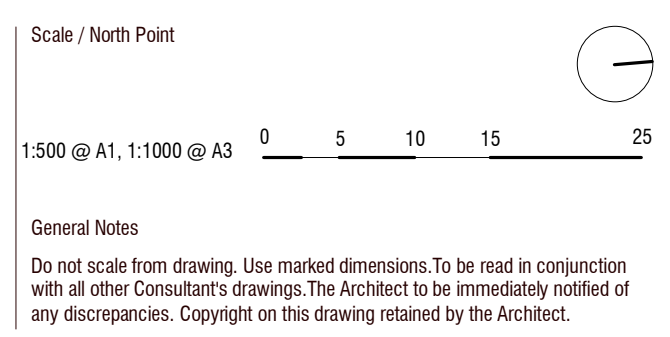




Rev	App	Ckd	Revision or reason for issue	Date	Notes
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1	AC	MC	STAGE II SSDA - DRAFT ISSUE	29.06.2018	
2	AC	MC	STAGE II SSDA - DRAFT ISSUE	01.08.2018	CSI detail is indicative and subject to separate approval.
3	AC	MC	STAGE II SSDA - DRAFT ISSUE (PRELIM)	09.08.2018	
4	AC	MC	STAGE II SSDA - DRAFT ISSUE	09.08.2018	Final OSD detail on station levels is subject to issue of the relevant construction certificate and approved Station Design and Precinct Plan.
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B	AC	MC	STAGE II SSDA	23.08.2018	Street trees, furniture, and other public domain elements within the precinct are indicative only and are subject to relevant approvals and detailed coordination with new and existing underground utilities and infrastructure.

Legend
<span style="border-bottom: 1px dashed red;">SSD approval site boundary</span>
<span style="background-color: #e0f0ff; border: 1px solid #000;">SSD Areas</span>
<span style="background-color: #ffe0e0; border: 1px solid #000;">CSI Areas</span>
<span style="background-color: #e0ffe0; border: 1px solid #000;">Structure included as part of CSI application, finishes and fitout included in SSD application</span>



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Project Title

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integrated station development**

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Drawing Title	Revision
<b>LEVEL 1 DEMARCATION PLAN</b>	
Status	Revision
<b>STAGE II SSDA</b>	<b>B</b>
Drawing Number	
<b>CSWSMP- MAC- SMA- AT- DRG- DA- 390100 _B</b>	





Rev	App	Ckd	Revision or reason for issue	Date	Notes
0	AC	MC	STAGE 1 SSDA	May 2017	This architectural package describes metro-related areas. Refer to Trammes for South OSD and JPW for North OSD.
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B	AC	MC	STAGE II SSDA	23.08.2018	Street trees, furniture, and other public domain elements within the precinct are indicative only and are subject to relevant approvals and detailed coordination with new and existing underground utilities and infrastructure.

Notes

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CSI detail is indicative and subject to separate approval.

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Street trees, furniture, and other public domain elements within the precinct are indicative only and are subject to relevant approvals and detailed coordination with new and existing underground utilities and infrastructure.

Legend

- SSD approval site boundary
- SSD Areas
- CSI Areas
- Structure included as part of CSI application, finishes and fitout included in SSD application

Scale / North Point

1:500 @ A1, 1:1000 @ A3

0 5 10 15 25

General Notes

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Drawing Title

**LEVEL 2 DEMARCATION PLAN**

Status  
**STAGE II SSDA**

Drawing Number  
**CSWSMP- MAC- SMA- AT- DRG- DA- 390200\_B**

Revision  
**B**





Rev	App	Ckd	Revision or reason for issue	Date	Notes
0	AC	MC	STAGE 1 SSDA	May 2017	This architectural package describes metro-related areas. Refer to Trammes for South OSD and JPW for North OSD.
1	AC	MC	STAGE II SSDA - DRAFT ISSUE	29.06.2018	
2	AC	MC	STAGE II SSDA - DRAFT ISSUE	01.08.2018	CSII detail is indicative and subject to separate approval.
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4	AC	MC	STAGE II SSDA - DRAFT ISSUE	09.08.2018	Final OSD detail on station levels is subject to issue of the relevant construction certificate and approved Station Design and Precinct Plan.
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B	AC	MC	STAGE II SSDA - DRAFT ISSUE	13.08.2018	
C	AC	MC	STAGE II SSDA	23.08.2018	Street trees, furniture, and other public domain elements within the precinct are indicative only and are subject to relevant approvals and detailed coordination with new and existing underground utilities and infrastructure.

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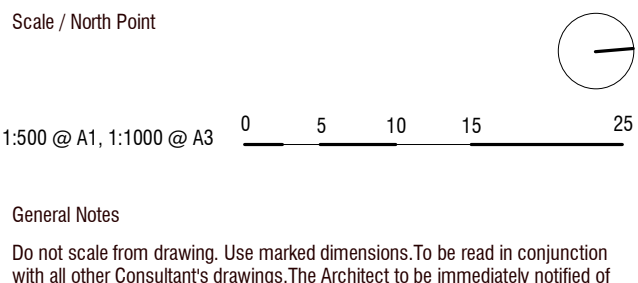
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Legend
SSD approval site boundary
SSD Areas
CSII Areas
Structure included as part of CSII application, finishes and fitout included in SSD application



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Drawing Title

**LEVEL 3 DEMARCATION PLAN**

Status

**STAGE II SSDA**

Drawing Number

**CSWSMP- MAC- SMA- AT- DRG- DA- 390300\_C**

Revision

**C**





Rev	App	Ckd	Revision or reason for issue	Date	Notes
0	AC	MC	STAGE 1 SSDA	May 2017	This architectural package describes metro-related areas. Refer to Trammes for South OSD and JPW for North OSD.
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Legend
<span style="color: red;">---</span> SSD approval site boundary
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<span style="background-color: #ffe0e0; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> CSI Areas
<span style="background-color: #e0ffe0; border: 1px solid black; display: inline-block; width: 15px; height: 10px;"></span> Structure included as part of CSI application, finishes and fitout included in SSD application

Scale / North Point

1:500 @ A1, 1:1000 @ A3

0 5 10 15 25

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Drawing Title	Revision
LEVEL 4 DEMARCATION PLAN	
STAGE II SSDA	B
Drawing Number	
CSWSMP- MAC- SMA- AT- DRG- DA- 390400_B	





Rev	App	Ckd	Revision or reason for issue	Date	Notes
0	AC	MC	STAGE 1 SSDA	May 2017	This architectural package describes metro-related areas. Refer to Tzannes for South OSD and JPW for North OSD.
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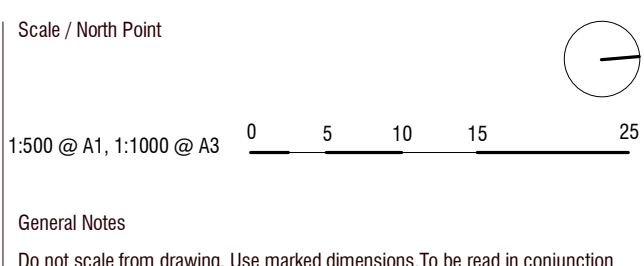
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Legend
SSD approval site boundary
SSD Areas
CSII Areas
Structure included as part of CSII application, finishes and fitout included in SSD application



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Drawing Title

**LEVEL 5 DEMARCATION PLAN**

Status

**STAGE II SSDA**

Drawing Number

**CSWSMP- MAC- SMA- AT- DRG- DA- 390500\_B**

Revision

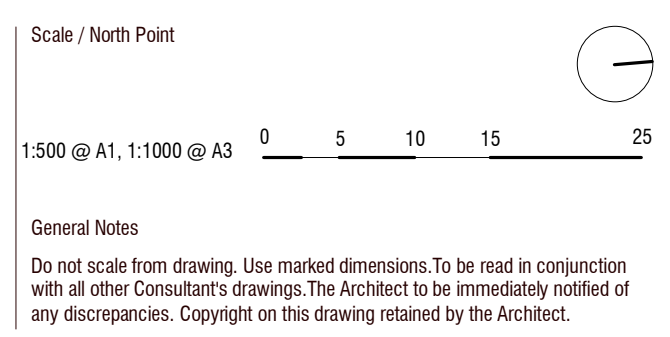
**B**





Rev	App	Ckd	Revision or reason for issue	Date	Notes
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B	AC	MC	STAGE II SSDA	23.08.2018	
C	AC	MC	STAGE II SSDA	06.09.2018	Street trees, furniture, and other public domain elements within the precinct are indicative only and are subject to relevant approvals and detailed coordination with new and existing underground utilities and infrastructure.

Legend
SSD approval site boundary
SSD Areas
CSII Areas
Structure included as part of CSII application, finishes and fitout included in SSD application



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Drawing Title	Revision
LEVEL 6 DEMARCATION PLAN	
STAGE II SSDA	C
Drawing Number	
CSWSMP- MAC- SMA- AT- DRG- DA- 390600 _C	





Rev	App	Ckd	Revision or reason for issue	Date	Notes
0	AC	MC	STAGE II SSDA - DRAFT ISSUE	01.08.2018	This architectural package describes metro-related areas. Refer to Trammes for South OSD and JPW for North OSD. CSI detail is indicative and subject to separate approval. Final OSD detail on station levels is subject to issue of the relevant construction certificate and approved Station Design and Precinct Plan. Street trees, furniture, and other public domain elements within the precinct are indicative only and are subject to relevant approvals and detailed coordination with new and existing underground utilities and infrastructure.
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2	AC	MC	STAGE II SSDA - DRAFT ISSUE	09.08.2018	
A	AC	MC	STAGE II SSDA - DRAFT ISSUE	10.08.2018	
B	AC	MC	STAGE II SSDA	23.08.2018	
C	AC	MC	STAGE II SSDA	06.09.2018	

Legend
SSD approval site boundary
SSD Areas
CSI Areas
Structure included as part of CSI application, finishes and fitout included in SSD application

Scale / North Point

1:500 @ A1, 1:1000 @ A3

0 5 10 15 25

General Notes

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Project Title

**SYDNEY METRO MARTIN PLACE -  
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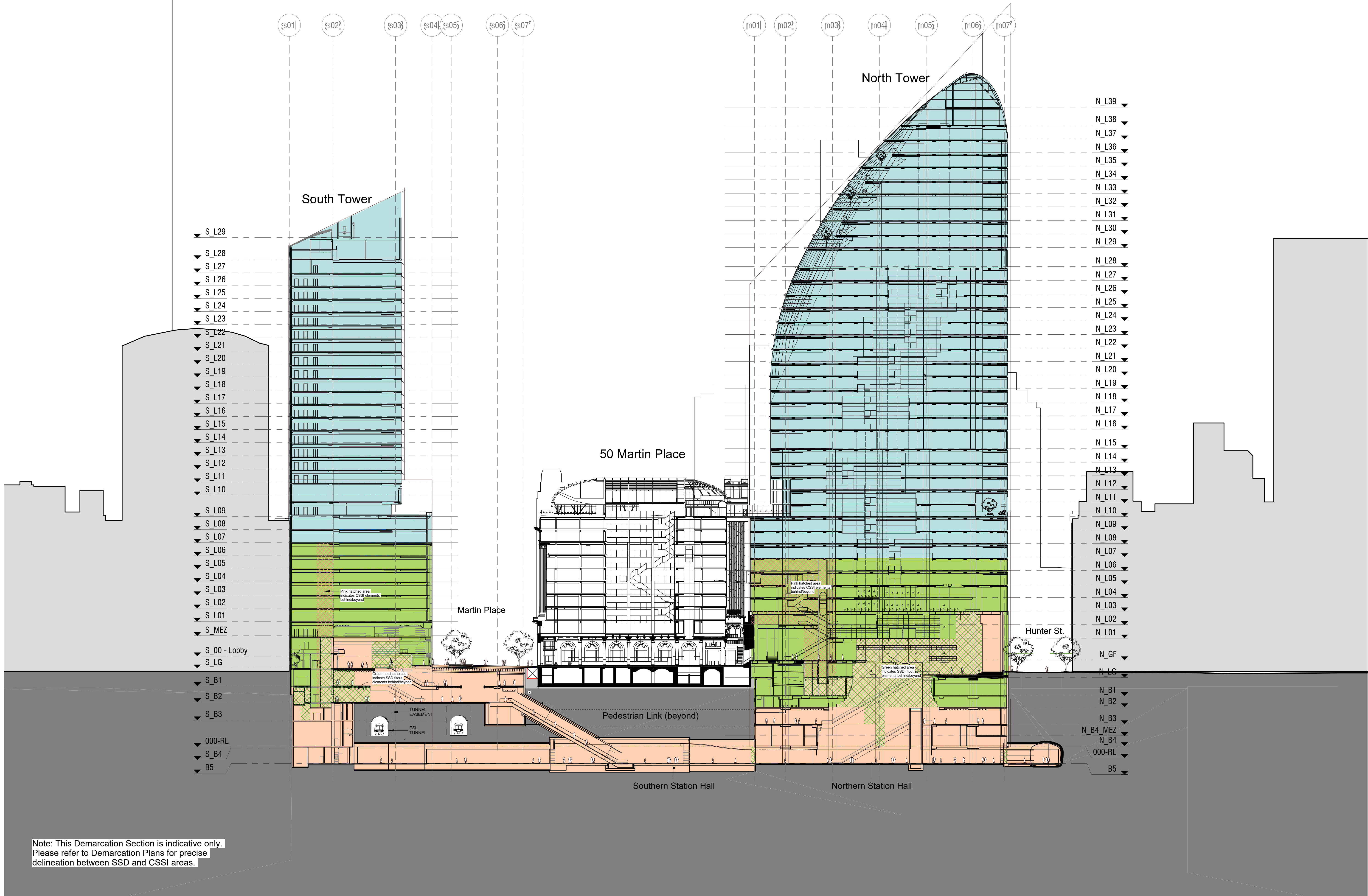
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**MACQUARIE  
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Drawing Title	Revision
<b>LEVEL 7 DEMARCATION PLAN</b>	
Status	Revision
<b>STAGE II SSDA</b>	<b>C</b>
Drawing Number	
<b>CSWSMP- MAC- SMA- AT- DRG- DA- 390700 _C</b>	



















# Stage II SSDA GFA Area Schedule

Sydney Metro Martin Place Integrated Station Development

CSWSMP-MAC-SMA-AT-DRE-000110

Rev	Reason for issue	Date
00	STAGE II SSDA - DRAFT ISSUE	07.08.2018
A	STAGE II SSDA - DRAFT ISSUE	10.08.2018
B	STAGE II SSDA - DRAFT ISSUE	13.08.2018
C	STAGE II SSDA - DRAFT ISSUE	14.08.2018
D	STAGE II SSDA - FINAL ISSUE	23.08.2018

SOUTH SITE	
Site area	1,897

LEVEL	PRIMARY USE	GFA [sqm]		
		SSD	CSSI	TOTAL
Level 29	Plant			-
Level 28	Plant	20		19.93
Level 27	Office	1287		1,286.55
Level 26	Office	1287		1,286.55
Level 25	Office	1287		1,286.55
Level 24	Office	1287		1,286.55
Level 23	Office	1287		1,286.55
Level 22	Office	1287		1,286.55
Level 21	Office	1287		1,286.55
Level 20	Office	1287		1,286.55
Level 19	Office	1287		1,286.55
Level 18	Office	1287		1,286.55
Level 17	Office	1287		1,286.55
Level 16	Office	1287		1,286.55
Level 15	Office	1287		1,286.55
Level 14	Office	1287		1,286.55
Level 13	Office	1277		1,276.83
Level 12	Office	1277		1,276.83
Level 11	Office	1277		1,276.83
Level 10	Plant	0		-
Level 09	Office / Terrace	1020		1,019.94
Level 08	Office	1605		1,604.54
Level 07	Office	1588		1,587.93
Level 06	Office	1551		1,550.70
Level 05	Office	1543		1,543.03
Level 04	Office	1539		1,539.27
Level 03	Office	1532		1,532.23
Level 02	Office	1532		1,532.23
Level 01	Office	1529		1,529.48
Level Mezz	Lobby / retail	1050		1,049.87
Level 00	Station / retail / lobby	478	70	547.95
Level LG	Station / retail	398	269	667.10
		0	-	-
Level B1	Upper Concourse	253	913	1,165.86
Level B2	Lower Concourse	72	1,126	1,198.50
Level B3	Station Concourse	0	-	-
Level B4	Plant	0	-	-
Level B5	Platform	0	20	20.40
		SSDA	CSSI	TOTAL
Total		37,553	2,398	39,951

NOTES:

- 1
- FOR FURTHER INFORMATION ON THE APPORTIONMENT OF GFA BETWEEN SSDA AND CSSI APPLICATIONS, PLEASE REFER TO THE DEMARCATION DRAWINGS









Appendix D  
Consolidated Design Guidelines  
Compliance Table

Design Guideline		Application in proposed envelope for the South Site
2.1	MOVEMENT	
2.1.1	Enhance the relationship of George Street and Martin Place through to Macquarie Street as a unique pedestrian orientated experience. (CSSI, SSD)	N/A
2.1.2	<p>Create a legible, easy to use integrated transport interchange including appropriate scaling of public domain for predicted pedestrian movements.</p> <ul style="list-style-type: none"><li>The customer circulation paths within the station are to optimise timeliness for customers moving between concourse, platform, and station entries. (CSSI)</li><li>Ancillary development and activities (retail, commercial or residential development, services areas and advertising structures) within the Sydney Metro station sites are not to compromise efficient transport operations. (CSSI, SSD)</li><li>All areas are to provide sufficient space for emergency access and movements in accordance with relevant design standards and legislation. (CSSI) Station planning and design is to acknowledge Sydney Metro forms part of an integrated transport network that includes a hierarchy of movement modes (CSSI):<ul style="list-style-type: none"><li>Priority 1: Pedestrian, wheelchair and pram movement and access</li><li>Priority 2: Bicycle movement and access</li><li>Priority 3: Other primary Public Transport services (including Light Rail and Bus movement and access)</li><li>Priority 4: Taxi movement and access</li><li>Priority 5: Kiss and ride movement and access</li></ul></li><li>The station forecourt and associated areas are to adopt a clear hierarchy of movement functions that favour pedestrians ahead of vehicular circulation. (CSSI)</li><li>Bicycle paths to/from the station are to be connected with regional and local government bicycle networks, existing and future. (CSSI)</li><li>Bicycle infrastructure is to be responsive to the specific characteristics of the station precinct, address the bicycle network and storage requirements, and integrate them into the broader precinct movement networks. (CSSI, SSD)</li><li>The design of the station and associated urban realm is to respond to the character of established streets and variations in carriageway width, on-street parking, existing and planned future cycle ways, street tree planting and pedestrian amenity. (CSSI)</li></ul>	<p>Retail and the commercial entrance are located along the Martin Place elevation allowing clear entries to the station on Elizabeth Street and Castlereagh Street. Station entries have been analysed with pedestrian modelling and demonstrated to be sufficient for predicted pedestrian flow.</p> <p>Precinct wide end of trip facilities for commercial towers including secure bicycle parking are located at B1 on the North Site.</p>

Appendix D  
Consolidated Design Guidelines  
Compliance Table

2.1.3	Maximise connectivity to the street grid for station egress at corners. (CSSI)	N/A
2.1.4	Ensure below grade wayfinding aligned with on grade orientation. (CSSI)  <ul style="list-style-type: none"><li>Planning for wayfinding and legibility will support all customers to travel independently and easily on Sydney Metro. (CSSI)</li><li>Spaces are to be visually simple and intuitive to negotiate, to contribute to an easy customer experience. (CSSI)</li><li>Wayfinding signage and information is to be provided in accordance with the TfNSW guidelines. Ensure consistency with TfNSW signage. (CSSI, SSD)</li></ul>	N/A
2.1.5	Ensure universal access in the precinct. (CSSI, SSD)  <ul style="list-style-type: none"><li>The station and the precinct are to be easy, safe and accessible for all to use including the elderly, customers with disabilities, young children and those with prams and luggage. (CSSI, SSD)</li><li>Where lifts and escalators are provided as an alternative to stair access they are not to result in a longer journey than the primary circulation route or compromise the safety of customers who need to use them. (CSSI)</li><li>Information must be provided throughout the customer journey that considers user impairment, culture and language. (CSSI)</li></ul>	<ul style="list-style-type: none"><li>A through-site-link between Castlereagh Street and Elizabeth Street including free-to-use lifts improves upon the existing condition and provides an accessible path of travel where as the existing grade of Martin Place exceeds 1:10.</li><li>All entries to the building are to follow DDA best practice. Station public areas are wide and open to allow clear lines of site and promote passive surveillance for the safety and comfort of customers and staff.</li><li>DDA lifts are located adjacent to stairs and escalators (lobby only) in the Castlereagh Street retail and the commercial lobby.</li></ul>
2.1.6	Provide adequate pedestrian amenity at grade. (CSSI, SSD)	<p>Pedestrian amenity can be provided through:</p> <ul style="list-style-type: none"><li>Paving within the site, including the station entries, to maintain a consistent finish with the surrounding urban domain creating a seamless pedestrian experience.</li><li>Set back facades at ground to provide shelter</li><li>Lighting the ground plane</li><li>Building entries and ground plane designed with reference to pedestrian flow analysis to avoid constriction to pedestrian movement.</li></ul>



Appendix D  
Consolidated Design Guidelines  
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2.1.7	Provide exceptional rail user amenity below grade. (CSSI)	N/A
	<ul style="list-style-type: none"><li>▪ Providing a comfortable and safe environment. (CSSI)</li><li>▪ Station design should be developed in direct response to customer segments and user requirements. Customer journeys should be understood to appreciate their various requirements for their door-to-door journey. (CSSI)</li><li>▪ Minimising decisions required and level changes should be considered to design an easy customer experience. (CSSI)</li></ul>	
2.1.8	Comfort and amenity (CSSI, SSD)	
	<ul style="list-style-type: none"><li>▪ Station entry orientation and design are to minimise adverse micro climate effects including wind tunnel impacts. (CSSI, SSD)</li><li>▪ Customer weather protection outside the Sydney Metro station is to be provided. (CSSI, SSD)</li></ul>	<ul style="list-style-type: none"><li>▪ Station entries orientated perpendicular to the station escalators to minimise wind tunnel effects.</li><li>▪ Ground level facades are set back on Elizabeth and Castlereagh Streets to provide weather protection to Sydney Metro customers and commerical building users.</li></ul>
2.1.9	Safety (CSSI, SSD)	The proposed design applies CPTED principles through: <ul style="list-style-type: none"><li>▪ Clear lines of sight.</li><li>▪ Well lit spaces both internally and externally.</li><li>▪ Opportunities for passive surveillance from public spaces and active retail frontages.</li><li>▪ Out of hours access control to the station, commercial building and retail.</li><li>▪ Landscaping to the public domain to attract people (part of the precinct plan).</li><li>▪ Raised access to the commercial lobby to indicate a transition between public and private space.</li></ul>
2.1.10	Network and station legibility (CSSI)	N/A
	<ul style="list-style-type: none"><li>▪ A line-wide identity is to be established through the architectural language and layout of the station types (cut and cover, single cavern, binocular cavern). (CSSI)</li></ul>	

2.1.11	Metro placemaking (CSSI, SSD)	
	<ul style="list-style-type: none"><li>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. (CSSI, SSD)</li><li>Consider opportunities for temporary event, pop ups, retail spaces and the night time economy. (CSSI, SSD)</li><li>Station public spaces are to be designed with a consistent hierarchy of landscape treatments. The treatment of these spaces is to reflect local character and context, integrate within their settings, and provide attractive space and streetscapes. (CSSI)</li><li>Fixtures, including furniture and lighting, are to enrich site context and sense of place and contribute to wayfinding. (CSSI)</li><li>A coordinated lighting approach is to create aesthetic consistency across Sydney Metro by defining station address, public domain areas and attracting customer into station forecourts and plazas. (CSSI)</li><li>A positive precinct image is to be developed around the particular heritage values of a place or by the qualities of the existing urban context. (CSSI, SSD)</li></ul>	<p>Martin Place serves as the station plaza for the south Metro entrance. Martin Place is of significant civic, heritage and cultural importance to the City of Sydney. The architecture of the illustrative scheme responds to the heritage context of the site, reinstates the street wall and creates an "urban room" at the heart of Martin Place. The proposed landscape and station design relocates the ESL station entry to create an uninterrupted plaza which is well lit and has clear lines of sight. Ground level retail provides passive surveillance across Martin Place which promotes safety and security. Bollards along kerb lines ensure pedestrian safety by limiting vehicle access.</p> <p>Martin Place already hosts multiple events throughout the year including Anzac Day Services, Vivid, and concerts. The landscape design proposed as part of the Precinct plan (not part of this application) includes level platforms to address the gradient of Martin Place and create opportunities for al fresco dining, street furniture or temporary installations. The commercial entry and retail create an active frontage on to Martin Place appropriate to its character as one of Sydney's primary commercial and shopping addresses.</p>
2.1.12	Station entries (CSSI)	N/A
	<ul style="list-style-type: none"><li>Entrances to the station including canopies and concourses are to provide a consistent line-wide identity for Sydney Metro and are to be clearly visible from the immediate area. (CSSI)</li></ul>	
2.1.13	Platforms (CSSI)	N/A
2.1.14	Transport led 24 hour precinct (CSSI, SSD)	Security gates at station entries control out-of-hours station access. Precinct lighting promotes safety and security 24 hours a day.
2.1.15	Provide pedestrian through site links between Elizabeth and Castlereagh Streets on both sites. (CSSI, SSD)	The illustrative scheme demonstrates a pedestrian through site link can be incorporated, including DDA access which addresses the gradient of Martin Place. The through site link can be appropriately sized through pedestrian modelling.



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2.1.16	<p>Service vehicle frontage to the building is to be limited to maximise the capacity to activate public domain. No service and vehicle access to be located on Martin Place. (CSSI, SSD)</p> <ul style="list-style-type: none"><li>▪ Ensure that the station precinct, facilities and rail corridors are provided with clearly identified zones for emergency access and egress, eliminating the potential for movement conflicts during emergencies. (CSSI, SSD)</li></ul>	<p>Vehicle access to the South site will be limited to a single entry located on Castlereagh Street to service the commercial tower. This will be managed through a booking system to avoid vehicle queuing. The single point of access maximises the active facade and maintains Martin Place as a pedestrianised zone. The station and station retail is to be serviced from the main precinct loading located under the North Site.</p>
2.1.17	<p>Emergency requirements</p> <ul style="list-style-type: none"><li>▪ Ensure well defined and efficient coordination of service vehicle movements within the precinct. (CSSI, SSD)</li></ul>	<p>The site can be accessed by emergency vehicles from Castlereagh Street and Elizabeth Street. The illustrative scheme locates the commercial building fire control room on Elizabeth Street, where there is safe stopping for a fire tender.</p>
2.2	<p><b>PUBLIC DOMAIN</b></p>	
2.2.1	<p>Conform to the City of Sydney Sun Access Plane for Hyde Park and Martin Place. (SSD)</p> <ul style="list-style-type: none"><li>▪ Solar access impacts to be limited to those predicted by built form of the CoS LEP 2012 Sun Access Plane. (SSD)</li></ul>	<p>The proposed envelope conforms with the City of Sydney Sun Access Plane for Hyde Park. As the building is south of Martin Place it does not create any overshadowing of Martin Place.</p>
2.2.2	<p>Improve ground plane amenity on Martin Place, Elizabeth, Castlereagh and Hunter Streets. (CSSI, SSD)</p> <ul style="list-style-type: none"><li>▪ The redevelopment of the Martin Place precinct requires improved covered access at grade without the use of awnings on Martin Place. (CSSI, SSD)</li><li>▪ Wind impacts to meet relevant public domain standards appropriate for use and proposed activity including improvements to comfort and safety ratings to be comfortable for at least pedestrian standing at the station entrance. (CSSI, SSD)</li><li>▪ Investigate the potential to improve daylight levels to Martin Place. (SSD)</li><li>▪ Solar access, sky view, reflected light and daylight at grade and on the elevations of built form are to be assessed as an integrated experience from a pedestrian perspective and across the whole precinct, ensuring a balanced analysis of negative and positive impacts. (SSD)</li></ul>	<ul style="list-style-type: none"><li>▪ The proposed design includes setback facades to Elizabeth Street and Castlereagh Street to improve cover access at grade without the use of awnings.</li><li>▪ The wind tunnel test report prepared by CPP (<i>Final Report - Wind Tunnel Test for: MARTIN PLACE OVERSTATION SOUTH SITE</i>) describes how the wind impacts of the proposed design meet the relevant public domain standards and achieve comfort for at least pedestrian standing at the Metro entrances.</li><li>▪ The proposed envelope will not overshadow Martin Place. Further material investigations can be undertaken to select light coloured and reflective materials appropriate to the site context to improve light levels to Martin Place and encourage reflected light onto grade and the street walls.</li><li>▪ The proposed envelope has minimal impact to solar access and sky view when compared to the approved Stage 1 DA envelope.</li></ul>

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2.2.3	Buildings on the North and South sites shall: (SSD) <ul style="list-style-type: none"><li>Not result in additional overshadowing of Hyde Park between the hours of 12 and 2pm at mid-winter (21 June), when compared to the shadow cast by existing buildings, approved buildings and the DCP/LEP compliant envelope set out in Appendix C of the Response to Submissions, title SSDA Addendum Shadow Analysis, prepared by Grimshaw and Johnson Pilton Walker, dated August 2017 (SSD)</li><li>Identify opportunities to improve solar access to the ground plane of Martin Place (excluding the roadways and footpaths) between the hours of 12 and 2pm (14 April), when compared to the shadow cast by the approved building envelope. (SSD)</li></ul>	<ul style="list-style-type: none"><li>The proposed design does not create any additional overshadowing to Hyde Park within the parameters described by design guideline 2.2.3. Please refer to the shadow study xxxxxx prepared by Virtual Ideas for further detail.the South site does not create any additional overshadowing to Hyde Park within the parameters of the design guidelines.</li><li>The proposed envelope will not cast shadow on Martin Place between the hours of 12 and 2pm.</li></ul>
2.2.4	Ameliorate flood conditions and overland flow on Hunter Street. (CSSI, SSD) <ul style="list-style-type: none"><li>Flood and overland flow conditions are to be ameliorated at station ingress/egress points to minimise negative impacts on pedestrian flow. (CSSI, SSD)</li></ul>	The proposed design meets Metro and/or CoS standards for threshold levels. The design of the South Tower has been coordinated with the design of the surrounding urban domain (not part of this application) to minimise negative impacts of overland flow and flood conditions. Refer to Stormwater Management and Flooding Report CSWSMP-MAC-SMS-CE-REP-999901 for further information.
2.2.5	Integrate interiors, public access on private land and the topography of the public domain. (CSSI, SSD) <ul style="list-style-type: none"><li>The developments on the North and South Sites are required to integrate the levels of adjacent public open space to provide seamless, non-discriminatory access and improved open space amenity at grade. (CSSI, SSD)</li></ul>	This is achieved through level thresholds to all entries. The existing grade of the site is used to negate the need for access ramps and provide seamless entry to all areas.
2.2.6	Enhance Hunter Street landscape. (CSSI) <ul style="list-style-type: none"><li>The existing copse of trees is to be maintained or, if replaced, improved to continue the landscape orientated character of this block of Hunter Street at grade.(CSSI)</li></ul>	N/A
2.2.7	Subterranean connection to be a desirable public destination. (CSSI)	N/A



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2.2.8	Public art (CSSI, SSD)	<ul style="list-style-type: none"><li>▪ The Tom Bass sculpture is to be reinstated or relocated within the public domain of the precinct. (CSSI, SSD)</li><li>▪ Display the significant Douglas Annand artworks at publicly accessible locations. (CSSI, SSD)</li><li>▪ Opportunities for the integration of public art in the precinct as a whole are encouraged and a public art strategy included in future detailed planning applications. (CSSI, SSD)</li><li>▪ Public art is to be a key feature of the customer experience, bringing joy to customers and adding value to the operation and success of Sydney Metro by contributing to station identity, beauty, amenity, wayfinding, safety, security, community values and the public domain.(CSSI, SSD)</li></ul>	<ul style="list-style-type: none"><li>▪ The Tom Bass sculpture is to be located within the public domain on the North Site (not part of this application).</li><li>▪ The Douglas Annand artworks are to be integrated into the Precinct on the North Site (not part of this application) in a publically accessible location.</li><li>▪ The design for the South Tower has opportunities for public art to be integrated into the Metro areas at detailed design stage.</li></ul>
2.2.9	Lighting (CSSI, SSD)	<ul style="list-style-type: none"><li>▪ Lighting is to integrate with access, wayfinding and public art strategies. (CSSI, SSD)</li><li>▪ Lighting is to reinforce the visibility of station entries as safe and welcoming elements within the local context at night. (CSSI, SSD)</li><li>▪ Illumination levels are to be appropriate to the task, be it wayfinding, reading tasks and facial recognition, while creating visual interest within the stations. (CSSI, SSD)</li><li>▪ Glare and visual discomfort is to be eliminated through appropriate specification and positioning of luminaires. (CSSI, SSD)</li><li>▪ Natural light is to be maximised and artificial lighting is to support natural light levels. (CSSI, SSD)</li></ul>	<ul style="list-style-type: none"><li>▪ The lighting strategy will be developed during detailed design to meet the requirements of the urban design guidelines, BCA requirements and sustainable design best practice principles.</li><li>▪ Floor-to-ceiling high performance clear glass is specified throughout to maximise natural light to internal spaces.</li></ul>
2.2.10	Heritage interpretation (CSSI, SSD)	<ul style="list-style-type: none"><li>▪ Interpret the heritage significance of the building at 7 Elizabeth Street, designed by Emil Sodersten in 1940 and demolished as part of the TfNSW Sydney Metro Project through the display of historic and present photographs of the exterior and interiors of the building within the Precinct, at a publicly accessible locations and the salvage of significant elements of the intact Marion Hall Best interiors. These could be displayed within the Precinct or provided to Sydney Living Museums (or other repository) for secure storage and display. (CSSI, SSD)</li><li>▪ Retain (or salvage and reinstate in the same location) the Institution of Engineers commemorative plaque in the pavement at 5 Elizabeth Street. (CSSI, SSD)</li></ul>	

2.2.11	Public domain activation (CSSI, SSD)	<ul style="list-style-type: none"><li>Active frontages are to be maximised and to be located as a minimum in the locations noted in the City of Sydney DCP part 3.2.3. The impact of Metro station services in these areas should be minimised. (CSSI, SSD)</li><li>The railway station entries are to be designed and positioned to maximise their capacity for pedestrian movement and public domain activation. (CSSI)</li><li>Remove existing train station access from the centre of Martin Place and integrate in the southern building. Entry located at the north-west corner of this building is encouraged to facilitate accessible access to the railway station. (CSSI)</li><li>Reduce public domain clutter to allow maximum opportunity for public space activation. (CSSI)</li><li>The placement of any new Metro station entries in Chifley and Richard Johnson Square needs to consider their important spatial and heritage qualities. (CSSI)</li></ul>	Street level retail maximises the activate the frontage onto Martin Place and Castlereagh Street whilst the commercial entry faces onto Elizabeth Street and Martin Place. The Metro entrances to Elizabeth Street and Castlereagh Street provide further activation of these street frontages. Metro services are integrated into the commercial core which minimises the portion of inactive facade to the southern part of the site on Elizabeth Street and Castlereagh Street.
2.2.12	Delivering an enduring and sustainable legacy for Sydney. (CSSI, SSD)	<ul style="list-style-type: none"><li>Achieve a high level of performance using sustainable design rating systems. (CSSI, SSD)</li><li>Incorporate passive design solutions to optimise solar access, introduce daylight, and maximise natural ventilation. (SSD)</li><li>Consider water efficiency in design, utilising water from recycled sources where appropriate. (CSSI, SSD)</li><li>Minimise materials consumption, and reduce embodied energy and impacts in materials selection. (CSSI, SSD)</li></ul>	<ul style="list-style-type: none"><li>6 star Green Star rating, minimum 5 star NABERS Energy rating and 3.5 star NABERS Water rating are targetted for the proposed design.</li><li>Passive design solutions, water efficient design are incorporated into the design as outlined by the ESD report CSWSMP-MAC-SMS-ES-REP-999902.</li><li>Minimisation of material consumption, embodied energy and environmental impacts will be considered in material selection at detail design stage.</li></ul>
2.3	BUILT FORM		
2.3.1	Retain and enhance Martin Place as one of the city's grand civic and ceremonial spaces through the retention and enhancement of its urban character, scale and strong linear enclosure. (CSSI, SSD)		The proposed South Tower provides a strong enclosure to Martin Place by having zero setbacks to Castlereagh and Elizabeth Steets. The podium mass, differentiated from the tower by an 8m setback, is identical in height to 50 Martin Place and appropriate in scale to the adjacent buildings, which enhances the urban character of Martin Place.
2.3.2	Reinforce the streetwall and the distinctive attributes of this block on Martin Place. (CSSI, SSD)	<ul style="list-style-type: none"><li>Each block on Martin Place is distinctive within an overall well defined civic character dominated by fine architecture made from stone and terracotta materials. The conservation of the character, urban form and amenity of Martin Place is a primary responsibility of any design proposal. (CSSI, SSD)</li></ul>	The proposed South Tower reinstates the line of the street wall of Martin Place. An 8m setback from Martin Place occuring above the line of 50 Martin Place parapet create a relationship between the proposed building mass and 50 Martin Place. Articulation of the podium facade draws on the heritage character of Martin Place, referencing key architectural moves of 50 Martin Place and utilising a material palette of stone, ceramic and glass that is appropriate to the civic context.



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2.3.3	<p>Require the commercial and station address of the South Site to be on Martin Place. (CSSI, SSD)</p> <ul style="list-style-type: none"><li>The improvement of the block bounded by Elizabeth and Castlereagh Streets requires the establishment of the primary address of the commercial building and station to be on Martin Place. (CSSI, SSD)</li></ul>	<p>The commercial lobby of the proposed design can be accessed from Martin Place and looks directly on to Martin Place. The Metro entrance has a view through retail to Martin Place and joint access from Elizabeth Street and Castlereagh Street, allowing for a choice in address.</p> <p>The setback to the tower from Martin Place when compared with the zero setback to Elizabeth Street and Castlereagh Streets defines Martin Place as taking precedence over the others. The building form and facade articulation gives clear precedence to Martin Place as the dominant street. It therefore follows that the South Tower address is on Martin Place.</p>
2.3.4	<p>Enhance built form relationships on Hunter Street. (SSD)</p> <ul style="list-style-type: none"><li>The setback of the built form on Hunter Street is to generally align with the predominant setback of adjoining conditions to the east to establish a consistent streetwall and to maintain the character of Hunter Street as a connecting element between Chifley and Richard Johnson Squares. (SSD)</li></ul>	<p>N/A</p>
2.3.5	<p>Maintain and enhance the streetwall character of Elizabeth and Castlereagh Streets. (SSD)</p> <ul style="list-style-type: none"><li>Recognise the aligned height between 50 Martin Place and the former Qantas House on Chifley Square to reinforce the distinctive characteristics of this block within the City of Sydney. (SSD)</li></ul>	<p>The proposed South Tower maintains the line of the street walls of Elizabeth and Castlereagh Streets.</p> <p>An 8m setback to the north facade is proposed to align with the parapet level of 50 Martin Place to reinforce the relationship between the two buildings and precinct identity.</p>
2.3.6	<p>Establish defining thresholds to the Martin Place Station Precinct. (SSD)</p> <ul style="list-style-type: none"><li>The built form of the North and South Sites can vary the predominant setback requirements established within City of Sydney development controls to zero on Elizabeth and Castlereagh Streets in order to establish a distinctive character at threshold locations of the Martin Place Station Precinct. (SSD)</li></ul>	<p>The proposed design provides distinct definition to Martin Place by having zero setback to Elizabeth Street and Castlereagh Streets and allows the Metro Precinct to be clearly identifiable within the city context.</p>
2.3.7	<p>Maximise development potential and density within the context of the approved GFA. (SSD)</p> <ul style="list-style-type: none"><li>Ensure that the maximisation of Gross Floor Area within the Stage 1 SSDA proposed envelopes is balanced with the creation of building forms that are proportionally elegant and that exhibit appropriate facade articulation. (SSD)</li><li>Both towers are not to breach the Sun Access Planes. (SSD)</li></ul>	<p>The proposed envelope maximises the potential for the site under the amended SLEP 2012, without breaching the Sun Access Plane to Hyde Park. The proposed South Tower form has a level of articulation that is appropriate to the scale of the building and distinguish the tower and podium masses.</p>

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2.3.8	Create distinctive architectural designs appropriate for each site, with the scale of buildings responding appropriately to the character of the area and the building form and articulation reinforcing the key feature os the locality, such as the strett wall height and telationship to 50 Martin Place. (SSD)	The proposed envelope is unique to the site and is informed by the surrounding street walls, heritage context and solar access planes. A more detailed architectural proposal, appropriate to this context will be developed through the design process.
2.3.9	Respond to the distinct built form of the 60-66 Hunter Street, otherwise known as the City Mutual Building and the former Qantas House. (SSD)	
2.3.10	Reinforce the semi-circular form of Chifley Square. (SSD)  <ul style="list-style-type: none"><li>Reinforce the straight street alignment at the southern edge of Chifley Square established by the existing line of towers to enhance the sense of spatial enclosure of the square. (SSD)</li><li>Relate in height to the nearby former Qantas House and the alignment of existing buildings on the south side of Hunter Street, to enhance the sense of spatial enclosure of the square. (SSD)</li></ul>	
2.3.11	Retain and enhance the setting and streetscape presence of neighbouring heritage buildings. (SSD)	The proposed design is of a scale appropriate to the urban setting. The architectural language respects the heritage context and will enhance the overall streetscape of Martin Place, Elizabeth Street and Castlereagh Street.
2.3.12	Podium streetwalls (CSSI, SSD)  <ul style="list-style-type: none"><li>The buildings are to have zero setbacks for their podiums to match the predominant street alignment. (CSSI, SSD)</li><li>Proposed streetwall height of the South Site podium is to relate to the heritage building at 50 Martin Place. (SSD)</li><li>The podium/tower relationships are to be clearly differentiated by facade articulation, colours and materials. On the South Site this differentiation is to be further reinforced by a recess between the tower and the podium and setback from the Martin Place alignment. (SSD)</li><li>The proposed design of the North Site tower is to respond, in its architectural form, to the 'reverse podium' alignment of 8 Chifley and Deutsche Bank building (126 Phillip Street) . It is not to undermine the spatial definition of Chifley Square or Richard Johnson Square. (CSSI, SSD)</li><li>The proposed design of the northern tower is to respond to the street wall alignment and height of both 50 Martin Place and former Qantas House. (SSD)</li></ul>	<ul style="list-style-type: none"><li>The proposed design has zero setback to Elizabeth and Castlereagh Streets and zero setback to the podium to Martin Place.</li><li>The level of the setback to Martin Place ensures the podium aligns in height to 50 Martin Place and historic buildings on Elizabeth Street.</li><li>The proposed design is setback from Martin Place by 8m which differentiates the podium and tower masses. A recess at the base of the tower mass and a change in materiality further articulates the difference between tower and podium.</li></ul>



2.3.13	<div><div>Tower form, scale and setbacks (SSD)</div><div><div><div><div>▪ Zero setback to Hunter Street for the North site to align with the towers adjacent to the east along Hunter Street may be appropriate subject to achieving relevant public domain standards and appropriate use and proposed activity. (SSD)</div><div>▪ Model corners of North Site tower for enhanced solar access, daylight to the public domain and wind performance (SSD)</div><div>▪ The South Site tower to be setback from Martin Place and visually separated from the podium. (SSD)</div><div>▪ Conserve the heritage significance of 50 Martin Place by ensuring its height remains unique in the Martin Place Metro Precinct. (SSD)</div><div>▪ A new building tower and podium/base on the Noth site (towards and at its southern extent) is to integrate sensitively with the low scale of 50 Martin Place, and clearly articulate its street wall height on the Castlereagh and Elizabeth Street elevations. (SSD)</div></div><div><div>▪ The proposed tower has an 8m setback from Martin Place which visually distinguishes it from the podium.</div><div>▪ The proposed South Tower and North Tower (not part of this application) frame 50 Martin Place within the Metro Precinct and emphasise its unique heritage significance.</div></div></div></div></div>
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