

CHATSWOOD TO SYDENHAM
**MARTIN PLACE STATION
MODIFICATION
SUBMISSIONS REPORT**

EXECUTIVE SUMMARY



Executive summary

Sydney Metro City & Southwest has been developed within the framework of the transport and planning strategies identified in State government policies. This includes the 12 NSW Premier priorities (established to grow the economy, deliver infrastructure, and improve health, education and other services across NSW), Sydney's Rail Future: Modernising Sydney's Trains, Draft Metropolitan Strategy for Sydney 2031 and the NSW Long Term Transport Master Plan. The project responds to these challenges delivering a step-change in the capacity of Sydney's rail network by providing a fully automated rail system across Sydney, supporting high demand with a high capacity, turn-up-and-go service.

Planning approval for Sydney Metro City & Southwest Chatswood to Sydenham was granted by the Minister for Planning under Part 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on 9 January 2017.

The NSW Government has received an unsolicited proposal from Macquarie Group Limited (Macquarie) for a single fully integrated station and over station development solution for the approved metro station at Martin Place. The proposal would provide a larger, more connected station and precinct to serve Martin Place and provide a better opportunity to provide a whole of precinct urban design response.

Macquarie has prepared a separate State Significant Development application for the over station development. A modification to the approved project is also required to address changes to infrastructure works at the approved metro station at Martin Place that result from Macquarie's integrated station and over station development solution. A modification report was lodged with the Department of Planning and Environment and publicly exhibited from 28 June 2017 to 26 July 2017.

In the event that the State Significant Development application is refused or the NSW Government does not accept the final offer by Macquarie, this modification (if approved) would be surrendered and the original approved project would proceed.

Purpose of this report

During public exhibition of the modification report, 11 submissions were received by the Department of Planning and Environment. The Secretary of Department of Planning and Environment provided copies of the submissions to Transport for NSW. This report provides responses to the issues raised in submissions.

Overview of submissions

Of the 11 submissions received, four were from government agencies and one was from City of Sydney Council. These agencies raised a range of issues relevant to their respective areas of interest and responsibility. Further information on key issues raised by each group is provided in Chapter 3 (Submissions received).

Six submissions were received from the community (including individuals and organisations). These submissions raised a range of issues of personal interest or relevance.

Chapter 4 and Chapter 5 of this report present the issues raised in submissions and provide responses to these issues.

Next steps

The Department of Planning and Environment will, on behalf of the NSW Minister for Planning, review the modification report and this submissions report. Once the Department of Planning and Environment has completed its assessment, a draft assessment report will be prepared, which may recommend additional or revised conditions of approval.

The assessment report will then be provided to the NSW Minister for Planning (or delegate) for consideration. The Minister for Planning (or delegate) may then approve the proposed modification, with any revised or additional conditions considered appropriate.

The NSW Minister for Planning's (or delegate's) determination, including any revised conditions of approval and the assessment report, will be published on the Department of Planning and Environment's website immediately after determination, together with a copy of this submissions report.

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INTRODUCTION

CHAPTER ONE



1 Introduction

1.1 Overview

Planning approval for Sydney Metro City & Southwest Chatswood to Sydenham was granted by the Minister for Planning under Part 5.1 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on 9 January 2017.

Works at Martin Place Station as part of the approved project involve:

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

The NSW Government has received an unsolicited proposal from Macquarie Group Limited (Macquarie) for a single fully integrated station and over station development solution for the approved metro station at Martin Place. The proposal would provide a larger, more connected station and precinct to serve Martin Place and provide a better opportunity to provide a whole of precinct urban design response.

Macquarie has prepared a separate State Significant Development application for the over station development. A modification to the approved project is also required to address changes to infrastructure works at the approved metro station at Martin Place that result from Macquarie's integrated station and over station development solution. A modification report was lodged with the Department of Planning and Environment and publicly exhibited from 28 June 2017 to 26 July 2017.

In the event that the State Significant Development application is refused or the NSW Government does not accept the final offer by Macquarie, this modification (if approved) would be surrendered and the original approved project would proceed.

1.2 Overview of the proposed modification

The proposed modification would involve the following changes to the approved project:

- A larger, reconfigured station layout, including the addition of land at 9-19 Elizabeth Street and the alterations to the street level layout of the station entries
- The provision of a new unpaid concourse link (a link available to the general public without needing to pass through ticket gates) between the northern and southern station entries, extending beneath 50 Martin Place
- Retention of the existing MLC pedestrian link and works to connect the link to the Sydney Metro Martin Place Station.

1.3 Purpose of this report

During public exhibition of the modification report, 11 submissions were received by the Department of Planning and Environment. The Secretary of Department of Planning and Environment provided copies of the submissions to Transport for NSW. This report provides responses to the issues raised in submissions.

The structure and content of this report are outlined in Table 1-1.

Table 1-1 Structure of this report

Chapter	Description
Chapter 1	Introduction (this chapter) Provides an overview of the proposed modifications and outlines the purpose and content of this report.
Chapter 2	Community and stakeholder involvement Provides details of the consultation, and community and stakeholder involvement activities carried out during the development of the modification report, during exhibition of the modification report and future consultation should the proposed modifications be approved.
Chapter 3	Submissions received Provides a summary of the submissions received during the public exhibition of the modification report.
Chapter 4	Government submissions Identifies the issues raised by government agencies and local councils, and provides responses to those submissions.
Chapter 5	Community submissions Identifies the issues raised by the community and provides responses to those submissions.

COMMUNITY AND STAKEHOLDER INVOLVEMENT

CHAPTER TWO



2 Community and stakeholder involvement

2.1 Consultation overview

The modification report was exhibited from 28 June 2017 to 26 July 2017. During this time, consultation activities were carried out to engage key stakeholders and the community on information in the modification report, encourage participation in exhibition activities and provide guidance on the submissions process.

Submissions on the proposed modification were received by the NSW Department of Planning and Environment during the exhibition period. The issues raised, and responses to them, are presented in Chapters 4 and 5.

A number of consultation activities were also undertaken prior to exhibition of the modification report. This consultation informed the development of the modification.

2.2 Consultation prior to modification report exhibition

Engagement with the community and stakeholders about Sydney Metro City & Southwest began in June 2014 and continued through the preparation of the Chatswood to Sydenham Environmental Impact Statement.

Broad consultation has been undertaken in relation to the proposed modification. This has included consultation with key government agencies and with the wider community (including a website, toll free number and public information sessions). The consultation was focussed on Macquarie's plans for the Sydney Metro Martin Place precinct, the proposed over station development and the changes to the Sydney Metro Martin Place Station necessary to support Macquarie's vision. Feedback received during these consultation activities has been considered in ongoing development of the proposed modification.

2.3 Consultation during modification report exhibition

The modification report was made available to view on the Department of Planning and Environment's website: www.majorprojects.planning.nsw.gov.au and the Sydney Metro project website: www.sydneymetro.info.

Hard copies of the document were also available at Community Information Sessions and at the following locations:

- City of Sydney Council Chambers: Town Hall House, Level 2, 456 Kent Street, Sydney
- State Library: Macquarie Street, Sydney
- Haymarket Library: 744 George Street, Sydney
- Waterloo Library: Waterloo Town Hall, 770 Elizabeth Street, Waterloo.

The Sydney Metro project team supported the public exhibition of the modification report through a variety of engagement methods and communication materials, as outlined below.

2.3.1 Community contact and information points

Table 2-1 outlines community contact and information points in use on the project.

Table 2-1 Community contact and information points

Activity	Detail
Community information line (toll free)	1800 171 386
Community email address	sydneymetro@transport.nsw.gov.au
Website	www.sydneymetro.info
Postal address	Sydney Metro City & Southwest: PO Box K659, Haymarket, NSW 1240
Transport for NSW community information centre	388 George Street, Sydney

3.2.2 Community information sessions

The project team hosted a series of community information sessions where displays and information about the proposed modification were available.

All members of the community were invited to attend these sessions, and meet expert members of the project team and have any questions answered. There was no need to make a booking; visitors could drop in anytime within the advertised times.

There were 37 visitors at the two community information sessions. Table 2-2 outlines the date, time and location of community information sessions.

Table 2-2 Community information sessions

Date and time	Location	Attendees
Wednesday 5 July, 11am – 2pm	The Westin, 1 Martin Place, Sydney	19
Tuesday 18 July, 4pm – 7pm	The Westin, 1 Martin Place, Sydney	18

Invitations to attend the sessions were included in:

- Postcard flyers delivered to properties near the site
- The Modification Summary document
- The Sydney Metro website
- Advertisements in local newspapers
- The Sydney Metro Facebook feed.

At the information sessions, copies of the modification report were available for visitors to view as were copies of the Modification Summary. Information boards were also presented around the room with key information regarding the approved project and the proposed modification.

2.3.3 Place Managers

Place Managers build relationships and act as a feedback mechanism to help ensure community and stakeholder aspirations are consistently considered in the planning process. Their role is to be a direct point of contact between affected members of the community and the project team.

Place Managers will continue to play a vital role in maintaining close and ongoing contact with local communities and stakeholders during the design and delivery of Sydney Metro.

Place Managers have engaged impacted residents, tenants and businesses throughout the exhibition period (by phone, email, newsletter or doorknock) to ensure they were aware of the modification report, invite them to community information sessions and ensure they had the information they needed to make a submission on the proposed modification.

Place Managers can be contacted via the community information line (1800 171 386) or project email (sydneymetro@transport.nsw.gov.au).

2.3.4 Postcard flyers

Postcard flyers were developed to provide information about the proposed modification and advise the date and location of community information sessions. These flyers were delivered to properties located within 500 metres of the proposed modification.

2.3.5 Newspaper advertisements

Advertisements advising of the public exhibition of the proposed modification were placed in the following newspapers:

- Central Courier – 28 June 2017
- Sydney Morning Herald – 28 June 2017.

2.3.6 Email alerts to the project mailing list

Details regarding the proposed modification and the community information sessions were sent via email to around 3,000 people on the project mailing list on 28 June 2017.

2.3.7 Facebook

Sydney Metro posted invitations and reminders regarding the community information sessions on its Facebook feed which has over 13,500 followers.

2.3.8 Website

Information on where to view the modification report and the community information sessions was made available on the project website.

Information on where to view the modification report and how the community can have their say was made available on the NSW Government's 'Have your Say' community engagement website.

2.3.9 Modification report summary document

A modification report summary document was prepared and made available electronically on the project website and also in hard copy. Hard copies were available at the community information centres, community information sessions, via Place Managers and other team members during meetings, briefings, doorknocks, and by request.

This summary document provided an overview of the approved Chatswood to Sydenham component of Sydney Metro City & Southwest and the proposed modification. Readers were also encouraged to review the modification report on the Department of Planning and Environment's website.

2.4 Consultation and engagement during construction

Should the proposed modifications be approved, the project team would continue to consult with the community and key stakeholders during the planning and construction of the project. In general, this, consultation would involve:

- Provision of information to key stakeholders, local councils and other government agencies
- Provision of regular updates to commuters and the nearby community
- Development and implementation of a Community Communications Strategy.

Further details regarding stakeholder and community involvement requirements during project delivery are outlined in the Construction Environmental Management Framework (provided as part of the Submissions and Preferred Infrastructure Report for the approved project).

**SUBMISSIONS
RECEIVED**

CHAPTER THREE



3 Submissions received

3.1 Respondents

The Department of Planning and Environment received 11 submissions in response to the modification report during the public exhibition period (28 June 2017 to 26 July 2017). Submissions were accepted by:

- Electronic submission (online) – www.majorprojects.planning.nsw.gov.au/page/on-exhibition
- Post – Department of Planning and Environment, GPO Box 39, Sydney, NSW 2001.

The number of submissions received by respondent type is presented in Table 3-1.

Table 3-1 Submissions received by respondent type

Respondent type	Number of submissions
Government agency	4
Local council	1
Community, business and other	6 ¹
Total	11

¹ One community member made two submissions

3.2 Overview of issues raised

Submissions included one objection (City of Sydney) and three identified as being in support (all community submissions with two being from one community member). The remainder of submissions did not state a position of support or objection to the proposed modification. Responses to issues raised in submissions are provided in Chapters 5 and 6.

3.2.1 Government agencies

Four government agencies made submissions, raising a range of issues relevant to their respective areas of interest and responsibility. A summary of each agency's issues is provided below. Detailed responses are provided in Chapter 4.

Environment Protection Authority

The submission from the NSW Environment Protection Authority identifies that the predicted noise and vibration levels from the proposed modification would be approximately the same as for the approved project, however may affect different receivers or be of a longer duration. The Environment Protection Authority states that the existing conditions of approval are appropriate for the proposed modification.

Department of Primary Industries

The submission from the Department of Primary Industries notes that matters of regulatory interest to the department have been addressed in the assessment of the proposed modification.

Office of Environment and Heritage

The submissions from the Office of Environment and Heritage notes that the proposed modification does not contain biodiversity, natural hazards or Aboriginal cultural heritage issues that require a formal response from the Office of Environment and Heritage.

Heritage Council of NSW

The submission from the Heritage Council of NSW identifies the potential changes in impacts to non-Aboriginal heritage items, and makes some recommendations in relation to management of these impacts.

3.2.2 Local council

One local council, the City of Sydney, made a submission which was identified as an objection to the proposed modification. The City of Sydney's submission raised issues relating to:

- The details of the proposed design of the station infrastructure, particularly at street level and its interface with surrounding public spaces
- Pedestrian level of service around Martin Place Station during construction and operation
- Potential changes in impacts to adjacent non-Aboriginal heritage items
- Potential changes in noise and vibration impacts during construction.

Detailed responses to the issues raised by City of Sydney are provided in Chapter 4.

3.2.3 Community

The community, including individuals and organisations, raised a range of issues of personal interest or relevance. Detailed responses are provided in Chapter 5.

GOVERNMENT SUBMISSIONS

CHAPTER FOUR



4 Government submissions

4.1 Environment Protection Authority

Issue raised

The predicted levels from construction noise appear consistent with those modelled in the original application. The modification report indicates that predicted noise and vibration impacts will be approximately the same level as for the approved project, however in slightly different locations, and of a longer duration.

The Environment Protection Authority is of the opinion that the project approval includes appropriate conditions that apply to the works forming part of the project. The conditions are appropriate for the proposed modification and should apply if the Department of Planning and Environment approve the proposal.

The Environment Protection Authority does not have any concerns with the prediction methodology itself.

Response

The Environment Protection Authority's comments regarding predicted construction noise levels from the proposed modification are noted.

As identified in the modification report, the conditions of approval issued for the approved project would also apply to the proposed modification.

4.2 Department of Primary Industries

The submission from the Department of Primary Industries notes that matters of regulatory interest to the department have been addressed in the assessment of the proposed modification.

4.3 Office of Environment and Heritage

The submission from the Office of Environment and Heritage notes that the proposed modification does not contain biodiversity, natural hazards or Aboriginal cultural heritage issues. A formal response from the Office of Environment and Heritage is therefore not required.

4.4 Heritage Council of NSW

Issue raised

The additional impacts resulting from the proposed modification include:

- Minor impacts from the closure of the physical connections to 9-19 Elizabeth Street. These closures will be patched. However, details of finishes have not been provided
- Potential moderate / high impacts caused by vibration from the mined construction of underground pedestrian connections and the demolition of 9-19 Elizabeth Street
- Moderate visual impact caused by the removal of 9-19 Elizabeth Street, which changes the context of 50 Martin Place.

The heritage assessment as part of the modification report recommends consultation with a heritage architect in relation to the finishes of the infilled openings between 9-19 Elizabeth Street and 50 Martin Place. In addition, the Heritage Division recommends that the Heritage Council (or its delegate) are provided with the opportunity to review and comment on the refinement of the infill design to mitigate any heritage impacts.

Response

The Heritage Council of NSW (or its delegate) would have the opportunity to review and comment on the design of the infilled openings between 9-19 Elizabeth Street and 50 Martin Place as part of the Design Review Panel (as required by Condition E100).

Issue raised

The heritage assessment as part of the modification report concluded that the remaining impacts of the proposed modification will be managed per the existing conditions of approval, including:

- Condition E14 – external photography of all buildings and structures to be demolished.
This would apply to the additional demolition of 9-19 Elizabeth Street
- Condition E21 – preparation of a Heritage Interpretation Plan
- Conditions E30 and E31 – in relation to managing potential vibration impacts to nearby heritage items.

However, the proposed modification will result in a greater vibration impact to the approved project, which may result in vibration impacts above the screening level for cosmetic damage. Therefore, it is recommended that a detailed assessment be undertaken of the potential impacts of the increased vibration levels to the structure, fabric and significance of 50 Martin Place prior to the commencement of works. The assessment should outline any additional mitigation measures required.

Response

The potential increased vibration impacts of the proposed modification would be managed through implementation of the relevant project-specific mitigation measures and the conditions of approval. In particular, mitigation measure NV3 provides the same outcome as suggested by the Heritage Council of NSW. This mitigation measure states:

Where vibration levels are predicted to exceed the screening criteria, a more detailed assessment of the structure and attended vibration monitoring would be carried out to ensure vibration levels remain below appropriate limits for that structure.

For heritage items, the more detailed assessment would specifically consider the heritage values of the structure in consultation with a heritage specialist to ensure sensitive heritage fabric is adequately monitored and managed.

4.5 City of Sydney

4.5.1 Proposed design

Issue raised

Given that the connection to the MLC Centre currently exists, it is possible for this connection to be provided by the project in an alternate location under Castlereagh Street, regardless of this modification.

Response

Although the pedestrian connection to the MLC Centre currently exists, the approved project included the closure of this link and associated entry and exit points. The Sydney Metro City & Southwest Chatswood to Sydenham Submissions and Preferred Infrastructure Report identified that the design of the metro station at Martin Place did not preclude a connection back into the MLC building. However, it also identified constraints in providing the link including significant level changes and the presence of numerous services (some heritage listed).

Further design work has identified solutions to these issues and it is now proposed to retain the MLC pedestrian link and connect it to the station concourse.

Issue raised

The plans for the proposed station entries are inconsistent with the cross-sections provided and are misleading. The plans show that the whole site area will be occupied by a pedestrian plaza / station lobby, with some service and operational area. This is not the case because, as shown by the cross-sections, it is clearly intended that some of this space will be occupied by over station development entries and retail, particularly in the northern station. Due to the inaccuracy of the plans, it is not possible to determine if the station area is larger than the approved works, but it appears that it is not.

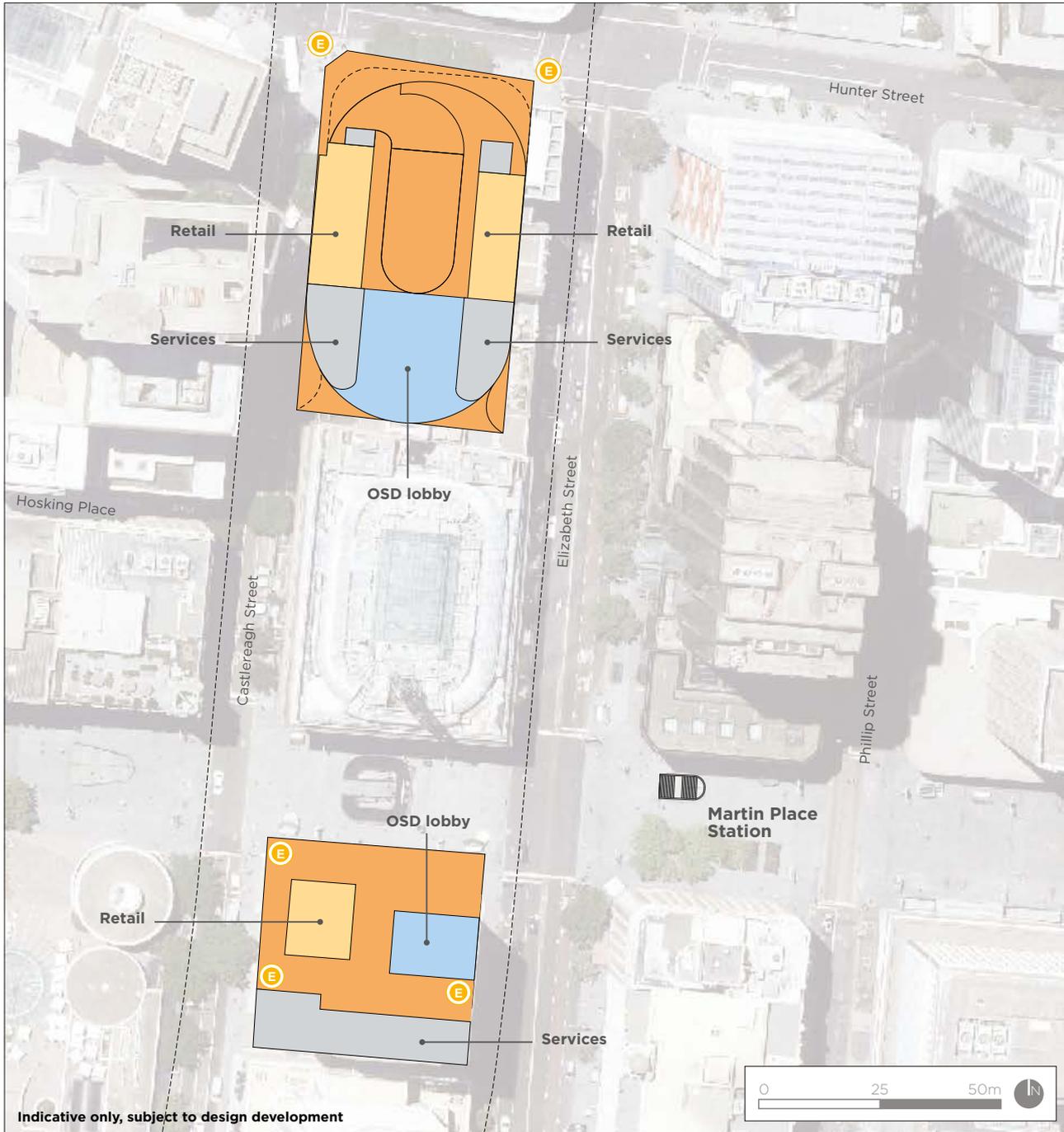
Response

The plan view of the station entries provided in the modification report shows a general station plaza / station lobby area as part of the conceptual station design. The submission from City of Sydney correctly identifies that some of this space would be used for retail purposes and entries to the over station development. This is due to the proposed modification representing a more integrated solution than the approved project.

As identified in Section 6.3 of the modification report, the proposed modification would provide an increase in public plaza space at both entries when compared to the approved project.

Figure 4-1 shows an indicative plan of the station entries and the proposed retail and over station development lobby space. This layout is subject to change during development of the design. The ongoing design of the layout of the integrated station and allocation of retail spaces would be developed as part of the Station Design and Precinct Plans (required by Condition E101). Council would be involved in the preparation of this plan for Martin Place Station through consultation and collaboration.

The fit out and use of the areas for retail and over station development would be subject to separate approval processes in accordance with the *Environment Planning and Assessment Act 1979*.



KEY		
	Metro entry	
		Pedestrian plaza

Figure 4-1 Indicative station entry layout

Issue raised

Issues raised in relation to the design of the northern entry include:

- The frontages to Castlereagh and Elizabeth streets should be sleeved with retail to activate the street, services should be located behind
- The curved openings between 52 Martin Place and the station entry are not supported. These should be square to the street in the mid-block area to maintain definition of the street edge and continuation of the urban character
- The pedestrian access to the station platforms is less direct than the reference design in the Environmental Impact Statement. The journey from the street is longer as a result of the escalator arrangement. This is clearly beneficial to the retail tenancies flanking the escalators, but extends the journey for transport customers. This is a poorer outcome than the Environmental Impact Statement design. A modification that extends travel time to the platforms should not be approved
- The sloping frontage to Hunter Street must not be resolved with an awkward and/or unusable stair / seating structure. A range of carefully considered options for the resolution of this critical frontage must be presented to the Sydney Metro Design Review Panel.

Response

As identified in Section 6.3 of the modification report, the proposed modification allows for greater activation of the station frontages along Martin Place and Elizabeth and Castlereagh streets.

The basis of the design and the design principles are outlined in the State Significant Development Environmental Impact Statement for the over station development. That document provides some indicative artists' impressions of how these design principles could be achieved. In relation to the interface between 50 Martin Place and the northern station entry, the relevant principles which would continue to be considered during the development of the design are:

- The articulation of the base of the North Site's tower is to respond to the architectural language of 50 Martin Place
- The architectural form and expression of the North Site's tower should allow 48-50 Martin Place to be understood as a distinct and independent architectural element in the Elizabeth and Castlereagh Street streetscapes
- A considered transition between the North Site's tower and 50 Martin Place is required.

The proposed escalator and lift arrangements of the proposed modification are similar to the design proposed in the Environmental Impact Statement. Any changes to escalator arrangements may result in some minimal changes (both increases and decreases depending on the origin / destination of the customer) in travel time for some customers from street level to platform level. In addition, the proposed modification provides overall improved station access through the provision of the unpaid concourse link. Escalator and other vertical transport arrangements would be further developed to optimise customer movements as part of the Interchange Access Plans (required by Condition E92).

The sloping frontage to Martin Place would not be resolved with an awkward and / or unusable stair / seating structure. The design of this interface would be subject to review by the Design Review Panel (in accordance with Condition E100).

Council would be involved in the ongoing design of Martin Place Station through the development of the Station Design and Precinct Plans (required by Condition E101).

Issue raised

Issues raised in relation to the design of the southern entry include:

- The entry arrangement has been modified. The modification will encourage pedestrians to cross Castlereagh Street outside the signalised box
- Entries should be located at the corners closest to signalised crossings. This will provide the most direct access from the signalised intersection into the station. It will also prevent the need to extend the signalised crossing along Castlereagh and Elizabeth streets
- There should be active frontages to Martin Place. Preferably the commercial lobby entry would be located on Martin Place, and the level change managed internally
- It is noted that the direct lift access has disappeared from the sections for the southern entry. This must be provided in both station entries to facilitate equal access requirements
- A ground level setback to Martin Place is not supported. A colonnade to Martin Place is not supported. The station must contribute to definition of the street wall along Martin Place.

Response

The proposed modified design of the southern entry and the interface of the plaza space with Castlereagh Street is substantially similar to the design presented in the Environmental Impact Statement. At this location, the approved project and the proposed modification both involve a station entry plaza which opens onto both Martin Place and Castlereagh Street. The proposed modification would not result in more pedestrians being encouraged to cross Castlereagh Street outside the signalised crossing when compared with the approved project. Integration with surrounding precincts and pedestrian facilities would be further developed as part of the Interchange Access Plans required under Condition E92 and the Station Design and Precinct Plans required under Condition E101.

Direct lift access is proposed at both Martin Place Station entries.

A ground level setback to Martin Place is not proposed in the design. The basis of the design and the design principles are outlined in the State Significant Development Environmental Impact Statement for the over station development. That document provides some indicative artists' impressions of how these design principles could be achieved. In relation to the interface of the southern site with Martin Place, the relevant principles which would continue to be considered during the development of the design are:

- The proposed building on the South site is to have a zero setback for the podium to match the predominant street alignment
- The Martin Place façade of the southern building is to respond to the general solidity of 50 Martin Place as well as other key heritage buildings of Martin Place
- Appropriately scaled openings are recommended for the Metro Station entrance onto Martin Place.

Council would be involved in the ongoing design of Martin Place Station through the development of the Station Design and Precinct Plans (required by Condition E101).

Issue raised

Issues raised in relation to the design of the public domain works in Martin Place include:

- The City reiterates its previous submission to the Sydney Metro City & Southwest Chatswood to Sydenham Environmental Impact Statement in regards to Martin Place
- It is expected that the Sydney Metro project will implement the adopted Masterplan for Martin Place as described in the City North Public Domain Plan (December 2015). This includes delivery of new trees, terraces and seating in the Sydney Metro Block
- Trees are to be accommodated in set downs to the ground slab, ie not in raised planters. Appropriate depth must be accommodated in the concourse space beneath Martin Place to ensure this
- Skylights in the public domain are not supported.

Response

Issues raised regarding Martin Place by the City of Sydney in its submission to the Environmental Impact Statement were responded to in the Sydney Metro City & Southwest Chatswood to Sydenham Submissions and Preferred Infrastructure Report (October 2016).

The design of the public domain works in Martin Place would be developed as part of the Station Design and Precinct Plans required by Condition E101. In accordance with the condition, this plans would present an integrated urban and place making outcome for the station and would consider relevant council policies such as, at Martin Place, the City North Public Domain Plan. This plan would be developed in consultation with the City of Sydney.

Transport for NSW agrees that skylights should not be located such that the useable space within the public realm is affected.

Issue raised

Issues raised in relation to the design of the proposed new unpaid concourse include:

- Represents a privatisation of public infrastructure
- Details of the width and design of the unpaid concourse are not provided in the modification report
- To achieve maximum public benefit in the proposed unpaid concourse, the following should be provided:
 - ◆ Access to public toilets
 - ◆ Public access for the full period of metro operation times
 - ◆ A space free from advertising to ensure effective wayfinding for transport customers
 - ◆ Stratum ownership for Transport for NSW to ensure efficient operation of the underground interchange environment for customers
 - ◆ Ownership and management by Transport for NSW to avoid real and perceived privatisation of the station entry, exit and interchange of public infrastructure.

Response

The proposed unpaid concourse represents a benefit over the design presented in the Environmental Impact Statement in that it would provide a new underground unpaid link between the two station entries. The unpaid concourse would be available to the public during metro operating hours. When connected to the future O’Connell Street link, this would be one of the most significant public links in the Sydney CBD.

The exact nature (width, height and urban design elements) would be subject to further design development in accordance with the Sydney Metro Design Guidelines. Effective wayfinding is a critical component of Sydney Metro. Requirements for wayfinding are identified in the Sydney Metro City & Southwest Design Guidelines. This document can be found at www.sydneymetro.info.

Toilet facilities would be provided at all metro stations behind the gateline.

Macquarie currently owns the land required for the unpaid concourse and, whilst this is intended to be retained by Macquarie, Transport for NSW will have a registered easement over the unpaid concourse so that public access and rights, including those identified by the City of Sydney Council in its submission, are in place.

4.5.2 Pedestrian level of service

Issue raised

The Environmental Impact Statement included some very poor pedestrian levels of service outcomes during construction, and some poor outcomes during operation. This has not been addressed by the modification. It is essential that this information is updated and provided for the full impact of the modification to be considered. Martin Place is a very high pedestrian environment and safety of pedestrians must be the primary consideration.

Response

The proposed modification does not change the capacity of surrounding footpaths or pedestrian crossing at signalised intersections during either construction or operation. As a result there would be no changes the pedestrian level of service outcome of the project during construction or operation and, as such, the modification report does not provide further information on these potential impacts.

In relation to pedestrian level of service during the construction period, Transport for NSW is reviewing and further developing construction staging and methodology for Martin Place Station. The revised methodology will be the subject of further pedestrian analysis to ensure that pedestrian movements are maintained at an acceptable level of service throughout construction.

The future underground pedestrian link to O’Connell Street (refer to the Preferred Infrastructure Report) improves pedestrian queuing and congestion identified in the Environmental Impact Statement at the intersection of Castlereagh, Hunter and Bligh streets and the adjoining footpaths. Further consideration of pedestrian level of service on footpaths around Martin Place Station would be part of the Interchange Access Plan required by Condition E92.

4.5.3 Heritage

Issue raised

Northern site

The principle of integrating the design of the station with the tower above is not opposed in principle but any such proposal must optimise external and internal public spaces. It must deliver a clear public benefit and public spaces and amenity clearly delineated from private amenity. It is very important to bear in mind that the metro station is infrastructure with a 100+ year design life whereas any commercial building above it would (looking at the history similar premium sites elsewhere in the city) be replaced up to three times during the next hundred years. The amenity of the station must therefore be independent of the building above it.

The proposal in its current form does not deliver this and has an unacceptable impact on its context and, in particular, on the heritage listed 48-50 Martin Place.

The proposed tower to the north is too close to 48-50 Martin Place and is a poor contextual fit due to its bulk and lack of set-backs to north, east and west. This results in a poor relationship with the surrounding street wall heights and the heritage buildings at 48-50 Martin Place and in the vicinity of Chifley Square including the former Qantas building, Wentworth (Sofitel) Hotel and the City Mutual Building. The datum set up around Chifley Square by the last two decades of development is weakened by a lack of street wall or set back to the north.

The key problem with the tower is the increase in its external bulk caused by the proposed internal atrium. Due to its height this atrium is unlikely to admit substantial quantities of daylight or sunlight to the public areas of the metro station. It is essentially creating internal amenity for the tower occupants at the expense of the appearance and amenity of its context.

The key way to improve the relationship of any tower in this location is to delete any internal atrium, move the resulting smaller tower footprint to the north, and introduce an atrium in the resulting podium between the new tower and 48-50 Martin Place. This would reduce heritage impacts and deliver much better daylight down in to the public areas of the metro station as a clear and dedicated public benefit. The resulting slimmer tower could then deliver complying Development Control Plan setbacks to north, east and west. Such a tower could be replaced or remodelled in the future while preserving the public spaces and amenity of the metro station.

Southern site

The full 25 metre setback to above the Martin Place street wall is essential to maintain the distinctive street proportions, daylighting and amenity of Martin Place. This setback has been retained in developments over the past twenty years including the GPO (No1 Martin Place) development and 120 Pitt Street.

The proposed envelope does not set back the east and west sides of the tower as required by the Development Control Plan and this is not adequately justified. The proposal will therefore have an impact on views, sun and daylighting from north and south.

Response

Northern site

Under the proposed modification, the primary role of the station entry sites at street level remains a functional entry to the Sydney Metro station. As outlined in Section 2.2 of the modification report, the proposed modification provides unique public benefits compared to the design presented in the Environmental Impact Statement. This includes larger public spaces at street level and improved access to the station and connectivity to the public domain.

The potential variations in design life between station assets and the above station development would continue to be considered during the development of the structural design.

The issues raised regarding the tower are relevant to the proposed over station development and are outside the scope of the proposed modification. The proposed over station development is subject to a separate SSD application and associated approvals process under the EP&A Act. Issues raised by the City of Sydney in its submission to the SSD application at Martin Place will be responded to as part of the separate process for that application.

Southern site

The issues raised regarding the southern site, including the 25 metre setback to Martin Place, are relevant to areas above the podium only. As such they are relevant to the proposed over station development and are outside the scope of the proposed modification. The proposed over station development is subject to a separate SSD application and associated approvals process under the EP&A Act. Issues raised by the City of Sydney in its submission to the SSD application at Martin Place will be responded to as part of the separate process for that application.

4.5.4 Noise and vibration

Issue raised

The City notes that the relevant criteria for airborne and ground-borne noise associated with the modification appears to be correctly set as per the NSW Environment Protection Authority policy and the general approval.

The relevant vibration criteria for heritage items seems to reference a criteria of 7.5 mm/s which the City recalls being consistent with the approval however, the Environmental Impact Statement has also referenced the DIN 4150 as relevant for intrinsically vibration sensitive structures. The modification report does not give regard to this.

Response

The methodology for the assessment of noise and vibration for the proposed modification is consistent with the methodology used for the assessment of the approved project. Both assessments adopt vibration screening criteria of 25 mm/s for reinforced or framed structures, and 7.5 mm/s for unreinforced or light framed structures and heritage items.

DIN 4150 is referenced as a consideration in certain circumstances in the Construction Noise and Vibration Strategy (which is applicable to the proposed modification).

Issue raised

The intensity of airborne noise impact is likely to significantly increase with the modification given the expanded footprint of the station works. Some criterion exceedances over 20 dB will occur, but the acoustic assessment provides no further guidance on how far these exceedances will go. In our experience demolition noise impact can be quite significant, as associated with the activities proposed. Noting that the proposed modification includes demolition of a new building (9-19 Elizabeth Street), which is immediately adjacent to 50 Martin Place and opposite the Channel 7 studios, this modification has the potential to cause significant noise impact. Levels 20 dB in excess of this will be in this instance over 81 dB. This is liable to cause significant duress, and may not be mitigated without substitution of activities like impact hammering to demolish the building or strict and meaningful respite.

Response

The construction noise and vibration assessment of the proposed modification provides a similar level of detail to the assessment of the approved project. This includes the potential noise level exceedances from the additional demolition works at 9-19 Elizabeth Street. The proposed demolition of 9-19 Elizabeth Street would result in the impact of demolition works being experienced by some receivers for a longer period of time. However, for the majority of these receivers, the impacts during demolition of 9-19 Elizabeth Street would be less than that experienced for the approved project works.

For some receivers, demolition is predicted to result in exceedances of the noise management level of greater than 20 dB. These potential impacts would be managed through the implementation of project-specific mitigation measures and the conditions of approval. In particular, mitigation measure NV7 identifies the use of alternative demolition techniques to minimise noise and vibration levels.

Predicted changes to noise levels (compared to the approved project) for other construction activities are relatively minor.

Issue raised

Works are proposed in the ground space under and around 50 Martin Place which according to the assessment will have significant effect on the mentioned building and the adjacent structures, in the order of 25 dB or more of exceedance. This will be up to 75 dB of ground-borne noise which will be of considerably significant impact. We would suggest out of hours works are appropriate as these impacts effect commercial receivers while the residential impacts (as these are further away) will likely be less, and more easily managed with mitigation options.

There is also liable to be a structure borne noise impact associated with the demolition of the building at 9-19 Elizabeth Street which the City of Sydney was not able to ascertain whether it had been assessed and provided for in the modification report. This needs careful consideration and evaluation as there is minimal separation between the building proposed to be demolished and the building at 50 Martin Place.

Response

The potential ground-borne noise impacts to 50 Martin Place associated with the excavation of the proposed unpaid concourse link are acknowledged and assessed in Section 10.4.2 of the modification report. These impacts would be managed through implementation of the project-specific mitigation measures, including those identified in the Construction Noise and Vibration Strategy, and the conditions of approval. This may include modified construction hours to minimise impacts where reasonable and feasible taking into consideration potential impacts to other receiver types.

In relation to potential impacts associated with the demolition of 9-19 Elizabeth Street on the adjacent 50 Martin Place, the modification report (in Section 12.2) acknowledges that these works may result in vibration levels above the screening level for cosmetic damage. These impacts would be managed through the implementation of the relevant mitigation measures, particularly measure NV7 which required consideration of alternative demolition techniques and measure NV3 which sets out a process to ensure vibration levels remain below appropriate levels for individual structures.

Issue raised

The assessment of vibration is limited to ground borne vibration from the proposed tunnel works. This assessment is less objective in its description than the assessment for noise and simply provides that levels over the criteria (7.5 mm/s) will be incidental on the building at 50 Martin Place. We consider this building likely to be the most vibration affected receiver associated with the expanded footprint. The report provides that the building may be steel framed and capable of withstanding around 25 mm/s of vibration.

The report appears to assess only ground borne vibration which will be caused by the tunnelling and excavation works, and gives no guidance over vibration impact which will be caused by the demolition of the adjacent Elizabeth Street demolition.

We note the above comments about the 7.5 mm/s criteria being potentially inappropriate for some structures. This was acknowledged in the original Sydney Metro City & Southwest Chatswood to Sydenham Environmental Impact Statement review which gave recognition to the DIN 4150 as the basis for controlling vibration impact onto vibration sensitive structures. Buildings which contain original period glazing and ornate plaster could stand to be adversely affected from a cosmetic damage standpoint at levels of around 7.5 mm/s, and blocks of render and plaster can become dislodged, falling off and affecting occupants. These levels are also likely to cause severe annoyance.

The City notes that a detailed assessment is indicated as necessary, and urge that this assessment considers the finer grain detail of the affected building and any inherent vibration sensitivity it may have. This should focus on vetting any potential injury to occupants from cosmetic damage to the building and preventing annoyance. We caution against an approach which permits a degree of damage to any heritage structures to occur with a focus to “making them good after” in that it is not always possible to repair the damage and what is of heritage value is then permanently lost.

Response

Potential vibration impacts to 50 Martin Place during demolition of the adjoining façade at 9-19 Elizabeth Street are considered in Section 12.2 of the modification report. Where vibration is expected to be above the 7.5 mm/s screening criterion for 50 Martin Place, in accordance with mitigation measure NV3, a more detailed assessment of the structure would be carried out to ensure vibration levels remain below appropriate limits for that structure. This would also consider the heritage fabric and values of 50 Martin Place.

As noted in the response above, the methodology for the assessment of noise and vibration for the proposed modification is consistent with the methodology used for the assessment of the approved project. Both assessments adopt vibration screening criteria of 25 mm/s for reinforced or framed structures, and 7.5 mm/s for unreinforced or light framed structures and heritage items. DIN 4150 is referenced as a consideration in certain circumstances in the Construction Noise and Vibration Strategy (which is applicable to the proposed modification).

Issue raised

In addition, whilst noting that an acoustic consultant will be employed to monitor the work, and that the work will be subject to the conditions in the overall approval and the processes inherent to the approval such as the Construction Noise and Vibration Management Plan, the degree of noise permitted at times is subject only to time based controls, and limits do not necessarily apply outside of respite periods. Thus where the levels of noise exceed criteria, the impact is expected to be meaningful.

On this basis the City suggests that relevant mitigation strategies be brought forward and planned to be implemented from the commencement of works where there is certainty of noise impact, as opposed to waiting for complaints to inevitably eventuate.

Response

Potential noise and vibration impacts associated with the proposed modification (and the approved project) would be adequately managed through the implementation of the project-specific mitigation measures, including those identified in the Construction Noise and Vibration Strategy, and the conditions of approval. This includes a range of mitigation measures including consideration of alternative work practices, physical mitigation measures, respite periods and consultation with affected receivers.

Site specific mitigation measures would be determined during development of site and / or activity specific Construction Noise and Vibration Impact Statements. These are developed prior to commencement of each activity.

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COMMUNITY SUBMISSIONS

CHAPTER FIVE



5 Community submissions

5.1 Sydney Airport

Issue raised

The proposed changes of the modification are generally supported. The new Martin Place Metro Station provides an ideal opportunity to introduce a remote check-in opportunity for airline passengers flying out of Sydney. While this is becoming increasingly common at many major airports around the world – such as at Abu Dhabi International Airport, Hong Kong Airport and Las Vegas International Airport – it would be a first for Australia and further entrench Sydney as Australia’s premier global city. Sydney Airport would be pleased to facilitate discussions with government about how remote check-in would operate in practice. In the interim, it would be appropriate for any approval of the modification to include a recommendation that this options be explored further for the new Martin Place Station.

Response

The potential for remote check-in facilities at Martin Place Station is outside the scope of the Sydney Metro project. Transport for NSW is happy to discuss opportunities for remote check-in more broadly with Sydney Airport.

5.2 Syd Polley

Issue raised

Concern raised in relation to lift access on station platforms. At the moment on most rail platforms there is only one lift per platform. This means that if the lift is not working, the only solution offered by rail staff is to get back on the next train, travel to the next station, use the lift there to go to another platform, and catch a train back, and use the lift on that platform to get to the concourse. An example of this at Wynyard Station where, if the lift on platform 3 is not working customers need to get back on the train and travel to Town Hall Station, change levels, catch another train back to Wynyard Platform 5 / 6, and then use that lift to get to the Wynyard Station concourse. This adds about 20-30 minutes to the trip.

Suggest that Martin Place Station (and others on the metro line) should have two lifts per platform, so that there is some redundancy for when a lift breaks down?

Response

The proposed modification at Martin Place does not change the accessibility features of the station. As identified in Chapter 6 of the Environmental Impact Statement, all Sydney Metro stations would be fully accessible. At Martin Place Station, lift access would be provided at both station entries. This would provide redundancy in the event lifts at one entry are out of service. The proposed modification would also provide a new fully accessible unpaid concourse between the two station entries.

5.3 Graham Strauss

Issue raised

Suggest that the Eastern Suburbs Line should be extended to wherever it was originally supposed to go, or eastward via some other route and then north or south along the coast.

Response

Provision of public transport initiatives to the Eastern Suburbs and along the coast are outside the scope of Sydney Metro City & Southwest. The NSW Government is currently delivering the CBD and South East Light Rail project which will provide improved public transport to the Eastern Suburbs.

Issue raised

The planning proposal forms part of a broader planning process being pursued by Macquarie in order to realise a shared vision and objectives for the precinct. The overall project objectives for the precinct, including those of the NSW Government, are to:

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

Response

The support for the benefits of the proposed modification and the over station development proposed by Macquarie is noted.

Issue raised

The Macquarie proposal for a rail interchange development at Martin Place is such a big step in an important new direction.

There are three new CBD stations including Martin Place plus a new set of platforms at Central Station on the new Sydney Metro City & Southwest line where similar proposals could be implemented.

Response

As identified in the Environmental Impact Statement for Sydney Metro City & Southwest Chatswood to Sydenham over station development and associated precinct renewal opportunities are available at other metro stations. In the Sydney CBD this includes both the entries at Pitt Street Station.

Over station development and precinct works at Barangaroo would form part of the Barangaroo development and be the subject of separate applications for approval.

There are no over station development opportunities at Central Station as part of the Sydney Metro works. Notwithstanding, additional works to integrate the Sydney Metro platforms at Central Station are proposed and are the subject of the Central Walk modification proposal.

Issue raised

Request for information regarding the decision on a Sydney CBD station for Sydney Metro West. The Pitt Street Station location as part of Sydney Metro City & Southwest seems to offer similar attractions to Martin Place currently does, except that Pitt Street would result in first metro to metro interchange with proximity and feasible walking route connections to Town Hall Station on the City Circle Line.

Although the scheduling of construction works for Pitt Street Station to meet the demands for two separate metro lines might be difficult, it seems there is the ability to find imaginative financial and engineering frameworks to make this possible.

Such an interchange at and close to the new Pitt Street Station could be the catalyst that attracts an unsolicited proposal similar to Macquarie's at Martin Place.

Response

Early planning work has begun on Sydney Metro West with initial stations identified for Parramatta, Sydney Olympic Park, the Bays Precinct and Sydney CBD. The location of the connection of Sydney Metro West to Sydney Metro City & Southwest in the Sydney CBD is currently under investigation.

5.4 Anonymous

Issue raised

The proposed modification improves on the approved project in relation to station interfaces, and public thoroughfare into the surrounding commuter catchment.

Retention of the MLC pedestrian link would also warrant a review of the amenity of the current link, and upgrading the route to contemporary standards where practical.

Response

The support for the benefits of the proposed modification is noted.

As identified in Chapter 7 of the modification report, the need for and scope of further upgrade works to the MLC link would be developed as part of the Interchange Access Plan for Martin Place Station (required under Condition E92).

5.5 John Freeman

Issue raised

The proposed modification would have additional heritage impacts. The modification proposal incorporates mitigation measures that are generally appropriate and adequate. However, as with the approved project, the heritage interpretation plan must be exhibited for public comment. Over the last 25 years there has been progressive and avoidable destruction of heritage values in the CBD.

In this regard, it is unacceptable that the proponent has not yet disclosed the future of the Tom Bass sculpture at 55 Hunter Street, even though demolition of the building has commenced. Since the proposed modification increases the extent of the redevelopment it should be possible to propose a relocation of the sculpture.

Response

Heritage interpretation plans would be developed in accordance with Condition E21. This would include consultation with the Heritage Council of NSW (or its delegate), relevant local councils and Registered Aboriginal Parties.

As required by mitigation measure LV16 and Condition E101, the P&O Fountain from 55 Hunter Street (the Tom Bass sculpture) will be reinstated at a location determined in consultation with City of Sydney Council and the Tom Bass Studio.

Issue raised

The proposed modification would result in a substantial increase in retail floorspace. Whilst this is not objected to, there are concerns regarding the lack of any overall retail strategy for the precinct. The additional retail floorspace could undermine the viability of nearby retail uses or it could complement and strengthen retail trade in the area. It is important that the new development adds retail units that have sizes, locations, and opening hours that complement rather than replicate what is already in the neighbourhood. At present, there is no supermarket in the area. Those commuters who lack a supermarket near their home station would likely value a supermarket in this development. However, the new buildings would need to be designed from the start to accommodate one. Another example of a large footprint retail use would be a food court.

Response

The proposed modification provides additional opportunities for retail space. Retail space at the station would assist in activating the precinct and meet the needs of customers. The nature (include type and size) of retail is outside the scope of the proposed modification and would be subject to a separate assessment and approval process.

Issue raised

The proposed modification would result in a considerable increase in the spoil volume. Concerns are raised regarding the traffic impacts of removing this spoil, and the environmental impacts of its disposal (having regard to the very large volumes of spoil from other components of the project). Discussion of these impacts is not evident in the modification report.

Response

The spoil generation at Martin Place Station associated with the approved project is around 229,000 cubic metres. The proposed modification would result in an increase of around 60,000 cubic metres of spoil. The potential impacts associated with this increased spoil generation are considered and assessed in the relevant assessment chapters of the modification report, particularly Chapter 9 (Traffic and transport) and Chapter 10 (Construction noise and vibration). Potential impacts associated with the re-use or disposal of the spoil would not change as a result of the proposed modification and would be managed through the implementation of the project-specific mitigation measures and the conditions of approval.

CHATSWOOD TO SYDENHAM
MARTIN PLACE STATION MODIFICATION SUBMISSION REPORT