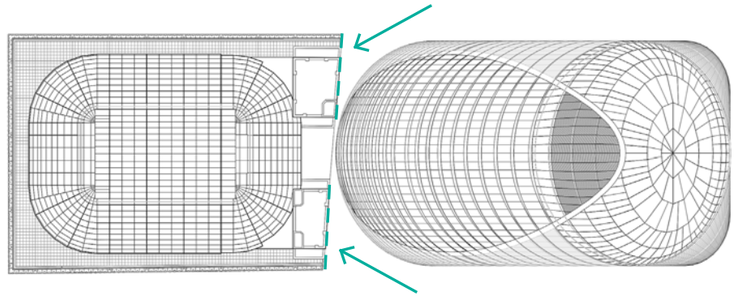
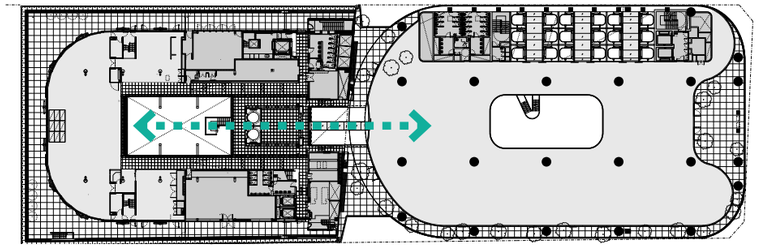
Heritage — North Site

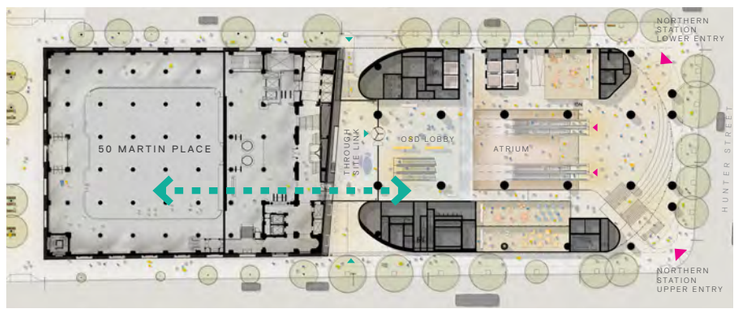
2 3D impression of articulation zone between 50 Martin Place and North tower.



3 Indicative roof plan



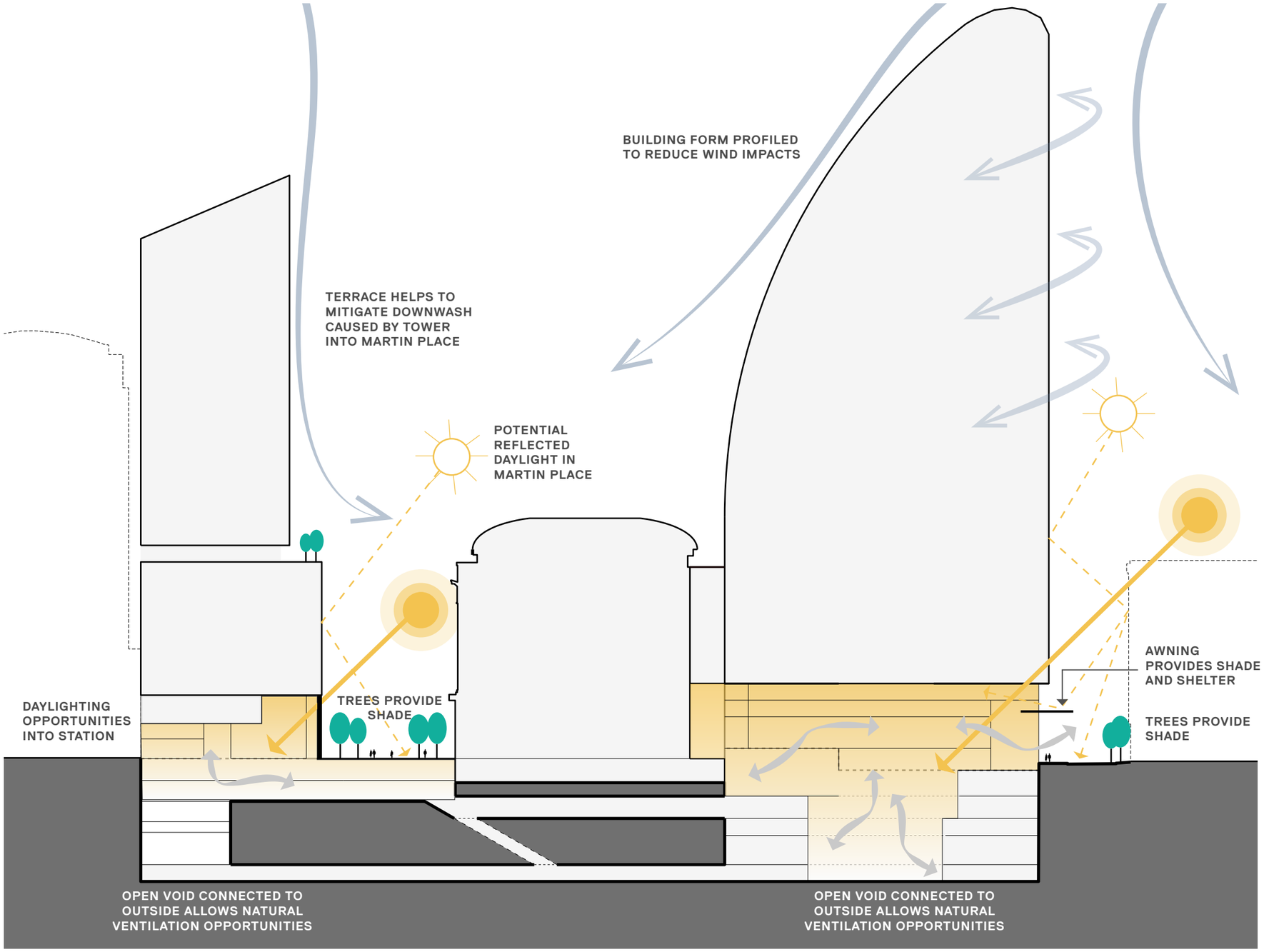
4 Indicative Level 10 plan



5 Indicative ground plane

The North Site scheme has developed in accordance with the SSDA heritage design principles with respect to 50 Martin Place as follows:

- 50 Martin Place is afforded space and prominence by providing a zone of articulation in between. At its southern end the tower form gently tapers away towards the north and curves away on both street sides to reveal the heritage turrets and reinforce the distinctive presence of 50 Martin Place as an independent architectural element.
- An east-west through-site-link between the two buildings is a central part of the scheme's circulation at ground level.
- Discreet bridge links are proposed to connect into 50 Martin Place at key 'active' floors — the Ground Floor Banking Chamber, Level 5 Office Plaza and the Level 10 Client Terrace Level.



1 Environmental principles diagram

Environmental amenity

The development seeks to protect and enhance the environmental amenity of the public realm. This includes aspects that affect pedestrian comfort such as sunlight, sky-view, wind conditions and weather protection, to provide an environment that can support a diverse range of activities and cater for the needs of multiple users.

Measures such as traffic calming and prioritisation of pedestrians as advocated in the Martin Place Urban Design Study by Gehl Architects can improve pedestrian safety and air quality.

High-quality aesthetics, well-lit spaces, passive surveillance and improved pedestrian connections will all contribute to an improved environmental amenity.

Wind

The Wind Tunnel Test has been prepared by CPP based on the proposed envelopes. In terms of general performance, CPP reports that the proposed envelopes have "... a relatively minor impact on wind amenity at the ground plane, with a small improvement in wind conditions at some locations and slight degradation at others. Excluding locations where existing conditions exceed target levels already, all areas are assessed as suitable for the intended use of space in this section of the city."

The illustrative scheme fits within the envelopes and will improve upon these conditions.

Energy performance & sustainability

The following drivers form part of sustainability philosophy and aspirations:

- Worlds' Best Practice Benchmark
- Environmental Impact - the design must be capable of reducing carbon emissions, promoting energy efficiency and reducing resource consumption
- Sustainable definition - the design must be capable of achieving recognised high performance with efficient use of resources

South Site

The development has been founded on ambitious energy and emissions objectives and principles at a precinct scale, that will meet and in many areas exceed current world best practice. These objectives include energy efficiency, low impact design, reduced carbon emissions, design durability and resilience.

A holistic approach to sustainability will be taken at all project stages from design, construction, operation, through to end of life. This will include consideration of embodied energy and the incorporation of circular economy principles to resource use and waste. Passive design opportunities will be considered, with the optimisation of solar access, daylight and natural ventilation.

The design of the buildings will undertake to promote health and well-being by creating healthy and attractive spaces that are filled with natural light and fresh air, and provide connections to the community. The buildings will incorporate façades with optimised shading and high performance glazing.

Efficient mechanical systems will be considered that can provide optimised performance. Adoption of the 'soft landings' framework could facilitate a smooth transition into use, minimise post-occupancy issues and ensure that the achieved performance matches the predicted.

The development will consider climate resilience and adaptation to climate change. It will also seek to promote biodiversity and enhance local ecological value. The development will also be responsive to the local micro-climate and will minimise environmental impacts such as the urban heat island effect. The use of recycled and responsibly sourced materials and products will be implemented where possible.

The development will build on the opportunities of siting a major development over an integrated multi-model transport hub, which provides multiple public transport opportunities to occupants and visitors.

Where feasible renewable energy systems will be integrated to reduce energy consumption and the development will also seek to incorporate water efficient design and reduce potable water usage, by incorporating WELLS rated fixtures, rain-water harvesting and recycling where possible.

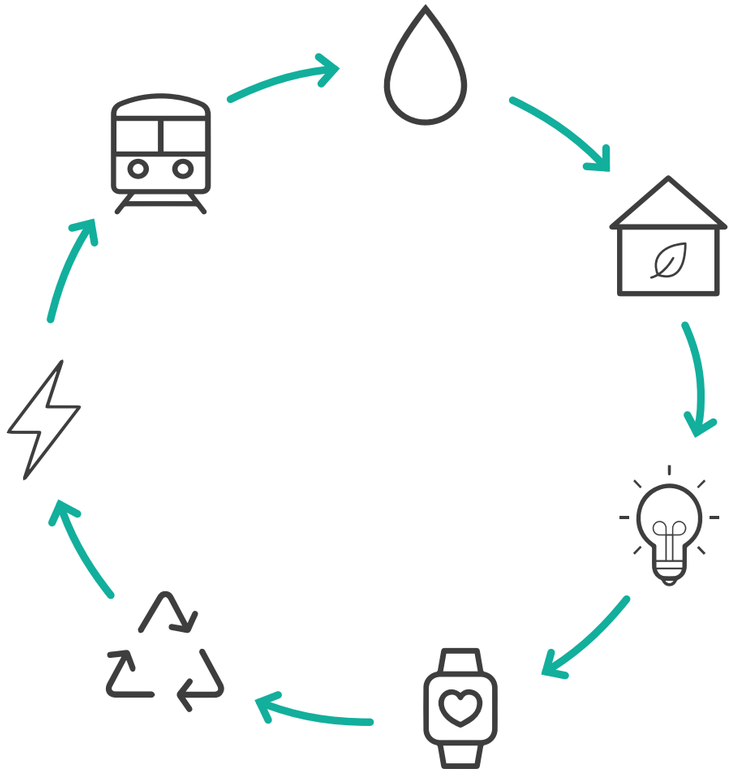
North Site

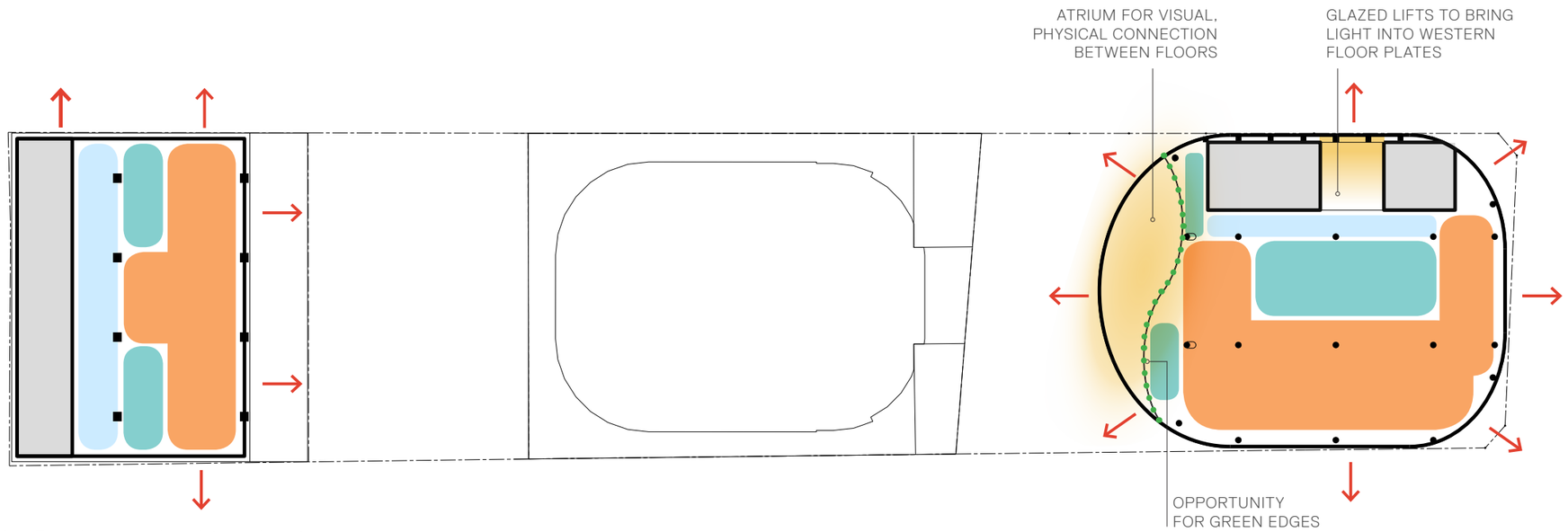
The development will build upon the 50 Martin Place initiatives to create a precinct that establishes a new sustainability benchmark in best practice energy consumption targets.

Where possible renewable technologies, sustainable design principles and climate appropriate design will be implemented in order to minimise carbon emissions, reduce operational costs, and provide future climate change resilience.

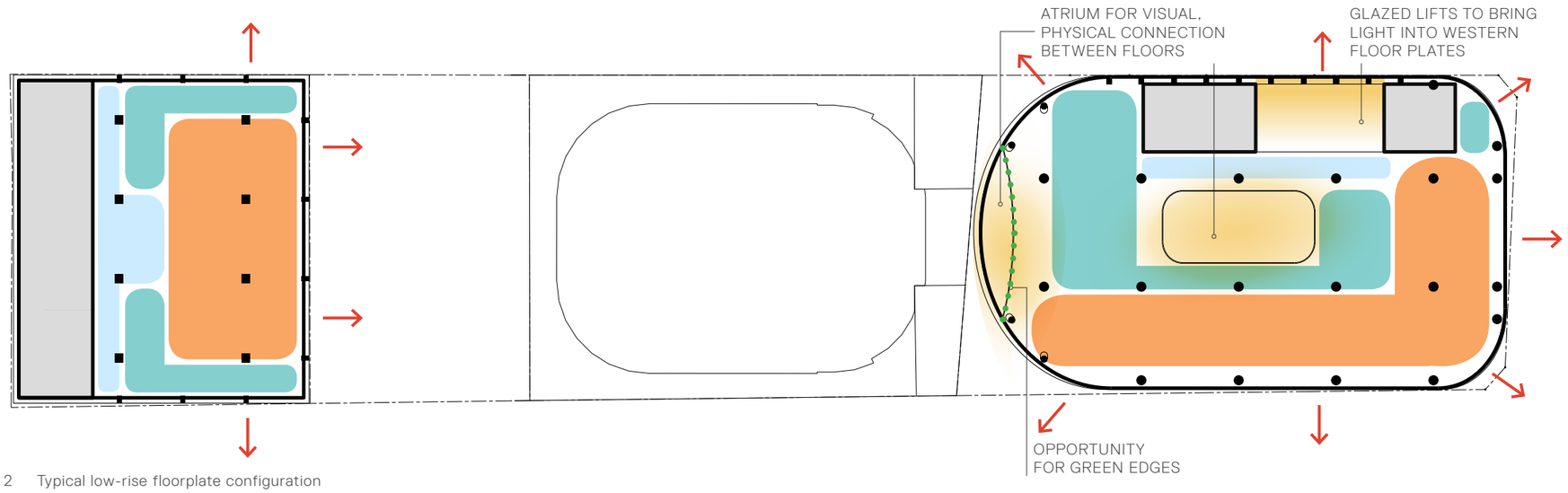
The North Site will also house a central bike hub with end-of trip facilities, provided in the basement levels.

The integration of the above and below ground elements provides the opportunity to coordinate the design and exploit the potential to provide reciprocal benefits to the station and towers, this is perhaps best demonstrated at ground level where substantial openings in the ground floor levels provide natural light and visual connectivity deep into the station.





1 Typical high-rise floorplate configuration



2 Typical low-rise floorplate configuration

LIFT LOBBY / PRIMARY CIRCULATION
MEETING / ACTIVITY HUBS
OPEN WORK SPACE - PROXIMITY TO NATURAL LIGHT AND VIEWS
CORE - SERVICES / LIFTS/ AMENITIES
VIEWS

Workplace

World's best practice

The commercial workspaces will provide modern, flexible work spaces that demonstrate world's best practice sustainability targets, the highest standards of indoor air quality, thermal comfort, daylighting, and acoustic performance.

The South Tower offers a variety of floorplate types to suit a variety of different occupiers. The articulated facade of the podium creates unique and highly identifiable floor plates with views. The deep podium floorplates provide flexibility while the narrow tower floorplates provide excellent daylight and visual amenity.

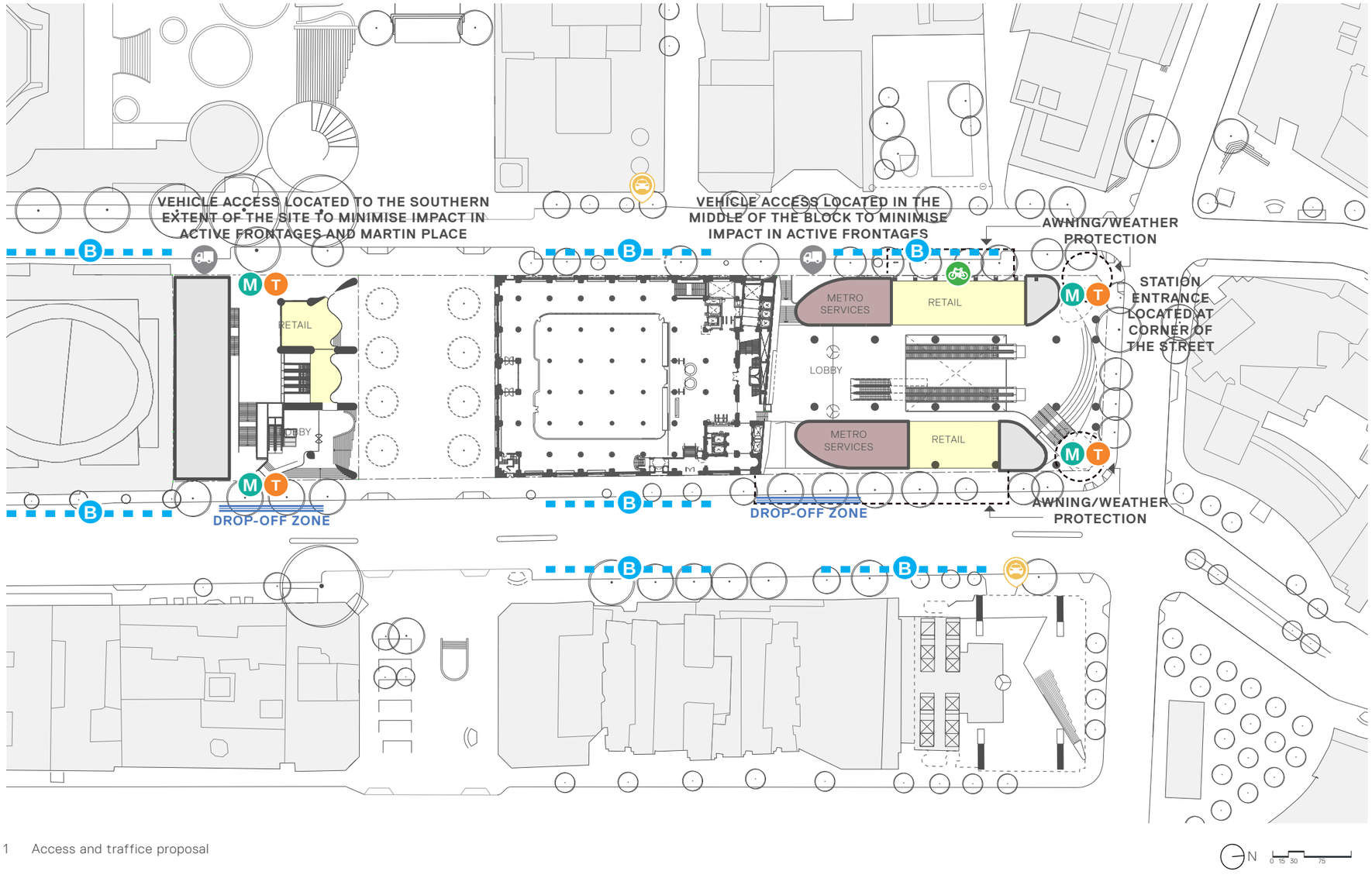
Generous ceiling heights, extensive glazing, high-performance façades and efficient, responsive building services will further enhance the user experience.

Floor plates will be maximised and designed to be flexible to adapt to evolving workplace demands and support highly efficient layouts. On the less constrained North Site, atriums will be incorporated as source of natural light, ventilation and interconnection between floors and work place communities.

The development will integrate with the existing 50 Martin Place building through bridge links, supporting large, flexible commercial floorplates.

Image source: JPW

Access & traffic

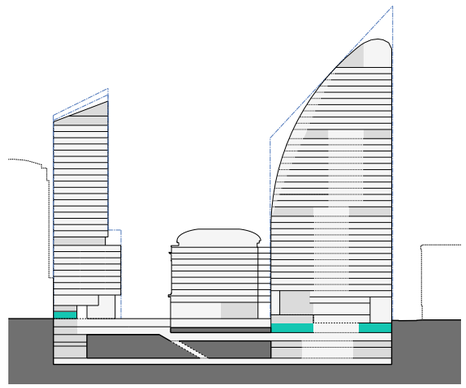


1 Access and traffice proposal

- METRO STATION ENTRY
- TRAIN STATION ENTRY
- BUS STOP
- BICYCLE PARKING
- TAXI RANK
- LOADING DOCK ENTRY

The transport integration strategy will be developed as part of the Metro Station development. Drop-off and set-down zones will be incorporated in-line with the commercial tower lobbies.

The main Service yard is located on Level B1 maximising the public domain and activation of the ground plane. It combines commercial, retail and Metro Station functions. Service yard access is via an entrances on Castlereagh Street.



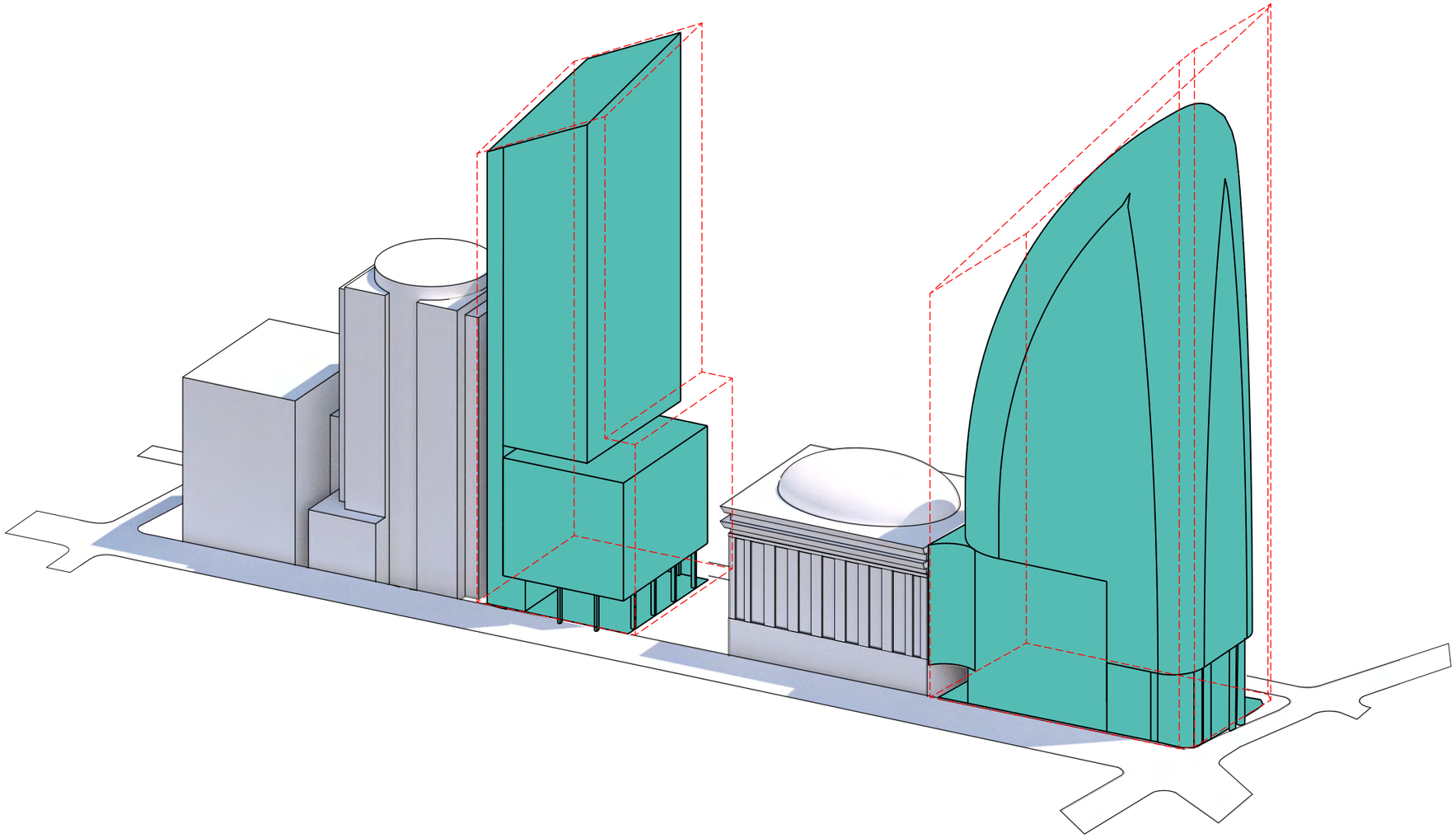
2 Section identifying service area (●) and plant room locations (●)

Solar access

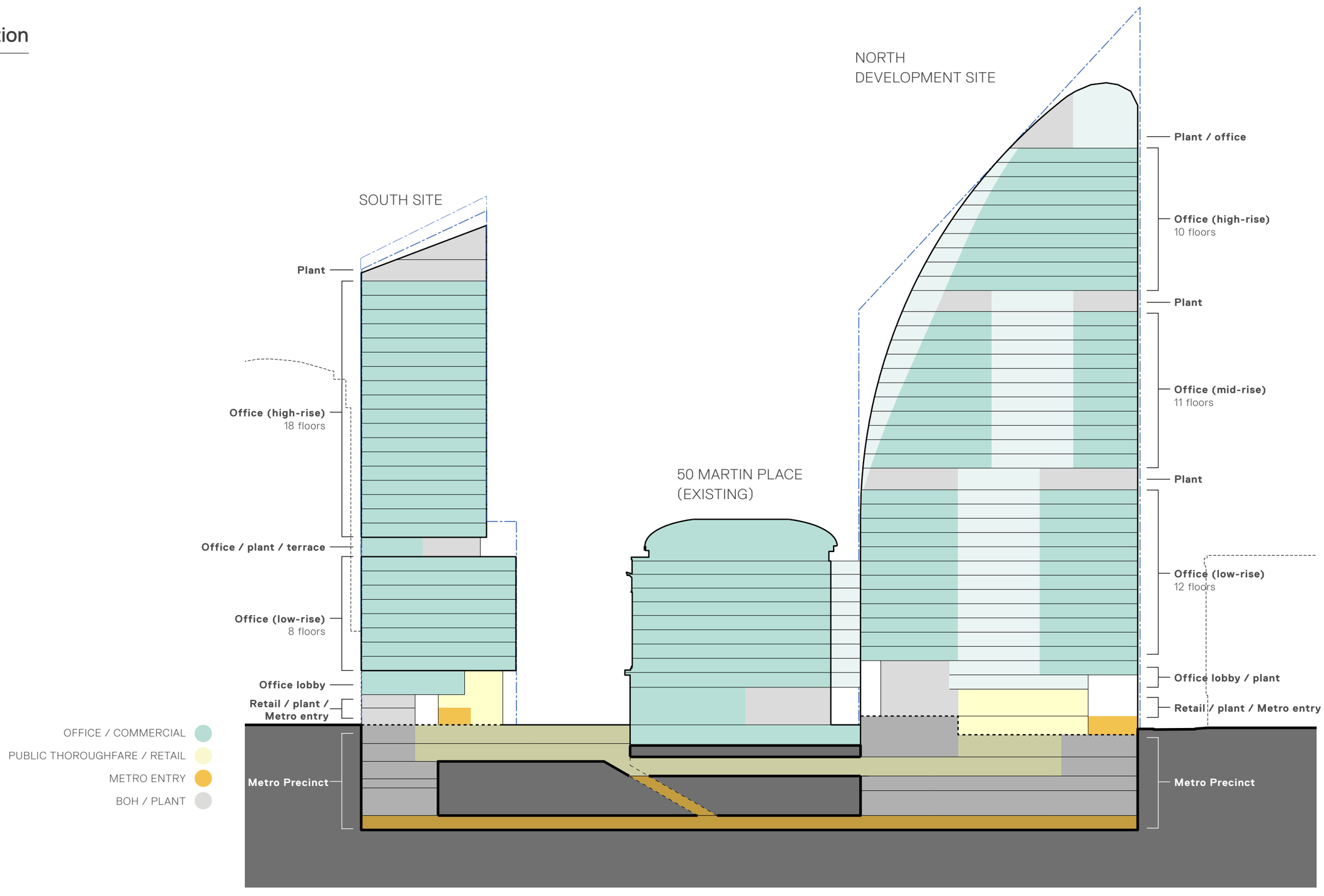
As the envelopes are all within the LEP's sun access planes, their shadows are deemed to comply. There are no additional shadows cast in the protected area of Martin Place outside the GPO between George Street and Pitt Street.

Shadow studies have been prepared by Grimshaw and can be found in the EIS appendix. Analysis shows that at some times of the year the proposed North Site envelope will cast a small amount of additional shadow to the Martin Place domain for short periods of time.

The illustrative scheme tower forms fit within the envelopes and will improve upon the envelope performance in terms of shadows and daylight by reducing tower height, modulating tower form and careful selection of materials.



GFA distribution



Areas

The increased density is consistent with the principles for built form outlined in “The Urban Design of Sydney Metro and Martin Place Station Precinct” Urban Design Report prepared by Tzannes (refer to Appendix G).

The distribution of Gross Floor Area within the envelopes is demonstrated in the following table.

The GFA in this table is based on the illustrative scheme, but does not include the GFA of the Metro Station elements, only the SSD elements.

Definitions

ITEM	DEFINITION
Maximum envelope area:	This is the maximum area, per floor, measured to the site boundary.
Maximum GFA (@ 90%):	This is 90% of the above figure with the 10% deduction representing an allowance for plant etc to provide a theoretical maximum GFA for the Site.
Illustrative scheme GFA:	This proposed GFA based on the illustrative scheme.
% of illustrative scheme GFA to maximum GFA:	The percentage difference between the illustrative scheme GFA to the maximum scheme GFA

Area summary

	SITE AREA	FSR	TOTAL GFA	PROPOSED FSR
South Site:	1,897m²	22:1	**41,734m²**	Unchanged
North Site:	6,022m²	18.5:1	**111,407m²**	Unchanged

Area summary CSSI (approximate areas)

SITE	GFA
South Site:	**2,500m²**
North Site:	**6,500m²**

SOUTH SITE

Floor level	Primary uses	Maximum envelope area	Maximum GFA (@90%)	Illustrative scheme GFA	% of Illustrative scheme GFA to maximum GFA
Level 29	Plant	772.8	695.5	0	0
Level 28	Plant	1,532	1,378.8	20	0.01
Level 27	Office	1,532	1,378.8	1,316	95
Level 26	Office	1,532	1,378.8	1,316	95
Level 25	Office	1,532	1,378.8	1,316	95
Level 24	Office	1,532	1,378.8	1,316	95
Level 23	Office	1,532	1,378.8	1,316	95
Level 22	Office	1,532	1,378.8	1,316	95
Level 21	Office	1,532	1,378.8	1,316	95
Level 20	Office	1,532	1,378.8	1,316	95
Level 19	Office	1,532	1,378.8	1,316	95
Level 18	Office	1,532	1,378.8	1,316	95
Level 17	Office	1,532	1,378.8	1,316	95
Level 16	Office	1,532	1,378.8	1,316	95
Level 15	Office	1,532	1,378.8	1,316	95
Level 14	Office	1,532	1,378.8	1,316	95
Level 13	Office	1,532	1,378.8	1,316	95
Level 12	Office	1,532	1,378.8	1,316	95
Level 11	Office	1,532	1,378.8	1,316	95
Level 10	Office	1,897	1,707.3	1,316	95
Level 09	Office / plant / terrace	1,897	1,707.3	388	23
Level 08	Office	1,897	1,707.3	1,643	96
Level 07	Office	1,897	1,707.3	1,643	96
Level 06	Office	1,897	1,707.3	1,643	96
Level 05	Office	1,897	1,707.3	1,643	96
Level 04	Office	1,897	1,707.3	1,643	96
Level 03	Office	1,897	1,707.3	1,643	96
Level 02	Office	1,897	1,707.3	1,643	96
Level 01	Office	1,897	1,707.3	1,643	96
Mezzanine	South tower lobby	1,897	1,707.3	1,028	60
Ground floor	Retail / South tower lobby	1,897	1,707.3	516	30
Lower ground	Retail / Service yard	1,897	1,707.3	540	31
B1 Upper Concourse	Retail / Plant	1,897	1,707.3	-	-
B2 Lower Concourse	Station / Retail	1,897	1,707.3	-	-
B3	Plant	1,897	1,707.3	-	-
B4 Mezzanine	Plant	1,897	1,707.3	-	-
B4	Plant	1,897	1,707.3	-	-
B5	Platform	1,897	1,707.3	-	-
TOTAL		64,391.8	57,952.1	39,234	-

NORTH SITE

Floor level	Primary uses	Maximum envelope area	Maximum envelope GFA (@ 90% of max)	Illustrative scheme GFA	% of Illustrative scheme GFA to maximum GFA
Level 39	Office / Plant	1,474	1,327	458	34.52
Level 38	Office / Plant	1,613	1,452	564	38.85
Level 37	Office	1,768	1,591	1,047	65.80
Level 36	Office	1,923	1,731	1,211	69.97
Level 35	Office	2,079	1,871	1,382	73.86
Level 34	Office	2,234	2,011	1,442	71.72
Level 33	Office	2,390	2,151	1,536	71.41
Level 32	Office	2,546	2,291	1,712	74.71
Level 31	Office	2,702	2,432	1,720	70.73
Level 30	Office	2,859	2,573	1,800	69.95
Level 29	Office	3,015	2,714	1,996	73.56
Level 28	Office	3,211	2,890	1,907	65.99
Level 27	Plant	3,293	2,964	112	3.78
Level 26	Office	3,293	2,964	2,034	68.63
Level 25	Office	3,293	2,964	1,926	64.99
Level 24	Office	3,293	2,964	1,998	67.42
Level 23	Office	3,293	2,964	2,203	74.33
Level 22	Office	3,293	2,964	2,106	71.06
Level 21	Office	3,293	2,964	2,168	73.15
Level 20	Office	3,293	2,964	2,326	78.48
Level 19	Office	3,293	2,964	2,256	76.12
Level 18	Office	3,293	2,964	2,298	77.54
Level 17	Office	3,293	2,964	2,405	81.15
Level 16	Office	3,293	2,964	2,469	83.31
Level 15	Office / Plant	3,293	2,964	1,519	51.25
Level 14	Office	3,293	2,964	2,347	79.19
Level 13	Office	3,293	2,964	2,361	79.66
Level 12	Office	3,293	2,964	2,361	79.66
Level 11	Office	3,293	2,964	2,361	79.66
Level 10	Terrace	3,293	2,964	2,361	79.66
Level 09	Office	3,293	2,964	2,493	84.12
Level 08	Office	3,293	2,964	2,493	84.12
Level 07	Office	3,293	2,964	2,493	84.12
Level 06	Office	3,293	2,964	2,493	84.12
Level 05	Office	3,293	2,964	2,493	84.12
Level 04	Office	3,293	2,964	2,265	76.42
Level 03	Office	3,293	2,964	2,265	76.42
Level 02	Office	3,293	2,964	2,265	76.42
Level 01	Office	3,293	2,964	1,500	50.61
-	-	3,293	2,964	-	-
Ground floor	Retail / Plant	3,293	2,964	1,273	-
Lower ground	Retail / Plant	3,293	2,964	697	-
B1 Upper Concourse	Service yard	6,022	5,420	-	-
B2 Lower Concourse	Station / Retail	6,022	5,420	-	-
B3	Plant / EOTF	6,022	5,420	1,949	-
B4 Mezzanine	Plant / EOTF	6,022	5,420	402	-
B4	Plant / EOTF	6,022	5,420	381	-
B5	Platform	6,022	5,420	-	-
TOTAL		162,736	146,462	79,848	-

08

Appendices

A

Architectural Drawings

Drawing list

Overview & precinct

Site overview		Scale	Rev.
MPS_COA_000_XX_DR_A_DA1001	Site survey plan	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA1002	Site analysis plan	1:1000 @ A1	02
MPS_COA_000_XX_DR_A_DA1003	Locality / context plan	1:1000 @ A1	02
Context plans			
MPS_COA_000_XX_DR_A_DA1004	Existing site plan	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA1005	Proposed site plan	1:500 @ A1	02
Development arrangement			
MPS_COA_000_XX_DR_A_DA1006	Sectional stacking diagram	1:500 @ A1	02

Envelope drawings

Plans		Scale	Rev.
MPS_COA_000_XX_DR_A_DA1007	Envelope plan - Location plan	1:1000 @ A1	02
MPS_COA_000_XX_DR_A_DA1008	Envelope plan - Ground floor plan	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA1009	Envelope plan - Roof plan	1:500 @ A1	02
Elevations			
MPS_COA_000_XX_DR_A_DA1010	Envelope elevations - East elevation	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA1011	Envelope elevations - West elevation	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA1012	Envelope elevations - North elevation (Martin Place)	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA1013	Envelope elevations - North elevation (Hunter Street)	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA1014	Envelope elevations - South elevation (South Site)	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA1015	Envelope elevations - South elevation (Martin Place)	1:500 @ A1	02
Sections			
MPS_COA_000_XX_DR_A_DA1016	Envelope section A-A (N-S)	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA1017	Envelope section B-B (E-W, South Site)	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA1018	Envelope section C-C (E-W, North Site)	1:500 @ A1	02

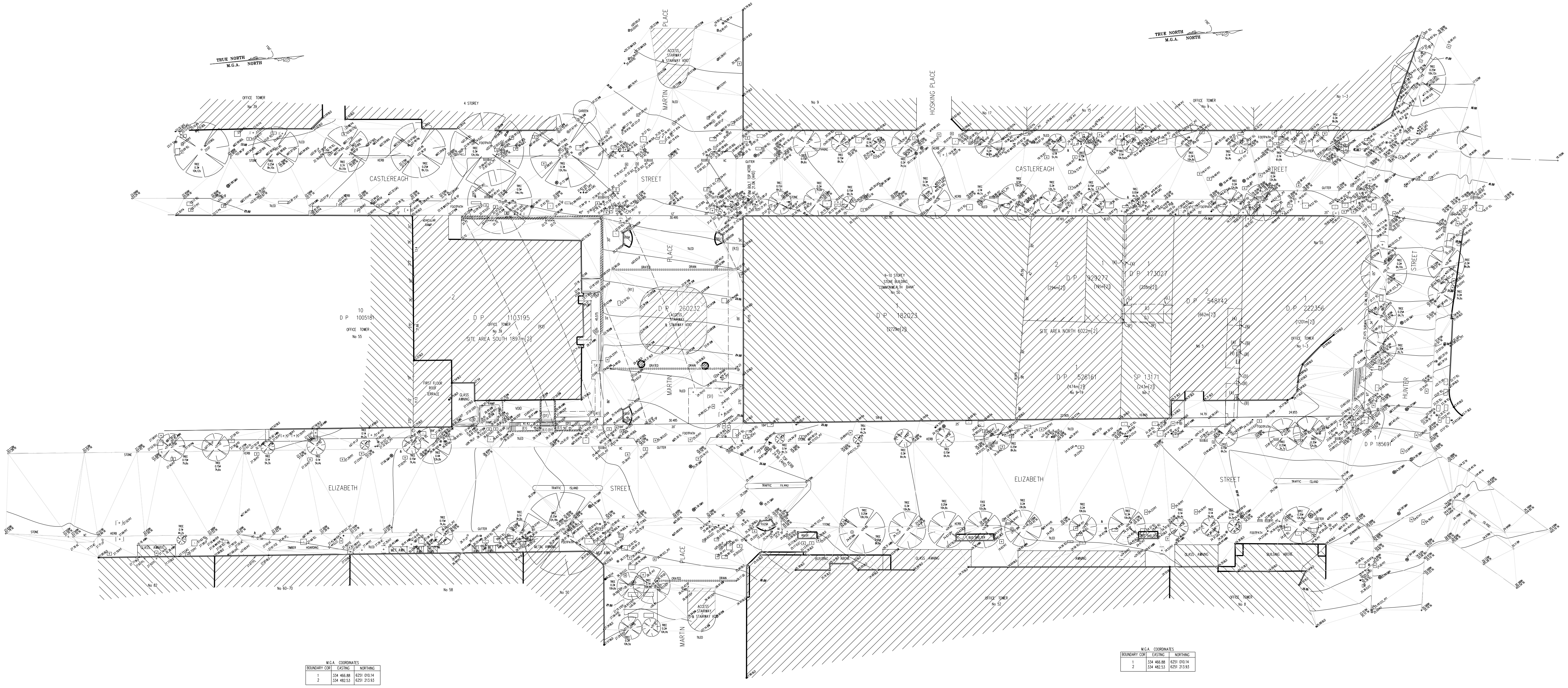
Illustrative scheme

Plans		Scale	Rev.
MPS_COA_000_XX_DR_A_DA2001	Ground floor plan	1:500 @ A1	03
MPS_COA_000_XX_DR_A_DA2002	Typical low-rise	1:500 @ A1	03
MPS_COA_000_XX_DR_A_DA2003	Typical mid-rise	1:500 @ A1	03
MPS_COA_000_XX_DR_A_DA2004	Typical high-rise	1:500 @ A1	03
Elevations			
MPS_COA_000_XX_DR_A_DA2005	East elevation	1:500 @ A1	03
MPS_COA_000_XX_DR_A_DA2006	West elevation	1:500 @ A1	03
MPS_COA_000_XX_DR_A_DA2007	North elevation (Martin Place)	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA2008	North elevation (Hunter Street)	1:500 @ A1	03
MPS_COA_000_XX_DR_A_DA2009	South elevation (South Site)	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA2010	South elevation (North Site)	1:500 @ A1	03
Sections			
MPS_COA_000_XX_DR_A_DA2011	Section A-A (N-S)	1:500 @ A1	03
MPS_COA_000_XX_DR_A_DA2012	Section B-B (E-W, South OSD)	1:500 @ A1	02
MPS_COA_000_XX_DR_A_DA2013	Section C-C (E-W, North OSD)	1:500 @ A1	03

Demarcation drawings

Plans		Scale	Rev.
MPS_COA_000_B5_DR_A_DA3001	B5 Platform	1:500 @ A1	02
MPS_COA_000_B4_DR_A_DA3002	B4 Plant / EOTF	1:500 @ A1	02
MPS_COA_000_B3_DR_A_DA3003	B4 Mezzanine Plant / EOTF	1:500 @ A1	02
MPS_COA_000_B2_DR_A_DA3004	B3 Plant / EOTF	1:500 @ A1	02
MPS_COA_000_B1_DR_A_DA3005	B2 Lower concourse	1:500 @ A1	02
MPS_COA_000_LG_DR_A_DA3006	B1 Upper concourse	1:500 @ A1	02
MPS_COA_000_GF_DR_A_DA3007	Lower ground plan	1:500 @ A1	02
MPS_COA_000_MZ_DR_A_DA3008	Ground floor plan	1:500 @ A1	02
MPS_COA_000_01_DR_A_DA3009	Mezzanine	1:500 @ A1	02
MPS_COA_000_02_DR_A_DA3010	Level 01	1:500 @ A1	02
MPS_COA_000_03_DR_A_DA3011	Level 02	1:500 @ A1	02
MPS_COA_000_04_DR_A_DA3012	Level 03	1:500 @ A1	02
MPS_COA_000_05_DR_A_DA3013	Level 04	1:500 @ A1	02
MPS_COA_000_06_DR_A_DA3015	Level 05	1:500 @ A1	01
MPS_COA_000_07_DR_A_DA3016	Level 06	1:500 @ A1	01
MPS_COA_000_08_DR_A_DA3017	Level 07	1:500 @ A1	01
MPS_COA_000_XX_DR_A_DA3014	Section A-A (N-S)	1:500 @ A1	02

Overview & precinct



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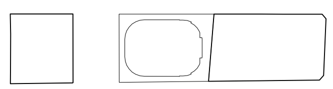
02	JUNE 2018	AMENDING STAGE 1 SSDA



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PROJECT

SYDNEY METRO MARTIN PLACE STATION
MACQUARIE'S UNSOLICITED PROPOSAL

CLIENT

MACQUARIE GROUP LTD

NORTH

N

SCALE

1:500 @ A1

DO NOT SCALE FROM DRAWING. USE MARKED DIMENSIONS.TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANT'S DRAWINGS.

STATUS

AMENDING STAGE 1 SSDA

DRAWING

SITE SURVEY PLAN
[LINKER SURVEYING]

DRAWN	CHECKED	AUTHORISED
LINKER	MC	AC

DRAWING NUMBER: MPS_COA_000_XX_DR_A_DA1001_02
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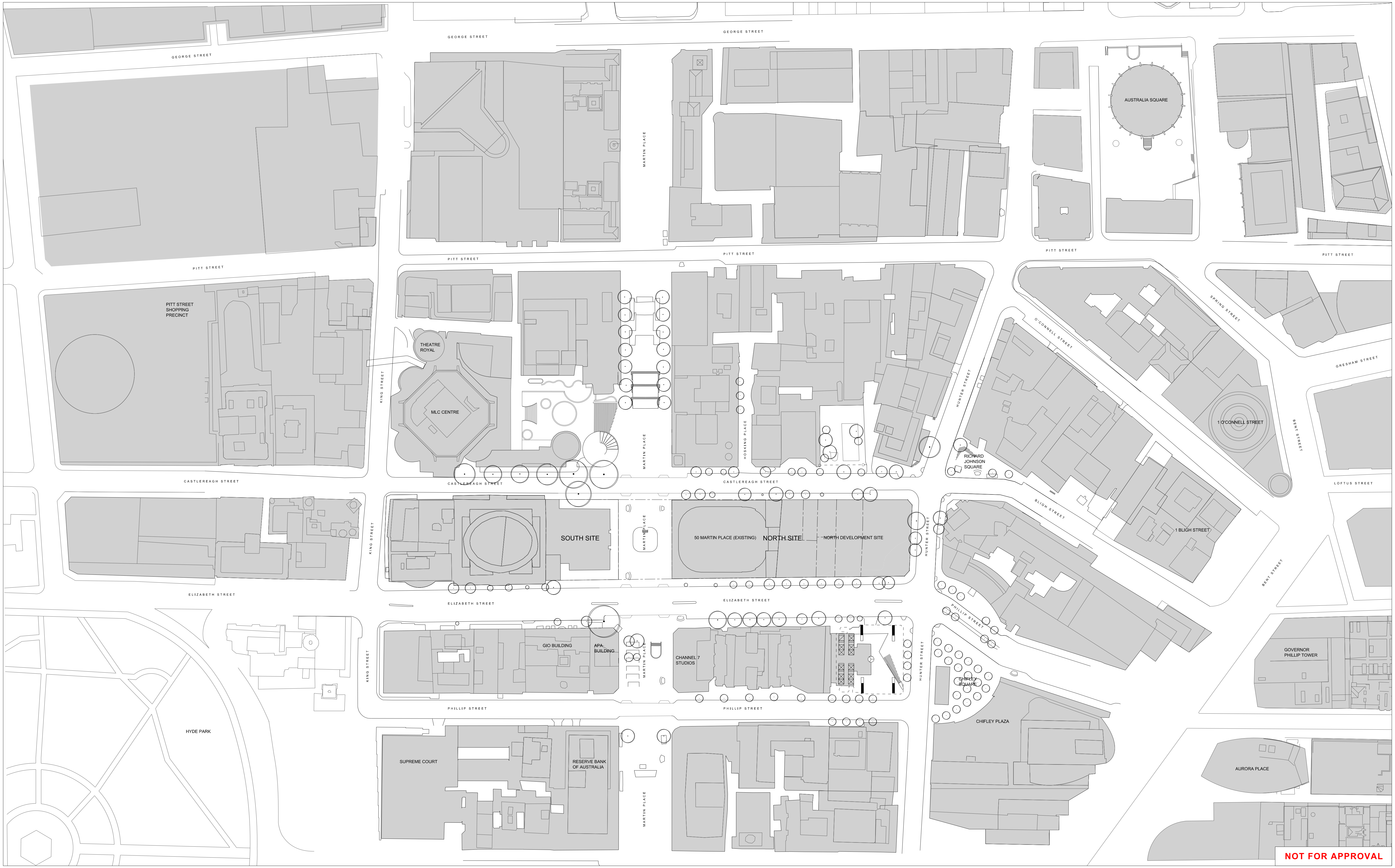

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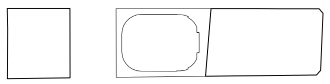
02	JUNE 2018	AMENDING STAGE 1 SSDA



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PROJECT

SYDNEY METRO MARTIN PLACE STATION
MACQUARIE'S UNSOLICITED PROPOSAL

CLIENT

MACQUARIE GROUP LTD

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STATUS

AMENDING STAGE 1 SSDA

DRAWING

LOCALITY / CONTEXT PLAN

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KY	MC	AC

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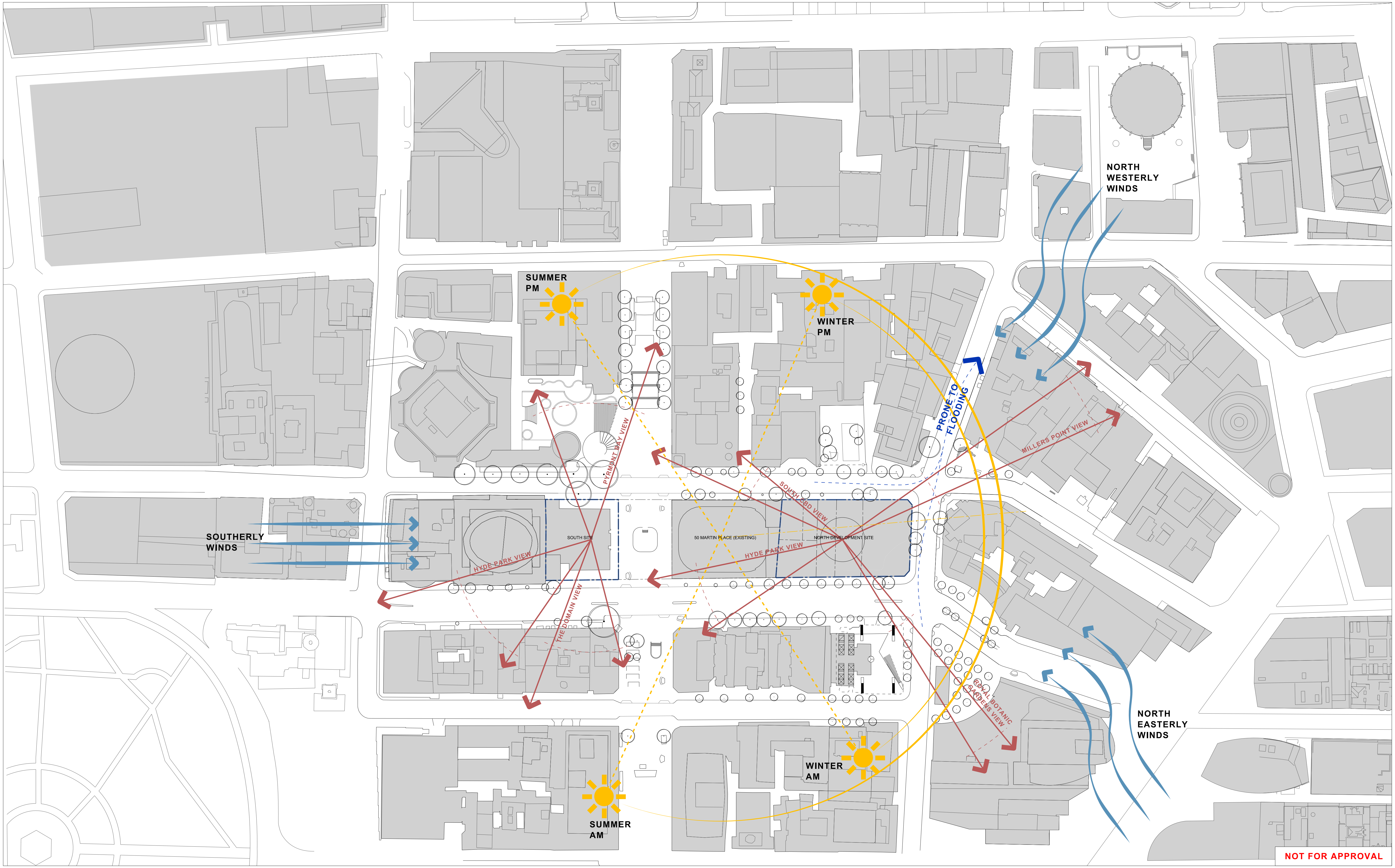

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STATUS
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DRAWING
SITE ANALYSIS PLAN

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KY	MC	AC

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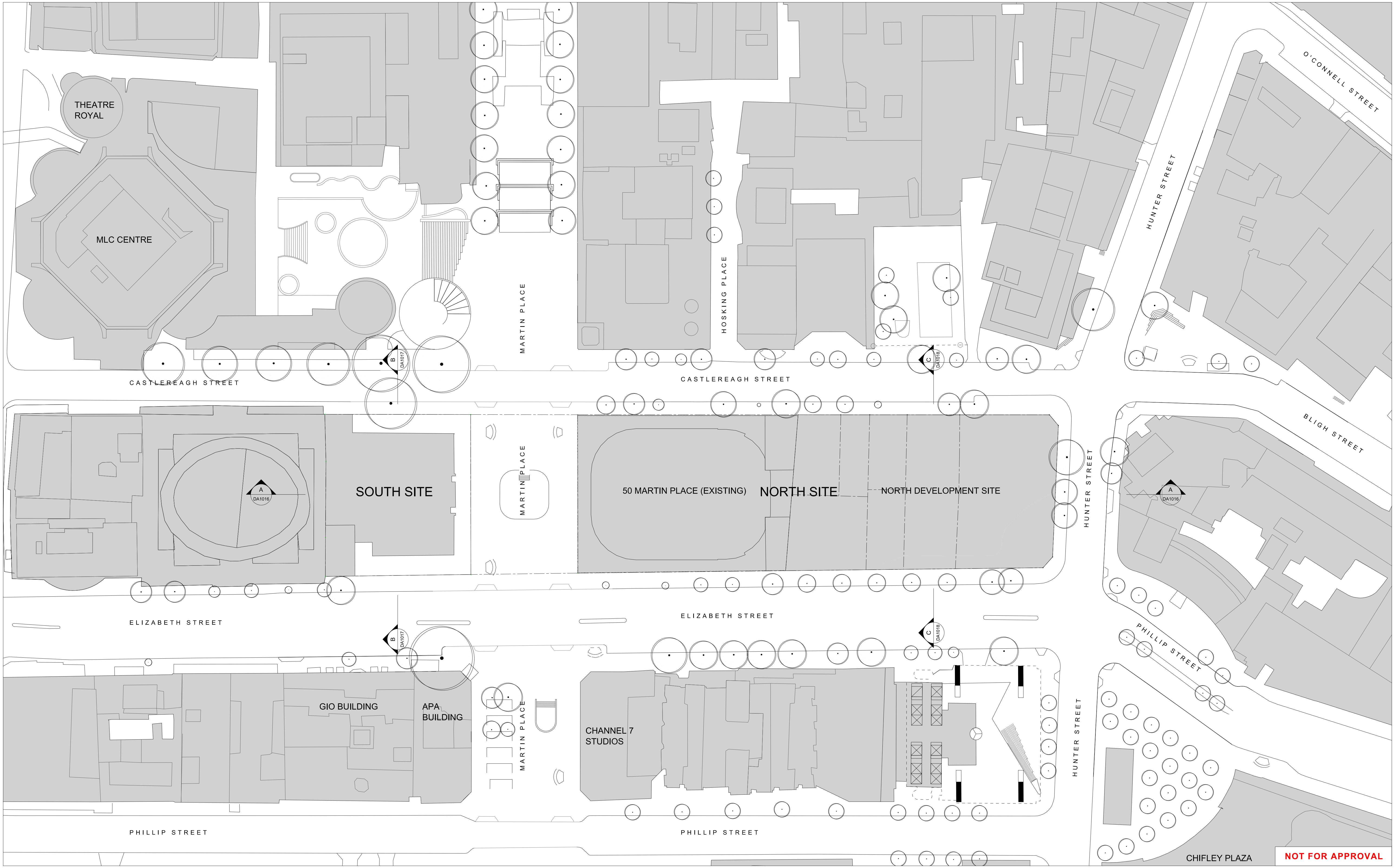

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AMENDING STAGE 1 SSDA

DRAWING
EXISTING SITE PLAN

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KY	MC	AC

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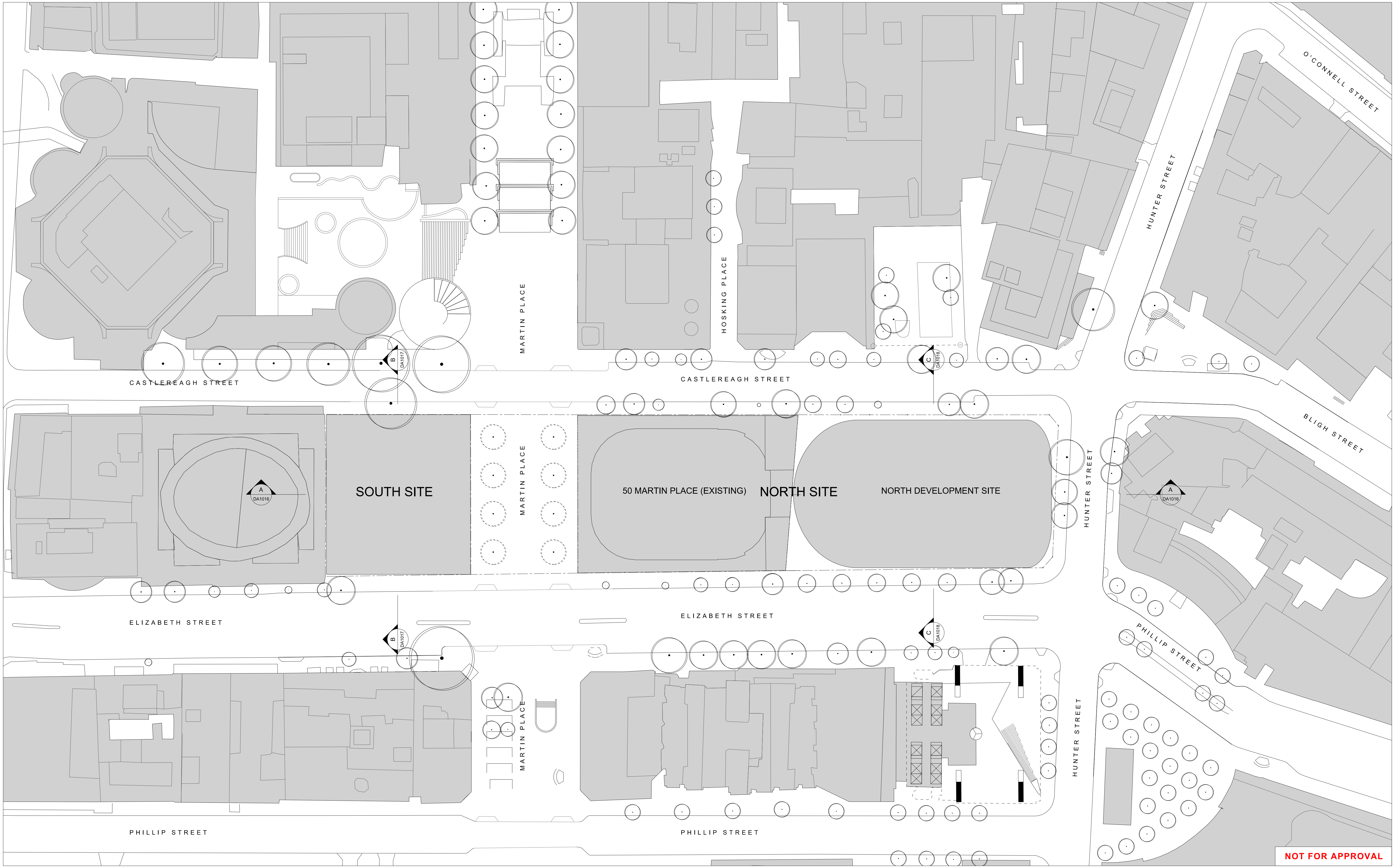

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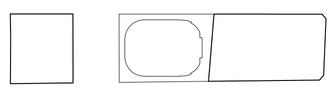

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AMENDING STAGE 1 SSDA

DRAWING
PROPOSED SITE PLAN

DRAWN	CHECKED	AUTHORISED
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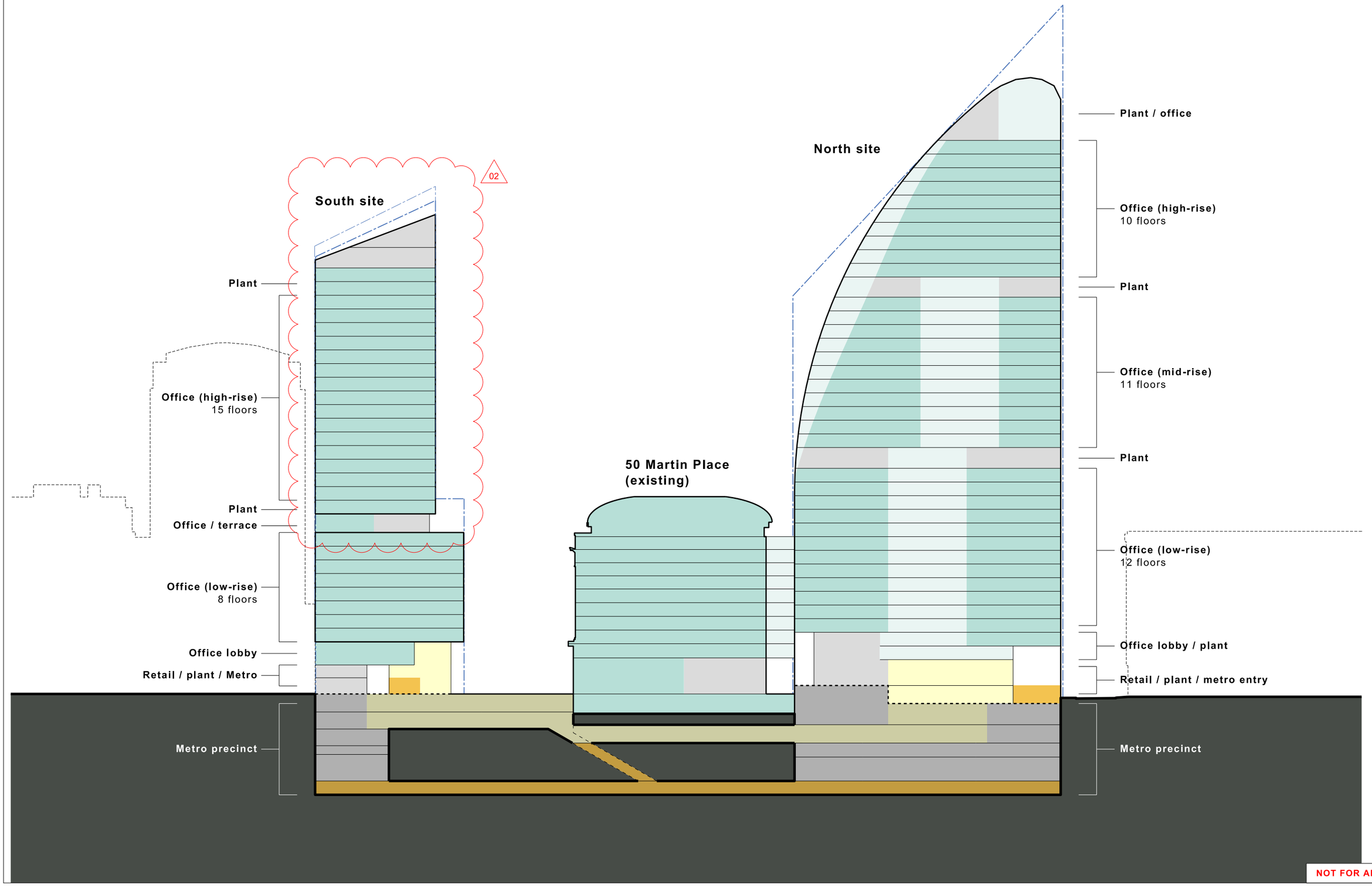

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- COMMERCIAL
- RETAIL
- METRO

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SECTIONAL STACKING DIAGRAM

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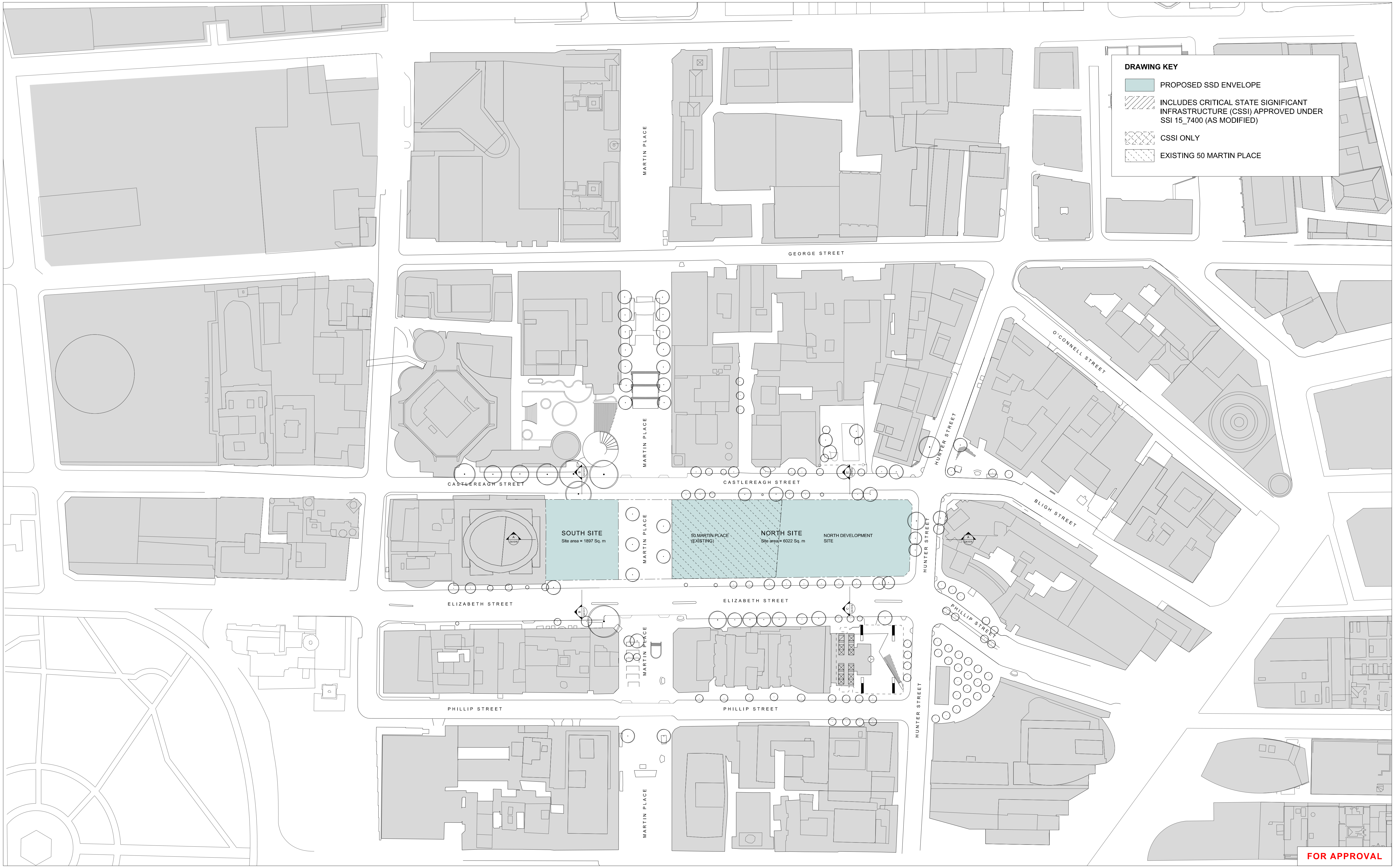
Envelope drawings



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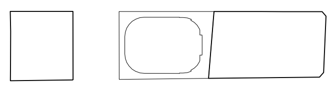

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STATUS

AMENDING STAGE 1 SSDA

DRAWING

LOCATION PLAN
ENVELOPE DRAWINGS

DRAWN	CHECKED	AUTHORISED
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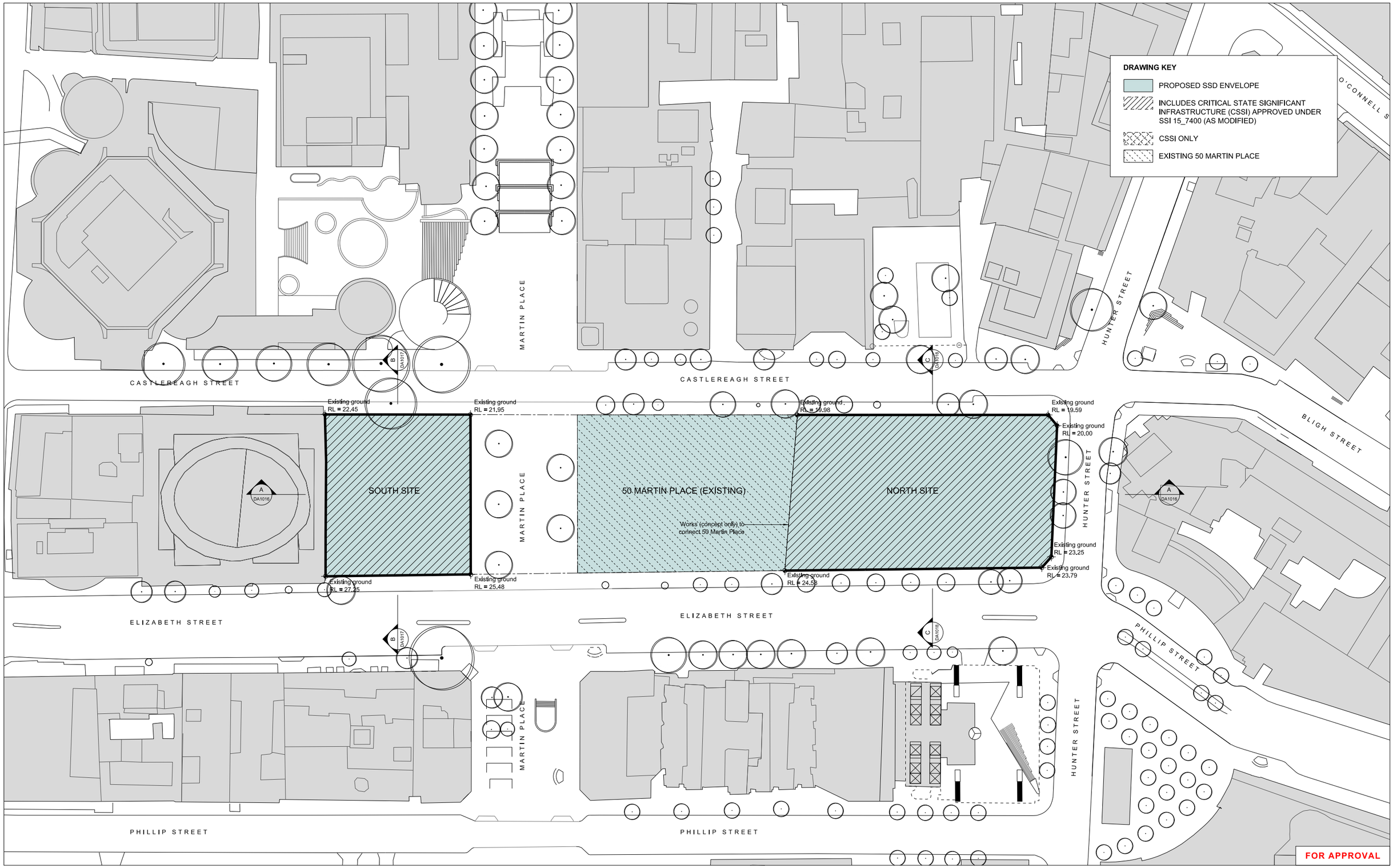

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STATUS
AMENDING STAGE 1 SSDA

DRAWING
GROUND FLOOR PLAN
ENVELOPE DRAWINGS

DRAWN	CHECKED	AUTHORISED
KY	MC	AC

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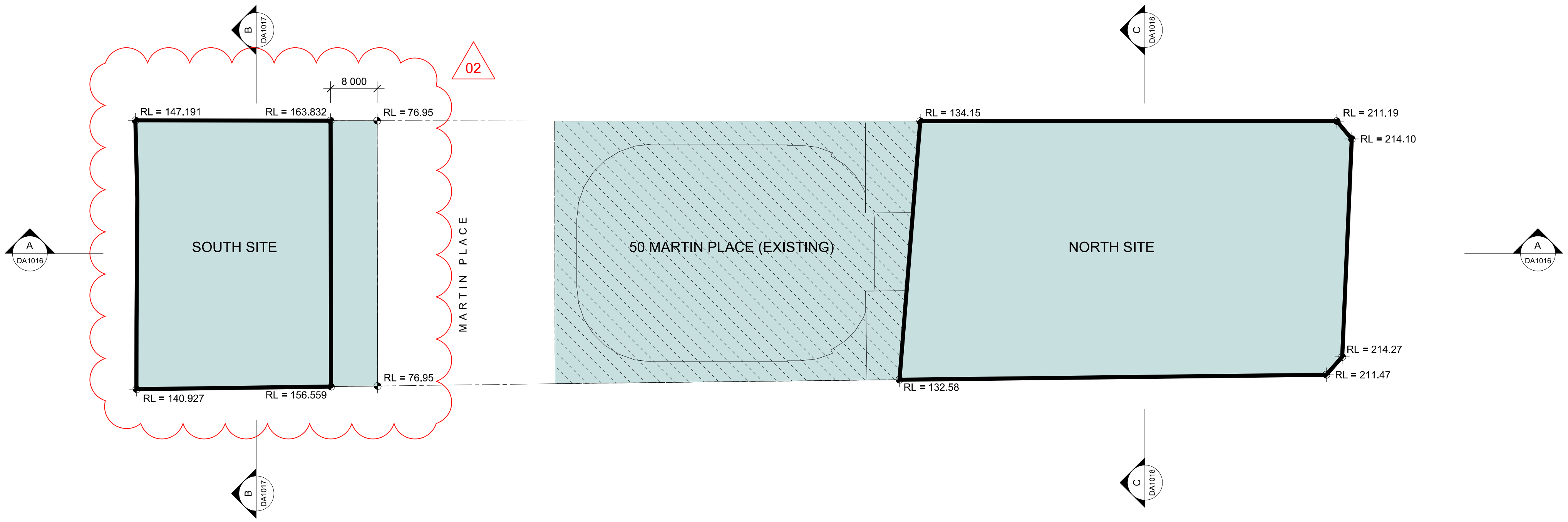
REVISION
02



DRAWING KEY

- PROPOSED SSD ENVELOPE
- INCLUDES CRITICAL STATE SIGNIFICANT INFRASTRUCTURE (CSSI) APPROVED UNDER SSI 15_7400 (AS MODIFIED)
- CSSI ONLY
- EXISTING 50 MARTIN PLACE
- AMENDED CONCEPT (SSD 18_9347)

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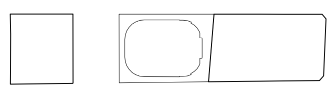

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PROJECT
SYDNEY METRO MARTIN PLACE STATION MACQUARIE'S UNSOLICITED PROPOSAL

CLIENT
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STATUS
AMENDING STAGE 1 SSDA

DRAWING
ROOF PLAN
ENVELOPE DRAWINGS

DRAWN	CHECKED	AUTHORISED
KY	MC	AC

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REVISION

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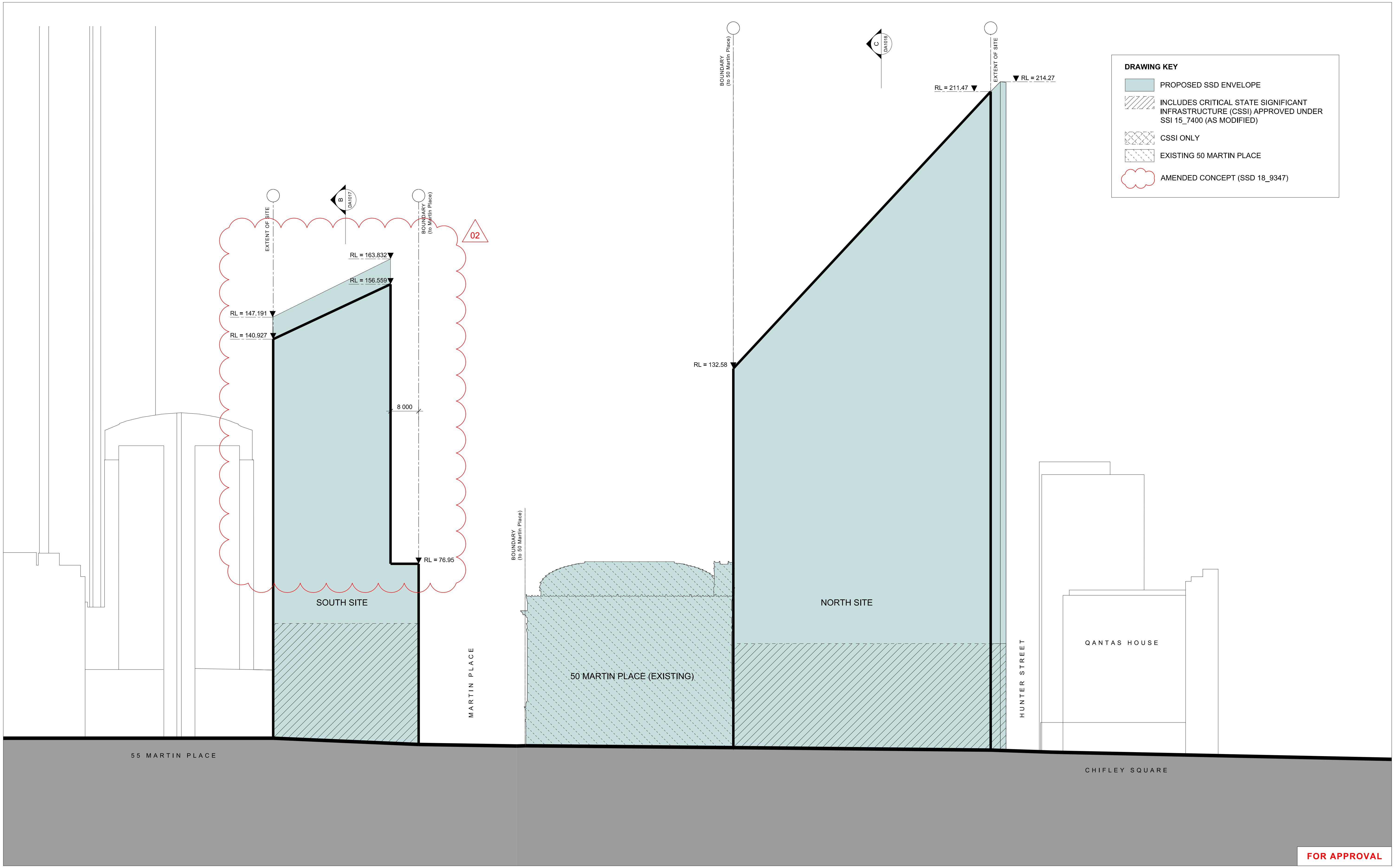

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STATUS
AMENDING STAGE 1 SSDA

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ENVELOPE DRAWINGS

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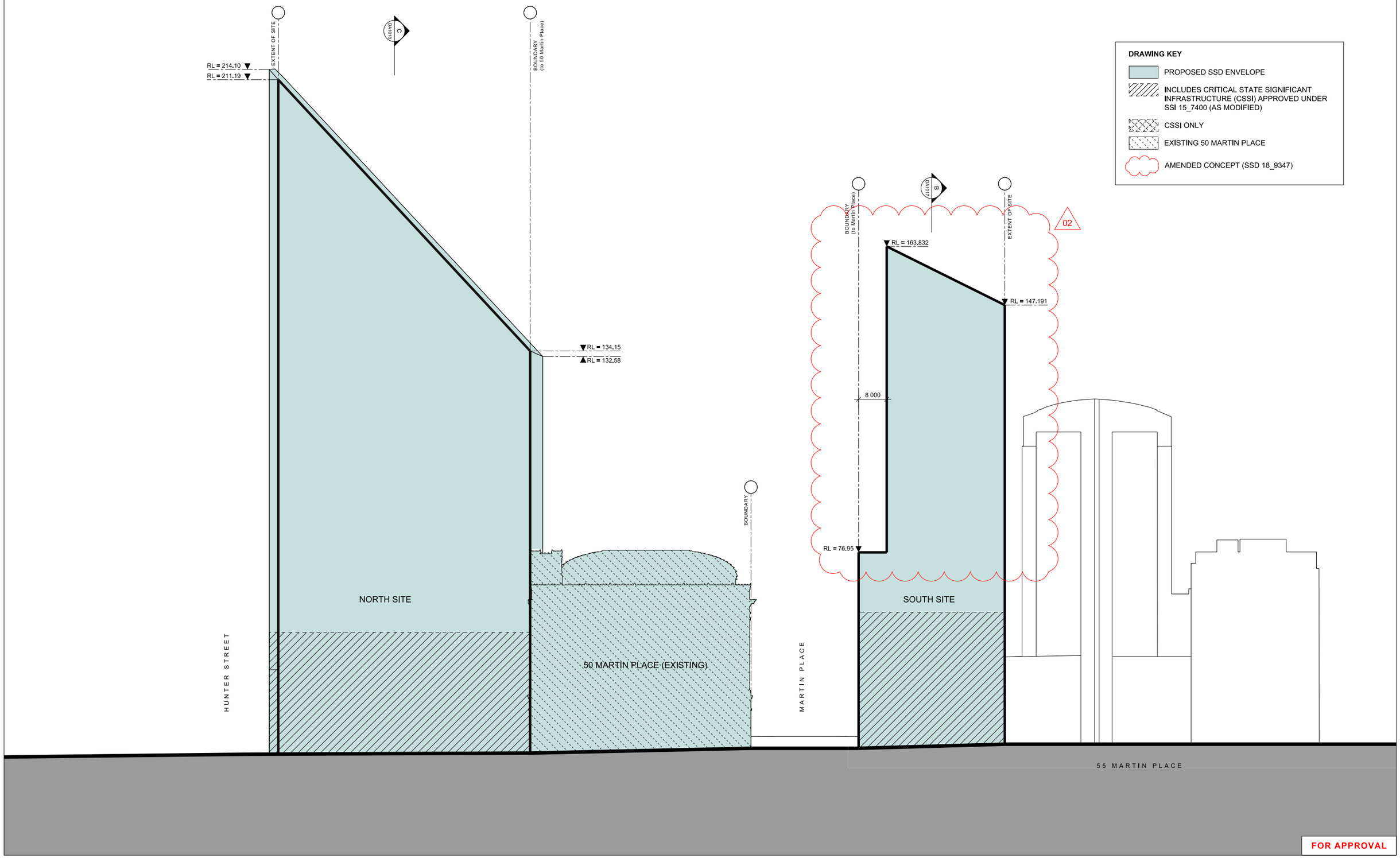

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PROJECT
SYDNEY METRO MARTIN PLACE STATION
MACQUARIE'S UNSOLICITED PROPOSAL

CLIENT
MACQUARIE GROUP LTD

NORTH

SCALE
1:500 @ A1
DO NOT SCALE FROM DRAWING, USE MARKED DIMENSIONS.TO BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANT'S DRAWINGS.

STATUS
AMENDING STAGE 1 SSDA

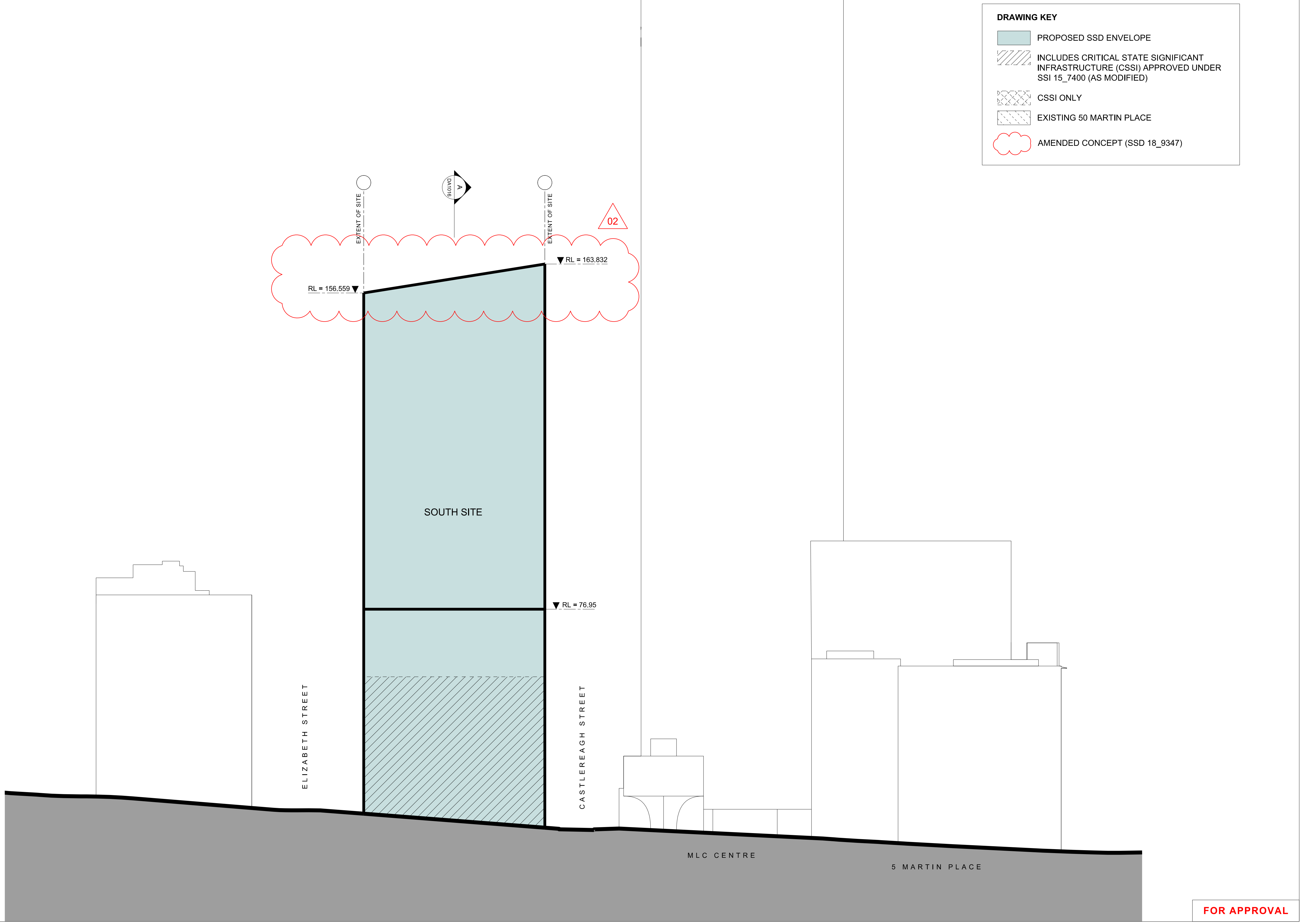
DRAWING
WEST ELEVATION
ENVELOPE DRAWINGS

DRAWN	CHECKED	AUTHORISED
KY	MC	AC

DRAWING NUMBER
MPS_COA_000_XX_DR_A_DA1011_02

REVISION
02

S3 SHEET INFOS



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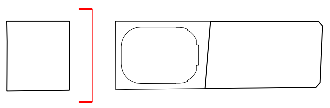
REV.	DATE	FOR
01	MAY 2017	STAGE 1 SSDA
02	JUNE 2018	AMENDING STAGE 1 SSDA



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PROJECT
SYDNEY METRO MARTIN PLACE STATION
MACQUARIE'S UNSOLICITED PROPOSAL

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STATUS
AMENDING STAGE 1 SSDA

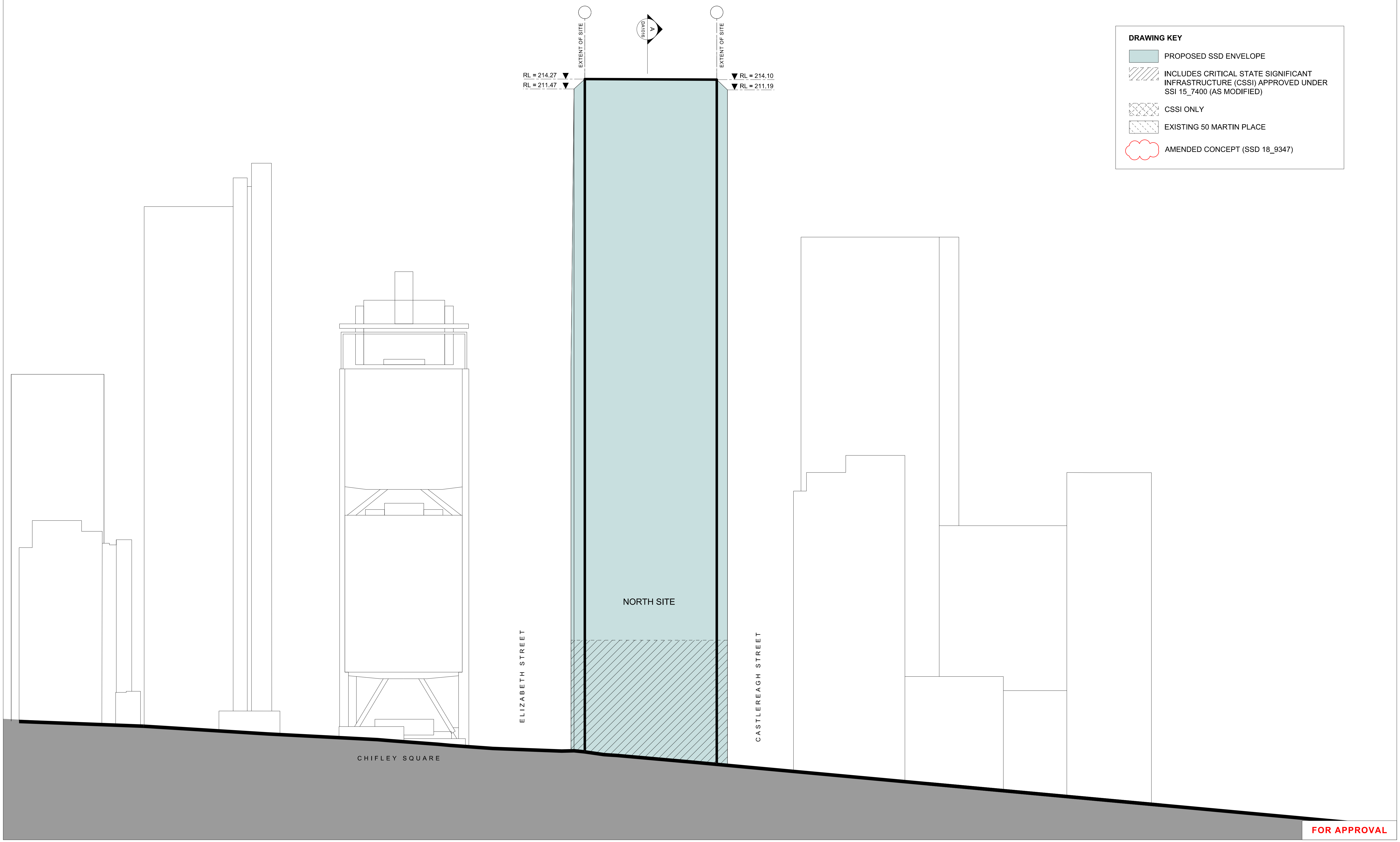
DRAWING
NORTH ELEVATION (MARTIN PLACE)
ENVELOPE DRAWINGS

DRAWN	CHECKED	AUTHORISED
KY	MC	AC

DRAWING NUMBER
MPS_COA_000_XX_DR_A_DA1012_02

REVISION

$SHEETINFO$



DRAWING KEY

- PROPOSED SSD ENVELOPE
- INCLUDES CRITICAL STATE SIGNIFICANT INFRASTRUCTURE (CSSI) APPROVED UNDER SSI 15_7400 (AS MODIFIED)
- CSSI ONLY
- EXISTING 50 MARTIN PLACE
- AMENDED CONCEPT (SSD 18_9347)

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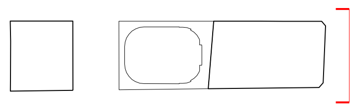

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PROJECT

SYDNEY METRO MARTIN PLACE STATION
MACQUARIE'S UNSOLICITED PROPOSAL

CLIENT

MACQUARIE GROUP LTD

NORTH

SCALE

1:500 @ A1

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STATUS

AMENDING STAGE 1 SSDA

DRAWING

NORTH ELEVATION (HUNTER STREET)
ENVELOPE DRAWINGS

DRAWN	CHECKED	AUTHORISED
KY	MC	AC

DRAWING NUMBER

MPS_COA_000_XX_DR_A_DA1013_02

REVISION

$SHEETINFO$