

Streetscape & skyline

Martin Place

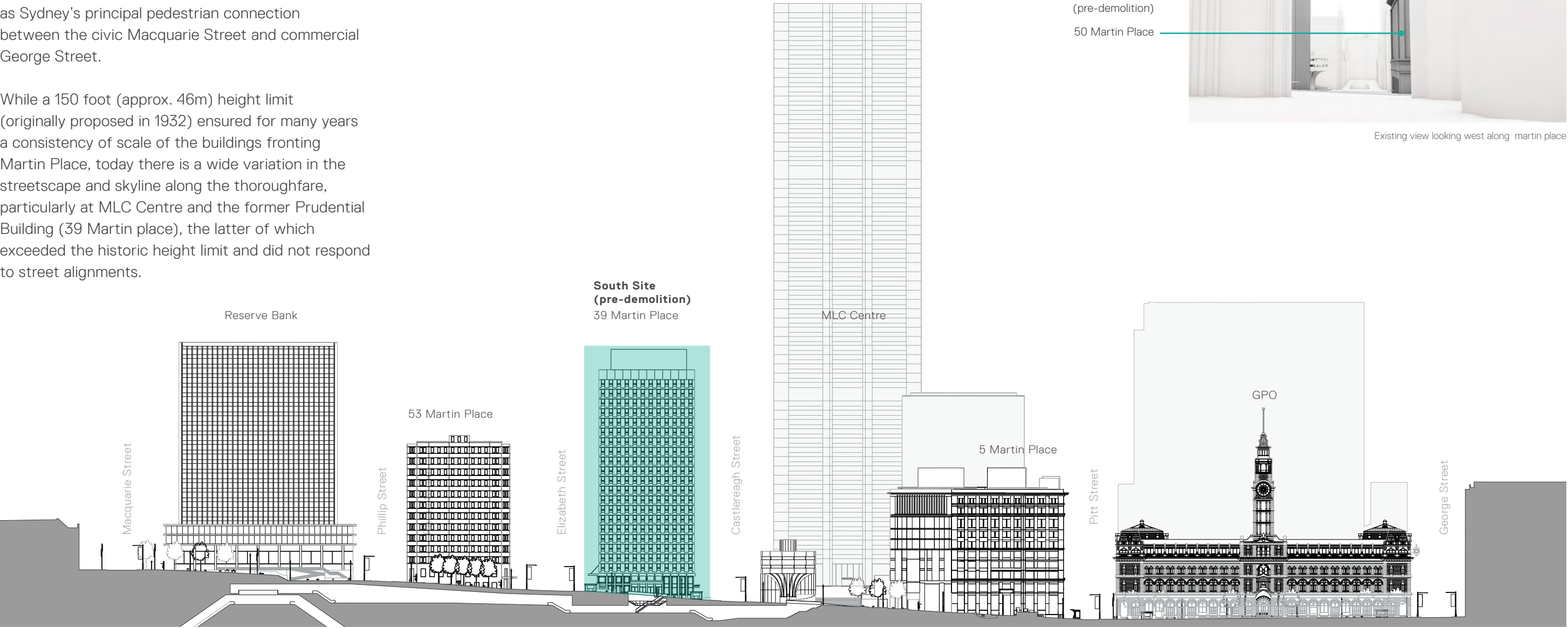
The South Site, at 39 Martin Place, holds a prominent position in one of Sydney’s most important public urban spaces, and sits at the junction of the political, civic, and financial hubs of the city. Martin Place has also evolved as a premium address for public and commercial enterprises and since pedestrianisation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

While a 150 foot (approx. 46m) height limit (originally proposed in 1932) ensured for many years a consistency of scale of the buildings fronting Martin Place, today there is a wide variation in the streetscape and skyline along the thoroughfare, particularly at MLC Centre and the former Prudential Building (39 Martin place), the latter of which exceeded the historic height limit and did not respond to street alignments.

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



Existing view looking west along martin place

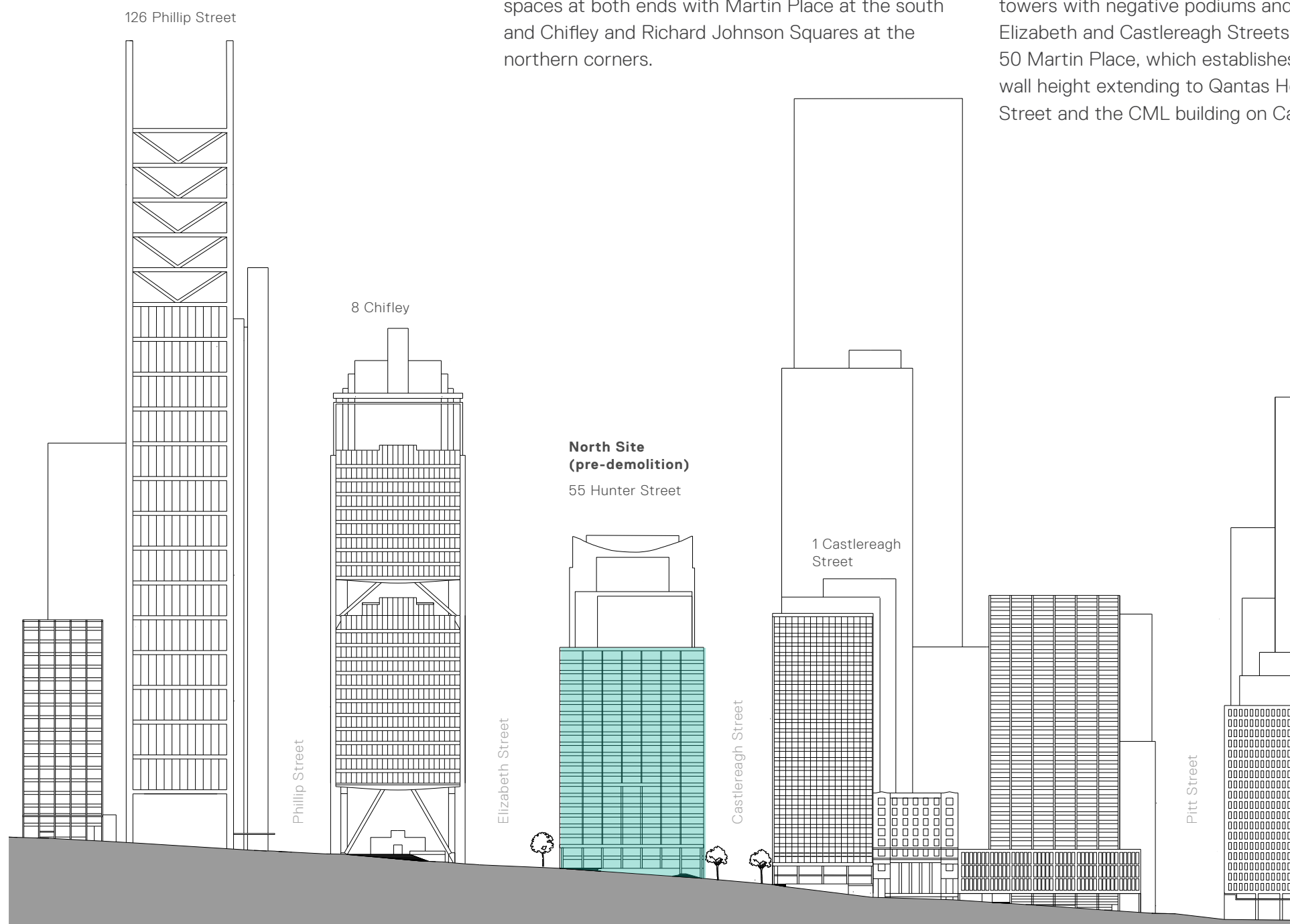


1 Martin Place existing street elevation

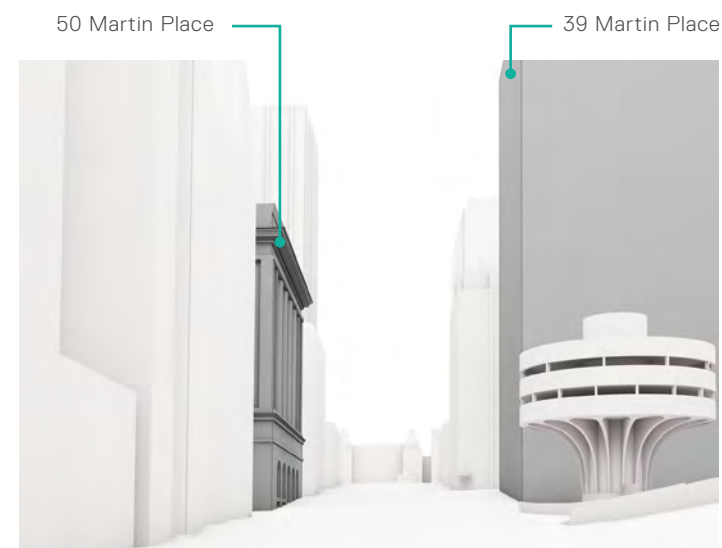
Hunter Street

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

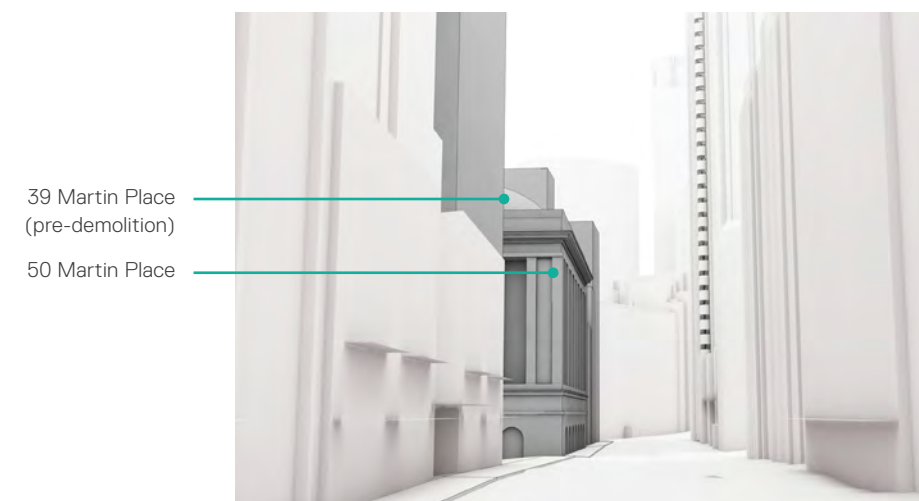
The built form of Hunter Street features a number of towers with negative podiums and varied setbacks. Elizabeth and Castlereagh Streets are dominated by 50 Martin Place, which establishes a dominant street wall height extending to Qantas House on Elizabeth Street and the CML building on Castlereagh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



2 Hunter Street existing street elevation



3 Existing view looking east along Martin Place



4 Existing view looking north along Elizabeth Street



5 Existing view looking south along Elizabeth Street

Planning controls

Key planning controls summary

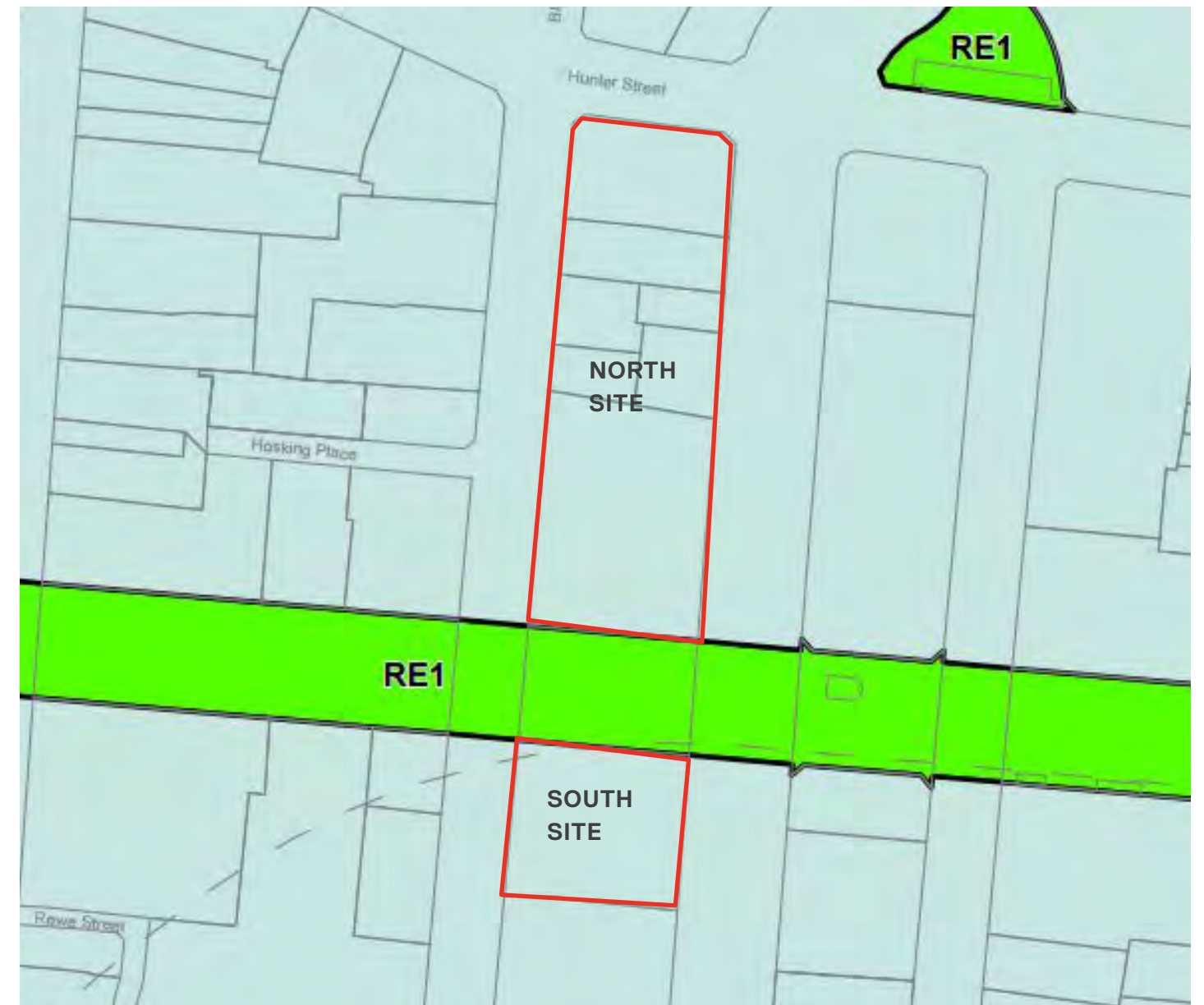
Sydney LEP 2012 is the principal local environmental planning instrument applying to the Precinct, establishing (amongst other things):

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

Zoning

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

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



1 Zoning diagram

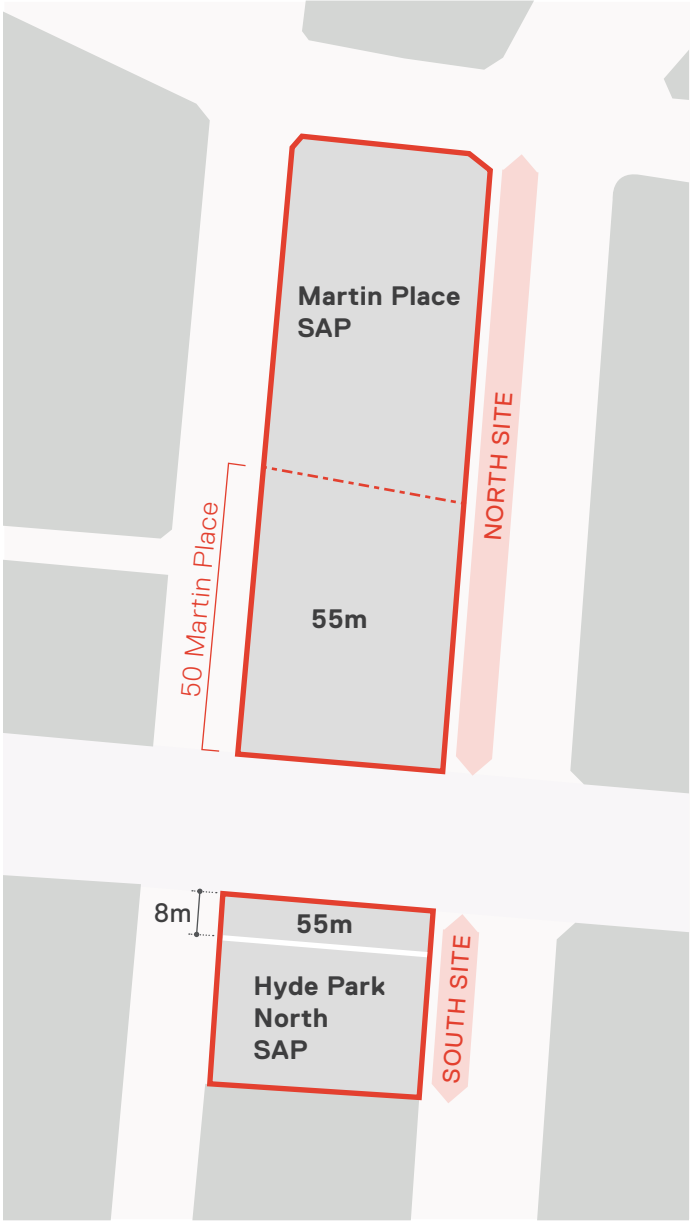
- North & South Sites
- B8 Metropolitan Centre Zone
- RE1 Public Recreation Zone



Planning controls

Maximum Height

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



2 Maximum heights diagram



Maximum Floor Space Ratio

The maximum Floor Space Ratio (FSR) for the North Site is 18.5:1, and 22:1 for the South Site, as per clause 6.38 of the Sydney LEP 2012.



3 Maximum FSR diagram



Planning controls

Heritage

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

- The Precinct
- Schedule 5 Listing, Sydney LEP 2012
- Special Character Area Boundary, Sydney LEP 2012
- State Heritage Register (SHR) Listing
- Commonwealth Heritage Listing



- 1

Reserve Bank Building, 65 Martin Place
(Item 1897)
- 2

City Mutual Life Assurance Building, 60-65 Hunter Street
(SHR listing . 00585)
- 3

Qantas House (1 Chifley Square), 68-96 Hunter Street
(SHR listing no. 01512)
- 4

Former Australian Provincial Assurance Building,
53-63 Martin Place (SHR listing no. 00682)
- 5

Commonwealth Bank, 48-50 Martin Place
(SHR listing no. 01427)
- 6

Martin Place Railway Station
(SHR listing no. 01187)
- 7

Martin Place
(Item I1889)
- 8

Former MLC Building, 38-46 Martin Place
(SHR listing no. 00597)
- 9

Former GIO Building, 60-70 Elizabeth Street
(SHR listing no. 00683)
- 10

Richard Johnson Square including Monument and Plinth,
Hunter and Bligh Streets (Item I1673)
- 11

7 Elizabeth Street
(Item I1737)
- 12

Chifley Square
(Item I1708)
- 13

Commonwealth Bank Building
(Item I1919)
- 14

General Post Office
(SHR listing no. 00763)
- 15

Challis House
(SHR listing no. 00666)
- 16

Former Bank of Australasia
(Item I1772)
- 17

Former Equitable Life Assurance
(Item I1771)
- 18

Former Colonial Mutual Life Building
(Item I1893)

Planning controls

Design Excellence

As part of the Stage 1 Concept Approval, an alternative design excellence approach for the project was approved by the Minister for Planning, in place of the competitive design process typically used under clause 6.21(5) of the Sydney LEP 2012 for standard development projects in Central Sydney. The approved alternative process recognised the unique circumstances of the project, where the approved Metro CSSI station works are intricately linked to the OSD from a design, construction, functionality, and delivery perspective, and that any requirement for a design competition could only apply to the OSD component of the project, and not the station.

The approved alternative design excellence process essentially involves:

- The establishment of a Design Review Panel (DRP), comprising three members of the Sydney Metro DRP (including the chair) and two new members, one nominated by the City of Sydney.
- A key role of the OSD DRP is to review and advise on the detailed building design to ensure the achievement of design excellence, having regard to the Sydney Metro Martin Place Station Precinct Consolidated Design Guidelines; and
- To provide that advice prior to the lodgement of the Stage 2 Development Application(s), and throughout the assessment and post approval stages.

The Stage 2 Detailed Proposals for the North Site and South Site are required by Condition A14 of SSD 17_8531 to follow this approved alternative design excellence process. This Stage 1 Amending DA, which principally seeks to amend the approved building envelope for the South Site tower, does not seek to alter this approved alternative design excellence process.



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Response to revised Design Guidelines

Response to revised Design Guidelines

Assessment of amended envelope against *Consolidated Design Guidelines*, approved as part of SSD 8351.

Revised design guidelines extracted from “Sydney Metro, Martin Place Station Precinct – Planning Proposal, Consolidated Design Guidelines” prepared by Tzannes.

DESIGN GUIDELINE		ASSESSMENT OF AMENDED ENVELOPE FOR THE SOUTH SITE
2.2	Public domain	
2.2.1	Conform to the City of Sydney Sun Access Plane for Hyde Park and Martin Place. (SSD) <ul style="list-style-type: none">Solar access impacts to be limited to those predicted by built form of the CoS LEP 2012 Sun Access Plane. (SSD)	The amended South Site envelope conforms with the City of Sydney Sun Access Plane for Hyde Park. As the building is south of Martin Place it does not create any overshadowing of Martin Place.
2.2.2	Improve ground plane amenity on Martin Place, Elizabeth, Castlereagh and Hunter Streets. (CSSI, SSD) <ul style="list-style-type: none">The redevelopment of the Martin Place precinct requires improved covered access at grade without the use of awnings on Martin Place. (CSSI, SSD)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 entrance. (CSSI, SSD)Investigate the potential to improve daylight levels to Martin Place. (SSD)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. (SSD)	<ul style="list-style-type: none">Awnings and the like are CSSI-related matters not relevant to the Amending DA.The amending envelope will ensure wind impacts meet relevant public domain standards, including 'pedestrian standing' comfort ratings for station entrances.The amended envelope will not overshadow Martin Place. Further material investigations can be undertaken to select light coloured and reflective materials appropriate to the site context to improve light levels to Martin Place and encourage reflected light onto grade and the street walls as part of the Stage 2 Detailed Design.The amended envelope has negligible impact to solar access and sky view when compared to the approved Stage 1 DA envelope.
2.2.3	Buildings on the North and South sites shall: (SSD) <ul style="list-style-type: none">Not result in additional overshadowing of Hyde Park between the hours of 12 and 2pm at midwinter (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 (SSD)	<ul style="list-style-type: none">Whilst this guideline is not proposed to be amended as part of this Amending DA, Condition B2 of the Stage 1 consent will be amended to reference an LEP/DCP compliant envelope with 8m tower setbacks on the South Site to Elizabeth Street, Castlereagh Street, and Martin Place, in line with updated LEP controls for the Precinct.The amended envelope for the south site does not exceed the CoS Sun Access Plane to Hyde Park. Future detailed design proposals will be developed within this envelope to ensure that the building on the South site does not create any additional overshadowing to Hyde Park within the parameters of this design guideline.
	<ul style="list-style-type: none">Identify opportunities to improve solar access to the ground plane of Martin Place (excluding the roadways and footpaths) between the hours of 12 and 2pm (14 April), when compared to the shadow cast by the approved building envelope. (SSD)	The amended envelope of the south site will not cast shadow on Martin Place between the hours of 12 and 2pm, given it is located south of Martin Place.

DESIGN GUIDELINE

ASSESSMENT OF AMENDED ENVELOPE FOR THE SOUTH SITE

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. (CSSI, SSD)	The amended South Site envelope provides a strong enclosure to Martin Place by having zero setbacks to Castlereagh and Elizabeth Steets. The podium mass, differentiated from the tower by an 8m setback, is identical in height to 50 Martin Place and is appropriate in scale to the adjacent buildings. The future detailed design of the building will further contribute to the urban character of Martin Place through its materiality.
2.3.2	Reinforce the streetwall and the distinctive attributes of this block on Martin Place. (CSSI, SSD) <ul style="list-style-type: none">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. (CSSI, SSD)	<ul style="list-style-type: none">The amended South Site envelope reinstates the line of the street wall of Martin Place. An 8m setback from Martin Place occurring above the line of the 50 Martin Place parapet creates a relationship between the proposed building mass and 50 Martin Place.Design development will develop a proposal that is appropriate to the context in character, and which will reinforce the street wall and distinctive attributes of this block.
2.3.3	Require the commercial and station address of the South Site to be on Martin Place. (CSSI, SSD) <ul style="list-style-type: none">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. (CSSI, SSD)	The amended South Site envelope does not preclude the achievement of this guideline.
2.3.5	Maintain and enhance the streetwall character of Elizabeth and Castlereagh Streets. (SSD) <ul style="list-style-type: none">Recognise the aligned height between 50 Martin Place and the former Qantas House on Chifley Square to reinforce the distinctive characteristics of this block within the City of Sydney. (SSD)	The amended south site envelope maintains the line of the street walls of Elizabeth and Castlereagh Streets, and does not preclude the detailed design from aligning with the parapet level of 50 Martin Place and the former Qantas House.
2.3.6	Establish defining thresholds to the Martin Place Station Precinct. (SSD) <ul style="list-style-type: none">The built form of the North and South Sites can vary the predominant setback requirements established within City of Sydney development controls to zero on Elizabeth and Castlereagh Streets in order to establish a distinctive character at threshold locations of the Martin Place Station Precinct. (SSD)	The amending South Tower envelope provides distinct definition to Martin Place by having no podium or tower setback to Elizabeth and Castlereagh Streets. This clearly defines Martin Place as the primary address and distiguishes it from surrounding streets.
2.3.7	Maximise development potential and density within the context of the approved GFA. (SSD) <ul style="list-style-type: none">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. (SSD)Both towers are not to breach the Sun Access Planes. (SSD)	The amended South Site envelope maximises the potential for the site under the LEP, without breaching the Sun Access Plane to Hyde Park.

Response to revised Design Guidelines (cont.)

Assessment of amended envelope against *Consolidated Design Guidelines*, approved as part of SSD 8351.

Revised design guidelines extracted from “Sydney Metro, Martin Place Station Precinct – Planning Proposal, Consolidated Design Guidelines” prepared by Tzannes.

DESIGN GUIDELINE		ASSESSMENT OF AMENDED ENVELOPE FOR THE SOUTH SITE
2.3	Built form	
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 feature of the locality, such as the street wall height and relationship to 50 Martin Place. (SSD)	The amended South Site envelope is unique to the site and is informed by the surrounding street walls, heritage context and solar access planes. A more detailed architectural proposal, appropriate to this context will be developed through the design process.
2.3.12	Podium streetwalls (CSSI, SSD) <ul style="list-style-type: none">The buildings are to have zero setbacks for their podiums to match the predominant street alignment. (CSSI, SSD)Proposed streetwall height of the South Site podium is to relate to the heritage building at 50 Martin Place. (SSD)The podium/tower relationships are to be clearly differentiated by facade articulation, colours and materials. On the South Site this differentiation is to be further reinforced by a recess between the tower and the podium and setback from the Martin Place alignment. (SSD)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 (126 Phillip Street) . It is not to undermine the spatial definition of Chifley Square or Richard Johnson Square. (CSSI, SSD)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)	<ul style="list-style-type: none">The amended South Site envelope has zero setbacks to Elizabeth and Castlereagh Streets for both the tower and podium and zero setback to the podium to Martin Place.The amended envelope does not preclude the detailed design from aligning in height to 50 Martin Place and historic buildings on Elizabeth Street.The amended South Site envelope tower is set back 8m from Martin Place, which differentiates the podium and tower masses. The illustrative scheme further demonstrates how this difference can be articulated through a recess at the base of the tower mass, and through materiality.
2.3.13	Tower form, scale and setbacks (SSD) <ul style="list-style-type: none">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 and appropriate use and proposed activity. (SSD)Model corners of North Site tower for enhanced solar access, daylight to the public domain and wind performance (SSD)The South Site tower to be setback from Martin Place and visually separated from the podium. (SSD)Conserve the heritage significance of 50 Martin Place by ensuring its height remains unique in the Martin Place Metro Precinct. (SSD)A new building tower and podium/base on the Noth 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. (SSD)	<ul style="list-style-type: none">The amended South Site envelope tower has an 8m setback from Martin Place which visually distinguishes it from the podium.The overall height of the amended South Site envelope permits the detailed design to be differentiated from 50 Martin Place, and to emphasise its unique heritage significance.





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Development options analysis

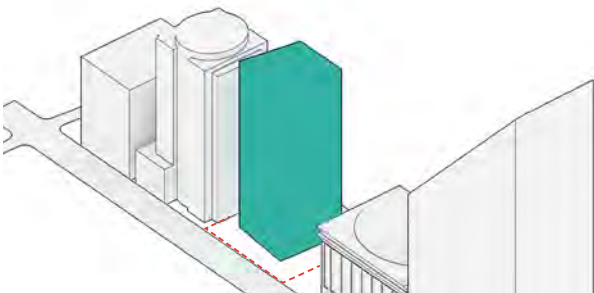
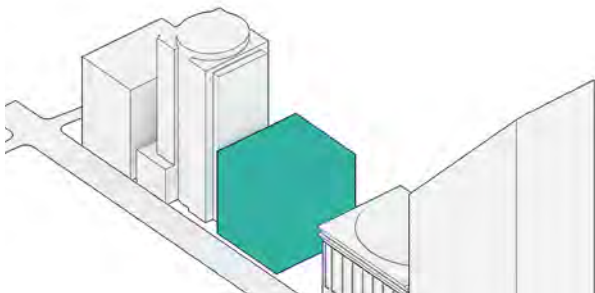
Envelope form: Options analysis — South site

The following pages contain a comprehensive options analysis of the possible envelopes for the South Site. These explore a range of envelope form and height configurations.

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

Option 3 acknowledges the previous LEP, which called for a 55m street wall for the first 25m of building mass facing onto Martin Place.

Options 4 and 5 respond to the revised LEP, which revises 25m to 8m.

	1	2
	Match existing envelope Inset building form No Setbacks	Podium Only (55m height)
		
	<div>Points highlighted grey indicate negative outcome</div>	
Land use (relative to context)	Predominantly office/commercial use proposed.	Predominantly commercial use proposed.
Adherence to Revised Design Guidelines	Inset building form does not align with urban block or maintain street wall.	Generally aligns with the Design Guidelines
Heritage response	Uniform building form does not respond to Martin Place heritage context.	Alignment with street wall height datum. No visual canyon effect due to absence of tower.
Workplace objectives	Limited floor space, development does not meet needs for the foreseeable future. Does not optimise site opportunity.	Limited floor space, development does not meet needs for the foreseeable future. Does not optimise site opportunity.
Environmental amenity	Built form maintains existing wind conditions, but absence of setbacks misses opportunity to improve the wind environment.	Absence of setbacks misses opportunity to improve the wind environment and amenity.
Transport-oriented development	More constrained footprint to incorporate Metro Station and associated services.	Metro Station and associated services and infrastructure can be incorporated.
Response/suitability to Martin Place	Misses opportunity to contribute to and enhance the Martin Place architectural character.	Alignment with street wall height datum.
Over-shadowing	Inset building form and building height maintains existing over-shadowing conditions.	Low building height reduces over-shadowing.
LEP objectives / compliance	Does not comply with LEP objective to intensify land uses. Does not comply with new height limit.	Does not comply with LEP objective to intensify land uses.



Land use (relative to context)	Predominantly commercial use proposed.		
Adherence to Revised Design Guidelines	Conflicts with design guideline recommending a setback on Martin Place that responds to the Reserve Bank building and 53 Martin Place	Conflicts with design guideline recommending zero setbacks on Castlereagh and Elizabeth Street	Complies with revised Design Guidelines
Heritage response	Alignment with street wall height datum. Podium form responds to Martin Place.	Alignment with street wall height datum. Podium form responds to Martin Place.	Alignment with street wall height datum. Podium form responds to Martin Place.
Workplace objectives	Maximises commercial office floor space opportunities over new transport hub however, highly constrained by LEP controls.	Maximises floorplate opportunities within existing envelope controls.	Maximises commercial office floor space in response to intensification opportunities over new transport hub.
Environmental amenity	Setbacks on north facade help mitigate wind impacts from tower above.	Setbacks on north facade help mitigate wind impacts from tower above. Setbacks improve daylight into Martin Place.	Setbacks on north facade help mitigate wind impacts from tower above.
Transport-oriented development	Metro Station and associated services and infrastructure can be incorporated.	Metro Station and associated services and infrastructure can be incorporated.	Metro Station and associated services and infrastructure can be incorporated.
Response/suitability to Martin Place	Alignment with street wall height datum. Clear legibility of podium and tower.	Alignment with street wall height datum. Clear legibility of podium and tower.	Alignment with street wall height datum. Clear legibility of podium and tower.
Over-shadowing	Complies with sun access plane	Complies with sun access plane	Complies with sun access plane
LEP objectives / compliance	Does not comply with LEP objective to intensify land uses.	Does not comply with LEP objective to intensify land uses.	Complies with all LEP objectives and height limits.

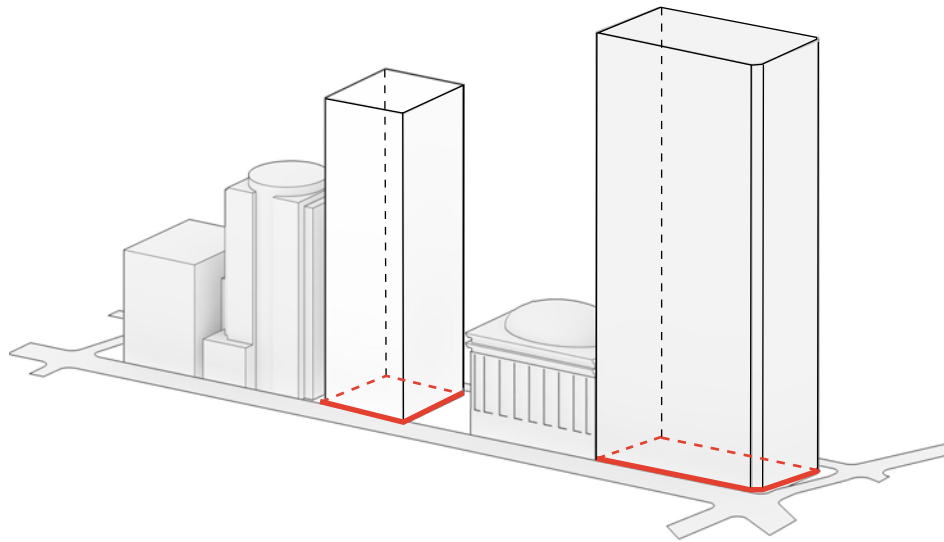


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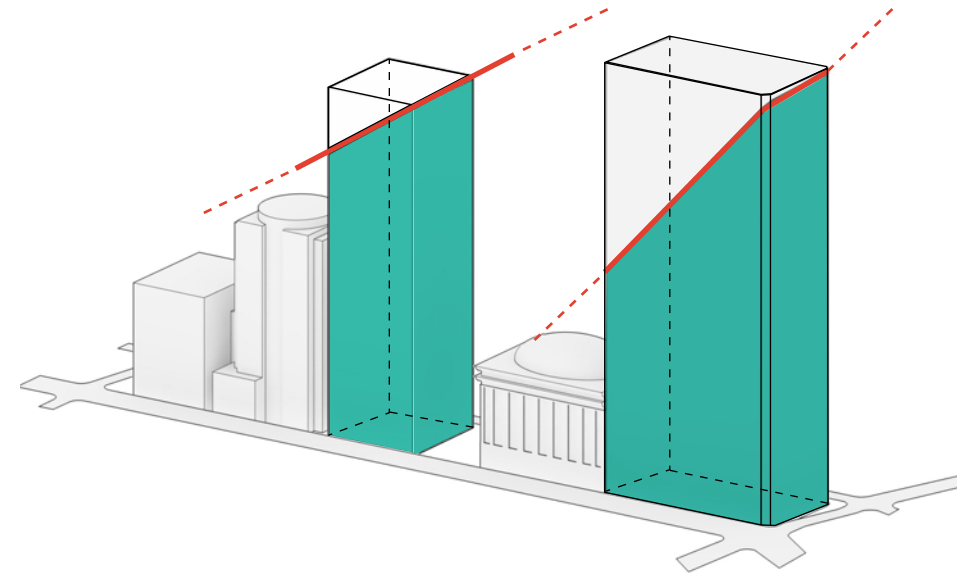
Proposed envelopes

Principles



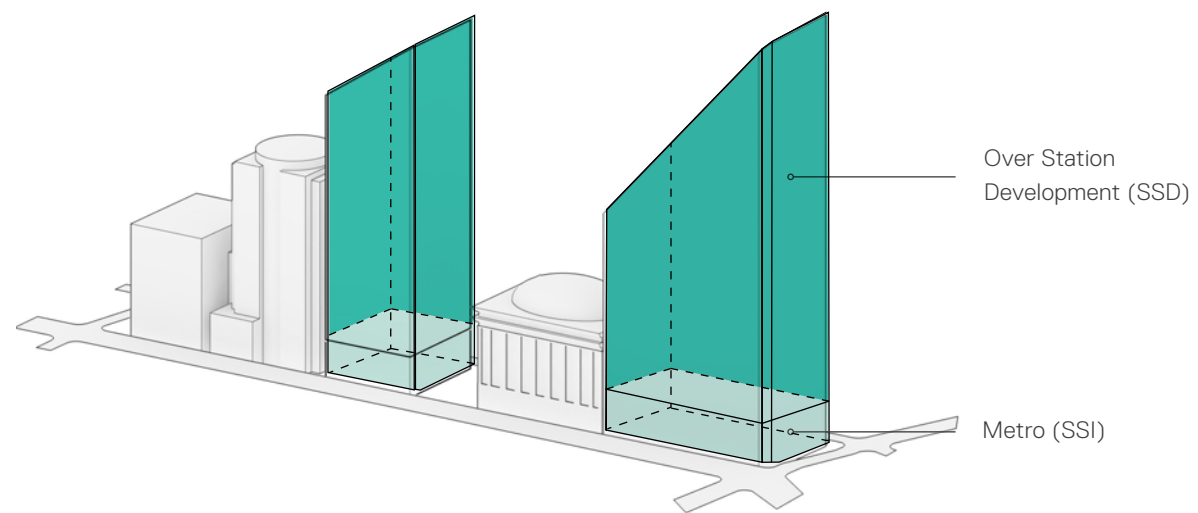
SITE BOUNDARY

The surveyed boundary for the North and South Site is extruded to generate the maximum volume for the Sites.



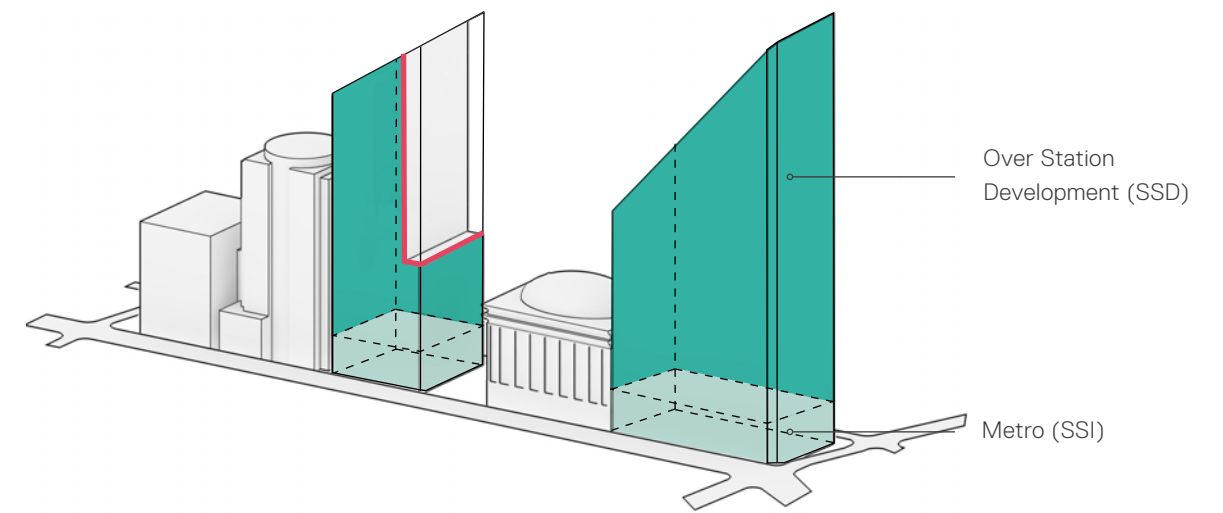
SUN ACCESS PLANES

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



LAND USE

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



LEP HEIGHT CONTROLS TO MARTIN PLACE

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

The revised planning control for the Site approves a height control of 55m for an 8m band from Martin Place.



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Illustrative scheme

Overview

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

The following sections provide further details and exploration of a developed illustrative scheme that sits within the proposed envelopes and responds to the urban design and heritage principles established for the project by Tzannes and TKD and achieve Macquarie's project vision.

While the envelopes provide the broad parameters for the future built form, it is through the illustrative design that clarity and resolution of what the principles strive to achieve can be more fully appreciated.

The illustrative imagery and drawings prepared in support of this application are for information purposes only and reflective of a point in time prior to final designs being resolved for the future Stage 2/ detailed DAs.

Philosophy of the South & North Sites

South Site

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

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

The site area (1,897m²) is extremely tight considering the number of conflicting demands to accommodate: a Metro station hall, the entrance lobby to a large office building, a loading bay to a large office building, and the requisite cafés and restaurants.

The key strategic moves underpinning this application are:

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

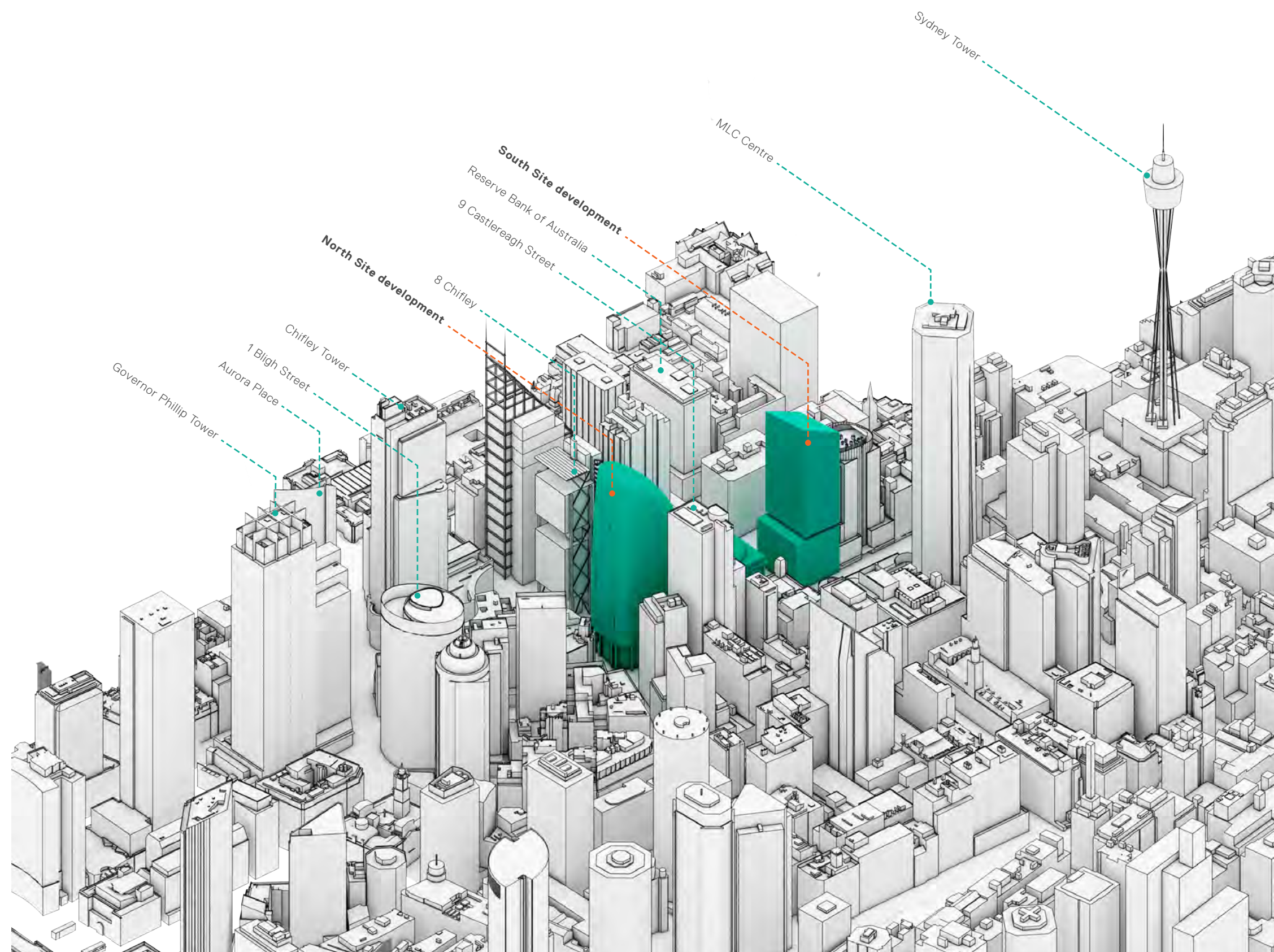
North Site

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

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

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

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



Streetscape — South Site

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

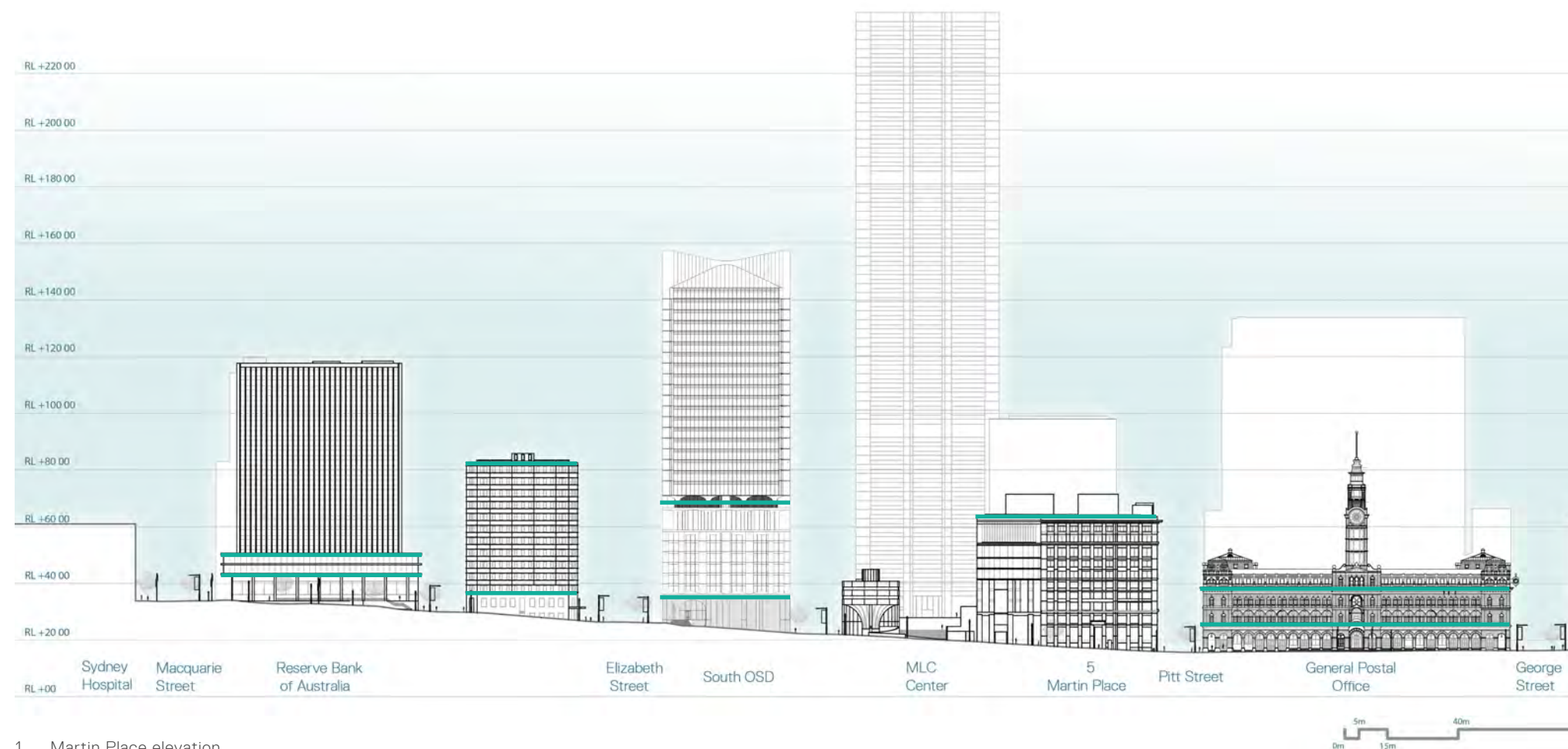
New connections, through-site-links and street activation will enliven the street and add to the character and appeal.

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

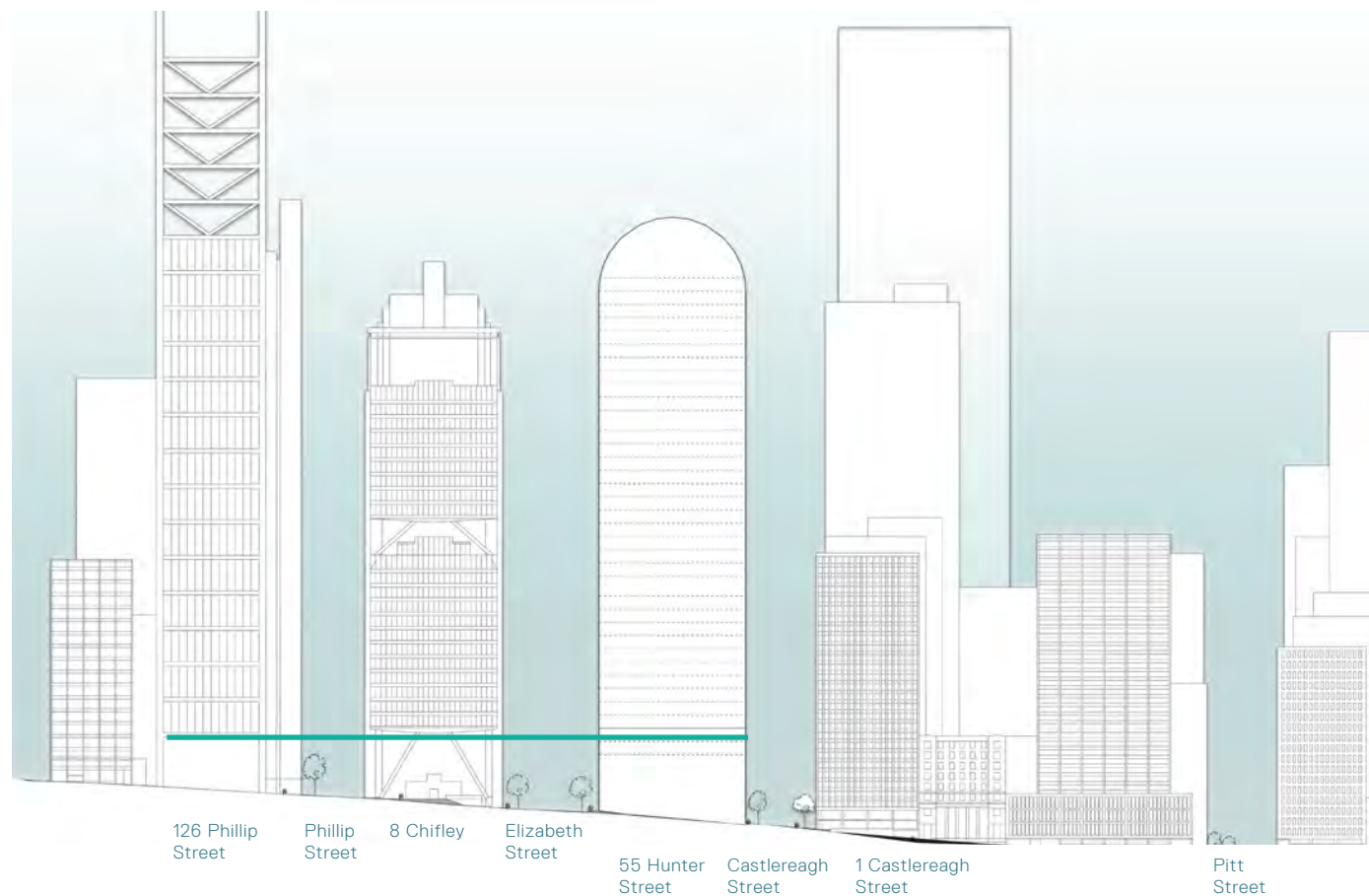
The developed South Site scheme aligns with the urban design principles and the consolidated design principles.

The architecture of the podium of the illustrative design has been developed in response to these principles through a very direct architectural response to 50 Martin Place:

- The maintenance of the street alignments established by 50 Martin Place.
- The podium establishes a strong base, middle and top that responds accurately to the alignment of the base, the grand order and the parapet of 50 Martin Place.
- The materials of the podium are directly related to that of 50 Martin Place through the use of stone and ceramic cladding.
- A grand order of curved ceramic and glass bays responds to the grand order of 50 Martin Place.
- The grand order of the Martin Place façade is extended to the Elizabeth and Castlereagh Streets elevations in a more fine grained manner. This follows the pattern established by 50 Martin Place.



Streetscape — North Site



2 Hunter Street elevation

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

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

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



The North Site scheme has been developed to be consistent with the revised Design Guidelines as follows:

- Predominant street frontage height alignments of adjacent buildings, most significantly 50 Martin Place, are articulated in the podium facade expression.
- The form of the tower and facade articulation allow 50 Martin Place to be read as a separate entity thus retaining its unique historic presence.
- The use of zero setbacks to Elizabeth and Castlereagh Streets creates a threshold condition at the edge of Martin Place due to its different formal structure. This allows for a more distinct and defined entry to the Martin Place Station Precinct.
- Extension of the undercroft datums of 8 Chifley and Deutsche Bank building along Hunter Street, reinforcing the scale and expression of these buildings. This continuation of zero setbacks and "reverse" podiums, form a strong southern edge to Chifley and Richard Johnson Squares and allows these important public spaces to be legible in the city skyline.

- 3 3D impression of view north along Hunter St showing alignment with under crofts of 8 Chifley and Deutsche Bank building and continuation of mass and scale in the same proportions.

Street Frontage

The developed South Site scheme respects and responds to the key streetwall frontage heights of surrounding heritage buildings, especially 50 Martin Place.

Buildings on Castlereagh Street within the vicinity of the proposed development vary in age, character and scale, and do not collectively establish a consistent street alignment or built form, including height and setback. Heritage items along Castlereagh Street are noted in green and are a similar height to the podium. The design of the South podium therefore directly responds to the adjacent heritage item of 50 Martin Place, relating to it in term of the scale, proportion and material along Castlereagh Street.

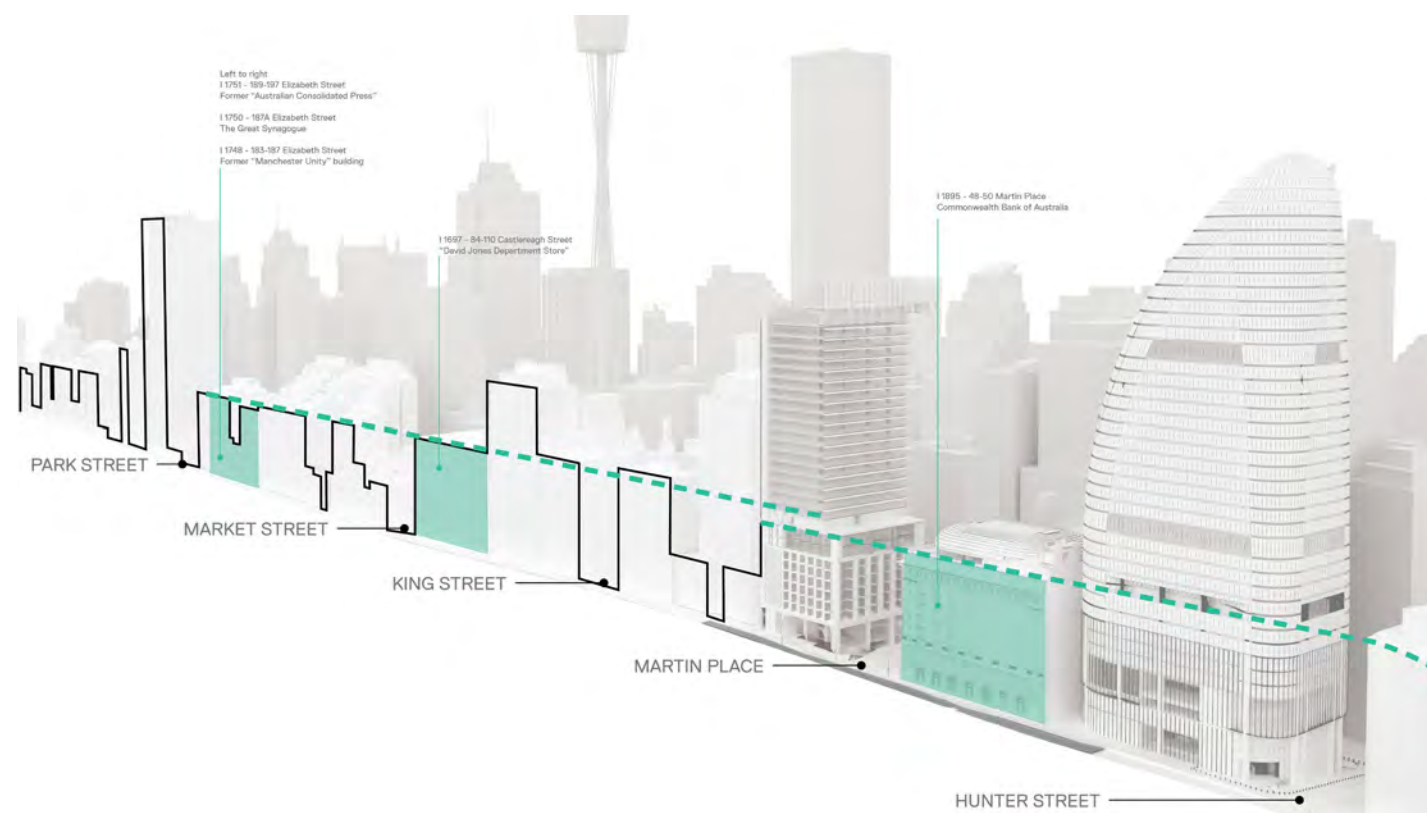
The use of zero setback to Castlereagh Street creates a threshold condition at this entry point to Martin Place, to give a 'clear sense of arrival' to this important public space of Sydney, in line with Gehl Architect's vision stated in their 2015 'Martin Place Urban Design Study'.

The built form on Castlereagh Street establishes the primacy of the Martin Place Metro Precinct.

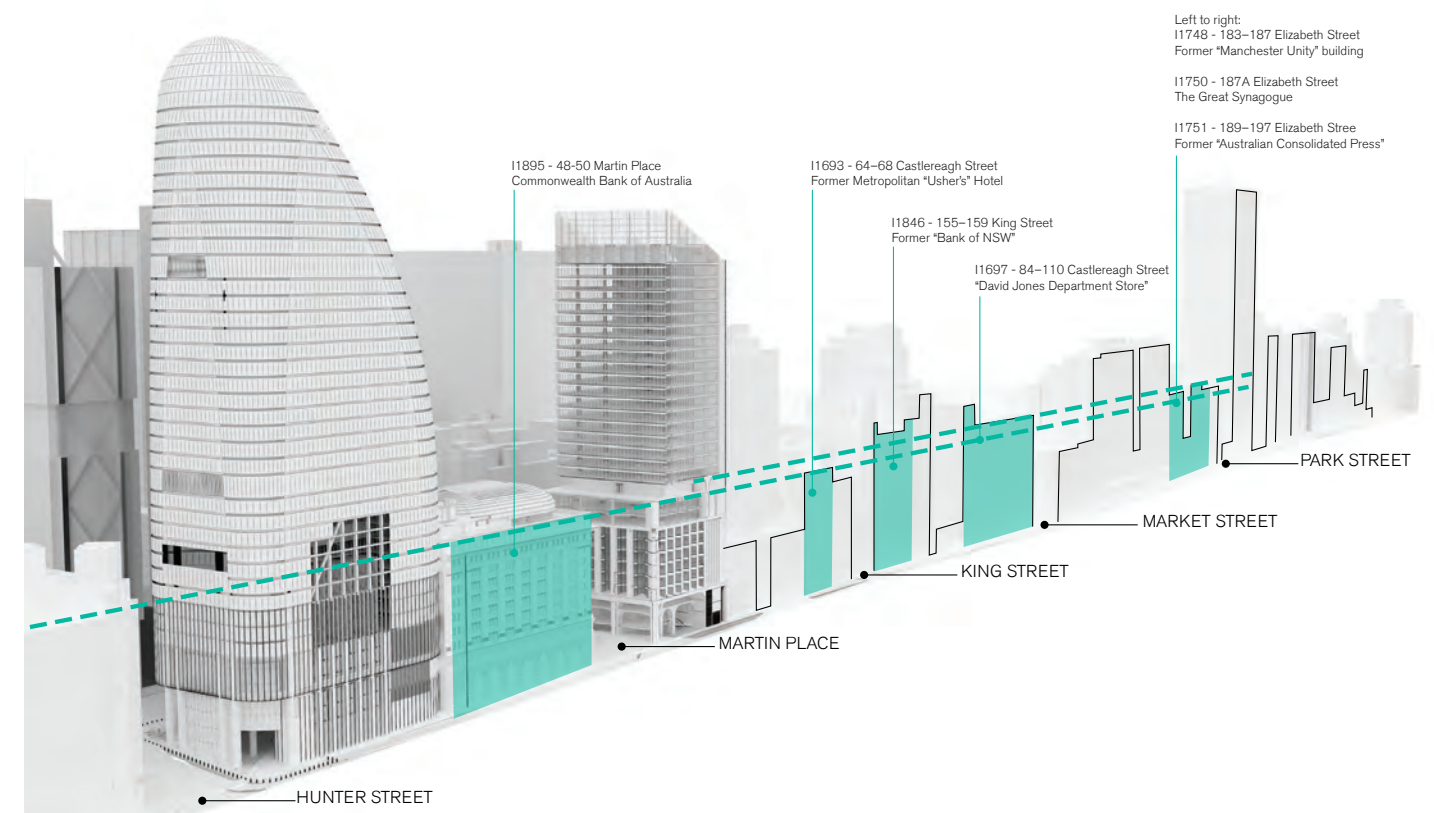
The tower is separated from the podium by:

- a setback above street frontage along Martin Place;
- a significant vertical separation between the podium and the underside of the tower;
- and change of material between podium and tower.

The combined effect of the above will result in a clear visual separation between podium and tower forms from near, medium and distant views, and therefore a clear reading of the podium element as the dominating streetwall.



1 Elizabeth Street 3D street elevation with proposed buildings



2 Castlereagh Street 3D street elevation with proposed buildings



3 Elizabeth Street visualisation of view south showing continuous streetwall frontage height created by the podium and the clear articulation between the tower and podium



4 Castlereagh Street visualisation of view south showing continuous streetwall frontage height created by the podium and the clear articulation between the tower and podium

Integrated precinct

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

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

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

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

- 1 Consolidated/minimised services and plant areas
- 2 Station entries located at corner of streets

INTEGRATED PRECINCT DIAGRAM

