

APPENDIX 3

Stage II SSDA GFA Area Schedule

Sydney Metro Martin Place Integrated Station Development

CWSMP-MAC-SMA-AT-DRE-000120

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
E	STAGE II SSDA - RESPONSE TO SUBMISSIONS	07.03.2019

NORTH SITE

Site area		3,293		
LEVEL	PRIMARY USE	GFA [sqm]		
		SSD	CSSI	TOTAL
Level 40				
Level 39	Plant	4.08		4.08
Level 38	Plant	46.92		46.92
Level 37	Office	987.36		987.36
Level 36	Office	1,109.76		1109.76
Level 35	Office	1,304.58		1304.58
Level 34	Office	1,320.90		1320.90
Level 33	Office	1,509.60		1509.60
Level 32	Office	1,745.22		1745.22
Level 31	Office	1,771.74		1771.74
Level 30	Office	1,855.38		1855.38
Level 29	Office	2,014.50		2014.50
Level 28	Plant	84.66		84.66
Level 27	Office	2,006.34		2006.34
Level 26	Office	2,109.36		2109.36
Level 25	Office	2,140.98		2140.98
Level 24	Office	2,198.10		2198.10
Level 23	Office	2,247.06		2247.06
Level 22	Office	2,287.86		2287.86
Level 21	Office	2,321.52		2321.52
Level 20	Office	2,348.04		2348.04
Level 19	Office	2,364.36		2364.36
Level 18	Office	2,375.58		2375.58
Level 17	Office	2,384.76		2384.76
Level 16	Office	2,563.26		2563.26
Level 15	Plant	975.12		975.12
Level 14	Office	2,318.46		2318.46
Level 13	Office	2,288.88		2288.88
Level 12	Office	2,226.66		2226.66
Level 11	Office	2,244.00		2244.00
Level 10	Terrace	2,085.44		2085.44
Level 09	Office	2,625.48		2625.48
Level 08	Office	2,625.48		2625.48
Level 07	Office	2,582.64		2582.64
Level 06	Office	1,827.84		1827.84
Level 05	Office / Plant	1,979.82		1979.82
Level 04	Auditorium	1,647.30		1647.30
Level 03	Auditorium	2,434.74		2434.74
Level 02	Office	1,162.80		1162.80
Level 01	Office	1,231.14		1231.14
Level 00	Station / retail / lobby	1,116.90	122	1239.30
Level LG	Station / retail	667.08	597	1263.78
		-	-	0.00
Level B1	Service Yard	97.92	-	97.92
Level B2	End-of-trip facility	2,019.60	-	2019.60
Level B3	Station Concourse	12.24	2,315	2327.64
Level B4 Mezz	Plant	-	-	0.00
Level B4	Plant / retail storage	249.90	-	249.90
Level B5	Platform	-	2,400	2400.06
		SSDA	CSSI	TOTAL
Total		75,521	5,435	80,956

50 MARTIN PLACE

Site area

2,729

LEVEL	USE	GFA [sqm]			TOTAL
		Existing ²	SSD	CSSI	

Site total

106,868

NOTES:

- FOR FURTHER INFORMATION ON THE APPORTIONMENT OF GFA BETWEEN SSDA AND CSSI APPLICATIONS, PLEASE REFER TO THE DEMARCATION DRAWINGS
- GFA AREA MEASUREMENT OF 50 MARTIN PLACE IS SUBJECT TO CONFIRMATION BY MEASURED SURVEY

APPENDIX 4

	Design Guideline	Application in Proposed North Tower
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.	<p>The proposed building for the North Site enhances the pedestrian experience of George Street and Martin Place through to Macquarie Street through:</p> <ul style="list-style-type: none"> • Detailed facades that relate to the historic context of Martin Place and city contexts. • Ground level retail that activates the street. • Full height glazing that allows for visual permeability into active retail and commercial lobbies, contrasted with grand structural elements. • Alignment with the existing street wall and key height datums of adjacent 50 Martin Place to strengthen the definition of Martin Place and improves the civic character of the precinct. • Metro entrances that provide a northern through-site-link with free-to-use lifts to create an accessible pathway between Castlereagh Street and Elizabeth Street parallel to Hunter Street that has a steep gradient. <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.1.2	Create a legible, easy to use integrated transport interchange including appropriate scaling of public domain for predicted pedestrian movements.	<p>The design of the ground plane maximises ground plane activation and pedestrian connections to surrounding public spaces. It improves site permeability and promotes a convergence and integration of OSD and Metro activities while providing clearly legible entrances to both.</p> <p>Refer to Design Report - Ground Plane Activation p55</p> <p>Refer North Tower, SSD DA Stage 2:Transport, Traffic, Pedestrian and Parking Report by Arup</p>
2.1.2.1	The customer circulation paths within the station are to optimise timeliness for customers moving between concourse, platform, and station entries.	<p>Customer circulation paths within the station have been designed to achieve equitable access from concourse to the two northern Metro entrances.</p> <p>The metro entries are located on the corners of the city block, directly addressing Chifley Square and Richard Johnson Square and aligned with pedestrian desire lines to the north of the city.</p> <p>Escalators transporting customers from street level to platform maintain a consistent orientation for intuitive wayfinding. Escalators to platform terminate at central zones on the platform level for optimal distribution of customers to minimise congestion during peak times.</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.1.2.2	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.	<p>Commercial entrances to the North Tower are located to the southern end of the Site, immediately adjacent to 50 Martin Place, allowing a clear separation between semi-private and public amenities.</p> <p>Retail is located along Castlereagh and Elizabeth Street, and stop short of the northern edge of the site, allowing clear entries to the station on Elizabeth Street and Castlereagh Street. Station entries</p>

	Design Guideline	Application in Proposed North Tower
		<p>have been analysed with pedestrian modelling and demonstrated to be sufficient for predicted pedestrian flow.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application..</i></p>
2.1.2.3	All areas are to provide sufficient space for emergency access and movements in accordance with relevant design standards and legislation.	<p>Emergency exits are provided at Lower Ground level (Castlereagh Street) and Ground floor level (Elizabeth Street).</p> <p><i>Refer to Design Report - Network of Pedestrian Connections p102-103.</i></p>
2.1.2.4	<p>Station planning and design is to acknowledge Sydney Metro forms part of an integrated transport network that includes a hierarchy of movement modes:</p> <p>Priority 1: Pedestrian, wheelchair and pram movement and access</p> <p>Priority 2: Bicycle movement and access</p> <p>Priority 3: Other primary Public Transport services (including Light Rail and Bus movement and access)</p> <p>Priority 4: Taxi movement and access</p> <p>Priority 5: Kiss and ride movement and access</p>	<p>The planning and design of the Station and associated public domain enforces the hierarchy of movement, prioritising the pedestrian by de-cluttering Martin Place to restore hierarchy to one of Sydney's most important public urban spaces. The integrated station development creates new pedestrian connections through the precinct, including equitable access across the site between Castlereagh Street and Elizabeth Street, which currently does not exist due to the steep crossfalls across the site on Martin Place (at the south) and Hunter Street (at the north).</p> <p>A precinct wide EOT facility supporting OSD developments is consolidated at B2 Level of the Site while Metro bike parking spaces are provided off Castlereagh Street where a dedicated welcome area activates the street frontage, with clear signage for ease of wayfinding.</p> <p>The station development offers connections to the existing Martin Place Railway Station and bus links at street level.</p> <p>No new kiss and ride spots or car parking are proposed.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.1.2.5	The station forecourt and associated areas are to adopt a clear hierarchy of movement functions that favour pedestrians ahead of vehicular circulation.	<p>The station forecourt occupies a large portion of the site with a strong civic architectural language that encourages pedestrian movement through it. A clear path between the two Metro entrances on the northern corners of the site offer a public through-site-link, with public lifts for equitable access across the site, which does not currently exist due to the steep slope of Hunter Street.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.1.2.6	Bicycle paths to/from the station are to be connected with regional and local government bicycle networks, existing and future.	<p>The development is well located close to the open space and cycle network north east of the city.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.1.2.7	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.	<p>Precinct wide EOTF for both North and South commercial towers including secure bicycle parking are located at B2.</p> <p><i>Refer to Design Report - End of Trip Facilities p125</i></p>

	Design Guideline	Application in Proposed North Tower
2.1.2.8	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.	<p>The design of the Station and public domain have emerged from a close and detailed analysis around the rich heritage of Martin Place streetscape, environmental and urban form, in consultation with the City of Sydney. These principles are carried through to the towers through considered setbacks and materials and finishes selections.</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.1.3	Maximise connectivity to the street grid for station egress at corners.	<p>Metro entrances are located at the North East and North West corners of site. The metro entries are located on the corners of the block, directly addressing Chifley Square and Richard Johnson Square and aligned with pedestrian desire lines to the north of the city.</p> <p>Refer to Design Report - Chifley Square and Richard Johnson Square p53, Ground Plane Activation p56-57</p>
2.1.4	Ensure below grade wayfinding aligned with on grade orientation.	<p>The metro entries are located on the corners of this city block, directly addressing Chifley Square and Richard Johnson Square and aligned with pedestrian desire lines to the north of the city.</p> <p>Escalators transporting customers from street level to platform maintain a consistent orientation for intuitive wayfinding.</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.1.4.1	Planning for wayfinding and legibility will support all customers to travel independently and easily on Sydney Metro.	<p>Signage, as well as façade design of the towers, sight lines, and setbacks contribute to intuitive navigation of the precinct.</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.1.4.2	Spaces are to be visually simple and intuitive to negotiate, to contribute to an easy customer experience.	<p>Station services, retail and other public amenities in station concourse levels have been set back from central atriums and vertical transportation points to allow clear pedestrian paths from street to platform for intuitive wayfinding and to ease congestion in peak times.</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.1.4.3	Wayfinding signage and information is to be provided in accordance with the TfNSW guidelines. Ensure consistency with TfNSW signage.	<p>The design will ensure all elements of the current TfNSW wayfinding system, including static and dynamic signs and intuitive wayfinding devices, are part of the strategy. Clear legible signage will allow customers to explore and identify all entrances and public amenities easily.</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.1.5	Ensure universal access in the precinct.	
2.1.5.1	The station and the precinct are to be easy, safe and accessible for all to use including the elderly, customers with disabilities,	A through site link between Elizabeth Street and Castlereagh Street at the north end improves upon existing conditions and provides an accessible path of travel where the existing grade of

Design Guideline		Application in Proposed North Tower
	young children and those with prams and luggage.	<p>Hunter Street exceeds DDA grade. DDA lifts are also provided adjacent to the through site link.</p> <p>All building entries are designed to follow DDA best practice.</p> <p>Refer to Design Report - Network of Pedestrian Connections p102-103</p>
2.1.5.2	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.	<p>Lifts and escalators have been positioned to efficiently transport Metro customers from street, to concourse, to platform at optimal locations based on pedestrian movement analysis.</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.1.5.3	Information must be provided throughout the customer journey that considers user impairment, culture and language.	<p>The design will ensure all elements of the current TfNSW customer facing elements such as Ticketing Stations, Concourse Information Display, Journey Planning Information, Video Customer Assistance Points, Customer Information Points, Passenger Information Displays and Emergency Help Points are part of the strategy.</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.1.5.4	Comply with Disability Standards for Accessible Public Transport.	<p>The design will ensure compliance with the Disability Standards for Accessible Public Transport</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.1.5.5	All Metro service elements must comply with the Disability Discrimination Act 1992 and associated Public Transport and Premise Standards.	<p>The design of the station has been developed to comply with DDA, BCA and Australian Standards.</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.1.6	Provide adequate pedestrian amenity at grade.	<p>Wind - The tower form achieves same or better conditions than previous built conditions.</p> <p>Refer to Wind Tunnel Test by CPP</p> <p>Refer to Design Report – Environmental Amenity p57</p> <p>Weather protection – Glazed awnings provide shelter over the metro entries and along Elizabeth Street and Castlereagh Street.</p> <p>Refer to Design Report – Materiality p108-109</p>
2.1.7	Provide exceptional rail user amenity below grade.	<p>Brief overview of key design principles for delivering an exceptional rail user amenity:</p> <ul style="list-style-type: none"> • Maintain simple and uncluttered spaces. • Safeguard clear sightlines for ease of mobility and circulation. • Increase perception of space through the use of natural daylight and feature lighting. • Create safe, functional and intuitive station environments. • Provide the right information at the right time throughout the customer journey. • Alignment of VT and primary circulation routes on a central axis.
2.1.7.1	Providing a comfortable and safe environment.	
2.1.7.2	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.	

Design Guideline		Application in Proposed North Tower
2.1.7.3	Minimising decisions required and level changes should be considered to design an easy customer experience.	<i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not relevant to this application.</i>
2.1.8	Comfort and amenity	
2.1.8.1	Station entry orientation and design are to minimise adverse micro climate effects including wind tunnel impacts.	Glazed awnings provide shelter over the metro entries and along Elizabeth Street and Castlereagh Street. <i>Refer to Design Report – Materiality p108-109</i>
2.1.8.2	Customer weather protection outside the Sydney Metro station is to be provided.	Glazed awnings provide shelter over the metro entries and along Elizabeth Street and Castlereagh Street. <i>Refer to Design Report – Materiality p108-109</i>
2.1.9	Safety	
2.1.9.1	Safety issues are to be embedded in the design development process and optimised through the application of relevant CPTED principles and guidelines.	Safety issues have been integrated into the design including clear lines of sight and out of hours access control to the station, retail and commercial areas. <i>Refer to North Tower, SSD DA Stage 2: Crime Prevention Through Environmental Design Report CPTED report by Arup</i> <i>Refer to Design Report – Network of Pedestrian Connections p102-103</i>
2.1.10	Network and station legibility	
2.1.10.1	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).	<i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not relevant to this application.</i>
2.1.11	Metro placemaking	
2.1.11.1	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 Metro entrance plaza at the north of the site is of a grand scale, is naturally daylight and connects visually to Hunter Street as a result of the “reverse” podium of the tower base, creating a sense of openness for customers. There is a consistency of materials across the precinct in line with City of Sydney standards and in response to significant heritage buildings which responds to the local context and character. <i>Refer to Design Report – Materiality p108-109, Permeable Ground Plane p104-105 and Through Site Links p106-107</i>
2.1.11.2	Consider opportunities for temporary event, pop ups, retail spaces and the night time economy.	The design has adequate flexibility and space to accommodate temporary events. <i>Refer to Design Report – Retail p110-111</i>
2.1.11.3	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.	The materials and finishes selected for the station have emerged from a close and detailed analysis around the rich heritage of Martin Place streetscape, environmental and urban form. Landscape treatment on Martin place and surrounding pavements have been developed in consultation with City of Sydney and their urban realm guidelines. <i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i>

	Design Guideline	Application in Proposed North Tower
2.1.11.4	Fixtures, including furniture and lighting, are to enrich site context and sense of place and contribute to wayfinding.	<p>Fixtures in the precinct have been selected to align with Metro guidelines and City of Sydney's Public Domain strategy by nominating durable public domain elements from City of Sydney's street furniture suite.</p> <p>Furniture elements have been organised in a linear fashion along Martin Place to support the City's masterplan, with clear sight lines from the east to the west, and continuous accessible movement along the edges. Street trees provide shade and terraces and seating offer a meeting place for customers and the public.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.1.11.5	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.	<p>Design of the Station's lighting in the public plazas and forecourts takes into consideration City of Sydney's Sydney Lights Public Domain Design Code, and provides well-lit plazas and station entrances to ensure customer safety and security.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.1.11.6	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.	<p>The design references local context and materiality. The North Tower responds to the street wall character of Elizabeth Street and Castlereagh Street to reinforce the distinctive characteristics of this city block.</p> <p>The principal heritage street wall height of 50 Martin Place, Qantas House and the City Mutual building is expressed as a podium through a combination of expressed parapet, materiality and recesses. This alignment is consistent with, and is strengthened by, the consistent height of the South Tower podium.</p> <p><i>Refer to Design Report – Materiality p108-109</i></p>
2.1.12	Station entries	
2.1.12.1	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.	<p>Appropriately scaled and detailed Metro entrances are located at the North East and North West corners of site.</p> <p><i>Refer to Design Report – Network of Pedestrian Connections p102-103 and Materiality p108-109</i></p>
2.1.12.2	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.	<p>Appropriately scaled and detailed Metro entrances are located at the North East and North West corners of site.</p> <p><i>Refer to Design Report – Network of Pedestrian Connections p102-103 and Materiality p108-109</i></p>
2.1.12.3	Station entries are to incorporate canopies/awnings as appropriate to provide weather protection for customers, community information, amenities, and ticketing equipment, gateline and appropriate queuing zones.	<p>Appropriately scaled and detailed Metro entrances are located at the North East and North West corners of site.</p> <p><i>Refer to Design Report – Network of Pedestrian Connections p102-103 and Materiality p108-109</i></p>
2.1.13	Platforms	
2.1.13.1	Platforms are to provide efficient and safe access to the Metro service through good sightlines, generous circulation and open and spacious planning.	<p><i>Please note that this item falls under the Station submission as part of the CSSI application and is not relevant to this application.</i></p>

	Design Guideline	Application in Proposed North Tower
2.1.13.1	VT distribution and position on the platform is to be coordinated with the demand and movement patterns of customers.	Escalators to platform terminate at central zones on the platform level for optimal distribution of customers to minimise congestion during peak times. <i>Please note that this item falls under the Station submission as part of the CSSI application and is not relevant to this application.</i>
2.1.13.2	Platforms are to be free of recesses and indentations which could offer hiding places and litter traps, disrupt continuous paths of travel for the visually impaired and hinder CCTV coverage.	<i>Please note that this item falls under the Station submission as part of the CSSI application and is not relevant to this application.</i>
2.1.13.3	Emergency egress must be provided.	Emergency exits are provided at Lower Ground level (Castlereagh Street) and Ground floor level (Elizabeth Street). <i>Refer to Design Report - Network of Pedestrian Connections p102-103.</i>
2.1.14	Transport led 24 hour precinct	
2.1.15	Provide pedestrian through site links between Elizabeth and Castlereagh Streets on both sites.	Northern Through Site Link - A public universally accessible, enclosed through site link connecting Elizabeth Street and Castlereagh Street is located along the northern end of the site adjacent to Hunter Street, providing universal access across the site available to both the general public and Metro customers. As the primary entrance into the Metro, this connection leads into a generous entrance hall which intuitively leads pedestrians to their destinations. Southern Through Site Connection - An active, enclosed through site connection between Elizabeth Street and Castlereagh Street is located between the North Tower and 50 Martin Place, integrating the development into the broader pedestrian network and public domain. As the primary entrance into the OSD public lobby and with an access point into the heritage 50 Martin Place building, this mid block connection adds to the public accessibility of the ground plane. <i>Refer to Design Report – Through Site Links p106-107</i>
2.1.16	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.	Access to the loading dock is located in a single entrance on Castlereagh Street in close proximity to the 50 Martin Place basement entry at the south west corner of site. The scale and location of the dock has been designed to maximise active street frontages. <i>Refer to Design Report – Integrated Basement and Servicing p128-129 and diagram on p122</i>
2.1.16.1	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.	Station and tower egress points discharge onto the street away from service vehicle entrances and emergency access routes into the station, eliminating the potential for movement conflict during emergencies. <i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i>
2.1.17	Emergency requirements	

Design Guideline		Application in Proposed North Tower
2.1.17.1	Ensure well defined and efficient coordination of service vehicle movements within the precinct.	<p>The site can be accessed by Emergency vehicles from Elizabeth Street and Castlereagh Street. A centralised facility for services delivery/collections is provided in the basement level B1 via the loading dock entry on Castlereagh Street.</p> <p>Refer North Tower SSD DA Stage 2: Transport, Traffic, Pedestrian and Parking Report by Arup</p>
2.2	Public Domain	
2.2.1	Conform to the City of Sydney Sun Access Plane for Hyde Park and Martin Place.	<p>The proposed North tower building form fits wholly within the approved stage 1 SSDA envelope which is defined by the City of Sydney Sun Access Plane for Martin Place.</p> <p>Refer to Design Report – Planning Framework p169</p> <p>The performance of the North Tower form improves on the performance of the approved Stage 1 SSD DA envelope as a result of modelled corners on all sides, reduced height and tapered form at its upper limits.</p> <p>Refer to Stage 2 SSDA Shadow Study – North Site by Virtual Ideas</p> <p>Refer to Design Report – Environmental Amenity p57 and Form, Bulk and Scale p193</p>
2.2.1.1	Solar access impacts to be limited to those predicted by built form of the SAP and maximum height limits.	<p>The proposed North tower building form fits wholly within the approved stage 1 SSDA envelope which is defined by the City of Sydney Sun Access Plane for Martin Place. 3D modelling analysis by Virtual Ideas demonstrates improved solar outcomes when compared with the approved Stage 1 SSD DA envelope.</p> <p>Refer to Design Report – Environmental Amenity p57</p>
2.2.2	Improve ground plane amenity on Martin Place, Elizabeth, Castlereagh and Hunter Streets.	<p>Wind - The tower form achieves same or better conditions than prior built conditions. Wind testing results by CPP demonstrate that the aerodynamic form moderates wind impacts at ground level and that the Stage 1 SSD DA condition requiring the improvement to comfort and safety ratings to be comfortable for at least pedestrian standing at station entries has been achieved.</p> <p>Refer to Wind Tunnel Test by CPP</p> <p>Refer to Design Report – Environmental Amenity p57</p> <p>Weather protection – Glazed awnings provide weather protection to pedestrians along Elizabeth Street and Castlereagh Street. There are also canopies in matching materials and detailing over the entrances to define the OSD lobby on Elizabeth Street and Castlereagh Street as well as over the Metro entrance on the corner of Hunter Street and Elizabeth Street.</p> <p>Refer to Design Report – Materiality p108</p>
2.2.2.1	The redevelopment of the Martin Place precinct requires improved covered access at grade without the use of awnings on Martin Place.	<p>Please note that this item falls under the South Tower submission and is not directly relevant to this application.</p>
2.2.2.2	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 entrances.	<p>The tower form achieves same or better conditions than prior built conditions. Wind testing results by CPP demonstrate that the aerodynamic form moderates wind impacts at ground level and that the Stage 1 SSD DA condition requiring the improvement to comfort and safety ratings to be comfortable for at least pedestrian standing at station entries has been achieved.</p>

Design Guideline		Application in Proposed North Tower
		<p><i>Refer to Wind Tunnel Test by CPP</i></p> <p><i>Refer to Design Report – Environmental Amenity p57</i></p>
2.2.2.3	Investigate the potential to improve daylight levels to Martin Place.	<p>Potentials for improvement have been investigated. A comparison between prior built condition daylight levels and proposed is provided in the shadow analysis by Virtual Ideas</p> <p><i>Refer to Stage 2 SSDA Shadow Study – North Site by Virtual Ideas</i></p> <p><i>Refer to Design Report – Environmental Amenity p57</i></p>
2.2.2.4	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.	<p>Solar performance has been investigated from a pedestrian perspective. Assessments of skyview factor and reflectivity by Surface Design comparing the proposed design with prior built conditions, demonstrate a negligible reduction of sky visibility and acceptable reflectivity performance.</p> <p><i>Refer to Skyview Factor Assessment and Reflectivity Report by Surface Design</i></p> <p>3D modelling analysis by Virtual Ideas demonstrates improved solar outcomes when compared with the approved Stage 1 SSD DA envelope.</p> <p><i>Refer to Stage 2 SSDA Shadow Study – North Site by Virtual Ideas</i></p>
2.2.3	<p>Buildings on the North and South Sites shall:</p> <p>Not result in additional overshadowing of Hyde Park between the hours of 12 and 2 pm 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, titled SSDA Addendum Shadow Analysis, prepared by Grimshaw and Johnson Pilton Walker, dated August 2017.</p>	<p>The proposed North tower building form fits wholly within the approved Stage 1 SSD DA envelope which is defined by the City of Sydney Sun Access Plane for Martin Place. 3D modelling analysis by Virtual Ideas demonstrates improved solar outcomes when compared with the approved Stage 1 SSD DA envelope.</p> <p>According to Stage 2 SSDA Shadow Study by Virtual Ideas, in relation to the specific Stage 1 SSD DA condition, the proposed design has reduced the area of shadow cast on Martin Place between the hours of 12 and 2 pm (14 April) by approx. 19% when compared to the shadow cast by the approved building envelope.</p> <p><i>Refer to Stage 2 SSDA Shadow Study – North Site by Virtual Ideas</i></p> <p><i>Refer to Design Report – Environmental Amenity p57</i></p>
2.2.3.1	Identify opportunities to improve solar access to the ground plane of Martin Place (excluding the roadways and footpaths) between the hours of 12 and 2 pm (14 April), when compared to the shadow cast by the approved building envelope.	<p>Potentials for improvement have been Investigated. A comparison between prior built condition daylight levels and proposed is provided in the shadow analysis by Virtual Ideas</p> <p>According to this analysis, in relation to the specific Stage 1 SSD DA condition, the proposed design has reduced the area of shadow cast on Martin Place between the hours of 12 and 2 pm (14 April) by approx. 19% when compared to the shadow cast by the approved building envelope,</p> <p>The proposed North Tower form improves upon the approved Stage 1 SSDA envelope.</p> <p><i>Refer to Stage 2 SSDA Shadow Study – North Site by Virtual Ideas</i></p> <p><i>Refer to Design Report – Environmental Amenity p57</i></p>
2.2.4	Ameliorate flood conditions and overland flow on Hunter Street.	<p>Flood and overland flow requirements are integrated into the station entries in a logical manner and pavements are to be regraded and crossfalls improved. Ground levels comply with the minimum required metro, flood and overland flow standards.</p> <p>Regrading of the Hunter Street footpath as part of station works responds to flood conditions and DDA compliant cross falls.</p>

Design Guideline	Application in Proposed North Tower
	<p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.2.4.1	<p>Flood and overland flow conditions are to be ameliorated at station ingress/ egress points to minimise negative impacts on pedestrian flow.</p> <p>Flood and overland flow requirements are integrated into station entries in a logical manner and universally accessible points are provided along each street boundary of the site.</p> <p><i>Refer Stormwater Management and Flooding Report by Arup</i></p>
2.2.5	<p>Integrate interiors, public access on private land and the topography of the public domain.</p> <p>The design of the North Tower and the integration and consolidation of Metro and tower infrastructure maximises public domain activation and permeability of the ground plane.</p> <p>Permeability is achieved by maximising the building's openness and connections to surrounding streets. It is also formed via the single integrated volume that converges platform levels, retail, Metro and OSD entrances as a series of connected and overlapping spaces.</p> <p>Pavements around the site are to be regraded, crossfalls improved and universally accessible points provided along each street boundary of the site.</p> <p>Working with the inherent site conditions, entries have been placed to work directly with the natural street levels ensuring accessibility and connection.</p> <p>External floor finishes are carried through to the station forecourts, through-site-links and publicly accessible commercial lobbies to maximise visual permeability of the ground plane and aid free movement and wayfinding.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.2.5.1	<p>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.</p> <p>Universally accessible points are provided along each street boundary of the site. The design of the ground plane maximises street level activation and pedestrian connections to surrounding public spaces. It improves site permeability and promotes a convergence of OSD and Metro activities while providing clearly separate entrances for both. On grade retail is also provided along Elizabeth Street and Castlereagh Streets.</p> <p>Use of consistent precinct-wide paving will also promote a seamless connection with the public domain.</p> <p><i>Refer to Design Report – Network of Pedestrian Connections p102 and Materiality p108</i></p>
2.2.6	<p>Enhance Hunter Street landscape.</p> <p>Along Hunter Street the granite walls are discontinued and the structural expression of tower is emphasised with expressed external columns. The commencement of the tower glazing at Level 2 defines a "reverse podium" in response to the neighbouring towers, allowing natural daylight and visual connection to Metro levels.</p> <p>The material, finishes and detailing of the ground plane and public domain are selected and designed to define and emphasise the Martin Place Metro Precinct, integrate the North Tower's public spaces in to the city streetscape.</p> <p>Finishes throughout the public domain are high quality, durable and robust to meet all Metro functional requirements and</p>

Design Guideline	Application in Proposed North Tower
	<p>establish a strong precinct identity, derived from City of Sydney standards.</p> <p>The Hunter Street edge is designed to enhance and give prominence to the Station forecourt with full height glazing to allow clear sightlines and natural daylight into the space, blurring the definition of inside and outside. Increased pedestrian activation is invited through the provision of an equitably accessible through-site-link running parallel to Hunter Street, essentially widening the pedestrian flow zone along this edge of the site.</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.2.6.1	<p>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.</p> <p>The landscape orientated character of Hunter Street will be maintained. Hunter street trees are proposed to be retained.</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.2.7	<p>Subterranean connection to be a desirable public destination.</p> <p>Intuitive pedestrian flows and a range of active uses will assist in making the North Tower subterranean areas desirable public destinations.</p> <p>The precinct is envisaged to not only be at the horizontal plane at street level, but also across the vertical dimensions of the station, where public space will be made available for the City's occupants and visitors providing convergent spaces where the full scope of the scheme can be experienced. New connections will enliven the precinct and add to the character and appeal, with the aim of being a worthy civic space that contributes to people's well-being.</p> <p>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</p>
2.2.8	Public art
2.2.8.1	<p>The Tom Bass sculpture is to be reinstated or relocated within the public domain of the precinct.</p> <p>An integrated public art strategy will be implemented in the future under CSSI Approval, including incorporation of salvaged artworks identified in the HIS.</p> <p>The artwork will be reinstated in the public domain.</p> <p>Refer to Design Report – Public Art p112-115</p>
2.2.8.2	<p>Display the significant Douglas Annand artworks at publicly accessible locations.</p> <p>An integrated public art strategy will be implemented in the future under CSSI Approval, including incorporation of salvaged artworks identified in the HIS.</p> <p>The artworks will be reinstated in the public domain.</p> <p>Refer to Design Report – Public Art p112-115</p>
2.2.8.3	<p>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.</p> <p>A public art strategy for the North Tower site will be implemented and will include and coordinate reinstatement of the salvaged heritage artworks, the Metro Public Art Strategy - a major work at the Metro Station entrance - and the applicants own commissioned work.</p> <p>Refer to Design Report – Public Art p112-115</p>

Design Guideline		Application in Proposed North Tower
2.2.8.4	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.	A public art strategy for the North Tower site will be implemented and will include and coordinate reinstatement of the salvaged heritage artworks, the Metro Public Art Strategy - a major work at the Metro Station entrance - and the applicants own commissioned work. Refer to Design Report – Public Art p112-115
2.2.9	Lighting (CSSI, SSD)	
2.2.9.1	Lighting is to integrate with access, wayfinding and public art strategies.	The lighting strategy will be developed during detailed design to achieve these principles.
2.2.9.2	Lighting is to reinforce the visibility of station entries as safe and welcoming elements within the local context at night.	The lighting strategy will be developed during detailed design to achieve these principles. Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.
2.2.9.3	Illumination levels are to be appropriate to the task, be it wayfinding, reading tasks and facial recognition, while creating visual interest within the stations.	The lighting strategy will be developed during detailed design to achieve these principles. Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.
2.2.9.4	Glare and visual discomfort is to be eliminated through appropriate specification and positioning of luminaires.	The lighting strategy will be developed during detailed design to achieve these principles. Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.
2.2.9.5	Natural light is to be maximised and artificial lighting is to support natural light levels.	The lighting strategy will be developed during detailed design to achieve these principles. The building design priorities natural light. In the public domain daylight access is maximised by levitating built forms above ground level where possible - including suspended lift pits, mezzanine reception floor and “reverse” podium arrangement long Hunter Street. These allow daylight access to the Metro areas and create a visual connection between platform and street levels. The “reverse” podium arrangement on Hunter Street, in particular, allows views and daylight penetration down to the Metro station levels. In typical office floors natural daylight levels are maximised through extensive glazing and all floors benefit from a side-lit glazed lift core. Refer to Design Report – Façade p61-71
2.2.10	Heritage interpretation	
2.2.10.1	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.	An integrated public art strategy will be implemented in the future under CSSI Approval, including incorporation of heritage items identified in the HIS. Refer to Design Report – Public Art p112-115
2.2.10.2	Retain (or salvage and reinstate in the same location) the Institution of Engineers commemorative plaque in the pavement at 5 Elizabeth Street.	An integrated public art strategy will be implemented in the future under CSSI Approval, including incorporation of heritage items identified in the HIS. Refer to Design Report – Public Art p112-115

	Design Guideline	Application in Proposed North Tower
2.2.11	Public Domain Activation	
2.2.11.1	Active frontages are to be maximised and to be located as a minimum in the locations noted in the Sydney DCP 2012 part 3.2.3. The impact of Metro station services in these areas should be minimised.	<p>Active frontages are maximised by minimising the extent of Tower and Metro station services at ground level of Elizabeth Street and Castlereagh Street.</p> <p>The scheme locates the Metro Station service risers in the parts of the site that have the least value to the activation and amenity of the public domain. To allow for the inclusion of generously scaled spaces in the ground levels of the building, the Metro plant rooms and outlets are stacked vertically to minimise the footprint on the publically accessible lower levels. This approach also allows the exhaust outlets to be carefully concealed in the façade design, positioned well above the street.</p> <p>Approximately two thirds of the site perimeter is active, open and permeable.</p> <p><i>Refer to Design Report – Ground Plane Activation p54-55 and Podium Façade p263-265</i></p>
2.2.11.2	The railway station entries are to be designed and positioned to maximise their capacity for pedestrian movement and public domain activation.	<p>The North Tower addresses significant neighbouring public squares in its form and circulation strategy. 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.</p> <p>The Metro entries are located on the corners of the city block, directly addressing Chifley Square and Richard Johnson Square and aligned with pedestrian desire lines to the north of the city.</p> <p>They are scaled to meet both the passenger demands and the specific urban context.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.2.11.3	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.	<p>Access to the existing Martin Place Railway Station has been removed from the centre of Martin Place and integrated into the South Site station entrance to declutter Martin Place.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.2.11.4	Reduce public domain clutter to allow maximum opportunity for public space activation.	<p>The public domain materials, finishes and detailing will be deliberately uncluttered to promote seamless pedestrian movement.</p> <p>The removal of public domain clutter such as the existing railway station access from the centre of Martin Place maximises opportunity for public space activation.</p> <p>Furniture elements have been organised in a linear fashion along Martin Place and pavement edges to maintain clear sight lines along key pedestrian paths of movement.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.2.11.5	The placement of any new Metro station entries in Chifley and Richard Johnson	No Metro station entries in Chifley and Richard Johnson Square are currently proposed.

	Design Guideline	Application in Proposed North Tower
	Square needs to consider their important spatial and heritage qualities.	<i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i>
2.2.12	Delivering an enduring and sustainable legacy for Sydney.	The services will be designed to meet current expectations for a commercial building development, as defined by the Building Code of Australia. <i>Refer to Design Report – Sustainability and Servicing p129</i>
2.2.12.1	Achieve a high level of performance using sustainable design rating systems.	The objectives for the North Tower are 3.5 star NABERS and 6 Star Greenstar. <i>Refer to ESD Report by Arup</i> <i>Refer to Design Report – Sustainability and Servicing p129</i>
2.2.12.2	Incorporate passive design solutions to optimise solar access, introduce daylight, and maximise natural ventilation.	The design of the ground plane prioritises natural ventilation and access to good daylight. In the public domain daylight access is maximised by levitating built forms above ground level where possible - including suspended lift pits, mezzanine reception floor and “reverse” podium arrangement long Hunter Street. These allow daylight access to the Metro areas and create a visual connection between platform and street levels. The “reverse” podium arrangement on Hunter Street, in particular, allows views and daylight penetration down to the Metro station levels. Typical office floors defined by good perimeter glazing and passive chilled beam mechanical ventilation system. Natural daylight levels are maximised through extensive glazing and all floors benefit from a side-lit core. <i>Refer to Design Report – Façade p61-71</i>
2.2.12.3	Consider water efficiency in design, utilising water from recycled sources where appropriate.	These principles have been considered. <i>Refer to ESD Report by Arup</i>
2.2.12.4	Minimise materials consumption, and reduce embodied energy and impacts in materials selection.	These principles have been considered. <i>Refer to ESD Report by Arup</i>
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.	A symmetrical, orthogonal and axial form, the North Tower geometrically relates to the symmetry of 50 Martin Place to reinforce the landmark qualities and civic presence of this significant heritage building when viewed from Martin Place. There is also a consistency of faceted curved elements between the North Tower form and the adjacent rounded geometry of the 50 Martin Place glazed dome. The proposed North Tower form is recessed away from 50 Martin Place and setback by 6m above podium level along the southern boundary. <i>Refer to Design Report – Built Form p35, Setbacks 50 Martin Place p50-51</i>
2.3.2	Reinforce the streetwall and the distinctive attributes of this block on Martin Place.	The North Tower responds to the street wall character of Elizabeth Street and Castlereagh Street to reinforce the distinctive characteristics of this block on Martin Place. The principal heritage street wall height of 50 Martin Place, Qantas House and the City Mutual building is expressed as a podium through a combination of expressed parapet, materiality and

Design Guideline	Application in Proposed North Tower
	<p>recesses. This alignment is consistent with, and is strengthened by, the consistent height of the South Tower podium.</p> <p><i>Refer to Design Report – Street Wall and Street Frontage p42-45</i></p>
2.3.2.1	<p>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.</p> <p>The aim of the Precinct is to create an ensemble of buildings with 50 Martin Place as the key source of reference and the North Tower and South Tower having an architectural relationship while responding to the unique characteristics of their respective sites.</p> <p>The material, finishes and detailing of the ground plane and public domain are selected and designed to define and emphasise the Martin Place Metro Precinct, integrate the North Tower’s public spaces in to the city streetscape; and to project a distinctive, grand and civic character, appropriate to the building’s prominence and its setting adjacent the monumental 50 Martin Place.</p> <p><i>Refer to Design Report – Precinct Wide Design p33, Materiality p108-109</i></p>
2.3.3	<p>Require the commercial and station address of the South Site to be on Martin Place.</p> <p><i>Please note that this item falls under the South Tower submission and is not directly relevant to this application.</i></p>
2.3.3.1	<p>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.</p> <p><i>Please note that this item falls under the South Tower submission and is not directly relevant to this application.</i></p>
2.3.4	<p>Enhance built form relationships on Hunter Street.</p> <p>The North Tower is expressed as a singular tower-to-ground form when viewed from Hunter Street.</p> <p>The concept of tower-to-ground is followed as a means of formally integrating with adjacent towers 8 Chifley and Deutsche Bank Place to the east on Hunter Street. Collectively these tower forms maintain the character of Hunter Street as a connecting element between Chifley Square and Richard Johnson Square and improve the definition of both squares.</p> <p>In the urban context, the use of zero setbacks and “reverse” podium alongside neighbouring towers on Hunter Street, forms a strong southern edge to Chifley and Richard Johnson Squares. Defining the edge of the public space, the tower form provides a sense of enclosure to Chifley Square and Richard Johnson Square.</p> <p><i>Refer to Design Report – Tower to Ground p37, Street Wall and Street Frontage p46-47, Chifley Square and Richard Johnson Square p55</i></p>
2.3.4.1	<p>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.</p> <p>The North Tower responds to the predominant architectural forms and alignments of neighbouring towers on Hunter Street. In its tower-to-ground form, the North Tower generally aligns with the setbacks of adjoining conditions to the east. This alignment maintains the character of Hunter Street as a connecting element between Chifley Square and Richard Johnson Square and enhances the spatial definition of these squares. It also improves the definition of the change in street geometry at Hunter Street.</p> <p>As a group these Hunter Street towers define both Chifley Square and Richard Johnson Square and allow these important public spaces to be legible in the Sydney skyline and maintain the</p>

Design Guideline		Application in Proposed North Tower
		<p>character of Hunter Street as a connecting element between public squares.</p> <p><i>Refer to Design Report – Tower to Ground p37, Street Wall and Street Frontage p46-47, Setbacks, p49</i></p>
2.3.5	Maintain and enhance the streetwall character of Elizabeth and Castlereagh Streets.	<p>The North Tower aligns with the predominant street wall conditions of Elizabeth Street and Castlereagh Street to reinforce the distinctive characteristics of this city block.</p> <p>The principal heritage street wall height of 50 Martin Place, Qantas House and the City Mutual building is expressed as a podium articulated from the main tower through a combination of setback, alignments, materiality and recesses. This alignment is consistent with, and is strengthened by, the consistent height of the South Tower podium.</p> <p><i>Refer to Design Report – Street Wall and Street Frontage p42-45</i></p>
2.3.5.1	Recognise the aligned height between 50 Martin Place and the former Qantas House to reinforce the distinctive characteristics of this block within the City of Sydney.	<p>Key street wall alignments are articulated in the North Tower podium façade expression to reinforce the predominant datum set by the 50 Martin Place parapet and which extends to surrounding heritage buildings including former Qantas House.</p> <p>The principal heritage street wall height of 50 Martin Place and former Qantas House is expressed as a podium through a combination of expressed parapet, materiality and recesses. This alignment is consistent with, and is strengthened by, the consistent height of the South Tower podium.</p> <p><i>Refer to Design Report – Street Wall and Street Frontage p42-45, Massing and Articulation p39</i></p>
2.3.6	Establish defining thresholds to the Martin Place Station Precinct.	<p>The material, finishes and detailing of the ground plane and public domain are selected and designed to define and emphasise the Martin Place Metro Precinct. In particular, a stone base unifies the Martin Place precinct.</p> <p>Consistent with the Urban Design Guidelines recommendations, the North Tower has no setbacks to Elizabeth Street and Castlereagh Street to match the predominant street alignments. With zero setbacks to these streets, the tower is prominent from all approaches and marks the threshold and entry to the Martin Place Station Precinct.</p> <p><i>Refer to Design Report – Setbacks p49, Materiality p108-109</i></p>
2.3.7	A balanced and contextual response to development potential and density.	<p>The proposal is within the approved Stage 1 SSD DA Gross floor area. As a commercial development over a major new transport interchange the North Tower aligns greater levels of density with public transport infrastructure and public amenity within an appropriately articulated built form.</p> <p>Its mass and scale relate to neighbouring towers on Hunter Street and in keeping with these neighbouring buildings, the podium occupies the full north site with no setbacks, to provide consistent built form alignments.</p> <p><i>Refer to Design Report – Height, Bulk and Scale p40-41, p141</i></p>
2.3.7.1	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	<p>The proposal is within the approved Stage 1 SSD DA Gross floor area. As a commercial development over a major new transport interchange the North Tower aligns greater levels of density with</p>

	Design Guideline	Application in Proposed North Tower
	proportionally elegant and that exhibit appropriate facade articulation.	<p>public transport infrastructure and public amenity within an appropriately articulated built form.</p> <p>The North Tower is a distinctive, singular double-curved form that imaginatively responds to the approved Stage 1 SSD DA envelope. The soft curved geometry resolves the angled form of the Martin Place Sun Access Plane (SAP) and enhances the proportional relationship of the tower to the lower scale of 50 Martin Place.</p> <p><i>Refer to Design Report – Built Form, p35, Height, Bulk and Scale p40-41, p194</i></p>
2.3.7.2	Both towers are not to breach the SAPs.	<p>The proposed North tower building form fits wholly within the approved stage 1 SSDA envelope which is defined by the City of Sydney Sun Access Plane (SAP) for Martin Place.</p> <p><i>Refer to Design Report – Height, Bulk and Scale p40-41, p193-195, Planning Framework p168-169</i></p>
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 features of the locality, such as the street wall height and relationship to 50 Martin Place.	<p>The proposed form responds imaginatively to the approved Stage 1 SSD DA envelope to achieve an iconic tower form in the city skyline.</p> <p>As a tower-to-ground form, its mass and scale relate to the context of commercial towers at the north end of the site and in keeping with this cluster of neighbouring towers on Hunter Street, the podium occupies the full north site with no setbacks, to provide consistent built form alignments.</p> <p>This tower-to-ground form transitions to a tower with expressed podium forming along Elizabeth Street and Castlereagh Street to meet sensitively with the adjacent 50 Martin Place podium base and integrate them together as one city block.</p> <p>The design differentiates the tower form from the podium via a facade recess at the parapet height of 50 Martin Place. This acknowledges key street wall datums established by surrounding heritage buildings and is further enhanced at a detailed scale by a series of tapering 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 “reverse” podium that relates to the neighbouring Hunter Street towers.</p> <p><i>Refer to Design Report – Design Principles p27, Tower to Ground p37, Massing and Articulation p39, Street Wall and Street Frontage p43-47</i></p>
2.3.9	Respond to the distinct built form of the City Mutual Building and the former Qantas House.	<p>Key street wall alignments are articulated in the North Tower podium façade expression through a combination of expressed parapet, materiality and recesses. These assist in reinforcing the predominant datum set by the 50 Martin Place parapet and which extends to surrounding heritage buildings including the City Mutual Building and Qantas House.</p> <p><i>Refer to Design Report – Street Wall and Street Frontage p42-45</i></p>
2.3.10	Reinforce the semi-circular form of Chifley Square.	<p>Along Hunter Street the North Tower generally aligns with the zero setbacks of adjacent buildings 8 Chifley Square and Deutsche Bank Place. It reinforces the straight street alignment along the southern edge of Chifley Square established by the existing line of towers to the east. This forms a strong southern edge to Chifley Square and a sense of enclosure to its semi -circular form.</p>

Design Guideline		Application in Proposed North Tower
		<i>Refer to Design Report – Setbacks p49 and diagram on p46</i>
2.3.10.1	Reinforce the street edges at its north-east corner, at the intersection with Elizabeth and Hunter Streets, to enhance the sense of spatial enclosure of the square.	In the urban context, the use of zero setbacks and “reverse” podium alongside neighbouring towers on Hunter Street, forms a strong southern edge to Chifley and Richard Johnson Squares. Defining the edge of the public space, the North Tower form provides a sense of enclosure to Chifley Square and Richard Johnson Square. <i>Refer to Design Report – Chifley Square and Richard Johnson Square p53</i>
2.3.10.2	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.	The North Tower is expressed as a singular tower-to-ground form when viewed from Chifley Square. Together with the neighbouring towers on Hunter Street it assists in forming a strong southern edge to Chifley Square and a sense of enclosure to its semi - circular form. A podium is simultaneously articulated along Elizabeth Street in alignment with the predominant street wall height set by 50 Martin Place and Qantas House. <i>Refer to Design Report – Tower to Ground p37, Street Wall and Street Frontage p44-47, Setbacks p49</i>
2.3.11	Retain and enhance the setting and streetscape presence of neighbouring heritage buildings.	Key street wall frontage heights are referenced in the North Tower podium façade expression. The architectural language is informed by the surrounding street walls and heritage context in terms of façade articulations and materiality. <i>Refer to Design Report – Street Wall and Street Frontage p42-47</i>
2.3.12	Podium streetwalls	
2.3.12.1	The buildings are to have zero setbacks for their podiums to match the predominant street alignment.	Consistent with the Urban Design Guidelines recommendations, the North Tower has no setbacks to Elizabeth Street and Castlereagh Street to match the predominant street alignments. Along Hunter Street the North Tower generally aligns with the zero setbacks of adjacent buildings 8 Chifley Square and Deutsche Bank Place. It reinforces the straight street alignment along the southern edge of Chifley Square established by the existing line of towers to the east. <i>Refer to Design Report – Setbacks p49</i>
2.3.12.2	Proposed streetwall height of the South Site podium is to relate to the heritage building at 50 Martin Place.	<i>Please note that this item falls under the South Tower submission and is not directly relevant to this application.</i>
2.3.12.3	The podium/tower relationships are to be clearly differentiated through means such as facade articulation, recesses, setbacks, colours and materials. On the South Site this differentiation is to be further reinforced by a pronounced recess between the tower and the podium and setback from the Martin Place alignment.	A recess at the base of the tower and change in materiality articulate the difference between tower and podium. A setback of the tower from 50 Martin Place on the south face above the podium further distinguishes the podium/tower relationship. This tower-to-ground form transitions to a tower with expressed podium forming along Elizabeth Street and Castlereagh Street to meet sensitively with the adjacent 50 Martin Place podium base and integrate them together as one city block. The design differentiates the tower form from the podium via a facade recess at the parapet height of 50 Martin Place. This acknowledges key street wall datums established by surrounding heritage buildings and is further enhanced at a detailed scale by a series of tapering vertical fins that increase in depth as they get closer to 50 Martin Place. The gradation of these fins transition the

Design Guideline	Application in Proposed North Tower
	<p>design from a street wall to a singular tower to ground form with “reverse” podium.</p> <p>Precinct-wide consistency is created through the use of similar stone and metal finishes across South Tower, North Tower and 50 Martin Place. Consistent and complementary materials in a family of colour and hue ensure the whole is understood as an integrated composition.</p> <p><i>Refer to Design Report – Tower to Ground p37, Façade p61 and p75, Materiality p78-79</i></p> <p><i>Refer also to South Tower Application</i></p>
2.3.12.4	<p>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. It is not to undermine the spatial definition of Chifley Square or Richard Johnson Square.</p> <p>On Hunter Street the tower facade is suspended above the ground in general alignment with the “reverse” podium streetwall articulation of 8 Chifley and Deutsche Bank Place.</p> <p>The use of zero setbacks and “reverse” podium alongside these neighbouring towers on Hunter Street, forms a strong southern edge to Chifley and Richard Johnson Squares. Defining the edge of the public space, the North Tower form provides a sense of enclosure to Chifley Square and Richard Johnson Square.</p> <p><i>Refer to Design Report – Massing and Articulation p39, diagram on p46, Chifley Square and Richard Johnson Square p53</i></p>
2.3.12.5	<p>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)</p> <p>The North Tower podium façade expression references the key street wall alignments and heights established by the parapet heights of 50 Martin Place and Former Qantas House.</p> <p><i>Refer to Design Report – Massing and Articulation p38-39, Street Wall and Street Frontage p42-45</i></p>
2.3.13	Tower form, scale and setbacks
2.3.13.1	<p>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 appropriate for use and proposed activity.</p> <p>Along Hunter Street the North Tower generally aligns with the zero setbacks of adjacent buildings 8 Chifley Square and Deutsche Bank Place. It reinforces the straight street alignment along the southern edge of Chifley Square established by the existing line of towers to the east. This forms a strong southern edge to Chifley Square and a sense of enclosure to its semi-circular form.</p> <p>The tower form relates directly to the commercial tower typology and scale of these adjoining buildings and generally aligns its north facade to their “reverse” podiums. This suspension of the tower above ground level defines the Metro entry and opens up views and light down to the Metro spaces below while also making North Tower Metro entrances legible to the public.</p> <p><i>Refer to Design Report – Setbacks p49, Street Wall and Street Frontage p46-47</i></p>
2.3.13.2	<p>Model corners of North Site tower for enhanced solar access, daylight to the public domain and wind performance</p> <p>The proposed North Tower form has modelled corners on all sides. This improves upon the environmental performance of the approved Stage 1 SSD DA envelope.</p> <p>3D modelling analysis by Virtual Ideas demonstrates improved solar outcomes when compared with the approved Stage 1 SSD DA envelope.</p> <p>The tower form achieves same or better conditions than existing. Wind testing results by CPP demonstrate that the aerodynamic form moderates wind impacts at ground level and that the Stage 1 SSD DA condition requiring the improvement to comfort and</p>

Design Guideline		Application in Proposed North Tower
		<p>safety ratings to be comfortable for at least pedestrian standing at station entries has been achieved.</p> <p><i>Refer to Stage 2 SSDA Shadow Study – North Site by Virtual Ideas</i></p> <p><i>Refer to Wind Tunnel Test by CPP</i></p> <p><i>Refer to Design Report – Height, Bulk and Scale p40-41</i></p> <p><i>Environmental Amenity p57</i></p>
2.3.13.3	The South Site tower to be set back from Martin Place and visually separated from the podium.	<i>Please note that this item falls under the South Tower submission and is not directly relevant to this application.</i>
2.3.13.4	Conserve the heritage significance of 50 Martin Place by ensuring its height remains unique in the Martin Place Metro Precinct.	<p>The proposed North Tower form is set back 6m from 50 Martin Place above the podium and curves away to the north. This affords the heritage building appropriate space to be legible as a distinct architectural form in the Elizabeth Street and Castlereagh Streetscapes.</p> <p>The soft curved geometry enhances the proportional relationship of the tower to the lower scale of 50 Martin Place. The combination of tapering, modelled corners and the setback further streamlines the form of the tower</p> <p><i>Refer to Design Report – Massing and Articulation p39</i></p>
2.3.13.5	A new building tower and podium / base on the North 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.	<p>Key street wall frontage heights of Elizabeth Street and Castlereagh Street established by 50 Martin Place are referenced in the North Tower podium expression through a combination of façade recesses, materials and detailing. The proposed North Tower form is set back 6m from 50 Martin Place above the podium and curves away to the north to integrate sensitively with the low scale of 50 Martin Place.</p> <p><i>Refer to Design Report – Built Form p35, Massing and Articulation p39, Setbacks p50-51</i></p>
2.3.14	Streetwall articulation	
2.3.14.1	The low rise (podium) part of the building should relate in its expression to the historic buildings of Martin Place by emphasising mass and solidity, through the use of complementary facade materials and through the composition of its facade.	<p>The proposed North Tower podium façade design references the 50 Martin Place podium through complementary materials, façade characteristics and rhythms.</p> <p>On Elizabeth Street and Castlereagh Street elevations the tower extends the streetwall character of 50 Martin Place by expressing a podium consisting of solid masonry base elements; a screen of vertical fins concealing louvre banks laid over the tower glazing between Levels 2 and 9, terminating to recessed terraces at Level 10. This integrated composition reinforces the predominant street wall height established by the 50 Martin Place parapet and articulates a podium distinct from the tower on Elizabeth Street and Castlereagh Street.</p> <p><i>Refer to Design Report – Street Wall and Street Frontage p42-45, Façade p60-61, Materiality p79</i></p>
2.3.14.2	Awnings are not to be used on the Martin Place frontage.	Note: Not directly part of North Tower scope. Refer to South Tower Application
2.3.14.3	Appropriately scaled openings are recommended for the Metro Station entrance onto Martin Place.	<i>Please note that this item falls under the South Tower submission and is not directly relevant to this application.</i>

Design Guideline		Application in Proposed North Tower
2.3.14.4	The building on the South Site should respect the landmark qualities of the Reserve Bank.	<i>Please note that this item falls under the South Tower submission and is not directly relevant to this application.</i>
2.3.14.5	The building on the South Site should respect the landmark qualities of the Reserve Bank.	<i>Please note that this item falls under the South Tower submission and is not directly relevant to this application.</i>
2.3.14.6	The architectural form and expression of the building on the North Site should allow 50 Martin Place to be understood as a distinct and independent architectural element in the Elizabeth and Castlereagh Street streetscapes.	<p>The proposed North Tower form is set back 6m from 50 Martin Place above the podium and curves away to the north. This affords the heritage building appropriate space to be legible as a distinct architectural form in the Elizabeth Street and Castlereagh Streetscapes.</p> <p><i>Refer to Design Report – Massing and Articulation p39, Heritage Context p82-85</i></p>
2.3.14.7	The building on the North Site should allow the historic north-east and north-west lift overrun towers of 50 Martin Place to be understood visually as distinct forms.	<p>The proposed North Tower form is set back 6m from 50 Martin Place above the podium and curves away to the north. This allows the historic lift overruns to be legible as distinct forms.</p> <p><i>Refer to Design Report – Built Form p35, Setbacks p50-51, Heritage Context p82-85</i></p>
2.3.14.8	A considered transition between the North Site tower and 50 Martin Place is required, with the southern elevation of the North Site tower being sensitively integrated with the form of 50 Martin Place.	<p>The proposed North Tower form is set back 6m from 50 Martin Place above the podium and curves away to the north to integrate sensitively with the low scale of 50 Martin Place.</p> <p>In order to integrate sensitively with the low scale of 50 Martin Place, the tower form of the new building is setback 6m and gently tapers away towards the north, providing visual and physical separation. This space allows views of the heritage lift overruns to be maintained and allows 50 Martin Place to be understood as a distinct and independent architectural element.</p> <p><i>Refer to Design Report – Built Form p35, Setbacks p50-51, Heritage Context p82-85</i></p>
2.3.15	Materiality	
2.3.15.1	The materiality of the South Site podium is to respond to the materiality of 50 Martin Place.	<i>Please note that this item falls under the South Tower submission and is not directly relevant to this application.</i>
2.3.15.2	The materiality of the South Site tower is to respond to its context in the city skyline, to support its articulation from the building's podium and also to form a cohesive, distinctive precinct with the North Site tower.	<p>Precinct-wide consistency is created through the use of similar stone and metal finishes across South Tower, North Tower and 50 Martin Place. Consistent and complementary materials in a family of colour and hue ensure the whole is understood as an integrated composition.</p> <p><i>Refer to Design Report – Façade p61 and p75, Materiality p78-79</i></p> <p><i>Refer also to South Tower Application</i></p>
2.3.15.3	There is greater flexibility for the materiality of the South Site tower as it is required to respond to the skyline of the city.	<i>Please note that this item falls under the South Tower submission and is not directly relevant to this application.</i>
2.3.15.4	The articulation of the base of the North Site tower is to respond to the architectural materiality of 50 Martin Place.	<p>The proposed podium façade design references the 50 Martin Place podium through complementary materials, façade characteristics and rhythms.</p> <p>Key street wall frontage heights of Elizabeth Street and Castlereagh Street established by 50 Martin Place are referenced</p>

Design Guideline	Application in Proposed North Tower
	<p>in the North Tower podium expression through a combination of façade recesses, materials and detailing.</p> <p>The podium design demonstrates respect for the significance of 50 Martin Place through the use of the complementary and contemporary materiality and clearly extending and articulates key datums such as the masonry base and the street wall height along Elizabeth Street and Castlereagh Street. This also assists in reinforcing key street wall heights of Qantas House, City Mutual building and 38-46 Martin Place (MLC Building). Furthermore, the interface with 50 Martin Place is de-emphasized via a shadow detail between old and new elements. This negative infill curtain wall detail allows the 50 Martin Place cornice and capital return details to be read from the street.</p> <p><i>Refer to Design Report – Façade p61 and p75, Materiality p78-79, Heritage Context p82-85</i></p>
2.3.15.4	<p>The materiality of the North Site tower is to respond to its context in the city skyline.</p> <p>The proposed tower façade design responds to the expression and materiality of contemporary glazed dome above a masonry base of 50 Martin Place.</p> <p>The North Tower facade is informed by the considered transition between two key components - the glazed tower form in direct response to the surrounding tower typology of Hunter Street; and the solid podium base in response to the character of 50 Martin Place. The tower-to-ground and podium are differentiated through facade details, recessed articulation and alignment with 50 Martin Place.</p> <p>The tower expression is of faceted, curvilinear glazing panels 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.</p> <p><i>Refer to Design Report – Façade p60-61, Materiality p78-79</i></p>
2.3.16	<p>Scale</p> <p>Tower architecture to have appropriate vertical and horizontal articulation to enhance scale.</p> <p>The proposed façade articulation and detailing enhances the sense of scale of the tower.</p> <p>The tower architecture is articulated at street level by facade recesses which align with the predominant street wall datums established by 50 Martin Place. These spaces are articulated as external terraces on Elizabeth Street, Hunter Street and Castlereagh Street and assist in breaking up the mass of the building.</p> <p>At a detailed level, the base of the tower features appropriately scaled vertical and horizontal elements which enhance the perception of scale from the street. These include masonry elements and vertical fins which relate in proportion and rhythm to neighbouring 50 Martin Place.</p> <p><i>Refer to Design Report – Height, Bulk and Scale p42-43, and p205, Façade p60 and p74-77</i></p>
2.3.16.2	<p>The North Site building shall be carefully designed so that its bulk and massing does not appear overly dominating for its context, potentially through form,</p> <p>To reduce the sense of bulk, the tower form is set back from 50 Martin Place and tapers significantly at the upper limits and is slimmest at its peak. The 6m setback further streamlines the form</p>

	Design Guideline	Application in Proposed North Tower
	materials, articulation and other design approaches in 2.3 (Built form), Guideline 12 - Point 3.	<p>of the tower. The combination of tapering, modelled corners and the setback further streamlines the form of the tower</p> <p>The tower architecture is also articulated at street level by facade recesses which align with the predominant street wall datums established by 50 Martin Place. These spaces are articulated as external terraces on Elizabeth Street, Hunter Street and Castlereagh Street and assist in breaking up the mass of the building.</p> <p>At a detailed level, the base of the tower features appropriately scaled vertical and horizontal elements which enhance the perception of scale from the street. These include masonry elements and vertical fins which relate in proportion and rhythm to neighbouring 50 Martin Place.</p> <p><i>Refer to Design Report – Height, Bulk and Scale p42-43, and p205</i></p>
2.3.17	The detailed design of buildings on the North and South Sites shall:	
2.3.17.1	Explore and incorporate all opportunities to achieve both the base and stretch targets in the Ecologically Sustainable Design, Green Star and NABERS report, prepared by ARUP, dated 24 November 2017	<p>The objectives for the North Tower are 3.5 star NABERS and 6 Star Greenstar.</p> <p><i>Refer to ESD Report by Arup</i></p> <p><i>Refer to Design Report – Sustainability and Servicing p129</i></p>
2.3.17.2	Explore opportunities to exceed the stated ESD and environmental performance standards, targets and stretch targets, having regard to identifying precinct-wide sustainability outcomes to achieve and exceed national and international best practice.	<p>The objectives for the North Tower are 3.5 star NABERS and 6 Star Greenstar.</p> <p><i>Refer to ESD Report by Arup</i></p> <p><i>Refer to Design Report – Sustainability and Servicing p129</i></p>
2.3.18	50 Martin Place	
2.3.18.1	Retain the exceptional aesthetic significance of the building's exterior including its landmark qualities and civic presence of the building within Martin Place and its environs.	<p>The proposed North Tower form is set back 6m from 50 Martin Place above the podium and curves away to the north. This space allows the landmark qualities and civic presence of the heritage building to be maintained.</p> <p>The architectural form, materiality and expression of the building responds purposefully to its context which is dominated by the magnificent Beaux Arts 50 Martin Place building. This forms a centrepiece and becomes the inspiration for the precinct. The design has been developed to demonstrate respect for the significance of 50 Martin Place and reinforce its street-scape prominence and independent identity as one of the finest purpose-designed bank buildings in Australia.</p> <p>The podium design demonstrates respect for the significance of 50 Martin Place through the use of the complementary and contemporary materiality and clearly extending and articulates key datums such as the masonry base and the street wall height along Elizabeth Street and Castlereagh Street. This also assists in reinforcing key street wall heights of Qantas House, City Mutual building and 38-46 Martin Place (MLC Building). Furthermore, the interface with 50 Martin Place is de-emphasized via a shadow detail between old and new elements. This negative infill curtain</p>

Design Guideline		Application in Proposed North Tower
		wall detail allows the 50 Martin Place cornice and capital return details to be read from the street. <i>Refer to Design Report – Built Form p35, Heritage Context p82-85</i>
2.3.18.2	Retain the identity of the building as one of the finest purpose-designed bank buildings in Australia.	The architectural form, materiality and expression of the building responds purposefully to its context which is dominated by the magnificent Beaux Arts 50 Martin Place building. This forms a centrepiece and becomes the inspiration for the precinct. The design has been developed to demonstrate respect for the significance of 50 Martin Place and reinforce its street-scape prominence and independent identity as one of the finest purpose-designed bank buildings in Australia. <i>Refer to Design Report – Heritage Context p82-85</i>
2.3.18.3	The architectural form and expression of a building on the North Site should allow 50 Martin Place to be understood as a distinct and independent architectural element in the Elizabeth and Castlereagh Street streetscapes.	A podium is articulated by a recess at Level 10 of the tower, consistent with the street wall height set by the parapet of 50 Martin Place. The proposed North Tower form and façade articulation allow 50 Martin Place to be read as a separate entity. This is enhanced via the 6m setback of the tower above the podium from 50 Martin Place. Above the podium the tower form is setback from 50 Martin Place and curves away at its upper limits to allow the heritage building to be understood as a distinct and independent architectural element. This ensures it appropriately integrates with the low scale of 50 Martin Place and clearly articulate street wall heights on Elizabeth Street and Castlereagh Street. It also allows the historic lift overruns to be understood visually as distinct forms. <i>Refer to Design Report – Built Form p35, Heritage Context p82-85</i>
2.3.18.4	Retain the substantially intact fabric and spatial qualities of the significant interiors of the building largely unaltered.	Significant interiors within 50 Martin Place are largely unaltered. <i>Refer to Design Report – Heritage Context p82-85</i>
2.3.18.5	A building on the North Site should retain visibility of the historic north-east and north-west lift overrun towers as detached elements from streetscape vantage points from Elizabeth Street and Castlereagh Street.	Visibility of the historic lift overrun towers is maintained via the 6m set back of the tower form from 50 Martin Place along the boundary combined with the tower form progressively curving away to the north. <i>Refer to Design Report – Built Form p35, Setbacks p50-51, Heritage Context p82-85</i>
2.3.18.6	The blank north elevation of 50 Martin Place should be concealed by the new development.	New cladding is proposed to the 50 Martin Place north elevation wall. <i>Refer to Design Report – Heritage Context p82-85</i> <i>Refer to architectural drawings</i>
2.3.18.7	Maintain the Martin Place, Castlereagh Street and Elizabeth Street entrances to the building as its principal entrances.	All principal 50 Martin Place entrances are maintained. <i>Refer to Design Report – Project Vision and Overview diagram on p16-17</i>
2.3.18.8	Allow 50 Martin Place to function independently of a building on the North Site. Internal connections between the existing and proposed buildings should be theoretically reversible	New internal connections between the North Tower and 50 Martin Place are designed to be reversible. <i>Refer to Design Report – 50 Martin Place Connections p87-99</i>
2.3.18.9	Maintain the building’s internal vertical circulation.	Existing internal circulation within 50 Martin Place is unchanged. <i>Refer to architectural drawings</i>

	Design Guideline	Application in Proposed North Tower
2.3.19	Station interior materiality	
2.3.19.1	The appearance and function of the walls is to be suitable for a rail environment and reinforce the Sydney Metro identity.	<p>Underlying the material choices is the premise that material and finishes selection will be high quality, robust and durable, and:</p> <ul style="list-style-type: none"> • Enrich the stations and contribute to the customer experience • When external consider the local context and environment • When internal aid wayfinding and accentuate movement • Use colour and texture to balance neutral qualities with vibrancy • Provide luminance contrast between adjacent wall and floor surfaces, along pedestrian paths • Meet all functional requirements such as customer interface, component and services integration • Maximise economies of scale and be designed to ensure safe installation, maintenance and replacement • Use light on surfaces to accentuate the spaces and reinforce quality <p>Special attention has been paid to materials and finishes that customers will be in close contact with, including floors, the lower parts of walls, equipment and fittings. These items are self-finished and low maintenance where practical.</p> <p>Trackside walls and ceilings and PSDs are a Metro linewide item and do not fall within the Sydney Metro Martin Place integrates station development project scope.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.3.19.2	Materials, systems and details are to respond to their location, function and acoustic environment.	
2.3.19.3	Feature walls are to be an identifiable station element used in vertical circulation zones to accentuate the customer pathways and establish a strong architectural language.	
2.3.19.4	Walls and ceilings over tracks are to be calm and simple and contribute to the high quality station environment and customer experience.	
2.3.19.5	The materials palette should balance a calm and neutral quality with vibrant materials to aid wayfinding and accentuate movement.	
2.3.19.6	Wall and ceiling detailing should take into consideration the integration of station assets such as signage, fixtures and machines.	
2.3.19.7	PSDs are to be minimal and elegant, seamlessly integrating customer information and supporting the station servicing requirements.	
2.3.20	Landscape design	
2.3.20.1	The landscape design is an important component of a positive, high quality and appealing urban realm identity for Metro stations and structures. It is to relate and reflect the existing urban fabric of the city and be appropriate to a functional station and related transport operations and address safety in-design issues.	<p>Landscape design relates to the existing urban fabric through the use of paving consistent with City of Sydney's guidelines, which continues into the station entrance to create a seamless transition to optimise pedestrian flow. Slip resistant paving is specified, and stairs finishes and details are designed in accordance with DDA requirements to minimise trips, slips and falls.</p> <p>HVM bollards across the station entrances are positioned to minimise obstruction of footpaths whilst providing protection to customers.</p> <p>Landscaping will be provided to the external terrace spaces which connect with the existing 50 Martin Place terrace level.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.3.20.2	Landscape treatments are to be designed to provide appropriate scale and comfort to users throughout the seasons, with planting and materials palettes suited to the local microclimate and any surrounding development considerations.	
2.3.20.3	Materials are to minimise slips, trips and falls.	
2.3.20.4	Hard Landscaping	
2.3.20.4.1	The external materials palette is to be durable and establish a strong Sydney	<p>All external materials are to comply with City of Sydney standards and form part of a precinct wide materials palette to establish a</p>

	Design Guideline	Application in Proposed North Tower
	<p>Metro identity, consistent with a CBD and inner-urban station environment.</p> <p>Materials and finishes are to be high quality, robust, durable and meet all functional requirements such as customer interface, component and services integration.</p> <p>Paving is to be the same on each side of the station gateline and be of the highest quality consistent with the Sydney Metro image.</p>	<p>strong Sydney Metro Martin Place identity. All materials are to comply with Metro requirements.</p> <p><i>Refer to Design Report – Materiality p108, Finishes Schedule p132-133</i></p>
2.3.20.5	<p>Soft Planting</p> <p>Depending on orientation and urban enclosure, selected tree species are to provide shade during summer months and good solar access in winter months.</p> <p>All planting must maintain clear setbacks and sight lines at road intersections and be offset from other transport infrastructure elements at suitable distances for the selected species.</p>	<p>New street trees are proposed along Martin Place in line with proposed CoS public domain upgrades as part of the CSSI application.</p> <p>New street trees proposed along Castlereagh, Elizabeth, and Hunter Street as part of the CSSI application reinforce spatial movement with consideration to setbacks and sight lines at road intersections and other transport infrastructure elements, in line with Sydney Metro Urban Realm Design Guidelines.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.3.21	Furniture Design	
2.3.211.1	<p>Furniture and fixtures are to provide respite, safety, comfort, services and functionality to public spaces, as well as punctuating the station domain with items of interest.</p>	<p>A Metro kit-of-parts will be developed for the station domain for customer comfort, safety, and service.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not directly relevant to this application.</i></p>
2.3.22	Ticketing Equipment	
	<p>Provide ticketing equipment and fixtures that are integrated standard products across the Sydney Metro and Sydney Trains network and that contribute to quality and efficient service for customers. (CSSI)</p>	<p>The station design will ensure all elements of the current TfNSW customer facing elements are accommodated and positioned at intuitive points along the customer journey.</p> <p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not relevant to this application.</i></p>
2.3.23	Engineering and Services Integration	
2.3.23.1	<p>The rail engineering and service elements for the stations and service facilities should be integrated into the design holistically, whilst being able to be easily maintained. (CSSI, SSD)</p>	<p>The design is centred on an integrated services approach while OSD and CSSI service spaces are clearly differentiated and separately accessed.</p> <p><i>Refer to Design Report – Metro Station Integration p58-59</i></p>
2.3.24	Management and Maintenance	
2.3.24.1	<p>Ensure the selection of cost effective, adaptable materials and assets that are durable and easily maintained and fit-for purpose for high traffic rail environments and customer interface.</p>	<p><i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not relevant to this application.</i></p>
2.3.25	Security	

Consolidated Design Guidelines Compliance Schedule – North Tower

28.02.2019 Response to Submissions

Design Guideline		Application in Proposed North Tower
2.3.25.1	Ensure adequate security for the rail corridor infrastructure, station assets and their users. Visually integrate security elements such as fencing, security screens, CCTV and lighting into the rail corridor, precinct or station design as part of a coordinated whole-of-corridor design.	<i>Please note that this item falls under the Station and Public Domain submission as part of the CSSI application and is not relevant to this application.</i>