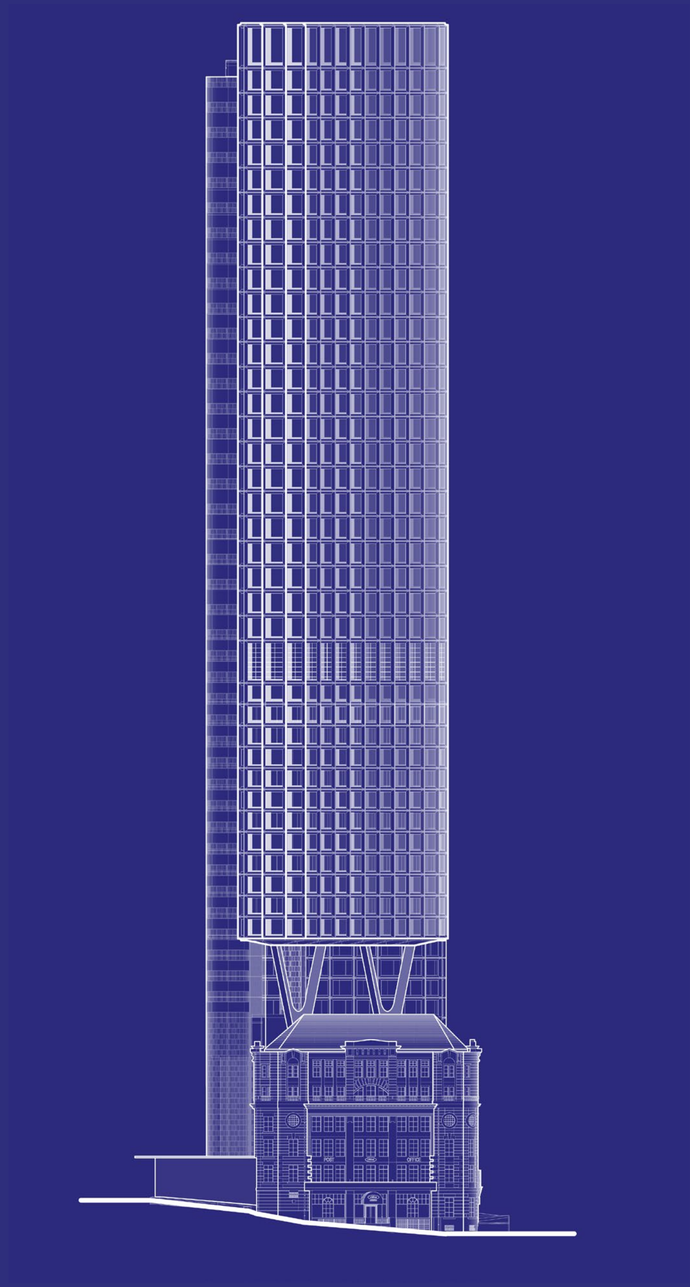
TOGA Central
Response to Submission

TOGA

November 2022

BATESSMART™



DEP - Heritage

3 - fPPb south east corner

DPE - Heritage
3 - fPPb south east corner

The Department notes Council's concern about the heritage impact of the demolition of the south-east corner of the fPPb. Provide additional information on the option analysis that informed the design of the proposal, including consideration of the amenity, built form and setback and visual implications of an option to retain the south-east corner of the fPPb.

Also CoS item 3.1

Demolition of external facades

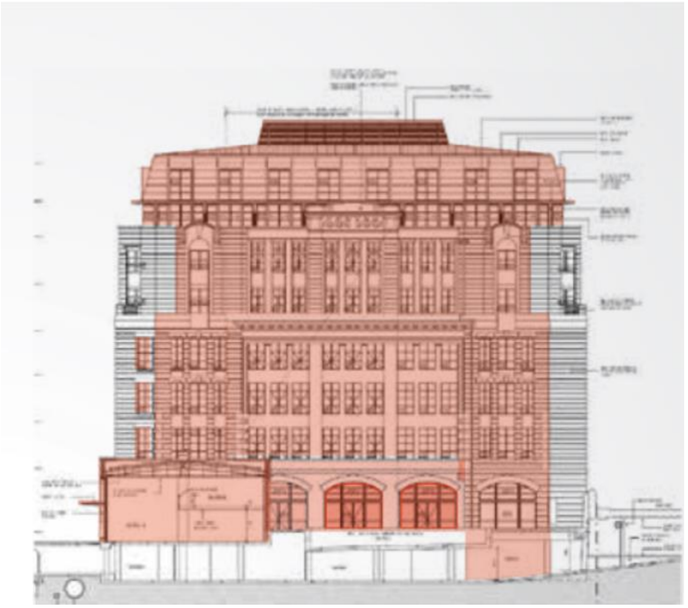
Response
The building is organised around the understanding of little heritage value of the east facade. Adjacent diagram describes the alterations subsequent to initial construction in orange.

As a consequence, the main building core of the tower is located as far east as possible to minimise impact to the authentic parts of the heritage building.

Furthermore, the WGDG prescribes minimum setback requirements from the Atlassian development to the east, and a maximum building extent to the north. Lee Street tunnel and a Sydney Water easement below ground restrict the core extent to the south.

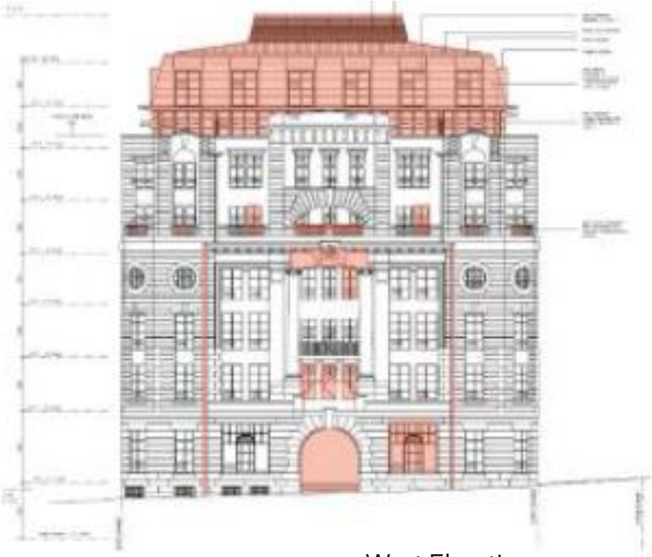
As a design consequence, the main building core is designed with a set of double stacked lifts, reducing the footprint from 10 passenger lifts to 5. The main escape stair is designed as a space efficient scissor stair opposed to two spatially separate stairs.

North Elevation



East Elevation

South Elevation



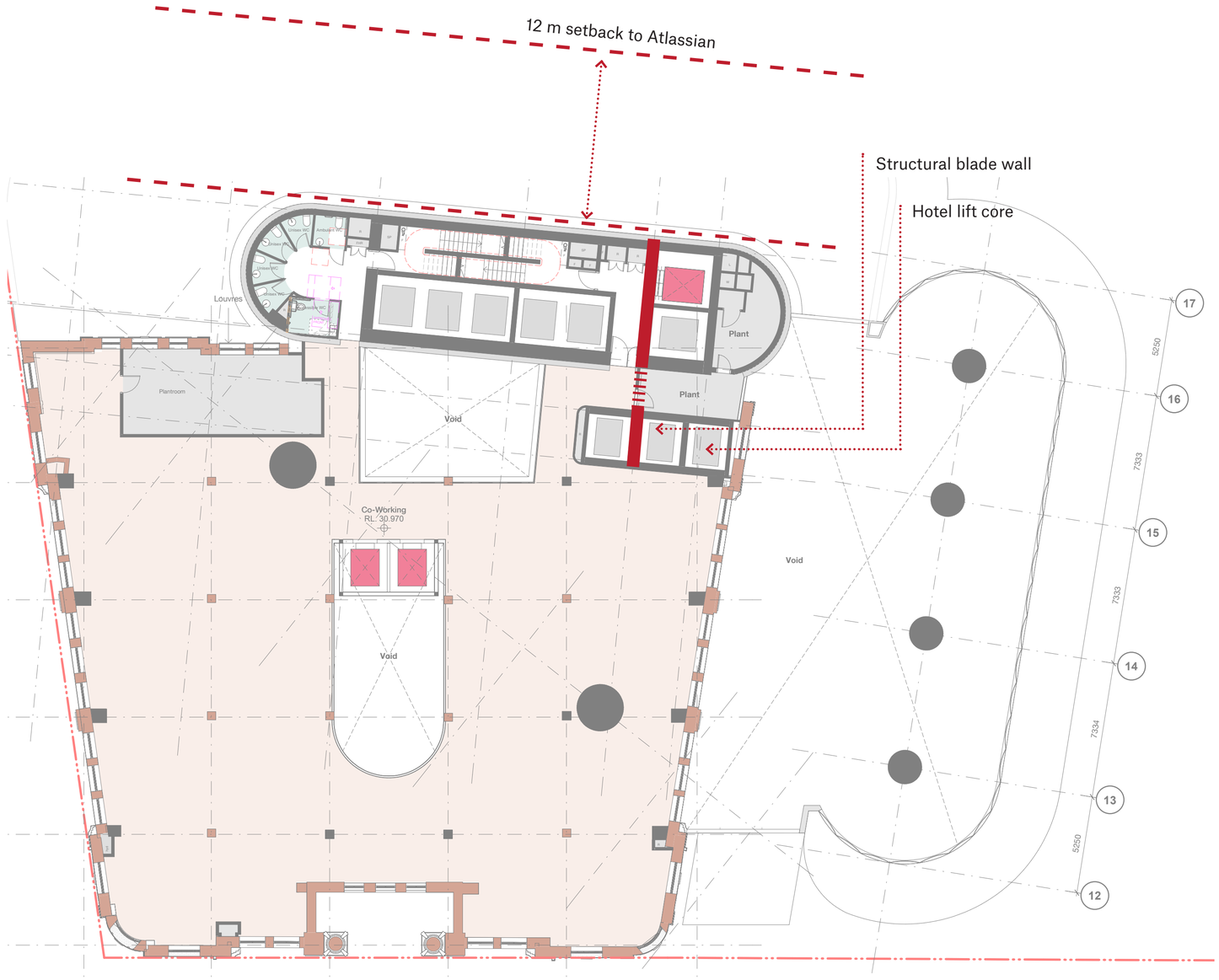
West Elevation

DPE - Heritage
3 - fPPb south east corner

Structurally, the tower is primarily supported by the main core. Two further columns carry primarily the vertical load of the southern pill. A pair of Y columns has been introduced to further minimise disruption of the heritage building.

With an off-centred core, additional lateral support is required reaching west, which has been materialised with a blade wall connecting to a concrete shaft, which also carries the hotel lifts. This blade wall also connects to the Y columns on level 6 and in plant levels at tower level.

Based on these building envelope and structural constraints, the retention of the south-east corner of the heritage building became unavoidable.



Typical Heritage upper floorplan

DPE - Heritage
3 - fPPb south east corner

A number of studies were conducted to establish the most appropriate outcome in addressing this constraint.

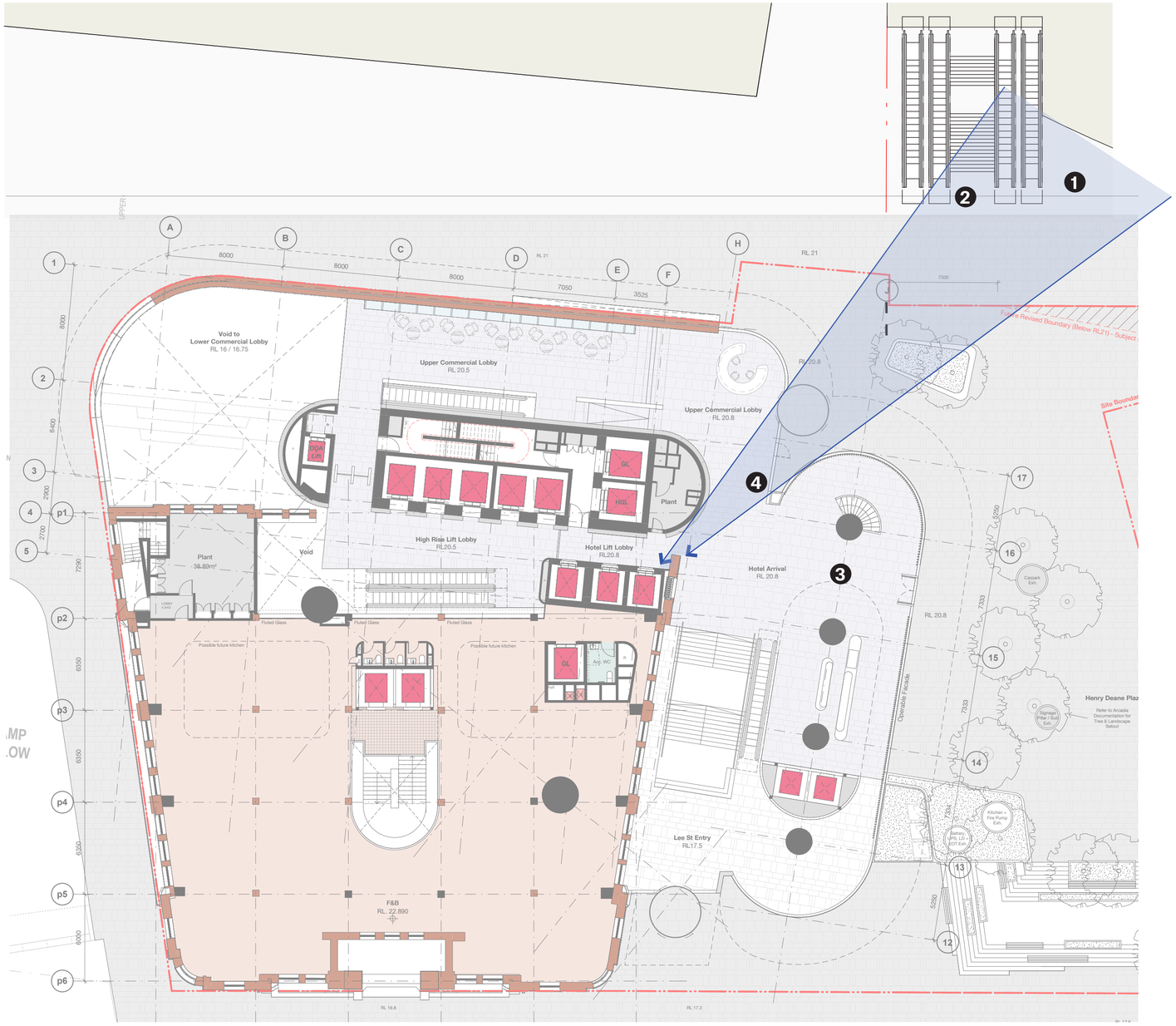
Firstly itr should be recognised that the south-east corner his highly obscured with limited visibility. Adjacent view-cone describes the area from which it can be seen externally. We tested 2 key views from within the public domain, and 2 internal views to inform the best possible treatment of the heritage building.

On the following pages, 3 options were tested, including

A - The competition design of a 'clean cut'.

B - Continue the heritage facade into the core facade

C - Intermediate option between A and B with modifications to the cut edge of the heritage facade.

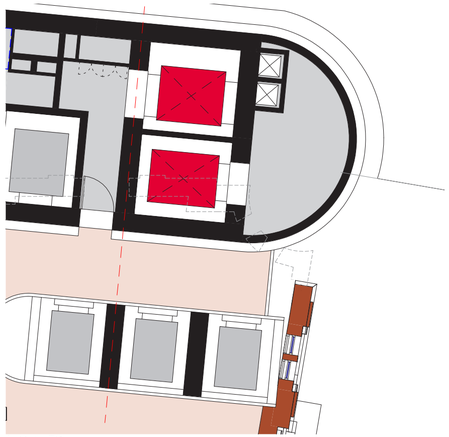


Upper Ground RL21 Key Plan

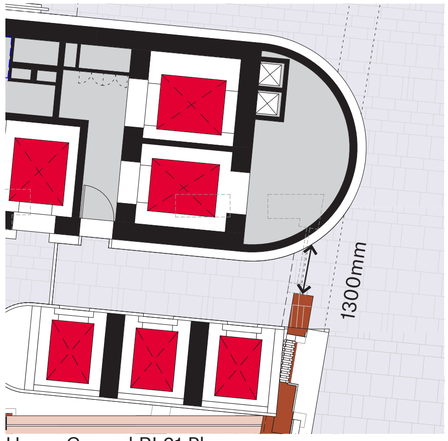
DPE - Heritage

3 - fPPb south east corner

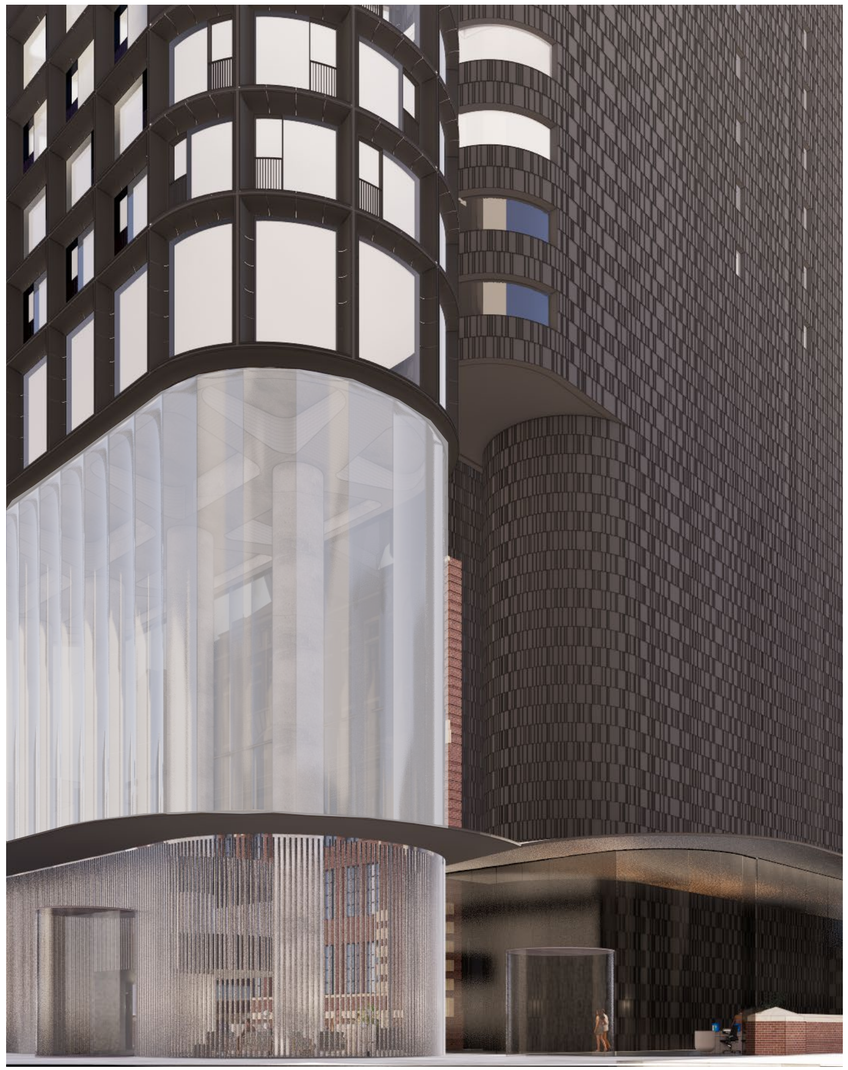
Option A - Competition



L04 Plan



Upper Ground RL21 Plan



1

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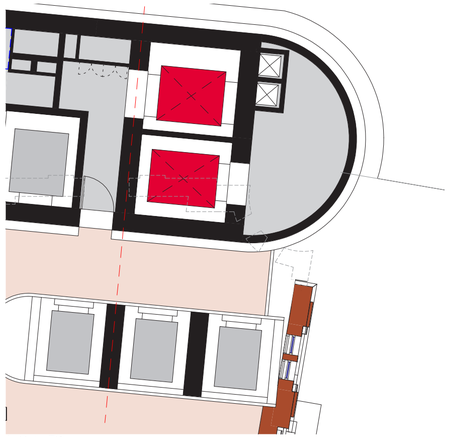
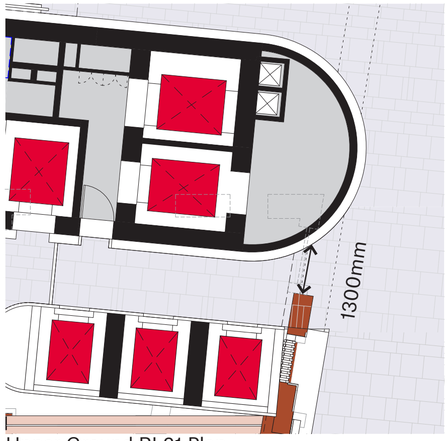
DPE - Heritage
3 - fPPb south east corner

Option A - Competition

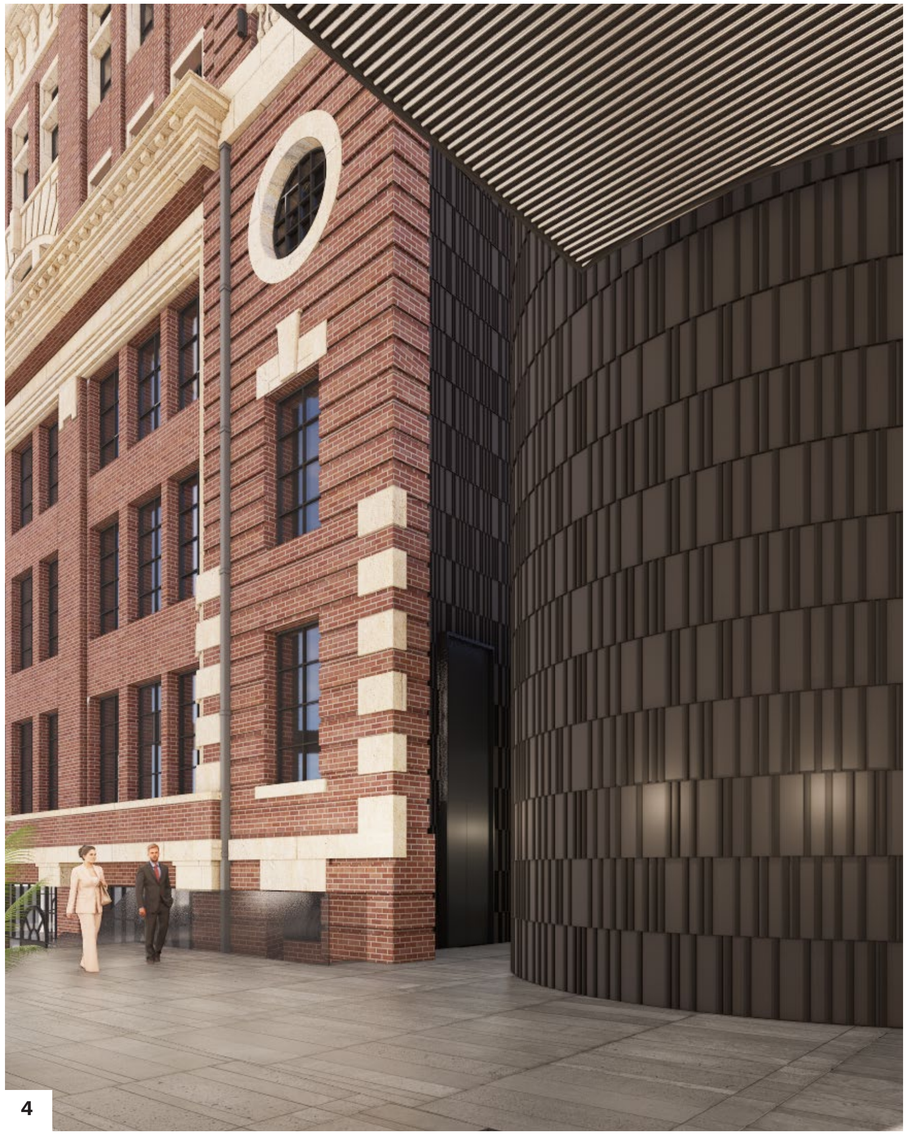


L04 Plan



Upper Ground RL21 Plan

3



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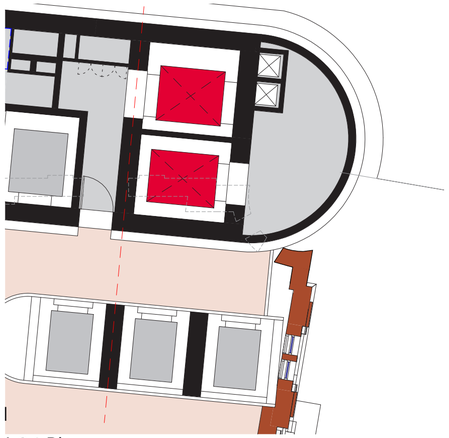
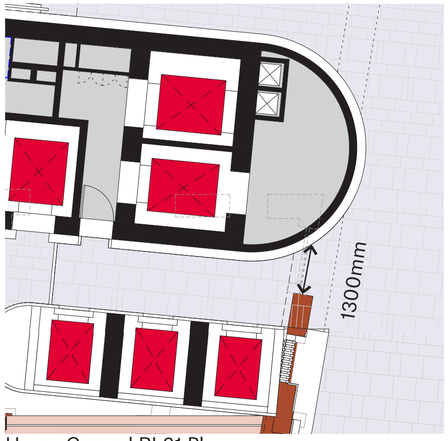
DPE - Heritage
3 - fPPb south east corner

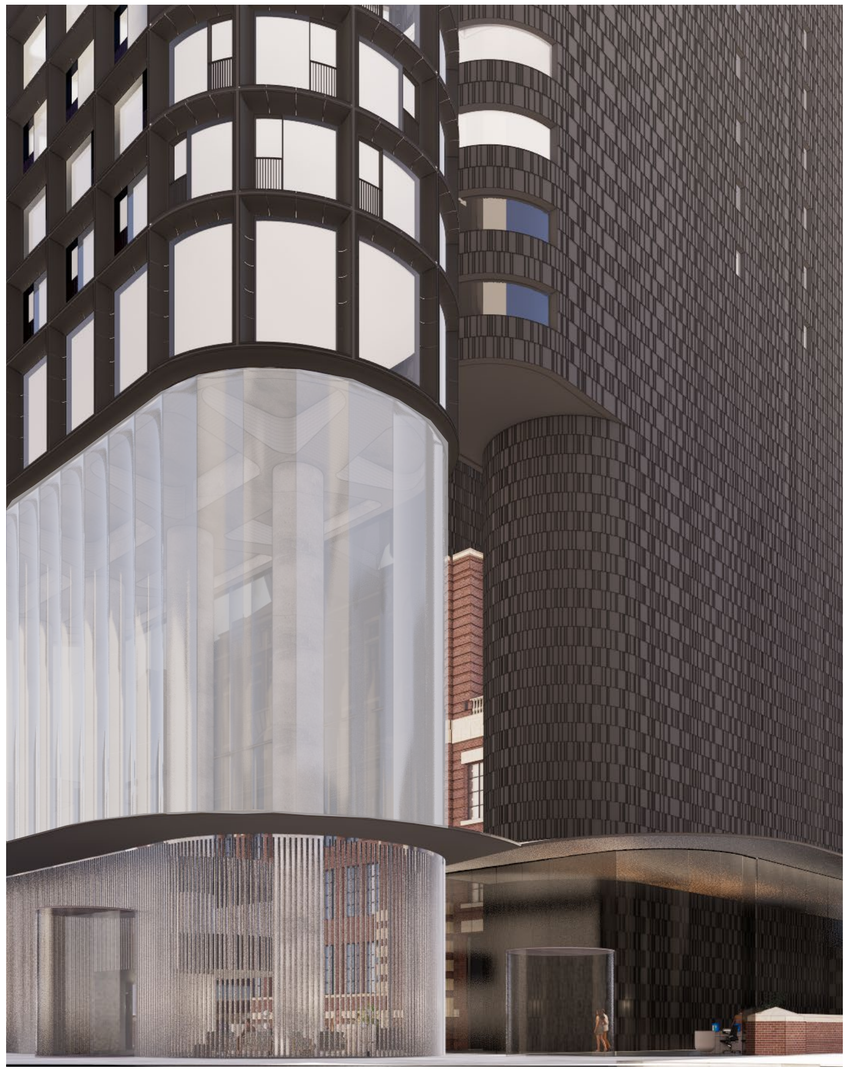
Option B - Continue facade



L04 Plan



Upper Ground RL21 Plan



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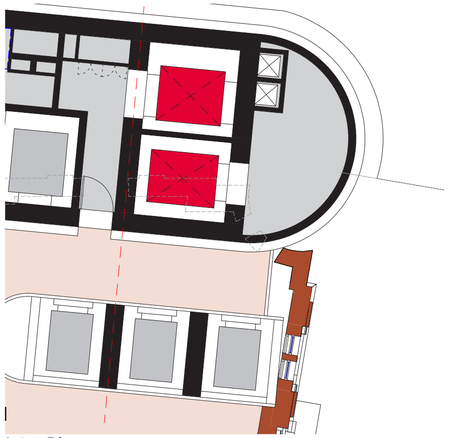
2

DPE - Heritage

3 - fPPb south east corner

Option B - Continue facade



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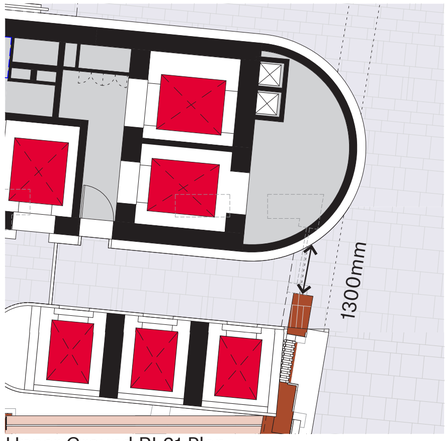

Upper Ground RL21 Plan

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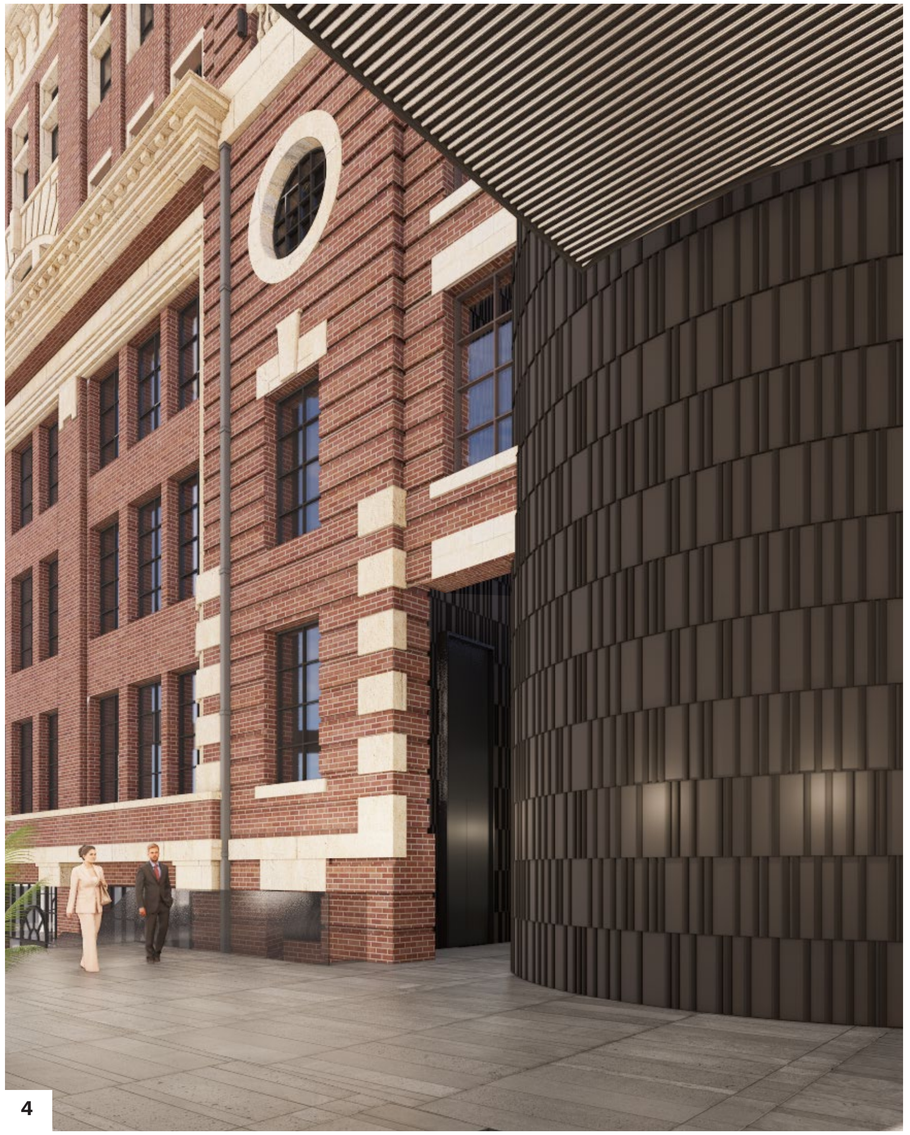

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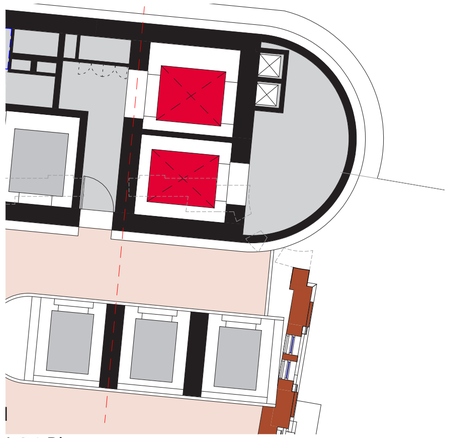
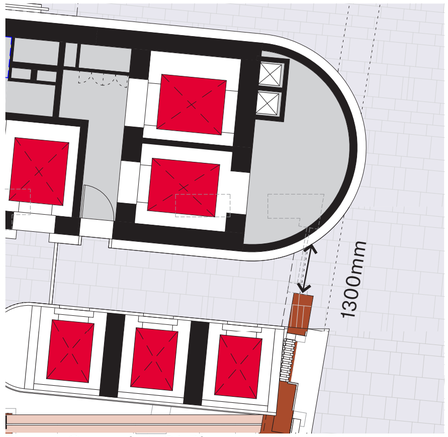
DPE - Heritage

3 - fPPb south east corner

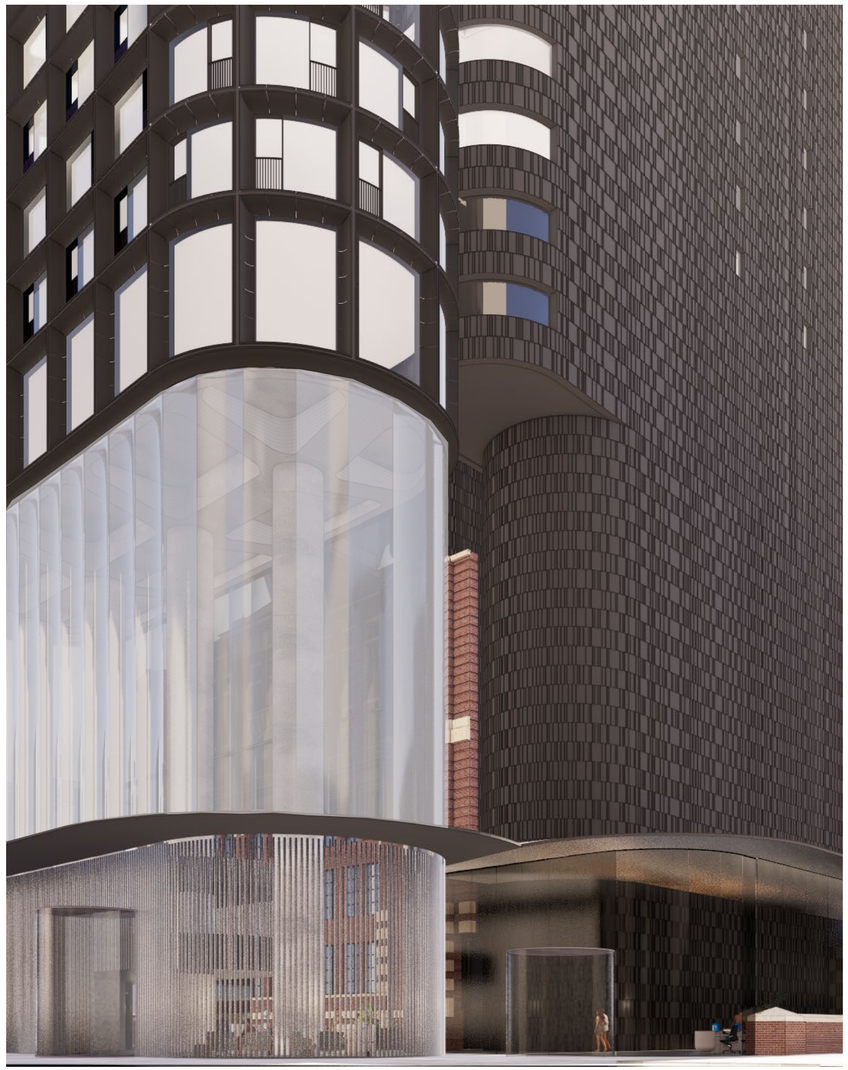
Option C - Modified heritage facade



L04 Plan



Upper Ground RL21 Plan



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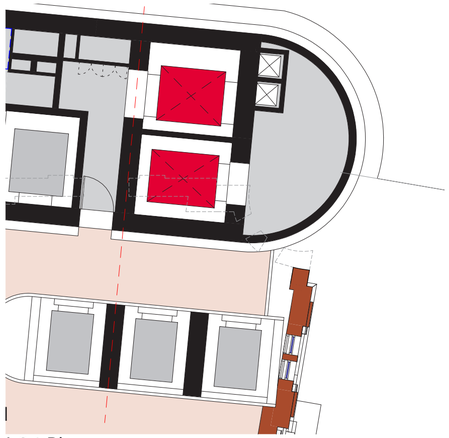
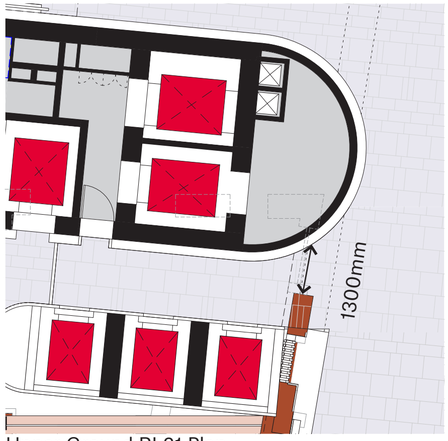
DPE - Heritage

3 - fPPb south east corner

Option C - Modified heritage facade



L04 Plan



Upper Ground RL21 Plan

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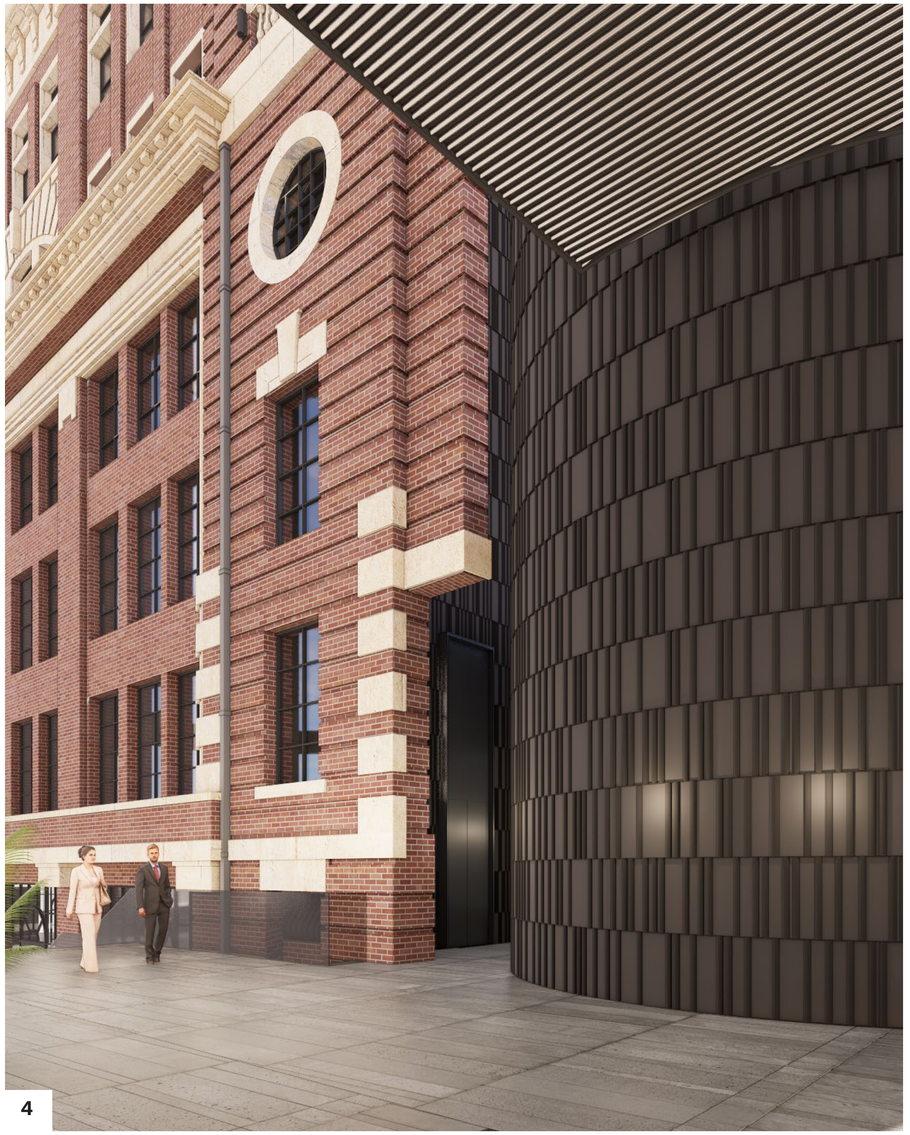


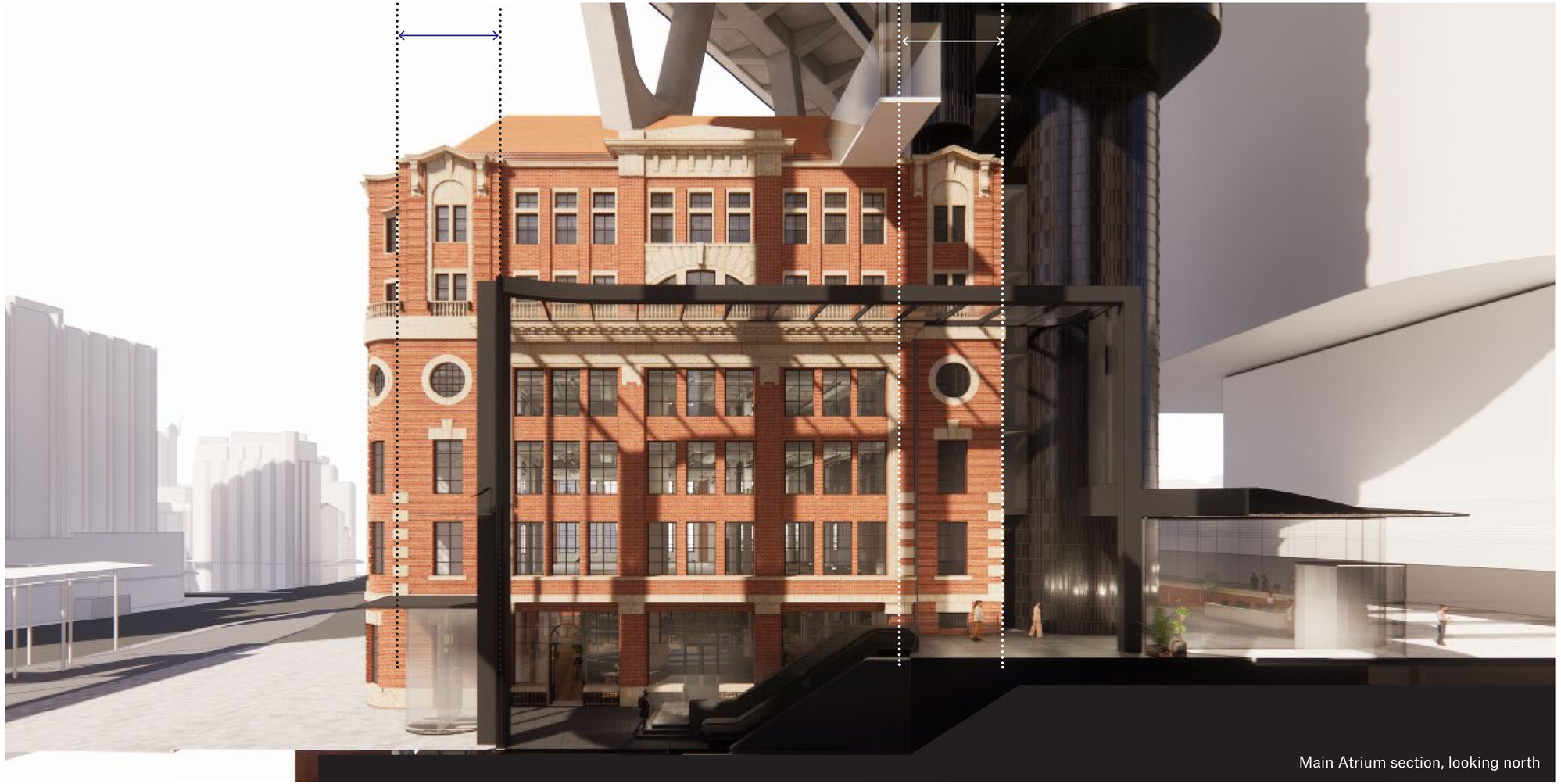
4

DPE - Heritage
3 - fPPb south east corner

Design Conclusion

In conclusion, a slightly modified study option A has been taken forward, ensuring for the southern heritage facade to retain its symmetrical expression. As a subsequent detail, the sandstone quoins have been amended to continue around the 'cut' corner and thereby express a complete detail at this junction.

This evaluation was studied together with the DIP, who confirmed their support with this approach.



Main Atrium section, looking north

DPE - Heritage
3 - fPPb south east corner

Design Integrity Panel feedback

The treatment of the south east corner was raised by the competition jury and followed through in Design Integrity Panel workshops.

DIP 2 provided below commentary:

— The DIP support Bates Smart's justification for the preferred option as providing a legible 'end' to the building, a sense of symmetry to the façade and a logical and sensitive point to terminate the south eastern corner of the original masonry.

— The relationship and materiality of the lift core wall behind the heritage façade was considered to accentuate the heritage wall as a thin façade with little connection to the structure behind. Further refinement of the material and treatment of the corner return was encouraged to provide the overall reading of the heritage building with sufficient depth and legibility.

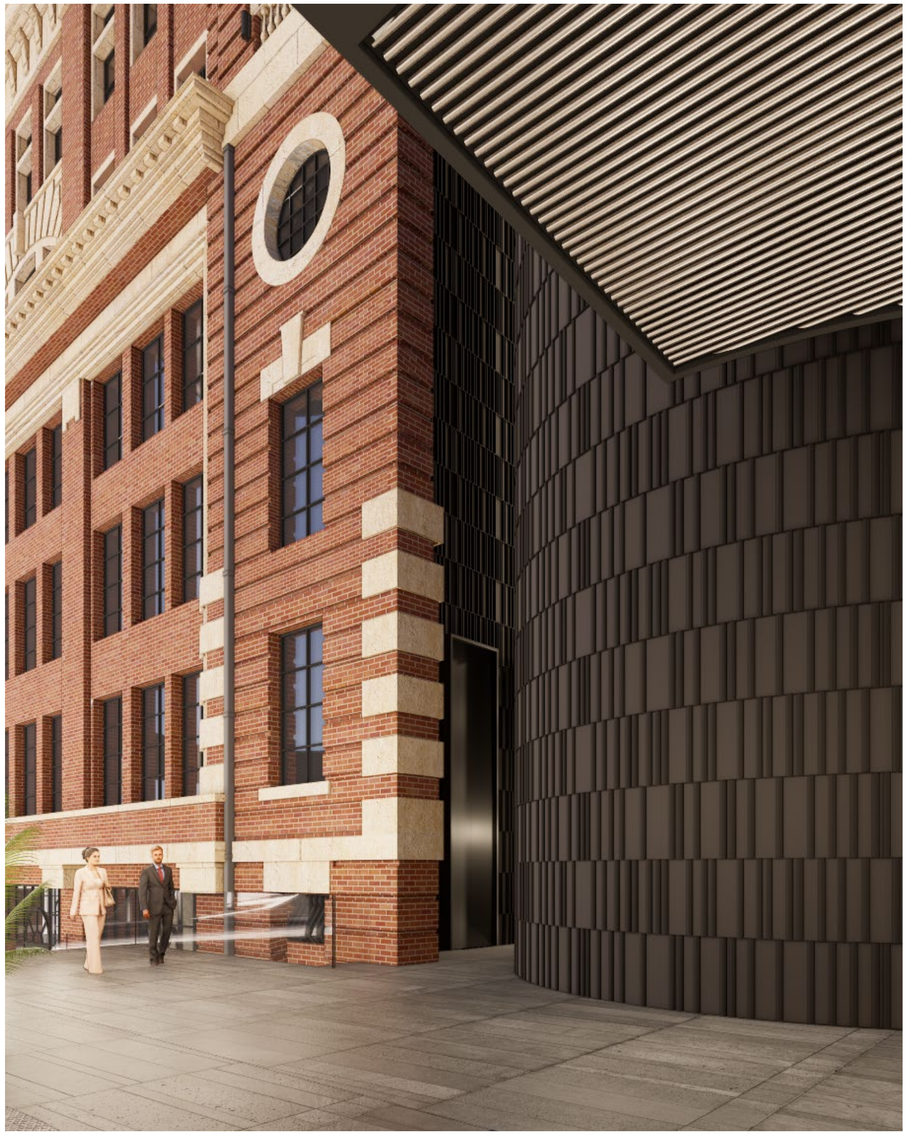
In response to the second DIP, above described refinement was presented in DIP 3.

The panel responded as follows:

— The Panel noted that rendering or painted lining to the inside face of the brick façade, whilst 'true' to the original reading of the inside of the perimeter wall, would not be suitable in this instance, where the brick is visually continuous up to the parapet level.

— It was noted this area was the weakest junction of the former Parcels Post building and new building, however given the limited external visibility, the current approach presents the best outcome for this area of the site.

The Panel support the developed competition proposal which proposes a 'thickening' of the southern façade wall, returning the rendered quoins to the inside of the wall, and maintaining the unrendered brickwork on the inside face of the wall to the point where it intersects the new lift core.



DEP - Heritage

4 - Internal Demolition

DPE - Heritage
4 - Internal Demolition

The Department notes the concerns raised by Council about the extent of proposed internal demolition and reconfiguration and the number, size and proportion of new openings within the rear yard retaining wall. In addition, the Heritage Council has stated the internal spatial layout and configuration of the fPPb has heritage significance and should be reinstated where possible. The Department recommends the proposal is further refined/ amended to address the above key comments raised by Council and the Heritage Council to ensure heritage impacts are minimised.

Also CoS item 3.2 , 3.3

Internal Demolition

Of particular concern is the quantum of insertions proposed within the building between Grids A and B (see Figure 2 below), which reduces the floor plates to a fragmented series of passageways. The plant room, column, void and lift core result in almost total demolition of the floor plates in this area

Also CoS item 3.4

Former rear yard and retaining wall

Response

The Design has been further developed in response to these concerns as follows:

Typical floors

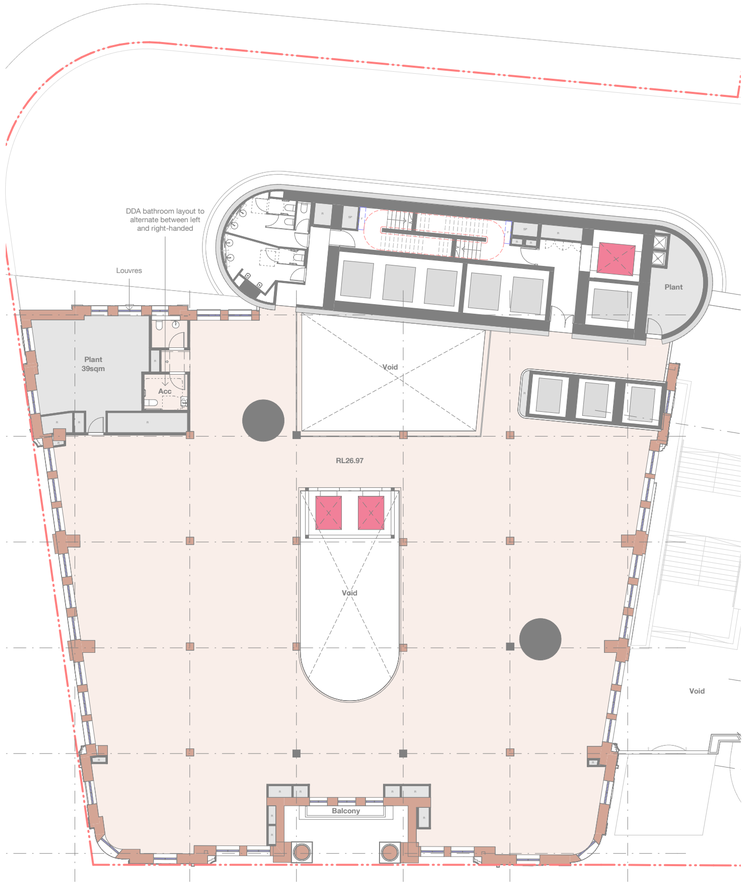
1 - on floor plant rationalised, improving internal floorplate and extending floor to north east corner

2 - void reduced in size, allowing direct access into core

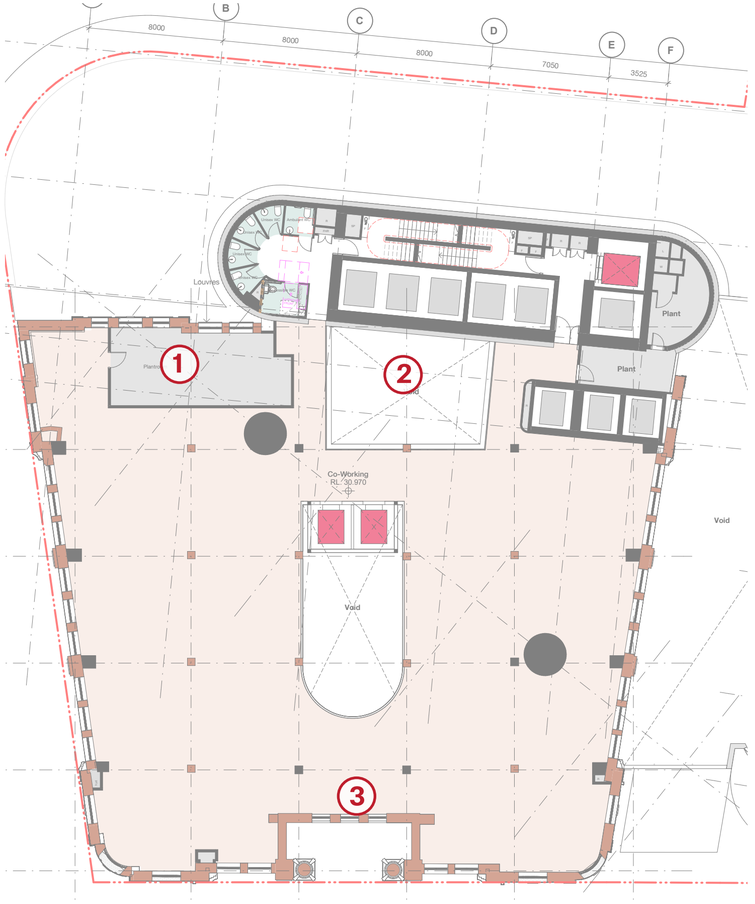
3 - Risers relocated - improving Western internal facade

These adjustemts improve the quality of the floorplate for a more contiguous space and omit unecessary dead areas.

The hotel passenger lift is required due to structural needs of the thin core. This is further described under item 3 above (off-centred core requires additional lateral support provided with the hotel lift core).



fPPb - Typical upper floor - SSDA submission



fPPb - Typical upper floor - revised design

DPE - Heritage
4 - Internal Demolition

Response (cont)

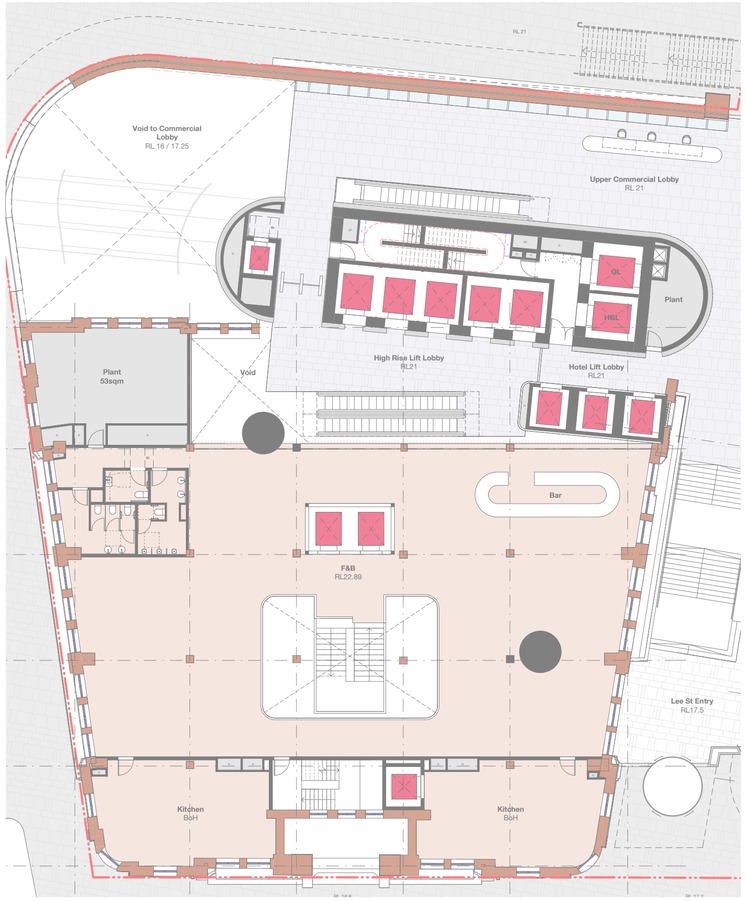
The Design has been further developed in response to these concerns as follows:

Ground floor

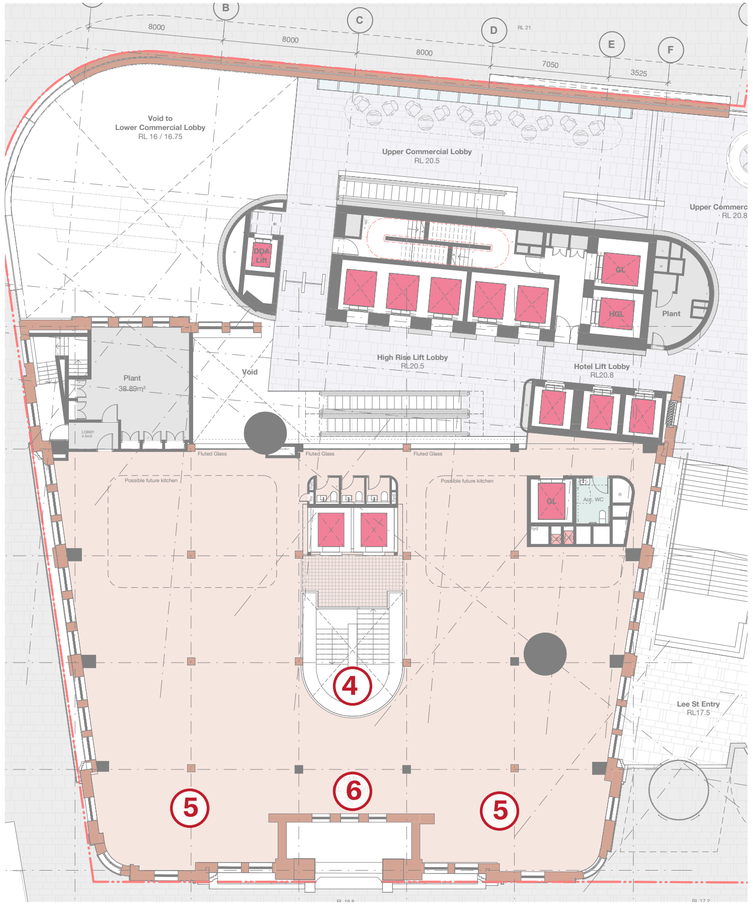
4 - Atrium shape adjusted in line with upper floors, to reduce impact to existing structure.

5 - Indicative kitchen zones moved east to maximise key heritage internal spaces

6 - Stair and lift relocated.



fPPb - Groiund floor - SSDA submission



fPPb - Ground floor - revised design

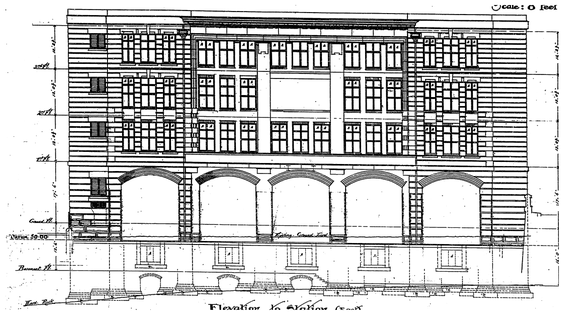
DPE - Heritage
4 - Heritage Wall

Response

The large format openings have been selected to refer to the original function of this space in passing parcels onto the platform. As such, a reference is taken from the large openings of the internal facade to remind the public of this historic connection.

With the wall rebuilt from existing materials due to construction constraints, it was elected in the design to rebuild the openings in a square shape to avoid visual conflict with the strong expression of the vaulted ceiling adjacent.

With the heritage wall facing the 'link zone' adjacent Block A, a large volume of pedestrians moving through this area has been projected (main link from central station with trains and future metro). A desire for an open facade from Block C to this pedestrian movement corridor was stipulated by TfNSW for this particular area, to enhance visual connections and visually pen up this below ground movement path. In addition, the primary peak flow entrance into Block C is expected in this area. A number of large openings assist in addressing peak flow requirements stipulated by TfNSW. Refer to Pedestrian movement model by Arup.



Historic 'internal' East Elevation along grid P1

Heritage Wall RL 16 - artist impression

DEP - Heritage

5 - Atrium Stair

DPE - Heritage
5 - Atrium Stair

Consider options to relocate/ redesign the stair case within the atrium between the fPPb and the southern pill to improve the visibility former bronze frames shopfronts (fPPb southern façade). Options could include relocating the stair case further eastwards, narrowing the width of the stair case or another suitable alternative.

Also CoS item 3.7

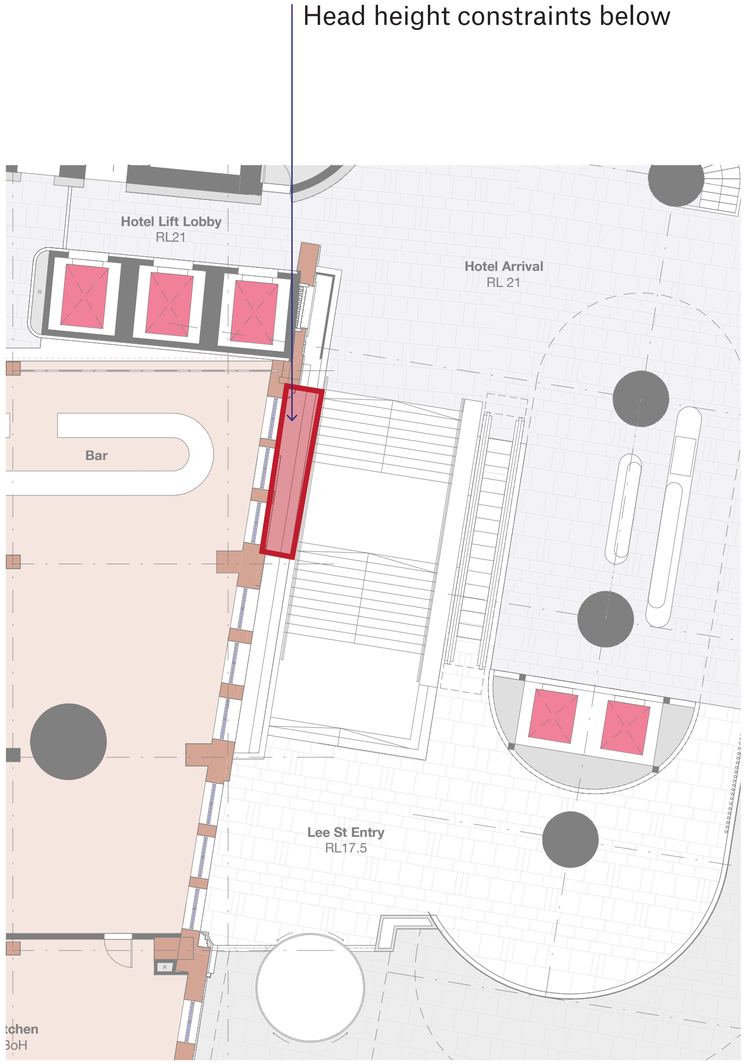
Connection between the fPPb and the proposed additions

Response

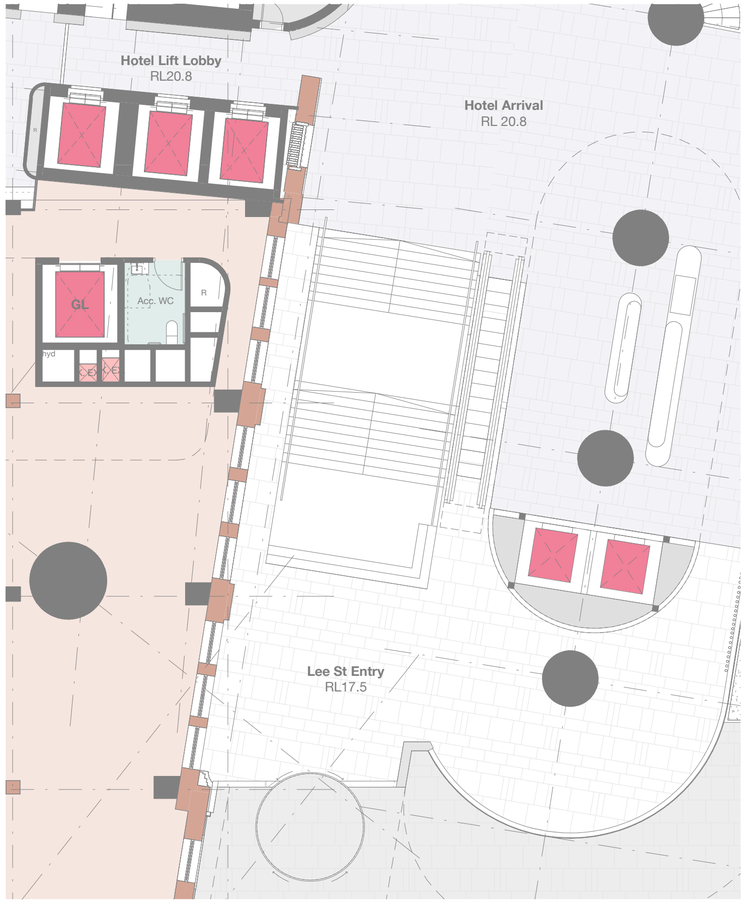
The Design has been further developed in response to these concerns.

Studies were carried out to test different offsets of the stair from the heritage facade. A deciding factor has been the Lee Street tunnel constraint below. With limited head height, the most easterly facade bay adjacent the stair.

A compromise was found in offsetting the stair by 900mm from the outmost fPPb facade pier and limit head height constraints in the tunnel below. This enables the stair to be fully detached from the facade, the heritage facade to reach the ground at its full length, and avoid significant impact to pedestrian flow in the tunnel below.

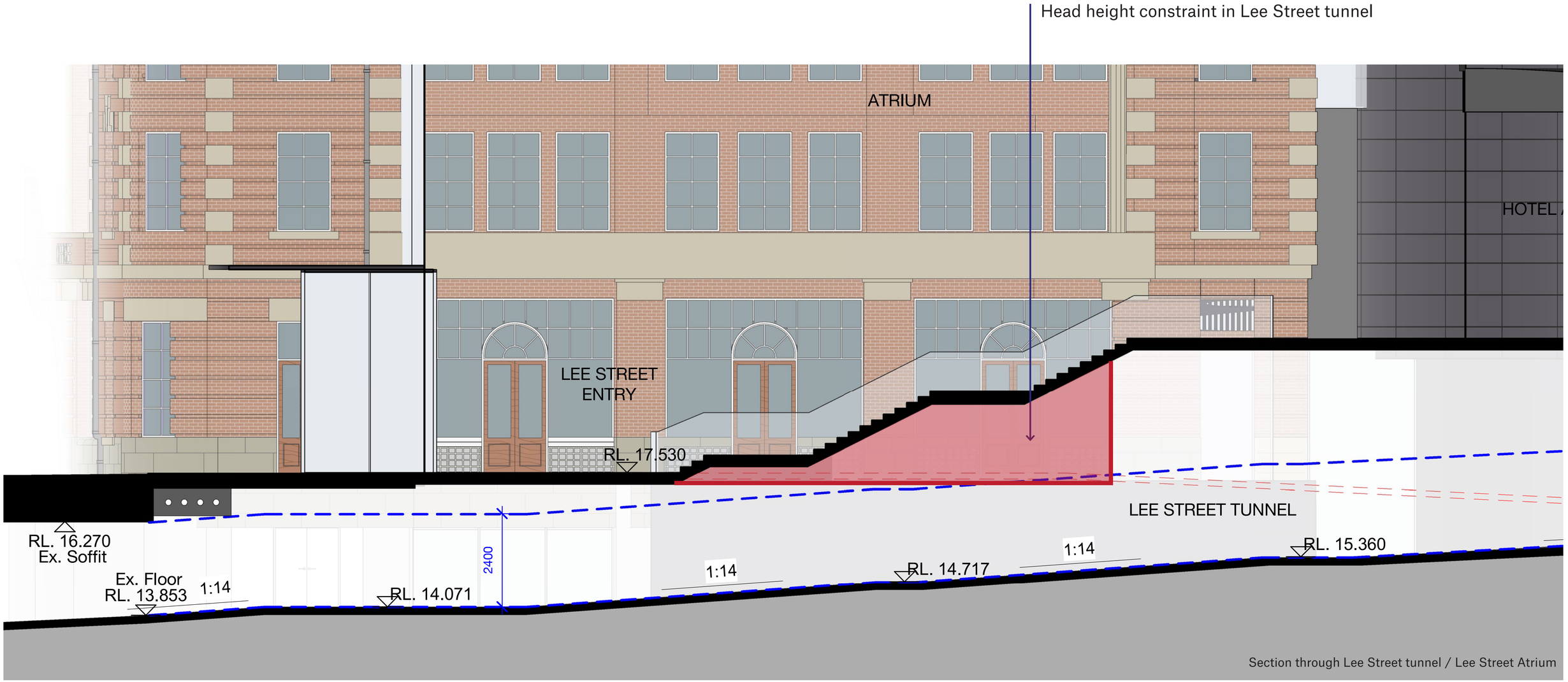


fPPb - Groiund floor - SSDA submission

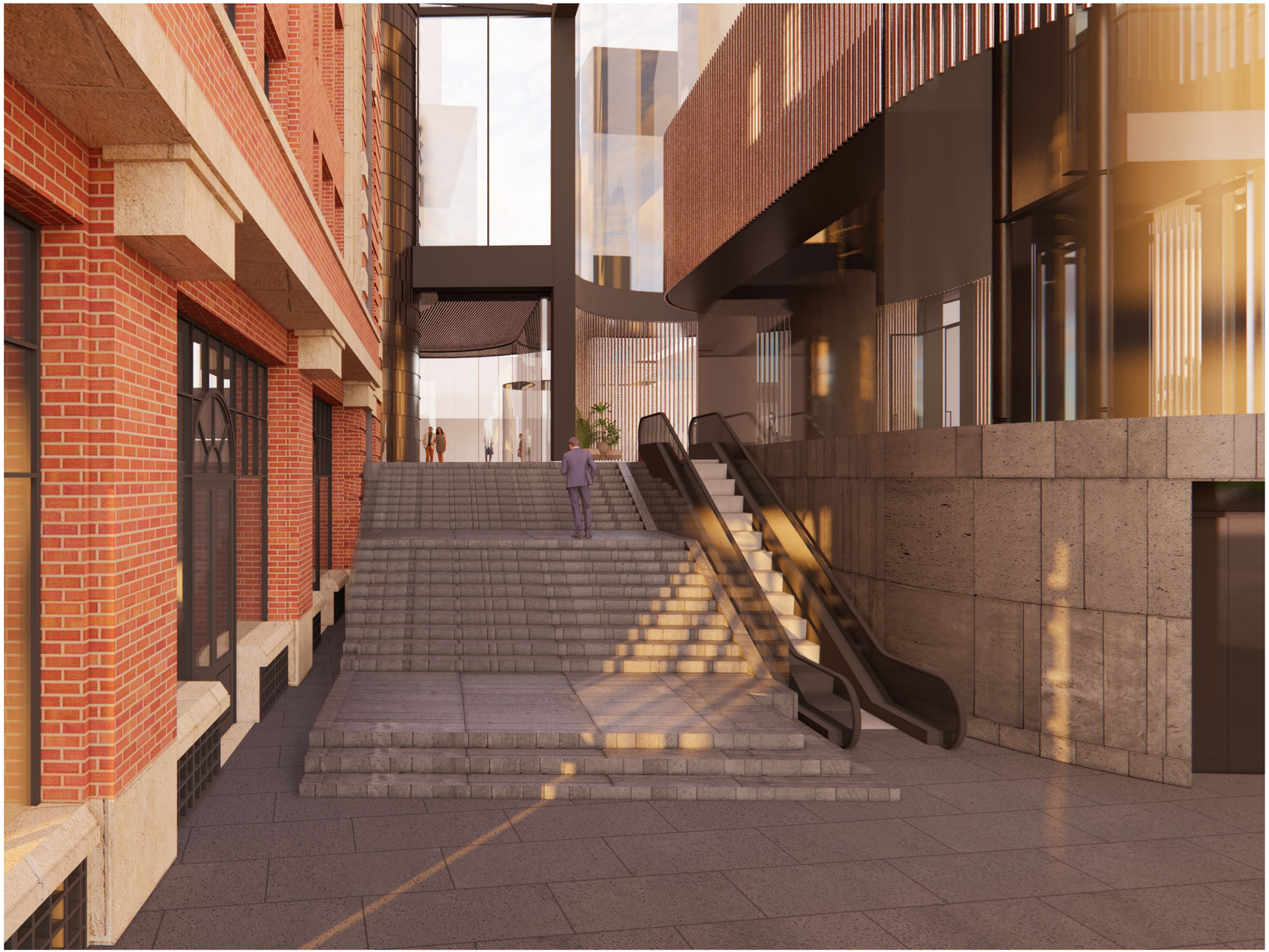


fPPb - Ground floor - revised design

DPE - Heritage
5 - Atrium Stair



DPE - Heritage
5 - Atrium Stair



DEP - Design Excellence

6 - DIP responses

DPE - Design Excellence
6 - DIP responses

Demonstrate how the proposal responds to and addresses the advice provided by the Design Integrity Panel (DIP) dated 14 June 2022, noting the following items are not detailed in Section 6.3 of the EIS:

a) the potential for the eastern elevation of the proposal for public art or more considered design solution on this façade

b) further detailing of the windows of the eastern elevation

c) changes to the lift core cladding as a black to bronze finish, rather than a cool toned black to purple as currently presented in the photomontages is recommended.

Response

The items listed by DEP represent design considerations the panel provided for the applicant, but are not condition to the Design Excellence Approval. All items raised by the panel to enable their approval letter for this submission were addressed to the panel's satisfaction.

Regardless, these items were further explored as follows:

a) Eastern Elevation

The east elevation adjacent Block A offers little visibility from public areas. Refer to key views shown adjacent. On that basis public art is deemed more appropriate in areas that offer better visibility and connection to the public. Refer to the revised public art strategy for further detail.

The facade cladding is a highly articulated surface. A number of detailed models were produced to test various patterns. The strongest and most relatable shape in reference to the overall design was found in a playful pattern of circular shaped extrusions, as represented in the images of the SSDA Architectural design report.

b) Window articulation

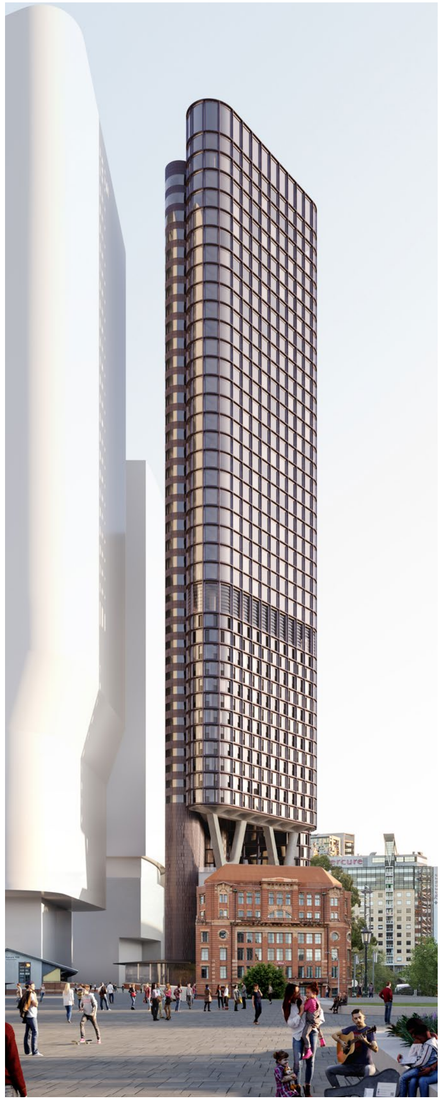
Window details will be further explored in detail design stages, to integrate the framing without undermining the overall facade expression and retaining the elegant expression of the facade.

c) Lift core cladding

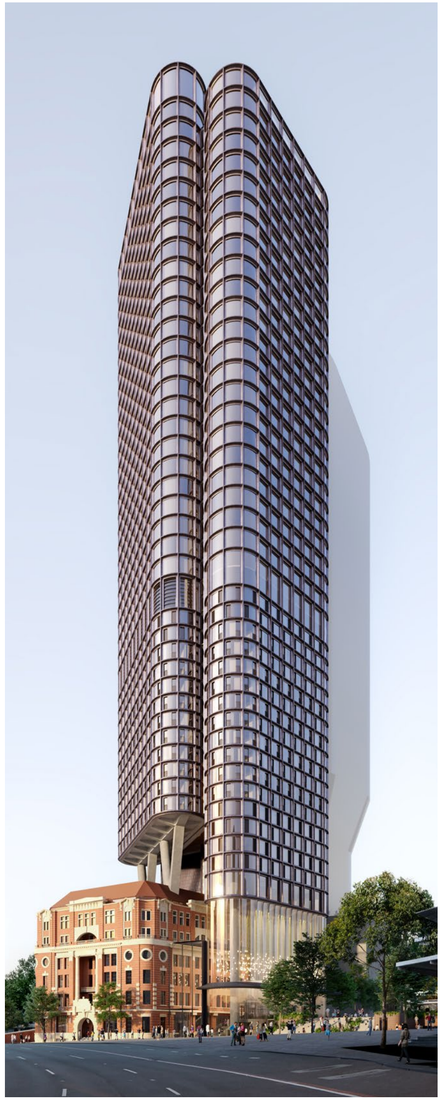
Following this comment, the coloration of the core cladding finishes were further tested, including a bronze finish, various grey, brown and reddish tones.

These tests helped confirming the proposed colouration as most symathetic to the heritage building, and the direction of unifying the three pills as appropriate.

To clarify, the colour of the core is not a pure black, but a mix of black with the red colour of the heritage building resulting in a dark purple / mauve colouration. The success of a darker colour is the recessive expression of the core elements, to enable the heritage building to present itself more prominently.



View from Central Station forecourt looking South



View from Broadway looking East

DEP - Setbacks

7 - Compliance

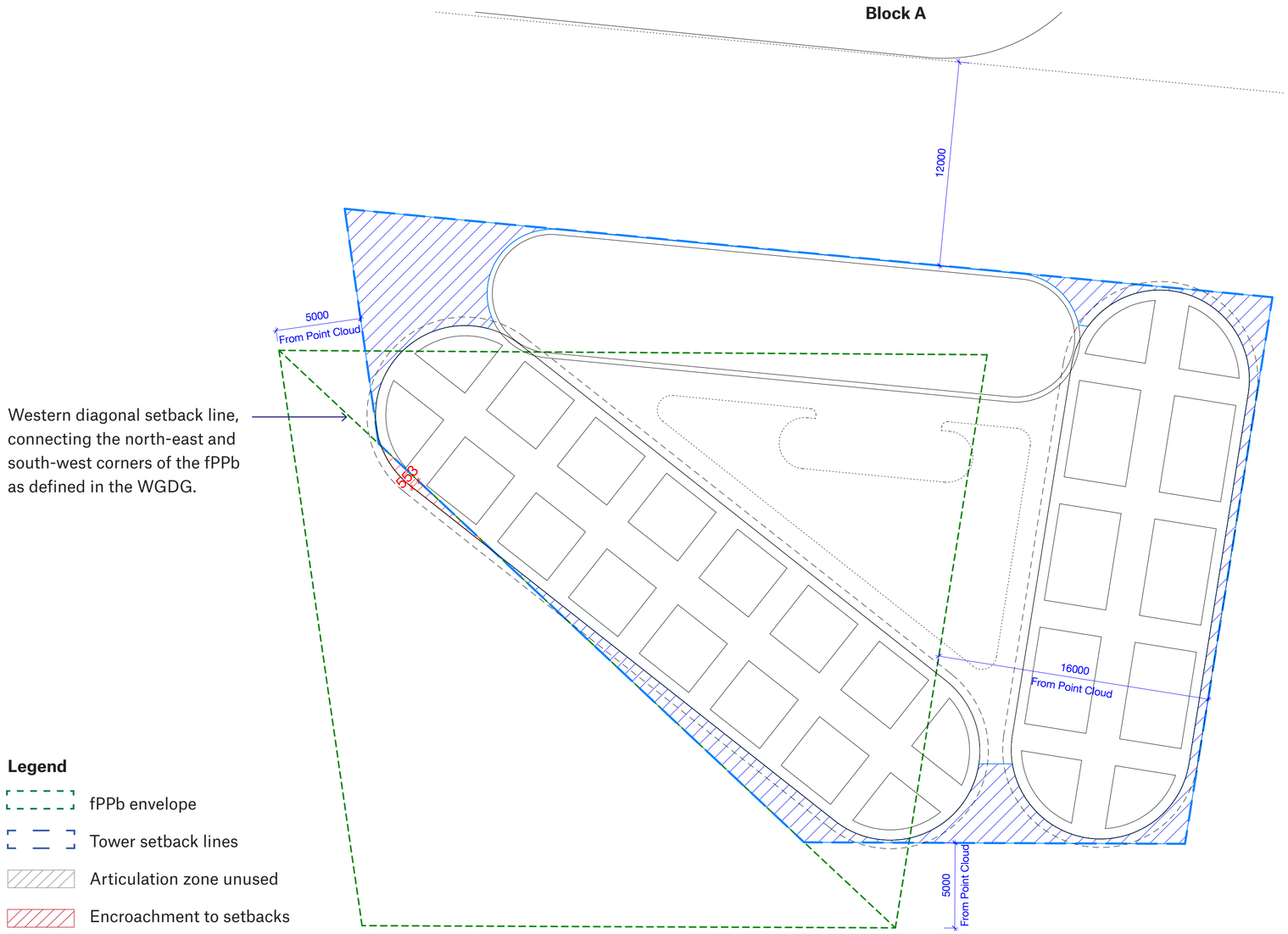
DPE - Setbacks
7 - Setback Compliance

Provide an updated setback compliance plan that demonstrates the setbacks of the proposed building (instead of the building envelope) against the building envelope and setbacks established in the Western Gateway Design Guide and SLEP establish building envelope and minimum setbacks

Response

The proposed design is consistent with the planning provisions contained in the Sydney LEP 2012 and the Western Gateway Design Guide. The expression of 3 distinct pill shaped elements resulted in areas of unused articulation within the envelope (ca 154 sqm), allowing greater views past the north-east corner and a western facade rotated in eastern direction, reducing visual impact from George Street. This led to a slight encroachment (ca 3 sqm) of the western diagonal setback line defined in the WG Design Guide.

To ensure a most accurate setting out of facade lines, all setback dimensions are based on a Point Cloud Survey of the fPPb. The site boundary has been omitted from the adjacent diagram for clarity, as this is not relevant to defining the setback lines.



DEP - Public Domain

12 - Integration

DPE - Public Domain
12 - Integration

Provide a revised public domain package that provides a comprehensive and integrated design to the CPS site at interim and final stages of the development of the site including:

a) integrated levels between the design of the upper ground floor public domain treatment within the site and adjoining proposed CPS development

b) equitable access from Lee Street to the upper and lower ground floor levels

c) details of materials and finishes that create a consistent design throughout Henry Deane Plaza.

d) resolution of the proposed dead spaces located between the Henry Deane Plaza stairs fronting Lee Street and the glazed tower atrium and between the eastern and southern 'pill' buildings (Figure 2).

Also CoS items 2.2. 2.3, 2.4
Coordination of Henry Deane Plaza

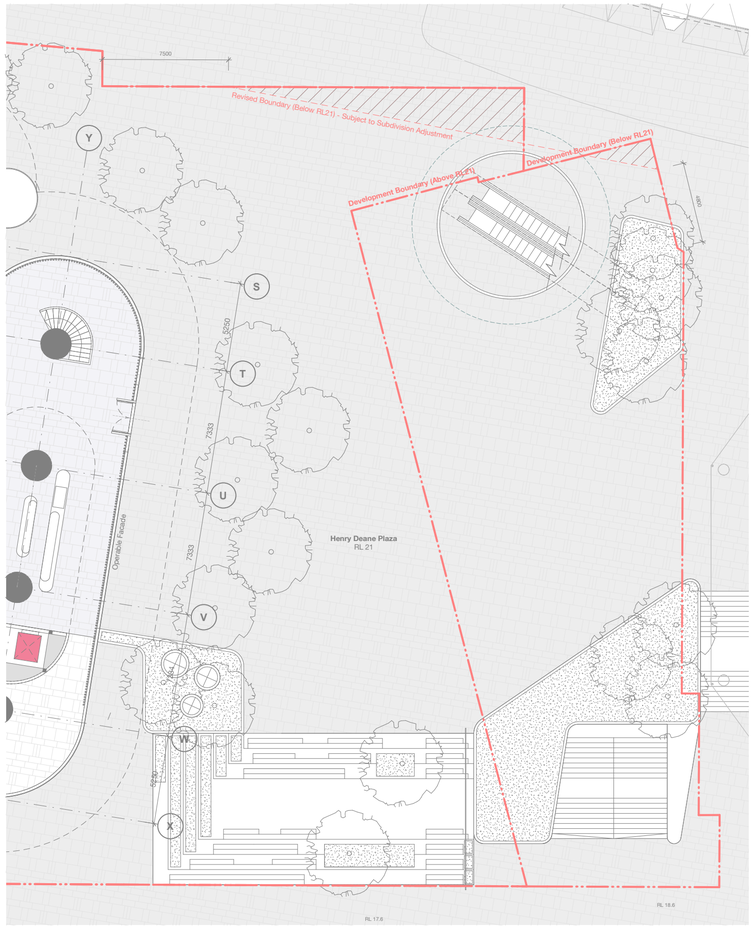
Response

The public domain design has been further advanced since the SSDA submission in July, and coordinated in weekly design meetings with CPS. The following areas have been refined:

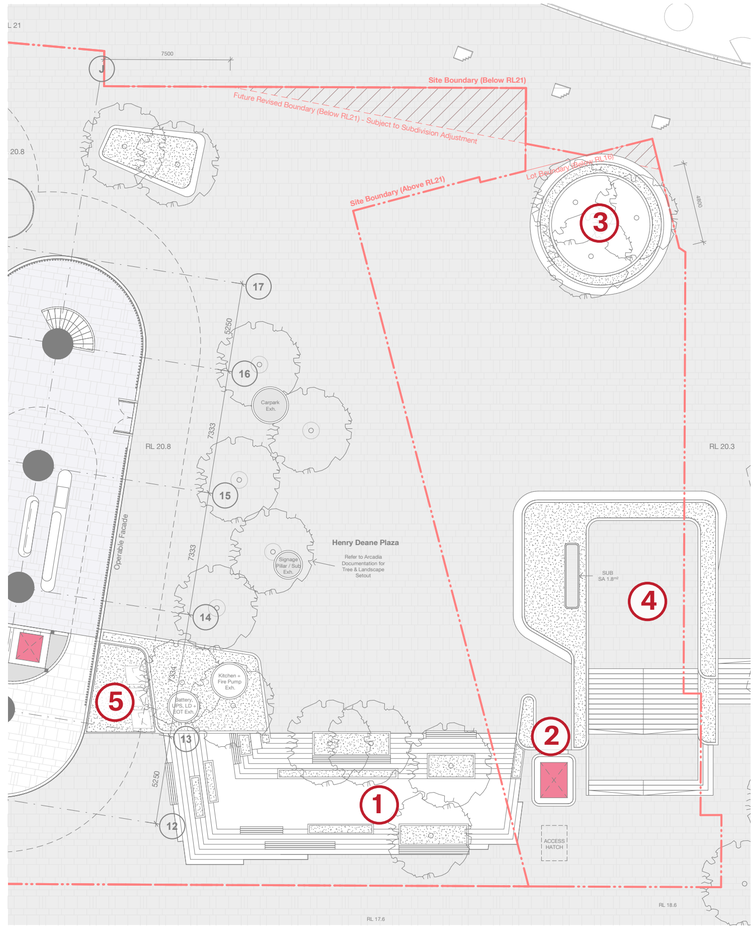
1 - Levels have been coordinated to link between the developments. As part of this, the main stair leading to the upper deck has been reduced in height by lowering the plaza level and introducing a cross fall towards Lee Street. The stair has also been set back from the property boundary, allowing adequate treatment for handrail extensions and tactile flooring.

2 - The public lift along Lee Street now also serves the upper plaza level, interconnecting RL 16, Lee Street and RL 20.5. The lift has been sized to allow for 2 bikes or one pram or one wheelchair.

3 - The oculus has been opened up, the roof omitted, and the escalators removed. The design language and placement has been coordinated with CPS to ensure a consistency in the public domain design



Ground floor plan - SSDA design



Ground floor plan - revised design

DPE - Public Domain
12 - Integration

4 - The stair leading from Lee Street to RL 16 has been opened up to the sky to introduce a laneway character, further enhancing access to daylight spporting intuitive wayfinding and lifting the subterranean feel. Vertiical walls have been reduced in height to provide better visibility across Henry Deane Plaza and visual access to key building entries at RL21 level as well as from Lee Street.

5 - The recess between the southern pill and planter has been developed to now include a planter, linking the upper and lower planter into a common expression.

For materiality please refer to the Landscape architect response.

Revised Public Domain

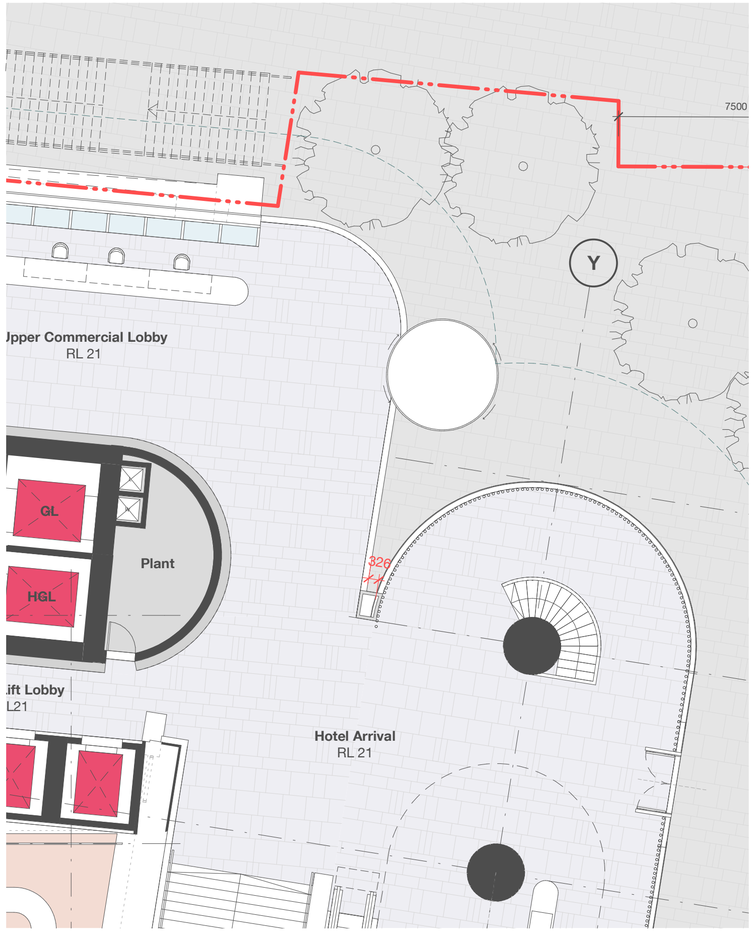
DPE - Public Domain
12d - Integration

d) resolution of the proposed dead spaces located between the Henry Deane Plaza stairs fronting Lee Street and the glazed tower atrium and between the eastern and southern ‘pill’ buildings (Figure 2).

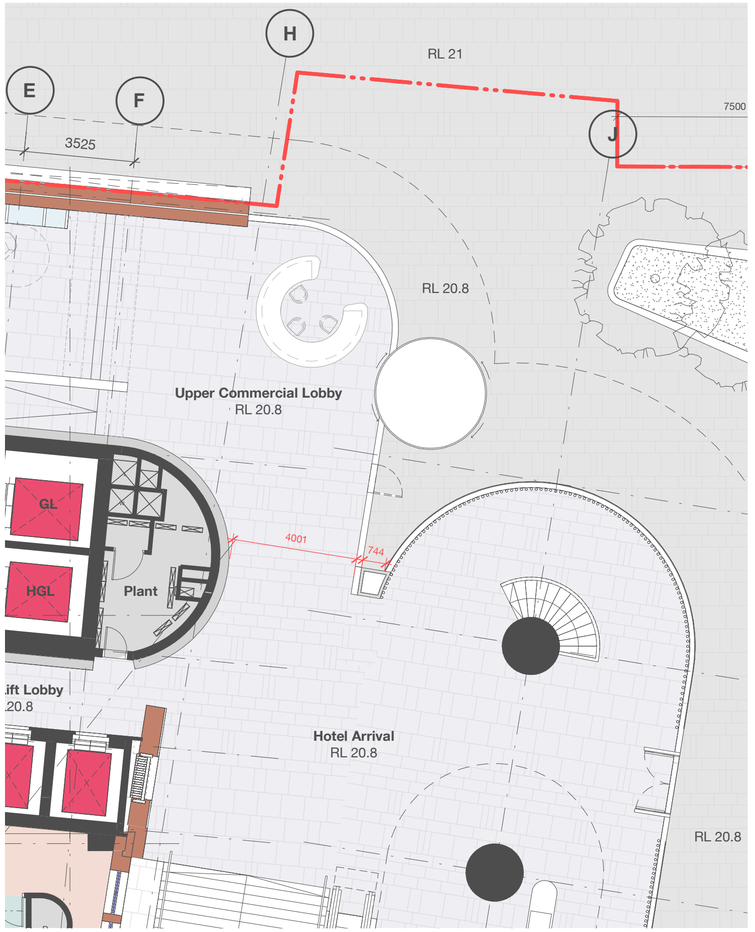
Response

The recess separating the eastern lobby from the southern pill serves 2 functions. It houses structure supporting the glazed atrium above and conceals a downpipe for rainwater collection from the glazed roof. It also allows the southern pill tower form to be brought down to the ground with clarity in the architectural expression of each pill shaped form.

We agree that the previous version of this recess shown in the SSDA submission created a tight notch that was inaccessible. This has been amended in our RTS submission with the width now more than doubled from 326mm to 744mm. It has also been moved further east to allow for better accessibility and visibility into the space.



Ground floor plan - SSDA design



Ground floor plan - revised design

DEP - Public Domain

13 - Awnings

DPE - Public Domain
13 - Awnings

Clarify the design and location of the proposed building awnings, including:

a) drawing(s) confirming the extent to which the awning(s) exceed the building envelope

(also see point 2); and

b) the relationship and impact of the awning to Block A (Atlassian), including:

i) confirmation of how many metres the awning projects into Block A and over the Atlassian upper ground floor

ii) the height of the awning above the relevant public domain level on the site and on the Atlassian upper ground floor

iii) any impacts to the approved landscaping (noting the awning is located above proposed Atlassian tree planting and landscaping)

iv) confirmation of consultation with, and agreement from Atlassian for the projection of the awning over the Block A, Upper Link Zone.

Response

The awnings serve a number of functions:

— Break down building scale and land tower in the public domain with an articulation to relate to the human scale.

— Provide continuous weather protection as recommended in the WGDG.

— Wind mitigation measure to address remaining areas of high wind concern subsequent to massing of Block A and Block B.

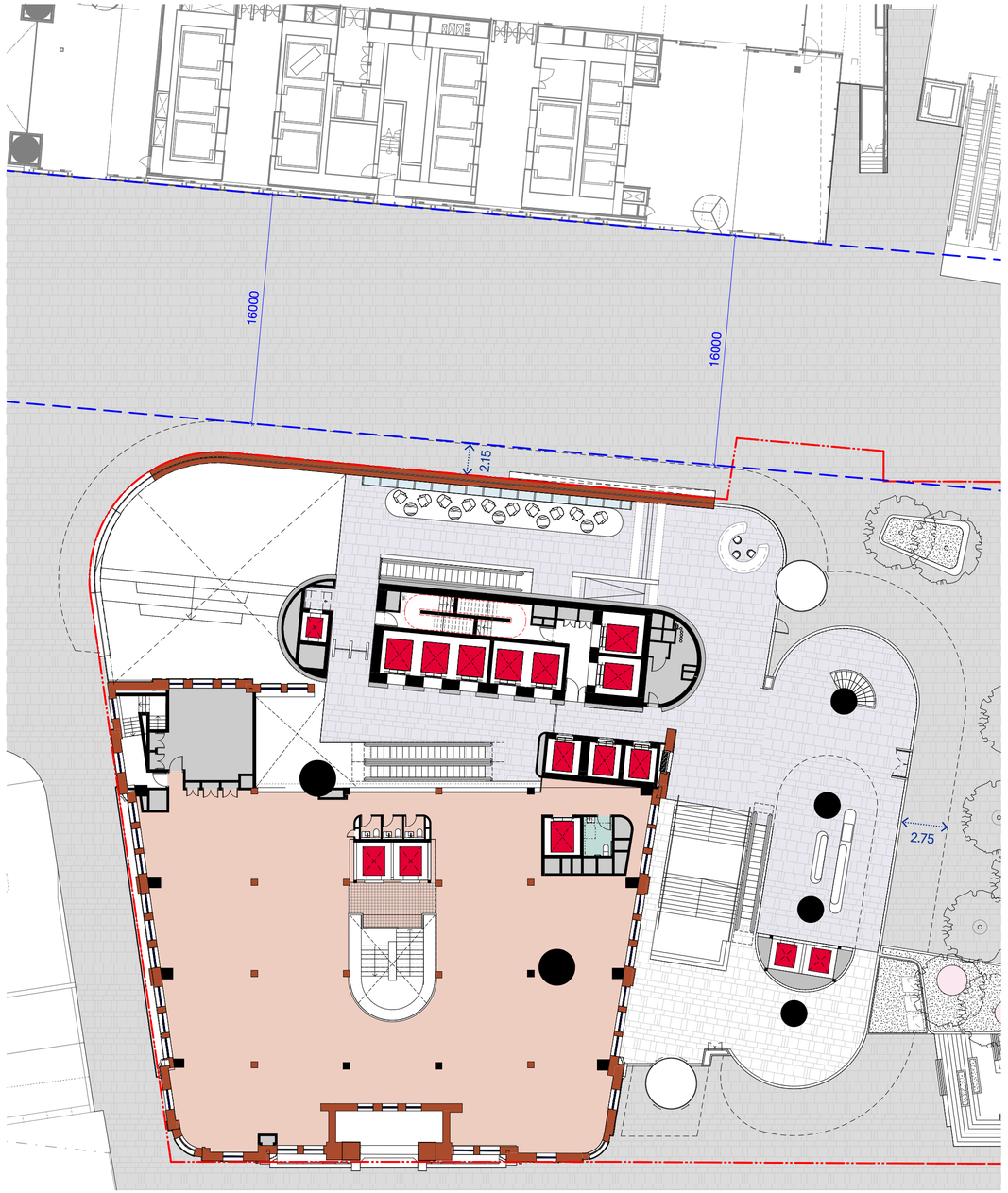
Direct response to commentary:

a) The eastern awning extend 2.15m beyond the eastern property boundary with Block A, and is contained within the 16m eastern setback line. The southern awning extends 2.75m beyond the southern pill setback line.

b) i) The awning is ca 16m setback from the Atlassian development (Block A and Block C are not 100% parallel) and is compliant with the required 16m setback.

b) ii) The awning is set at 5.8m above RL 21.

b) iii) and iv) Toga are aware of the use of trees, slab openings to RL 16 and introduction of a DDA lift in the link zone. These items were discussed with Atlassian, but no concerns were raised in coordination meetings between the two parties. Please refer to formal letter from Atlassian provided separate to this document.



DEP - Traffic, Transport & Access

21 - Parking

DPE - Traffic, Transport & Access

21 - Parking

21 c) Increase bicycle parking provision.

Response

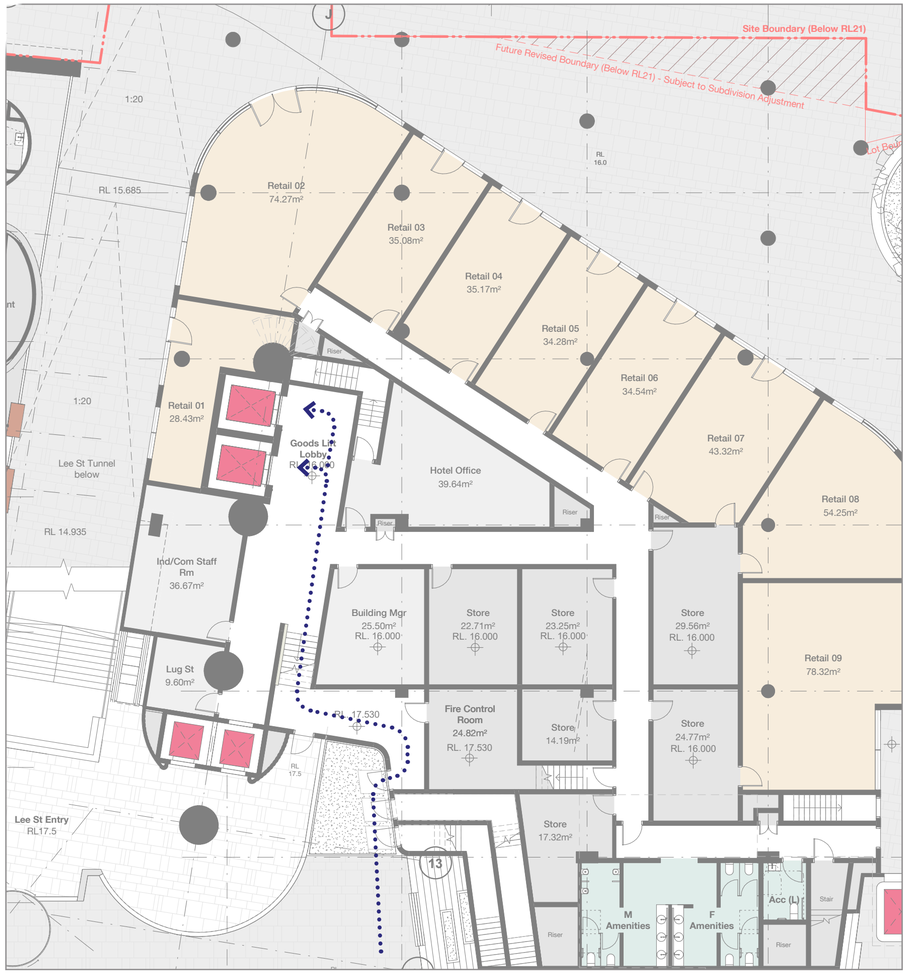
A second End of Trip facility has been added to increase numbers to 223 bike spaces, 223 lockers and 28 showers (refer to Transport Report by Stantec).

Cyclists will enter from Lee Street via a short stair and access two goods lifts (shared with retail functions), which can hold two bikes each. These lifts open onto the new EOT facility on basement level 2.

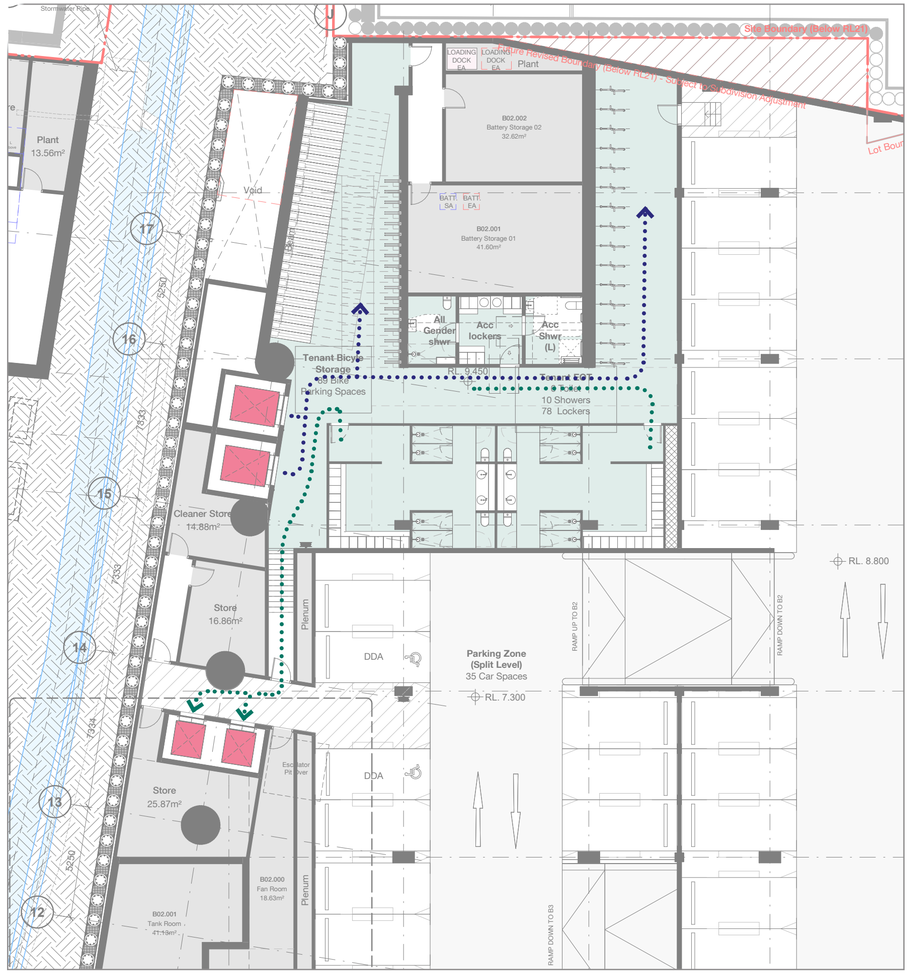
People leaving the EOT facility will have access to the two car park lifts leading to the lobbies on Ground Floor (RL 20.8).

Legend

- Bicycles
- Pedestrians



Lower Ground floor plan



Basement 2 floor plan

DEP - Traffic, Transport & Access

24 - Integration Plan

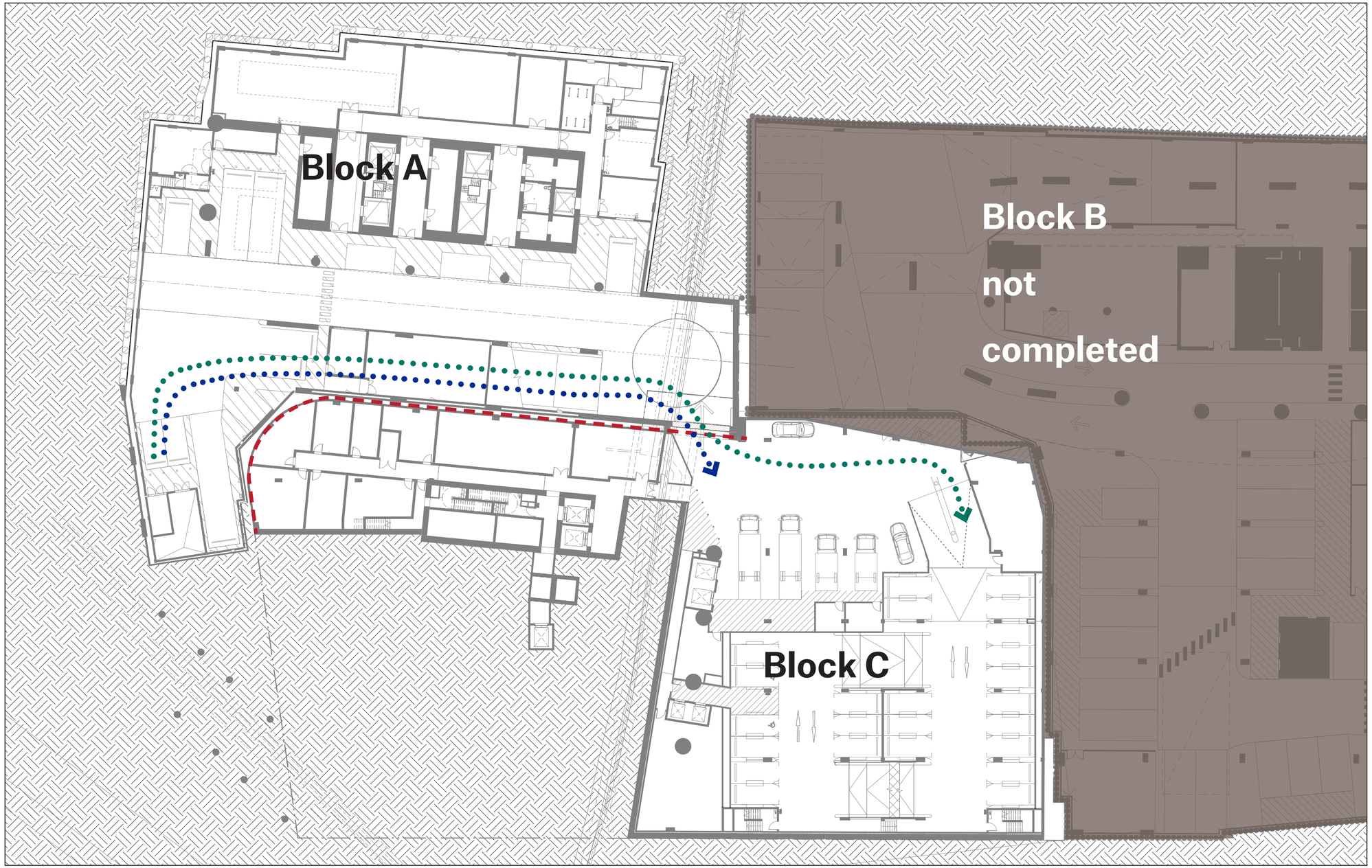
DPE - Traffic
24 - Integration Plan

Provide a basement integration plan that clarifies the configuration of basement access for Day 1 and Day 2 scenarios.

Response

Adjacent diagram describes a development scenario (Day 1) with Block A and Block C developed, but Block B not completed.

In this scenario, All vehicles will enter and exit the Atlassian dive ramp from Lee Street. A turntable on Block A land in front of Block C loading bay will enable vehicles to turn.



Legend

Loading Bay

Car Park

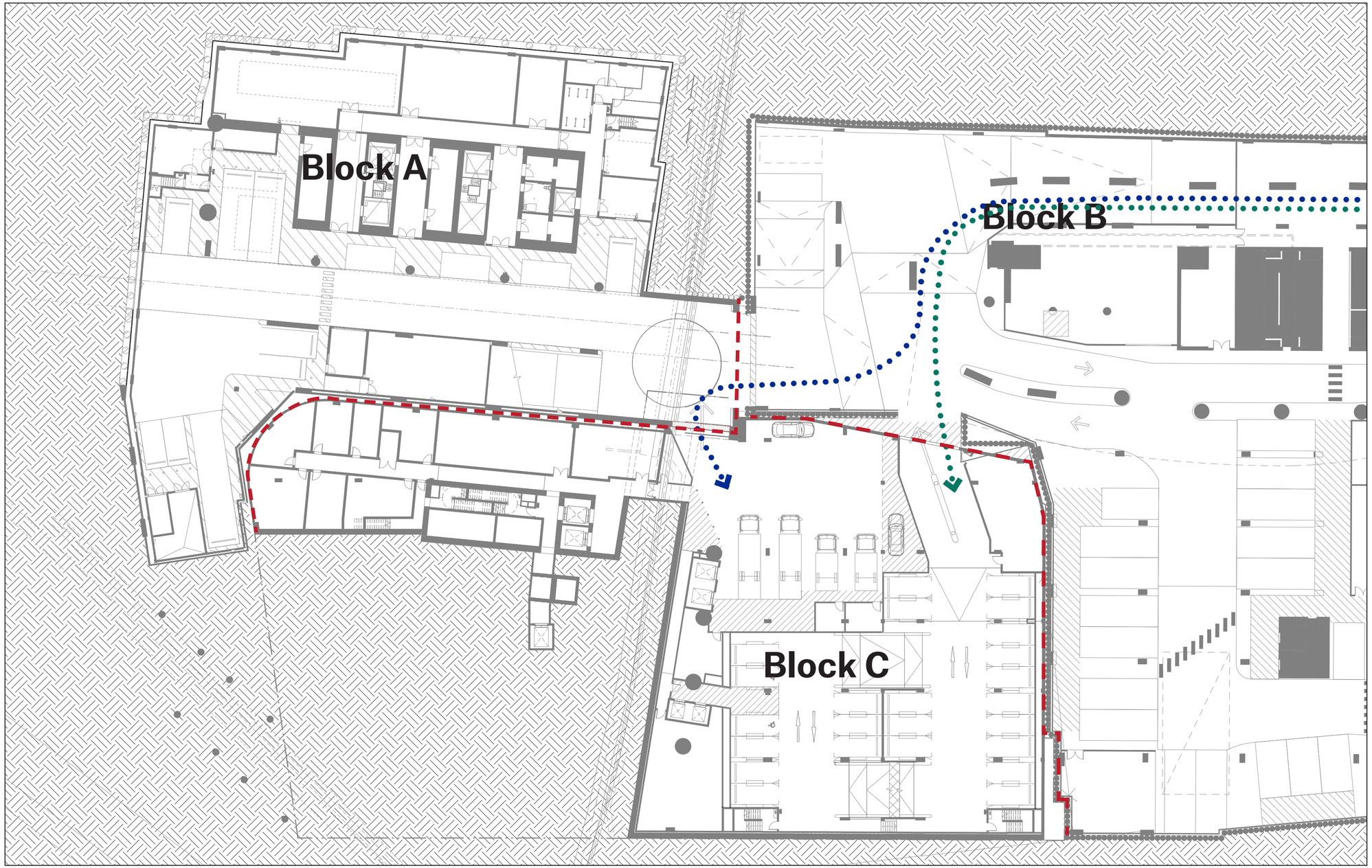
DPE - Traffic
24 - Integration Plan

Provide a basement integration plan that clarifies the configuration of basement access for Day 1 and Day 2 scenarios.

Response

Adjacent diagram describes a development scenario (Day 2) with all three Blocks completed.

In this scenario, all vehicles will enter via Block B. The Atlassian dive ramp will be closed and offered as public domain at Street level.



Legend

Loading Bay

Car Park

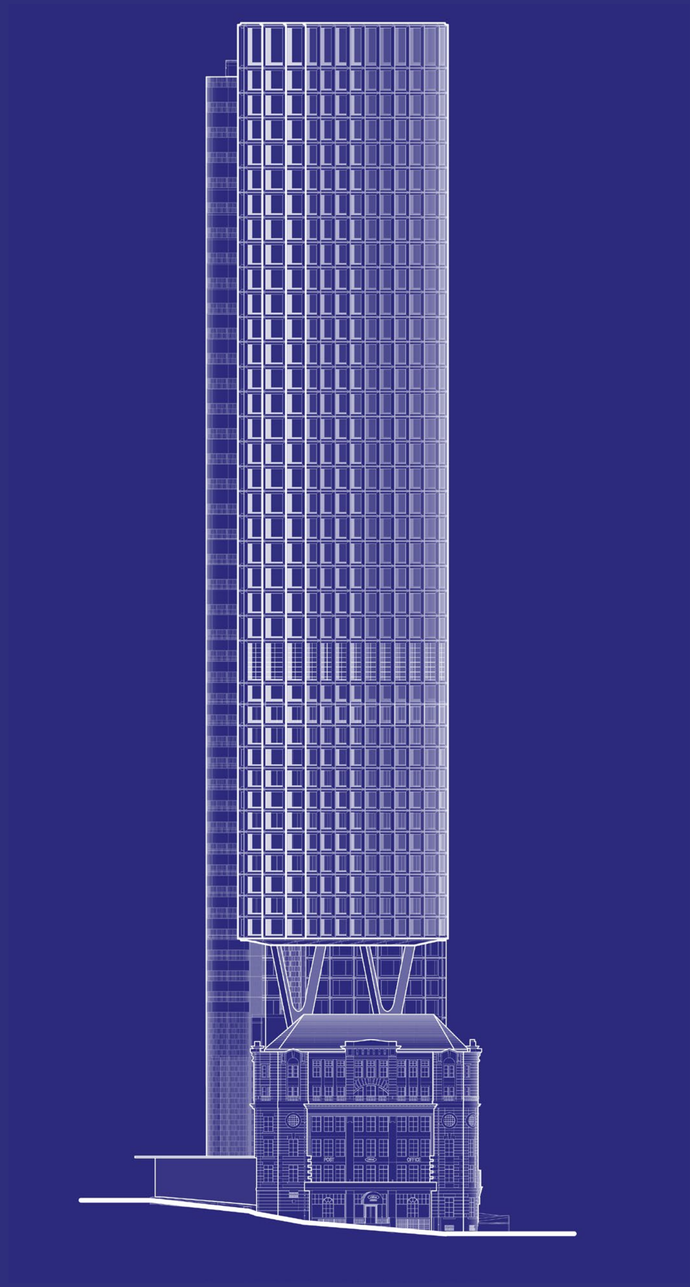
TOGA Central

Response to Submission
Summary of drawing changes

TOGA

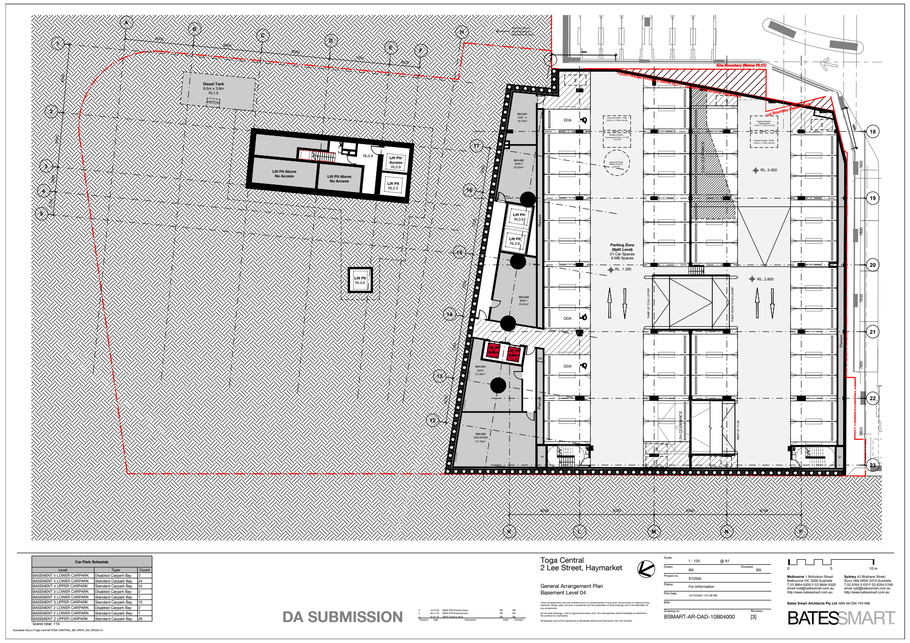
December 2022

BATESSMART™



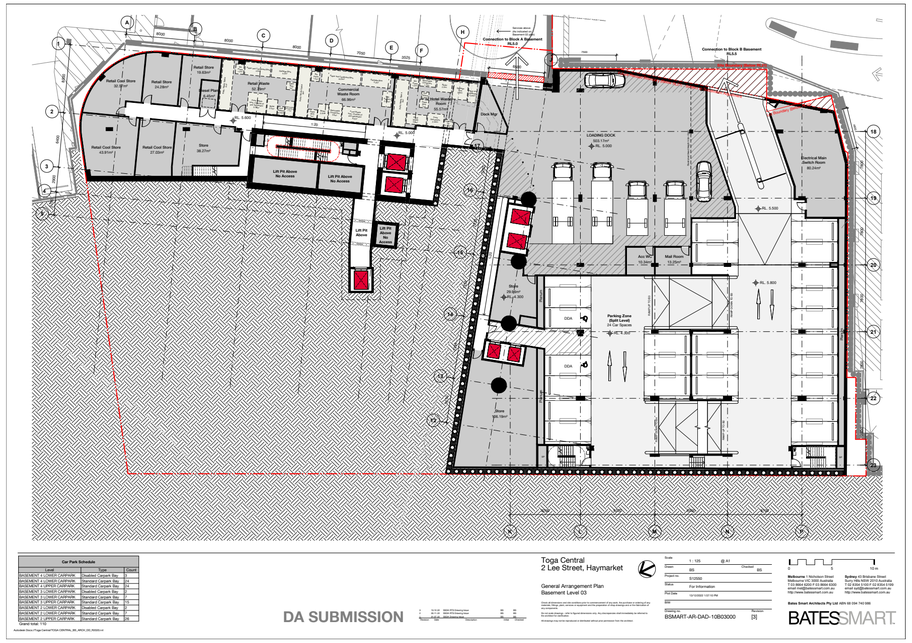
Design updates
Basement 4

— Basement extent reduced
— Diesel tank shown in ground as opposed to rooms
— Fire water tank relocated to southern basement
— Electrical rooms relocated
— Supermarket goods lifts rotated
— fPPb Retail goods lift location adjusted
— Car park layout adjusted and moved south
— Car Park egress stairs rearranged



Design updates
Basement 3

— Car park layout adjusted and moved south
— Loading bay increased, one extra bay added
— Waste room layout details added
— Supermarket goods lifts rotated
— fPPb Retail goods lift location adjusted
— Canopy tubing extent reduced
— BOH rooms rearranged and relocated



Design updates
Basement 2

— Car park layout adjusted and moved south

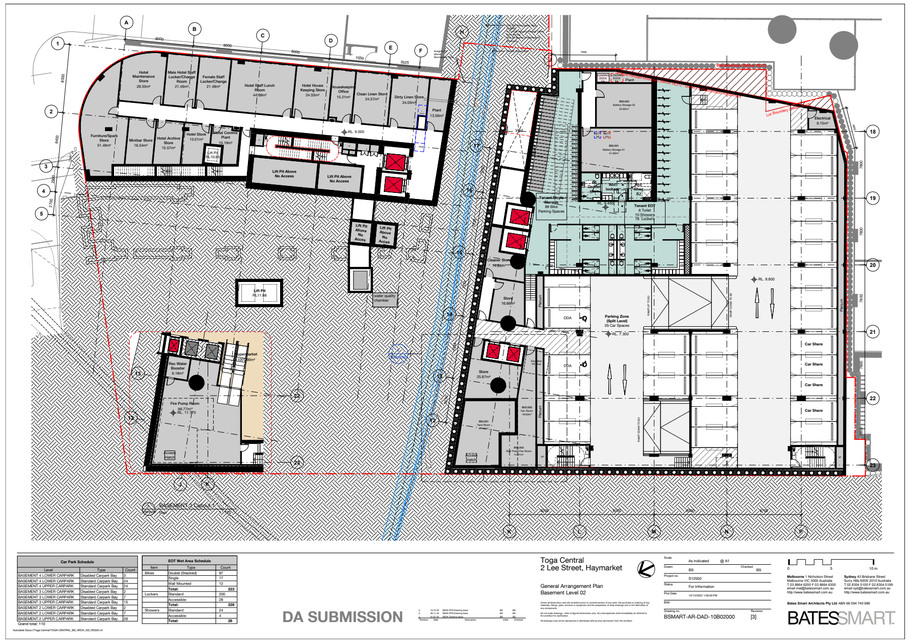
— Supermarket goods lifts rotated

— fPPb Retail goods lift location adjusted

— BOH rooms adjusted

— Second EOT facilities added

— Fire pump room and tank relocated to southern basement



Design updates
Basement 1

— Supermarket entry and layout adjusted

— Egress stairs from car park adjusted

— fPPb Retail goods lift location adjusted

— Substation layout adjusted

— EOT layout adjusted

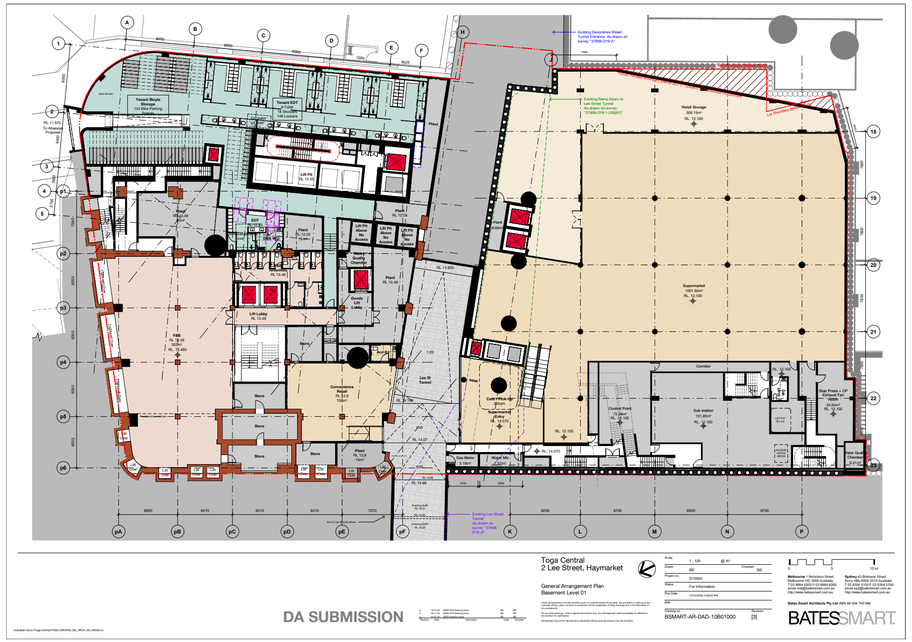
— Lee Street tunnel gradient adjusted to 1:20 cross fall and upper level @ max 16.1

— fPPb western stair removed

— Kitchen added

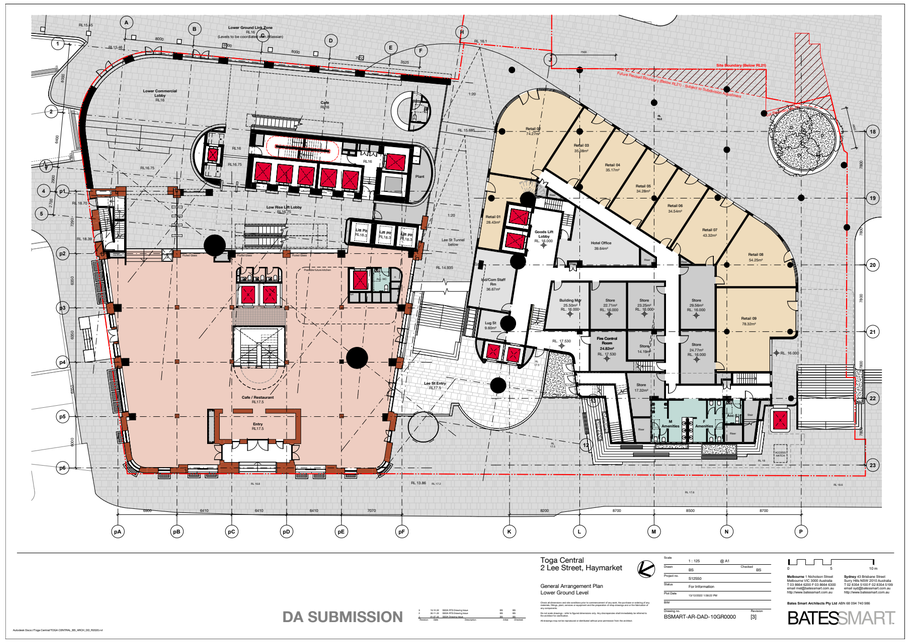
— BOH areas revised

— Shape of final egress stair north simplified



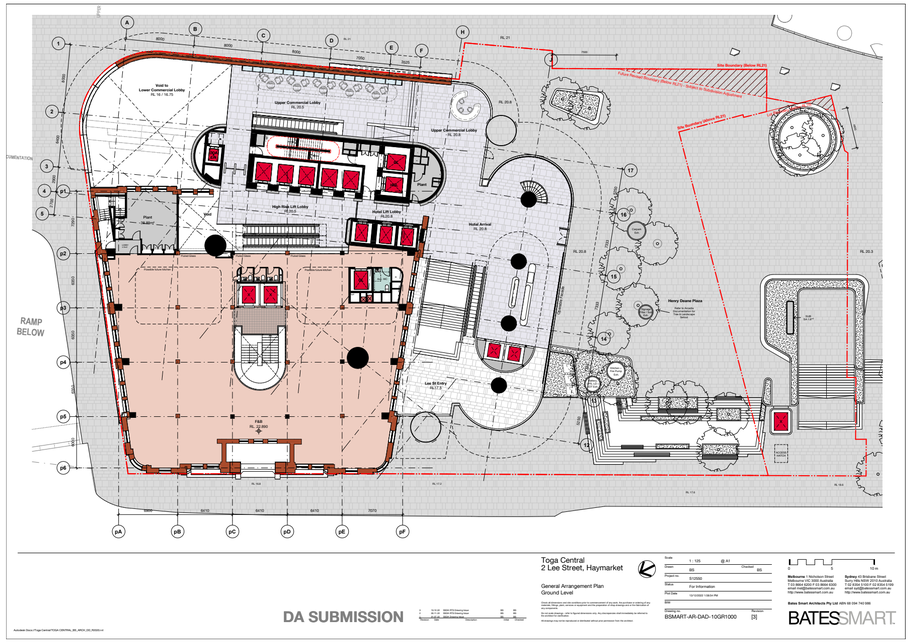
Design updates
Lower ground level

— Public areas RL 16 adjusted
— Public domain escalators removed and roof removed
— Public lift reintroduced to serve RL 16/Lee Street/ RL 20.5
— Public lift lobby widened on RL16
— Lee Stret public stair widened
— BOH areas adjusted
— Supermarket goods lifts rotated
— Car park egress stairs adjusted
— Substation stairs adjusted
— Final egress stair north/east simplified
— Lee Street tunnel gradient adjusted
— fPPb western stair removed
— fPPb Retail goods lift location adjusted
— indicative Kitchen added to fPPb
— RL 17.25 lowered to RL 16.75.
— Cafe pod on RL 16 reshaped
— fPPb feature stair shape adjusted
— Paving rooflights added



Design updates
Ground level

— Public Domain updated
— Public domain removal of escalators and roof
— Public domain increased opening to RL 16
— Public domain Lee Street Stair widened
— Public domain lift extended to serve RL 20.5
— Public domain levels adjusted to tie in with Atlassian and CPS levels
— Public domain exhaust vents developed
— Western end of southern pill landscaping refined to avoid CPTED concerns
— fPPb western stair removed
— Final egress stair north added
— fPPb Retail goods lift location adjusted
— fPPb kitchens relocated
— Central fPPb atrium simplified
— Commercial lobby levels adjusted to 20.5 / 20.8



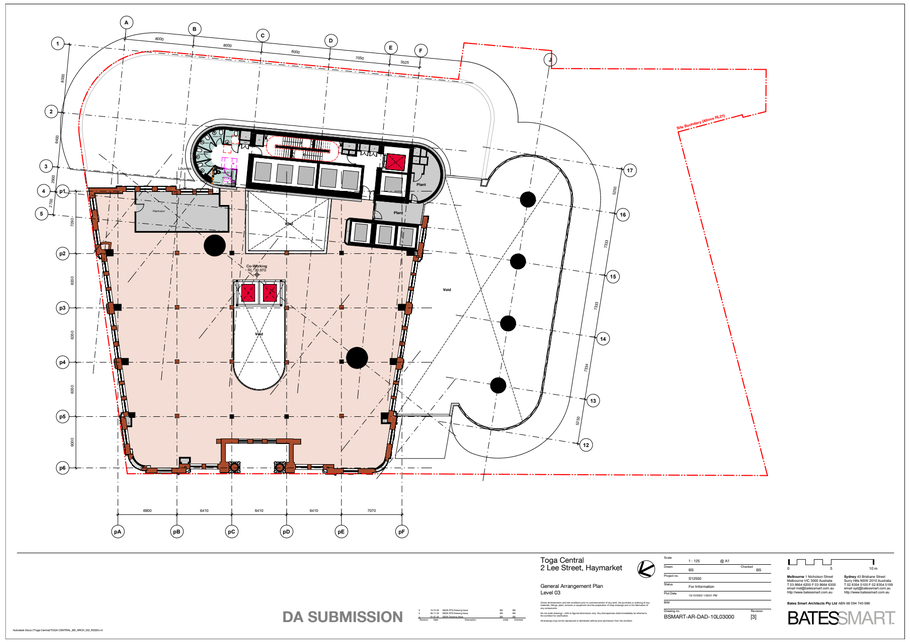
Design updates
Levels 2-5

— On floor plant room simplified

— Eastern void reduced in size

— Access to core adjusted

— Risers consolidated to improve floorplate design



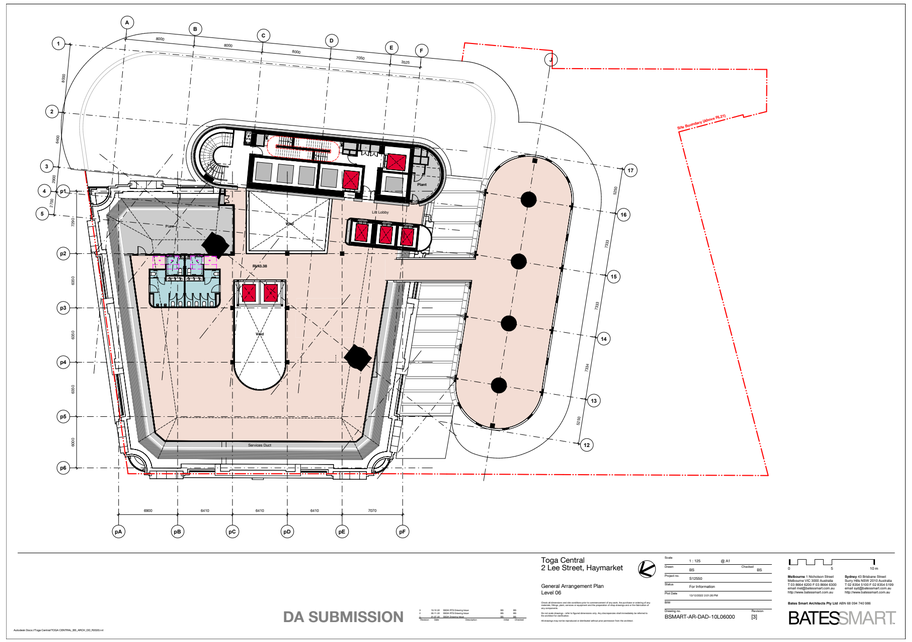
Design updates
Level 6

— Plant rooms simplified

— 2 large columns cut line corrected (graphic representation)

— Eastern void reduced in size

— Access to core adjusted

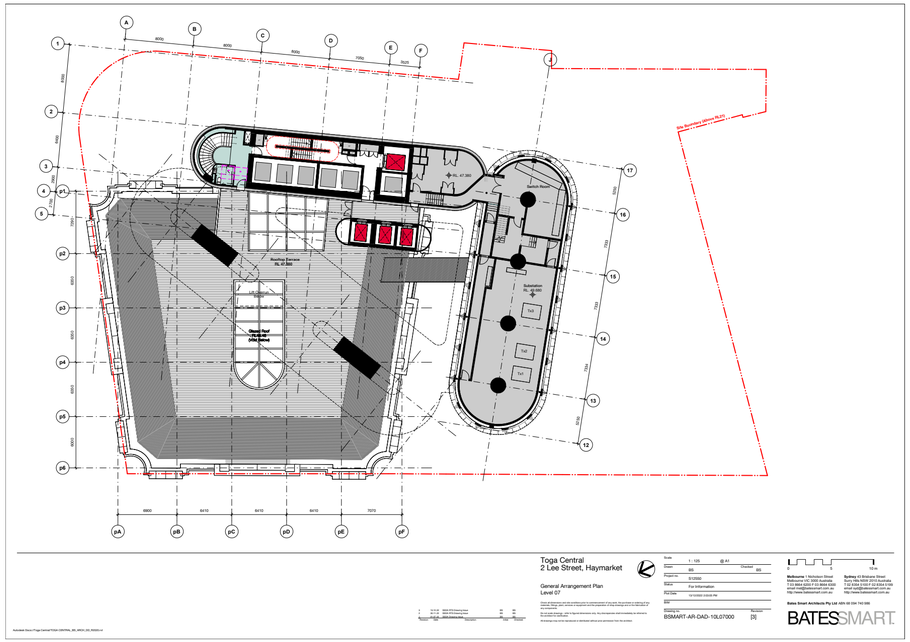


Design updates
Level 7

— Elevated substation layout refined

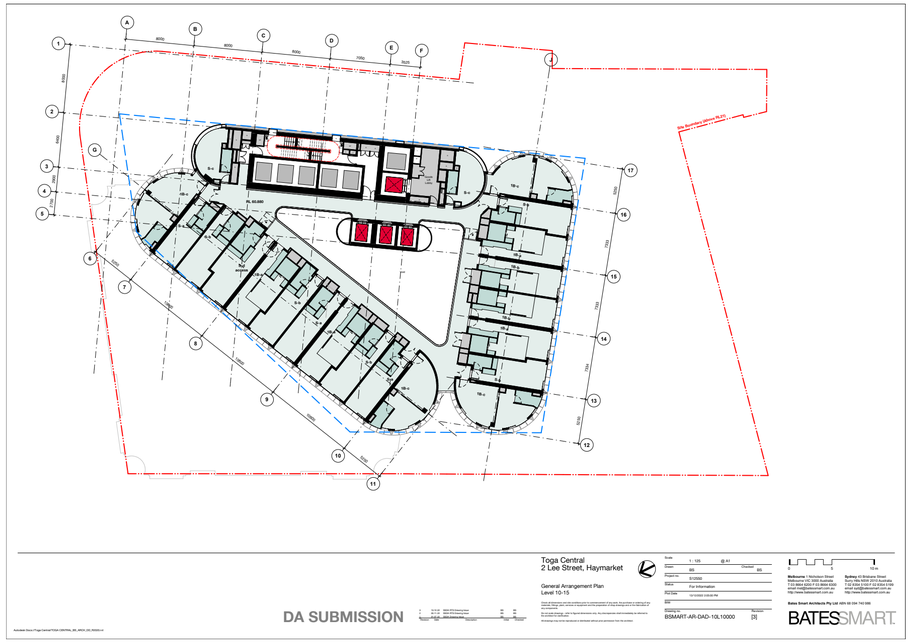
— Glass floor reduced to match atrium size

— Central Atrium roof size adjusted and detail added



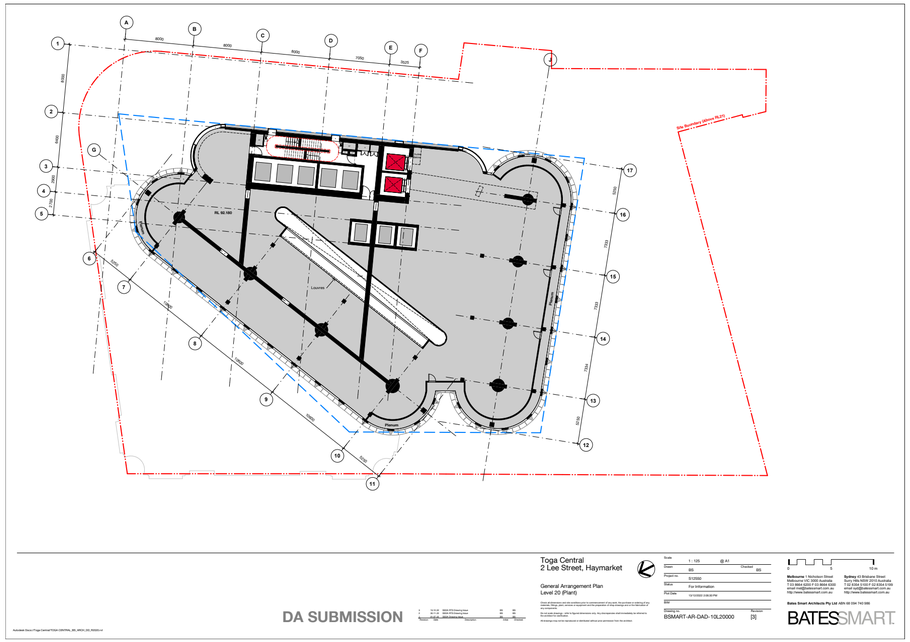
Design updates
All floors above level 10

— RLs adjusted to new hotel floor to floor height (reduced from 3.2 to 3.1)



Design updates
Level 20

— Hotel atrum void passing through plantroom reshaped

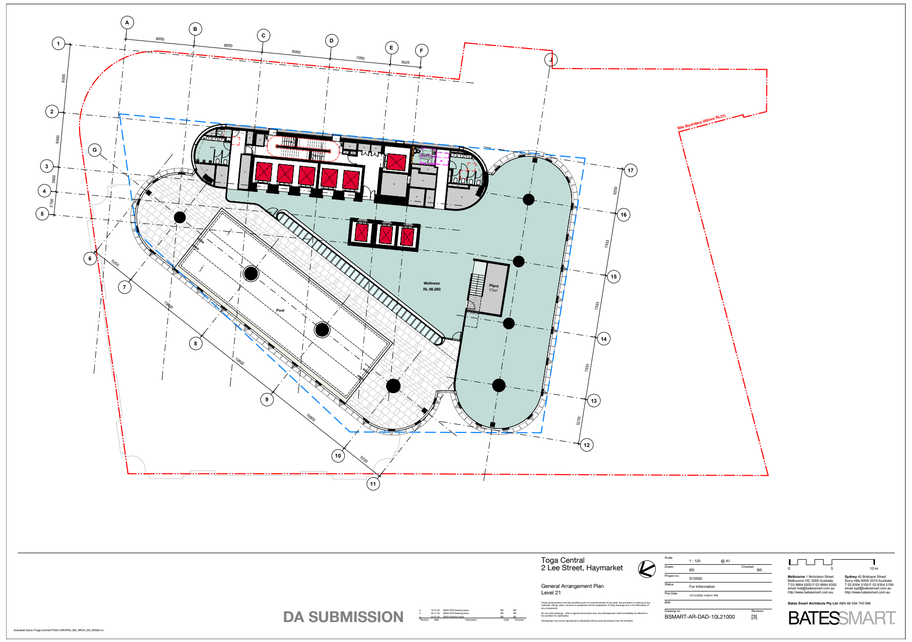


Design updates
Level 21

— Hotel atrum void passing through wellness floor reshaped

— Fit-out detail removed

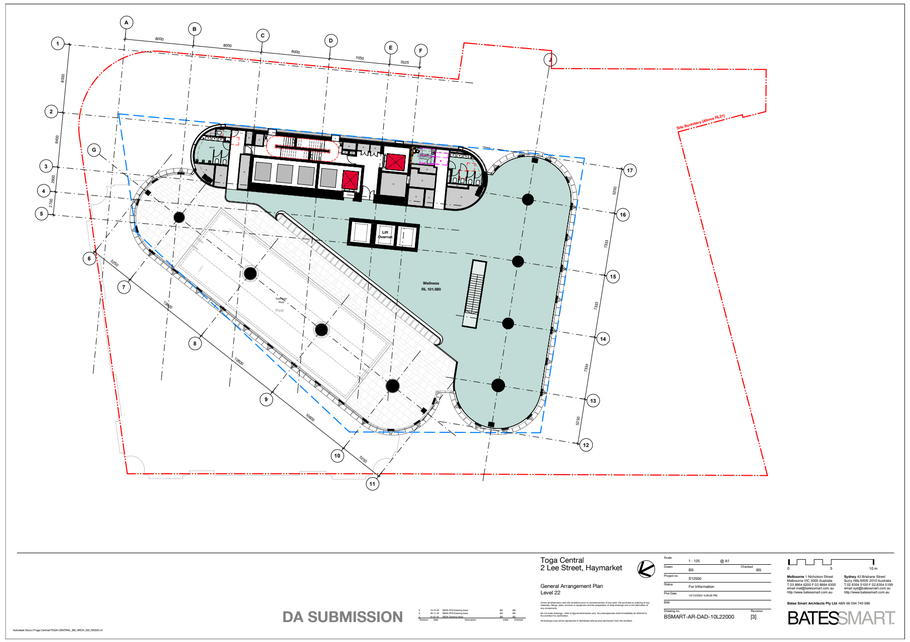
— Pool widened



Design updates
Level 22

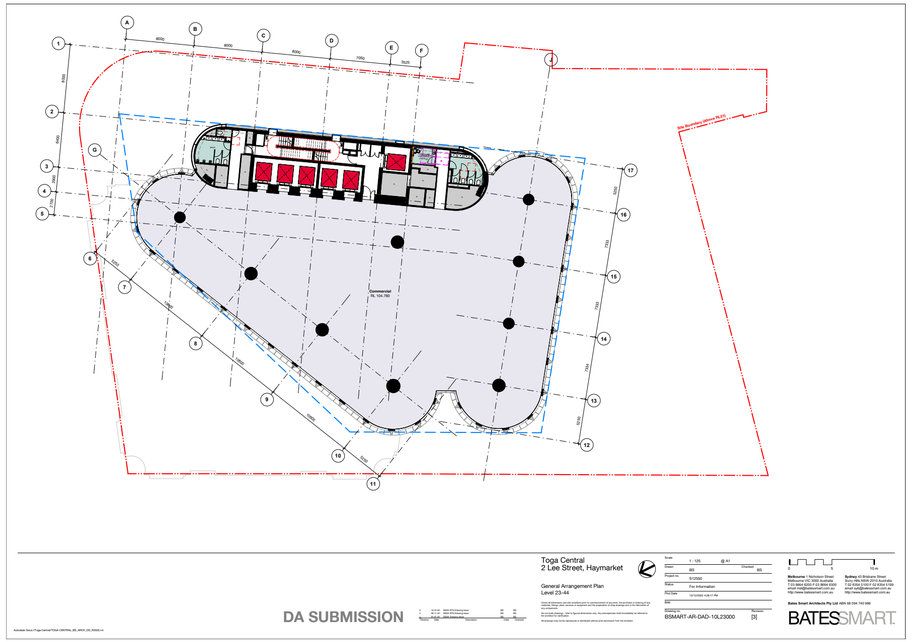
— Hotel atrum void passing through wellness floor reshaped

— Fit-out detail removed



Design updates
Levels 23 to 44

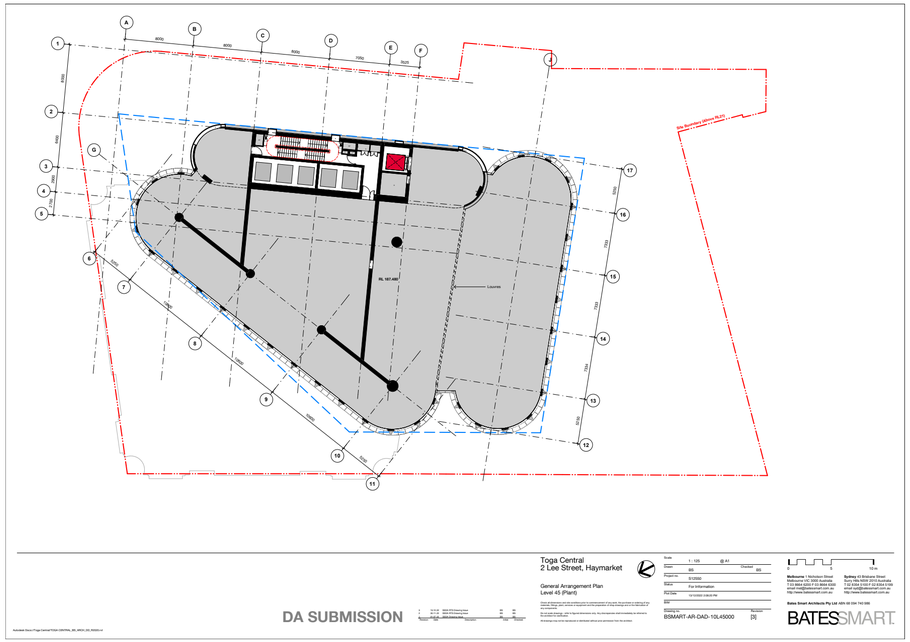
— No change



Design updates
Level 45 (lower)

— Plant room screen to Southern plant adjusted

— Southern plant lid and columns removed



Design updates
Level 45 (upper) and roof plan

— Lift overruns and roof levels adjusted

— Top of building reduced from 202.28 to 201.28

— Lid to southern pill removed (facade retained)