

**Sydney Metro Martin Place  
North Tower**

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**Stage 2 SSD DA  
Architectural Design Report  
Response to Submissions**

CSWSMP-MAC-SMA-AT-DRE-000120

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URBAN DESIGN  
LANDSCAPE  
EXHIBITIONS  
INTERIORS









Sydney Metro Martin Place Station, North Tower  
**Stage 2 SSD DA**  
**Architectural Design Report**

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**Disclaimer**

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



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# Preamble

## Planning and Approvals Background

### Introduction

This report supports a State Significant Development (SSD) Development Application (DA) (SSD DA) submitted to the Minister for Planning (Minister) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) on behalf of Macquarie Corporate Holdings Pty Limited (Macquarie), who is seeking to create a world class transport and employment precinct at Martin Place, Sydney.

The SSD DA seeks approval for the detailed design and construction of the North Site Over Station Development (OSD), located above and integrated with Metro Martin Place station (part of the NSW Government's approved Sydney Metro project). The northern entrance to Metro Martin Place station will front Hunter Street, Elizabeth Street and Castlereagh Street, with the North Site OSD situated above.

This application follows the approval granted by the Minister for a Concept Proposal (otherwise known as a Stage 1 SSD DA) for two OSD commercial towers above the northern and southern entrances of Metro Martin Place station (SSD 17\_8351). The approved Concept Proposal establishes building envelopes, land uses, Gross Floor Areas (GFA) and Design Guidelines with which the detailed design (otherwise known as a Stage 2 SSD DA) must be consistent.

This application does not seek approval for elements of the Metro Martin Place Precinct (the Precinct) which relate to the Sydney Metro City and Southwest project, which is subject to a separate Critical State Significant Infrastructure (CSSI) approval. These include:

- + Demolition of buildings on the North Site and South Site;
- + Construction of rail infrastructure, including station platforms and concourse areas;
- + Ground level public domain works; and
- + Station related elements in the podium of the North Tower.

However, this application does seek approval for OSD areas in the approved Metro Martin Place station structure, above and below ground level, which are classified as SSD as they relate principally to the OSD. These components are within the Sydney Metro CSSI approved station building that will contain some OSD elements not already approved by the CSSI Approval. Those elements include the end of trip facilities, office entries, office space and retail areas, along with other office/retail plant and back of house requirements that are associated with the proposed OSD and not the rail infrastructure.

This report describes the North Site OSD design. This comprises a new building referred to as the North Tower and covers modifications to the existing 50 Martin Place building.



## Context

The New South Wales (NSW) Government is implementing Sydney's Rail Future (Transport for NSW, 2012), a plan to transform and modernise Sydney's rail network so that it can grow with the city's population and meet the needs of customers in the future.

Sydney Metro is a new standalone rail network identified in Sydney's Rail Future. The Sydney Metro network consists of Sydney Metro Northwest (Stage 1) and Sydney Metro City and Southwest (Stage 2).

Stage 2 of Sydney Metro entails the construction and operation of a new metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and onto Bankstown through the conversion of the existing line to metro standards. The project also involves the delivery of seven (7) new metro stations, including Martin Place.

This step-change piece of public transport infrastructure once complete will have the capacity for 30 trains an hour (one every two minutes) through the CBD in each direction catering for an extra 100,000 customers per hour across the Sydney CBD rail lines.

On 9 January 2017 the Minister approved the Stage 2 (Chatswood to Sydenham) Sydney Metro application lodged by Transport for NSW (TfNSW) as a Critical State Significant Infrastructure (CSSI) project (reference SSI 15\_7400). Work is well underway under this approval, including demolition of buildings at Martin Place.

The OSD development is subject to separate applications to be lodged under the relevant provisions of the EP&A Act. One approval is being sought for the North Site – this application – and one for the South Site via a separate application.

## Site Description

The Metro Martin Place Precinct relates to the following properties (refer to Figure 1):

- + 50 Martin Place, 9 – 19 Elizabeth Street, 8 – 12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street, and 55 Hunter Street (North Site);
- + 39 – 49 Martin Place (South Site); and
- + Martin Place (that part bound by Elizabeth Street and Castlereagh Street).

This application relates **only to the North Site**, being the city block bounded by Hunter Street, Castlereagh Street, Elizabeth Street, and Martin Place (refer to Figure 1).

The South Site (39 – 49 Martin Place) is the subject of a separate Stage 2 SSD DA.



Figure 1 – Aerial Photo of the North and South Site of the Metro Martin Place Precinct

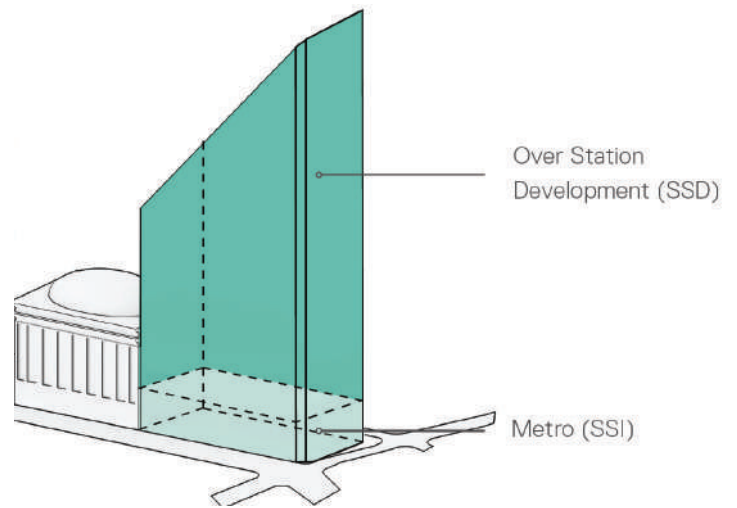


Figure 2 –North Site Approved OSD Building Envelope

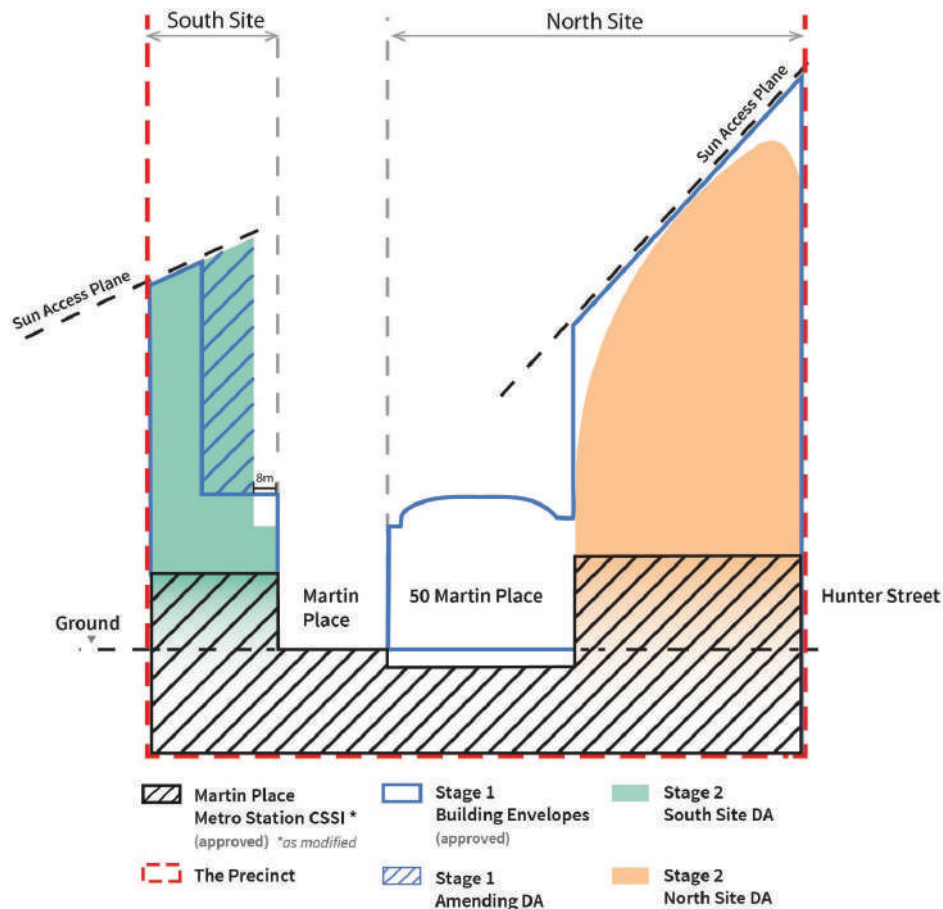


Figure 3 – Relationship of key planning applications to the Stage 2 North Site DA (this application)



## Background

### Sydney Metro Stage 2 Approval (SSI 15\_7400)

The Sydney Metro CSSI Approval approves the demolition of existing buildings at Martin Place, excavation and construction of the new station (above and below ground) along with construction of below and above ground structural and other components of the future OSD, although the fit-out and use of such areas are the subject of separate development approval processes.

On 22 March 2018, the Minister approved Modification 3 to the Sydney Metro CSSI Approval. This enabled the inclusion of Macquarie-owned land at 50 Martin Place and 9-19 Elizabeth Street within Metro Martin Place station, and other associated changes (including retention of the opening to the existing MLC pedestrian link).

### Concept Proposal (SSD 17\_8351)

On 22 March 2018, the Minister approved a Concept Proposal (SSD 17\_8351) relating to Metro Martin Place Precinct. The Concept Proposal establishes the planning and development framework through which to assess the detailed Stage 2 SSD DAs.

Specifically, the Concept Proposal encompassed:

- + Building envelopes for OSD towers on the North Site and South Site comprising:
  - + 40+ storey building on the North Site (see Figure 2)
  - + 28+ storey building on the South Site
- + Concept details to integrate the North Site with the existing and retained 50 Martin Place building (the former Government Savings Bank of NSW)
- + Predominantly commercial land uses on both sites, comprising office, business and retail premises
- + A maximum total GFA of 125,437m<sup>2</sup> across both sites
- + Design Guidelines to guide the built form and design of the future development
- + A framework for achieving design excellence
- + Strategies for utilities and services provision, managing drainage and flooding, and achieving ecological sustainable development
- + Conceptual OSD areas in the approved Metro Martin Place Metro station structure, above and below ground level<sup>1</sup>

<sup>1</sup> Refers to those components within the Metro CSSI approved station envelope that will contain some OSD elements not approved in the CSSI consent. Those elements include the end of trip facilities, office entries, office space and retail areas, along with other office/retail plant and back of house requirements that are associated with the proposed OSD and not the rail infrastructure.

## Planning Proposal (PP\_2017\_SYDNE\_007\_00) - Amendment to Sydney LEP 2012

The Planning Proposal (PP\_2017\_SYDNE\_007\_00) sought to amend the development standards applying to the Metro Martin Place Precinct through the inclusion of a site-specific provision in the Sydney Local Environmental Plan (LEP) 2012. This site-specific provision reduced the portion of the South Site that was subject to a 55 metre height limit from 25 metres from the boundary to Martin Place, to 8 metres, and applies the Hyde Park North Sun Access Plane to the remainder of the South Site, forming the height limit of the tower. It also permits a revised FSR of 22:1 on the South Site and 18.5:1 on the North Site. These amendments were gazetted within Sydney LEP 2012 (Amendment No. 46) on 8 June 2018 and reflect the new planning controls applying to the Precinct.

### **Overview of the Proposed Development**

The subject application seeks approval for the detailed design, construction and operation of the North Tower. The proposal has been designed as a fully integrated station and OSD project that intends to be built and delivered as one development, in-time for the opening of Sydney Metro City and Southwest in 2024. This application seeks consent for the following:

- + The design, construction and operation of a new 39 storey commercial OSD tower (plus rooftop plant) within the approved building envelope for the North Site, including office space and retail tenancies.
- + Physical connections between the OSD podium and the existing 50 Martin Place building, to enable the use of the North Site as one integrated building.
- + Vehicle loading areas within the basement levels.
- + Extension and augmentation of physical infrastructure / utilities as required.
- + Detailed design and delivery of 'interface areas' within both the approved station and Concept Proposal envelope that contain OSD-exclusive elements, such as end of trip facilities, office entries, office space and retail areas not associated with the rail infrastructure.



## **Planning Approvals Strategy**

The State Environmental Planning Policy (State and Regional Development) 2011 (SEPP SRD) identifies development which is declared to be State Significant. Under Schedule 1 and Clause 19(2) of SEPP SRD, development within a railway corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million and involves commercial premises is declared to be State Significant Development (SSD) for the purposes of the EP&A Act.

The proposed development (involving commercial development that is both located within a rail corridor and associated with rail infrastructure) is therefore SSD.

Pursuant to Section 4.22 of the EP&A Act a Concept DA may be made setting out concept proposals for the development of a site (including setting out detailed proposals for the first stage of development), and for which detailed proposals for the site are to be the subject of subsequent DAs. This SSD DA represents a detailed proposal and follows the approval of a Concept Proposal on the site under Section 4.22 of the EP&A Act.

Submitted separately to this SSD DA is a SSD DA for the South Site (Stage 2 South Site SSD DA). A Stage 1 Amending SSD DA to the Concept Proposal (Stage 1 Amending DA) has also been submitted that has the effect of aligning the approved South Site envelope with the new planning controls established for the South Site (achieved through the site specific amendment to the Sydney LEP 2012).

Figure 3 is a diagrammatic representation of the suite of key planning applications undertaken or proposed by Macquarie and their relationship to the subject application (the subject of this report).

The Department of Planning and Environment have provided Secretary's Environmental Assessment Requirements (SEARs) to the applicant for the preparation of an Environmental Impact Statement for the proposed development. This report has been prepared having regard to the SEARs as follows:

Architectural Design Statement including illustrations and descriptions of how the North Tower will relate to Metro spaces and the surrounding public domain.





# PROJECT VISION AND OVERVIEW







## Project Vision and Overview

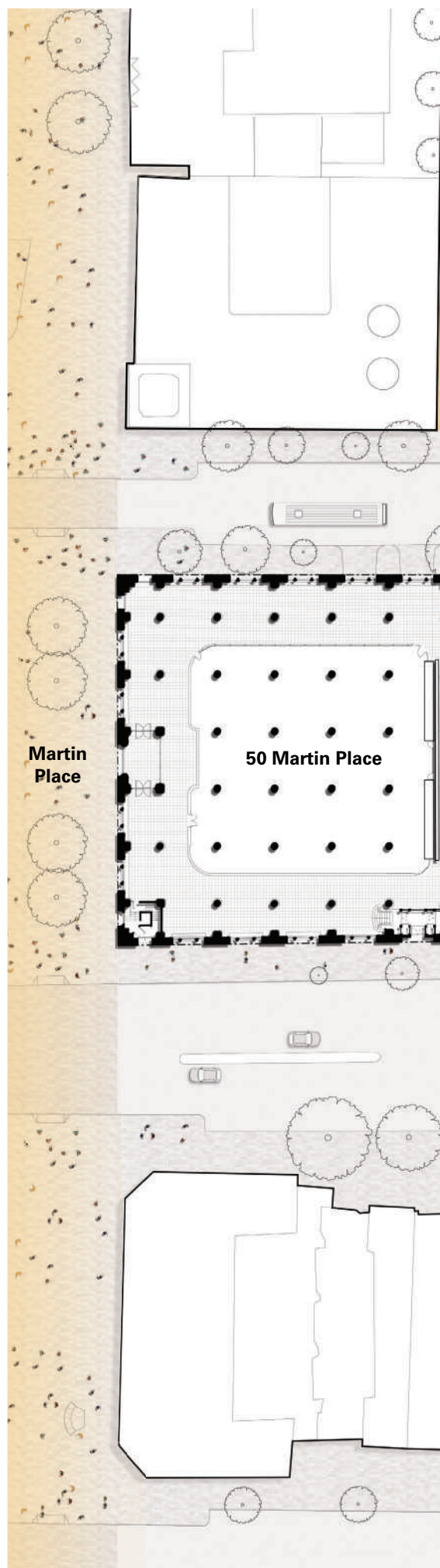
The North Tower creates a “next generation” workplace within the core of the city. As a commercial development over a major new transport interchange the design integrates a diverse range of working environments with public transport infrastructure and an active public domain. Fundamental initiatives include vertical and horizontal integration via open voids, atria and glass lifts, access to natural light and ventilation, integration of heritage and civic spaces and the creation of diverse floor plates which promote new forms of working and business community.

The North Tower responds to its context and environment in its functionality and form. Set within the Sun Access Plane, its aerodynamic profile improves the wind environment at street level and reflects the curved geometry of the contemporary glazed roof dome of the adjacent 50 Martin Place building. In its relationship to 50 Martin Place, a carefully scaled and considered relationship between the connected buildings reveals views of the heritage turrets and affords this palazzo-style building respect and visual prominence. Furthermore, the faceted, silver glass façade and southern lens subtly echo the 50 Martin Place glazed dome while contributing to a world class environmental design, an innovative workplace and creating a distinctive addition to the city skyline.

The ground plane merges public and private space through its convergence of transport, retail and commercial spaces within a shared volume. The Metro entrances address key public spaces of Chifley Square and Richard Johnson Square and connect down to the Metro platforms via a daylit central atrium. The grand-scaled Metro Plaza is activated by retail along its edges and overlooked by the Macquarie reception floor above.

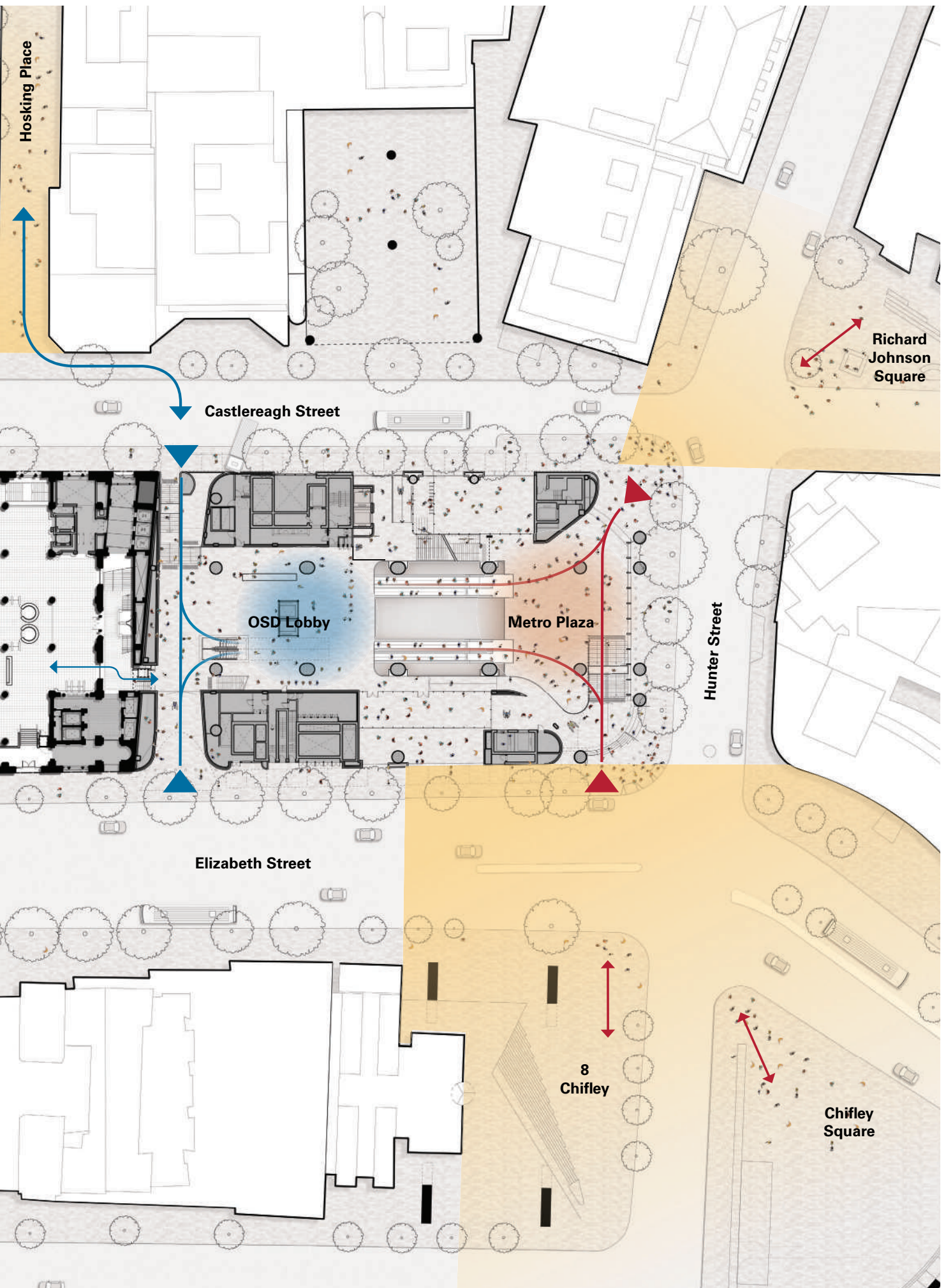
The permeable ground plane allows new pedestrian connections between Elizabeth Street and Castlereagh Street. A mid-block connection at the southern end of the North Site provides public access into the 50 Martin Place Grand Hall and leads to the primary OSD reception via escalators.

The Metro through-site connection at the site's northern edge provides public, universal access, parallel to the steep gradient of the existing Hunter Street footpath.



Ground plane connections.  
Rendered Plan









Sydney Metro Martin Place, North Tower Johnson Pilton Walker  
18

**The scheme maximises the opportunity to integrate with the existing 50 Martin Place building and the new Metro entrances at Hunter Street. Within the North Tower there are a diverse range of workplace environments with connections into the 50 Martin Place building at key podium levels. Typical office floor plates are large and adaptable with side-lit atria and high levels of natural daylight and air quality. A central atrium encourages connectivity across floors and promotes mobility and well being. The design is informed by Macquarie's global best practice workplace at 50 Martin Place.**

**Unique and iconic visitor and workplace spaces are created including the Level 10 boulevard with landscaped terraces extending into 50 Martin Place, and the southern "lens" atrium terraces at high level which overlook Martin Place and the city beyond.**





# KEY DESIGN PRINCIPLES









## Design Principles

### Ground Plane Permeability

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. Permeability is achieved by maximising the building's openness and connections to surrounding streets. Strong visual and physical connections are also created between OSD and Metro spaces across the development site and a convergence of these activities is promoted within a shared volume while providing distinct entrances for both functions.

Active street frontages are created and pedestrian pathways are improved via new through site connections and generously proportioned Metro entrances. The public domain is enhanced with street level facades in high quality materials and craftsmanship to match 50 Martin Place, as well as the incorporation of public art, salvaged heritage artwork and retail. The design also works hard to minimise Metro services impacts on the public domain.

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. These entrances also provide a universally accessible public through site link between Elizabeth Street and Castlereagh Street adjacent to Hunter Street which is currently non-compliant due to the naturally steep gradient of the street.

Elizabeth Street and Castlereagh Street entrances to the OSD lobby create a public mid-block connection adjacent to 50 Martin Place. The primary entrance is on Elizabeth Street and is adjacent to the existing 50 Martin Place entrance and headquarters of the Macquarie organisation. This initiative provides an intuitive arrival address for Macquarie's new and existing buildings.

**North East corner  
Metro entrance  
addressing Chifley  
Square**









## Design Principles

### World Leading Workplace

The North Tower is located above what will become one of Sydney's busiest transport interchanges and is adjacent to some of Sydney's most significant civic spaces including; Martin Place, Chifley Square and Richard Johnson Square. This will be a precinct where commuters, tourists, workers, shoppers and city visitors converge to work, live, socialise and play.

The North Tower offers a diverse range of working environments and promotes mobility, collaboration and flexibility. An important dimension to this vision is the global headquarters for Macquarie. Built adjacent to the existing Macquarie workplace in 50 Martin Place, the development will interconnect a series of high performance environments, both vertically and horizontally.

Office floors are large, flexible floor plates averaging ~1,500m<sup>2</sup> with a side-lit core and high levels of amenity. A variety of workplace zones will provide different environmental conditions such as daylight, internal air quality and views. This acknowledges the growing mobility within buildings, providing a richer workplace experience.

Central atria in the low and mid rise floors promote collaboration and provide visual and physical connection, amenity and light in the centre of the large floor plates. 3-level south-facing atria in the high rise floors augment the typical office space with improved access to natural light, views and landscaping.

The design also provides connections to 50 Martin Place at key floors to encourage movement between buildings as an integrated campus combining heritage and contemporary workplace environments.

These high-performance environments, for the Macquarie team, will be organised around unique architectural spaces catering for shared activities and amenities including the Level 10 terrace floor connecting to the existing client meeting spaces on the roof of 50 Martin Place.

**Workplace interiors  
are orientated  
around a central  
atrium**