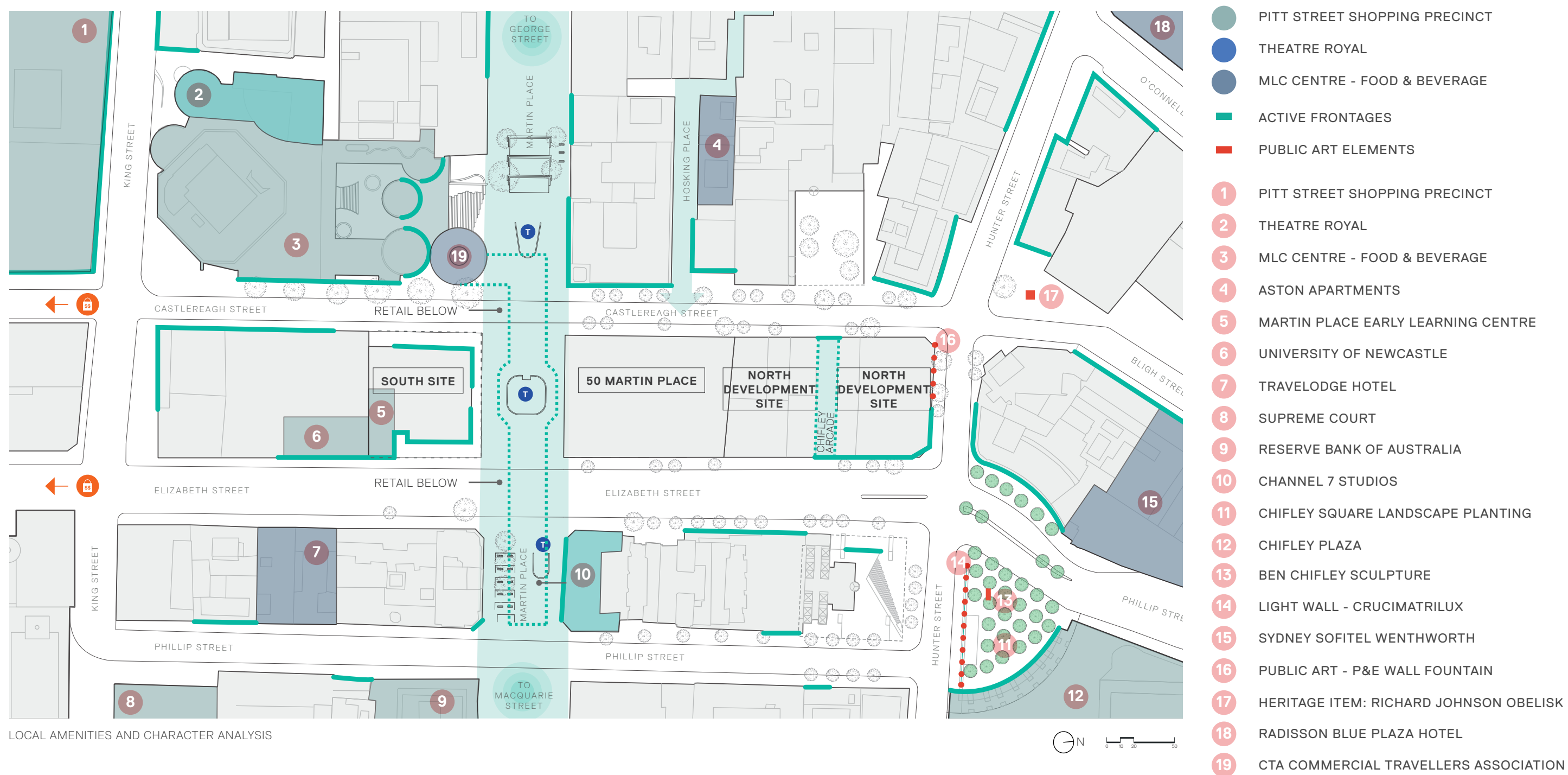


Local amenities & character



Urban grain

The precinct sits at the edge of the two street grids; one laid out by early governors Hunter, King, and Bligh, and a later grid laid out by Macquarie to align with the tank stream.

The resulting transition in street geometry creates a varying degree of openness to the sky from different view points along Castlereagh, Elizabeth and Hunter Street at the North site.

The South site sits within the orthogonal street grid bounded by Castlereagh and Elizabeth Street, and Martin Place.

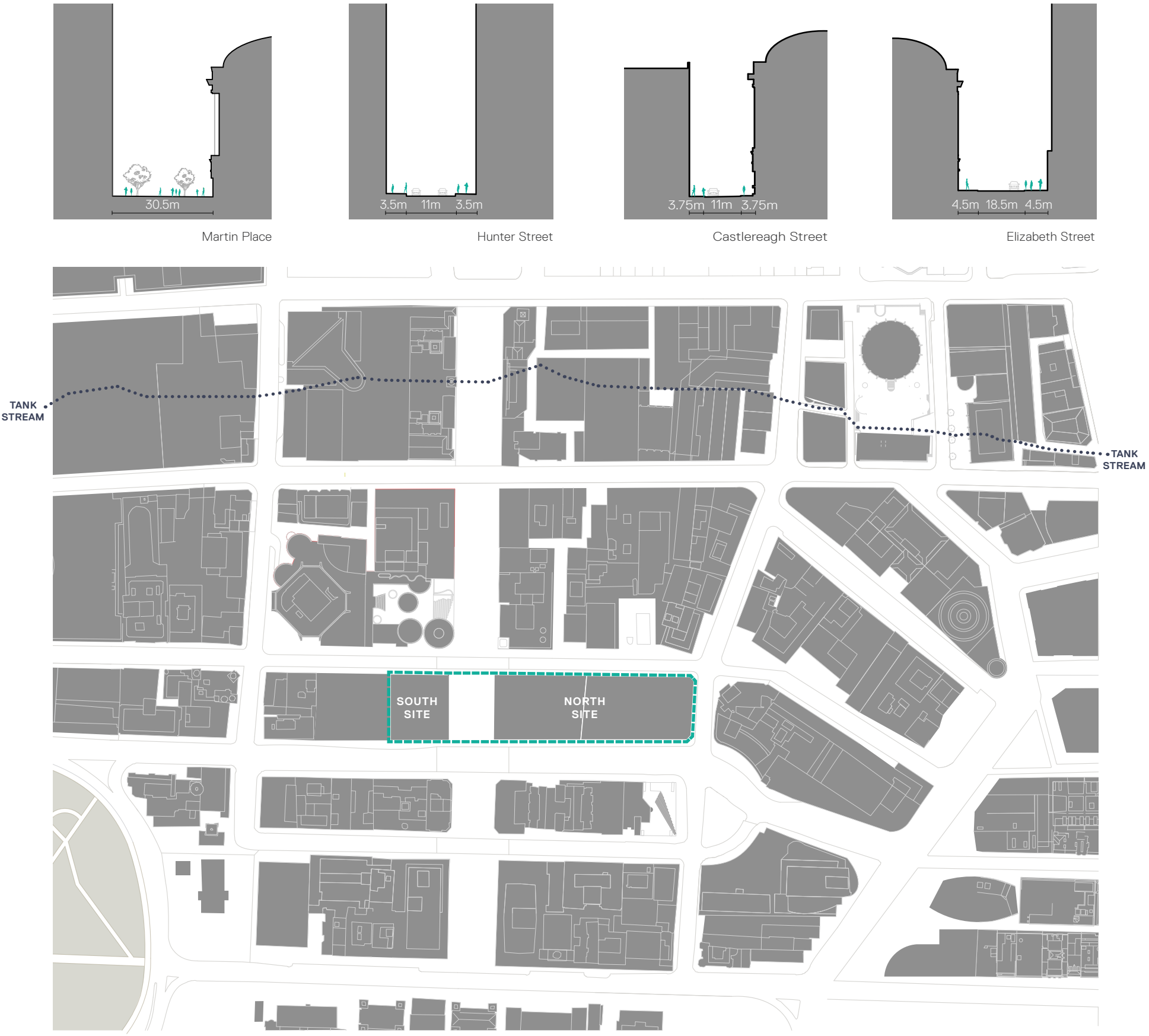
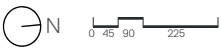


FIGURE GROUND PLAN



Public realm

South site

The public realm around the southern site is appreciably different to the northern site due to the presence of Martin Place, Sydney’s foremost civic space and the Beaux-Arts masterpiece; the Former Savings Bank of New South Wales (50 Martin Place).

The 45m long section of Martin Place in front of the southern site is separated by Castlereagh Street to the west and Elizabeth Street on the east. Martin Place is a relatively consistent ~30m wide pedestrianised street rising to the east, with the steepest incline occurring in front of 39 Martin Place. The gradient at this section of Martin Place prevents access for wheelchair users and hinders ground level street activation.

The southern development site is currently occupied by the former Prudential Building (39 Martin Place), a 27-storey (93m high) austere concrete and glass tower designed by Alan Williams and Associates completed in the early 1970s. The building is set-in from the boundary by 5-6m and sits on a partly sunken, partly raised plinth, cut into the slope. It occupies a prominent site bookending the city block with unobstructed views from Martin Place, Castlereagh Street and Elizabeth Street.

Ground level activation is limited to a high-end retailer on the Castlereagh Street side and a bar on the Elizabeth Street side although this occupies a semi-basement level below Elizabeth Street. The office lobby is located in the centre of the building on axis with 50 Martin Place.

A small station subway entrance is provided on the Elizabeth Street side, along with several secondary building entrances accessing the first floor, off Elizabeth Street. The cramped space around the recessed bar, its partial concealment from the street and proximity to the busy traffic of Elizabeth Street are not ideal and do not successfully engage with the street.

This section of Martin Place in front of the southern site is dominated by a subterranean station entry portal in the station, which will be removed and remediated as part of a ‘de-cluttering’ strategy that is planned as part of the new Sydney Metro works. This is also part of a wider public domain strategy for the whole of Martin Place as captured in the City North Public Domain Plan. This includes a number of broad guidelines that seek to improve sight lines along Martin Place, upgrade the finishes and improve the functionality of the space, provide a clear sense of arrival, activate edges and revitalise the space.

North site

The northern development site occupies the northern half of a city block, which is dominated by the imposing 50 Martin Place to the south. The northern site currently comprises a heterogeneous city block with building heights of between 9-18 storeys, and continuous façades built up to the street edge. The footpaths are relatively constrained on both Elizabeth and Castlereagh Streets, and are currently below the City’s preferred minimum widths.

Elizabeth Street is on average ~32m wide (building face to building face) with ~4.5m wide footpaths. Castlereagh Street is nearly half the width of Elizabeth Street at ~18.5m wide and has narrower footpaths of ~3.75m, although this is widened locally at the northern end. There are a mix of awnings along both streets north of 50 Martin Place and an undercroft at the northern end with a narrow plaza aligned to Elizabeth Street.

The northern face of the plaza forms a blank wall along Hunter Street, as the street level drops away to the west, resulting in an uninviting relationship to the street and pedestrian environment. This blank wall houses the well-known ‘P & O Wall Fountain’ by sculptor Tom Bass, although the narrow footpath, steep gradient and pedestrian congestion make it difficult to fully appreciate.

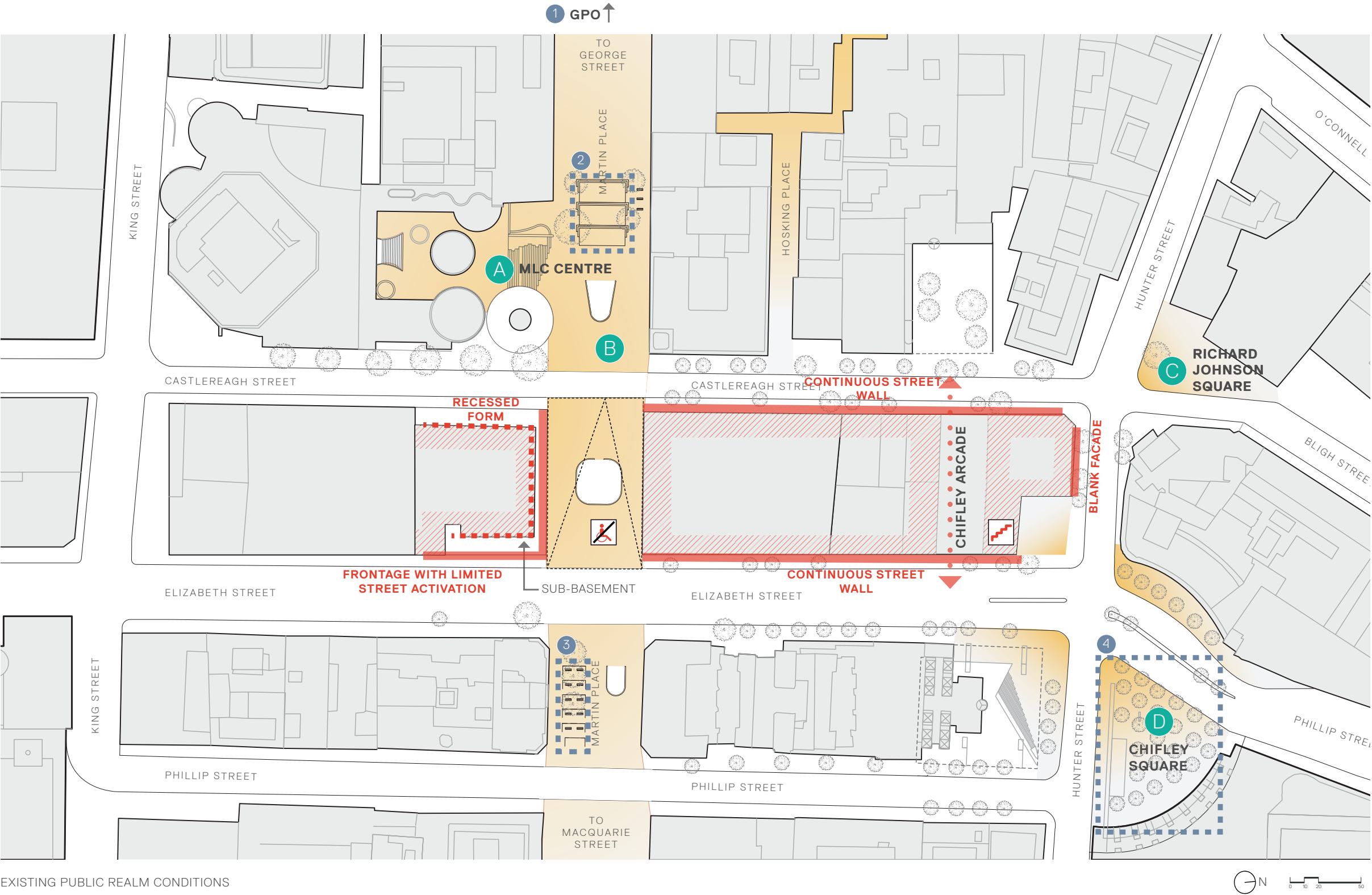
The northern side of Hunter Street has some notable buildings including the Former City Mutual Building and the Former Qantas Building, whose post-war international style reflected the aspirations and spirit of another means of transport; commercial air travel.

Street level uses around the block include a mix of office lobbies, service yard entrances, small retail outlets and the entrances to the narrow Chifley Arcade shopping thoroughfare, however the general character is relatively inactive and subdued.

50 Martin Place with its heavy, expressed base storey and ongoing use as a fully operational banking chamber precludes opportunities for street activation around the building. The banking chamber is open to the public to appreciate the heritage character of the building.

The northern corners of the block are characterised by busy traffic junctions that lead to important open public spaces in the heart of the city; Chifley Square to the northeast and the smaller Richard Johnson Square to the northwest.

Public realm



EXISTING PUBLIC REALM CONDITIONS

Public realm

MAIN PUBLIC AREAS

A



MLC Centre

Inaugurated in 1977, the MLC design is considered one of Harry Seidler’s definitive works. Its particular landscape with tiered-spaces, temporary seats and a number of cafés, makes it a notable addition to Martin Place public realm.

B



Martin Place

Originally ‘Moore Street’ Martin Place was built in phases beginning in the early 1890s. Today, Martin Place consists of a streetscape bounded by Macquarie Street and terminated by George Street. It is characterised by commercial buildings. Martin Place has Historic significance for its ability to evidence the development of Victorian and Inter-war Sydney, and as a prestige address for institutional buildings.

C



Richard Johnson Square

The pocket square is a great public space and resting area, located in a focal point on the north-west corner of Hunter and Blight Streets. The square hosts an obelisk monument to Richard Johnson, to commemorate the site of the first church erected in Australia. The square is listed in the LEP Heritage List.

D



Chifley Square

The famous square, located in one of the busiest areas of the CBD, creates a great counterpart to Martin Place. It hosts Ben Chifley’s sculpture and the Lightwall Crucimatrilux, designed by Simeon Nelson in the 1990s.

MAIN REST AND SOCIALISING AREAS

1



GPO Colonnade

The General Post Office building was built in stages, starting in 1866, under commission of NSW state and designed by James Barnet. The Colonnade and steps provide an opportunity for relief and seating off the Martin Place boulevard.

2



Martin Place, multi-tiered podium

Combined with temporary seating, the podium space allows for multi levelled seating + social activation of the middle of boulevard.

3



Martin Place, public seating

Small zone located next to 53 Martin Place allowing for relief under shade.

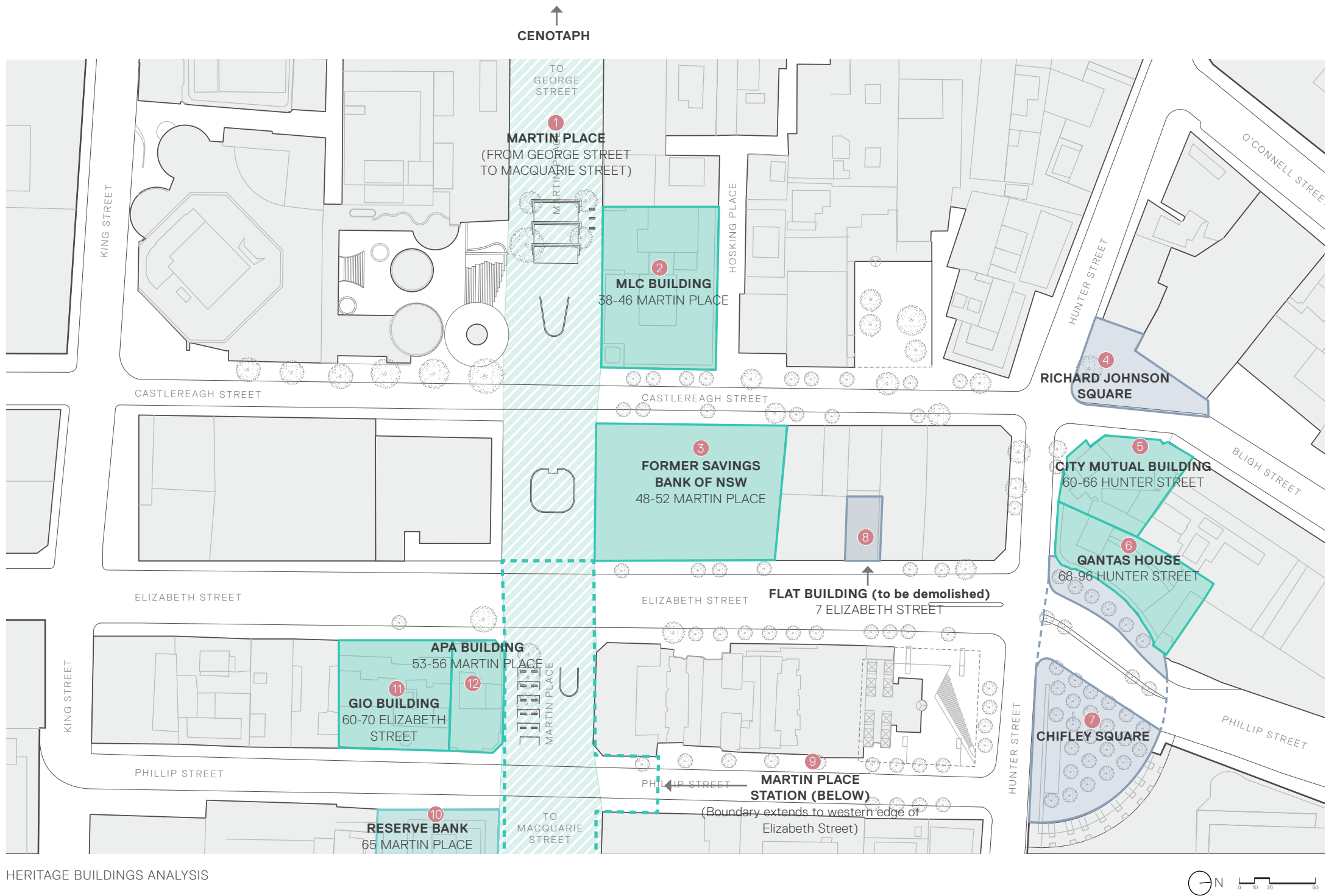
4



Chifley Square, public seating

Chifley Square provides a clear public space within the dense urban grid of the CBD. Characterized by its palm trees, plenty of benches and temporary seat make it a great place for resting and socialising.

Heritage



HERITAGE BUILDINGS ANALYSIS

The precinct has substantial heritage significance, which includes Martin Place that cuts through the southern end of the site and the various heritage buildings that line its edges. Surrounding the northern end of the precinct are another cluster of heritage buildings and other items.

Martin Place is considered to be the civic centre of Sydney and it contains a collection of celebrated heritage items and examples of significant civic and institutional buildings from various eras including Victorian, inter-war and mid-century modern.

- STATE HERITAGE LISTING
- LEP HERITAGE LISTING
- COMMONWEALTH HERITAGE LISTING

LISTED HERITAGE BUILDINGS

1

**Martin Place**

Constructed in phases starting in 1891, Martin Place consists of a streetscape bounded by Macquarie Street and terminated by George Street, characterised by commercial buildings. Martin Place has Historic and Aesthetic Significance for ability to evidence the development of Victorian and Inter-war Sydney as a prestige address for institutional buildings.

2

**MLC Building**
38-46 Martin Place

Constructed between 1936 and 1938, the former MLC Building occupies a prominent position on the corner of Martin Place and Castlereagh Streets, Sydney. The building has been maintained in good condition since the substantial renovations of the late 1980s.

3

**Former Savings Bank of NSW**
48-52 Martin Place

Constructed between 1925 and 1928, the Commonwealth Bank building fronts Martin Place on the south, Elizabeth Street on the east and Castlereagh Street on the west. Externally the building displays monumental civic scale and precise, symmetrical detailing utilising classical motifs.

4

**Richard Johnson Square**

Small paved square on the north-west corner of Hunter and Bligh Streets, containing an obelisk monument on tiered plinth. Richard Johnson Square is historically and culturally significant as an important example of 20th century civic planning.

5

**City Mutual Building**
60-66 Hunter Street

Constructed in 1936, the former “City Mutual Life Assurance” building is one of the best intact example of Art Deco style applied to a commercial office building in the Sydney CBD.

6

**Qantas House**
68-96 Hunter Street

Constructed between 1955 and 1957, Qantas House is distinguished by its graceful, segmented, curved facade. It is located on the western side of Chifley Square which itself is located at the intersection of Elizabeth, Hunter and Phillip Streets in Sydney.

7

**Chifley Square**

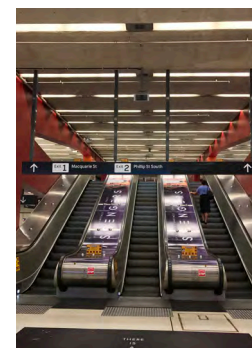
Constructed between 1957 and 1993 the square is characterised by large-scale high-rise tower buildings interspersed with lower scale development. The curved form of the Square and the recent Aurora Place to the east, visible within this setting, create a unique urban landscape within the Sydney CBD and provide a visual relief in the intensely built up area of CBD.

8

**Flat Building (to be demolished)**
7 Elizabeth Street

Constructed between 1939 and 1940, the heritage item consists of a 10-storey apartment building, designed to contain 54 flats with two shops at ground floor level and a basement restaurant.

9

**Martin Place Station (below)**

Constructed between 1973 and 1979 Martin Place Railway Station consists of an underground complex, accessed via stairs from Martin Place and then banks of three escalators to the concourse level. Pedestrian access is via arcades constructed at the same time as the station and leading to adjacent office and retail plazas.

10

**Reserve Bank**
65 Martin Place

The Reserve Bank is a 22 storey high rise tower of Post War International Style, which occupies a full block on Martin Place. It has historic importance for its ability to exemplify a post war cultural shift within the banking industry. This shift led away from an architectural emphasis on strength and stability towards a contemporary design.

11

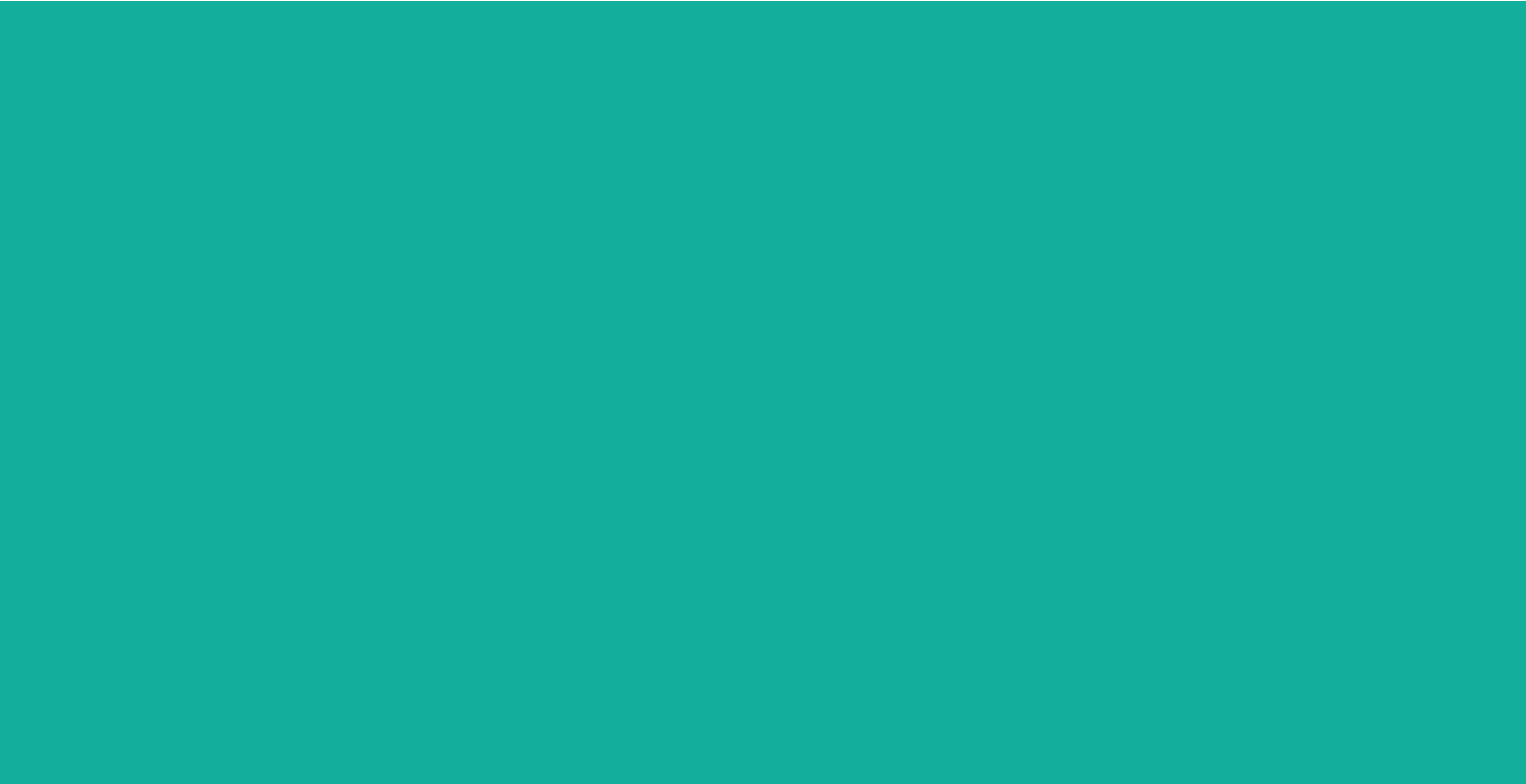
**GIO Building**
60-70 Elizabeth Street

The former Sun Newspaper building is historically significant as the last of the major newspaper buildings to be erected in the City. It is associated with the Sun Newspaper, an afternoon daily in Sydney from 1910 until the 1980s.

12

**APA Building**
53-56 Martin Place

The construction of the APA building marked the beginning of the development of the eastern end of Martin Place and Phillip Street as a major commercial and professional precinct. It was designed and constructed for the former Australian Provincial Assurance Association Lt.



Streetscape & skyline

The sites nestle into a dense city skyline at the centre of the established financial services and banking precinct of the city and adjacent to the government, commercial, and retail districts. The resulting skyline is dominated by an eclectic mix of tower heights and building forms.

The particular characteristics of the North and South sites and their key positions in the cityscape mean that the heights of the built forms on these sites can contribute positively in making the city more distinct and legible, and assist in enhancing hierarchies in the public realm and surrounding buildings that can be appreciated from a variety of vantage points and contexts.

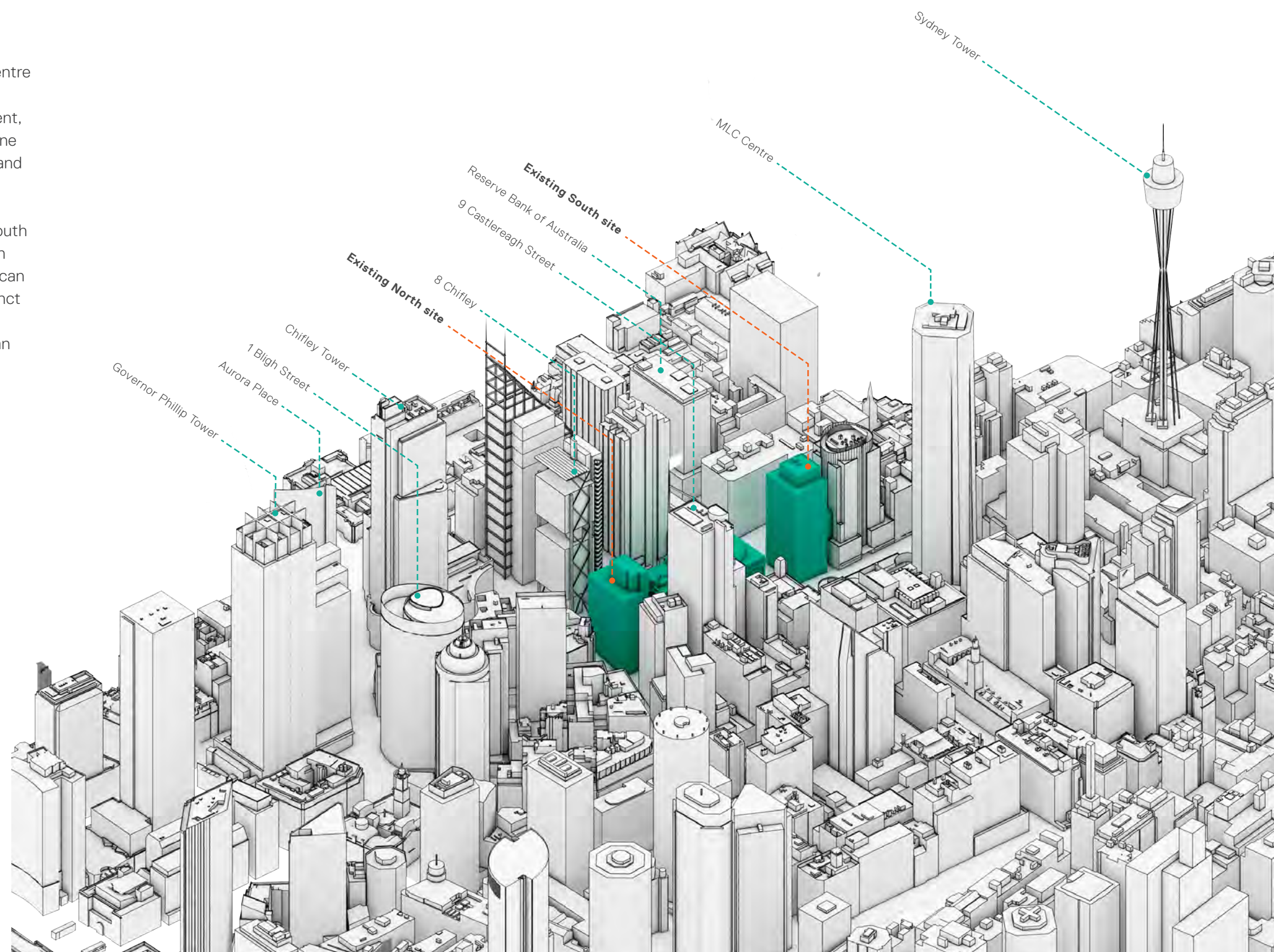


DIAGRAM OF EXISTING CONDITIONS

Streetscape & skyline

Martin Place

The South site, at 39 Martin Place, holds a prominent position in one of Sydney's most important public urban spaces, and sits at the junction of the political, civic, and financial hubs of the city. Martin Place has also evolved as a premium address for public and commercial enterprises and since pedestrianisation took place in the 1970s, formalised Martin Place as Sydney's principal pedestrian connection between the civic Macquarie Street and commercial George Street.

While a 150 foot height limit (originally proposed in 1932) ensures a consistency of scale of the buildings fronting Martin Place, there is still a wide degree of variation in the streetscape and skyline along the thoroughfare, particularly at MLC Centre and the former Prudential Building (39 Martin place), the latter of which exceeds the historic height limit and does not respond to street alignments.

Martin Place is cluttered with three ingress/egress points for the existing Martin Place train station, one of which sits directly in front of the South site and provides access to the Martin Place Shopping Circle. It is part of the Sydney Metro's redevelopment plan to remove these underground entries and consolidate them into the base of the south tower.



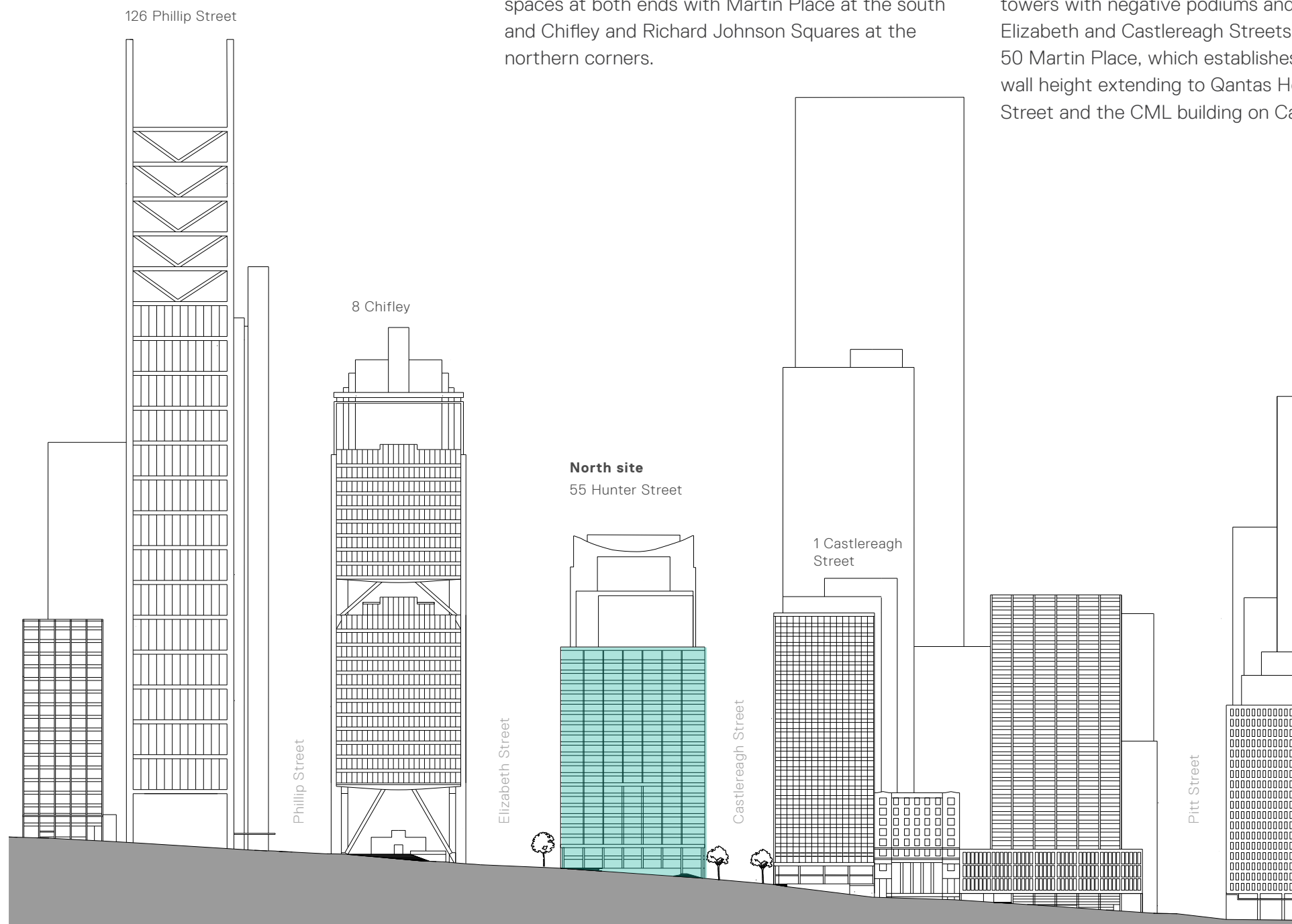
Existing view looking west along martin place



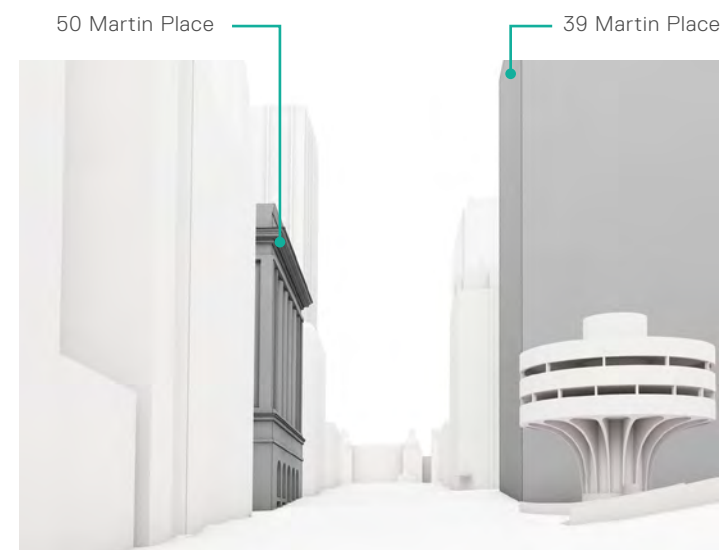
Hunter Street

The north site is adjacent to important public open spaces at both ends with Martin Place at the south and Chifley and Richard Johnson Squares at the northern corners.

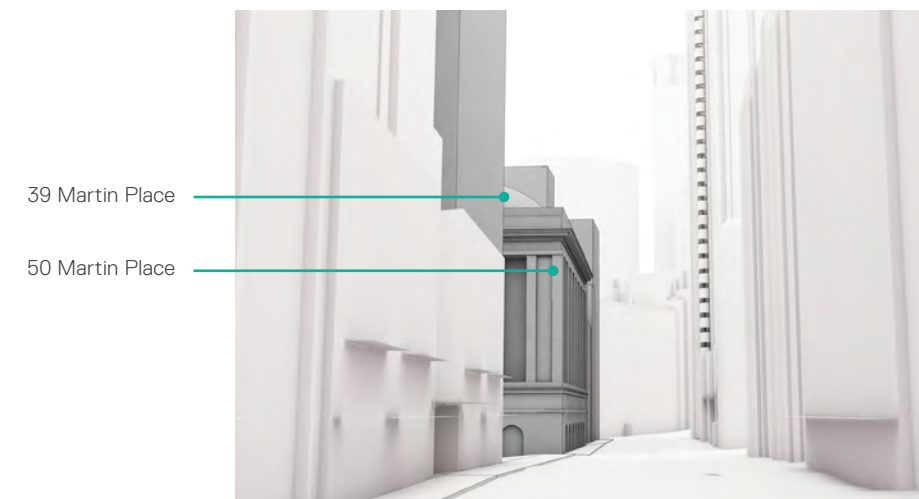
The built form of Hunter Street features a number of towers with negative podiums and varied setbacks. Elizabeth and Castlereagh Streets are dominated by 50 Martin Place, which establishes a dominant street wall height extending to Qantas House on Elizabeth Street and the CML building on Castlereagh Street.



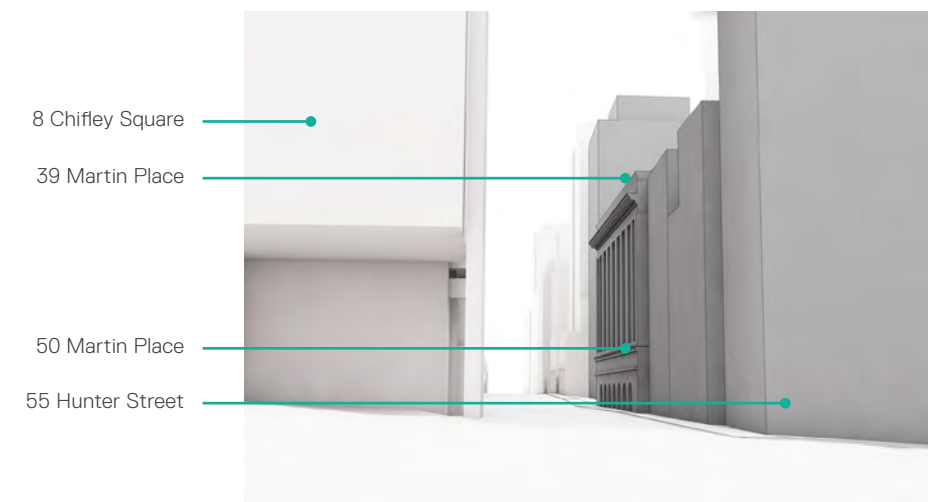
HUNTER STREET EXISTING ELEVATION



Existing view looking east along Martin Place



Existing view looking north along Elizabeth Street



Existing view looking south along Elizabeth Street

Planning controls

Key planning controls Summary

Sydney LEP 2012 is the principal local environmental planning instrument applying to the Precinct, establishing (amongst other things):

- permissible land uses;
- development standards (e.g. height, FSR, car parking etc);
- design excellence requirements;
- heritage conservation requirements; and
- heritage floor space requirements.

Zoning

The North and South Sites are located within the B8 Metropolitan Centre Zone. The objectives of the zone are:

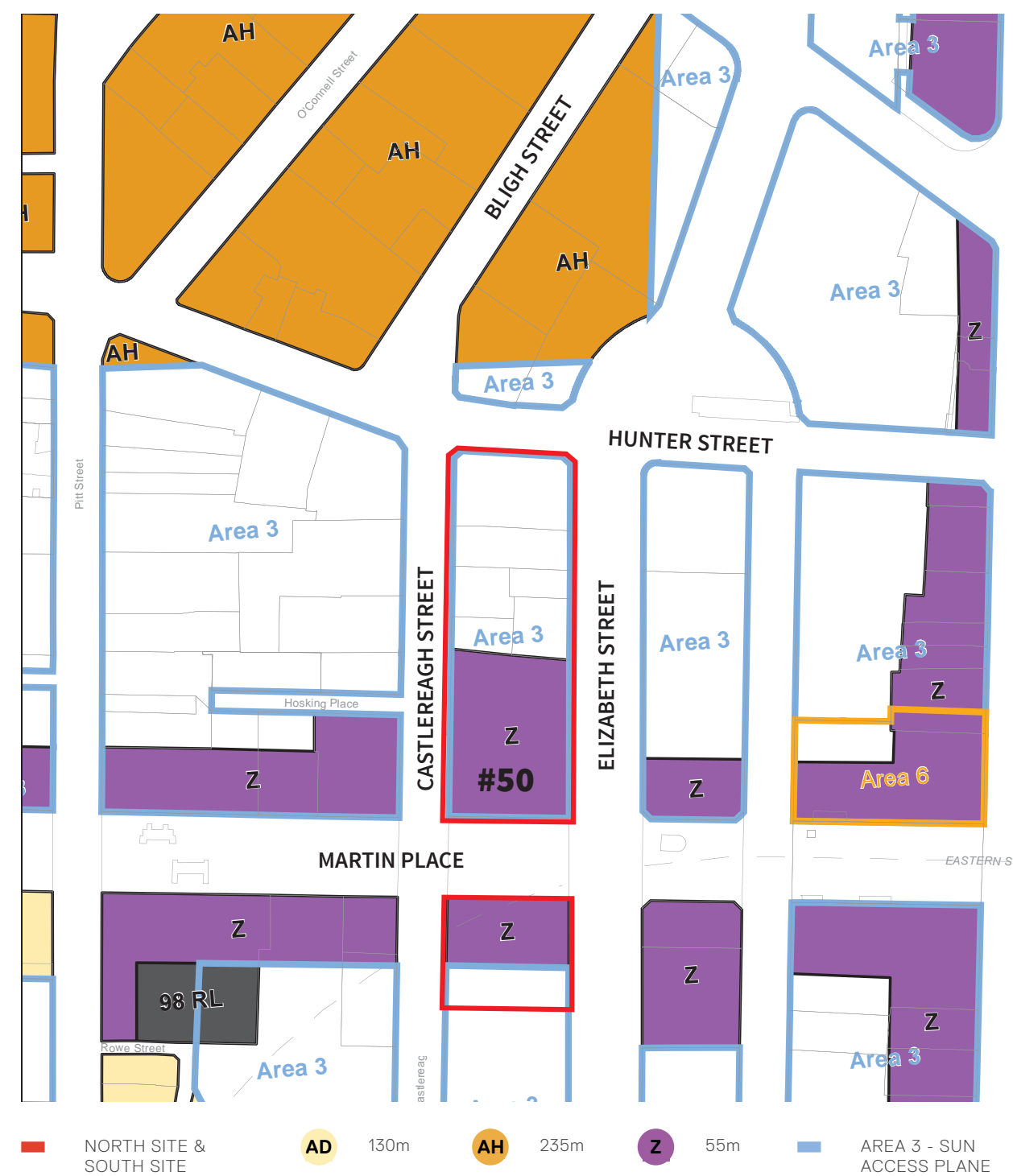
- To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.
- To provide opportunities for an intensity of land uses commensurate with Sydney's global status.
- To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.
- To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling.
- To promote uses with active street frontages on main streets and on streets in which buildings are used primarily (at street level) for the purposes of retail premises.



Planning controls

Maximum Height

The maximum height control is contained within clause 4.3 of Sydney LEP 2012. As shown on the maximum building height map. Both the North Site and South Site are affected by Sun Access Planes, providing protection to Martin Place and Hyde Park.



Planning controls



Floor Space Ratio

The maximum Floor Space Ratio (FSR) applying to both Martin Place North and South is 8:1 (base GFA). However, as the site is located within ‘Area 1’ of the FSR Map, clause 6.4 of the Sydney LEP 2012 outlines that the following additional Gross Floor Area may be obtained for the following types of development outlined in the table below.

Type	FSR
Base	8:1
Accommodation Floor Space hotel or motel accommodation	6:1
Office premises, business premises, retail premises, residential accommodation or serviced apartments	4.5:1
Design Excellence Floor Space (if not used for height)	Potential 10% (up to)

Planning controls

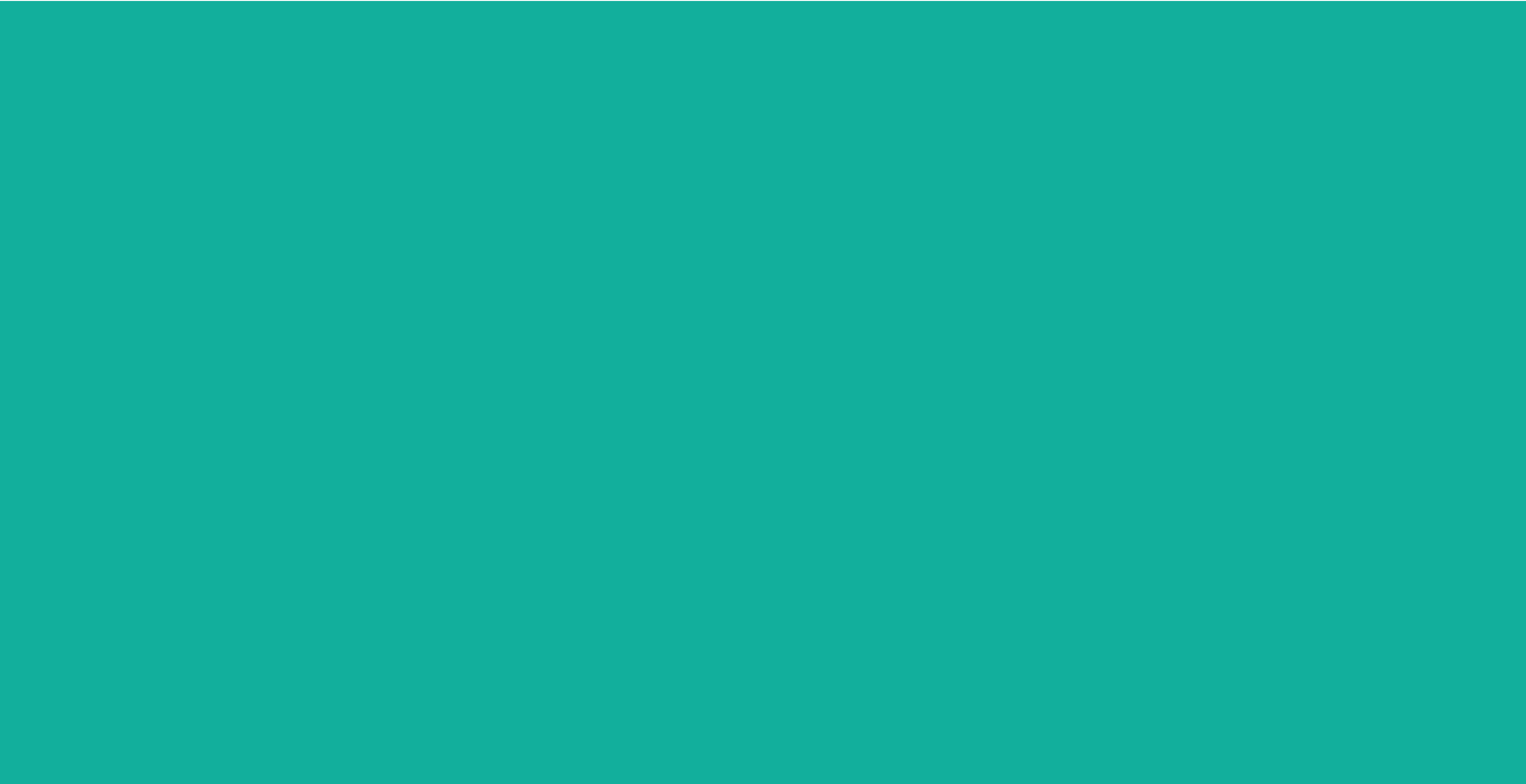
Heritage

The Precinct is largely defined by the numerous heritage items, including Martin Place, which are identified as items of National, State or Local heritage significance. Parts of each site are also captured under Special Character Areas (Martin Place and Chifley SQUARE).

- THE PRECINCT
- SCHEDULE 5 2012 LEP LISTING
- SPECIAL CHARACTER AREA 2012 LEP BOUNDARY
- SHR LISTING
- COMMONWEALTH HERITAGE LISTING



- 1** Reserve bank building 65 martin place (item 1897)
- 2** City mutual life assurance building 60-65 hunter street (shr listing . 00585)
- 3** Qantas House (1 Chifley Square), 68-96 Hunter Street (SHR listing no. 01512)
- 4** Former Australian Provincial Assurance Building, 53-63 Martin Place (SHR listing no. 00682)
- 5** Commonwealth Bank, 48-50 Martin Place (SHR listing no. 01427)
- 6** Martin Place Railway Station (SHR listing no. 01187) & Martin Place generally (Item I1889)
- 7** Former MLC Building, 38-46 Martin Place (SHR listing no. 00597)
- 8** Former GIO Building, 60-70 Elizabeth Street (SHR listing no. 00683)
- 9** Richard Johnson Square including Monument and Plinth, Hunter and Bligh Streets (Item I1673)
- 10** 7 Elizabeth Street (Item I1737)
- 11** Chifley Square (Item I1708)
- 12** Commonwealth Bank Building (Item I1919)
- 13** General Post Office (SHR listing no. 00763)
- 14** Challis House (SHR listing no. 00666)
- 15** Former Bank of Australasia (Item I1772)
- 16** Former Equitable Life Assurance (Item I1771)
- 17** Former Colonial Mutual Life Building (Item I1893)



04

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Urban design principles

Urban framework & design principles

Text extracted from “The Urban Design of Sydney Metro Martin Place Station Precinct” (revision N) prepared by Tzannes.

3.3.1 MOVEMENT

3.3.1.1 Transport Interchange

- Station entries are to be located at the corners of streets.
- Station entries are to be scaled to suit the anticipated user movements.
- Station entries are not to form the predominant architectural character of the buildings in which they are located. They are to be civic buildings in which railway stations are located.
- Where part of the project, the public domain (footpaths and squares) is to be scaled and designed to facilitate anticipated pedestrian movements.
- Simple and direct movement between modes of transport are to be facilitated by the design of the ground floor of the proposal and in the proposed positioning of bus and taxi stands.
- The North Site is to incorporate an east west through site link open to the public from 6am to 10pm at the junction of 50 Martin Place and the new building.
- The transport interchange is to provide appropriate publicly available intermodal transport facilities.

3.3.1.2 Motor Vehicle Movement

- Service vehicle frontage to the building is to be limited to maximise the capacity to activate public domain.
- Any carpark and service vehicle access is to be located to the middle of the block of the North Site to minimise potential impact on active frontages to Elizabeth and Castlereagh Streets with access denied to Hunter Street.
- Any carpark and service vehicle access is to be located to the southern extent of the South Site block to minimise potential impact on active frontages to Elizabeth and Castlereagh Streets and most importantly Martin Place. It is noted that the City of Sydney DCP aims to provide active frontages to Castlereagh Street over Elizabeth Street.

3.3.2 OPEN SPACE

3.3.2.1 Public Domain Activation

- Active frontages are to be maximised and to be located as a minimum in the locations noted in the City of Sydney DCP part 3.2.3. In general they should comply with the objectives and principles described in this document.
- The railway station entries are to be designed and positioned to maximise their capacity for pedestrian movement and public domain activation.
- Above ground services strategy for the new railway station is to ensure its impact on the public domain is minimised. Where possible services are to be located away from frontages indicated as active frontages in the CoS DCP.
- The ground level impact of the services of the OSD are to be considered in the design and are to ensure its impact on the public domain is minimised. Where possible services are to be located away from frontages indicated as active frontages in the CoS DCP.
- Service vehicle entries are to be located as noted in part 3.3.1.2 of this report.
- The Bank at 50 Martin Place is to maintain the historic Martin Place, Castlereagh Street and Elizabeth Street principal entrances to the building to activate these streets and to ensure the independent identity and heritage significance as a bank on Martin Place are retained.
- It is critical that the Martin Place entrance to 50 Martin Place continues to have a public role

providing access to the building.

- The Tom Bass sculpture is to be reinstated or relocated within the public domain of the precinct. 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.

3.3.2.2 Ground Plane of Martin Place

- Public domain activation by the southern building is to be maximised.
- The amount of building frontage addressing the public domain accommodating services is to be minimised and not permitted to Martin Place.
- 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.
- Design proposals to take into account overland flow and potential flood impacts predicted for the locality.
- Wind impacts of proposal to meet relevant public domain standards appropriate for use and proposed activity.
- Daylight access analysis to be provided to Martin Place to show impact of design proposals.

- Investigate the potential to improve daylight levels to Martin Place through reflection from the north facade of the southern building and the east and west façades of the northern building.
- Solar access impacts to be limited to those predicted by built form of the CoS LEP 2012 Solar Access Plane and maximum height limits.
- Rain cover is to be provided to the South Site although no awnings are permitted to Martin Place.
- Some street tree planting and the use of terracing to make usable outdoor spaces in the redesign of Martin Place's topography is encouraged.

3.3.2.3 Ground Plane of Chifley Square and Richard Johnson Square

- Improve connections to and activate Hunter Street as well as Chifley and Richard Johnson Square.
- Facilitate effective pedestrian connections from the metro station to the northern parts of the city through the considered location and design of the station entries and their connection to the surrounding public domain.
- The placement of any new metro station entries in these spaces needs to consider their important spatial and heritage qualities.
- The amount of building frontage addressing the public domain accommodating services is to be

- minimised and not permitted on Hunter Street.
- Reduce public domain clutter to allow maximum opportunity for public space activation.
 - Design to ameliorate overland flow and potential flood impacts predicted for the locality.
 - Wind impacts of proposal to meet relevant public domain standards appropriate for use and proposed activity.
 - The frontage is to incorporate features that provide rain cover for local pedestrians and users of the new metro station.

3.3.3 BUILT FORM

3.3.3.1 Density

- Gross Floor Area should be maximised within the proposed envelope allowing for appropriate built form and façade articulation.

3.3.3.2 Tower Height

- Both towers are not to breach the Sun Access Planes.
- Both towers are to maximise their capacity within the constraints of the Sun Access Planes and the design principles of this report.
- Rooftop and mechanical plant to be wholly within built form envelope and a considered part of the mechanical design.

3.3.3.3 Podium Street Wall Definition

Martin Place

- The proposed building on the South Site is to have a zero setback for the podium to match the predominant street alignment.
- Proposed street wall height of the podium on the southern site is to relate to the heritage building at 50 Martin Place.
- A recess in the built form of the tower is to increase the articulation and definition of the street wall from the tower over.
- The proposed building on the South Site is not required to set back on Elizabeth and Castlereagh Streets.

Hunter Street

- The northern building alignment to Hunter Street is to be set back from the street in alignment with the northern façades of 8 Chifley and Deutsche Bank. There is some minor variation in this setback.
- The proposed design of the northern tower is to respond to the 'reverse podium' alignment of 8 Chifley and Deutsche Bank in its architectural form. It is not to undermine the spatial definition of Chifley Square or Richard Johnson Square through the implementation of a significant undercroft space in replication of these two buildings.

Elizabeth Street

- Street wall height of the proposed building on the South Site is to match that of the heritage building at 50 Martin Place.
- A recess in the built form of the tower on the South Site is to increase the articulation and definition of the street wall from the tower over.
- 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.

Castlereagh Street

- The proposed building on the South Site is to respond to the street wall height of the heritage building at 50 Martin Place.
- A recess in the built form of the tower on the South Site is to increase the articulation and definition of the street wall from the tower over.

- The proposed design of the northern tower is to respond to the street wall alignment and height of both 50 Martin Place and the CML building. Note: refer to section 3.3.3.4 for relevant tower setbacks.

3.3.3.4 Tower Setbacks

Martin Place

- Setback to Martin Place to respond to the alignment of the Reserve Bank building and 53 Martin Place, as well as the break in the spatial definition of Martin Place created by the MLC building.
- 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.

Hunter Street

- Zero set back to Hunter Street to align with the towers adjacent to the east along Hunter Street.
- Model corners of North Site's tower for enhanced solar access, daylight to the public domain and wind performance.

Elizabeth and Castlereagh Street

- Zero set back to Castlereagh and Elizabeth Streets is recommended for the reasons outlined in the Urban Design report.
- 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 define and significant recess in the tower facade.
- Model corners of tower on the North Site for enhanced solar access, daylight to the public domain and wind performance.

3.3.3.5 Street Wall Articulation

Martin Place

- The Martin Place facade of the southern building is to respond to the articulation and principal datum lines of 50 Martin Place.
- The Martin Place facade of the southern building is to respond to the general solidity of 50 Martin Place as well as the other key heritage buildings of Martin Place.
- Awnings are not to be used on the Martin Place frontage.
- Appropriately scaled openings are recommended for the Metro Station entrance onto Martin Place.

Hunter Street

- The Hunter Street facade of the North Site is to respond to the articulation and principal street wall height or other key datum lines of 50 Martin Place.
- The Hunter Street facade of the North Site is to respond to the articulation and principal street wall height of the former Qantas House.
- The Hunter Street facade of the northern site is to respond to the articulation of the 'reverse podium' alignment of 8 Chifley and the Deutsche Bank building.
- The north east view from Chifley Square down Elizabeth Street an important view in the context of the city, and the detailed design of the northern building is to respond to it.

Elizabeth and Castlereagh Streets

- The facade podium articulation of the South Site's tower is to extend from the Martin Place facade to both the Elizabeth and Castlereagh Streets to ensure the three dimensional integrity and solidity of the podium is maintained.
- Provide a zone of articulation between the tower and the podium on the South Site 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. This is also to return to the side elevations of Elizabeth and Castlereagh streets for the extent of this architectural language.
- The articulation of the base of the North Site's tower is to respond to the architectural language of 50 Martin Place.
- The architectural form and expression of the North Site's tower should allow 48-50 Martin Place to be understood as a distinct and independent architectural element in the Elizabeth and Castlereagh Street streetscapes.
- The North Site's tower should allow the historic north-east and north-west lift overrun towers of 48-50 Martin Place to be understood visually as distinct forms.
- A considered transition between the North Site's tower and 50 Martin Place is required.
- Elizabeth Street between Martin Place and Chifley Square is a rare 'full block' elevation design opportunity. This elevation is required to be a contributory visual experience in the city..

3.3.3.6 Street Wall Materiality

Martin Place

- The Martin Place facade of the South Site is to respond to the materiality of 50 Martin Place as well as the other heritage structures.
- The materiality of the South Site's tower over is to respond to its context in the city skyline and to support its articulation from the building's podium.

Hunter Street

- The materiality of the lower sections of the Hunter Street façade of the North Site is to respond to the materiality of 50 Martin Place.
- The materiality of the North Site's tower is to respond to its context in the city skyline.

Elizabeth and Castlereagh Streets

- The podium facade materiality of the South Site's tower is to extend from the Martin Place facade to both the Elizabeth and Castlereagh Street façades, to ensure the three dimensional integrity and solidity of the podium is maintained.
- There is greater flexibility for the materiality of the South Site's tower over as the tower is required to respond to the skyline of the city.
- The articulation of the base of the North Site's tower is to respond to the architectural materiality of 50 Martin Place.
- The materiality of the North Site's tower over is to respond to its context in the city skyline.

3.3.3.7 Scale

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



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Development options analysis

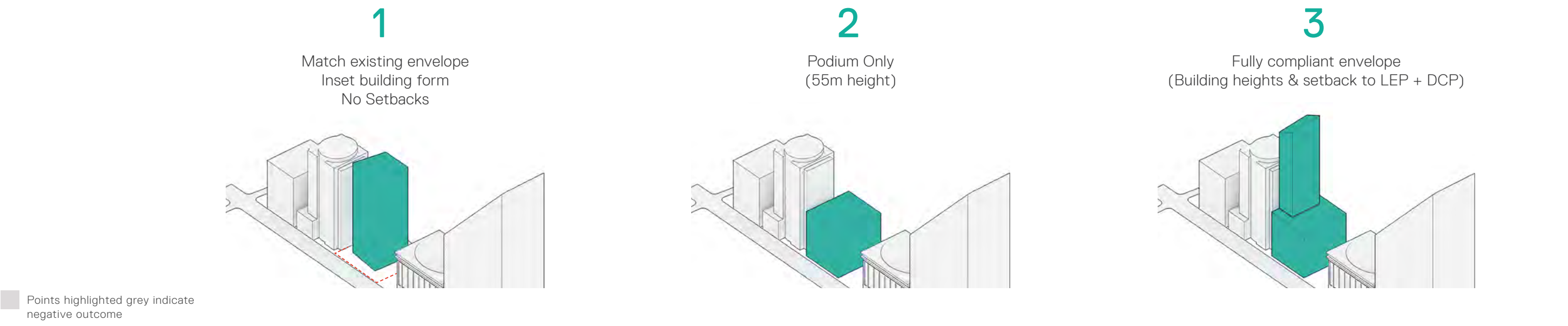


Introduction

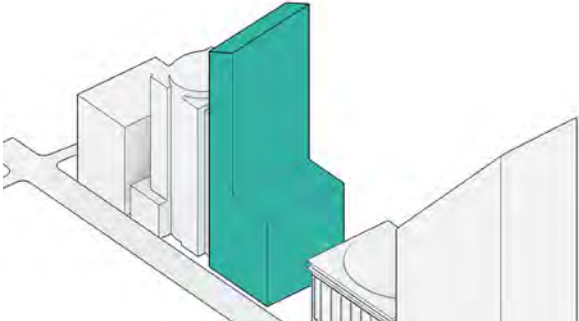
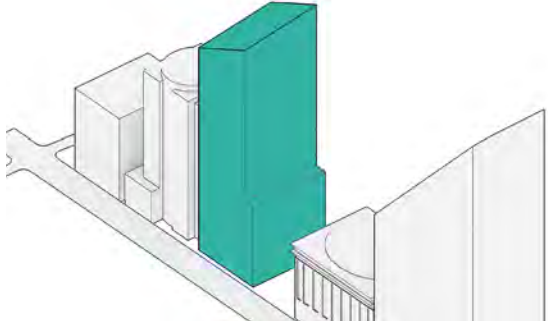
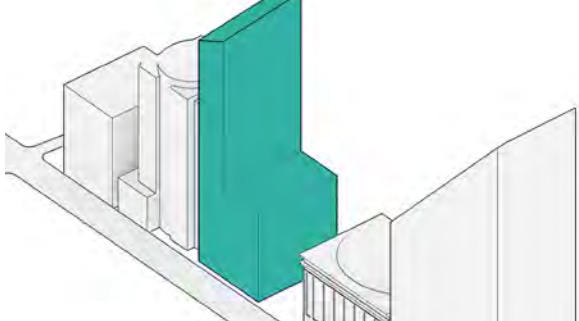
The following pages contain a comprehensive options analysis of the possible envelopes for the north and south sites. These explore a range of envelope form and height configurations, appropriate to each site.

Each option is evaluated against a set of criteria that is also specific to the site and its context.

Envelope form: Options analysis - South site



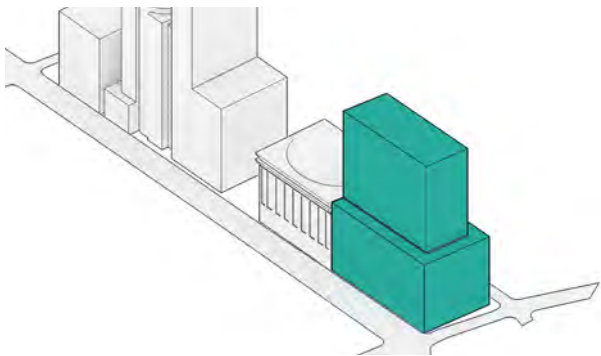
Land use (relative to context)	Predominantly office/commercial use proposed.			Predominantly commercial use proposed.			Predominantly commercial use proposed.		
Adherence to Urban Design Objectives	Inset building form does not align with urban block or maintain street wall.			Generally aligns with the Urban Design Guidelines			Generally aligns with the Urban Design Guidelines		
Heritage response	Uniform building form does not respond to Martin Place heritage context.			Alignment with street wall height datum. No visual canyon effect due to absence of tower.			Alignment with street wall height datum. Podium form responds to Martin Place.		
Workplace objectives	Limited floor space, development does not meet needs for the foreseeable future. Does not optimise site opportunity.			Limited floor space, development does not meet needs for the foreseeable future. Does not optimise site opportunity.			Does not optimise site opportunity. Impractical floorplates sizes in tower for commercial use (only suitable for residential or hospitality).		
Environmental amenity	Built form maintains existing wind conditions, but absence of setbacks misses opportunity to improve the wind environment.			Absence of setbacks misses opportunity to improve the wind environment and amenity.			Setbacks on north facade help mitigate wind impacts from tower above. Setbacks reduce overshadowing and improve daylight.		
Transport-oriented development	More constrained footprint to incorporate Metro Station and associated services.			Metro Station and associated services and infrastructure can be incorporated.			Metro Station and associated services and infrastructure can be incorporated.		
Response/suitability to Martin Place	Misses opportunity to contribute to and enhance the Martin Place architectural character.			Alignment with street wall height datum.			Alignment with street wall height datum.		
Over-shadowing	Inset building form and building height maintains existing over-shadowing conditions.			Low building height reduces over-shadowing.			Setbacks reduce over-shadowing compared to maximum developable envelope.		
LEP objectives / compliance	Does not meet LEP objectives.			Does not provide sufficient floor space to meet anticipated development needs for the foreseeable future.			Does not conflict with LEP objectives.		

<div><div>4</div><div>LEP Envelope No side setbacks Residential use</div></div> <div><div>5</div><div>Reduced setback on north No side setbacks</div></div> <div><div>6</div><div>Proposed envelope LEP compliant No side setbacks</div></div>			
<div>Points highlighted grey indicate negative outcome</div>			
Land use (relative to context)	Residential use not considered appropriate for the civic and predominantly commercial use of Martin Place	Predominantly commercial use proposed.	Predominantly commercial use proposed.
Adherence to Urban Design Objectives	Conflicts with objective 3.3.3.4, which recommends a setback on Martin Place that responds to the Reserve Bank building and 53 Martin Place	Complies with Urban Design Principles Complies with Urban Design Principles	Conflicts with objective 3.3.3.4, which recommends a setback on Martin Place that responds to the Reserve Bank building and 53 Martin Place
Heritage response	Alignment with street wall height datum. Podium form responds to Martin Place.	Alignment with street wall height datum. Podium form responds to Martin Place.	Alignment with street wall height datum. Podium form responds to Martin Place.
Workplace objectives	Limited office floor space.	Maximises commercial office floor space in response to intensification opportunities over new transport hub.	Maximises floorplate opportunities within existing envelope controls. Provides a variety of floorplate types to cater for different occupiers.
Environmental amenity	Setbacks on north facade help mitigate wind impacts from tower above. Setbacks improve daylight into Martin Place.	Setbacks on north facade help mitigate wind impacts from tower above.	Setbacks on north facade help mitigate wind impacts from tower above. Setbacks improve daylight into Martin Place.
Transport-oriented development	Metro Station and associated services and infrastructure can be incorporated.	Metro Station and associated services and infrastructure can be incorporated.	Metro Station and associated services and infrastructure can be incorporated.
Response/suitability to Martin Place	Alignment with street wall height datum. Clear legibility of podium and tower.	Alignment with street wall height datum. Clear legibility of podium and tower.	Alignment with street wall height datum. Clear legibility of podium and tower.
Over-shadowing	Complies with sun access plane	Complies with sun access plane	Complies with sun access plane
LEP objectives / compliance	Does not conflict with LEP objectives.	Upper part of envelope exceeds the existing Martin Place height controls (55m height for 25m deep zone).	Does not conflict with LEP objectives.

Envelope form: Options analysis - North site

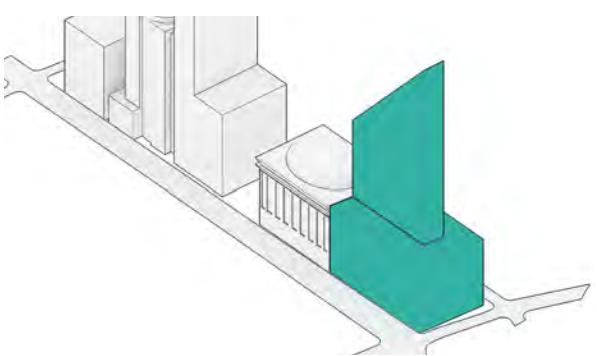
1

LEP + DCP
Compliant envelope



2

LEP + DCP
Compliant envelope

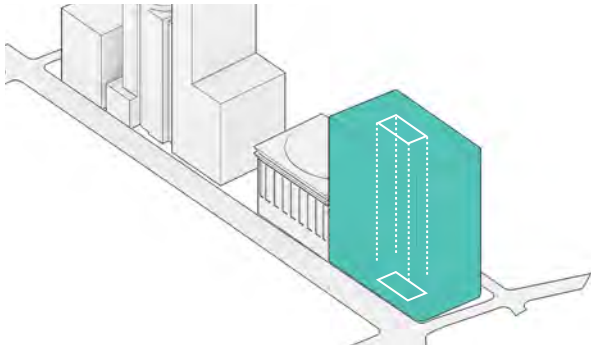


Points highlighted grey indicate negative outcome

Land use (relative to context)	Predominantly commercial use proposed.		Commercial use proposed for podium. Tower floorplates align with Hotel/Residential use.
Adherence to Urban Design Objectives	Does not optimise density.		Does not optimise density.
Heritage response	Alignment with street wall height datum. Podium responds to 50 Martin Place.		Alignment with street wall height datum. Podium responds to 50 Martin Place.
Workplace objectives	Envelope limits opportunity to create large floorplates in the city.		Envelope limits opportunity to create large floorplates in the city.
Quality of workplace environment	Envelope restricts capacity for variety of internal spaces eg. terraces, double height wintergardens, interconnecting atriums.		Envelope restricts capacity for variety of internal spaces eg. terraces, double height wintergardens, interconnecting atria.
Environmental amenity	Setbacks help mitigate wind impacts from tower above.		Setbacks help mitigate wind impacts from tower above.
Transport-oriented development	Metro Station and associated services and infrastructure can be incorporated.		Metro Station and associated services and infrastructure can be incorporated.
Over-shadowing	Complies with sun access plane.		Complies with sun access plane.
LEP objectives/ compliance	Does not conflict with LEP objectives.		Does not conflict with LEP objectives.
Maximise development potential and density over station (height, bulk + scale)	Does not maximise floorspace within sun access plane.		Does not maximise floor space within sun access plane.
Flexibility to achieve design excellence	Envelope limits capacity for floorplate flexibility and achieving an iconic design.		Envelope limits capacity for floorplate flexibility and achieving an iconic design.

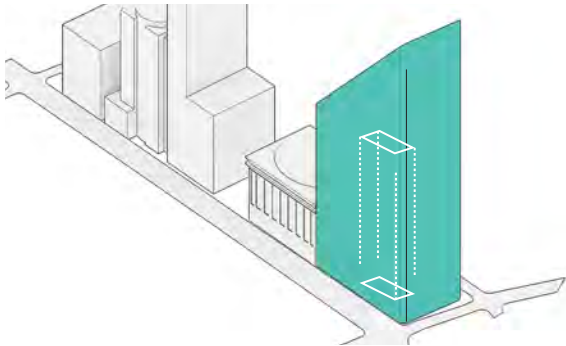
3

LEP compliant envelope
No setbacks



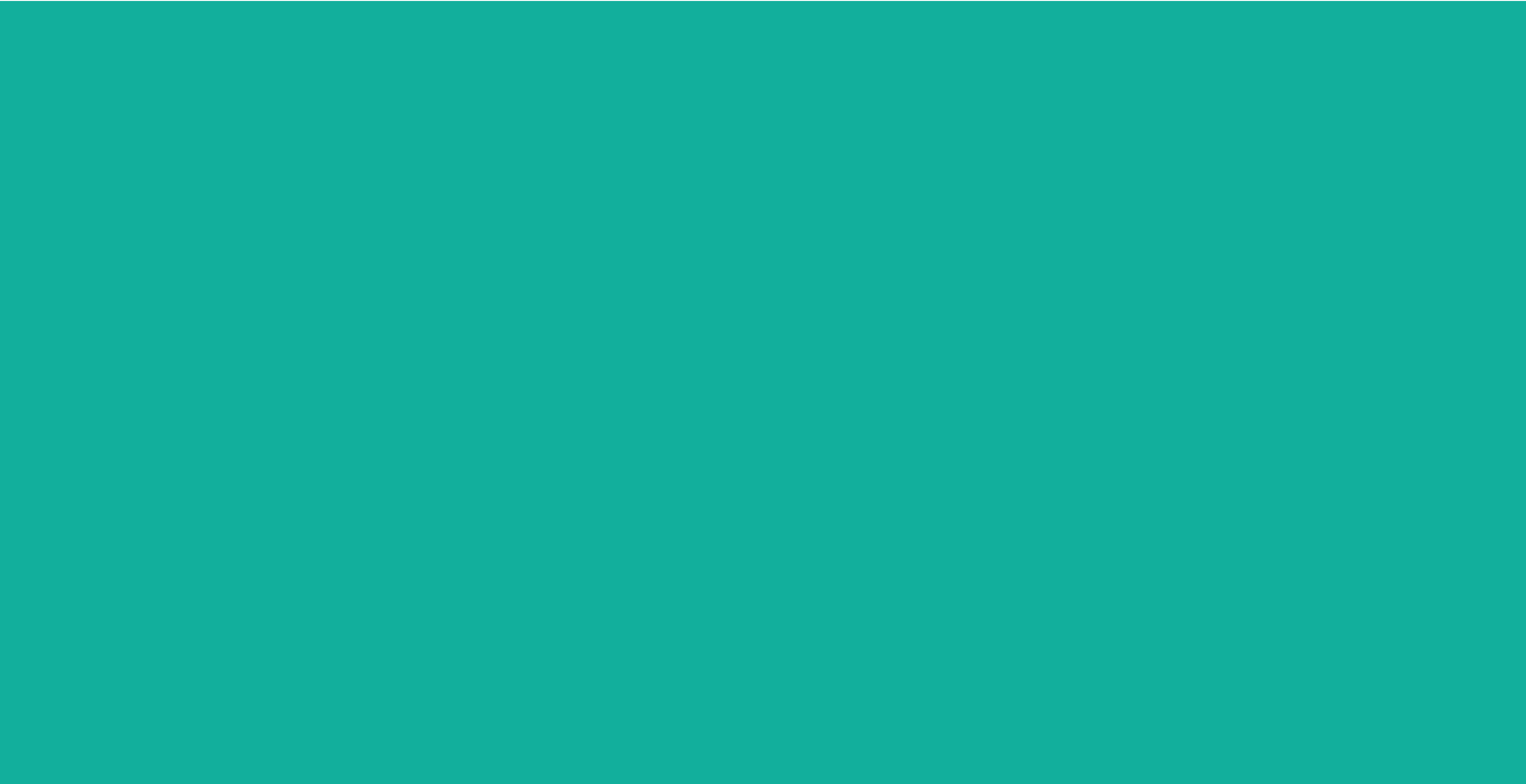
4

Proposed envelope
Sun Access Plane



Points highlighted grey indicate negative outcome

Land use (relative to context)	Commercial use proposed.	
Adherence to Urban Design Objectives	Does not optimise density or respond to surrounding tower form typology.	Envelope enables compliance.
Heritage response	Can align with street wall height datum. Podium treatment can respond to 50 Martin Place.	Can align with street wall height datum. Podium treatment can respond to 50 Martin Place.
Workplace objectives	Maximises floorplate opportunities within envelope controls.	
Quality of workplace environment	Envelope maximises capacity for variety of internal spaces eg. terraces, double height wintergardens, interconnecting atria.	Envelope maximises capacity for variety of internal spaces eg. terraces, double height wintergardens, interconnecting atria.
Environmental amenity	Wind impacts potentially neutral. Refer wind study by CPP (proposed envelope tested).	Wind impacts potentially neutral. Refer wind study by CPP.
Transport-oriented development	Metro Station and associated services and infrastructure can be incorporated.	
Over-shadowing	Complies with sun access plane.	
LEP objectives/ compliance	Does not conflict with LEP objectives.	Increased FSR.
Maximise development potential and density over station (height, bulk + scale)	Does not maximise floor space within sun access plane and limits views out.	Maximises floor space within sun access plane and maximises views out.
Flexibility to achieve design excellence	Envelope limits capacity for floorplate flexibility and achieving an iconic design.	Floorplate flexibility maximised. Envelope accommodates appropriate allowances for design development and achieving an iconic design.

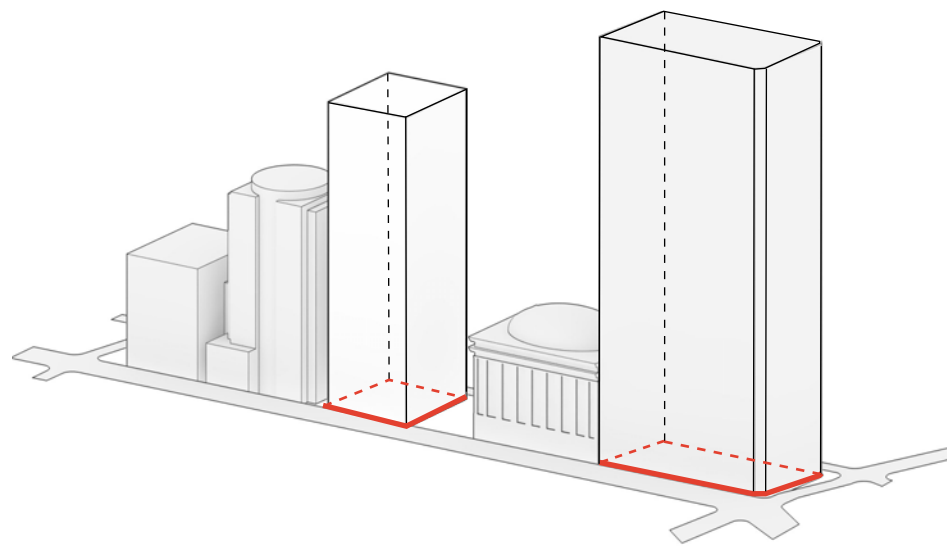


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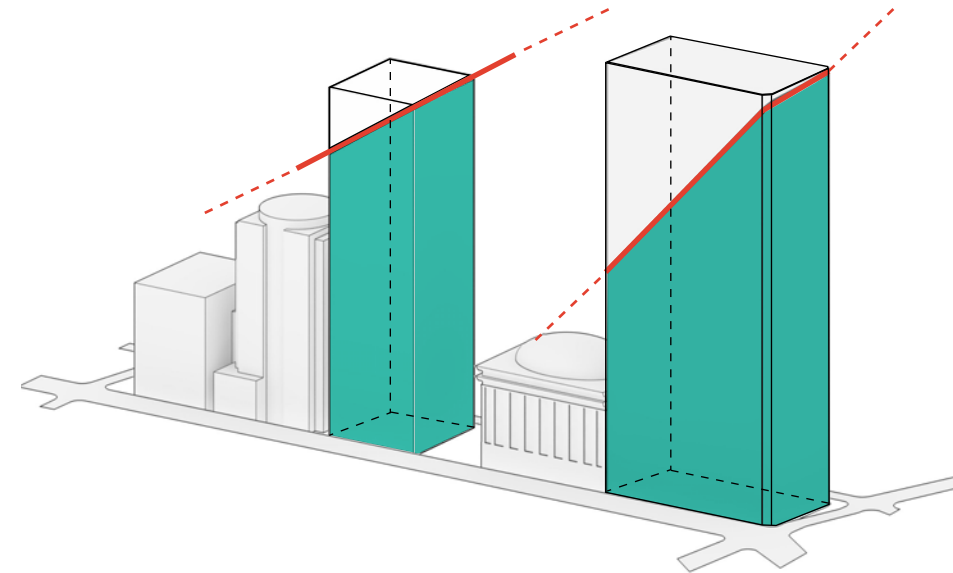
Proposed envelopes

Principles



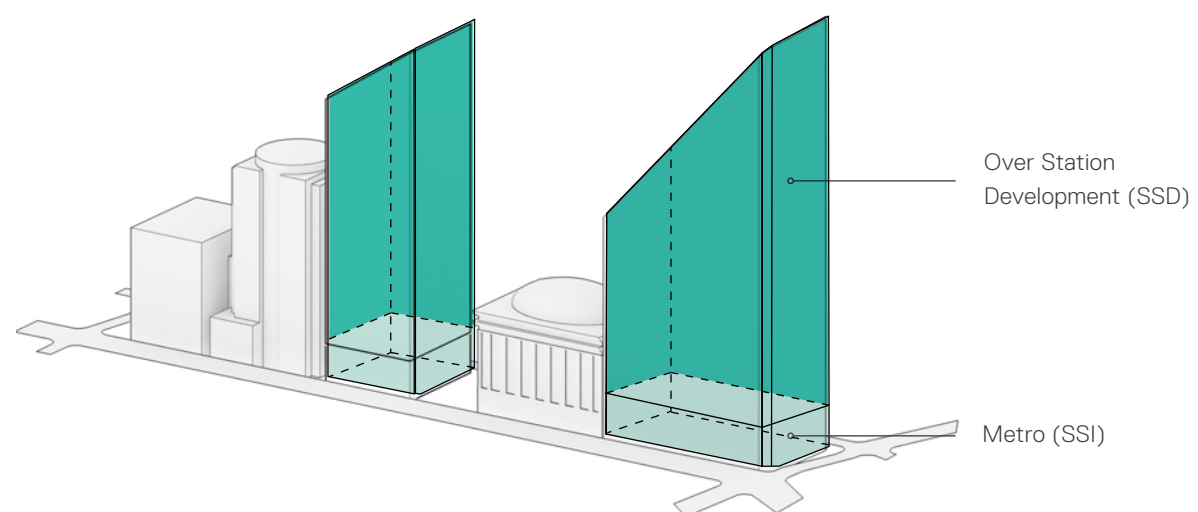
SITE BOUNDARY

The surveyed boundary for the North and South site is extruded to generate the maximum volume for the sites.



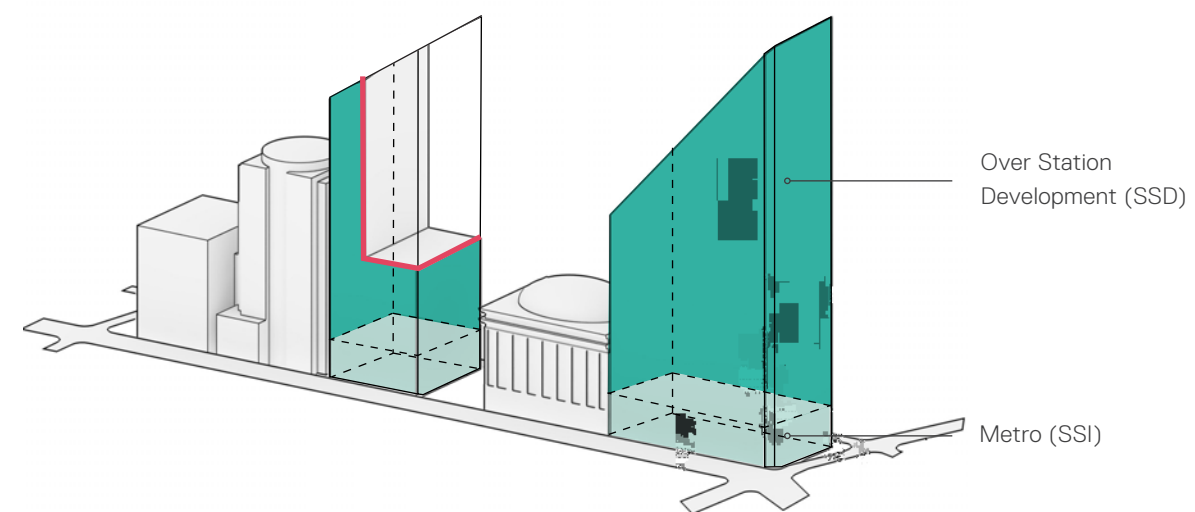
SUN ACCESS PLANES

The sun access planes, as per the City of Sydney controls, establish the maximum buildable heights for the North and South sites.



LAND USE

As a function of the site development, Metro transport requirements are located at the base of the North and South site as part of the Over Site Development.



LEP HEIGHT CONTROLS TO MARTIN PLACE

The City of Sydney 2012 Local Environment Plan establishes a maximum height control of 55m on either side of Martin Place.



07

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Illustrative scheme

Overview

The purpose of the illustrative schemes is to demonstrate the how the proposed envelopes can achieve the Macquarie project vision and objectives in accordance with the SEARS and the urban design principles described in “The Urban Design of Sydney Metro Martin Place Station Precinct” Urban Design Report prepared by Tzannes (refer appendix G).

As an integrated part of Martin Place Station the Macquarie proposal provides the opportunity to restructure and revitalise a degraded city block into Sydney’s vital fabric.

Philosophy of the South & North sites

South site

Martin Place is arguably Sydney’s most important civic “square” capable of accommodating large public gatherings. Building any large new structure along it carries a heightened degree of responsibility.

The philosophy of this proposal is threefold: to reinstate its formal edges by building to the street line and both the Elizabeth and Castlereagh Street corners, to respect the most important aspects of its built heritage, particularly 50 Martin Place opposite, and to achieve the maximum possible of active frontage around its base. The last aspect is by far the biggest challenge.

The site area (1,897m²) is extremely tight considering the number of conflicting demands to accommodate: a Metro station hall, Metro tunnel ventilation which must emerge from the ground but be discharged at least 6m above pavement and from any boundary, the entrance lobby to a large office building, a loading bay to a large office building, not to mention the requisite cafés and restaurants. All this is made even more complicated by the 1 in 10 (and therefore not DDA compliant) slope of Martin Place itself at this point.

The key strategic moves underpinning this application are:

- The confining all aspects of the service core (including metro requirements) to a narrow band hard up against the southern party wall.
- The provision of a station hall flanked by a public cross route connecting Castlereagh and Elizabeth streets overcoming the level difference through the main station lifts.
- A positive and sensitive response to Martin Place with street level activation and station entrances seamlessly integrated into the architecture..

North site

As an integral part of the Martin Place Station Precinct, the north site offers the very rare opportunity to redevelop an entire city block as a true urban mixed use development within the core of our City.

With the opportunity to consolidate the entire site including 9-19 Elizabeth Street and 50 Martin Place, we hold the potential to provide significant improvements such as:

- Provide a grand Station Entrance facing Hunter Street, prominently located on the sites major central axis.
- Transfer unrealised GFA from 50 Martin Place to the North Tower.
- Provide significant active street frontages and through site lane ways and links.
- Create large campus-style office floor plates that are orthogonal, flexible, adaptable, and incorporate atria.
- Create opportunities for integration with 50 Martin Place.
- Consolidate loading dock facilities with ramp access
- Integrate above ground station plant in a logical and efficient manner.
- Provide a clean simple ground plane that prioritises people first

The development opportunity of the Reference Scheme Site is comparatively constrained by its restricted site area and complex shape. It is likely that a developed scheme for this site will require a compromise of Station Entrance, Office Lobby, street activation, public space, and/or Office floor plate orientation, size and core location.

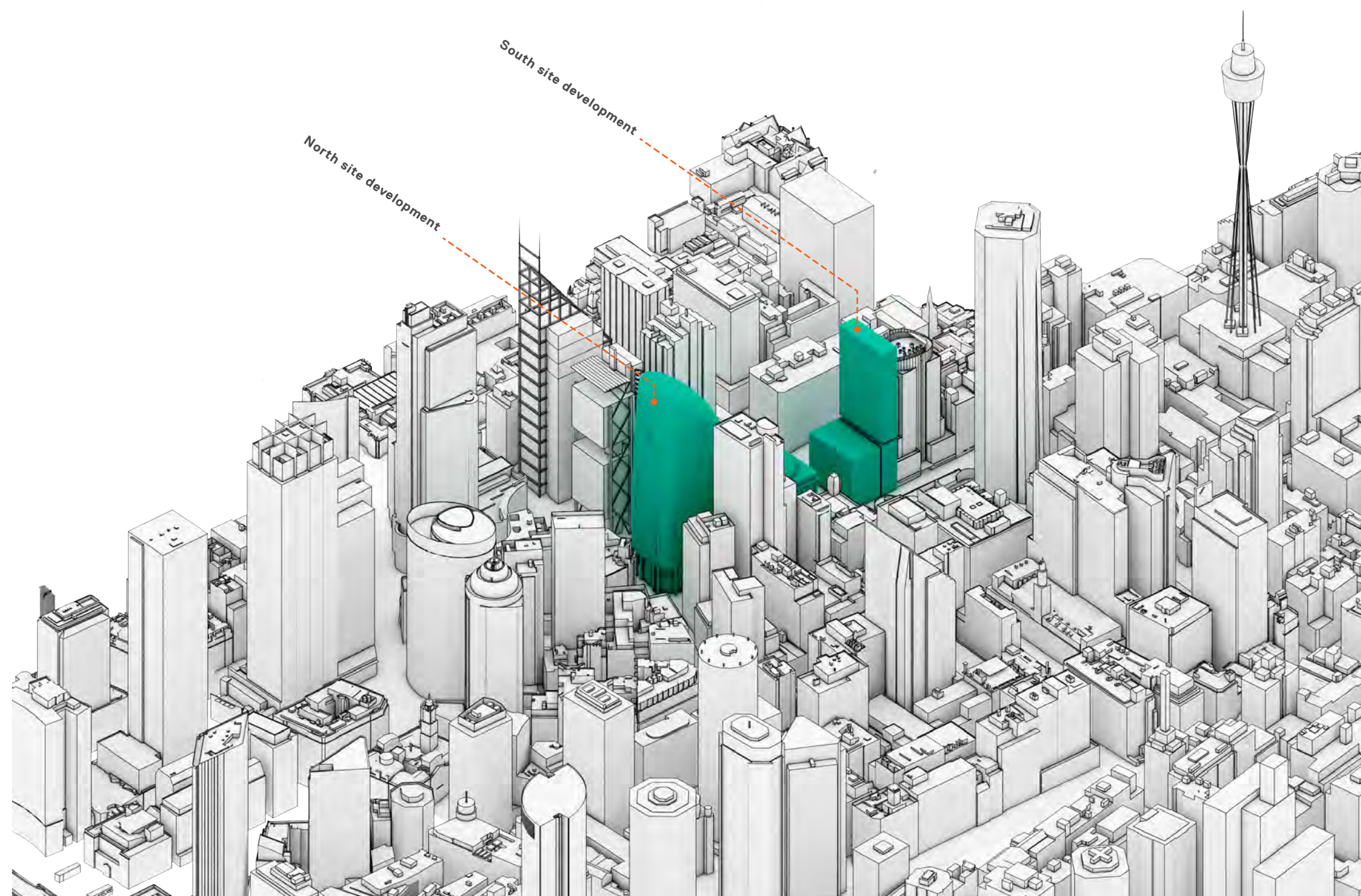
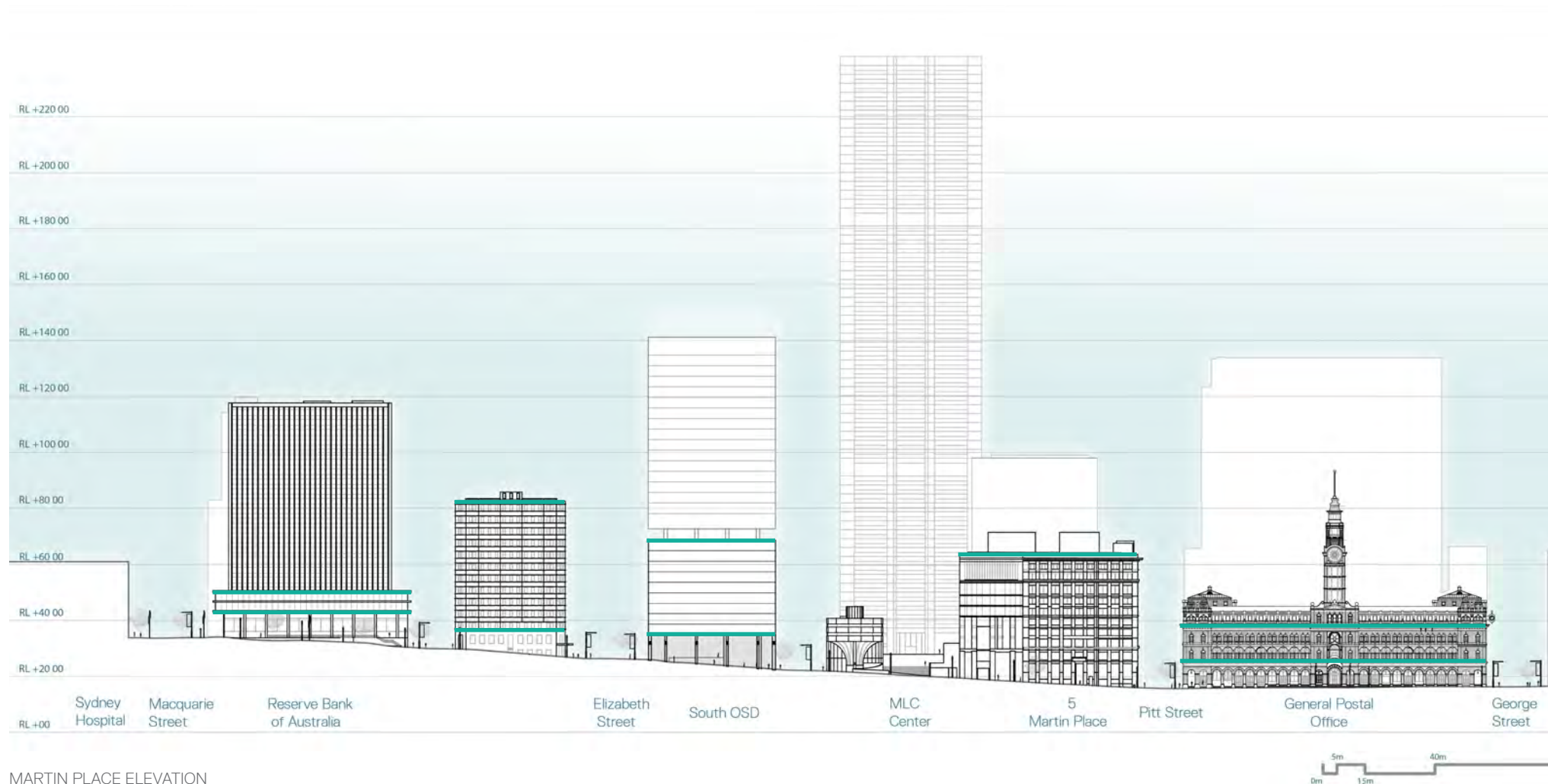


DIAGRAM OF ILLUSTRATIVE SCHEME



Streetscape - South site

The proposal recognises the importance of 'streetscape' and the various character areas around the site. This is reflected through the reclamation of the street edge by building out to the boundary, and through the definition of strong edges and corners. The scale and massing of the podium, and wall modulation have been developed in response to this context, in so doing adding to and strengthening the streetscape character.

New connections, through-site-links and street activation will enliven the street and add to the character and appeal.

While there are various ground level functions the towers will have a clear and identifiable address, which will be distinct and independent of the station entrances. This is partly achieved through the orientation of the entrances which address Elizabeth Street and Martin Place, as opposed to the Metro Station entrances which, are largely oriented towards Castlereagh Street and the northeast.

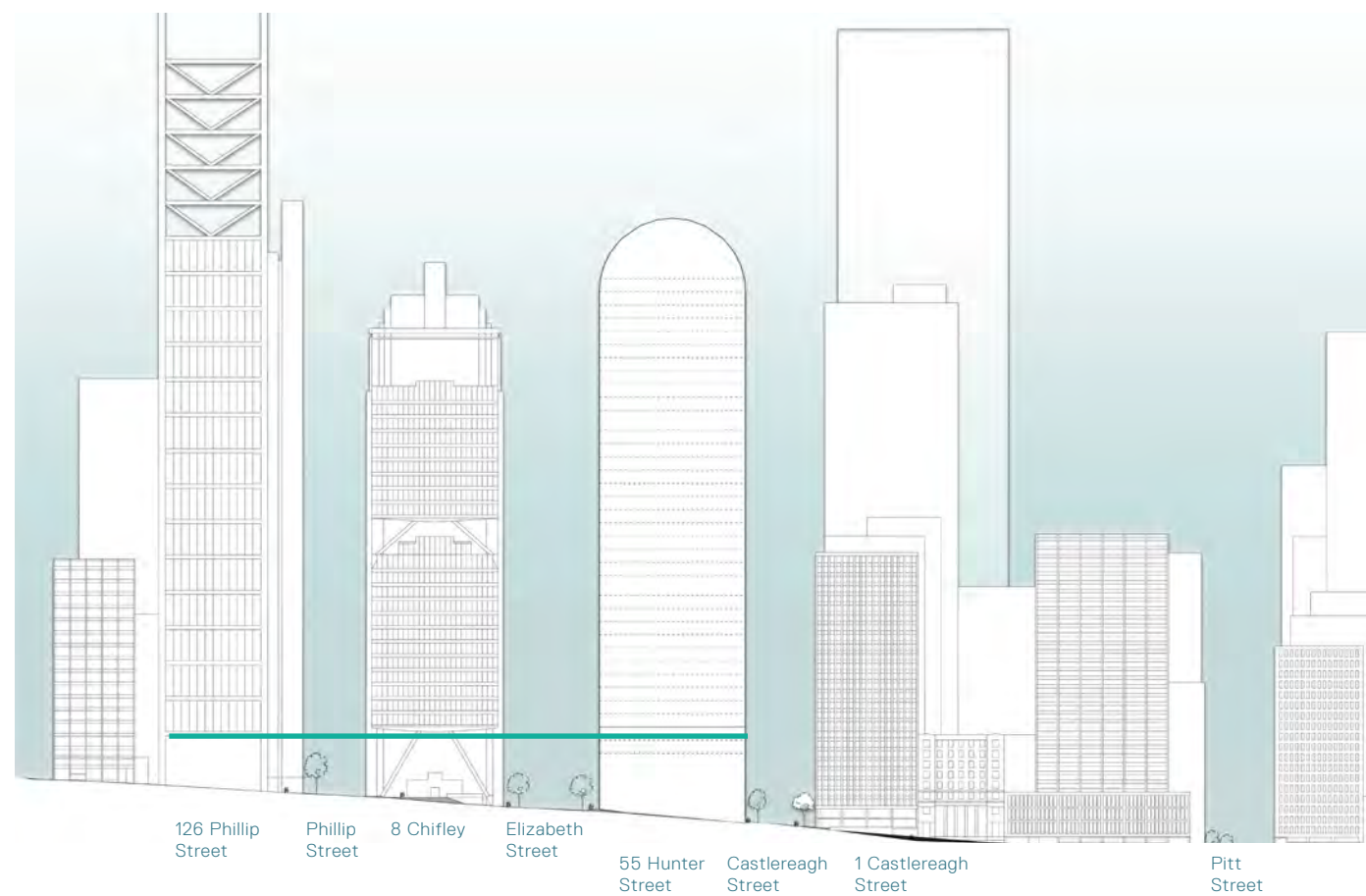
Important streetscape vistas will be retained and enhanced. Façade treatments will be sensitive to their contexts, for example the northern façade of the south tower will express a contemporary interpretation of existing heritage façades of 48-52 Martin Place.

Streetscape - North site

The proposal reflects the tradition of distinguished negative podiums in surrounding developments such as 8 Chifley, 126 Phillip, 9 Castlereagh, MLC Centre and Australia Square in a way that does not undermine the spatial definition of Chifley Square or Richard Johnson Square.

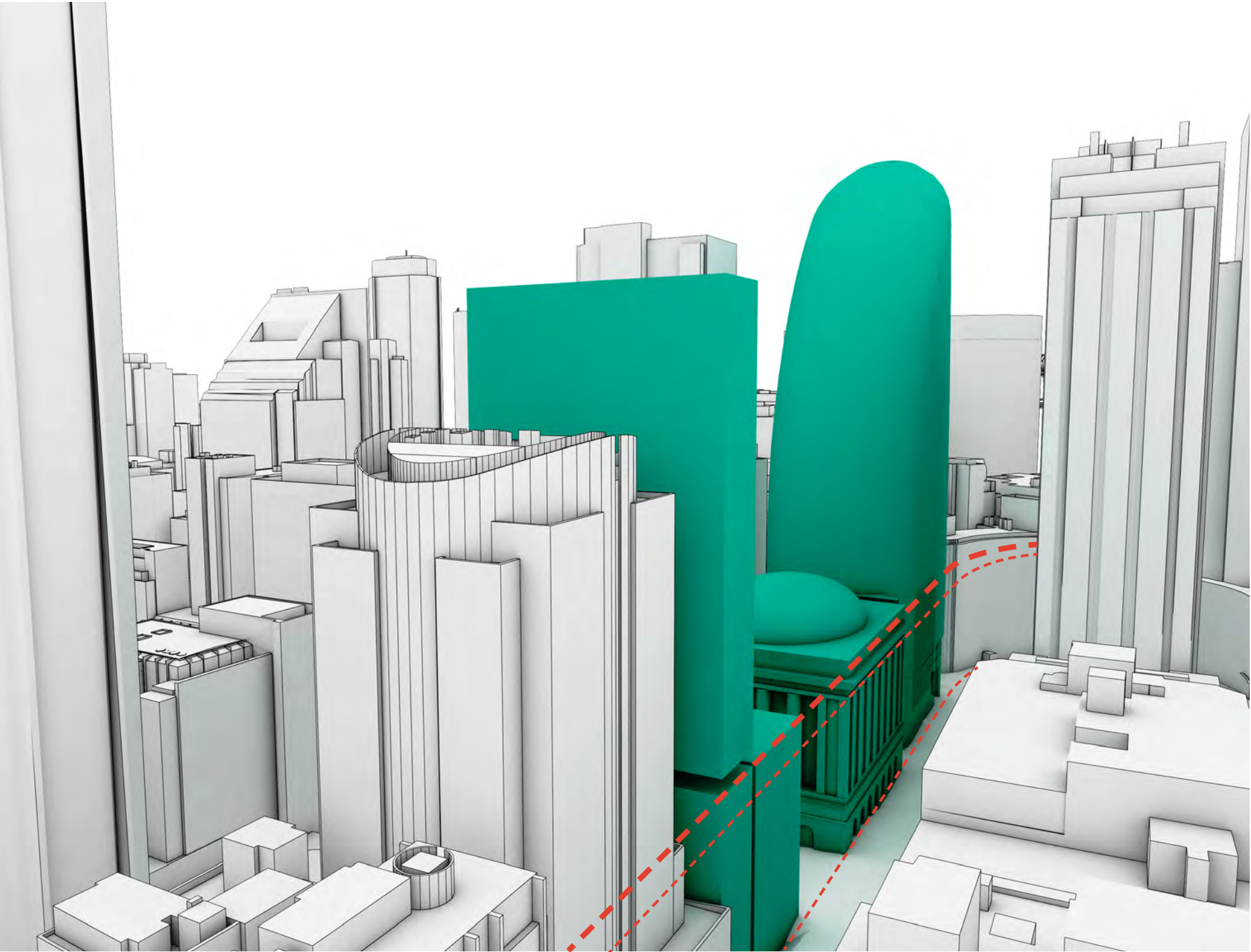
The proposed design is respectful to and extends the key street wall alignments of 50 Martin Place and Chifley Square along Elizabeth St and Castlereagh St.

The articulation of the base of the northern tower is to respond to the architectural language of 50 Martin Place and retain the exceptional aesthetic significance of its facade.

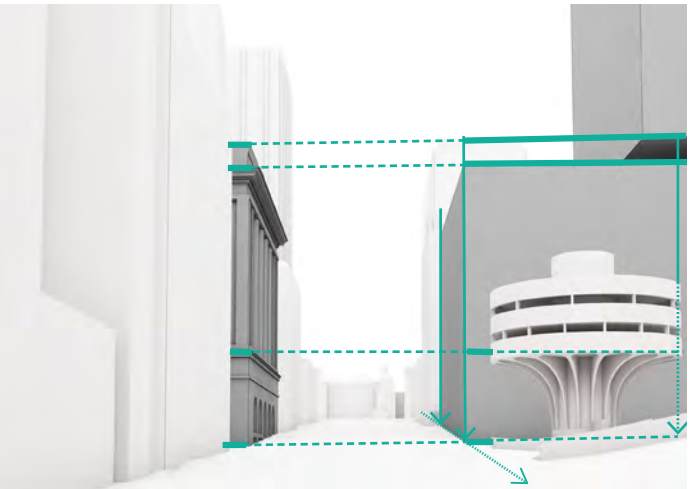


HUNTER STREET ELEVATION

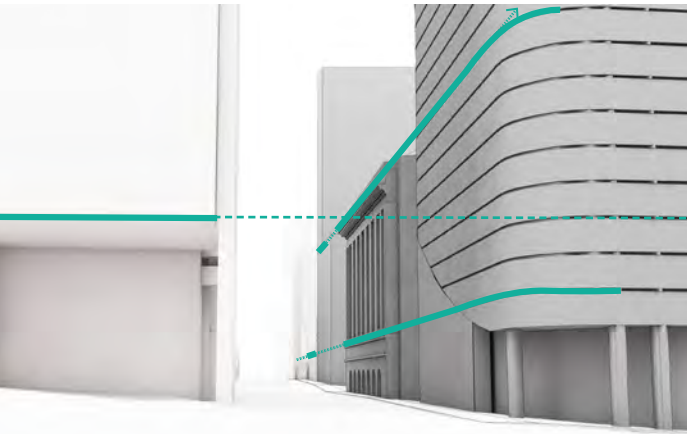
Streetscape



PRECINCT-WIDE KEY DATUM LINES



EAST VIEW DOWN MARTIN PLACE



SOUTH VIEW DOWN ELIZABETH STREET FROM HUNTER STREET

Integrated precinct

A central objective of the proposal is the establishment of an integrated, transport-oriented development, that exploits the proposal's strategically important location in the heart of Sydney's financial and civic districts. The proposed new Metro Station at Martin Place will be a flagship station that provides a modern and efficient multi-modal transport interchange and new gateway into the northern CBD.

The opportunities to integrate the OSD and Metro Station will allow for a much improved level of spatial integration, providing enhanced architectural opportunities and benefits for the Metro Station, with the opportunity to create grander, more civic scaled station entrances that can accommodate future pedestrian demands and ensure easy and safe interchange for pedestrians, all whilst being fully coordinated with the OSD infrastructure above.

Structure and building services can be comprehensively integrated, resulting in the further benefit of the creation of 'convergent' areas where the public and private elements interface, creating an enriched urban outcome and further public benefits.

The opportunity to better organise and coordinate street level functions will result in the clear legibility of functions and improved urban outcome. The integration also allows for a more sensitive and nuanced integration of the station entrances into the major civic spine of Martin Place at the south and the important civic streets and spaces at the north including Chifley Square and Richard Johnson Square.

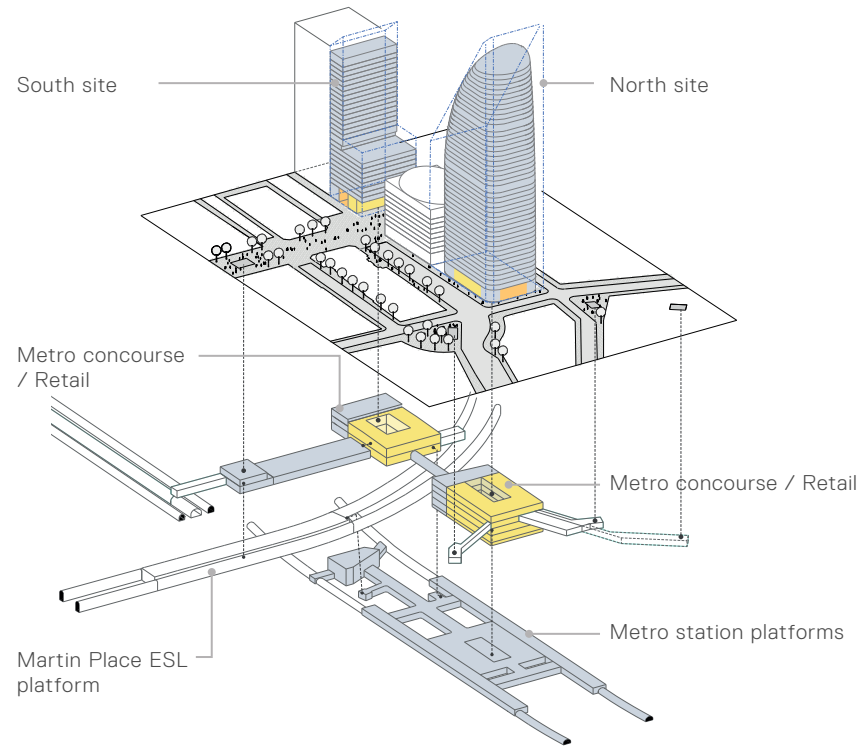


1 CONSOLIDATED/MINIMISED SERVICES AND PLANT AREAS

2 STATION ENTRIES LOCATED AT CORNER OF STREETS

INTEGRATED PRECINCT DIAGRAM

Integrated precinct



1

Permeable ground plane

The removal of public domain clutter such as the existing railway station access from the centre of Martin Place integrates the south site into the precinct at ground level while an additional concourse link below ground further enhances north-south permeability across the precinct. The ground plane is punctuated at the south and north with large "City Rooms" where station, office, retail and public thoroughfare converge.

2

Maximised daylight access

Suspended built forms maximise daylight access to Metro precinct below, while also creating a visual connection between levels above and below.

3

Voids and atria

Maximised floor plates with allowance for interconnecting voids highlights the convergence of towers above with Metro below.

4

Integrated structure

Integrated and expressed structure between tower and Metro establishes a seamless integration between the two, in line with Sydney Metro Design Guidelines.

5

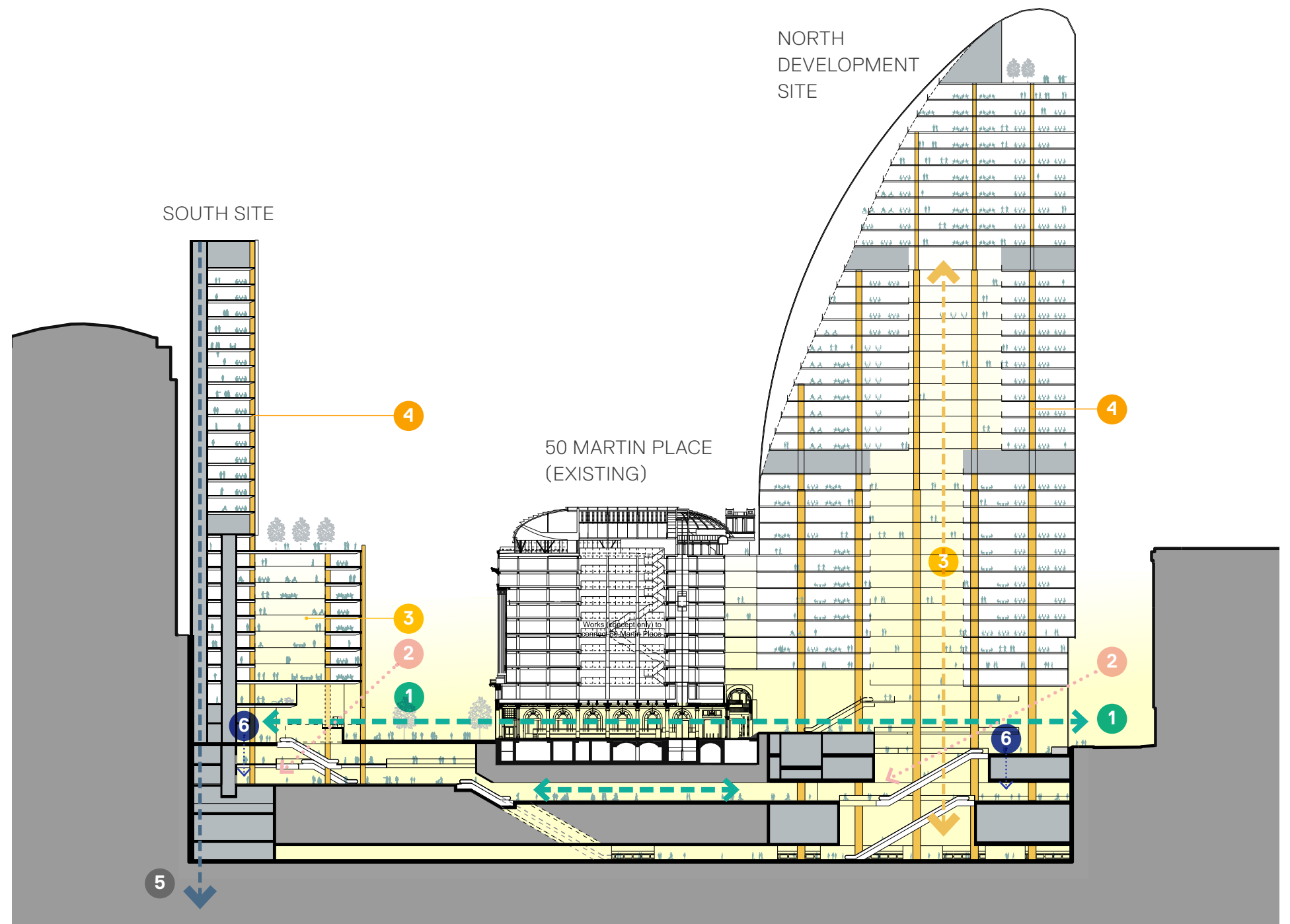
Integrated services

Plant/BOH zones for tower and Metro are consolidated and primarily located at below ground levels to minimise street presence, in line with Sydney Metro Design Guidelines. Services for the south site are located to the south to maximise active frontages along Martin Place, Castlereagh, and Elizabeth Street and not compromise public domain areas.

6

Accessible pathways

Legible universally accessible routes are located adjacent to primary paths of travel to provide safe and equitable pedestrian access east-west across the site and through transport modes above and below ground, in line with Sydney Metro Design Guidelines.



Public domain

The proposed public domain principles indicated in the illustrative scheme correspond closely with the urban design objectives. Station entries are located on corners of the city blocks and scaled to meet both the passenger demands and the specific urban context. The station entry locations will facilitate the simple and direct movement between modes of transport located along Castlereagh and Elizabeth Streets and have the potential to activate and revitalise the adjacent public spaces of Chifley Square and Richard Johnson Square.

The integration of new public transport infrastructure into the building fabric and removal of existing concourse entry portals in Martin Place will have a significant impact on the quality and character of the public realm, establishing a new setting for an enriched urban environment with intensified activity, thereby providing a striking new gateway into the city.

Active frontages can be maximised around the perimeter, to create a revitalised and enhanced public realm, which with the Metro Station and site intensification will generate greater retail activity by building on the existing high-end retail setting. Consolidation of above ground station services into the middle of the city blocks (north site), co-located with the single service yard entrances for each site will allow the maximisation of active street frontages.

South site

The proposals for Martin Place seek to reflect the significance of Martin Place as Sydney's central civic space. This can be achieved by creating a clutter free, unified public realm with complimentary relationships between old and new. The south tower lobby is oriented to Martin Place providing a civic street address that is consistent with the formal character and existing building configurations on Martin Place. The proposals for Martin Place should also incorporate the objectives of the City of Sydney's City North Public Domain Plan to provide a safe, accessible, visually attractive, high quality, unified streetscape.

North Site

The north site has the capacity to transform what exists today as an underutilised thoroughfare, toward a true precinct destination that will in-turn enhance the pre-eminence and vitality of Chifley Square and Martin Place; Sydney's important historic city spaces, a proof point for Sydney 2030 Plan for the City, and an anchor for revitalising this precinct. An integrated network of extensive active street frontage, through-site links, open voids, overhead atria, elevated street terraces and below ground malls provide a range of service and luxury retail, restaurants, bars and cafés to the precinct to support

what will become one of Sydney's busiest railway stations and the Macquarie Campus of 7000+ people.

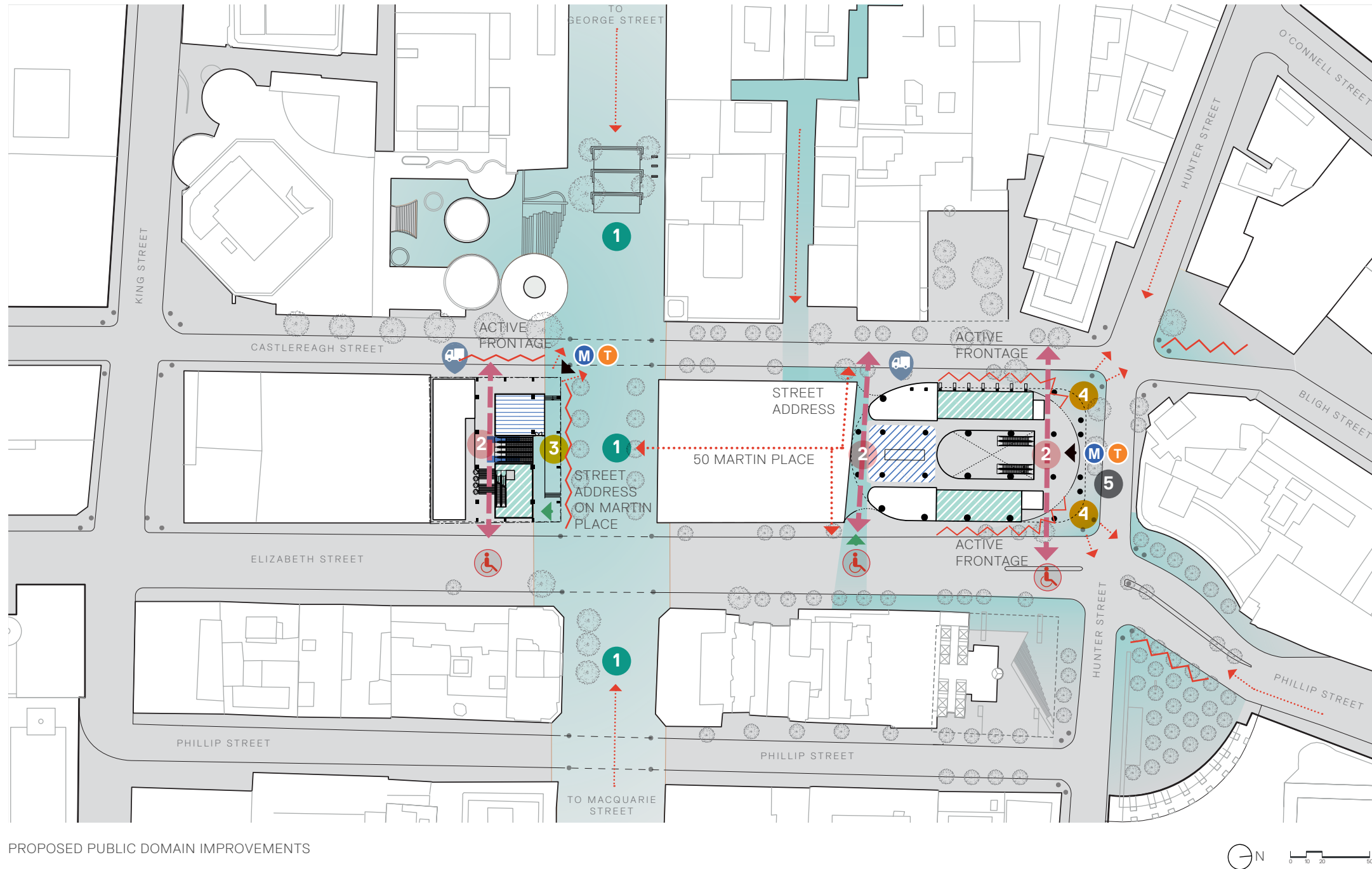
The grand scale and mix of uses will extend the precincts vitality and activity throughout the day and into the weekend to promote rich, interesting, active city spaces and streetscape.

The northern station entrance is centred prominently on the major building axis and flanked with convenient retail and the soaring full height atrium of the north tower. This rich visual mix of a global financial institution and busy railway station vertically connected within the same volume creates an incredibly distinctive arrival experience within a redefined Global Business District.

An augmented and unrestricted Macquarie Reception for its consolidated Campus will be developed within the original restored 50 Martin Place Banking Chamber; reinstating its address, purpose and public connection.

In addition to the publicly accessible Lower Ground, Ground Level and Podium Levels; the scheme explores the opportunity to provide public facilities at the upper floors as part of their workplace ideology that seeks to blur the threshold between public/private, workplace/public domain.

Public domain



PROPOSED PUBLIC DOMAIN IMPROVEMENTS

- 1 Martin Place improvements**
 - Removal of existing station portal
 - Hard landscaping upgrades
 - Implementation of urban design plan
- 2 Through site links**
 - Improved precinct permeability
 - Security elements at entrances to Metro will adopt a rational layout to minimise visual clutter within the public domain and maximise safe and accessible paths of travel, in line with Sydney Metro Design Guidelines and CoS public domain ambitions for Martin Place
- 3 Colonnade**
 - Activates Martin Place by opening up the site
 - Provides shelter and shade
- 4 Awnings provided at entries and retail frontages**
- 5 Widened pavement at Hunter Street**
 - Reduce public domain clutter
 - Hard and soft landscaping to be upgraded