

Figure 22. 161 Clarence Street Skittle Lane indicative Plan and Sections with key dimensions for comparison
Koichi Takada Architects

Disclaimer

All drawings and dimensions are indicative only and are provided for comparative purposes

Comparative Through Connections

161 Clarence Street



Figure 24. 161 Clarence Street Skittle Lane site photos

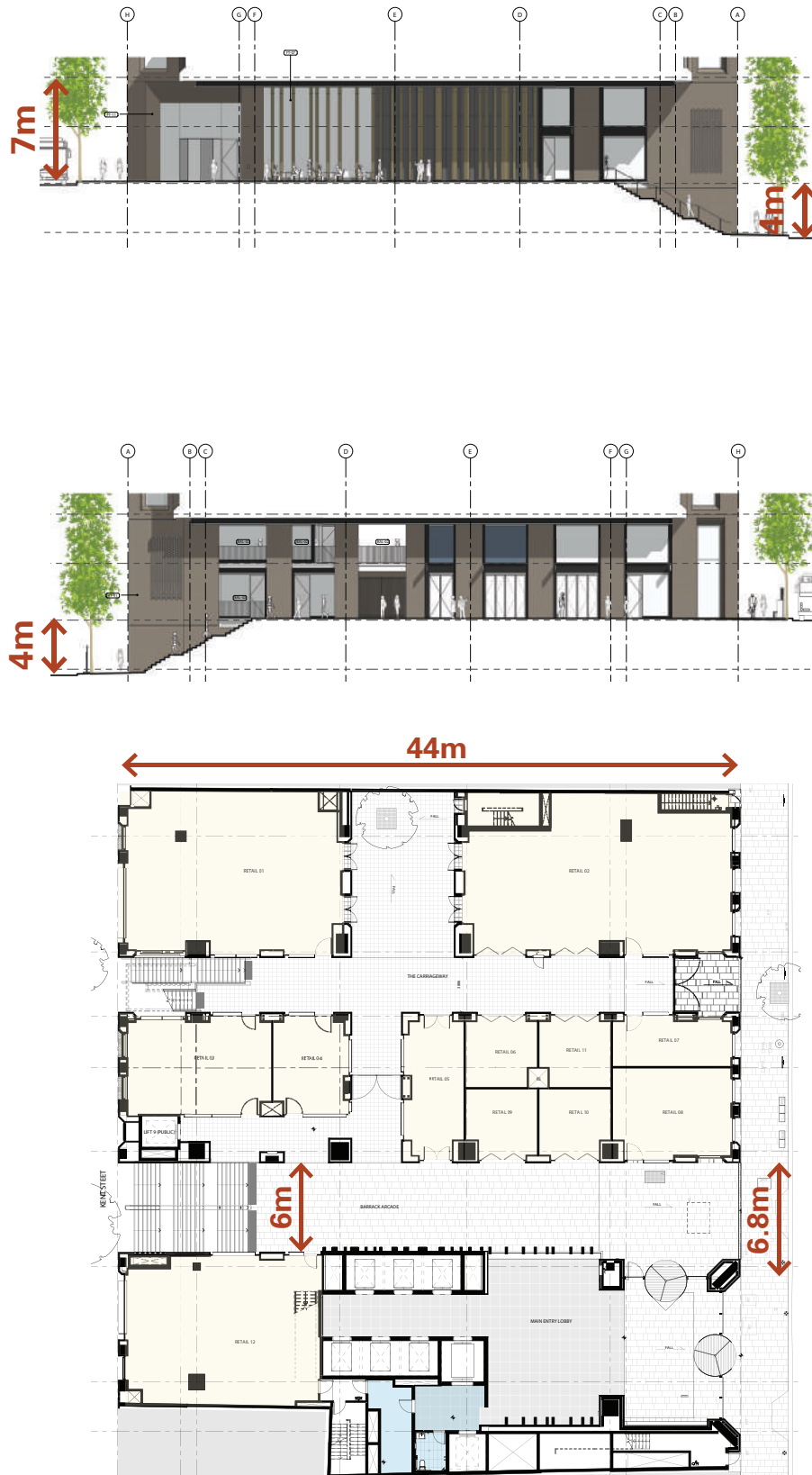


Figure 24. Barrack Place indicative Plan and Sections with key dimensions for comparison
Architectus

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Comparative Through Connections Barrack Place



Figure 24. Barrack Place site photos

"II. Provide details on security and operation of the proposed through site links and the lobby areas of the over station development and address:

- a) hours of operation of publicly accessible areas
- b) sightlines and passive/active surveillance of through site links, lift lobbies, visual connection from Martin Place and the streets to retail spaces and publicly accessible areas
- c) consider the use of spatial design and visual cues to delineate semi-private/secured access to office towers from retail spaces and publicly accessible areas as preferred options over potential security barriers."

Department of Planning and Environment

2. Activation and integration with Metro Station

Ground Plane Activation

Relevant Urban Design Guidelines

Movement

2.1.2

Metro Placemaking

2.1.11.1

Design Intent Summary

- + 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.

The design provides two new east-west connections between Elizabeth Street and Castlereagh Streets which improves the permeability of this city block. (Fig.1&2).

The mid-block connection provides access along the southern end of the site connecting to the elevated reception and lift lobby. (Fig.3&4).

The two Metro entrances along Hunter St provide a universally accessible through site link at the northern end of the site. (Fig.3&4).

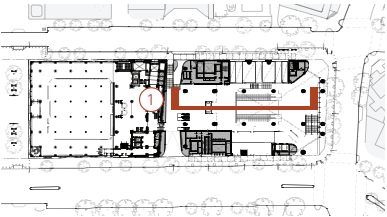
Permeable Ground Plane



Figure 3. Section looking east

①

Metro grand entrance plaza



**OSD entrance and Mid-block
through site connection**

Suspended lift cores

**Metro entrance
through site connection**

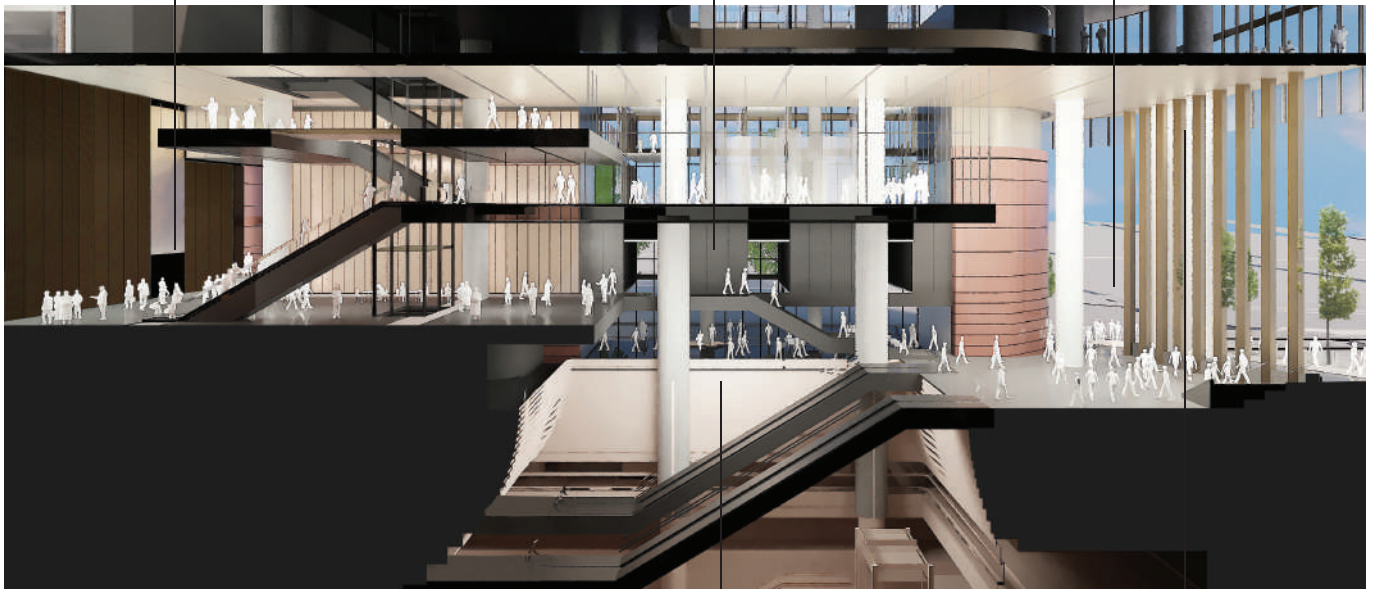
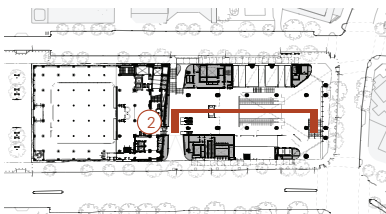


Figure 4. Section looking west

②

**Metro access to natural daylight
and views to Hunter Street**

**“Reverse” podium and glazing
provide natural daylight and views**



Public Access

Specific signage and awnings define OSD entrances and provide differentiation from Metro entrances.

The City of Sydney's street furniture suite will be adopted for the Station's Primary and Secondary Plazas, which encompasses Martin Place and the surrounding footpaths on Castlereagh Street, Elizabeth Street, and Hunter Street. A colour, materials and finishes palette sensitive to the existing urban character extends through the public connections to the Station to aid wayfinding, accentuate movement, and reinforce the public character of the Metro precinct.



Figure 5. Elizabeth Street Metro entrance indicative view



Figure 6. Castlereagh Street Metro entrance indicative view

Disclaimer

Signage locations and types
indicative only



Figure 7. Elizabeth Street OSD entrance indicative view

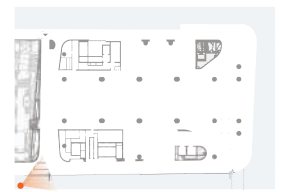
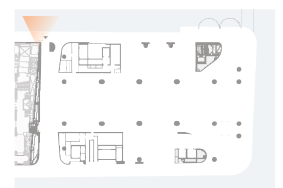


Figure 8. Castlereagh Street OSD entrance indicative view



“III. Provide a retail activation strategy and consider further improvement to the interface between the proposed buildings and the public domain/street frontages of the site. This must include:

North Site

a) Further design resolution and details of the tower to ground connection at Hunter Street, particularly in terms of column design, site levels and integration with the Metro Station entrance and related public domain area.”

Department of Planning and Environment

2. Activation and integration with Metro Station



Figure 1. Hunter Street edge

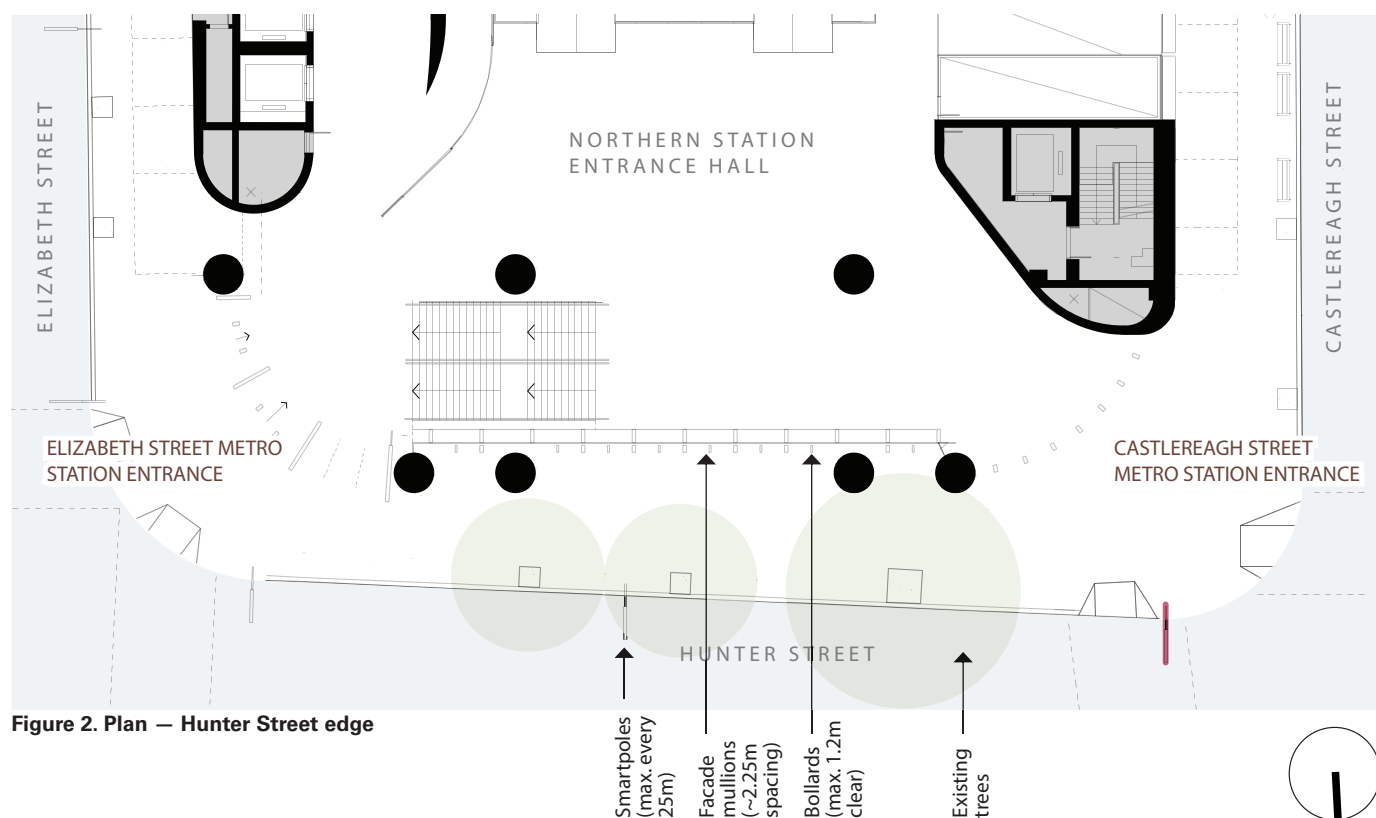


Figure 2. Plan — Hunter Street edge

Public Domain Interface

Hunter Street Edge

Relevant Urban Design Guidelines

Public Domain Activation

2.2.11.1

Design Intent Summary

- + Active street frontages to Elizabeth Street, Castlereagh Street and Hunter Street

The Hunter Street façade is designed to enhance and give prominence to the Station entry and to maximise its significance by providing clear wayfinding to the Concourse below. (Fig.1)

The granite walls along Castlereagh Street and Elizabeth Street stop short from the Hunter Street building edge to punctuate the Metro entrances.

The tower glazing at Level 2, together with expressed external structural columns, come down to ground from the tower above to frame the Metro entrance hall on Hunter Street. (Fig.1).

Full height glazing along this edge allows natural daylight and visual connection to the grand Metro entrance space beyond, with minimal clutter on Hunter Street to maximise pedestrian flow paths across the site. (Fig.2,3&4).

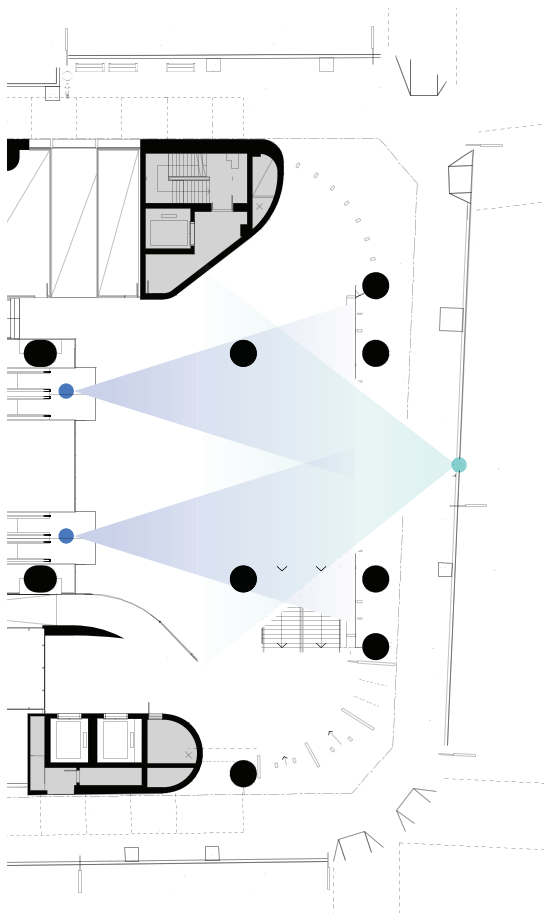


Figure 3. Clear sightlines

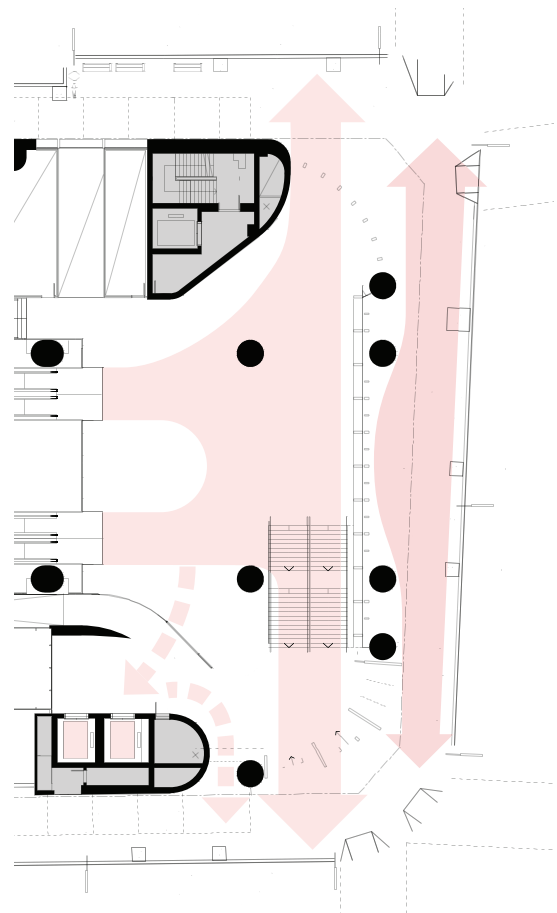


Figure 4. Pedestrian flow

Key strategies for development of the Elizabeth Street Metro Station entrance in response to Design Review Panel comments include:

Integration of Hostile Vehicle Mitigation (HVM) bollards into the handrail design where possible to reduce on-street clutter and the integration of HVM bollards into the steps to terminate feathered steps at rational points to mitigate trip hazard risk. (Fig.5).

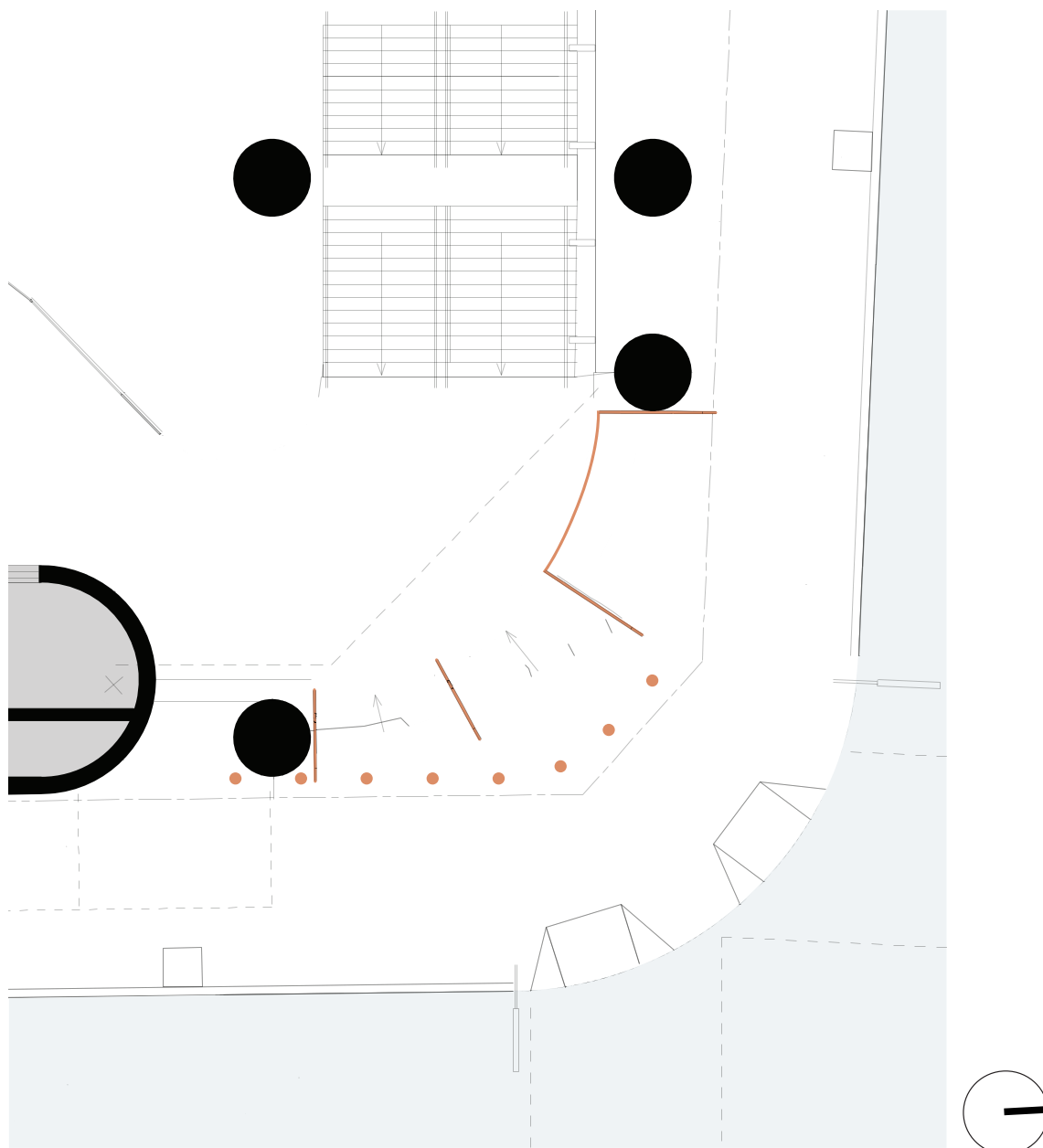


Figure 5. Plan — Stage 2 SSD DA Elizabeth Street Metro Entrance

Public Domain Interface

Elizabeth Street Metro Entrance

Note:

RLs identified in the design is based on a 2.5% cross-fall from top of kerbs. This is subject to detailed development and below-ground utilities survey information currently being undertaken. (Fig.6).

These strategies are subject to current blast hardening reviews currently being undertaken.

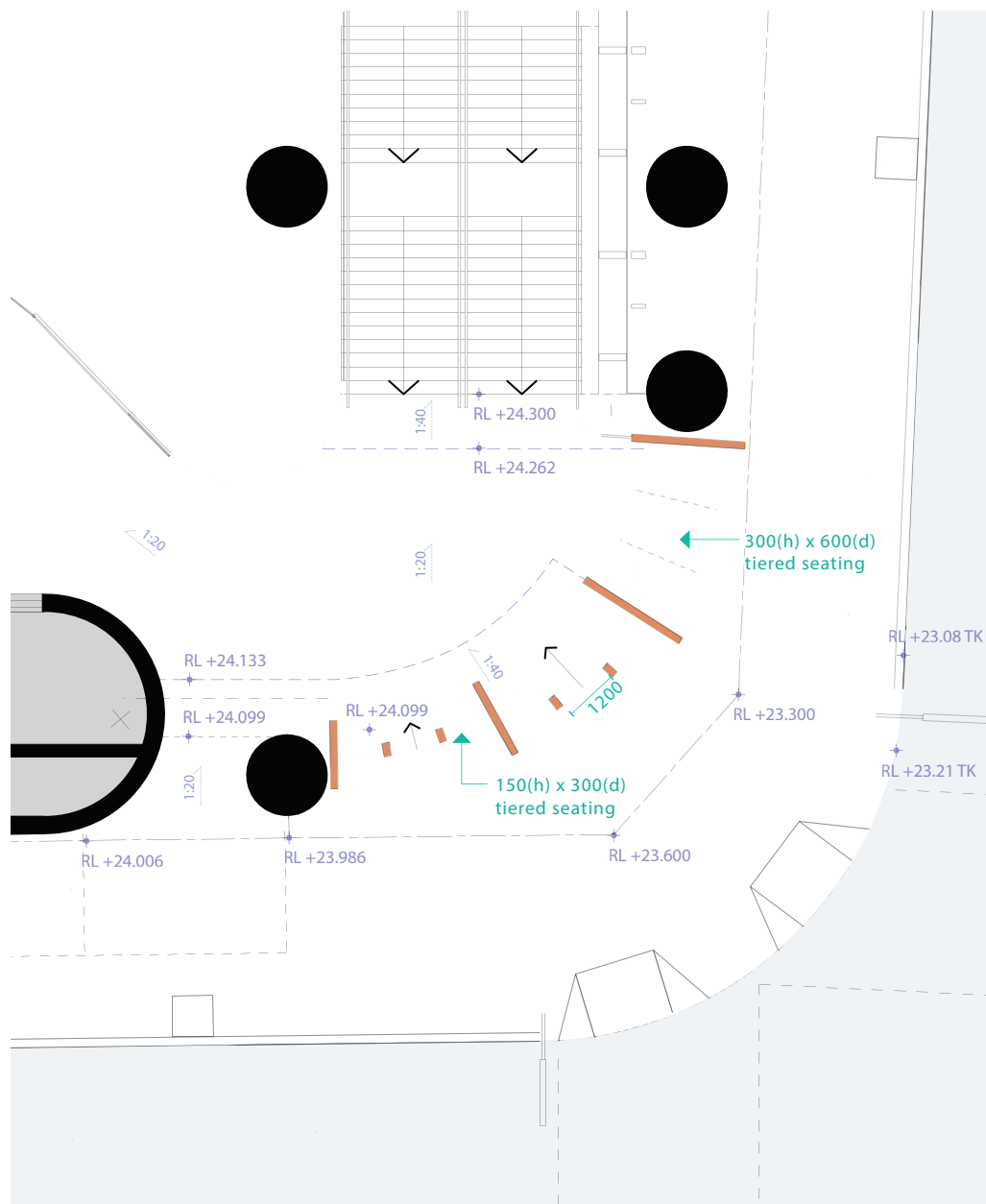


Figure 6. Plan — Design development strategies Elizabeth Street Metro Entrance

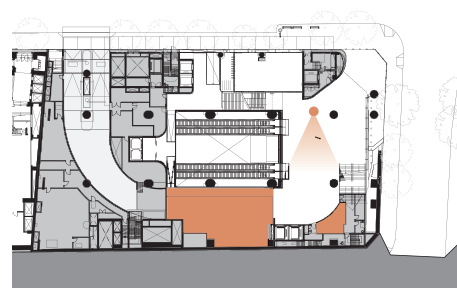


Figure 7. Section — Lower Ground Metro Entrance looking east

Key plan — Lower

Retail has deliberately been set back on lower ground to the Eastern side of the light filled void which will be a great public space and place to meet.

The lower ground space has been designed with adjacent alfresco seating, contributing to the coffee culture and convenience retail at this level.

Retail test fits have been undertaken for each potential hospitality space to ensure adequate services can be provided and that sufficient space for kitchen, back of house and storage can be accommodated.