

Tzannes

Sydney Metro
Martin Place Station Precinct
Urban Design and
Planning Context Review

Prepared for
Macquarie Corporate Holdings Pty Ltd
October 2017



Purpose of the Report

The purpose of this report is to review the current planning controls and their objectives specific to the variations sought to the Sydney Local Environment Plan 2012 for the Martin Place Station Precinct.

This review comments on the major urban design reports that underpin the current controls. In addition, the interpretation of existing controls by the City of Sydney Council in the determination of recent development applications is summarised to establish how they have been applied.

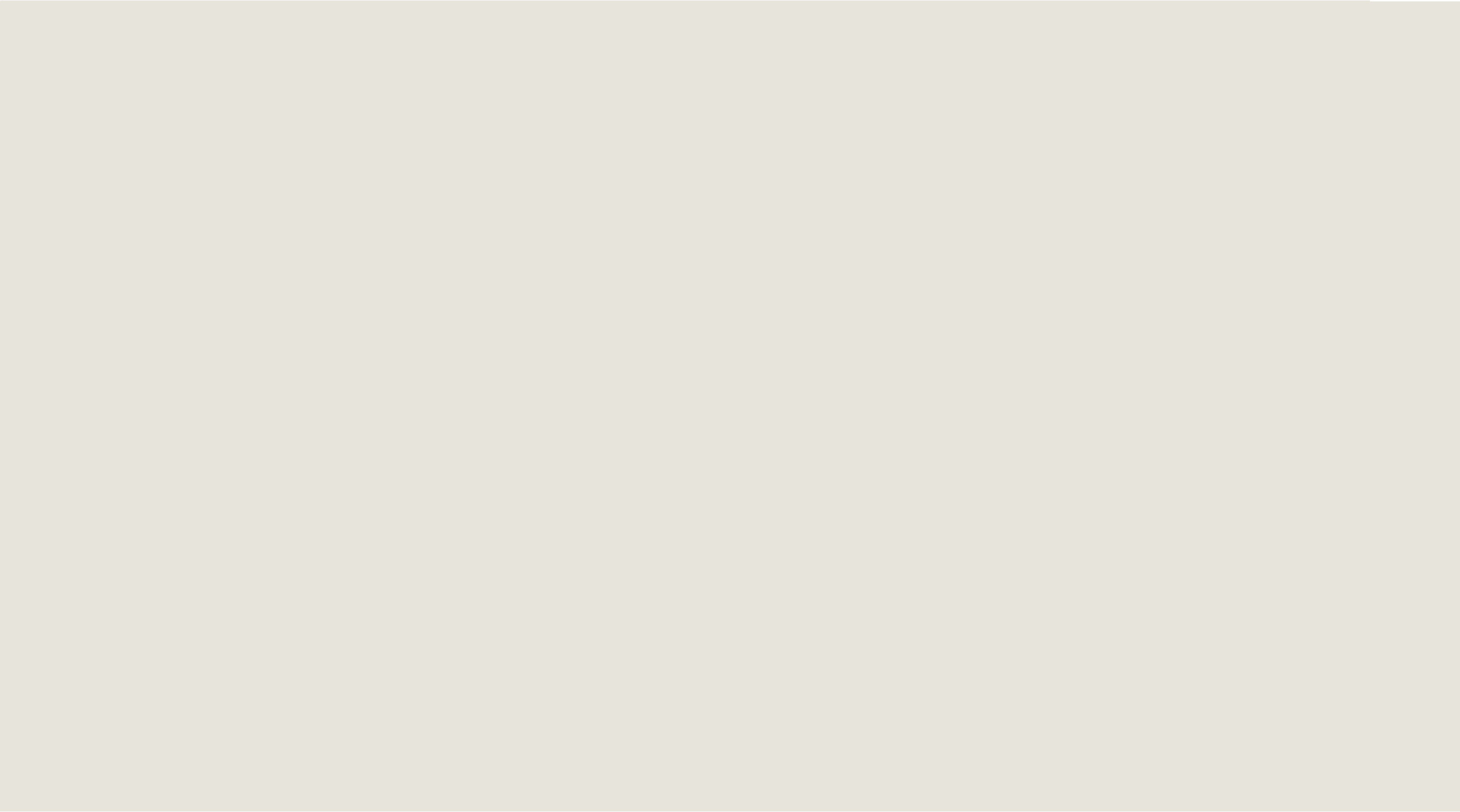
This analysis provides context for the Tzannes report titled 'The Urban Design of Sydney Metro Martin Place Station Precinct' dated October 2017 which includes site specific design guidelines and principles.

The purpose of undertaking a review of current urban planning and design controls relevant to the Martin Place Metro Station Precinct is to establish where relevant, appropriate interpretations of these controls, modifications, and new controls to ensure the Sydney Metro at Martin Place, an unanticipated development initiative, delivers in full, long term public benefits reflecting the scale and vision of this public infrastructure investment.

Advisors to the Report

| | |
|-----------------------------|----------------------------------|
| Town Planner | Ethos Urban |
| Heritage | Howard Tanner and TKD Architects |
| View and Photo Montage | Arterra Interactive |
| Solar and Daylight Analysis | PSN Matter |
| Wind Analysis | Cermak Peterka Petersen |
| Reflectivity | Surface Design |

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| | | 5.2 | 60 Martin Place Approval 2014-2016 | Q | Brief History of Central Sydney Planning Control |
| | | 5.3 | 148-160 King Street Approval 2015 | | |
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Executive Summary

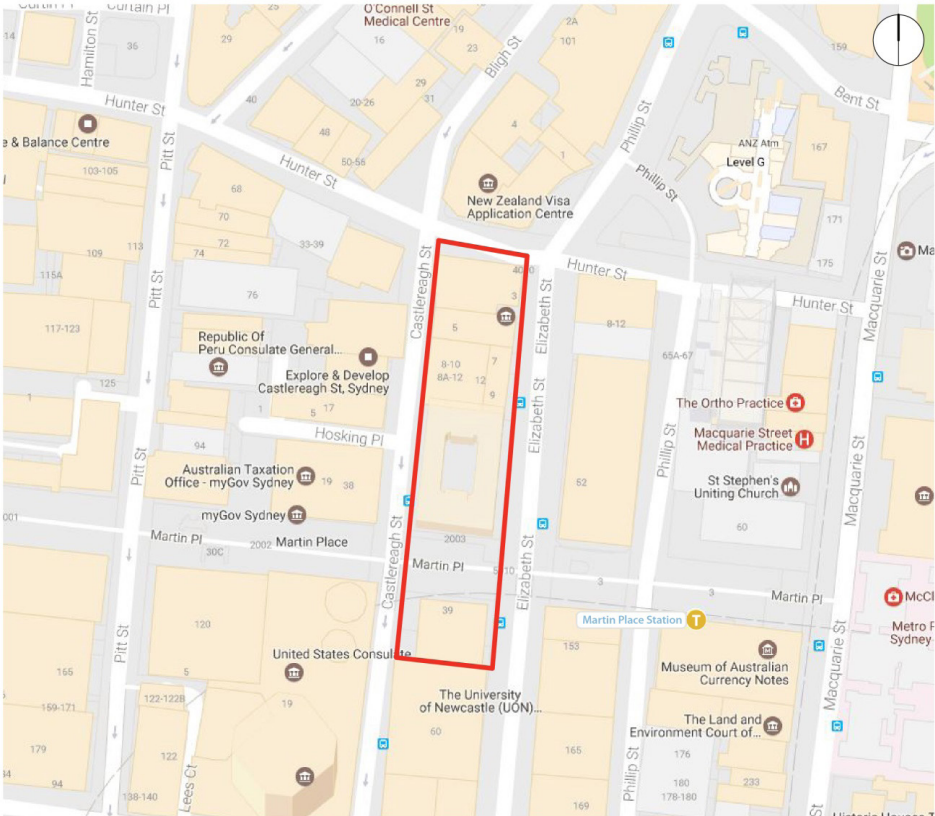
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Image left:
View of Martin Place from the east with
existing building on South Site

Image right:
View of Martin Place from the east with
proposed envelope for South Site





 The Precinct

Location map of the Precinct
Source: Google maps and Ethos Urban



 The Sites

Aerial photo of the North and South Sites
Source: Nearmap and Ethos Urban

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This review supplements the report 'The Urban Design of Sydney Metro Martin Place Station Precinct' prepared by Tzannes for Macquarie Holdings Pty Ltd (Macquarie), to address in more detail relevant urban design studies, Local Environmental Plan (LEP) Controls, Development Control Plan (DCP) Controls and related approvals to Martin Place that are relevant to the assessment of the proposed Sydney Metro Martin Place Precinct Development.

The variations to the Sydney LEP 2012 sought in the proposed Sydney Metro Martin Place Station Precinct are as follows.

- An FSR in excess of the current potential maximum of 14.05:1 (assuming a competitive design process and end of trip facilities) to 18.5:1 on the North Site and 22:1 on the South Site, inclusive of all design excellence and other applicable bonuses.
- Height of the South Site be modified to reduce the tower setback from Martin Place, but comply with restrictions set by the Hyde Park North Sun Access Plane 2B as defined by the Sydney LEP 2012.

The Over Station Development (OSD) envelopes proposed in the Stage 1 State Significant Development (SSD) Development Application (SSD 17_8351) also reduce the Sydney DCP 2012 setbacks as follows:

- to the North Site from those specified in part 5.1.2 "Building Setbacks" of the Sydney DCP 2012;
- to Martin Place for the South Site from those specified in part 5.1.3 'Street frontage heights and setbacks for Special Character Areas' of the Sydney DCP 2012 and as noted in figure 5.16 'Special Character Area H Setback'; and
- to Elizabeth and Castlereagh Streets for the South Site from those specified in part 5.1.3 "Street frontage heights and setbacks for Special Character Areas" of the Sydney DCP 2012.

No variations are proposed to the Sun Access Planes which effectively cap building height on both Sites.

REVIEW FINDINGS

Issue 1: FSR Uplift

- The proposed FSR is consistent with the objectives of the City of Sydney (CoS) Central Sydney Planning Strategy (draft) and justifications stated in the approval of 60 Martin Place to protect, intensify and incentivize the provision of globally focussed non-residential floor space within the CBD.

Issue 2: Tower Setbacks

- A consistent tower setback was first proposed for Martin Place in the 1993 'Proposal for Urban Design Development Controls' by DCM, recommending a 40 metre setback to ensure towers would not be visible from Martin Place.
- The DCM proposal to eliminate visibility of towers in Martin Place was not supported by the CoS who instead instituted a setback of not less than 25m. This reduced setback confirmed the acceptability of towers being visible within Martin Place.
- Tower setbacks to Martin Place included in studies, policies and planning controls prepared by the CoS are not reflected in the heritage buildings that define the character of the special area.
- The 25m minimum setback described in the Sydney DCP 2005 and continued in the Sydney DCP 2012 is not representative of the tower setbacks to Martin Place.
- The 25m minimum tower setback has not been consistently enforced by the CoS in recent applications at 20 and 60 Martin Place.
- The CoS has supported setbacks and alternative design controls that do not comply with the Sydney LEP 2012 or Sydney DCP 2012 where high quality, globally-focussed non-residential development is proposed.
- The design of towers that are non-compliant with setback controls and approved by the CoS demonstrate that negative wind impacts of tower forms can be ameliorated within setbacks that are similar to or less than those contained in the proposed building envelopes for the Martin Place Metro Station Precinct.

Issue 3: Podium Height

- The streetwall height of 45m, established by the 1993 'Proposal for Urban Design Development Controls' by DCM, was based on an ideal street section of 1.5:1 (h:w).
- Objective analysis of existing conditions in Martin Place has found that this streetwall height to street width ratio is not consistent with the design controls and cannot consistently be achieved in Martin Place as heritage listed and other important buildings that give rise to the character which the controls seek to protect, vary from these provisions.
- The streetwall height controls for Martin Place have not been enforced by the CoS in the recent approvals of 20 and 60 Martin Place.
- The CoS has favoured that building form within each block of Martin Place be contextual in its alignment, with emphasis placed on the relationship of facing buildings across Martin Place instead of consistency along its length, as shown in the approval of 60 Martin Place.
- The determination of an appropriate height is established by the built form context contributing to the experience of Martin Place as a series of distinctive and interrelated spaces.

Issue 4: Overshadowing

- The principal controls that determine acceptable overshadowing impacts to Hyde Park and Martin Place are the Sydney LEP Sun Access Planes (SAP).
- Where overshadowing occurs as a result of existing buildings that are non-compliant with the SAP for Hyde Park and Martin Place, a 'no additional overshadowing' approach has been adopted for specific times of the year by the CoS, to ensure that development is not unreasonably restricted. This is demonstrated for example in the recent approvals of 20 and 60 Martin Place. The approved developments have generated additional shadow to Martin Place and the surrounding streets outside of the times specified in Sydney LEP 2012.
- New overshadowing to Hyde Park as a result of an SAP compliant form has been confirmed as acceptable in the recent approval of 148-160 King Street, Sydney by the CoS. New developments that comply with the SAP are therefore not constrained by the 'no additional overshadowing' approach.

- Overshadowing to the ground plane of Martin Place and adjoining streets has been accepted by the CoS where there is no perceivable impact as demonstrated in the approval of 60 Martin Place and the CoS submission to the NSW Department of Planning during the assessment and approval of 1 Carrington Street by the Planning Assessment Commission.
- The CoS and NSW Department of Planning have given priority to protecting against new or additional overshadowing of sandstone buildings within the Sydney CBD and Martin Place area as seen in the assessment and subsequent approval of 1 Carrington Street, Sydney.
- The proposed maximum envelopes for the Martin Place Metro Station Precinct are compliant with the Martin Place SAP and Hyde Park SAP.

CONCLUSION

The report concludes on evidence that the proposed design is:

- not inconsistent with prior recent approvals by the City of Sydney;
- reflects the predominant built form of Martin Place east of Pitt Street;
- reflects and reinforces the significance of 50 Martin Place;
- reflects and reinforces the unique urban character of Chifley and Richard Johnson Squares; and
- reflect the significance of Martin Place and the Martin Place Metro Station Precinct.

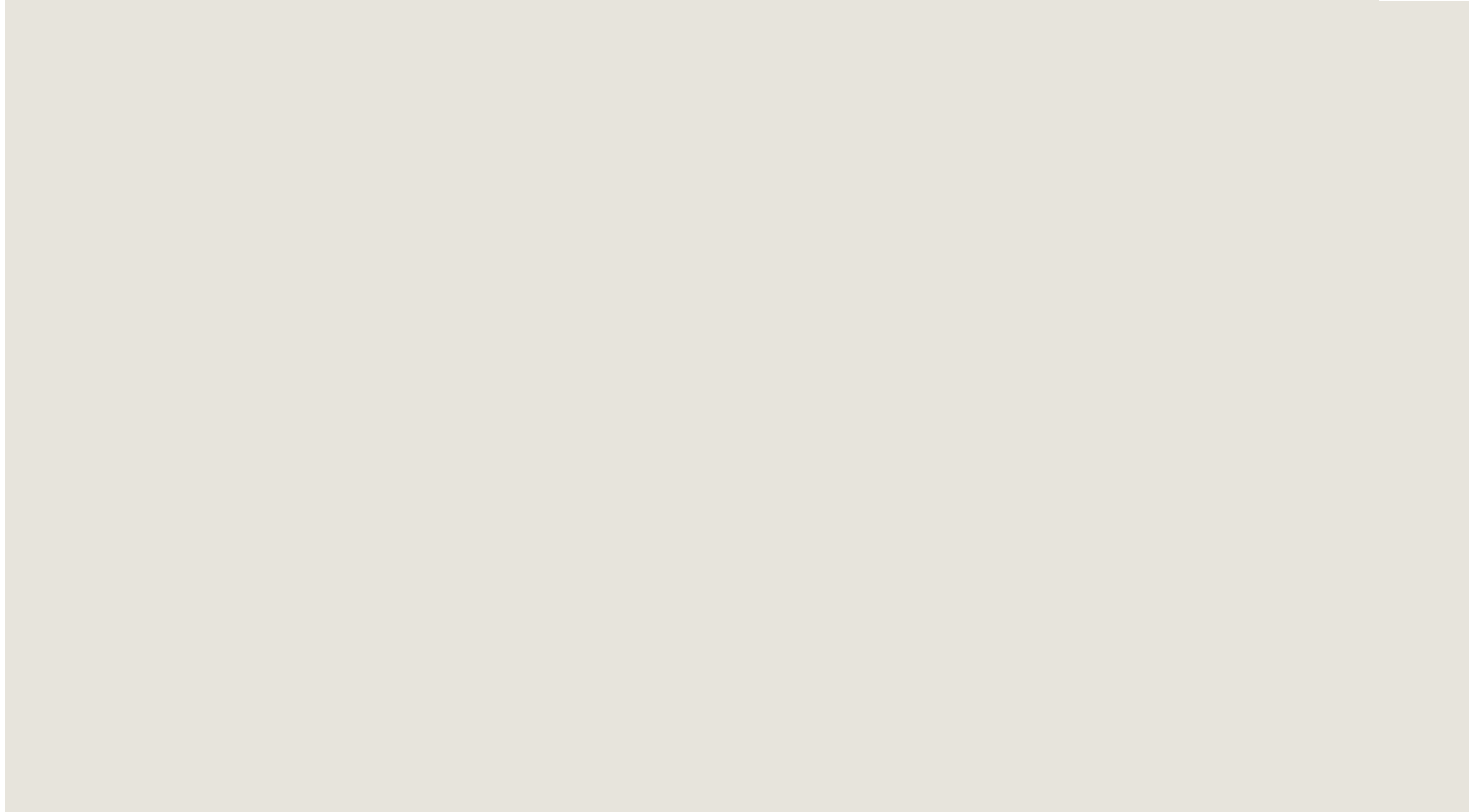
The variations proposed to the Sydney LEP 2012 sought in relation to FSR and height and deviation from the Sydney DCP 2012 setbacks reinforce the significance of Martin Place and the Martin Place Metro Station Precinct and accordingly are in the public interest.



Image left:
View of Martin Place from the west with
existing building on South Site

Image right:
View of Martin Place from the west with
proposed envelope for South Site



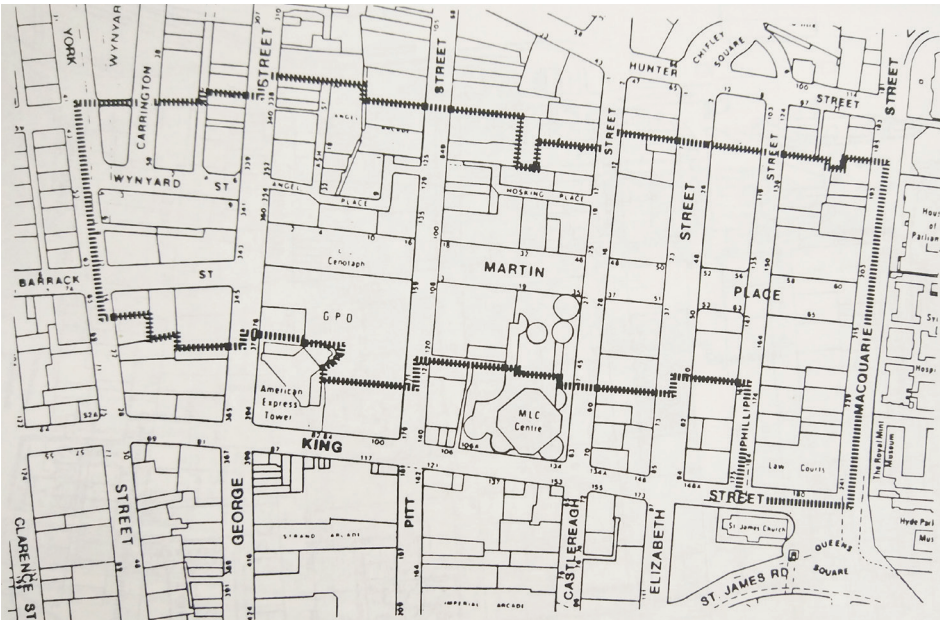


Review of Relevant Urban Design Studies

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2 Review of Relevant Urban Design Studies

2.1 Gazzard and Partners - Civic Design Study of Martin Place Sydney 1984



Study boundary
Source: Gazzard and Partners, Civic Design Study of Martin Place Sydney 1984

Summary

| | |
|-----------------|--|
| Date of Study | October 1983 - June 1984 |
| Author | Gazzard and Partners |
| Commissioned by | <div><div>Department of Environment and Planning (DEP)</div><div>Heritage Council of New South Wales</div><div>Council of the City of Sydney (CoS)</div></div> |
| Purpose | <div><div>To provide advice to the DEP and CoS on appropriate controls for the long term development and design of properties to Martin Place as a result of recent developments that raised concern over negative impacts on the civic qualities of Martin Place.</div><div>The study includes a block by block analysis of positive and negative aspects of each building.</div></div> |
| Status | Non-statutory historical study |

Report Findings

- Several buildings around the South Site are noted as major contributors to the Martin Place townscape and heritage listing recommended.
- Scale, materials and overshadowing are identified as key elements that affect the contribution of a building to the Martin Place Townscape.
- Colour, texture and intricate facade treatment characterise the earlier buildings of Martin Place.
- The character of Martin Place varies from block to block and this variation is a positive aspect of the existing character.
- No historical consensus existed for the final quality or definition of Martin Place.
- The report observes no consensus at the time, as to the final quality or definition of Martin Place.

Report Recommendations

- Controls provided for specific sites that affect the setting and visibility of the GPO from specific locations and prioritising views from the east.
- The subject sites were excluded from these provisions.

Report Outcomes

- unknown

Comments

The study notes that the ‘*cultural, social and physical significance of Martin Place has...evolved from the different stages of its development*’. It analysed Martin Place block by block, documenting the positive and negative impacts of each building, and noting that it is the different developments over time that collectively give Martin Places its characteristics.

The lack of consensus for the design of Martin Place is evident in the continuing approval of developments that do not conform to these study recommendations or the subsequent design codes prepared by the CoS to control developments.

RELEVANCE TO CURRENT PROPOSAL

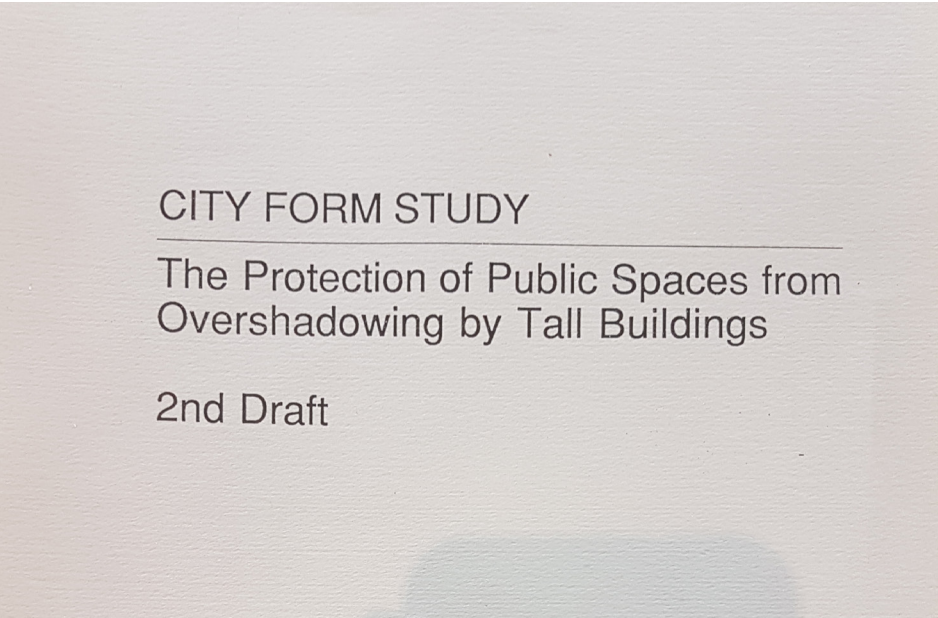
The current proposal for the Sydney Metro Martin Place Station Precinct is consistent with the findings of the 1984 study as follows.

- It recognises collection of smaller spaces within the overarching alignment of Martin Place.
- It provides a contextually appropriate design to the portion of Martin Place between Castlereagh and Elizabeth Streets.
- The proposed symmetry between 50 Martin Place and the South Site reinforces the grand and civic experience of Martin Place as a series of smaller spaces between the dividing streets moving east to west.
- The proposed design principles as applied to the South Site is to match the proportion and materiality of the heritage building at 50 Martin Place, reinforcing and enhancing the contributing aspects of the existing heritage facade.

Refer to **Appendix A** for more details on the report.

2 Review of Relevant Urban Design Studies

2.2 Conybeare Morrison & Partners - City Form Study 1988



Report Findings

- The winter solstice sets the benchmark for establishing a solar contour, for it is at this time that overshadowing will be at its maximum.
- Amenity based approach starting with the assumption that no additional overshadowing of public spaces should be permitted.
- Martin Place is noted as a location where variation to the no overshadowing approach must be provided to achieve the desired status and maintain the unique character.
- 5 categories of public space are identified in a hierachy which requires differing levels of amenity and can tolerate different levels of overshadowing.
- Martin Place is identified as a City Square.
- The GPO and banks on George Street are identified as landmark historic buildings to be protected with specific regard to sunlight access to facades.
- Preserving sunlight to historic facades is important to maintaining the character of Martin Place.
- Controls focus on protecting the prominence of the GPO and heritage sandstone buildings.

Report Recommendations

- Limited restrictions should be defined to restrict overshadowing, and a design review process instituted to assess the specific impacts of any given development proposal.
- Development to the north of Martin Place to be restricted by a height plane commencing from a 50m height limit at the north alignment of Martin Place.
- Development to the South of Martin Place to be restricted by a height plane generated from Hyde Park.
- Prepare a height limit map based on solar contours and ensure all development complies with it.

Report Outcomes

- Contributed to development of Central Sydney Study prepared by CoS and DEP.

Comments

The study advocates an amenity based approach to the protection of open space in Central Sydney noting that whilst a ‘no new overshadowing’ approach was used in the creation of height limits, the desired character for Martin Place requires that overshadowing will be a necessary part of any future development.

RELEVANCE TO CURRENT PROPOSAL

The current proposed height controls for Sydney Metro Martin Place Station Precinct are consistent with the proposed built form height controls of this 1988 ‘City Form Study’. Both sets of controls comply with the Martin Place and Hyde Park North Sun Access Planes.

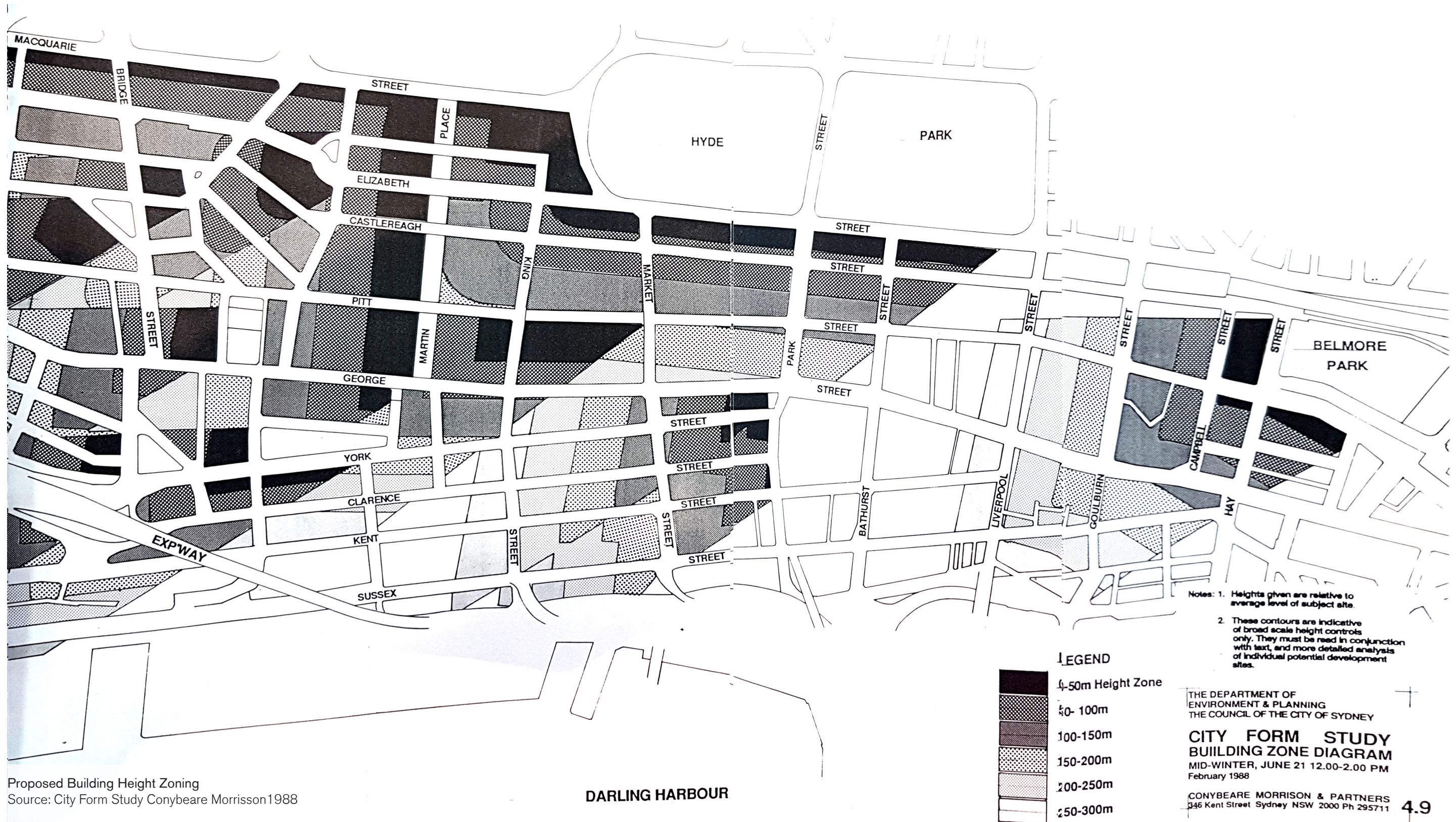
Refer to **Appendix B** for more details on the report.

Summary

| | |
|-----------------|--|
| Date of Draft | March 1988 |
| Author | Conybere Morrison & Partners |
| Commissioned by | – Sydney City Council (CoS) – Department of Environment and Planning (DEP) |
| Purpose | Prepare a plan showing existing overshadowing within the City centre at winter solstice, 12-2pm. Assess the implication, in terms of building form and development potential of implementing overshadowing controls on specific sites within the study area. Develop strategic objectives and polisices to protect public spaces in Central Sydney from overshadowing. |
| Status | Non-statutory historical study |

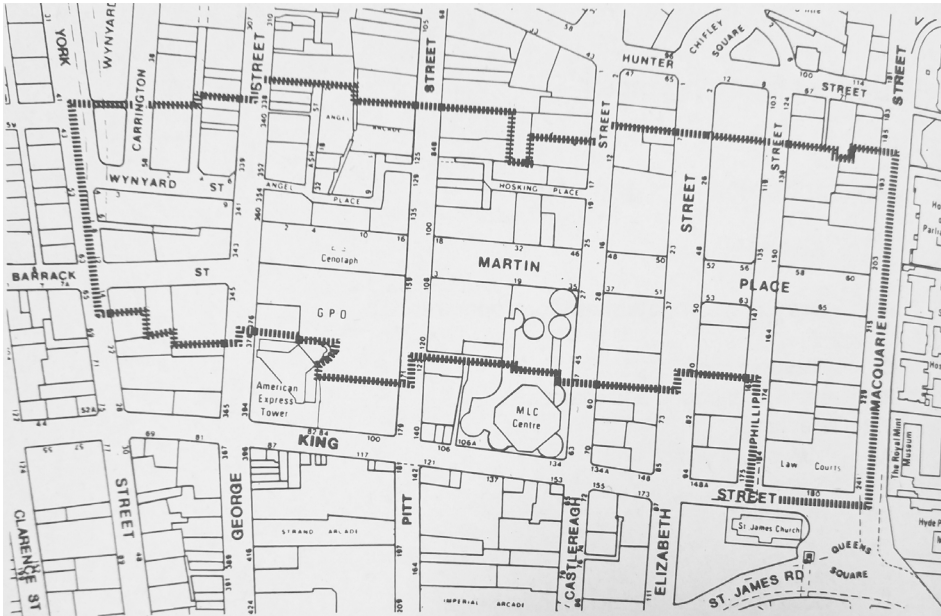
2 Review of Relevant Urban Design Studies

2.2 Conybeare Morrison & Partners - City Form Study 1988



2 Review of Relevant Urban Design Studies

2.3 Draft DCP for the City of Sydney 1991



Map showing Martin Place Precinct boundary
Source: Draft DCP for the City of Sydney 1991

Summary

| | |
|-----------------|---|
| Date of Draft | 22 March 1990 - 1991 |
| Author | Central Sydney Planning Committee |
| Commissioned by | The Council of the City of Sydney (CoS) |
| Purpose | To prepare a DCP for the land covered by the City of Sydney LEP 1991. |
| Status | Non-statutory historical study |

Report Findings

- Martin Place is noted as a space which should be protected from further lunch time overshadowing ‘if possible’ and a net reduction of existing shadows should be attempted.
- “Martin Place represents a rich blend of tradition with modernisation, of civic responsibilities with large corporations’ displays of wealth”.
- The building facades are richly textured, generally constructed of sandstone with grand proportions at street level.
- A consistent streetwall is maintained in Martin Place with only two buildings setback from the property boundary.
- The traditional stone buildings which characterise Martin Place are 30-45m high and of equivalent width at street frontage. This 1:1 and 1:1.5 width-to-height ratio for facade proportions is highly desirable in urban design terms.
- Martin Place generally receives very little sunshine during the lunchtime period of 12noon - 2pm.

Report Recommendations

- The desired future character for Martin Place is “for it to remain a banking service centre and lunchtime gathering place for mid-city visitors and workers”.
- Martin Place precinct to have a base FSR of 10:1 and a maximum FSR of 15:1.
- Building materials for new buildings at podium level should match the richly textured masonry character of heritage buildings in the precinct.
- Maintain views of the GPO Clock Tower.
- Development should be built to the street alignment with a setback 15 metres above podium.
- Development should retain, for their street frontages, the 1:1 or 1:1.5 width-to-height proportions which characterise historic buildings in Martin Place. They should step in further from side boundaries above 90 metres to preserve sky views.
- The absolute height of buildings should be determined by limitations on overshadowing Hyde Park.

- Buildings over 90 metres high should occupy no more than 40% of the site area.

Report Outcomes

- The draft controls for Martin Place were further studied and reviewed by DCM with alternative height and setback controls incorporated into the final 1996 DCP.

Comments

The draft DCP envisaged Martin Place to grow into a denser area with taller buildings.

It emphasised building to street alignment, reinforcing the streetwall by a consistent podium height and tower setbacks above the podium height. The proposed podium height in this draft DCP is consistent with the current DCP streetwall height. The proposed tower setback of 15m is smaller than the current DCP provisions.

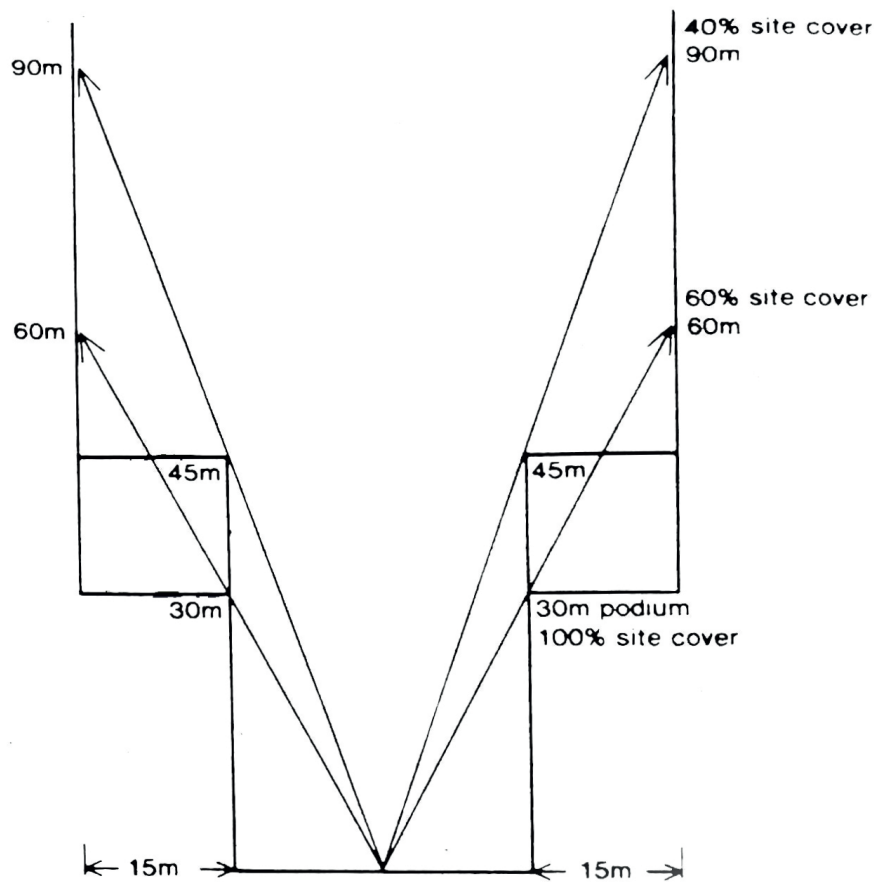
RELEVANCE TO CURRENT PROPOSAL

The current proposal for the Sydney Metro Martin Place Station Precinct is consistent with the findings of the 1991 draft DCP as follows.

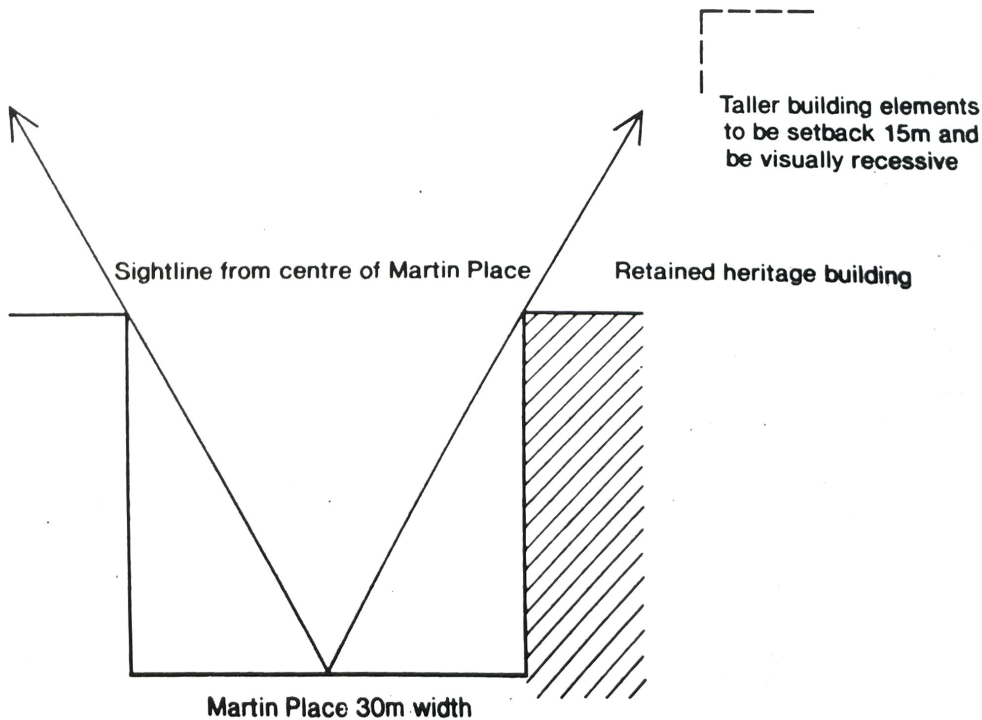
- The proposed design principles as applied to the South Site are to match the proportion and materiality of the heritage building at 50 Martin Place, reinforcing and enhancing the contributing aspects of the existing heritage facade.
- The proposed design principles are for the South Site podium to be built to the street alignment.
- The proposed building envelopes fully comply with the Sun Access Planes for Martin Place and Hyde Park.
- The proposal provides more interest and variety in the precinct’s skyline and silhouette.

Refer to **Appendix C** for more details on the report.

2 Review of Relevant Urban Design Studies
2.3 Draft DCP for the City of Sydney 1991



Section through Martin Place illustrating street frontage height and tower height
Source: Draft DCP for the City of Sydney 1991



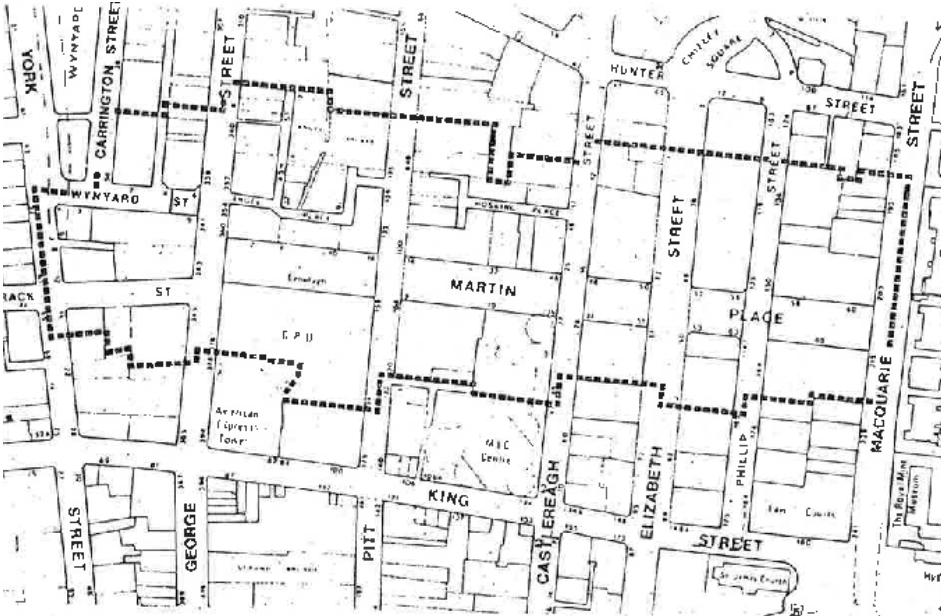
Section through Martin Place illustrating tower setback above podium
Source: Draft DCP for the City of Sydney 1991



Artist impression of desirable future character of Martin Place
Source: Draft DCP for the City of Sydney 1991

2 Review of Relevant Urban Design Studies

2.4 Denton Corker Marshall - Martin Place Civic Design Study and Masterplan 1993



Study boundary
Source: DCM, Martin Place Civic Design Study and Masterplan 1993

Summary

| | |
|-----------------|--|
| Date of Study | October 1992 - January 1993 |
| Author | Denton Corker Marshall Pty Ltd |
| Commissioned by | Council of the City of Sydney (CoS) |
| Purpose | <p>To provide advice to the CoS and further study of recommendations made in the Gazzard Sheldon Report (1990) that were being implemented at the time.</p> <p>The CoS requested a <i>‘new strategy and masterplan for the civic design of the Martin Place precinct to avoid piecemeal improvements detracting from the overall integrity of this major space’</i>.</p> |
| Status | Non-statutory historical study |

Report Findings

- Martin Place is not ‘a place’ but a series of places each with a different character. This is reinforced by the differing topography between the dividing streets.
- There is a distinct lack of visual unity to the developments fronting Martin Place.
- Visual unity is necessary for future success of Martin Place.
- Street alignment is important with the MLC centre noted as destroying ‘the formal linear containment of space which characterised Martin Place at this point’.
- Winter shade is a problem which cannot be overcome due to existing heritage buildings.
- Minor elements of cultural significance are out of scale and trivialised by surrounding development.
- The character of the public realm is ceremonial between George and Pitt and commercial East of Pitt Street.

Report Recommendations

- There is a focus on the aesthetic shortcomings and visual impacts on the vista of street furniture and elements within the ground plane.
- Emphasis is placed on the importance of axiality and visual unity which was identified as lacking in most elements of the built form and landscape.
- A visual formality is required in the arrangement of all public realm elements.

Report Outcomes

- Schedule of public realm works covering short, medium and long term for the upgrade and replacement of public realm fixtures, finishes and planting arrangements.
- Design objectives and strategies that are expanded as built form controls in the subsequent ‘Proposal for Urban Design Development Controls’.

Comments

The ‘Martin Place Civic Design Study and Masterplan’, as part of a suite of documents, prepared by DCM, focuses on the public realm experience of Martin Place and the necessary works required to achieve a visually connected experience that emphasises the overall linear form of Martin Place. Specific built form controls were provided in the accompanying ‘Proposal for Urban Design Development Controls’ report.

This study provides a schedule of public realm works and aesthetically based objectives and criteria for the future development of Martin Place to be assessed against.

RELEVANCE TO CURRENT PROPOSAL

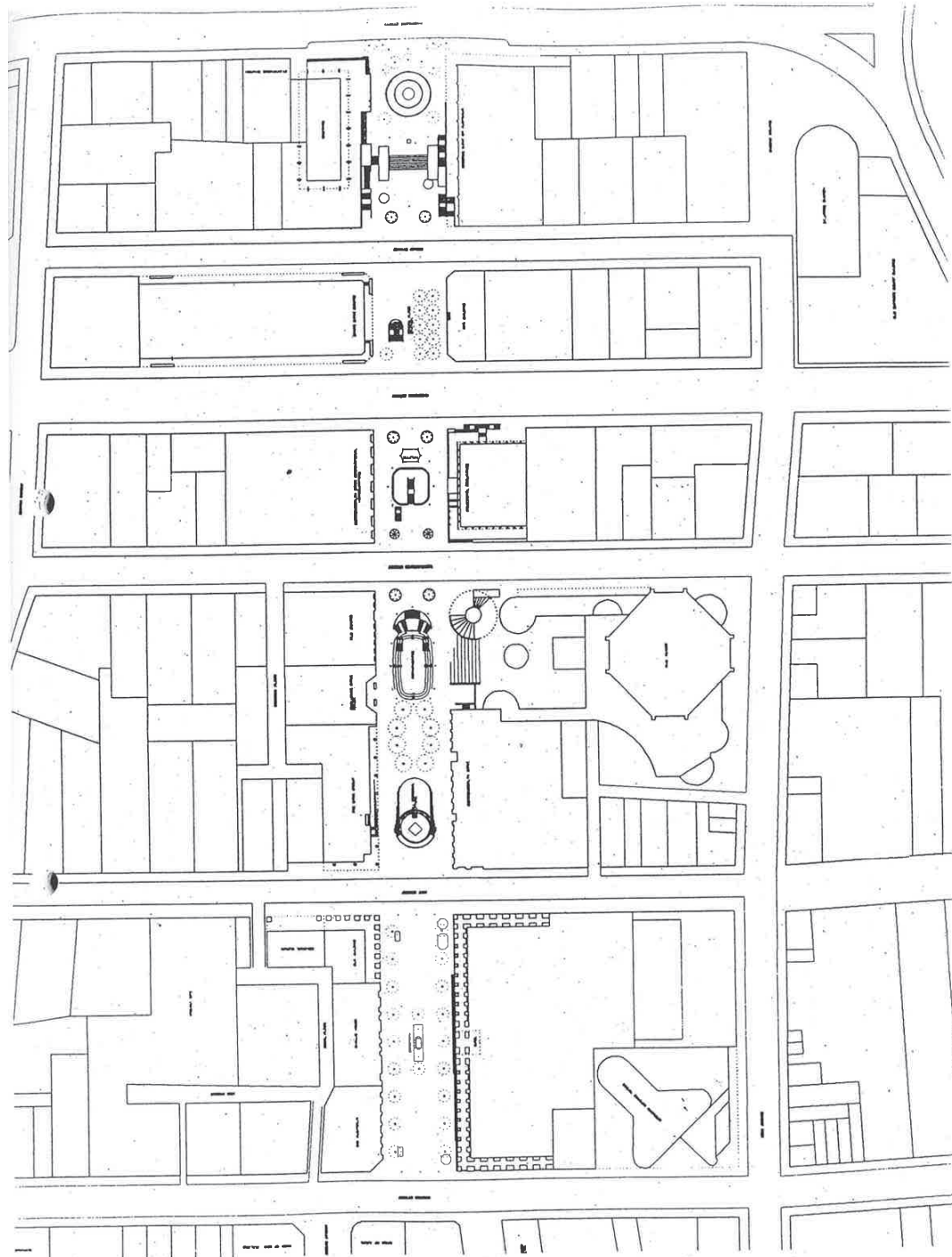
The current proposal for the Sydney Metro Martin Place Station Precinct (SMMPSP) is consistent with the findings of the 1993 study as follows.

- Martin Place is a series of experiences within an overarching linear public space that is divided by the north/south streets and reinforced by the natural change in grade between these streets.
- The proposed streetwall symmetry between 50 Martin Place and the South Site podium reinforces the grand and civic experience of Martin Place as a series of smaller spaces defined by strong podium heights with similar proportions and materiality between the dividing streets moving east to west.
- The proposed design of SMMPSP (as approved in the Sydney Metro consent) achieves the objectives of decluttering the public realm and providing clear definition to the open space between Elizabeth and Castlereagh Streets.
- The proposed design of SMMPSP reinforces the visual connection of Martin Place between Macquarie and George Streets.

Refer to **Appendix D** for more details on the report.

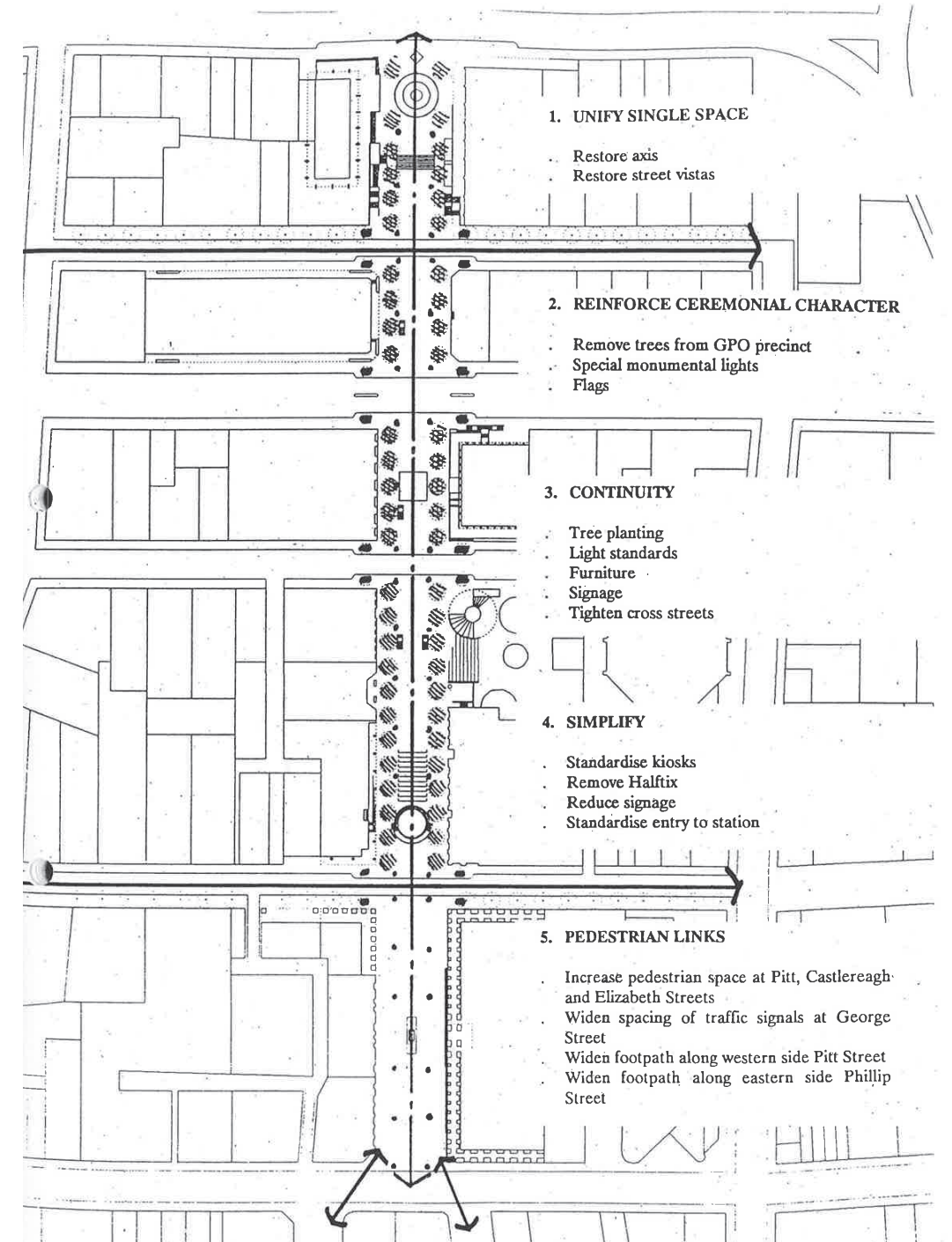
2 Review of Relevant Urban Design Studies

2.4 Denton Corker Marshall - Martin Place Civic Design Study and Masterplan 1993



1993 Martin Place existing plan

Source: Denton Corker Marshall, Martin Place Civic Design Study and Masterplan 1993

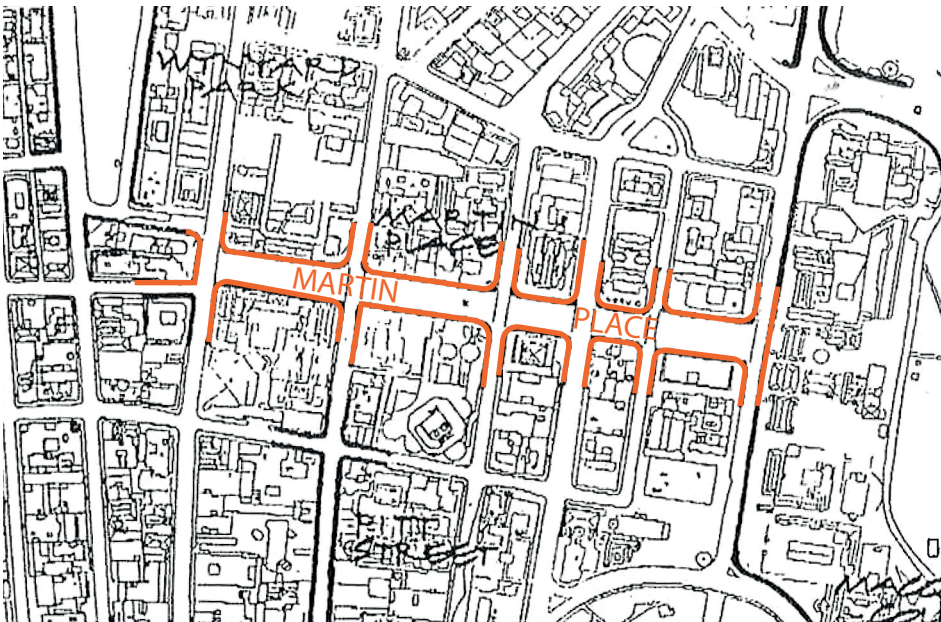


Martin Place masterplan by DCM

Source: Denton Corker Marshall, Martin Place Civic Design Study and Masterplan 1993

2 Review of Relevant Urban Design Studies

2.5 Denton Corker Marshall - Proposal for Urban Design Development Controls 1993



Map showing Areas of Special Significance with Martin Place highlighted in red
Source: Sydney City Council, Policy and Systems Units

Summary

| | |
|-----------------|---|
| Date of Study | May 1993 - November 1993 |
| Author | Denton Corker Marshall Pty Ltd |
| Commissioned by | Council of the City of Sydney (CoS) |
| Purpose | To provide advice to the Council on a hierarchy of specific controls to protect and enhance the civic experience of including boundary definition for a Martin Place Special Area, quantified envelope controls and codified urban design principles. |
| Status | Non-statutory historical study |

Report Findings

- Controls for Martin Place should be based on an overall rationale of protection and enhancement of the public realm.
- Confirmed validity of draft DCP 1991 controls with the exception of the draft DCP's proposed 15:1 FSR, width to height ratios and 15m tower setback which were deemed inappropriate.

Report Recommendations

- Three-tier hierarchy of controls being: development envelopes; block envelopes; and detailed urban design controls.
- Solar access control plane based upon the sun angle at noon on 14 April from a 45m parapet height OR the height of existing heritage buildings to the North of Martin Place.
- The Sun Access Plane establishes the maximum permissible overshadowing of Martin Place irrespective of existing buildings.
- Consistent 45m parapet height up to an absolute maximum of 53m.
- 40m tower setback above parapet seemingly predicated upon the width of the GPO building.
- Symmetrical visual experience of Martin Place controlled by sight lines to the south and sun access plane to the north.
- Building to the street alignment is necessary.
- Heritage listed buildings to be retained as a whole in redevelopment.

Report Outcomes

- 1:1.5 (width : height) ratio as an objective for Martin Place.
- Street alignment controls as contained in current planning codes.
- Parapet height and maximum height of 45m and 53m similar to current controls.
- Symmetrical setbacks to north and south of Martin Place.
- SAP based upon a 45m streetwall shadow at noon on 14 April.

Comments

This report reinforces and elaborates upon the previous Martin Place Civic Design Study and Masterplan (DCM,1993) with specific controls aimed at achieving a strong axial experience of Martin Place. It advocates an experience of Martin Place that is free of tower visibility.

It provides an amenity based overshadowing control to northern properties and a podium height and setback to achieve a similar appearance to the southern properties and eliminate visibility of tower elements from within Martin Place.

It envisaged a progressive implementation of the proposed height, setback, streetwall and building alignment noting the MLC centre forecourt and steps as a future opportunity for infill development that will reverse the erosion of Martin Place.

The final setback of 25m (compared to the 40m recommended) instituted in the Sydney DCP 1996 reflects an acceptance by council that towers can be visible from within Martin Place.

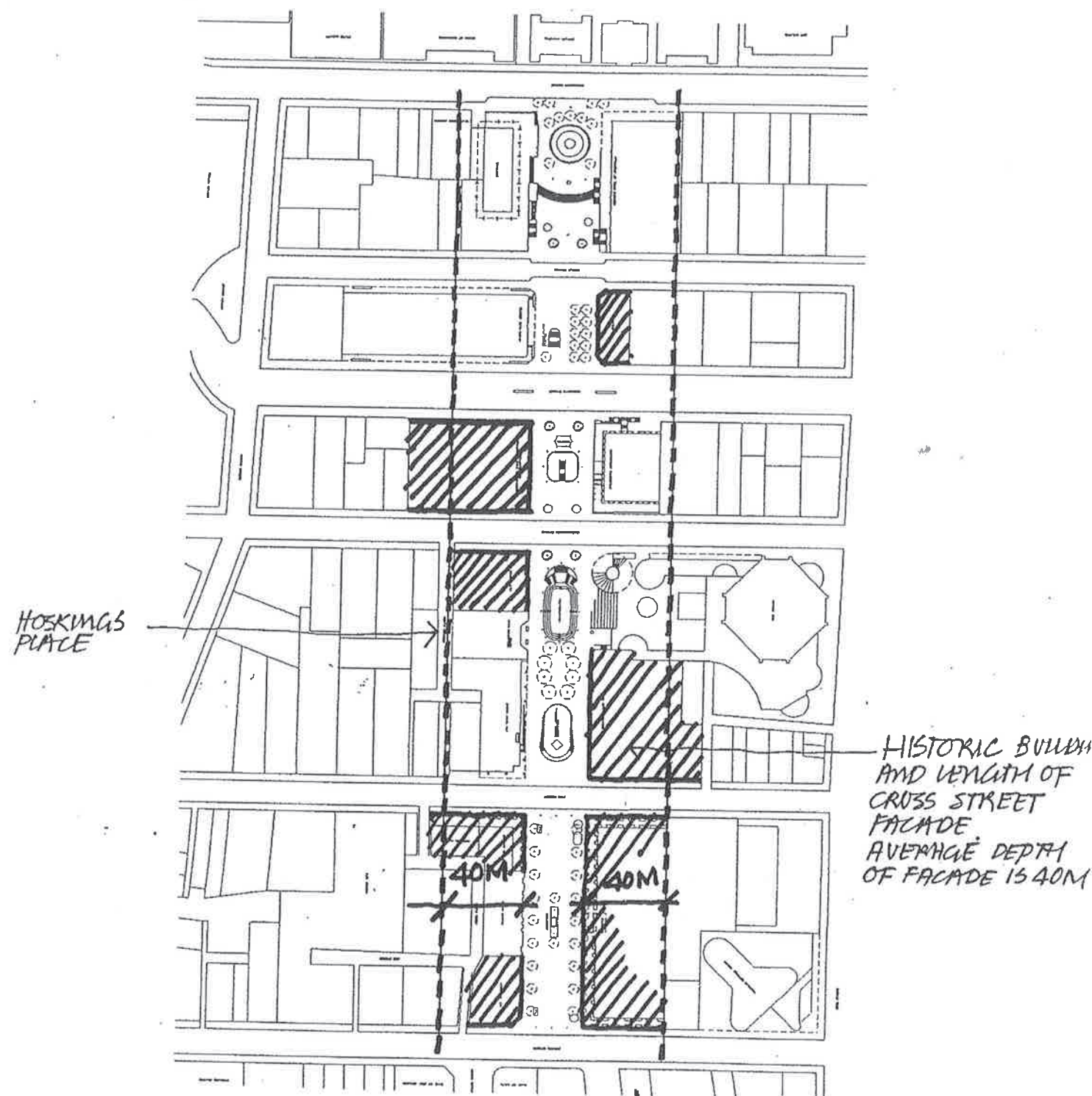
RELEVANCE TO CURRENT PROPOSAL

The current proposal for the Sydney Metro Martin Place Station Precinct is consistent with the findings of the 1993 study as follows.

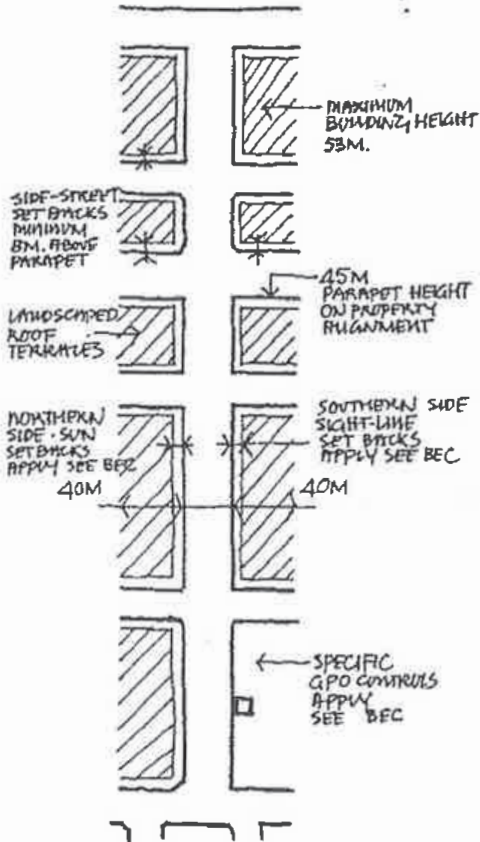
- Solar amenity is defined by Sun Access Planes, which constitute the maximum height limits to the North and South Sites.
- A strong streetwall and parapet is provided which aligns with the proposed maximum heights and heritage building opposite.
- The character of the proposed podium is consistent with the general character of Martin Place.

Refer to **Appendix E** for more details on the report.

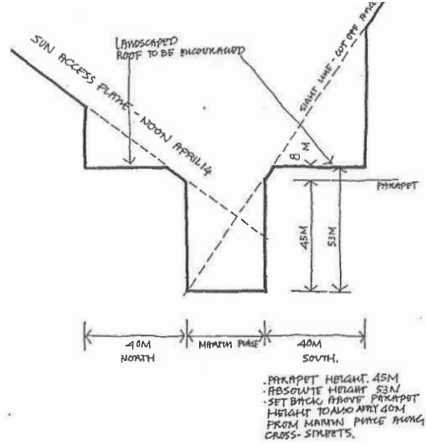
2 Review of Relevant Urban Design Studies
2.5 Denton Corker Marshall - Proposal for Urban Design Development Controls 1993



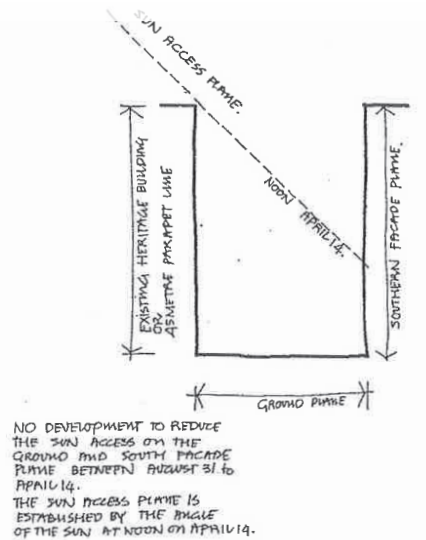
Martin Place Plan proposing maximum building height control of 53m to extend 40m from both north and south building alignment
Source: DCM, Proposal for Urban Design Development Controls 1993



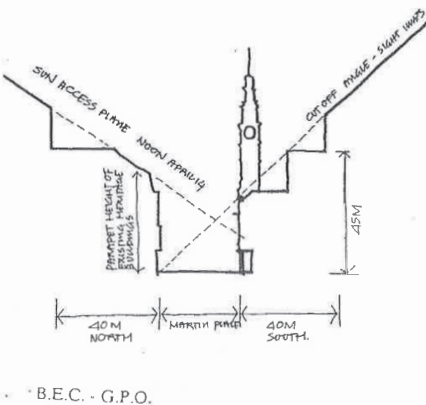
Plan illustrating proposed height limits



Section illustrating proposed height limits



Section illustrating proposed overshadowing controls



Section illustrating proposed height limits for GPO

2

Review of Relevant Urban Design Studies

2.6

Gehl Architects - Martin Place Urban Design Study 2015



Report Findings

- Martin Place is a centrally located, accessible and connected destination for Sydney with many fine heritage buildings.
- Martin Place has a topography that provides interesting views and experiences, with quiet pockets and good access to sunny spaces.
- Martin Place is underwhelming, long, narrow and divided.
- Martin Place is formal and mono-functional resulting in inactivity outside of office hours and with people largely travelling through instead of staying.
- Martin Place is cluttered with a mixture of unco-ordinated street elements, awkward steps and ramps and a busy schedule of events of mixed quality.

Report Recommendations

- Remove clutter and open up views between Macquarie and George Streets along the centre of Martin Place.
- Use the Tree Planting Zone for street furniture.
- Create destinations at either end of Martin Place.
- Reconfigure intersections such that Martin Place divides the cross streets, not the other way around.
- Create active retail edges and central event spaces.
- Provide continuous accessible movement zones along the edges.
- Provide varying experiences at each block between George and Macquarie Streets with a mixture of event and quiet zones.
- Provide a threshold experience at Martin Place so that the north/south streets arrive at the square instead of passing through it.

Report Outcomes

- Ongoing planning and negotiations between CoS, Landowners and State Government.

Comments

The Gehl Martin Place Urban Design Study focuses on the public realm of Martin Place with limited comment on built form and no proposed controls.

RELEVANCE TO CURRENT PROPOSAL

The proposal for the Sydney Metro Martin Place Station Precinct agrees with the findings of the report and has the capacity to realise all of the proposed goals for the portion between Castlereagh and Elizabeth streets including:

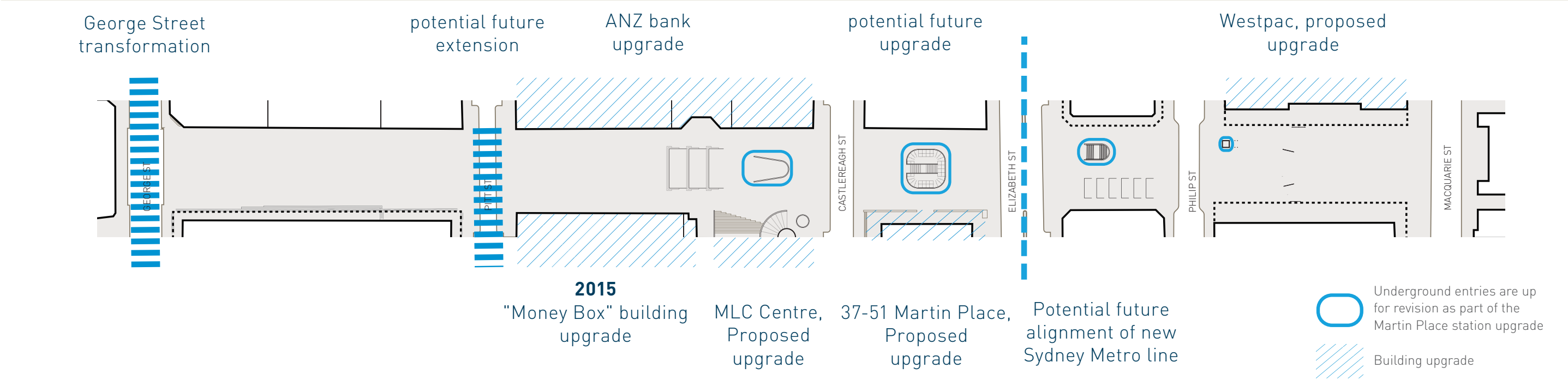
- the reconfiguration of obtrusive station entrances which will provide new amenity to workers and visitors in their experience of Martin Place;
- improvement of accessibility between Elizabeth and Castlereagh Street;
- removal of clutter;
- increase in activity and pedestrian orientated amenity; and
- articulation of ‘threshold conditions’ through the built form.

Refer to **Appendix F** for more details on the report.

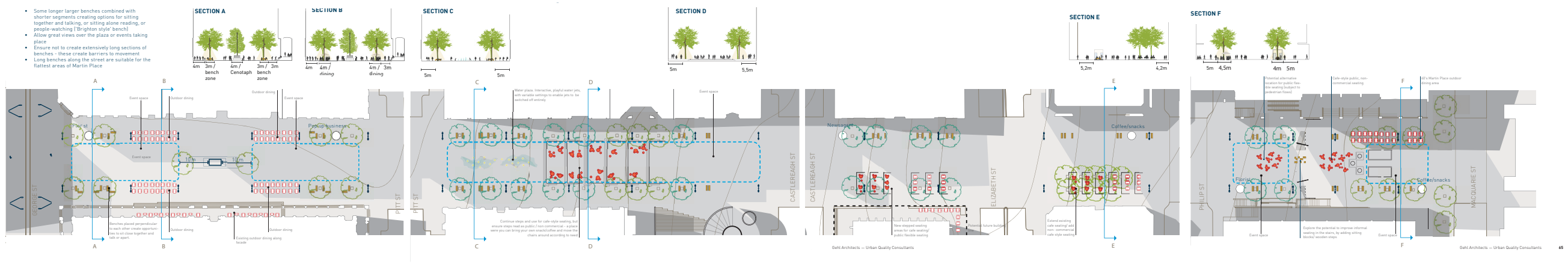
Summary

| | |
|-----------------|---|
| Date of Study | 18 August 2015 |
| Author | Gehl Architects |
| Commissioned by | Council of the City of Sydney (CoS) |
| Purpose | <p>To evaluate and discuss the existing conditions and usage of Martin Place and options for future population and activation to inform future design proposals.</p> <p>This report follows on from the 2007 Gehl Report titled ‘Public Spaces Public Life’ with a more narrow focus and specific design recommendations.</p> |
| Status | Non-statutory current study |

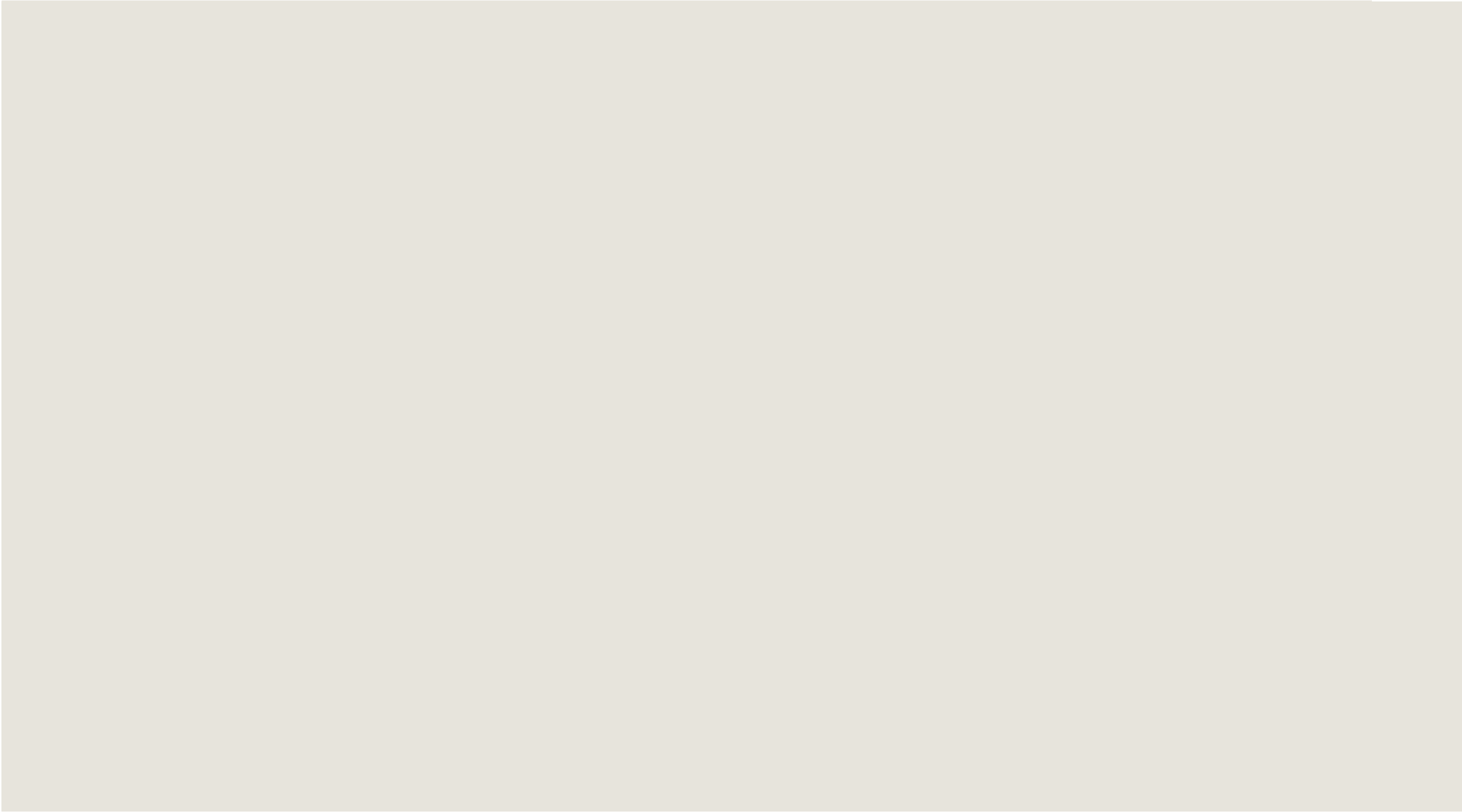
2 Review of Relevant Urban Design Studies
2.6 Gehl Architects - Martin Place Urban Design Study 2015



2015 Martin Place ground plane situation
Source: Gehl Architects, Martin Place Urban Design Study 2015



Proposed design for Martin Place by Gehl Architects
Source: Gehl Architects, Martin Place Urban Design Study 2015



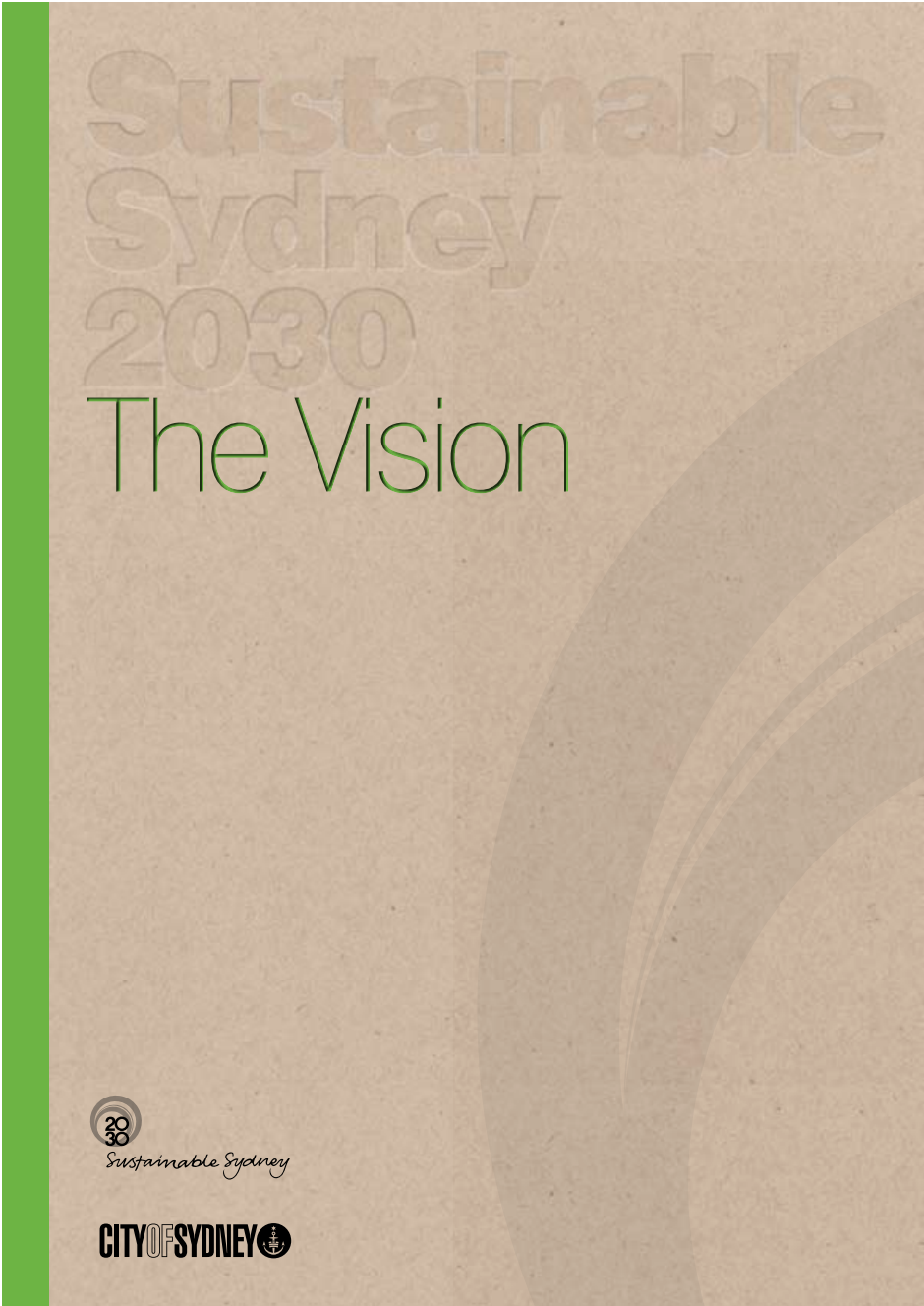
Review of Relevant Planning Context

03

3 Review of Relevant Planning Context

3.1 Sustainable Sydney 2030

3.1.1 Overview



Sustainable Sydney 2030 is a bold plan to ensure the sustainable economic, social and cultural future for all who live, work, visit, and do business in Sydney. It is a set of goals the City of Sydney has adopted for the City to help make it as green, global and connected as possible by 2030.

A series of plans and strategies have been produced in response to this vision to follow the 10 strategic directions and to help the City to achieve the 10 targets for 2030. The 10 strategic directions are as listed below. Refer to **Appendix G** for the summary of the key ideas of Sustainable Sydney.

1. A globally competitive and innovative city
2. A leading environmental performer
3. Integrated transport for a connected city
4. A city for walking and cycling
5. A lively, engaging city centre
6. Vibrant local communities and economies
7. A cultural and creative city
8. Housing for a diverse population
9. Sustainable development, renewal and design
10. Implementation through effective governance and partnerships

The Concept Proposal aligns with all applicable strategic directions and targets nominated in the Sustainable Sydney 2030.

Refer to **Appendix G** for detailed response to all the 10 Strategic Direction and the 10 Targets for 2030.

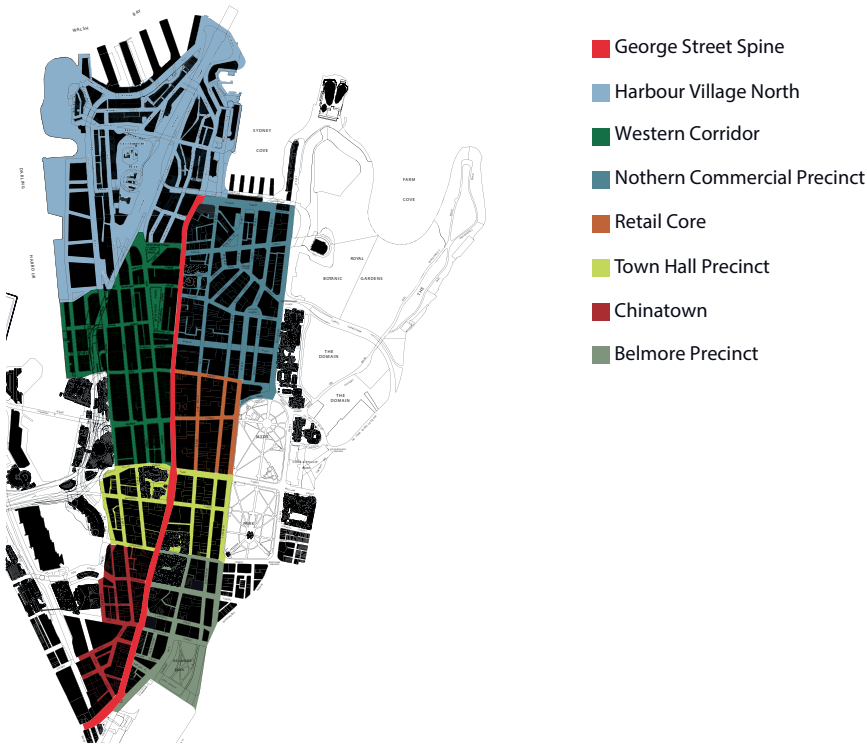
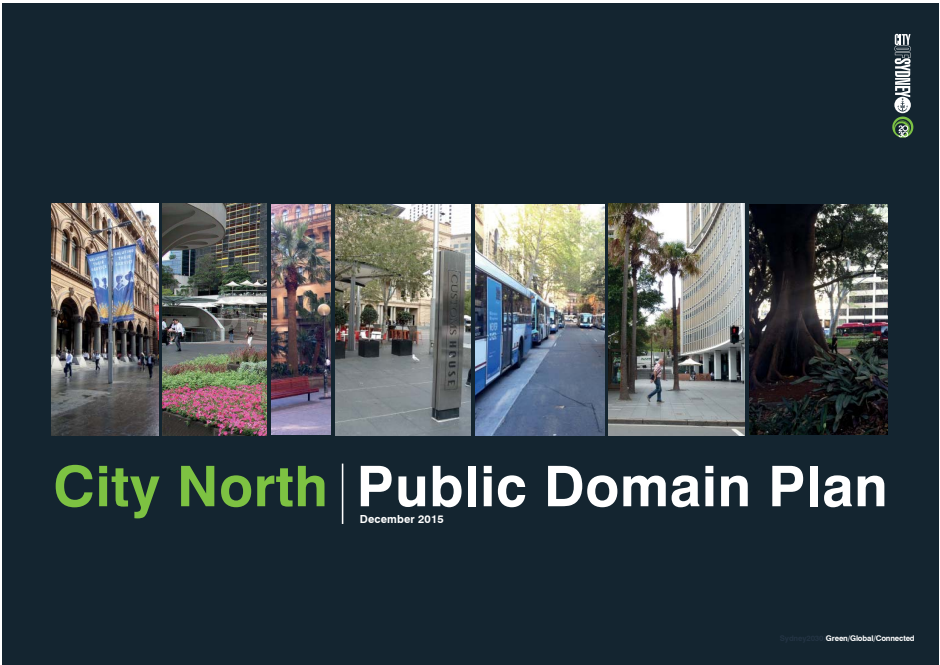
Comment

The proposal is consistent with all applicable strategic directions and targets nominated in the Sustainable Sydney 2030.

3 Review of Relevant Planning Context

3.1 Sustainable Sydney 2030

3.1.2 City North Public Domain Plan



City Centre Public Domain Plan
Source: City North Public Domain Plan

The 2015 City North Public Domain Plan (CNPDP) provides ideas and possible guidelines for improving city streets and open spaces for future developments and forms part of the overall City Centre Public Domain Plan.

The Sydney Metro Martin Place Precinct is located within the Northern Commercial Precinct identified in this CNPDP.

Of the 5 guiding directions noted in the CNPDP, 4 of them are specifically relevant to this development (as listed below) and the Concept Proposal aligns with all of them. Refer to **Appendix G** for more details.

- 1. Strengthen north-south streets and encourage east-west pedestrian permeability*
- 3. Reinforce Martin Place as the City's premier civic and public space*
- 4. Create a linked series of park and garden spaces and upgrade existing open spaces*
- 5. Support and encourage active building edges and high quality activation of the public domain*

Martin Place is a key focus in this Plan. A series of short to long term proposed improvements were documented in CNPDP as a result of the recommendations of the Martin Place Urban Design Study by Gehl Architects in 2015.

Refer to **Appendix F** for the list of all goals nominated by Gehl Architects.

Comment

The proposal is consistent with all applicable guiding directions in the City North Public Domain Plan.

3 Review of Relevant Planning Context

3.1 Sustainable Sydney 2030

3.1.3 Sydney Street Design Code



'The Sydney Streets Code (the Code), sets the guidelines, design coordination and material palettes for public domain works in the Local Government Area. The companion document, Sydney Streets Code Technical Specifications provides written specifications and standard drawings for constructing street works in the public domain in accordance with the guidelines set out in this Code.' - Extracted from Sydney Street Design Code

Martin Place is identified as a Distinctive Place in the Code and where it is noted that departure from the standard to enhance or preserve the unique character of the place could be supported. Refer to **Appendix G** for more details of the Sydney Street Design Code.

A detailed assessment against the Code and Technical Specification can be made as part of the future Stage 2 SSD 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 Consent.

Refer to **Appendix G** for more details.

Comment

The proposal will comply with the principles in the Sydney Street Design Guide.

3

Review of Relevant Planning Context

3.1

Sustainable Sydney 2030

3.1.4

Draft Central Sydney Planning Strategy 2016-2036



In July 2016, the City of Sydney Council released the draft 'Central Sydney Planning Strategy 2016-2036' (CSPS) document.

The report is based on detailed review of existing planning controls and proposes key moves and planning control amendments. The goal is to ensure that:

'... Central Sydney is well positioned to contribute to metropolitan Sydney being a globally competitive and innovative city that is recognised internationally for its social and cultural life, live ability and natural environment.' - Extracted from draft Central Sydney Planning Strategy 2016-2036

Ten key moves and amendments to planning controls were proposed in the document. Of particular interested in terms of the planning control amendments are the modification of the objectives of the B8 Metropolitan Centre zone and the introduction of Strategic Floor Space.

The Concept proposal aligns with the objectives of all applicable Key Moves and planning control amendments.

A more detailed analysis of this report and how the proposal relates to the strategy is provided in **Appendix G** and the Ethos Urban Planning Proposal Report (dated September 2017).

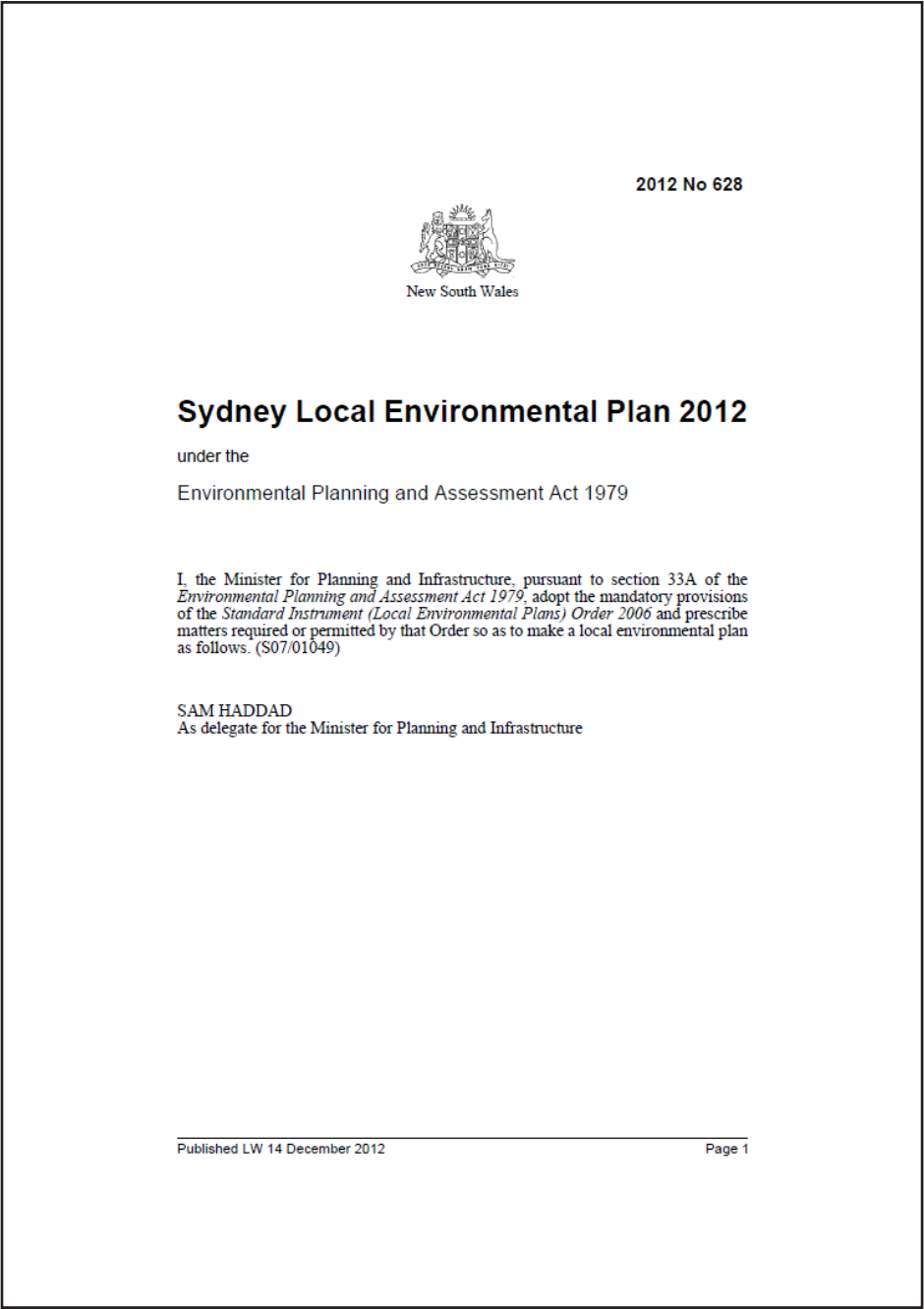
Comment

The proposal aligns with the objectives of all applicable key concepts and proposed LEP controls in the CSPS.

3 Review of Relevant Planning Context

3.2 Sydney LEP 2012

3.2.1 Overview



The Sydney LEP 2012 commenced on 14 December 2012 and sets out the current development standards within the City of Sydney Local Government Area.

The following analysis focuses on the areas where a variation to the development standards is sought by way of a planning proposal, being:

- an increase to the Floor Space Ratio on both the North and South Sites; and
- an increase to the 55m height limit to Martin Place for the South Site.

In proposing variations to the development standards, the project team has taken into consideration the preceding and following analysis of:

- Historical urban design studies;
- Objectives of Sustainable Sydney 2030;
- Existing Built form;
- Recent relevant approvals by the City of Sydney and NSW Department of Planning which reflect similar variations to those sought for the Sydney Metro Martin Place Station Precinct; and
- Environmental impacts of the proposed development.

Comment

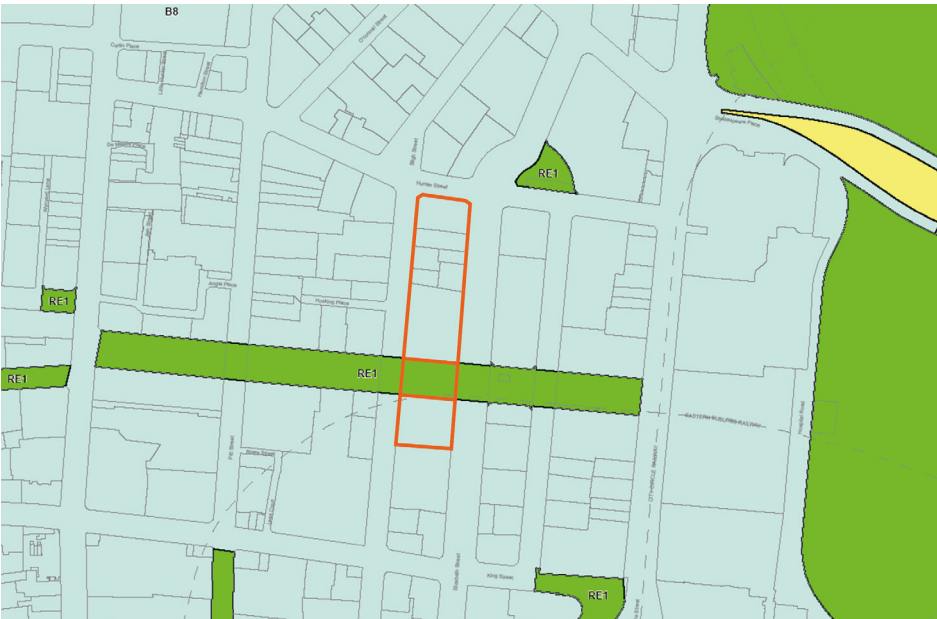
The proposal varies from the Sydney LEP for Floor Space Ratio and the 55m height limit to Martin Place. This is not inconsistent with other similar developments approved by The City of Sydney and NSW Department of Planning, including 60 Martin Place, Sydney.

3 Review of Relevant Planning Context

3.2 Sydney LEP 2012

3.2.2 Relevant Objectives and Controls

Land Zoning - Clause 2.3



LEP Land Zoning Map
Source: Sydney LEP 2012

- Legend
- Project Precinct
 - B8 - Metropolitan Centre
 - RE1 - Public Recreation
 - SP2 - Infrastructure

The subject site contains 2 zones as follows:

- RE1 - Public Recreation : Martin Place
- B8 - Metropolitan Centre: North Site and South Site

Comment

There are no prohibited uses nor uses permitted without consent. The proposal complies with current zoning requirements.

Refer to **Appendix H** for more details.

Height of Buildings - Clause 4.3/6.16



LEP Height of Buildings Map
Source: Sydney LEP 2012

- Legend
- Project Precinct
 - U1 - 30m
 - Z - 55m
 - AA1 - 60m
 - RL 98m
 - AD - 130m
 - AH - 235m
 - Area 2
 - Area 3
 - Area 6

The North Site is subject to two height limits as follows:

- Z (55m): whole of 50 Martin Place (heritage item)
- Area 3 : Remainder of Site

The South Site is subject to two height limits as follows:

- Z (55m): Frontage (25m deep) to Martin Place
- Area 3 : Remainder of Site

Comment

The purpose of the Area 3 height limits is to ensure a balance is reached between encouraging development and maintaining sunlight access to significant public open spaces; in this case Martin Place and Hyde Park North.

The purpose of height limit 'Z' (55m) is to provide a consistent experience of Martin Place which results in a reasonably consistent height along its length, and to limit they height and development potential of heritage items.

The extent of the 55m height limit 'Z' is reflected in the Sydney DCP 2012 control as a varying setback to Martin Place ranging from 25m to the depth of existing heritage buildings.

This 55m height limit is applied to all sites fronting Martin Place, except for the GPO site.

The existing buildings in Martin Place are not consistent with the maximum building heights stipulated by this LEP. The inconsistent buildings include both heritage listed buildings and recent approvals at 20 and 60 Martin Place.

The existing building at 39 Martin Place does not comply with height limit 'Z'.

The proposed changes to height limit 'Z' are reflective of the distinctive attributes of Martin Place east of Pitt Street as the commercial centre of Sydney and in accordance with the City of Sydney's rationale for approving a non-compliant building at 60 Martin Place.

The 25m minimum setback has not been consistently applied to development applications since it was imposed and the CoS approval of 20 Martin Place and 60 Martin Place support a site specific assessment of taller buildings on Martin Place.

Refer to **Appendix H** for more details.

3 Review of Relevant Planning Context

3.2 Sydney LEP 2012

3.2.2 Relevant Objectives and Controls

Floor Space Ratio (FSR) - Clauses 4.4/4.5/6.3/6.4/6.6/6.21



LEP Floor Space Ratio Map

Source: Sydney LEP 2012

Legend

- Project Precinct
- AC - Maximum FSR 8:1
- Z - Maximum FSR 5:1
- Refer to clause 6.4

The LEP maximum FSR applying to both Sites subject to achieving stipulated criteria are:

| | |
|--------------------------|--|
| Base FSR (all sites) | 8:1 |
| Bonus FSR (all sites): | 4.5:1 (Accommodation floorspace) 1.25:1 (if a competitive design process) 0.3:1 (end of trip facilities) |
| Maximum FSR (all sites): | 14.05:1(if a competitive design process and end of trip facilities) |

Comment

The precinct sits within Area 1 of LEP Clause 6.4. Under this clause, both sites meet the requirements for additional FSR of 4.5:1 for accommodation floor space. If design excellence is achieved through the competitive design process, a further 1.25:1 FSR becomes possible for the development.

Clause 6.6 allows a further 0.3:1 FSR for end of trip facilities for commercial office development.

The proposed FSR is as follows.

| Site | Area | GFA | FSR |
|-------|-----------|-------------|--------|
| North | 6,022 sqm | 111,407 sqm | 18.5:1 |
| South | 1,897 sqm | 41,734 sqm | 22:1 |
| Total | 7,919 sqm | 153,141 sqm | 19.3:1 |

New work in the city (refer to **Appendix H**) has identified the requirement to locate sites that are capable of increasing FSR where there is high transport accessibility, high amenity, and minimal environmental impact.

The integration of a new Metro station on the site makes the subject site ideal for the provision of high intensity employment floor space.

The proposal is consistent with the objectives expressed by the CoS in the draft Central Sydney Planning Strategy and approval of 60 Martin Place to protect and expand employment generating land use and the provision of “alternative planning controls for non-residential development” and it “presents the City with an opportunity to take a leadership role in maintaining and promoting globally-focussed commercial uses in Martin Place”.

Due to the high level of transport access and desire of the CoS to increase employment generating floor space, the proposed FSR is the outcome of achieving acceptable amenity requirements, primarily rising from overshadowing, wind, visual, activation and public domain improvements.

Refer to **Appendix H** for more details.

Heritage Conservation - Clause 5.10/Schedule 5



LEP Heritage Map

Source: Sydney LEP 2012

Legend

- Project Precinct
- Item - General

The subject site borders or includes the following public open space heritage items.

| Item No. | Item name | Address |
|----------|----------------|----------------|
| I1708 | Chifley Square | Chifley Square |
| I1889 | Martin Place | Martin Place |

The project site contains the following heritage items.

| Item No. | Item name | Address |
|----------|---|---------------------|
| I1737 | Flat building including interior | 7 Elizabeth Street* |
| I1895 | Commonwealth Bank of Australia including interior | 50 Martin Place |
| I1889 | Martin Place | Martin Place |

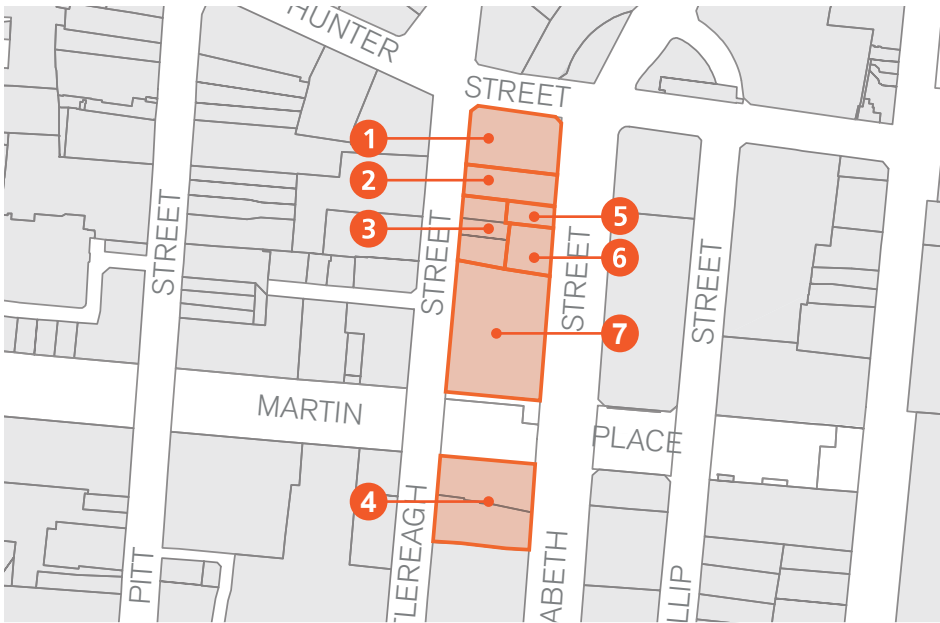
*Approved for demolition under the Sydney Metro CSSI consent.

The project site is in the proximity of numerous heritage items as listed in the heritage report prepared by TKD architects.

3 Review of Relevant Planning Context

3.2 Sydney LEP 2012

3.2.2 Relevant Objectives and Controls



Existing properties on site and proposed actions

Following is a summary of buildings to be demolished or retained within the project site area.

| No. | Address | Proposal |
|-----|-------------------------|--|
| 1 | 55 Hunter Street | Approved for demolition (SSI 15_7400) |
| 2 | 5 Elizabeth Street | Approved for demolition (SSI 15_7400) |
| 3 | 8-12 Castlereagh Street | Approved for demolition (SSI 15_7400) |
| 4 | 39-49 Martin Place | Approved for demolition (SSI 15_7400) |
| 5 | 7 Elizabeth Street | Approved for demolition (SSI 15_7400) |
| 6 | 9-19 Elizabeth Street | Proposed for demolition Modification to SS115_7400 |
| 7 | 50 Martin Place | Building to be retained |

Comment

The existing building on the South site is not heritage listed and is approved for demolition under SSI 15_7400.

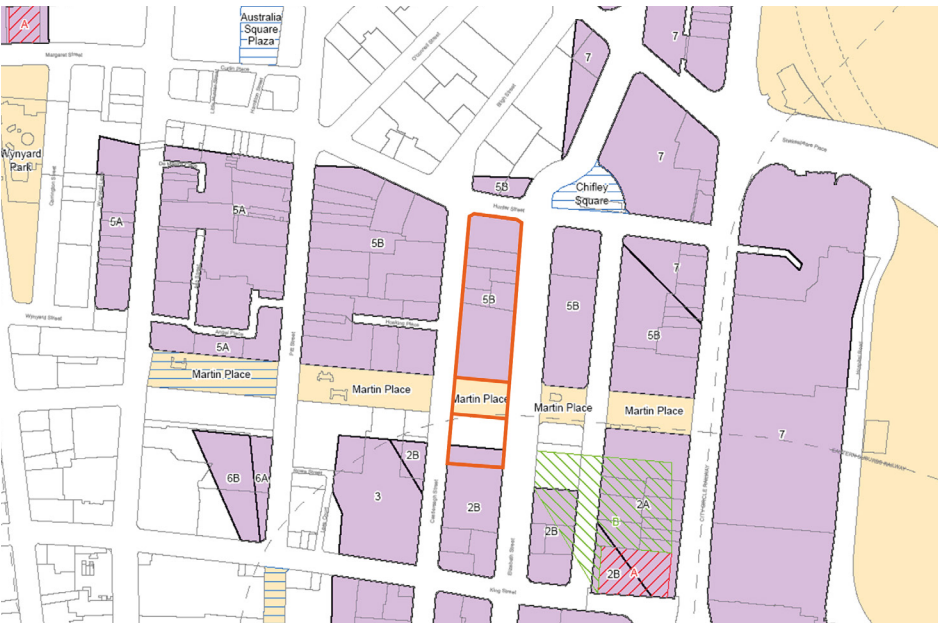
The State Listed heritage item of 50 Martin Place on the North Site is to be retained.

The local heritage item at 7 Elizabeth Street is approved for demolition under SSI 15_7400.

The proposed Martin Place Metro Station Precinct Design contains no change to the the existing approvals in so far as it relates to heritage items, their significance or treatment.

Refer to **Appendix H** for more details.

Sun Access Plane and Overshadowing - Clauses 6.17/6.19



LEP Sun Access Protection Map
Source: Sydney LEP 2012

Legend

- Project Precinct
- 2A Hyde Park North 2A
- 2B Hyde Park North 2B
- 3 Hyde Park West
- 5A Martin Place 5A
- 5B Martin Place 5B
- 6A Pitt Street Mall 6A
- 6B Pitt Street Mall 6B
- 7 The Domain 7
- Category A Land
- Category B Land
- No Additional Overshadowing

3 Review of Relevant Planning Context

3.2 Sydney LEP 2012

3.2.2 Relevant Objectives and Controls

Sun Access Plane and Overshadowing - Clauses 6.17/6.19 (Continued)

The North Site is located within Martin Place 5B Sun Access Plane.

Southern part of the South Site is within the 2B Hyde Park North Sun Access Plane.

In addition, Clause 6.19(1)(g) of Sydney LEP 2012 applies. It prohibits additional overshadowing of the Pitt Street Mall between 14 April and 31 August, from 10am to 2pm (beyond the shadow that would be cast by a wall with a 20 metre street frontage height on the eastern and western alignments of the Mall).

Land Use and Transport Integration - Clauses 7.1/7.5



LEP Land Use and Transport Integration Map
Source: Sydney LEP 2012

- Legend
- Project Precinct
 - Category A

Both the North and South Sites are categorized as Category A for the purpose of Clause 7.1 and 7.5 of LEP.

Public Transport Accessibility Level - Clauses 7.6/7.7



LEP Public Transport Accessibility Level Map
Source: Sydney LEP 2012

- Legend
- Project Precinct
 - Category D

Both the North and South Sites are categorised under Category D for the purpose of Clause 7.6 and 7.7 of the LEP.

Comment

The proposal complies with LEP Sun Access Planes (SAPs) and the 'no additional overshadowing' of Pitt Street Mall. The SAPs define the acceptable overshadowing limits of Martin Place and Hyde Park as evidenced in the approval of 148-160 King Street by the City of Sydney.

Refer to Appendix H for more details.

Comment

The proposal complies with Land Use and Transport Integration objectives significantly improving transport infrastructure and the capacity of appropriate uses in the precinct.

Refer to **Appendix H** for more details.

Comment

The proposal complies with LEP provisions for Public Transport Accessibility Level. The Sydney Metro will significantly improve public transport accessibility and capacity of the Sydney CBD, not anticipated when the Sydney LEP 2012 was adopted.

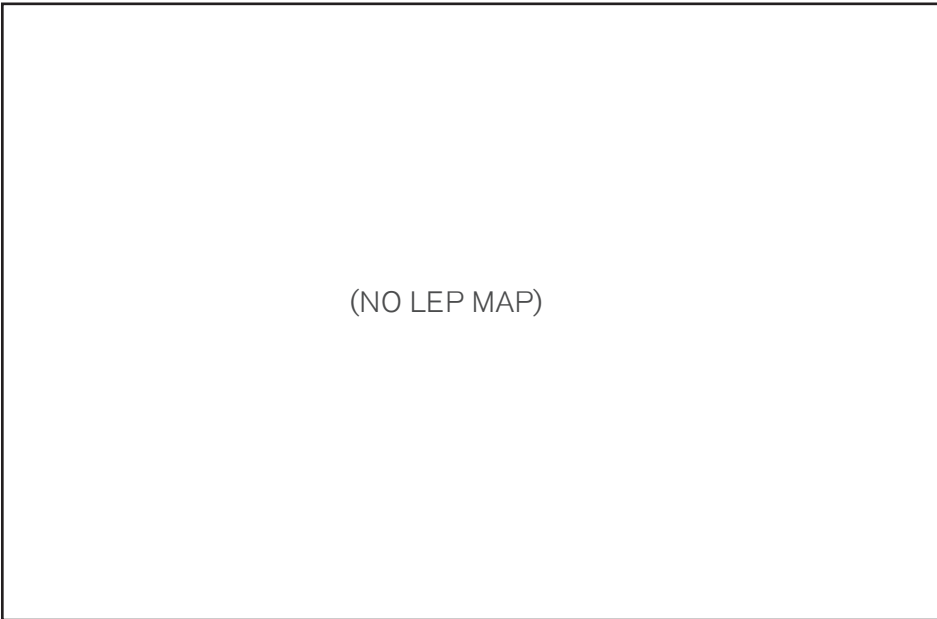
Refer to **Appendix H** for more details.

3 Review of Relevant Planning Context

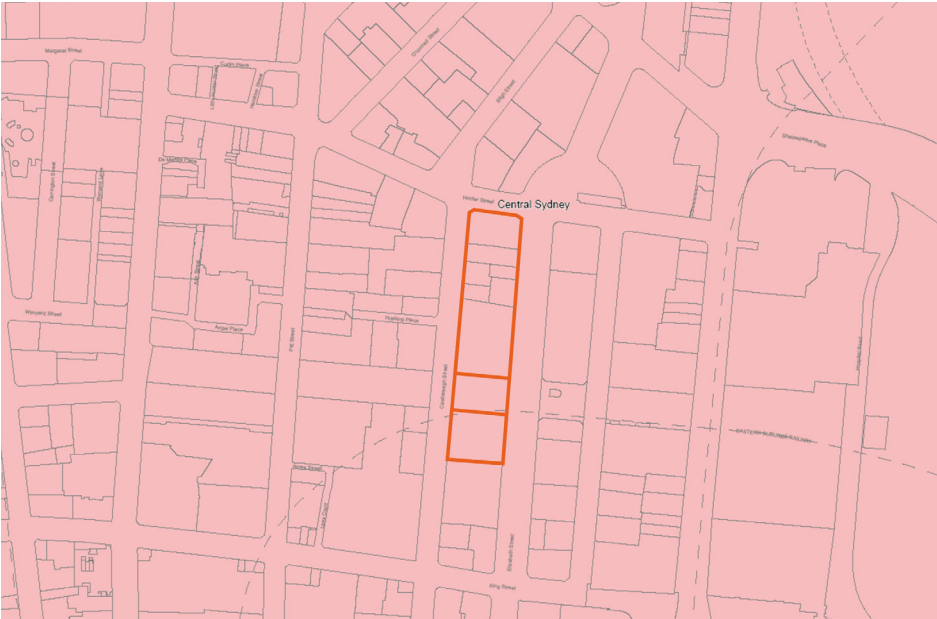
3.2 Sydney LEP 2012

3.2.2 Relevant Objectives and Controls

Airspace Operations - Clauses 7.16



Locality and Site Identification



LEP Locality and Site Identification Map
Source: Sydney LEP 2012

- Legend
- Project Precinct
 - Central Sydney

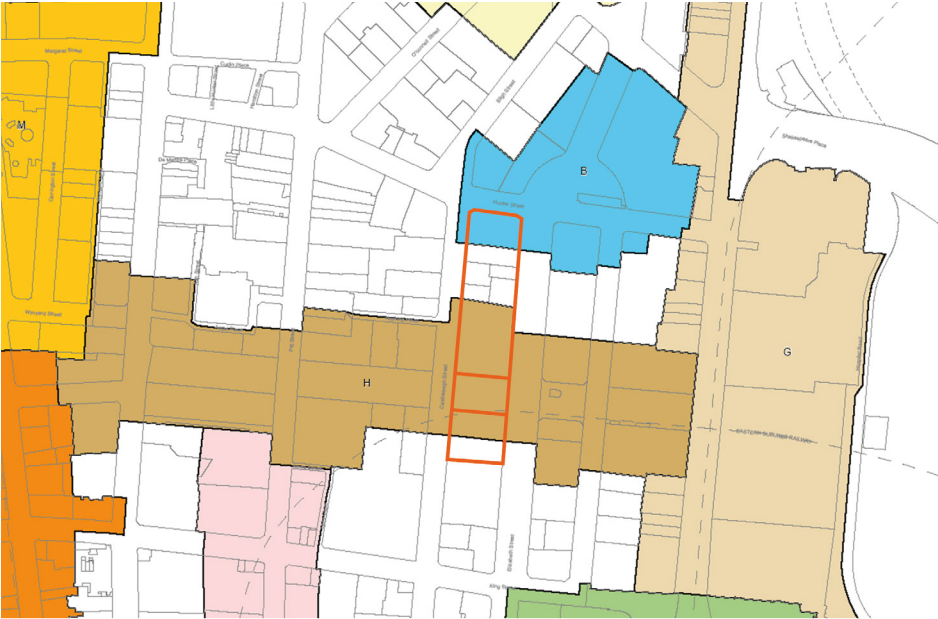
The Precinct is located within Sydney CBD where the applicable Obstacle Limitation Surface (OLS) is 156 metre AHD.

Comment

The Proposal exceeds the OLS on the North Site. Approval has been sought under the Airports Act 1996 from the Commonwealth Department of Infrastructure and Regional Development. Refer to Ethos Urban Planning Proposal Report (dated September 2017) for more details.

Refer to **Appendix H** for more details.

Special Character Areas and Retail Premises



LEP Special Character Areas Map
Source: Sydney LEP 2012

- Legend
- Project Precinct
 - B Chifley Square
 - D College Street / Hyde Park
 - E Farrer Place
 - G Macquarie Street
 - H Martin Place
 - I Pitt St Mall
 - M Wynyard Part / Lang Park
 - N York St / Clarence St / Kent St

The precinct is located within Central Sydney area as indicated on the LEP Locality and Site Identification Map.

Comment

The proposal complies with LEP provisions for Central Sydney.

Refer Part 3.3.2 of this report for more details.

The North Site is partially located within 'B Chifley Square area'.

The North Site and the South Site are partially located within 'H Martin Place area'.

Comment

The proposal complies with LEP requirements for Central Sydney Locality and the Special Areas of Chifley Square and Martin Place.

Refer Part 3.3.2 for further details.

3 Review of Relevant Planning Context

3.3 Sydney DCP 2012

3.3.1 Overview



The Sydney Development Control Plan 2012 came into effect on 14 December 2012 and sets out local government guidelines for the massing, articulation and design of buildings within the City of Sydney.

The following analysis focuses on the areas where the proposed building envelopes deviate from the DCP:

- Setbacks to Martin Place;
- Setbacks to Hunter Street;
- Setbacks to Castlereagh Street; and
- Setbacks to Elizabeth Street.

In proposing deviation to the DCP guidelines, the project team has taken into consideration the preceding and following analysis of:

- Historical urban design studies;
- Objectives of Sustainable Sydney 2030;
- Existing Built form;
- Recent relevant approvals by the City of Sydney and NSW Department of Planning which reflect similar variations to those sought for the Sydney Metro Martin Place Station Precinct; and
- Environmental impacts of the proposed development.

Comment

The proposal varies from the Sydney DCP 2012 for Setbacks to street frontages consistent with other similar developments approved by The City of Sydney and NSW Department of Planning including 20 Martin Place, 60 Martin Place and 148-160 King Street, Sydney.

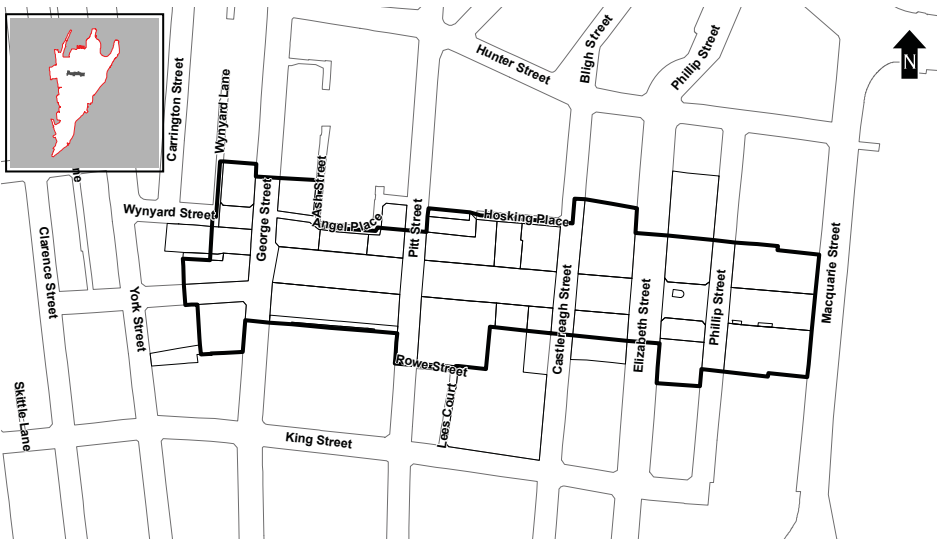
The proposal is consistent with the objectives expressed by the City of Sydney in the draft Central Sydney Planning Strategy and approval of 60 Martin Place to protect and expand employment generating land use and the provision of 'alternative planning controls for non-residential development' and it 'presents the City with an opportunity to take a leadership role in maintaining and promoting globally-focussed commercial uses in Martin Place'.

3 Review of Relevant Planning Context

3.3 Sydney DCP 2012

3.3.2 Relevant Objectives and Controls

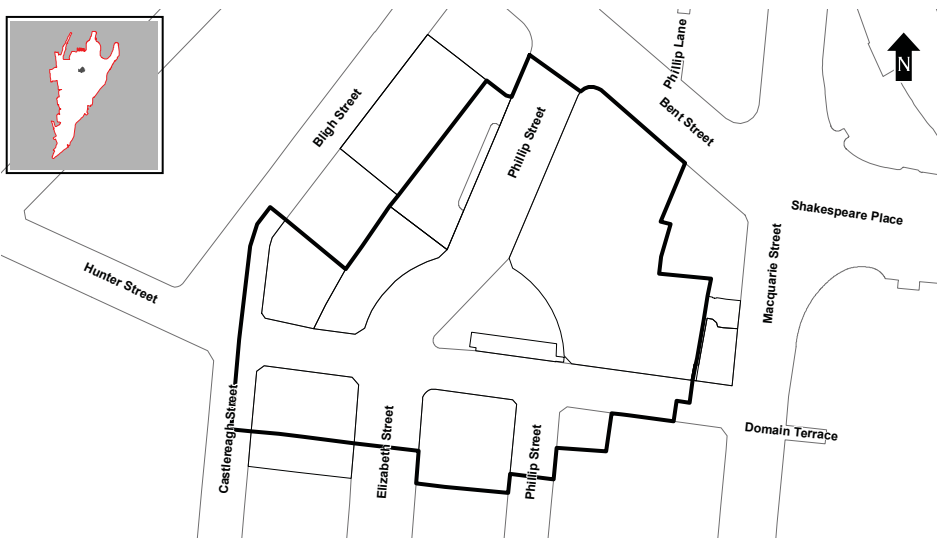
Martin Place Special Character Area - Section 2.1.7



Map showing Martin Place Special Character Area
Source: Sydney DCP 2012

Refer to **Appendix I** for more details from the DCP on Section 2.1.7.

Chifley Square Special Character Area - Section 2.1.12



Map showing Chifley Square Special Character Area
Source: Sydney DCP 2012

Refer to **Appendix I** for more details from the DCP on Section 2.1.12.

Special Character Areas and Retail Premises

The northern part of the North Site is located within B Chifley Square area.

The southern part of the North Site and the South Site are located within H Martin Place area.

More details of these two areas are covered on the following pages.

DCP details on Special Character Areas noted as follows.

“The localities are divided into areas based on their character, including topography, setting, heritage, streetscape, land uses and built form. The statements build on the existing structure, character of the neighbourhoods and important elements that contribute to the existing character. The statements are also supported by a number of principles that help reinforce and enhance the character of each locality.

Special Character Areas nominated within Central Sydney are considered to be of significance and important to the identity and quality of Central Sydney and include some or all of the following characteristics:

- *A character unmatched elsewhere in Central Sydney;*
- *A concentration of heritage items and streetscapes;*
- *A highly distinctive element in the public domain;*
- *A focus of public life with high cultural significance; and*
- *A widely acknowledged public identity.”*

Comment

The proposal aligns with DCP Martin Place Special Character Area principles.

Comment

The proposal aligns with DCP Chifley Square Special Character Area principles.

Comment

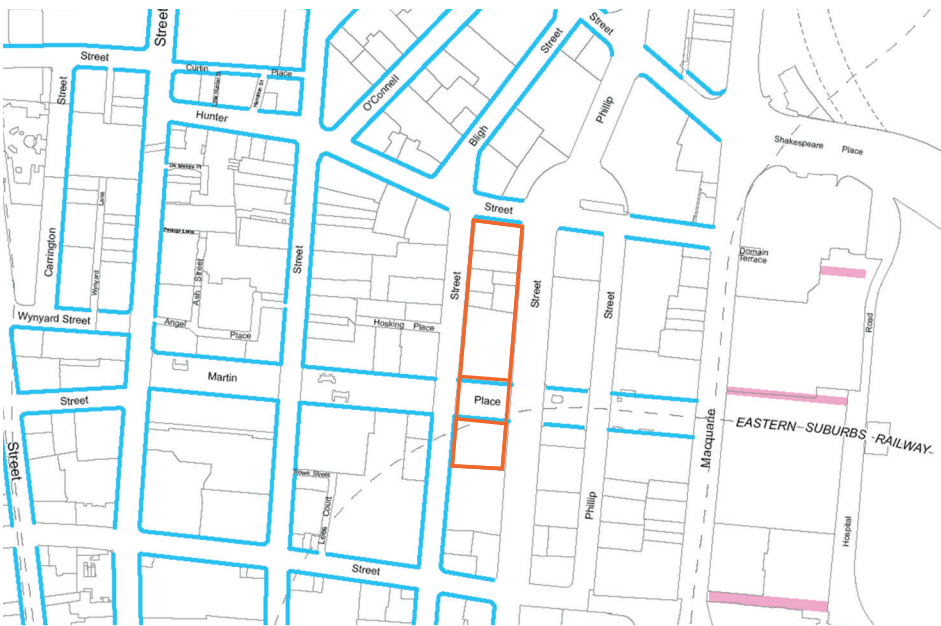
The proposal aligns with DCP Locality and Site Identification objectives.

3 Review of Relevant Planning Context

3.3 Sydney DCP 2012

3.3.2 Relevant Objectives and Controls

Active Frontages - Section 3.2.3



DCP Active Frontages Map
Source: Sydney DCP 2012

Legend

- Project Precinct
- Active frontages
- Proposed lane

North frontages of both the North and South Sites, south frontage of North Site and west frontage of South Site are required to be active frontages.

Comment

The proposal maximises active frontages in alignment with the DCP and significantly improves pedestrian amenity with a significant increase in below grade, transport linked activity.

Refer to **Appendix I** for more details from the DCP on Section 3.2.3.

Through-Site Links - Section 3.1.2.2



DCP Through Site Links Map
Source: Sydney DCP 2012

Legend

- Project Precinct
- Existing through site link
- Existing underground through site link
- Proposed through site link
- Proposed lane

There are existing through site links on both the North and South sites.

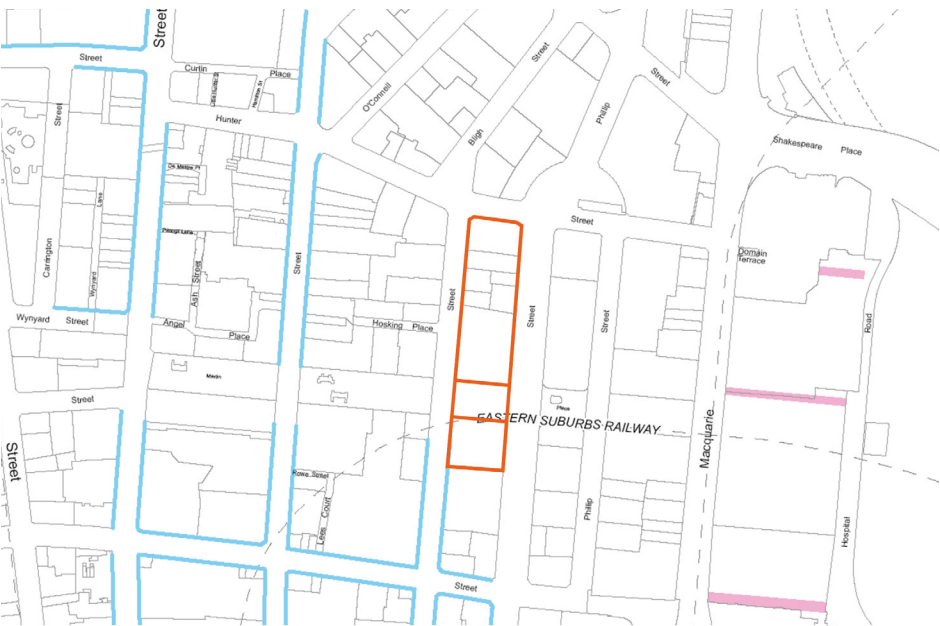
New east-west through site links are proposed on both sites, and a new below ground north-south link is proposed as part of the Martin Place Metro Station Precinct redevelopment.

Comment

New through-site links are proposed through the metro station on the South Site and between the north wall of 50 Martin Place and the development to the north.

Refer to **Appendix I** for more details from the DCP on Section 3.1.2.2.

Footpath Awnings and Colonnades - Sections 3.2.4/3.2.5



DCP Footpath Awning and Colonnades Map
Source: Sydney DCP 2012

Legend

- Project Precinct
- Continuous awning
- Proposed lane

There are no requirements for awnings or colonnade for the street frontages of both the North and South Sites.

Comment

The proposal is to provide continuous covered pedestrian amenity below ground, including on private land, associated with transport and retail uses, consistent with heritage requirements.

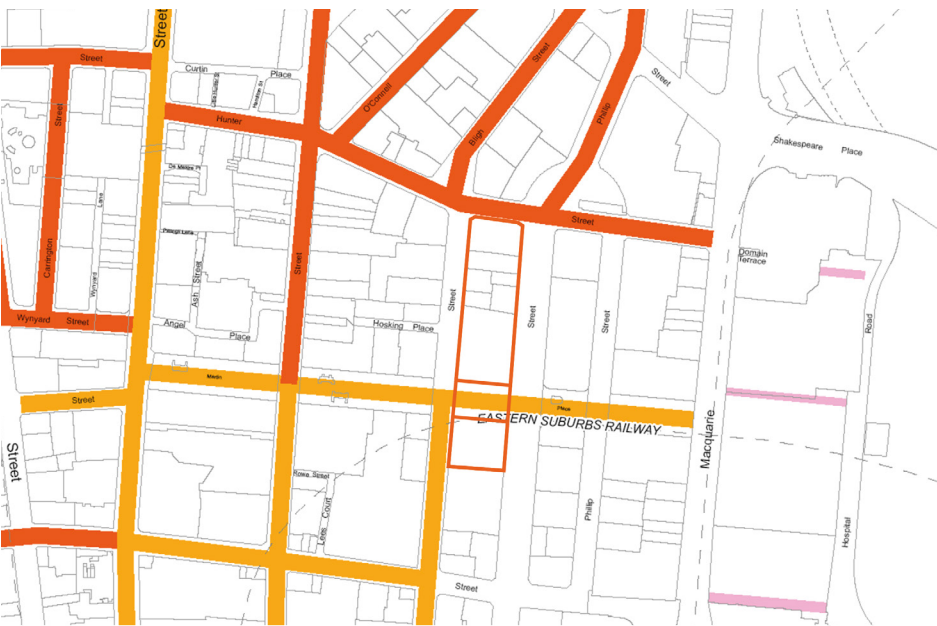
Refer to **Appendix I** for more details from the DCP on Section 3.2.4 and 3.2.5.

3 Review of Relevant Planning Context

3.3 Sydney DCP 2012

3.3.2 Relevant Objectives and Controls

Pedestrian Priority - Section 3.11.11



DCP Pedestrian Priority Map
Source: Sydney DCP 2012

- Legend
- Project Precinct
 - New vehicle access restricted
 - New vehicle access not preferred
 - Proposed lane

New vehicle access is restricted along Martin Place and new vehicle access not preferred along Chifley Square area.

Late Night Trading Management - Section 3.15/Schedule 3

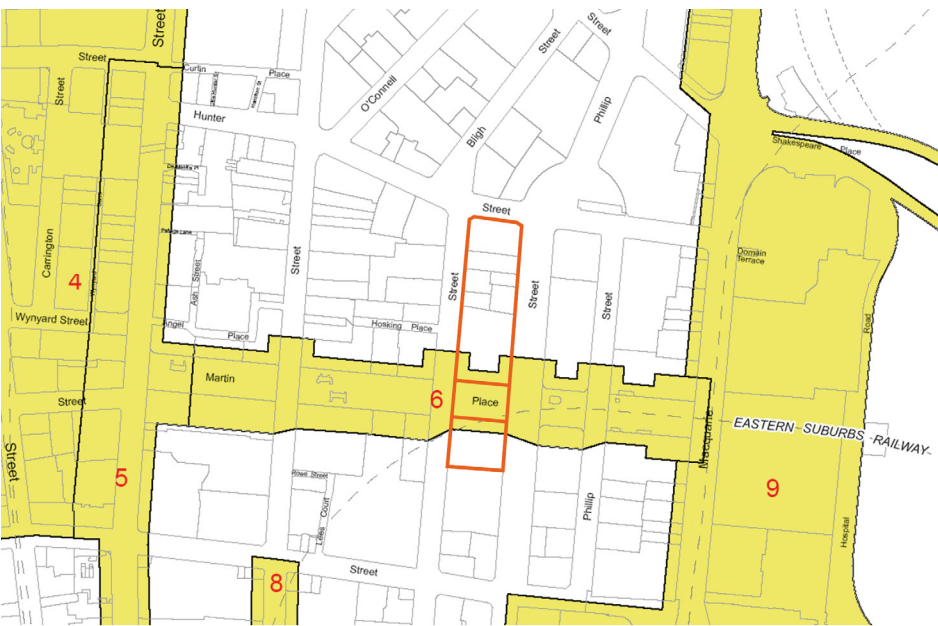


DCP Late Night Trading Areas Map
Source: Sydney DCP 2012

- Legend
- Project Precinct
 - City living areas
 - Late night management areas

Both the North and South Sites are within the city living area as noted in Section 3.15 of DCP 2012.

Signs and Advertisements - Section 3.16



DCP Signage Precincts Map
Source: Sydney DCP 2012

- Legend
- Project Precinct
 - 4 Wynyard
 - 5 George Street
 - 6 Martin Place
 - 8 Pitt Street Mall
 - 9 Macquarie Street and College Street

South Site is subject to the requirements of the Martin Place signage precinct.

Comment

The proposal complies with DCP Pedestrian Priority objectives.

Refer to **Appendix I** for more details from the DCP on Section 3.11.11.

Comment

The proposal aligns with DCP Late Night Trading objectives.

Refer to **Appendix I** for more details from the DCP on Section 3.15.

Comment

The proposal aligns with DCP Signage Precincts objectives.

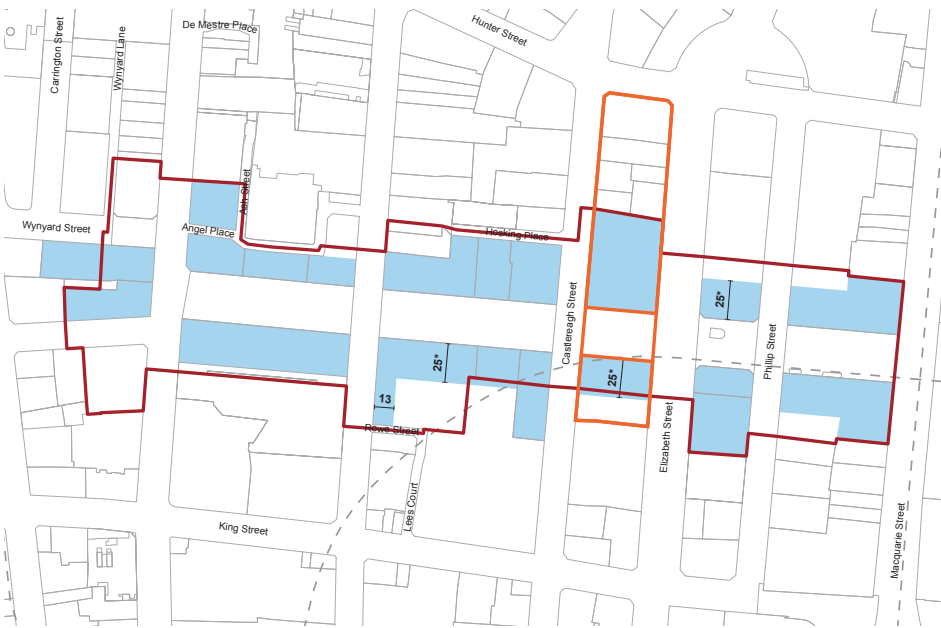
Refer to **Appendix I** for more details from the DCP on Section 3.16.

3 Review of Relevant Planning Context

3.3 Sydney DCP 2012

3.3.2 Relevant Objectives and Controls

Martin Place Setback - Section 5.1.1/5.1.2/5.1.3



DCP Special Character Area H Setbacks Map

Source: Sydney DCP 2012

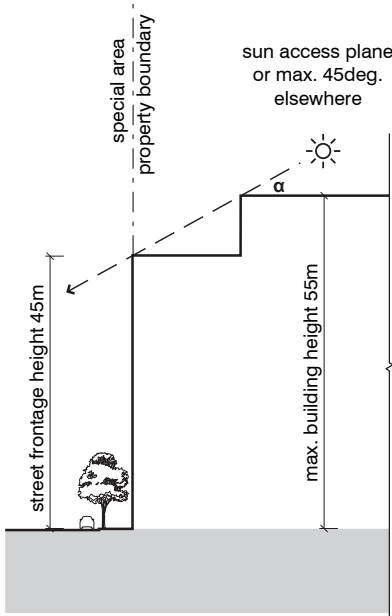
Legend

- Project Precinct
- Special character area boundary
- Extent of setback above street frontage height
- Minimum weighted setback in meters

Note: If whole site is colored, no additional height above the street frontage height is permitted.

Both the North and South Sites are partially within the Martin Place Special Character area and are therefore subject to the relevant DCP setback guidelines.

It should be noted that the 50 Martin Place property within the North Site has its whole site colored on the map. This means that no additional height above the street frontage height is permitted.



A maximum street frontage height of 45m applies to sites with a maximum building height of 55m that are adjacent to Special Character Area

Source: Sydney DCP 2012

Comment

The proposal complies with the podium requirements of the DCP Special Character Area Martin Place objectives.

The proposal deviates from the DCP setbacks in Section 5.1 for the Southern Site with no proposed change to the North Site.

The proposal meets the objectives of this requirement for reasons outlined in this urban design report.

The 25m setback/extent of the 55m height limit is not consistently reflected by the existing buildings on Martin Place. Excluding the GPO, 72% of the buildings do not align with this height limit, with 29% over and 43% under. Refer to plans and elevations on the following pages for more details.

As such we are of the opinion that it is not the adherence to this height limit which creates the distinctive attributes of Martin Place but the definition of the street, the materials and detail, quality of the buildings, the pedestrian use and the activities that take place there.

The minimum 25m setback for built form above 55m has not been consistently applied to development applications since it was imposed including recent development approvals by the City of Sydney at 20 Martin Place and 60 Martin Place.

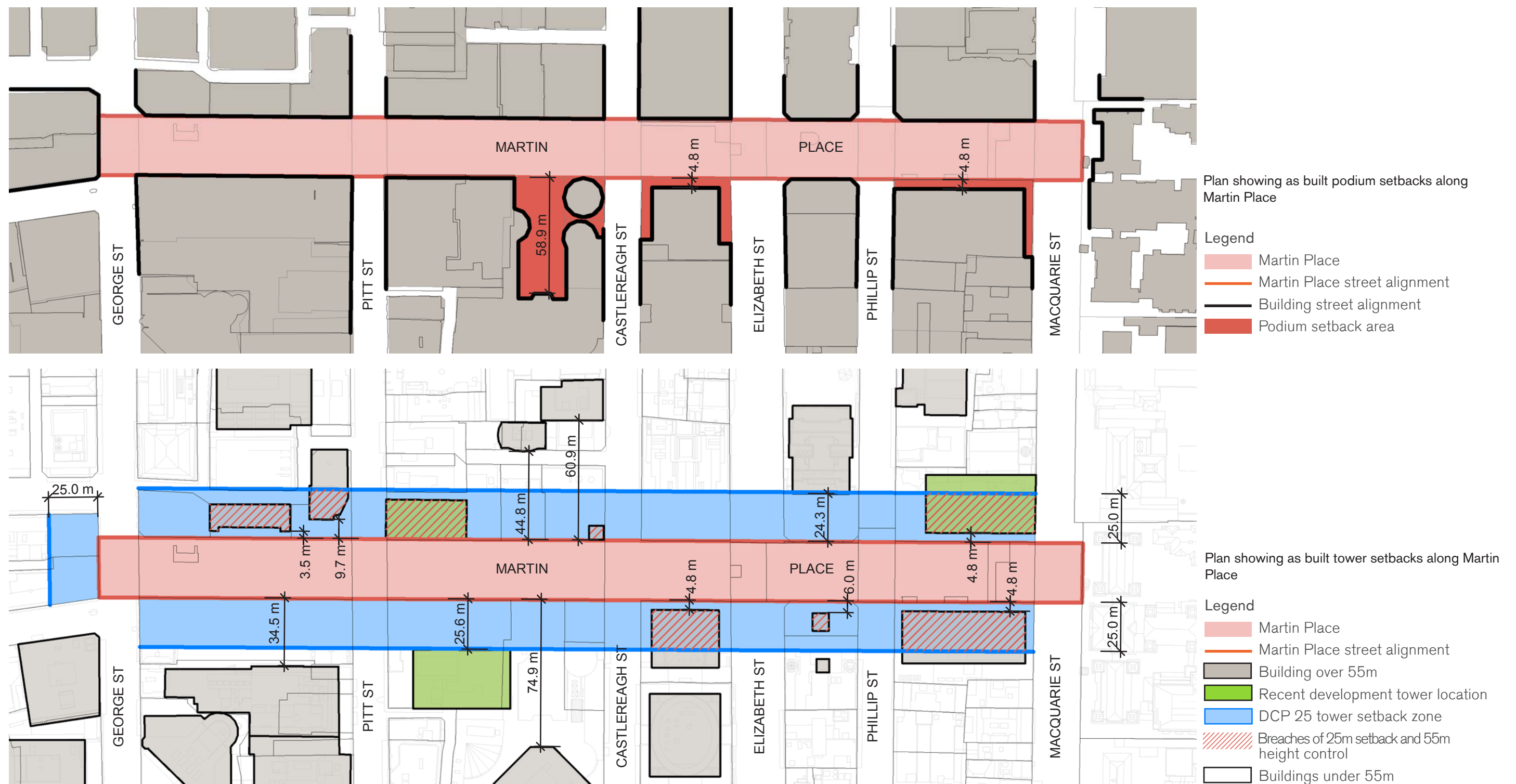
Refer to the following diagrams analysing as built conditions of Martin Place and their compliance with Sydney DCP 2012 provisions for setback.

Refer to **Appendix I** for more details from the DCP on Section 5.1.1,5.1.2 and 5.1.3.

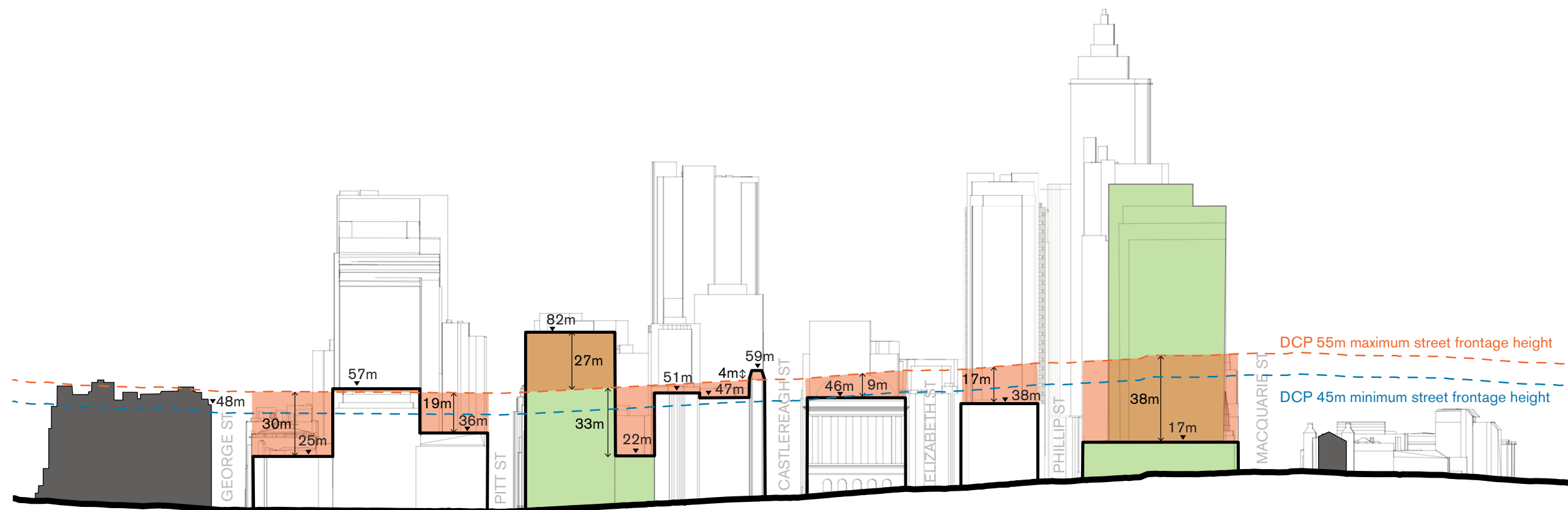
3 Review of Relevant Planning Context

3.3 Sydney DCP 2012

3.3.2 Relevant Objectives and Controls

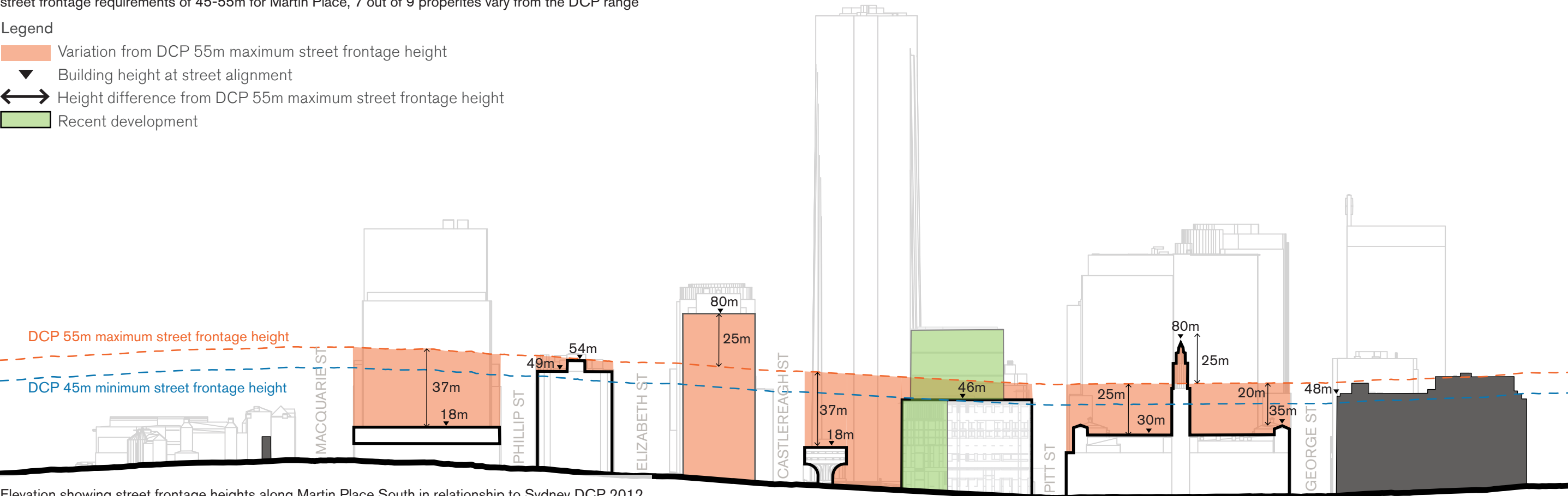


Source: Hassell, 44 Martin Place DA; Hassell, 60 Martin Place DA, Grimshaw, city model; The Skyscraper Center (<http://www.skyscrapercenter.com>); Cantrill, P. and Thalys, P., Public Sydney: Drawing the city



Elevation showing street frontage heights along Martin Place North in relationship to Sydney DCP 2012 street frontage requirements of 45-55m for Martin Place, 7 out of 9 properties vary from the DCP range

- Legend
- Variation from DCP 55m maximum street frontage height
 - Building height at street alignment
 - Height difference from DCP 55m maximum street frontage height
 - Recent development



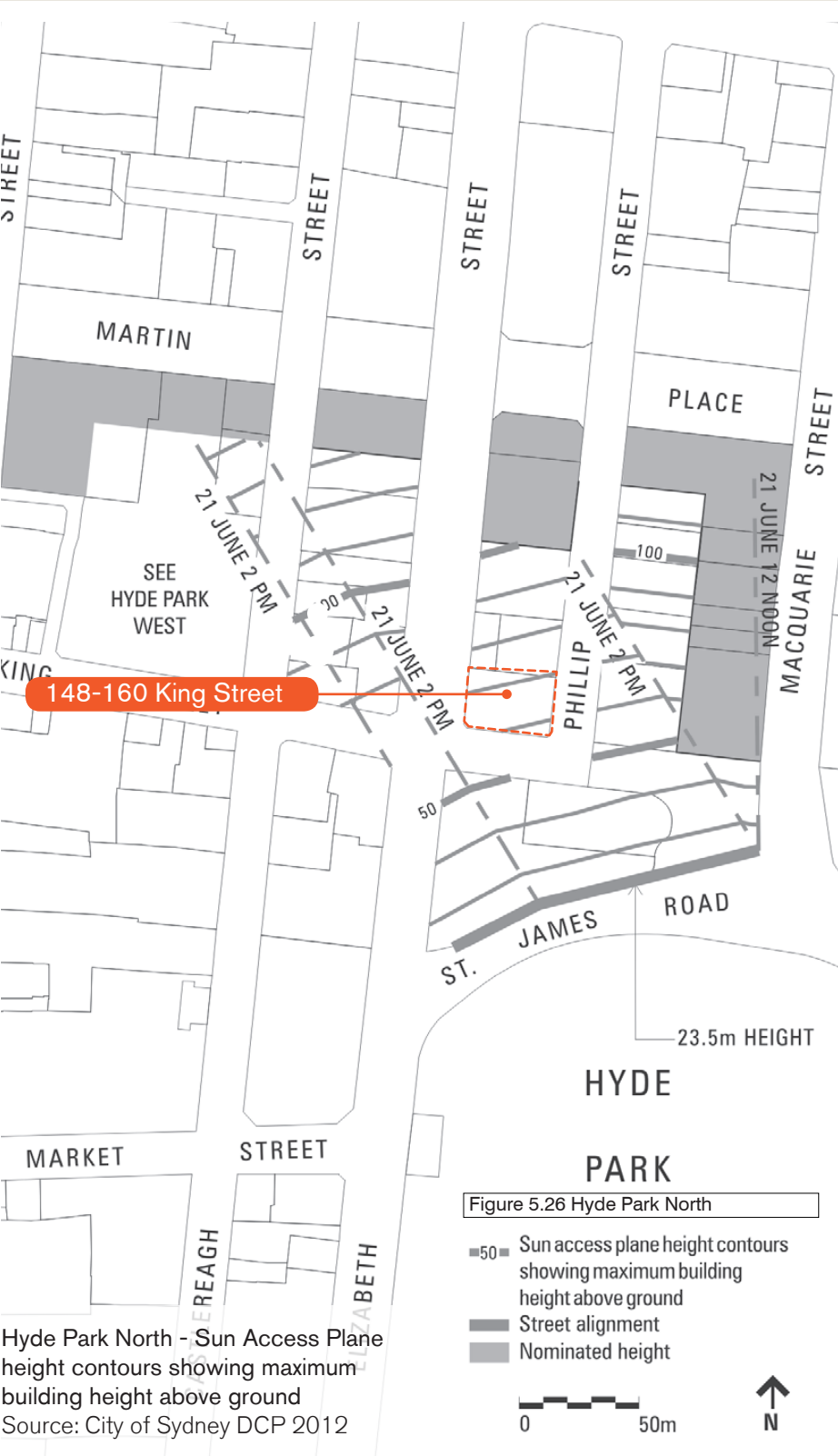
Elevation showing street frontage heights along Martin Place South in relationship to Sydney DCP 2012 street frontage requirements of 45-55m for Martin Place, 4 out of 6 properties vary from the DCP range

Source: Hassell, 44 Martin Place DA; Hassell, 60 Martin Place DA, Grimshaw, city model; The Skyscraper Center (<http://www.skyscrapercenter.com>); Cantrill, P. and Thalys, P., Public Sydney: Drawing the city

3 Review of Relevant Planning Context

3.3 Sydney DCP 2012

3.3.2 Relevant Objectives and Controls



Sun Access Planes - Section 5.1.10

The North Site is located within Martin Place 5B sun access plane.

Southern part of the South Site is within the 2B Hyde Park North plane.

Comment

The proposal complies with DCP Sun Access Planes.

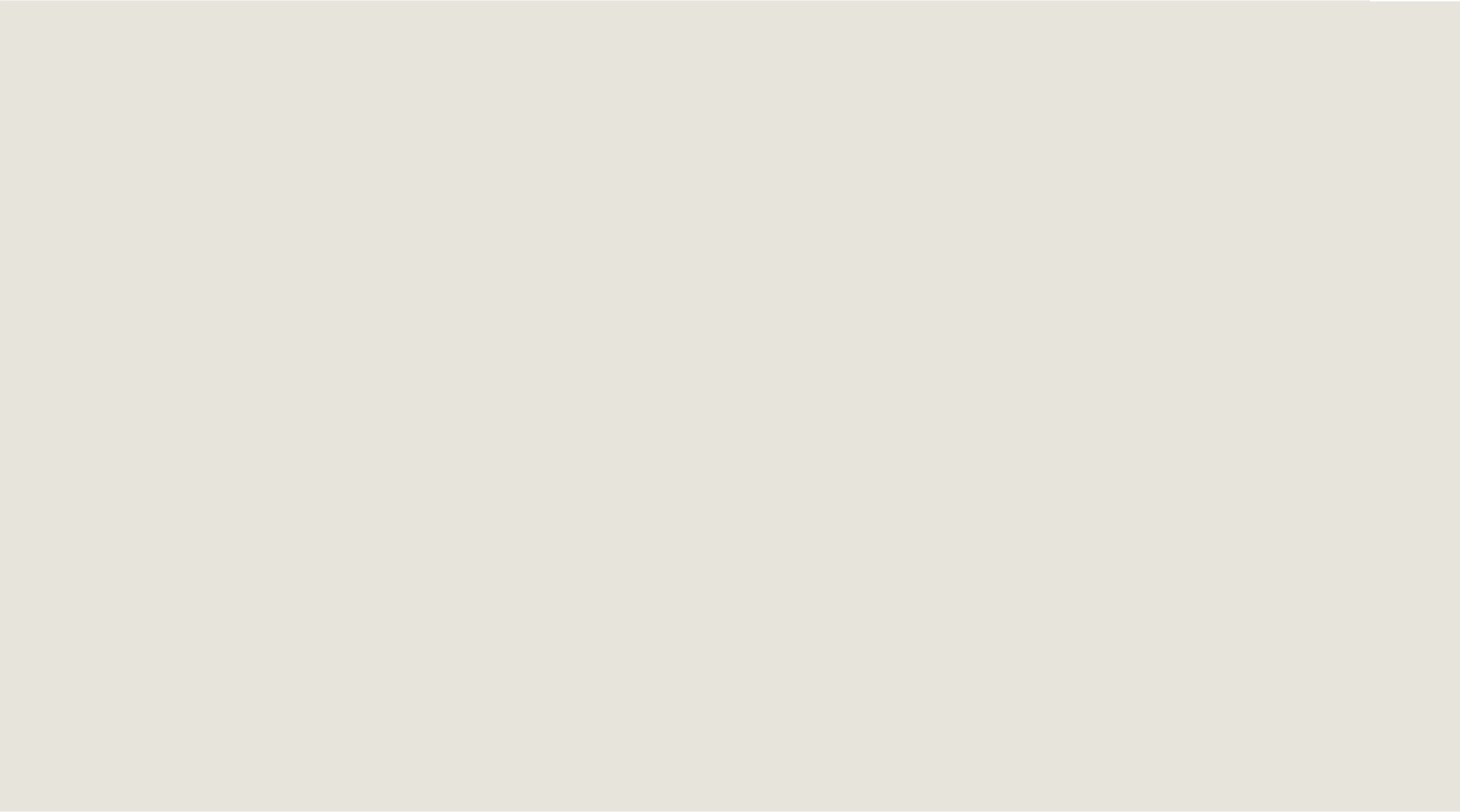
The SAP's define the acceptable overshadowing limits of Martin Place and Hyde Park as evidenced in the recent approval of 148-160 King Street which created new shadow over Hyde Park as a result of a SAP compliant form.

The city of Sydney has approved the renewal and redevelopment of buildings at 20 and 60 Martin Place that are non-compliant with the SAP instead requiring that no additional overshadowing occur at certain specified times.

Increased overshadowing has been accepted onto the public domain outside the specified times.

The city has not objected to additional overshadowing to Martin Place in its submission to the NSW Department of Planning in its assessment of 1 Carrington Street, instead prioritising the protection of sun to the heritage sandstone facades.

Refer to **Appendix I** for more details from the DCP on Section 5.1.10.



Summary of Heritage Significance

04

4 Summary of Heritage Significance

4.1 Summary of Office of Environment and Heritage Requirements



View of Martin Place looking East (1933)
Source: City of Sydney Archives NSCA CRS 66/1/3

Martin Place and a number of the buildings lining it are listed as heritage items under the City of Sydney LEP 2012.

The subject site contains an item of state significance at 50 Martin Place.

Martin Place is listed as an item of local significance summarised as follows.

“Martin Place has Historic and Aesthetic Significance for ability to evidence the development of Victorian and Interwar Sydney as a prestige address for institutional buildings. Ability to reflect the status of Sydney because of its relationship with Institutional Buildings. It is significant for its ability to contribute to understanding the nineteenth and twentieth century town planning intention. It has ability to evidence key period of building activity during the Victorian period and later the interwar period and post war period in direct response to the Height of Building controls. Martin Place has Historic Association Significance for its association with Sir James Martin, premier and Chief Justice of NSW”

A series of design guidelines were recommended by the NSW Office of Environment and Heritage, on the Martin Place heritage listing page, for future developments affecting Martin Place including:

- recognise the historical layers;
- protection of significance through maintaining the subdivision patterns, retention of contributory buildings, scale, alignment fenestration and materiality of buildings;
- enhance the streetscape setting;
- enhance its significance on redeveloped sites; and
- adjust LEP boundaries to incorporate the surrounding victorian laneway network.

Refer to **Appendix J** for more details.

Comment

In assessing the heritage significance, the NSW Office of Heritage and Environment notes that for aesthetic criteria, Martin Place's character is in part due to a high quality of architectural design and its illustration of the changing expression of institutional architecture.

The current proposal for the Martin Place Metro Station Precinct supports the findings and recommendations of the NSW Office of Heritage and Environment.

The proposed Design Principles reinforce the setting of the existing heritage buildings through:

- a mirroring of the established form and articulation of 50 Martin Place;
- maintaining the street alignment;
- reinforcing a prominent podium which reflects the height, massing and articulation of 50 Martin Place;
- the use of appropriate materials that reinforce the experience of the heritage facade at 50 Martin Place; and
- providing the next generation of commercial architecture driven by its relationship to the transport interchange below.

4 Summary of Heritage Significance

4.2 Summary of TKD Architects Heritage Requirements



View of Martin Place From Phillip Street, Westerly; Aerial View (1933)
Source: City of Sydney Archives CRS 66/1/22

TKD Architects proposed a series of heritage development objectives and principles in their Statement of Heritage Impact (**Appendix K**) to ensure that a future building on the site maintains and enhances the principal heritage and urban design qualities of Martin Place, specifically:

- the retention and enhancement of Martin Place as one of the city's grand civic and ceremonial spaces;
- the retention and enhancement of its urban character, scale and strong linear enclosure;
- consistency with the prevailing street frontage heights of existing buildings; and
- incorporation of a building setback above the street frontage.

The present building at 39 Martin Place is inconsistent with the historic character and urban form of the street. Demolition of the building, approved as part of the Sydney Metro proposal, provides an opportunity for a new structure which better responds to the heritage significance and urban qualities of Martin Place.

The proposed envelope allows for a new building at 39 Martin Place that reinforces the significance of neighbouring heritage items within Martin Place and Elizabeth Street through scale, materiality and architectural expression. It reinforces the Martin Place 'streetwall'. In height, the proposed envelope relates purposefully to neighbouring Reserve Bank and former Government Savings Bank of NSW Building at 50 Martin Place.

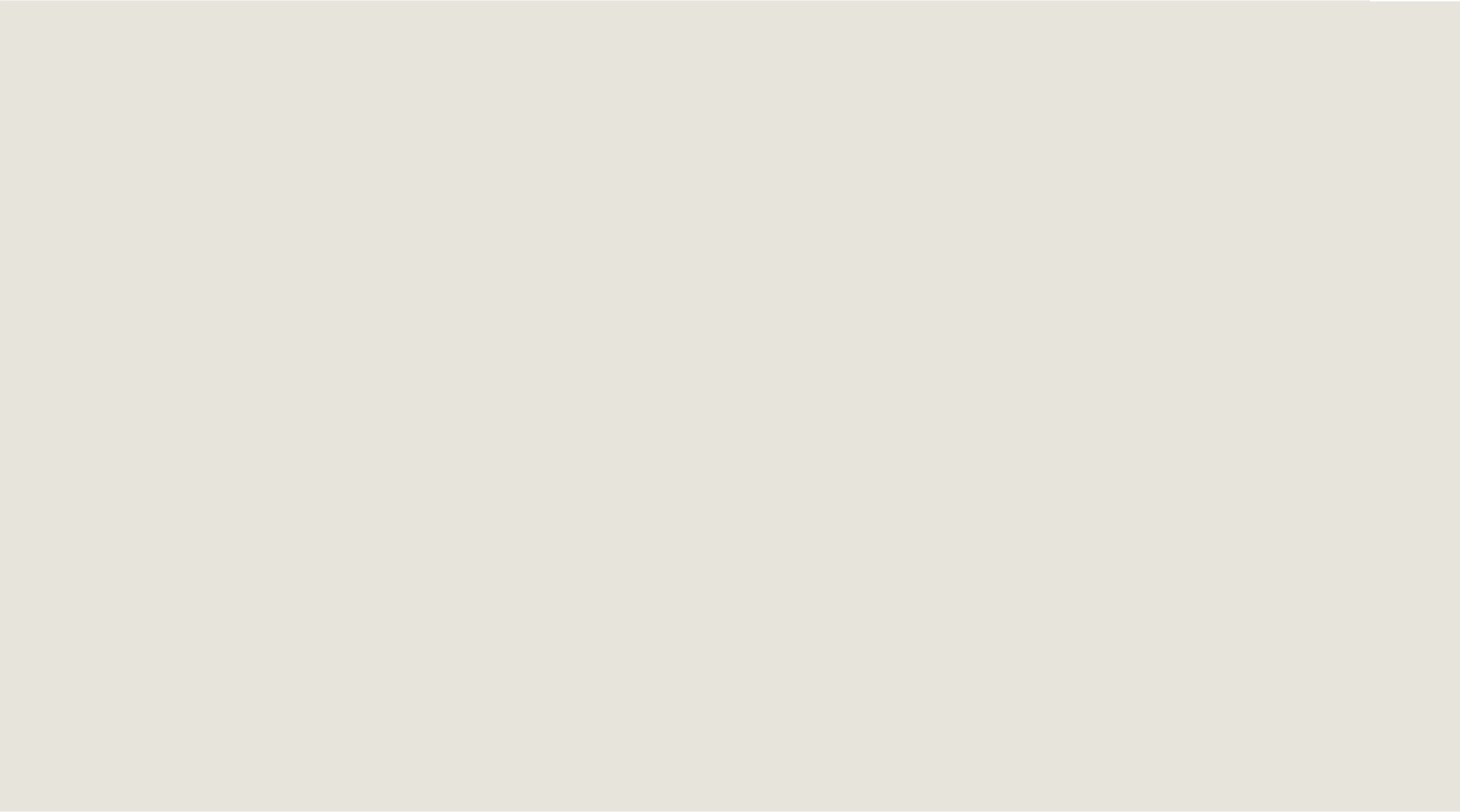
The proposed increase in the floor space ratio for the North Site will allow for a future building which optimises the development potential of the site (up to the present LEP height control), permitting the construction of a building which will enhance and reinforce the relevance of the adjoining 50 Martin Place. Guidelines provided in this report aim to ensure that the design of a future building on the site maintains the heritage values of 50 Martin Place, in particular its aesthetic significance and streetscape presence, and relates positively to neighbouring significant heritage items.

Subject to future detailed design, the proposed LEP amendments will allow for the realisation of buildings on the North and South Sites which complement and enhance the significant urban and heritage qualities of Martin Place and the environs generally, and which achieve the broader urban design benefits of the proposed Sydney Metro and Martin Place Station Precinct.

Comment

The proposal aligns with TKD Architects heritage requirements.

Refer to **Appendix K** for more details.



Relevant Case Studies

05

5 Relevant Case Studies

5.1 39-51 Martin Place Refusal 1995



Artist impression of the 39-51 Martin Place proposed development
Source: Central Sydney Planning Committee, Prudential Development Briefing Notes, 2 November 1995

| Summary | | Relevant planning instruments at time of assessment |
|------------------------|--|---|
| Date of Submission | 28 August 1995 | <ul style="list-style-type: none">– Central Sydney Strategy 1988 – Prescribed instrument under the City of Sydney Act, 1988– Central Sydney LEP 1992 – Conservation of Heritage Items– Central Sydney LEP 1993 – City Centre– Interim Planning Policies and Design Principles – adopted 10 December 1992– Draft Central Sydney LEP 1995 – endorsed for exhibition by CSPC on 23 February 1995– Draft Central Sydney DCP 1995 – endorsed for exhibition by CSPC on 23 February 1995– State Environmental Planning Policy No. 11 – Traffic Generating Developments <p>The DA was also assessed by the Heritage council who were generally in support.</p> |
| Application Number | Z95-00573 | |
| Consent Authority | The City of Sydney (CoS), Central Sydney Planning Committee | |
| Summary | To demolish the existing buildings on the site and erect a 35 storey commercial office tower with retail uses at upper ground and ground levels and 6 basement levels for 263 car spaces. | |
| Summary recommendation | Approval with conditions OR refusal | |
| Assessment outcome | Refused | |
| Reasons for refusal | <ul style="list-style-type: none">– proposed FSR in excess of permitted– proposed car parking in excess of permitted, proposed location of entry on pedestrian priority street was not supported.– tower setback was insufficient– podium height was too low– overshadowing to Hyde Park was increased | |

The subject site was an amalgamation of 39-49 Martin Place, 55-63 Elizabeth Street, 65-73 Elizabeth Street and 60-62 Castlereagh Street, with a total site area of 4,384m².

This 1995 proposal was supported by the NSW Heritage Council at the time of assessment and the proponent praised for the quality of material submitted.

This development of the amalgamated site did not proceed. 39 Martin Place retained as a separate building, and 55-63 Elizabeth Street, 65-73 Elizabeth Street and 60-62 Castlereagh Street later redeveloped.

Commentary

Issue 1: Proposed FSR

- The FSR proposed in 1995 exceeded the specified maximum under the existing and proposed development controls.

Issue 2: Proposed car parking

- The car parking numbers proposed in 1995 exceeded of the specified maximum and located the vehicile crossing on a pedestrian priority street.

Issue 3: Tower setback

- The tower setback was objected to on two grounds of:
 - impacts on existing views from the MLC centre; and
 - visual intrusion into Martin Place due to a low podium height which was deemed ‘insufficient to dissociate the tower component from the base of the building’.

Issue 4: Podium height

- The podium height proposed in 1995, whilst close to the specified minimum of 35m, was deemed too low ‘in the context of surrounding development’.

Issue 5: Overshadowing to Hyde Park

- The design codes at the time stipulated no additional shadowing to Hyde Park was permitted.
- The proposal was compliant with the then draft height map and draft Sun Access Plane (SAP) contained under Draft Sydney LEP 2005 and Draft Sydney DCP 2005.
- The draft SAP was not deemed relevant by the City as it was predicated upon a streetwall to Hyde Park that would never be built to the permittted height due the the existing heritage buildings upon which development was restricted. As a result, the existing provisions stating ‘no additional overshadowing’ to Hyde Park were enforced.

Relevance to Current Proposal

The development standards used at the time of assessment and reasons for refusal of development application Z95-00573 are no longer relevant to the current proposal.

Issue 1: Proposed FSR

- The current proposal similarly exceeds the maximum specified amount.
- Subject to meeting requirements of appropriate urban form, bulk and scale, the subject site is deemed to be ideally placed for intensified commercial use due it being position directly above the new Sydney Metro station and connected to the existing Martin Place Station which was not a consideration at the time that DAZ95-00573 was assessed.

Issue 2: Proposed car parking

- The current proposal substantially reduces the amount of onsite parking proposed in line with CoS objectives.

Issue 3: Tower setback

- The specific provisions of view sharing for commercial buildings contained in the contemporaneous design controls are no longer in force.
- The CoS has since confirmed it is acceptable to have a reduced setback to Martin Place in contravention of Figure 5.16 “Special Character Area H Setbacks Martin Place” of DCP 2012 in the approval of the current development at 60 Martin Place on 22/02/2016.
- The CoS specifically notes in its report to the Central Sydney Planning Committee on 11 September 2014 that the reduced setbacks approved for 60 Martin Place “would operate as alternative planning controls, and would only be available for non-residential development. It presents the City with an opportunity to take a leadership role in maintaining and promoting globally-focussed commercial uses in Martin Place”.
- The CoS confirmed a variation to the setback controls and podium heights specified for Martin Place in its approval of the Stage 2 design for 60 Martin Place noting its contextual appropriateness.

- The current proposal for the Martin Place Metro Station Precinct is consistent with the CoS view that reduced setbacks which are contextually appropriate should be permitted for a globally-focussed commercial use in Martin Place.

Issue 4: Podium Height

- Design Guidelines and development proposal provide for height aligning with 50 Martin Place which complies with current controls.
- The current proposal for the Martin Place Metro Station Precinct matches the existing heritage facade opposite at 50 Martin Place, creating a strong streetwall height that directly relates to its immediate context.

Issue 5: Overshadowing to Hyde Park

- The CoS has since confirmed that new overshadowing of Hyde Park by an envelope compliant with the SAP is permissable in its approval of a Stage One envelope at 148-160 King Street on 12 December 2012 and by the approval of a Stage Two building and amendments to the Stage One envelope on 11 May 2017.
- The current proposal for the Martin Place Metro Station Precinct is proposed to be compliant with all Sun Access Planes.

The CoS has confirmed through its approval of 60 Martin Place that variations from the specified controls for podium heights and tower setbacks are to be supported for globally focused commercial development in Martin Place.

The CoS has confirmed through its approval of 148-160 King Street that new overshadowing of Hyde Park by an envelope that complies with the current Solar Access Plan is acceptable.

5 Relevant Case Studies
5.1 39-51 Martin Place Refusal 1995

| Issue | Detail | Comments | Proposal South Site | Compliance |
|--|---|---|--|-------------------------|
| Proposed FSR was in excess of permitted. | Permissible FSR at time of assessment was 10:1 with possibility of 12.5:1 with heritage floor space purchase | | Proposed FSR is over current controls | No |
| | Assessment of proposed FSR under amended FSR provision within special areas as passed at Central Sydney Planning Committee meeting on 23 November 1995 was 12.88:1 | | The FSR uplift achieves more sustainable urban development related to transport infrastructure; enhances amenity in the public domain; and is an appropriate built form for the eastern section of Martin Place. | FSR higher than control |
| | Proposed FSR inclusive of podium floor area was 13.2:1 | | | |
| Proposed Car Parking was in excess of permitted. | Proposed carparking exceeded permitted under the current and proposed controls (DRAFT CSLEP-1995-Special Provisions) | | Parking and loading provisions meet requirements | Yes |
| | Proposed parking did not comply with vehicle entries and exits (Cl.3.6 DRAFT SDCP 1995) | | Traffic management acceptable | |
| | Total car parking proposed was 263 | | Pedestrian amenity on Castlereagh Street improved | |
| | Permissible car parking was 87 spaces (1 space/50sqm of site area) | | | |
| | Applicant's submission for existing use rights for 151 spaces was accepted | | | |
| | Issue was raised with future traffic management concerns to Castlereagh Street (see attachment D) | | | |
| | Proposed configuration of vehicle access reduced access points from 3 to 1 undermined the objective of Castlereagh street as a pedestrian priority street. | | | |
| Tower Setback was insufficient | Proposed design was noted as compliant with CSLEP-1993 for: — 3. Relationship to neighbouring development in terms of materials, scale and proportion; and — 15. Parks and public spaces not to be overwhelmed by high perimeter development. | — The issue of tower setback was linked to the streetwall height. Key objective in the assessment seems to be minimising visual intrusion into Martin Place of elements above the streetwall. | The proposal does not meet the tower setback control of 25 meters as this dimension is deemed to be unnecessary and unreasonable given the built form context. | No (Tower setbacks) |
| | Proposed design was noted as compliant with DRAFT DCP-1995 for: — Side and rear setbacks (Cl.4.5). | — Proposal was non-compliant with draft DCP at the time of assessment for height and setbacks to Martin Place being 35m streetwall and tower setback of 20m with 25m average. | Podium streetwall acceptable Tower setback requirement 25m | No (Tower setbacks) |
| | Proposal was noted as partially compliant with CSLEP-1993 for: — 11. Buildings should be sited to share view corridors to Port Jackson and Darling Harbour, especially views enjoyed by existing development. | | The proposal has been developed to enhance the public domain. View corridors are not affected beyond reasonable expectations for development on this property. | Yes |

5 Review of Relevant Urban Design Studies
5.4 39-51 Martin Place Refusal 1995

| Issue | Detail | Comments | Proposal South Site | Compliance |
|--|--|--|--|---------------------|
| Tower Setback was insufficient (continued) | Proposal was noted as partially compliant with DRAFT CSLEP-1995-Special Provisions for: — 2. Maximum building heights map. Clause 25(2)a; — The building exceed maximum height of 54m setback for front 20m of site to Martin Place. | — Key issue of “visual intrusion of tower into Martin Place” | Complies with podium height and setback. Does not comply with tower setback. | No (Tower setbacks) |
| | Proposal was noted as non-compliant with DRAFT SDCP 1995 for: — Street Frontage Heights and Setbacks (Cl.4.3); — The setback requirement for martin place is a minimum of 20m with a weighted average of 25m. The proposed building is setback 13.7m for 50% of the Marting Place frontage, 17.8m for approximately 40% and 23.1m for approximately 10%. This does not satisfy the setback requirements. | — Articulation of tower and base not consistent with context | Podium and tower built form reflects context. Tower form articulated from base by setback, void and material character. Tower built form setback consistent with setbacks at eastern end of Martin Place. | No (Tower setbacks) |
| | Proposal was deemed to require increased podium height and tower setback in application of relevant Urban Design Principles identified in Interim Planning Policy and Design Principles adopted 10 December 1992. | | Podium setback and height appropriate to context. | Yes |
| | Proposal was deemed “consistent with neighbouring development” with “massing and proportions being consistent with the monumental architectural typology of the banking chambers and institutional buildings which line Martin Place” | | Podium and Tower consistent with context. | Yes |
| | Visual intrusion into Martin Place of tower was deemed a concern and connected to: — inadequate height of streetwall; — Adequate visual dissociate of base from tower based upon inadequate streetwall height. | | Visual intrusion to Martin Place addressed. | Yes |
| | Relationship of the proposal to British Airways House, to the south of the site was deemed a concern | | Relationship enhanced | Yes |
| | Proposal affected view from MLC centre — Recommendation made to increase setback by additional 8-15m | | Not relevant Public space at base of MLC centre enhanced. | Yes |
| | | | | |

5 Review of Relevant Urban Design Studies

5.4 39-51 Martin Place Refusal 1995

| Issue | Detail | Comments | Proposal South Site | Compliance |
|--|---|--|--|------------|
| Tower Setback was insufficient (continued) | Podium height deemed “insufficient to dissociate the tower component from the base of the building to minimise its visual intrusion into Martin Place”. | | Podium height and tower articulation appropriate | Yes |
| | Proposal was supported by NSW Heritage Council and complimented for its quality. | | To be determined (asserted as acceptable) | Yes |
| | Addressed Heritage Council desires that new development reinforce the special character of Martin Place | | To be determined (asserted as acceptable) | Yes |
| Podium Height too low | Proposed design was noted as compliant with CSLEP-1993 for: _ 2. Buildings should reinforce the parapet height where there is a strong element in a street block; _ 3. Relationship to neighbouring development in terms of materials, scale and proportion. | _ There is a commentary on the issue of streetwall height and the difference between ‘perceived’ streetwall height and ‘designed’ streetwall height. _ Threshold for height seems based upon existing context at the time of the proposal being considered. | Streetwall heights appropriate | Yes |
| | proposed design was noted as partially compliant with CSLEP-1993 for: _ 14. Development of consistent height surrounding public squares, parks or public spaces to be maintained by building to street alignment and maintaining uniform parapet height; _ 21. Respect the integrity and context of heritage buildings. | _ Streetwall height seen as important element in minimising visual intrusion of towers into martin place and unifying the experience of martin place across multiple buildings. _ Streetwall height range of 35-45m was required at the time of assessment. _ Emphasis made on dissociating streetwall and tower with result being minimisation of visual impact of tower on martin place. | | |
| | Martin Place Special Area Provisions under DLEP and DDCP 1995: _ Required 45m street frontage height; _ Street frontage height was amended to 35m minimum at CSPC meeting of 23 November 1995; _ Intent was to protect the quality created by existing buildings in Martin Place which endow it with its’ special character; _ Maintain a 1:1.5 width to height ratio for street frontage height limit. | _ If the building had been redesigned to increase the podium of the building it is feasible that it may have been compliant with the draft controls at the time of assessment. | | |
| | Proposal was deemed to require increased podium height and tower setback in application of relevant Urban Design Principles identified in Interim Planning Policy and Design Principles adopted 10 December 1992. | | | |
| | Proposal was deemed “consistent with neighbouring development” with “massing and proportions being consistent with the monumental architectural typology of the banking chambers and institutional buildings which line martin place”. | | Podium and architectural character appropriate | Yes |
| | | | | |

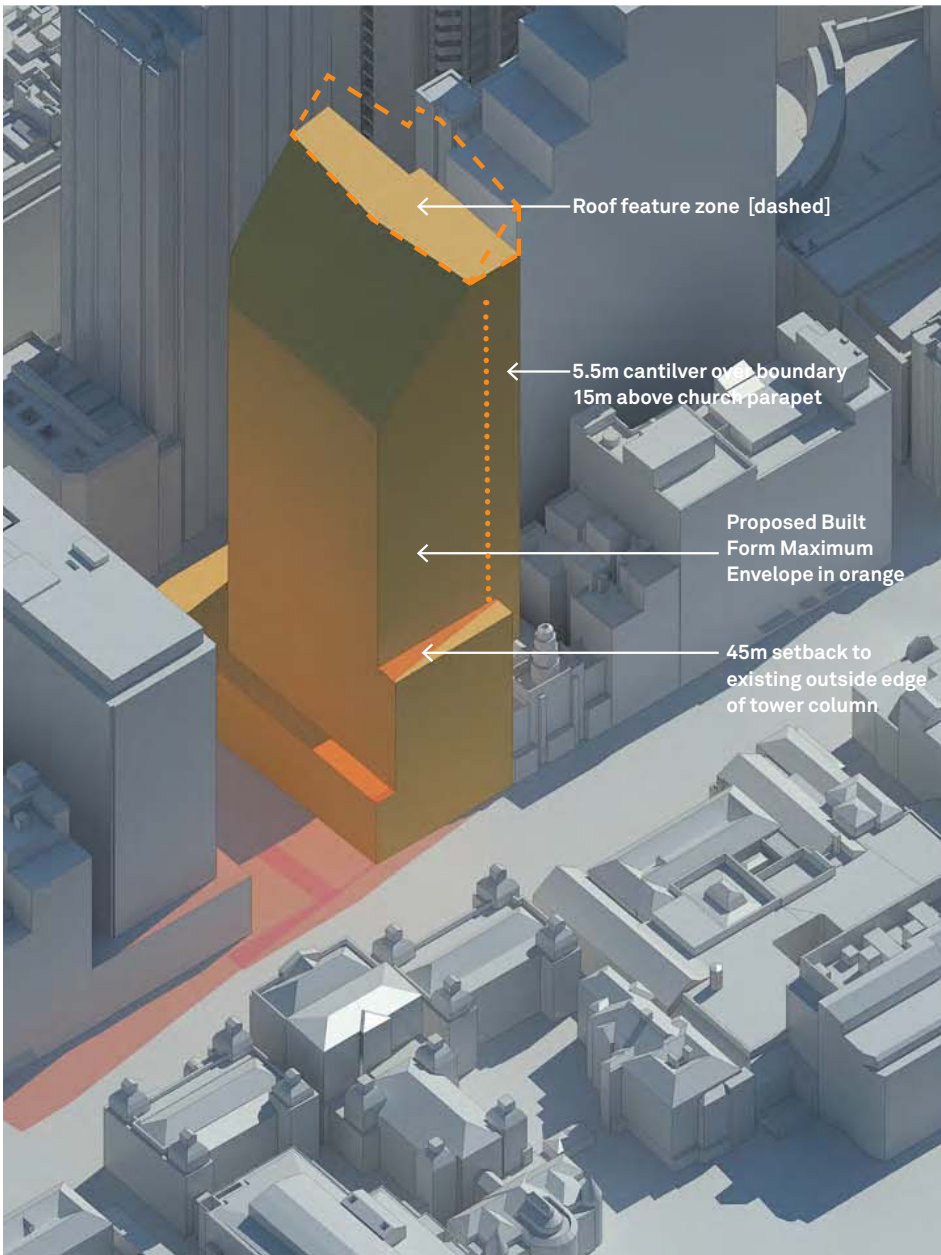
5 Review of Relevant Urban Design Studies

5.4 39-51 Martin Place Refusal 1995

| Issue | Detail | Comments | Proposal South Site | Compliance |
|--|---|----------|---------------------------------------|------------|
| Podium Height too low (continued) | Proposal was deemed compliant for reinforcing a strong parapet height and building to street alignment. | | | |
| | Proposed streetwall of 32.7m deemed to low “in the context of surrounding development”. | | | |
| | True parapet level of proposal was deemed to be at RL 25.85. | | | |
| | Podium height deemed “insufficient to dissociate the tower component from the base of the building to minimise its visual intrusion into Martin Place”. | | | |
| | Height of podium was deemed “less successful” | | | |
| | Relationship to British Airways House in Castlereagh Street was deemed “less successful”. | | | |
| | Proposal was supported by NSW Heritage Council and complimented for its quality. | | | |
| | Proposal was supported by NSW Heritage Council and complimented for its quality. | | | |
| Overshadowing to Hyde Park was increased | Proposed design was noted as non-compliant with CSLEP-1993 for – 18. New development not to create additional overshadowing in Hyde Park between 12.00 noon and 2.00 pm between 21 April and 21 August. | | Proposal complies with Hyde Park SAP. | Yes |
| | Proposed design was noted as partially compliant with DRAFT DCP-1995 for: – Retain sunlight to (Cl.3.1); – The proposed development complies with the sun access plane, however, it creates additional shadow on Hyde Park; – Whilst proposal was consistent with Sun Access Planes, it was deemed that the controls were not appropriate in this case due to the buildings between the subject site and Hyde Park being heritage buildings and not able to be developed to the allowable envelope height of the access plane. | | | |
| | The proposal breached controls for overshadowing of Hyde Park – Recommendation made to reduce height by 5 floors and plant which would also improve views from MLC centre | | Proposal complies with Hyde Park SAP. | Yes |

5 Relevant Case Studies

5.2 60 Martin Place Approval 2014-2016



Proposed built form maximum envelope for 60 Martin Place
Source: Hassell, 2014, 60 Martin Place Planning Justification Appendix B Shadow Impact Analysis Report

| Planning Proposal Summary | | Relevant planning instruments at time of assessment |
|---------------------------|---|---|
| Date of Submission | 25 September 2014 | <ul style="list-style-type: none">– Environment Protection and Biodiversity Conservation Act 1999– Environmental Planning and Assessment Act 1979– Heritage Act 1977– SEPP 55 – Remediation of Land– Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005– Sydney Local Environment Plan 2012– City of Sydney Act 1988– Sydney Development Control Plan 2012– The Central Sydney Archaeological Zoning Plan |
| Application Number | PP_2014_SYDNE_006_00 | |
| Consent Authority | Council of the City of Sydney (CoS), Central Sydney Planning Committee | |
| Summary | To amend the Sydney LEP 2012 to enable the non-residential redevelopment of the building at 60 Martin Place and a portion of airspace above 197 Macquarie Street (St Stephens Church) by increasing the building height limit, and providing an exception to the sun access plane controls. | |
| Summary recommendation | Approval | |
| Assessment outcome | Approved 28 August 2015 | |
| Reasons for Approval | <ul style="list-style-type: none">– non-residential redevelopment of the site will promote the revitalisation of Martin Place as a significant commercial address– no adverse environmental, social or economic impacts on the Martin Place precinct– no adverse impact on the adjacent State heritage item | |

It was argued that the existing building on site was no longer attractive to modern tenants and refurbishment of the building is not viable long-term. The LEP 2012 controls required a building envelope that was neither commercially feasible nor appropriate to the streetscape, preventing redevelopment of the site.

Commentary

Issue 1: Overshadowing

- The existing building does not comply with the SAP for Martin Place.
- The approved building complies with the Domain SAP and the Hyde Park SAP.
- The existing building casts shadow onto the facade of the Reserve Bank between 12 noon and 2pm on 14 April.
- The existing building casts shadow on the ground plane of Martin Place
- CoS notes the ground plane of Martin Pace is not explicitly protected by the SAP.
- Projection of the approved building above the SAP is deemed acceptable as the existing building is breaching this plane and a complying development would not be economically viable.
- The approved building provides no improvement to overshadowing on the critical time of between 12 noon to 2 pm on 14 April, as compared to existing building on site.
- The approved building increases overshadowing to Macquarie Street.
- The approved building creates additional overshadowing between 12 noon and 2pm at other times of the year.
- The approved building results in no additional overshadowing at 1pm on 21 June, on Martin Place or the Reserve Bank facade.
- The approved building creates additional shadow on 21 December to Martin Place. This was considered acceptable by the CoS as shade is desired in the public domain at this time of the year.

Issue 2: Wind

- A pedestrian Wind Environment Study was prepared and the approved building assessed as creating negative wind impacts for pedestrians.
- A variety of ameliorating devised were required to be incorporated into the design including ground floor awnings, strategic plantings, parapets and screens.

Issue 3: Setback

- The approved building does not comply with extent of Area ‘Z’ (55m) as shown on the Sydney LEP 2012 height map.
- The approved building does not comply with the Martin Place Sun Access Plane as shown on the Sydney LEP 2012 height map and Sydney DCP 2012 controls.
- The approved building does not comply with the 25m setback from Martin Place required under Sydney DCP 2012.
- The Podium height does not comply with the Sydney DCP 2012 streetwall frontage requirements.
- A reduced street setback to Martin Place above podium was deemed acceptable and amendments to the planning controls advocated as it allowed for an expanded tower footprint within the site boundaries.
- The CoS noted that alternative design controls specifically for setbacks and streetwall height should be made available for non-residential development.
- The CoS advocated the approval of a design that did not conform with the Sydney LEP 2012 or Sydney DCP 2012 provisions for height and setback as it would provide the city with a “leadership role in maintaining and promoting globally-focussed commercial uses in Martin Place”.

Relevance to Current Proposal

The CoS approved at 60 Martin Place a planning proposal that varied the 55m height control to Martin Place and permitted a lower streetwall contrary to the then LEP and DCP controls for podium heights, tower heights, and setbacks, overshadowing and heritage objectives.

The CoS formed the opinions that amendments to the planning controls was supported for commercial development in Martin Place and that alternative design controls should be utilised for the City to take a “leadership role in maintaining and promoting globally focussed commercial uses in Martin Place”.

The current proposal for the Martin Place Metro Station Precinct complies with:

- all Sun Access Planes;
- podium height provisions; and
- overshadowing provisions.

The variations sought to the LEP Height Limit is consistent with the Clty of Sydney’s justifications for approval of the alternative built form (height limit) controls at 60 Martin Place.

5 Relevant Case Studies

5.3 148-160 King Street Approval 2015



Artists impression of the 148-160 King Street Development as viewed from King Street and Elizabeth Streets
Source: FJMT, 148-160 King Street Development Application

| Stage 1 Development Application Summary | | Relevant planning instruments at time of assessment |
|---|--|---|
| Date of Submission | 03 June 2015 | <ul style="list-style-type: none">– Environmental Planning and Assessment Act 1979 and Regulation 2000– State Environmental Planning Policy No. 32 Urban Consolidation (Redevelopment of Urban Land)– State Environmental Planning Policy No. 55 Remediation of Land– State Environmental Planning Policy No. 65 Design Quality of Residential Apartment Development– State Environmental Planning Policy (Infrastructure) 2007– State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004– Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (deemed SEPP)– Sydney Local Environmental Plan 2012 (gazetted 14 December 2012, as amended)– Sydney Development Control Plan 2012 (in force on 14 December 2012, as amended) |
| Application Number | D/2015/750 | |
| Consent Authority | Council of the City of Sydney (CoS) , Central Sydney Planning Committee | |
| Summary | Stage 1 development application for a conceptual building envelope to a height datum of RL 120.70 (approximately 92.8m or 27 storeys). The proposal includes in-principle demolition of the existing 12-storey building; indicative future uses of residential accommodation and retail / office premises; indicative car parking, loading docks, service areas and a substation on the basement levels; and vehicular access from Elizabeth Street. | |
| Summary recommendation | Approval with conditions | |
| Assessment outcome | Approved with Conditions 10 December 2015 | |
| Reasons for Approval | <ul style="list-style-type: none">– proposed envelope and indicative land uses appropriately respond to the constraints of the site and applicable planning controls– variation sought to the planning controls, such as setbacks, are considered to be justifiable on planning grounds | |

Commentary

Issue 1: Street frontage heights

- The approved street frontage height marginally exceeds the 45m maximum street frontage height control of the Sydney DCP 2012 by 1.3-1.4m.
- City of Sydeny noted that the podium height relates to the steeple of St. James Church and is contextually appropriate.

Issue 2: Setback

- The approved development does not comply with the Sydney DCP 2012 setbacks for towers as follows:
 - Elizabeth Street: 3m to 6m (6m minimum DCP setback);
 - Phillip Street: 3m to 6m (6m minimum DCP setback); and
 - King Street: 2.4m (6m minimum DCP setback).
- The variation from setbacks was supported by Council for the following reasons:
 - The proposed setbacks helps to address all street frontages and the visually prominent intersection between Elizabeth and King Streets.
 - The varied setacks along Phillip and Elizabeth Streets maximise solar access to the eastern and western elevation of the proposed tower and increase the amenity of apartments within the development.
 - The reduced setbacks will not result in an unacceptable building mass as viewed from the public domain.
 - Heritage items to the south of the site are low-rise building and are unlikely to change in the foreseeable future, therefore not likely to raise separation issue with the reduced setback.
 - Strict compliance with the DCP setback requirements would result in highly constrained floor plates that restrict the potential yield of the site.
 - The adjoining lots to the north of site have similar lengths to the site. Therefore reduced setback on 148-160 King Street could set benchmark for future development on those sites to make them more feasible in terms of floor plates.

Issue 3: Overshadowing

- The approved development is compliant with the Hyde Park North SAP.
- The approved development creates new shadow to Hyde Park North.
- The approved development creates new shadow to Queen's Square between the restricted hours of 2-3pm on 14 April.
- The new and additional shadow cast on Hyde Park North as a result of variations to the DCP setback controls were assessed as being minor when compared with a DCP-compliant envelope.
- The additional shadows are created by a fully compliant part (in terms of height and setback) of the envelope.
- The shadows are largely outside of lunch hours and are considered of minor impact.

Relevance to Current Proposal

The development standards used at the time of assessment of development application D/2015/750 are still in force and applicable to the Martin Place Metro Station Precinct.

The CoS has confirmed in this approval that reduction in setback of tower above podium is acceptable when it results in a more feasible floor plate allowing a subsequent building design that is of higher quality and superior internal amenity.

The CoS was supportive of reduced setbacks in this case to improve the address at a visually prominent street intersection.

The CoS approved a non-compliant street frontage as it was deemed to be contextually appropriate.

The CoS has confirmed through its approval of 148-160 King Street that new overshadowing of Hyde Park and other areas by an envelope that complies with the current SAP is acceptable.

The current proposal for the Martin Place Metro Station Precinct is similarly compliant with the relevant SAP for Hyde Park North and Martin Place.

5 Relevant Case Studies

5.4 One Carrington Street Approval 2012



Artist impression of proposed CityOne development in 2011
Source: Hassell, 1 Carrington Street Major Project Application

Major Project Application Summary

| | |
|------------------------|--|
| Date of Submission | 19 January 2011 |
| Application Number | MP09_0076 |
| Consent Authority | Department of Planning and Infrastructure (the Department), Planning Assessment Commission (the Commission) |
| Summary | Part 3A Concept Plan, including the upgrade to the eastern access ways to Wynyard Station including retail areas and concourse layout, a new 29 storey commercial building envelope above the retail and concourse on the land between Carrington Street and George Street, associated tenant parking and works to former Shell House including refurbishments for the purpose of commercial and retail use. |
| Summary recommendation | Approval with conditions |
| Assessment outcome | Approved 03 April 2012 |
| Reasons for Approval | <ul style="list-style-type: none">– proposed development is appropriate and fits within the context of the Sydney CBD– proposal provides significant public benefits by delivering major upgrade works to the eastern entries of Wynyard Station and the transport interchange |

At this stage, the project was called 'CityOne'. From modification 1 (Application number: MP 09_0076 MOD 1) onwards, the development has been referred to as 'One Carrington Street'.

Relevant planning instruments at time of assessment

- State Environmental Planning Policy No.55 - Remediation of Land
- State Environmental Planning Policy (Major Projects) 2005
- State Environmental Planning Policy (Infrastructure) 2007
- Sydney Local Environmental Plan 2005
- Central Sydney Development Control Plan 1996
- City of Sydney Access Development Control Plan 2004
- City of Sydney Contaminated Lands Development Control Plan 2004
- City of Sydney Heritage Development Control Plan 2006
- City of Sydney Policy for the Management of Laneways in Central Sydney

Commentary

Issue 1: Overshadowing

- The approved concept design envelope and subsequent Stage 2 approval complies with Sun Access Plane for Martin Place defined by Sydney LEP 2005 and Sydney LEP 2012.
- The approved concept design envelope and subsequent Stage 2 approval complies with the no additional overshadowing to the Martin Place GPO and steps.
- The approved concept design envelope and subsequent Stage 2 approval create minimal new overshadowing to Martin Place between George and Pitt Streets.
- The CoS noted additional overshadowing to Martin Place and prioritised protecting overshadowing to the GPO facade and steps over other impacts.
- The Commission concluded that the overshadowing to Martin Place was acceptable as this was minimal and would not be noticeable to users of these public spaces during peak lunchtime use.
- The Commission supported the Department’s recommendation (Schedule 3 item 11 of ‘Concept Approval’) for no additional overshadowing of GPO building and required confirmation of compliance at the development application stage.

Relevance to Current Proposal

Some of the development standards used at the time of assessment of MP09_0076 are no longer relevant to the current approval, however overshadowing provisions to Martin Place remain largely unchanged between Sydney LEP 2005 and Sydney LEP 2012 as follows.

- Martin Place Sun Access Plane
- to ensure that buildings maximise sunlight access to the public places set out in the LEP
- to ensure sunlight access to the facades of sandstone buildings in special character areas to assist the conservation of the sandstone and maintain the amenity of those areas
- no additional overshadowing to Martin Place (between Pitt and George St) between 12:00-14:00 14 April to 31 August

Whilst it was noted by the applicant, CoS, the Department and the Commission that additional shadow would be created to Martin Place, specifically in an area to which a ‘no additional overshadowing’ control was in place, it was deemed by all parties that:

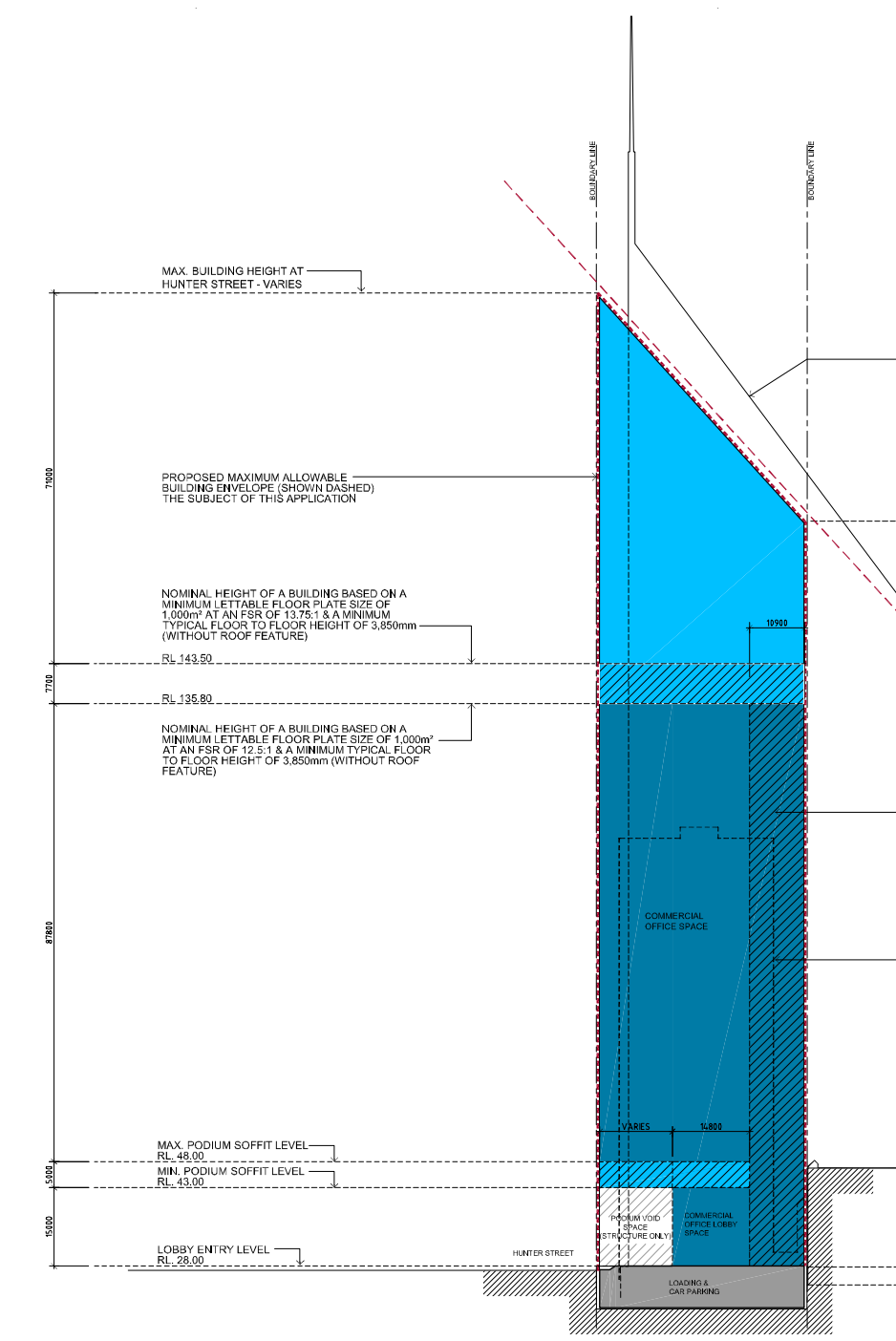
- whilst it may not be desirable, additional shadow was permissible to Martin Place for a form which complied with the SAP where it would not be noticeable to users of the place; and
- priority is given to protect sunlight access to the facades of sandstone buildings over all other overshadowing provisions.

The current proposal for the Martin Place Metro Station Precinct :

- is compliant with the Martin Place SAP;
- creates minimal additional overshadowing to Martin Place in pedestrian thoroughfare areas; and
- will not create a noticeable change to the experience of Martin Place as a result of additional overshadowing.

5 Relevant Case Studies

5.5 8-12 Chifley Square Approval 2006



Stage 1 Development Application Summary

| | |
|--------------------|--|
| Date of Submission | 12 October 2006 |
| Application Number | D2006/1795 |
| Consent Authority | City of Sydney (CoS) |
| Proposal | Stage 1 application for a commercial building envelope with a height up to 190 metres (RL216) and FSR of 13.75:1. The proposed envelope projects slightly beyond the Martin Place SAP. The existing building to be demolished, known as the Goodsell Building, is a proposed heritage item. Two submissions were received regarding impacts on the adjoining Colonial Centre (to the south of the site) and potential overshadowing of Parliament House. |

| | |
|------------------------|--------------------------|
| Summary recommendation | Approval with conditions |
| Assessment outcome | Approved |

Relevant planning instruments at time of assessment

- Sydney Local Environmental Plan 2005
- Central Sydney Development Control Plan 1996
- City of Sydney Notification of Planning and Development Applications DCP 2005
- City of Sydney Heritage Development Control Plan 2006
- Sydney REP (Sydney Catchment) 12005
- SEPP 11 - Traffic Generating Developments
- SEPP 55 - Remediation of Land
- SEPP 63 - Major Transport Projects
- Draft SEPP 66 - Integration of Land Use and Transport

Commentary

Issue 1: Setbacks

- The approved setbacks were non compliant with Sydney DCP 2012.
- The approved envelope provided no podium which was deemed contextually appropriate and unique to the experience of Chifley Square.
- The approved envelope was required to align with existing neighbouring developments along Hunter and Phillip Streets which are designed as towers at the street alignments.
- Building to the street alignment without tower setbacks or podium was deemed unique to the character of Hunter Street and Chifley Square.
- A greater setback from the street alignment without podium was deemed of greater benefit to the public realm than the provision of a DCP compliant envelope.
- Side setbacks were desired however variation to the DCP in any subsequent building approval would need to address the relationship with the Colonial Centre.
- Setback concerns were focused on the ground plane and maintaining existing street level alignments with emphasis placed on the continuation of the wider footpaths that incorporate private lands along Elizabeth Street and Phillip Street through colonnades.

Issue 2: Overshadowing

- The approved concept design envelope was restricted to comply with the SAP for Martin Place.
- There was no discussion of overshadowing impacts or the potential creation of new shadow.
- There was a view that the maximum envelope could not be achieved due to FSR limiting the ability to achieve the maximum height permitted.
- The approved concept design envelope was effectively an extrusion of the subject site capped by the Martin Place SAP.

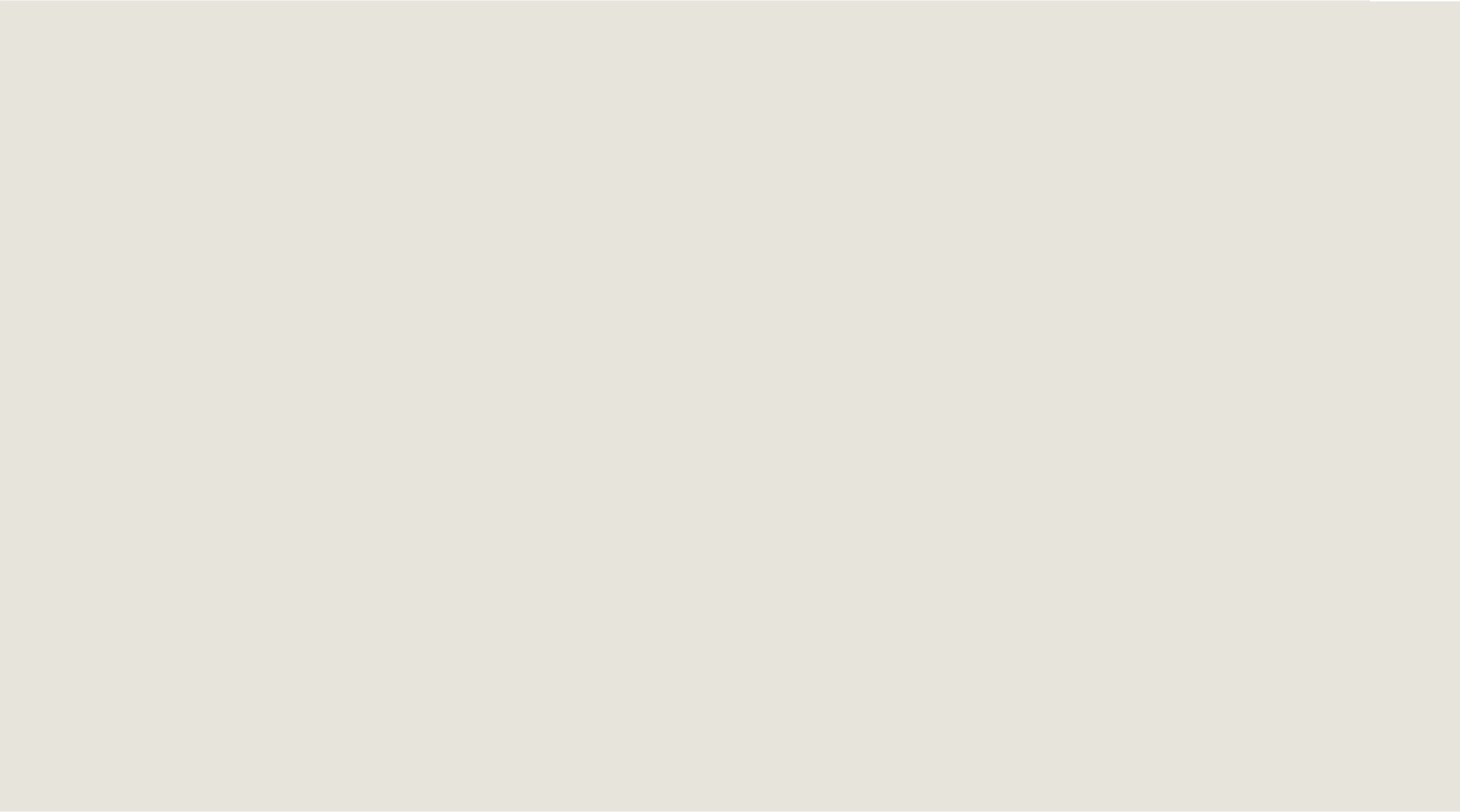
Relevance to Current Proposal

Some of the development standards used at the time of assessment of D2006/1795 are no longer relevant to the current approval, however overshadowing provisions remain largely unchanged between Sydney LEP 2005 and Sydney LEP 2012 as follows.

- Martin Place SAP
- to ensure that buildings maximise sunlight access to the public places set out in the LEP
- DCP setbacks
- Podium and streetwall to Chifley Plaza

The approval of 8-12 Chifley Square is directly relevant to the Martin Place Metro Station Precinct in that it provides and reinforces the same urban character that was sought by the City of Sydney in its approval of 8-12 Chifley Plaza, specifically:

- an envelope that is compliant with the Martin Place SAP;
- building alignments which conform to existing buildings and the unique character of Chifley Square and Richard Johnson Square which is lined by towers without setback continuing to the ground; and
- adequate footpath widths to cater to foot traffic and provide pedestrian amenity.



Conclusion

06

Martin Place is an important precinct of Sydney, operating symbolically as the site of national reverence for the sacrifice of our servicemen and women and the centre of commerce for Sydney's role as a global city.

The enhancement of Martin Place is a core objective for all redevelopment within Martin Place and of paramount importance to the Martin Place Station Precinct proposal.

The experience of Martin Place, confirmed in numerous urban design studies, is of a sequence of spaces along its length that form a cohesive character through a combination of generally consistent street alignments at ground level, variable streetwall heights, variable setbacks and a distinctive quality of architecture. Variations to the Sydney LEP 2012 and Sydney DCP 2012 controls for setbacks, height and overshadowing have been approved at 20 Martin Place and 60 Martin Place reflecting these attributes.

Whilst there are variations between controls and approvals to date, this report confirms the distinctive urban qualities that define Martin Place as a special precinct in Sydney. These are summarised as follows.

- The generally cohesive character of the built form.
- The distinction between ceremonial uses and national symbolic relevance west of Pitt Street focused on the cenotaph, and commercial uses to the east.
- The high standard of architectural design and detailing in accordance with its historic role as the centre of Sydney's financial and professional services industries.
- The varying setbacks above podiums, topography and built form creating a series of block by block experiences within the greater precinct of Martin Place.
- The experience of walking within a 30m wide street with excellent sky views, observing the high quality masonry architecture of reasonably consistent materials and character.

Issue 1: FSR uplift

The intensity of land use proposed is consistent with the City of Sydney objectives for the integration of land use and transport infrastructure, meeting contemporary aspirations for more sustainable urban development.

The draft Central Sydney Planning Strategy identifies the shortcomings of existing planning codes in protecting commercial floor space within the CBD and incentivizes its provision through the identification of locations within the CBD where additional height and floor space can be awarded in the process of delivering commercial floor space.

The proposed Martin Place Metro Station Precinct design is consistent with the objectives of the Draft Central Sydney Planning Strategy and the Sydney 2030 vision to provide high quality design, the expansion of employment generating uses and the awarding of additional height and/or floorspace in locations that protect the amenity of open spaces within the CBD.

Issue 2: Tower setback

Setbacks and the visibility of tower forms have been a matter of debate with each development proposal that has been considered in the history of Martin Place. Commencing with the Gazzard Report (1984), setbacks from Martin Place have been primarily concerned with protecting and enhancing visibility of the GPO facade and clocktower when viewed from the East.

The DCM report (1993) intended to achieve a consistent urban form for Martin Place by proposing a 40m setback that would ensure taller elements were not visible from the public domain of Martin Place and proposed a street width to podium height proportion of 1:1.5 - a proportion that is inconsistent with the existing buildings identified as contributing to the civic character of Martin Place.

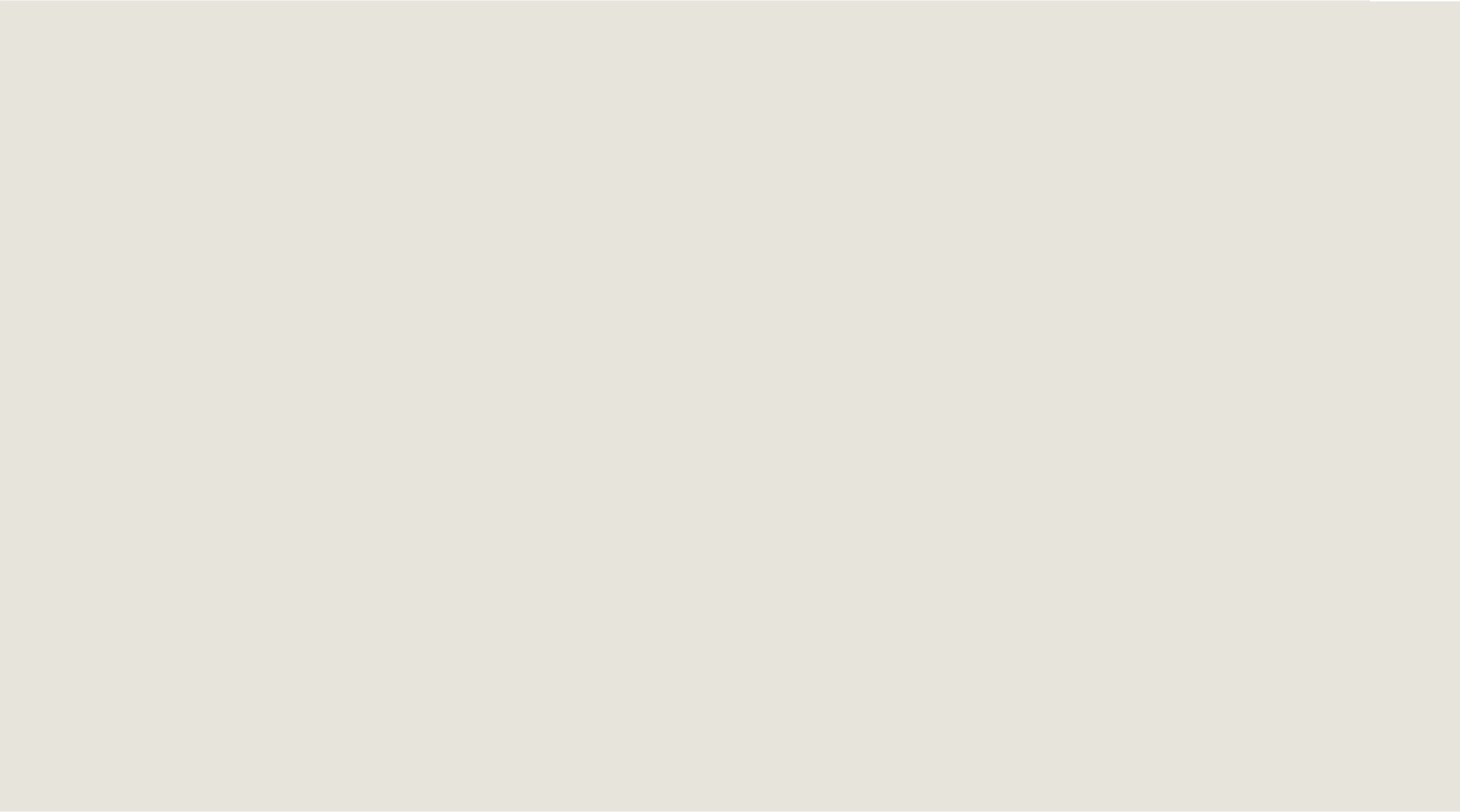
The Gehl report (2015) proposes that a rich experience of the public realm is characterised by the nature and arrangement of elements that affect the ground plane and pedestrian experience with priority on street alignment and ground floor uses without any discussion of built form above the ground level uses.

The City of Sydney Council has consistently confirmed that it is acceptable and desirable for contextually appropriate and well designed tower forms to be visible from the public domain of Martin Place. This view is evident in the provision for a 25m setback for towers above podiums to Martin Place in the Sydney DCP 2005 (and the Sydney LEP 2012 height limits) and reinforced by the recent development approvals at 20 Martin Place with no change to its existing setback and 60 Martin Place with revised height limit to permit a setback of 4.8m setback.

Analysis of the existing built form of Martin Place has established that existing setbacks above podiums of 25m is not a characteristic of Martin Place.

As demonstrated in the detailed design of 20 Martin Place and 60 Martin Place, the negative wind impacts of tower forms can be successfully ameliorated by built form and facade design. Both of these developments approved by the City of Sydney have achieved acceptable ground plane environmental conditions with similar or smaller setbacks than those proposed for the Martin Place Metro Station Precinct.

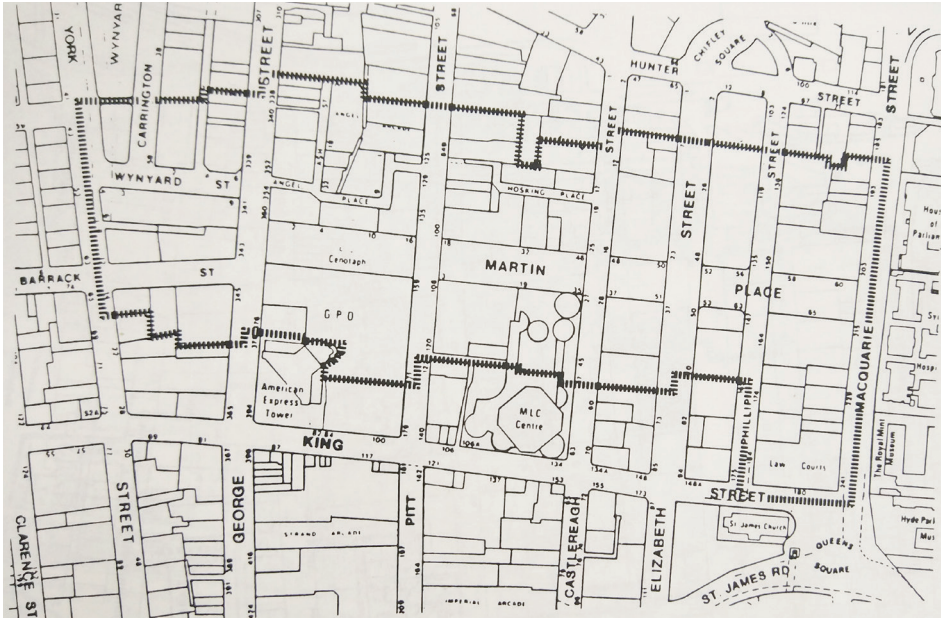
| Issue 3: Streetwall height | Issue 4: Overshadowing | Conclusion |
|--|---|---|
| <p>The 1995 rejection of a DA that included 39 Martin Place centres on a number of design issues of which the tower setback is one element. It notes that that the perception of towers and the definition of an acceptable setback is intimately related to the height of the streetwall and its articulation to achieve a visual separation between podium and tower.</p> <p>Variations to the built form controls for Martin Place in Sydney LEP 2012 and Sydney DCP 2012 have been supported on contextual grounds.</p> <p>This position is articulated by the CoS in its assessment of 60 Martin Place dated 11 September 2014 stating <i>‘It is noted that the height of the podium is contextually appropriate and relates to the height of the podium of the Reserve Bank building, the height of St Stephen’s Church and the Sydney Hospital’</i>.</p> <p>The proposed Martin Place Metro Station Precinct design principles for the South Site provides that the podium reflects the height, details and materials of the existing heritage facade of 50 Martin Place. The podium will be compliant with the DCP street frontage height range of 45-55m.</p> <p>Strong definition of the podium combined with setback and articulation that enhances the clear distinction of the tower above the podium achieves the objectives of minimising the visual impact of tower forms in Martin Place.</p> | <p>The CoS in its design of the Sun Access Planes (SAP) for Martin Place and Hyde Park and subsequent approval and submissions on approvals for developments within the vicinity of Martin Place and Hyde Park have demonstrated a consistent position that acknowledge some additional overshadowing to the ground plane is a necessary part of development within the CBD.</p> <p>In its submissions to the Department of Planning on MP76_009, CityOne Development, the CoS prioritized the protection of solar access to the GPO facade over additional overshadowing to the ground plane of Martin Place.</p> <p>In its approval of 20 Martin Place and 60 Martin Place, the CoS focused on ensuring that envelopes which did not comply with the Martin Place SAP did not increase overshadowing to Martin Place rather than enforcing the provisions of the SAP and related controls. This provision has been limited to the overshadowing effects on 14 April at lunch time.</p> <p>In its approval of 148-160 King Street, the CoS confirmed that new shadowing to public spaces, in this case Hyde Park, is acceptable from new development, provided it is compliant with the current SAP.</p> <p>The conclusion to be drawn from the CoS assessments is that where built form is proposed within the specified SAP, some new overshadowing of significant public spaces is acceptable.</p> <p>The proposed Martin Place Metro Station design for the North and South sites are compliant with the Hyde Park and Martin Place SAP. Minor additional overshadowing, consistent with the CoS’ approval of 148-160 King street and submissions on One Carrington Street, is accordingly, acceptable to the CoS.</p> | <p>The report concludes on evidence that the proposed variations to the Sydney LEP 2012 in relation to FSR and Height by the Macquarie Planning Proposal:</p> <ul style="list-style-type: none">– are consistent with prior recent approvals by the CoS;– reflect the predominant built form of Martin Place east of Pitt Street;– enhance the public open space adjacent to the subject sites in Martin Place and Hunter Street including the MLC forecourt, Chifley Square and Richard Johnson Square;– enhance the experience of 50 Martin Place and the open space between Castlereagh and Elizabeth Streets on Martin Place;– complete the unique urban form of Chifley Square and Richard Johnson Squares;– reflect the significance of Martin Place and the Martin Place Metro Station Precinct; and accordingly– are in the public interest. <p>The proposed design of the Metro station will be a world class exemplar of commercial development integrated with rail infrastructure and will contribute to advancing Sydney, in a global context.</p> |



Appendices

Appendices

A Gazzard and Partners - Civic Design Study of Martin Place Sydney 1984



Study boundary
Source: Gazzard and Partners, Civic Design Study of Martin Place Sydney 1984

Overview

In October 1983, Gazzard and Partners was commissioned to conduct this urban design study in an attempt to provide some control to the development of Martin Place.

By this time, the uncontrolled development along Martin Place has raised serious concerns of the civic qualities of the space. As Gazzard and Partners played a major role in the public domain design of Martin Place, they were entrusted by the Department of Environment and Planning, the Heritage Council and the City Council to prepare this document.

This ‘Martin Place Civic Design Study’ was finished in June 1984 and it included the following components:

- Section 1 The history and development of Martin Place
- Section 2 Inventory of items of environmental, heritage or townscape significance
- Section 3 Property Inventory and identification of potential redevelopment sites
- Section 4 Townscape and character of Martin Place
- Section 5 Statutory planning
- Section 6 Planning controls for potential development sites

Scope

As stated in the brief document (attached as Appendix 1 in the study document), the purpose of the study was to:

- *Analyse existing planning controls, Local Government codes and Policies relating to public land and private development and any relevant State Government policies or controls which relate to the study area.*
- *Identify any detrimental statutory circumstances affecting the conservation and preferred development of the significant environmental qualities of Martin Place.*

- *Analyse development pressures affecting the study area and identify any conflicts or problems.*
- *Recommend objectives, policies and strategies for the study area and identify any conflicts or problems.*
- *Recommend objectives, policies and strategies for the study area, both statutory and non-statutory, to conserve, enhance and develop the significant environmental qualities of Martin Place.*
- *Recommend building envelope controls, and any other environmental planning controls which are considered important and appropriate for the control of future development in the study area.*
- *Formulate detailed guidelines for appropriate development or treatment.*
- *Recommend priorities for any significant initiatives by Local and State Government which may be identified as important in these terms.*

Methodology

The assertion that it is necessary for the psychological welfare of cities to retain a stable framework of landmarks which serve as visual and emotional reference points in a constantly changing urban environment was made in the study.

It was asserted that the view down Martin Place with the GPO clocktower was a cherished Sydney view that would not be the same either visually or emotionally if any of the elements were changed.

Calculations of the potential floor space and the logical way to develop the site allied with sight lines from crucial locations determined the controls over the height and floor space ration of the building.

Photomontages were prepared to illustrate the effects of unrestrained development.

Appendices

A Gazzard and Partners - Civic Design Study of Martin Place Sydney 1984

Study Analysis

The association of Martin Place with Anzac Day marches, Dawn Services, Royal Visits and ceremonies of all sorts reinforces the perceived image of most Sydneysiders - that this part of Martin Place is the civic and ceremonial heart of Sydney.

- Gazzard and Partners, Martin Place Civic Design Study

Gazzard points out that most of the post-war developments in the eastern half of martin Place are not very successful in continuing the special qualities of the earlier developments.

The study commented on the character and significance of each block and the buildings. Details are noted as below:

George Street to Pitt Street

GPO dominates this place.

The 1893 Colonial Mutual Lift Building is identified as an essential townscape counter point to the GPO.

The former ANZ Bank draws the line of vision into Martin Place towards the GPO facade.

The 1907 Challis House has a negative contribution to the townscape due to its dominating bulk compared to the lower and more intricately designed older buildings and its overshadowing effect on the Plaza. However it contributes to the pedestrian network by providing a retail arcade connection through to Angel Place.

The Bank of New South Wales and Barrack House close the vista down Martin Place. They are noted as relating well in materials and scale of facade treatment to the GPO, without detracting from the important silhouette of the clock tower. However, the differences in design between these two buildings results in an asymmetrical termination of the vista.

The David Jones Store has been skilfully linked in terms of its two stages and together they establish a strong visual relationship with the GPO opposite.

Since the installation of the Cenotaph much of the ceremonial life of the city has been enacted here.

Pitt Street to Castlereagh Street

Both the original portion and the addition of the Commonwealth Bank Building combine with the sandstone buildings in the lower block in a harmonious composition.

The MLC development has radically changed the south side of the block. The tower is quire sensibly set well back towards King Street but because the lower forecourt development is also set back from the Martin Place alignment the formal linear containment of space which characterised Martin Pace at this point has been lost.

Gazzard noted that it can be argued perhaps that the loss of the more traditional building composition which the Australia Hotel had provided has been offset by the gain of a new sunlit open space of Martin Place and by pedestrian links through the block to King and Castlereagh Streets.

The Commercial Travellers Club is, on the other hand, a strongly contrasting element unrelated to the surrounding buildings.

The ANZ Bank Headquarters towers shades the public square. The scale is dominating but the open colonnade at ground level is a positive contribution to the townscape, partially as its deep set back on the corner opens up views to the lower section of the Colonial Mutual Lift Building and the former Angel Hotel in Pitt Street.

32-36 OTC House and 38-40 Martin Place produce undesirable overshadowing effects in winter, especially OTC House. OTC House is otherwise neutral townscape element. 38-40 Martin Place has a less refined elevation treatment but is also a relatively neutral element in the townscape.

The MLC centre has a strong vertical emphasis, characteristic of its time. It is noted as a fine example of 1930's city office design and an essential part of the Martin Place townscape character.

Appendices

A Gazzard and Partners - Civic Design Study of Martin Place Sydney 1984

Castlereagh Street to Elizabeth Street

The Commonwealth Bank is noted as being very compatible with the GPO in the vista down Martin Place and is a visually and culturally important element in Martin Place.

The Prudential Insurance Building is identified as a background element in the Martin Place townscape. Although it is a taller building the light brown colour of its precast concrete cladding panels and its window to wall ratio helps relate it to the older buildings better than the curtain walled towers.

Elizabeth to Phillip Streets

The APA Building with its cream ceramic tile clad facade and red granite base, splayed corners, Art Deco decoration and particularly the form of its stepped parapet cornices is an important historic and townscape element in Martin Place.

The State Bank overshadow the pedestrian areas and the APA Building opposite and the large area of glass in its facade is out of character with Martin Place.

Phillip Street to Macquarie Street

This portion is identified as the least satisfactory section of Martin Place in terms of townscape quality.

Both of the tower blocks flanking this space do not relate successfully to any of the qualities which make Martin Place a special place. The alien scale, together with the unsympathetic black granite base makes the Reserve Bank Building quite out of character with the traditional townscape of Martin Place.

The Westpac Building overshadows Martin Place and lacks the colour, textures and intricacy of facade treatment that characterised the earlier buildings in Martin Place. It is noted as a negative element in the totality of the Martin Place townscape

Sydney Hospital provides a successful termination of this important civic space which links the hospital with the hear of the city.

Study Outcome

Several buildings within the study area were proposed for heritage listing as follows.

- 374-376 George Street
- 345 George Street
- 96-98 Clarence Street (now listed)
- 100-102 Clarence Street
- 22 York Street and 24-26 York Street (now listed)
- 359-363 George Street (now listed)
- MLC Centre and King George Tower
- The Sculpture Fountain

Retention of Facades were recommended in cases where it is not practical to preserve distinctive buildings due to their age, poor condition and lack of conformity with modern standards of construction, fire rating, means of escape, etc.

The study noted that the provisions that allow for transfer of bonus floor space from Heritage buildings that have been conserved have been complicated by imprecise wording of the Code. The basis for calculation of the development potential of Heritage sites needs to be redefined and made more specific.

It also notes that the Heritage bonus has been utilised to preserve the facades of buildings while permitting new development to proceed.

It was concluded that a more precise and universally accepted tool was needed to determine the exact visual impact of new buildings in cities. Architects' impressions of proposed developments are often incorrect and are also often hard to disprove.

| Overview | Methodology | |
|---|--|--|
| <p>Conybeare Morrison and Partners were commissioned by the Council of the City of Sydney and The Department of Environment & Planning to produce 'City Form Study: The Protection of Public Spaces from Overshadowing by Tall Buildings' in March 1988.</p> <p>The study included the following components.</p> <ol style="list-style-type: none">1. Introduction2. Historic Background3. The Changing City4. Shadow Analysis5. Urban Form Analysis6. Urban Development Strategies7. Conclusions and Recommendations8. References and List of Illustrations | <p><i>—Examination and assessment of issues relating to tall buildings and the urban form of the CBD;</i></p> <p><i>—Assessment of development options;</i></p> <p><i>—Preparation of a solar contour drawing and consequent building height zones, related to public spaces within the CBD;</i></p> <p><i>—Assessment of potential development and other critical sites within the CBD and the preparation of notional envelopes for each site;</i></p> <p><i>—Assessment of other urban design considerations;</i></p> <p><i>—Formulation of strategic objectives and policies for the protection of public spaces from overshadowing.</i></p> <p>The study was based on the assumption that 'no additional overshadowing of public spaces should be permitted'. It however noted that:</p> <p><i>"... such a strategy may not always be possible, and that there may be the need to vary the approach and level of tolerance to additional overshadowing. For example, some urban spaces, such as Martin Place and Pitt Street Mall, achieve their status by being enclosed spaces surrounded by existing buildings. Therefore, some degree of overshadowing is inevitable and consequently require variation of the broad controls outlined in this report."</i></p> | <p><i>The removal of awnings which afford protection from inclement weather and give a human scale to the streetscape.</i></p> <p>Five public space categories are defined:</p> <p><i>—Parks;</i></p> <p><i>—City Squares;</i></p> <p><i>—Plazas;</i></p> <p><i>—Pedestrian Streets and Malls; and</i></p> <p><i>—Other Open Space.</i></p> <p>Martin Place is categorised under City Squares, which is defined to be 'generally hard paved with some tree planting and /or decorative planting beds, available for public access and recreation and often associated with important public buildings'.</p> <p>Protecting the City's Heritage</p> <p>Martin Place (especially the banks on George Street and the GPO) are identified as heritage items for sunlight preservation on the facades and building features.</p> |
| Scope | Study Analysis | Study Outcome |
| <p>As stated in the introduction (part1 in the study document), the objectives of the study was to:</p> <p><i>—prepare a plan showing existing overshadowing within the City centre at the time of the winter solstice, 12-2pm;</i></p> <p><i>—assess the implication, in terms of building form and development potential of implementing overshadowing controls on specific sites within the study area;</i></p> <p><i>—develop strategic objectives and policies in relation to the protection of public spaces in Central Sydney from overshadowing.</i></p> | <p>The effects of tall buildings</p> <p>The direct effects include:</p> <p><i>wind tunnelling and down drafts;</i></p> <p><i>temperature and glare increases from light reflected off glass clad structures;</i></p> <p><i>loss of human scale by the creation of canyon-like streets;</i></p> <p><i>destruction of the streetscape with the demolition of many older buildings which provided a variety of experiences; and</i></p> | <p>Urban Development Strategies</p> <p>Strategy 1: maintaining and reinforcing the urban form</p> <p>Strategy 2: balancing economic incentives against loss of amenity</p> <p>Strategy 3: protect amenity and function of public spaces</p> <p>Strategy 4: heritage protection</p> <p>Strategy 5: creating new sources of open space</p> <p>Strategy 6: assessing development proposals</p> |

Overview

On 22 March 1990, the Central Sydney Planning Committee resolved to prepare a Development Control Plan (DCP) for the precincts of the city centre. This was the initial outcome of the 1988 Central Sydney Strategy, which was jointly prepared by the CoS and the NSW Department of Planning.

Planning controls which apply generally in the City of Sydney are set out in Part 1 of this DCP. Controls specific to particular precincts are to be found in Part 2.

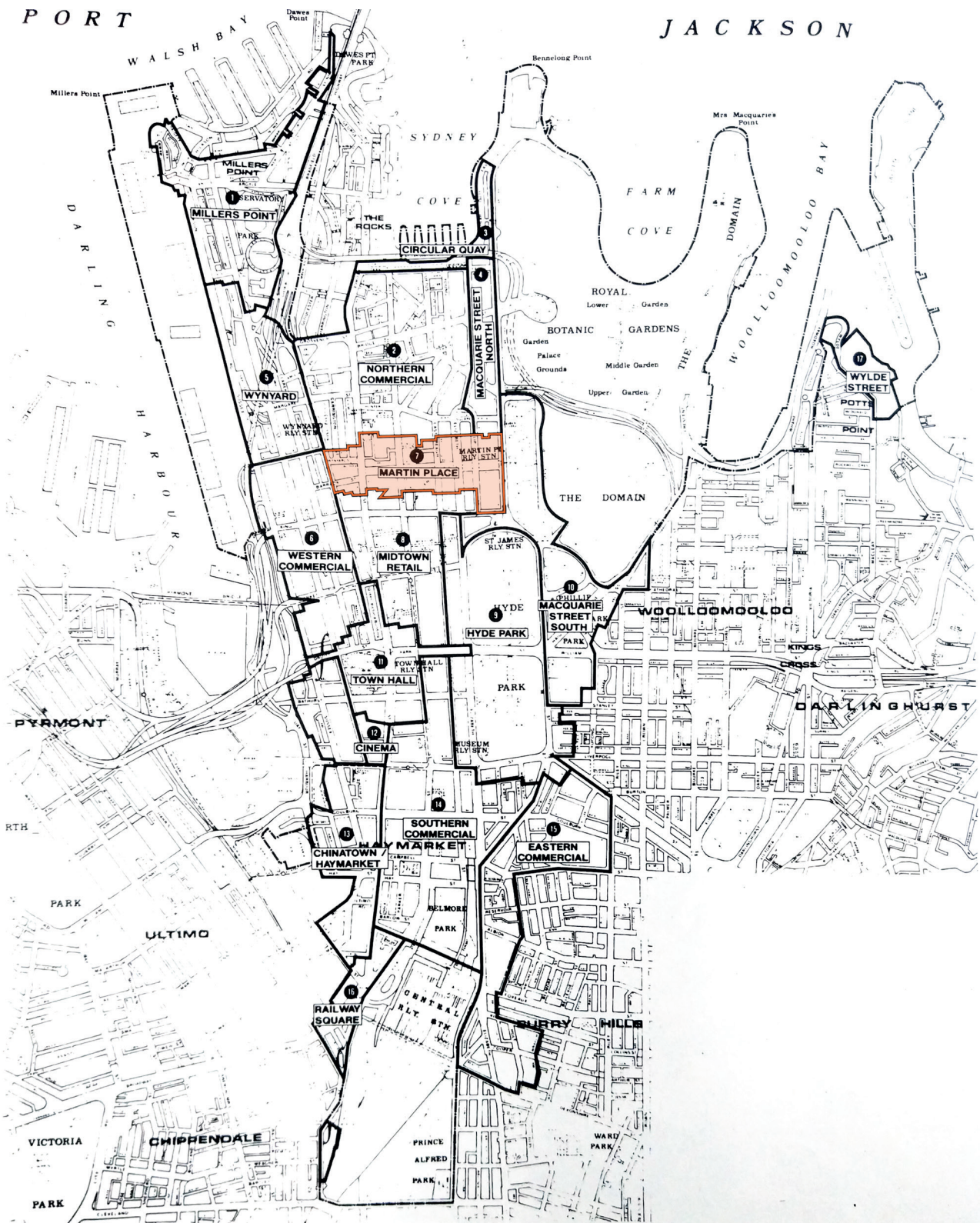
Scope

The main contents of the DCP Part 1 are as follows.

- A Preamble
- B Objectives of this Development Control Plan
- C General Development Controls
- D Heritage conservation and transfer of floor space
- E Significant public benefit

The main contents of Part 2 Precinct 7 Martin Place are as follows.

- A Existing character
- B Desired future character
- C Precinct objectives and controls
 - 1 Activities/uses
 - 2 Development potential (floor space ratio)
 - 3 Streetscapes
 - 4 Built form
 - 5 Public open space
 - 6 Pedestrian circulation and amenity
 - 7 Parking and vehicle access



Precinct map showing all precincts with Martin Place precinct highlighted in red
Source: Draft DCP for the City of Sydney 1991

Study Analysis

A Existing character

1 Activities/uses

Martin Place frontage, at the time of this draft DCP, was dominated by financial and institutional uses with the main ground floor use being banking chambers for financial institutions.

It was noted that *“Martin Place represents a rich blend of tradition with modernisation, of civic responsibilities with large corporations’ displays of wealth”*.

2 Streetscape and built form

It was noted that a consistent streetwall was maintained in Martin Place with only two buildings setback from the property boundary.

It was noted that buildings cover whole sites to parapet level at 30-45 metres above street level.

3 Pedestrian and vehicular circulation and open spaces

“The appeal of street closures is their “enclosed” and secure character due to the consistent height of surrounding buildings and the maintenance of the streetwall”.

It was noted that periods of most intense pedestrian activity are during the morning and evening peak hours and the lunchtime period.

B Desired future character

The desired future character for Martin Place was identified to be *‘for it to remain a banking service centre and lunchtime gathering place for mid-city visitors and workers’*.

It was noted that the distinctive character of Martin Place should be the *“integration of landscape and built form environment, characterised by the use of stone paving elements, intricate masonry detailing, street furniture, and the planting of major deciduous tree within a planned and carefully maintained environment”*. Refer to artist impression on the previous page for further illustration of this idea.

It was also envisaged that Martin Place would develop to have substantially taller buildings in the near future:

“The historic buildings in Martin Place are 30-45 metres high. Future development will be as much as six times higher at 140-180 metres, changing the scale of development”.

More detailed desirable future characters are defined in part C below.

C Precinct objectives and controls

The contents of this part are extracted from the DCP for the City of Sydney 1991 as follows.

1 Activities/uses

Primarily a financial area, Martin Place’s most appropriate ground floor uses are insurance companies, travel agencies, real estate agencies, etc.

In all other areas of the precinct, retail shops and restaurants should be encouraged at ground floor level as they create vitality and visual interest at the street frontage. Shops and restaurants should also be provided along arcades and lower pedestrian levels to ensure use by pedestrians.



Artist impression of desirable future character of Martin Place
Source: Draft DCP for the City of Sydney 1991

Where colonnading and/or steps prevent shop fronts from abutting the Martin Place street alignment, architectural detailing should be incorporated at ground floor level.

Objectives

Enhance Martin Place’s image as a banking Service Centre and lunchtime entertainment centre for visitors and workers.

Ensure that ground level uses contribute to a lively, human scale of activity.

Controls

There are no specific controls for this precinct.

2 Development potential (floor space ratio)

The objectives and controls set out in Section C2 of Part 1 of this Development Control Place apply to this precinct (Section C2 of Part 1 is extracted below).

Controls

The floor space ratio of a building to be erected on land in a precinct listed in Table shall not exceed the maximum floor space ratio shown in Table A (refer below, Martin Place precinct is under ‘ All other precincts’).

| Precinct | Nominated FSR | Heritage conservation bonus | Significant public benefit bonus | Maximum FSR |
|---------------------|---------------|-----------------------------|----------------------------------|-------------|
| Millers Point | 2:1 | nil | nil | 2:1 |
| Macquarie St South | 3:1 | nil | nil | 3:1 |
| Eastern Commercial | 6:1 | nil | nil | 6:1 |
| Railway Square | 6:1 | nil | nil | 6:1 |
| Wylde Street | 4:1 | nil | nil | 4:1 |
| All other precincts | 10:1 | 2.5:1 | 2.5:1 | 15:1 |

The bonus for heritage conservation and the bonus for significant public benefit shall not exceed 2.5:1 for each bonus.

The floor space ratio will be achieved only if all the required urban design controls set out in this Development Control Plan are met.

These provisions include strict compliance with the urban design controls set out in this Development Control Plan.

Where for urban design reasons, the nominated floor space ratio cannot be achieved, the bonus provisions for heritage conservation and significant public benefit shall not apply and shall have no relevance.

3 Streetscapes

3.1 Building facades and materials

Objectives

Preserve Martin Place as one of the city’s most important urban spaces. The facades of the surrounding heritage buildings add emphasis to the ceremonial and entertainment functions that occur within it.

Accordingly, the sense of enclosure of the space, the continuity of the streetscape and the various elements that help to make up the streetscape should be maintained and incorporated within any new development.

Controls

New developments and alterations to the facade at podium level should incorporate the following features:

- building materials should be richly textured and light coloured, not smooth and shiny.
- ground floor levels should be of grand proportions, emphasizing doors and entrance ways, with architectural features decreasing in size as buildings rise

Facades should be modulated and articulated by the use of the following features:

- individual windows
- arches and columns
- cornice lines and parapets
- intricate architectural detailing through ornamentation

3.2 Heritage

The precinct contains several items of environmental heritage which are mostly located at the western end of Martin Place.

Although these buildings represent a cross section of architectural styles, most were constructed at the turn of the century and their facades and architectural features give the precinct its distinctive character.

The facades are richly textured, generally constructed of sandstone with grand proportions at street level. They contain individual windows, arches and columns, cornice lines and parapets, and intricate architectural detailing through ornamentation.

Building facades contain a high solid to glass ratio and many buildings contain colonnading that sometimes rise two storeys high.

Objectives

There are no specific objectives for thsi precinct

Controls

Continued use of the heritage buildings as civic or public spaces is fundamental to the conservation of the heritage significance of the precinct as a whole and should be encouraged.

3.3 Views and vistas

Martin Place terminates at George Street and Macquarie Street, where vistas are provide to the east by Sydney Hospital, and to the west by the Westpac and National Bank Buildings.

Other views within the precinct are of the GPO Clock Tower, AWA Tower, Australia Square, the Harbour Bridge and the Archibald Fountain in Hyde Park.

The only view that may be obtained of the precinct from outside is westwards from the Domain, over the smaller heritage buildings of Macquarie Street precinct.

Objectives

- Important views and vistas within the precinct are identified in the Views and Vistas map.
- Maintain views of the GPO Clock Tower, the precinct's major landmark, which can be viewed from several locations within in the precinct.
- Design development to ensure the tower's visual prominence.

Controls

- Special care should be taken in the design of development above or behind heritage buildings which terminate views at the end of streets to enhance terminations of views.
- Views within the precinct should be maintained, including the Harbour Bridge, Australia Square, AWA Tower and the Archibald fountain in Hyde Park.

3.4 Signs

Objectives

- Continue to restrict signs in Martin Place to ensure that the integrity of heritage facades and the visual continuity of the streetscape are maintained.

Controls

- Every portion of a sign with frontage to Martin Place shall be set back behind the building alignment and should form an integral part of the building to which it pertains.
- The only signs that should be permitted to be erected within Martin Place are directional signs (eg Public Telephones, Trains, Shops, etc).

3.5 Reflectivity

There are no specific objectives or controls for this precinct

4 Built form

- Historic buildings at the western end of Martin Place retain an intimacy of scale.
- The traditional stone buildings which characterise Martin Place (and extend the historic character of Macquarie Street) are 30-45 metres high and of equivalent width at their frontage. This 1:1 and 1:1.5 width-to-height ratio, is regarded in urban design terms as highly desirable.

To create an integrated streetscape/built form environment, all buildings with frontages to Martin Place should retain this human scale and detailing.

4.1 Building height, setback and alignment

The absolute height of buildings is determined by limitations on overshadowing Hyde Park.

Objectives

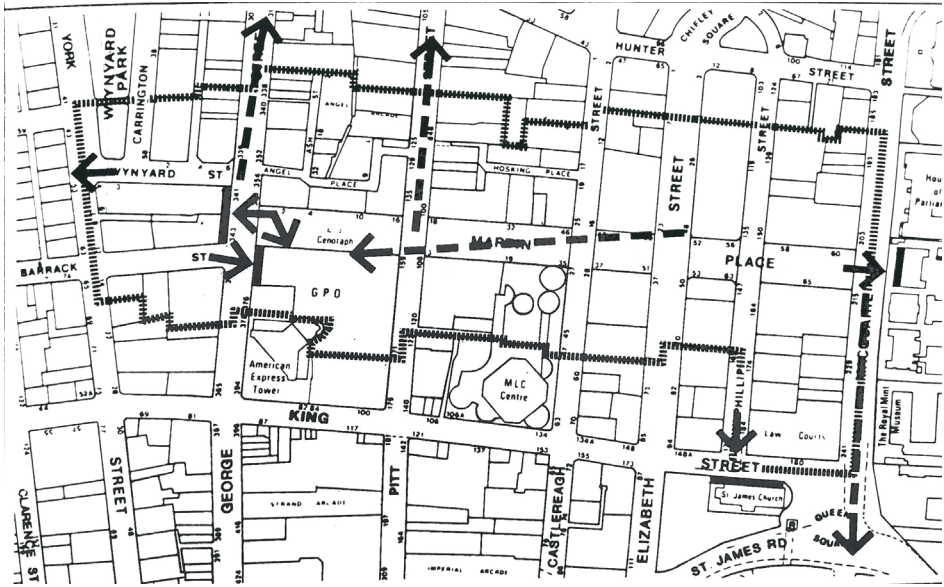
- Control development to continue the existing width-to-height ratio of buildings which define the edges of Martin Place.

Controls

New developments with frontages to the following streets will be subject to these controls:

Martin Place

- Above a 30-45 metre podium height, future development should be setback 15 metres and retain the 1:1 or 1:1.5 width-to-height proportions which characterise historic buildings in Martin Place.
- Above podium level, building should also step in from the sides to diminish their bulk by narrowing their profile to Martin Place, and to preserve sky views.
- Above 90 metres, buildings should step in further from the side boundaries.
- Buildings which rise above 90 metres should occupy no more than 40% of site area, the absolute height being determined by overshadowing limitation on Hyde Park.



Map showing views and vistas within the precinct
Source: Draft DCP for the City of Sydney 1991

- Legend
- View within the Precinct
 - - - - - Long distance view
 - Heritage buildings that terminate a view that require specific design considerations

- The height of buildings with frontages to Martin Place as well to adjoining side street should be a minimum of 20 metres and a maximum of 45 metres. The actual height chosen should relate to adjoining heritage buildings.

Elizabeth/Castlereagh/Pitt/George/Phillip Streets

- The height of buildings should be a minimum of 30 metres and a maximum of 45 metres at the street frontage.
- Above this height, taller buildings should be set back 5-10 meters, depending on the maximum height of building achieved. Above 90 metres a further 10 metre setback should be required.
- Buildings over 90 metres high should occupy no more than 40% of site area.

4.2 City form and skyline

When viewed from various angles, the buildings in Macquarie Street present an interesting skyline with varying heights, intricate rooflines and ornamentation, especially in comparison to the block towers of Martin Place precinct rising above and behind.

Greater design detail should be required in future developments to provide more interest and variety in the precinct's skyline and silhouette.

New development should ensure that buildings are designed to create a visually interesting skyline that complements, rather than diminishes, the significance and detail of the heritage buildings in the precinct. This should also apply to parapets and podium levels when viewed from within Martin Place.

Objectives

- Retain and enhance the dignified and substantial built form of Martin Place.
- Ensure that taller buildings are regulated in height and bulk to minimise adverse and bulk to minimise adverse shading and other environmental and perceived effects at street level.
- Ensure that development is sensitive to pedestrian scale and comfort at street level.

Controls

There are no specific controls for this precinct.

4.3 Wind effects

Due to the precincts's topographic location between two ridgelines, it receives the cooling effects of northern sea breezes and is sheltered from Sydney's strong southerly and westerly winds. This is aided by the precinct's street pattern which is consistent with the main city grid, having long north-south street intersected by shorter east-west streets of which martin Place is one.

There are no specific objectives or controls for this precinct.

5 Public open space

Areas of open space within the precinct comprise mainly street closures, ie Martin Place, Regimental Square and the proposed extension of Pitt Street Mall.

Part of the appeal of these spaces is the 'enclosed' and secure atmosphere created by the consistency of surrounding buildings.

The setback of buildings from the street or boundary alignment at lower levels is inappropriate.

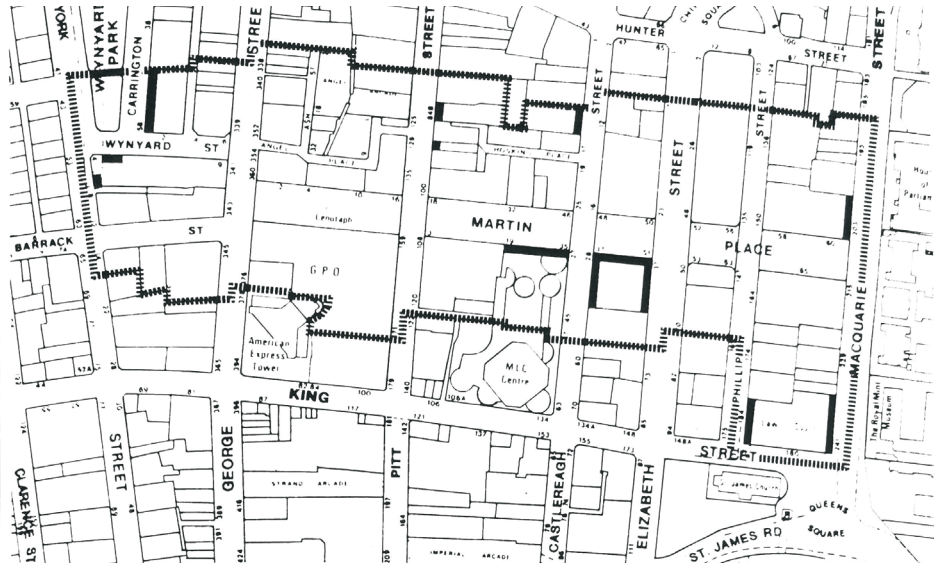
5.1 Enhancing public spaces

Objectives

- With such high parapet levels established, Martin Place receives very little sunshine during the lunchtime period of 12noon - 2pm, except during the summer months. However, the north-south streets enjoy good sunlight penetration due to their orientation. The upgrading of these streets should be encouraged.
- Poorly designed and sited open spaces should be enclosed without any building setback.

Locations where improvement is considered desirable include:

- MLC Centre, Martin Place
- Prudential Assurance, 53-63 Martin Place
- Westpac, 197-203 Macquarie Street
- 6 York Street and 3 Wynyard Street
- 54-58 Carrington Street
- 84 Pitt Street
- 90 Pitt Street
- 15 Castlereagh Street
- Law Courts, 237-241 Macquarie Street



Map showing potential improvement sites of Martin Place in terms of street alignment

Source: Draft DCP for the City of Sydney 1991

Legend

— Locations where existing building setbacks may be enclosed to provide continuity of streetscape

Controls

New development should step back from the specific or prevailing parapet height, as previously set out in Section 4, Built form.

6 Pedestrian circulation and amenity

Since Martin Place is primarily a pedestrian precinct, the circulation of pedestrians within and through the precinct, especially at street level, is a major priority of this Development Control Plan. Several through-site links and arcades exist within the precinct, as shown on the Martin Place Pedestrian Network map.

New buildings should provide through site links where indicated on the Pedestrian Network map. Where possible, they should connect with existing railway station exits.

Street level circulation should be improved with minor link roads being upgraded as indicated on the map. Upgrading provisions of these streets should include the widening of footpaths and possible carriageways, extensive street tree planting and co-ordinated street furniture.

Buildings in the precinct should be designed to protect pedestrians from rain, wind and summer sun.

6.1 Pedestrian links and weather protection

Objectives

Retain and enhance the precinct's physical and psychological qualities as Sydney's central pedestrian place.

Ensure that all elements of the public environment contribute positively to pedestrian amenity and experience.

Controls

Awnings and colonnades should be provided as indicated on the Awnings and Colonnades map.

Along Martin Place and Barrack Street, colonnades are considered the most appropriate form of weather protection. This is because colonnading provides a continuous facade to the street frontage, whereas awnings tend to bisect facades. Colonnading also allows gradient control devices such as stair and ramps to be provided behind building fronts.

In Martin Place and Barrack Street colonnades should be required to return for one building depth along north-south streets.

Awnings should be provided south of Martin Place except in Macquarie Street, due to its civic functions.

Awnings and individual entrance canopies are generally inappropriate on building frontages to Martin Place.

Awnings and individual entrance canopies are generally inappropriate on building frontages to Martin Place.

6.2 Access and facilities for people with disabilities

There are no specific objectives or controls for this precinct.

7 Parking and vehicle access

Due to its pedestrian nature, very few buildings have on-site parking facilities within Martin Place precinct. Vehicular access to buildings is restricted to either rear laneways or along the main north-south streets, and will become even more restrictive when Pitt Street Mall is extended to Hunter Street.

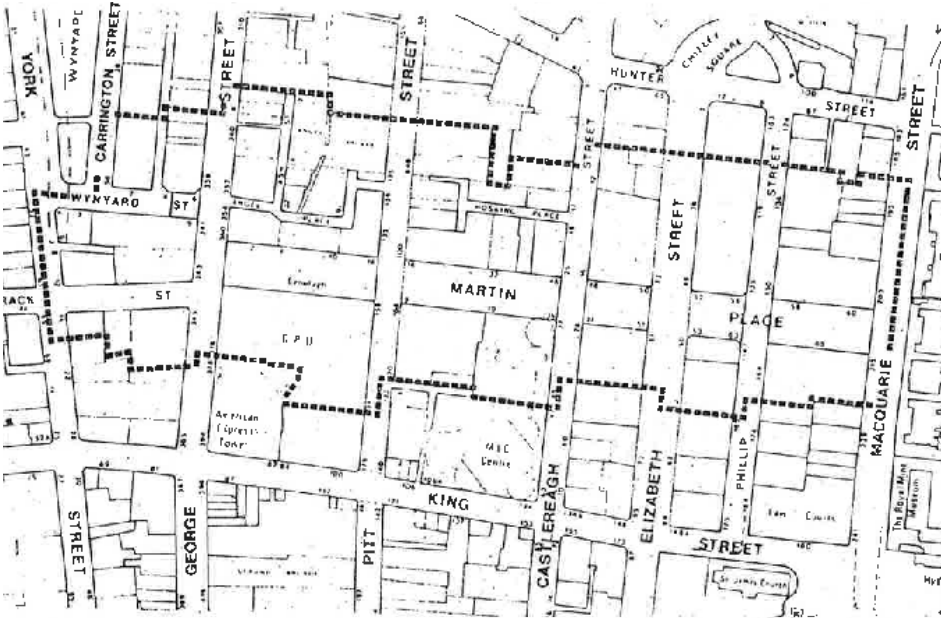
However, on-site parking within the precinct may become more viable if the proposed tunnel system under the city centre is to be independent of the street/road network.

There are no specific objectives or controls for this precinct.

Study Outcome

This draft DCP, together with the draft LEP 1991, set out an unparalleled level of detail in terms of planning controls for Central Sydney. They were not adopted but formed the basis for future discussions and developments of planning controls. These drafts provide insight into the initial thinking behind the current planning controls.

The draft 1991 controls were replaced by a reworked draft Central Sydeny LEP and DCP in 1995, which was then revised and gazetted in 1996.



Map indicating study boundary
Source: DCM, Martin Place Civic Design Study and Masterplan 1993

Overview

In October 1992, Denton Corker Marshall Pty Ltd (DCM) was commissioned by the Council of City of Sydney to conduct a study following the completion of Gazzard Sheldon’s recommendations for Improvements to Martin Place including the partial implementation of the recommendations of this report as well as other stakeholder proposed changes to Martin Place.

This study, named ‘Martin Place Civic Design Study and Masterplan’, was published a few months after, in January 1993. This means a overall limited time frame with limited resources for the production of this study. Public consultation was also limited to meetings with owners of properties adjoining Martin Place.

The study included the following components

- Part 1 Introduction
- Part 2 Site Analysis
- Part 3 The Master Plan
- Part 4 Implementation

Scope

As stated in Part 1.3 Scope of Study, this study was to address the following issues.

- Martin Place as the major civic space in the city.
- The significance of Martin Place within the open space network of Sydney and its relation to related pedestrian spaces.
- The significance and role of the major cross streets including proposed civic improvements to George and Castlereagh Streets.
- The impact of pedestrian patterns of movement within the precinct and to a lesser extent the impact of traffic and the potential for closing Pitt Street at Martin Place.
- The changing pattern of use of Martin Place and the adjacent areas such as the pedestrianisation of Barrack Street, the loss of the GPO function from GPO, the refurbishment of MLC centre and the impact such changes have on the nature of Martin Place.
- Improvements to existing pedestrian connections to adjoining laneways blocks the potential for additional links.
- The overall form of the public realm including the detailed resolution of landscape elements, street furniture, paving, signage, lighting, public art, the amphitheatre and shelter, street vendors, kiosks/barrows, access for the disabled etc.

The study area is largely the area defined by the Martin Place precinct boundary (refer to the ‘Map indicating study boundary’ on this page). However, some of the related streets, pedestrian spaces and laneways have been also been addressed.

Methodology

The overall study included three stages as follows.

- Stage 1 Research analysis and concepts - 2 weeks
- Stage 2 Design development – 3 weeks
- Stage 3 Master plan and strategy implementation- 3 weeks

The site analysis was based on methodology of “‘taking the Place to pieces’ by examining all of the components of the site separately and then looking at how they work individually and interactively’.

The components examined were grouped into the following 3 categories.

- Natural factors
- Cultural factors
- Aesthetic factors

Study Analysis

Site Analysis overview

“... whilst Martin Place has many problems which are apparently minor in themselves, taken as a whole the major problem is that Martin Place is not “A Place” at all but rather a series of places each with a different character and with only marginal correlation. There is a very distinct lack of the visual unity which is so necessary in any successful urban space.” - Extracted from DCM, Martin Place Civic Design Study and Masterplan

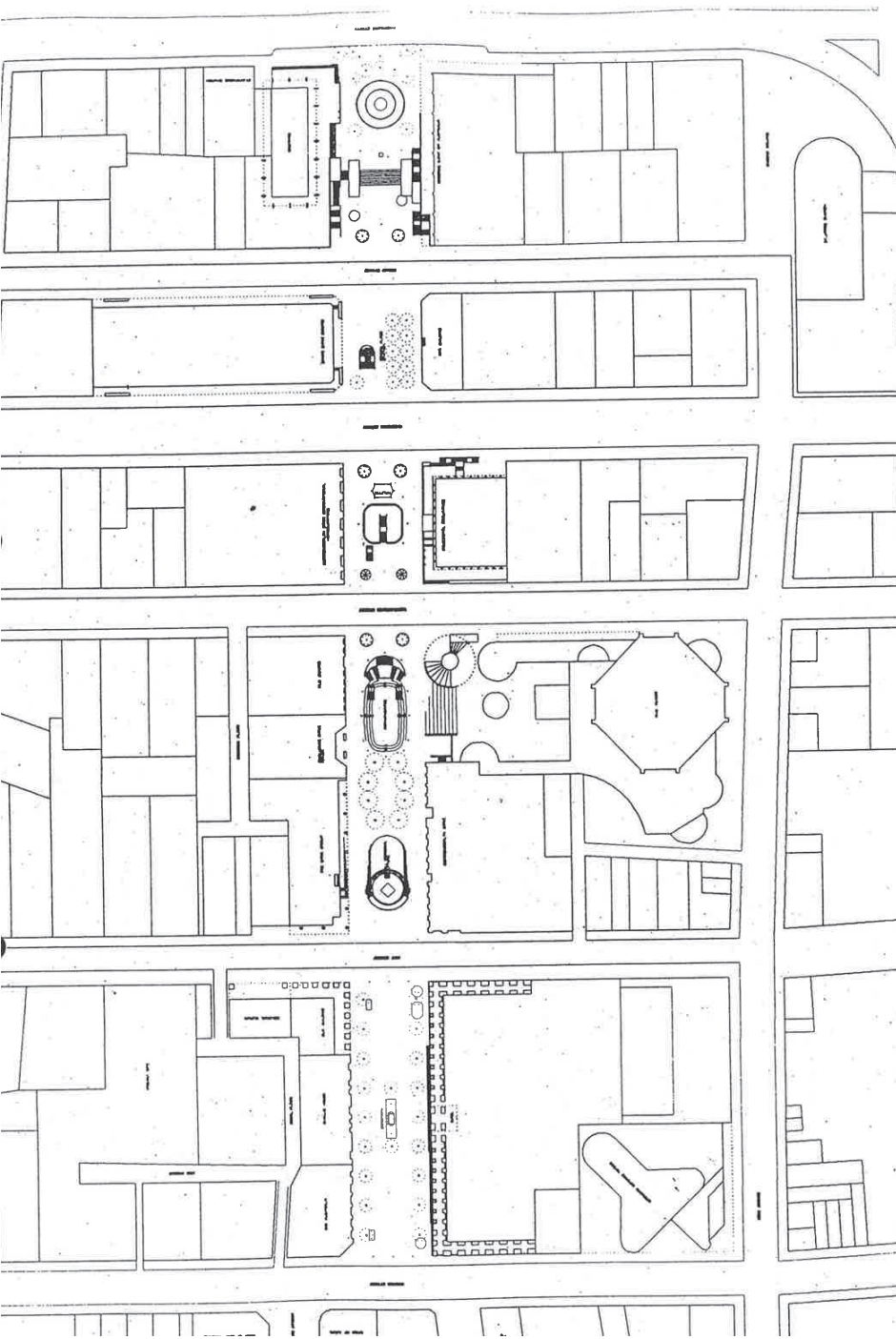
Natural factors

Slopes

- The topography is largely flat at the GPO end and then slopes up towards the west. This results in the western sections of Martin Place (east of Castlereagh Street) exceeding the accessibility requirements and causing issues.

Appendices

D Denton Corker Marshall - Martin Place Civic Design Study and Masterplan 1993



1993 Martin Place existing plan
Source: Denton Corker Marshall, Martin Place Civic Design Study and Masterplan 1993

Microclimate

- There is a lack of solar access in winter due to the east-west orientation of Martin Place and the number of tall buildings along the northern edge. The possibility of increasing pedestrian areas at crossings was raised to maximise solar access.
- There is a lack of shade in summer.
- Wind survey was not conducted but observation noted strong impact on trees.

Trees

- Trees on Martin Place comprised two species and were of various sizes.
- Poor quality of planting and their maintenance was noted.
- Planting did not respond to linearity of space and results in 'disturbing asymmetry' at some locations. This is partially due to the station structure underground.

Cultural factors

- Considered covered by 1984 Gazzard study and not restated as part of this report.
- Older buildings relate well to the space with sympathetic detail and scale while newer buildings generally relate poorly.
- Fountains were noted to require refurbishment.
- Styles and types of street furniture lack unity and needs to be rationalised.
- Pedestrian movement was mostly driven by train station.

Aesthetic factors

- 1984 Gazzard study (refer Appendices A) was quoted *"over all of (the hundred years of it's development) it has symbolized aspirations for a 'Grand Avenue' in the city and...the civic and ceremonial heart of Sydney"* (note- this is contested by the Gazzard Chapter in the public Sydney book which details the debate over whether Martin Place should be a cross city link, an avenue between Martin Place and George Street or a square that did not even extend to Macquarie Street)
- Old photographs were noted to show how *"this grandness was created through uncompromising simplicity and strength of detail"*.
- *"...modern 'improvements' have diluted this great simplicity to the point Where Martin Place is no longer "a Place" but has become a series of "places" each with a slightly different character. There is little visual unity and, worst of all, there is no sense of the axuality which is so essential to an urban space of this type"*.
- *"...the lamentable failure of architects of recent times to appreciate the "genius loci" of the site and to design to respect this"*. The prime example was the MLC centre as well as the lost traditional idea of 'turning the corner'.
- The western end of Martin Place as noted to be the most successful part in that it *"respects the axuality of the space"*.
- Items that block the axis were identified as follows.
 - Flugelman sculpture
 - Kiosks
 - Tree planting
 - Signage
- A brief historical analysis of Martin Place was done, tracking the loss of its unity focusing on three time periods: 1900 - 20, 1925 - 45, and 1950 - 90. It was noted that the visual clutter and incoherence arrived with the pedestrianisation of the space.

Appendices

D Denton Corker Marshall - Martin Place Civic Design Study and Masterplan 1993

Study Outcome

"Martin Place demands a return to the grandness envisaged by those originally responsible for its creation. In essence this means that it must become a unified space - a space which emphasises the importance of the Place to the ceremonial and civic life of the city".

"The more recent buildings tend, because of their form, materials or height, to detract from the previous scale of the street and therefore we must produce a design which - within the street space itself - recreates the vista and ties the whole together". - Extracted from DCM, Martin Place Civic Design Study and Masterplan

A master plan was proposed which focused on achieving the following.

- Reinforce the expression of a single grand space reinforces the scale and importance of this space in the city.
- Relocate monuments to either end of the space to reduce blockage and highlight axis – cenotaph and flags to west and Flugelman to east.
- Maintain the civic and commercial character of Martin Place.

Design objectives and strategies were recommended that were later expanded as built form controls in the subsequent 'Draft: Martin Place, Area of Special Significance - Proposal for Urban Design Development Controls', published in November 1993.

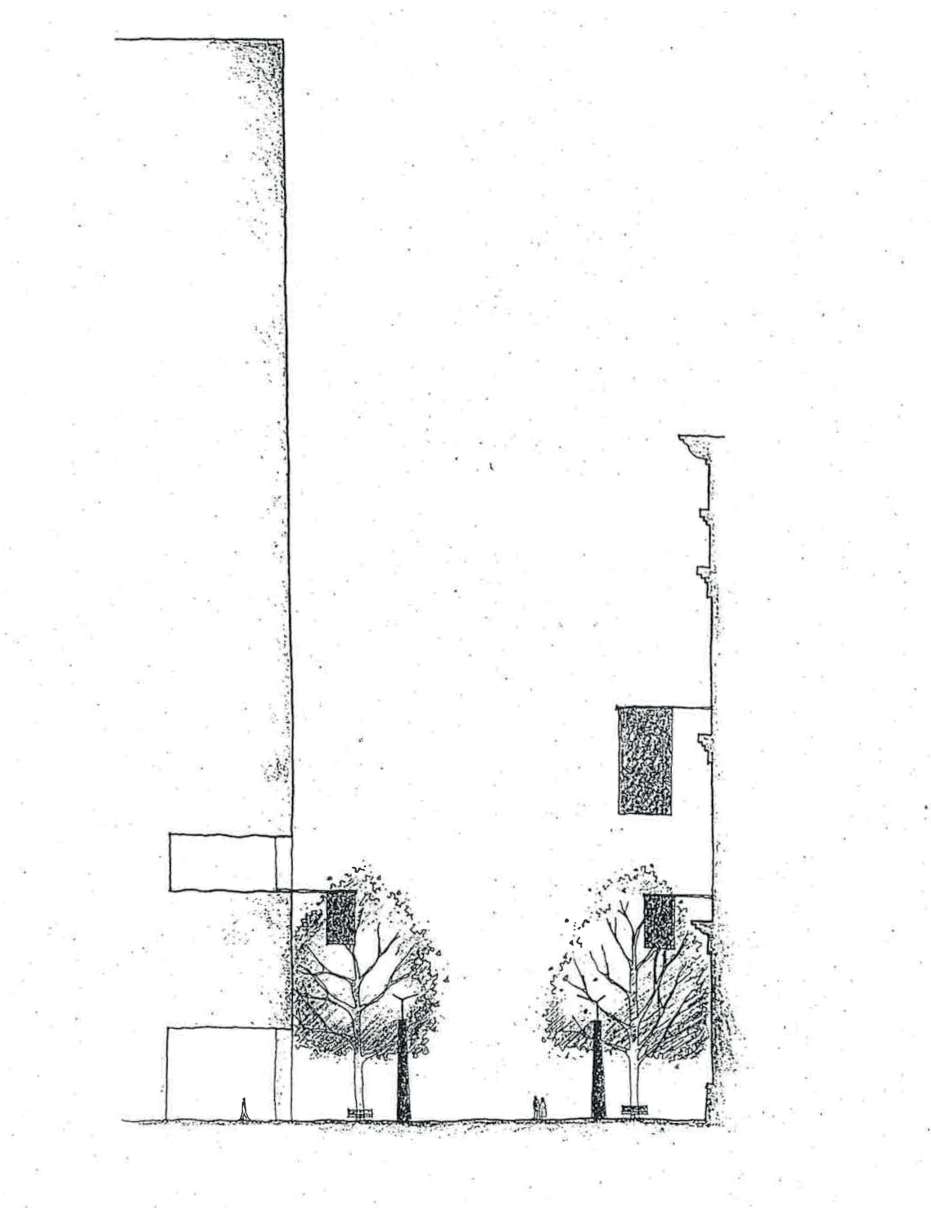
Overall design objectives

- Express a strong unified sense of space.
- Reinforce the special ceremonial character of Martin Place.
- Reinforce a feeling of continuity throughout.
- Make the space more readily comprehensible by simplifying the design of the component elements.
- Restore the image of Martin Place as 'a street'.
- Improve pedestrian accessibility and flow.

Refer to table on the following pages for the detailed design objectives and respective strategies.

Schedule of public realm works covering short, medium and long term, for the upgrade and replacement of public realm fixtures, finishes and planting arrangements.

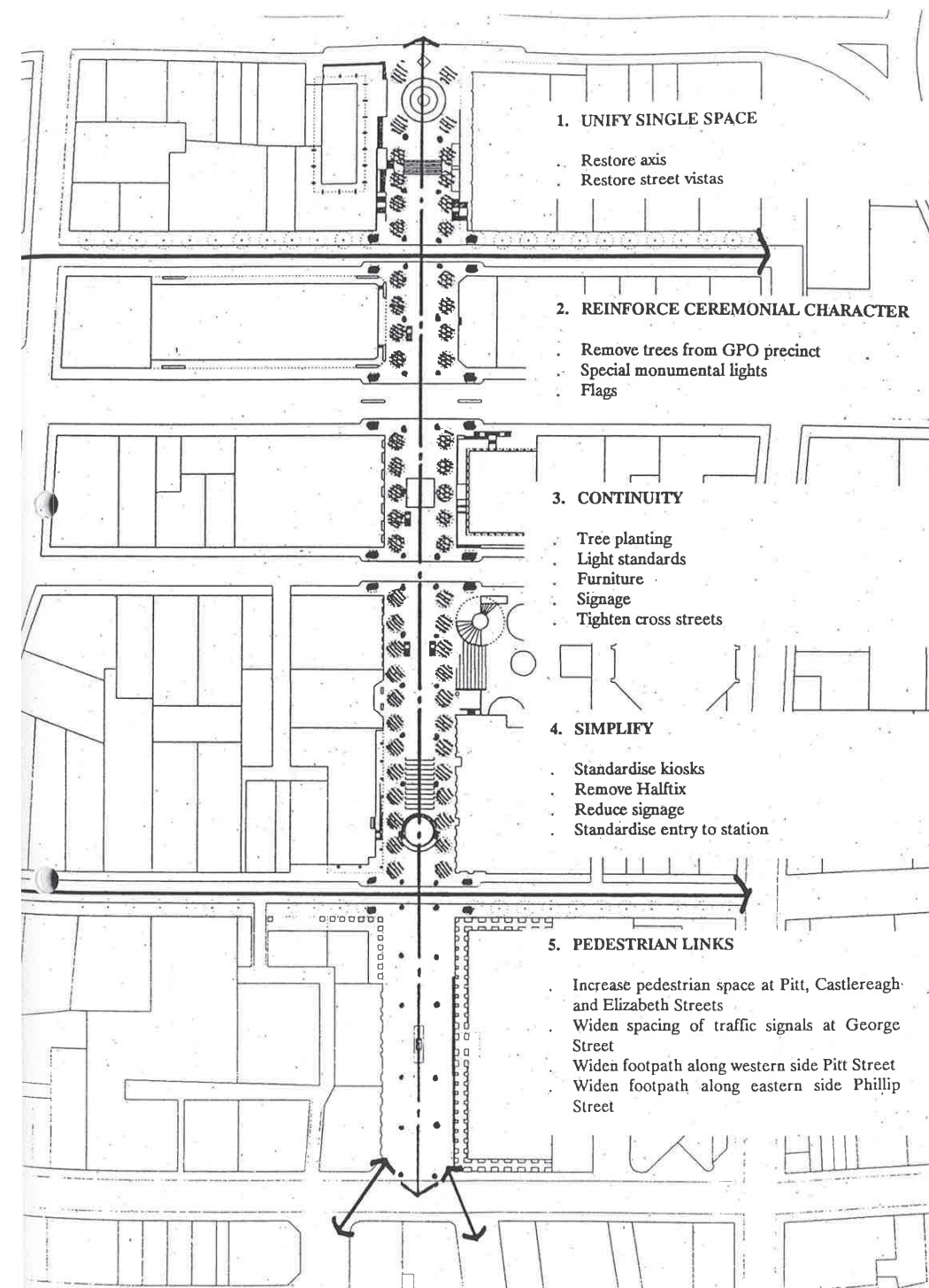
Many of the proposals relate to fine grained improvements and management.



Section through ANZ Bank and Commonwealth Bank showing proposal for trees, new lighting and flags
Source: Denton Corker Marshall, Martin Place Civic Design Study and Masterplan 1993

Appendices

D Denton Corker Marshall - Martin Place Civic Design Study and Masterplan 1993



Martin Place masterplan by DCM

Source: Denton Corker Marshall, Martin Place Civic Design Study and Masterplan 1993

| Detailed design objectives | Strategies |
|---|---|
| 1. Unified single space | |
| Redesign the civic spaces to express a unified single space with axial vistas. | <ul style="list-style-type: none">— Restore the importance of the street axis by removing unimportant elements (trees, signage, lighting standards, traffic lights, memorial plaques other than those associated with the Cenotaph).— Open up the axial vistas of the street by removing Halftix, relocating the Flugelman sculpture, relocating the Amphitheatre, and removing solid balustrades to lower street levels with stainless steel and glass rails.— Remove the small memorials on axis in the section between Phillip and Macquarie Streets to a special space on the side more in keeping with the scale of the memorials.— Terminated the vista at the Macquarie Street end by relocating the Flugelman sculpture and at the George Street end by a group of flag poles. |
| 2. Ceremonial and historic character | |
| Reinforce the ceremonial and historic character of one of Sydney's major civic spaces with special focus on the Cenotaph and the space between George and Pitt Streets. | <ul style="list-style-type: none">— Remove the trees in the space between George and Pitt Streets, restoring it to its historic image, focus on the GPO clock tower and the fine facades and distinguish this space as special within the total space.— Replace the five different types of light standards with one purpose designed monumental standard, unique to Martin Place, that would echo the monumental scale of past lighting standards, and would provide:<ul style="list-style-type: none">— normal street lighting;— ceremonial lighting;— floodlighting to building facades;— uplights to trees; and— reinstate the traditional use of flags on buildings for ceremonial occasions. The flags to be hung from horizontal flagpoles. |

| Detailed design objectives | Strategies |
|--|---|
| 3. Continuity | |
| Reinforce the urban design and character of the total space by continuity of elements. | <ul style="list-style-type: none">— New granite paving with consistent detailing— Replanting a single species (<i>Platanus orientalis</i>) in continuous rows on either side of the street (except GPO Precinct).— Replace existing lighting with new purpose designed light standards at regular intervals along the total length of the street.— Standardise all street furniture (seats, bins, drinking fountains) in consistent location along the street.— Replace all street signage with the recently approved City Standard. Standardise the location where possible.— At cross streets continue the granite paving in granite setts across the street, standardise the location of lights and kiosks and trees.— Kiosks to conform to new City design. |
| 4. Simplicity | |
| Simplify the design of urban spaces | <ul style="list-style-type: none">— Remove the kiosks and relocate at the cross street entrances into Martin Place with new City design.— Reduce the signage in the space.— Standardise and simplify entrances to underground station and shopping. |
| 5. Pedestrian links | |
| Improve pedestrian flow along Martin Place | <ul style="list-style-type: none">— Widen pedestrian space at the intersections of Pitt, Castlereagh and Elizabeth Streets subject to study of traffic implications.— Increase pedestrian space, particularly on axis by removing Halftix, kiosks, and redesigning Amphitheatre. |
| Improve access to and from Martin Place | <ul style="list-style-type: none">— Widen space between traffic lights and pedestrian crossing at George At to south of Sesquicentenary Square and north of Regimental Square subject to study of traffic implications.— Remove one parking lane from the eastern side of Phillip Street, widen pedestrian link from Martin Place to Chifley Square and Queen's Square subject to study of traffic implications. |
| Improve pedestrian link between martin Place and Pitt Street Mall | <ul style="list-style-type: none">— Remove one parking lane from the western side of Pitt Street, widen pedestrian link from Martin Place to Pitt Street Mall, subject to study of traffic implications. |

Overview

In May 1993 the Council of City of Sydney commissioned Denton Corker Marshall Pty Ltd to conduct a study of Martin Place as the first study of an 'Area of Special Significance' in the City Centre, and therefore establish the foundation for the analysis and development of design controls for other such areas.

It was acknowledged at that point that the city needs a total vision rather than been planned as several precincts. This was to be done by having a common set of controls for the city as a whole but provide more specific or focussed controls for Areas of Special Significance.

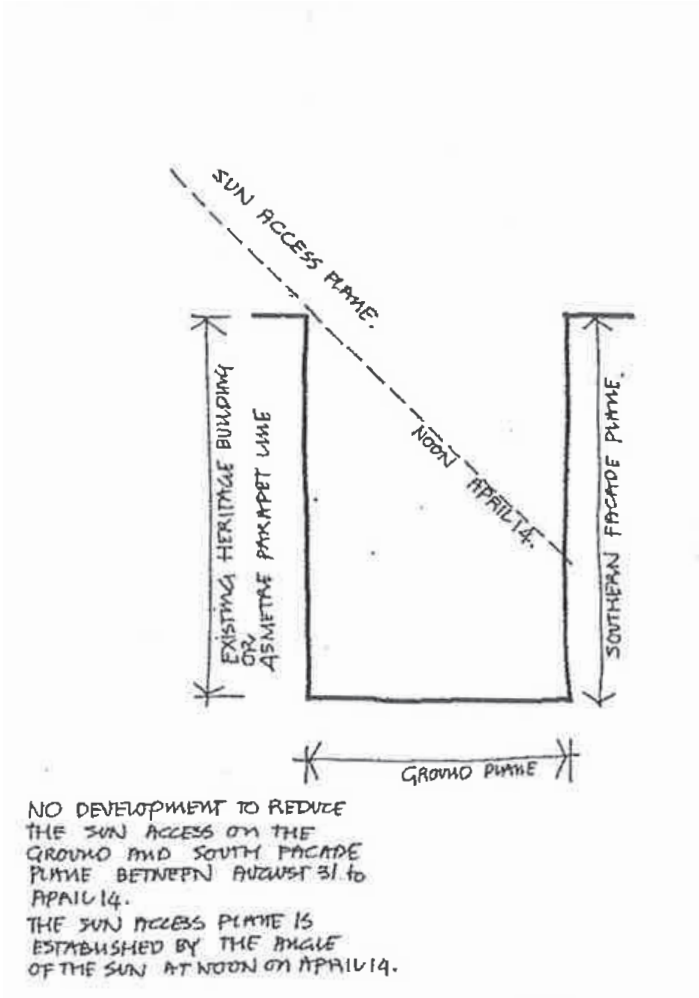
The study took an approach with a focus on the protection and enhancement of the public realm.

The study included the following components

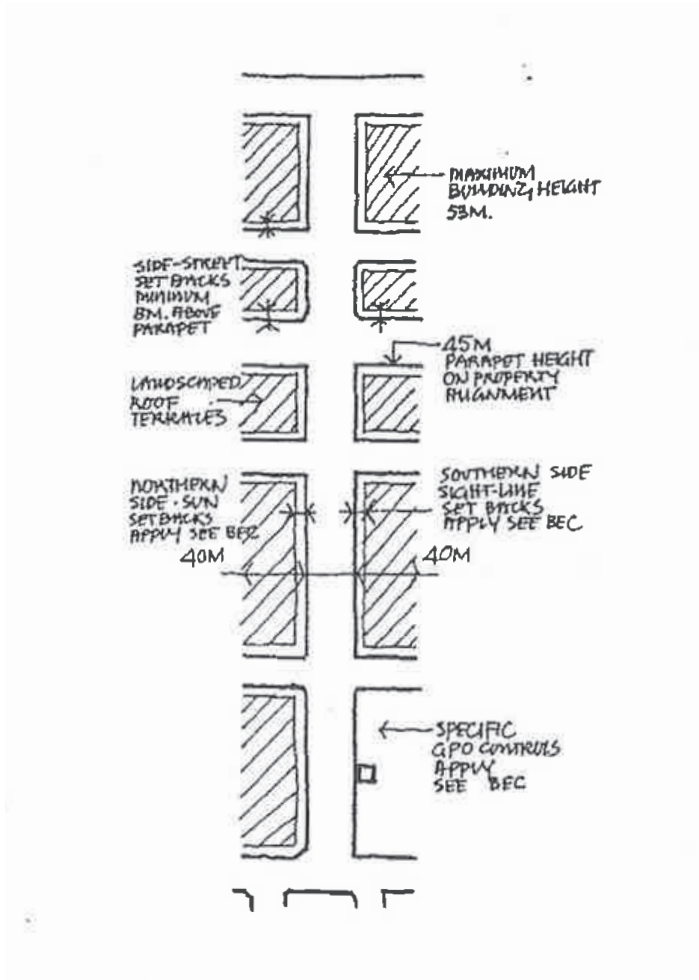
- Part 1 Introduction
- Part 2 Areas of Special Significance
- Part 3 Controls
- Part 4 Controls applied to Martin Place



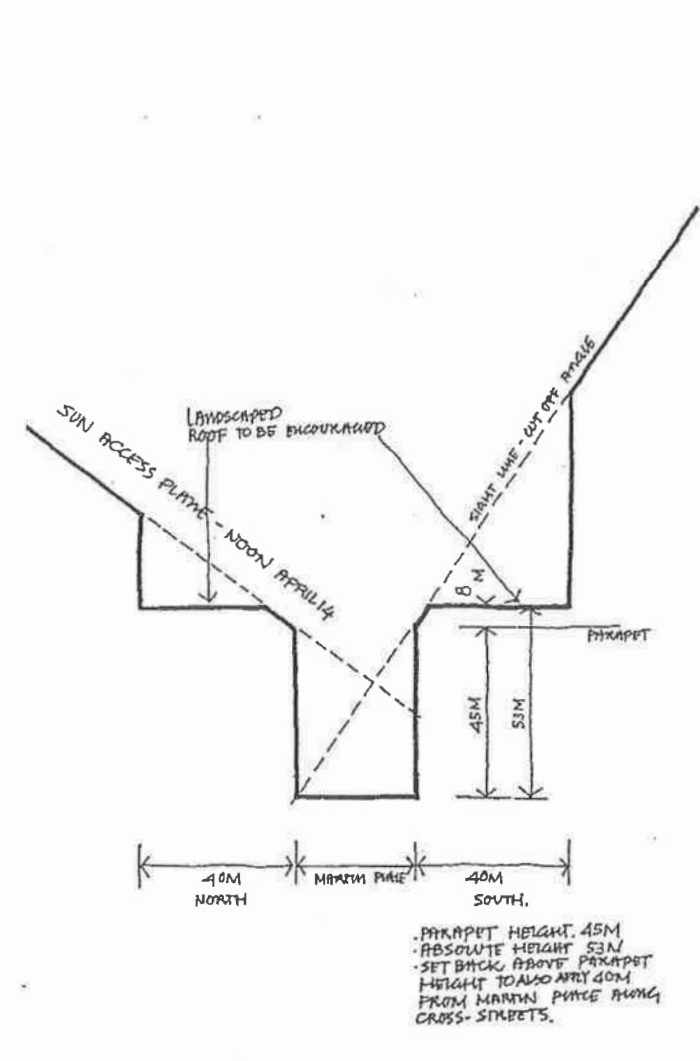
Map showing Areas of Special Significance with Martin Place highlighted in red
Source - Sydney City Council, Policy and Systems Units



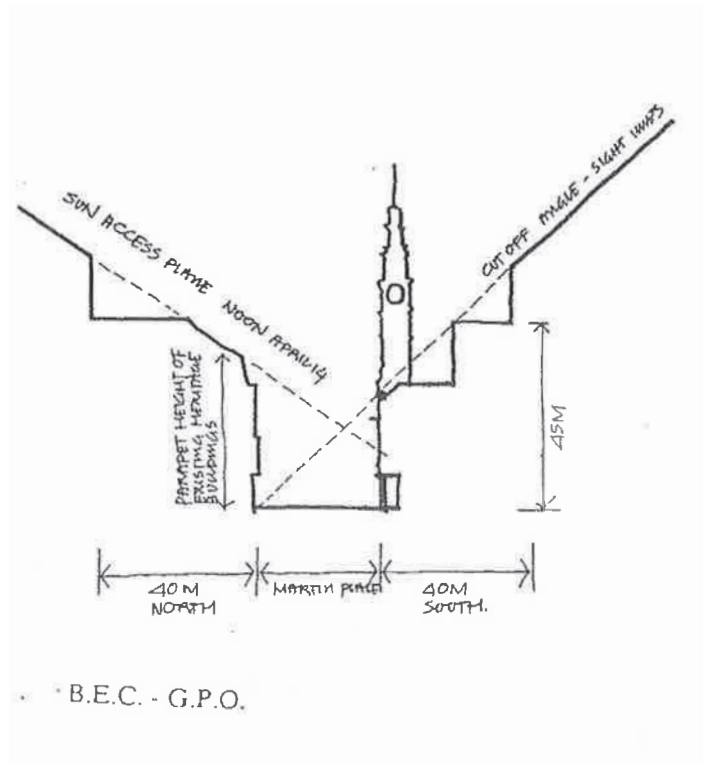
Section illustrating proposed overshadowing controls



Plan illustrating proposed height limits



Section illustrating proposed height limits



Section illustrating proposed height limits for GPO

Scope

The study was to address the following issues.

- To establish a framework for the analysis and development of design controls for Areas of Special Significance in the City.
- To establish criteria which will be used to define the 'essential' design elements of an Areas of Special Significance and the controls/guidelines necessary to protect them. In particular:
 - height;
 - setbacks;
 - vistas;
 - traffic;
 - overshadowing;
 - heritage considerations;
 - daylight controls;
 - plot ratio; and
 - pedestrian amenity.
- To establish criteria for the definition of the 'boundary' for the study of Areas of Special Significance.
- Apply the study framework and assessment criteria to Martin Place as the first study of an Area of Special Significance.
- Review previous controls and studies for Martin Place and assess relevance to proposed controls for the area.
- Establish simple clear and defensible controls and test the implications of their use when compared with current Planning and Design controls/principles/criteria.
- Assess the Floor Space Ratio impact of the proposed controls.
- Coordinate these controls with the new LEP and DCP for the City as a whole.

Martin Place as an Area of Special Significance for development control

purpose is identified by defining the public realm on a map and describing the chief characteristics of the Place. Any development which impacts on this public realm is subject to the Martin Place Area of Special Significance Development Controls.

This approach ensures control over developments that may impact on one or more special areas rather than defining the boundaries and hence anticipating all relevant sites and future developments that may impact on the precinct.

Methodology

Rather than starting from scratch, this study reviewed existing studies of Martin Place and examined their current relevance.

Regular meetings were held with Martin Halliday Manager, Policy and Systems and Peter Romey, Policy and Systems Unit of the Council of the City of Sydney, who coordinated and gave directions to this study.

Study Analysis

The key aspects of the Martin Place public realm that should be protected and enhanced include:

- The civic and ceremonial character
- Pedestrian circulation and amenity
- Heritage items
- Existing sunlight
- Existing wind protection and conditions
- Important vistas
 - GPO clock tower against the sky
 - view down street to west
 - View up street to east
- Built form - continuity, scale and enclosure

Types of Controls

Controls if they are to be effective must be simply stated, clearly interpreted, easy to administer and easy to enforce.. They should deal with issues critical to the public realm and be precise and not subject to varying interpretation or matters of opinion.

A number of control types are readily quantifiable eg. Sunshine, reflectivity, wind and heritage. Urban Design Principles have in the past been less readily quantifiable, and thus subject to various interpretation. They need to be more specific and to be illustrated to demonstrate clearly their intent. A significant number of the Urban Design Principles can be quantifiable if block by block envelope controls are established.

Urban Design Control System

The three-tier system or urban design controls for Central Sydney proposed by the Policy and Systems Unit, Planning and Building Division of the Sydney City Council can be effectively applied to Areas of Special Significance.

Previous Studies and Controls

Previous studies and controls are generally consistent and remain valid with the exception of the draft DCP 1991 which recommended an FSR or 15:1 and width to height ratios with a 15m setback. These are considered inappropriate.

GPO Site

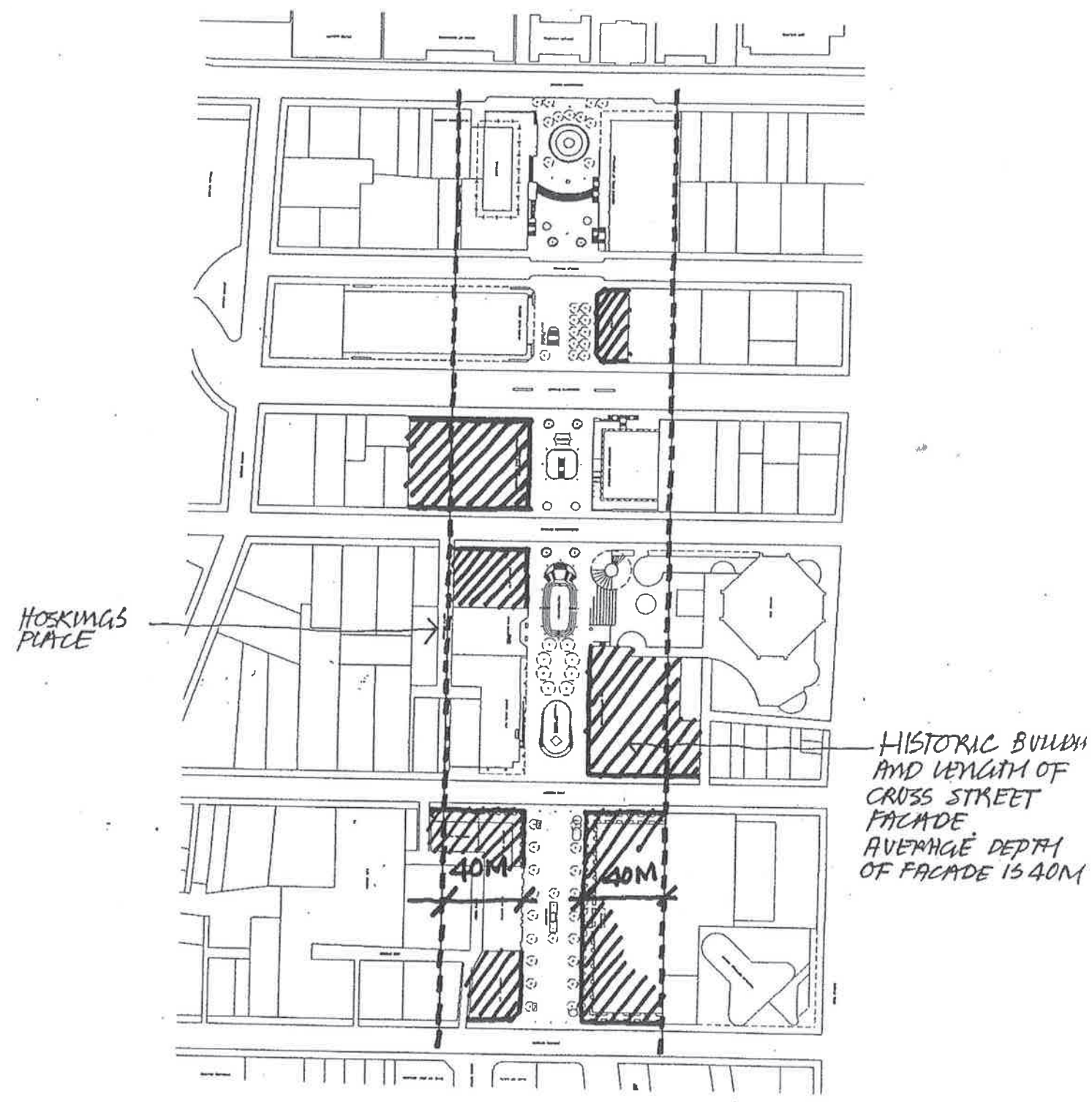
This site has been the subject of detailed consideration in past studies envelope controls and the view corridor diagrams established by the Gazzard and Partners 1984 'Martin Place Civic Design Study' are still relevant. These envelope controls read in the context of Urban Design Principles are an adequate form of control for this site.

Recommended Controls

The urban design controls recommended for Martin Place are structured in accordance with the proposed three-tier control mode.



1993 Martin Place Plan showing existing podium height at approximately 45m or less
Source: DCM, Proposal for Urban Design Development Controls 1993



Martin Place Plan proposing maximum building height control of 53m to extend 40m from both north and south building alignment
Source: DCM, Proposal for Urban Design Development Controls 1993

| | | |
|---|--|--|
| <div>Development Control Envelope</div> <div>Block Envelope Controls</div> <div>Detailed Urban Design Guidelines</div> <div>The objective of these controls is to protect the special nature of the public realm of Martin Place.</div> <div>Floor Space Ratio Impact of Recommended Controls</div> <div>The Block Envelope Controls are a more effective form of development control than FSR. The impact of ths control on currently allowable FSR is set out in the report. Generally FSR of 10:1 are achievable on all sites with the exception of the GPO. The GPO site could achieve an FSR of 8:1 for specific uses within the recommended set-back controls.</div> | <div>The standard wind criteria to be applied in the assessment of buildings are:</div> <div>23m/s limit for safety in public access ways;</div> <div>16m/s exasperated limit for comfortable walking;</div> <div>13m/s acceptable limit for standing, waiting window shopping; and</div> <div>10m/s acceptable limit for outdoor restaurants.</div> <div>Specific Height Limits</div> <div>Martin Place should maintain its 1:1.5 width to height proportion and its 1:1 proportion at the GPO.</div> <div>A 45m parapet level applies to Martin Place with the exception of existing historic building parapet levels which should be maintained.</div> | <div>View corridor zone diagrams are used to control these vistas.</div> <div>Principle 15 - The public realm should not be overwhelmed by perimeter development visible above the prevailing parapet height.</div> <div>Detailed Urban Design Controls</div> <div>Detailed urban design controls based upon the Design Principles. March 1993 of the Sydney City Council specifically applied to Martin Places are set out below:</div> <div>Principle 4 - Vehicle access points are not permitted on Martin Place frontages. Vehicular access points to the development should be located in the side streets running North-South through Martin Place and should be as far as possible from Martin Place and not closer than 30m from the intersection.</div> <div>Principle 5 - All car parking should be below ground.</div> <div>Principle 6 - The continuity of the streetwall must be retained and reinforced as a priority. Additional private places will not be permitted at the expense of continuity of the streetwall. Private landscaped space at roof level will be encouraged. The landscaped roof on the recent restored Commonwealth Bank is an example. So landscaping should not be visible from street level.</div> <div>Principle 7 - The enclosure of existing poorly designed open spaces and setbacks is encouraged. The MLC centre site and the Westpac and Reserve Bank buildings offer opportunities in the longer term to reinforce the streetwall.</div> <div>Principle 8 - New development should be sympathetic with DCM 1993 The Martin Place Civic Design Study and Masterplan which sets down a specific strategy for Martin Place and recommends standard street signs, seats, kiosks, rubbish bins, tree grates, landscaping and special ceremonial light standards.</div> <div>Principle 9 - Buildings should create ground floor pedestrian interest by incorporating retail, and other public activity. These uses should be appropriate to the ceremonial and civic character of Martin Place, allow public access to the ground floor of heritage buildings and be sympathetic to historic public</div> |
| <div>Study Outcome</div> <div>The Envelope and Design Controls recommended for Martin Place can be summarised as follows:</div> <div>Development Control Envelope (DCE)</div> <div>Sun access to Public Spaces</div> <div>Future development to be designed to ensure that sunlight on the ground and southern building alignment plane is not reduced between August 31st to April 14th.</div> <div>A sun access control plane established by the sun angle at noon on 14 April from a 45 Metre parapet height or the parapet height of existing heritage buildings on the north of Martin Place. No new development should reduce the sun access established by this plane.</div> <div>East-west Wind Penetration</div> <div>Detailed wind study testing should validate compliance with wind criteria for public spaces.</div> | <div>Maximum Building Height</div> <div>A maximum building height of 53m should be established to a depth of 40m from Martin Place. Setbacks from parapet levels are to conform to Block Envelope Controls.</div> <div>Block Envelope Controls (BEC)</div> <div>The block envelope controls recommended for Martin Place Include the following and relate to the approved design principles for Central Sydney.</div> <div>Principle 1 - Building built to street alignment with a particular need to define corners at intersections.</div> <div>Principle 2 - Buildings designed to reinforce a consistent 45m parapet height except where a heritage building differs from this height.</div> <div>Principle 10 - Two key vistas within Martin Place should be maintained.</div> <div>The view of the GPO clock tower against the sky, particularly seen from the the upper section of Martin Place looking west.</div> <div>The view looking east.</div> | |

Appendices

E Denton Corker Marshall - Proposal for Urban Design Development Controls 1993

uses. (eg. GPO)

Principle 12 - Buildings should be designed to reinforce the dominance in the street of the GPO clock tower and CML tower. Cooling towers and lift motor rooms should not be visible above parapet level.

Principle 13 - Building bulk should be reduced by articulation and modelling in scale with adjoining historic buildings and the general character of Martin Place.

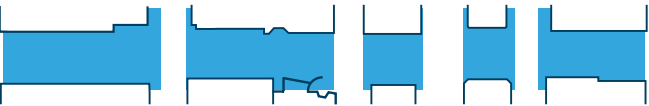
Principle 16 - No awnings, individual entrance canopies or colonnades are permitted on building fronting Martin Place. Colonnades on the GPO are to be maintained.

Principle 17 - Size and detail of signage should complement the building to which they are attached. Signage should be restricted to ensure the integrity of heritage facades. Signs with frontage to martin Place should be setback behind the building alignment and form an integral part of the building.

Principle 20 - Buildings should be designed to minimise reflective glare. This applies to both vehicular movement at the North-south cross streets of Martin Place and to pedestrians in the Place ad at intersections.

Principle 21 - Heritage listed building should be substantially retained. Facade retention only is not permitted. New additions should respond to the character of the heritage building.

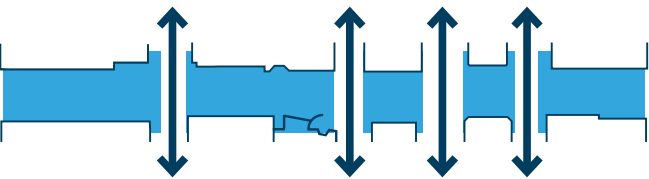
FROM A SEQUENCE OF SPACES ...



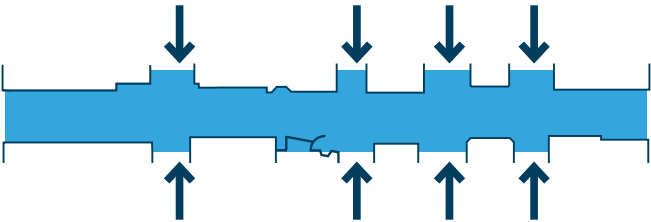
... TO A UNIFIED SPACE



FROM STREETS SEPARATING MARTIN PLACE ...



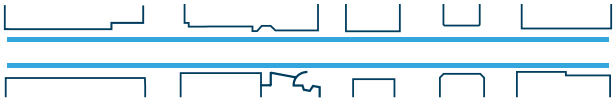
... TO STREETS ARRIVING AT A SQUARE



KEEP SIGHT LINES CLEAR FROM EAST TO WEST



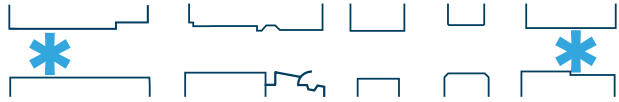
USE THE TREE PLANTING ZONE FOR FURNISHING



ACTIVE EDGES + CENTRAL EVENT SPACES



DESTINATIONS AT EITHER END OF MARTIN PLACE



CLEAR SENSE OF ARRIVAL



CONTINUOUS, ACCESSIBLE MOVEMENT ZONES ALONG EDGES



Spatial concept
Source: Gehl Architects, Martin Place Urban Design Study 2015

Key design guidelines derived by Gehl Architects
Source: Gehl Architects, Martin Place Urban Design Study 2015

Overview

Flowing the ‘Public Spaces – Public Life Sydney’ report in 2007, Gehl Architects were asked to produce a more in depth look at Martin Place in 2015.

Scope

Martin Place presently has a number of redevelopment sites e.g. the MLC Centre, 20 Martin Place, and 60 Martin Place. The general feeling is that the public space looks tired and is in need of a refresh to bring life back into Martin Place, thereby restoring it as a preferred location in the city. Proposed elements (such as outdoor dining and playful fountains) aim to encourage activation of the public space.

This document is an evaluation and discussion of the various elements that will populate and activate Martin Place in an attempt to develop an informed basis for a future design proposal.

Methodology

In 2007, Gehl Architects was commissioned by the City of Sydney to produce the ‘Public Spaces – Public Life Sydney’ report, to provide expert advice and opinion on the opportunities for future public domain planning in the CBD.

This 2015 report is based on findings from the 2007 study.

Analysis

Gehl Architects noted that Martin Place holds a significant importance as one of the few urban spaces that holds bigger events and has one of the most central locations.

The following characteristics were identified as currently defining Martin Place:

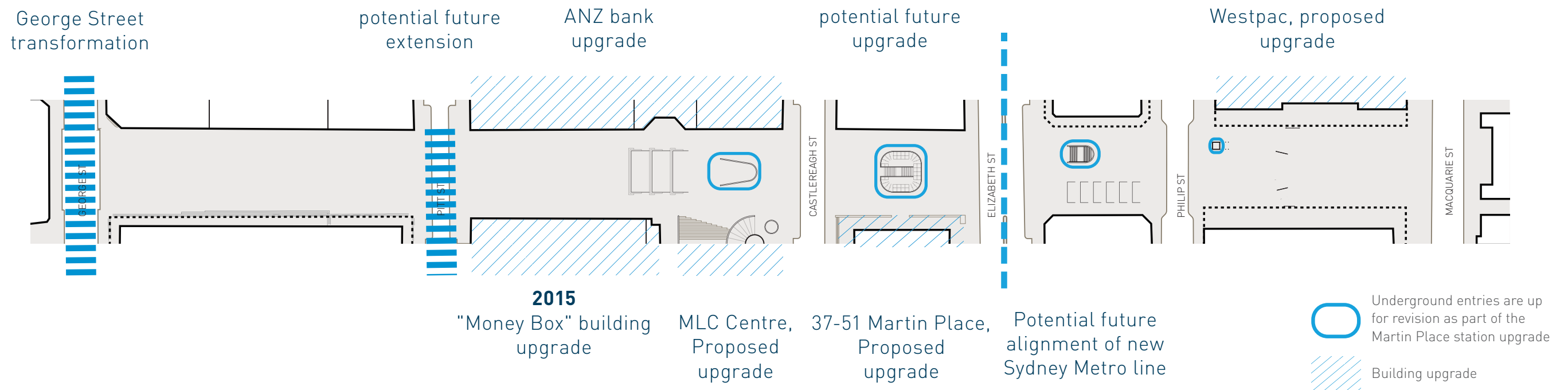
- Formal;
- Event Space;
- Thoroughfare;
- Public Transport Node;
- Financial District;
- High Level Brands;
- Ceremonial;
- Lunchtime Plaza; and
- Respite.

The main potentials identified in the report are as follows:

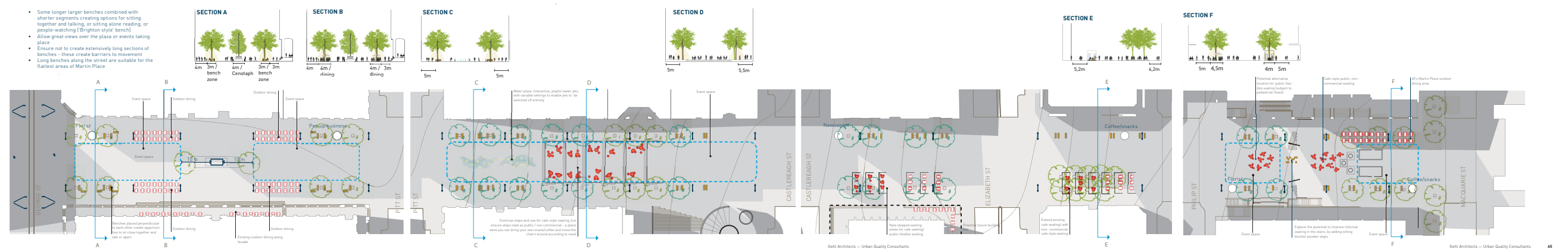
- Central; in the retail core of the CBD;
- Accessible; many points of entry;
- Connected; a pedestrian link connecting transport modes;
- Destination; Sydney's gathering space;
- Topography; interesting views and experience;
- History; heritage buildings of fine quality;
- Quiet pockets; no vehicular access east-west;
- Change is in the air; new developments are on the way; and
- Good access to sunny spaces (as opposed to most locations in Sydney CBD).

Main Challenges identified in the report are as follows:

- Underwhelming;
- Dimensions; long and narrow;
- Divided; a sequence of spaces divided by vehicular streets;
- Formal; memorial space, formal architecture;
- Mono functional; primarily banks and offices, less retail;
- Heritage; limited adaptation of heritage buildings;
- In-active; deserted outside office hours, inactive frontages;
- Urban corridor; people tend not to spend time;
- Cluttered; numerous un-coordinated street elements;
- Accessibility; steps and ramps;
- Event space; a busy event schedule of mixed quality events; and
- Quality varies; quality difference from west to east.



Key design guidelines derived by Gehl Architects
Source: Gehl Architects, Martin Place Urban Design Study 2015



Key design guidelines derived by Gehl Architects
Source: Gehl Architects, Martin Place Urban Design Study 2015

Study Outcome

Gehl Architects proposed a series of improvements for the Martin Place precinct and categories them in to short, middle and long term projects. These recommendations has been incorporated into the 2015 City North Public Domain Plan.

| Short Term (commence within 2 years) | Benches; replace and supplement | <p>The sections of Martin Place differ from each other, hence there is a need to explore various options for public seating. These can then be combined. All options should fulfill the following requirements.</p> <ul style="list-style-type: none">— Provide a large number of benches, variation of invitations to stay.— Fixed benches to be placed in tree planting and landscape zones to maximize the usage of the open areas.— Flexible seating (semi-permanent) in central areas in connection with water features. Option to be removed during large events.— Provide options - sitting alone, sitting in a group, talkscape, standing. |
|---|---------------------------------|--|
| | Memorial | <ul style="list-style-type: none">— Ensure all existing or proposed memorials are integrated in a meaningful way in the future redevelopment of Martin Place.— Ensure all new memorials complement Martin Place.— Focus on developing memorials that are integrated into the urban fabric of Martin Place, rather than being isolated objects.— Ensure the placement and design of new memorials will not hinder future improvements to Martin Place.— Investigate replacement options for the guard railing around the Cenotaph to enhance the overall experience of the memorial.— Avoid eroding the significance of the Cenotaph. Avoid placing visually competing memorials nearby. |
| | Flexible seating | <ul style="list-style-type: none">— Ensure flexibility in legislation to allow for conversion to outdoor dining.— Streamline outdoor furniture per block to ensure high quality.— Support outdoor dining with complementary activation of the square.— Ensure formal outdoor dining areas and informal public seating for people buying take away coffees and food (middle section).— Provide umbrellas where needed during the hottest summer months.— Take advantage of the sunlit areas along the southern facades.— Introduce guidelines for outdoor serving - colours, materials, types - where deviations are subject to approval.— Ensure all elements for outdoor serving are not fixed and are removable |

Source: Gehl Architects, Martin Place Urban Design Study 2015

| Short Term (continued) | Event guidelines | <p>Develop event guidelines for Martin Place in keeping with the following principles.</p> <ul style="list-style-type: none">– Focus events in Blocks 1, 2 and 5, contained within the footprints indicated below and on detailed plans.– Ensure that all events provide a contribution to the cultural life of the City.– Ensure that events are consistent with the character of Martin Place and their specific location.– Encourage more curated events.– Offer events for a wide audience – ensure variety. Offer more events for children and younger audiences.– Ensure that event infrastructure is high quality, including barriers, signage, temporary structures etc.– Minimise the visual impact of signage and branding.– Consider the acoustic impact of events on surrounding buildings and uses Increase wayfinding and legibility to the Domain to encourage more and larger events there, reducing pressure on Martin Place. |
|---------------------------|---|---|
| | Continuous flush paving through crossings | <ul style="list-style-type: none">– Introduce temporary public art as a short term measure to create a sense of character.– Enhance pedestrian priority by increasing crossing time and decreasing waiting time.– Long term - unify Martin Place via continuous, consistent paving type.– Aim to remove signalled crossings and introduce pedestrian priority along Martin Place by incorporating paving to crossing zones.– Aim for level crossings at all intersections.– No bollards. |
| | Activation of built edges | <ul style="list-style-type: none">– Where possible, convert ground floor frontages to cater for retail and restaurants.– Develop guidelines and ideas for heritage buildings.– Encourage new developments to provide active ground floors with public functions.– Provide assessments with building owners regarding what is possible.– Encourage precinct-wide thinking rather than a piece by piece approach to ensure coherence and character in Martin Place. |

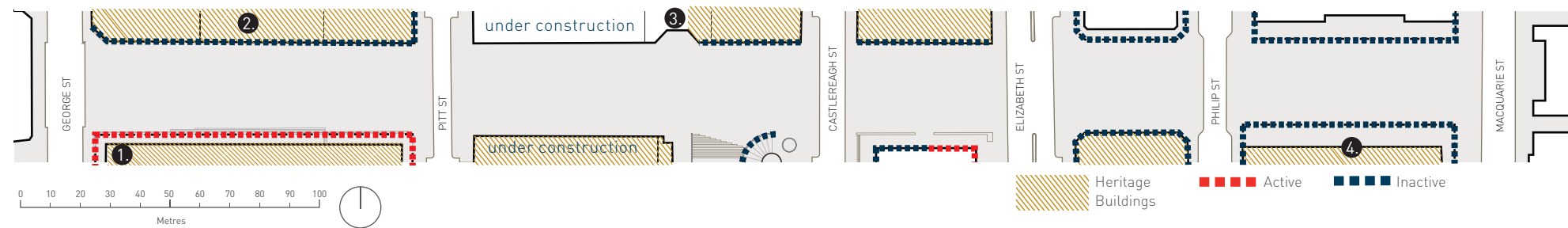
| Short Term (continued) | Kiosk strategy | <div><div>— Reduce the number of kiosks in Martin Place and distribute them evenly throughout the space.</div><div>— Place coffee and/or snack outlets in connection with informal seating.</div><div>— Introduce pop up kiosks to provide variety and elements of surprise.</div><div>— Place kiosks in line with trees to reinforce Martin Place sight lines, and to keep the square open for flexible uses and events.</div><div>— Consider a new design for kiosks with colour, scale, form and materials specifically suited to the identity of Martin Place.</div><div>— Encourage operating hours to include evenings and weekends to help activate Martin Place and provide surveillance of the place.</div><div>— Lighting from kiosks at night will contribute to the perception of safety.</div></div> |
|--|---------------------------|---|
| | Street trees /landscaping | <div><div>— Introduce a coherent avenue of trees.</div><div>— Strengthen sightlines.</div><div>— Provide a human scale to the edges.</div><div>— Trees represent change over the seasons.</div><div>— Trees represent shading in the summer.</div><div>— Trees soften the formal feeling of the space.</div><div>— Keep the central frontage of the GPO clear of tree planting to allow for views to the heritage buildings and allow space around the cenotaph and the poplars.</div></div> |
| Medium Term (commence within 5 years) | Fountain Renewal | <div><div>— Keep water elements in Martin Place to maintain the identity of the place, and to strengthen links to Sydney as a waterfront city.</div><div>— Use water elements to break up the extensive hard surfaces.</div><div>— Explore the potential of fountains to highlight the significant topography.</div><div>— A water feature at Pitt Street is a reminder of the tank stream.</div><div>— Introduce an interactive water feature that invites children to play.</div><div>— Provide a new water feature that is flexible and does not create a barrier, as well as one that can be turned off to extend useable areas during special events and gatherings.</div></div> |

Appendices

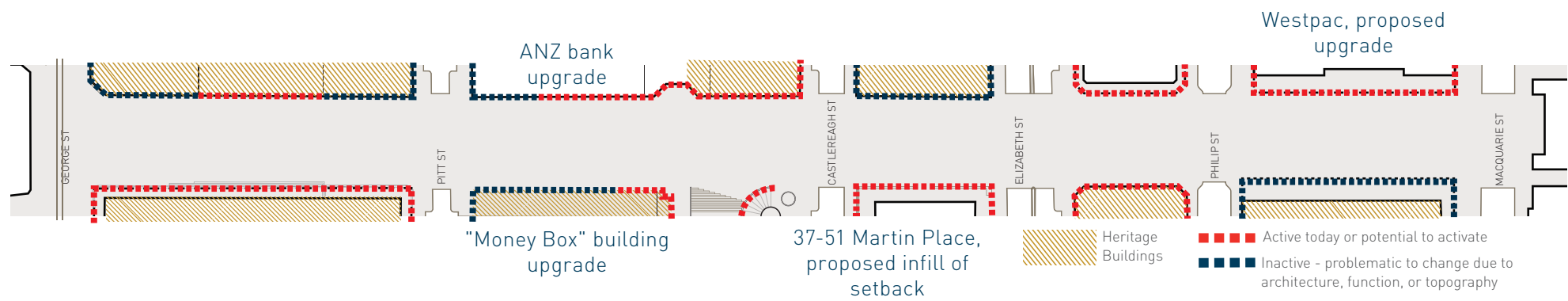
F Gehl Architects - Martin Place Urban Design Study 2015

| Medium Term (continued) | Changes to steps /topography | <ul style="list-style-type: none">– Maintain current paving but replace broken tiles etc.– Clean up of existing paving.– Continuous paving across intersecting streets.– Re-work large fountain to be more interactive.– Extend paving and steps in central area after removal of underground entries (long term).– Explore public art opportunities in paving or in interpreting topography.– Maximise even surfaces for events and seating/dining opportunities. |
|----------------------------|---|---|
| | Lighting; implement the lighting masterplan | <ul style="list-style-type: none">– Support a perception of safety throughout Martin Place.– Celebrate the grand facades of the heritage buildings.– Encourage modern buildings with glazing to contribute interior lighting.– Add artistic, poetic elements e.g. lighting of trees or water features.– Ensure that lighting infrastructure does not create visual clutter during the day, or obstacles for pedestrians.– Ensure flexible lighting to accommodate both everyday activities and events.– Consider redesigning smartpoles. A bespoke lighting pole (long term).– Remove banners due to their visual dominance over the space.– Create a warm welcoming overall impression of the plaza at night time. |
| Long Term (5+ years) | Station; relocation of station entries | <ul style="list-style-type: none">– Opportunities for better integration of station infrastructure and reduced impact on surface level can be achieved with the development of the Martin Place metro station and associated redevelopment of Martin Place train station.– Elizabeth Street could be a a preferred public transport hub because of its extra width which can accommodate light rail in the future as well as access to Martin Place station.– All station entries to be reintegrated within development. Entry portals at surface within Martin Place to be minimised.– Access to underground retail via new station entries.– Underground retail can be minimized to allow for more trees and activity at ground level.– By removing the western entrance more space is gained in front of the popular MLC stairs. This space has great development potential as the north facades could be activated.– The staircase to the underground (Castlereagh /Elizabeth) gives access to underground retail that has been leased by council to a private operator for the next 23 years. The staircase to the underground retail can be minimized or potentially relocated. |

Appendices
F Gehl Architects - Martin Place Urban Design Study 2015



2015 Martin Place building edges
Source: Gehl Architects, Martin Place Urban Design Study 2015



Proposed building edges by Gehl Architects
Source: Gehl Architects, Martin Place Urban Design Study 2015

This appendix contains overviews of Sustainable Sydney 2030 documents that are directly relevant to the discussions in this report. Comparison tables are also included to demonstrate how the Concept Proposal relates to the relevant guidelines/strategies/targets etc.

Should more information be required, please refer to the original documents as listed below.

- City North Public Domain Plan.
Available from: <http://www.cityofsydney.nsw.gov.au/vision/towards-2030/architecture-and-design/public-domain-improvements>
- Creative City Cultural Policy and Action Plan 2014-2024.
Available from: <http://www.cityofsydney.nsw.gov.au/vision/towards-2030/communities-and-culture/culture-and-creativity>
- Sydney Street Code 2013.
Available from: <http://www.cityofsydney.nsw.gov.au/development/planning-controls/development-policies/public-domain-design-codes>

Sustainable Sydney 2030 is a bold plan to ensure the sustainable economic, social and cultural future for all who live, work, visit, and do business in Sydney. It is a set of goals the City of Sydney has set for the city to help make it as green, global and connected as possible by 2030.

Series of plans and strategies has been produced in response to this vision to follow the 10 strategic directions and to help the city to achieve the 10 targets for 2030.

Vision

Green

- The city will be internationally recognised as an environmental leader with outstanding environmental performance and new 'green' industries driving economic growth.
- The city will reduce its greenhouse gas emissions, with a network of green infrastructure to reduce energy, water and waste water demands, led by major renewal sites.
- The city will help contain the Sydney region's urban footprint by planning for new housing opportunities integrated with vital transport, facilities, infrastructure and open space.

Global

- The city will remain Australia's most significant global city and international gateway with world-class tourism attractions and sustained investment in cultural infrastructure, icons and amenities.
- The city will contain premium spaces for business activities and high quality jobs in the city centre, and supporting social, cultural and recreational facilities to nurture, attract and retain global talent.
- The city will embrace innovation, and new generation technologies to connect it through new media and the web, stimulating creativity and collaboration.
- The city will be part of global cultural networks and an active participant in global knowledge exchange.

Connected

- The city will be easy to get around with a local network for walking and cycling, and transit routes connecting the city's villages, city centre and the rest of Inner Sydney. The city will be easy to get to with an upgraded regional transit network that builds on the existing network, enhancing access to Sydney's heart from across the region.
- The city's distinctive villages will continue to be strong focal points for community life and will encourage a sense of belonging. The villages will be served by centres where services are concentrated, which will be interconnected and make a significant contribution to the city's liveability which will increasingly underpin its global competitiveness.
- The city will be diverse and inclusive. Relative equality will be improved by an increased share of affordable housing and better access to community facilities, programs and services across the city, with a consequent improvement
- in wellbeing. Cultural vitality will flow from high rates of participation in artistic expression, performance, events and festivals.
- The City will commit to partnerships and cooperation between governments, the private sector and the community to lead change. The City is part of a wider national and global community and will pursue relationships with other Australian and international cities for cultural, trade and mutually beneficial exchanges.

| Ten Strategic Directions for 2030 | | Concept Proposal | Alignment |
|-----------------------------------|--|---|-----------|
| 1 | A globally competitive and innovative city | The Concept Proposal supports a significant boost in the employment capacity of the Precinct, directly contributing to the jobs target. The ultimate redevelopment of the precinct will also be a catalyst for creating and sustaining Sydney's role as a global business centre. This is due to the convergence of the Metro, the enhanced public areas (such as grander, more civic scaled station entrances) and the office development that will be possible under this proposal. This encapsulates the broader urban planning and strategic direction of the City but also Macquarie's vision for world's best practice workplaces, where a higher density of workers "bump" and interact in a variety of flexible spaces in a manner that contributes to innovation and therefore sustainability. At the macro and micro scale this all helps draw to Sydney the world's best talent – which is key to Sydney's future success as a competitive and innovative city. | Aligns |
| 2 | A leading environmental performer | The Concept Proposal will support a more ecologically sustainable development on the sites, targeting a minimum 6 Star Green Star Office Design and As Built 2015 V1.1, NABERS Energy 5 Star and NABERS Water 3.5 Star. | Aligns |
| 3 | Integrated transport for a connected city | The Metro represents a monumental uplift in sustainable public transport for the Sydney Metropolitan Region. The proposal builds on this by offering integrated office and related land uses to create an inspiring and transformative transport hub that welcomes workers and visitors alike, and positions additional workers above two rail stations with immediate access to both the metro and heavy rail networks. The proposal will involve negligible on-site parking to encourage public transport usage, and will provide generous bike parking and end of trip facilities for all workers in the development, as well as public bike parking near the Metro station entries. | Aligns |
| 4 | A city for walking and cycling | <ul style="list-style-type: none">– The future development resulting from the Proposal will support the creation of a network of new and activated through-site links that support unimpeded pedestrian connections and a more people oriented City.– The future development will also provide for major bicycle storage and end of trip facilities for cyclists, encouraging this mode of transport by workers and visitors, and there will be limited car parking in the Precinct removing from the streets those private vehicles that are presently accommodated in the basements of the existing buildings that will be demolished as part of the redevelopment. | Aligns |
| 5 | A lively, engaging city centre | <p>The re-emergence of Martin Place as a premier place for transport, business, social and cultural life is essential to the achievement of this strategic goal. The Proposal supports the delivery of OSD that appropriately integrates with the proposed Metro station, reinforces a world-class financial services district, and coordinates with improvements to civic spaces. This will contribute to the activation and accessibility of the CBD. Revitalising this part of the city will assist in attracting a diverse range of supporting services and uses, and the enhanced transport infrastructure will deliver direct to the Precinct a large number of additional visitors. The Precinct will itself become a lively destination, seven days a week and over an extended period of the day.</p> <p>The concept proposal together with Macquarie's vision has the potential to deliver:</p> <ul style="list-style-type: none">– a more vital hub of activity;– an improved public transport experience with expanded and better integrated Station connections, entries and customer facilities;– new, safe and activated north - south pedestrian concourse and other revitalised pedestrian linkages;– active street frontages through retail, food and beverage opportunities and engaging facades; and– an enhanced Martin Place as the CBD's premier public space. | Aligns |
| 6 | Vibrant local communities and economies | | Aligns |
| 7 | A cultural and creative city | Public art will be provided within the future development of the Precinct thus supporting the local art community and providing new creative and cultural experiences within this part of the City. | Aligns |
| 8 | Housing for a diverse population | | N/A |
| 9 | Sustainable development, renewal and design | The proposal will support and facilitate the delivery of buildings designed to achieve best practice ESD targets. The proposal also supports exemplar Transit Oriented Development, embracing this principle and significantly raising the bar for Sydney, NSW and Australia. Macquarie is a world leader in the delivery of workplaces, having received numerous awards over the years for its projects. The detailed design of the future buildings will be the subject of a design excellence process, with the intent that the Precinct will set a new international benchmark for design, innovation, enterprise, wellbeing and sustainability. The capacity to do so is significantly increased as a result of the proposal being able to deliver more density and greater flexibility in the built form. | Aligns |
| 10 | Implementation through effective governance and partnerships | | Aligns |

Source: Ethos Urban Planning Proposal Report (dated September 2017)

| Ten Targets for 2030 | Concept Proposal | Target Alignment |
|---|--|------------------|
| TARGET 1: The city will reduce greenhouse gas emissions by 70 per cent compared to 2006 levels. | The Concept Proposal will support a more ecologically sustainable development on the sites, targeting a minimum 6 Star Green Star Office Design and As Built 2015 V1.1, NABERS Energy 5 Star and NABERS Water 3.5 Star. | Aligns |
| TARGET 2: The city will have the capacity to meet 100 per cent of electricity demand by local electricity generation, 30 per cent of water supply by local water capture and increased canopy cover of 50 per cent by 2030. | | Aligns |
| TARGET 3: There will be at least 138,000 dwellings in the city (including 48,000 additional dwellings compared to the 2006 baseline) for increased diversity of household types, including greater share of families. | | N/A |
| TARGET 4: 7.5 per cent of all city housing will be social housing, and 7.5 per cent will be affordable housing, delivered by not-for-profit or other providers. | | N/A |
| TARGET 5: The city will contain at least 465,000 jobs (including 97,000 additional jobs) compared to the 2006 baseline) with an increased share in finance, advanced business services, education, creative industries and tourism sectors. | The Concept Proposal supports a significant boost in the employment capacity of the Precinct, directly contributing to the jobs target. The ultimate redevelopment of the precinct will also be a catalyst for creating and sustaining Sydney's role as a global business center. This is due to the convergence of the Metro, the enhanced public areas (such as grander, more civic scaled station entrances) and the office development that will be possible under this proposal. This encapsulates the broader urban planning and strategic direction of the City but also Macquarie's vision for world's best practice workplaces, where a higher density of workers "bump" and interact in a variety of flexible spaces in a manner that contributes to innovation and therefore sustainability. At the macro and micro scale this all helps draw to Sydney the world's best talent – which is key to Sydney's future success as a competitive and innovative city. | Aligns |
| TARGET 6: Trips to work using public transport will increase to 80 per cent, for both residents of the city and those travelling to the city from elsewhere. | The Metro represents a monumental uplift in sustainable public transport for the Sydney Metropolitan Region. The proposal builds on this by offering integrated office and related land uses to create an inspiring and transformative transport hub that welcomes workers and visitors alike, and positions additional workers above two rail stations with immediate access to both the metro and heavy rail networks. The proposal will involve negligible on-site parking to encourage public transport usage, and will provide generous bike parking and end of trip facilities for all workers in the development, as well as public bike parking near the Metro station entries. | Aligns |
| TARGET 7: At least 10 per cent of city trips will be made by bicycle and 50 per cent by pedestrian movement. | <div><div>—</div>The future development resulting from the Proposal will support the creation of a network of new and activated through-site links that support unimpeded pedestrian connections and a more people oriented City.</div> <div><div>—</div>The future development will also provide for major bicycle storage and end of trip facilities for cyclists, encouraging this mode of transport by workers and visitors, and there will be limited car parking in the Precinct removing from the streets those private vehicles that are presently accommodated in the basements of the existing buildings that will be demolished as part of the redevelopment.</div> | Aligns |
| TARGET 8: Every resident will be within reasonable walking distance to most local services, including fresh food, childcare, health services and leisure, social, learning and cultural infrastructure. | | N/A |
| TARGET 9: Every resident will be within a 3 minute walk (250 m) of continuous green links that connect to the Harbour Foreshore, Harbour Parklands, Moore or Centennial or Sydney Parks. | | N/A |
| TARGET 10: The level of community cohesion and social interaction will have increased based on at least 65 per cent of people believing most people can be trusted. | | Aligns |

Source: Ethos Urban Planning Proposal Report (dated September 2017)

City North Public Domain Plan

Overview

The 2015 City North Public Domain Plan provides ideas and possible guidelines for improving city streets and open spaces for future developments. It forms part of the overall City Centre Public Domain Plan.

The city centre has been divided into key precincts for which detailed feasibility and public domain improvement proposals are being developed. To date, the City has undertaken public domain plans for Chinatown/Belmore Precinct, Harbour Village North and George Street. City North is the next in a series of detailed plans that analyse and recommend the scope, location and extent of public domain improvements over the short, medium and long term, resulting in a Public Domain Plan.

Using a precinct based approach, the Public Domain Plan delivers on Sustainable Sydney 2030 as follows:

- Strategic Direction 3 - Integrated transport for a connected city
- Strategic Direction 4 - A city for pedestrians and cyclists
- Strategic Direction 5 - A lively and engaging city centre
- Project idea 2 - Three City Squares
- Project idea 3 - Protecting the Centre

A series of short to long term proposed improvements were documented in this plan. They were the result of the recommendation in the 2015 Gehl Architects Martin Place Urban Design Study. Refer to Part 3.6 for more details.

Guiding Directions

Five guiding directions were noted in the document. The details are extracted from the CNPDP and listed in the table on the right.

| Guiding Directions | Concept Proposal | Alignment |
|---|--|-----------|
| <p>1. Strengthen north-south streets and encourage east-west pedestrian permeability</p> <p>Creating clear, legible and clutter-free routes along the City's north-south streets will contribute to the walkability of the city, and allow improved access to public spaces and transport interchange. Enhancing the strong north-south corridors with finer-grain, meandering east-west streets and lanes creates a connected and permeable network.</p> | The Concept Proposal encourages east-west pedestrian permeability by providing through-site link on the North Site. | Aligns |
| <p>2. Reinforce a connected public space at Circular Quay and create a unified square from the building edge to the water</p> <p>One of the key aims of Sydney's 2030 vision is to establish Circular Quay as one of the City's premier public spaces, linking the city to the water. The long term vision of a unified Circular Quay underpins this plan.</p> | | N/A |
| <p>3. Reinforce Martin Place as the City's premier civic and public space</p> <p>Martin Place is home to some of the Sydney's finest architecture and most significant civic monuments. It is one of the few 'planned' public spaces within Central Sydney. A strategy to better connect the blocks of Martin Place, and increase the usability of the space, will help reinforce Martin Place as a destination rather than a thoroughfare.</p> | The Concept Proposal is carefully designed to enhance the public domain of Martin Place. | Aligns |
| <p>4. Create a linked series of park and garden spaces and upgrade existing open spaces</p> <p>Preserving and upgrading our existing parks will help them cater to the increased usage that will come with the growing city population. City North has the opportunity to link existing pockets of green space with avenues of street tree planting, in accordance with the City's Street tree Masterplan, creating a high quality green network.</p> | Improves links between Martin Place to Chifley Square | Aligns |
| <p>5. Support and encourage active building edges and high quality activation of the public domain</p> <p>Active building uses that spill out into the public domain can help activate currently underused areas, and can provide places for people to stop and enjoy the city. These uses are important to increase amenity in open spaces, near parks and to provide services near transport hubs. High quality active edges are important to define the character of significant places such as Circular Quay and Martin Place..</p> | The Concept Proposal provides active frontages to all street interfaces and therefore actively contributes to the activation of the public domain. | Aligns |

Sydney Streets Code

Extracted from the Sydney Streets Code.

Principle 1: public spaces, public life

This principle supports the Sustainable Sydney 2030; Direction 5; A Lively, Engaging City Centre and supporting Public Space: Public Life Sydney 2007 study, Gehl Architects.

Streets are critical to the liveability and sustainability of urban environments and are important places for people to meet and socialise.

The Code promotes the following principles:

- Provide unified streetscapes that are of high quality, are durable, and are timeless in design.
- Create streetscapes that provide a setting and backdrop for vibrant street life and activity.
- Integrate trees and landscape treatments to provide shade, unify streetscapes and provide interest and amenity.

Principle 2: promote sustainability

This principle supports the Sustainable Sydney 2030; Direction 3: Integrated Transport for an Active City, and Direction 9; Sustainable Development Renewal and Design.

Streets occupy a large part of the City's public domain area. This provides significant opportunities to contribute to sustainability outcomes.

The Sydney Streets Design Code promotes the following principles:

- Integrate Water Sensitive Urban design (WSUD) into the streetscape to treat urban stormwater to meet best practice water quality objectives for reuse and/ or discharge to receiving waters.
- Creating green corridors with increased tree planting and landscape treatments to reduce the extent of hard surfaces and improve canopy cover, biodiversity, microclimate and the pedestrian environment.

Selecting materials with low embodied energy, high recycled content, local provenance, high durability, long service life and low maintenance.

Encouraging and designing for pedestrian, bicycling and transit use to minimise contribution to greenhouse gas emissions and reduce local air pollution.

Principle 3: promote inclusive design

This principle supports the Sustainable Sydney 2030; Direction 4; A City for Pedestrians and Cyclists.

The Sydney Streets Design Code promotes the following principles:

- Street design must include a universal design approach to provide inclusive access and use for people of all ages and abilities; and
- Include specific design objectives for inclusive design layout and for location of elements within each Sydney street typology

Principle 4: promote active transport

This principle supports the Sustainable Sydney 2030; Direction 3; Integrated transport for a Connected City, and Direction 4; A City for Pedestrians and Cyclists.

The Sydney Streets Design Code promotes the following principles:

- Providing a connected and legible pedestrian and bicycle network that facilitates safe, accessible, and convenient connections to desirable destinations; and
- Providing amenities such as seats, bubblers and bike racks to support pedestrian and bicycle use.

Principle 5: respect distinctiveness and 'place'

This principle supports the Sustainable Sydney 2030; Direction 5; A Lively, Engaging City Centre, and Direction 9; Sustainable Development Renewal and Design. The Sydney Streets Design Code promotes the following principles:

Promote the 'place' function of streets by clearly defining the role of individual Sydney street types;

Acknowledge the unique character of the City's villages by allowing design flexibility within the materials palette to express and reinforce the sense of place and local identity. This may be expressed through the selection of unique materials and elements and the introduction of public art; and

Expressing local distinctiveness and character through retention of Streetscape heritage elements such as stone kerbs and gutters, stone sets and furniture.

C.2.4 distinctive places

Distinctive places are defined by unique characters that can arise from the heritage, cultural, geographical, or social significance of a particular place or street to the local or wider community.

Some locations within the City require a special treatment rather than a standard approach.

Departure from the standard is supported when the character of the place has a distinct or unique identity or conservation of existing features with a particular heritage significance is required.

The unique character of distinctive places can be expressed through customised designs for street lighting, furniture, paving inserts and patterns, and public art. It is imperative, however, that continuity of some base materials should be maintained to enhance legibility in the streetscape. The City of Sydney will review on a case by case basis the merits of any deviation from the standard materials palette in order to express a distinctive place.

Examples include: Chinatown, Kings Cross, Martin Place, Pitt Street Mall and George Street (refer to Draft George Street Concept Design 2012, or as amended) and Green Square Civic Place (refer to section C.2.6 Urban Renewal – Green Square Town Centre)

Draft Central Sydney Planning Strategy 2016-2036

Overview

In July 2016, City of Sydney Council released the draft ‘Central Sydney Planning Strategy 2016-2036’ (CSPS) document.

The report is based on detailed review of existing planning controls and proposes key moves and planning control amendments. The goal is to ensure that:

‘... Central Sydney is well positioned to contribute to metropolitan Sydney being a globally competitive and innovative city that is recognised internationally for its social and cultural life, live ability and natural environment.’ - Extracted from draft Central Sydney Planning Strategy 2016-2036

A more detailed analysis of this report and how the proposal relates to the strategy is provided in the Ethos Urban Planning Proposal Report (dated September 2017).

10 Key Moves

10 key moves were proposed in CSPS and the Proposal supports them in the following ways.

1. Prioritise employment growth and increase employment capacity by implementing genuine mixed-use controls and lifting height limits along the Western Edge

The Proposal aligns with the objective of this key move. The Proposal is a mixed-use development that would increase the employment capacity of the sites.

2. Ensure development responds to its context by providing minimum setbacks for outlook, daylight and wind

The Proposal aligns with the objective of this key move. The main focus of the Proposal is to appropriately respond to the site context through its built

form, enhancement of the public domain and design excellence.

3. Consolidate and simplify planning controls by integrating disconnected precincts back into the city, unifying planning functions and streamlining administrative processes

Not applicable

4. Provide for employment growth in new tower clusters

The Proposal aligns with the objective of this key move. The Proposal provides for employment growth. The tower on the North Site fits in the existing tower cluster near Chifley Square and would respond to the future tower cluster northwest of Chifley Square as proposed in CSPS. The tower on the South Site does not overshadow the Martin Place public domain; it relates to the nearby MLC centre and the new 60 Martin Place tower; and improves the MLC forecourt by its built form.

5. Ensure infrastructure keeps pace with growth to sustain a resilient city with a strong community, economy and high standard of living

The Proposal aligns with the objective of this key move. The Metro project is recognised in the report as:

“The largest commitment to new public transport infrastructure since the 1980s set to boost public transport capacity in 2024, which will likely lead to an increase in demand for employment floor space. Central Sydney must be positioned to accommodate this growth” – CSPS p. 33

The Proposal facilitates the growth generated by the Metro project by delivering increased and premium commercial floor space and providing an attractive public interface to the Martin Place Metro Station.

6. Move towards a more sustainable city with planning controls that require best practice energy and water standards and for growth sites to drive zero-net energy outcomes

The Proposal aligns with the objective of this key move. Macquarie is committed to sustainable development and has set a minimum target of 6

Star Green Star Office Design and As Built 2015 V1.1, NABERS Energy 5 Star and NABERS Water 3.5 Star, consistent with that achieved for Macquarie’s 50 Martin Place building.

7. Protect, enhance and expand Central Sydney’s heritage, public places and spaces

The Proposal aligns with the objective of this key move. The heritage item 50 Martin Place is retained and would be enhanced through the development of the sites on the North and South Sites. The new development is carefully designed to respond to Martin Place public domain and the surrounding heritage architecture. Heritage and visual impacts are assessed in detail by experts to ensure design excellence is achieved.

Solar access to the Martin Place public domain and Hyde Park is achieved by complying with the Sydeny LEP 2012 sun access planes.

8. Move people more easily by prioritising streets for walking and cycling and expanding the pedestrian and open space network

The Proposal aligns with the objective of this key move. A through site link is proposed on the North site to enhance pedestrian amenity. The Proposal also provides density above public transport to facilitate movement of people to and from CBD, especially the Martin Place public domain.

9. Reaffirm commitment to design excellence by continuing to work in partnership with community and industry to deliver collaborative, iterative and tailored solutions

The Proposal aligns with the objective of this key move. Macquarie is committed to achieving design excellence as evidenced by its award-winning redevelopment of 50 Martin Place. A design excellence process is proposed for this project appropriate to the exomplexity of the brief.

10. Monitor outcomes and respond to issues that arise to ensure the Strategy’s ongoing success

| | | |
|---|--|--|
| <p>The Proposal aligns with the objective of this key move. Macquarie is committed to monitoring outcomes to ensure the project meets this strategy's requirements.</p> | <p><i>mixed-use developments that complement the primary role of the zone as a centre for employment</i></p> | <p><i>controls to fund public infrastructure delivery with consideration given to development feasibility</i></p> |
| <p>Land Zoning</p> | <p>The Proposal aligns with these objectives listed in CSPS.</p> | <ul style="list-style-type: none">▪ <i>To describe the City's priorities for public infrastructure needed to support growth</i> |
| <p>Both the North and South Sites are zoned as B8 Metropolitan Centre under the Sydeny LEP 2012. CSPS has been modified and expanded the objectives of the zone as follows:</p> | <p>Density</p> | <ul style="list-style-type: none">▪ <i>To provide a transparent and consistent approach to the evaluation of planning proposals in Central Sydney</i> |
| <ul style="list-style-type: none">▪ <i>To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy</i> | <p>The CSPS clearly priorities employment floor space.</p> | <ul style="list-style-type: none">▪ <i>To describe the process for preparing a planning proposal, including required supporting documentation, and the decision-making process</i> |
| <ul style="list-style-type: none">▪ <i>To provide opportunities for an intensity of land uses commensurate with Sydney's global status</i> | <p>The idea of Strategic Floor Space was introduced on top of the base FSR and Additional Floor Space. It can be achieved through planning proposal process and is limited to developments for employment uses.</p> | <ul style="list-style-type: none">▪ <i>To ensure no overshadowing of protected places at key times</i> |
| <ul style="list-style-type: none">▪ <i>To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community</i> | <p>The objectives are as follows.</p> | <p>The Proposal align with the listed objectives.</p> |
| <ul style="list-style-type: none">▪ <i>To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling</i> | <ul style="list-style-type: none">▪ <i>To provide opportunities for Strategic Floor Space on appropriate sites that serve the workforce, visitors and wider community</i> | |
| <ul style="list-style-type: none">▪ <i>To promote uses with active street frontages within podiums that contribute to the vitality, life and existing character of the street</i> | <ul style="list-style-type: none">▪ <i>To provide opportunities on Strategic Opportunity Sites for additional height where significant public benefit can be demonstrated</i> | |
| <ul style="list-style-type: none">▪ <i>To promote the efficient and orderly development of land in a compact urban centre</i> | <ul style="list-style-type: none">▪ <i>To ensure planning proposals align with the aims, objectives and actions of the Central Sydney Planning Strategy</i> | |
| <ul style="list-style-type: none">▪ <i>To promote a diversity of commercial opportunities varying in size, type and function, including new cultural, social and community facilities</i> | <ul style="list-style-type: none">▪ <i>To ensure that planning proposals have planning and architectural merit</i> | |
| <ul style="list-style-type: none">▪ <i>To recognise and reinforce the important role that Central Sydney's public spaces, streets and their amenity play in a Global City</i> | <ul style="list-style-type: none">▪ <i>To ensure that planning proposals commit to achieving sustainable development above minimum requirements</i> | |
| <ul style="list-style-type: none">▪ <i>To only permit residential and serviced apartment accommodation as part of</i> | <ul style="list-style-type: none">▪ <i>To limit Strategic Floor Space to identified strategic uses</i> | |
| | <ul style="list-style-type: none">▪ <i>To provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure, particularly public transport, open space and pedestrian infrastructure</i> | |
| | <ul style="list-style-type: none">▪ <i>To require sharing of planning gain resulting from changes to planning</i> | |

This appendix contains extracts from the Sydney LEP 2012 that are directly relevant to the discussions in this report. Clauses are arranged in ascending order.

Should more information be required, please refer to the full Sydney Local Environmental Plan 2012. It is available from: <http://www.cityofsydney.nsw.gov.au/development/planning-controls/local-environmental-plans>

2.3 Zone objectives and Land Use Table

- (2) The consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone.
- (3) In the Land Use Table at the end of this Part:
- (a) a reference to a type of building or other thing is a reference to development for the purposes of that type of building or other thing, and
 - (b) a reference to a type of building or other thing does not include (despite any definition in this Plan) a reference to a type of building or other thing referred to separately in the Land Use Table in relation to the same zone.
- (4) This clause is subject to the other provisions of this Plan.

Zone B8 Metropolitan Centre

1 Objectives of zone

- To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia’s participation in the global economy.
- To provide opportunities for an intensity of land uses commensurate with Sydney’s global status.
- To permit a diversity of compatible land uses characteristic of Sydney’s global status and that serve the workforce, visitors and wider community.
- To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling.
- To promote uses with active street frontages on main streets and on streets in which buildings are used primarily (at street level) for the purposes of retail premises.

2 Permitted without consent

Nil

3 Permitted with consent

Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Information and education facilities; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Tourist and visitor accommodation; Any other development not specified in item 2 or 4

4 Prohibited

Nil

4.3 Height of buildings

- (1) The objectives of this clause are as follows:
- (a) to ensure the height of development is appropriate to the condition of the site and its context,
 - (b) to ensure appropriate height transitions between new development and heritage items and buildings in heritage conservation areas or special character areas,
 - (c) to promote the sharing of views,
 - (d) to ensure appropriate height transitions from Central Sydney and Green Square Town Centre to adjoining areas,
- (2) The height of a building on any land is not to exceed the maximum height shown for the land on the Height of Buildings Map.

Note. No maximum height is shown for land in Area 3 on the Height of Buildings Map. The maximum height for buildings on this land are determined by the sun access planes that are taken to extend over the land by clause 6.17.

4.4 Floor space ratio

- (1) The objectives of this clause are as follows:
- (a) to provide sufficient floor space to meet anticipated development needs for the foreseeable future,
 - (b) to regulate the density of development, built form and land use intensity and to control the generation of vehicle and pedestrian traffic,
 - (c) to provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure,
 - (d) to ensure that new development reflects the desired character of the locality in which it is located and minimises adverse impacts on the amenity of that locality.
- (2) The maximum floor space ratio for a building on any land is not to exceed the floor space ratio shown for the land on the Floor Space Ratio Map.

5.10 Heritage conservation

(1) *Objectives* The objectives of this clause are as follows:

- (a) to conserve the environmental heritage of the City of Sydney,
- (b) to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views,
- (c) to conserve archaeological sites,
- (d) to conserve Aboriginal objects and Aboriginal places of heritage significance.

(2) *Requirement for consent* Development consent is required for any of the following:

- (a) demolishing or moving any of the following or altering the exterior of any of the following (including, in the case of a building, making changes to its detail, fabric, finish or appearance):
 - (i) a heritage item,
 - (ii) an Aboriginal object,
 - (iii) a building, work, relic or tree within a heritage conservation area,
- (b) altering a heritage item that is a building by making structural changes to its interior or by making changes to anything inside the item that is specified in Schedule 5 in relation to the item,
- (c) disturbing or excavating an archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,
- (d) disturbing or excavating an Aboriginal place of heritage significance,
- (e) erecting a building on land:
 - (i) on which a heritage item is located or that is within a heritage conservation area, or
 - (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance,

(f) subdividing land:

- (i) on which a heritage item is located or that is within a heritage conservation area, or
- (ii) on which an Aboriginal object is located or that is within an Aboriginal place of heritage significance.

(3) *When consent not required* However, development consent under this clause is not required if:

(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:

- (i) is of a minor nature or is for the maintenance of the heritage item, Aboriginal object, Aboriginal place of heritage significance or archaeological site or a building, work, relic, tree or place within the heritage conservation area, and
- (ii) would not adversely affect the heritage significance of the heritage item, Aboriginal object, Aboriginal place, archaeological site or heritage conservation area, or

(b) the development is in a cemetery or burial ground and the proposed development:

- (i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and
- (ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to an Aboriginal place of heritage significance, or

(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or

(d) the development is exempt development.

(4) *Effect of proposed development on heritage significance* The consent authority must, before granting consent under this clause in respect of a heritage item or heritage conservation area, consider the effect of the proposed development on the heritage significance of the item or area concerned. This subclause applies regardless of whether a heritage management document is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).

(5) *Heritage assessment* The consent authority may, before granting consent to any development:

- (a) on land on which a heritage item is located, or
- (b) on land that is within a heritage conservation area, or
- (c) on land that is within the vicinity of land referred to in paragraph (a) or (b),

require a heritage management document to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.

(6) *Heritage conservation management plans* The consent authority may require, after considering the heritage significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.

(7) *Archaeological sites* The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies):

- (a) notify the Heritage Council of its intention to grant consent, and
- (b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.

(9) *Demolition of nominated State heritage items* The consent authority must, before granting consent under this clause for the demolition of a nominated State heritage item:

- (a) notify the Heritage Council about the application, and
- (b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.

(10) *Conservation incentives* The consent authority may grant consent to development for any purpose of a building that is a heritage item or of the land on which such a building is erected, or for any purpose on an Aboriginal place of heritage significance, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:

- (a) the conservation of the heritage item or Aboriginal place of heritage significance is facilitated by the granting of consent, and

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| <p>(b) the proposed development is in accordance with a heritage management document that has been approved by the consent authority, and</p> <p>(c) the consent to the proposed development would require that all necessary conservation work identified in the heritage management document is carried out, and</p> <p>(d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, or the heritage significance of the Aboriginal place of heritage significance, and</p> <p>(e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area. Schedule 5 Environmental heritage</p> | <p>(3) More than one amount under subclause (1) may apply in respect of a building that is used for more than one purpose.</p> | <p>6.17 Sun access planes</p> |
| <p>6.3 Additional floor space in Central Sydney</p> <p>Despite clause 4.4, the gross floor area of a building on land in Central Sydney may exceed the maximum permitted as a result of the floor space ratio shown for the land on the Floor Space Ratio Map by an amount no greater than the sum of any one or more of the following for which the building may be eligible:</p> <p>(a) any accommodation floor space,</p> <p>(b) any amount determined by the consent authority under clause 6.21 (7) (b),</p> <p>(c) any car parking reduction floor space, end of journey floor space, entertainment and club floor space, lanes development floor space or opportunity site floor space.</p> | <p>6.6 End of journey floor space</p> <p>(1) A building on land in Central Sydney that is used only for the purposes of commercial premises and that has all of the following facilities together in one area of the building, is eligible for an amount of additional floor space (end of journey floor space) equal to the floor space occupied by those facilities:</p> <p>(a) showers,</p> <p>(b) change rooms,</p> <p>(c) lockers,</p> <p>(d) bicycle storage areas.</p> <p>(2) The amount of end of journey floor space cannot be more than the amount of floor space that can be achieved by applying a floor space ratio of 0.3:1 to the building.</p> | <p>(1) The objective of this clause are:</p> <p>(a) to ensure that buildings maximise sunlight access to the public places set out in this clause, and</p> <p>(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.</p> <p>(2) The consent authority must not grant development consent to development on land if the development will result in any building on the land projecting higher than any part of a sun access plane taken to extend over the land under this clause.</p> <p>(3) Each of subclauses (5)–(19) describes a different sun access plane that is taken to extend over land. The front of each plane is a line between two specified points (X and Y) and the sides of the plane extend back from those points along a specified horizontal bearing (B) and vertical angle (V).</p> <p>(4) In this clause, coordinates are Map Grid of Australia 1994 coordinates and horizontal bearings are measured from true north.</p> |
| <p>6.4 Accommodation floor space</p> <p>(1) A building that is in an Area, and is used for a purpose specified in relation to the Area in paragraph (a), (b), (c), (d), (e), (f) or (g), is eligible for an amount of additional floor space (accommodation floor space) equivalent to that which may be achieved by applying to the building the floor space ratio specified in the relevant paragraph:</p> <p>(b) Area 1, office premises, business premises, retail premises, residential accommodation or serviced apartments—4.5:1,</p> <p>(2) The amount of additional floor space that can be achieved under a paragraph is to be reduced proportionally if only part of a building is used for a purpose specified in that paragraph.</p> | <p>6.16 Erection of tall buildings in Central Sydney</p> <p>(1) The objectives of this clause are to ensure that tower development on land in Central Sydney:</p> <p>(a) provides amenity for the occupants of the tower and neighbouring buildings, and</p> <p>(b) does not adversely affect the amenity of public places, and</p> <p>(c) is compatible with its context, and</p> <p>(d) provides for sunlight to reach the sides and rear of the tower, and</p> <p>(e) promotes the ventilation of Central Sydney by allowing the free movement of air around towers, and</p> <p>(f) encourages uses with active street frontages.</p> <p>(2) This clause applies to development involving the erection of a building with a height greater than 55 metres above ground level (existing) on land in Central Sydney.</p> | <p>(9) For the Hyde Park North 2B sun access plane:</p> <p>(a) X is a point at 34474E, 50820N, 49RL, and</p> <p>(b) Y is a point at 34606E, 50868N, 54RL, and</p> <p>(c) B is 328.5 degrees, and</p> <p>(d) V is 25.6 degrees.</p> <p>(13) For the Martin Place 5B sun access plane:</p> <p>(a) X is a point at 34298E, 51098N, 60RL, and</p> <p>(b) Y is a point at 34626E, 51069N, 78RL, and</p> <p>(c) B is 358.4 degrees, and</p> <p>(d) V is 47.0 degrees.</p> |

6.19 Overshadowing of certain public places

- (1) Despite clause 4.3, development consent must not be granted to development that results in any part of a building causing additional overshadowing, at any time between 14 April and 31 August in any year, of any of the following locations (as shown with blue hatching on the Sun Access Protection Map) during the times specified in relation to those locations:
- (b) Chifley Square—between 12.00–14.00,
 - (f) Martin Place (between Pitt Street and George Street)—between 12.00–14.00,
- (2) Development results in a building causing additional overshadowing if the total overshadowing of the relevant location during the specified times would be greater after the development is carried out than the overshadowing of that location during the specified times caused by buildings existing on the commencement of this Plan.

6.21 Design excellence

- (7) A building demonstrating design excellence:
- (a) may have a building height that exceeds the maximum height shown for the land on the Height of Buildings Map by an amount, to be determined by the consent authority, of up to 10% of the amount shown on the map, or
 - (b) is eligible for an amount of additional floor space, to be determined by the consent authority, of up to 10% of:
 - (i) the amount permitted as a result of the floor space ratio shown for the land on the Floor Space Ratio Map, and
 - (ii) any accommodation floor space or community infrastructure floor space for which the building is eligible under Division 1 or 2.

7.1 Objectives and application of Division

- (1) The objectives of this Division are:
- (a) to identify the maximum number of car parking spaces that may be provided to service particular uses of land, and
 - (b) to minimise the amount of vehicular traffic generated because of proposed development.
- (2) This Division applies to development for any purpose if car parking spaces are to be provided in relation to that purpose but not if the development is for the purpose of a car park.
- (3) Nothing in this Division requires a reduction in the number of car parking spaces in an existing building.

7.5 Residential flat buildings, dual occupancies and multi dwelling housing

- (1) The maximum number of car parking spaces for residential flat buildings, dual occupancies and multi dwelling housing is as follows:
- (a) on land in category A:
 - (i) for each studio dwelling—0.1 spaces, and
 - (ii) for each 1 bedroom dwelling—0.3 spaces, and
 - (iii) for each 2 bedroom dwelling—0.7 spaces, and
 - (iv) for each 3 or more bedroom dwelling—1 space,

7.6 Office premises and business premises

- The maximum number of car parking spaces for a building used for the purposes of office premises or business premises is as follows:
- (a) if the building is on land in category D and has a floor space ratio of no more than 3.5:1—1 space for each 175 square metres of gross floor area of the building used for those purposes,
 - (d) if the building is on land in category D, E or F and has a floor space ratio greater than that specified in paragraph (a), (b) or (c) respectively, the following formula is to be used:

where: $M = (G \times A) / (50 \times T)$

M is the maximum number of parking spaces, and

G is the gross floor area of all office premises and business premises in the building in square metres, and

A is the site area in square metres, and

T is the total gross floor area of all buildings on the site in square metres.

7.7 Retail premises

- (1) *This clause does not apply to a building if the building has more than 2,000 square metres of gross floor area used for the purposes of retail premises.*
- (2) *The maximum number of car parking spaces for a building used for the purposes of retail premises is as follows:*
- (c) *if the building is on land in category D and has a floor space ratio of no more than 3.5:1—1 space for each 90 square metres of gross floor area of the building used for those purposes,*
- (d) *if the building is on land in category D and has a floor space ratio greater than 3.5:1, the following formula is to be used:*
- where: $M = (G \times A) / (50 \times T)$*
- M is the maximum number of parking spaces, and*
- G is the gross floor area of all retail premises in the building in square metres, and*
- A is the site area in square metres, and*
- T is the total gross floor area of all buildings on the site in square metres.*

7.16 Airspace operations

- (1) The objectives of this clause are as follows:
- (a) *to provide for the effective and on-going operation of the Sydney (Kingsford-Smith) Airport by ensuring that such operation is not compromised by proposed development that penetrates the Limitation or Operations Surface for that airport,*
- (b) *to protect the community from undue risk from such operation.*
- (2) If a development application is received and the consent authority is satisfied that the proposed development will penetrate the Limitation or Operations Surface, the consent authority must not grant development consent unless it has consulted with the relevant Commonwealth body about the application.
- (3) The consent authority may grant development consent for the development, if the relevant Commonwealth body advises that:
- (a) *the development will penetrate the Limitation or Operations Surface but it has no objection to its construction, or*
- (b) *the development will not penetrate the Limitation or Operations Surface.*
- (4) The consent authority must not grant development consent for the development, if the relevant Commonwealth body advises that the development will penetrate the Limitation or Operations Surface and should not be constructed.

This appendix contains extracts from the Sydney DCP 2012 that are directly relevant to the discussions in this report. Clauses are arranged in ascending order.

Should more information be required, please refer to the full Sydney Development Control Plan 2012. It is available from: <http://www.cityofsydney.nsw.gov.au/development/planning-controls/development-control-plans>

Section 2 Locality Statements

The localities are divided into areas based on their character, including topography, setting, heritage, streetscape, land uses and built form. The statements build on the existing structure, character of the neighbourhoods and important elements that contribute to the existing character. The statements are also supported by a number of principles that help reinforce and enhance the character of each locality.

Special Character Areas nominated within Central Sydney are considered to be of significance and important to the identity and quality of Central Sydney and include some or all of the following characteristics:

- A character unmatched elsewhere in Central Sydney;
- A concentration of heritage items and streetscapes;
- A highly distinctive element in the public domain;
- A focus of public life with high cultural significance; and
- A widely acknowledged public identity.

2.1 Central Sydney

In addition to the description of the special character area statements and supporting principles, development within the Central Sydney area must be consistent with the following objectives:

(a) retain and enhance the unique character of each Special Character Area;

- (b) ensure development has regard to the fabric and character of each area in scale, proportion, street alignment, materials and finishes and reinforce distinctive attributes and qualities of built form;
- (c) conserve and protect heritage items and their settings;
- (d) maintain a high level of daylight access to streets, lanes, parks and other public domain spaces;
- (e) encourage active street frontages to the public domain;
- (f) conserve, maintain and enhance existing views and vistas to buildings and places of historic and aesthetic significance.
- Section 2.1.7 Martin Place Special Character Area**
- Martin Place is of social, cultural and historic significance, being the site of various monuments, in particular the Cenotaph, as well as the site of many historical events, which reinforced its image as the civic and ceremonial heart of the City. Its initiation was after the siting of the GPO in 1863, as a small meeting place in the front of the post office. Its subsequent planned evolution and development illustrates the application of city planning principles of the 1880s to 1930s, which culminated in its complete pedestrianisation in 1970. It represents the financial heart of the City, containing significant public and financial buildings.
- Martin Place consists of a cohesive group of buildings with a consistent streetwall of up to 45m. These buildings have similar architectural features, characterised by the use of richly textured masonry facades, intricate architectural detailing, vertical emphasis and grand proportions at street level, representative of their function as housing various major public and business institutions. The built form encloses a significant linear public space, with strong vistas terminated to the east and west by significant buildings. The GPO clock tower is an important landmark visible from various points within Martin Place.
- Martin Place is also significant for its supportive network of lanes, being rare examples of pedestrian thoroughfares reminiscent of Victorian Sydney laneways such as Angel Place and Ash Lane.

- Principles**
- (a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.
- (b) Conserve and enhance the significance of Martin Place as one of Central Sydney's grand civic and ceremonial spaces, and as a valued business location.
- (c) Retain and enhance the urban character, scale and strong linear enclosure of Martin Place by requiring new buildings to:
- i. be built to the street alignment;
 - ii. have street frontage heights consistent with the prevailing form of buildings in the area; and
 - iii. to have building setbacks above those street frontage heights.
- (d) Protect and extend sun access and reflected sunlight to Martin Place during lunchtime hours from mid-April to the end of August.
- (e) Provide sun access to significant sandstone buildings in Martin Place to improve the ground level quality of the public space.
- (f) Protect existing significant vistas to the east and west and ensure new development will not detrimentally affect the silhouette of the GPO clock tower.
- (g) Retain human scale at street level, while respecting and positively responding to the monumental nature of the place.
- (h) Conserve and enhance the heritage significance of the nineteenth and twentieth century institutional and commercial buildings and their settings buildings; and
- iii. limiting the height of new buildings.
- (f) Protect and extend sun access to Chifley Square during lunchtime hours from mid-April to the end of August.

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| <p><i>Section 2.1.12 Chifley Square Special Character Area</i></p> <p><i>The original concept of the semi-circular form was first proposed by John Sulman in 1908. The same concept resurfaced in 1937 and was proposed by City Engineer Garnsey, as a means of relieving traffic congestion at the junction of Hunter and Elizabeth Streets. The scheme was implemented in 1947.</i></p> <p><i>The completion of Qantas House, with a curved form, in 1957 made a major contribution to the creation of Chifley Square. The place was officially named "Chifley Square" in 1961 in honour of the late Hon J.B. Chifley, former Prime Minister of Australia, and a year later Elizabeth Street was extended creating a public square with a traffic island in the middle.</i></p> <p><i>The final semi-circular form of the Square was formed with the completion of Chifley Tower in 1993 to the east of the Square, which completed the curved form of Qantas House to the west. The building was designed by an international designer and follows the picturesque romantic skyscraper style of the early 20th century American office towers. The detailed elements of the building, whether at the street or upper levels exhibit a rather lofty and imposing presence, expressing the corporate nature of the building, which is entirely appropriate by virtue of its location in the financial core of the city. Further public domain works were implemented in 1996-1997 to reclaim the Square, improve its quality and create a sophisticated public plaza.</i></p> <p><i>The area is characterised by large-scale high rise tower buildings interspersed with lower scale development. Despite the fact that the majority of the towers at the edges of the Square are seen as individual elements within the cityscape, they follow the street alignment at lower levels, with a curved alignment to the north creating a distinct sense of enclosure for the Square. The curved form of the Square and the recent Aurora Place to the east, visible within this setting, create a unique urban landscape within Central Sydney and provide a visual relief and break in the intensely built up area of the financial centre.</i></p> | <p><i>Principles</i></p> <p><i>(a) Development must achieve and satisfy the outcomes expressed in the character statement and supporting principles.</i></p> <p><i>(b) Recognise and enhance Chifley Square as one of the important public open spaces in the heart of the financial centre of the city,</i></p> <p><i>(c) Promote and encourage the use of the space as a destination and meeting place for people.</i></p> <p><i>(d) Interpret the history of the place and its evolution in the design of both public and private domain and create a distinct sense of place inherent in the character of Chifley Square.</i></p> <p><i>(e) Reinforce the urban character and distinct sense of enclosure of Chifley Square by:</i></p> <p><i>i. emphasising and reinforcing the semi-circular geometry of the space;</i></p> <p><i>ii. requiring new buildings to be integrated with the form of existing</i></p> <p><i>Section 3 General Provisions</i></p> <p><i>Objectives</i></p> <p><i>(a) Ensure that any new public pedestrian and bike links are located on nominated sites.</i></p> <p><i>(b) Ensure the pedestrian and bike network is well designed, safe, well lit, highly accessible and promotes public use.</i></p> <p><i>3.1.2.2 Through-site links</i></p> <p><i>(1) Through-site links are to be provided in the locations shown on the Through-site links map.</i></p> <p><i>(2) Through-site links are to be provided on sites:</i></p> <p><i>(a) greater than 5,000sqm in area;</i></p> | <p><i>(b) with parallel street frontages greater than 100m apart, and</i></p> <p><i>(c) where the consent authority considers one is needed or desirable.</i></p> <p><i>(3) Through-site links are to be an easement on title unless identified in a contributions plan for dedication to Council.</i></p> <p><i>(4) Through-site links are to be designed to:</i></p> <p><i>(a) generally have a minimum width of 4m, or 6m where bike access is provided, and have a clear height of at least 6m;</i></p> <p><i>(b) be direct and accessible to all, have a clear line of sight between public places and be open to the sky as much as is practicable;</i></p> <p><i>(c) align with breaks between buildings so that views are extended and there is less sense of enclosure;</i></p> <p><i>(d) be easily identified by users and include signage advising of the publicly accessible status of the link and the places to which it connects;</i></p> <p><i>(e) be clearly distinguished from vehicle accessways, unless they are purposely designed as shareways;</i></p> <p><i>(f) include materials and finishes such as paving materials, tree planting and furniture consistent with adjoining streets and public spaces and be graffiti and vandalism resistant;</i></p> <p><i>(g) be clear of obstructions or structures, such as electricity substations, or car park exhaust vents;</i></p> <p><i>(h) include landscaping to assist in guiding people along the link while enabling long sightlines; and</i></p> <p><i>(i) be fully accessible 24 hours a day.</i></p> <p><i>(5) In retail and commercial developments through-site links may be within a building provided they are:</i></p> <p><i>(a) between 3m and 6m in width;</i></p> <p><i>(b) at ground level and lined with active uses;</i></p> <p><i>(c) designed to have access to natural light from skylights in the middle of the link;</i></p> <p><i>(d) open at each end or, where air conditioned, provide entry doors that are glazed and comprise a minimum 50% of the width of the entrance;</i></p> |
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| Location | Nominated on the Active Frontages Map |
|--------------------|---|
| Grade A — Active | Small units, many doors (15 – 20 doors per 100 m) Large variation in function No blank walls and few passive units Lots of character in facade relief Primarily vertical facade articulation Good details and material |
| Grade B — Friendly | Relatively small units (10 – 14 doors per 100 m) Some variation in function Few blind and passive units Facade relief Many varied details |
| Grade C — Mixture | Large and small units (6 – 10 doors per 100 m) Modest variation in function Some blind and passive units Modest façade relief Few details |
| Grade D — Boring | Large units, few doors (2 – 5 doors per 100 m) Almost no variation in function Many blind or uninteresting units Few or no details |
| Grade E — Inactive | Large units, few or no doors (0 – 2 doors per 100 m) No visible variation in function Blind or passive units Uniform facades, no details, nothing to look at |

Table of requirements of ground floor design
Source: City of Sydney DCP 2012

| Location | Nominated on the Active Frontages Map | Not nominated on the Active Frontages Map |
|---|---|--|
| Minimum active frontage proportion at each public domain frontage | 5m or 80% of each public domain frontage (whichever is the greater) | 5m or 70% of each public domain frontage (whichever is the greater) |
| Uses on public domain frontage | Entries or display windows to shops and/or food and drink premises | Entries or display windows to shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction. |
| Minimum preferred“grain” of tenancies | 15-20 separate tenancy entries per 100m | 10-14 separate tenancy entries per 100m |
| Preferred max. average ground floor tenancy width | 6.0m | 10.0m |
| Provide Awnings | Fixed awnings | Fixed or retractable |
| Active uses through site link (arcade) required | For properties with 2 street/lane frontages both greater than 45m in length | No requirement |

Table of requirements of ground Floor active frontages within Central Sydney
Source: City of Sydney DCP 2012

| | | |
|---|---|---|
| <p>(e) publicly accessible from 6am to 10pm each day; and</p> <p>(f) connecting streets or lanes and have a clear line of sight between entrances.</p> <p>3.2.2 Addressing the street and public domain</p> <p>Objectives</p> <p>(e) Reinforce Central Sydney's strong definition of streets and the public domain aligned with property boundaries.</p> <p>Provisions</p> <p>(6) Basement parking areas and structures:</p> <p>(a) in Central Sydney, must not protrude above the level of the adjacent street or public domain;</p> <p>Under Section 61 of The City of Sydney Act, building projects in Central Sydney exceeding \$200,000 must make a cash contribution to Council. Section 61 contributions enable the provision of public infrastructure, community projects and facilities.</p> <p>3.2.3 Active frontages</p> <p>Objectives</p> <p>(a) Ensure ground floor frontages are pedestrian oriented and of high design quality to add vitality to streets.</p> <p>(b) Provide fine grain tenancy frontages at ground level to street frontages.</p> <p>(c) Provide continuity of ground floor shops along streets and lanes within Central Sydney and other identified locations.</p> <p>(d) Allow for active frontages in other non-identified locations to contribute to the amenity of the streetscape.</p> | <p>(e) Encourage frequent building entries that face and open towards the street</p> <p>Provisions</p> <p>(1) Active frontages are to be provided in the locations nominated on the Active frontages map.</p> <p>(2) Active frontages are to contribute to the liveliness and vitality of streets by:</p> <p>(a) maximising entries and display windows to shops and/or food and drink premises or other uses, customer service areas and activities which provide pedestrian interest and interaction. Generally, active frontages on the ground floor of a property boundary are to be provided in accordance with Table 3.1 Ground floor active frontages;</p> <p>(b) minimising blank walls (with no windows or doors), fire escapes, service doors, plant and equipment hatches;</p> <p>(c) providing elements of visual interest, such as display cases, or creative use of materials where fire escapes, service doors and equipment hatches cannot be avoided.</p> <p>(d) in Central Sydney, providing three floors of retail (basement, ground and first floor) in the blocks bounded by George, Market, King and Castlereagh Streets as shown in Figure 3.7 Central Sydney retail core. Where this is not practicable, the design of new buildings should enable the conversion of these floors to retail at a later stage; and</p> <p>(e) providing a high standard of finish and appropriate level of architectural detail for shopfronts.</p> <p>(2) Generally, a minimum of 70% of the ground floor frontage is to be transparent glazing with a predominantly unobstructed view from the adjacent footpath to at least a depth of 6m within the building.</p> <p>(3) Generally, foyer spaces are not to occupy more than 20% of a street frontage of a building in Central Sydney and no more than 8m of a street frontage elsewhere.</p> <p>(4) Active frontages are to be designed with the ground floor level at the same level as the footpath.</p> <p>(5) Driveways and service entries are not permitted on active frontages, unless</p> | <p>there is no alternative.</p> <p>(6) Enclosed glazed shopfronts are preferred to open shopfronts, except for food and drink premises which are encouraged to provide open shopfronts.</p> <p>(7) Security grilles may only be fitted internally behind the shopfront and are to be fully retractable and at least 50% transparent when closed.</p> <p>(8) Through-site links or arcades are to have a clear width of 3-6m and a minimum clear height of 1.5 times the width or 6m, whichever is greater.</p> <p>3.2.4 Footpath awnings</p> <p>Awnings are important for the amenity and attractiveness of streets. They provide protection from the weather and if designed well create visual interest. It is important to provide continuous weather protection on footpaths. Awnings are the preferred form of weather protection. Appropriately designed awnings create attractive pedestrian environments and ensure clear visibility on the footpath.</p> <p>Refer to the relevant Schedule 4 Projections over or into public roads.</p> <p>Objective</p> <p>(a) Encourage footpath awnings to enhance pedestrian amenity and provide weather protection.</p> <p>3.2.5 Colonnades</p> <p>Colonnades may be appropriate in exceptional circumstances for weather protection where they can extend along the entire street frontage of a street block, or for pedestrian amenity where they provide a sunlit environment for active pedestrian use including outdoor dining.</p> <p>Objective</p> <p>(a) Discourage the provision of colonnades, except in exceptional circumstances.</p> |
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Appendices

I Relevant Sydney DCP 2012 Clauses

Section 3.11 Transport and Parking

Objectives

(a) Ensure that the demand for transport generated by development is managed in a sustainable manner.

(b) Ensure that bike parking is considered in all development and provided in appropriately scaled developments with facilities such as change rooms, showers and secure areas for bike parking.

(c) Establish requirements for car share schemes for the benefit of people living and or working within a development.

(d) Design vehicle access and basement layouts and levels to maximise pedestrian safety and create high quality ground level relationships between the building and the public domain.

(e) Provide accessible car parking.

3.11.11 Vehicle access and footpaths

(1) Vehicle access points are restricted in places of high pedestrian activity identified on the Pedestrian priority map.

(2) Where a driveway is proposed across a major pedestrian thoroughfare or footpath, additional safety measures may be required including a parking attendant or signals to manage access. The driveway is to cross the footpath at footpath level.

(3) Car parks are to be designed so that vehicles do not queue or reverse across pedestrian crossings or footpaths.

(4) Parking and driveway crossovers are to be designed to minimise impact on existing street trees and to maximise opportunities for new street tree plantings.

(5) Walking routes through car parks with more than 150 car spaces are to be clearly delineated with appropriate markings, pedestrian crossings and

signposting.

(6) Vehicular access is to be designed to give priority to pedestrians and cyclists by continuing the type of footpath material and grade.

(7) Wherever practicable, vehicle access and egress is to be a single crossing with a maximum width of 3.6m over the footpath, and perpendicular to the kerb alignment as shown in Figure 3.21 Vehicle crossing layout.

3.15 Late Night Trading Management

Objectives

(a) Identify appropriate locations and trading hours for late night trading premises.

(b) Ensure that late night trading premises will have minimal adverse impacts on the amenity of residential or other sensitive land uses.

(c) Ensure that a commitment is made by operators of late night trading premises to good management through the monitoring and implementation of robust plans of management.

(d) Encourage late night trading premises that contribute to vibrancy and vitality, as appropriate for a Global City.

(e) Encourage a broad mix of night time uses with broad community appeal that reflect the diverse entertainment and recreational needs of people who work and live in the City of Sydney as well as people who visit the City.

(f) Encourage a diversity of night-time activity in defined areas.

(g) Prevent the proliferation of poorly managed high impact late night premises.

(h) Ensure that new late night trading premises do not reduce the diversity of retail services in an area.

(i) Ensure that applications are accompanied by sufficient information so

that proposals for late night trading premises can be fully and appropriately assessed.

(j) Provide the possibility of extensions of trading hours for premises where they have demonstrated good management during trial periods.

(k) Encourage premises with extended trading hours that are of a type that do not operate exclusively during late night hours and may be patronised both day and night.

(l) Ensure that appropriate hours are permitted for outdoor trading; and

(m) Ensure a consistent approach to the assessment of applications for premises seeking late night trading hours.

3.16 Signage and Advertising

Objectives

(1) To recognise the City of Sydney council area as a globally competitive city with a strong retail sector and promote innovative, unique and creative signs that support retailers and show design excellence.

(2) To recognise that well designed and located signs can have a positive effect on the economy of the City of Sydney council area.

(3) To deliver and maintain a high quality public domain.

(4) To promote signage that demonstrates design excellence and contributes positively to the appearance and significant characteristics of buildings, streetscapes and the city skyline.

(5) To deliver coordinated and site-specific approaches to signage that respond to, complement and support the architectural design of a building and any heritage significance.

(6) To protect the amenity of residents, workers and visitors.

(7) To ensure signs and advertisements do not create a road safety risk or hazard, confuse, distract or compromise road user safety in any road environment.

(8) To ensure signage does not detract from a high quality pedestrian experience of streets and other public spaces and priorities way finding and other signs that are in the public interest.

(9) To encourage signs and building frontages that provide and allow for interesting and active streets preferably through views in to and from a premises but also through architectural detailing of the sign and building.

(10) To encourage and provide opportunities for innovative, unique and creative signs.

(11) To ensure that upgrades to existing third party advertising structures deliver improved design quality and community benefits.

(12) To reduce energy consumption and minimise the negative amenity impacts of signs and advertisements.

(13) To ensure signage contributes to the character of identified precincts and is consistent with land uses throughout the city.

3.16.12 Signage precincts

(1) The following provisions apply to areas identified as signage precincts on the Signage Precincts Map.

(2) Signage within a signage precinct is to satisfy all development standards for the relevant precinct. The general development standards contained in this section continue to apply where a component of a sign or advertisement is not referred to in the signage precinct standards.

(3) All signage within a signage precinct is to have regard to the locality statements in Section 2 of this DCP, any statement of significance in a heritage inventory sheet and any approved signage strategy applying to the land.

3.16.12.7 Town Hall and Martin Place signage precincts

(1) Signage is to be designed to respond to the significant heritage, ceremonial and institutional character within these precincts, as outlined in the locality statements in section 2 of this DCP, the relative heritage statement of significance and any relevant Public Domain Plan endorsed by the Council.

(2) Signage on heritage items is to utilise individual lettering where attached to a building having regard to the potential impact from attaching a sign to significant fabric. Where a back mounting or sign plate is required, it is to be constructed of a high quality material that is reflective of the heritage significance, such as bronze, brass or stainless steel. Business identification signs are not permitted to be displayed on the facades of buildings, unless such signage is an integral component of the heritage significance. Signs inside windows are to be setback a minimum of 1m from the glass.

(3) Signage on non-heritage items is to be complementary to the significance of heritage items in the precinct.

(4) Dynamic content signs for business identification or on-premises advertisements are not permitted fronting Martin Place. Dynamic content signs are only to be considered where:

(a) associated with an approved civic, curatorial, institutional or public interest land use where the signage is integral to convey community information related to the approved use; or

(b) the sign achieves design excellence under Section 3.16.6.2.

(5) The replacement, modification or conversion of an existing approved advertising structure to an electronic variable content advertising structure is not permitted in Martin Place.

5.1 Central Sydney

For buildings within Martin Place Special Character area, the maximum street frontage height is 55m for sites without a heritage item; or the street frontage height of the heritage item on the site.

The minimum street frontage height is 45m for sites without a heritage item; or the street frontage height of the heritage item on the site; and 58 – 60 Martin Place should extend to create a building with a zero setback to Martin Place for the minimum street frontage height.

5.1.1 Street frontage heights

Buildings that are built to the street alignment with a height to street width ratio of at least 1:1 provide a sense of enclosure to the street. In Central Sydney, street widths average 20m, so an appropriate minimum street frontage height for buildings is 20m.

Buildings taller than 45m at the street alignment are greater than 2.25 times the street width, and create an over bearing sense of enclosure. The maximum street frontage height is 45m. The street frontage height of most existing buildings in Central Sydney ranges between 20 and 45m. Many existing buildings in Central Sydney have a height or street frontage height of 45m high. Buildings with street frontage heights between 20 and 45m range will reinforce the characteristic built form of Central Sydney.

Objectives

(a) Achieve comfortable street environments for pedestrians with adequate daylight, scale, sense of enclosure and wind mitigation.

(b) Physically define the public domain and provide opportunities for street front activities that enhance the public domain.

(c) Encourage flexibility in building design and reinforce the character of Central Sydney and ensure built form is compatible with heritage items and the desired streetscape character.

5.1.2 Building setbacks

Front setbacks

Buildings over 45m high that are built to the street alignment can overshadow streets and lower levels of buildings create unpleasant wind conditions and overwhelming sense of enclosure and affect growing conditions for street trees.

Setting back higher elements of buildings preserves reasonable levels of daylight to the street level, helps minimise wind problems, creating a comfortable street environment.

| | | |
|--|---|---|
| <p>A 10m setback doubles the amount of sky seen on an average 20m street in Central Sydney and reduces wind impacts. The provisions below set reasonable minimum setbacks based on Council's comprehensive site testing.</p> | <p>frontage heights and setbacks.</p> | <p>(2) Sydney LEP 2012 describes each sun access plane using two points, identified by mapping grid co-ordinates and reduced Levels, and a specified horizontal bearing and vertical angle.</p> |
| <p>Objectives</p> | <p>Objective</p> | |
| <p>(a) Enhance amenity in terms of daylight, outlook, view sharing, ventilation, wind mitigation and privacy in residential buildings and serviced apartments.</p> | <p>(a) Enhance and complement the distinctive character of Special Character Areas with compatible development.</p> | <p>(3) The following diagrams provide an indication of the maximum height achievable for land affected by sun access planes. To determine the actual height of a sun access plane at any point, the description of the sun access planes in the Sydney LEP 2012 is to be used. Refer page 42.</p> |
| <p>(b) Enhance the quality of the public domain in terms of wind mitigation and daylight access.</p> | <p>Provisions</p> | |
| <p>5.1.2.1 Front setbacks</p> | <p>(1) Minimum and maximum street frontage heights and front setbacks for buildings in or adjacent to a Special Character Area must be provided in accordance with Table 5.1 and as shown in Figures 5.12 to 5.19. Where the figure shows the entire site as shaded, additional storeys above the street frontage height is not permitted.</p> | |
| <p>(1) Buildings must be set back a minimum weighted average of 8m above the required street frontage height. This setback may be reduced in part by up to 2m provided that the weighted average setback from the street frontage alignment is 8m as shown in Figures 5.4 to 5.6. No part of the building is to be setback less than 6m.</p> | <p>(2) For development within a Special Character Area where the setback is not illustrated in Figures 5.12 to 5.19, setbacks above the street frontage height are to be a minimum of 8m. Smaller or weighted average setbacks are not acceptable.</p> | |
| <p>(2) The weighted average setback may be reduced on secondary or minor pedestrian streets, provided that an average weighted setback of at least 8m is maintained on north-south streets and major pedestrian streets.</p> | <p>(3) For sites adjacent to a Special Character Area with a maximum building height of 55m, the street frontage height is to be 45m with a setback to the maximum building height as shown in Figure 5.12.</p> | |
| <p>(3) New buildings or additions above a heritage item must have a setback of at least 10m from the street frontage as shown in Figure 5.7 Minimum setback above a heritage item. However, a conservation management plan required as part of the development application may require a greater setback.</p> | <p>Note: For the street frontage height setback for special character areas refer to Figures 5.12 to 5.19.</p> | |
| <p>Note: The weighted average setback may be reduced on corner sites and where the secondary or minor street has a minimum width of 6m and the street block has a depth of less than 30m.</p> | <p>(4) The street frontage height of any new development within a Special Character Area, or part thereof, not specified in Table 5.1 must comply with Section 5.1.1 Street frontage heights.</p> | |
| | <p>5.1.10 Sun access planes</p> | |
| <p>5.1.3 Street frontage heights and setbacks for Special Character Areas</p> | <p>(1) Sydney LEP 2012 requires buildings to maximise sunlight access to public places by establishing sun access planes for 8 major public areas including Belmore Park, Hyde Park, Macquarie Place, Martin Place, Pitt Street Mall, the Domain, Royal Botanic Gardens and Wynyard Park. A building must not project above any part of a sun access plane.</p> | |
| <p>Sydney LEP 2012 identifies a number of special character areas that significantly contribute to the quality of the public domain and the distinctiveness of Central Sydney. Development in Special Character Areas can reinforce and enhance the existing character by responding to the nominated street</p> | | |

This appendix contains extracts from the Martin Place heritage item details page of the NSW Office of Environment and Heritage website. The table accesses how the Concept Proposal aligns with the qualities that makes Martin Place a heritage item as well as the recommended design guidelines for Martin Place.

Should more information be required, please refer to the NSW Office of Environment and Heritage website and look under the Martin Place heritage item. It is available from: NSW Office of Environment and Heritage, Martin Place, updated 2006 July, available from: <http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2424652>

| SHR Criteria | Assessment of Significance | Proposed Responses |
|---|--|--|
| SHR Criteria a) [Historical significance] | Martin Place has Historic Significance: <ul style="list-style-type: none">For its ability to evidence the development of Victorian and Interwar Sydney.For its ability to evidence its role as a prestige address for institutional buildings.For its ability to reflect the status of Sydney because of its relationship with Institutional Buildings Significant for its ability to contribute to understanding the nineteenth century town planning intention.For its ability to illustrate the pressure on city sites in the later nineteenth century to maximise returns on their property by increasing the number of storeys.For its ability to reflect in its materials the wealth of natural resources available for building within New South Wales and other Australian States.For its ability to evidence key period of building activity during the Victorian period and later the interwar period and post war period in direct response to the Height of Building controls.For its protection of original buildings due to resident action to save. | <ul style="list-style-type: none">The proposal has no impact on Martin Place's ability to evidence the development of Victorian and Interwar Sydney.The proposal enhances Martin Place's role as a prestige address for institutional buildings.The proposal has no impact on Martin Place's ability to reflect the status of Sydney because of its relationship with Institutional Buildings Significant for its ability to contribute to understanding the nineteenth century town planning intention.The proposal has no impact on Martin Place's ability to illustrate the pressure on city sites in the later nineteenth century to maximise returns on their property by increasing the number of storeys.The proposal has no impact on Martin Place's ability to reflect in its materials the wealth of natural resources available for building within New South Wales and other Australian States.The proposal has no impact on Martin Place's ability to evidence key period of building activity during the Victorian period and later the interwar period and post war period in direct response to the Height of Building controls.The proposal removes distracting original buildings. |
| SHR Criteria b) [Associative significance] | Martin Place has Historic Association Significance for its: <ul style="list-style-type: none">Association with Sir James Martin, Premier and Chief Justice of NSW.Association with important Institutions, including the Post OfficeAssociation with prominent local architects, including Barnet | <ul style="list-style-type: none">The proposal has no impact on Martin Place's association with Sir James Martin, Premier and Chief Justice of NSW.The proposal has no impact on Martin Place's association with important Institutions, including the Post OfficeThe proposal has no impact on Martin Place's association with prominent local architects, including Barnet |

| SHR Criteria | Assessment of Significance | Proposed Responses |
|---|---|--|
| SHR Criteria c) [Aesthetic significance] | <p>Martin Place has Aesthetic Significance:</p> <ul style="list-style-type: none">As one of Sydney's most important 19th and 20th century townscapes with a high degree of architectural intactness remaining from a variety of periods.For its ability to illustrate various periods of development and architectural styles and building types.For its collection of professional chambers.For the number of public and commercial buildings designed by distinguished architects.For its important street planting which provides a green and attractive environment.For the high level of integrity of the building stock. <p>Has aesthetic significance locally. Has cultural significance locally.</p> | <ul style="list-style-type: none">As one of Sydney's most important 19th and 20th century townscapes with a high degree of architectural intactness remaining from a variety of periods.The proposal has no impact on Martin Place's ability to illustrate various periods of development and architectural styles and building types.The proposal has no impact on Martin Place's collection of professional chambers.The proposal has no impact on Martin Place's number of public and commercial buildings designed by distinguished architects.The proposal has no impact on Martin Place's important street planting which provides a green and attractive environment.The proposal has no impact on Martin Place's high level of integrity of the building stock.The proposal would contribute positively to the aesthetic significance and cultural significance of Martin Place. |
| SHR Criteria d) [Social significance] | <p>Martin Place is a pedestrian thoroughfare, meeting place and access point to railway. Has social significance locally. Has cultural significance locally.</p> | <ul style="list-style-type: none">The proposal would greatly improve Martin Place as a pedestrian thoroughfare, meeting place and access point to railway and improve its social and cultural significance. |
| SHR Criteria e) [Research potential] | <p>Martin Place has Technical Significance:</p> <ul style="list-style-type: none">For its use of sandstone and for the vast array of quality building materials and finishes used. <p>Tank Stream (Refer to Archaeological Zoning Plan)</p> | <ul style="list-style-type: none">The proposal would respond to the context and utilises the quality building materials and finishes that characterises Martin Place, such as sandstone.The proposal would not affect the research potential of Tank Stream. |
| SHR Criteria f) [Rarity] | <p>Martin Place has Rarity Significance:</p> <ul style="list-style-type: none">As a rare surviving example of an important institutional Street | <ul style="list-style-type: none">The proposal has no impact on Martin Place's role as a rare surviving example of an important institutional Street |
| SHR Criteria g) [Representativeness] | <p>Macquarie Street has Representative Significance.</p> | <ul style="list-style-type: none">The proposal has no impact on the Representative Significance of Macquarie Street. |

| Recommended Management | | Proposed | Compliance |
|--|--|---|------------|
| Recognise the Historical Layers | | | |
| Victorian Development | These form the character of the city | | Complies |
| Interwar Development | Buildings of the early twentieth century usually have an appropriate scale and are therefore neutral elements although some buildings may contribute to the significance of the area and are therefore contributing elements | | Complies |
| | Interwar development provides a greater range of finishes, greater extent of solid façade and recessed balconies which provide more wall façade than post-60's development. | | Complies |
| | Interwar development provides hierarchical composition to centre, base, middle and top and a stepped skyline | | Complies |
| | Associated planting lessens visual impact of Interwar development | | Complies |
| | Buildings of the Post-War Development were seen to indicate Sydney's progressive status | | Complies |
| Protection of Significance | | | |
| Protect Subdivision Pattern | Retain Victorian, subdivision | | N/A |
| | Do not allow amalgamation of sites within these important subdivisions | No amalgamation proposed on sites along Martin Place. | N/A |
| | Retain the block width characteristics of an area | Block width of sites are retained. | Complies |
| Protect Key Period Significant (Contributory) Development and Settings | Retain Victorian Public Buildings | | N/A |
| | Retain Victorian Commercial Buildings | | N/A |
| | Retain Interwar Buildings where they contribute to the streetscape | | Complies |
| | Retain significant corner buildings | | Complies |
| | Retain Scale | | Complies |
| | Maintain building alignments | | Complies |
| | Retain pattern of forms | | Complies |
| | Retain finishes and details | | Complies |
| | Protect Significant Building Type – Warehouse | | N/A |
| | Retain scale and finishes. | | |
| Remove detracting additions to (Contributory) Development | Awnings | No awnings are proposed along Martin Place. | Complies |
| | Airconditioning | Airconditioning would not be proposed on Martin Place facade. | Complies |
| | Dominating signage | No dominating signage would be placed along Martin Place. | Complies |
| | Large infill shopfront (reconstruction may be required) | | Complies |
| | Reinforce the street character dominant scale | The proposal would reinforce the street character dominant scale. | Complies |
| | Maintain scale of development abutting lanes so that it is complementary to adjacent buildings and encourages pedestrian use by providing for retail or other activity in the lane. | | Complies |

| Recommended Management | | Proposed | Compliance |
|---|--|--|------------|
| Reinforce the dominant street character and scale | Retain scale of institutional development | | Complies |
| | Maintain characteristic building alignment | On the North Site, the 50 Martin Place building is retained, therefore retaining the current street alignment. On the South Site, the existing building sets back from the site boundary along Martin Place. The Concept Proposal would demolish this building and brings the new building to the boundary to reinforce the streetwall alignment of south of Martin Place. | Complies |
| | Retain characteristic building form and façade composition | | Complies |
| | Retain characteristic building finishes and details | The Concept Proposal would use high quality finishes and details that characterises Martin Place. | Complies |
| Change of Use | Retain commercial usage | The Concept Proposal retains and increases the commercial usage on sites. | Complies |
| | Retain institutional usage | | Complies |
| | Retain an understanding of a former use by not allowing the new use to compromise the significant façade. | | Complies |
| Enhancement of Streetscape Settings | | | |
| Landscaping | Encourage trees at the end of streets to reinforce landscape vistas and frame views. | The Concept Proposal would comply with landscaping requirements. | Complies |
| | Encourage trees to screen detracting development | The Concept Proposal would not be detracting and therefore do not need trees for screening. | Complies |
| Views | Protect the close and distant views which are important to the character of the city | | Complies |
| | Reinforce street end vistas with street trees | The Concept Proposal would comply with landscaping requirements. | Complies |
| Pedestrianisation | Retain role of the space as public open space, by maintaining and enhancing pedestrian access and activity. | | Complies |
| Street Parking | Incorporate street trees. | | Complies |
| | Do not alter street alignment. | No street parking would be provided. | Complies |
| | Car Parking/ Access (CBD) | | Complies |
| | Do allow new car access from the street | | Complies |
| | Generally allow parking access from rear lanes | | Complies |
| | Reduce the impact of below ground garages by narrowing garage door, garage lighting screening, providing appropriate gates and doors and providing landscape screening | | Complies |
| Enhance Significance on Redeveloped Site | | | |
| Redevelopment of Detracting Sites | Respect the Established Area Character | | Complies |
| | Encourage appropriate replacement development on detracting sites. | | Complies |
| | Recognise the collective precedent and impact of the proposal. | | Complies |
| | Recognise the verticality of significant City streetscapes | | Complies |
| | Avoid raised podiums | | Complies |
| | Respect the character of precinct | | Complies |
| | Respect the scale and form of significant development | | Complies |
| | Prepare policy for development of former industrial sites (Glebe) or large sites | | Complies |

Appendices

J Summary of Office of Environment and Heritage Requirements

| Recommended Management | | Proposed | Compliance |
|-----------------------------------|---|----------|------------|
| Respect the Established Facade | Encourage reinterpretation of Victorian Subdivision in the vicinity | | Complies |
| | Respect building line, scale, form and roof pitch of significant development in the vicinity | | Complies |
| | Encourage façade qualities being multiple finishes, greater extent of solid façade and recessed balconies. | | Complies |
| | Reduce the impact of uncharacteristic scale and large extent of glass | | Complies |
| | Reduce the impact of minimal setbacks for increased building height | | Complies |
| | Encourage streetwalls | | Complies |
| | Encourage reinterpretation of adjacent significant façade composition | | Complies |
| | Encourage rendered and painted finishes | | Complies |
| | Encourage an appropriate level of contemporary decorative detail | | Complies |
| Avoid Visual Clutter | Reduce the impact of A/C, signs etc. | | Complies |
| | Awnings should not occur in street | | Complies |
| | Disallow bridges and projections over the street lane which overshadows the Lane, obstructs a view or vista or diminishes pedestrian activity at ground level | | Complies |
| Landscape screening | Encourage screening (landscape and architectural) to detracting development by appropriate policy | | Complies |
| Enhance Significance of Area | Establish/maintain and enhance street planting to unify streetscapes | | Complies |
| | Encourage render/paint/stone finishes to detracting developments | | Complies |
| | Remove / discourage reproduction of period detail in contemporary development | | Complies |
| | Provide landscape screening to detracting sites | | Complies |
| | Promote public buildings | | Complies |
| | Promote retail strip | | Complies |
| | Promote articles on improvements within the area | | Complies |
| Recommendation for LEP Protection | | | |
| Boundary Adjustment | Adjust boundary to include area which do contribute to an understanding of the significance of the Streetscape. Consider extension of the boundary of the Streetscape to Angel Place. | | N/A |
| Statutory Protection | Confirm listing in the LEP Interpretation | | N/A |
| | Interpret Victorian street lane pattern and subdivision | | N/A |
| | Encourage historical interpretation of the laneway | | N/A |

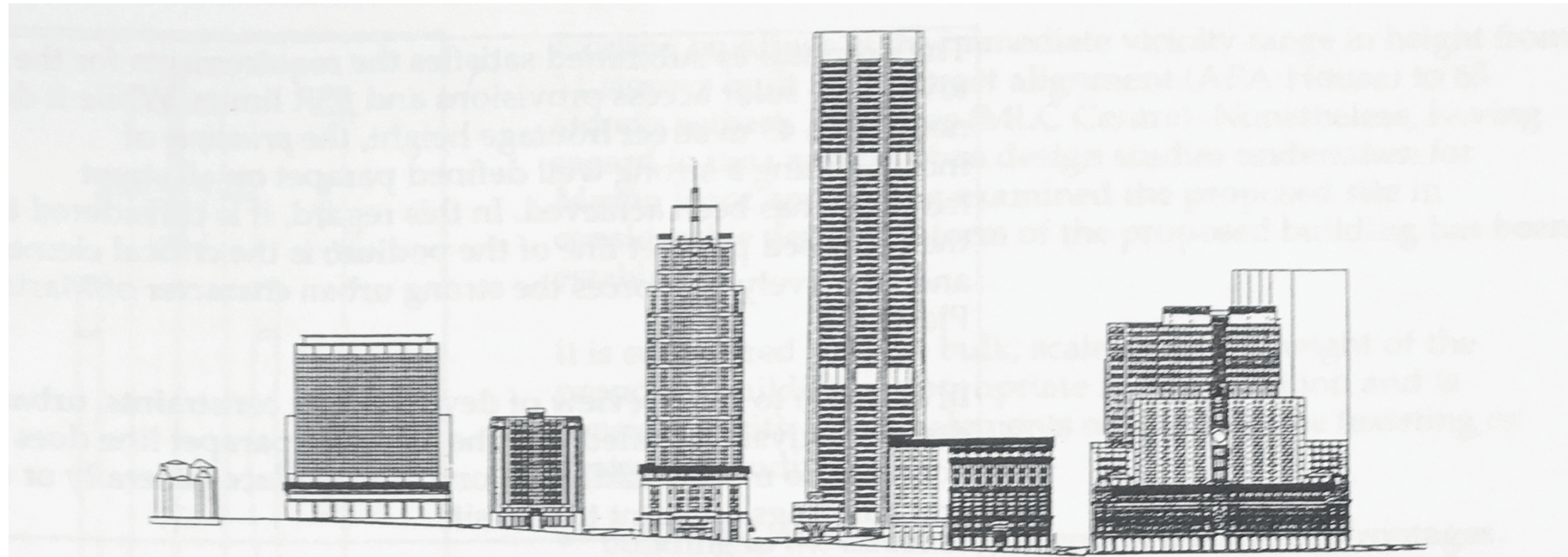
Appendices

K TKD Architects - Statement of Heritage Impact

| | | |
|--|---|--|
| | <p>TKD Architects proposed a series of heritage development objectives and principles in their Statement of Heritage Impact to ensure that a future building on the site maintains and enhances the principal heritage and urban design qualities of Martin Place, specifically:</p> <ul style="list-style-type: none">— the retention and enhancement of Martin Place as one of the city's grand civic and ceremonial spaces;— the retention and enhancement of its urban character, scale and strong linear enclosure;— consistency with the prevailing street frontage heights of existing buildings; and— incorporation of a building setback above the street frontage. <p>The present building at 39 Martin Place is inconsistent with the historic character and urban form of the street. Demolition of the building – approved as part of the Sydney Metro proposal – provides an opportunity for a new structure which better responds to the heritage significance and urban qualities of Martin Place.</p> <p>The proposed envelope will allow for a new building at 39 Martin Place which relates positively to neighbouring heritage items within Martin Place and Elizabeth Street in scale, materiality and architectural expression, all mutually reinforcing the Martin Place 'streetwall'. In height, the proposed envelope relates purposefully to neighbouring Reserve Bank and former Government Savings Bank of NSW Building at 50 Martin Place.</p> <p>The proposed increase in the floor space ratio for the North Site will allow for a future building which optimises the development potential of the site (up to the present LEP height control), permitting the construction of a building by Macquarie which will enhance and reinforce the relevance of the adjoining 50 Martin Place as its global headquarters. Guidelines provided in this report aim to ensure that the design of a future building on the site maintains the heritage values of 50 Martin Place - in particular its aesthetic significance and streetscape presence - and relates positively to neighbouring significant heritage items.</p> | <p>Subject to future detailed design, the proposed LEP amendments will allow for the realisation of buildings on the North and South Sites which complement and enhance the significant urban and heritage qualities of Martin Place and the environs generally, and which achieve the broader urban design benefits of the proposed Sydney Metro and Martin Place Station Precinct.</p> <p>Refer to the full Statement of Heritage prepared by TKD Architects for more details.</p> |
|--|---|--|

| Heritage Development Guidelines | | Compliance |
|--|---|------------|
| Martin Place and Neighbouring Heritage Items | | |
| Objectives | Retain and enhance the urban character, scale and strong linear enclosure of Martin Place. | Complies |
| | Respect the urban character and scale of neighbouring heritage items | Complies |
| Principles | The proposed building on the South Site should: — be built to the street alignments at Martin Place, Elizabeth and Castlereagh Street; — present a formal character to Martin Place; — have its principal commercial address to Martin Place. | Complies |
| | The low-rise (podium) part of the building should: — relate in height to either the former Government Savings Bank of NSW at 50 Martin Place (opposite the site), or the LEP 55-metre height limit; — relate in its expression to the historic buildings of Martin Place and Elizabeth Street by emphasising mass and solidity; — relate in its expression to the historic buildings of Martin Place and Elizabeth Street through the use of complementary façade materials; — relate in its expression to the historic buildings of Martin Place and Elizabeth Street through the composition of its façade, including a strongly emphasised base and possibly the strong expression of its termination. | Complies |
| | The high-rise part of the building should: — be set back from the street frontage at Martin Place; — emphasise volume (rather than mass) in its expression through the use of a contrasting light-weight façade material; — be visually separated from the lower parts of the building. | Complies |
| | Associated planting lessens visual impact of Interwar development Buildings of the Post-War Development were seen to indicate Sydney's progressive status | Complies |
| | | |
| Former Government Savings Bank of NSW, 50 Martin Place | | |
| Objectives | Retain the exceptional aesthetic significance of the building's exterior | Complies |
| | Retain the landmark qualities and civic presence of the building within Martin Place and its environs. | Complies |
| | Retain the identity of the building as one of the finest purpose-designed bank buildings in Australia. | Complies |

| Heritage Development Guidelines | | Compliance |
|--|--|------------|
| Principles | <p>Architectural form and expression</p> <p>—A building on the North Site should relate in scale to the Elizabeth Street and Castlereagh Street elevations of 50 Martin Place.</p> <p>—The architectural form and expression of a building on the North Site should allow 50 Martin Place to be understood as a distinct and independent architectural element in the Elizabeth and Castlereagh Street streetscapes. Materials, details and forms which too closely resemble those of the historic building could have the potential of diminishing its unique identity and presence within the streetscape.</p> <p>—A building on the North Site should retain visibility of the historic north-east and north-west lift overrun towers as detached elements from streetscape vantage points from Elizabeth Street and Castlereagh Street.</p> <p>—The blank north elevation of 50 Martin Place – which is not a facade intended to be appreciated from the public domain – should be concealed by the new development.</p> | Complies |
| | <p>Identity and function</p> <p>50 Martin Place derives significance as a purpose-designed building for a prestigious financial institution from the inter-war period, located at a prominent city address. The building’s planning and internal spaces demonstrate banking practices of the 1920s, and provide physical evidence of more than 70 years of continuous use and ownership by financial institutions.</p> <p>To ensure the building's independent identity, function and significance are retained, the development should be planned to:</p> <p>—maintain the Martin Place, Castlereagh Street and Elizabeth Street entrances to the building as its principal entrances;</p> <p>—allow 50 Martin Place to function independently of a building on the North Site. Internal connections between the existing and proposed buildings should be theoretically reversible;</p> <p>—maintain the building's internal vertical circulation.</p> | Complies |
| Chifley Square | | |
| Objectives | Reinforce the semi-circular form of Chifley Square. | Complies |
| Principles | <p>The design of the proposed building on the North Site should:</p> <p>—reinforce the street edges at its north-east corner, at the intersection with Elizabeth and Hunter Streets, to enhance the sense of spatial enclosure of the square.</p> <p>—relate in height to the nearby former Qantas House and the alignment of existing buildings on the south side of Hunter Street, to enhance the sense of spatial enclosure of the square.</p> | Complies |
| Potential impact on neighbouring heritage buildings: setting and views | | |
| Objectives | Retain and enhance the setting and streetscape presence of neighbouring heritage buildings. | Complies |
| Principles | <p>—A building on the North Site should relate in scale to the former Qantas House and City Mutual Building on Hunter Street.</p> <p>—A building on the South Site should relate in scale and architectural expression to the historic buildings on Martin Place and Elizabeth Street in its vicinity.</p> <p>—A building on the South Site should respect the landmark qualities of the Reserve Bank.</p> | Complies |



Elevation along the south side of Martin Place showing the 39-51 Martin Place proposed development in context
Source: 39-51 Martin Place, Statement of Environmental Effects

Appendices
L 39-51 Martin Place

| Overview | Reasons for refusal |
|---|--|
| DA submitted 28 August 1995. | FSR noncompliance. An actual FSR of 13.2:1 proposed with 12.5:1 permitted. |
| DA to demolish existing building and erect a 35 story commercial tower with a 6 story basement. | Car parking proposed exceeded permitted rates. |
| The DA was assessed under the following Planning Instruments. | Vehicular access proposed from Castlereagh street with Elizabeth Street preferred. |
| <ul style="list-style-type: none">Central Sydney Strategy 1988 – Prescribed instrument under the City of Sydney Act, 1988Central Sydney LEP 1992 – Conservation of Heritage ItemsCentral Sydney LEP 1993 – City CentreInterim Planning Policies and Design Principles – adopted 10 December 1992Draft Central Sydney LEP 1995 – endorsed for exhibition by CSPC on 23 February 1995Draft Central Sydney DCP 1995 – endorsed for exhibition by CSPC on 23 February 1995State Environmental Planning Policy No 11 – Traffic Generating Developments | The tower did not comply with required setbacks from Martin Place and the podium streetwall for Martin Place did not meet the minimum height requirements. |
| The DA was also assessed by the Heritage council who were generally in support. | Additional overshadowing to Hyde Park between 1 and 2pm on June 21. |
| The DA was refused. | |



Development Application Summary

| | |
|------------------------|---|
| Date of Submission | 17 April 2015 |
| Application Number | D/2015/509 |
| Consent Authority | Council of the City of Sydney, Central Sydney Planning Committee |
| Proposal | Demolition of existing building (excluding St Stephen's Uniting Church), reconstruction and expansion of existing basement levels, construction of a 33-storey commercial office building accommodating retail and commercial floor space, 69 car parking spaces and 439 bicycle spaces with end-of-trip facilities, signage zones, associated landscaping and public domain improvement works (including relocation of the Martin Place railway station entry stairs). |
| Summary recommendation | Deferred commencement consent |
| Assessment outcome | Approved - Deferred Commencement Activated 22 February 2016 |
| Reasons for Approval | — proposed development generally consistent with the site specific planning controls (as the result of the planning proposal) |

Relevant planning instruments at time of assessment

- Environmental Planning and Assessment Act 1979
- Heritage Act 1977
- Airports (Protection of Airspace) Regulations 1996
- Sydney Local Environmental Plan 2012
- Sydney Development Control Plan 2012
- State Environment Planning Policy No. 55 - Remediation of Land
- State Environmental Planning Policy No. 64 – Advertising and Signage
- State Environmental Planning Policy (Infrastructure) 2007
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Artist impression of the proposed envelope
Source: Hassell, 60 Martin Place Development Application

| Development History | | | |
|---------------------|----------------------|---|---|
| Lodged date | Application number | Description | Decision date |
| 25/09/2014 | PP_2014_SYDNE_006_00 | Planning Proposal Refer section 5.2 of this report for more details. | 28/08/2015 Approved |
| 17/04/2015 | D/2015/509 | Development Application Refer to the next pages for more details. | 22/02/2016 Approved - Deferred Commencement Activated |
| 04/05/2015 | D/2015/578 | Development Application Demolition of existing structures (excluding St Stephen's Church) and services (including existing access stair to Martin Place railway station), site preparation works, construction of perimeter fencing, hoarding, and scaffold and minor bulk excavation to enlarge existing basement footprint. | 22/02/2016 Approved - Deferred Commencement Activated |
| 04/12/2015 | D/2015/509/A | Section 96(1A) modification of development consent for amendment to the wording and staging of a number of conditions to clarify their intent and reflect the construction stage to which they relate; and correction of an error in the buidling height condition relating to podium and parapet height levels. | 04/12/2015 Approved with Conditions |
| 10/08/2016 | D/2015/509/B | Section 96(2) modification of consent for demolition of existing building (excluding St Stephen's Uniting Church), reconstruction and expansion of existing basement levels, construction of a 33-storey commercial office building accommodating retail and commercial floor space, 69 car parking spaces and 439 bicycle spaces with end-of-trip facilities, signage zones, associated landscaping and public domain improvement works (including relocation of the Martin Place railway station entry stairs). Proposed changes are to reconfigure end of trip facilities, consolidation of Martin Place/Phillip Street level retail tenancies, reconfiguration of Martin Place entrance and lobbies, reconfiguration of Macquarie Street entrance and lobby, amend public domain interface to Macquarie Street level retail tenancies as terraces, change of use of level 4 from retail/food and drink premises to office, various internal and external modifications to the upper levels including reconfiguration of floor plates and facade design. | 26/04/2017 Approved with Conditions |
| 16/12/16 | D/2016/1781 | Subdivision of the site into 2 stratum lots | 10/04/17 Approved with Conditions |
| 20/12/16 | D/2015/509/C | Section 96(1A) to modify Condition 10 of consent to allow for an alternative arrangement for the allocation of Heritage Floor Space (HFS) if it cannot be purchased prior to issue of a Construction Certificate. | 11/01/17 Approved with Conditions |
| 08/05/17 | D/2015/509/D | Section 96(1A) modification of consent for demolition of existing building (excluding St Stephen's Uniting Church), reconstruction and expansion of existing basement levels, construction of a 33-storey commercial office building accommodating retail and commercial floor space, 69 car parking spaces and 439 bicycle spaces with end-of-trip facilities, signage zones, associated landscaping and public domain improvement works (including relocation of the Martin Place railway station entry stairs). Proposed changes are to modify the approved development description to remove references to demolition and to reduce the cost of development so that demolition costs do not form part of the overall cost of development so section 61 contributions accurately reflect the works to be carried out under this consent. | 13/06/17 Approved with Conditions |
| 06/06/17 | D/2015/509/E | Section 96(1A) modification of consent for reconstruction and expansion of existing basement levels, construction of a 33-storey commercial office building accommodating retail and commercial floor space, 69 car parking spaces and 439 bicycle spaces with end-of-trip facilities, signage zones, associated landscaping and public domain improvement works (including relocation of the Martin Place railway station entry stairs). Proposed changes include to change the timing of when certain conditions must be satisfied, to amend conditions to reflect previously approved change of use of level 4 from restaurant to commercial, to change the number of service vehicle spaces, to delete conditions pertaining to the level 4 green wall, and to modify requirements for heritage inductions. | Ongoing |
| 19/07/17 | D/2015/509/F | S96(1a) Amendment of Upper Ground plan to show revised Martin Place terraces and entry at a corner of Martin Place and Macquarie Street | Ongoing |

Appendices

M 60 Martin Place

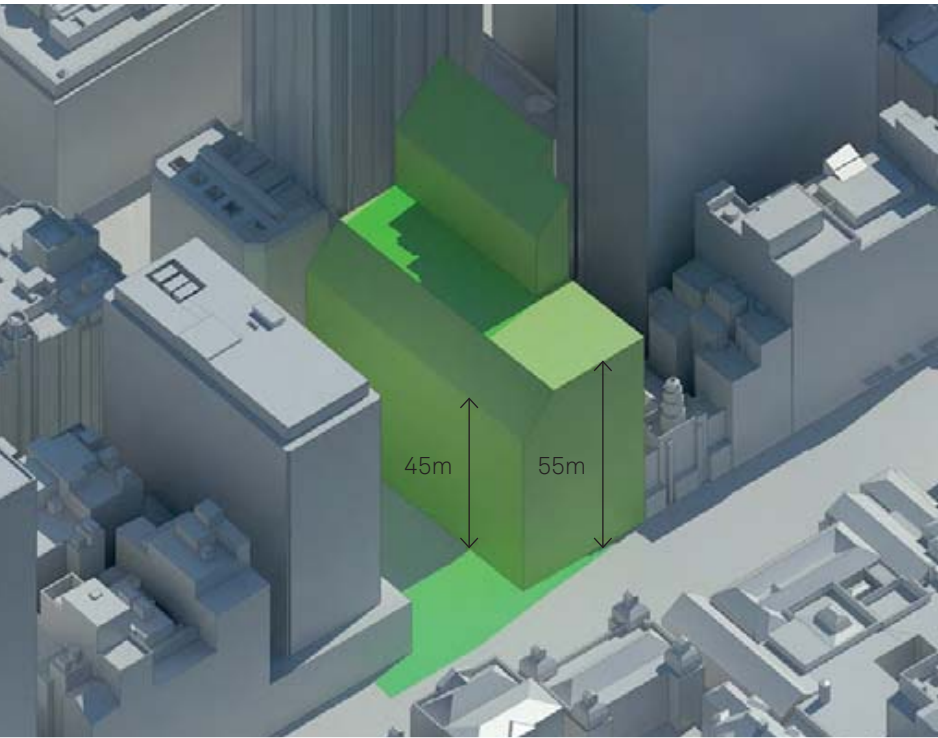


Diagram Illustrating maximum envelope permitted by LEP 2012
Source: Hassell, Shadow Impact Analysis Report for 60 Martin Place Planning Proposal

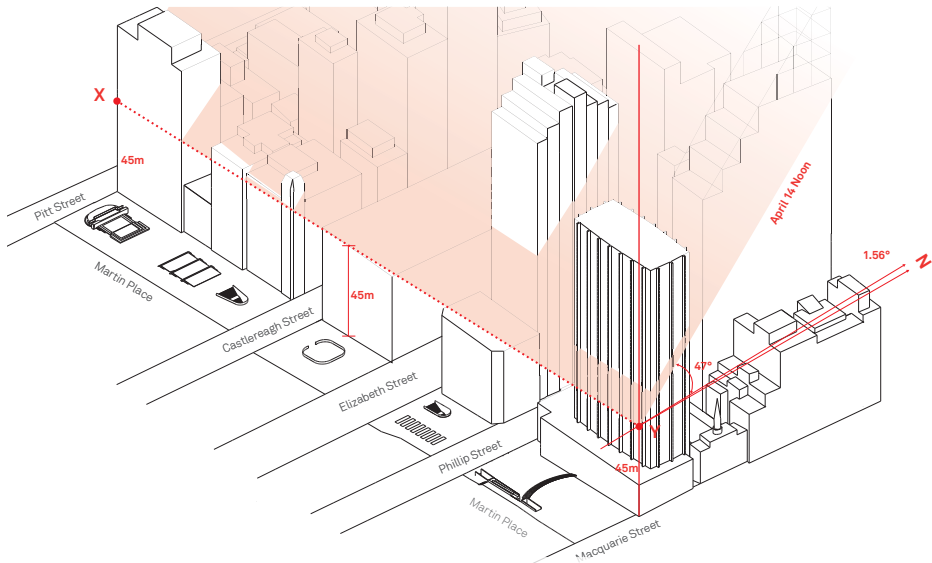


Diagram Illustrating the sun access plane in relationship to the existing 1971 building on 60 Martin Place site
Source: Hassell, Shadow Impact Analysis Report for 60 Martin Place Planning Proposal

This appendix contains overviews of the 60 Martin Place Planning Proposal and DA.

Should more information be required, please refer to the original documents as listed below.

1. 60 Martin Place Planning Proposal Details. Available from: <http://leptracking.planning.nsw.gov.au/PublicDetails.aspx?Id=1794>
2. 60 Martin Place Development Application Summary. Available from: <https://online.cityofsydney.nsw.gov.au/DA/IndividualApplication?tpklapa ppl=1197830>

Overview

On 25 September 2014, a planning proposal was lodged for 58-60 Martin Place, seeking amendments to the Sydney LEP 2012 to:

- enable non-residential redevelopment of the building at 60 Martin Place and a part of airspace over 197 Macquarie Street (St Stephens Church);
- increase the building height limit; and
- obtain an exception to the sun access plane controls.

It was argued that the existing building on site was no longer attractive to modern tenants and refurbishment of the building is not viable long-term. The existing LEP 2012 controls described a building envelope that was neither commercially feasible nor appropriate to the streetscape, preventing the redevelopment of the site.

Approval from the City of Sydney Council was obtained on 28 August 2015.

During that period, a development application was submitted on 17 April 2015, proposing:

- Demolition of existing building (excluding St Stephen's Uniting Church);
- reconstruction and expansion of existing basement levels; and

—construction of a 33-storey commercial office building accommodating:

- retail and commercial floor space;
- 69 car parking spaces ;
- 439 bicycle spaces with end-of-trip facilities;
- signage zones; and
- associated landscaping and public domain improvement works (including relocation of the Martin Place railway station entry stairs).

Approval was obtained on 22 February 2016.

Reasons for Approval

Planning Proposal

The existing office tower on site projects above the sun access plane for Martin Place and is also over the height limit of 55m, as stated in Sydney LEP 2012.

Council recognised that the market prefers commercial floor space ‘in modern buildings with large floor plates, employee amenities and modern sustainable design features’. It was noted that the older and less adaptable buildings in Martin Place makes it hard to attract and retain premium tenants. Council agreed that the existing planning controls on the 60 Martin Place land prohibits the development of commercial space that is appealing to the market and matches the prestigious location of Martin Place.

Council noted that the proposed amendments to the LEP helps to ‘unlock economic opportunities and investment in jobs, and support the commercial revitalisation’ of Martin Place.

The existing building on site was a 33 storey commercial office tower designed by PTW architects and completed in 1971. The tower was 118 metres tall (RL148.145) with a podium added in 1998, 16m high to Macquarie Street and 20m to Phillip Street. The FSR was approximately 11.72:1.

City of Sydney Council requested the new development to be “neutral with respect to sun access”. The Council went further in explaining that it implies that ‘ no additional overshadowing between 12 noon and 2pm on 14 April, for both the ground plane of Martin Place and the facades on its southern edge’. It was also requested that the proposal to be neutral for ‘other public spaces which are not directly protected by the sun access plane, but which are protected as a consequence of its application, including Hyde Park Barracks’.

The proposed envelope remain at approximately 33 storeys but increase to RL 167.1.

During the required time period of 14 April, additional shadow falls on the pavement of Macquarie Street. During other times of the year, there are additional shadows between 12 noon and 2pm on the ground plane of Martin Place and the Reserve Bank facade.

Additional overshadowing during lunch time on 21 December was ruled desirable as “there is more sun access and shade becomes desirable in the public domain”.

It was stressed that the existing planning controls did not specifically protect sun access to the ground plane of Martin Place at the critical period of 12 noon to 2pm 14 April. It was more about the protection of sun access to the facades of sandstone buildings on the southern edge of Martin Place. The Reserve Bank affected in this case, does not match this criterion.

It was argued that the proposed scheme, as compared to the LEP building envelope, priorities sun access to Martin Place ground plane. The LEP building envelope, while freeing Reserve Bank facade of existing overshadowing, causes more overshadowing on the ground plane of Martin Place during lunch time on 14 April.

It was noted that there is however a minor increase in overshadowing by the proposed development on the ground plane of Martin Place outside of the critical time of 14 April 12 noon to 2pm. This was ruled as acceptable by the Council.

The Council also considered the proposal to be aligned with the Sustainable Sydney 2030 vision.

The original tower element is above the podium and setback 8.5m from the Martin Place frontage.

It was noted by Ethos Urban that there are ‘a number of existing tower buildings in Martin Place that do not comply with the current planning controls with respect to building heights, setbacks and streetwall heights.

High rise towers along Martin Place include the MLC Centre at 228 metres, the Colonial Mutual Life Building at 88 metres, the GPO at 120 metres, the Reserve Bank building at 82 metres and the Colonial State Bank building at 147 metres’.

A 4.8m setback was proposed along Martin Place, to match the Reserve Bank.

The urban design principles proposed were as follows.

- The total area of shadow on both the ground plane of Martin Place and the adjacent building façades fronting Martin Place must each be less than or equal to the existing shadow.
- Shadow cast onto the forecourt of Hyde Park Barracks should be limited to an acceptable amount to maintain a high level of public amenity.
- Provide a building envelope which enables the redevelopment of the site to create a new iconic building in the Martin Place Precinct, contributing to the revitalisation of Martin Place as the commercial, civic and commemorative heart of Sydney.
- The street alignment of Martin Place, Macquarie Street and Phillip Street is to be maintained and emphasised in the redevelopment of the podium.
- The orthogonal grain of the Martin Place Precinct should be maintained by providing a podium element which responds to the existing built form of significant buildings within Martin Place and also that of Macquarie Street.
- The setbacks above the podium must reflect and respect the civic scale of the site and respond to the adjacent RBA Building and St Stephen’s Church.
- The floor plate of the tower element should be configured to maximise internal amenity, with flexibility in the final layout and the capturing of views to the east, south and west.

- The cantilever element should be designed as an integrated element with the entire redevelopment and must be sympathetic to St Stephen’s Church.
- Unity and simplicity should be achieved through connecting the podium and tower element into a single readable piece of architecture.
- Manage potential wind effects and enhance pedestrian comfort in active areas of the redevelopment.
- Provide the opportunity to activate a majority of the Martin Place, Macquarie Street and Phillip Street frontages.
- Achieve high levels of sustainability through adopting market leading practices into any redevelopment.
- Enhance the appearance and ambience of St Stephen’s Church where possible.

Development Application

Top of parapet of building podium RL 48.5

Top of building RI 167.1

The proposal results in less overshadowing at 12 noon on April 14 on the ground of Martin Place than the planning proposal envelope, noting that it increases overshadowing at other times.

Appendices

N 148-160 King Street



Stage 2 Development Application Summary

| | |
|------------------------|--|
| Date of Submission | 19 August 2016 |
| Application Number | D/2016/1160 |
| Consent Authority | Council of the City of Sydney, Central Sydney Planning Committee |
| Proposal | Stage 2 development application for demolition of the existing building, excavation and construction of a 26 storey, mixed use building comprising 105 residential apartments above 412 sqm of retail and 633 sqm of commercial floor space, and 5 levels of basement parking for 67 cars. |
| Summary recommendation | Deferred commencement consent |
| Assessment outcome | Approved with Conditions 11 May 2017 |

Relevant planning instruments at time of assessment

- Environmental Planning and Assessment Act 1979
- Sydney Local Environmental Plan 2012 (Gazetted 14 December 2012, as amended)
- Sydney Development Control Plan 2012 (in force on 14 December 2012, as amended)
- State Environment Planning Policy No. 55 - Remediation of Land
- State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
- State Environmental Planning Policy (Infrastructure) 2007
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Artist impression of proposed 148-160 King Street development
Source: Fjmt, 148-160 King Street Development Application

| Development History | | | |
|---------------------|--------------------|--|--|
| Lodged date | Application number | Description | Decision date |
| 03/06/2015 | D/2015/750 | Stage 1 DA Refer section 5.3 of this report for more details. | 10/12/2015 Approved with Conditions |
| 19/08/2016 | D/2015/750/B | Section 96(2) modification of consent for stage 1 development application for a conceptual building envelope to a height datum of RL 120.70 (approximately 92.8m or 27 storeys), in-principle demolition of the existing 12-storey building; indicative future uses of residential accommodation and retail / office premises; indicative car parking, loading docks, service areas and a substation on the basement levels; and vehicular access from Elizabeth Street. Proposed changes are to reconfigure floor plates on tower levels 14 to 24 that protrude outside the previously approved building envelope. | 11/05/2017 Approved with Conditions |
| 19/08/2016 | D/2016/1160 | Stage 2 DA Refer to next page for more details. | 11/05/2017 Approved with Conditions |
| 11/07/2017 | D/2016/1160/A | Section 96(2) modification of consent for stage 2 development application for demolition of the existing building, excavation and construction of a 26 storey, mixed use building comprising 105 residential apartments above 412 sqm of retail and 633 sqm of commercial floor space, and 5 levels of basement parking for 67 cars. Proposed changes are to reconfigure basement levels to alter the number and design of residential car and bicycle parking spaces, ramping and access, reconfigure internal layouts on ground - level 25 to reduce commercial floor space, increase residential floor space, reconfigure commercial tenancies, reconfigure residential communal areas, alter the unit mix, alter vertical circulation systems, convert north-west balconies to wintergardens on levels 3-12, external changes to facades, balcony arrangements, and alter massing of floor plates on levels 22-25. | Ongoing |
| 13/07/2017 | D/2016/1160/B | Section 96(1A) modification of consent for stage 2 development application for demolition of the existing building, excavation and construction of a 26 storey, mixed use building comprising 105 residential apartments above 412sqm of retail and 633sqm of commercial floor space, and 5 levels of basement parking for 67 cars. Proposed changes are to delete part (a) of Condition (65) Demolition/Site Rectification, to allow for demolition and excavation to commence prior to issue of a Construction Certificate for the substantive building. | Ongoing |

This appendix contains overview of the 148-160 King Street Stage 2 Development Application.

Should more information be required regarding both the stage 1 and stage 2 applications, please refer to the original documents as listed below.

1. 148-160 King Street Stage 1 Development Application Details.
Available from: http://www.cityofsydney.nsw.gov.au/__data/assets/pdf_file/0003/247755/151210_CSPC_ITEM04.pdf
2. 148-160 King Street Stage 2 Development Application Details.
Available from: http://www.cityofsydney.nsw.gov.au/__data/assets/pdf_file/0008/284840/170511_CSPC_ITEM07.pdf

Appendices

O One Carrington Street



Artist impression of proposed One Carrington Street development in 2015
Source: Make and Architectus, One Carrington Street S75W Appication

| Modification 2 Summary | | Relevant planning instruments at time of assessment |
|------------------------|--|--|
| Date of Submission | 16 May 2014 | <ul style="list-style-type: none">– State Environmental Planning Policy (State & Regional Development) 2011– State Environmental Planning Policy (Infrastructure) 2007– State Environmental Planning Policy No. 55- Remediation of Land– Sydney Local Environmental Plan 2012 |
| Application Number | MP09_0076 MOD 2 | |
| Consent Authority | Department of Planning and Infrastructure (the Department), Planning Assessment Commission (the Commission) | |
| Proposal | Modification proposed consists of inclusion of 285-287 George Street within the site; increase of the maximum GFA; expansion of the tower building envelope; retention of Wynyard Lane as a one way street; increase in car parking; and revised public benefit offer. | |
| Summary recommendation | Approval with conditions | |
| Assessment outcome | Approved 25 September 2015 | |
| Reasons for Approval | <ul style="list-style-type: none">– The proposal is generally consistent with the Concept Approval for the site and is an appropriate development.– The incorporation of 285-287 George Street into the site and associated increase in GFA is acceptable with the additional public benefits generated.– Amendments to the building envelope provide for an acceptable scale of development and would not cause additional overshadowing of adversely impact on heritage items.– The proposal achieves design excellence.– Proposal provide significant public benefits | |

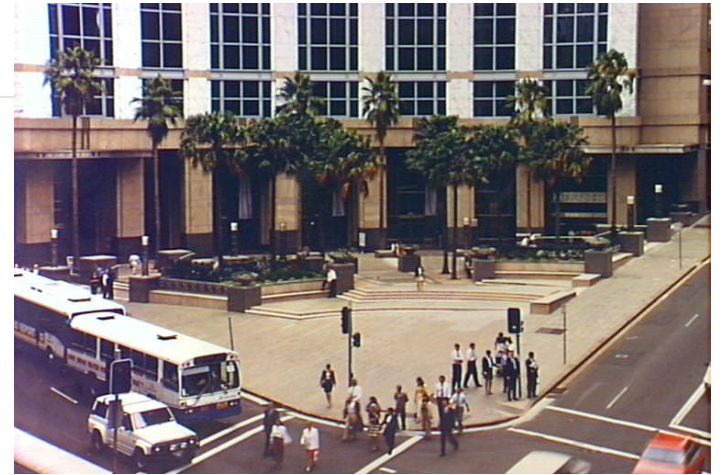
Development History

| Lodged date | Application number | Description | Decision date |
|-------------|--------------------|---|--|
| 19/01/2011 | MP 09_0076 | Major Project application. Refer section 5.4 of this report for more details. | 03/04/2012 Approved with Conditions |
| 12/09/2013 | MP 09_0076 MOD 1 | Modification to MP 09_0076. Modifications proposed to the Terms of Approval in Schedule 2 and Future Environmental Assessment Requirements in Schedule 3 | 24/03/2014 Approved with Conditions |
| 01/02/2013 | SSD 5824 | State Significant Development for the demolition of The Menzies Hotel, 301 George Street and eastern access ways to Wynyard Station, development above Wynyard Lane and partial demolition of Shell House and 285-287 George Street; upgrade of the eastern access ways to Wynyard Station including provision of a new Transit Hall, through site link, retail areas and concourse layout; construction and use of a 27 storey commercial building on the land between Carrington Street and George Street; construction of a retail / commercial loading dock and two levels of basement comprising 89 tenant car spaces and end of trip facilities; refurbishment of 285-287 George Street and Shell House for commercial and retail uses; signage zones; and public domain upgrades surrounding the site. | 25/09/2015 Approved with Conditions |
| 16/05/2014 | MP09_0076 MOD 2 | Modification to MP 09_0076. Refer to next page for more details. | 25/09/2015 Approved with Conditions |

This appendix contains overview of the One Carrington Street modification 2 modification to the approved Concept Plan.

Should more information be required regarding One Carrington Street (formerly 'CityOne') applications, please refer to the original documents as listed below.

1. CityOne Application. Available from: http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=3177
2. One Carrington Street modification 1 Application. Available from: http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6138
3. One Carrington Street SSD. Available from: http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5824
4. One Carrington Street modification 2 Application. Available from: http://www.majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=6537



Appendices

P Brief History of Martin Place
Excerpt from TKD Architects Statement of Heritage Impact

- 1. Downtown Sydney, Martin Place c1924
- 2. Moore Street c1900.
Source: Power House Museum, Tyrrell Collection
- 3. Chifley Sq c1970s
(Source: National Archives)
- 4. Chifley Square following the completion of Chifley Tower, c1996.
Source: City of Sydney Archives SRC4412.z
- 5. Richard Johnson Square, c1977. Works involving partial road closure and formation of the pedestrian plaza were undertaken in 1974.
Source: City of Sydney Archives SRC6724
- 6. Southern side of 50 Martin Place prior to the demolition of resumed buildings, c1933
Source: City of Sydney Archives NSCA CRS 51/2668
- 7. Forming the Martin Place roadway between Castlereagh and Elizabeth Streets, a great source of spectator activity, c1934
Source: SLNSW hood_01073
- 8. Blashki Building and Qantas House, Chifley Square c1960
Source: SLNSW
- 9. Richard Johnson Square, c1971
Source: City of Sydney Archives SRC1156



Martin Place comprises the physical, functional and symbolic focus of the proposed Sydney Metro Martin Place Station Precinct.

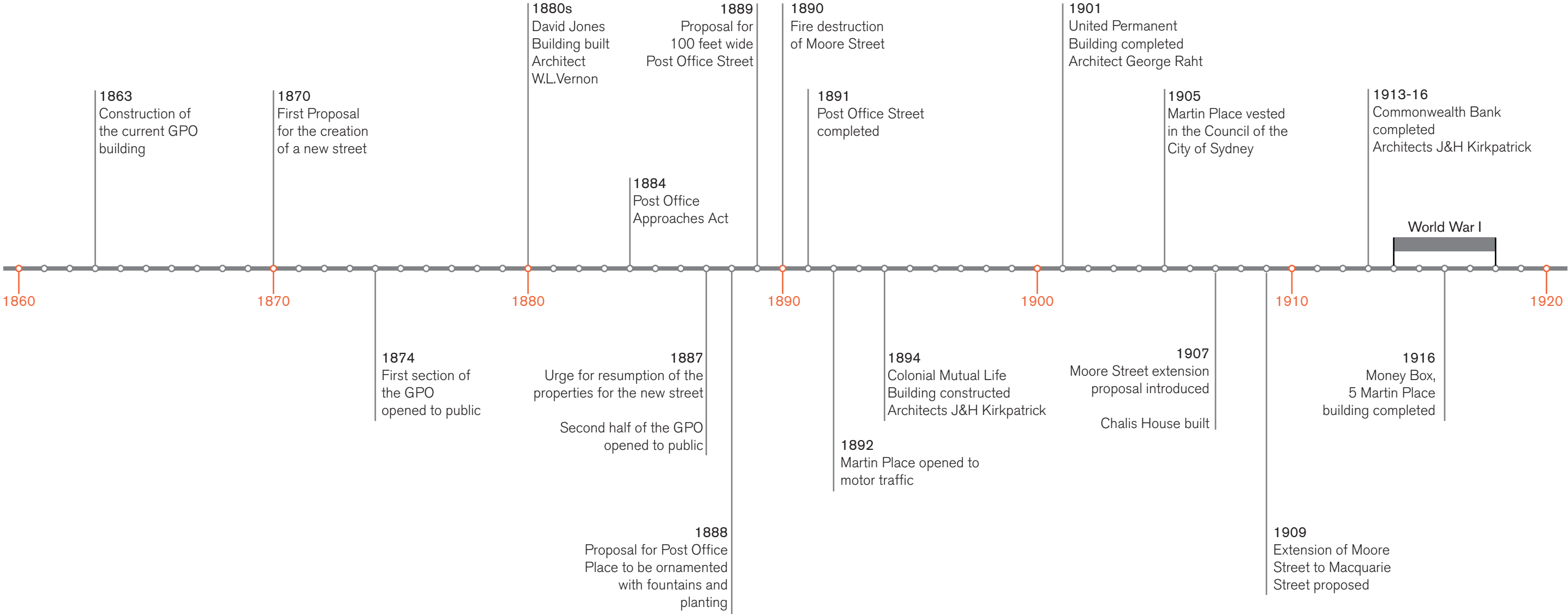
The creation of Martin Place represents one of the major civic improvement schemes undertaken in Sydney in the nineteenth century. While the impetus for the street came with proposals to rebuild the city’s main post office in the 1860s, its completion required both state and local government action to effect the transformation of the nineteenth century townscape into a grand thoroughfare for the city and a desirable address for the city’s professional and financial elites.

Establishment of the street – originally named Moore Street – was enabled in 1887 through the resumption of private property to the north of Colonial Architect James Barnet’s General Post Office building. Additional resumption of properties in 1890 enabled its extension to Castlereagh Street. At 100-foot wide it was the city’s widest street, and it soon became the setting for civic activities. In 1916, completion of the Head Office of the Commonwealth Bank to the east of the GPO established the street as a financial centre. Construction of the Government Savings Bank of NSW Building in 1928 – extending the full width of the block between Castlereagh and Elizabeth Streets – underscored the significance of Martin Place as a highly-valued address for major financial institutions.

Extension of Martin Place through to Macquarie Street was envisaged from the early twentieth century but not realised until 1935. This eastern extension represented a purposeful attempt by Council to encourage a precinct of high-status commercial buildings, and town planning design principles to be developed and to encourage uniformity of building heights and setbacks. The Art Deco style Prudential Building at No. 39, completed in 1939 to the design of Hennessy, Hennessy & Co, was typical of the buildings erected in Martin Place during the late inter-war period.

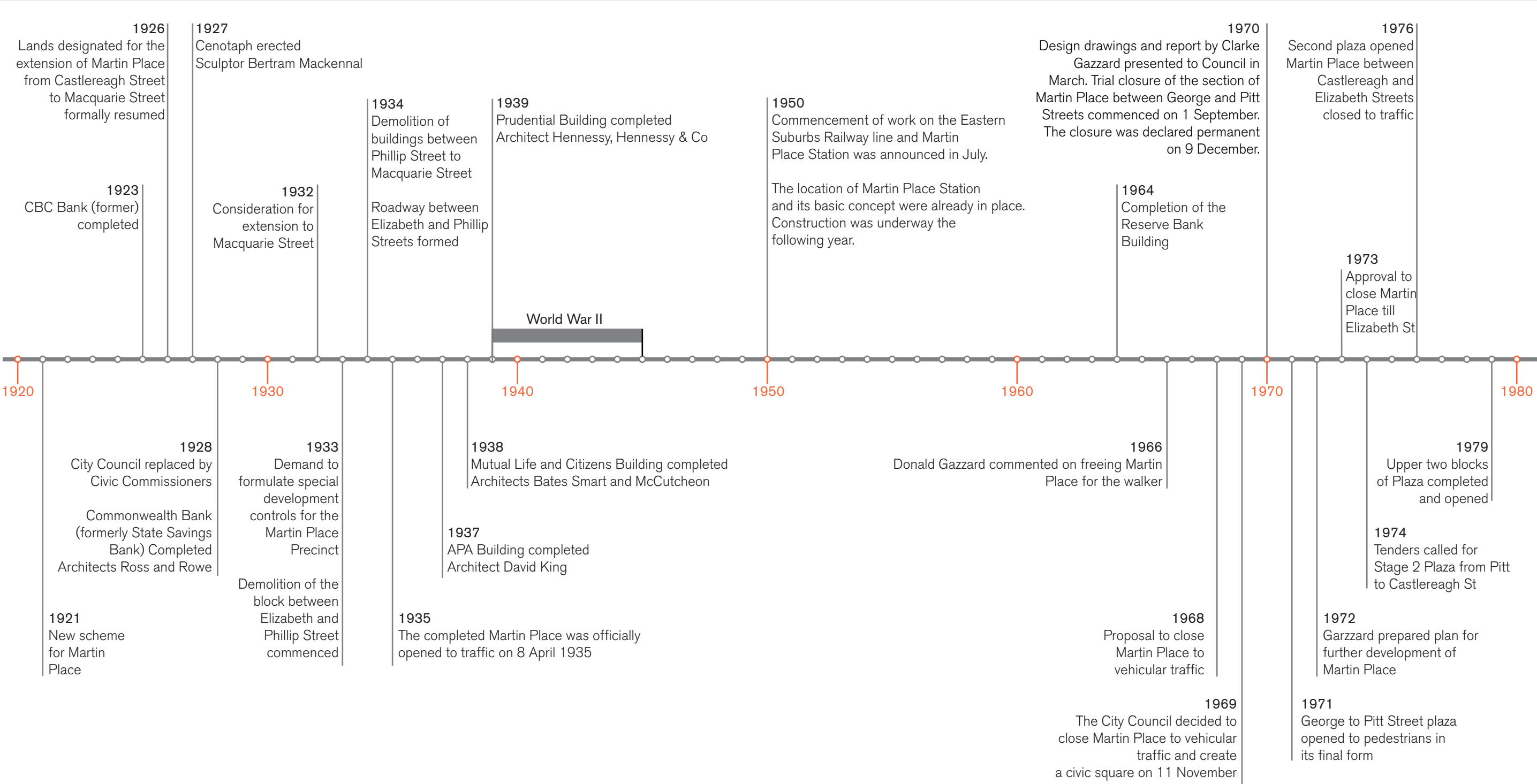
The pedestrianisation of the street which took place progressively in the 1970s formalised Martin Place as the city’s principal urban space.

Appendices
P Brief History of Martin Place

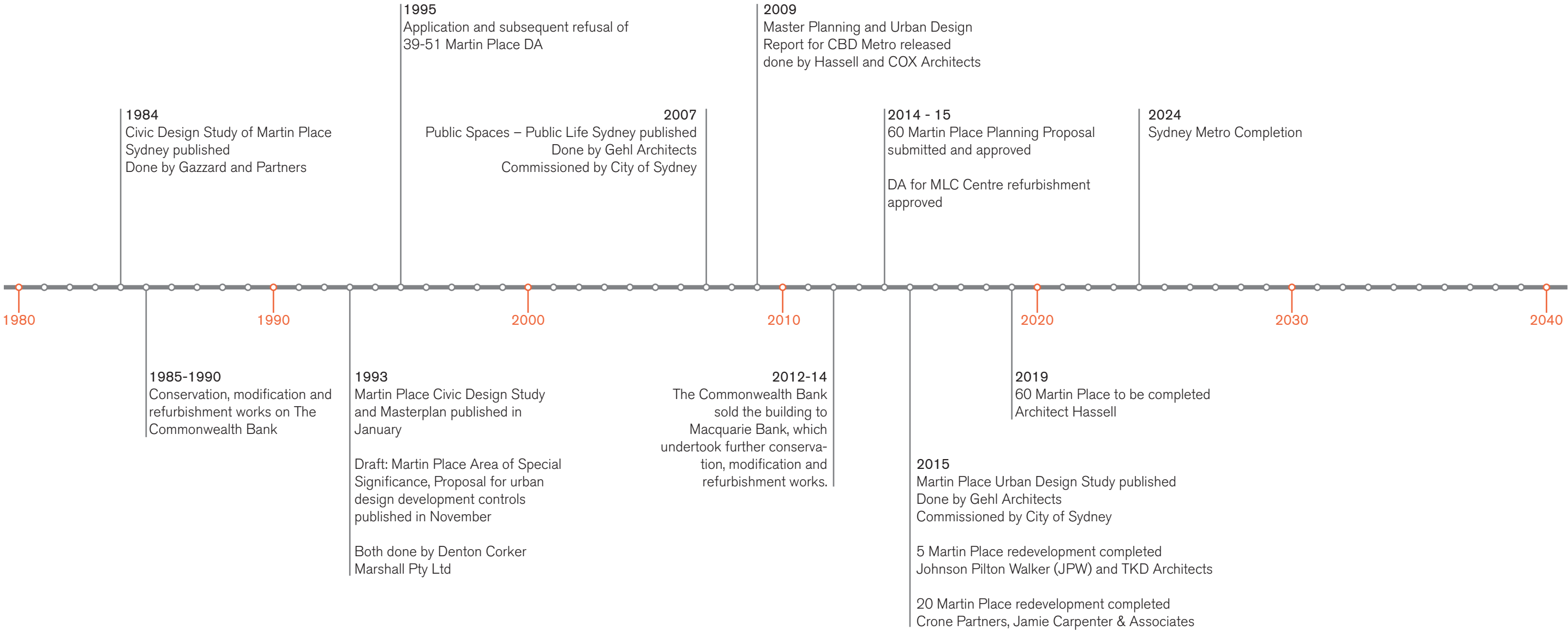


Historical time line of Martin Place
Source: Martin Place Civic Design Study, Tanner Kibble Denton Architects Statement of Heritage Impact

Appendices
P Brief History of Martin Place



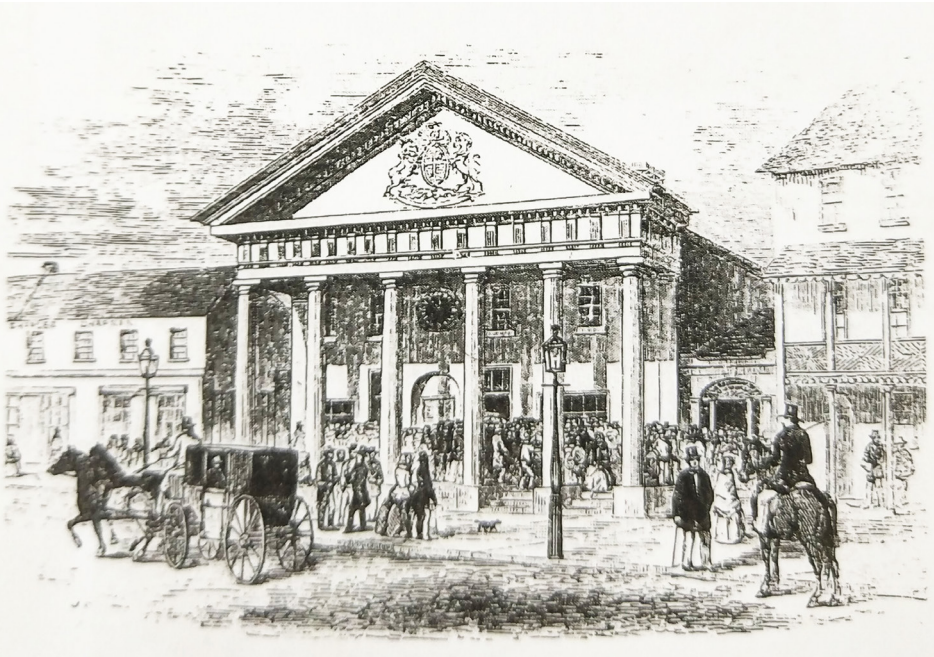
Appendices
P Brief History of Martin Place



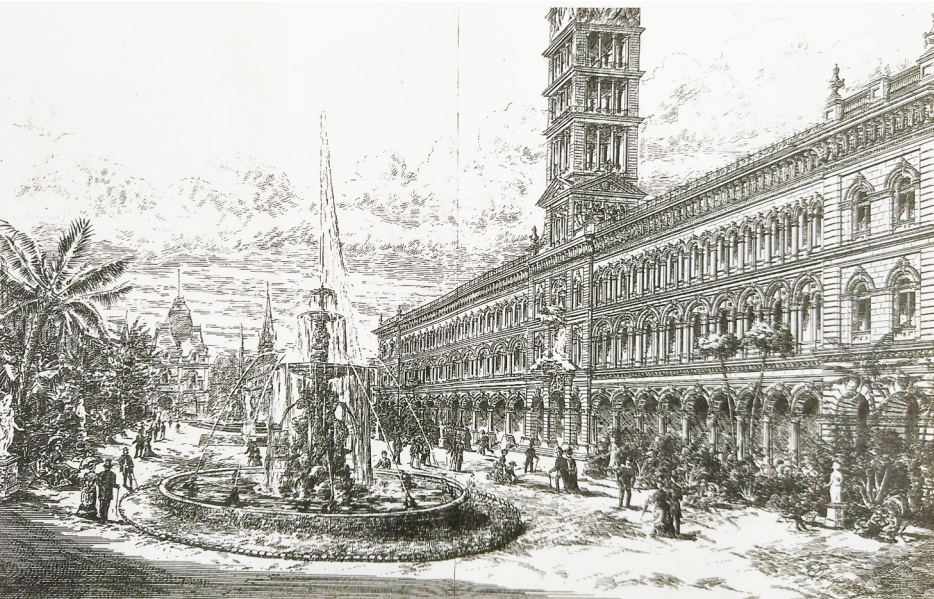
Time line of Martin Place development
Source: Martin Place Civic Design Study, Tanner Kibble Denton Architects Statement of Heritage Impact

Appendices

P Brief History of Martin Place
1863-1935 Creation of Martin Place



The first post office that was demolished for the new GPO
Source: Don Gazzard, The 'Peoples' Promenade': Martin Place 1860 - 1985



The 'piazza in the Italisn Style' proposed in the Illustrated Sydney News in 1888
Source: Don Gazzard, The 'Peoples' Promenade': Martin Place 1860 - 1985

1863 New GPO building

The history of what is now called Martin Place begins in 1863.
- Don Gazzard, 'The "Peoples' Promenade": Martin Place 1860-1985

The formation of what is now called Martin Place started with the construction of the present GPO building. By 1863, the post office building then (sitting on George Street opposite Barrack Street) could no longer meet the demands of its daily function. A new post office was designed by Architect James Barnet in 1864. A 20 feet wide lane from George Street to Pitt Street was also included in the development, located on the north side of the new GPO. This Post Office Street was designed to give access to the whole of the north frontage of the GPO.

1870 First proposal to widen the lane

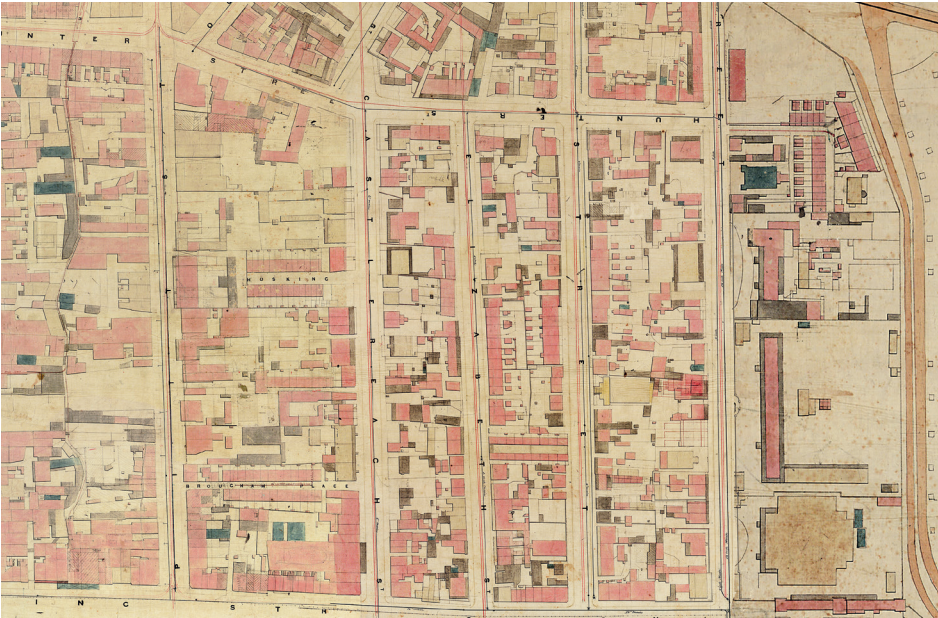
In March 1870, the Government Valuer Mr Alexander Stuart first proposed to widen this lane to create ' *a noble street wider than George Street*'. However, negotiations with the affected property owners did not reach an agreement until over 20 years later.

1888 - 1889 Piazza in the Italian Style

The *Illustrated Sydney News* published a drawing in January 1888 suggesting that the space in front of the GPO should become a '*piazza in the Italian style*' ornamented with fountains and planting.

In 1889 a Bill authorised '*the resumption of land for a street 100 feet wide between George and Pitt Streets*' and '*gave statutory authority for the street to be constructed by the Minister for Works and placed under the control of the City Council on completion*'. Due to legal difficulties with properties owners, it took anther two year before it was finally announced that the Post Office Street was going to be widened and to be named Martin Place, '*in honour of the late Chief Justice Sir James Martin*.'

Construction started straight away. The design then was to have a 48 feet wide footway next to the GPO, a 38 feet roadway in the middle, and a 14 feet wide footpath on the northern side of Martin Place.



1865 survey map showing area before Martin Place development
Source: City of Sydney Archives

1890 - 1892 Great fire on Moore Street

The narrow pedestrian street east of Martin Place then was called Moore Street. On 2 October 1890, a great fire demolished almost all properties within the area bounded by Moore Street, Hosking Place, Castlereagh Street and Pitt Street. This unfortunate event, however, opened up the opportunity for the affected land to be purchased to make way for a thoroughfare between Pitt and Castlereagh Streets for horses and vehicles.

With this opportunity in mind, along with the change of Minister for Works, the government made the decision in 1891 to '*widen the roadway to 64 feet and make both the footpaths 18 feet wide*' .

Moore Street was completed before the end of 1891 and Martin Place opened in September 1892.

The President of Institute of Architects then, Horbury Hunt, was not satisfied with the outcome and commented that Martin place should be ' *a people's promenade*', a magnificent square free of vehicular traffic.

Appendices

P Brief History of Martin Place
1863-1935 Creation of Martin Place

1909 Proposal to extend to Macquarie Street

Ever since the creation of the Moore Street back in the 1890s, there has been suggestions to extend the new street up to Macquarie Street.

Martin Place was vested in the Council in 1905 and the economy revived after the depression of the 1890s.

In 1907 John Sulman suggested Martin Place should be 'extended from Darling Harbour to Woolloomooloo to provide a cross city link'. There was a growing public interest in the overall city development at that time leading to a Royal Commission to investigate all possible improvement to the City of Sydney.

In 1909, their final report recommended the extension of Moore Street to Macquarie Street and this was supported by the Government Architect W.L. Vernon. However, Venon opposed Sulman's proposal of extending further and he contended that the city centre should be free of traffic.

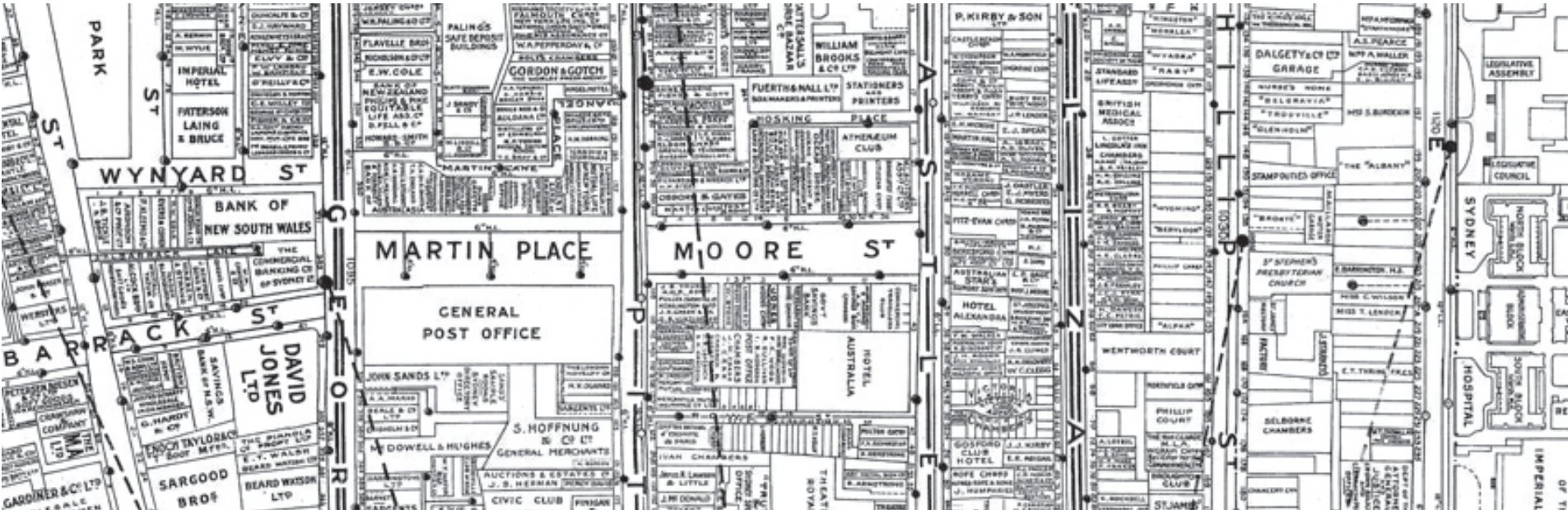
This plan of extension was not realised immediately because other proposals were given priority in the Royal Commission and the World War I happened between 1914 to 1918.

1920-1925 Legislation for Council to Resume Land

In 1920 the Holman Nationalist Government commissioned architects J. & H. Kirkpatrick, designer of the Commonwealth Bank and CML buildings, to prepare a design for the extension of Moore Street. The design envisioned a 100 feet wide street to Phillip Street followed by a 250 by 250 feet square between Phillip and Macquarie Streets.

In early 1921, Moore Street was renamed Martin Place. At this time, the Royal Australian Institute of Architects (RAIA) opposed the further extension to Macquarie Street. The RAIA preferred for Martin Place to stay at its current extend as a square rather than extending it to become a 'long street'.

The debate between the supporters of Martin Place as a 'Grand Avenue' or as a 'civic square formed by careful arrangement and design of the bordering building' lasted for several years.



1910 map showing Martin Place and Moore Street
Source: City of Sydney Archives

In 1922, the concern of the compensation costs to the affected properties made the Council decide against the extension idea.

However, not long after, in June 1923 the new Civic Reform Council overruled the previous decision and resolved to start purchasing relevant properties to make way for the extension. The plan was so that when the properties were sold after the extension, the increase value would have covered the cost of the extension work.

This approached caused legal action from the property owners and by end of that year, the Council was ruled to have 'no power to resume land for the purpose of obtaining valuable sites in order to make money and reduce costs'. The Council appealed and failed again in December 1924.

Taking a different route, the Council introduced a legislation to obtain the power of resumption. It passed the State Legislature towards end of 1925 and by 1926, Council has acquired the affected lands but leased them back to the existing tenants while waiting for funds to be in place for the extension work.



1920 J. & H. Kirkpatrick scheme for extension with a square between Phillip and Macquarie Streets
Source: Don Gazzard, The 'Peoples' Promenade': Martin Place 1860 - 1985

Appendices

P Brief History of Martin Place
1863-1935 Creation of Martin Place

1926 Opening of the city railway

In the same year, the city railway opened and the change in traffic pattern stimulated proposal to make Martin Place ‘a major through route from the Harbour Bridge to the Eastern Suburbs’. Fortunately, the proposal was rejected by the Council due to the high cost of acquisition of of nearly built CBC Bank and the Bank of NSW on George Street.

In 1928 the City Council was replaced by Commissioners with a target to reduce spending. Martin Place extension was deemed not a priority and the acquisition of the surrounding properties was therefore delayed..

1932-1935 Completion of Martin Place to Macquarie Street

The extension to Macquarie Street came into spotlight again in 1923 due to the development pressures resulted from the opening of the Harbour Bridge and the city railway. The council recognised the potential of Martin Place to provide ‘prestigious city centre address’ and increase the surrounding land value and hence the Council’s rate returns.

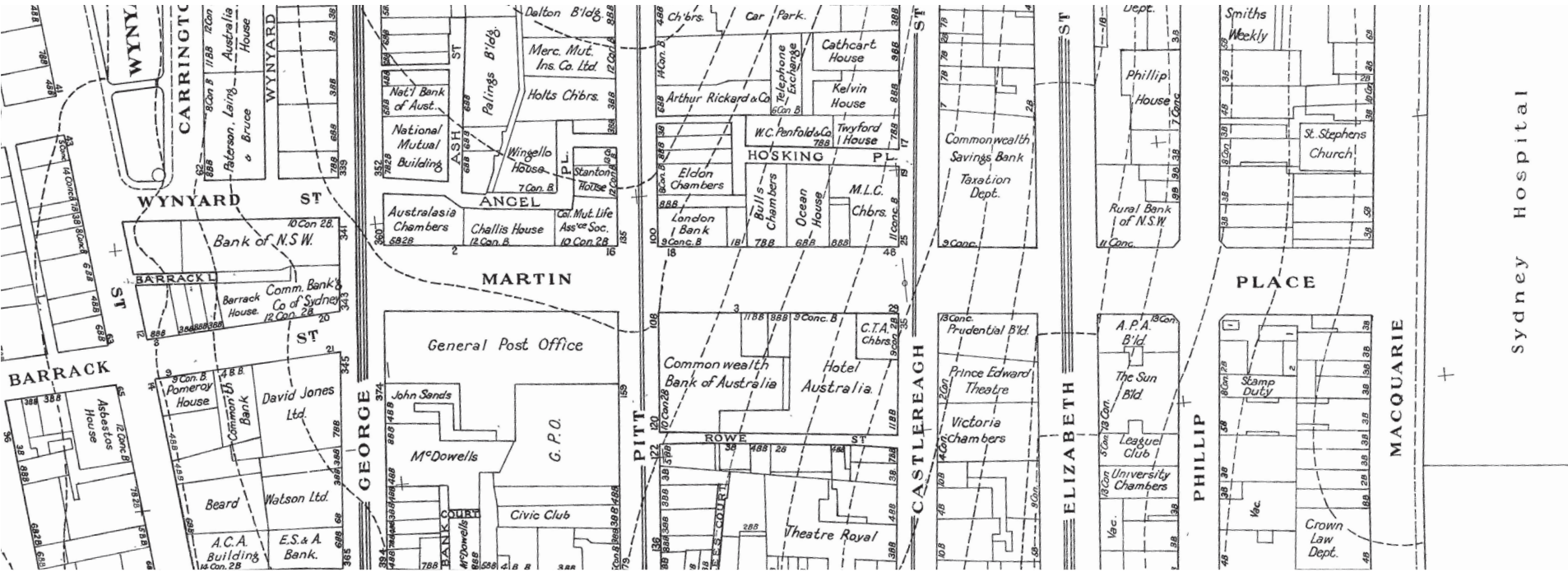
In December 1932 the Town Planning Association (TPA) recommended to the Council a 100 feet wide extension to Macquarie Street with ‘all street corners be splayed or well-rounded; and that all buildings to be a uniform height of 150 feet’. The TPA also noted that Martin Place should be recognised as a ‘show street’.

In October 1933 the TPA and other bodies further argued for a unified architectural treatment for the Martin Place extension. They recommended the formation of an advisory committee to assess development proposals as well as special development controls for the Martin Place precinct.

By June 1934, the section between Castlereagh Street and Elizabeth Street was completed but the next section up to Macquarie Street was delayed because the idea of the formation of a square for that section was still been considered.

That idea of finally deferred later when Council decided to continue the 100 feet wide street formation up to Macquarie Street.

The completed Martin Place was open to traffic in April 1935



1948 map showing completed Martin Place
Source: City of Sydney Archives



1949 aerial photo showing completed Martin Place with traffic
Source: City of Sydney Archives

Appendices

P Brief History of Martin Place
1968 - 1978 Pedestrianisation of Martin Place

1968 Proposal for a civic square

Development of land adjoining Martin Place continued and was delay be the intervention of the World War II between 1939 to 1945.

Post-war developments along Martin Place focused on the maximisation of the site potential and not much consideration was given to the urban design needs of the space. The space now had a ‘*different and dominating scale*’ due to the new tall buildings.

In 1964 the RAIA put forward the Outrage Exhibition to raise concerns of the ‘degradation’ of the visual environment. The contents were published as a book in 1966 where Don Gazzard first pointed out that Martin Place has great potentials to serve as a pedestrian oriented civic space.

Clarke Gazzard and Partners went further from that point and carried out investigations in term of traffic impact and cost, and formally proposed to the City Council the formation of a civic square at the western end of Martin Place in September 1968.

The proposal was supported by the Civic Reform Association, the party contesting the election against the Labour Party at that time.

In the election in 1969, the Civic Reform party won a majority of seat in the Council. The new Council decided end of that year to ‘close Martin Place to vehicular traffic and to create a pedestrian square’.

1969 The trial closure

The final design of this civic square at the lower end of Martin Place as presented to the Council in March 1970. The design was kept simple to retain the focus on the Cenotaph.

However, to realise the vision, a series of political actions needs to be completed first. The land needed to be legally changed from a dedicated public road to dedicated open space and this was required to be notified and objections invited and addressed.

The main objector was the Department of Transport. In order to test the actual traffic impact, the Minister instructed the street to be closed to vehicular traffic for a trial period of six months, starting 1 September 1970.

On 9 December 1970, as no negative impact on the traffic was observed, the Premier Hon. R. W. Askin announced that the western end of Martin Place was to be closed to vehicular traffic permanently and the construction of the civic square immediately commenced.

1971-1973 Further pedestrianisation of Martin Place

On 10 September 1971, this first square of Martin Place officially opened.

In the same year, the Council published a Strategic Plan, as suggested by Clarke Gazzard early on, that established four principle objectives, 16 policies and a few action priorities for the City. Action Plan No.24 out of that document was about the extension of the Martin Place pedestrian area all the way to Macquarie Street.

The pedestrianisation of Martin Place up to Pitt Street was the first step in the process.

In late 1971, the two upper blocks of Martin Place was temporally closed to vehicular traffic due to the construction the Martin Place railway station. This closure of two years catalysed the pedestrianisation of Martin Place as the traffic flow has already been quietly adjusted during this period. This resulted in the opportunity for these blocks to be directly formed into pedestrian squares at the end of the railway construction.

In the meanwhile, Clarke Gazzard were commissioned to design all the blocks of Martin Place up to Macquarie Street. Council approved the design in principle in June 1972 and applied to the Minister for Lands to close the remaining four blocks to vehicular traffic.

This proposal was notified and objections were received in early March 1973. Almost all affected government agency and property owner had objected in the hope of gaining potential concessions.

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Gradually the objections of the service authorities were overcome by formal Council assurances of access to their services and that Council was to cover the costs of certain necessary diversions. The objections of property owners were removed by Council assurances of protection of their various interests. The Traffic Advisory Committee raised no objection.

1974-1977 Last stages

One persistent objector was the Rural Bank. Concerned with how the casual atmosphere would comprise the 'dignity' of the Bank, The Bank worked through high level political connections to pressure the government into a political solution in 1973 to only close Martin Place up to Elizabeth Street.

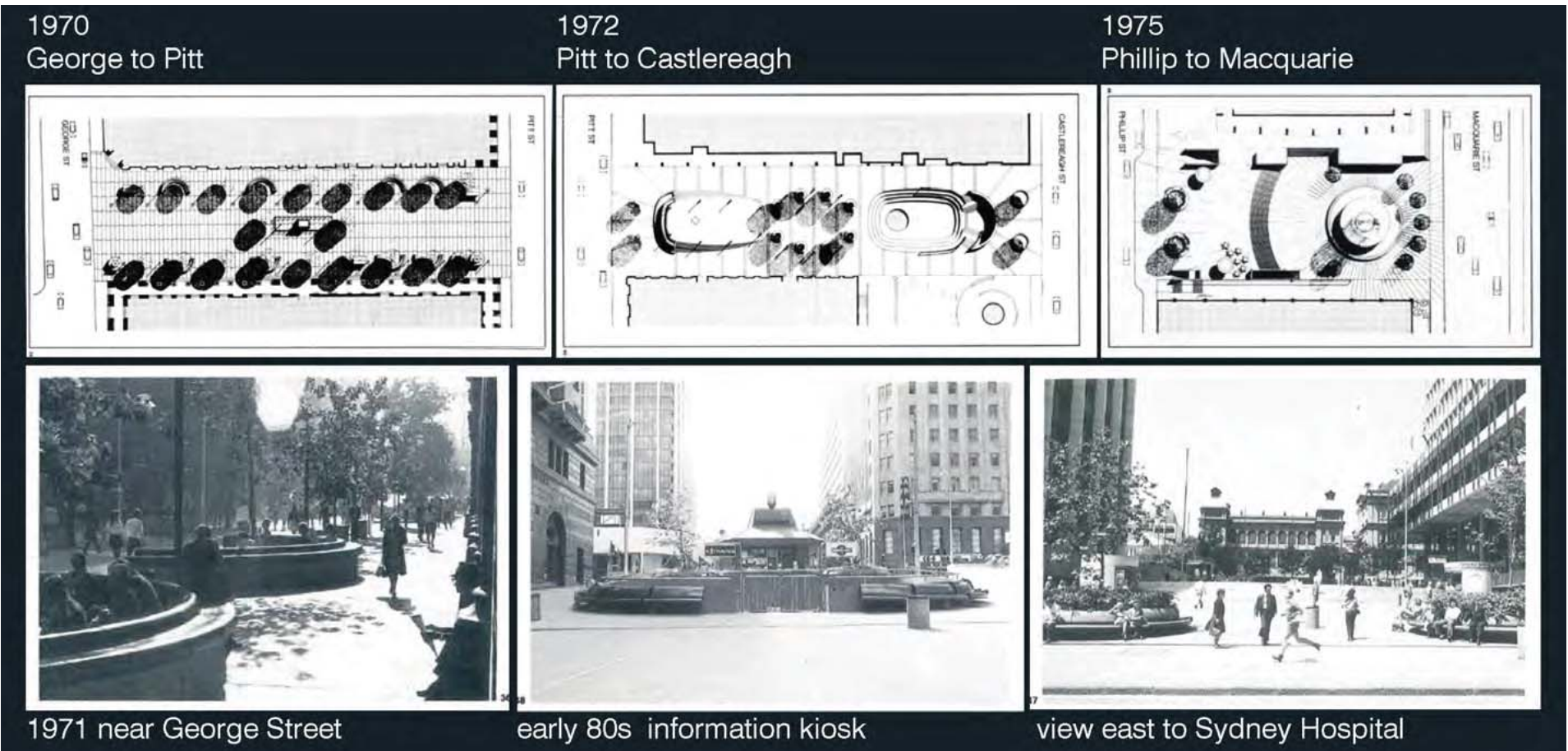
In 1974 Clarke Gazzard raised the issue of closing the two eastern blocks of Martin Place again. The opposition from the Rural Bank weakened as the design by Clarke Gazzard provided the bank with some incentive.

In 1975, the design for these upper two blocks were finalised

The second plaza up to Castlereagh Street was completed and officially opened in July 1976 except for the waterfall which was not completed until December.

In September 1977 the Macquarie Street block was opened and the block west was completed soon afterwards.

By 1978, Martin Place is finally completed as a pedestrian area.



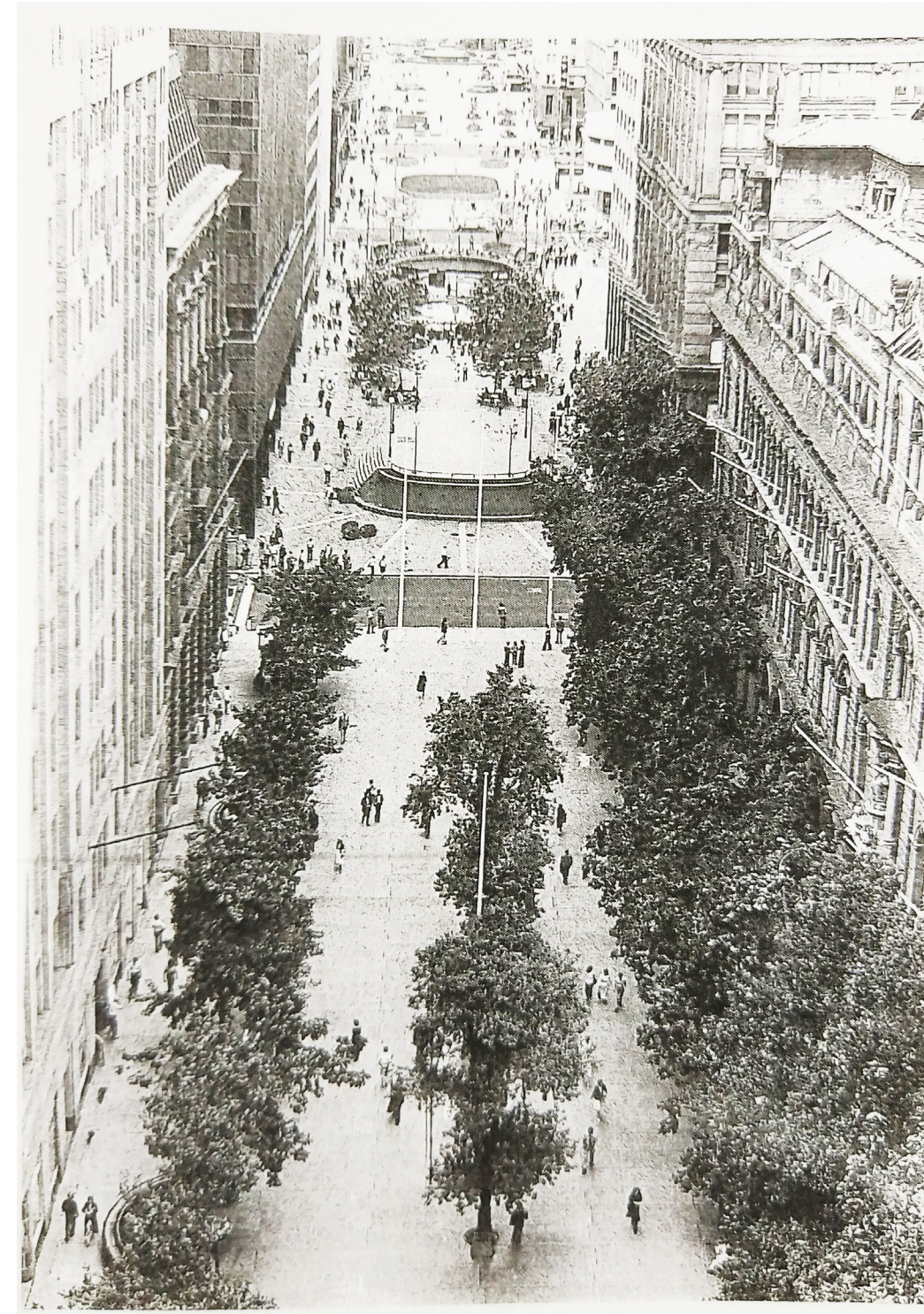
Design Martin Place in the 1970s
Source: "The Design of Sydney", Webber, 1988

Appendices

P Brief History of Martin Place 1968 - 1978 Pedestrianisation of Martin Place



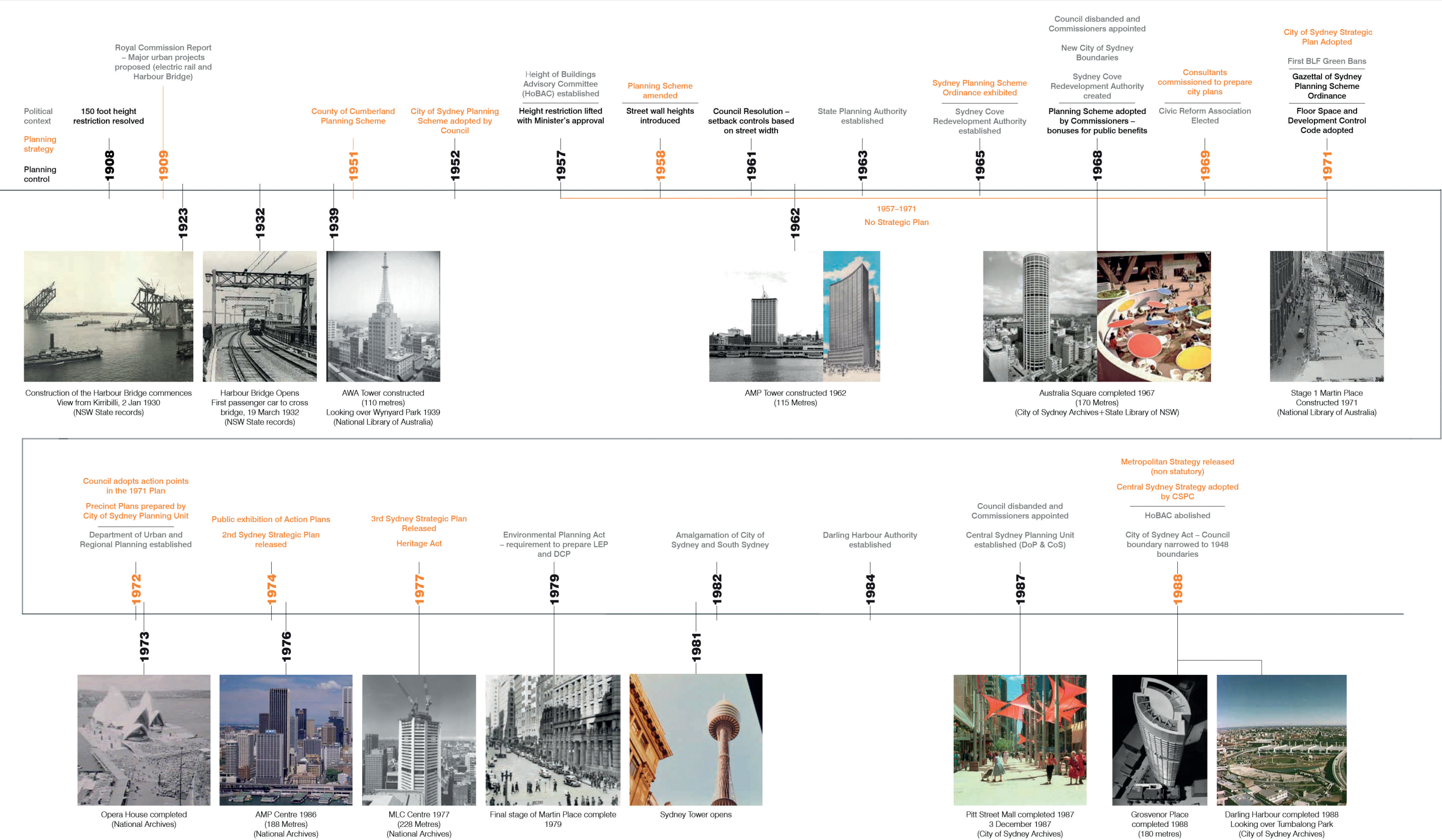
View up Martin Place 1965
Source: Don Gazzard, The 'Peoples' Promenade': Martin Place 1860 - 1985



View up Martin Place 1979 on completion of plazas
Source: Don Gazzard, The 'Peoples' Promenade': Martin Place 1860 - 1985

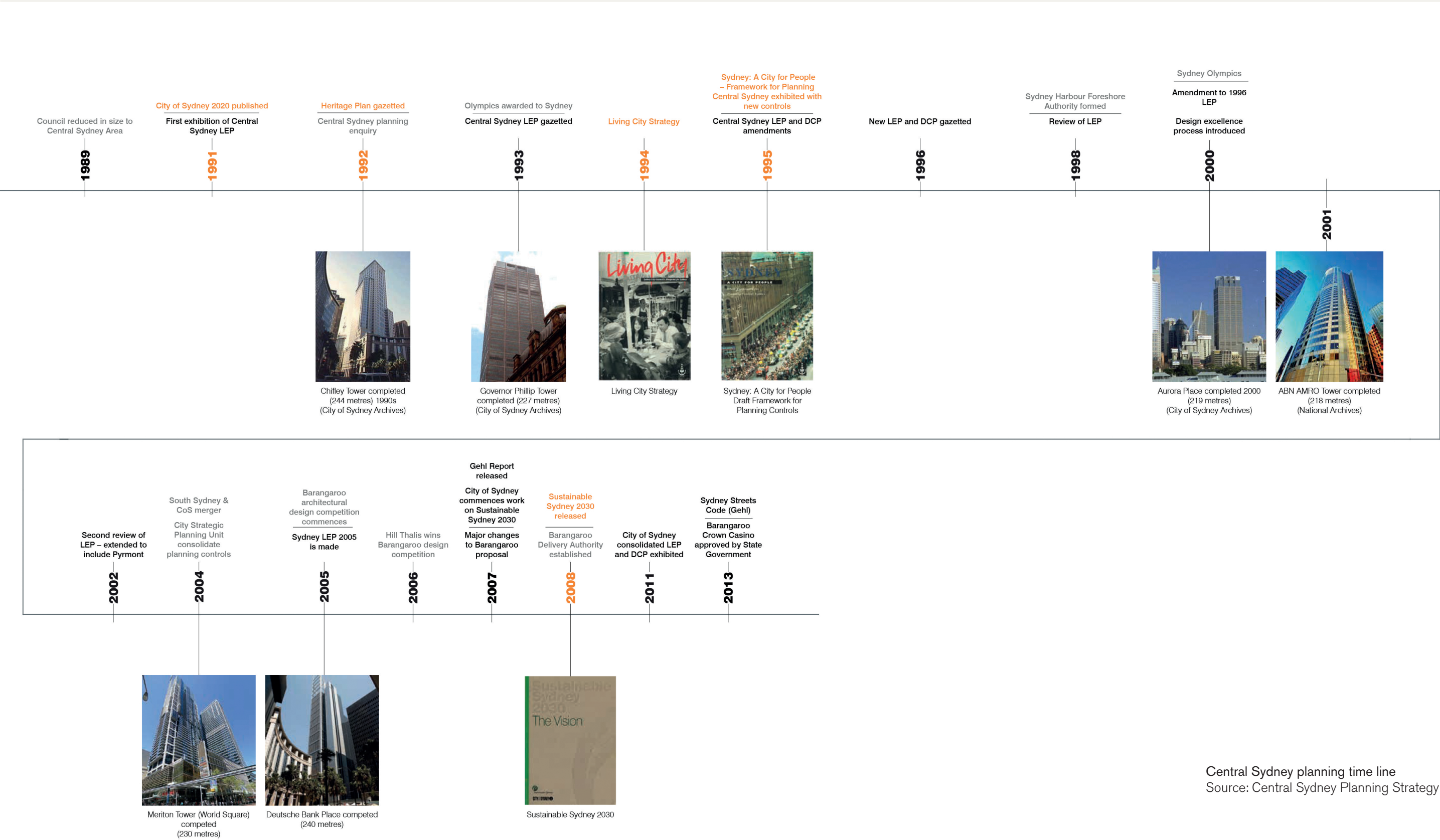
Appendices

Q Brief History of Central Sydney Planning Control
Central Sydney Planning Strategy



Appendices

Q Brief History of Central Sydney Planning Control
Central Sydney Planning Strategy



Central Sydney planning time line
Source: Central Sydney Planning Strategy

Tzannes

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