

Rev	App	Ckd	Revision or reason for issue	Date	Notes
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2	AC	MC	STAGE II SSDA - DRAFT ISSUE	01.08.2018	CSST detail is indicative and subject to separate approval.
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Final OSD detail on station levels is subject to issue of the relevant construction certificate and approved Station Design and Precinct Plan.

Street trees, furniture, and other public domain elements within the precinct are indicative only and are subject to relevant approvals and detailed coordination with new and existing underground utilities and infrastructure.

Legend
SSD approval site boundary
SSD Areas
CSST Areas
Structure included as part of CSST application, finishes and fitout included in SSD application

Scale / North Point

1:500 @ A1, 1:1000 @ A3

0 5 10 15 25

General Notes

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Project Title

**SYDNEY METRO MARTIN PLACE -
integrated station development**

Client

Macquarie Group Ltd
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Telephone +61 2 8232 3333
Email: www.macquarie.com

Drawing Title

**B2 LOWER CONCOURSE / END OF
TRIP FACILITIES DEMARCATION
PLAN**

Status

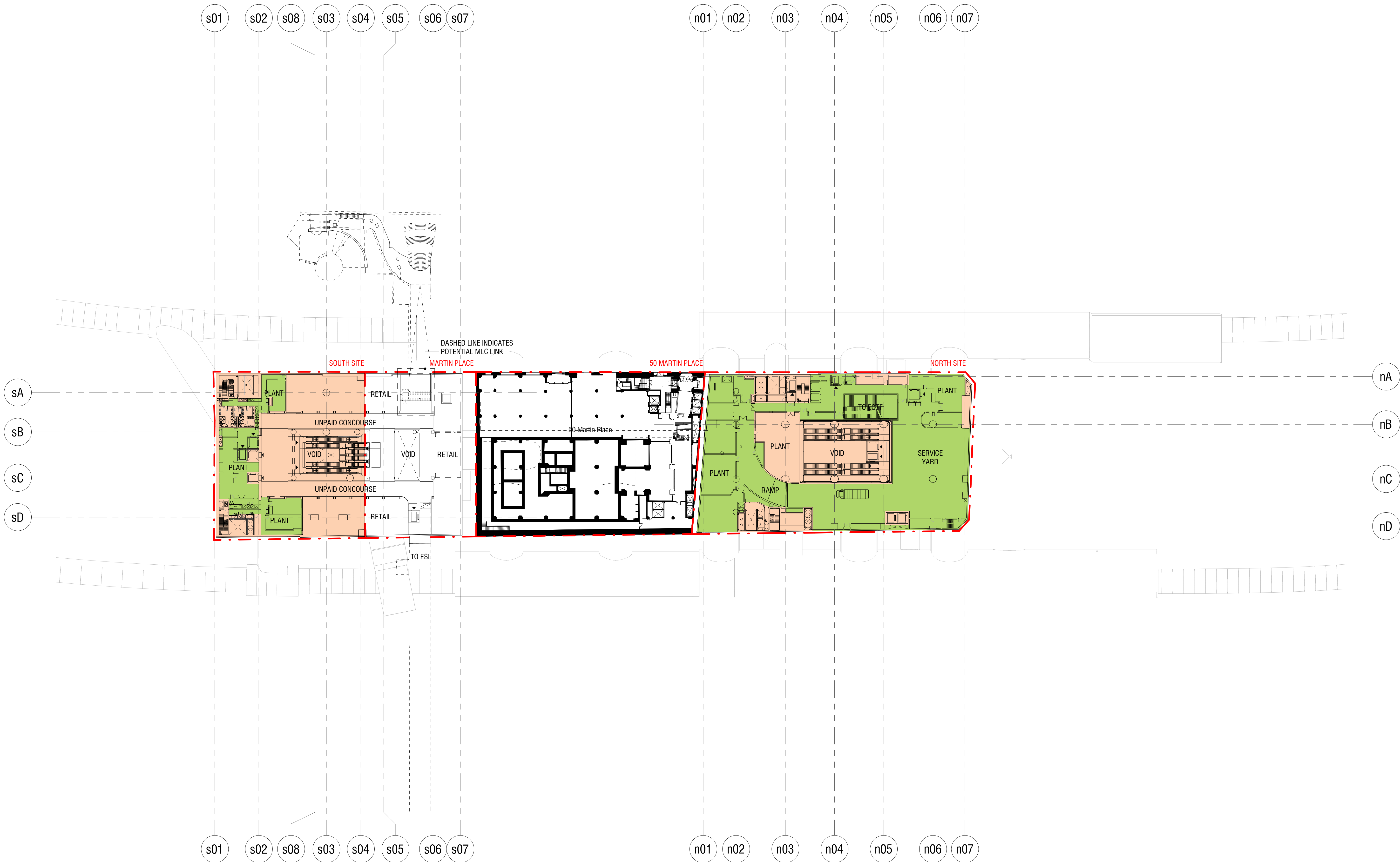
STAGE II SSDA

Drawing Number

CSWSMP- MAC- SMA- AT- DRG- DA- 398200 _B

Revision

B



Rev	App	Ckd	Revision or reason for issue	Date	Notes
0	AC	MC	STAGE 1 SSDA	May 2017	This architectural package describes metro-related areas. Refer to Tzannes for South OSD and JPW for North OSD.
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Legend
 SSD approval site boundary
 SSD Areas
 CSST Areas
 Structure included as part of CSST application, finishes and fitout included in SSD application

Scale / North Point

1:5000 @ A3 0 5 10 15 20

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Drawing Title

**B1 UPPER CONCOURSE / SERVICE
YARD DEMARCATION PLAN**

Status
STAGE II SSDA

Drawing Number
CSWSMP- MAC- SMA- AT- DRG- DA- 398100_B

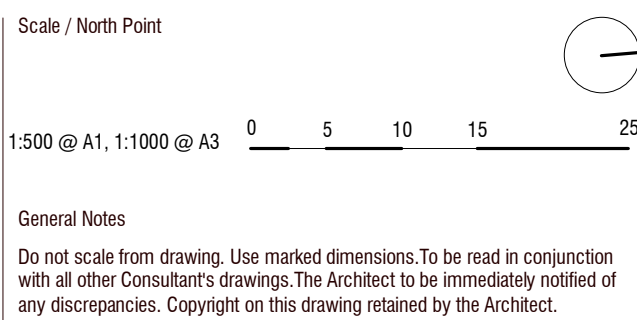
Revision
B





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Legend
SSD approval site boundary
SSD Areas
CSI Areas
Structure included as part of CSI application, finishes and fitout included in SSD application



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Drawing Title

**GROUND FLOOR (ELIZABETH
STREET) DEMARCATION PLAN**

Status
STAGE II SSDA

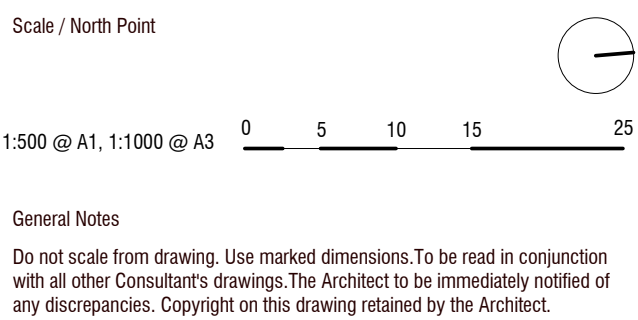
Drawing Number
CSWSMP- MAC- SMA- AT- DRG- DA- 390000_B

Revision
B



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Legend
 SSD approval site boundary
 SSD Area
 CSST Area
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Drawing Title

MEZZANINE DEMARCATION PLAN

Status
STAGE II SSDA

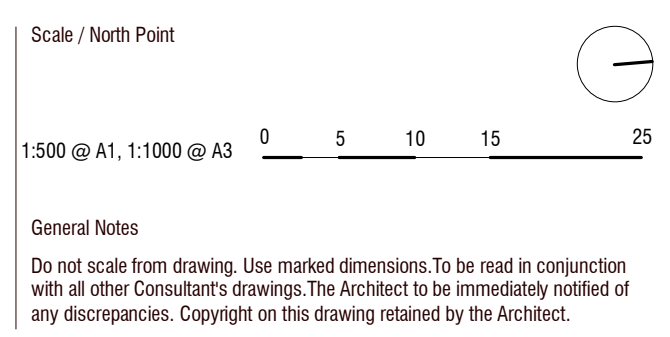
Drawing Number
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Revision
B



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Legend
--- SSD approval site boundary
 SSD Areas
 CSI Areas
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Project Title

**SYDNEY METRO MARTIN PLACE -
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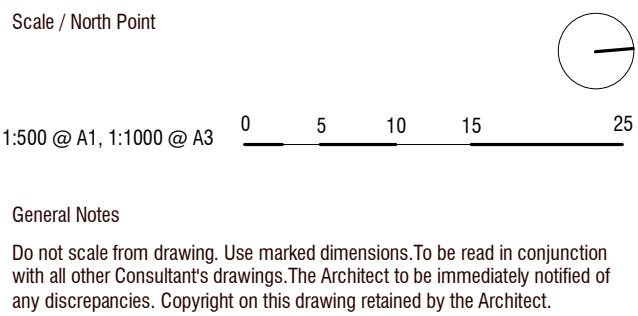
Client
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Drawing Title	Revision
LEVEL 1 DEMARCATION PLAN	
Status	Revision
STAGE II SSDA	B
Drawing Number	
CSWSMP- MAC- SMA- AT- DRG- DA- 390100 _B	



Rev	App	Ckd	Revision or reason for issue	Date	Notes
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Legend
SSD approval site boundary
SSD Areas
CSI Areas
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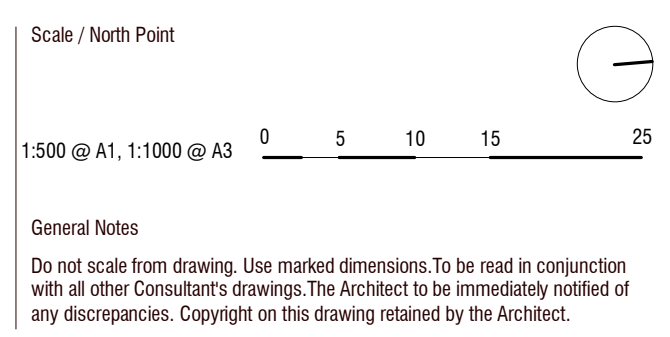
Telephone +61 2 8232 3333
Email: www.macquarie.com

Drawing Title	Revision
LEVEL 2 DEMARCATION PLAN	B
Status	STAGE II SSDA
Drawing Number	CSWSMP- MAC- SMA- AT- DRG- DA- 390200_B



Rev	App	Ckd	Revision or reason for issue	Date	Notes
0	AC	MC	STAGE 1 SSDA	May 2017	This architectural package describes metro-related areas. Refer to Tzannes for South OSD and JPW for North OSD.
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C	AC	MC	STAGE II SSDA	23.08.2018	Street trees, furniture, and other public domain elements within the precinct are indicative only and are subject to relevant approvals and detailed coordination with new and existing underground utilities and infrastructure.

Legend
SSD approval site boundary
SSD Areas
CSI Areas
Structure included as part of CSI application, finishes and fitout included in SSD application



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Project Title

**SYDNEY METRO MARTIN PLACE -
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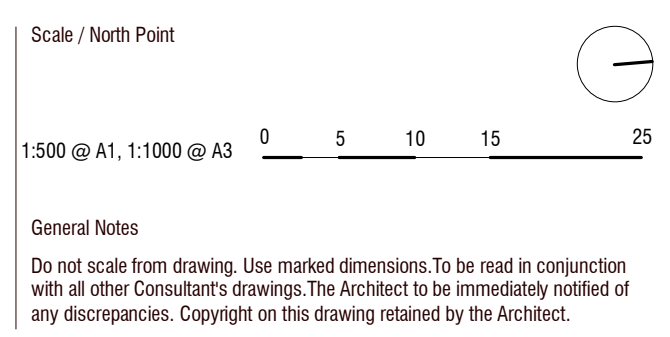
Telephone +61 2 8232 3333
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Drawing Title	Revision
LEVEL 3 DEMARCATION PLAN	
STAGE II SSDA	C
Drawing Number	
CSWSMP- MAC- SMA- AT- DRG- DA- 390300_C	



Rev	App	Ckd	Revision or reason for issue	Date	Notes
0	AC	MC	STAGE 1 SSDA	May 2017	This architectural package describes metro-related areas. Refer to Tzannes for South OSD and JPW for North OSD.
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Legend
SSD approval site boundary
SSD Areas
CSII Areas
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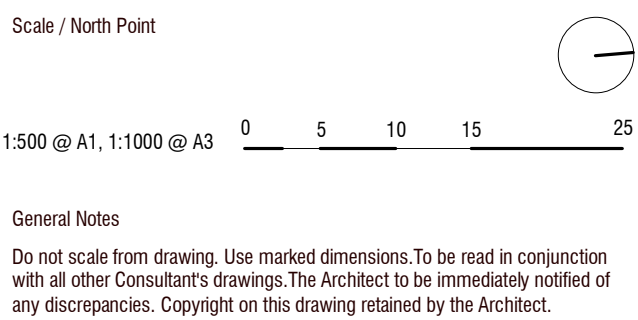
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LEVEL 4 DEMARCATION PLAN	B
Status	STAGE II SSDA
Drawing Number	CSWSMP- MAC- SMA- AT- DRG- DA- 390400_B





Rev	App	Ckd	Revision or reason for issue	Date	Notes
0	AC	MC	STAGE 1 SSDA	May 2017	This architectural package describes metro-related areas. Refer to Tzannes for South OSD and JPW for North OSD.
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A	AC	MC	STAGE II SSDA - DRAFT ISSUE	10.08.2018	
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C	AC	MC	STAGE II SSDA	06.09.2018	Street trees, furniture, and other public domain elements within the precinct are indicative only and are subject to relevant approvals and detailed coordination with new and existing underground utilities and infrastructure.

Legend
SSD approval site boundary
SSD Areas
CSI Areas
Structure included as part of CSI application, finishes and fitout included in SSD application



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Drawing Title

LEVEL 6 DEMARCATION PLAN

Status
STAGE II SSDA

Drawing Number
C

Revision
C

CSWSMP- MAC- SMA- AT- DRG- DA- 390600 _C



Rev	App	Ckd	Revision or reason for issue	Date	Notes
0	AC	MC	STAGE II SSDA - DRAFT ISSUE	01.08.2018	This architectural package describes metro-related areas. Refer to Trammes for South OSD and JPW for North OSD.
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C	AC	MC	STAGE II SSDA	06.09.2018	

Legend
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SSD Areas
CSI Areas
Structure included as part of CSI application, finishes and fitout included in SSD application

Scale / North Point

1:500 @ A1, 1:1000 @ A3

0 5 10 15 25

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Drawing Title

LEVEL 7 DEMARCATION PLAN

Status

STAGE II SSDA

Drawing Number

CSWSMP- MAC- SMA- AT- DRG- DA- 390700 _C

Revision

C

APPENDIX 3

Sydney Metro Martin Place Integrated Station Development

Rev	Reason for issue	Date
00	STAGE II SSDA - DRAFT ISSUE	07.08.2018
A	STAGE II SSDA - DRAFT ISSUE	10.08.2018
B	STAGE II SSDA - DRAFT ISSUE	13.08.2018
C	STAGE II SSDA - DRAFT ISSUE	14.08.2018
D	STAGE II SSDA - FINAL ISSUE	23.08.2018

Site area	3,293
-----------	-------

Site area	2,729
-----------	-------

Site total	106,819
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1 FOR FURTHER INFORMATION ON THE APPORTIONMENT OF GFA BETWEEN SSDA AND CSSI APPLICATIONS, PLEASE REFER TO THE
 DEMARCATION DRAWINGS

2 GFA AREA MEASUREMENT OF 50 MARTIN PLACE IS SUBJECT TO CONFIRMATION BY MEASURED SURVEY

APPENDIX 4

Design Guideline		Application in Proposed North Tower
2.1	Movement	
2.1.1	Enhance the relationship of George Street and Martin Place through to Macquarie Street as a unique pedestrian orientated experience.	N/A
2.1.2	Create a legible, easy to use integrated transport interchange including appropriate scaling of public domain for predicted pedestrian movements.	Legible and integrated ground plane designed to address predicted pedestrian flows. Refer to pedestrian modelling report. Clearly separated entrances for Metro and OSD.
2.1.2.1	The customer circulation paths within the station are to optimise timeliness for customers moving between concourse, platform, and station entries.	N/A
2.1.2.2	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.	N/A
2.1.2.3	All areas are to provide sufficient space for emergency access and movements in accordance with relevant design standards and legislation.	Emergency exits provided at Lower Ground (Castlereagh Street) and Ground floor (Elizabeth Street).
2.1.2.4	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	N/A
2.1.2.5	The station forecourt and associated areas are to adopt a clear hierarchy of movement functions that favour pedestrians ahead of vehicular circulation.	N/A
2.1.2.6	Bicycle paths to/from the station are to be connected with regional and local government bicycle networks, existing and future.	N/A
2.1.2.7	Bicycle infrastructure is to be responsive to the specific characteristics of the station precinct, address the bicycle network and storage requirements, and integrate them	Precinct wide EOTF for both North and South commercial towers including secure bicycle parking are located at B2.

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	into the broader precinct movement networks.	
2.1.2.8	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.	N/A
2.1.3	Maximise connectivity to the street grid for station egress at corners.	Metro entrances located at North East and North West corners of site.
2.1.4	Ensure below grade wayfinding aligned with on grade orientation.	N/A
2.1.4.1	Planning for wayfinding and legibility will support all customers to travel independently and easily on Sydney Metro.	N/A
2.1.4.2	Spaces are to be visually simple and intuitive to negotiate, to contribute to an easy customer experience.	N/A
2.1.4.3	Wayfinding signage and information is to be provided in accordance with the TfNSW guidelines. Ensure consistency with TfNSW signage.	N/A
2.1.5	Ensure universal access in the precinct.	
2.1.5.1	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.	A through site link between Elizabeth Street and Castlereagh Street at the north end improves upon existing conditions and provides an accessible path of travel where the existing grade of Hunter Street exceeds DDA grade. DDA lifts are also provided adjacent to the through site link. All building entries are designed to follow DDA best practice.
2.1.5.2	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.	N/A
2.1.5.3	Information must be provided throughout the customer journey that considers user impairment, culture and language.	N/A
2.1.5.4	Comply with Disability Standards for Accessible Public Transport.	N/A
2.1.5.5	All Metro service elements must comply with the Disability Discrimination Act 1992 and associated Public Transport and Premise Standards.	N/A
2.1.6	Provide adequate pedestrian amenity at grade.	Wind - The tower form achieves same or better conditions than existing. Refer wind testing results by CPP. Weather protection – Shelter is provided over station entries and along Elizabeth Street and Castlereagh Street.
2.1.7	Provide exceptional rail user amenity below grade.	N/A

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2.1.7.1	Providing a comfortable and safe environment.	
2.1.7.2	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.	N/A
2.1.7.3	Minimising decisions required and level changes should be considered to design an easy customer experience.	N/A
2.1.8	Comfort and amenity	
2.1.8.1	Station entry orientation and design are to minimise adverse micro climate effects including wind tunnel impacts.	Shelter is provided over station entries and along Elizabeth Street and Castlereagh Street.
2.1.8.2	Customer weather protection outside the Sydney Metro station is to be provided.	Weather protection - awnings over station entries and along Elizabeth and Castlereagh Streets.
2.1.9	Safety	
2.1.9.1	Safety issues are to be embedded in the design development process and optimised through the application of relevant CPTED principles and guidelines.	Safety issues have been integrated into the design including clear lines of sight and out of hours access control to the station, retail and commercial areas. Refer CPTED report
2.1.10	Network and station legibility	
2.1.10.1	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).	N/A
2.1.11	Metro placemaking	
2.1.11.1	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.	The Metro entrance plaza at the north of the site is of a grand scale, is naturally daylight and connects visually to Hunter Street as a result of the “reverse” podium of the tower base, creating a sense of openness for customers. There is a consistency of materials across the precinct in line with City of Sydney standards and in response to significant heritage buildings which responds to the local context and character.
2.1.11.2	Consider opportunities for temporary event, pop ups, retail spaces and the night time economy.	The design has adequate flexibility and space to accommodate events.
2.1.11.3	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.	N/A
2.1.11.4	Fixtures, including furniture and lighting, are to enrich site context and sense of place and contribute to wayfinding.	N/A
2.1.11.5	A coordinated lighting approach is to create aesthetic consistency across Sydney	N/A

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	Metro by defining station address, public domain areas and attracting customer into station forecourts and plazas.	
2.1.11.6	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.	The design references local context and materiality.
2.1.12	Station entries	
2.1.12.1	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.	Appropriately scaled and detailed Metro entrances at North East and North West corners of site.
2.1.12.2	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.	Appropriately scaled and detailed Metro entrances at North East and North West corners of site.
2.1.12.3	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.	Appropriately scaled and detailed Metro entrances at North East and North West corners of site.
2.1.13	Platforms	N/A
2.1.13.1	Platforms are to provide efficient and safe access to the Metro service through good sightlines, generous circulation and open and spacious planning.	N/A
2.1.13.1	VT distribution and position on the platform is to be coordinated with the demand and movement patterns of customers.	N/A
2.1.13.2	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.	N/A
2.1.13.3	Emergency egress must be provided.	Exits provided at Lower Ground (Castlereagh Street) and Ground (Elizabeth Street).
2.1.14	Transport led 24 hour precinct	
2.1.15	Provide pedestrian through site links between Elizabeth and Castlereagh Streets on both sites.	Universally accessible through site link including lift access is provided at the north end of site connecting Elizabeth Street and Castlereagh Street.
2.1.16	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.	Access to the loading dock is located in a single entrance on Castlereagh Street in close proximity to the 50 Martin Place basement entry at the south west corner of site. The scale and location of the dock has been designed to maximise active street frontages.
2.1.16.1	Ensure that the station precinct, facilities and rail corridors are provided with clearly identified zones for emergency access and	N/A

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	egress, eliminating the potential for movement conflicts during emergencies.	
2.1.17	Emergency requirements	
2.1.17.1	Ensure well defined and efficient coordination of service vehicle movements within the precinct.	The sire can be accessed by Emergency vehicles from Elizabeth Street and Castlereagh Street.
2.2	Public Domain	
2.2.1	Conform to the City of Sydney Sun Access Plane for Hyde Park and Martin Place.	The proposed North tower building form fits wholly within the approved stage 1 SSDA envelope which is defined by the City of Sydney Sun Access Plane for Martin Place.
2.2.1.1	Solar access impacts to be limited to those predicted by built form of the SAP and maximum height limits.	
2.2.2	Improve ground plane amenity on Martin Place, Elizabeth, Castlereagh and Hunter Streets.	Wind - The tower form achieves same or better conditions than existing. Refer wind testing results by CPP. Weather protection – Shelter is provided over station entries and along Elizabeth Street and Castlereagh Street.
2.2.2.1	The redevelopment of the Martin Place precinct requires improved covered access at grade without the use of awnings on Martin Place.	N/A
2.2.2.2	Wind impacts to meet relevant public domain standards appropriate for use and proposed activity, including improvements to comfort and safety ratings to be comfortable for at least pedestrian standing at the station entrances.	The tower form achieves same or better conditions. Refer wind testing results by CPP.
2.2.2.3	Investigate the potential to improve daylight levels to Martin Place.	Investigated. Refer to shadow analysis by Virtual Ideas report for comparison between existing and proposed.
2.2.2.4	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.	Investigated. Refer to façade report by Surface Design for comparison between existing and proposed.
2.2.3	Buildings on the North and South Sites shall: Not result in additional overshadowing of Hyde Park between the hours of 12 and 2 pm at mid-winter (21 June), when compared to the shadow cast by existing buildings, approved buildings and the DCP/LEP compliant envelope set out in Appendix C of the Response to Submissions, titled SSDA Addendum Shadow Analysis, prepared by Grimshaw and Johnson Pilton Walker, dated August 2017.	The proposed North Tower form improves upon the approved Stage 1 SSDA envelope. Refer to shadow analysis by Virtual Ideas.
2.2.3.1	Identify opportunities to improve solar access to the ground plane of Martin Place (excluding the roadways and footpaths)	The proposed North Tower form improves upon the approved Stage 1 SSDA envelope. Refer to shadow analysis by Virtual Ideas.

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	between the hours of 12 and 2 pm (14 April), when compared to the shadow cast by the approved building envelope.	
2.2.4	Ameliorate flood conditions and overland flow on Hunter Street.	
2.2.4.1	Flood and overland flow conditions are to be ameliorated at station ingress/ egress points to minimise negative impacts on pedestrian flow.	Flood and overland flow requirements are integrated into station entries in a logical manner. Refer to civil engineering report by Arup.
2.2.5	Integrate interiors, public access on private land and the topography of the public domain.	
2.2.5.1	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.	Universally accessible points are provided along each street boundary of the site. Pavements are to be regraded and crossfalls improved.
2.2.6	Enhance Hunter Street landscape.	N/A
2.2.6.1	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.	
2.2.7	Subterranean connection to be a desirable public destination.	N/A
2.2.8	Public art	
2.2.8.1	The Tom Bass sculpture is to be reinstated or relocated within the public domain of the precinct.	An integrated public art strategy will be implemented in the future under CSSI Approval, including incorporation of salvaged artworks identified in the HIS.
2.2.8.2	Display the significant Douglas Annand artworks at publicly accessible locations.	An integrated public art strategy will be implemented in the future under CSSI Approval, including incorporation of salvaged artworks identified in the HIS.
2.2.8.3	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.	An integrated public art strategy will be implemented in the future under CSSI Approval, including incorporation of salvaged artworks identified in the HIS.
2.2.8.4	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.	An integrated public art strategy will be implemented in the future under CSSI Approval, including incorporation of salvaged artworks identified in the HIS.
2.2.9	Lighting (CSSI, SSD)	
2.2.9.1	Lighting is to integrate with access, wayfinding and public art strategies.	The lighting Strategy will be developed during detailed design.
2.2.9.2	Lighting is to reinforce the visibility of station entries as safe and welcoming elements within the local context at night.	The lighting Strategy will be developed during detailed design.

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2.2.9.3	Illumination levels are to be appropriate to the task, be it wayfinding, reading tasks and facial recognition, while creating visual interest within the stations.	The lighting Strategy will be developed during detailed design.
2.2.9.4	Glare and visual discomfort is to be eliminated through appropriate specification and positioning of luminaires.	The lighting Strategy will be developed during detailed design.
2.2.9.5	Natural light is to be maximised and artificial lighting is to support natural light levels.	The lighting Strategy will be developed during detailed design. The building design priorities natural light.
2.2.10	Heritage interpretation	
2.2.10.1	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.	An integrated public art strategy will be implemented in the future under CSSI Approval, including incorporation of heritage items identified in the HIS.
2.2.10.2	Retain (or salvage and reinstate in the same location) the Institution of Engineers commemorative plaque in the pavement at 5 Elizabeth Street.	An integrated public art strategy will be implemented in the future under CSSI Approval, including incorporation of heritage items identified in the HIS.
2.2.11	Public Domain Activation	
2.2.11.1	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.	Active frontages are prioritized and areas of Metro station services are limited to portions of Elizabeth Street and Castlereagh Street and stacked vertically to minimize impact at ground level.
2.2.11.2	The railway station entries are to be designed and positioned to maximise their capacity for pedestrian movement and public domain activation.	N/A
2.2.11.3	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.	N/A
2.2.11.4	Reduce public domain clutter to allow maximum opportunity for public space activation.	N/A
2.2.11.5	The placement of any new Metro station entries in Chifley and Richard Johnson Square needs to consider their important spatial and heritage qualities.	N/A
2.2.12	Delivering an enduring and sustainable legacy for Sydney.	
2.2.12.1	Achieve a high level of performance using sustainable design rating systems.	3.5 star NABERS and 6 Star Greenstar. Refer to Arup Sustainability report.
2.2.12.2	Incorporate passive design solutions to optimise solar access, introduce daylight, and maximise natural ventilation.	Ground plane priorities natural ventilation and access to good daylight. Typical office floors defined by good perimeter glazing and passive chilled beam mechanical ventilation system.

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2.2.12.3	Consider water efficiency in design, utilising water from recycled sources where appropriate.	Refer to Arup Sustainability report.
2.2.12.4	Minimise materials consumption, and reduce embodied energy and impacts in materials selection.	Refer to Arup Sustainability report. Refer Lend Lease report.
2.3	Built form	
2.3.1	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.	The proposed North Tower form is recessed away from 50 Martin Place and setback by 6m above podium level along the southern boundary.
2.3.2	Reinforce the streetwall and the distinctive attributes of this block on Martin Place.	
2.3.2.1	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.	N/A
2.3.3	Require the commercial and station address of the South Site to be on Martin Place.	
2.3.3.1	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.	N/A
2.3.4	Enhance built form relationships on Hunter Street.	
2.3.4.1	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.	The proposed North Tower form generally aligns with neighboring tower forms on Hunter Street and responds to their "reverse" podiums.
2.3.5	Maintain and enhance the streetwall character of Elizabeth and Castlereagh Streets.	
2.3.5.1	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.	Key street wall alignments are articulated in the North Tower podium façade expression. It reinforces the predominant datum set by the 50 Martin Place parapet and which extends to surrounding heritage buildings.
2.3.6	Establish defining thresholds to the Martin Place Station Precinct.	The proposed North Tower has zero street setbacks. Zero setbacks to Elizabeth Street and Castlereagh Street creates a threshold condition at the defining edge of the Martin Place Station Precinct due to its different formal structure.

2.3.7	A balanced and contextual response to development potential and density.	
2.3.7.1	Ensure that the maximisation of Gross Floor area within the stage 1 SSDA proposed envelopes is balanced with the creation of building forms that are proportionally elegant and that exhibit appropriate facade articulation.	The proposal is within the approved Stage 1 SSDA Gross floor area. As a commercial development over a major new transport interchange the North Tower aligns greater levels of density with public transport infrastructure and public amenity within an appropriately articulated built form.
2.3.7.2	Both towers are not to breach the SAPs.	The North Tower form fits wholly within the approved Stage 1 SSDA envelope.
2.3.8	Create distinctive architectural designs appropriate for each site, with the scale of buildings responding appropriately to the character of the area and the building form and articulation reinforcing the key features of the locality, such as the street wall height and relationship to 50 Martin Place.	The proposed form responds imaginatively to the approved Stage 1 SSDA envelope to achieve an iconic tower form in the city skyline.
2.3.9	Respond to the distinct built form of the City Mutual Building and the former Qantas House.	Key street wall alignments are articulated in the North Tower podium façade expression. It reinforces the predominant datum set by the 50 Martin Place parapet and which extends to surrounding heritage buildings including the City Mutual Building and Qantas House.
2.3.10	Reinforce the semi-circular form of Chifley Square.	
2.3.10.1	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.	Zero setback of the tower to Hunter Street provides a sense of enclosure to Chifley Square. Key street wall frontage heights are referenced in the North Tower podium façade expression. Zero setback to Hunter Street provides a strong sense of enclosure to Chifley Square and reinforces its semicircular form.
2.3.10.2	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.	Key street wall alignments are articulated in the North Tower podium façade expression. It reinforces the predominant datum set by the 50 Martin Place parapet and which extends to surrounding heritage buildings including the City Mutual Building and Qantas House.
2.3.11	Retain and enhance the setting and streetscape presence of neighbouring heritage buildings.	Key street wall frontage heights are referenced in the North Tower podium façade expression. The architectural language is informed by the surrounding street walls and heritage context.
2.3.12	Podium streetwalls	
2.3.12.1	The buildings are to have zero setbacks for their podiums to match the predominant street alignment.	The proposed North Tower has zero setbacks to Elizabeth Street and Castlereagh Street. Hunter Street setback generally aligns with the predominant street alignment.
2.3.12.2	Proposed streetwall height of the South Site podium is to relate to the heritage building at 50 Martin Place.	N/A

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2.3.12.3	The podium/tower relationships are to be clearly differentiated through means such as facade articulation, recesses, setbacks, colours and materials. On the South Site this differentiation is to be further reinforced by a pronounced recess between the tower and the podium and setback from the Martin Place alignment.	A recess at the base of the tower and change in materiality articulate the difference between tower and podium. A setback of the tower from 50 Martin Place on the south face above the podium further distinguishes the podium/tower relationship.
2.3.12.4	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 North Tower Hunter Street façade references the "reverse podiums" of adjacent towers to the east, generally aligning with their key datums.
2.3.12.5	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. (SSD)	The North Tower podium façade expression references the key street wall alignments and heights established by the parapet heights of 50 Martin Place and Former Qantas House.
2.3.13	Tower form, scale and setbacks	
2.3.13.1	Zero setback to Hunter Street for the North Site to align with the towers adjacent to the east along Hunter Street may be appropriate, subject to achieving relevant public domain standards appropriate for use and proposed activity.	The North Tower generally aligns with adjacent tower setbacks to the east on Hunter Street.
2.3.13.2	Model corners of North Site tower for enhanced solar access, daylight to the public domain and wind performance	The proposed form has modelled corners on all sides. This improves upon the environmental performance of the approved Stage 1 SSDA envelope.
2.3.13.3	The South Site tower to be set back from Martin Place and visually separated from the podium.	N/A
2.3.13.4	Conserve the heritage significance of 50 Martin Place by ensuring its height remains unique in the Martin Place Metro Precinct.	The North Tower has zero setbacks to Elizabeth Street and Castlereagh Street above the established street wall height.
2.3.13.5	A new building tower and podium / base on the North Site (towards and at its southern extent) is to integrate sensitively with the low scale of 50 Martin Place, and clearly articulate its street wall height on the Castlereagh and Elizabeth Street elevations.	Key street wall frontage heights of Elizabeth Street and Castlereagh Street are referenced in the North Tower podium façade expression. The proposed North Tower form is set back 6m from 50 Martin Place above the podium and curves away to the north to integrate sensitively with the low scale of 50 Martin Place.
2.3.14	Streetwall articulation	
2.3.14.1	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.	The proposed North Tower podium façade design references the 50 Martin Place podium through complementary materials, façade characteristics and rhythms.
2.3.14.2	Awnings are not to be used on the Martin Place frontage.	N/A

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2.3.14.3	Appropriately scaled openings are recommended for the Metro Station entrance onto Martin Place.	N/A
2.3.14.4	The building on the South Site should respect the landmark qualities of the Reserve Bank.	N/A
2.3.14.5	The building on the South Site should respect the landmark qualities of the Reserve Bank.	N/A
2.3.14.6	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 proposed North Tower form is set back 6m from 50 Martin Place above the podium and curves away to the north. This affords the heritage building appropriate space to be legible as a distinct architectural form in the Elizabeth Street and Castlereagh Streetscapes.
2.3.14.7	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.	The proposed North Tower form is set back 6m from 50 Martin Place above the podium and curves away to the north. This allows the historic lift overruns to be legible as distinct forms.
2.3.14.8	A considered transition between the North Site tower and 50 Martin Place is required, with the southern elevation of the North Site tower being sensitively integrated with the form of 50 Martin Place.	The proposed North Tower form is set back 6m from 50 Martin Place above the podium and curves away to the north.
2.3.15	Materiality	
2.3.15.1	The materiality of the South Site podium is to respond to the materiality of 50 Martin Place.	N/A
2.3.15.2	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.	Consistency of materials and articulation between both towers.
2.3.15.3	There is greater flexibility for the materiality of the South Site tower as it is required to respond to the skyline of the city.	N/A
2.3.15.4	The articulation of the base of the North Site tower is to respond to the architectural materiality of 50 Martin Place.	The proposed podium façade design references the 50 Martin Place podium through complementary materials, façade characteristics and rhythms.
2.3.15.4	The materiality of the North Site tower is to respond to its context in the city skyline.	The proposed tower façade design responds to the expression and materiality of contemporary glazed dome above a masonry base of 50 Martin Place.
2.3.16	Scale Tower architecture to have appropriate vertical and horizontal articulation to enhance scale.	The proposed façade articulation and detailing enhances the sense of scale of the tower.

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2.3.16.2	The North Site building shall be carefully designed so that its bulk and massing does not appear overly dominating for its context, potentially through form, materials, articulation and other design approaches in 2.3 (Built form), Guideline 12 - Point 3.	The proposed North Tower form tapers away to the north at its upper limit to reduce the sense of bulk.
2.3.17	The detailed design of buildings on the North and South Sites shall:	
2.3.17.1	Explore and incorporate all opportunities to achieve both the base and stretch targets in the Ecologically Sustainable Design, Green Star and NABERS report, prepared by ARUP, dated 24 November 2017	Refer to Arup Sustainability report. 3.5 star NABERS and 6 Star Greenstar
2.3.17.2	Explore opportunities to exceed the stated ESD and environmental performance standards, targets and stretch targets, having regard to identifying precinct-wide sustainability outcomes to achieve and exceed national and international best practice.	Refer to Arup Sustainability report. 3.5 NABERS and 6 Star Greenstar
2.3.18	50 Martin Place	
2.3.18.1	Retain the exceptional aesthetic significance of the building's exterior including its landmark qualities and civic presence of the building within Martin Place and its environs.	The proposed North Tower form is set back 6m from 50 Martin Place above the podium and curves away to the north. This space allows the landmark qualities and civic presence of the heritage building to be maintained.
2.3.18.2	Retain the identity of the building as one of the finest purpose-designed bank buildings in Australia.	The proposed design does not undermine the significance of 50 Martin Place.
2.3.18.3	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.	The proposed North Tower form and façade articulation allow 50 Martin Place to be read as a separate entity. This is enhanced via the 6m setback of the tower above the podium from 50 Martin Place.
2.3.18.4	Retain the substantially intact fabric and spatial qualities of the significant interiors of the building largely unaltered.	Significant interiors are largely unaltered.
2.3.18.5	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.	Visibility of the historic lift overrun towers is maintained due to the tower form setback 6m from 50 Martin Place above the podium and curving away to the north.
2.3.18.6	The blank north elevation of 50 Martin Place should be concealed by the new development.	New cladding is proposed to the 50 Martin Place north elevation wall.
2.3.18.7	Maintain the Martin Place, Castlereagh Street and Elizabeth Street entrances to the building as its principal entrances.	All principal 50 Martin Place entrances are maintained.

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2.3.18.8	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	New internal connections between the North Tower and 50 Martin Place are designed to be reversible.
2.3.18.9	Maintain the building's internal vertical circulation.	Internal circulation within 50 Martin Place is unchanged.
2.3.19	Station interior materiality	
2.3.19.1	The appearance and function of the walls is to be suitable for a rail environment and reinforce the Sydney Metro identity.	N/A
2.3.19.2	Materials, systems and details are to respond to their location, function and acoustic environment.	N/A
2.3.19.3	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.	N/A
2.3.19.4	Walls and ceilings over tracks are to be calm and simple and contribute to the high quality station environment and customer experience.	N/A
2.3.19.5	The materials palette should balance a calm and neutral quality with vibrant materials to aid wayfinding and accentuate movement.	N/A
2.3.19.6	Wall and ceiling detailing should take into consideration the integration of station assets such as signage, fixtures and machines.	N/A
2.3.19.7	PSDs are to be minimal and elegant, seamlessly integrating customer information and supporting the station servicing requirements.	N/A
2.3.20	Landscape design	
2.3.20.1	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 safety in-design issues.	N/A
2.3.20.2	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.	N/A
2.3.20.3	Materials are to minimise slips, trips and falls.	All materials are to comply with relevant design standards.

2.3.20.4	Hard Landscaping	
2.3.20.4.1	<p>The external materials palette is to be durable and establish a strong Sydney Metro identity, consistent with a CBD and inner-urban station environment.</p> <p>Materials and finishes are to be high quality, robust, durable and meet all functional requirements such as customer interface, component and services integration.</p> <p>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.</p>	All external materials are to comply with City of Sydney standards and form part of a precinct wide materials palette to establish a strong Sydney Metro Martin Place identity. All materials are to comply with Metro requirements.
2.3.20.5	<p>Soft Planting</p> <p>Depending on orientation and urban enclosure, selected tree species are to provide shade during summer months and good solar access in winter months.</p> <p>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.</p>	
2.3.21	Furniture Design	
2.3.211.1	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.	N/A
2.3.22	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. (CSSI)	N/A
2.3.23	Engineering and Services Integration	
2.3.23.1	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. (CSSI, SSD)	The design is centered on an integrated services approach while OSD and CSSI service spaces are clearly differentiated and separately accessed.
2.3.24	Management and Maintenance	
2.3.24.1	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.	N/A

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