

GRIMSHAW

Design Integration Diagrams

Sydney Metro
Martin Place Station (SMMPS)

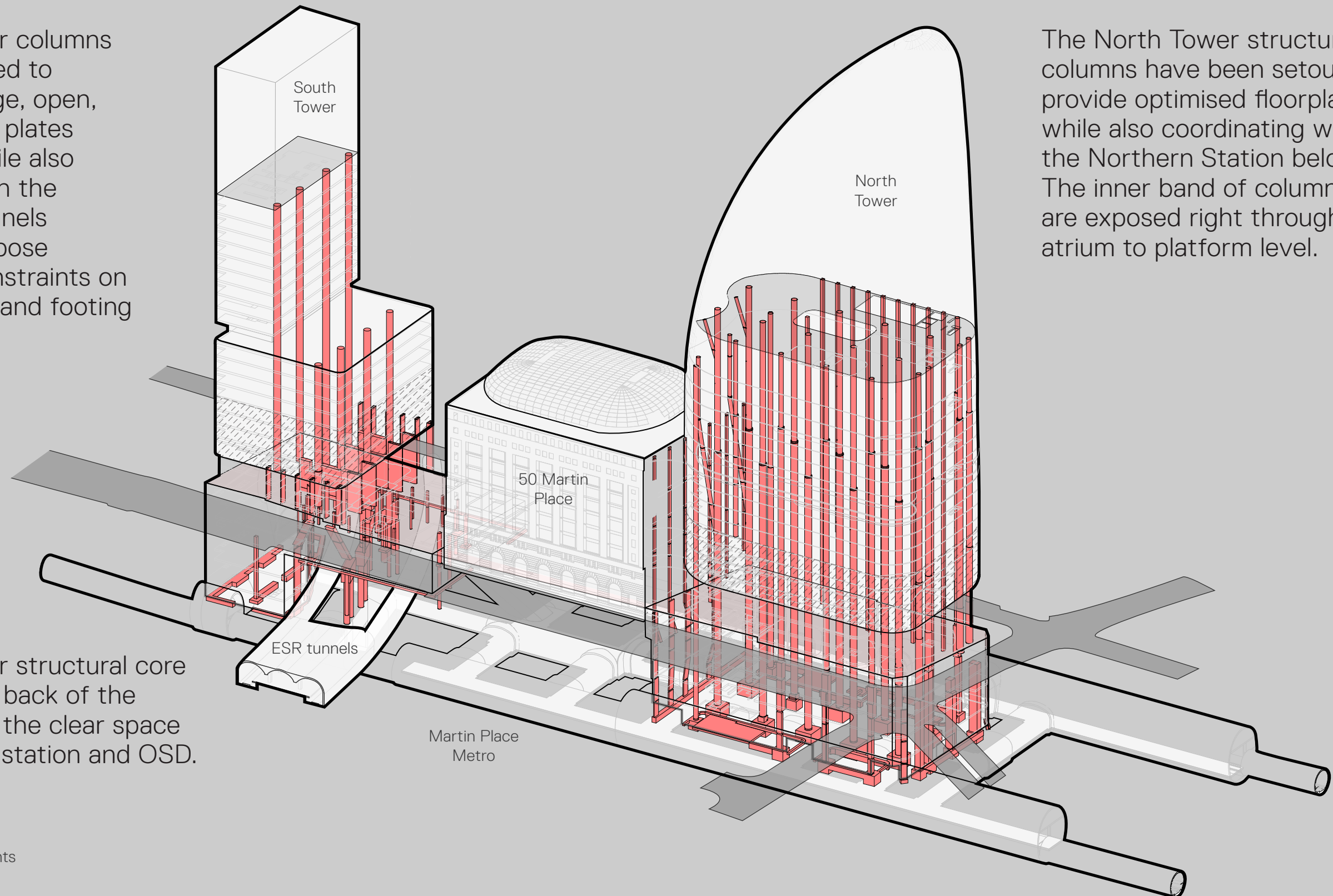
JULY 2017

Structural integration

The South Tower columns have been located to both provide large, open, clear office floor plates in the tower, while also coordinating with the existing ESR tunnels below, which impose considerable constraints on pile foundations and footing locations.

The South Tower structural core is located at the back of the site to maximise the clear space available for the station and OSD.

The North Tower structural columns have been set out to provide optimised floorplates while also coordinating with the Northern Station below. The inner band of columns are exposed right through the atrium to platform level.



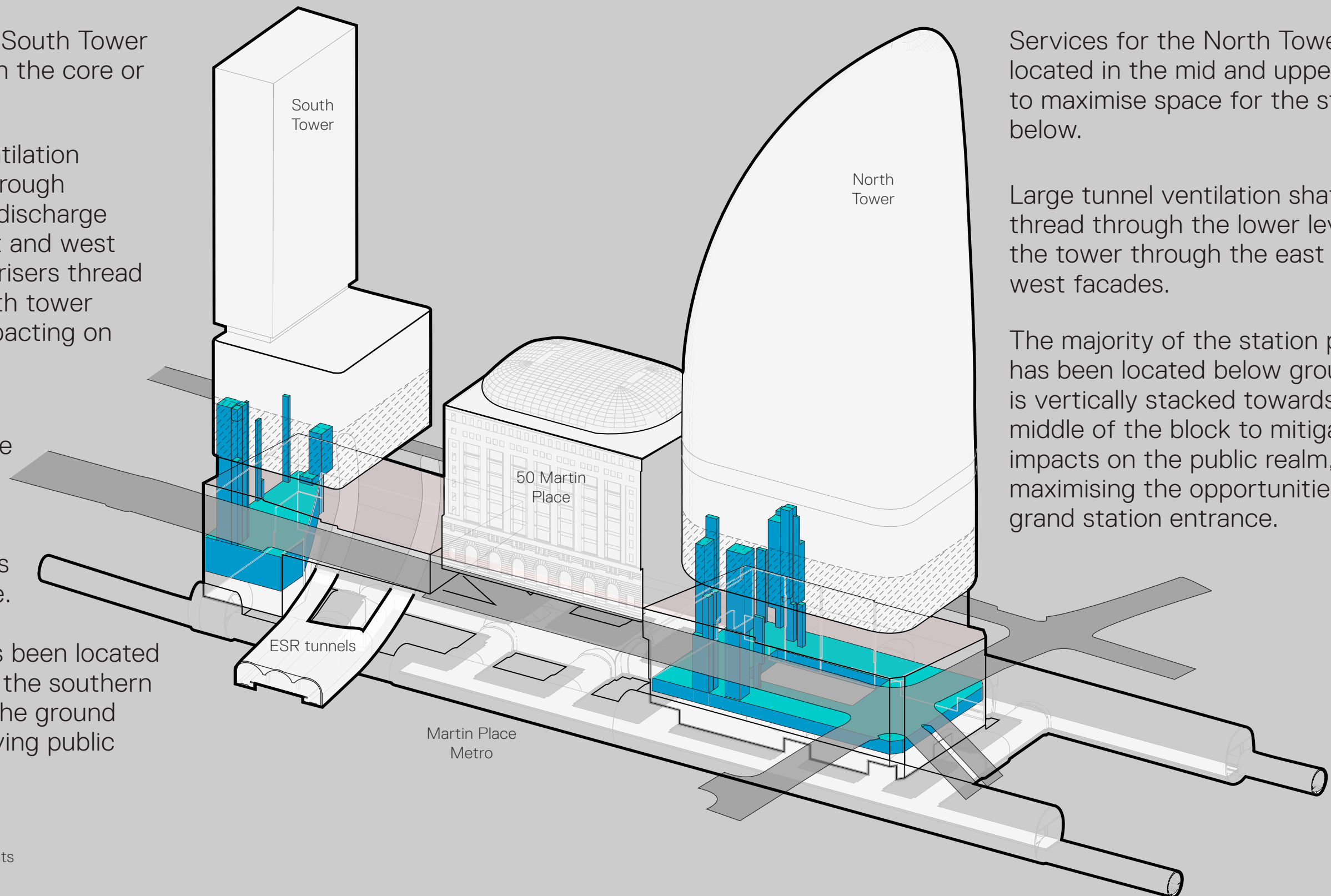
Services integration

Services for the South Tower are distributed in the core or at high level.

Large tunnel ventilation shafts extend through the podium and discharge through the east and west facades. These risers thread through the south tower core without impacting on the floorplate.

Station services are located at the rear of the site to minimise any impact on the station entrances and Martin Place.

Station plant has been located below ground at the southern end, freeing up the ground plane and improving public amenity.



Services for the North Tower are located in the mid and upper levels to maximise space for the station below.

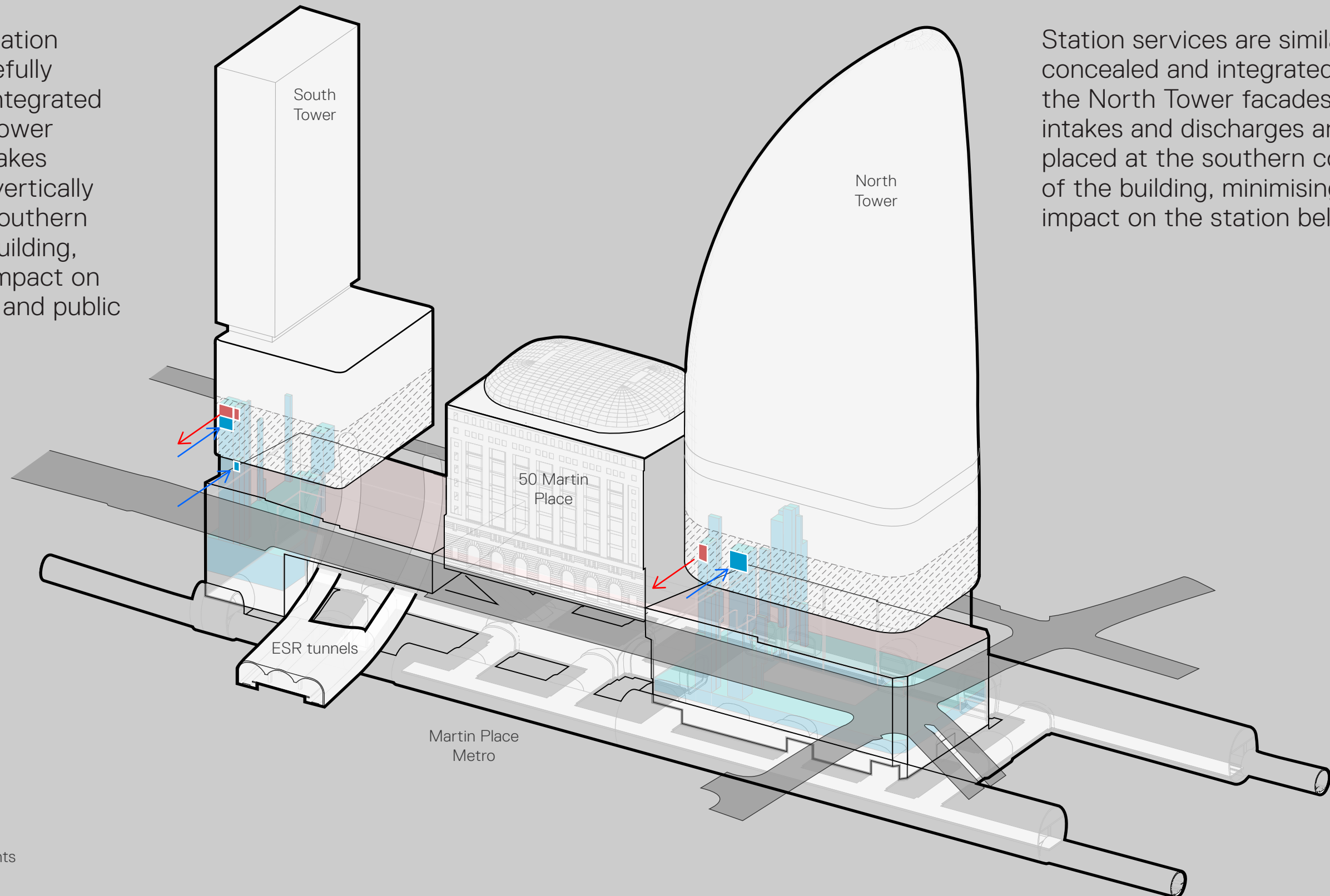
Large tunnel ventilation shafts thread through the lower levels of the tower through the east and west facades.

The majority of the station plant has been located below ground or is vertically stacked towards the middle of the block to mitigate any impacts on the public realm, while maximising the opportunities for a grand station entrance.

Facade integration

Above ground station services are carefully concealed and integrated into the South Tower facades with intakes and discharges vertically stacked at the southern corners of the building, minimising any impact on the architecture and public domain.

Station services are similarly concealed and integrated into the North Tower facades, where intakes and discharges are also placed at the southern corners of the building, minimising any impact on the station below.



 Includes CSSI elements

Pedestrian flow integration

A clear separation of circulation is possible through an integrated planning of the ground plane and vertical circulation systems throughout the precinct.

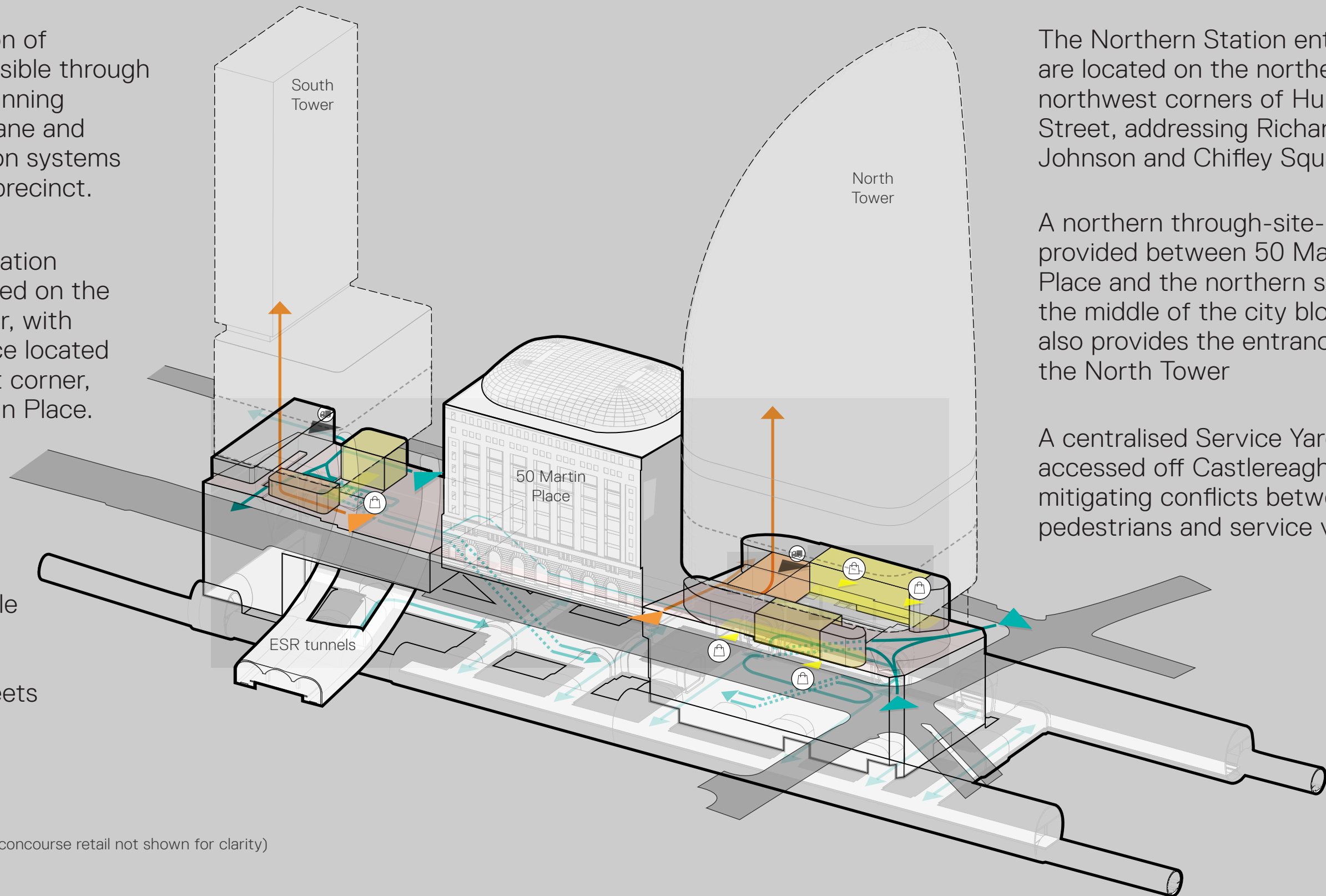
The Southern Station entrance is located on the northwest corner, with the OSD entrance located on the northeast corner, addressing Martin Place.


A through-site-link improves connectivity and provides equitable access between Elizabeth and Castlereagh Streets

The Northern Station entrances are located on the northeast and northwest corners of Hunter Street, addressing Richard Johnson and Chifley Squares.

A northern through-site-link is provided between 50 Martin Place and the northern site, in the middle of the city block. This also provides the entrance into the North Tower

A centralised Service Yard is accessed off Castlereagh Street mitigating conflicts between pedestrians and service vehicles





 Service yard access

 OSD lobby

 Ground Floor Retail (concourse retail not shown for clarity)

 Metro BOH

 Metro customer circulation
 OSD circulation

