

Podium

Hunter Street

Relevant Urban Design Guidelines

Built Form

2.3.4.1

Podium streetwalls

2.3.12.4

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. (Fig.14).

The proposed scheme references key characteristics and datums of 8 Chifley and Deutsche Bank Place towers to the east. 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. (Fig.13). This suspension of the tower above ground level defines the Metro entry and opens up views and light access down to the Metro spaces below while also making North Tower Metro entrances legible to the public. (Fig.15).



Figure 15. Hunter Street “reverse podium” suspension of tower above ground plane



Figure 16. Precedent - Typical Tower Facade
20 Martin Place
20% Glazing reflectivity

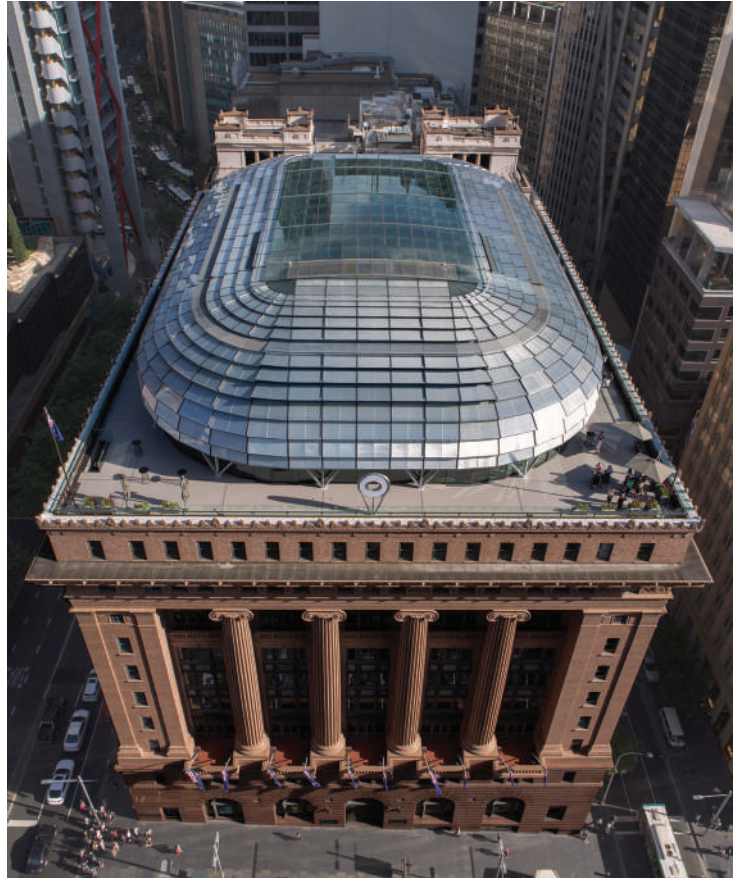


Figure 17. Precedent - Podium Base and Typical Tower Facade
50 Martin Place
Masonry base and faceted, curved glazed form

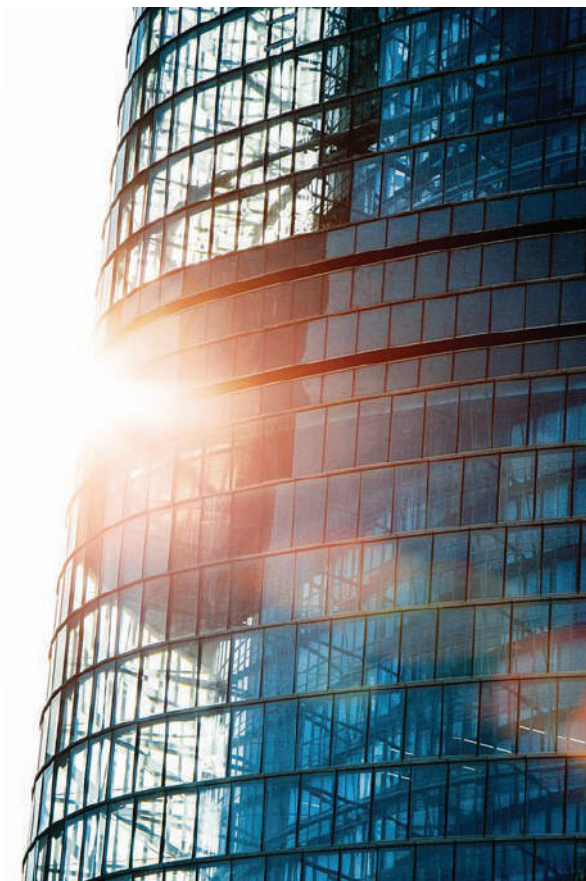


Figure 18. Precedent - Southern Lens and Western Lift Core
Shanghai Tower

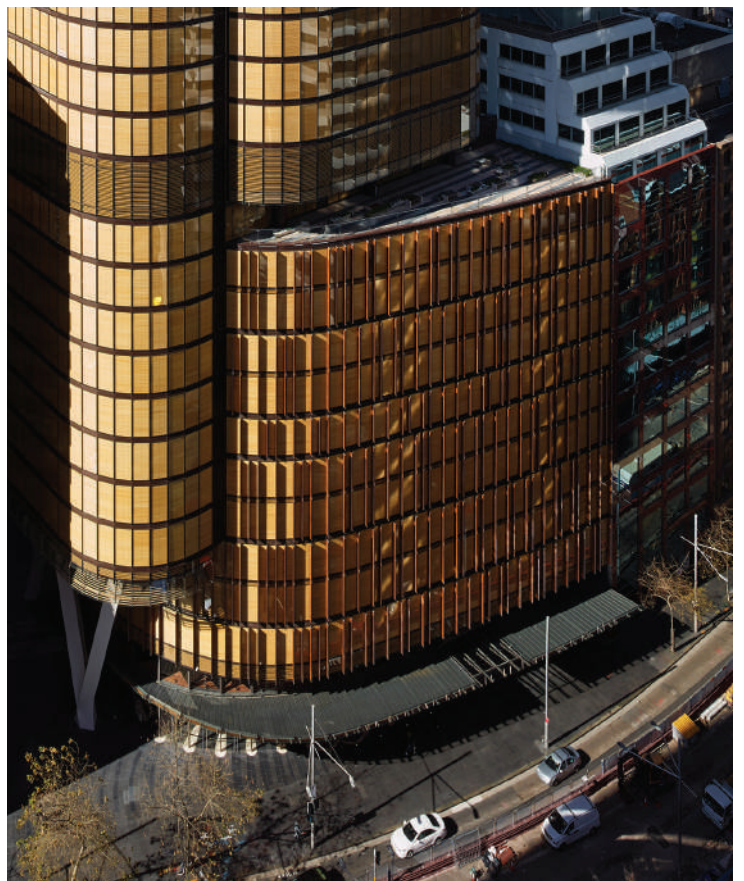


Figure 19. Precedent - Street Wall Fins
200 George Street
Podium bronze coloured metal fins

Materiality

Relevant Urban Design
Guidelines

Materiality

2.3.15.4

Design Intent Summary

- + Granite street wall base and bronze fins of the North Tower podium extend the character of the 50 Martin Place masonry facade by referencing key horizontal and vertical alignments and complementary materials.

The North Tower materiality and architectural character respond to its specific local surroundings and broader context in the city skyline.(Fig.20). Consistent and complementary materials relate to 50 Martin Place. The South Tower is also consistent and creates an integrated composition across the precinct. (Fig.4). There are four key materials:

Typical Tower Facade

The primary, curved glazed tower facade consists of 20% reflective glazing and bronze coloured metal framing details which respond directly to the materiality of the 50 Martin Place glazed dome.

Southern Lens and Western Lift Core

Highly transparent glazing emphasising views and daylight.

Street Wall Fins

Vertical aluminium fins transition into the pilaster columns of the Elizabeth Street and Castlereagh Street elevations of 50 Martin Place. A warm metallic finish will harmonise with the warmer hues of the terracotta tiling in the 50 Martin Place facade.

Base

The monumental granite walls and select bronze anodised framing of the North Tower base will match the granite and bronze framing of the 50 Martin Place base demonstrating respect for the heritage significance of 50 Martin Place through the use of complementary and contemporary materiality.

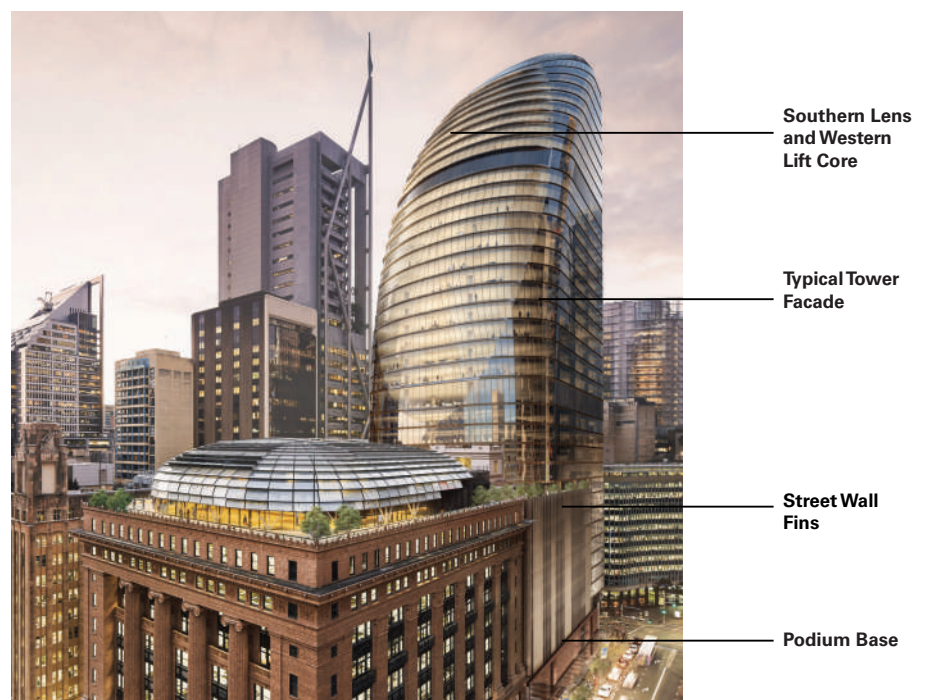


Figure 20. The four key materials of the North Tower respond to local context and city skyline

“IV. Submit a revised response to demonstrate consistency between the detailed design proposals and the Consolidated Design Guidelines adopted with the Stage 1 Concept Approval (SSD 8351), including:

- a) specify how the detailed design proposals respond to the guidelines (and remove any reference to future detailed design applications)
- b) provide appropriate reasons why a guideline is identified as not applicable to the applications.”

Department of Planning and Environment

"I. Prepare and submit a wayfinding strategy for the over station development in response to advice from DRP and GANSW. The strategy shall be complementary to any wayfinding strategy and station design precinct plan for the Metro Station and shall include:

a) project responses to DRP advice on the design (size and width) of through site links with respect to pedestrian legibility, permeability, safety and capacity

b) definition of publicly accessible areas of the over station development and demonstration that the design of these areas including the through site links will achieve equitable access

c) illustrations of the pedestrian experience along the through site links such as perspectives or sketches."

Department of Planning and Environment

2. Activation and integration with Metro Station

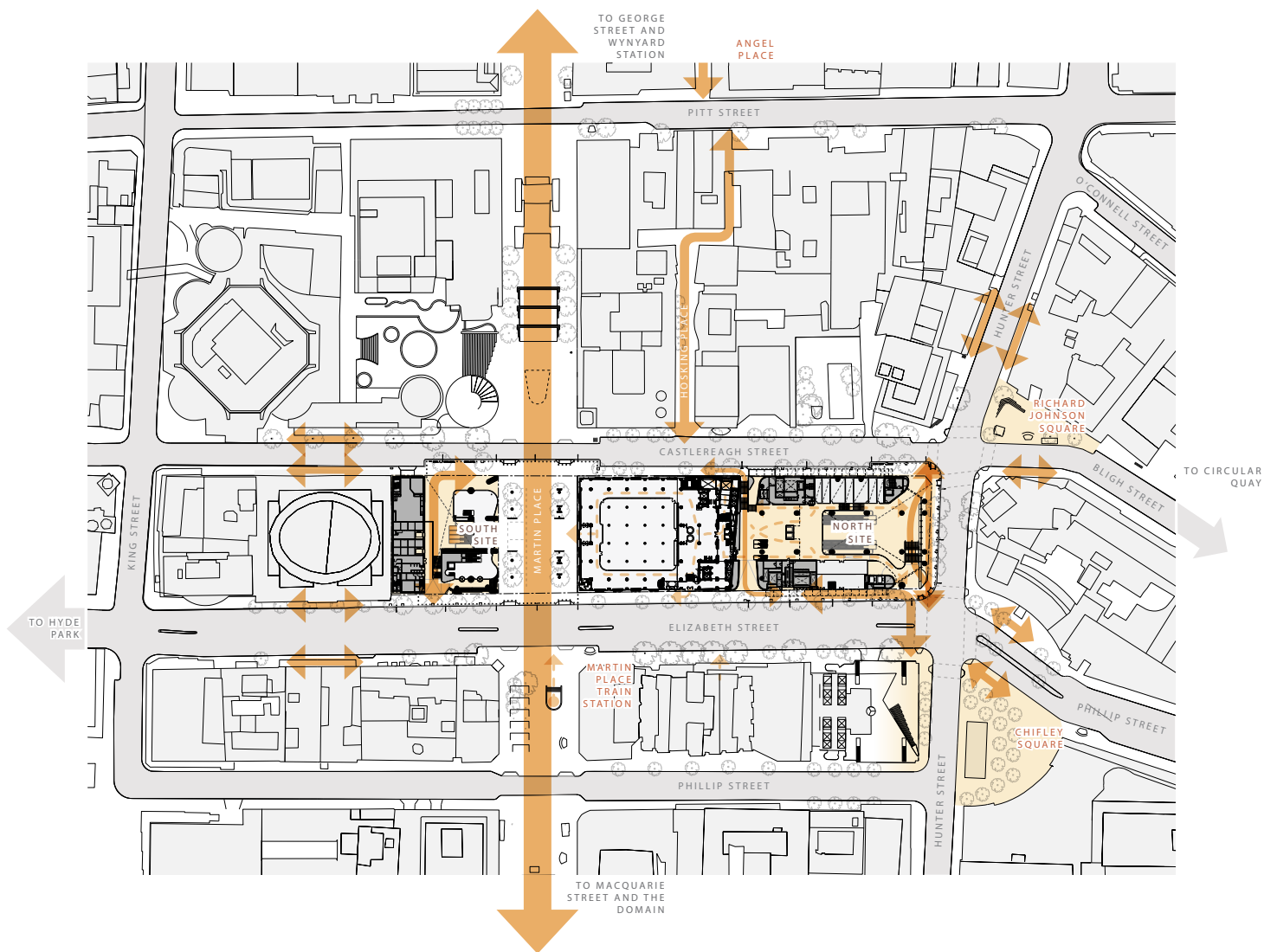


Figure 1. Precinct - wide plan of pedestrian connections by Grimshaw

Network of Pedestrian Connections

Relevant Urban Design Guidelines

Ensure universal access in the precinct.

2.1.5.1

Station Entries

2.1.12.1

Public Domain

2.2.5.1

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 Street.. The mid-block connection provides access along the southern end of the site connecting to the elevated OSD reception and lift lobby. The two Metro entrances along Hunter St provide a universally accessible through site link along the northern end of the site.

The North Tower design maximises public domain activation and permeability across the site as part of a precinct wide strategy. This is achieved by maximising the building's openness and connections to surrounding public spaces of Chifley Square and Richard Johnson Square. (Fig.1). It also promotes an interesting convergence of OSD and Metro activities within a shared volume, while providing distinct entrances and pedestrian pathways for both Metro station and commercial tower.

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.

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 by way of lift access adjacent to Hunter Street which is currently non-compliant due to the naturally steep gradient of the street. (Fig.1).

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. This initiative provides an intuitive arrival address for Macquarie's new and existing buildings, particularly given the proposed opening in the northern facade of 50 Martin Place creating an accessible link between 50 Martin Place and the North Tower. (Fig.2&3).

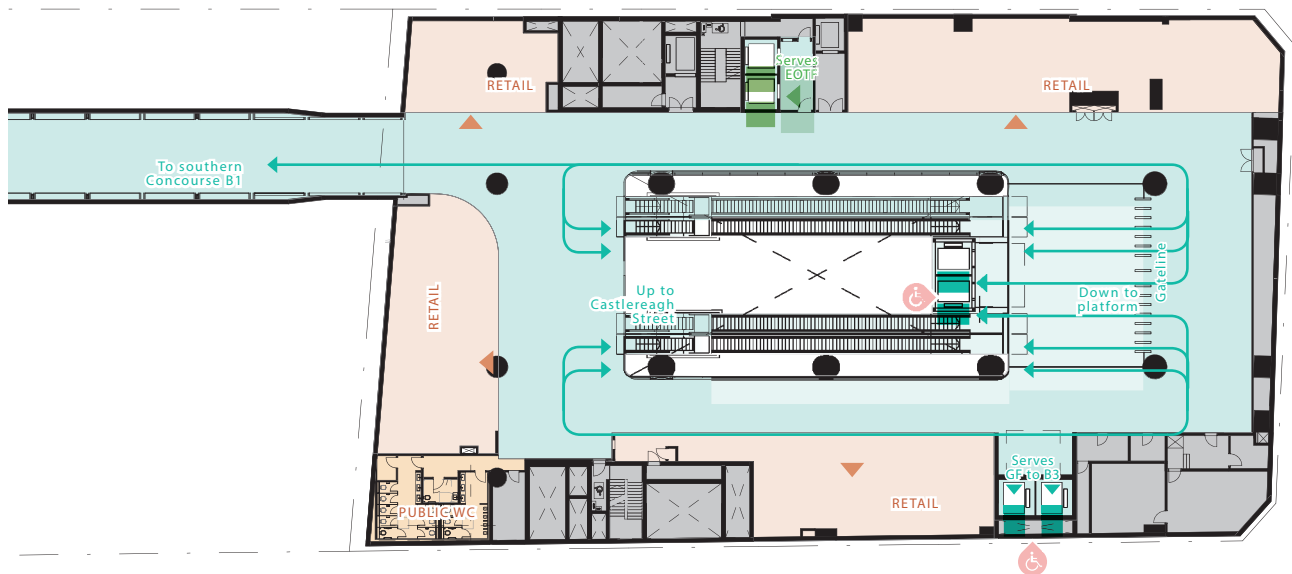


Figure 2. B3 Floor Plan - Concourse by Grimshaw

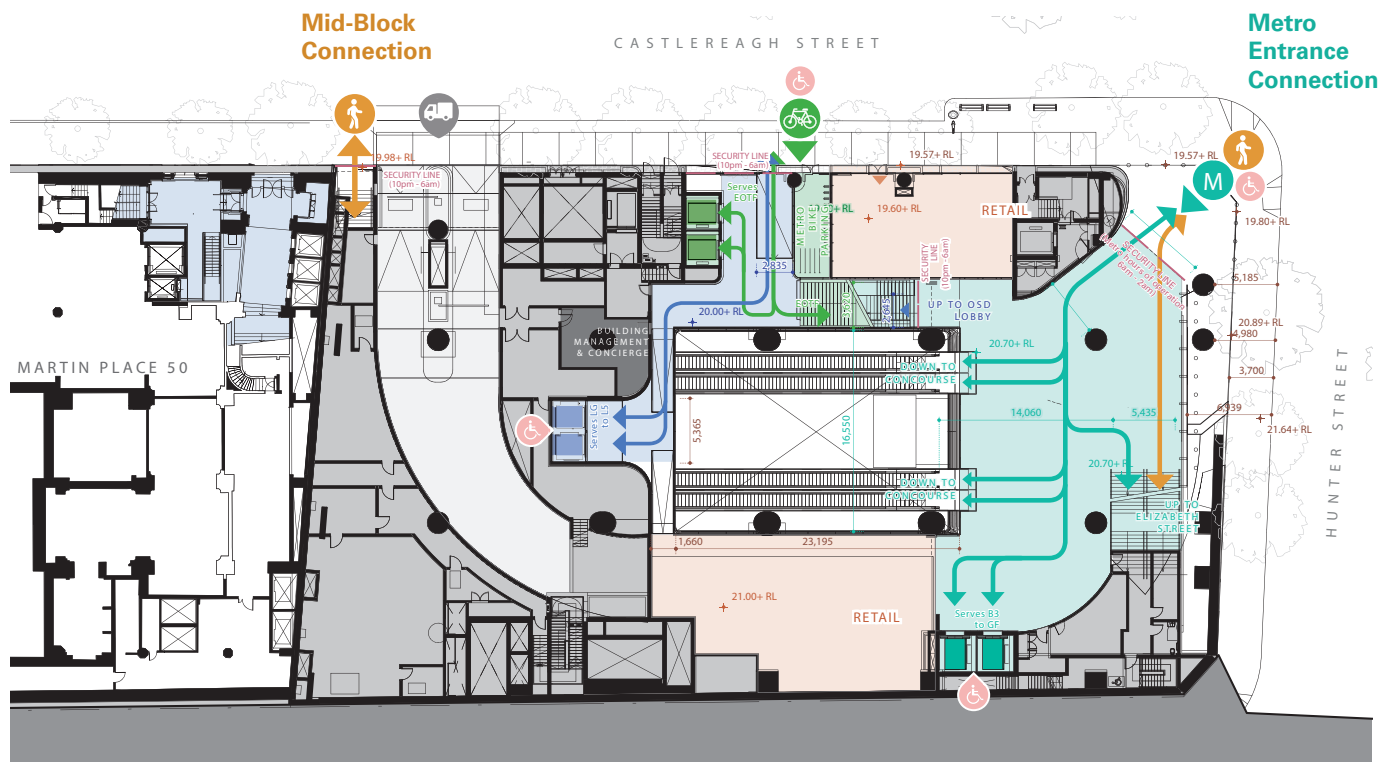


Figure 3. Lower Ground Floor Plan - Castlereagh Street by Grimshaw

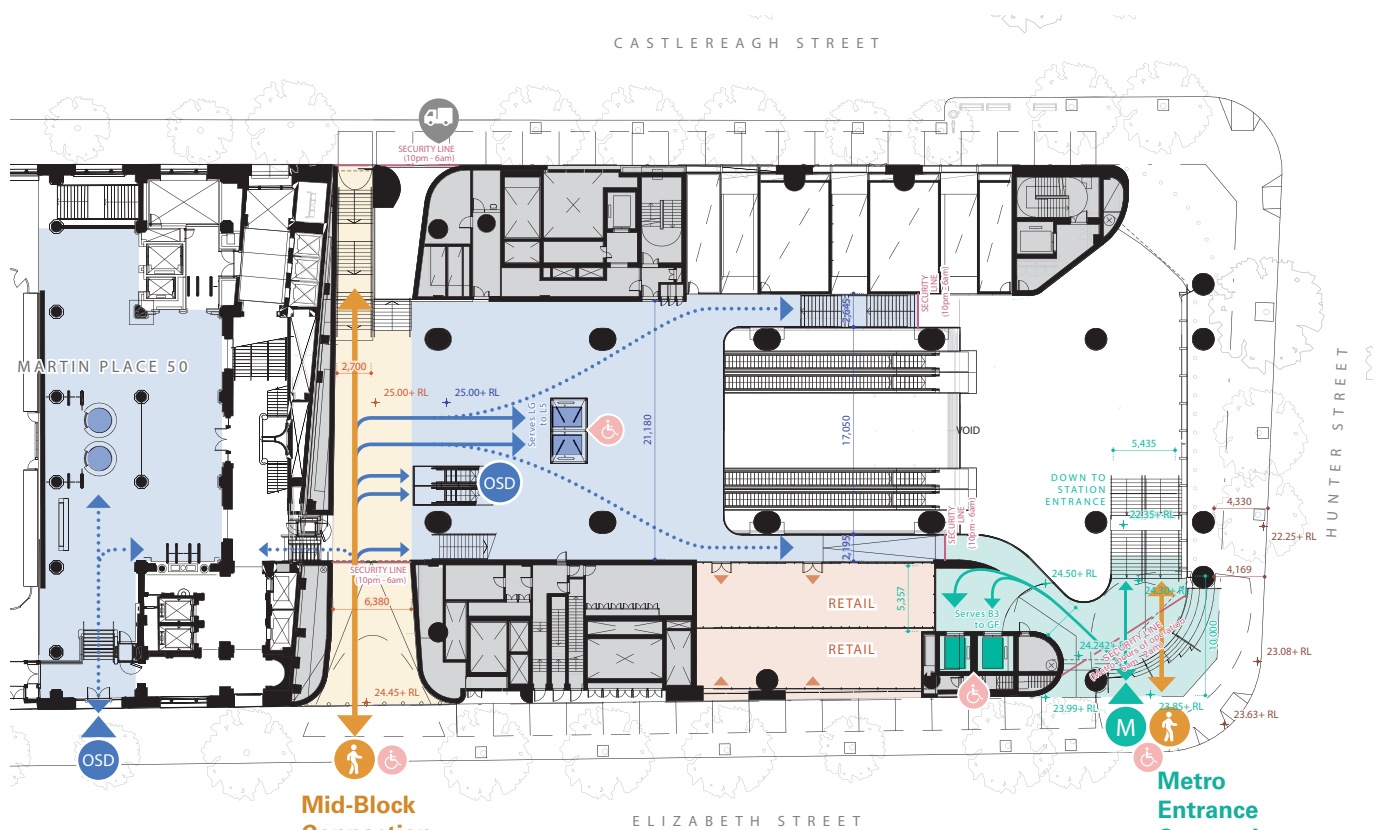


Figure 4. Ground Floor Plan - Elizabeth Street by Grimshaw

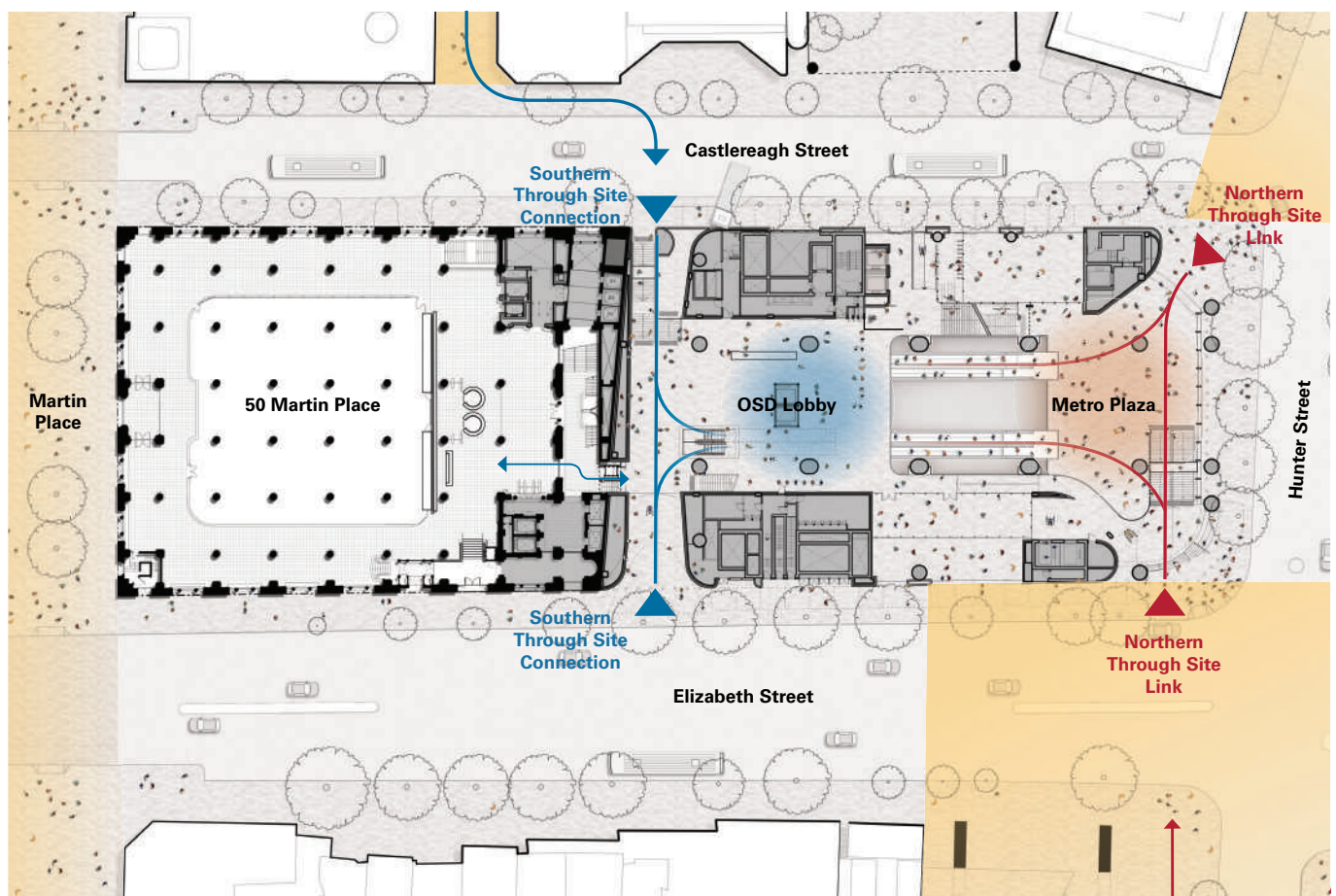


Figure 5. Plan showing two new east-west connections between Elizabeth Street and Castlereagh Street

Through Site Connections

Relevant Urban Design Guidelines

Transport led 24 hour precinct

2.1.15

Design Intent Summary

- + The design provides two new east-west connections between Elizabeth Street and Castlereagh Street.
- + The two Metro entrances along Hunter St provide a universally accessible through site link along the northern end of the site.
- + The mid-block connection provides access along the southern end of the site connecting to the elevated OSD reception and lift lobby.

Northern Through Site Link - Metro Entrances

A public universally accessible, fully covered 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 accessible to both the general public and Metro customers during Metro hours of operation. (Fig.6&7).

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. (Fig.5).

As the primary entrance into the Metro, this connection leads into a generous entrance hall which intuitively leads pedestrians to their destinations. This entrance has been carefully considered given the Metro requirements for safety and customer amenity.

The “reverse” podium arrangement on Hunter Street allows views and daylight penetration down to the Metro platform levels.

Refer to Fig.10-13 for illustrations.

Southern Through Site Connection - OSD Lobby Entrances

An active, fully covered through site connection between Elizabeth Street and Castlereagh Street is located between the North Tower and 50 Martin Place, providing access to the OSD lobby and creating a public mid-block connection adjacent to 50 Martin Place. (Fig.8&9).

The primary entrance is on Elizabeth Street and is adjacent to the existing 50 Martin Place entrance and headquarters of the Macquarie organisation. This provides the main access to the commercial tower and an intuitive arrival address for Macquarie’s new and existing buildings. (Fig.5).

An elevated OSD reception and lift lobby on Level 1 allows for the suspension of the lift pits above the ground plane along Castlereagh Street which further extends the openness and activation of the ground plane.

Refer to Fig.14-17 for illustrations.

Northern Through Site Connection

Metro Entrances



Figure 6. Elizabeth Street Metro entrance indicative view

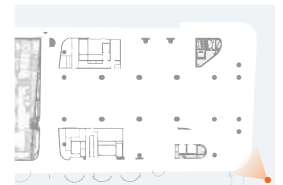
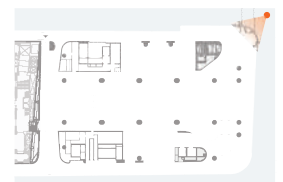


Figure 7. Castlereagh Street Metro entrance indicative view



Disclaimer

Signage locations and types
indicative only

Southern Through Site Connection OSD Lobby Entrances



Figure 8. Elizabeth Street OSD entrance indicative view

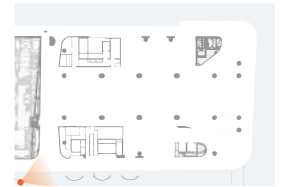
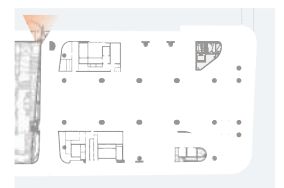


Figure 9. Castlereagh Street OSD entrance indicative view



Pedestrian Experience

Metro Entrances



Figure 10. Metro through site connection, looking south from Hunter Street

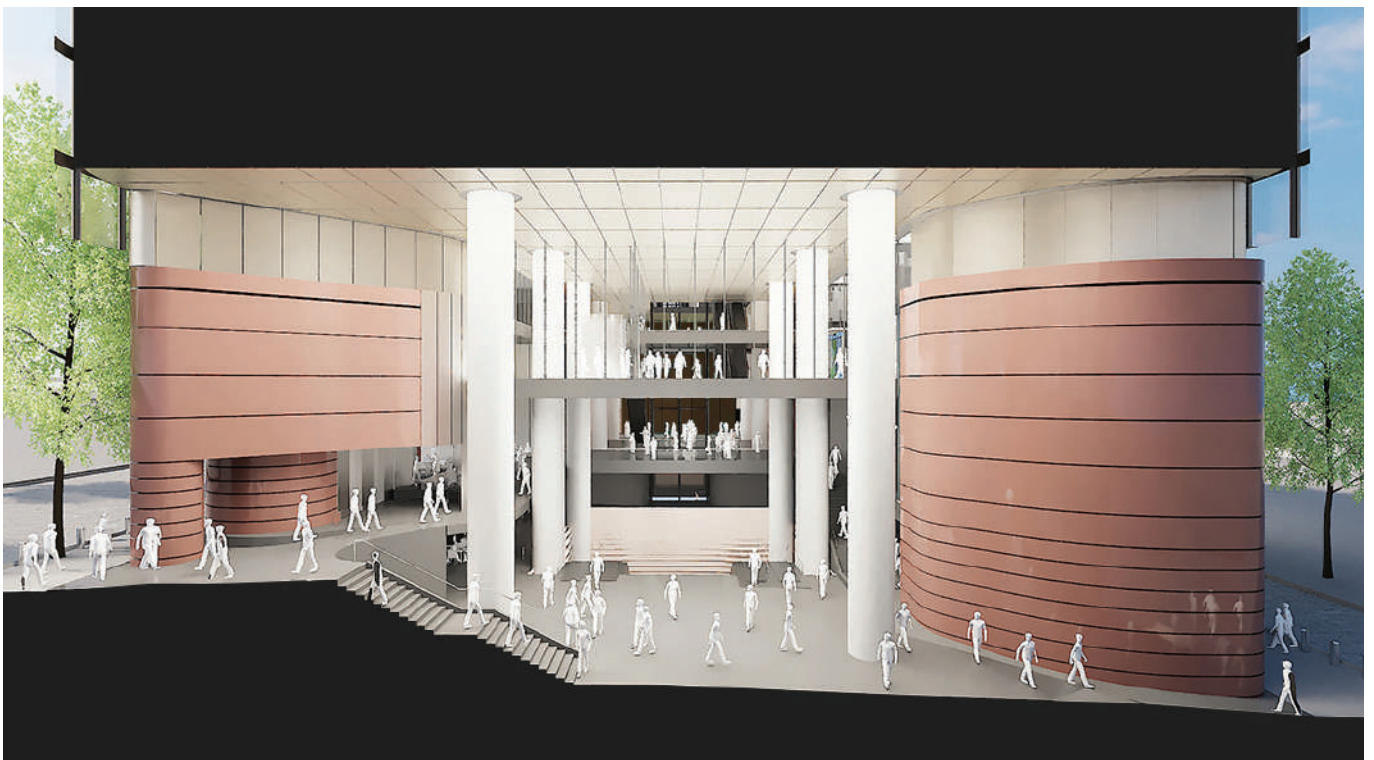


Figure 11. Metro through site connection, looking south



Figure 12. Metro through site connection, looking east



Figure 13. Metro through site connection, looking west

Pedestrian Experience

OSD Lobby Entrances



Figure 14. Elizabeth Street OSD Lobby Through Site Connection, entrance

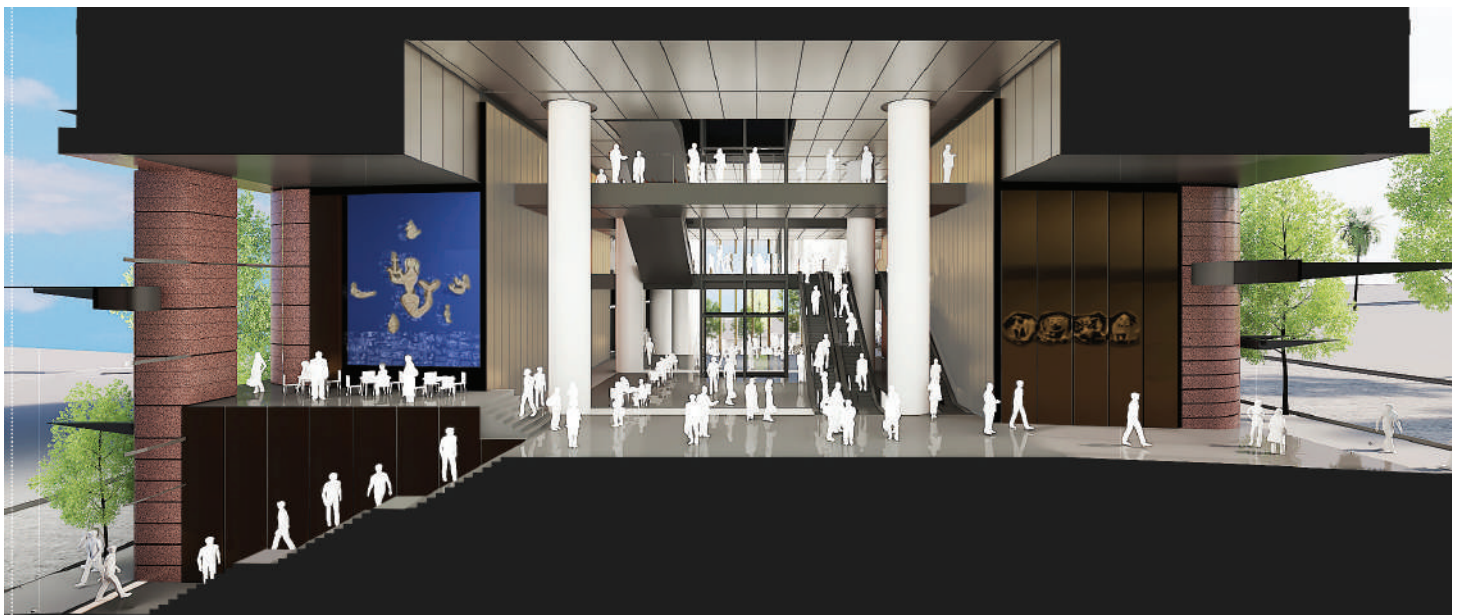


Figure 15. OSD Lobby Through Site Connection, looking north



Figure 16. Castlereagh Street OSD Lobby Through Site Connection, entrance

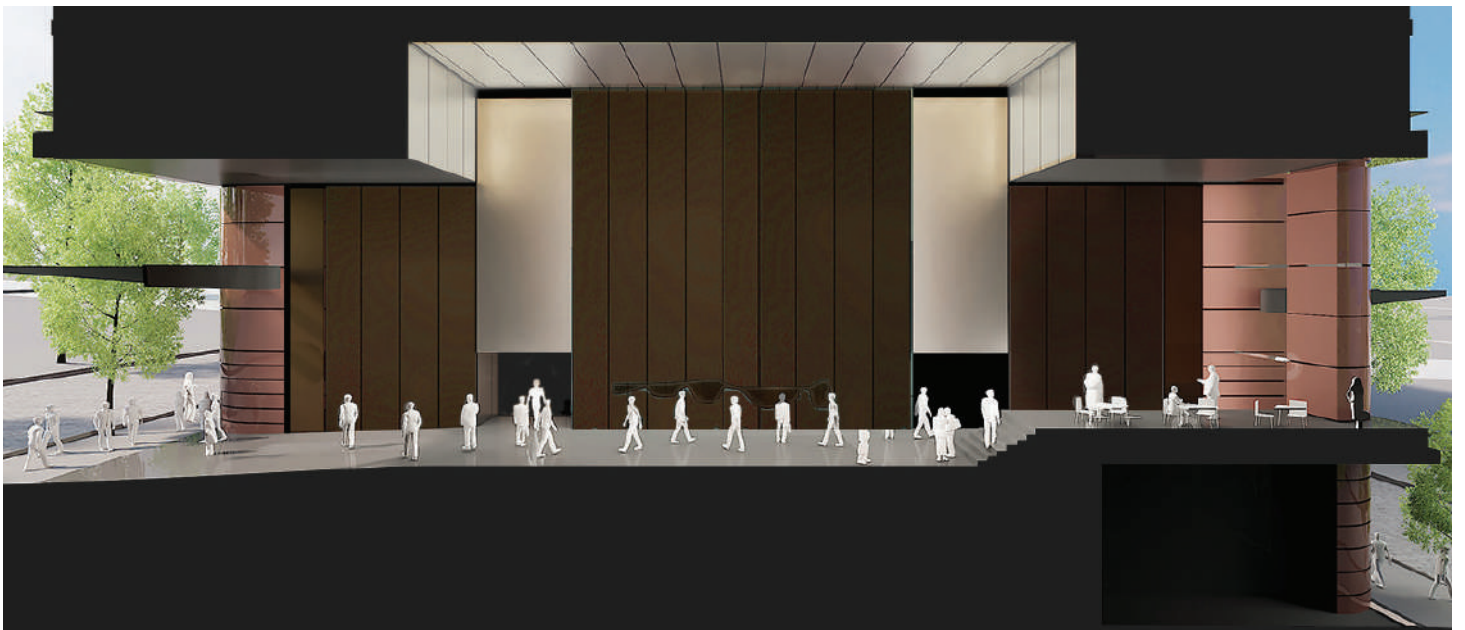


Figure 17. OSD Lobby Through Site Connection, looking south

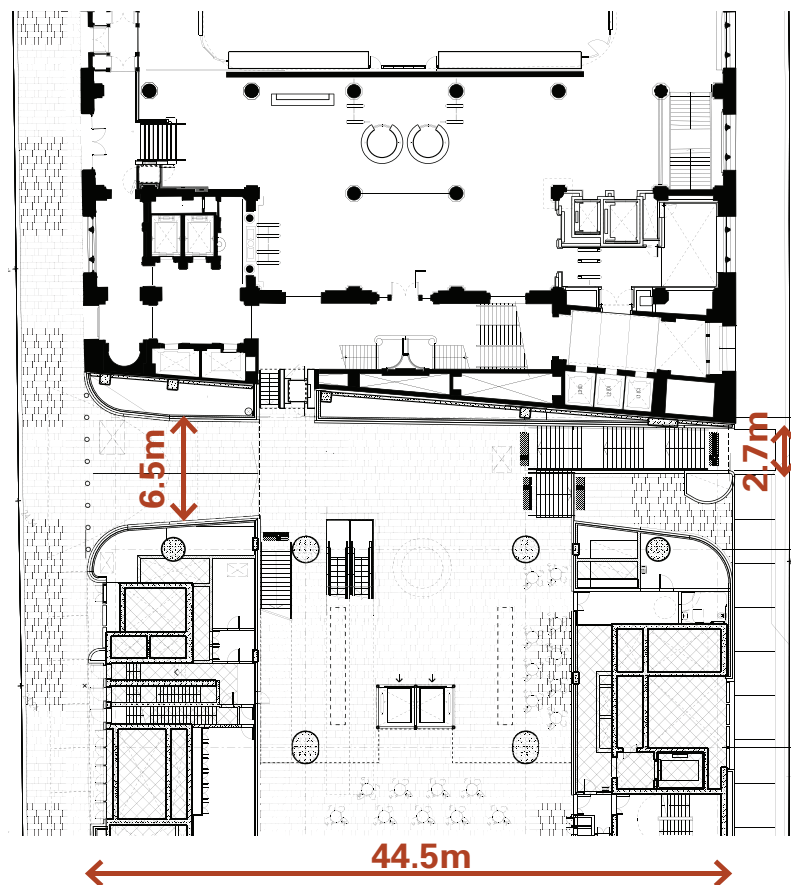
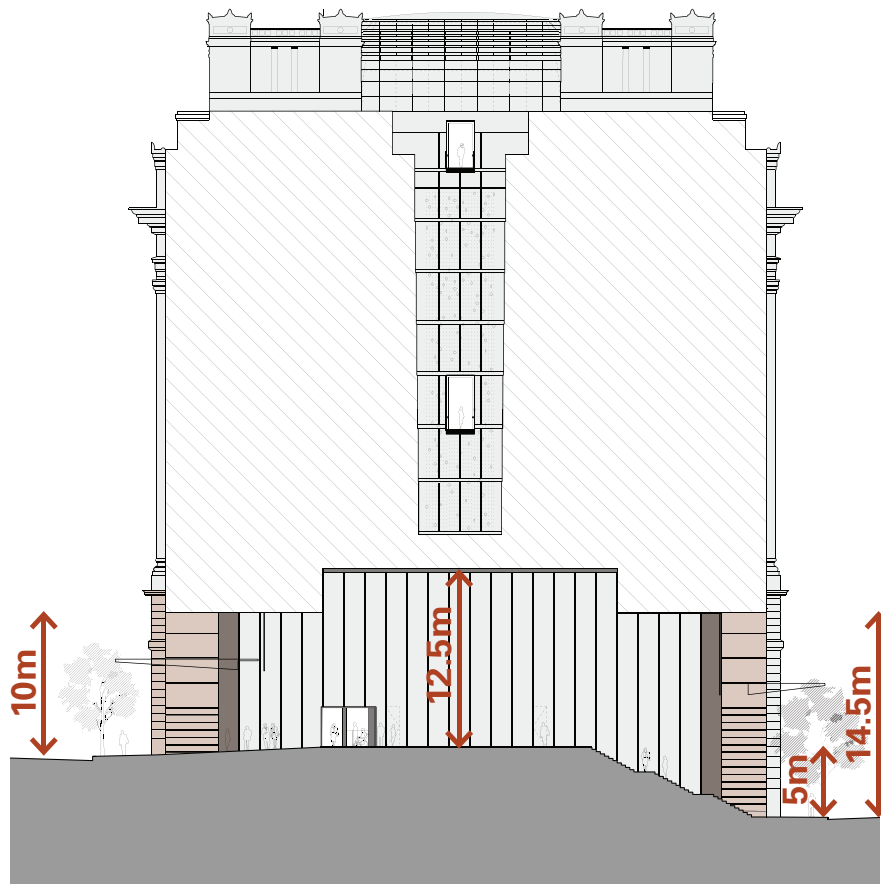


Figure 18. North Tower OSD Through Site Connection Plan and Section with key dimensions

Disclaimer

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

Comparative Through Connections

North Tower

A comparative analysis of through site connections of similar scale to the North Tower OSD connection, is provided in the following pages.

The examples of 161 Clarence Street by Koichi Takada Architects and Barrack Place by Architectus, are successful, recently completed public laneway spaces in the Sydney CBD and are comparable in scale and proportion to the North Tower though site connection. They also connect to two streets of similar scale and are naturally ventilated spaces.

The connections are analysed in terms of key dimensions and quality of internal and external spaces to demonstrate comparable pedestrian experiences.



Figure 19. Through Site Connection entrance - Elizabeth Street



Figure 20. Through Site Connection entrance - Castlereagh Street

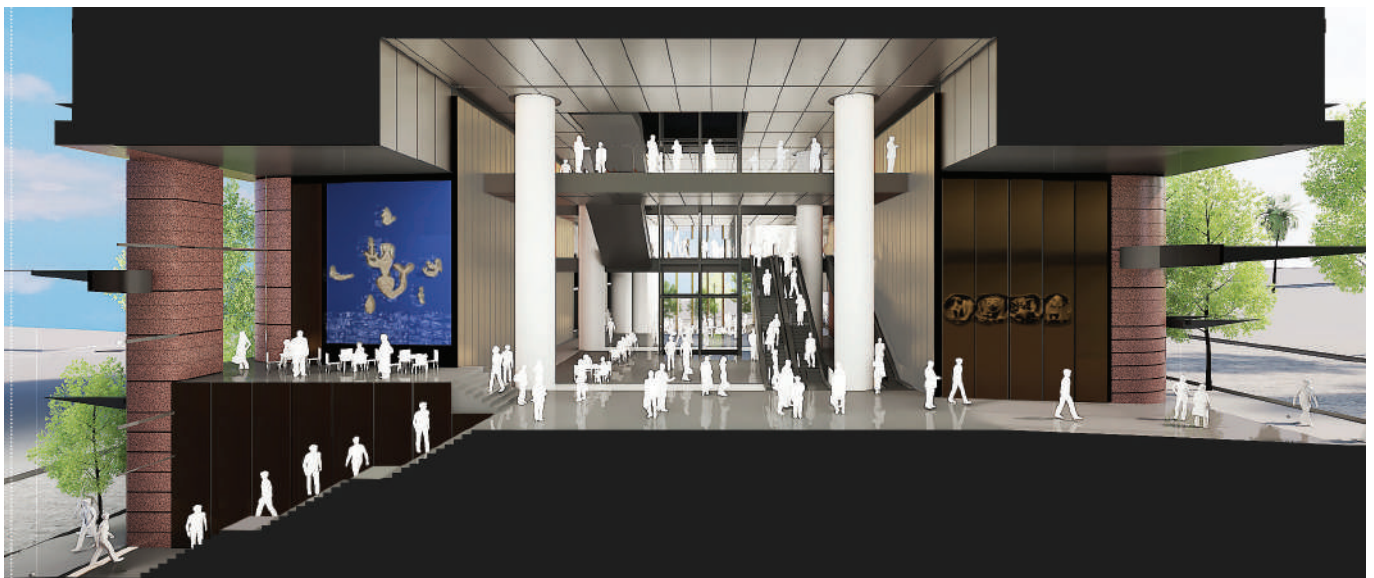


Figure 21. Through Site Connection view looking north into OSD Lobby