

**APPENDIX A
RECORDS OF COMMISSION MEETINGS**

Notes of meeting with the Department of Planning and Environment

This meeting was conducted to inform the Commission's advice.				
Meeting note taken by David Mooney	Date: 6 November 2017	Time: 2:30 pm		
Project: Martin Place Precinct – Over Station Development				
Meeting place: Level 3, 201 Elizabeth Street				
<p>Attendees:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>Commission Members: Annabelle Pegrum AM Lynelle Briggs AO Professor Helen Lochhead</p> <p>Department: Anthea Sargeant (Executive Director) Ben Lusher (Director) Brendon Roberts (Team Leader)</p> </td> <td style="width: 50%; vertical-align: top;"> <p>Commission Secretariat: David McNamara (Director) David Mooney (Team Leader)</p> </td> </tr> </table>			<p>Commission Members: Annabelle Pegrum AM Lynelle Briggs AO Professor Helen Lochhead</p> <p>Department: Anthea Sargeant (Executive Director) Ben Lusher (Director) Brendon Roberts (Team Leader)</p>	<p>Commission Secretariat: David McNamara (Director) David Mooney (Team Leader)</p>
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<p>Items of discussion were generally limited to those aspects of the project for which the Minister for Planning had requested advice from the Commission. The Department advised:</p> <ul style="list-style-type: none"> • It had not yet completed its assessment of the application and recommended development consent (subsequently received by the Commission on 5 December 2017). • Another planning proposal relating to the site is presently on exhibition. It includes an 8-metre setback on the south tower to Martin Place above podium height with a corresponding Floor Space Ratio uplift. • The Critical State Significant Infrastructure (CSSI) approval applies to the whole metro line from Chatswood to Sydenham. It includes the station boxes (concourse, entry, etc) • There is a modification application for the CSSI concurrent with the over station development application. • The Government Architect had advised on the design excellence strategy which was proposed to not require a mandatory design competition (those advices dated 28 June 2017 and 9 October 2017 were subsequently provided to the Commission). • The terms of reference for an independent Design Review Panel (i.e separate to the existing Metro Design Review Panel) could be specified in conditions. • That, in its view, the North tower could be regarded as consistent with the tower to ground typology nearby. • Envelope overshadowing is different from a complying envelope because of reduced setbacks. • Whilst the design competition approach to achieving design excellence is desirable and demonstrably successful, it is not the only way of achieving excellence and other methods may also be appropriate. • The 'reasonable' and 'necessary' test should be applied to this development because of the special circumstances related to it being an over station development. 				
Documents [tabled at meeting/to be provided]: Department's assessment report to be provided				
Outcomes/Agreed Actions: Nil				
Meeting closed at 3:30pm				

Notes of meeting with City of Sydney Council

This meeting was conducted to inform the Commission's advice		
Meeting note taken by David Mooney	Date: 20 November 2017	Time: 9:00 am
Project: Martin Place Precinct – Stage 1 Over Station Development (SSD 8351)		
Meeting place: Level 3, 201 Elizabeth Street		
Attendees:		
Commission Members: Annabelle Pegrum AM Lynelle Briggs AO (Dial in) Professor Helen Lochhead	Commission Secretariat: David McNamara (Director) David Mooney (Team Leader)	Council: Graham Jahn Shannon Rickersey
<p>Items of discussion were generally limited to those aspects of the project for which the Minister for Planning had requested advice from the Commission:</p> <ul style="list-style-type: none"> • Council's tabled summary notes of its concerns at the meeting (Attached) • Council recommended: <ul style="list-style-type: none"> ○ maximum envelope for the northern tower be setback a minimum of 4m from the southern boundary with 50 Martin Place above the established street wall height. ○ maximum envelope for the northern tower be setback a minimum 4m from both Elizabeth Street and Castlereagh Street for the full length of the new development. ○ a street wall setback should be required at the northern end of the northern building (only) if the Stage 2 modelled wind conditions exceed existing conditions. ○ floor space in the southern building should be required to comply with the maximum floor space in the <i>Sydney Local Environmental Plan 2012</i> (SLEP), and the street wall height should comply with the SLEP. ○ maximum envelope for the southern tower be setback 25m from the northern site boundary with Martin Place above established street wall height. ○ maximum envelope for the southern tower be setback 4m from both Elizabeth Street and Castlereagh Street for depth of any tower component. ○ the Department develop a comprehensive project brief incorporating the Department's investigations in the SEARS and any other suggestions by the NSW Government Architect (GANSW). It should be reviewed by the City of Sydney and endorsed by the GANSW. ○ two design competitions be conducted (one for each tower) consistent with the relevant requirements of the Sydney LEP and the City's Competitive Design Process Policy. ○ the Metro's existing Design Review Panel should not form the basis of a panel for overseeing the OSD outcome. This panel must be experienced with the City's objectives and controls. ○ Attention be given to ensuring adequate pedestrian amenity at grade. • Council advised that provided appropriate podium setbacks (as it recommended) were included in the design it did not object to the proposed floor space ratio increase. 		
Documents [tabled at meeting/to be provided]: Council's notes		
Outcomes/Agreed Actions: Nil		
Meeting closed at 10:00 am		

Meeting with Planning Assessment Commission

20 11 2017 City of Sydney

Graham Jahn AM Director of City Planning Development and Transport

- Annabelle Pegrum AM
- Lynelle Briggs AO
- Prof. Helen Lochhead

You will be submitting advice to Minister Roberts on:

- Whether the building envelopes recommended by the Department are reasonable in relation to the SLEP
- Whether the design excellence strategy is reasonable having regard to the particular circumstances of the proposal

Question: *Did you receive the Department's report and recommendations on the 15 November 2017? Contact Ben Lusher, Brendan Roberts*

Summary

This application is lodged by Macquarie on TfNSW land. If Macquarie pull out or sell down or dilute their interest, any approval will go with the land. The Stage 1 approval has to be framed as being fit and robust enough for any developer.

Are the maximized envelopes stripped of any meaningful urban design controls reasonable? Is the request to be excused from a competitive design process for both towers reasonable?

Envelopes

For such a special location for new towers proposed at Hunter Street and Martin Place, it is remarkable but not unsurprising that the proponents own recommendation is do away with DCP urban design controls and introduce an articulation recess. The envelopes are the site boundary extruded up to the LEP height control.

The LEP requirements for not exceeding the sun access planes and for no further overshadowing of special places should be included in the Concept Plan Instrument of Approval.

The Department of Planning or the Planning Assessment Commission does not have the tools to verify that the shadow impacts are correct.

The overshadowing drawings don't show reveal the elevational shadows on heritage listed masonry buildings in Martin Place.

Every development in the CBD is verified by the City of Sydney model team and a percentage of the time the submitted shadows are incorrect. From the drawings supplied, envelopes that exceed the maximum floor space controls in the LEP do result in overshadowing of Martin Place on August 31 at 10.00 am to 11.00 am and 1.00pm.

Northern Form

The mass is significant and without some manipulation is out of character.

The Department suggests that the total quantum of floor space and bulk of the building envelope be reviewed including a comparative assessment against a development which **would comply with the floor space ratio** control and the setbacks within the Sydney DCP in terms of:

- View impacts from key vantage points
- Wind impacts
- Daylight to streets
- Outlook from surrounding buildings

The applicant has not undertaken the study suggested by the Department of Planning by not undertaking a comparative assessment against compliant floor space ratios.

Further consideration should also be given how the proposal will reinforce the heritage street frontage height through setbacks.

- Heritage significance of 50 Martin Place
- Established setbacks above the heritage street wall height

The Consolidated Design Guidelines should be modified in the following way:

- It is recommended that the maximum envelope for the northern tower be setback a minimum of 4m from the southern boundary with 50 Martin Place above the established street wall height.
- It is recommended that the maximum envelope for the northern tower be setback a minimum 4m from both Elizabeth Street and Castlereagh Street for the full length of the new development.
- It is recommended that a street wall setback is required at the northern end of the northern building if the Stage 2 modelled wind conditions exceed existing conditions otherwise a street wall setback is not required.

South Form

The Department suggests give consideration to providing setbacks on Elizabeth and Castlereagh Streets and that the proponent demonstrates it can produce a workable floor plate without the planning proposal.

The applicant has not undertaken a comparative assessment against compliant floor space ratios.

- It is recommended that floor space in the southern building must comply with the maximum floor space in the LEP, and the street wall height complies with the LEP.

- E. It is recommended that the maximum envelope for the southern tower be setback 25m from the northern site boundary with Martin Place above established street wall height.
- F. It is recommended that the maximum envelope for the southern tower be setback 4m from both Elizabeth Street and Castlereagh Street for depth of any tower component.

Design Excellence

The City supports the recommendations of the NSW Government Architect:

- Identify opportunities for a competitive design excellence process that appropriately balances the Secretary's design excellence requirements with the proponent's objectives and which achieves design excellence and architectural diversity.
- Submission of Terms of Reference including consolidated design principles as well as proposed governance and membership for the site specific Design Review Panel as endorsed by GANSW.

The City insists that a competitive design process for each of the two towers be conducted regardless of the developer. A competition judging panel must be independent (non-conflicted) experienced experts who are familiar with the unique controls and objectives within the Sydney CBD. It is recommended that the panel is drawn from the City's established Design Advisory Panel (DAP) who can perform the function of competition jury and subsequent Design Review Panel, subject to the endorsement of the GANSW.

The Proponents consultant planner argues that 'exceptions' should be made for their clients in relation to the City Of Sydney competition process on numerous occasions over the last decade. A closely relevant example is the tower development associated with Wynyard Rail Station:

Due to the complexity of the site and, in particular, the special requirements for any future development to integrate with the operational requirements of Wynyard Station, Hassell has undertaken comprehensive investigations over a number of years into the site, and Wynyard Station to determine an optimum design solution for the site. The extent of exploration of structural and other technical constraints on the site to 'test' that the proposal can successfully integrate with the station and is technically feasible has been significant.

As previously stated, due to the complexity of these constraints and requirements, the normal design competition process could only propose a superficial design proposition that in the fullness of further detailed investigation may not be technically feasible, fundamentally possible, or intrusive in detail with respect to the operational requirements of Wynyard Station.

The design solution for the CityOne Project incorporates and builds upon the investigations, solutions and recommendations made by both Rice Daubney and PTW and the proposed concept reflects design excellence. In this instance a design competition for the CityOne Project is considered not to be warranted.

Further reasons were given by JBA in the case of the Wynyard tower development:

- *The need to fully understand at a high level of technical resolution any impacts of the proposed development on the operation, functionality and amenity of Wynyard Station. This requirement has driven Thakral and its architectural teams to undertake comprehensive investigations into the site's opportunities, constraints, urban design and key features; and*
- *The need for the selected project architects to understand in great detail the requirements and outcomes of the project, and to have the best capacity to deliver the required detailed design documentation to completion. It is considered that the detailed investigations that have been undertaken to date to develop the concept for such a complex and important development cannot be furthered in any meaningful way through a normal competition process. Such a process could only propose a superficial design proposition that in the fullness of further detailed design may not be technically feasible, fundamentally possible or intrusive in detail from a station functionality perspective.*

However, the Planning Assessment Commission disagreed with JBA (Kibble, Thorp, Payne, 3 April 2012):

The Department recommends in Schedule 3(1) (A) that future applications for any works on the portion of the site to the east of Carrington Street at the George Street level or above, shall be subject to a formal design competition.

Schedule 3(1)(B) then allows the Director-General to waive the design competition process, or appoint a design panel if the architect and drawings demonstrate design excellence.

The Commission concurs with the Department's recommendation for a design excellence competition.

However, it does not agree that the Director-General should be able to waive this requirement, because of the importance of the site location, its interrelationship with Wynyard Station, and its high visibility from the public domain and within the context of Sydney's CBD. The proponent has justified the scheme in part on this being a 'landmark' site, and any design needs to be of the highest quality to reflect its location and relationship with the public domain.

The City similarly agrees on this occasion because of the importance of the site's location, their interrelationship with Martin Place Station, and their high visibility from the public domain in the context of the CBD, a waiver should not be granted and the commission should consistently advise so.

The winner of the architectural design competition for the Wynyard Station tower development for Brookfield was Make from London, and the developer, despite the earlier representations by JBA, believes they have a superior solution.

Until this year, Metro held out publicly that the OSD could be undertaken independently of the station. The City is not persuaded by similar arguments being put this year as reasons for not doing a formal design competition.

- G. It is recommended that the Department seek the development a comprehensive brief incorporating the Department's investigations in the SEARS and any other

suggestions by the GANSW. It should be reviewed by the City of Sydney and endorsed by the GANSW.

- H. It is recommended that formal competitions be conducted (one for each tower) consistent with the relevant requirements of the Sydney LEP and the City's Competitive Design Process Policy.
- I. It is recommended that the Metro's existing DRP does not form the basis of a panel for overseeing the OSD outcome. This panel must be experienced with the City's objectives and controls.

Wind

The City of Sydney is concerned with the accuracy and interpretation of predicted wind effects. This is borne out when comparing the studies and reports by the same firm when compared with the completed project – Barangaroo office towers. An excerpt from the original wind report for the south tower approval follows:

As the Barangaroo site becomes more developed, particularly Building C4 to the north and the southern buildings along Hickson Rd, the wind conditions around the site generally improve with the additional massing. Winds conditions along the east and west façades improve to an acceptable level for use as a main public access way from a comfort criterion. No locations tested failed the able bodied distress criterion. Two locations are classified for able bodied pedestrians for the distress criterion and additional measures are to be considered to ameliorate these marginal exceedances.

Wind Report CPP, 8 November 2011

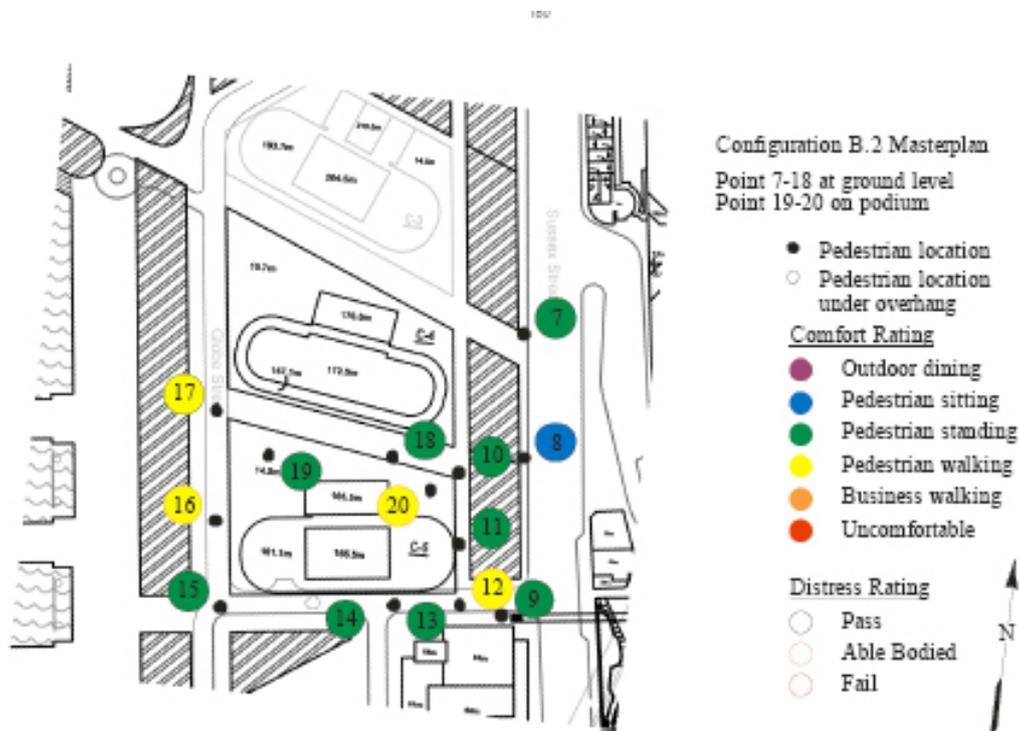


Figure 7: Pedestrian wind speed measurement locations with ratings for configuration B.2

The conditions have proved to be more uncomfortable than predicted (pedestrian walking) and canopies and structures in an attempt to protect from the negative wind impacts in the public domain near Wynyard Walk.

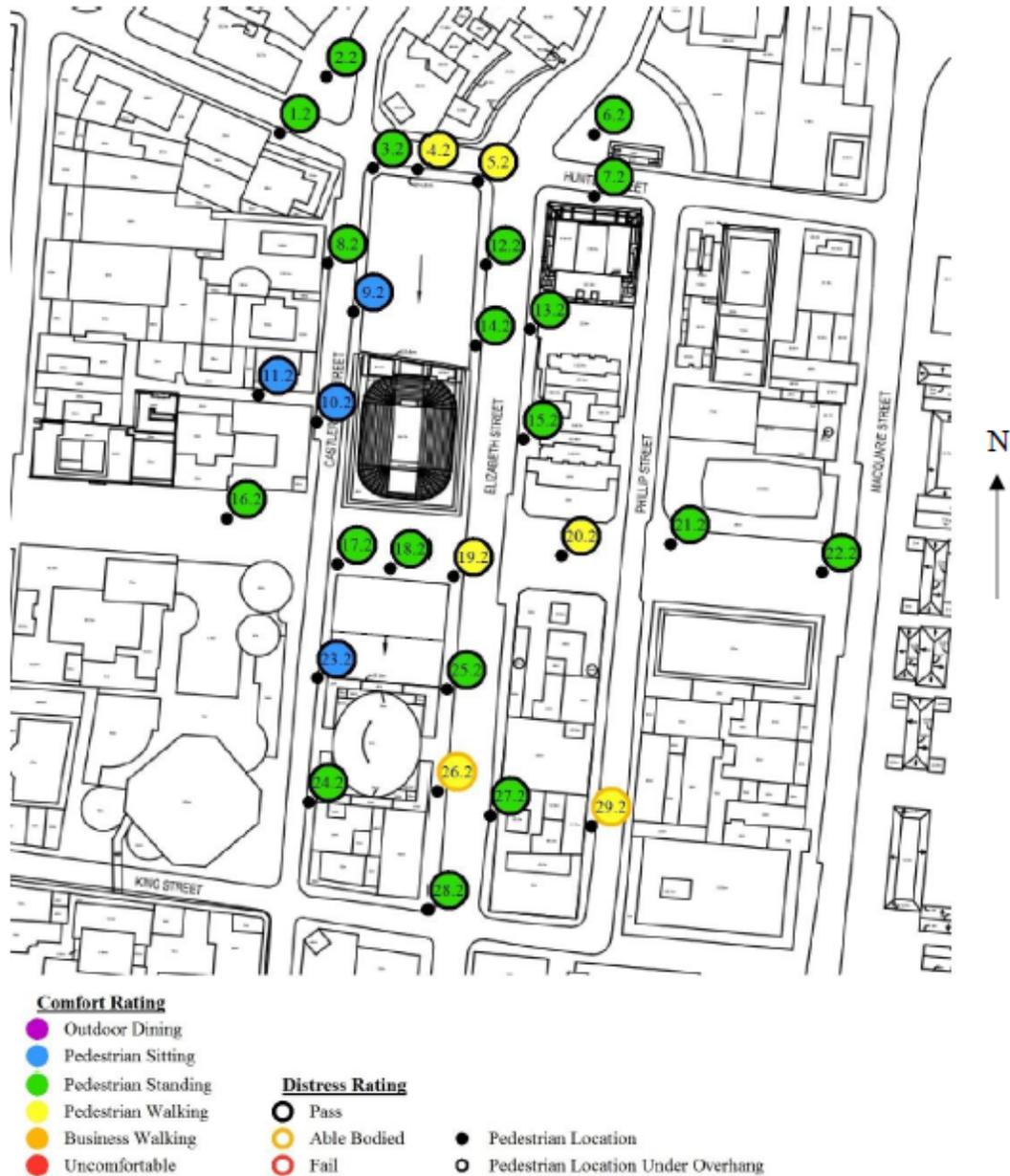


Figure 14: Pedestrian wind speed measurement locations with comfort/distress ratings – Configuration C, full envelope of proposed buildings

Location	Comfort standard (5% exceedance)			increase above compliant
	Extg	DCP compliant	No street wall setbacks	
1	3.7	4.3	4.5	5%
2	4.1	3.8	4.1	8%
3	4.8	5.3	5.9	11%
4	5.8	6.2	6.3	2%
5	4.8	6.4	6.4	0%
6	5	4.2	4.2	0%
7	6.2	6	6	0%
8	4.1	4.2	4.6	10%
9	2.2	3.3	3.8	15%
10	3.4	3.7	3.9	5%
11	2.1	1.6	2.4	50%
12	5.9	5.4	5.5	2%
13	4	4.1	4.8	17%
14	5.6	5.9	6	2%
15	3.8	4.1	4.5	10%
16	4.5	5.3	5.1	-4%
17	4.5	4.9	4.6	-6%
18	4.8	4.9	5.7	16%
19	4.7	6.3	6.2	-2%
20	6.4	6.7	6.4	-4%
21	5	5.2	5.9	13%
22	5.7	4.6	5.5	20%
23	3.8	3.8	3.1	-18%
24	4.7	4.8	4.6	-4%
25	5	4.4	5.4	23%
26	7.5	6.5	7.3	12%
27	4.6	4.8	4.4	-8%
28	5.2	5	4.7	-6%
29	8	8.2	7.9	-4%

Overall, any new development should be **improving** the wind conditions experienced on the ground as the vision for Martin Place and elsewhere in the City is to produce comfort conditions on the ground. In at least 6 instances the wind conditions are modelled as being worse than existing.

Urban Design Comments – talking points

These Design Guidelines in Appendix D are noted:

Part 2.1

1 Enhance the relationship from George Street to Macquarie Street as a unique pedestrian orientated experience - **but not doing it**

6 Provide '**adequate pedestrian amenity at grade**'. A metro station entrance identity is more important than Martin Places' identity

Part 2.2

2 Balanced analysis '**of negative and positive impacts**' – concept introduced that is not in the revised EP&A Act. Means the benefits of transport should weighed against a maximized development by a private bank.

7 Existing Tom Bass and Douglas Annand artworks should be relocated in the public domain and their reuse is not substitution for the project's additional public art contribution. It is not only for the enjoyment of metro travellers

10 Public domain principles and preferences to be decided by the City of Sydney. The City is the end custodian.

Part 2.3

3 Commercial tower and station address of the South Site does not have to be on Martin Place – why does this have to a principle?

13 Having no setbacks on Elizabeth and Castlereagh Streets is not a positive and does not make the **positive 'distinctive character'** – the prime location where they should be applied

13 Tower setback from Martin Place is left undefined in Appendix D although it should be noted as 25m.

14 South Site should not reflect the landmark qualities of the 'Reserve Bank of Australia' – which it doesn't adjoin, isn't opposite and Block 5 is different in character to the other 4. It should be a response to the heritage listed building directly opposite and this principle not allowed to stand. It is the basis for arguing a reduced setback.

17 Allow 50 Martin Place to **function independently** of a building on the north site (not integrated development).



Above: Westin Hotel and 5 Martin Place tower set 25m back from Martin Place



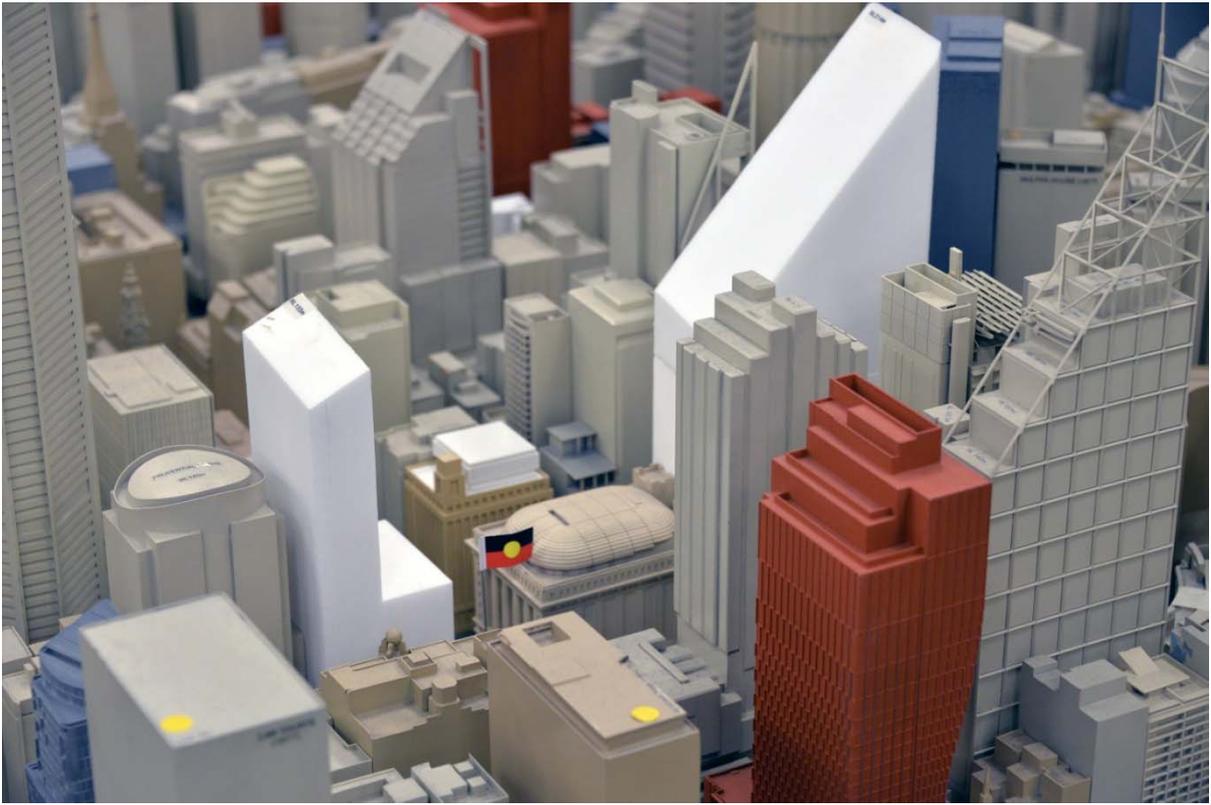
Above: Reasonably consistent street wall height on three sites opposite the subject site. Heights are generally consistent with LEP controls for subject site.



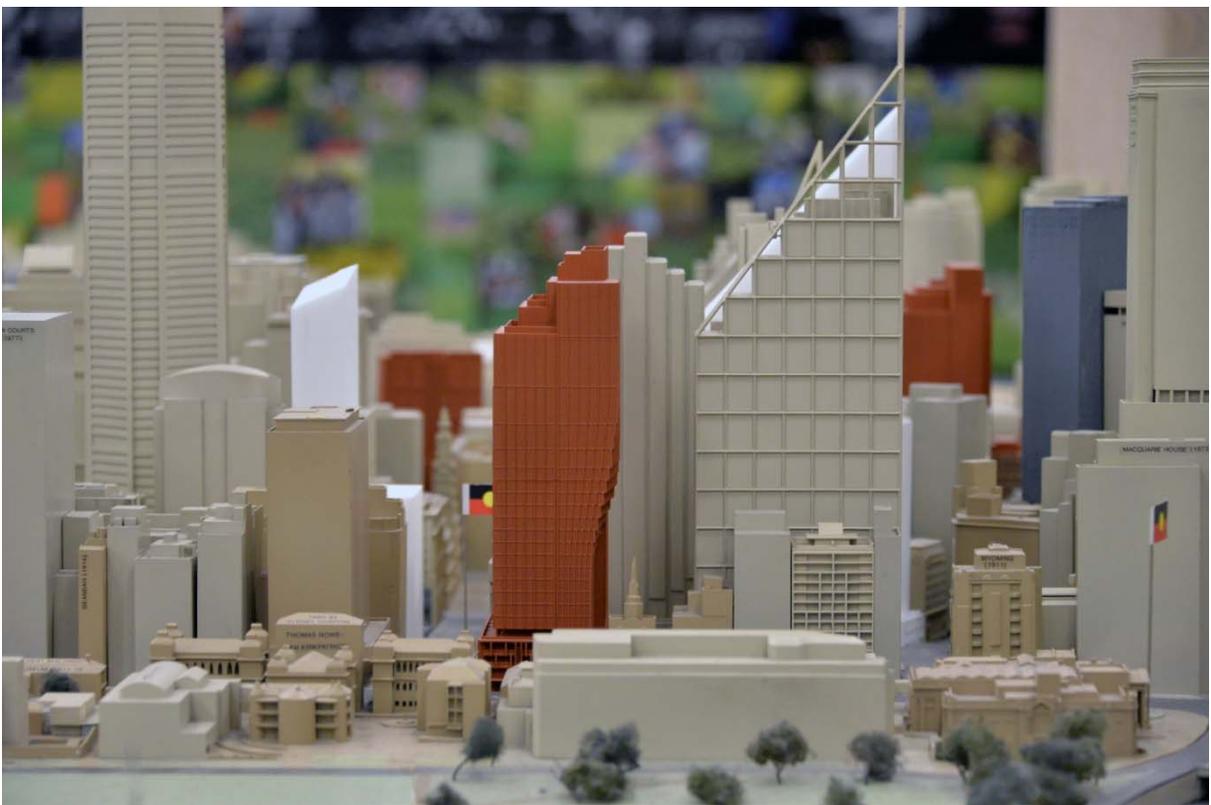
Above: 52 Martin Place is generally consistent with the LEP controls with the tower component setback 25m from Martin Place.



Figure 4. 20 Martin Place was a pre-existing tower from the 1960s and the LEP allowed refurbishment of existing towers provided no increase in overshadowing otherwise tower would have been limited to 50m.



Above and below: SSD maximum envelopes in the City model.



Conclusion

This project whether undertaken by Macquarie Corporate or another party has to lift its sights and become a piece of Sydney - a piece of city making as valuable in landmark terms as the other projects we have been delivering such as 1 Bligh St, AMP tower, Liberty Place, Circular Quay Tower and Wanda redevelopment.

It is currently serving two masters - being Metro and Macquarie. It has elevated the Metro customer experience above the pedestrian experience of Sydneysiders and visitors to Martin Place. In the report the aim for delivering pedestrian amenity around the building is 'adequate'. The public artwork is relocated for Metro customers. The Macquarie tower is a diagram looking for an architect to bring it to life. This project, of all projects, can't be the one where competitive design processes were dispensed with.

You only have to look back at the reference design by Architectus for 1 Bligh Street compared to what was built by Ingenhoven and Architectus in collaboration to see the value of a competitive design process. Or Kengo Kuma's design for the Wanda Hotel or all the alternates' designs for 60 Martin Place to the same brief. All quite different.

Both sites have a station entrance. But the architecture of the tower is what will live on.



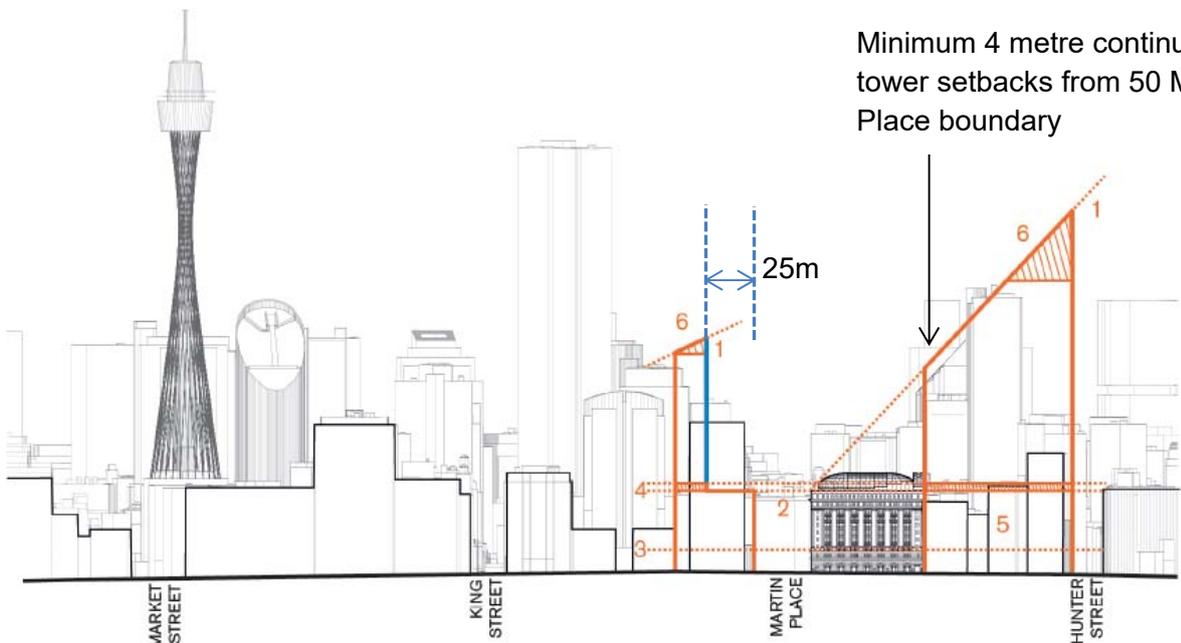
Northern setback from podium dependent on Stage 2 design and predicted wind conditions – wind speed to be equal to existing conditions or better

Minimum 4 metre continuous tower setbacks above 50 Martin Place cornice

Minimum 4 metre continuous tower setbacks from 50 Martin Place boundary

Minimum 4 metre continuous setbacks above 50 Martin Place cornice

Diagram illustrating urban design principles for tower level



Minimum 4 metre continuous tower setbacks from 50 Martin Place boundary

Notes of meeting with Macquarie Corporate Holdings Pty Ltd (the applicant) and others

This meeting was conducted to inform the Commission's advice.				
Meeting note taken by: David Mooney	Date: 19 December 2017	Time: 11:00 am		
Project: Martin Place Precinct – Stage 1 Over Station Development (SSD 8351)				
Meeting place: Level 3, 201 Elizabeth Street				
<p>Attendees:</p> <table border="0"> <tr> <td> <p>Commission Members: Annabelle Pegrum AM (dial in) Lynelle Briggs AO Prof. Helen Lochhead</p> <p>Applicant: Paul Attwood – Division Director, Macquarie Anthony Henry – Project Design Manager, Macquarie Phil Ransom – Senior Advisor, Macquarie Alec Tzannes – Director, Tzannes Matthew Morel – Associate, JPW Paul Byrne – Associate Principal, Grimshaw Julie Bindon – Director, Ethos Urban</p> </td> <td> <p>Commission Secretariat: David Mooney (Team Leader)</p> <p>Transport for NSW: Alex Daley</p> <p>Government Architect: Peter Poulet</p> </td> </tr> </table>			<p>Commission Members: Annabelle Pegrum AM (dial in) Lynelle Briggs AO Prof. Helen Lochhead</p> <p>Applicant: Paul Attwood – Division Director, Macquarie Anthony Henry – Project Design Manager, Macquarie Phil Ransom – Senior Advisor, Macquarie Alec Tzannes – Director, Tzannes Matthew Morel – Associate, JPW Paul Byrne – Associate Principal, Grimshaw Julie Bindon – Director, Ethos Urban</p>	<p>Commission Secretariat: David Mooney (Team Leader)</p> <p>Transport for NSW: Alex Daley</p> <p>Government Architect: Peter Poulet</p>
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<p>Items of discussion were generally limited to those aspects of the project for which the Minister for Planning had requested advice from the Commission:</p> <ul style="list-style-type: none"> • The applicant tabled a power point presentation (attached) • The applicant's arguments for proposed building envelope include: <ul style="list-style-type: none"> ○ transformative investment in Martin Place Station warrants significant investment in the project; ○ proposed envelope arose from a first principles analysis of the urban context and public domain; ○ the proposed envelopes would advance Sydney's global-city status; ○ project connects Martin Place, Chifley Square, Hunter and George Streets; ○ the design is respectful of the role of Martin Place; revitalises it and delivers an appropriate building style that will better meet the increasing needs of the city; ○ commercial threshold conditions around Martin Place warrant different building setbacks; ○ this complex will provide a gateway into Martin Place; ○ large campus style floor area permits high-amenity collaborative space; ○ opportunities presented by the site and the Metro project were missed in the <i>Sydney Local Environmental Plan 2012</i>; ○ the proposal complies with the solar access height plane; ○ proposed envelope includes wiggle room for building setbacks, whereas enforced setbacks could reduce the available envelope space and have negative commercial viability implications; ○ adjacent buildings in Martin Place have poorer conditions and smaller setbacks; ○ enforced setbacks could limit opportunities for architectural expression; and ○ setbacks, whilst included in the relevant Development Control Plan, do not form part of the SLEP. • The applicant's argument for a Design Review Panel approach to design excellence include: <ul style="list-style-type: none"> ○ Support for either a site-specific design review panel, or the existing Metro design review panel; ○ design review panels have been used successfully on other projects, in lieu of design competitions; ○ the unsolicited proposal process is running concurrently with the stage 1 development application, and timing is driven by the Metro project; ○ the project involves an integrated design with the Metro station, for which 40% of detailed design work has been completed as of October 2017; 				

- that in these circumstances, a design competition is 'unnecessary' and 'unreasonable', would be limited to the façade only and be of limited value; and
- that it was committed to continuing to use the current design team in development of the project.
- Transport for NSW:
 - provided a general update on status of Metro Project (power point presentation attached)
 - considers the Macquarie design works with the Martin Place station box and meets the multiple requirements of Metro stations as well as delivering natural light into the station.
- Government Architect:
 - Supports the proposal in principle
 - advised on and supports the alternative design excellence strategy recommended by the Department

Documents [tabled at meeting/to be provided]: Applicant's presentation. Sydney Metro's presentation

Outcomes/Agreed Actions: Nil

Meeting closed at 12:15 pm

Metro Martin Place

Stage 1 SSDA

Planning Assessment Commission Briefing

19 December 2017

Agenda

- 1 Introduction by the Commission – the process to date and going forward
- 2 Please briefly outline why the proposed building envelopes are necessary having regard to the Sydney Local Environmental Plan 2012 and the views of the City of Sydney and the Department
- 3 In relation to competitive design processes please outline your views on the Department's recommendation and that of key stakeholders such as the Australian Institute of Architects and the City of Sydney
- 4 Confirm any agreed actions and meeting close
- 5 Q&A

1. Planning Assessment Commission

December 19, 2017

Please briefly outline why the proposed envelopes are necessary having regard to the Sydney LEP 2012 and the views of the City of Sydney and the Department

- **World class rail and commercial infrastructure aligned at the commercial core of Sydney**
- **Martin Place historic character respected and urban role revitalized**
- **Desired future character of Hunter Street at Chifley Square realized**
- **Transformative impact of rail investment complemented by ‘campus type amenity’ requiring 2000 sq m plus floor-plates to advance Sydney’s global credentials**
- **Urban role and primacy of new precinct in Sydney reinforced by distinctive envelopes and appropriate threshold conditions**
- **General compliance with City of Sydney LEP and DCP objectives and alignment with recent CSPC approvals in precinct**
- **Net public benefits overwhelmingly positive**



2. Planning Assessment Commission

December 19, 2017

In relation to competitive design processes please outline your views on the Department's recommendation and that of key stakeholders such as the Australian Institute of Architects and the City of Sydney

Competitive Design Processes

1. Department (& GAO's) recommendation: Site-specific DRP
2. Key Stakeholders
 - eg. Institute of Architects
 - eg. City of Sydney: Design Competition
 - + TfNSW Sydney Metro: DRP
3. Proponent:
 - Supports DRP (either Sydney Metro DRP or Site-specific DRP)
 - Reject Design Competition

Reference: Appendix G RtS docs

“Revised Competitive Design Process Waiver”

& “Revised Design Excellence Framework”

3. Planning Assessment Commission

December 19, 2017

In relation to competitive design processes please outline your views on the Department's recommendation and that of key stakeholders such as the Australian Institute of Architects and the City of Sydney

Competitive Design Processes

Design Competition is Unreasonable

- One development: Two consents
- + Integrated design – well advanced
- + Limited scope (OSD only)
- = Compromised design outcome

Design Competition is Unnecessary

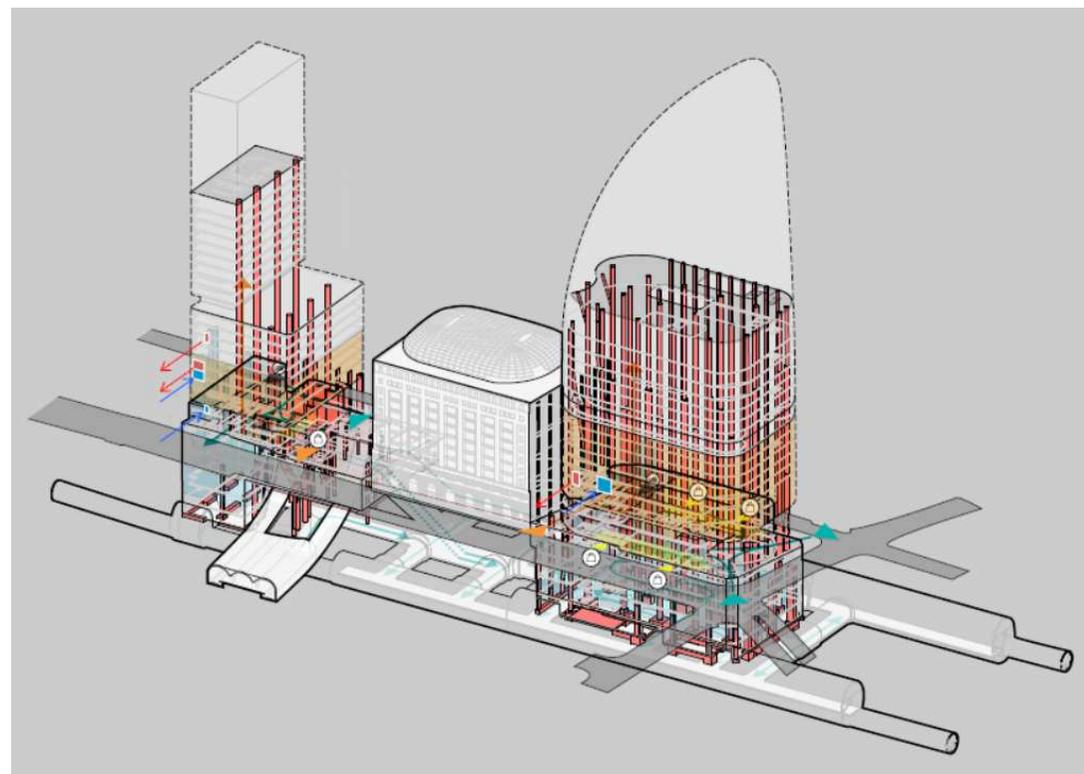
- DRP to date (SM DRP)
- Site-specific DRP going forward
- Precinct-specific Design Principles

OUTCOME = Design Excellence

“to deliver the highest standard of architectural, urban and landscape design”

(Clause 6.21 Sydney LEP 2012)

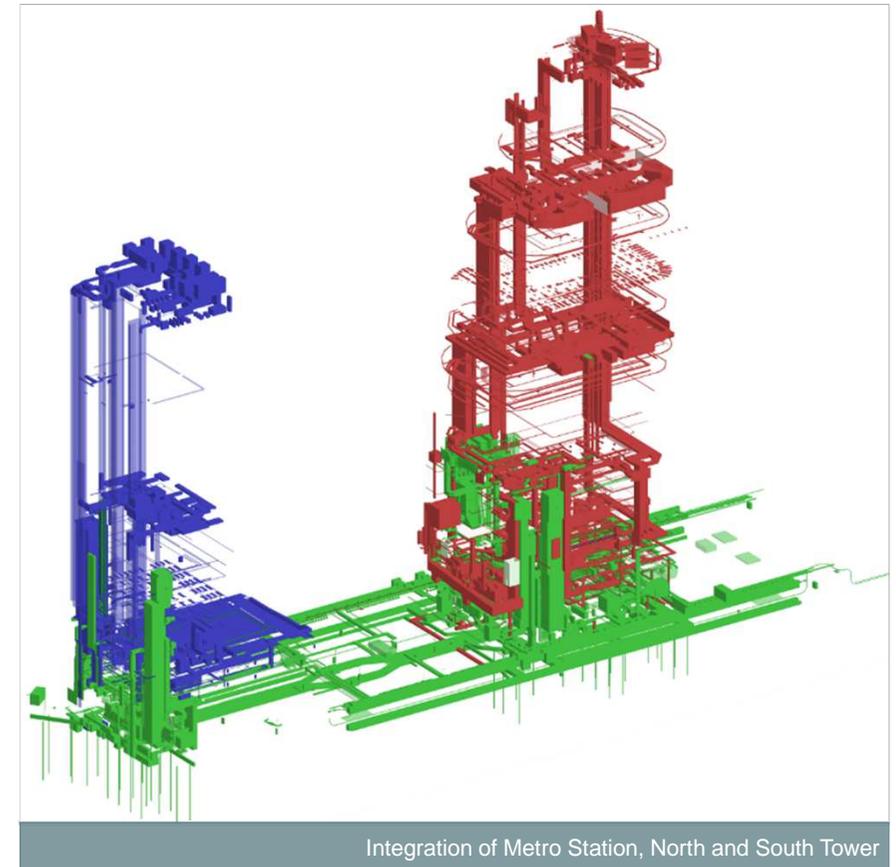
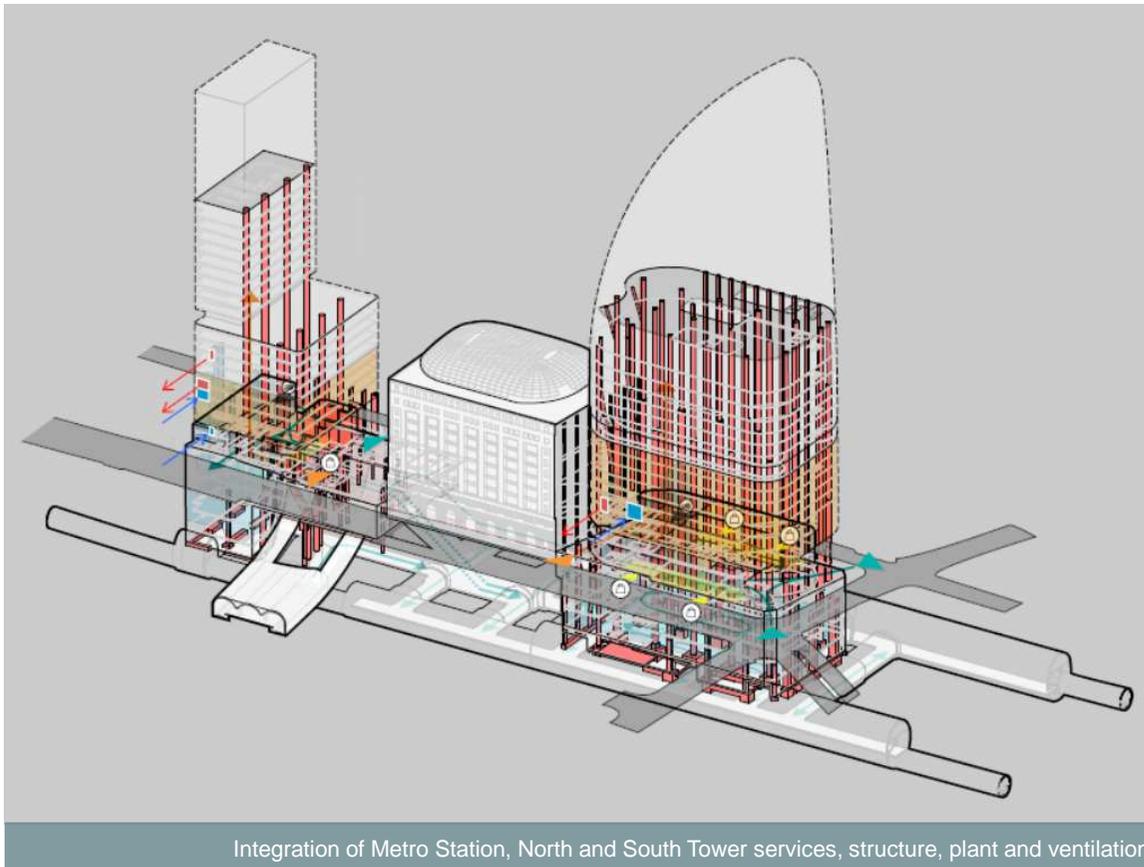
Ref: EU Revised Competition Process Waiver, section 5.0, pages 42-43



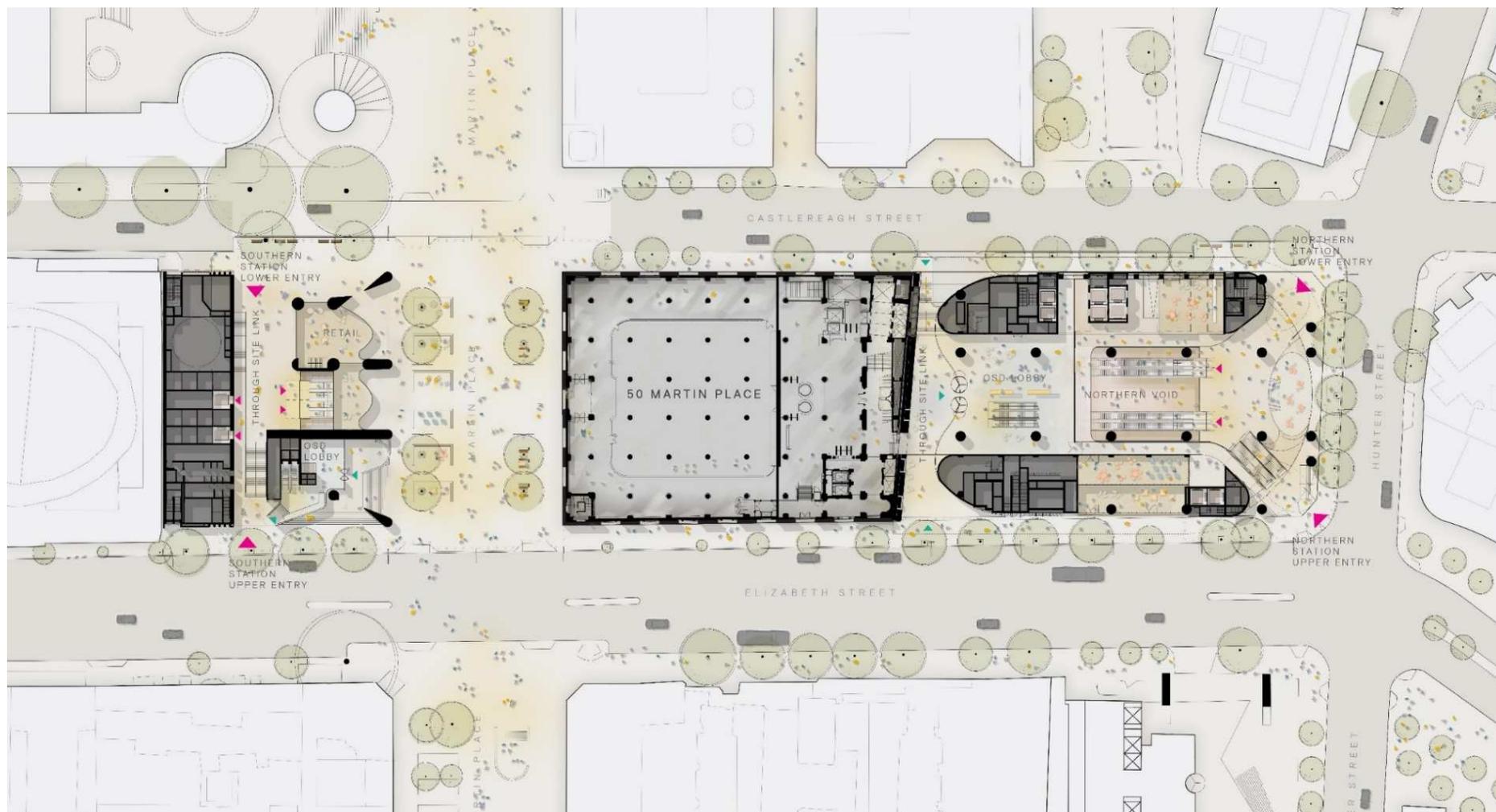


Appendices

A1. Integration of Metro Station and OSD



A2. Integrated scheme at the ground plane



A ground plane that seeks to balance public amenity, city activation, Metro entrances and OSD

A3. Image of the northern station entrance



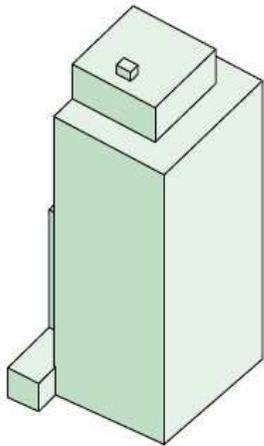
Illustration of light penetration deep in to the station from the void above

A4. Proposed SSD envelope

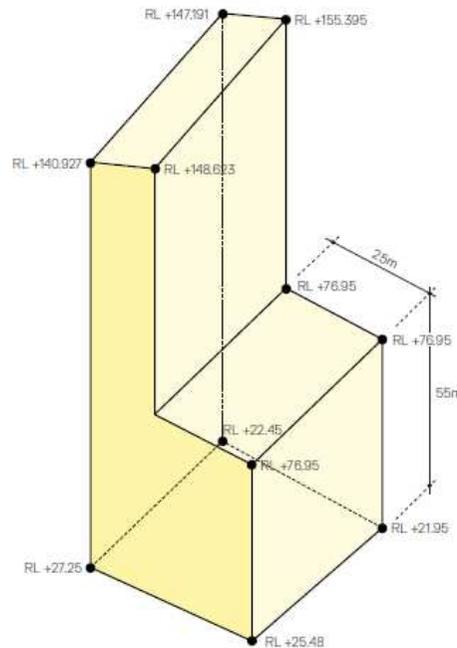
Envelopes

South site

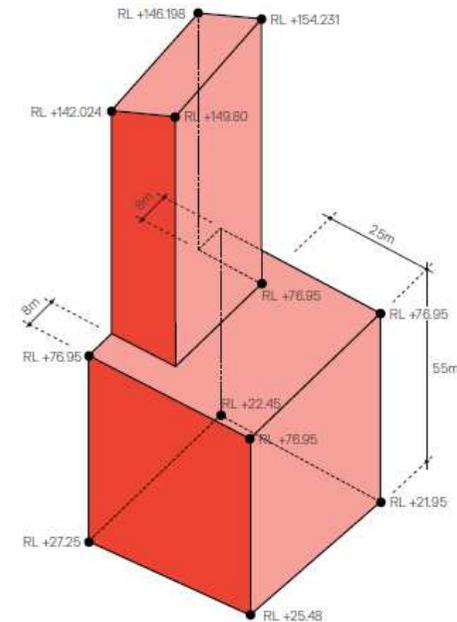
- Tops of envelopes have been determined by the agreed project Sun Access Plane.
- All ground level RLs are existing and have been taken from topographical survey (refer to drawing MPS_COA_000_XX_DR_A_DA1001_01).
- 55m podium height measurement taken from the north-west corner of the site (being the lowest corner).



Existing (diagrammatic form)



Proposed SSD envelope



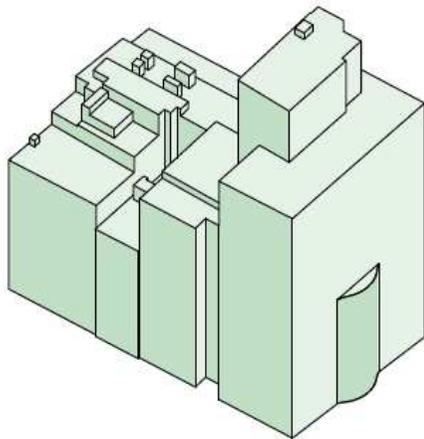
DCP/LEP compliant envelope

A5. Proposed SSD envelope

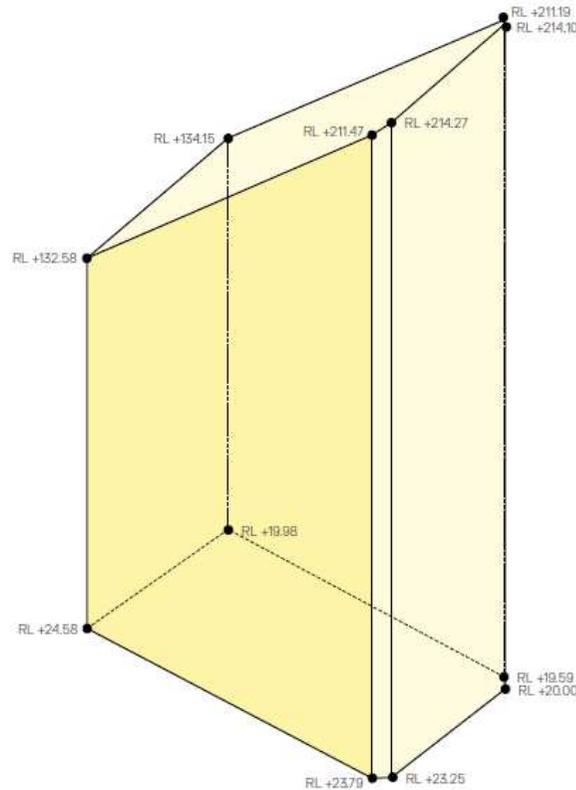
Envelopes

North site

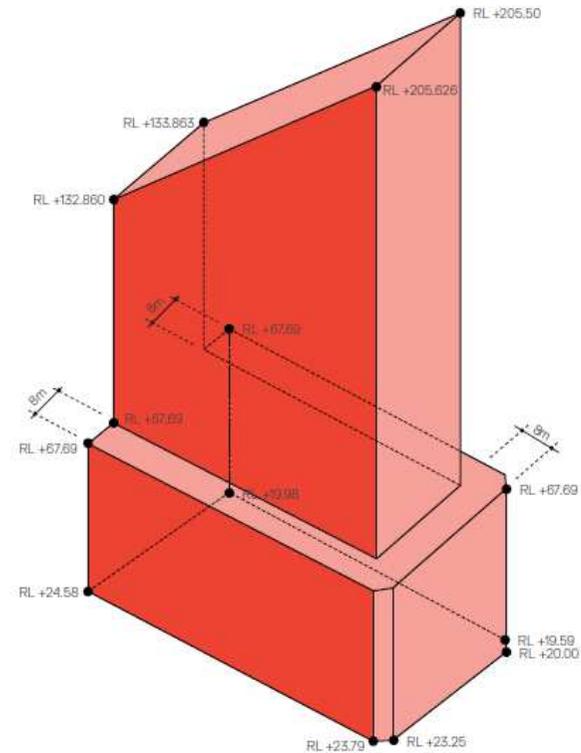
- Tops of envelopes have been determined by the agreed project Sun Access Plane.
- All ground level RLS are existing and have been taken from topographical survey (refer to drawing MPS_COA_000_XX_DR_A_DA1001_01).
- Podium height derived from the existing 50 Martin Place parapet height.



Existing (diagrammatic form)



Proposed SSD envelope



DCP/LEP compliant envelope

A6. North Tower – loss of sunlight to Martin Place, Castlereagh St and Elizabeth St

‘Lack of setback to Elizabeth and Castlereagh Streets is contributing significant overshadowing of Martin Place and likely to result in negative impacts to pedestrian amenity on Elizabeth and Castlereagh Streets – setbacks should be considered to address solar access to Martin Place and pedestrian amenity at street level’ – Minutes DRP Meeting 22 August 2017

Summary of Shadow Studies undertaken

- > Shadow Studies undertaken by Grimshaw and verified by PSN Matter
- > For the North Site the Shadow Studies compare shadows cast by:
 - Existing buildings
 - DCP set back envelopes (8m setbacks to Castlereagh, Hunter and Elizabeth Streets)
 - Proposed North Tower building (0 setback to Castlereagh, Hunter and Elizabeth Streets)
- > The proposed envelopes comply with the Sydney LEP 2012 Sun Access Plane
- > Study tested hourly intervals 9am – 3pm for December 21, June 21, September 21, April 14 and August 31
- > Images show comparison between shadows cast by DCP Envelope and Proposed North Tower at greatest times of impact

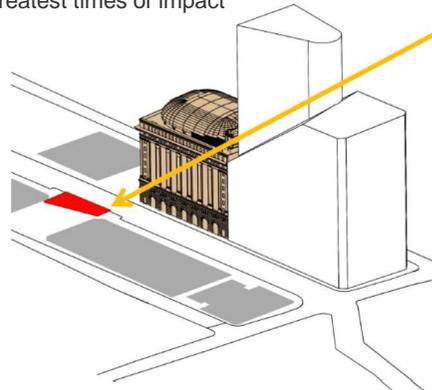
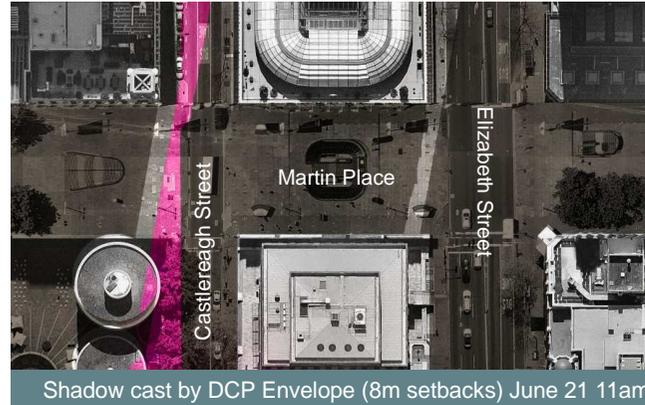


Diagram showing building form required to avoid additional overshadowing to Martin Place



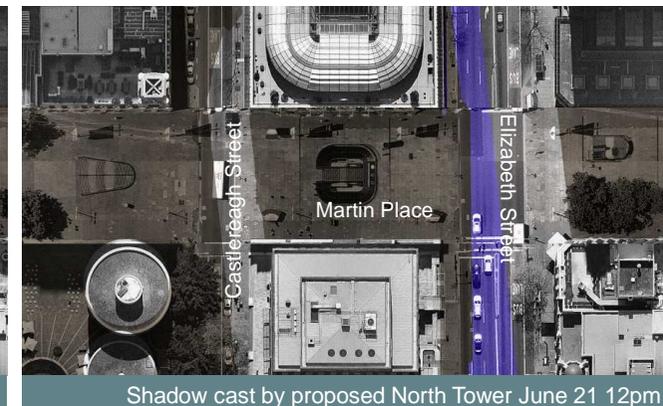
Shadow cast by DCP Envelope (8m setbacks) June 21 11am



Shadow cast by proposed North Tower June 21 11am



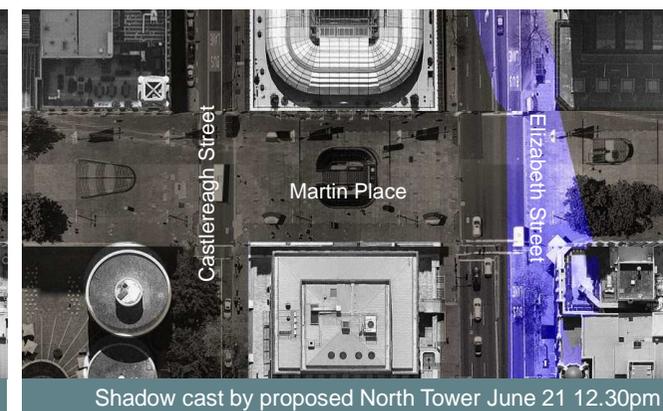
Shadow cast by DCP Envelope (8m setbacks) June 21 12pm



Shadow cast by proposed North Tower June 21 12pm



Shadow cast by DCP Envelope (8m setbacks) June 21 12.30pm



Shadow cast by proposed North Tower June 21 12.30pm

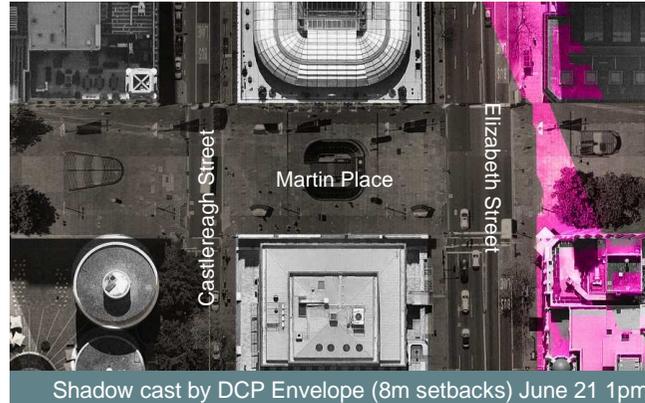
A7. North Tower – loss of sunlight to Martin Place, Castlereagh St and Elizabeth St continued

‘Lack of setback to Elizabeth and Castlereagh Streets is contributing significant overshadowing of Martin Place and likely to result in negative impacts to pedestrian amenity on Elizabeth and Castlereagh Streets – setbacks should be considered to address solar access to Martin Place and pedestrian amenity at street level’ – Minutes DRP Meeting 22 August 2017

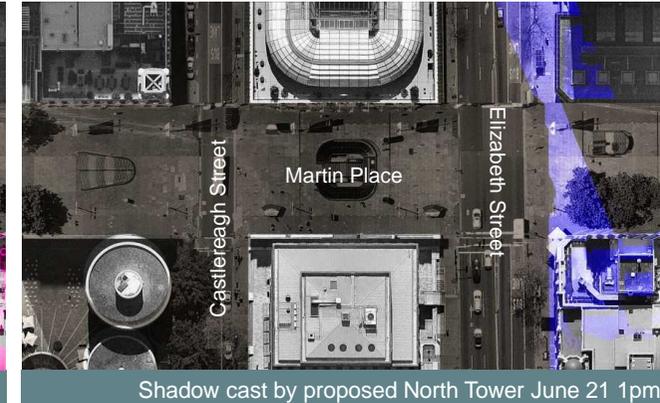
Summary of Shadow Studies results

This summary only highlights times when the shadow impacts due to the PP envelope (shaded blue) are greater than the DCP envelope (shaded pink). The purpose of the summary is to clearly identify the additional impact of the PP envelope over a DCP envelope. At all other times the shadow from the DCP envelope and the PP envelope are overlapping (for the June 21 and April 14 analysis)

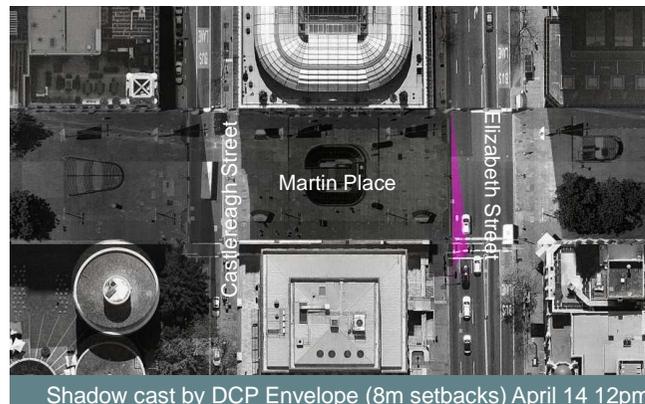
- > **June 21 at 11pm** – The PP envelope casts a more extensive shadow over the width of Martin Place in front of the CTA tower
- > **June 21 at 12pm** - the PP envelope casts a more extensive shadow on Elizabeth St
- > **June 21 at 12.30pm** – the PP envelope casts a more extensive shadow across the western end of Martin Place adjoining Elizabeth St
- > **June 21 at 1pm** – by 1pm the DCP envelope and the PP envelope are overlapping
- > **April 14 at 12pm** – the PP envelope is casting a more extensive envelope on Elizabeth St
- > **April 14 at 1pm** – by 1pm the DCP envelope and the PP envelope are overlapping



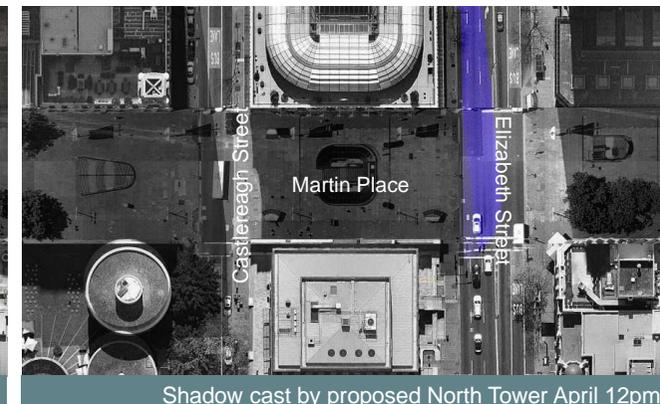
Shadow cast by DCP Envelope (8m setbacks) June 21 1pm



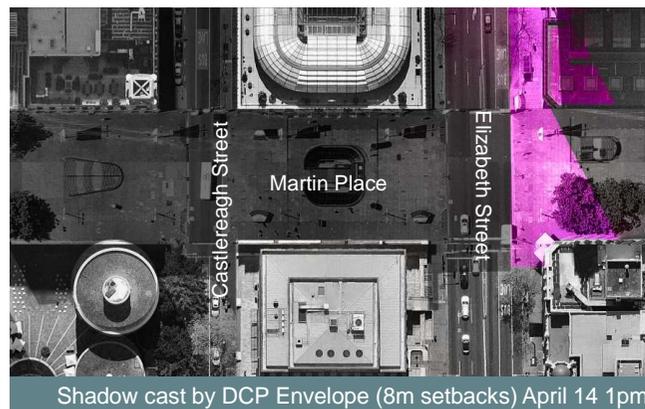
Shadow cast by proposed North Tower June 21 1pm



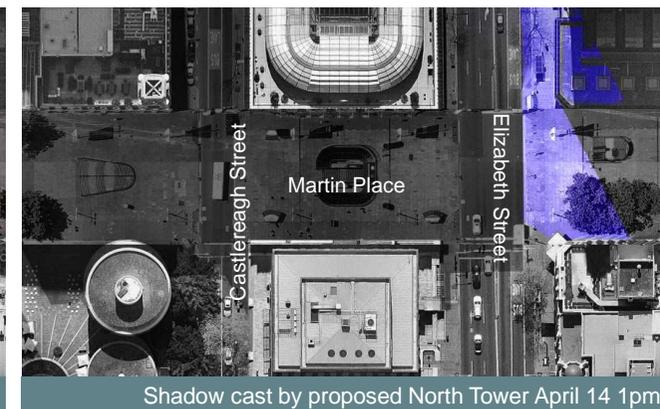
Shadow cast by DCP Envelope (8m setbacks) April 14 12pm



Shadow cast by proposed North Tower April 12pm



Shadow cast by DCP Envelope (8m setbacks) April 14 1pm



Shadow cast by proposed North Tower April 14 1pm

A8. Wind impacts across the site

'The panel remains unconvinced about the proposed tower form - the panel seeks confirmation of no negative impacts on pedestrian amenity caused by wind effects on surrounding public spaces and footpaths' – Minutes DRP Meeting 22 August

Summary of Wind Tunnel Testing Undertaken

> Wind tunnel testing undertaken by CPP as follows:

December 2016-January 2017

- North and South Tower envelopes without any setbacks (26 test points), 23 test points for existing buildings, South Tower envelopes with 6m and 25m setbacks, several test points at higher levels in some configurations

April 2017

- Detailed North and South Tower design as per the design status in March (26 test points as above plus several points at higher levels). The form of both the North Tower and South Tower have been further refined since this time although the forms are consistent with the current proposals
- North Tower tested with awnings over North Tower station entrances and awnings to Elizabeth and Castlereagh Streets

July 2017

- Existing buildings, DCP setback envelopes, SSDA and PP envelopes (total of 29 ground level points each)

August 2017

- Additional 6 test points for detailed tower design as tested in April (see the results on following page)



A9. Wind impacts across the site continued

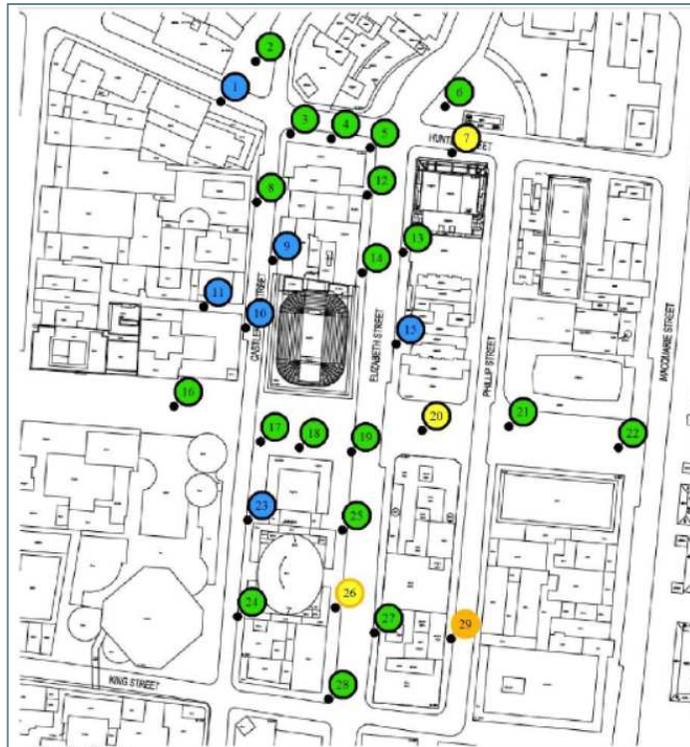
Summary of results

- > Wind tunnel testing results show that wind conditions for the existing buildings, DCP compliant envelopes, and proposed building envelopes are generally consistent (refer to the CPP diagram illustrating results for the existing buildings and proposed building forms)
- > The proposed building forms (March design) delivered three (3) locations that are worse than the existing conditions. These are illustrated on the diagram and include two (2) locations to the east of the site with a negative impact of 0.3m/s and a location to the west in Hunter St with a negative impact of 0.7m/s

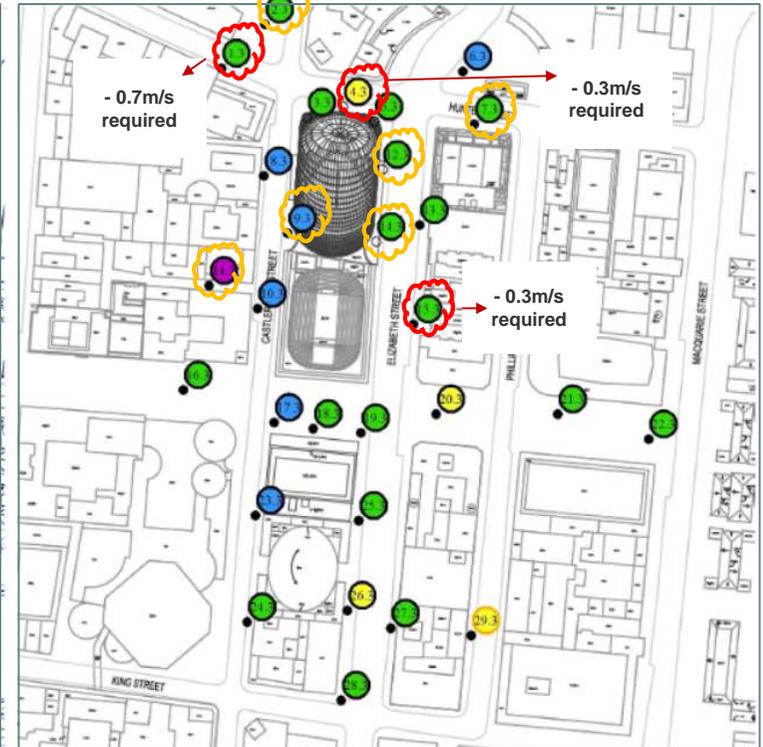
Proposed mitigation measures for Hunter Street

- > Wind tunnel testing shows that Hunter Street is most affected by horizontal north-east winds passing through the city rather than down drafts directly related to the form of the building
- > Podium setbacks and awnings will not mitigate horizontal wind effects
- > Proposed mitigation solutions currently being tested in wind tunnel are:
 - Sculpting of the tower form at high level
 - Detailed modelling of podium streetscape and fenestrations (e.g. columns)

Wind Tunnel Testing Results - existing conditions (CPP)



Wind Tunnel Testing Results - proposed buildings (CPP)



Key

Results missing from the wind results presented at the 22 August DRP presentation

Test result higher than existing



A10. Summary of DRP action items (1)

MP1 11 April 2017	MP2	MP3	MP4	MP5 22 May 2017	MP6	MP7 6 June 2017
<p>Design team to undertake benchmark studies on long escalators, particularly from a human factors/CCD perspective.</p> <p>MACQUARIE RESPONSE DRP 3 22/05/2017 DRP 5 18/07/2017 Sydney Metro Meeting 19/07/2017</p> <p>STATUS</p> <p></p>	<p>Consider a setback to the northern tower to create a visual break.</p> <p>MACQUARIE RESPONSE DRP 2 11/04/2017 DRP 3 22/05/2017 DRP 5 18/07/2017</p> <p>NOTE – 22/08/2017 Martin Place North USP The panel remains unconvinced about the proposed tower form > The intention to make the tower as a single form to the ground, aligned to the street boundaries is not supported.</p>	<p>Review options to remove the switchback at north entry. Panel keen to see more studies.</p> <p>MACQUARIE RESPONSE DRP 3 22/05/2017 DRP 5 18/07/2017 Sydney Metro Meeting 19/07/2017</p> <p>STATUS</p> <p></p>	<p>Consider opportunities for the proposed towers to relate to each other.</p> <p>MACQUARIE RESPONSE DRP 2 11/04/2017 DRP 3 22/05/2017 DRP 5 18/07/2017</p> <p>STATUS</p> <p></p>	<p>This proposal varies from all other setbacks on Martin Place. Macquarie to pull drawings together showing existing towers outline and proposed towers outline.</p> <p>MACQUARIE RESPONSE DRP 3 22/05/2017 DRP 5 18/07/2017</p> <p>STATUS</p> <p></p>	<p>Panel would like to see the actual sun access diagrams and demonstration of no additional over-shadowing to Martin Place.</p> <p>MACQUARIE RESPONSE DRP 5 18/07/2017 DRP 6 22/08/2017 DRP 7 18/09/2017</p> <p>NOTE – 22/08/2017 Martin Place North USP Loss of any sunlight to Martin Place is not supported – furthermore, using reflected light from glass is not an appropriate alternate means to provide light to Martin Place. Lacks of setback to Elizabeth and Castlereagh Streets is contributing significant overshadowing of Martin Place and likely to result in negative impacts to pedestrian amenity on Elizabeth and Castlereagh Streets – setbacks should be reconsidered to address solar access to Martin Place and pedestrian amenity at street level.</p> <p>MACQUARIE RESPONSE DRP 7 18/09/2017</p> <p>STATUS</p> <p></p>	<p>The panel has not yet seen evidence of the justification for deviation from the current controls. Nor have the panel been given a history lesson on the current controls. 3D models to demonstrate the design argument that warrants deviation from the current controls.</p> <p>MACQUARIE RESPONSE DRP 2 11/04/2017 DRP 3 22/05/2017 DRP 5 18/07/2017</p> <p>NOTE – 22/08/2017 Martin Place South USP The panel notes that the setbacks in current controls are not addressed and that the proposal significantly exceeds the FSR controls.</p>
	<p>5.7</p> <p>MACQUARIE RESPONSE DRP 7 18/09/2017</p> <p>North Tower – Tower/Ground Acknowledging the early stage of design development, the panel anticipates that future review sessions will address this issue in detail when further information is available.</p> <p>STATUS</p> <p></p>					<p>5.2</p> <p>MACQUARIE RESPONSE DRP 7 18/09/2017</p> <p>South Tower – Tower height The Panel are of the view that the proposed tower height and 6m setback in combination result in unacceptable impacts to sky views from Martin Place. Furthermore the Panel does not accept the rationale that an almost 100% increase in FSR on this site is justified by the provision of a new urban precinct. The Panel recommend further investigation be undertaken of other uses for the tower that would be accommodated by smaller floor-plates and alternative tower form designs. These studies should be undertaken with the objective of achieving a high quality urban design outcome.</p> <p>MACQUARIE RESPONSE 10/10/2017</p>

A11. Summary of DRP action items (2)

MP8

18 July 2017

South tower: The alignment of podium to the street on all three frontages is supported. However, several issues remain to be resolved:

- > Extent to which podium is enclosed at street level;
- > Extent to which podium ground level is integrated as part of the public domain or as transitional space to the station.

MACQUARIE RESPONSE

DRP 6 22/08/2017
DRP 7 18/09/2017

NOTE – 22/08/2017

Martin Place South USP

The proponents provided a well-considered presentation on the concept rationale and architectural approach to the podium and how it acknowledges the significance of Martin Place (and in particular 50 Martin Place opposite). The alignment of podium to the street on all three frontages is supported. However, several issues remain to be resolved:

- > Extent to which podium is enclosed at street level;
- > Extent to which podium ground level is integrated as part of the public domain or as transitional space to the station.

MACQUARIE RESPONSE

DRP 7 18/09/2017

5.3

South Tower – Podium design

In general, the volume of the space within the podium is supported subject to further design development. The Panel recommends further design development of the podium must be informed by input from all stakeholders.

Note that the Panel's earlier comments from DRP meeting 22.08.17 still stand:

- > Extent to which podium is enclosed at street levels;
- > Extent to which podium ground level is integrated as part of the public domain or as transitional space to the station.

STATUS



MP9

South tower: Further analysis and development is required to address the following issues:

- > Impacts on sun and daylight in Castlereagh St, Elizabeth St and Martin Place;
- > Loss of sky view ;
- > A clear delineation between podium and tower (including distinction of architectural expression of the tower relative to the podium);
- > Mitigating visual bulk and dominance of the tower on the public domain (taking into consideration the lower scale of adjacent urban form, in particular CTA Club, and the consequential views of the western elevation).

MACQUARIE RESPONSE

DRP 6 22/08/2017
DRP 7 18/09/2017

NOTE – 22/08/2017

Martin Place South USP

The Panel does not support the tower form as presented. Noting that existing controls require a 25m setback of any tower above established podium datum from Martin Place, the panel considers a setback of any structure above the 55m height of the podium as essential. Further analysis and development is required to address the following issues:

- > Impacts on sun and day light in Castlereagh, Elizabeth and Martin Place;
- > Loss of sky view;
- > A clear delineation between podium and tower) including distinction of architectural expression of the tower relative to the podium);
- > Mitigating visual bulk and dominance of the public domain (taking in to consideration the lower scale of adjacent urban form, in particular CTA Club, and the consequential view of the western elevation).

MACQUARIE RESPONSE

DRP 7 18/09/2017

5.1

South Tower

Setback to Martin Place

In response to the analysis and drawings provided, which demonstrate the likely impact of the proposed tower to sky views and the delineation between tower and podium, the Panel agrees that a 25m setback to Martin Place may not be warranted. The Panel is not convinced that the proposed 6m setback is adequate, based on the following:

- > How the height of the tower relates to the podium (see 5.2);
- > The proportion of the interstitial space (measured from the parapet of the podium building to the underside of the tower) and its relationship to the north tower interstitial space (noting that the current proposed 3.45m space is insufficient);
- > The extent to which sky view from street level is impacted.

MACQUARIE RESPONSE

10/10/2017

MP10

South tower: Materials and articulation of tower form require further and substantial development.

MACQUARIE RESPONSE

DRP 6 22/08/2017
DRP 7 18/09/2017

NOTE – 22/08/2017

Martin Place USP South

Materials and articulation of tower form require further and substantial development.

MACQUARIE RESPONSE

DRP 7 18/09/2017

STATUS



MP11

North tower: The expression of the podium and reference to the scale of 50 Martin Place is unresolved and requires more articulation.

MACQUARIE RESPONSE

DRP 6 22/08/2017
DRP 7 18/09/2017

NOTE – 22/08/2017

Martin Place North USP

The expression of the podium and reference to the scale of Martin Place is unresolved and requires more articulation.

MACQUARIE RESPONSE

DRP 7 18/09/2017

5.7

North Tower

Tower/Ground

Acknowledging the early stage of design development, the panel anticipates that future review sessions will address this issue in detail when further information is available.

STATUS



Addressed



Ongoing review

A12. Summary of DRP action items (3)

MP12

18 July 2017

North tower: The panel seeks confirmation of no negative impacts on pedestrian amenity caused by wind effects on surrounding public spaces and footpaths.

MACQUARIE RESPONSE

DRP 6 22/08/2017
DRP 7 18/09/2017

NOTE – 22/08/2017

Martin Place North USP

The panel remains unconvinced about the proposed tower form:

- > The panel seeks confirmation of no negative impacts on pedestrian amenity caused by wind effects on surrounding public spaces and footpaths.

NOTE – 22/08/2017

Martin Place North USP

Notwithstanding the complex level changes and flooding control requirements on Hunter Street, the Hunter Street forecourt is yet to fulfil the intent to provide easy and coherent pedestrian access in all directions particularly in relation to Chifley and Johnson Square.

Note that the panel is not convinced that the proposed footpath width on Hunter Street is adequate to anticipated pedestrian numbers.

NOTE – 22/08/2017

Martin Place North USP

Active street frontages are essential and currently not evidenced.

NOTE – 22/08/2017

North South Link

The pedestrian connection below 50 Martin Place should be a highly legible and accessible public link with active edges and clear connectivity to the public domain and the Metro.

NOTE – 22/08/2017

Northern Station Hall

The main northern hall is very deep and there is a need to consider how abundant natural light (as appears on the photo montages) will be brought to its lower levels.

MACQUARIE RESPONSE

DRP 7 18/09/2017

STATUS



STATUS



5.4

**North Tower
Wind impacts**

Further information and a completed wind impact report is anticipated at a future review session in order for the panel to comment on whether or not this issue has been reasonably addressed.

STATUS



5.5

Ground Plane

In general, the Panel supports the improved planning of the ground plane. However, further information is required at the next review session that demonstrates how retail analysis and pedestrian modelling have informed the design direction.

STATUS



5.6

**North Tower
Underground Link (north – south)**

The Panel supports the intent to create an activated and dynamic pedestrian environment and recommends further exploration of strategies to achieve this that do not rely on retail. It will be important that this space should ensure direct and unimpeded pedestrian movement.

STATUS



5.8

**Through Site Link
(east-west)**

There is insufficient information to understand the likely success of this link, the panel anticipates that this issue will be addressed in detail in a future review session and that presentation materials should demonstrate how this area will operate in three dimensions.

STATUS



Sydney Metro





Northwest

Sydney Metro Northwest alignment

OPEN 2019
↑

13 stations

4000 commuter car parks

36 kilometres

City & Southwest

Sydney Metro City & Southwest alignment

OPEN 2024
↑

18 stations

New CBD connections

30 kilometres, including under Sydney Harbour

West

Sydney Metro West study area

LATE 2020s
↑

Connecting Parramatta and Sydney CBDs

Four key precincts serviced

3.2 MILLION
Western Sydney population, 2036

Sydney Trains suburban network

Keys to success





All stations **fully accessible**, with lifts and level access between trains and platforms



More job opportunities faster, more frequent and direct access to key employment centres



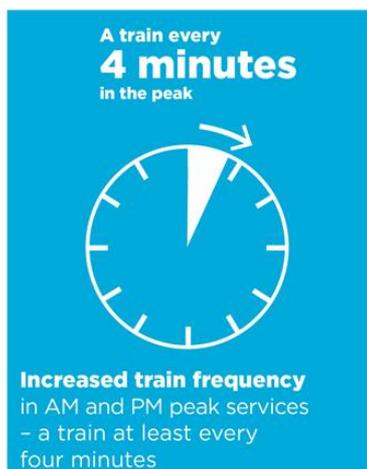
Better access to education, with fast, more frequent and direct connections



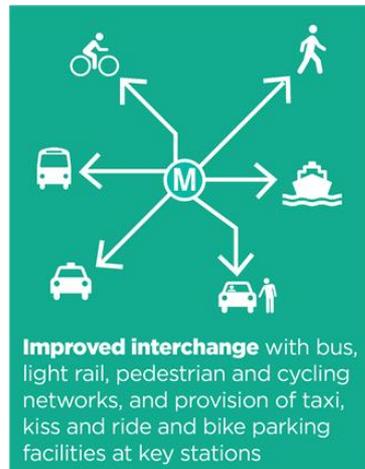
Customers won't need a timetable - you'll just **turn up and go**



New and **direct access to major CBD stations**, including Martin Place, Pitt Street, Barangaroo and North Sydney



Increased train frequency in AM and PM peak services - a train at least every four minutes



Improved interchange with bus, light rail, pedestrian and cycling networks, and provision of taxi, kiss and ride and bike parking facilities at key stations



Fast, safe and reliable - a new generation of 21st century metro trains



New Communities

Vibrant new communities centred around Metro station locations



Infill Development

Infill development adjacent to Metro stations within existing centres



Integrated Station Development

ISD opportunities integrated with new stations at existing commercial centres



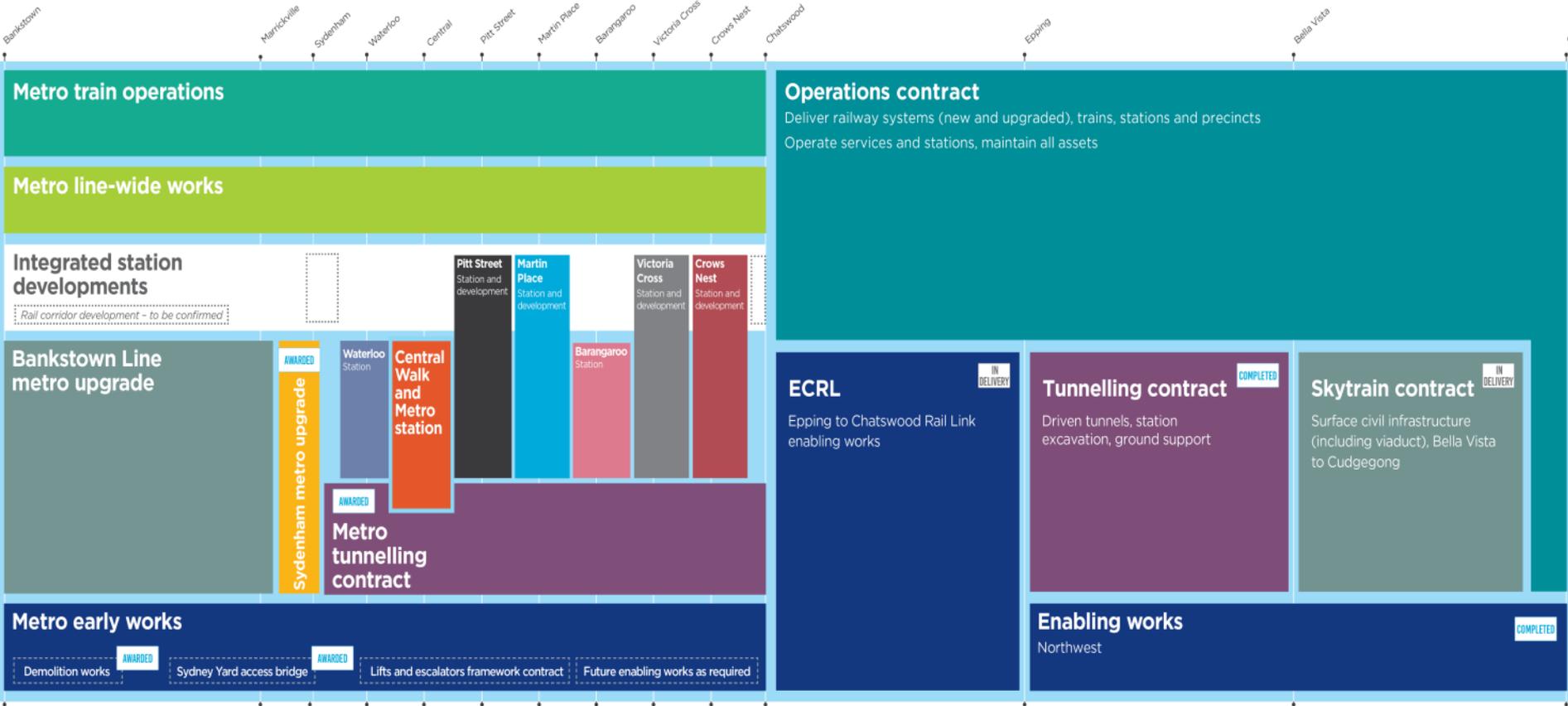
Catalyst for Development

Catalyst for development opportunities within existing centres

Partnering with industry

City&Southwest

Northwest



Project update

- Project fully funded by government with a key component being a return on the development associated with integrated station design
- Sydney Yard Access Bridge substantially complete
- TSE contract awarded
- SSJ contract awarded
- Central Station under evaluation
- SSC tender closing shortly
- Stations and line-wide contract out to tender 2018

Integrated Station Development



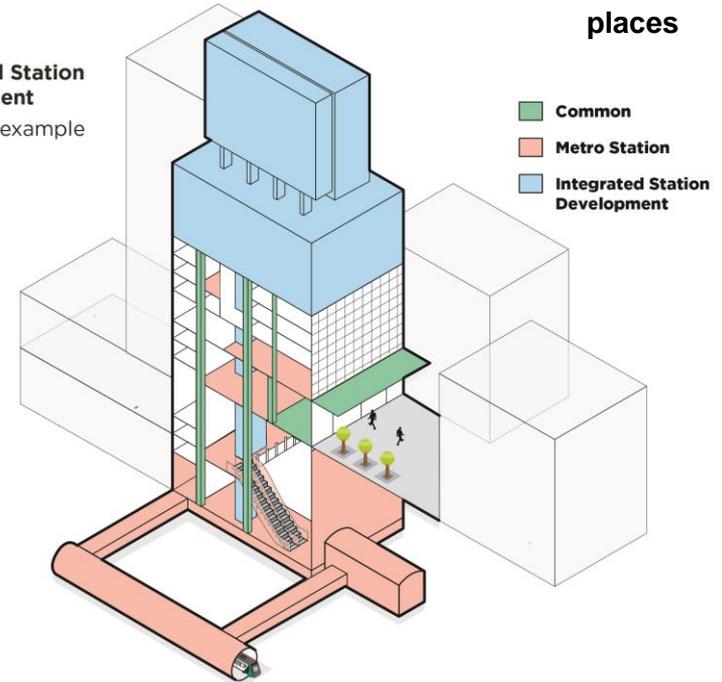
Integrated Station Design Principles



Vibrant places



Integrated Station Development
Indicative example



Victoria Cross – Concept Image



Victoria Cross – Concept Image



Victoria Cross - Artist impression (Dennison St)

Martin Place – Macquarie USP



Concept Image only

Pitt Street – Concept Image



**Vibrant
places**

