

# Stage 1 Amending SSDA Design Report

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Metro Martin Place

**JULY 2018**

CSWSMP-MAC-SMA-AT-DRE-000100\_A



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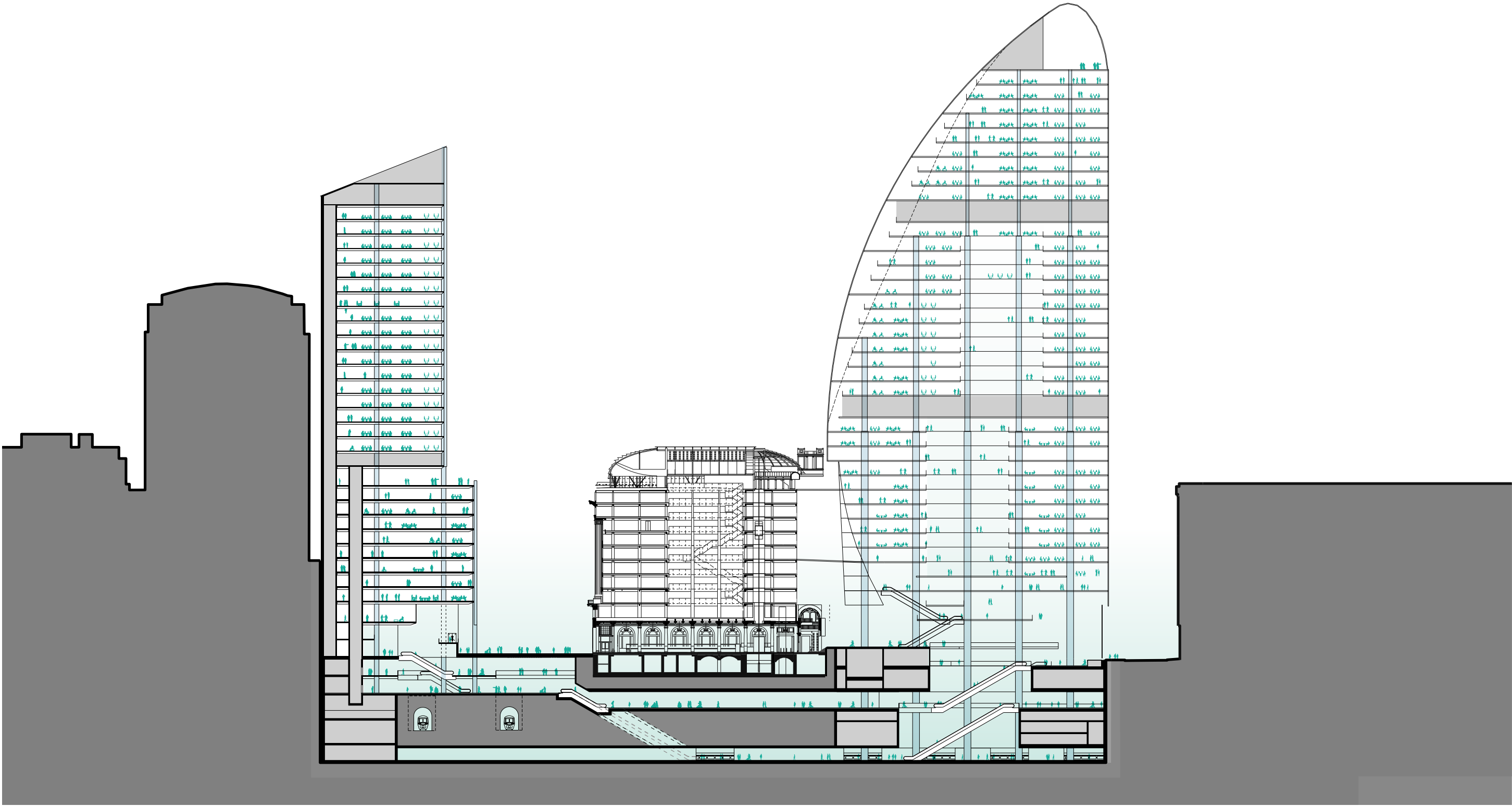




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Background



# Background

## Introduction

This report supports a Stage 1 Amending State Significant Development (SSD) application (the Stage 1 Amending DA) following the approved Stage 1 SSD application (SSD 8351), determined on 22 March 2018 by the Minister for Planning pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

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

SSD 8351 sought approval for the establishment of building envelopes, maximum Gross Floor Areas and design parameters for two predominantly commercial office Over Station Development (OSD) towers, located above the site of the future Martin Place Metro Station (part of the NSW Government's Sydney Metro project).

A Planning Proposal (PP\_2017\_SYDNE\_007\_00) was subsequently lodged seeking an amendment to the Sydney LEP to enable greater building height (South Site) and floor space (North and South Site). This was approved on 4 May 2018, resulting in new planning controls which revise the height control of 55m for a 25m wide 'band' from the Martin Place street edge to an 8m wide 'band'. The resultant enlarged envelope optimised the floor space in response to intensification opportunities over the new transport hub, and the maximum FSR was increased to 22:1 accordingly.

This application therefore seeks to amend SSD 8351 based on these new planning controls applying to the South Site.

The illustrative imagery and drawings prepared in support of this application are for information purposes only and reflective of a point in time prior to final designs being resolved for the future Stage 2/ detailed DAs.

## Background

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

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

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

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

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

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

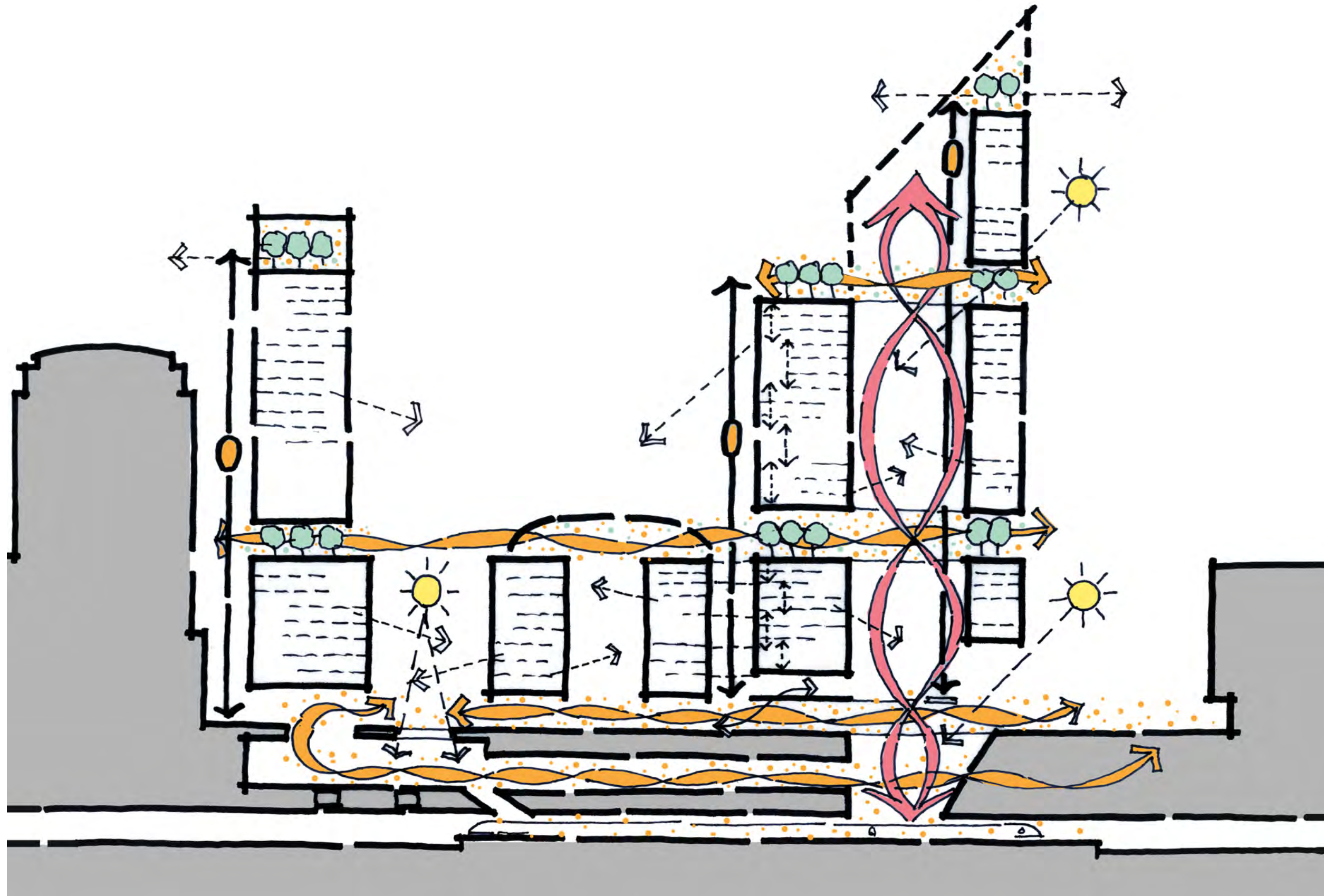
An Unsolicited Proposal (USP) submission has been lodged by Macquarie to the NSW Government for the delivery of a single fully integrated station/ OSD solution for the new Sydney Metro Martin Place Station. Macquarie's USP has recently been advanced to Stage 3 status.



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# Introduction





# Overall project vision

The purpose of this report is to demonstrate the ability of the Stage 1 Amending DA to comply with:

- Macquarie's project vision;
- the Secretary's Environmental Assessment Requirements (SEARs), and in particular those relating to design matters;
- the new planning controls for the Site, triggered by the approved Planning Proposal (PP\_2017\_SYDNE\_007\_00, with a focus on the South Site and its implications; and
- the revised urban design guidelines in the 'Sydney Metro Martin Place Station Precinct: Consolidated Design Guidelines' prepared by Tzannes (June 2018).

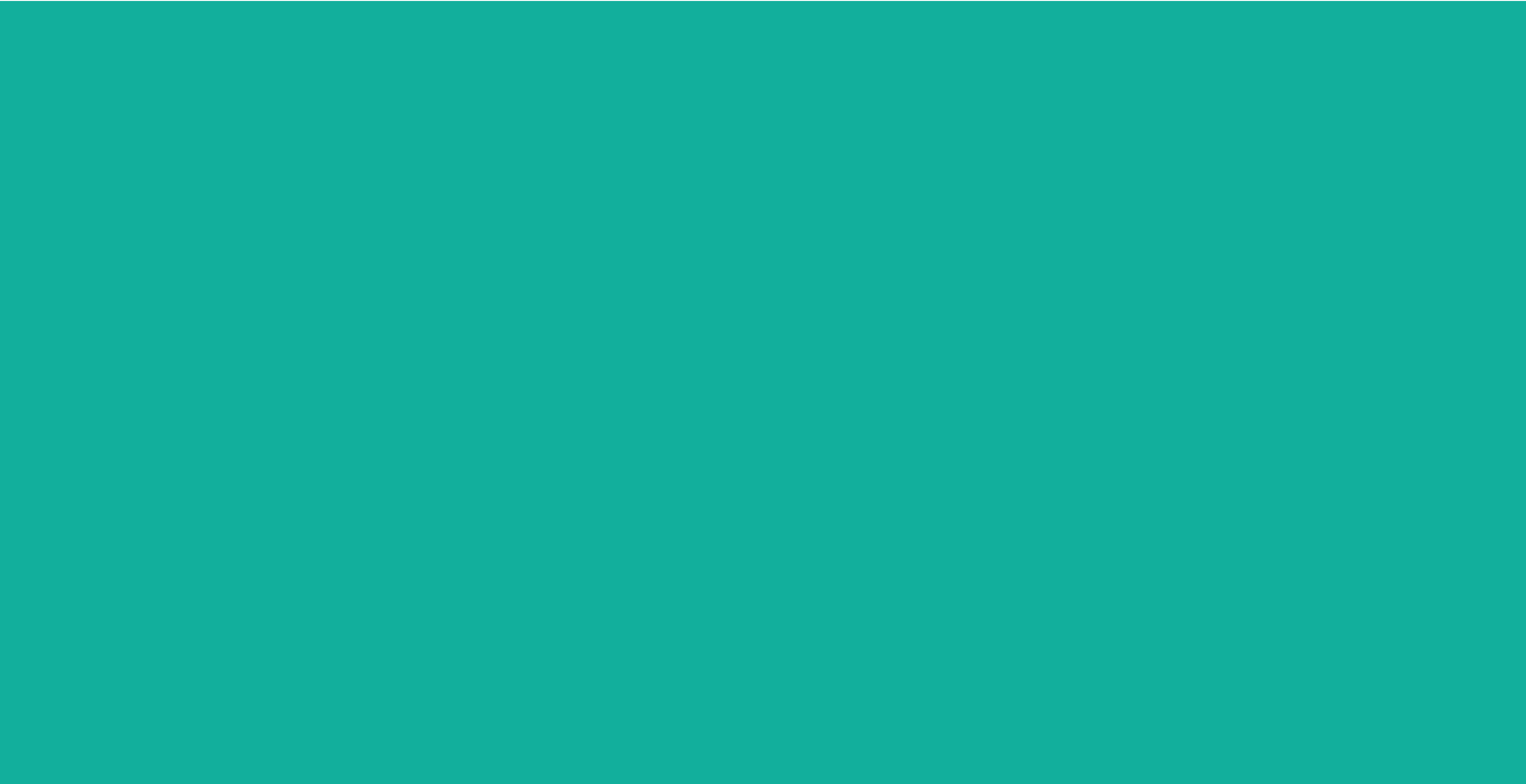
Macquarie's vision is aligned with the State's objective to create a transportation precinct that offers mixed use space with inter modal travel that seamlessly integrates into the civic centre of Sydney.

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

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

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

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





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# Site context & analysis

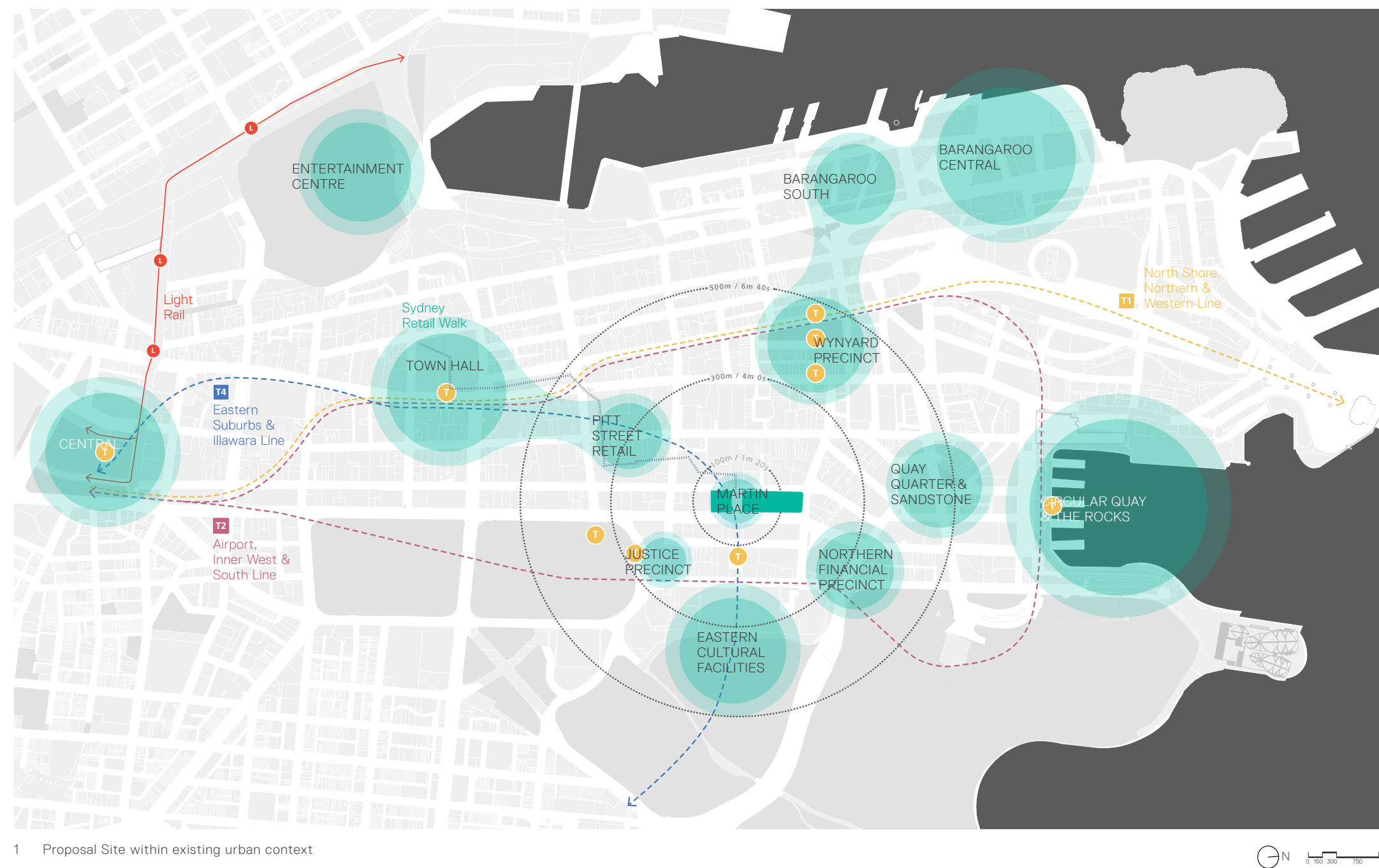




## Urban context

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

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



## Local context

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

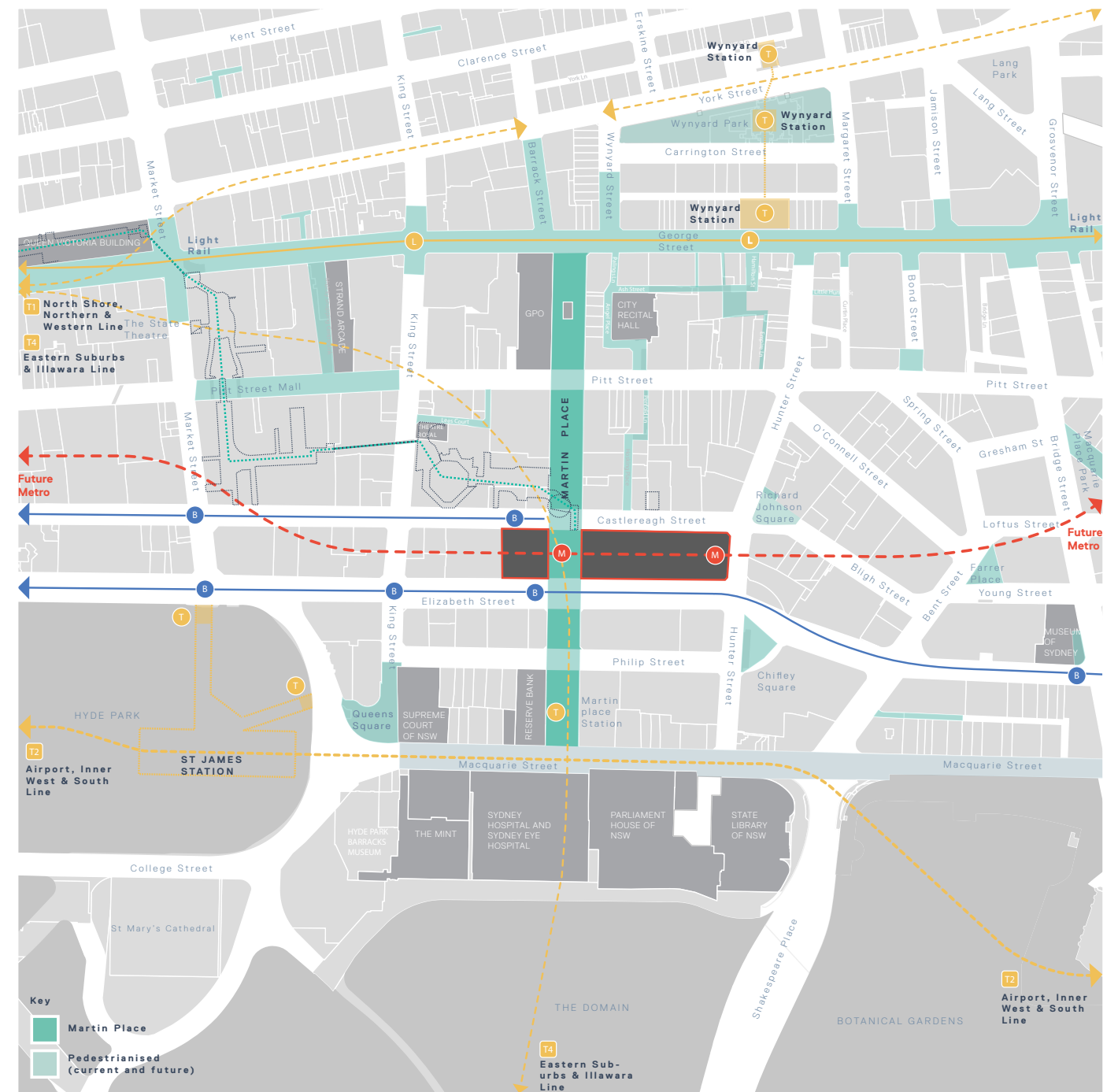
Within a broader context, the justice, government and Eastern Cultural Facilities precincts are located to the East, adjacent to Macquarie Street and the retail precinct of Pitt and Castlereagh Streets is to the South.

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

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

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

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



1 Local context plan



## Site ownership & boundaries

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

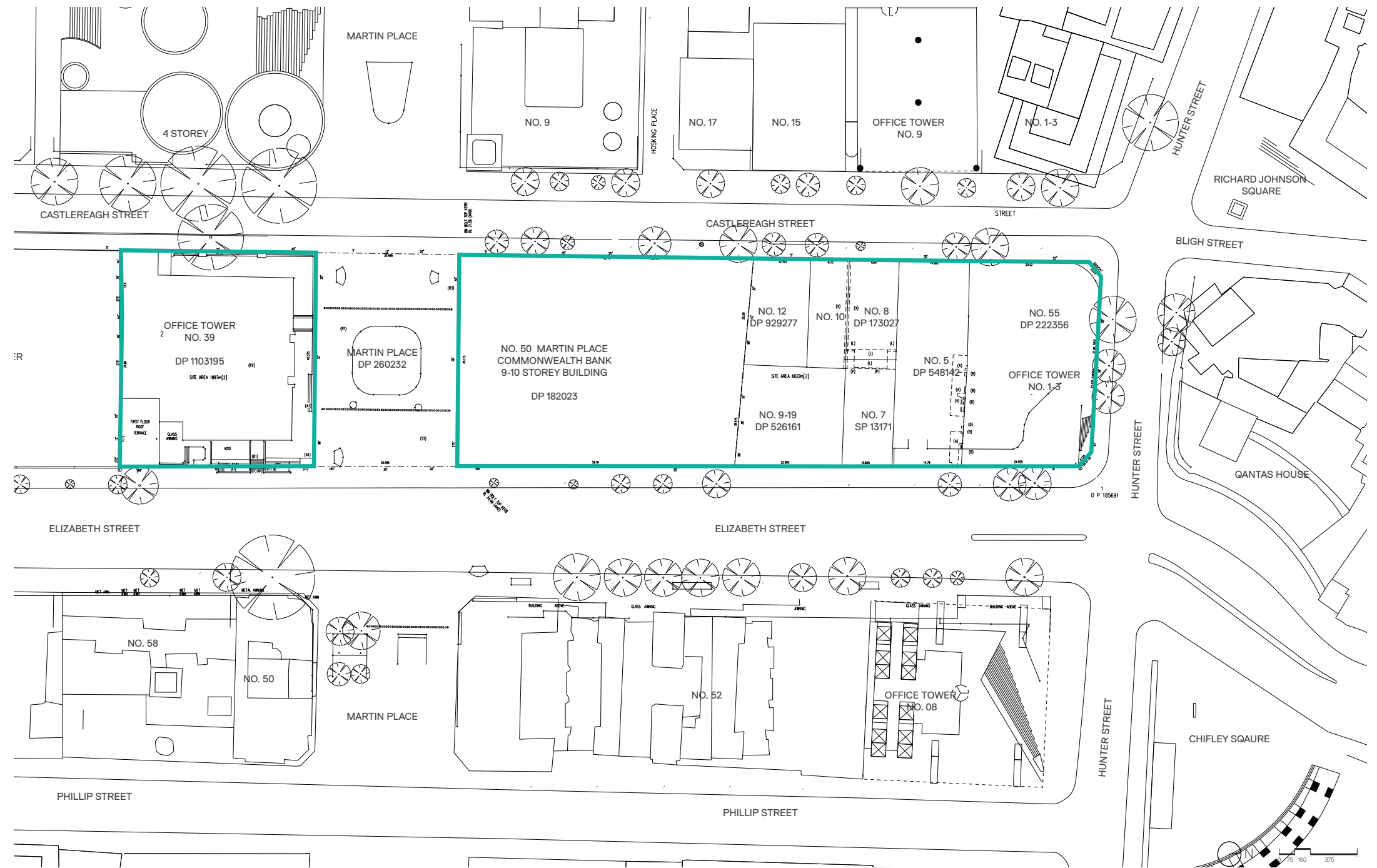
Together it constitutes an above ground site area of 7919 square metres and the Site combines several existing lots which relate to the following properties:

### North Site

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

### South Site

39-49 Martin Place



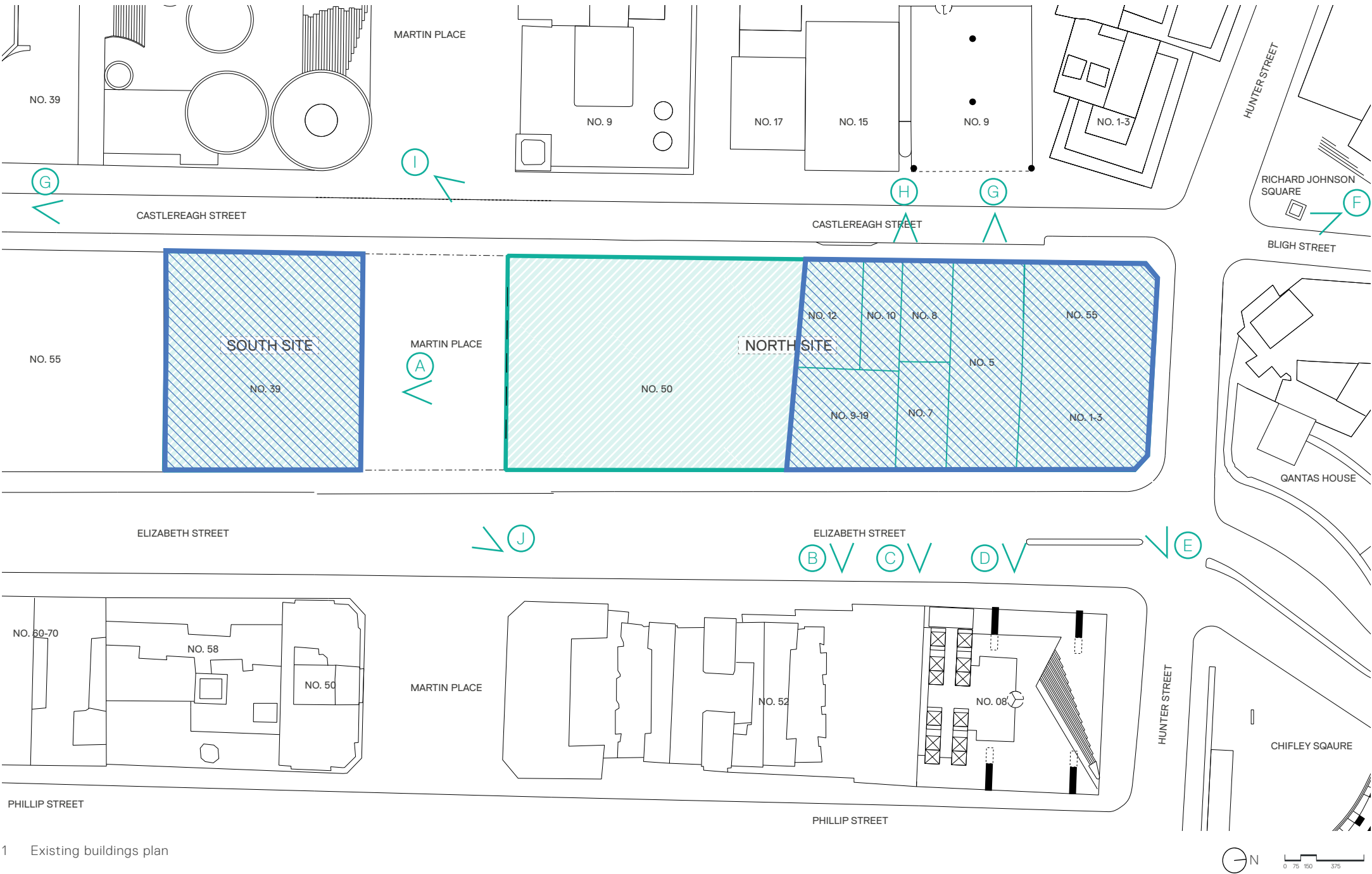
1 Ownership plan

Existing buildings

Whilst the Stage 1 Amending DA does not seek consent for any demolition or building works, the project comprises the demolition of all buildings excluding 50 Martin Place on the development site. Demolition works have already been approved as part of the approval processes for the Metro Station.

- Buildings approved for demolition:
- 39 Martin Place (Refer CSSI Approval)
  - 55 Hunter Street (Refer CSSI Approval)
  - 5 Elizabeth Street (Refer CSSI Approval)
  - 7 Elizabeth Street (Refer CSSI Approval)
  - 12 Castlereagh Street (Refer CSSI Approval)
  - 9-19 Elizabeth Street (Macquarie Proposal, Mod 3 of the CSSI Approval)

Demolition works are currently underway for all of the above properties, with the exception of 9-19 Elizabeth Street.



Buildings to be demolished

1 Existing buildings plan



## Existing buildings



**A** 50 MARTIN PLACE



**B** 9-19 ELIZABETH STREET



**C** 7 ELIZABETH STREET



**D** 5 ELIZABETH STREET



**E** 1-3 HUNTER STREET



**F** 55 HUNTER STREET



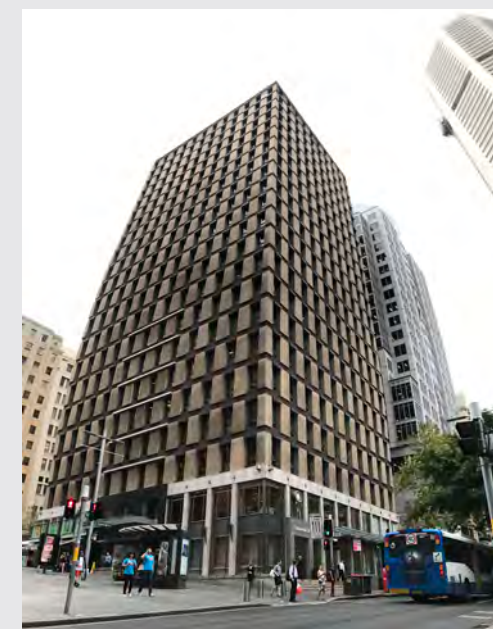
**G** 5 CASTLEREAGH STREET



**H** 8-12 CASTLEREAGH STREET



**I** CASTLEREAGH STREET



**J** 39 MARTIN PLACE



Site constraints

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

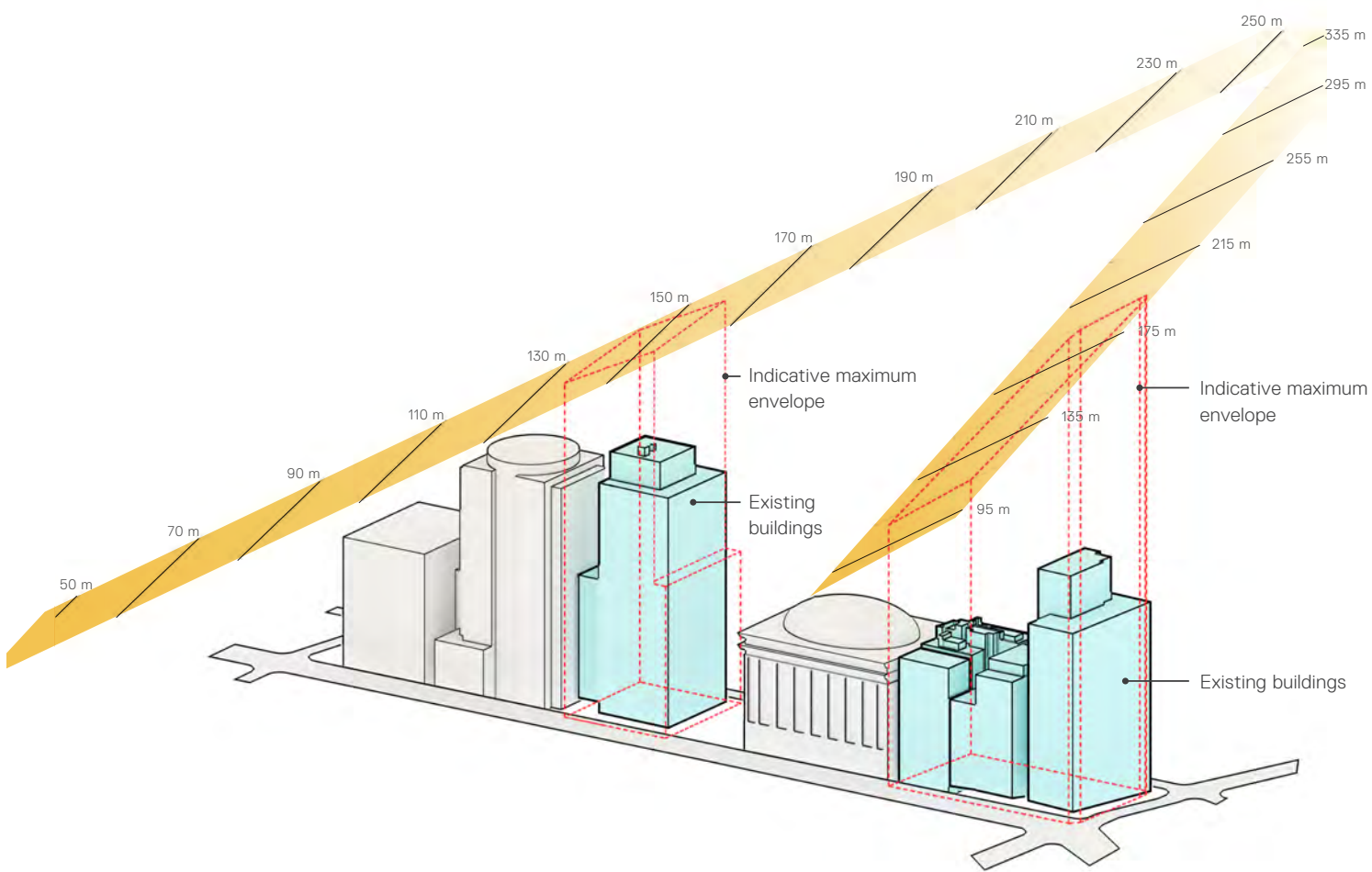
Castlereagh and Elizabeth Streets are major north-south transport routes, and are heavily encumbered by buses. Castlereagh Street is one-way southbound and Elizabeth Street is a busier two-way street with four carriageways. The two-way Hunter Street runs east-west and is also heavily trafficked, thereby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

Elizabeth, Hunter and Castlereagh Streets have relatively narrow pavements. Both the slope of Hunter Street and the section of Martin Place in front of 50 Martin Place exceed the current access standards for gradients and therefore form an east-west barrier for wheelchair users.

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

The South Site is also constrained to a maximum building height of 55m for an 8m wide 'band' along the Martin Place frontage. This is to ensure a defined street wall height to Martin Place commensurate with historic height limits and the heritage building opposite (at 50 Martin Place).

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



1 Sun Access Plane diagram