site-specific provision permits the tower component of a building on the South Site to be setback 8 metres from Martin Place above the 55m podium height, which allows an increase in Floor Space Ratio. The approved building envelope for the south tower will be amended in the new Concept Development Application to align with these site-specific planning controls.

As part of the planning process, members of the public are invited to attend a drop-in information session to view the amendment proposed, meet the project team, ask questions and provide important feedback on the project. The session will be held at *space* gallery, 9-19 Elizabeth St, Sydney on Wednesday 6 June from 4pm to 7pm.

For further information on the project please visit [www.metromartinplace.com](http://www.metromartinplace.com) or alternatively you can email [enquiries@metromartinplace.com](mailto:enquiries@metromartinplace.com) or call 1800 005 047 to speak to a member of the project team.

Yours sincerely,



Phil Ransom  
Senior Advisor, Macquarie Group

## D Briefing Sessions Letter

### Neighbours Briefing Session Letter



## Metro Martin Place

1800 005 047  
enquiries@metromartinplace.com  
www.metromartinplace.com

30 May 2018

Dear

### RE: MEETING INVITATION: STAGE 2 SYDNEY METRO MARTIN PLACE STATION DEVELOPMENT

Macquarie Group (Macquarie) has submitted an unsolicited proposal (USP) to the NSW Government for the delivery of the new Sydney Metro station at Martin Place as part of an integrated transport, commercial and public precinct. The proposal aims to realise a once-in-a-generation opportunity to create a public transport, lifestyle and commercial hub in the heart of the CBD that reflects Sydney's status as a global city.

Macquarie's proposal includes:

- convenient access to the Eastern Suburbs and Illawarra rail line and nearby bus and taxi services;
- a free-to-use, underground, all-weather concourse offering commuters and other precinct users a convenient covered walkway from Martin Place to Hunter Street, with the potential to extend through to Bligh/O'Connell Streets and via the existing link under Castlereagh Street to the MLC Centre (subject to approvals and BCA compliance);
- access to natural light down to the Hunter St end of the Sydney Metro platform level to make navigating the station easier;
- more public concourse space to allow for the large number of people expected to use Sydney Metro's new Martin Place Station; and
- improved access to the new Martin Place Station and links to offices in the towers above.

Macquarie is in the process of making the planning applications that would be required if the USP is approved by the NSW Government. As part of that process, the Minister for Planning recently approved the following applications:

- a Stage 1 State Significant Development Application (SSDA) for the North and South Tower buildings above the new Martin Place Station. This establishes the building envelopes, gross floor area, and land uses for both buildings;
- a modification to Transport for NSW's Critical State Significant Infrastructure approval for the new Martin Place Station element of the Sydney Metro (Chatswood to Sydenham) project, which will help enable Macquarie's vision for the station to proceed if the USP is approved by the NSW Government; and
- an amendment to the planning controls applying to the Sydney Metro Martin Place precinct via a new site-specific provision in the Sydney Local Environment Plan (2012) (LEP).

Macquarie is now preparing the following additional detailed planning applications in relation to the North Site (8-12 Castlereagh St, 5-7 Elizabeth St, 9-19 Elizabeth St, 55 Hunter St and 50 Martin Place) and the South Site (39-49 Martin Place):

- a Stage 2 SSDA relating to the detailed design, construction, and operation of the North Tower building;
- a Stage 2 SSDA relating to the detailed design, construction, and operation of the South Tower building; and
- an application to amend the approved Stage 1 Concept Plan to be consistent with the new site-specific planning controls for the Sydney Metro Martin Place Station Precinct.

As you are an owner of assets in the precinct, we invite you to meet with the Macquarie project team to go through the details of these applications and answer any questions you may have. Should you be interested, please contact [enquiries@metromartinplace.com](mailto:enquiries@metromartinplace.com) to arrange a suitable time.

Yours sincerely,

Michael Silman  
Executive Director, Macquarie Group

## E Information Session Flyer

Initial and supplementary session flyer:



# Metro Martin Place

## Turning a station into a destination

The Metro Martin Place proposal represents a once in a generation opportunity to transform one of Sydney's most significant spaces.

Integrating the new Sydney Metro Martin Place Station with the development above it and the existing Martin Place train station, the proposal delivers not just a better station for commuters, but also a new and vibrant transport, commercial, retail and dining precinct in the heart of Sydney's CBD.

For the next stage in the design and delivery of this proposal, Macquarie is in the process of preparing State Significant Development Applications for the precinct, and welcomes feedback from the community.

A Stage 2 State Significant Development Application is being prepared for the detailed design of each of the towers above the northern and southern entrances to the Metro Station. These applications will include the final design, detailed floor plans, and an assessment of any potential environmental impacts associated with the operation and construction of the towers. It will also detail how the towers are integrated with the station beneath.

A State Significant Development Application is also being prepared to amend the approved building envelope for the southern tower, to be consistent with the site-specific planning controls applying to the Sydney Metro Martin Place Station Precinct under the Sydney Local Environment Plan 2012.



The applications represent the next stage in realising this one-off opportunity to create a world-class transport, cultural, lifestyle and commercial hub in the heart of the Sydney CBD. Delivering on this proposal for Sydney and its people would include:

- Sydney Metro's new Martin Place station, which is set to become one of the busiest stations in the Sydney CBD.
- Two key entrance plazas: Martin Place at the south end of the precinct and Hunter Street at the north.
- Pedestrian connections between the new Metro station, the existing Eastern Suburbs and Illawarra train line, and nearby bus services.
- A free-to-use, underground, all-weather concourse offering commuters and other precinct users a convenient covered walkway from Martin Place to Hunter Street, with the potential to extend through to O'Connell Street.

- Active street frontages offering retail, dining and services that would transform a station into a destination for Sydneysiders and visitors.
- Two new commercial buildings that will offer employers the flexibility to create workplaces that will meet the expectations of future generations.
- Public domain improvements for Martin Place.

All of the benefits would be delivered in line with the timeline for the Sydney Metro City & Southwest Project.

The station and buildings would be constructed concurrently, and the proposed offices will be open for business alongside Sydney Metro in 2024.

Macquarie is committed to consulting with the community on this important proposal. If you have any feedback or enquiries, contact us via [enquiries@metromartinplace.com](mailto:enquiries@metromartinplace.com) or call 1800 005 047, or visit the project website at [www.metromartinplace.com](http://www.metromartinplace.com).

#### Disclaimer

The information contained in this document ("information") is general in nature and has been prepared for information purposes only and does not purport to be comprehensive. This information is solely for the purpose of providing an overview of Macquarie Group Limited's unsolicited proposal to design and deliver an Integrated Sydney Metro Martin Place station ("Proposal"). This information is not a recommendation by any Macquarie Group entity in relation to the Proposal. Macquarie Group Limited, its subsidiaries, and their respective directors, officers, employees, agents, consultants and advisers (collectively, the "Macquarie Group") do not make any representation or warranty, express or implied as to the accuracy, currency, sufficiency, reliability, reasonableness or completeness of the information and disclaim all responsibility, liability, direct, indirect or consequential loss (and whether or not arising out of negligence) for any loss or damage suffered by any person arising out of, or in connection with, any use of or reliance on the information. This information includes artist's impressions of the Proposal which provide an indicative impression of the completed Proposal. Macquarie Group reserves the right to alter any colour, material and or design features. None of the Macquarie Group entities (other than Macquarie Bank Limited ABN 46 008 583 542) is an authorised deposit-taking institution for the purposes of the Banking Act 1959 (Cth). The obligations of these entities do not represent deposits or other liabilities of Macquarie Bank Limited ABN 46 008 583 542. Macquarie Bank Limited does not guarantee or otherwise provide assurance in respect of the obligations of these entities.

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## F Information Session Display Boards

### Metro Martin Place

**Welcome**

Please take your time to review the information available regarding Macquarie Group's proposal for Metro Martin Place.

You will find information on the planning process that is currently underway, and some history about the process to date.

Members of the project team are on hand to answer any questions you may have.

Your views on the proposal are welcomed and feedback forms are available should you wish to register comments.

**Principal project team**

The project team brings together world-class specialist expertise with a deep knowledge of and commitment to creating a single, integrated transport, commercial and public precinct at Martin Place. An integrated transport-led commercial and public precinct at Martin Place would complement the new Sydney Metro.

MACQUARIE

GRIMSHAW

JPW  
JACOBS PARTNERSHIP

ETHOS  
URBAN

RLB  
Rider Levett Bucknall

TKO Architects  
Tanner Kettle Dorman

saville

lendlease

Tzannes

ARUP

## Metro Martin Place

### Planning process

In March 2018 the Minister for Planning approved:

- A modification to the Stage 2 Sydney Metro project (Chatswood to Sydney) to align the plan for the Martin Place Metro with Macquarie's vision for the station.

Macquarie's Stage 1 State Significant Development Application for the north and south tower buildings above the Martin Place Metro. This establishes the building footprint and gross floor area for both buildings.

The Department of Planning and Environment has also recently supported an amendment to the planning controls applying to the Sydney Metro Martin Place precinct via a new site-specific provision in the Sydney Local Environment Plan (2012) (LEP). These new planning controls were finalised on 4 May 2018.

#### Stage 2 planning applications – detailed design

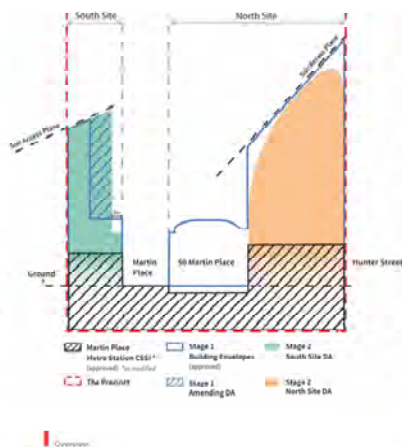
Macquarie is now preparing three additional applications to be submitted to the Department of Planning and Environment:

- A Stage 2 State Significant Development Application seeking final detailed design and construction of the north tower building.
- A Stage 2 State Significant Development Application seeking to finalise design and construction of the south tower building.
- A submission to amend the approved Stage 1 Concept Proposal to be consistent with the new Sydney LEP planning controls for the Sydney Metro Martin Place project.

#### Consultation

Macquarie continues to consult extensively and collaboratively to achieve a single, integrated transport, commercial and public precinct at Martin Place.

Realising the unique opportunity and integrating it with the existing plans for the Sydney Metro Martin Place requires an innovative approach from both government and the private sector. We have consulted extensively with the community, our neighbours on Martin Place, NSW Government agencies and the City of Sydney.



## Metro Martin Place

### Site location and context



Involved side within existing action context

The Metro Martin Place precinct would span Martin Place between Elizabeth Street and Castlereagh Street, all the land area bordered by Martin Place, Elizabeth Street, Hunter Street and Castlereagh Street, and the property immediately south of Martin Place.

The proposal has the potential to create a city-defining outcome by designing the site as an integrated city precinct.



Site location and transport connections

## Metro Martin Place

### Macquarie's proposal

Macquarie believes there is a once-in-a-generation opportunity to combine the Sydney Metro station, development above the station, and Macquarie's headquarters (comprising 50 Martin Place and the adjacent 9-19 Elizabeth Street) and treat these three separate spaces as one.

The proposal is to create a public transport, commercial and public precinct in the heart of the Sydney CBD that is informed by Martin Place's civic significance.

Delivering on this proposal for Sydney and its people would include:

- Sydney Metro's new Martin Place station, which is set to become one of the busiest stations in the Sydney CBD;
- Two key entrance plazas: Martin Place at the south end of the precinct and Hunter Street at the north;
- Pedestrian connections to the new Metro station, the existing Eastern Suburbs and Ingleburn train line, and nearby bus services;
- A free-to-use, underground, all-weather concourse offering commuters a safe, secure and convenient covered walkway from Martin Place to Hunter Street, with the potential to extend through to O'Connell Street;
- Active street frontages offering retail, dining and services that would transform a station into a destination for Sydneysiders and visitors;
- Two new commercial buildings that will offer developers the flexibility to create workplaces that will meet the expectations of future generations;
- Public domain improvements for Martin Place.



Section diagram showing key design objectives

- Impaired Conventions.**  
Agencies that do not comply through the use of their services with the standards of the industry are considered to be in violation of the standards and may be subject to disciplinary action.
- Maximized daylight access.**  
Minimize barrier system in interior spaces where daylight is important to the user's health and well-being.
- Light and Space.**  
Must meet the criteria set forth in the standards for daylight access and space for the appropriate level of use and occupancy.
- Integrated structure.**  
Integrated into the building structure and design. Must be integrated into the building structure and design.
- Integrated systems.**  
Part, area, or systems are integrated into the building structure and design.

## Metro Martin Place

### Station level

The design of this Metro station is being developed via a separate process between Transport for NSW and Manojan's expert consultant team. This includes the resolution of public areas within and surrounding the station precinct such as the station entries, platforms, and concourses.

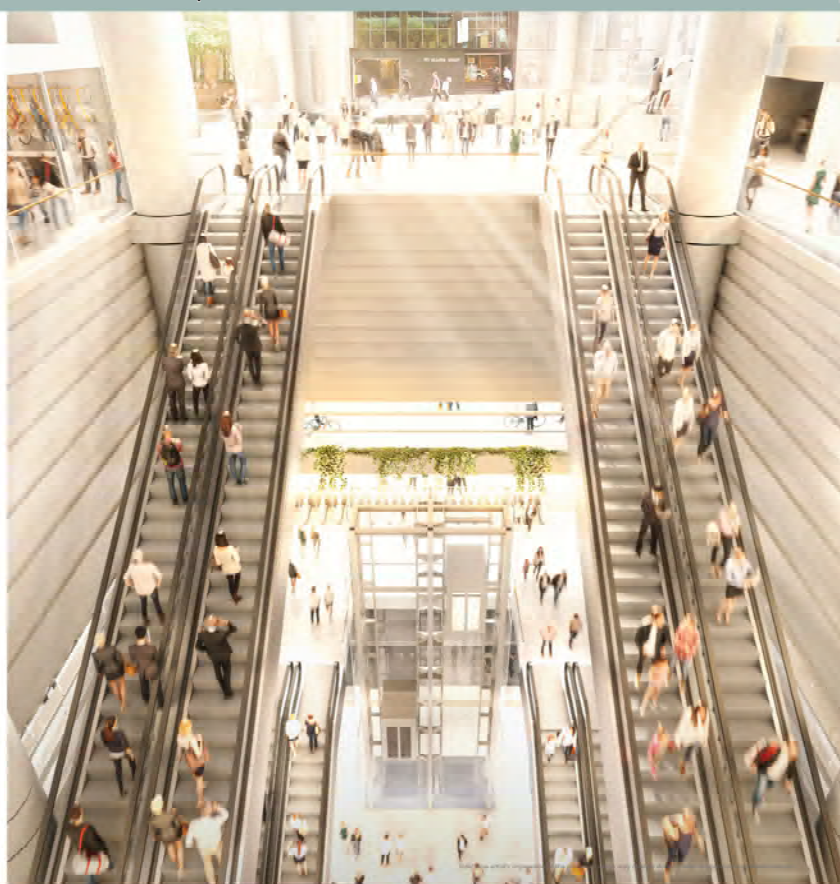
The station will be designed to integrate with the two towers above and will be constructed as one entity, including integrated building structure, plant and services.

Key features of the platform level of the proposed station include:

- Natural daylight within the northern station hall on Hunter Street to enhance customer experience and navigation.
- Convenient access to the Eastern Suburbs and Illawarra rail line.
- Easy pedestrian access.



Station level plan  
Indicative scheme, which may change during planning approval and detailed design

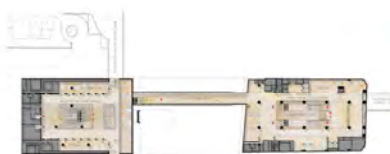


## Metro Martin Place

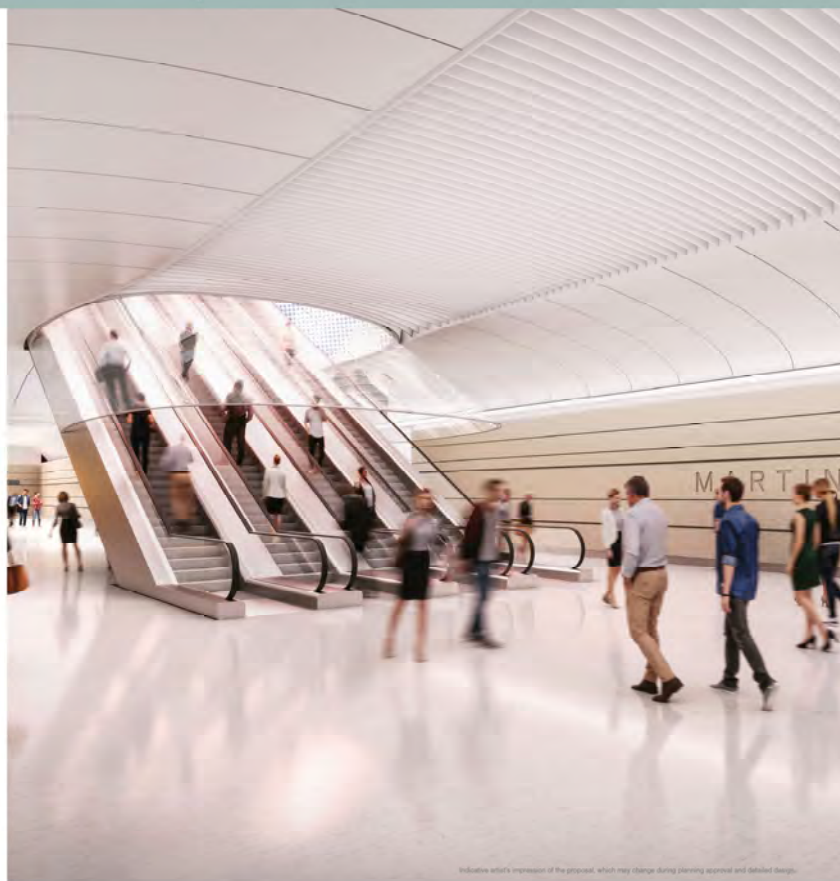
### Concourse level

Key features of the concourse level of the proposed station include:

- A free-to-use, underground, all-weather walkway connecting Martin Place with Hunter Street and a potential extension through to O'Connell Street.
- The potential to retain and upgrade the free-to-use walkway to the MLC Centre.
- More public concourse spaces to enhance pedestrian movement through the station and new shopping and retail experiences.



Concourse level plan  
Indicative scheme, which may change during planning approval and detailed design



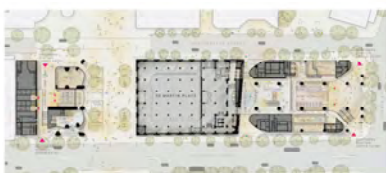
Indicative artist's impression of the proposal, which may change during planning approval and detailed design

## Metro Martin Place

### Street level

Key features of the street level include:

- Large 'City Rooms' where station, office, retail and public thoroughfare converge at the base of each tower.
- Multi-storey atrium spaces that contribute to a grand scale and character and maximise daylight.
- Active street frontages and elevated street terraces offering retail, dining and services that would transform a station into a destination for Sydneysiders and visitors.
- Connections for pedestrians to the offices and the towers above.



Ground floor plan Isometric schematic, which may change during planning approval and detailed design.



Perspective rendering of the proposal, which may change during planning approval and detailed design.

## Metro Martin Place

### Building Design

#### The North Tower

The Stage 2 application for the detailed design and construction of the north tower will seek consent for:

- The design, construction and operation of a new 40+ storey commercial tower within the approved building envelope on the north site, including office space and retail tenancies.
- The physical connections between the north tower podium and the existing 50 Martin Place building, to enable the movement between these buildings and the use of the north site as one integrated building.
- Vehicle loading and end of trip facilities within the basement levels.
- Works relating to the provision of services, management of drainage and flooding, and the mitigation of construction noise and vibration.
- Detailed design and delivery of 'interface areas' that relate to both the station and Stage 1 Concept Proposal areas. This includes bicycle parking and showers, office entries, office space and retail areas.

#### The South Tower

The Stage 2 application for the detailed design and construction of the south tower will seek consent for:

- The design, construction and operation of a new 28+ storey commercial Over Station Development (OSD) tower within the approved building envelope for the south site, including office space and retail tenancies.
- Vehicle loading.
- Works relating to the provision of services, management of drainage and flooding, and the mitigation of construction noise and vibration.
- Detailed design and delivery of 'interface areas' that relate to both the station and Stage 1 Concept Proposal areas. This includes bicycle parking and showers, office entries, office space and retail areas.

#### Design excellence

The design of the buildings and associated works are subject to independent review of the Design Review Panel. The approved Stage 1 Concept Proposal required that a Design Review Panel be established to review and advise on the project prior to the lodgement of this application. The panel was established in consultation with the Department of Planning and Environment and the Office of the Government Architect NSW and is charged with ensuring the highest standard of architectural, urban, landscape, and environmental design is achieved.



Perspective sketch illustration of the proposal, which may change during planning approval and detailed design.

## Metro Martin Place

### Construction management

The demolition works and excavation works form part of the Critical State Significant Infrastructure approval and is not part of the OSD (Over Station Development) development application for the north and south towers.

A preliminary Construction Management Plan (CMP) was prepared at Stage 1 which assessed the following in relation to the OSD:

- Access, operation and impacts of construction traffic.
- Road safety and capacity.
- Management measures to mitigate effects on surrounding road and pedestrian network.

Should Macquarie's proposal be successful, Lendlease will deliver the project and prepare a detailed CMP to confirm:

- The detailed construction methodology.
- Specific methods for safely managing construction traffic.
- A Construction Pedestrian and Traffic Management Plan (prepared by Arup to comply with Transport for NSW's requirements for the delivery of the Sydney Metro).
- Specific approaches to the mitigation of construction related impacts including dust, noise and vibration.

A complaint management procedure will be in place throughout construction and will be accompanied by regular notification and communication with the community. This will include clearly published phone numbers and an email address to which inquiries can be addressed.



## Metro Martin Place

### Traffic and Pedestrian Management

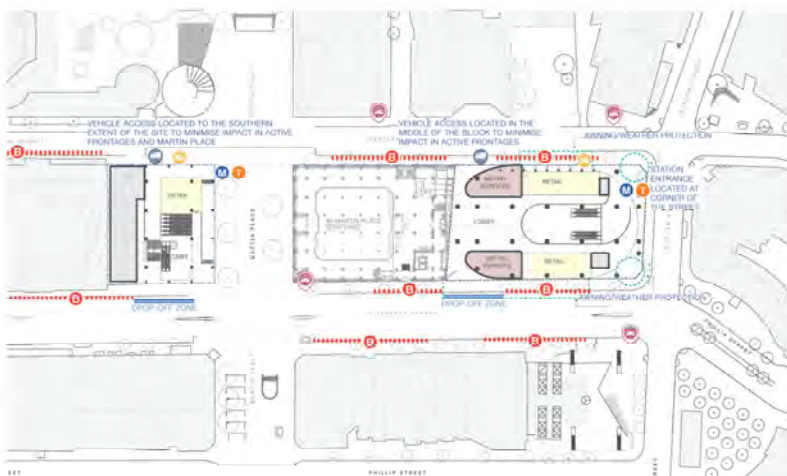
The Construction Pedestrian and Traffic Management Plan (CPTMP) will set out how the construction will be managed to limit impact to road users and pedestrians.

- Construction traffic management will be planned in consultation with Transport for NSW's Sydney Coordination Office.
- Site traffic will follow established routes and use vehicle holding areas outside of the CBD until vehicles are required on site, to reduce queuing on public roads.

### Pedestrian and Public Transport Management

Pedestrian access and movement around the site will be of high importance during all stages of construction. Footpaths will be maintained with only minor reductions required to facilitate the likely works zones. In these instances, pedestrians will be managed by a qualified traffic controller to ensure pedestrian safety. All alternative pedestrian routes will be clearly defined with signage.

Potential impacts for users of the existing Martin Place station will be managed in coordination with Transport for NSW.



Access and traffic analysis proposal

Bus Stop, Bicycle Parking, Bus Lane, Service Yard Access

Indicates options, which may change during planning approval and development.

## Metro Martin Place

### Heritage

Historically, Martin Place is an important example of nineteenth and twentieth century town planning, and its pedestrianisation in the 1970s formalised Martin Place as one of the principal urban spaces in Sydney. A historically premier address, Martin Place is home to many of Sydney's significant historic buildings, including the former Government Savings Bank building at 50 Martin Place, which is now Macquarie's global headquarters.

Building upon the success of Macquarie's recent refurbishment of the landmark 50 Martin Place building, heritage principles have been formulated that will guide the detailed design of the new buildings above the north and south station entries, to ensure they carefully consider the historic building, its context and wider precinct. Future applications will be assessed against these heritage principles.

Some of the principal heritage guidelines include:

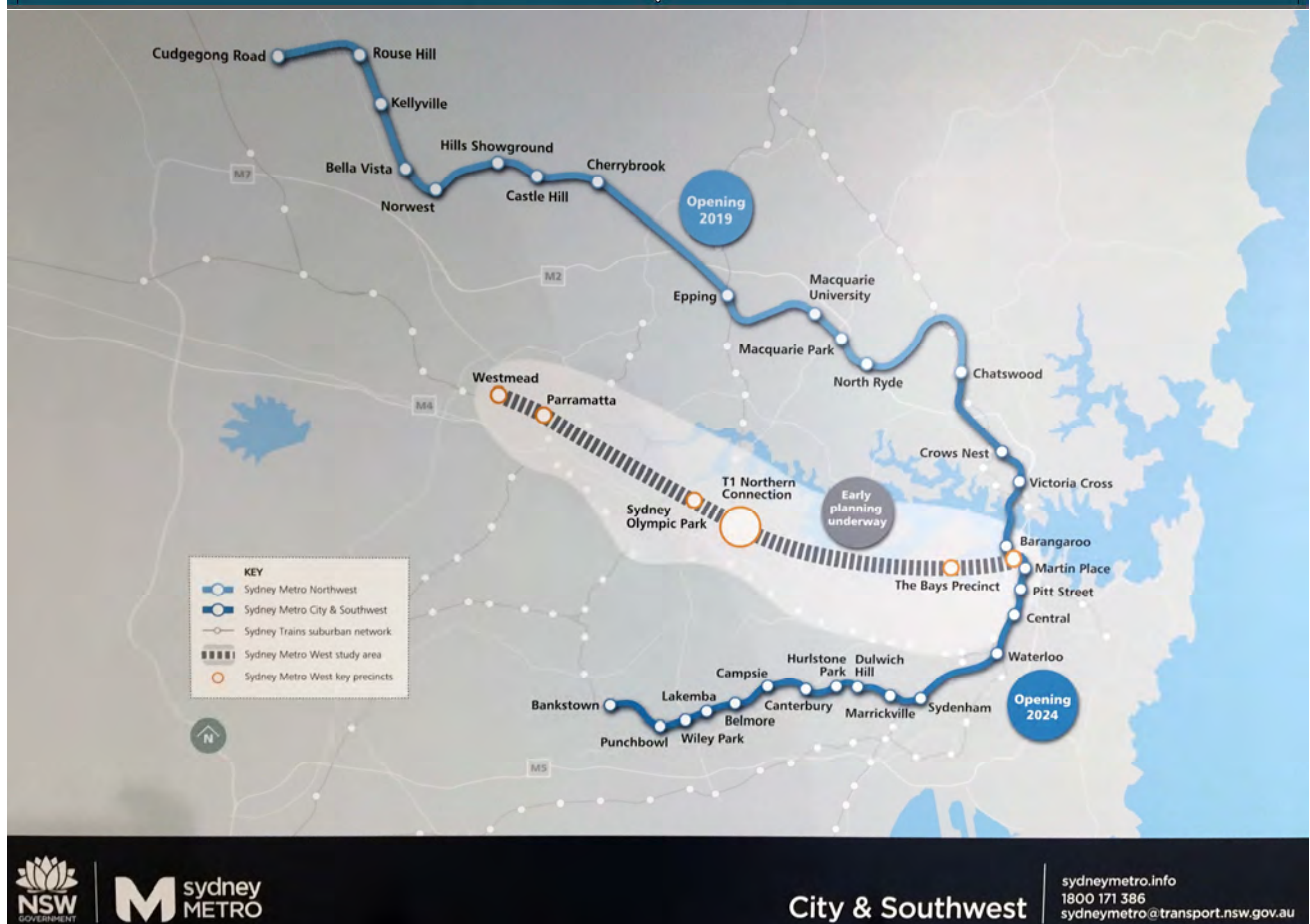
- Retaining the landmark qualities and civic presence of 50 Martin Place within Martin Place and its environs.
- Retaining the substantially intact fabric and spatial qualities of the significant interiors of 50 Martin Place.
- Retaining and enhancing the urban character, scale and strong linear enclosure of Martin Place.
- Retaining and enhancing the setting and streetscape presence of neighbouring heritage buildings.
- Reinforcing the semi-circular form of Chifley Square.



Refurbished lobby at 50 Martin Place



Courtesy of the City of Sydney



## Metro Martin Place

### Feedback and next steps

Your feedback is welcomed and appreciated. Please take a feedback form to complete or speak directly to a member of the project team here today.

Feedback will be considered when finalising the Stage 2 State Significant Development Applications for the north and south towers. There will be an opportunity to view and comment on the SSDAs during the Department of Planning and Environment's public exhibition period.

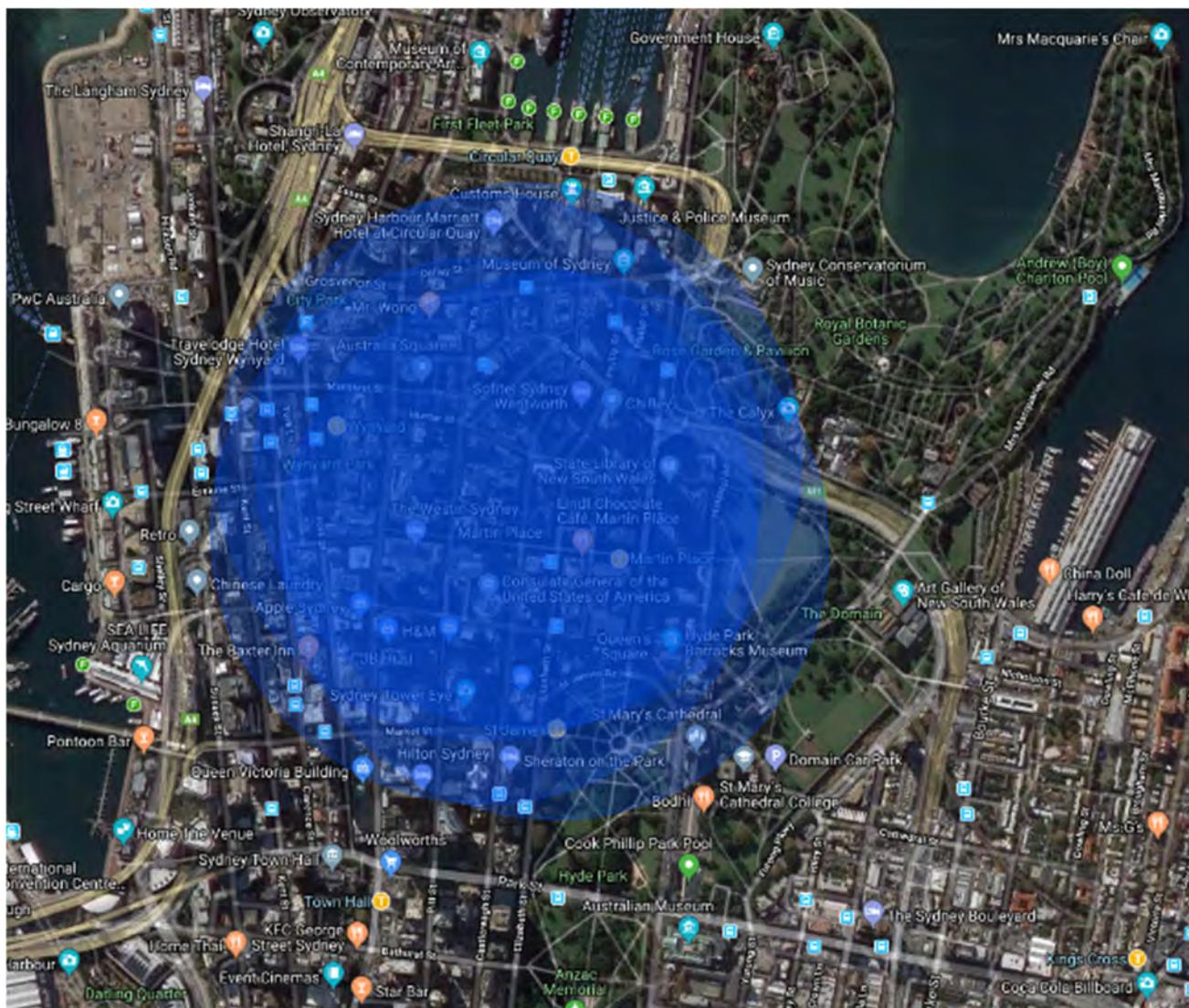
For more information on Metro Martin Place:  
Visit: [metromartinplace.com](http://metromartinplace.com)  
Email: [enquiries@metromartinplace.com](mailto:enquiries@metromartinplace.com)  
Phone: 1800 005 047



Illustration: artist's impression of the proposal, subject to planning approval and detailed design.

## Appendix B. Flyer Distribution Area

Initial distribution area:



## Supplementary distribution area (neighbouring properties):



Appendix C. Website Patronage Breakdown

