

Sydney Metro Martin Place Station Precinct

Proposal Title : **Sydney Metro Martin Place Station Precinct**

Proposal Summary : **The planning proposal seeks to introduce a site-specific clause to Sydney LEP 2012 which will increase the current floor space ratio from 13.75:1 (including all bonuses) to 18.5:1 on the north site and 22:1 on the south site. The clause will also amend the building height up to the Hyde Park North 2B sun access plane on the south site provided it is no closer than 6 metres to the Martin Place property boundary.**

PP Number : **PP_2017_SYDNE_007_00**

Dop File No : **17/05766**

Proposal Details

Date Planning
Proposal Received : **19-Jun-2017**

LGA covered : **Sydney**

Region : **Metro(CBD)**

RPA : **Director General, Department of**

State Electorate : **SYDNEY**

Section of the Act : **55 - Planning Proposal**

LEP Type : **Precinct**

Location Details

Street : **50 Martin Place**

Suburb : **Sydney**

City : **Sydney**

Postcode : **2000**

Land Parcel : **Lot 1 DP 182023**

Street : **9-19 Elizabeth Street**

Suburb : **Sydney**

City : **Sydney**

Postcode : **2000**

Land Parcel : **Lot 1 DP 526161**

Street : **8-12 Castlereagh Street**

Suburb : **Sydney**

City : **Sydney**

Postcode : **2000**

Land Parcel : **Lots 1 and 2 DP 929277, Lot 1 DP 173027**

Street : **7 Elizabeth Street**

Suburb : **Sydney**

City : **Sydney**

Postcode : **2000**

Land Parcel : **SP 13171**

Street : **5 Elizabeth Street**

Suburb : **Sydney**

City : **Sydney**

Postcode : **2000**

Land Parcel : **Lot 2 DP 548142**

Street : **55 Hunter Street**

Suburb : **Sydney**

City : **Sydney**

Postcode : **2000**

Land Parcel : **Lot 1 DP 222356**

Sydney Metro Martin Place Station Precinct

Street : 39 – 49 Martin Place

Suburb : Sydney

City : Sydney

Postcode : 2000

Land Parcel : Lots 1 and 2 DP 1103195

DoP Planning Officer Contact Details

Contact Name : Wayne Williamson

Contact Number : 0292746585

Contact Email : wayne.williamson@planning.nsw.gov.au

RPA Contact Details

Contact Name : Wayne Williamson

Contact Number : 0292746585

Contact Email : wayne.williamson@planning.nsw.gov.au

DoP Project Manager Contact Details

Contact Name :

Contact Number :

Contact Email :

Land Release Data

Growth Centre : N/A

Release Area Name : N/A

Regional / Sub
Regional Strategy :

Consistent with Strategy :

MDP Number :

Date of Release :

Area of Release (Ha)
:

Type of Release (eg
Residential /
Employment land) :

No. of Lots : 0

No. of Dwellings : 0
(where relevant) :

Gross Floor Area : 0

No of Jobs Created : 0

The NSW Government Yes
Lobbyists Code of
Conduct has been
complied with :

If No, comment : The Department of Planning and Environment's Code of Practice in relation to communication and meetings with lobbyists has been complied with. Sydney Region East has not met any lobbyists in relation to this proposal, nor has the Director been advised of any meetings between other Department officers and lobbyists concerning this proposal.

Have there been No
meetings or
communications with
registered lobbyists? :

If Yes, comment :

Supporting notes

Internal Supporting
Notes : THE SITE

The Precinct constitutes an area of approximately 9,400 square metres and comprises two sites separated by Martin Place.

- North Site - 50 Martin Place, 9 – 19 Elizabeth Street, 8 – 12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street and 55 Hunter Street.

- South Site - 39 – 49 Martin Place.

All existing buildings on both the North and South Sites, excluding 50 Martin Place (State heritage item) and 9-19 Elizabeth Street, are approved to be demolished as part of the Sydney Metro Critical State Significant Infrastructure (CSSI) consent issued on 09 January 2017.

An application for modification of the CSSI consent will seek approval for the demolition of 9-19 Elizabeth Street and excavation of that land to expand the proposed Martin Place Station.

The surrounding area is generally characterised by office uses, with some ground floor retailing, cafés, or restaurants and hotels to support its primary business centre function.

Parts of the site are under Special Character Areas (Martin Place and Chifley Square), as identified and mapped within the Sydney LEP 2012. The Special Character Areas provide several design principles to guide new development including street frontage heights, protection of civic spaces, setbacks, sun access, protect existing vistas and heritage conservation.

Martin Place itself is also classified as an Urban Conservation Area under the Register of the National Estate.

CURRENT PLANNING CONTROLS

Land use zone

The North and South sites are zoned B8 Metropolitan Centre. The main objective of the B8 zone is to provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.

Building height

The southern half of the North Site has a 55 metre height limit immediately fronting Martin Place and correlates with the boundary of 50 Martin Place. The height for the remainder of the North Site is subject to the Martin Place Sun Access Plane.

The northern portion of the South Site has a 55 metre height limit immediately fronting Martin Place for a distance of 25 metres (setback). The remainder of the South Site is subject to the Hyde Park North Sun Access Plane.

Floor Space Ratio

Both the North and South Sites have a base FSR of 8:1 and are located within Area 1 on the FSR map which makes them eligible for additional floor space of 4.5:1 for various uses including office, business or retail premises or residential apartments.

The Sites are also eligible for 10% bonus floor space if a competitive design process is undertaken, which brings the theoretical maximum FSR on both sites to 13.75:1. An additional FSR up to 0.3:1 for end of trip facilities is also available.

State Significant Development Application

The proposal forms part of a suite of applications and processes to co-ordinate and deliver an integrated Over Station Development (OSD) for the new Sydney Metro Martin Place Station Precinct.

Stage 1 State Significant Development

A Development Application (DA) is also being made pursuant to Section 83B of the Environmental Planning and Assessment Act ('the Act'). The Stage 1 State Significant DA establishes the planning and development framework for the OSD, and forms the basis for

the consent authority to assess the detailed stage 2 development applications.

The concept for the South Site under the Stage 1 DA complies with building height and FSR provisions in Sydney LEP 2012. The concept for the North Site exceeds the maximum FSR under the LEP, and therefore a request to vary that standard under the provisions of Clause 4.6 of the LEP will form part of the Stage 1 DA.

If the proposal and stage 1 DA are approved, the stage 2 DA will be based on the new FSR and setbacks being sought through this proposal. Alternatively a new State Significant DA could be sought if it is considered that the changes are outside the scope of a modification to the Stage 1 concept.

Sydney Metro City & Southwest – Chatswood to Sydenham

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

Stage 2 of the Metro entails the construction and operation of a new Metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham. The project also involves connections with existing lines and the delivery of 7 new Metro stations, including Martin Place. Transport for NSW is making provision for future OSDs on the land it has acquired for the Stage 2 Sydney Metro project.

External Supporting
Notes :

Adequacy Assessment

Statement of the objectives - s55(2)(a)

Is a statement of the objectives provided? **Yes**

- Comment :
- The statement of objectives accurately describes the intention of the planning proposal. The intent of objectives is to:
- Create a fully functional and compliant railway station for the Sydney Metro that delivers a world class public transport experience for its customers.
 - Maximise the opportunity to integrate the new Metro Station with the existing public transport and pedestrian routes in and around Martin Place to further enhance the customer experience and improve City connectivity.
 - Build on the Council's 2030 Strategy and other policies to enhance Martin Place as Sydney's premier civic space and create a lively, activated city destination.
 - Celebrate 50 Martin Place as one of Sydney's most significant heritage buildings with an ongoing relevance as Macquarie's global headquarters.
 - Use the above ground development to create the next generation workplace environment that realises the opportunities that are emerging in future work practice, wellbeing and sustainability, communication and digital technologies, security and mixed use development.

Explanation of provisions provided - s55(2)(b)

Is an explanation of provisions provided? **Yes**

- Comment :
- The explanation of provisions adequately addresses the intended method of achieving the objectives of the Planning Proposal. The proposal intends to amend Sydney LEP 2012 by:
- Inserting a new clause in Part 6, Division 5 to govern development on the identified land,

being the North and South Sites;

- amend the Height of Buildings Map, Sheet HOB_014 for the South Site only, to include a new "area" to which an amended height limit relates; and

- establish (in the new clause) new maximum FSR limits for the North Site and the South Site.

Justification - s55 (2)(c)

a) Has Council's strategy been agreed to by the Director General? **No**

b) S.117 directions identified by RPA :

* May need the Director General's agreement

1.1 Business and Industrial Zones

2.3 Heritage Conservation

3.1 Residential Zones

3.4 Integrating Land Use and Transport

3.5 Development Near Licensed Aerodromes

4.1 Acid Sulfate Soils

6.3 Site Specific Provisions

7.1 Implementation of A Plan for Growing Sydney

Is the Director General's agreement required?

c) Consistent with Standard Instrument (LEPs) Order 2006 :

d) Which SEPPs have the RPA identified?

SEPP No 1—Development Standards

SEPP No 55—Remediation of Land

SEPP No 64—Advertising and Signage

SEPP (Exempt and Complying Development Codes) 2008

SEPP (Infrastructure) 2007

SEPP (Major Projects) 2005

SREP (Sydney Harbour Catchment) 2005

e) List any other matters that need to be considered :

Have inconsistencies with items a), b) and d) being adequately justified? **Yes**

If No, explain :

Section 117 Directions

The Planning Proposal has identified applicable Section 117 Directions and considers that the proposal is consistent with relevant Directions, however a number of minor inconsistencies exist. Directions of particular relevance are discussed below:

2.3 Heritage Conservation

With the exception of 50 Martin Place, and a component of the Martin Place Train Station, there are no listed heritage items on the land the subject of this Planning Proposal. The construction methodology for the approved Sydney Metro (Martin Place Station) involves the demolition and excavation of the land (North and South Sites). Archaeological impacts have or will be addressed as part of the Sydney Metro project. The proposal does not contain provisions that contradict or would hinder application of this direction. Consultation with the relevant State agency should be a condition of the Gateway determination. This direction will however remain unresolved until consultation with the required authorities has been finalised.

3.5 Development Near Licensed Aerodromes

The Planning Proposal supports the development of towers that will encroach into the Obstacle Limitation Surface (OLS), therefore direction 3.5 applies. Clause 4(d) of this direction requires that permission from the relevant Department of the Commonwealth, or their delegate, prior to undertaking community consultation in satisfaction of section 57 of the EP&A Act.

The proposal has a minor inconsistency with this direction in that the maximum

allowable building height (PANS-OPS) is 335 metres and the proposed built form is substantially below this upper limit. There is also a significant number of towers surrounding the site that already protrude into the OLS. Consultation with the relevant Commonwealth agencies should be a condition of the Gateway determination.

The Secretary's delegate can be satisfied that the inconsistencies are of minor significance and the relevant State and commonwealth agencies will be consulted as part of a Gateway determination. This direction will however remain unresolved until consultation with the required authorities has been finalised.

The proposal also provides discussion for consistency with the following S.117 Directions:

3.4 Integrating Land Use and Transport

Facilitating the redevelopment of the North and South Sites in accordance with the Planning Proposal will significantly increase the number of workers and visitors in this location. This is consistent with s117 direction 3.4 as the North and South Site have unparalleled access to existing and planned future public transport (Martin Place heavy and Metro stations) bus, ferry services and Light Rail.

4.1 Acid Sulfate Soils

The construction methodology for the approved Sydney Metro (Martin Place Station) involves the demolition and excavation of the land (North and South Sites). The management of Acid Sulfate Soils have or will be addressed as part of the Sydney Metro project and will be supported by the appropriate studies.

6.3 Site Specific Provisions

The proposal suggests a site specific clause to allow redevelopment of the site. It is considered that the proposal will not result in any unnecessarily restrictive Site specific controls.

7.1 Implementation of the Metropolitan Plan for Sydney 2036

The proposal will assist in the implementation of A Plan for Growing Sydney and is consistent with the objectives of the Plan.

The proposal is considered to be consistent with all other SEPPs and section 117 Directions.

Mapping Provided - s55(2)(d)

Is mapping provided? **Yes**

Comment :

The Planning Proposal contains maps which adequately show the subject land and explain the proposed changes to the respective LEP maps for each proposed amendment. These maps are adequate for exhibition purposes. Maps which comply with the Standard Technical Requirements for SI LEP Maps will need to be prepared before the LEP is made.

Community consultation - s55(2)(e)

Has community consultation been proposed? **Yes**

Comment :

Public consultation will be undertaken in accordance with the Gateway determination. Council suggests an exhibition period of 28 days. This is considered an appropriate timeframe.

Additional Director General's requirements

Are there any additional Director General's requirements? **No**

If Yes, reasons :

Overall adequacy of the proposal

Does the proposal meet the adequacy criteria? **Yes**

If No, comment :

Timeline

The Planning Proposal provides an indicative project timeline with a completion date of December 2017/January 2018. The Department considers a 9 month project timeline for completion is appropriate.

Delegation

The Secretary, Department of Planning and Environment is the relevant planning authority (RPA) for this proposal. The Secretary cannot be issued plan making delegations.

Overall Adequacy

The planning proposal satisfies the adequacy criteria by:

1. Providing appropriate objectives and intended outcomes.
2. Providing a suitable explanation of the provisions proposed for the LEP to achieve the outcomes.
3. Providing an adequate justification for the proposal.
4. Outlining a proposed community consultation program.
5. Providing a project time line

Proposal Assessment

Principal LEP:

Due Date : **December 2012**

Comments in relation to Principal LEP : **The Sydney LEP 2012 was notified in December 2012.**

Assessment Criteria

Need for planning proposal :

A planning proposal is the best means of achieving the objectives and intended outcomes for the integrated development of the Martin Place metro precinct.

Consistency with strategic planning framework :

A Plan for Growing Sydney

The proposal is consistent with a number of the specific actions identified in the Plan, including:

Action 1.1.1: Create new and innovative opportunities to grow Sydney CBD office space by identifying redevelopment opportunities and increasing building heights in the right locations.

Action 1.6.1: Grow high-skilled jobs in the global economic corridor by expanding employment opportunities and mixed-use activities

Action 1.9.1: Support the growth of priority industries with appropriate planning controls

Action 1.11.1: Preserve future transport and road corridors to support future growth

Draft Central District Plan (Plan)

The draft plan establishes key priorities for achieving its vision for the centre of Sydney, which includes increasing connections between where people work, live, and play to create a "30-minute city", enhancing the role of the Eastern City as a global leader, and contributing to an additional 732,000 jobs in Central Sydney.

In response, the proposal will provide new commercial floor space within the CBD and associated jobs in support of Sydney's financial, knowledge and IT services hub. This additional capacity is ideally located to take advantage of substantial investment in public transport infrastructure, and supports the achievement of a "30-minute city".

NSW Long Term Transport Plan 2012 (Transport Plan)

The proposal addresses the objectives of the Transport Plan through the expansion of the rail system, encouraging public transport use and contributing towards an improved pedestrian network.

The proposal is consistent with several targets and directions of Council's Sustainable Sydney 2030. The proposal is also consistent with the draft Central Sydney Planning Strategy 2016 - 2036.

Environmental social economic impacts :

ENVIRONMENTAL

The subject site is located in an urban area and does not contain any known critical habitat or threatened species, populations or ecological communities or habitats.

Urban Design

The proposal is supported by an Urban Design Study (Study) prepared by Tzannes. The proposal contemplates two significant changes to existing provisions in the Sydney LEP 2012 to facilitate the redevelopment of the site:

Reduce the 25 metre setback above 55 metres on the South Site

The proposal contends that the existing South Site setback is an overly restrictive height provision that no longer aligns with its objective to ensure the height of development in Martin Place is appropriate to the conditions of the site and its context.

The proposal suggests the proposed larger tower above 55 metres on the South Site will provide an appropriate transition to heritage items in Martin Place and promote the sharing of views. If the 55 metre height provision is retained, only a small floor plate of approx. 450 square metres would be permitted on the site, which is unsuitable for commercial uses.

The South Site falls partially within the Martin Place Special Character Area(SCA). The SCA applies principles to any new development to conserve and enhance the cultural and historical significance of Martin Place, retain and enhance street frontage alignment and height to be consistent with existing built form, and promote setbacks above street frontages. The SCA principles also seek to protect sun access, existing vistas and human scale at the street level.

Instead of addressing the existing SCA principles for the site the Study has undertaken a precinct wide investigation and proposes a new set of urban design principles. The proposal seeks to implement these new principles.

The proposal uses the design principles to inform its discussion and notes a South Site tower with a 6 metre setback is consistent with the tower setback of the Reserve Bank building. Also, the current redevelopment of 60 Martin Place (Westpac building) is also sighted as a precedent with a tower setback of 4.8 metres.

The proposed urban design principles also direct the proposed building height and setbacks by suggesting new tower heights should not breach the sun access planes, but seek to maximise floor space capacity. Podium street walls should have zero setbacks and relate to the building height of 50 Martin Place (Commonwealth bank building). New tower heights should also respond to the Reserve Bank building to the east of the site.

The proposal concludes that amendments proposed to the current provisions for Martin Place and redevelopment of the site that aligns with the principles of their urban design Study would provide a built form consistent with existing buildings in Martin Place, would provide a design response to 50 Martin Place through a large scale tower on the South Site which maximises gross floor area and aligns with the sun access planes.

Increase in Floor Space Ratio for North and South Sites

The proposal seeks to increase the current floor space ratio from 13.75:1 (including all bonuses) to 18.5:1 on the north site and 22:1 on the south site. The proposed urban design principles noted above suggest the site density should be maximised to facilitate an appropriate built form. This principle is based on high levels of transport and pedestrian accessibility and the prominent location in a commercial district. It is noted that this change will affect the building 'mass', including within the Martin Place and Chifley Square Special Character Areas.

Department assessment

The justification for changing the controls has raised some concerns with key stakeholders, in particular, the proposed 6 metre tower setback on the South Site. The existing provisions were established to protect and enhance Martin Place's civic and ceremonial functions, pedestrian amenity, heritage, existing sunlight and wind conditions, important vistas and building scale. The current controls were informed by the "Martin Place, area of special significance : proposal for Urban Design Development Controls" (1993) civic design study prepared by Denton Corker Marshall Pty Ltd for the City of Sydney Council. It is noted that the 1993 study recommended a 45 metre building height with a 15 metre setback. This is now represented in Council's LEP as a 55 metre building height with 25 setback from Martin Place.

Advice was sought from the Government Architect who has recommended that prior to community consultation, the urban design study and Planning Proposal be revised to provide further justification for why the proposal would create a better design outcome than the current planning controls, that the urban design study should address how the outcomes of the proposal will protect and enhance Martin Place's civic and ceremonial functions, and also address how the proposal will protect and enhance pedestrian amenity, heritage, existing sunlight and wind conditions, important vistas including view of the sky and building scale for Martin Place, Elizabeth Street, Hunter Street, Castlereagh St, as well as Richard Johnson and Chifley Squares.

Noting that differences already exist between the current permitted building height and the recommendations of Council's 1993 urban design study, it is recommended that further analysis of the proposed building height and floor space ratio changes be undertaken prior to community and agency consultation to demonstrate their appropriateness. This analysis should be undertaken in consultation with the NSW Government Architect and the City of Sydney and should:

- o provide further justification for why the proposal would create a better design outcome than the current planning controls.

- o how the proposal will protect and enhance Martin Place's civic and ceremonial functions;
- o how the proposal will protect and enhance pedestrian amenity, heritage, existing sunlight and wind conditions, important vistas including view of the sky and building scale for Martin Place, Elizabeth Street, Hunter Street, Castlereagh St, as well as Richard Johnson and Chifley Squares; and
- o address the recommendations of the Martin Place, area of special significance : proposal for Urban Design Development Controls (1993) prepared by Denton Corker Marshall Pty Ltd for the City of Sydney Council.

View Impact

To accompany the urban design study, a View Impact Analysis has also been prepared by Tzannes. This analysis demonstrates that the proposed building envelopes will occupy portions of the skyline beyond the current buildings on Martin Place, views of the sky along streets and from public domain places are retained and views of heritage buildings within the wider Precinct are maintained. The proposed building height for the South Site does not impact on new protection of public views provisions proposed by the Central Sydney Planning Strategy for the GPO Clock Tower, the western sky from Martin Place and the Sydney Hospital. View impacts will be further refined during the preparation of a detailed stage 2 SSD application.

Design Excellence

The detailed design of any future development will undergo a design excellence process, to ensure an excellent design outcome in terms of urban, architectural and environmental design and the careful integration of the Metro Station and the over station development. The concurrent State Significant Development (SSD) process is currently using a Design Review Panel (DRP) in lieu of a design competition. This approach is not consistent with design competition requirements of the Sydney LEP 2012, but is a matter for SSD process.

Overshadowing and Solar Access

The proposal preserves the existing Martin Place and Hyde Park North Sun Access Planes applying to the Precinct. There are no changes proposed to the Sun Access Planes and no change to the building height limit on the North Site. Council's "No Additional Overshadowing controls" seek to control solar conditions on public spaces between 10:00am and 2:00pm in midwinter. Shadow modelling has been carried out at one hour intervals at 14 April, 21 June, 21 September and 31 August between 9:00am to 3:00pm. The current modelling indicates no additional overshadowing of Hyde Park between 10:00am and 2pm. However, modelling of the maximum building envelope being proposed indicates minor additional shadows that either fall onto surrounding streets and roofs/buildings. This is deemed acceptable provided the building fits within the envelope created by the Sun Access Plane.

Wind Assessment

Independent wind assessment has been carried out based on building envelopes with no setback to Martin Place, a 6 metre setback to Martin Place and a 25 metre setback to Martin Place. This assessment concludes general wind amenity at street level around the site will remain similar to existing conditions and is considered suitable for an area in this section of the CBD. Further wind tunnel assessment will be undertaken when preparing the detailed stage 2 SSD application.

Heritage

A Statement of Heritage Impact has been prepared by TKD Architects. This study notes the proposal generally aligns with the objectives of the Martin Place special character area statement, has the potential to enhance Chifley Square and will have minimal impact on 50 Martin Place. It also develops a more detailed "Heritage related Development Guidelines" to minimise or mitigate heritage impacts. These guidelines will be used throughout the design process and preparation of a detailed stage 2 SSD application. Consultation is recommended with the Office of Environment and Heritage in relation to this issue.

Transport, Traffic and Parking

As the redevelopment is envisaged to be a transport interchange, there will be a substantial reduction in car parking within the precinct compared to the existing buildings. Accordingly, as the increase in traffic volumes at peak times is expected to be negligible, no impacts on the road network are anticipated. No further assessment of traffic conditions is required.

Pedestrian Network

Redevelopment of the site will generate additional pedestrian movements in the area, which will impact on local footpath conditions. As part of the future detailed design for the precinct, pedestrian connections and measure to mitigate pedestrian congestion will be considered in detail.

Sustainability

The proposed towers on the site will seek to achieve the highest possible energy and water ratings to deliver the best possible sustainability outcomes for this development.

Social and Economic Impacts

The proposed Metro line and stations represent a significant public investment in transport infrastructure. As such, Transport for NSW is required to optimise the development potential of all proposed station sites and obtain the highest return and value for money for the people of NSW. The delivery of over station development opportunities generates income to offset the costs of building the new Sydney Metro.

The proposal supports a significant financial investment in the ongoing renewal of Martin Place as the commercial heart of the Sydney CBD. A site redevelopment to the maximum floor space would accommodate approx. 14,509 jobs. The proposal will also deliver a vibrant transport, commercial, retail and dining precinct in the heart of Sydney's CBD, including an underground public concourse that provides pedestrians with an all-weather walkway from Martin Place to Hunter Street, with the potential to connect through to O'Connell Street.

Assessment Process

Proposal type :	Routine	Community Consultation Period :	28 Days
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Timeframe to make LEP :	9 months	Delegation :	DG
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Public Authority Consultation - s56(2)(d) :	Office of Environment and Heritage Transport for NSW Sydney Water Other
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Is Public Hearing by the PAC required?	No
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(2)(a) Should the matter proceed ?	Yes
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If no, provide reasons :

Resubmission - s56(2)(b) : **No**

If Yes, reasons :

Identify any additional studies, if required. :

If Other, provide reasons :

Sydney Metro Martin Place Station Precinct

Identify any internal consultations, if required :

No internal consultation required

Is the provision and funding of state infrastructure relevant to this plan? **No**

If Yes, reasons :

The proposal seeks to deliver over station development as part of the proposed Sydney Metro line and will make a contribution to the construction of a metro station.

Existing infrastructure servicing the site has the capacity to accommodate future development. It is expected that these services would be upgraded by the developer, where required, to support the proposed development.

Documents

Document File Name	DocumentType Name	Is Public
Planning Proposal_Martin Place.pdf	Proposal	Yes
Appendix A - Urban Design Report_Part1.pdf	Study	Yes
Appendix A - Urban Design Report_Part2.pdf	Study	Yes
Appendix A - Urban Design Report_Part3.pdf	Study	Yes
Appendix A - Urban Design Report_Part4.pdf	Study	Yes
Appendix A - Urban Design Report_Part5.pdf	Study	Yes
Appendix A - Urban Design Report_Part6.pdf	Study	Yes
Appendix A - Urban Design Report_Part7.pdf	Study	Yes
Appendix A - Urban Design Report_Part8.pdf	Study	Yes
Appendix B - Site Survey.pdf	Study	Yes
Appendix C - Statement of Heritage Impact.pdf	Study	Yes
Appendix D - View Impact Analysis_Part1.pdf	Study	Yes
Appendix D - View Impact Analysis_Part2.pdf	Study	Yes
Appendix D - View Impact Analysis_Part3.pdf	Study	Yes
Appendix D - View Impact Analysis_Part4.pdf	Study	Yes
Appendix E - Shadow Study_Part1.pdf	Study	Yes
Appendix E - Shadow Study_Part2.pdf	Study	Yes
Appendix E - Shadow Study_Part3.pdf	Study	Yes
Appendix E - Verification Letter.pdf	Study	Yes
Appendix F - Wind Tunnel Study.pdf	Study	Yes
Appendix G - Transport, Traffic, Pedestrian and Parking Report.pdf	Study	Yes
Appendix H - Assessment of Airspace Approvability.pdf	Study	Yes
Appendix I - ESD Strategy.pdf	Study	Yes
Appendix J - Amended LEP Map.pdf	Study	Yes

Planning Team Recommendation

Preparation of the planning proposal supported at this stage : **Recommended with Conditions**

S.117 directions:

- 1.1 Business and Industrial Zones
- 2.3 Heritage Conservation
- 3.1 Residential Zones
- 3.4 Integrating Land Use and Transport
- 3.5 Development Near Licensed Aerodromes
- 4.1 Acid Sulfate Soils
- 6.3 Site Specific Provisions
- 7.1 Implementation of A Plan for Growing Sydney

Additional Information :

It is recommended that the planning proposal proceed, subject to the following conditions:

1. Prior to community consultation, the urban design study and Planning Proposal are to be revised to:

(a) provide further justification for why the proposal would create a better design

outcome than the current planning controls.

(b) how the proposal will protect and enhance Martin Place's civic and ceremonial functions;

(c) how the proposal will protect and enhance pedestrian amenity, heritage, existing sunlight and wind conditions, important vistas including view of the sky and building scale for Martin Place, Elizabeth Street, Hunter Street, Castlereagh St, as well as Richard Johnson and Chifley Squares; and

(d) address the recommendations of the Martin Place, area of special significance : proposal for Urban Design Development Controls (1993) prepared by Denton Corker Marshall Pty Ltd for the City of Sydney Council.

The revised urban design study and Planning Proposal must be submitted to the Department for review and approval.

2. Community consultation is required under sections 56(2)(c) and 57 of the Act as follows:

(a) the planning proposal must be made publicly available for a minimum of 28 days; and

(b) the relevant planning authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 5.5.2 of A Guide to Preparing LEPs (Department of Planning and Infrastructure 2016).

3. Consultation is required with the following public authorities under section 56(2)(d) of the Act and/or to comply with the requirements of relevant S117 Directions:

- Transport for NSW
- Office of the Government Architect
- Infrastructure NSW
- Office of Environment & Heritage
- Roads and Maritime Services
- Department of Infrastructure and Regional Development
- Sydney Airport Corporation
- Civil Aviation Safety Authority
- Airservices Australia
- City of Sydney Council
- The Greater Sydney Commission
- Ausgrid
- Sydney Water

Each public authority is to be provided with a copy of the planning proposal and any relevant supporting material, and given at least 21 days to comment on the proposal.

4. A public hearing is not required to be held into the matter by any person or body under section 56(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).

5. The timeframe for completing the LEP is to be 9 months from the week following the date of the Gateway determination.

6. The Secretary's delegate note the unresolved inconsistencies of the proposal with s117 Directions 2.3 Heritage Conservation and 3.5 Development Near Licensed Aerodromes.

Supporting Reasons :

The reasons for the recommendation are as follows:

1. The Planning Proposal will contribute to the economic success of Sydney by providing additional office accommodation in Martin Place.

2. The Planning Proposal is generally consistent with long term transport planning.

3. The Planning Proposal is generally consistent with the strategic planning framework and the inconsistencies are considered of minor significance.

Sydney Metro Martin Place Station Precinct

Signature:

Di

Printed Name:

Craig Doss

Date:

20/7/17