Tzannes

Sydney Metro
Martin Place Station Precinct
SSDA
Consolidated Design Guidelines

Prepared for
Macquarie Corporate Holdings Pty Ltd
September 2017

List of Abbreviations

CBD = Central Business District
CCTV = Closed-circuit Television
CPTED = Crime Prevention through Environmental Design
DCP = Development Control Plan
LEP = Local Environmental Plan
PSD = Platform Screen Door
SAP = Sydney LEP 2012 Sun Access Plane
SSDDA = State Significant Development Development Application
TfNSW = Transport for New South Wales
VT = Vertical transport

Key Building Addresses

50 Martin Place (Address: 48-50 Martin Place)
8 Chifley (Address: 8 Chifley Square)
City Mutual Building (Address: 60-66 Hunter Street)
Deutsche Bank building (Address: 126 Phillip Street)
Qantas House (Address: 68-96 Hunter Street)
Reserve Bank (Address: 65 Martin Place)

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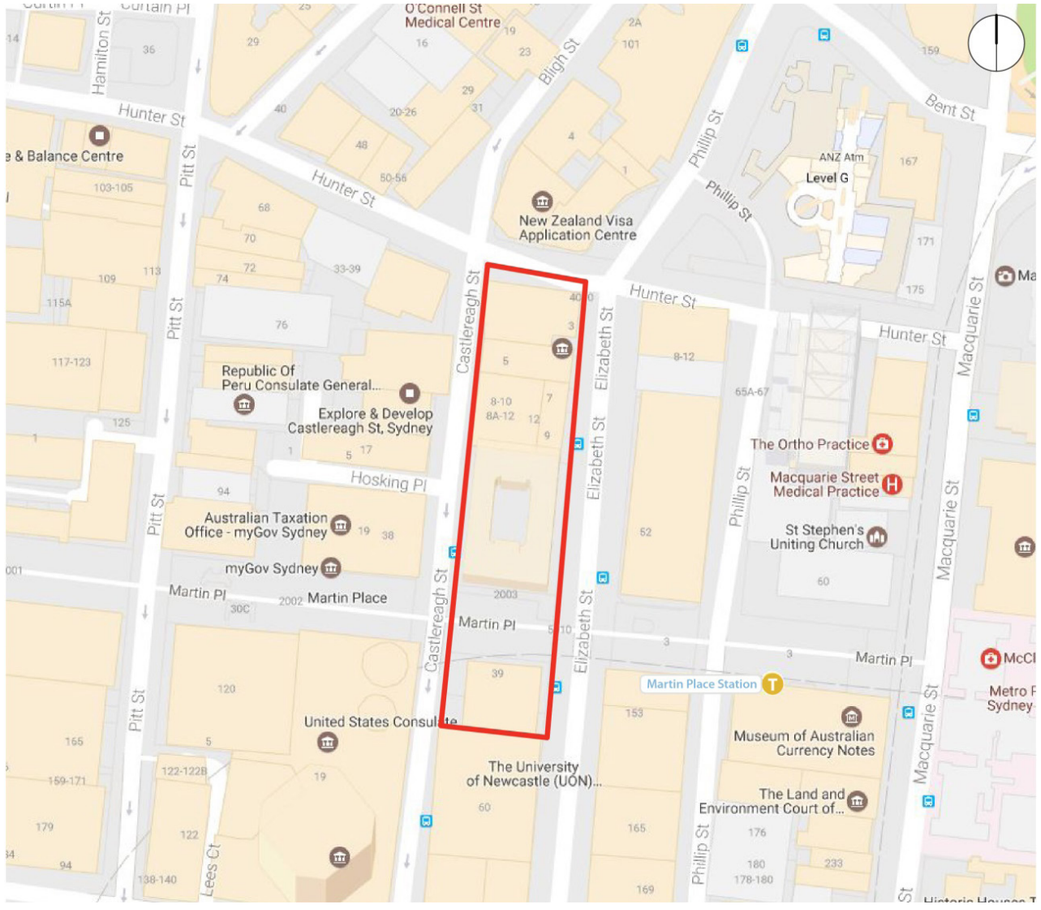

The Precinct

Location map of the Precinct
Source: Google maps and Ethos Urban

The Sites

Aerial photo of the North and South Sites
Source: Nearmap and Ethos Urban

1 Introduction

1.1 The Purpose of the Report

The purpose of this report is to provide consolidated design guidelines to guide the new Metro at Martin Place Sydney as a precinct including its buildings, associated public open space and publicly accessible private land. Specifically, the guidelines are consolidated from the following key sources.

- Urban design objectives and principles from 'The Urban Design of Sydney Metro Martin Place Station Precinct' by Tzannes;
- Heritage design principles from 'Sydney Metro Martin Place Station Precinct, State Significant Development Application, Statement of Heritage Impact' by TKD Architects; and
- The 'Sydney Metro City and Southwest Chatswood to Sydenham Design Guidelines'.

The consolidated guidelines in this report should be read in conjunction with the above documents.

Consolidated Design Guidelines

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2 Consolidated Design Guidelines

2.1 Movement

1. Enhance the relationship of George Street and Martin Place through to Macquarie Street as a unique pedestrian orientated experience.

2. Create a legible, easy to use integrated transport interchange including appropriate scaling of public domain for predicted pedestrian movements.

- The customer circulation paths within the station are to optimise timeliness for customers moving between concourse, platform, and station entries.
- Ancillary development and activities (retail, commercial or residential development, services areas and advertising structures) within the Sydney Metro station sites are not to compromise efficient transport operations.
- All areas are to provide sufficient space for emergency access and movements in accordance with relevant design standards and legislation.
- Station planning and design is to acknowledge Sydney Metro forms part of an integrated transport network that includes a hierarchy of movement modes:
  - Priority 1: Pedestrian, wheelchair and pram movement and access
  - Priority 2: Bicycle movement and access
  - Priority 3: Other primary Public Transport services (including Light Rail and Bus movement and access)
  - Priority 4: Taxi movement and access
  - Priority 5: Kiss and ride movement and access
- The station forecourt and associated areas are to adopt a clear hierarchy of movement functions that favour pedestrians ahead of vehicular circulation.
- Bicycle paths to/from the station are to be connected with regional and local government bicycle networks, existing and future.
- Bicycle infrastructure is to be responsive to the specific characteristics of the station precinct, address the bicycle network and storage requirements, and integrate them into the broader precinct movement networks.
- The design of the station and associated urban realm is to respond to the character of established streets and variations in carriageway width, on-street parking, existing and planned future cycle ways, street tree planting and pedestrian amenity.

3. Maximise connectivity to the street grid for station egress at corners.

4. Ensure below grade wayfinding aligned with on grade orientation.

- Planning for wayfinding and legibility will support all customers to travel independently and easily on Sydney Metro.
- Spaces are to be visually simple and intuitive to negotiate, to contribute to an easy customer experience.
- Wayfinding signage and information is to be provided in accordance with the TfNSW guidelines. Ensure consistency with TfNSW signage.

5. Ensure universal access in the precinct.

- The station and the precinct are to be easy, safe and accessible for all to use including the elderly, customers with disabilities, young children and those with prams and luggage.
- Where lifts and escalators are provided as an alternative to stair access they are not to result in a longer journey than the primary circulation route or compromise the safety of customers who need to use them.
- Information must be provided throughout the customer journey that considers user impairment, culture and language.
- Comply with Disability Standards for Accessible Public Transport.
- All Metro service elements must comply with the Disability Discrimination Act 1992 and associated Public Transport and Premise Standards.

6. Provide adequate pedestrian amenity at grade.

2 Consolidated Design Guidelines

2.1 Movement

7. Provide exceptional rail user amenity below grade.

- Providing a comfortable and safe environment.
- Station design should be developed in direct response to customer segments and user requirements. Customer journeys should be understood to appreciate their various requirements for their door-to-door journey.
- Minimising decisions required and level changes should be considered to design an easy customer experience.

8. Comfort and amenity

- Station entry orientation and design are to minimise adverse micro climate effects including wind tunnel impacts.
- Customer weather protection outside the Sydney Metro station is to be provided.

9. Safety

- Safety issues are to be embedded in the design development process and optimised through the application of relevant CPTED principles and guidelines.

10. Network and station legibility

- A line-wide identity is to be established through the architectural language and layout of the station types (cut and cover, single cavern, binocular cavern).

11. Metro placemaking

- Station plazas are to be designed as an extension of the internal station environment providing shelter, comfort, safety and security for customers, and contributing positively to customer journey experiences. These spaces are to reflect the local public realm context and character.
- Consider opportunities for temporary event, pop ups, retail spaces and the night time economy.
- Station public spaces are to be designed with a consistent hierarchy of landscape treatments. The treatment of these spaces is to reflect local character and context, integrate within their settings, and provide attractive space and streetscapes.
- Fixtures, including furniture and lighting, are to enrich site context and sense of place and contribute to wayfinding.
- A coordinated lighting approach is to create aesthetic consistency across Sydney Metro by defining station address, public domain areas and attracting customer into station forecourts and plazas.
- A positive precinct image is to be developed around the particular heritage values of a place or by the qualities of the existing urban context.

12. Station entries

- Entrances to the station including canopies and concourses are to provide a consistent line-wide identity for Sydney Metro and are to be clearly visible from the immediate area.
- Canopies and entrances are to respond to the built form and character of the surrounding context in terms of scale, setbacks and character, as well as heritage context where relevant.
- Station entries are to incorporate canopies/awnings as appropriate to provide weather protection for customers, community information, amenities, and ticketing equipment, gateline and appropriate queuing zones.

13. Platforms

- Platforms are to provide efficient and safe access to the Metro service through good sightlines, generous circulation and open and spacious planning.
- VT distribution and position on the platform is to be coordinated with the demand and movement patterns of customers.
- Platforms are to be free of recesses and indentations which could offer hiding places and litter traps, disrupt continuous paths of travel for the visually impaired and hinder CCTV coverage.
- Emergency egress must be provided.

14. Transport led 24 hour precinct

15. Provide pedestrian through site links between Elizabeth and Castlereagh Streets on both sites.

16. Service vehicle frontage to the building is to be limited to maximise the capacity to activate public domain. No service and vehicle access to be located on Martin Place.

- Ensure that the station precinct, facilities and rail corridors are provided with clearly identified zones for emergency access and egress, eliminating the potential for movement conflicts during emergencies.

17. Emergency requirements

- Ensure well defined and efficient coordination of service vehicle movements within the precinct.

1. Conform to the City of Sydney Sun Access Plane for Hyde Park and Martin Place.

- Solar access impacts to be limited to those predicted by built form of the SAP and maximum height limits.

2. Improve ground plane amenity on Martin Place, Elizabeth, Castlereagh and Hunter Streets.

- The redevelopment of the Martin Place precinct requires improved covered access at grade without the use of awnings on Martin Place.
- Wind impacts to meet relevant public domain standards appropriate for use and proposed activity.
- Investigate the potential to improve daylight levels to Martin Place.
- Solar access, sky view, reflected light and daylight at grade and on the elevations of built form are to be assessed as an integrated experience from a pedestrian perspective and across the whole precinct, ensuring a balanced analysis of negative and positive impacts.

3. Ameliorate flood conditions and overland flow on Hunter Street.

- Flood and overland flow conditions are to be ameliorated at station ingress/egress points to minimise negative impacts on pedestrian flow.

4. Integrate interiors, public access on private land and the topography of the public domain.

- The developments on the North and South Sites are required to integrate the levels of adjacent public open space to provide seamless, non-discriminatory access and improved open space amenity at grade.

5. Enhance Hunter Street landscape.

- The existing copse of trees is to be maintained or, if replaced, improved to continue the landscape orientated character of this block of Hunter Street at grade.

6. Subterranean connection to be a desirable public destination.

7. Public art

- The Tom Bass sculpture is to be reinstated or relocated within the public domain of the precinct.
- Display the significant Douglas Annand artworks at publicly accessible locations.
- Opportunities for the integration of public art in the precinct as a whole are encouraged and a public art strategy included in future detailed planning applications.
- Public art is to be a key feature of the customer experience, bringing joy to customers and adding value to the operation and success of Sydney Metro by contributing to station identity, beauty, amenity, wayfinding, safety, security, community values and the public domain.

8. Lighting

- Lighting is to integrate with access, wayfinding and public art strategies.
- Lighting is to reinforce the visibility of station entries as safe and welcoming elements within the local context at night.
- Illumination levels are to be appropriate to the task, be it wayfinding, reading tasks and facial recognition, while creating visual interest within the stations.
- Glare and visual discomfort is to be eliminated through appropriate specification and positioning of luminaires.
- Natural light is to be maximised and artificial lighting is to support natural light levels.

9. Heritage interpretation

- Interpret the heritage significance of the building at 7 Elizabeth Street, designed by Emil Sodersten in 1940 and demolished as part of the TfNSW Sydney Metro Project.
- Retain (or salvage and reinstate in the same location) the Institution of Engineers commemorative plaque in the pavement at 5 Elizabeth Street.

10. Public domain activation

- Active frontages are to be maximised and to be located as a minimum in the locations noted in the Sydney DCP 2012 part 3.2.3. The impact of Metro station services in these areas should be minimised.
- The railway station entries are to be designed and positioned to maximise their capacity for pedestrian movement and public domain activation.
- Remove existing train station access from the centre of Martin Place and integrate in the southern building. Entry located at the north-west corner of this building is encouraged to facilitate accessible access to the railway station.
- Reduce public domain clutter to allow maximum opportunity for public space activation.
- The placement of any new Metro station entries in Chifley and Richard Johnson Square needs to consider their important spatial and heritage qualities.

11. Delivering an enduring and sustainable legacy for Sydney.

- Achieve a high level of performance using sustainable design rating systems.
- Incorporate passive design solutions to optimise solar access, introduce daylight, and maximise natural ventilation.
- Consider water efficiency in design, utilising water from recycled sources where appropriate.
- Minimise materials consumption, and reduce embodied energy and impacts in materials selection.

1. Retain and enhance Martin Place as one of the city's grand civic and ceremonial spaces through the retention and enhancement of its urban character, scale and strong linear enclosure.

2. Reinforce the streetwall and the distinctive attributes of this block on Martin Place.

- Each block on Martin Place is distinctive within an overall well defined civic character dominated by fine architecture made from stone and terracotta materials. The conservation of the character, urban form and amenity of Martin Place is a primary responsibility of any design proposal.

3. Require the commercial and station address of the South Site to be on Martin Place.

- The improvement of the block bounded by Elizabeth and Castlereagh Streets requires the establishment of the primary address of the commercial building and station to be on Martin Place.

4. Enhance built form relationships on Hunter Street.

- The setback of the built form on Hunter Street is to generally align with the predominant setback of adjoining conditions to the east to establish a consistent streetwall and to maintain the character of Hunter Street as a connecting element between Chifley and Richard Johnson Squares.

5. Maintain and enhance the streetwall character of Elizabeth and Castlereagh Streets.

- Recognise the aligned height between 50 Martin Place and the former Qantas House to reinforce the distinctive characteristics of this block within the City of Sydney.

6. Establish defining thresholds to the Martin Place Station Precinct.

- The built form of the North and South Sites can vary the predominant setback requirements established within City of Sydney development controls to zero on Elizabeth and Castlereagh Streets in order to establish a distinctive character at threshold locations of the Martin Place Station Precinct.

7. Maximise development potential and density.

- Gross floor area should be maximised within the Stage 1 SSDDA proposed envelopes, allowing for appropriate built form and façade articulation.
- Both towers are not to breach the SAPs.
- Both towers are to maximise their capacity within the constraints of the SAPs and the design principles of this report.

8. Create distinctive architectural designs appropriate for each site.

9. Respond to the distinct built form of the City Mutual Building and the former Qantas House.

10. Reinforce the semi-circular form of Chifley Square.

- Reinforce the street edges at its north-east corner, at the intersection with Elizabeth and Hunter Streets, to enhance the sense of spatial enclosure of the square.
- Relate in height to the nearby former Qantas House and the alignment of existing buildings on the south side of Hunter Street, to enhance the sense of spatial enclosure of the square.

11. Retain and enhance the setting and streetscape presence of neighbouring heritage buildings.

12. Podium streetwalls

- The buildings are to have zero setbacks for their podiums to match the predominant street alignment.
- Proposed streetwall height of the South Site podium is to relate to the heritage building at 50 Martin Place.
- The podium/tower relationships are to be clearly differentiated through means such as facade articulation, colours and materials. On the South Site this differentiation is to be further reinforced by a pronounced recess between the tower and the poidum and setback from the Martin Place alignment.
- The proposed design of the North Site tower is to respond, in its architectural form, to the 'reverse podium' alignment of 8 Chifley and Deutsche Bank building. It is not to undermine the spatial definition of Chifley Square or Richard Johnson Square.
- The proposed design of the northern tower is to respond to the street wall alignment and height of both 50 Martin Place and former Qantas House.

13. Tower setbacks

- Zero setback to Hunter Street for the North Site to align with the towers adjacent to the east along Hunter Street.
- Model corners of North Site tower for enhanced solar access, daylight to the public domain and wind performance
- Zero setback to Castlereagh and Elizabeth Streets to enhance urban significance of Martin Place and Chifley Square.
- The South Site tower to be set back from Martin Place and visually separated from the podium.
- Conserve the heritage significance of 50 Martin Place by ensuring its height remains unique in the Martin Place Metro Precinct.

14. Streetwall articulation

- The low rise (podium) part of the building should relate in its expression to the historic buildings of Martin Place by emphasising mass and solidity, through the use of complementary facade materials and through the composition of its facade.
- Awnings are not to be used on the Martin Place frontage.
- Appropriately scaled openings are recommended for the Metro Station entrance onto Martin Place.
- The building on the South Site should respect the landmark qualities of the Reserve Bank.
- The façades on the North Site are to respond to the articulation, principal streetwall height or other key datum lines of 50 Martin Place and the former Qantas House, and the 'reverse podium' alignment of 8 Chifley and the Deutsche Bank building.
- The architectural form and expression of the building on the North Site should allow 50 Martin Place to be understood as a distinct and independent architectural element in the Elizabeth and Castlereagh Street streetscapes.
- The building on the North Site should allow the historic north-east and north-west lift overrun towers of 50 Martin Place to be understood visually as distinct forms.
- A considered transition between the North Site tower and 50 Martin Place is required.

15. Materiality

- The materiality of the South Site podium is to respond to the materiality of 50 Martin Place.
- The materiality of the South Site tower is to respond to its context in the city skyline, to support its articulation from the building's podium and also to form a cohesive, distinctive precinct with the North Site tower.
- There is greater flexibility for the materiality of the South Site tower as it is required to respond to the skyline of the city.
- The articulation of the base of the North Site tower is to respond to the architectural materiality of 50 Martin Place.
- The materiality of the North Site tower is to respond to its context in the city skyline.

16. Scale

- Tower architecture to have appropriate vertical and horizontal articulation to enhance scale.

17. 50 Martin Place

- Retain the exceptional aesthetic significance of the building's exterior including it's landmark qualities and civic presence of the building within Martin Place and its environs.
- Retain the identity of the building as one of the finest purpose-designed bank buildings in Australia.
- The architectural form and expression of a building on the North Site should allow 50 Martin Place to be understood as a distinct and independent architectural element in the Elizabeth and Castlereagh Street streetscapes.
- Retain the substantially intact fabric and spatial qualities of the significant interiors of the building largely unaltered.
- A building on the North Site should retain visibility of the historic north-east and north-west lift overrun towers as detached elements from streetscape vantage points from Elizabeth Street and Castlereagh Street.
- The blank north elevation of 50 Martin Place should be concealed by the new development.
- Maintain the Martin Place, Castlereagh Street and Elizabeth Street entrances to the building as its principal entrances.
- Allow 50 Martin Place to function independently of a building on the North Site. Internal connections between the existing and proposed buildings should be theoretically reversible.
- Maintain the building's internal vertical circulation.

18. Station interior materiality

- The appearance and function of the walls is to be suitable for a rail environment and reinforce the Sydney Metro identity.
- Materials, systems and details are to respond to their location, function and acoustic environment.
- Feature walls are to be an identifiable station element used in vertical circulation zones to accentuate the customer pathways and establish a strong architectural language.
- Walls and ceilings over tracks are to be calm and simple and contribute to the high quality station environment and customer experience.
- The materials palette should balance a calm and neutral quality with vibrant materials to aid wayfinding and accentuate movement.
- Wall and ceiling detailing should take into consideration the integration of station assets such as signage, fixtures and machines.
- PSDs are to be minimal and elegant, seamlessly integrating customer information and supporting the station servicing requirements.

19. Landscape design

- The landscape design is an important component of a positive, high quality and appealing urban realm identity for Metro stations and structures. It is to relate and reflect the existing urban fabric of the city and be appropriate to a functional station and related transport operations and address safetyin-design issues
- Landscape treatments are to be designed to provide appropriate scale and comfort to users throughout the seasons, with planting and materials palettes suited to the local microclimate and any surrounding development considerations.
- Materials are to minimise slips, trips and falls.

Hard Landscaping

- The external materials palette is to be durable and establish a strong Sydney Metro identity, consistent with a CBD and inner-urban station environment.
- Materials and finishes are to be high quality, robust, durable and meet all functional requirements such as customer interface, component and services integration.
- Paving is to be the same on each side of the station gateline and be of the highest quality consistent with the Sydney Metro image.

Soft Planting

- Depending on orientation and urban enclosure, selected tree species are to provide shade during summer months and good solar access in winter months.
- All planting must maintain clear setbacks and sight lines at road intersections and be offset from other transport infrastructure elements at suitable distances for the selected species.

20. Furniture Design

- Furniture and fixtures are to provide respite, safety, comfort, services and functionality to public spaces, as well as punctuating the station domain with items of interest.

21. Ticketing Equipment

- Provide ticketing equipment and fixtures that are integrated standard products across the Sydney Metro and Sydney Trains network and that contribute to quality and efficient service for customers.

22. Engineering and Services Integration

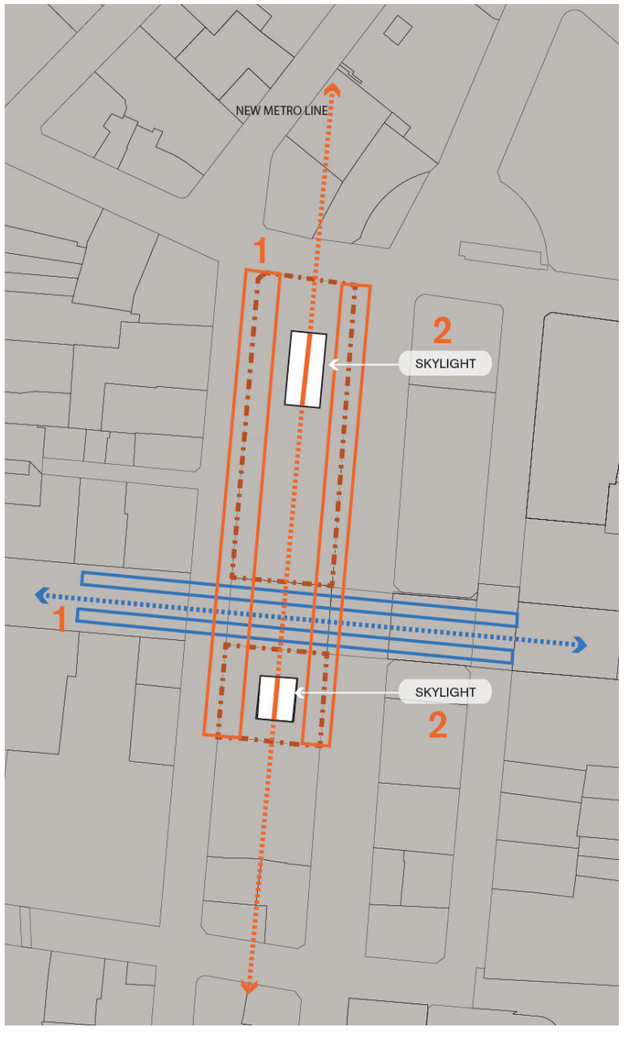
- The rail engineering and service elements for the stations and service facilities should be integrated into the design holistically, whilst being able to be easily maintained.

23. Management and Maintenance

- Ensure the selection of cost effective, adaptable materials and assets that are durable and easily maintained and fit-for purpose for high traffic rail environments and customer interface.

24. Security

- Ensure adequate security for the rail corridor infrastructure, station assets and their users. Visually integrate security elements such fencing, security screens CCTV and lighting into the rail corridor, precinct or station design as part of a coordinated whole-ofcorridor design.



Urban design principles - below ground

Controls

1. Align circulation with street network over
2. Bring natural daylight into station concourse

Legend

- Existing Sydney Rail
- Proposed Metro Rail
- Existing Condition
- Proposed Condition

Diagram illustrating urban design principles for below ground

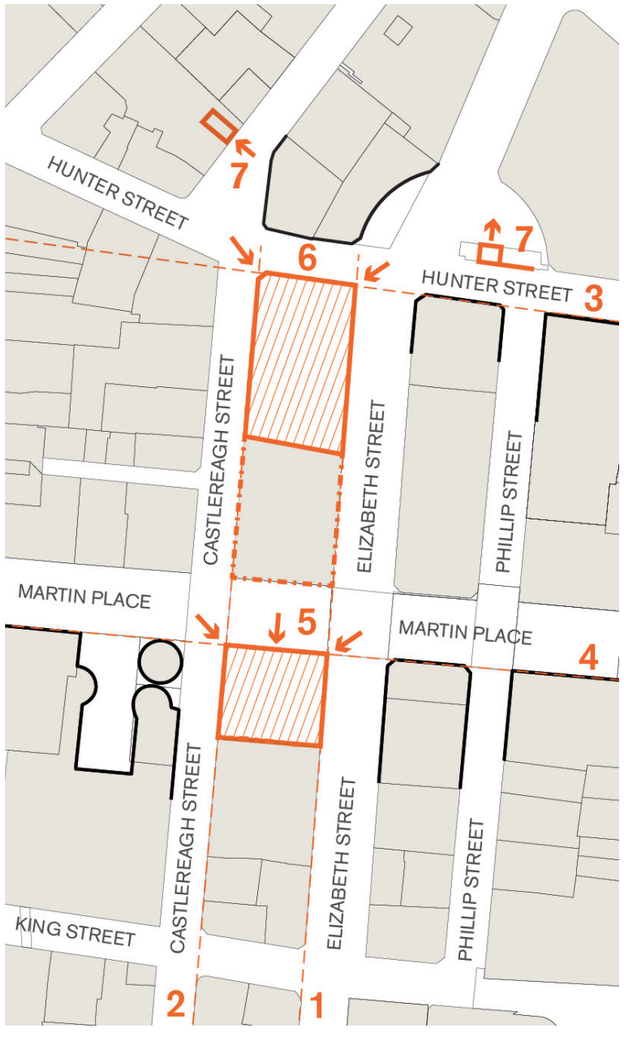


Diagram illustrating urban design principles for street level

Urban design principles - street level

Controls

1. Align with streetwall on Elizabeth Street
2. Align with streetwall on Castlereagh Street
3. Match the general alignment of the streetwall to the east on Hunter Street
4. Align with streetwall on Martin Place
5. Entries to South Site from Martin Place and corners
6. Entries to North Site from corners
7. Limit impacts on Chifley and Richard Johnson Squares of new Metro entries

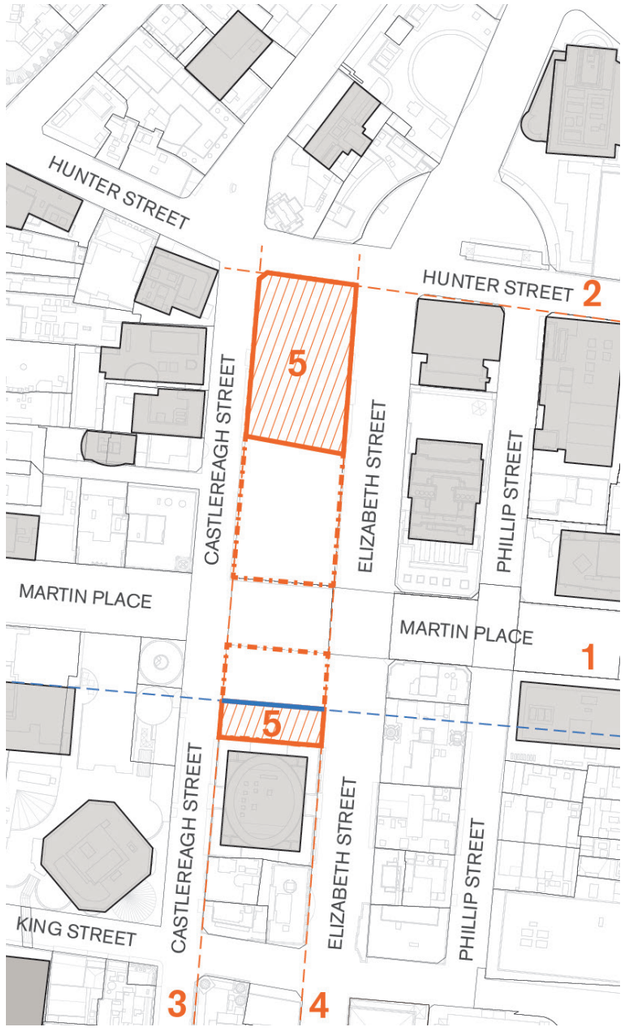
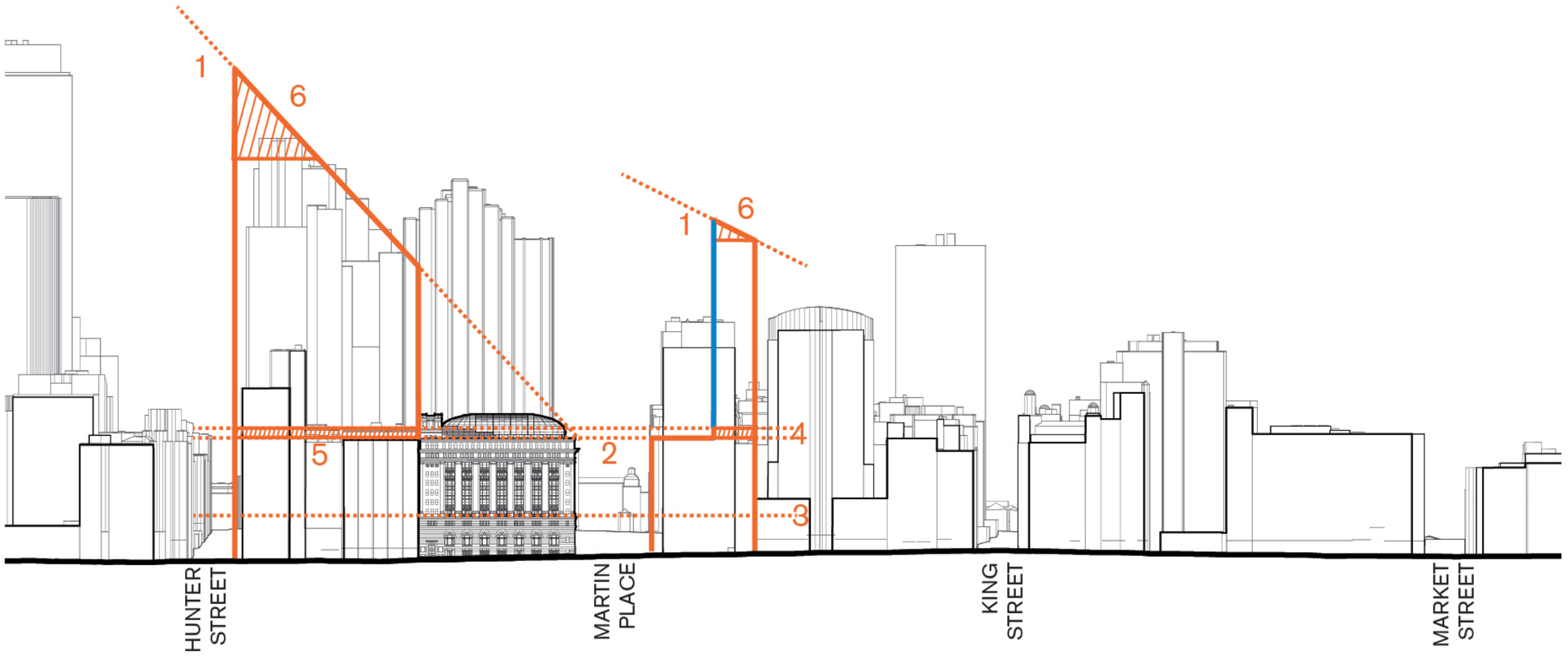


Diagram illustrating urban design principles for tower level

Urban design principles - tower level

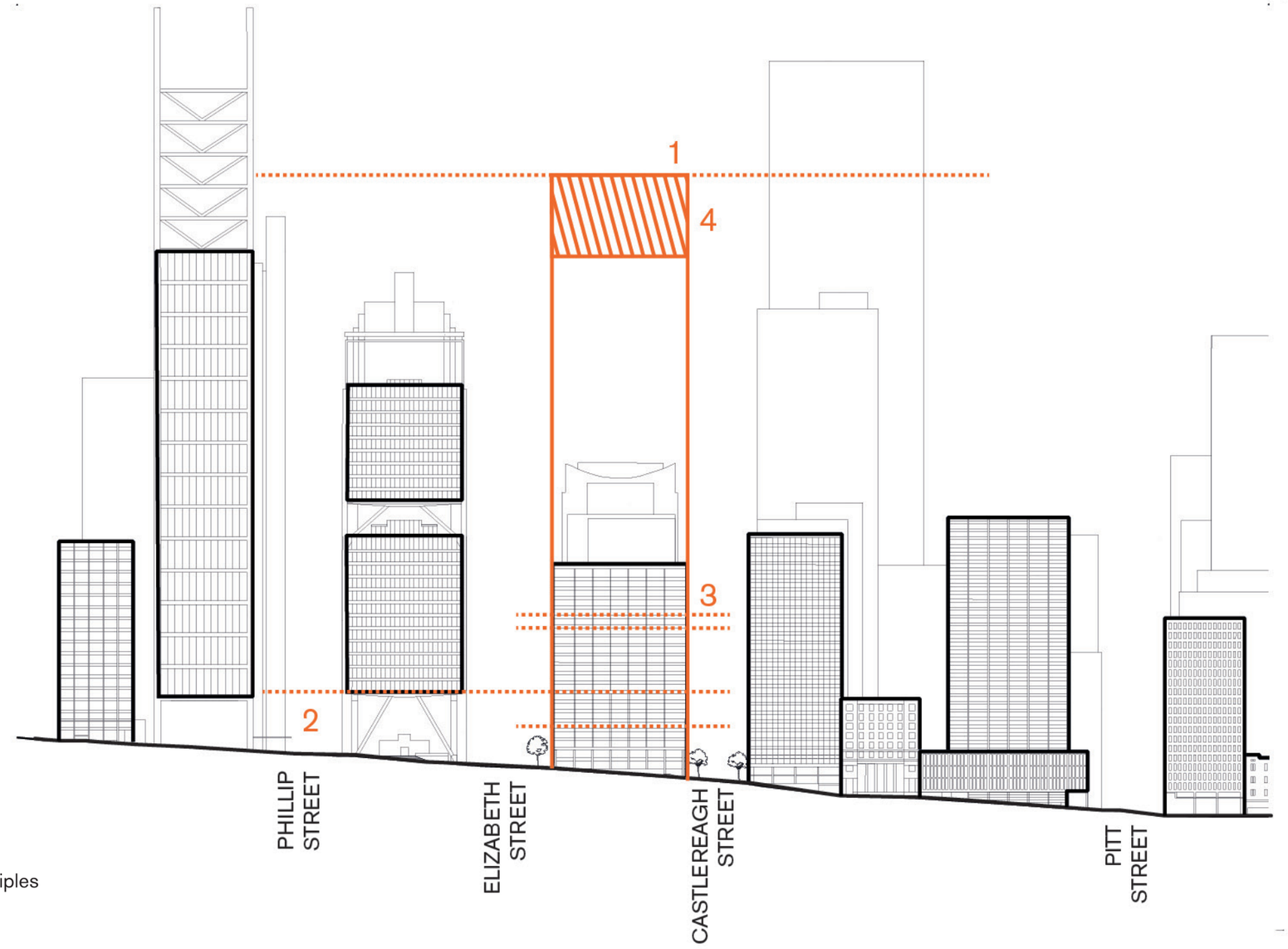
Controls

1. Note: A compliant 25m Northern setback for South Site. This is not a Principle.
2. Northern face of North Site to match the general alignment of towers to the east on Hunter Street
3. Zero setback to Castlereagh Street
4. Zero setback to Elizabeth Street
5. Building heights defined by SAP



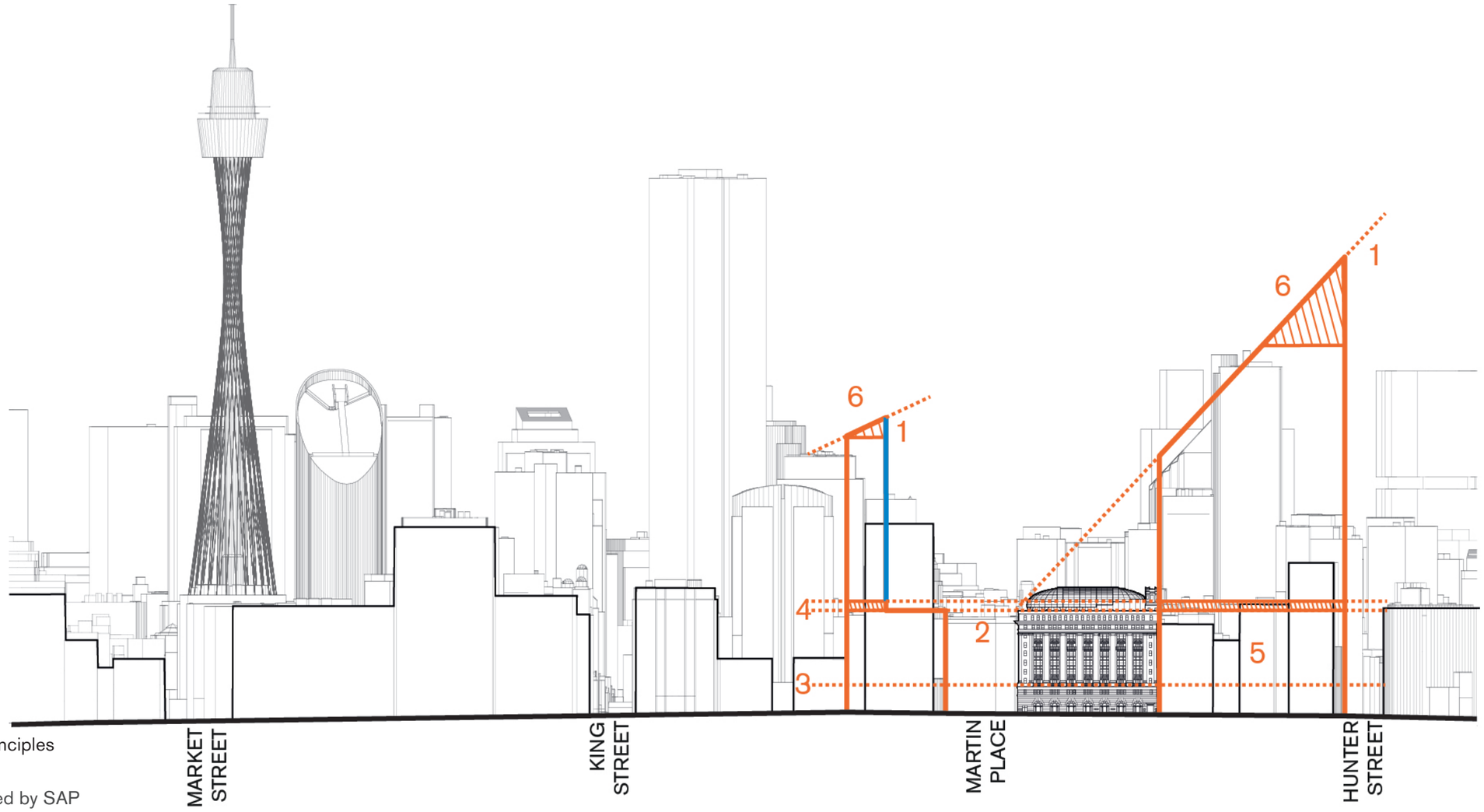
West Elevation Design Principles

1. Building heights defined by SAP
2. Podium height to South Site to relate to the height of 50 Martin Place
3. Podium articulation of South Site to relate to the articulation of 50 Martin Place
4. Provide a zone of articulation between the tower and the podium to better define the spatial quality of Martin Place. This articulation is to be predominantly created by a defined and significant recess in the tower facade
5. The base of the building on the North Site is to respond to the height and articulation of 50 Martin Place
6. Rooftop and mechanical plant to be wholly within built form envelope and a considered part of the mechanical design



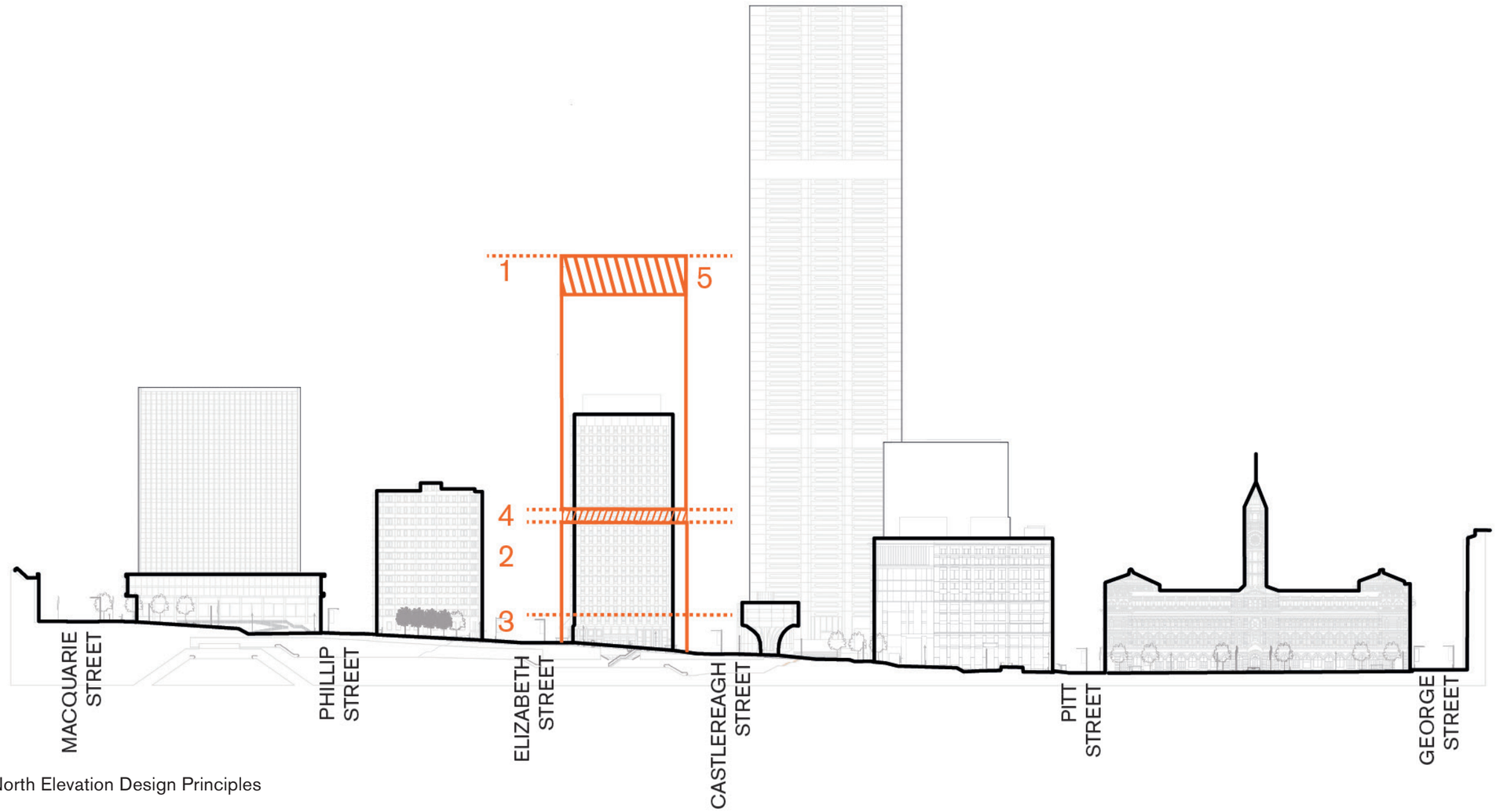
North Site North Elevation Design Principles

1. Building heights defined by SAP
2. Base of northern tower to respond to the reverse podium of 8 Chifley and Deutsche Bank building
3. Base of northern tower to respond to height and articulation of 50 Martin Place
4. Rooftop and mechanical plant to be wholly within built form envelope and a considered part of the mechanical design



East Elevation Design Principles

1. Building heights defined by SAP
2. Podium height to South Site to relate to the height of 50 Martin Place
3. Podium articulation of South Site to relate to the articulation of 50 Martin Place
4. Provide a zone of articulation between the tower and the podium to better define the spatial quality of Martin Place. This articulation is to be predominantly created by a defined and significant recess in the tower facade
5. The base of the building on the North Site is to respond to the height and articulation of 50 Martin Place
6. Rooftop and mechanical plant to be wholly within built form envelope and a considered part of the mechanical design



South Site North Elevation Design Principles

1. Building heights defined by SAP
2. Podium height to South Site to relate to the height of 50 Martin Place
3. Podium articulation of South Site to relate to the articulation of 50 Martin Place
4. Provide a zone of articulation between the tower and the podium to better define the spatial quality of Martin Place. This articulation is to be predominantly created by a defined and significant recess in the tower facade
5. Rooftop and mechanical plant to be wholly within built form envelope and a considered part of the mechanical design

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