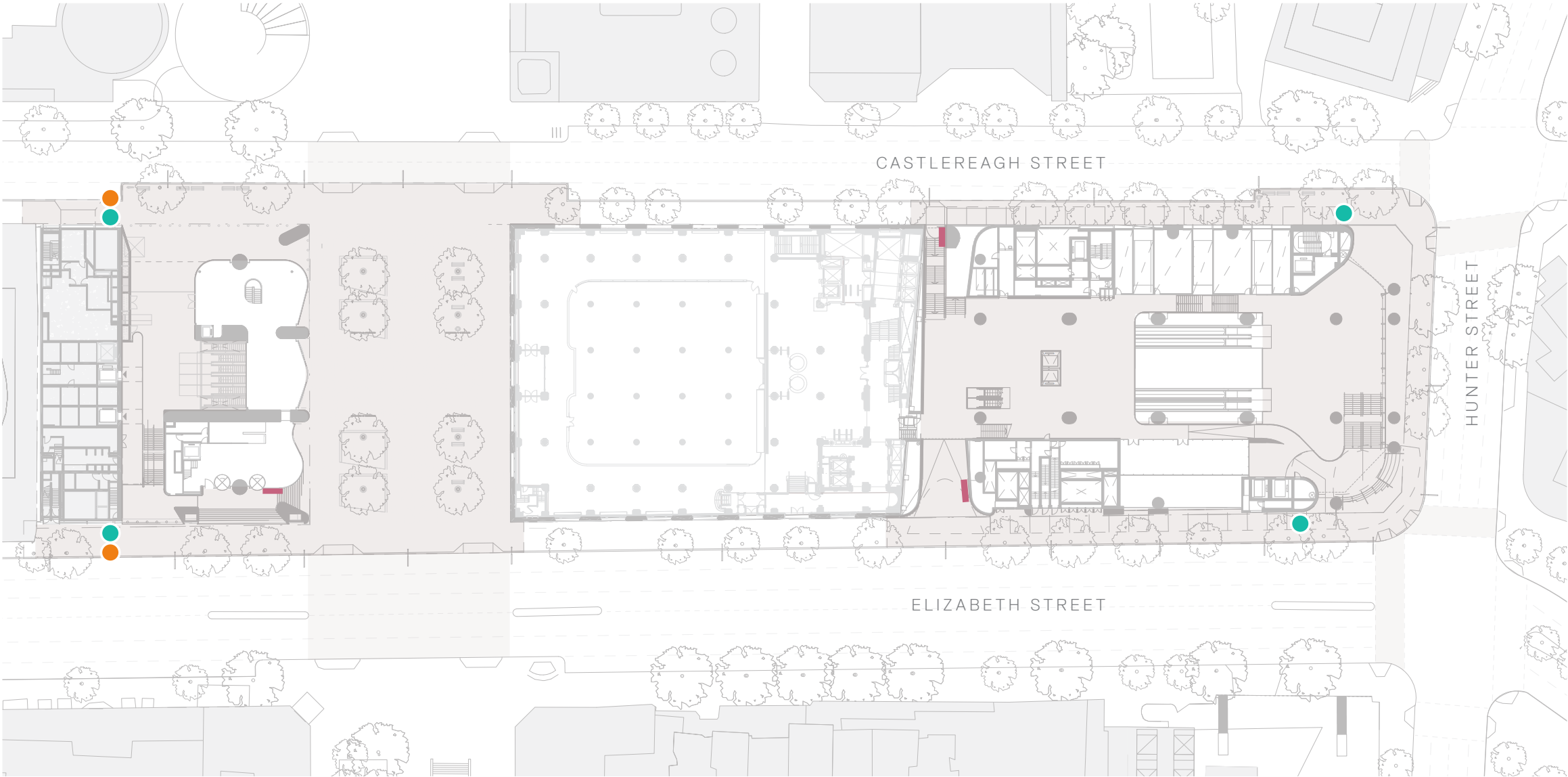


Signage



Indicative Metro
signage locations
Cantilevered perpendicular
to facade



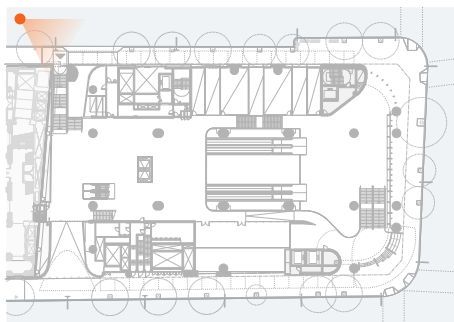
Indicative OSD
signage zone

Note: Signage locations and
types indicative only

Entrance legibility

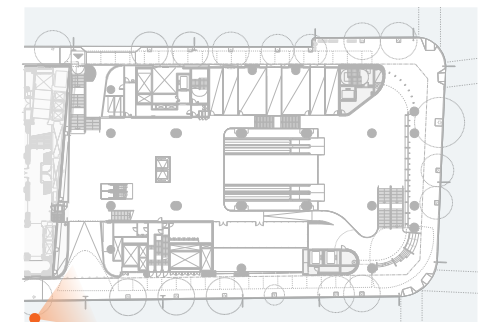
North tower

View north down Castlereagh Street



Note: Signage locations and types indicative only

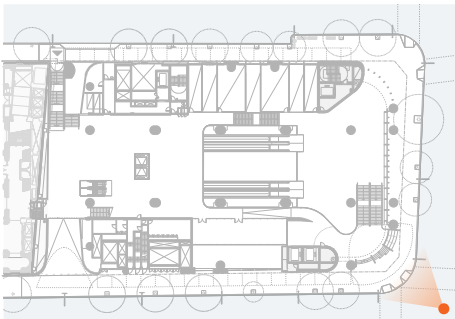
View north down Elizabeth Street



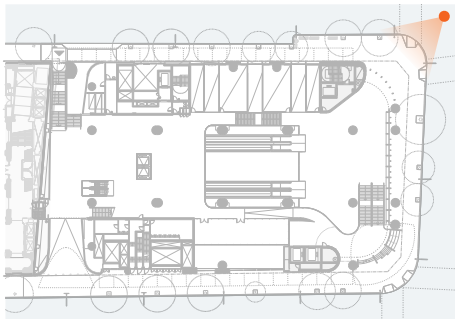
Entrance legibility

North tower

Elizabeth Street station entrance



Castlereagh Street station entrance

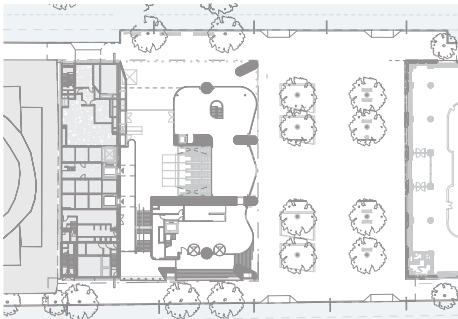


Note: Signage locations and types indicative only

Entrance legibility

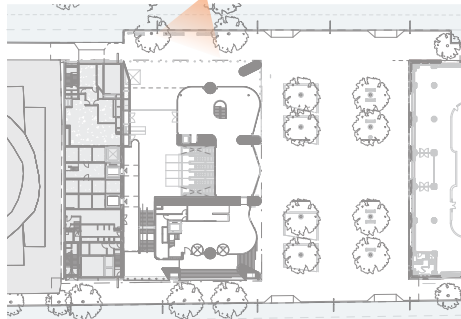
South tower

Elizabeth Street frontage



Note: Signage locations and types indicative only

Castlereagh Street frontage



4 — Definition of spaces

The opportunities to integrate OSD and Metro Station areas provides opportunity for spatial convergence that can accommodate future pedestrian demands and ensure easy and safe interchange for customers and general public. Full coordination with OSD infrastructure above facilitates unique and clear identities to both.

The opportunity to better organise and coordinate street level functions will result in clear legibility of functions and improved urban outcomes.

5 — Definition of spaces

South tower

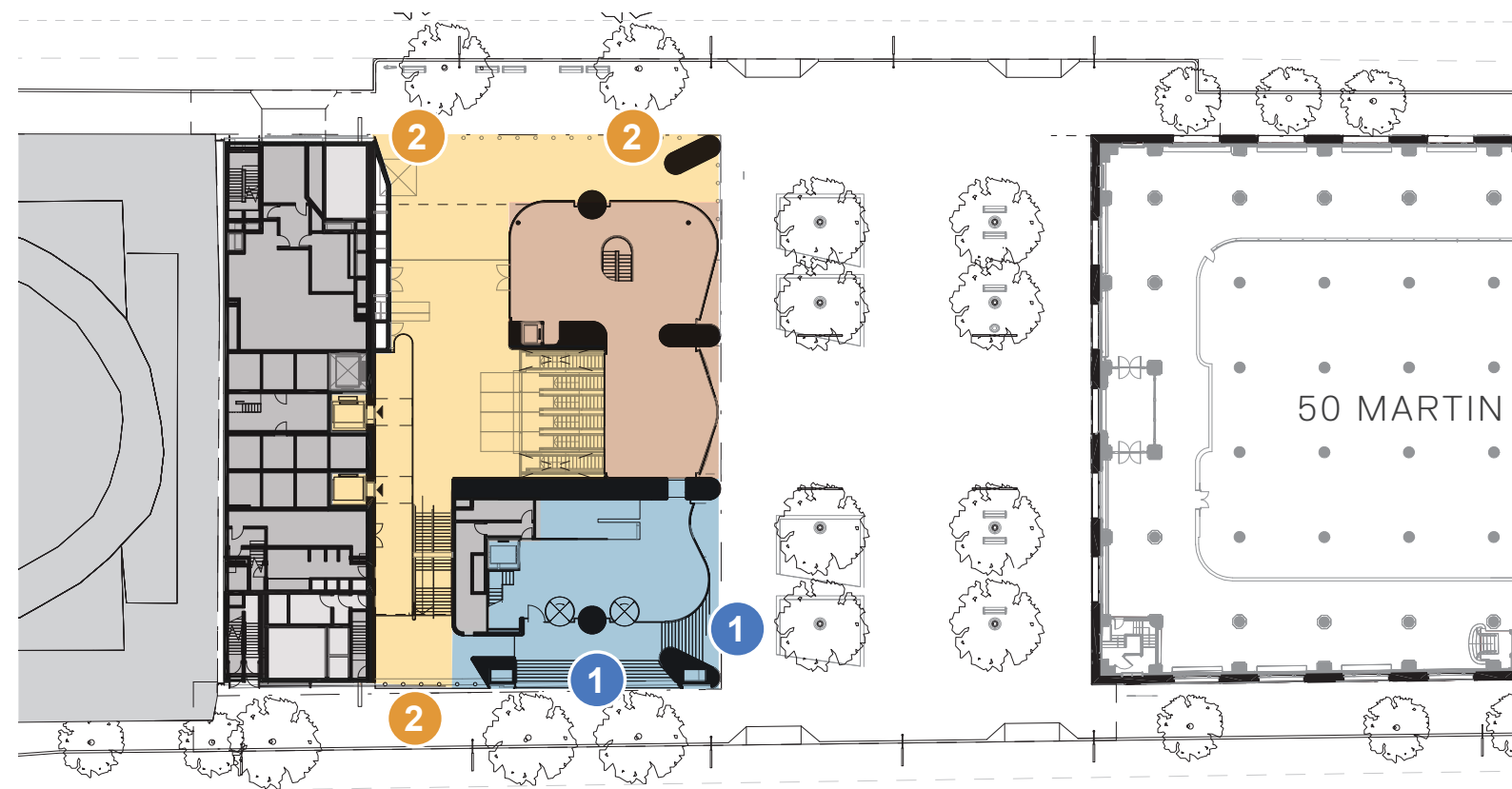
1 The Commercial lobby entrance of the South Tower is set back from the street and is accessed by stairs or ramp on Elizabeth St. The raised access distinguishes the lobby entry from the retail and creates an intermediate threshold condition indicative of the semi-private nature of the commercial lobby. The Elizabeth Street lobby entry steps are framed by architectural columns. The framing of the entrance serves to elevate the status of the commercial entrance and separate it from the station entry. The revolving doors are typical of commercial lobbies, serving an important role in managing pedestrian flow but also serving as indicator that this is a different entry from the retail.

2 The Metro entrance on Elizabeth St is distinguished from the Commercial lobby entrance though open level access as a continuation of Elizabeth St, providing an unobstructed and inviting entrance.

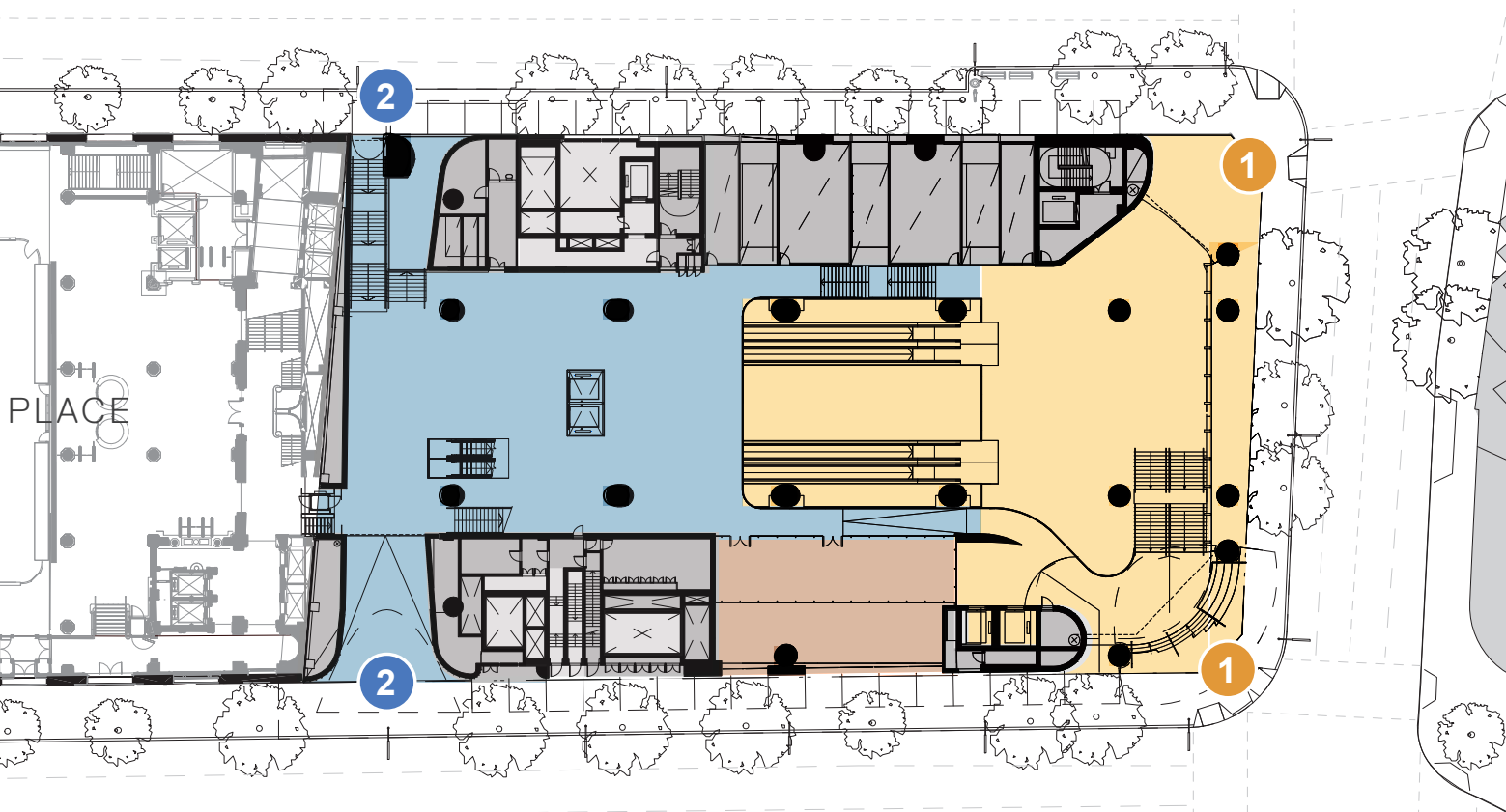
The visual link though to the station entry on Castlereagh St below provides a daylight connection and communicates an inclusive public space which draws people through the building on the ground plane.

The Metro entries are located on the corners of the city blocks are scaled to meet both the passenger demands and the specific urban context. The Metro entry on the East is smaller than the metro entry on the west and is sized according to pedestrian modelling. Passive surveillance from the retail areas and the bridge lift access as well as well-lit spaces, high-quality aesthetics and improved pedestrian connections will all contribute to an improved environmental amenity.

Refer to the Stage II DA RtS South Tower Architecture Design Report for more information.



North site Elizabeth Street street frontage (Image: Tzannes)



North tower

The North Tower design maximises public domain activation and permeability across the site as part of a precinct wide strategy with the South Tower. This is achieved by maximising the building's openness and connections to surrounding public spaces of Chifley Square and Richard Johnson Square. It also promotes an interesting convergence of OSD and Metro activities within a shared volume, while providing separate entrances and pedestrian pathways for each.

- Public circulation
- Commercial
- Retail

- 1** 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.

- 2** 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.

Refer to the Stage II DA RtS North Tower Architecture Design Report for more information.



North site Elizabeth Street street frontage (Image: JPW)

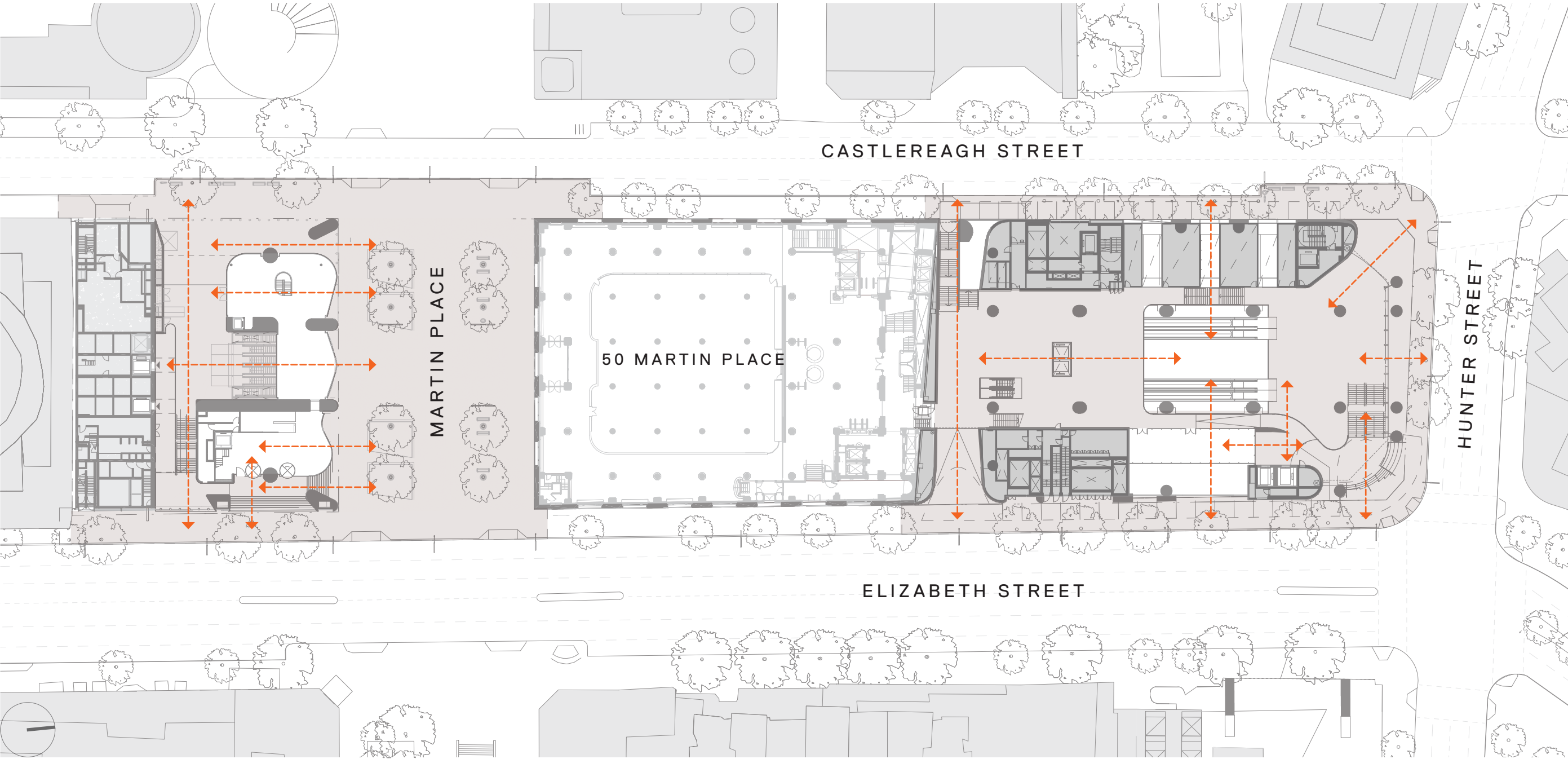
5 — Sightlines

Pedestrian flows are intuitive and improved by generous public space in and around Metro Station entries. Significant flow paths and entrances are deliberately uncluttered to allow customers to make quick decisions on exit and entry.

The Metro entries are located on the corners of the city blocks to respond to pedestrian desire lines and are scaled to meet both the passenger demands of the Station and the specific urban context.

Passive surveillance from the retail spaces and publicly accessible areas as well as well-lit spaces, high-quality aesthetics and improved pedestrian connections will all contribute to an improved environmental amenity.

Key sightlines



6 — Pedestrian Experience of Site links/connections