

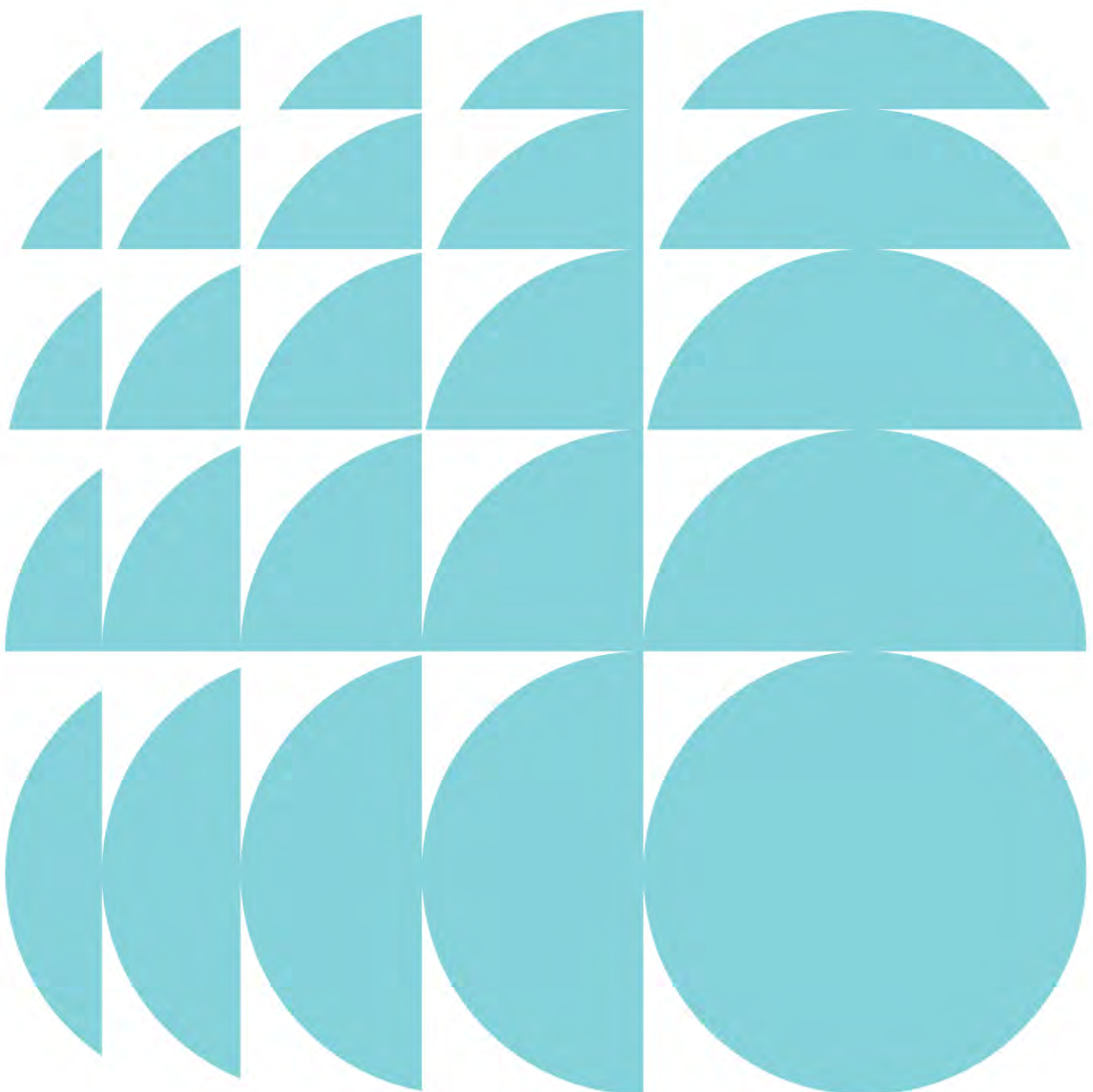
Environmental Impact Statement

Sydney Metro Martin Place Station Precinct
Stage 1 Amending DA

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

Document reference:
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14 August 2018 | 15879



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14 August 2018

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14 August 2018

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- C** Survey Plan
Veris (formerly Linker Surveying)
- D** Statement of Heritage Impact
TKD
- E** Utility Services Infrastructure Assessment
Arup
- F** Stakeholder and Community Engagement Summary Report
Ethos Urban
- G** Urban Design Report
Tzannes
- H** ESD Strategy
Arup
- I** Biodiversity Development Assessment Report Waiver
DPE and OEH
- J** Acoustic Assessment Report
Arup
- K** Transport, Traffic, Pedestrian and Parking Report
Arup
- L** View Impact Analysis
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Y OSD Lifecycle Approach

Arup

Statement of Validity

Development Application Details

Applicant name	Macquarie Corporate Holdings Pty Ltd
Applicant address	50 Martin Place Sydney, NSW 2000
Land to be developed	<ul style="list-style-type: none"> • 50 Martin Place, 9 – 19 Elizabeth Street, 8 – 12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street, and 55 Hunter Street (North Site); and • 39 – 49 Martin Place (South Site)
Proposed development	Amending Stage 1 / Concept Proposal to SSD 17_8351 for Over Station Development, as described in Section 3.0 of this Environmental Impact Statement

Prepared by

Name	Chris Ferreira and Julie Bindon
Qualifications	BPlan (Hons) / BTP
Address	173 Sussex Street, Sydney
In respect of	State Significant Development Application for an Amending Stage 1 / Concept Proposal for the Sydney Metro Martin Place Station Precinct

Certification

I certify that I have prepared the content of this EIS and to the best of my knowledge:

it is in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000;

all available information that is relevant to the environmental assessment of the development to which the statement relates; and

the information contained in the statement is neither false nor misleading.

Signature



Chris Ferreira



Name

Julie Bindon

Date

14/08/2018

Executive Summary

This Environmental Impact Statement (EIS) relates to a new Concept Development Application (DA) for the Sydney Metro Martin Place Station Precinct (the 'Precinct'), prepared on behalf of Macquarie Corporate Holdings Pty Ltd. This DA, hereafter referred to as the **Stage 1 Amending DA**, seeks approval for an amended concept for the Precinct (more specifically relating to the South Site). This Stage 1 Amending DA follows:

- Approval granted by the Minister for Planning on 9 January 2017 to the Sydney Metro Stage 2 (Chatswood to Sydenham) application lodged by Transport for NSW (TfNSW) as Critical State Significant Infrastructure (CSSI), (reference SSI 15_7400), hereafter referred to as the **CSSI Approval**. This approval was later modified on 22 March 2018 to, amongst other changes, incorporate additional land for the Sydney Metro development at Martin Place. That CSSI modification (reference SSI 15_7400 MOD 3) (hereafter referred to as the **CSSI Mod 3**) was one of the applications necessary to expand the development site at Martin Place and thereby allowing the Macquarie vision for an integrated Station and over-station development (OSD) project.
- Approval granted by the Minister for Planning on 22 March 2018 for a Concept Proposal for the Sydney Metro Martin Place Station Precinct (**the Precinct**) involving two OSD commercial towers above the northern and southern entrances of the future Martin Place Metro Station (SSD 17_8351). This 'concept approval' relates to a Stage 1 (or Concept) State Significant Development (SSD) DA and confirmed the maximum building envelopes, Gross Floor Areas (GFA), land uses and Design Guidelines, with which the detailed design of the OSD buildings must be consistent. This Ministerial Consent to the Stage 1 SSD DA is hereafter referred to as the **Concept Approval**.
- Gazettal on 4 May 2018 of site specific amendments to the *Sydney Local Environmental Plan 2012* (Planning Proposal reference: PP_2017_SYDNE_007_00) (the 'Planning Proposal') permitting greater building height over a portion of the South Site and additional floor space (over both the North and South Sites). This is hereafter referred to as the **LEP Amendment**.

The subject **Stage 1 Amending DA** is a new Concept SSD DA made under Section 4.22 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It seeks approval for an amended concept for the Precinct in order to align the South Site's building envelope and FSR with the new planning controls approved under the LEP Amendment. For clarity, the new Stage 1 Amending DA relates to amending the Concept Approval building envelope for the **South Site**. No change is proposed to the building envelope for the North Site approved under the Concept Proposal.

The Metro Martin Place Station Precinct (the Precinct) comprises:

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

Consultation

Key stakeholders including local residents, surrounding landowners, government agencies, public authorities and the City of Sydney Council have been consulted during the preparation of the EIS. Details of this consultation are provided at **Section 3.0** of this EIS.

The feedback received during the consultation activities generally pertained to detailed design aspects of future planning applications or the management of construction activities.

Government agencies, particularly Transport for NSW, Office of the Government Architect and City of Sydney Council have been closely engaged during the development of the Concept Proposal with multiple opportunities to feed into and comment on the process and overall proposal.

The Proposed Development

In summary, the Stage 1 Amending DA seeks approval for a new Concept comprising:

- Building envelopes for OSD towers on the North Site and South Site (see **Figure 4**) comprising:
 - 40+ storey building on the North Site (no change to that in the Concept Approval).
 - 28+ storey building on the South Site (no change to the number of stories, but an expanded envelope to that in the Concept Approval).
- Predominantly commercial land uses on both Sites, comprising office, business and retail premises (no change to that in the Concept Approval). The additional floor space in the expanded South Tower will be used exclusively for office premises.
- A maximum total FSR of 18.5:1 on the North Site and 22:1 on the South Site (inclusive of CSSI Station GFA) (additional FSR on the South Site only, no change to FSR on the North Site);
- Minor amendments to the Consolidated Design Guidelines that will guide the built form and design of the future development (minor change to that in the Concept Approval).
- A framework for achieving design excellence (no change to that in the Concept Approval).
- Strategies for utilities and services provision, managing drainage and flooding, and achieving ecological sustainable development (no change to that in the Concept Approval).
- Conceptual OSD areas within the approved Martin Place Station Metro Station 'box', above and below ground level (no change to that in the Concept Approval).

Planning Context

As the project is within a rail corridor and is associated with rail infrastructure, involves commercial premises, and has a capital investment value of more than \$30 million, it is State Significant Development (SSD) for the purposes of the EP&A Act. Accordingly, this Stage 1 Amending DA is lodged under Section 4.38 of the EP&A Act. **Section 5.0** of the EIS considers all applicable legislation in detail. Overall, it has been determined that the proposal complies, is capable of complying, or is warranted in varying specific controls.

Environmental Impacts

This EIS provides an assessment of the environmental impacts of the project in accordance with the SEARs and sets out the undertakings made by Macquarie to manage and minimise potential impacts arising from the development (refer to **Section 5.0**). Key potential impacts identified include, amongst others:

- impacts on items of heritage significance;
- urban design, built form, and the desired principles for future development;
- visual and view impacts;
- solar access and overshadowing;
- pedestrian and traffic management;
- operational and construction noise; and
- penetration of the protected airspace surrounding Sydney Airport.

All identified impacts are addressed in this EIS and are capable of being ameliorated through the implementation of appropriate mitigation measures as outlined in **Sections 6.0** and **7.0**.

Conclusion

The compilation of mitigation measures has been prepared to inform the ongoing management of the Amending Stage 1 DA throughout the detailed design, construction phase and operational phase. This EIS fulfils the requirements of the Environmental Planning and Assessment Act 1979 and addresses the project specific SEARs, and demonstrates that the impacts of the Amended Concept Proposal can be satisfactorily managed. In light of the above, and the significant benefits of the proposed development, we therefore recommend that the proposed development be approved.

1.0 Introduction

This Environmental Impact Statement (EIS) is submitted to the NSW Department of Planning and Environment pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) in support of an application for State Significant Development (SSD), being a new Concept Development Application (DA) for the Sydney Metro Martin Place Station Precinct (the 'Precinct'). This DA, hereafter referred to as the **Stage 1 Amending DA** seeks approval for an amended concept for the Precinct. This Stage 1 Amending DA follows:

- Approval granted by the Minister for Planning on 9 January 2017 to the Sydney Metro Stage 2 (Chatswood to Sydenham) application lodged by Transport for NSW (TfNSW) as Critical State Significant Infrastructure (CSSI), (reference SSI 15_7400), hereafter referred to as the **CSSI Approval**. This approval was later modified on 22 March 2018 to, amongst other changes, incorporate additional land for the Sydney Metro development at Martin Place. That CSSI modification (reference SSI 15_7400 MOD 3) (hereafter referred to as the **CSSI Mod 3**) was one of the applications necessary to expand the development site at Martin Place and thereby allowing the Macquarie vision for an integrated Station and over-station development (OSD) project.
- Approval granted by the Minister for Planning on 22 March 2018 for a Concept Proposal for the Sydney Metro Martin Place Station Precinct (**the Precinct**) involving two OSD commercial towers above the northern and southern entrances of the future Martin Place Metro Station (SSD 17_8351). This 'concept approval' relates to a Stage 1 (or Concept) State Significant Development (SSD) DA and confirmed the maximum building envelopes, Gross Floor Areas (GFA), land uses and Design Guidelines, with which the detailed design of the OSD buildings must be consistent. This Ministerial Consent to the Stage 1 SSD DA is hereafter referred to as the **Concept Approval**.
- Gazettal on 4 May 2018 of site specific amendments to the *Sydney Local Environmental Plan 2012* (Planning Proposal reference: PP_2017_SYDNE_007_00) (the 'Planning Proposal') permitting greater building height over a portion of the South Site and additional floor space (over both the North and South Sites). This is hereafter referred to as the **LEP Amendment**.

Separate to the planning applications and approvals outlined above, the project has also been the subject of an Unsolicited Proposal (**USP**) bid by Macquarie Corporate Holdings Pty Ltd ('Macquarie') to deliver the combined Metro Station and OSD for Martin Place. In March 2017, Macquarie were advised that the NSW Government had allowed the project to proceed to **Stage 3 of the USP process**. **At the date of lodgement of this Stage 1 Amending DA the USP Stage 3 process was still on-going.**

The subject **Stage 1 Amending DA** is a new Concept SSD DA made under Section 4.22 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). It seeks approval for an amended concept for the Precinct in order to align the South Site's building envelope and FSR with the new planning controls approved under the LEP Amendment. Whilst the new Stage 1 Amending DA encompasses the entire Precinct, it principally relates to amending the Concept Approval's building envelope for the **South Site**. No change is proposed to the building envelope for the North Site approved under the Concept Proposal.

Martin Place Metro Station is one of seven (7) new metro stations approved as part of the *Sydney Metro City & Southwest – Chatswood to Sydenham* (the Metro) project which is classified as CSSI. The two approved commercial towers form the OSD component of the overall Sydney Metro Martin Place Station Precinct.

The Metro Martin Place Station Precinct (the Precinct) comprises (**Figure 1**):

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



Figure 1 – Site plan (noting The Stage 1 Amending DA relates to the South Site)

Source: Grimshaw, JPW and Ethos Urban

This Stage 1 Amending DA, prepared on behalf of the proponent Macquarie Corporate Holdings Pty Limited (Macquarie), relates to land within the Precinct acquired by Transport for NSW (TfNSW) to deliver the Metro project, in particular the Martin Place Metro Station, and land owned by Macquarie.

Macquarie is seeking approval to redevelop the Precinct to deliver a single fully integrated station and OSD solution. This future development will improve the functionality of the new Metro Station at Martin Place and provide a new world-class, environmentally sustainable development that strengthens ‘Global Sydney’ as a centre for economic and cultural activity. It represents a step change project in the evolution of Sydney as Australia’s pre-eminent centre for business.

The Stage 1 Amending DA seeks approval for an amended concept for the Martin Place Metro Station Precinct, specifically a larger OSD building envelope and GFA for the South Site compared to the Concept Approval’s OSD building envelope and GFA approved by the Minister earlier this year.

The amended South Tower envelope will reflect a building envelope that aligns with the new controls applying to the Precinct under the LEP Amendment, including increased height on a portion of the South Site, and increased FSR. It is proposed to amend the South Tower building envelope, through:

- a tower setback to Martin Place of 8m above the 55m podium height (reduced from the 25m setback created by the previous height limit and approved under the Concept Approval). This is illustrated in **Figure 2** below;
- a tower height that remains consistent with the Hyde Park North Sun Access Plane; and
- an increase in the maximum GFA (and FSR) for the South Site from approximately 21,167m² (11.2:1) to 39,234m² (20.7:1).

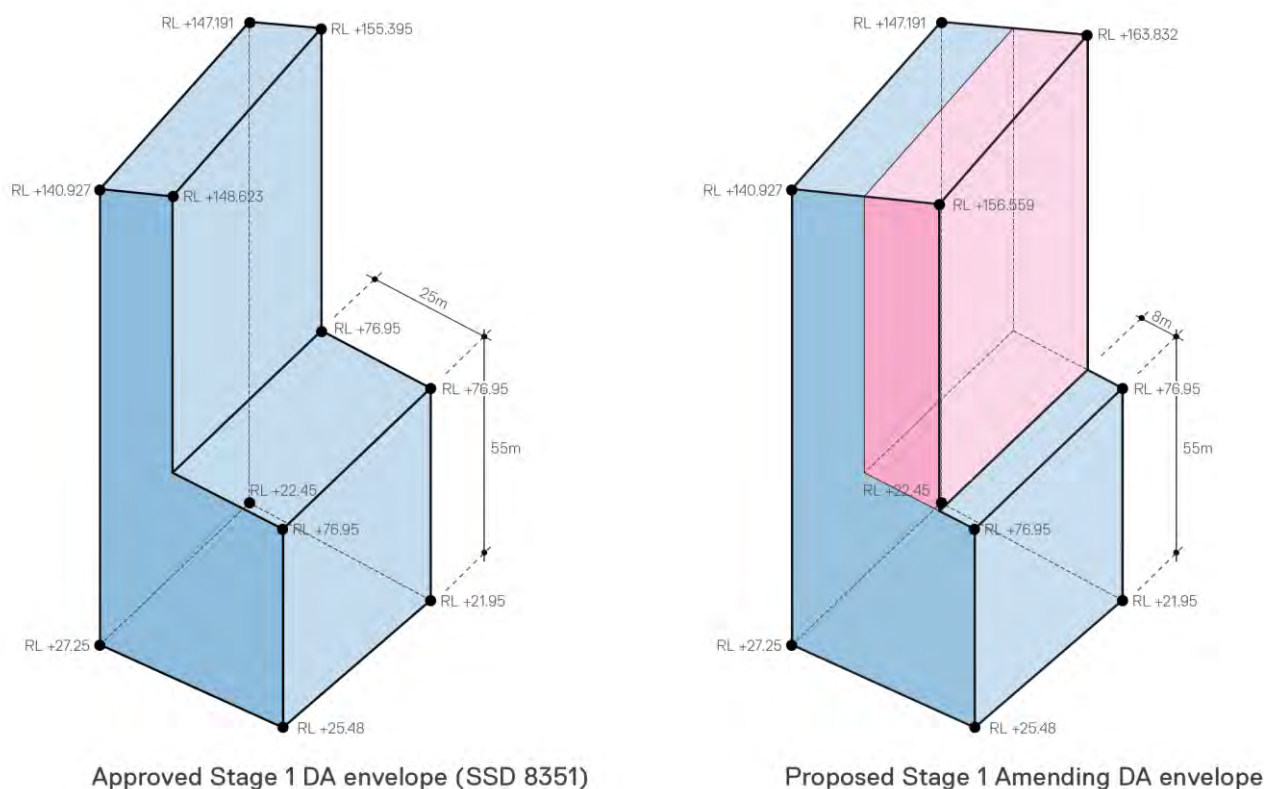


Figure 2 – Relationship between the approved and proposed amended South Site building envelope

Source: Grimshaw

No change is proposed to the building envelope for the North Site approved under the Concept Proposal, and no physical works are proposed as part of this application, with details to be subject to separate Stage 2 DAs.

In summary, the Stage 1 Amending DA seeks approval for a new Concept comprising:

- Building envelopes for OSD towers on the North Site and South Site (see **Figure 4**) comprising:
 - 40+ storey building on the North Site (no change to that in the Concept Approval).
 - 28+ storey building on the South Site (no change to the number of stories, but an expanded envelope to that in the Concept Approval).
- Predominantly commercial land uses on both Sites, comprising office, business and retail premises (no change to that in the Concept Approval). The additional floor space in the expanded South Tower will be used exclusively for office premises.
- A maximum total FSR of 18.5:1 on the North Site and 22:1 on the South Site (inclusive of CSSI Station GFA) (additional FSR on the South Site only, no change to FSR on the North Site);
- Minor amendments to the Consolidated Design Guidelines that will guide the built form and design of the future development (minor change to that in the Concept Approval).
- A framework for achieving design excellence (no change to that in the Concept Approval).
- Strategies for utilities and services provision, managing drainage and flooding, and achieving ecological sustainable development (no change to that in the Concept Approval).
- Conceptual OSD areas within the approved Martin Place Station Metro Station 'box', above and below ground level (no change to that in the Concept Approval)

Section 4.17(1)(b) of the EP&A Act makes it clear that a condition of a development consent may be imposed requiring the modification (or surrender) of another development consent relating to the same land. Furthermore section 4.17(5) of the EP&A Act provides:

“If a consent authority imposes (as referred to in subsection (1) (b)) a condition requiring the modification or surrender of a consent granted under this Act ... the consent .. may be modified .. subject to and in accordance with the regulations.”

It is therefore requested that a condition be imposed on any approval of the Stage 1 Amending DA pursuant to Section 4.17(1)(b) of the EP&A Act, requiring the modification of the Concept Approval (SSD 17_8351) upon the commencement of the Stage 1 Amending DA Development Consent, in accordance with the procedures under Clause 97 of the *Environment Planning and Assessment Regulation 2000* (EP&A Regulation). The amendment of the Concept Approval by way of this condition would remove any inconsistency between the original Concept Approval and the Stage 1 Amending Concept, upon commencement of the latter Consent (and therefore any potential inconsistency between the Stage 1 approval and any subsequent Stage 2 DAs, particularly for the South Site). This power to modify a consent is quite separate from the modification power under section 4.55 of the EP&A Act, as confirmed by the NSW Land and Environment Court (with respect to the previous sections 80A and 96 of the Act) in *Waverly Council v C M Hairis Architects* (2002) NSWLEC 180.

Submitted separately to, and following this Stage 1 Amending DA will be detailed proposals for the South Site (South Site Stage 2 DA) and North Site (North Site Stage 2 DA). The North Site Stage 2 DA will be consistent with the Concept Approval for the Precinct, and the Stage 1 Amending DA concept.

The South Site Stage 2 DA on the other hand, is based on a design that is consistent with the *podium* envelope but not with the *tower* envelope for the South Site in the Concept Approval. It is, however, consistent with the *proposed* tower envelope and GFA for the South Site in this Stage 1 Amending DA. As the South Site Stage 2 DA must be consistent with a Stage 1 Concept approval, it cannot be determined unless, and until, the prior approval of this Stage 1 Amending DA.

This EIS has been prepared by Ethos Urban on behalf of the proponent Macquarie and is based on the Design Report, Stage 1 Amending DA Concept Drawings and CSSI/SSD Demarcation Drawings prepared by Grimshaw, included in **Appendix A**, and other supporting technical information appended to the report (see Table of Contents).

Except for the set of Concept plans identified as “For Approval”, all 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.

This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, Schedule 2 of the EP&A Regulation, and the Secretary’s Environmental Assessment Requirements (SEARs), for the preparation of the EIS, as included in **Appendix B**. This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report.

As the project is within a rail corridor and is associated with rail infrastructure, involves commercial premises, and has a capital investment value of more than \$30 million, it is State Significant Development (SSD) for the purposes of the EP&A Act. Accordingly, this Stage 1 Amending DA is lodged under Section 4.38 of the EP&A Act.

This report describes the Precinct, its environs and the proposed concept, and provides an assessment of the proposal in terms of the matters for consideration under Section 4.15(1) of the EP&A Act.

1.1 Objectives of the development

This Stage 1 Amending DA forms part of a broader planning process necessary to realise the project objectives and vision for the Precinct. Those objectives are to:

- Create a fully functional, compliant and inspiring Metro station that delivers a world class public transport experience for its customers.
- Maximise integration of the new Metro station and office buildings above with the existing and proposed public transport and pedestrian routes in and around Martin Place, and improve connections for the whole community visiting or working in the area.
- Build on the City Council’s *Sustainable Sydney 2030* strategy, to enhance Martin Place as Sydney’s premier civic space and create a lively, activated city neighbourhood at the heart of the Sydney CBD.

- Celebrate 50 Martin Place as one of Sydney's most significant heritage buildings with an ongoing relevance as Macquarie's global headquarters.
- Use the OSD to create the next generation workplace environment that realises the opportunities emerging in future work practice, wellbeing and sustainability, communication and digital technologies, security and mixed-use development.

Macquarie's commitment to the on-going success of the Precinct and the Sydney business community (in occupying the North Site OSD and potentially the South Site OSD under medium and longer-term growth options), is also an important 'big picture' factor in delivering an excellent outcome.

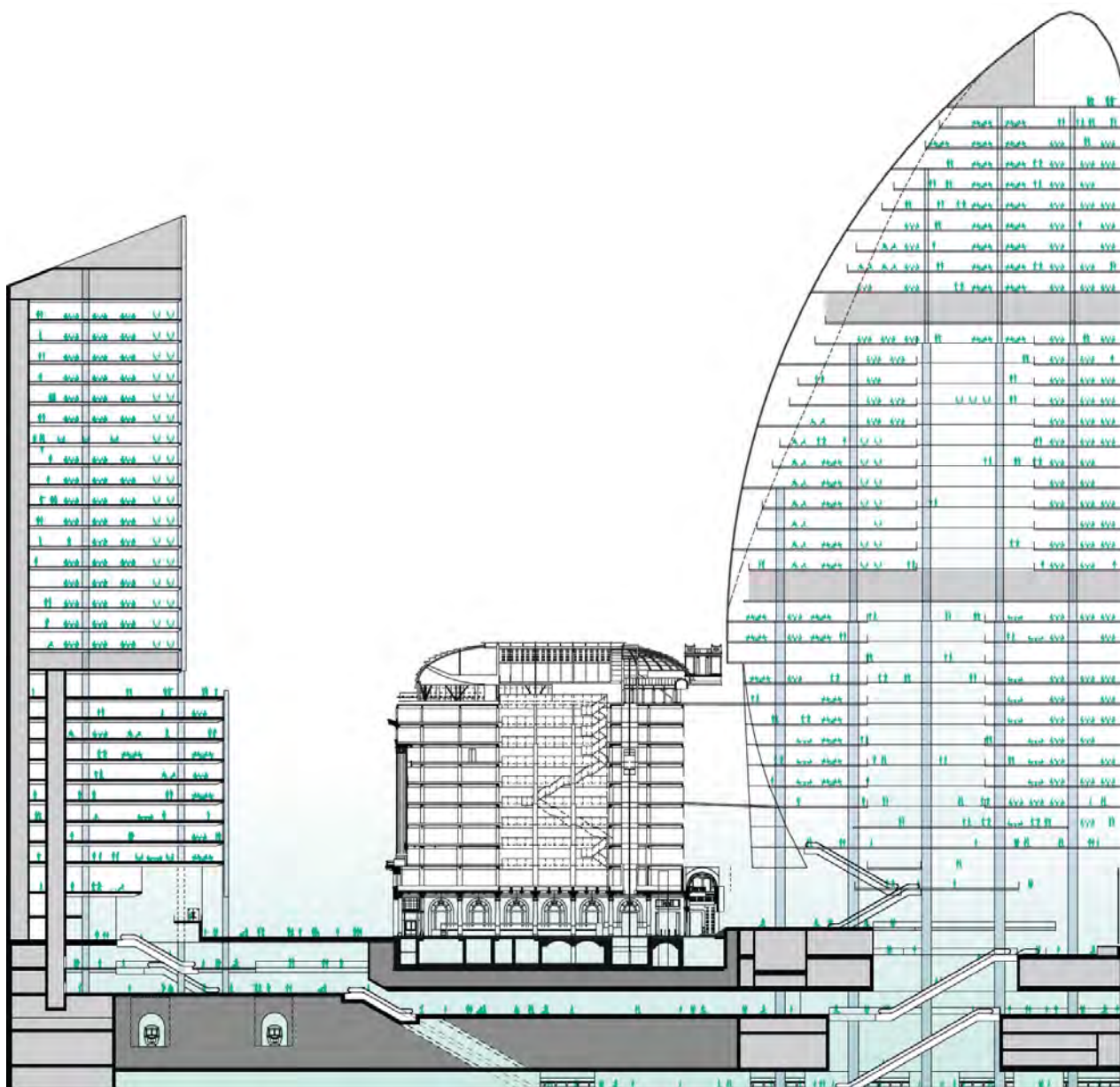


Figure 3 – Proposed world class transport and employment precinct

Source: Grimshaw

1.2 Background to the proposal

1.2.1 Stage 1 Concept Proposal SSD 17_8531 (Application 1)

On 22 March 2018, the Minister for Planning approved, subject to conditions, a Concept Proposal (SSD 17_8351), relating to the Sydney Metro Martin Place Station Precinct. That Concept Approval represented the first stage in the delivery of the Martin Place Metro Station and integrated OSD, in accordance with the vision established under the *Sydney Metro City & Southwest – Chatswood to Sydenham* (the Metro) CSSI project. It established the planning and development framework that has shaped the design of future buildings and forms the basis on which to assess the future detailed Stage 2 DAs.

The Concept Approval specifically encompassed:

- building envelopes for OSD towers on the North Site and South Site (see **Figure 4** below) comprising:
 - 28+ storey building on the South Site, with a tower set back 25m from Martin Place, and a podium height of 55m, and a 40+ storey building on the North Site.
 - Concept approval to integrate the North Site with the existing/retained 50 Martin Place building (the former Government Savings Bank of NSW).
- Predominantly commercial land uses on both sites, which would accommodate office, business and retail premises;
- A maximum total GFA of 125,437m² for the future development, as follows:
 - 104,270m² maximum GFA for the North Site (including the floor space within the existing building at 50 Martin Place); and
 - 21,167m² maximum GFA for the South Site.
- Consolidated 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 Martin Place Metro Station 'boxes', above and below ground level¹.

¹ Refers to those components within the Metro CSSI approved station envelope that will contain the OSD elements not approved in the CSSI consent. Those elements include the end of trip facilities, office entries, office space and retail areas not associated with the rail infrastructure along with other office/retail plant and back of house etc requirements.



Figure 4 – North Site and South Site Approved OSD Building Envelopes

Source: Grimshaw

1.2.2 Planning Proposal (Application 2)

On 4 May 2018 a site-specific amendment to the Sydney LEP 2012 relating to the Sydney Metro Martin Place Station Precinct was gazetted. The new site-specific provisions that apply to the Precinct under Sydney LEP 2012 allow for a larger South Site tower envelope to be set back 8 metres from the Martin Place alignment up to as high as the Hyde Park North Sun Access Plane. It also permits an FSR of 22:1 on the South Site, and 18.5:1 on the North Site. **Figure 5** illustrates the envelopes achievable under the Planning Proposal.

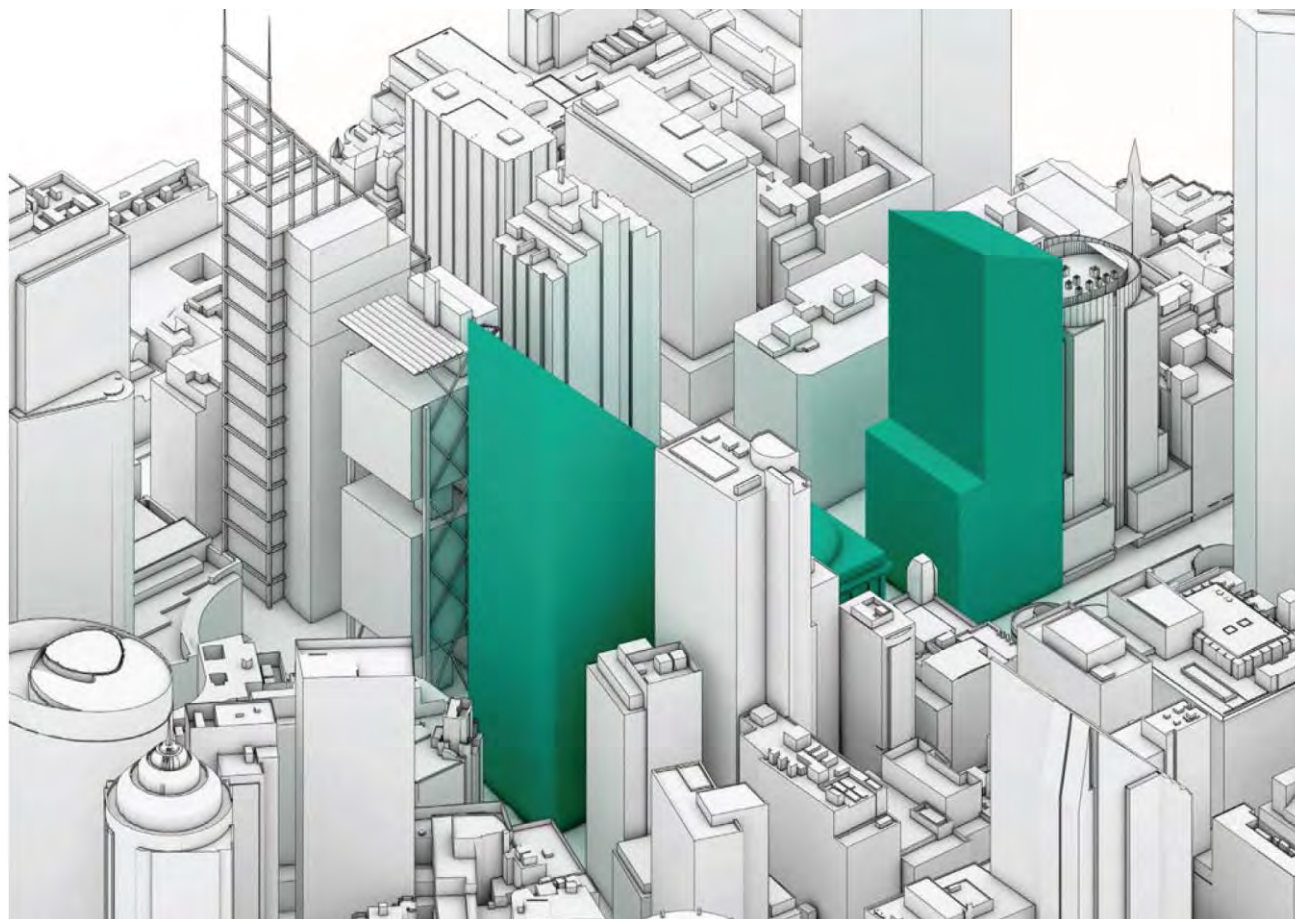


Figure 5 – North Site and South Site Sydney LEP 2012 Envelopes

Source: Grimshaw

The Stage 1 Concept DA was lodged prior to the exhibition and gazettal of the Planning Proposal (Application 2) and was developed based on the development standards that applied to the South Site at that time. As a result, the Concept Approval allows for a tower on the South Site that is now inconsistent with the site-specific development standards applying to the Precinct under the LEP Amendment. The Concept Approval is, therefore, required to be amended before a Stage 2 DA for a larger tower on the South Site can be approved.

1.2.3 **Sydney Metro City & Southwest – Chatswood to Sydenham Critical State Significant Infrastructure**

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 well into 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) – refer to **Figure 6**.



Figure 6 – The route of Sydney Metro Stages 1 and 2

Source: Transport for NSW

Stage 2 of the Metro entails the construction and operation of a new Metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and eventually onto 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 completed, 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.

The objectives of the Sydney Metro project are to:

- Improve the quality of the transport experience for customers
- Provide a transport system able to satisfy long-term demand
- Grow public transport patronage and mode share
- Support the productivity of the Global Economic Corridor
- Serve and stimulate urban development
- Improve the resilience of the transport network
- Improve the efficiency and cost effectiveness of the public transport system
- Implement a feasible solution recognising impacts, constraints and delivery risk

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

The CSSI Approval, through the associated CSSI EIS and Preferred Infrastructure and Submissions Report (PIR) that are called up as part of the approval, contemplated the indicative design and layout of a future Metro station at Martin Place, with a northern entrance fronting Hunter Street and a southern entrance to Martin Place, and a below ground interchange connection to the existing Martin Place Station on the T4 Eastern Suburbs heavy rail line.

The CSSI EIS describes how the new Martin Place Metro Station would integrate with the existing Martin Place Railway Station and describes the closure of existing train station access points into Martin Place to the west of Elizabeth Street. An underground pedestrian connection to 33 Bligh Street and eventually onto O'Connell Street is also approved in principle (subject to the development of that site).

The Conditions of Approval for the CSSI Consent require the proponent, TfNSW, to prepare a Station Design and Precinct Plan (**SDPP**) for each of the approved Metro stations, including the Martin Place Station, as well as an Interchange (Station) Access Plan for Martin Place.

Importantly, the CSSI Approval includes approval for the construction of below and above ground structural and other components of the future OSD, although the fit-out and use of such areas are noted as requiring separate development approval. It is the OSD for the Martin Place Station that the Concept Approval relates to and that this Stage 1 Amending DA seeks to modify.

The rationale for this delivery approach, as identified within the application for the Sydney Metro project, is to enable OSD to be more efficiently built and appropriately integrated into the Metro station structures. It also allows for an integrated construction and contemporaneous delivery of the Station and OSD in time for the opening of the Metro line in 2024.

CSSI MOD 3

Modification 3 to the Sydney Metro approval enabled the inclusion of Macquarie-owned land at 50 Martin Place and 9-19 Elizabeth Street within the Martin Place Station footprint, and other associated changes (including a new pedestrian concourse link under 50 Martin Place and retention of an existing MLC pedestrian link).

1.2.4 Macquarie's Unsolicited Proposal

Through the early planning phase for Stage 2 of Sydney Metro, Macquarie identified a unique opportunity in its strategic landholdings above or adjoining the new Sydney Metro Martin Place Station, to provide an integrated and world class transport and employment precinct. An USP was accordingly submitted by Macquarie to the NSW Government to deliver the combined Station and OSD for Martin Place.

Macquarie's proposal centres on delivering Martin Place Station in its entirety as part of the Sydney Metro Project through an integrated civic, retail and commercial development, that expands the Martin Place Metro site to include Macquarie's land at 50 Martin Place and 9-19 Elizabeth Street. Macquarie's scheme seeks to achieve a single integrated development outcome, delivering efficiencies gained from combining the land holdings and releasing associated constraints on the otherwise complex site configuration and development approach. Macquarie's proposed scheme optimises the functionality of the development opportunity, the connectivity between Station entrances, public spaces and the OSD, including passenger and civic areas and office lobbies, with leading commercial office design.

Macquarie's proposal progressed to Stage 3 of the USP process in March 2017, clearing the way to commence the planning approvals process. The below images reflect artistic renderings of Macquarie's vision for the Precinct, noting that the images are subject to design development and further development following Design Review Panel and stakeholder engagement.



Figure 7 – Artist's impression of the Martin Place Metro Station (North Site) and access to natural light at platform level

Source: Macquarie



Figure 8 – Artist's impression of the view from the central concourse tunnel (under 50 Martin Place) looking north into the Northern Concourse

Source: Macquarie

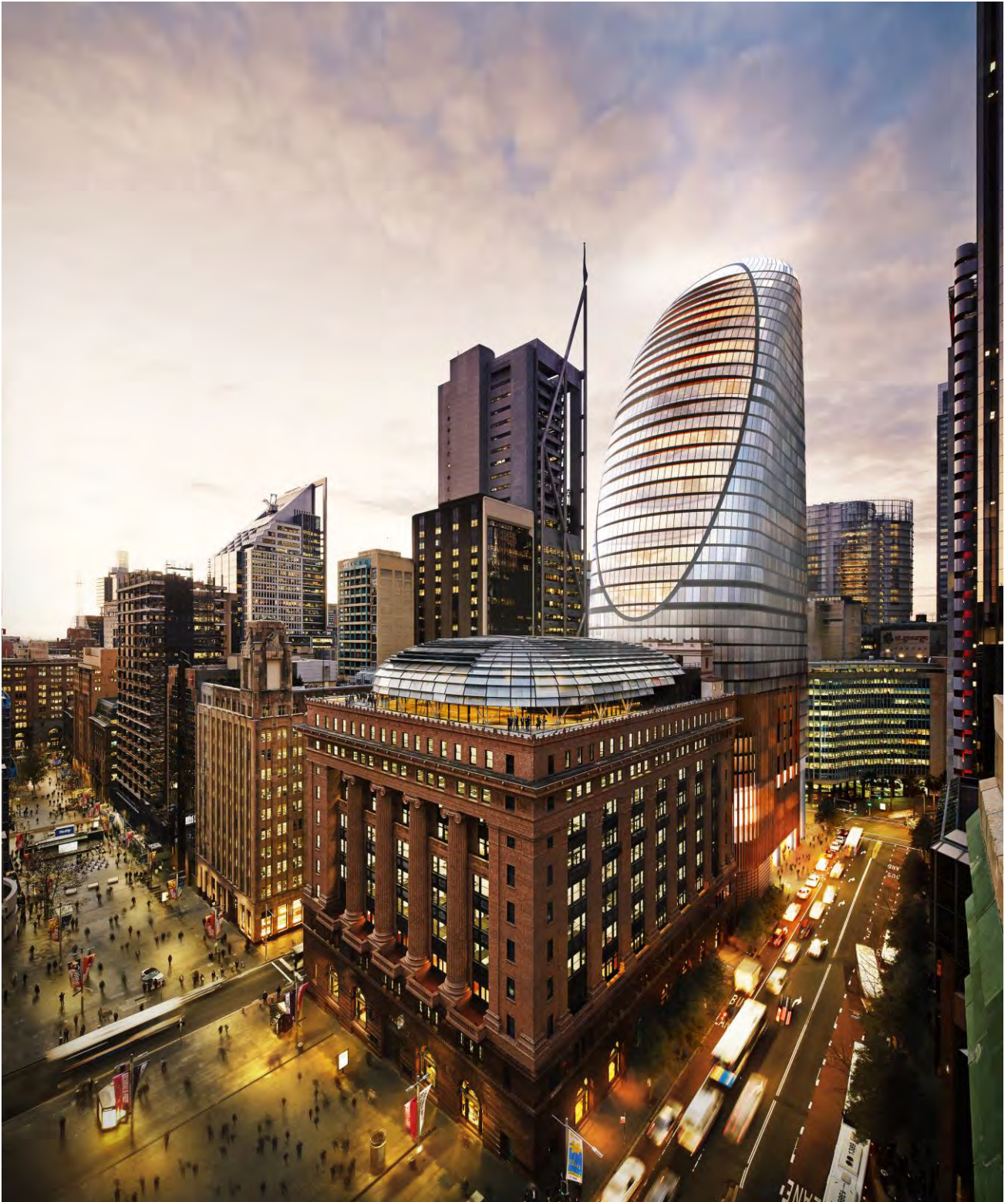


Figure 9 – Artist's impression of the North Site, with indicative OSD tower at rear of 50 Martin Place

Source: Macquarie

1.3 Strategic need for the proposal

The NSW Government has identified Sydney as Australia's finance and economic capital, containing half of Australia's globally competitive service sector jobs. It accounts for approximately 70 per cent of total NSW's economic output and over 20 per cent of Australia's gross domestic product (SGS Economics, 2014). It has also identified that Sydney's suburban rail network is the backbone of the city's public transport system, which connects the city's skilled workforce with high value employment land located throughout the Global Economic Corridor.

The Metro was proposed to address the current and future demand for rail services within Sydney and connect Sydney's citizens with not only the high value employment land within the Global Economic Corridor, but also with the major education and health precincts, retail and commercial areas and the centre's cultural facilities and open spaces. The Metro Station at Martin Place was chosen specifically to service the core of Sydney's commercial district, the Macquarie Street ceremonial and governmental axis, the George / Pitt / Castlereagh Street retail precinct, connection to George Street Light Rail and allow direct transfers between the Metro line and the existing heavy rail network at an existing train Station.

The Stage 1 Amending DA seeks to build on the significant infrastructure investment and the strategic positioning of the Martin Place Metro Station in the CBD, with its unique access to such an incredible range of employment, shopping, cultural, recreational and other opportunities for workers and visitors alike.

The CSSI EIS notes that the station strategy for Martin Place would:

- Reflect the significance of Martin Place and flagship status of the station by designing clear, legible, iconic, integrated entries;
- Provide generous space for customers in a busy pedestrian environment by extending the public domain into station entries;
- Provide an efficient interchange in the centre of the Sydney CBD through convenient, direct connections to the T4 Eastern Suburbs and Illawarra line platforms; and
- Integrate with the public domain and transport access improvements currently planned.

The NSW Government identifies NSW as leading the nation on key economic indicators, whilst also acknowledging that more can be done to attract new jobs and businesses to the state. It is continuing to develop key initiatives that assist in the creation of jobs, such as attracting large and international companies to base their headquarters in NSW. The *Greater Sydney Region Plan: A Metropolis of Three Cities* also sets out in Objective 18 to ensure the "Harbour CBD is stronger and more competitive" through "further growing an internationally competitive commercial sector to support an innovation economy".

The OSD of the North and South Sites is a key component of the revitalisation of the Precinct following the construction of the Martin Place Metro Station, as they are located in a key civic and commercial district of Sydney. The concept proposed in this Stage 1 Amending DA provides a framework for a future development that both respects the existing urban, civic and heritage fabric surrounding the Precinct, responds to the existing and likely future character of the locality and delivers a landmark integrated transport / OSD solution, to open at the same time as the Sydney Metro line in 2024.

The proposed Stage 1 Amending DA seeks to capitalise on the significant investment in the Sydney Metro, the increased capacity of the public transport system arising and the strategic positioning of the proposed Martin Place Metro Station in the commercial core of the CBD. This will provide high levels of access to a range of employment opportunities in the financial, professional services and IT district in and around Martin Place.

1.4 Related applications

The Stage 1 Amending DA forms part of a comprehensive package of applications required for the design coordination and delivery of the envisaged integrated Station and OSD solution for the Precinct. This suite of applications, and the status of each, are outlined below:

- **Sydney Metro City & Southwest – Chatswood to Sydenham Critical State Significant Infrastructure Approval:** On 9 January 2017, the Minister for Planning approved Stage 2 of the Sydney Metro project, involving the construction and operation of a metro rail line between Chatswood and Sydenham, including the construction of a tunnel under Sydney Harbour, links with the existing rail network, seven metro stations (including a station at Martin Place), and associated ancillary infrastructure. This Critical State Significant Infrastructure (CSSI) project approved 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 noted as requiring separate development approval. The demolition of these buildings is largely completed and excavation well underway.
- **Application 1:** being the Stage 1 Concept Proposal for the OSD associated with Martin Place Station. The Concept Proposal (SSD 17_8351) was granted approval by the Minister for Planning on 22 March 2018. The terms of this approval and its relationship to the Stage 1 Amending DA (Application 4) are discussed further below and throughout this EIS. A set of Consolidated Design Guidelines were approved as part of this application to guide the detailed design of the future buildings and public domain.
- **Application 2:** being the Planning Proposal (PP_2017_SYDNE_007_00) sought an amendment to the Sydney LEP 2012 to enable greater building height (over a portion of the South Site) and additional floor space (over both the North and South Sites). The Planning Proposal received Gateway Determination (subject to conditions) on 20 July 2017 and was placed on public exhibition between 2 November and 1 December 2017. The LEP amendment was gazetted in May 2018 and is herein referred to as the LEP Amendment.
- **Application 3:** being the Metro CSSI Modification No. 3 Application (CSSI MOD 3), which sought to accommodate Macquarie owned land at 50 Martin Place and 9-19 Elizabeth Street within the Martin Place Station footprint, and other associated changes. This application was approved on 22 March 2018 by the Minister for Planning.
- **Application 4:** being this Stage 1 Amending DA to align the approved South Site building envelope and GFA with the new planning controls secured under the Planning Proposal (Application 2). Application 4 is the subject of separate SEARs (issued by the Department on 6 June 2018);
- **Application 5:** being the Stage 2 Detailed DAs for the OSD(s), including the detailed design of the towers and built elements that integrate with the Station elements. Application 5 is divided into two applications (5a and 5b), as follows:
 - (a) North Site – a detailed application for all design, construction, and operational matters relating to the North Site and pursuant to the overarching Concept Approval (Application 1). Application 5a is the subject of separate SEARs (issued by the Department on 8 May 2018); and
 - (b) South Site – a detailed application for all design, construction, and operational matters relating to the South Site and pursuant to the overarching Concept Approval (Application 1) as amended by this Stage 1 Amending DA (Application 4). Application 5b is also the subject of separate SEARs (issued by the Department on 1 June 2018).

Figure 10 below is a diagrammatic representation of the suite of key planning applications proposed by Macquarie, and their relationship to the Stage 1 Amending DA.

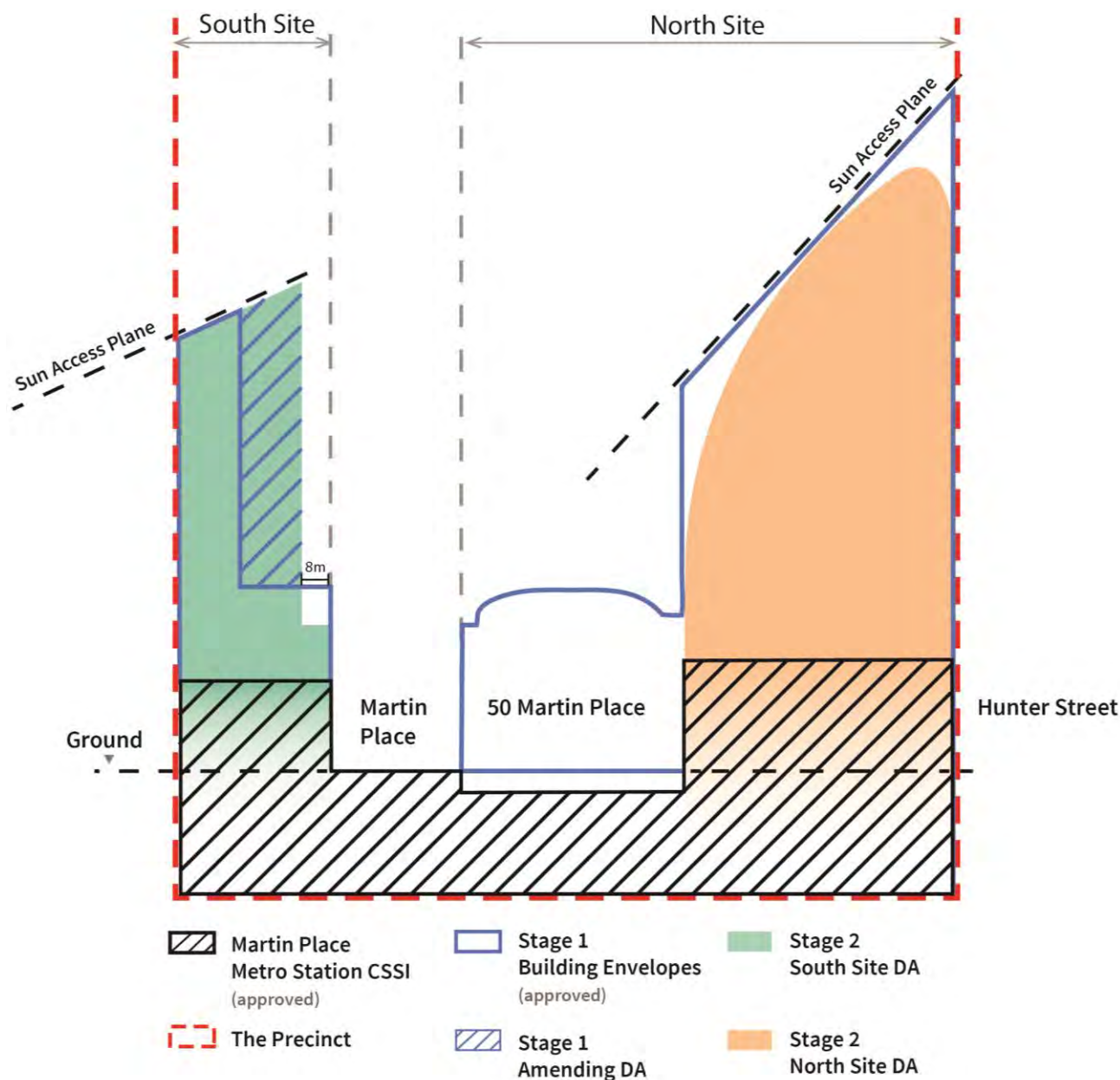


Figure 10 – Relationship of key planning applications

Source: Ethos Urban

1.5 Secretary's Environmental Assessment Requirements (SEARs)

In accordance with Item 3 of Schedule 2 of the EP&A Regulation, the delegate of the Secretary of the Department of Planning and Environment has issued requirements for the preparation of this EIS. A copy of the SEARs is included in **Appendix B**. The SEARs were finalised following input from agencies and Council (refer to **Section 3.0** for further details regarding the pre-lodgement consultation and engagement undertaken for the project).

The EIS must include the documents listed in Schedule 1 of the EP&A Regulation and must meet the requirements of Schedule 2 of the EP&A Regulation, specifically the form specifications in Clause 6 and the content specifications in Clause 7. Several stakeholders were identified with whom consultation must occur during the preparation of the EIS.

Table 1 below provides a detailed summary of the individual matters listed in the SEARs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

Table 1 – Secretary's Environmental Assessment Requirements

Requirement	Reference in EIS	Technical study
General		
The Environmental Impact Statement (EIS) must address the Environmental Planning and Assessment Act 1979 and meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 the Environmental Planning and Assessment Regulation 2000.	Throughout	
Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development.	Section 6	
The EIS must be accompanied by a report from a qualified quantity surveyor providing: <ul style="list-style-type: none"> a detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the <i>EP&A Regulation 2000</i>) of the proposal, including details of all assumptions and components from which the CIV calculation is derived 	Section 1 (CIV report submitted under separate cover)	
<ul style="list-style-type: none"> an estimate of the jobs that will be created by the future development during the construction and operational phases of the development 	Section 5.22	
<ul style="list-style-type: none"> certification that the information provided is accurate at the date of preparation 	Statement of Validity	
Key Issues		
1. Statutory and Strategic Context		
The EIS shall address the statutory provisions applying to the site contained in all relevant environmental planning instruments (EPIs), including: <ul style="list-style-type: none"> State Environmental Planning Policy (Infrastructure) 2007 	Section 5.4	Appendix K
<ul style="list-style-type: none"> State Environmental Planning Policy (State and Regional Development) 2011 	Section 5.4	Submitted under separate cover.
<ul style="list-style-type: none"> State Environmental Planning Policy No. 64 – Advertising and Signage (if signage proposed) 	N/A	N/A
<ul style="list-style-type: none"> Sydney Local Environmental Plan 2012 (and any planning proposals once exhibited) 	Section 5.4	-
The EIS shall address the relevant planning provisions, goals and strategic planning objectives in the following: <ul style="list-style-type: none"> A Metropolis of Three Cities 	Section 5.3.1	-
<ul style="list-style-type: none"> NSW State and Premier Priorities 	Section 5.3.2	-
<ul style="list-style-type: none"> Eastern City District Plan 	Section 5.3.3	-
<ul style="list-style-type: none"> Future Transport 2056 	Section 5.3.4	-
<ul style="list-style-type: none"> State Infrastructure Strategy 2018 	Section 5.3.5	-
<ul style="list-style-type: none"> Development Near Rail Corridors and Busy Roads - Interim Guideline 	Section 5.3.6	Appendix J
<ul style="list-style-type: none"> Guide to Traffic Generating Developments 	Section 5.3.6	Appendix L
<ul style="list-style-type: none"> Heritage Council Guideline on Heritage Curtilages 1996 	Section 5.3.6	Appendix D
<ul style="list-style-type: none"> Heritage Council Guideline, Design in Context – guidelines for infill development in the Historic Environment, 2005 	Section 5.3.6	Appendix D
<ul style="list-style-type: none"> Better Placed – an integrated design policy for the built environment of NSW 2017 	Section 5.3.6	-
<ul style="list-style-type: none"> Relevant City of Sydney policies, codes and guidelines (where required pursuant to relevant Local Environmental Plan policies) 	Section 5.3.6	-

Requirement	Reference in EIS	Technical study
2. Amending Concept Proposal		
The EIS shall:		
<ul style="list-style-type: none"> describe how the existing Concept Approval (SSD 8351) will be amended to make it consistent with the Amending Concept Proposal. 		
<ul style="list-style-type: none"> illustrate the amendments sought to the existing Concept Proposal, including comparative analysis on building envelopes, floor spaces, uses and any relevant conditions of consent. 	Section 4	
<ul style="list-style-type: none"> demonstrate that the Amending Concept Proposal is consistent with the relevant site-specific provisions for the Martin Place Station Precinct in Division 5 of Part 6 of the Sydney Local Environmental Plan 2012. 	Section 5.4	-
<ul style="list-style-type: none"> illustrate, if relevant, any dependencies with infrastructure approval components of the station (CSSI 7400). 		
<ul style="list-style-type: none"> outline the Amending Concept Proposal's relationship with any subsequent approvals/ stages of the development, including the construction / delivery of the approved Stage 1 DA (SSD 8351) and the staging of other relevant works and events within Martin Place. 		
3. Design excellence and built form		
The EIS shall:	Section 5.5	
<ul style="list-style-type: none"> demonstrate that the detailed building design exhibits design excellence: <ul style="list-style-type: none"> consistent with the Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines consistent with the advice of the design review panel (DRP), providing the DRP minutes and the Applicant's response to the DRP advice. 		
<ul style="list-style-type: none"> demonstrate how the orientation, height, bulk, scale, massing, articulation, and materials of the proposed development will integrate with the existing Concept Approval. 	Section 4.9 and Section 5.5	-
<ul style="list-style-type: none"> clearly illustrate how the Amending Concept Proposal will address and complement the Castlereagh and Elizabeth Street streetscape and Martin Place. 	Section 5.6	Appendix G Appendix N
4. Visual and amenity impacts		
The EIS shall describe whether the visual and amenity impacts, as identified in the Amending Concept Proposal, are cumulative or new (when compared to the existing Concept Approval) and the extent to which these impacts are justified. This must be supported by:	Section 5.7	Appendix L
<ul style="list-style-type: none"> a detailed visual / view impact analysis. The view locations and methodology for the analysis must be prepared in consultation with the Department and the City of Sydney. 		
<ul style="list-style-type: none"> a view impact analyses that compares the impact(s) of the existing Concept Approval compared to the Amending Concept Proposal showing the proposed and approved building envelopes as viewed by pedestrians when moving both east and west along Martin Place and where the proposed Amending Stage 1 DA is visible from the streets immediately surrounding the site. 	Section 5.7	Appendix L
<ul style="list-style-type: none"> a solar access and overshadowing analysis, at hourly intervals in mid-summer, mid-winter, 14 April and 31 August, and having particular regard to the impact of the proposal on solar access to Martin Place, Hyde Park and Pitt Street Mall as relevant. 	Section 5.9	Appendix O
<ul style="list-style-type: none"> a reflectivity analysis for any additional potential adverse glare conditions affecting motorists, pedestrians and occupants of neighbouring buildings. 	Section 5.17	-
<ul style="list-style-type: none"> identify any other potential impacts of the Amending Concept Proposal on the amenity of surrounding land uses and the public domain (in particular Martin Place and the likely station entrances). 	Section 5	-

Requirement	Reference in EIS	Technical study
5. Heritage		
The EIS shall:	Section 5.8	Appendix D
<ul style="list-style-type: none"> a heritage impact statement (HIS) that considers the any potential impact(s) of the Amending Concept Proposal to heritage items on the site, the site curtilage and surrounding area, including any built and landscape items, conservation areas, views and settings, and in particular, heritage items at 38-46 Martin Place, 50 Martin Place, Martin Place Railway Station, Martin Place, Chifley Square and Richard Johnston Square. 		
<ul style="list-style-type: none"> address any endorsed conservation management plans for heritage items on the site and surrounding area. 	Section 5.8	Appendix D
<ul style="list-style-type: none"> identify opportunities for heritage interpretation for the proposal to reflect on the heritage character and significance of the site and surrounding area, including Martin Place. 	Section 5.8.5	Appendix D
6. Ecologically Sustainable Development (ESD)		
The EIS shall provide a response to clause 7(4) of Schedule 2 of the EP&A Regulation 2000 demonstrating how ESD principles are met by the Amending Concept Proposal.	Section 5.14	Appendix H
7. Traffic, parking and access (operation)		
The EIS shall include a traffic, parking, freight, servicing and access assessment identifying any additional impacts of the Amending Concept Proposal on the traffic and transport network and pedestrian and cyclist safety adjacent to the site when compared to the existing Concept Approval. Any associated impacts and/or mitigation measures are to be included in the EIS.	Section 5.10	Appendix K
8. Public benefits, contributions and/or voluntary planning agreement		
The EIS shall revise the provision of public benefit, services and contributions with regard to the Existing Concept Proposal in consultation with key stakeholders, such as the Department, Council and TfNSW, and provide details of any heritage floor space (HFS) allocation or voluntary planning agreement (VPA) or other legally binding instrument agreed between a relevant public authority and the Applicant.	Section 5.15	-
9. Utilities		
The EIS shall provide an assessment of the proposal's biodiversity impacts in accordance with the Biodiversity Conservation Act 2016, including the preparation of a Biodiversity Development Assessment Report (BDAR) where required under the Act, except where a waiver for preparation of a BDAR has been granted.	Section 5.17	Appendix E
10. Biodiversity		
The EIS shall provide an assessment of the proposal's biodiversity impacts in accordance with the Biodiversity Conservation Act 2016, including the preparation of a Biodiversity Development Assessment Report (BDAR) where required under the Act, except where a waiver for preparation of a BDAR has been granted.	Section 5.4	Appendix I
11. 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.	Section 3	Appendix F
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 Civil Aviation Safety Authority, 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.	Section 3	Appendix F
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.		

Requirement	Reference in EIS	Technical study
Plans and Documents		
The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the EP&A Regulation 2000. Provide these as part of the EIS rather than as separate documents. In addition, the EIS must include the following:	-	Appendix C
<ul style="list-style-type: none"> site title diagrams and survey plan, showing existing levels, location and height of existing and adjacent structures/buildings 	-	Submitted under separate cover.
<ul style="list-style-type: none"> physical and 3D digital model (in accordance with the City of Sydney specifications) 	-	Submitted under separate cover.
<ul style="list-style-type: none"> plans and schedules showing compliance with the Sydney LEP 2012 	-	Appendix A
<ul style="list-style-type: none"> schedule of proposed gross floor area, per level and allocation according to the SSD or CSSI 	-	Appendix A
<ul style="list-style-type: none"> architectural drawings (to a usable scale at A3), clearly identifying where approval is sought as an Amending Concept Proposal, those components approved in the Stage 1 DA, SSD 8351 and approved in CSSI 7400 	-	Appendix A
<ul style="list-style-type: none"> architectural and urban design statement 	-	Appendix A and Appendix G
<ul style="list-style-type: none"> visual and view impact analysis and photomontages, and skyview analysis 	-	Appendix L
<ul style="list-style-type: none"> shadow / solar access report and diagrams, and verification 	-	Appendix O
<ul style="list-style-type: none"> wind assessment (including a wind tunnel study) 	-	Appendix P
<ul style="list-style-type: none"> ESD statement (incorporating a sustainability framework) 	-	Appendix H
<ul style="list-style-type: none"> pre-submission consultation statement 	-	Appendix F
<ul style="list-style-type: none"> heritage impact statement 	-	Appendix D
<ul style="list-style-type: none"> traffic and parking assessment 	-	Appendix K
<ul style="list-style-type: none"> services and utilities infrastructure report 	-	Appendix E
<ul style="list-style-type: none"> reflectivity analysis 	Section 5.17	N/A
<ul style="list-style-type: none"> noise and vibration report 	-	Appendix J
<ul style="list-style-type: none"> airspace assessment 	-	Appendix R
<ul style="list-style-type: none"> staging plan/ preliminary construction management statement 	-	Appendix U
<ul style="list-style-type: none"> flood/stormwater management plan (where relevant) 	-	Appendix M
<ul style="list-style-type: none"> DDA/access assessment (where relevant) 	Section 5.17	N/A
<ul style="list-style-type: none"> CPTED/security assessment (where relevant) 	Section 5.17	N/A
<ul style="list-style-type: none"> waste management plan (where relevant) 	Section 5.17	N/A
<ul style="list-style-type: none"> air quality assessment (where relevant) 	Section 5.17	N/A
<ul style="list-style-type: none"> signage details (if proposed) 	N/A	N/A

1.6 Analysis of alternatives

Transport for NSW is embarking on its approved Sydney Metro Stage 2 plans, including the concept of the OSD on the land it has acquired for the Metro stations. As part of that work, TfNSW has prepared, independent of and in parallel with the Macquarie scheme, its own 'Reference Schemes' for the future development of the North OSD Tower (on the TfNSW-owned Metro site, excluding the Macquarie land) and for the South OSD Tower. The 'Reference Schemes' will form the basis of future disposal by TfNSW of the OSD land at Martin Place, should the Macquarie USP not proceed for any reason.

The analysis of alternatives, therefore, needs to be considered in the context of this broader delivery framework for the Metro project and, in particular, the contractual and construction time frames.

This section should be also read in conjunction with the built form options analysis prepared by Grimshaw and included within the Design Report attached at **Appendix A** and discussed more fully below.

1.6.1 Alternative Option 1 – Existing (Pre-Demolition) Envelope – Tower only with setback 4.8 metres to 3 frontages

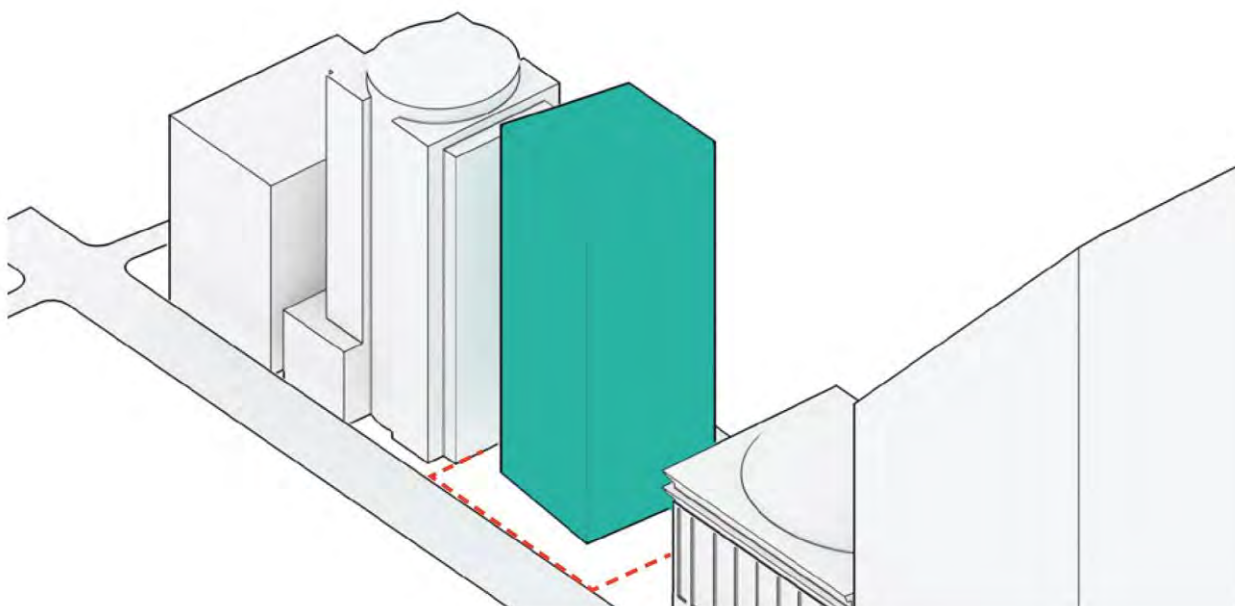


Figure 11 – Alternative Option 1

Source: Grimshaw

This option is illustrated in **Figure 11** above. It involves a 22 storey high 'tower to ground' form with the tower setback 4.8 metres from all three street frontages. This scale and massing has existed on the South Site for over 47 years. It is not supported for several fundamental planning, heritage and urban design reasons including the following:

- It breaches the recently revised 55m height limit across the Martin Place frontage. Although, if set back from Martin Place by 8m instead of 4.8m it would comply with the height limit. This option does not satisfy the LEP objectives to intensify commercial uses on suitable sites.
- It does not align with the Design Guidelines for alignment with street boundaries, consistent with the urban block. Nor does it provide a consistent Martin Place street wall, and it fails to respond to the Martin Place heritage context, and the podium of 50 Martin Place opposite.
- The significantly reduced GFA does not maximise the site's floor space potential and therefore fails to achieve planning objectives for greater density proximate to public transport infrastructure. Even if the height of the tower were increased up to the sun access plane it would not satisfy the ground plane, street wall and podium guidelines for heritage and urban design.
- The more constrained footprint would not be able to accommodate the Metro Station access and services, and OSD entries and active street frontages.

1.6.2 Alternative Option 2 – 55m Podium only

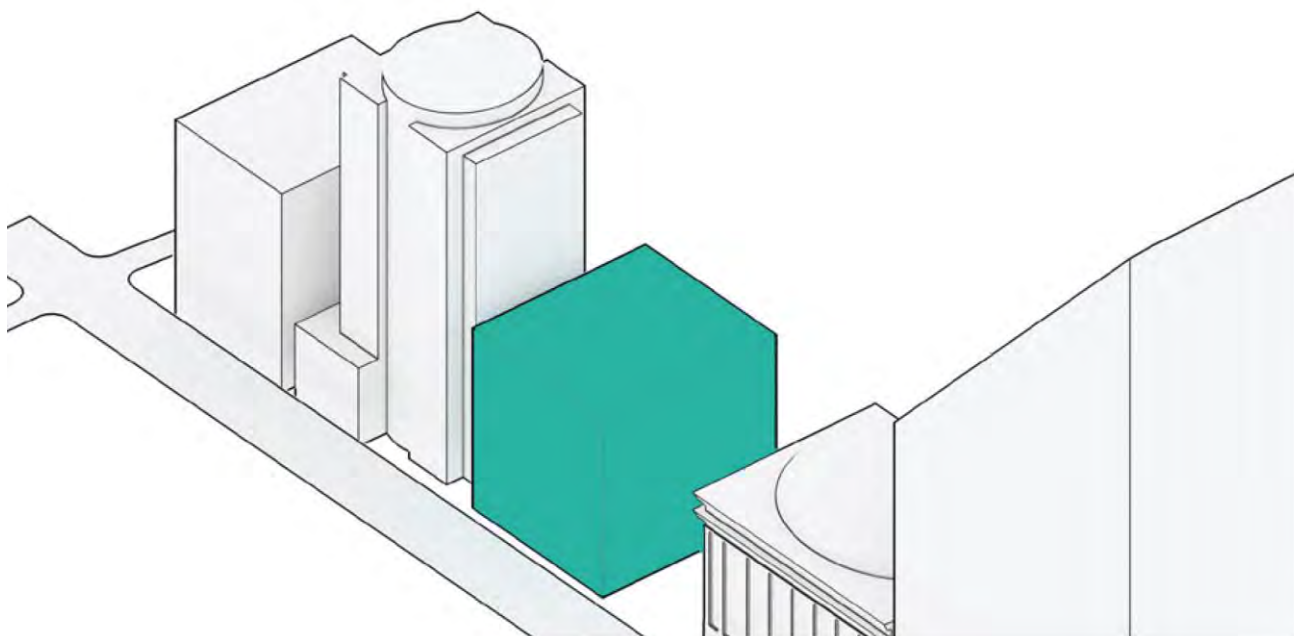


Figure 12 – Alternative Option 2

Source: Grimshaw

This option is illustrated **Figure 12** above. It involves a squat, low rise (12 storey) office building up to 55 metres in height, built to the boundaries on all four sides. It creates a podium-without-tower form not inconsistent with some of the heritage buildings in the vicinity, including 50 Martin Place opposite. It therefore is considered satisfactory in terms of heritage guidelines for Martin Place. It would also have the least visual and shadow impacts, although the differences in shadow impacts are not significant.

This option was also not supported for the following reasons:

- The small GFA is a significant underdevelopment of the site, does not come close to maximising the site's floor space potential and therefore fails to achieve planning objectives for greater density proximate to public transport infrastructure.
- The reduced floor space renders this the least attractive option in terms of economic performance, and therefore the least favourable in its potential contribution to the Sydney Metro project.
- The scale and form of the building is inconsistent with the Consolidated Design Guidelines in terms of creating a threshold to Martin Place, or emphasis on significant commercial development towards the eastern end of Martin Place and identifying the station as part of the urban evolution of the Precinct.

1.6.3 Alternative Option 3 – Podium + Tower setback of 25m to Martin Place

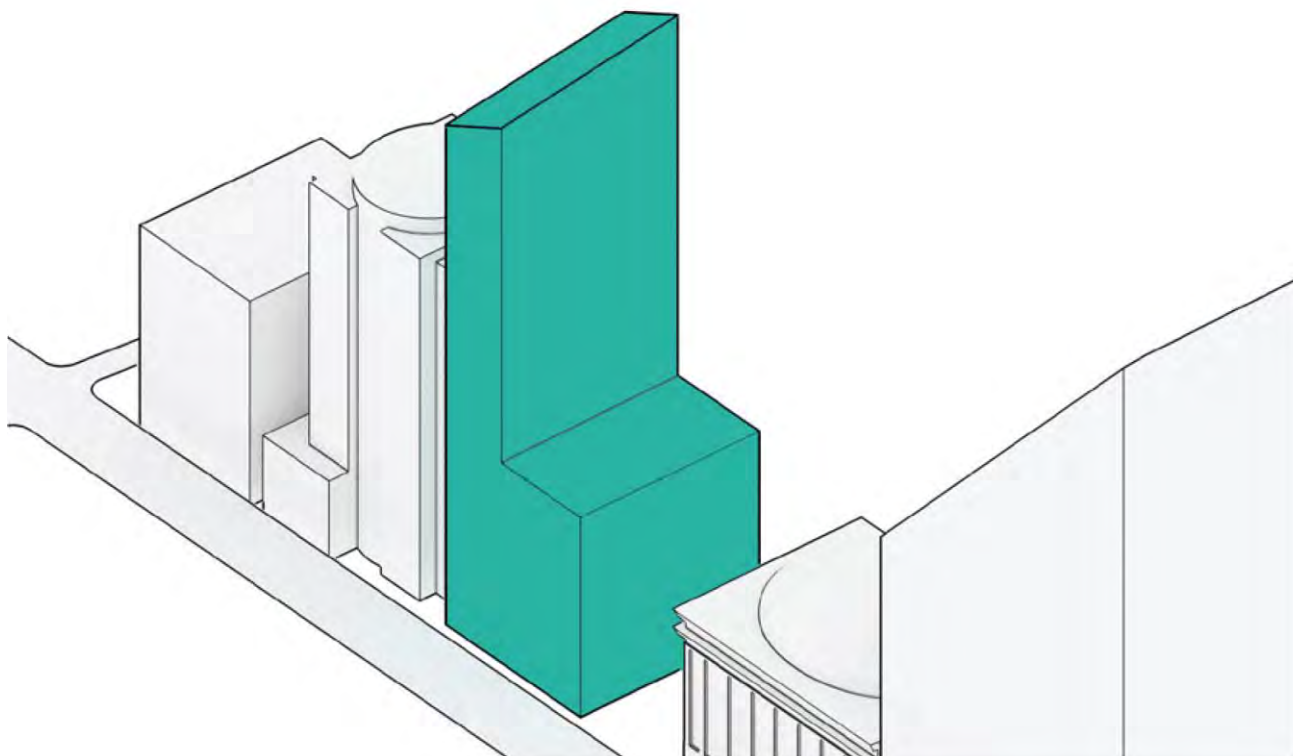


Figure 13 – Alternative Option 3

Source: Grimshaw

This option is illustrated in **Figure 13**. It is consistent with the South Tower envelope in the Concept Approval. It has a significantly smaller South Tower footprint and significantly less GFA. This option was available under the previous LEP provisions but does not take advantage of the additional envelope and FSR provided for under the recently gazetted LEP controls.

As discussed in considerable detail in the Planning Proposal application (and its various related supplementary reports) this option is not recommended because:

- Office development is not optimal for commercial development due to the unacceptably small tower floor plates, with the resulting floor plates being smaller (<1,000m²) in the tower than required by modern office users
- Other uses (notably hotel and residential) are also inappropriate, not viable or poorly suited to the South Site due to the Metro Station requirements below, at and above ground, and due to the limited site area. Residential uses are prohibited under the recent LEP amendment.
- It fails to maximise the opportunity to capitalise on the significant uplift in development potential on this site with its extraordinary public transport access.
- It fails to achieve the maximum possible extent of development (as permitted within the key planning controls, such as the solar access planes, and the additional and FSR in the recent LEP Amendment).
- It fails to achieve the Sydney City Council and NSW Government's strategic planning objectives to accommodate additional office space in Central Sydney where public transport capacity is increased by the Metro and other initiatives such as the Light Rail.
- It does not deliver any significant additional environmental planning benefits, even though the tower would have a lesser visual impact when viewed from some locations. Overall this is insufficient to outweigh the disbenefits of not proceeding with the larger tower.
- No appreciable wind mitigation reduction compared to the preferred option.

Furthermore, if this application was considered viable and was supported by the proponent, there would be no need to amend the Concept Approval, and hence this Stage 1 Amending DA would be superfluous. Refusal of the Stage 1 Amending DA would mean that the Alternative 3 envelope would be retained. This would not, however, produce an optimum commercial tower floorplate, and residential uses (which would have a higher economic value for the 'skinny tower') are now no longer possible by virtue of their prohibition under the new site-specific Clause 6.38(4) of the LEP Amendment.

1.6.4 Alternative Option 4 – Podium + Tower Setbacks of 8m to three frontages

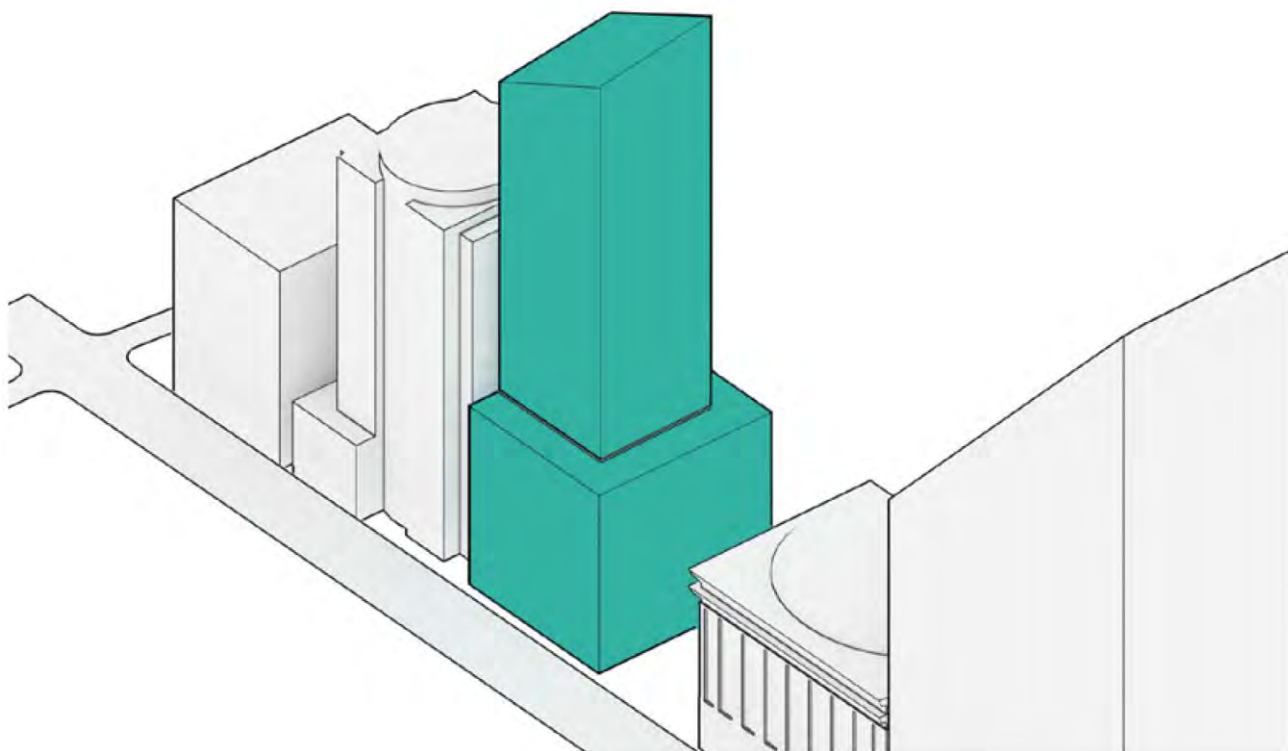


Figure 14 – Alternative Option 4

Source: Grimshaw

This option is illustrated in **Figure 14** above. The envelope involves a 55m high podium with tower above. The podium is built to the boundary on all sides and the tower is setback by 8m on all three street frontages. The tower setback to Martin Place is consistent with the LEP Amendment's height limit. The setbacks to Castlereagh and Elizabeth Streets narrow the tower further and reflect the Council's standard DCP controls, even though the DCP does not apply to this SSD project. This building envelope would marginally increase solar access to the footpaths on Castlereagh and Elizabeth Streets south of Martin Place and marginally reduce the visual impact of the tower. This option, however, is also considered suboptimal compared to the preferred option that is applied for. It is not supported for the following reasons:

- It fails to maximise the development on the site (as permitted within the key planning controls, such as the solar access planes, and the FSR in the recent LEP Amendment) and therefore represents a suboptimal land use and economic outcome.
- It fails to achieve the Sydney City Council and NSW government's strategic planning objectives to accommodate additional office space in Central Sydney where new public transport infrastructure increases capacity.
- It does not deliver any significant additional environmental planning benefits, even though the tower would marginally reduce the shadow impact on the footpaths south of Martin Place, and has a slightly less visual impact. Overall these benefits are considered insufficient to outweigh the disbenefits of not proceeding with the larger building envelope.

- The scale and form of the building is inconsistent with the Consolidated Design Guidelines in terms of creating a threshold to Martin Place, or emphasis on significant commercial development towards the eastern end of Martin Place and identifying the station as part of the urban evolution of the Precinct.
- The DRP (endorsed under the Concept Approval as part of the Alternative Design Excellence Framework) assisted by the Consolidated Design Guidelines will resolve the architectural solution for the relationship of the podium and tower, including whether any setbacks are warranted. This is consistent with the advice of the independent Urban Design Report commissioned by the Department (as referenced in Condition A14 of the Concept Approval).

1.6.5 Alternative Option 5 – 55m Podium + Tower setback of 8m to Martin Place

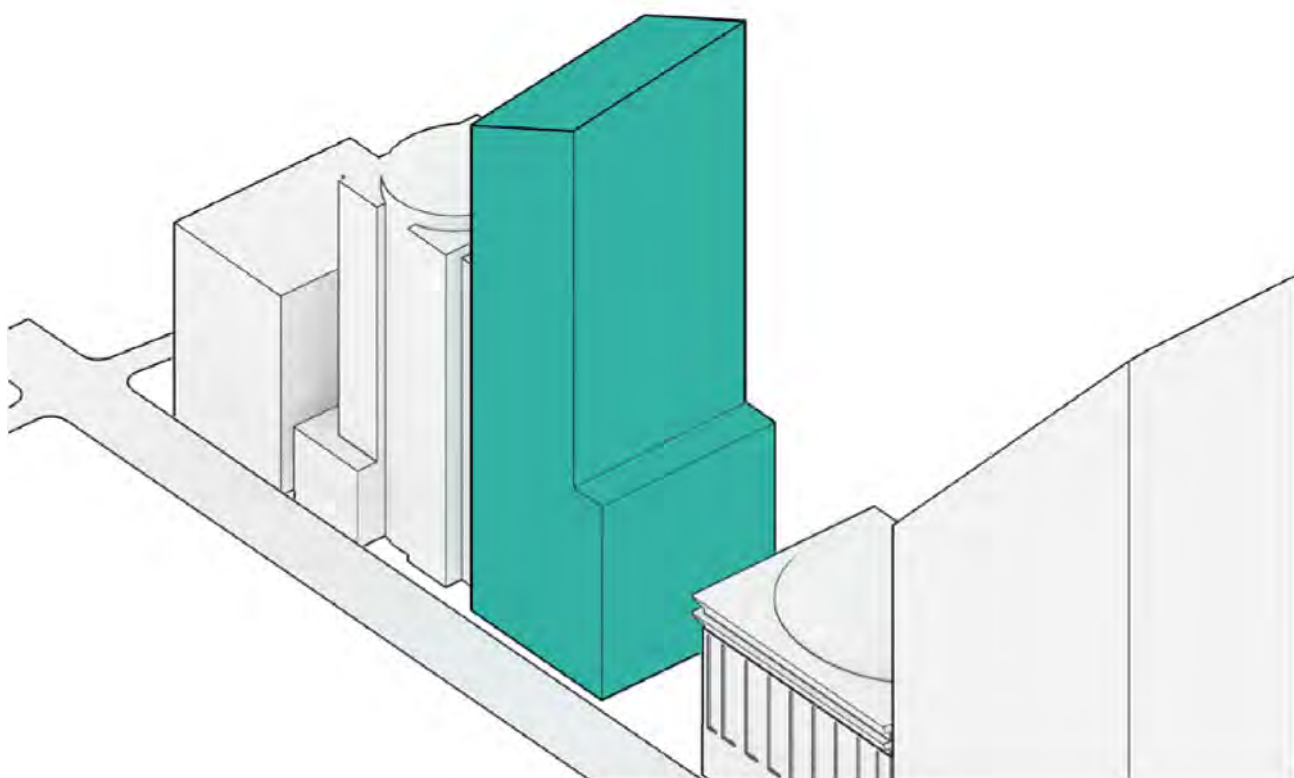


Figure 15 – Alternative Option 5

Source: Grimshaw

This option is illustrated in **Figure 15**. It is the preferred option and therefore forms the basis of this Stage 1 Amending DA. Option 5 was selected by the Macquarie Team for the following reasons:

- It maximises the development on the site as permitted within the key planning controls that were recently tested in detail as part of the planning proposal process, culminating in the LEP Amendment (unlike Options 2, 3 and 4).
- It is fully compliant with the Sydney LEP's site-specific height and FSR controls which were increased, and the relevant sun access planes (which were unchanged) and the permissible land uses (which were made more restrictive) and therefore represents the optimal land use and economic outcome (unlike all other Options).
- The podium footprint is maximised to best accommodate the Metro Station access and services, and OSD entries and active street frontages (unlike Option 1).
- It delivers a tower floor plate of ~1,200m² NLA which is considered the minimum for prime grade (premium and A-grade) office space in prime Sydney CBD locations (unlike all other Options).
- It best achieves the Sydney City Council and NSW government's strategic planning objectives to accommodate additional office space in Central Sydney where new public transport infrastructure increases capacity (unlike all other Options).

- It results in acceptable environmental outcomes, including for solar access, wind and visual impacts, as tested during the planning proposal process that culminated in the LEP Amendment. It does not result in any significant additional adverse environmental planning impacts compared to the other options.
- The scale and form of the building is most consistent with the Consolidated Design Guidelines in terms of creating a threshold to Martin Place, the emphasis on significant commercial development towards the eastern end of Martin Place and in identifying the Metro station as part of the urban evolution of the Precinct (unlike Options 1, 2 and 4).
- The DRP operating under the Concept Approval, assisted by the Consolidated Design Guidelines, will provide independent advice on the architectural solution, including the relationship of the podium and tower and whether any setbacks are warranted. This is consistent with the advice of the independent Urban Design Report commissioned by the Department (as referenced in Condition A14 of the Concept Approval).

1.7 Other Approvals

In addition to the approvals noted elsewhere in this document, additional approvals will be required in order to permit the proposed development to occur.

These approvals may include, but are not limited to:

- *Roads Act 1993* (including Section 138 approvals);
- *Protection of the Environment Operations Act 1997* (including environmental protection licences);
- *Sydney Water Act 1994 under Section 73* (compliance certificate).
- *Approval for OLS Protrusion under the Airports (Protection of Airspace) Regulations*.

These additional approvals, and any others that may be required, will be sought at the appropriate time. It is also noted that some of these approvals cannot be refused where required for SSD in accordance with Section 4.42 of the EP&A Act.

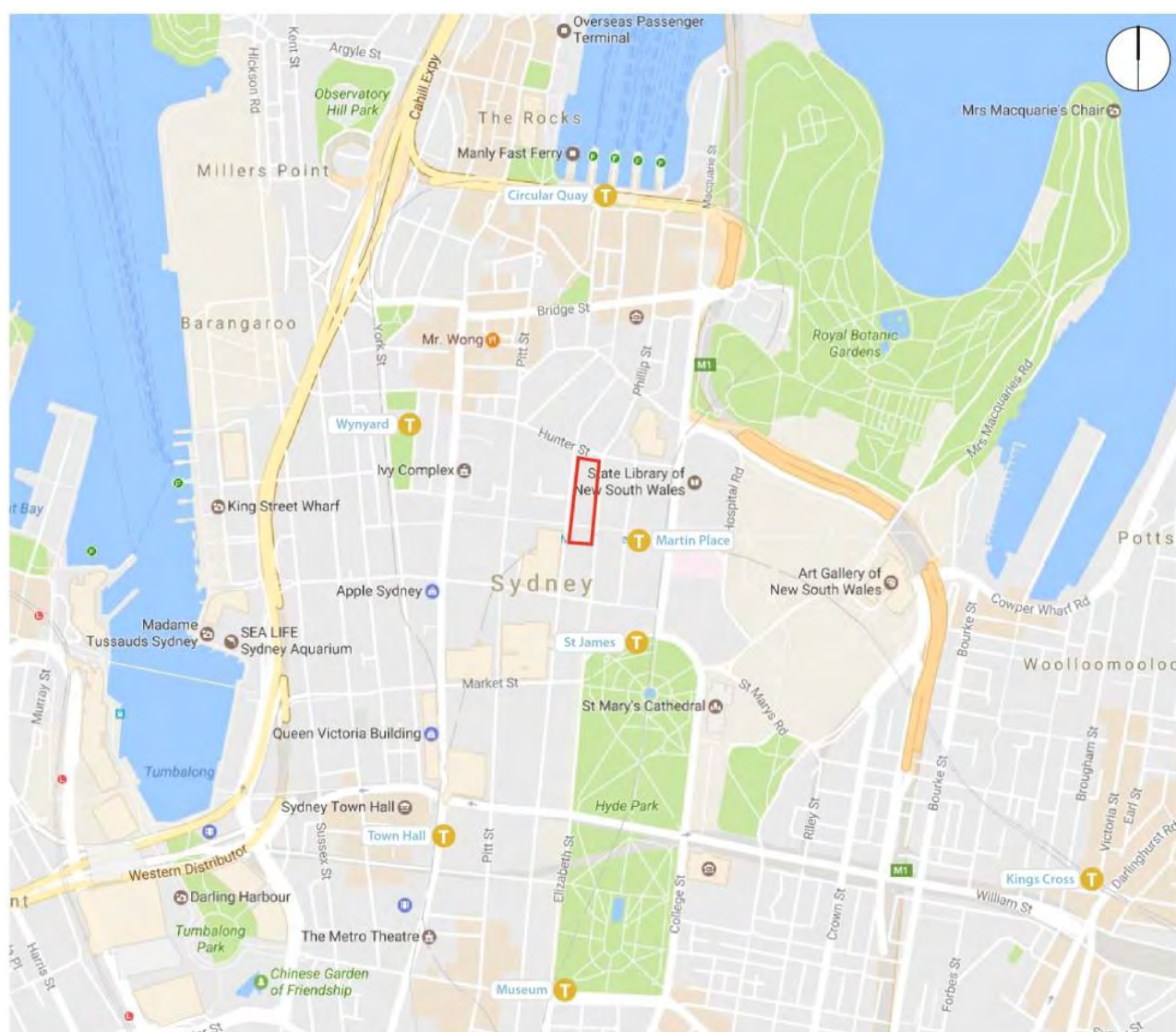
Approval for an Obstacle Limitation Surface (OLS) Protrusion has already been granted for the North Site as part of the Concept Approval, as this building envelope breached the OLS. No approval was required for the previous South Site envelope. The amended South Site envelope however is taller at its northern extremity by approximately 8.4 metres and marginally breaches the OLS (by approximately 8 metres). Therefore further approval will be required for the amended South Site building envelope. As the amended height of the South Tower is lower than the approved North Tower envelope, and lower than numerous other towers in the vicinity, we do not anticipate any difficulty in this approval being granted.

2.0 Site Analysis

2.1 Site Location and Context

The Precinct is located in the Sydney CBD in the City of Sydney Local Government Area (LGA) (refer to **Figure 16** below). The Precinct bridges a portion of the eastern end of Martin Place, which is a pedestrianised plaza running east-west through the centre of Sydney's CBD, and links significant government and cultural buildings on the eastern built edge of the city with the commercial heart of the CBD. Martin Place is recognised as being one of Central Sydney's great public and commemorative spaces and was once considered to be the heart of the finance and banking sector in Sydney. This area has since attracted a diverse range of other professional services and supporting uses, to create a lively working and retail and civic precinct.

Whilst characterised by a range of architectural styles and treatments, Martin Place continues to be an area that is defined by buildings of a perceptively high quality, and has retained its character as one of Sydney's most important urban spaces. Martin Place and a large number of buildings that front it, or are in close proximity to it, are identified as heritage items of either National, State or Local significance, as discussed further in **Section 5**.



 The Precinct

Figure 16 – Location plan of the Martin Place Station Precinct

Source: Google Maps and Ethos Urban

2.2 Site Description

The Precinct comprises the entire city-block bounded by Hunter Street, Elizabeth Street, Martin Place and Castlereagh Street (the **North Site**), that portion of Martin Place located between Elizabeth Street and Castlereagh Street, and the northernmost property in the block bounded by Martin Place, Elizabeth Street, King Street and Castlereagh Street (the **South Site**). Together, the North Site and South Site constitute a site area of 7,919m². The Precinct (including Martin Place) has a dimension from north to south of approximately 206 metres and from east to west of approximately 45 metres. The North Site and South Site are divided by a significant portion of one of Sydney's most revered public spaces; Martin Place.

The Precinct relates to the following properties, which are also identified in the aerial photo in **Figure 17** below:

- 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
- that portion of Martin Place located between Elizabeth Street and Castlereagh Street (combined with the two sites above to be termed the development 'precinct').

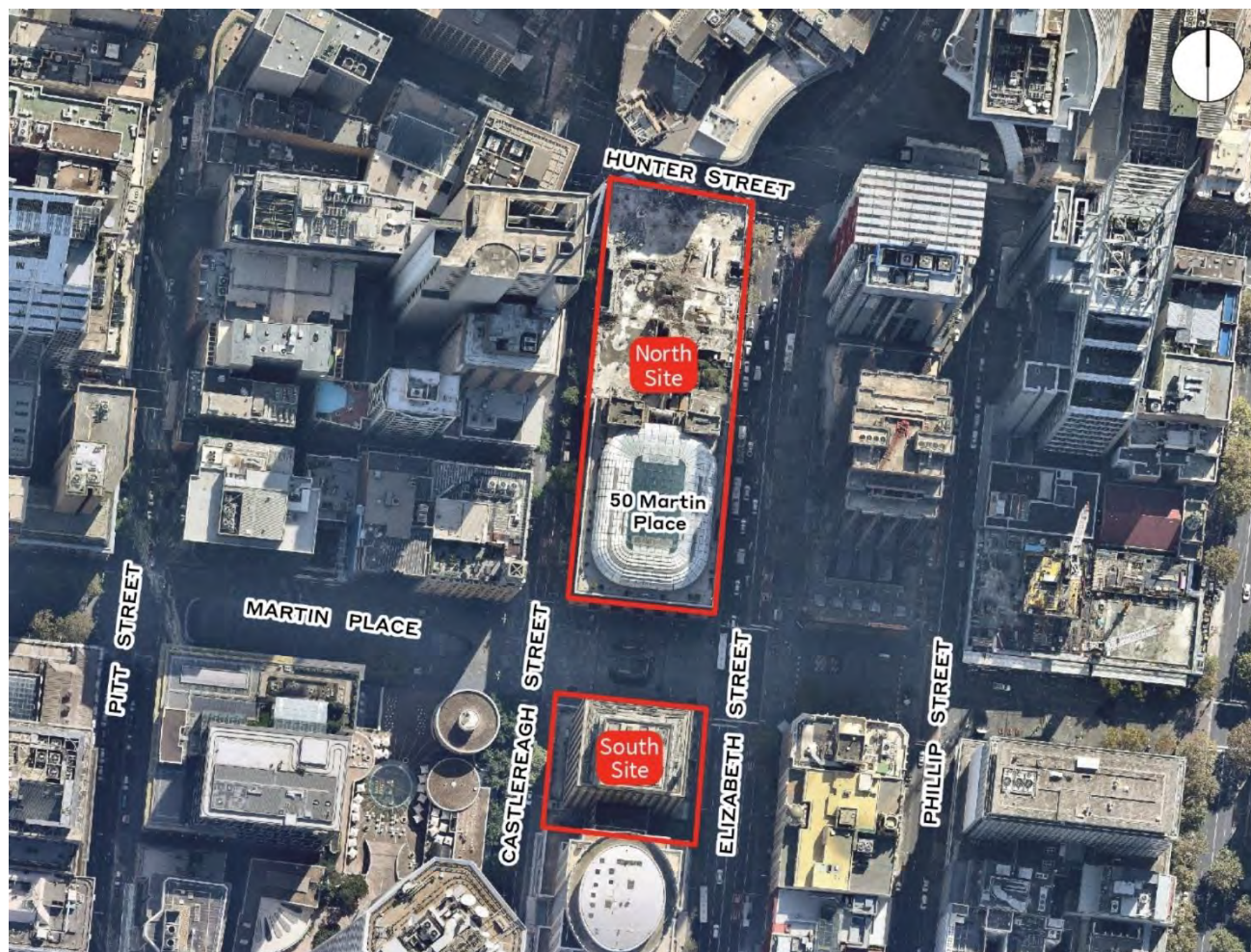


Figure 17 – Location plan of the Martin Place Station Precinct

Source: Nearmap and Ethos Urban

**Figure 18** – Location map of the Precinct

Source: Google Maps Ethos Urban

2.2.1 Legal description of the development precinct

Table 2 below includes the relevant legal description for land to which the precinct relates, noting the subject SSD DA relates to the South Site

Table 2 – Legal description and ownership

Address	Lot and DP	Owner	Area
North Site			
50 Martin Place	Lot 1 in DP 182023	Macquarie	Combined area = 6,022m ²
9-19 Elizabeth Street	Lot 1 in DP 526161	Macquarie	
8-12 Castlereagh Street	Lot 2 in DP 929277	Transport for NSW *	
	Lot 1 in DP 929277	Transport for NSW *	
	Lot 1 in DP 173027	Transport for NSW *	
7 Elizabeth Street	SP 13171	Transport for NSW *	
5 Elizabeth Street	Lot 2 in DP 548142	Transport for NSW *	
55 Hunter Street	Lot 1 in DP 222356	Transport for NSW *	

Address	Lot and DP	Owner	Area
South Site			
39 – 49 Martin Place	Lot 1 in DP 1103195	Transport for NSW *	Combined area = 1,897m ²
	Lot 2 in DP 1103195	Transport for NSW *	

*Compulsorily acquired for the Sydney Metro Project

A Survey Plan is located at **Appendix C**.

Both the North and South Sites are regular in shape. All existing buildings on both the North and South Sites, excluding 50 Martin Place, are approved to be demolished, along with excavation, as part of the Sydney Metro Stage 2 CSSI approval (as modified). These works are well underway.



Figure 19 – Site plan (noting The Stage 1 Amending DA relates to the South Site)

Source: Grimshaw and JPW

2.2.2 North Site

The North Site comprised a number of adjoining buildings fronting Elizabeth Street, Castlereagh Street and Hunter Street that were approved to be demolished under the Sydney Metro Stage 2 CSSI (SSI 15_7400) (as modified). Accordingly, to make way for excavation to commence on the rail tunnel for the Sydney Metro City & Southwest project, works have substantially commenced to demolish all the buildings on the North Site except for the Macquarie owned building at 9-19 Elizabeth Street (which is approved for demolition) and the heritage listed 50 Martin Place (which is not approved for demolition).

Those buildings that have been or are in the process of being demolished were:

- primarily used for office purposes, with some minor associated retail or food and drink premises, and a single residential building;
- comprised a range of building heights from 12 storeys to 18 storeys (plus rooftop plant), with the buildings typically stepping up in height towards Hunter Street;
- generally simple in their architectural form, without a podium or upper level setbacks, with the exception of the Castlereagh Street façade of the building at 5 Elizabeth Street that incorporated a minor 3 storey podium leading into the Chifley Arcade;
- without side boundary setbacks, with the building at 9-19 Elizabeth Street being physically connected to some of the above ground levels of the 50 Martin Place building enabling free movement between these adjoining buildings; and
- of varied architectural design, characterised by bands of concrete, stonework or glass to divide the unarticulated facades.



Figure 20 – Vacant portion of the North Site where buildings have been demolished, looking north on Elizabeth Street (July 2018)

Source: Ethos Urban



Figure 21 – The rear of 50 Martin Place and 9-19 Elizabeth Street as viewed from Castlereagh Street looking south (July 2018)

Source: Ethos Urban

50 Martin Place

The building is to be retained.

50 Martin Place is the global headquarters of the Macquarie Group and forms the landmark address of the Precinct, with grand architecture and prominent location on the northern side of Martin Place. It is a ten-storey building constructed in the 1920s for the Former Government Savings Bank of NSW. The building façade is characterised by large iconic columns, detailed relief panels, and other neoclassical wall and roof details. It is primarily clad in terracotta and pink coloured granite. A refurbishment of the building and a contemporary glass rooftop extension was completed by Macquarie in 2015. Refer to **Figure 22** and **Figure 28** below.



Figure 22 – 50 Martin Place as viewed from Martin Place and Elizabeth Street

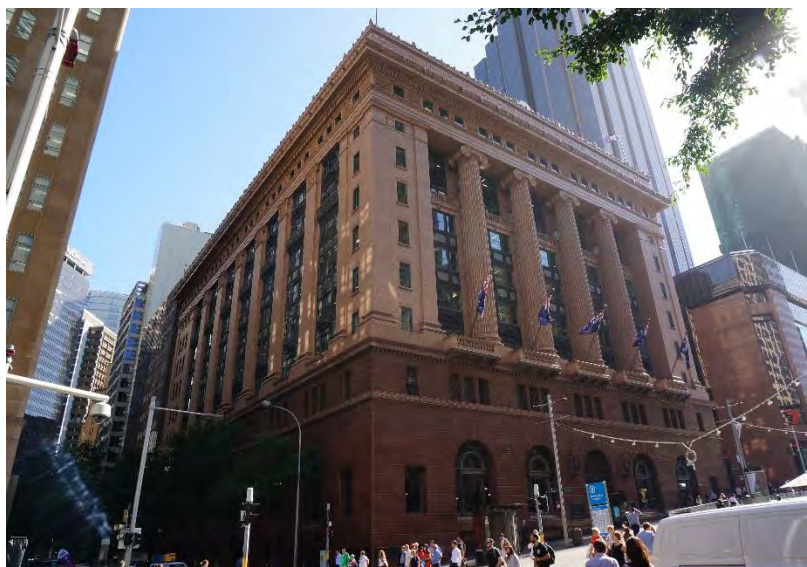


Figure 23 – 50 Martin Place as viewed from Martin Place and Castlereagh Street

2.2.3 South Site

39-49 Martin Place

The building has been approved for demolition as part of the Sydney Metro Stage 2 CSSI consent (SSI 15_7400), and demolition works are currently underway

The building occupied most of the South Site and had frontages to Martin Place, Elizabeth Street, and Castlereagh Street. It comprised B-Grade office space with ground floor retail. The building was setback (by approximately 5 metres) from all street frontages at ground level and for its full height of 22 storeys (plus rooftop plant) with no podium. The first two levels of the building were defined by a variation in materials and finishes, creating a false 'base' that accentuated the east to west slope of Martin Place, and accommodated the retail uses. Within the Martin Place setback the building transitioned the level change via a series of steps and terraces.

The building is shown in **Figure 24** below.



Figure 24 – Demolition of 39-49 Martin Place underway on the South Site, as viewed from the corner of Martin Place and Elizabeth Street (July 2018)

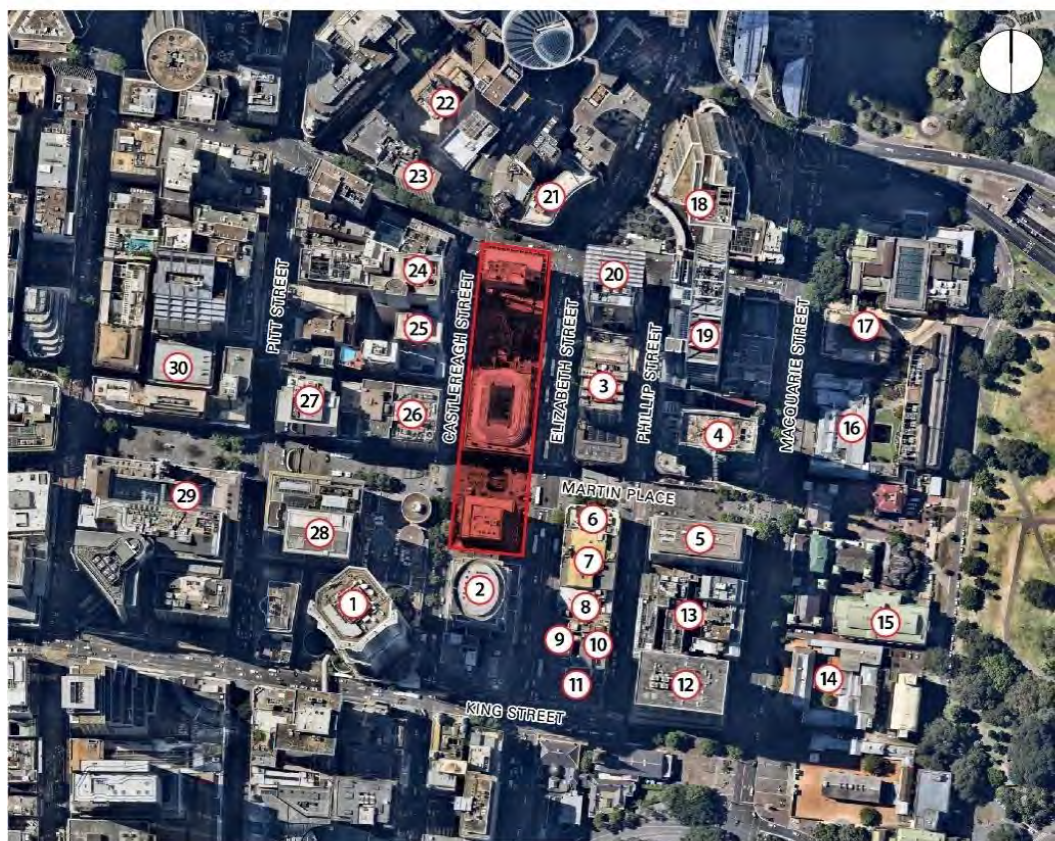
Source: Ethos Urban

2.3 Surrounding Development

The Precinct is identified in relation to surrounding development in **Figure 25** below. This context map highlights the broader adjacent structures and land uses surrounding the Precinct, as discussed further in the following sections.

The surrounding area is characterised by a variety of built forms and architectural styles, with many of the buildings having undergone contemporary refurbishment works or additions. There have been several redevelopment and refurbishment proposals in recent years along Martin Place to improve existing assets and recapture the premium commercial status of various sites – for example 5 Martin Place, 50 Martin Place, 20 Martin Place, upgrades of the MLC Centre, and 60 Martin Place (currently under construction). The City of Sydney has also identified a need to more broadly reinvigorate Martin Place and capitalise on this investment and is proposing to upgrade the public domain in Martin Place.

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



- | | | |
|--|---|---|
| 1. MLC Centre | 10. 169-171 Phillip Street | 20. 8-12 Chifley Square |
| 2. 60 Castlereagh Street | 11. 148-160 King Street | 21. 1 Chifley Square |
| 3. 52 Martin Place | 12. Supreme Court of NSW | 22. Ashington House,
16 O'Connell Street |
| 4. 58-60 Martin Place
(under construction) | 13. Land and Environment
Court of NSW | 23. 50-56 Hunter Street |
| 5. Reserve Bank of Australia | 14. Historic Houses Trust,
10 Macquarie Street | 24. Capita Centre, 9 Castlereagh St |
| 6. Former Australian Provincial
Assurance Building,
53-63 Martin Place | 15. 8 Macquarie Street | 25. 15 Castlereagh Street |
| 7. Former GIO Building,
60-70 Elizabeth Street | 16. Parliament of NSW | 26. 44 Martin Place |
| 8. 165 Phillip Street | 17. State Library of NSW | 27. 20 Martin Place |
| 9. 82 Elizabeth Street | 18. Chifley Tower | 28. 5 Martin Place |
| | 19. Deutsche Bank Place | 29. 1 Martin Place |
| | | 30. 30 Recital Hall, Angel Place |

Figure 25 – Surrounding development map

Martin Place

Of significance to the proposed development is Martin Place that splits the North Site from the South Site in the form of a pedestrianised east-west plaza between Elizabeth Street and Castlereagh Street. Martin Place is recognised as being one of Sydney's most important public and civic urban spaces and has evolved as a premier address for public institutions and commercial enterprise. Its granite paving connects George Street (the high street) to Macquarie Street (the ceremonial and governmental axis), and includes The Cenotaph memorial and various sculptures, fountains and seating that complete this valued public space. Refer to **Figure 26** and **Figure 27**.

The portion of Martin Place between the North and South Site is occupied by an entry to the underground Martin Place Shopping Circle that leads into the Martin Place Railway Station. This station portal is being removed as part of the upgrades to the Precinct under the CSSI. Refer to **Figure 34** below.



Figure 26 – Martin Place looking west

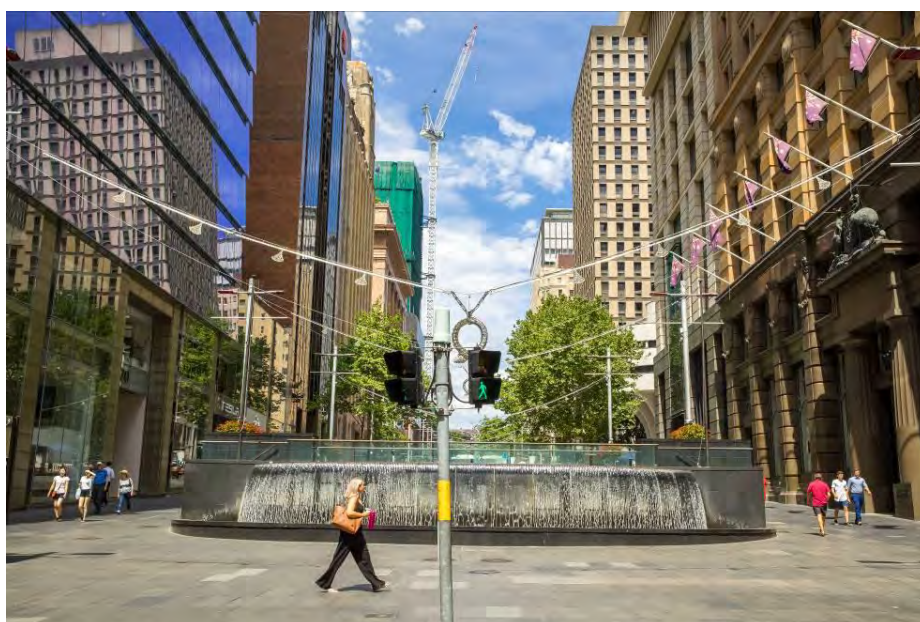


Figure 27 – Martin Place looking east

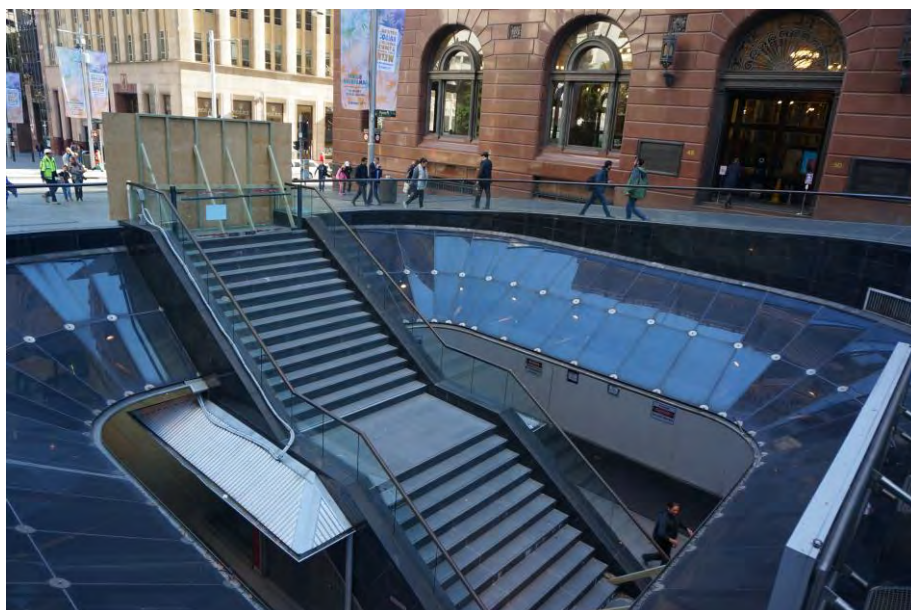


Figure 28 – Entry into the Martin Place Shopping Circle and Railway Station outside 50 Martin Place, now closed (July 2018)

To the North

The North Site is adjacent to the following developments to the north:

- On the northern side of Hunter Street is 1 Chifley Plaza, formerly known as 'Qantas House' that forms the western edge of Chifley Square. It is a multi-storey office building with a semi-circular curved form and a 46 metre high double glazed curtain wall. There is a public plaza on the eastern side of the building, contributing to Chifley Plaza. This building is a heritage item and is shown in **Figure 38** below.
- To the north east of the site is Chifley Square, which is a public urban open space, and is adjacent a contemporary commercial building known as 'Chifley Tower' to the east. Chifley Tower comprises a curved podium that complements the curved form of 1 Chifley Plaza, and a 42 storey tower at the north western corner of that site. This building is shown in **Figure 39** below.
- Also directly north of the site is 60-66 Hunter Street, known as the 'City Mutual Building'. This commercial building is recognised as a prominent example of Art-Deco architecture and has two major streetscape facades to Hunter and Bligh Street that are clad in sandstone and polished red granite, with a black granite relief marking the building entry. This 11 storey building is also a heritage item and is shown in **Figure 40** below.
- To the north west of the site is Richard Johnson Square, another heritage item. It is bordered to the west by 37 Bligh Street and a stabling site for the Sydney Metro excavation works. 37 Bligh Street is an office building that is 15 storeys in height with no podium, whilst the construction site is located on the former 'Kindersley House' site and is expected to accommodate a new 37 storey commercial tower and integrated Energy Australia substation (as approved under MP11_0092). The existing building at 37 Bligh Street is shown in **Figure 30** below.

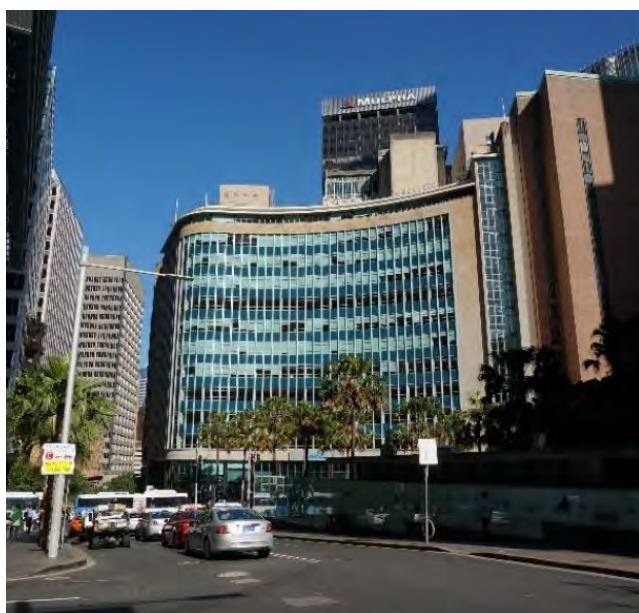


Figure 29 – 1 Chifley Plaza, as viewed from the corner of Hunter and Phillip Street



Figure 30 – Richard Johnson Square, the Metro Construction site, and 37 Bligh Street



Figure 31 – Chifley Tower, as viewed from the corner of Hunter Street and Elizabeth Street

Source: Colliers International



Figure 32 – 60-66 Hunter Street, as viewed from Bligh Street

To the East

The site is adjacent to the following developments to the east:

- Opposite 50 Martin Place on the eastern side of Elizabeth Street is 52 Martin Place, also known as the Colonial Centre. This is a contemporary podium and tower style building that reaches a height of 46 storeys. It includes the city studios of Channel 7. This building is shown in **Figure 33** below.
- Abutting this building to the north is 8-12 Chifley Square, which is a contemporary office building which includes a five-storey void that provides for urban open space and limited food and beverage tenancies at the ground floor. The building above is 34 storeys in height and is characterised by coloured steel support beams along the eastern and western facades, exposed stairwells, and a secondary void space and terrace in the mid-section of the building providing for further open space for tenants. This building is shown in **Figure 34** below.
- Directly to the east of the South Site, on the eastern side of Elizabeth Street, is the heritage building at 53-63 Martin Place known as the 'former Provincial Australian Assurance Association Building' or 'APA Building'. This commercial building is 14 storeys in height with no podium and is clad in granite and terracotta. Refer to **Figure 35** below.



Figure 33 – 52 Martin Place, as viewed from Martin Place



Figure 34 – 8-12 Chifley Square, as viewed from the corner of Hunter Street and Chifley Square



Figure 35 – 53-63 Martin Place, as viewed from Martin Place

To the South

The site is adjacent to the following developments to the south:

- Directly to the south of the South Site is 60 Castlereagh Street, which is a contemporary office building comprising of a five storey podium and 17 storey (plus rooftop plant) tower. This building adjoins the existing building on the South Site for the first 11 storeys. Any openings between this building and the South Site will be closed as part of the demolition works approved and underway in accordance with the CSSI approval. This building is shown in **Figure 36** below.
- To the south east, on the eastern side of Elizabeth Street is 60-70 Elizabeth Street, also known as the 'former GIO Building'. This 11-storey gothic building has facades to both Elizabeth and Phillip Streets and includes feature double-storey pointed arched windows, a gothic inspired lantern and rooftop metal globe, with no building podium. This building is shown in **Figure 38** below.
- To the south west of the site, on the opposite side of Castlereagh Street, is the MLC Centre and forecourt (19 Martin Place). The MLC Centre building itself is significantly set back from Martin Place, addressing King Street, and reaches up to 250 metres (67 storeys) in height. The tower has a relatively small octagonal floor plate, is constructed from reinforced concrete, and houses a shopping centre within the podium. It is also currently subject to façade refurbishments. This building is shown in **Figure 45** below.



Figure 36 - 60 Castlereagh Street, as viewed from Elizabeth Street



Figure 37 - the former South Site building adjoined to 60 Castlereagh Street



Figure 38 – 60-70 Elizabeth Street, as viewed from Elizabeth Street



Figure 39 – MLC Centre building as viewed from Martin Place

To the West

The site is adjacent to the following developments to the west:

- To the west of 50 Martin Place, on the western side of Castlereagh Street, is 38-46 Martin Place also known as the 'former MLC Building'. This heritage building has frontages to Martin Place, Castlereagh Street, and Hosking Place and is constructed from honed granite at the ground floor and sandstone cladding on the upper floors, reaching 11 storeys in height with no podium. This building is shown in **Figure 40** below.
- On the northern side of Hosking Place is 17 Castlereagh Street, which is a contemporary office block that is 12 storeys (plus rooftop plant) in height without a podium, features a pop-up roof space, and houses retail uses at the ground floor. This building is shown at **Figure 41** below.
- Adjoining this building to the north is 15 Castlereagh Street, also known as 'City Freeholds House'. This building features a 12 metre void space that steps back the lower levels of the building from Castlereagh Street to create a feature entryway, with 18 storeys of commercial uses above. This building is shown at **Figure 42** below.
- The contemporary commercial tower at 9 Castlereagh Street incorporates an 8 storey void space or atrium, which extends vertically from the ground floor forecourt. Above this atrium is a 33 storey commercial tower that reaches approximately 144 metres in height, with tubular bracing structures installed at angles across the east and west facades. This building is shown at **Figure 43** below.
- Adjoining this building to the north at the corner of Castlereagh and Hunter Street, is 1-7 Castlereagh Street. This 22 storey commercial building has been constructed without a podium and features a two storey colonnade with retail uses at the ground level and a balcony to Hunter Street for alfresco dining. This building is shown at **Figure 44** below.



Figure 40 – 38-46 Martin Place, as viewed from Martin Place



Figure 41 – 17 Castlereagh Street, as viewed from Castlereagh Street



Figure 42 – 15 Castlereagh Street, as viewed from Castlereagh Street



Figure 43 – 9 Castlereagh Street, as viewed from Castlereagh Street



Figure 44 – 1-7 Castlereagh Street, as viewed from Hunter Street

2.4 Topography

North Site

The slope of the North Site generally reflects the slope of this portion of the Sydney CBD, being an east to west slope from the high point of Macquarie Street in the east down to George Street in the west. The site falls westwards from Elizabeth Street (RL 25.12 – RL 23.79) to Castlereagh Street (RL 21.42 – RL 19.60), resulting in a change of approximately one commercial floor level between Elizabeth and Castlereagh Streets.

The ground level at Elizabeth Street is RL 25.12 at the corner of Martin Place and Elizabeth Street and RL 23.79 at the corner of Hunter Street, representing a minor south to north cross fall.

South Site

The South Site also constitutes an east to west slope. The site falls westwards from Elizabeth Street (RL 27.02 to RL 25.48) to Castlereagh Street (RL 22.45 to RL 21.95), resulting in a change of approximately one commercial floor level between Elizabeth and Castlereagh Streets.

A detail survey has been prepared and is included in **Appendix C**.

2.5 Heritage Context

A Statement of Heritage Impact (SHI) has been prepared by TKD heritage architects (**Appendix D**). This report identifies those heritage items that are within the greater Precinct and within the vicinity of the site, as illustrated in the heritage context map in **Figure 45**. It is evident that the Precinct is largely defined by the numerous heritage items, including Martin Place, which are identified as either items of National, State or Local heritage significance.

Parts of the Precinct are also captured under Special Character Areas (Martin Place and Chifley Square), as identified and mapped within the Sydney LEP 2012. Martin Place itself is also classified as an Urban Conservation Area under the Register of the National Estate.

Heritage impacts have therefore been an important consideration in the design of the proposed development. Specifically, the heritage items on, or in the vicinity of, the Precinct are listed in **Table 3** below:

Table 3 – Heritage items surrounding and within the Precinct

Heritage Item	Commonwealth Listing	State Heritage Register	Sydney LEP 2012 Listing
Reserve Bank 65 Martin Place*	105456		I1897
APA Building 53-63 Martin Place*		00682	I1896
Former Government Savings Bank of NSW 48-50 Martin Place*		01427	I1895
MLC Building 38-46 Martin Place*		00597	I1894
Martin Place Station		01187	I1891
Martin Place			I1889
GIO Building 60-70 Elizabeth Street*		00683	I1738
7 Elizabeth Street <i>Note: This item has been demolished under the terms of the CSSI Consent, however remains listed</i>			I1737
City Mutual Building 60-66 Hunter Street*		00585	I1675
Qantas House 68-96 Hunter Street*		01512	I1811
Richard Johnson Square			I1673
Chifley Square			I1708
Challis House 4-10 Martin Place		00666	I1892
ANZ Bank (former) 354–360 George Street		00085	I1772
Former General Post Office Building 1 Martin Place		00763	I1890
Former “Millions Club” 122–122B Pitt Street		00583	I1920
St James Church 173 King Street		01703	I1847
Former “Bank of NSW” 155–159 King Street			I1846
Parliament House 6 Macquarie Street		01615	I1864
Former Colonial Mutual Life Building 10A-16 Martin Place			I1893
Sydney Hospital group 8 Macquarie Street			I1865
Rowe Street			I1948
Former Metropolitan “Usher’s” Hotel 64–68 Castlereagh Street			I1693
Former “Culwulla Chambers” 65–71 Castlereagh Street			I1694
“Beanbah Chambers” 235 Macquarie Street			I1881
Queens Square			I1882
Former Surry Hotel 153 King Street			I1845

* represents those items where conservation management plans have been prepared.



Figure 45 – Key heritage items surrounding the Precinct

Note: 7 Elizabeth Street has been demolished under the terms of the CSSI Consent, however remains listed

Source: Sydney LEP 2012 and Ethos Urban

2.6 Access

2.6.1 Rail

The Precinct presently benefits from Martin Place Railway Station on the T4 Eastern Suburbs line connecting it with the surrounding Sydney CBD, Bondi Junction, and South Sydney. The Precinct is also conveniently located 450 metres north of St James Station, 650 metres east of Wynyard Station, and 900 metres north of Town Hall Station, which are all key stations in the Sydney Trains network with excellent connectivity to the wider network.

The Precinct will also benefit from planned improvements to Sydney's rail network being undertaken as Stage 2 of the NSW Government's Sydney Metro City and Southwest project. This significant infrastructure upgrade entails the construction and operation of a new metro rail line from Chatswood under Sydney Harbour and through Sydney's CBD to Sydenham (and eventually onto Bankstown following the conversion of the line to Metro standards). The project also involves the delivery of seven (7) new metro stations, including Martin Place. As discussed in **Sections 4 and 5** of this EIS, the objective of the proposed concept is to align itself with the rail upgrades occurring as part of the Chatswood to Sydenham Metro Line.

The new Martin Place Metro station was envisaged to serve the high-end commercial and financial precinct within the Sydney CBD, whilst also providing a new connection to the civic spaces and institutions including the State Library, Sydney Hospital, Domain and the Royal Botanic Gardens. It will also provide access to the events held in or near Martin Place during the off-peak period, such as, ANZAC Day, the City of Sydney's Christmas tree, Vivid Sydney and the Sydney Festival.

2.6.2 Light Rail

The Precinct will benefit from ongoing improvements in Sydney's light rail network. Specifically, the CBD and South East Light Rail (CSELR) is a new light rail line for Sydney, currently under construction. The 12km route will feature 19 stops, extending from Circular Quay, along George Street to Central Station, through Surry Hills to Moore Park, and then to Kensington and Kingsford via Anzac Parade and Randwick via Alison Road and High Street. Construction is earmarked for completion in 2018 and with services commencing in 2019.

Figure 46 below contains an extract of the CSELR light rail network in relation to the precinct.

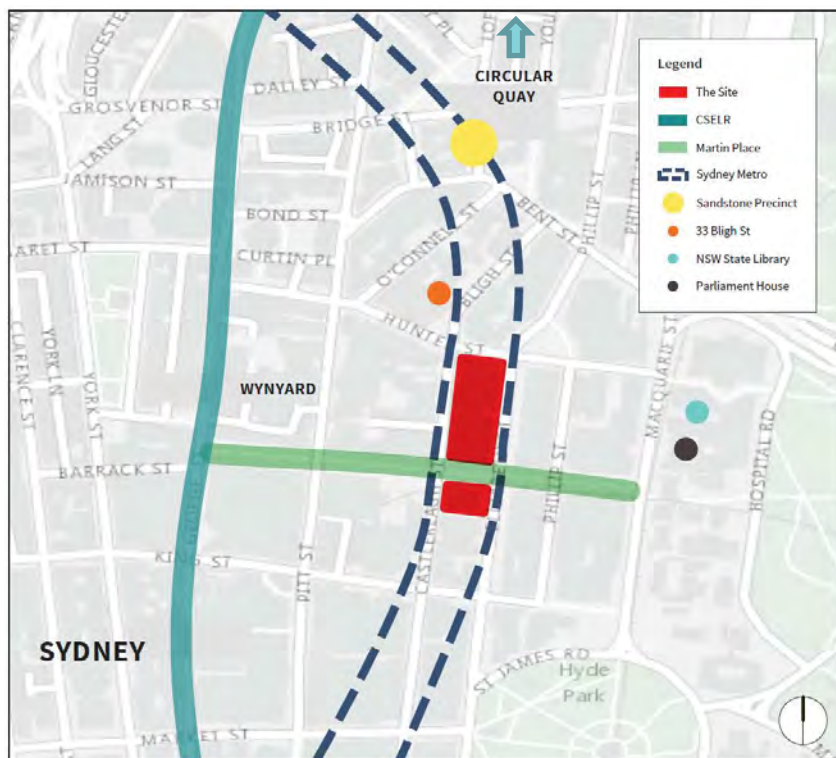


Figure 46 – City shaping and nearby government development

2.6.3 Buses

There are numerous bus services operating in the vicinity of the Precinct. The closest bus stops are located on Elizabeth and Castlereagh Streets, bordering the Precinct, which are serviced by various routes that primarily connect to the Eastern Suburbs of Sydney. These existing bus stops are identified in the Sydney Metro Stage 2 CSSI as being retained.

There are also major bus connections at Wynyard and Town Hall Railway Stations and Hyde Park, which service a variety of routes connecting the CBD with the greater metropolitan area of Sydney.

2.6.4 Ferries

Ferry wharves at Circular Quay are located approximately 850m north of the Precinct. These wharves connect the Precinct to various locations including Manly, Taronga Zoo, Parramatta, Darling Harbour, Neutral Bay, Mosman Bay and the Eastern Suburbs.

2.6.5 Vehicular Access and Parking

The Precinct is presently bordered by roads to the north, east and west, being:

- Hunter Street – bearing two-way traffic consisting of two traffic lanes in each direction.
- Elizabeth Street – bearing two-way traffic consisting of one bus lane and one traffic lane southbound from Hunter Street, and two traffic lanes northbound. There are also parking lanes on both sides of the road used as loading bays or bus zones or on-street parking on the weekends.
- Castlereagh Street – bearing one-way southbound traffic, including one bus lane and one traffic lane, and parking lanes on either side of the road used for loading bays, bus zones or parking on the weekends.

Despite having three road frontages, vehicles presently only access the Precinct from the Castlereagh Street frontage via four driveway crossings to the existing commercial buildings (refer to **Figure 47** below). These driveway crossings provide access to underground parking (approximately 116 spaces in total prior to demolition) and loading areas at 39-49 Martin Place, 55 Hunter Street, 8-12 Castlereagh Street, and 50 Martin Place.

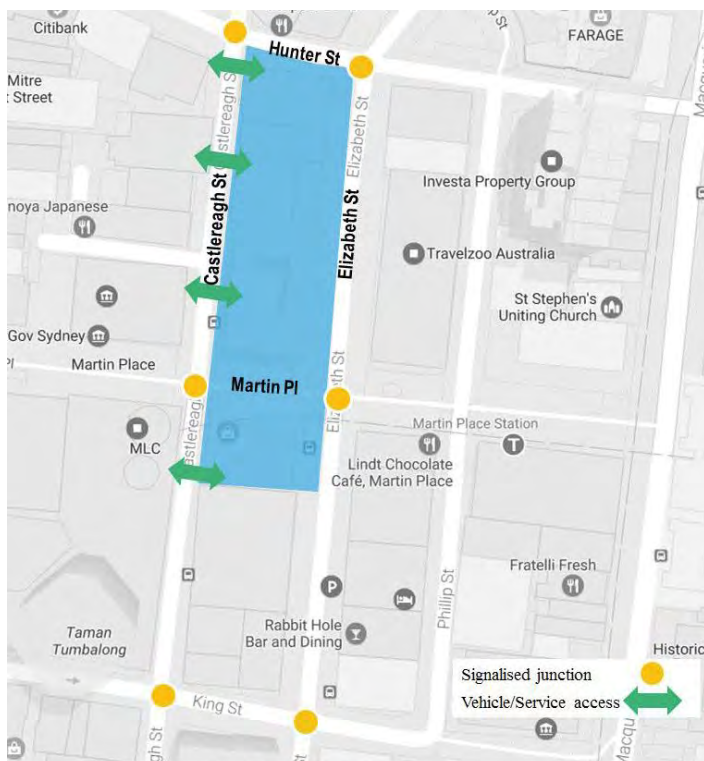


Figure 47 – Existing vehicle access points

Source: Arup

2.6.6 Pedestrian Access

Pedestrians can access the Precinct via the surrounding road network with dedicated footpaths and via Martin Place. Martin Place is the main pedestrian connection between the Precinct and the surrounding CBD, supporting east-west pedestrian movements which link significant government and cultural buildings on the eastern built edge of the city with the commercial heart of the CBD and major transport connections.

The area surrounding the Precinct has a well-established pedestrian network and is characterised by high levels of pedestrian activity in recognition of the Precinct's CBD location and proximity to the unique pedestrianised street that is Martin Place. A pedestrian survey undertaken by TfNSW during the planning of the Sydney Metro Stage 2 CSSI project confirmed that around 44,300 and 33,900 pedestrians were utilising Castlereagh Street and Elizabeth Street (respectively) over the course of a day.

2.6.7 Bicycle Access and Parking

The Precinct is accessible to cyclists via a network of cycle friendly roads through segregated and integrated dedicated cycleways. The road network directly bordering the Precinct is predominantly identified as cycle friendly but does not benefit from a dedicated cycleway. These routes feed into the dedicated cycleways along Kent Street used to access the Harbour Bridge, and along Bourke Street connecting with the southern and Eastern Suburbs of Sydney, as illustrated in **Figure 48** below.

The *Sydney City Centre Access Strategy* also identifies future cycleways to encourage growth in cycling and reduce pressure on the public transport system. The future city centre cycle network includes:

- extending the Kent Street cycleway south to Liverpool Street;
- construction of a bi-directional cycleway on Liverpool Street;
- construction of a bi-directional cycleway on Castlereagh Street and Pitt Street, providing a new north-south connection through the CBD;
- extending the existing King Street cycleway to Castlereagh Street; and
- extending the east-west cycleway along Park Street to Castlereagh Street.

There is also a small amount of on-street bicycle parking (c.15 stands) located along the streets surrounding the Precinct. Most of the stands are attached to street furniture, with three dedicated stands located at the corner of Castlereagh Street and Martin Place.

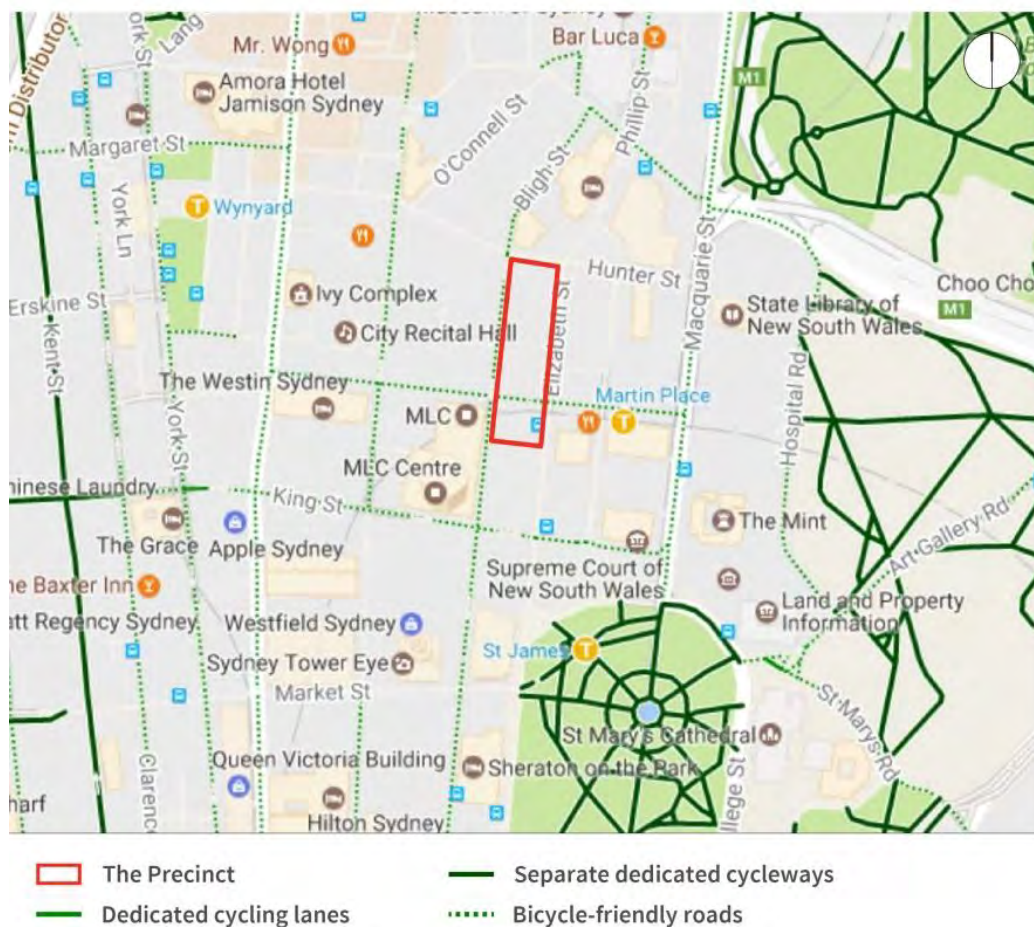


Figure 48 – Existing cycle network

Source: Sydney Cycleways

2.6.8 Water Cycle

Stormwater

There are no known Sydney Water or City of Sydney drainage pipes below the existing building footprints in the Precinct, however, it is likely that there are existing development drains serving the existing buildings and connecting into the extensive stormwater infrastructure in the streets immediately surrounding the Precinct. The stormwater infrastructure in the streets surrounding the Precinct owned by Sydney Water and the City of Sydney include existing stormwater pits and pipes on Castlereagh, Elizabeth, Phillip and Bligh Streets, and within the public domain area of Martin Place.

Flooding

The City of Sydney Council City Area Catchment Flood Study, May 2016, provides information and flood maps which indicate that some areas of the proposed development Precinct are impacted by flooding. Generally deeper flooding is isolated to Hunter Street with some minor flooding (isolated to the road corridor) along both Elizabeth Street and Castlereagh Street (North Site).

Refer to **Section 5** for further details regarding the management of flood impacts.

2.6.9 Utilities and Infrastructure

A Utility Services Infrastructure Assessment has been prepared by Arup and accompanies this report in **Appendix E**, detailing the existing utilities in the vicinity of the Precinct. These utilities are also illustrated in the Survey in **Appendix C**, where relevant. The utilities and infrastructure identified below have existing connections to structures in the Precinct or in the vicinity.

Stormwater

The proposed development has both Sydney Water and City of Sydney Council drains in the vicinity of the Precinct. These comprise of:

- a 710 x 1070mm brick oviform drain that is heritage listed (s.170 register) as part of the Bennelong stormwater channel network in the middle of the street, on both Castlereagh and Elizabeth Streets;
- a 400mm vitrified clay pipe on Hunter Street; and
- a 250mm cast iron cement lined pipe on Bligh Street near Richard Johnson Square.

Sewer

The proposed development has Sydney Water sewer infrastructure in the vicinity of the Precinct, including:

- a 711 x 1066mm and 914 x 1371mm concrete main on Castlereagh Street;
- a 300mm vitrified clay, concrete encased, main on Elizabeth Street;
- a 225mm vitrified clay, concrete encased, main on Hunter Street; and
- a 711 x 1066mm concrete main on Bligh Street near Richard Johnson Square.

Potable Water

The proposed development has Sydney Water potable water infrastructure in the vicinity of the Precinct, including:

- a 250mm diameter cast iron cement lined main on Castlereagh Street, Hunter Street and Bligh Street near Richard Johnson Square; and
- a 450mm diameter cast iron cement lined main on Elizabeth Street.

Telecommunications

A number of service providers have telecommunication and optic fibre cables in vicinity of the Precinct including AAPT/ PowerTel, AARNet, NBN Co., Nextgen, Optus, Pipe Networks, Primus Telecom, Soul Communications, Telstra, Uecomm, Vocus Communications and Verizon. Of these service providers, a number of the cables run across Martin Place, Hunter Street or Richard Johnson Square, and have connections to the existing commercial buildings in the Precinct.

Gas Infrastructure

Jemena gas infrastructure is located within the vicinity of the North and South Site, including 2 x mains along Castlereagh Street, 2 x mains along Hunter Street, 1 x main at Elizabeth Street and 1 x main at Bligh Street (near Richard Johnson Square).

Electrical Infrastructure

Ausgrid has extensive electrical infrastructure running along Castlereagh Street, Elizabeth Street, Hunter Street, Bligh Street, and through Martin Place.

3.0 Consultation

Consultation is recognised as an important part of the successful delivery of the Sydney Martin Place Station Precinct Project. Macquarie has been consulting with the NSW Government and key agencies since the initial inception of the project. This dedication to consultation has continued throughout the initial concept proposal stage to inform the design development of Macquarie's preferred scheme, and the overall content of this Stage 1 Amending DA and the Stage 2 DAs currently being prepared.

A Stakeholder and Community Engagement Summary Report (**Appendix F**) has been prepared by Ethos Urban. It sets out the stakeholder and community engagement program undertaken prior to the lodgement of this Stage 1 Amending DA and the Stage 2 DAs and describes the anticipated engagement process moving forward. More specifically, the report describes:

- the relevant stakeholders and current community context;
- the range of engagement/consultation programs held and the outcomes of these programs; and
- the proponent's response to issues raised to date.

The level of consultation undertaken up to the lodgement of this DA is commensurate with that completed for the Concept Proposal and exceeds that required by the SEARs.

3.1 Secretary's Environmental Assessment Requirements

The SEARs included the following requirement in relation to consultation:

11. 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.

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 Civil Aviation Safety Authority, 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.

The Stakeholder and Community Engagement Summary Report (**Appendix F**) sets out the consultation and stakeholder engagement activities undertaken by Macquarie in preparing the Stage 1 Amending DA. It describes the pre-submission consultation process, issues raised and how the proposed development has been amended in response to those issues, or reasons for not amending the proposal.

3.2 Pre-Lodgement Consultation

Macquarie has undertaken appropriate engagement with stakeholders, adjoining landowners, community groups and the broader community, with feedback provided during the consultation informing the concept and design process.

Broad ranging consultation has been undertaken to date. Various engagement methods and tools (summarised in **Table 4** below) were used to consult with stakeholders and the community prior to lodgement of the SSD DA, provide accessible information on the proposal, create opportunities for feedback and amending the design to address concerns where possible. The pre-lodgement engagement process included:

- Accessible information on the proposal via the project website, which went live on 16 March 2017 and has been continuously updated regarding the status and details of the proposal. It also provides opportunities for feedback.
- Accessible and well publicised contact channels in the form of a project 1800 phone line and email address.
- Face to face meetings with government agencies and neighbouring property owners and directly affected stakeholders.
- A dedicated briefing and drop in session for nearby businesses and property owners.
- Three 'drop-in' public information sessions that allowed the public to view the proposal, raise issues directly with the project team and provide feedback. These sessions were notified to the public via an advert in local media, the project website, and an invitation letter.

Table 4 – Key consultation and communication methods

Method	Content
Stakeholder Meetings	Key stakeholders (including agencies, Council and the local community) were identified, and meetings were held on the proposal to gain early feedback. A summary of the meetings is provided in the Stakeholder and Community Engagement Report at Appendix F .
1800 Community Information Phone Number	A project specific 1800 Community Information Line (1800 005 047) was established.
Project email address	A project specific email address (enquiries@metromartinplace.com) was established.
Project website	A project website (http://www.metromartinplace.com/) was established at the commencement of planning for this Precinct, and updated as the project progressed.
Letterbox Drops	Approximately 4,000 invitation letters were delivered to all properties and businesses within 500m of the site, and on a second occasion to those in close proximity of the site, which notified them of the project, invited them to the information sessions and provided contact details for more information.
Newspaper Advertisements	Public notices were also published in the Central Sydney, Sydney Morning Herald and Daily Telegraph newspapers on 26 April 2018 and 31 May 2018 to advertise the community information sessions and to provide the phone and email contact details for more information.

Macquarie has engaged extensively and openly with a wide range of stakeholders including government agencies, neighbouring properties, businesses and the broader community. A range of accessible communication channels and materials have been used to enable the wider community to participate in the process.

Prior to submission of the Amending Stage 1 DA, Macquarie has therefore taken all reasonable steps to keep stakeholders, including the local community, existing retail and office tenants, adjoining landowners and government authorities, as up to date as possible. Macquarie will continue to engage with the stakeholders and the community during the exhibition of the Amending Stage 1 DA and preparation of the Stage 1 DAs.

3.3 Agency and Stakeholder Engagement

A number of government agencies and departments were identified for early consultation, including the:

- Department of Planning and Environment;
- Office of Environment and Heritage;
- Heritage Council NSW;
- NSW Government Architect;
- Greater Sydney Commission;
- City of Sydney Council;
- Transport for NSW's Sydney Coordination Office;

- Road and Maritime Service's Sydney CBD Coordination Office;
- Sydney Trains;
- Sydney Metro;
- Sydney Light Rail;
- service providers including Ausgrid, Telstra, Jemena, Sydney Water;
- Fire and Rescue NSW;
- NSW Police;
- NSW Ambulance; and
- Community and industry groups.

A record of the meeting held with these key stakeholders, the issues discussed, and any responses as required is provided in the Summary Report at **Appendix F**.

An invitation letter was also hand delivered to all properties and businesses in the immediate vicinity of the site and emailed to managing agents, building managers and neighbouring tenant businesses in the same area between 1 and 4 May 2018. A total of three (3) people attended this session, and no feedback forms were received.

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 meetings were completed in early June and included those properties adjoining the Precinct to the north, east, south and west. The matters raised in these meetings primarily related to the planning process, the management of construction activities, and how the Precinct would connect to the surrounding area.

3.4 Community Engagement

Three public information sessions were held on the project to ensure the community had ample opportunity to view the plans, discuss concerns with the project team and provide feedback. It is noted that whilst all three sessions provided information on the interconnected applications applying to the Precinct including the CSSI, Concept Approval, and upcoming applications (i.e Stage 2 DAs and the Stage 1 Amending DA), and provided the community with the opportunity to ask questions any of these applications, the third additional session held in June was specifically targeted and advertised to discuss the Stage 1 Amending DA. Information on all of the relevant applications and representatives of the project team were made available at each of the three sessions.

The sessions held are as follows:

- Session 1 – Tuesday, 15 May, between 11am and 2pm;
- Session 2 – Wednesday, 16 May, between 4pm and 7pm; and
- Session 3 – Wednesday, 6 June, between 4pm and 7pm.

The Amending Concept Proposal, and information on the other relevant applications, were presented via a series of A0 exhibition boards, a scale model and a rolling presentation of key features on a large screen. Representatives of the project team held small group discussions with participants to explain key aspects of the proposal and answer questions.

The sessions were attended by members of the Martin Place Metro Project Team and community engagement representatives from Transport for NSW's Sydney Metro project team. A total of seventeen people attended the three community information sessions: six (6) at Session 1, one (1) at Session 2 and ten (10) at Session 3.

Participants were invited to register their contact details to subscribe to the project mailing list, ask questions of the team and provide comments directly to team members or by completing the feedback forms provided. Only one feedback form was received during these sessions.

3.5 Outcomes from Consultation

The feedback received during the consultation activities has been considered during the preparation of the SSD DA. Government agencies, particularly Transport for NSW, Office of the Government Architect and City of Sydney have been closely engaged during the development of the concept proposal with multiple opportunities to feed into and comment on the process.

Public engagement and consultation with non-government stakeholders has also provided significant opportunities for input into the SSD DA. This has identified a number of themes and issues relating to Macquarie's wider intentions for the precinct including elements relating to the CSSI. Feedback received in relation to the proposal can be summarised as:

- unrelated 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, which are being conducted as part of the separate CSSI and Stage 2 applications;
- the detailed design and materiality of buildings on the site that are the subject of separate applications; and
- inquiries on the project generally, including how to stay informed, and how to be involved.

Overall, feedback received by communities and stakeholders indicated a receptiveness to the ideas and opportunities presented:

- The process has demonstrated that there is no notable concern with the project, with the limited feedback received being characterised as either general questions about the project and process, expressions of interest, or general support for Macquarie's vision for the Precinct. Concerns raised by the general public during the consultation process have primarily related to the management of disruption during the construction process, the design and materiality of the building on site, and the design of CSSI areas that are the subject of separate applications. 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 staged and multi-tiered planning process for the delivery of the integrated station and OSD development.
- Specific advice and comments have been issued by stakeholders during this early consultation process and have been addressed and/or incorporated into the SSD DA where relevant. On this basis, the consultation has not presented any significant rationale for reconsidering the proposed building development as set out in the SSD DA.

Macquarie intends to continue with stakeholders the local community to achieve the best urban design outcomes for the site. Current communications channels including the website, phone line and email address will remain active during future stages of the project.

4.0 Description of the Development

The changes to the approved Concept Proposal relate to the South Site's building envelopes, GFA (and therefore FSR). This EIS therefore focuses on the changes or differences between the two concepts, and the net additional impacts of those changes. It includes:

- A full description of the proposed changes to the Concept;
- A full list of all drawings that are changed, and copies of all revised drawings;
- A full description of any proposed changes to the Concept Approval conditions arising as a result of the amended Concept, and a tracked changes version of recommended modifications to the conditions of consent; and
- A comprehensive assessment of the impacts of the proposed changes.

Section 4.22 of the EP&A Act relates to concept development applications. A concept development application is one that sets out a Concept Proposal for the development of a site, and for which detailed proposals for separate components of the development or parts of the site are the subject of subsequent development applications.

As discussed in **Section 1.2.1**, an existing Development Consent for a Concept Proposal is in place for the Precinct, approved by the Minister for Planning on 22 March 2018 (SSD 17_8351), which approved the concept for two Over Station Development (OSD) commercial towers, one above the northern entrances of Martin Place Metro Station (on the North Site) and one above the southern entrances (on the South Site) (the 'Concept Approval'). The Concept Approval sets out the building envelopes, land uses, gross floor areas (GFA) and includes Design Guidelines with which the detailed design of buildings (otherwise known as the Stage 2 DAs) must be consistent.

This Amending Stage 1 DA seeks to amend the existing Concept Approval for the Precinct, by changing the building envelope for the South Site, in light of the updated planning controls for the Precinct which have been established in the recent LEP Amendment, as discussed in **Section 1.2.2**. In doing so, it establishes a new planning and development framework as the basis for the design of the future building on the South Site, and against which to assess the detailed Stage 2 DA for that site.

This chapter of the report provides a detailed description of the amended concept for the South Site, and is informed by the Design Report prepared by Grimshaw (refer to **Appendix A**), the Urban Design Report prepared by Tzannes (**Appendix G**) and other supporting information appended to the report (see Contents).

The Amending Stage 1 DA proposes to amend the South Tower building envelope, through:

- a tower setback to Martin Place of 8m above the 55m podium height (reduced from the 25m setback created by the previous height limit and approved under the Concept Approval);
- a tower height that remains consistent with the Hyde Park North Sun Access Plane; and
- an increase in the maximum GFA (and FSR) for the South Site from approximately 21,167m² (11.2:1) to 39,234m² (20.7:1)².

No change is proposed to the building envelope for the North Site approved under the Concept Proposal.

It is requested that a condition be imposed on any approval of the Stage 1 Amending DA pursuant to Section 4.17(1)(b) of the EP&A Act, requiring the modification of the Concept Approval (SSD 17_8351) upon the commencement of the Stage 1 Amending DA Development Consent, in accordance with the procedures under Clause 97 of the *Environment Planning and Assessment Regulation 2000* (EP&A Regulation). The amendment of the Concept Approval by way of this condition would remove any inconsistency between the original Concept Approval and the Stage 1 Amending Concept, upon commencement of the latter Consent (and therefore any potential inconsistency between the Stage 1 approval and any subsequent Stage 2 DAs, particularly for the South Site).

² Not inclusive of CSSI areas.

Section 4.17(1)(b) of the EP&A Act makes it clear that a condition of a development consent may be imposed requiring the modification (or surrender) of another development consent relating to the same land. Furthermore section 4.17(5) of the EP&A Act provides:

“If a consent authority imposes (as referred to in subsection (1) (b)) a condition requiring the modification or surrender of a consent granted under this Act ... the consent .. may be modified .. subject to and in accordance with the regulations.”

This power to modify a consent is quite separate from the modification power under section 4.55 of the EP&A Act, as confirmed by the NSW Land and Environment Court (with respect to the previous sections 80A and 96 of the Act) in *Waverly Council v C M Hairis Architects* (2002) NSWLEC 180.

Submitted separately to and following this Stage 1 Amending DA will be detailed proposals for the South Site (South Site Stage 2 DA) and North Site (North Site Stage 2 DA). The North Site Stage 2 DA will be consistent with the Concept Approval for the Precinct, and the Stage 1 Amending DA concept.

The South Site Stage 2 DA on the other hand, is based on a design that is consistent with the *podium* envelope but not with the *tower* envelope for the South Site in the Concept Approval. It is, however, consistent with the *proposed* tower envelope and GFA for the South Site in this Stage 1 Amending DA. As the South Site Stage 2 DA must be consistent with a Stage 1 Concept approval, it cannot be determined unless, and until, the prior approval of this Stage 1 Amending DA.

This EIS has been prepared by Ethos Urban on behalf of the proponent Macquarie and is based on the Stage 1 Amending DA Design Report (including Architectural Drawings) prepared by Grimshaw, included in **Appendix A**, and other supporting technical information appended to the report (see Table of Contents).

Except for the set of Concept plans identified as “For Approval”, all 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.

This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, Schedule 2 of the EP&A Regulation, and the environmental assessment requirements of the Secretary of the Department of Planning and Environment (SEARs), for the preparation of the EIS, as included in **Appendix B**. This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report.

As the project is within a rail corridor and is associated with rail infrastructure, involves commercial premises, and has a capital investment value of more than \$30 million, it is State Significant Development (SSD) for the purposes of the EP&A Act. Accordingly, this Stage 1 Amending DA is lodged under Section 4.38 of the EP&A Act.

This report describes the Precinct, its environs and the proposed concept, and provides an assessment of the proposal in terms of the matters for consideration under Section 4.15(1) of the EP&A Act.

4.1 Relationship of Proposal to the Sydney Metro Stage 2 Critical State Significant Infrastructure Approval

As established with the Stage 1 Concept Approval, owing to the unique nature of the integrated development (design and delivery) for the combined Metro Station and OSD at Martin Place, it is essential that there is clear delineation between the scope of this Stage 1 Amending DA for the SSD components and those elements already approved as part of the Metro's CSSI approval.

Any development falling within the scope of the CSSI cannot constitute SSD pursuant to Section 5.12(7) (previously Section 115U(7)) of the EP&A Act, which states:

(7) If, but for this subsection, development is both State significant infrastructure because of a declaration under subsection (4) and State significant development, it is not State significant development despite any declaration under Division 4.7.

The sections below outline the relationship between this application and the Metro's CSSI approval, highlighting the key components of the integrated project, and identifying those that fall within the scope of the CSSI, or vice versa.

Demolition

The demolition of all existing buildings in the Precinct (other than 50 Martin Place, which is to be retained) is subject to the separate approvals process for CSSI classified development, because the demolition is required to construct the Metro Martin Place Station. No consent is sought for demolition as part of this Stage 1 Amending DA, nor was any consent granted for demolition of buildings under the Concept Approval.

The office building at 9-19 Elizabeth Street has been approved for demolition as part of a modification to the Metro's CSSI approval³ (SSI 15_7400 MOD 3). The CSSI modification was required as the original CSSI application did not include this land, and therefore did not approve the building's demolition. Demolition (and excavation) of 9-19 Elizabeth Street will however be necessary under the Macquarie integrated proposal, to enable the extended, more rational footprint and improved station design.

Bulk Earthworks

Bulk earthworks and excavation across the Precinct will be delivered as per the Metro CSSI Approval. The extent of spoil generated by this excavation and the methodology to be used is addressed within the Metro CSSI EIS and PIR. Additional earthworks required to facilitate the Macquarie proposal have been assessed and approved as part of the CSSI modification (SSI 15_7400 MOD 3).

Over Station Development

In the Metro CSSI Conditions of Approval it is identified in Condition A4 that, "except to the extent described within the CSSI EIS and PIR, any over station development, including associated future uses, does not form part of this CSSI and will be subject to the relevant assessment pathway prescribed by the EP&A Act". 'Over Station Development' is defined in the CSSI Approval as follows:

"Includes non-rail related development that may occupy land or airspace above, within or in the immediate vicinity of the CSSI but excluding spaces and interface works such as structural elements may be constructed as part of the CSSI to make provision for future developments".

The Concept Approval therefore approved the building envelopes, land uses, maximum GFA for the North and South Sites, and Design Guidelines for the two OSD towers. The approved building envelopes fall entirely within either the North Site or the South Site, with no works occurring within Martin Place. This Stage 1 Amending DA maintains this relationship, only seeking to modify the approved South Site tower envelope. This is further discussed in **Sections 0 to 4.7**.

Integration between OSD and Martin Place Metro Station

The Metro CSSI EIS and PIR discuss the integration between future OSD and the Martin Place Metro Station. The Metro CSSI Approval requires, as one of its key reporting requirements to the Secretary of the Department, that a Station Design and Precinct Plan (SDPP) is prepared by TfNSW for each of the approved stations.

³ http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8577

As part of the SDPP process, the stations are required to be designed to ensure that future OSD can be built efficiently and effectively. Namely, the CSSI EIS prescribes that “the metro stations would be designed to take into account, and make physical provision for, any design or other requirements associated with possible future over station development” (CSSI EIS, pp. 138). The CSSI EIS clarifies this further by identifying that, subject to detailed design, the metro stations will include the following:

- Structural elements (steel and / or concrete), building grids, column loadings and building infrastructure to enable the construction of future over station development;
- Space for future lift cores, access, parking and building services for the future over station development.

In other words, the CSSI provides approval for all structural elements to support future OSD, and space to accommodate various OSD elements within the station building footprints presented and assessed as part of the CSSI EIS.

The precise design of these elements is therefore to be finalised as part of the detailed design of the Metro station (and included in the SDPP process), with the OSD buildings to be the subject of separate approvals under the SSD process set out in Part 4 of the EP&A Act. As noted in the CSSI PIR, the resolution of the location of these elements may result in changes or clarifications to the indicative diagrams contained in the CSSI PIR. The CSSI PIR states:

“The Environmental Impact Statement further indicates that over station development above the transfer slab would be subject to a separate assessment process. For clarity, the specific use and fit-out of the spaces below the transfer slab (above ground level, at ground level and below ground level – refer Figure 2-3) does not form part of the project and would be subject to a separate assessment process.” (CSSI PIR, s. 2.4)

In summary, therefore:

- Neither the Concept Approval, nor this Stage 1 Amending DA can (by virtue of Section 5.12(7) of the EP&A Act), seek approval for those elements that form part of the approved Station, within the station envelope, and which necessarily and specifically, include the following:
 - “structural elements (steel and / or concrete), building grids, column loadings and building infrastructure to enable the construction of future over station development; and
 - space for future lift cores, access, parking and building services for the future over station development.”
- The inclusion of the above elements in the Metro CSSI is necessary to enable the design of the Metro to proceed and construction contracts to be let, both of which have occurred, prior to the granting of any approval for this Stage 1 Amending DA for the OSD.
- The approved Concept Proposal included nominated land uses for those OSD elements in the interface areas within the approved station envelopes, such as the end of trip facilities, office entries, office space and retail areas not associated with the rail infrastructure, with approximate locations and areas, subject to refinement at Stage 2. These indicative locations and areas of OSD elements within the Station envelope have been further developed since the approval of the Concept Proposal (refer to Section 4.7), with plans showing the notional demarcation of the CSSI component and the SSD component as currently known included in this Stage 1 Amending DA at **Appendix A** (the ‘Demarcation Plans’).

With the detailed design of the Martin Place Metro Station and the OSD towers unresolved at that time, the approved Concept Proposal provided an allowance (in principle only) for these SSD spaces within the Martin Place Station envelope or ‘station box’. As the station design has been further developed since that time, these approximate OSD locations and areas have also been further developed. These amended conceptual areas are described further in **Section 4.7** and illustrated clearly through CSSI / SSD Demarcation Plans (included in **Appendix A**).

Public Domain Works

The public domain works within and surrounding the station precinct are part of the design and delivery package for the Martin Place Metro Station and are identified in the Metro CSSI Approval as part of that project scope. The public domain strategy for the Martin Place Station Precinct will be resolved through the CSSI approval process, in particular through the preparation of the Station Design and Precinct Plan (SDPP) and Interchange (Station) Access Plan, to be prepared by the proponent of the CSSI, as discussed in **Section 1.2.3**. Whilst forming part of a separate process, a holistic approach to the integration of CSSI/Station and OSD, in particular at the ground plane, is an important consideration that is embodied within the approved Stage 1 Concept Proposal urban design framework to apply to the detailed design phase.

4.2 Numerical Overview and Comparison with the Concept Approval

The key numerical development information is summarised in **Table 5**.

Table 5 – Numerical overview

Component	Approved Stage 1 Concept Proposal (SSD 17_8351)	Proposed Stage 1 Amending DA
Site area	North Site: 6,022m ² South Site: 1,897m ² Precinct (excluding Martin Place): 7,919m ²	No change.
GFA	North Site: <ul style="list-style-type: none"> 104,270m² (including 50 Martin Place but excluding GFA attributed to the CSSI) 110,770m² (including 50 Martin Place and including GFA attributed to the CSSI, assumed as 6,500m²) South Site: <ul style="list-style-type: none"> 21,167m² (<i>excluding</i> GFA attributed to the CSSI) 23,667m² (<i>including</i> GFA attributed to the CSSI, assumed as 2,500m²) 	No change to approved GFA for North Site. South Site: <ul style="list-style-type: none"> 39,234m² = an additional 18,067m² (<i>excluding</i> GFA attributed to the CSSI) 41,734m² = an additional 18,067m² (<i>including</i> GFA attributed to the CSSI, assumed as 2,500m²)
Maximum Height	North Site envelope: <ul style="list-style-type: none"> RL 214.27 maximum for tower, and tapering under the sloping Martin Place Sun Access Plane; and 55m/existing height for 50 Martin Place South Site envelope: <ul style="list-style-type: none"> Podium: RL 76.95 (maximum = 55 metres, consistent with LEP height limit) Tower: RL 155.395 (maximum) and tapering under the sloping Hyde Park North Sun Access Plane 	No change to approved maximum envelope height for North Site. South Site: <ul style="list-style-type: none"> No change to approved maximum podium height for South Site. Tower height increases to maximum RL 163.832 (from RL 155.395 as approved) = an additional 8.437 metres but remains tapering and under the sloping Sun Access Plane.
Street walls (podia)	Built to boundary for North Site and South Site.	No change.
Tower Envelope street setbacks	North Site: <ul style="list-style-type: none"> North (Hunter Street): zero South (to 50 Martin Place boundary): zero at lower tower levels, tapering under Sun Access Plane West (Castlereagh Street): zero East (Elizabeth Street): zero South Site: <ul style="list-style-type: none"> North (Martin Place): 25 metres (consistent with LEP 55m height limit applying at that time) South: zero West (Castlereagh Street): zero East (Elizabeth Street): zero 	No change to approved tower envelope setbacks for the North Site. South Site: <ul style="list-style-type: none"> North (Martin Place): 8 metres = reduced by 17 metres (consistent with Amended LEP 55m height limit) South: no change West (Castlereagh Street): no change East (Elizabeth Street): no change

4.3 Urban Design Framework

The nature of the overall vision for the project, and the NSW Government's commitment to the Metro Station combine to create a unique opportunity to integrate Macquarie owned property assets and public property in the delivery of new transport, civic and office infrastructure, in the one redevelopment of a whole Precinct, in the heart of the city. The outcome will create a distinctive new precinct experience for visitors, workers and residents of Sydney. It constitutes urban renewal at a scale that can positively influence Sydney's future as a destination for investment, its liveability and as a place for international business.

Given the major new transport infrastructure and the potential for additional capacity it brings to this Precinct, it was recognised during the preparation of the now approved Stage 1 Concept Proposal, that the existing planning controls were not well equipped, nor designed, to maximise the development potential of the South Site in particular.

Accordingly, Macquarie commissioned the highly regarded architectural and urban design company Tzannes to undertake an urban design study to establish, from 'first principles', an urban design framework for the Precinct as a whole, with suitable objectives and principles to guide the detailed design and re-development generally.

The outcome of this study was the *Sydney Metro Martin Place Station Precinct SSDA Consolidated Design Guidelines* (dated September 2017) ('Design Guidelines') submitted as part of the original Stage 1 Concept Proposal's Response to Submissions. The Concept Approval included a requirement, at Condition A13, that there be some minor changes to the Design Guidelines as submitted by the proponent. Those changes were incorporated into the final document adopted by the Secretary of the Department on 6 April 2018 titled *Sydney Metro Martin Place Station Precinct SSDA Consolidated Design Guidelines* (dated March 2018), also prepared by Tzannes, and discussed further in **Section 4.3.1** below.

The original urban design study by Tzannes also examined opportunities to maximise the potential of the Precinct to accommodate additional floor space without compromising the heritage significance of the State listed 50 Martin Place, the Sun Access Planes in the Sydney LEP 2012 or the special character and amenity of Martin Place.

Consequently, Macquarie submitted its Planning Proposal in June 2017 to allow for more commercial office space in a tower on the South Site, below the Sun Access Planes and set back 6m from Martin Place, effectively bringing the north face of the South Tower closer to Martin Place. As a result of submissions received during the Planning Proposal process the line for the additional tower height was shifted to 8 metres from Martin Place, and this was finally adopted in the Amended LEP. It has meant that a larger (c.1,200m²) tower floor plate could be achieved on the site, and an increased FSR of up to 22:1. That Planning Proposal was supported by the urban design work undertaken by Tzannes (refer to *The Urban Design of Sydney Metro Martin Place Station Precinct* dated October 2017).

Once approved, the Planning Proposal (the LEP Amendment) effectively unlocked the South Site's potential to accommodate additional commercial floor space (but not for residential or serviced apartment uses) and generated viable office floor plates, that were previously unduly constrained by the LEP's 55 metre height limit covering an extensive part of the Site. The planning merits of the amended height and FSR controls were comprehensively tested by the Department as set out in the report it prepared on the Planning Proposal (*Plan Finalisation Report* ref. IRF18/1745, signed 1 May 2018).

This Stage 1 Amending DA builds on this body of urban design and planning work and represents the implementation of the NSW Government's decision to amend the Sydney LEP to allow a tower of the scale and form now proposed. Tzannes has prepared a further urban design report that assesses the changes to the South Site building envelope, and in particular how it relates to the earlier urban design framework, design principles and the adopted Design Guidelines already established for the Precinct through the Concept Approval.

The Urban Design Study prepared by Tzannes and included in **Appendix G**, also responds to the following requirement of the SEARs:

- *demonstrate how the orientation, height, bulk, scale, massing, articulation, materials, activation and pedestrian connectivity (including through site linkages) of the proposed development will integrate with the context of the site and the existing and future character of the area.*

- *clearly illustrate how the proposed built forms and detailed design reinforce the street wall along the Castlereagh and Elizabeth Street elevations and integrate sensitively with 50 Martin Place.*

4.3.1 Design Principles

The Urban Design Study prepared by Tzannes and included in **Appendix G** expands on the Urban Design Study approved with the Stage 1 Concept Approval. It constitutes a review of the earlier work and confirms the urban framework and design principles to guide future design propositions for the redevelopment of the Precinct, taking into account the proposed amendment to the South Tower envelope. The study addresses the potential for re-developing the Precinct and existing station facilities in the context of existing development objectives and controls, as well as the inevitable changing urban context. The analysis examines the proposed re-development acknowledging the historic importance of Martin Place, Chifley Square and Hunter Street.

Tzannes methodology in preparing the Urban Design Study was to:

- Understand the positioning of the Martin Place Station Precinct in the context of Global Sydney, and the specific urban conditions which influence the design of the Precinct;
- Set overall Precinct design objectives relating to movement, open space and future built form, to guide the development of building envelopes and the initial design options analysis;
- Identify key heritage, urban design, built form, civic, public domain and transport opportunities and constraints throughout the wider precinct.
- Provide an analysis of the following key urban design issues:
 - Relating to the Concept Approval;
 - The distinctive identity and history of the precinct, including Martin Place, Chifley Square, and Hunter, Castlereagh and Elizabeth Streets;
 - Key heritage principles to be addressed in the design of new buildings, in particular the relationship between the new buildings and the existing/retained 50 Martin Place heritage item (the former Government Savings Bank of NSW).;
 - The future transport interchange and associated pedestrian and vehicle movements;
 - Public domain activation;
 - The ground plane of Martin Place, Chifley Square and Richard Johnson Square;
 - Built form issues of street wall definition, articulation, materiality to Martin Place, Hunter, Elizabeth and Castlereagh Streets;
 - Tower heights and tower setbacks; and
 - The overall scale and density of future redevelopment.
- Arrive at a set of development principles relating to movement, open space and built form that can guide the planning and design of the future development, including the building envelopes (in the Stage 1 Concept Approval and this Stage 1 Amending DA), the design of the station entries and public domain (part of the approved Metro CSSI and the associated Station Design and Precinct Plan) and the future detailed design of the OSD.

The urban framework and design principles developed by Tzannes as detailed in the Urban Design Study (see **Appendix G**) is also referenced in **Section 5** of this EIS, which assesses the built form and scale of the Amending Concept Proposal.

4.4 Building Envelopes

As discussed in **Section 1.2.1**, the Stage 1 Concept Approval established building envelopes for the North Site and South Site. The approved building envelopes set the maximum vertical and horizontal parameters for the future buildings. This application seeks to amend the tower component of the building envelope for the South Site only.

The proposed amended building envelope for the South Site is detailed within the plans included as part of the Design Report prepared by Grimshaw (refer to **Appendix A**). As the envelopes set the physical parameters within which the detailed building designs will be constrained, they need to provide a degree of flexibility for the design development process to facilitate design excellence. That approach was acknowledged in the Stage 1 Concept Approval and has been applied to the revised South Site envelope.

4.4.1 North Site OSD Envelope

This application **does not seek to amend the North Site building envelope as approved by SSD 17_8351**. The figure below illustrates the approved North Site OSD Envelope, with its key parameters described below.

- The podium component of the overall building envelope for the northern tower covers the entire portion of the block bounded by Hunter Street, Castlereagh Street and Elizabeth Street and the northern boundary of 50 Martin Place, with zero setbacks to the street alignments.
- The tower component of the building envelope rises above the podium envelope and also extends to the street alignments of Hunter, Castlereagh and Elizabeth Streets. At the southern alignment of the tower, the height of the envelope is angled, increasing in height from south (RL 132.58 – RL 134.15) to north (RL 214.10 – 214.27) in order to comply with the Sydney LEP 2012 Martin Place Sun Access Plane.
- Overall, the maximum height of the tower envelope is approved at RL 214.27.

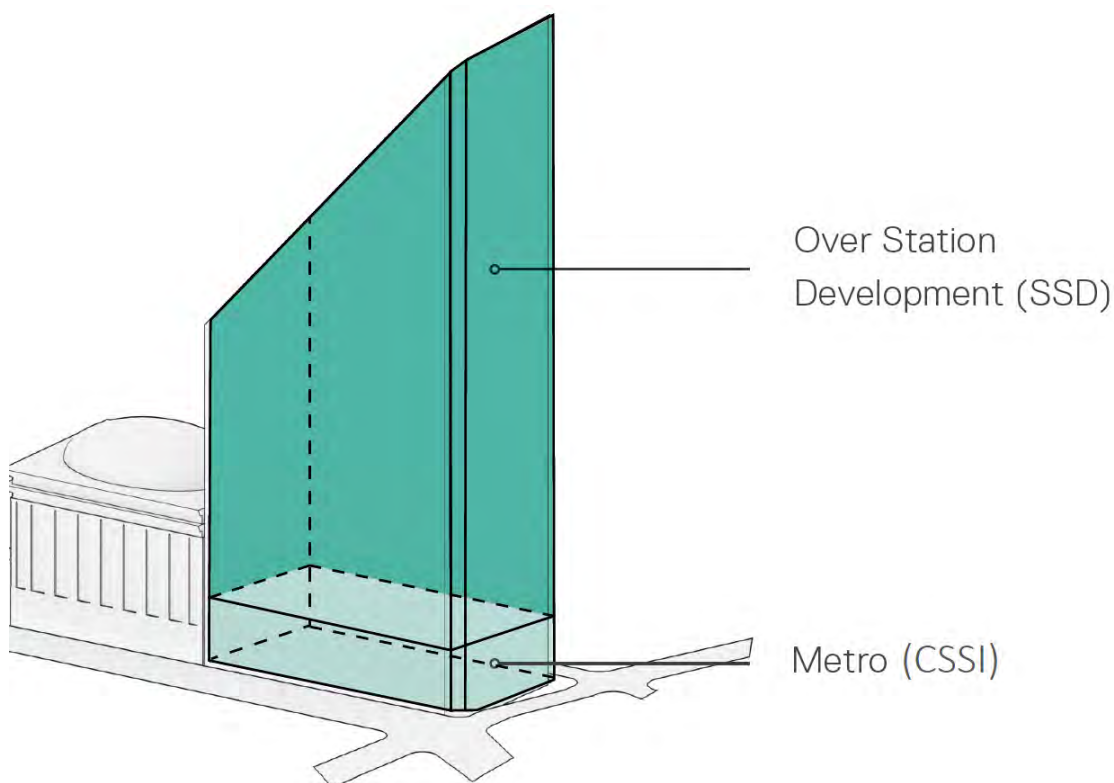


Figure 49 – North Site Approved OSD Building Envelope (no change proposed)

4.4.2 Proposed Amendment to South Site OSD Envelope

Podium Envelope

This application **does not seek to amend the South Site podium envelope as approved by SSD 17_8351**.

The approved podium component of the overall building envelope for the South Site covers the entire portion of the site of 39-49 Martin Place, with zero setbacks to the street alignment. This envelope establishes the maximum site coverage for the future detailed podium element of the building.

The proposed podium envelope height has been set at RL 76.95, which corresponds to the 55 metre LEP height limit. This visually defines the top of 50 Martin Place and the predominant Martin Place street wall for this section of Martin Place (between Castlereagh and Elizabeth Streets) and much of the street wall west of Castlereagh Street. This street frontage height will ensure the future podium complies with the 55 metre Sydney LEP 2012 height limit.

The podium envelope includes the indicative extent of the Martin Place Metro Station approved under SSI 15_7400 (i.e. the 'station box' – refer to **Figure 49** below).

Amended OSD Tower Envelope

The tower component of the South Site building envelope in the Stage 1 Concept Approval rises above the podium and is set back 25 metres from the Martin Place boundary. The resultant 'skinny tower' form complied with the then applicable LEP height controls for the 25m band along the Martin Place frontage of the South Site. This Stage 1 Amending DA seeks to increase the extent of the tower envelope, resulting in a tower setback to Martin Place of 8m above the 55m podium height. This amendment is consistent with the recent revisions to the LEP height controls for this site and is best shown in **Figure 50** below.

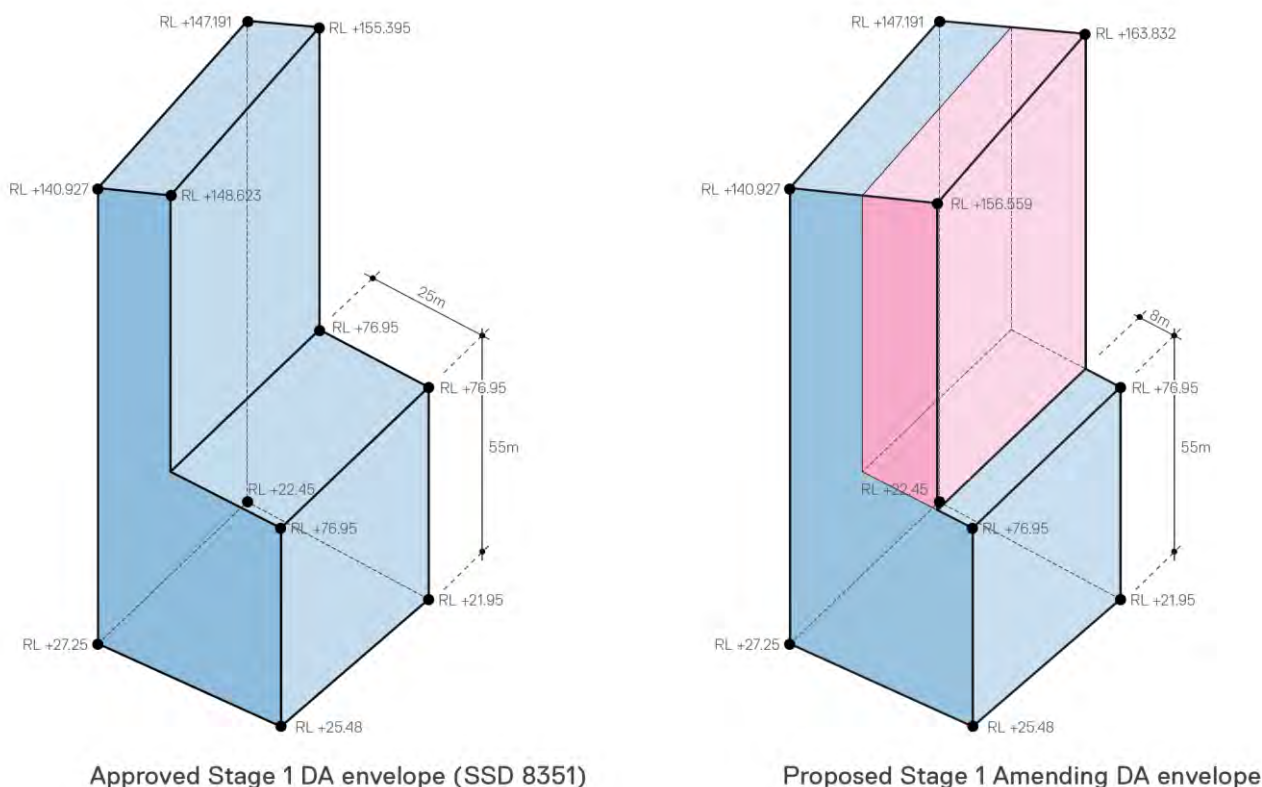


Figure 50 – Relationship between the approved and proposed amended South Site building envelope

Source: Grimshaw

The northerly extension of the envelope will result in a generally taller tower envelope than that approved with the Stage 1 Concept Proposal, with its height extending up to the Hyde Park North Sun Access Plane south of the 8m setback to Martin Place. At the southern alignment of the tower, the height of the envelope remains the same as the Stage 1 Concept Approval (RL 140.927 – RL 147.191). It then continues north at the same angle (defined by the Sun Access Plane) beyond the approved north face of the envelope. As it extends further northwards along the rising plane the proposed maximum height of the South Tower rises (RL 156.559 – RL 163.832) consistent with the Sydney LEP 2012 Hyde Park Sun Access Plane.

Overall, the maximum height of the tower envelope, as amended, will be RL 163.832. The figures below illustrate the overall envelope sought to be approved. The indicative extent of the Martin Place Metro Station approved under SSI 15_7400 (i.e. the 'station box') is shown as a solid line hatching on the proposed envelope).

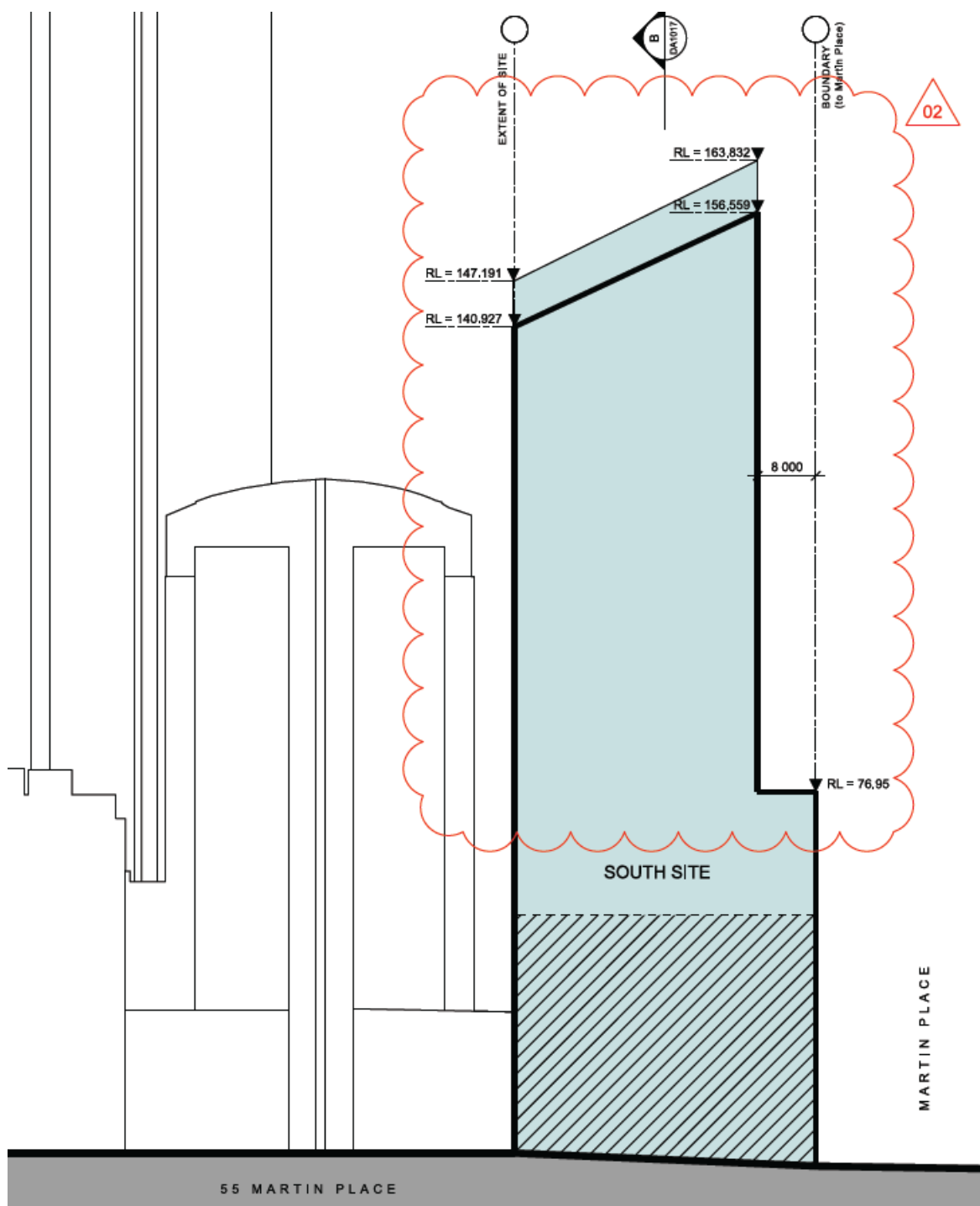


Figure 51 – Proposed South OSD tower building envelope, east elevation (amendment clouded red)

Source: Grimshaw

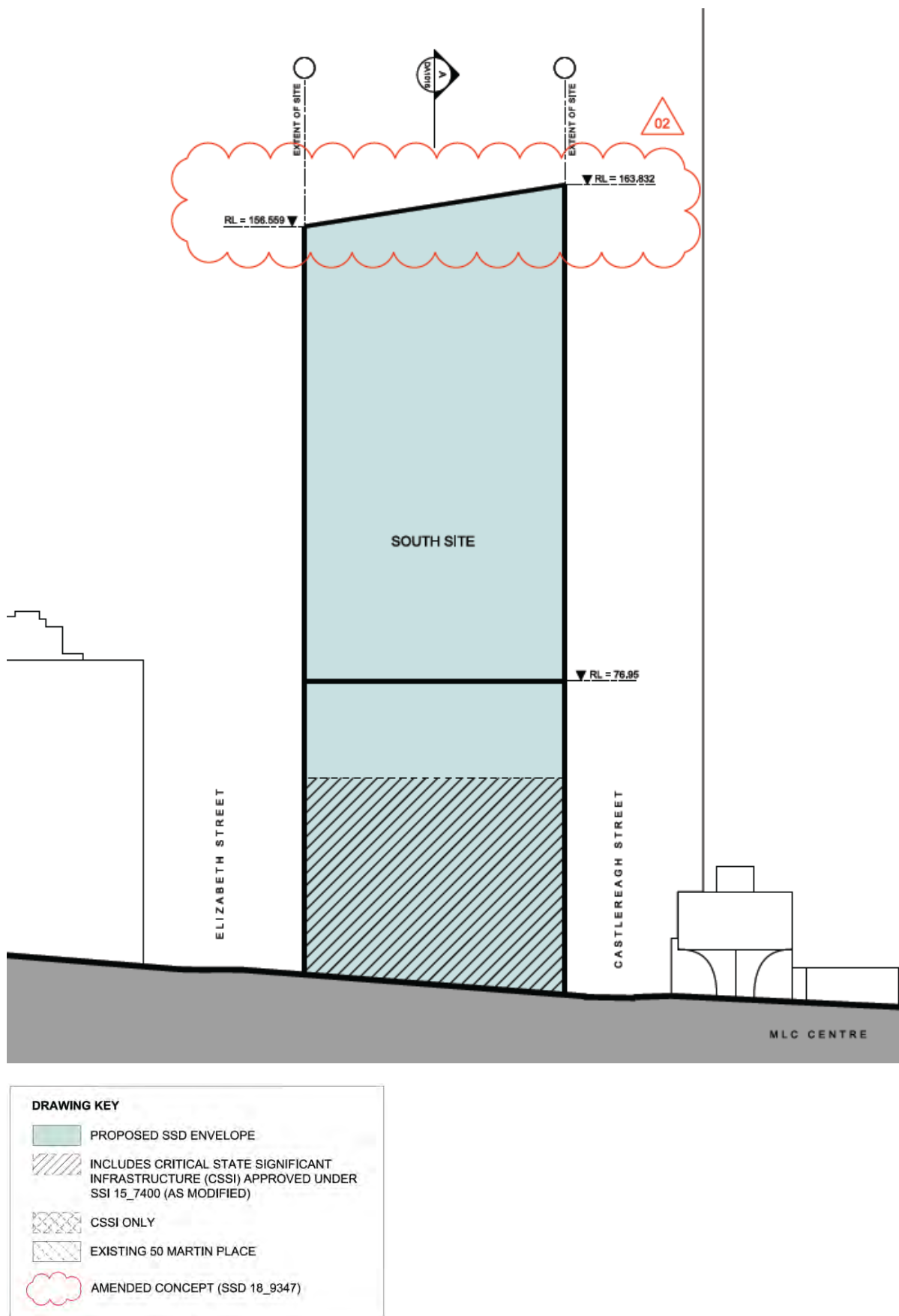


Figure 52 – Proposed South OSD tower building envelope, north elevation (Martin Place) (amendment clouded red)
 Source: Grimshaw

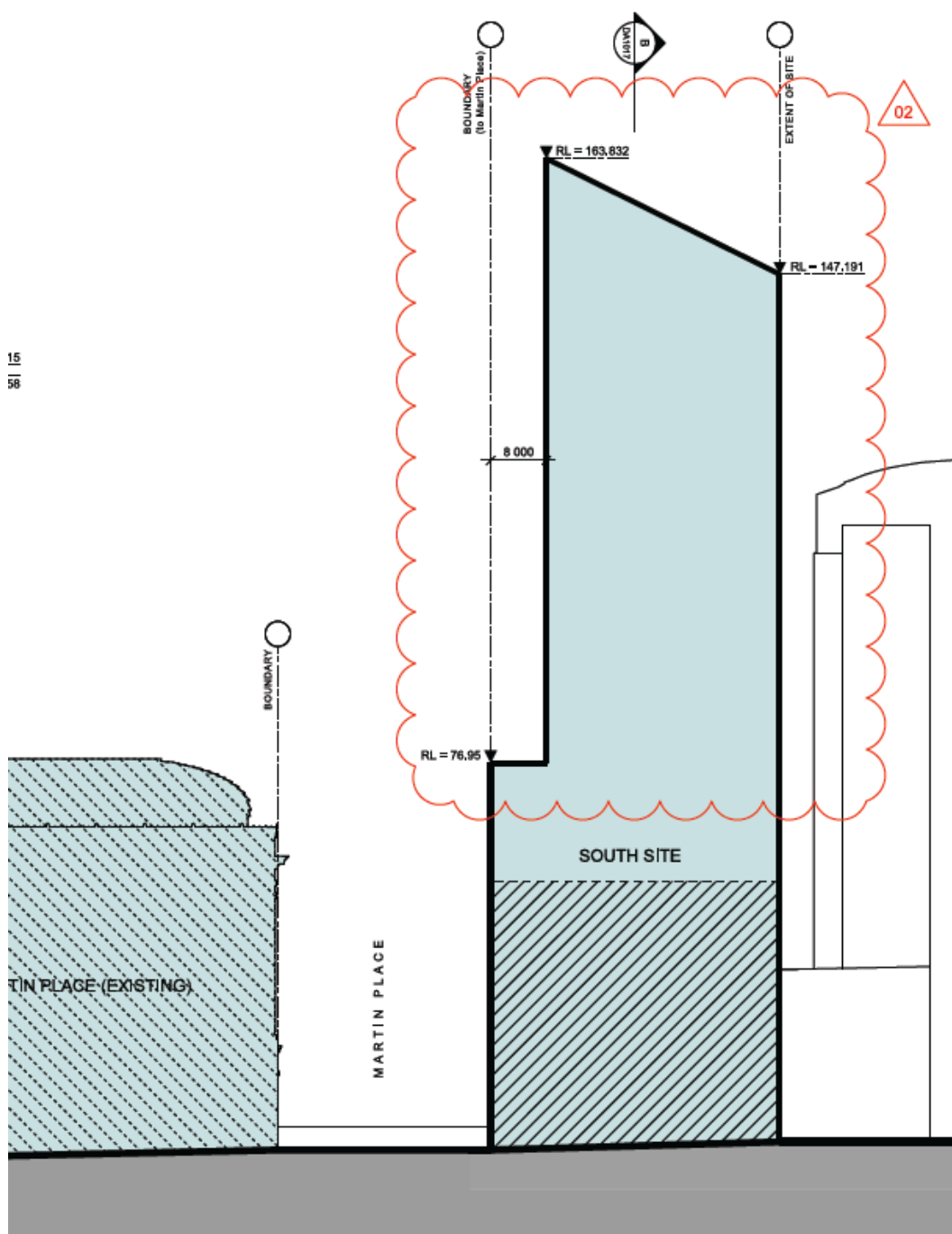


Figure 53 – Proposed South OSD tower building envelope, western elevation (amendment clouded red)

Source: Grimshaw

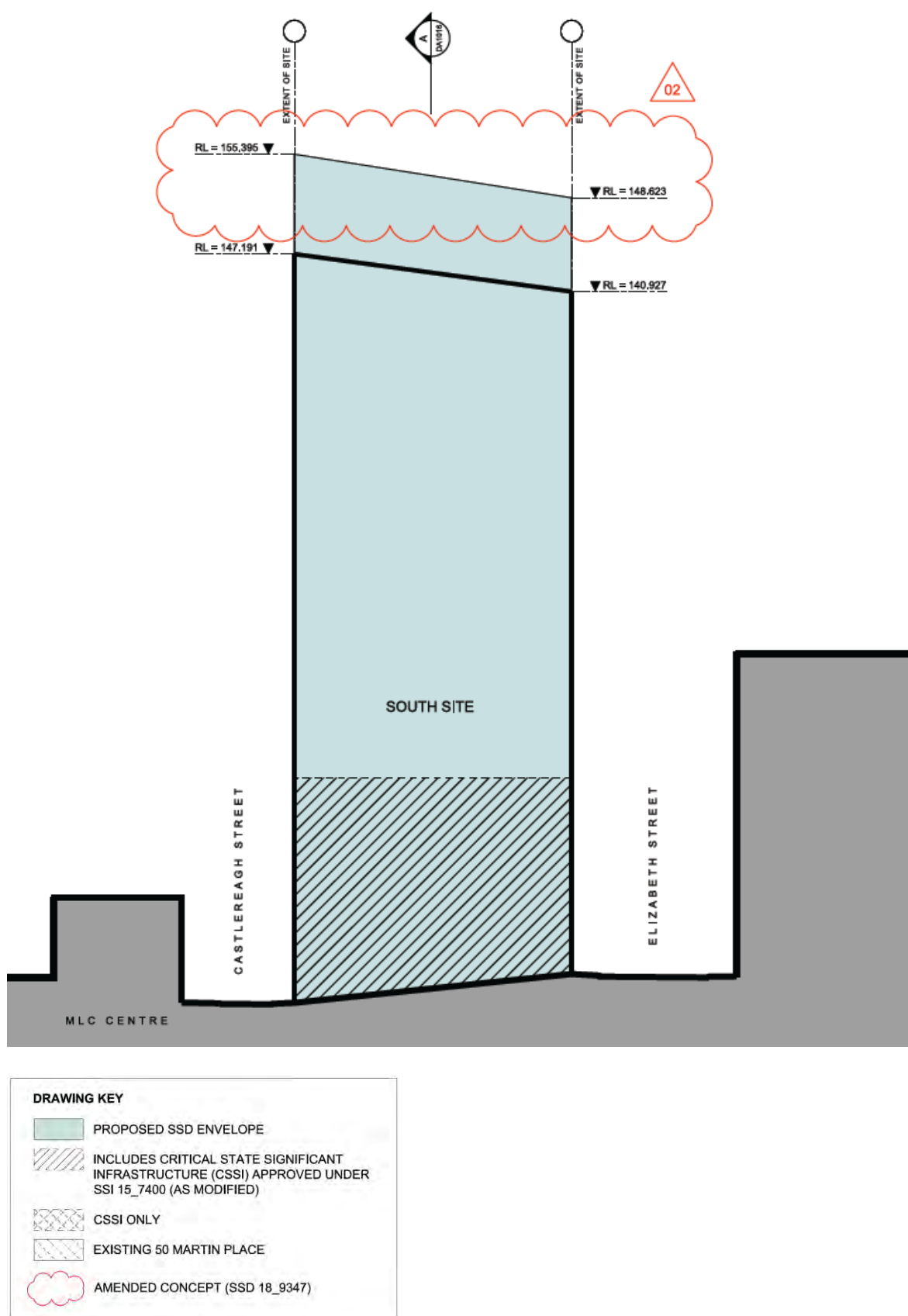


Figure 54 – Proposed South OSD tower building envelope, south elevation (amendment clouded red)

Source: Grimshaw

4.5 Building Connection(s) with 50 Martin Place

In-principle approval was granted as part of the approved Stage 1 Concept Approval for generally private connections between the North Site building envelope (at the podium levels) and the existing building at 50 Martin Place. These connections will follow the precedent established by the existing connections between 50 Martin Place and 9-19 Elizabeth Street, which allow staff and visitors to freely move between these two buildings. These connections will be subject to detailed design as part of a future Stage 2 application(s) and will be informed by specialist heritage impact assessment and appropriate consultation processes.

This Stage 1 Amending DA does not propose to alter this arrangement as the proposed amendment relates to the South Site.

4.6 Land Use and Maximum Gross Floor Area

The Stage 1 Concept Approval allowed for a total maximum Gross Floor Area⁴ (GFA) across both the North Site and South Site of **125,437m²**. This total GFA was split between the Sites as identified in **Table 6** below. This Stage 1 Amending DA seeks an increase in GFA for the South Site only, from 21,167m² up to 39,234m². The total OSD GFA for both sites under the Stage 1 Amending DA therefore increases to **143,504m²**, an increase for the precinct of 18,067m² or approximately 14.4%.

It is emphasised that the building envelopes (as approved and as proposed to be amended) set the maximum vertical and horizontal parameters of building lines, and the approved and proposed GFA can be easily accommodated within the envelopes. The envelopes are deliberately designed as a 'loose fit' with sufficient excess 'space' to allow for detailed building design and articulation.

Table 6 – Approved and proposed GFA split

Site	Stage 1 Concept Approval (SSD 17_8351)	Proposed Stage 1 Amending DA
North Site (includes 50 Martin Place)	104,270m ²	104,270m ² (No change)
• North tower (SSD)	(79,848m ²)	(79,848m ²) (No change)
• 50 Martin Place (existing)	(24,422m ²)	(24,422m ²) (No change)
South Site	21,167m ²	39,234m² (+ 18,067m²)
Total combined⁵	125,437m²	143,504m² (+ 18,067m²)

Note: The figures in the table above do not include GFA associated with the future Martin Place Metro Station. GFA associated with the station is subject to the CSSI Approval, and therefore, this application does not (and cannot) seek approval for GFA associated with the station. However, when calculating the total FSR of the proposed concept, the GFA of the station components must be included in accordance with the definition of GFA in the Sydney LEP 2012. This is discussed further in Section 5 of this EIS.

⁴ gross floor area means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

(a) the area of a mezzanine, and
 (b) habitable rooms in a basement or an attic, and
 (c) any shop, auditorium, cinema, and the like, in a basement or attic, but excludes:
 (d) any area for common vertical circulation, such as lifts and stairs, and
 (e) any basement:
 (i) storage, and
 (ii) vehicular access, loading areas, garbage and services, and
 (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
 (g) car parking to meet any requirements of the consent authority (including access to that car parking),
 (h) any space used for the loading or unloading of goods (including access to it), and
 (i) terraces and balconies with outer walls less than 1.4 metres high, and
 (j) voids above a floor at the level of a storey or storey above.

⁵ i.e. excluding the GFA generated by the CSSI Approval.

The Stage 1 Concept Approval is for commercial uses (predominantly offices but also some retail and/or restaurants/cafes) within the approved envelopes. There are no changes to the land uses proposed in the Stage 1 Amending DA. Under the Sydney LEP 2012, the B8 Metropolitan Centre zone allows for a wide range of uses that encourage global city activities such as finance, commerce, retailing, cultural activities, entertainment and government uses. Generally, the B8 zone also permits residential and serviced apartment uses.

The GFA sought as part of the Amending DA for the South Tower will comply with the 22:1 FSR control for the site (when including CSSI Station GFA in the calculation). The Stage 2 DA will propose a final GFA number for the South Site based on the detailed design, which will comply with the Concept building envelope and the maximum GFA permitted under the Concept. The illustrative design submitted as part of this DA is for information purposes.

The recent site-specific amendments to the Sydney LEP 2012, however (as set out in Clause 6.38) amend the permissible uses on both the North and South Sites, such that residential and serviced apartment uses are now prohibited on this land. The range of uses approved and proposed are consistent with the permissible uses under the Sydney LEP 2012 as amended, and are defined as follows:

- commercial offices;
- shops; and
- food and drink premises.

Final land uses will be detailed in subsequent application(s).

4.7 OSD (SSD) Components within Station (CSSI) Envelope or 'Station Box'

As discussed in **Section 1.2.1**, as part of the approved Stage 1 Concept Proposal, consent was granted for conceptual SSD areas in the approved Martin Place Metro Station envelope, or 'station box', at, above and below ground levels, for both the North and South Sites. These indicative locations and areas of OSD elements within the Station envelope have been further developed since the approval of the Concept Proposal in line with further development of the station design since that time. However, these locations and areas remain indicative, with the final extent and degree of integration between OSD and CSSI elements the subject of the approved Sydney Metro project (more specifically to be resolved through the Station Design and Precinct Plan process).

Table 7 below provides an overview of the current indicative design of the OSD and CSSI elements for Martin Place, noting there has been further design development from what was presented at the time the original Stage 1 SSD DA was submitted.

Table 7 – Indicative conceptual SSD uses and areas within the CSSI 'station box' – For Information

Level	Conceptual OSD (SSD) Use	Indicative OSD GFA m ²
North Site		
Level 06	Core, office space, basement vents, egress points, back of house, vertical transport	2,493
Level 05	Core, office space, basement vents, egress points, back of house, vertical transport	2,493
Level 04	Core, office space, basement vents, egress points, back of house, vertical transport	2,265
Level 03	Core, office space, basement vents, egress points, back of house, vertical transport	2,265
Level 02	Core, office space, egress points, back of house, vertical transport	2,265
Level 01	Core, plant, lobby, end of trip facilities vertical transport, retail back of house vertical transport, OSD back of house vertical transport, egress points	1,500
Ground floor (Elizabeth Street)	Retail, plant / back of house, egress points, end of trip facilities, vertical transport, retail Back of house, OSD entrance	1,273

Level	Conceptual OSD (SSD) Use	Indicative OSD GFA m ²
Lower ground (Castlereagh Street)	Retail, Plant / end of trip facilities, End of trip facilities, vertical transport, Back of house lift pit, egress points	697
B1 Upper Concourse	Plant facilities / Back of house, lift pits, End of trip facilities vertical transport	0
B2 Lower Concourse	End of trip facilities vertical transport, Back of house lift pits	0
B3 Plant / End of Trip Facilities	End of trip facilities and associated vertical transport, plant facilities	1,949
B4 Mezzanine End of Trip Facilities	End of trip facilities and associated vertical transport, lift pits	402
B4 Station Plant	End of trip facilities and associated vertical transport, lift pits	381
B5 Platform	N/A	-
South Site		
Level 06	Office, core	1,643
Level 05	Office, core	1,643
Level 04	Office, core	1,643
Level 03	Office, core	1,643
Level 02	Office, core	1,643
Level 01	Office, core	1,424.1
Mezzanine	Office lobby, core, SSD retail, vertical transport	1,028
Ground floor (Elizabeth Street)	SSD retail, office lobby, plant, core, egress points, office vertical transport	516
Lower ground (Castlereagh Street)	SSD retail, plant / back of house, lift pits, back of house, egress points	540
B1 Upper Concourse	Plant / back of house	0

To further assist with understanding the current indicative design and relationship between SSD and CSSI elements, a set of for information 'CSSI / SSD Demarcation Plans' has been prepared by Grimshaw (**Appendix A**). These drawings delineate between station 'CSSI' areas and OSD 'SSD' areas within the station envelope.

Figure 55 and **Figure 56** below are extracts from the ground level CSSI / SSD Demarcation Plan included in **Appendix A**, identifying the 'SSD' areas and uses (blue) and the station 'CSSI' areas (pink) by different colours.

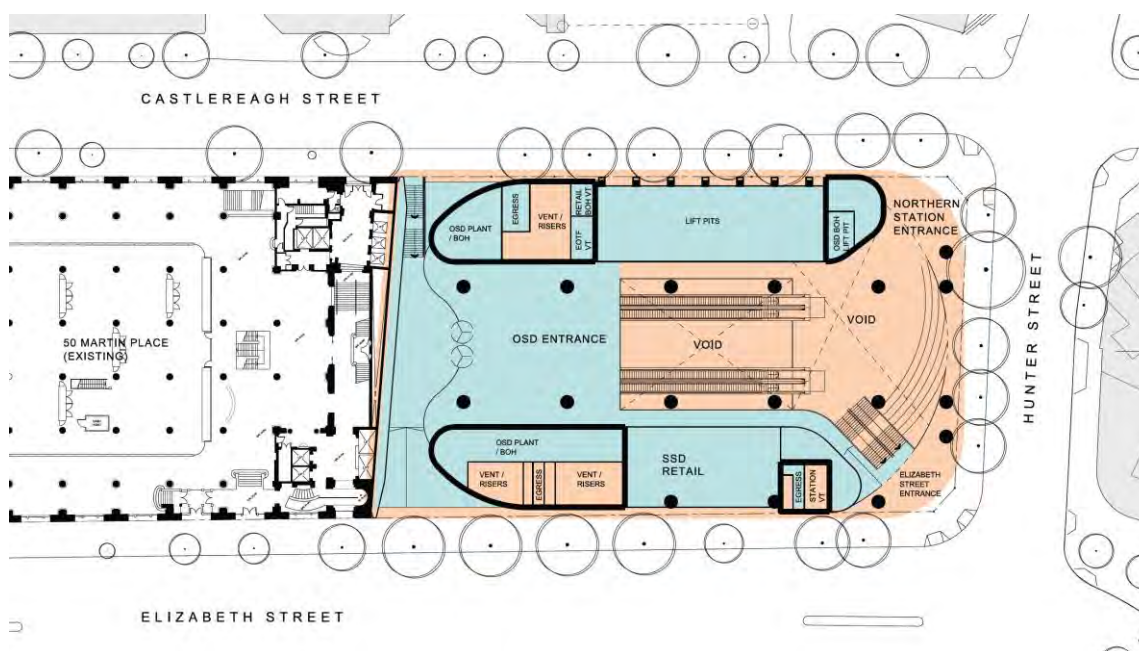


Figure 55 – Ground floor CSSI / SSD Demarcation Plan, North Site

Source: Grimshaw and JPW

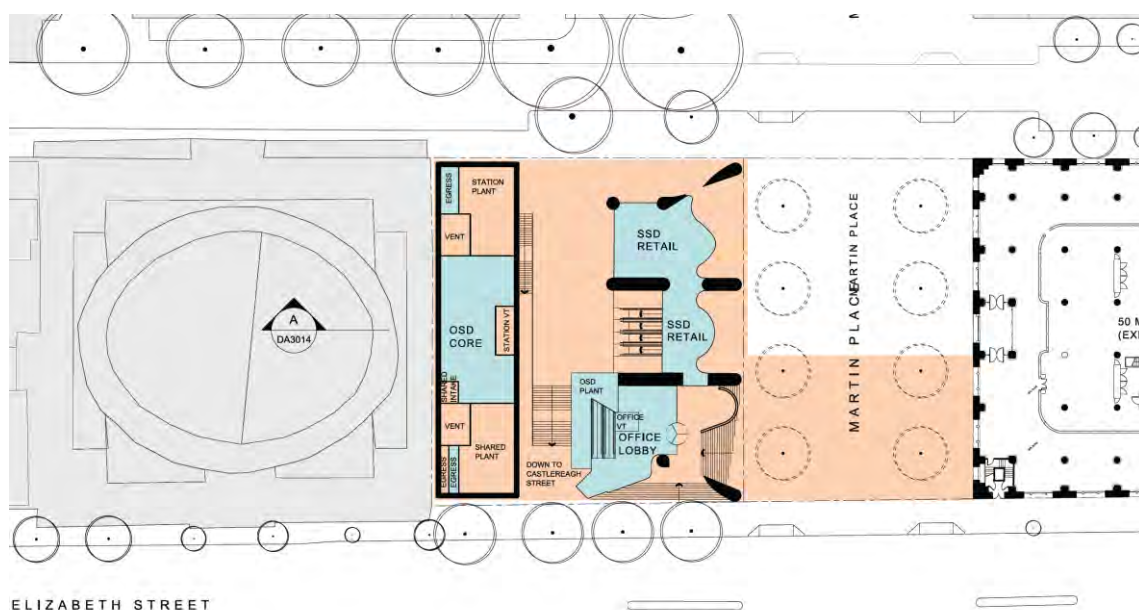


Figure 56 – Ground floor CSSI / SSD Demarcation Plan, South Site

Source: Grimshaw and JPW

4.8 Illustrative Scheme

Illustrative design material, showing an indicative design concept has been prepared by Grimshaw, JPW and Tzannes. This material is included as part of the Design Report at **Appendix A**, but does not form part of the documentation sought for approval under this Stage 1 Amending DA. This material is provided *for information purposes only*, to assist in the comprehension of the Macquarie scheme as well as the assessment and determination of the Stage 1 Amending DA.

The illustrative design demonstrates a built form option within the proposed building envelopes that supports the vision for the Martin Place Station Precinct redevelopment and aligns with the urban design principles established by the Tzannes Urban Design Study. Future Stage 2 DA/s will provide detailed designs for built forms within the building envelopes, and will reflect the advice of the Design Review Panels constituted under the Stage 1 Concept

Approval and the CSSI approval. An illustration of a potential built form outcome within the proposed building envelopes is provided in **Figure 57**.

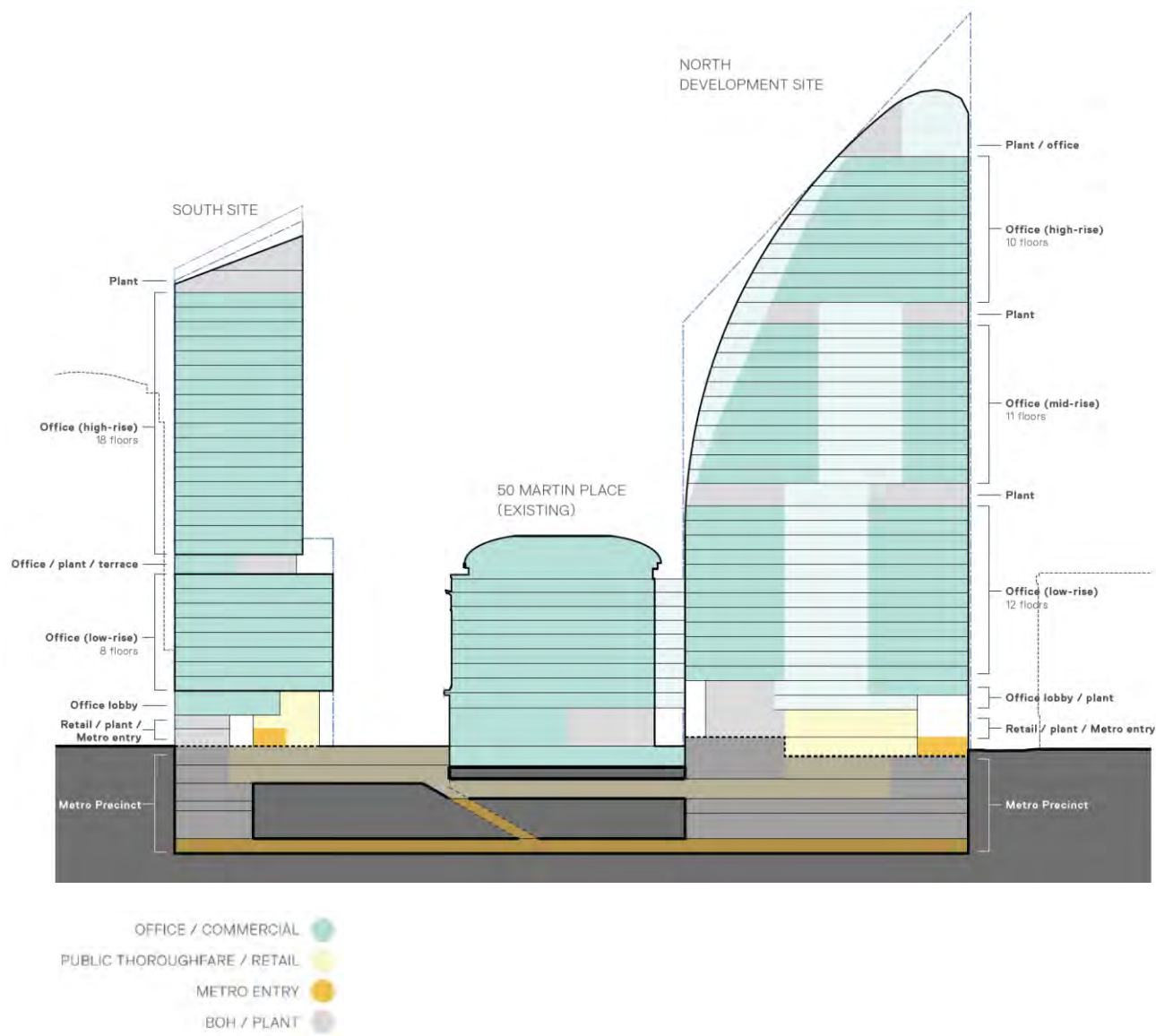
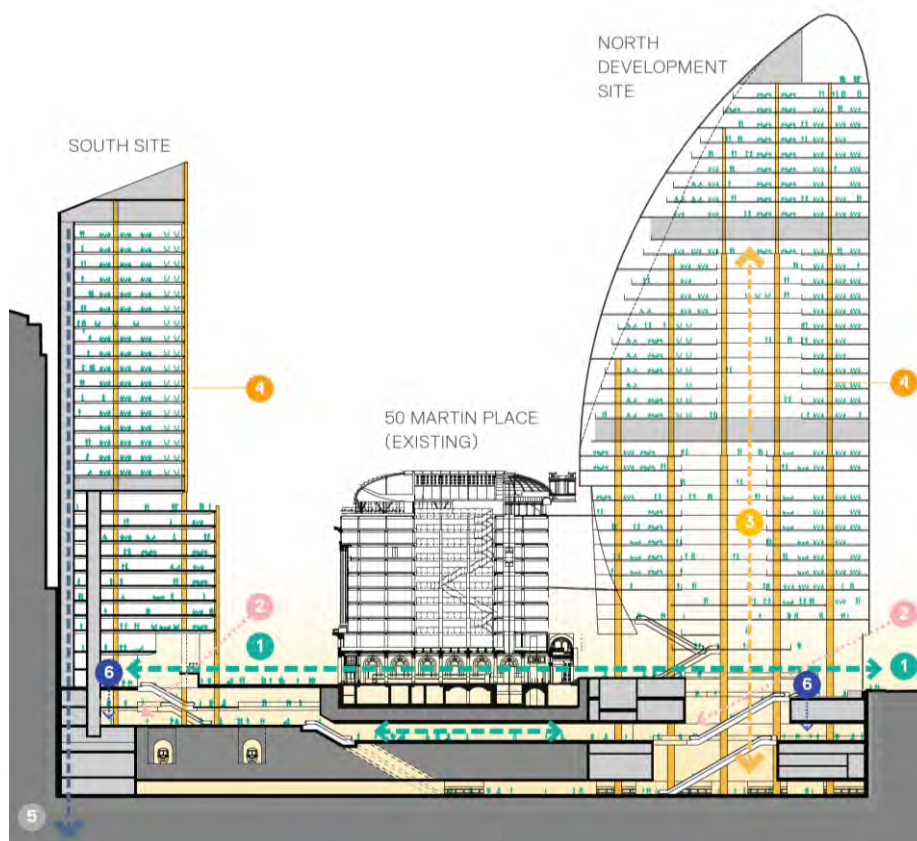


Figure 57 – Indicative illustration of a built form outcome – sectional diagram

Source: Grimshaw

4.8.1 Physical Integration of the OSD and Metro Station

The illustrative design submitted with this Stage 1 Amending DA demonstrates how the OSD and Metro station can potentially be integrated in an appropriate manner within the building podiums. The ultimate design solution will involve an intricate knitting together of various components of the station and the OSD, as illustrated in **Figure 64** below. This will be resolved through the Metro Station design development process, and the Stage 2 detailed DA process, which are already well advanced.



- 1 Permeable ground plane**
The removal of public domain clutter such as the existing railway station access from the centre of Martin Place integrates the South Site into the Precinct at ground level while an additional concourse link below ground further enhances north-south permeability across the Precinct. The ground plane is punctuated at the south and north with large "City Rooms" where station, office, retail and public thoroughfare converge.
- 2 Maximised daylight access**
Suspended built forms maximise daylight access to Metro Precinct below, while also creating a visual connection between levels above and below.
- 3 Voids and atria**
Maximised floor plates with allowance for interconnecting voids highlights the convergence of the north tower above with Metro below.
- 4 Integrated structure**
Integrated and expressed structure between tower and Metro establishes a seamless integration between the two, in line with Sydney Metro Design Guidelines.
- 5 Integrated services**
Plant/BOH zones for tower and Metro are consolidated and primarily located at below ground levels to minimise street presence, in line with Sydney Metro Design Guidelines. Services for the South Site are located to the south to maximise active frontages along Martin Place, Castlereagh, and Elizabeth Street and not compromise public domain areas.
- 6 Accessible pathways**
Legible universally accessible routes are located adjacent to primary paths of travel to provide safe and equitable pedestrian access east-west across the Site and through transport modes above and below ground, in line with Sydney Metro Design Guidelines.

Figure 58 – Indicative plan of how the tower envelopes and station components can be integrated

Source: Grimshaw and JPW

In the illustrative scheme, the integration of the station and the OSD is characterised by a permeable ground plane and interconnecting voids which maximise daylight penetration to the below ground Metro levels, allow rational commercial entries and floor plates above ground, and de-clutter the public domain to maximise pedestrian movement through the Precinct. The South Tower is necessarily characterised by a compact rear core adjacent to the southern boundary, to ensure that all street-facing façades are glazed and activated, and the floor plates are as efficient as possible.

Figure 59 below provides a diagrammatic image of the integration of the OSD components with the Metro Station. Further detail of the below ground OSD elements are shown in the CSSI / SSD Demarcation Plans included in **Appendix A**.

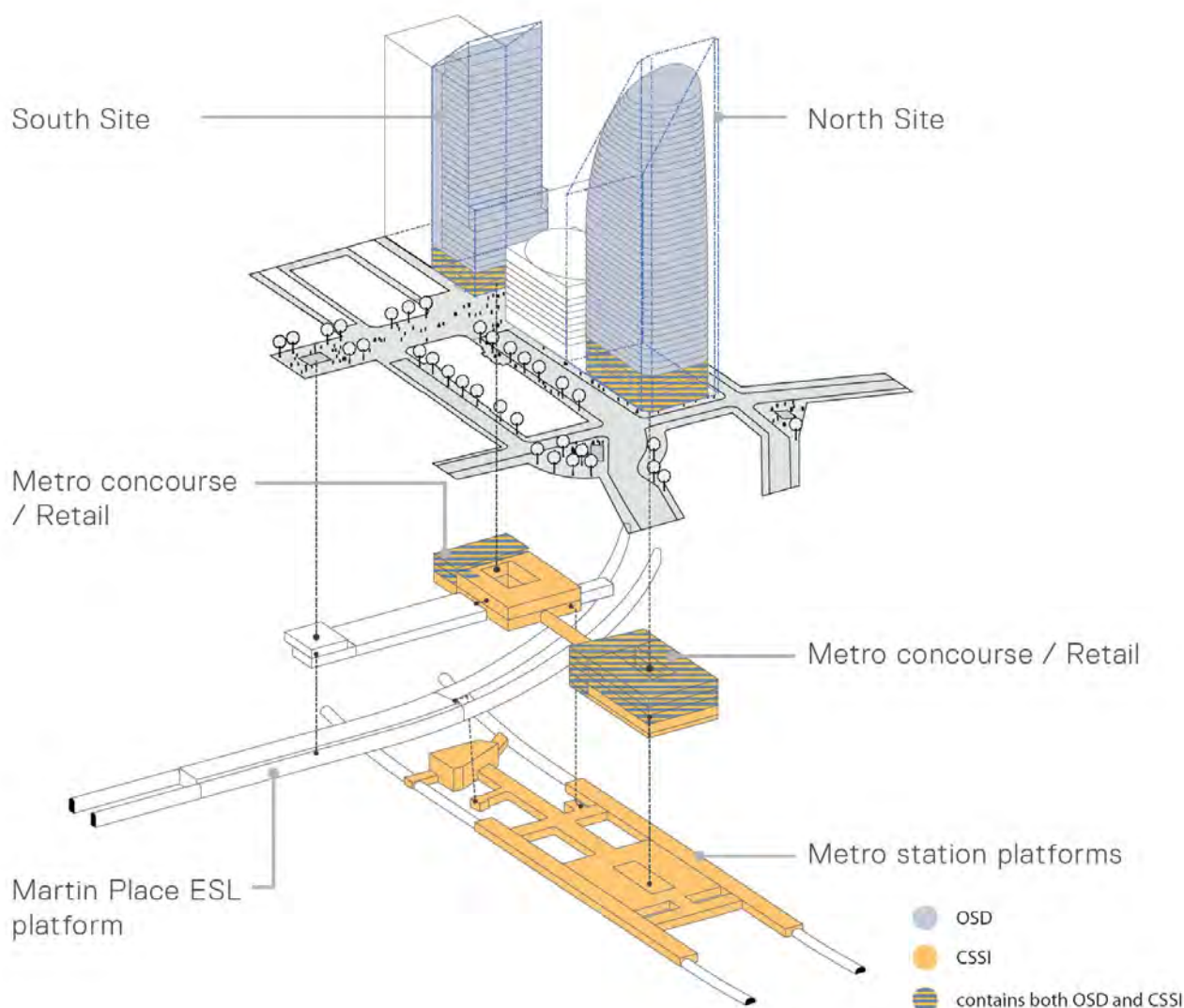


Figure 59 – Proposed OSD and Sydney Metro Martin Place Station Integration

Source: Grimshaw and JPW

4.9 Design Excellence

As part of the Stage 1 Concept Approval, an alternative design excellence approach for the project was approved by the Minister for Planning, in place of the competitive design process typically used under clause 6.21(5) of the Sydney LEP 2012 for standard development projects in Central Sydney. The approved alternative process recognised the unique circumstances of the project, where the approved Metro CSSI station works are intricately linked to the OSD from a design, construction, functionality, and delivery perspective, and that any requirement for a design competition could only apply to the OSD component of the project, and not the station.

The approved alternative design excellence process essentially involves:

- The establishment of a Design Review Panel (DRP), comprising three members of the Sydney Metro DRP (including the chair) and two new members, one nominated by the City of Sydney.
- A key role of the OSD DRP is to review and advise on the detailed building design to ensure the achievement of design excellence, having regard to the Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines; and
- To provide that advice prior to the lodgement of the Stage 2 Development Application(s), and throughout the assessment and post approval stages.

The Stage 2 Detailed Proposals for the North Site and South Site are required by Condition A14 of SSD 17_8531 to follow this approved alternative design excellence process. This Stage 1 Amending DA, which principally seeks to amend the approved building envelope for the South Site tower, does not seek to alter this approved alternative design excellence process.

Refer also to **Section 5** of this report for further discussion on this issue.

4.10 Public Domain

The public domain strategy for the Martin Place Station Precinct will be resolved through the CSSI post approval process, in consultation with the City of Sydney, in particular through the preparation of the Station Design and Precinct Plan (SDPP), which must be prepared under the terms of the CSSI Approval. This Stage 1 Amending DA does not and cannot alter this design and approvals process for the public domain associated with the Martin Place Metro project.

The SDPP will identify and include the following components relevant to the public domain:

- landscaping and building design opportunities to mitigate the visual impacts of rail infrastructure and operational fixed facilities;
- the incorporation of salvaged historic and artistic elements into the project design, including but not limited to the Tom Bass P&O fountain, the Douglas Annand glass screen (if present), the Douglas Annand wall frieze and heritage fabric from Martin Place Station;
- details on the location of existing vegetation and proposed landscaping (including use of endemic and advanced tree species where practicable). Details of species to be replanted/revegetated must be provided, including their appropriateness to the area and habitat for threatened species; and
- The timing for implementation of access, landscaping and public realm initiatives.

4.11 ESD Strategy

A key outcome for the redevelopment of the Precinct is to deliver more sustainable development than is presently provided, in accordance with world's best practice. Accordingly, the ESD objectives for the North Site and South Site (refer to **Appendix H**), do not change from those in the ESD report forming part of the Stage 1 Concept Approval package of documents. The requirement for future development applications to demonstrate the incorporation of these ESD principles is required by Condition B5 of the Stage 1 Concept Approval (SSD 17_8531). These initiatives, which do not change under this Stage 1 Amending DA, are summarised as follows:

- 5 star NABERS Energy minimum;
- 3.5 NABERS Water Rating;

- 6 star Green Star Office Design and As-Built; and
- Occupant wellbeing.

The following additional key design features and strategies to achieve these objectives were also part of the Stage 1 Concept Approval:

- **Human Centred Design:** Implement initiatives which will provide tangible benefits to the community during and beyond the construction period, for example the mechanical services design has focussed on occupant comfort throughout the precinct. Wellness is also a central aim for the development.
- **Carbon Neutral:** On-site and off-site renewables utilised to offset carbon emissions from the precinct development in operation.
- **Active Facades:** High performance facades utilised to offer mixed mode solutions in various areas across the development.
- **Water Reclaim:** A precinct-wide strategy will be implemented to optimise the water reclaim on site. Non-potable and potable operational demand targets will be reached through strategies such as rainwater harvesting and ground water reuse systems depending on quality of water collected.
- **World Leading Comfort:** Various strategies will be investigated such as utilising spill air to cool public concourses in order to maintain conditions at T_a+4C . The platform systems will maintain conditions on the platform below 27degC.
- **Daylight and Wayfinding Design:** Optimised daylight access; penetration into the underground station and maximised useful daylight on the tower floors. Cutting edge wayfinding technology will be investigated for the precinct providing mobile applications and other technologies to assist users.
- **Active Transport:** A state of the art, precinct-wide end of trip facility will be located at the heart of the development interchange. The aspiration is to deliver a world leading active transport hub.
- **Smart Systems:** Digital Infrastructure will be provided to occupants in order to meet energy, waste and water targets. Educating users on their impacts on the space should aid reduction of resource use.
- **Green Infrastructure:** The precinct aims to utilise green infrastructure in order to compliment art and wayfinding throughout the development and provide a pleasant space for users. This infrastructure will be utilised throughout the development including subterranean areas where possible.
- **Resilience:** A climate change resilience plan will be developed in accordance with the following:
 - The requirements of Green Star Design & As-built
 - The recommendations of AS5334 Climate change adaptation for settlements and infrastructure—A risk based approach
 - Arup's experience with best practice approaches to risk, resilience, and climate change vulnerability adaptation

These initiatives for the North Tower and South Tower will be implemented to achieve the nominated sustainability targets.

4.12 Vehicular Access and Parking

Vehicular access and parking for service and delivery vehicles is proposed to be provided from Castlereagh Street only, to the North and South Sites, the detail of which will be included as part of the detailed design for the Metro Station. The CSSI / SSD Demarcation Plans in **Appendix A** show the indicative location of the vehicular access and service areas. Consistent with the strategic value of the Precinct as a transport interchange, which favours sustainable modes of transport over private vehicles, limited on-site car parking spaces will be proposed as part of the development, with car parking to be removed from 55 Hunter Street and 39-49 Martin Place. There will therefore be a substantial reduction in car parking (by approximately 100 spaces) within the Precinct compared to the existing situation.

This Stage 1 Amending DA does not alter the vehicular access and parking arrangements approved under the Stage 1 Concept Approval.

4.13 Pedestrian Access and Connectivity

North Site

The two principal pedestrian access points to the station are from the corner of Hunter and Castlereagh Street and at the corner of Hunter and Elizabeth Streets. Due to the fall of the North Site from east to west between Elizabeth and Castlereagh Streets, it requires pedestrian entrances at different levels along Hunter Street. Escalator access will be available from the Castlereagh Street level to the Station platforms, and lift access from both the Castlereagh and Elizabeth Street levels.

The proposed OSD commercial lobby is accessed from the Elizabeth Street level, where escalators within the centre of the site provide access to a raised/sky lobby above. Station design and functionality mean that the OSD commercial lobby needs to be located above ground level. Secondary access to the commercial lobby is available from the centrally located east-west through-site link (adjacent to 50 Martin Place).

Figure 60 below provides an indicative layout of the station and proposed OSD access arrangements and site connectivity (note the Figure below provides a combined upper and lower ground level concourse for indicative purposes only).



Figure 60 – Indicative shared OSD and Station Ground Level Concourse, North Site

Source: Grimshaw and JPW

South Site

The primary pedestrian access to the station is from the corner of Castlereagh Street and Martin Place. A secondary access point to the station will be available from Elizabeth Street (which is at a higher level than the Castlereagh Street entrance) via a through-site link. Lift access is available between the two street levels and the station levels.

The Castlereagh Street/Martin Place access will have escalator and lift access to the Metro station below.

The OSD commercial lobby is proposed to be located with direct access from the corner of Martin Place and Elizabeth Street. The lobby will include escalators and stairs up to the main lift core lobby on the level above, which will service the OSD tower. Again, station design and functionality mean that the main OSD commercial lobby must be located above ground level.

- 1 Consolidated/minimised services and plant areas
- 2 Station entries located at corner of streets

Figure 61 below provides an indicative layout of the station and proposed OSD access arrangements and site connectivity (note the figure below provides a combined upper and lower ground level concourse for indicative purposes only).

This Stage 1 Amending DA does not alter the pedestrian access and connectivity arrangements approved under the Stage 1 Concept Approval.

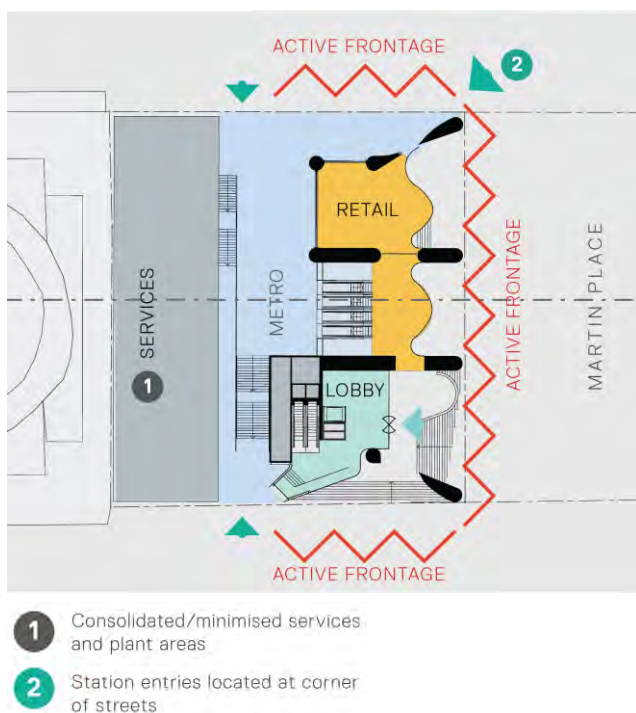


Figure 61 – Indicative OSD and Station ground level, South Site

Source: Grimshaw and JPW

4.14 Services and Utilities

The proposed amended envelope for the South Site tower may require services and utilities in the surrounding area to be relocated, altered, augmented or protected in order to implement the envisaged development over and above the requirements identified in the approved Stage 1 Concept Proposal.

Those items that will be subject to impacts or upgrades will be set out as part of the future Stage 2 DA(s) once the detailed design is resolved. A strategy for works to these services and utilities may be required as set out in the Utility Services Infrastructure Assessment prepared by Arup (refer to **Appendix E**). It is emphasised that these future works will be for the purposes of the OSD and not for the Station, which is subject to its own services and utilities planning. The integrated design and delivery approach, however, seeks to carefully co-ordinate the requirements of both station and OSD components and minimise costs and disruptions associated with relocations, alterations or augmentations.

4.15 Staging

The Martin Place OSD is intended to be delivered as a single, integrated project along with the delivery of rail, station, concourse infrastructure and public domain works associated with the Martin Place Metro Station. The construction of the different elements is likely to be staged so as not to interrupt the Metro construction program.

In terms of approvals the future detailed Stage 2 DAs will be split into two applications, one for the North Site and one for the South Site, with the final designs for each subject to further review and consideration by the DRP.

Approval of the Stage 2 DA for the North Site can be approved under the terms of the Stage 1 Approved DA. Approval of the Stage 2 DA for the larger tower on the South Site, however, cannot occur until after this Stage 1 Amending DA is approved.

Table 8 below provides an indicative overview of the staging and delivery relationships between the Sydney Metro and the Martin Place OSD.

Details regarding staging and management of events within Martin Place are expected to be further developed and addressed (in consultation with key stakeholders) as part of the detailed design and construction phase of both the Martin Place Station CSSI works and OSD works.

Table 8 – Sydney Metro and Martin Place OSD staging and delivery relationships

Work Stream	Planning Process	Indicative Works Timing ⁶
Martin Place Demolition works	CSSI_7400 + Mod	July 2017 – July 2019
Martin Place Tunnel and Station Excavation Works	CSSI_7400 + Mod	March 2018 – August 2020. Refer to Figure 62 .
Martin Place Station and fit-out works (below and above ground, including integrated OSD elements)	<ul style="list-style-type: none"> CSSI_7400 + Mod Martin Place Station Design and Precinct Plan Stage 1 SSD DA (SSD 8351) Stage 2 detailed SSD DA/s or complying development 	October 2020 – April 2023 Refer Figure 63 .
Martin Place OSD works (above station)	<ul style="list-style-type: none"> Stage 1 SSD DA (SSD 8351) Stage 1 Amending DA Stage 2 detailed SSD DA/s 	June 2021 – January 2024 Refer Figure 64
Metro testing and commissioning	CSSI_7400	July 2022 – June 2023
Martin Place OSD fit-out works	Stage 2 detailed DA/s or complying development	June 2023 – January 2024 Refer Figure 65
Public domain works	<ul style="list-style-type: none"> CSSI_7400 Martin Place Station Design and Precinct Plan 	Prior to station opening
Metro operations	CSSI_7400	2024

⁶ Timing subject to change

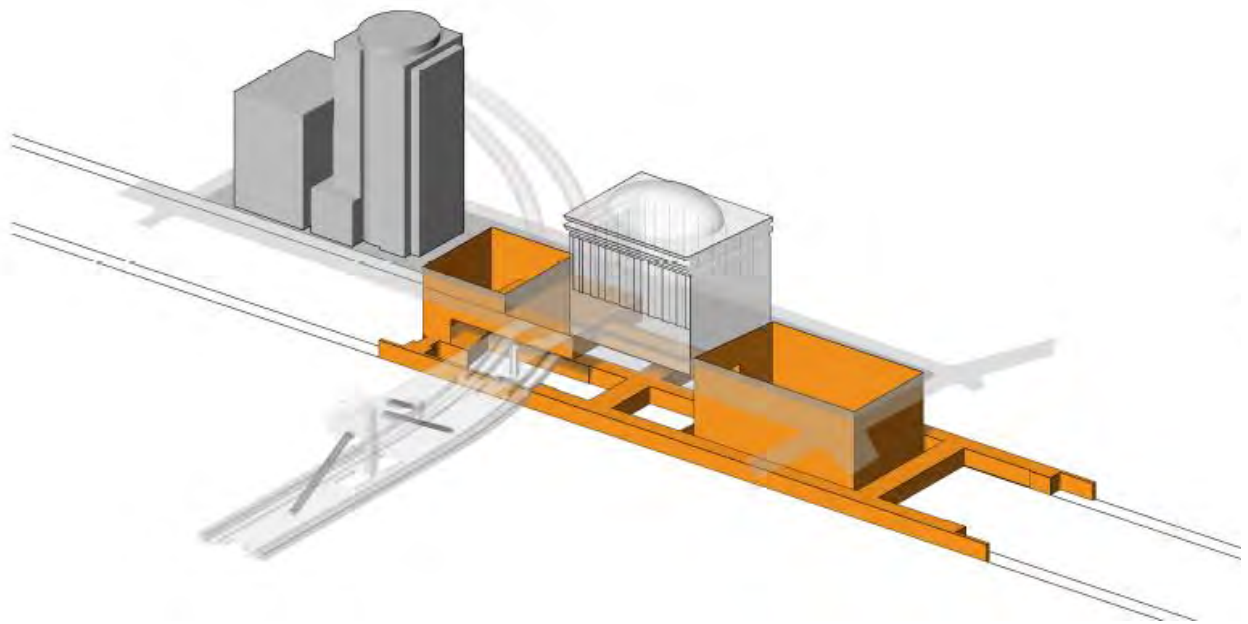


Figure 62 – Martin Place Tunnel and Station excavation works – August 2020

Source: Grimshaw and JPW

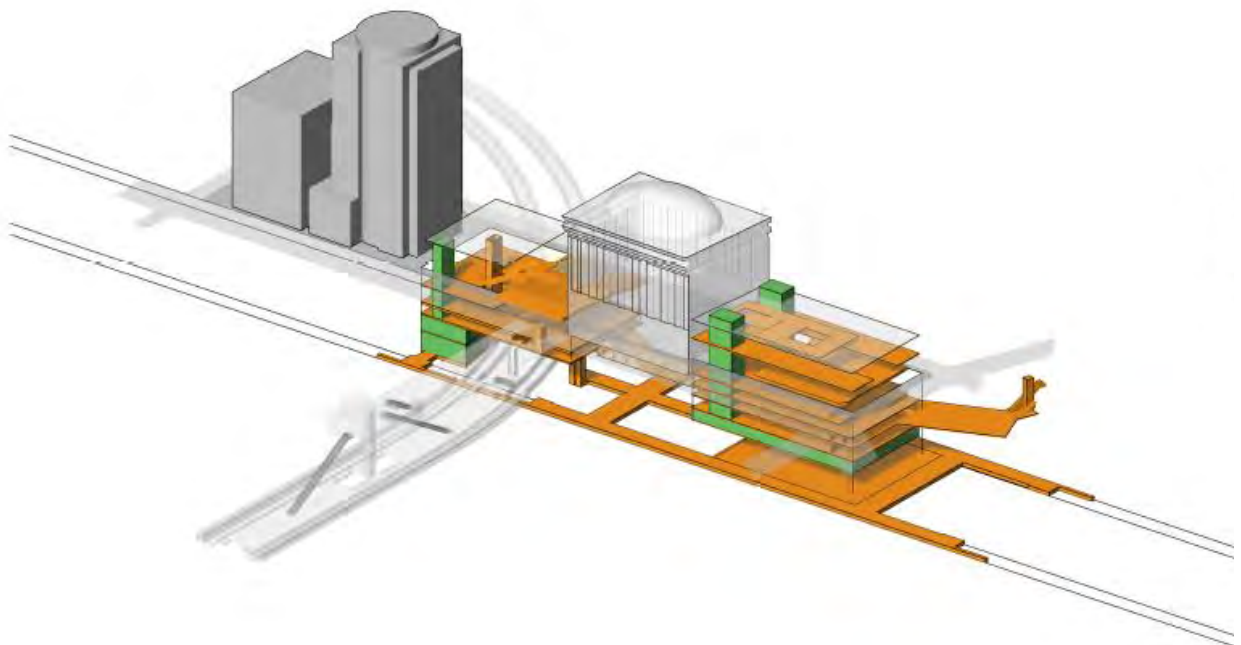


Figure 63 – Martin Place Station and fit-out works – June 2022

Source: Grimshaw and JPW

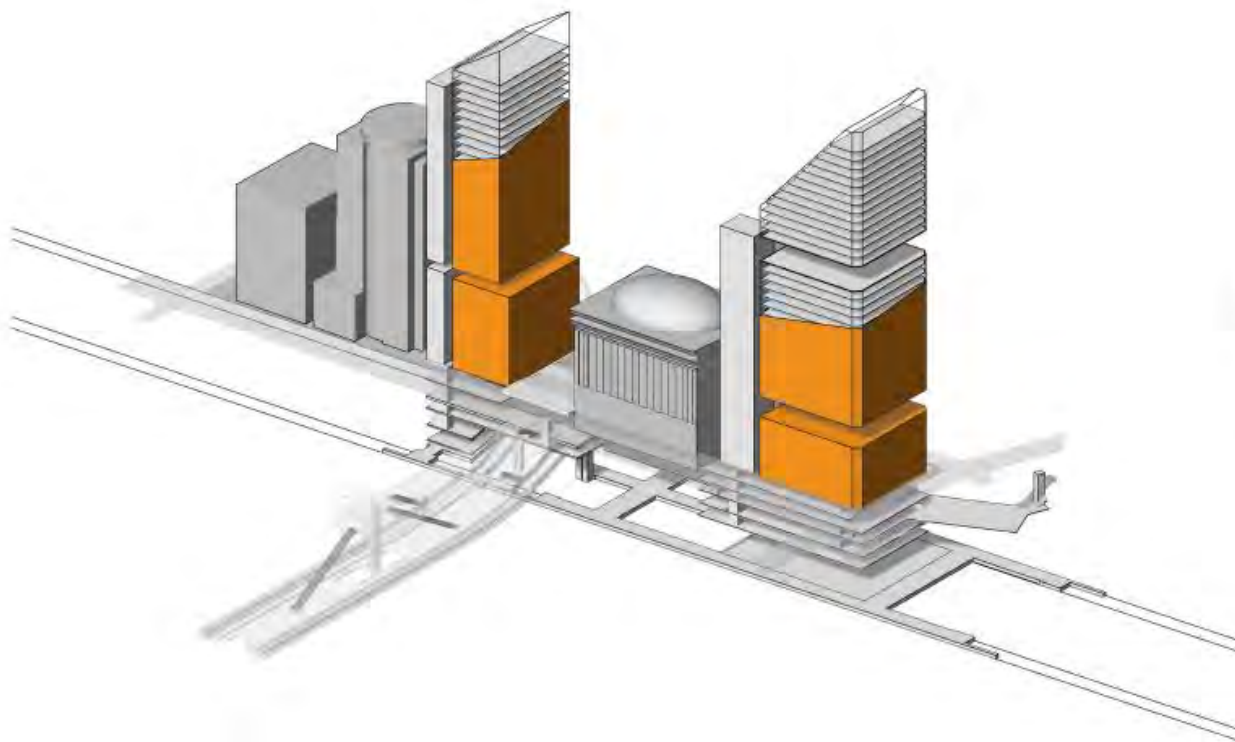


Figure 64 – Martin Place OSD works – June 2023

Source: Grimshaw and JPW

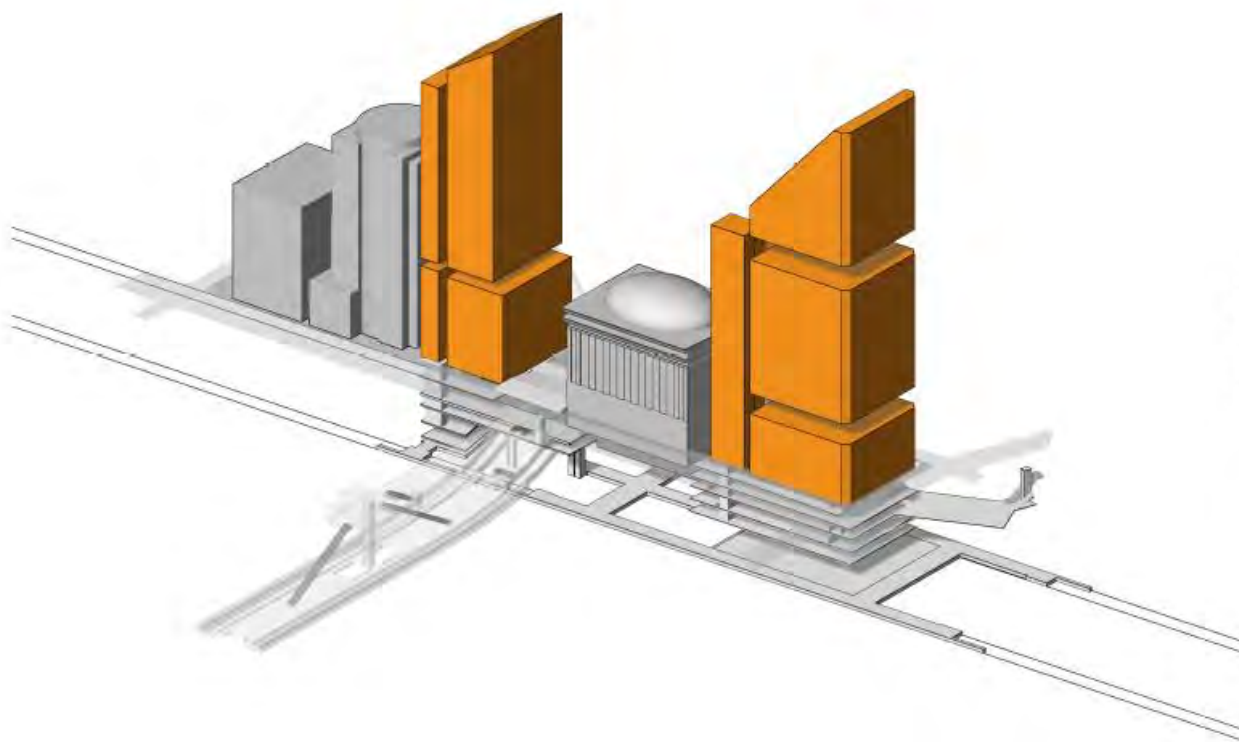


Figure 65 – Martin Place OSD fit-out works – December 2024

Source: Grimshaw and JPW

5.0 Environmental Assessment

This chapter of the Environmental Impact Statement (EIS) contains our assessment of the environmental effects of the proposed development as described in the preceding chapters of this report.

Under Section 4.15(1) of the EP&A Act, in determining a development application the consent authority must take into account a range of matters relevant to the development, including the provisions of environmental planning instruments; impacts of the built and natural environment, the social and economic impacts of the development; the suitability of the site; and whether the public interest would be served by the development.

The assessment includes only those key matters under Section 4.15(1) that are relevant to the proposal. The key planning issues associated with the proposed concept proposal are listed in **Table 9** below.

Table 9 – Key planning issues

Planning Issues	Assessment	Technical Study
Secretary's Environmental Assessment Requirements	Section 5.1	-
Environmental Planning and Assessment Act 1979	Section 5.2	-
Compliance with Strategic Planning Framework	Section 5.3	-
Compliance with Legislation and Environmental Planning Instruments	Section 5.4	-
Design Excellence	Section 5.5	-
Built Form	Section 5.6	Appendix A
View Analysis	Section 5.7	Appendix L
Heritage	Section 5.8	Appendix D
Solar Access and Overshadowing	Section 5.9	Appendix O
Transport, Traffic and Parking	Section 5.10	Appendix K
Wind Assessment	Section 5.11	Appendix P
Sky View (Daylight) Analysis	Section 5.12	Appendix T
Environmental Sustainability	Section 5.13	Appendix H
Ecologically Sustainable Development	Section 5.14	-
Public Benefits / Development Contributions	Section 5.15	-
Social and Economic Effects	Section 5.16	-
Other Matters	Section 5.17	Various appendices
Site Suitability	Section 5.18	-
Public Interest	Section 5.19	-

5.1 Secretary's Environmental Assessment Requirements

Table 1 in **Section 1.0** provides a summary of the individual matters listed in SEARs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

5.2 Environmental Planning and Assessment Act, 1979

The EP&A Act establishes a specific assessment system to consider projects classed as State Significant Development (SSD). SSD is development deemed to be of State significance and includes for example projects located in precincts or corridors regarded as important by the NSW Government, such as within a railway corridor or associated with rail infrastructure. As noted in **Section 1.0** the proposed development the subject of this DA is classed as SSD.

Division 4.4 of the EP&A Act relates to concept development applications. A concept development application is a one that sets out concept proposals for the development of a site, and for which detailed proposals for separate parts of the site are to be the subject of subsequent development applications. The application may set out detailed proposals for the first stage of development.

This development application is an Amending Stage 1 DA. It seeks consent to amend the approved Concept Proposal for the South Site. A Concept Proposal is commonly referred to as a 'Stage 1 Development Application', 'Concept Plan' or 'Concept Proposal'. These terms are used interchangeably and should be interpreted to mean 'Concept DA' (for the purposes of Section 4.22 of the EP&A Act) in each instance.

Section 4.24 of the EP&A Act provides that while any consent granted on the determination of a concept DA for a site remains in force, the determination of any further development application in respect of that site cannot be inconsistent with that consent.

This EIS has examined and taken into account all possible matters affecting or that are likely to affect the environment by reason of the proposed development. **Table 10** provides an assessment of the proposed development against the objects of the EP&A Act.

Table 10 – Objects of the EP&A Act

Object	Comment
Section 1.3: (a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources,	<p>The proposed amendment to the South Site will promote the social and economic welfare of the community by supporting the long-term viability of the finance and banking sector in Sydney, improving access to jobs, and providing a new landmark and environmentally sustainable development that strengthens 'Global Sydney' as a centre for economic and cultural activity. It will deliver part of a step-change project in the evolution of Sydney, and will greatly enhance a key significant Sydney CBD location that is the subject of significant public transport infrastructure investment.</p> <p>The proposal will also contribute to the proper management, development and conservation of resources of the precinct. In particular, measures outlined in the ESD report prepared by Arup and included in Appendix H will be implemented to ensure the conservation of resources throughout the construction and operational phases, particularly existing built resources and infrastructure will be retained where practicable.</p>
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	The principles of Ecologically Sustainable Development, as set out in Schedule 2 of the EP&A Regulation 2000, as well as other relevant economic, environmental and social considerations have been addressed in this EIS and the accompanying information. Section 5.0 of this EIS demonstrates how such factors have been considered in the Concept Proposal.
(c) to promote the orderly and economic use and development of land,	By amending the Concept Proposal for the South Site to align with the recent LEP Amendment's new planning controls which apply to the South Site, this application provides for the orderly and economic planning of the South Site and Precinct in accordance with current planning parameters.
(d) to promote the delivery and maintenance of affordable housing,	The Concept Proposal does not include any residential development, as the LEP Amendment expressly prohibits residential use of this land. Employment generating land uses on this particular Site are considered by the planning agencies to offer the greatest level of positive impacts for the local community and broader economy of Sydney, NSW and Australia.
(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,	The proposed development takes place in a highly modified and disturbed Central Business District environment, which does not impact on biodiversity values. The Precinct does not, nor is it likely to, have habitat suitable for any threatened flora and fauna. This assessment has been confirmed in the waiver

Object	Comment
	issued by the DPE and OEH, to the preparation of a Biodiversity Development Assessment Report (see Appendix I).
(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),	The South Site is in proximity to numerous heritage items, which are identified as either items of National, State or Local heritage significance, including Martin Place and the 50 Martin Place bank building opposite to the north. The heritage context has therefore been a key consideration when developing the Concept Proposal for the South Site. This application is supported by a Statement of Heritage Impact which assesses potential impacts of the proposed amendment to the Concept Approval (refer to Appendix D and Section 5.8).
(g) to promote good design and amenity of the built environment,	<p>As part of the Stage 1 Concept Approval, an alternative design excellence approach for the project was approved by the Minister for Planning, in place of the competitive design process typically used under clause 6.21(5) of the Sydney LEP 2012 for standard development projects in Central Sydney. The approved alternative process recognised the unique circumstances of the project, where the approved Metro CSSI station works are intricately linked to the OSD from a design, construction, functionality, and delivery perspective, and that any requirement for a design competition could only apply to the OSD component of the project and not the station.</p> <p>The approved alternative design excellence process essentially involves:</p> <ul style="list-style-type: none"> • The establishment of a Design Review Panel (DRP), comprising three members of the Sydney Metro DRP (including the chair) and two new members, one nominated by the City of Sydney. • A key role of the OSD DRP is to review and advise on the detailed building design to ensure the achievement of design excellence, having regard to the Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines; and • To provide that advice prior to the lodgement of the Stage 2 Development Application(s), and throughout the assessment and post approval stages. <p>The Stage 2 Detailed Proposals for the North Site and South Site are required by Condition A14 of SSD 17_8531 to follow this approved alternative design excellence process. This Stage 1 Amending DA, which principally seeks to amend the approved building envelope for the South Site tower, does not alter this approved alternative design excellence process for the Stage 2 Detailed Designs.</p>
(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,	The proposed amendment to the South Site building envelope will not alter the intention for the project to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants. The future OSD towers will be designed as part of a world-class Metro facility, and in-line with this objective, the development will achieve the highest standards in construction and maintenance.
(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,	Consultation has been undertaken with various levels of government and government agencies during the preparation of this DA, as outlined in Section 3.0 , and all government agencies will be afforded the opportunity for further input into the development process during the public exhibition process.
(j) to provide increased opportunity for community participation in environmental planning and assessment.	The community consultation to date has assisted, and will continue to assist, the development of the project. This is detailed in Section 3.0 of the EIS. Further consultation will be carried out during exhibition of this DA, and the subsequent Stage 2 detailed DAs for the North and South Sites.

In addition to the above, the EIS has addressed the specification criteria within Clause 6 and Clause 7 of Schedule 2 of the EP&A Regulation, which sets out the required form and content of an EIS. Similarly, the EIS has addressed the principles of ecologically sustainable development through the precautionary principle intergenerational equity, conservation of biological diversity and ecological integrity and improved valuation pricing and incentive mechanisms, which assesses the threats of any serious or irreversible environmental damage (see **Section 0**).

As required by Clause 7(1)(d)(v) of Schedule 2 of the EP&A Regulation, the following additional approvals set out in **Table 11** are either not required by virtue of the fact that the project is classified as SSD, or because they are not required in order to permit the proposed development to occur.

Table 11 – Other legislation which does and does not apply

Act	Approval applicable / required?
Approvals that do not apply to State Significant Development	
<i>Coastal Protection Act, 1979</i>	N/A
<i>Fisheries Management Act, 1994</i>	N/A
<i>Heritage Act, 1994</i>	N/A
<i>National Parks and Wildlife Act, 1974</i>	N/A
<i>Native Vegetation Act, 2003</i>	N/A
<i>Rural Fires Act, 1997</i>	N/A
<i>Water Management Act, 2000</i>	N/A
Legislation that must be applied consistently	
<i>Mine Subsidence Compensation Act, 1961</i>	No
<i>Mining Act, 1992</i>	No
<i>Petroleum (Onshore) Act, 1991</i>	No
<i>Protection of the Environment Operations Act, 1997</i>	No
<i>Roads Act, 1993</i>	No
<i>Pipelines Act, 1967</i>	No
<i>Airports Act, 1996 (Cth.)</i>	Yes

5.3 Compliance with Strategic Planning Framework

The proposed Stage 1 Amending DA is generally consistent with the provisions of the relevant planning policies identified in the SEARs, as detailed in the following sections and other supporting technical information appended to the report.

5.3.1 Greater Sydney Region Plan – A Metropolis of Three Cities

The *Greater Sydney Region Plan* is the overarching strategy for growing and shaping the Greater Sydney Area. It sets a 40-year vision (to 2056) and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters. The Plan was adopted in March 2018, and seeks to reposition Sydney as a metropolis of three cities – the “Western Parkland City”, the “Central River City”, and the “Eastern Harbour City”. In the same vein as the former *A Plan for Growing Sydney*, the Plan provides 10 high level policy directions supported by 40 objectives that inform the District Plans, Local Plans and Planning Proposals which follow in the planning hierarchy.

The proposal is consistent with the policy directions and objectives under the Plan, which govern growth and development in Sydney. This is demonstrated in **Table 12** below, and an assessment of the proposal against the specific vision for the Eastern District is provided in **Section 5.3.3** below.

Table 12 – Consistency with the Greater Sydney Region Plan

A city supported by infrastructure	
	<ul style="list-style-type: none"> The proposal forms a critical part of the delivery of the Precinct, with Martin Place Metro Station representing a step-change piece of infrastructure in the development of NSW. It will connect more people with high-capacity transport and assist in achieving the ‘30-minute city model’.
	<ul style="list-style-type: none"> The proposal also represents a coordinated approach in the delivery of higher capacity development in-hand with significant infrastructure investment; to assist in tackling congestion whilst still addressing the need for further employment floor space. It supports growth and infrastructure being provided ‘at the right time’.

A collaborative city



- Whilst the site is not identified as being within a 'collaboration area', it represents a significant opportunity identified by Macquarie through the USP process, which encourages the private sector to come forward with innovative infrastructure or service delivery solutions. This process has enabled the delivery of an innovative OSD solution that is wholly integrated with the station beneath, and will be constructed on behalf of the NSW Government and opened at the same time as the Sydney Metro City and Southwest project in 2024.
- The proposal has also been the subject of consultation with government agencies, the local community, and other key stakeholders to ensure that an acceptable local outcome is achieved as detailed in **Section 3.0**.
- The proposal will also assist in delivering the Metro Station incorporating new public domain areas that will be accessible to all members of the public.

A city for people



- The proposal has been developed with consideration of intergenerational equity and the promotion of sustainability, universal design and accessibility, and community integration within the Precinct.
- It prioritises opportunities for people to walk, cycle, and use public transport through assisting in the delivery of a new Metro Station and associated public domain areas, and new bicycle parking and end of trip facilities within the development. No car parking will be provided on site, and direct access to the Station will enhance the convenience and accessibility of sustainable modes of transport.

Housing the city



- No housing is provided on site, consistent with the Concept Approval and the LEP Amendment.
- The amended Concept Proposal seeks to continue the existing and envisaged use for the site as a destination for employment and retail/food and beverage.

A city of great places



- The development seeks to offer more than just new jobs. The Precinct will itself become a lively destination, seven days a week and over an extended period of the day, and will build on the surrounding employment, retail, cultural and entertainment opportunities in the area.
- The proposal has also been developed with consideration of the heritage and cultural values that define the location, and will seek to celebrate the key features of this context. The endorsed Consolidated Design Guidelines forming part of the Concept Approval will ensure the implementation of various heritage initiatives through the detailed design, maintaining a long-lasting heritage connection.

A well-connected city



- The proposal will seek to deliver additional commercial floor space on the South Site compared to the approved Concept Proposal, which is located above the southern entrance to the Martin Place Metro Station, and in doing so will connect new jobs to high-capacity transport. This will take advantage of substantial investment in public transport infrastructure, and support the achievement of a '30-minute city'.

Jobs and skills for the city



- The Plan recognises that Sydney's greatest economic strength globally and nationally is the concentration of financial services sectors in the Sydney (Eastern City) CBD, and that one of the implications of a strong financial sector is a high demand for premium-grade office space. The proposal is consistent with this objective in seeking to deliver additional, prime (premium and A grade) grade office space in the heart of Sydney's financial centre and it will enable the future growth of Macquarie's global headquarters at the one consolidated office Precinct in-keeping with key government initiatives.
- In conjunction with the OSD, associated retail and public domain spaces will also be delivered that support the diversity of functions in the CBD and encourage activity at the ground plane.

A city in its landscape



- The proposal does not affect any protected biodiversity or remnant or significant vegetation. Public domain improvements, particularly to Martin Place will be delivered as part of the CSSI Approval.



An efficient city

- A key initiative of the Concept Plan was to deliver a more sustainable development than is presently provided, and as such sustainability targets were established for the OSD towers. This application will achieve the relevant targets and is aligned with world's best practice for ESD.
- The new Metro line and integrated station will enhance the efficiency of the City.



A resilient city

- The proposal has sought to minimise exposure to natural hazards by ensuring that future development is not affected by flooding.
- The environmental initiatives implemented through the development will contribute to enhanced environmental outcomes and seek to mitigate impacts related to climate change.

5.3.2 NSW State and Premier Priorities

The NSW Premier's Priorities represent 12 of the 30 key policy priorities for the NSW Government, replacing the former NSW 2021 Plan. The priorities outline the NSW Government's vision and objectives for the State's near-term future and are intended to guide all government action. The priorities set targets designed to rebuild the economy, deliver quality government services, improve infrastructure, strengthen our local environment and communities and improve governance structures. The key priorities as they relate to the proposal are discussed below.

Creating Jobs

The NSW Government identifies NSW as leading the nation on key economic indicators, whilst also acknowledging that more can be done to attract new jobs and businesses to the State. The State Government has targeted the creation of 150,000 new jobs in NSW by 2019, a key pillar of which is 'Jobs for NSW', a private sector-led and NSW Government-backed initiative which aims to make the NSW economy as competitive as possible and therefore help create new jobs across the state. Whilst this jobs target was achieved in May 2016, the NSW Government is continuing to develop key initiatives that assist in the creation of jobs, such as attracting large and international companies to base their headquarters in NSW.

The following is highlighted:

- The proposal will deliver additional commercial floor space above that contemplated in the Concept Approval for the Precinct, that has the potential to accommodate approximately 15,000 jobs once operational and over 1,900 jobs when under construction.
- The delivery of a major construction project also relies on the input of a range of industries, with the economic contribution and benefits extending beyond the direct capital expenditure and employment associated with project goods and services, and jobs on-site.
- This additional commercial floor space is in arguably Sydney's most pre-eminent location, and will assist in increasing the attractiveness and competitiveness of the City and businesses operating in NSW.
- The proposal also facilitates the growth of Macquarie's global headquarters into one consolidated location in Sydney, in-keeping with key government initiatives. The improvement to the floor plate for the South Tower as proposed in the Stage 1 Amending DA will help achieve this.

Building Infrastructure

Under this priority, the NSW Government has committed to delivering 10 of the largest and most high-profile infrastructure projects undertaken in NSW (refer to **Figure 66**). One of these 'step-change projects' is the Sydney Metro City and Southwest, planned to open in 2024. The Stage 1 Amending DA directly responds to this strategic direction by building on the opportunity presented by the Metro and providing additional floor space in a location with exceptional accessibility to key transport and other infrastructure.

The proposal will also increase the capacity of employment land uses in the Precinct that will support, and benefit from, the delivery of an integrated world class transport hub at Martin Place. The proposal will facilitate employment growth in the delivery of 143,504m² of commercial floor space (or 18,067m² more than that already approved under the Concept Approval). Furthermore, that delivery will be coordinated with, and at the same time as, the new Metro Station, to synchronise access to jobs and public transport, and to establish a modern business campus.

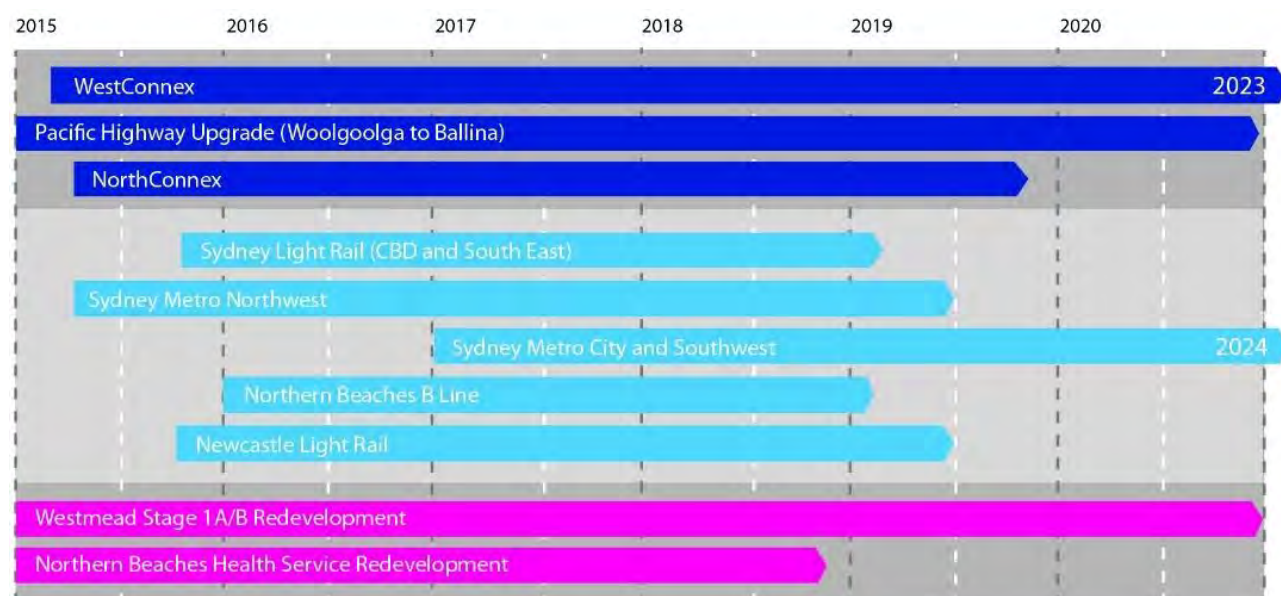


Figure 66 – Key infrastructure projects and their committed delivery timeframe, as identified in the Premier's priorities

Source: Infrastructure NSW

5.3.3 Eastern City District Plan

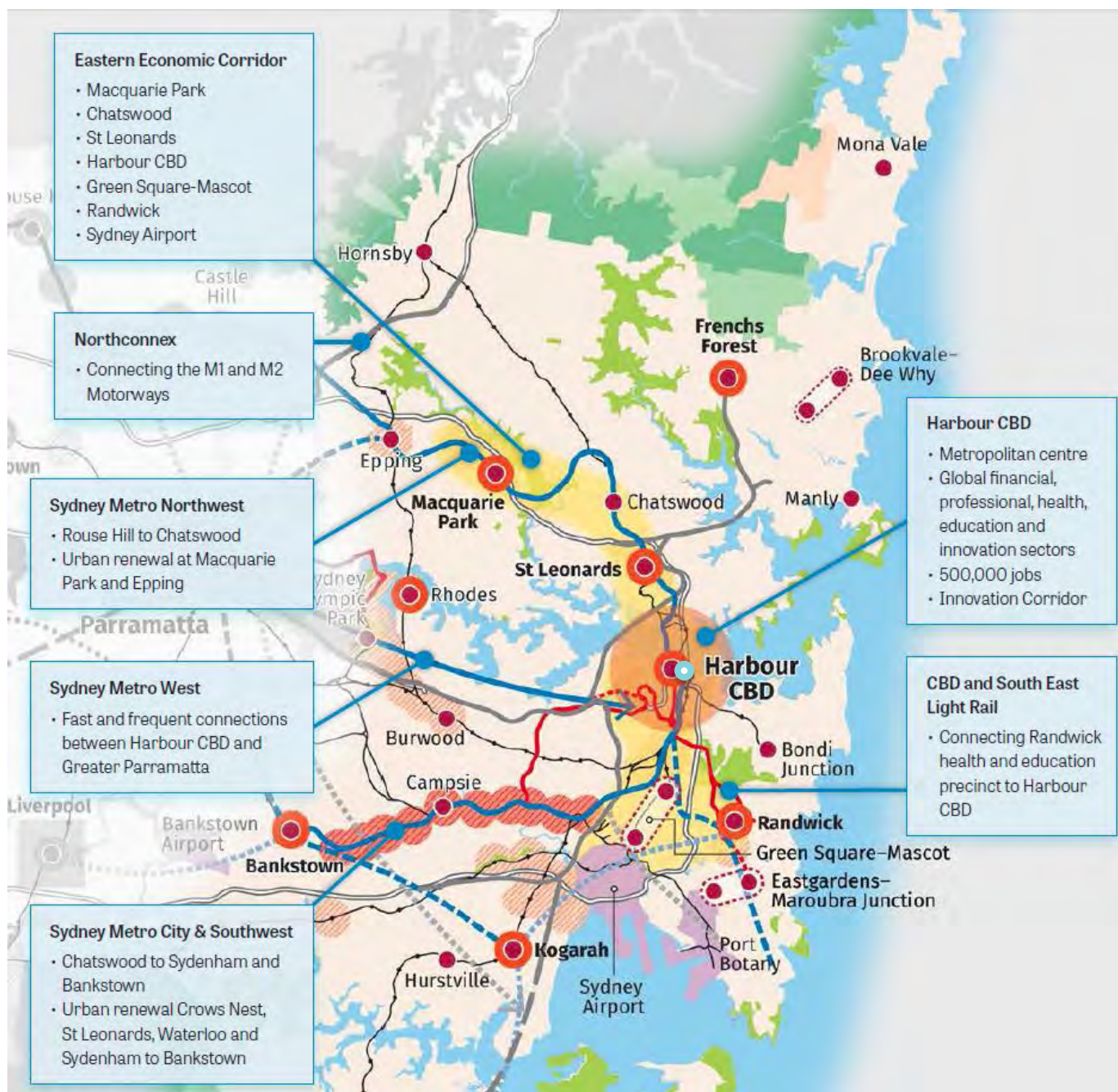
The *Eastern City District Plan* underpins the *Greater Sydney Region Plan* and sets the 20-year vision for the District through 'Planning Priorities' that are linked to the Region Plan. Under this Plan, the South Site is strategically located within the CBD of the Eastern City and the Eastern Economic Corridor (see **Figure 67** below).

The proposed development will achieve the relevant planning priorities, as demonstrated in **Table 12** above. A few of the key priorities have also been explored further below in the context of the Eastern City District.

Planning Priority E1 – Planning for a city supported by infrastructure

Objective 4 – Infrastructure use is optimised

Aligning land use and infrastructure planning ensures that infrastructure is maximised, and that growth and infrastructure provision are aligned. The development of 18,067m² of additional commercial floor space, which the Stage 1 Amending DA will facilitate for the Precinct, in coordination with the delivery of the Martin Place Metro Station, will align additional transport and employment capacity and ensure that the Station is utilised on day one, as the occupation of the new offices will be co-ordinated with the Station to be open for business alongside the Metro line in 2024.



The Site

Figure 67 – Features of the Eastern City

Source: Sydney Region Plan

Planning Priority E7 – Growing a stronger and more competitive Harbour CBD

Objective 18 – Harbour CBD is stronger and more competitive

The District Plan notes that the Harbour CBD is Australia's financial and business capital, contains the largest proportion of headquarters for multinational and national companies, and contains Australia's most significant finance industry cluster. The concentration of this large and specialised financial cluster attracts global talent and investment, but is constrained by the limited capacity for the Sydney CBD to expand and deliver prime grade office space. Accordingly, the District Plan recommends that commercial development is supported within the CBD to assist in meeting the 45,000-80,000 future jobs that have been forecast for this region.

The Stage 1 Amending DA will deliver additional premium office space within the financial and banking heart of Australia, enabling Australia's only true and pre-eminent global diversified global financial services group (Macquarie) to expand and consolidate its global headquarters in Sydney, its historic home. This proposed increase in commercial floor space also recognises the potential to increase economic activity, driven by the catalytic effect of the expanded financial services conducted and the enhanced rapid transit network, at this economically strategic location. This is consistent with the Planning Priority that seeks to safeguard the competitiveness of Sydney in both a domestic and international context.

Planning Priority E10 – Delivering an integrated land use and transport planning and a 30-minute city

Objective 14 – A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities

The '30-minute city' model is a long-term aspiration for Sydney whereby jobs and services and strategic/metropolitan centres are accessible within 30 minutes travel time by public transport. This Stage 1 Amending DA reinforces the '30-minute city' model, by co-locating commercial floor space over the Martin Place Metro Station and thereby access to jobs. The proposal will facilitate employment growth that is coordinated with and will be delivered at the same time as the new Metro Station to improve access to jobs and public transport, and to establish a next generation business campus.

5.3.4 Future Transport Strategy 2056

The *Future Transport Strategy 2056* is the 2017 update of the NSW Long Term Transport Master Plan and supersedes the Master Plan. It is a 40-year vision for mobility in NSW, developed with the Greater Sydney Commission, the DPE, and Infrastructure NSW.

The Strategy sets out six state-wide outcomes to guide investment, policy and reform, and the provision of services. Whilst a number of these outcomes relate to integrating technological advancements with services and providing regional connections, the proposal does support the need to connect centres that drive economic growth and the development of a transport system that supports the country's first 'trillion-dollar state economy'.

The Stage 1 Amending DA represents the next phase in the delivery of the Martin Place Metro Station and will financially contribute to the Sydney Metro City and Southwest project that will connect new jobs with a high-capacity transport network. The growth of commercial floor space which is integrated with this network benefits the wider NSW economy; as "economic productivity will grow as the network moves people more efficiently to jobs centres and provides firms with access to the right workers, skills and customers". The proposal also supports public transport patronage, active modes of transport, and achieves best practice ESD targets.

5.3.5 NSW State Infrastructure Strategy 2018

The *NSW State Infrastructure Strategy 2018-2038* brings together the infrastructure investment and land use planning of the *Future Transport Strategy 2056* (see **Section 5.3.4**) and the *Greater Sydney Region Plan* (see **Section 5.3.1**), and is underpinned by the *State Infrastructure Strategy 2018–2038: Building Momentum* that established a pipeline of investment for infrastructure that is underway or in the advanced stages of planning. The Strategy sets out the NSW Government's vision for infrastructure over the next 20 years, focussing on aligning investment with sustainable growth. For Metropolitan NSW, the primary goal is to provide residents with access to jobs and services within 30 minutes, known as the '30-minute city' model as referred to in the Region Plan and District Plans.

The Strategy sets out six directions for infrastructure in NSW, of which the following are relevant to the proposal:

- Better integrating land use and infrastructure – the Stage 1 Amending DA will deliver additional jobs in coordination with and at the same time as the new Metro Station beneath, so that capital investment keeps pace with new jobs, and vice versa.
- Delivering infrastructure to maximise value for money – the development directly assists in the timely delivery of the new Metro Station and in achieving the priority to deliver infrastructure projects on-time and on-budget.

- Optimising asset management – the proposal has been designed with consideration of the life cycle of the asset so that the integrated station and OSD solution is ‘futureproofed’, and that the life, availability and use of railway infrastructure on the site is appropriately safeguarded.
- Making our infrastructure more resilient – the future buildings will be designed with regard to flooding and other environmental considerations, to ensure that the development is not vulnerable to hazards or climate change risks.
- Using innovative service delivery models – the proposal brings together the best skills of the private sector in delivering the Martin Place Metro Station. It represents an innovative approach that supports the NSW Government in providing this step change piece of public transport infrastructure and delivering a range of public benefits.

5.3.6 Additional Relevant Planning Policies

In addition to the above, the proposal remains consistent with the key additional planning policies, guidelines and principles identified in the SEARs and as outlined in **Table 13** below.

Table 13 – Summary of consistency with relevant additional planning policies

Strategy	Comments
Development Near Rail Corridors and Busy Roads-Interim Guideline	This Guideline has been addressed by Arup in the Acoustic Assessment report prepared in support of the application (Appendix J). The assessment notes that as the proposal does not include any residential uses, it is not considered appropriate to require an additional assessment to demonstrate ‘compliance’ with interim guidance or the Infrastructure SEPP – since these are primarily concerned with residential uses.
Guide to Traffic Generating Developments	<p>Schedule 3 of <i>State Environmental Planning Policy (Infrastructure) 2007</i> establishes development that should be referred to the RMS as a Traffic Generating Development. As the development facilitated by the proposed amended building envelope will deliver a commercial building with a floor area of more than 15,000m² it will be a development to which this policy applies and will therefore be referred to the RMS.</p> <p>The content of a <i>Guide to Traffic Generating Development</i> has been considered at a high level in the amended concept proposal and will be considered in more detail as part of the future Stage 2 SSD DAs. The Guide has also been specifically considered by Arup as part of preparing the transport assessment report (Appendix L).</p>
Heritage Council Guidelines Assessing the Significance of Archaeological Sites and Relics	As identified in the Statement of Heritage Impact prepared by TKD (Appendix D), the site of the building at 7 Elizabeth Street is the only site associated with the North and South sites identified in the Central Sydney Archaeological Zoning Plan. It is identified as an Area of Archaeological Potential – Deep Subsurface Features. Demolition of 7 Elizabeth Street (which has already occurred) and bulk excavation is the subject of a separate approval process (being the CSSI consent).
Heritage Council Guideline on Heritage Curtilages, 1996	The assessment of heritage impacts within the Statement of Heritage Impact in Appendix D has been undertaken in reference to the model questions given in the NSW Heritage Office’s publication ‘Statement of Heritage Impacts’. The responses assess the potential heritage impacts of the proposed amended building envelope of the South Site on heritage items. Refer to Section 5.8 of this EIS.
Heritage Council Guideline, Design in Context-guidelines for infill development in the Historic Environment 2005	
Better Placed – an integrated design policy for the built environment of NSW 2017	The design excellence process for the Precinct was developed with reference to the NSW Government Architect’s (OGA) integrated design policy <i>Better Placed</i> , which recognises that large-scale urban renewal projects are complex and often involve multiple projects being undertaken across stages. The Concept Approval established the framework for design review and included a Design Excellence Framework. The Framework is consistent with <i>Better Placed</i> as it implemented a Design Review Panel which is identified as being a key tool used to support, measure and evaluate design excellence. This is not proposed to change with the Stage 1 Amending DA.
Sydney Streets Design Code and Sydney Streets Technical Specification	The <i>Sydney Streets Design Code</i> is a City of Sydney Council document that sets the guidelines, design coordination and material palettes for public domain works, with the Technical Specifications providing written specifications and standard drawings for constructing street works in the public domain in accordance with the guidelines set out in the Code.

Strategy	Comments
	A detailed assessment against the Code and Technical Specification can be made as part of the future Stage 2 DA or post approval detailed design phase, as is typical for such a detailed matter. It is also noted that the surrounding public domain will be delivered as part of the CSSI Approval.

5.4 Compliance with Legislation and Environmental Planning Instruments

The following environmental planning instruments are relevant to the proposed development:

- *Biodiversity Conservation Act, 2016*;
- *State Environmental Planning Policy – (State and Regional Development) 2011*;
- *State Environmental Planning Policy – Infrastructure 2007*;
- *State Environmental Planning Policy No. 64 – Advertising and Signage*;
- *State Environmental Planning Policy 55 – Remediation of Land*;
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*;
- *Draft State Environmental Planning Policy (Environment) 2017*; and
- *Sydney Local Environmental Plan, 2012*.

The Stage 1 Amending DA's consistency and compliance with these relevant planning instruments is set out in **Table 14** or discussed in more detail below.

Table 14 – Compliance with environmental planning instruments

Instrument	Comments
State Legislation	
<i>Biodiversity Conservation, Act 2016</i>	In accordance with the <i>Biodiversity Conservation Act, 2016</i> , an assessment of any State Significant proposal's biodiversity impacts must be undertaken as part of the provision of any SSD DA, including the provision of a Biodiversity Development Assessment Report (BDAR) in instances where it is required. An application was lodged with the DPE, in consultation with OEH, to waive the requirement to prepare a BDAR on the grounds of the development being unlikely to impact biodiversity values in accordance with Clause 1.5 of the <i>Biodiversity Conservation Act, 2016</i> and Clause 1.4 of the <i>Biodiversity Conservation Regulation, 2017</i> . A waiver was issued on 12 June 2018 (see Appendix I) under the delegation of the OEH Senior Executive.
SEPP (State and Regional Development) 2011	<p>Under Item 19(2) of Schedule 1 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. This Stage 1 Amending DA has a Capital Investment Value (CIV) of over \$30 million and is therefore identified as SSD and considered to be development of State and/or Regional Significance. This EIS has accordingly been prepared in support of the SSD DA.</p> <p>SSD applications are treated differently to regular 'local' and 'regional' developments, with a range of other legislation not applying (Section 4.41 and 4.46 of the EP&A Act) and other legislation needing to be applied consistently with the terms of any SSD consent (Section 4.42 of the EP&A Act). Relevantly in this instance an approval under Part 4, or an excavation permit under Section 139, of the <i>Heritage Act 1977</i>, is not required.</p> <p>Furthermore, Development Control Plans (DCPs) are also specifically excluded from being applicable to SSD (Clause 11 SEPP SRD).</p>
SEPP (Infrastructure) 2007	<p>The relevant matters for consideration within SEPP Infrastructure are the referral requirements for development within, above or adjacent to a rail corridor, within/adjacent to the Interim Metro Corridor (Division 15 Railways) and traffic generating development (Schedule 3).</p> <p>The Precinct is located above and in proximity to the Eastern Suburbs Rail Corridor, and within the Interim Metro Corridor. The proposed amended Concept will therefore be referred to / require concurrence from TfNSW.</p>

Instrument	Comments
	<p>The proposed amended Concept triggers consultation with the RMS under the provisions of Schedule 3 of the SEPP as the proposed development provides over 15,000m² of commercial floor space.</p> <p>In terms of the interface/relationship of the Concept Proposal with existing/future rail infrastructure, it is noted that approval is only sought for an amended building envelope and maximum GFA for the South Site. The Concept Approval approved the building envelopes of the future OSD towers, and the 'conceptual' OSD areas above and below ground within the approved 'station boxes'. This Stage 1 Amending DA does not seek Concept Approval for excavation as approval for excavation to deliver Stage 2 of the Sydney Metro project and for the construction of the associated station components (and therefore, relevant excavation required to deliver future OSD) has been granted by the Minister for Planning on 9 January 2017 under the CSSI Approval (SSI_15_7400) – as modified. The interface/relationship of the OSD with the existing and future rail infrastructure is discussed further in Section 4.7</p>
SEPP 55 (Remediation of Land)	<p>Clause 7 of SEPP 55 specifies that a consent authority must not consent to the carrying out of any development on land unless it has considered whether land is contaminated and if the land is contaminated, it is satisfied that the land is/can be suitable for the proposed development.</p> <p>As was established during the assessment of the application for the Concept Approval, the construction methodology for the approved Sydney Metro (Martin Place Station) involves the demolition and excavation of the land (North and South Sites). SEPP 55 and any potential contamination issues have, or will, accordingly be addressed as part of this separate process.</p>
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005	<p>The Precinct is located within the boundaries of the Sydney Harbour Catchment Regional Environmental Plan. The Precinct is not 'zoned' under this Plan nor is it located within the 'Foreshores and Waterways Area', where the majority of the Plan's provisions apply. The key matter for consideration is therefore the visibility from Sydney Harbour. The View Impact Assessment prepared by Tzannes and Arterra illustrates that the amended proposal will not result in any adverse impacts on views from Sydney Harbour (refer to Appendix L). The proposal will result in an enhanced visual outcome through the provision of future high-quality buildings which achieve design excellence.</p>
Draft Environment SEPP 2017	<p>The Draft SEPP Environment was released for public exhibition in October 2017 and aims to repeal and replace a number of State Environmental Planning Policies and Sydney Regional Environment Plans that currently apply in NSW. The proposed development does not require further assessment under this Draft SEPP given the site is not zoned for the purposes of public open space, and it has been demonstrated above that it remains consistent with the provisions of SREP Sydney Harbour that is being amalgamated into the Draft SEPP Environment.</p>
Local Legislation	
Sydney Local Environment Plan 2012 Clause 1.2 Aims of Plan	<p>The Stage 1 Amending DA supports the aims of the Sydney LEP 2012 through:</p> <ul style="list-style-type: none"> ▪ Accommodating increased commercial office capacity on a site located within the core of the Sydney CBD that contributes to creating and sustaining Sydney's role as a global business centre. ▪ Enabling development in a highly sustainable location that has achieved best practice ESD targets. ▪ Encouraging economic growth through providing new high quality commercial floor space. ▪ Delivering a land use and density that maximises the investment in public transport and facilitates more sustainable means of transport. ▪ Creating a high-quality contribution to the CBD skyline that exhibits design excellence. ▪ Responding positively to the heritage context, including through enhancing the sense of spatial enclosure of Chifley Square and reinforcing Martin Place as one of the City's grand civic and ceremonial spaces.
Clause 2.3 Zone objectives and Land Use Table	<p>The precinct is zoned B8 Metropolitan Centre. The proposed use is permissible with development consent in the zone. The proposal is consistent with the objectives of the zone, as it:</p> <ul style="list-style-type: none"> ▪ Recognises the pre-eminent role of, and provides, a mix of office and retail premises in the Sydney CBD. ▪ Provides opportunities for an intensity of the current land uses, commensurate with Sydney's global status.

Instrument	Comments
	<ul style="list-style-type: none"> Includes a diversity of compatible land uses characteristic of Sydney's global status. The proposed uses (in particular commercial and retail and uses) will serve the workforce, visitors and wider community. Encourages the use of alternatives to private vehicles due to the proximity of the proposed commercial and retail uses to existing and planned public transport networks, as well as its integration with transport infrastructure as part of an integrated transport facility. Provides opportunities for active street frontages to Martin Place, Hunter Street, Castlereagh Street and Elizabeth Street.
Clause 2.7 Demolition	The amended concept proposal does not seek approval for demolition. All buildings required to be demolished to facilitate the proposal are the subject of the CSSI Approval (SSI 15_7400) - as modified.
Clause 4.3 Height of buildings	The South Site is the subject of a site-specific development standard contained in Clause 6.38 discussed further below, which prevails over the provisions of Clause 4.3 of the LEP.
Clause 4.4 Floor space ratio Clause 6.3 Additional floor space in Central Sydney Clause 6.4 Accommodation floor space Clause 6.6 End of journey floor space	The site is the subject of a site-specific development standard contained in Clause 6.38 discussed further below, which prevails over the provisions of Clauses 4.4, 6.3, 6.4 and 6.6 of the LEP. The maximum FSR permissible on the South Site under Clause 6.38 is 22:1, with which the proposed amended concept complies.
Clause 4.5 Calculation of floor space ratio and site area	For the purposes of calculating FSR, the South Site has a site area of 1,897m ² , being the site of 39-49 Martin Place (Lot 1 DP 1103195 and Lot 2 DP 1103195). The maximum permissible FSR must include the GFA of the OSD and the Station uses covered by the CSSI Approval.
Clause 4.6 Exception to development standards	The proposed amended concept does not result in a development that exceeds the relevant development standards, and as such no Clause 4.6 request is required. It is noted that the Concept Approval granted on 22 March 2018 relied on a Clause 4.6 variation to the FSR standard for the North Site. As that development standard was revised as part of the LEP Amendment, both the North and South Sites are compliant.
Clause 5.10 Heritage conservation	The Precinct is located in the vicinity of Local, State and Commonwealth heritage listed items and includes, within the Precinct, the Former Government Savings Bank of NSW (48-50 Martin Place) which is a State listed heritage item. Number 7 Elizabeth Street, which is also part of the North Site, is identified in the Sydney LEP 2012 as a local heritage item, although demolition of this building has been approved as part of the CSSI Approval to facilitate construction of the Metro, and it has since been demolished. The proposal will not have any adverse impacts on the remaining heritage items, including 50 Martin Place, as discussed in Section 5.8 .
Clause 6.16 Erection of tall buildings in Central Sydney	The amended concept proposal meets the objectives for erecting tall buildings in Central Sydney as: <ul style="list-style-type: none"> It sets development parameters for a future detailed design for commercial towers to provide appropriate amenity for future tenants and to surrounding buildings, commensurate with the site's CBD context; It does not adversely affect the amenity of public places, in particular Martin Place and Hyde Park; The amended height of the proposed OSD for the South Site is compatible with the Precinct's context, amongst a range of towers of varying heights; The amended building envelope allows sunlight to reach the sides and rear of the future towers, having regard to existing/future buildings; The amended building envelope will ensure future development is able to achieve ventilation of air around towers; and The amended building envelope will allow active frontages at the ground level through future separate applications.
Clause 6.17 Sun access planes	The amended building envelope is consistent with the Hyde Park North Sun Access Plane. The objectives of Clause 6.17 are therefore automatically met, being: <ul style="list-style-type: none"> to ensure that buildings maximise sunlight access to the public places set out in this clause, and to ensure sunlight access to the facades of sandstone buildings in special character areas to assist the conservation of the sandstone and to maintain the amenity of those areas.

Instrument	Comments
	<p>The development also remains compliant with the minor changes to the sun access plane by Council as part of its Planning Proposal: Central Sydney, July 2016 (awaiting a Gateway Determination).</p>
Clause 6.21 Design excellence	<p>As part of the Concept Approval, an alternative design excellence approach for the project was approved by the Minister for Planning, in place of the competitive design process typically used under clause 6.21(5) of the Sydney LEP 2012 for standard development projects in Central Sydney. This process is in place for the Stage 2 Detailed DAs, and does not apply to the Concept DA (or this Amending DA).</p> <p>The approved alternative process recognises the unique circumstances of the project, where the approved Metro CSSI station works are intricately linked to the OSD from a design, construction, functionality, and delivery perspective, and that any requirement for a design competition could only apply to the OSD component of the project, and not the station.</p> <p>The approved alternative design excellence process essentially involves:</p> <ul style="list-style-type: none"> • The establishment of a Design Review Panel (DRP), comprising three members of the Sydney Metro DRP (including the chair) and two new members, one nominated by the City of Sydney. • A key role of the OSD DRP is to review and advise on the detailed building design to ensure the achievement of design excellence, having regard to the Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines; and • To provide that advice prior to the lodgement of the Stage 2 Development Application(s), and throughout the assessment and post approval stages. <p>The Stage 2 Detailed Proposals for the North Site and South Site are required by Condition A14 of SSD 17_8531 to follow this approved alternative design excellence process. This Stage 1 Amending DA, which principally seeks to amend the approved building envelope for the South Site tower, does not alter this approved alternative design excellence process.</p>
Clause 6.38 Certain land in the vicinity of Martin Place, Sydney	<p>Clause 6.38 establishes site-specific development standards for the Sydney Metro Martin Place Station Precinct, including the maximum building height and FSR applying to the land that makes up the South Site.</p> <p>The Stage 1 Amending DA seeks approval for an amended building envelope for the South Site and increased GFA, however, complies with the maximum height and FSR controls set for the South Site under Clause 6.38. The proposed office and retail land uses are also permissible, notwithstanding the additional restrictions imposed under Clause 6.38.</p>
Clause 7.1/ 7.6 / 7.7 – Car parking	<p>No car parking will be provided on site, which will support sustainable means of transport that fully accords with the objectives of Clause 7.1.</p>
Clause 7.14 Acid sulfate soils	<p>A Phase 1 Contamination Investigation was undertaken by Jacobs for the Sydney Metro Stage 1 Chatswood to Sydney CSSI project, which was approved in January 2017. The purpose of the Phase 1 Investigation was to identify and assess the potential impacts of the CSSI project during both construction and operation in relation to contaminated land, and to identify potential areas of environmental interest (AEI) which will assist in identifying construction limitations/constraints and management options within the project area with respect to contamination.</p> <p>The EIS which supported the CSSI identified that, based on a search of the Australian Soil Resource Information System (CSIRO 2015) to identify the probability for acid sulfate soils to be present within the project area, that the probability of acid sulfate soils within the project area between Barangaroo Station and Pitt Street Station was 'extremely low'. Accordingly, it is considered that the mitigation measures for acid sulfate soils as adopted with the CSSI Approval are satisfactory to mitigate any potential acid sulfate soils arising from the delivery of the concept proposal.</p>
Clause 7.15 Flood planning	<p>An assessment of the potential for flooding is included in the Stormwater Management and Flooding Report in Appendix M and is discussed in Section 5.17 of this report. This is generally unchanged from the Concept Approval.</p>
Clause 7.16 Airspace operations	<p>The applicable OLS applying across the Sydney CBD is 156m AHD. The proposed amended building envelope for the South Site will penetrate the OLS by 8 metres. Accordingly, the amended concept proposal for the South Site OSD tower will require airspace height approval under the <i>Airports Act, 1996</i> from the Commonwealth</p>

Instrument	Comments
	<p>Department of Infrastructure and Regional Development. This is further discussed in Section 5.17.</p> <p>This DA does not seek to amend the (taller) approved building envelope for the North Site which has already been approved to penetrate the OLS.</p>
Clause 7.20 Development requiring or authorising preparation of a development control plan	<p>Under Clause 7.20(2) of the LEP, a site-specific development control plan (DCP) must be prepared for development over 55 metres in height or on a site greater than 1,500m² in Central Sydney. A Concept DA may be undertaken in lieu of a site-specific DCP in accordance with Section 4.23 of the EP&A Act.</p> <p>The proposal seeks approval for an amendment to the Concept Approval, and supports the iterative approvals and design process as generally adopted for Central Sydney, involving a Stage 1 DA (in lieu of a DCP) design excellence process, and a Stage 2 DA (in that order) for the OSD of the Martin Place Station Precinct.</p>
Sydney Development Control Plan 2012	<p>As a State Significant Development, the <i>Sydney Development Control Plan 2012</i> (Sydney DCP) does not apply to the proposal. The Concept Approval and the associated Consolidated Design Principles set the new vision for the site and have the same effect and purpose as a site-specific DCP. Together, they establish the parameters for future development in the form of building envelopes, and apply detailed objectives and design principles to shape the design development of buildings.</p> <p>This approach is in accordance with Section 4.22 of the EP&A Act which confirms that a Concept DA may be made setting out concept proposals for the development of a site to which separate and future detailed proposals (i.e. Stage 2 DAs) are pursuant. A Concept Plan may also be undertaken in lieu of the preparation of a site-specific DCP in accordance with Section 4.23 of the EP&A Act.</p> <p>Further, it is noted that SSD applications are treated differently to regular 'local' and 'regional' developments, with a range of other legislation not applying (Section 4.41 and 4.46 of the EP&A Act) and other legislation needing to be applied consistently with the terms of any SSD consent (Section 4.42 of the EP&A Act). Accordingly, in this instance Development Control Plans are specifically excluded from being applicable to SSD applications per Clause 11 of the <i>SEPP SRD</i>.</p> <p>Notwithstanding this, components of the Sydney DCP are discussed where relevant (e.g.: in relation to built form and urban design) in the EIS and relevant technical studies.</p>

5.5 Design Excellence

As discussed in **Section 4.9** of this report, no change is proposed to the design excellence strategy endorsed as part of the Stage 1 Concept Approval. The approved alternative design excellence strategy recognised the unique circumstances of the project, where the approved Metro CSSI station works are intricately linked to the OSD from a design, construction, functionality, and delivery perspective, and that any requirement for a design competition could only apply to the OSD component of the project, and not the station.

The DPE's assessment report for the Stage 1 Concept Approval noted that holding a competitive design process for the project would be unreasonable and unnecessary because any competition requirement could only extend to the OSD component of the future buildings and not to the station structure at its base. Such an approach would therefore preclude a genuinely integrated design approach between the station and OSD. In doing so, it agreed with the advice of the NSW Government Architect, who supported the principle of the Applicant's request to waive the requirement for a competition, subject to forming a site-specific DRP. This DRP has now been established.

At the time of the Stage 1 DA, advice was also obtained from the Planning Assessment Commission (now known as the 'Independent Planning Commission') by the Minister for Planning on whether the design excellence strategy was reasonable having regard to the unique circumstances of the proposal. The Commission's advice was that on balance, the design excellence approach was reasonable in the circumstances, subject to the establishment of a site-specific design review panel and recommendations regarding its constitution (which have been adopted).

No change is proposed or required to the adopted design excellence strategy for the Stage 1 Amending DA because:

- The amendment to the building envelope of the South Site and commensurate increase in tower GFA does not alter the rationale or need for the alternative design excellence process established under Concept Approval. That alternative has already commenced, with the site-specific DRP already informing the detailed design of the OSD buildings, including the South Tower based on the revised envelope;
- As with the approved building envelope for the South Site, the proposed amended envelope is still subject to the overall project vision, which is to provide a fully integrated station and OSD design solution. Therefore, the constraint remains that a design competition process would not add value to the design outcome, as the competition would only apply to the façade of the OSD and not the station levels;
- The amendment to the proposed building envelope does not alter the need to 'lock in' design elements of the station (including the tower cores and structures within the 'station box'), which, for a design competition, would result in an extremely complicated and restrictive brief for competitors, as the OSD remains one of part of a specialised and complex building largely informed by the technical requirements of the Metro Station; and
- The established site-specific DRP, and its terms of reference, have been developed (and endorsed by the NSW Government Architect and Secretary of the DPE) to ensure design excellence is achieved with the Stage 2 building designs, with the DRP not limited in its scope to consider the proposed Stage 2 designs within an amended (enlarged) building envelope for the South Site contemplated under this Stage 1 Amending DA.

Accordingly, it is considered that the Stage 1 Amending DA and amended building envelope for the South Site is capable of accommodating a building which achieves the highest standard of architectural, urban and landscape design, with the already approved design excellence strategy in place for the Concept Approval. Accordingly, a competitive design process is both unreasonable and unnecessary for the Concept Proposal (as sought to be amended by this application).

5.6 Built Form

As discussed in **Section 4.3**, Tzannes has prepared an Urban Design Study for the Precinct (refer to **Appendix G**). The key output from the Study is a set of principles under the key areas of movement, open space and built form. These Principles informed the Consolidated Design Guidelines approved with the Concept Approval to guide the future detailed design of the commercial buildings on the North and South Sites and ensure the achievement of design excellence. These principles are not proposed to be amended with the Amending Stage 1 DA, other than to recognise that the South Site is now subject to a revised height control, permitting a tower setback of 8 metres to the boundary of Martin Place. The revised Consolidated Design Guidelines are included in **Appendix N**.

The amended envelope for the South Site and proposed increase in FSR from the Concept Approval aligns the opportunities of the expanded public transport capacity associated with the Metro Station with improved civic amenity and the long-term sustainability of Sydney as a global business centre, which are recognised in the recent LEP Amendment. The proposed increase in building height and density on the South Site also recognises the potential to increase economic activity, driven by the catalytic effect of the enhanced rapid transit network, at this economically strategic location.

The following sections demonstrate how the built form of the amended proposal for the South Site will facilitate a building design which is responsive to its context and the characteristics of the Precinct. It has been drafted in accordance with the requirements of the SEARs, and demonstrates how the Amended Concept Proposal addresses and complements the Castlereagh and Elizabeth Street streetscapes.

5.6.1 Amended Building Envelope Height

The Concept Approval established, through the Revised Consolidated Design Guidelines, that the built form of the South Site should maximise the capacity of the Precinct owing to its high level of amenity, access to public transport and the significance of its location within the financial centre of Sydney. However, the Concept Approval operated within the constraints of the planning controls at the time, which required a 25m tower setback from Martin Place, prohibiting the South Site from reaching its full potential.

The proposed amendment to the tower envelope for the South Site is, however, consistent with the principle of the tower maximising its capacity within the constraints of the Hyde Park North Sun Access Plane, which now extends over the site up to 8m from the boundary to Martin Place. It is also consistent with the recent amendment to the Martin Place Station Precinct planning controls, contained within Clause 6.38 of the Sydney LEP 2012.

The proposed amendment relates to the South Site tower envelope only, and does not alter the approved podium envelope of the South Site, which is compliant with the 55m height limit for that component fronting Martin Place. The Stage 1 Amending DA only seeks to reduce the setback of the tower above the podium to 8m, consistent with the height limit in the LEP Amendment (refer to **Figure 68**).

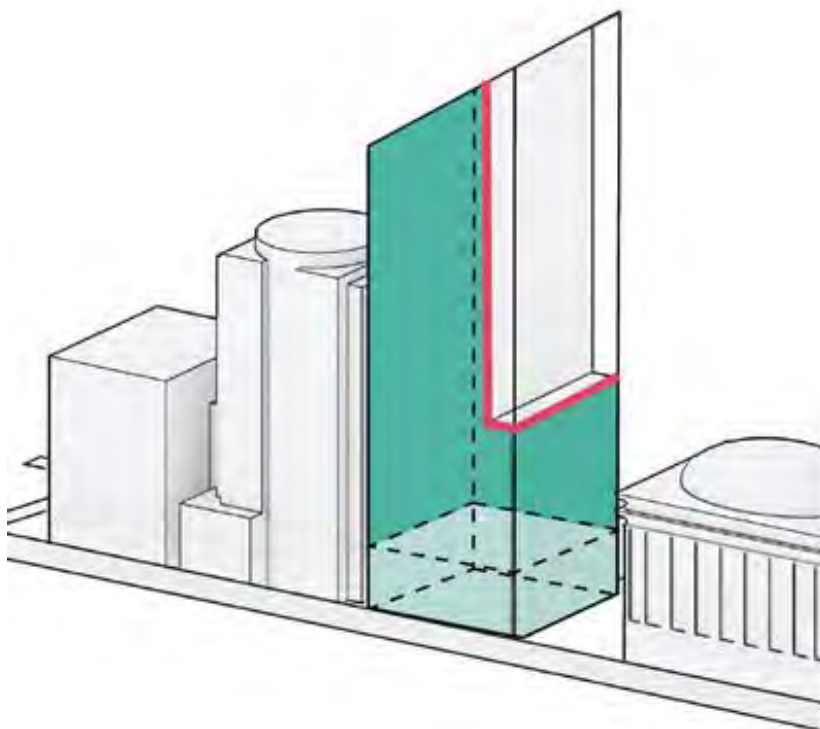


Figure 68 – Extent of 55m high podium in compliance with Sydney LEP 2012

Source: Grimshaw

As illustrated in **Figure 69**, the Stage 1 Amended DA responds to the context of the South Site's position within the Sydney CBD, with the height of the South Tower driven by compliance with the permissible height under the building height development standard and the sun access plane for Hyde Park North. The height and scale of the tower has also been designed to respond to the existing surrounding buildings and public domain.

The proposed building height will contribute to the creation of a highly functional commercial building, and is acceptable for the following reasons:

- The proposed amended building envelope complies with the Sun Access Plane controls of the Sydney LEP 2012, and maximises the building's capacity within the constraints of the Sun Access Plane.
- The height and form of the base (unchanged from the Stage 1 DA) corresponds with the City of Sydney's street frontage height controls, which have been established to avoid an urban canyon effect and to reinforce the general character of Martin Place.
- The podium (unchanged from the Stage 1 DA) will occupy the full site footprint, thereby helping to re-affirm the street wall as the dominant form that defines the street edge. The podium will also have a direct relationship with 50 Martin Place opposite through its alignment with the projecting cornice that visually defines the top of the building.
- The podium height, form and architectural treatment of the façade will also endow the building with a scale that is consistent with the character of Martin Place and creates a respectful relationship to the public realm.
- The tower form has been extended to the maximum LEP envelope limits and, in line with the planning controls, is extended to within 8 metres of Martin Place. The detailed design of the building envelope will ensure that there is a clear distinction between the tower and podium, to ensure the tower results in a lighter and more ephemeral appearance in contrast to the heavier and more robust podium below.

- As was envisaged with the Concept Approval and through the Consolidated Design Guidelines, the tower will have a lighter and more ephemeral appearance in contrast to the heavier and more robust podium below. The profile will create a unique and visually striking form that will contribute to Sydney's animated skyline.
- The visual analysis of the proposed built form in **Section 5.7** demonstrates that the proposed amended building height is capable of seamless integration into the built form typology of the locality.

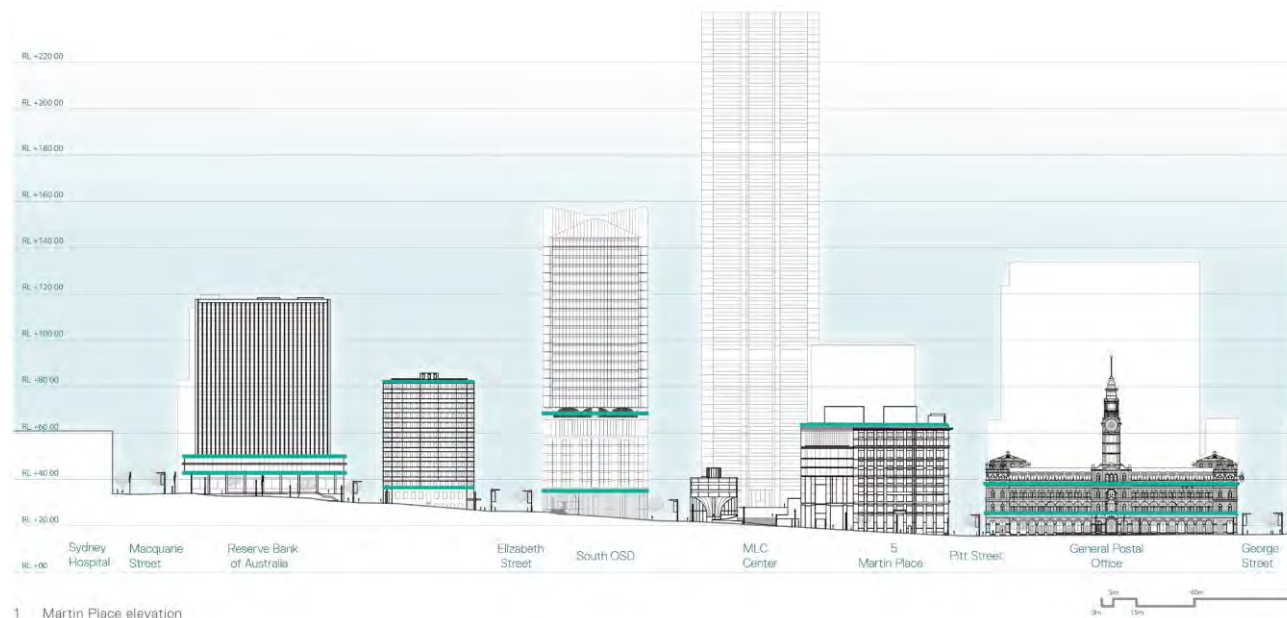


Figure 69 – South Tower height in context (north elevation – Martin Place)

Source: Grimshaw

5.6.2 South Tower Setbacks

Martin Place South Tower Setback

The Stage 1 Amending DA facilitates a South Tower set back 8 metres from the street frontage to Martin Place. This is considered appropriate as the setback is primarily driven by compliance with the 55 metre LEP height limit governing the northern section of the site to a depth of 8 metres. The result is an envelope which proposes an above podium tower which sits well within its context and recreates the historic street wall podium height along Martin Place. The proposed setback is consistent with the site-specific Clause of the LEP applicable to the Martin Place Station Precinct, whilst also allowing for articulation between the podium and street wall definition of Martin Place and allowing unimpeded access to views of the GPO clock tower from Martin Place.

Elizabeth and Castlereagh Streets South Tower Setbacks

As with the north / south street tower setbacks established through the Concept Approval, and the principles established in the Urban Design Report (**Appendix G**), the tower setbacks to Elizabeth Street and Castlereagh Street are a significant opportunity to provide legibility to the city and accentuate the importance of Martin Place as one of the major public spaces of the city. To this end, the Stage 1 Amending DA South Site envelope maintains the zero setbacks to Elizabeth and Castlereagh Streets which were approved with the slenderer South Site envelope in the Concept Approval. This will have the effect of providing legibility to the city and accentuating the importance of Martin Place as one of the major public spaces in the city through setback differentiation along these two streets.

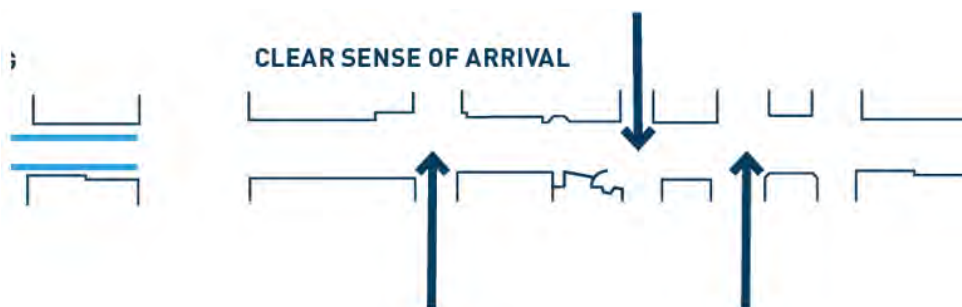
As with the approved North Site tower envelope, the proposed zero setback to Castlereagh and Elizabeth Street for the amended South Site tower is considered appropriate as the impact of the Sun Access Plane between Castlereagh Street and Elizabeth Street as far south as Park Street is such that there are very few towers of significant scale in that area. Maximising the tower floor plate for the South Tower is critical to maximising the potential for a viable tower floor plate and for providing a threshold condition.

Furthermore, as is the case with the approved North Tower envelope, the proposed zero setback to the north-south streets is considered appropriate as the change in street geometry at Hunter Street means that there are no long views down Elizabeth or Castlereagh Street which set a precedent, and the zero setback does not result in an overly enclosed quality to the street.

Despite its significance in the city, Martin Place, is in effect a pedestrianised street, meaning that it is only differentiated in its formal structure from the other streets in the city through its pedestrianisation and the activities that take place there. In order to increase its differentiation or 'specialness' when moving through the city, other built form design strategies are warranted.

In order to differentiate Martin Place with a more distinctive character, consistent with recommendations of Jan Gehl in his 2015 design proposal for Martin Place, the use of zero setbacks for the towers defining the edges of Martin Place to north-south streets is proposed. This strategy is supported by the equivalent proposed zero setbacks above the street frontage of the North Tower, which in turn contribute to providing a defining threshold to the Martin Place Station Precinct in the CBD as a whole. The relationship between these two towers also establishes the identity of the Station Precinct within the overall urban morphology of the city.

An illustration of the effect of these thresholds, providing a clear sense of arrival to Martin Place, are provided below (Figure 70).



Jahn Gehl proposed threshold entries to Martin Place to enhance the importance of this space in context of the city in his CoS Urban Design Study 2015.



The zero setback to the towers on Elizabeth and Castlereagh Streets create this threshold and support the character of Martin place on either side of the MLC centre.

Figure 70 – Threshold examples to Martin Place, based on Jahn Gel's 2015 study

Source: Tzannes

In order to ensure the intended thresholds are achievable with a future detailed scheme within the proposed envelope, specific design principles have been developed, being Built Form Design Principles 6 and 11, which seek to ensure these thresholds are achieved by requiring zero setbacks for the South Tower above the podium. The illustrative schemes shown below provide a visual demonstration of how these thresholds are achieved to Martin Place by the South Tower's zero setback when viewing the site from Elizabeth and Castlereagh Street and looking south.

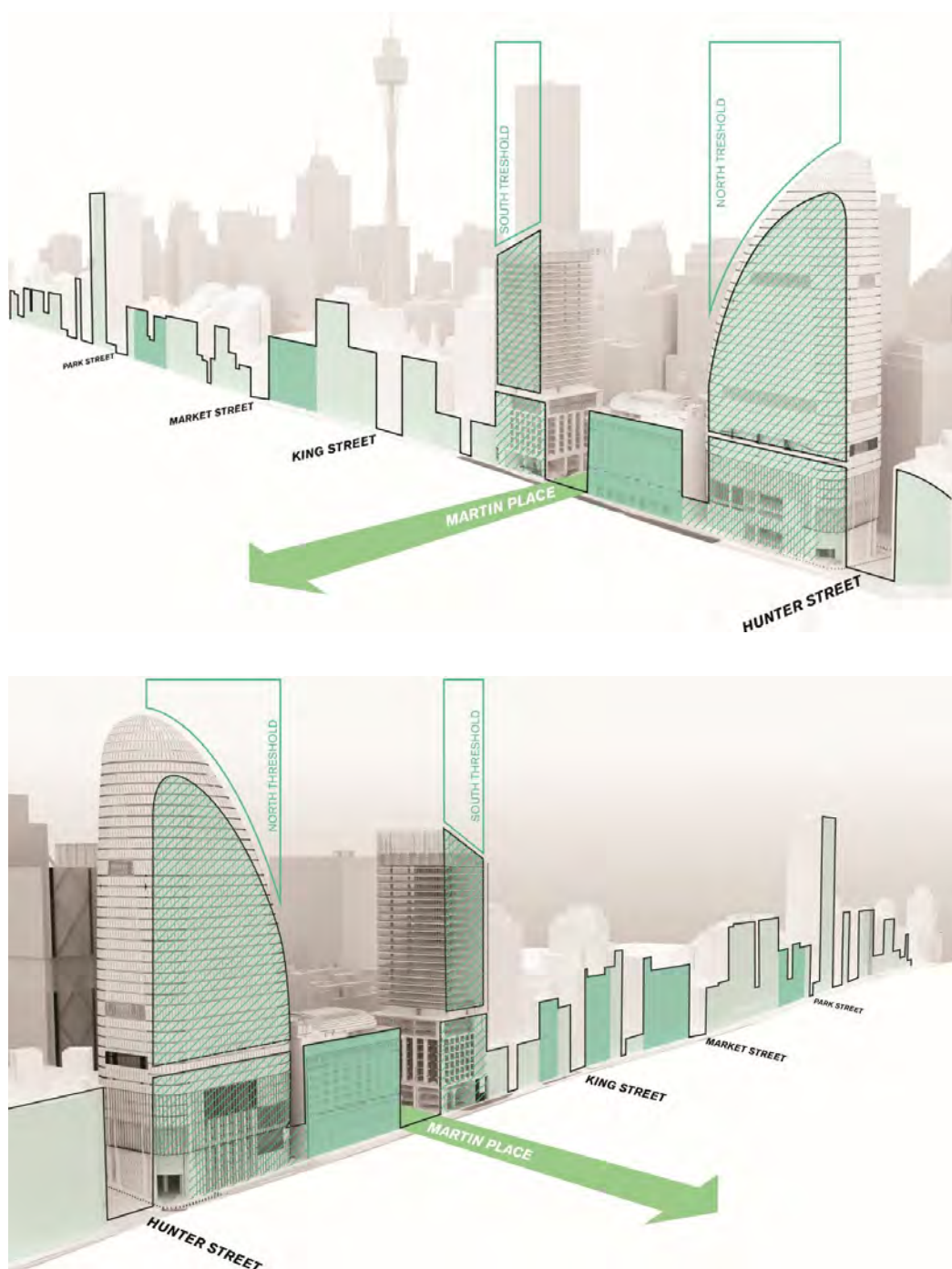


Figure 71 – Elizabeth (top) and Castlereagh (bottom) street wall noting built form threshold to Martin Place

Source: Tzannes

5.6.3 South Tower Street Wall Definition

No change is proposed to the approved podium for the South Site, which maintains a zero setback to Martin Place, Elizabeth Street and Castlereagh Street, re-instating the desired street wall character along Martin Place which the previous building (currently being demolished) did not provide. The concept of a recess in the built form of the tower on the South Site to increase the articulation and definition of the street wall from the tower over is maintained from the Concept Approval and is not proposed to change.

5.6.4 Street Wall Materiality

Street wall materiality can be a key supporting factor to street wall height and articulation and is critical to the definition and enclosure of urban public domain. Typically, considered built form materiality reinforces the spatial character of urban spaces. The Concept Approval and the Stage 1 Amending DA have both been developed from the study of these existing conditions, and aim to integrate them to reinforce and support the existing spatial characteristics of the public domain surrounding the site.

Elizabeth and Castlereagh Streets

Principles for the street wall materiality for both towers along Elizabeth and Castlereagh Streets must reflect and balance the more consistent materiality of Martin Place with the more diverse materiality of Hunter Street. The diverse and oblique views down and across these streets make these connections explicit, requiring a considered material response in relation to these two conditions.

The Tzannes Urban Design Study at **Appendix G**, which incorporates the recommendations and heritage principles from the Statement of Heritage Impact prepared by TKD, identifies that the oblique views of the South Site available down and across Martin Place require a strong relationship between the materiality of the Martin Place podium façade and the façades to Elizabeth and Castlereagh Street. Similarly, the views down these streets require a considered material relationship with 50 Martin Place opposite and between 50 Martin Place and the connected new North Tower.

Accordingly, it is considered appropriate to maintain the following design principles developed by Tzannes to inform the Concept Approval, as they will ensure the north-south street walls across both Sites provide a street wall materiality which balances heritage and design excellence objectives:

- The façade podium materiality of the South Site tower is to extend from the Martin Place façade to both the Elizabeth and Castlereagh Street facades to ensure the three-dimensional integrity and solidity of the podium is maintained.
- There is greater flexibility for the materiality of the South Site tower, as it is required to respond to the skyline of the city and be articulated from the podium below it.
- The articulation of the base of the North Tower is to respond to the architectural materiality of 50 Martin Place.
- The materiality of the North Tower beyond its base is to respond to its context in the city skyline.

Figure 72 below is an extract from the Design Report (**Appendix A**) which demonstrates that the street frontage height and street wall definition can be resolved at a future detailed design stage, incorporating the differentiation of architectural and materiality to break up the tower and podium alignment, with a consistent relationship between the North Site and South Site's contemporary elements maintained.

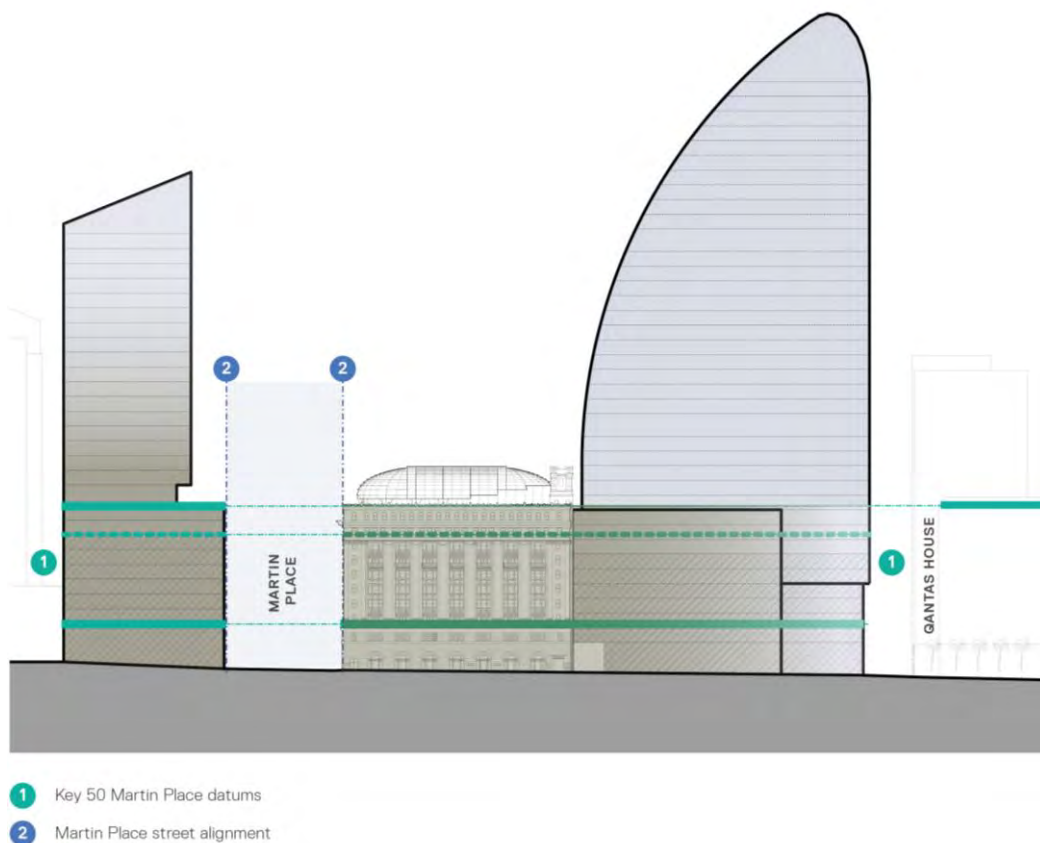


Figure 72 – East elevation extract demonstrating future podium materiality key datum lines

Source: Grimshaw

5.6.5 Built Form Comparison with Approved South Site Building Envelope (SSD 8351)

The key consideration from a built form perspective relates to the enlargement of the tower envelope of the South Site to within 8m of Martin Place and up to the Sun Access Plane for Hyde Park North. Compared to the Concept Approval, this constitutes increasing the tower's footprint by 17 metres in a northerly direction towards the boundary of Martin Place, with zero setbacks retained for Elizabeth Street and Castlereagh Street for the full length of the tower and the Southern Boundary.

Given the Site's CBD context, being on the southern side of Martin Place and set amongst taller towers, and given the majority of the Site is governed by a Sun Access Plane, the proposed increase in tower envelope size is acceptable in terms of its minor additional skyline and shadow impacts. The proposed amendment to the building envelope would effectively support a tower with a floor plate that is larger and more sustainable in terms of a commercial use, and with a relationship to Martin Place that is no closer than the existing tower on the Site. The relationship of the tower footprint to a commercial land use was recognised in the consideration of the LEP Amendment and residential and serviced apartment uses were prohibited under this amendment as a result.

The dominance of the South Tower will be mitigated by the podium's zero setback to the Martin Place boundary (as approved), which is consistent with the design principles established through the Concept Approval. The previous building (current under demolition) in contrast was set back from Martin Place by approximately 4.8 metres across all levels. The tower resulting from the Stage 1 Amending DA will be setback further than the demolished building from Martin Place above the podium (to 8m), consistent with the pattern of reduced tower setbacks to the eastern side of the break in Martin Place caused by the MLC Centre.

The proposed amendments to facilitate a larger tower on the South Site compared to the Concept Approval are considered to be positive with respect to:

- Reinforcing the distinctive attributes of Martin Place from Castlereagh Street to Macquarie Street.

- Creating a tower form that supports a threshold condition for Martin Place and reinforces its special place within the city fabric (both from a heritage perspective, as a major public transport gateway to the city and special civic space).
- Preserving the important key views along Martin Place of the GPO clock tower, western skyline and Sydney Hospital.
- Providing greater opportunities for innovation and flexibility in achieving design excellence (i.e. that a 25m tower setback would arguably stifle design excellence).
- Supporting a tower form of a more appropriate scale and proportion to its podium (Martin Place).
- Allowing the opportunity for a truly integrated below and above ground urban outcome that carries through to the tower.;
- Being of a form and floor plate size commensurate with other CBD office buildings and acceptable to the knowledge, finance, and IT other professional services industries; and
- Providing a tower form more appropriate to employment generating land uses than residential land uses (which the smaller tower floor plate would favour).

In terms of the South Site and its capacity to accommodate a larger tower than that of the Concept Approval, the Tzannes Urban Design Study (**Appendix G**) notes:

- A tower setback to Martin Place should respond to the Reserve Bank Building, provided the podium levels are built to the street alignments, as the view analysis demonstrates that a recessed articulation above the podium, combined with the 8m setback, effectively meets the built form objectives for the precinct and retains views of the GPO clock tower.
- An 8m tower setback to Martin Place for the South Site will provide a more legible urban design response, reinforcing the distinctive attributes of Martin Place, and defining a threshold condition for Martin Place, the Station and the Precinct. It will also reinforce the existing spatial conditions and ameliorate the impact of the break in the spatial definition of Martin Place caused by the MLC Centre.
- The size of the South Site provides an important opportunity to deliver a tower of significant scale that supports the type of office space that is in high demand within 'Global Sydney' and meets the original aspirations for Martin Place to be the commercial heart of the Sydney CBD.
- Gross Floor Area should be maximised within the proposed envelope for the South Site to allow appropriate built form and façade articulation and to reflect the Precinct's very high level of transport accessibility.
- The South Site should maximise its capacity within the constraints of the Sun Access Plane and capitalise on the high level of amenity, the access to public transport and the significance of the location in the financial centre of the City.

Therefore, it is considered that the proposed amendment to the South Site building envelope is acceptable when compared to the building envelope of the Concept Approval, and will ensure the key principles governing the Stage 2 detailed designs are still achievable and relatable to the larger building form.

5.6.6 Castlereagh and Elizabeth Street Streetscape

The Stage 1 Amended DA does not seek to alter the adopted consolidated Design Guidelines, which were endorsed as part of the Concept Approval, particularly as they relate to the Castlereagh and Elizabeth Street streetscapes. A number of the Design Guidelines relate to elements of the detailed design, and are to ensure the future buildings contribute to and enhance the streetscape of Castlereagh Street and Elizabeth Street. These include the following:

- *2.3 Built Form: 5. Maintain and enhance the streetwall character of Elizabeth and Castlereagh Streets.*
 - *Recognise the aligned height between 50 Martin Place and the former Qantas House to reinforce the distinctive characteristics of this block within the City of Sydney.*
- *2.3 Built Form: 12. Podium Streetwalls*
 - *The buildings are to have zero setbacks for their podiums to match the predominant street alignment.*
 - *Proposed streetwall height of the South Site podium is to relate to the heritage building at 50 Martin Place.*

- *The podium/tower relationships are to be clearly differentiated through means such as façades articulation, recesses, setbacks, colours and materials. On the South Site this differentiation is to be further reinforced by a pronounced recess between the tower and the podium and setback from the Martin Place alignment.*
- **2.3 Built Form: 14. Streetwall articulation**
 - *The low rise (podium) part of the building should relate in its expression to the historic buildings of Martin Place by emphasising mass and solidity, through the use of complementary facade materials and through the composition of its facade.*

It is considered that the principles listed above, which have informed the detailed design of the buildings to date and will continue to do so through the Stage 2 DA DRP process, will ensure that the proposed amended South Site tower envelope maintains the street wall character of Elizabeth and Castlereagh Streets, and ensures the podium to tower relationship of the South Site building complements the character of both streets.

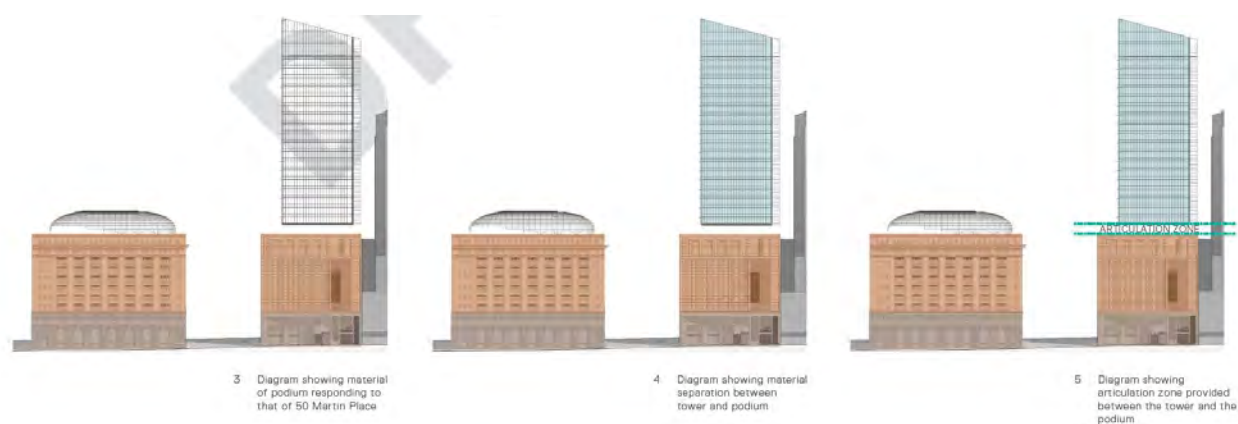


Figure 73 – South Site street wall relationship

Source: Tzannes



Figure 74 – Illustrative scheme of Precinct, showing retained street wall datum line

Source: Grimshaw / JPW / Tzannes



Figure 75 – South Site illustrative scheme, illustrating the relationship of the proposal to Elizabeth Street
Source: Tzannes

5.7 View Analysis

A View Impact Analysis has been prepared by Tzannes (**Appendix L**) to examine the appropriateness of the proposed amendment to the South Site tower envelope. The analysis, which is based on imagery prepared by Arterra, includes a variety of close, near and distant public view locations. In total, 22 views have been selected (refer to **Figure 76**), with view locations informed from a detailed study of the Precinct and its immediate and distant surrounds, enabling a comprehensive analysis to be undertaken that assesses views from a multitude of places and spaces.

The final view locations were determined in consultation with the DPE and Council as part of the Concept Approval, and remain unchanged. An animation will be prepared to assist in understanding the visual experience of a pedestrian moving in and around the Precinct with the Stage 2 applications.



Figure 76 – Key view locations

Source: Tzannes

The view analysis prepared by Tzannes is in accordance with the SEARs requirements in terms of methodology and approach and allows a comparison of the impacts of the Stage 1 Amending DA envelopes with those of the Concept Approval envelopes. It also allows an assessment of the Stage 1 Amending DA envelopes against the existing (pre-demolition) situation and the Option 4 scheme. Option 4 complies with the site-specific height and FSR controls in Clause 6.38 of the Sydney LEP 2012, and provides 8 metre setbacks for the South Tower to all street frontages (refer to **Section 1.6.4**). The additional street frontage setbacks to Castlereagh and Elizabeth Streets are consistent with Council's standard DCP setbacks for towers above podiums, even though the DCP does not apply to the subject proposal, and these setbacks were not applied to either tower in the Concept Approval.

The analysis is grouped into five (5) view location precincts (1. Martin Place, 2. Chifley and Richard Johnson Square, 3. Elizabeth Street, 4. Castlereagh Street and 5. City Skyline), with details of the existing view, likely impacts, justification, and identification of any relevant modification measures.

5.7.1 View Assessment

Given the proposal constitutes an amendment to the building envelope in the Concept Approval, the view analysis prepared by Tzannes has given specific consideration to the impact(s) of the existing Concept Approval compared to the Stage 1 Amending DA proposal. This is also a requirement of the SEARs, and is a relevant assessment given there is an established position on an acceptable level of impact at this stage of the approval process, in the form of the Concept Approval.

As part of the preparation and assessment of the Concept Approval (i.e. for a South Site tower set back 25m from the boundary to Martin Place), the View Impact Analysis demonstrated that the approved Concept was consistent with the provisions of the Sydney DCP 2012 (specifically Section 3.2.1.2), which states as follows in relation to public views:

(1) Buildings are not to impede views from the public domain to highly utilised public places, parks, Sydney Harbour, Alexandra Canal, heritage buildings and monuments including public statues, sculptures and art.

(2) Development is to improve public views to parks, Sydney Harbour, Alexandra Canal, heritage buildings and monuments by using buildings to frame views. Low level views of the sky along streets and from locations in parks are to be considered.

The view impact analysis at the time established that:

- The envelopes will occupy portions of the skyline beyond the current buildings on the Precinct. The increase in area potentially occupied by the future buildings is considered acceptable in the CBD context as this will not encroach or interrupt any significant views.
- Low, medium and high level views of the sky along streets and from public domain places (parks etc.) are retained in a variety of contexts.
- Street views are maintained, however it is noted that long views to the north, east and west are limited by the topographic, non-orthogonal arrangement of the street network.
- Views of heritage buildings within the wider Precinct are maintained. For example, existing public domain views to key heritage buildings and places are retained, including 50 Martin Place, City Mutual Life Assurance Building, former “GIO” building, the GPO clock tower, Qantas House, Richard Johnson Square, Chifley Square, the RBA Building, the APA Building, and Martin Place itself.
- The key urban design Principles adopted for the towers will help create a strong identifiable form when viewed within the city skyline and at the local pedestrian level.
- The proposal responds to the significant heritage character of 50 Martin Place and the Sun Access Plane controls, with the towers carefully positioned having regard to a range of constraints and opportunities.
- The envelope for the South Site emphasises the strong and historic street wall character of Martin Place.
- The proposal supports the continued evolution of and change to the City skyline and defines a new density and scale of development that supports the Precinct’s role as a major transport hub.
- An analysis of the Precinct and its surrounds reveals that it is isolated from any nearby sensitive residential receivers. The proposal will therefore not have any direct adverse impact on views from nearby residential dwellings. This also reinforces the Precinct’s suitability in accommodating additional employment generating floor space over and above existing development standards (i.e. for the North Site).

Tzannes View Impact Analysis in **Appendix L**, which compares the proposed amended concept with the approved concept for the South Site, builds on the conclusions above, noting:

- The Proposed Envelope proposes an 8m setback along Martin Place for the tower above podium level. This setback is consistent with a compliant envelope and towers to the east of Martin Place but is less than the 25m setback of the approved Stage 1 DA envelope. As a result, it occupies more of the view of the sky. This is justifiable because:
 - The proposed reduced setback to the tower on the South Site on Martin Place is directly related to its context. It is a recognition of the break in the definition of Martin Place caused by the MLC Centre and the reduced tower setbacks to the east of this break.

- The 8m setback is a typical setback for towers in the city above street wall defining podium under the DCP. As such this setback is in alignment with amenity requirements under this document particularly for views of the sky and built form articulation of the tower from the podium.
- A 25m setback is not a consistent or typical setback for the towers of Martin Place and that the intent of this control is to create visual separation between the tower and podium of buildings fronting Martin Place. This separation can be achieved by both the design of the podium and tower as well as the introduction of a recess in the built form of the tower.
- Important vistas are maintained and protected under the LEP Amendment. In addition to this the detailed provisions of the Urban Design and Heritage Principles (which have been interpreted into the Consolidated Design Guidelines) ensure that the new built form and architectural design of the towers fully contribute to the distinctive qualities of their respective sites.
- The appropriateness of maximising use and height in areas with high public transport accessibility and proximity to high levels of amenity with comparatively low impact results in a localised impact on views of the sky from the public domain.
- The idea that important places in the city should be legible in the built form hierarchy of the city. The new railway interchange is an important new component in the city's infrastructure and it is appropriate that it is recognised in the built form of the OSD.
- The specific conditions of the site, including the Sun Access Plane to the south of the site, the location of the MLC Centre as well as the significant heritage buildings, the specific geometry of the street network and the pedestrianisation of Martin Place all ensure the Precinct has high levels of access to sky views.
- The impact the Hyde Park SAP has on development to the south of the site means that there can be no new towers in this direction, meaning that there is a high level of access to sky views in this area. This also maximises the South Tower's capacity to act as a threshold to Martin Place.
- The change in street geometry at Hunter Street means that long axial views to the north are impacted by the towers to the north, meaning that the impact on views of the sky is less than would otherwise be the case.

In summary, Tzannes concludes that generally, whilst the amended concept has an increased visual impact due to the increase in the bulk of the South Tower when compared to the South Site envelope in the Concept Approval, this impact is minor in extent, with the built form playing an important role in enhancing the morphology of the city and the definition of Martin Place. The increase in both extent and importance of the built form of the proposed South Tower is an appropriate response to the importance the new transport interchange and development will have in the city.

Department's Assessment of the Planning Proposal

As part of its assessment of the LEP Amendment, DPE considered the view impacts of different building envelopes on the South Site. In so doing, the planning merits of the amended height and FSR controls were comprehensively tested as set out in the report it prepared on the Planning Proposal (*Plan Finalisation Report* ref. IRF18/1745, signed 1 May 2018), which stated as follows with regards to view impacts associated with the 8m setback:

"In conclusion the Department is satisfied that an 8m setback for the building height control above the podium is appropriate for the South Site in that:

- *the final built form and design for the site will be subject to rigorous architectural design review that will further ensure that a development will implement visual distinction between the podium and tower element and allow for design flexibility;*
- *the resulting floor plate for the tower development will maximise the versatility of this space, while still ensuring the creation of a separate tower element that is distinct from the podium;*
- *it will not result in development that will obstruct key views along Martin Place, in particular that of the GPO clock tower;*
- *the detailed design and proposed use of materials in the facade of the podium building will ensure the development is complementary to historic buildings in Martin Place;*

- *views to the sky along Martin Place will not be detrimentally diminished beyond that currently afforded by the existing development on the South Site;*
- *it will afford a tower element of regular shaped footprint that replicates and is balanced with other existing and approved tower development along Martin Place;*
- *a variation in the tower setback along Martin Place is not out of context with other existing development that does not conform with the 25m setback; and*
- *the visibility of the proposed tower on the South Site will identify the new Martin Place Metro Station that will contribute to an important evolution of the Martin Place precinct, which follows on from the recent redevelopment of 20 Martin Place and the current redevelopment of 60 Martin Place.”*

The Department's assessment of the LEP Amendment in this instance is directly applicable to the Stage 1 Amending DA envelope for the South Site which aligns with the newly established controls under the LEP Amendment.

Protected Views

Council is progressing its planned amendments to Sydney LEP 2012 with the introduction of new provisions that recognise there are important public views through parks and other well-used spaces that help define Sydney.

Relevantly for Martin Place, there are three (3) key views identified where view corridors are proposed and which will act as prohibitions to development. These new provisions, if adopted, would be similar to Sun Access Planes, where a building is not able to protrude within the protected view corridor. These key views are illustrated within **Figure 77** and relate to views of:

- The GPO clock tower;
- The western sky from Martin Place; and
- The Sydney Hospital.



Figure 77 – Extract of key public views map

Source: Central Sydney Planning Strategy

As evident from **Figure 77**, the field of view along Martin Place for these protected views is either at the eastern and western ends (looking beyond Martin Place) and is very narrow at the centre. The Precinct is located at the narrow point and the proposed building envelopes will have no material impact on these key views as they do not come into the field of view. This is reinforced by the official photographs of the protected views, as contained within Appendix C of the Central Sydney Planning Strategy (CSPS) – refer to **Figure 78** to **Figure 80**. Therefore, the proposed amended envelopes for the South Site will continue to ensure the protection of these identified key public views.



Figure 78 – Martin Place western sky protected view

Source: Central Sydney Planning Strategy

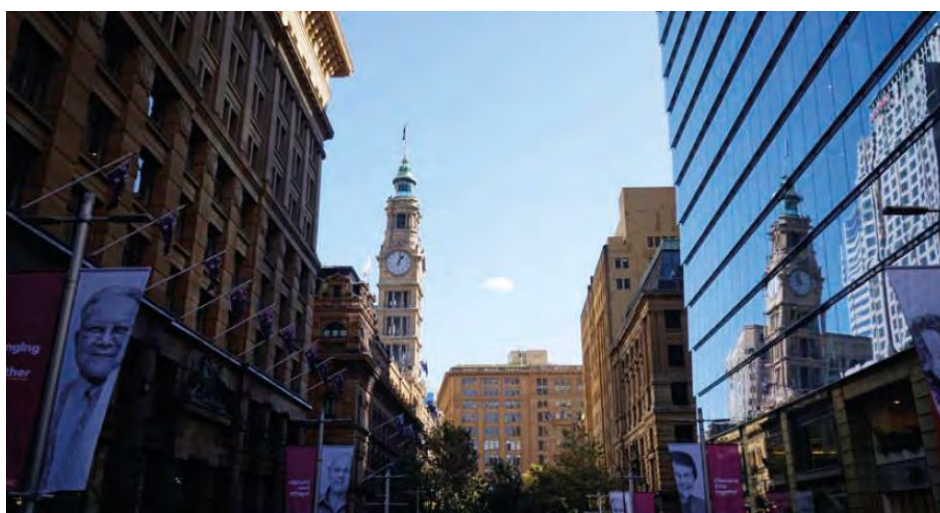


Figure 79 – GPO clock tower protected view

Source: Central Sydney Planning Strategy



Figure 80 – Sydney Hospital protected view

Source: Central Sydney Planning Strategy

5.8 Heritage

A Statement of Heritage Impact (SHI) has been prepared by TKD Architects and accompanies this report at **Appendix D**. This Statement identifies and assesses potential heritage impacts associated with the proposed tower envelopes for the Precinct (with an amended South Site tower envelope), and specifically, heritage impacts on subject and neighbouring heritage items, their context and setting and significant views. To mitigate or minimise heritage impacts, heritage development guidelines were provided for the future detailed design of each of the towers as part of the Concept Approval. These were incorporated into the Consolidated Design Guidelines developed to inform the detailed design. The Guidelines establish key parameters for any future redevelopment through establishing objectives and principles, and do not change under this Stage 1 Amending DA.

The SHI follows the general guidelines for Statements of Heritage Impact, set out in the *NSW Heritage Manual*, by the Heritage Office and Department of Urban Affairs and Planning (1996). The SHI also follows the methodology and terminology described in *The Conservation Plan*, Sydney, National Trust of Australia (NSW), 7th edition 2013 by Dr J. S. Kerr and in the *Australia ICOMOS Burra Charter*, 1999 as described below. The methodology of these documents is combined with the State Heritage Register criteria to formulate an assessment of cultural significance (refer to Section 3 of the SHI).

5.8.1 Impacts to Heritage Items

Former Government Savings Bank of NSW, 48-50 Martin Place

The Former Government Savings Bank of NSW at 48-50 Martin Place is culturally significant at a National level as a rare example of Inter-War Beaux-Arts architecture demonstrating outstanding technical accomplishment. It is also of exceptional local and State significance. Located at a prominent address on Martin Place, the building played an important role in the development of the economy in New South Wales during the 1920s.

The SHI identified a number of potential impacts on 50 Martin Place resulting from the North Site building envelope (approved as part of the Concept Approval and not proposed to be amended), and included a number of measures to ameliorate this impact (now in the Consolidated Design Guidelines).

With regards to the South Site, SHI identifies that the proposed amended envelope for the South Site will allow for a future building which relates positively in its siting and scale to 50 Martin Place. The heritage guidelines in the SHI (and the Consolidated Design Guidelines) require a design which relates positively to the historic building and to Martin Place generally in its architectural expression, form and materiality, and to enhance and reinforce the Martin Place 'street wall'.

The South Tower's reduced setback to Martin Place does not directly impact or compromise the heritage values of 50 Martin Place.

7 Elizabeth Street

It is noted that 7 Elizabeth Street has been demolished as part of Sydney Metro State Significant Infrastructure SSI 15_7400 project, and as such, no direct impacts from the proposed amended concept will follow on this particular item.

Reserve Bank Building, 65 Martin Place

The Reserve Bank building (1964) designed by the Commonwealth Department of Works, Bank and Special Project Section, is highly significant in the development of post-World War II multi storey office buildings in Australia. It is a significant example of a 1960s office building notable as being a well-designed example of the International style; its construction using high quality Australian materials; steel and concrete construction; and interior design details and artworks.

The SHI identifies that the potential heritage impacts on the Reserve Bank Building as a result of the proposed building envelopes (as modified) are neutral, noting that a new building on the South Site will not materially affect the setting of or views to the Reserve Bank, particularly given the tower component of the South Site is sited at a sufficient distance that it will not be visually dominating.

No direct impacts are noted from the amended concept for the South Site.

City Mutual Life Assurance Building, 60-66 Hunter Street

The City Mutual Life Assurance Building is one of the foremost examples of high quality and well-designed commercial Art Deco architecture in Sydney's CBD and represents the culmination of the work of one of Australia's foremost proponents of this style, Emil Sodersten. As a largely intact and well maintained late 1930's structure, the building demonstrates through its powerful exterior elevations and dramatic interior spaces the aesthetic and commercial aspects of Art Deco architecture in Australia.

The heritage impact assessment identifies that the potential heritage impacts on the City Mutual Life Assurance Building as a result of the proposed building envelopes (as amended) are neutral. A new building on the North Site will not materially affect the setting of or views to the City Mutual Life Assurance Building, with an amended concept on the South Site not materially impacting on this item. The present visual prominence of the building in the Hunter Street streetscape will remain.

No direct impacts are noted from the amended concept for the South Site.

Former Qantas House, 68-96 Hunter Street

Qantas House, No. 1 Chifley Square, designed in 1950 by Felix Tavener of Rudder Littlemore & Rudder, Architects and completed in 1957 represents the highest standard of architectural response to its urban setting and client needs through its form, composition and construction. A variant of the Post-War International style of architecture, Qantas House represents transitional aspects of 'moderate' 1930s European modernism, combined with the latest in post-war curtain wall technologies and materials and is the best design response to its setting in Australia from this period.

The SHI identifies that the heritage impacts on the Qantas House as a result of the proposed building envelopes (as amended) are potentially positive. A new building on the North Site has the potential to relate positively to Qantas House in its scale and architectural expression, mutually reinforcing the spatial enclosure of Chifley Square.

No direct impacts are noted from the amended concept for the South Site.

APA Building, 53-63 Martin Place

The construction of the APA Building marked the beginning of the development of the eastern end of Martin Place and Phillip Street as a major commercial and professional precinct. The APA Building exhibits a high level of architectural quality in terms of its proportions, facade treatment and vocabulary of detail.

The SHI identifies that the heritage impacts on the APA Building as a result of the proposed building envelopes (as amended) are potentially positive. A new building on the South Site has the potential to relate positively to the neighbouring APA building in its height, scale, materiality and architectural expression, mutually reinforcing the Martin Place 'street wall'.

No direct impacts are noted from the amended concept for the South Site.

Former MLC Building, 42-46 Martin Place

The former MLC Building is aesthetically significant as one of the best inter-war commercial office buildings in Sydney, and the best example in Australia of the exterior use of Egyptian derived motifs in such buildings. Its quality of design and use of materials make it one of the principal contributors to the architectural character of Martin Place which is recognised as one of Sydney's finest urban spaces.

The SHI identifies that the potential heritage impacts on the Former MLC Building as a result of the proposed building envelopes (as amended) are potentially positive. A new building on the South Site has the potential to relate positively to the former MLC building in its height, scale, materiality and architectural expression, mutually reinforcing the Martin Place 'street wall'.

No direct impacts are noted from the amended concept for the South Site.

Martin Place Railway Station

Martin Place underground railway station is significant as a representative of the latest major railway construction undertaken in the State in the eastern suburbs railway line. The whole of the structure being underground is a development of the structures built in the city in the 1930's and represents the latest in technology at the time.

There are no heritage impacts on Martin Place Railway Station arising from the amended concept proposal as assessed in the SHI.

GIO Building, 60-70 Elizabeth Street

The GIO Building is historically significant because of its associations with Sun Newspapers Ltd newspaper publishing activities in Sydney during the first half of the twentieth century. The building is aesthetically significant because it is possibly the first major Interwar Skyscraper Gothic style building in Sydney, of which it is also a rare example, and because it is a major building designed by architect Joseph Kethel.

The SHI identifies that the potential heritage impacts on the GIO Building as a result of the proposed building envelopes are potentially positive. A new building on the South Site has the potential to relate positively to the GIO building in its height, scale, materiality and architectural expression.

No direct impacts are noted from the amended concept for the South Site.

Richard Johnson Square, Corner Hunter and Bligh Streets

Richard Johnson Square is historically and culturally significant as an important example of 20th century civic planning. The heritage impact assessment identifies that the potential heritage impacts on Richard Johnson Square as a result of the proposed building envelopes (as amended) are neutral. The significance of Richard Johnson Square is derived from its pedestrian use and 1925 memorial, rather than from the surrounding buildings.

No direct impacts are noted from the amended concept for the South Site.

Chifley Square

Chifley Square is of historical and aesthetic significance as an early 20th exercise in city planning to create a new public open space, and for its naming to honour J.B. Chifley, Australia's prominent and well-loved wartime Prime Minister 1945-1949. The construction of the heritage-listed 1957 Qantas House (designed by Rudder Littlemore and Rudder) at 68-96 Hunter Street was integral to the creation of Chifley Square, and adds to the historical and aesthetic significance of the Square.

The heritage impact assessment identifies that the potential heritage impacts on Chifley Square as a result of the proposed building envelopes are potentially positive. A new building on the North Site has the potential to reinforce the spatial enclosure of the square by defining its southern edge.

No direct impacts are noted from the amended concept for the South Site.

Martin Place

Martin Place has historic and aesthetic significance for its ability to provide evidence of the development of Victorian and Interwar Sydney as a prestige address for commercial businesses and public institutions. It is significant for its ability to contribute to understanding the nineteenth and twentieth century town planning intention. It is demonstrative of the Victorian period and interwar periods in direct response to the Height of Building controls. Martin Place has historic associations with Sir James Martin, premier and Chief Justice of NSW. Pedestrianisation of the street in the 1970s formalised Martin Place as Sydney's principal urban space.

The heritage impact assessment identifies that the heritage impacts on Martin Place as a result of the proposed amended building envelopes are potentially positive. Replacement of the present building on the South Site at 39 Martin Place provides an opportunity for a new podium which better reinforces the strong lineal character and spatial enclosure of the street in its height, scale, materiality and architectural expression.

Relevantly the SHI concludes:

The proposed South Site envelope has been enlarged in comparison to the earlier Stage 1 SSDA to reflect the new planning controls established for the site as part of a site-specific amendment to the Sydney LEP. Through in depth analysis, the potential impacts of the enlarged envelope have been assessed as negligible in comparison to the previously approved Stage 1 SSDA envelope.

5.8.2 Conservation Management Plans

TKD at **Appendix D** have evaluated the Amended Concept Proposal against the relevant endorsed Conservation Management Plans, which consist of:

- 48 Martin Place Conservation Management Plan – 2012 (Tanner Architects);
- Qantas House, No. 1 Chifley Square Conservation Management Plan – 2004 (GML); and
- City Mutual Building, 60-66 Hunter Street Conservation Management Plan – 2005 (Tanner Architects).

TKD concludes that the Stage 1 Amended DA proposal is consistent with the CMPs, subject to minimising/mitigating impacts (in particular in relation to 48 Martin Place) through the adoption and implementation of the heritage development guidelines. These guidelines will continue to be implemented through the Stage 2 DAs.

5.8.3 Heritage Impacts on Special Character Areas

Part of the North Site falls within the Chifley Square Special Character Area with part of the South Site also falling within the Martin Place Special Character Area. TKD has undertaken an assessment of the amended concept proposal against the objectives and principles of each of these special character areas. Overall, it has been determined that the proposal is consistent with the objectives and principles of these special character areas.

Consistency with the objectives and principles is reinforced through the heritage guidelines to be adopted as part of the detailed design.

5.8.4 Overall Heritage Impact

In conclusion, the heritage impacts arising from this Stage 1 Amending DA are considered acceptable. Further heritage impact studies will be carried out for the detailed design of the towers and submitted with the future Stage 2 DAs. The SHI concludes that the level of detail in the indicative concept is appropriate to demonstrate the suitability for redevelopment in the Stage 1 DA process, and identifies more specific details to be addressed in the Stage 2 designs, taking into account the carefully developed guidelines prepared to inform this next design phase.

The SHI identifies the following key conclusions on the heritage impact of the amended concept proposal:

- A new building on the South Site has the potential to enhance the significant characteristics of the street through a purposeful relationship of its architectural expression, scale, form and materials with the historic buildings of Martin Place.
- Potential impacts of a future building on the South Site on the significance of neighbouring heritage items – relating to their streetscape presentation and setting – are generally considered minor or neutral.
- The construction of a new building on the South Site on the Martin Place street alignment has the potential to result in positive impacts, enhancing the ‘street wall’ of Martin Place and relating positively to the heritage items at 42-46 Martin Place (the former MLC Building), 48-50 Martin Place (the former Government Savings Bank of NSW) and 53-63 Martin Place (the APA Building), all mutually reinforcing each other and the spatial quality of the street.
- The proposed South Site envelope has been enlarged in comparison to the earlier Stage 1 SSDA to reflect the new planning controls established for the site as part of a site-specific amendment to the Sydney LEP. Through in-depth analysis, the potential impacts of the enlarged envelope have been assessed as negligible in comparison to the previously approved Stage 1 SSD DA envelope.

Department's Assessment of the Planning Proposal (Heritage)

As part of its assessment of the Planning Proposal, the Department considered the submissions from the City of Sydney and the Heritage Council on heritage impacts to Martin Place resulting from the proposed 8m setback to Martin Place (through an amendment to the LEP height controls). The Department's assessment report stated as follows (*Plan Finalisation Report* ref. IRF18/1745, signed 1 May 2018), which stated as follows with regards to view impacts associated with the 8m setback:

“Heritage significance

While it is acknowledged that the Heritage Council formed the view that any change to the upper level setbacks was expected to have adverse impacts to the heritage significance of Martin Place and its listed items, it is difficult to fully appreciate the basis for this view point. No further justification has been provided by the Heritage Council to substantiate this view.

The Department is of the view that the proposed built form for the South Site is not out of context with other development in Martin Place, particularly given that views to key heritage elements buildings within and adjoining Martin Place will not be obscured by the proposal.”

The Department’s assessment of the LEP Amendment in this instance is directly applicable to the Stage 1 Amending DA, which aligns the South Site building envelope with the newly established controls in the LEP Amendment.

5.8.5 Mitigation Measures

In order to mitigate the potential heritage impacts arising from the proposed concept, heritage development guidelines were formulated by TKD Architects (with input from Howard Tanner) as part of the Concept Approval. These guidelines are contained within the Consolidated Design Guidelines and will guide the future detailed design of buildings for the North and South sites. They aim to maintain the heritage significance of the identified heritage items and, where relevant, minimise or mitigate potential adverse heritage impacts. These heritage guidelines are not proposed to be amended.

These heritage guidelines have also been generally captured within the Urban Design Report and associated urban design objectives and principles (refer to **Appendix G**). This framework of guidelines and principles established what the design team will need to take into account in the next phase of the design process, and will also be used through the design excellence process to test the designs.

Heritage objectives and principles are provided for the following heritage items and places:

- Neighbouring heritage buildings;
- Former Government Savings Bank of New South Wales, 48-50 Martin Place, located within the North Site;
- Martin Place; and
- Chifley Square.

Objectives are also provided for heritage interpretation and public art, specifically relating to buildings and artworks demolished or removed by TfNSW as part of the approved Martin Place Metro Station. The mitigation measures are outlined in detail within the SHI at **Appendix D**, and relate to the following objectives:

Neighbouring heritage items

- Retain and enhance the setting and streetscape presence of neighbouring heritage buildings.

50 Martin Place

- Retain the exceptional aesthetic significance of the building’s exterior.
- Retain the landmark qualities and civic presence of the building within Martin Place and its environs.
- Retain the identity of the building as one of the finest purpose-designed bank buildings in Australia.
- Retain the substantially intact fabric and spatial qualities of the significant interiors of the building largely unaltered.

Martin Place

- Retain and enhance the urban character, scale and strong linear enclosure of Martin Place.

Chifley Square

- Reinforce the semi-circular form of Chifley Square.

Public Art and Heritage Interpretation

- Interpret the heritage significance of the demolished building at 7 Elizabeth Street.
- Incorporate the artworks at 55 Hunter Street into the proposed development of the North Site.

5.9 Solar Access and Overshadowing

The Stage 1 Amending DA proposal complies with the existing SAPs applying to the South Site. This SAP now applies to a larger portion of the Site, as a result of the recent LEP Amendment increasing the building height on the South Site (refer to **Figure 81** below).

Maximum Height

The maximum height control is contained within clause 4.3 of Sydney LEP 2012. Both the North Site and South Site are affected by Sun Access Planes (SAP), providing protection to Martin Place and Hyde Park.

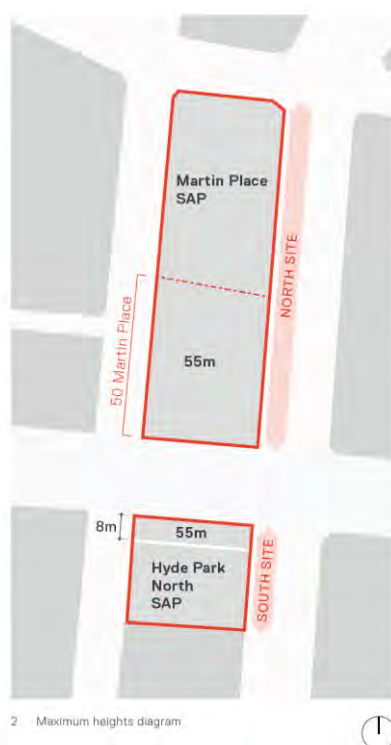


Figure 81 – Maximum permissible heights for the Precinct established through the LEP Amendment in Clause 6.38 of the Sydney LEP 2012

Source: Grimshaw

The SAP applicable to the South Site is the Hyde Park North⁷ SAP (refer to **Figure 82**). SAPs play a critical role in protecting the amenity to the CBD, and they effectively prohibit development which breaches them. It is noted however that Council's Built Form Capacity Study (prepared to inform the CSPA) has identified a number of potential redevelopment sites affected by Sun Access Planes that are nevertheless capable of accommodating additional floor space without breaching those planes.

⁷ The modelling of Sun Access Planes accounts for both the requirements of Sydney LEP 2012 and draft amendments to Sydney LEP 2012 (as released in 2016).

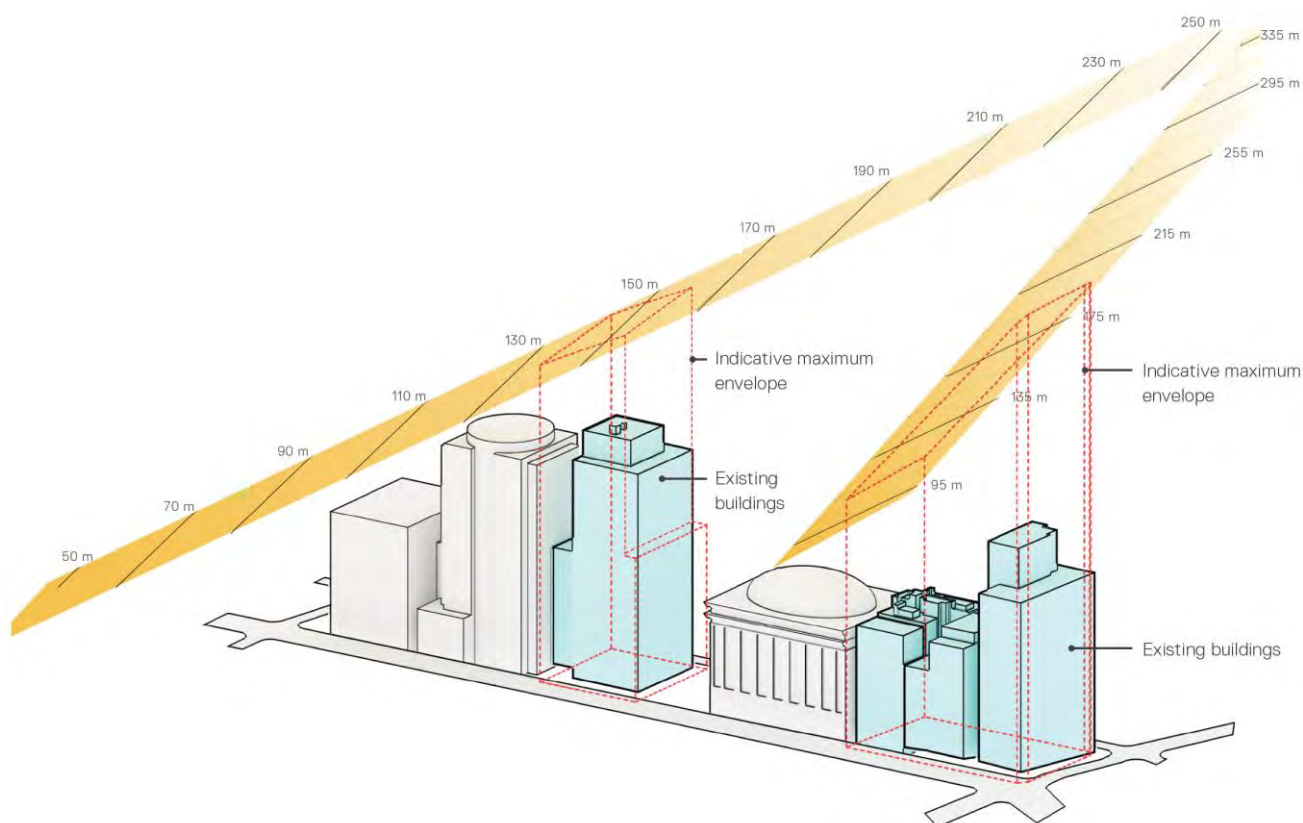


Figure 82 – Hyde Park and Martin Place Sun Access Planes

Source: Grimshaw

With the Stage 1 Amending DA proposal for the South Site complying with the SAP (and the site-specific Clause 6.38 of the LEP), the objectives of Clause 6.17 (Sun Access Planes) of the Sydney LEP 2012 are thereby deemed to have been satisfied. Those objectives are:

- (a) to ensure that buildings maximise sunlight access to the public places set out in this clause, and
- (b) to ensure sunlight access to the facades of sandstone buildings in special character areas to assist the conservation of the sandstone and to maintain the amenity of those areas.

Some reduction in sunlight to public spaces is inevitable as smaller, older buildings are replaced with new buildings designed to the City's height limits. The City's expanded floor space capacity and its success in terms of economic output, job creation and vitality will compromise, to some extent, the level of solar access, especially during winter months. The Council long ago recognised this conflict (competing interests), and accordingly focussed the planning controls on protecting certain important and highly valued public spaces such as Martin Place and Hyde Park. The tool used to achieve what it considered a reasonable or acceptable level of protection of these spaces are the Sun Access Planes, along with the "No Additional Overshadowing controls" applying in some circumstances. These have become enshrined in the Sydney LEP 2012.

The Sun Access Plane for Hyde Park North is a plane formulated for the moving solar conditions between 10:00am and 2:00pm in midwinter. This is designed to ensure that there is minimal additional overshadowing of this important public space during the late morning and key lunchtime period at the "worst case" time of year when the sun is at its lowest angle in the sky. Additional overshadowing before or after this time period is deemed acceptable provided the building fits within the envelope created by the Sun Access Plane.

5.9.1 Scope of shadow study

A detailed shadow study analysis of the Stage 1 Amending DA envelopes has been prepared by Grimshaw and is included in **Appendix O**. This analysis has also been verified by Virtual Ideas to ensure accuracy of the data and that strict compliance with the Hyde Park North Sun Access Plane is assured.

The shadow study accounts for the surrounding city buildings and topography, and models shadows cast by:

- the existing (pre-demolition) buildings on the North and South Sites;
- key surrounding approved developments (e.g. 148 – 160 King Street (D/2015/750) now under construction;
- the building envelopes in the Concept Approval, which complies with the then existing LEP height controls applying to the South Site (being the Hyde Park North Sun Access Plane and the 55m height control for that portion of the site within 25 metres of Martin Place) – “*Approved SSD Envelope*”;
- the proposed (amended) South Site tower envelope – “*Proposed Amended Envelope*”; and
- the Option 4 South Tower envelope with 8m tower setbacks to the three street frontages.

The shadow impacts created by the Stage 1 Amending DA envelopes represent a ‘worst case’ scenario, and through the design development phase it is expected that impacts will be reduced. This reduction is evident when reviewing the illustrative design scheme (refer to **Figure 83**), with the form fitting inside the envelope and thereby improving upon the envelopes’ performance in terms of shadows, daylight and sky views.

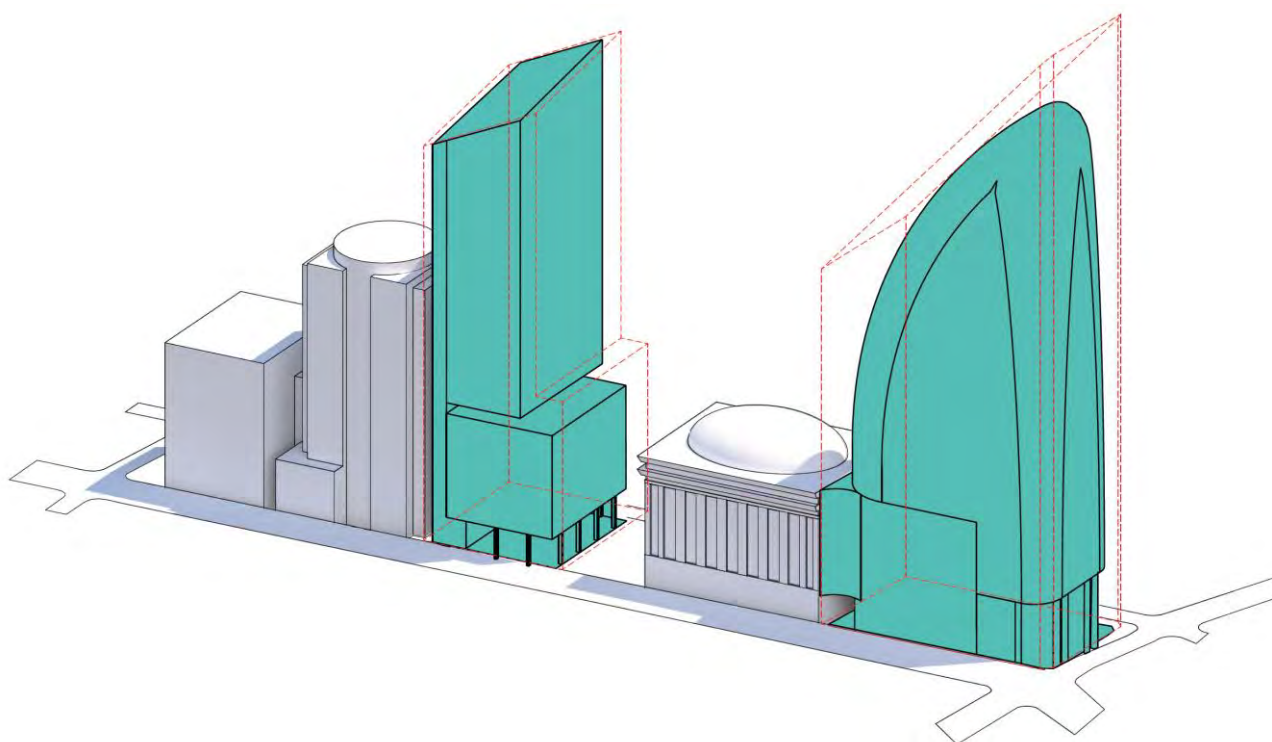


Figure 83 – Relationship between proposed envelopes and illustrative scheme

Source: Grimshaw

The modelling has been carried out at one-hour intervals at 14 April, 21 June, 21 September, 31 August and 21 December between 9:00am to 3:00pm, consistent with the requirements of the SEARs and Sydney LEP 2012.

5.9.2 Summary of Impacts (Amended Concept Proposal – South Site)

The shadow diagrams illustrate that, compared to the existing Concept Approval South Site envelope, and the Option 4 envelope, the proposed amended envelope for the South Site:

- will generate minor additional overshadowing to the MLC Centre forecourt, generally be limited to between 9am and 10:30am in the months outside of midwinter. In the warmer months, the additional shadow will be cast to the forecourt steps at the northern end of the site, and in April / September / August, the additional shadow will be cast to a minor area at the southern end, closest to the MLC tower. The majority of the MLC Centre forecourt will still receive direct sunlight for 2-3 hours over the lunch time period outside of midwinter despite the additional minor overshadowing cast by the amended South Site building envelope. This is considered acceptable as the minor additional overshadowing will not materially impact on the amenity enjoyed by the MLC forecourt from direct sunlight during lunch time hours.
- will result in minor additional overshadowing to Castlereagh and Elizabeth Street at certain times of the year.

- will result in minor additional overshadowing of a small section of Hyde Park North at the “worst case” period of the year (i.e. midwinter) between 1:30pm and 3:00pm. This impact is considered reasonable given this occurs largely outside the Sun Access Plane’s design period (12:00 – 2:00pm) and the ground level of this section of Hyde Park is already largely in shadow from the trees located in the affected area.
- results in negligible additional impacts compared to the Option 4 envelope the modelling. The additional shadows either fall onto surrounding streets and roofs/buildings or generally fall within the shadow cast by the Option 4 envelope that is deemed to satisfy the objectives of both the LEP and DCP the controls.

The additional shadows on Hyde Park created by the proposed amended envelope also need to be considered in the context of existing surrounding development and future redevelopment proposals. Relevantly there is a Stage 2 DA approved by the Central Sydney Planning Committee (CSPC) at 148-160 King Street (D/2015/750). The proposed amended envelope shadow will largely fall within the shadow cast by this approved development now under construction. Approval of such development proposals reinforces that compliance with the Hyde Park Sun Access Plane can acceptably result in additional shadows being cast. This is permitted by the City’s planning controls as the “No Additional Shadow” controls do not apply to this location.

Furthermore, Condition B2 of the Concept Approval (and the Consolidated Design Guidelines at Built Form 2.2) requires that the detailed building design not result in additional overshadowing of Hyde Park between the hours of 12 and 2 pm at mid-winter (21 June), when compared to the shadow cast by existing buildings, approved buildings and a DCP/LEP compliant envelope. This condition is proposed to be retained, however is proposed to be modified to reflect the updated LEP/DCP compliant envelope (Option 4).

Furthermore, the Department’s assessment report for the Planning Proposal stated as follows (Plan Finalisation Report ref. IRF18/1745, signed 1 May 2018) in relation to overshadowing of the LEP amendment:

The planning proposed is consistent with the Martin Place and Hyde Park North Sun Access Planes in the Sydney LEP 2012. The Stage 1 SSDA consent addresses additional overshadowing of Martin Place and notes Martin Place is already significantly overshadowed by existing buildings to the north for much of the day and year, especially at mid-winter.

5.9.3 Conclusion

The proposed amendment to the South Site building envelope will result in negligible additional overshadowing to surrounding streets and public spaces, especially Hyde Park North, when compared against the Concept Approval. Importantly, the Stage 1 Amending DA is fully compliant with the Sydney LEP 2012 Sun Access Planes and these will continue to be met, protecting pedestrian amenity derived from sunlight to important civic spaces such as Martin Place and Hyde Park. Therefore, the minor additional overshadowing is considered acceptable on merit.

5.10 Transport, Traffic and Parking

Arup has prepared a Traffic and Parking Report, which is included at **Appendix K**. This report assesses the impact of the additional floor space associated with the amended concept on transport, traffic and parking considerations. This report has examined the existing transport conditions of the site, including current (and future) mode share and availability of transport, and then provided an assessment of the potential impact of the redevelopment of the Precinct in accordance with the resulting built form and, more relevantly, the resulting floor space and mix of uses. The key components of this study are outlined below.

5.10.1 Traffic Generation and Road Network

Consistent with the strategic value of the Precinct as a transport interchange, which favours sustainable modes of transport over private vehicles, no car parking is proposed on either the North or South Sites. There will therefore be a substantial reduction in car parking within the Precinct compared to the existing situation.

Traffic generation associated with future development (reflective of the amended concept) will therefore be limited to servicing, deliveries, and the like. Arup advises that these increased volumes, compared to existing traffic generated by existing (pre-demolition) development, is expected to be negligible and will occur through-out the day (i.e. not concentrated to peaks).

Accordingly, as the increase in traffic volumes at peak times is expected to be negligible, no perceptible impacts on the road network are anticipated when the ultimate development scenario is operational. The amended concept for

the South Site will support future development with some of the highest levels of public transport accessibility in Australia, with:

- The Sydney Metro and Eastern Suburbs railway line at Martin Place located directly beneath the North and South sites;
- Bus stops and taxi ranks located in Castlereagh Street and Elizabeth Street;
- Future Light rail services running from George Street (350m away); and
- Ferry access from Circular Quay (700m away).

This level of public transport accessibility reinforces the appropriateness of maximising the permissible density and capacity on the North and South Sites.

5.10.2 Pedestrian Network

Arup estimates that the future OSD will have a mode share close to 100% by sustainable means of transport comprising mainly train, bus, cycling, walking and ferry.

The amended concept in enabling an increased capacity of development within the Precinct will generate additional pedestrian movements and consequently impacts on local footpath conditions. Given the CBD context of the Precinct, and that Martin Place acts as an important spine for pedestrian movement in this part of the CBD, Arup advises that it is expected that there will continue to be a high level of pedestrian amenity and a suitable level of service provided for access to and from the Precinct.

Further dynamic modelling is also expected to occur as part of the design development and planning for the Sydney Metro project, which also takes into account the impact of the OSD and how future connections and measures can aid the pedestrian Precinct performance.

5.11 Wind Assessment

An independent review of the Amending Concept Proposal's South Site building envelope was commissioned to assess the potential wind impacts on the surrounding pedestrian level wind conditions.

Pedestrian acceptability of footpaths, entrances, plazas, and terraces (in terms of comfort and amenity) is recognised by TfNSW and Macquarie as an important design parameter that is fundamental to a successful urban and public domain outcome.

The review by Cermak Peterka Petersen Pty Ltd (CPP – included at **Appendix P**) has involved detailed wind tunnel testing covering existing conditions, the approved Stage 1 DA envelopes, envelopes which contain 8m tower setbacks to streets, and the proposed South Site envelope (as proposed to be amended).

CPP are world leaders in the field of wind engineering and have access to their own state of the art wind tunnel. **Figure 83** provides an overview of the extent of the North Site and South Site and their surrounds that have been tested within the wind tunnel.

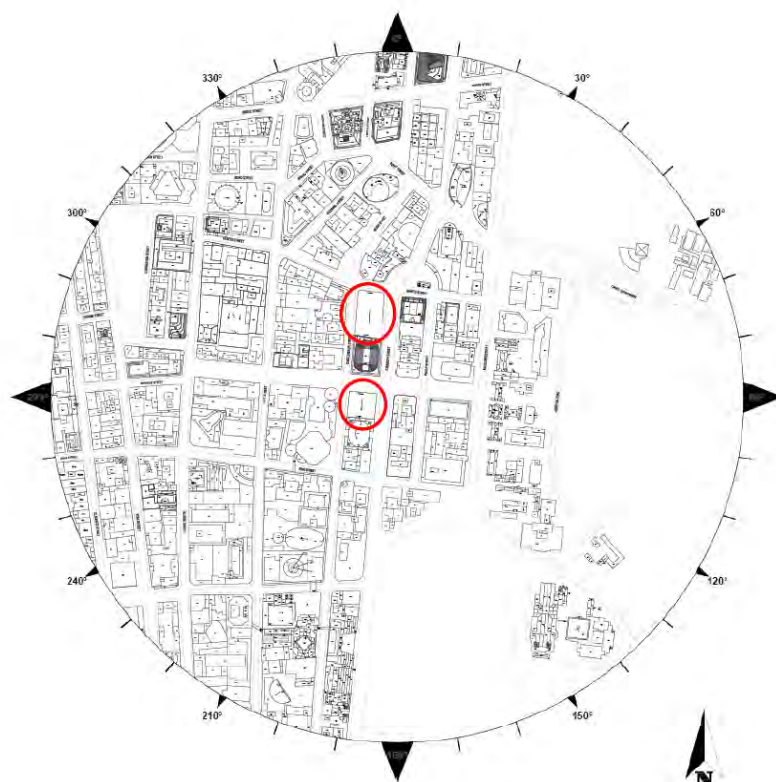


Figure 84 – OSD wind tunnel turntable test

Source: CPP

The wind study notes that the Precinct is surrounded by high-rise buildings in its CBD context, noting that it consequently receives some shielding from all wind directions. Wind speed measurements were recorded at 29 locations to evaluate pedestrian comfort in and around the Precinct. Locations were chosen to be consistent with those locations assessed with the Concept Approval, and to determine pedestrian comfort at the building corners where relatively severe conditions are frequently identified. These include, for instance, near building entrances, on adjacent pavements with heavy pedestrian traffic and in areas potentially intended as upper level outdoor terraces.

The conclusions reached by CPP are:

- At street level, the existing wind environment near the Precinct is generally suitable for pedestrian standing and walking;
- The addition of the future development changes wind patterns in the area, causing some areas to be windier and improving others compared to existing conditions;
- The wind comfort levels surrounding the North Site and South Site range from pedestrian walking to pedestrian sitting (i.e. all within “acceptable” comfort ranges);
- The addition of the LEP/DCP compliant scheme creates some changes to wind flow patterns in the area, causing some areas to be windier and providing shelter for others, however in general, conditions at the ground plane remain similar to the existing situation under that scenario;
- The modification to the building setbacks from the LEP/DCP Compliant Envelope associated with the Approved Stage 1 Envelope and the proposed Amending Stage 1 DA has a relatively minor impact on wind amenity at the ground plane, with a small improvement in wind conditions at some locations and slight degradation at others; and
- Excluding locations where existing conditions exceed target levels already, all areas are assessed as suitable for the intended use of space in this section of the city.

The assessment also demonstrates that the proposed amendment to South Site building envelope maintains the same comfort categories in all locations assessed with the approved Stage 1 envelope, with the exception of two

locations, being Location 18 (on Martin Place, immediately north of the South Site) and Location 25 (on Elizabeth Street immediately east of the South Site). Both scenarios show a degradation in comfort category from 'Pedestrian Standing' to 'Pedestrian Walking'. This is considered acceptable because:

- The increase in wind speeds in these locations is minor;
- The degradation in comfort category also occurs under the LEP/DCP Compliant scheme;
- The measured 5% exceedance in wind speeds at Location 25 is close to the boundary between two comfort categories; and
- The results relate to sheer envelopes with no mitigation measures proposed. These wind conditions are expected to improve with future detailed designs, and for station entrances, are anticipated to comply with the 'Pedestrian Standing' aspiration included in the Consolidated Design Guidelines endorsed as part of the Stage 1 Consent.

The assessment also demonstrates that the proposed building envelopes will not result in a substantially different wind environment than would otherwise be expected if the Precinct was developed with envelopes which contained 8m tower setbacks to all three street frontages (Martin Place, Castlereagh Street and Elizabeth Street).

Whilst there are minor improvements and shortfalls when the proposal is compared to the complying envelopes, the overall wind environment remains generally consistent and comparable between the two scenarios. This is of particular note for the conditions along Martin Place, which have remained as either 'pedestrian standing' or 'pedestrian walking'. This change in the wind environment on Martin Place occurs for both complying building envelopes and the proposed amended building envelopes, demonstrating that any changes to the wind environment are commensurate with what would otherwise be expected under the current controls.

In addition to this, CPP confirms that all locations have passed the Lawson distress criteria except for one location that is exposed to winds from the south-east over Hyde Park. The conditions in this location, however, have not been degraded by either the proposed or complying envelopes. Accordingly, all areas have been assessed and are confirmed to be suitable for their intended use in this section of the city, excluding those locations where existing conditions already exceed desirable levels of amenity.

5.12 Sky View (Daylight) Analysis

A Sky View Factor Assessment has been prepared to investigate the degree of sky that can be seen from key points surrounding the Precinct when comparing the proposed amended envelope for the South Site to a number of scenarios. Sky views contribute to a sense of openness in the street, and can affect the attractiveness, thermal comfort and levels of light and amenity at ground level.

The CSPS establishes a methodology and the baselines for measuring the proportion of sky views available from within the Sydney CBD; termed the Sky View Factor (SVF). SVF is a measure of the obstruction of the sky at any point, quantified as a percentage where 0% is a completely obscured sky and 100% is completely unobscured. SVF can then be applied as an approximation of daylight levels, with the CSPS noting that the SVF range for most streets in Central Sydney is 15-25%; termed the 'typical SVF'.

This analysis has subsequently been included in the Draft Sydney DCP, which requires the modelling of SVF to address the appropriateness of street setbacks and the resultant daylight levels at the ground plane. Whilst this DCP has not been adopted, and DCPs do not apply to the subject application, the Macquarie team nevertheless undertook SVF modelling as part of the Planning Proposal application and in response to Gateway conditions received for that application.

Surface Design has completed SVF modelling for 14 key locations surrounding the Precinct addressing the relative impact of the existing buildings (pre-demolition), the building envelopes in the Concept Approval, building envelopes of both the North and South Sites with 8m tower setbacks to city streets, and the Stage 1 Amending DA envelopes. This modelling was undertaken in accordance with the City of Sydney Council Guidelines for Sky View Factor Assessment, including the existing SVFs detailed in the CSPS, and is included in **Appendix T**.

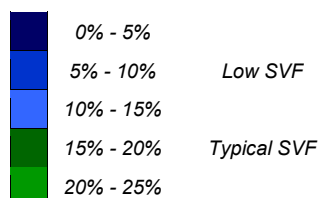
The sky view assessment was undertaken for 14 points surrounding the Precinct. The results for each scenario and location are provided in **Table 15** below.

It is evident from this assessment, that the proposed envelope (as amended) for the South Site will have a negligible reduction of sky visibility compared to the existing sky views currently experienced. Whilst there will be nominal changes in the detailed SVF percentages, the thresholds will remain consistent with the existing environment. Significantly, the relative impacts of the proposed amended South Site envelope when compared to other tested envelopes are minor, confirming that the amendment will not significantly impact amenity from sky view at the ground plane.

Table 15 – Sky View Factor assessment results

	Location	Existing (Pre-demolition)	Envelopes with 8m tower setbacks	Concept Approval Envelopes	Stage 1 Amending DA Envelopes
1	36 Martin Place	19.5%	19%	19%	18.5%
2	Corner of Martin place and Castlereagh Street	21.5%	20%	20%	20%
3	37 Martin Place	20%	18.5%	18.5%	17.5%
4	Corner of Martin Place and Elizabeth Street	24.5%	23%	22.5%	22.5%
5	63 Martin Place	18.5%	18.5%	18.5%	18%
6	Richard Johnson Square	14%	14%	12.5%	12.5%
7	Chifley Square	18.5%	16%	16%	16%
8	20 Elizabeth Street	11%	11%	9.5%	9.5%
9	7 Elizabeth Street	12.5%	11.5%	11%	10%
10	9/17 Castlereagh Street	10.5%	10.5%	10%	10%
11	4 Castlereagh Street	7.5%	6.5%	5%	4.5%
12	55 Hunter Street	8.5%	6.8%	8%	8.5%
13	30 Castlereagh Street	19.5%	19.5%	19%	19%
14	80-85 Elizabeth Street	18.5%	18.5%	17.5%	17%

Key



Source: Surface Design

5.13 Environmental Sustainability

An ESD Strategy (including sustainability framework) has been prepared by Arup and is provided at **Appendix H**. This Strategy remains unchanged from that accompanying the Concept Approval.

Arup has explored a range of sustainability strategies, achieving worlds' best practice ESD targets, which will be implemented into the future detailed stage(s) of the proposal.

The ESD objectives for the development of the North Site and South Site are summarised as follows:

- 5 star NABERS Energy minimum based on 2016 protocol;
- 3.5 star NABERS Water Rating minimum based on 2016 protocol;
- 6 Star Green Star Office Design and As-Built v1.1; and
- Occupant wellbeing.

Arup have identified the following strategies which will be considered in the design of the OSD and broader station/precinct to achieve the above environmental certifications along with achieving TfNSW's Sydney Metro requirements (where relevant):

- **Human Centred Design:** Implement initiatives which will provide tangible benefits to the community during and beyond the construction period for example the mechanical services design has focussed on occupant comfort throughout the precinct. Wellness is also a central aim for the development.
- **Carbon Neutral:** On-site and off-site renewables utilised to offset carbon emissions from the precinct development in operation.
- **Active Facades:** High performance facades utilised to offer mixed mode solutions in various areas across the development.
- **Water Reclaim:** A precinct-wide strategy will be implemented to optimise the water reclaim on site. Non-potable and potable operational demand targets will be reached through strategies such as rainwater harvesting and ground water reuse systems depending on quality and quantity of water collected.
- **World Leading Comfort:** Various strategies will be investigated such as utilising spill air to cool public concourses in order to maintain conditions at Ta+4C. The platform systems will maintain conditions on the platform below 27degC.
- **Daylight and Wayfinding Design:** Optimised daylight access; penetration into the underground station and maximised useful daylight on the tower floors. Cutting edge wayfinding technology will be investigated for the precinct providing mobile applications and other technologies to assist users.
- **Active Transport:** A state of the art, precinct-wide end of trip facility will be located at the heart of the development interchange. The aspiration is to deliver a world leading active transport hub.
- **Smart Systems:** Digital Infrastructure will be provided to occupants in order to meet energy, waste and water targets. Educating users on their impacts on the space should aid reduction of resource use.
- **Green Infrastructure:** The precinct aims to utilise green infrastructure in order to compliment art and wayfinding throughout the development and provide a pleasant space for users. This infrastructure will be utilised throughout the development including subterranean areas where possible.
- **Resilience:** A climate change resilience plan will be developed in accordance with the following:
 - The requirements of Green Star Design & As-built
 - The recommendations of AS5334 Climate change adaptation for settlements and infrastructure—A risk based approach
 - Arup's experience with best practice approaches to risk, resilience, and climate change vulnerability adaptation

These initiatives for the North Tower and South Tower can be implemented in order to achieve the nominated sustainability targets. These initiatives clearly demonstrate that there are opportunities to implement best-practice sustainable building principles and improve the environmental performance of the buildings.

Furthermore, explore opportunities to incorporate the following stretch targets:

- **Precinct-Wide Greening Strategies:** Further extension of green infrastructure to celebrate culture and wellbeing
- **Digital Infrastructure:** Considerations such as mobile applications with features for monitoring and feedback to promote an integrated precinct
- **Community Facilities:** Such as by providing support facilities and retail spaces for cyclists, buskers and active commuters, to further promote active lifestyles, arts and culture

5.14 Ecologically Sustainable Development

The section provides a response to clause 7(4) of Schedule 2 of the EP&A Regulation 2000 demonstrating how ESD principles are met by the Stage 1 Amending DA, as required by the SEARs.

Ecologically sustainable development requires the effective integration of economic, social and environmental considerations in decision-making processes. Ecologically sustainable development can be achieved through the implementation of the following principles and programs.

5.14.1 Precautionary principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential environmental impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment.

This EIS has not identified any direct serious threat of irreversible damage to the environment associated with the Stage 1 Amending DA proposal and therefore the precautionary principle is not required to be given further consideration in this instance. Notwithstanding, indirect avoidance of damage to the environment can be achieved through the use of responsibly sourced materials (achieved through the Green Star rating target for the project), in later detailed design phases of the project.

5.14.2 Intergenerational equity

Inter-generational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations. The proposal has been designed to benefit both the existing and future generations by:

- Promotion of community integration within the Precinct
- Reduced carbon emissions:
 - recycled materials
 - optimised precinct energy usage through high performance façades and efficient mechanical systems
 - inclusion of renewable energy technologies
- Reduced waste to landfill (via a centralised waste strategy)
- Reduced potable water usage
- A soft landings approach to minimise operational energy

5.14.3 Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration.

The proposal would not have any significant effect on the biological diversity and ecological integrity of the Precinct (noting the Precinct's context within the centre of a Global CBD).

5.14.4 Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things.

The Amended Concept Proposal does not alter the project's aim to achieve a 6 Star Green Star rating in the most cost-effective way via a life cycle cost approach that provides best return on investment.

5.15 Public Benefits / Development Contributions

The provision of public benefits across the Precinct is intricately linked between the new Martin Place Metro Station and the OSD.

Direct State Benefits

OSD is identified by the NSW Government as an essential component to the success of the overall Sydney Metro project, both from a place making as well as financial perspective. In this regard, the broader Metro OSD strategy supports the NSW Government in funding the cost of this step-change piece of public transport infrastructure.

Macquarie (subject to progressing through the final stage of the USP process) is therefore paying the NSW Government for the development rights for the OSD, with that money directed towards the funding of the Sydney Metro project. This approach aligns with the objectives outlined within Council's CSPS.

The Stage 1 Amending DA proposal will ensure that greater direct benefits to the State are realised from the Martin Place Metro Station Precinct project.

Direct Local Benefits

As with the previous Concept application, the Stage 1 Amending DA will also be subject to the City of Sydney Council's contributions requirements under S61 of the *City of Sydney Act 1988*. This will levy an additional monetary contribution (1% of the development cost) to fund public facilities, amenities and services to meet the needs of the growing residential and workforce population within Central Sydney.

The amended concept proposal will ensure that greater local benefits and contributions are realised from the Martin Place Metro Station Precinct project.

5.16 Social and Economic Effects

The Concept Proposal (as proposed to be amended) supports a significant financial investment in the renewal and sustained pre-eminence of Martin Place as the commercial heart of the Sydney CBD.

The addition of some 64,155m² GFA of mainly commercial space, (over and above the existing pre-demolition floor space on the Sites) strengthen the role of the Sydney CBD as Australia's principal centre for business, consistent with the objectives of the Metropolitan Centre Zone.

5.16.1 Employment Generation

Under the previous controls (i.e. prior to the LEP Amendment), development of the Precinct had the potential to generate some 9,272 jobs (based on a maximum FSR of 12.5:1). The Concept Approval improved this situation (with a variation to the maximum FSR for the North Site) by increasing the number of jobs in the Precinct's OSD to approximately 12,984.

The increased floor space capacity enabled by the LEP Amendment over the Precinct has the potential to deliver some 15,000 jobs; an increase of some 2,100 jobs or 16% more than the Concept Approval. Refer to **Table 16** for further details.

The jobs generated by the floor space and uses proposed in the Stage 1 Amending DA has far reaching economic benefits for Sydney, NSW and Australia more broadly, and directly supports the achievement of jobs targets set by Council and the NSW State government.

Table 16 – Potential job creation analysis

	Total GFA (sqm) #	Total NLA (sqm) π	Job Numbers
Existing (pre-demolition) development	60,884 North Site (incl. 50 Martin Place containing 24,422) 18,465 South Site	52,969 North Site (incl. 50 Martin Place containing 20,105) 16,064 South Site	50 Martin Place 2,000~ Remaining North Site 1,643* South Site 803*
TOTAL	79,349	69,033	4,446
Pre-LEP Amendment controls (excludes CSSI)	68,775 North Site ~ 21,212 South Site ~	59,834 18,454	50 Martin Place 2,000~ Remaining North Site 4,966^ South Site 2,306^
TOTAL	89,987	78,288	9,272 jobs
Concept Approval TOTAL (both Sites)	104,270 North Site 21,167 South Site.	89,572 North Site 18,415 South Site	50 Martin Place 2,000 Remaining North Site 8,683 South Site 2,301
TOTAL	125,437	107,987	12,984 jobs
Stage 1 Amending DA (excludes CSSI)	104,270 North Site~ 39,234 South Site~	90,714 34,133	50 Martin Place 2,000~ Remaining North Site 8,826^ South Site 4,266^
TOTAL	143,504	124,847	15,092 jobs

figures include existing GFA of approx. 24,422 / NLA of approx. 20,105 contained within the retained 50 Martin Place building

π NLA is calculated at 87% of GFA, with NLA providing a more accurate figure for estimating job numbers.

* based on occupancy rates of 1 per 20sqm used by City of Sydney Council within the Central Sydney Planning Strategy, which are informed by the 2012 floor space and employment survey

^ Assumes OSD for these purposes is 100% commercial and is based on occupancy rates (1 per 8sqm NLA) that correspond with modern, collaborative and flexible workplaces

~ OSD GFA figures excludes GFA attributed to Martin Place Metro Station, upwards of approx. 6,500sqm North Site and 2,500sqm South Site

~ figure represents approx. existing actual job numbers at 50 Martin Place

5.16.2 Commercial Office Design Requirements

The vision for the Precinct and the considerable opportunity provided by the Metro Station and OSD redevelopment to further enhance Martin Place as Sydney CBD's commercial heart and the premier corporate address. There is a strong historical precedent for this vision given the City's 1920's objective, for the original extension of Martin Place to the east of Castlereagh Street, to create a new high-status office precinct. Now 100 years on, the importance of the commercial precinct is further enhanced by the inclusion of the Metro station and the integration of the existing public transport infrastructure to create the CBD's busiest public transport interchange. A high quality commercial building, with internal amenity commensurate with a major international financial services institutions expectations is a very important consideration for the commercial life of the broader precinct and the continued success of the city.

Commercial premises and floor plates that meet market needs and expectations are an essential part of building a competitive Global City. The floor plates desired by major tenants fall in a range between 1,500-2,000m² Net Lettable Area (NLA) with a minimum offering of 1,200 m² NLA.

The Property Council of Australia's (PCA) parameters for a Premium Grade commercial building is a floorplate of >1,500m² while a A-Grade minimum requirement is >1,000m². An analysis of the average floor plate size demonstrates that 1,000m² is at the bottom end of the spectrum for Sydney CBD prime commercial floor plate sizes (see **Figure 85**), and well below the market preference for 1,500 m² –2,000 m² floor plates.

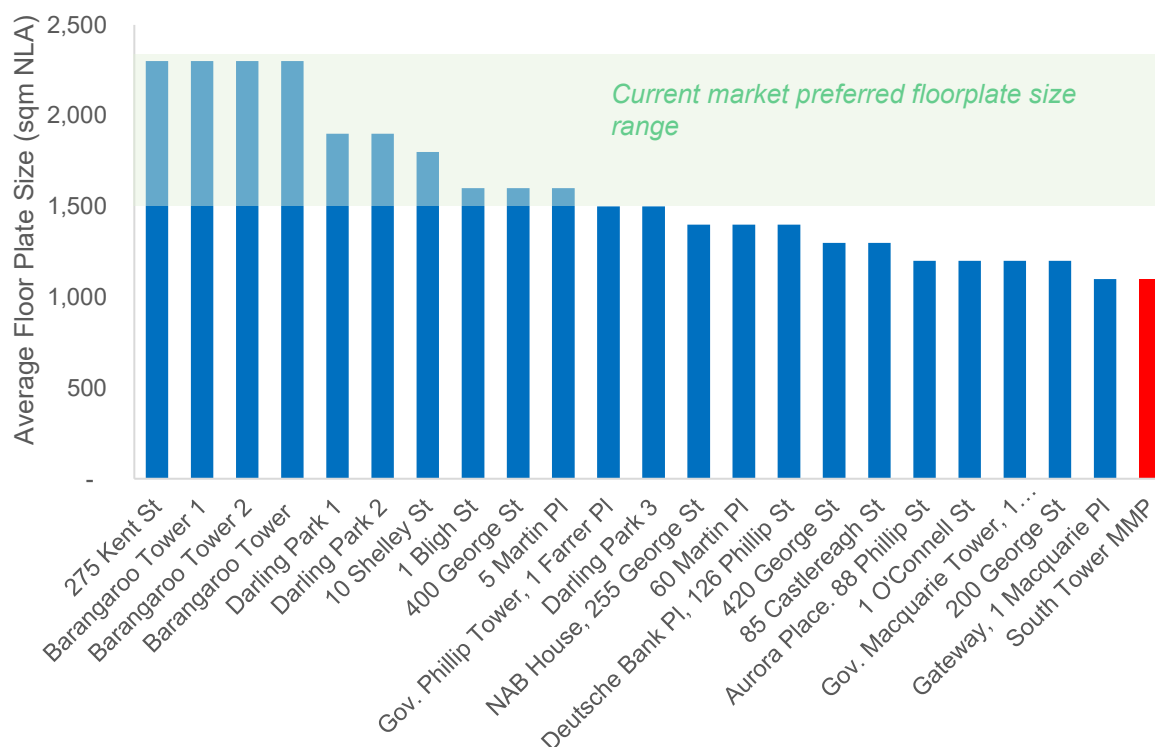


Figure 85 – Market preferred floor plate size range

Source: Ethos Urban

With a building envelope allowing a podium and 8 metre setback, the podium levels (8 floors) achieve approximately 1,200m² NLA and the floor plates above the podium (18 floors) achieve an NLA of approximately 1,100m².

Setback to Martin Place ¹	Average floor plate size (above podium)
0m	1,455
6.0m	1,184
8.0m	1,094
25m	500 ²

¹ Note that every 2 metres of setback results in a loss of approximately 90m² per level

² Alternate core configuration assumed for 25 metres setback

A scheme with smaller floorplates (<1,100m²) is unlikely to achieve large multi floor occupants, therefore reducing tenant interest to part and whole floor tenants. The practical outcome of this is that a smaller floorplate scheme is unlikely to achieve a pre-commitment from large multi floor tenant(s) who venture into the market two to four years prior to the commencement of a development project to secure occupancy. These tenants are crucial to Sydney being a global economic powerhouse and leader in attracting new talent.

In other words, to attract premium global businesses, larger floor plates are needed. A tower setback greater than 8m compromises market opportunities for these premium tenants and this is considered to contrary to the public interest, and stated planning objectives.

Office tenants' requirements for corporate real estate have changed in response to changing work practices. Flexible workplace strategies demand flexible office floor plates and functional efficiency which is more readily accommodated in buildings with larger footprints. The demands of premium tenants include large uninterrupted floor plates, adaptable building structures, flexible building services, well planned space grids and simplified building specifications.

Martin Place is a prestigious location attractive to discerning tenants who favour a highly visible location close to the highest available amenity for their employees. These demanding occupants favour accommodation commensurate with their standing and reputation.

Delivering a building on the South Site that meets these requirements is therefore considered particularly important because of its smaller footprint and consequently its reduced potential for adaptability as the needs of users change over time. The proposed amendment to the South Tower envelope allows (albeit at the very bottom end of the acceptable size range) commercial office tower floor plates that satisfy Premium Grade tenant criteria. Anything smaller would not.

Figure 86 also highlights that within the City's built context the proposed South Site envelope amendment will allow a future tower that is conventional in scale with other existing towers.



Figure 86 – Existing and proposed tower footprint study

Source: Tzannes

5.16.3 Cultural Impacts

The Stage 1 Amending DA proposal will further contribute to the revitalisation of the Precinct envisaged with the Concept Approval, in a manner that respects the cultural significance of the area, and accommodates the various user groups forming its future community.

Martin Place is Sydney's premier public plaza and civic assembly or ceremonial space, and is highly accessible to the City's key cultural and government institutions. With the new Metro Station in particular, it will also be highly accessible to other centres in Metropolitan Sydney via the rail and Metro networks. The prestigious corporate buildings that frame Martin Place are integral to its character and standing in the City, and supporting Martin Place as a destination in its own right. The Stage 1 Amending DA supports this important role of Martin Place by providing a future prestigious new building on the South Site of a sufficient scale and quality to satisfy high end financial and business services companies, as well as provide suitable amenities for the public, including food and beverage outlets overlooking and activating the public spaces.

5.17 Other Matters

A number of matters relating to the South Site remain unchanged or unaffected from the assessment of the South Site contained in the application for the Concept Approval (SSD 8351). These matters require no further assessment despite the amendment to the proposed envelope. A summary of the assessment conducted as part of the Concept Approval for each of these matters is provided in **Table 17** below, as well as an outline of why no further assessment is required of the Stage 1 Amending DA in relation to that matter.

Table 17 – Other assessment matters

Assessment matter	Summary of Original Stage 1 Assessment	Comment regarding the Stage 1 Amending DA
Accessibility	The Stage 1 DA established that accessibility requirements can be readily achieved. Accessibility design advice will be provided to the project team as the scheme progresses to ensure appropriate outcomes are achieved in building design and external domain design.	No change is proposed to the accessibility requirements and therefore no change to the assessment needed.
Noise and vibration	An acoustic assessment report was submitted with the Stage 1 DA which assessed the likely noise and vibration impacts associated with the construction and operation of the proposed development. The assessment was prepared having regard to the nature of the Stage 1 DA, being a Concept Proposal (i.e. no physical works were proposed), outlining the relevant considerations for future Stage 2 application(s) including the relevant criteria and assessment methods.	<p>An acoustic assessment report is included in Appendix J for the Stage 1 Amending DA.</p> <p>However, the Stage 1 Criteria is carried over for operational and construction noise and vibration, with no change to the assessment findings of the original Stage 1 DA.</p> <p>Condition B15 of the Stage 1 Consent adequately deals with any additional impacts as a result of the Stage 1 Amending DA proposal, which states:</p> <p><i>B15. Future Development Application(s) for construction of new buildings shall be accompanied by a noise and vibration impact assessment that identifies and provides a quantitative assessment of the main noise generating sources and activities during operation, including consideration of noise and vibration impacts associated with commercial development above a train station. Details are to be provided outlining any mitigations measures to ensure the amenity of future sensitive land uses on the site or the neighbouring residential areas is protected during the operation of the development.</i></p>
Reflectivity	<p>Reflectivity analysis will be undertaken for the detailed designs and submitted with the Stage 2 DA(s). It is anticipated that all façade glazing will have a normal specular reflectivity of visible light of 20% or less (as required) to avoid adverse glare to occupants of neighbouring buildings.</p> <p>Such measures will ensure that the future buildings will not cause adverse solar glare to vehicle drivers or pedestrians in any of the</p>	No change in assessment findings from Stage 1.

Assessment matter	Summary of Original Stage 1 Assessment	Comment regarding the Stage 1 Amending DA
	surrounding areas or to the occupants of other surrounding sensitive uses.	
Infrastructure and utilities	<p>As part of the original Stage 1 DA, Arup prepared a Utility Services Infrastructure Assessment which determined the existing utilities and infrastructure in vicinity of the North and South Sites and noted any expected impacts or required upgrades as a result of the Concept Proposal.</p> <p>The assessment found that the future detailed design would include further consultation with the relevant service providers to confirm any proposed alterations or protection measures, as required, and also provided for a number of mitigation measures (adjusted as the design progresses or as new information becomes available) that would be followed to ensure existing utilities infrastructure is protected.</p>	<p>An updated Utility Services Infrastructure Assessment has been provided in Appendix E, however, the mitigation measures from the Concept Approval are carried over. Condition B14 of the Concept Approval requires future DAs to address any required utility / infrastructure upgrades required, as set out below. It is anticipated that this condition will also carry over.</p> <p><i>B14. Future Development Applications for construction of new buildings shall address the existing capacity and any augmentation requirements of the development for the provision of utilities, including staging of infrastructure through the preparation of an infrastructure / utility management plan in consultation with relevant agencies and service providers.</i></p>
Water cycle management	<p>A Stormwater Management and Flooding Report was prepared as part of the original Stage 1 DA. It addressed flood risk management and stormwater drainage from the development, including on site detention measures.</p> <p>Mitigation measures were proposed to ameliorate the potential for flooding, including flood risk management strategies and recommendations for future Stage 2 modelling. Conceptual stormwater drainage designs were discussed, however it was noted that the design of the proposed off-site connections into the Sydney Water System would be undertaken in the future stages of the design development in conjunction with a Sydney Water Coordinator and in consultation with Council.</p>	<p>No change proposed with the Amending DA with regards to the water cycle management strategy (flooding and stormwater).</p> <p>Refer to the Stormwater Management and Flooding Report included in Appendix M. Condition B16 of the Concept Approval should also carry over. It requires that future development application(s) include a flood impact assessment report.</p>
Contamination	<p>A Phase 1 Contamination Investigation was undertaken by Jacobs for the Sydney Metro Stage 2 Chatswood to Sydenham CSSI project, which was approved in January 2017 by the Minister for Planning.</p> <p>The Phase 1 Investigation considered the land the subject of the CSSI, which included all land the subject of the Concept Approval (excluding 9-19 Elizabeth Street and 48-50 Martin Place) and did not identify Martin Place as an Area of Environmental Interest (AEI), noting in particular that the Central Station, Pitt Street Station and the Martin Place Station sites have remained within a commercial context since the 1930s, based on Historical aerial photographs from the NSW Land and Property Management Authority (Land and Property Information Division) which were reviewed for the years 1930, 1955, 1965, 1976, 1986, 1994, and 2004.</p> <p>In summary, it is considered that the site is/can be made suitable for the proposed development and future uses, consistent with the requirements of SEPP 55.</p>	<p>No change in assessment findings. The Department's assessment report for the original Stage 1 DA noted the following in relation to SEPP 55 matters:</p> <p>“State Environmental Planning Policy No. 55 – Remediation of Land SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application. The EIS notes that a Phase 1 Contamination Investigation was undertaken by Jacobs for the Sydney Metro Stage 2 Chatswood to Sydenham CSSI project, which included nearly all of the site of this application (except 9 – 19 Elizabeth Street and 50 Martin Place). The Phase 1 Contamination Investigation did not identify the site as being an area of environmental interest. The investigation concludes that the site is/can be made suitable for the proposed development and future uses, consistent with the requirements of SEPP 55.</p> <p><i>As the proposal is above and integrated within the station at Martin Place, approved under CSSI 7400, any contamination impacts have been identified and addressed in accordance with that approval. The Department is therefore satisfied that the proposal is consistent with SEPP 55.”</i></p> <p>Accordingly, no further assessment in relation to contamination is required for the Stage 1 Amending DA.</p>

Assessment matter	Summary of Original Stage 1 Assessment	Comment regarding the Stage 1 Amending DA
Waste management	<p>The preliminary waste management strategy approved as part of original Stage 1 DA addressed both construction and operational waste, having regard to the following legislation, policies and guidelines:</p> <ul style="list-style-type: none"> • Protection of the Environment Operations Act 1997; • Waste Avoidance and Resource Recovery Act, 2001; • NSW Waste Reduction and Purchasing Policy; • Policy for Waste Minimisation in New Developments (City of Sydney Council); and • Greenstar. <p>This strategy outlined the ambitions and management systems for the Concept Approval and aimed to support best practice in waste management and environmentally sustainable development.</p>	<p>No change in assessment findings. An updated waste management plan for the Stage 1 Amending DA is included in Appendix Q.</p>
Construction management	<p>The original Stage 1 DA established that a Construction Management Plan (CMP) would be prepared to accompany the future Stage 2 DA/s and/or during the detailed design phase. The CMP, which will build on existing reporting prepared in support of the Concept Proposal, is expected to outline:</p> <ul style="list-style-type: none"> • the construction planning and staging methodology for each building; • details of the site hoarding locations and overall site establishment; • the deliveries and materials handling strategies; • the Environmental Health & Safety management approach to be adopted; • waste management strategies to be adopted; • stormwater and erosion control measures to be implemented; • noise and vibration management; • air and water quality management; • traffic, parking and pedestrian management, and • a complaints management process to be adopted during construction. 	<p>The construction management requirements will not change as a result of the proposed amendment to the South Site building envelope.</p> <p>Conditions B12 and B13 of the Concept Approval provide that future (Stage 2) Development Applications must include an analysis and assessment of the impacts of construction, and include:</p> <ul style="list-style-type: none"> • A Construction Pedestrian and Traffic Management Plan; • A Cumulative Construction Impact Assessment; • A Noise and Vibration Impact Assessment • Community Consultation and Engagement Plans • Construction Waste Management plan • Air Quality Management Plan <p>It is anticipated that these conditions will carry over to adequately deal with construction management matters.</p> <p>However, since the Concept Approval was granted, a contractor has been advising the Macquarie team. A part of the Stage 1 Amending DA the contractor has prepared a fairly high-level Construction Management Plan, included as Appendix U. It sets out the matters to be addressed in the more detailed CMP/s that will accompany the future Stage 2 DAs.</p>
Airport operations	<p>The Concept Approval triggered a controlled activity under the Airports Act 1996 given the height of the North Tower and its protrusion into the Obstacle Limitation Surface (OLS). The required approval was issued by the relevant Department of the Commonwealth. The smaller South Tower in the Concept Approval did not breach the OLS.</p> <p>The airspace assessment submitted with the Concept Approval concluded that there was no technical impediment to approval of a future development consistent with the Concept Approval envelopes, and that an application under the Airports (Protection of Airspace) Regulations, supported by a full aeronautical assessment and safety case would be approved by the Department of Infrastructure and Regional Development.</p>	<p>A further approval will be required for the Stage 1 Amending DA as the amended South Site envelope breaches the OLS by 8 metres.</p> <p>An assessment is provided by Strategic Airspace in Appendix R.</p>

Assessment matter	Summary of Original Stage 1 Assessment	Comment regarding the Stage 1 Amending DA
	Strategic Airspace also noted that the future cranes for both the North and South Sites would also require a separate approval related to their penetration of Sydney Airport's Obstacle Limitation Surfaces – where there will remain a substantial and safe vertical margin between the crane and the maximum permissible obstacle height as dictated by the airspace constraints.	
CPTED	<p>It was established through the Concept Approval that a key objective of the project was to create a 'welcoming and safe place' that recognised the strategically important location of the site and the significance of the proposal as a new station precinct. This was considered in the Crime Prevention Through Environmental Design (CPTED) report prepared by Arup which accompanied the Concept Approval, and provided commentary on the Concept Proposal, outlining the policy and crime context of the proposal, and making recommendations about appropriate strategies to reduce the opportunity for crime to occur.</p> <p>The report included a number of recommendations to facilitate a development that contributes to a safe and secure environment for future users. The assessment concluded that the Concept Approval was supportable from a crime and safety perspective and importantly accords with the CPTED principles.</p> <p>It was also emphasised that the Concept Approval recommendations could be subject to change owing to further design development and assessment at the Stage 2 application stage, and that a CPTED review of any detailed proposal be undertaken at the appropriate stage.</p>	<p>No change to the assessment findings from Stage 1. An updated CPTED report is included in Appendix S.</p> <p>Condition B10 of the Stage 1 Consent requires that the application provide a security risk assessment report with any Future Development Applications, with this condition proposed to be carried over.</p>

5.18 Site Suitability

Having regard to the characteristics of the Precinct, and its location, the Stage 1 Amending DA proposal is considered suitable for the site as it:

- delivers additional areas of commercial floor space in the commercial core of Sydney, contributing to the long-term viability and competitive edge of Sydney;
- contributes to the creation of a world class integrated public transport and employment hub that will deliver a superior customer experience to both Sydney Metro and Sydney Trains commuters, and enables opportunities to increase and improve connections between this mass transit infrastructure and the City;
- is capable of being developed in a manner that will minimise impacts, with the potential to improve the built environment qualities of the Precinct, to be detailed in the future Stage 2 DAs;
- will result in only minor environmental impacts that can be appropriately managed and mitigated; and
- will facilitate the renewal of the site to its fullest strategic potential, generating considerable benefits associated with the activated commercial and civic Precinct arising from a wide variety of amenities and services for workers and visitors.

In regard to the characteristics of the site and its location within the Sydney CBD, the site is considered to be highly suitable for the proposal in that:

- it is located within the commercial core of the Sydney CBD, where the finance, banking and professional services are concentrated;
- it already contained commercial office developments, even though most of the building stock was in need of a significant upgrade to lift environmental performance, commercial revitalisation and urban renewal of the precinct;
- it is directly integrated with public transport improvements, so that the additional floor space delivery is coordinated with a significant increase in public transport capacity;
- it is the subject of planned public domain improvements under the CSSI Approval, meaning the proposed OSD can contribute to and be integrated with an enhanced ground plane and public spaces;
- it is capable of being appropriately serviced to accommodate future development of the scale proposed;
- it has excellent access to a wide range of services and facilities that will support, and benefit from, the additional future occupants of the development; and
- the character of the surrounding area, including the existing built environment, and the likely future character, is compatible with and enhanced by the proposal.

5.19 Public Interest

The Stage 1 Amending DA strengthens the realisation of the Precinct's strategic potential. It will permit the delivery of high quality retail and office space and grand civic spaces that are integrated with and intrinsically linked to a world class transport gateway. An OSD development of this scale and calibre as part of a major new transport infrastructure initiative is very rare in the history of any city, and should be embraced as a major public benefit. The amended Concept is thereby in the public interest as it will:

- directly support Sydney's development as a compact and well-connected city;
- promote sustainability by providing increased capacity for jobs with direct access to new and existing public transport connections, and buildings that embody best-practice ESD principles;
- increase the ability to deliver long lasting and significant public benefits either in the form of monetary contributions or works-in-kind to Sydney's transport infrastructure,
- deliver public art and new civic spaces;
- generate a significant number of jobs during construction (over 1,900 jobs on and off-site) and accommodate additional ongoing employment opportunities for approximately 2,100 people, being 16% more than previously able to be accommodated on the South Site;
- deliver OSD that strives to set new standards in sustainability and workplace wellbeing;
- contribute towards the vision for the Sydney CBD in providing a tower that benefits the overall accessibility, activation and appreciation of Martin Place and the adjoining CBD environment;
- create a world class integrated public transport and employment hub that will deliver a superior customer experience to both Sydney Metro and Sydney Trains commuters; and
- provide for a new building that will exhibit design excellence and contribute to the architectural legacy of the Sydney CBD.

In light of the above, the Stage 1 Amending DA proposal is considered to be in the public interest.

6.0 Environmental Risk Assessment

The Environmental Risk Assessment (ERA) establishes a residual risk by reviewing the significance of environmental impacts and the ability to manage those impacts. The ERA for the Stage 1 Amending DA has been adapted from Australian Standard AS4369.1999 Risk Management and Environmental Risk Tools.

In accordance with the SEARs, the ERA addresses the following significant risk issues:

- Justification of impacts;
- Prioritisation of impacts with regard to their magnitude and risk;
- Consideration of potential cumulative impacts due to other development in the vicinity;
- Measures to avoid, minimise and, if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment.

Figure 87 indicates the significance of environmental impacts, and assigns a value between 1 and 10 based on:

- the receiving environment;
- the level of understanding of the type and extent of impacts; and
- the likely community response to the environmental consequence of the project.

The manageability of environmental impact is assigned a value between 1 and 5 based on:

- the complexity of mitigation measures;
- the known level of performance of the safeguards proposed; and
- the opportunity for adaptive management.

The sum of the values assigned provides an indicative ranking of potential residual impacts after the mitigation measures are implemented.

Significance of impact	Manageability of impact				
	5 Complex	4 Substantial	3 Elementary	2 Standard	1 Simple
1 – Low	6 (Medium)	5 (Low/Medium)	4 (Low/Medium)	3 (Low)	2 (Low)
2 – Minor	7 (High/Medium)	6 (Medium)	5 (Low/Medium)	4 (Low/Medium)	3 (Low)
3 – Moderate	8 (High/Medium)	7 (High/Medium)	6 (Medium)	5 (Low/Medium)	4 (Low/Medium)
4 – High	9 (High)	8 (High/Medium)	7 (High/Medium)	6 (Medium)	5 (Low/Medium)
5 – Extreme	10 (High)	9 (High)	8 (High/Medium)	7 (High/Medium)	6 (Medium)

Figure 87 – Risk assessment matrix

Risk Assessment						
Item	Phase	Potential Environmental Impact	Proposed Mitigation Measures and / or Comment	Significance of Impact	Manageability of Impact	Impact Rating
Key: C – Construction, O – Operation						
Visual and Views	O	Visual/view impacts from public places	<ul style="list-style-type: none"> The Stage 1 Amending DA results in acceptable impacts on views from the public domain and outlook when considering the context of the site and development. The detailed design of the towers as part of Stage 2 will improve the base scenario considered under this application. An assessment of the visual impact of the detailed towers will be completed at Stage 2. 	3	3	6 Medium
Shadows	O	Increase in shadows to surrounding public domain	<ul style="list-style-type: none"> The proposed amended building envelope for the South Site complies with the Hyde Park North Sun Access Plane of the Sydney LEP 2012. The proposed amendment to the South Site building envelope will result in negligible additional overshadowing to surrounding streets and public spaces, especially Hyde Park North, when compared against the Concept Approval. Importantly, the Stage 1 Amending DA is fully compliant with the Sydney LEP 2012 Sun Access Planes and these will continue to be met, protecting pedestrian amenity derived from sunlight to important civic spaces such as Martin Place and Hyde Park. The shadow impacts created by the Stage 1 Amending DA envelopes represent a 'worst case' scenario, and through the design development phase it is expected that impacts will be reduced. This reduction is evident when reviewing the illustrative design scheme. Condition B2 of the Concept Approval (and the Consolidated Design Guidelines at Built Form 2.2) requires that the detailed building design not result in additional overshadowing of Hyde Park between the hours of 12 and 2 pm at mid-winter (21 June), when compared to the shadow cast by existing buildings, approved buildings and a DCP/LEP compliant envelope. This condition is proposed to be retained, however is proposed to be modified to reflect the updated LEP/DCP compliant envelope (Option 4). The amended proposal complies with this condition (as amended). 	3	2	5 Low / Medium
Traffic and Transport	C+O	Increased traffic on local roads	<ul style="list-style-type: none"> Traffic generation associated with future development will be limited to servicing, deliveries, and the like. This is expected to have a negligible impact on the surrounding road network and will be managed through a Loading Dock Management Plan provided with the Stage 2 DAs. Based on the existing intersection performance and the likely traffic to be generated from the construction of the proposed development, all key intersections will perform at an acceptable level of service during the peak periods. Construction traffic will be the subject of a detailed Construction Pedestrian Traffic Management Plan provided with the Stage 2 DAs. 	2	2	4 Low / medium

Risk Assessment						
Non-Indigenous Heritage	C + O	Impact on heritage items on the site and in the vicinity	<ul style="list-style-type: none"> The proposed amended envelope for the South Site is unlikely to result in any material impact on the significance or value of adjoining Items of Heritage Significance, or 50 Martin Place. Through in-depth analysis, the Statement of Heritage Impact has identified that the potential impacts of the enlarged envelope have are negligible in comparison to the previously approved Stage 1 SSD DA envelope. Future development to take into consideration the Heritage Development Guidelines developed by TKD (and Howard Tanner) which are captured in the Consolidated Design Guidelines, required to be considered by the DRP as set out in Condition A14 of the Concept Approval. 	2	2	4 Low / medium
Noise and Vibration	C + O	Increase in noise and vibration levels during construction activities and operation.	<ul style="list-style-type: none"> The Stage 1 Criteria is carried over for operational and construction noise and vibration, with no change to the assessment findings of the Stage 1 DA. It is considered that the Condition B15 of the Stage 1 Consent adequately deals with any additional minor impacts as a result of the Stage 1 Amending DA proposal. Mitigation measures will be adopted for noise control and management, which may include physical design measures and management measures such as permissible hours of operation for the various uses. Measures and nominated noise and vibration criteria will be confirmed in the Stage 2 DAs. 	3	2	5 Low / medium
Infrastructure and Utilities	O	Adequate connection to infrastructure and utilities.	<ul style="list-style-type: none"> The Stage 2 DAs will identify the final design and provision of infrastructure and utilities, and any necessary relocation or protection works. This is to be conducted in consultation with the relevant authorities and providers. The preliminary review under this DA confirms that the site can be adequately serviced. 	2	2	4 Low / medium
Flooding and Sea Level Rise	O	Potential flooding and stormwater impacts	<ul style="list-style-type: none"> No change proposed with the Stage 1 Amending DA with regards to the water cycle management strategy (flooding and stormwater). Condition B16 of the Stage 1 Consent requires that future development application(s) include a flood impact assessment report. Flood modelling to be undertaken as part of the future Stage 2 DAs. 	3	2	Low / medium
Reflectivity	O	Adverse solar reflectivity glare to motorists and pedestrians	<ul style="list-style-type: none"> Exterior façade elements used throughout the development are to limit light reflectivity to 20% or less in the future detailed buildings on the Site. The detailed design of the façade will be confirmed through the Stage 2 SSD DA. 	2	2	4 Low / medium
Contamination	C	Exposure of contamination or hazardous materials during construction	<ul style="list-style-type: none"> As the proposal is above and integrated within the station at Martin Place, approved under CSSI 7400, any contamination impacts have been identified and addressed in accordance with that approval. Therefore, DPE can be satisfied that the proposal is consistent with SEPP 55. No further assessment in relation to contamination is required for the Amending Stage 1 DA. 	1	1	2 Low

Risk Assessment						
Wind Impact	O	Adverse wind environment	<ul style="list-style-type: none"> Further wind-tunnel testing will form part of future application(s) for the detailed design of buildings on the North and South Sites. Potential mitigation measures are to be further explored in the detailed design of the buildings. 	3	2	5 Low / medium
Crime and Public Safety	O	Anti-social intimidating behaviour.	<ul style="list-style-type: none"> The recommendations of the CPTED Report are to be implemented into the future detailed design stage(s). A CPTED Report will accompany the Stage 2 DAs. 	2	1	3 Low
Environmental and Construction Management	C	Noise, dust, air quality, waste management and traffic impacts	<ul style="list-style-type: none"> Works are to be carried out in accordance with the Construction Management Plan prepared at the relevant stage of the project. 	3	2	5 Low / medium

7.0 Modification of SSD 8351 (Stage 1 Concept Approval)

As discussed in **Section 4.0** of this report, it is requested that a condition be imposed on the approval of the Stage 1 Amending DA pursuant to Section 4.17(1)(b) of the EP&A Act, requiring the modification of the Concept Approval (SSD 17_8351) upon the commencement of the Stage 1 Amending DA Consent, in accordance with the procedures under Clause 97 of the *Environment Planning and Assessment Regulation 2000* (EP&A Regulation). The amendment of the Concept Approval by way of this condition would remove any inconsistency between the original Concept Approval and the Stage 1 Amending Concept, upon commencement of the latter Consent (and therefore any potential inconsistency between the Stage 1 approval and any subsequent Stage 2 DAs, particularly for the South Site).

Accordingly, and to assist the DPE, a set of proposed amendments to the Concept Approval Conditions is included in **Appendix V**. The key proposed amendments to the Concept Approval conditions, among other conditions, include:

- Amendments to the approved building envelope RLs (South Site only) referenced in Schedule 1;
- Amendments to the approved building envelope plans (South Site only) referenced in Condition A2;
- Amendments to the maximum approved GFA for the South Site (and Precinct total) set out in Condition A8.

8.0 Mitigation Measures

The collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 18** below. These measures have been derived from the previous assessment in **Section 5.0** and in appended consultants' reports.

As the proposal is essentially for an amended building envelope and increased GFA for the South Site, the mitigation measures established as part of the Concept Approval are not proposed to be modified, as they apply equally to the subject application. As was identified as part of the original Stage 1 DA, many of the impacts cannot be fully assessed (and therefore mitigated) until the Stage 2 detailed design applications are assessed. The mitigation measures provided below are therefore to be read predominantly as design guidance for future applications. Future Stage 2 applications will include a complete set of applicable Mitigation Measures specific to the future development on each Site.

The mitigation measures from the Concept Approval (Stage 1 SSD 8351) are included below, with deletions in ~~strike through~~ and additions in ***bold italics***.

Table 18 – Mitigation Measures from SSD 8351 as proposed to be amended

Mitigation Measures
<p>Urban Design</p> <ul style="list-style-type: none"> Future application(s) must take into consideration the Precinct Urban Design Objectives and Principles developed by Tzannes and contained in the report titled the Urban Design of Sydney Metro and Martin Place Station Precinct, dated August 2017 <i>Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines, dated July 2018.</i>
<p>Design Excellence</p> <ul style="list-style-type: none"> The process outlined in the Design Excellence Framework prepared by Ethos Urban and dated August 2017 <i>Condition A14 of SSD 8351</i> will be implemented.
<p>Heritage</p> <ul style="list-style-type: none"> Future application(s) must take into consideration the Heritage Development Guidelines developed by TKD (and Howard Tanner) and contained in the Statement of Heritage Impact dated August 2017 <i>June 2018 and contained in the Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines, dated July 2018.</i> <i>Future Development Application(s) shall comply with Condition B3 and B4 of SSD 8351.</i>
<p>Overshadowing</p> <ul style="list-style-type: none"> Development on the North and South Sites must comply with the relevant Sun Access Plane Controls under the Sydney LEP 2012 (as amended). The detailed design of North and South Towers must endeavour to minimise additional overshadowing of the surrounding public domain, specifically Martin Place and Hyde Park, <i>and comply with Condition B2 of SSD 8351 (as proposed to be amended by this Amending Stage 1 DA).</i>
<p>Traffic</p> <p>The recommendations of the Traffic, Pedestrian and Parking Report prepared by Arup, <i>dated July 2018</i> are to be implemented including:</p> <ul style="list-style-type: none"> Preparing a Travel Plan encouraging the building occupants to travel by sustainable transport modes. Preparing a Loading Dock Management Plan prior to the operation of loading docks on the Site. Preparing a detailed Construction Pedestrian and Traffic Management Plan to accompany all relevant tender documents. <i>Future Development Application(s) shall comply with Conditions B7, B8 and B9 of SSD 8351.</i>
<p>Accessibility</p> <p>Future application(s) will take into consideration the Australian Standards, the Building Code of Australia, the Federal Disability Discrimination Act (DDA), and the DDA Access Code 2010 – DDA (Access to premises – Buildings) Standards 2010, as relevant.</p>
<p>Wind</p> <ul style="list-style-type: none"> Further wind-tunnel testing will form part of future application(s) for the detailed design of buildings on the North and South Sites. Amelioration measures will be explored for specific locations where local wind speeds may be greater close to the corners of the tower or upper level terraces, as relevant during the detailed design stage. Opportunities to improve existing wind conditions will be explored during the detailed design phase.
<p>Noise and Vibration</p> <ul style="list-style-type: none"> A Construction Noise and Vibration Management Plan will be prepared by the appointed contractor outlining specific engineering methods and mitigation measures for controlling construction noise and vibration impacts, as required.

Mitigation Measures

- An Acoustic Assessment will accompany the Stage 2 DA(s) to confirm the likely noise and vibration impacts and mitigation measures, as required. This should take into consideration further vibration measurements of the existing Eastern Suburbs rail line within the basement levels of the existing 39-49 Martin Place, Sydney.

Reflectivity

A reflectivity analysis will be undertaken for the detailed designs and submitted with the Stage 2 DA(s) as relevant.

Utilities

An assessment of the alteration or impact of services and utilities will form part of future Stage 2 application(s) as relevant. Future applications for the detailed design of the Concept Proposal will also incorporate consultation with the relevant service providers to confirm any proposed alterations or protection measures, as required.

The following process (adjusted as the design progresses or as new information becomes available) will be followed to ensure existing utilities infrastructure is protected:

- Desktop investigation and review of existing services using Dial Before You Dig information and site observations;
- Non-destructive in-ground services mapping will be undertaken to accurately locate existing infrastructure assets where practical;
- Destructive investigations will be undertaken where considered necessary to more accurately locate existing critical infrastructure assets and investigate unknown services or potentially redundant services;
- Utility providers will be consulted to obtain and necessary consents to perform construction work in their vicinity and discuss necessary diversions and connections for the proposed works;
- Utility technical and hazard requirements will be incorporated into the design and construction documentation;
- Safe work methods statements and inspection and test plans will be prepared by accredited contractors;
- Pre-start work checklists will be implemented and recorded; and
- Field safety inspectors will be present during critical works as determined by each utility provider.

Water Cycle Management

Stormwater

- Both a check of capacity and final form of the water connections will be developed through the Stage 2 application(s) and the coordination with Sydney Water via the Water Servicing Coordinator, which will be completed as part of design development.
- Requirements for diversions/ adjustments to the exiting works with will be coordinated with Sydney Water through design development via a Water Servicing Coordinator.

Flooding (in coordination with CSSI)

- All openings and entrances to the Metro (lifts, basement entrances, pedestrian entrances, louvers, grates etc.) are proposed at the higher of the 100yr ARI + 0.5m and PMF.
- A merits based approach of minimum of 100yr ARI flood level be adopted for commercial and retail entrances.
- Entrances to basement carparking will be set at the higher of the 100yr ARI + 0.5m

Flood modelling to be undertaken as part of the future Stage 2 DA.

Construction Management

A detailed Construction Management Plan (CMP) will be prepared to accompany the future Stage 2 DA/s and/or during the detailed design phase. ***It is to be based on and addresses the recommendations of / matters identified in the CMP prepared by Lend Lease and dated August 2018.***

CPTED

Any future Stage 2 application(s) should take into consideration the recommendations contained in the Crime Prevention Through Environmental Design report prepared by Arup, dated ~~May-2017~~ **July 2018**.

ESD

- The ESD objectives outlined in the Ecologically Sustainable Design Report prepared by Arup (~~May-2017~~ **July 2018**) are to be taken into consideration when developing the building design to maximise the environmental performance and energy efficiency of the building.
- ***Future Development Application(s) shall comply with Condition B5 of SSD 8351.***

Air Quality

The mitigation measures outlined within the Air Quality Impact Assessment (~~August 2017~~ **July 2018**) prepared by Arup are to be adopted and form part of future detailed management plans.

9.0 Conclusion

This Environmental Impact Statement assesses the environmental, social and economic impacts of the Stage 1 Amending DA for the rail-related SSD, and specifically addresses the proposed changes to the Concept Approval for the South Site. The EIS has addressed those matters outlined in the SEARs (**Appendix B**), and Schedule 2 of the *Environmental Planning and Assessment Regulation, 2000*, to consider the relevant environmental planning instruments, built form, and social and environmental impacts resulting from the proposed development.

The fundamental purpose of this application is to realise the strategic potential of the site in accordance with established state, regional and local planning strategies for the metropolitan Sydney. It seeks to align the South Tower (envelope, quantum of floor space and commercial land uses) with the site-specific planning controls developed for the site and contained at Clause 6.38 of the Sydney LEP 2012. The proposal better satisfies the community's current expectations for greater densities in the right locations, supported by appropriate infrastructure investment and resulting in acceptable environmental impacts.

The proposal is fully consistent with the recognised strategic merit of the site, and will maximise its potential within the appropriate environmental constraints. It forms part of an integrated whole-of-Precinct development whereby the detailed design and operation of both the North and South OSD towers will be coordinated with the Station, as a unique place-making opportunity. It has been subjected to extensive and ongoing urban design, visual, solar and wind tunnel testing, amongst other planning assessments. The integrated development will continue to be designed and constructed as one building and, critically, scheduled to be completed at the same time as the Sydney Metro in 2024. This application therefore provides a unique and major opportunity for Sydney that must be realised within a short and narrowing window of time.

As has been demonstrated in this report, this ecologically sustainable proposal will on balance contribute positively to the built environment, and the future social and economic life of the Precinct, without adversely impacting local amenity. Accordingly, and having regard to the recognised strategic planning and other merits of the proposal, the carrying out of this project is justified and supportable in the circumstances.