

Tzannes

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Sydney Metro Martin Place  
Integrated Station Development  
South Tower  
Stage 2 DA  
Architectural Design Report

CSWSMP-MAC-SMA-AT-DRE-000110 [F]

**Prepared for**  
Macquarie Corporate Holdings Pty Limited  
September 2018







View looking west along Martin Place. The proposed 39 Martin Place is on the left.

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.



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This report supports a State Significant Development (SSD) Development Application (DA) (SSD DA) submitted to the Minister for Planning (Minister) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act) on behalf of Macquarie Corporate Holdings Pty Limited (Macquarie), who is seeking to create a world class transport and employment precinct at Martin Place, Sydney.

The SSD DA seeks approval for the detailed design and construction of the South Site Over Station Development (OSD), located above and integrated with Metro Martin Place station (part of the NSW Government's approved Sydney Metro project). The southern entrance to Metro Martin Place station and the South Site OSD above are located at 39-49 Martin Place.

This application follows:

- Approval granted by the Minister for a Concept Proposal (otherwise known as a Stage 1 SSDA) for two OSD commercial towers above the northern (North Site) and southern (South Site) entrances of Metro Martin Place station (SSD 17\_8351). The approved Concept Proposal establishes building envelopes, land uses, Gross Floor Areas (GFA) and Design Guidelines with which the detailed design (otherwise known as a Stage 2 SSDA) must be consistent.
- Gazettal of site specific amendments to the Sydney Local Environmental Plan (LEP) 2012 (Planning Proposal reference: PP\_2017\_SYDNE\_007\_00) permitting greater building height (over a portion of the South Site) and additional floor space (over both the North and South Sites).

Project Overview  
South Site  
Context

The New South Wales (NSW) Government is implementing Sydney's Rail Future (Transport for NSW, 2012), a plan to transform and modernise Sydney's rail network so that it can grow with the city's population and meet the needs of customers in the future.

Sydney Metro is a new standalone rail network identified in Sydney's Rail Future. The Sydney Metro network consists of Sydney Metro Northwest (Stage 1) and Sydney Metro City and Southwest (Stage 2).

Stage 2 of Sydney Metro entails the construction and operation of a new metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and onto Bankstown through the conversion of the existing line to metro standards. The project also involves the delivery of seven (7) new metro stations, including Martin Place.

This step-change piece of public transport infrastructure once complete will have the capacity for 30 trains an hour (one every two minutes) through the CBD in each direction catering for an extra 100,000 customers per hour across the Sydney CBD rail lines.

On 9 January 2017 the Minister approved the Stage 2 (Chatswood to Sydenham) Sydney Metro application lodged by Transport for NSW (TfNSW) as a Critical State Significant Infrastructure (CSSI) project (reference SSI 15\_7400). Work is well underway under this approval, including demolition of buildings at Martin Place.

The OSD development is subject to separate applications to be lodged under the relevant provisions of the EP&A Act. One approval is being sought for the South Site – this application – and one for the North Site via a separate application.

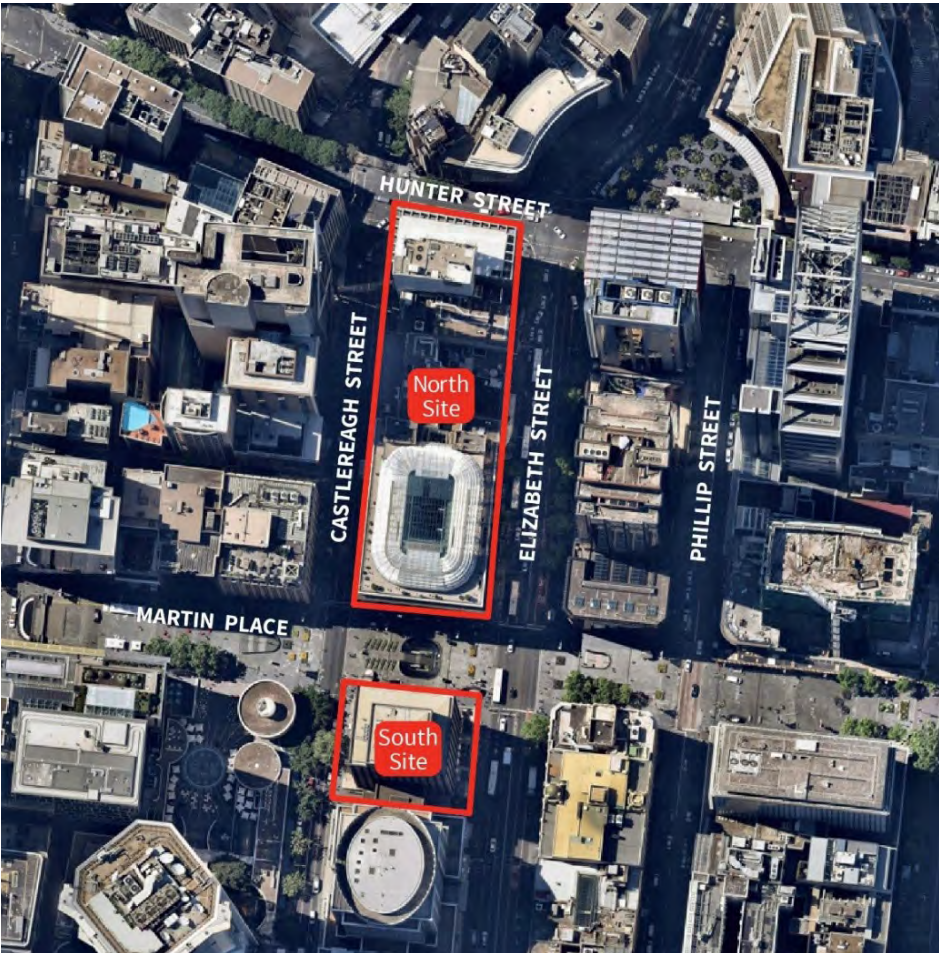
Site Description

The Sydney Metro Martin Place Station Precinct (the Precinct) project relates to the following properties (refer to Figure 1):

- 50 Martin Place, 9 – 19 Elizabeth Street, 8 – 12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street, and 55 Hunter Street (North Site);
- 39 – 49 Martin Place (South Site); and
- Martin Place (that part bound by Elizabeth Street and Castlereagh Street).

This application relates only to the South Site being the land at 39-49 Martin Place, Sydney.

The North Site is the subject of a separate Stage 2 SSD DA.



Aerial Photo of the North and South Site of the Martin Place Metro Station Precinct

Project Overview  
South Site  
Background

Sydney Metro Stage 2 Approval (SSI 15\_7400)

The Sydney Metro CSSI Approval approves the demolition of existing buildings at Martin Place, excavation and construction of the new station (above and below ground) along with construction of below and above ground structural and other components of the future OSD, although the fit-out and use of such areas are the subject of separate development approval processes.

On 22 March 2018, the Minister approved Modification 3 to the Sydney Metro CSSI Approval. This enabled the inclusion of Macquarie-owned land at 50 Martin Place and 9-19 Elizabeth Street within Metro Martin Place station, and other associated changes (including retention of the opening to the existing MLC pedestrian link)..

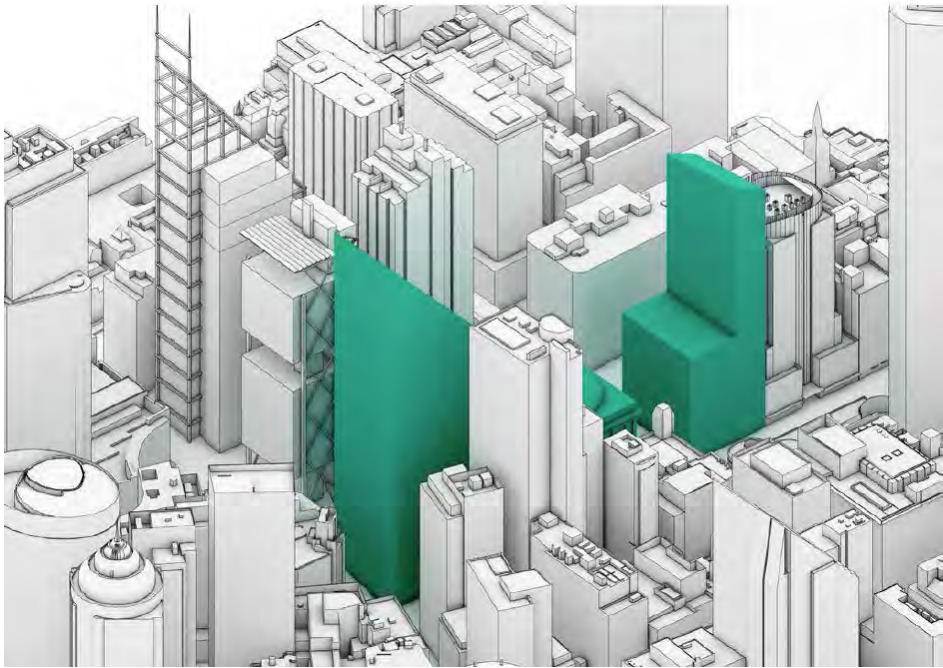
Concept Proposal (SSD 17\_8351) and Amending Stage 1 DA

On 22 March 2018, the Minister approved a Concept Proposal (SSD 17\_8351) relating to Metro Martin Place Precinct. The Concept Proposal establishes the planning and development framework through which to assess the detailed Stage 2 SSD DAs.

Specifically, the Concept Proposal encompassed:

- Building envelopes for OSD towers on the North Site and South Site comprising:
  - 40+ storey building on the North Site
  - 28+ storey building on the South Site
- Concept details to integrate the North Site with the existing and retained 50 Martin Place building (the former Government Savings Bank of NSW)
- Predominantly commercial land uses on both sites, comprising office, business and retail premises
- A maximum total GFA of 125,437m2 across both sites
- Consolidated Design Guidelines to guide the built form and design of the future development
- A framework for achieving design excellence
- Strategies for utilities and services provision, managing drainage and flooding, and achieving ecological sustainable development
- Conceptual OSD areas in the approved Martin Place Metro Station structure, above and below ground level<sup>1</sup>

1. Refers to those components within the Metro CSSI approved station envelope that will contain some OSD elements not approved in the CSSI consent. Those elements include the end of trip facilities, office entries, office space and retail areas, along with other office/retail plant and back of house requirements that are associated with the proposed OSD and not the rail infrastructure.



North Site and South Site approved OSD building envelopes



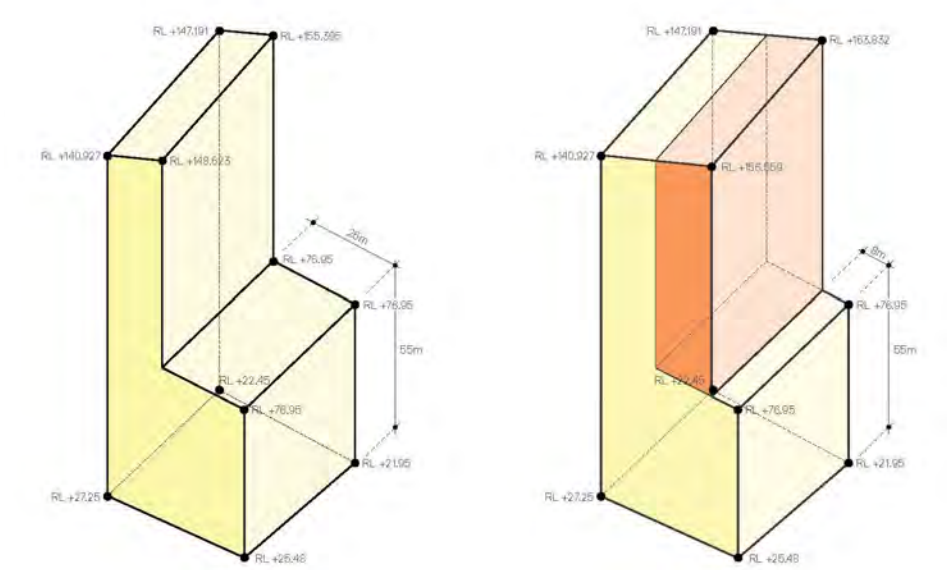
Project Overview  
South Site  
Background

Planning Proposal (PP\_2017\_SYDNE\_007\_00) - Amendment to Sydney LEP 2012

The Planning Proposal (PP\_2017\_SYDNE\_007\_00) sought to amend the development standards applying to the Metro Martin Place Precinct through the inclusion of a site-specific provision in the Sydney LEP 2012. This site-specific provision reduced the portion of the South Site that was subject to a 55 metre height limit from 25 metres from the boundary to Martin Place, to 8 metres, and applies the Hyde Park North Sun Access Plane to the remainder of the South Site, forming the height limit of the tower. It also permits a revised FSR of 22:1 on the South Site and 18.5:1 on the North Site. These amendments were gazetted within Sydney LEP 2012 (Amendment No. 46) on 8 June 2018 and reflect the new planning controls applying to the Precinct.

The Concept Proposal was prepared and determined prior to the site specific Sydney LEP 2012 amendment (PP\_2017\_SYDNE\_007\_00) being gazetted and was developed based on the height development standards that applied to the South Site at the time. As a result, the Concept Proposal allows for a tower on the South Site that is now inconsistent with the building envelope envisaged through the amendment to the Sydney LEP 2012.

Accordingly, a Stage 1 Amending SSD DA (Stage 1 Amending DA) to the Concept Proposal has been lodged concurrently with this subject Stage 2 SSD DA, which seeks to align the approved Concept Proposal building envelope for the South Site with the revised site specific development standards applying under the Sydney LEP 2012, being increased FSR and building height. This Stage 1 Amending DA seeks to amend the planning and development framework established under the approved Concept Proposal that is used to assess this Stage 2 SSD DA. The Stage 1 Amending DA is to be assessed concurrently with, and determined prior to the subject Stage 2 SSD DA, with the amended South Site building envelope setting the broad development parameters for the South Site



Relationship between the approved and proposed amended South Site building envelope

Project Overview  
South Site  
Proposed Development

Overview of the Proposed Development

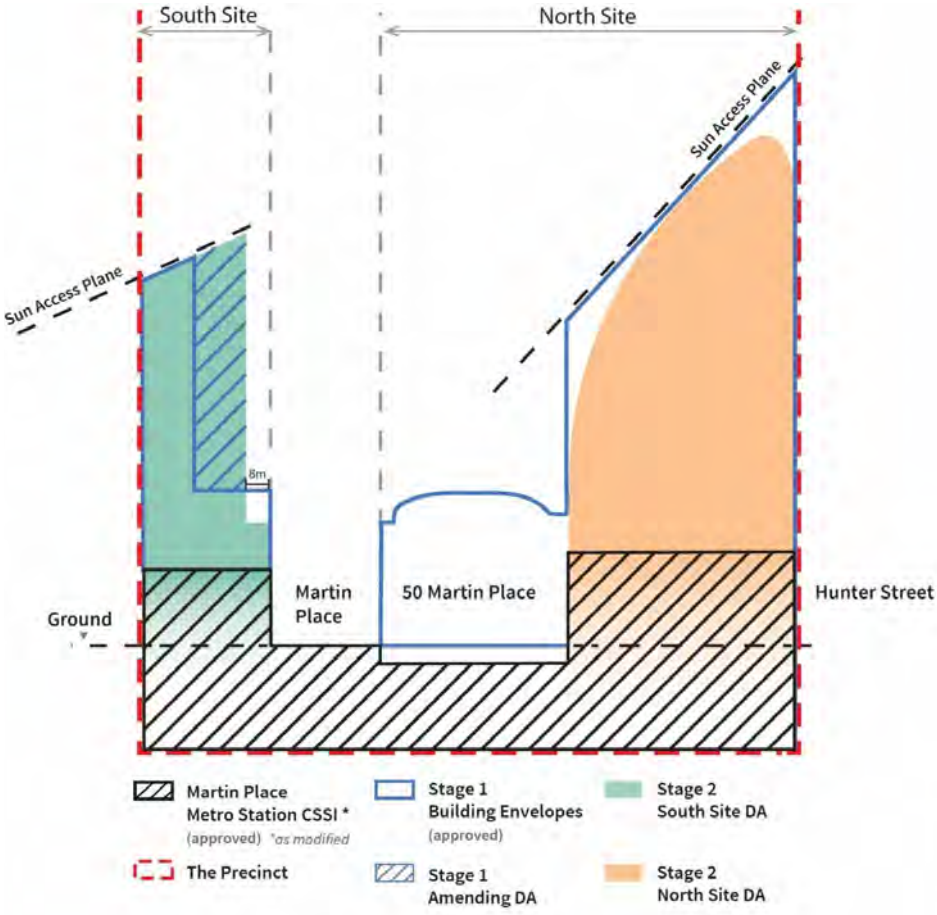
The subject application seeks approval for the detailed design, construction and operation of the South Tower. The proposal has been designed as a fully integrated station and OSD project that intends to be built and delivered as one development, in-time for the opening of Sydney Metro City and Southwest in 2024. The application seeks consent for the following:

- The design, construction and operation of a new 28 storey commercial OSD tower (plus rooftop plant) within the approved building envelope for the South Site, including office space and retail tenancies.
- Vehicle loading within the basement levels.
- Extension and augmentation of physical infrastructure / utilities as required.
- Detailed design and delivery of 'interface areas' within both the approved station and Concept Proposal envelope that contain OSD-exclusive elements, such as office entries, office space and retail areas not associated with the rail infrastructure.

This application also seeks approval for OSD areas in the approved Metro Martin Place station structure, above and below ground level, which are classified as SSD as they relate principally to the OSD. These components are within the Sydney Metro CSSI approved station building that will contain some OSD elements not already approved by the CSSI Approval. Those elements include office entries, office space and retail areas, along with other office/retail plant and back of house requirements that are associated with the proposed OSD and not the rail infrastructure.

This application does not seek approval for elements of the Metro Martin Place Precinct which relate to the Sydney Metro City and Southwest project, which is subject to a separate Critical State Significant Infrastructure (CSSI) approval. These include:

- Demolition of buildings on the North Site and South Site;
- Construction of rail infrastructure, including station platforms and concourse areas;
- Ground level public domain works; and
- Station related elements in the podium of the South Tower.



Relationship of key planning applications to the Stage 2 South Site DA (this application)

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Site Context  
Site Location



Satellite image of South Site within the city context

The South Site is located within the commercial district of the Sydney CBD and is situated on the historically and culturally significant Martin Place. Martin Place is also one of the most important urban spaces within the city, as it has the capacity to hold large public events within the CBD. Furthermore, it also provides a key pedestrian east-west link across the prevailing north-south street grid.

The South Site is bound by Elizabeth Street to the east and Castlereagh Street to the west. An existing commercial building abuts the South Site to the south.

Within a broader context, to the east of the South Site adjacent to Macquarie Street the justice, government and eastern cultural facilities precincts are located. The retail precinct around Pitt and Castlereagh Streets is located to the south.

As a proposal for the Precinct, the Macquarie scheme provides a one-off opportunity to create a great city defining outcome by designing the South Site as an integrated city precinct that includes 9 - 19 Elizabeth Street, 50 Martin Place (both owned by Macquarie), 39 Martin Place and the existing Martin Place Station.

The proposal considers the Precinct beyond the horizontal plane of the street and concourse level and the vertical dimensions of the towers and station halls. The Precinct aims to be a worthy civic space that positively contributes to the architectural significance of Martin Place and augments the existing public spaces.

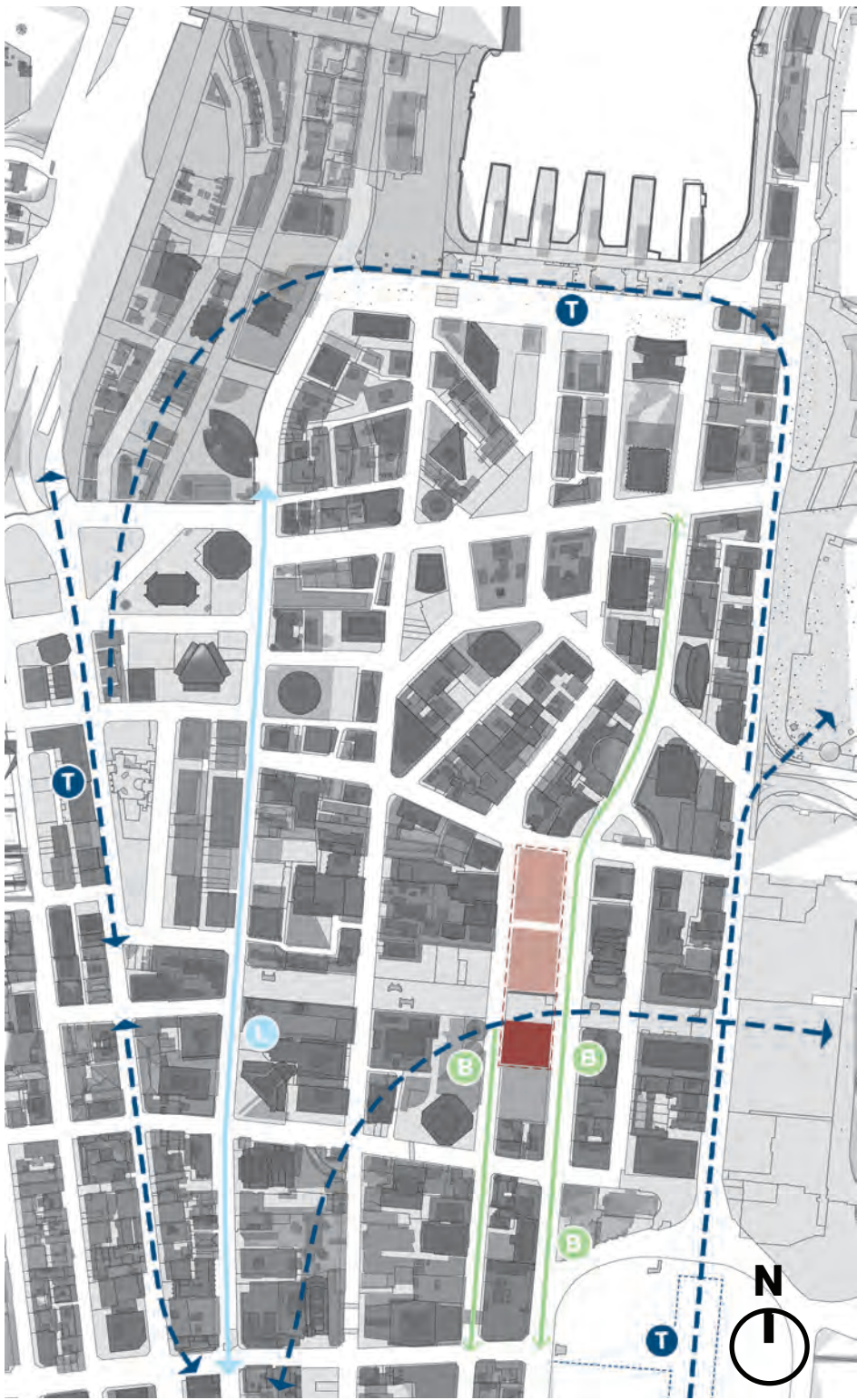
The Macquarie scheme recognises the importance of Martin Place as the civic heart of the city and includes various elements that sympathetically align with the planned public domain improvements and future vision for Martin Place. These include the extension of the building form to the existing street alignment, the enhanced definition of the street corners to Martin Place and improved street activation to Martin Place, Castlereagh and Elizabeth Streets. This is achieved through the integration of retail space, cafés, bars, restaurants and public spaces transforming an under-utilised thoroughfare into a key civic destination for the city. In turn, the significance of Chifley Square, Richard Johnson Square and Martin Place will be enhanced as important historic city spaces, a proof point for Sydney 2030 Plan for the City, and revitalised city destinations.

Legend

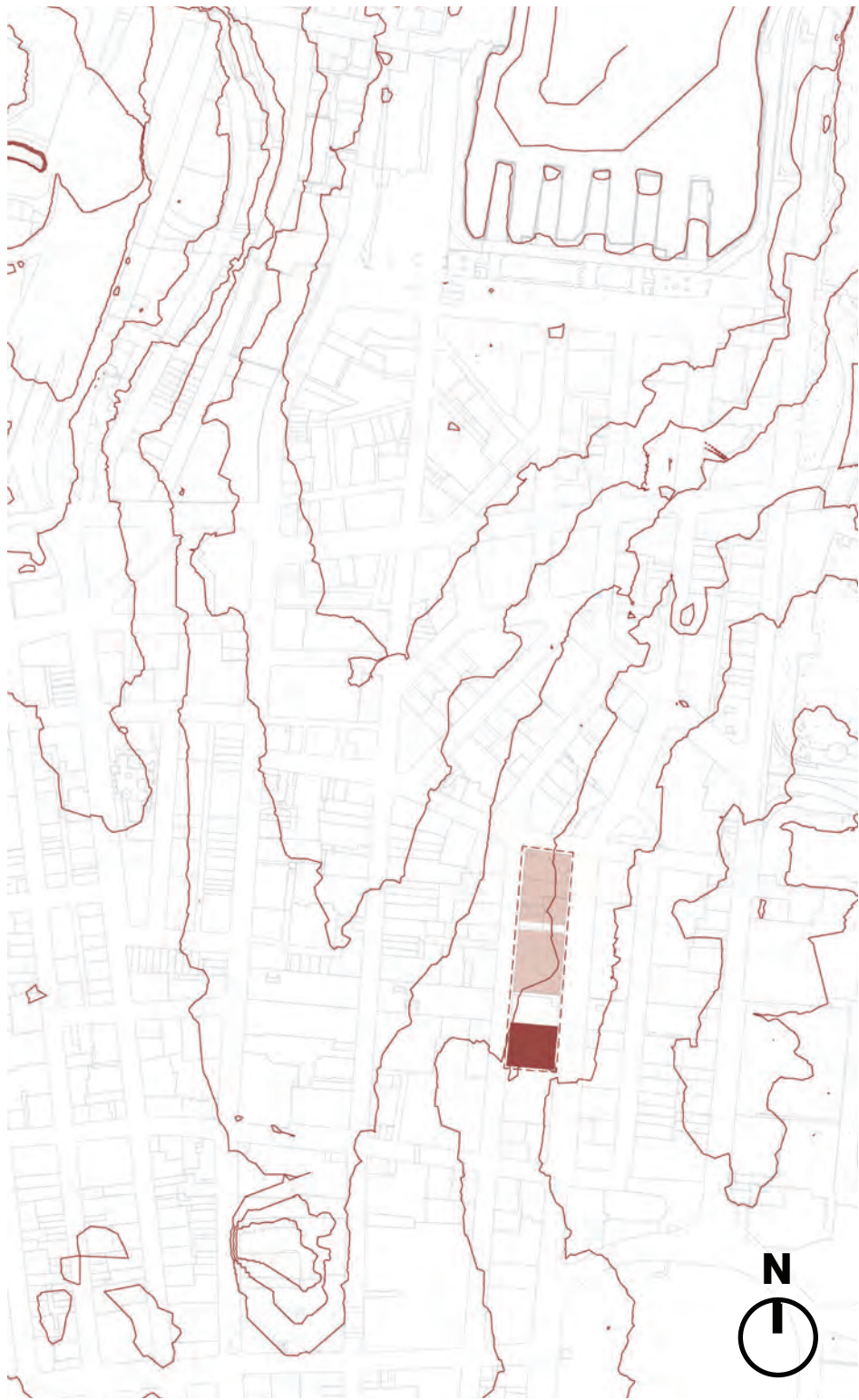
- South Site
- North Site (Not part of this application)
- Precinct
- 1 Elizabeth Street
- 2 Castlereagh Street



Site Context  
Transport Infrastructure and Topography



Transport connections to the South Site



Topographic map of the CBD

The South Site topography gradually slopes from west to east and drops towards the north-west of the Precinct. The east-west level change between Castlereagh Street and Elizabeth Street is nearly 4m across the breadth of the ~45m wide development site. This level change results in a significant constraint for the South Site as it exceeds the maximum mandated gradient for wheelchair users. Both Elizabeth Street and Castlereagh Street descend across the South Site gradually towards the north with a level difference of approximately 0.5m along Castlereagh Street and nearly 1.7m along Elizabeth Street.

The South Site is well connected to public transport. Bus routes run along Elizabeth Street and Castlereagh Street. The Eastern Suburbs Line at Martin Place train station is accessed by existing connections in Martin Place. The T2 Airport, Inner West and South line are accessible at the nearby St James train station. From 2019 it will also be a short walk to the new CBD South East Light Rail line running along George Street.

- Legend
- Site
  - North Site (Not part of this application)
  - Precinct
  - Transport Infrastructure (Train, Bus & Light Rail)
  - Train line
  - Bus route
  - Light rail line



Site Context  
Heritage  
Map



The Martin Place Metro Precinct has substantial heritage significance, including 50 Martin Place and the Martin Place civic space. The South Site is neighbour to several heritage buildings on Martin Place and directly adjacent to the MLC Centre. Surrounding the northern end of the Precinct are another cluster of heritage buildings and public spaces. These include Chifley Square and Richard Johnson Square, the former Qantas House and the City Mutual Building.

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.

- Legend
- Precinct Boundary
  - State Heritage Listing
  - LEP Heritage Listing
  - Commonwealth Heritage Listing

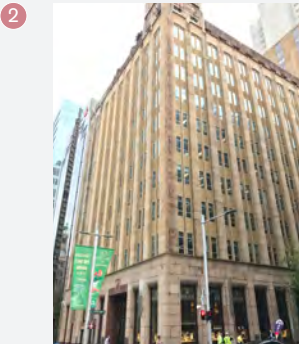
Map of Heritage buildings

Site Context  
Heritage  
Listed Heritage Buildings



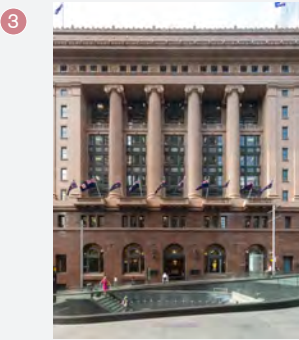
**Martin Place**

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.



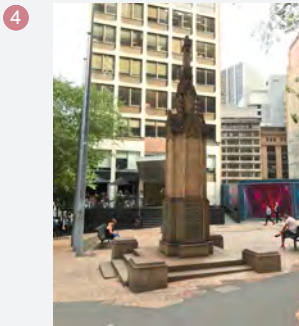
**Mutual Life & Citizens (MLC) Building**  
38-46 Martin Place

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.



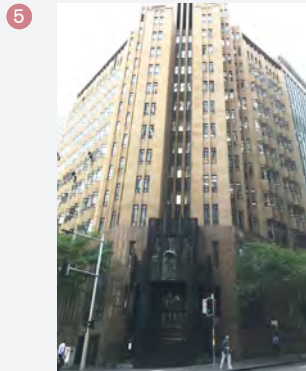
**Former Government Savings Bank of NSW**  
48-52 Martin Place

Constructed between 1925 and 1928, the Former Government Savings Bank of NSW 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.



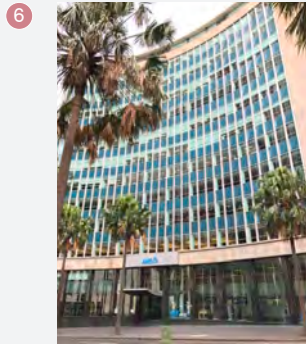
**Richard Johnson Square**

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.



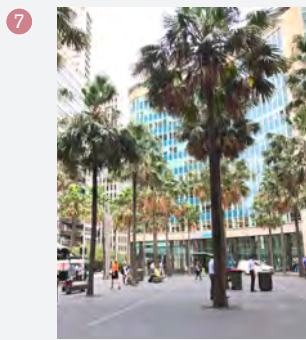
**City Mutual Life Assurance Building (City Mutual Building)**  
60-66 Hunter Street

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.



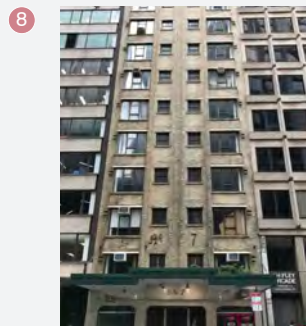
**Qantas House**  
68-96 Hunter Street

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.



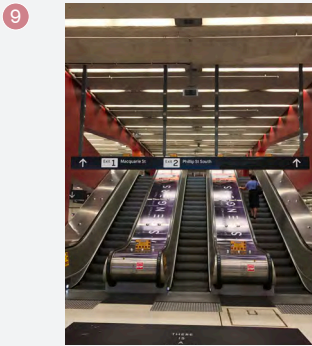
**Chifley Square**

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 addition of Aurora Place to the east, which is 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.



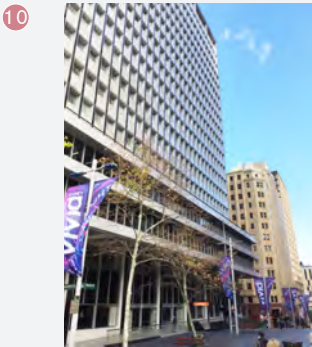
**Flat Building (demolished)**  
7 Elizabeth Street

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.



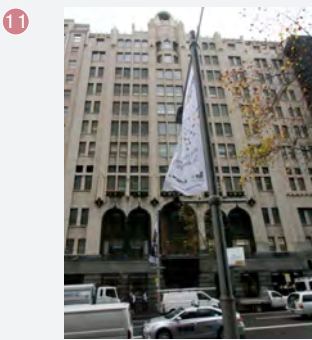
**Martin Place Station (below ground)**

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.



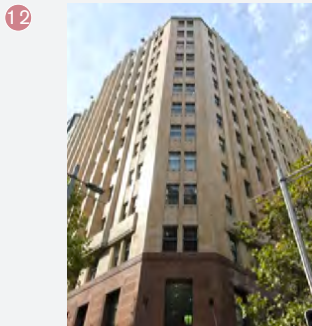
**Reserve Bank**  
65 Martin Place

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.



**Gerneral Insurance Office (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.



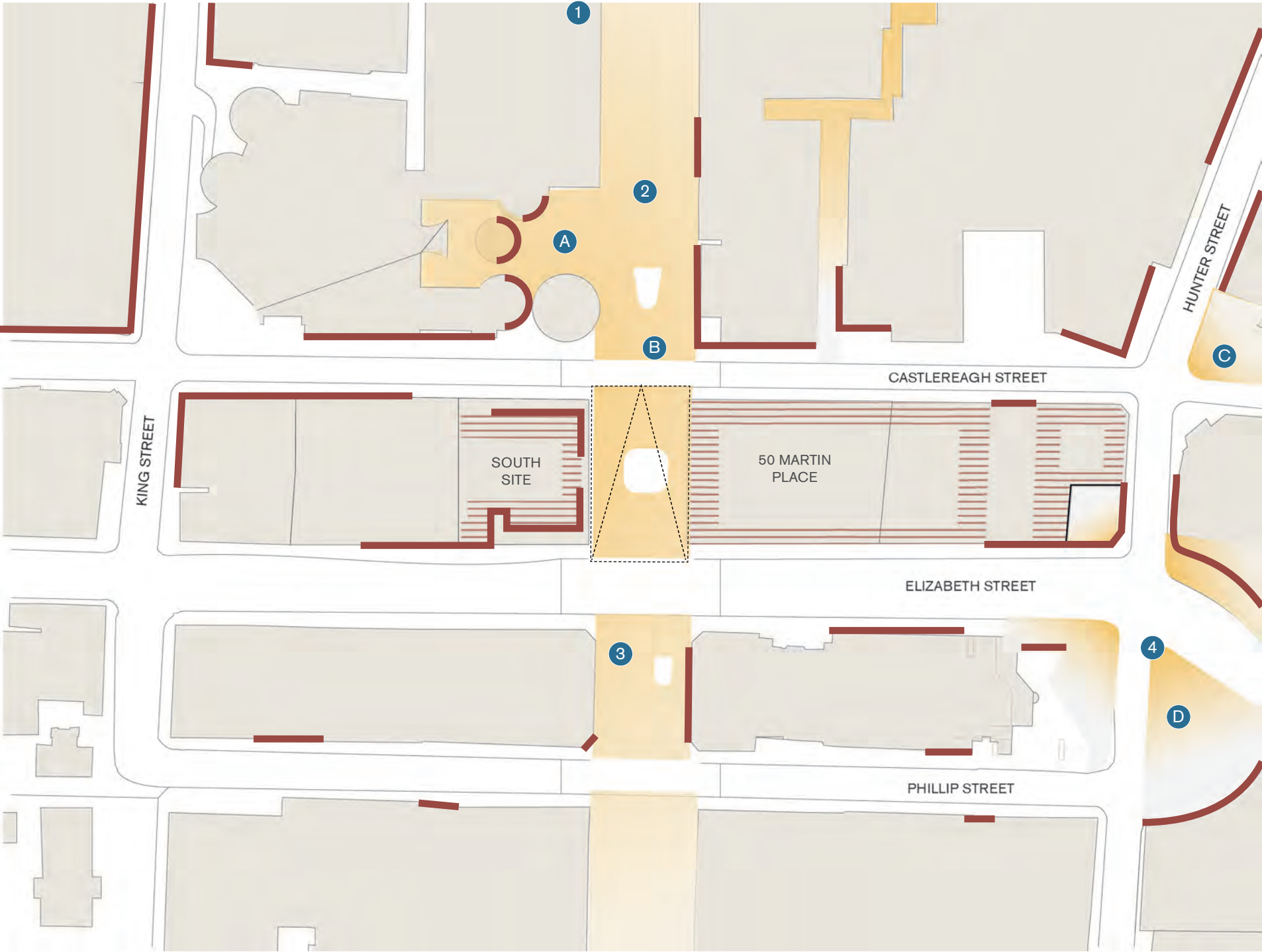
**Australian Provincial Assurance Association (APA) Building**  
53-56 Martin Place

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.

Text source: NSW Office of Environment & Heritage  
Former Savings Bank of NSW photo supplied by JPW



Site Context  
Public Realm  
Map



The Precinct addresses and connects three of the major public spaces of the city: Martin Place, Chifley Square and Richard Johnson Square. Generally the large scale commercial buildings occupied by banks, legal and financial service businesses provide limited activation of this public domain. The majority of the public space activation is provided by retail, food and beverage concessions as well as organised event overlays in Martin Place.

The significant increase in pedestrian traffic arising from the Martin Place upgrade provides opportunity to increase the activation of the public domain and its surrounds. Opportunities for active frontages are limited along the heritage listed facades of 50 Martin Place building due to its existing fabric, internal floor levels. The South Site provides the opportunity to significantly activate the public domain with active frontages through the improved relationship of internal floor levels to the steeply sloping surface of Martin Place.

- Legend
- Public domain
  - Active frontage

Existing public domain map



Site Context  
Public Realm  
Main Common Spaces and Infrastructure

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. It is characterised by civic uses to the west, commercial buildings to the centre and east, and public buildings at its eastern extent on Macquarie Street. 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 Bligh Streets. The square hosts an obelisk monument to Richard Johnson, to commemorate the South 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 Crucimatrulux, designed by Simeon Nelson in the 1990s.

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

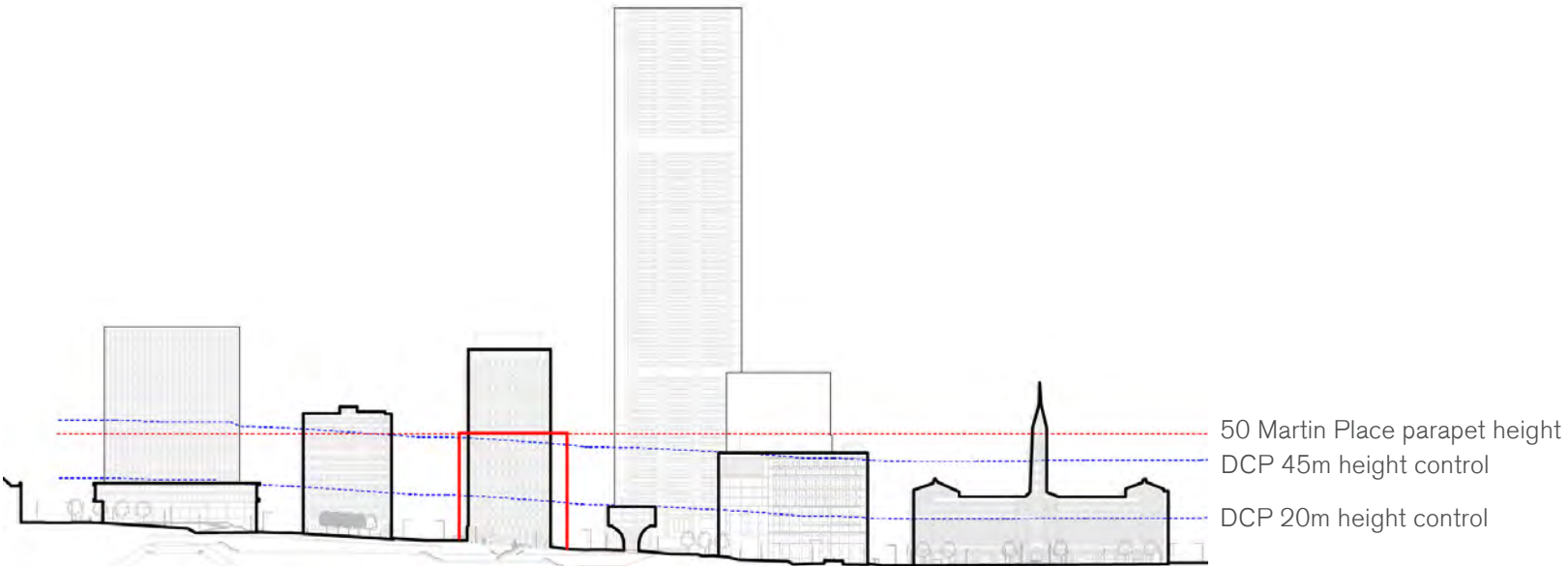
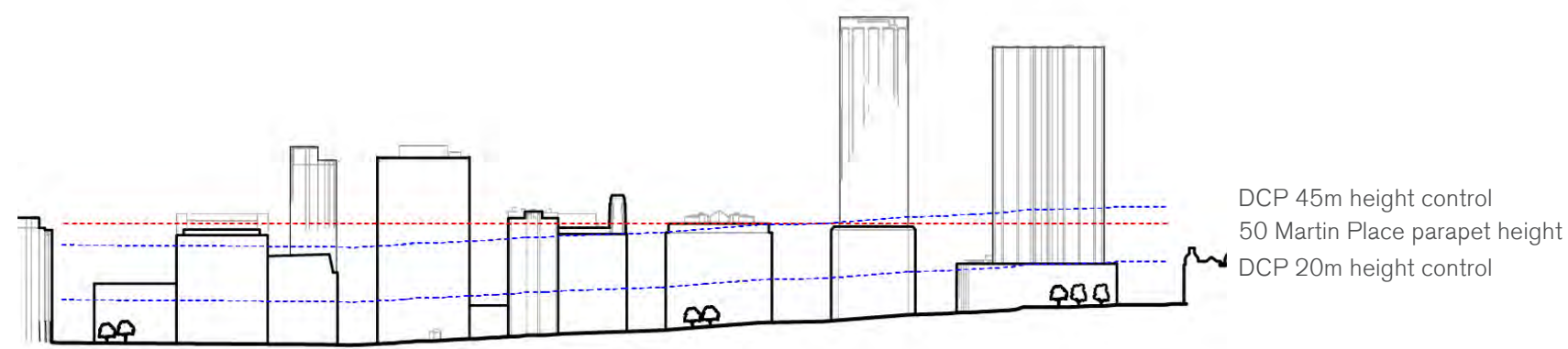
Chifley Square provides a clear public space within the dense urban grid of the CBD. Characterized by its palm trees, plenty of benches and temporary seat make it a great place for resting and socialising.



Site Context  
Street Wall  
Martin Place

Martin Place is characterised by podium buildings that follow the street alignment. The previous building (39 Martin Place) on the South Site (currently under demolition) does not match the predominant street wall alignment of Martin Place. There is significant variation in street wall height along Martin Place, ranging from 30m to 50m with the MLC Centre reading as a strong break in the southern street wall. The Precinct's frontage to the northern side of Martin Place, is defined by the heritage listed building at 50 Martin Place.

By aligning with the existing street wall and key height datums of 50 Martin Place opposite, the proposed South Tower podium strengthens the definition of Martin Place and improves the civic character of the Precinct.



Street wall elevations



Site Context  
Street Wall  
Martin Place



Martin Place South Elevation Photomontage

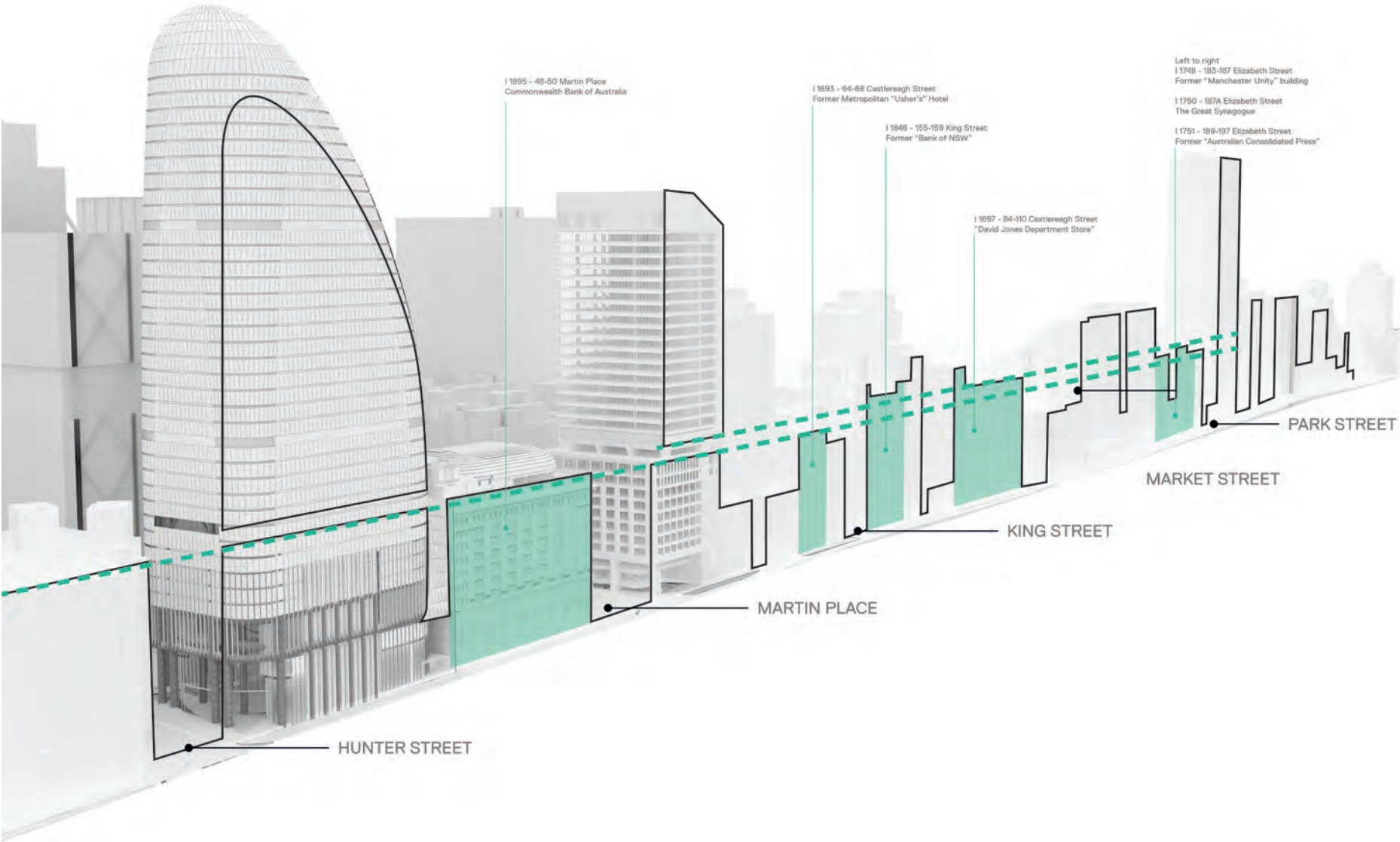


Martin Place North Elevation Photomontage

Site Context  
Street Wall  
Elizabeth Street and Castlereagh Street

Although there is a great variety in street wall height there is an excellent opportunity to establish a predominant street wall height, aligning with 50 Martin Place, the former Qantas building and the City Mutual Building to the north of the site.

The materiality of the buildings on Elizabeth Street and Castlereagh Street is more varied than Martin Place. By echoing the materiality of 50 Martin Place the proposed development defines the extent of Martin Place and distinguishes it as an important intersection with Elizabeth Street and Castlereagh Street.



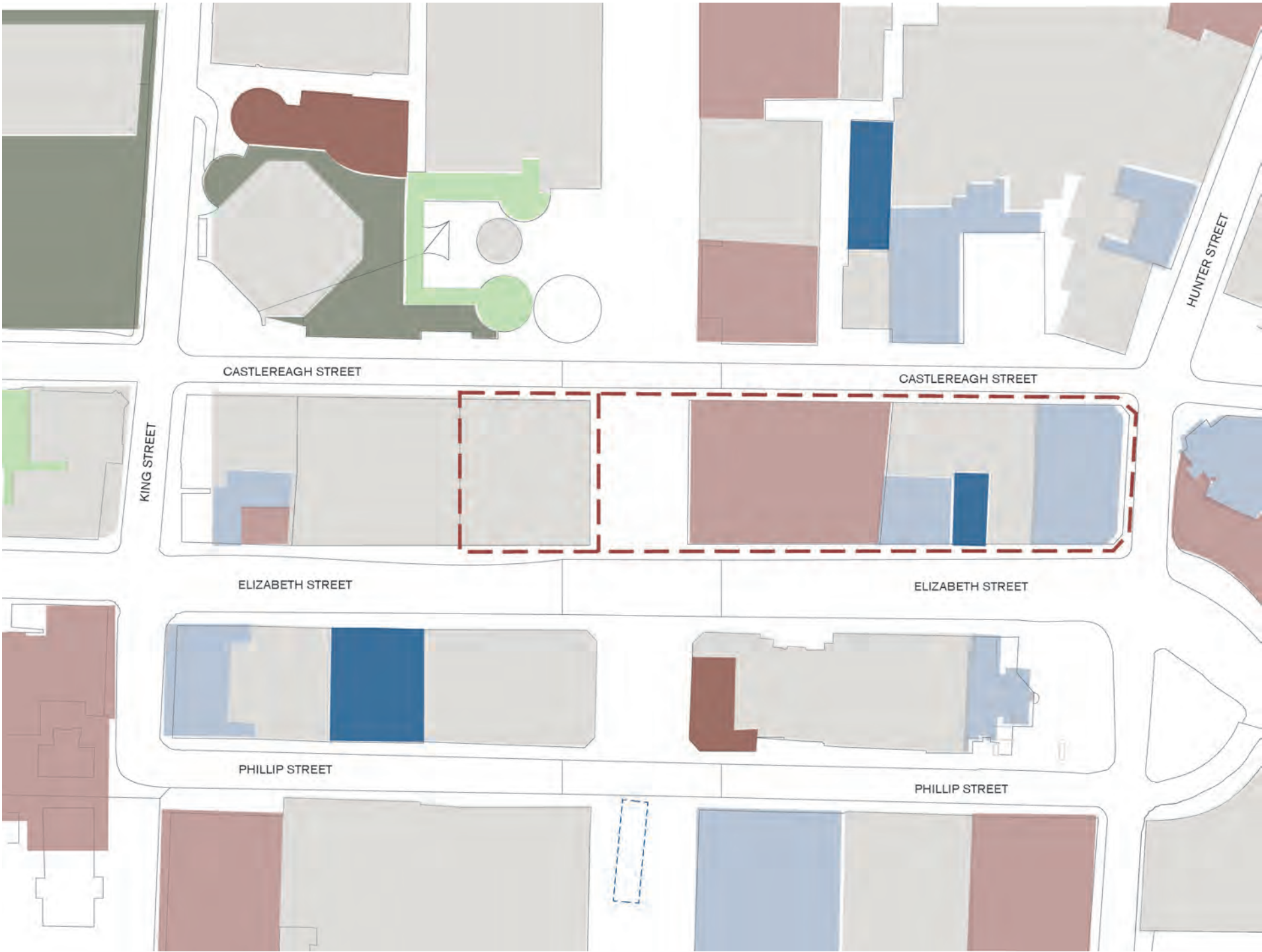
Castlereagh Street street wall







Site Context  
Existing Land Uses



Existing Land Uses Map

The principal building uses in the area surrounding the South Site are commercial, transport related, food and beverage and retail.

Martin Place is a financial centre for the city and therefore considered the traditional commercial heart of the CBD. Above ground uses are typically commercial office space related to these uses. Martin Place has a tradition of being the home to major institutions and this development provides an opportunity to provide a prime grade office tower above a significant public transport upgrade.

Transport uses relate to the existing Martin Place Station on the Eastern Suburbs Line as well as bus stops located along Elizabeth Street and Castlereagh Street. This use will be intensified with the construction of the new Metro line and Martin Place Station.

Food and beverage uses existed on the South Site at ground level (now under demolition) and still exist to the east at 53 Martin Place. The podium of the MLC Centre to the west, is a highly successful internal food court. High end retail is also located at ground level on Martin Place and along Castlereagh Street.

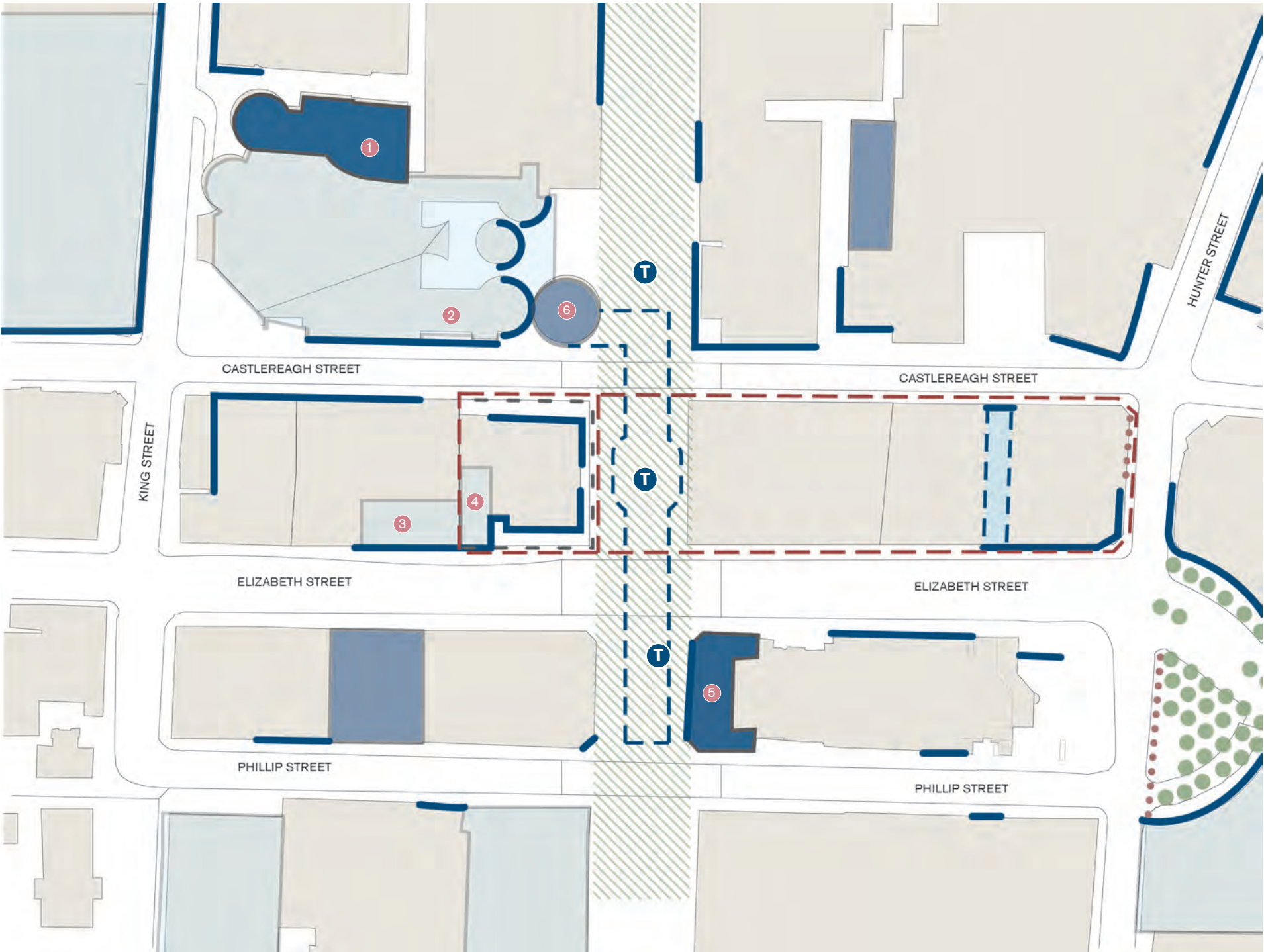
- Site precinct
- Mixed used/Commercial/Retail
- Financial and institutional buildings
- Residential/Hospitality
- Retail
- Food and beverage retail
- Media/Special use/Entertainment
- Commercial



Active frontages to Martin Place are limited due to the distinctive character of the existing building stock. The heritage architecture gives a distinct character to Martin Place retail, which primarily attracts high end retailers. Many of the heritage buildings have ground floors raised above Martin Place street level, compromising their accessibility. The majority are constructed in load bearing masonry with limited openings, making them comparatively closed to the public domain. The MLC Centre forecourt, excluding the Commercial Travellers Building, is an exception to this, providing a terraced landscape of retail spaces stepping down to Martin Place.

Active frontages are also limited on Elizabeth Street and Castlereagh Street adjacent to the South Site. These street frontages generally consist of commercial office lobbies and services frontage with some small retail and food and beverage tenancies.

- Active Frontages
- Martin Place
- Train Station
- Public Art
- Theatre Royal
- MLC Centre
- University of Newcastle
- Martin Place Early Learning Centre
- Channel 7 Studios
- Commercial Travellers Building

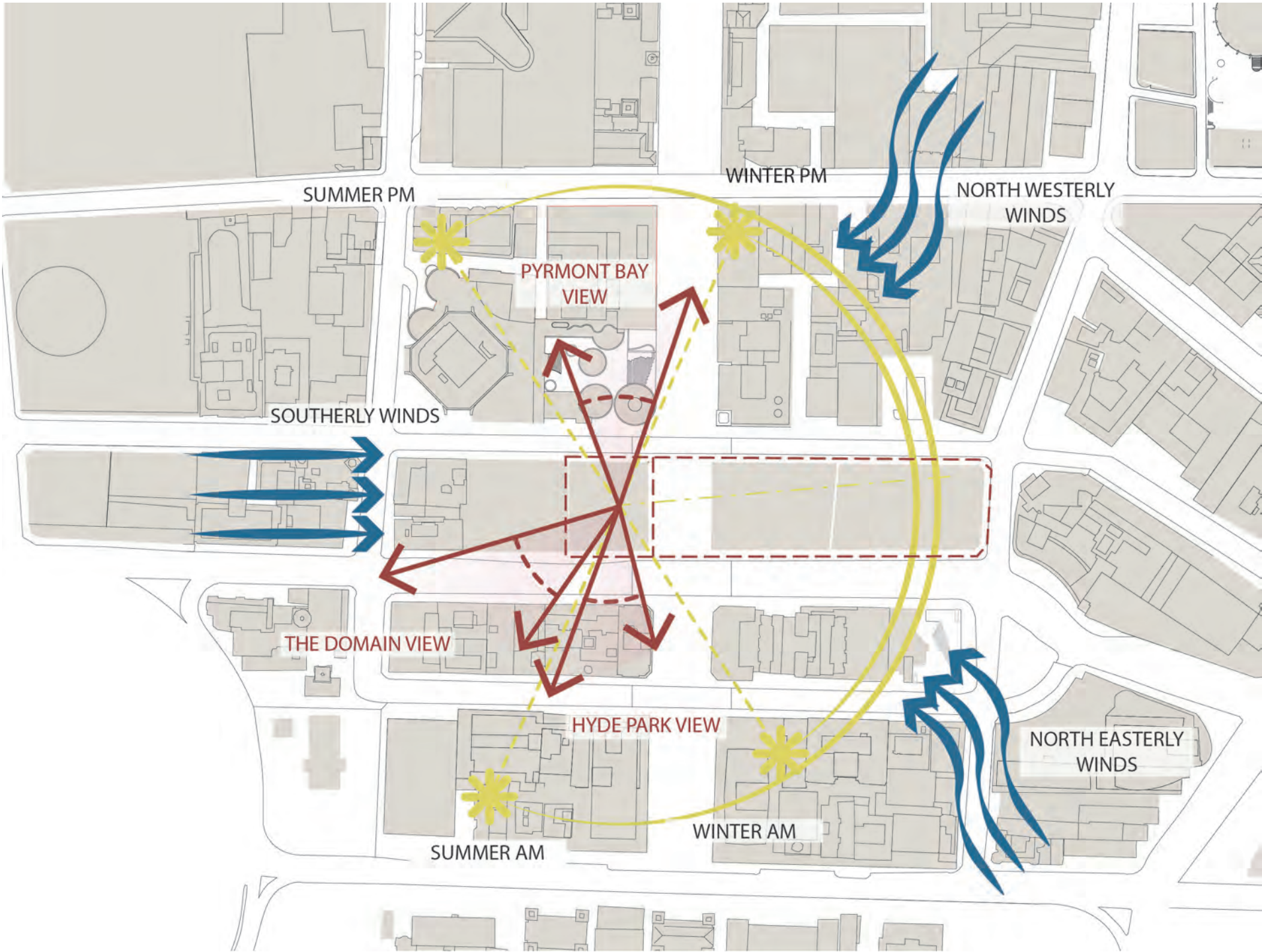


Active Frontages Map





Site Context  
Environment



Environmental Analysis Map

The South Site is surrounded by tall buildings, which create significant overshadowing of the site. The South Site is constrained by the City of Sydney Hyde Park Solar Access Plane (SAP), which protects solar access to Hyde Park between 12pm and 2pm on the 21st of June. In addition to this SAP, a condition of consent for the Stage1 SSDA has required additional protection to the solar access to Hyde Park. For detailed analysis refer to *Martin Place Solar Access and Overshadowing - Hyde Park*, prepared by Virtual Ideas located in the appendix of the Environmental Impact Statement (EIS)

Prevailing winds are influenced by the surrounding tall buildings, which provide some shielding effects. The most frequent strong winds are from the south, with north-easterly winds occurring more frequently in the summer and north-westerly winds in the winter. For detail refer to *Final Report - Wind Tunnel Test for: MARTIN PLACE OVERSTATION*, prepared by CPP, located in the appendix of the Environmental Impact Statement (EIS)

The city centre location has significant noise levels resulting from continual traffic and a lively public realm. For detail refer to CSWSMP-MAC-SMS-NA-REP-999902, *Metro Martin Place - Stage 2 SSDA: Acoustic Assessment Report - South Tower*, prepared by Arup.

Some areas of the Precinct may be affected by flooding, however, this is mostly isolated to the northern end of the Precinct, along Hunter Street with some minor flooding along the northern ends of Castlereagh Street and Elizabeth Street. There is limited impact on the South Site. For detail refer to CSWSMP-MAC-SMS-CE-REP-999901, *Metro Martin Place - Stage 2 SSDA: Stormwater Management & Flooding Report - South Tower*, prepared by Arup.

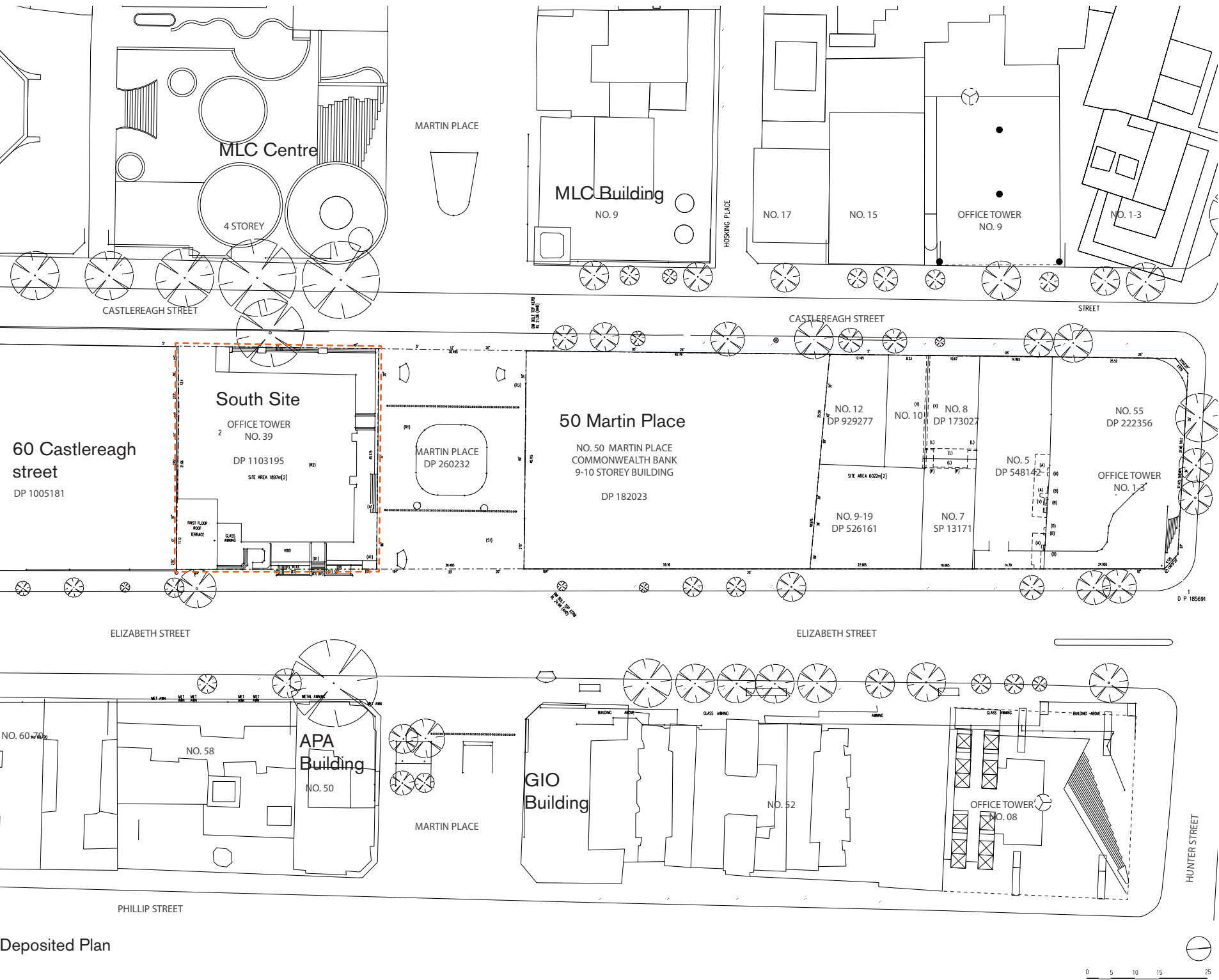


Site Context  
Site Survey & Boundary

The South Site is described as 39 Martin Place (Lot DP 1103195). It has a site area of approximately 1897sqm with a northern frontage of 45.6m, a southern frontage to 55 Elizabeth Street of 46.2m, eastern frontage to Elizabeth Street of 41.4m and a western frontage of 41.5m to Castlereagh Street.

There is a fall of approximately 5.3m from the south east corner to the north west corner. The previous building on the site (currently under demolition) was a commercial tower with a retail plaza cut into the fall of Martin Place, limiting access to the retail frontage.

In addition to 60 Castlereagh Street, which forms the southern boundary, the South Site is neighboured by the MLC Centre and heritage buildings including 50 Martin Place, the MLC Building, APA Building and GIO Building.

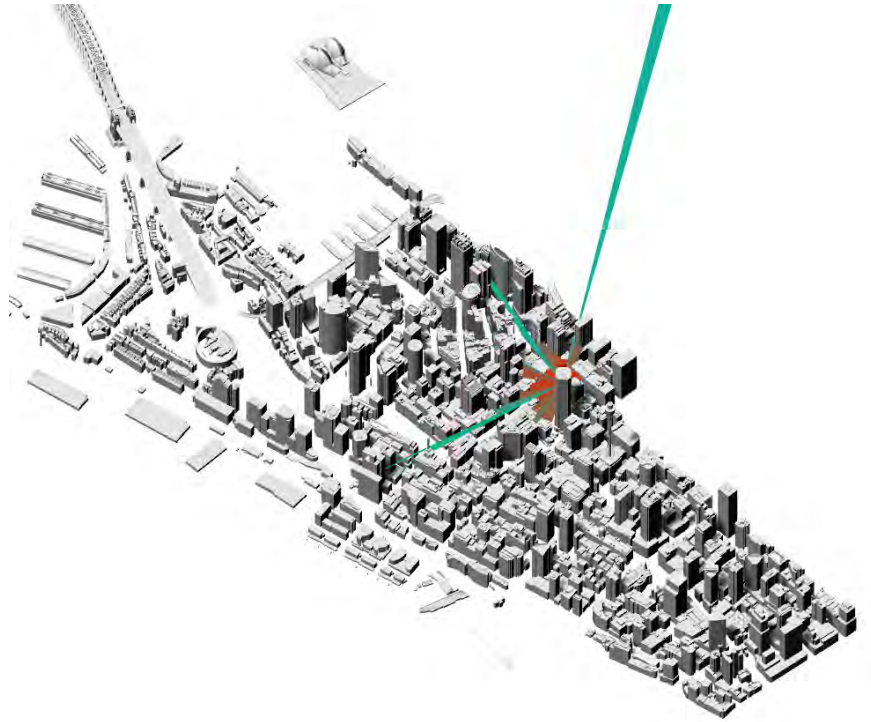


Deposited Plan

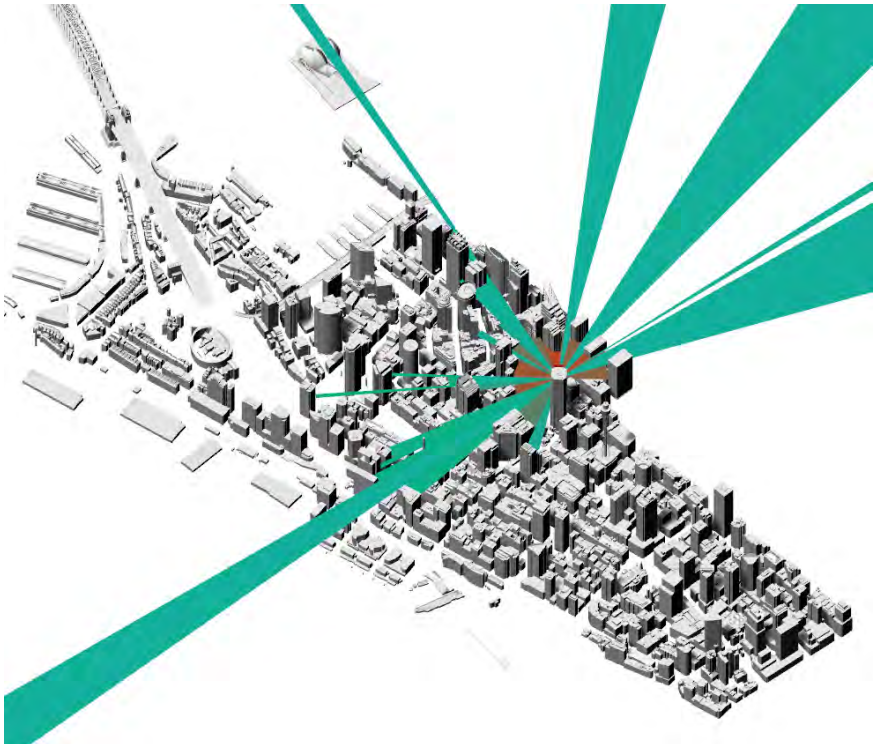
Site Context  
View Opportunities

A range of view opportunities are available from the South Site. These are typically above the podium although the podium floors offer views of Martin Place. The tower views include a number of city landmarks such as the GPO clock tower and Sydney Harbour. Glimpses to the suburbs surrounding the city are also available to the south, west, and east with broader views to the Harbour looking north.

View analysis indicates that distant views are relatively limited below the 15th floor level. Above this height, view lines begin to open up in multiple directions around the South Site. These views continue to expand, so that by the 20th floor wide-ranging views are available in every direction. This demonstrates one of the benefits in optimising the South Site's building height opportunities for enhanced occupant amenity.



~10th FLOOR



~15th FLOOR



~20th FLOOR



Planning Framework  
SSDA - Stage 1 Envelope

The design proposed in this Stage 2 SSD DA complies with the approved Stage 1 Concept Proposal and the Amending stage 1 Concept Proposal currently under assessment.

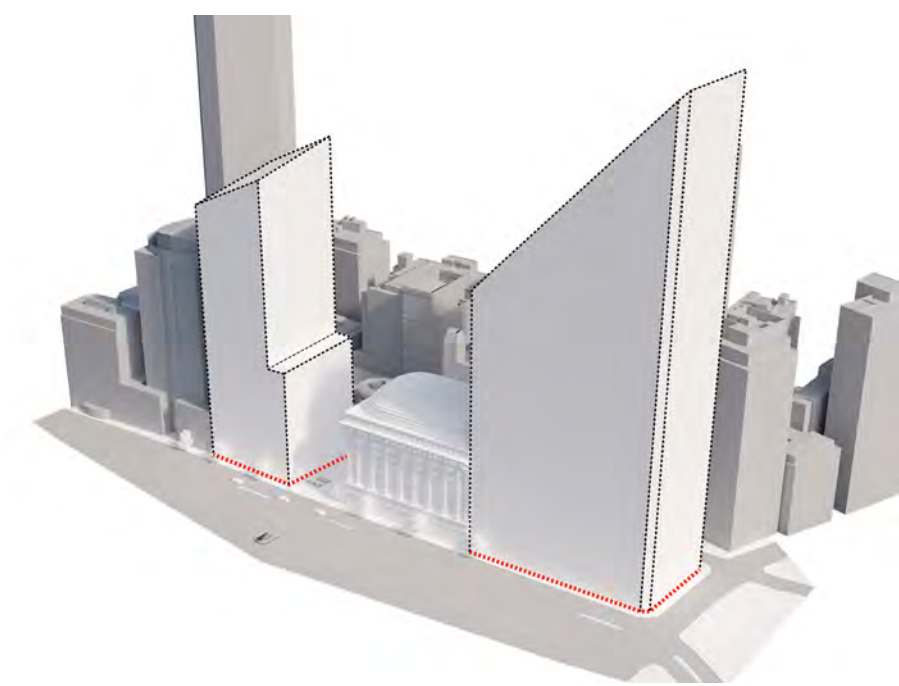
The building and architectural design has been further modelled within the constraints of this envelope to better integrate it with the specific Stage 1 Concept Proposal conditions of the South Site as illustrated in diagram 3 below

The design responds to the approved envelope within the context in the following ways:

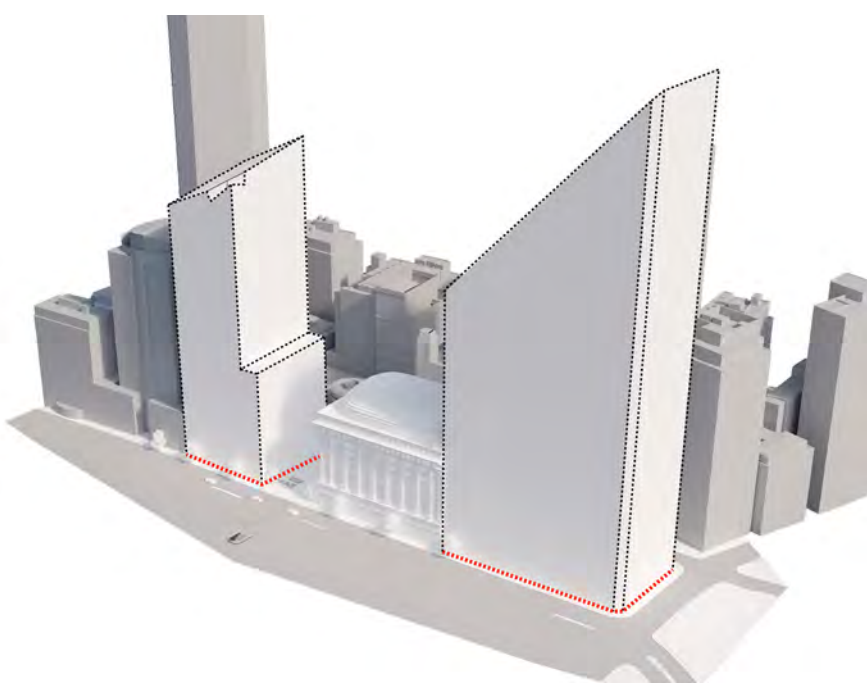
- The podium height has been designed to align with 50 Martin Place (approximately 45m) rather than extend to a height of 55m as permitted under the planning controls and the approved Stage 1 Concept Proposal. The design intent is to create a stronger built form relationship between the South Tower and 50 Martin Place.
- A recess to the building form between the podium and tower enhances the legibility of the tectonic elements as illustrated in diagram 3.

The 'crown' of the building, which contains the roof plant, does not extend to the full height of the Amending Stage 1 Concept Proposal. The east and west faces of the plant rooms are modeled to accommodate the solar access requirements of Hyde Park defined by the approved Stage 1 Concept Proposal conditions of consent. The top of the north facade is finished in a horizontal line to create a more formal presentation appropriate to the heritage context and ceremonial nature of Martin Place.

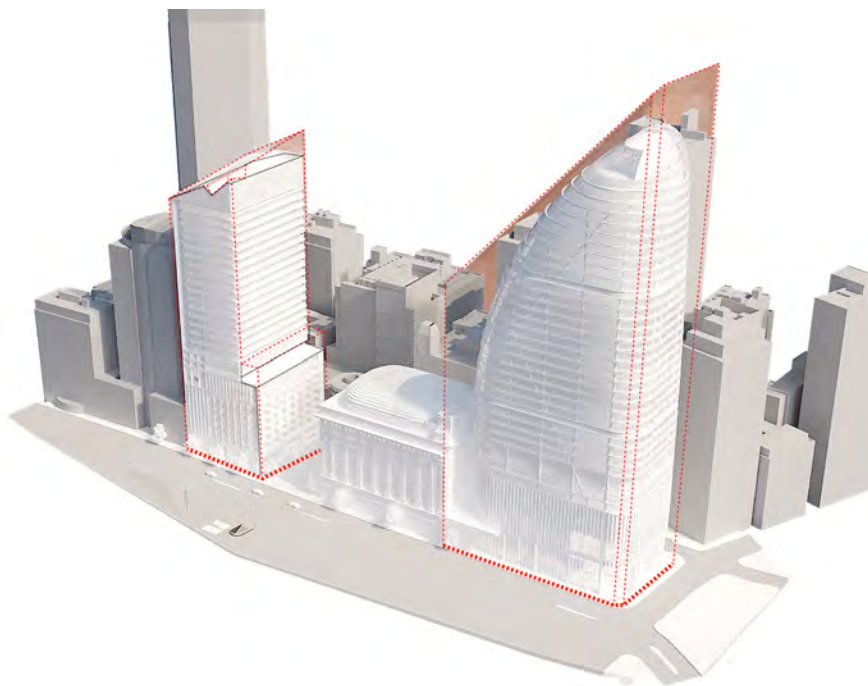
This enhanced level of building articulation better integrates the architectural design with its context and results in some improvements in solar access to the public domain.



1. Stage 1 Amending Concept Proposal currently under assessment



2. Building form modification as required by Stage 1 Concept Proposal condition of consent B2(2) and as proposed to be amended by the stage 1 amending DA concept proposal



3. Proposed building form











View west along Martin Place

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.



Martin Place is arguably Sydney's most important civic space and commercial location. Given its unique character both as a pedestrian east-west connection and the quality of the architecture that defines its edges, design any new building carries a heightened degree of responsibility.

The philosophy of this proposal is to make a site specific building that responds to the unique conditions of Martin Place and enhances its particular characteristics. Key to this is:

- Reinstating the South Site's formal edges by building to the street lines of Martin Place, Elizabeth Street and Castlereagh Street.
- Designing the building podium in order to create a distinct space on Martin Place between 39 and 50 Martin Place.
- Integrating a new Metro Station into the public domain of Martin Place.
- Maximising the active frontage around the base of the building.

The key strategic moves underpinning this design approach are:

- Designing a podium to the tower which is a contemporary reinterpretation of 50 Martin Place, forming an 'urban room' with 50 Martin Place to better define the space between them.
- A design response for the South Site that is a considered response to 50 Martin Place and the North Site so that the new Metro Precinct is a distinguishable addition to the city at both ground level and sky line.
- Extending the site specific architectural language of Martin Place so that Martin Place is legible in the city skyline.
- Minimising servicing impacts of the Metro on the public domain to maximise public domain activation.
- Providing a universally accessible through site connection between Elizabeth Street and Castlereagh Street.
- Ensuring viable commercial floor plates that maximise views and natural light by confining the core to the southern boundary.







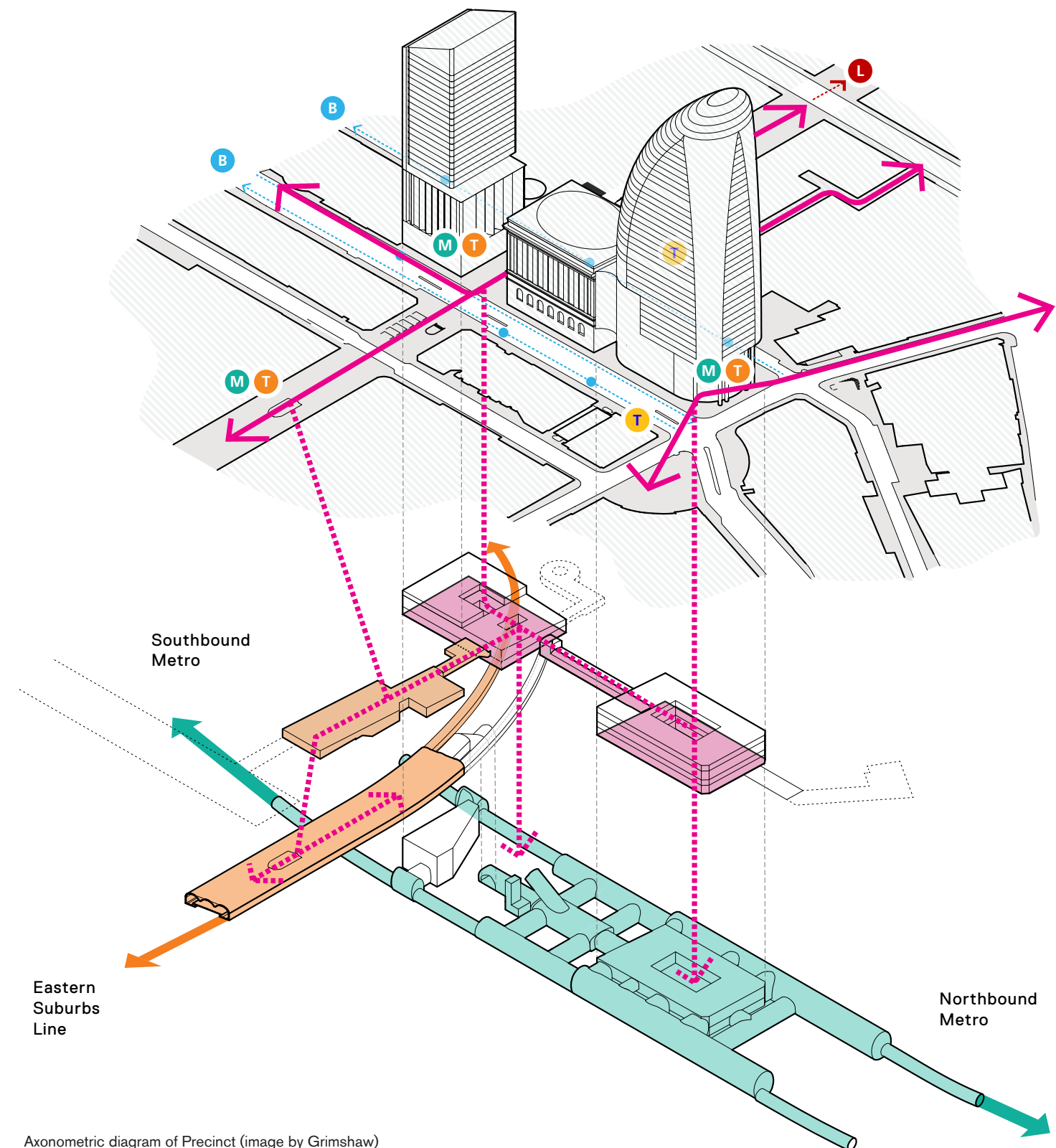
## Urban Design and Architecture

### Integrated Metro Precinct

A central objective of the proposal is the establishment of an integrated, transport-oriented development, that makes the best use of the Precinct'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 to the northern CBD.

The opportunity to integrate the OSD and Metro Station will allow for an improved level of spatial integration, providing enhanced architectural opportunities as well as benefits for the Metro Station and the public domain, 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 will 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 outcomes. 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.



Axonometric diagram of Precinct (image by Grimshaw)



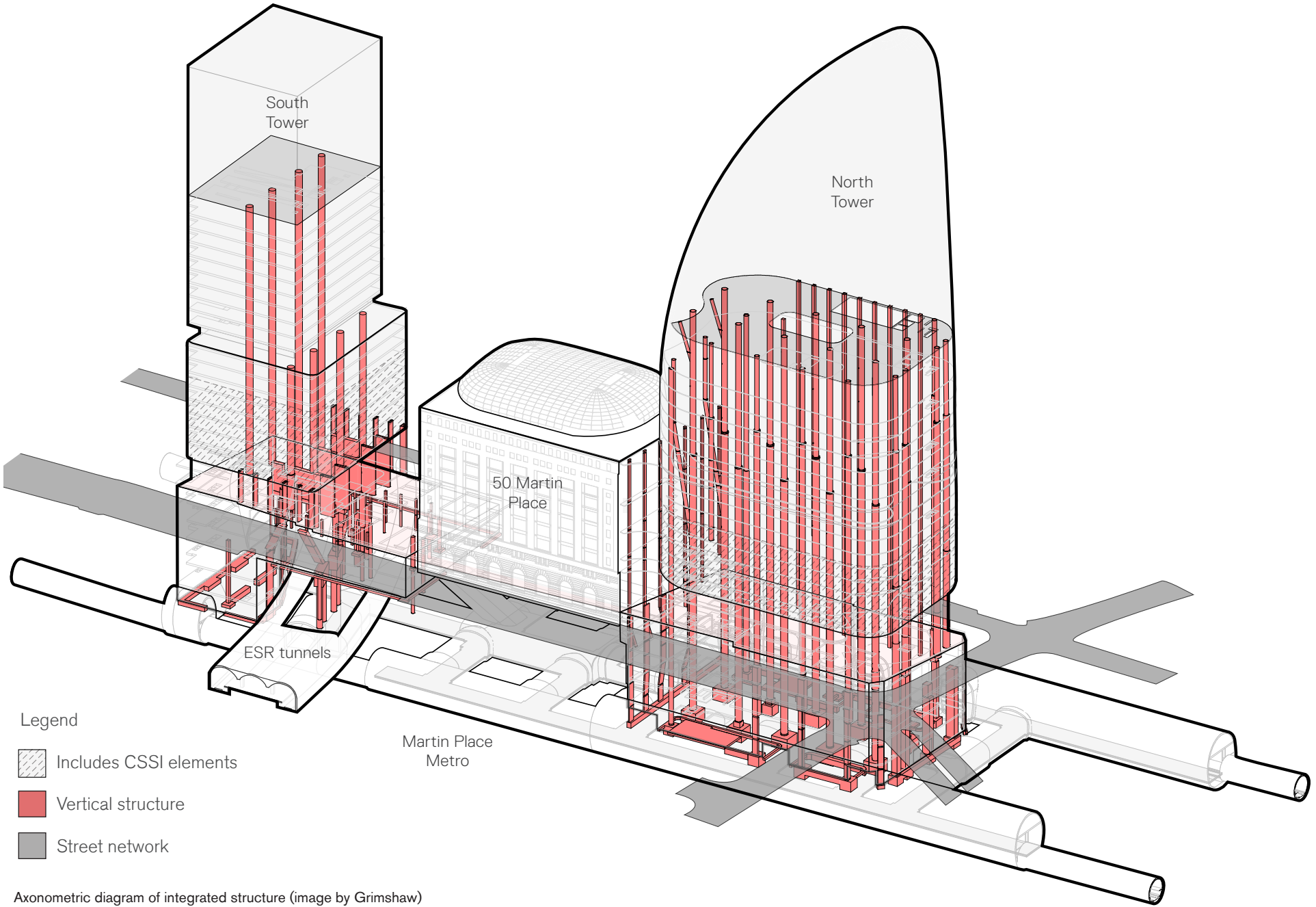
Integrated Structure

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

Structure on the South Site is heavily constrained by the existing Eastern Suburbs Line (ESL) tunnels and the Sydney Metro requirements.

Key principles for the South Site

- Highly integrated structure that avoids the need for a transfer slab
- Structural transfer walls and columns to provide both tower bracing and optimise Metro passenger circulation
- Structural integration to allow more efficient opportunities to avoid the exclusion zones around the ESL tunnels
- A minimised number of columns for large, clear floor plates to provide efficient and flexible work space and optimise occupant amenity.
- A minimal perimeter columns at Lower Ground, Ground and Mezzanine to maximise active frontage to Martin Place and improve Metro entries
- Rear side core arrangement to provide activated street frontages and Metro entrances at ground level and open floor plates at the commercial levels.



Axonometric diagram of integrated structure (image by Grimshaw)