



ATLASSIAN CENTRAL DEVELOPMENT

SSD-10405 RESPONSE TO SUBMISSIONS & SUPPLEMENTARY DESIGN REPORT

30/06/21



AERIAL VIEW LOOKING WEST TOWARDS THE ATLASSIAN CENTRAL DEVELOPMENT

REPORT CONTRIBUTORS:



INTRODUCTION

SHoP BVN has been commissioned by Atlassian (the Applicant) to prepare this Supplementary design report in response to the issues raised in by government agencies, community organisation groups and the public during the public exhibition of the proposed Atlassian Central State Significant Development (SSD) application (SSD-10405) in relation to the site at 8-10 Lee Street, Haymarket.

The application was placed on public exhibition from 16th December 2020 to 3rd February 2021.

This report has been prepared to respond to the issues raised by DPIE, Design Integrity Panel (DIP), Heritage NSW (HNSW), Government Architect NSW (GANSW) and TfNSW, as responded in the table on page V.

GLOSSARY OF KEY TERMS	IV
ABBREVIATIONS	IV
TABLE 1: RELEVANT ISSUES RAISED IN SUBMISSIONS, CITY OF SYDNEY	V
TABLE 2: RELEVANT ISSUES RAISED IN SUBMISSIONS, HERITAGE NSW	X
TABLE 3: RELEVANT ISSUES RAISED IN SUBMISSIONS, PUBLIC	XI
TABLE 4: RELEVANT ISSUES RAISED IN SUBMISSIONS, GANSW	XII
TABLE 5: RELEVANT ISSUES RAISED IN SUBMISSIONS, TFNSW	XIII
TABLE 6: RELEVANT ISSUES RAISED IN SUBMISSIONS, DPIE	XIII
RESPONSE TO SUBMISSIONS	
1.1.1 COS COMMENT: OVERSHADOWING PRINCE ALFRED PARK	15
1.1.2 COS COMMENT: OVERSHADOWING PRINCE ALFRED PARK	15
1.1.3 COS COMMENT: THE ROOF GARDEN & STEPPED SEATING STRUCTURE	16
1.1.4 COS COMMENT: OSD & SHED ROOF	18
1.1.5 COS COMMENT: EASTERN ELEVATION	20
1.1.6 COS COMMENT: ARCH FACING AMBULANCE AVENUE	22
1.1.7 COS COMMENT: VISUAL IMPACT OF GLASS TO NORTH ELEVATION	24
1.1.11 COS COMMENT: SHADING OF GLASS TO NORTH ELEVATION	24
1.1.8 COS COMMENT: WIND MITIGATION TO OSD & PUBLIC DOMAIN	27
1.1.9 COS COMMENT: WIND MITIGATION TO OSD & PUBLIC DOMAIN	28
1.1.10 COS COMMENT: WIND MITIGATION TO OSD & PRECINCT-WIDE APPROACH	28
1.1.12 COS COMMENT: MICROCLIMATE OF HABITATS	29
1.1.13 COS COMMENT: LANDSCAPE AND HABITAT MICROCLIMATE	30
1.1.15 COS COMMENT: UPPER LINK ZONE & LANDSCAPE	31
1.1.16 COS COMMENT: LANDSCAPE TO UPPER LINK ZONE	32
1.1.17 DPIE COMMENT: LEE STREET DRIVEWAY	33
1.1.18 DPIE COMMENT: LEE STREET CANOPY COVER	34
1.1.19 COS COMMENT: HABITATS & FACADE EDGE DETAIL	35
1.1.20 COS COMMENT: HABITAT PLANTER DEPTHS	36
1.1.21 COS COMMENT: MID-LEVEL ‘DISCOVER’ HABITAT	37

1.1.24 COS COMMENT: CROWN LANDSCAPE	38
1.1.25 COS COMMENT: LANDSCAPE MAINTENANCE	39
1.2.1 HERITAGE NSW COMMENT: HERITAGE FABRIC RETENTION	40
1.2.2 HERITAGE NSW COMMENT: HERITAGE FABRIC RETENTION	40
1.2.3 HERITAGE NSW COMMENT: SURFACE LEVELS TO UPPER CARRIAGE WAY	41
1.2.4 HERITAGE NSW COMMENT: FIRE BOOSTER CUPBOARD DETAIL	42
1.3.1 PUBLIC SUBMISSION COMMENT: SHADOWS TO 38 CHALMERS ST	43
1.4.1 GANSW COMMENT: SOUTHERN STAIR	44
1.4.2 GANSW COMMENT: TOWER SOFFIT	45
1.4.3 GANSW COMMENT: REDUCTION IN STEPPED FLOOR PLATES	46
1.4.4 GANSW COMMENT: REDUCTION IN STEPPED FLOOR PLATES	46
1.5.1 TFNSW COMMENT: SCREEN & FACADES OPENINGS	48
1.6.1 DPIE COMMENT: SHADOWS TO RESIDENTIAL AREAS	50
PROPONENT LED DESIGN CHANGES	
2.1 TOWER STACK, STRUCTURE, AND FACADE	52
2.2 BUILDABLE ENVELOPE: CANTILEVERS	53
2.3 LOWRISE HABITATS: LEVELS T07-T22	58
2.4 LR-HR TRANSFER HABITAT: LEVELS T23-T26	59
2.5 HIGHRISE HABITAT: LEVELS T27-T30	60
2.6 HR-CROWN TRANSFER HABITAT: LEVELS T31-T34	61
2.7 CROWN: LEVELS T31-T34	62
2.8 NATURAL & MECHANICAL VENTILATION	63
2.9 TOWER SUSTAINABILITY OPTIMISATIONS (STRUCTURE)	64
2.10 TOWER SUSTAINABILITY OPTIMISATIONS (FACADE)	65
2.11 TOWER SUSTAINABILITY OPTIMISATIONS (ATLASSIAN GROWTH)	69
2.12 PROPOSED BUILDING SIGNAGE	71
2.13 TOWER RENDERINGS COMPARISON	72

APPENDIX	
3.1 APPENDIX A - ARCHITECTURAL DRAWINGS	79
3.2 APPENDIX B - PEDESTRIAN MODELLING	80
3.3 APPENDIX C - SHADOW STUDIES	81
3.4 APPENDIX D - WIND REPORT	82
3.5 APPENDIX E - PUBLIC DOMAIN DRAWINGS	83
3.6 APPENDIX F - AREA SCHEDULE	84
3.7 APPENDIX G - FIRST NATIONS ENGAGEMENT REPORT & ADVICE	85
3.8 APPENDIX H - DRAFT HERITAGE INTEPRETATION REPORT	86
3.9 APPENDIX I - RESPONSE TO 04/05/2021 DIP COMMENTS	87

GLOSSARY OF KEY TERMS

Term	Definition
Atlassian Site	8 – 10 Lee Street, Haymarket
The Project	Commercial and hotel development above the Former Inwards Parcel Shed at 8-10 Lee Street, Haymarket
Block B or “Dexus/ Frasers Site”	14-30 Lee Street Haymarket. Adjoining land immediately to the south currently comprising three 8 storey commercial buildings.
Block C or Adina Hotel	2 Lee Street, Haymarket The Former Parcels Post Office The Adina Apartment Hotel Sydney Central
Central Sydney	Land identified as Central Sydney under the Sydney LEP 2012 and includes Sydney’s Central Business District
Sub-precinct	Western Gateway Sub-precinct
Atlassian Central	The Atlassian tower building (building only)
Atlassian Central development	The whole Atlassian development within the Atlassian Site including the tower and public domain works.
Devonshire Street Tunnel	The pedestrian and cycle tunnel running between Chalmers Street and Lee Street
Link Zone	The publicly accessible land within The Site.
Central Walk West	The future western pedestrian entry to the new 19 metre wide underground concourse customers to suburban rail and Sydney Metro platforms.
Habitat Level 1	Flexibly ventilated workspace areas

ABBREVIATIONS

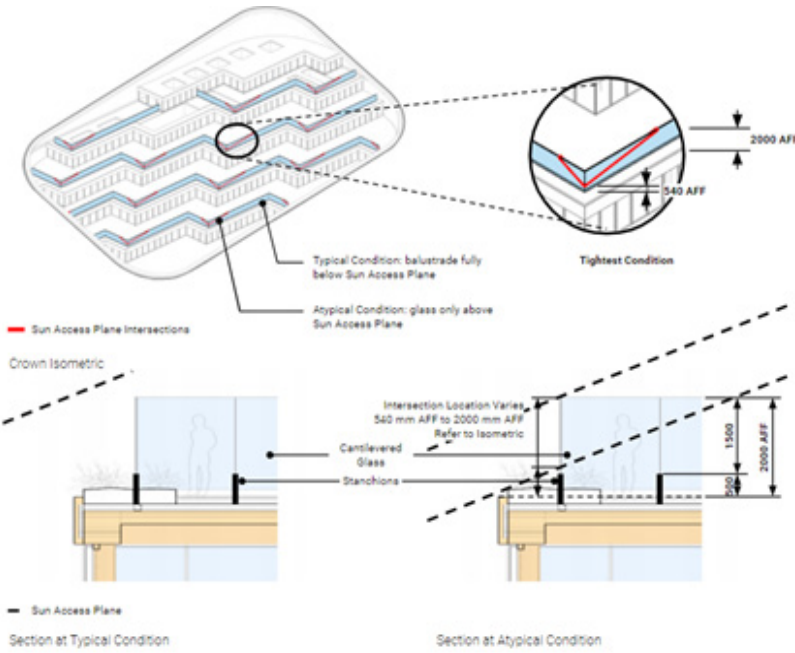
Abbreviation	Meaning
ACHAR	Aboriginal Cultural Heritage Assessment Report
AEO	Authorised Engineering Organisation
ASA	Asset Standards Authority
AHIMS	Aboriginal Heritage Information Management System
APAR	Airports Protection of Airspace Regulations
AS	Australian Standard
ASS	Acid Sulfate Soils
ATP	Australia Technology Park

Abbreviation	Meaning
BC Act	Biodiversity Conservation Act 2016
BCA	Building Code of Australia
BDAR	Biodiversity Assessment Report
Camperdown-Ultimo Strategy	Camperdown-Ultimo Collaboration Area and Place Strategy
CDRP	Central Design Review Panel
Central SSP	Central Station State Significant Precinct
C2E Strategy	Central to Eveleigh Urban Transformation Strategy
CMP	Conservation Management Plan
Council	City of Sydney Council
CPTED	Crime Prevention Through Environmental Design
CPTMP	Construction Parking and Traffic Management Plan
CSPS	Draft Central Sydney Planning Strategy
DES	Design Excellence Strategy
Design Brief	Architectural Design Competition Brief
Design Competition	Architectural Design Competition
Design Guideline	Western Gateway Design Guideline
Devonshire Tunnel	Devonshire Street Pedestrian Tunnel
District Plan	Eastern City District Plan
DPC	NSW Department of Premier and Cabinet
DPIE/Department	NSW Department of Planning, Industry and Environment
DP	Deposited Plan
DSI	Detailed Site Investigation
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
EPBC Act	Environment Protection and Biodiversity Conservation Act 1999
ESD	Ecologically Sustainable Development
GANSW	NSW Government Architect’s Office
GFA	Gross Floor Area (as defined under the Sydney Local Environmental Plan 2012)
HIS	Heritage Impact Statement

Abbreviation	Meaning
Infrastructure Strategy	State Infrastructure Strategy 2018-2038
LGA	City of Sydney Local Government Area
LSPS	Draft Sydney Local Strategic Planning Statement
m	metre
NIA	Noise Impact Assessment
OEH	NSW Office of Environment and Heritage
OLS	Obstacle Limitation Surface
OWMP	Operational Waste Management Plan
Parcels Shed	Former Inward Parcels Shed
PSI	Preliminary Site Investigation
Region Plan	A Metropolis of Three Cities – Greater Sydney Region Plan
RAP	Remediation Action Plan
RAPs	Registered Aboriginal Parties
RMS	Roads and Maritime Services
RTTC	Radar Terrain Clearance Chart
SEARs	Secretary’s Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SEPP 55	State Environmental Planning Policy No.55 – Remediation of Land
SEPP Infrastructure	State Environmental Planning Policy (Infrastructure) 2007
SEPP SRD	State Environmental Planning Policy (State and Regional Development) 2011
sqm	Square Metres
SREP SH	Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
SSD	State Significant Development
SSDA	State Significant Development Application
Sub-precinct	Western Gateway Sub-precinct
Sydney 2030	Sustainable Sydney 2030 Strategy
Sydney LEP 2012	Sydney Local Environmental Plan 2012

Abbreviation	Meaning
Taskforce	Tech Taskforce
TIA	Transport and Accessibility Impact Assessment
TfNSW	Transport for New South Wales
The Minister	The Minister for Planning, Industry and Environment
The Regulation	Environmental Planning and Assessment Regulation 2000
Transport Strategy	Future Transport Strategy 2056
Urbis	Urbis Pty Ltd
VIA	Visual Impact Assessment
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

TABLE 1: RELEVANT ISSUES RAISED IN SUBMISSIONS, CITY OF SYDNEY

City of Sydney Comments	Response
General	
This is avoidable and can be fixed. The development overshadows Prince Alfred Park by way of high glass balustrading to the roof terraces. The sun access plane forms part of the Central Sydney Planning Strategy sets the limit for overshadowing over the park.	The roof top balustrades to terraces have been redesigned to be below the sun access plane. Refer 1.1.1.1 CoS Comment
The City strongly objects to this overshadowing beyond the limit - it breaches the sun access plane to the park. This has previously been brought to the applicant's attention and is easily remedied. The section below shows the extent of balustrade which causes the impact. Reducing the extent of private terrace footprint and height of glazing (and its structural support) will remove the impact completely and comply with the limit of allowable shadow. The Department should avoid a precedent for future development at Central Station and enforce compliance with the sun access plane. 	The roof top balustrades to terraces have been redesigned to be below the sun access plane. Refer 1.1.1.2 CoS Comment

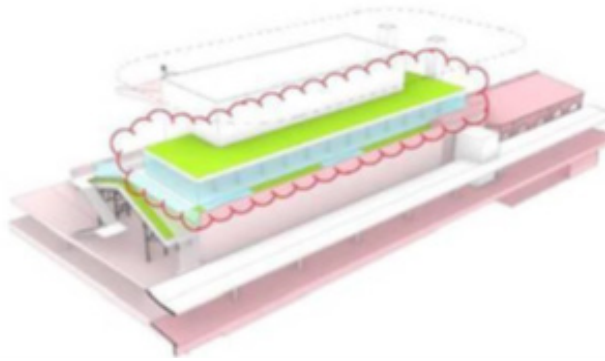
City of Sydney Comments	Response
Heritage	
The roof garden and stepped seating structure on the roof are not considered sympathetic to the scheme and should be avoided. The simpler metal roofing is recommended to be maintained for visual separation with the new structure. We are concerned that the proposed green roof is on a cantilevered section of the heritage roof and could not be adequately supported by the existing structure. It would require additional major steel structural elements to support it. Given the nature of the expressed timber structure in the underside of the parcels shed roof, any additional structure will be visible and will compromise the integrity and appearance of the reconstructed timber structure. For similar reasons and further discussed regarding other issues, the proposed bleacher seating has an unnecessary visual imposition and affects the structural integrity of the heritage item. For these reasons it is not supported.	Refer 1.1.3 CoS Comment
The addition on top of the existing parcel shed roof to the south-eastern side (clouded in red on the image below) interfere with the visual and physical separation required between the existing and the tower addition. As well, the former roof form and materiality is hidden by the top addition. Consideration should be given to reducing the overall impact of this element. 	Refer 1.1.4 CoS Comment

TABLE 1: RELEVANT ISSUES RAISED IN SUBMISSIONS, CITY OF SYDNEY

City of Sydney Comments	Response
The blank wall on the ground floor on the eastern elevation separating the train station does not deliver any connectivity or engagement between the new development and the station. The City understands this wall is essential for fire and blast separation between the rail line and the new building (e.g. if a diesel train derails at platform 1 or 2). Its scale and impact need to be ameliorated by modelling or sculpting the wall in three dimensions with piers or other architectural features and must have a design quality and materiality commensurate with the existing quality of Central Station. The wall could also be an opportunity for a public artwork. The importance of this wall appearance is high if these platforms are to be built over in future.	Refer 1.1.5 CoS Comment
The large amalgamated arch facing Ambulance Avenue needs more work and is considered to be out of scale and unsympathetic in the context. In its current form, it would result in a substantial loss of the fine and significant original brick masonry. This new access to the shopping concourse to the south should be delivered as three new arches within the existing brick pier set out. These need to be consistent with the scale, classical proportions, geometry, wall thickness and construction detailing of the existing brick arches in the wall. The proposed demolition of the existing brick wall must be preceded by accurate survey of the existing fabric including a point-cloud laser scan of the entire wall and an inventory of all elements to be salvaged including sandstone elements and metal work. The brick wall must be reconstructed to the same brick rod (i.e. mortar joint) set out of the retained east end of the wall (note that the beds and perpends in the existing brick wall are less than the modern standard of 10mm). All existing brick piers should be reconstructed to full height to match their original size, design and position. Please note that this was relayed to the applicant in preliminary discussions and was agreed in principle at the time.	Refer 1.1.6 CoS Comment

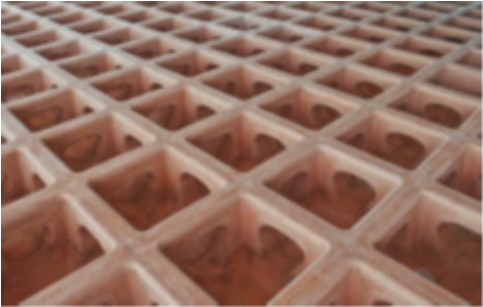
City of Sydney Comments	Response
The visual impact of the large glass cladding of the shed on northern elevation is uncharacteristic, somewhat bland and looks unfinished. In addition, considering the north orientation, it will negatively impact on energy performance. A preferable solution may be to undertake an interpretative re-construction. The original windows could be refurbished and returned to their original locations in the elevations. The areas of (formerly solid weatherboard) walls surrounding them may be glazed but clad with build external timber horizontal louvres based on the proportions and materiality of the original weatherboard cladding. This can deliver an appropriate level of passive sun control and present a more solid appearance more consistent with the original building. This would allow clear glazing and so would allow very good visual connection between the interior and exterior in all lighting conditions.	Refer 1.1.7 CoS Comment
Wind Impacts	
One location (23) is disregarded as it is a function of the existing context. Under the Atlassian + Dexus/Frasers development scenario, the safety standard is exceeded at 14 locations. Under the Atlassian + Dexus/Frasers + Toga development scenario, the safety standard is exceeded at 13 locations. In all scenarios, a number of the safety exceedances occur on the ‘bleachers’, and in the Atlassian only scenario, additional exceedance occurs at the Upper Ground Level Plan, where outdoor sitting areas are planned. The proposal clearly does not comply with the Design Guidelines objectives for Wind in part 3.1.5, which are: Development within the sub-precinct must ensure that the cumulative impact of development on the wind environment does not result in uncomfortable or unsafe wind conditions on public domain within and surrounding the development taking into consideration the intended primary purpose of that space. The wind environment must be suitable for the intended uses.	Refer 1.1.8 CoS Comment
Greater clarity is required over the status of the ‘bleachers’ as a public or private space, if they are retained. The Wind Report nominates this as a private outdoor location, however, other reports (including the CPTED Report) note this as being a key publicly accessible space. The Report proposes mitigation by removing all access during less favourable conditions. No information is provided to quantify the extent of time that the podium is unfit for its intended use. The Design Guidelines clearly state at 3.1.5 (a) that the wind environment must be suitable for the intended uses.	Refer 1.1.9 CoS Comment

TABLE 1: RELEVANT ISSUES RAISED IN SUBMISSIONS, CITY OF SYDNEY

City of Sydney Comments	Response
Summary Recommendations in relation to Wind Impacts: - The Design Guidelines document should be finalised prior to completion of the assessment and set detailed and specific wind comfort criteria for all publicly accessible locations within, and adjacent to, the western gateway precinct. - The accessible roof and ‘bleachers’ on the Parcel Shed roof should not be approved unless it can be demonstrated that the wind safety standard is achieved. - Greater certainty in relation to achieving acceptable wind comfort conditions must be demonstrated prior to approval for any development block within the precinct. The City recommends that the department undertakes their own precinct-wide wind tunnel testing at a time when each development block has a suitably progressed and refined building design.	Refer 1.1.10 CoS Comment
Design for Environmental Performance	
The north elevation of the Parcel Shed is proposed as full height glazing with no external shading. Further, the aspirations for the project architecture show clear glazing to enhance transparency and allow views into the building. This is not well resolved or feasible due to summer sun ingress, and high performance or tinted/reflective glazing will be required to address heat. The City strongly objects to the use of high performance or tinted glazing in lieu of passive external shading devices in situations directly impacting the public such as this.	Refer 1.1.11 CoS Comment
However, there is no confirmation the BIPV system been constructed and tested in commercial buildings elsewhere in Australia, preferably in areas with the same climate zone. The design fails to confirm: - If the glazing system contribute to heat gain on a western façade and what are the impacts on the healthy growth of trees and plants. - Does the glazing / operable ventilation system result in wind impacts to landscape zones within the tower? - What is the strategy if trees fail on these upper levels post construction?	Refer 1.1.12 CoS Comment
DPIE have no assurance that the landscape will succeed and evidence that a stable ambient temperature and environment can be achieved for optimal plant growth with natural ventilation.	The planting selection is cautiously prepared and will be further refined as the design progresses. As a rule of thumb, plants will be selected that can survive in indoor conditions and can also withstand harsh sunlight when directly placed against the glazing. The natural ventilation will provide a benefit to any planting provided.

City of Sydney Comments	Response
The following recommendations are made with respect to the BiPV system: - Submit photographic evidence and confirm locations where this BiPV glazing system has been built with planting at the edge in Sydney or a warm temperate climatic zone. - Build off site in Sydney a full-sized prototype for the BiPV façade with planting in the habitat and tested off site located in a west facing aspect. - Submit empirical evidence gathered from testing the prototype to confirm feasibility of the glazing solar system, natural ventilation and how impacts on proposed planting within Habitat levels will be mitigated. The City understands a similar condition was applied by DPIE to the Lend Lease development Damaru House Barangaroo (1 Sussex Street) that includes an integrated green roof with solar panels over a CLT commercial building. DPIE required empirical evidence and ongoing research data collected to demonstrate the energy captured, energy costs and temperature reduction, and success of an integrated green roof with PV cells.	Noted.
Tree Management	
The Upper Link Zone is 6.8m wide from the western edge to the Shed roofline. The design preferences pavement, however, there is space to improve the design and increase urban canopy on the site. Design cues should be taken to emulate nearby civic scale public domain areas such as the pedestrianised George Street precedent, Devonshire Street precinct and Barangaroo foreshore precinct. Such plantings allow for maximised pedestrian comfort and canopy cover. The applicant should pursue an avenue of trees similar to the areas listed above within this public plaza.	Refer 1.1.15 CoS Comment

TABLE 1: RELEVANT ISSUES RAISED IN SUBMISSIONS, CITY OF SYDNEY

City of Sydney Comments	Response
As the applicant should pursue the installation of more trees within the upper level plaza, the use of structural soil vaults to provide the necessary soil volumes in accordance with the City’s Landscape Code Volume 2 must be investigated and included as part of the proposal. The current proposal uses above ground planters which will not allow for the necessary site access and soil volumes. The applicant may wish to consider a grid/waffle slab as per below. 	Refer 1.1.16 CoS Comment
The City requests that the applicant provide accurate soil volumes for the proposed trees as part of the landscape plans. As it appears many of the tree will be installed on slabs or structures the installation of structural soil vaults and soils must be considered to provide soil volumes consistent with the Sydney Landscape Code. Trees in the public domain are to contribute to urban canopy targets, provide adequate shade in summer, sunlight in winter, and as a minimum include a higher proportion of medium to large sized trees.	The selection of trees to the upper link zone edge was done following a study of available soil volumes for each tree. Every tree will have access to 9m3 of soil volume and 800mm soil depth minimum, which is defined as suitable for tree health by the landscape code vol 2. Refer 1.1.15 Comment Figure 1
The City requests that the applicant provides more information on how they intend to deliver a precinct-based approach to the development and realise the “Day 2/3” designs in order to maximise canopy cover and provide trees on the Lee Street Driveway.	Refer 1.1.18 CoS Comment
The sections are unclear, for example they do not show the facade edge. Trees will take time to reach the heights indicated. The architectural sections show that the western edge from Levels 12 to 36 is perpendicular to the slab, meaning any planters for vegetation needs to be wide enough to support even canopy growth.	Refer 1.1.19 CoS Comment

City of Sydney Comments	Response
Elsewhere on all habitat levels there are planters 500mm depth and free-standing narrow planters with shrubs located between seating areas and pods. Planters on level 7 and 11 will reflect typical L15 layout with planters set above ground with no slab downturns. 	Refer 1.1.20 CoS Comment
At the mid tower levels “Discover” Habitat on Levels 23,27,31 the planting theme is sensory planting theme with bushland species. Typical plan and section for Level 23 (Fig 9) through western edge of façade includes gum trees.	Refer 1.1.21 CoS Comment
The applicant also includes a caveat lower and mid-level landscape plans noting the “planting layout is indicative and subject to coordination with structural design and set downs”. This provides the consent authority no assurance the proposed landscaping is feasible.	Designs for habitat levels are expressed via typical layouts based on typical structural layouts applied to all floors. In the next phase of design, these will be coordinated on a floor by floor basis.

TABLE 1: RELEVANT ISSUES RAISED IN SUBMISSIONS, CITY OF SYDNEY

City of Sydney Comments	Response
The City strongly supports the aspirations of the developer to provide a high-quality landscaped environment throughout the public domain and within the tower. The following recommendations are therefore made to assist in achieving this vision: - Review the design of all planters, and freestanding pots in the public domain and tower, to ensure landscape areas on slab achieve the minimum soil depths and soil volumes in accordance with the Sydney Landscape Code Volume 2. - Provide updated plans with levels (SSL, RL, TW), typical details and confirm the soil volume for all new trees. - Ensure that any landscape conditions reference the Landscape Code Volume 2.	Soil depths and volumes provided to plants and trees in line with the requirements of the landscape code vol 2. Refer 1.1.15 Comment Figure 1
Landscaping	
Further information is required regarding the plant species selection and maintenance at the top of the tower, as follows: - Plant species are native and succulents which may be suited to the ocean clifftops, how will they perform at levels over 200mm above sea level? - Will the plants be desiccated in high wind and heat of the rooftop? - How will the planters be safely accessed and maintained? How is green waste removed from the upper roof levels and is this self-composted on site? - Is there a site-specific fertigation system required to irrigate and fertilise the planters? Is there allowance in the building design for storage tanks, rainwater tanks, compost areas etc? Where is this accommodated in the building design.	Refer 1.1.24 CoS Comment
The success of landscape on slab requires great design, coordinated services, soil depth and soil volume, drainage, watering systems and ongoing maintenance. Yet the submitted landscape plans indicate planters on slab within the public domain and tower with trees and shrubs in narrow planters only 500-800m depth.	Soil depths and volumes provided to plants and trees in line with the requirements of the landscape code vol 2. Refer 1.1.15 Comment Figure 1
The typical plan and section for Level 15 (Fig 8) through western edge of the facade shows a planter with palm trees. The planter design is flush with the surrounding FFL with a slab set down 600mm, mounded to 800mm which does not meet minimum depths under the Landscape Code. All trees and palms are 25L pot size and will therefore be around 1 metre high at installation.	Soil depths and volumes provided to plants and trees in line with the requirements of the landscape code vol 2. We also understand that mounding is allowed but limited to 200-300mm should there be enough width in the planters. Planters widths vary and trees will be located in the wider sections. Refer 1.1.15 Comment Figure 1

City of Sydney Comments	Response
Transport	
Public Design & Water Sensitive Urban Design	
The City is concerned that the development is relying on a proposed stormwater network extension to reduce flood levels in Ambulance Avenue, which is unacceptable. All flood planning levels are to comply with the City's Interim Floodplain Management Policy. The following further information should be submitted for review prior to determination: - A study regarding the practicability and constructability of the proposed stormwater network extension, regarding underground utilities in the area. - Approval from Sydney Water for the proposed extension to connect to the Sydney Water trunk drain. - Failsafe design of the inlet structures in the Ambulance Avenue sag, for example blockage of the inlets.	Refer 1.1.27 CoS Comment

TABLE 2: RELEVANT ISSUES RAISED IN SUBMISSIONS, HERITAGE NSW

Heritage NSW Comments	Response
- The Heritage Council has previously stated its recognition and support for appropriate development in and around this sensitive precinct as part of the evolution of the city (Heritage Council’s initial response, 19 December 2019). - The Heritage Council recognises that the determination to uplift this part of the CBD, including the up zoning of planning height controls, has been made by Government. Whilst the scale of developments in and around Central will change the current scale and legibility of the heritage precinct, the Heritage Council recognises the opportunity to ensure measurable heritage outcomes through considered design, materiality, heritage interpretation, and leading-edge storytelling, combined with excellent new building design. - This will ensure the public’s interaction with Central and the new spaces resonates with the unique history of the place from First Nations contact and connection, to its evolution as part of the wider Metropolis. - Given the height of the proposed new buildings, important view lines should be retained and celebrated, and the Heritage Council notes the important view line studies to inform this opportunity. - Noting the resulting changes required to the vernacular Former Inwards Parcels Shed and surrounding elements (including the Upper Carriage Lane and forecourt, retaining wall elements), the Council supports requirements for high-quality and engaging interpretation of this building and its function.	Refer to Commment 1.1.1 and 1.1.2.
We note that further detail design development will be undertaken on the building and that as much original timber framing as possible will be reused in the building’s adaptation. However, it is still unclear how other distinctive elements of the building, including the existing masonry base and chimneys, and sandstone plinths of the building will be meaningfully used as part of the adaptation and interpretation of the building. Further detail is required as per Heritage Council letter to the applicant, 16 October 2020.	Refer to 1.2.1 Heritage NSW Comment
In addition, the document notes removed significant fabric will be reused where possible. Further detail is required to understand what elements will be reused and in what application, including interpretive measures.	Refer to 1.2.2 Heritage NSW Comment

Heritage NSW Comments	Response
Modification to surface levels to the west of the former Inward’s Parcel Shed and along Upper Carriage Way are proposed to occur. It is unclear what impact the change in surface level will have on the adjacent significant retaining walls and the former Parcel Post Office building as well as the sandstone post on Upper Carriage Lane. We suggest additional details be developed to ensure impacts are minimised, including how the use of the former Inwards Parcels Shed including its loading dock function will be interpreted as part of the works.	Refer to 1.2.3 Heritage NSW Comment
Further details of the fire booster proposed to be installed within the heritage retaining wall (Lower Carriage Lane) should be provided to ensure the treatment does not adversely impact on the character of the wall.	Refer 1.2.4 Heritage NSW Comment

TABLE 3: RELEVANT ISSUES RAISED IN SUBMISSIONS, PUBLIC

Public Submissions	Response
Submissions of Support	
"It is about time the land around a major transport hub like Central Station is utilised more effectively with more high density buildings."	Noted.
"Not much comments for that project. But I think is quite good"	Noted.

Public Submissions	Response
Objections	
"I am the owner of an investment property at 38 Chalmers St Surry Hills. As such I am concerned that no visual or solar impact assessment has been made for our buildings (34 and38 Chalmers st are residential buildings). We stand right across the railway from the proposed 40 storey towers the height and bulk of which, will no doubt impact our enjoyment of the afternoon sun (the only time we get sunlight) and be visually obtrusive. While the Atlassian tower on its own, might not create too much of an issue, the assessments shouldshould be made for the impact from the entire project. As the projected view from Prince Alfred Park shows, we will be looking at a massive wall of 3 towers with minimal space between them when the Fraser Dexux buildings are added to the picture. That is of course less than an idyllic view from all directions. Moreover, I really believe that the area could have been redeveloped with much more regard for the heritage buildings around and more imagination. Of course it's just about money so skyscrapers are all the go whether suitable or not. They will ruin an area that could have retained so much character with wholistic planning rather than ad hoc unsolicited development proposals.. There is no planning here... Now that there is a 4th tower in the works (Toga above the Adina Hotel) , the impact on the lovely heritage buildings will be worse than one can picture. The white shadows on the assessment photos hardly show the reality I also do not see such a great need for more office space, hotel rooms and or retail space in the area in a city already full of those with many vacant and for lease. A missed opportunity by Planning NSW and City Council alike to make the Southern end of the CBD amore open, light filled, pedestrian friendly, character full area working to enhance what is already there rather than dwarf and disrespect it."	Refer 1.3.1 Public Submission Comment

TABLE 4: RELEVANT ISSUES RAISED IN SUBMISSIONS, GANSW

GANSW Comments	Response
Design Integrity Panel	
The DIP (Design Integrity Panel) to continue during design and construction documentation stages to help ensure delivery of the competition vision for the site and provide endorsement of the satisfactory resolution of design related conditions of consent.	Noted.
A DIP session should be held pre RtS to assist in resolution of the items listed below.	Noted.
The Shed	
Proposed glazing to the northern elevation of the shed is not supported. This elevation requires detailed analysis including the development of options as per DIP report recommendations.	Refer 1.1.7 & 1.1.11 COS Comment
Design development of the adaptive reuse of The Shed, including the activation of the roof with bleacher seating, should be subject to review by the DIP to ensure the fine detailing and other design excellence and heritage issues are addressed and/ or maintained.	Noted. The bleachers were part of the design competition scheme which the DIP has supported. The bleachers are part of the public domain activation especially events to the upper link zone.
Wind	
Wind impacts are not yet resolved. An integrated approach to wind impact mitigation across the precinct is required, including a thorough understanding of the consolidated impacts of future developments to the west, south and east. This should be subject to review by the DIP to ensure urban design and architectural integration.	Refer 1.1.9 & 1.1.10 COS Comment
Overshadowing of Prince Alfred Park	
Shadow impacts to Prince Alfred Park from glazed screens are not supported. Shadow impacts can be removed via relocation and/or lowering of the glazed screens. Whilst it is noted that the proposed detail minimises structure within the sun plane this additional roof terrace space is considered unnecessary to the success of the project and represents a problematic precedent.	Noted. The glass balustrades have been lowered below the sun access plane. Refer comments 1.1.1 & 1.1.2.

GANSW Comments	Response
Public Domain Integration	
Success of the project is dependent on successful integration of the public domain with the future ‘Third Square’, surrounding streets, and development sites including future over station development at Central station. Public domain integration should be subject to review by the DIP during design development.	Coordination with the broader Western Gateway precinct developments is ongoing including both Dexus Frasers and Toga and consideration of future OSD developments with TfNSW. The pedestrian bridge has been indicatively shown in accordance with the current precinct strategy and will continue to be reviewed in conjunction with the Western Gateway Precinct design contingency. The location of key circulation items is also being reviewed with TfNSW and pedestrian modelling consultants. TfNSW have recently presented options for connecting at RL.21.0 to the upper link zone which are being further developed.
External Stair	
Requires further design development to be reviewed by the DIP.	Refer 1.4.1 GANSW Comment
Tower Soffit	
Proposed approach is supported in principal, recommend that detailed design is reviewed by the DIP.	Refer 1.4.2 GANSW Comment
Stepped Floorplates	
The change to the typical floorplate arrangement that reduces the extent of the ‘stepped floorplates’ in the south-western section of the plan was not raised by the proponent at the DIP session. GANSW have concerns with the impacts of this change on design excellence, noting dot point #6 from the Competition Jury Report: The Jury strongly support the spatial condition of inverted timber framed stepped back floorplates and landscaping elements within the facade, and this should be maintained.’	Refer 1.4.4 GANSW Comment
This change requires further explanation and justification from the proponent including drawings that indicate its design impacts both external and internal, this should be presented to the DIP pre-RtS.	Refer 1.4.3 GANSW Comment

TABLE 5: RELEVANT ISSUES RAISED IN SUBMISSIONS, TFNSW

TFNSW Comments	Response
Protection of Sydney Trains / NSW Trains Assets and Operation	
Central Station is located in close proximity to the proposed development. It is noted that: • It appears that lower part of roof top outdoor terrace facing rail corridor does not include any measures to prevent throwing/falling of objects or opportunity for self-harm; and • The development application identifies groundwater drawdown as an issue. It is advised that: • Possession works be managed by Sydney Trains (not TfNSW as mentioned in Appendix Z); • Section 2.5 of Appendix Z needs to include TAHE as one of the authorities which need to be liaised with; and • Section 2.6 of Appendix Z needs to include Sydney Trains as one of the stakeholders for the preparation of Stakeholder Management Plan. Recommendation It is requested that the applicant provides the following as part of the applicant’s Response to Submissions: • Details of outdoor terrace area, balconies and external windows facing rail corridor and confirmation that the development has measures installed (e.g. awning windows, louvres, enclosed balconies, window restrictors etc.) which prevent the throwing of objects onto the rail corridor in accordance with the Department of Planning’s Guidelines - Development near Rail Corridors and Busy Roads; • Impact of groundwater drawdown on rail corridor needs to be assessed in detail and confirm this is acceptable; and • Whether the applicant will be seeking staged Construction Certificate as TfNSW would be able to recommend any relevant conditions that apply for each specific stage.	Refer 1.5.1 TfNSW Comment

TABLE 6: RELEVANT ISSUES RAISED IN SUBMISSIONS, DPIE

DPIE Comments		Response
Design Excellence		
In addition to responding to the GANSW concerns and recommendations, the proposal should be presented to the Design Integrity Panel (DIP) to assist with resolving the design issues. Please provide a copy of the DIP advice/meeting minutes.		Noted.
Overshadowing		
Further consideration should be given to the positioning and/or design of the roof terrace balustrading. In particular, options should be explored to avoid penetration into the sun access plane to protect solar access to Prince Alfred Park, having regard to the concerns raised by Council and GANSW.		Refer to Commment 1.1.1 and 1.1.2.
Residential Amenity		
Provide further analysis of potential amenity impacts on nearby residential properties including: - A map identifying properties in the vicinity of the site - An assessment of visual and view impacts on affected properties, particularly in relation to properties located on Carlton and Kensington Street identified as being affected by view loss of the clock tower, against Tenacity view sharing principles - An assessment of overshadowing impacts on private residential properties to the west and south west against the Apartment Design Guide (ADG) minimum solar access guidelines.		Refer 1.6.1 DPIE Comment
Landscaping		
In addition to addressing Council’s concerns regarding the level of detail and feasibility of proposed landscaping, provide details of proposed landscape maintenance, demonstrating how the proposed landscaping will be managed and maintained throughout the life of the project.		Refer to comments 1.1.12, 1.1.3, 1.1.16, 1.1.18, 1.1.19, 1.1.20, 1.1.21, 1.1.24, & 1.1.25



VIEW EAST TOWARDS ATLIASSIAN CENTRAL DEVELOPMENT FROM RAILWAY SQUARE

1

RESPONSE TO SUBMISSIONS

1.1.1 COS COMMENT:
OVERSHADOWING PRINCE
ALFRED PARK

1.1.2 COS COMMENT:
OVERSHADOWING PRINCE
ALFRED PARK

COMMENT

This is avoidable and can be fixed. The development overshadows Prince Alfred Park by way of high glass balustrading to the roof terraces. The sun access plane forms part of the Central Sydney Planning Strategy sets the limit for overshadowing over the park.

COMMENT

The City strongly objects to this overshadowing beyond the limit - it breaches the sun access plane to the park. This has previously been brought to the applicant’s attention and is easily remedied. The section below shows the extent of balustrade which causes the impact. Reducing the extent of private terrace footprint and height of glazing (and its structural support) will remove the impact completely and comply with the limit of allowable shadow. The Department should avoid a precedent for future development at Central Station and enforce compliance with the sun access plane.

RESPONSE

The glass balustrades have now been set back from edge of terraces and do not encroach sun access plane.

The setback distances varies throughout from one to three metres to ensure the sun access plane is not intersected.

Balustrades and landscape design and details will be further developed in later stages of design.

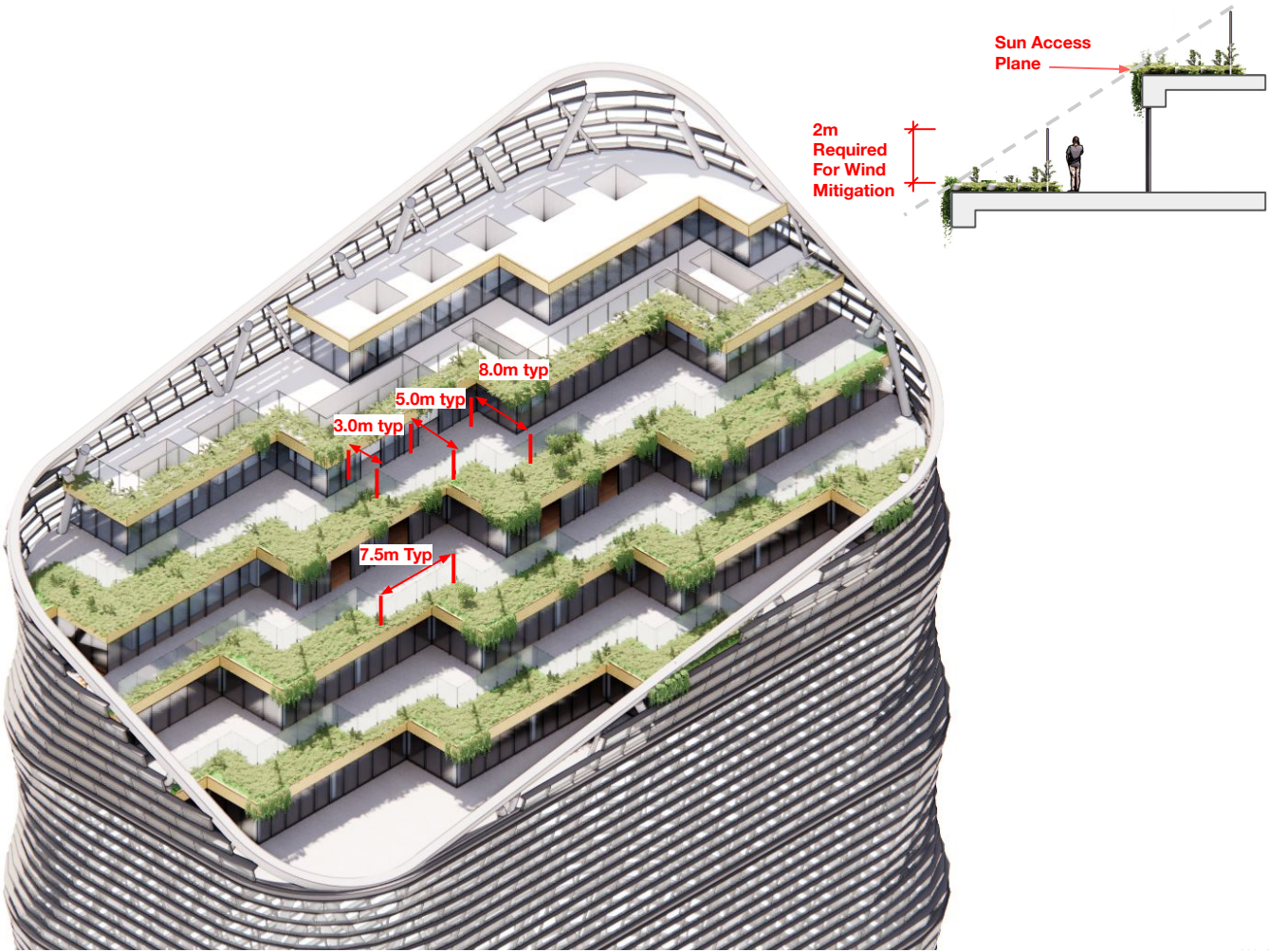


FIGURE 1 - CROWN AXONOMETRIC

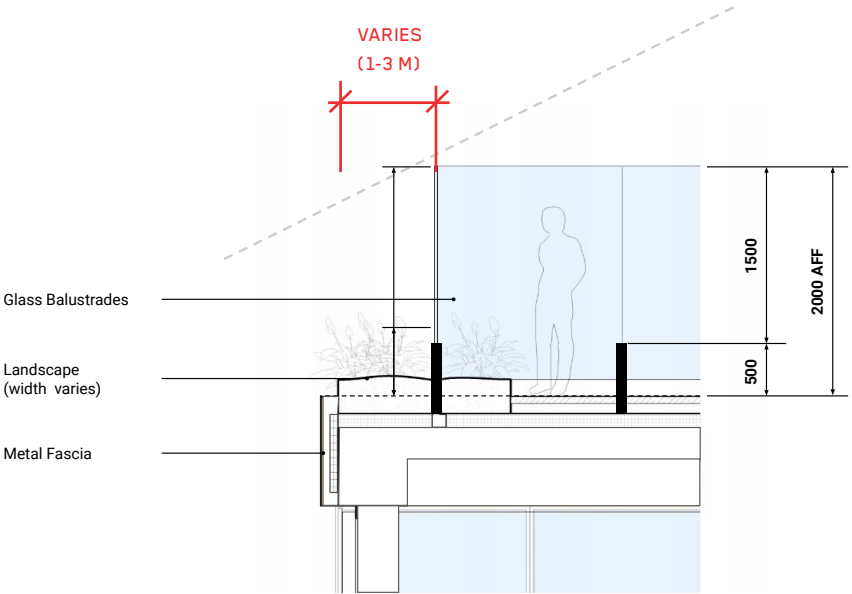


FIGURE 2 - SECTION

1.1.3 COS COMMENT: THE ROOF GARDEN & STEPPED SEATING STRUCTURE

COMMENT

The roof garden and stepped seating structure on the roof are not considered sympathetic to the scheme and should be avoided. The simpler metal roofing is recommended to be maintained for visual separation with the new structure. We are concerned that the proposed green roof is on a cantilevered section of the heritage roof and could not be adequately supported by the existing structure. It would require additional major steel structural elements to support it. Given the nature of the expressed timber structure in the underside of the parcels shed roof, any additional structure will be visible and will compromise the integrity and appearance of the reconstructed timber structure. For similar reasons and further discussed regarding other issues, the proposed bleacher seating has an unnecessary visual imposition and affects the structural integrity of the heritage item. For these reasons it is not supported.

RESPONSE

The accessible over site development (OSD) roof area forms an integral part of the overall design and was a critical element in the winning Design Competition scheme. The complexity of building the tower over the shed has created the opportunity to develop a new outdoor room for the city and make this occupiable area an important contributor to the vibrancy of the precinct.

The roof of the shed is conceived as part of the layers of the project; from the heavy masonry base, to the lightweight timber shed, the green roof and the tower above. In alignment with our framework for Designing with Country these layers acknowledge the past, present and future. Kevin O’Brien the project Designing with Country advisor has stated that:

“When we deeply consider the layers of influence that make up modern Australia, from the Aboriginal, through Colonial and into the Multi-cultural, it is clear that the concept of heritage can synthesize what are historically conflicted fields- Aboriginal heritage, Colonial heritage and multicultural heritage matter. Buildings, past, present and future have an obligation to Care for Country. To acknowledge damage done to Country, and to strive towards reversing this damage. We have proposed the

reintroduction of native landscapes to heritage and new alike. In so doing, we are making a setting within the public realm that speaks to ancient use as well as future use.”

The green roof space provides an exciting opportunity for the integration of a meaningful Designing with Country response. We have a strong responsibility to integrate a robust Designing with Country response in this proposal to acknowledge the 60,000 years of previous occupation, not limited to the 100 years of the building’s life only. The green roof is a key design feature of the development which provides a distinct design opportunity to respect and acknowledge this layer of Aboriginal history in the overarching heritage approach to the public domain. Ongoing consultation with Elders is occurring by Coxinall Ridgeway who are supportive of the Green Roof Design with Country approach.

The roof space will provide a ‘fifth elevation’ as part of the proposal. Currently the roof of the shed is not an active area, but with the vertical development of the precinct, this roof will increase in visibility and should be used an opportunity to reflect the design and amenity intentions of the precinct as well as an acknowledgement of the history of place.

The new bleacher structure and OSD level is supported by new steel and concrete structure which is supported off the mega columns and tower core. This new structure is separate to the existing Inwards Parcels structure does not rely on it for any support. All new structure is concealed within the new bleachers and landscape. The Shed structure is visually separated from the new structure by way of a new timber lining which sit between the Shed structure. From beneath the Shed roof there will be no visible steel structure. In addition, careful attention has been paid to the detailing of the edge of the Shed roof, to ensure it maintains a very fine edge, and its articulation from the green roof and next layer elements.

The roof level has also enabled a range of integrated wind mitigation elements that are critical to achieving comfort levels in the upper ground link zone. The pavilion, east wall and some balustrades are all elements that have been designed as part of the wind mitigation, the alternative of only a metal roof would be adverse to the public realm at upper ground link zone.

Finally, with a long term view of the precinct the occupiable roof will help enable the activation and connection from OSD.



FIGURE 1 - VIEW OF UPPER LINK ZONE LOOKING NORTH



FIGURE 2 - AERIAL VIEW FROM SOUTH WEST OF OSD & UPPER LINK ZONE

1.1.3 COS COMMENT:
THE ROOF GARDEN
& STEPPED SEATING
STRUCTURE

COMMENT

The roof garden and stepped seating structure on the roof are not considered sympathetic to the scheme and should be avoided. The simpler metal roofing is recommended to be maintained for visual separation with the new structure. We are concerned that the proposed green roof is on a cantilevered section of the heritage roof and could not be adequately supported by the existing structure. It would require additional major steel structural elements to support it. Given the nature of the expressed timber structure in the underside of the parcels shed roof, any additional structure will be visible and will compromise the integrity and appearance of the reconstructed timber structure. For similar reasons and further discussed regarding other issues, the proposed bleacher seating has an unnecessary visual imposition and affects the structural integrity of the heritage item. For these reasons it is not supported.

RESPONSE CONT'D

The existing structure for the Inwards Parcel Shed will be separate, and will not carry the new structure to the OSD level. See figure 1.

The OSD structure will not be visible from the public domain by virtue of a new timber soffit which will infill between the existing timber structure below. See figure 2.

The structure for the OSD is supported by the core, mega columns and cantilevers over the existing timber structure of the Shed. See figure 3.

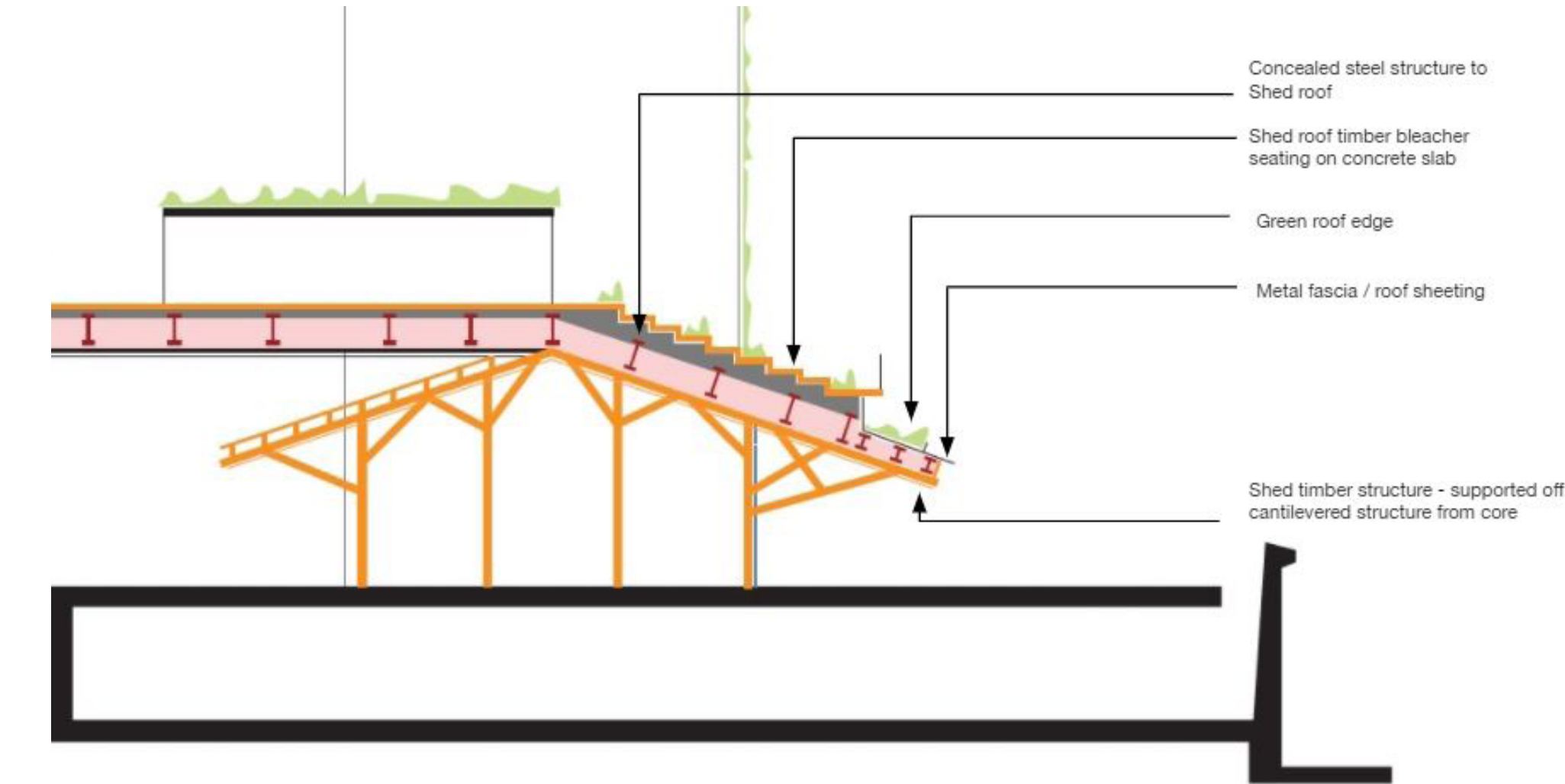
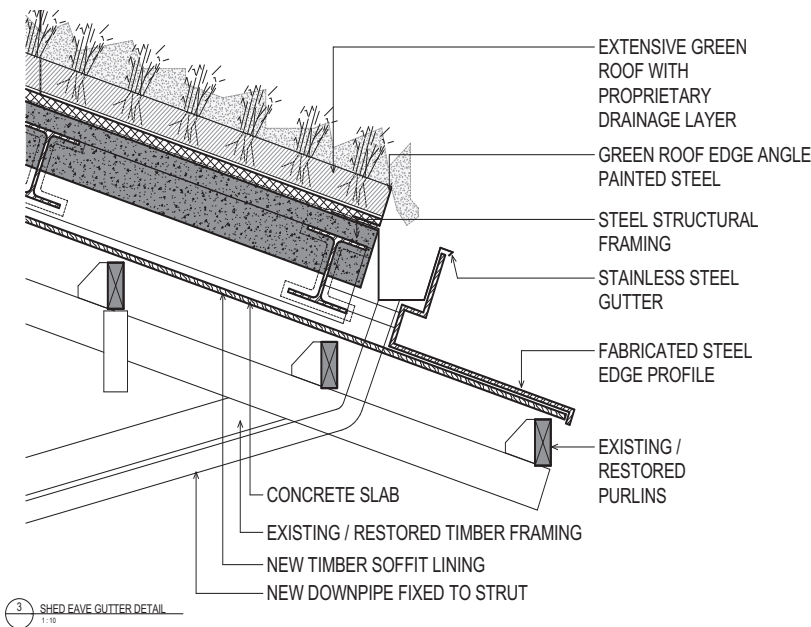


FIGURE 1 - SECTION THROUGH EAVES



3 SHED EAVE GUTTER DETAIL

FIGURE 2 - DETAIL THROUGH EAVES

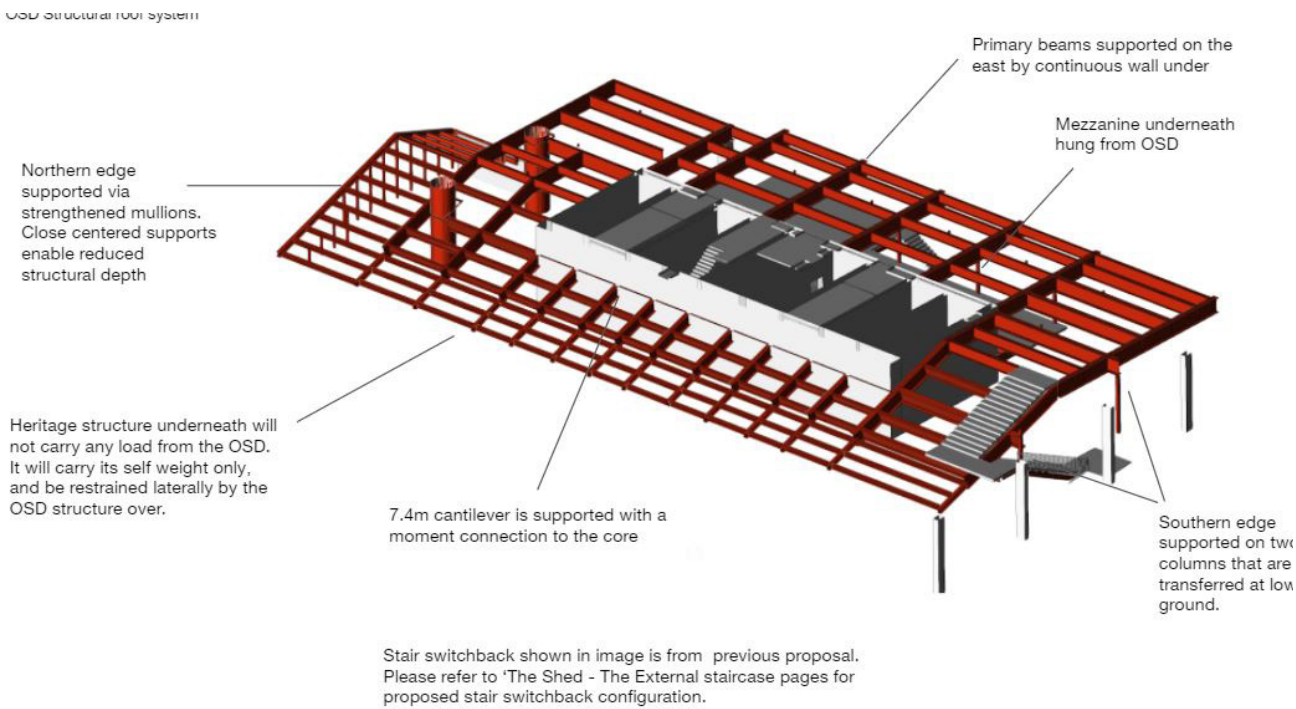


FIGURE 3 - OSD STRUCTURAL FRAMING

1.1.4 COS COMMENT:
OSD & SHED ROOF

COMMENT

The addition on top of the existing parcel shed roof to the south-eastern side interfere with the visual and physical separation required between the existing and the tower addition. As well, the former roof form and materiality is hidden by the top addition. Consideration should be given to reducing the overall impact of this element.

RESPONSE

The OSD pavilion forms part of the solution for wind mitigation to the upper level of Link Zone. The proposed pavilion also forms part of the activation strategy of the OSD level in both day 1 and day 3 (when the Central Station OSD is developed and a level connection is provide between the two sites). See figures 1 through 4.

This space is a privately owned but publicly accessible space. The pavilion space will provide an area which the public can access during the day and enjoy views to the proposed third square to the north, and the heritage precinct. A metal deck roof with no access would not provide any of these opportunities. As mentioned previously, it was an important design feature in the competition winning scheme, supported by the Design Integrity panel.

The current proposal by the Central Station OSD team is to provide an open space to the east of the pavilion. The provision of the pavilion at this level will assist in activating the eastern edge of the open space. See figure 3 & 4.

As discussed in the response to in comment 1.1.3 the Green Roof is an important part of the Designing with Country heritage strategy for the development and reinforces reference to country in this location.

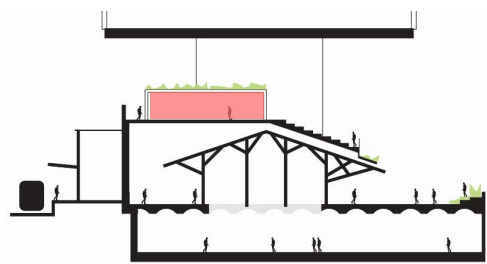


FIGURE 1 - OSD PAVILION IN DAY 1

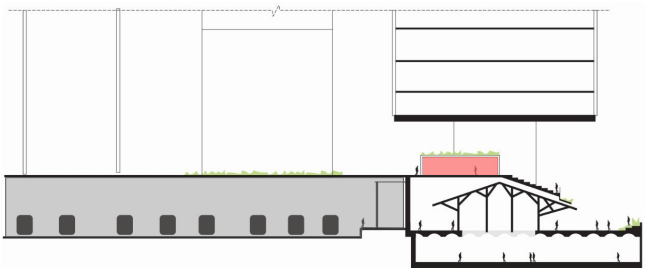


FIGURE 3 - OSD PAVILION FUTURE CONNECTIVITY



FIGURE 2 - VIEW OF OSD PAVILLION AND TERRACE LOOKING NORTH EAST IN DAY 1



FIGURE 4 - POTENTIAL OSD PAVILION CONNECTED PUBLIC DOMIAN WITH FUTURE CENTRAL STATION OSD OPEN SPACE

1.1.4 COS COMMENT:
OSD & SHED ROOF

RESPONSE CONT.

Kevin O’Brien - Designing with Country consultant and BVN
Principal writes:.

“When we deeply consider the layers of influence that make up modern Australia, from the Aboriginal, through Colonial and into the Multi-cultural, it is clear that the concept of heritage can synthesize what are historically conflicted fields- Aboriginal heritage, Colonial heritage and multicultural heritage matter.

Buildings, past, present and future have an obligation to Care for Country. To acknowledge damage done to Country, and to strive towards reversing this damage. We have proposed the reintroduction of native landscapes to heritage and new alike.

In so doing, we are making a setting within the public realm that speaks to ancient use as well as future use.”

The green roofs proposed over the Shed and OSD pavilion as well as the vertical landscape to the core, form a critical part of the Designing with Country strategy for the project whose aim is to re-establish and reconnect country to the site.

The following extract from the Cox Inall Ridgeway’s First Nations Engagement Report + Related Advice, which further supports the green roofs over the Shed and OSD with positive feedback from their engagement with First Nations Stakeholders:

“... There was strong support for extensive green roof sitting atop the canopy structure, with community conjecturing the blend of nature and man-made structures allows users of the space to contemplate that man-made structures cannot happen without nature.”
Stakeholders reflected positively on the ‘intention to use iconic species as well as grasses that react with the wind and evoke a sense of the reminiscence for the past’. As referenced further in this report, stakeholders recommended creating soundscape opportunities to enable auditory connections to Country, be that through technology or flora that interacts with natural elements to create certain sounds, sensations, and experiences.

Stakeholders commented that the tiered bleachers that were cocooned by flora, facilitated views over the precinct, and provided access to natural sunlight was an excellent opportunity to allow those sitting in the bleachers to pause and consider Country as they took advantage of the sense of space at the Shed Roof. It was suggested that this provides many opportunities to tell a story at the precinct-level about culture through creative activations and uses of space.

SHED ROOF
Design + Materiality Approach

RL30
New Habitable
Landscape

RL21
Adapted
Lightweight
Timber Shed

RL15.7 - 16.8
Heavyweight
Masonry Base

Joseph Lycett, 'Sydney from Surry Hills, 1819, From the collection of the State Library of New South Wales
Atlassian Central

FIGURE 5 - SHED ROOF - DESIGNING WITH COUNTRY

The choice of material was reflected upon positively and stakeholders asserted aspirations for a colour palette that was complementary to Country.” Refer to p.16 of Appendix G - First Nations Engagement Report + Related Advice

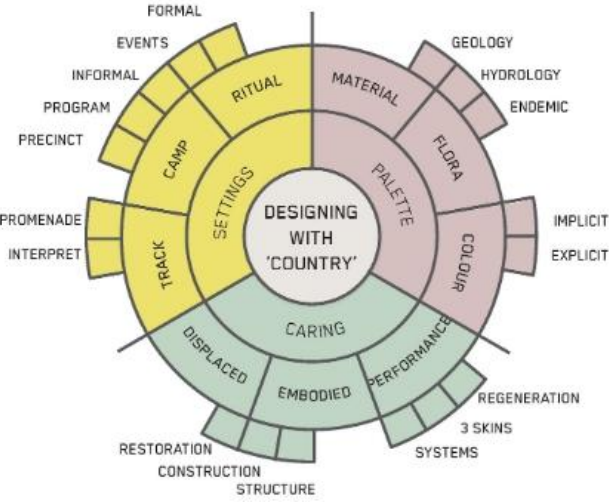


FIGURE 6 - DESIGNING WITH COUNTRY OPPORTUNITY LENSE

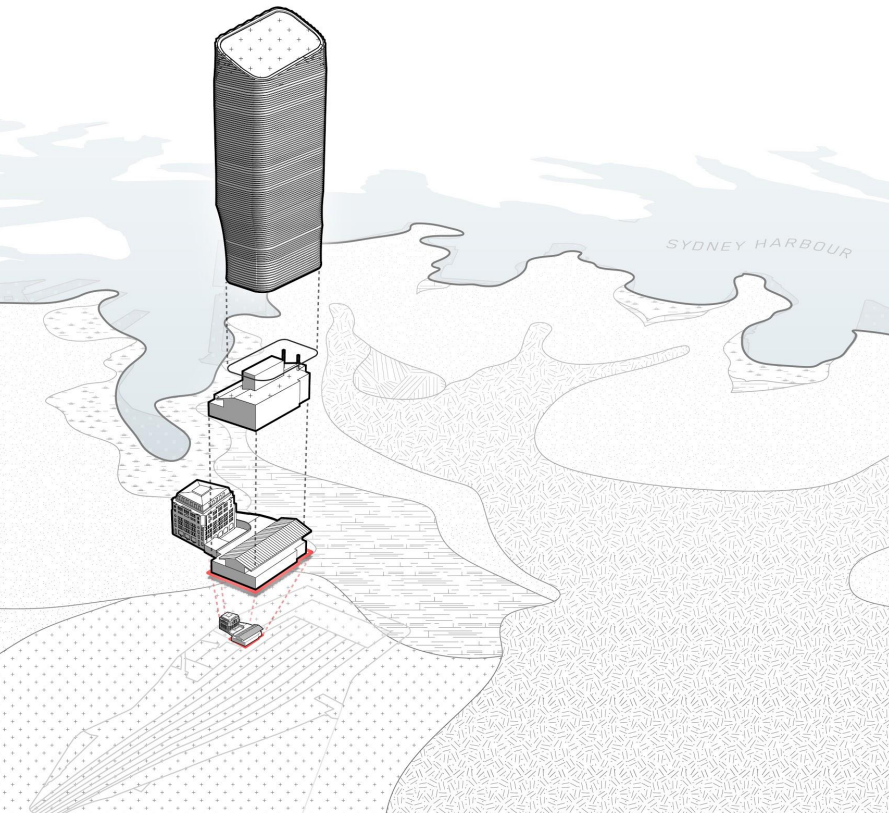
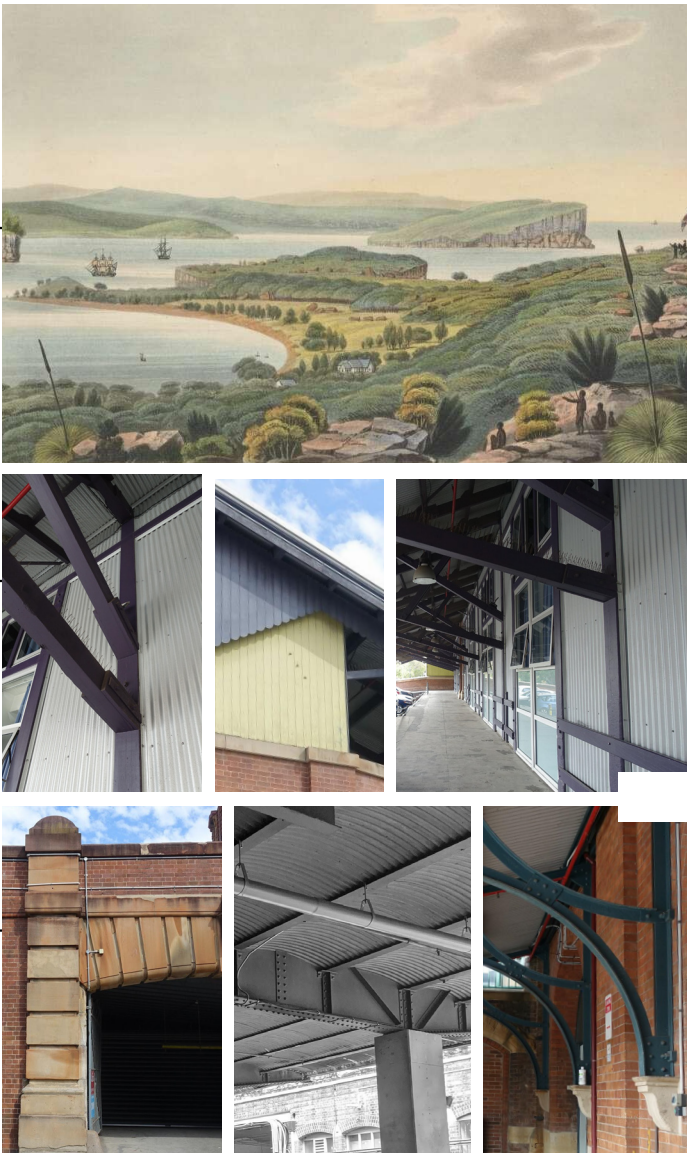


FIGURE 7 - WHERE PEOPLE MEET AND KNOWLEDGE IS EXCHANGED



ShoP + BVN

The confluence of culture, identity, people and place

- Global Layer**
The enabling of Atlassian's approach to shared knowledge from local to global
- Technological Layer**
The harnessing of technology underpins Atlassian's advanced business and engagement platforms
- The Project**
The public realm and the architecture draws upon its layered locale and its global intentions
- The Multicultural Layer**
The exchange of ideas from people of all cultures to drive new thinking forward
- The Colonial Layer**
The engagement with an infrastructure that opened the local to the national
- The Aboriginal Layer**
The drawing from Country as a prompt for new cultural settings and identity

1.1.5 COS COMMENT: EASTERN ELEVATION

COMMENT

The blank wall on the ground floor on the eastern elevation separating the train station does not deliver any connectivity or engagement between the new development and the station.

The City understands this wall is essential for fire and blast separation between the rail line and the new building (e.g. if a diesel train derails at platform 1 or 2). Its scale and impact need to be ameliorated by modelling or sculpting the wall in three dimensions with piers or other architectural features and must have a design quality and materiality commensurate with the existing quality of Central Station. The wall could also be an opportunity for a public artwork.

The importance of this wall appearance is high if these platforms are to be built over in future.

RESPONSE

As mentioned in the comment there is a TfNSW requirement to have a 4 hour fire rated wall between rail assets and adjoining developments. Glazed sections of wall were explored early in the design in order to create visual connections between the station platforms, and the Inwards parcel Shed. The conclusion of that exploration was that there are no 4 hour fire rated glazed systems that exist and hence a solid wall is required to meet the TfNSW's requirement for 4 hour fire separation between properties.

The eastern façade has been redesigned in response to this comment and to address scale and visual impact to the station. Datum lines have been identified to the upper levels of the heritage building to the north of platform 1 including its sandstone plinth at lower level, and its eastern and western parapets heights.

A new steel plate screen partition barrier at OSD level has been introduced and aligns with the two upper parapets of the adjoining heritage building. The architectural language of the metal screen makes reference to rail architecture and the detail reflected in the jack arch

structure of the lower ground stores areas. In the event the Central Station OSD is built, the upper portion of the metal screen can be removed. The visual portion of the eastern facade will still provide an articulated backdrop to platform 1. At low level, sandstone slabs will be introduced in order to compliment the adjoining plinth of the heritage building. We believe these new features address and reduce the façade in scale and visual bulk while paying respect to the adjoining heritage building. We note that the Existing Lift to platform 1 is not in our scope and we will work with TfNSW to better integrate the lift colour with the overall composition.

Brick piers have been suggested in the comment which we were concerned that they would mimic the adjoining heritage building. We believe the two buildings need to be differentiated which is why piers have not been provided in the revised design.

We understand that the significance of Platform 1 at Central Station to the Stolen Generation Survivors and their families is a key heritage consideration for TfNSW in the renewal of Central Precinct. We will work with TfNSW to develop a coordinated and consistent approach to ensure the consideration of the Stolen Generation and their histories in our design considerations. First Nations consultancy, Cox Inall Ridgeway, will ensure respectful and culturally safe engagement with relevant stakeholders from the Stolen Generation community. It is noted that Cox Inall Ridgeway have previously consulted a number of Stolen Generation Survivors on behalf of TfNSW for the Central Precinct Renewal. The purpose of these consultations was to understand the significance of Platform 1 to their history and experiences, and ideas for how this significant part of Australian history could be realised in the overall project. This piece of work fed into TfNSW's overall Heritage Interpretation Strategy for the site. To reduce trauma and unnecessary over-consultation for this stakeholder group, it is recommended that benefit sharing protocols are followed and that consultation learnings between projects are shared, with prior consent obtained from the relevant stakeholders.

Refer to Appendix G - First Nations Engagement Report & Advice.

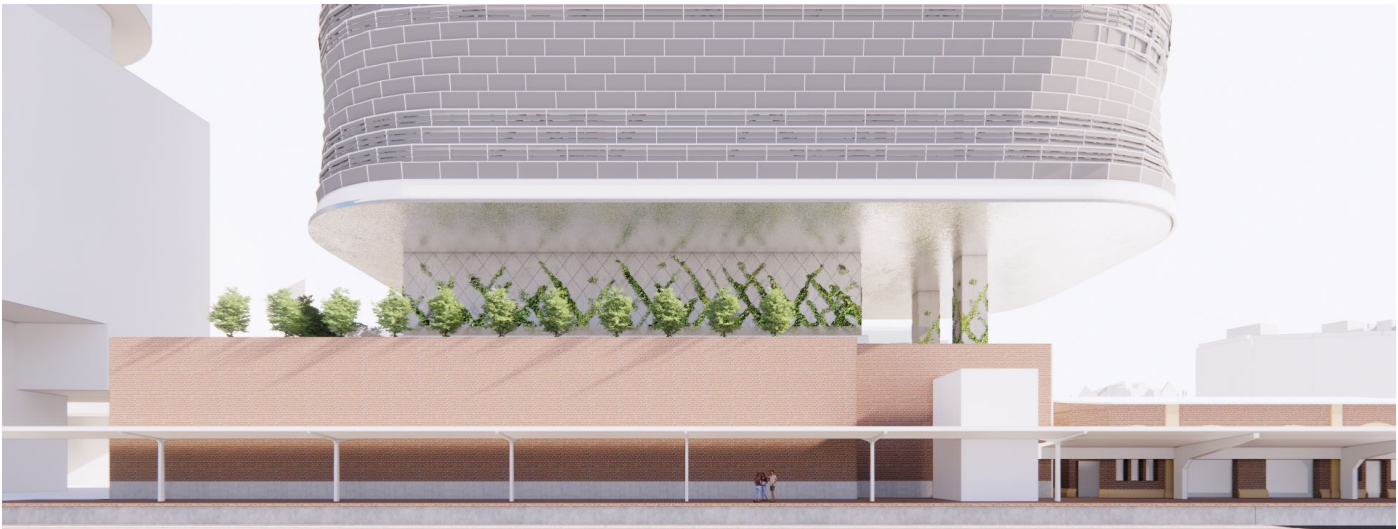


FIGURE 1 - PLATFORM 1 ELEVATION - PREVIOUS PROPOSAL

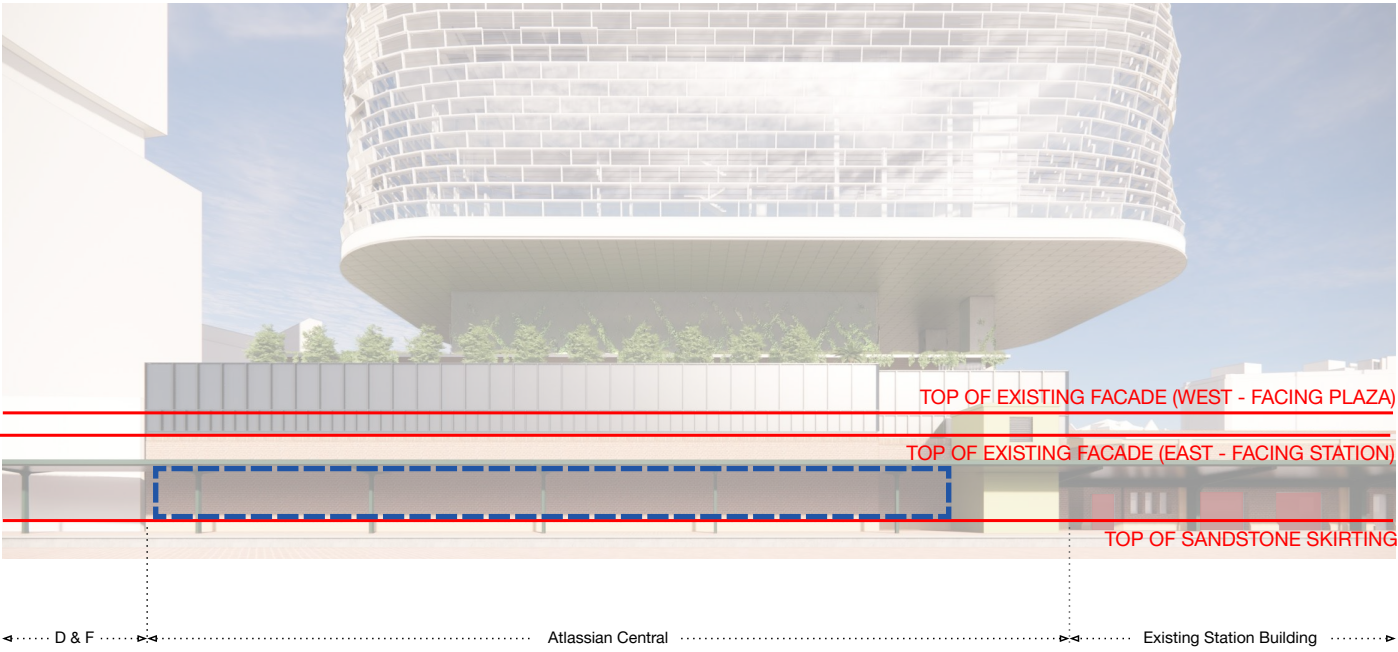


FIGURE 2 - PROPOSED DATUMS

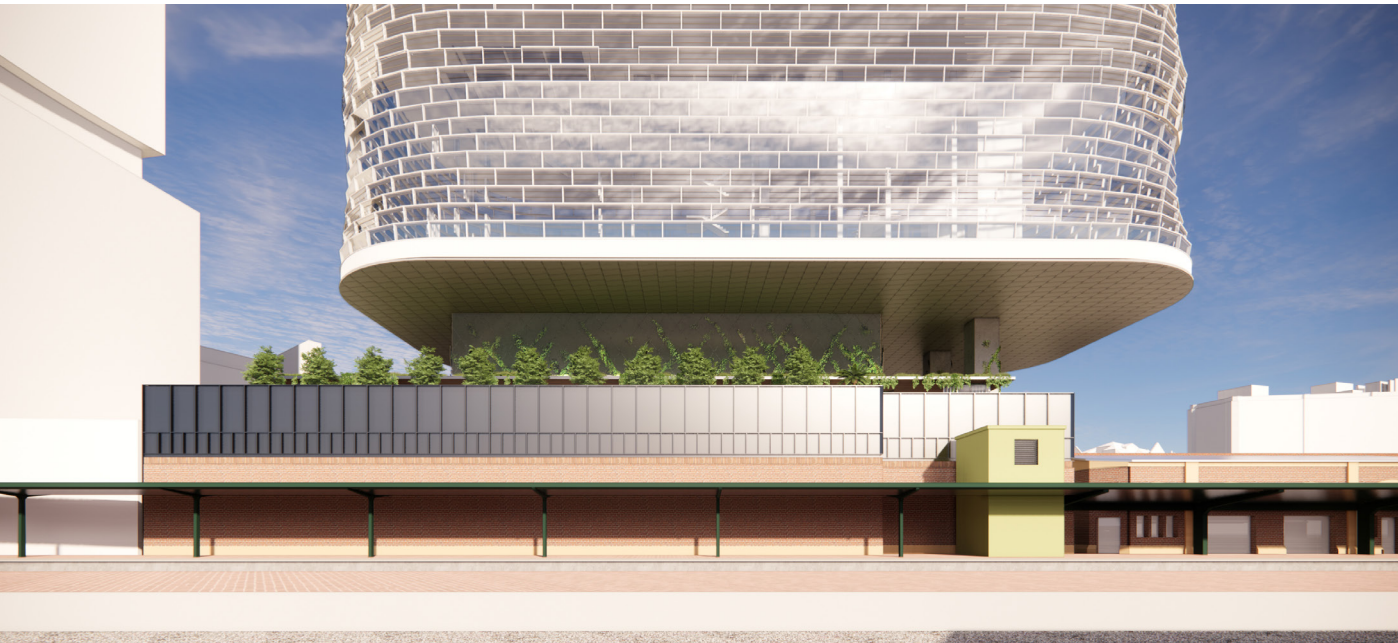


FIGURE 3 - PROPOSED PLATFORM ELEVATION - DAY 1

1.1.5 COS COMMENT:
EASTERN ELEVATION

RESPONSE CONT.

Freeman Ryan have been engaged as the Heritage Interpretation consultants for the project to develop the heritage interpretation design and will be confirmed as the design is developed. Public Art and Wayfinding and signage will also be integrated to provide an overall design strategy.

Refer to Appendix H - Draft Heritage Interpretation Strategy

The Draft Heritage Interpretation Strategy has developed a thematic structure in which some themes are specific to the Atlassian site, and others which are broader, shared by the greater precinct. Intersections is a theme with resonance to the entire site, with numerous stories to be interpreted.

The eastern boundary wall, facing east, highly visible from the railway platforms, is a potential site offering opportunities to consider the theme of Intersections and ideal for commissioning a First Nations artist in response to both the location and the cultural heritage of the place.



Part and Parcel of Everyday Life

The daily experience of the building by those who worked and visited it and moments in the daily life of Sydney in which the building played a part.



The Substance of Place

The materiality of the site, including the distinctive materials and architectural features that constitute the building as well as the geological features that characterise the area.



Lines of Communication

The significance of the building as part of a metropolitan, regional and national network of communication and the importance of the site as the crossroads of Aboriginal walking tracks which later became the basic road network of inner Sydney.



The Lie of the Land

The broader history of the area around the building in the time before its construction and the diverse perspectives from which the landscape may be seen.

FIGURE 4 - HERITAGE INTERPRETATION - THEMATIC STRUCTURE



Ngarunga Nangama, Judy Watson
George St Sydney



Kamay, Botany Bay



Graphic Concrete
Woolside Health Centre Scotland



Reko Rennie Always Was, Always Will Be
Taylor Square Sydney

FIGURE 5 - HERITAGE INTERPRETATION PRECEDENTS

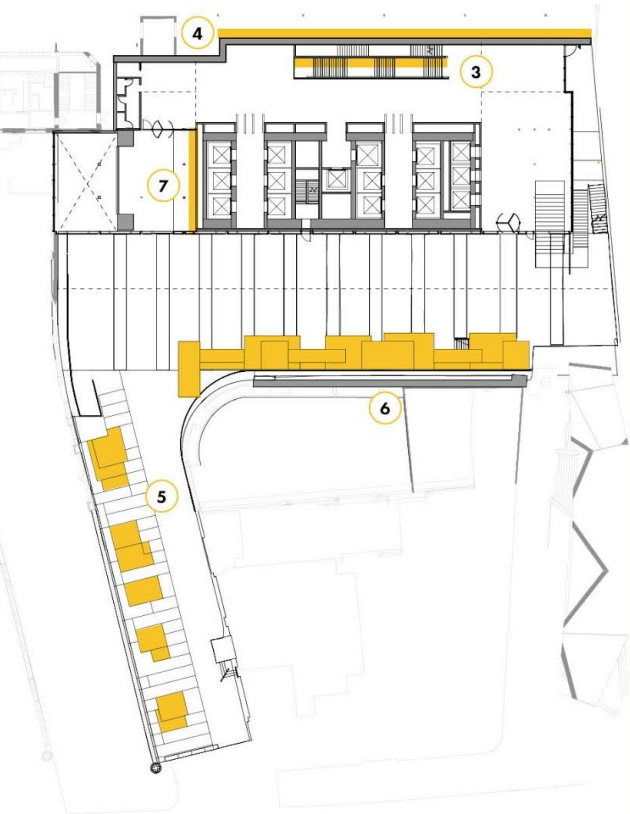


FIGURE 6 - HERITAGE INTERPRETATION - SITE OPPORTUNITIES

3	ATLASSIAN LOBBY STAIR
	intimacy, individual experience, human scale, fine grain
	Part and Parcel of Everyday Life
5	RAMP PODIUM SEATING
	camps, pause, extended landscape, material diversity
	The Substance of Place
7	ENTRY LOBBY WALL
	expansive space, grand gesture, sense of arrival
	Lines of Communication The Lie of the Land

4	EXTERNAL EASTERN WALL
	interface, connection, formation of landscape
	Lines of Communication The Lie of the Land
6	LINK ZONE PODIUM SEATING
	camps, pause, extended landscape, ritual, performance, activation, material diversity
	The Substance of Place

1.1.6 COS COMMENT: ARCH FACING AMBULANCE AVENUE

COMMENT

The large amalgamated arch facing Ambulance Avenue needs more work and is considered to be out of scale and unsympathetic in the context. In its current form, it would result in a substantial loss of the fine and significant original brick masonry.

This new access to the shopping concourse to the south should be delivered as three new arches within the existing brick pier set out. These need to be consistent with the scale, classical proportions, geometry, wall thickness and construction detailing of the existing brick arches in the wall. The proposed demolition of the existing brick wall must be preceded by accurate survey of the existing fabric including a point-cloud laser scan of the entire wall and an inventory of all elements to be salvaged including sandstone elements and metal work. The brick wall must be reconstructed to the same brick rod (i.e. mortar joint) set out of the retained east end of the wall (note that the beds and perpend in the existing brick wall are less than the modern standard of 10mm). All existing brick piers should be reconstructed to full height to match their original size, design and position. Please note that this was relayed to the applicant in preliminary discussions and was agreed in principle at the time.

RESPONSE

The Ambulance Avenue northern heritage wall elevation and the proposed large arched opening has been design in accordance with TfNSW, and their pedestrian flow requirements for the year 2056 +15%. Arup's pedestrian modelling team has carried out modelling to confirm the size of the opening required to meets TfNSW's requirement that the link zone must ensure that the pedestrian routes and circulation spaces are to accommodate morning peak hour at 2056+15% pedestrian demand achieving Fruin Level of Service C." The requirement is interpreted as the average across the AM peak 15-minutes.

Fruin's Level of Service (LoS) describes pedestrian movement, relating density of pedestrians and flow rates for walkways, circulation areas, stairs and queues. Fruin LoS thresholds for pedestrians are illustrated in Figure 1. Fruin describes LoS C as follows:

"Freedom to select individual walking speed and freely pass other pedestrians is restricted. Where pedestrian cross movements and reverse flows exist, there is a high probability of conflict requiring frequent adjustment of speed and direction to avoid contact. Designs consistent with this LOS would represent reasonably fluid flow; however, considerable friction and interaction between pedestrians is likely to occur, particularly in multi-directional flow situations. Examples of this type of design would be heavily used transportation terminals, public buildings, or open spaces where severe peaking, combined with space restrictions, limit design flexibility."

The pedestrian modelling is based on TfNSW requirements which includes a future stair and lift to the north west of the link zone.

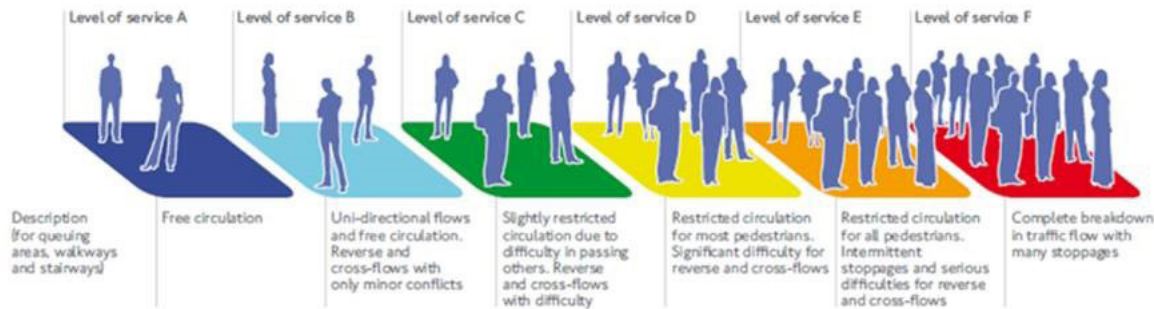


FIGURE 1 - AMBULANCE AVENUE OPENING - SSDA SUBMITTED PROPOSAL

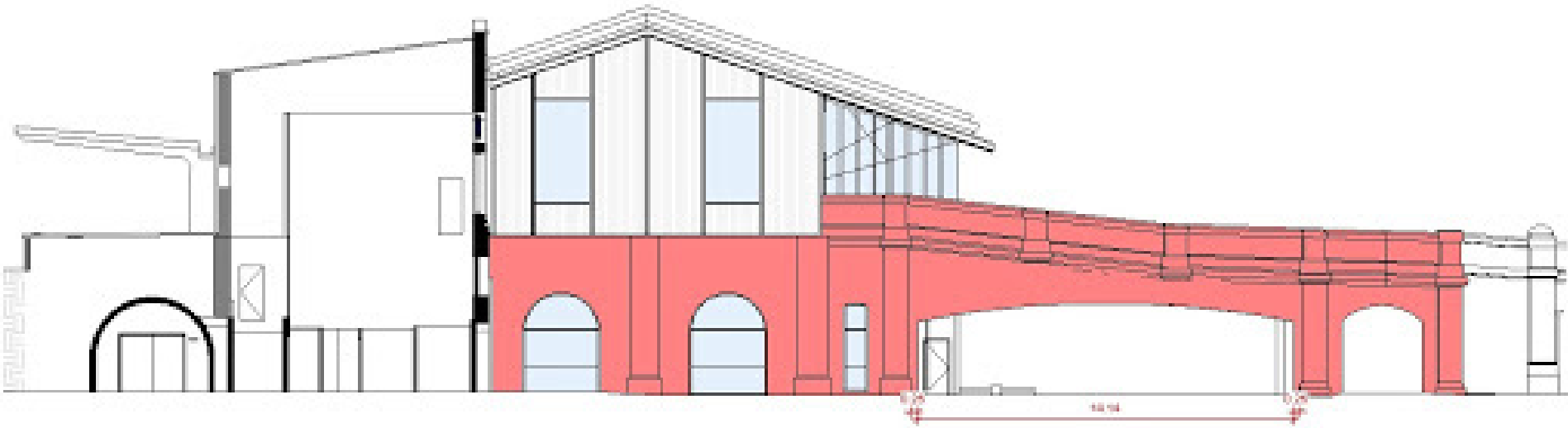


FIGURE 2 - AMBULANCE AVENUE OPENING - SSDA SUBMITTED PROPOSAL

1.1.6 COS COMMENT: ARCH FACING AMBULANCE AVENUE

COMMENT

The large amalgamated arch facing Ambulance Avenue needs more work and is considered to be out of scale and unsympathetic in the context. In its current form, it would result in a substantial loss of the fine and significant original brick masonry.

This new access to the shopping concourse to the south should be delivered as three new arches within the existing brick pier set out. These need to be consistent with the scale, classical proportions, geometry, wall thickness and construction detailing of the existing brick arches in the wall. The proposed demolition of the existing brick wall must be preceded by accurate survey of the existing fabric including a point-cloud laser scan of the entire wall and an inventory of all elements to be salvaged including sandstone elements and metal work. The brick wall must be reconstructed to the same brick rod (i.e. mortar joint) set out of the retained east end of the wall (note that the beds and perpend in the existing brick wall are less than the modern standard of 10mm). All existing brick piers should be reconstructed to full height to match their original size, design and position. Please note that this was relayed to the applicant in preliminary discussions and was agreed in principle at the time.

RESPONSE (CONT'D)

To address this comment and the recommendation to include 3 arches, further modelling was carried out to test these options, where more of the heritage wall was reinstated (See Pedestrian modelling results Appendix B).

The options modelled include:

- 1. 3 equal arches as recommended in comment. (See Figure 1)
- 2. 1 large and 1 small arch. (See Figure 2)
- 3. 1 large arch with the sides reduced compared to the current large arch 11 metres wide. (See Figure 3)

The results showed that Figure 1 with 3 equal arches as suggested in the comment does not meet TfNSW requirements and does not accommodate for future pedestrian volumes through the Link Zone. See figure 2)

The pedestrian movement to the arch to the east does not meet Fruin level C. See yellow and orange zones.

The option 2 with 1 large and 1 small arch also did not meet fru in level C and had yellow and red zones to the east end through the large arch which did not comply. Only with the future stair being relocated with access to the future third square can it meet TfNSW requirements.

The option 3 with 1 large arch 11 metres wide, also did not meet fru in level C and had yellow and red zones to the east end through the large arch which did not comply. Only with the future stair being relocated with access to the future third square can it meet TfNSW requirements.

CEPTED issues have been identified with option 1 and 2. The brick piers provide hiding spots for potential attacks on unsuspecting pedestrians. Option 3 relies on the stair and lift moving to the north of the wall to comply. These options do not meet the pedestrian flow requirements and therefore are not supported.

At this stage the only option that meets TfNSW’s pedestrian flow requirements, for 2056, address CEPTED issues and future proofs the access stair, and lift to the north west corner of the link zone, is the proposed SSDA scheme with the large arch. This is the compliant and the preferred option.

Reinstating the brick piers and 3 arches will not be possible without compromising TfNSW’s pedestrian movement requirements.

The detailing for the large arch and the truncated pilasters above is subject to further design development and structural refinement. A potential corbel detail support below the truncated pilaster will be explored to ensure the successful integration of old and new sections of the heritage wall. Further engagement with HNSW is suggested to reach an acceptable integrated solution. The existing Ambulance Avenue heritage wall has been fully surveyed, which includes a point cloud survey. An inventory of what will be salvaged has been included Urbis Heritage’s Response to Submissions.

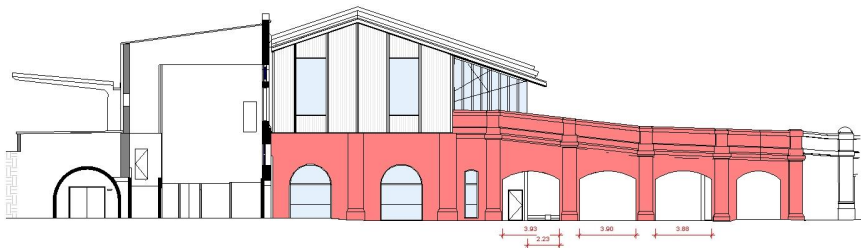


FIGURE 1 - AMBULANCE AVENUE OPENINGS - TRIPLE ARCH

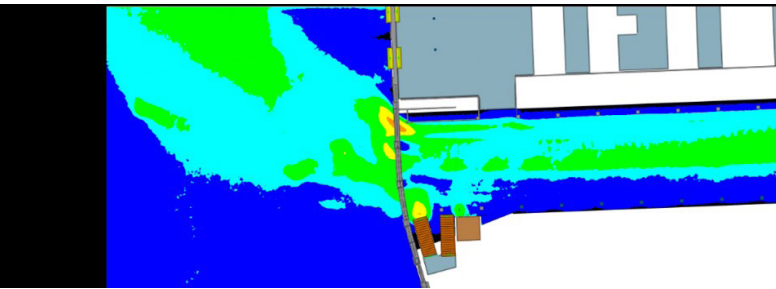


FIGURE 2 - PEDESTRIAN HEAT MAP FOR EQUAL TRIPLE ARCH

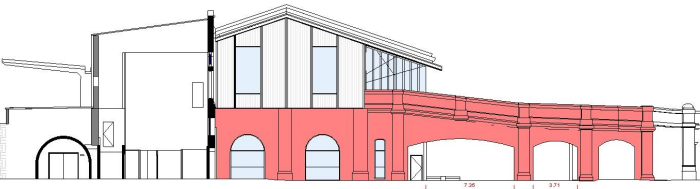


FIGURE 3 - AMBULANCE AVENUE OPENINGS - DOUBLE ARCH

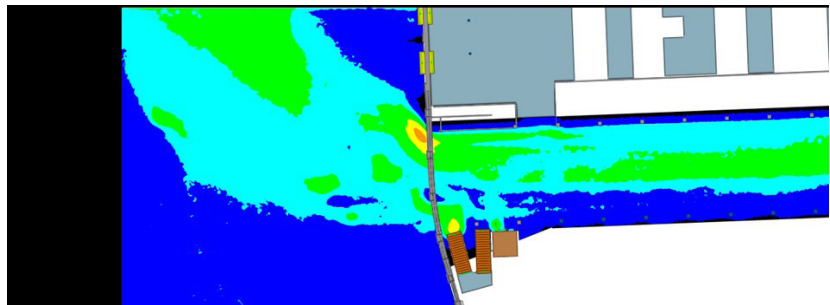


FIGURE 4 -PEDESTRIAN HEAT MAP FOR SINGLE ARCH

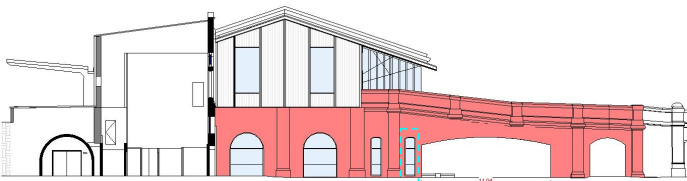


FIGURE 5 - AMBULANCE AVENUE OPENINGS - SINGLE ARCH

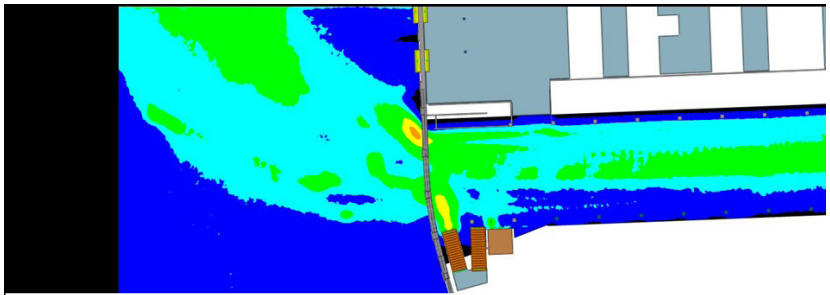


FIGURE 6 - PEDESTRIAN HEAT MAP FOR NARROWER SINGLE ARCH

1.1.7 COS COMMENT: VISUAL IMPACT OF GLASS TO NORTH ELEVATION

1.1.11 COS COMMENT: SHADING OF GLASS TO NORTH ELEVATION

COMMENT

The visual impact of the large glass cladding of the shed on northern elevation is uncharacteristic, somewhat bland and looks unfinished. In addition, considering the north orientation, it will negatively impact on energy performance.

A preferable solution may be to undertake an interpretative re-construction. The original windows could be refurbished and returned to their original locations in the elevations. The areas of (formerly solid weatherboard) walls surrounding them may be glazed but clad with build external timber horizontal louvres based on the proportions and materiality of the original weatherboard cladding. This can deliver an appropriate level of passive sun control and present a more solid appearance more consistent with the original building. This would allow clear glazing and so would allow very good visual connection between the interior and exterior in all lighting conditions.

COMMENT

The north elevation of the Parcel Shed is proposed as full height glazing with no external shading. Further, the aspirations for the project architecture show clear glazing to enhance transparency and allow views into the building. This is not well resolved or feasible due to summer sun ingress, and high performance or tinted/reflective glazing will be required to address heat. The City strongly objects to the use of high performance or tinted glazing in lieu of passive external shading devices in situations directly impacting the public such as this.

RESPONSE

The transparency of the northern elevation celebrates the heritage structure and existing window framing. This surface affords the interior access to natural light and prospect while simplifying the waterproofing requirements of the existing structure. It is also intended to provide a unique opportunity for the interior Shed lighting



FIGURE 1 - PHOTO OF EXISTING FACADE

strategy to contribute to the Third Square’s night time activation. In its original and existing condition the Shed structure is concealed by metal cladding. The revealing of this structure further reinforces the design proposal’s commitment to celebrating the existing building while improving outlook and amenity to the interior.

The reeded glazing is an interpretation of the existing corrugated metal sheet into a contemporary aesthetic. Careful attention has been paid to the detailing and break up to ensure the underlying timber structure is celebrated whilst addressing various requirements for performance and detailing.

The relocation of revolving doors in the northern lobby enables this space to be a naturally ventilated zone; echoing the outdoor experience of the upper tower habitat levels. The double height void facilitates a stack effect in this area, with the integration of discrete louvre elements at lower levels, then discharging air through the OSD level to the north east encouraging air flow through the space to create a comfortable environment. Further development in conjunction with mechanical services and facade engineering teams has been be undertaken in design development to ensure maximum thermal comfort has been achieved.

To diffuse direct solar radiation, reeded glazing has replaced the clear glass except for the heritage windows which will remain clear glass as per the original heritage fabric. Laminated glass, consisting of 1 layer of reeded glass and one layer of glass with a low-E coating and solar control will provide a SHGC of 0.45 and a visible light transmittance of 60%.

As the space behind the northern facade is open and naturally ventilated providing glazing with a higher SHGC or external sunshades does not provide any significant improvement to the thermal performance of the space. In addition, Urbis Heritage does not support the addition of external sun shades which would be foreign to the architectural language of the Shed.



FIGURE 2 - CURRENT PROPOSAL



FIGURE 3 - AMENDED DESIGN WITH REEDED GLAZING

1.1.7 COS COMMENT:
VISUAL IMPACT OF GLASS
TO NORTH ELEVATION

1.1.11 COS COMMENT:
SHADING OF GLASS TO
NORTH ELEVATION

RESPONSE CONT.

Figures 1 & 2 show the extent of the naturally ventilated lobbies which is bound by opeable facades to the north and west at both lower ground and upper ground.

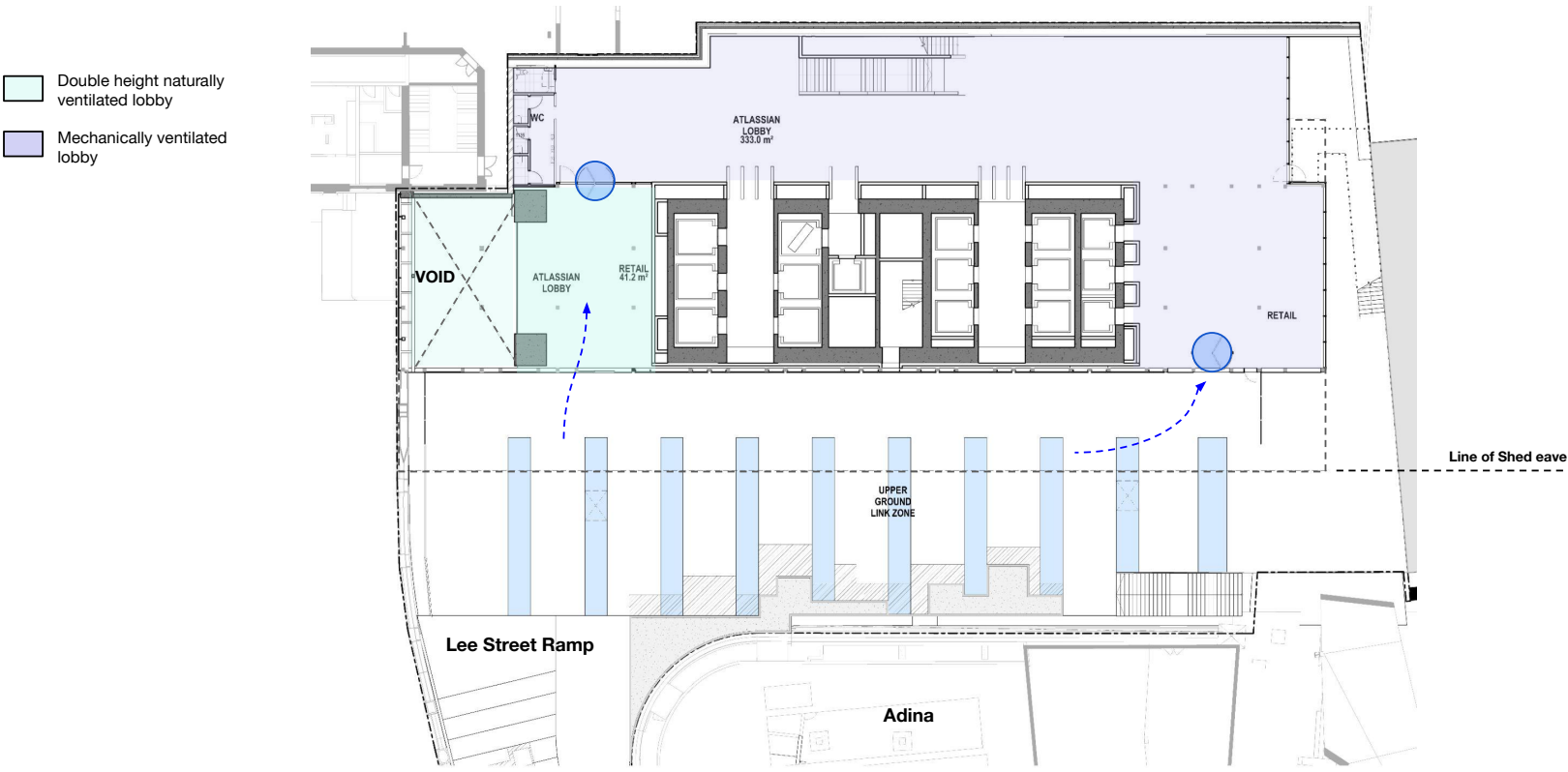


FIGURE 1 - NATURALLY VENTILATED LOBBIES - UPPER GROUND

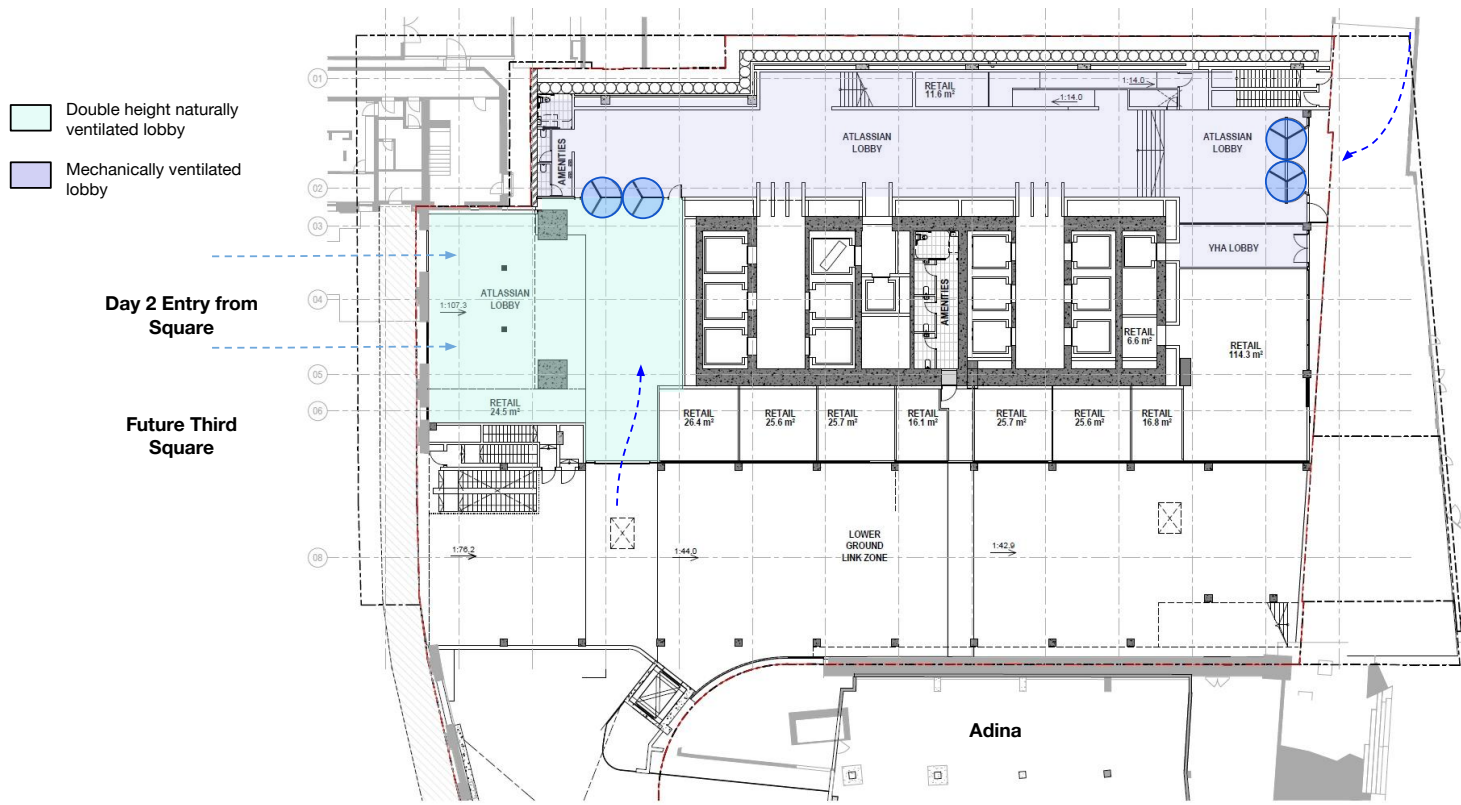


FIGURE 2 - NATURALLY VENTILATED LOBBIES - LOWER GROUND

1.1.7 COS COMMENT:
VISUAL IMPACT OF GLASS
TO NORTH ELEVATION

1.1.11 COS COMMENT:
SHADING OF GLASS TO
NORTH ELEVATION

RESPONSE CONT.

The shadow diagrams in figures 1 to 4 show the extent of shadows to the North facade during the Winter and Summer solstices and the Equinox.

During summer, the northern facade is largely in shadow from 12.30pm until the end of the day and from 3pm onwards from the equinox.

As the space is natural ventilated and open to the outside ambient air temperature, sunshades and

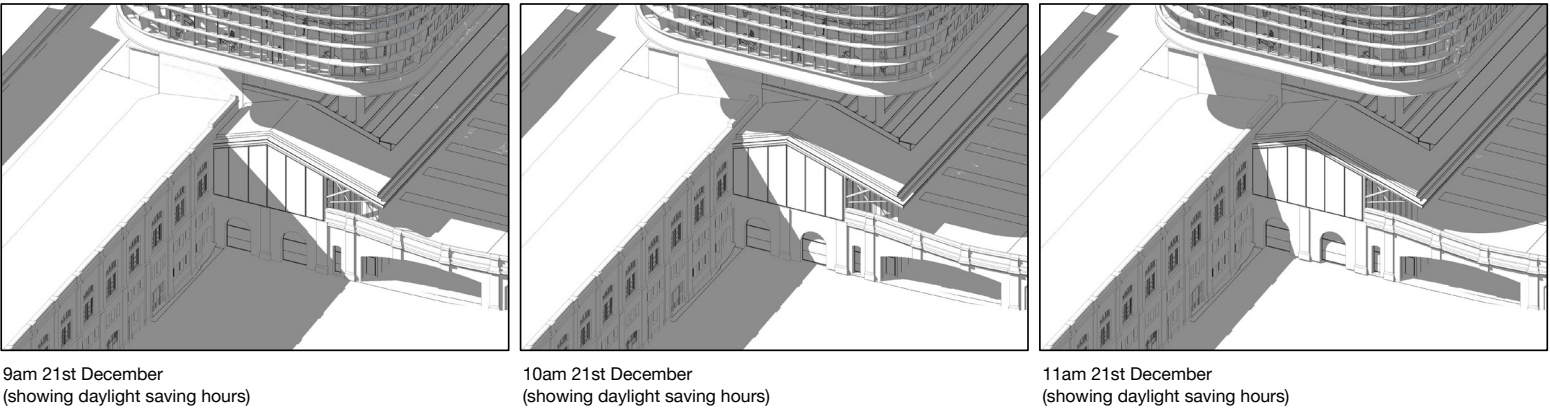


FIGURE 1 - NORTH ELEVATION SOLAR SHADING STUDY - SUMMER SOLSTICE MORNING

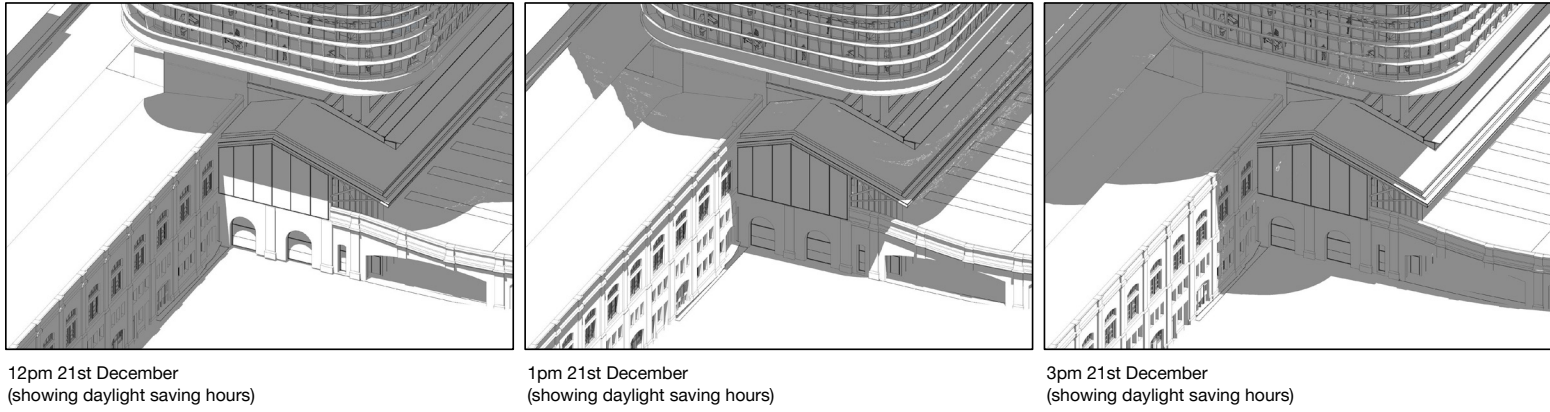


FIGURE 2 - NORTH ELEVATION SOLAR SHADING STUDY - SUMMER SOLSTICE AFTERNOON

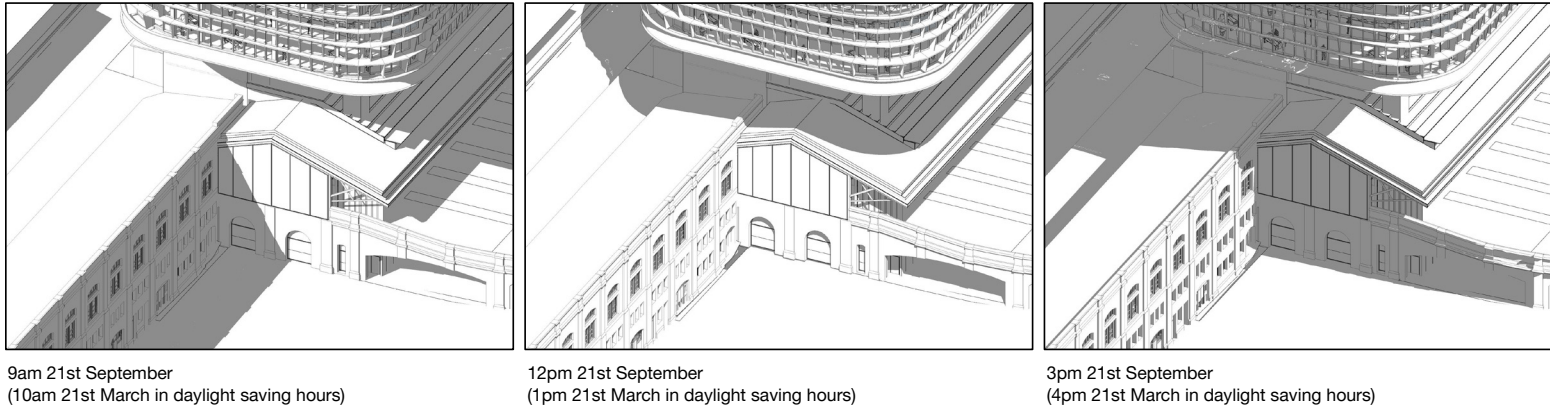


FIGURE 3 - NORTH ELEVATION SOLAR SHADING STUDY - EQUINOX

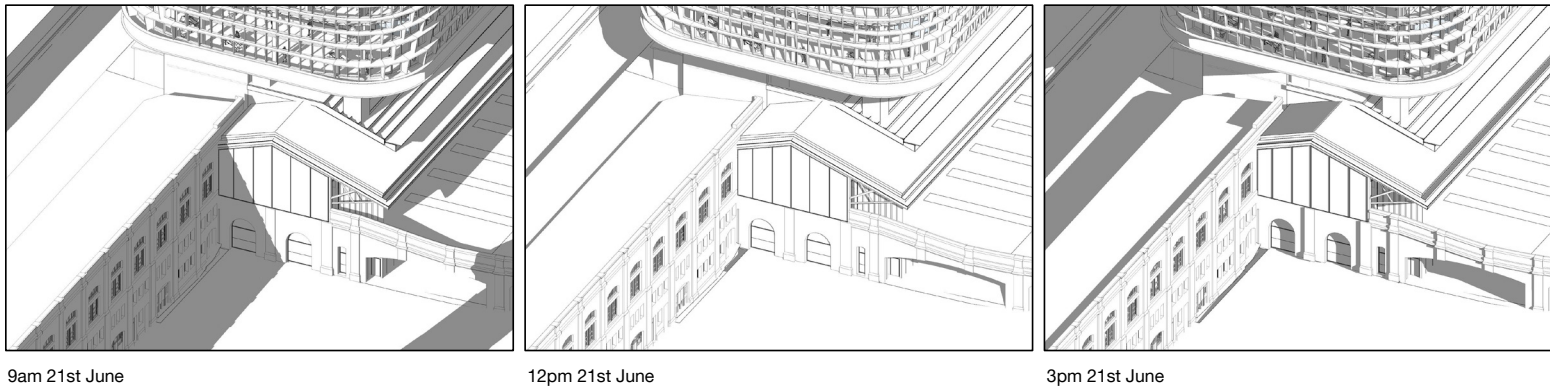


FIGURE 4 - NORTH ELEVATION SOLAR SHADING STUDY - WINTER SOLSTICE

1.1.8 COS COMMENT: WIND MITIGATION TO OSD & PUBLIC DOMAIN

COMMENT

One location (23) is disregarded as it is a function of the existing context. Under the Atlassian + Dexu/Fraser's development scenario, the safety standard is exceeded at 14 locations. Under the Atlassian + Dexu/Fraser's + Toga development scenario, the safety standard is exceeded at 13 locations. In all scenarios, a number of the safety exceedances occur on the 'bleachers', and in the Atlassian only scenario, additional exceedance occurs at the Upper Ground Level Plan, where outdoor sitting areas are planned. The proposal clearly does not comply with the Design Guidelines objectives for Wind in part 3.1.5, which are:

Development within the sub-precinct must ensure that the cumulative impact of development on the wind environment does not result in uncomfortable or unsafe wind conditions on public domain within and surrounding the development taking into consideration the intended primary purpose of that space.

The wind environment must be suitable for the intended uses.

RESPONSE

The development of final wind strategies for the precinct public domain are ongoing and subject to final design of the adjoining developments by Dexu - Fraser (D-F) and Toga.

D-F have submitted an SSDA for their site, though the interface space between the south boundary and the D-F Tower with its pavilion form is still subject to further design resolution.

Toga have submitted their planning proposal and are in the design excellence process with the appointment of an architect to be confirmed.

Further wind modelling has been carried out by RWDI with the include of the D-F SSDA envelop and TOGA's planning envelop. Refer to the RWDI Pedestrian Wind study for a detailed analysis.

A number of scenarios have been modelled including:

- 1 . Existing conditions and buildings
2. Proposed Atlassian tower with existing buildings - day 1
3. Proposed Atlassian tower with the D-F SSDA tower envelop - day 2
4. Proposed Atlassian tower with the D-F SSDA tower envelop and the Toga planning envelope - day 3
5. Item 4 /day 3 with 2 mitigations tested to the D-F pavilion space.

The result show that in day 1 when the Atlassian Tower is built and the adjoining developments have not, that all tested spots meet either walking, seating or walking comfort or safety criteria. See figure 1 &2. One location to the south-west corner of the OSD which just exceeds comfort conditions. A local temporary mitigation will be provided to ensure this point is safe in day 1.

The adjoining developments envelops in some cases make wind conditions to the pubic domain which need further developed solutions which address these wind conditions within their sites. Refer to the RWDI Pedestrian Wind study for a detailed analysis of the tested mitigations within the D-F development.

Atlassian will do further work with the adjoining land owners to confirm the pubic domain meets wind comfort and safety requirements in all scenarios.

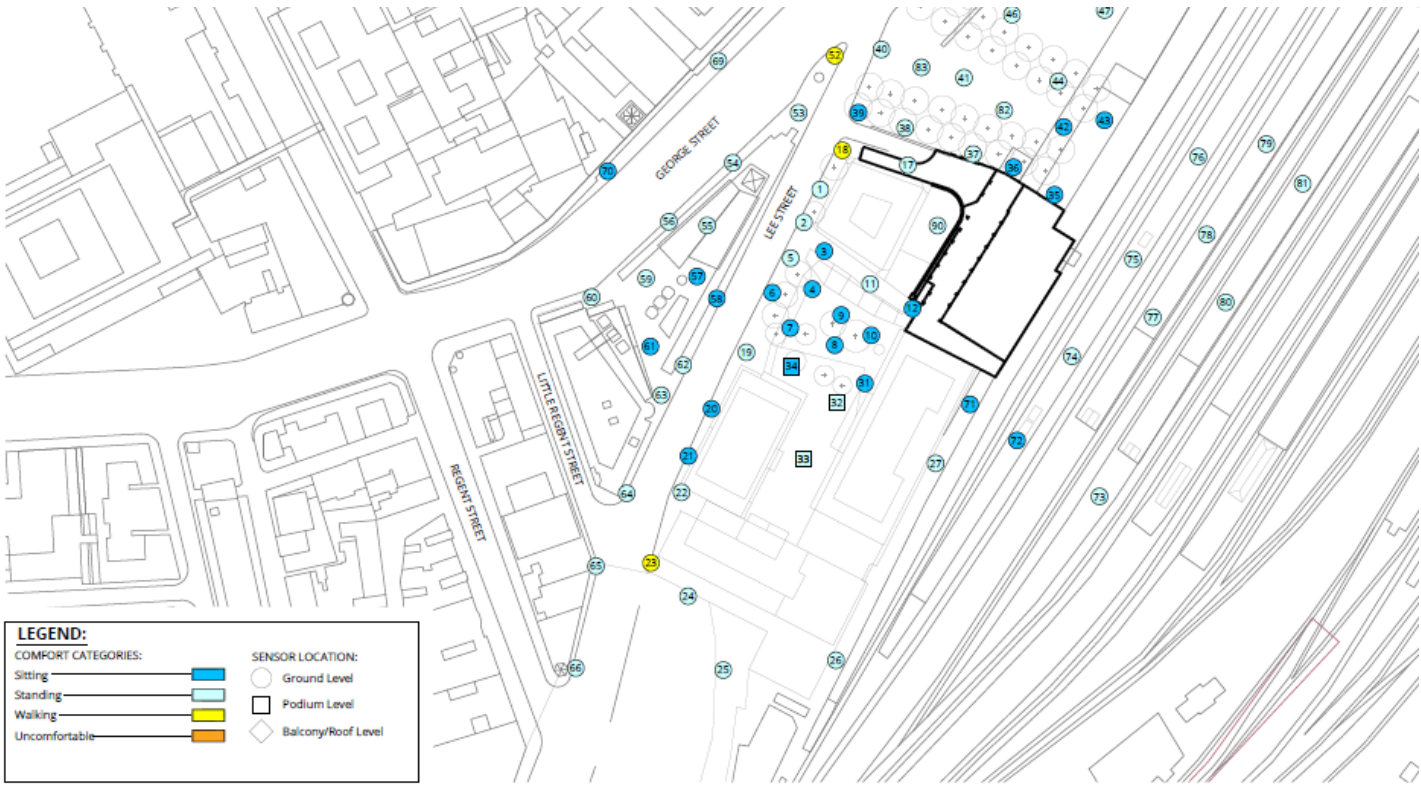


FIGURE 1 - DAY 1 WITH ATLASSIAN TOWER BUILDING WITH EXISTING BUILDINGS TO ADJOINING SITES. IMAGE BY RDWI

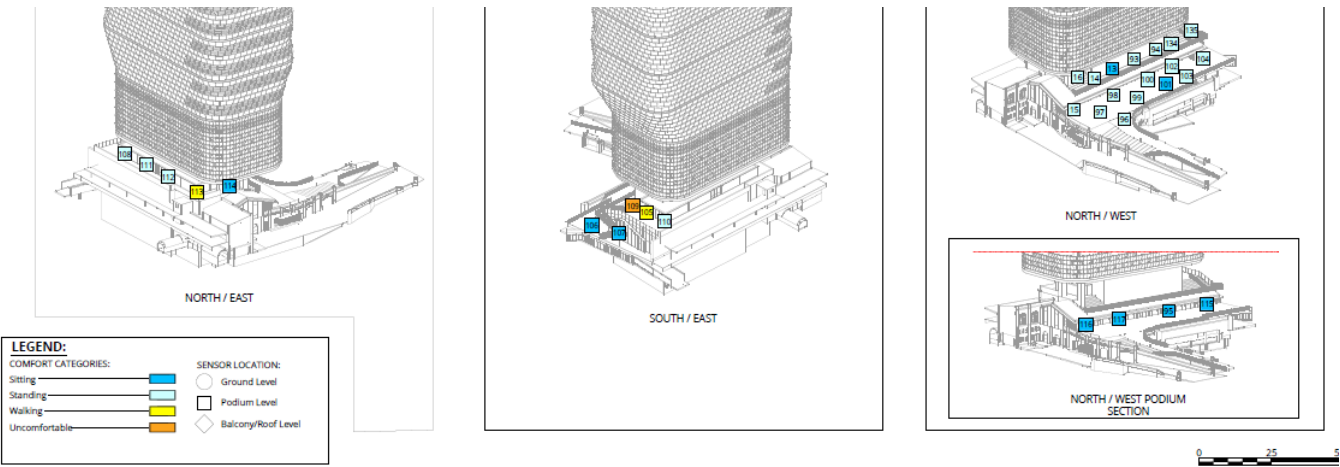


FIGURE 2 - DAY 1 WITH ATLASSIAN TOWER BUILDING WITH EXISTING BUILDINGS TO ADJOINING SITES. IMAGE BY RDWI

1.1.9 COS COMMENT:
WIND MITIGATION TO OSD
& PUBLIC DOMAIN

1.1.10 COS COMMENT:
WIND MITIGATION TO
OSD & PRECINCT-WIDE
APPROACH

COMMENT

Greater clarity is required over the status of the ‘bleachers’ as a public or private space, if they are retained. The Wind Report nominates this as a private outdoor location, however, other reports (including the CPTED Report) note this as being a key publicly accessible space. The Report proposes mitigation by removing all access during less favourable conditions. No information is provided to quantify the extent of time that the podium is unfit for its intended use. The Design Guidelines clearly state at 3.1.5 (a) that the wind environment must be suitable for the intended uses.

COMMENT

Summary Recommendations in relation to Wind Impacts:

The Design Guidelines document should be finalised prior to completion of the assessment and set detailed and specific wind comfort criteria for all publicly accessible locations within, and adjacent to, the western gateway precinct.

The accessible roof and ‘bleachers’ on the Parcel Shed roof should not be approved unless it can be demonstrated that the wind safety standard is achieved.

Greater certainty in relation to achieving acceptable wind comfort conditions must be demonstrated prior to approval for any development block within the precinct. The City recommends that the department undertakes their own precinct-wide wind tunnel testing at a time when each development block has a suitably progressed and refined building design.

RESPONSE

Coordination with the broader Western Gateway precinct developments is ongoing with both Dexu Frasers and Toga in order to establish the necessary controls for wind mitigation on a precinct wide basis.

Designs for the adjoining developments are not complete and still require further coordination to develop as precinct wide solution for wind comfort and safety.

In reference to 3.1.5 (a), the bleachers, while they are public accessible, are privately owned and managed by Atlassian. The OSD is not publicly accessible 24 hours but will be closed after hours. The times the OSD bleachers are uncomfortable are approximately 1 wind event per week or approximately 5% of the time. This wind event could last a short or longer duration and could happen at any given time, which requires management and monitoring to ensure people’s safety. The space achieves standing safety in day 1 and other scenarios as mentioned in the SSDA report this space will be monitored and managed for wind conditions to ensure the safety of the public when accessible during the day.

A precinct wide collaborative approach to Wind design and pedestrian comfort is ongoing as the adjoining developers progress their designs. We note that the Central Station OSD is still to be defined and will also have impact on the Western Gateway Sub-precinct and its public domain. Wind is a long term issue, and we would welcome a Department-led independent precinct wide wind tunnel testing approach.

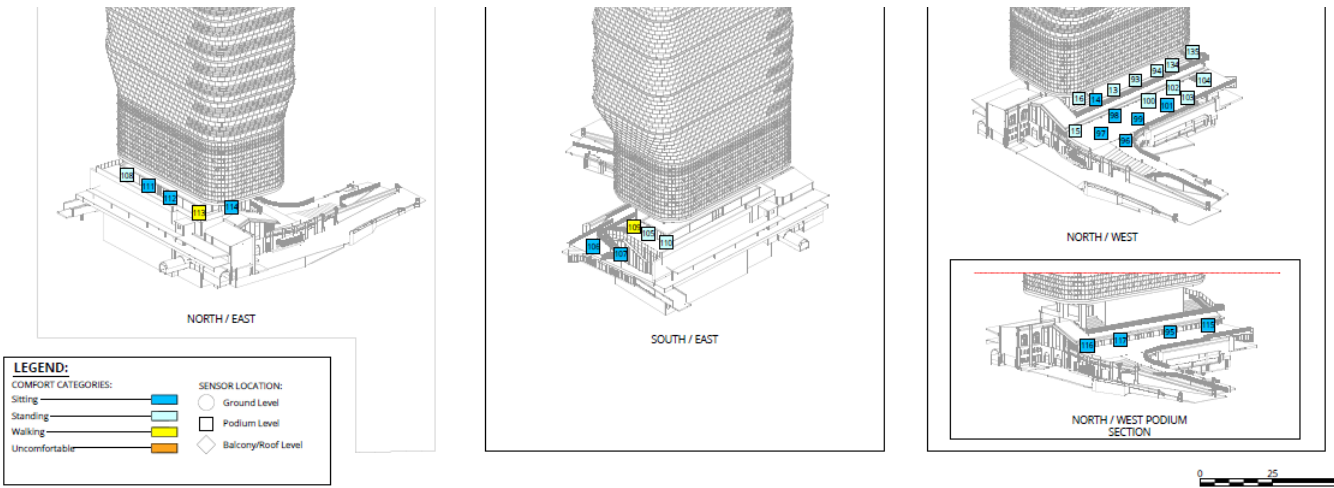


FIGURE 1 - DAY 2 WITH ATLIASSIAN TOWER BUILDING, D-F AND TOGA DEVELOPMENTS COMPLETED. IMAGE BY RDWI

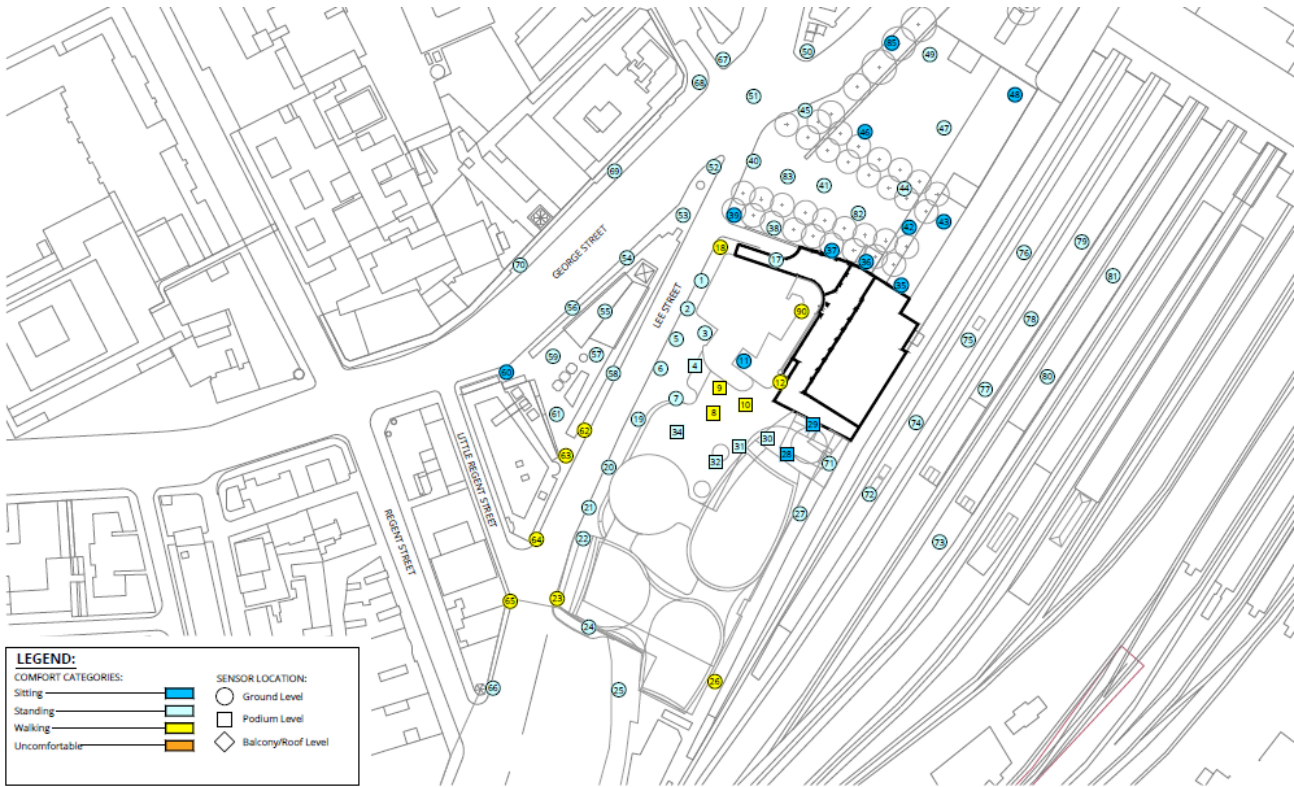


FIGURE 2 - DAY 2 ATLIASSIAN TOWER & D-F AND TOAGA DEVELOPMENTS MODELLED. IMAGE BY RDWI

1.1.12 COS COMMENT: MICROCLIMATE OF HABITATS

COMMENT

However, there is no confirmation the BIPV system been constructed and tested in commercial buildings elsewhere in Australia, preferably in areas with the same climate zone. The design fails to confirm:

If the glazing system contribute to heat gain on a western façade and what are the impacts on the healthy growth of trees and plants.

Does the glazing / operable ventilation system result in wind impacts to landscape zones within the tower?

What is the strategy if trees fail on these upper levels post construction?

RESPONSE

Naturally ventilated atriums with landscape have been previoulsy built in Sydney. A good example is the commerical tower at the corner of King and George streets where 3 storey atriums occur along the full face of the diagonal facade of the tower.

Landscaped areas have now been reduced to the western facade and is provided to the northern end iof the floor plate. Double glazing with solar control has been provided to thecommerical areas if the tower including the landscpd areas

Replacing trees will be a matter of bringing up new young trees via the lift. The height of a tree that can be brought up an elevator is around 3 metres including root ball, which typically translates to a 100L tree. If a mature tree needs to be replaced, it would be generally recommended to substitute for a 75-100L tree depending on species and height of specific tree, to allow for immediate impact upon replacement.

Dead trees will need to be felled and cut in sections by the team managing the landscaping within the tower.

For response to thermal performance of the glazing and habitats refer to LCI Response to submission supplimentary report.



FIGURE 1 - HEIGHT VS ROOT BALL SIZE FOR A TYPICAL TREE (SOURCE: ANDREASENS GREEN)

1.1.13 COS COMMENT:
LANDSCAPE AND HABITAT
MICROCLIMATE

COMMENT

DPIE have no assurance that the landscape will succeed and evidence that a stable ambient temperature and environment can be achieved for optimal plant growth with natural ventilation.

RESPONSE

The planting selection is cautiously prepared and will be further refined as the design progresses. As a rule of thumb, plants will be selected that can survive in indoor conditions and can also withstand harsh sunlight when directly placed against the glazing. The natural ventilation will provide a benefit to any planting provided.

Indicative Plant Schedule

BOTANICAL NAME	COMMON NAME	POT SIZE	ORIGEN
Zone 01_Park Area 'Solid Base' Level 11			
Tall shrubs / small trees			
Alpinia caerulea	Native Ginger	25L	Native
Cyathea sp.	Tree Fern	25L	Native
Ficus lyrata	Fiddle-leaf Fig	25L	Exotic
Monstera deliciosa	Swiss Cheese Plant	25L	Exotic
Syzigium sp.	Lily Pily	25L	Native
Shrubs & Groundcovers			
Alocasia brisbanensis	Native Lily	200mm	Native
Alocasia sp.	Elephant's Ear	200mm	Exotic
Aspidistra elatior	Cast Iron Pant	200mm	Exotic
Asplenium australasicum	Birds Nest Fern	25L	Native
Epipremnum aureum ' Marble Queen'	Devil's Ivy	200mm	Exotic
Goodenia ovata	Hop goodenia	200mm	Native
Hibbertia scandens	Guinea Flower	200mm	Native
Liriope 'Evergreen Giant"	Liriope Gigantea	150mm	Exotic
Philodendron 'Rojo Congo'	Philodendron	25L	Exotic
Philodendron 'Xanadu'	Xanadu	200mm	Exotic
Spathiphyllum 'Sensation'	Giant Peace Lily	200mm	Exotic
Viola hederacea	Native Violet	150mm	Native
Zoysia sp.	Zoysia Grass	m2	Exotic

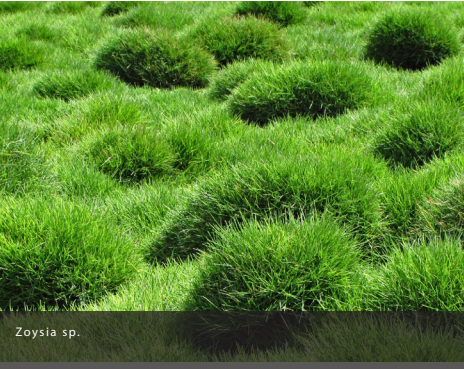
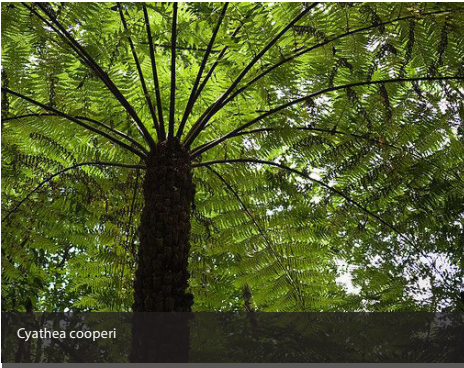
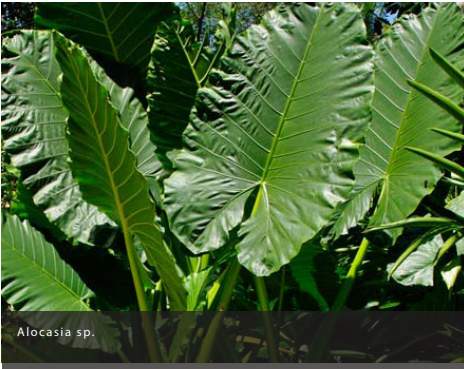


FIGURE 1 - INDICATIVE PLANT SCHEDULE - LEVEL 11

1.1.15 COS COMMENT:
UPPER LINK ZONE &
LANDSCAPE

COMMENT

The Upper Link Zone is 6.8m wide from the western edge to the Shed roofline. The design preferences pavement, however, there is space to improve the design and increase urban canopy on the site. Design cues should be taken to emulate nearby civic scale public domain areas such as the pedestrianised George Street precedent, Devonshire Street precinct and Barangaroo foreshore precinct. Such plantings allow for maximised pedestrian comfort and canopy cover. The applicant should pursue an avenue of trees similar to the areas listed above within this public plaza.

RESPONSE

- The width of the unencumbered space along the upper link zone is defined by a combination of the following:
- 1. Free pedestrian traffic zones as defined by the condition in Day 1, 2 and 3;
 - 2. The turning circle of the franna truck that needs access to the upper link zone for servicing;
 - 3. The opportunity to allow for activation in the space in the form of events, markets etc.

Furthermore, the selection of trees to the upper link zone edge was done following a study of available soil volumes for each tree. Every tree will have access to 9m3 of soil volume and 800mm soil depth minimum, which is defined as suitable for tree health by the landscape code vol 2.

In addition, there is the potential that TfNSW in future may remove the landscape to address increased in pedestrian flows. The landscaping proposed along the upper level RL 21, is designed so as to be demountable in the future, in that the decks and planters proposed in this space are not tied or integrated with permanent structures such as the building or slab below, and can be removed without affecting the upper ground level structure.

HELPFUL HINT:

How much soil do plants need?

Most trees have a root plate rather than a root ball. This means that they prefer to spread their roots across a broad, shallow area of soil rather than growing in a narrow, deep area of soil. The relationship between the width of the root plate and the diameter of the tree trunk needs to be balanced to give the tree stability. The volume of soil required for a tree differs depending on the type of tree, the type of soil and the amount of water (rainfall or irrigation) that the tree receives. The following minimum soil depths for planting on structure is outlined in the ADG. Depths have been calculated assuming fortnightly irrigation. Any sub-surface drainage requirements are in addition to the soil depths listed.

Mature Size	Height	Canopy Width	Soil Volume (per tree)	Soil Area on Structure	Minimum Depth
Small Trees	6-8m	4m	9m³	3.5m x 3.5m	800mm
Medium Trees	8-12m	8m	35m³	6m x 6m	1000mm
Large Trees	12-18m	16m	150m³	10m x 10m	1200mm

All volumes are subject to review against current industry best practice standards. An arborist or soil scientist can provide specific advice about the volume of soil that planting requires in your development.

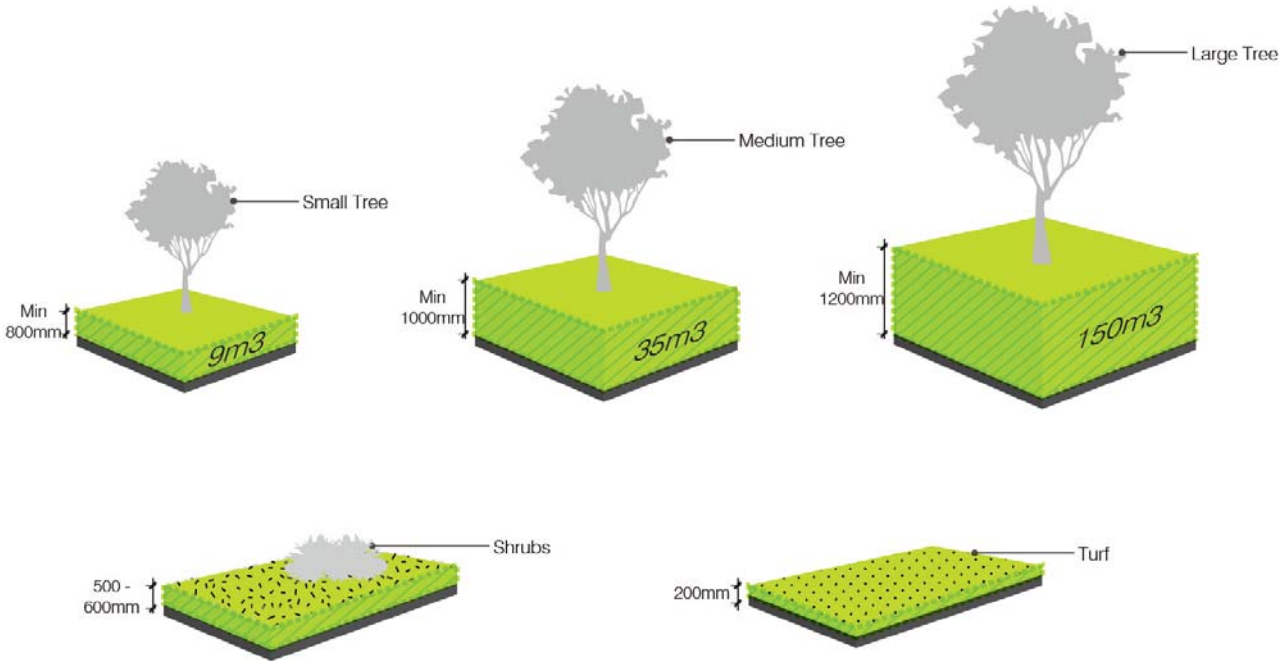


Figure 10: Minimum soil depths and volumes required for small, medium and large trees, shrubs and turf on slab. Soil volume does not need to be rectangular. It relates to the total volume of soil that tree roots may access.

DOCUMENT REFERENCE:

Apartment Design Guide - June 2015

1.1.16 COS COMMENT: LANDSCAPE TO UPPER LINK ZONE

COMMENT
Location of response within report

As the applicant should pursue the installation of more trees within the upper level plaza, the use of structural soil vaults to provide the necessary soil volumes in accordance with the City's Landscape Code Volume 2 must be investigated and included as part of the proposal. The current proposal uses above ground planters which will not allow for the necessary site access and soil volumes. The applicant may wish to consider a grid/waffle slab as per below.

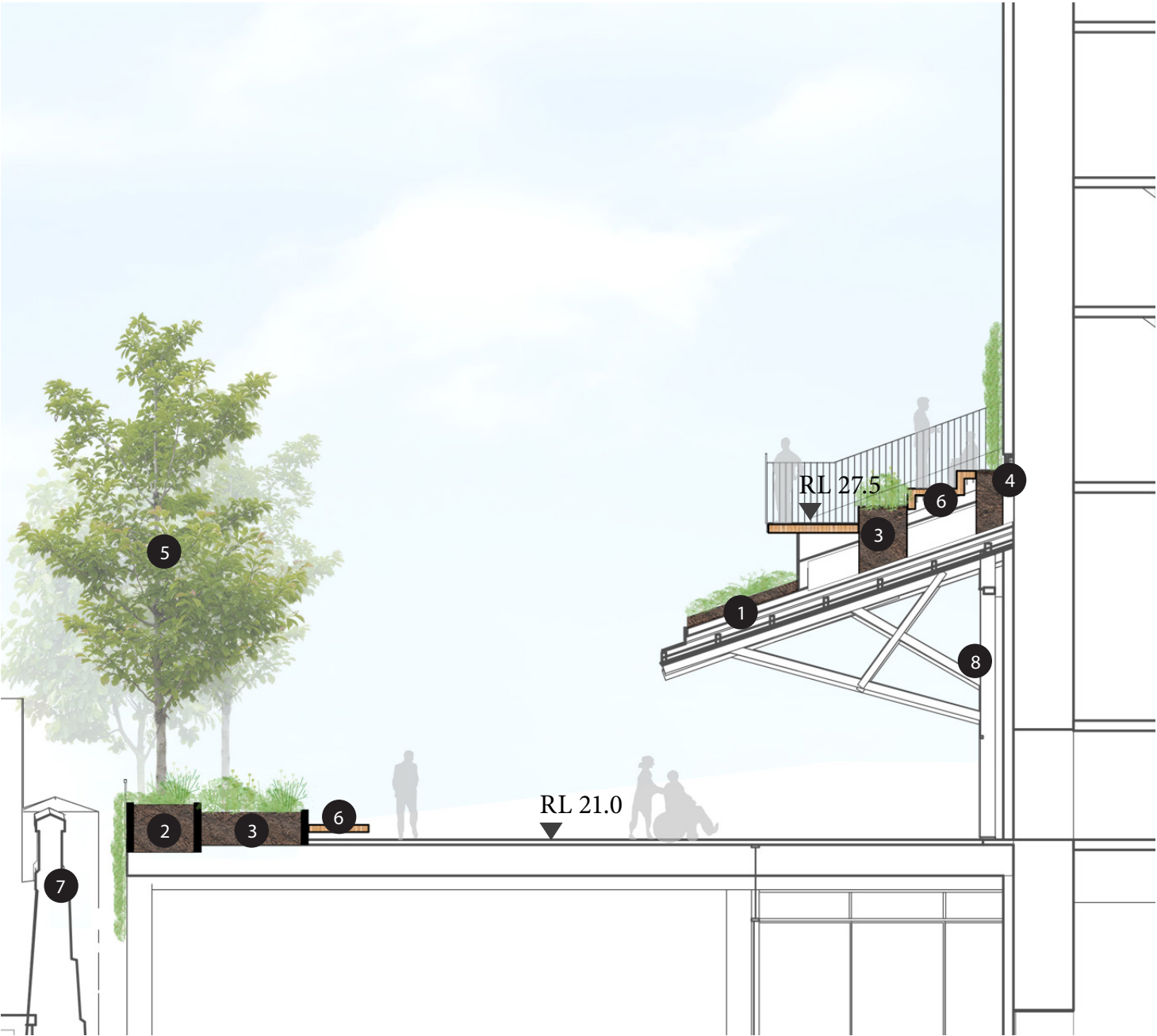
RESPONSE

This suggestion will be taken on board as we refine the design in later stages. The slab build-up is constrained by a combination of architectural, structural and heritage elements. Providing a raised planting edge provides enclosure to the space, improves the separation from the Adina Hotel spaces and creates an enticing seating edge facing towards the heritage shed.

Furthermore, the selection of trees to the upper link zone edge was done following a study of available soil volumes for each tree. Every tree will have access to 9m3 of soil volume and 800mm soil depth minimum, which is defined as suitable for tree health by the landscape code vol 2.

The landscaping proposed along the upper level RL 21, is designed so as to be demountable in the future, in that the decks and planters proposed in this space are not tied or integrated with permanent structures such as the building or slab below, and can be removed without affecting the upper ground level structure.

LEGEND	
1	Extensive green roof system, minimum soil depth 200mm
2	Large shrubs / small trees, minimum soil depth 800mm
3	Shrubs, minimum soil depth 500-600mm
4	Climbing plants, minimum soil depth 500-600mm
5	Native trees
6	Timber decks
7	Heritage wall to Adina Hotel
8	Heritage shed building



1.16 INDICATIVE SECTION THROUGH UPPER GROUND LEVEL

1.1.17 DPIE COMMENT: LEE STREET DRIVEWAY

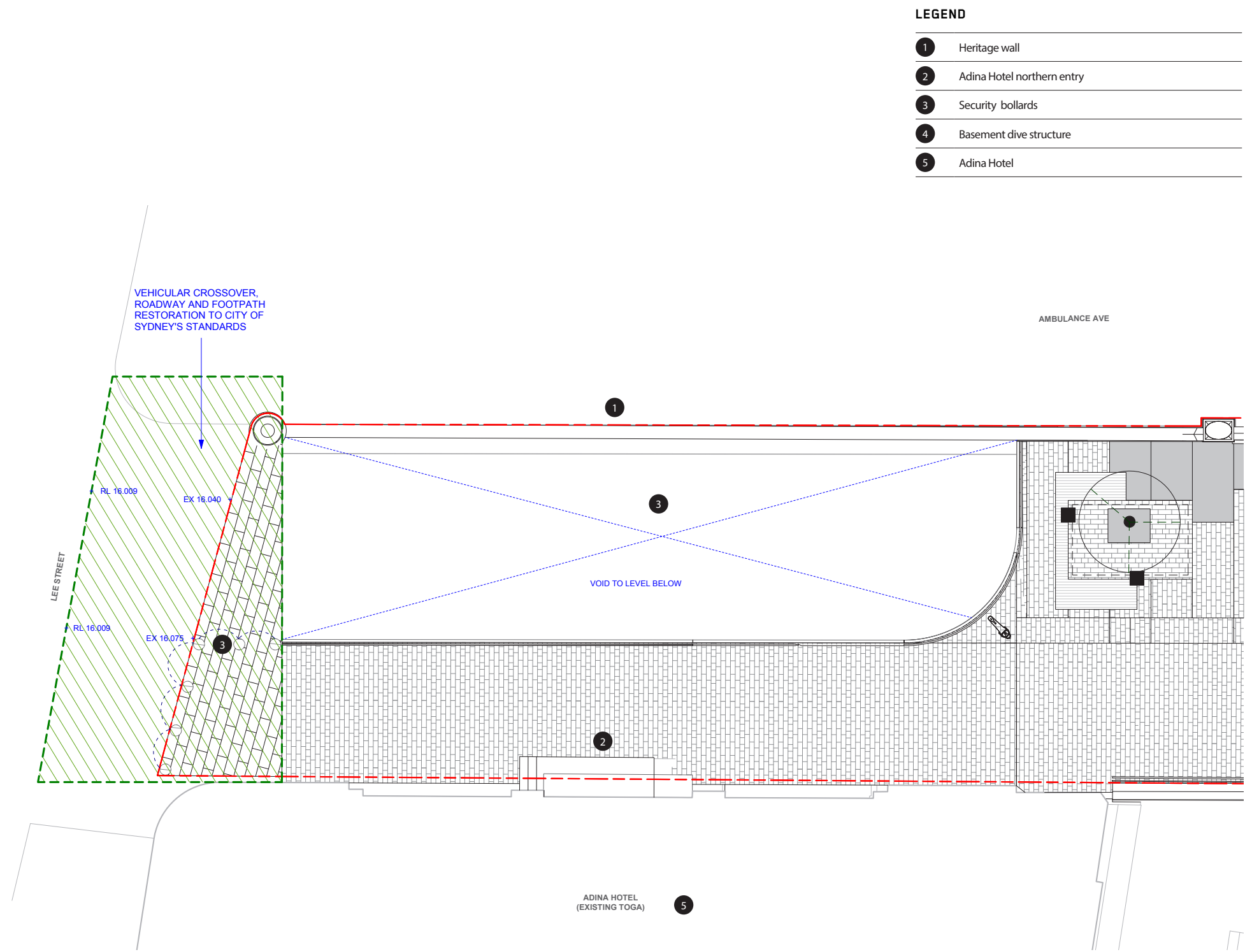
COMMENT

DPIE Comments

Clarify the statement (RtS pg 34) that the 'Lee Street Driveway does not form part of the subject site boundary...' as the drawings for 'Day 1' indicate that the driveway does form part of this application and works are proposed.

RESPONSE

The driveway is located outside the boundary and subject to the City of Sydney. Any restoration works relating to the crossover between the kerb and site boundary would be subject to City of Sydney's standards and requirements. The Atlassian site boundary is denoted by the red dotted lines.



1.1.18 DPIE COMMENT: LEE STREET CANOPY COVER

COMMENT

DPIE Comments

The City requests that the applicant provides more information on how they intend to deliver a precinct-based approach to the development and realise the “Day 2/3” designs in order to maximise canopy cover and provide trees on the Lee Street Driveway.

RESPONSE

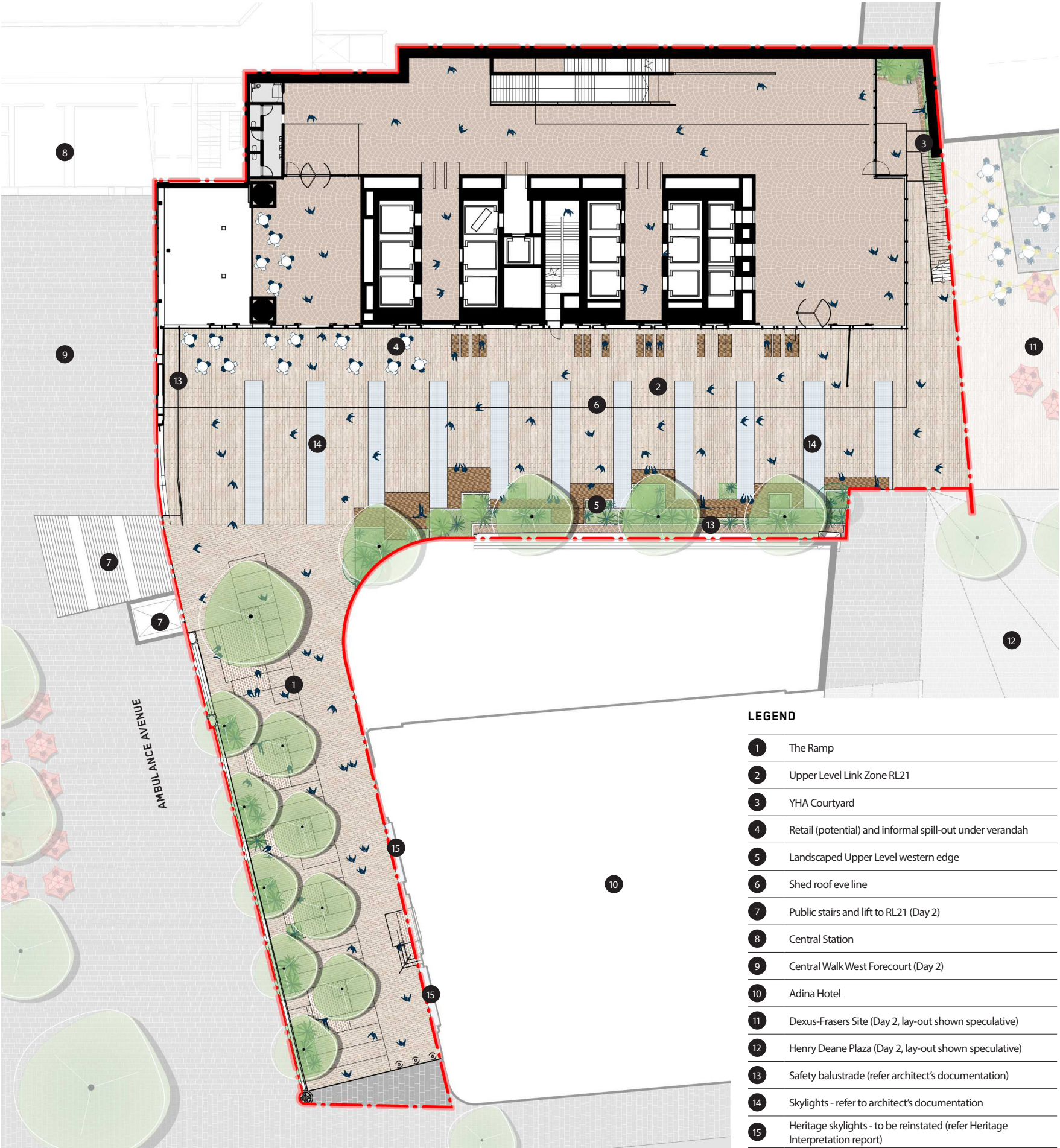
The public domain and landscape areas within the Atlassian development footprint have been designed with an understanding that there are several adjacent developments that will connect into these areas at some point, along with a need to mediate the interfaces between them.

These developments are the Third Square, the Northern / Central Metro Station link (from the upper link zone), the Over Station Development, Henry Dean Plaza link and potentially a future link to the Adina Hotel.

The design responds to this with a simple and flexible landscape approach made up of a layering of landscape elements (planters, seating, decking steps etc) which fit together but that can also be adjusted by either adding on or removing elements to accommodate changes in the future such as an increase in pedestrian flow through the spaces, and an increase usage of the landscape/public domain etc.

In addition, the design has been crafted in such a way as to maintain clearances where connections to future developments are likely to occur. This is evident in the northern site boundary for connections to Central Metro Station and the Third Square, the southern boundary for connections to the OSD, Henry Dean Plaza and the Dexu-Fraser development, as well as the western boundary – end of ramp, for a clear link onto Lee Street (which we also understand may be pedestrianised in the future).

The design also showcases Day 1, Day 2 and Day 3 scenarios to reflect the development staging which is also influenced by the these adjacent developments, showing that the design can function in all stages and considers future design scenarios as these developments come online.



1.1.19 COS COMMENT:
HABITATS & FACADE EDGE
DETAIL

COMMENT

The sections are unclear, for example they do not show the facade edge. Trees will take time to reach the heights indicated. The architectural sections show that the western edge from Levels 12 to 36 is perpendicular to the slab, meaning any planters for vegetation needs to be wide enough to support even canopy growth.

RESPONSE

Sections are indicative and will be developed further in the next stages. Tall plants / trees will be located in areas where the canopy (should there be one) will be supported. The plant palettes also include tropical plants with tall but narrow forms to accommodate areas where planting is closer to the façade.

Setdowns are sufficient to ensure soil volume as well as soil depths in a radius around the tree root ball (minimum diameter 1000mm). Soil depth around trees to be 800-1000mm (excluding mulch and drainage cell).

LEGEND

- 1 300mm offset from facade glazing, gravel ground treatment
- 2 Low groundcover planting, minimum soil depth 300mm, mounded to a maximum of 300mm
- 3 Timber path, 1200mm width minimum
- 4 Occupiable timber decks, dimensions and build-up TBC
- 5 Shrub planting, minimum soil depth 500-600mm, mounded to a maximum of 300mm
- 6 Large shrub / small tree planting, minimum soil depth 800mm for minimum diameter of 1000mm around tree
- 7 Edge to planter to finish flush with facade glazing

- SOIL DEPTH 300-500MM
- SOIL DEPTH 500-600MM
- SOIL DEPTH 600-800MM
- SOIL DEPTH 800-1000MM (WITHIN STRENGTHENED ZONE OF FLOORPLATE)

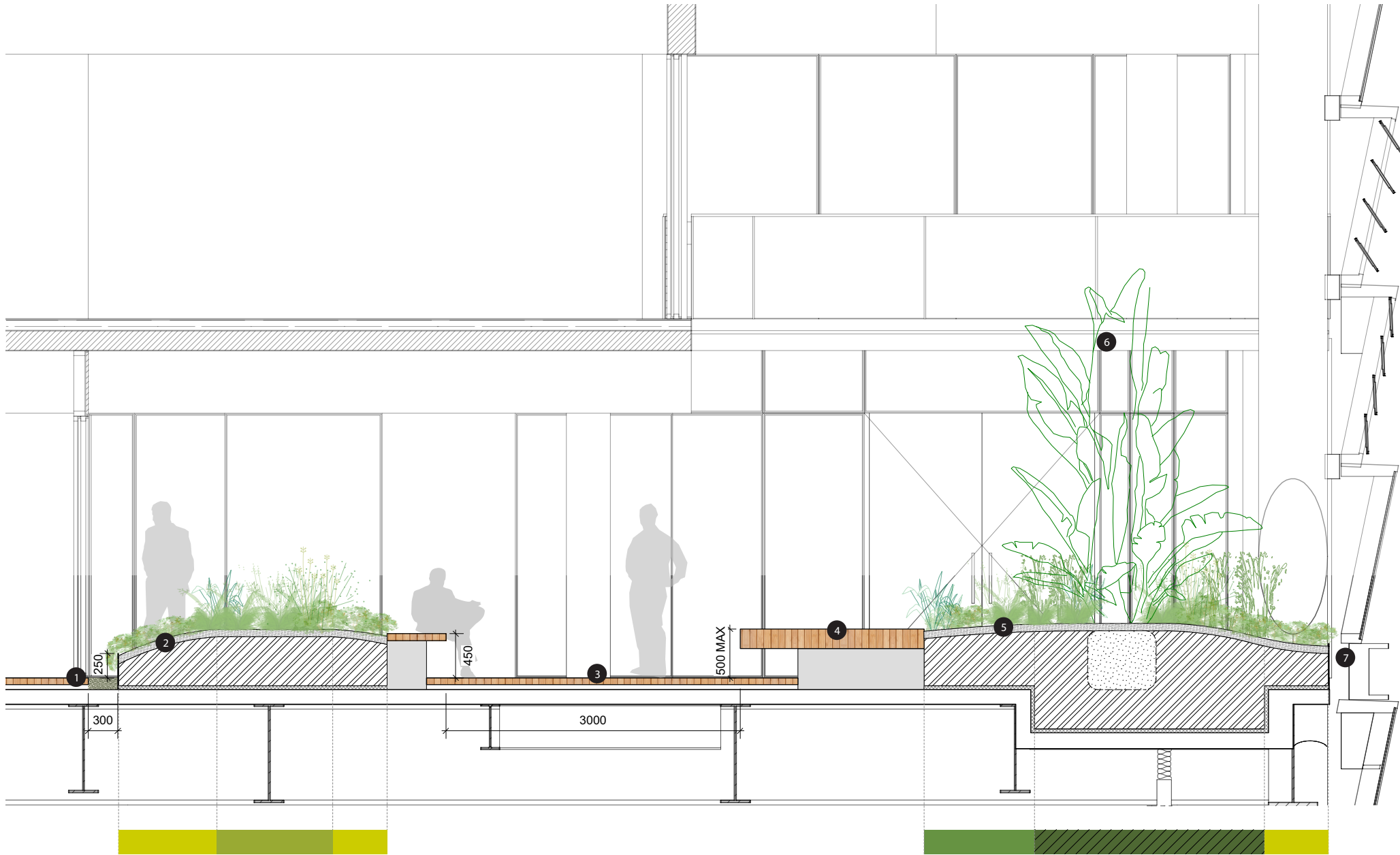


FIGURE 1 - INDICATIVE TECHNICAL SECTION - LEVEL 15

1.1.20 COS COMMENT: HABITAT PLANTER DEPTHS

LEGEND

- 1 300mm offset from facade glazing, gravel ground treatment
- 2 Low groundcover planting, minimum soil depth 300mm, mounded to a maximum of 300mm
- 3 Sandstone paved path, 1200mm width minimum
- 4 Occupiable sandstone boulders, dimensions and potential hollow build-up TBC
- 5 Shrub planting, minimum soil depth 500-600mm, mounded to a maximum of 300mm
- 6 Large shrub / small tree planting, minimum soil depth 800mm for minimum diameter of 1000mm around tree
- 7 Edge to planter to finish flush with facade glazing

- SOIL DEPTH 300-500MM
- SOIL DEPTH 500-600MM
- SOIL DEPTH 600-800MM
- SOIL DEPTH 800-1000MM
- SOIL DEPTH 300-500MM (WITHIN STRENGTHENED ZONE OF FLOORPLATE)
- SOIL DEPTH 500-600MM (WITHIN STRENGTHENED ZONE OF FLOORPLATE)
- SOIL DEPTH 600-800MM (WITHIN STRENGTHENED ZONE OF FLOORPLATE)

COMMENT

Elsewhere on all habitat levels there are planters 500mm depth and free-standing narrow planters with shrubs located between seating areas and pods. Planters on level 7 and 11 will reflect typical L15 layout with planters set above ground with no slab downturns.

RESPONSE

The design on level 7 and 11 will incorporate sufficient soil depths for trees and use landscape design to step up to the planters and create qualitative spaces.

Planters on level 7 and 11 will reflect typical L15 layout with planters set above ground with no slab downturns due to structural design.

Park levels have been re-designed since previous submission to have more substantial surface areas. This has several benefits for the design:

- Larger soil volumes for plants
- Opportunity for more mounding, which means planter edges can be lower
- Spaces no longer broken up into rooms, improving the spatial character and relation to "park" landscape typology

Planting shown on renders is to be interpreted as indicative at this stage. Further refinement of planting schedule to be undertaken with technical consultant.



FIGURE 1 - INDICATIVE TECHNICAL SECTION - LEVEL 11

1.1.21 COS COMMENT:
MID-LEVEL 'DISCOVER'
HABITAT

COMMENT

At the mid tower levels “Discover” Habitat on Levels 23,27,31 the planting theme is sensory planting theme with bushland species. Typical plan and section for Level 23 (Fig 9) through western edge of façade includes gum trees.

RESPONSE

Planting shown on renders to be interpreted as indicative at this stage. Further refinement of planting schedule to be undertaken with technical consultant.

LEGEND

- 1 300mm offset from facade glazing, gravel ground treatment
- 2 Low groundcover planting, minimum soil depth 300mm, mounded to a maximum of 300mm
- 3 Sloped deco granite path, 1200mm width minimum
- 4 Accessible deco granite path, 1200mm width minimum
- 5 Shrub planting, minimum soil depth 500-600mm, mounded to a maximum of 300mm
- 6 Large shrub / small tree planting, minimum soil depth 800mm for minimum diameter of 1000mm around tree
- 7 Edge to planter to finish flush with facade glazing

- SOIL DEPTH 300-500MM
- SOIL DEPTH 500-600MM
- SOIL DEPTH 600-800MM (WITHIN STRENGTHENED ZONE OF FLOORPLATE)

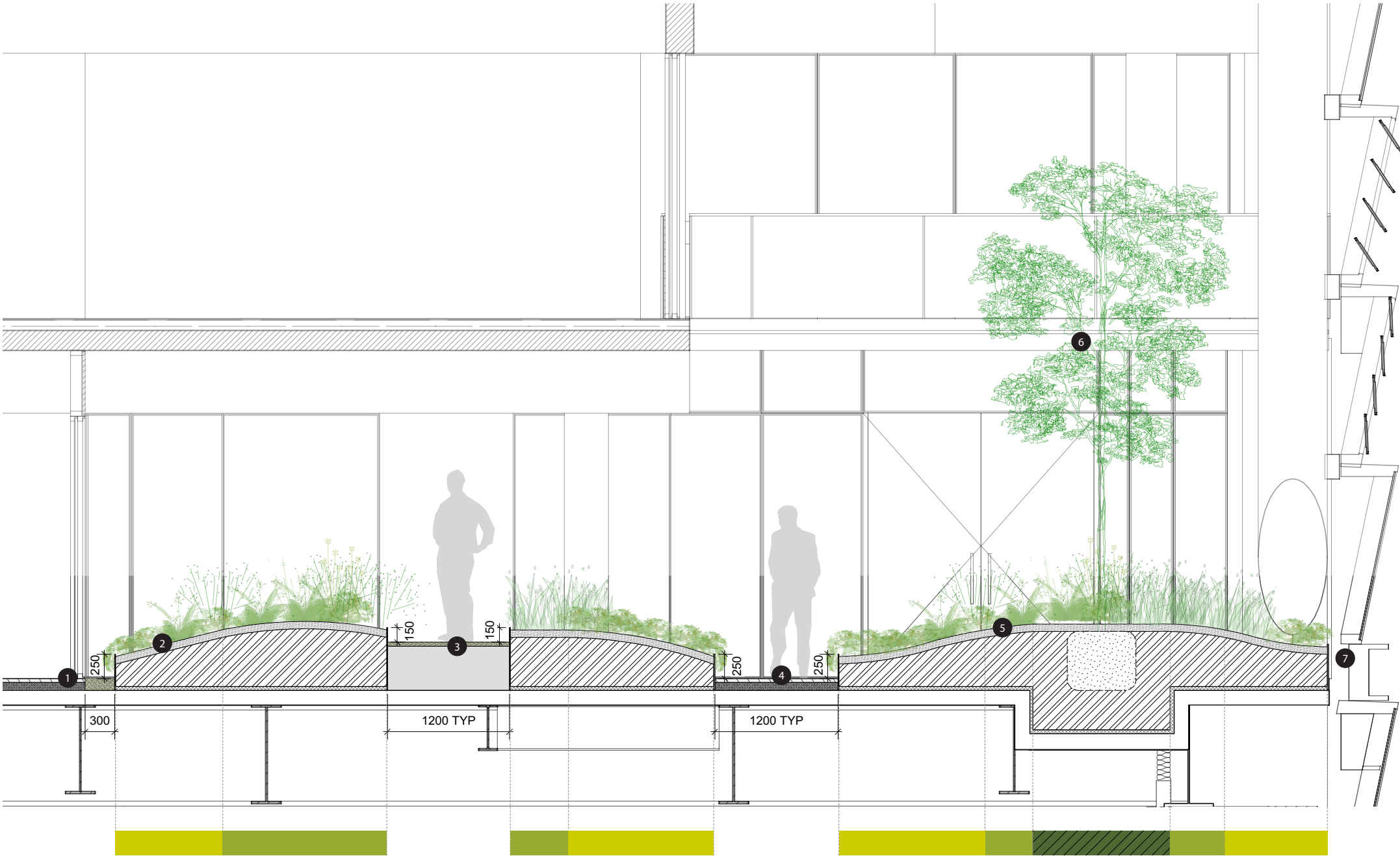


FIGURE 1 - INDICATIVE TECHNICAL SECTION - LEVEL 27

1.1.24 COS COMMENT: CROWN LANDSCAPE

COMMENT

Further information is required regarding the plant species selection and maintenance at the top of the tower, as follows:

Plant species are native and succulents which may be suited to the ocean clifftops, how will they perform at levels over 200m above sea level?

Will the plants be desiccated in high wind and heat of the rooftop?

How will the planters be safely accessed and maintained? How is green waste removed from the upper roof levels and is this self-composted on site?

Is there a site-specific fertigation system required to irrigate and fertilise the planters? Is there allowance in the building design for storage tanks, rainwater tanks, compost areas etc? Where is this accommodated in the building design.

RESPONSE

Suitability of planting to outer edge of balustrades on tower crown to be reviewed in the next stage of the design process with technical consultants.

Access and maintenance of planted areas outside the glazing line to happen via operable parts of balustrade from same level.

Green waste and compost will be managed in the basement 2 waste management rooms and reused in the landscape where suitable.

An integrated drip irrigation systems will be utilised in the efficient watering of plants and trees.

Rainwater tanks at the crown of the building will be used to feed these irrigation systems.



FIGURE 1 - INDICATIVE SECTION THROUGH TOWER CROWN LEVELS



LEGEND

1	Native coastal landscapes
2	Dry / Native garden
3	Sculptural rooftop planting against glass balustrade
4	Terraced planting to meet pavement
5	Ledge & spillover planting

FIGURE 2 - INDICATIVE PLANTING PALETTE IMAGERY

1.1.25 COS COMMENT: LANDSCAPE MAINTENANCE

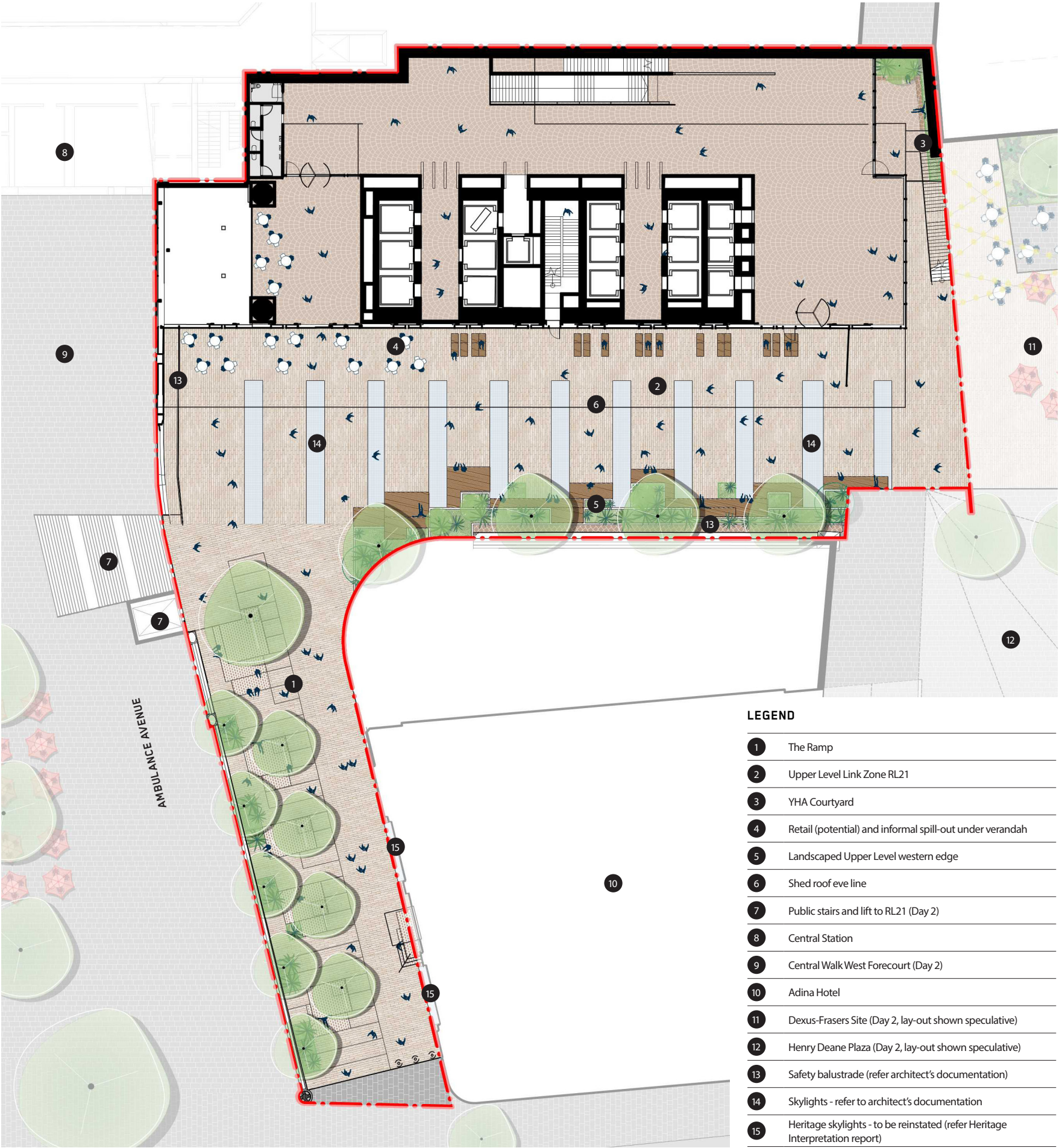
COMMENT

In addition to addressing Council’s concerns regarding the level of detail and feasibility of proposed landscaping, provide details of proposed landscape maintenance, demonstrating how the proposed landscaping will be managed and maintained throughout the life of the project.

RESPONSE

The Precinct will be maintained as per any other public open space in the City of Sydney. Landscape maintenance requirements would include:

- Pruning, trimming and replacement of plants
- Weeding of garden bed areas, and pavement
- Supply and spreading of fertiliser to garden bed areas
- Pest and disease control of shrubs and trees



1.2.1 HERITAGE NSW COMMENT: HERITAGE FABRIC RETENTION

1.2.2 HERITAGE NSW COMMENT: HERITAGE FABRIC RETENTION

COMMENT

We note that further detail design development will be undertaken on the building and that as much original timber framing as possible will be reused in the building's adaptation. However, it is still unclear how other distinctive elements of the building, including the existing masonry base and chimneys, and sandstone plinths of the building will be meaningfully used as part of the adaptation and interpretation of the building. Further detail is required as per Heritage Council letter to the applicant, 16 October 2020.

COMMENT

In addition, the document notes removed significant fabric will be reused where possible. Further detail is required to understand what elements will be reused and in what application, including interpretive measures.

RESPONSE

The retention of 100% of the timber shed and heritage elements are a key commitment for the project. Where elements can not be retained in place, they will be re-purposed into the project. The exact nature of any re-purposing will be subject to the development of the public realm, Public art, heritage interpretation strategies in conjunction with Design with Country.

Final heritage interpretation strategies for the re-purposing elements are being developed with Designing with Country feedback provided through the First Nations Engagement by Coxinall Ridgeway. Refer to Appendix G - First Nations Engagement Summary & Advice.

Further opportunities for integration of salvaged Shed elements and Public Art are also still being explored.

The former Inwards Parcels Shed is being re-purposed to house the new lobbies for the Atlassian office and YHA Hostel spaces. Key heritage elements will be catalogued and removed from site for reinstatement or reinterpretation. The small Shed footprint presents challenges to accommodate the considerable spatial requirements to support a commercial tower and defines the design of the lobbies. To achieve the pedestrian flows to lifts lobbies, it has required the removal of the masonry chimneys on the eastern side of the floor plate. The chimney to the western facade is also unable to be retained as it clashes with the tower core. In addition, the chimneys base would have been above RL21, and would have been supported above its current location which would be visually unacceptable. Approximately 53% of the existing timber structure and window framing will be returned in place, the remainder of timber and heritage elements will be re-used on site, likely uses are repair of damaged timber elements in areas to be retained in place, public realm seating, plinths and table elements to the upper ground link zone, OSD pavilion and timber elements and key pieces of furniture within lobbies or parks in the tower, or Public Art.

See Figures 1 and 2.

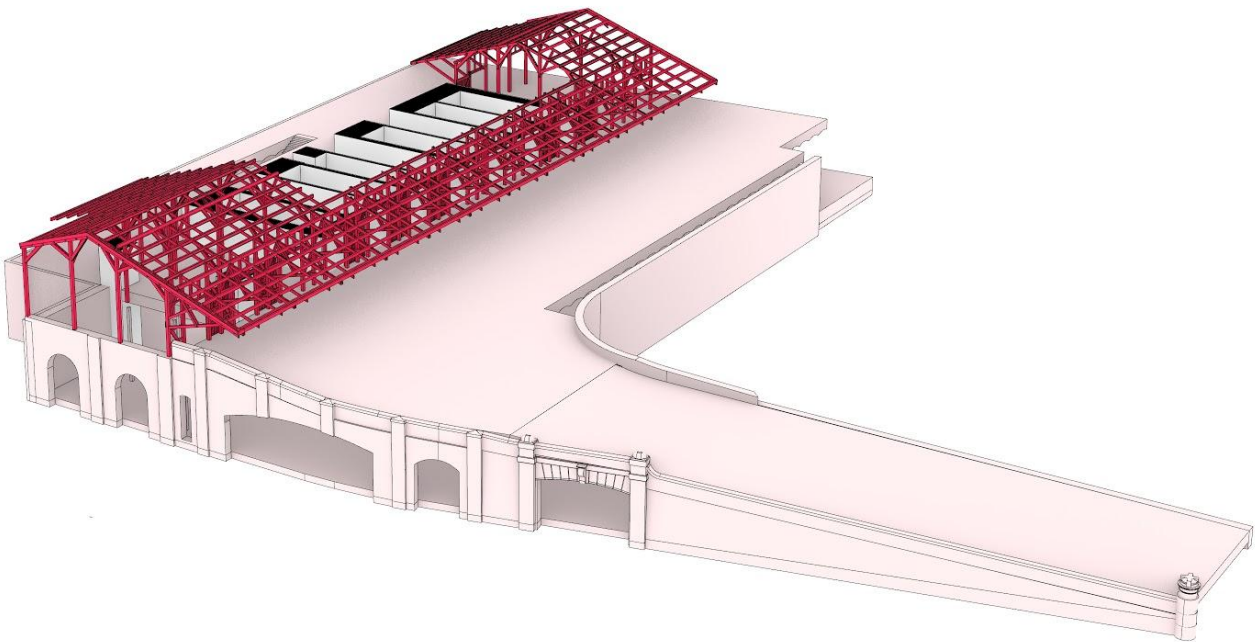


FIGURE 1 - HERITAGE FABRIC RETENTION STRATEGY

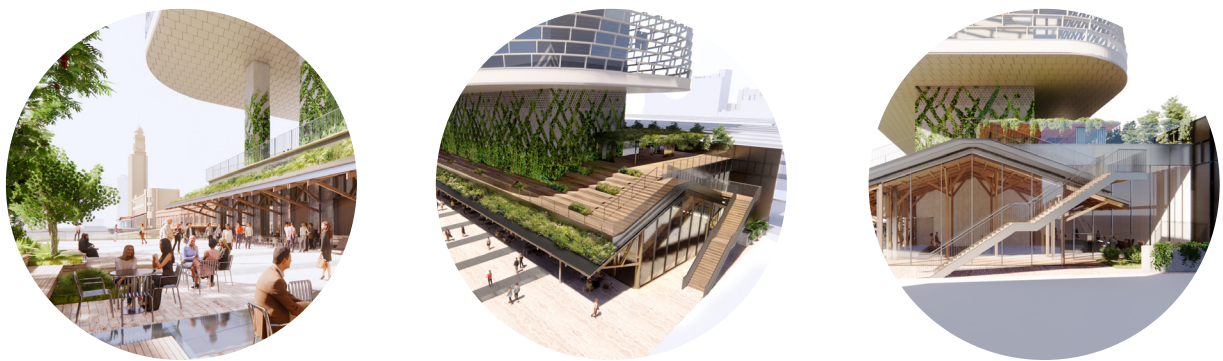


FIGURE 2 - OPPORTUNITIES FOR REUSE

1.2.3 HERITAGE NSW COMMENT: SURFACE LEVELS TO UPPER CARRIAGE WAY

COMMENT

Modification to surface levels to the west of the former Inward’s Parcel Shed and along Upper Carriage Way are proposed to occur. It is unclear what impact the change in surface level will have on the adjacent significant retaining walls and the former Parcel Post Office building as well as the sandstone post on Upper Carriage Lane. We suggest additional details be developed to ensure impacts are minimised, including how the use of the former Inwards Parcels Shed including its loading dock function will be interpreted as part of the works.

RESPONSE

RL21 is a mandated upper pedestrian level which is outlined in the Western Gateway Sub-precinct guidelines. RL21.0 aligns with the western entrance to Central Station and is key urban design level which will connect Central Station with all the sites within the Western Gateway Sub-precinct

The RL21.0 level impacts the existing level of the upper carriage way where the new pedestrian level is 150mm above the existing level of the loading dock.

The lower level of the loading dock is required to be raised to RL21.0 thus requiring the vertical faces of the loading dock to be demolished.

To the west of the upper link zone pedestrian pathway where it meets the existing heritage wall with the Adina hotel the level has been raised to RL 21 which changes the relationship with the heritage wall. To maximise the view of the existing Adina heritage wall and avoid an awkward connection, a slot void has been created. The existing Adina heritage wall is also exposed from below and will be displayed in full view. See figure 3.

Heritage interpretation of the loading dock and western façade will be provide along the western façade as part of the heritage interpretation strategy proposed and developed by Freeman Ryan. Refer to Draft Heritage Intepretation Strategy Appendix H.



FIGURE 1 - ADINA HOTEL WESTERN BOUNDARY WALL



FIGURE 2 - VIEW OF LOWER LINK ZONE LOOKING NORTH



FIGURE 3 - EAST-WEST SECTION ILLUSTRATING TOGA BOUNDARY AND ITS HERITAGE WALL

1.2.4 HERITAGE NSW COMMENT: FIRE BOOSTER CUPBOARD DETAIL

COMMENT

Further details of the fire booster proposed to be installed within the heritage retaining wall (Lower Carriage Lane) should be provided to ensure the treatment does not adversely impact on the character of the wall.

RESPONSE

It is proposed that the Fire Booster pump assemblies will be recessed into the heritage wall to the north-west. The boosters have been located some distance East from Lee Street along the wall in order to minimise their impact on the wall by locating the doors clear of the sandstone ornamentation which adorns the upper portion of the wall. The detail of the doors themselves is yet to be developed, however the material finish will be sympathetic to the heritage architecture, with minimal steel framing visible around the door leaves. There is no other possible location for the fire booster pump assemblies due to brigade access for fire trucks.

Pivot doors faced with brick slips to match the existing brickwork will be selected in order for the booster cupboard to be integrated with the heritage wall. See figure 3.

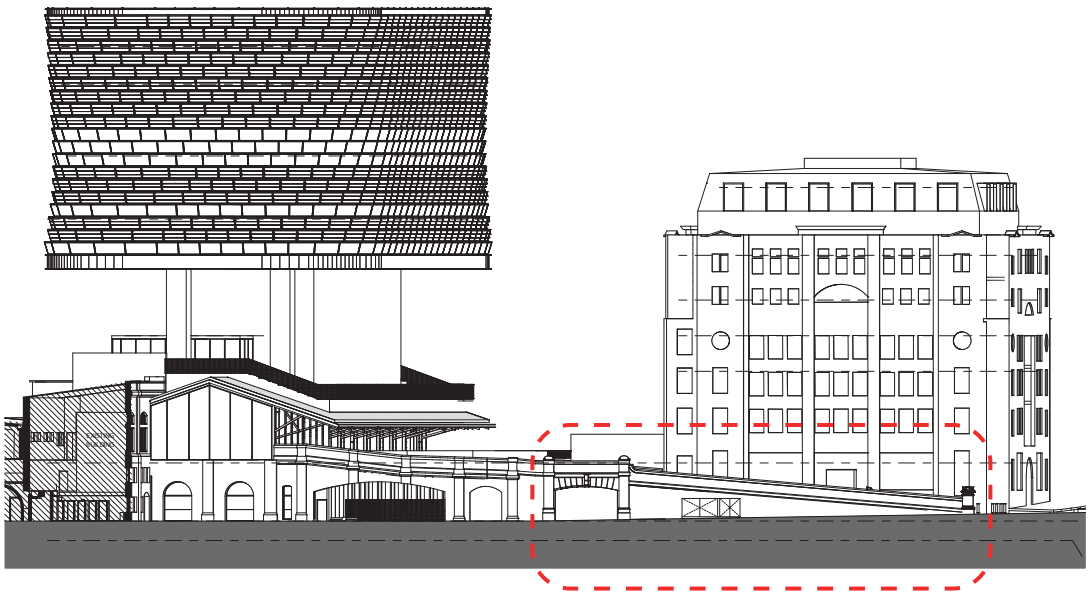


FIGURE 1 - NORTHERN SITE ELEVATION

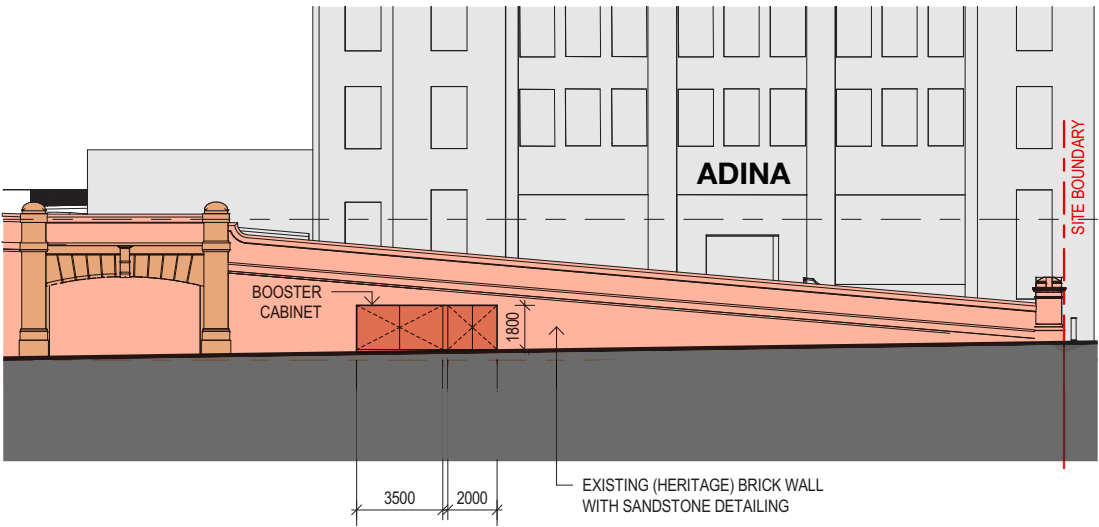


FIGURE 2 - FIRE BOOSTER CUPBOARD ELEVATION

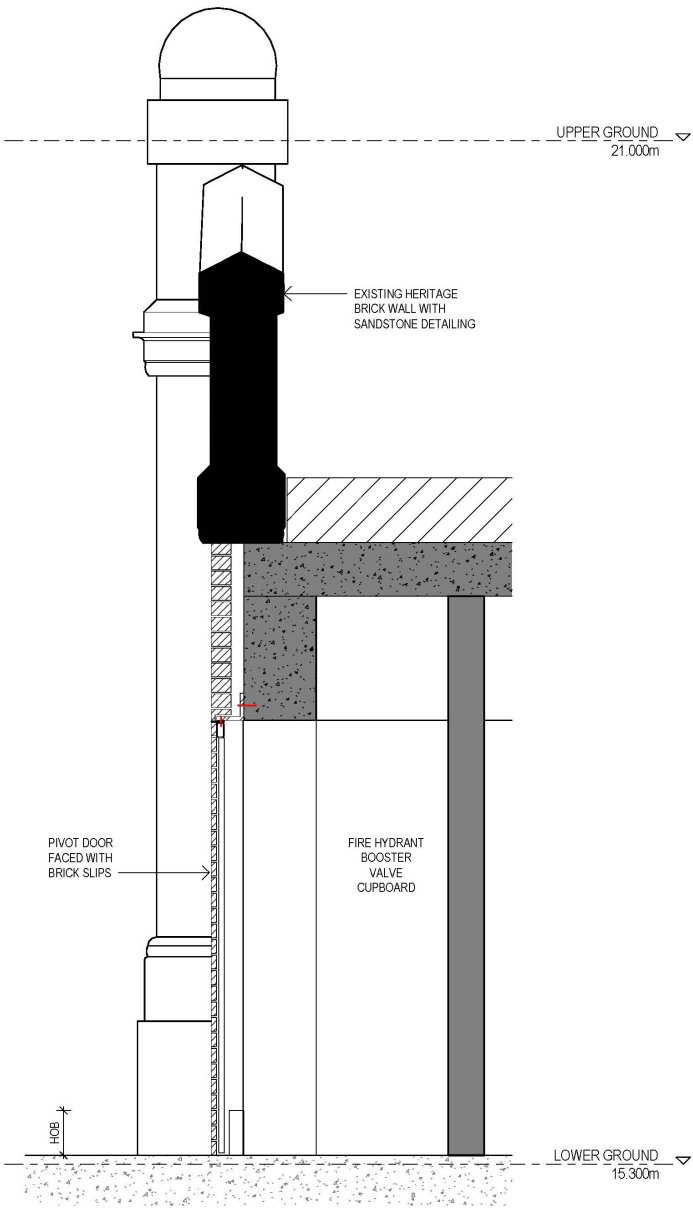


FIGURE 3 - SECTION DETAIL THROUGH FIRE BOOSTER CUPBOARD

1.3.1 PUBLIC SUBMISSION COMMENT: SHADOWS TO 38 CHALMERS ST

COMMENT

"I am the owner of an investment property at 38 Chalmers St Surry Hills.

As such I am concerned that no visual or solar impact assessment has been made for our buildings (34 and 38 Chalmers st are residential buildings). We stand right across the railway from the proposed 40 storey towers the height and bulk of which, will no doubt impact our enjoyment of the afternoon sun (the only time we get sunlight) and be visually obtrusive.

While the Atlassian tower on its own, might not create too much of an issue, the assessments shouldshould be made for the impact from the entire project.

As the projected view from Prince Alfred Park shows, we will be looking at a massive wall of 3 towers with minimal space between them when the Fraser Dexus buildings are added to the picture. That is of course less than an idyllic view from all directions.

Moreover, I really believe that the area could have been redeveloped with much more regard for the heritage buildings around and more imagination.

Of course it's just about money so skyscrapers are all the go whether suitable or not. They will ruin an area that could have retained so much character with wholistic planning rather than ad hoc unsolicited development proposals..

There is no planning here...

Now that there is a 4th tower in the works (Toga above the Adina Hotel) , the impact on the lovely heritage buildings will be worse than one can picture.

The white shadows on the assessment photos hardly show the reality.

I also do not see such a great need for more office space, hotel rooms and or retail space in the area in a city already full of those with many vacant and for lease. A missed opportunity by Planning NSW and City Council alike to make the Southern end of the CBD amore open, light filled, pedestrian friendly, character full area working to enhance what is already there rather than dwarf and disrespect it."

RESPONSE

In accordance with the Apartment Design Guide (ADG) balconies and living rooms are to have a 2 hours of solar access between 9am and 3pm on the 21st of June.

Shadow diagrams were produced showing the shadows to 38 Chalmers Street (shown in red) from 9am until 3pm on the 21st of June. See figures Appendix C.

The proposed tower overshadows the north-west facade from 2.45pm to 3pm.

The shadow diagrams show that the 38 Chalmers Street north-west facade has solar access between 11.30am and 2.45pm which is a total of 3.25 hours which complies with the ADG solar access requirement.

COLOUR LEGEND

RESIDENTIAL

COMMERCIAL

TRANSPORT

GOVERNMENT

OPEN SPACES

38 CHALMERS ST.

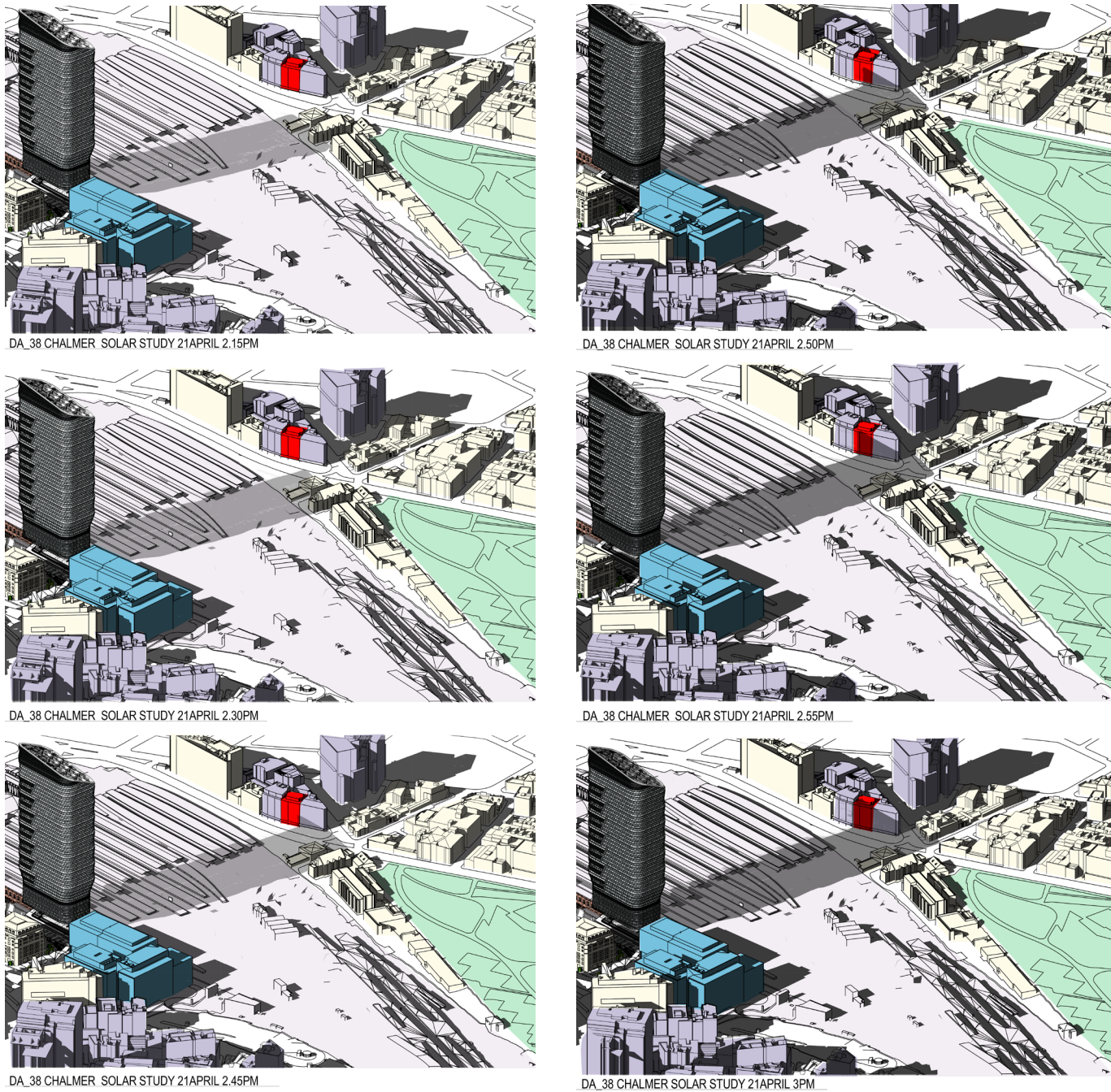


FIGURE 1 - SHADOW DIAGRAMS FOR 38 CHALMERS STREET AND SURROUNDING RESIDENTIAL AREAS

1.4.1 GANSW COMMENT: SOUTHERN STAIR

COMMENT

External Stair requires further design development to be reviewed by the DIP.

RESPONSE

The noted external staircase is open to public and provide access to the occupiable roof and forms part of the building’s egress strategy, transferring building occupants to upper ground level via the OSD. This connectivity is further reinforced by the clarity and continuity of materiality from the lightweight Shed roof with the external staircase. The scheme has intentionally realigned the southern edge of Parcels Shed end to its original orthogonal form, with the resulting setback from the site boundary enabling a complete legibility of the building form by detaching it from future development adjacent. The eastern portion of the Shed form has been offset from the Shed roof, allowing the pitched roof expression to be completely legible from the south.

The industrial qualities of the stair detach from this edge, as a lightweight appendage to the building that echoes the character of the building’s heritage.

The design team has further explored the expression, scale and arrangement of the external staircase. The stair has been adjusted to continue down the east side of the ridge to open the view of the Shed from the south west. The repositioning of the stair also enables clear visual connectivity to the link zone and improves direct access from the eastern foyer and outdoor space. The detailing of the stair will be continuous with the Shed and the occupiable roof to provide a coherent composition.

As the neighbouring site and OSD requirements develop access to the OSD and bridge level may continue to evolve.



FIGURE 1 - SOUTHERN ELEVATION, PROPOSED STAIR DESIGN



FIGURE 2 - SOUTHERN ELEVATION, AMENDED STAIR DESIGN

1.4.2 GANSW COMMENT: TOWER SOFFIT

COMMENT

Tower Soffit
Proposed approach is supported in principal, recommend that detailed design is reviewed by the DIP.

RESPONSE

The soffit will be constructed of Glass Reinforced Concrete (GRC) or metal panels, configured so that the soffit has subtle relief as shown in the conceptual rendering. The soffit will have integrated lighting, distributed throughout the surface.

Design development of soffit panels is currently being developed.



FIGURE 1 - VIEW OF THE TOWER SOFFIT FROM UPPER GROUND ZONE LINK

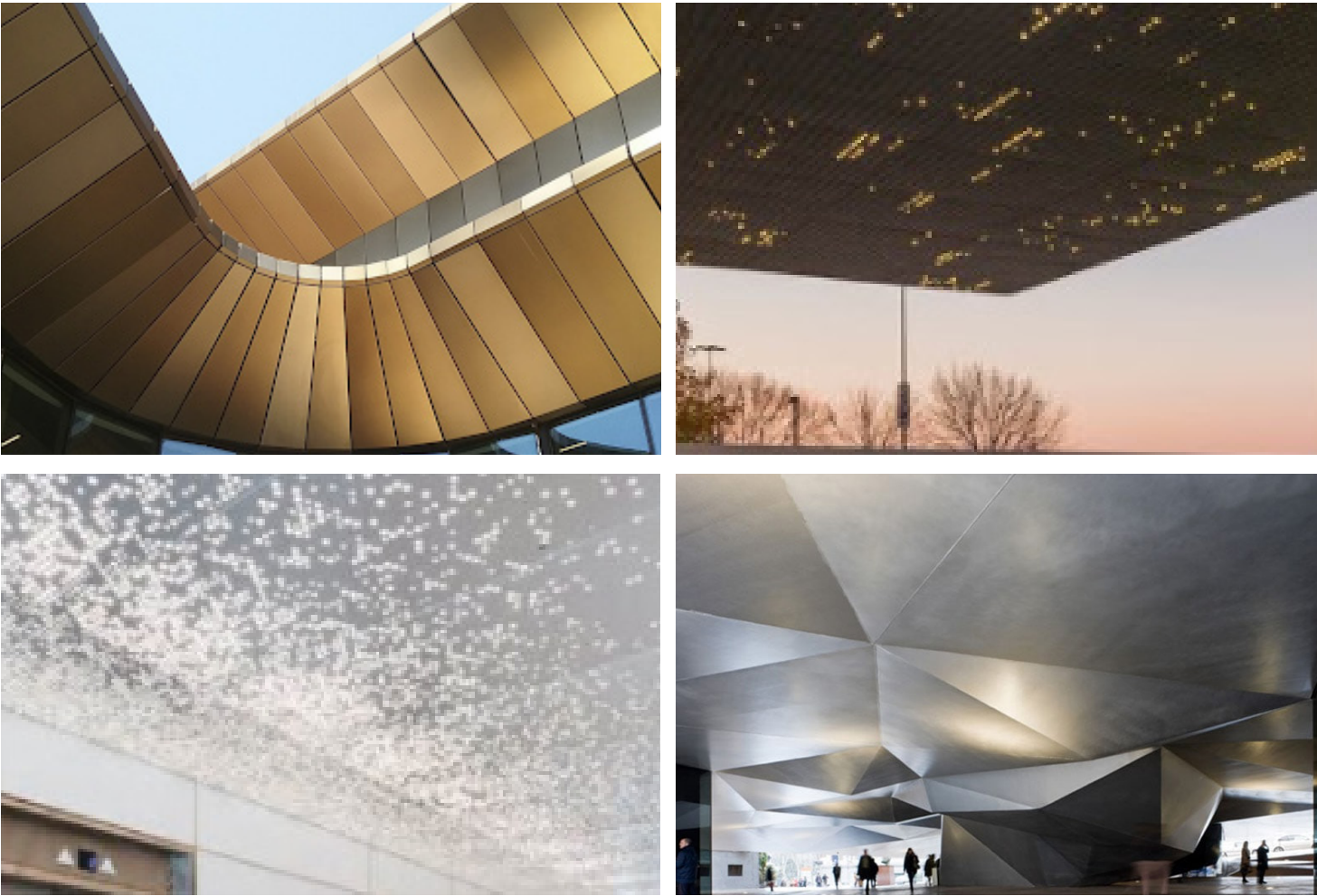


FIGURE 2 - SOFFIT PRECEDENTS

1.4.3 GANSW COMMENT:
REDUCTION IN STEPPED
FLOOR PLATES

1.4.4 GANSW COMMENT:
REDUCTION IN STEPPED
FLOOR PLATES

COMMENT

The change to the typical floorplate arrangement that reduces the extent of the ‘stepped floorplates’ in the south-western section of the plan was not raised by the proponent at the DIP session. GANSW have concerns with the impacts of this change on design excellence, noting dot point #6 from the Competition Jury Report: The Jury strongly support the spatial condition of inverted timber framed stepped back floorplates and landscaping elements within the facade, and this should be maintained.’

COMMENT

This change requires further explanation and justification from the proponent including drawings that indicate its design impacts both external and internal, this should be presented to the DIP pre-RtS.

RESPONSE

The change to the typical floorplate arrangement that reduces the extent of the ‘stepped floorplates’ in the south-western was realized to increase overall office floor area available in the project.

Atlassian has been developed headcount projections in the last year. Per Atlassian’s 2020 headcount forecast projections, the desk space needed for employees was still much greater than the area available in the tower. Based on these projections the design team studied opportunities to increase the office floor area in the tower.

The new design proposes to extend the floor plate by three bays (22.5m) to the west side of the timber structure. This design update considered the following:

1. Urban Context: At the time of competition, the tower was designed considering a large scale development in the south side (Dexus) and a future small to medium scale development in the west side (TOGA). TOGA planning design has evolved and proposes now a taller envelope with greater proximity to Atlassian development (12m). This changed Atlassian’s tower urban condition on the west side.

2. Planning: The circulation and desk layout arrangement has been improved with the new floor plan design. Greater flexibility is achieved.

3. Atrium’s: The atrium’s are now a “C” shaped space, symmetrical in the east and west sides. They keep a great presence in the north facade, facing the Third Square.

Spatially, this modification reduces the volume of the atrium and inverted timber, but only on the west side area that faces TOGA’s development.

Even though we extended the floor area in each habitat, the quality of the atrium’s (natural ventilated spaces was kept.

The inverted timber design is well kept in each habitat in the north side of the building, It is highly visible from the Third Square and public realm.

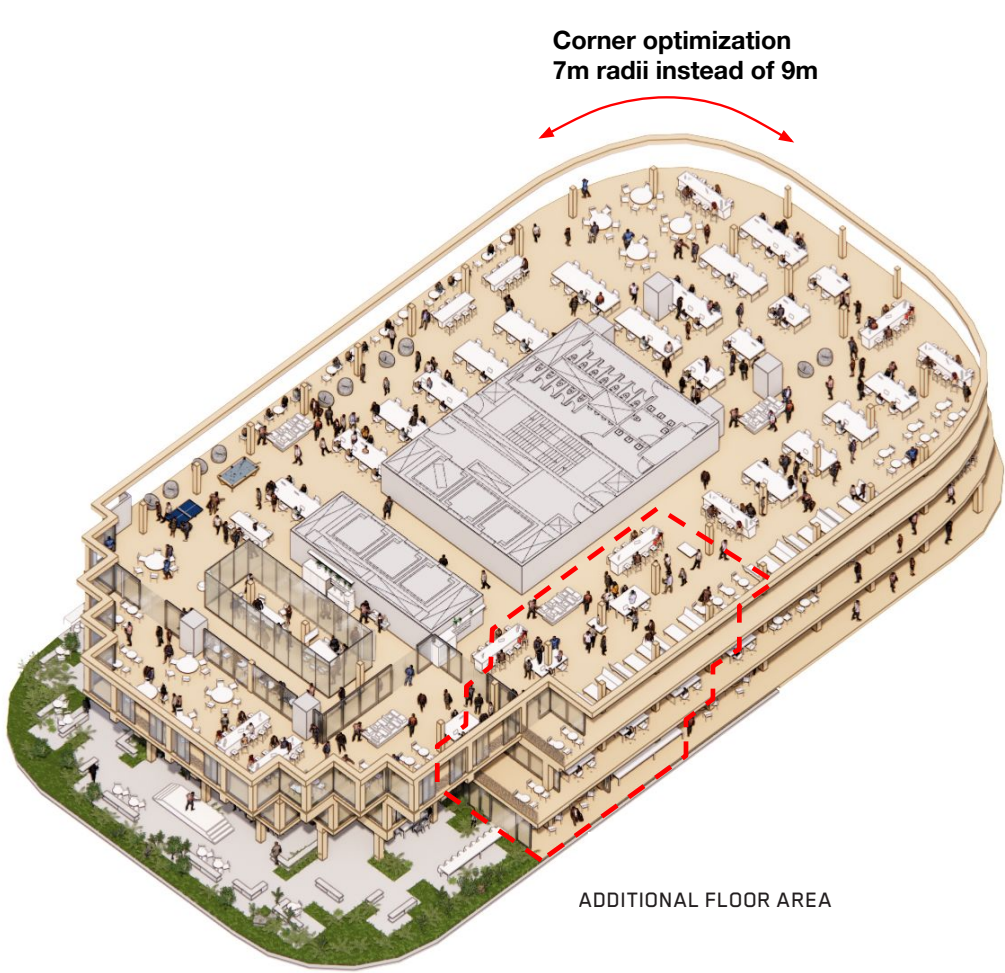


FIGURE 1 - AXONOMETRIC OF PROPOSED HABITAT DESIGN

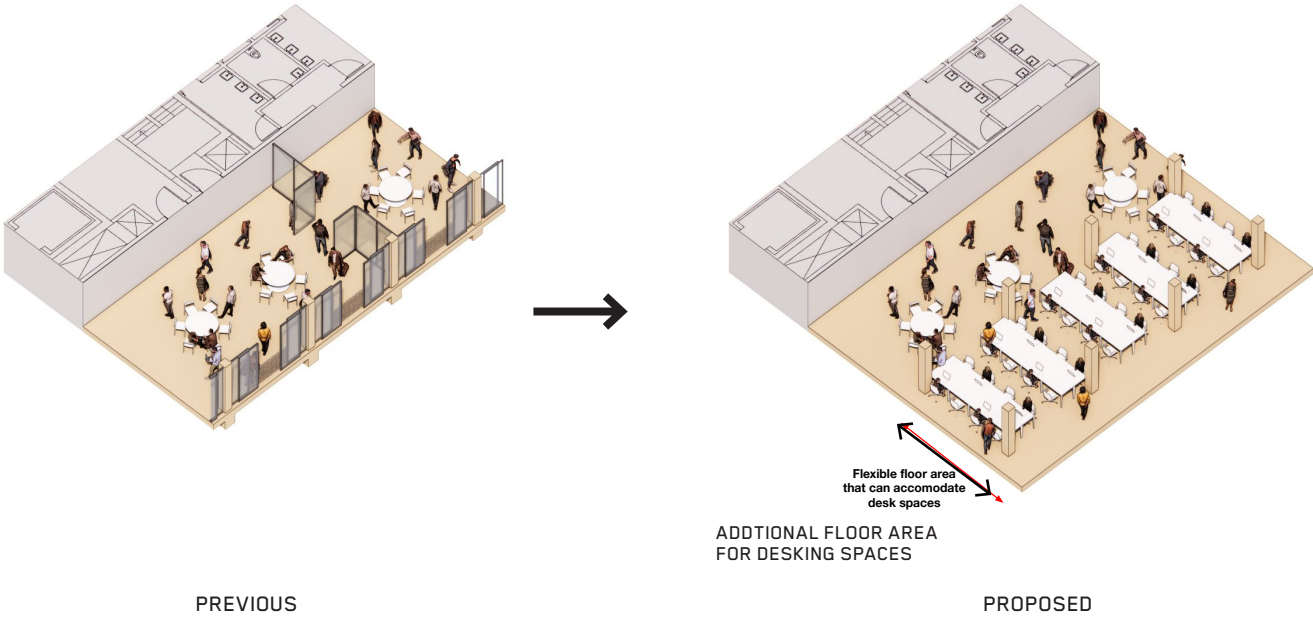


FIGURE 2 - PREVIOUS AND NEW DESIGN AT THE WEST SIDE BAYS

1.4.3 GANSW COMMENT:
REDUCTION IN STEPPED
FLOOR PLATES

1.4.4 GANSW COMMENT:
REDUCTION IN STEPPED
FLOOR PLATES

RESPONSE (CONT.)

The extent of the WT-01B facade increases by three bays accordingly as shown in diagrams below. The transition of WT-01 A and WT-01B follows the alignment with adjacent TOGA development.

All design principles of atrium spaces have been maintained. The inverted timber structure along with double skin facade and landscape and highly visible from public realm and Third Square as shown in the full tower rendering image.

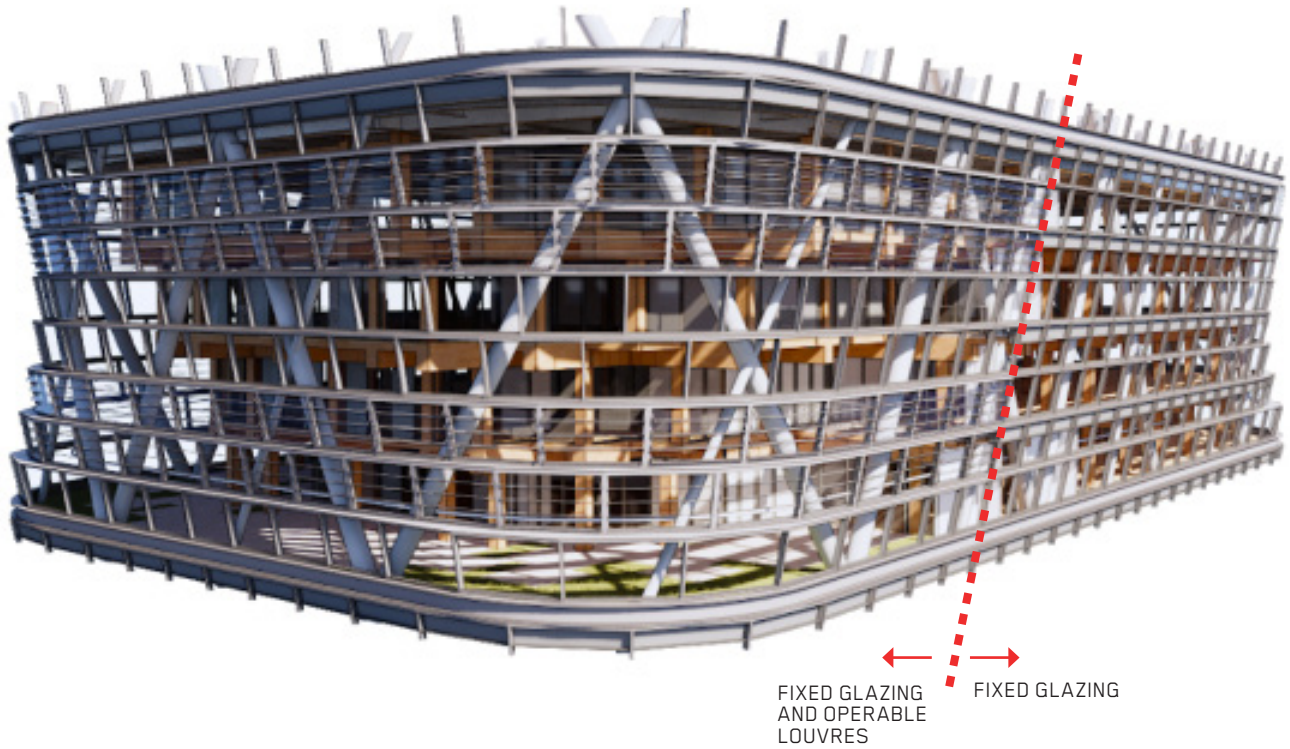
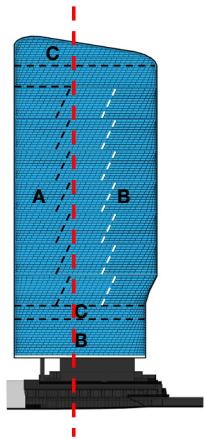


FIGURE 1 - TYPICAL HABITAT



FIGURE 2 - TOWER VIEW FROM WEST WITH PROPOSED TOGA PLANNING DEVELOPMENT

1.5.1 TfNSW COMMENT: SCREEN & FACADES OPENINGS

COMMENT

Protection of Sydney Trains / NSW Trains Assets and Operation
Central Station is located in close proximity to the proposed development. It is noted that:

- It appears that lower part of roof top outdoor terrace facing rail corridor does not include any measures to prevent throwing/falling of objects or opportunity for self-harm; and
- The development application identifies groundwater drawdown as an issue.

It is advised that:

- Possession works be managed by Sydney Trains (not TfNSW as mentioned in Appendix Z);
- Section 2.5 of Appendix Z needs to include TAHE as one of the authorities which need to be liaised with; and
- Section 2.6 of Appendix Z needs to include Sydney Trains as one of the stakeholders for the preparation of Stakeholder Management Plan.

RECOMMENDATION

It is requested that the applicant provides the following as part of the applicant's Response to Submissions:

- Details of outdoor terrace area, balconies and external windows facing rail corridor and confirmation that the development has measures installed (e.g. awning windows, louvres, enclosed balconies, window restrictors etc.) which prevent the throwing of objects onto the rail corridor in accordance with the Department of Planning's Guidelines - Development near Rail Corridors and Busy Roads;
- Impact of groundwater drawdown on rail corridor needs to be assessed in detail and confirm this is acceptable;
- and Whether the applicant will be seeking staged Construction Certificate as TfNSW would be able to recommend any relevant conditions that apply for each specific stage.

RESPONSE

The eastern property boundary adjoins Platform 1 of Central Station. At OSD level on the eastern boundary it is proposed to have a 1.8 metre high solid metal plate screen with a landscape zone 1.4 metres wide, with plants and trees higher than 1.4 metres separating people from the accessible terrace. (See Figure 1) Below the eastern wall and screen is the roof canopy over platform 1 which will also provide protection to pedestrians and the track below. Further protective measures maybe required and the detail will be worked through with TfNSW to achieve a suitable solution.

With regards to the tower façade there are only openable louvres to the north east corner of the tower office levels (levels 7 to 39) opening onto the eastern boundary but are not accessible by people. (See Figure 2) To levels 1-5 windows to the YHA Hostel rooms will open to a maximum of 80mm in accordance with ASA standard T HR CI 12075 ST Airspace Developments (See Figure 3).

The Crown outdoor terraces are separated from the eastern boundary with Central Station with a planting zone and 2 metre balustrade which varies in width between 1 to 3 metres. (See Figure 4) The 2 metre high screen is required to provide seated wind comfort for occupants on the terrace from southern winds.

The planting zone and 2 metre high screen meets the requirements of ASA standard T HR CI 12075 ST Airspace Developments for separation on boundaries with Transport assets.

Final construction documentation of all opening solutions will be submitted to TfNSW for their approval and acceptance through the AEO process.

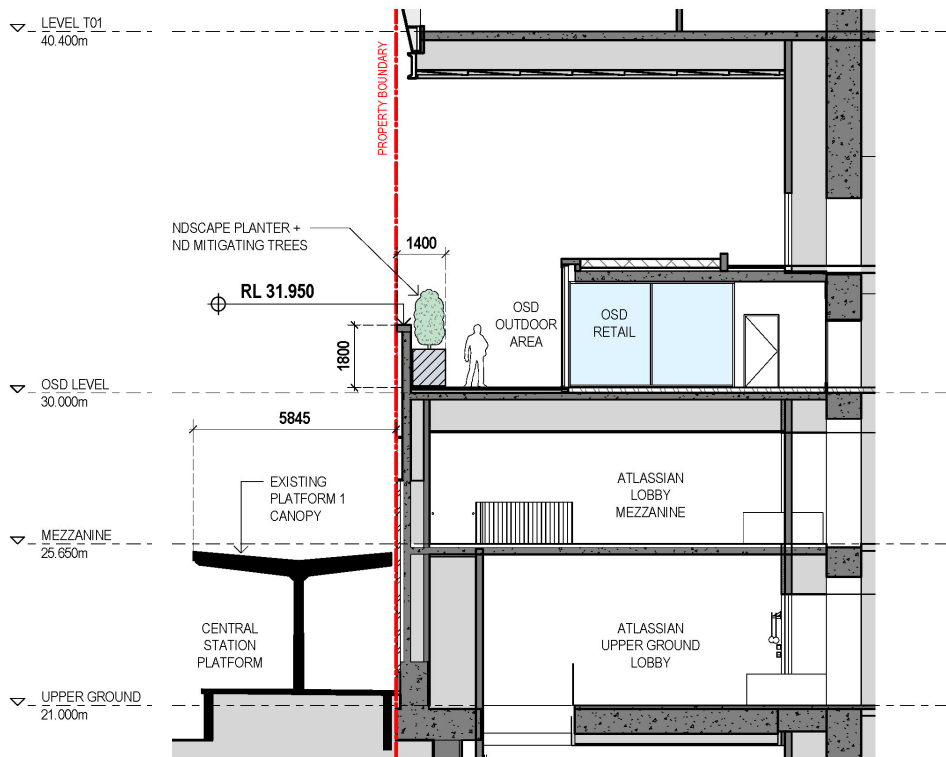


FIGURE 1 - SECTION THROUGH EASTERN BOUNDARY WITH CENTRAL STATION



FIGURE 4 - SECTION THROUGH EASTERN BOUNDARY WITH CROWN

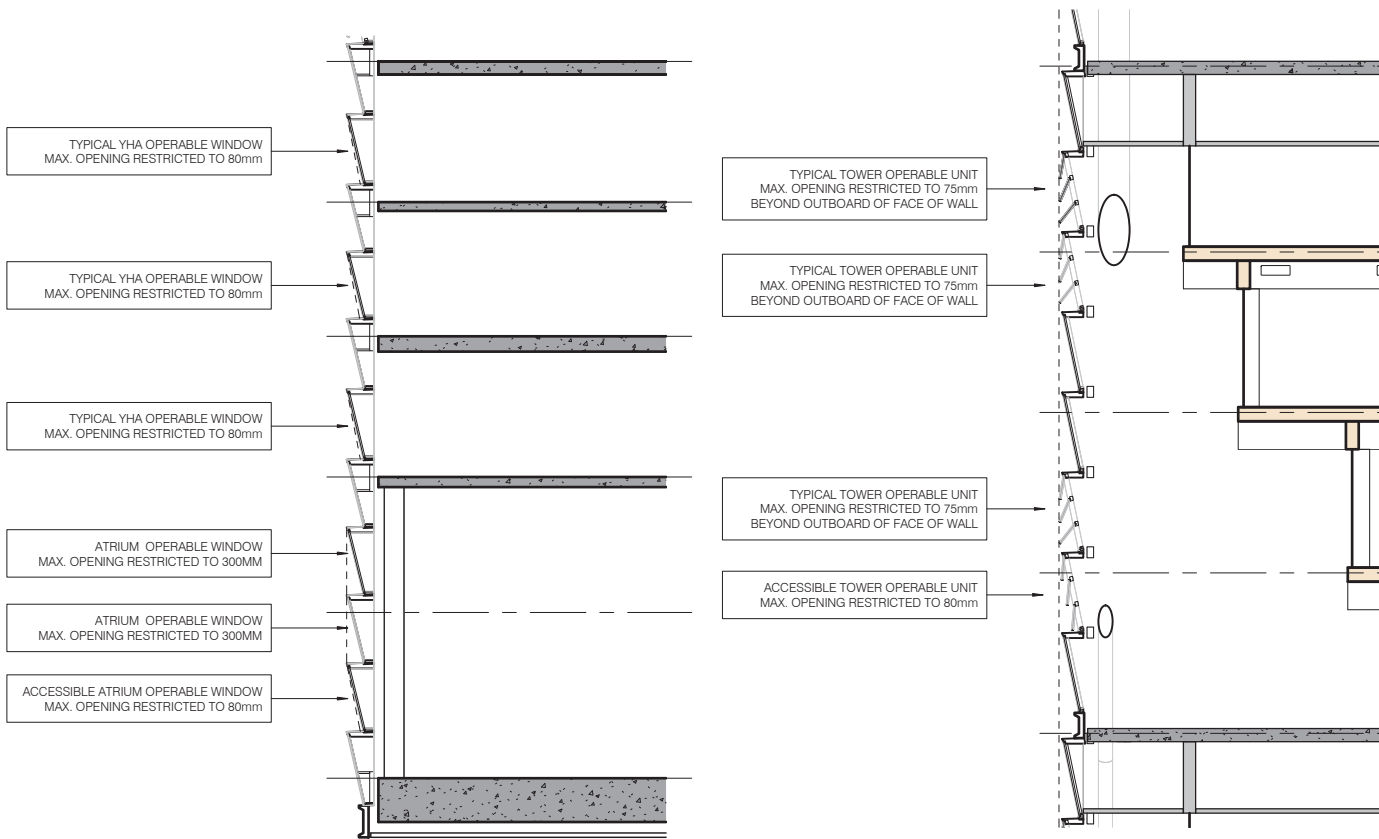


FIGURE 2 - OPERABLE WINDOW CONTROLS - YHA

FIGURE 3 - OPERABLE WINDOW CONTROLS - TYPICAL HABITAT

1.5.1 TfNSW COMMENT:
SCREEN & FACADES OPENINGS
(CONT.)

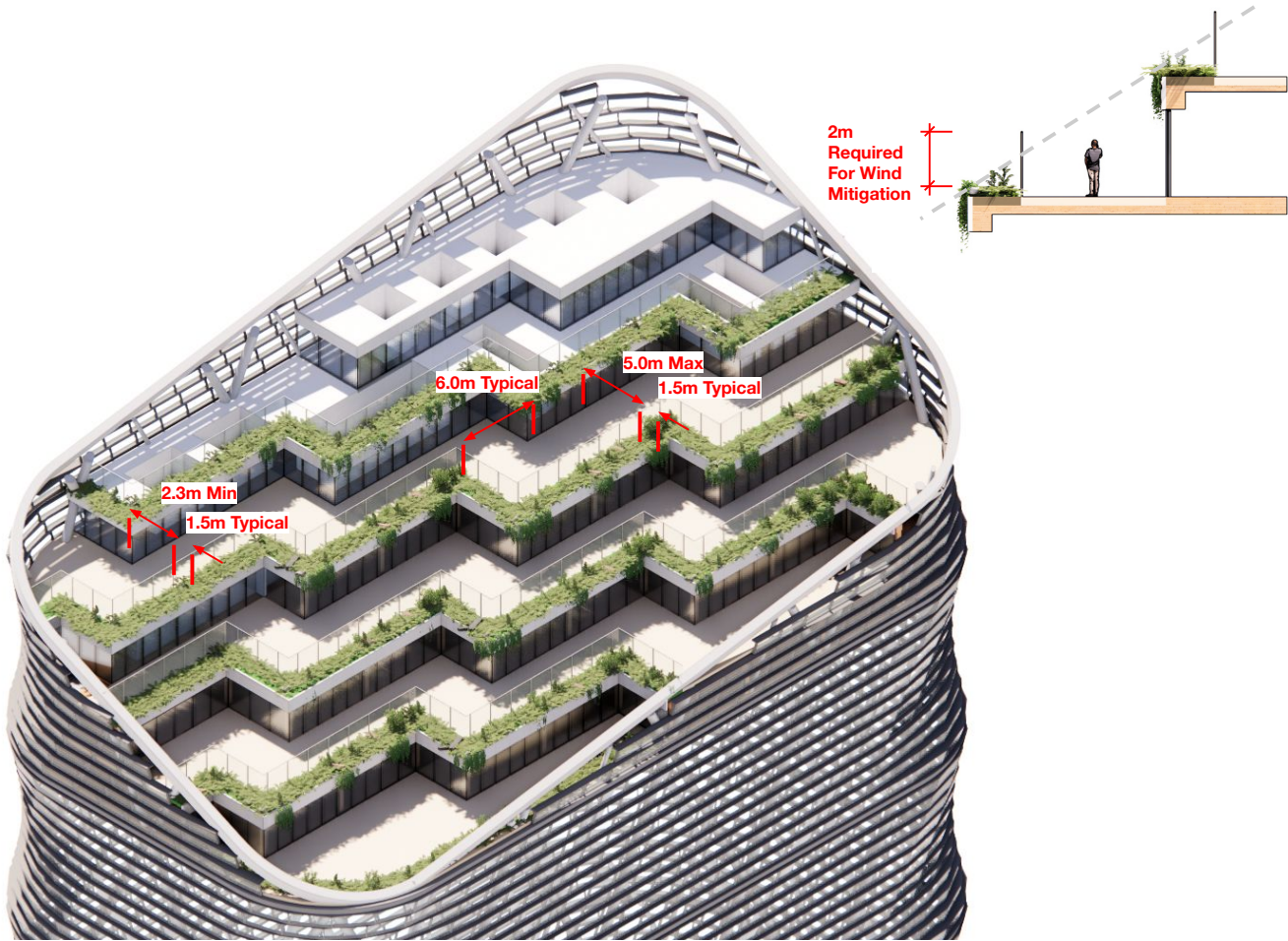
COMMENT
TfNSW & DPIE Comments

A statement needs to be included which includes the tower crown around screen and facade openings adjacent to Central Station. There appears to be no risk of falling objects from the crown from the 3D renders but this needs to be specifically addressed in the text.

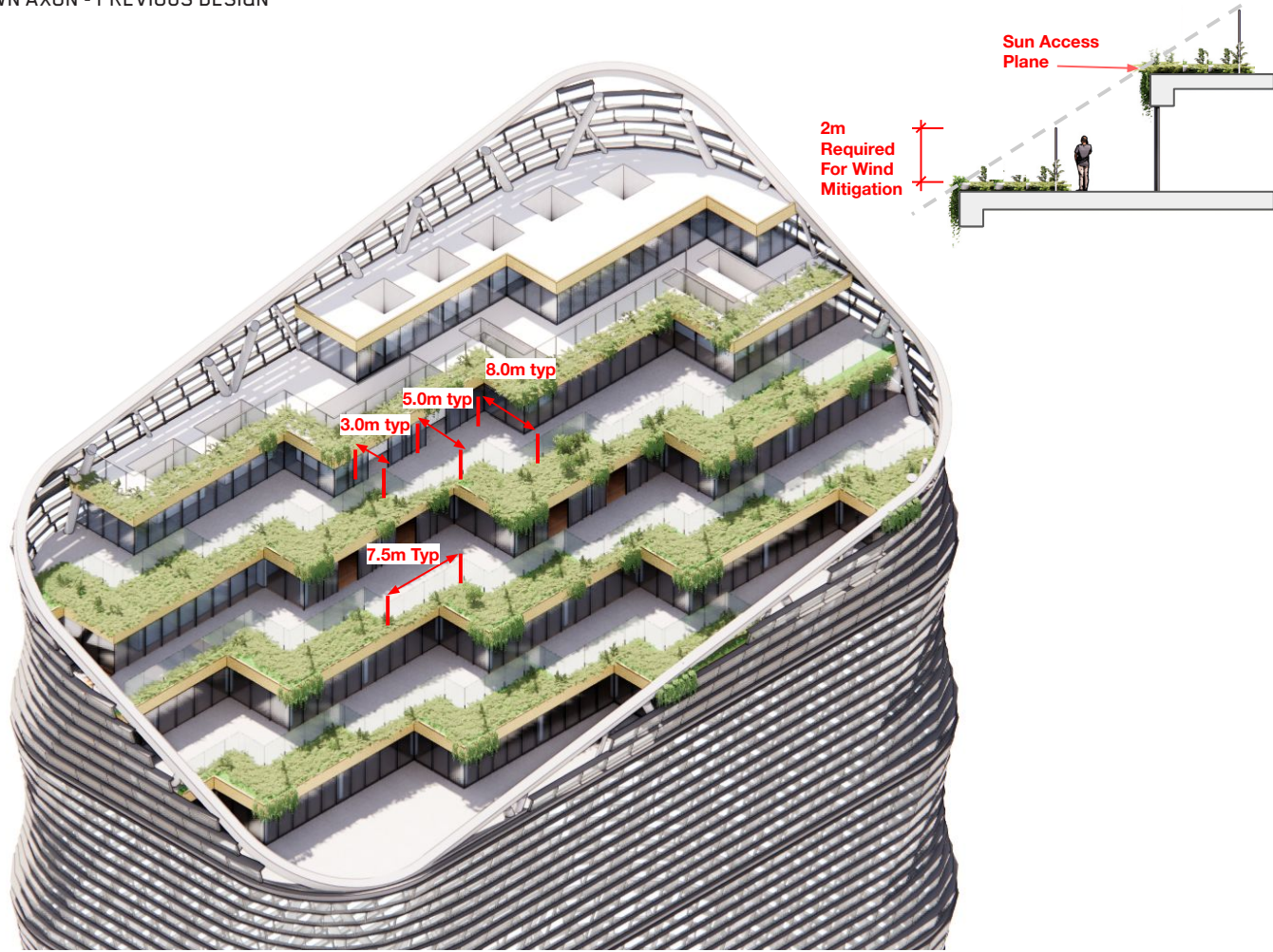
RESPONSE

Previous and new proposed design axon diagrams comparison is included here for reference.

All balustrades are two metre tall, protecting exterior spaces from wind and risk of falling objects from the crown. Facade openings that are reachable from interior space are restricted to 80mm maximum opening as per TfSNW requirements.



1.16 FIGURE 1 - CROWN AXON - PREVIOUS DESIGN



1.16 FIGURE 2- CROWN AXON - PROPOSED DESIGN

1.6.1 DPIE COMMENT: SHADOWS TO RESIDENTIAL AREAS

COMMENT

Provide further analysis of potential amenity impacts on nearby residential properties including:

- A map identifying properties in the vicinity of the site
- An assessment of visual and view impacts on affected properties, particularly in relation to properties located on Carlton and Kensington Street identified as being affected by view loss of the clock tower, against Tenacity view sharing principles
- An assessment of overshadowing impacts on private residential properties to the west and south west against the Apartment Design Guide (ADG) minimum solar access guidelines.

RESPONSE

A vicinity map has produced to identify potential residential properties affected on Carlton and Kensington streets. See Figure 1

The shadows for these areas show that the proposed tower will shadow the residential properties at the southern end of Regent street on the corner with Lee Street from 9am -10am but will has access to sun from 10-3pm. See figure 2.

The residential properties in Carlton and Kensington streets will not be affected by the proposed tower between 9am and 3pm on the 21st of June.

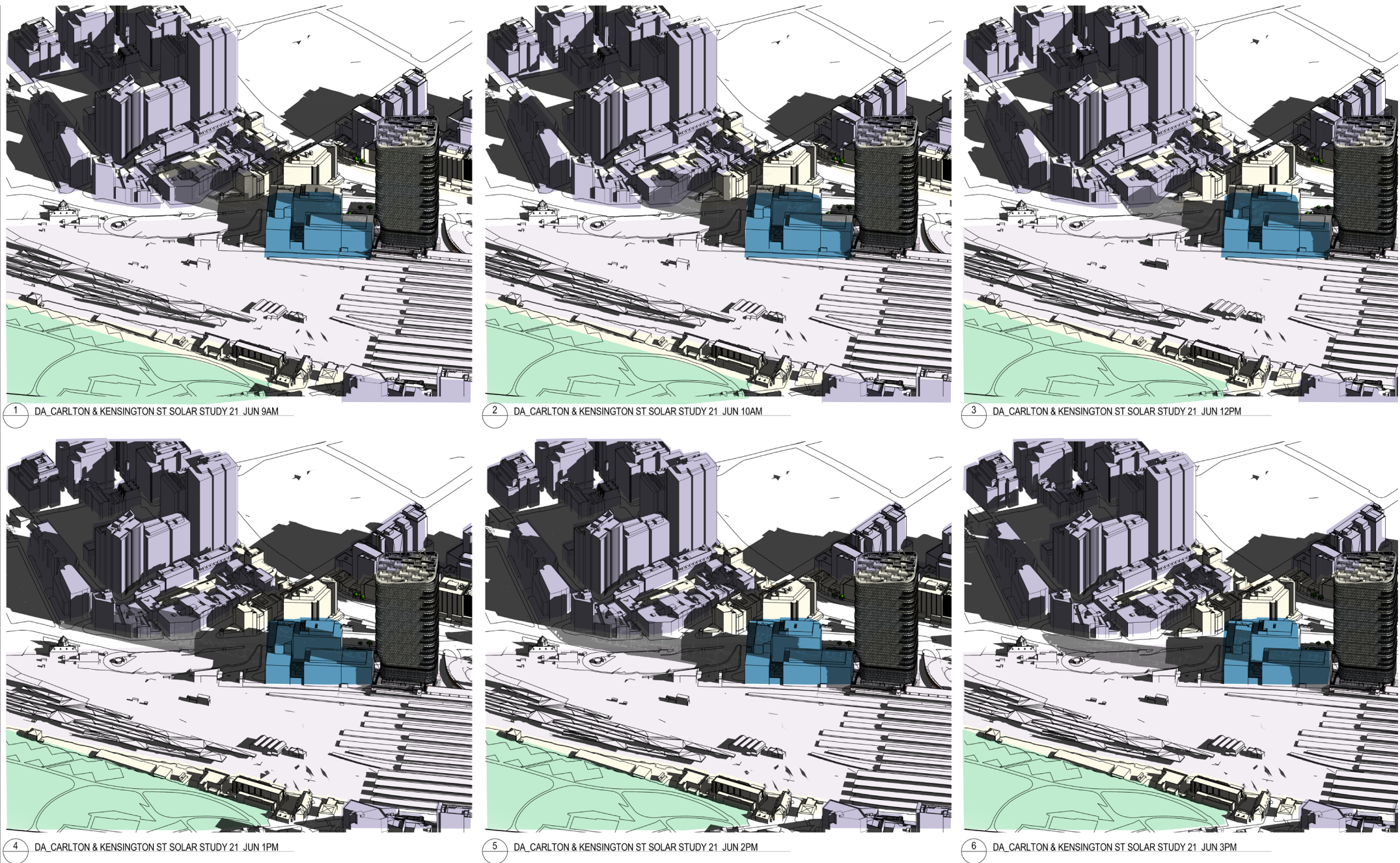


FIGURE 2 - SHADOW STUDY WITH RESIDENTIAL LOCATIONS ON CARLTON & KENSINGTON STREETS



FIGURE 1 - SHADOW STUDY WITH RESIDENTIAL LOCATIONS

COLOUR LEGEND	
	RESIDENTIAL
	COMMERCIAL
	TRANSPORT
	GOVERNMENT
	OPEN SPACES
	38 CHALMERS ST.



VIEW EAST TOWARDS ATLIASSIAN CENTRAL DEVELOPMENT FROM RAILWAY SQUARE

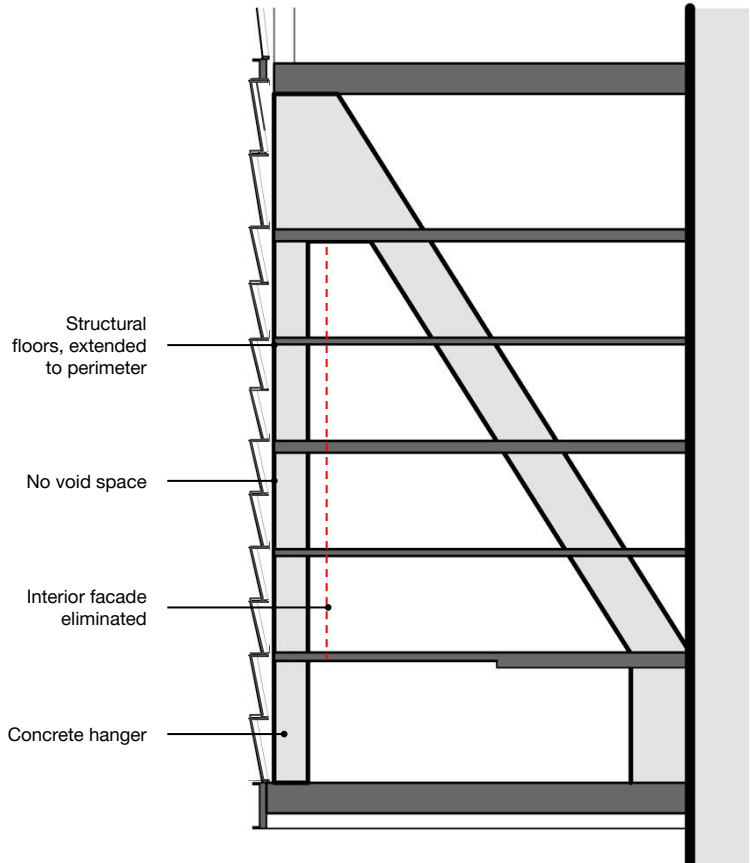
2

PROPONENT LED DESIGN CHANGES

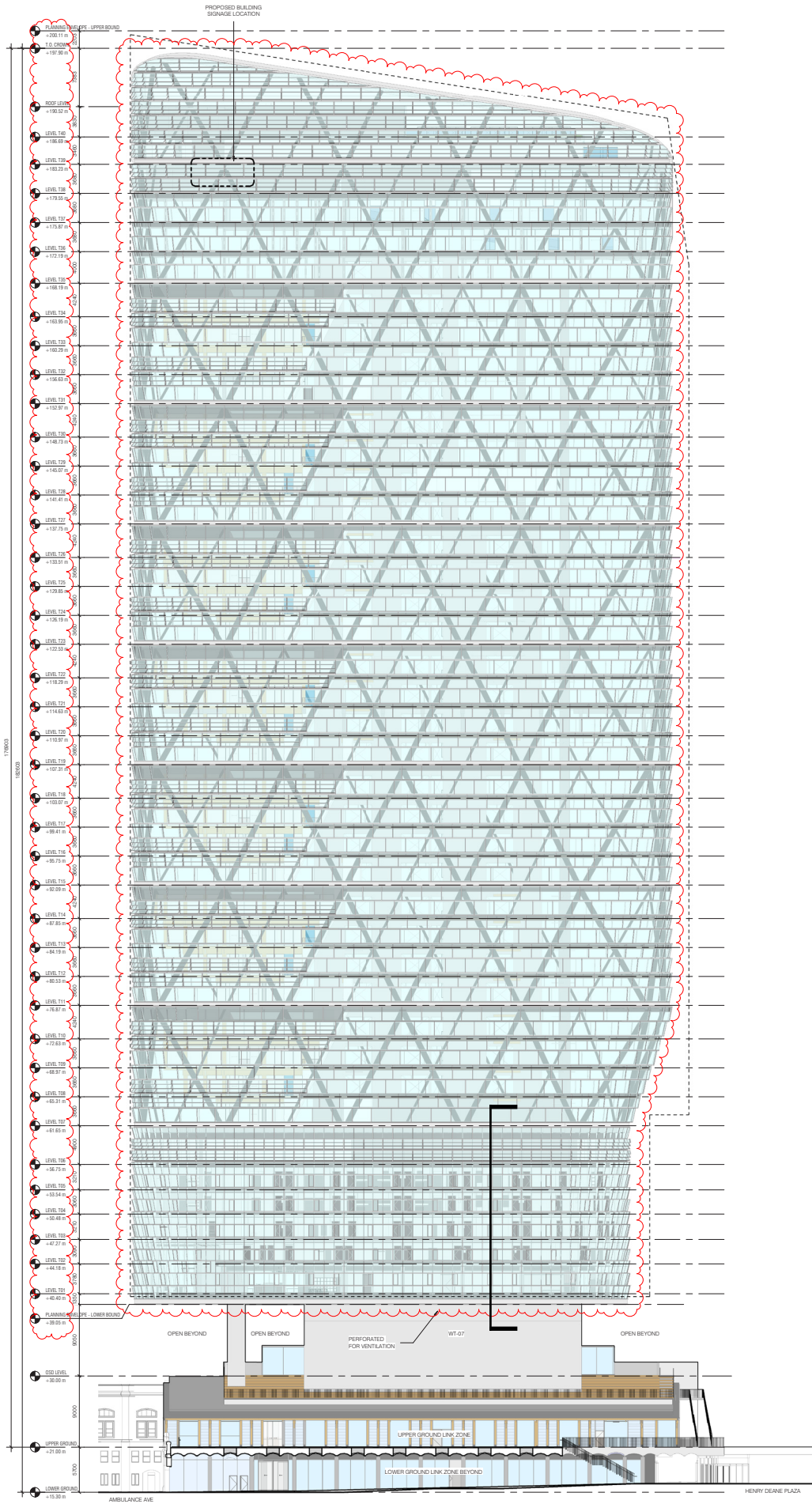
2.1 TOWER STACK, STRUCTURE, AND FACADE

Proposed Amendments to SSDA

- Tower Stack: One level eliminated at bottom of tower (T06M Plant Mezzanine), one level added to Crown beneath former Level T35 (now Level T36).
- Level Datums: Planning Boundary and Tower lowered 1m.
- Level Datums - YHA and Plant Levels T01-T06: Total height reduced.
- Level Datums - Tower Levels T07-T40: Datums shifted down, and Crown levels adjusted to accommodate additional floor.
- Structure - YHA and Plant Levels T01-T06: Exoskeleton eliminated. Steel structure replaced with concrete.
- Facade: Vertical panelization revised from 3 glazing panels per floor to 2 glazing panels per floor.
- Facade - YHA Levels T01-T05 and Crown Levels T36-T37: Inner facade layer eliminated and floors extended to outer facade. Outer facade layer changed from louvred glass facade to DGU facade.
- Facade - Office Levels T07-T34: Extents of glass louvre facade adjusted per floor plan revisions.



2.1 FIGURE 1 - YHA SECTION DIAGRAM - EAST

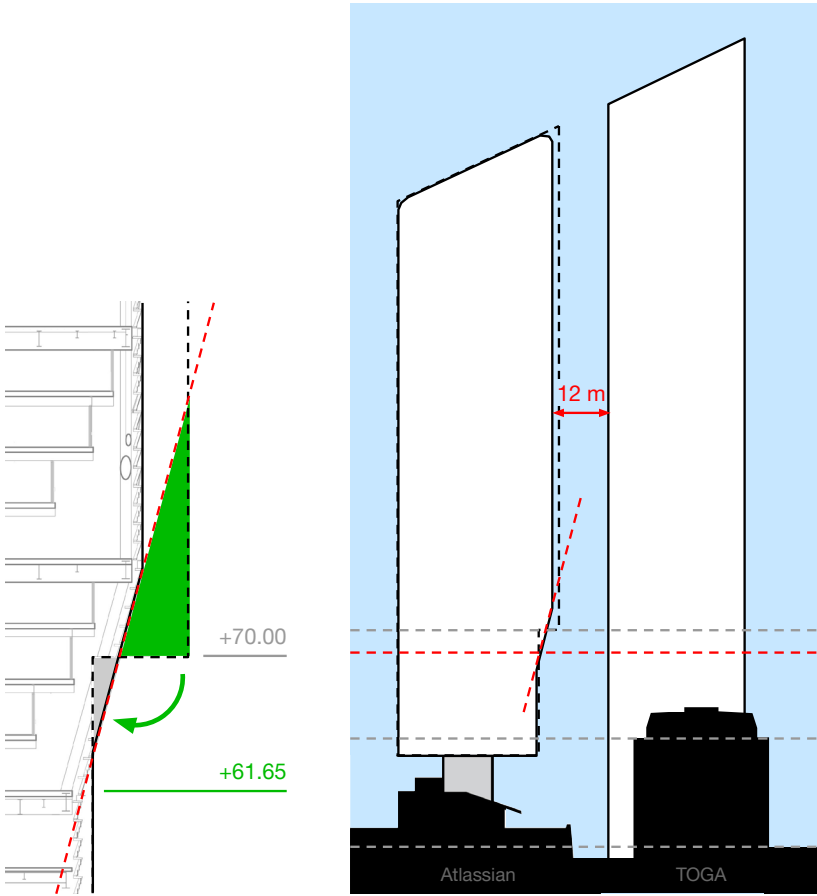


2.1 FIGURE 2 - ELEVATION - WEST

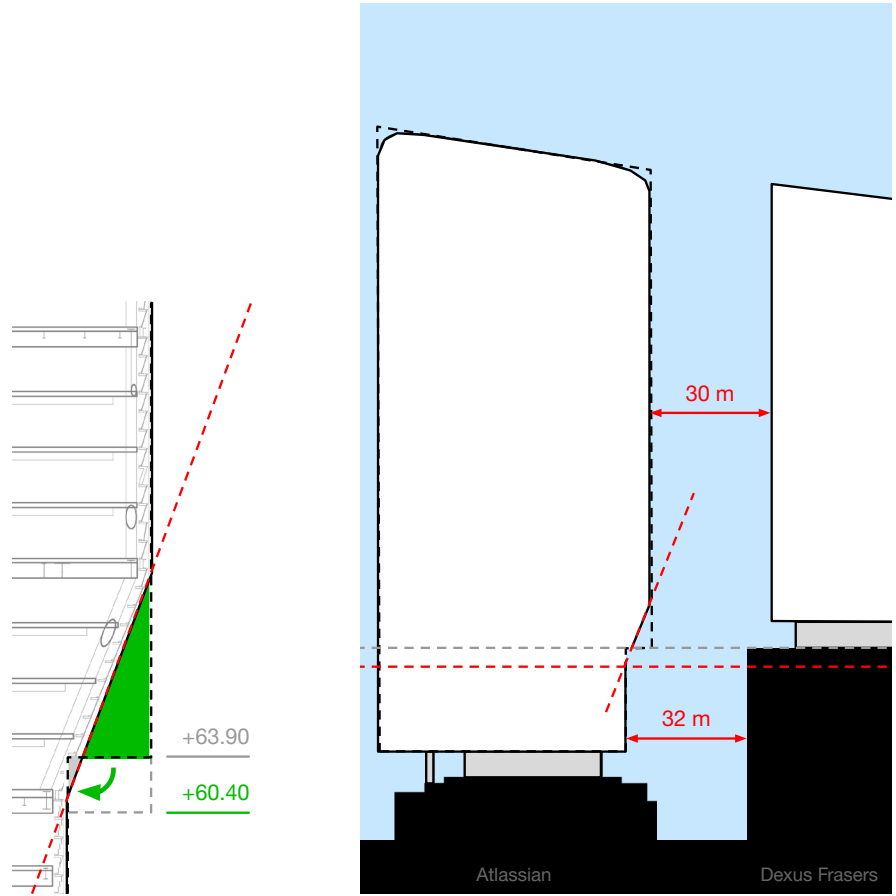
2.2 BUILDABLE ENVELOPE: CANTILEVERS

Proposed Amendments to SSDA

- West - Competition: At the time of the design competition, the bottom of the west cantilever was set at “double” the height of the historic sandstone wall of the Adina Hotel, to ensure a respectful distance between the two.
- West - Current: Differing from initial assumptions, the proposed massing of the TOGA development sits on top of and in front of the Adina Hotel, changing the interface between the two sites.
- South - Competition: The bottom of the south cantilever was defined in relationship to the existing Railway Square street wall. At the time of the competition, the height of the Dexus Frasers podium was not finalized.
- South - Current: Since the competition, the south cantilever datum has been renegotiated to align with the Dexus Frasers development’s podium, to provide a more generous space across from the podium.
- Proposed Amendment - West and South: In the proposed design, rather than an abrupt transition to the cantilevered volumes, the massing tapers, increasing the “breathing room” between Atlassian and these two neighbours. To achieve this geometry, while maintaining minimum office floor to floor heights in the tower, a piece of the cantilever volume is “relocated” to the narrower portion of the tower below, as shown with a green arrow. The result is a smoother and more generous transition to the cantilevers, which provides a much improved quality of urban design for the Precinct.
- Proposed RL 39 soffit level: To achieve a better proportion for a public accessible space, between OSD level and bottom of the tower, the planning envelope was lowered by 1m (proposed RL39). With the lowered soffit, the void area beneath it is equal to the height of the Shed, improving the overall proportions of the elevation. Refer to architectural drawings.



2.2 FIGURE 1 - WEST CANTILEVER DIAGRAMS (NORTHERN ELEVATION)



2.2 FIGURE 2 - SOUTH CANTILEVER DIAGRAMS (WESTERN ELEVATION)

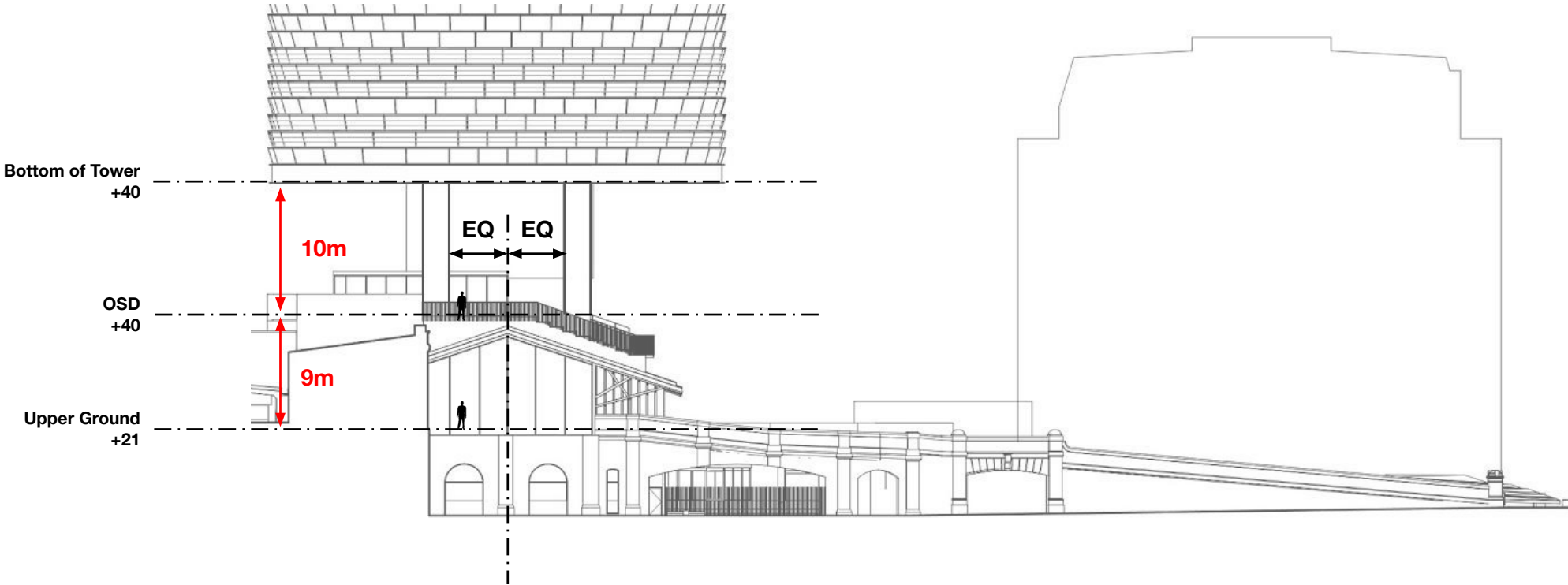
LEGEND

	UNOCCUPIED VOLUME WITHIN ENVELOPE
	OCCUPIED VOLUME OUTSIDE OF ENVELOPE
	PROPOSED BOTTOM OF TAPERED VOLUME DATUM

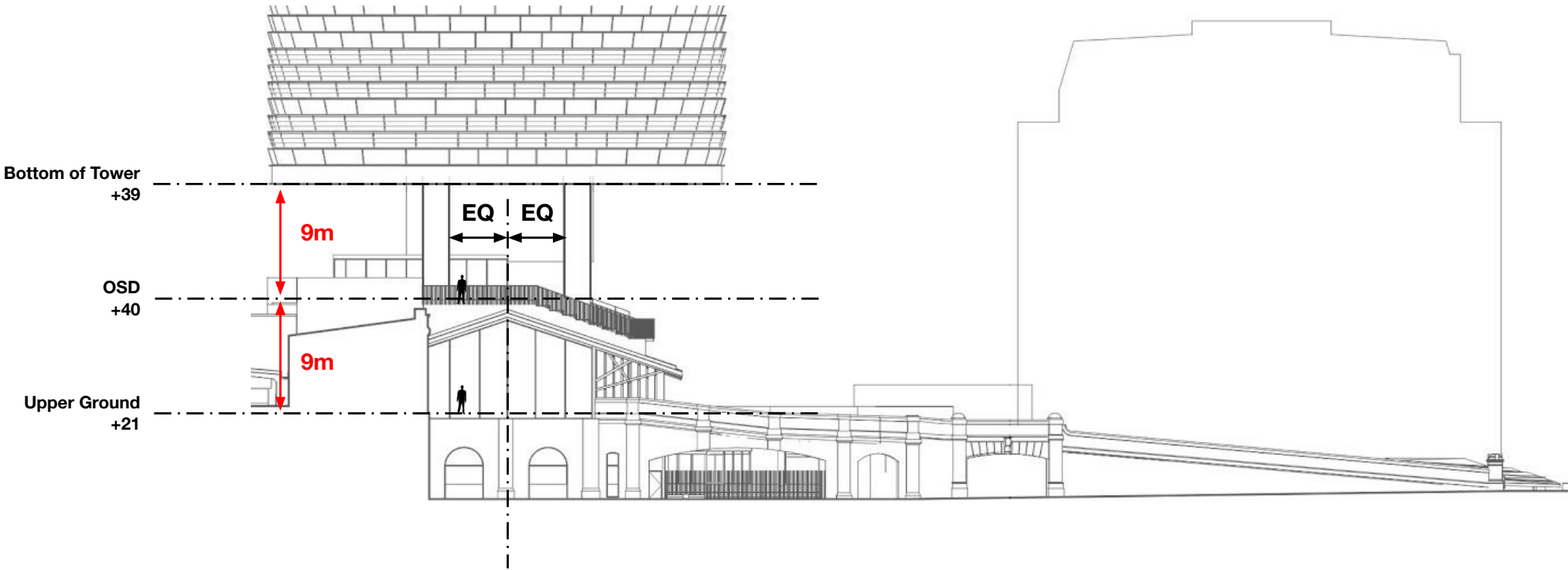
2.2 BUILDABLE ENVELOPE: CANTILEVERS (CONT.)

Proposed Amendments to SSDA

- As illustrated in the proposed design elevations with the lowered soffit, the void area beneath it is equal to the height of the Shed, improving the proportions of the elevation.
- The proposed change does not create additional impacts to the surrounding wind environment or public domain.



2.2 FIGURE 3 - PREVIOUS TOWER DESIGN WITH T01 AT RL40

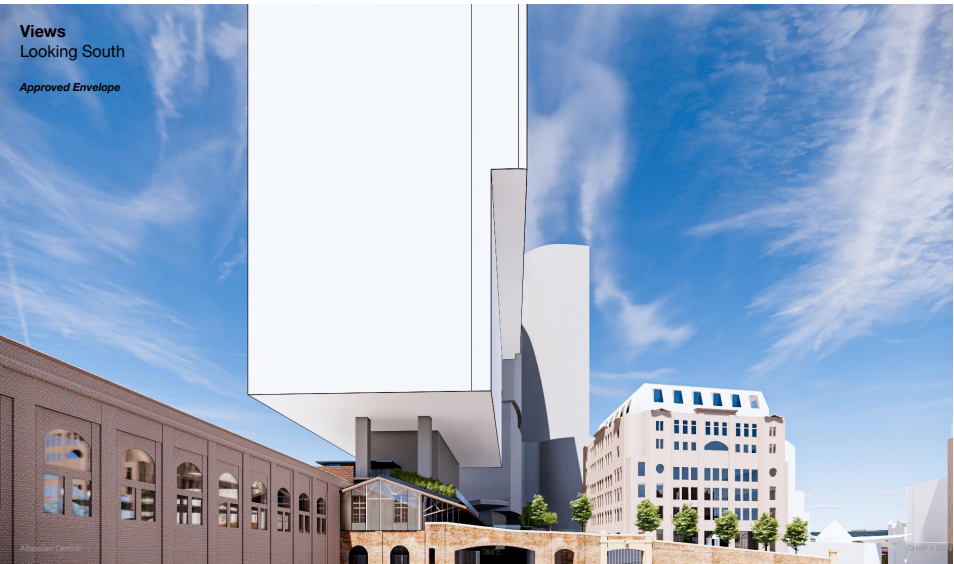


2.2 FIGURE 4 - PROPOSED TOWER DESIGN WITH T01 AT RL39

2.2 BUILDABLE ENVELOPE: CANTILEVERS (CONT.)

Proposed Amendments to SSDA

- In the proposed design, rather than an abrupt transition to the cantilevered volumes, the massing tapers, increasing the “breathing room” between Atlassian and these two neighbours.
- To achieve this geometry, while maintaining minimum office floor to floor heights in the tower, a piece of the cantilever volume is “relocated” to the narrower portion of the tower below, as shown with a green arrow.
- The result is a smoother and more generous transition to the cantilevers, which provides a much improved quality of urban design for the Precinct as shown in the view corridor views included here.



2.2 FIGURE 5 - VIEW LOOKING SOUTH - APPROVED ENVELOPE



2.4 FIGURE 6 - VIEW LOOKING SOUTH - PROPOSED TOWER



2.4 FIGURE 7 - VIEW LOOKING NORTH - APPROVED ENVELOPE



2.4 FIGURE 8 - VIEW LOOKING NORTH - PROPOSED TOWER

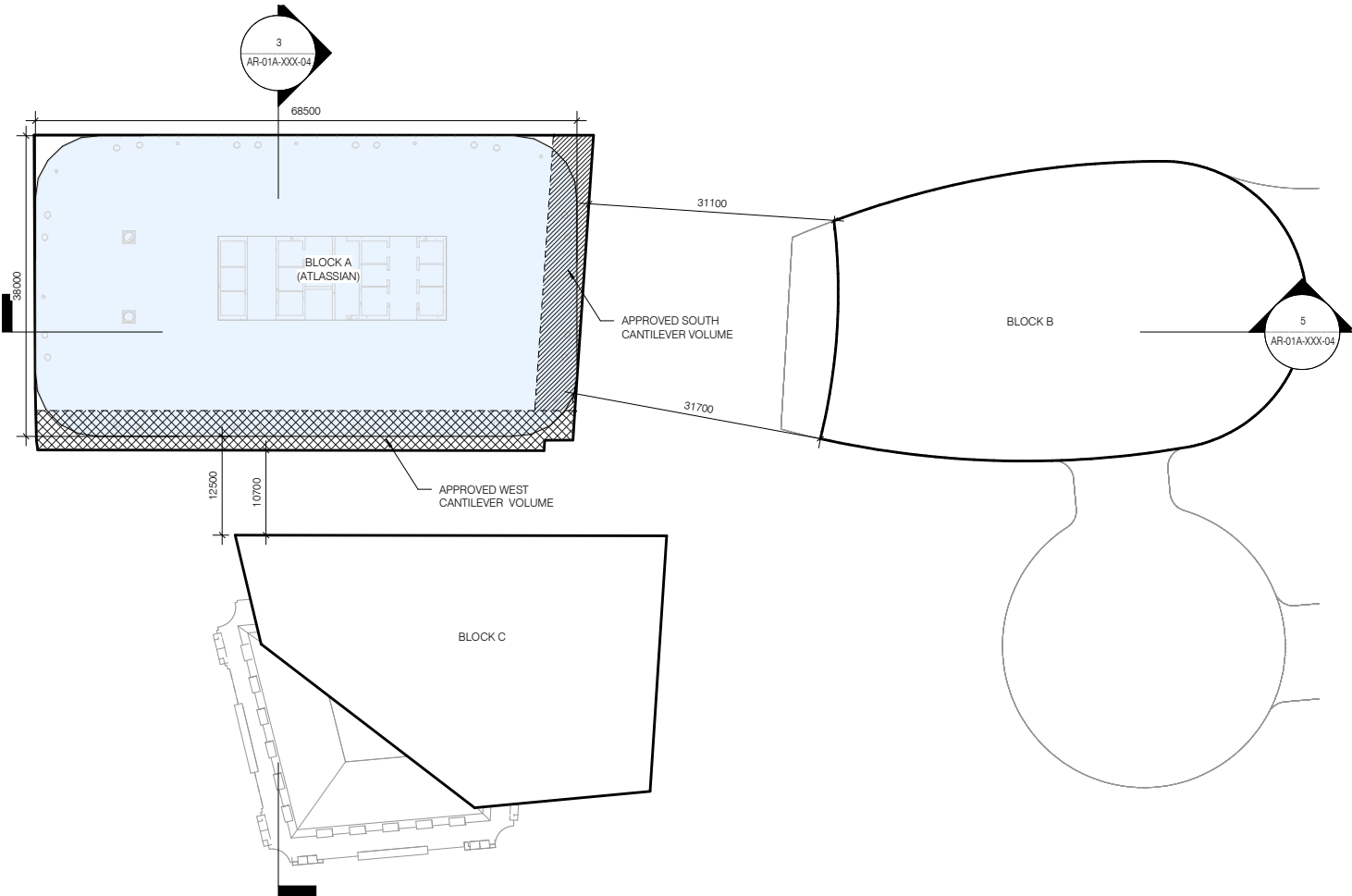


2.4 FIGURE 9 - VIEW LOOKING WEST - APPROVED ENVELOPE

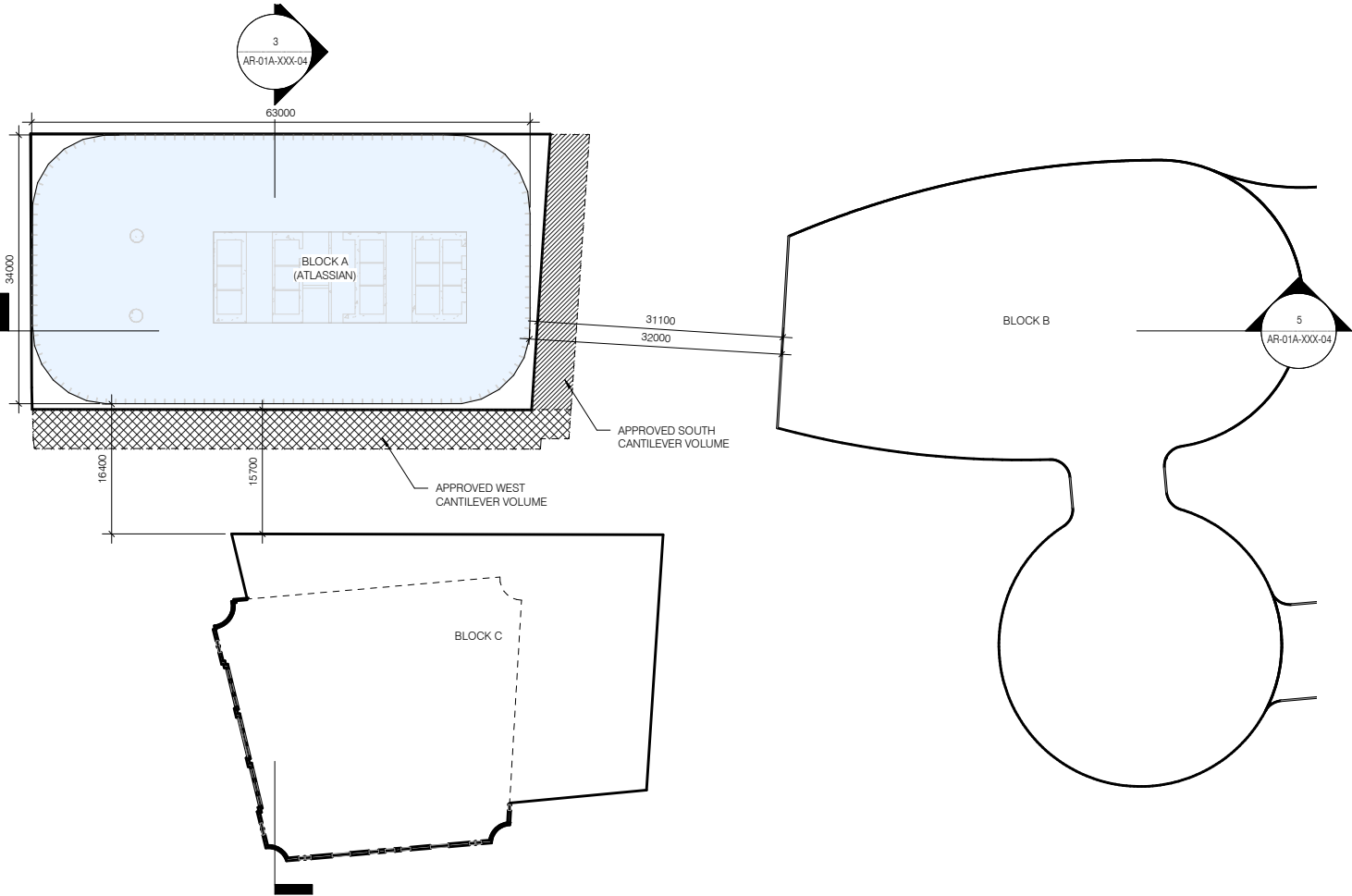


2.4 FIGURE 10 - VIEW LOOKING WEST - PROPOSED TOWER

2.2 BUILDABLE ENVELOPE:
CANTILEVERS (CONT.)

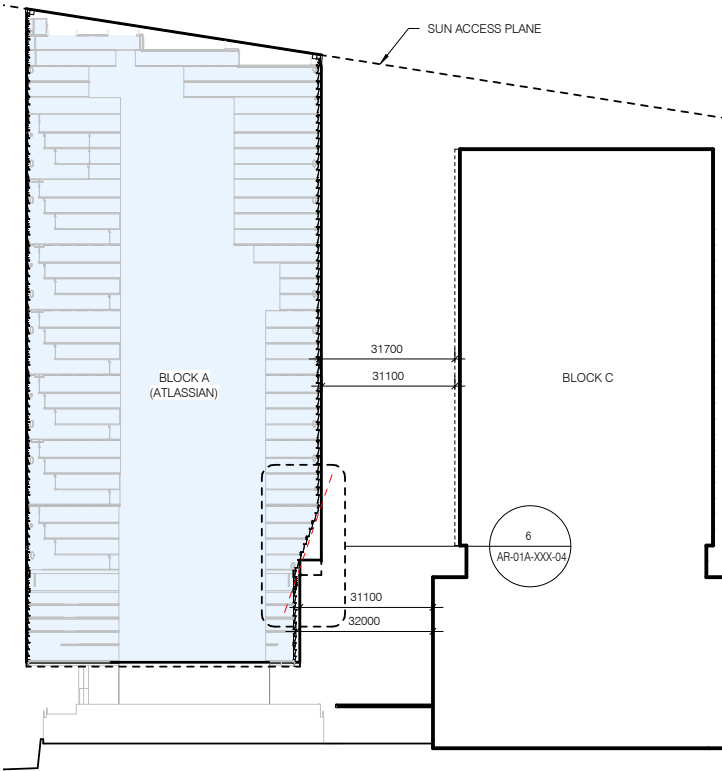


2.2 FIGURE 11 - BUILDING ENVELOPE - HIGHRISE PLAN

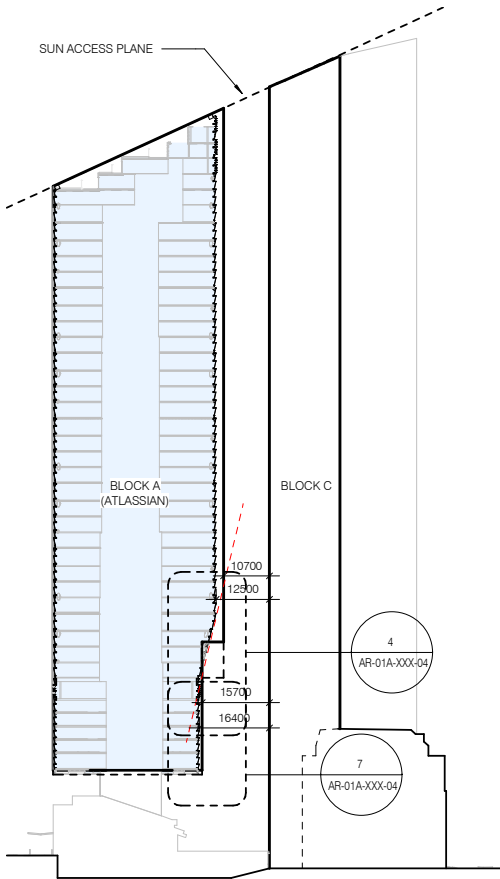


2.2 FIGURE 12 - BUILDING ENVELOPE - LOWRISE PLAN

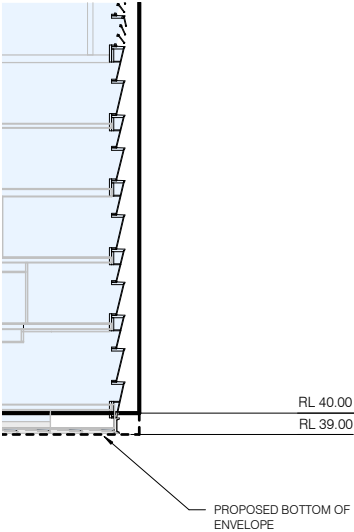
2.2 BUILDABLE ENVELOPE:
CANTILEVERS (CONT.)



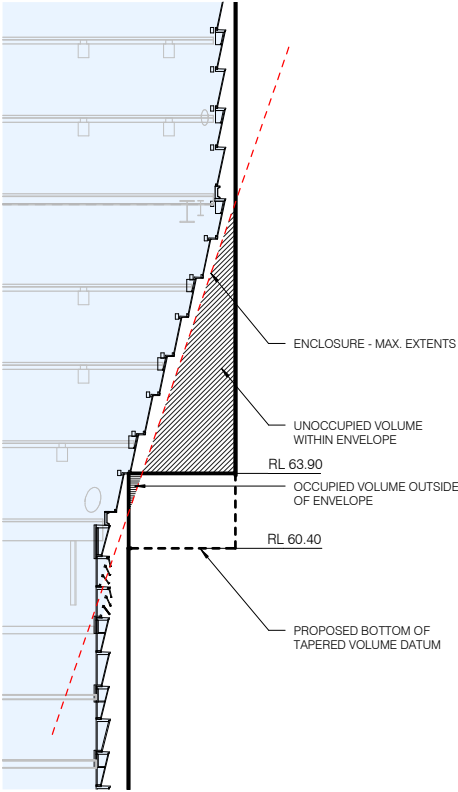
1.15 FIGURE 1 - BUILDING ENVELOPE - SOUTH SECTION



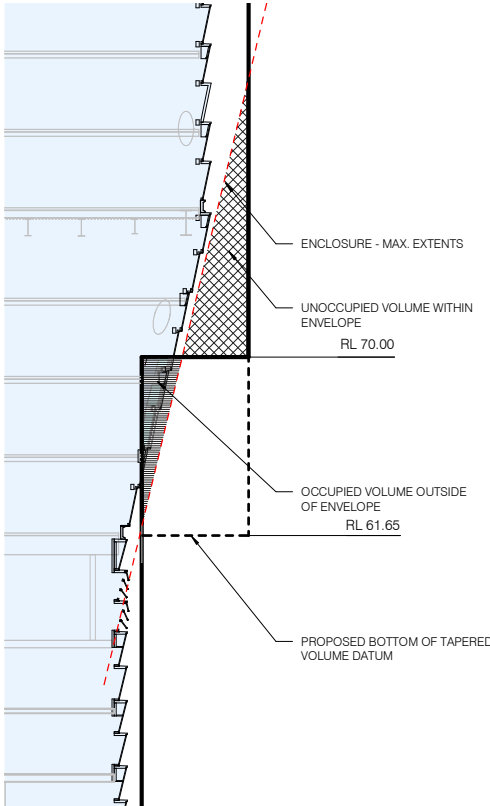
1.15 FIGURE 2 - BUILDING ENVELOPE - WEST SECTION



1.15 FIGURE 3 - RL 39



1.15 FIGURE 4 - SOUTH CANTILEVER

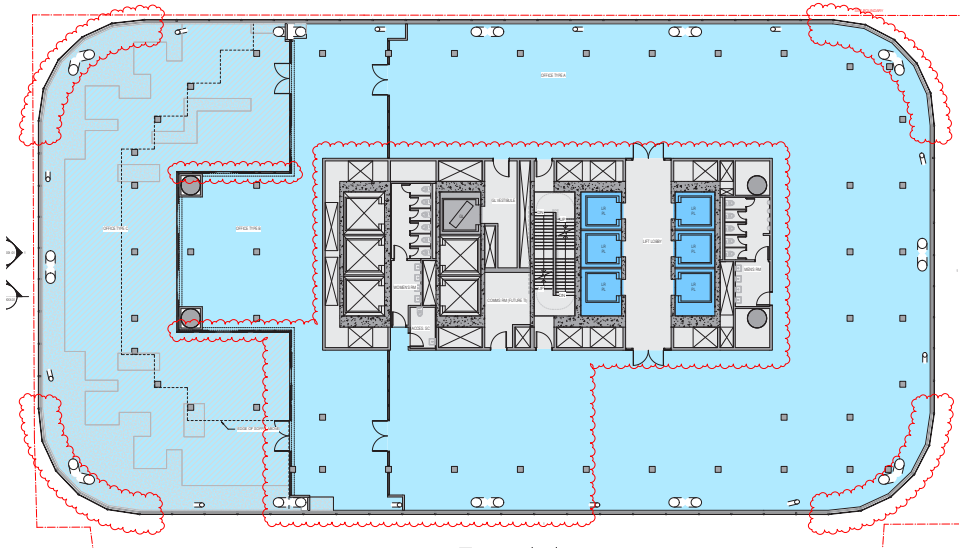


1.15 FIGURE 5 - WEST CANTILEVER

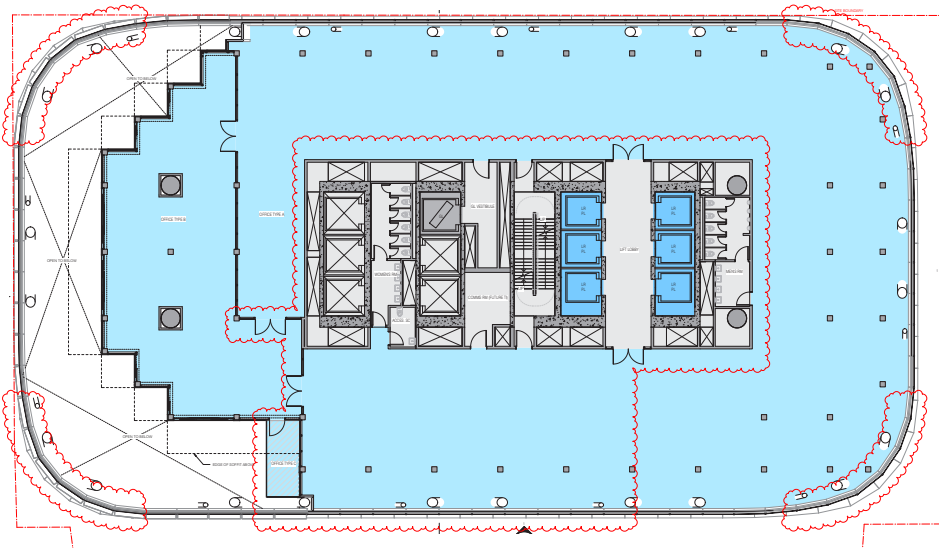
2.3 LOWRISE HABITATS: LEVELS T07-T22

Proposed Amendments to SSDA

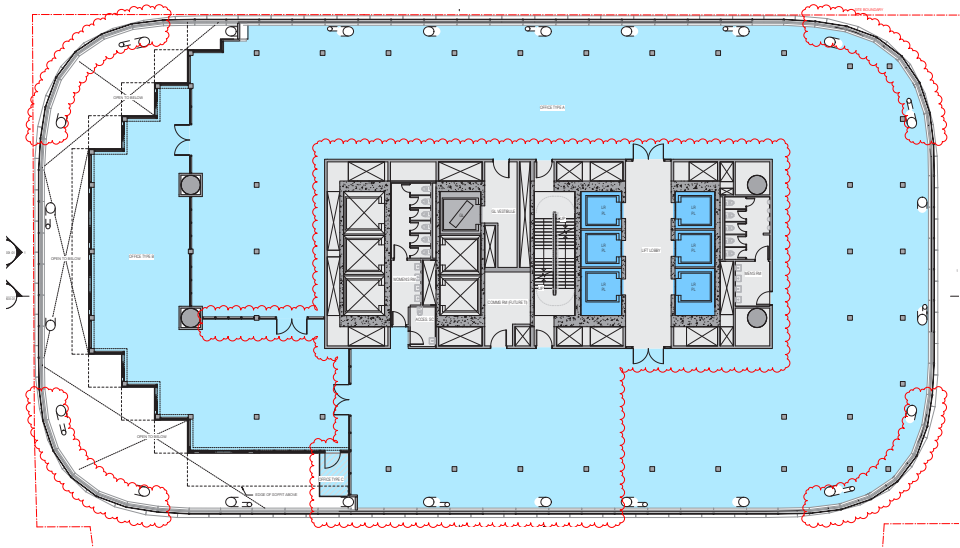
- 3 “bays” of timber floor added on west side of Habitat Levels 2-4 (22.7m linear).
- Corner radius of building form decreased from approximately 9m to 7m.
- Habitat Level 1: Increase of Office Type A area and decrease of Office type C area.
- Habitat Levels 2-3: Increase of Office Type A area and decrease of Office Type B area.
- Storefront alignment adjustments.
- Core: Structural design adjustments.
- Core: Services coordination adjustments.
- Core: Swap of stair bay and services bay.
- Core: Adjusmtents to restroom space planning.
- Lift transfer habitat relocated from T19-T22 to T23-T26.



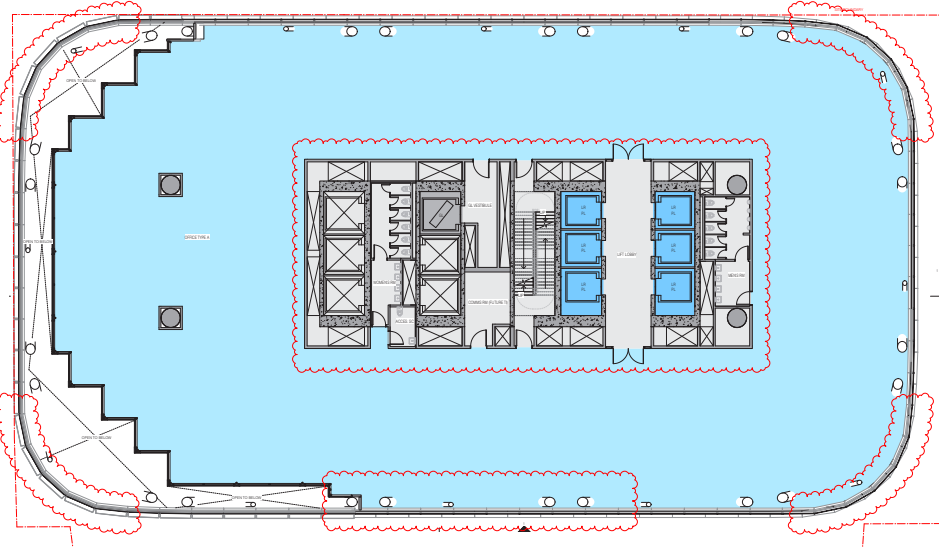
2.3 FIGURE 1 - LOWRISE HABITAT - LEVEL 1 TYPICAL



2.3 FIGURE 2 - LOWRISE HABITAT - LEVEL 2 TYPICAL



2.3 FIGURE 3 - LOWRISE HABITAT - LEVEL 3 TYPICAL

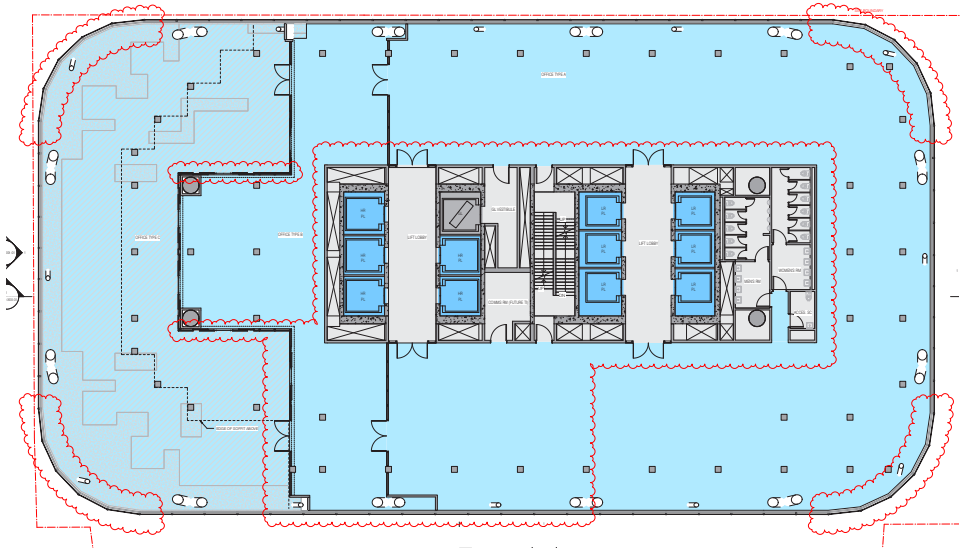


2.3 FIGURE 4 - LOWRISE HABITAT - LEVEL 4 TYPICAL

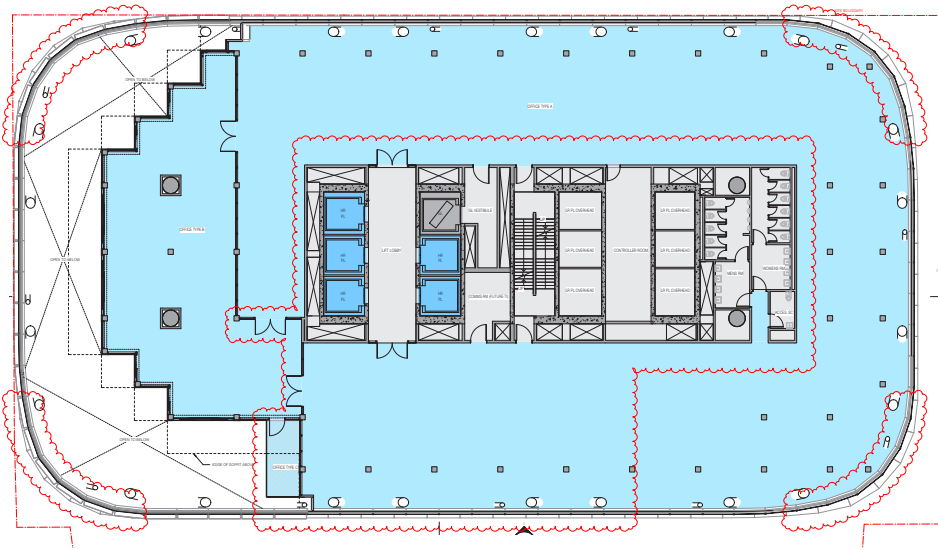
2.4 LR-HR TRANSFER HABITAT: LEVELS T23-T26

Proposed Amendments to SSDA

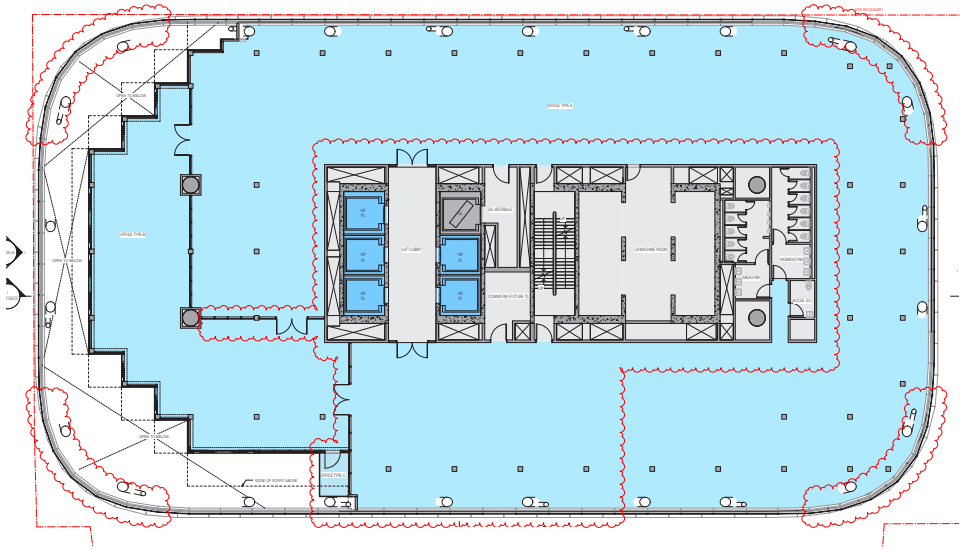
- Same amendments as Lowrise Habitats, refer to 2.3.
- Lift transfer habitat relocated from T19-T22 to T23-T26.
- Lowrise core structure now extends one level higher relative to the lift transfer level (to Habitat Level 4 rather than Habitat Level 3).



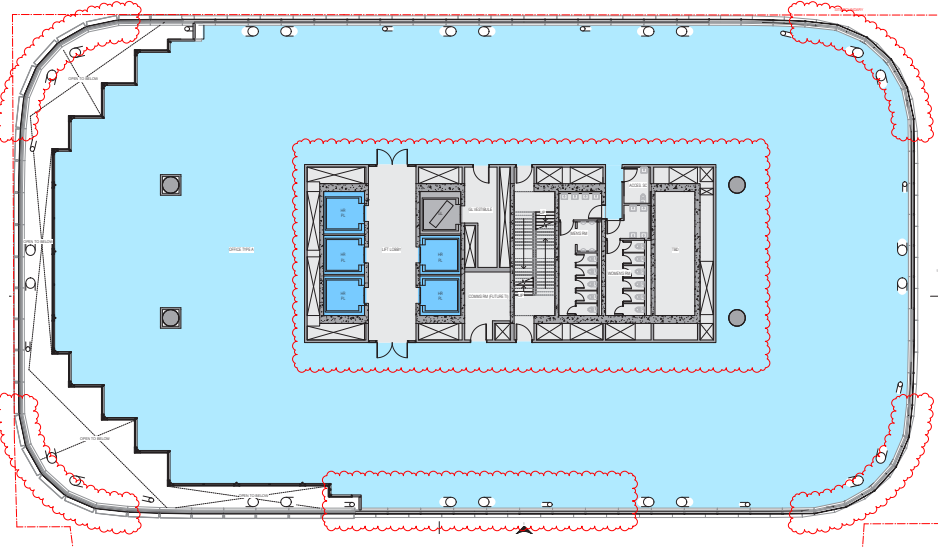
2.4 FIGURE 1 - LR-HR TRANSFER HABITAT - LEVEL T23



2.4 FIGURE 2 - LR-HR TRANSFER HABITAT - LEVEL T24



2.4 FIGURE 3 - LR-HR TRANSFER HABITAT - LEVEL T25

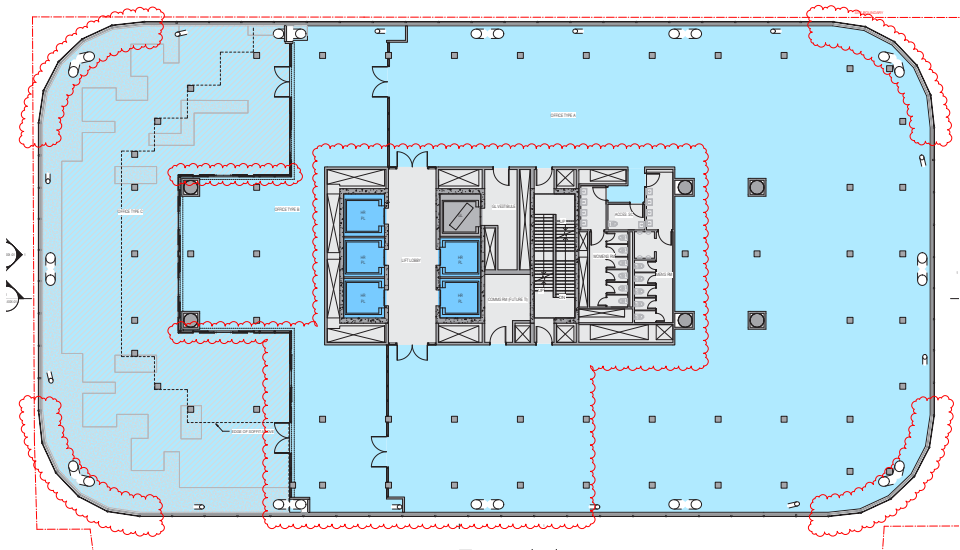


2.4 FIGURE 4 - LR-HR TRANSFER HABITAT - LEVEL T26

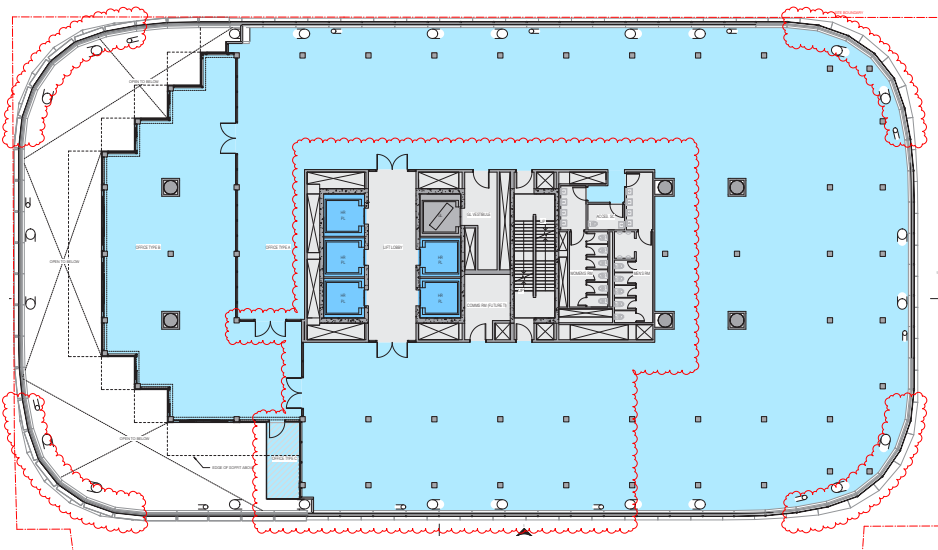
2.5 HIGHRISE HABITAT: LEVELS T27-T30

Proposed Amendments to SSDA

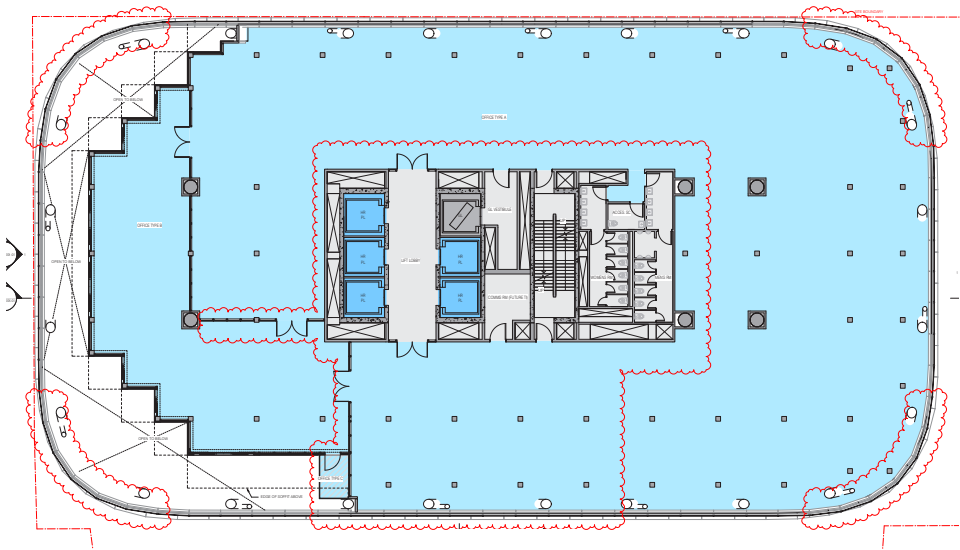
- Same amendments as Lowrise Habitats, refer to 2.3.
- Second pair of mega-columns on the south incorporated into the design.
- Crown core (lift pits on T30): lift added.
- Crown core (lift pits on T30): reconfiguration of space planning.



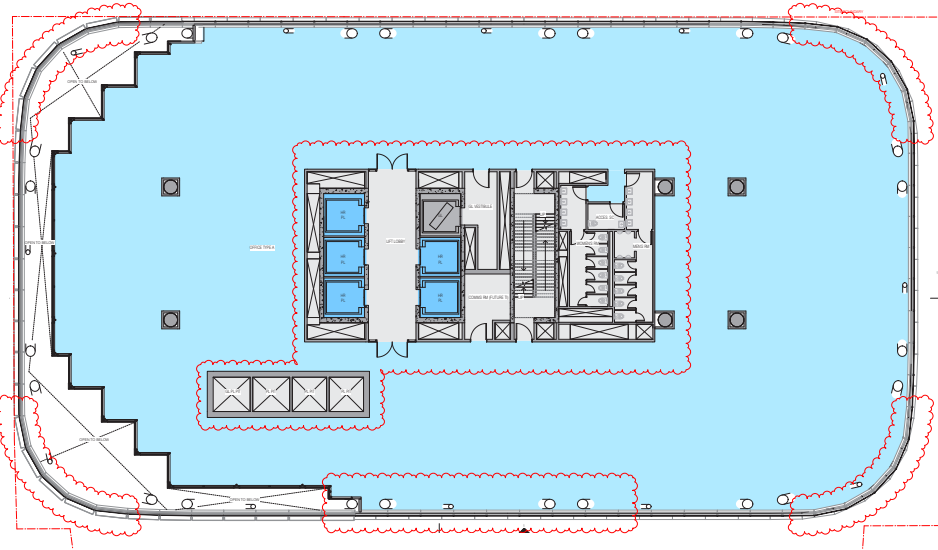
2.5 FIGURE 1 - HIGHRISE HABITAT - LEVEL T27



2.5 FIGURE 2 - HIGHRISE HABITAT - LEVEL T28



2.5 FIGURE 3 - HIGHRISE HABITAT - LEVEL T29

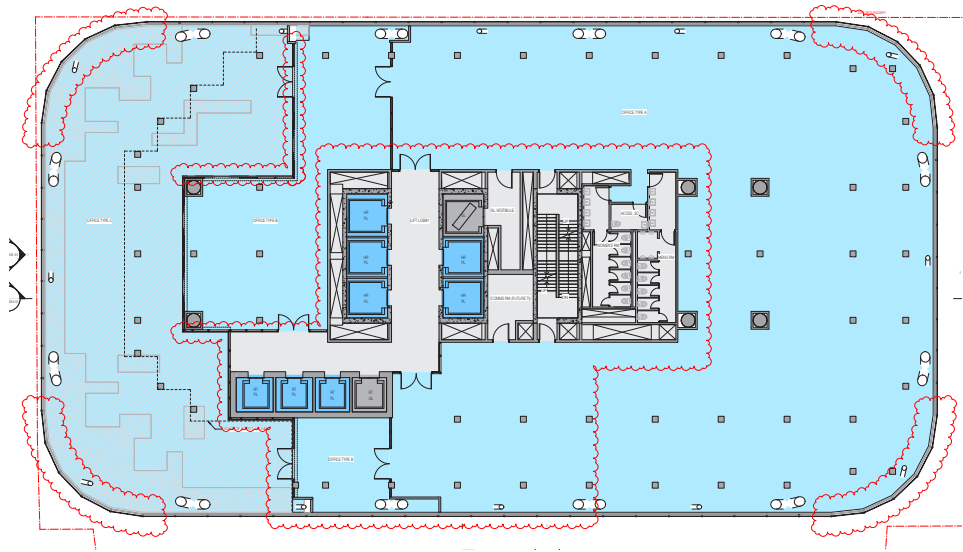


2.5 FIGURE 4 - HIGHRISE HABITAT - LEVEL T30

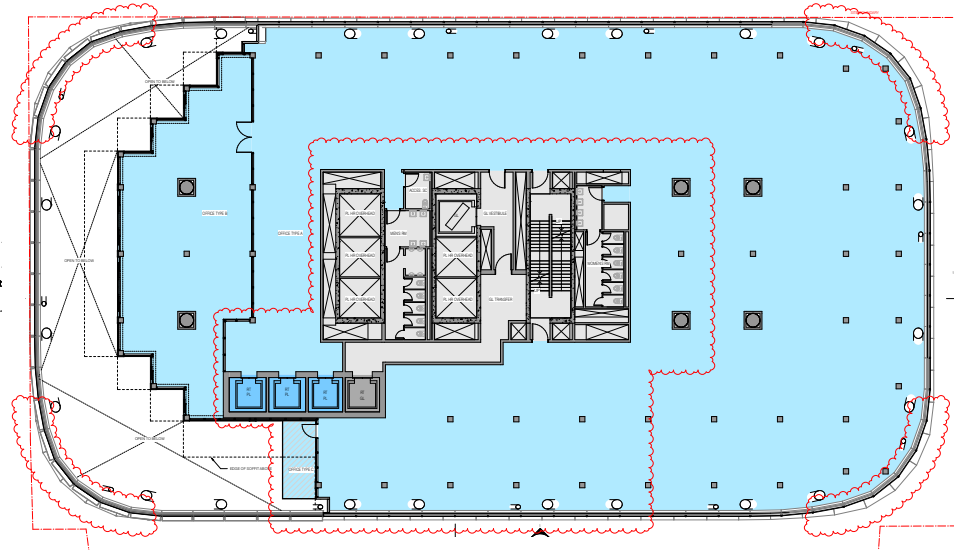
2.6 HR-CROWN TRANSFER HABITAT: LEVELS T31-T34

Proposed Amendments to SSDA

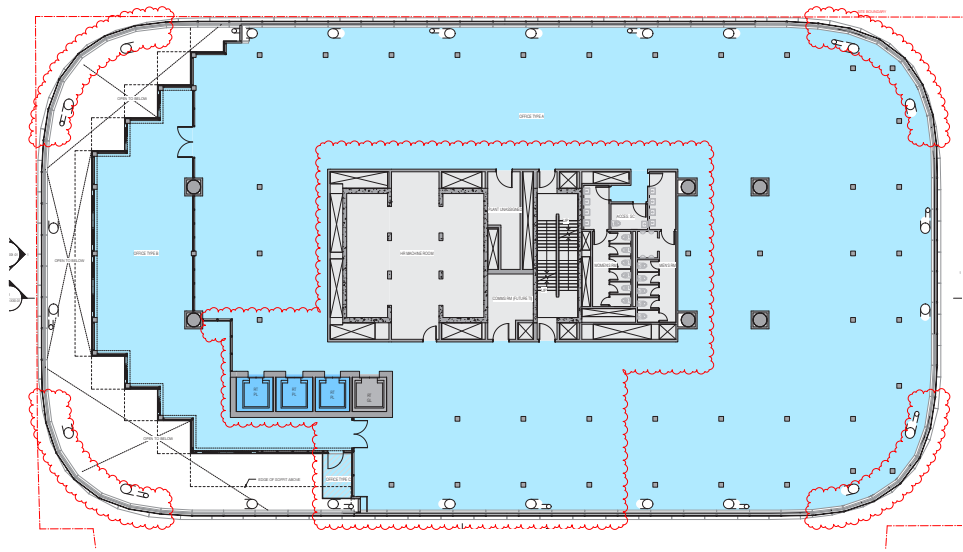
- Same amendments as Highrise Habitat, refer to 2.5.
- Crown core: lift added.
- Crown core: reconfiguration of space planning.



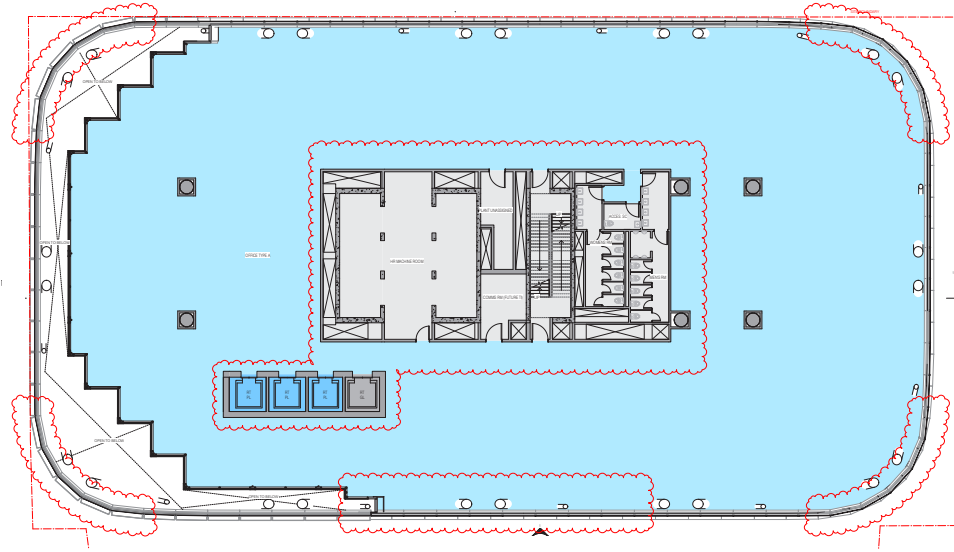
2.6 FIGURE 1 - HR-CROWN TRANSFER HABITAT - LEVEL T31



2.6 FIGURE 2 - HR-CROWN TRANSFER HABITAT - LEVEL T32



2.6 FIGURE 3 - HR-CROWN TRANSFER HABITAT - LEVEL T33

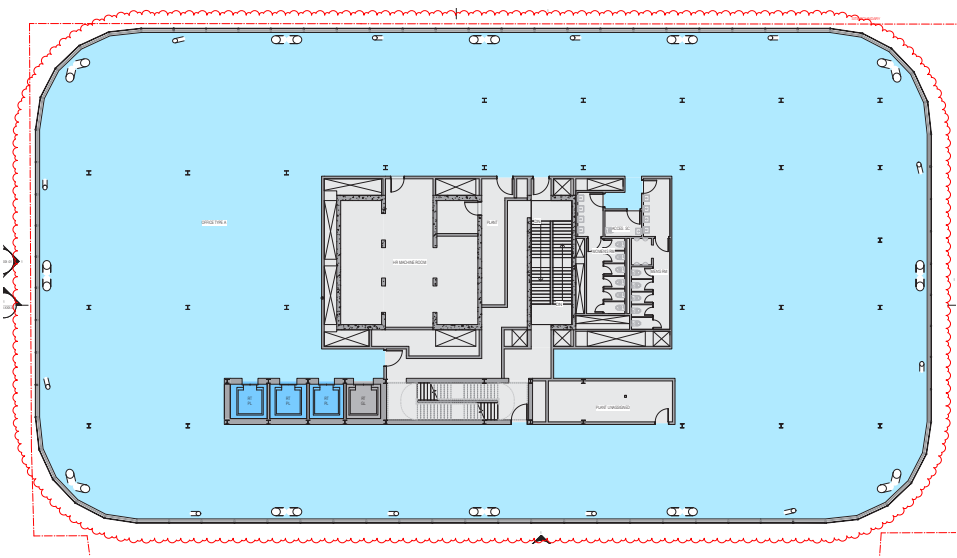


2.6 FIGURE 4 - HR-CROWN TRANSFER HABITAT - LEVEL T34

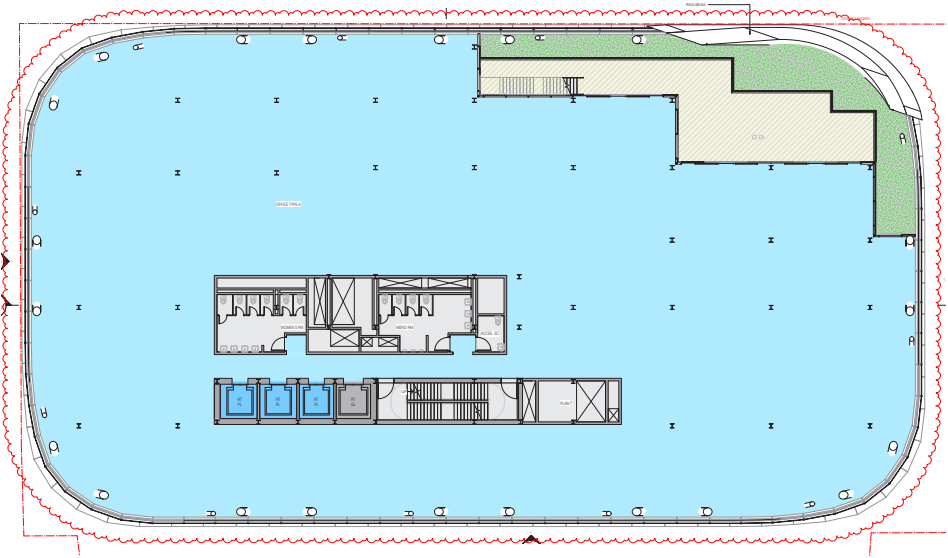
2.7 CROWN: LEVELS T31-T34

Proposed Amendments to SSDA

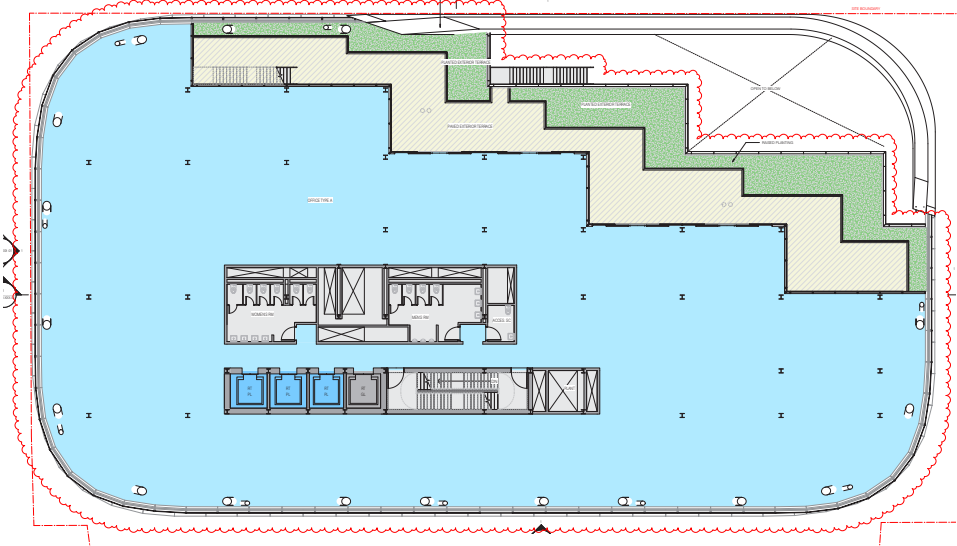
- Corner radius of building form decreased from approximately 9m to 7m.
- Crown core: lift added.
- Crown core: reconfiguration of space planning.
- Level T35: Full floor added to crown.
- Levels T36-T37: Inner facade layer eliminated and floors extended to outer facade. Outer facade layer changed from louvred glass facade to DGU facade.
- Levels T36-T38: Timber + steel hybrid structural framing changed to steel structural framing.
- Levels T36-T39: Glass balustrades moved inward to comply with the sky plane (occupiable terrace area reduced).
- Levels T38-T39: Exterior egress stair added to serve the occupiable terrace on T39.
- Levels T38-T40: Plant spaces reconfigured and, on T38, relocated.



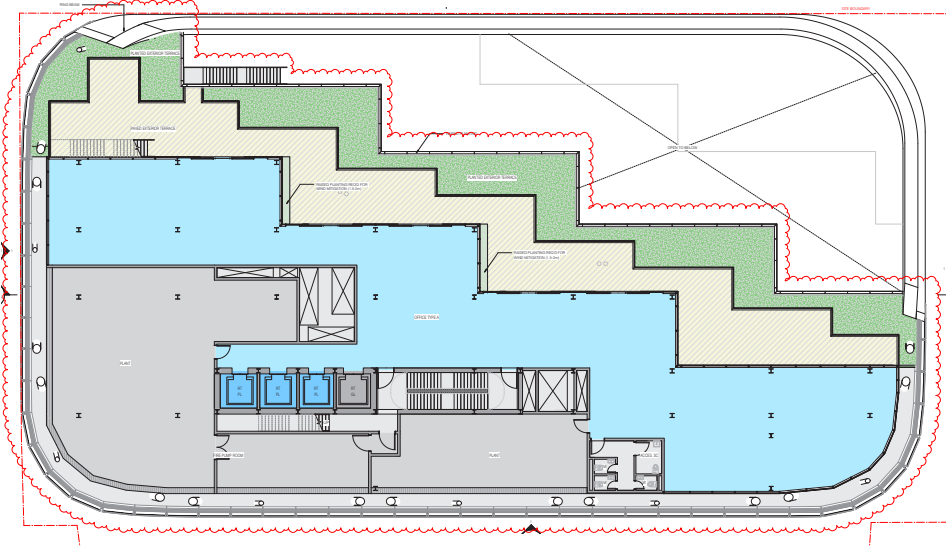
2.7 FIGURE 1 - CROWN - LEVEL T35



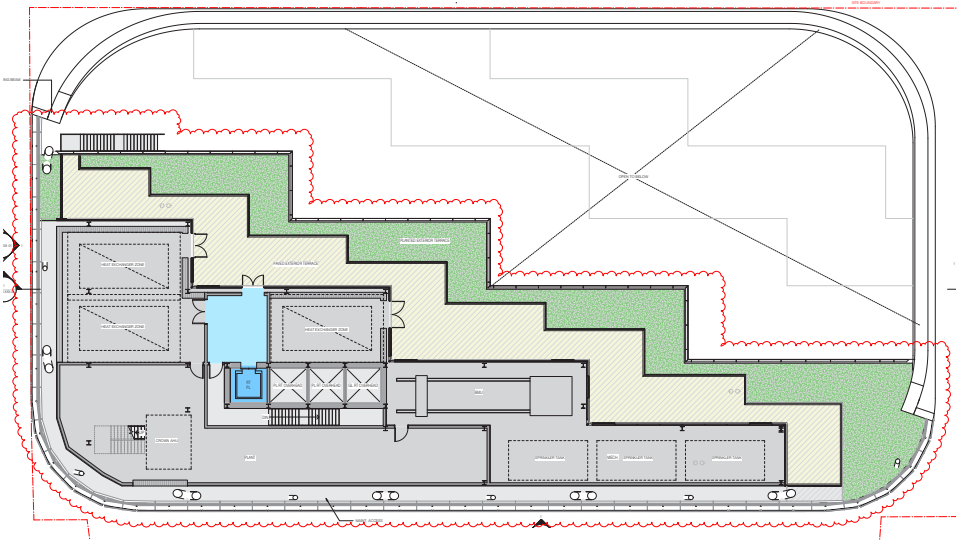
2.7 FIGURE 2 - CROWN - LEVEL T36



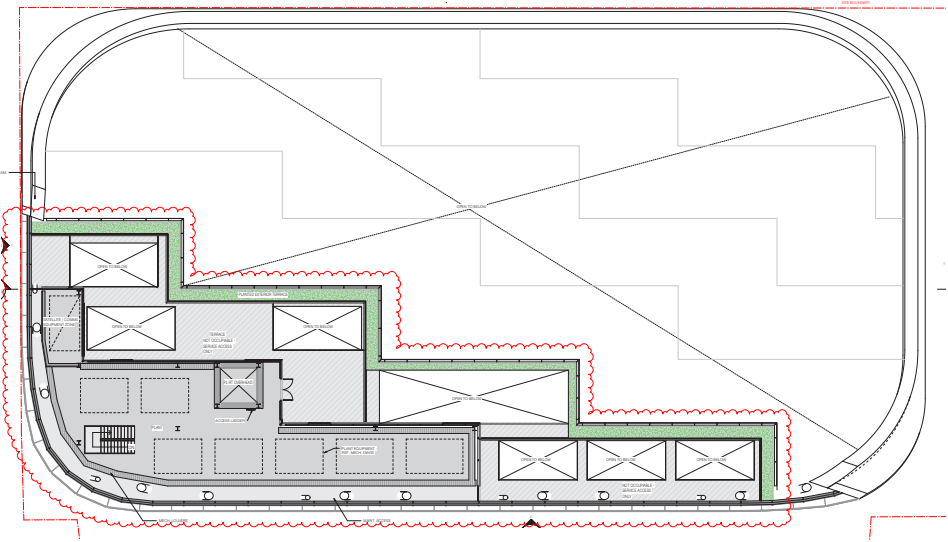
2.7 FIGURE 3 - CROWN - LEVEL T37



2.7 FIGURE 4 - CROWN - LEVEL T38



2.7 FIGURE 5 - CROWN - LEVEL T39



2.7 FIGURE 6 - CROWN - LEVEL T40

2.8 NATURAL & MECHANICAL VENTILATION

REVIEW: NATURAL VENTILATED VS MECHANICALLY VENTILATED AREAS

COMMENT

Design Integrity Panel:
The Panel is not opposed to this change but would like more information on:

The impact of additional floor space on calculations for natural ventilated and conditioned spaces, and on accounting for embodied energy (when compared to the SSDA submission).

COMMENT

Department of Planning, Industry, & Environment:
Clarify whether the statement (RtS p79) that the development achieves a maximum 65% envelope efficiency is accurate. Confirm the volume of the building envelope, the volume of the proposed building and the percentage fill.

RESPONSE

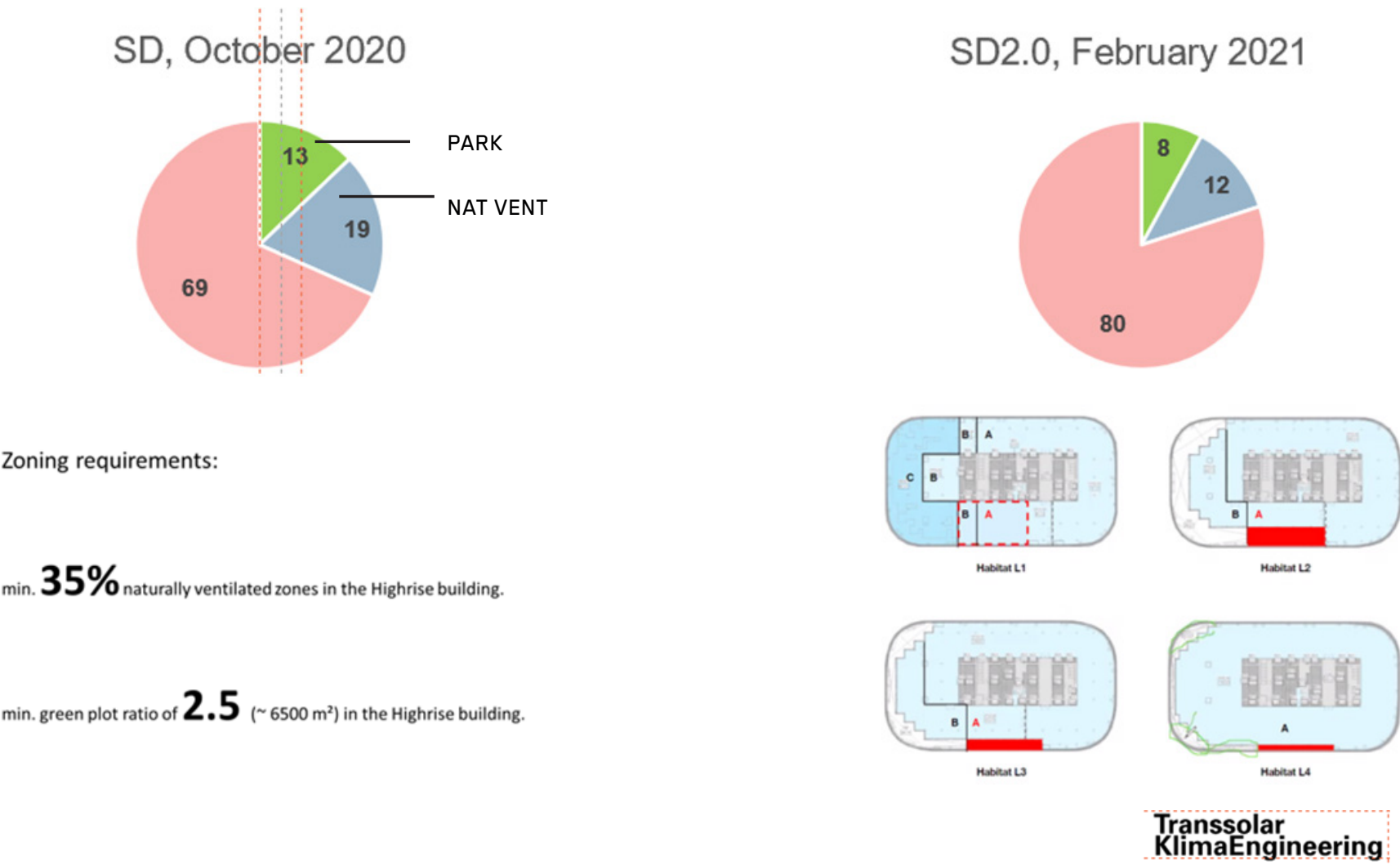
The amount of natural ventilation has been reduced by 12 percent in the proposed design (when compared to the SSDA submission).

Proposed building design does not have a Gross Floor Area that exceeds 80 percent of the Gross Building Area that is able to be achieved within the approved envelope. The efficiency achieved is noted in table 1 below.

Table 1 - Building Efficiency Calculations

Total Envelope GBA (Maximum permitted building envelope - above ground level)	111,780m²
80% of Envelope GBA	89,424m²
Total Proposed GFA (above ground Level)	74,497m²
Percentage Fill	66.6%
Proposed Envelope Efficiency (GFA/GBA)	66.6%

Refer to Appendix F - Area Schedule, for detailed breakdown of maximum allowable GBA per level.

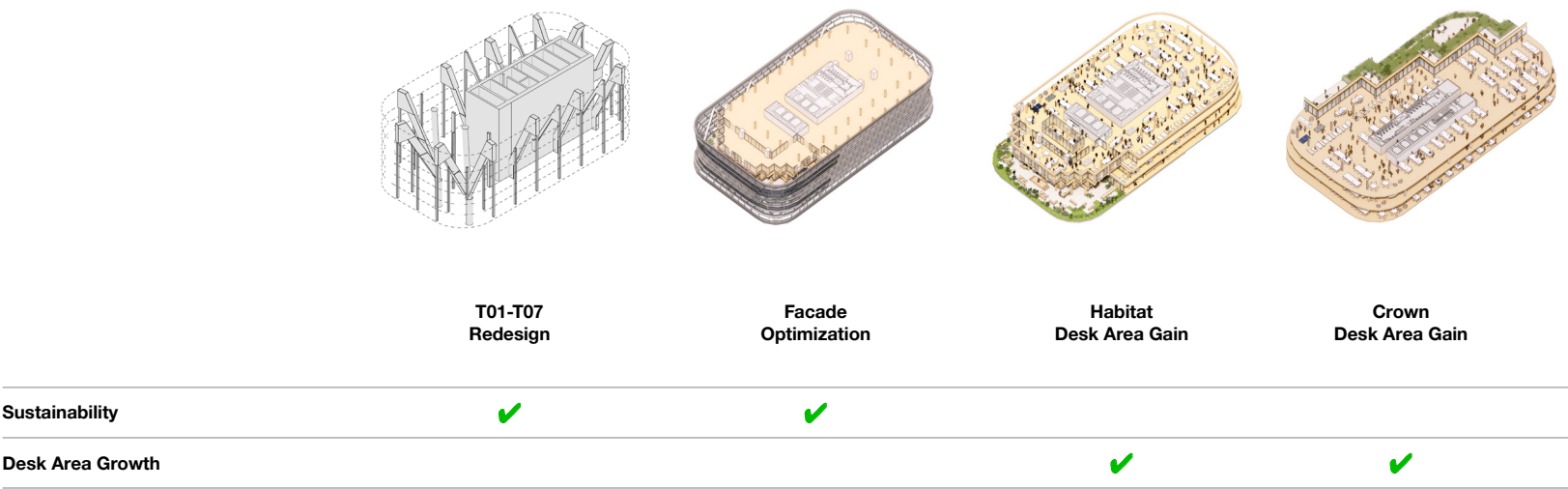


2.8 FIGURE 1 - NATURAL VENTILATION ANALYSIS BY TRANSSOLAR ENGINEERS.

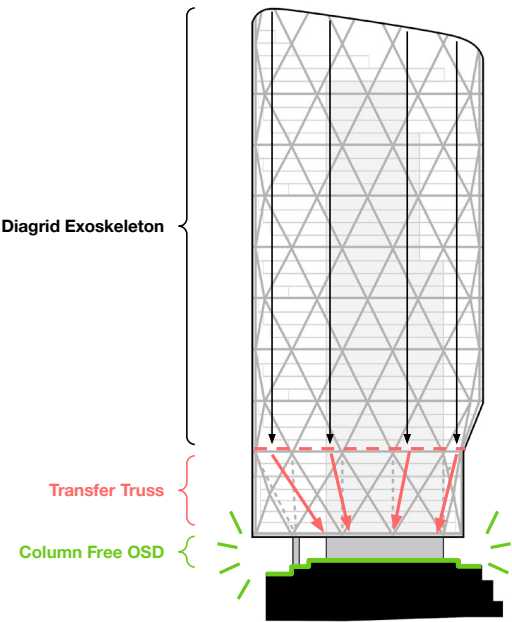
2.9 TOWER SUSTAINABILITY
OPTIMISATIONS
(STRUCTURE)

Proposed Amendments to SSDA

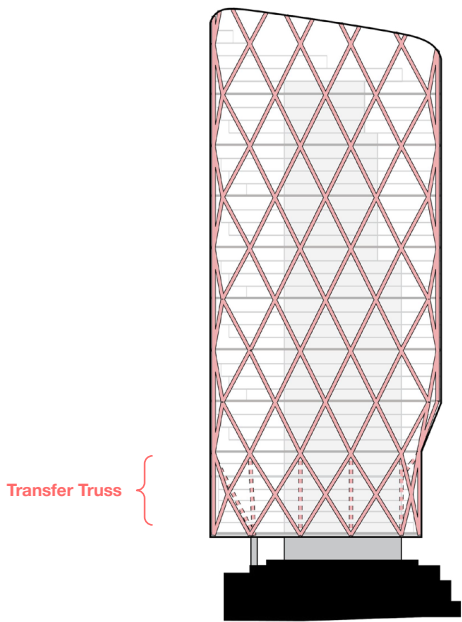
- The tower design has been optimized to achieve Atlassian’s sustainability goals and desk area targets.
- Sustainability optimisations (structure):
 - The tower structure and facade design have been rationalised through design development to reduce embodied carbon which is a key sustainability goal of the project.
 - The exoskeleton is unique in that its loads do not transfer to ground to keep the public domain clear of columns which would clash with the Inwards Parcel Shed. The loads from the exoskeleton loads transfer from level 7 through the YHA with angled struts which does not require the exoskeleton structurally to extend down to level 1.
 - This steel structure contained a great amount of embodied carbon.
 - To realize the maximum reduction in embodied carbon while minimizing design impact, the Transfer Truss was targeted.
 - The steel exoskeleton and truss within the YHA have been replaced with ‘green’ concrete, a much more sustainable solution for this hard-working structure.
 - The concrete structure slabs will need to come to the perimeter to tie back to concrete perimeter hangers. YHA bedrooms interior facade is eliminate. Single facade allows YHA users to have perimeter views to outdoors from all bedrooms.



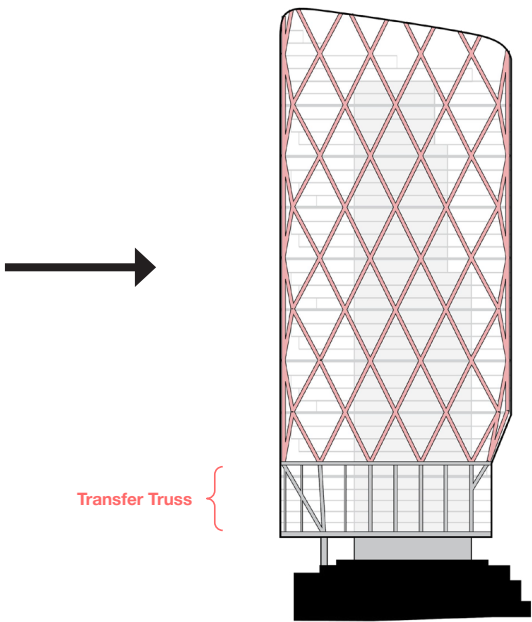
2.9 FIGURE 1 - SUSTAINABILITY AND DESK AREA GROWTH PROPOSED OPTIMISATIONS MATRIX



2.9 FIGURE 2 - STRUCTURAL CONCEPT: COLUMN FREE SPACE AT OSD LEVEL DIAGRAM



2.9 FIGURE 3 - PREVIOUS STRUCTURAL DESIGN: STEEL STRUCTURE FROM T01-T07

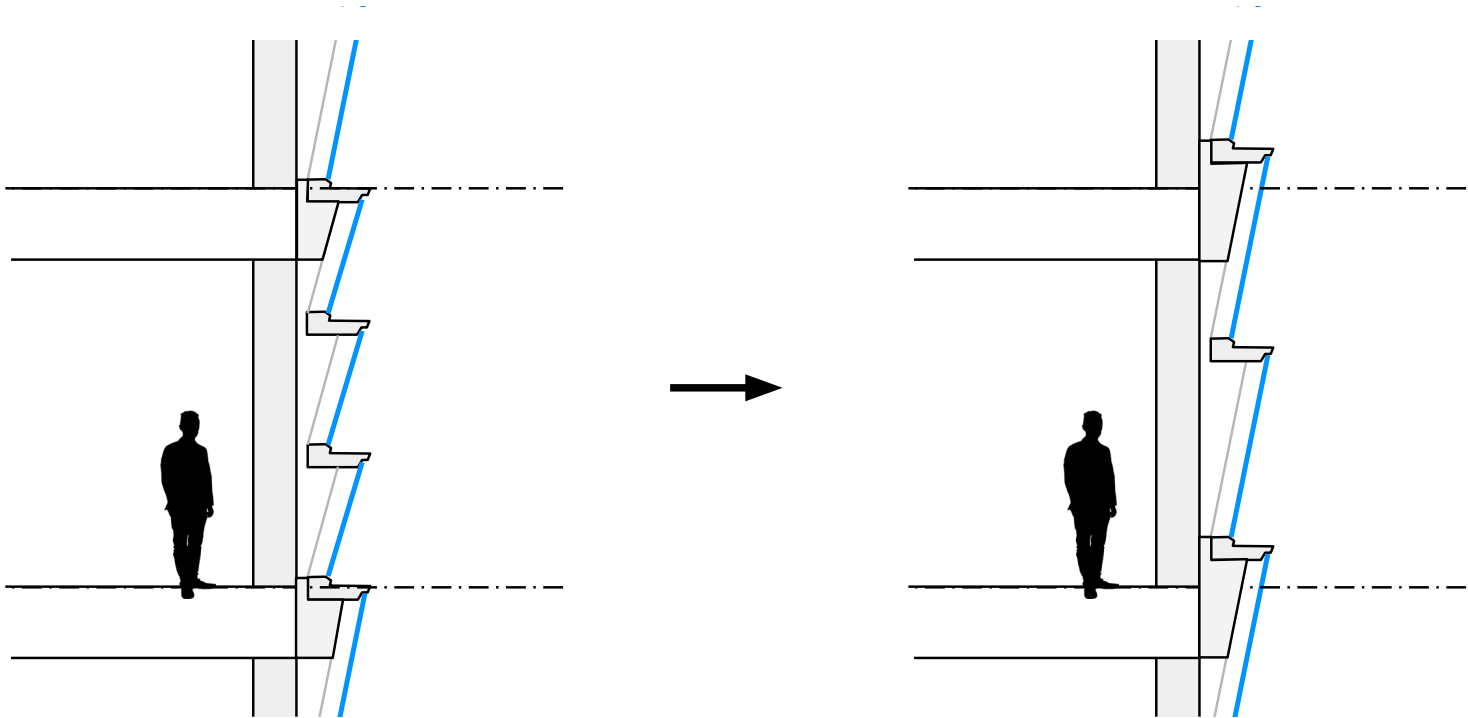


2.9 FIGURE 4- PROPOSED STRUCTURAL DESIGN: FULL CONCRETE STRUCTURE FROM T01-T07 STEEL

2.10 TOWER SUSTAINABILITY OPTIMISATIONS (FACADE)

Proposed Amendments to SSDA

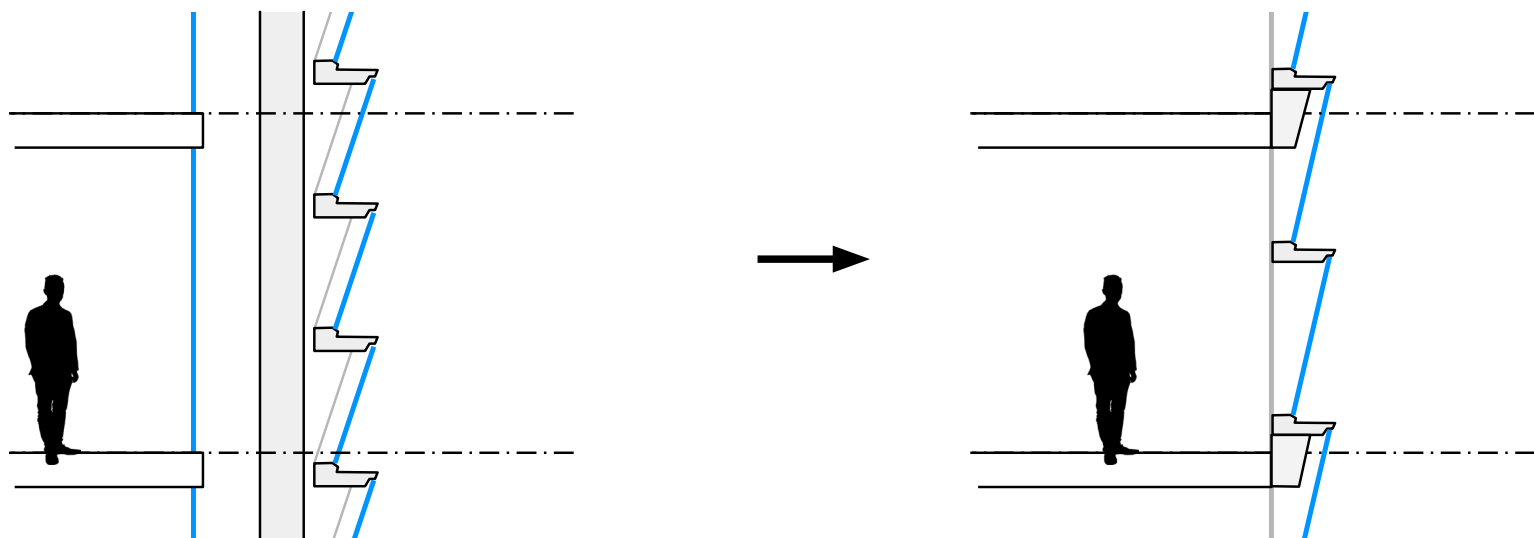
- Sustainability optimisations (facade):
- The exterior facade was rationalized to improve overall embodied carbon values. The facade geometry changed from three to two serrated panels per floor throughout the tower, including YHA floors for consistency in performance, visual connection to outside and appearance.
- Facade Optimisations are as follows:
- Typical panel height has been optimized resulting in 2 panels/floor in lieu of 3. The reduction of serrated panels has been targeted to decrease the amount of steel and aluminium used throughout the tower. To address resultant sightline issues, the system stack joint has been raised and a sealed shadowbox condition has been introduced at slab edges.
- Offices and YHA facades are kept similar in geometry and appearance with serrated and staggered panels throughout the tower.
- Office facade system referred as FWT-101A/B includes steel RHS transoms to be span between exoskeleton columns in order to provide a consistent location for anchoring of typical aluminium CW panels with sloped IGU infill with a high-performance low-e coating. FWT-101A, adjacent to natural ventilated spaces (not conditioned) in the north side of the building includes operables managed by BMS control for optimal ventilation conditions.
- YHA facade system, referred to as FWT-104A, comprises vertically-oriented, unitized aluminium-framed panels with sloped IGU infill with a high-performance low-e coating similar to offices facade in appearance and performance. Glazing is divided into two lites by a self-shading transom at the mid-span. Locally operable awning windows are incorporated into the system to provide connection to the outdoors from YHA accommodations. The primary glazing infill in the YHA facade has been designed to match the coating and thickness of the FWT-101A/B systems above. This allows for a consistent appearance throughout the whole building.
- These facade optimisations offered an opportunity to unify the appearance of the tower through performance and glass selection, as the YHA facade turns into a single facade with IGUs similar to the office facade above.
- Current design proposes both YHA and Offices glazing to be high Selective Low-E Coating, target VLT >60%, target SHGC: <0.2 and target VLR <15%, meeting Atlassian's competition brief targets.



OFFICES DESIGN PREVIOUS DESIGN: THREE SERRATED PANELS PER FLOOR

OFFICES DESIGN PROPOSED DESIGN: TWO SERRATED PANELS PER FLOOR

2.10 FIGURE 1 - OFFICES FACADE TYPICAL SECTION (PREVIOUS AND PROPOSED DESIGN)



YHA DESIGN PREVIOUS DESIGN: THREE SERRATED PANELS PER FLOOR

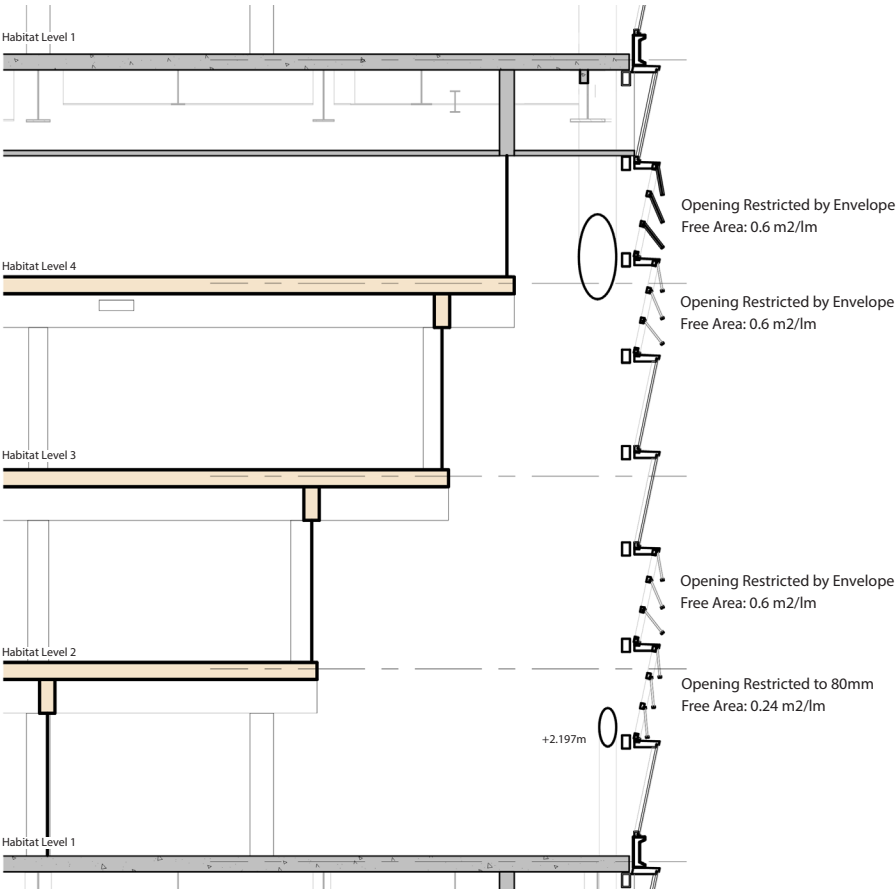
YHA DESIGN PROPOSED DESIGN: TWO SERRATED PANELS PER FLOOR

2.10 FIGURE 2 - YHA FACADE TYPICAL SECTION (PREVIOUS AND PROPOSED DESIGN)

2.10 TOWER SUSTAINABILITY OPTIMISATIONS (FACADE)

Proposed Amendments to SSDA

- Offices spaces views to exterior benefited greatly from these facade optimisations
- Despite updates to the system geometry, the natural ventilation requirements at FWT-101A remain constant. Figure 1 shows the opening controls and resultant free area required to provide sufficient natural ventilation to the park area based on new geometry.



2.10 FIGURE 3 -FWT-101A - NATURAL VENTILATION REQUIREMENTS



2.10 FIGURE 4 - FWT-101A - INTERIOR VIEW AT THE OFFICE TYPE C



2.10 FIGURE 5 -FWT-101A - INTERIOR VIEW AT THE OFFICE TYPE A

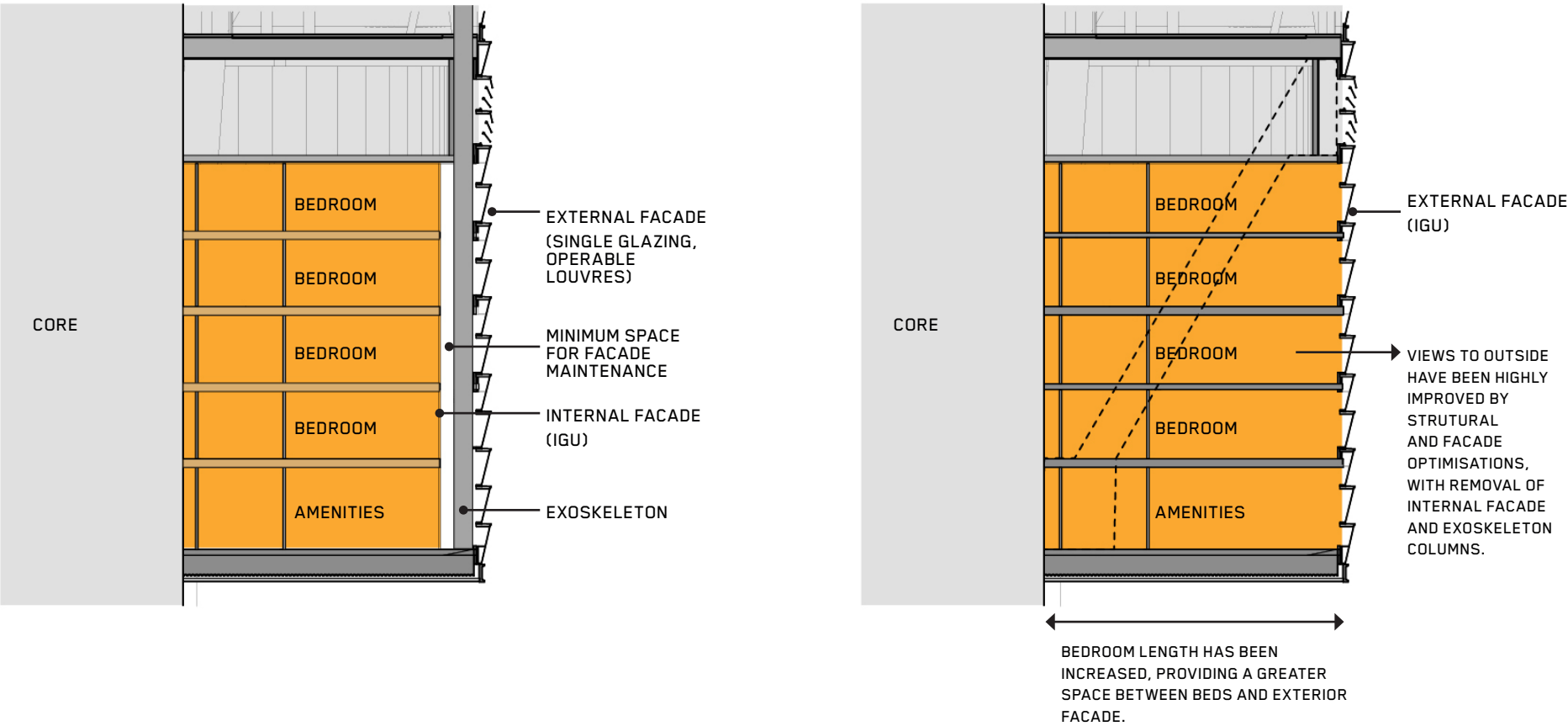
2.10 TOWER SUSTAINABILITY OPTIMISATIONS (FACADE)

Proposed Amendments to SSDA

- YHA facade optimisations improved visual connection to the outside from the rooms which were partially obstructed through a second internal skin and exterior shading system. An Internal shading system is required in each room and will also provide privacy to the hostel guests.
- The extension of the floor plate to the facade has increased the bedroom length which gives an opportunity to take advantage of the space adjacent to the facade where guests can look out to the city. The hostel activities can be better perceived from outside.
- This optimisations also provided pportunity for each guest to have direct access to natural ventilation through a manually operated window located in each room.

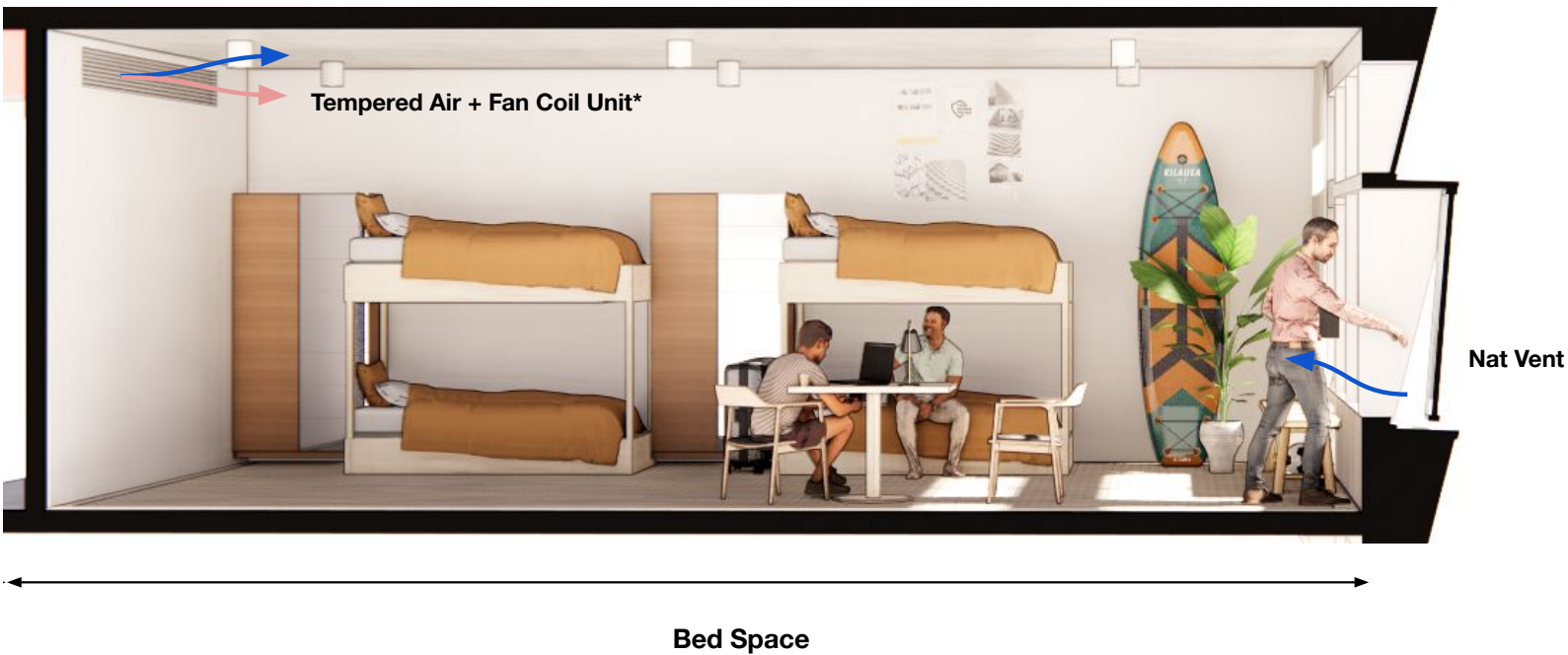


2.10 FIGURE 8 - YHA PROPOSED DESIGN - BEDROOM INTERIOR VIEW. (BEDROOM LAYOUT SHOWN FOR REFERENCE ONLY. SUBJECT TO CHANGE UNDER INTERIOR FITOUT)



2.10 FIGURE 6- YHA PREVIOUS DESIGN: TYPICAL SECTION THROUGH WEST

2.10 FIGURE 7- YHA PROPOSED DESIGN: TYPICAL SECTION THROUGH WEST



2.10 FIGURE 9 - YHA PROPOSED DESIGN - BEDROOM NATURAL VENTILATION DIAGRAM. (BEDROOM LAYOUT SHOWN FOR REFERENCE ONLY. SUBJECT TO CHANGE UNDER INTERIOR FITOUT)

2.10 TOWER SUSTAINABILITY OPTIMISATIONS (FACADE)

Proposed Amendments to SSDA

- Overall, the proposed facade optimisations have contributed to a better design with lower embodied carbon, and have improved greatly the appearance of the building.
- Facade performance has been kept through the serrated geometry and deep shelves, in both YHA and Offices facades.
- Space quality has been improved with the change to two panels per floor amplifying the views out to the city and into the building from public realm.
- Building appearance is unified with consistent staggered panel geometry. The YHA and Offices glass selection is now the same and will contribute highly for a consistent appearance throughout the whole building.



2.10 FIGURE 10- TOWER VIEW FROM LEE STREET - PREVIOUS DESIGN

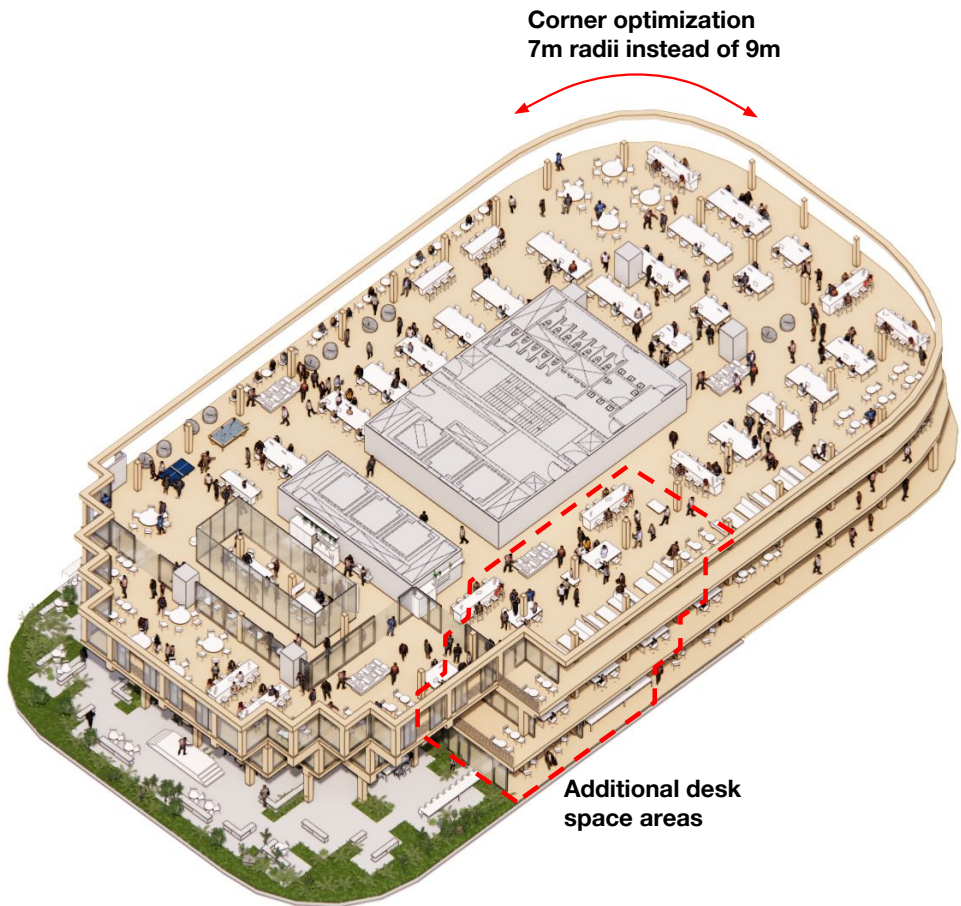


2.10 FIGURE 11 - TOWER VIEW FROM LEE STREET - PROPOSED DESIGN

2.11 TOWER SUSTAINABILITY OPTIMISATIONS (ATLASSIAN GROWTH)

Proposed Amendments to SSDA

- Desk Areas Optimisation:
- The habitat corners were rationalized to improve the interior workspace. The corner radius changed from 9m to 7m which will improve flexibility of workspace arrangements in the corner areas.
- The proposed change does not create additional impacts to the surrounding wind environment and public domain.



2.11 FIGURE 1 - OFFICES PREVIOUS DESIGN: TYPICAL SECTION THROUGH WEST



2.11 FIGURE 1- PREVIOUS DESIGN CORNER RADIUS (9M)

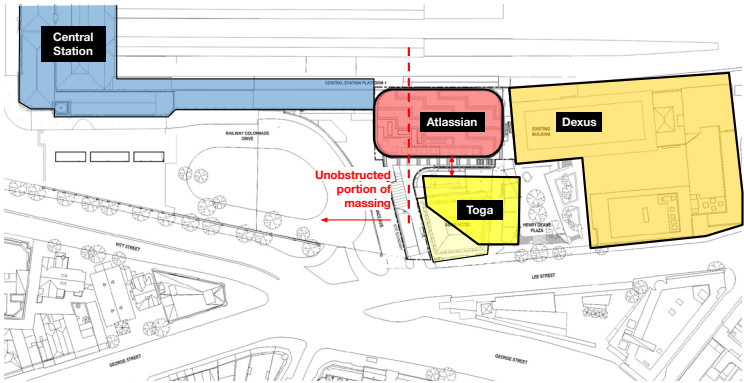


2.11 FIGURE 1- PROPOSED DESIGN CORNER RADIUS (7M)

2.11 TOWER SUSTAINABILITY OPTIMISATIONS (ATLASSIAN GROWTH)

Proposed Amendments to SSDA

- The west side office floor extension was developed in line with the current context of the tower, considering TOGA's development.
- Even though we extended the floor area in each habitat, the quality of the natural ventilated spaces was kept and prioritized in the north side of the building (towards the plaza).



2.11 FIGURE 3- KEY SITE PLAN ILLUSTRATING ATLASSIAN AND TOGA DEVELOPMENT RELATIONSHIP.



2.11 FIGURE 4- PROPOSED TOWER - VIEW FROM NORTH



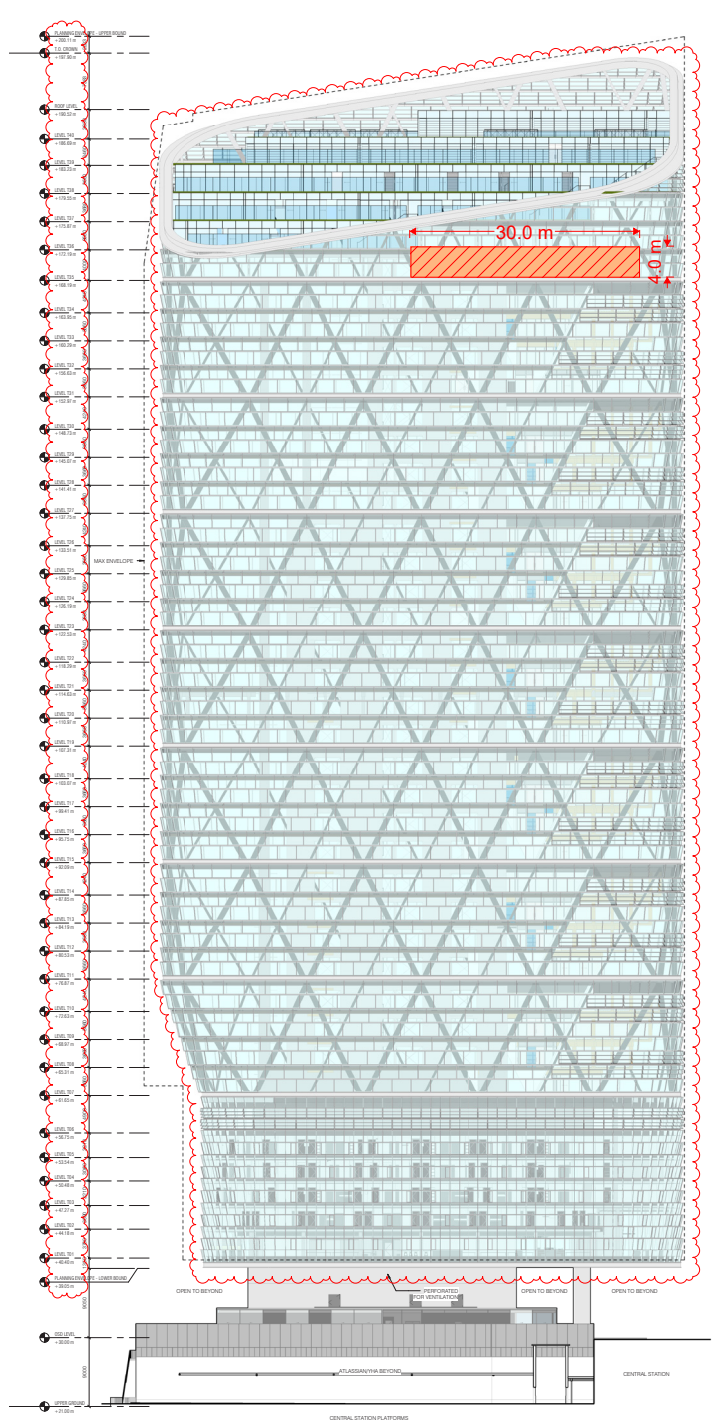
2.11 FIGURE 5- PROPOSED TOWER - VIEW FROM WEST

2.12 PROPOSED BUILDING SIGNAGE

COMMENT
Planning Industry & Enviroment:

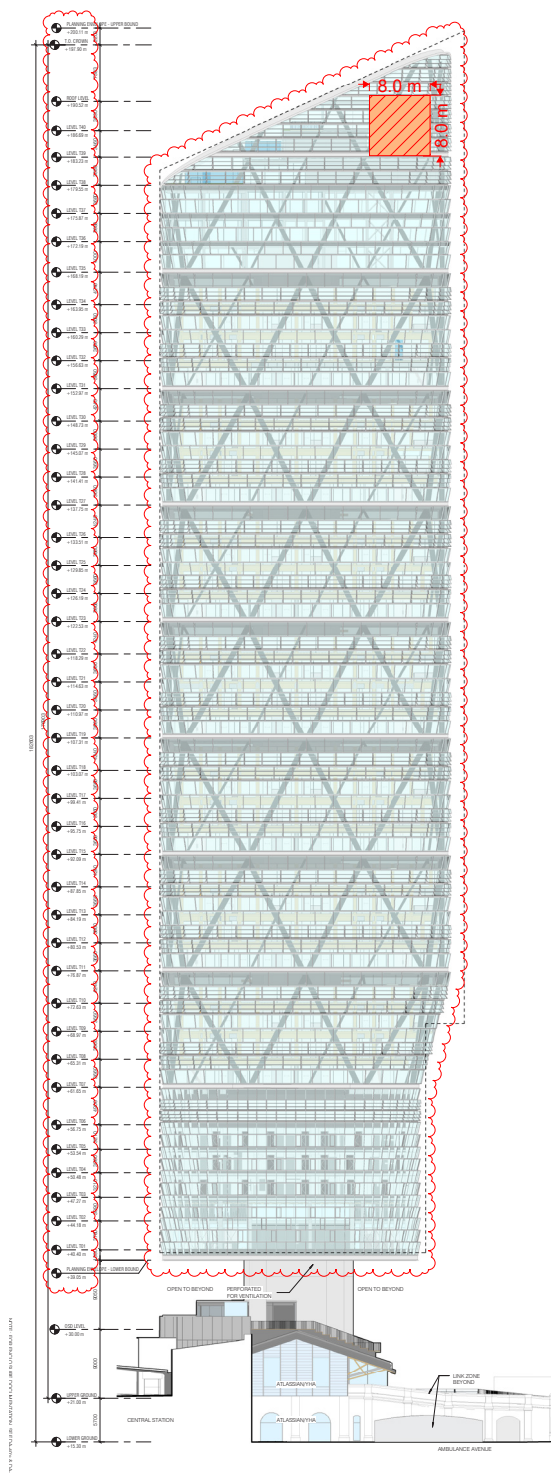
Confirm the dimensions and area of the proposed signage zone.

RESPONSE
Refer to figures for proposed signage location and size.

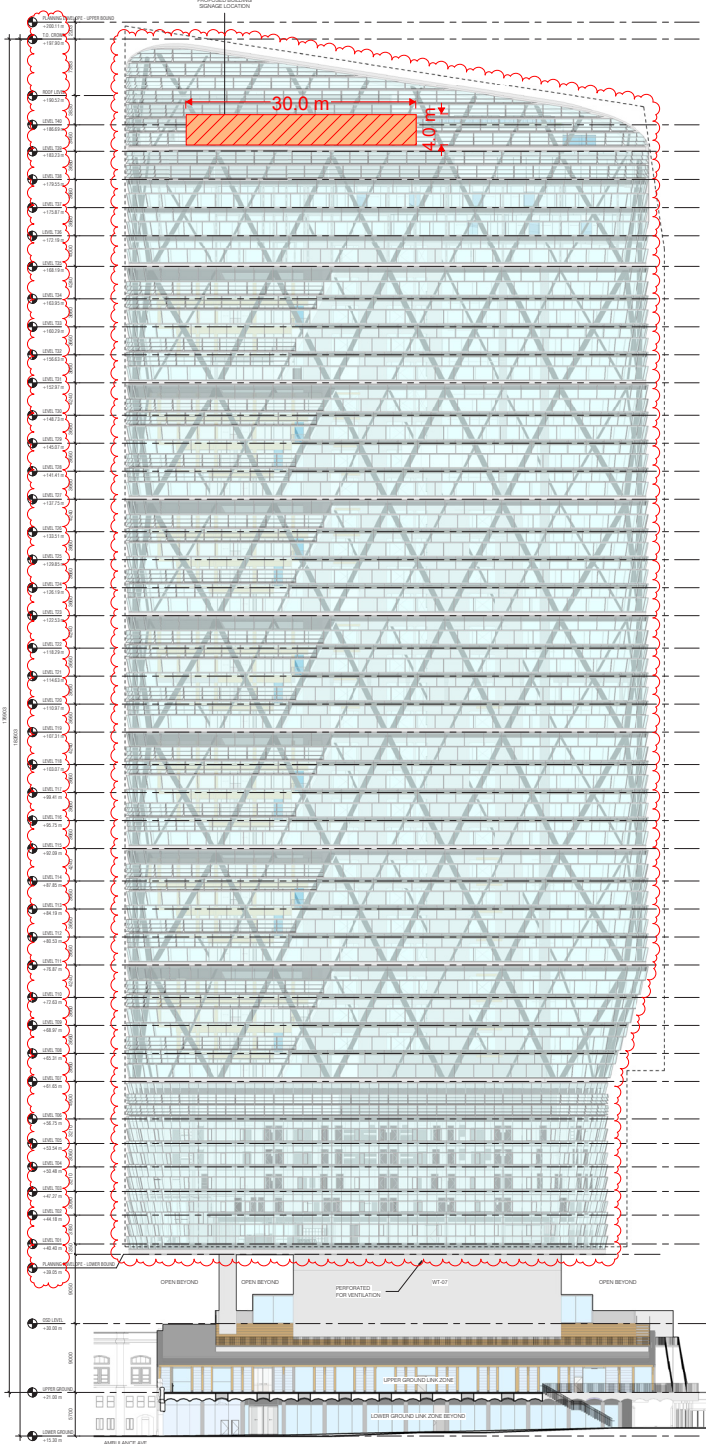


PROPOSED SIGNAGE ZONE

1.18 FIGURE 1 - EAST ELEVATION

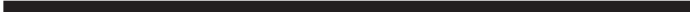


1.18 FIGURE 2 - NORTH ELEVATION



1.18 FIGURE 3 - WEST ELEVATION

2.13 TOWER RENDERINGS
COMPARISON

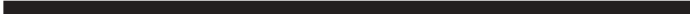


2.13 FIGURE 1- AERIAL VIEW FROM EAST SIDE - PREVIOUS DESIGN



2.13 FIGURE 2- AERIAL VIEW FROM EAST SIDE - PROPOSED DESIGN

2.13 TOWER RENDERINGS
COMPARISON (CONT.)

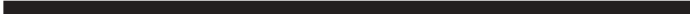


2.13 FIGURE 3- HABITAT AERIAL VIEW - PREVIOUS DESIGN



2.13 FIGURE 4- HABITAT AERIAL VIEW - PROPOSED DESIGN

2.13 TOWER RENDERINGS
COMPARISON (CONT.)



2.13 FIGURE 5- HABITAT INTERIOR VIEW - PREVIOUS DESIGN



2.13 FIGURE 6- HABITAT INTERIOR VIEW - PROPOSED DESIGN

2.13 TOWER RENDERINGS
COMPARISON (CONT.)



2.13 FIGURE 7- CROWN AERIAL VIEW - PREVIOUS DESIGN



2.13 FIGURE 8- CROWN AERIAL VIEW - PROPOSED DESIGN

2.13 TOWER RENDERINGS
COMPARISON (CONT.)



2.13 FIGURE 9- TOWER VIEW FROM LEE STREET - PREVIOUS DESIGN



2.13 FIGURE 10- TOWER VIEW FROM LEE STREET - PROPOSED DESIGN

2.13 TOWER RENDERINGS
COMPARISON (CONT.)



2.13 FIGURE 11- TOWER VIEW FROM CENTRAL STATION - PREVIOUS DESIGN



2.13 FIGURE 12- TOWER VIEW FROM CENTRAL STATION - PROPOSED DESIGN



VIEW TO LOWER GROUND LINK ZONE FROM NORTH

3.1 APPENDIX A - ARCHITECTURAL DRAWINGS

ATTACHED.

3.2 APPENDIX B - PEDESTRIAN MODELLING

ATTACHED.

3.3 APPENDIX C - SHADOW STUDIES

ATTACHED.

3.4 APPENDIX D - WIND REPORT

ATTACHED.

3.5 APPENDIX E - PUBLIC DOMAIN DRAWINGS

ATTACHED.

3.6 APPENDIX F - AREA SCHEDULE

ATTACHED.

3.7 APPENDIX G - FIRST NATIONS ENGAGEMENT REPORT & ADVICE

ATTACHED.

3.8 APPENDIX H - DRAFT HERITAGE INTEPRETATION REPORT

ATTACHED.

3.9 APPENDIX I - RESPONSE TO 04/05/2021 DIP COMMENTS

ATTACHED.