

GRIMSHAW

Station and OSD Integration Diagrams

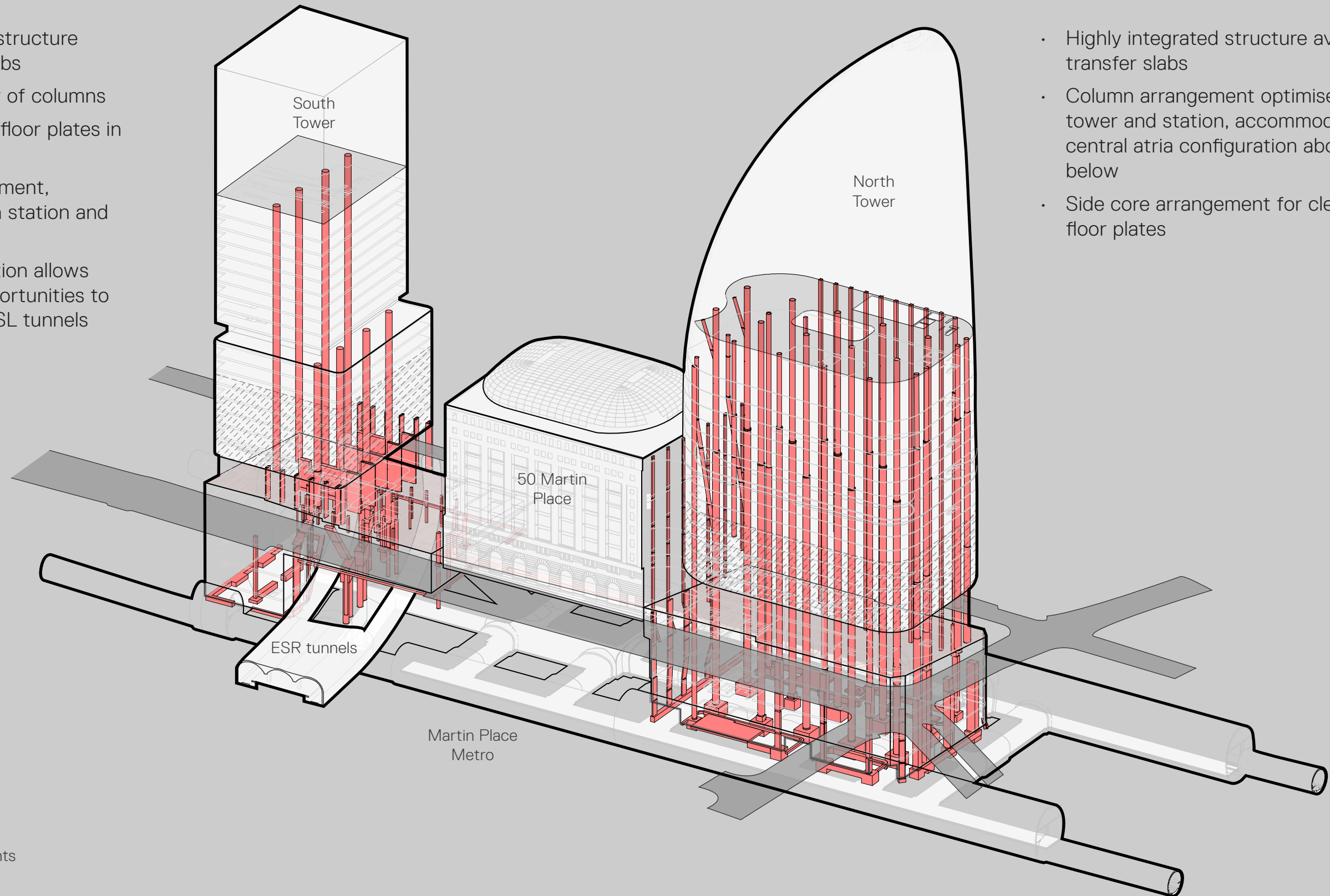
Metro Martin Place

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Structural integration

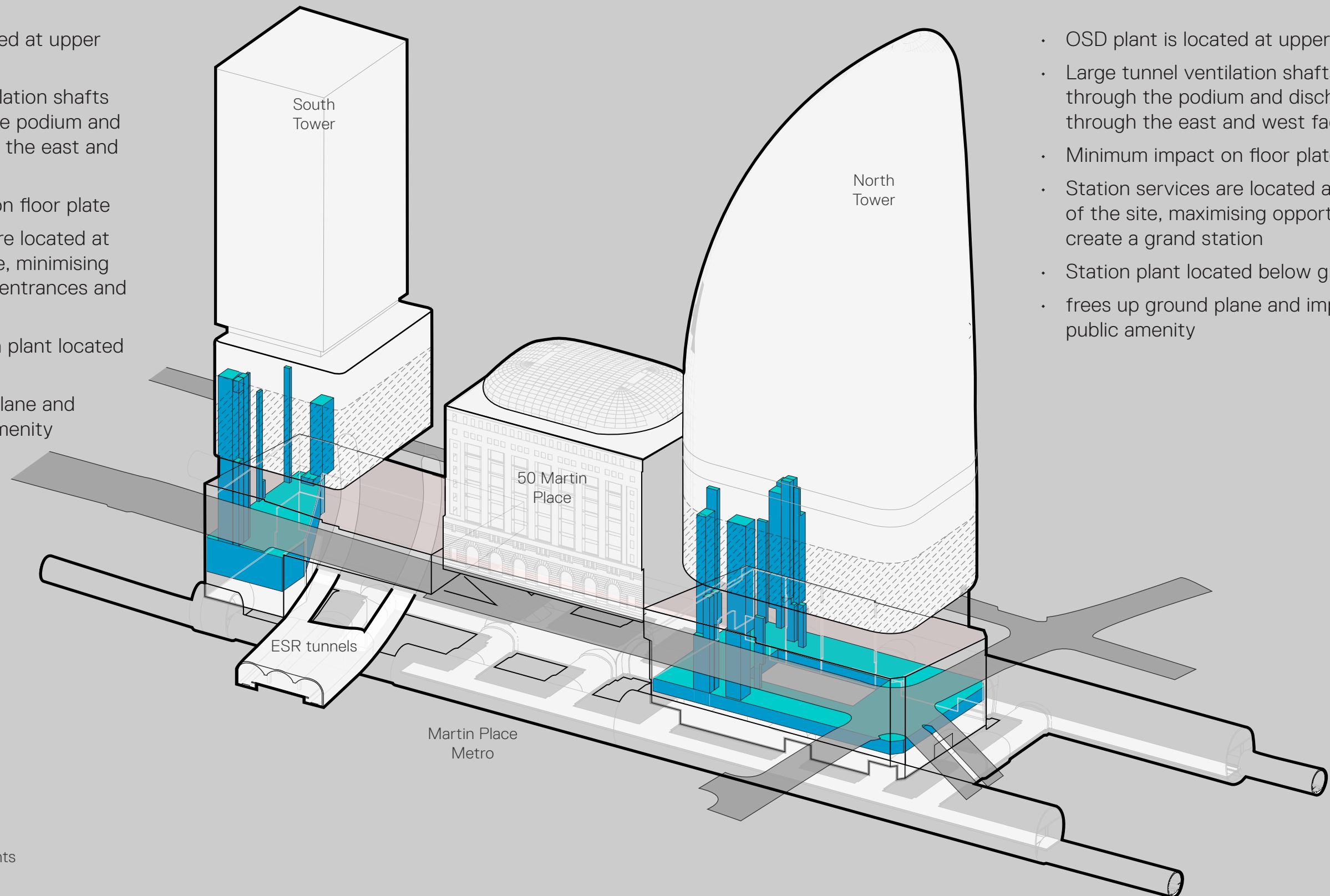
- Highly integrated structure avoids transfer slabs
- Minimised number of columns
- Large, clear, open floor plates in the south
- Rear core arrangement, optimised for both station and tower
- Structural integration allows more efficient opportunities to transfer around ESL tunnels



- Highly integrated structure avoids transfer slabs
- Column arrangement optimised for tower and station, accommodating a central atria configuration above and below
- Side core arrangement for clear open floor plates

Services integration

- OSD plant is located at upper levels
- Large tunnel ventilation shafts extend through the podium and discharge through the east and west facades
- Minimum impact on floor plate
- Station services are located at the rear of the site, minimising impact on station entrances and Martin Place.
- Majority of station plant located below ground
- Frees up ground plane and improves public amenity

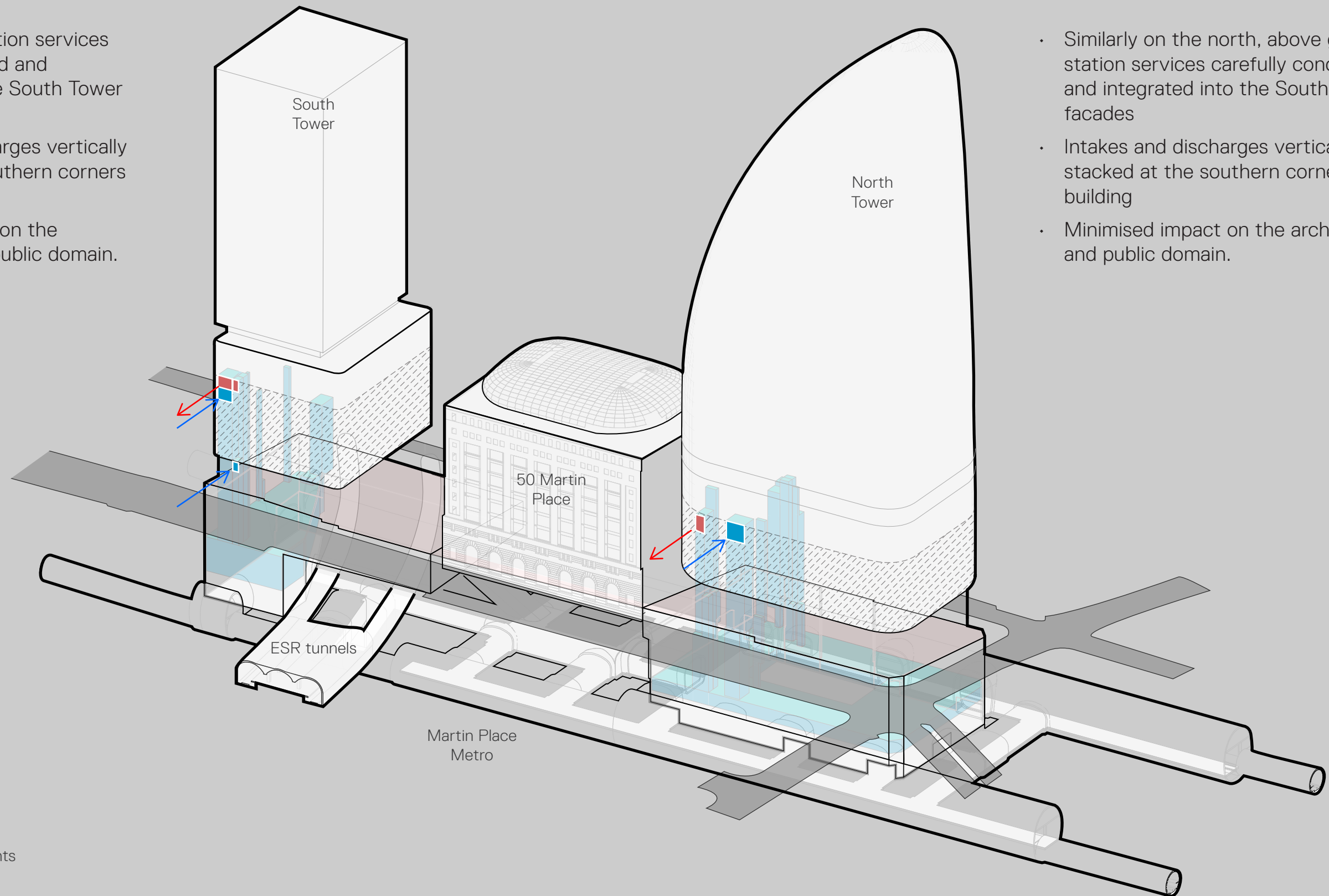


- OSD plant is located at upper levels
- Large tunnel ventilation shafts extend through the podium and discharge through the east and west facades
- Minimum impact on floor plate
- Station services are located at the rear of the site, maximising opportunity to create a grand station
- Station plant located below ground
- frees up ground plane and improves public amenity

 Includes CSSI elements

Facade integration

- Above ground station services carefully concealed and integrated into the South Tower facades
- Intakes and discharges vertically stacked at the southern corners of the building
- Minimised impact on the architecture and public domain.



- Similarly on the north, above ground station services carefully concealed and integrated into the South Tower facades
- Intakes and discharges vertically stacked at the southern corners of the building
- Minimised impact on the architecture and public domain.

 Includes CSSI elements

Pedestrian flow integration

- Clear separation of Metro and OSD entrances
- Minimising cross-flow between Metro customers and OSD occupants
- OSD lobbies have distinct street addresses

