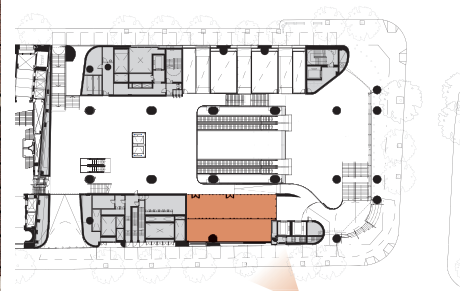


## Public Domain Interface

### Retail Edge



**Figure 8. Elizabeth Street retail activation**

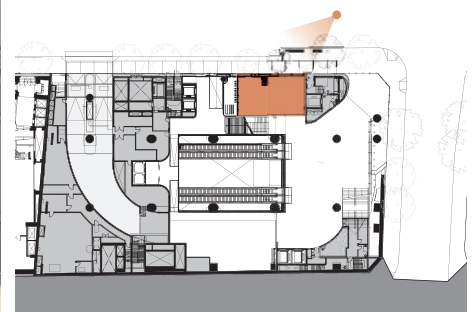


**Key plan — Ground floor**

Working with the challenges in levels across the site, a prominent anchor retail space on Elizabeth Street is proposed. Activating both the Street and trading through to the lower ground Concourse entry will add further visual connectivity to the Metro. This split level tenancy, likely food and dining, will provide licenced trading from early to late, enhancing evening activation.



**Figure 9. Castlereagh Street retail activation**



**Key plan — Lower**

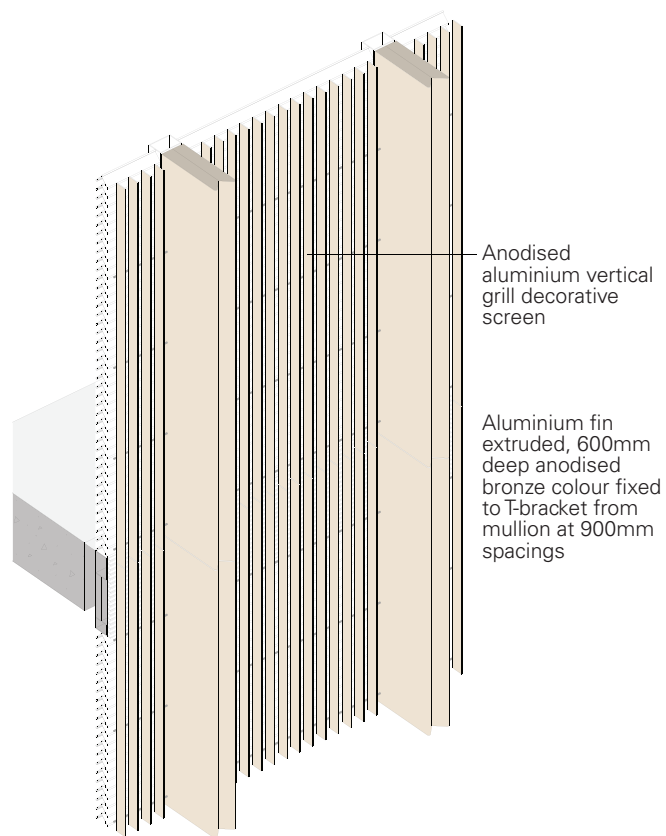
Castlereagh Street retail located adjacent to the end of trip facilities entry maximises activation of the streetscape.

**“IV. Provide details of architectural treatment/integration of services, ventilation and fire egress, etc on street level for both sites.”**

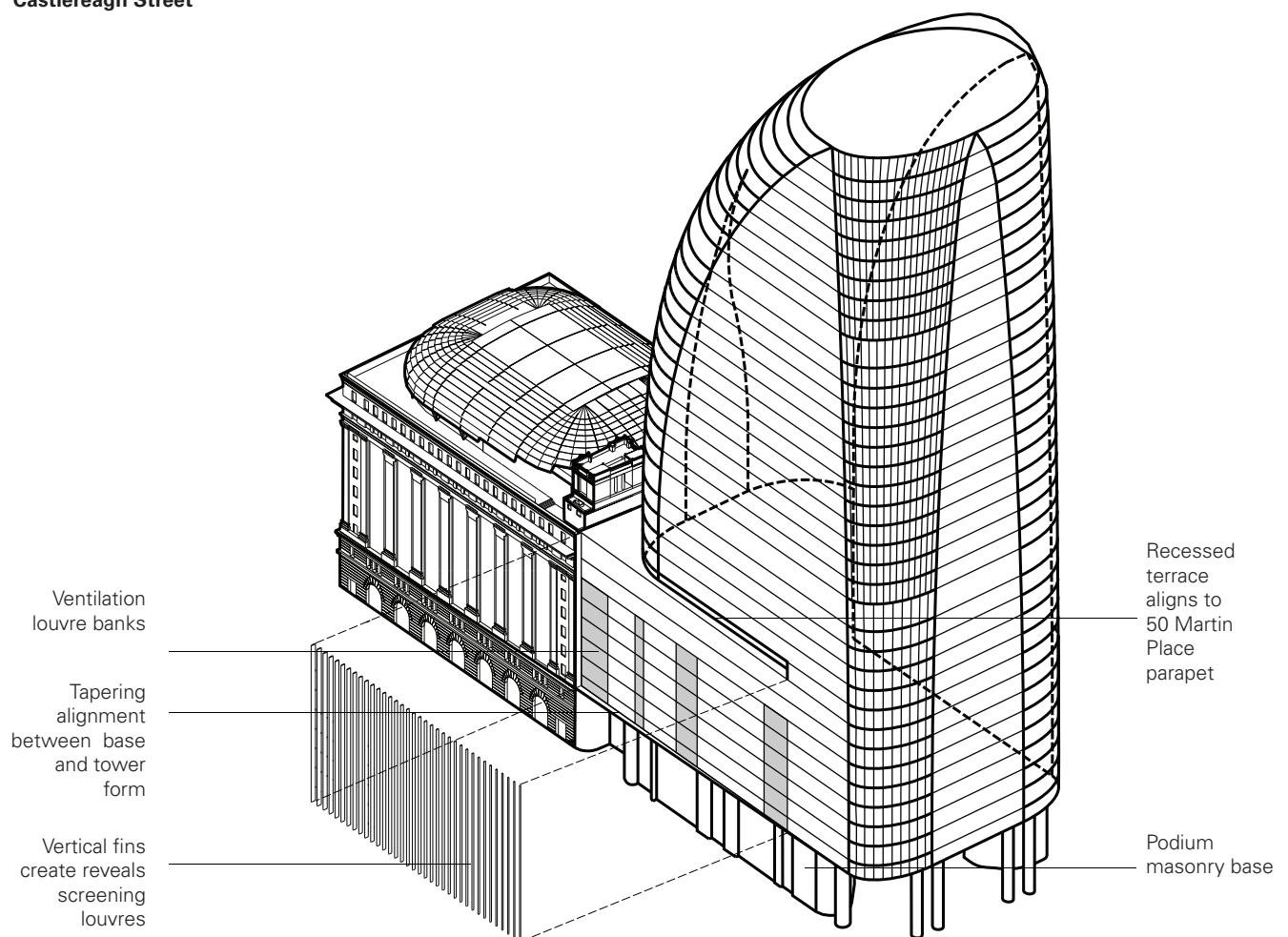
Department of Planning and Environment

2. Activation and integration with Metro Station





**Figure 1. Detail of vertical fins and decorative screen over louvre banks at podium levels on Elizabeth Street and Castlereagh Street**



**Figure 2. Podium facade elements - Elizabeth Street and Hunter Street corner**



## Podium Facade - Integration of Services

### Design Intent Summary

#### *Relevant Urban Design Guidelines*

#### *Public Domain Activation*

##### *2.2.11.1*

#### *Engineering and Services Integration*

##### *2.3.23.1*

- + Active frontages are maximised by minimising the extent of Tower and Metro station services at ground level of Elizabeth Street and Castlereagh Street.

- + Services and egress requirements are enclosed within street wall granite elements.

- + Vertical fins above are connected to the tower glazing and create deep reveals which screen the extensive Metro services ventilation requirements consolidated in vertical banks in the podium facade.

A composition of monumental sculptural red granite walls form the solid elements at footpath level on Elizabeth St and Castlereagh St. This treatment extends the material and coursing of the red granite base of 50 Martin Place, providing a consistent pedestrian experience. Furthermore, the walls enclose consolidated services and egress requirements and the openings between the granite walls define entries to the tower, retail and the station.

A procession of 8-storey vertical metal fins extend from the granite base to the 50 Martin Place parapet height to manage the transition from 50 Martin Place heritage facade to tower-to-ground along Hunter Street. The fins are connected to the tower glazing and create deep reveals which screen the extensive Metro services ventilation requirements consolidated in vertical banks in the podium facade.

The integrated development allows the consolidation of Metro services with North Tower services resulting in a coordinated approach which minimises intrusion of services into the public domain. With the priority to activate the streets and provide through-site connections, the space available for the large service ducts, fire exits and access lifts is very constrained. The scheme minimises the impact of Metro services on the public domain. Plant/BOH zones for tower and Metro are consolidated and primarily located below ground to minimise street presence.

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.

Approximately two thirds of the site perimeter is active, open and permeable.

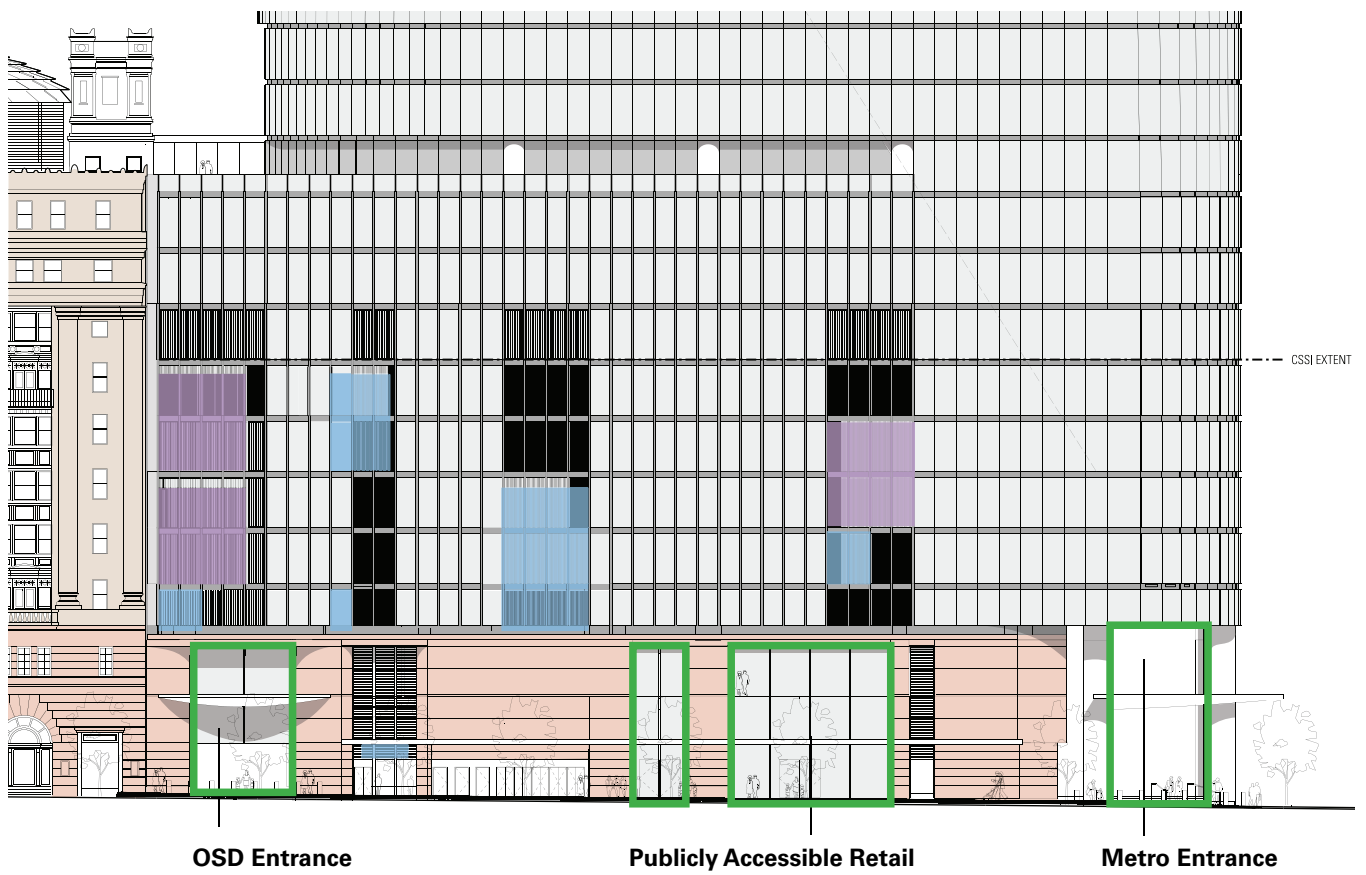


Figure 3. Elizabeth Street - Diagram of active street frontages and vertically stacked ventilation outlets located above granite base

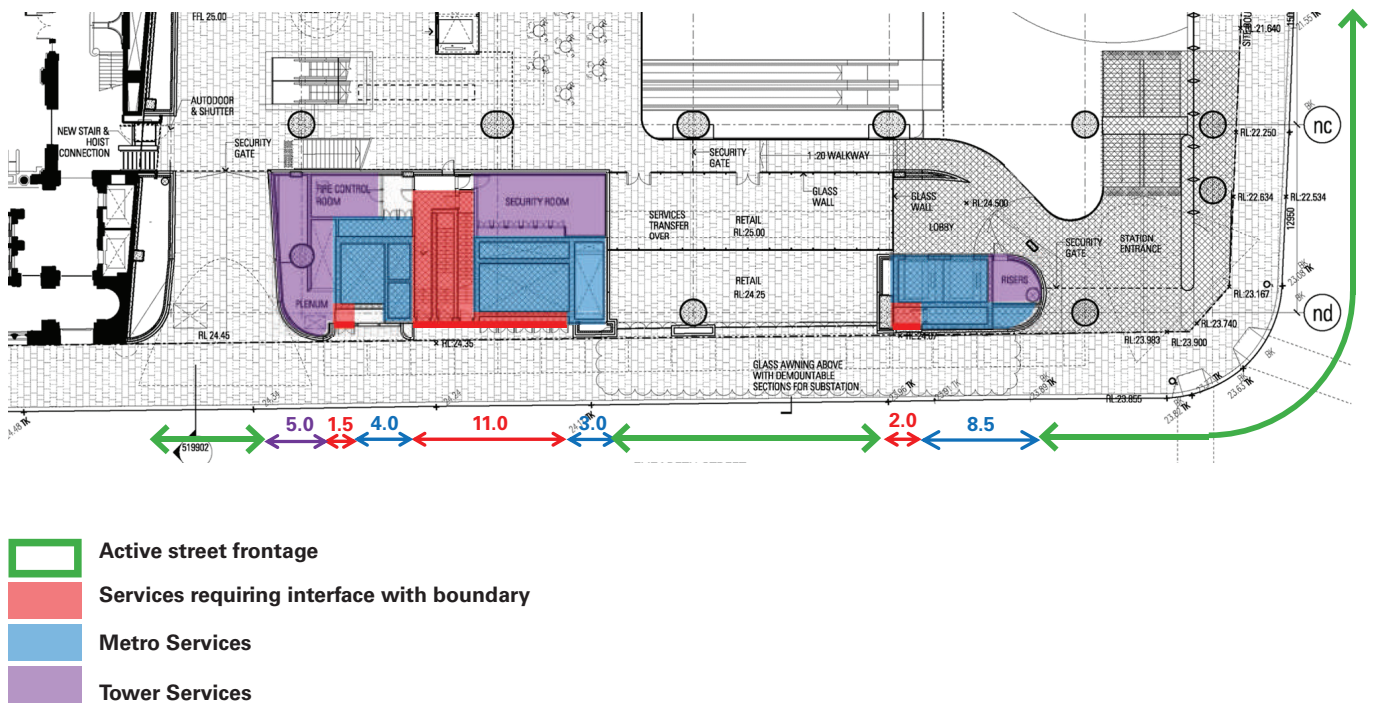


Figure 4. Elizabeth Street - Diagram of active street frontages and consolidated services integrated within granite base

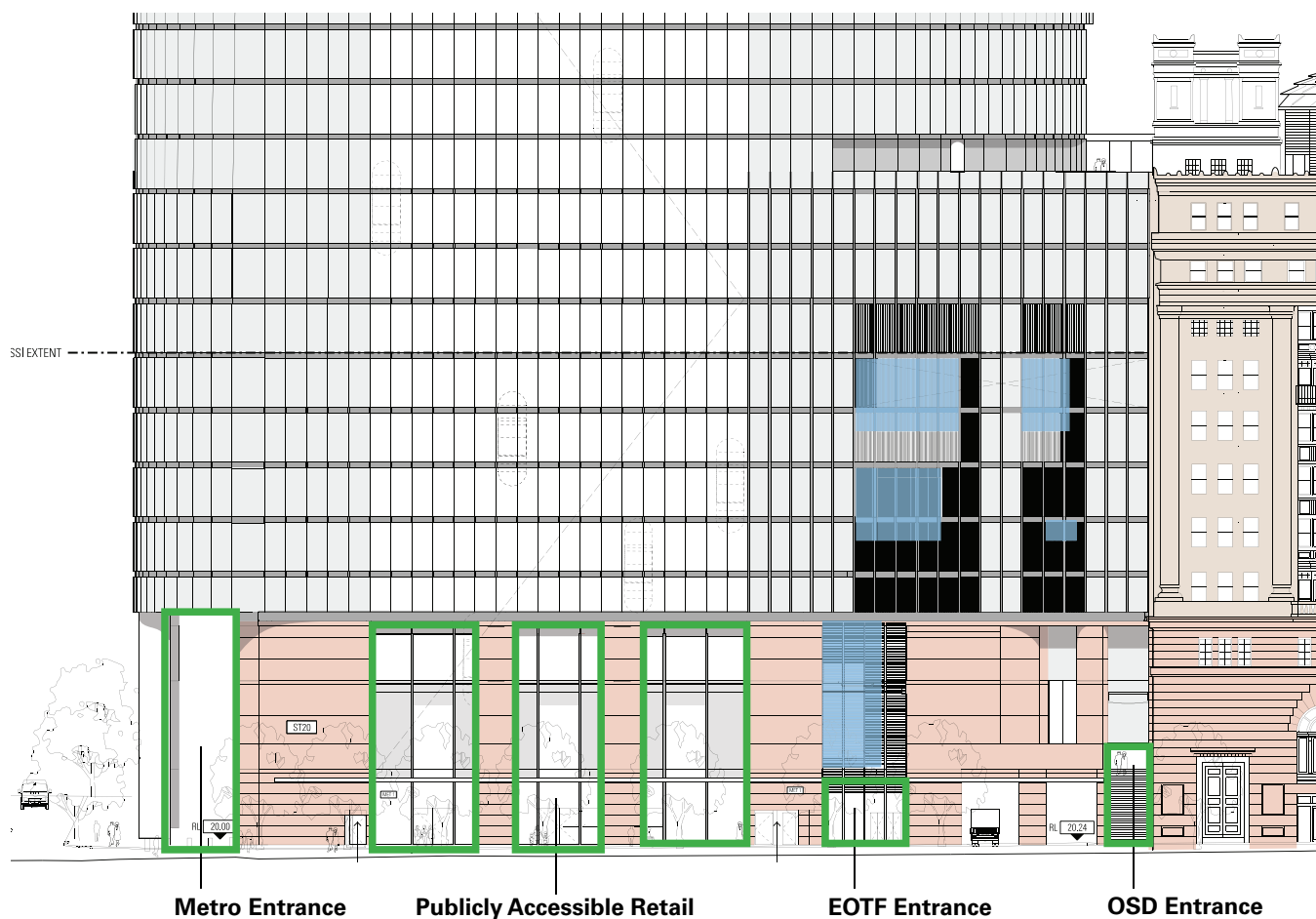


Figure 5. Castlereagh Street - Diagram of active street frontages and vertically stacked ventilation outlets located above granite base

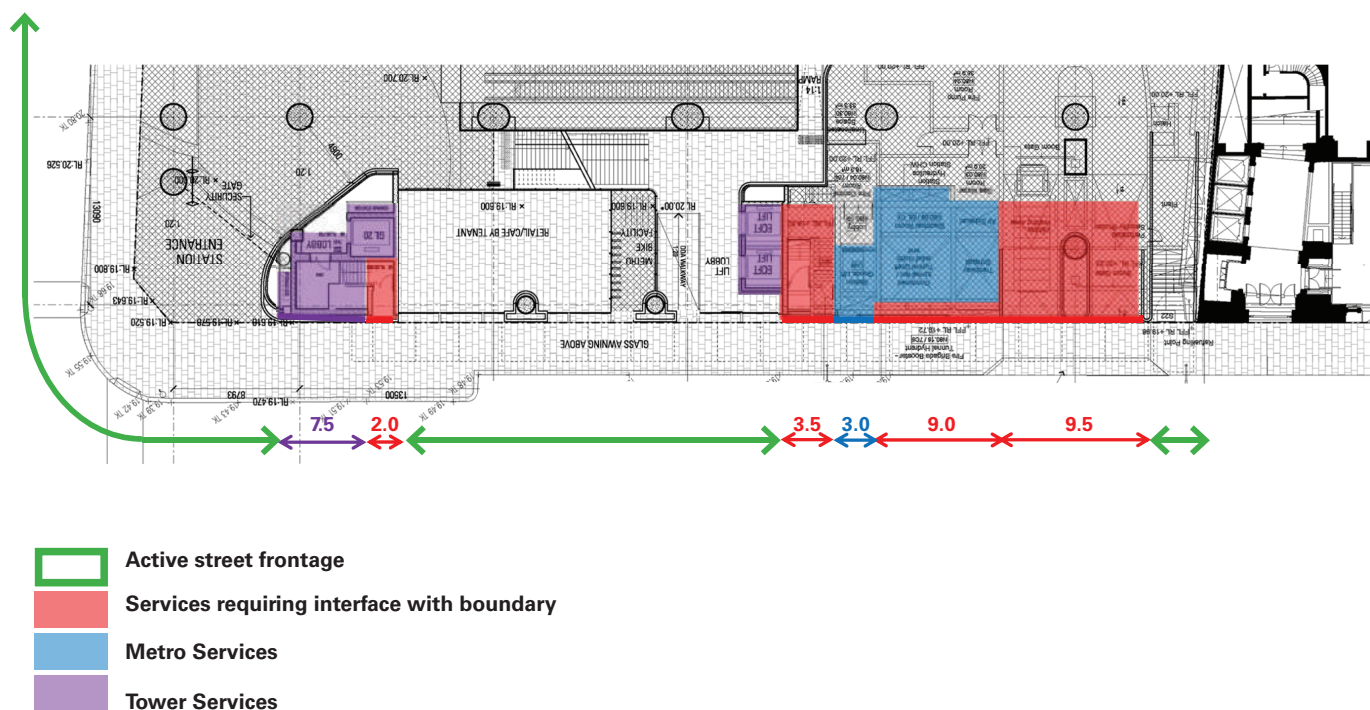


Figure 6. Castlereagh Street - Diagram of active street frontages and consolidated services integrated within granite base





Figure 7. Vertical fins screen services ventilation requirements above the podium stone base



Vertical fins screen  
Metro services

Stone base elements enclose  
services requirements

Figure 8. Elizabeth Street podium base - Services are concealed within granite elements and screened behind vertical fins above



## Podium Facade

### Vertical Fins and Stone Base

The vertical fins commence at 50 Martin Place and terminate in alignment with the last vertical louvre bank. The reducing depth of the fins resolves the tapering alignment between the plot boundary and tower glazing above. (Fig.7).

The expression differs on Elizabeth Street and Castlereagh Street due to differing service requirements, boundary alignment conditions and side core atria / lift core on the western facade. (Fig. 8&9).

The stone walls enclose consolidated services and egress requirements and the openings between the granite walls define entries to the tower, retail and the station. (Fig. 8&9).



Stone base elements enclose  
services requirements

Vertical fins screen  
Metro services

Figure 9. Castlereagh Street podium base - Services are concealed within granite elements and screened behind vertical fins above



“Consider the appropriateness of the proposed signage zones (and the deferral of detailed design of the signs) with respect to:

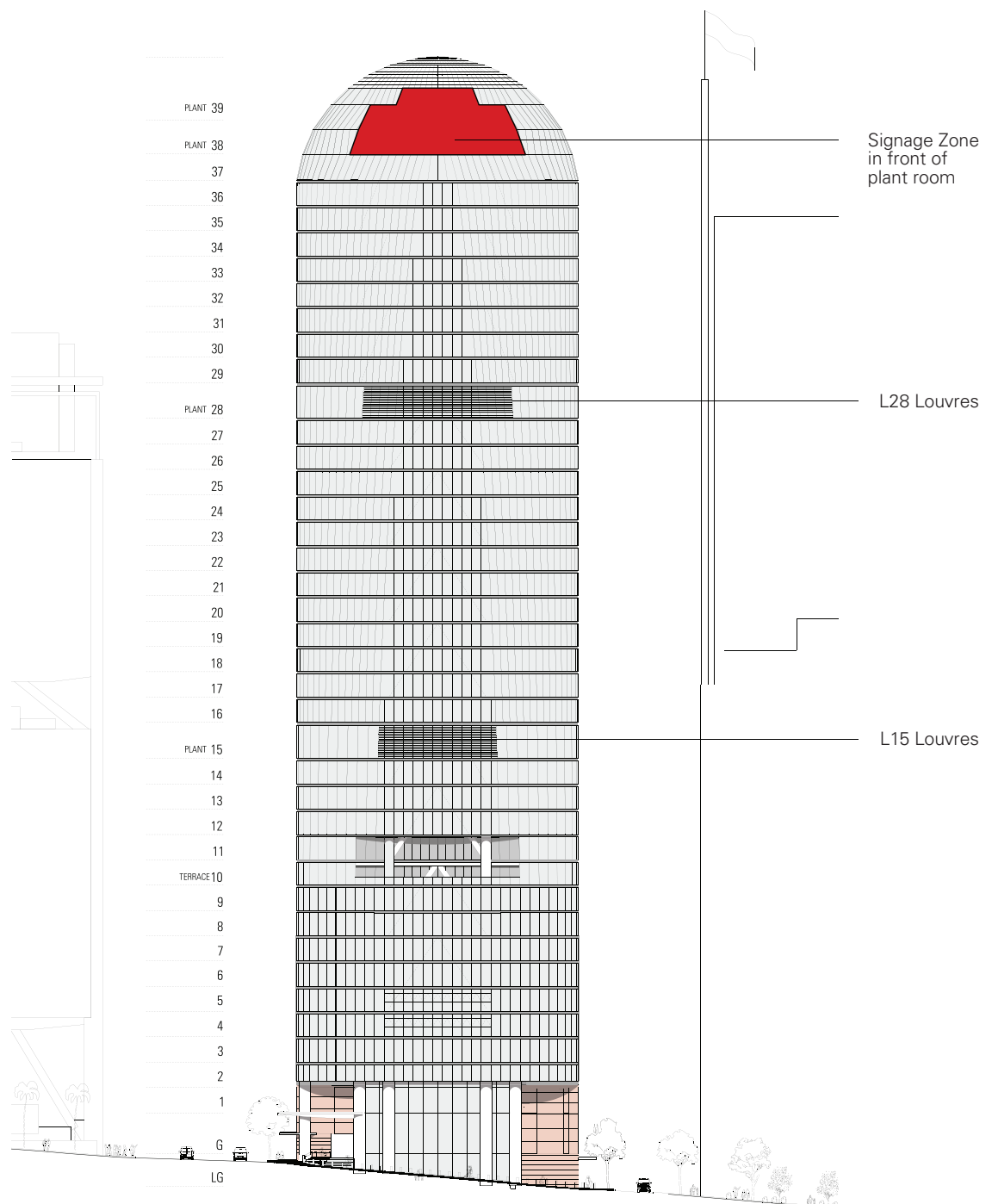
#### North Site

I. Integration of proposed signage zones with the curved facade of the North Tower with faceted panels”

Department of Planning and Environment

4. Signage





**Figure 1. North Facade signage zone**

## Signage

Two zones for building signage have been identified at high level where they are prominent and where they will not impact tenant views.

Building signage will be subject to future development applications.

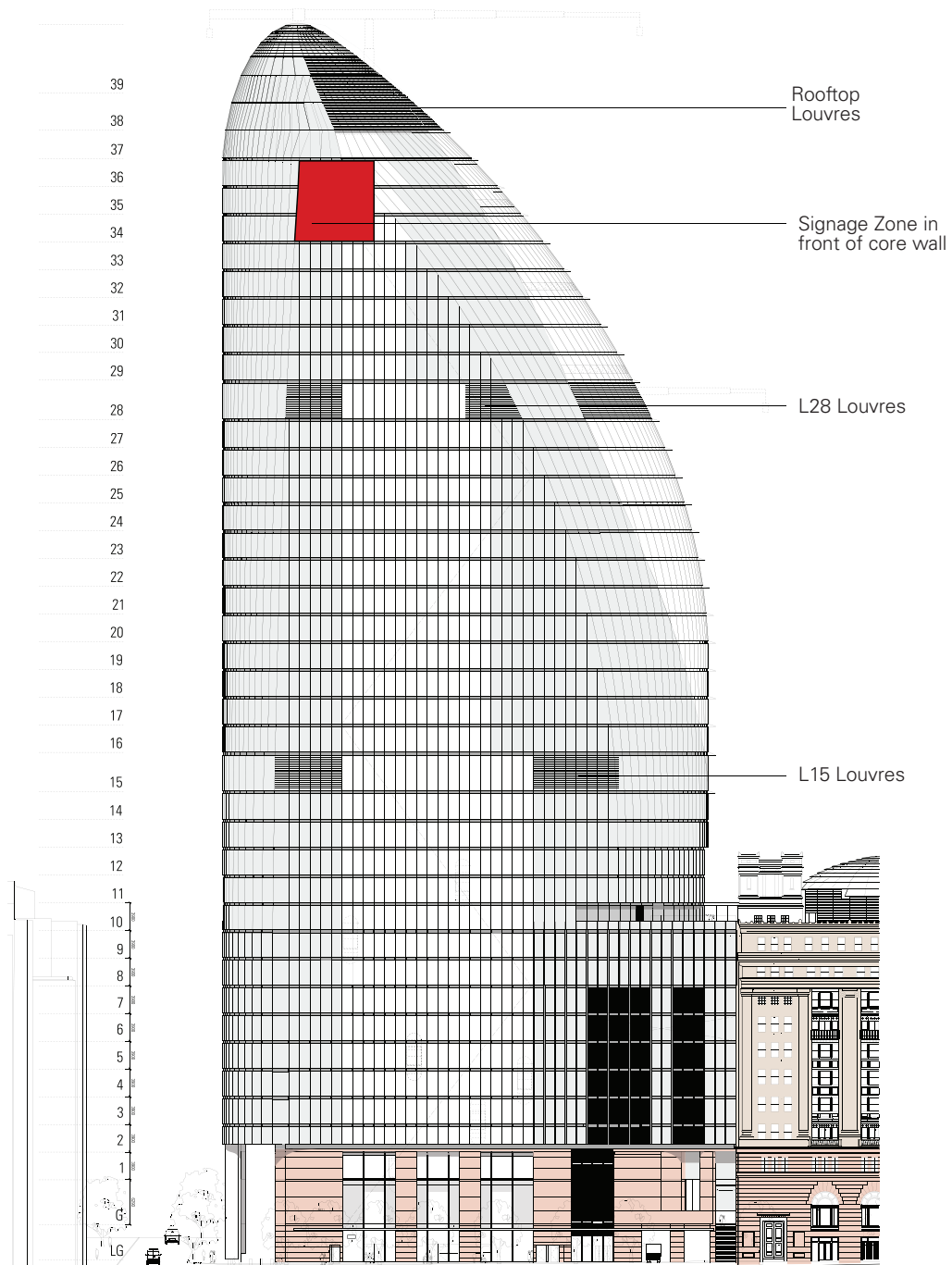


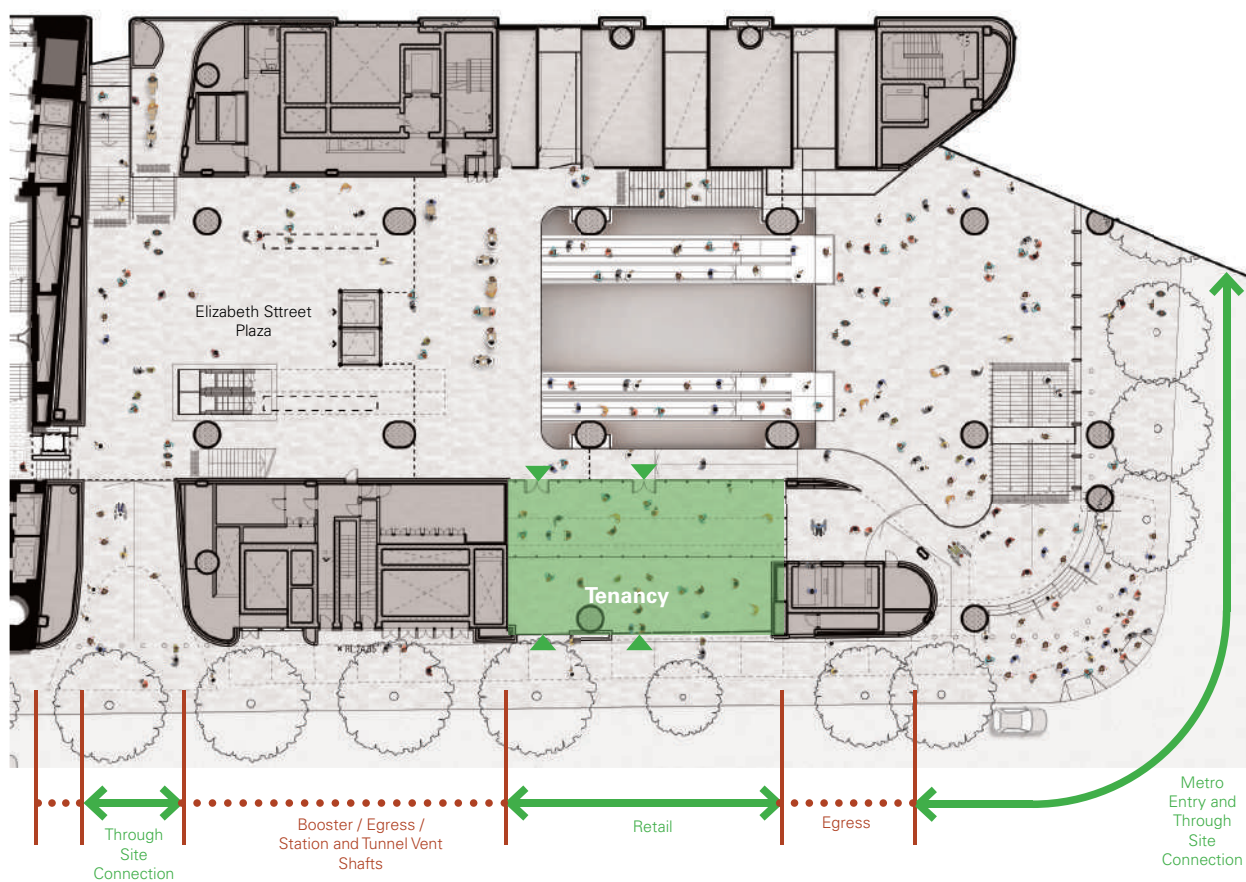
Figure 2. West Facade signage zone

“The Elizabeth Street frontages of both buildings are seriously compromised by services and predominance of steps and ungainly ramps (at the intersections with Martin Place and Hunter Street). The City recommends that the floor levels be reviewed to provide grade entry from Elizabeth Street to station lifts and building lobbies.”

City of Sydney Council  
Public Domain Outcome







**Figure 1. Ground Floor Plan, Elizabeth Street maximises active street frontages**

## Ground Plane

### *Relevant Urban Design Guidelines*

#### *Public Domain*

##### *2.2.5.1*

##### *2.2.11.1*

##### *2.2.4.1*

##### *2.2.5.1*

#### *Public Domain Activation*

##### *2.2.11.1*

### *Engineering and Services Integration*

##### *2.3.23.1*

### **Design Intent Summary**

- + The design of the ground plane maximises street level activation and minimises services at ground level.
- + Ground levels comply with the minimum required standards.
- + Flood and overland flow requirements are integrated into the station entries in a logical manner and pavements are to be regraded and crossfalls improved.
- + Universally accessible points are provided along each street boundary of the site.
- + On grade retail activates the Elizabeth Street ground plane and street frontage.

The design of the ground plane maximises street level activation. An integrated development approach has allowed essential station and tower services, including those requiring street level boundary locations, to be consolidated and minimised at ground level. (Fig.1). A significant retail tenancy is also created on Elizabeth Street. (Fig.1&4)

Ground levels comply with minimum requirements for flood and overland flow and these have been integrated logically into the metro entrances via a manipulation of levels and sensitive introduction of ramps and steps. Universally accessible points are provided along each boundary of the site and on grade retail activates the Elizabeth Street ground plane. (Fig.6&7).

The integrated development allows the consolidation of Metro services with North Tower services resulting in a coordinated approach which minimises intrusion of services into the public domain. With the priority to activate the streets and provide through-site connections, the space available for the large service ducts, fire exits and access lifts is very constrained. (Fig.2&3)

The scheme minimises the impact of Metro services on the public domain. Plant/BOH zones for tower and Metro are consolidated and primarily located below ground to minimise street presence. The scheme locates the 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 in the publically accessible lower levels. (Fig.2&3).

This approach also allows the exhaust outlets to be carefully concealed in the façade design, positioned well above the street. (Fig.5).

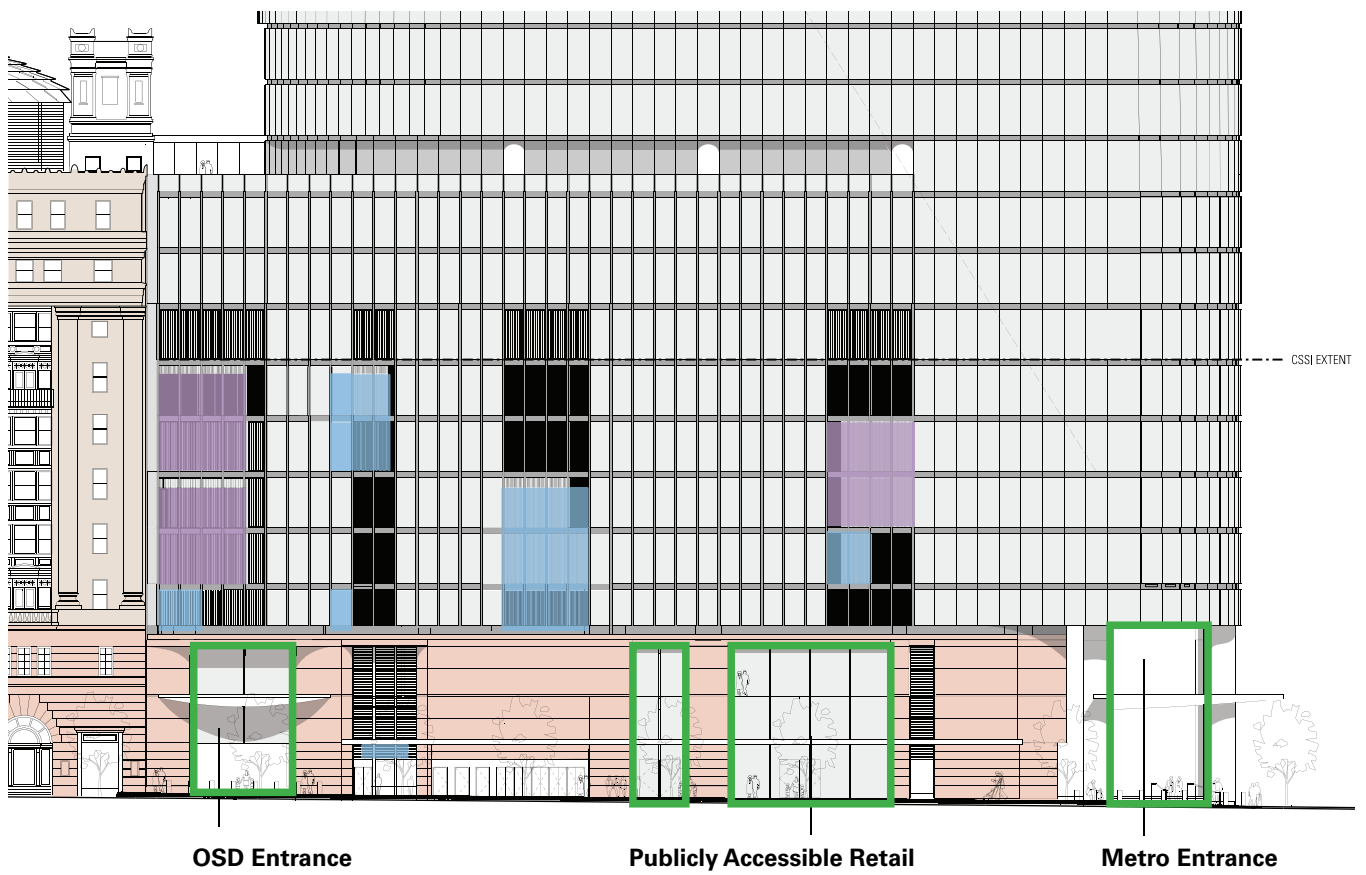


Figure 3. Elizabeth Street - Diagram of active street frontages and vertically stacked ventilation outlets located above granite base

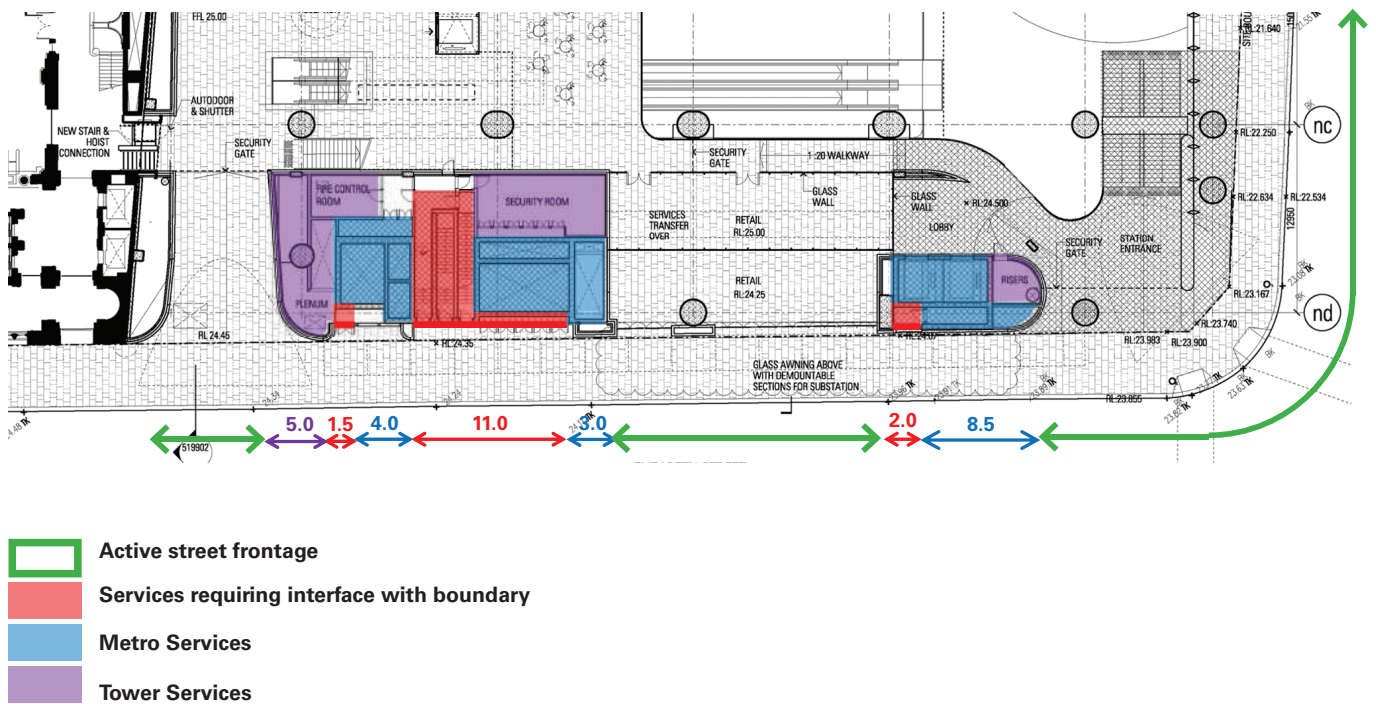


Figure 4. Elizabeth Street - Diagram of active street frontages and consolidated services integrated within granite base





**Figure 4. On grade retail activates the ground plane along Elizabeth Street**

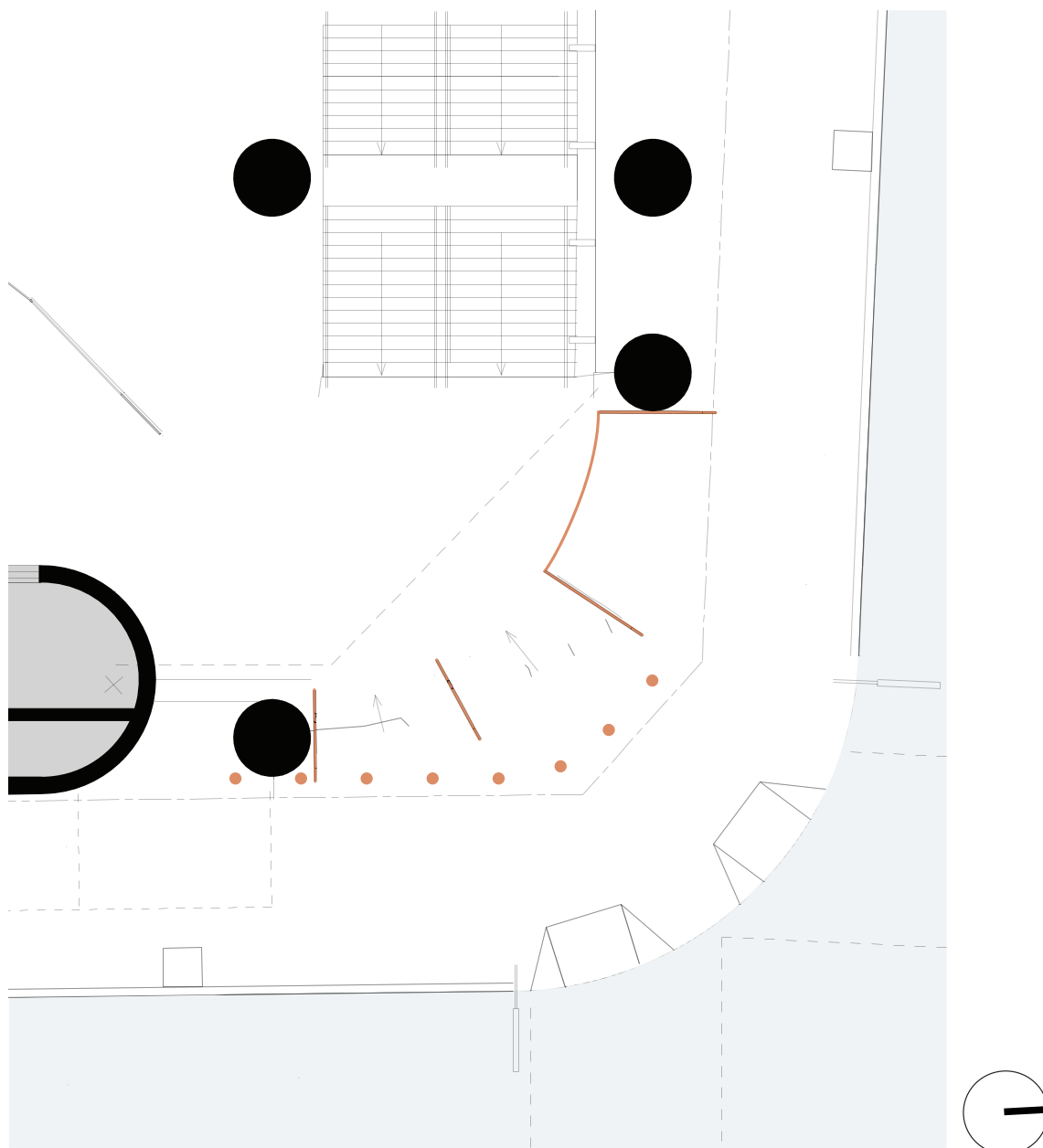


**Figure 5. Elizabeth Street podium base - Services are concealed within granite elements and screened behind vertical fins above**



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.6).



**Figure 6. Plan — Stage 2 SSD DA Elizabeth Street Metro Entrance**

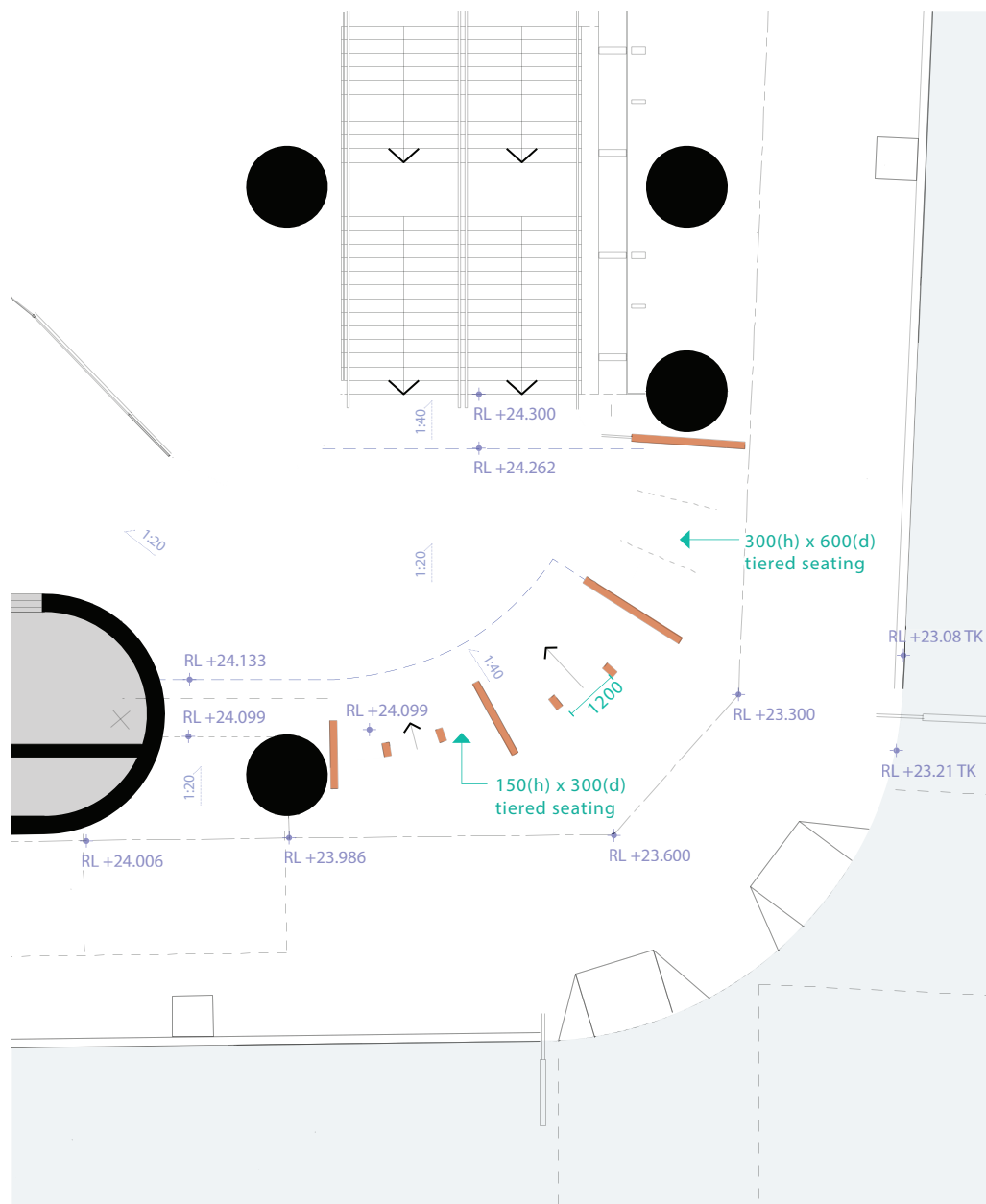
## Public Domain Interface

### 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.7).

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

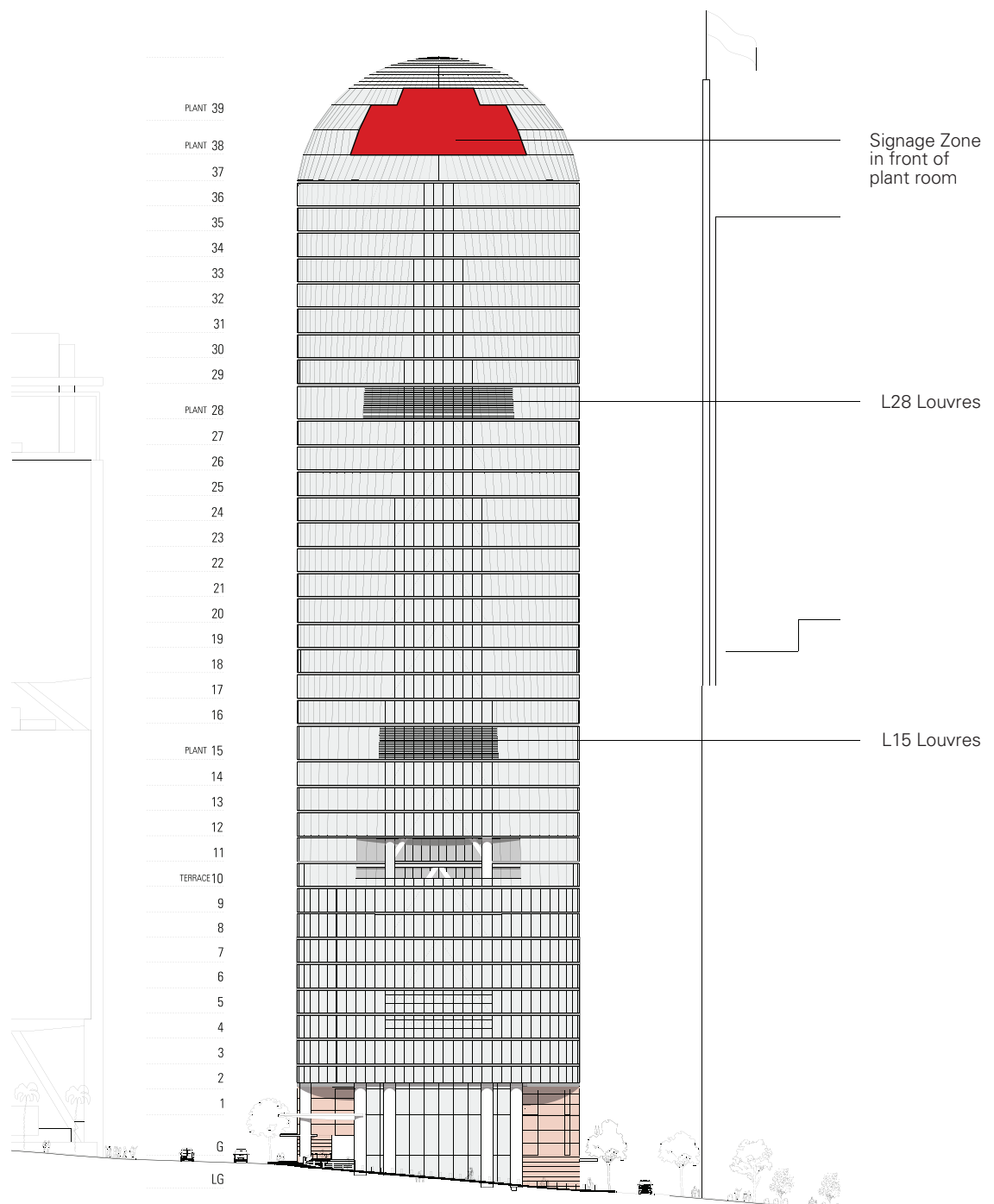


**Figure 7. Plan — Design development strategies Elizabeth Street Metro Entrance**

“Top of building signage zones should be limited to a maximum of two zones in accordance with Sydney Development Control Plan 2012. Sufficient details should be included in this application to ensure integration and compatibility with the architectural design, materials, finishes and colours of the building. The City strongly objects to the approval of the use of more than two top of building signage zones per building.”

City of Sydney Council  
Signage





**Figure 1. North Facade signage zone**