



**MODIFICATION REQUEST:  
Sydney Metro City and Southwest –  
Chatswood to Sydenham**

**Modification to Martin Place Metro Station  
(SSI 7400 MOD 3)**



Environmental Assessment Report  
Section 115ZI(2) of the  
*Environmental Planning and Assessment Act 1979*

December 2017

**Cover Image:** Artist's impressions of proposed unpaid concourse link  
(Source: Martin Place Station Modification Report, Transport for NSW, 2017).

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## 1. BACKGROUND

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Transport for NSW (the Proponent) has submitted a request to modify the Sydney Metro City and Southwest – Chatswood to Sydenham State significant infrastructure approval (SSI 7400) to address changes to the design of the Sydney Metro Martin Place Station in response to an unsolicited proposal from Macquarie Corporate Holdings Pty Ltd (Macquarie) for an integrated station and over-station development (SSD 8351).

Sydney Metro City and Southwest – Chatswood to Sydenham was approved on 9 January 2017 by the then Minister for Planning under Section 115ZB of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and forms part of a future modern high capacity rail network which also includes Sydney Metro Northwest (currently under construction) and the proposed Sydenham to Bankstown upgrade project (currently under assessment).

The Chatswood to Sydenham project is primarily an underground metro rail line, 16.5 kilometres long, commencing west of Chatswood Station to north of Sydenham Station, with new metro stations provided at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo, and new underground platforms at Central. Construction commenced in August 2017 with operations expected to commence in 2024.

The Sydney Metro Martin Place Station site is located in and adjacent to Martin Place, and is bounded by Hunter, Castlereagh, and Elizabeth Streets and includes buildings on the southern side of Martin Place between Castlereagh and Elizabeth Streets.

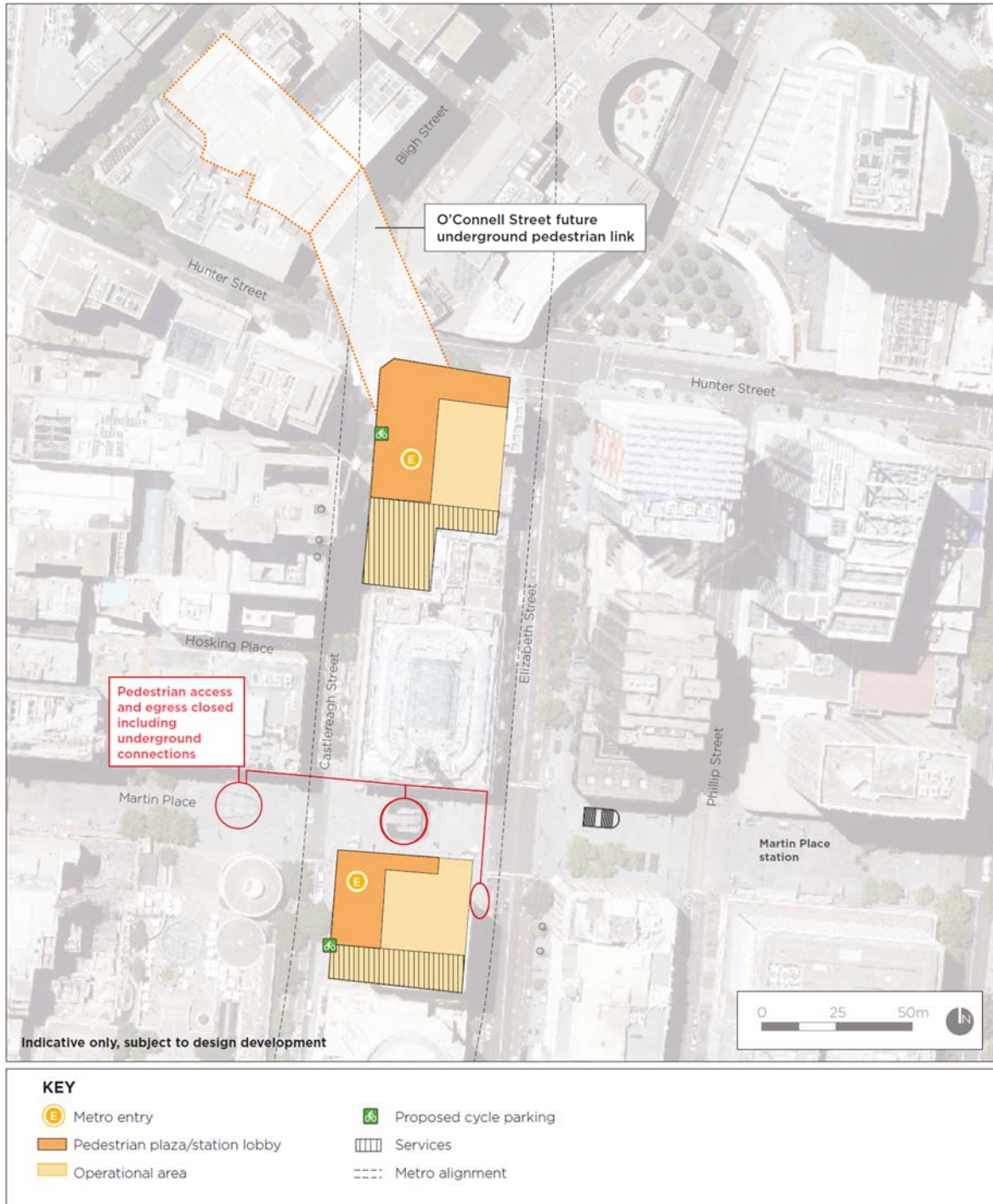
The approved project would provide:

- a northern entry via a pedestrian plaza opening to Castlereagh, Hunter, and Elizabeth streets;
- a future northern entry to O'Connell Street and / or Bligh Street via an underground pedestrian connection below Hunter Street (subject to future development of the site);
- a southern entry via a pedestrian plaza opening to Martin Place and Castlereagh Street;
- new underground pedestrian link between the existing suburban Martin Place Station platforms and the metro station platforms;
- transport integration elements including new bike parking and retention of existing bus stops and taxi ranks on Elizabeth and Castlereagh streets; and
- closure of existing access and egress points, including the underground connections, to the west of Elizabeth Street from Martin Place to the underground concourse connection to the existing Martin Place Station.

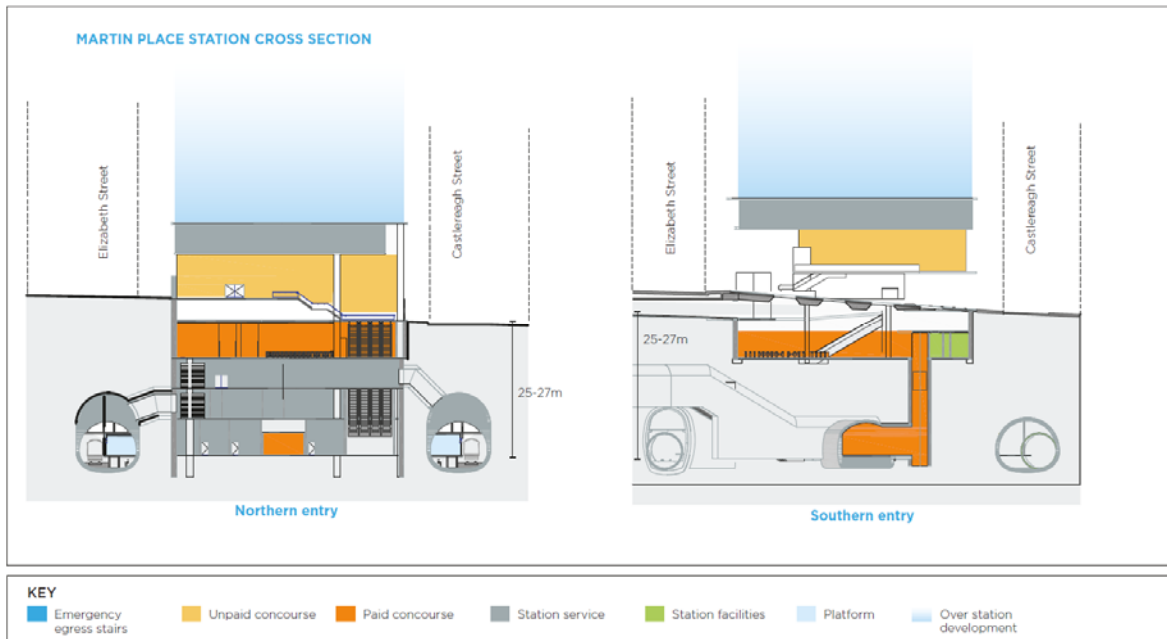
The approved construction activities for the Sydney Metro Martin Place Station included:

- establishment of construction sites to support construction of the station;
- demolition of existing buildings on the northern and southern sites;
- cut-and-cover works in Martin Place between Elizabeth and Castlereagh Streets;
- shaft excavation followed by mined excavation of the station cavern; and
- construction and fit-out of the station's northern and southern entries.

**Figure 1** and **Figure 2** illustrate the approved project layout and cross-section for the Sydney Metro Martin Place Station.



**Figure 1 – Sydney Metro Martin Place Station – approved project layout**  
(Source: Martin Place Station Modification Report, Transport for NSW, 2017)



**Figure 2 – Sydney Metro Martin Place Station – approved project cross-section**  
(Source: Martin Place Station Modification Report, Transport for NSW, 2017)

### 1.1. Current Modification Requests

The Proponent has sought three modifications in addition to the subject modification since the Minister's approval. Each modification and its status is provided in **Table 1** below.

**Table 1 – Modifications to Sydney Metro City and Southwest – Chatswood to Sydenham**

Modification	Status	Description
Modification 1 – Victoria Cross Station and Artarmon Substation	Determined 18 October 2017	<ul style="list-style-type: none"> <li>relocation of the Victoria Cross northern services building to 50 McLaren Street, North Sydney; and</li> <li>relocation of the Artarmon substation to 98-104 Reserve Road in the Artarmon industrial area.</li> </ul>
Modification 2 – Central Walk	Determined 21 December 2017	<ul style="list-style-type: none"> <li>construction of a new Eastern concourse to provide an accessible connection to the suburban and metro platforms at a common floor level;</li> <li>a new Eastern entry access will be provided to Central Station and the new eastern concourse from Chalmers Street, Surry Hills;</li> <li>upgrade of suburban platforms 16-23, including lighting, signage, platform levelling and finishes; and</li> <li>provision for a future extension of Central Walk to the west of the metro platforms.</li> </ul>
Modification 4 – Sydenham Station Metro Facility	Determined 13 December 2017	<ul style="list-style-type: none"> <li>construction and operation of a train stabling and maintenance facility at Marrickville;</li> <li>Sydenham Station upgrade works;</li> <li>track and signalling works to separate the Metro from Sydney Trains heavy rail; and</li> <li>modifications to Sydney Water's Sydenham water detention basin.</li> </ul>

## 2. CURRENT MODIFICATION

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### 2.1. Description of the Proposed Modifications

Transport for NSW has submitted a Modification Request (Modification 3) to modify the Minister's approval, to address changes to the design of the Sydney Metro Martin Place Station in response to an unsolicited proposal from Macquarie for a single, fully-integrated station and over-station development solution.

The over-station development is being assessed as a separate State significant development application (SSD 8351). The proposed modification to the station is dependent on the over-station development being approved. Should the over-station development be refused or if the NSW Government does not proceed with the unsolicited proposal, then this modification (if approved) would not proceed and the design would revert to the concept considered as part of the original approved project.

The Proponent proposes to make the following changes to the approved design of Sydney Metro Martin Place Station:

- a larger, reconfigured station layout, including the addition of land at 9-19 Elizabeth Street and alterations to the street level layout of the station entries;
- provision of a new unpaid concourse link between the northern and southern station entries, extending beneath the State heritage-listed Commonwealth Bank of Australia building (50 Martin Place); and
- retention of the existing MLC pedestrian link and works to connect the link to the Sydney Metro Martin Place Station. This link would provide direct pedestrian access from the concourse to the MLC Centre.

This modification would increase the public plaza space at both entries and rationalise the station services infrastructure allowing for the activation of street frontages along Martin Place, Elizabeth and Castlereagh streets.

Construction activities for the proposed modification include:

- demolition of an additional building (9-19 Elizabeth Street);
- expansion of shaft excavation works to cover the additional land at 9-19 Elizabeth Street);
- mined excavation for the new unpaid concourse link beneath Martin Place and 50 Martin Place; and
- works to connect the existing MLC pedestrian link to the station concourse.

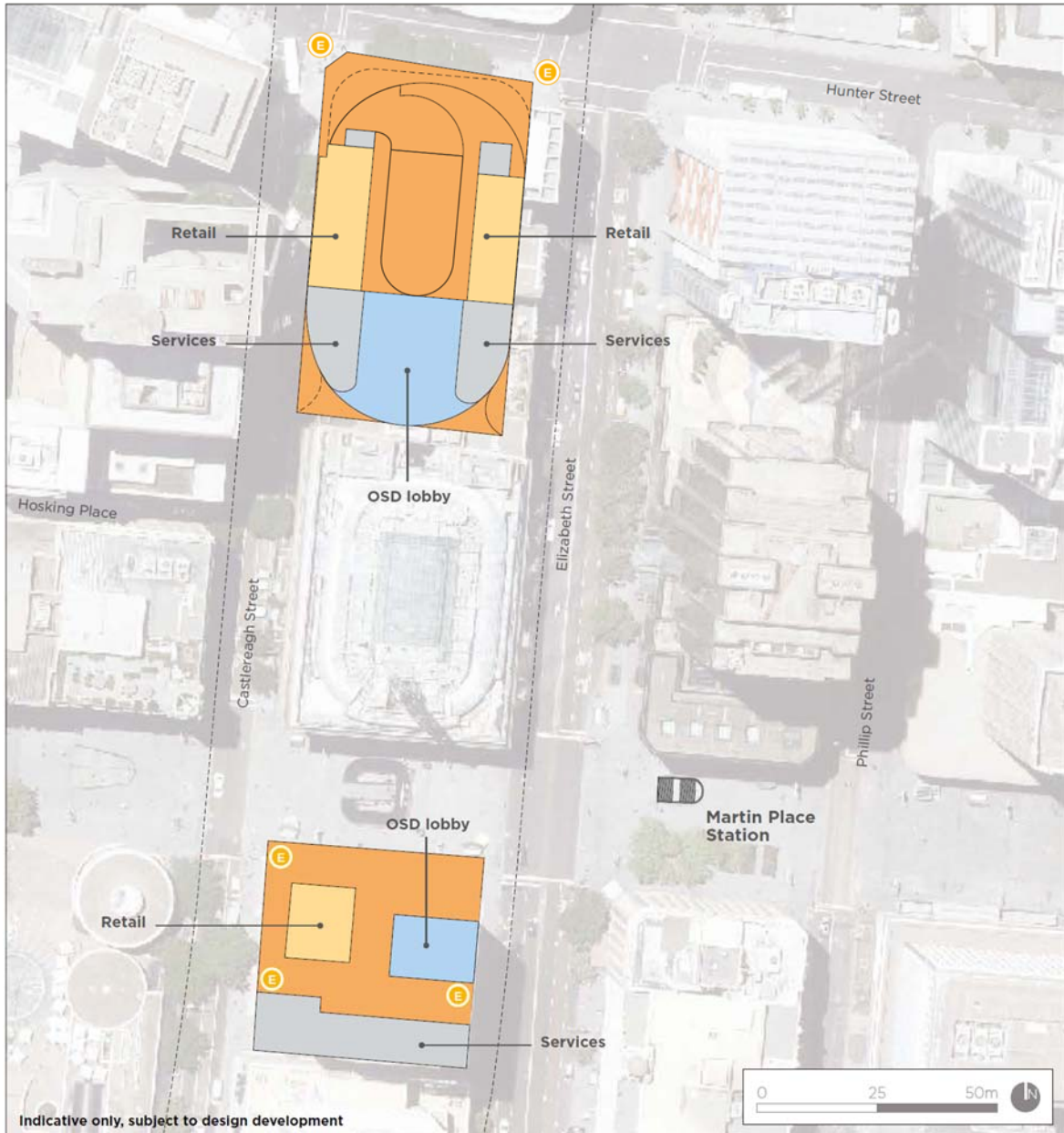
The activities would generate an additional 60,000 cubic metres of spoil.

There would be no change to the approved construction sites at street level at Martin Place except for inclusion of 9-19 Elizabeth Street.

**Figure 3** and **Figure 4** show the layout and cross-section of the proposed modification to the Sydney Metro Martin Place Station.

*Note: City of Sydney Council identified that the indicative station layout included with the modification did not show the location of the lobbies for the proposed over-station developments on either the northern or southern sites. This has been corrected and is shown in **Figure 3** below.*

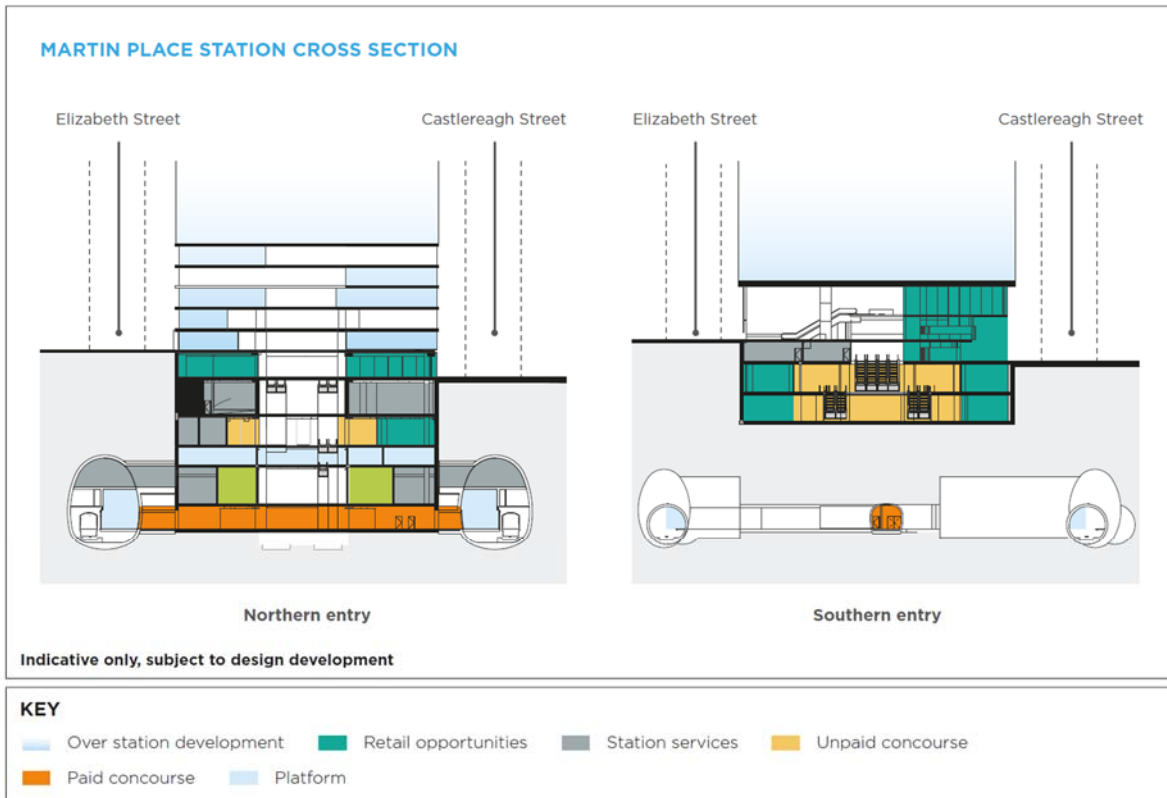




KEY		
Metro entry	Metro alignment	Pedestrian plaza

**Figure 3 – Sydney Metro Martin Place Station – proposed modification layout**  
(Source: Martin Place Station Modification Submissions Report, Transport for NSW, 2017)





**Figure 4 – Sydney Metro Martin Place Station – proposed modification cross-section**  
(Source: Martin Place Station Modification Report, Transport for NSW, 2017)

### 3. STATUTORY CONTEXT

#### 3.1. Modification of the Minister’s Approval

In accordance with Section 115ZI of the EP&A Act, the Proponent may request the Minister to modify the approval for State significant infrastructure. The Minister’s approval for a modification is not required if the infrastructure as modified will be consistent with the existing approval.

The following works are not considered consistent with the existing approval:

- demolition of 9-19 Elizabeth Street;
- additional shaft excavation works;
- mined excavation for the new unpaid concourse link beneath Martin Place and 50 Martin Place;
- works to connect the existing MLC pedestrian link to the station concourse; and
- additional spoil.

Consequently, modification of the Minister’s approval under Section 115ZI of the EP&A Act is required.

#### 3.2. Delegated Authority

Given the integrated station and over-station development concept, and the high priority of the project contributing to the goals of the NSW Government, determination of this modification under delegated authority is not considered appropriate, as such Ministerial approval is sought for this modification.

## 4. CONSULTATION AND SUBMISSIONS

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### 4.1. Public Notification

Under Section 115ZL(1)(g) of the EP&A Act, the Secretary is required to make requests for modification of approvals determined by the Minister publicly available. Accordingly, the Department made the modification request publicly available from Wednesday 28 June 2017 to Wednesday 26 July 2017 on its website and at the following locations:

- NSW Service Centres;
- Nature Conservation Council of NSW;
- City of Sydney Council Chambers;
- Haymarket Library;
- Waterloo Library; and
- State Library of NSW.

The modification request was referred to City of Sydney Council, both the Environment Division of the Office of Environment and Heritage, and the Heritage Division as delegate of the Heritage Council of NSW, Environment Protection Authority, Department of Primary Industries and Fire and Rescue NSW which are the relevant authorities in regard to the proposed modification.

The Department received 10 submissions two submissions in support, seven provided comments, and the City of Sydney objected. Five submissions were from public authorities, one was from an organisation, and four were public submissions.

### 4.2. Submissions from the Public

Of the four public submissions were received, two supported the modification, and two made comments. The submissions included suggestions regarding improvements to the proposed modification, the Sydney Metro project, and public transport in Sydney's CBD generally. Other issues raised included concerns about heritage impacts, spoil disposal, and lift accessibility to and within the metro station.

### 4.3. Submissions from Government Agencies, Local Government and Organisations

Submissions were received from six Government agencies, the local council, and one organisation. Of these, four made comments, one supported, and one objected.

**Environment Protection Authority (EPA)** noted that predicted construction noise levels would occur across a larger area and for a longer duration, but that overall levels appeared consistent with the original application and that predicted noise and vibration levels would be consistent with the approved project.

**Office of Environment and Heritage (OEH)** noted that the project did not contain biodiversity, natural hazards or Aboriginal cultural heritage issues that required a formal response.

**Office of Environment and Heritage as delegate of the Heritage Council of NSW (Heritage Division)** noted additional minor heritage impacts from the modification, including concerns over greater vibration impacts than those approved in the original project. The Heritage Division recommended that a detailed assessment be undertaken of the potential impacts of the increased vibration levels to the structure, fabric and significance of 50 Martin Place prior to the commencement of works, and that the assessment should outline any additional mitigation measures required.

**Department of Primary Industries (DPI)** advised that matters of regulatory interest to DPI had been addressed.

**City of Sydney Council (CoS)** objected to the modification, noting concerns with:

- proposed design of station infrastructure, particularly at street level and its interface with surrounding public spaces;
- pedestrian level of service around Martin Place Station during construction and operation;
- potential impacts to adjacent non-Aboriginal heritage items such as 50 Martin Place; and
- potential changes in noise and vibration impacts during construction.

CoS also noted that it objected to the unsolicited proposal from Macquarie on the grounds of poor urban design outcomes and conflict with the built form controls.

**Sydney Airport Corporation Ltd** supported the modification and recommended further modifications to the Sydney Metro project including a link from Sydenham Station to Sydney Airport. The proposed link between Sydenham Station and Sydney Airport has not been assessed as it is beyond the scope of this modification.

#### **4.4. Proponent's Response to Submissions**

Following completion of the formal exhibition period, the Department directed the Proponent to prepare a response to submissions received. The Proponent submitted a response and provided clarification regarding heritage impacts, station design, public domain, pedestrian levels of service, noise and vibration, spoil disposal and lift accessibility.

No changes are proposed to the current modification as a result of the submissions, however Transport for NSW will consider issues raised in submissions through ongoing refinements to the project design.

## **5. ASSESSMENT**

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The proposed modification would not change the pedestrian level of service identified for the approved project. The modification would however result in changes to both construction and operational traffic and transport, construction noise and vibration, land use and property impacts, non-Aboriginal heritage, and landscape character and visual amenity when compared to the approved project. These impacts are addressed below.

### **5.1. Noise and vibration**

#### Airborne noise

Demolition of 9-19 Elizabeth Street, the revised shaft excavation footprint and construction of above ground station elements at 9-19 Elizabeth Street, would result in changes to airborne noise impacts from the approved project.

Demolition of 9-19 Elizabeth Street will occur after demolition of other buildings on the northern site already approved, therefore an increase in noise intensity is not anticipated however the duration of noise impacts from demolition will be longer. Revised shaft excavation and construction of the above ground station buildings at 9-19 Elizabeth Street would occur concurrently with the approved project works, extending station excavation and spoil removal by approximately two to three months.

Noise generated by activities from the proposed modification are reduced as compared to the approved project, where the proposed modification works are further away than the approved project works.

City of Sydney Council raised concerns regarding potential increases in airborne noise impact given the expanded footprint of the station works. There will be no additional receivers as work required for the modification would extend the northern site to the south, and all receivers further south are captured by the works at the south site.

Predicted noise levels associated with the proposed modification show that:

- receivers would experience the impacts of enabling works for longer, such as the installation of hoarding and demolition of the building at 9-19 Elizabeth Street. The impacts during demolition would be less than that experienced for the approved project works due to these works being further away from most receivers;
- residential receivers to the west (west of Castlereagh Street and north of Martin Place), and to commercial receivers between the two construction sites would experience noise levels from earthworks consistent with those identified for the approved project for longer periods, due to the increased footprint at 9-19 Elizabeth Street; and
- noise levels would increase for residential receivers to the west (west of Castlereagh Street and north of Martin Place), commercial receivers to the east, between Hunter Street and Martin Place, commercial receivers between the two construction sites, and educational receivers to the south, between Castlereagh Street and Elizabeth Street, and decrease for commercial receivers to the north (north of Hunter Street).

The additional impacts identified above would only occur at the closest location to receivers when works are occurring at the additional land at 9-19 Elizabeth Street. At other times, potential noise impacts are expected to be indistinguishable from and consistent with those for the approved project.

#### Ground-borne noise

The increased shaft excavation footprint at the northern construction site and mined excavation (with roadheaders) of the new unpaid concourse link would increase the potential for ground-borne noise impacts. Additional ground-borne noise impacts would only occur when works are being carried out in close proximity to particular receivers, for example when works are occurring at 9-19 Elizabeth Street, or during construction of the unpaid concourse link. Construction of the unpaid concourse link which would occur after station excavation and throughout the station structural works and fit out activities.

The Proponent notes potential increases to the approved ground-borne noise impacts of:

- 10-25 dB at 50 Martin Place (compared to nil impact in the approved project); and
- 10-25 dB at the Channel 7 Studio (compared to 10-15 dB in the approved project).

Ground-borne noise exceedances generated by construction for all construction activities (tunnelling, surface works and tunnel fit-out) was identified in the assessment of the approved project. It is recognised that there is little opportunity to mitigate the impacts of ground-borne noise, either at the source or at the receiver and therefore a more consultative approach must be implemented.

The Department is satisfied that, while there are expected to be changes to the noise environment resulting from the proposed modification, airborne and ground-borne impacts are within the ranges identified in considering the approved project. Notwithstanding, these may occur over a longer period than previously acknowledged. The challenges of

construction in the Central Business District where there is a diverse range of receivers was recognised. The suite of conditions developed for the approved project are considered appropriate to manage the effects of airborne and ground-borne construction noise and include:

- preparation of construction noise and vibration impact statements for each construction site with mitigation measures developed in consultation with affected receivers (E33);
- review of alternative methods to rock hammering and blasting for excavation as part of detailed construction planning with a view to adopting methods that minimise impacts on sensitive receivers (E35); and
- identification of receivers in those locations likely to experience internal noise levels above 60 dB(A) from high noise activities between 7 am and 8 pm and consult with them to determine appropriate hours of respite (E37 and E38).

#### Ground-borne vibration

The revised footprint of the shaft excavation and the underground excavation of the new unpaid concourse link is predicted to result in vibration levels at 50 Martin Place above the 7.5 mm/s screening criterion adopted for the approved project for heritage structures (50 per cent of the level at which cosmetic damage is likely for an unreinforced or light framed structure). The Proponent considers that 50 Martin Place may be more typical of a reinforced or framed structure with a 25 mm/s cosmetic damage screening criterion. Potential vibration from activities associated with the modification are expected to remain below 25 mm/s.

Both the Office of Environment and Heritage (Heritage Division) and City of Sydney Council noted their concerns regarding greater vibration impacts on 50 Martin Place than those approved in the original project.

The existing conditions require the Proponent is required to carry out a more detailed assessment of the structure, and attended vibration monitoring would be carried out to ensure vibration levels remain below appropriate limits for that structure which would consider its heritage values.

The Department accepts that the lower screening criterion was imposed by the Proponent for all heritage structures likely to be affected by vibration attributable to the project in the absence of detailed assessment of each building's construction and that the screening criteria are not mandatory. The Department is not satisfied that the commitment to undertake detailed review of the building's construction is sufficient to demonstrate that the higher screening criterion is appropriate to ensure that the risk of cosmetic damage is minimised.

A suite of conditions are included in the Infrastructure Approval to manage the impacts of vibration on structures, including:

- ensuring that vibration from construction does not exceed the vibration limits set out in the British Standard BS 7385-2:1993 *Evaluation and measurement for vibration in buildings. Guide to damage levels from groundborne vibration* (E28);
- notifying owners of buildings at risk of exceeding criteria for cosmetic damage and including management of construction in the vicinity in the Noise and Vibration management sub plan (E29); and
- a requirement for vibration monitoring before and during vibration generating construction that may impact heritage items to identify minimum working distances to minimise cosmetic damage (E30) and adopt an iterative approach to construction method selection and mitigation implementation.

In addition, the Department recommends that a new condition be included to ensure that the construction of 50 Martin Place is appropriately considered in selecting the screening criterion for that building, and that this is verified by an appropriately qualified professional, approved by the Secretary, before any work that could generate vibration of the building exceeding 7.5 mm/s commences.

#### Construction traffic noise

The proposed modification would not increase the peak hourly vehicle movements. As such, no increase in the frequency or intensity of construction traffic noise is anticipated. However, the impacts considered for the approved project would be experienced over a longer duration.

The Department considers that conditions of approval and mitigation measures are sufficient to manage construction traffic noise associated with the proposed modification including duration of exposure in communications and agreements with affected receivers.

## **5.2. Traffic and Transport**

### Construction

Additional demolition, excavation and fit-out works required for the proposed modification, increase total heavy vehicle movements (by around 30 to 50 per cent) at Martin Place compared to the approved project. The additional shaft excavation and heavy vehicle movements associated with spoil removal required for the modification would extend the station excavation activity by two to three months.

Excavation of the unpaid concourse link is likely to generate approximately one vehicle per hour for the duration of this activity. Haul routes are consistent with those identified for the approved project.

The modification proposes that the overall duration of construction activities at Martin Place is extended, to ensure there is no increase in peak hourly heavy vehicle movements from any construction activity compared to the approved project. There would be no additional impact on the performance of the surrounding road network throughout the day. However, these impacts would be experienced over a longer duration as a result of the proposed modification.

Whilst the additional duration of works is considered an appropriate approach to ensure there is no increase in peak hourly heavy vehicle movements, or impacts on the performance of the surrounding road network, the additional impacts have the potential to cause construction fatigue for sensitive receivers.

As such, the existing conditions are considered sufficient, including those requiring the Proponent to:

- minimise truck movements in commercial centres during peak periods (E80);
- development of construction traffic management plans (E82), and review where monitoring identifies a worsening of key parameters (E83);
- consideration of spoil removal and station fit-out deliveries by non-road methods (E84);
- measures to maintain pedestrian and vehicular access (E86);
- identification of haulage routes and heavy vehicle sizes in construction traffic management plans (E88); and
- implement a truck marshalling and logistics facility (E89).

The pedestrian level of service would not change from that assessed for the approved project, which would continue to operate at a level of service B or better except for the



Hunter, Castlereagh, Bligh Street intersection and overall impacts of the approved project on this intersection was considered to be negligible.

### Operation

The proposed modification would result in changes to the pedestrian integration of the new station entries with the surrounding area, including:

- larger public plaza spaces at street level of both station entries providing improved access and connectivity to the public domain;
- retention of the existing MLC pedestrian link and connection to the station concourse to provide direct pedestrian access to and from the concourse and MLC Centre;
- a new unpaid concourse link connecting the southern and northern station entries; and
- centralised organisation of station entries.

City of Sydney Council raised concerns regarding poor pedestrian levels of service outcomes during operation. It is noted that the levels of service anticipated as a result of the proposed modification are commensurate with those which were considered acceptable in the approved project.

The Proponent proposes to manage intersection operation with the Sydney Co-ordination Office and City of Sydney Council. This is consistent with the existing conditions of approval which require:

- further analysis to ensure that management of pedestrian, bicycle and public transport movements can be managed to minimise disruption to movement (E78); and
- development of Interchange Access Plans to inform the final design of transport and access facilities and services (E92).

The Department considers that the proposed approach is appropriate

### **5.3. Non-Aboriginal Heritage**

Additional impacts would occur to the State and locally listed Commonwealth Bank of Australia building (50 Martin Place) due to demolition of 9-19 Elizabeth Street and excavation of the unpaid concourse link. These are:

- Existing connections between 50 Martin Place and 9-19 Elizabeth Street (at the first, third, fourth, fifth and seventh floors) would be closed and patched;
- as noted under section 5.1 above, increased potential moderate vibration impacts above the 7.5 mm/s screening level for cosmetic damage as a result of the mined construction of underground pedestrian connections; and
- demolition of existing adjacent and adjoining structures including 9-19 Elizabeth Street may result in vibration impacts above the screening level for cosmetic damage.

City of Sydney Council expressed concerns regarding the integration of the proposed over-station development to the heritage listed 50 Martin Place. This is a matter outside the scope of the modification and will be addressed by separate planning applications for over-station development. Nonetheless the Department recognises that demolition of 9-19 Elizabeth Street, and the existing connections to the heritage building noted above, will result in exposure of the façade and those connections that will need to be sympathetically infilled until such time as over-station development proceeds.

To address the additional impacts caused by the demolition of 9-19 Elizabeth Street a new condition is recommended requiring that any internal or external finishes of infilled openings between 9-19 Elizabeth Street and the 50 Martin Place must be developed in consultation with a suitably qualified heritage architect.

The Department, considers that the condition requiring external photography of all buildings and structures to be demolished (E14) is relevant to the demolition of 9-19 Elizabeth Street.

#### **5.4. Other Issues**

##### Landscape Character and Visual Amenity

The landscape character and visual amenity assessment notes that the proposed modification may result in different impacts compared to the approved project at the following locations:

- Castlereagh, Hunter and Elizabeth Streets;
- Martin Place; and
- Castlereagh and Elizabeth streets at Martin Place.

There would be no overall change in potential landscape character impacts during construction compared to the approved project, however the northern construction site would be larger due to the addition of 9-19 Elizabeth Street and there may be additional impacts to the footpath along Elizabeth Street.

The Department notes that there are potential positive landscape character benefits that would be realised once the project is operational. The expansion of the northern site and rationalisation of the station services would allow for an increase in public space, greater permeability, and activation of street frontages, particularly along Castlereagh and Elizabeth Streets.

With regard to visual amenity, the demolition of 9-19 Elizabeth Street would have minimal additional impact, but would allow for a more integrated streetscape design and larger station entry.

The Department notes that once construction is complete, and the project is in operation, the proposed modification provides opportunity to improve views along Elizabeth Street near the northern entry due to the change from service infrastructure to station entry and active frontage. Overall there would continue to be no perceived change in the amenity of these views.

The Department considers that the existing conditions of approval are sufficient to manage landscape character and visual amenity impacts, including:

- development of Station Design and Precinct Plans to present an integrated urban and place making outcome (Condition E101); and
- requirement to achieve a minimum visual impact of 'minor benefit' for all design elements of the project (Condition E102).

##### Land use and property impacts

The proposed modification would require the demolition of one additional property, being 9-19 Elizabeth Street. This property is physically connected to 50 Martin Place and is used to provide end of trip facilities for Macquarie employees.

The Department considers that the existing conditions of approval are sufficient to manage land use and property impacts during both construction and operation.

Administrative Amendments

The Department recommends an administrative modification to condition E37 to clarify the application of the condition to certain suburbs only insofar as they relate to work identified as part of the SSI 7400 MOD 4 Sydney Station Upgrade and Sydney Metro Trains Facility South.

## 6. CONCLUSION AND RECOMMENDATION

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It is concluded that the provision of an integrated station and over-station development, larger public spaces and prioritised public precincts, and a larger area for the northern station entry providing better opportunities for activation of the surrounding area, outweigh the minimal additional noise and vibration, traffic and transport, and heritage impacts. The Department is satisfied that these impacts can be managed by the implementation of the Proponent's commitments and with existing, amended and new conditions of approval.

It is recommended that the Minister for Planning:

- consider the findings and recommendations of this report;
- determine that the application falls within the scope of section 115ZI of the EP&A Act;
- approve the modification application Modification Sydney Metro City and Southwest – Chatswood to Sydenham Modification to “Martin Place Metro Station” Mod 3, subject to conditions; and
- sign the attached notice of modification (Appendix D).

Lisa Mitchell  
Team Leader, Transport Assessments

Recommended by:



5/12/17

**David Gainsford**  
**Executive Director**  
**Priority Projects**

## **APPENDIX A    MODIFICATION REQUEST**

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See the Department's website at:

[http://majorprojects.planning.nsw.gov.au/index.pl?action=view\\_job&job\\_id=7400](http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7400)

## **APPENDIX B SUBMISSIONS**

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## **APPENDIX C    RESPONSE TO SUBMISSIONS**

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## **APPENDIX D    RECOMMENDED MODIFYING INSTRUMENT**

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