Tzannes

The Urban Design of Sydney Metro Martin Place Station Precinct

Prepared for
Macquarie Corporate Holdings Pty Limited
October 2017

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Flood and Overland Flow Analysis	Arup Group
Traffic and Transport Analysis	Arup Group
Environmental Analysis	Arup Group

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Attributes

This report was prepared in collaboration with Howard Tanner who provided Heritage advice. The Historical Context (3.1) was prepared by TKD Architects and the heritage principals were prepared by Howard Tanner and TKD Architects.

Table of Contents

Table of Contents

Executive Summary


Martin Place

1 Executive Summary

The NSW Government has committed to the redevelopment of Martin Place Station precinct to significantly improve public transport infrastructure including a new Metro line integrated with all existing major rail services. The scope of the development is significant with the new Martin Place Metro Station envisioned as one of the busiest within the CBD servicing an anticipated 40,000 people/hour in each direction and 30 trains/hour through the CBD in peak periods. (EIS) Martin Place and Central will be the key interchange points between the new Metro and existing network.

Macquarie Corporate Holdings Pty Limited (Macquarie) is proposing to create a world class integrated transport and commercial precinct centred on Martin Place and connecting through to Chifley and Richard Johnson Squares to the north.

This proposal has unique public benefits only available through the opportunity to design and deliver simultaneously, the proposed Martin Place Metro Station and two new 'over station' commercial towers. One of these commercial towers is on Martin Place. The other is on Hunter Street connected to the rear of 50 Martin Place with the objective of consolidating Macquarie's presence in Sydney and enhance its existing global headquarters at 50 Martin Place.

The public benefits attributable to the integration of and associated 'over station' redevelopment include: the significantly enhanced Metro station public concourses, station boxes and connections to an extended area of the city to the north; the opportunity for improved station access and amenity above and below grade through the design of the two towers; the development of 9-19 Elizabeth St; the reduction in redevelopment time and negative impacts of construction through the synchronous delivery of the station and towers; and the proven capacity to ensure the achievement of design excellence through Macquarie in collaboration with the NSW Government, Transport for NSW, the Department of Planning & Environment, the City of Sydney and other stakeholders.

This report establishes the urban framework, objectives and design principles for the design of the Martin Place Metro Station and associated 'over station' development. The intent of this report is to support current development standards established for the City of Sydney and refine these standards in the public interest to reflect current, new and emerging urban conditions as well as the increasingly important role of the precinct in the commercial life of the city.

These emerging conditions include: the closure of George Street to vehicles and the new pedestrian link to Martin Place; the anticipated increase in commercial development capacity envisaged by the City of Sydney particularly to the north of Martin Place; the continued increase in residential uses within the CBD; and the recognition of Sydney's growing significance in the national economy and its role as a global centre with a specific focus on the region of East-Asia.

The Macquarie proposal recognises, conserves and enhances the historic character and elements within Martin Place, Elizabeth, Castlereagh and Hunter Streets, and Chifley and Richard Johnson Squares. All historic attributes of these important places in Sydney are respected and supported by the proposal. The proposal enhances the historic attributes of these parts of Sydney by removing unsympathetic buildings and infrastructure including the railway station entrance within Martin Place, and subjecting new buildings and infrastructure proposals to the new standards of design reflected by contemporary City of Sydney requirements and befitting of Australia's most important global city.

The proposed Martin Place Station redevelopment improves the legibility of the historic character of the precinct by removing unsympathetic elements within the public domain and changing the existing built form to enhance relationships between historic and new architecture. The interplay of historic and contemporary design undertaken to standards not previously achieved characterises the transformation of the precinct. As the level of investment is of state significance, it gives greater opportunity for the historic role of Martin Place to be restored as a representation, in physical form, of Sydney's most important interface between government and corporate enterprise.

The proposed Martin Place Station precinct also improves public access and amenity above and below grade to a level only achievable through the integrated approach of the development concept. The new station infrastructure extends a public concourse linking through to Hunter Street with the capacity to introduce enhanced levels of daylight at the major station egress points. The synchronicity of the design and construction of the elements of the proposal ensures the maximisation of design opportunity and minimisation of negative impacts associated with construction.

Connected to the new pedestrian orientated George Street and linking through to Macquarie Street and beyond to the north of the city at Chifley and Richard Johnson Squares, the redevelopment of Martin Place station and the 'over station' towers will establish at the heart of Sydney, a well-designed, pedestrian and public transport orientated new precinct.

Importantly, this level of transport integrated commercial development relieves pressure on other areas within Sydney with more sensitive environmental conditions in the public domain and without opportunity for excellent access to public transport. The proposal aligns greater levels of density with public transport infrastructure and excellent standards of public amenity at Sydney's historic heart.

The Macquarie vision reflected in the urban design framework for the Martin Place Station precinct significantly enhances public amenity for residents, the workforce and visitors. The scale of the urban renewal is designed to re-establish Martin Place as the heart of the city. The urban framework of the proposal is conceived to be of strategic significance to the future of the City of Sydney and more broadly, Australia in the Asia-Pacific region by guiding major new infrastructure to a higher standard of public amenity than the already ambitious intent of the NSW Government and improving the capacity of Sydney as a location for commercial enterprise of global relevance.

Martin Place Station as a New Precinct in Sydney

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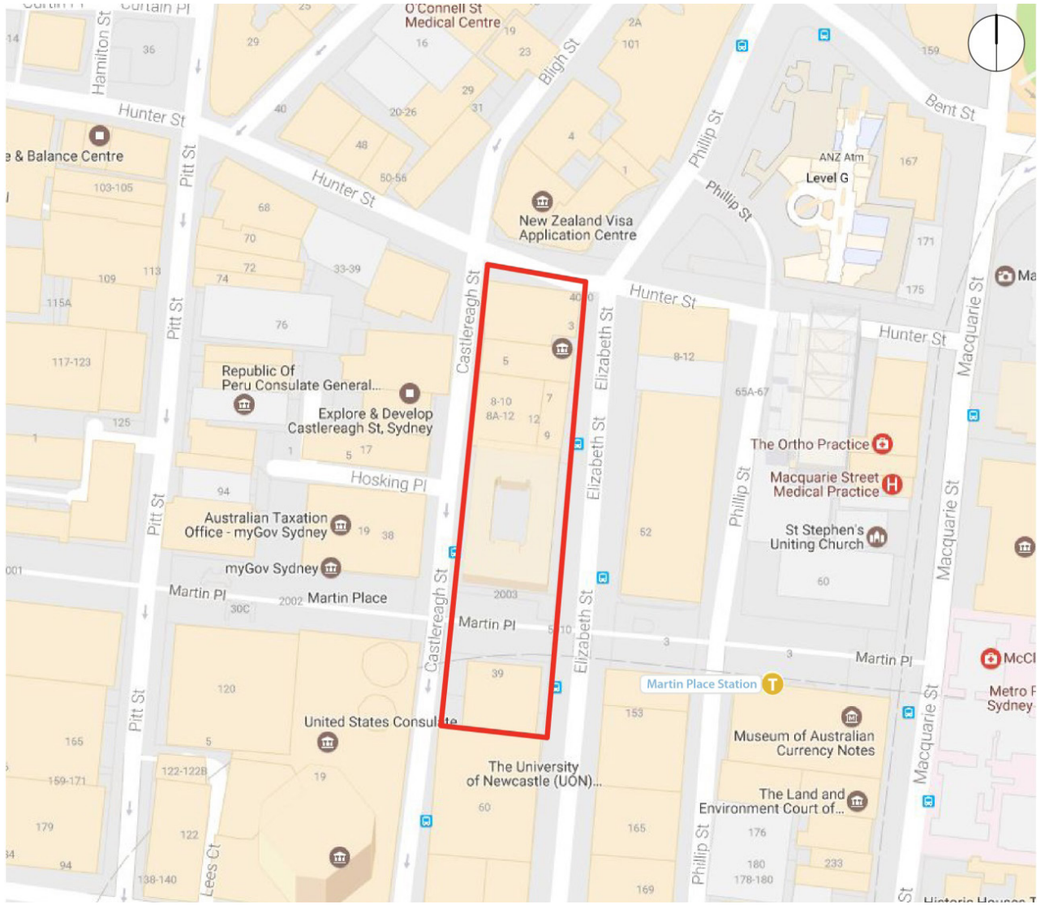


The Precinct

_Figure 1 Location map of the Precinct (Source: Google maps and Ethos Urban)

The Sites

_Figure 2 Aerial photo of the North and South Site (Source: Nearmap and Ethos Urban)

1 Martin Place Station as a New Precinct in Sydney

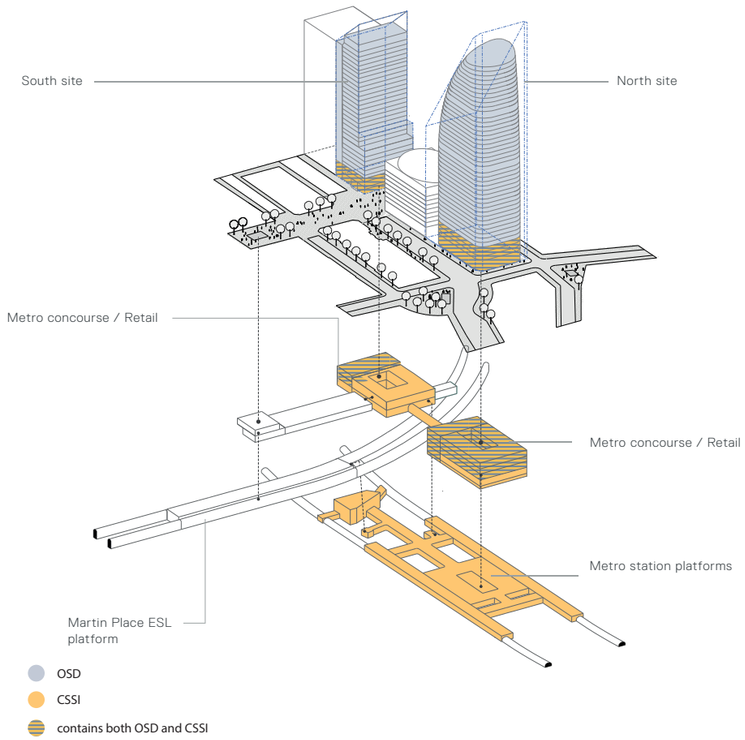


_Figure 3 3d massing diagram describing the various components of the proposal

1.1 Background

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 & Southwest (Stage 2).

Stage 2 of the Metro entails the construction and operation of a new Metro rail line from Chatswood, under Sydney Harbour through Sydney's CBD to Sydenham and eventually onto to 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 for Planning approved the Stage 2 (Chatswood to Sydenham) Metro application lodged by Transport for NSW (TfNSW) as a Critical State Significant Infrastructure (CSSI) project (reference SSI 15_7400).

TfNSW is also making provision for future Over Station Development (OSD) on the land it has acquired for the Stage 2 Sydney Metro project, including land acquired for the purposes of delivering Martin Place Station. The OSD development is subject to separate applications to be lodged under the relevant provisions of the EP&A Act.

An Unsolicited Proposal submission has been lodged by Macquarie to the NSW Government for the delivery of a single fully integrated station/OSD solution for the new Sydney Metro Martin Place Station Precinct.

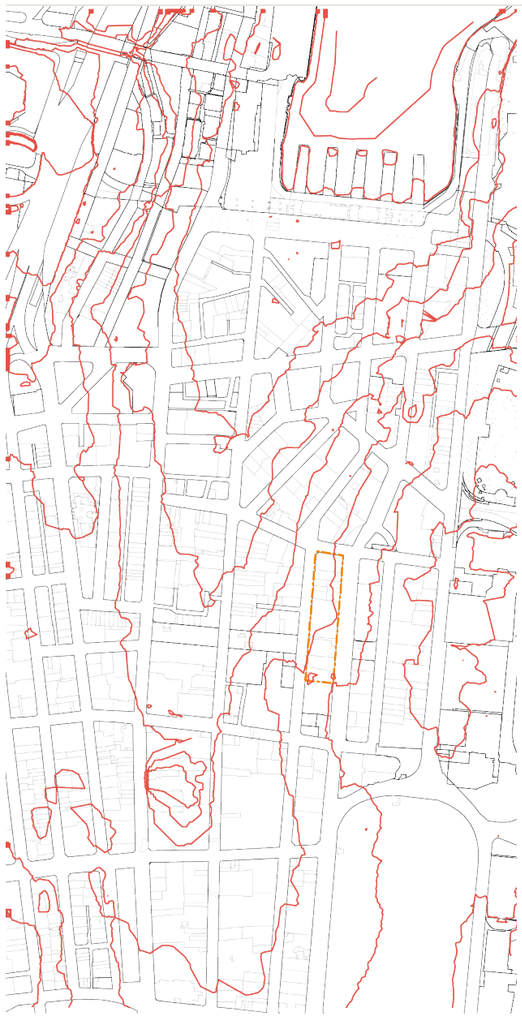
1.2 Site Description

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

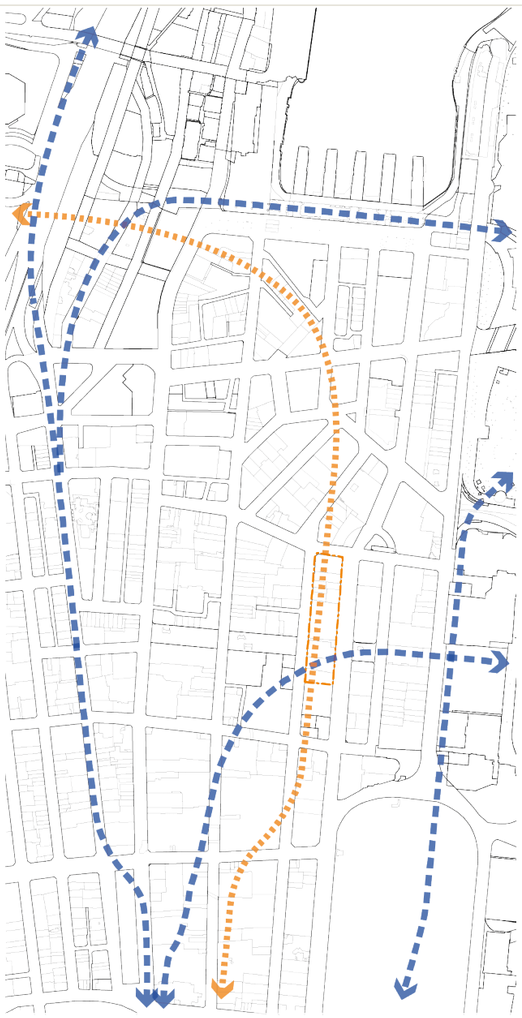
- 50 Martin Place, 9 – 19 Elizabeth Street, 8 – 12 Castlereagh Street, 7 Elizabeth Street, 5 Elizabeth Street, and 55 Hunter Street (North Site);
- 39 – 49 Martin Place (South Site); and
- Martin Place (that part bound by Elizabeth Street and Castlereagh Street).

The urban design study relates only to the North and South sites, (refer to figure 2) but the report also provides objectives for Martin Place. The land acquired for the Sydney Metro Martin Place Station is the same as for the Macquarie proposal, except that the Macquarie proposal includes the two properties north of Martin Place owned by Macquarie, namely 50 Martin Place and 9-19 elizabeth Street.

Located close to the centre of the Sydney CBD, the Precinct comprises of the entire City block bounded by Hunter Street, Elizabeth Street, Martin Place and Castlereagh Street; that portion of Martin Place located between Elizabeth Street and Castlereagh Street and the northern most property in the block bounded by Martin Place, Elizabeth Street, Castlereagh Street, and King Street. Together it constitutes an above ground site area of approximately 9,400 square metres, with a dimension from north to south of approximately 210 metres and from east to west of approximately 45 metres. It incorporates a significant portion of one of Sydney's most revered public spaces – Martin Place.

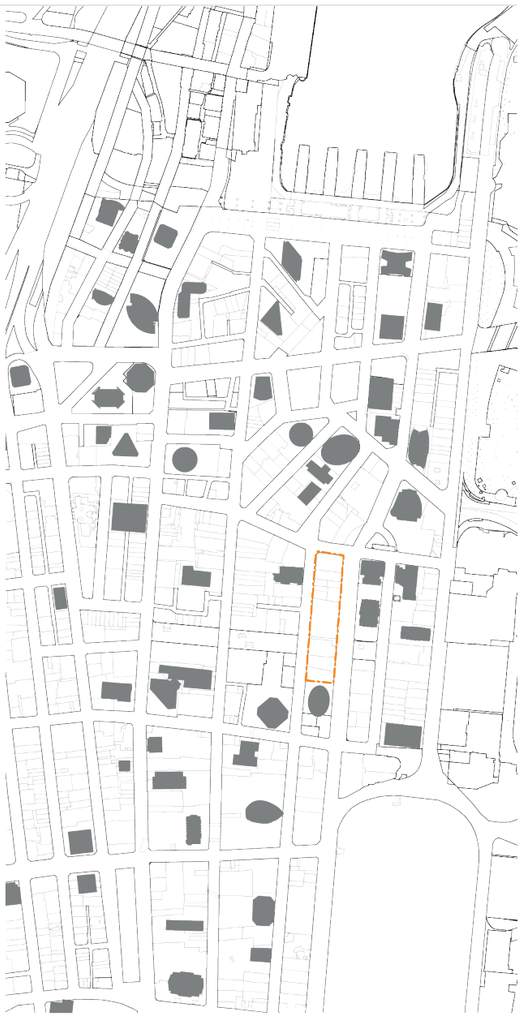


_1 Topography



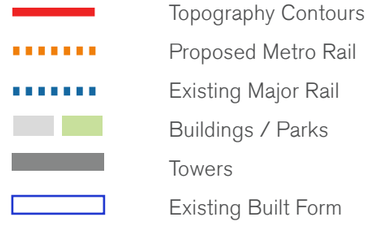
_2 Below ground

_3 Pedestrian street level



_4 Tower level

The precinct at four critical datums



1.3 Sydney Context

The City of Sydney is evolving at a rapid rate. Major public and private investment is driving projects such as the light rail, Sydney Metro, the repurposing of George Street as a pedestrian orientated street, Barangaroo, Darling Quarter, Quay Quarter, and the redevelopment of Darling Harbour, to transform the future character and amenity of the urban environment for its citizens and visitors.

The objective of the New South Wales government led new Metro at Martin Place Sydney is to deliver new world class railway infrastructure from Martin Place to Hunter Street. The proposal has created a unique opportunity to integrate Macquarie owned property assets and public property to deliver new civic infrastructure with enhanced public benefits. The potential of the proposed scope of development is to create a distinctive new precinct that extends from Martin Place to Chifley and Richard Johnson Squares to the north, with exceptional levels of amenity for visitors, workers and residents of Sydney.

Importantly, the proposal for the new commercial building on Hunter Street is to link it with the existing and historic building at 50 Martin Place. It will augment Macquarie's existing global headquarters, and consolidate some of the current Sydney offices in one location.

Macquarie proposes to undertake the design and delivery of this project in close collaboration with Transport for NSW and guided by NSW Planning and Environment, the Council of the City of Sydney and other stakeholders. To this end it has augmented in-house expertise with global leaders in specialised disciplines to establish a team reliably able to design and deliver to world standards, a project of this consequence, scale and complexity. The distinct advantage inherent in this proposal is the integration of the design and delivery of the station with the new buildings above (the OSD), enabling public domain improvements that would be otherwise more difficult or impossible to implement as well as the completion of the redevelopment in a shorter time frame.

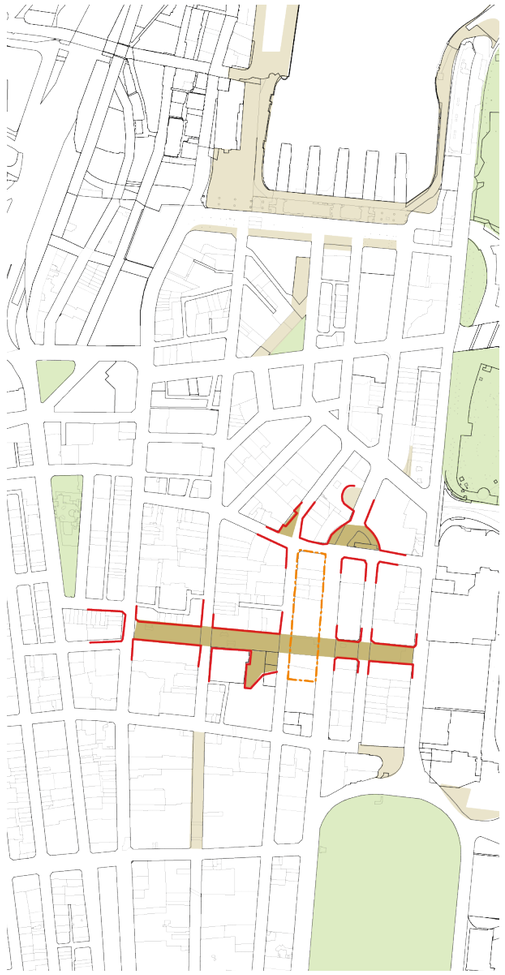
The Macquarie vision for the Martin Place Station precint is of strategic significance to the future of the City of Sydney and more broadly, Australia in the Asia-Pacific region. The urban outcomes set out in this proposal are distinctive from economic, social and environmental perspectives. The project is best understood as urban renewal at a scale that will positively influence Sydney's future as a destination for investment in a global context and its desirability as a place to live as well as work for its residents. Linking all major rail networks, the transformation of the Martin Place Station is positioned as a catalyst for the enhancement of Sydney's most important historic location for global enterprises.

This proposal revitalises the historic role of Martin Place and ensures its distinctive character is conserved with all new work designed to improve the public domain. An important transport node is the Martin Place station and associated development that delivers a new urban environment for Sydney referred to in this report as the Martin Place Station precinct. With the transformation of George Street as a pedestrian orientated experience integrating light rail public transport, the role of Martin Place as a special pedestrian experience is also enhanced. George Street connected to Macquarie Street will become a continuous pedestrian experience to redefine the pedestrian heart of Sydney coincident with Sydney's most important historic places.

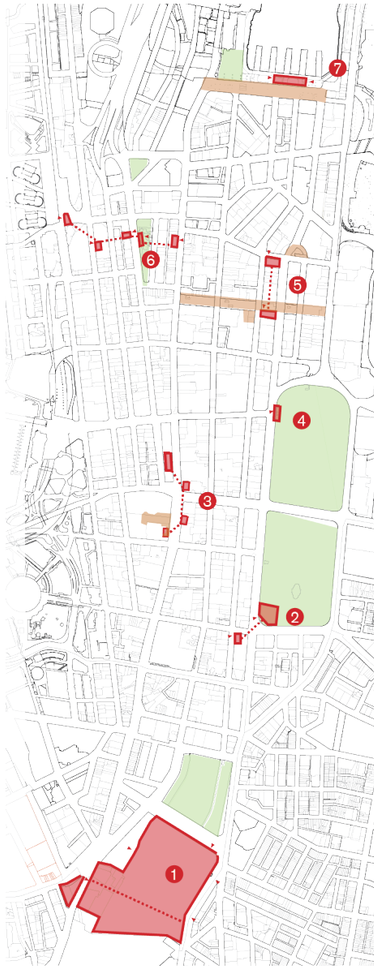
1.4 Purpose of Report

The purpose of this report is to guide the new Metro at Martin Place Sydney as a precinct including its buildings, associated public open space and publicly accessible private land. Specifically, the urban analysis takes into account Sydney as it has evolved today and the major urban changes underway to establish the rationale for site specific design controls that directly address the proposed Martin Place Station infrastructure and opportunities that arise through the integration of associated development.

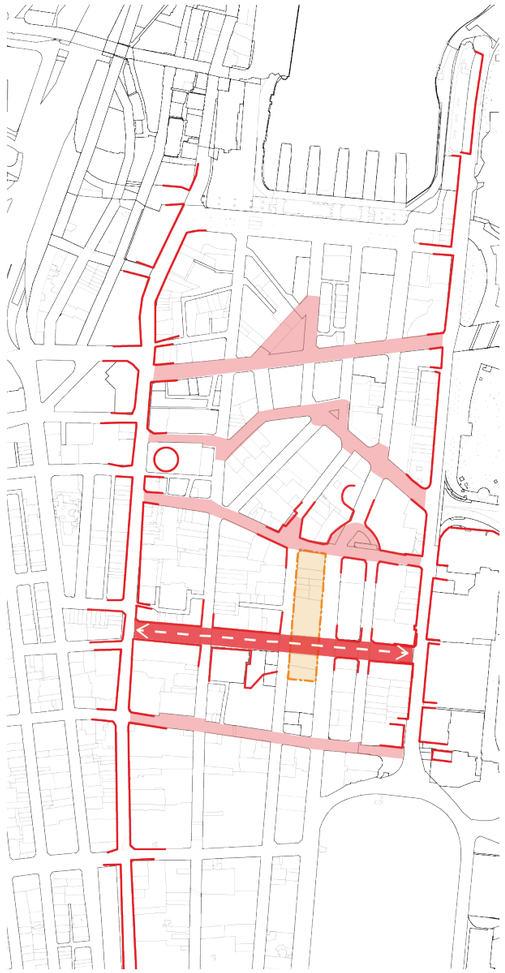
This report outlines an urban framework with objectives and principles based on new analytical material. This framework acknowledges and supports established development controls within the City of Sydney. Variance from these controls is a direct response to the specific conditions of this part of the city and of the unforeseeable design opportunity reflected by the scale of the proposed urban renewal including the integration of the station and above ground development in a contiguous design and delivery process. Any variance to existing development controls maintains the underlying objectives of the controls. Where new controls have been introduced the intent is to complement existing objectives and shape the urban morphology that eventuates from this development to enhance the distinctive attributes of Sydney.



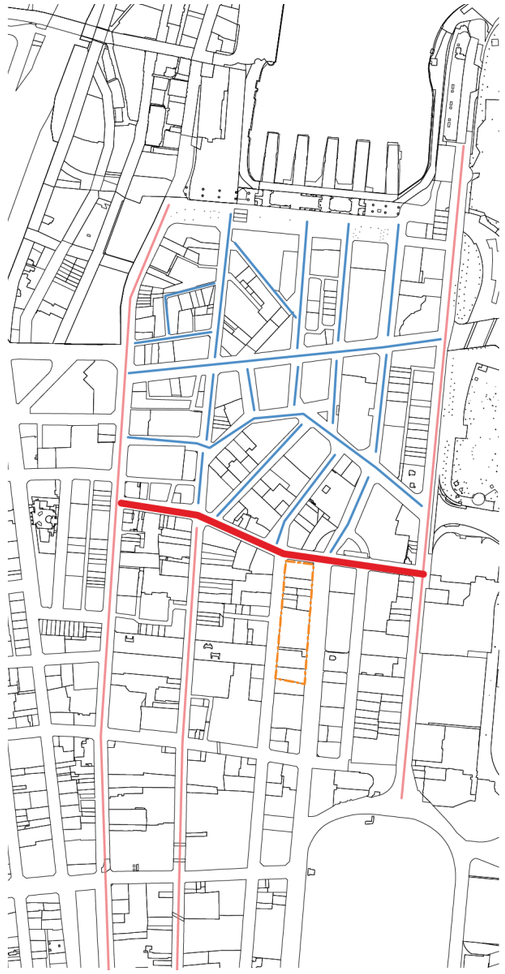
_The precinct connects three major public spaces in the city - Martin Place, Chifley and Richard Johnson Square



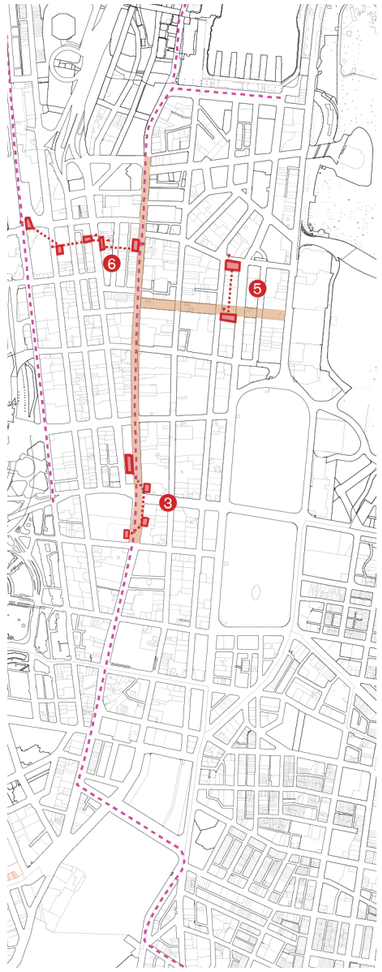
_The specific quality and relationship of the public open space of Martin Place station provides a distinct identity when compared to the other city stations



_Martin Place forms the only pedestrian connection between the major civic streets of the city (Macquarie Street) and the commercial street (George Street)



_Hunter Street forms the junction between two historic street grids - the orthagonal versus the topographic



_The future pedestrianisation of George Street creates an extended pedestrian public domain in the city, connecting 3 of the major city stations; Martin Place, Wynyard and Town Hall.

1.5 The Martin Place Station Precinct in Context

The Martin Place Station precinct will play an important new urban role within the city. The scale of new investment and the significance of the railway infrastructure reinforces the historic primacy of this precinct in Sydney. The characteristics of the urban morphology that results from the potential changes to this part of Sydney will need to reflect and reinforce its historic significance and the distinctive qualities that define its character as a special place in the city.

The specific urban conditions that influence further design initiatives in the precinct are as follows.

_ The station creates a new transport interchange at the existing Martin Place Station. It brings together the Eastern Suburbs heavy rail line with the new Sydney Metro line. It also creates new connections to reconfigured bus, taxi, cycle and pedestrian networks within an important part of the city.

_ The precinct is located at the junction between the political, civic, and financial hubs of Australia's most significant global city. At the heart of the historic city, it is comparable in area to the new commercial/financial precinct at Barangaroo South that together reinforce Sydney's prominent role as Australia's most important city in a global context.

_ The station can connect three of the most important public open spaces of the city; Martin Place, Chifley Square and Richard Johnson Square. This relationship between built form, use and major civic space is unmatched within the City of Sydney.

_ These public space intersections and relationships establish a distinctive character to the new railway station when compared to all other central Sydney railway stations.

_ Martin Place is the most significant connection between the Sydney's major civic street (Macquarie) and commercial street (George). It is also distinctive through its width, straightness, pedestrian character and history as Sydney's most important civic, ceremonial and symbolic space.

_ Martin Place and George Street will be a substantial new pedestrian experience connecting three of the major city rail stations, Town Hall, Wynyard and Martin Place as well as the new light rail network. These connections and the urban spaces in which they occur, are likely to become a defining urban characteristic of Sydney in the future.

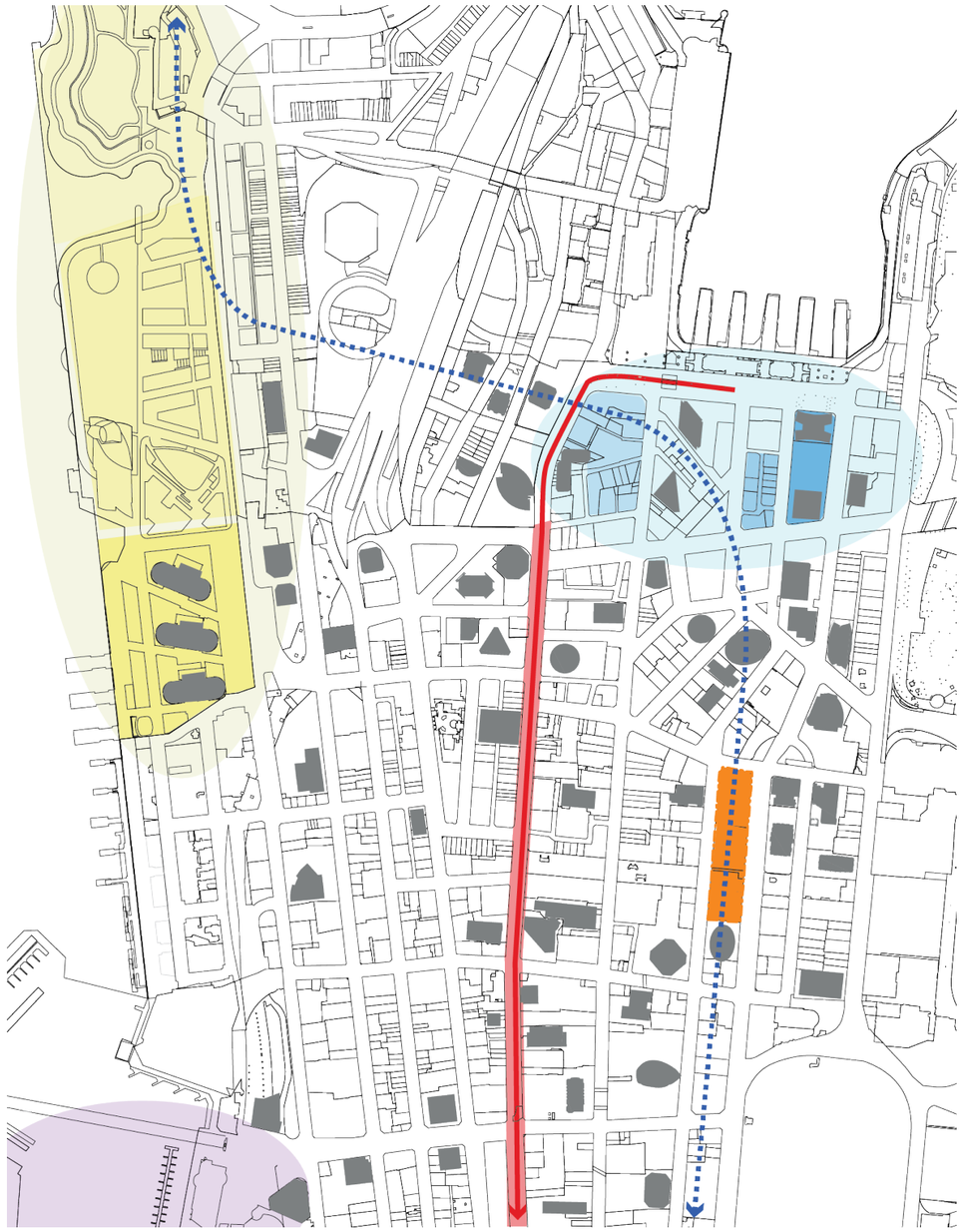
_ The pedestrianisation of George Street, contiguous with Martin Place, ensures higher availability of solar access and sky views in the heart of the city and delivers a significant new level of urban amenity in Sydney.

_ Hunter Street forms an important street in the public domain of the city and in the city's skyline. It is at the intersection of two historic road networks - the approximately orthogonal southern grid of the city and the largely topographic, more organic layout of the original core of the city to the north.

This urban analysis provides the justification for and underpins the proposed built form controls that are a specific response to the particular requirements of this important new infrastructure project in Sydney. The specific design principles aim to ensure that the full value of this new transport interchange and associated development is captured for the benefit of the public domain of Sydney.

Legend of stations

1. Central Station
2. Museum Station
3. Town Hall Station
4. St. James Station
5. Martin Place Station
6. Wynyard Station
7. Circular Quay Station



The City of Sydney showing current and future major development sites

1.6 The Urban Analysis of the Martin Place Station Precinct

The urban analysis summarised in this report is focussed on the proposed redevelopment acknowledging the historic importance of Martin Place, Chifley Square and Hunter Street. The impact of the proposed growth in capacity of the railway station itself and the opportunity to significantly improve connectivity between the historic squares, streets and precincts of Sydney is recognised as a major potential urban asset underpinning improved urban amenity and sustainability with social, economic and environmental benefits.

The urban analysis concentrates on the impact on historic elements of the precinct in the context of proposed changes to existing movement systems, open space systems, built form, and their inter-relationships. The analysis takes into account committed future urban projects to establish a more realistic urban framework for the assessment of the Martin Place Station proposal. The intent is to deliver through up to date mapping and related data, an understanding of the characteristics of the proposed Martin Place Station precinct in a contemporary context.

The outcome of this study is to establish an urban framework and design principles to protect and enhance the amenity and character of the public domain. Design considerations include questions of connectivity, accessibility, safety, solar access, wind effects, daylight, reflectivity, material character, built form relationships, activity and use, urban history and related attributes that together articulate the distinctive qualities of Sydney's urban environment. The purpose of undertaking a review of contemporary urban planning and design controls and establishing where relevant, appropriate interpretations of these controls, modifications or new controls is to ensure unanticipated development initiatives and changed urban conditions deliver in full, long term public benefits reflecting the scale and vision of the public infrastructure investment. The impact of this scale of urban renewal is potentially transformative for the City of Sydney and is consequently of state significance.

Precinct Design Objectives

02

2 Precinct Design Objectives

2.1 Movement Objectives

The objectives for the Martin Place Station precinct have been formed from a consideration of City of Sydney planning controls, environmental and amenity requirements, heritage assessments and Tf NSW station and urban design requirements. These objectives provide guidance for the development of urban design principles to guide the design of the precinct and in due course, the evaluation of the proposal in detail. This document should be read in conjunction with Sydney Metro's project vision and design objectives.

2.1.1 Enhance the relationship of George Street and Martin Place through to Macquarie Street as a unique pedestrian orientated experience.

Martin Place is Sydney's most important civic space linking Macquarie Street to George Street and defined by a high standard of civic architecture, both contemporary and historic. The western boundary of Martin Place on George Street will be the only place in the city where two major pedestrianised streets intersect when the current construction of the light rail and closure of George Street to general vehicular access is completed by 2020. The Martin Place Station precinct is to improve pedestrian amenity in the block between Castlereagh and Elizabeth Streets on Martin Place including access to the station employing high standards of design to enhance rail user experience.

2.1.2 Create an integrated transport exchange

The new Metro Station will be connected to the existing network of all major rail lines in Sydney. The rail user experience is to ensure an easily navigated, seamless and integrated transport interchange.

2.1.3 Maximise connectivity to the street grid for egress at corners.

Rail egress/ingress areas at the ground plane are to connect to streets and open spaces directly with ease of wayfinding and orientation. Corner locations for rail egress/ingress points are favoured to maximise connectivity and the integration of the ground plane with the subterranean station.

2.1.4 Ensure below grade wayfinding aligned with on grade orientation.

The subterranean access routes for the Martin Place Station are to align with the geometry and orientation of the street and block above to enhance wayfinding and orientation for rail users. At each major station destination, daylight access to subterranean publically accessible spaces is to be incorporated into the station design.

2.1.5 Ensure universal access in the precinct

Access from the station to Martin Place, Hunter, Elizabeth and Castlereagh Streets is required to be direct, easy, non-discriminatory and well designed with appropriate civic scale and architectural quality. Martin Place must have primacy as the ingress/egress point when compared to connections to other streets. Access at the Hunter Street end of the station is to be at the corners opposite Chifley and Richard Johnson Squares.

2.1.6 Provide adequate pedestrian amenity at grade

Pedestrian amenity at grade must include adequate solar, rain, wind, flood and overland flow protection, be direct, easy to navigate, non-discriminatory and well designed with appropriate civic scale and architectural quality.

2.1.7 Provide exceptional rail user amenity below grade

The station design and public concourses must be delivered to the highest standard of civic architecture to enhance the rail user experience and to create a memorable new place for Sydney, recognizable as a special station throughout the world.

2.1.8 Transport led 24 hour precinct

The station design is to be integrated with a wide range of facilities and services to ensure activity throughout the day and on weekends.

2.2.1 Conform to the City of Sydney Sun Access Plane for Hyde Park and Martin Place

The redevelopment of the Martin Place Station precinct and associated commercial buildings must conform to the requirements of the City of Sydney solar access plane for Hyde Park.

2.2.2 Improve ground plane amenity on Martin Place, Elizabeth, Castlereagh and Hunter Streets

The redevelopment of the Martin Place precinct requires improved covered access at grade without the use of awnings on Martin Place. The architecture is to provide the required amount of publically accessible open space at grade to accommodate increased rail patronage. Wind conditions at grade are to be equal to or improved when compared to current conditions. Solar access, sky view, reflected light and daylight at grade and on the elevations of built form, is 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.

2.2.3 Ameliorate flood conditions and overland flow on Hunter Street

The pedestrian environment on and around Hunter Street is subject to flooding and significant overland flow events. Flood and overland flow conditions are to be ameliorated at station ingress/egress points to minimise negative impacts on pedestrian flow.

2.2.4 Integrate interiors, public access on private land and the topography of the public domain.

Martin Place and Hunter Street slope from east to west. The developments on the North and South Sites are required to integrate the levels of adjacent public open space to provide seamless, non-discriminatory access and improved open space amenity at grade.

2.2.5 Enhance Hunter Street landscape

Hunter Street is to retain and enhance its landscape character between Chifley and Richard Johnson Squares. The existing copse of trees is to be maintained or, if replaced, improved to continue the landscape orientated character of this block of Hunter Street at grade.

2.2.6 Connect Martin Place with Chifley and Richard Johnson Squares

The proposal has the capacity to increase public activity on, and the connectivity between Martin Place, Chifley and Richard Johnson Squares, three important civic spaces at the centre of Sydney's commercial district. The design of potential subterranean connection between these three civic spaces must ensure it becomes a desirable destination, underpinning the importance of the precinct as a new special place in Sydney.

2.2.7 Public Art

The Tom Bass sculpture is to be reinstated or relocated within the public domain of the precinct. Opportunities for the integration of public art in the precinct as a whole are encouraged and a public art strategy included in future detailed planning applications.

2.3.1 Reinforce the distinctive attributes of each block on Martin Place

Each block on Martin Place is distinctive within an overall well defined civic character dominated by fine architecture made from stone and terra cotta materials. The conservation of the character, urban form and amenity of Martin Place is a primary responsibility of any design proposal. The improvement of the South Site in the block bounded by Elizabeth and Castlereagh Streets requires the establishment an appropriate architectural form and expression that reflects the distinctive attributes of the built form in this block including the distinctive attributes of historic buildings to the east up to Macquarie Street. New height and setback controls that vary from current City of Sydney development controls are required to reinforce the distinctive attributes of Martin Place from Castlereagh Street to Macquarie Street.

2.3.2 Require the commercial and station address of the South Site to be on Martin Place

The conservation of the character, urban form and amenity of Martin Place is a primary responsibility of any design proposal. 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.

2.3.3 Enhance built form relationships on Hunter Street

Hunter Street between Chifley and Richard Johnson Squares is formed by the intersection of changing street grid patterns. The sloping topography between the two squares is enhanced by landscape and made memorable by important historic buildings at corners. It is a street that connects the two squares. The setback of the built form on Hunter Street is to generally align with the predominant set back of adjoining conditions to the east to establish a consistent street wall and to maintain the character of Hunter Street as a connecting element between Chifley and Richard Johnson Squares.

2.3.4 Maintain and enhance the character of Elizabeth Street

Elizabeth and Castlereagh Streets provide unusually long vistas between Martin Place, Chifley and Richard Johnson Squares. The height of the built form of the former Qantas House on Chifley Square approximately corresponds to the height of 50 Martin Place, both visible from a southerly aspect. The improvement of the block bounded by Elizabeth and Castlereagh Streets requires the recognition of 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.

2.3.5 Maintain and enhance built form relationships on Castlereagh Street

Castlereagh Street is less prominent as a continuous vista. The relationship of the built form between the redeveloped North Site and 50 Martin Place is of primary importance requiring the scale, proportion and height of the historic structure to be acknowledged in the design of the new building.

2.3.6 Establish a defining threshold to the Martin Place Station precinct

Elizabeth and Castlereagh Streets leading to Martin Place from the south and north play an important role in establishing the primacy of this precinct in the hierarchy of streets and blocks in the city. The reduced setbacks for the proposed towers for both sites create distinctive thresholds to the space as envisaged by Jahn Gehl in his 2015 design proposals for Martin Place with the City of Sydney. In addition to this, no tower can be built to the south of the South Site due to the solar access requirements of Hyde Park. This assists in establishing a unique development framework to articulate, in built form, the primacy of Martin Place as an urban space, from this direction.

This strategy is supported by the equivalent setbacks to the North Site building. The relationship between these two towers establishes the identity of the station precinct within the overall urban morphology of the city.

The North Site's tower also responds to the zero setbacks to 8 Chifley Square and the Deutsche Bank building. As a group these buildings define both Chifley and Richard Johnson Squares as well as the changing street grid at Hunter Street.

It is appropriate that the built form of the North Site's tower on Elizabeth and Castlereagh Streets also has distinctive attributes to establish the primacy of Martin Place Station precinct in the city and the location of the main egress/ingress points of the station.

The built form of the North and South Sites on Elizabeth and Castlereagh Street can vary the predominant set back requirements established within City of Sydney development controls to zero in order to establish a distinctive character at threshold locations of the Martin Place Station precinct.

2.3.7 Maximise development potential and density

The amount and standard of urban amenity and public open space within the Martin Place Station precinct is very high compared to many other precincts in Sydney. The expansion of an integrated new rail station linking established civic spaces with new pedestrian connections that lead to George Street, Chifley and Richard Johnson Squares delivers exceptional access to public transport. These changes re-establish Martin Place as the heart of the city. The extent and significance of the transport orientated pedestrian environment underpins the importance of maximising development potential on the South and North Sites and the importance of maintaining acceptable levels of amenity within the public domain. It is imperative that high levels of density on property above and adjacent to civic spaces and public transport of this standard is achieved in alignment with more sustainable and livable urban futures.

2.3.8 Create distinctive architectural design on the North Site

At Hunter Street, the built form is to take into account the unusual intersection of different street grids, topography, the importance of corner access to the railway station, the role of the architecture as a global symbol of the Macquarie headquarters, and the relationship to the historic building at 50 Martin Place. The architecture is to reflect the unique urban qualities of the precinct and the symbolic role as the headquarters of a major corporation.

2.3.9 Minimise cores and services at the boundaries of the public domain

Required core and service zones are to be minimised to ensure active uses on street frontages are maximised.

2.3.10 Respond to the distinct built form of the 60-66 Hunter Street, otherwise known as the City Mutual Building and the former Qantas House

At the corner of Castlereagh Street and Hunter Street the built form of the new building must sympathetically respond to the distinct built form of the historic CML Building and former Qantas House opposite.

2.3.11 Enhance street activation

The anticipated increase in public transport use and expected population of development on the North and South Sites demands a balance of retail and community uses. These uses are to be located and designed to activate the existing streets with high levels of on grade pedestrian amenity and quality shop front designs, signage and wayfinding.

2.3.12 Create a world class working environment

The new buildings will become the working environment for more than 10,000 people. The architecture is to deliver premium levels of amenity including exceptional end of journey facilities and publically accessible private space above grade to enhance Sydney's reputation as a world class financial hub in the Asia Pacific region and as a destination for tourists.

2.3.13 Deliver a low carbon future through urban and building design

The development of the Martin Place Station precinct is to demonstrate high standards of environmental design. Design initiatives identified for consideration are noted as follows.

_ Shade through the equinox to summer period is to be maximised.

_ Heat island negative effects are to be minimised through façade design and material selections.

_ Potential for reflected light onto public open space is to be maintained or increased.

_ The energy supply including to the station design is to integrate lower carbon technology. The development will exceed minimum regulated performance standards.

_ Materials selections and construction detailing are to be designed for best practice design life using a lifecycle assessment approach. Top ten materials will meet specific best practice guideline performance requirements. As examples, the station structure is to be a 100 year life and double/triple glazed elements, a 25 year life.

_ Materials with a low embodied energy are preferred.

_ Construction is to be designed to minimise risk of damage to adjoining property, pollution and disruption to adjacent existing uses.

Urban Framework & Design Principles

03


MOORE ST.
N49015. KERRY PHOTO SYDNEY.

3 Urban Framework & Design Principles

3.1 Historical Context

Martin Place comprises the physical, functional and symbolic focus of the proposed Sydney Metro and Martin Place Station Precinct.

The creation of Martin Place represents one of the major civic improvement schemes undertaken in Sydney in the nineteenth century. While the impetus for the street came with proposals to rebuild the city's main post office in the 1860s, its completion required both state and local government action to effect the transformation of the nineteenth century townscape into a grand thoroughfare for the city and a desirable address for the city's professional and financial elites.

Establishment of the street – originally named Moore Street – was enabled in 1887 through the resumption of private property to the north of Colonial Architect James Barnet's General Post Office building. Additional resumption of properties in 1890 enabled its extension to Castlereagh Street. At 100-foot wide it was the city's widest street, and it soon became the setting for civic activities. In 1916, completion of the Head Office of the Commonwealth Bank to the east of the GPO established the street as a financial centre. Construction of the Government Savings Bank of NSW Building in 1928 – extending the full width of the block between Castlereagh and Elizabeth Streets – underscored the significance of Martin Place as a highly-valued address for major financial institutions.

Extension of Martin Place through to Macquarie Street was envisaged from the early twentieth century but not realised until 1935. This eastern extension represented a purposeful attempt by Council to encourage a precinct of high-status commercial buildings, and town planning design principles to be developed and to encourage uniformity of building heights and setbacks. The Art Deco style Prudential Building at No. 39, completed in 1939 to the design of Hennessy, Hennessy & Co, was typical of the buildings erected in Martin Place during the late inter-war period.

The pedestrianisation of the street which took place progressively in the 1970s formalised Martin Place as the city's principal urban space.

Located at the north end of the Precinct are Chifley Square and Richard Johnson Square, two small but historically significant urban spaces.

Chifley Square has its origins in 1916, when the city council first proposed to extend Elizabeth Street from Hunter Street to the intersection of Phillip and Bent Streets. A similar proposal was proposed again in 1937 as a means of relieving traffic congestion and endorsed by Council two years later, but not implemented until 1947. Qantas House, completed in 1957, realised the western quadrant of the semi-circular intersection, and in 1961 the public space was named in honour of a former Prime Minister. The eastern quadrant was not fulfilled until completion of the present Chifley Tower in 1992.

Located at the intersection of Castlereagh, Bligh and Hunter Streets, Richard Johnson Square was designed by Clarke Gazzard in 1974. The small pedestrian space was formed as an enlargement of the western Bligh Street footpath to encompass and integrate the island platform around the historic 1925 Richard Johnson memorial.

Artist's impression of Martin Place Station

_Pages 37 from Sydney Metro Southwest Chatswood to Sydenham Summary

3 Urban Framework

3.2 Sydney Metro Urban Design Guidelines (Transport NSW)

The urban and public domain design of Martin Place and Hunter Street is to be in general alignment with the Sydney Metro C2S SPIR Appendix A Design Guidelines. It should be read in conjunction with Sydney Metro's project vision and design objectives.

The following are of specific relevance to the urban design of these spaces:

_the scaling of public spaces to meet anticipated demand for customer circulation;

_the provision of weather protection at the entry to these stations;

_the role of interchange connectivity;

_the role of Crime prevention through environmental design(CPTED) in the design of these spaces;

_the role of place making in relation to network and station identity;

_the role of heritage in the urban design of these spaces; and

_the role of wayfinding and signage.

The implementation of these guidelines needs to consider the historic importance of the public open spaces and neighbouring heritage buildings that are affected by this redevelopment to ensure that the special characteristics and qualities of these spaces are supported not undermined.

The proposed design guidelines will help inform the preparation of the Martin Place Station Design Precinct Plan (SDPP) that TfNSW as the proponent of the Sydney Metro must prepare under the terms of the ministerial consent for that project irrespective of any OSD project.

_Public Transport connections from the station

3.3.1.1 Transport Interchange

Overview

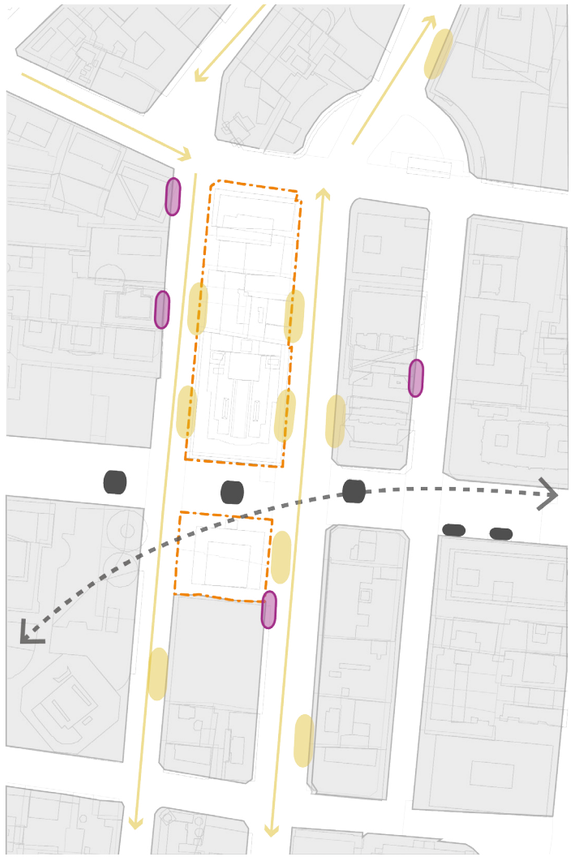
The precinct contains the existing Martin Place station on the eastern suburbs railway line. It connects Bondi Junction in the east to Cronulla and Waterfall in the south and the North Shore, Northern & Western Line at Town Hall, Central and Redfern Stations. It also connects to the Airport, Inner West & South Line at Town Hall, Central, Redfern and Wolli Creek Stations. Finally it connects to the Bankstown Line at Town Hall, Central, Redfern and Sydenham Stations. The proposed new Sydney Metro line will connect Rouse Hill to Bankstown.

The surrounding streets, particularly Elizabeth, Castlereagh and Hunter Streets contain bus routes heading towards Victoria Road, the Eastern Suburbs along Oxford Street, the south via Crown Street and the inner west via Parramatta Road.

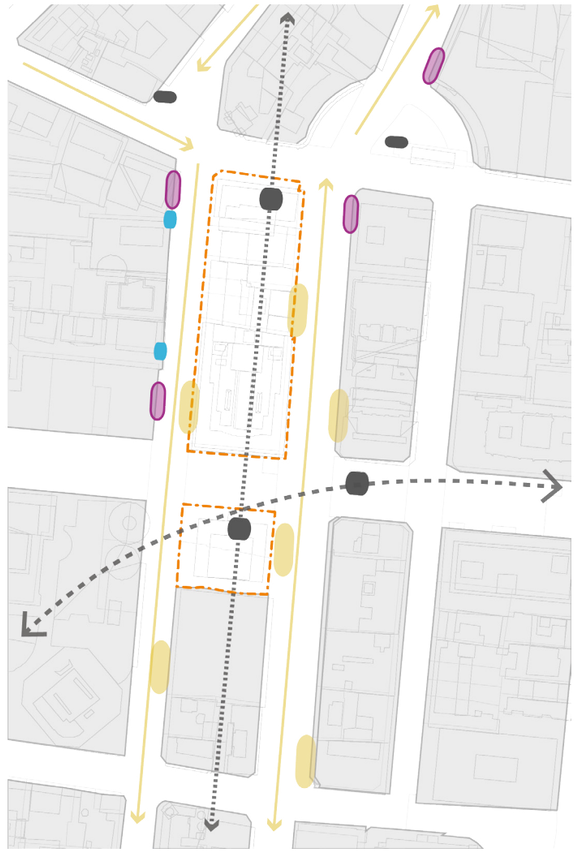
Taxi Ranks are located at Elizabeth, Castlereagh, Hunter and Phillip Streets in close proximity to the precinct.

The precinct forms an important part of the local pedestrian network including as a transport interchange, shopping and employment destination and as a thoroughfare.

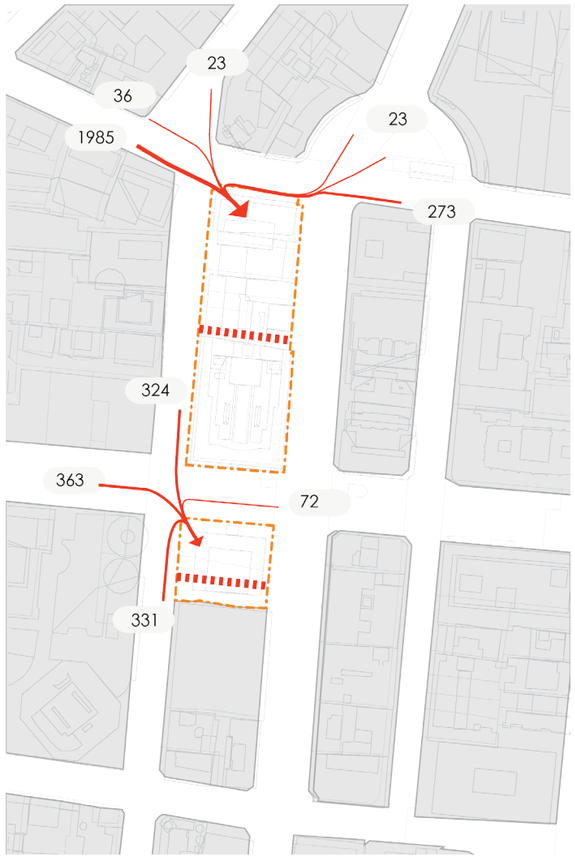
It is anticipated that the intensification of use resulting from the new metro station with enhanced rail interchange and OSD will significantly increase the importance of and pressure on the precinct as a node within these networks.



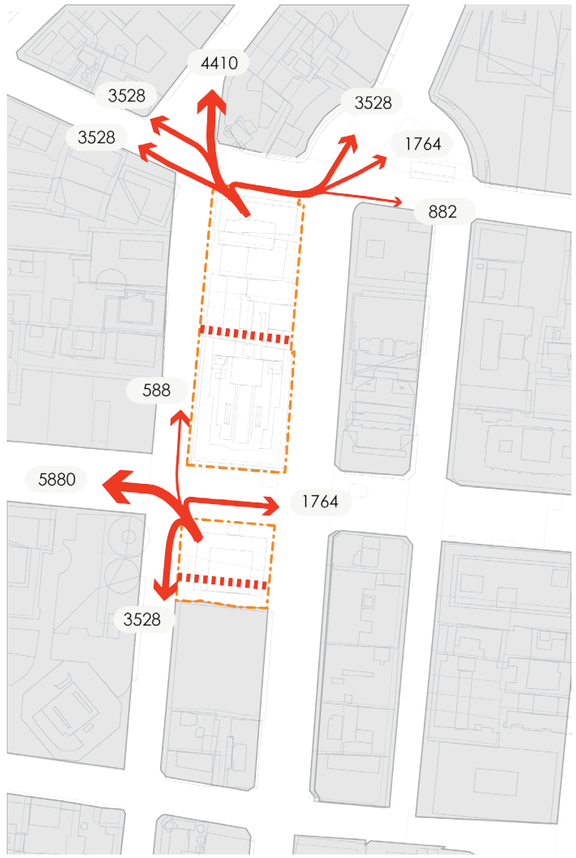
_Transport interchange in current format



_Proposed transport interchange



_Proposed pedestrian traffic to the precinct (morning peak hour) (Pedestrian Planning Report , p19, Macquarie Capital)



_Proposed pedestrian traffic from the precinct (morning peak hour) (Pedestrian Planning Report , p19, Macquarie Capital)

Bus routes / Stops
Taxi Ranks
Railway Station Entries
Kiss & Ride Zone
Pedestrian Traffic Flow

3.3.1.1 Transport Interchange

Analysis

The 2011 census data reveals that the immediate locality including the precinct has approximately 8500 employees of which approximately 50% commute by train, with a further 24% travelling by bus and only 17% of trips being by car (ARUP Traffic and Parking Report, page 9)

The proposed upgrades to this transport interchange will significantly increase the demands on the surrounding public domain network through increased use and capacity.

The OSD will also increase these pedestrian movements.

This increased pedestrian flow gives opportunity for increased vibrancy and activity for public spaces that form this important part of the city. It also creates opportunity to support a greater amount of commercial and retail activity in the area, particularly within the context of the interchange itself.

Station entries when located on the corners of streets offer maximum flexibility of movement between the station and the public domain beyond.

Arup's Transport Integration Strategy notes that the level of customer interchange between various modes of public transport to be small as the majority of users will be arriving at their destination when they alight from the relevant modes of public transport (Transport Integration Strategy, p11, ARUP).

Nevertheless, the location of bus stops and taxi stands need to be incorporated in the design of the ground floor plan of the proposal, particularly near station entries.

Principles

_Station entries are to be located at the corners of streets.

_Station entries are to be scaled to suit the anticipated user movements.

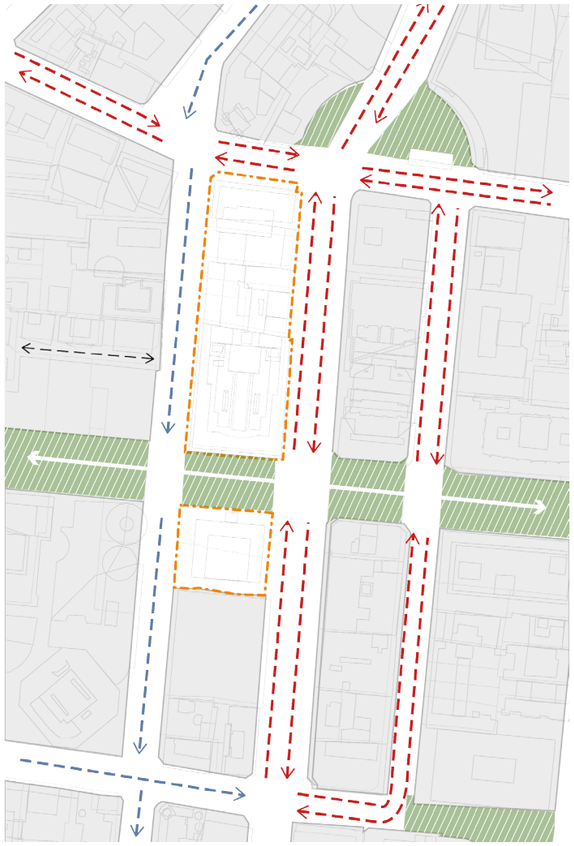
_Station entries are not to form the predominant architectural character of the buildings in which they are located. They are to be civic buildings in which railway stations are located.

_Where part of the project, the public domain (footpaths and squares) is to be scaled and designed to facilitate anticipated pedestrian movements.

_Simple and direct movement between modes of transport are to be facilitated by the design of the ground floor of the proposal and in the proposed positioning of bus and taxi stands.

_The North Site is to incorporate an east west through site link open to the public from 6am to 10pm at the junction of 50 Martin Place and the new building.

_The transport interchange is to provide appropriate publically available intermodal transport facilities.



_Current road network

_Current service vehicle, requirements for site and surrounding buildings

_Proposed service vehicle, requirements for site and surrounding buildings (TFNSW Scheme)

Pedestrian Zone

Oneway Traffic

2 way Traffic / Laneway

Service Entries

3.3.1.2 Motor Vehicle Movement

Overview

The precinct forms an important part of the city's vehicular network a significant proportion of which is designated for one way traffic. Castlereagh, Pitt and O'Connell Streets are designated as south bound only streets. King Street is east bound only.

These streets accommodate service vehicles to support the largely commercial, civic and retail uses of the surrounding areas.

Analysis

Arup note in their analysis of the existing traffic conditions that,

"Elizabeth Street northbound experiences heavy traffic volumes during both peak periods. There is a strong movement from Macquarie Street (southbound) in the east to Castlereagh Street (southbound) via Hunter Street, which contributes to relatively heavy westbound traffic on Hunter Street.

Currently, the Macquarie Street / Bent Street / Eastern Distributor ramps intersection is extremely congested during the AM and PM peaks with the intersection performing above its theoretical capacity at level of service F. Long delays are caused by conflict between high volumes of traffic on the Eastern Distributor ramps (westbound) and Macquarie Street (southbound).

All other intersections near the Martin Place Station construction sites currently operate at level of service B or better. However, at the Elizabeth Street / Phillip Street / Hunter Street intersection, signal coordination along Elizabeth Street causes delays for conflicting right turn movements and vehicles on side-streets."

(Table 1 of Sydney Metro (Chatswood to Sydney) EIS- referenced in ARUP Traffic and Parking Report)

The design of vehicle access to the precinct as well as servicing has significant potential to impact the availability of the building to activate the public domain. Vehicular traffic entering the precinct will be limited to service vehicles using the loading docks as there is currently no new on site car parking although this will be subject to design development.

Principles

_Service vehicle frontage to the building is to be limited to maximise the capacity to activate public domain.

_Any carpark and service vehicle access is to be located to the middle of the block of the North Site to minimise potential impact on active frontages to Elizabeth and Castlereagh Streets with access denied to Hunter Street.

_Any carpark and service vehicle access is to be located to the southern extent of the South Site block to minimise potential impact on active frontages to Elizabeth and Castlereagh Streets and most importantly Martin Place. It is noted that the City of Sydney DCP aims to provide active frontages to Castlereagh Street over Elizabeth Street.

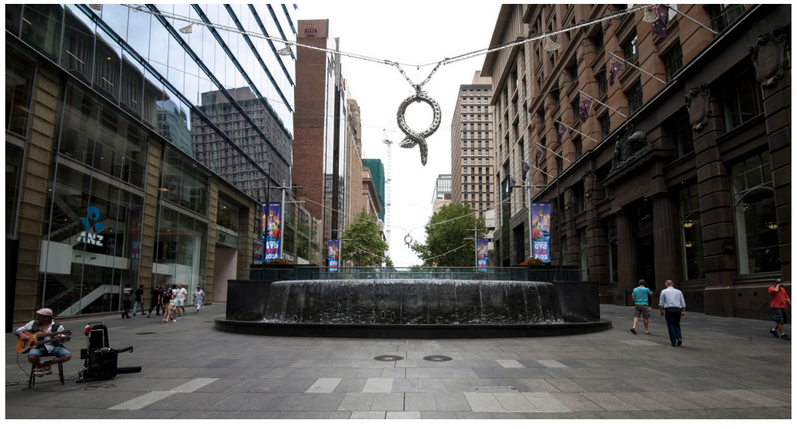
Active edges

_City of Sydney ambition for active uses in the precinct as shown on the Active Frontages Sheet 014 map within the City of Sydney DCP 2012

_Memorial in front of the GPO

_5 Martin Place

_50 Martin Place



_Fountain between 5 and 20 Martin Place

_Current context showing general absence of street activation due to heritage architecture and commercial office use

3.3.2.1 Public Domain Activation

Overview

The precinct addresses and connects three of the major public spaces of the city - Martin Place, Chifley and Richard Johnson Squares.

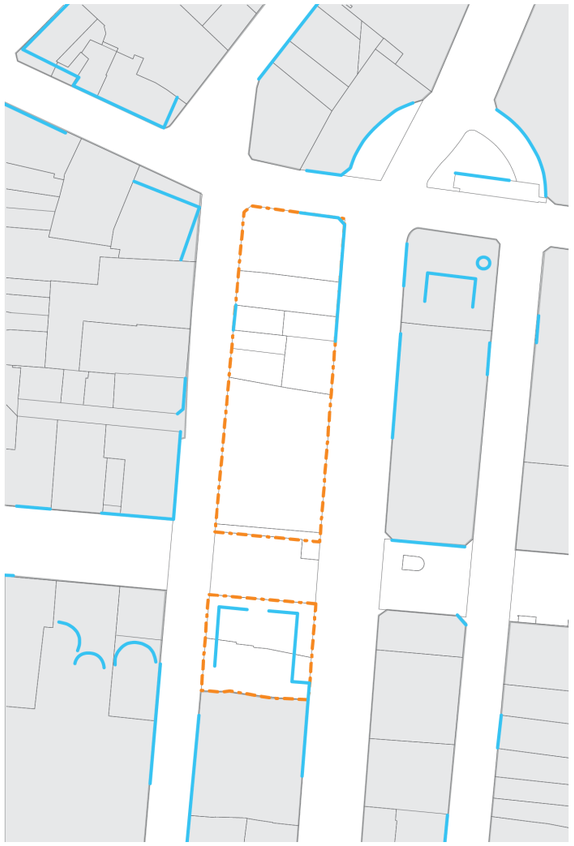
Generally the large scale commercial buildings occupied by banks, legal and financial service businesses provide limited activation of this public domain. What activation there is is generally confined to building entries, some of which may have small café concessions.

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 reconfiguration of Martin Place station as well as the over station development provides opportunity to increase the vibrancy of this important part of the city.

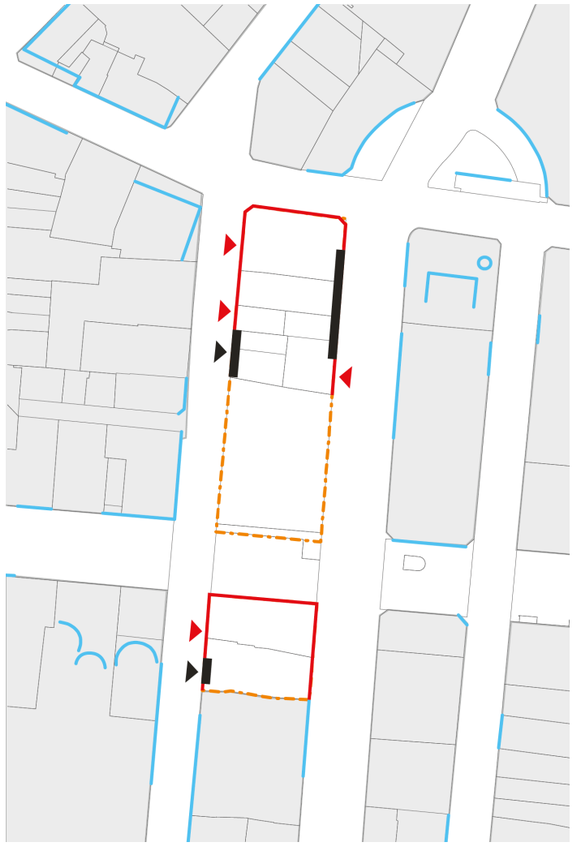
Planning Context

The City of Sydney DCP 2012 describes its preferences for façade activation in Part 3.2.3 Active Frontages and on its associated map. This proposal requires active frontages to Hunter Street, Martin Place and Castlereagh Street South of Martin Place.



_Current Active edges and public entries

_Proposed active edges



_Impact of underground station services coming to ground in the context of existing active edges (TfNSW) scheme

Active Edges

Proposed Active Edges

Non- Active Edges / Services

Active Entries / Service Entries

3.3.2.1 Public Domain Activation

Analysis

The significant increase in pedestrian traffic resulting from the Martin Place upgrade provides opportunity to increase the activation of the public domain of the precinct and its surrounds.

Opportunities for active frontages are limited for the extent of the heritage listed 50 Martin Place building due to its existing fabric, internal floor levels and use.

The proposed development of the South Site can significantly improve its capacity to activate the public domain with active frontages through the improved relationship of levels between the interior of the building and the public domain.

The amount of services required to support the new station has the potential to detrimentally affect the amount of active frontage of the proposed redevelopment.

Principles

_Active frontages are to be maximised and to be located as a minimum in the locations noted in the City of Sydney DCP part 3.2.3. In general they should comply with the objectives and principles described in this document.

_The railway station entries are to be designed and positioned to maximise their capacity for pedestrian movement and public domain activation.

_Above ground services strategy for the new railway station is to ensure its impact on the public domain is minimised. Where possible services are to be located away from frontages indicated as active frontages in the CoS DCP.

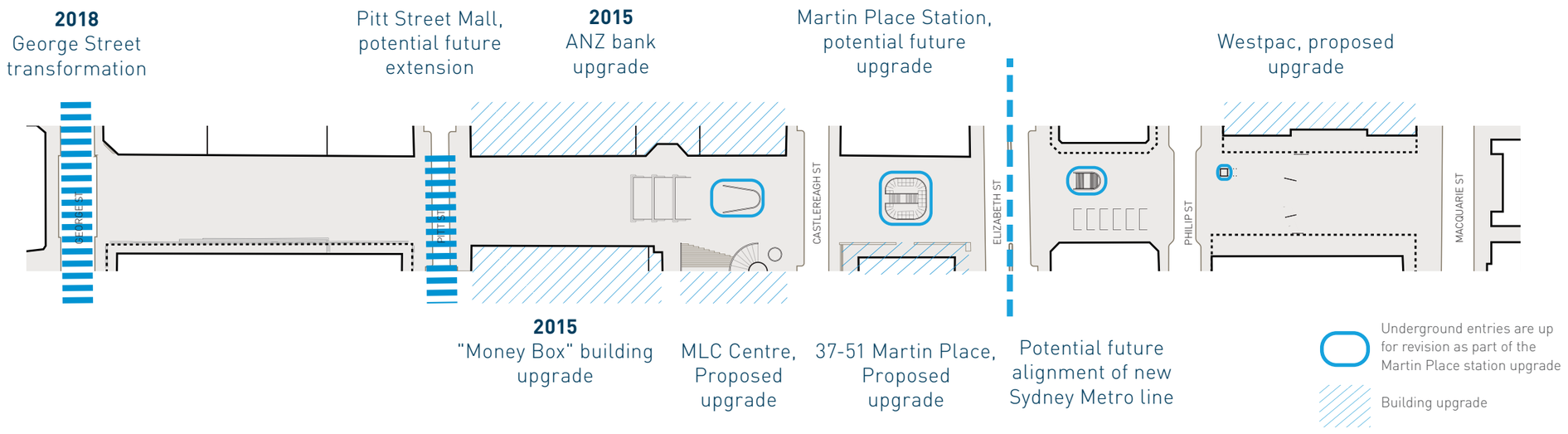
_The ground level impact of the services of the OSD are to be considered in the design and are to ensure its impact on the public domain is minimised. Where possible services are to be located away from frontages indicated as active frontages in the CoS DCP.

_Service vehicle entries are to be located as noted in part 3.3.1.2 of this report.

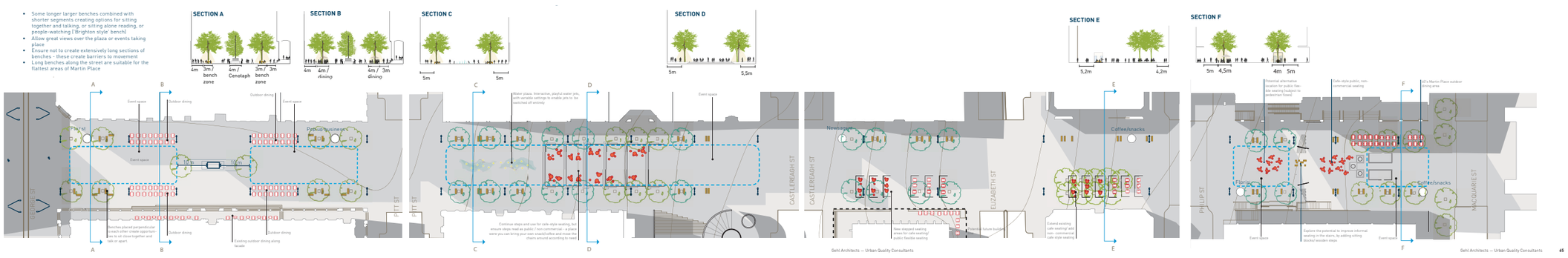
_The Bank at 50 Martin Place is to maintain the historic Martin Place, Castlereagh Street and Elizabeth Street principal entrances to the building to activate these streets and to ensure the independent identity and heritage significance as a bank on Martin Place are retained.

_It is critical that the Martin Place entrance to 50 Martin Place continues to have a public role providing access to the building.

_The Tom Bass sculpture is to be reinstated or relocated within the public domain of the precinct. Opportunities for the integration of public art in the precinct as a whole are encouraged and a public art strategy included in future detailed planning applications.



_Current ground plane situation by Jahn Gehl mapped and analysed in the City of Sydney Martin Place Urban Design Study 2015



_Proposed design for Martin Place by Jahn Gehl in the City of Sydney Martin Place Urban Design Study 2015

3.3.2.2 Ground Plane of Martin Place

Overview

The South Site will form the street wall definition of Martin Place between Castlereagh and Elizabeth streets. The northern façade of the public space will be formed by the existing façade of the heritage listed building at 50 Martin Place. The new building on the South Site will form the street wall to this space and has an important role in maintaining and enhancing the spatial character and heritage attributes of Martin Place.

The proposed redevelopment offers the opportunity of improving the entry to the existing below ground train station at Martin Place, including the removal of the entry in the centre of Martin Place, allowing its integration with the proposed southern building.

There are challenging levels across the precinct with grades typically being greater than 1:10 falling from east to west across Martin Place.

There has been a significant number of urban and landscape design proposals for Martin Place with Jan Gehl's proposals of 2015 being the most recent. This design proposed that the part of Martin Place included in the precinct be a 'quiet zone' with two rows of street trees from east to west, some seating under these trees to the north and terraces under the southern row of trees that could accommodate more casual and café seating. It should be noted that this design did not anticipate the metro station and would require amendment as a consequence.

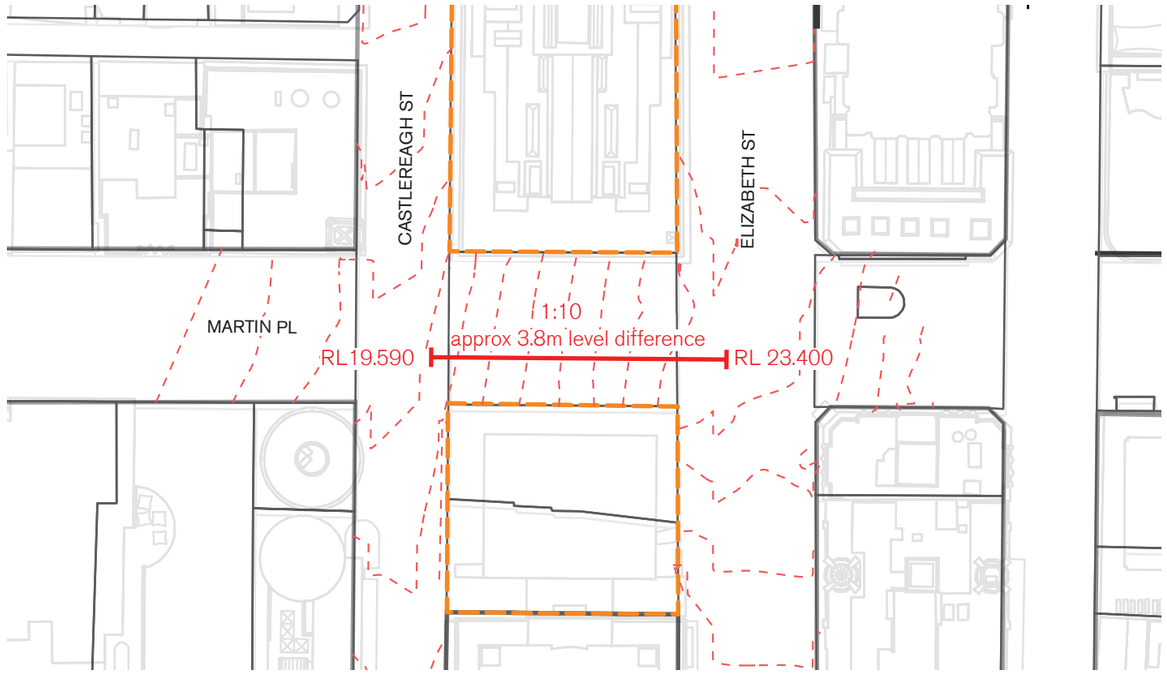
The current solar access to the precinct is protected by the requirements of the LEP Solar access plane although it is anticipated that there may be some additional overshadowing outside the time period nominated for protection due to the new OSD to the North Site. The South Site's OSD does offer opportunities to improve daylight levels through the use of controlled reflected light from the northern façade.

The current wind levels are at a level consistent with existing levels. (Refer to Wind Tunnel Test for: MARTIN PLACE OVERSTATION, Sydney, Australia. prepared by CPP)

Planning Context

The City of Sydney DCP 2012 Part 2.1.7 Locality Statement for Martin Place describes some general ambitions for Martin Place. They are to activate these spaces and to conserve and enhance the significance of Martin Place as one of Central Sydney's grand civic and ceremonial spaces, and as a valued business location, and to protect and extend sun access and reflected sunlight to Martin Place during lunchtime hours from mid-April to the end of August. The solar access protection to Martin Place is further defined in the City of Sydney LEP 2012 Part 6.17

_Overland flow implications for Martin place and adjacent buildings (sourced from Figure 3, Peak Flood Depth PMF Design Flood Event extracted from the C.o.S Draft City Area Floodplain Risk management Plan)



_Topography and accessibility

3.3.2.2 Ground Plane of Martin Place

Analysis

The removal of the existing train station entry from the centre of this space and its integration in the proposed new southern building allows for a reduction of clutter and increased opportunity for public space activation within Martin Place, and the realisation of the Jan Gehl scheme.

The redesign of the southern building also offers opportunity for greater façade activation through the integration of levels between the building and Martin Place.

The historic building at 50 Martin Place offers very limited opportunity to activate this public space due to its use, its important heritage qualities and the relationship between the interior and the exterior.

There may be opportunities to increase daylight in Martin Place through potential reflection from the north façade of the southern building and the east and west facades of the northern building. This is to be investigated in the design development process.

The level change between Elizabeth and Castlereagh Street is steep at over 10:1 resulting in challenging access issues for properties with Martin Place frontages.

Principles

_Public domain activation by the southern building is to be maximised.

_The amount of building frontage addressing the public domain accommodating services is to be minimised and not permitted to Martin Place.

_Remove existing train station access from the centre of Martin Place and integrate in the southern building. Entry located at the north-west corner of this building is encouraged to facilitate accessible access to the railway station.

_Reduce public domain clutter to allow maximum opportunity for public space activation.

_Design proposals to take into account overland flow and potential flood impacts predicted for the locality.

_Wind impacts of proposal to meet relevant public domain standards appropriate for use and proposed activity.

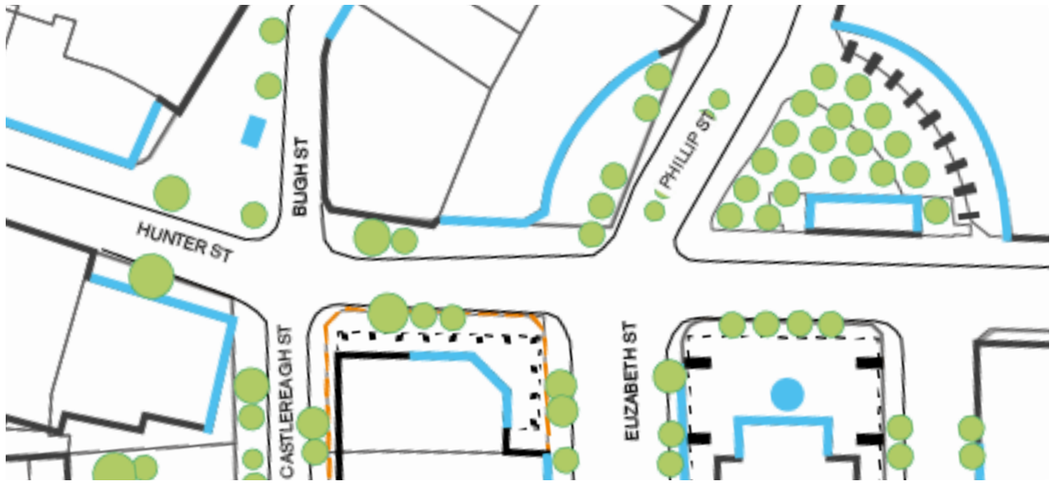
_Daylight access analysis to be provided to Martin Place to show impact of design proposals.

_Investigate the potenial to improve daylight levels to Martin Place through reflection from the north façade of the southern building and the east and west facades of the northern building.

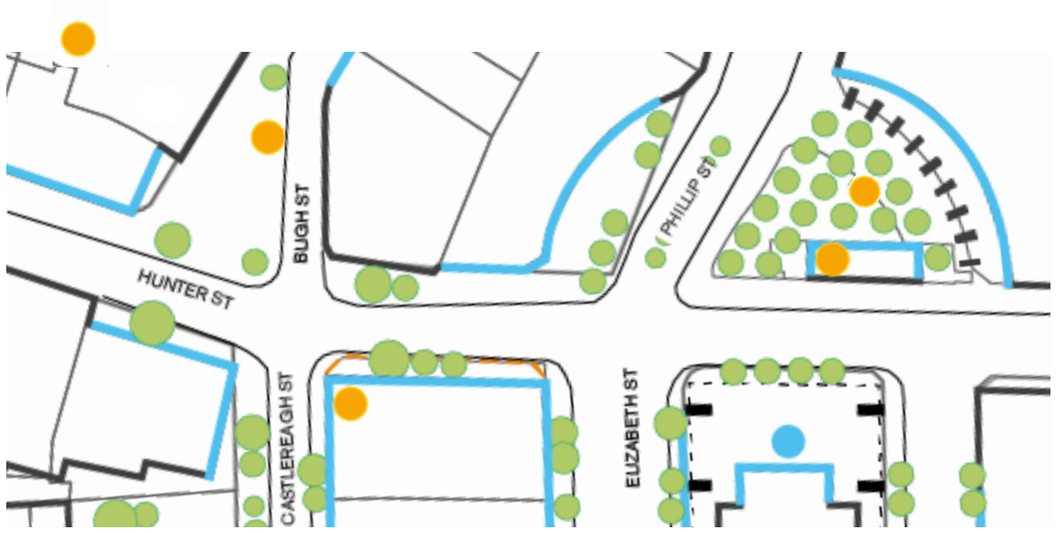
_Solar access impacts to be limited to those predicted by built form of the CoS LEP 2012 Solar Access Plane and maximum height limits.

_Rain cover is to be provided to the South Site although no awnings are permitted to Martin Place.

_Some street tree planting and the use of terracing to make usable outdoor spaces in the redesign of Martin Place's topography is encouraged.



_Current public domain activation



_Opportunities for public space activation of Richard Johnson and Chifley Squares

Active edges / Area

Proposed / potential site entry points

Non-active edges / Colonnades

Street Vegetation

3.3.2.3 Ground Plane of Chifley Square and Richard Johnson Square

Overview

Chifley and Richard Johnson Squares are located to the north east and north west of the precinct.

The Hunter Street façade of the redevelopment will play an important role in the definition of both of these spaces.

Equally, both of these spaces will be highly significant in the distribution of commuter pedestrian traffic from the new station to the north of the precinct.

Both of these public spaces also have highly significant heritage contexts which will need to be maintained and enhanced.

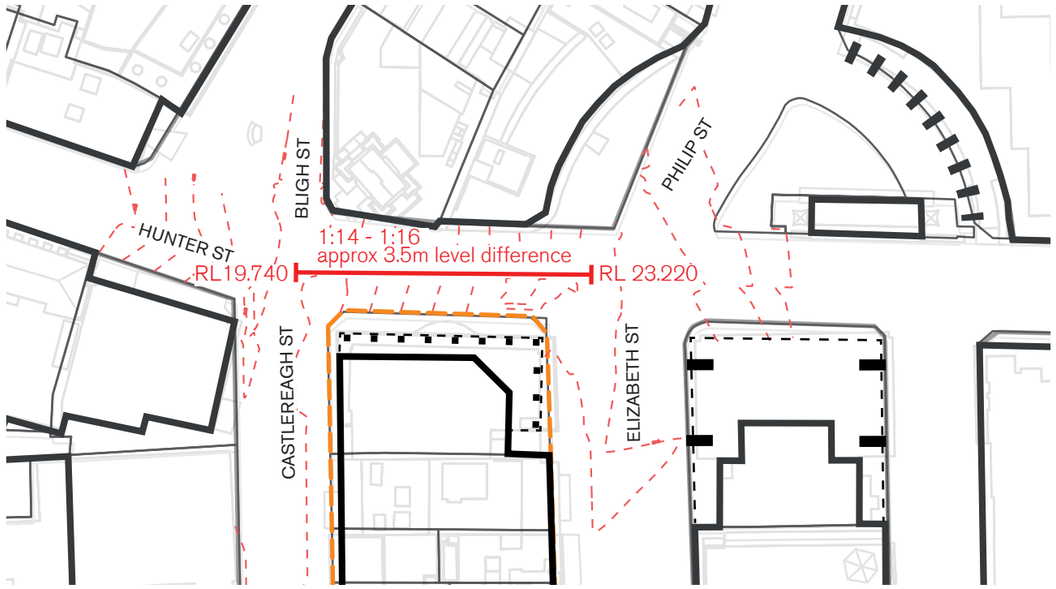
Due to the developments location to the south of these spaces they will not result in impacts on their current levels of solar access. The North Site's OSD offers potential opportunities to improve daylight levels through the use of reflected light from the northern façade.

The current wind levels are at a level consistent with existing levels (Refer to Wind Tunnel Test for: MARTIN PLACE OVERSTATION, Sydney, Australia. prepared by CPP)

Planning Context

The City of Sydney Sydney DCP 2012 Part 2.1.12 Locality Statement for Chifley Square describes some general ambitions for these spaces. They are to recognise and enhance Chifley Square as one of the important public open spaces in the heart of the financial centre of the city, promote and encourage the use of the space as a destination and meeting place for people, to interpret the history of the place and its evolution in the design of both public and private domain and create a distinct sense of place inherent in the character of Chifley Square and to protect and extend sun access to Chifley Square during lunchtime hours from mid-April to the end of August..

_Overland flow implications for Richard Johnson and Chifley Square and adjacent buildings (sourced from Figure 3, Peak Flood Depth PMF Design Flood Event extracted from the C.o.S Draft City Area Floodplain Risk management Plan)



_Topography and accessibility

3.3.2.3 Ground Plane of Chifley Square and Richard Johnson Square

Analyis

Chifley Square is a semi-circular public space that terminates the north south orthogonal streets of Phillip Street and Elizabeth Street and resolves the transition to the more topographic street layout to the north of the precinct.

There is a significant fall from east to west which is currently resolved by a café pavilion aligned with Hunter Street that permits the levels of Chifley Square to be relatively flat. This structure activates the square yet forms a barrier between Hunter Street and the Square. A grid of palm trees reinforces the geometry of the square.

Richard Johnson Square is a small triangular public space that also takes up the transition between the roughly orthogonal street network to the south of Hunter Street with the more topographic to the north. The space is dominated by a memorial to commemorate the site of the first church erected in Australia, as well as significant street tree planting.

These important public spaces are linked by the significant heritage structures of Emil Sodersten's City Mutual Life Building (1936) and Felix Tavener's Qantas House (1950).

The Hunter Street façade of the redevelopment is critical in the definition of these spaces as it forms the northern edge of the orthogonal street network that allows the specific geometry of both Chifley Square and Richard Johnson Square to be legible. This frontage is required to be able to activate both of these spaces.

There are flooding and overland flow requirements that require resolution to ensure the capacity of the building to activate these spaces is not significantly impacted.

Principles

_Improve connections to and activate Hunter Street as well as Chifley and Richard Johnson Square.

_Facilitate effective pedestrian connections from the metro station to the northern parts of the city through the considered location and design of the station entries and their connection to the surrouding public domain.

_The placement of any new metro station entries in these spaces needs to consider their important spatial and heritage qualities.

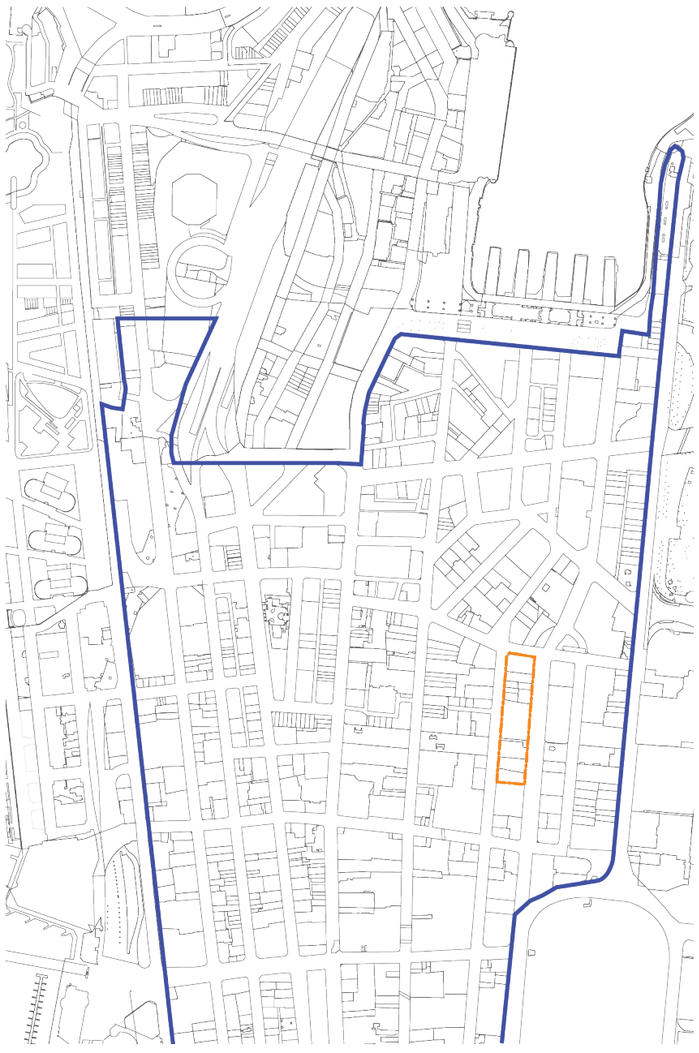
_The amount of building frontage addressing the public domain accommodating services is to be minimised and not permitted on Hunter Street.

_Reduce public domain clutter to allow maximum opportunity for public space activation.

_Design to ameliorate overland flow and potential flood impacts predicted for the locality.

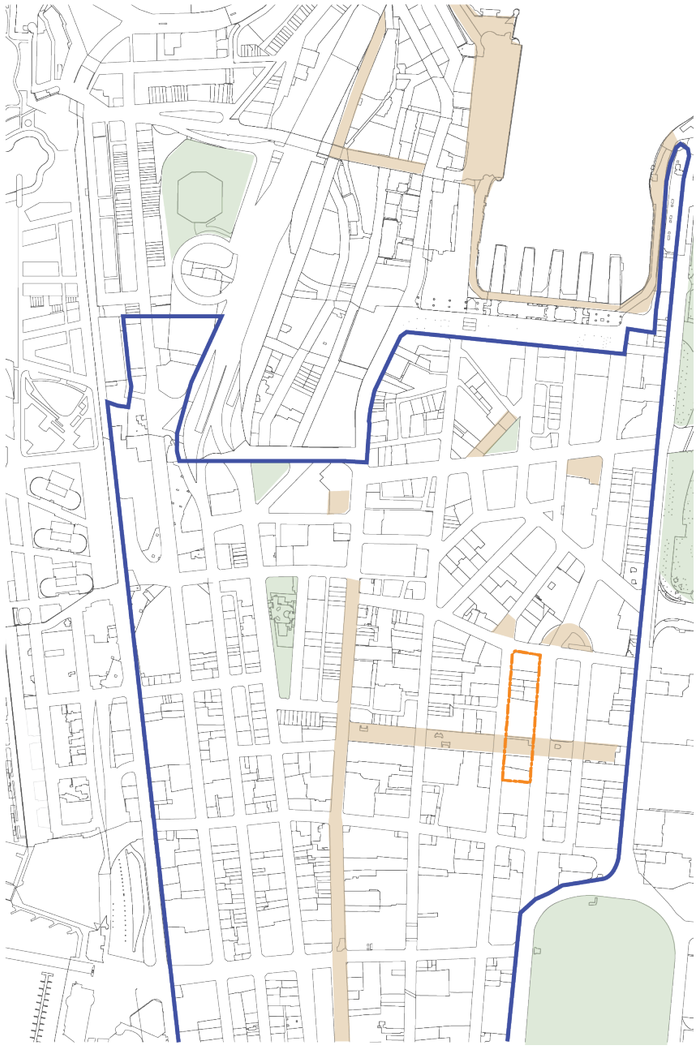
_Wind impacts of proposal to meet relevant public domain standards appropriate for use and proposed activity.

_The frontage is to incorporate features that provide rain cover for local pedestrians and users of the new metro station.



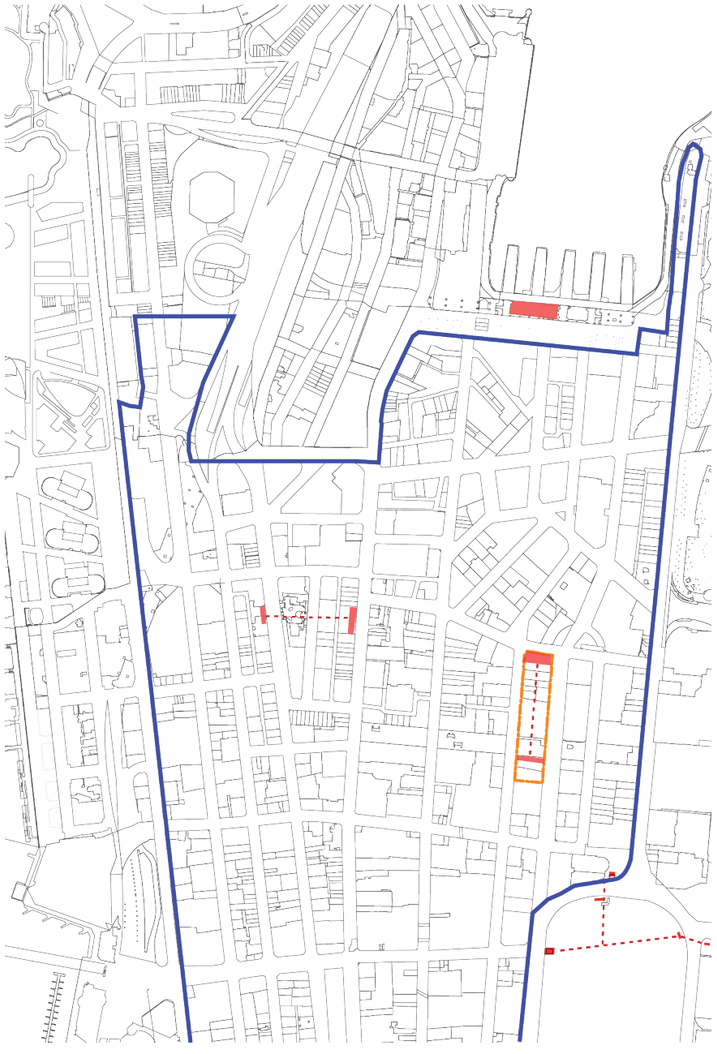
_FSR 8:1 Zone

_LEP shows consistent base FRS over the city



_FSR 8:1 zone and public domain

_The precinct has very high levels of public space access and amenity



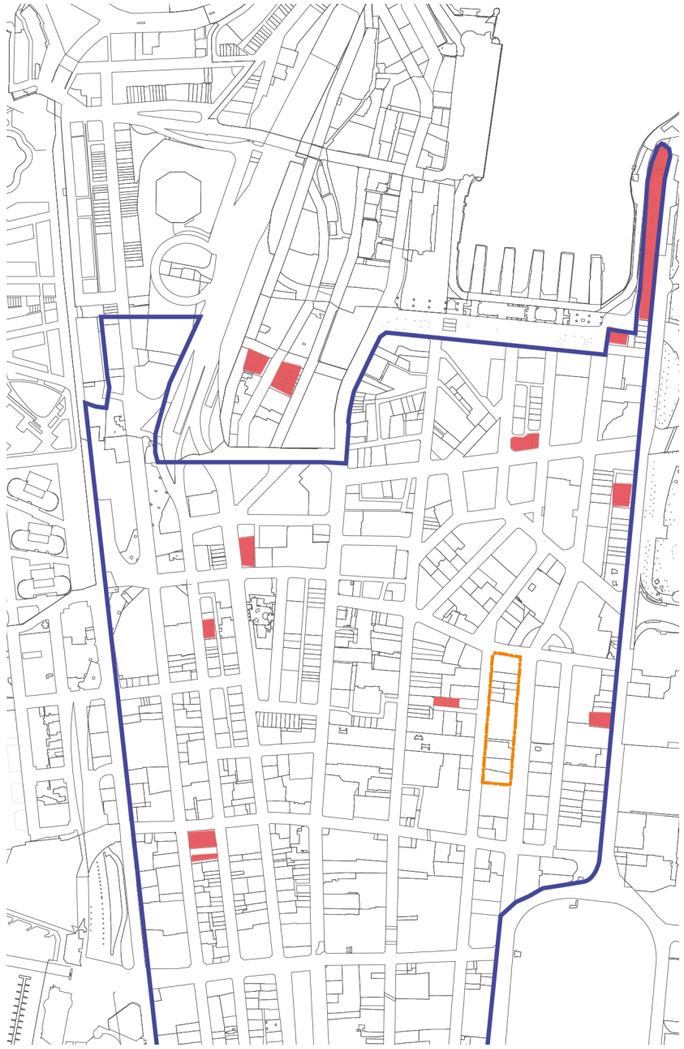
_FSR 8:1 zone and railway station locations

_The precinct has high levels of public transport accessibility

3 Urban Framework

3.3 Key Urban Design Issues

3.3.3 Built Form



_FSR 8:1 zone and residential building

_The absence of local residential development limits the precinct's capacity to impact residential ammenity

3.3.3.1 Density

Overview

The majority of the city has a blanket 'base' FSR of 8:1. Within this context there is a great variety of site specific variables that underpin variations to this proposed density, often referred to as 'bonus density.'

The ability to achieve the precinct's maximum density permissible under the Sydney LEP 2012, or beyond, depends on numerous merit assessment variables. These include proximity and capacity of public transport, the available amenity on the precinct as well as the impact on the amenity of surrounding public space and properties, particularly residential properties, the impacts on heritage items as well as street and lot structure, and finally the functional requirements of the city to promote and encourage the major business activities of the city.

The precinct's relationship with all of these variables encourages a high density occupation of the precinct. This is consistent with the City of Sydney's identification of blocks in the precinct including the OSD sites that have the capacity for significant increases in FSR as noted in the Central Sydney Planning Strategy – Appendix B Built Form Capacity Study.

Planning Context

Density is controlled by the CoS LEP 2012 Floor Space Ratio control. (Sydney LEP 2012 4.4). The objectives of which are as follows:

_to provide sufficient floor space to meet anticipated development needs for the foreseeable future;

_to regulate the density of development, built form and land use intensity and to control the generation of vehicle and pedestrian traffic;

_to provide for an intensity of development that is commensurate with the capacity of existing and planned infrastructure; and

_to ensure that new development reflects the desired character of the locality in which it is located and minimises adverse impacts on the amenity of that locality.

This control defines a 'base' Floor Space Ratio for both the North and South Sites of 8:1. With the inclusion of 'bonuses' for commercial uses and end of trip facilities for cyclists, this increases to a maximum FSR of 12.8:1 for both sites.

Analysis

The precinct has very high levels of transport accessibility being located directly above a major railway interchange and within a local bus interchange. It is highly accessible to pedestrians being located on the pedestrianised public space of Martin Place which is also directly connected to the soon to be pedestrianised public space of George Street.

The precinct has potential for high levels of amenity for the occupants of the building and the design principles established in this document are designed to ensure a high amenity for the public domain. The building's location in a predominantly commercial district of the city means that the amenity of residential buildings is not compromised by the proposed built form.

The location of the existing heritage building at 50 Martin Place, means that the space over this building is already maximised. The potential building envelope consolidates development on the North Site ensuring the amenity of Martin Place and the local heritage values are maintained.

The precinct is located within the primary financial and government district. This location encourages the maximisation of density to appropriately support these uses and to consolidate Sydney's ambitions as a global financial centre for the Asia Pacific region.

Principles

_Gross Floor Area should be maximised within the proposed envelope allowing for appropriate built form and façade articulation.

SMMPS Precinct

Floor Space Growth Scenrios

Council Precincts

Potential Amalgamation

X Block ID

X Site Sub-Code

_Built Form Capacity Site Identification Map

Source: Central Sydney OPlanning Strategy - Appendix B Built Form Capacity Study & Ethos Urban

Block Ref	Prevailing Height Control	Maximum Potential Height (RL)	Maximum Potential Height (m)	Total Floor Space sqm (moderate)	FSR (moderate) (x:1)	Total Floor Space sqm (High)	FSR (high) (x:1)
City Core							
26A1	No Additional Overshadowing – Australia Square	215	200	51,723	14.2	59,712	16.4
26A2	No Additional Overshadowing – Australia Square	189	172	51,644	12.7	59,265	14.5
27	No Additional Overshadowing – Australia Square	330	217	84,232	15.2	97,537	17.6
28A	No Additional Overshadowing – Macquarie Place	217	211	116,054	13.9	133,838	16.1
28C	PANS OPS	330	326	99,972	22.9	117,502	26.9
29C	PANS OPS	330	327	59,561	19.3	69,624	22.6
34A	Sun Access Plane – Wynyard Park	216	196	108,377	13.0	124,549	14.9
43B	No Additional Overshadowing - Pitt Street	271	253	67,609	18.3	78,882	21.4
44A	No Additional Overshadowing - Pitt Street	315	302	155,050	22.9	182,246	27.0
46	Sun Access Plane – Wynyard Park	193	184	75,038	13.3	86,322	15.3
55A1	Sun Access Plane – Martin Place	203	190	57,349	13.3	65,994	15.4
54A	No Additional Overshadowing – Martin Place	200	187	98,436	14.2	113,622	16.4
55A2	No Additional Overshadowing – Martin Place	170	151	45,614	10.3	51,702	11.7

_Commercial development capacity of identified blocks

Source: Central Sydney OPlanning Strategy - Appendix B Built Form Capacity Study

_LEP Overshadowing

_The precinct is adjacent to several protected public spaces in the city - Hyde Park and Martin place

_LEP Sun access Protection built form

_The precinct is impacted by the LEP sun access planes protecting access to these public spaces - SAP 2A and 5B

_LEP consolidated Height

_The precinct is in the context of the consolidated height mapping in the city. The northern site is on the southern edge of the precinct where maximum building heights are permitted

_The precinct is located within the context of existing and proposed towers

3.3.3.2 Tower Height

Overview

The height of towers forms an important role in defining the built form of the city, establishing hierarchies in the public domain and determining amenity in both the public domain and for surrounding buildings.

The particular characteristics of the precinct and its position in the city mean that both the northern and southern towers can perform all of these roles, making the city more distinctive, legible and with a discernible hierarchy of public spaces that can be appreciated from a variety of vantage points including heights, distances and contexts.

Planning Context

The maximum height of the buildings on the precinct is defined by LEP 2012 Solar Access Planes and in the case of the South Site by the LEP's height limit of 55 metres for a distance of 25metres south of the Martin Place Boundary.

The South Site is controlled by Solar Access Plane 2A – Hyde Park North which is designed to provide a defined limit to the overshadowing of Hyde Park between 10am and 2pm in mid winter.

The North Site is controlled by Solar Access Plane 5B – Martin Place which is designed to provide a defined limit to the overshadowing of Martin Place between 12 noon and 2pm in mid winter.

Analysis

The Sun Access Plane (SAP) allows for a building form on the South Site that tapers from RL 140.927 to RL 163.832 and a building form on the North Site that tapers from RL 132.58 to RL 214.27. The Sun Access Planes are a critically important design tool for maintaining the amenity of significant public spaces.

Owing to the high level of amenity on the precinct, its access to public transport and the significance of its location within the financial centre of the City of Sydney, a city with growing regional significance and ambition, the precinct presents a unique opportunity and responsibility to maximise development capacity.

Principles

_Both towers are not to breach the Sun Access Planes.

_Both towers are to maximise their capacity within the constraints of the Sun Access Planes and the design principles of this report.

_Rooftop and mechanical plant to be wholly within built form envelope and a considered part of the mechanical design.

3.3.3.3 Podium Street Wall Definition - Setbacks and Height

Overview

Street wall definition and height are critical to the formation and sense of enclosure of urban public spaces. Typically, consistent street wall alignments and heights create the spatial character of these places.

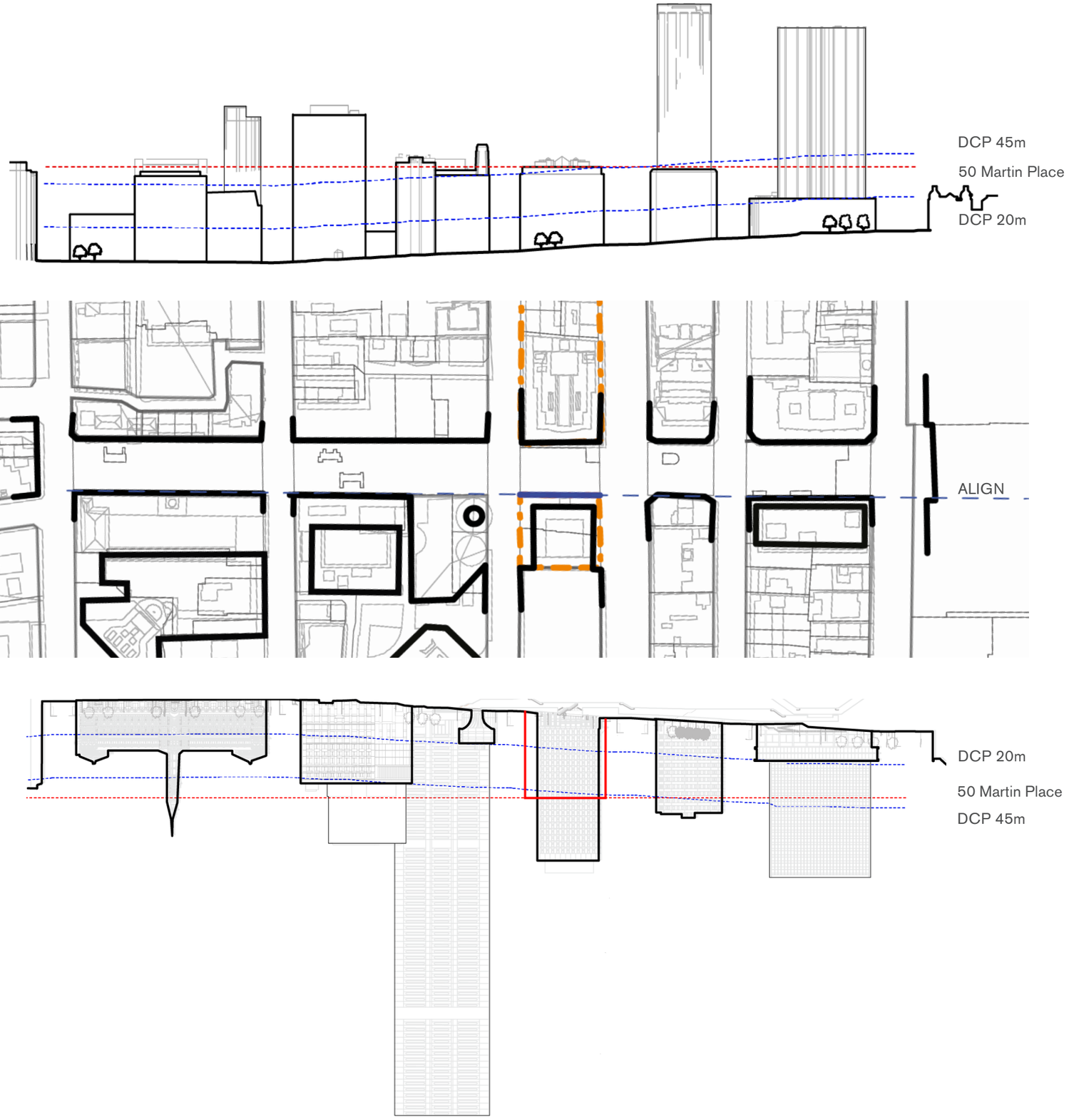
Due to changing planning controls and their implementation over time, there is significant variety of street wall heights that surround and include the precinct.

The proposal is developed from the study of these existing conditions and aims at integration, to reinforce and support the existing spatial characteristics of the public domain surrounding the precinct.

Planning Context

Generally the CoS planning strategy for built form in the city is to establish a podium that defines the street wall with towers setback above.

This is defined in the CoS DCP2012 5.1.1 Street frontage heights which establishes a typical street wall height between 20 and 45m and to relate to the predominant street frontage height of adjacent buildings and buildings in the vicinity. There are some specific controls relating to the previously mentioned character areas described as follows.



_Martin Place - Street walls

3.3.3.3.1 Podium Street Wall Definition - Martin Place

Planning Context

The City of Sydney DCP 2012 Part 2.1.7 Locality Statement for Martin Place describes some general ambitions for Martin Place. They are to retain and enhance the urban character, scale and strong linear enclosure of Martin Place by requiring new buildings to be built to the street alignment, have street frontage heights consistent with the prevailing form of buildings in the area and to have building setbacks above those street frontage heights.

Analysis

Currently the building occupying the South Site does not match the predominant street wall alignment of Martin Place.

There is significant variation in street wall height as noted on the attached diagrams, ranging from 30m to 50m with the MLC centre reading as a strong break in the street wall midway along the southern edge of Martin Place.

The northern façade of Martin Place, in the block which forms part of the precinct, will be defined by the existing heritage listed building at 50 Martin Place.

As a result of the variety of street wall heights and alignments as well as the benching of the precinct from east to west with each block forming a subtle room within the larger space of Martin Place, the opportunity to achieve a stronger relationship between the northern and southern street walls between Elizabeth and Castlereagh Streets will improve the civic character of the precinct. Key alignments for the southern block will be established by the architecture at 50 Martin Place.

Principles

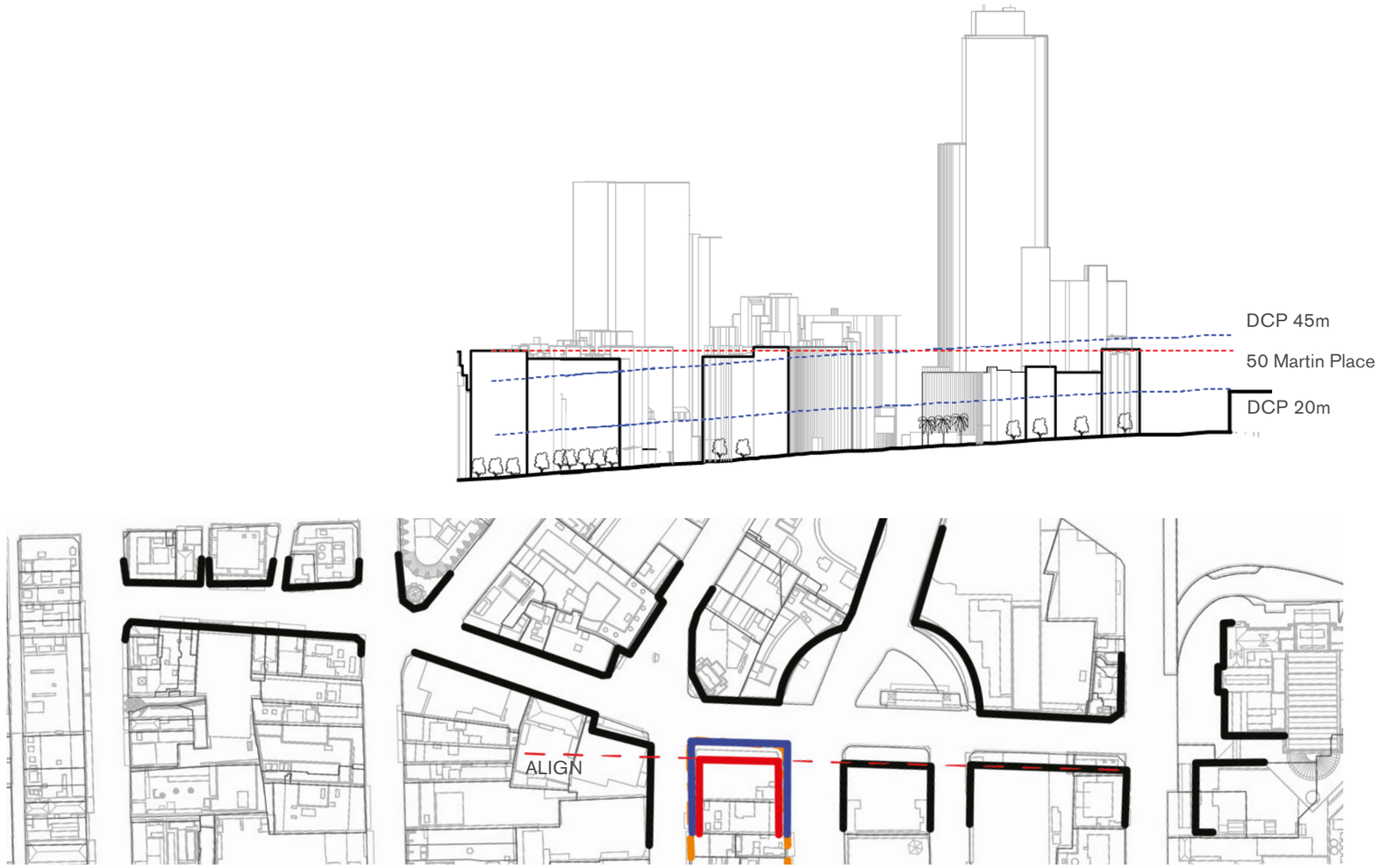
_The proposed building on the South Site is to have a zero setback for the podium to match the predominant street alignment.

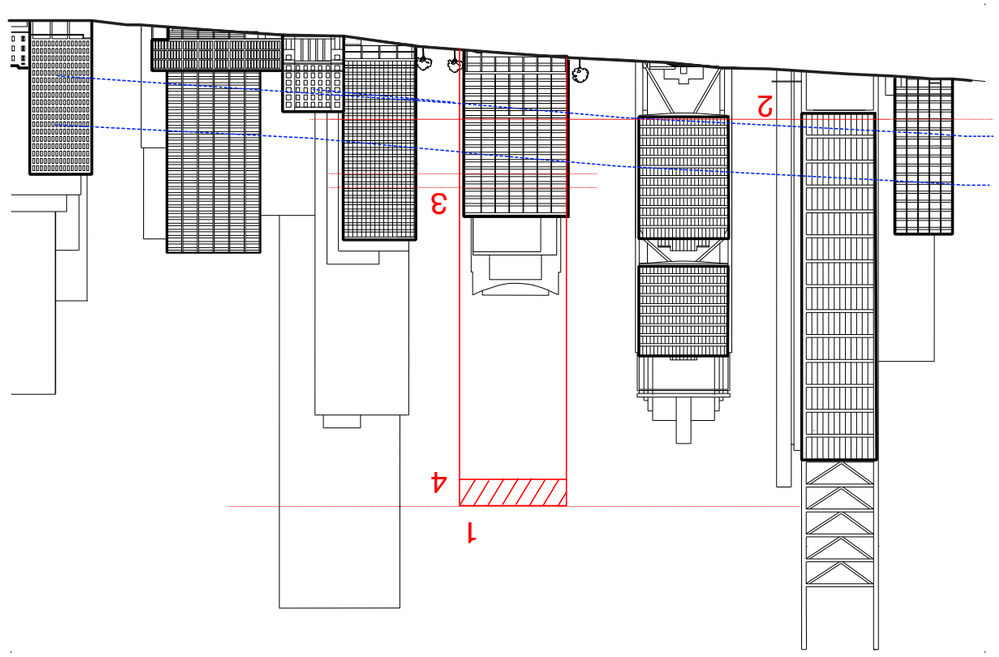
_Proposed street wall height of the podium on the southern site is to relate to the heritage building at 50 Martin Place.

_A recess in the built form of the tower is to increase the articulation and definition of the street wall from the tower over.

_The proposed building on the South Site is not recommended to be set back on Elizabeth and Castlereagh Streets for the reasons outlined in this report.

Note: refer to section 3.3.3.4 for relevant tower setbacks.





50 Martin Place

DCP 20m

DCP 45m

_Hunter Street - Street walls

(Comparison to 50 Martin Place)

3.3.3.3.2 Podium Street Wall Definition - Hunter Street

Planning Context

The City of Sydney DCP 2012 Part 2.1.12 Locality Statement for Chifley Square describes some general ambitions for these spaces. They are to reinforce the urban character and distinct sense of enclosure of Chifley Square by emphasising and reinforcing the semi-circular geometry of the space, requiring new buildings to be integrated with the form of existing buildings, and limiting the height of new buildings.

Analysis

The existing building has a zero setback to Hunter Street with an approximate street wall height of 66m - 71m.

The building is positioned at the junction of two distinct building alignments following the bend in Hunter Street at it's junction with Castlereagh Street.

The building alignment to the east set by 8 Chifley and Deutsche Bank is critical as it provides the southern definition of both Chifley Square and Richard Johnson Square. The straightening of this alignment enhances the spatial definition of both spaces through the increased contrast between the linearity of the southern alignment with the curve of Chifley Square and the triangle to Richard Johnson Square.

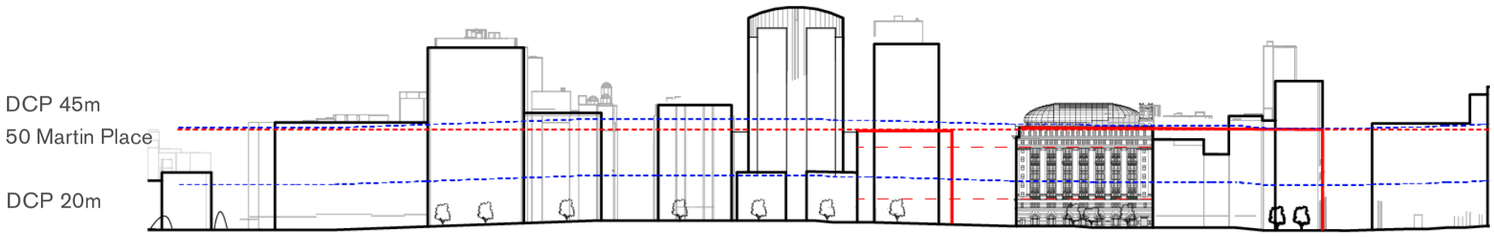
The two buildings to the east of the precinct, 8 Chifley and Deutsche Bank, which together with the subject site, form the southern edge of Chifley Square are characterised by being towers to ground rather than podium and tower buildings. Instead they have 'reverse podiums' being recessed as they meet the ground, with the level of these reverse podiums being relatively consistent for both buildings.

Principles

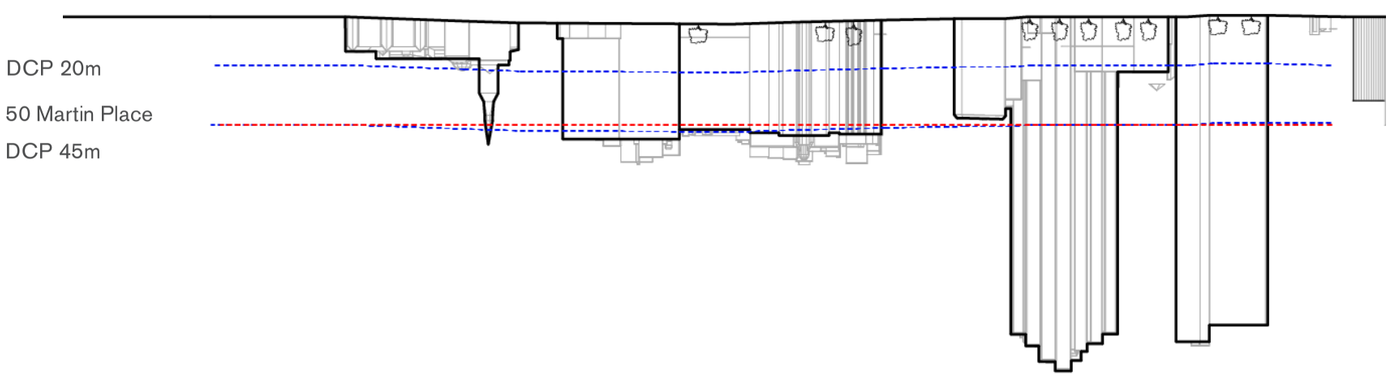
_The northern building alignment to Hunter Street is to be in general alignment with the northern facades of 8 Chifley and Deutsche Bank. There is some minor variation in this setback.

_The proposed design of the northern tower is to respond to the 'reverse podium' alignment of 8 Chifley and Deutsche Bank in its architectural form. It is not to undermine the spatial definition of Chifley Square or Richard Johnson Square through the implementation of a significant undercroft space in replication of these two buildings.

Note: refer to section 3.3.3.4 for relevant tower setbacks.


DCP 45m
50 Martin Place
DCP 20m


ALIGN


DCP 20m
50 Martin Place
DCP 45m

3.3.3.3.3 Podium Street Wall Definition - Elizabeth Street

Analysis

There is considerable variety of street wall heights along the western alignment of Elizabeth Street including that occupied by the subject precinct.

There is general alignment between the street wall heights of 50 Martin Place with that of the street wall height of the former Qantas House.

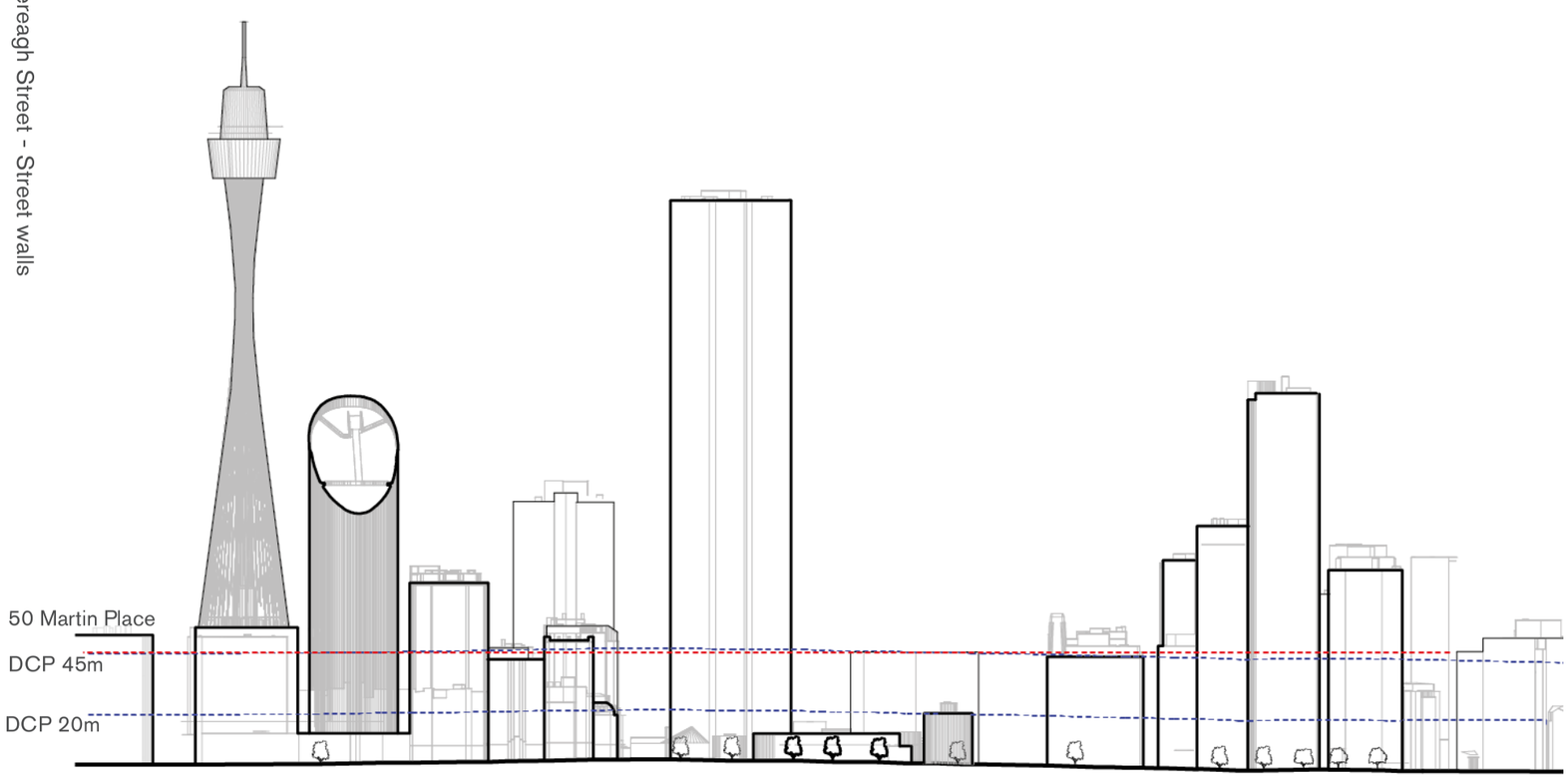
There is potential to increase the legibility of the block structure between Martin Place and Hunter Street, as well as the station development within the local context, through the recognition of this alignment in the proposed built form. This design strategy also has the potential to visually connect Martin Place and Chifley Square through this alignment.

Principles

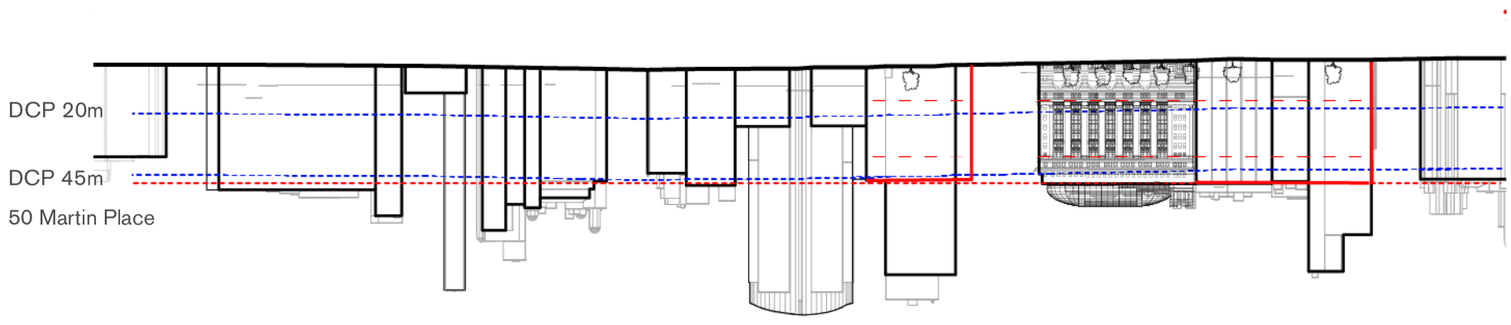
_Street wall height of the proposed building on the South Site is to match that of the heritage building at 50 Martin Place.

_A recess in the built form of the tower on the South Site is to increase the articulation and definition of the street wall from the tower over.

_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.


50 Martin Place
DCP 45m
DCP 20m


ALIGN


DCP 20m
DCP 45m
50 Martin Place

3.3.3.3.4 Podium Street Wall Definition - Castlereagh Street

Analysis

There is considerable variety of street wall heights along the eastern alignment of Castlereagh Street including that occupied by the subject site.

There is general alignment between the street wall heights of 50 Martin Place with that of the street wall height of the former Qantas House and the 60-66 Hunter Street, otherwise known as the City Mutual Building.

There is potential to increase the legibility of the block structure between Martin Place and Hunter Street as well, as the station development within the local context, through the recognition of this alignment in the proposed built form. This design strategy also has the potential to visually connect Martin Place and Richard Johnson Square through this alignment.

Principles

_The proposed building on the South Site is to respond to the street wall height of the heritage building at 50 Martin Place.

_A recess in the built form of the tower on the South Site is to increase the articulation and definition of the street wall from the tower over.

_The proposed design of the northern tower is to respond to the street wall alignment and height of both 50 Martin Place and the 60-66 Hunter Street, otherwise known as the City Mutual Building.
Note: refer to section 3.3.3.4 for relevant tower setbacks.

_View of southern edge of Martin Place looking West
(Photography by Arterra Interactive)

_View of southern edge of Martin Place looking east
(Photography by Arterra Interactive)

3.3.3.4 Tower Setbacks

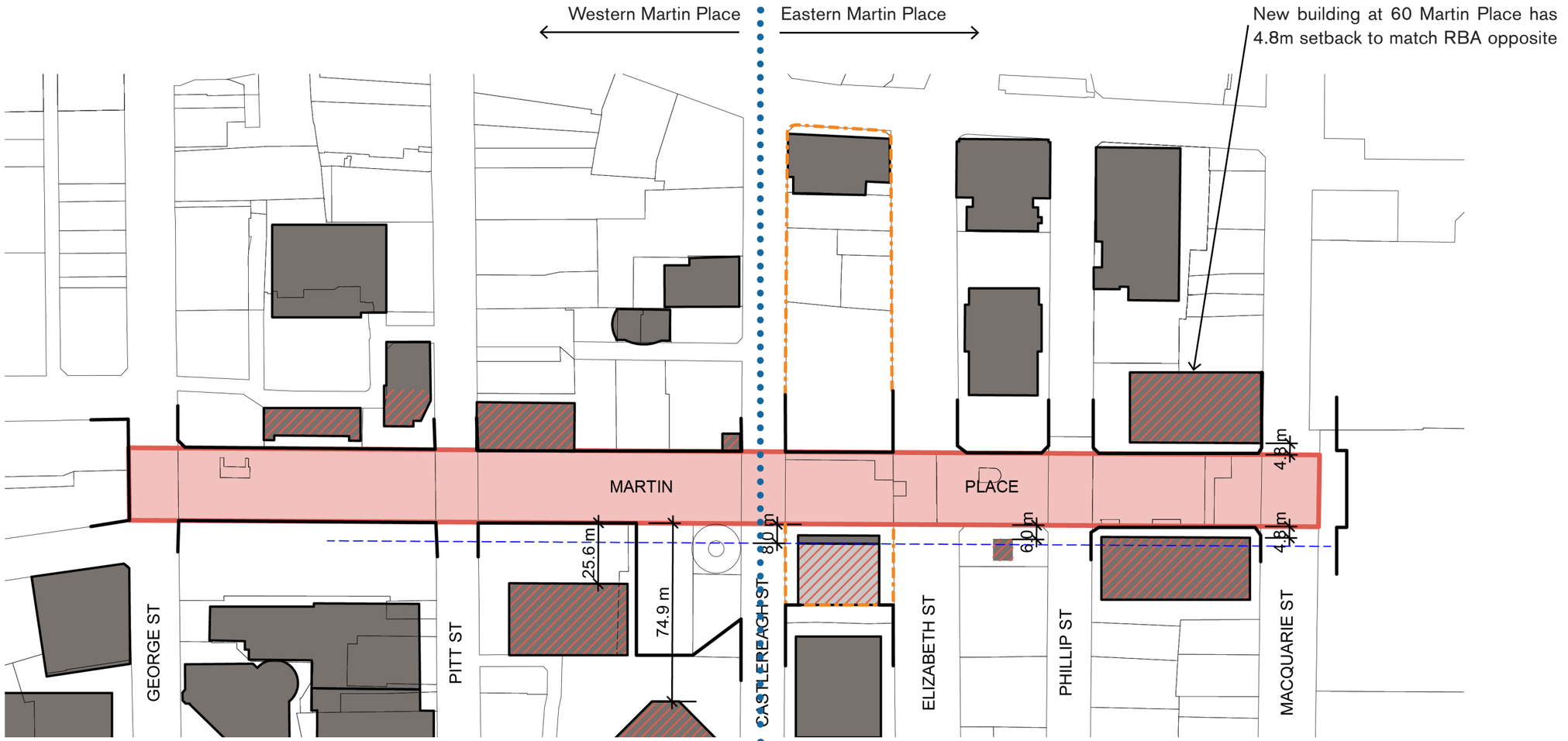
Overview

The above podium setback of towers can form an important role in defining the built form of the city, establishing hierarchies in the public domain and determining amenity in both the public domain and for surrounding buildings.

The particular characteristics of the precinct and its position in the city will be enhanced if both the northern and southern towers are required to address these design considerations to make a more distinctive and legible urban morphology for the city with a discernible hierarchy of public spaces that can be appreciated from a variety of vantage points, distances and contexts.

Planning Context

The setbacks for the precinct are defined in a number of areas by the City of Sydney. The major one being the City of Sydney LEP 2012 Height control map which defines a 25m setback for the northern façade of the South Site to Martin Place. More detail is provided in the City of Sydney DCP 2012 5.1.2 Building setbacks which also defines the 25m setback to Martin Place. This section of the DCP also requires a 10m setback above heritage items, a minimum weighted average setback of 8m above the required street frontage height with a partial reduction of up to 2m. The DCP also specifies 3m side and rear setbacks for commercial buildings noting that walls without windows do not need to be set back.

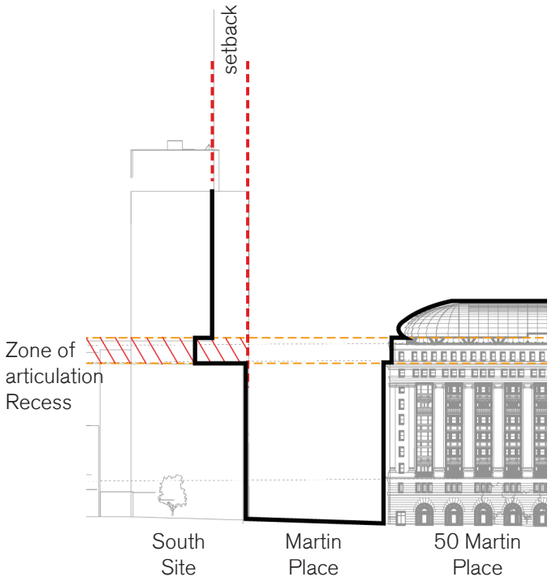


_The MLC centre breaks the street wall of Martin place

_Towers on either side of this break exhibit two consistent setbacks

_The western side generally aligns with the 25m setback or greater

_The eastern side ranges between 0-4.8m and set by heritage listed buildings



_Recess to articulate podium structure and tower to retain street definition of Martin Place

3.3.3.4.1 Tower Setbacks - Martin Place

Analysis

Both the CoS LEP and DCP 2012 propose a 25m set back from Martin Place for towers above the Martin Place podium. The diagrams describing this also prescribe a similar set back for the Reserve Bank Site and no tower over the precinct directly to the east at 53-63 Martin Place. (Note: Both the Reserve Bank and 53-63 Martin Place buildings are listed heritage items that must be maintained.) The intent of this is to provide consistent articulation between the podium and street wall definition of Martin Place and also to allow unimpeded access to views of the GPO clock tower. We note that the 25m setback is not a consistent or legible tower setback in the context of Martin Place and that the 25m setback does not achieve the ambition of the original DCM urban design work of the early 1990's which aimed to make the tower invisible from Martin Place with a 40m set back. (refer to the Urban Design and Planning Context Review Report for details)

Analysis of the precinct reveals that the heritage building directly to the east is at the height of approximately 62m, is significantly taller than the predominant street wall height, forming a 'mini-tower'. The Reserve Bank heritage item is highly unlikely to be demolished and a new building erected at the 25m setback.

A setback of 8m is an appropriate response for the Martin Place facade of the south tower for the following reasons. It reinforces the current site condition where the street wall of Martin Place is broken by the MLC centre creating two distinct places within Martin Place. These two places are aligned with the core functional uses of Martin Place with ceremonial and event uses to the west and commercial uses and the transport interchange to the east. This ground level condition is reinforced by the tower setbacks on the south side of Martin Place. To the west of the MLC centre these tower setbacks are in the order of 25m or greater. At the east side of this break the tower setbacks are in the order of 4.8m. The setback also provides a strong corner condition at the corner of Martin Place and Castlereagh Street. This reinforces the importance of Martin Place and ameliorates the impact of the break in spatial definition caused by the MLC centre.

For these reasons we are of the opinion that the set back of the tower should be in general alignment with the Reserve Bank so that these existing spatial qualities are retained and enhanced.

In addition to this we note that the recent approval of 60 Martin Place with a 4.8m setback on the northern side of Martin Place establishes a threshold or entryway from the east. In our opinion it is appropriate to maintain this threshold through a slightly increased setback for the south tower compared to the Reserve Bank (enhancing important views towards the GPO).

The application of an 8m setback to the site integrates the above urban design benefits whilst allowing appropriate solar access to Elizabeth and Castlereagh Streets. In the context of Martin Place and the Precinct's high access to sky views, this ensures an appropriate amenity outcome on Martin Place in terms of sky view as it aligns with Council's standard setback controls.

The Solar Impact Reports verified by PSN Matter demonstrate that the overshadowing impact of this setback is within the anticipated range of impacts described by the built form of the Solar Access Plane.

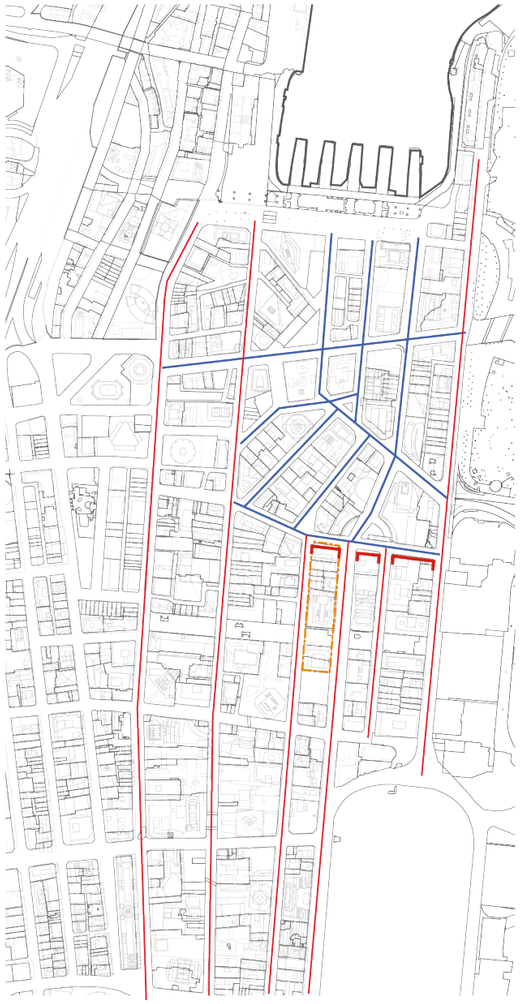
The wind analysis prepared by CPP also demonstrates that the wind impact of this set back is acceptable with the wind conditions in the public domain anticipated as being consistent with or enhancing existing conditions.

Principles

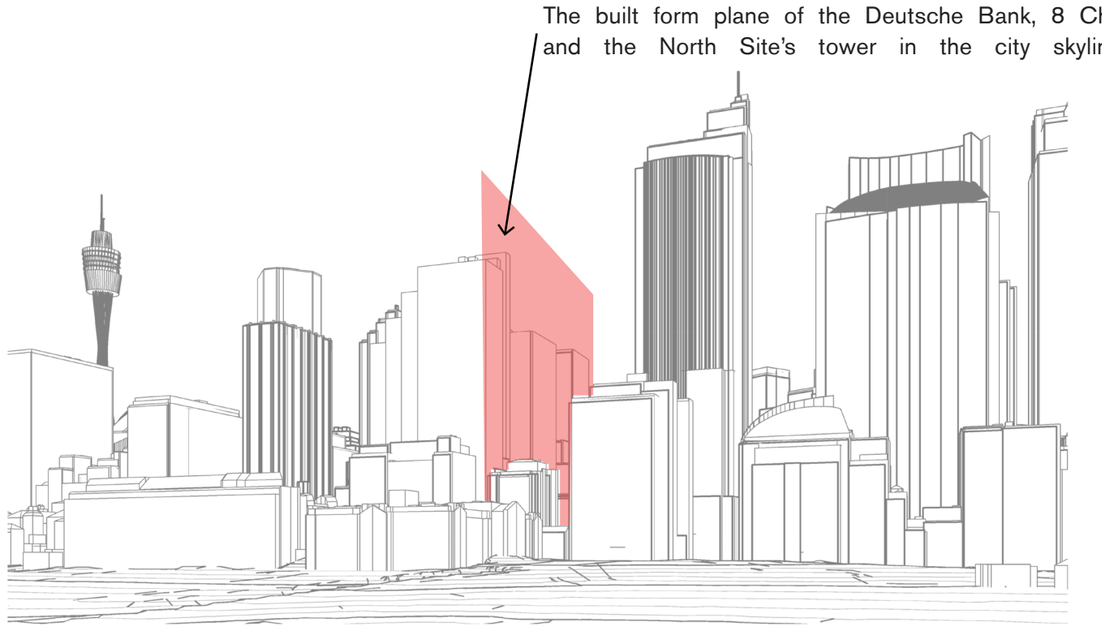
_8m setback to Martin Place to respond to the alignment of the Reserve Bank building and 53 Martin Place as well as the break in the spatial definition of Martin place created by the MLC centre.

_Provide a zone of articulation between the tower and the podium to better define the spatial quality of Martin Place. This articulation is to be predominantly created by a defined and significant recess in the tower facade.

_The general alignment of the face of the North Site with 8 Chifley and Deutsche Bank enhance the spatial definition of both Chifley Square and Richard Johnson Square.



_The general alignment of towers on the North Site, 8 Chifley and Deutsche Bank makes the transition of city grids legible in the skyline of the city.



_The alignment of towers including the North Site makes these important urban structures legible in the city skyline.

3.3.3.4.2 Tower Setbacks - Hunter Street

Analysis

The Hunter Street façade alignment of the northern tower forms an important role in the articulation of the built form of the city.

A zero setback for this façade allows the tower to be aligned with those directly to the east, forming a strong southern edge to Chifley and Richard Johnson Square. Furthermore, this alignment of towers, with their podiums, across these three towers allows this important public space to be legible in the skyline of the city.

It also makes legible the underlying logic and development of the city, marking the line at which the orthogonal city grid meets the more organic, topographic structure of the original city to the north of Hunter Street.

The change in the street geometry where Hunter Street meets Castlereagh Street also means that there a no long views down Hunter Street and the zero setback does not result in an overly enclosed quality to the street.

The Solar Impact Reports for: MARTIN PLACE, Sydney, Australia. prepared by PSN Matter demonstrate that the overshadowing impact of a zero setback is within the anticipated range of impacts described by the built form of the Solar Access Plane.

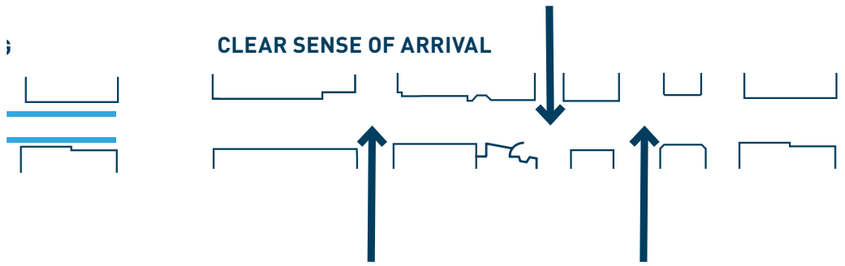
The wind analysis prepared by CPP also demonstrates that the wind impact of a zero set back is not significant, with the wind conditions in the public domain anticipated as being consistent with or enhancing existing conditions.

There are opportunities during the detailed design phase to investigate the benefits of modelling the corners of the towers to improve wind performance and to potentially reduce solar impact.

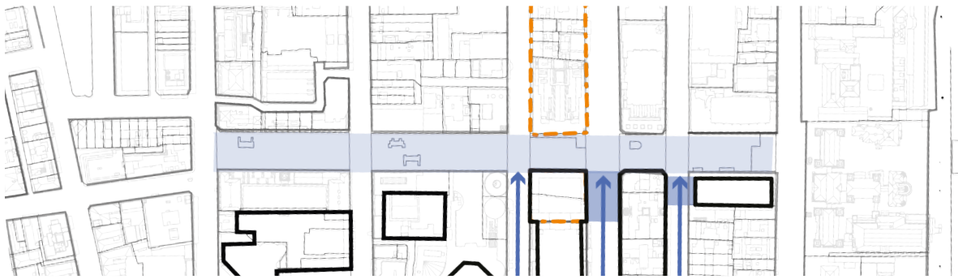
Principles

_Zero set back to Hunter Street to align with the towers adjacent to the east along Hunter Street.

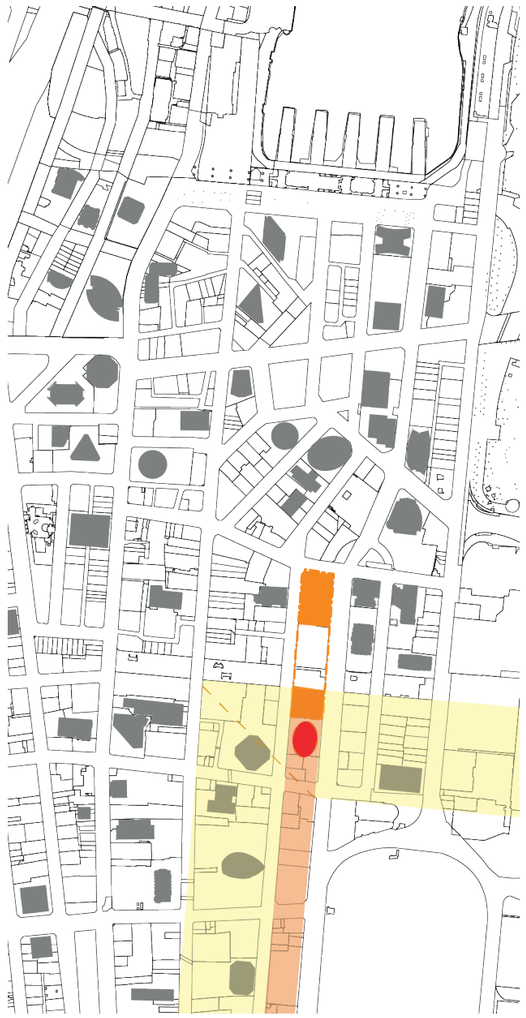
_Model corners of North Site's tower for enhanced solar access, daylight to the public domain and wind performance



_Jahn Gehl proposed threshold entries to Martin Place to enhance the importance of this space in context of the city in his CoS Urban Design Study 2015.



_The zero setback to the towers on Elizabeth and Castlereagh Streets create this threshold and support the character of Martin place on either side of the MLC centre.



_The relationship between the sun access plane and the block between Elizabeth Street and Castlereagh Street ensures that the podium towers are only viable north of Market Street and prevent the impact of towers for this part of the city.

Site
Sun access plane
Towers
Tower in site block alignment

_The bend in the streetline of Castlereagh and Elizabeth Street at Hunter Street ensures the setback non-compliances do not increase the enclosure of the street for the North Site.

Site
Site lines
Proposed setback
Towers which obstruct views
Towers

3.3.3.4.3 Tower Setbacks - Elizabeth and Castlereagh Streets

Analysis

The tower setbacks to Elizabeth Street and Castlereagh Street are a significant opportunity to provide legibility to the urban morphology of the city and accentuate the importance of Martin Place as a major public space.

Despite its significance in the city, Martin Place, is in effect a pedestrianised street, meaning that it is only differentiated in its formal structure from the other streets in the city through its pedestrianisation and the activities that take place there. In order to increase its differentiation or 'specialness' when moving through the city, other built form design strategies are required.

One design strategy is the creation of thresholds, or the differentiation of one space from another by creating a narrowed entry. The use of zero setbacks for the towers defining the edges of Martin Place have the capacity to achieve this effect and create a more distinctive character to the public space of Martin Place. This strategy is proposed by Jan Gehl in his 2015 design proposal for Martin Place which also argues for a greater emphasis in making a distinct entry to Martin Place.

This design strategy is also applicable for the northern site which forms the northern threshold to Martin Place, the southern threshold to Chifley Square as well as defining an important transition in the city street network.

When considering this strategy in terms of the overall spatial enclosure of the city at high level it is important to note the impact of the Sun Access Plane. This means that that there are very few towers of significant scale in the block between Elizabeth and Castlereagh Streets until Park Street. The result of this amplifies the role of the towers as thresholds to Martin Place and Chifley Square. As a consequence tower forms can not be built to result in an overly enclosed quality to the surrounding streets when viewed from the public domain

The change in street geometry at Hunter Street also means that there are no long views down Elizabeth or Castlereagh Street and the zero setback does not result in an overly enclosed quality to the street.

The Solar Impact Reports verified by PSN Matter demonstrate that the overshadowing impact of this setback is within the anticipated range of impacts described by the built form of the Solar Access Plane.

The wind analysis prepared by CPP also demonstrates that the wind impact of this set back is acceptable with the wind conditions in the public domain anticipated as being consistent with or enhancing existing conditions.

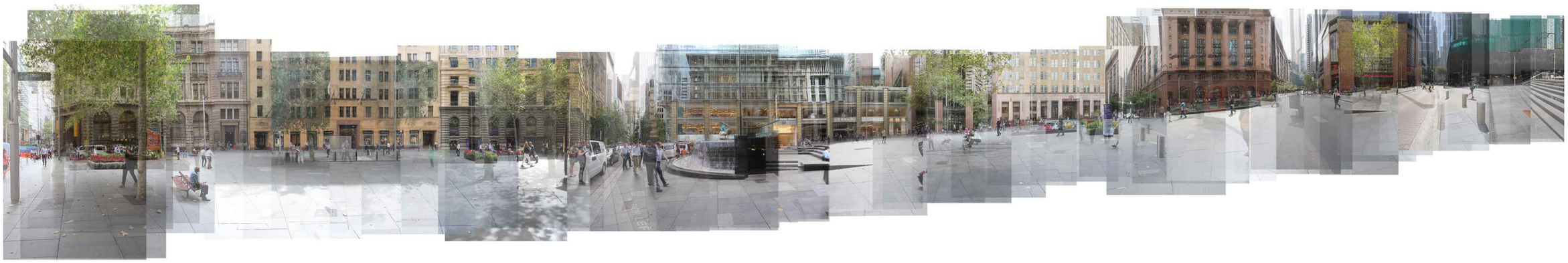
Principles

_Zero set back to Castlereagh and Elizabeth Streets is recommended for the reasons outlined in this report.

_Provide a zone of articulation between the tower and the podium to better define the spatial quality of Martin Place. This articulation is to be predominantly created by a defined and significant recess in the tower facade.

_Model corners of tower on the North Site for enhanced solar access, daylight to the public domain and wind performance.

_Martin Place South



_Martin Place North

Photographic montages of Martin Place street walls showing general character

3.3.3.5 Street Wall Articulation

Overview

Street wall articulation is a key supporting factor to street wall height and is critical to the definition and enclosure of urban public domain. Typically, considered built form articulation reinforces the spatial character of these urban spaces.

The proposal is developed from the study of existing conditions and aims to reinforce and support the existing spatial characteristics of the public domain surrounding the precinct.

Principles

_The Martin Place façade of the southern building is to respond to the articulation and principal datum lines of 50 Martin Place.

_The Martin Place façade of the southern building is to respond to the general solidity of 50 Martin Place as well as the other key heritage buildings of Martin Place.

_Awnings are not to be used on the Martin Place frontage.

_Appropriately scaled openings are recommended for the Metro Station entrance onto Martin Place

3.3.3.5.1 Street Wall Articulation - Martin Place

Analysis

The predominately heritage listed character of the architecture of Martin Place has resulted in the retention of largely traditional masonry and terra cotta clad architecture with fenestration consisting of a high ratio of wall to window or solid to void. (These facades typically have vertically proportioned windows in contrast to more contemporary architecture. These buildings are also characterised by façade ordering devices that provide a tripartite (base, middle and top) composition with a variety of scaling devices and materials that enhance the geometric configuration of the architecture. 50 Martin Place is an excellent example of these attributes and as it is located directly opposite the southern site, forming its counterpoint, is an important reference to the design of the southern podium.

The MLC centre, the new building at 30 Martin Place, the current building occupying the South Site and 52 Martin Place are more contemporary buildings that do not follow these patterns and could be considered to not support to the same degree, the general character of Martin Place.

_Hunter Street South

_Hunter Street North

Photographic montages of Hunter Street street walls showing their varied character

3.3.3.5.2 Street Wall Articulation - Hunter Street

Analysis

The architecture of Hunter Street, including Chifley and Richard Johnson Square is considerably more diverse than that of Martin Place and offers a greater flexibility for design options to articulate the built form of the North Site.

The architecture of this area includes the important heritage buildings such as Emil Sodersten's City Mutual Life Building (1936) and Felix Tavener's Qantas House (1950) as well as the architecture of Kohn Pedersen Fox with Travis McEwen and examples of the work of of Foster + Partners and Rogers Stirk Harbour + Partners.

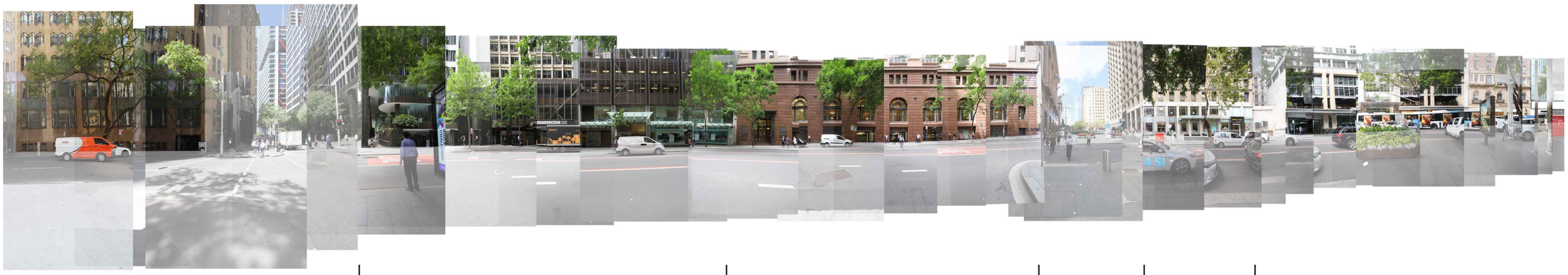
Principles

_The Hunter Street façade of the North Site is to respond to the articulation and principal street wall height or other key datum lines of 50 Martin Place.

_The Hunter Street façade of the North Site is to respond to the articulation and principal street wall height of the former Qantas House.

_The Hunter Street façade of the northern site is to respond to the articulation of the 'reverse podium' alignment of 8 Chifley and the Deutsche Bank building.

_The north east view from Chifley Square down Elizabeth Street an important view in the context of the city, and the detailed design of the northern building is to respond to it.



_Castlereagh Street East

_Elizabeth Street West

Photographic montages of Elizabeth and Hunter Streets street walls showing their varied character and relationship to 50 Martin Place

3.3.3.5.3 Street Wall Articulation - Elizabeth and Castlereagh Streets

Analysis

Elizabeth and Castlereagh Streets both connect the more consistent architecture of Martin Place with the more diverse architecture of Hunter Street. The diverse and oblique views down and across these streets make these connections explicit requiring a considered architectural response in relation to these two conditions. 50 Martin Place forms a critical component in these views.

The oblique views of the South Site available down and across Martin Place ensure a strong relationship is required between the Martin Place podium façade and the facades to Elizabeth and Castlereagh streets.

Similarly the views down these streets require a considered relationship between 50 Martin Place and the connected new northern building.

Principles

_The façade podium articulation of the South Site's tower is to extend from the Martin Place façade to both the Elizabeth and Castlereagh Streets to ensure the three dimensional integrity and solidity of the podium is maintained.

_Provide a zone of articulation between the tower and the podium on the South Site to better define the spatial quality of Martin Place. This articulation is to be predominantly created by a defined and significant recess in the tower facade. This is also to return to the side elevations of Elizabeth and Castlereagh streets for the extent of this architectural language.

_The articulation of the base of the North Site's tower is to respond to the architectural language of 50 Martin Place.

_The architectural form and expression of the North Site's tower should allow 48-50 Martin Place to be understood as a distinct and independent architectural element in the Elizabeth and Castlereagh Street streetscapes.

_The North Site's tower should allow the historic north-east and north-west lift overrun towers of 48-50 Martin Place to be understood visually as distinct forms.

_A considered transition between the North Site's tower and 50 Martin Place is required.

_Elizabeth Street between Martin Place and Chifley Square is a rare 'full block' elevation design opportunity. This elevation is required to be a contributory visual experience in the city.

3.3.3.6 Street Wall Materiality

Overview

Street wall materiality can be a key supporting factor to street wall height and articulation, and is critical to the definition and enclosure of urban public domain. Typically, considered built form materiality reinforces the spatial character of these urban spaces.

The proposal is developed from the study of existing conditions and aims to integrate, reinforce and support the existing spatial characteristics of the public domain surrounding the precinct.

_Martin Place South

_Martin Place North

Photographic montages of Martin Place street walls showing their consistent material character

3.3.3.6.1 Street Wall Materiality - Martin Place

Analysis

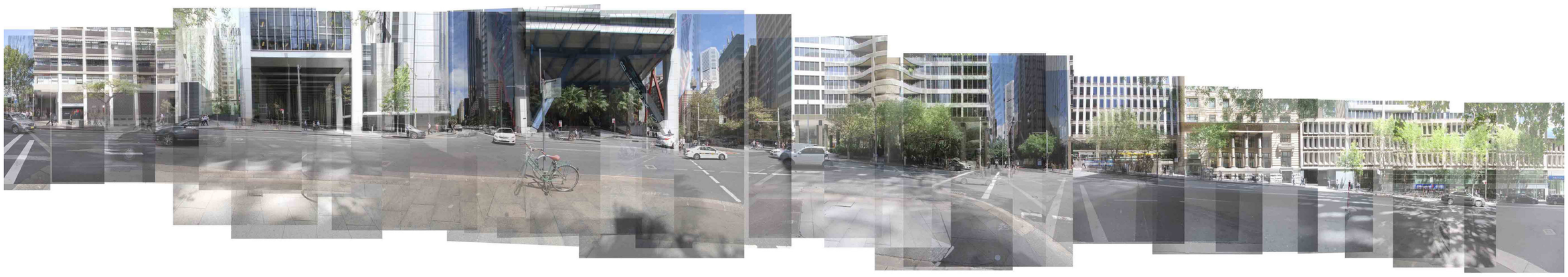
The predominately heritage listed character of the architecture of Martin Place has resulted in a predominantly masonry architecture. This materiality is usually earth toned in colour with the majority of these buildings constructed in Sydney sandstone. 50 Martin Place is an exception to this, being clad in a deep pink glazed terracotta tile.

The MLC centre, the new building at 20 Martin Place, and the Reserve Bank buildings are more contemporary buildings that do not follow this material palette including colour tone and could be considered to not support to the general character of Martin Place.

Principles

_The Martin Place façade of the South Site is to respond to the materiality of 50 Martin Place as well as the other heritage structures.

_The materiality of the South Site's tower over is to respond to its context in the city skyline and to support its articulation from the building's podium.



_Hunter Street South

_Hunter Street North

Photographic montages of Hunter Street street walls showing their varied material character

_Hunter Street looking West

_Phillip Street looking South

3.3.3.6.2 Street Wall Materiality - Hunter Street

Analysis

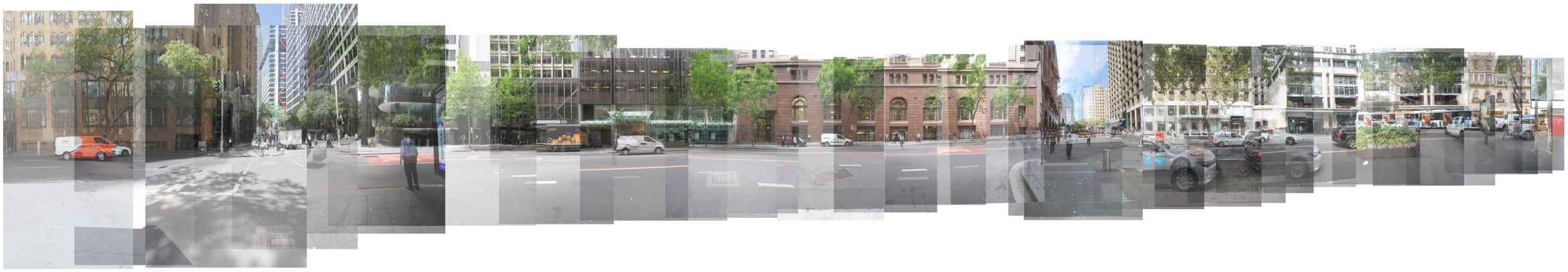
The materiality of the architecture of Hunter Street, including Chifley and Richard Johnson Square is considerably more diverse than that of Martin Place and offers a greater flexibility for material options to support the built form of the North Site.

The materiality of this area includes the sandstone (with granite entry) of Emil Sodersten's City Mutual Life Building, the predominantly glass with sandstone elements in the architecture of Felix Tavener's Qantas House, the granite and glass of Chifley Tower and the predominantly glass and metal of the architecture of Foster + Partners and Rogers Stirk Harbour + Partners.

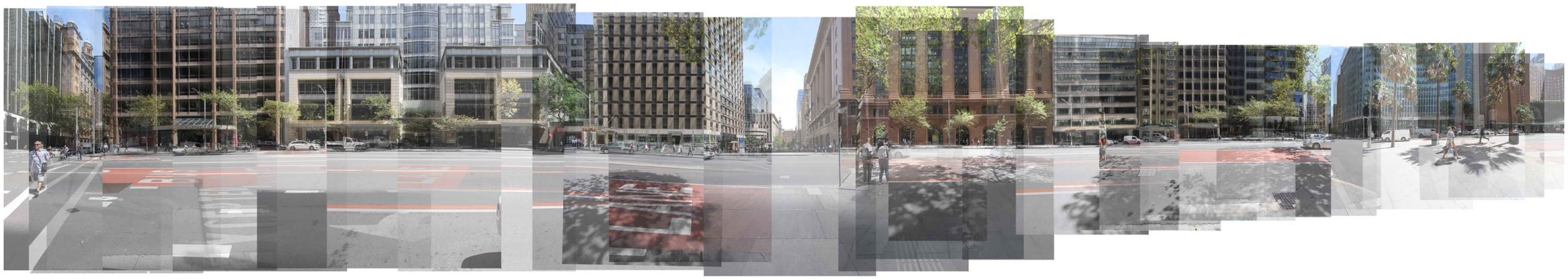
Principles

_The materiality of the lower sections of the Hunter Street façade of the North Site is to respond to the materiality of 50 Martin Place.

_The materiality of the North Site's tower is to respond to its context in the city skyline.



_Castleraegh Street East



_Elizabeth Street East

Photographic montages of Elizabeth and Hunter Streets street walls showing their varied material character and relationship to 50 Martin Place

3.3.3.6.3 Street Wall Materiality - Elizabeth and Castlereagh Streets

Analysis

Elizabeth and Castlereagh streets both connect the more consistent materiality of Martin Place with the more diverse materiality of Hunter Street. The diverse and oblique views down and across these streets make these connections explicit requiring a considered material response in relation to these two conditions. 50 Martin Place forms a critical component in these views.

The oblique views of the South Site available down and across Martin Place ensure a strong relationship is required between the materiality of the Martin Place podium façade and the facades to Elizabeth and Castlereagh streets.

Similarly the views down these streets require a considered material relationship between 50 Martin Place and the connected new North Site's tower.

Principles

_The podium façade materiality of the South Site's tower is to extend from the Martin Place façade to both the Elizabeth and Castlereagh Street facades, to ensure the three dimensional integrity and solidity of the podium is maintained.

_There is greater flexibility for the materiality of the South Site's tower over as the tower is required to respond to the skyline of the city.

_The articulation of the base of the North Site's tower is to respond to the architectural materiality of 50 Martin Place.

_The materiality of the North Site's tower over is to respond to its context in the city skyline.

_The approximate site footprint of the proposed towers in the context of the city with towers of generally equivalent footprint.

3.3.3.7 Scale

Overview

The use of scale, proportion, materials and articulation in the tower architecture is critical to successfully integrate these larger buildings within both the city skyline and within the public domain. The creation of a 'landmark' buildings can be and in these cases must be compatible with their urban role in Sydney.

The analysis of the buildings in their context, the distances at which they are viewed, as well as their fabrication typically provides clues for their appropriate articulation.

Analysis

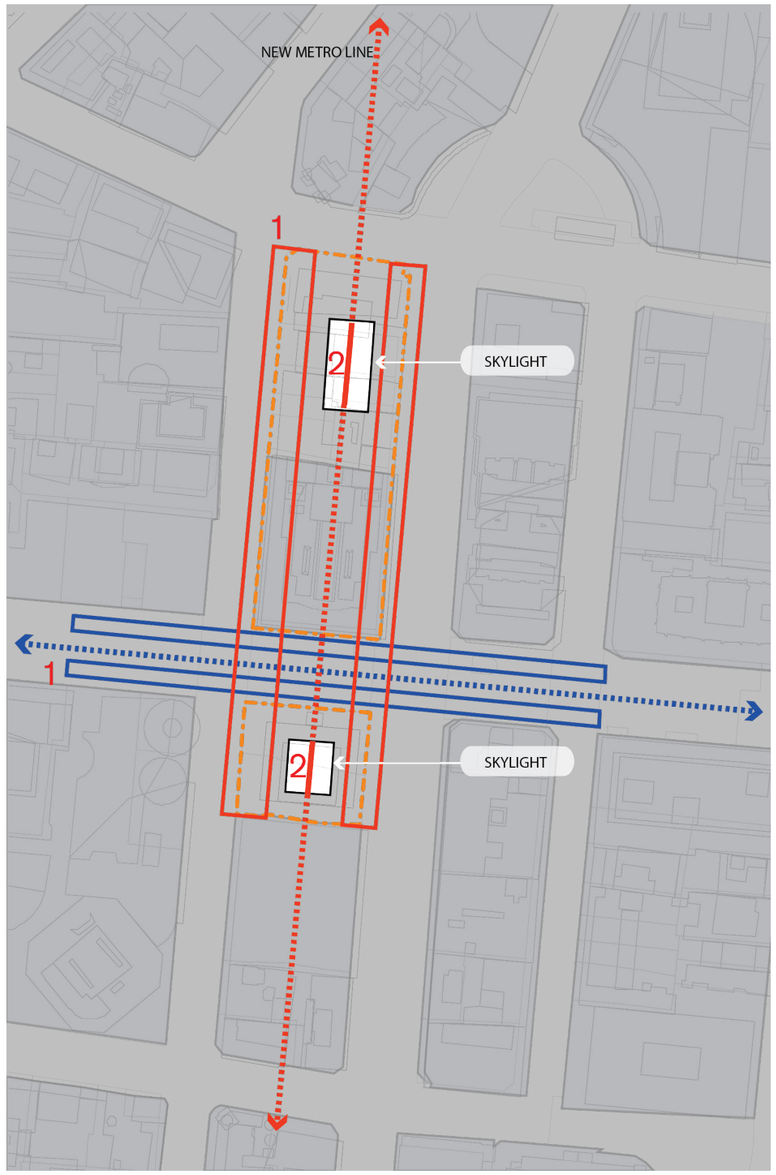
The review of the footprints of the towers in the context of the city demonstrates that the tower on the South Site is relatively conventional when compared to the scale of typical Sydney towers. The northern tower will have one of the larger commercial office tower floorplates in Sydney. The size of the consolidated site provides an important opportunity to deliver the type of office space that is in high demand in the financial services sector and in a location that is very well suited to it. The scale of the North Site's tower requires a nuanced approach to the detailed design and massing to ensure the built form of the tower is appropriately integrated into the city.

Principles

_Tower architecture to have appropriate vertical and horizontal articulation to enhance scale.

Graphic Representation of Development Principles

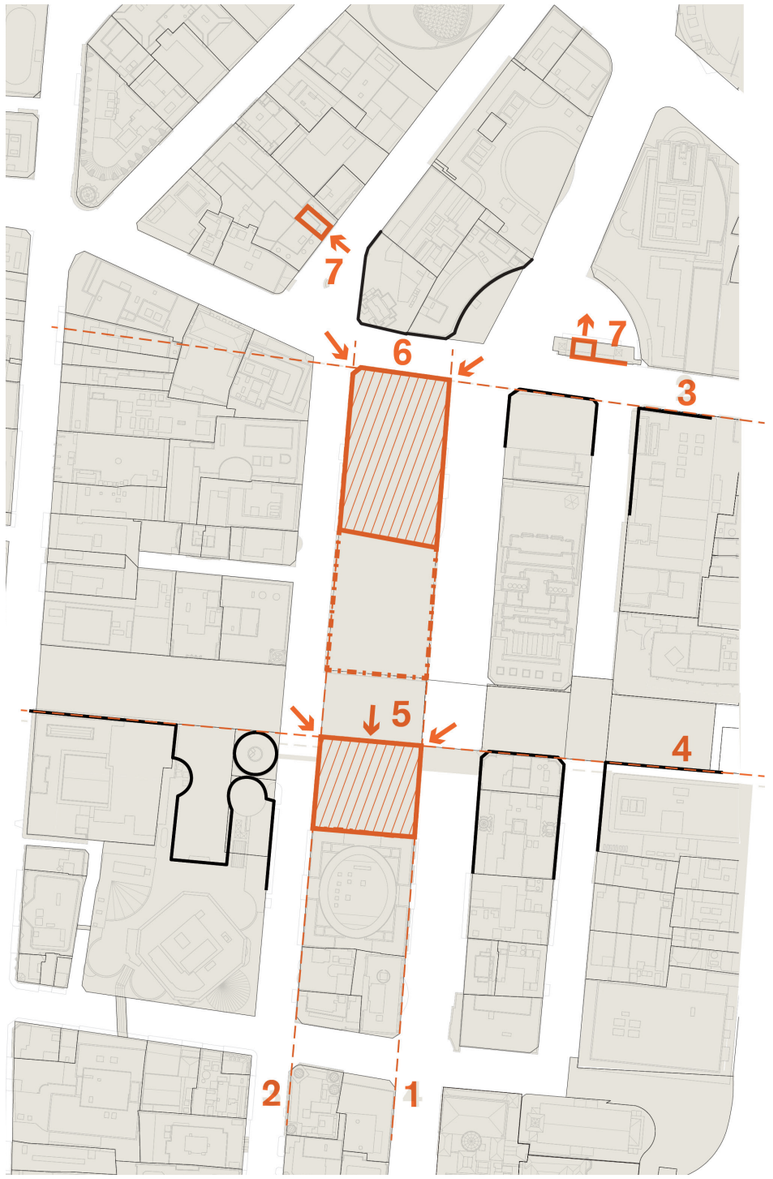
04



Urban design principles - below ground

_Controls

1. Align circulation with street network over
2. Bring natural daylight into station concourse



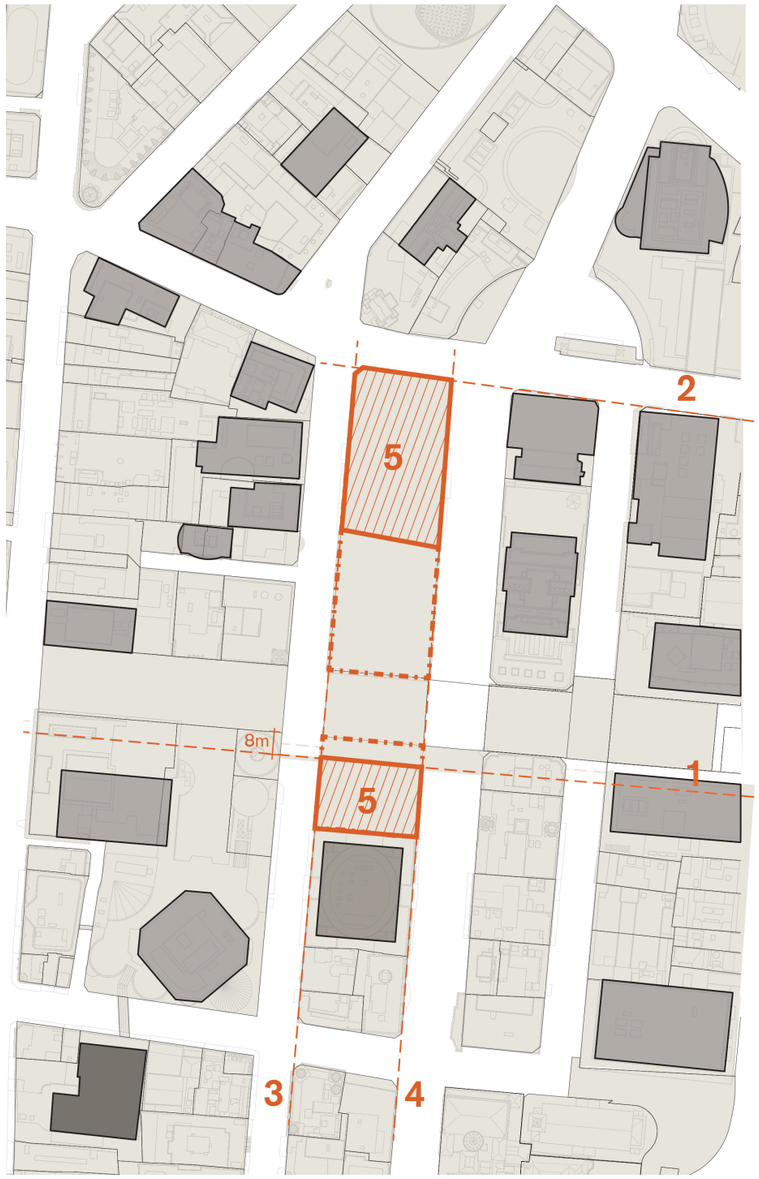
Existing Sydney Rail
Proposed Metro Rail
Existing Condition
Proposed Condition

4 Development Principles

Urban design principles - street level

_Controls

1. Align with street wall on Elizabeth Street
2. Align with street wall on Castlereagh Street
3. Match the general alignment of the street wall to the east on Hunter Street
4. Align with street wall on Martin Place
5. Entries to South Site from Martin Place and corners
6. Entries to North Site from corners
7. Limit impacts on Chifley and Richard Johnson Squares of new Metro entries

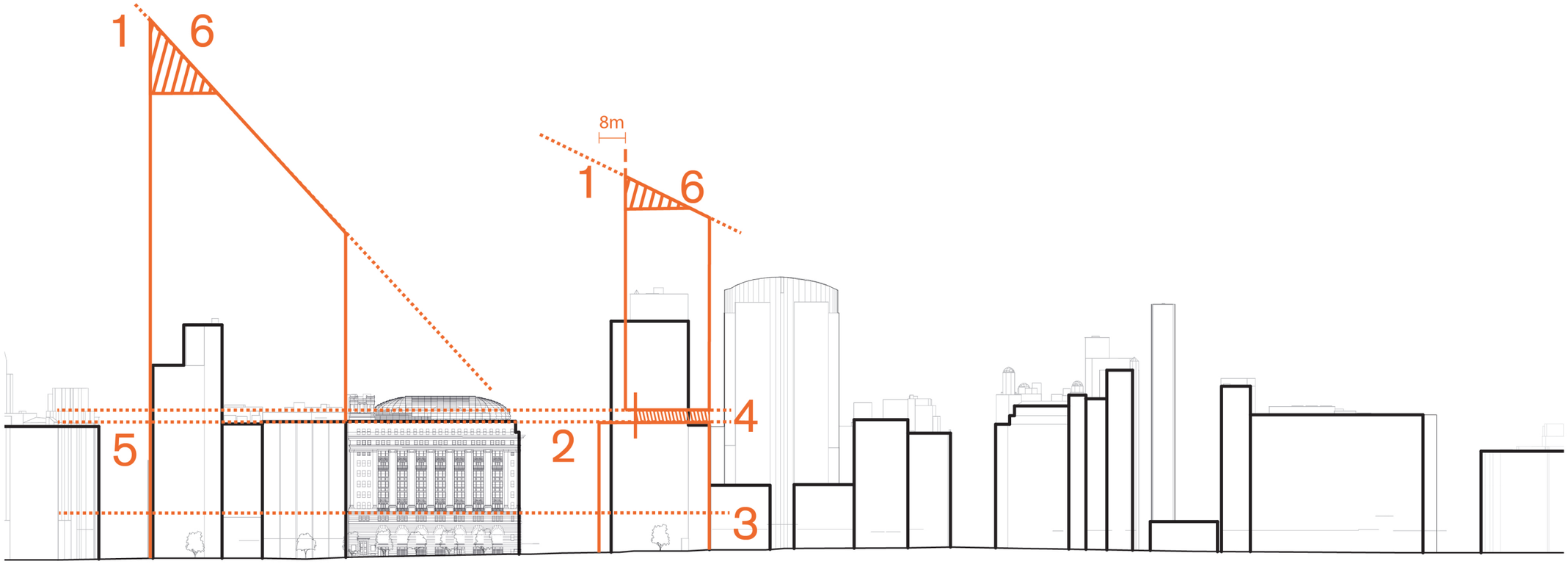


Urban design principles - tower level

_Controls

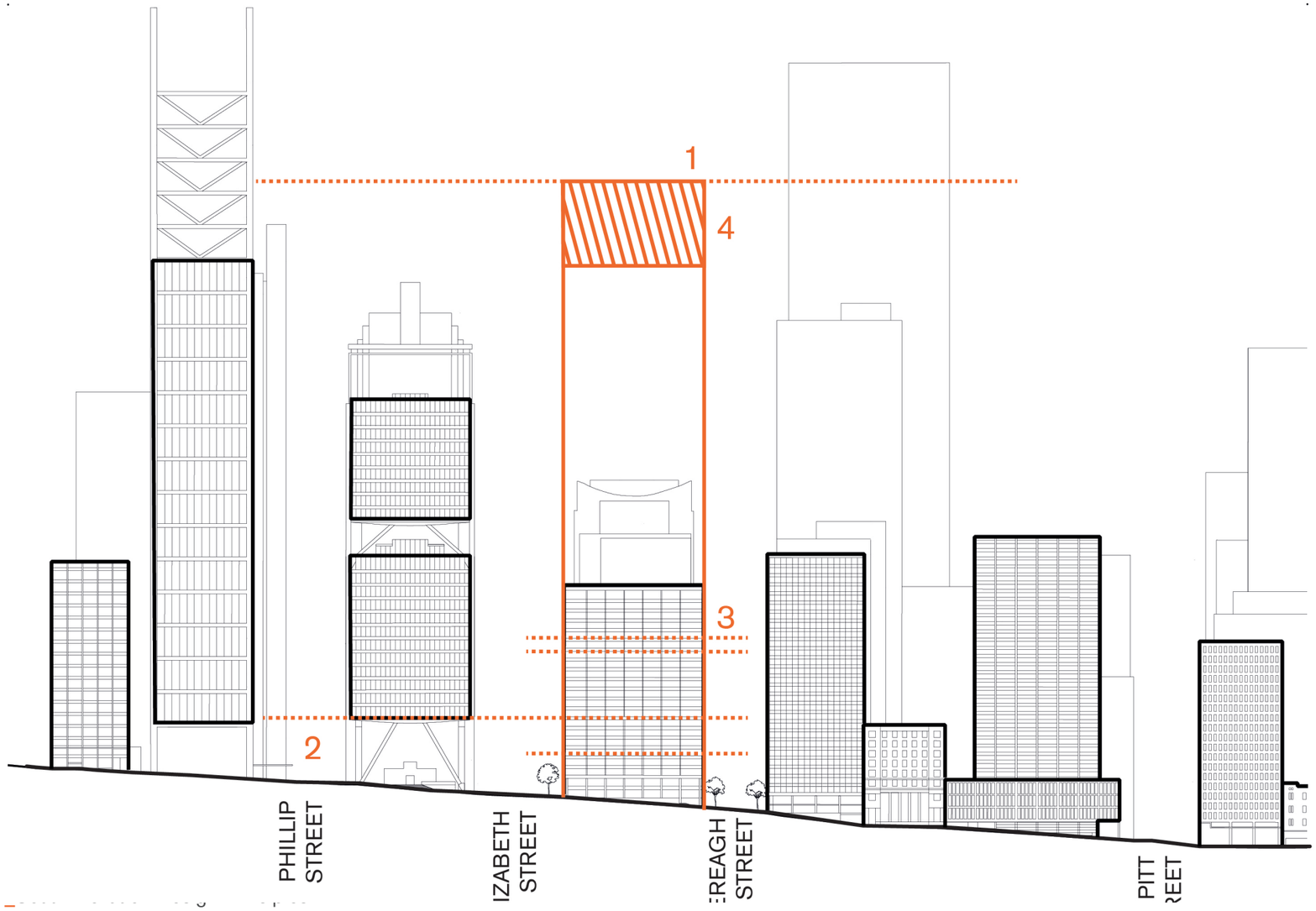
1. Northern setback for South Site is to be 8m in general alignment with the north face of RBA
2. Northern face of North Site to match the general alignment of towers to the east on Hunter Street
3. Zero setback to Castlereagh Street
4. Zero setback to Elizabeth Street
5. Building heights defined by SAP

Proposed Condition

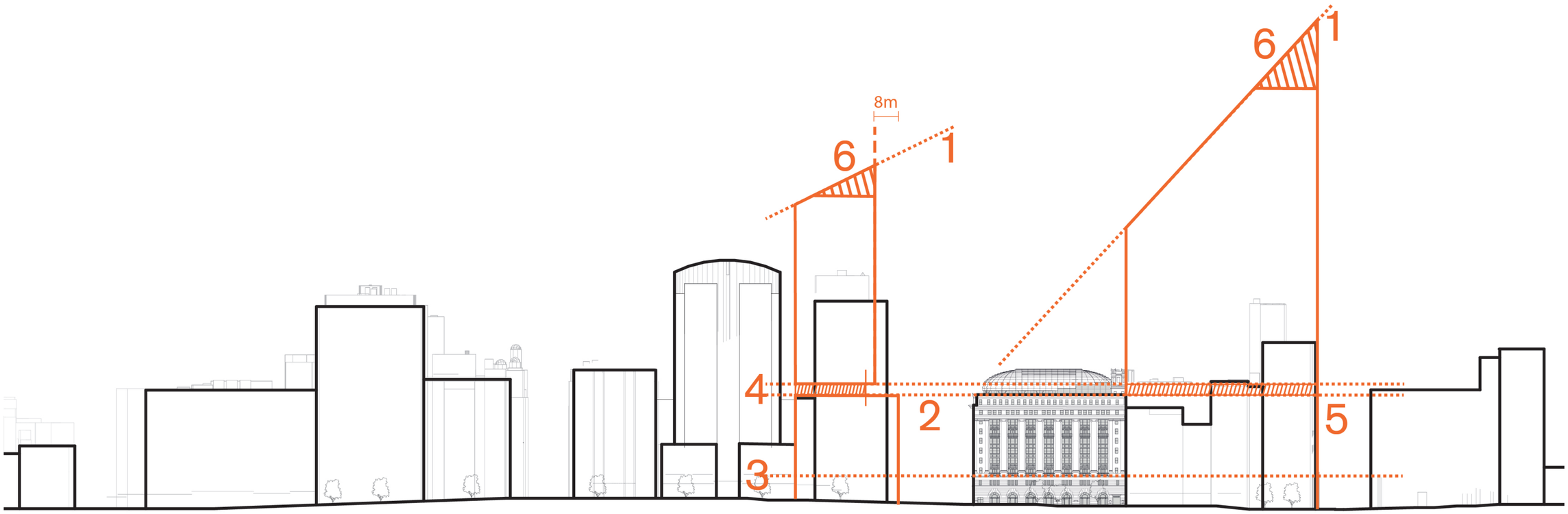


_East Elevation Design Principles

1. Building heights defined by SAP
2. Podium height to South Site to relate to the height of 50 Martin Place
3. Podium articulation of South Site to relate to the articulation of 50 Martin Place
4. Provide a zone of articulation between the tower and the podium to better define the spatial quality of Martin Place. This articulation is to be predominantly created by a defined and significant recess in the tower facade
5. The base of the building on the North Site is to respond to the height and articulation of 50 Martin Place
6. Rooftop and mechanical plant to be wholly within built form envelope and a considered part of the mechanical design

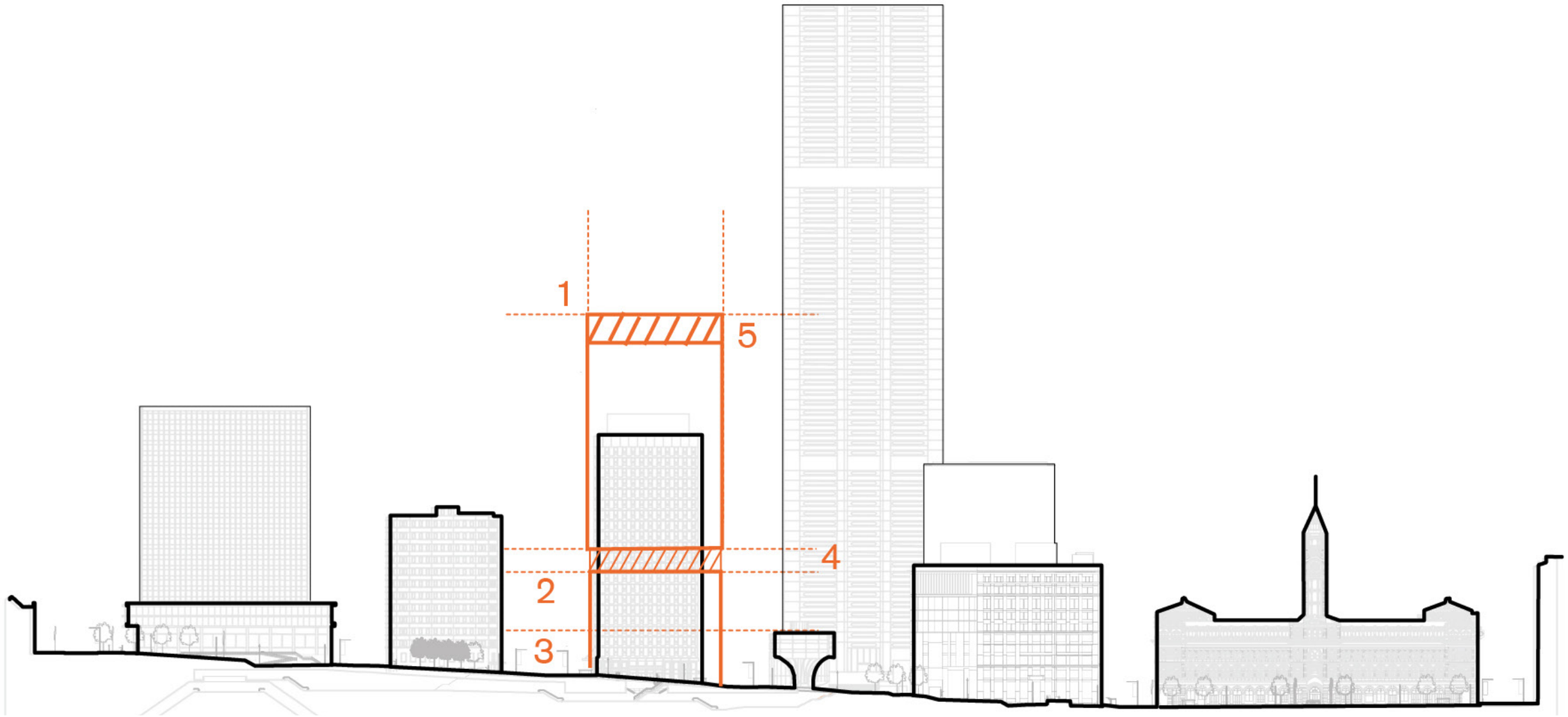


1. Building heights defined by SAP
2. Base of northern tower to respond to the reverse podium of 8 Chifley and Deutsche Bank
3. Base of northern tower to respond to height and articulation of 50 Martin Place
4. Rooftop and mechanical plant to be wholly within built form envelope and a considered part of the mechanical design



_West Elevation Design Principles

1. Building heights defined by SAP
2. Podium height to South Site to relate to the height of 50 Martin Place
3. Podium articulation of South Site to relate to the articulation of 50 Martin Place
4. Provide a zone of articulation between the tower and the podium to better define the spatial quality of Martin Place. This articulation is to be predominantly created by a defined and significant recess in the tower facade
5. The base of the building on the North Site is to respond to the height and articulation of 50 Martin Place
6. Rooftop and mechanical plant to be wholly within built form envelope and a considered part of the mechanical design



_North Elevation Design Principles

1. Building heights defined by SAP
2. Podium height to South Site to relate to the height of 50 Martin Place
3. Podium articulation of South Site to relate to the articulation of 50 Martin Place
4. Provide a zone of articulation between the tower and the podium to better define the spatial quality of Martin Place. This articulation is to be predominantly created by a defined and significant recess in the tower facade
5. Rooftop and mechanical plant to be wholly within built form envelope and a considered part of the mechanical design