

MARTIN PLACE STATION DESIGN AND PRECINCT PLAN

SYDNEY METRO
CITY & SOUTHWEST
CHATSWOOD TO
SYDENHAM PROJECT



MACQUARIE GROUP IS
DELIVERING THE MARTIN
PLACE INTEGRATED
STATION DEVELOPMENT
AND HAS APPOINTED
LENDLEASE AS ITS DESIGN
AND CONSTRUCTION
CONTRACTOR

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Revision	Revision date	Status	Brief reason for update	Name/position/company	Author/ reviewer/ approver	Signature
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TRACKED CHANGES

Revision	Revision date	Status	Brief description of change	Page
F.2	02.09.2024	Final	Illustration of Pedestrian Link updated	96

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CONTENTS

EXECUTIVE SUMMARY	8
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1. INTRODUCTION	11
1.1 Purpose of the Station Design and Precinct Plan	11
1.2 Project overview	12
1.3 Scope of this Station Design and Precinct Plan	14
1.4 Precinct overview	16
1.5 Status of this Station Design and Precinct Plan	18
1.6 Compliance with the Conditions of Approval	20

2. DESIGN DEVELOPMENT PROCESS	22
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3. COLLABORATION AND CONSULTATION	24
3.1 Consultation during preparation of the Station Design and Precinct Plan	24
3.2 Construction and Traffic Management Plan consultation	26
3.3 SDPP consultation	26
3.4 Review by the Design Review Panel	27
3.5 Interchange Access Plan	35

4. DESIGN OBJECTIVES, PRINCIPLES AND STANDARDS	39
4.1 Project design objectives	40
4.2 Maximising amenity of public spaces and permeability around station entrances	42
4.3 Local environmental, heritage and place making values	44
4.4 Urban design context	48
4.5 Minimising project footprint	51
4.6 Community safety, amenity and privacy	52
4.7 Sustainable design and maintenance	54
4.8 Customer Centred Design	58
4.9 Accessibility	62
4.10 Relevant standards and guidelines	63

5. DESIGN OPPORTUNITIES AND STRATEGIES	64
5.1 Strategies for landscaping and building design to mitigate visual impacts	64
5.2 Opportunities for incorporating indigenous histories and stories	65
5.3 Non-Indigenous heritage interpretation and opportunities for incorporating salvaged historic and artistic elements	66
5.4 Opportunities for new public art	80
6. DETAILS OF THE STATION DESIGN AND PRECINCT	84
6.1 Overview	84
6.2 Sydney Metro Martin Place Station	86
6.3 Over station developments	96
6.4 Public domain	112
6.5 Lighting	126
6.6 Retail	129
7. IMPLEMENTATION	132
8. VISUAL IMPACT ASSESSMENT	133
APPENDICES	
Appendix A – How feedback from consultation has been addressed	
Appendix B – Station Design and Precinct Plan Sydney Metro DRP Design Excellence Statement	
Appendix C – Key personnel qualifications	

ACKNOWLEDGEMENT OF COUNTRY

Macquarie and Lendlease would like to begin by acknowledging the Traditional Owners and Custodians of the Country on which Martin Place stands, the Gadigal.

We pay our respects to Elders past, present and emerging, and recognise the Gadigal's continuing connection to Country.

EXECUTIVE SUMMARY

When James Barnet first proposed Sydney's General Post Office in 1864, he envisaged a grand public piazza for the people of New South Wales – a people's promenade. It took more than a century of incremental development to realise that vision and in the intervening period, Martin Place evolved into the commercial, civic and cultural heart of Sydney.

It is the place where millions of people who live, work and visit Sydney come together to share in the events that have shaped our city and our country.

People have long come together at Martin Place to meet, visit, live and work, and to share in the events that have shaped our city and our nation.

As part of Australia's biggest public transport project, the Sydney Metro Martin Place integrated station development is located at the heart of a metro rail line that will transform Sydney's future and revolutionise the way it travels.

The project is an opportunity to create a world-class, sustainable and inclusive transport hub, integrated with commercial office and retail spaces and a reinvigorated public domain, built to honour the precinct's rich civic, cultural and commercial heritage, while also meeting the changing expectations of transport customers and users of civic spaces.

Martin Place is anticipated to become one of the busiest transport interchanges in Sydney. With this in mind, the project's customer-centred design has been informed by the world's leading integrated transport-based public precincts. It has also been strongly influenced by aspects of the City of Sydney's 2030 plan in terms of what Sydneysiders want from their city, including a place that respects diversity and offers vibrant culture and entertainment.

The integrated design approach has allowed for unique features including a northern atrium allowing natural light to be appreciated from the station levels below, easy transit for commuters between the Eastern Suburbs rail line and metro line, an underground pedestrian connection linking Martin Place and Hunter Street under 50 Martin Place, and significant public concourse spaces adding a sense of arrival to Sydney CBD. These elements are complemented by active street frontages, elevated terraces, natural light-filled atrium spaces and intuitive customer wayfinding and connections.

The buildings, including the station and public domain, have been designed with architecture and

Artist's impression of the South Tower and Martin Place plaza viewed from Castlereagh Street.

materials that reflect and complement the heritage, cultural and civic nature of the precinct. The project integrates and reinvigorates the historic 50 Martin Place.

The project's approach to recognising the exceptional heritage value of the precinct includes the reinstatement of heritage art, new public art commissioned by both Sydney Metro and Macquarie and the integration of First Nations cultural design principles throughout the public domain. Macquarie engaged indigenous design and strategy agency Balarinji to develop these First Nations cultural design principles using a best-practice methodology based around engagement with the locally-connected Aboriginal community. The project is exploring how those principles may be embedded into the precinct through landscaping, art and design features, knowledge-sharing opportunities including public exhibitions, and through integration of local language.

About this plan

This Station Design and Precinct Plan addresses the Martin Place station and associated public domain design. The preparation of this plan is a requirement of Condition E101 of the Sydney Metro City & Southwest Chatswood to Sydenham project approval (SSI 15_7400). Station and precinct designs for other locations on the metro line are addressed in separate plans.

The integrated station development, including the station and associated public domain works, is being delivered by Macquarie Group. Lendlease, Macquarie's appointed design and construction partner has prepared this plan.

The plan presents an integrated urban and placemaking outcome to guide design of permanent built surface works and landscaping. The plan has been informed by consideration of existing and planned public and private development in the precinct and by ongoing consultation and collaboration with the local community and stakeholders.





Artist's impression aerial view of the North Tower and South Tower in the Sydney CBD context

1. INTRODUCTION

1.1 PURPOSE OF THE STATION DESIGN AND PRECINCT PLAN

The Sydney Metro Martin Place Station Design and Precinct Plan has been prepared to present an integrated urban and placemaking outcome to guide the design of the permanent built surface works and landscaping.

An integrated urban and placemaking outcome will be achieved through the consideration of existing and planned public domain and private developments adjacent to the project and effective consultation and collaboration with relevant stakeholders.

The plan is a requirement of Condition E101 of the Chatswood to Sydenham project approval SSI 15_7400. Condition E101 allows the Station Design and Precinct Plan to be submitted in stages and staging of the project is represented on a precinct basis.

Consistent with the requirements of Condition E101, this plan:

- Details specific design objectives, principles and standards.
- Identifies design opportunities including incorporation of public art and salvaged elements.
- Describes the key design features.
- Outlines implementation of the plan, including maintenance and monitoring.
- Provides evidence of consultation.

As required by Condition E101, the Station Design and Precinct Plan has been prepared by suitably qualified and experienced person(s):

- Andrew Cortese
Grimshaw Architects
(Principal Architect, Station)
- Paul Van Ratingen
Johnson Pilton Walker
(Principal Architect, North Tower)
- Ben Green
Tzannes
(Principal Architect, South Tower)
- George Phillips
Tanner Kibble Denton
(Principal heritage consultant)
- Chris Thorpe
Buro North
(Principal Customer Centred Design [CCD] consultant)
- Sacha Coles
Aspect Studios
(Principal landscape architect)
- Suzie Rawlinson
IRIS Visual Planning + Design
(Principal visual expert)

1.2 SYDNEY METRO

Sydney Metro is Australia's biggest public transport project.

There are four core components:

Metro North West Line
(formerly the 36 kilometre North West Rail Link)

Services started in May 2019 in the city's North West between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. There are eight new metro stations, five existing stations upgraded to metro system and 4,000 new commuter car parking spaces.

Sydney Metro City & Southwest

The Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of the Metro North West Line at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Barangaroo, Crows Nest, Victoria Cross, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

Sydney Metro West stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and the Sydney CBD. Further planning is underway to determine the locations of the Pyrmont and Sydney CBD stations.

Sydney Metro - Western Sydney Airport

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy-Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. Six new stations will be delivered at St Marys, Orchard Hills, Luddenham, Airport Business Park, Airport Terminal and Western Sydney Aerotropolis. The Australian and NSW governments are partners in the delivery of this new railway.

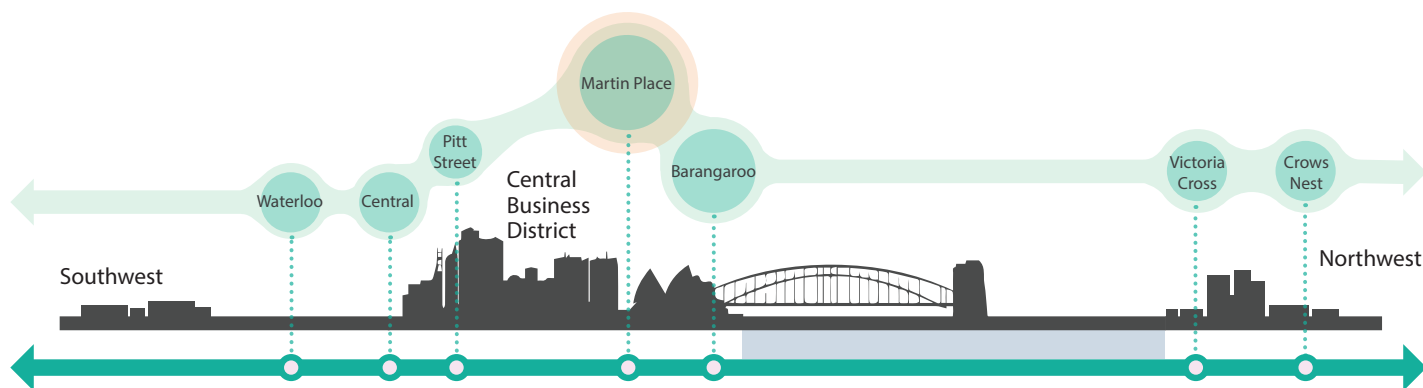
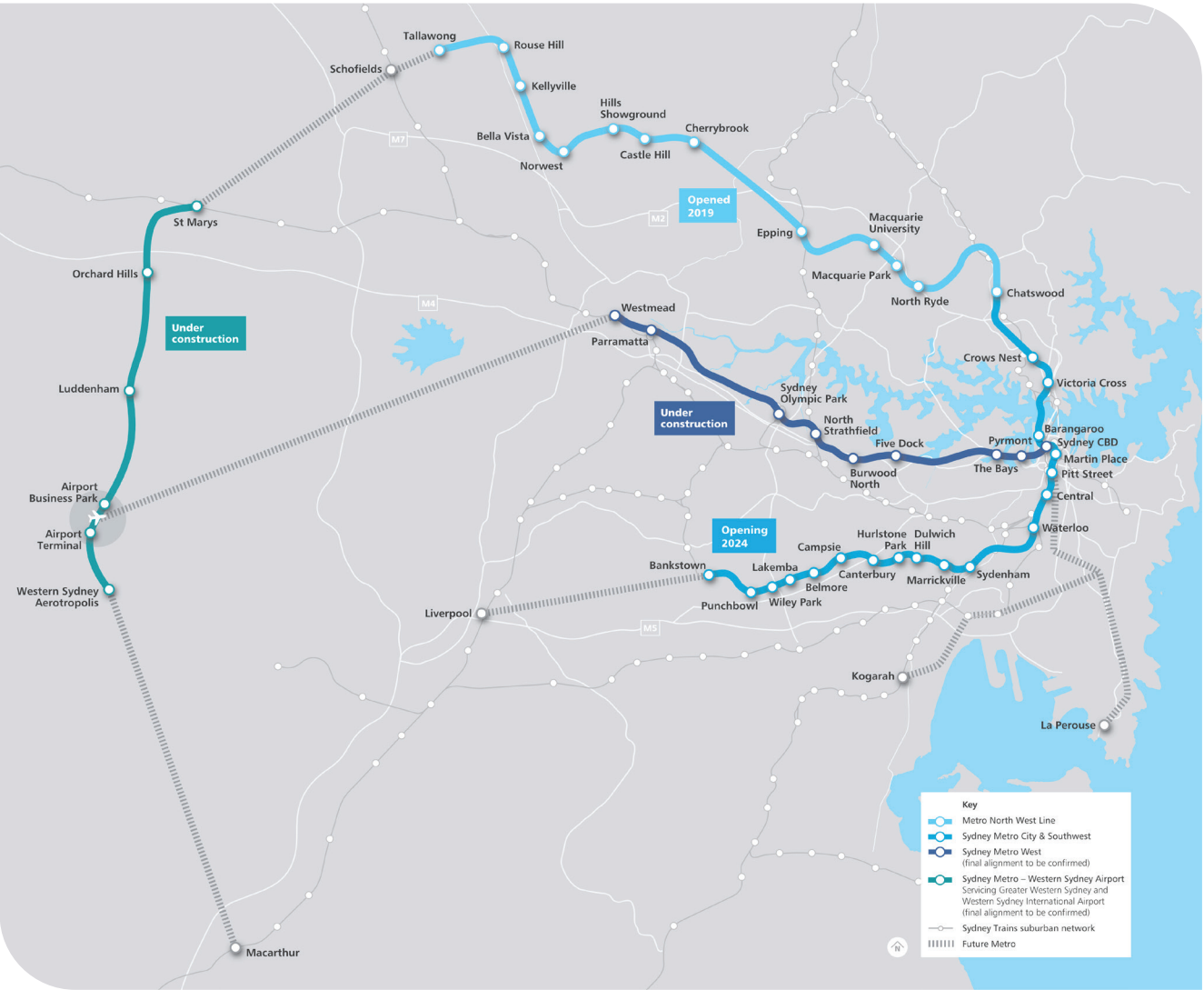


Diagram of the Sydney Metro City & Southwest metro stations.

MARTIN PLACE STATION DESIGN AND PRECINCT PLAN
SYDNEY METRO CITY & SOUTHWEST CHATSWOOD TO SYDENHAM PROJECT



Sydney Metro City & Southwest key plan (September 2020) indicating operational, in-delivery and planned Metro lines for the City and suburbs.

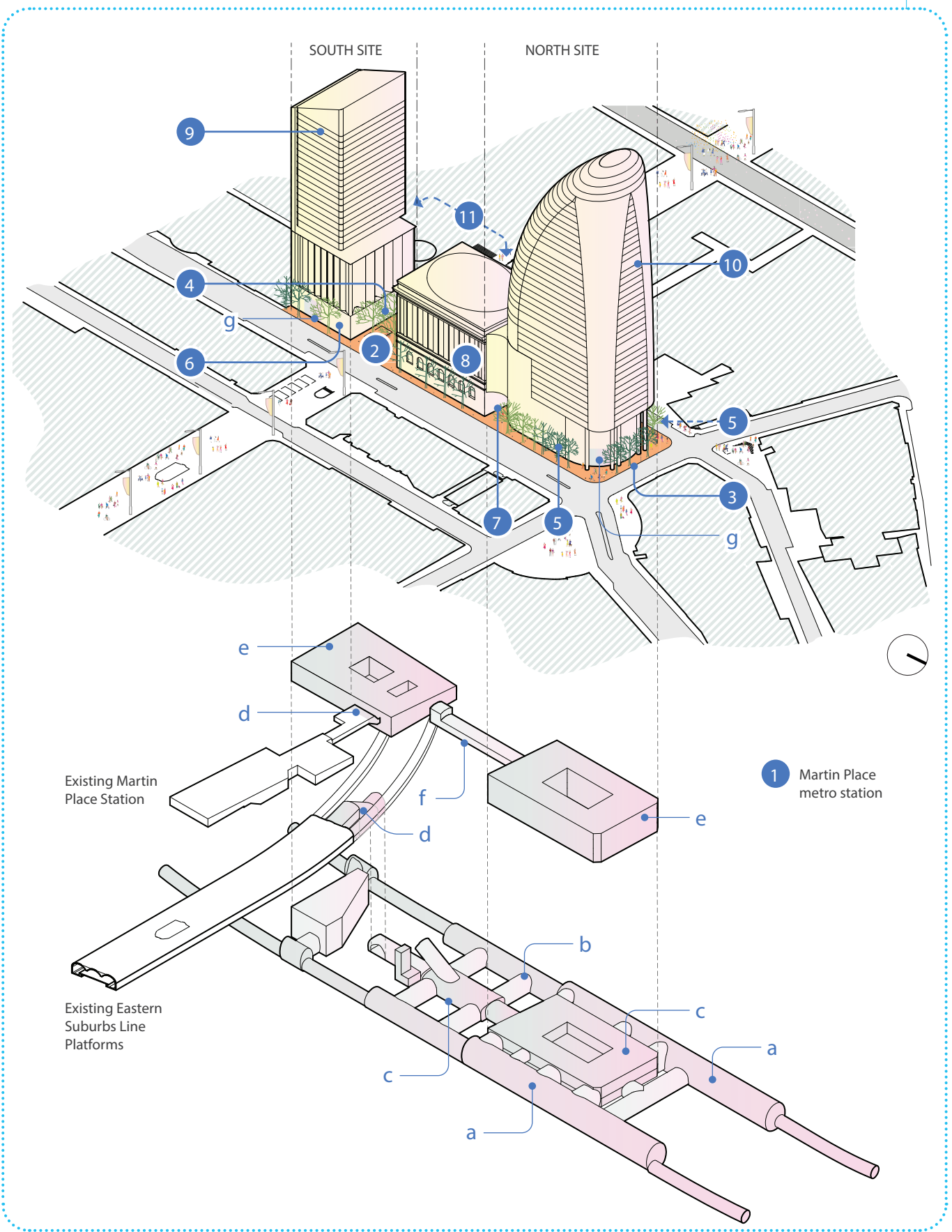
1.3 SCOPE OF THIS STATION DESIGN AND PRECINCT PLAN

This plan presents an integrated urban and placemaking outcome for the following project scope elements:

Rev. F

- 1 Martin Place metro station, inclusive of:
 - a. station caverns
 - b. connecting access adits to north and south station boxes
 - c. platform arrival hall
 - d. direct connections to the existing Martin Place Station
 - e. north and south station concourses with retail and ticketing facilities
 - f. public pedestrian link under 50 Martin Place, and
 - g. north and south station entrances.
- 2 Martin Place plaza bounded by Castlereagh Street and Elizabeth Street (referred to as Block 3 by City of Sydney). Martin Place serves as the primary public plaza of the south site.
- 3 Secondary plazas consisting of public footpaths fronting the integrated station development.
- 4 South site retail accessed from Castlereagh Street and Martin Place.
- 5 North site retail accessed from Castlereagh Street and Elizabeth Street.
- 6 Commercial office lobby entrance for the over station development (OSD) at the south, accessed from Martin Place and Elizabeth Street.
- 7 Commercial office lobby entrance for the over station development at the north, accessed from Castlereagh Street and Elizabeth Street, which also functions as a mid block through-site connection.
- 8 Interface with 50 Martin Place.
- 9 Over station development at the south, bounded by Castlereagh Street, Elizabeth Street, Martin Place and 60 Castlereagh Street.
- 10 Over station development at the north, bounded by Castlereagh Street, Elizabeth Street, Hunter Street and 50 Martin Place.
- 11 Two loading docks at the north and south sites accessed from Castlereagh Street.

These elements are identified in the diagram on the opposite page.

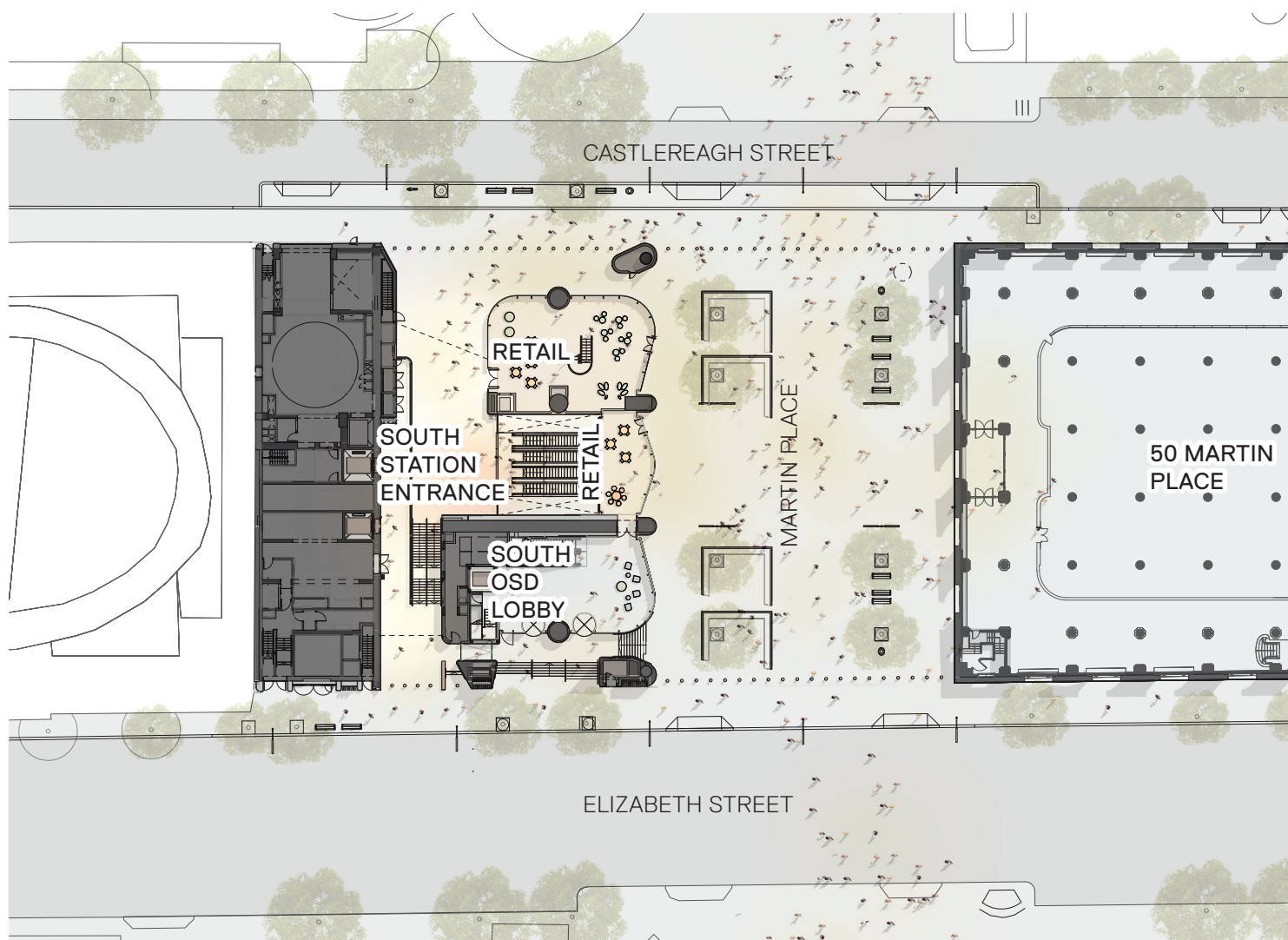


Exploded diagram identifying the key components of the Sydney Metro Martin Place Station precinct.

1.4 PRECINCT OVERVIEW

Sydney Metro Martin Place Station precinct is located close to the centre of the Sydney Central Business District in the City of Sydney Local Government Area. It comprises the entire city block bounded by Hunter Street, Elizabeth Street, Martin Place and Castlereagh Street. The precinct constitutes an area of approximately 9,400 square metres, with a dimension from north to south of approximately 210 metres and from east to west of approximately 45 metres.

The precinct also includes a significant portion of one of Sydney's most significant public spaces - Martin Place. It is recognised as one of central Sydney's great public, civic and commemorative spaces, as well as being a historically valued commercial and financial location in the Central Business District. Martin Place and a large number of buildings in close proximity to it are identified as heritage items, either as items of National, State or Local significance. 50 Martin Place, which forms part of the north site, is one of these major heritage items.



Illustrative Sydney Metro Martin Place Station precinct plan identifying the key zones within the precinct.

The metro station will serve Sydney's high-end commercial and financial district, the Macquarie Street civic precinct and the Pitt Street retail zone. A key function of the metro station will be to facilitate interchange with the existing Eastern Suburbs and Illawarra line platforms at Martin Place Station. Connection to Martin Place and the train station are important aspects of the metro station's context, with Martin Place being a primary east-west pedestrian corridor in the city centre. The design also enables over station developments to be built above the station on the north side at Hunter Street and on the south side of Martin Place.

The metro station entrances are visually prominent and envisaged as generous 'urban rooms'. Extending the materiality and character of the public domain into the station creates the opportunity for a seamless experience.



1.5 STATUS OF THIS STATION DESIGN AND PRECINCT PLAN

The information contained in this report is the latest available at the time of writing. Images presented in this plan are for illustrative purposes only, and are subject to ongoing design development. The nature of the design process on a project of this scale is one that requires continuous development and refinement until the project is constructed. Notwithstanding, this plan provides a clear appreciation of the scale, nature and treatment of the facilities proposed and their interactions with the environment.

During the process of design refinement, some changes to the design may occur. In this event, significant changes would be presented to Sydney Metro's Design Review Panel (DRP) for approval to ensure design excellence on the project is maintained. A consistency test and assessment against the current SDPP and Critical State Significant Infrastructure (CSSI) approval would be undertaken to validate the changes. Stakeholders, including the City of Sydney and the community would be consulted or informed of any significant changes to the public domain design, where appropriate. Where substantial changes to the design are made following the endorsement of this plan, an updated plan would be prepared for approval by the Secretary of the Department of Planning, Industry and Environment.

Refer to Section 2 Design Development Process for further detail on the design process.

Given the program of works and timing for completion of design documentation on the project, substantial modifications or deviations to the current design are unlikely to occur for Martin Place.



Artist's impression elevated view of the North Tower and South Tower looking northeast

1.6 COMPLIANCE WITH THE CONDITIONS OF APPROVAL

The following table identifies the requirements of the relevant conditions of approval of SSI 15_7400 and where these have been addressed in Martin Place Station Design and Precinct Plan.

Requirement for the conditions of approval	Where addressed in the plan
Condition E93	
In developing the Interchange Access Plan(s), the Proponent must consider:	Section 3.5 outlines the consultation with agencies by Sydney Metro on the Transport Interchange Access Plan for Martin Place.
a. Traffic and accessibility requirements.	
b. The Station Design and Precinct Plan(s) required by Condition E101.	Section 6 of this plan includes the station design and precinct details which would be relevant in the Interchange Access Plan for Martin Place.
Condition E21	
The Heritage Interpretation Plan must inform the Station Design and Precinct Plan referred to in Condition E101.	A Heritage Interpretation Plan (HIP) has been prepared by Tanner Kibble Denton Architects and Balarinji. The outcomes of this HIP has informed this SDPP. Refer to sections 4.3, 5.2 and 5.3 of this plan.
Condition E78	
The Proponent must undertake supplementary analysis and modelling as required by the TTLG to demonstrate that construction and operational traffic can be managed to minimise disruption to traffic network operations, public including changes to and the management of pedestrian, bicycle and public transport networks transport services, pedestrian and cyclist movements. Revised traffic management measures, must be incorporated into the Construction Traffic Management Plan(s), Interchange Access Plan(s) and Station Design and Precinct Plan(s).	N/A. No supplementary analysis or modelling has been requested by the TTLG.
Condition E101	
Before commencement of permanent built surface works and/or landscaping, the Proponent must prepare Station Design and Precinct Plans (Station Design and Precinct Plans) for each station.	This plan.
The Station Design and Precinct Plan must be prepared by a suitably qualified and experienced person(s), in collaboration and consultation with relevant stakeholders including but not limited to relevant council(s), the Department and the local community.	Section 1.1 details the qualifications and experience of the authors of the plan. Section 3 details the consultation that has occurred during preparation of the plan. This is supported by the consultation evidence provided in Appendix A and B.
The Station Design and Precinct Plan(s) must present an integrated urban and place making outcome for each station or end state element.	Refer to sections 4.4 and 6.4 of this plan.
The Station Design and Precinct Plan(s) must be approved by the Secretary following review by the Design Review Panel (DRP) and before commencement of permanent aboveground work.	This plan has been submitted to the Secretary for approval. Section 3.4 details the review undertaken by the DRP.
Each Station Design and Precinct Plan must include, but not be limited to:	

Requirement for the conditions of approval	Where addressed in the plan
a. Identification of specific design objectives, principles and standards based on: i. The project design objectives as refined by the DRP. ii. Maximising the amenity of public spaces and permeability around entrances to stations. iii. Local environmental, heritage and place making values. iv. Urban design context. v. Sustainable design and maintenance. vi. Community safety, amenity and privacy, including 'safer by design' principles where relevant. vii. Relevant urban design and infrastructure standards and guidelines (including relevant council standards, policies and guidelines). viii. Minimising the footprint of the project (including at operational facilities).	Section 4 identifies the design objectives, principles and standards.
b. opportunities for public art;	Sections 5.3 and 5.4 outline the reinstatement of salvaged artworks into the precinct, and detail opportunities for new public art commission by Sydney Metro and Macquarie.
c. landscaping and building design opportunities to mitigate the visual impacts of rail infrastructure and operational fixed facilities (including the Chatswood Dive, Marrickville Dive, Artarmon Substation, station structures and services, noise walls etc.);	Noting that Martin Place metro station is situated wholly below ground, section 5.1 details landscaping and building design strategies implemented to mitigate visual impact of rail operational infrastructure within the precinct.
d. the incorporation of salvaged historic and artistic elements onto the project design, including but not limited to the Tom Bass P&O fountain, the Douglas Annand glass screen (if present), the Douglas Annand wall frieze and heritage fabric from Martin Place Station, unless otherwise agreed by the Secretary;	Section 5.3 outlines the incorporation of salvaged elements into the project including the reinstatement of salvaged artworks and opportunities for heritage interpretation at the interface of the metro station with the existing Martin Place Station.
e. details on the location of existing vegetation and proposed landscaping (including use of endemic and advanced tree species where practicable). Details of species to be replanted/revegetated must be provided, including their appropriateness to the area and habitat for threatened species;	Section 6.4 details the landscaping design elements within the precinct.
f. a description of the CSSI design features, including graphics such as sections, perspective views and sketches for key elements of the CSSI;	Section 6 details the key CSSI design features within the precinct.
g. the location, design and impacts of operational lighting associated with the CSSI and measures proposed to minimise lighting impacts;	Section 6.5 details the lighting strategy for the precinct and CSSI elements of the project.
h. details of where and how recommendations from the DRP have been considered in the plan;	Section 3.4 details the feedback from the DRP and where and how the recommendations have been considered.
i. the timing for implementation of access, landscaping and public realm initiatives; j. monitoring and maintenance procedures for vegetation and landscaping (including weed control), performance indicators, responsibilities, timing and duration and contingencies where rehabilitation of vegetation and landscaping measures fail; and	Section 7 outlines the implementation of the plan. Section 6.4.7 outlines monitoring and maintenance procedures for landscaping.
k. evidence of consultation with the community, local Councils and agencies in the preparation of on the Station Design and Precinct Plan(s) and how feedback has been addressed before seeking endorsement by the DRP.	Section 3 details the consultation that has occurred during preparation of the plan and how this feedback has been addressed. This is supported by the consultation evidence provided in Appendix A and B.

Requirement for the conditions of approval	Where addressed in the plan
Elements covered by Station Design and Precinct Plan(s) must be complete no later than the commencement of operation of the Sydney Metro to paid services, unless otherwise agreed with the Secretary. Note: The Station Design and Precinct Plan may be submitted in stages to address the built elements of the CSSI and landscaping aspects of the CSSI.	Section 7 outlines the implementation of the plan.
Condition E102	
The Station Design and Precinct Plan must achieve a minimum visual impact rating of at least "Minor Benefit" as defined in the EIS for all design elements of the project, where feasible and reasonable. Where it can be demonstrated, to the DRP's satisfaction, that a "Minor Benefit" is not achievable, then a "Negligible" visual impact rating must be achieved as a minimum.	Section 8 provides the visual impact assessment and identifies the rating achieved.

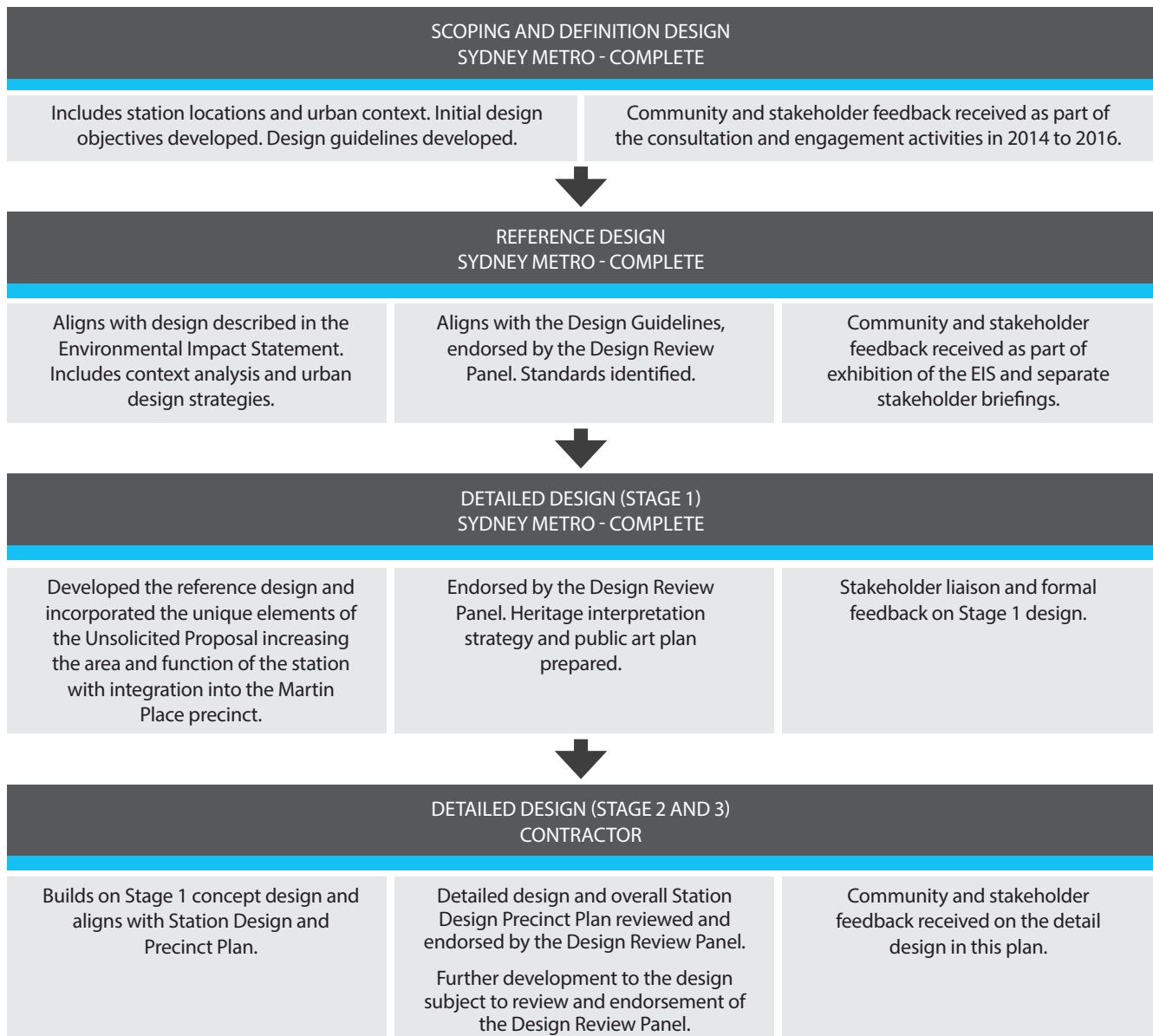
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2. DESIGN DEVELOPMENT PROCESS

2.1 DESIGN DEVELOPMENT

The design for the Sydney Metro City & Southwest Chatswood to Sydenham project has developed from an initial design through to the detailed design (refer to flow chart below). At each stage a range of consultation and stakeholder engagement activities have occurred. This has also been supported by the

development of design objectives, the Chatswood to Sydenham Design Guidelines and now this Station Design and Precinct Plan, all of which have been refined in consultation with Sydney Metro's Design Review Panel.



2.1 DESIGN DEVELOPMENT (CONTINUED)

This plan draws upon the design work that occurred prior to obtaining planning approval for context, and then details the design work and associated consultation activities that have occurred since planning approval was obtained (i.e. during the detailed design stage).

This plan relates to Sydney Metro Martin Place Station design and surrounding public domain precinct which is subject to the Critical State Significant Infrastructure (CSSI) project approval SSI 15_7400. The approval and design of any residual or over station development component is subject to that relevant planning approval and associated design process. The station design has developed concurrently with the over station designs to ensure that all are coordinated from an integrated development perspective.

The design of the station and surrounding precinct has been driven by the customer experience, with decisions made with consideration toward the passenger journey and solutions crafted in consultation with the community, Sydney Metro, and specialty consultants.

Wayfinding to and through the station is reinforced through the provision of station entrances in locations which are prominently visible from the surrounding public domain from Castlereagh Street, Elizabeth Street, Hunter Street, and Martin Place.

The integration of the station into the flourishing Sydney Central Business District is supported through the following architectural gestures:

- Linking the metro station to surrounding streets, developments and train station though above and below pedestrian connections.
- Providing new accessible access points from Elizabeth and Castlereagh streets.
- Enhancement of Hunter Street with a new public space offering.
- Revitalising a key block of Martin Place.
- Establishing new through-site links in north and south sites.
- Hard and soft landscaping to define meeting points which are supported by street furniture, lighting and signage.

Within the station, intuitive wayfinding is enhanced through the incorporation of natural light. Atrium voids in the north and south sites physically and visually connect below ground levels. Consistent material selection based on heritage and local environment values, along with the incorporation of direct and logical spaces, clearly sight lines to all forms of vertical circulation further serve to enhance the customer journey.

The design provides a seamless high-quality customer experience whether it is the passenger's first time at the station and area, or if they are a daily commuter.

Refinement of the station and precinct design is ongoing, with emphasis placed upon enhancing the visual appeal of the station to celebrate the journey and provide an inspiring experience. These refinements are subtle in nature and are designed to further respond to the varied needs of users who activate the station and precinct.

As noted in section 1.5, where substantial changes to the design are made following the endorsement of this plan, an updated plan would be prepared for approval by the Secretary of the Department of Planning, Industry and Environment.

3. COLLABORATION AND CONSULTATION

The stakeholder and community consultation process for Sydney Metro City & Southwest has played an integral role in informing the design of the project since its initiation.

Consultation and engagement activities informed the Stage 1 design and were documented in the Chatswood to Sydenham Environmental Impact Statement (EIS) and the Chatswood to Sydenham Submissions and Preferred Infrastructure Report (SPIR).

Consultation with State Government agencies, City of Sydney, and other utility companies has continued throughout the development of the Stage 2 developed design and the Stage 3 detailed design. This consultation has informed the preparation of this plan.

The project community engagement team has undertaken ongoing engagement activities with the Martin Place community, including businesses. Feedback received during formal and informal engagement throughout is provided to the project design team for consideration.

3.1 CONSULTATION DURING PREPARATION OF THE STATION DESIGN AND PRECINCT PLAN

This SDPP has been prepared in collaboration and consultation with the following relevant stakeholders:

3.1.1 Design Review Panel (DRP)

Refer to section 3.4 for list of items presented and key issues raised by the DRP in relation to SDPP design features, and how these issues have been addressed.

3.1.2 City of Sydney

The list below lists the key meetings that have been held with the City during the development of the design:

- 5 June 2018: Introduction to Public Domain design, with focus on proposal for Martin Place tree pits and terraces.
- 19 June 2018: Tree pits and terraces development, discussion on potential links to MLC, Chifley Square, Bligh Street and 52 Martin Place.
- 21 August 2018: Tree pits and terraces development.
- 12 December 2018: Vertical transport strategy evolution, overview of station design, Martin Place drainage strategy.
- 13 February 2019: Public domain update, tree pit development, drainage strategy development, north loading dock driveway.
- 11 April 2019: Tree pit development, tree alignment studies, drainage strategy development, north loading dock driveway development.
- 11 July 2019: Revised tree alignment, north

loading dock driveway development, introduction to SDPP process.

- 5 August 2019: Public domain visual survey and strategy of footpaths, kerbs, street tree positions, lighting, street furniture, Martin Place terraces study, and northeast station entrance.
- 5 December 2019: The City of Sydney were taken through the public domain architectural Design Stage 2 documentation, which were issued to them prior for review.
- 11 December 2019: Civil footpath design.
- 19 December 2019: Civil footpath design.
- 4 March 2020: Revised public domain architectural drawings and Civil drawings presented, which were issued to the City prior for review.
- 15 April 2020: Pre-meeting to brief the City of the upcoming Metro DRP presentation.
- 25 May 2020: Lighting.

3.1.3 Other parties

In addition to the above the project has engaged and consulted with the following:

Sydney Water

- May - June 2019: Engagement and various works approvals.
- March 2019: Potable and waste water services.

Ausgrid

- 4 March 2019: Preliminary meeting/request submitted
- 15 May 2019: Preliminary meeting/approval received from Ausgrid
- 10 October 2019: Ausgrid NS113 issued
- 4 December 2019: North Tower, preliminary substation design issued to Ausgrid
- 20 May 2020: Final South Tower and North Tower substation design issued to Ausgrid including Sydney Metro earthing and bonding strategy)

Sydney Coordination Office

- January 2020: Roads around development (through Sydney Metro).

Fire and Rescue NSW

- 31 May 2018: Fire engineering principles.
- 17 December 2018: Hydrant system design.
- 24 January 2019: Water supply, fire engineering brief discussion.
- 28 May 2019: Precinct fire engineering brief discussion.
- 26 June 2019: Fire engineering brief discussion.
- 23 September 2019: Fire engineering strategy update.
- 24 September 2019: Fire engineering brief presentation strategy with Sydney Metro.
- 11 December 2019: Fire engineering brief performance solutions.

Jemena

- May - June 2019: Provisional approval, protection of existing assets.
- 1 November 2019: Provision for natural gas supply services.

Roads and Maritime Services, NSW Police, NSW Ambulance

- 16 October 2020: Fire engineering report / design.

Sydney Trains

- 11 June 2019: Briefing on fire engineering design.
- 16 September 2019: Sydney Trains fire engineering strategy.
- 8 October 2019: Fire life safety strategy.
- 22 October 2019: Earthing and bonding, heritage, pedestrian modelling, information displays.
- 5 November 2019: Above topics, security, ventilation.

Accessible Transport Advisory Committee (ATAC)

- 25 February 2020: Design, facilities, provisions for accessibility.

Heritage Working Group

- 7 April 2020: Obligations, program, project overview, CSSI Conditions of Consent status update, heritage items.

3.2 CONSTRUCTION AND TRAFFIC MANAGEMENT PLAN CONSULTATION

The project has also prepared a Construction Traffic Management Plan, in consultation with Sydney Metro's Traffic and Transport Liaison Group (TTLG). This has been submitted to Transport for NSW for approval following Sydney Coordination Office endorsement. In addition, a dilapidation report for local roads (proposed to be used by heavy vehicles for the purposes of the development) has been prepared and submitted to the City of Sydney prior to the commencement of heavy haulage.

- During design development and the detailed design stage of the project the Sydney Metro Design Review Panel (DRP) has been kept informed and presented the design and the progress of the SDPP through a regular series of DRP review sessions. As a final step the SDPP has been presented to the DRP for their review and endorsement prior to submission to the NSW Department of Planning, Industry and Environment, as required by Condition E101 (i.e. for the Department's review and final endorsement).

3.3 SDPP CONSULTATION AND REVIEW BY THE DESIGN REVIEW PANEL, THE COMMUNITY AND THE CITY OF SYDNEY

As part of satisfying the SDPP E101 planning condition the following parties have been taken through the SDPP document and their feedback has been received:

- The City of Sydney.
- The local community. The consultation process and outcomes for the Sydney Metro Martin Place Station works during design and construction is undertaken via a collaborative process agreed between Sydney Metro, Macquarie Group and Lendlease. For the purposes of the SDPP, the community is defined as those living or working within 500m radius of the Martin Place Precinct and Stakeholders who currently receive regular project updates. Public display of this plan will take place in late 2020 and the local community will be invited to provide feedback. The availability of the plan for comment will be promoted via:
 - Letterbox drop to 200m radius of Sydney Metro Martin Place.
 - Publishing the document online via Lendlease project web page.
 - Email notification to those registered for Central Station Metro project updates.

Evidence of the collaboration and consultation has been provided in Appendix A.

3.4 REVIEW BY THE DESIGN REVIEW PANEL

The following table illustrates the key issues raised by the Sydney Metro's DRP and how these issues have been addressed. For completeness, comments raised by the OSD DRP relating to the station and precinct/public domain items have also been included. Reference to the relevant section(s) where the DRP recommendations have been considered in the SDPP are listed in the last column.

THEME	RAISED ON	STAGE	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS	SDPP SECTION
Station: North escalators	11/04/2017	USP	The Panel expressed concern regarding the switchback escalators at the North station from street level to platform and requested studies to be tabled at the next session. The Panel also requested benchmark studies be undertaken for long escalators, particularly from a human factors/CCD perspective.	Metro	Further design work has been undertaken by the design team to identify improvements to escalator landing locations in the North station to improve customer experience. Two linear escalator runs have been introduced with a single corkscrew move at concourse level. Sydney Metro Northwest (Macquarie Park) benchmark was presented and reviewed to identify similar escalator runs in voids and their successful implementation. Quality of customer experience was demonstrated and improvement to design identified. This design work was well received with no further feedback offered.	Completed	Section 4.8; Section 6.2.5
Station: North atrium	22/08/2017	USP	The Panel noted the depth of the North station entrance hall and requested information on how abundant natural light (as appears in photo montages) will be brought to its lower levels.	Metro	The design team presented strategies for bringing natural light into the lower levels through use of material finishes to reflect light from horizontal and vertical surfaces into the atrium space. The design team also continued to develop the natural and artificial lighting design through a Real-time model. The Panel were taken through this model to understand the natural lighting of the Station, and was supportive of the design. The Panel offered no further feedback.	Completed	Section 6.2.7; Section 6.2.10
Station: Pedestrian link under 50 Martin Place	19/09/2017	USP	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.	Metro	The Panel were introduced to the strategies currently being developed with Macquarie and will continue to update the Panel as these strategies develop. The Panel offered no further feedback.	Completed	Section 6.2.8
North Tower: Through site connection – character	01/05/2018	USP	The Panel supported the opportunity for a true public connection but expressed concern that the podium form resulted in the opportunity for a generous and publicly accessible through site connection to be diminished and subservient to street wall continuity. The Panel requested further information relating to the intended character and operation of the space, which should emphasise the publicness of the connection.	OSD	The project team presented an update of the design of the through site connection as an open plaza (5/6/2018). The Panel supported the direction being pursued noting the intention to improve permeability between the office entry and the station concourse.	Completed	Section 6.2.4
	15/05/2018	USP	The Panel expressed concerns that the current approach to Elizabeth Street and Castlereagh Street entries is unclear and recommended a more decisive approach to either provide a fully open and publicly accessible space, or an enclosed lobby space, with the Panel's preference being a publicly accessible space.	OSD	The project team presented an update of the design of the through site connection as an open plaza (5/6/2018). The Panel supported the direction being pursued noting the intention to improve permeability between the office entry and the Station concourse.	Completed	Section 6.2.4
	05/06/2018	USP	The design team presented a developed ground plane that introduces a new stair along the west edge of the north atrium to connect the OSD entrance to the Metro entrance hall for increased permeability. The glazed lobby façade at the OSD entrance was also removed. The Panel noted that while the updated plans are greatly improved with circulation spaces being much clearer, further work is required to ensure appropriate clarity between the Station and OSD entry noting that there is ambiguity between the public and private areas, and that public areas, including the through site connection, should be able to be perceived as public.	Metro/OSD	The public spaces and materials were presented. The Panel offered no further feedback.	Completed	Section 4.8; Section 6.2.7
	18/12/2018	ARDS1	The Panel noted that legibility, accessibility and public character of the through site connection required further resolution, and noted that further information relating to the intended character and operation of the space should emphasise public connections.	OSD	The public spaces and materials were presented. The Panel offered no further feedback.	Completed	Section 6.2.4

THEME	RAISED ON	STAGE	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS	SDPP SECTION
North Tower: Through site connection – Materials and finishes	01/05/2018	USP	The Panel requested further information on detail of material palette and architectural expression which supports the intended relationship to 50 Martin Place.	OSD	The materials palette was presented to the Panel (19/03/19). The panel supported the approach to the design of the podium and materials samples provided.	Completed	Section 6.3.1.4; Section 6.3.2.4
	19/03/2019	ARDS1	The Panel requested details of the materials palette and architectural expression that supports the intended relationship to 50 Martin Place and the creation of a grand public room distinguishable from the Macquarie lobby, such as the continuation of stone cladding from the outside in, to resolve legibility, accessibility and public character.	OSD	The design team presented further developed materials and finishes to the through site connection The panel offered no further feedback.	Completed	Section 6.3.2.4; Section 8.5.3
North Tower: Through site connection – Castlereagh Street access	05/06/2018	USP	The Panel requested further resolution on access to the through site connection which seemed overly constricted from Castlereagh Street. The Panel suggested the investigation of opportunities to provide DDA access to Castlereagh Street including consideration of replacing the stairs with escalators and finding space to collocate lifts, and strongly recommended further consideration be given to reducing the steepness of the stairway from Castlereagh Street if neither of these strategies are an option.	OSD	The project team investigated the points raised and adjusted the Castlereagh Street stair goings and risers to reduce steepness and provide an “easy stair”. The stair width was also increased to 3m wall to wall. The Panel offered no further feedback.	Completed	Section 6.2.4; Section 6.3.1.1
North Tower: Through site connection – Wayfinding	01/05/2018	USP	The Panel requested further information on clear wayfinding logic to support the legibility of vertical and horizontal circulation between the through site connection as well as to the Station entrance and the levels above and below. The Panel noted that the analysis of paths of travel was unconvincing and requested further information that demonstrates the logic of vertical and horizontal circulation pathways.	OSD	The design has changed significantly since this time with a fully open through site connection and fully open ground plane. The Panel offered no further feedback.	Completed	Section 6.2.4; Section 6.3.1.1
North Tower: Through site connection – Security line	05/06/2018	USP	The Panel noted that further clarity is required in relation to the security lines and its intended detailing as this will designate the extent of public domain.	OSD	The design team presented updated security gate line locations. The Panel offered no further feedback.	Completed	Section 6.4
	18/12/2018	ARDS1	The Panel noted the need for gates to secure the through site connection after hours, however these must not conflict with the reinstated artworks.	OSD	The design team presented the location of the artwork clear of the security gate line. The Panel offered no further feedback.	Completed	Section 5.4
	18/12/2018	ARDS1	The Panel requested confirmation that the security gate off Elizabeth Street is located at the innermost end of the entrance	OSD	The design team presented security gate line at innermost end of the entrance on Elizabeth Street. The Panel offered no further feedback.	Completed	Section 6.3.2
North Tower: Through site connection – 50 Martin Place interface	03/07/2018	USP	We anticipate the resolution of the through site link will celebrate the commemorative plaque and reveal the viewing window to 50 Martin Place at a future stage.	OSD	The project team presented the proposal to reinstate the Institute of Engineers plaque in its original location. The Panel supported the proposal to reinstate this element. The Panel offered no further feedback.	Completed	Section 5.3.3.2
North Tower: Awnings	01/05/2018	USP	The Panel requested further information on verification of awning requirements for the entrances to the through site connection – noting the proposed discontinuous awning was in question.	OSD	The design team presented awning design and the Panel noted and supported heights of awnings which differentiate entrances to public and private spaces (20/12/18).	Completed	Section 6.3.2.4
	07/08/2018	USP	The Panel expressed support the awning proposed for improved weather protection on Castlereagh Street, subject to detailed design. The Panel recommended it be lowered as far as possible to improve weather protection, particularly the portion of the awning which is raised to mark the entrance to the through site connection.	OSD	The design team presented to the Panel (18/12/2018) the approach to wayfinding to ensure clarity of identity between the Metro and OSD entries. The Panel expressed support for this approach, noting that further work would be done to achieve a more refined outcome.	Completed	Section 6.3.2.4
	07/08/2018	USP	The Panel noted that further design refinement is required to ensure the awnings that mark entrances to public and private spaces are differentiated.	OSD	The design team presented the approach and principles determining awning heights, with the height on Elizabeth Street referencing the stone datum of 50 Martin Place, and the raised awning on Castlereagh Street in accordance with Metro requirements (20/12/18). The Panel expressed support for the heights of awnings, which differentiate the entrances to public and private spaces.	Completed	Section 6.3.2.4
South Tower: Ground plane	05/06/2018	USP	The Panel expressed interest in the integration of the proposed South Tower with Martin Place and the surrounding precinct. The Panel noted that the design is generally heading in the right direction, and requested diagrams indicating the connectivity to the precinct in the next iteration. The Panel advised this should include the interface (connectivity and activation) to Martin Place and customer desire lines across Castlereagh Street.	Metro/OSD	Information was provided to the Panel as requested (18/06/2018). The Panel offered no further feedback.	Completed	Section 6.4

THEME	RAISED ON	STAGE	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS	SDPP SECTION
South Tower: Retail	07/08/2018	USP	The Panel noted that while the proposed food and beverage uses are adequately accommodated and serviced, a significant level of transparency is needed through these spaces to provide visual access and physical permeability to the metro station facilities.	Metro/OSD	The design team presented detailed development to demonstrate how visual connectivity between Martin Place and the Station is maximised and how physical permeability is achieved.	Completed	Section 6.3.2.4
	07/08/2018	USP	The Panel noted that the retail fronting Martin Place appears low in height, impeding views into the metro station.	Metro/OSD	The height of the retail fronting Martin Place is maximised within the constraints of structure, station circulation clearances and public domain levels to ensure level access. The project team presented views through the retail between Martin Place and the Station (17/09/19, 17/12/2019). The Panel offered no further feedback.	Completed	Section 6.3.2.4
	07/08/2018	USP	The Panel requested dimensioned sectional drawings to be provided.	Metro/OSD	The project team presented key dimensions of the Station entrance (17/12/2019). The Panel offered no further feedback. To scale sectional drawings were included in the Stage 2 SSDA.	Completed	Section 4.1
Station: Signage and wayfinding	07/08/2018	USP	The Panel requested that the signage and wayfinding strategy be presented for discussion.	Metro	The design team presented the signage and wayfinding strategy to the Panel (17/09/2019). The Panel supported the signage and wayfinding approach, and offered no further feedback.	Completed	Section 4.8
Station: South entrance hall	07/08/2018	USP	The Panel requested further resolution and information on the internal scale of the metro station entrance including heights from ground to mezzanine and mezzanine to ceiling, the pitch of the stair to Elizabeth Street and the depth of beams.	Metro/OSD	The project team presented key dimensions of the Station entrance (17/12/2019). The Panel offered no further feedback	Completed	Section 8.4
Retail Strategy	07/08/2018	USP	The Panel supported the articulation of the ground plane and Metro station entry which achieves a positive contribution to the street, also acknowledging aims to activate the frontages to Castlereagh Street and Martin Place through retail uses. The Panel requested the presentation of the retail activation strategy to inform the design of retail spaces and their relationship to the public realm	Metro/OSD	The Martin Place retail strategy was supported by the panel	Completed	Section 6.3.2.4
Heritage Interpretation Strategy	19/03/2019	ARDS1	The Panel requested an update on the heritage interpretation strategy.	Metro/OSD	The Heritage Interpretation Strategy was presented and endorsed by the Panel	Completed	Section 5.3
Precinct: Street lighting	16/07/2019	DS2	The Panel encouraged the project team to work with the City of Sydney to ensure lighting in the public domain is consistent with the City's strategic intentions and achieves a unified approach for the entire east-west spatial corridor.	Metro	The Panel offered no further feedback	Completed	Section 6.5
Station: MLC connection	16/07/2019	DS2	The Panel expressed support for the reinstatement of the connection below Castlereagh Street to MLC and requested the opportunity to review options. A briefing from the City of Sydney on the status of negotiations to facilitate reinstating the connection to MLC under Castlereagh Street was also requested.	Metro	The Panel offered no further feedback.	Completed	Section 8.3
Precinct: Pedestrian crossing (Castlereagh Street)	16/07/2019	DS2	The Panel expressed support for the extension of the Castlereagh Street pedestrian crossing at the southern entry (kerb line and signalised crossing). The Panel also noted that opportunities to rationalise the pedestrian signals and raise the road pavement of Castlereagh Street should also be investigated.	Metro	It was agreed with the Panel no further consultation is required on this matter.	Completed	N/A
Precinct: Bus stops	16/07/2019	DS2	The Panel noted that the public domain base plan should include bus stops to ensure the broader integration with the city is captured.	Metro	The Station Design and Precinct Plan identifies bus stops as per the Interchange Access Plan (IAP) for Martin Place.	Completed	Section 3.5
Design objectives	16/07/2019	DS2	Preliminary sections of the Station Design and Precinct Plan were presented including project design objectives. The Panel requested that the objectives be revised to recognise the importance of integrating into the broader city.	Metro	The project team presented the Panel with the revised design objectives (20/08/2019) capturing the broader city. The Panel advised that the endorsed Sydney Metro design objectives should be used as endorsed by the Panel in March 2017 and remain relevant across the City and Southwest projects. These endorsed design objectives are included in the Sydney Metro Chatswood to Sydenham Design Guidelines.	Completed	Section 4
Station: Materials and finishes	16/07/2019	DS2	The Panel expressed concern regarding the extent and 'homogeneous' quality of the wall cladding throughout the Station. The Panel requested further consideration be given to variations in panel colour/texture/pattern, which could also assist with wayfinding.	Metro	The design team presented detailed design development of the Station materials and finishes (17/09/19) to the Panel, introducing a variety of crafted overlays through form, colour, texture and scale as a wayfinding mechanism and to add greater vibrancy to the Station environment. These moves were widely commended by the DRP.	Completed	Section 6.2.10

THEME	RAISED ON	STAGE	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS	SDPP SECTION
Station: North stair	05/06/2018	USP	The design team presented the north station stair between ground floor and lower ground to be reoriented to sit east-west to create a better relationship with the Hunter Street footpath running parallel to it. The Panel noted that this rearrangement improves the clarity of circulation, however the resulting changing interface of the stair with the northern façade and Hunter Street footpath requires further resolution.	Metro/OSD	The design team presented a revised stair arrangement that pulls the stair away from the north façade to eliminate the direct interface of the stair to the northern façade and external footpath, and curves into the entrance hall, introducing a internal landscaping/seating opportunity that can in turn tie together the east and west entrances, and Hunter Street. The Panel commended the reworked stair design, in particular the curving of the stair and separation from the façade, and the inclusion of public seating that is not directly linked to retail space.	Completed	Section 6.4
Station: North Station/ public lifts legibility	05/06/2018	USP	The Panel expressed concerns about the legibility of the lifts which are considered tucked away with implications to identity and wayfinding.	Metro/OSD	The design team presented a revised geometry to the lift core (18/06/2018), which allow the lifts to be visible and clearly accessible from the Elizabeth Street entrance. This design work was well received with no further feedback offered.	Completed	Section 6.3.2
Station: North Station/ public lifts accessibility	05/06/2018	USP	The Panel emphasised the need for the disabled access off Elizabeth Street, which occurs between columns, to be made as generous as possible.	Metro/OSD	The design team presented a revise lift core with reduced mass to increase the width of the accessible path of travel from the street to the lift lobby. The Panel expressed support for the increased width off Elizabeth Street which provides a generous opening for disabled access, with no further feedback offered.	Completed	Section 6.3.2
Station: North façade glazing line	05/06/2018	USP	The Panel noted that further design development is required on the extent of glazing noting the tension between openness along the setback and securing the building/protecting from birds entering the spaces. The Panel also noted in a subsequent session (07/08/2018) that the extent of enclosure and glazing at the Hunter Street entries is unclear	Metro/OSD	The design team presented information to the Panel (18/12/2018) on extent of glazing and security shutter lines to delineate between internal and external. Then Panel expressed support for the security gates to the corner entrances which align with the façades above, with no further feedback offered.	Completed	Section 6.2.7
Station: Northeast entrance	18/06/2018	USP	The Panel noted that they did not support the use of plinth and balustrade elements to resolve level changes at northeast entrance as it interrupts physical and visual links from Chifley Square and Phillip Street. The Panel requested further resolution to prioritise these connections.	Metro	The design team presented further design development on the entrance (07/08/2018) to remove the use of solid wall elements that cut the entrance off from Hunter Street, by introducing a more welcoming corner entrance with tiered terraced steps to resolve the level changes. Additional footpath width was also achieved as a result. The Panel expressed support for the demonstrated improvements to the Hunter Street ground level and entry, commending the proposal for curved stairs as having improved the visual and physical links from Chifley Square and Phillip Street.	Completed	Section 6.4.6
	07/08/2018	USP	The Panel noted the design work that has occurred and is satisfied that the proposed arrangement successfully minimises the extent of feathered steps and achieves satisfactory pedestrian safety. The Panel looks forward to reviewing the detailed resolution of this interface.	Metro	The design team presented further development on this area to the panel (15/06/2020) as part of the landscaping and north station entrances resolution. The Panel offered no further feedback.	Completed	Section 6.4.6
Station: Hunter Street interface	18/12/2018	ARDS1	The Panel noted that the building interface with Hunter Street requires further resolution to activate the space, particularly the spaces between the building and columns on the northern elevation, and how the tiered steps meet the column on the northern elevation. The panel recommended a series of benchmark ideas and options for street activation be presented for discussion at the next DRP.	Metro/OSD	The design team presented further development on this area to the Panel (21/04/2020) introducing terraced landscape internally that mirrors hard landscaping to the outside that integrates seating plinths as an HVM device to reduce need for bollards and positively acknowledges the sloping geometry of Hunter Street. The Panel were supportive of the development that has gone into the design and expressed their strong support of the plinths solution along Hunter Street and their setback from the footpath as an HVM device.	Completed	Section 6.4.6
	18/12/2018	ARDS1	The Panel noted that they are satisfied that the Hunter Street edge is heading in the right direction in terms of achieving an active, civic presence and looks forward to reviewing the detailed design including resolution of threat protection requirements, bollard design, public seating, and activation.	Metro			
	18/12/2018	ARDS1	The Panel requested larger scale drawings showing details in and around the entrances off Elizabeth Street and Castlereagh Street including how the seating steps meet the column on the northern elevation, opportunities for public gathering between the columns on the northern elevation, and the extent of enclosure and glazing at the entrances.	Metro			
	20/08/2019	DS2	The Panel noted that further consideration to extend the public seating around the Hunter Street corner is advised to help resolve the change of levels and improve integration into the tower façade.	Metro			
	17/12/2019	DS3	The Panel requested that the design team work to respond to the design opportunities created by the slope of Hunter Street and to holistically investigate and improve the civic quality of the space. Areas identified for further investigation include hard and soft landscaping, hostile vehicle mitigation, façade alignment, materiality and relationship to art works. The Panel also requested that the current solution to the level change at the Hunter/Castlereagh Street corner of the site be further considered in the context of a holistic design approach to the level change across the site.	Metro			

THEME	RAISED ON	STAGE	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS	SDPP SECTION
Station: Hunter Street landscaping details	18/12/2018	ARDS1	The Panel expressed concern about the extent of bollards along the Hunter Street façade and their proposed extension to the corner entrances. The Panel requested details of bollard design and exploration of alternatives such as an integrated approach where mullions might be used, or trees and level changes	Metro/OSD	The design team presented further development on this area to the panel (21/04/2020) introducing seating plinths on Hunter Street to function as an HVM device therefore reducing need for bollards. The panel expressed their strong support of the plinths solution along Hunter Street and their setback from the footpath as an HVM device.	Completed	Section 6.4.6
	21/04/2020	DS3	The Panel encouraged the project team to review the north east entry stair connection with the external corner column and Hunter Street plinths to see if there is a more visually consistent solution.	Metro	The design team presented further development on this area to the panel (15/06/2020). The Panel supports the proposed design of the NE entry plinth interface with the column as a more visually consistent solution to the Hunter street elevation.	Completed	Section 6.4.6
	21/04/2020	DS3	The Panel recommended further design work be undertaken where the internal north stair terminates, with a high wall presenting to the public space. The Panel recommended reviewing whether aspects of the plinth/seating language from the northern side of the stair may be considered along this southern edge to provide seating amenity. Alternatively, the Panel would like to see suggestions of how this space is intended to be used, e.g. retail.	Metro	The Panel strongly supports the proposal presented by the design team (15/09/2020) for a café to inhabit the area around the base of the NE stair. The Panel encourages the team to ensure future fitout and signage meets high standards commensurate with the quality of the overall space, to be established in future retail tenancy guidelines.	Completed	Section 6.4.6
	21/04/2020	DS3	The Panel supported the civic quality of the internal plinth and form understanding that it complies with codes, however expressed concern that the height at its westernmost end may require future installation of a barrier. The Panel suggests evidence is provided that risk assessment has been completed and is confident that this condition will not be of concern in the future.	Metro	The design team presented further development on this area to the panel (15/06/2020). The Panel supports the amended profile and additional planting to the internal plinth as a good solution to mitigate future risk of balustrade installation for fall prevention.	Completed	Section 6.4.6
	21/04/2020	DS3	The Panel expressed concern regarding pedestrian movement obstruction caused by the location of the plinth at the northwest corner, and the resultant dimension between it and the Hunter Street footpath and corner crossing. The Panel recommended reviewing opportunities to reduce the width of this stair, with the aim to removing the need for a mid-stair plinth and improving footpath access around the larger plinth.	Metro	The Panel supports the design refinement to widen the stair access and remove the central plinth from the NW station entrance which will improve pedestrian flows.	Completed	Section 6.4.6
	21/04/2020	DS3	The Panel request that the Hunter Street and intersecting street crossings be shown on future plans to aid review of the northern entries.	Metro	Item closed, crossings included in following presentation (15/06/2020).	Completed	Section 6.4.6
	21/04/2020	DS3	The Panel recommended tactile ground surface indicators (TGSIs) be included in the presentation drawings and images to ensure they're well integrated into the design.	Metro	The Panel accepted the tactile ground indicator integration into the design as presented in following presentation (15/06/2020).	Completed	Section 6.4.6
	21/04/2020	DS3	The Panel was unconvinced by the junction between the bronze mullions, granite plinth and steel garden bed edge, and suggested reviewing these varied junctions to improve consistency.	Metro	The Panel support the updated detailing of mullion junctions with the planter and plinth.	Completed	Section 6.4.6
	21/04/2020	DS3	The Panel requested further information on the durability and quality of the paint finish to the steel columns, particularly in relation to the base and the interface with the granite paving.	Metro	The Panel supports the proposed column paint finish and detailing (15/09/20).	Completed	Section 6.4.6
Precinct: North Castlereagh Street and Elizabeth Street activation	03/07/2018	USP	The Panel expressed concerns about the extent of inactive frontages to Castlereagh Street and Elizabeth Street and recommend design refinement to encourage activation, suggesting that where this cannot be achieved, the façade must be well detailed and modelled to make a positive contribution to the street.	Metro/OSD	The design team presented strategies to maximise available frontages within required OSD and Station boundary services. The Panel offered no further feedback.	Completed	Section 6.6
	07/08/2018	USP	The Panel noted a commitment to address activation opportunities and recommend a series of benchmark ideas and options for street activation be presented for discussion.	Metro/OSD	The retail activation strategy was presented. The Panel offered no further feedback	Completed	Section 6.6
Precinct: Lighting	21/04/2020	DS3	The Panel look forward to seeing the lighting strategy for the precinct/public domain and integrated art.	Metro	The Panel supports the lighting strategy presented for the public art and precinct (15/09/20).	Completed	Section 6.5

THEME	RAISED ON	STAGE	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS	SDPP SECTION
Public art strategy: interpretation	03/07/2018	USP	The Panel requested that a detailed integrated public art strategy, including proposals to reinstate the Tom Bass sculpture on Hunter Street and Douglas Annand works, be developed.	Metro/OSD	The project team presented the proposals to reinstate the Tom Bass fountain, Douglas Annand bronze sculpture and Douglas Annand ceramic tile mural. The Panel supported the proposal to reinstate these elements.	Completed	Section 5.3.3.5
	07/08/2018	USP	The Panel noted that the heritage artworks should not be obstructed by retail or other conflicting uses and suggested that an exclusion zone for the Tom Bass fountain be considered.	Metro/OSD	The project team have adopted the Panel's suggestion in the resolution of artwork locations.	Completed	Section 5.3.3.5
	07/08/2018	USP	The Panel requested illustrations be provided to accurately show the Tom Bass and Douglas Annand artworks in their final situation.	Metro/OSD	The design team presented this information to the Panel (18/12/2018). The Panel expressed support of the nominated locations to re-instate the heritage artworks in the North through site connection on the basis that the space will have a sense of being a public room. The proposed positions allow the works to be visually connected consistent with the original intent, and within visual proximity of each other.	Completed	Section 5.3.3.5
	07/08/2018	USP	The Panel recommended that the plant, which supports the Tom Bass fountain, be modernised to reduce its size and increase operational efficiency.	Metro/OSD	The project team have confirmed intent to modernise the plan supporting the Tom Bass fountain.	Completed	Section 5.3.3.5
	07/08/2018	USP	The Panel noted that further analysis should be undertaken to determine the optimal height for the Tom Bass fountain to be consistent with the artist's intent of the original installation.	Metro/OSD	The project team presented the revised design adopting the Panel's recommendations. The Panel offered no further feedback.	Completed	Section 5.3.3.5
	07/08/2018	USP	The Panel expressed some concern about the suitability of the finishes proposed for the wall in which the fountain and the Douglas Annand frieze – which the Panel believe is unsuited to an anodised aluminium surround – are to be placed and requested further details on this aspect in a future presentation with a view to being satisfied that the finishes will be commensurate with the anticipated quality and to suitably frame the artworks.	Metro/OSD	The project team presented the revised design adopting the Panel's recommendations (19/03/2019). The location of Annand artworks and the mounting of the Tom Bass fountain on stone was supported by the panel (16/04/19).	Completed	Section 5.3.3.5
	18/12/2018	ARDS1	The Panel noted that further analysis should be undertaken to calibrate the final placement of the Douglas Annand wall frieze against the height of the original placement, noting that the sculpture was originally mounted at a height of approximately 3 metres above an entrance doorway.	Metro/OSD	The project team presented the revised design adopting the Panel's recommendations (19/03/2019) to raise the mounting height of the Douglas Annand wall frieze. The Panel expressed support for the revised location of the artwork.	Completed	Section 5.3.3.5
	18/12/2018	ARDS1	The Panel requested that the location of the security grill should be reviewed to ensure it does not compromise views to the Douglas Annand wall frieze.	OSD	The design team presented the relocation of the artwork to the Castlereagh Street side. The location of Annand artworks was supported by the Panel (16/04/19).	Completed	Section 5.3.3.5
	21/04/2020	DS3	The Panel are concerned with the proximity of the hanging public art potentially overwhelming the Tom Bass (Artwork 1) and recommend relocating this hanging artwork further away from this piece.	Metro	The Panel supports the increased distance between the Mikala Dwyer and Tom Bass artworks to improve legibility of both (15/09/20).	Completed	Section 5.3.3.5
	21/04/2020	DS3	The Panel are also concerned that the granite housing does not reflect the original intention for the piece to be viewed in the continuum rather than as a framed element. The Panel recommend investigating the opportunity to extend the granite for the length of the wall, and reducing the height to read as a more accurate representation of the original context.	Metro	The Panel supports the extension of the granite housing around the Tom Bass artwork to the full length of the wall (15/09/20).	Completed	Section 5.3.3.5
	15/09/2020	DS3	The Panel recommends reviewing the height of the Douglas Annand 'Four Continents' sculpture, to lower it by one panel due to its proximity to the awning over the Castlereagh Street entrance.	Metro/OSD	The Panel accepts the project teams recommendation to shift the Douglas Annand four continents relief structure to it revised location.	Completed	Section 5.3.3.5
Public art strategy: Macquarie	25/02/2019	ARDS1	The Panel noted that the public art strategy relating to the existing artworks to be relocated, the proposed new artwork in public spaces, and the Macquarie office, were still to be presented.	Metro/OSD	The project team presented the public art strategy (16/04/2019).	Completed	Section 5.4
Public art strategy: Metro	16/07/2019	DS2	The Panel acknowledges and supports the selection process for the Sydney Metro public art and acknowledges the collaboration between the teams. The Panel looks forward to an update on the successful artist when resolved	Metro/OSD	The selected artist presented their public art proposal to the Panel (17/12/2019).	Completed	Section 5.4
Public art strategy: Integration	17/12/2019	DS3	The Panel reiterated the importance of public art being integrated into the architecture and looks forward to further development and refinement of the Public Art proposal taking account of the interrelationship between building materials, finishes and details, spatial design, art works both contemporary and historic, and lighting.	Metro/OSD	The project team presented the refined design adopting the Panel's recommendations (15/09/20). The Panel expressed support for the development of the public art proposal with respect to the interrelationshipbetween materials, finishes and lighting.	Completed	Section 5.4

THEME	RAISED ON	STAGE	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS	SDPP SECTION
Precinct: Martin Place terraces	16/07/2019	DS2	The design team presented the design of the stepped terraces on Martin Place plaza, having been through consultation with City of Sydney. The Panel similarly expressed support for the larger terraces, noting that further detail should be provided to understand how the terraces will be occupied and how public and patron safety are addressed in the detailing of the terrace edges.	Metro	The design team presented further details on the seating layouts and edge treatments of the terraces (17/12/2019), developed through further consultation with and approval from the project DDA consultant and City of Sydney. The Panel accepts the design of the Martin Place terraces.	Completed	Section 6.4.5
Station: Eastern Suburbs Line (ESL) paid link connection	19/03/2019	ARDS1	The design team presented the ESL paid link connection with a summary of the dimensional constraints based on the existing ESL train tunnels and tunnel excavation works. The Panel acknowledged these constraints and supported the approach and strategies presented to maximise the head height in the adits. The Panel requested design development updates in future sessions, noting the challenges associated with the platform level link between Sydney Metro and Sydney Trains, in particular how physical and design cues will support customer wayfinding and movement through this space.	Metro	The design team has presented further design development on the paid link connection (17/12/2019) with a focus on how visual cues from the heritage fabric of the existing train station can be carried through the link and transition into the contemporary Metro Station architecture. Consideration of passenger movement was also presented to support intuitive customer wayfinding and movement, supported by CCD testing.	Completed	Section 6.2.9; Section 5.3.3.4
	17/12/2019	DS3	The Panel supports Sydney Metro's concerns regarding visibility of vertical transportation within the ESL link and the need to preserve transparency of the shaft.	Metro	The Panel supports the changes made to the ESL link to improve sight lines and visibility to the elevator	Completed	Section 6.2.9
North tower through site link lobby landscaping	15/09/2020	DS3	Suspended planter: The Panel recommends reviewing lowering the 'ring' of landscaping at the Elizabeth Street entry due to its close proximity to the awning and lighting over.	OSD	The Panel supports lowering the planter at Elizabeth Street to allow sufficient clearance to the awning above.	Completed	Section 6.4.6

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3.5 INTERCHANGE ACCESS PLAN

3.5.1 Overview

Transport for NSW is working with the Department of Planning, Industry and Environment, Greater Sydney Commission, NSW Government Architect and the City of Sydney to develop the preferred place making vision for the area surrounding Martin Place metro station. The vision will guide transport planning and investment in the Sydney CBD – and interconnected areas – over the next 20 years and beyond. The vision will support and facilitate the outcomes envisaged by the Greater Sydney Region Plan and Future Transport 2056.

A key component of the vision is the Integrated

Access Plan (IAP), which is a series of public domain work packages to be completed as part of the Martin Place integrated station development (ISD) project. These works will occur beyond the boundaries of the development to deliver improved pedestrian amenity and safety, improved access for cyclists to and through the CBD, convenient interchanges between rail, metro, light rail/tram and bus services, and management of kerbside access to support business activity across the day, including night time activation.

The below extract from the Interchange Access Plan for Martin Place identifies these interchanges in plan.



Extract from Interchange Access Plan for Martin Place v13-4 (October 2019)
Sydney Metro Martin Place Station interchange and transfer requirements overview

3.5 INTERCHANGE ACCESS PLAN (CONTINUED)

3.5.2 Martin Place connectivity and station strategy

The station strategy for Martin Place is to:

- Provide an easy safe and intuitive transfer to and from the metro station within the existing network and road environment.
- Reflect the significance of Martin Place and flagship status of the station by designing clear, legible, iconic, integrated entries.
- Provide generous space for customers in a busy pedestrian environment by extending the public domain into station entries.

- Provide an efficient interchange in the centre of the Sydney CBD through convenient, direct connections to the T4 Eastern Suburbs and Illawarra Line platforms.
- Integrate with the public domain and transport access improvements currently planned.

The station will be the primary transport gateway to the Sydney CBD financial district that occupies approximately 50 hectares of the most prestigious real estate in the Sydney CBD. Martin Place is a major cultural, social and leisure destination during the working week and on weekends.

Table extract from Interchange Access Plan for Martin Place version 3-14, October 2019

Feature	Description
Location	Underground, south of Hunter Street between Castlereagh and Elizabeth streets.
LGA	City of Sydney.
Station entry	• A northern entry via a pedestrian plaza opening to Castlereagh, Hunter and Elizabeth streets. • A southern entry via a pedestrian plaza opening to Martin Place and Castlereagh Street. • A potential underground pedestrian connection to O'Connell Street and/or Bligh Street. • A potential underground pedestrian connection to the MLC centre.
Transport interchange	Walking, cycling, bus, suburban rail, intercity rail and taxi.
Main features and traffic arrangements	• New underground pedestrian link between the existing suburban and intercity Martin Place Station platforms and the metro station platforms. • New bike parking on Castlereagh Street at both station entries. • Existing bus stops retained on Elizabeth Street and Castlereagh Street. • Existing taxi ranks close to the station retained.
Customers	Employment, civic, commercial, retail, entertainment and recreational precincts.
Key attractions	• Circular Quay • George Street shopping precinct • Hyde Park • Hyde Park Barracks • Martin Place • Museum of Sydney • NSW Parliament • Pitt Street Mall shopping precinct • The Royal Botanic Garden • State Library • Sydney Conservatorium of Music • Sydney Hospital • The Domain • The Mint

3.5.3 Land use, transport integration and opportunities

The metro station at Martin Place will support state and local strategic and planning controls by reinforcing Sydney CBD as an important location for business, education, cultural activities and tourism, facilitating connections to the Global Economic Corridor, and enhancing the character and heritage of the area. It is expected that a metro station at Martin Place will have the following specific benefits:

- The station will form part of the interchange that provides safe and direct access and further reinforce the Sydney CBD as the anchor of Global Sydney and the largest employment centre within Australia.
- The station will provide further incentive for Sydney CBD to continue to grow and evolve as a focus of global economic activities, including international headquarters, financial institutions, law firms, accountants and insurers.
- The station will play an increasingly diverse role throughout the day and week as an events, cultural, retail, employment and transport interchange precinct. Martin Place will be reinforced as the civic spine of the city bounded by Circular Quay, the Royal Botanic Gardens, The Domain, Hyde Park and numerous cultural institutions on Macquarie Street.
- The station will further drive the attractiveness of Martin Place as the economic engine of the Sydney CBD, increasing connectivity between Martin Place and the strategic centres of the Global Economic Corridor.
- The station will provide the opportunity for the renewal and development of a number of under utilised commercial sites between Castlereagh Street and Pitt Street north of Martin Place.

These strategies and opportunities will be further developed in consultation with the Department of Planning and Environment, Greater Sydney Commission and City of Sydney.

Sydney Metro will continue to work with Transport for NSW, City of Sydney, Lendlease and other stakeholders in a collaborative manner to ensure that Sydney Metro Martin Place integrates into the planned vision of the integrated transport solution for the Sydney CBD as envisioned within the Integrated Access Plan.

Artist's impression of Martin Place plaza with the new south over station development on the left and 50 Martin Place to the right. Martin Place plaza will be a primary plaza for the Sydney Metro Martin Place Station precinct.



4. DESIGN OBJECTIVES, PRINCIPLES AND STANDARDS

The development of the design has been guided by a range of design objectives and principles.

The Sydney Metro City & Southwest Chatswood to Sydenham Design Guidelines (June 2017), as included in the planning approval documents for SSI 15_7400, provide guidelines for the spatial and functional design of the urban and public domain in each station precinct as well as the urban form of associated project elements.

These guidelines also identify five project design objectives to help meet the transformational and world class aspirations of the project. These are supported by design principles which describe the intent of the objectives for the design of the stations, station precincts and the wider metro corridor. The project design objectives and supporting principles, as reviewed and refined by the Design Review Panel, are detailed in Section 4.1.

Sections 4.2 to 4.9 detail the design principles identified in Condition E101(a) and how they have been addressed in this Station Design and Precinct Plan. Section 4.10 identifies key urban design and infrastructure standards that have informed the design.

4.1 PROJECT DESIGN OBJECTIVES

Objective 1: Ensuring an easy customer experience

Principle – Sydney Metro places the customer first. Stations are welcoming and intuitive with simple, uncluttered spaces that ensure a comfortable, enjoyable and safe experience for a diverse range of customers.

Achieved through the provision of a rational station arrangement with generous decision making points and clear and uncluttered access from street to platform using natural light and colour coding as wayfinding mechanisms. A common approach to detailing creates an architectural experience that is both distinctive and easily understood by the customer.

Objective 2: Being part of a fully integrated transport system

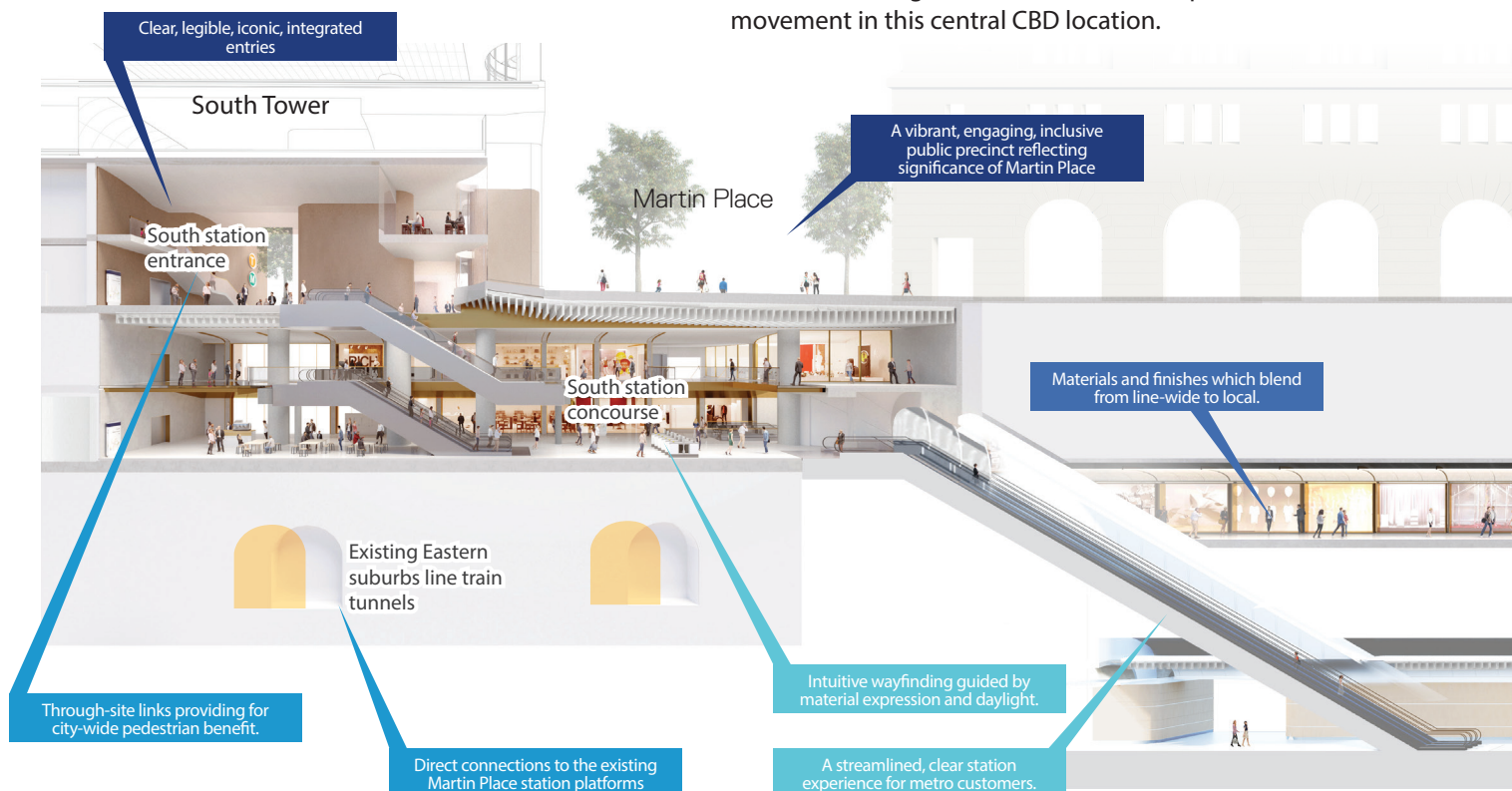
Principle – Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersect with this new spine.

Achieved through the establishment of clear, logical routes from the metro station to other public and active transport modes such as buses, taxis, light rail, cycle routes, and a direct connection to the adjacent existing Martin Place station.

Objective 3: Being a catalyst for positive change

Principle – Sydney Metro is a landmark opportunity to regenerate and invigorate the city with new stations and associated development that engage with their precincts, raise the urban quality and enhance the overall experience of the city.

Achieved through the creation of new public spaces and the upgrade of Martin Place plaza in collaboration with City of Sydney to reinforce and advance the City's ambitions for the area. New accessible through-site connections ease pedestrian movement in this central CBD location.



Sectional perspective of Martin Place metro station and precinct

Objective 4: Being responsive to distinct contexts and communities

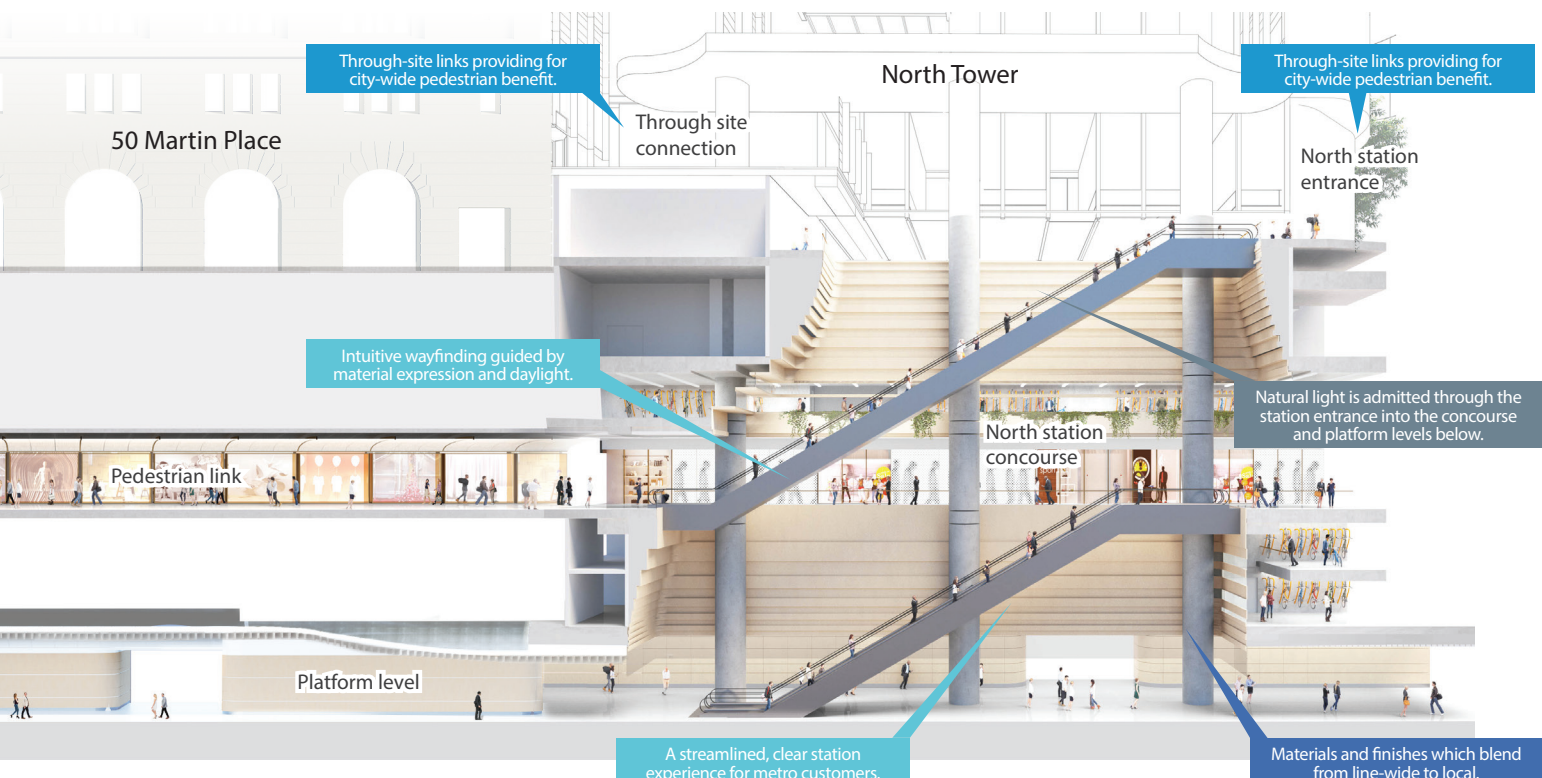
Principle – Sydney Metro's identity is stronger for the unique conditions of centres and communities through which it passes. This local character is to be embraced through distinctive station architecture and public domain that is well integrated with the inherited urban fabric of existing places.

Achieved through the establishment of universally accessible links to transport and public gathering spaces defined by soft and hard landscaping, with a considered materials palette and public art that is referential to the historic and civic contexts of the iconic area.

Objective 5: Delivering an enduring and sustainable legacy for Sydney

Principle – Sydney Metro is a positive legacy for future generations. A high standard of design across the corridor, stations and station precincts, that sets a new benchmark, is vital to ensuring the longevity of the metro system, its enduring contribution to civic life and an ability to adapt to a changing city over time.

Achieved through quality architecture that considers sustainability, maintainability and buildability. Provision for new and future links will enhance connectivity across the city, and access to natural light into the metro station will create an inviting, safe, user-friendly, and accessible transport experience which will encourage patronage.



4.2 MAXIMISING AMENITY OF PUBLIC SPACES AND PERMEABILITY AROUND STATION ENTRANCES

The following design principles and guidelines were identified in the Chatswood to Sydenham Design Guidelines to ensure that the amenity of public spaces and permeability around station entrances is maximised.

Design principle	Design response
The design must create welcoming, secure and well maintained public domain spaces and station buildings with an attractive 'sense of place'.	The enviable challenge of Martin Place metro station is to establish itself within a context that is already resonant with social and historic significance. Construction of the southern hall, directly under Martin Place itself, provides opportunity for the realisation of the City of Sydney's City North Public Domain Plan. It is an opportunity to remove clutter, redefine the street wall with the carefully curated façade of the southern podium and establish a place for gathering, for dining and for promenading. The new terraces reflect the city's desire to encourage outdoor dining, and the supporting architecture helps clarify the legibility of Martin Place as a meeting place for the people of Sydney.
The stations are to be integrated with the urban design of the adjoining precinct to provide direct and safe accessibility to the station entry.	Formal and material datums found on 50 Martin Place define a responsive architectural treatment that runs the length of Elizabeth and Castlereagh Streets as they head north to Hunter Street. Set within these formal devices are retail opportunities that serve both the street and the publicly accessible links and concourses of the northern precinct. A through site link permeates the site from east to west at the junction between the heritage Architecture of 50 Martin Place, and the new northern precinct extension. Retail frontage and end of trip facility entrances address pedestrian passage toward the Metro entrances at the junction with the steeply graded Hunter Street precinct front. The Hunter Street frontage has been drawn back in civic deference to the importance of Hunter Street. The pavement zone has been increased and a tessellated hard landscape zone disguises the overlay of hostile vehicle mitigation and offers a place to pause on this steep and busy geography. These sculpted moments of pause about the northern façade of the Metro public concourse and are geometrically mirrored through the façade to a series of terraced landscape forms within. Terraces resolve themselves into granite ledges inviting pause beneath the artwork commissioned by Metro to celebrate this place of public convergence. These areas are discussed further in section 6.4. Entry points in all directions are clearly visible, path to natural light is maximized at ground and deep down into the station below. Clear, safe and intuitive public passage is encouraged within an environment crafted to reflect and respect place; Martin Place.
Station plazas are to be designed as an extension of the internal station environment providing shelter, comfort, safety and security for customers and contributing positively to customer journey experiences. These spaces are to reflect the local public realm context and character.	The re-establishment of the Martin Place plaza as a promenade, reinforces its opportunity to benefit from and contribute to the legibility of Martin Place as a contiguous public plaza linking Macquarie Street to the east and George Street to the west. This connection supports and encourages the program of social, cultural and economic events established by the city within this precinct in recognition of its urban and national significance. Retail within the southern promenade is established over 3 levels to serve the demands of precinct activity and augment the opportunity made manifest through the re-establishment of the Martin Place Plaza.
Public spaces should be created which allow for spontaneous uses and activities by their occupants. The design should consider opportunities for temporary events, pop ups, retail spaces and the night time economy.	

Design principle	Design response
Integration of station precincts with the surrounding urban structure is to facilitate cross and through movements, enhancing precinct permeability and access to the transport interchange functions of the locality.	Changes in level from Elizabeth Street to Castlereagh Street have brought challenge but this challenge has brought opportunity. Through site links have been introduced between the Southern core and metro/OSD entrances; and at the junction between 50 Martin Place and the new northern metro entry and OSD development above. These links provide cross site accessibility and facilitate safe and easy access to multi-modal transport links. The sloping nature of these links also ensure that connectivity is encouraged across many levels, both horizontally and vertically.
Entry spaces are to be well lit, bright and welcoming to enhance customer experience providing a safe, open environment that has good permeability and clear sight lines from inside and outside the station.	The height of these spaces dictate a scale of architecture that accepts light, delivers clear line of sight and dictates an open and accessible series of spaces that offer legibility, safety and delight.
The design must provide adequate space to meet customer demands, including during peak periods and long-term patronage demands. Where constrained, this may be met by extending the public domain into the station forecourt.	East-west links across the site are located to facilitate ease of movement for metro and city patrons alike. They are sized through detailed pedestrian flow analysis to meet all of Sydney Metro's pedestrian traffic flow requirements with suitable queuing zones to lifts and escalators and forecourt areas at both entrances.
The design must provide legible, intuitive spaces to enhance customer journeys through efficient navigation and interchange.	Clarity and consistency of architectural form, material and set out ensure that passage through the station precinct is clear, intuitive and enjoyable. Messaging is minimised as the clarity of the architecture is used extensively to comfort and direct but carefully chosen moments are identified to bring clear messaging established to maximise benefit to the needs of the customer.
A system of appropriate pathway surfaces, widths and gradients is to provide safe and equitable pedestrian access throughout the public domain and to link transport modes.	All station entries are provided with appropriate, safe and equitable pedestrian access. New public domain spaces created will provide appropriate designated and graded pathways linking the variety of public spaces and other transport interfaces.
Location, scale and articulation of external walls and fences are important elements of the public realm. Their design is to be an integral part of the urban design of the station areas and corridor sites to minimise excessively long unarticulated lengths, inactive, bland and unappealing frontages.	External walls framing the Martin Place metro station precinct are designed to be an integral part of the historic and significant context within which they sit. They are crafted, porous and active. They respect their context in palette, form, detail and craft.
Station public spaces are to be designed with a consistent hierarchy of landscape treatments. The treatment of the spaces is to reflect local character and context, integrate with their settings and provide attractive space and streetscapes. The landscape design is an important component of a positive, high quality and appealing urban realm identity for Sydney Metro stations and structures.	Landscape design to the south is defined by the ambition of the City of Sydney's City North Public Domain Plan, and successfully reflects that intent. Northern landscape along Hunter Street mediates across the steeply sloping site (east to west) and the terraced transition from outside to inside (north to south). It tessellates in form and pulls back to widen pathways whilst creating moments to pause. It serves to unify geometry and programme and brings opportunity to celebrate the ambition of convergence within this complex and significant site.
Public art is to be integrated into the station and building designs to enliven and enrich the public realm and contribute to this sense of place.	Crowning this landscape nexus is a significant piece of commissioned public art that successfully responds to the broadest ambition of place. It is located with intent, to be visible from all points of axis. It dictates no hierarchy but instead defines and locates a place of public celebration; a place for all.

4.3 LOCAL ENVIRONMENTAL, HERITAGE
AND PLACE MAKING VALUES

The following design principles and guidelines were identified in the Chatswood to Sydenham Design Guidelines to ensure that the design responds to the local environmental, heritage and place making values.

Design principle	Design response
The design and location of public artwork is to be reflective of the distinctive character of each place.	There are three heritage artworks salvaged from the original P&O building at 55 Hunter Street, by Douglas Annand and Tom Bass. All three were commissioned for the building by P&O as part of its construction in 1962–63. Ahead of the building’s demolition in 2017, each work was carefully taken down and moved into secure storage. These artworks were originally integrated into the building fabric: they will be re-installed during construction into the new Sydney Metro Martin Place Station integrated station development. The Martin Place metro station design will reunite the three heritage artworks within relatively close proximity of each other, as originally intended by P&O in 1963. The reinstatement of the historical relationship between the three artworks, and with the architecture itself, offers an historical narrative that in turn responds to the Metro Culture ‘Storylines’ theme. It also helps generate significant amenity value to places of congregation within the public realm of their siting. In a manner consistent with their original intent, these artworks engage with customers as they pass through the space and encourage pause; pause to reflect on the value of place and time. Meeting places are established within this ground plane area; places that are served by associated retail and enhanced by proximity to the public artworks that define the character and value of place. The locations for reinstatement of the salvaged artworks are detailed in section 5.3, and shown below. 
Consideration should be given to integrating heritage interpretation with public art.	The locations of new public artworks are identified in section 5.4. The public art strategy and public art brief refers to heritage aspects within the vicinity of the Martin Place site, particularly 50 Martin Place (listed as a state heritage listed building) and the wider Martin Place precinct. Macquarie’s public art strategy aims to reflect both Sydney Metro’s vision for the ‘Storylines’ theme, the historic and current use of the site, and Macquarie’s values as an organisation that fosters innovation and ingenuity alongside community engagement and support. The public art brief distributed to shortlisted artists states that public art should contribute to this dialogue between the old and the new, engaging and connecting also across the vertical and horizontal spaces of the Sydney Metro Martin Place precinct. Artists were encouraged to consider the cultural heritage of the site, including Indigenous culture in the area, art and architecture, and the colonial history of the Martin Place precinct.

Design principle	Design response
Canopies and entrances are to respond to the built form and character of the surrounding context in terms of scale, setbacks and character, as well as heritage context where relevant.	Martin Place has historically been enclosed in spatial character with monumental buildings built to the street alignment. Demolition of the 1939 Prudential Assurance building and replacement with a 1960s tower setback from the street eroded the enclosed spatial quality of Martin Place. From the interpretation of lost elements, buildings and spaces, the southern station entrance and South Tower have been designed to contribute and relate to Martin Place and surrounding heritage buildings. The design of the South Tower is a highly site specific response to the conditions of the site, its role as the southern entry to the new metro station and its position in the city. The site is located on Martin Place, the preeminent cultural and ceremonial open space in the city and the heart of its commercial district. Martin Place is characterised by a streetscape of significant heritage masonry buildings and the South Tower is a contemporary reinterpretation of this building type. In particular, the design is centred on creating a contemporary interpretation of the building opposite at 50 Martin Place. In this way, it defines the 'room' between these two buildings. This architectural language is extended into the tower all the way to the roof, so that Martin Place becomes legible in the city skyline. The North Tower and metro station entrance built form is designed to respond to and enhance existing conditions at Chifley Square and Richard Johnson Square. It also ensures that these important spaces remain a distinctive, memorable and important part of the city fabric. The built form of the scheme reflects the predominant street wall heights of both Elizabeth Street and Castlereagh Street. A significant recess delineating the tower from the podium in the South Tower reinforces this alignment while a subtler articulation is proposed for the North Tower in the form of a terrace aligning to the existing terraces of 50 Martin Place. The towers above the street wall alignment, play important roles in the urban morphology of this part of the city. These provide distinctive thresholds into major public spaces; Chifley Square and Martin Place. At street level, the North Tower provides canopies along Castlereagh Street and Elizabeth Street at varied heights to ensure that entrances to public and private spaces are differentiated. Canopies are designed as simple, attached, transparent elements which allow for the full height of the monumental masonry elements to be perceived. The South Tower responds to City of Sydney requirements for covered shelter without the use of awnings on Martin Place by providing an undercroft for customers and public, thereby strengthening the reading of the street wall across Martin Place and the flanking streets.
Where Sydney Metro intervenes in or interfaces with heritage places, design excellence is to be sought to support inventive, interpretive and contemporary responses to heritage values of that place. The design should take into consideration siting, scale, form, materials and colour and details of the heritage items and place. The design should identify opportunities for heritage conservation or contribute to the celebration of local identity in station design. A positive precinct image is to be developed around the heritage values of a place or by the quality of the existing urban context. The local character is to be embraced through distinctive station architecture, a positive precinct image is to be developed around the qualities of the existing urban context.	The built form response to the Martin Place precinct takes its inspiration from the unique conditions of the site. It is designed to respond to and enhance these conditions and to ensure that the precinct is distinctive, memorable and integrated into the city fabric. In this context, the precinct's built form responds to and reflects the particular conditions of the precinct's major public spaces: Martin Place, Chifley Square, Richard Johnson Square, its streets and its heritage context. When it comes to heritage context, the key inspiration for the architecture for the precinct is 50 Martin Place. In responding to the site's existing conditions, the built form strategy seeks to support and enhance the broader urban planning of City of Sydney initiatives. In particular, the strategy aims to increase the unique character and distinctiveness of these city spaces, as places that will build Sydney's reputation as a globally recognised city. The built form seeks to maximise the opportunity afforded by such a transformational public transport initiative as Sydney Metro, to create an integrated station development that reflects the city's increasing status in our region. Section 6.3 speaks further to the strategies in which the built forms respond in both a respectful but also contemporary way to the heritage values of the site through form, scale, and material.

Design principle	Design response
Urban Design Strategies which are focussed on the local environmental values relating to Martin Place and the wider CBD context.	Refer to section 4.4.
The design must provide a comfortable environment that provides enough personal space and amenity.	Refer to section 4.2.
Customer weather protection outside the stations is provided to ensure good levels of comfortable and useable spaces at ground level	The North Tower provides weather protection along Castlereagh Street and Elizabeth Street in the form of glazed canopies, while customers and pedestrians are sheltered on Hunter Street by the tower undercroft. The South Tower responds to City of Sydney requirements for covered shelter without the use of awnings on Martin Place by providing an undercroft for customers and public. This strategy is also carried through to the Castlereagh Street and Elizabeth Street edges of the tower. Customers and pedestrians also have the option of utilising the weather protected east-west through site links offered at the station entries to traverse the site. The North Tower including the proposed weather protection was reviewed and approved by the NSW Department of Planning and Environment under Approved Application SSD 9270, dated 13/08/19. Similarly the South Tower including the proposed weather protection was reviewed and approved by the NSW Department of Planning and Environment under Approved Application SSD 9326, dated 13/08/19.
Stations and precincts are to be easy, safe and accessible, for all Public Domain, a system of appropriate pathway surfaces, widths and gradients is to provide safe and equitable pedestrian access throughout the public domain.	The new public domain design to both the northern and southern entrances resolves complex gradient changes along footpaths but more particularly at Martin Place and Hunter Street, which currently does not provide easy safe and accessible paths of travel for customers and pedestrians. In particular fully accessible through site links are provided at the north and south to traverse equitably between Castlereagh Street and Elizabeth Street. Refer to section 4.8.1 for further information on strategies implemented to provide customers and pedestrians an easy, safe and accessible journey throughout the public domain.
Provide hard and soft landscapes that establish a civic quality, reflect the existing urban character that is appropriate to local conditions.	The proposal creates high quality public domain spaces that integrate into the surrounding context, provide a strengthened avenue of trees to Martin Place and additional spaces to rest and pause. Refer to section 6.4 for more information.



The new integrated station development and public domain take inspiration from its unique site at Martin Place, in turn revitalising a key civic area of the Sydney CBD.
Source: Brett Boardman

4.4 URBAN DESIGN CONTEXT

The urban and public domain design has been developed to respond to the richness of the existing urban context anchored by Martin Place. The design sensitively and innovatively integrates with the station, the two over station developments, and into the existing urban context while also responding to and furthering planned initiatives by City of Sydney to make a positive impact on the city and leave a sustainable legacy for future generations.

The design for the new station precinct creates convergent and transitional spaces where customers, commuters, workers, and the public are drawn to interact and engage with the revitalised precinct.

The design drivers and urban design strategies listed in the following two tables were identified in the Chatswood to Sydenham Design Guidelines to ensure that the design responds to the specific urban design context that is Martin Place and its surrounds.



Artist's impression of the south over station integrated development within the urban context.



The proposed built forms take architectural design cues from 50 Martin Place, which anchors the precinct. Source: Brett Boardman

4.4 URBAN DESIGN CONTEXT (CONTINUED)

Design driver	Design response
Reflect the significance of Martin Place and status of the station by designing clear, legible, iconic, integrated entries.	The architectonic context for both station entries (north and south) have each been crafted unique to their environment but consistent in their ambition to deliver integrated and iconic clarity without compromise to the civic, heritage and commercial narrative associated with these complex sites.
Provide generous space for customers in a busy pedestrian environment by extending the public domain into the station entries.	Design propositions of the North and South Towers use materiality of the public domain as a blanket drawn through the lines of interface. Material continuity helps blur lines across site boundaries. This extension of the public domain is further augmented with the mandated provision of clear site lines deep beyond the threshold of entry. This is further enhanced by the placement of commissioned public art and the provision of hard and soft landscaping extending themes developed equitably either side of boundary lines. Generosity to customers is hence delivered in space, material and light.
Efficient interchange in the centre of the Sydney CBD through convenient, direct connections to the existing Eastern Suburbs and Illawarra line train platforms.	Sections 5.3.3.4 and 6.2.9 describe the direct connection made to the 'paid' platform side of the Eastern Suburbs and Illawarra line. This connection is direct, generous, efficient and legible. It takes advantage of the opportunity to celebrate the connection between two great developments of public infrastructure; separated in time but connected through function. Further connection is provided on the 'unpaid' side, linking the southern retail concourse, directly into the existing Martin Place Station entry concourse running east - west under the Martin Place plaza above.
Integrate with public domain and transport access improvements.	Through techniques of material placement, maintenance of clear site lines, location of art and integration of landscape. Sydney Metro Martin Place Station provides intuitive and seamless links from platform to Plaza and Interchange. Interchange is significant with the Eastern Suburbs Line but also with bus routes aligned on Castlereagh Street and Elizabeth Street, manifest with stops directly associated with metro station entry points.

4.4 URBAN DESIGN CONTEXT (CONTINUED)

Urban design strategy	Design response
Supporting the City's Public Domain Strategies The City of Sydney's master plan for the renewal of Martin Place sets a strategic framework for the works at Martin Place. Sydney Metro can support this plan through the enhancement and activation of the public domain.	The Sydney Metro Martin Place Station development has kept engagement with and enhancement of the public domain as fundamental to the objectives at the core of its design. These objectives have been aligned to the City of Sydney's strategic framework and have served to drive the development to an outcome that serves all customers, both within the station and beyond in the wider precinct context. Refer to section 6.4 relating to the public domain for further details.
Entries as New Public Spaces The new station entries are visually prominent and envisaged as generous "urban rooms". Extending the materiality and character of the public domain into the station creates the opportunity for a seamless experience.	The new station entries are significant not just in their formal and material response to site, but also through the physical connections they facilitate. Through site links seamlessly permeate from Castlereagh to Elizabeth Streets providing opportunity to meet, to connect and to link to areas of interchange, commerce and workplace. Refer to Section 6.3 for more details.
Flagship Developments Over Stations The entrances to the station provide an opportunity for renewal. Future development above these spaces should sensitively respond to the established built form and positively enhance the locality by providing high quality architecture and complementing the streetscape.	Key to the design proposition has not been to focus on potential over station developments, but rather to facilitate a truly integrated development. This integration is evidenced through the arrangement of structure and services but also through a blend of programmatic elements that serve to provide a space of civic convergence appropriate to the opportunity this unique site offers and deserves. Refer to Section 6.3 relating to over station developments for more details.
Direct and Legible Interchange The new metro station is integrated with the existing Martin Place rail station, allowing for direct subsurface interchange. Bus stops are located on Castlereagh and Elizabeth Streets, as close as possible to station entries with Martin Place and Hunter Street acting as key connectors to these stops.	A comprehensive approach to integration has enabled the new metro station to maximise opportunities for interchange in a manner that is legible, safe and enjoyable. Considered and efficient implementation of Station and OSD 'back of house' planning has maximised spatial opportunities that offer generosity of experience and encourage intuitive movement across all levels.

4.5 MINIMISING PROJECT FOOTPRINT

The following design principle and guidelines were identified in the Chatswood to Sydenham Design Guidelines to provide direction in the development of the design solutions that sought to minimise the project footprint.

Design principle	Design response
Station plazas are to be designed as an extension of the internal station environment. These spaces are to reflect the local public realm context and character.	The new metro station precinct at Martin Place will revitalise a key area of the Sydney CBD, with new through site links and mid block connections that will enhance the permeability of the precinct ground plane and offer accessible routes for traversing the precinct at this steep part of the city. The public domain includes focal points and landmarks to assist with local area wayfinding, and a variety of public spaces offering formal and informal seating for customers and pedestrians to pause and providing convergent spaces where the full scope of the station precinct can be experienced. The positioning of street furniture and landscaping acknowledges the key movement routes through the precinct, building on the City's existing streetscape and public domain strategies. Footpaths, plazas and entrances are proposed to be made up of high quality materials which align with the City of Sydney's technical specifications and surrounding context, and will be an extension of the existing city fabric. Open and clear sightlines to the station entrances, retail interfaces and OSD lobby entrances ensure the spaces are well connected and easily identified.
Circulation systems are to respond to context and reinforce the character of precincts, so they are easy and efficient to navigate.	
Integrate the station entries and precinct buildings to create a human scaled environment integrated into the surrounding context.	The south built form is a highly site specific response to the conditions of the site and is centred on creating a contemporary interpretation of the building opposite at 50 Martin Place. In this way, it defines a 'room' of a human scale between these two buildings, and speaks to the civic nature of the Martin Place context. The north built form is designed to respond to and enhance existing conditions at Chifley Square and Richard Johnson Square by setting the street facade back from the property boundary and introducing a new public space on Hunter Street that responds to the two existing squares. Refer to section 6.3 for a description of design strategies that have been applied to the tower designs in order to integrate the built forms into the surrounding context.

4.6 COMMUNITY SAFETY,
AMENITY AND PRIVACY

Safety has been and will continue to be actively considered at all stages of design of the project, with the commitment to safety outlined in Section 1.6 of the Chatswood to Sydenham Design Guidelines.

The following design principles and guidelines were identified in the Chatswood to Sydenham Design Guidelines to ensure that the design provides community safety, amenity and privacy.

Design principle	Design response
The safe movement of customers, staff and general public through the station areas will be facilitated through many aspects of physical design, including the provision of adequate circulation space, clear designated routes, good lighting and wayfinding with minimal obstructions.	The design provides for enhanced community amenity with the public domain responding to the aspiration to provide active street frontages, facilitate a range of uses and improve the streetscape amenity on Martin Place plaza and the surrounding streets as part of the overall site. These strategies are explained further in section 6.4.
Station and station precinct design will identify and reflect current architectural and engineering best practice with respect to safety.	The public domain design includes the widening of the Castlereagh Street footpath fronting Martin Place to the south site loading dock and also the portion of footpath fronting the northern loading dock, in response to anticipated pedestrian movement as a result of the new station precinct. The footpath along Hunter Street is also effectively widened by setting the built form back from the site boundary to accommodate commuters and pedestrians traversing this steep area of the city, while also creating generous pockets along the journey to pause and rest.
The design will ensure the station and surrounding precinct provide a safe and secure environment and contribute to the overall public safety of urban places throughout the day and night.	The public domain design includes carefully designed edges which provide security and allow for passive surveillance. Hostile vehicle mitigation devices have been integrated into the urban fabric through bollards and robust hardscaping to allow the public domain to be clean and clutter free, while providing security and safety to all the station and precinct users. 
Safety issues are to be embedded in the design development process and optimised through the application of relevant Crime Prevention through Environmental Design (CPTED) principles and guidelines.	The building design and form at the ground plane adjacent to the metro entries is carefully considered to minimise recesses which would pose a security threat to passengers and customers after hours. The through site links offered at both entrances maximise safe passage through the entrance halls, and ample glazing into these spaces also provides visual connectivity and natural light to enhance safety.

Design principle	Design response
The design must provide a comfortable environment that provides sufficient personal space and amenity and is well lit with effective and appropriate microclimate amenity for all users.	The station entries have been developed to ensure optimal customer comfort through the use of natural light and generous spaces. Large canopies and building undercrofts provide wind and rain protection for customers.
Station entry orientation and design are to minimise adverse micro climate effects, including wind tunnel impacts. The urban heat island effects should be minimised through light coloured finishes, roofs and pavements, green walls, roofs, plantings and shade trees.	The station entries are designed such that they are visible from all surrounding streets with clear signage and visual permeability into the entrances. The light-coloured interior finishes of the station entries are clearly prominent through the glass façade at the north and through the glazed retail tenancies on Martin Place at the south, providing clear sight lines within and outside of the station. Wind tunnel testing has been undertaken to ensure customer comfort is not compromised. 
Customer weather protection outside Sydney Metro stations is provided to ensure good levels of comfort are maintained and to provide useable spaces at ground level.	The North Tower provides weather protection along Castlereagh Street and Elizabeth Street in the form of glazed canopies, while customers and pedestrians are sheltered on Hunter Street by the tower undercroft. The South Tower responds to City of Sydney requirements for covered shelter without the use of awnings on Martin Place by providing an undercroft for customers and public. This strategy is also carried through to the Castlereagh Street and Elizabeth Street edges of the tower. Customers and pedestrians also have the option of utilising the weather protected east-west through site links offered at the station entries to traverse the site. The North Tower including the proposed weather protection was reviewed and approved by the NSW Department of Planning and Environment under Approved Application SSD 9270, dated 13/08/19. Similarly the South Tower including the proposed weather protection was reviewed and approved by the NSW Department of Planning and Environment under Approved Application SSD 9326, dated 13/08/19.
A high level of amenity and security in waiting areas is to be provided.	Martin Place plaza creates a primary meeting space for the south metro station entrance, with large stepped terraces, street furniture and tree planting. The grand entrance hall at the north metro station entrance is inviting and clearly legible, with soft landscaping, informal seating, retail and public art. 

4.7 SUSTAINABLE DESIGN AND MAINTENANCE

The following section details the sustainability objectives for the project and the features integrated in the design.

4.7.1 Governance

- The project has put in place management processes and reporting that provide leadership in the project's governance.
- ISO accreditation of the Contractor for quality and environmental management ensures that best practice systems are in place to support achievement of goals.
- Considerations of sustainability impacts in design and construction extends to the project supply chain. In order to drive positive impacts and minimise risk across the project life cycle, tools and processes are in place to assess environmental, social and ethical impacts in the manufacture and supply of building materials. Workplace Development and Industry Participation targets have also been set to ensure diversity in the workforce and ensure representation by those who are traditionally under-represented in the workplace.
- Climate change adaptation and resilience has been reviewed throughout the design phase to ensure that the final station is able to cope with potential changes in the climate over the next 100 years.
- The Martin Place integrated station development has been awarded by the Green Building Council of Australia three world leading 6 Star sustainable design ratings .

4.7.2 Carbon and Energy

Carbon and energy are key drivers in the development of the station and associated facilities. The design team has worked collaboratively to ensure that the building is both energy efficient and optimises the reduction of embodied carbon wherever possible.

Energy modelling of the future building systems operations together with life cycle analysis of the materials impact guides the design of the precinct.

Some examples of key features and their impact are noted below:

- Cement replacement in concrete – concrete accounts for the greatest proportion of embodied carbon in the station. A strong focus has been made on reducing this carbon footprint through replacement of cement with recycled waste materials.
- Air conditioning/ventilation – the station will provide appropriate thermal comfort for transient occupancy minimising the energy of the systems and providing a comfortable journey for patrons.
- The lighting strategy optimises energy efficiency.
- Metering and monitoring strategy allows for consumption trends to be analysed, providing ongoing operational energy management.



4.7.3 Water Efficiency

Water is increasingly scarce in the NSW climate, and minimising water use in operations is a primary consideration. The design team have set minimum targets for Water Efficiency Labelling Scheme (WELS) ratings of fixtures and fittings – this will assist to reduce water usage in the station amenities.

The other major contributor to water use is the station air conditioning systems. Typically, such a system would use water in cooling towers to reject heat from the station. The current design utilises dry heat rejection in mild outdoor conditions and only uses water when there is both high station occupancy and mild outdoor conditions.

4.7.4 Waste and Materials

With a target design life of 100 years, material selections for durability are critical. Infrastructure for servicing the building is designed to be adapted for operations in potential future climate conditions.

For materials that cannot be kept in place for the full design life, consideration has been given to ensure simple and quick maintenance and/or replacement.

Waste management facilities have been designed to encourage diversion from landfill by providing: recycling bins adjacent to all general waste bins in all areas accessible by customers; appropriate on-site areas for the safe storage of multiple waste streams prior to collection for treatment and disposal; provision of bin scales to allow data collection on waste patterns.

A detailed waste management plan has been developed for the construction of the facility to track waste streams and minimise waste to landfill. A minimum of 95% of inert and non-hazardous construction and demolition waste will be recycled or alternatively beneficially used.

4.7.5 Heritage conservation

Refer to Section 5.3 of this plan.

4.7.6 Community Benefit

The Project is committed to delivering benefits to local communities during project delivery and into operations. Initiatives will address youth, homelessness and inclusion for the local and broader community of Martin Place.

4.7.7 Station Green Star

Martin Place is committed to achieving a 5 Star Green Star Design & As-Built rating for the station facilities as part of this project. The rating will be under a custom tool developed specifically for metro stations by the Green Building Council of Australia.

The Green Star rating provides a framework for the development of best practice sustainable design initiatives, across; management, indoor environment quality, energy, transport, water, materials, land use and ecology, emissions and innovations. The independent assessment ensures that a holistic design approach is applied, and that the sustainability initiatives will be tracked from initial design right through to their implementation.

The project is working with stakeholders to achieve the minimum rating of 5 stars, which is noted by Green Star as Australian excellence.

4.7 SUSTAINABLE DESIGN AND MAINTENANCE (CONTINUED)

4.7.8 Response to design guidelines

The following design principles and guidelines were identified in the Chatswood to Sydenham Design Guidelines to ensure that the design responds to the local environmental, heritage and place making values. 'Sustainability' has been defined as optimising environmental and social outcomes, transport service quality, and City of Sydney ambitions (as defined in Sydney Metro City & Southwest Sustainability Strategy). This section provides a high-level overview of the sustainability measures which have been integrated into the Martin Place integrated station development precinct design.



Design principle	Design response
• Demonstrate leadership by embedding sustainability objectives into decision making. • Demonstrate a high level of performance against objectives and appropriate benchmarks.	• Inclusion of sustainability reviews as part of the design and development of the station and precinct. • Integration of sustainability initiatives that respond to Green Star.
• Improve the shift toward lower carbon transport. • Reduce energy use and carbon emissions during construction. • Reduce energy use and carbon emissions during operations. • Support innovative and City of Sydney-effective approaches to energy efficiency, low-carbon / renewable energy sources and sustainable energy procurement.	• Inclusion of end-of-trip facilities with high quality amenities encouraging people to commute by means of riding, walking and running. • To provide natural light to the public concourse such as the inclusion of the atrium. • Solar shading including tree shading, building overhangs/awnings. • Transient thermal comfort graduated from naturally ventilated entries to comfort provided by conditioned platforms.
• Minimise use of potable water. • Maximise opportunities for reuse of rainwater, stormwater, wastewater, and removal of groundwater.	• Water sensitive urban design that channels overland water flow to tree pits and planting beds.
• Minimise waste through the Project life cycle. • Reduce materials consumption. • Consider the impacts of carbon embodiment in materials selection. • Maximise beneficial reuse of spoil.	• Use of high-quality materials. • Self-finished, low maintenance surfaces where practical. • On-site storage space for the safe storage of recyclable waste and general waste prior to collection for treatment and disposal. • Waste and recycling bins adjacent to all general waste bins within all areas accessible by customers.
• Protect and promote heritage through appropriate design, planning, and management controls.	• Integrating access and maintenance strategies to provide attractive, comfortable and safe spaces from day-one and throughout the asset's life.



Design principle	Design response
- Promote improved public transport patronage by maximising connectivity and interchange capabilities. - Provide well-designed stations and precincts that are comfortable, accessible, safe and attractive.	- Design focusses on the customer and providing a high quality environment. - The design of high quality retail opportunities located on the public concourse and at street level, maximising customer accessibility and economic opportunity. - Martin Place metro station has been designed to connect customers not only to other stations, but the design considers its inclusion in the city by connecting workspaces and other urban areas. - Martin Place metro station and the station precinct have been designed in accordance with Interchange Access Plans and modal hierarchy. - The scheme maximises the provision of secure bicycle parking spaces for customers. There are safeguards that enable the future expansion of on street bicycle parking, however additional spaces and locations must be approved by City of Sydney.
- Make a positive contribution to community health and well-being. - Ensure community and local stakeholder engagement and involvement in the development of the Project. - Contribute to the delivery of legacy projects to benefit local communities. - Create opportunities for local business involvement during the delivery and operations phases. - Optimise community benefit of residual land development. - Minimise negative impacts on the community and local businesses during construction and operation	- Integration of Crime Prevention through Environmental Design (CPTED) principles in the scheme's design. - Refer to section 3 for information on stakeholder and community engagement undertaken.

4.8 CUSTOMER CENTRED DESIGN

4.8.1 The customer

We place the customer at the centre of our design aspirations. This philosophy means we have designed for excellence in customer experience to realise a metro station that offers a unique, rich, place-based customer experience in an intuitive, efficient and safe station environment that is identifiably 'Sydney Metro'.

To achieve this, the design approach integrates a customer centred design (CCD) methodology centred on current and future customer experiences, customer service principles, and Transport for NSW customer satisfaction drivers. The design of the precinct, including the arrangement of spaces and journey paths, has been informed by the customer need and a desire to maximise the experience of the Station environment.

Some key design strategies and considerations have been employed to enhance this experience.

- Consideration has been given to minimising conflict paths through the placement of equipment and signage, furniture and planting, which do not obstruct views or customer desire lines.
- Circulation paths within the station are designed to achieve AS1428.1 and 2. They are sized to optimise ease of movement for customers moving between the precinct, concourse and station entries.
- Integrating public art in both the station and precinct design adds value to the operation and success of Sydney Metro by contributing to station identity, amenity, wayfinding and community values.
- Resting and meeting areas which allow people to enjoy the public domain and station (resting areas have been defined as space that accommodate accessible seating, standing and leaning in relative comfort for periods of time). The customer journey is made up of recognisable, distinctive North and South Towers that create identifiable landmarks imbued with local heritage which respond to the unique place and allow customers to easily locate the station entrances.
- Intuitive wayfinding and direct connectivity within the station and with the public domain are the main drivers of the architectural planning and layout. Pedestrians, bicycles and public transport customers are prioritised in spatial planning allowing for easy journeys in accordance with Transport for NSW's modal hierarchy.



Generous spaces and clear circulation paths at the north and south stations ensure an intuitive, comfortable and enjoyable customer experience, punctuated with resting and meeting spaces at street level, and integrated with landmark over station developments.

4.8.2 CCD methodology

CCD is an evidence-based process used to inform the design for an easy customer experience. It starts with understanding the people for which the space is being designed and ends with a tailor-made design to meet the customer's needs and exceed their expectations.

The process developed by Sydney Metro outlines a flexible and iterative CCD process for use across all stations. This process enables the design of elements across the station to be optimised to meet the needs of customers using the space.

The project has engaged in a number of research and testing activities to identify potential customer pain points, behaviours and gather feedback on the proposed station design. These include a combination of desktop analysis, site observations, customer engagements and stakeholder workshops, with an overarching focus on placing the customer's needs at the centre of the design process.

Desktop analysis was undertaken by reviewing existing research and documentation to develop an initial understanding of customer needs and requirements and identify potential customer pain points.

Following desktop analysis, the project team conducted a combination of site observations and customer engagements at Wynyard, Martin Place and Bondi Junction Stations. These activities were designed to test and validate customer pain points identified within the initial desktop analysis.

Site observations were undertaken at Wynyard Station due to architectural similarities with Sydney Metro Martin Place Station. This engagement addressed potential issues and customer pain points around vertical transport, ceiling heights, retail offerings, and pedestrian circulation.

Interactive customer engagements conducted at Wynyard, Martin Place and Bondi Junction stations were designed to test and validate the station design, and ease of navigation through the station environment. Participants were asked to virtually walk through the 3D Architectural model of the station with a focus on using the architectural cues and key touchpoints, such as ticket machines and journey information, to find a destination within the station.

Throughout both the site observations and interactive customer engagements, customers were asked to respond to several survey questions to gather insights and feedback on their experience. A total of 120 customers were interviewed over the course of 6 days.

The project team conducted 2 workshops in order to evaluate the station design and findings from the customer engagements. The workshops brought together a broad group of stakeholders, including Transport for NSW and Sydney Metro, to review the proposed Sydney Metro Martin Place Station design. This allowed all possible solutions to be explored and ensured the integrity of the ideas generated, having been validated by multiple stakeholders.



Customer centred design customer engagement session in June 2019, utilising a virtual reality model of the station design.

4.8 CCD Key findings

Key findings and design responses from Design Stage 2 are tabled below:

Area	Findings	Design response
Competing Pathways	Lack of design considerations for customer flow can cause conflict between customers entering the station and customers who are leaving the station, especially during peak-hour periods. - Poster cases and Sydney Metro information should be placed near the Station lifts to direct customers to the lift waiting zone. - Customer Information Displays (CIDs) on north and south entrances should be moved to lower levels to create more space for circulation and prevent customers rushing to get down to the platform level. - Lift identification signage should be visible from both entrances.	Dedicated Sydney Metro zones created on lower ground level at the north and south station entrances contain ticketing equipment, customer help points and poster cases. The ticketing equipment has been positioned in consideration of customer flow to avoid conflicts in movement. Currently CIDs are proposed in the vicinity of the gateline in accordance with Sydney Metro specifications. CIDs have been positioned to allow sufficient viewing space and avoid conflict with pedestrian movement and gateline run-offs. Minimum run-off requirements have been maintained and often exceeded. Lifts at north and south entrances are identified with Transport for NSW kit-of-parts signage. In addition, access stairs on lower ground at the northern entrance are reconfigured to improve pedestrian flow and avoid conflicts in run-offs.
Vertical Transport	Escalator switchbacks combined with narrow clearances create frustration for customers, especially during peak-hour periods. - Signage should be clear and placed adequately to prevent confusion for customers at the north concourse. - Placement of Sydney Metro equipment such as ticketing machines, poster cases and CIDs should be highly visible as this confirms that the customer is on the right path.	Additional mode ID signage has been introduced in the station wall cladding to emphasise gateline location within this space. Directional wayfinding with Sydney Metro messaging has been placed at the base of the north concourse escalators to assist customers in navigating the vertical transport within this environment. Sydney Metro equipment has been positioned in clearly identifiable, consistently detailed zones to aid intuitive wayfinding and signify station areas.
Congestion and Customer Flow	During peak-hour periods, congestion caused by narrow clearances between the pathways and escalators causes frustration for customers. - Signage should be clear and placed at critical decision-making points to help customers make quick decisions. - Carefully considered retail planning should enable customers to comfortably move through the station environment. - Meeting areas should be visible and have enough space to allow customers to comfortably rest and wait. - Sydney Metro equipment such as information touchpoints and ticket machines should be placed away from escalator and gateline run-offs to prevent disruptions to pedestrian flow.	Directional wayfinding signage with Sydney Metro messaging has been placed throughout the paid and unpaid areas. Entry points and gatelines have Transport for NSW kit-of-parts signage applied to assist with identification. Sydney Metro equipment has been positioned in clearly identifiable, consistently detailed zones to aid intuitive wayfinding and signify station areas. Retail in subterranean areas are to be designed to have a 500mm buffer between the tenancy line and the designated paths for customers. Additional space has been provided at the north concourse to minimise congestion and provide space for customers to orientate, meet, dwell, etc. There is generous space provided at the south concourse where customers can comfortably rest and wait. Sydney Metro equipment has been positioned in the vicinity of the gateline within dedicated areas, with sizes to suit queuing requirements. No run-off conflicts currently exist in the design.

4.8 CCD Key findings (continued)

Area	Findings	Design response
Nearest Exit	During heavy pedestrian flow, customers want to know the closest exit that will take them to their destination. Exit naming should be clear and consistent throughout the station environment to create a seamless journey for customers. • Identification of lifts and where they go should be clear. • Avoid using only 'North' and 'South' for exits as customers find it hard to orientate themselves in underground environments. • Platforms should be clearly marked to direct customers through to the central platform adit for decision making.	All lifts that have access to gatelines and platforms have been identified with Transport for NSW kit-of-parts signage. Workshops conducted identified north exits as Hunter Street and south exits as Martin Place on platform level to assist customers in orientation at subterranean level. Wayfinding information is provided in the main northern platform hall to ensure that the customers leave the platform level as quickly as possible to avoid congestion.
Navigation	Wayfinding strategy and architecture should encourage people to intuitively move through the station environment without staff assistance. • The Mode IDs for metro and trains should be used at critical decision-making points to identify and direct customers to and from transport services. • The placement of wayfinding signage should follow the strategy to create a station environment that is consistent with other stations on the Metro line. • Create different spatial experiences between north and south ends of the station to assist wayfinding (i.e. landmarks, bespoke furniture, public art).	Mode IDs have been placed at the interface between Sydney Metro and the existing Eastern Suburbs Line. Additional Mode ID signage has been introduced in the station wall cladding of the north concourse to emphasise gateline location. The strategy of wayfinding signage has been developed and reviewed with Sydney Metro and other stakeholders to ensure consistency across the metro network. The experience of Sydney Metro Martin Place Station is defined by the large central atrium at the north, which provides visual connection from platform level to street. This is a defining feature of the station design. The southern hall is a tunnel environment which is linked to the southern concourse levels by an inclined adit. These two spaces are very different in scale, proportion and architectural expression. Intuitive wayfinding is further emphasised by a feature ceiling which direct customers from the platform level to the station exits through the use of light and colour.
Architectural Design	While customers were in favour of the modern and spacious design of the station, they also expressed that the station felt 'clinical' and 'boring'. • Ensure the station environment is well lit and provide areas where natural light can assist with intuitive wayfinding, • Consider strategies to increase customer safety and security at all times, • Ensure the toilets are well maintained and provide a welcoming environment, • Consider opportunities for public art and furniture for people to meet and gather and form reference points.	As noted above, the experience of Sydney Metro Martin Place Station is defined by the large central atrium at the north, which provides visual connection from platform level to street. This is also an opportunity to bring daylight into the heart of the station. Intuitive wayfinding is further emphasised by a feature ceiling which direct customers from the platform level to the station exits through the use of light and colour. Toilet areas have been designed as well illuminated, bright and welcoming areas with clear sightlines from the station concourse areas. Public art will be carefully positioned within the station environment.

4.9 ACCESSIBILITY

The design of the precinct provides universal accessibility in accordance with Australian Standards AS1428.1(2009) allowing all customers a high quality, equal and fair experience. By doing so the project improves the overall experience for every customer irrespective of ability, age, gender, mobility, visual or auditory impairments, cognitive impairments, customers travelling with bulky items or with young families.

The design includes the following universal accessibility design features:



The station provides an easy experience for a diverse range of customers. Source: Transport for NSW

Area	Feature
Platforms	- Platform screen doors and platform edge barriers. - Reduced platform gaps. - Independent access staff assistance / ramps not required - Rest seating provided. - Automated external defibrillators on platforms. - Improved lighting, surveillance cameras and help points along the platform. - Hearing augmentation provided along platforms.
Concourses and entrances	- Fully accessible station entrances and concourse levels to Disability Standards for Accessible Public Transport, 2002. - Ramps designed to be generous and detailed to match the adjacent paving material and pattern.
Accessibility	- Provision of step free access to and from the precinct to station areas through passenger lifts and escalators. - Accessible Signage provided throughout the station. - Wheelchair seating spaces provided at key points throughout the station. - Tactile Ground Surface Indicators (TGSIs) on paths of travel to warn customers with vision impairment of hazards and assist wayfinding where required.
Gate lines	- Extra wide gates included in design. - Help points, information points and ticketing in close proximity to gate lines.
Heritage	Direct access to the heritage listed Eastern Suburbs Line.
Toilets	Amenities include accessible bathrooms.
Urban design	- New on-street bike parking. - Existing taxis ranks close to the station retained. - Existing bus stops retained on Elizabeth and Castlereagh streets. - General signage e.g. network maps and directional signage provided. - Furniture and fixtures positioned away from primary access paths.

4.10 RELEVANT STANDARDS AND GUIDELINES

The design principles and objectives for the project have been developed with consideration of the following urban design and infrastructure standards and guidelines.

- Sydney Metro Chatswood to Sydenham design guidelines.
- Sydney Metro City & Southwest Sustainability Strategy.
- Sydney Metro Design Requirements.
- Building Code of Australia (BCA).
- Disability Discrimination Act (DDA).
- Disability Standards for Accessible Public Transport, 2002.
- AS 1428.1 - 2009 Design for access and mobility
- AS 1428.2 - 1992 Design for access and mobility
- Crime Prevention through Environmental Design.
- Australia's Strategy for Protecting Crowded Places from Terrorism, 2017.
- Secretary's Environmental Assessment Requirements.
- Critical State Significant Infrastructure Conditions of Approval.
- City of Sydney LEP and DCP.

The following design guides and standards have been utilised to inform the development of the urban design and landscaping that is detailed within the SDPP.

- City of Sydney City North Public Domain Plan, December 2015.
- City of Sydney Martin Place Urban Design Study.
- City of Sydney Sydney Streets Code, 2013.
- City of Sydney Street Tree Master Plan, 2011.
- City of Sydney Sydney Lights Public Domain Design Code, March 2015.
- City of Sydney Public Domain Manual, February 2017.
- City of Sydney City Art Public Art Strategy.
- City of Sydney City Centre Public Art Plan.
- City of Sydney Public Art Policy.
- City of Sydney Sydney Streets Technical Specifications, January 2020.
- Transport for NSW Tree Replacement Strategy.



Wide platforms and with screen doors ensure customer safety and comfort.



Wide gatelines and accessible circulation routes guide customers from platform to street.

5. DESIGN OPPORTUNITIES AND STRATEGIES

As the design has progressed various opportunities have been identified and developed for integration into the development. This process has been reviewed and supported by the DRP process at key stages of the design development of the project. This plan represents the design at a particular point in time and these opportunities continue to be developed and realised.

5.1 STRATEGIES FOR LANDSCAPING AND BUILDING DESIGN TO MITIGATE VISUAL IMPACTS

The project offers a unique opportunity to enhance the precinct and the Sydney CBD by consolidating a range of small and underutilised sites into a full city block at the north site, and improve the legibility of Martin Place by aligning the new podium form to the predominant street wall of this key civic thoroughfare.

Building design

The building design responds to place through known forms, datums, and materiality in the existing surrounds and will serve to enhance the new sense of place. These strategies are discussed further in sections 6.3.1.4 and 6.3.2.4. The proposal seeks to improve the legibility of the street and site as a whole whilst minimising the need for signage and line markings through implementation of intuitive wayfinding cues such as lighting, generous entrances, and entrance canopies.

Landscaping

The design integrates a human scaled environment by punctuating large areas of open space with pockets of areas to meet or pause, including a series of stepped terraces at seating height along Martin Place plaza. New hardscaping and soft landscaping is also introduced along Hunter Street, offering stepped plinths that also function as hostile vehicle mitigation (HVM) devices to reduce the need for bollards.

Any trees removed during construction will be replaced where possible to ensure the green canopy along these footpaths is replenished. New street trees are also proposed to strengthen the existing tree lines along Castlereagh Street and Elizabeth Street, while new trees on Martin Place continue the current avenue of trees.

Rail infrastructure and operational facilities

Minimising the impact of building services and service vehicles on the activation of the public domain is a particular challenge when integrating new rail infrastructure in a congested urban environment and one of the key benefits of the integrated development.

Visibility of rail infrastructure and operational facilities is able to be minimised, being largely contained below ground in non publicly accessible areas. Where station services risers are required above ground, the larger site footprint of the north site as a result of the integrated development provides greater flexibility for the distribution of these services. It also offers the opportunity for greater integration of the services with the over station development, allowing services to be distributed vertically in the tower rather than horizontally.

This approach allows the exhaust outlets to be carefully concealed in the façade design and positioned well above the street to minimise the street presence of these services. This results in the opportunity for providing generously scaled public spaces in the ground levels of the building with maximised street level activation and pedestrian connections to surrounding public spaces. It improves site permeability and promotes a convergence of metro station, tower, retail, and public activities.

5.2 OPPORTUNITIES FOR INCORPORATING INDIGENOUS HISTORIES AND STORIES

The precinct sits on the traditional land of the Gadigal people of the Eora Nation. Macquarie engaged Balarinji strategy and design agency to research the local cultural story and undertake collaborative engagement with local Aboriginal stakeholders to create site specific cultural design themes and principles for the development and assist with the interpretation and integration of Aboriginal cultural values into the design of the Martin Place metro station precinct.

Aboriginal histories and stories are an intrinsic part of the site and should be celebrated through its people and culture. The overarching narrative that emerged from the workshops was informed by the local Aboriginal community's connection to the land—to waterways, the earth, sky, stars and green space. The Aboriginal history of Sydney and key sites in the Martin Place vicinity, were important reference points, as were traditional protocols and the community's desire for its culture to become visible in the Sydney CBD. Balarinji has arranged the knowledge and opinions shared during the consultation into four key themes:

- Culture and heritage.
- Colonial interactions.
- Activism and empowerment.
- Flourishing culture and interpretation opportunities.

Culture and heritage, colonial interactions, and activism and empowerment explore the history of Sydney from an Aboriginal community perspective. Flourishing culture and interpretation opportunities examines how the community views its role in Martin Place currently and how they would like to see themselves and their culture depicted in the future. The strongest theme that resulted from the consultation was the need for truth-telling and accurate representations of Colonial era history and positive depictions of the current Aboriginal community, highlighting their strength and resilience.

From this, the following cultural design principles have been developed:

- Connection to Country.
- Country Dictates Dynamic Functionality.
- Replacing Landmarks.
- Importance of Language.
- Aboriginal Culture Is A Living Culture.
- Custodianship.

Balarinji will work with the project design team to integrate the conceptual design ideas within the precinct masterplan and translate how to articulate the site's Aboriginal narrative. This will include further workshop sessions to explore and develop the draft elements and themes as physical design interventions, to integrate the Aboriginal narrative and sensibility into the site.

5.3 NON-INDIGENOUS HERITAGE INTERPRETATION AND OPPORTUNITIES FOR INCORPORATING SALVAGED HISTORIC AND ARTISTIC ELEMENTS

5.3.1 Interpretative context

Martin Place

Developed in stages from 1887, Martin Place is recognised as one of Central Sydney's great public, civic and commemorative spaces, as well as being a historically valued commercial and finance location. Martin Place and a large number of buildings on, or in close proximity to Martin Place are identified as heritage items, either as items of National, State or Local significance. The former Government Savings Bank of New South Wales at 48-50 Martin Place, which forms part of the precinct, is one of these major heritage items.

There has been a number of redevelopment and refurbishment proposals in recent years along Martin Place to improve existing assets and recapture their premium commercial status, e.g. 5 Martin Place, 50 Martin Place, 20 Martin Place, upgrades of the MLC Centre, and 60 Martin Place. The City of Sydney has also identified a need to reinvigorate Martin Place.

The surrounding locality is characterised by a variety of built form and architectural styles, with many of the buildings, including those of relatively recent years, not complying with current planning controls with respect to building heights, setbacks and street wall heights.

In terms of land use the area is characterised by a predominance of office uses, with some ground

floor retail, cafés, or restaurants and hotels (most notably the Fullerton Hotel and Wentworth Hotel) to support its primary business centre function.

Chifley Square

Developed in stages between 1957 and 1993, Chifley Square is a significant twentieth century exercise in city planning to create a new public open space in Sydney. The space is characterised by its semi-circular form, the first building, Qantas House, establishing the western quadrant in 1957. Chifley Square provides a visual termination to the vistas looking north along Elizabeth Street and Phillip Street.

The vicinity is characterised by large high-rise towers, such as Chifley Tower, Aurora Place, 8 Chifley Place and Deutsche Bank, interspersed with lower scale buildings. The buildings are predominantly commercial offices and comprise part of the legal and financial precinct of the city. Ground floor retail, cafés and restaurants are located variously throughout the area, including an outdoor cafe on the southern edge of Chifley Square.

Richard Johnson Square

Completed in 1974, Richard Johnson Square is an important example of late twentieth century civic planning. Located off Hunter Street at the intersection with Bligh Street, the small square is surrounded largely by office towers, including the significant 1936 City Mutual Life Assurance Building designed by Emil Sodersten. Incorporated within the square is the 1925 sandstone monument commemorating the first church service held in the colony, sited on the location of the country's first church erected in 1793. This monument is visible in the historical image below.



Historical photo of Martin Place, 1959. Source: NSW State Archives



Richard Johnson Square, c1977. Works involving partial road closure and formation of the pedestrian plaza were undertaken in 1974. Source: City of Sydney Archives SRC6724

5.3.1 Interpretative context (continued)

The plan below identifies the relationship of the north and south sites to adjacent heritage items and Special Character Areas.



Relationship of the North and South Sites to adjacent heritage items and special character areas. Source: TKD

5.3.2 Philosophical approach

Considering the high heritage significance of the precinct, it is appropriate to apply best practice principles to its heritage interpretation. Accordingly, the philosophical approach to the heritage interpretation of the Precinct is:

- Recognise heritage interpretation as being based on sound educational principles.
- Involve visitors in appropriate activities that are both educational and entertaining, so that they can understand, appreciate and value its exceptional cultural significance.
- Develop interpretive media and activities that are directed at target audiences.
- Develop interpretive media that can be delivered as part of the ongoing management of the Precinct.
- Interpret all phases of the history of the precinct.
- Meet best practice 'heritage interpretation' principles.

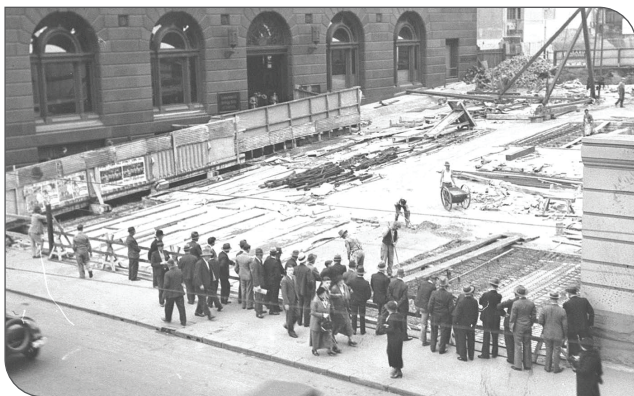
5.3.3 Interpretation themes and media

The 2019 Sydney Metro Martin Place Integrated Station Development Heritage Interpretation Strategy outlined the Australian and NSW historic themes which best represented the history and stories of the Precinct. The relevant NSW historic themes are:

- Commerce.
- Transport.
- Towns, suburbs and villages.
- Accommodation.

The Strategy recommended the adoption of a variety of media to interpret these historic themes, including:

- The installation of new public art.
- The reinstatement of historic public art.
- The salvage and storage of historic building fabric.
- The reinstatement of historic commemorative plaques.



Forming the Martin Place roadway between Castlereagh and Elizabeth Streets, c1913. Source: SLNSW hood_01073



Martin Place Station, 1979. Source: SLNSW d4_02947

5.3.3 Interpretation themes and media (continued)

Interpretive themes and media and their relationship to the Australian and NSW historic themes are summarised in the following table.

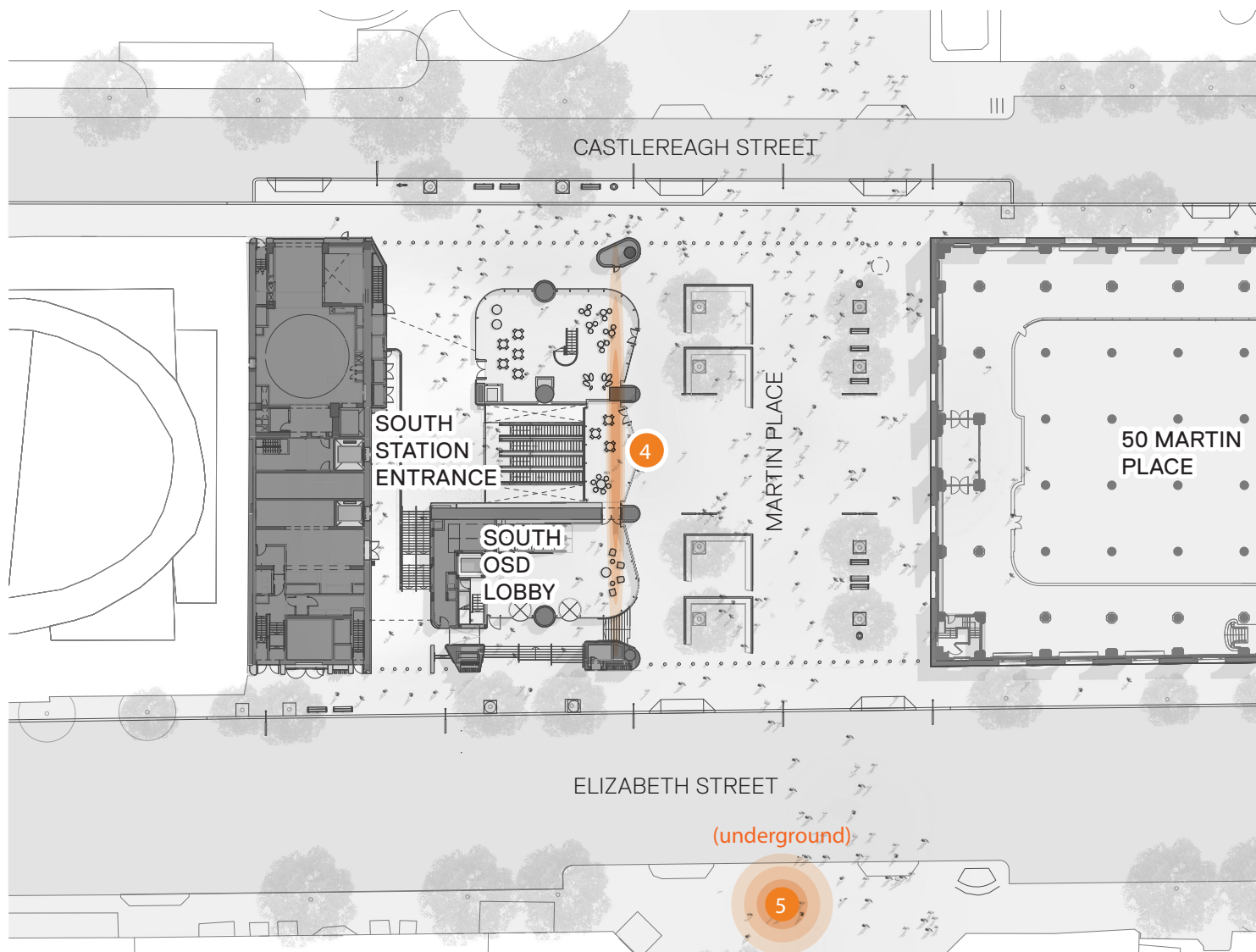
Australian historic theme	NSW historic theme	Interpretive theme	Interpretive media
Developing local, regional and national economies	Commerce	1963 P&O Head Office building at 55 Hunter Street	Public art - salvaged art installation - Douglas Annand Four Continents. - Douglas Annand ceramic mural. - Tom Bass Fountain.
		Location of the inaugural meeting of the Institution of Engineers at 5 Martin Place, 1919	Interpretive sign Reinstatement of the Institution of Engineers plaque.
		Location of the first demonstration of the wireless at 5 Martin Place, 1919	Interpretive sign Plaque commemorating the demonstration of the wireless.
	Transport	The existing Martin Place station completed in 1979	Potential reuse of salvaged red feature wall tiles, dependent on quality and quantity of tiles salvaged.
Building settlements, towns and cities	Towns, suburbs and villages	Martin Place has historically had an enclosed spatial character, with monumental buildings which are built to the street alignment. The demolition of the 1939 Prudential Assurance building at 39 Martin Place and its replacement with a 1960s tower setback from the street boundary, eroded the enclosed spatial quality of Martin Place	Interpretation of lost elements, buildings and spaces South Tower designed to contribute and better relate to Martin Place and surrounding heritage buildings than existing building.
		Former Government Savings Bank of NSW: Original northeast stair	Conservation of significant spaces, elements and fabric Restoration of the tiles and layout of the stair after the demolition of 9-19 Elizabeth Street.
	Accommodation	The Art Deco residential apartment building designed by Emil Sodersten, with interiors by Marion Hall Best, formerly at 7 Elizabeth Street	Various salvaged items made available to Sydney Living Museum and also made available to the community for reuse.

5.3.3 Interpretation themes and media (continued)

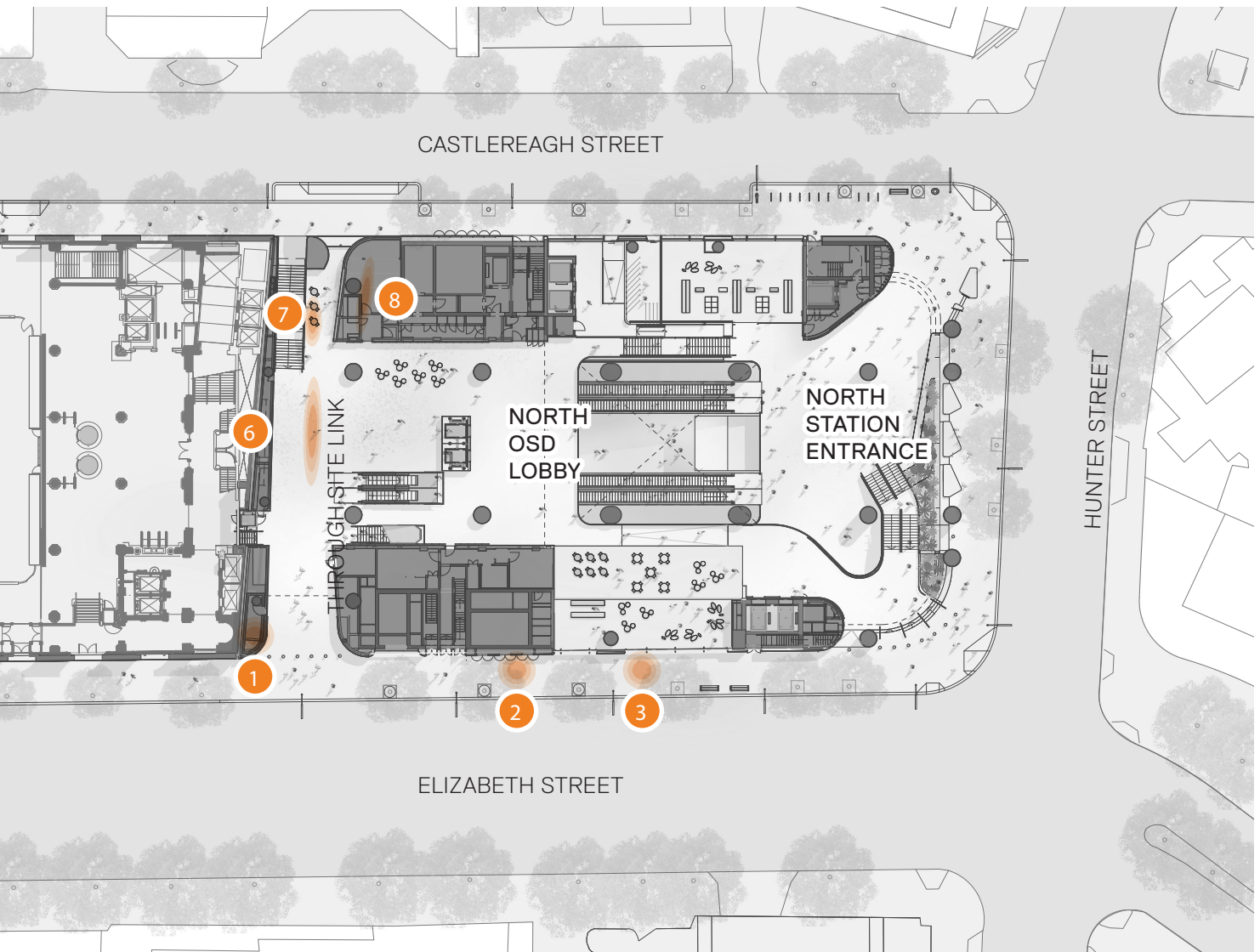
The interpretive themes and media are identified below in the context of the project precinct, while the following sections 5.3.3.1 to 5.3.3.5 describe these elements in further detail.

Legend

- 1 Conservation of northeast stairwell
- 2 Institution of Engineers plaque
- 3 Demonstration of Wireless plaque
- 4 Interpretation of lost spatial elements:
South Tower design interpretation of street wall
- 5 Potential reuse of salvaged red feature wall tiles: Metro
customer pedestrian connection to existing Martin
Place Station (underground)
- 6 Salvaged art – Tom Bass P&O fountain
- 7 Salvaged art – Douglas Annand P&O bronze relief
- 8 Salvaged art – Douglas Annand P&O ceramic mural



Martin Place integrated station development precinct plan, showing locations of interpretive media.



5.3.3 Interpretation themes and media (continued)

5.3.3.1 Interpretation: conservation of significant spaces, elements, fabric

50 Martin Place northeast stair
Australian Historic Theme:
Building settlements, towns and cities

NSW Historic Theme:
Towns, suburbs and villages

In the 1960s the northeast stairwell at 50 Martin Place was altered to accommodate inter-connecting openings that provided access to the adjacent building at 9-19 Elizabeth Street.

Five openings were formed between the two adjoining buildings, located within the curved end walls of the original 1928 north-east stair, connecting through at levels 1, 3, 4, 5 and 7.

The openings required the removal of original fabric, including glazed ceramic tiles and terrazzo skirting. To create the door reveals these tiles and skirting were replicated to closely match the original.

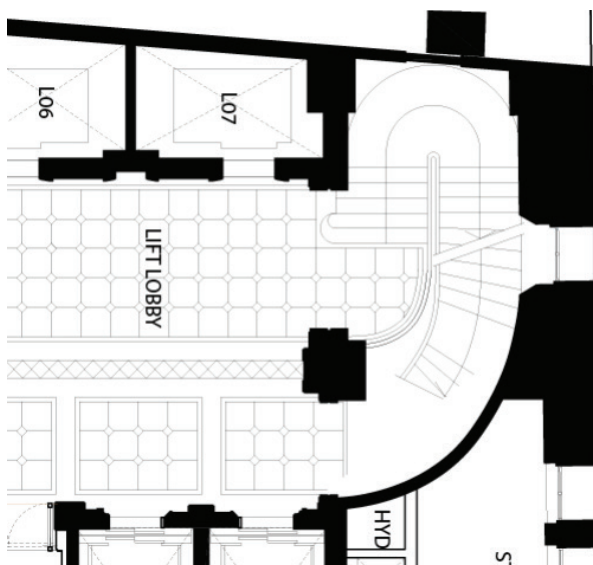
As 9-19 Elizabeth Street has been demolished as part of the redevelopment of the north site, the openings leading to the building are now redundant. Interpreting the original spatial quality and finish of the stairwell, the redundant openings were infilled, and the infill walls finished with salvaged tiles and new tiles custom-made to match the original.



Stairwell with 1960s openings.



Infilled wall with salvaged and new.



Section of plan showing north-east stairwell and infilled opening

5.3.3 Interpretation themes and media (continued)

5.3.3.2 Interpretation: interpretive signs and graphic displays

Institution of Engineers plaque

Australian Historic Theme:

Developing local, regional and national economies

NSW Historic Theme:

Commerce

The Institution of Engineers, Australia was first established in 1919, as a result of the amalgamation of twelve engineering societies which existed in Australia. On 21 October 1919, the inaugural meeting of the Institution was held in the building which was located at 5 Elizabeth Street at the time. This building was later demolished for an office building.

A bronze plaque was installed on the footpath outside 5 Elizabeth Street in October 1989 commemorating the establishment of the Institution and its inaugural meeting. The plaque is to be reinstated in its original position on the completion of the Precinct works to continue the interpretation of this event.

First Public Demonstration of the Wireless plaque

Australian Historic Theme:

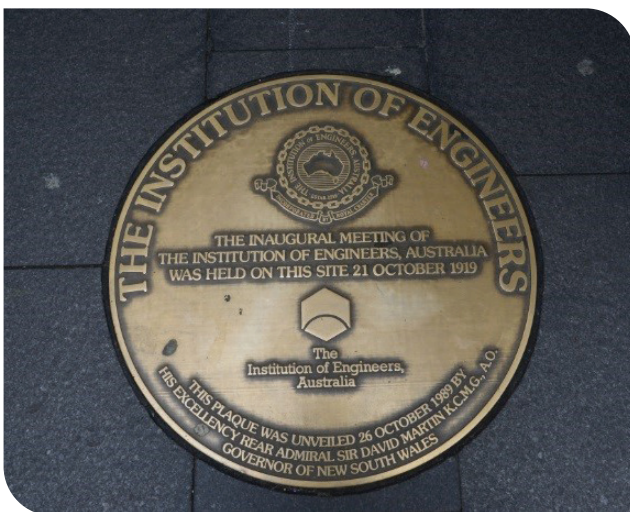
Developing local, regional and national economies

NSW Historic Theme:

Commerce

On the site of the Royal Society of NSW's lecture room at 5 Elizabeth Street, a green plaque commemorating the first public demonstration of wireless communication by Edward Fisk on 13 August 1919 where a gramophone recording of the national anthem (God Save the Queen) was played at the Amalgamated Wireless Office at 97 Clarence Street and relayed to the Royal Society's building where Fisk was conducting his lecture.

The plaque, which was originally wall mounted, is to be installed in the pavement. Should its materiality be unsuitable for foot traffic, it may be installed and displayed in a more suitable location.



The Institution of Engineers plaque in situ prior to its removal outside 5 Elizabeth Street.

Source: TKD Architects, 2018; www.skyscrapercity.com



The 'First Public Demonstration of Wireless' plaque in situ prior to its removal outside 5 Elizabeth Street.

Source: TKD Architects, 2018; www.skyscrapercity.com

5.3.3 Interpretation themes and media (continued)

5.3.3.3 Interpretation: lost elements, buildings and spaces

39 Martin Place and the South Tower

Australian Historic Theme:

Building settlements, towns and cities

NSW Historic Theme:

Towns, suburbs and villages

The form and architectural expression of the South Tower has been designed to interpret the historic spatial quality of Martin Place which was eroded when the 1939 Australian Prudential Assurance Building was demolished in the 1960s.

The design of the South Tower interprets the historic spatial quality of Martin Place in the following ways:

- Built to the street alignments of Martin Place, Castlereagh Street and Elizabeth Street.
- Reinforces the street wall and the distinctive attributes of the block on Martin Place.
- The podium is related in height to the former Government Savings Bank Building at 50 Martin Place and provides a bookend to Martin Place, reinforcing the strong linear character and spatial enclosure of Martin Place.
- Presents a formal character and relates to the historic buildings on Martin Place by means of the composition of its façades and the materials that have been selected.

The design of the South Tower podium is described further in section 6.3.1.4.



Martin Place looking west from Phillip Street, c1940. The APA building can be seen on the left in the foreground. Source: SLNSW hall_38655



Artist's impression looking west from Elizabeth Street showing the South Tower and its response to 50 Martin Place opposite through interpretation of street wall, datum heights and materiality.

5.3.3 Interpretation themes and media (continued)

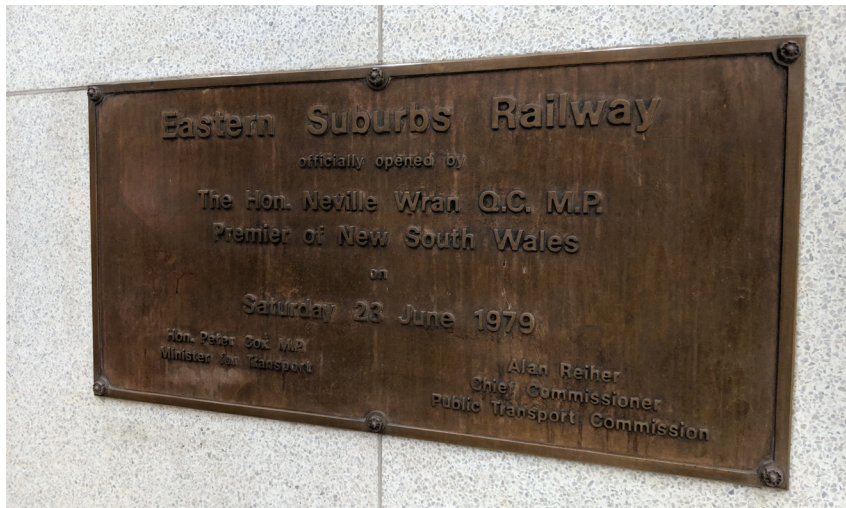
5.3.3.4 Storage and potential reuse of salvaged red feature wall tiles

Metro customer pedestrian connection to existing Martin Place Station

Australian Historic Theme:
Developing local, regional and national economies

NSW Historic Theme:
Transport

The existing Martin Place Station was designed in the late 1960s by the architectural company Fowell Mansfield Jarvis & Maclurcan to rival the quality of contemporary international underground stations. The station was completed in 1979.



Photos of existing Martin Place Station concourse with bright red glazed tiles (bottom) and plaques (top).

The existing Martin Place Station is significant as it serves as a representative example of the most recent major railway construction undertaken in Sydney city, as part of the Eastern Suburbs Railway (ESR). The design of the Martin Place Station as displayed in its colour scheme particularly, reflects the design ideas of the 1920s city underground stations such as St James and Museum, and the individual colour schemes used for each of the stations on the ESR.

Bright red was used throughout Martin Place in both glazed tiles for walls and columns and painted cement surfaces. The red was chosen to reflect the banking and finance associations of the area. The design of the ESR underground stations continued the design ideas of the city underground stations of the 1920s, with individual station colours and features.

As part of the metro station design, a new pedestrian link directly connects the metro station platform to the existing Martin Place Station platform, which services the Eastern Suburbs and Illawarra lines.

Refer to section 6.2.9 for a description of the heritage interpretation and design of this customer link.



Rev. F

Existing Martin Place Station platform. Location of the new customer link from the metro station is indicated in blue.

Red heritage tiling in the existing Martin Place Station. The language of these tiles will be reflected in the new link to the metro station.



A sectional perspective illustrating the transitioning of material, colour and texture as metro customers travel from the metro station platform through the link to the existing Martin Place Station.

5.3.3 Interpretation themes and media (continued)

5.3.3.5 Interpretation: public art - salvaged art

Public Art – Salvaged art installation

Australian Historic Theme:

Developing local, regional and national economies

NSW Historic Theme:

Commerce

There are three heritage artworks salvaged from the original P&O building at 55 Hunter Street. All three were commissioned for the building by P&O as part of its construction in 1962–63. Ahead of the building's demolition in 2017, each work was carefully removed and moved into secure storage. These artworks were originally integrated into the building fabric and they will be reinstated during construction of the integrated station development.

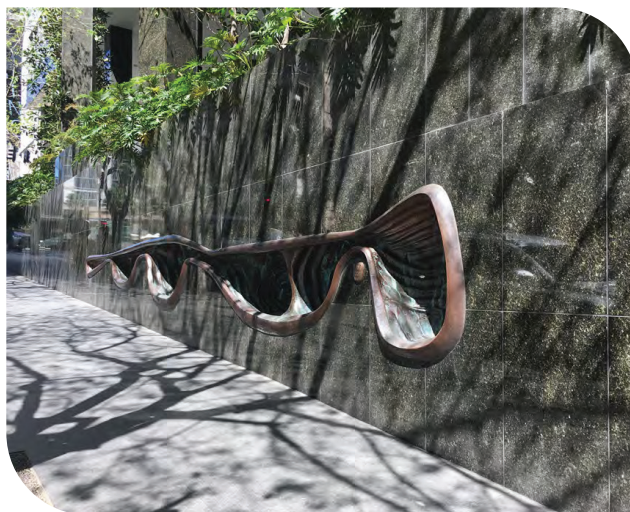
Created by Douglas Annand and Tom Bass, each has particular significance for Sydney, both as familiar and much-loved cultural icons and as important examples of Australian public art and Modernist sculpture.

The Tom Bass sculpture (top right) is a copper water feature which ran along the front retaining wall of 55 Hunter Street. The sculpture is unique in its reticulation of water horizontally through the sculpture.

The Douglas Annand artworks salvaged for installation include a large bronze relief called 'Four Continents' (centre right) that was located above the entrance. Its subject matter was drawn from the company's crest which represents creatures from the four continents served by P&O mail services. The second Douglass Annand artwork (bottom right) is a large ceramic wall mural which was located in the lobby.

Consultation with the artists' families over the removal of the heritage artworks was undertaken by Sydney Metro in 2017, with both families involved in the removal of the artworks.

The artworks were carefully recorded and catalogued prior to their dismantling and securely and safely stored until installation within the new building.



Tom Bass P&O fountain in its original location



Douglas Annand bronze relief in its original location, 1963



Douglas Annand ceramic wall mural in its original location, 1963
Photo: Max Dupain

Since 2018, the Martin Place integrated station development project architects and public art team have worked closely with both families and their nominated advisors, and in consultation with the Design Review Panel to identify the most appropriate locations and approaches for incorporation of the heritage artworks in the new Martin Place metro station precinct.

The project will reunite the three heritage artworks within relatively close proximity of each other, as originally intended by P&O in 1963. The reinstatement of the historical relationship between the three artworks, and with the architecture itself, offers an historical narrative that in turn responds to the Sydney Metro Culture 'Storylines' theme.

A curatorial report was prepared by Felicity Fenner (Macquarie's Curatorial Consultant) in consultation with each of the artists' families and in collaboration with Grimshaw and JPW Architects recommending appropriate sites for the installation of the three artworks.

The three artworks will be reinstated in the through site connection that forms part of the ground level lobby of the North Tower, and will be accessible to the public until 10pm.

Refer to section 5.4 to see the positions of these reinstated artworks in the context of the wider public art strategy for the project.

5.4 OPPORTUNITIES FOR NEW PUBLIC ART

The CSSI Conditions for Approval requires the plan to identify opportunities for public art within the precinct. This section elaborates on these various opportunities.

The public art strategy for the Martin Place integrated station development introduces imaginative and ambitious examples of world-class public art.

The holistic strategy comprises three main elements:

- Reinstatement of heritage artwork, as detailed in section 5.3.3.5.
- New Sydney Metro commissioned public art at station entrances, as described in section 5.4.1.
- New Macquarie commissioned artwork, as described in section 5.4.2.

The nominated locations for these elements are identified below.



Martin Place integrated station development precinct plan, identifying public artwork locations within the project.

Reinstated heritage artworks

- 1 Tom Bass P&O fountain
- 2 Douglas Annand P&O bronze relief
- 3 Douglas Annand P&O ceramic mural

New Sydney Metro commissioned artworks

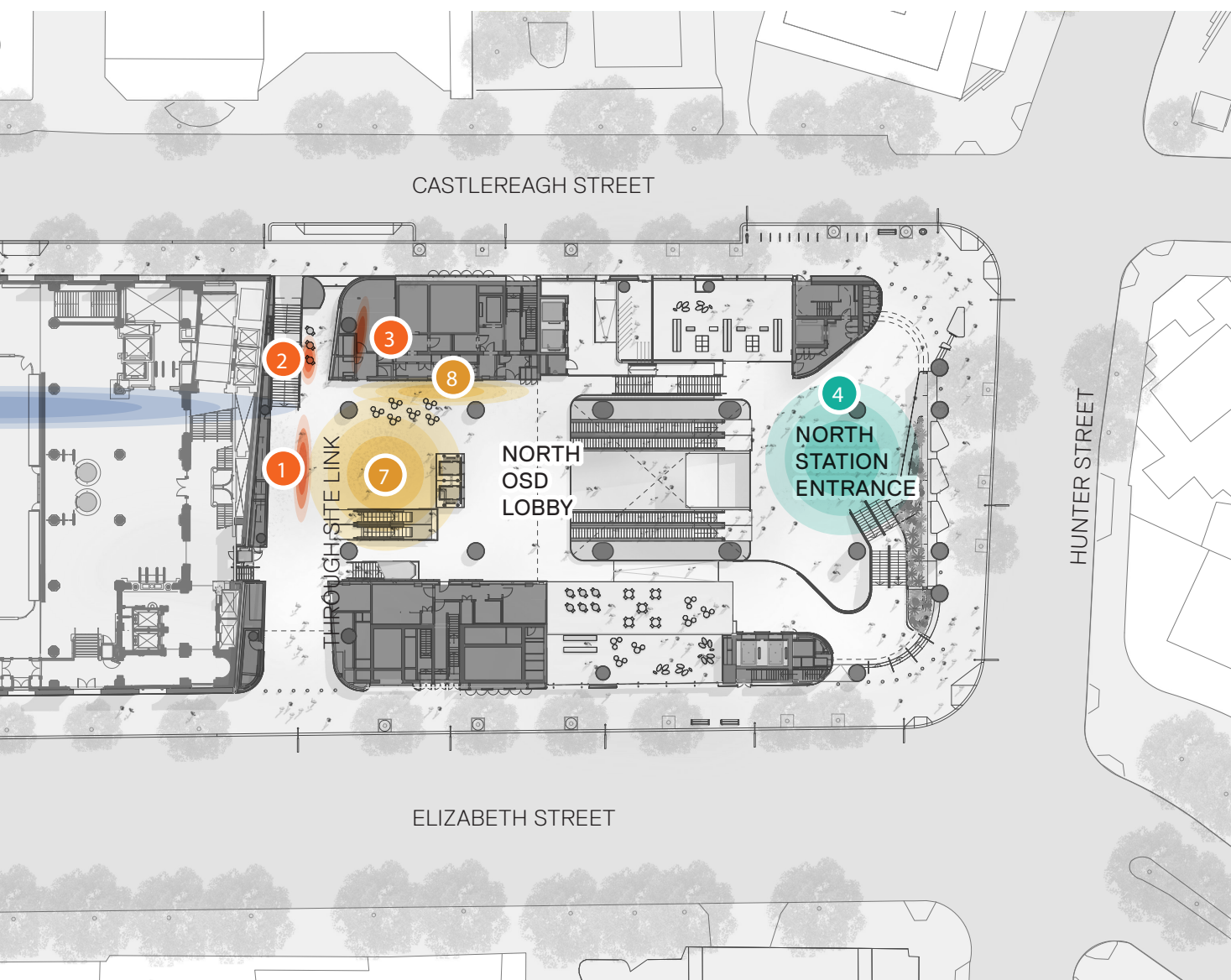
- 4 Northern metro station entrance
- 5 Southern metro station entrance wall

New Macquarie commissioned artworks

- 7 North OSD lobby - Floor/ceiling/atrium space
- 8 North OSD lobby - Large western wall

Digital artwork opportunity

- 9 Underground pedestrian link



5.4.1 Sydney Metro commissioned public art

Sydney Metro's City & Southwest Metro Public Art Masterplan, (Masterplan) was prepared to ensure high-quality, integrated, and robust art for the 18 stations along the line. The program is guided by a curatorial theme 'Storylines'. The Masterplan sets out the program's vision, objectives, principles and the process for selection and realisation of the artworks. Sydney Metro's Public Art Working Group, (PAWG), which includes membership from Create NSW, oversees the art selection and realisation. The program's vision is to "elevate the customer experience" and artworks are required to enhance the experience of the station as a place, make a connection to surrounding precincts and to be compatible with the station's programs and functional requirements.

A two step process was developed for artwork selection. Step 1 was a public Expression of Interest, (EOI) open to Australian artists and run in collaboration with Create NSW. From this EOI, a panel of art experts shortlisted 21 artists: three artists for each of the city stations.

Sydney Metro then prepared a station specific brief, with input from the station architects. The 3 shortlisted artists attended a site visit and were invited to submit a concept artwork for the Station Artwork Competition. A second panel comprising art and design experts from Sydney Metro, the station delivery team, and the City of Sydney selected an artwork.

For Sydney Metro Martin Place Station, artist Mikala Dwyer was the selected for her dynamic, abstract and colourful work, Continuum. Continuum is situated across two spaces of the new Martin Place Station complex—the north and south entrances. Each artwork has a bespoke expression at each of the Metro entrances. The artwork selection was endorsed by the Sydney Metro Public Art Working Group. The artwork has also been presented to Sydney Metro DRP during its subsequent development and was received positively.

The artwork references time as a material for sculpting and is inspired by the context of the train station, a place where train-lines loop and traverse the surface of the earth. The works are highly integrated with the station architecture and are intended to create moments of wonderment for commuters and create memorable meeting points.

The artwork for the northern entrance holds a

strong presence from the street. The mirror polished stainless steel sculpture hanging above the grand public foyer takes the form of a Möbius strip that echoes the continual tide of people moving through the transit space.

The flat-surface ceramic-tiled mural component of Continuum positioned at the south entrance echoes Euclidean geometries in a vibrant mix of matt black tiles and highly colour-saturated gloss tiles. The design of the mural is intended as a celebration of the tempo and shape of train travel.

Together, the artworks are to be experienced as a succession of unfolding encounters that parallels the experience of travel. Daily commuters will become viewers and participants in a contemporary public artwork and unfolding experience as they move through the metro entrances.

The selected concept artworks will be further developed in collaboration with the architectural and project delivery teams to confirm concept feasibility, to refine and develop the initial concept, and to commence investigations in material selections to ensure the successful integration of the art into the architectural design and to ensure the artwork is coordinated with wayfinding, access and interpretation. Collaboration activities have included modelling of the public art concept within the architectural models for space-proofing and coordination with structural and building services design, and with consideration of the relationship of the artworks with surrounding architectural materials, finishes, and lighting.

Following acceptance of the developed public art, the artist and technical team will complete the construction documentation of the artwork components and fabrication.

Images of the Concept Artwork have not been included as Sydney Metro policy is to not share images of artwork, outside of the project, the DRP and the governance structures, until the artwork is completed to protect the artist's intellectual property.

5.4.2 Macquarie Group art

Macquarie's approach to public art in the integrated station development reflects its acquisition policy of art reflecting the theme of 'The Land and its Psyche'. Since 1987 Macquarie's Art Collection has supported the careers of contemporary artists through the acquisition and display of their work globally, and fostered opportunities for Macquarie staff, clients and visitors not only to enjoy the art on display in Macquarie offices around the world, but to learn about the art and interact with the artists through a range of programs, many of which are publicly accessible. A selection of Macquarie commissioned artworks can be seen below and on the following page.

Macquarie established an art gallery in 2015, a dedicated, non-commercial space for the display and sharing of contemporary art. The objective of SPACE is to nurture emerging Australian artists by supporting and exhibiting their work. Curated exhibitions from the Macquarie Group Collection are staged throughout the year, promoting Australian art and artists to audiences beyond Macquarie staff and clients. Extending the scope of SPACE Gallery's current public-facing exhibition program, the new development will activate the Sydney Metro Martin Place precinct with a range of projects such as artist-in-residence programs, temporary and ephemeral art, public talks and forums, and rotating exhibitions of contemporary art.



SPACE art gallery, established by Macquarie in 2015 for the display and exhibition of contemporary art of emerging Australian artists.

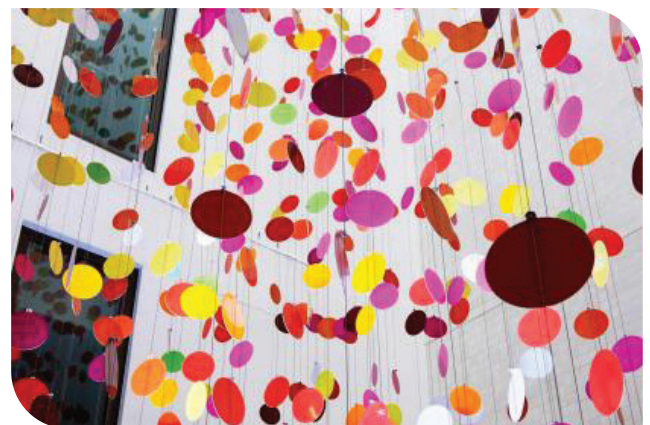
5.4.3 Macquarie commissioned public art

In addition to Macquarie's commitment to incorporate the salvaged heritage artwork from the former P&O Building, Macquarie's curatorial approach to public art in the precinct is to integrate permanent public art and provide temporary art programs.

The Macquarie artist brief encouraged the artists to examine and create a dialogue between the old and the new, considering the cultural heritage of the site, including Indigenous culture in the area, art and architecture, and the colonial history of the Martin Place precinct. The artists were encouraged to connect across the vertical and horizontal spaces of the precinct.

A guiding principle of the development is to open the possibility for curated intersections between the local and the global, the past and the future. This principle has already been expressed in the architectural design of the two commercial towers, and in the approach to the reinstatement of the heritage artworks into the architectural fabric.

The newly commissioned public art will contribute to this dialogue between the old and the new, engaging and connecting across the vertical and horizontal spaces of the Sydney Metro Martin Place precinct. Artists were encouraged to consider the cultural heritage of the site, including its existing art and architecture, while also taking into account the embedded Indigenous design elements being developed in parallel by Balarinji.



Nike Savvas, 'Colours are the country', 2014.

6. DETAILS OF THE STATION DESIGN AND PRECINCT

6.1 OVERVIEW

A central objective of the project is the establishment of an integrated, transport-oriented development that fulfils the potential of its strategically important location in the heart of Sydney's financial and civic districts. Martin Place metro station provides a modern and efficient multi-modal transport interchange and a welcoming new gateway into the Central Business District.

The following sections outline the three key components that make up the new station precinct; the metro station, two over station developments, and the public domain.

Sydney Metro Martin Place Station

The precinct experience begins below ground in the metro station levels, drawing on the unique characteristics of both the natural and urban contexts in which it is situated. The metro station maximises the opportunity to integrate with the existing public transport and pedestrian routes in and around Martin Place, further enhancing the metro customer experience and improving the transport links and connections for the community. A fully functional station for the Sydney Metro will be realised by the design of clear, legible, iconic station entries with concourses and platforms that deliver an enjoyable customer experience.

Integrated station developments

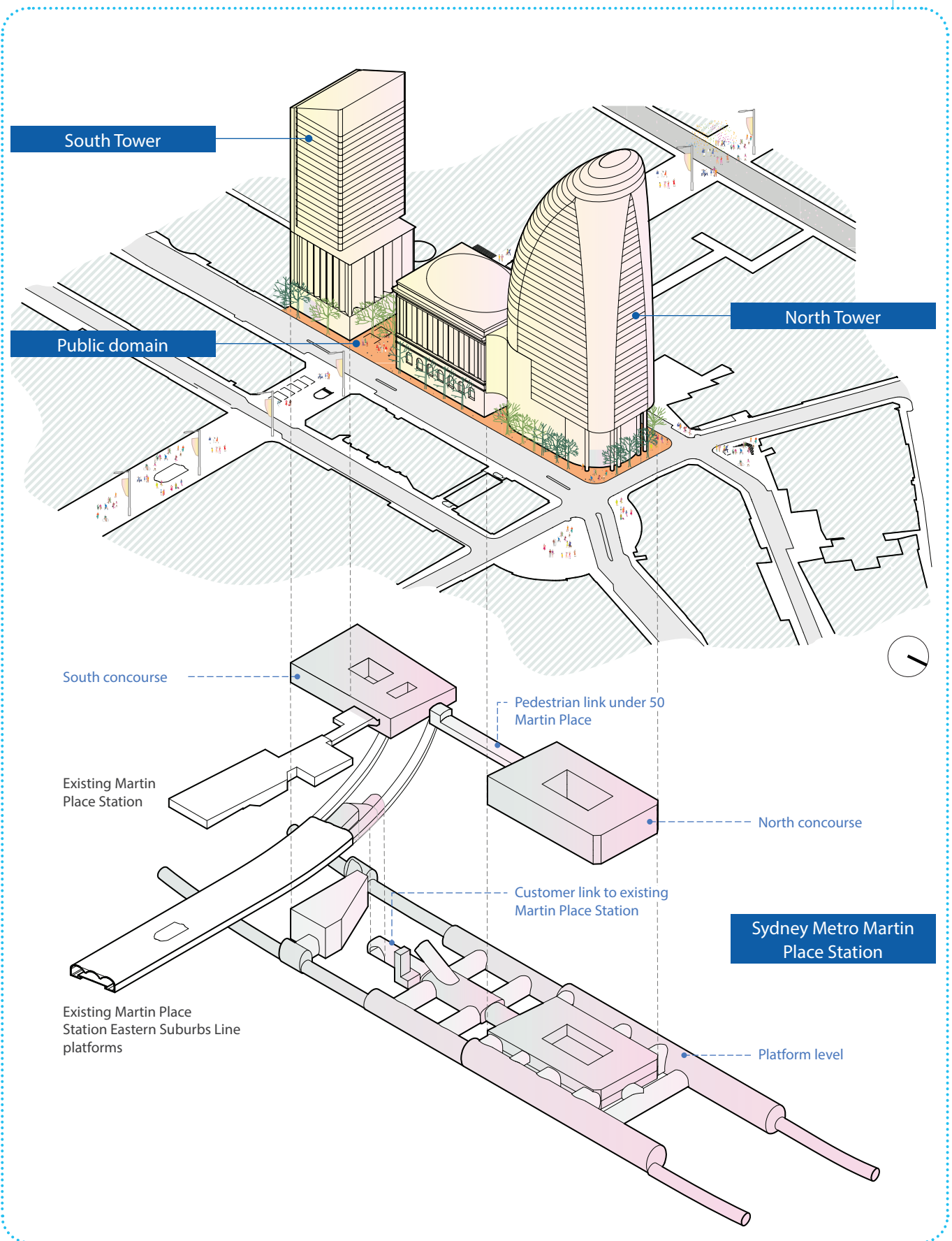
The aim of the over station developments is to create an integrated ensemble of buildings with 50 Martin Place as the anchor and key source of reference. The result is two towers – a North Tower and South Tower – that connect through consistent materiality and datums while responding to the unique characteristics of their respective sites. North Tower and South Tower have been approved under separate planning applications.

Public domain

The public domain provides a safe, accessible, visually attractive, high quality, unified streetscape. Important streetscape vistas are retained and enhanced by upgrades to existing footpaths and Martin Place plaza, and a new green space introduced at Hunter Street ties together the existing public plazas in this part of the city.

Integration

The opportunity to deliver the metro station, over station developments and public domain together allows for an improved level of spatial integration, providing enhanced architectural opportunities as well as benefits for the metro station and the public domain with the opportunity to create grander, more civil scaled station entrances that can accommodate future pedestrian demands. This will be a precinct where commuters, tourists, workers, shoppers and city visitors converge to work, live, socialise and play.



Exploded diagram identifying the key components of the Sydney Metro Martin Place Station precinct.

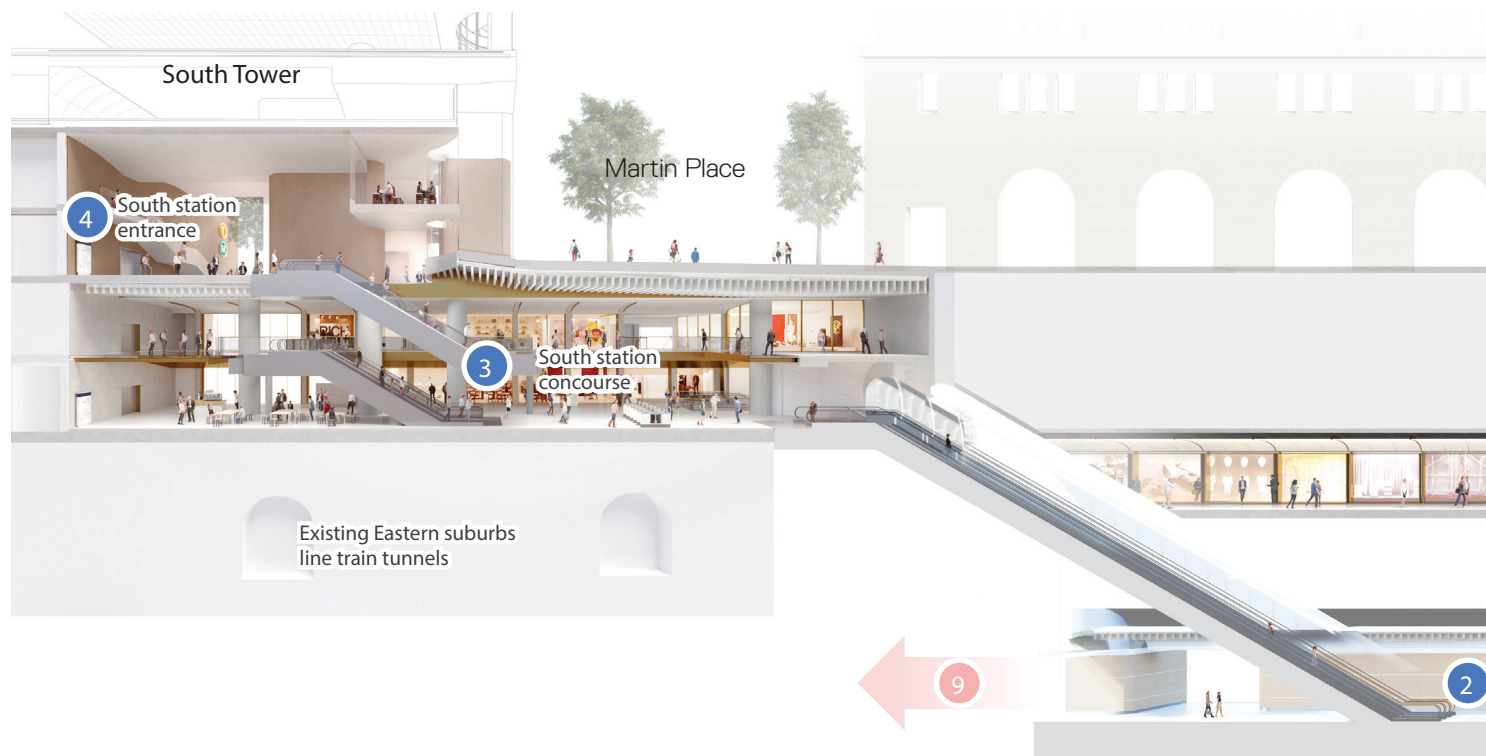
6.2 SYDNEY METRO MARTIN PLACE STATION

Sydney Metro Martin Place Station offers a unique opportunity to deliver a world class customer experience with a character that is directly derived from place. The experience of the customer is of the highest priority and is delivered in a manner that not only respects, but enhances the civic environment of Martin Place and the broader context of the Sydney CBD.

Key to the success of the design is the delivery of destination spaces that offer memorable experiences; places to meet by plan or by chance encounter, a station and urban realm that are framed by contextually respectful architecture and vitalised by the human energy passing through. The

Sydney Metro Martin Place Station identity evokes a modern, contemporary and efficient transport system providing an attractive, comfortable, safe and inspiring customer environment. Public areas are designed to provide generous and logical spatial organisation to allow safe and smooth flow of customers.

To maintain a coherent Sydney Metro identity from ground level to station platform, the design integrates the Sydney Metro network identity through signage components and Station-specific local identity which responds to context, character and environment to create distinctive sustainable design.



Sectional perspective of Martin Place metro station and precinct

To outline the design features of Martin Place metro station, the following sections 6.2.1 to 6.2.9 illustrate the customer experience of the design through artist impression vignettes of the south station journey, the north station journey, through the pedestrian link under 50 Martin Place, and finally the customer link from platform level to the existing Martin Place Station. The path of these journeys are identified in the sectional perspective below.

Section 6.2.10 outlines the principles for station material selection. Section 6.2.11 identifies the overarching retail vision for the station.

South station customer journey

- 1 Metro platforms
- 2 Arrivals hall
- 3 South station concourse
- 4 South station entrance

North station customer journey

- 5 North atrium
- 6 North station concourse
- 7 North station entrance

Pedestrian/customer links

- 8 Pedestrian link under 50 Martin Place
- 9 Metro customer link to existing Martin Place Station



6.2.1 Metro platforms

Arriving customers experience both the movement of trains alongside them, and the calmness and strength of scale of the arrivals hall beyond. With clear sightlines across the platforms, the caverns are designed as efficient customer spaces that provide generous circulation and spacious planning. The platform is clad in the language of stratified stone in reference to the sandstone from which the station is carved, set to a system of horizontal datums and vertical joints that allow fit out components to comfortably plug into the architecture.



View along the eastern platform cavern

6.2.2 Arrivals hall

Unique to Martin Place is a series of six passageways perpendicularly arranged along the length of the platform linking through to the central axis on which are found the arrivals hall escalators. This central vertical circulation takes customers up to the north and south station concourses above and is marked by the feature fluted top lit ceiling which uses inset colour to provide intuitive guidance for the wayfinding benefit of customers below. An interchange connection is also provided at the south offering direct access to the Eastern Suburbs Line platforms of the existing Martin Place Station, as seen in the bottom left image.



Views looking south and north along the arrivals hall, with adits peeling off on both sides.



6.2.3 Southern station concourse

Stacked over two levels under Martin Place, escalators bring customers up to the southern concourse in a vibrant place of convergence. Links are offered up to the street, east to the existing Martin Place Station, down to the metro platforms, across the pedestrian link to the northern concourse.

The southern concourse serves as an arrival place and is a place of distinct character drawn from the heritage fabric above and the deep sense of place resonant in crafted material, texture and form. The design is delivered through a language of bronzed retail portals (refer to section 6.6 for the proposed retail strategy) that line the primary pedestrian paths that circulate the central vertical movement zone which is capped in fluted light and colour as in the platform levels below. The retail language of portals is translated throughout the station environment, creating a single identifiable architecture of public amenity below ground.



View of the lower south station concourse looking south



View of the upper south station concourse looking south with retail flanking east and west walls

6.2.4 Southern station entrance hall

Clear sight lines to the south station entrance draw customers up a set of escalators from the concourse to the street into an expansive entrance hall. The entrance serves as a public through site link connecting Elizabeth Street to Castlereagh Street, thereby providing metro customers two access points.

Characterised by a contemporary interpretation of the classical heritage façades along Martin Place, the architecture is pivotal to the design concept for this entrance, both to revitalise it, and to capitalise on this landmark building to make the journey into and beyond it clear and legible. 'Deep' structure to the podium base responds to surrounding buildings flanking Martin Place. The repetition of these elements and the vaulted ceiling above assists in wayfinding as the structure and finishes direct customers out to the street or towards the station escalators and lifts.

The entrances are scaled to meet both the passenger demands and the specific urban context. Passive surveillance from the retail areas and the bridge lift access as well as well-lit spaces, high-quality aesthetics and improved pedestrian connections all contribute to an improved environmental amenity.

Section 6.3.1.1 describes the experience and character of the south station entrance in the context of the south podium façade and surrounding streetscape.



View of the south station entrance through site link from the lift access bridge on ground floor level

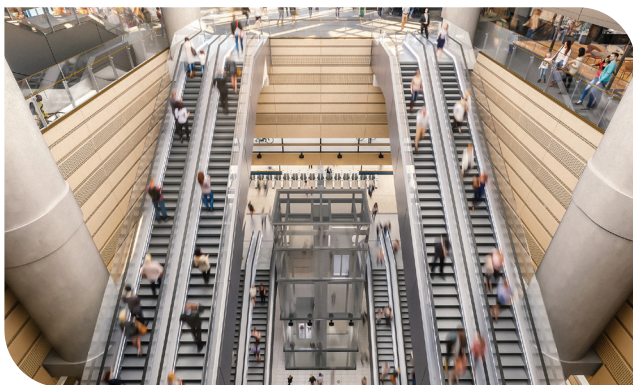
6.2.5 North atrium

A central northern atrium welcomes customers to the heart of the city, filtering natural light and fresh air down to the platform. Designed to inspire, this dramatic space enhances customers' experience of the station. With escalators flanking its edges, the atrium intuitively guides customers through the concourse and retail galleries and out onto the street.

The atrium cladding continues the language of stratified stone which begins at platform level. This stratification manifests itself through layered bands of sculpted panels formed in response to the organic contextual influences of the natural environment, the form of the North Tower and the topographical pattern of streets leading to the east and west station entrances. The panels are set to a strict rhythm that enables economy through repetition but also suggests a more naturalistic formal language. The layers step and undulate on ascent through the void, offering clear sight lines for customers by improved diagonal views upward from the platform as well as horizontal views across each floor.



View of the north atrium from the arrivals hall at platform level, with glazed lifts punctuating the space



View of the north atrium from the north commercial lobby at ground floor level down to the platform level below.

6.2.6 Northern station concourse

The concourse prioritises long, clear sight lines, and minimises travel time to and from the platform level. Creating simple and visible links between the station entry and platforms minimise the amount of wayfinding information required, and further simplifies the decision making for each customer within the station. The central atrium further guides customers in orientating themselves in the space.

Bronzed handrails and retail portals (refer to section 6.6 for the proposed retail strategy) tie into the language of the south concourse and continues into the language of the public domain. The concourse's smooth finishes provide a civic contrast to the texture of the atrium and this is further enhanced by the depth of colour in material and light. The space is a calmer and more expansive equivalent of the south concourse, responding to the organic experience offered above in building form, and in the street pattern at this northern part of the CBD.

The concourse directs customers around the atrium perimeter to continue their journey upwards to the street.



View of the north concourse flanked with retail flanking east and west walls, and the north atrium on the other to create clear sightlines vertically and horizontally through the station

6.2.7 Northern station entrance hall

The northern station entrances merge public and private space through the convergence of transport, retail and commercial spaces within a visually and physically shared volume.

Customers enter and exit the station from the northeast and northwest corners, directly addressing Chifley Square and Richard Johnson Square to align with pedestrian desire lines to the north of the city.

The entrance allows natural light to permeate the north atrium from street level to platform level via a full height glazed façade along the Hunter Street edge.

The entrance is activated by retail along its edges and overlooked by the north over station development lobby above. This entrance also provides a universally accessible public through site link between Elizabeth Street and Castlereagh Street.

The full height glazed wall has been drawn back in civic deference to the importance of Hunter Street, essentially widening the footpath. Sculptured plinths about the northern façade of the metro public concourse and are geometrically mirrored through the façade to a series of internal terraced landscape forms. Terraces resolve themselves into the main station stair that connects the entrances, inviting pause beneath the splendour of artwork commissioned by Sydney Metro to celebrate this place of public convergence. This landscaping piece is described further in section 6.4.

Entry points in all directions are clearly visible, connection to natural light is maximised at ground and deep down into the station below. Clear, safe and intuitive public passage is encouraged within an environment crafted to reflect and respect place.

Section 6.3.2.1 describes the experience and character of the north station entrance in the context of the north podium façade and surrounding streetscape.

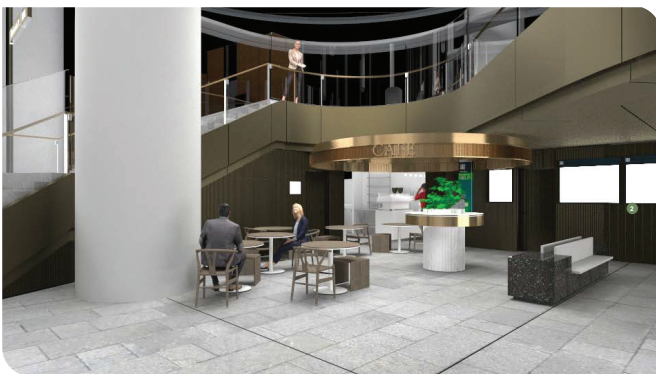
Key areas which have developed since the conclusion of the DRP process include the addition of full height glazing to the north commercial lobby with the north atrium, and the inclusion of a cafe as part of the retail activation along the edge of northern station entrance hall.

Rev. F



View of the station northern entrance from the north commercial lobby out to Hunter Street.

Rev. F



An example of retail activation along the edge of northern station entrance hall.



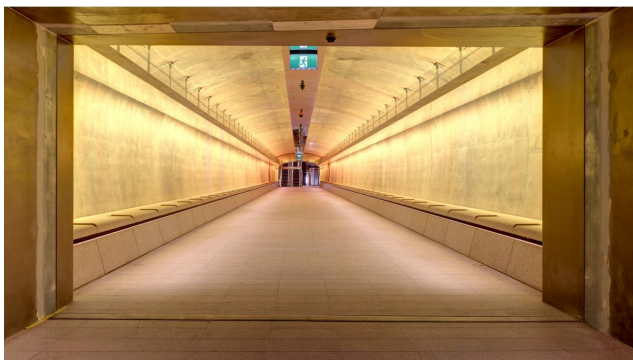
View of the north commercial lobby from the north station entrance.

6.2.8 Pedestrian link under 50 Martin Place

The pedestrian link is a unique offering of the project, extending the underground precinct along a north-south axis to provide additional connections and allowing the city to be traversed through activated passages and laneways. This link is available to pedestrians and metro customers alike and acts as a destination of its own.

Located directly beneath the vaults of 50 Martin Place, the link evokes its location through the lining of bronzed portal frames and sculpted arches.

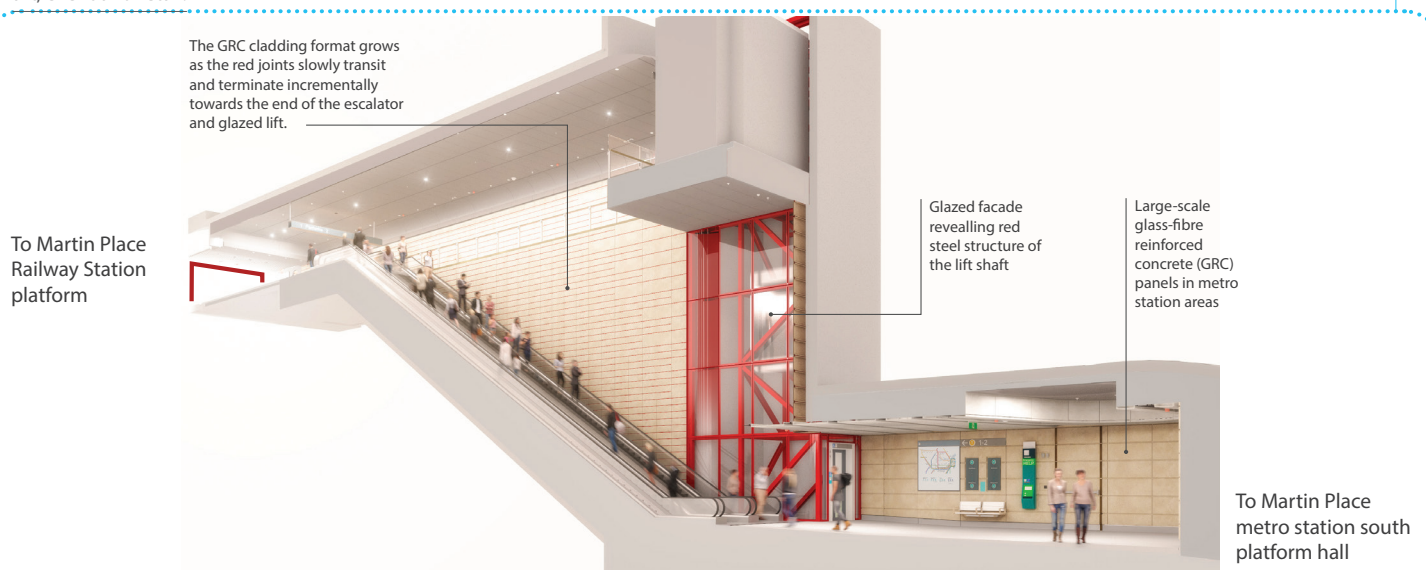
The width of the link is sized beyond the pedestrian flow requirements and consequently provides opportunity for multiple modes of occupation. The flexibility of the space provides exceptional opportunities for temporary and permanent installations, responding to weekend activities, one-off heritage events and art activations aligned to civic events such as Vivid Sydney.



The pedestrian link under 50 Martin Place offers opportunities for art, event and retail.

6.2.9 Metro customer link to existing Martin Place Station

A customer link (introduced in section 5.3.3.4) provides a direct connection from the southern platform hall of the metro station to the platform end of the existing Martin Place Station via a generous ramp gently sloping south on axis from the metro hall then cranking left to align with the existing railway platform above. The customer journey continues into a grand vertical transport hall that elevates 13m to resolve itself at the western end of the existing Martin Place platform. At the point of physical breakthrough, a wall of small format red glazed ceramic tiles will be dislodged to make the connection. These tiles will be celebrated as the source of inspiration to commence a journey of material transition toward the large format matt glass-fibre reinforced concrete (GRC) panelling of the new metro station. The customer begins in a grand space lined with small format red glazed tiles, and a GRC threshold separated by red joints. The bulkhead above the escalator, deliberately set back to reveal the red steel lift shaft, provides visual continuity and creates an iconic threshold demarcating the start of the metro station. The heritage significance of the relationship between these two great infrastructure developments is encapsulated in this journey of mutual respect, epitomised by the celebration of a single red glazed tile; 97 x 97mm; its flow accentuates by the red joints placed with care and attention at the threshold between the two.



A sectional perspective illustrating the transitioning of material, colour and texture as metro customers travel from the metro station platform through the link to the existing Martin Place Station.

6.2.10 Materials

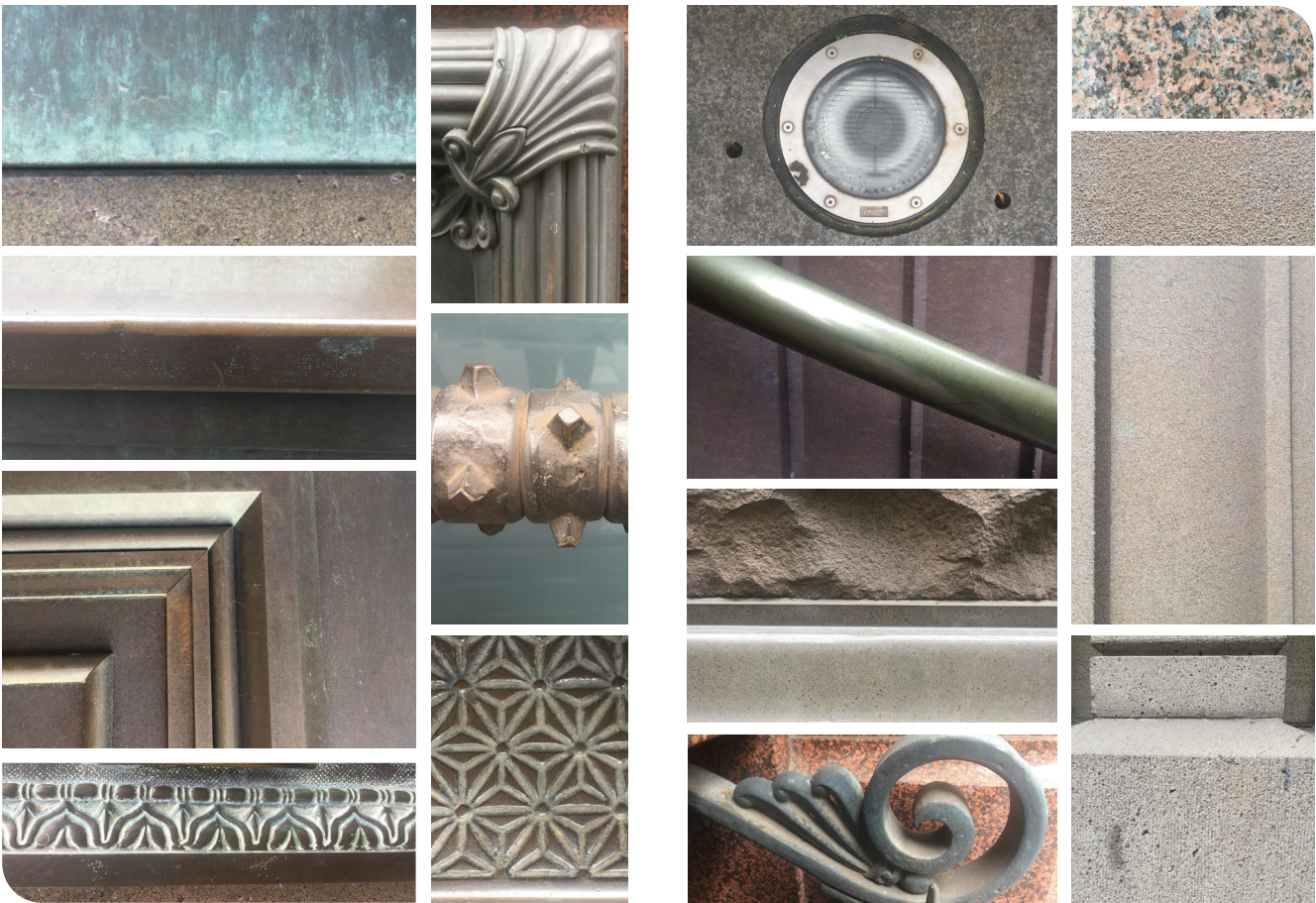
The materials and finishes selected for the station precinct have emerged from a visual survey of the rich heritage of the Martin Place streetscape, environment, and urban form, as shown in the images below. The aim is to design a high quality sustainable, fully functional and compliant metro station of distinctive architectural character that delivers a world class public transport experience for its customers.

Underpinned by these principles the material palette selection which has been designed to amplify a site-specific architecture, which is of its time and place and also supports the functional need to provide interest and legibility reinforcing a hierarchy of spaces.

Key material selections for the station include GRC panels with a mineralised texture, bronzed metal work, and stone floors both warm (in the honey jasper granite of the retail concourse) and cool (in the light grey granite at platform level which echoes the Moruya stone used to great effect in the civic infrastructure above). Each material element speaks of a connection to the historical fabric, texture and form of Martin Place and to the function of a contemporary transport precinct.

The textured GRC speaks to the sandstone from which the station is carved, but also references stone as a historically significant and highly visible feature to Martin Place. The material is used on the Sydney GPO, Challis House, Bank of Australia building and the Henry Davis York Building.

The use of bronzed metal work is another important feature to Martin Place as is found on Challis House, as panels to shop-front windows and framework to upper floor windows, and in the sculptures and Cenotaph on Martin Place.



Visual survey of Martin Place materials

6.2.10 Materials (continued)

Special attention has been paid to materials and finishes that customers will be in close contact with. These areas are self-finished and low maintenance where practical. As the station and precinct areas are highly utilised by the public and customers alike, material selection is driven by assessing functionality, passenger experience, sustainability and maintainability. The selected materials palette has been informed by providing high quality, robust, durable finishes that meet all functional requirements such as customer interface, component and services integration.

The following vignettes identify these key materials consistently carried through the station, from platform level through to the below ground concourses at the north and south.



View of the north atrium from the arrivals hall at platform level

					
					
Light grey granite floor and skirting	GRC cladding	Off form concrete columns	Stainless steel escalator cladding	Glazed lift	Glass balustrade

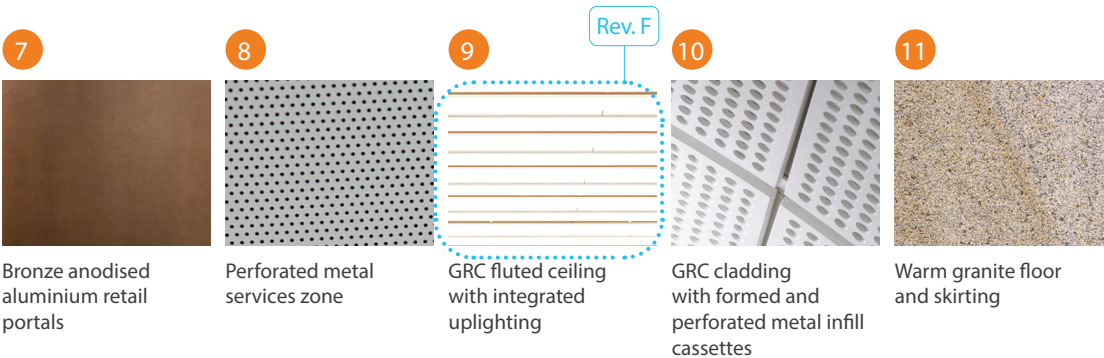
6.2.10 Materials (continued)



View of the north concourse looking north



View of the upper south station concourse looking south



6.3 OVER STATION DEVELOPMENTS

6.3.1 South site

6.3.1.1 Station entrances

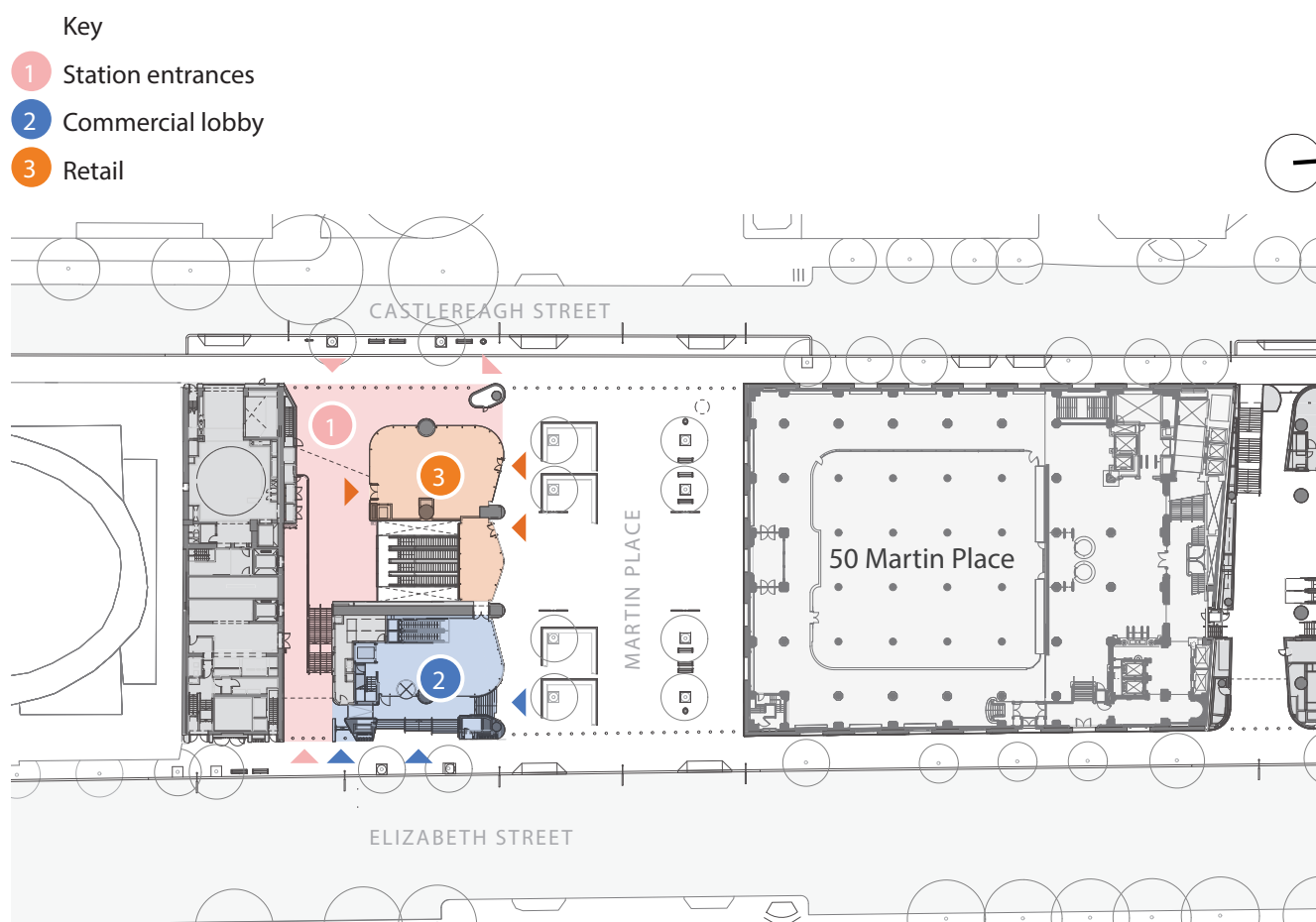
The southern station entrances share an urban site with retail activating Martin Place and a commercial lobby serving the tower above. The entrances punch through the east and west faces of the podium, creating an accessible public through site link between Castlereagh Street and Elizabeth Street. The entrance thresholds are respectful to the heritage constraints of place yet distinct in address, providing an intuitive and celebratory arrival point to the metro station from Martin Place.

The metro entrance on Elizabeth Street is distinguished from the commercial lobby entrance adjacent to it though open level access as a continuation of Elizabeth Street, providing an unobstructed and inviting entrance.

6.3.1.2 Commercial lobby entrance

The commercial lobby entrance is set back from the street and is accessed by stairs or ramp on Elizabeth Street. The raised access distinguishes the lobby entry from the adjacent metro station and retail and creates an intermediate threshold condition indicative of the semi-private nature of the commercial lobby.

The Elizabeth Street lobby entry steps are framed by architectural columns. The framing of the entrance serves to elevate the status of the commercial entrance and separate it from the station entry. The revolving doors are typical of commercial lobbies, serving an important role in managing pedestrian flow but also serving as indicator that this is a different entry from the retail and metro station.



Sydney Metro Martin Place Station precinct plan, identifying the key South Tower ground plane uses.

6.3.1.3 Retail

Martin Place facing retail provides the highest possible integration with the public realm. Working with the inherent site conditions, retail entries have been placed to work directly with the natural street levels ensuring on-grade access and connection.

Pedestrian flows to retail spaces are intuitive and improved by generous public space in and around Metro Station entries and significant flow paths and entrances are deliberately uncluttered. This will allow customers to make quick decisions on exit and entry.

Retail space on Martin Place and the Castlereagh Street corner extends vertically over three levels. The scale and presence of this tenancy befits many

of the grand heritage retail buildings currently within Martin Place. Opportunities for flagship retail offerings, flexibility to have single level retail shops or connectivity to the upper levels gives the retail plan options to meet future market demands.

The ground floor and mezzanine retail tenancies with direct connection to the office lobbies is an opportunity for food and dining experience.

The unique character and views from the upper level retail spaces are light filled and highly appealing to unique quality dining and anchor tenancies. This use, being a great social connector and meeting place, will enhance the night life of the City and urban core. Refer to section 6.6 for proposed retail strategy.



North elevation of the podium viewed from Martin Place.



West elevation of the podium viewed from Castlereagh Street.



East elevation of the podium viewed from Elizabeth Street.

6.3 OVER STATION DEVELOPMENTS (CONTINUED)

6.3.1 South site (continued)

6.3.1.4 Podium façade

The architectural design is centred on the idea of developing a highly specific design response to Martin Place. Central to this is the design of the podium and the concept of a strongly defined 'urban room' between the podium of the South Tower and the heritage building at 50 Martin Place. This strategy defines the architectural character of the podium and, in a modified form, the tower, so that the character of Martin Place is distinguishable in the city skyline.

The formal logic of the building is established by its relationship with 50 Martin Place. By building out to the boundary the South Tower podium re-

establishes street alignments. Strongly expressed corners and edges define the volume whilst allowing an active and open ground plane. The proposed podium height aligns with the parapet of 50 Martin Place. The modulation, materiality and detailing of the podium façades have been developed in response to the heritage context, as described on the following page, in doing so enhancing and strengthening the streetscape character.

This strategy improves the spatial definition of this part of Martin Place and enhances its significance as both a civic space and a major transport interchange.



View of the South Tower podium mirroring 50 Martin Place, interpreting streetwall, datum height and materiality.

6.3.1.4 Podium façade (continued)

The design for the south over station development is a complex response to its specific constraints. It is required to be legible as a distinct podium building, with a tower above in order to enhance the spatial definition of Martin Place. However, it is also important that the South Tower building reads as a coherent form. These seemingly contrasting objectives have led to the unique, site specific design that is rooted in Martin Place and a reflection of this context in the city skyline.

The following strategies have been implemented to realise these ideas:

- The use of consistent materiality and detailing for the full extent of the tower.
- A consistent built form alignment to the east and west as a result of the zero setback to the towers on Elizabeth Street and Castlereagh Street.
- The manipulation of the proportional allocation of materials between the tower and the podium. The podium has a high level of solidity to match 50 Martin Place whilst the tower is a lighter glass element framed by the solidity of the ceramic roof screen and the level 10 plant room.

The façade design for the proposal has been developed to support the principal design, materiality and detailing ambitions for the project as well as to incorporate services and respond to construction methodology, particularly given the challenges of the metro station below ground.

The tower is composed of connected podium and tower elements, united by the southern structural spine. The tower and podium elements are each further subdivided into three distinct zones of articulation, which express a formal composition and relate the building to its surrounding context.

6.3 OVER STATION DEVELOPMENTS (CONTINUED)

6.3.1 South site (continued)

6.3.1.4 Podium façade (continued)

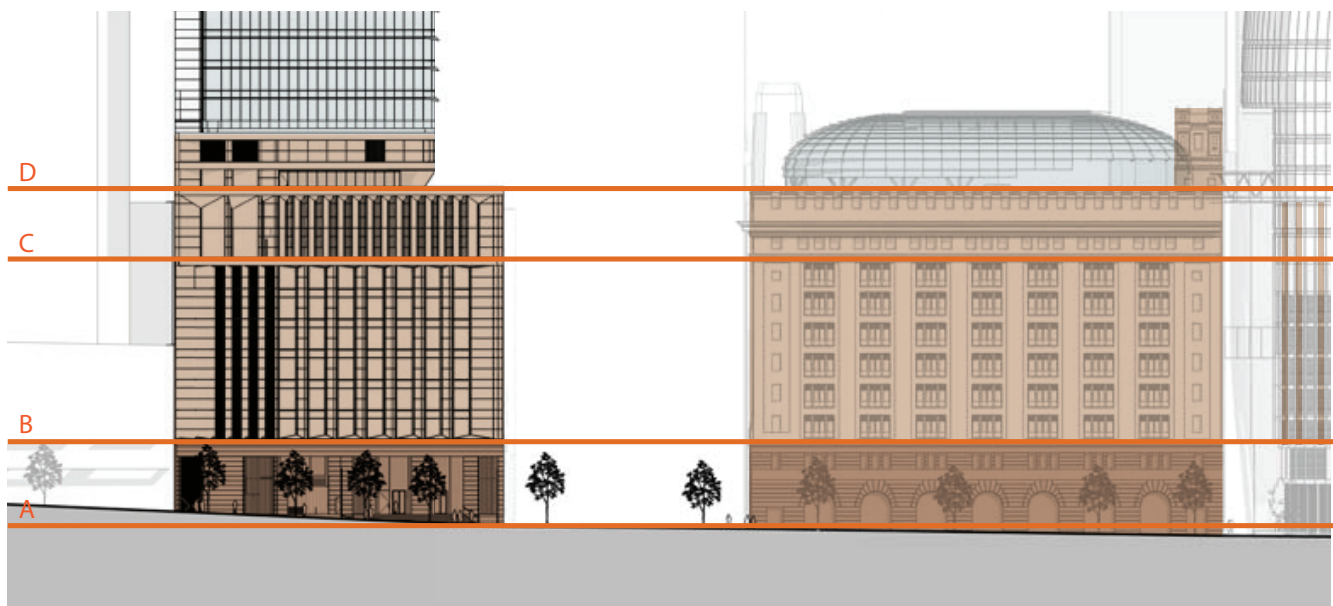
The podium is divided into three zones that respond in an innovative and contemporary way to the Beaux-Arts composition of the neighbouring façade.

The three zones allow the podium to establish a narrative for architectural expression, a beginning, middle and end. The podium base sets the foundation of solidity juxtaposing openness, expressed structure and sculpted form. The middle podium forms the major body of the story. The deeper articulation to Martin Place expresses its prominence as the primary civic space. The directed views through the east and west façades towards Martin Place further support this. This clear hierarchy in expression is again a play on a technique utilised in 50 Martin Place. The top podium is the finale, reinforcing the same ideas through repetition in a lyrical manner and yet showing a progression to becoming more open and light.

The South Tower podium has a direct relationship with 50 Martin Place opposite through its alignment with the building datums. The key datum of the parapet level is carried through the whole precinct.



South Tower podium viewed from Martin Place with delineation of podium zones identified



East elevation of the South Tower podium with delineation of podium zones identified.

6.3.1.4 Podium façade (continued)

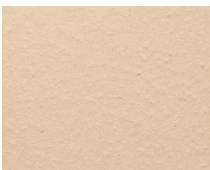
The architectural material palette has been developed in response to the existing materials and historical context of Martin Place. The key reference is 50 Martin Place, where the façade is finished in granite, glazed ceramic tiles and bronze finished metal.

The following principles have been considered:

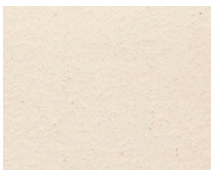
- The podium element is a direct response to 50 Martin Place, referencing key compositional principles and reinterpreting its materials in an innovative and contemporary manner.

- The primary and secondary facade materials proposed for the podium are stone, ceramic, glass and bronze coloured metalwork. These respond directly to the materiality and arrangement of similar materials in 50 Martin Place.
- The materiality of the tower element is designed to be consistent with the podium yet distinct in its application. The tower extends the materiality of the mid and upper podium, using ceramic cladding, bronze coloured metalwork and glass. The proportions of these elements, however, are manipulated to express the tower and podium as component parts. Whilst the upper podium is highly articulated and predominantly ceramic, the tower is predominantly glass and the articulation is more restrained.

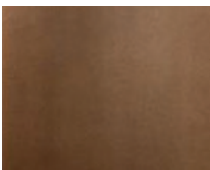
Key architectural materials palette for the South Tower podium.



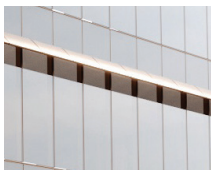
Ceramic panel cladding - glazed matt finish (colour to match 50 Martin place)



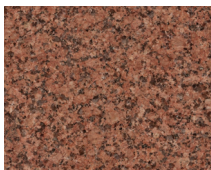
Ceramic panel cladding - glazed matt finish (colour to match 50 Martin place)



Bronze powder coated aluminium



Neutral clear glass and colour backed glass spandrels



Large format stone cladding to match the base of 50 Martin place



Austral Black granite paving

6.3 OVER STATION DEVELOPMENTS (CONTINUED)

6.3.1 South site (continued)

6.3.1.5 Tower façade

Martin Place is arguably Sydney's most important civic space and commercial location. Given its unique character both as a pedestrian east-west connection and the quality of the architecture that defines its edges, designing any new building carries a heightened degree of responsibility.

The philosophy of the tower design is to make a site specific building that responds to the unique conditions of Martin Place and enhances its particular characteristics. Key to this is:

- A design response for the south site that is a considered response to 50 Martin Place and the north site so that the new station precinct is a distinguishable addition to the city at both ground level and skyline.
- Extending the site specific architectural language of Martin Place so that Martin Place is legible in the city skyline.
- Ensuring viable commercial floor plates that maximise views and natural light by confining the core to the southern boundary.

The resulting profile of the tower create a unique and visually striking form positively contributing to Sydney's evolving skyline.

Built form

The tower form is set back 8m from the northern site boundary, distinguishing it from the podium when viewed from Martin Place. This setback from the Martin Place boundary is greater than that of the present building and similar to the tower of the Reserve Bank to the east on Martin Place. The tower is proportionate to the podium and appropriate to the surrounding context of the CBD.

Materiality

The tower façades reinterpret the compositional themes of the podium. Similar to the podium, the tower is composed of a clearly defined base, middle and top. Whilst the podium materiality is predominantly ceramic, the tower is predominantly glass intersecting a ceramic mass that encloses the tower base and roof.

The articulation of the tower is restrained, to complement rather than compete with the podium. The horizontal expression of the aluminium glazing framing to the east and west façades transitions into a cantilevered solar shade on the north. With the exception of this the detail of the glazing is typically flush and minimal with subtly expressed colour backed glass spandrel panels at each floor level.



South Tower viewed from Elizabeth Street, with 50 Martin Place on the right.

6.3 OVER STATION DEVELOPMENTS (CONTINUED)

6.3.2 North site

6.3.2.1 Station entrances

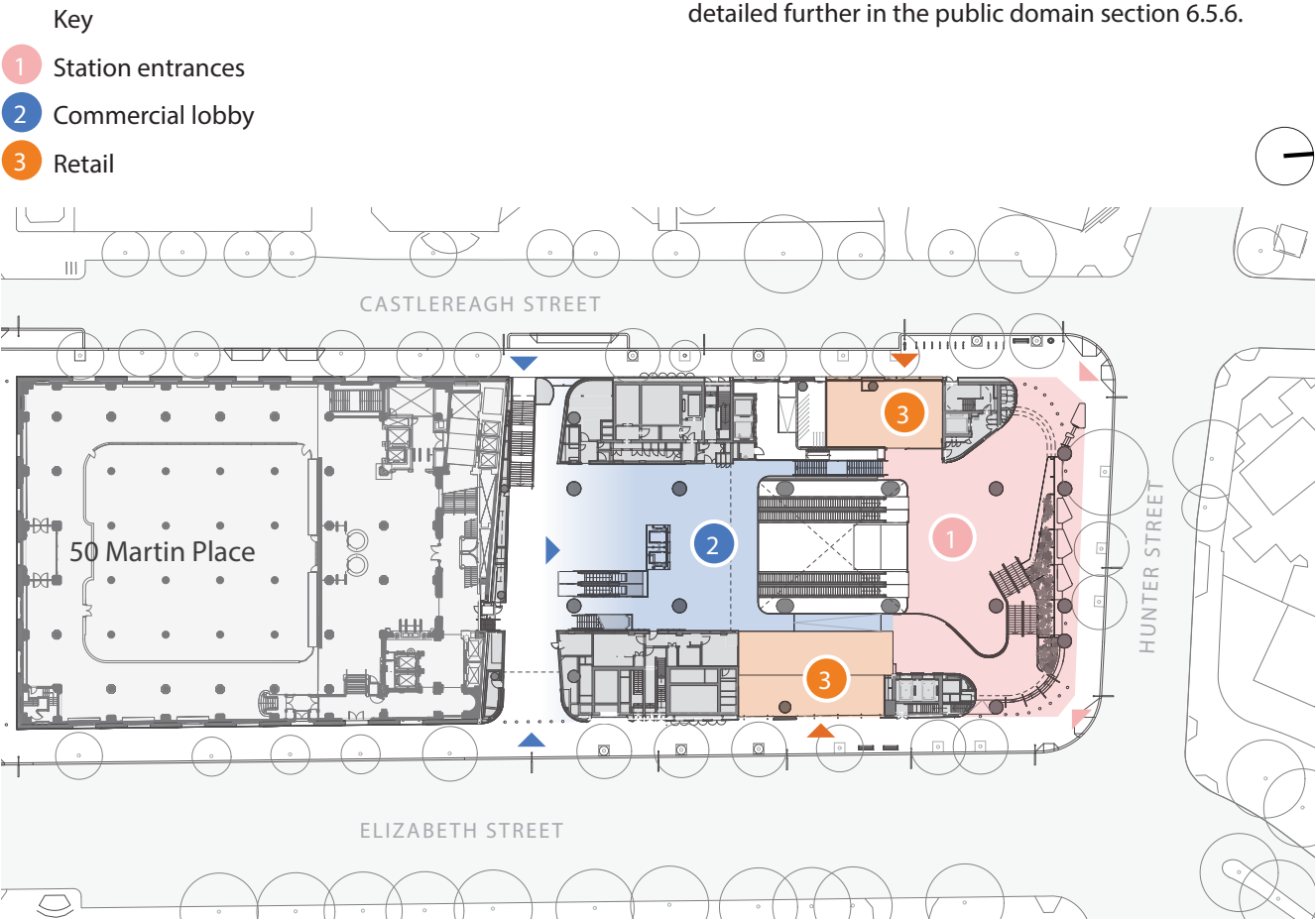
The north site offers the very rare opportunity to redevelop an entire city block as a true urban mixed-use development within the core of the city. The ground plane of the north site merges public and private space through its convergence of transport, commercial, retail and public spaces within a shared volume. The metro entrances are located on the north-east and north-west corners of the site, directly addressing Chifley Square and Richard Johnson Square and aligned with pedestrian desire lines to the north of the city.

The design also consolidates metro services and stacks them vertically to minimise impacts on the public domain. An elevated tower reception and lift lobby allows for the suspension of the lift pits above the ground plane which further extends the openness and activation of the ground plane on Castlereagh Street.

The metro station entrances at the two corners of Hunter Street serve as a universally accessible through site link connecting Elizabeth Street and Castlereagh Street available to both the general public and customers. As the primary entrance into the metro station, which takes 60% of station customer traffic primarily at the north-west entrance, this connection leads into a grand entrance hall which intuitively leads pedestrians to the station concourse below, as outlined in the previous section 6.2.7.

The building line is set back at the entrances to provide adequate storage capacity for customers at these corners, and oversailing skirts of the tower above are lifted high to offer a grand arrival/exit experience.

A new green public space is introduced along the entrance façade along Hunter Street, which is detailed further in the public domain section 6.5.6.



Sydney Metro Martin Place Station precinct plan, identifying the key ground plane uses.

6.3.2.2 Commercial lobby entrance

A mid-block through site connection at the south end of the north site – between 50 Martin Place and the station central atrium – improves the east-west permeability of this city block. This new public link also provides access to the elevated reception and lift lobby for the north over station development. As the primary entrance into the North Tower and with a link to the heritage 50 Martin Place lobby, it forms the address and ‘heart’ of the tower above. This space has direct access to the metro station entrance along the east and west perimeters of the station atrium, and also offers a terrace that overlooks the metro entrance hall to create a unique public gathering space.

Retail

At Castlereagh Street level two retail tenancies are created; one along the street frontage and the second on the east edge of the station atrium to allow views into the bustling station and retail concourse below. A significant retail tenancy is also created on Elizabeth Street. Activating both the street with visual links to the metro entrance hall adds further connectivity and permeability. This tenancy, likely food and dining, will provide licenced trading from early to late, enhancing evening activation. A range of opportunities exist for kiosks including locations within the entrance hall and the through site connection space. Refer to section 6.6 for proposed retail strategy.

Note: New plants shown at maturity for illustrative purposes.



Podium viewed from Castlereagh Street with commercial lobby entrance in the foreground and retail strip in the background.



Podium viewed from Elizabeth Street with commercial lobby entrance in the foreground and retail strip in the background.



Northeast station entrance at the Hunter Street and Elizabeth Street corner.



Northwest station entrance at the Hunter Street and Castlereagh Street corner.

The north podium responds to 50 Martin Place and is strengthened by the consistent height of the South Tower podium



6.3 OVER STATION DEVELOPMENTS (CONTINUED)

6.3.2 North site (continued)

6.3.2.4 Podium façade

The podium of the north over station development responds to the street wall character of Elizabeth Street and Castlereagh Street to reinforce the distinctive characteristics of this city block.

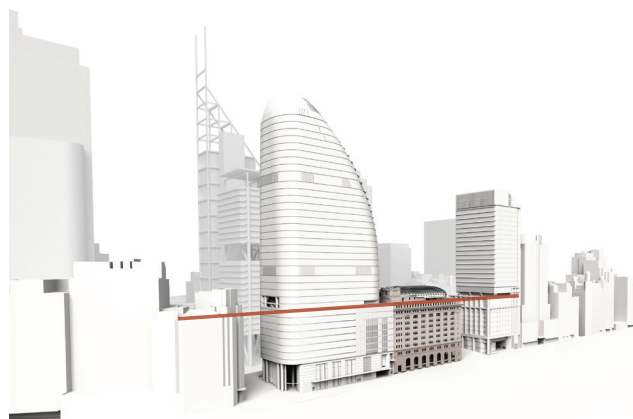
The podium responds to the principal heritage street wall height datums set by 50 Martin Place, Qantas House and the City Mutual building through a combination of expressed parapet, materiality and recesses. This alignment is also consistent with and strengthened by the consistent height of the South Tower podium.



Granite base and fins of the north podium in the background respond to 50 Martin Place facade podium expression and Qantas House.



Elizabeth Street: reinforcing key street frontage podium height



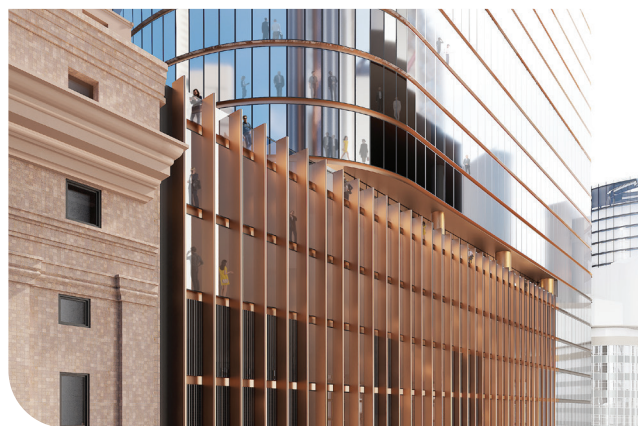
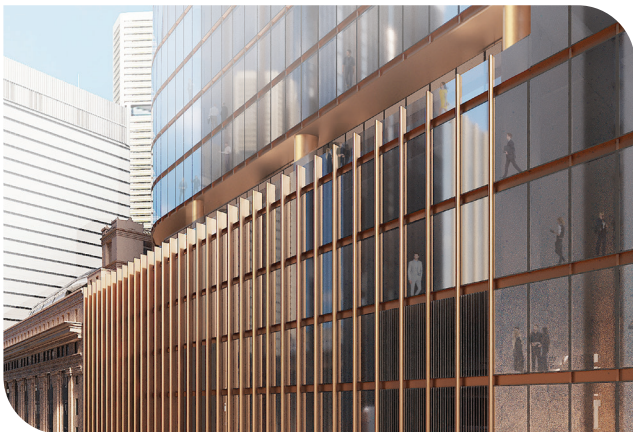
Castlereagh Street: reinforcing key street frontage podium height

6.3 OVER STATION DEVELOPMENTS (CONTINUED)

6.3.2 North site (continued)

6.3.2.4 Podium façade (continued)

The design respects the prominence of 50 Martin Place by acknowledging its primary facade frontage to Martin Place and secondary façades along Elizabeth and Castlereagh Streets. The tower is treated as a distinct, tertiary façade, which compliments the 50 Martin Place façades through the use of complementary materials and the composition of the podium facade vertical fins that increase in depth as they get closer to 50 Martin Place. The gradation of these fins transition the design from a street wall to a singular tower to ground form with a 'reverse' podium.



Elizabeth Street: reinforcing key street frontage podium height



The north podium façade viewed in the context of the tower from Richard Johnson Square on the corner of Hunter Street and Elizabeth Street.

6.3.2.4 Podium façade (continued)

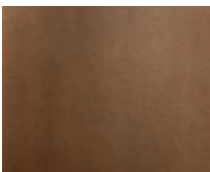
A precinct wide façade strategy has been developed to reinforce a precinct-wide identity at the human-scale in the public domain to create a distinctive, memorable and identifiable integrated city precinct. Materials such as red granite and warm metallic finishes are drawn from 50 Martin Place and incorporated in the street wall façades of the north and south podiums to strengthen the consistency of the precinct appearance and identity.

Glass and metal awnings provide weather protection to pedestrians along Elizabeth Street and Castlereagh Street. Canopies in matching materials and detailing sit over the lobby mid block through site connection on Elizabeth Street and Castlereagh Street as well as over the metro entrance on the corner of Hunter Street and Elizabeth Street.

Awnings and canopies are designed as simple, attached, transparent elements which allow for the full height of the monumental masonry elements to be perceived without interruption from the footpath level. Frameless large format shop front glass enclose retail spaces along Elizabeth Street and Castlereagh Street and maximise transparency of the active street frontages.



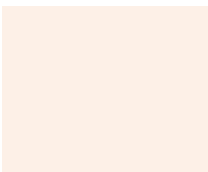
Key architectural materials palette for the North Tower podium.



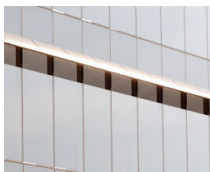
Warm bronze coloured aluminium



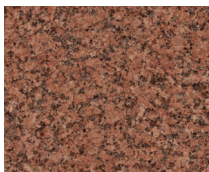
Dark bronze coloured aluminium



Warm white paint to steel tower columns



Neutral clear glass and colour backed glass spandrels



Large format stone cladding to match base of 50 Martin place



Austral Black granite paving

6.3 OVER STATION DEVELOPMENTS (CONTINUED)

6.3.2 North site (continued)

6.3.2.5 Tower façade

The North Tower is uniquely shaped both by the specific site and urban context and by its relationship to the singular architecture of 50 Martin Place. The tower marks the northern threshold of the station precinct - a distinctive urban composition also comprising the South Tower and 50 Martin Place at the precinct's centre. A unique and highly distinctive addition to the Sydney Central Business District, the North Tower will mark the new metro station precinct in the city skyline.

Built form

The North Tower façade form responds imaginatively in form to its context to achieve a landmark tower. The aerodynamic profile is a distinctive response to the Martin Place Sun Access Plane which moderates wind impacts at ground level and reflects the curved geometry of the adjacent 50 Martin Place glazed dome roof.

The tower reinforces a line of towers along Hunter St at the edge of the cluster of northern Central Business District towers. The tower-to-ground form is emphasised at the north façade on Hunter Street, while the tower's southern façade curves above the podium to reveal views of the heritage lift overruns and affords 50 Martin Place respect and visual prominence. A setback along this boundary to 50 Martin Place further enhances the perception of building separation and provides appropriate space to ensure its distinctive architectural expression and prominence are maintained.

The tower tapers progressively to the building's crown. As the tower height increases, the southern extent reduces and the radius of the northern corners increase. Both reduce the extent of the tower massing. The mass and scale relates back to neighbouring Hunter Street towers to the east.

Materiality

Clearly contemporary, the tower reinforces the heritage significance of the palazzo-style 50 Martin Place building.

The tower expression is comprised of faceted glazing panels that create a curvilinear form, echoing the glass dome of 50 Martin Place. The resulting organic form will be clad in curtain wall system, horizontally articulated at each floor level. The cladding geometry is resolved to almost entirely flat, four-sided glass panels to create a beautifully faceted reflective form, reminiscent of a cut gemstone.

Reflections on the faceted panels give shape and movement to the form. The tower is clad in two contrasting glazing types which respond to the building's internal programme and contribute to the distinctive external appearance. Reflective glass around the typical office floors supports the workplace environment with moderate daylight and minimised glare, accentuating the building's curvilinear form and faceted cladding.

The southern lens facade in contrast, is clad in high transparency and high visual light transmission glass to maximise daylight and views from the southern end of the floors.

The faceted tower glazing and southern lens geometry echo the 50 Martin Place glazed dome; both providing daylight and strong connections to the external environment, while suggestive of the innovative workplace within.



The southern elevation of the North Tower façade viewed from Martin Place showing its relationship to the podium below and the relationship of the 'southern lens' to the 50 Martin Place glazed roof dome.

6.4 PUBLIC DOMAIN

6.4.1 Introduction

The new metro station precinct at Martin Place provides a unique opportunity to revitalise a key block of the Sydney CBD that is anchored by Martin Place, one of Sydney's most important public civic spaces. Public space will be made available for the City's occupants and visitors providing convergent spaces where the full scope of the station precinct can be experienced. Section 6.5.3 identifies the key design objectives and principles that drive this public domain proposal.

Sections 6.5.4 to 6.5.6 detail the key components of the public domain, which can be broken up into the following three areas also identified in plan below. Collectively these moves create an enriching, integrated experience built around the rich heritage of the precinct.

6.4.2 Key components of the public domain

Footpaths

The ground plane is punctuated at the south and north with large station entrance halls that spill out onto widened footpaths that serve as primary and secondary plazas to the station entrances. Considered street furniture gives identity to these key spaces where station, office, retail and public thoroughfare converge. Additional street trees and lighting are also proposed here to strengthen spatial movement, public amenity and safety, in line with proposed City of Sydney public domain upgrades.

Refer to section 6.5.4 where these elements are outlined further.



Sydney Metro Martin Place Station precinct plan, identifying the key public domain components detailed in the following sections.

Martin Place plaza

In close consultation with the City of Sydney, the urban design of the Martin Place block fronting the south over station development has been developed to realise and further the City of Sydney's masterplan for Martin Place, as detailed in their City North Public Domain Plan.

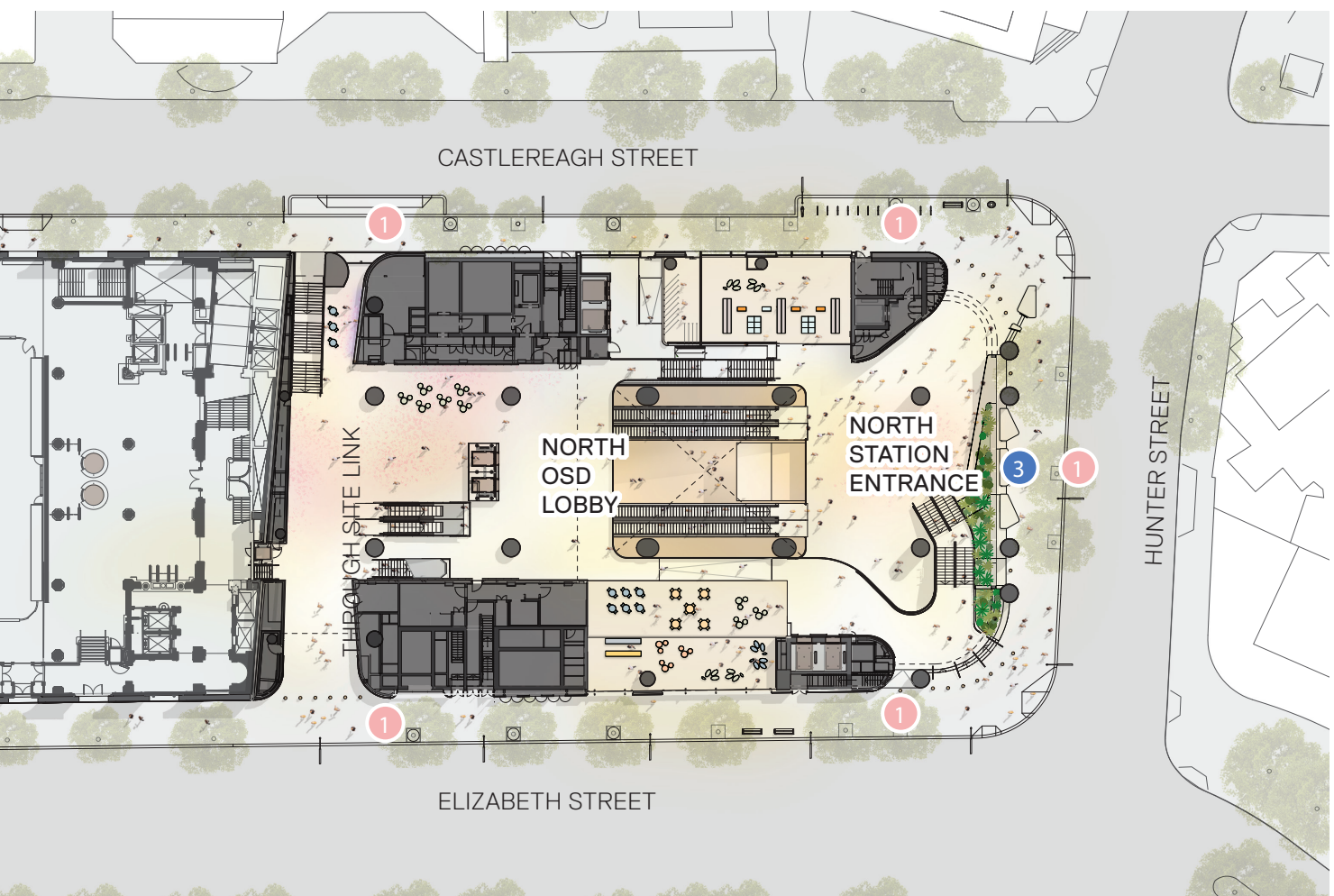
Section 6.5.5 identifies the key aspirations of this plan and how the public domain achieves and furthers the City's ambitions.

Hunter Street landscaping

The grand north station entrance will be a key landmark of the precinct, being the primary entrance with the highest pedestrian movement. The north entrance occupies the prominent north edge of the city block facing Hunter Street, providing a special opportunity to introduce a new landscaped public space that increases the 'green boulevard' of Hunter Street and complements Chifley Square and Richard Johnson Square. In close consultation with the Design Review Panel and City of Sydney, the landscape proposal provides informal places to sit and pause alongside a lush garden space. The gardens will display a native palette of planting that will continue throughout the North Tower.

This area is further detailed in section 6.5.6.

- 1 Footpaths
- 2 Martin Place plaza
- 3 Hunter Street landscaping



6.4.3 Public domain design objectives and principles

Metro City & Southwest Design Objectives:

Urban Design Objectives:

The design of the public domain is based on the following principles:

1. Ensuring an easy customer experience

Safety

Create safe, intuitive and uncluttered public realms with regard to crime prevention and public safety (CPTED) principles.



2. Being part of a fully integrated transport system

Customer-centric

Provide a welcoming and enjoyable arrival and exit experience to all users



3. Being a catalyst for positive change.

Accessible

Provide equitable, direct and legible access for all users from inter-modal transport into and throughout the public domain.



3. Being a catalyst for positive change.

Connected

Enhance and consolidate existing circulation routes throughout the station precinct and surrounding civic nodes



4. Being responsive to distinct contexts and communities

Activated

Create attractive and vibrant urban plazas and streetscapes to be inhabited day and night



5. Delivering an enduring and sustainable legacy for Sydney

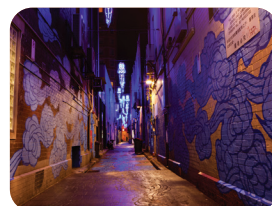
Diverse

Provide a range of spaces from open to the intimate to cater for community events and overlays



Identity and place

Create high-quality, benchmark precincts with a strong sense of place for a lasting contribution to local and city life



6.4.4 Footpaths

Overview

Footpaths fronting the station development will be upgraded to support the City of Sydney streetscape character, while also responding to the needs of the new metro station.

Key objectives of the footpath design strategy include supporting a balance of function between pedestrian, cyclists, public transport and vehicular movement, promoting walkability on street edge footpaths, and providing opportunity for street furniture for pause and rest.

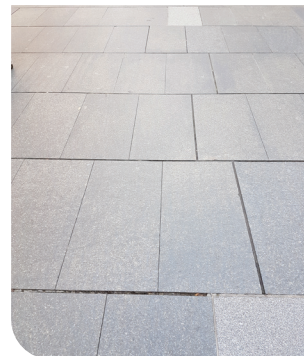
Upgrades to the streetscape include regrading, repaving and widening of footpaths where required to accommodate additional pedestrian movement at the key entrances and ensure the safety of the public and customers. New lighting, street furniture and street trees will enhance public amenity and safety while also providing an activated, accessible, attractive, high quality, and unified public domain.

Paving

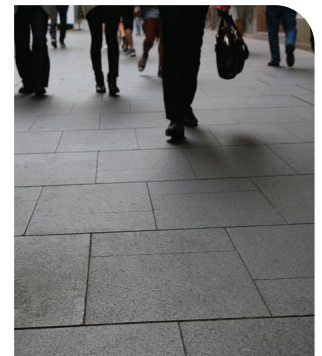
The pavement materials used on the footpaths and plazas have been developed in close consultation with the City of Sydney and are in alignment with City of Sydney guidelines. For instance, Austral Black is typically used throughout the Central Business District, and Austral Verde in special character spaces such as Martin Place.

To optimise the legibility of Martin Place and surrounding streets the hardscape design consists of linear patterns that are consistent in sizing and orientation to the existing pavement character to maintain consistency with a Central Business District and inner-urban station environment.

These finishes continue through the station entrances and public through site links to aid wayfinding and accentuate movement with a colour and materials palette that reflects the existing urban character of the precinct and its place.



Austral Verde granite pavers are used on Martin Place plaza



Austral Black granite pavers are specified for general footpaths and station entrances



View of the south site showing a paving material palette consistent with the surrounding streetscape and plaza areas



View of external footpath paving extending through the ground plane of the south station entrance and through site link.

6.4.4 Footpaths (continued)

Street furniture

Public domain street furniture has been selected in accordance with City of Sydney’s street furniture suite, and their positions determined in collaboration with the City of Sydney. These furniture elements have been organised in a linear fashion along Castlereagh and Elizabeth Street footpaths near the station entrances where customers and pedestrians are likely to pause. On street bike hoops are located in front of the north station entrance to service customers and commuters of the precinct.

Benches and bins are also proposed on Martin Place in alignment with City of Sydney’s masterplan, offering a place to pause along the route while allowing uninterrupted sightlines from east to west and continuous accessible movement along the edges.

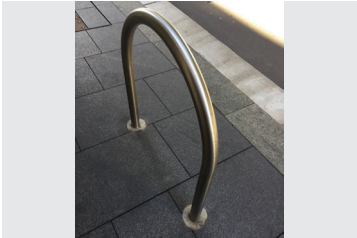
Bench 1



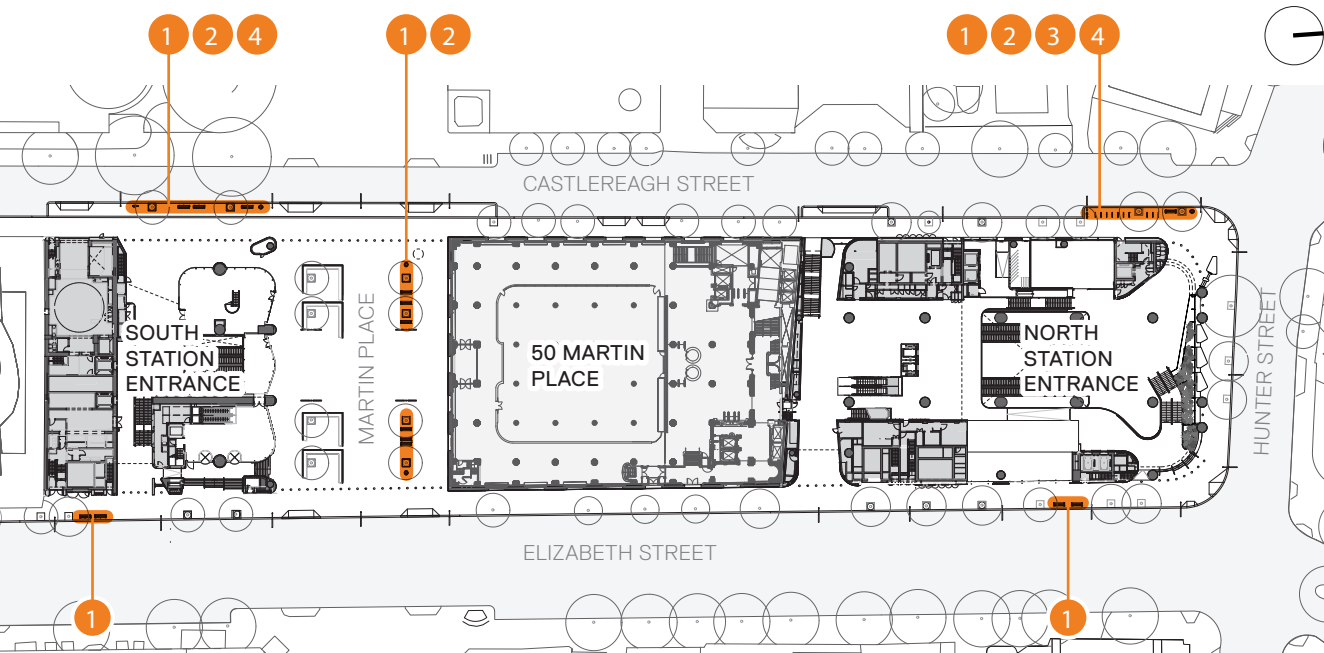
Capsule bin 2



Bike hoop 3



Drinking fountain 4



Precinct plan with street furniture zones indicated.

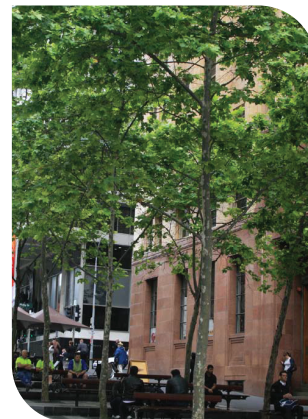
6.4.4 Footpaths (continued)

Street trees

The project aims to maximise the retention of existing established trees that provide value to the landscape character of the station precinct and public domain areas, whilst ensuring that any trees removed are reinstated or replaced in accordance with the Transport for NSW Tree Replacement Strategy.

New street trees along Castlereagh Street and Elizabeth Street are proposed to strengthen the existing tree line on Castlereagh Street and Elizabeth Street with consideration to setbacks and sight lines at road intersections and other transport infrastructure elements. New street trees are also proposed along Martin Place, in line with proposed City of Sydney public domain upgrades.

Species selections are based on the City of Sydney Street Tree Masterplan and also in consultation with City representatives. The colour coding in the plan below corresponds with the colours assigned to the tree species to the right.



Platanus acerifolia
London plane



Waterhousea floribunda
Weeping lilly pilli



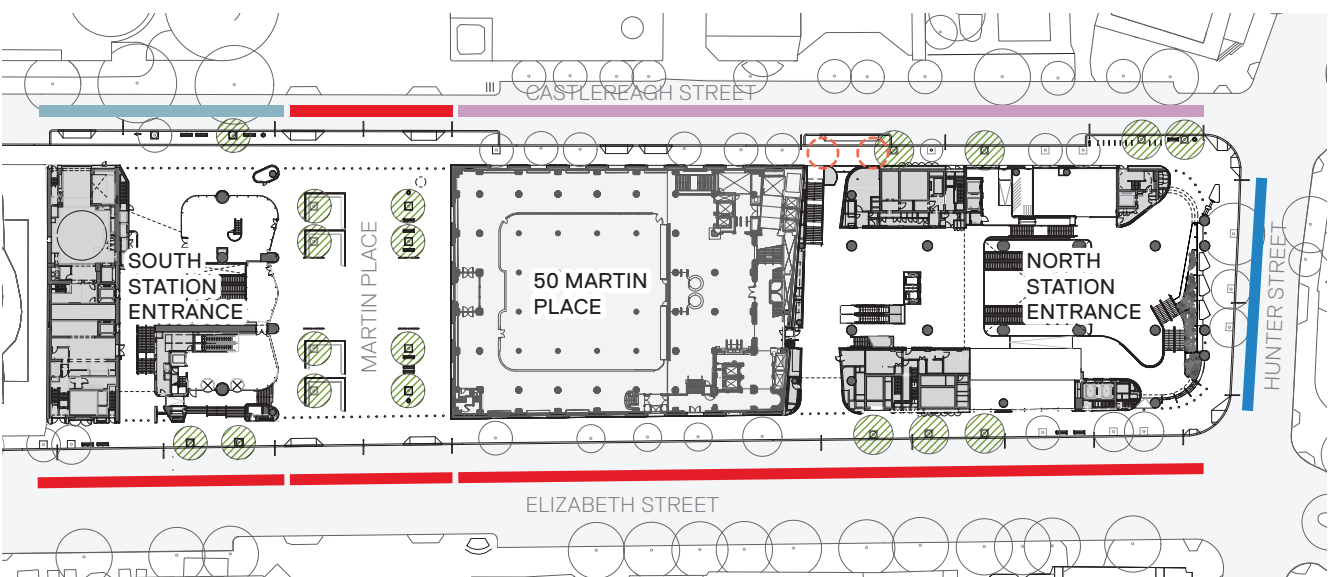
Fraxinus pennsylvanica
Green ash



Celtis Australis
Southern hackberry

Trees

- Existing trees (retained or reinstated)
- Existing trees to be removed
- New trees



Precinct plan with proposed tree positions and species indicated, in line with City of Sydney's Street Trees Masterplan.

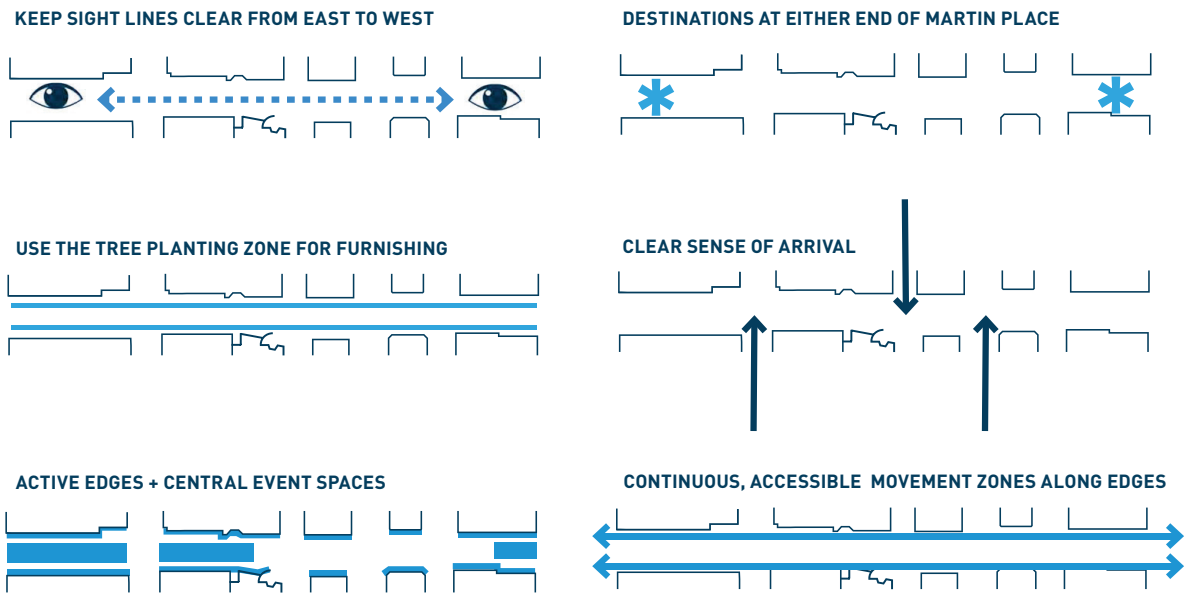
6.4.5 Martin Place plaza

Overview

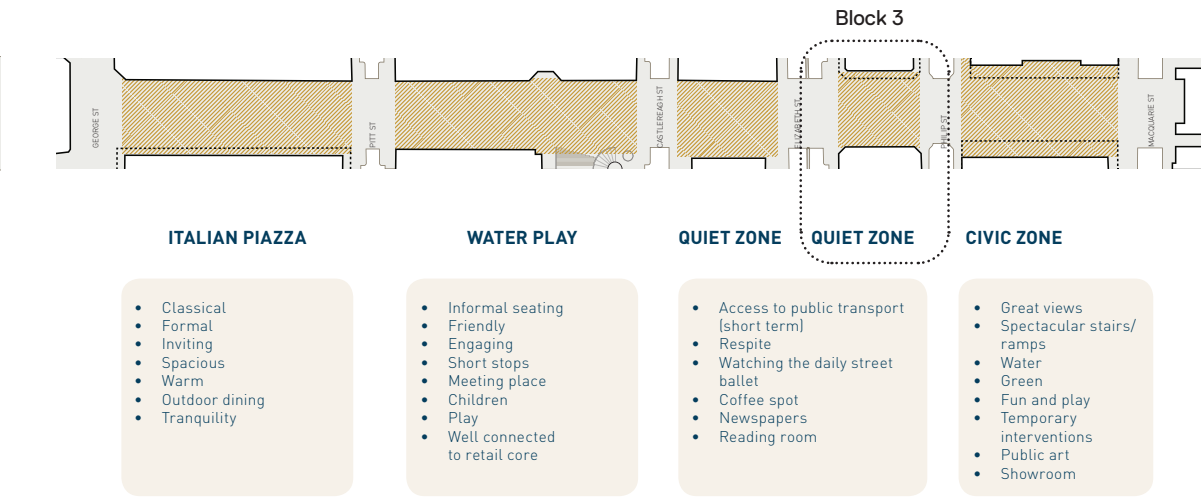
The urban design of the Martin Place block fronting the south site has been developed to realise and further the City’s masterplan for Martin Place, an urban design study produced by Gehl Architects for the City.

As the new metro station was not considered during the development of the masterplan, close consultation and collaboration with the City of Sydney has taken place to ensure the urban design of the portion of Martin Place that fronts the south

site (referred to as Block 3 in the masterplan) achieves the core guidelines of the plan while also furthering them in the context of the new station precinct. As Martin Place plays a dual role in this block as both a public thoroughfare but also a primary plaza for the new metro station, it is crucial that the urban design acknowledges the masterplan’s aspirations for this block as a ‘Quiet Zone’, while also building on them to imbue this vital section of Martin Place with qualities befitting of a primary station plaza.



Martin Place guidelines extracted from City of Sydney’s Martin Place Urban Design Study, by Gehl Architects



Martin Place usage concept extracted from City of Sydney’s Martin Place Urban Design Study, by Gehl Architects, identifying the aspiration for Block 3 as a quiet zone.

6.4.5 Martin Place plaza (continued)

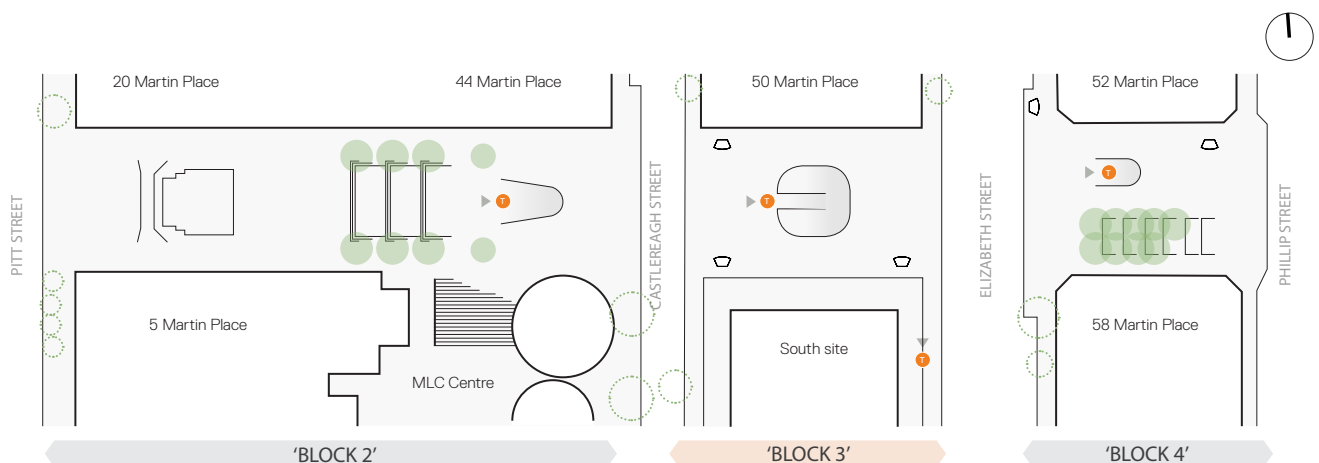
Key moves

The urban design of this plaza responds to the guidelines documented in the masterplan (extract below) in the following ways:

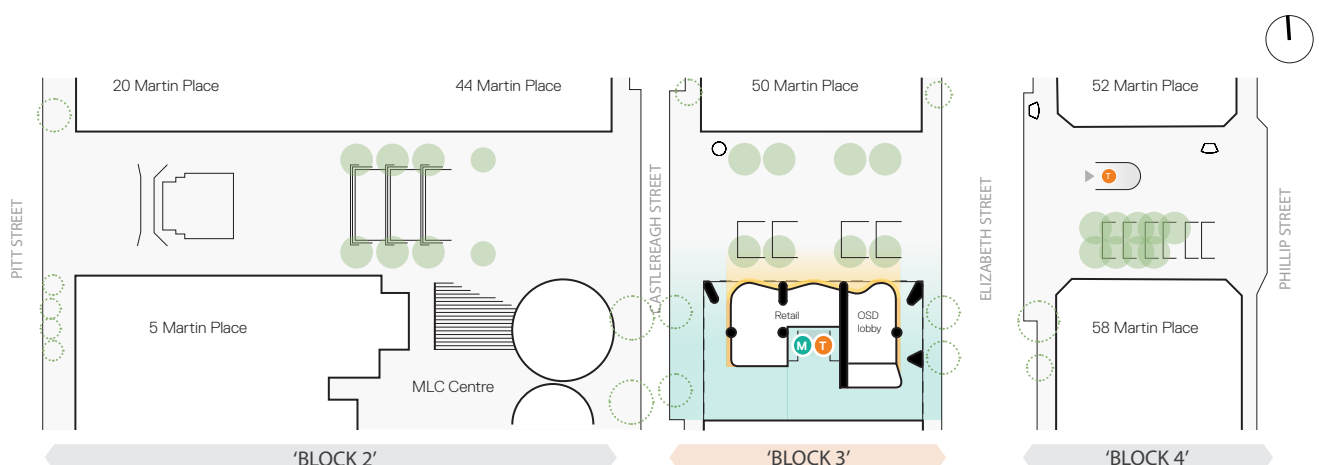
- Prioritises the pedestrian by de-cluttering Martin Place through the consolidation of three entry/exit portals to the existing Martin Place Station below into the new south entrances of the metro station, restoring hierarchy to one of Sydney's most important public urban space and allowing clear sightlines from east to west.
- Introduces eight (8) new trees to strengthen the coherence of the avenue of trees running along Martin Place.
- Maintains continuous accessible movement zones along the edges of the plaza.

- Introduces new stepped terraces to extend level usable area for informal meeting, event spaces and renewed activation to the plaza.
- Reduces number of kiosks in Martin Place and distributes them evenly, with one proposed at the northwest corner of Block 3.
- Provides active ground floors with public functions through introduction of new retail and dining options along Martin Place to enliven the area and add to the character and appeal of Martin Place.

These key moves are illustrated in the diagrammatic plans below, which depict Block 3 prior to Metro works (top), and the new proposed works to the plaza (bottom).



Diagrammatic plan of Martin Place (with Block 3 extent identified in orange) showing the pre-Metro works condition of the plaza.



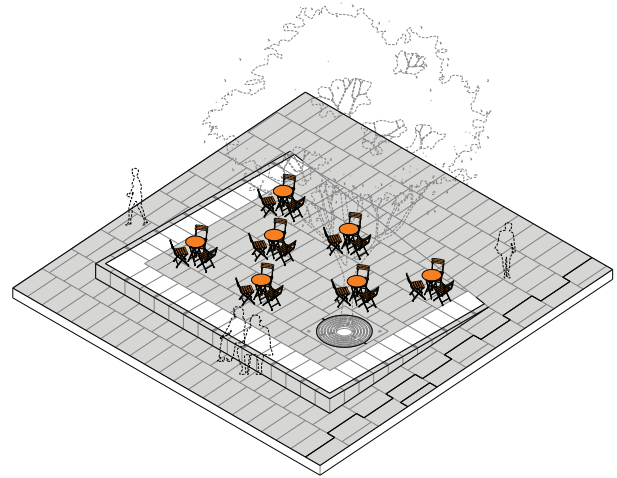
Diagrammatic plan of Martin Place (with Block 3 extent identified in orange) showing proposed Metro upgrades to the plaza.

6.4.6 Martin Place plaza (continued)

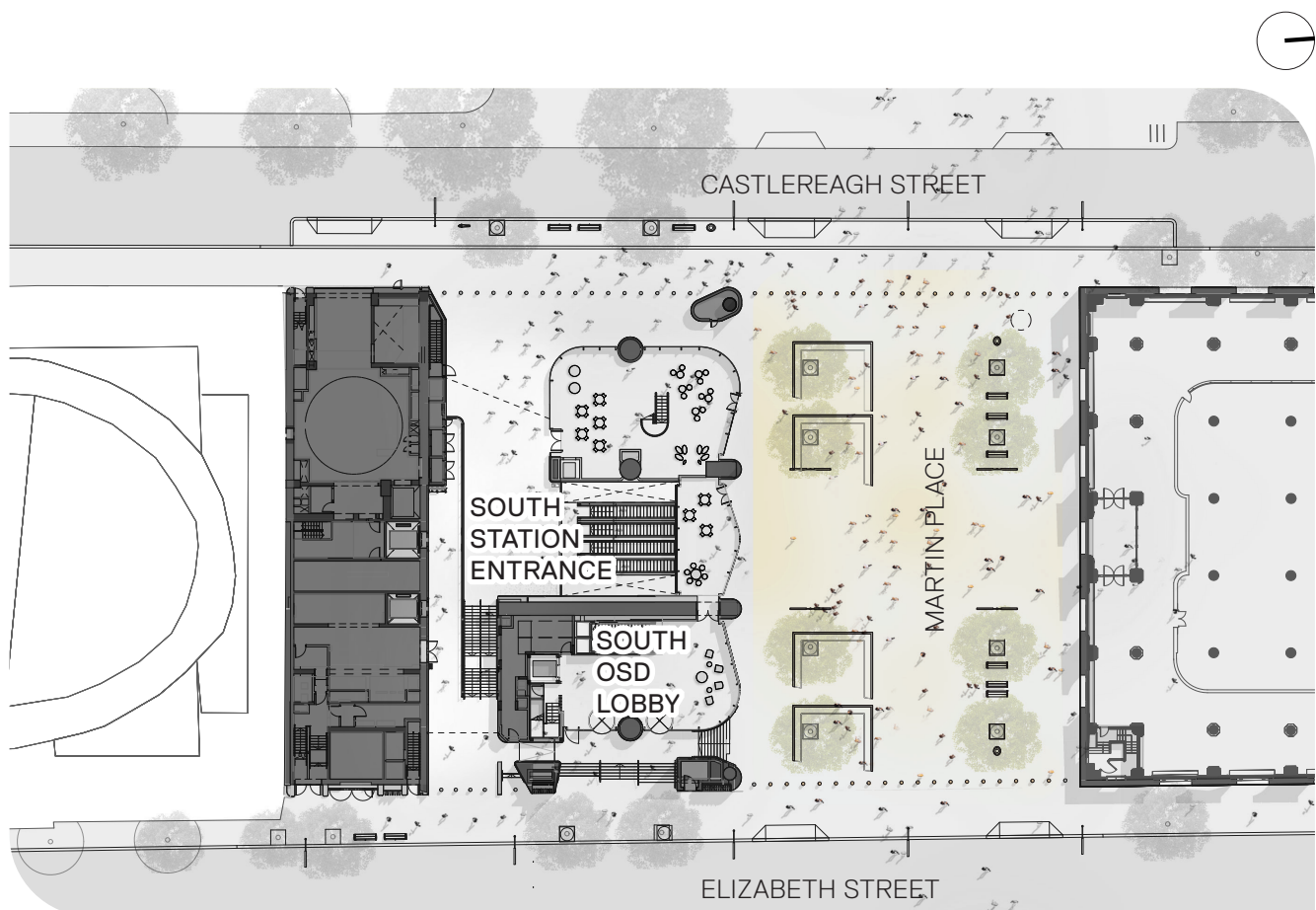
Stepped terraces

Stepped terraces are proposed on Martin Place to align with the design concepts illustrated within City of Sydney's masterplan for Martin Place. Terraces are positioned along the southern edge of the plaza, aligned with the terraces on the adjacent Block 4. In consultation with the City of Sydney, four terraces are proposed to maximise level usable area on Martin Place for seating/dining opportunities, with a maximum height of 450mm to provide an optimal seating height around the edges of the terraces.

Edge treatment of the terraces are detailed to be both elegant and robust, with a contrast edging strip to clearly highlight the terrace perimeters and safeguard against accidental trips and falls. This detailing has been developed in close consultation with City of Sydney.



Illustrative axonometric of one of the four new stepped terraces on Martin Place.



Illustrative plan of stepped terraces running along the south side of Martin Place plaza



View of Martin Place plaza fronting the south integrated station development.

6.4.6 Hunter Street landscaping

Through widening the Hunter Street footpath, people will be able to comfortably move throughout the precinct. A new entry stair will connect Elizabeth Street to Castlereagh Street and Metro via a weather protected civic space. Positioning of the new stair and landscape elements has considered key movement routes to the metro station and provide accessible connections through the precinct.

A series of crafted stone elements, as seen in the middle right image, provide integrated safety along the exterior façade of Hunter Street that continues the strong visual geometry of the architecture and step down the slope of the street. The positioning and height of elements has been carefully designed to maintain clear visual connection between inside and outside, maximising natural daylight into the garden space and entry forecourt.

A large generous seating element frames the gardens and provides a place of respite from the weather, improving public amenity within the area, as seen in the top right image.



Crafted elements along Hunter Street offer an informal rest point, while a large generous seating element at the northeast corner offers a place of respite.



North elevation of the podium viewed from Hunter Street with station entrances at the corners. The glazed façade reveals the entrance hall and internal soft landscaping beyond, with crafted stone elements outside that act as hostile vehicle mitigation devices along this façade.



Internal terracing provides informal seating for customers to pause.

6.4.6 Hunter Street landscaping (continued)

New Green Space

Strengthening the existing avenue of trees along Hunter Street is a key objective of the precinct public domain.

The Martin Place metro station precinct extends the green character of Hunter Street by creating a new internal terraced garden that can be enjoyed from the footpath or inside the new foyer.

Lush, green gardens terrace down from Castlereagh Street to Elizabeth Street, providing a display of native species that frame the north entry experience to Sydney Metro.

These garden terraces wrap the grand stair and encourage people to slow down, sit and enjoy the green space and artwork within the entry.



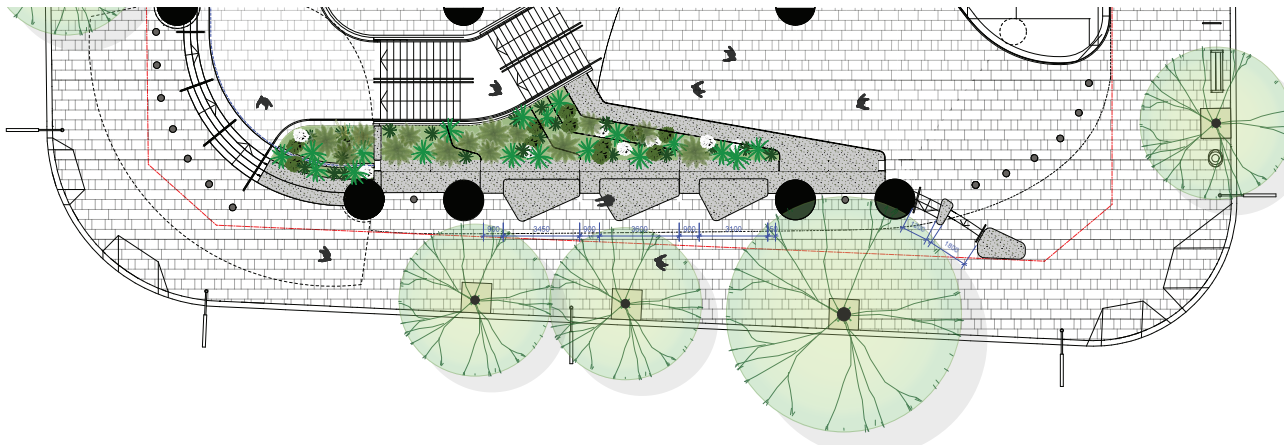
Internal view of the landscaping at the north station entrance hall looking out to Hunter Street.

6.4.6 Hunter Street landscaping (continued)

Planting

The selection and installation of planting aligns with the City of Sydney Landscape Code. The species that are proposed for the internal landscaping have been selected to display a local native plant palette. The planting considers performance requirements relating to shade and sun access along Hunter Street, as well as being suitable for an urban environment.

Low planting is used throughout the garden beds, with small clusters of feature trees and ferns focused at the higher Elizabeth Street entry. The plants have been selected for their suitability to the local climate and for their visual and indigenous interest.



Plan illustrating relationship of internal soft landscaped terraces with external Hunter Street hardscaping.



Asplenium austrasicum
Birds Nest Fern



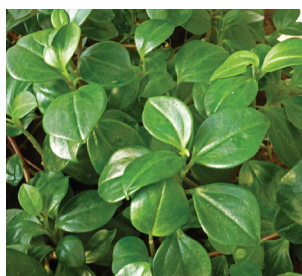
Rumohra adiantiformis
Leather Fern



Costus potierae
Crepe Ginger



Helmholtzia glaberrima
Stream Lily



Peperomia tetraphylla
Native Peromia



Tripladenia cunninghamii
Bush Lily



6.4.7 Monitoring and maintenance of landscaping

All proposed landscaping has been designed to optimise long-term maintenance in an urban environment.

Irrigation will be provided on an ongoing basis to ensure plant health.

Landscape maintenance will be continuous throughout the operation of the project to ensure a high standard of plant health and appearance.

The operator will be responsible for maintaining the landscaping within their licensed zone.

The following horticultural practices shall be carried out to ensure plants are maintained in a vigorous condition:

- Watering: generally ensure that all planting is receiving sufficient water to ensure vigorous growth and maintained in a healthy condition.
- Weed and pest control: eradicate all grass, weeds and pests from within planted area manually or with approved weedicides and insecticides and remove from site and use measures to prevent reinfestation.
- Monitoring all plants and trees for pest and disease on a monthly basis.
- Fertilising as appropriate to the species.
- Replacement of plants: treat or replace damaged plants and replace unhealthy or stolen plants to ensure minimum planting densities maintained.
- Re-mulch as necessary to maintain mulched areas to the specified depths.
- Litter and debris: ensure that the site is kept clean, free of litter, and general debris at all times.
- Pruning of vegetation for safety with regards to safety of public domain and passive surveillance.

A detailed landscape maintenance procedure and schedule will be developed during detailed design in consultation with Macquarie Group, Sydney Metro and City of Sydney.

6.5 LIGHTING

Public domain lighting

The lighting design for the station precinct and public domain has been developed as a seamless insertion into the city's night time landscape. Street lighting will be upgraded where applicable to provide a continuous lit path across footpaths and plazas, using luminaires mounted on smartpoles.

Lighting to Martin Place is to be integrated into the redeveloped plaza to respond to the rhythm of the new South Tower and celebrate the grand facade of 50 Martin Place. Four smartpoles are positioned on the plaza to articulate the urban and architectural context and enhance the visual atmosphere within the plaza, in accordance with City of Sydney's masterplan for Martin Place. They are aligned with other public domain elements and landscaping to maintain clear sightlines and a clear thoroughfare across Martin Place.

Station entrances

Lighting to the north and south station entrances will be read as a continuation of the public space, and will be lit to aid intuitive wayfinding and to complement the architecture. Both entrances are highly visually and physically connected to the public domain through large generous open thresholds and ample glazed façades, contributing interior light to the surrounding streets to also enhance passive surveillance. Similarly, during the day natural light will flood the entrances and station spaces beyond. The central atrium of the north station brings natural light down five floors into the concourse and station platform areas below. Supported by artificial lighting, the lighting design will enhance daylight by balancing light levels and complementing the colour of daylight throughout the day.



The station precinct built forms cast light onto the surrounding streets and plazas at dusk to maximise customer and pedestrian safety.



The full height glazing of the north station entrance filters light into the station entrance hall and down into the public concourse and station areas below.

6.5 LIGHTING (CONTINUED)

Lighting distribution

Distribution of lighting will vary between spaces, but illumination of vertical surfaces and ceilings shall be utilised to give a perception of brightness and enhance the richness of the materiality and spaces.

Light pollution and glare

The following will be implemented where appropriate to minimise the adverse impact of lighting:

- Luminaires directed to focus light on the appicate, to avoid 'wasted light'.
- Effective lighting control strategy implemented to turn off lights when they are not required.
- Appropriate luminaire accessories such as glare shields, baffles and lenses incorporated to control the light and minimise glare.

Sustainability and maintainability

The selection of appropriate light sources and light control to conserve energy will be adopted where possible. Lighting technology with long life, fit for purpose and low energy (e.g. LED technology) will be selected which can be replaced without impact to train operations.

Lighting design targets

The lighting shall meet all relevant Australian Standards and Codes, including recommendations and statutory requirements. The front of house lighting installation is to comply with all requirements of part J6 of the relevant Building Code of Australia.

- Australian Standards AS1158 Outdoor Lighting.
- Australian Standards AS4282 Control of the Obtrusive Effects of Outdoor Lighting.
- City of Sydney Sydney Lights – Public Domain Design Code.
- City of Sydney Schedule A5 Street Lighting Design.
- Sydney Metro specifications.



Sydney Metro Martin Place Station precinct with north and south over station developments above and Martin Place plaza running between offers a unique opportunity for a thriving new retail precinct.

6.6 RETAIL

Delivering on the overall precinct vision will reinforce Sydney's credentials as a global city in the 21st century. It is a unique opportunity to create an iconic, sustainable, integrated commercial office and retail experience built around the heritage of Martin Place.

The Sydney Metro Martin Place Station retail precinct will help to create a strong foundation beneath each of the towers, a seamless link between them, all while adding a new layer to the metro experience. The mixed-use components will provide needed services, new shopping and dining options and contemporary workplace amenities that will help designate the Martin Place integrated station development as a new focal point of the CBD.

6.6.1 Introduction

The journey from the station platforms to the street levels and the tower floors above will provide an intuitive journey for metro customers who will become visually and physically connected to the retail/office spaces and the city beyond.

As a high-profile mixed-use development in the centre of the Sydney CBD, Sydney Metro Martin Place will become integral not only as a key transit node, but also as a contemporary urban experience with many new offerings that will bring workers, residents, commuters, and visitors together. From food and beverage outlets to new retail concepts and digital experiences, this unique hub underpins the iconic South and North Towers as well as 50 Martin Place. Sydney Metro Martin Place Station represents a singular precinct that will be recognised as a destination on its own, the heartbeat of the Sydney CBD. And most importantly, a place for everyone.

Notwithstanding the one precinct approach, there will be distinct and delineated districts within, that organise the retail and service components, creating interest, variety and a nuanced approach to the retail tenancies.

The retail components are designed to complement the metro station design, to become a seamless part of the architectural vocabulary, while adding commercial style. The store designs are varied to provide variety and to reflect the district themes. The retail configurations reflect modern design approaches that blend the 'online retailer' thinking with and 'bricks and mortar' needs. From open storefronts to showcase concepts and a modern food hall, the retail strategy seeks to elevate the transit experience of the metro.

6.6.2 Retail journeys

The unique aspect of the retail experience is the north-south pedestrian link that runs the full length of the site under 50 Martin Place. The pedestrian link will connect the north and south concourses and provides the potential for an extensive subterranean pedestrian network for the Martin Place precinct and transport interchange.

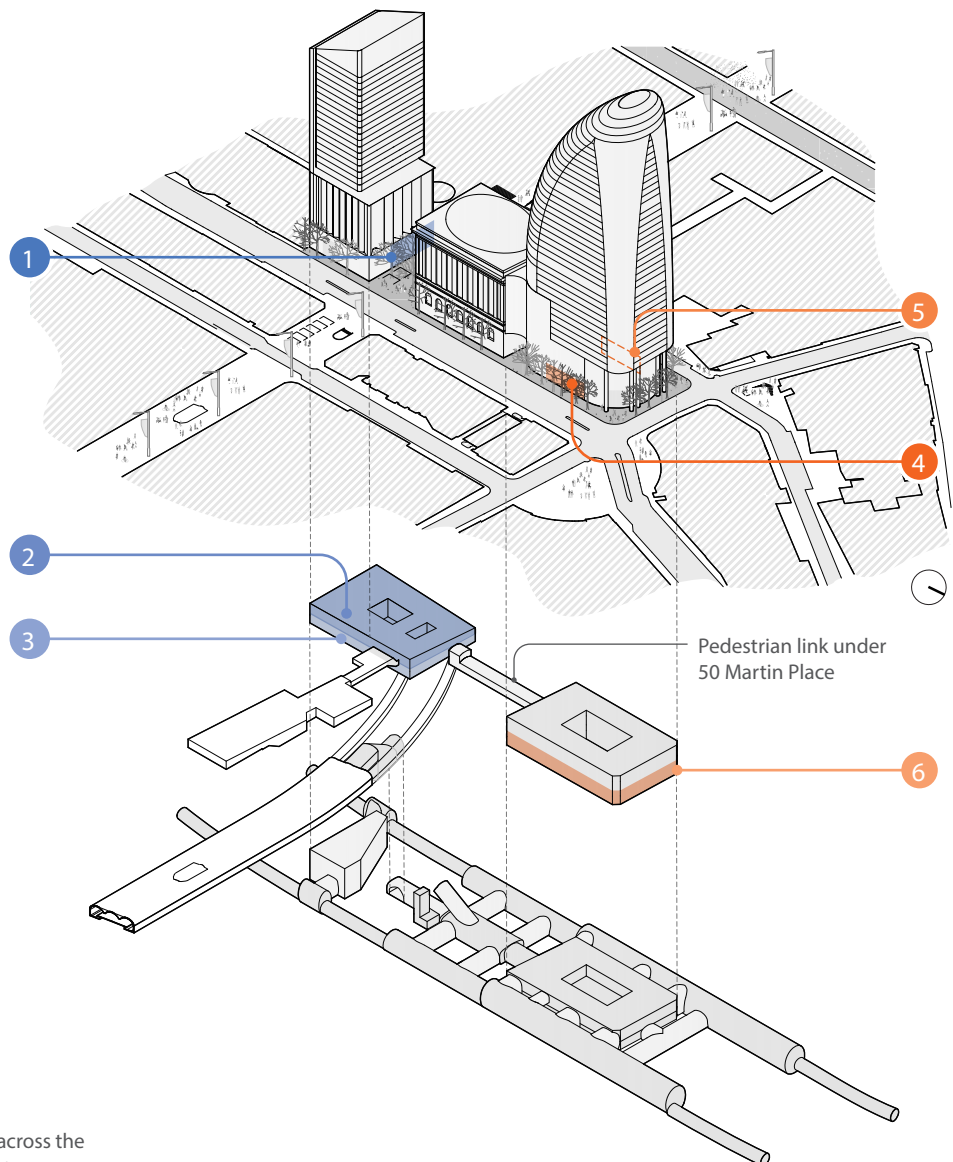
6.6.3 Retail typologies

There are six retail areas, each having its own character and charm:

- 1 South Tower street level on Martin Place
- 2 South station upper concourse level
- 3 South station lower concourse level
- 4 North Tower street level on Elizabeth Street
- 5 North Tower street level on Castlereagh Street
- 6 North station concourse level

These areas are identified on the illustrative diagram below and tied to the artist vignettes on the following page.

Rev. F



Exploded diagram identifying retail areas across the Sydney Metro Martin Place Station precinct.

6.6.3 Retail typologies (continued)

Street level (OSD retail)

The proposed retail strategy responds to existing retail conditions in the Station precinct's urban context, as well as the future vision for Martin Place.

Ground floor frontages will provide extensive retail and food offerings that address the street edges and maximise permeability across the precinct for customers and visitors.



Below ground (station retail)

The retail in the concourse levels below will provide an eclectic mix of retail and convenience stores. The proposal also allows for potential connectivity to existing retail zones at MLC Centre.



The pedestrian link under 50 Martin Place connects the north and south station retail concourses.

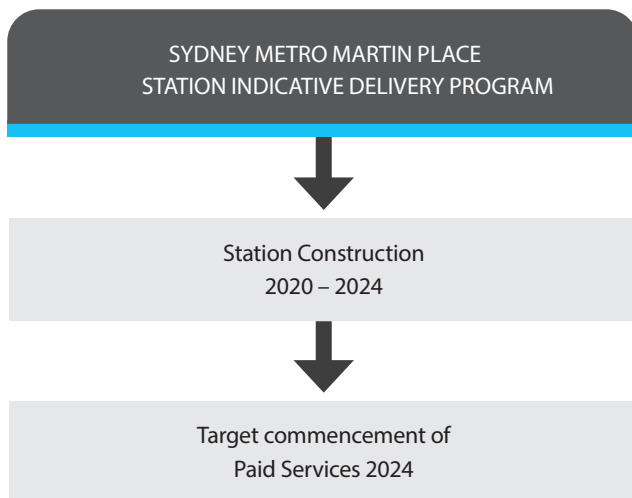
7. IMPLEMENTATION

TIMING

Condition E101 states that:

... Elements covered by the Station Design and Precinct Plan(s) must be complete no later than the commencement of operation of the Sydney Metro to paid services, unless otherwise agreed with the Secretary.

The elements outlined in this Station Design and Precinct Plan will be delivered in accordance with the following project timings.



The project works relating to access, landscaping and public realm works will be integrated into the overall program of works. The landscaping and public realm works will be completed in stages to match the completion of the station and over station works.

In general, the new public domain areas around the station entrance at the North Tower (Elizabeth Street and Castlereagh Street) and along Hunter Street is planned for completion, along with the through site link that provides access from Elizabeth Street to Castlereagh Street (under the North Tower), in 2023.

Similarly, the new public domain areas around the station entrance at the South Tower (Elizabeth Street and Castlereagh Street) and including Martin Place is planned for completion, along with the through site link, that provides access from Elizabeth Street to Castlereagh Street (under the South Tower), towards late 2023.

8. VISUAL IMPACT ASSESSMENT

8.1 INTRODUCTION

IRIS Visual Planning + Design were commissioned by Grimshaw Architects to undertake an independent visual assessment of the Sydney Metro Martin Place Station design as contained in the draft Martin Place Station Design and Precinct Plan (SDPP), June 2020. This assessment is to respond to the Sydney Metro project approval condition E102, which refers to the requirement for an assessment in accordance with the methodology contained within the Sydney Metro Chatswood to Sydenham, City & Southwest Environmental Impact Statement (EIS).

This condition requires the achievement of a minimum visual impact rating of at least 'minor benefit' as defined in the EIS for all design elements of the project, where feasible and reasonable. It also requires that where it can be demonstrated, to the DRP's satisfaction, that a 'minor benefit' is not achievable, then a 'negligible' visual impact rating must be achieved as a minimum.

To respond to this condition, the following assessment considers the views identified in the EIS.

This assessment considers the visual impacts of the operational station design only. It excludes the consideration of over station development which is subject to separate approval.

The EIS and modification report identified a minimum visual impact rating for six (6) identified viewpoints as a range of the views for both the north and south sites. The impact rating for each of the viewpoints is identified in this section.

8.2 METHOD

As required by the approval condition, the following visual assessment uses the methodology contained within the Sydney Metro Chatswood to Sydenham, City & Southwest Environmental Impact Statement (EIS). This is a viewpoint assessment which includes the following steps:

- Identify the visual sensitivity of the view (refer to Table 1.1).
- Identify the level of modification expected in the view (refer to Table 1.2).
- Assign an impact level (refer to Table 1.3).

Table 1.1 Visual Sensitivity Levels

Visual sensitivity	Description
National	Heavily experienced view to a national icon, for example view to Sydney Opera House from Circular Quay or Lady Macquarie's Chair, or a view to Parliament House Canberra along Anzac Parade.
State	Heavily experienced view to a feature or landscape that is iconic to the State, for example view along the main avenue in Hyde Park, or a view to Sydney Harbour from Observatory Hill.
Regional	Heavily experienced view to a feature or landscape that is iconic to a major portion of a city or a non-metropolitan region, or an important view from an area of regional open space, for example views to the Sydney Town Hall from George Street, a Sydney CBD skyline view from Centennial Park, or views from Blues Point Reserve to Sydney Harbour.
Local	High quality view experienced by concentrations of residents and / or local recreational users, local commercial areas, and / or large numbers of road or rail users, for example view from Chatswood Park or Chifley Square.
Neighbour- hood	Views where visual amenity is not particularly valued by the wider community such as views from local streets, pocket parks and small groups of residences.

Table 1.2 Visual Modification Levels

Visual sensitivity	Description
Considerable reduction or improvement	Substantial part of the view is altered. The project contrasts substantially with the surrounding landscape.
Noticeable reduction or improvement	Alteration to the view is clearly visible. The project contrasts with the surrounding landscape.
No perceived reduction or improvement	Either the view is unchanged or if it is, the change in the view is generally unlikely to be perceived by viewers. The project does not contrast with the surrounding landscape.

Table 1.3 Day Time Visual Impact Levels

		Visual sensitivity				
Visual Modification		National	State	Regional	Local	Neighbourhood
	Considerable reduction	Very high adverse	Very high adverse	High adverse	Moderate adverse	Minor adverse
	Noticeable reduction	Very high adverse	High adverse	Moderate adverse	Minor adverse	Negligible
	No perceived change	Negligible	Negligible	Negligible	Negligible	Negligible
	Noticeable improvement	Very high beneficial	High beneficial	Moderate beneficial	Minor beneficial	Negligible
	Considerable improvement	Very high beneficial	Very high beneficial	High beneficial	Moderate beneficial	Minor beneficial

The following limitations and assumptions were made in the course of undertaking this study:

- This assessment was undertaken as a desktop study.
- Assumptions regarding the design detail have been based on the draft Martin Place Station Design and Precinct Plan (June 2020).
- Artists impressions were prepared by Grimshaw Architects to represent the character of the SDPP design in the photographs from the EIS and modification assessment. The original images have been taken with a range of focal lengths and have not been survey verified.

8.3 PROJECT SCOPE

This Station Design and Precinct Plan (SDPP) presents an urban and placemaking strategy for the following project scope elements:

Rev. F

- Martin Place metro station, inclusive of station caverns, connecting access adits to north and south, station boxes, platform arrival hall, direct connections to the existing Martin Place Station, northern and southern station concourses with retail and ticketing facilities, public pedestrian link under 50 Martin Place, potential underground pedestrian connection to MLC Centre, and north and south station entrances.
- Martin Place plaza bounded by Castlereagh Street and Elizabeth Street (referred to as Block 3 by City of Sydney). Martin Place serves as the primary public plaza of the south site.
- Secondary plazas consisting of public footpaths fronting the integrated station development.
- South site retail accessed from Castlereagh Street and Martin Place.
- North site retail accessed from Castlereagh Street and Elizabeth Street.

- Commercial office lobby entrance for the over station development at the south, accessed from Martin Place and Elizabeth Street.
- Commercial office lobby entrance for the over station development at the north, accessed from Castlereagh Street and Elizabeth Street, which also functions as a mid block through site connection.
- Interface with 50 Martin Place.
- Over station development at the south, bounded by Castlereagh Street, Elizabeth Street, Martin Place and 60 Castlereagh Street.
- Over station development at the north, bounded by Castlereagh Street, Elizabeth Street, Hunter Street and 50 Martin Place.
- Two loading docks at the north and south sites accessed from Castlereagh Street.

These elements are located on two surface sites:

- South site bounded by Castlereagh Street, Elizabeth Street, Martin Place and 60 Castlereagh Street.
- North site bounded by 50 Martin Place, Castlereagh Street, Hunter Street, and Elizabeth Street.

The character and components of the project at these two sites are further described in the following paragraphs.

8.4 CHARACTER AND COMPONENTS OF THE PROJECT

South site

The south site consists of station entrance and a through site link, loading dock entry, retail, and commercial office lobby, with the following features:

- A station entrance that also serves as a through site link offering a new public connection between Castlereagh Street and Elizabeth Street adjacent to a loading dock, including urban furnishings and soft landscape treatments on street and on Martin Place plaza.
- The massing and scale of the building relates to the heritage significant 50 Martin Place building facing it, as well as surrounding developments on Martin Place.
- Use of materials such as stone and bronze coloured metalwork, and a hierarchy of cladding to respond to the surrounding heritage context.
- The use of deep structure in the podium to suggest solid mass when viewed obliquely in order to maintain the street wall expression that defines Martin Place, with large glazed panels to create transparency at street level with retail offerings.
- Predominant use of glass in the tower with more restrained articulation to relate to surrounding contemporary towers.
- New trees, furniture and seating terraces on Martin Place plaza, in alignment and close consultation with the City of Sydney, provide new amenity and reinforce spatial movement along this key civic spine.
- New street trees and paving and lighting upgrades enhance the existing City of Sydney streetscape, in close collaboration with the City of Sydney.



Artist's impressions of key views of the south site development in the surrounding context.

8.4 CHARACTER AND COMPONENTS OF THE PROJECT (CONTINUED)

North site

The north site consists of station entrance and a through site link, loading dock entry, retail, and a commercial office lobby with a mid block through site connection, with the following features:

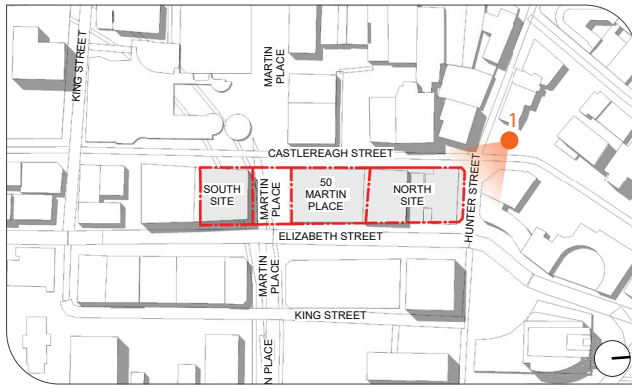
- A landmark station entrance hall with a triple storey glazed facade and grand central atrium overlooked by levels above.
- A new green space along Hunter Street offering informal seating on street and within the entrance, including urban finishes and landscape treatments.
- A mid block through site connection between Castlereagh Street and Elizabeth Street, which also functions as the entrance to the elevated commercial lobby above.
- Retail facing Castlereagh Street and Elizabeth Street, with views inwards to the station entrance for enhanced visually permeability across the site.
- New street trees along the street frontage of Castlereagh Street and Elizabeth Street.
- Use of materials such as stone and bronze coloured metalwork to reflect the surrounding heritage context.
- Responds to key surrounding datums and architectural forms, most particularly to those of 50 Martin Place.



Artist's impressions of key views of the north site development in the surrounding context.

8.5 VIEWPOINT ASSESSMENT

8.5.1 Viewpoint 1: View southeast from Richard Johnson Square



Viewpoint location plan



Viewpoint 1: pre-existing view



Viewpoint 1: artist's impression

Visual impact identified in the Martin Place Station approval modification:

A negligible visual impact was identified for the project during operation.

Visual impact of SDPP design:

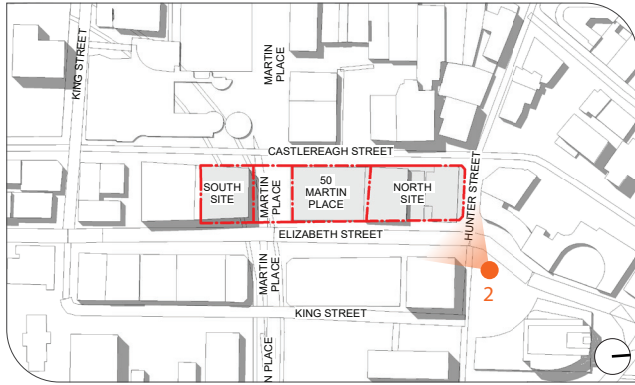
The SDPP design would achieve a noticeable improvement in the amenity of this view, which is of local sensitivity, and a minor beneficial visual impact.

Key reasons for this impact level:

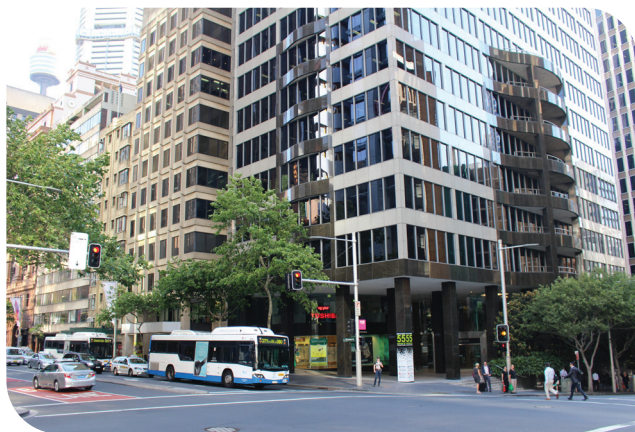
- The alignment of the former building façades would be restored along Hunter and Castlereagh Streets. The built form would not obstruct the glimpsed view of the façade of the historic 50 Martin Place building (right of view).
- The street and podium levels of station building adjacent to 50 Martin Place reflect the vertical scale of 50 Martin Place.
- The largely glazed street level façade facing Hunter Street provides a visual connection to gardens which extend from the street and into the internal areas of the station entry, improving the visual interface with Hunter Street.
- A mix of materials and textures break up the visual mass of the station and podium levels, creating shadow, texture and vertical lines abstracting and expressing the patterns seen in the adjacent façade of 50 Martin Place.
- A triple storey glazed façade provides a visually open station entry, addressing the corner of Hunter and Castlereagh Street. A red granite curved wall marks the corner and identifies the station entry.
- Ground level activation extends south along Castlereagh Street, and glazed upper levels provide an upper level of activation facing Castlereagh Street.
- Street trees would visually soften the built form in this view.

8.5 VIEWPOINT ASSESSMENT (CONTINUED)

8.5.2 Viewpoint 2: View southwest from Chifley Square



Viewpoint location plan



Viewpoint 2: pre-existing view



Viewpoint 2: artist's impression

Visual impact identified in the Martin Place Station approval modification:

A negligible visual impact was identified for the project during operation.

Visual impact of SDPP design:

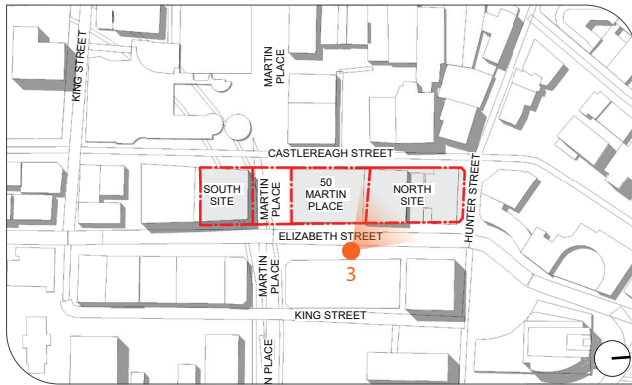
The SDPP design would achieve a noticeable improvement in the amenity of this view, which is of regional sensitivity, and a moderate beneficial visual impact.

Key reasons for this impact level:

- The alignment of the former building façades would be restored along Hunter and Elizabeth Streets, and the built form would not obstruct the glimpsed view of the façade of the historic 50 Martin Place building.
- The podium level reflects the vertical scale of the adjacent 50 Martin Place.
- A mix of materials and articulation, breaks up the visual mass of the lower building levels, creating shadow, texture and a strong vertical line abstracting and expressing the patterns of the adjacent façade of 50 Martin Place.
- The architectural treatment of the Elizabeth Street façade, steps down from the corner with Hunter Street, to a scale and incorporating a visual texture which reflects historic 50 Martin Place, drawing the eye to the glimpsed view to the façade of 50 Martin Place.
- The use of red granite adjacent to the podium level of 50 Martin Place, and the bronze coloured elements create a warm colour material palette complementing the surrounding heritage buildings, particularly 50 Martin Place.
- A visually open station entry addresses the corner of Hunter and Elizabeth Street. The station entry is highlighted by an entry canopy, and street level canopies extend south along Elizabeth Street, which frame the street and create visual interest at a pedestrian scale.
- Ground level activation extends along Elizabeth Street for a short section, and glazed upper levels provide a second level of activation along Elizabeth Street.
- The largely glazed street level façade facing Hunter Street provides a visual connection to gardens which extend from the street and into the internal areas of the station entry, improving the visual interface with Hunter Street.

8.5 VIEWPOINT ASSESSMENT (CONTINUED)

8.5.3 Viewpoint 3: View northwest along Elizabeth Street



Viewpoint location plan



Viewpoint 3: pre-existing view



Viewpoint 3: artist impression

Visual impact identified in the Martin Place Station approval modification:

A negligible visual impact was identified for the project during operation.

Visual impact of SDPP design:

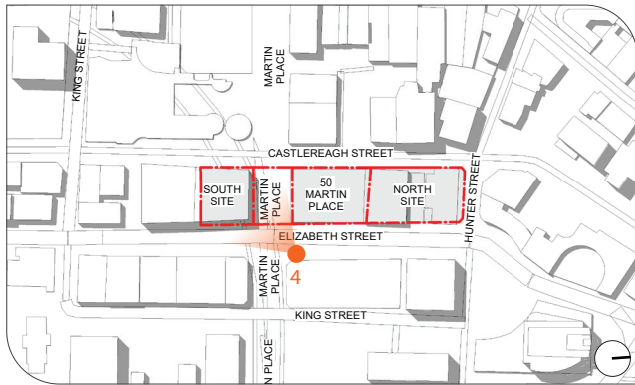
The SDPP design would achieve a noticeable improvement in the amenity of this view, which is of local sensitivity, and a minor beneficial visual impact.

Key reasons for this impact level:

- The alignment of the former building façades would be restored along Hunter and Elizabeth streets.
- The podium level reflects the vertical scale of 50 Martin Place.
- The mix of materials and articulation, breaks up the visual mass of the lower building levels, creating shadow, texture and a strong vertical line abstracting and expressing the patterns seen in the adjacent façade of 50 Martin Place (left of view).
- The use of red granite adjacent to the podium level of 50 Martin Place, and the bronze coloured elements create a warm colour material palette complementing the surrounding heritage buildings.
- Entry to the through site link, with red granite pillars provide a visually compatible edge, in both scale and materials, to 50 Martin Place.
- The services are located between the through site link entry and retail frontages, reducing their visual prominence within views along the streetscape.
- Retail uses extend along Elizabeth Street for a short section, and glazed upper levels provide a second level of activation along Elizabeth Street (right of view). These active frontages, with high level canopies, provides visual interest within the main eyeline of views along the street.
- Street trees along the street frontage of Elizabeth Street would further soften views along the streetscape and assist in integrating the built form into the view.

8.5 VIEWPOINT ASSESSMENT (CONTINUED)

8.5.4 Viewpoint 4: View southwest towards Martin Place from Elizabeth Street



Viewpoint location plan



Viewpoint 4: pre-existing view



Viewpoint 4: artist impression

Visual impact identified in the Martin Place Station approval modification:

A high beneficial visual impact was identified for the project during operation.

Visual impact of SDPP design:

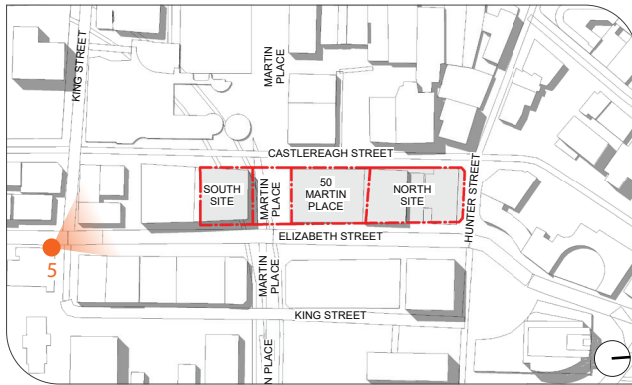
The SDPP design would achieve a noticeable improvement in the amenity of this view, which is of state sensitivity, and a high beneficial visual impact.

Key reasons for this impact level:

- The street and lower podium façades along Martin Place and Elizabeth Street reflect the vertical scale of 50 Martin Place.
- The strong vertical lines in the upper podium level draws visual cues from the historic 50 Martin Place but does not distract from the detail and authenticity of the surrounding heritage buildings.
- The use of red granite for the street and podium level of 50 Martin Place, and the bronze coloured elements, create a warm colour material palette materials complementing the heritage character of this precinct.
- The largely glazed street level façade facing Martin Place provides a strong visual connection between the public realm and areas within the station, improving the visual interface with Martin Place.
- The mix of materials and articulation in the podium level façade, facing both Elizabeth Street and Martin Place, create shadow and texture, breaking up the visual mass of the lower building levels.
- The vertical lines and horizontal segments of the podium façade express the patterns seen in the façade of 50 Martin Place opposite with a simplicity that does not visually overwhelm the surrounding heritage buildings.
- Ground level activation, and glazed upper levels, extend along Elizabeth Street and Martin Place creating visual interest and a more visually transparent building edge at street level in the eyeline of views.

8.5 VIEWPOINT ASSESSMENT (CONTINUED)

8.5.5 Viewpoint 5: View northwest from corner of Elizabeth Street and King Street



Viewpoint location plan



Viewpoint 5: pre-existing view



Viewpoint 5: artist impression

Visual impact identified in the Martin Place Station approval modification:

A negligible visual impact was identified for the project during operation.

Visual impact of SDPP design:

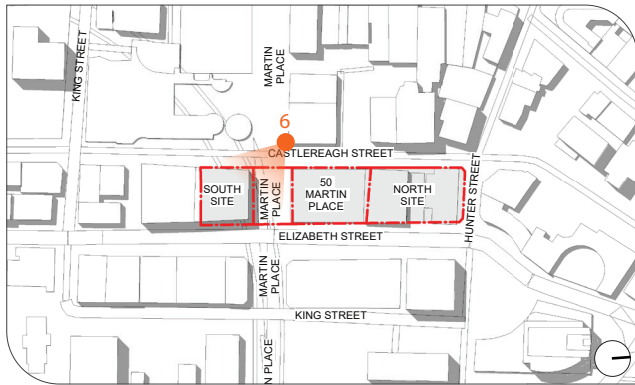
The SDPP design would achieve a noticeable improvement in the amenity of this view, which is of local sensitivity, and a minor beneficial visual impact.

Key reasons for this impact level:

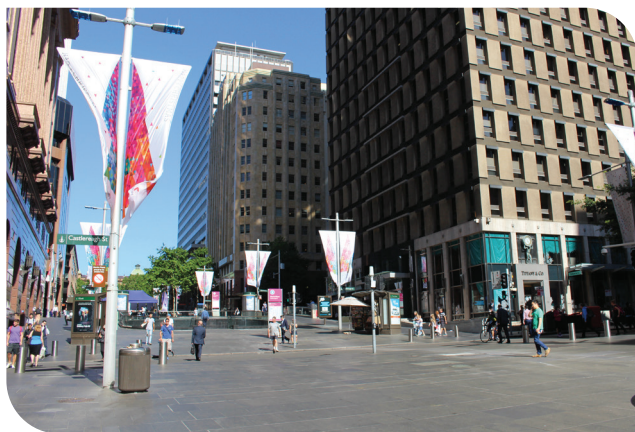
- The built form of the station would extend closer to Elizabeth Street, reducing the width of the glimpsed view to the façade of the historic 50 Martin Place building somewhat (centre of view), but aligning with the predominant building line of Elizabeth Street.
- The street and lower podium facades along Elizabeth Street would reflect the vertical scale and materials of 50 Martin Place, providing a more visually complementary character at street level.
- The strong vertical lines in the upper podium level draws visual cues from the historic 50 Martin Place, but do not replicate the detail of the surrounding heritage buildings.
- The use of red granite for the street and podium level of 50 Martin Place, and the bronze coloured elements create a warm colour material palette materials complementing the heritage character of this precinct.
- Ground level activation, and glazed upper podium levels, extend along Elizabeth Street and Martin Place creating visual interest at street level.
- The southern façade of the new building includes some articulation and expressed lines so that it does not present a blank façade to the street.

8.5 VIEWPOINT ASSESSMENT (CONTINUED)

8.5.6 Viewpoint 6: View south from Martin Place at Castlereagh Street



Viewpoint location plan



Viewpoint 6: pre-existing view



Viewpoint 6: artist impression

Visual impact identified in the Martin Place Station approval modification:

A high beneficial visual impact was identified for the project during operation.

Visual impact of SDPP design:

The SDPP design would achieve a noticeable improvement in the amenity of this view, which is of state sensitivity, and a high beneficial visual impact.

Key reasons for this impact level:

- The built form of the station would extend further towards Martin Place, reducing the width of the view to the façade of the Heritage listed APA building (53-56 Martin Place) (centre of view) somewhat. However, this new building line aligning with the predominant building line along Martin Place, seen in the centre of this view, reinforcing the southern edge of Martin Place in this view.
- The largely glazed street level façade facing Martin Place provides a strong visual connection between the public realm and areas within the station, improving the visual interface with Martin Place.
- The station entry is integrated into the building, and identified by an open, triple height entry with station identification signage.
- The podium facade along Martin Place and Castlereagh Street reflect the vertical scale of 50 Martin Place opposite.
- The strong vertical lines in the upper podium level draws visual cues from the historic 50 Martin Place, and the use of red granite and bronze coloured elements create a warm colour palette, complementing the heritage character of the surrounding heritage buildings.
- The mix of materials and articulation in the podium level façade, facing both Castlereagh Street and Martin Place, create shadow and texture, breaks up the visual mass of the lower building levels.
- Open and glazed frontages extends along Castlereagh Street and Martin Place providing visual interest along both Elizabeth Street and Martin Place within the main eyeline of views from the street and Martin Place.

8.6 SUMMARY OF IMPACT

The following tables summarise the potential landscape and visual impacts of the project.

Daytime visual impact

			Operation – EIS		Operation – SDPP design	
No.	Location	Sensitivity	Modification	Impact	Modification	Impact
North site						
1	View southeast from Richard Johnson Square	Local	No perceived change	Negligible	Noticeable improvement	Minor beneficial
2	View southwest from Chifley Square	Regional	No perceived change	Negligible	Noticeable improvement	Moderate beneficial
3	View northwest along Elizabeth Street	Local	No perceived change	Negligible	Noticeable improvement	Minor beneficial
South site						
4	View southwest towards Martin Place from Elizabeth street	State	Noticeable improvement	Highly beneficial	Noticeable improvement	High beneficial
5	View northwest from corner of Elizabeth and King streets	Local	No perceived change	Negligible	Noticeable improvement	Minor beneficial
6	View south from Martin Place at Castlereagh Street	State	Noticeable improvement	Highly beneficial	Noticeable improvement	High beneficial

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MARTIN PLACE STATION DESIGN AND PRECINCT PLAN APPENDICES



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APPENDIX A

HOW FEEDBACK FROM
CONSULTATION HAS BEEN
ADDRESSED

CONSULTATION SUMMARY

Consultation for the Martin Place integrated station development, was carried out with key stakeholders and local community during Wednesday 4 November and Wednesday 18 November 2020. Consultation activities and public communication materials included the following:

- E-Newsletter to the Sydney Metro Martin Place distribution list;
- News article on Sydney Metro website;
- Stakeholder meetings and presentations;
- Lendlease Martin Place SDPP dedicated project website.

The consultation provided information about the development at Martin Place to stakeholders and community regarding:

- Integrated station development project progress;
- How to get in touch with the project team and provide feedback on the project.

Attached is also the SDPP Newsletter.

COMMUNITY FEEDBACK

The following table summarise the community feedback received and associated responses

Name	Organisation	Query	QAction required/Response Provided
Manager Transport Major Projects City Access & Transport	City of Sydney	The City will not be making a submission as part of the Martin Place ISD community consultation. Metro can instead rely on the input the City is making through other formal channels where the City is working with Metro on design issues. Apologies for not replying earlier.	nil
Stakeholder 1		Question: In connecting Martin Place metro station to Martin Place heavy rail station, will Sydney Metro and/or Sydney Trains provide a pedestrian connection between Martin Place station and St James Station on Macquarie Street so that pedestrians can directly move between Martin Place station concourse level and St James Station concourse level without requiring to move to street level? What buildings will the Martin Place metro station concourse provide direct entrances/exits to?	Response: This project will deliver an integrated station precinct in Martin Place, including links between the new Sydney Metro station and the existing Martin Place Station. There will be an underground pedestrian route from Martin Place to Hunter Street, and direct access to shops and services, two new commercial buildings above the station, and the MLC Centre. The project does not provide for an underground connection between St James Station and Martin Place metro station.
		Question: Will there be wayfinding to direct persons between street level to concourse and to platform?	Response: Yes. Wayfinding will be installed to direct pedestrians throughout the precinct, including between the platform, concourse, the existing Martin Place Station and street level. The station and public areas have been designed with a focus on customer experience to ensure an intuitive, efficient and safe station environment. This draft SDPP provides some further information about this customer-centred design approach and accessibility on pages 58 to 62, including customer consultation, minimising conflict paths, improving circulation and wayfinding.

Name	Organisation	Query	QAction required/Response Provided
		Question: In depending on natural light, how will your design work at night-time and when there is no sunlight?	Response: One of the key features of the project is that the design allows for natural light to fill the northern atrium and reach down to the platform levels. In addition to the natural light, the station and public areas, including the platforms, will also be lit in compliance with Australian Standards.
		Question: Will there be roof canopy at entrances, stairs, and escalators?	Response: All stairs and escalators within the building will be undercover, and therefore no additional cover or canopy is required. On grade direct access will be provided at the street level entrances to the station and buildings.
		Question: Will there be audio described lifts with braille button labels and tactile geographical indicator strips?	Response: Lifts will have braille button labels and voice annunciation messages. Directional tactile indicators are a prescribed requirement under the Disability Standards for Accessible Public Transport (DSAPT) and will be provided.
		Question: How much recycled material will be used in your design?	Response: The project, including the station and the over station development, has been designed to ensure sustainability in construction and future operation. This includes reducing the project's carbon footprint through replacement of cement in concrete with recycled waste materials. Processes are in place to assess environmental, social and ethical impacts in the manufacture and supply of building materials. The Martin Place integrated station development has achieved a 6 Star Green Star Design rating, and the project is committed to achieving a minimum 5 Star Green Star As-Built rating.
		Question: How will your design reduce flooding, and will such measures capture and reuse rainwater?	Response: The project is designed to relevant authority requirements for flooding. Water efficiency has been a key consideration in design, including in the design of fixtures and fittings, and the design of the station ventilation systems.

Name	Organisation	Query	QAction required/Response Provided
		Question: Will there be male, female and access toilets?	Response: Yes, there will be male, female and accessible bathrooms. Toilet areas have been designed as well illuminated, bright and welcoming areas with clear signage from the station concourse.
Resident of 1 Hosking Place		Enquiry: I am a resident in 1 Hosking Place keep the noise down when constructing please	Response: Thank you for your response to our draft Station Design Precinct Plan (SDPP). We will always endeavour to keep noise to a minimum to ensure we are not disturbing our neighbours. Should you find at times you are disturbed by the noise, please feel welcome to call me.



An artist's impression of Sydney Metro Martin Place Station southern entrance at Elizabeth Street.

Martin Place Station Design and Precinct Plan

November 2020

Sydney Metro is Australia's biggest public transport project

Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new CBD metro railway stations at Martin Place, Pitt Street and Barangaroo and new metro platforms at Central.

In 2024, Sydney will have 31 metro railway stations and a 66 kilometre standalone metro railway system. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

Martin Place integrated station development

Martin Place integrated station development includes construction of the new Martin Place metro station and two commercial buildings above it.

Macquarie Group is delivering the new Sydney Metro Martin Place integrated station development and has appointed Lendlease as its design and construction contractor.

The design of the metro station will allow for natural light

to travel down to the platform level, improved access for customers throughout the station precinct, and significantly more public concourse space.

What is a Station Design and Precinct Plan (SDPP)?

The draft SDPP outlines the urban, landscaping and architectural design for Martin Place Station and shows how it will integrate with the over station development and surrounding precinct. It identifies the design objectives and principles, and discusses opportunities to improve public spaces, connectivity, transport and access.

Design objectives

- Provide an easy customer experience
- Provide a fully integrated transport system
- Be a catalyst for positive change
- Responsive to distinct contexts and communities
- Deliver an enduring and sustainable legacy for Sydney



An artist's impression of the Martin Place metro station northern entrance from the commercial lobby out to Hunter Street.

Key design features

The Martin Place integrated station development will create a vibrant public precinct by integrating a new metro station with:

- two new commercial office buildings
- retail services and dining spaces
- pedestrian connections
- public domain improvements for Martin Place
- upgraded pedestrian footpaths
- landscaped public space
- street furniture, including benches and on street bike hoops.

Martin Place Station

The station is integrated with the existing Martin Place Station and serves Sydney's commercial and financial district, the Macquarie Street precinct and the Pitt Street retail zone. Public domain improvements, new shops, services, retail and dining will transform the station into a destination for Sydney siders and visitors. The metro station, two over station developments, and the public domain are the three key components that make up the new station precinct.

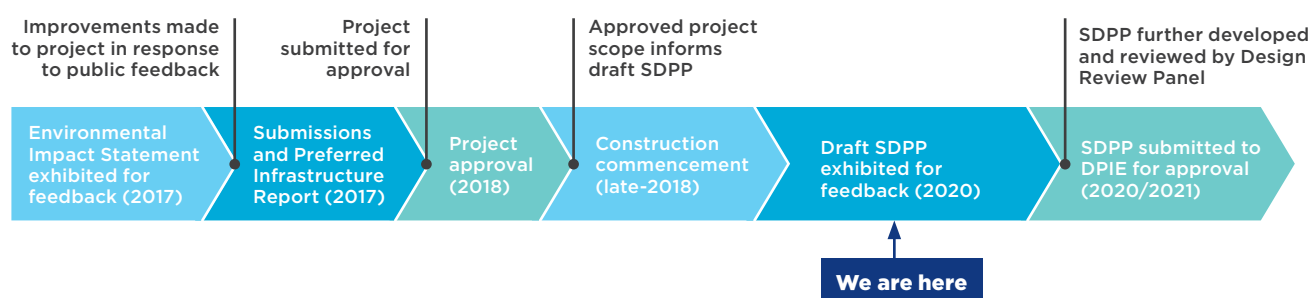


An artist's impression of Martin Place metro station northern entrance from Hunter Street.



An artist's impression of Martin Place looking west from Elizabeth Street.

SDPP development



Have your say

You are encouraged to provide feedback on the draft Martin Place SDPP between **Wednesday 4 November and Wednesday 18 November 2020**.

To view a copy of the draft SDPP please visit **sydneymetro.info/station/martin-place-station**

The draft SDPP is also available at **lendlease.com/martinplacemetro**

Feedback can be provided to martinplacemetro@transport.nsw.gov.au by **5pm on Wednesday 18 November 2020**.

Next steps

Your feedback will be considered and addressed in the final Martin Place Station SDPP, which will be available on the Sydney Metro website.

Properties close to the Martin Place Station construction sites will receive notifications when work is scheduled to occur and we will continue to keep the general community updated through our website, social media channels and email updates.

Contact us

-  **1800 171 386** Community information line open 24 hours
-  **martinplacemetro@transport.nsw.gov.au**
-  **Sydney Metro City & Southwest**, PO Box K659, Haymarket NSW 1240
-  If you need an interpreter, contact TIS National on **131 450** and ask them to call **1800 171 386**

APPENDIX B

STATION DESIGN AND
PRECINCT PLAN SYDNEY
METRO DRP DESIGN
EXCELLENCE STATEMENT

Sydney Metro Design Review Panel

Administration and Project Updates

Advice and Actions Record – 18 February 2021

Date:	18 February 2021
Venue:	Microsoft Teams
Panel:	Abbie Galvin (Chair), Peter Phillips, Yvonne von Hartel AM, Kim Crestani, Graham Jahn AM, Ingrid Mather
Convenor & Independent Secretariat:	Alex Nicholson, Sumathi Navaratnam, Gabrielle Pelletier
Sydney Metro:	Jason Hammond, Ash Jarvis
Apologies:	Heritage Council, Bob Nation AM, Tony Caro,

	DRP Advice	Action by	Status
01	Declaration of conflicts There were no declarations of conflict currently known.	N/A	Closed
02	Advice & Actions Record – 28 January 2021 The Panel accepts above mentioned Advice and Action records.	N/A	Closed
03	Project Updates – Martin Place The Panel reviewed the additional information collated to address a number of open tracker items:	N/A	Closed
03.01	Item 1.07: The Panel supports the changes made to the ESL link to improve sight lines and visibility to the elevator.	N/A	Closed
03.02	Item 3.01: The Panel accepts the project team's recommendation to shift the Douglas Annand 'Four Continents' relief sculpture further away from the awning, whilst noting that lowering it as well would increase visual access from the lobby and café.	N/A	Closed
03.03	Item 3.02: The Panel supports lowering the planter at Elizabeth Street to allow sufficient clearance to the awning above.	N/A	Closed
03.04	The Panel reviewed has therefore reviewed the Station Design and Precinct Plan (SDPP) and endorses the SDPP for submission (Consistent with Condition E101).	N/A	Closed
04	NEXT MEETING: 19 March 2021		

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ITEM #	GEOGRAPHIC LOCATION	THEME	RAISED ON	DOCUMENT REVIEWED	ACTION / ADVICE	TEAM TO RESPOND	DATE OF RESPONSE	RESPONSE	STATUS
1.01	Station Entry North	Planning and Passanger Movement	17/12/2019	DRP Presentation 17/12/19	The Panel commends the reworked stair design, in particular the curving of the stair and separation from the façade, and the inclusion of public seating that is not directly linked to retail space.	n/a	n/a	n/a	Closed
1.02	Precinct/ Public Domain North	Materials and Finishes	17/12/2019	DRP Presentation 17/12/19	The Panel requests that the architects and landscape architects work across both plan and section to respond to the design opportunities created by the slope of Hunter Street and to holistically investigate and improve the civic quality of the space internally and externally. Areas for further investigation include hard and soft landscaping, hostile vehicle mitigation, façade alignment, materiality and relationship to art works.	Project Team	21/04/2020	The panel is supportive of the development that has gone into the design particularly around the ground plane.	Closed
1.03	Precinct/ Public Domain North	Planning and Passanger Movement	17/12/2019	DRP Presentation 17/12/19	The Panel does not accept the current solution to the level change at the Hunter/Castlereagh Street corner of the site, and requests further consideration be given in the context of a holistic design approach to the level change across the site.	Project Team	21/04/2020 15/06/2020	The Panel are concerned regarding pedestrian movement obstruction caused by the location of the plinth at the NW corner, and the resultant dimension between it and the Hunter St footpath and corner crossing The Panel recommend reviewing opportunities to reduce the width of this stair, with the aim to removing the need for a mid-stair plinth and improving footpath access around the larger plinth. The Panel supports the design refinement to widen the stair access and remove the central plinth from the NW station entrance which will improve pedestrian flows.	Closed
1.04	ISD	Public Art and Heritage Interpretation	17/12/2019	DRP Presentation 17/12/19	The Panel looks forward to further development and refinement of the Public Art proposal taking account of the interrelationship between building materials, finishes and details, spatial design, art works both contemporary and historic, and lighting.	Project Team	15/09/2020	The Panel supports the development of the public art proposal with respect to the interrelationship between materials, finishes and lighting please refer to item 3.01 for further advice related to this item.	Closed
1.05	Station Entry South	Materials and Finishes	17/12/2019	DRP Presentation 17/12/19	The Panel accepts the design of the Martin Place terraces.	n/a	n/a	n/a	Closed
1.06	ESL Link	Materials and Finishes	17/12/2019	DRP Presentation 17/12/19	The Panel accepts and commends the approach to materiality of the ESL link connection.	n/a	n/a	n/a	Closed
1.07	ESL Link	Planning and Passanger Movement	17/12/2019	DRP Presentation 17/12/19	The Panel supports Sydney Metro's concerns regarding visibility of vertical transportation within the ESL link and the need to preserve transparency of the shaft.	Project Team	18/02/2021	The Panel supports the changes made to the ESL link to improve sight lines and visibility to the elevator	Closed
2.01	Precinct/ Public Domain North	Built Form	21/04/2019	DRP Presentation 21/04/20	NE Entry The Panel encourages the project team to review the north east entry stair connection with the external corner column and Hunter Street plinths to see if there is a more visually consistent solution	Project Team	15/06/2020	The Panel supports the proposed design of the NE entry plinth interface with the column as a more visually consistent solution to the Hunter street elevation.	Closed
2.02	Precinct/ Public Domain North	Built Form	21/04/2019	DRP Presentation 21/04/20	NE Stair The Panel recommends further design work be undertaken where the north east stair terminates, wrapping around the internal column, forming a re-entrant loop, with a high wall presenting to the public space. The Panel recommend reviewing whether aspects of the plinth/seating language from the northern side of the stair may be considered along this southern edge to provide seating amenity. Alternatively, the panel would like to see suggestions of how this space is intended to be used, eg: Retail.	Project Team	15/09/2020	The Panel strongly supports the proposal for a café to inhabit the area around the base of the NE stair. The Panel encourages the team to ensure future fitout and signage meets high standards commensurate with the quality of the overall space, to be established in future retail tenancy guidelines.	Closed
2.03	Precinct/ Public Domain North	Built Form	21/04/2019	DRP Presentation 21/04/20	Internal Plinth The Panel supports the civic quality of the internal plinth and form and understands that it complies with codes, however is concerned that the height at its westernmost end may require future installation of a barrier. The panel suggests evidence is provided that risk assessment has been completed and is confident that this condition will not be of concern in the future.	Project Team	15/06/2020	The Panel supports the amended profile and additional planting to the internal plinth as a good solution to mitigate future risk of balustrade installation for fall prevention.	Closed
2.04	Precinct/ Public Domain North	Planning and Passanger Movement	21/04/2019	DRP Presentation 21/04/20	Hunter St HVM devices The Panel strongly supports the presented castellated plinth solution along Hunter Street and their setback from the footpath as an HVM device.	n/a	n/a	n/a	Closed
2.05	Precinct/ Public Domain North	Planning and Passanger Movement	21/04/2019	DRP Presentation 21/04/20	Street Crossings The Panel request that the Hunter & intersecting street crossings be shown on future plans to aid review of the northern entries.	Project Team	15/06/2020	Item closed, crossings included in presentation.	Closed
2.06	Precinct/ Public Domain North	Planning and Passanger Movement	21/04/2019	DRP Presentation 21/04/20	Tactile Ground Indicators The Panel recommend TGIs be included in the presentation drawings & images to ensure they're well integrated into the design.	Project Team	15/06/2020	The Panel accept the presented tactile ground indicator integration into the design.	Closed
2.07	Precinct/ Public Domain North	Materials and Finishes	21/04/2019	DRP Presentation 21/04/20	Lighting The Panel look forward to seeing the lighting strategy for the precinct/ public domain and integrated art.	Project Team	15/09/2020	The Panel supports the lighting strategy presented for the public art and precinct.	Closed
2.08	Precinct/ Public Domain North	Materials and Finishes	21/04/2019	DRP Presentation 21/04/20	Hunter St facade mullion junctions The Panel is unconvinced by the junction between the bronze mullions, granite plinth and steel garden bed edge, and suggests reviewing these varied junctions to improve consistency.	Project Team	15/06/2020	The Panel supports the updated detailing of mullion junctions with the planter and plinth.	Closed
2.09	ISD	Materials and Finishes	21/04/2019	DRP Presentation 21/04/20	Column paint finish The Panel seeks further information on the durability and quality of the paint finish to the steel columns, particularly in relation to the base and the interface with the granite paving.	Project Team	15/09/2020	The Panel supports the proposed column paint finish and detailing.	Closed

ITEM #	GEOGRAPHIC LOCATION	THEME	RAISED ON	DOCUMENT REVIEWED	ACTION / ADVICE	TEAM TO RESPOND	DATE OF RESPONSE	RESPONSE	STATUS
2.10	ISD	Public Art and Heritage Interpretation	21/04/2019	DRP Presentation 21/04/20	Tom Bass Artwork The Panel are concerned with the proximity of the hanging Mikala Dwyer (Artwork 5) overwhelming the Tom Bass (Artwork 1) and recommend relocating this hanging artwork further away from this piece.	Project Team	15/09/2020	The Panel supports the increased distance between the Mikala Dwyer and Tom Bass artworks to improve legibility of both.	Closed
2.11	ISD	Public Art and Heritage Interpretation	21/04/2019	DRP Presentation 21/04/20	Tom Bass Artwork The Panel are also concerned that the granite housing does not reflect the original intention for the piece to be viewed in the continuum rather than as a framed element. The Panel recommend investigating the opportunity to extend the granite for the length of the wall, and reducing the height to read as a more accurate representation of the original context.	Project Team	15/09/2020	The Panel supports the extension of the granite housing around the Tom Bass artwork to the full length of the wall.	Closed
3.01	ISD	Public Art and Heritage Interpretation	15/09/2020	DRP Presentation 15/09/20	Douglas Annand Artwork The Panel recommends reviewing the height of the Douglas Annand 'Four Seasons' sculpture, to lower it by one panel due to its proximity to the awning over the Castlereagh Street entrance.	Project Team	18/02/2021	The Panel accepts the project team's recommendation to shift the Douglas Annand 'Four Continents' relief sculpture further away from the awning, whilst noting that lowering it as well would increase visual access from the lobby and café.	Closed
3.02	ISD	Landscape	15/09/2020	DRP Presentation 15/09/20	Suspended planter The Panel recommends reviewing lowering the 'ring' of landscaping at the Elizabeth Street entry due to its close proximity to the awning and lighting over.	Project Team	18/02/2021	The Panel supports lowering the planter at Elizabeth Street to allow sufficient clearance to the awning above.	Closed
4.01	SDPP	Design Elements	23/12/2020	DRP Presentation 15/12/20	Design Elements condition (g) <i>The location, design and impacts of operational lighting associated with the CSSI and measures proposed to minimise lighting impacts.</i> The Panel requests the footpath lighting design report be issued to the Panel for approval prior to closing this item.	Project Team	4/03/2021	The Panel accepts this condition has been met in the SDPP.	Closed
4.02	SDPP	Design Elements	23/12/2020	DRP Presentation 15/12/20	Design Elements condition (h) <i>Details of where and how recommendations from the DRP have been considered in the plan.</i> Lendlease/Macquarie to submit documents for review out-of-session by the Panel to close remaining DRP tracker comments.	Project Team	4/03/2021	The Panel accepts this condition has been met in the SDPP.	Closed
4.03	SDPP	Design Elements	23/12/2020	DRP Presentation 15/12/20	Design Elements condition (j) <i>Monitoring and maintenance procedures for vegetation and landscaping.</i> Updated 0259 Landscape – Maintenance section to be issued for review prior to closing this item.	Project Team	4/03/2021	The Panel accepts this condition has been met in the SDPP.	Closed
4.04	SDPP	Consultation	23/12/2020	DRP Presentation 15/12/20	Consultation condition (k) <i>Evidence of consultation with the community, local Councils and agencies in the preparation of on the SDPP(s) and how feedback has been addressed.</i> Following the submission and review of the above mentioned documents, the Panel will provide a comment recorded in the DRP tracker endorsing the design excellence of the project.	Noted			Closed
4.05	SDPP	Submission	23/12/2020	DRP Presentation 15/12/20	Following the submission and review of the above mentioned documents, the Panel will provide a comment recorded in the DRP tracker endorsing the design excellence of the project.	Noted			Closed
5.01	SDPP	Submission	12/03/2021	SDPP	The Panel has reviewed the Station Design and Precinct Plan (SDPP) and endorses the SDPP for submission (Consistent with Condition E101).	Noted			Closed

APPENDIX C

KEY PERSONNEL QUALIFICATIONS

ANDREW CORTESE
GRIMSHAW ARCHITECTS
(PRINCIPAL ARCHITECT, STATION)



Andrew Cortese

BSc BArch RIBA AIA NZIA NSWARB

Managing Partner Sydney

Andrew Cortese joined Grimshaw as Partner in 2009 and established Grimshaw's Sydney studio in 2010. He leads conceptual design and strategy across all project sectors and is jointly responsible for leading Grimshaw's Australasian operations.

After two decades in practice, his work is principally focussed on urban planning and education at scales from local precincts to cities, and the design of complex state significant projects with respect to infrastructure, tall buildings, learning, culture and sports facilities, housing, and the industrial design of urban componentry. His recent education projects include NSW's first future-focused vertical school – Arthur Phillip High School and Parramatta Public School – the UNSW Science and Engineering Laboratories, the University of Sydney F23 Chancellery and Administration Building, the renewal masterplan for Bennelong Point (Sydney Opera House) extending to the industrial design of its bronze componentry and the largest Passivhaus building in the Southern Hemisphere, the award winning Monash Woodside Building for Technology and Design. Andrew has also been invited to compete in several design competitions for large scale towers and cultural projects in China

Prior to joining Grimshaw, his noted projects included the Beijing 2008 Olympic Tennis Centre, Sydney 2000 Olympic Tennis Centre, UNSW L5 Building and the Point Apartments in Milsons Point. Andrew creates exceptional solutions through an abiding commitment to collaborative partnerships. Each of his projects strives for genuine innovation and architectural distinction, achieved through the translation of client and stakeholder objectives, resulting in a specific environmental, urban, material, and social intent; all reconciled at first principals to the benefit of rational engineering, buildability, budget and programme.

Andrew is a member of the Grimshaw Foundation, established as a philanthropic body to promote and develop for public benefit education and learning in architecture and design and in particular to promote high standards, encouraging young people to become involved in industry while improving diversity

within the field. Andrew is also a member of the NSW State Design Review Panel.

Qualifications

Registered Architect NSW (6652)

Registered Architect VIC (15738)

Registered Architect SA (2691)

1993 Bachelor of Architecture, University of Sydney

1989 Bachelor of Science (Architecture) University of Sydney

1986 Bachelor of Engineering (Part) University of Sydney

Professional Career

2009 – Present Grimshaw Architects, Managing Partner

1997 – 2009 Bligh Voller Nield, Principal

Selected Grimshaw projects

CSELR Sydney Light Rail, Sydney

Swan River Pedestrian Bridge, Perth

Martin Place Metro, Macquarie Bank USP, Sydney

Sydney Opera House Strategic Masterplan + Bronze Project, Sydney

Cockle Bay Park Redevelopment, Sydney

Pitt Street Metro, Sydney

Victoria X Metro + Integrated Station Development (RFT), North Sydney

Central Station Metro (RFT) + Oversight Development Masterplan, Sydney

333 George Street, Commercial Office Building, Sydney

Poly Centre Commercial Tower, 210 George Street, Sydney

Arthur Phillip High School and Parramatta Public School, Sydney

University of Sydney, F23 Administration Building, Sydney

UNSW Science and Engineering Building + Rupert Myers Theatre, Sydney

UNSW Hilmer Building, Sydney

Monash University Woodside Building, Melbourne

Green Square Aquatic Centre and Gunyama Park, Sydney

Parramatta Aquatic Centre, Sydney

Freshwater Commercial Tower, Melbourne

Albert Street Tower, Auckland

699 Bourke Street/664 Collins Street, Commercial Offices, Melbourne

Harbour Mill Residential Apartments, Pyrmont, Sydney

Alula Apartments, Lachlan Street, Greensquare, Sydney

275 Alfred Residential Apartments, North Sydney

Star Casino Redevelopment MP + Ritz Carlton Hotel Comp, Sydney

Raffles Sydney, Sandstone Precinct, Sydney

Riverside II Tower, Parramatta

Aspire Tower + Parramatta Square, Sydney

UNITEC Masterplan/KIWI Build, Auckland

Cherrybrook Station (NWRL) Town Centre Masterplan, Sydney

Epping Town Centre (NWRL), Mixed Use Precinct, Sydney

Maribyrnong Defence Site, Urban Regeneration Masterplan, Melbourne

King Abdullah Sport City Womens Sports Centre, Saudi Arabia

Qatar Tennis Centre, Doha

East Coast High Speed Rail Feasibility Masterplan



Sydney Light Rail
Sydney, Australia



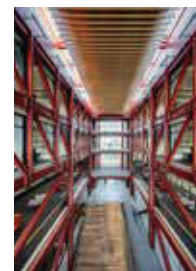
Sydney Metro
Martin Place
Sydney, Australia



Sydney Opera
House Masterplan
Sydney, Australia



APHS & PPS
Sydney, Australia



Monash Woodside
Melbourne, Australia



USyd F23 Admin
Building
Sydney, Australia

PAUL VAN RATINGEN
JOHNSON PILTON WALKER
(PRINCIPAL ARCHITECT, NORTH TOWER)

PAUL VAN RATINGEN, Director

*Bachelor of Architecture (Hons) Curtin University
Registered Architect New South Wales
Member Australian Institute Architects*

Paul van Ratingen is a registered architect with 30 years professional experience throughout Australia and Internationally.

As a Director of multi-disciplinary design firm Johnson Pilton Walker; Paul's projects have received numerous Australian Institute of Architecture (AIA) awards; and internationally, the 2013 World Architecture Festival Category Award and the 2014 International Architecture Award conferred by the Chicago Athenaeum & European Centre for Architecture.

As a Director of multi-disciplinary design firm Johnson Pilton Walker, Paul's projects have received numerous National Australian Institute of Architecture (AIA) awards; and internationally, the 2013 World Architecture Festival Category Award and the 2014 International Architecture Award conferred by the Chicago Athenaeum & European Centre for Architecture.

Paul's current Sydney based projects include a sensitive heritage renovation and repurposing of Campbell's Stores in The Rocks as a world class restaurant precinct; additions to the Anzac Memorial in Hyde Park and the Martin Place Metro Station USP for Macquarie Bank.

Paul is a member of the AIA and sits on the Large Practice Forum. He has lectured and critiqued at University of New South Wales Architecture School.

Paul has lead a wide range of projects both in Australia and overseas, including:

Macquarie Bank Global Headquarters, Martin Place, Sydney
Overseas Passenger Terminal Upgrades, The Rocks, Sydney
Campbell's Stores adaptive reuse, The Rocks, Sydney
Cruise Passenger Terminal, White Bay, Sydney
Park Lane Residential Development, Central Park, Sydney
The Mark Apartment Tower, Central Park, Sydney
Audi Centre Sydney Showroom and Audi Australia Headquarters, Victoria Park, Sydney
Hilton Hotel & Capital Centre, Sydney
Rupert Myers Building – University NSW, Sydney
Zetland Multi-Use Development master plan, South Sydney
Sheraton Hotel, Yogyakarta, Indonesia
Novotel Tourane Hotel, Da Nang, Vietnam
363 George Street Tower, Sydney
1 Alfred Street Design Competition
Civic Place, Parramatta master plan
Laguna Village master plan– Whitsundays, Queensland

BEN GREEN
TZANNES
(PRINCIPAL ARCHITECT, SOUTH TOWER)

Benjamin Green

BSc (Arch) BArch (Hons 1) RAlA

Director



Benjamin Green has been a Director at Tzannes Associates since 2013. Prior to this, he worked extensively in Australia and the UK across projects of all scales, budgets and types for a mix of public and private clients. This particularly diverse international experience has equipped him with a range of skills and responses suitable for a range of project types. He is comfortable responding to complex design, construction and regulatory contexts and enjoys developing an exceptional design response to these constraints in close collaboration with the project team.

bgreen@tzannes.com.au

Academic Qualifications

- Bachelor of Science (Architecture) University of Sydney 1995
- Bachelor of Architecture (Hons 1) University of Sydney 1998
- Registered Architect. No. 7066, NSW Board of Architects 2003

Professional Experience

- | | |
|----------------|---|
| 1994 – 1995 | Anchor Mortlock and Woolley, Sydney |
| 1996 – 1998 | Paul Berkemeier Architects, Sydney |
| 1999 – 2004 | Alexander Tzannes Associates, Sydney |
| 2004 – 2007 | Associate Director at Witherford Watson Mann Architects, London (WWM) |
| 2007 – 2013 | Associate at Tzannes, Sydney |
| 2013 – Current | Director at Tzannes, Sydney |

Selected Projects

#Heritage * Interiors

Urban Design

- TfNSW City and Southwest - Martin Place Metro Overstation Development Urban Design Services, Sydney
- TfNSW City and Southwest - Waterloo Overstation Development Urban Design Services, Sydney (bid)
- Eastwood Masterplan
- Frenches Forest Specialised Centre Masterplan
- Mixed use redevelopment of the Royal Newcastle Hospital Site
- Public domain framework for Bankside Urban Park, London (WWM)
- Public realm and transport interchange, Woolwich (WWM)

Public / Educational

- TfNSW City and Southwest - Waterloo Metro Front of House Station Design Services, Sydney (bid)
- Adaptive reuse of the Irving Street Brewery #*
- Cranbrook Junior School, Sydney *
- Overflow Park, Sydney
- Adaptive reuse of two warehouses for the New Headquarters of Amnesty International UK, London (WWM) #*

Multi Residential

- Apartment building, Cambell Parade, Sydney.
- Apartment building, Maquarie Street, Sydney
- Apartment building, Day Street, Sydney
- Apartment building and Hotel, Sussex Street, Sydney *
- Apartment building, Darling Square, Sydney
- Apartment buildings in Newcastle *
- Apartment building and public domain and Stonebridge, London (WWM)

Commercial / Hospitality

- Cambridge Hotel, Surry Hills, Sydney
- TfNSW City and Southwest - Martin Place Metro Overstation Development - South Tower, Sydney
- Adaptive reuse of the Irving Street Brewery as a Commercial Office Building #*
- Serviced Apartments/Hotel, 71 Macquarie Street, Sydney *
- Adaptive reuse of the Irving Street Brewery as a Hotel #*

Achievements / Awards

- 2019** Chicago Athenaeum International Architecture Award
Day Street Apartments
- 2018** AIA (NSW) Urban Design Award
Day Street Apartments
- 2016** UNESCO Heritage Award for New Design in Heritage Contexts
Irving Street Brewery
- 2016** Chicago Athenaeum International Architecture Award
Irving Street Brewery
- 2015** AIA (National) Lachlan Macquarie Award (Heritage)
Irving Street Brewery
- 2015** AIA (NSW) Heritage Award (Creative Adaption)
Irving Street Brewery
- 2014** AIA (NSW) Public Architecture Award
Cranbrook Junior School
- 2011** MBA (Newcastle) Excellence in Building Award, Apartment
Developments over \$10m for The Royal (In collaboration with Mirvac)
- 2011** AIA (NSW) Commendation in the category Multiple
Housing Residential for The Royal
- 2006** RAIA (NSW) Architecture Award in the category Winner
- 2005** RAIA (NSW) Architecture Award in the category
Multiple Housing Residential for The York
- 2005** RAIA (NSW) Architecture Award in the category
Single Housing – New for Wiesener residence
- 2003** RAIA (NSW) Commendation in the Public Building
category for the St Catherine's Sports Centre

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GEORGE PHILLIPS
TANNER KIBBLE DENTON
(PRINCIPAL HERITAGE CONSULTANT)

George Phillips Practice Director



B.Arch (Hons)
B.PD (Melb)
RAIA

Registered Architect
NSW Registration - 7651

As a Practice Director, George Phillips has over twenty years experience in building conservation. His experience includes adaptive reuse, conservation and refurbishment works, the preparation of conservation management plans, urban heritage studies, feasibility reports and heritage assessments.

Since joining Tanner Kibble Denton Architects in 2007 George's projects have included the conservation and adaptation of the Commonwealth Bank Buildings at 120 Pitt Street and 48 Martin Place, Sydney Town Hall, Admiralty House, Goonoo Goonoo Station at Tamworth and Graythwaite at Shore School, North Sydney.

Education

1985 Bachelor of Planning and Design
University of Melbourne
1993 Bachelor of Architecture
University of Melbourne
2005 Architects Registration Board (Victoria)
Registered Architect 6444
2007 Architects Registration Board (NSW)
Registered Architect 7651
2011 Architects Registration Board (QLD)
Registered Architect 4542

Professional Associations

- > 2007 Australian Institute of Architects Member
- > 2007 Australian Institute of Architects NSW Chapter Heritage Committee Member
- > 2011 Australian Institute of Architects NSW Chapter Heritage Committee Chair

Professional Experience

2012- Tanner Kibble Denton Architects
Practice Director
2011 Tanner Architects
Senior Associate
2007-2010 Tanner Architects
Associate

2005-2006 Lovell Chen, Melbourne
Senior Associate, Architect

1994-2005 Allom Lovell & Associates
(Lovell Chen), Melbourne
Graduate of Architecture

2005 Architect Victoria
Member of the editorial committee

1989-1990 University of Melbourne
Tutor in architectural history

1990 Department of Architecture and
Building, University of Melbourne
Research assistant to Dr Kim Dovey

Recent Major Projects

- > Anzac Square, Brisbane City Council
- > Dawn Fraser Baths, Inner West Council
- > La Perouse Museum Upgrade
- > Marrickville Town Hall Masterplan
- > St Peters Town Hall Masterplan
- > Randwick Town Hall, Randwick Council - Conservation and upgrade.
- > Roden Cutler Retirement Village, Gordon - Adaptive reuse and aged care redevelopment of the 2.8 hectare site.
- > Macquarie Bank, 48 Martin Place, Sydney - Adaptive reuse of the former Commonwealth Bank Building as head offices for Macquarie Bank.
- > Commonwealth Bank, 5 Martin Place (120 Pitt Street) - Adaptive reuse and reconstruction of the former Commonwealth Bank Building as commercial office space.
- > Commonwealth Bank, 48 Martin Place, Sydney - Conservation and adaptation.
- > Camden Park, Menangle - Strategic Heritage Management Plan.
- > Graythwaite, Shore School, North Sydney - Conservation and adaptive reuse of the historic house and outbuildings.
- > Sydney Town Hall - Major interior upgrade and refurbishment including upgrade of essential services, BCA and Place of Public Entertainment compliance works, conservation of historic interiors.
- > Sydney Town Hall - Installation of photovoltaic cells to the main roof as part of the City of Sydney's 2030 programme.
- > University of Western Sydney, Building R2
- > University of Western Sydney Former Female Orphan School, Rydalmere - Facade conservation.
- > Admiralty House, Kirribilli - Historic interiors. Refurbishment of the staff quarters. Exterior repairs and repainting.
- > Goonoo Goonoo Woolshed, Tamworth - Documentation of conservation and repair works.
- > Westpac Bank, 341 George Street - Conservation and refurbishment.
- > Callan Park, Rozelle - 10 year repair and maintenance works schedules.
- > Bondi Post Office, Bondi - CMP.

CHRIS THORPE
BURO NORTH
(PRINCIPAL CUSTOMER CENTRED DESIGN
[CCD] CONSULTANT)



CHRIS THORPE

Experience Director

Profile

Chris has spent his career developing solutions for complex built environment projects in Australia, New Zealand, Asia, the Middle East and Europe.

As both a strategist and educator, he develops cohesive outcomes with design thinking and strategic rigor.

Chris collaborates with our clients and team to ensure outcomes are commercially viable, provide exceptional user experiences and are delivered beautifully.

Project Experience

Chadstone Shopping Centre
TRX Retail & Park, Kuala Lumpur
Sydney Airport Guidelines
Melbourne Airport Guidelines
Brisbane Airport Guidelines
Hobart Airport Expansion
Central Station Metro Sydney
Martin Place Metro Sydney
Crows Nest Metro Sydney
Elizabeth Quay Perth
Optus Stadium Perth
Dubai Mall Retail
Chadstone Victoria
Westfield London
RMIT University
Monash University
University of NSW
National Gallery of Victoria
National Museum of Australia
National Museum of Australia



Central Station Metro Sydney



ACMI Redevelopment



Puffing Billy Melbourne

SACHA COLES
ASPECT STUDIOS
(PRINCIPAL LANDSCAPE ARCHITECT)

Sacha Coles

Director - Design & Strategy, Sydney



Registered Landscape Architect, AILA, Fellow AILA

Bachelor of Landscape Architecture (Hons 1), RMIT

Adjunct Professor, UTS

Inaugural NSW State Design Review Panel Member 2018

Sacha is a globally renowned design leader with a record of excellence in creating projects of transformational change. His projects aim to delight and embody a positivity which challenges a 'business as usual' approach. His strength stems from his relationships with collaborators including leading artists, scientists and other specialists and the ability to work seamlessly in meaningful ways with multi-sector project partnerships.

Sacha is a collaborator who delivers innovative design within a social framework, reinforcing the role that cities can play in creating economic, social and creative opportunity. Through his work, Sacha promotes uplifting quality of life, encouraging social equity and

elevating the human spirit through design.

Sacha has been recognised as one of the top 30 Landscape Architects operating globally and he holds several advisory and board positions including the Inaugural Adjunct Professor of Landscape Architecture – UTS Faculty of Design, Architecture and Building, the UTS Faculty of Design, Architecture and Building Industry Advisory Board and the Inaugural NSW State Design Review Panel (SDRP) Pilot Program.

He is a former board member of The Australian Design Centre and former president of the NSW Australian Institute of Landscape Architects (AILA).

Experience

RECENT PROFESSIONAL HISTORY

ASPECT Studios Director, 1999 - Current
Inaugural NSW State Design Review Panel (SDRP) Pilot Program - Panel Member, 2018 - Current
Inaugural Adjunct Professor of Landscape Architecture, UTS, 2014 - Current
UNSW - Associate Lecturer Program of Landscape Architecture, Faculty of Built Environment, 1998-2002
UTS Landscape Architecture Studio - Adjunct Course Co-ordinator / Lecturer, 2015

RECENT PROFESSIONAL ACHIEVEMENTS / PANEL AND BOARD POSITIONS

Public Space Design Forum - Keynote Speaker, 2019
AILA National Conference - Panel Moderator, 2018
NZILA Firth Conference New Zealand - Keynote Speaker, 2018
Mirvac Residential Conference - Keynote Speaker, 2018
Mirvac Design Annual Workshop - Keynote Speaker, 2018
Warren and Mahoney Conference New Zealand - Guest Speaker, 2017
National Planning Congress "Growing Up, Growing Out, 2017"
City of Sydney CityTalks Design Event: Greening Global Cities – Planning Parks with the Wellbeing of People First - Guest Speaker, 2016
JLL National Conference - Guest Speaker, 2016
AACA Inclusion by Design: Access to Outdoor Urban Spaces - Guest Speaker, 2016
International Symposium on Creating Livable Cities Forum – Japan - Guest Speaker, 2016
UTS Graduation Ceremony Occasional Address, 2016
MAAS Design Advisor, 2016

AILA Festival of Landscape Architecture - This Public Life - Guest Speaker, 2015
General Thinking on The Streets of Barangaroo - Keynote Speaker, 2015
2020 Vision 'My Park Rules' Competition Judge, 2015
Sydney Architecture Festival #TheGoods @ The Goods Line - Keynote Speaker, 2015
AGDA & Vivid - 'Work in Progress / The Value of Always-On Projects NSW' - Keynote Speaker, 2015
Green Cities Conference - Guest Speaker, 2015
Institute of Sustainable Futures Round-table Talks - 'Creating Public Life Through Green and Social Infrastructure', 2015

RECENT AWARDS

AILA NSW Awards; Civic Landscape Award of Excellence - Barangaroo South, 2019
AILA NSW Awards; Cultural Heritage Landscape Architecture Award - Sub Base Platypus – Northern Park & Playground, 2019
International Architecture Awards; Urban Planning/ Landscape Architecture - The Ian Potter Children's Wild Play Garden / Barangaroo South, 2019
Green GOOD DESIGN Award; Urban Planning/ Landscape Architecture - The Ian Potter Children's WILD PLAY Garden, 2019
National Awards for Planning Excellence; GREAT PLACE: Commendation - Barangaroo South, 2019
PIA NSW Awards for Planning Excellence; Great Place / President's Award (Winner) - Barangaroo South (ASPECT | OCULUS), 2018
Australian Urban Design Awards; Built Projects; City and Regional Scale, Commendation - Barangaroo South (ASPECT | OCULUS), 2018

SUZIE RAWLINSON
IRIS VISUAL PLANNING + DESIGN
(PRINCIPAL VISUAL PLANNING CONSULTANT)



Suzie Rawlinson

Registered Landscape Architect | Director

Suzie is a Registered Landscape Architect with more than 20 years of experience as a specialist in Landscape and Visual Assessment. Suzie has been the director and owner of a small consultancy practice since 2013 and is regarded as a leading practitioner in the field of landscape visual impact assessment in Australia. Suzie has developed an approach to landscape and visual impact assessment that is robust, highly objective and can be understood by a wide audience.

Suzie is a co-author of the AILA Guidance Note for Landscape and Visual Assessment (2018). She received the AILA National Presidents Award in 2019

in recognition of her outstanding contribution to the profession of Landscape Architecture.

Suzie has led the preparation of landscape and visual impact assessments for some of NSW's premier infrastructure projects including: North West Rail EIS 1 & 2 (Sydney Metro Northwest); Sydney Metro City and Southwest, Chatswood to Sydenham and Sydenham to Bankstown EISs; Parramatta Light Rail Stage 1, CBD & South West Sydney Light Rail EIS; and the Barangaroo Ferry Hub EIS. Suzie has recently completed the landscape and visual impact assessment for the Sydney Metro West Concept and Stage 1 and is currently preparing landscape and visual impact assessment for Sydney Metro Greater West. Suzie has prepared numerous landscape and visual impact assessments to support the Review of Environmental Factors as a part of the Transport for NSW Transport Accessibility Program, including the upgrade of Museum Station. Suzie has appeared as a visual expert in planning appeals in both the NSW and Queensland Planning and Environment Courts.

Qualifications

Master of Landscape Architecture, QUT (2000)

Masters Coursework Studies in Education, Sustainability and Social Change, Griffith University (1999)

Bachelor of Built Environment (Landscape Architecture) (Dist.), Queensland University of Technology (1994)

Australian Institute of Landscape Architects (AILA) Registered Landscape Architect #001682

Awards, Presentations and Memberships

2019	AILA National Presidents Award, recognition for an outstanding contribution to the profession of Landscape Architecture in co-authoring the AILA Guidance Note for Landscape and Visual Assessment
2019	AILA State Presidents Award for the AILA Guidance Note for Landscape and Visual Assessment
2018	Co-author of the AILA Queensland Guidance Note for Landscape and Visual Assessment
2014 - present	Chair, Regional Landscapes Group, Subcommittee of the AILA Advocacy Committee
2010 - 2014	Member, Australian Institute of Landscape Architects Regional Landscapes Group, an industry-based landscape planning forum
2008	AILA National Award for Landscape Planning - Eastern Busway Urban Design, Landscape and Visual Assessment



Employment History

2013-present	Director, IRIS Visual Planning + Design, Brisbane
2010-2013	Senior Landscape Architect, Arup, Brisbane
2005-2010	Associate Director, EDAW Aecom, Brisbane
2004	Associate, EDAW, Edinburgh, UK
2002-2004	Associate, Lovejoy, Birmingham, UK
2001-2002	Senior Landscape Architect, EDAW, Sydney
2001	Senior Landscape Architect, EDAW, Fort Collins, Colorado
1997	Landscape Architect, EDAW, Denver, Colorado
1995-2001	Landscape Architect, EDAW, Brisbane
1995	Environment Officer, Environmental Education, Logan City Council
1994, 1995	Graduate Landscape Architect, Chenoweth and Associates, Brisbane

Project Experience

Sydney Metro City & Southwest, Chatswood to Sydenham EIS, Landscape and Visual Impact Assessment, Transport for NSW (2015-16)

Suzie was responsible for the preparation of inputs into the SSI supporting document and delivering a high-quality technical report to support the EIS. This assessment considered the potential visual impacts of the day and night time construction and operations of the project, as well as a landscape assessment which addresses the potential impacts on the station precincts during both construction and operation. The project traverses a range of settings, from the residential and local commercial centres of Chatswood, Artarmon and Crowsnest, to the highly urbanised centres of North Sydney and the Sydney CBD. Suzie also prepared landscape and visual assessments for several proposed modifications to the project, including at Martin Place.

Victoria Cross Metro Station, Station Design and Precinct Management Plan, Landscape and Visual Impact Assessment, Lendlease (2019)

Suzie prepared a visual assessment for the Station Design and Precinct Management Plan for the Victoria Cross Metro Station. This assessment included an assessment of the design using the methodology from the EIS to independently assess how the project has achieved improvements to the visual amenity of public realm views or otherwise.

Sydney Metro West, The Bays to Westmead, Landscape and Visual Assessment, Transport for NSW (2019-2020)

Suzie prepared a landscape and visual impact assessment for the recently released EIS for Concept and Stage 1 of the Sydney Metro West Project. This project continues west from The Bays to Westmead and includes stations in a range of existing and emerging urban centres including The Bays, Five Dock, Burwood North, North Strathfield, Sydney Olympic Park, the Parramatta CBD, and Westmead, as well as stabling yard and services facilities.

Sydney Metro City & Southwest, Sydenham to Bankstown EIS, Landscape and Visual Assessment, Transport for NSW (2017-2018)

Suzie prepared a landscape and visual impact assessment for the Sydenham to Bankstown stage of the Sydney Metro City and Southwest project. This project continues southwest from the CBD stations and includes upgrades to eleven stations along the existing surface rail corridor. The future urban renewal opportunities for this corridor, as identified in the Sydenham to Bankstown Urban Renewal Corridor Strategy, NSW Department of Planning and Environment (2017), was an important consideration in the assessment, providing an insight into future landscape and visual context of the project. Suzie also prepared a revised assessment for the Preferred infrastructure report and for subsequent modifications to the project.



Visual expert advice to the court:

De Angelis v RMS, Visual expert acting for the appellant, NSW Land and Environment Court, 2019

Terrain Solar v South Burnett Regional Council, Visual expert acting for the appellant, QLD Land and Environment Court, 2019

Terrain Solar v Wagga Wagga Council, Visual expert acting for the appellant, NSW Land and Environment Court, 2018-19

Bridgeman Enterprises Pty Ltd v Sunshine Coast Regional Council, Visual expert acting for the appellant, QLD Land and Environment Court, 2020 (current)

Sheila Blidge Pty Ltd v Logan City Council, Visual expert acting for the respondent, QLD Land and Environment Court, 2020 (current)

Other landscape and visual impact assessments:

Arncliffe Station Upgrade, Landscape and Visual Impact Assessment, for Transport for NSW

Barangaroo Ferry Hub EIS, Visual and Urban Design Impact Assessment, for Transport for NSW

Beacroft Station Upgrade, Landscape and Visual Assessment, Transport for NSW

Beverly Hills Commuter Carpark, Landscape, Visual and Overshadowing Assessment, for Transport for NSW

Bolton Point Community Centre and Retirement and Aged Care Facility, Lake Macquarie, for Bolton Clarke, NSW

Bristol Brewery Residential Development EIA, Visual Impact Assessment, for Cyril Sweet, Bristol, UK

Central Walk EIS, Central Station, Sydney, Landscape and Visual Impact Assessment for Transport for NSW

Donaldson's College Townscape and Visual Assessment, for CALA Evans Restoration Limited, Edinburgh, UK

F6 Extension, Arncliffe to President Avenue, Roads and Maritime Services, NSW

Flemington Railway Station Upgrade, Visual Impact Assessment, Transport for NSW

Glenwood pedestrian link, Glenwood, NSW, Visual impact assessment for TfNSW

Gold Coast Urban Heritage and Character Study Review, Gold Coast City Council, QLD

Holsworthy Carpark Upgrade, Landscape and Visual Impact Assessment, for Transport for NSW

Melbourne Airport Upgrade Project, Landscape and Visual Assessment, Melbourne Airport Corporation, VIC

Museum Station Easy Access Upgrade Project, Landscape and Visual Assessment, for Transport for NSW

North Bexley Station Upgrade, Landscape and Visual Assessment, for Transport for NSW

North Strathfield Station Upgrade, Landscape and Visual Assessment, for Transport for NSW

Northern Beaches Bus Rapid Transit, Manly Vale and Narrabeen, for Transport for NSW, 2016

Parramatta Light Rail, Westmead to Carlingford EIS, Landscape and Visual Impact Assessment, Transport for NSW

Port Botany Rail Duplication, Sydney, with GHD for ARTC, NSW, 2019

Revesby Resource Recovery Facility EIS, Visual Impact Assessment, for Bingo Industries, Sydney

Royal London Hospital EIA, Townscape and Visual Assessment, Whitechapel, for HOK and Skanska, London

St Bartholomew's Hospital EIA, Townscape and Visual Assessment, Smithfield, for HOK and Skanska, London

Sydney Metro North West, Landscape and Visual Impact Assessment, EIS 1&2, 2012

Sydney Metro Greater West, Landscape and Visual Impact Assessment, EIS in progress, 2020