URBIS

APPENDIX EE: DESIGN INTEGRITY REPORT

Sydney Metro

Pitt Street North Over Station Development

State Significant Development, Development Application (SSD DA)

Prepared for

PITT STREET DEVELOPER NORTH PTY LTD

29 June 2020

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1. INTRODUCTION

This Design Integrity Report (**DIR**) has been prepared by Urbis, Foster + Partners Architects and Oxford Properties on behalf of Pitt Street Developer North Pty Ltd (**the Applicant**) to accompany a Detailed State Significant Development (**SSD**) development application (**DA**) which seeks consent for a commercial Over Station Development (**OSD**) above the Sydney Metro Pitt Street North Station site.

1.1. PROJECT OVERVIEW

The Detailed SSD DA seeks approval for the detailed design, construction and operation of a new 39 level commercial building above the new Sydney Metro Pitt Street northern station entrance. The proposed development also includes floorspace for the provision of retail uses within the lower levels of the development as well as lobby, commercial facilities, bicycle and other storage, plant room etc, and which are to be constructed in accordance with the terms of the Sydney Metro project approval (CSSI approval).

The proposed commercial building will provide additional premium office floor space in the Central Sydney CBD, in addition to retail tenancies to enliven the site and surrounds during and outside typical business hours. The proposal will accommodate a commercial building within the Central Sydney CBD and optimise the NSW Government's major investment in public transport infrastructure.

The detailed design of the commercial OSD tower has been the subject of design development, testing and ongoing review from various government and independent parties such as the Design Review Panel (**DRP**) to ensure that it achieves the highest standard in architectural design while providing a functional interface delivered with the Sydney Metro.

In summary the Detailed SSD DA (SSD-10375) seeks development consent for:

- The design, construction, and operation of a new commercial tower with a maximum building height of RL 176.8 (39 levels) including ground and plant levels;
- A total of 55,743m² GFA, including station floor space;
- Private landscaped terraces on levels 10 and 11 to support the commercial OSD use;
- Integration with the approved CSSI proposal including though not limited to:
  - Structures, mechanical and electronic systems, and services; and
  - Vertical transfers.
- Use of spaces within the CSSI 'Sydney metro box' building envelope for the purposes of:
  - Retail tenancies;
  - Commercial lobby and amenities including end of trip facilities;
  - 40 car parking spaces within the podium relating to the OSD commercial use;
  - Loading and service access; and
  - Pedestrian entrances to the OSD from Pitt Street and Castlereagh Street.
- Fit-out of spaces within the podium for OSD purposes, with the exception of the future tenant spaces (office and retail);
- Provision and augmentation of utilities and services (including within basement level 1);
- Provision of signage zones; and
- Stratum subdivision (staged) between metro station and OSD uses.

1.2. SITE LOCATION AND DESCRIPTION

The site comprises the southern extent of the Sydney CBD block bounded by Pitt Street, Park Street and Castlereagh Street (**Figure 1**). The site is an irregular L shaped allotment with street frontages of approximately 27.8m to Pitt Street, 81m to Park Street and 48.3m to Castlereagh Street. Internal facing

boundaries consist of a north eastern boundary measuring approximately 41.3m, a north western boundary of 41.6m and a northern internal boundary of 15.7m resulting a site area of 3150.1sqm.

The site occupies one allotment and is legally described as Lot 20 in DP 1255509.

References within this report to the Sydney Metro Pitt Street North Station site relate to the Sydney Metro Pitt Street northern site only. This detailed SSD DA does not relate to the Sydney Metro Pitt Street Station southern site located on the corner of the Pitt Street and Bathurst Street intersection

Figure 1 – Aerial photograph of the site

Source: Urbis/ NearMap

1.3. BACKGROUND

1.3.1. Sydney Metro

Sydney Metro is Australia's biggest public transport project. Services started in May 2019 in the city's North West with a train every four minutes in the peak. Metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new metro railway stations underground at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new metro platforms under Central.

In 2024, Sydney will have 31 metro railway stations and a 66 km standalone metro railway system – the biggest urban rail project in Australian history. There will be ultimate capacity for a metro train every two minutes in each direction under the Sydney city centre.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure project (reference SSI 15_7400) (CSSI Approval). The terms of the CSSI Approval includes all works required to construct the Sydney Metro Pitt Street North Station, including the demolition of existing buildings and structures on the sites. The CSSI Approval also includes construction of below and above ground improvements with the metro station structure for appropriate integration with the OSD within the 'metro box' envelope.

With regards to CSSI related works, any changes to the “metro box envelope” and public domain will be pursued in satisfaction of the CSSI conditions of approval and do not form part of the scope of the Concept SSD DA for the OSD.

1.3.2. Concept Proposal (SSD 8875)

The Minister for Planning granted development consent to the Concept SSD Application (DA) (SSD-8875) on 25 June 2019. Concept approval was granted for:

- A maximum building envelope, including street wall and setbacks for the over station development;
- A maximum building height of RL 188.74 metres;
- A maximum gross floor area of 50,310m² (including station floor space);
- Podium level car parking for a maximum of 50 parking spaces; and
- Conceptual land use for either one of a mixed-use or commercial scheme (not both).

1.3.3. Modification to Concept DA (SSD 8875)

A modification application to the concept approval has therefore been lodged concurrently with the Detailed SSD DA. The section 4.55(2) modification application seeks consent for the following amendments:

- Amend the concept building envelope plans approved on 25 June 2019 by the Minister under application number SSD 8875 to modify the podium envelope
  - at the Castlereagh Street façade to facilitate better built form relationship with the scale of the adjacent Masonic Building;
  - at the Pitt Street façade to facilitate better built form relationship with the scale of the adjacent National Building;
- Amend conditions A15 and A17 to permit the protrusion beyond the building envelope for the purpose of sunshading elements, planted elements and balustrades;
- Increase in the total GFA across the site to 55,743sqm (including station floorspace);
- Replace Concept Approval plans to show interrelationship of proposed OSD floor space with station floor space; and
- Make minor amendments to the Design Guidelines in respect to podium heights and tower setbacks.

The proposed Detailed SSD DA is consistent with the Concept DA as proposed to be modified.

1.4. PURPOSE OF THIS REPORT

The Department of Planning, Industry and Environment (**DPIE**) has issued the Applicant with Secretary’s Environmental Assessment Requirements (**SEARs**) to inform the preparation of an Environmental Impact Statement (**EIS**) for the proposed OSD above the new Sydney Metro Pitt Street North Station site.

Specifically, this DIR has been prepared with regards to SEARs requirement number 3 (design excellence and built form) which states:

> *demonstrate compliance with the approved Sydney Metro Pitt Street North Over Station Development Design Guidelines and Sydney Metro Design Excellence Strategy and submit the required documentation including the Design Integrity Report.*

Similarly, this DIR has been prepared in accordance with the Concept SSD DA (SSD 8875) conditions of consent B4 and B5 which state:

> *B4. Prior to the lodgement of any Detailed Development Application, the Applicant is to submit a Design Integrity Report (DIR), to the satisfaction of the Planning Secretary, that demonstrates how design excellence and design integrity will be achieved in accordance with:*
>
> *(a) The design objectives of the Concept Development Application;*

(b) Consistency with the approved Design Guidelines as amended by Condition A23;

(c) The DEEP's Design Excellence Report;

(d) The advice of the State Design Review Panel (or approved alternative under Condition A25); and

(e) The conditions of this consent.

5. The Design Integrity Report (DIR) as required by Condition B4 must include a summary of feedback provided by SDRP (or alternative approved in accordance with Condition A25) and responses by the Applicant to this advice. The DIR shall also include how the process will be implemented through to completion of the approved development.

The detailed design of the commercial OSD has been the subject of design development, testing and ongoing review from various government and independent parties including the Design Review Panel (**DRP**) to ensure that it achieves the highest standard in architectural design while providing a functional interface delivered with the Sydney Metro.

Accordingly, this DIR outlines the rigorous design excellence process undertaken to ensure the future detailed design of the OSD achieves design excellence and demonstrates design integrity.

This DIR is structured as follows:

- **Section 1** – Introduction
- **Section 2** – Consistency with Design Objectives of Concept Approval
- **Section 3** – Endorsed DEEP Design Excellence Strategy
- **Section 4** – Pitt Street North Station Design Guidelines
- **Section 5** – Sydney Metro DRP Advice and Recommendations
- **Section 6** – Consistency with Conditions of Concept Approval
- **Section 7** – Key Issues

2. DESIGN OBJECTIVES OF CONCEPT APPROVAL

In accordance with Condition B4(a) of the Concept Approval (SSD 8875), the DIR is required to demonstrate how design excellence and design integrity have been achieved in accordance with the project objectives of the Concept Approval.

The EIS and subsequent Submissions Report submitted with the Concept Proposal (SSD 8875) established the following project objectives, which sought to:

- *support the NSW Government's planning strategies and objectives, including the Greater Sydney Region Plan (2018) and the Eastern City District Plan (2018)*
- *enable the development of a mixed use building at the site which caters to a range of different in demand land uses and works to create a fully integrated station precinct in Central Sydney*
- *provide a development outcome which is commensurate with the status of Central Sydney as a leading economic and cultural centre*
- *enhance the customer experience and urban amenity through the development of an integrated design concept that ensures delivery of a quality public domain area with strong connections to the site's surroundings*
- *create an urban environment that drives high usage of the Sydney Metro network, responding directly to the principles of Transit Oriented Development*
- *provide the opportunity to deliver the OSD as early as possible with the aim of opening concurrently or shortly following completion of the Pitt Street Metro Station*
- *enable a building form which works to minimise, to the maximum extent possible, overshadowing impacts on public open space including Hyde Park*
- *provide a sensitive relationship between the site and the surrounding heritage context*
- *create a framework which works to achieve design excellence in the final integrated station development.*

2.1. CONSISTENCY WITH CONCEPT APPROVAL DESIGN OBJECTIVES

The detailed design of the OSD is consistent with the Concept Approval project objectives as discussed below.

- Section 6 of the EIS outlines the proposal's consistency with the relevant strategic planning documentation. In particular, the proposal aligns with objectives of the Sydney Region Plan: 'A Metropolis of Three Cities' by providing a significant amount of high quality commercial floor space in a highly accessible CBD location, and by maximising opportunities to leverage off the Pitt Street North Station to improve connections from the home and work, thus, supporting the 30-minute city.
- Similarly, the proposal addresses relevant planning priorities of the Eastern City District Plan by locating additional employment opportunities above new transport infrastructure (closer to homes and services) to encourage active transit methods such as walking and cycling. The proposal is also considered sustainable as it is likely to result in a high proportion of trips by public transport, as well as walking and cycling, to reduce emissions and improve health.
- The detailed design of the OSD comprises a 39-level commercial tower which will contribute 54,651sqm of commercial office floor space to the Central Sydney CBD employment targets. The proposal, as modified, also includes provisions for the use of ground floor retail tenancies and space on the second floor for either retail or commercial uses. This will create an integrated commercial mixed-use development with direct connections to the future metro station.
- The proposal will result in a development outcome which underpins Central Sydney's focus on innovation and global competitiveness through the provision of commercial floorspace with high accessibility to housing, services, public transport, entertainment and cultural facilities available in the Sydney CBD.
- The ground floor level of the podium includes several active uses which relate to the metro station and the commercial office floor space. The public domain is proposed to be expanded within the SDPP by the extension of the kerb to increase pavement and circulation spaces near the station. The public upgrade

works to Pitt, Park and Castlereagh Streets proposed under the CSSI Approval, will consist of new kerbside street tree planting, bollards, lights, street furniture and bench seats. This will ensure the delivery of a high quality and well connected public domain area with enhanced customer experience and urban amenity.

- By the nature of the project as an integrated station development, it is anticipated the proposal will drive high usage of the Sydney Metro network with direct connections for future residents and site visitors to the metro station below.
- The development directly assists in the timely delivery of the new metro station and in achieving the priority to provide infrastructure projects on-time and on-budget. The EIS outlines the proposed construction staging, timing and delivery of the detailed design in conjunction with the CSSI Approval.
- The proposed built form of the OSD does not overshadow Hyde Park during the protected hours of the year as confirmed by compliance with the sun access plane, and it minimises overshadowing impacts on Hyde Park at other times of the day and year. The design and articulation of the proposal is generally consistent with the building envelope approved under SSD 8875.
- The proposal is sympathetic to the character of the buildings within the vicinity and will have negligible impacts on the existing significant views to and from any heritage item, notably, the National Building and NSW Masonic Club. Specifically, the proposal incorporates a podium height which aligns with the adjoining National Building and NSW Masonic Club creating a coherent streetscape. Further, the materials and finishes proposed for the OSD have been selected to reflect the predominant materiality in Central Sydney and the local heritage items within the surrounds.
- A Design Excellence Strategy has been prepared and endorsed by the Minister for Planning as part of the Concept Approval. This establishes the rigorous process undertaken to ensure the future detailed design of the OSD achieves design excellence. This DIR has been prepared for the purposes of demonstrating how design excellence and design integrity has been achieved for the project.

The proposed Pitt Street Station North OSD outlines how design excellence and design integrity will be achieved, in part, through demonstrating consistency with the Concept Approval (SSD 8875) project objectives as discussed above.

3. DEEP DESIGN EXCELLENCY STRATEGY

As part of the Request for Proposal (RFP) process, Sydney Metro established the Design Excellence Evaluation Panel (DEEP) and tenderers were required to satisfy the Design Excellence requirements. This involved presenting to the DEEP during the bid and evaluation period of the RFP and obtain the DEEP's support for the tenderer's design. The DEEP identified elements in the tender scheme which contributed to design excellence and these are addressed in **Section 5.2**.

Pitt Street North was 'endorsed' by the DEEP in the Sydney Metro Design Excellence Evaluation Panel Report prepared by Sydney Metro dated 5 March 2019.

3.1. ELEMENTS REQUIRING DESIGN REFINEMENT

The below sections detail the design elements that were identified for further design refinement by the DEEP, and how they have been addressed through design development.

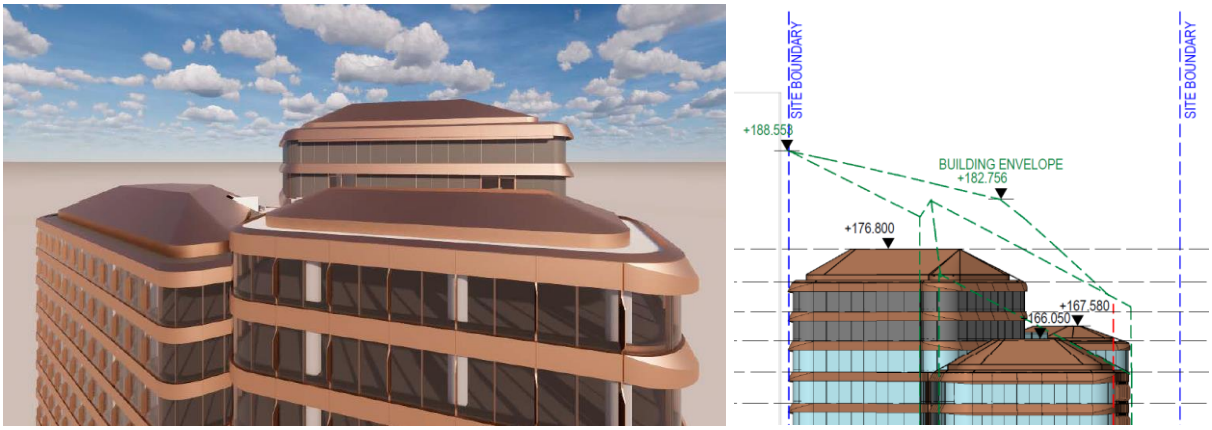
Design Excellence Evaluation Panel (DEEP) Items:

1. The honest expression of the plant floors capping the tower should be considered during design development. Treatment of the roof plant level to achieve a more appropriate expression.

Design Response:

- The roof volume and sloping roof surfaces at the top of the three towers which are heavily constrained by the Solar Access Plane have undergone detailed design coordination and development since the RFT phases of the project. The most significant two elements determining the final geometry of the roof are the Building Maintenance Unit (BMU) system and plantroom layouts with their services reticulation and corresponding louver areas.
- The BMU tracks are located along the perimeters of all three roof levels, a continuous 2 metre zone has been integrated at the base of each roof shape to allow for the safe and consistent operation of the Building Maintenance Unit.
- The heights of the central portions of the roof volumes have been adjusted to suit the plant requirements within, the sides to the plantrooms are perforated to allow for supply, return air and other ventilation demands, all while complying with restriction related to the Solar Access Plane and Building Envelope as indicated in the image below.

Refer Architectural Design Report Section 3.16 & 4.8.

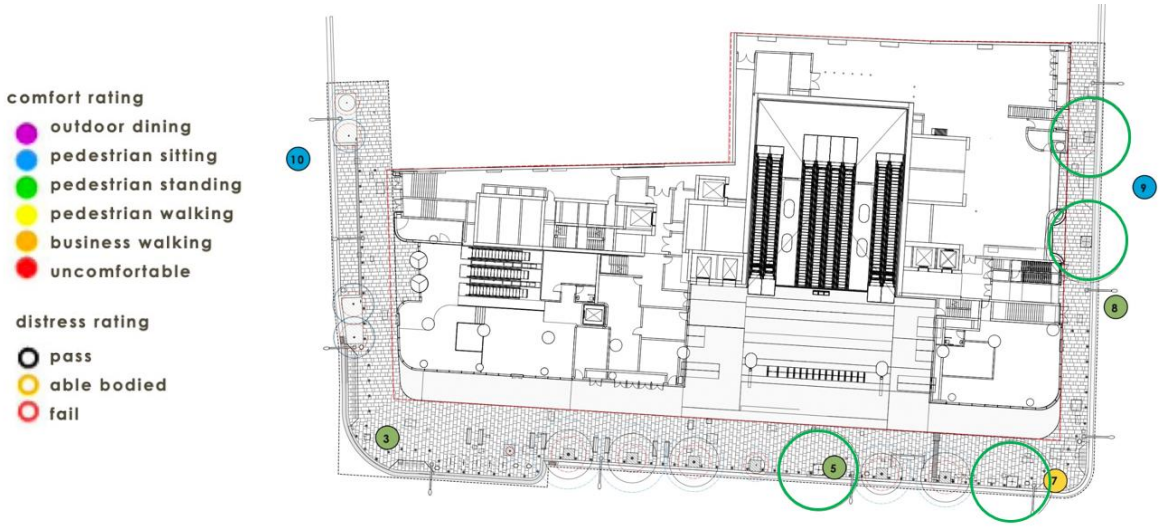


2. Tree planting is supported with further City of Sydney coordination. Further refinement required including the development of a strong set of principles to ensure a positive outcome.

Design Response:

- Two new kerbside trees are proposed at street level along Castlereagh Street, continuing the new trees that have been introduced in front of the Liberty place entrance. Additionally, two new infill trees have been introduced on Park Street at grade where they are completing the already existing tree line, lending the tower a green entry, separating seating from the kerb and bus stop to enhance the quality of waiting spaces. This establishes a continuous canopy of street trees that visually and ecological link each site to Hyde Park and Darling Harbour and gives these cross streets a clear identity that helps anchor and situate both locals and visitors at the midpoint in the City.
- In depth wind studies have been undertaken by the wind engineer in order to ascertain the impact wind will have on the trees and their ability to grow and thrive. The analysis concluded that the existing wind conditions and proposed building massing will not negatively influence the viability of the street trees.

Refer Architectural Design Report Section 2.12.



- In addition to the introduction of infill street trees, tree planting has been proposed on the podium roof terraces on levels 10 and 11. The proposed planting is offset from the perimeter of the podium to allow façade maintenance with trees glimpsed from the streets below. The raised planter beds offer 800mm soil depth for small scale trees.
- Wind studies have also been undertaken for the level 10 and 11 terraces, and early results proposed the exclusion of trees on the south-easterly corner of the level 10 terrace due to the wind conditions during peak events. As a result, trees are only located along the western, southern and north-eastern perimeter of the podium roof terraces as indicated in the diagram below.

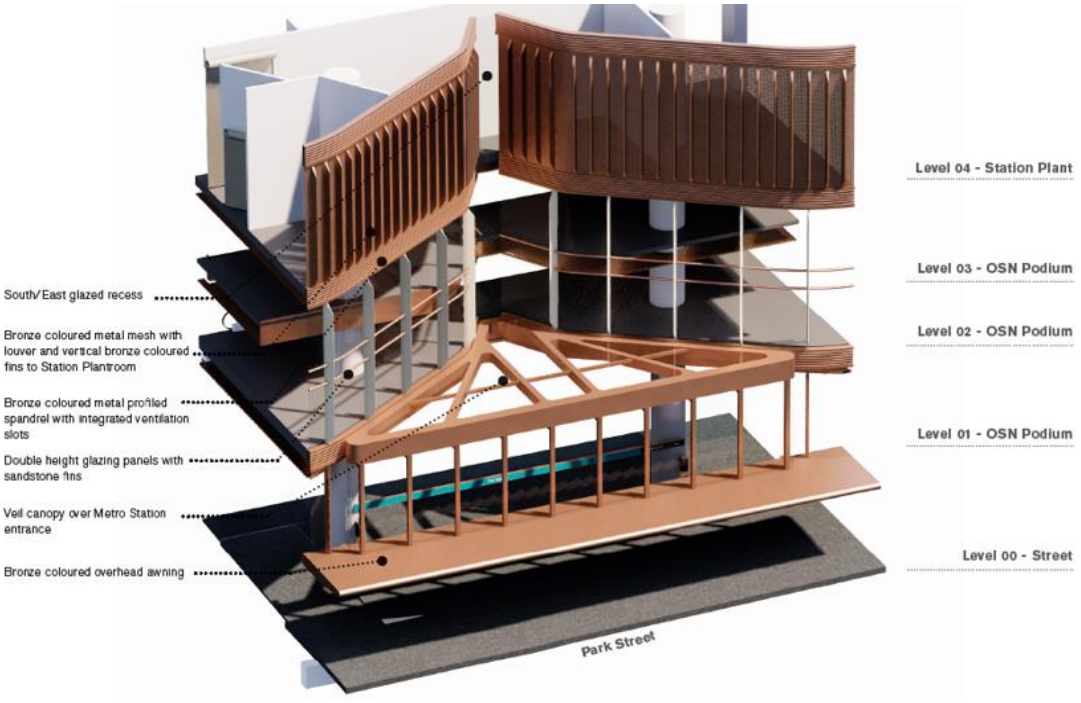
Refer Architectural Design Report Section 2.12.

3. Design of the station entry should be refined to reduce the imposition of structural beams on the experience. Reconsider elements that are not critical to achieve a simple, grand entry commensurate with the Park Street location.

Design Response:

- The structural design of the station entrance skylight has undergone an in-depth review by the structural engineering team in conjunction with the project's Blast engineer. Requirements listed within the Sydney Metro imposed Scope of Works and Technical Criteria's (SWTC) determine the maximum size of the glazed elements as well as the minimum size of transoms and mullions which capture the glass panels. All structural elements have been reduced to their smallest size allowing the maximum amount of daylight access to the station entrance.

Refer Architectural Design Report Section 3.13.

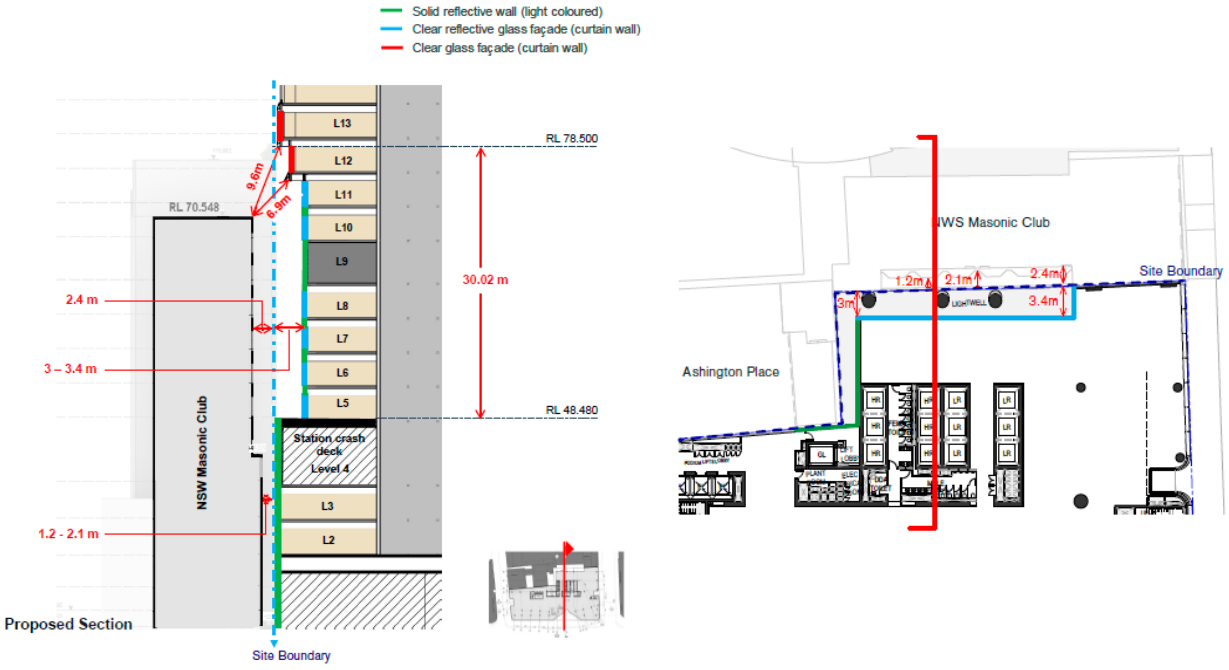


4. Light well to the northern boundary to ensure an appropriate relationship to adjoining building to the north and the tower above.

Design Response:

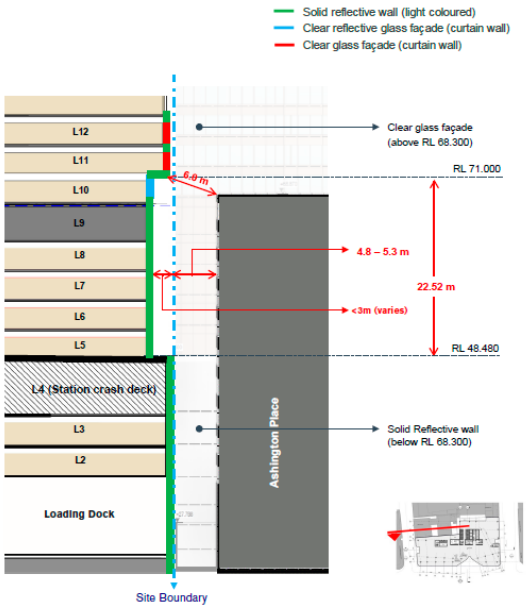
- The NSW Masonic Club has already sold off any future developable bonus GFA in turn allowing the permissible envelope for the Pitt Street North site to include a 0m setback. Notwithstanding, some consideration of the adjacent heritage building has been provided by observing a minimum setback of 3m, allowing increased daylight penetration into the opaque south-facing windows of the NSW Masonic Club building.
- The northern facade of the OSD tower provides a set-back between 3 and 3.4m from the site boundary for the length of the Masonic light well above the Station transfer level on level 4. The proposed podium facade from level 5 to 11 utilises a mix of reflective clear glazing and reflective light-coloured solid materials to maximise daylight access into the NSW Masonic Club, which complies with the Design Parameters set for the Pitt Street North site. Level 11 has a set-back of 1.5m allowing for a larger aperture at the top of the light well and thus allowing for a maximum amount of daylight to penetrate deep into the light well below, as illustrated in the diagrams on this page.

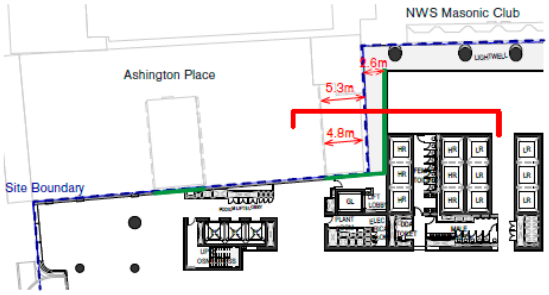
Refer Architectural Design Report Section 1.11 & 3.17



- The National Building (or Ashington Place) has also sold off any future developable bonus GFA in turn allowing the permissible envelope for the Pitt Street North site to include a 0m setback. Notwithstanding this, the design has considered how to best support the ingress of natural daylight into this area, benefiting the commercial Ashington Place tenants who are facing this lightwell.
- In line with the Pitt Street North Design Parameters set for the development, the proposed western facade of the OSD tower is providing a set-back between 1.9 and 2.6m from the site boundary for the length of the Ashington Place light well for six levels above the Station transfer level on level 4. The proposed podium and tower facades from level 5 to 9 are required to be clad in reflective light-coloured solid materials to maximise daylight access into the Ashington Place commercial offices surrounding the lightwell. As shown in the section below, level 10 will be the first level to have clear glazing as it is located above the roof of Ashington Place.

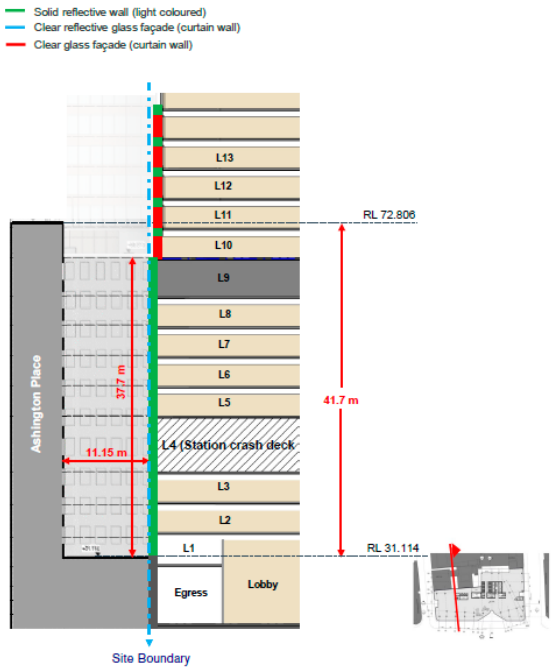
Refer Architectural Design Report Section 1.11 & 3.17





- The northern facade of the OSD podium and tower near the North-western corner of the site is immediately adjoining the Pitt Street North site boundary and thus providing a set-back of 0m. In line with the Pitt Street North Design Parameters set for the development, the proposed podium and tower facades from level 1 to 9 are required to be clad in reflective light coloured solid materials to maximise daylight access into the Ashington Place commercial offices surrounding the lightwell, with clear glazing proposed from level 10 onwards, as shown on the diagrams below.
- As such, the design of the facade which are facing the heritage lightwell with Ashington Place fully complies with the project requirements established in the OSD North Design Parameters during the RFT phases of the project.

Refer Architectural Design Report Section 1.11 & 3.17



5. Further refinement of the facades: detail and materiality. This includes further attention to the detail of the sandstone at ground level to achieve an appropriate civic response.

Design Response:

- The Pitt street North site is located centrally within the wider Town Hall Precinct. an area which is dominated by a significant number of civic heritage-listed sandstone buildings. Most buildings have predominantly solid facades with central entrances within an overall symmetrical building composition.
- Over the past few years, modern infill-developments have been erected in-between the heritage-listed buildings. These buildings have been carefully slotted in by using masonry and sandstone elements within the design of their facades. While mostly taller than the existing heritage-listed buildings, the more modern facades are categorised by displaying striking good balance between solidity and permeability, activating the street facades while seamlessly integrating into the existing streetscape.
- In a similar way the Pitt Street North development has interrogated the composition and materiality of adjacent heritage and modern buildings in order to define the appropriate location of stone elements within the podium facades. Key considerations were to increase the solidity of the building without losing the permeability at grade and views towards the activated uses on level 2 and 3 from the street.
- The identity of Pitt Street North reflects the geological rock formation that it sits on top of. For the external and internal building facades, a local sandstone has been selected; 'Piles Creek Cream' stone panels from the Gosford quarries. The sandstone panels will be applied with grouted, sealed joints colour-matched to the stone panels.

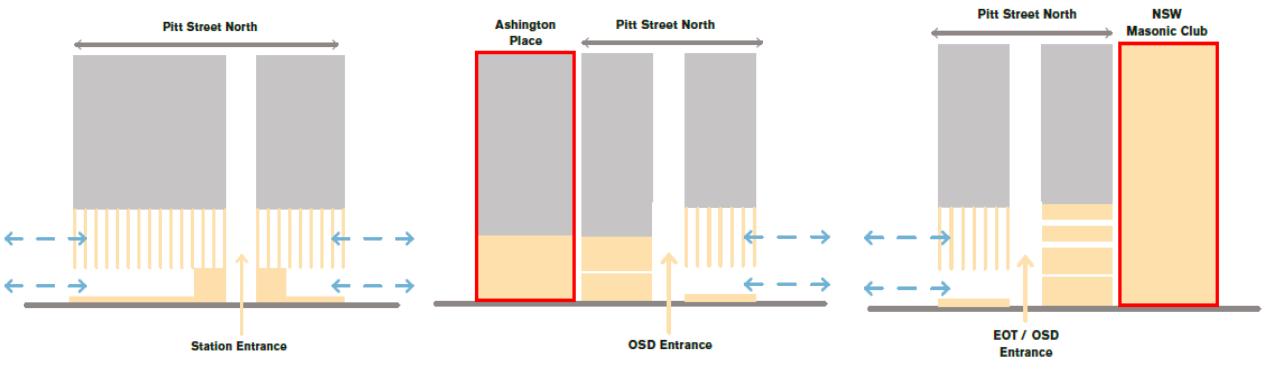
Refer Architectural Design Report Section 3.9 & 3.10

- Stone cladding has been incorporated in and around the Pitt Street Station entrance on Park Street, framing its opening in a civic way, a gesture which is in keeping with the expression around the

entrances of adjacent heritage listed buildings. A small stone upstand has been introduced at the base of the Park street retail facades, gently 'grounding' the building into its civic surroundings. The station then further introduces sandstone within its concourse and station box gradually guiding the customers underground.

- The design and expression of the Pitt Street facade is governed by elements of the adjoining National Building (Ashington Place) facade, illustrated by the relationship of the proposed division of the podium into 3 vertical bays reflecting the height and traditional lot width of the National Building as well as its central entrance. In addition to this, a principle of gradual transition from the partly stone-clad National Building (Ashington Place) to the materiality and permeability of the proposed Park street facade has been introduced by cladding the lower podium levels of the facade and wrapping the stone further in and up into the commercial lobby. This stone clad wall will be visible from the street by maintaining a predominantly clear glazed facade on Park Street. This story is further continued in the small stone upstand along the ground floor facades and vertical stone fins in front of the semi-public levels above.

Refer Architectural Design Report Section 3.12 & 3.13.

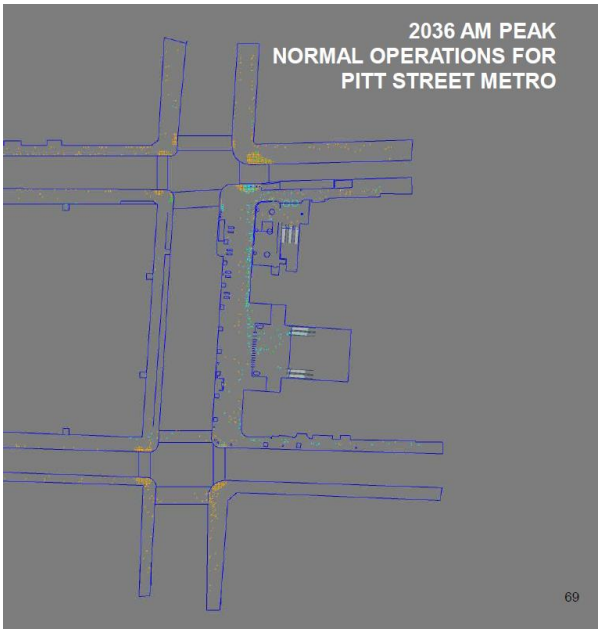


6. Further study of the south-east corner to ensure satisfactory space for pedestrian movements.

Design Response:

- In-depth pedestrian modelling simulations have been produced by the project traffic engineer in order to assess the current and future crowd movement corridors at Pitt Street North in order to establish the functionality of proposed seating and other street furniture elements along the footpath.
- Pedestrian modelling has been undertaken for the AM and PM peak for the following years; 2026 Opening Year, 2036 for the Precinct Modelling and 2056 Ultimate Design Year.
- The dynamic modelling shows that, aside from queuing at the signalised intersections, there is no major queuing estimated for customers throughout the Pitt Street wider Precinct. The precinct is estimated to perform to a maximum LoS D for short periods of time. This is estimated at signalised intersections only and may be improved by reducing the waiting time for pedestrians.

Refer SSDA Traffic report produced by Aurecon Traffic for further detail and analysis


2036 AM PEAK
NORMAL OPERATIONS FOR
PITT STREET METRO
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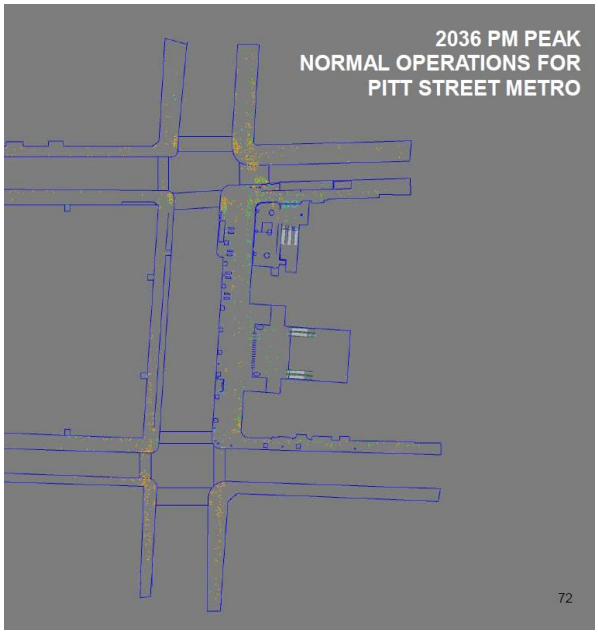
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NORMAL OPERATIONS FOR
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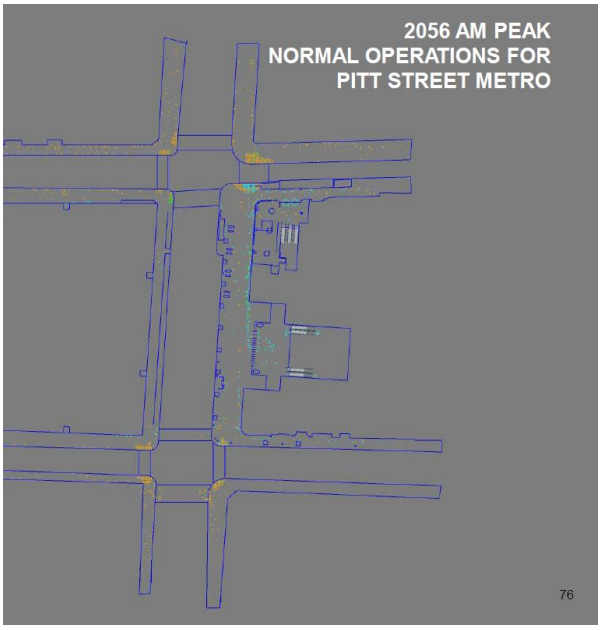
2056 AM PEAK
NORMAL OPERATIONS FOR
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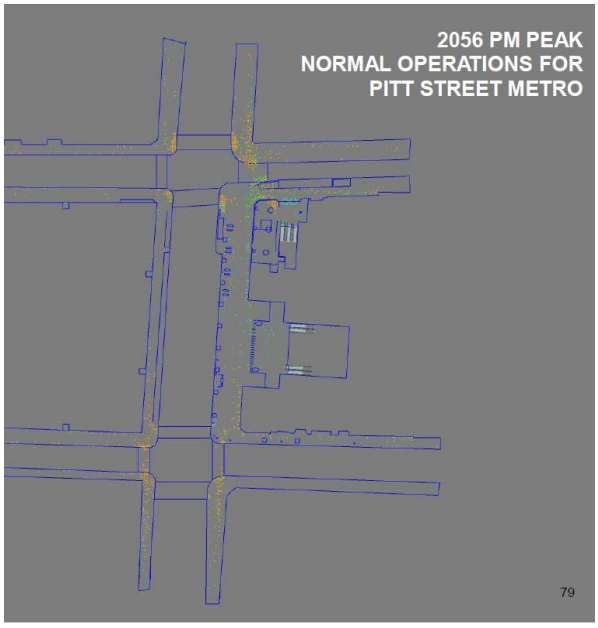
2056 PM PEAK
NORMAL OPERATIONS FOR
PITT STREET METRO
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4. PITT STREET NORTH OSD DESIGN GUIDELINES

The proposed development has been prepared in accordance with the Pitt Street North OSD Design Guidelines, as endorsed by the Planning Secretary as per the terms of Concept Approval. For completeness, the criteria of the Design Guidelines are addressed in the sections outlined in the following table.

Table 1 Consistency with Pitt Street North OSD Design Guidelines

Sydney Metro OSD Design Guideline	**Design Complies** **(Yes/ No)**	**Comment**
1.0 Principles		
1. Sydney Metro places the customer first. Stations are welcoming and intuitive with simple, uncluttered spaces that ensure a comfortable, enjoyable and safe experience for a diverse range of customers.	Yes	Refer Station Design and Precinct Plan.
2. Sydney Metro is a transit-oriented project that prioritises clear and legible connections with other public and active transport modes within the wider metropolitan travel network that intersect with this new spine	Yes	The PSN station benefits intermodal travellers who will be able to transition between Metro rail, heavy rail, light rail and primary bus services within the space of a few CBD blocks. Refer Architectural Design Report Section 1.9.
3. Sydney Metro is a landmark opportunity to regenerate and invigorate the city with new stations and associated development that engage with their precincts, raise the urban quality and enhance the overall experience of the city.	Yes	The OSD will contribute to the regeneration of the mid-town precinct which is set to become an increasingly prominent part of a vibrant, better connected, walkable international city. Refer Architectural Design Report Section 1.4.
4. Sydney Metro's identity is stronger for the unique conditions of centres and communities through which it passes. This local character is to be embraced through distinctive station architecture and public domain that is well integrated with the inherited urban fabric of existing places.	Yes	The built form particularly the podium has been designed to respond to the adjoining heritage buildings and broader heritage context of mid-town Sydney. Refer Architectural Design Report Section 1.10
5. Sydney Metro is a positive legacy for future generations. A high standard of design across the corridor, stations and station precincts, that sets a new benchmark, is vital to ensuring the longevity of the Metro system, its	Yes	The proposed OSD design has been endorsed as achieving design excellence as outlined in this report and will contribute a positive legacy for future generations.

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
enduring contribution to civic life and an ability to adapt to a changing city over time.		
2.0 Sydney Metro City and Southwest Chatswood to Sydenham Design Guidelines		
Key design drivers:		
1. Provide space for customers in a busy pedestrian environment by extending the public domain into the station entries.	Yes	The PSN metro and OSD have been carefully crafted to accentuate and improve the pedestrian flow around the building and into the station. The new station plaza on Park Street has dimensions of 30m by 23m overall. The expanded pavements and bus shelter define the bus stops for east-bound buses, and increase circulation and waiting areas, while reducing street crossing distances. New lights and bollards improve security, making this feel like a place for people rather than vehicular traffic. Refer to Architectural Design Report Section 2.11
2. Integrate with the Sydney City Centre Access Strategy and other CBD planning strategies.	Yes	Refer to Architectural Design Report Section 1.9 and EIS.
3. Anticipate connections to a future Town Hall Square and other nearby developments.	Yes	A kerb extension on the corner of Pitt and Park Street creates a sense of openness in the public domain and metro entry, with the station plaza. Refer to Architectural Design Report Design Report Section 2.1.
4. Extend the transport focus along Park Street, near Pitt St.	Yes	The expanded pavements and bus shelter define the bus stops for east-bound buses, and increase circulation and waiting areas, while reducing street crossing distances. Refer to Architectural Design Report Section 2.1.
3.0 Urban Design Strategies		
1. Linking Hyde Park to the Civic Precinct	Yes	Refer Station Design and Precinct Plan

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
As increasingly important pedestrian streets, Park Street and Bathurst Street will require public domain improvements.		
2. A Street-grid of interchange The entrances to the new Metro station address Park and Bathurst Streets. These two streets will be key to interchange movements, especially to the bus and light rail services that run along the north-south streets of the city.	Yes	The PSN metro station addresses Park Street reinforcing its importance as a key interchange between the north-south running George, Pitt and Castlereagh Streets. The entrance to the OSD tower on Pitt Street does not interfere with the primacy of the station entrance on Park Street.
3. Frontages to east-west streets The primary address of both Metro entries will be to the east west connectors, reinforcing the importance of these streets and facilitating interchange between transport modes. Extending the materiality and character of the surrounding public domain into the station entries creates the opportunity for a seamless experience.	Yes	The podium massing has been carefully crafted to accentuate and improve the pedestrian flow around the building and into the station. Refer to Architectural Design Report Section 2.10.
4. Optimising development over stations The entrances to the station provide an opportunity to facilitate renewal. Future development above these spaces should reflect the context of the locality and positively contribute to the built form and character of the area.	Yes	The ceiling treatment of the station, is brought into the adjoining double height gallery space, acting as an additional intuitive way-finding element along Park Street bringing commuters into the station. Refer to Architectural Design Report Section 2.11
4.0 Design Guidelines		
Built Form		
1. Respond to the existing urban fabric and built form context of this mid-town location through a finer, textured-grain and human scale podium design and a simple, refined over station design, reflecting both the significant heritage architecture of the locality and the evolving nature of the precinct.	Yes	Stone cladding has been incorporated in and around the Pitt Street station entrance on Park Street, framing its opening in a civic way, a gesture which is in keeping with the expression around the entrances of adjacent heritage listed buildings. Refer to Architectural Design Report Section 3.9.

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
2. Ensure the design directly integrates transitions between the station, podium and above podium elements of the development.		The design transitions between the station, podium and tower elements. The principle of gradual transition from the stone-clad heritage facade to the predominantly glass and bronze detailing of the proposed Park Street facade has been implemented by introducing a significant amount of stone cladding to the lower podium levels adjacent to the heritage buildings on Pitt and Castlereagh Streets, which gradually feathers out in the form of stone upstands and deep vertical stone fins protruding in front of the glazed Park Street retail facades, giving the impression of recessed glass. Refer to Architectural Design Report Section 3.9.
Podium and Street Wall		
Podium form & articulation should demonstrate strong heritage & contextual sensitivity, with scale and massing that relates well at the human scale, whilst acknowledging the evolving nature of this area of Central Sydney. This is to be achieved through:	Yes	Refer to notes below and to Architectural Design Report Sections 1.10, 1.11, 1.12, 2.2, 3.9, 3.10, 3.12, 3.13, 3.17 and 4.2 3.
1. Recognising the surrounding streetscape scale and providing an enhanced interface with adjacent heritage buildings, with direct reference to the height and articulation of these buildings, including:	Yes	The street wall height matches that of the adjacent heritage buildings with the podium articulated to reflect the surrounding scale.
a) Treatment of the podium/street wall to incorporate a high proportion of masonry compared to window glazing, strong visual depth, a high degree of architectural modelling, articulation and detail, and high-quality materials that reflect the building composition of heritage items in the vicinity. Window glazing to be deeply recessed.	Yes	The masonry datum, used to identify the height to which sandstone finishes are implemented into the design of the podium facades, has a direct relationship to dominant features within the heritage Queen Victoria Building (QVB) and Town Hall building facades. The application of stone has been carefully considered with the expression of the facades governed by the height and composition of the adjoining NSW Masonic Club and the National Building (Ashington Place).

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
		The principle of gradual transition from the stone-clad heritage facade to the predominantly glass and bronze detailing of the proposed Park Street facade has been implemented, as discussed under Built Form no. 2 above. Stone cladding has also been incorporated in and around the Pitt Street Station entrance on Park Street, framing its opening in a civic way, a gesture which is in keeping with the expression around the entrances of adjacent heritage listed buildings. Refer to Architectural Design Report Sections 3.9, 3.10, 3.12 and 3.13.
b) The Park Street frontage of the podium responding to the scale of Sydney Town Hall, ensuring that the out of scale podium of the Galleries Victoria is not used as a direct scale reference.	Yes	The massing and articulation of the tower and podium facades are designed to integrate with the surrounding urban context of midtown Sydney. The design approach creates a podium that responds directly to the street context and the heritage buildings north of the site, while closely following the Stage 1 defined envelope. The overall height of the Pitt Street North OSD podium has a direct relationship to the height of adjacent heritage buildings, such as the top of the Town Hall building and the dome of the QVB on Park Street. The masonry datum, used to identify the height to which sandstone finishes are implemented into the design of the podium facades, also has a direct relationship to dominant features within these heritage facades. Refer to Architectural Design Report Sections 1.12, 3.9, 3.10 and 3.12.
c) The Pitt Street frontage of the podium responding to major horizontal and vertical elements of the National Building and the Criterion Hotel, including the second-floor and upper cornices of the National Building.	Yes	The design and expression of the Pitt Street facade is governed by elements of the adjoining National Building facade, illustrated by the relationship of the proposed podium massing on Pitt Street which aligns with the eave height of the adjoining heritage building while also being divided into two vertical

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
		components, separated by a distinct full height slot, signalling the main entrance to the tower in a similar way to how the station entrance is announced on Park Street. This vertical bay division relates directly to the massing of the adjacent heritage building, reflecting the height and traditional lot width of the National Building. Refer to Architectural Design Report Sections 1.10, 1.11, 1.12, 2.2 and 3.12.
d) The Castlereagh Street frontage of the podium responding to major horizontal and vertical elements of the Masonic Club, including the second and third floor cornices of the former Masonic Club as well as upper cornices.	Yes	The design and expression of the Castlereagh Street facade is governed by elements of the adjoining National Building facade, illustrated by the relationship of the proposed podium massing on Pitt Street which aligns with the eave height of the adjoining heritage building. The Castlereagh Street facade has also been divided into two volumes and is separated by the slot of the tower coming down to ground. The podium volume adjacent to the NSW Masonic Club has been lifted up to align with the top of this adjoining heritage building, which has assisted in further breaking up the long Castlereagh Street facade into two significantly different volumes, more in keeping with the overall Castlereagh Street elevations. Refer to Architectural Design Report Sections 1.10, 1.11, 1.12, 2.2 and 3.12.
e) The form of the podium interpreting the subdivision pattern established during the late-nineteenth and early twentieth century through the modulation and articulation of the street frontages, noting the particular significance of the National Building and the Masonic Club.	Yes	The design and expression of the podium facades is governed by elements of the adjoining National Building and NSW Masonic Club facades, illustrated by being divided into two vertical components, separated by a distinct full height slot, signalling the main and secondary entrance to the commercial tower. This vertical bay division relates directly to the massing of the adjacent heritage building, reflecting the height and traditional lot width of the National Building and NSW Masonic Club.

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
		Refer to Design Report Sections 1.10, 1.11, 1.12, 2.2 and 3.12.
f) A 45m street wall podium height, referencing Ashington Place (National Building) (284A-250 Pitt Street) and NSW Masonic Club (169-173 Castlereagh Street).	Yes	The proposed Stage 1 envelope for the Pitt Street North OSD is being modified to intentionally align with the adjoining heritage buildings, both of which are slightly higher than the DCP suggested street wall height of 45m. This approach is supported by the heritage consultant, GBA, and alignment with the neighbouring heritage buildings is considered to deliver the best design aesthetic for the street. The height of the podium component to the west and south aligns with that of the adjoining twelve-storey heritage building to the north of the site: the National Building on the Pitt Street side, with a top of facade RL of 69.60. the height of the podium component to the north-east matches that of the adjoining NSW Masonic Club on the Castlereagh Street side, with a top of facade RL of 71.41. Refer to Design Report Sections 1.11, 1.12, 2.2, 3.12 and most importantly 4.2.
g) Dividing the podium into distinct forms along Park Street, with further articulation through the introduction of vertical reliefs along Pitt and Castlereagh Street.	Yes	The division of the Park Street façade correlates directly to the location of the station entrance at the ground floor of the development. In a bid to provide both as much daylight into the station entrance, as well as into the large commercial floorplates above, a continuous and full height vertical slot was introduced within the southern façade of the development. This design decision has also resulted in further breaking up the visual presence of this southern facade along Park Street. Refer to points c/d/e above for introduction of vertical reliefs on Pitt and Castlereagh Street. Refer to Design Report Sections 1.10, 1.11, 1.12, 2.2 and 3.12.

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
h) 0m setbacks to the rear boundary in response to the adjoining sites heritage significance and inability to develop any higher.	Yes	The NSW Masonic Club and the National Building have already sold off any future developable bonus GFA in turn allowing the permissible envelope for the Pitt Street North site to include a 0m setback. Notwithstanding this, the design has nonetheless considered how to best support the ingress of natural daylight into the existing lightwells present within the southern facades of both heritage buildings, benefiting the commercial National Building and NSW Masonic Club tenants and other guests who are facing this lightwell. Refer to Architectural Design Report Sections 3.17 and 4.2.
2. Alignment of over station development with established building alignments at lower levels, with lobbies provided from secondary street frontages.	Yes	Refer to point c/d/e/f for relation of podium heights with established building alignments. Refer to Architectural Design Report Sections 1.10, 1.11, 1.12, 2.2 and 3.12. The main commercial entrance is located along Pitt Street and the secondary entrance to the development is located on Castlereagh Street, therefore not conflicting with the main station entrance on Park Street. Refer to Design Report Sections 2.4 and 2.9.
3. Provision of landscaping throughout the podium design, laying spaces of relief & activation and referencing landscaping carried through from Hyde Park.	Yes	Within the design of the commercial tower, the landscape presence is concentrated and layered, accompanying people from the station plaza and street into the building to the podium, where the landscape reaches its full expression on the podium roof terraces on level 10 and level 11. Greenery is amplified with infill street trees along Park Street and new kerbside street trees on Castlereagh Street leading up to a street canopy. Underplanting of existing street trees on Pitt Street, and the provision of new planter beds on Park Street, lend the tower a green entry, separating seating from the kerb and bus stop to enhance the quality of waiting spaces. Refer to Architectural Design Report

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment Section 2.12 and Sue Barnsley Landscaping Report.
Built Form above the Podium		
Provide an exceptional and distinctive built form above the podium that responds to the evolving height, scale and character of the area. The built form will respond to the sites proximity to ANZ/Liberty Place & Citigroup and impacts on solar access to Hyde Park, the proposed Town Hall Square and the wider public domain. Design excellence, articulation and finish are delivered irrespective of end use and capture opportunities for varied responses accordingly.	Yes	Refer to points within Podium and Street Wall chapter items 1 c/d/e/f/g/h above.
1. Recognition of the contextual relationship with the surrounding heritage listed items.	Yes	Refer to points within Podium and Street wall chapter items 1 c/d/e/f/g/h above.
2. Compliance with City of Sydney LEP 2012 street setbacks of 8m to Pitt, Castlereagh and Park Street, with potential to provide an averaged setback along Park Street to align with the station structure.	Compliant with the intent of guideline Note also that the setback control is from the DCP not the LEP	The proposed built form for the Pitt Street North OSD is contained fully within the proposed modified Concept DA envelope massing except for architectural features, landscaping elements, balustrades and embellishments provided these do not breach the solar access plane. Overall, across the entire tower volume a total area of 2,157.5 sqm has been located outside of the weighted average setback line, and approximately 3,066.3 sqm of the allowable volume has not been utilised by the proposed built form. The overall massing of the building has remained in line with the principles listed within the OSD North design parameters, which were established during the RFT phases of the project. Refer to Architectural Design Report Sections 4.2, 4.4 and 4.5.
3. Appropriate setbacks to protect light access to adjoining light wells of Ashington Place (National Building)	Yes	Notwithstanding the allowable 0m setback to the northern boundary with the adjoining heritage buildings, the design has considered

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
(284A-250 Pitt Street) and NSW Masonic Club (169-173 Castlereagh Street) and use of reflective or light coloured materials to encourage light penetration.		how to best support the ingress of natural daylight into the existing lightwells present within the southern facades of both heritage buildings, benefiting the commercial National Building and NSW Masonic Club tenants and other guests who are facing this lightwell. The design intent, the detailed expression and materiality (light-coloured reflective materials) of the OSD facade facing the both light wells, complies with the project requirements established in the OSD North Design Parameters during the RFT phases of the project. Refer to Architectural Design Report Section 3.17.
4. Modulation of the design to minimise the overall scale of the development relative to ANZ/Liberty Place & CitiGroup, considering tower crowding as perceived particularly from Hyde Park & Town Hall.	Yes	The massing and articulation of the tower and podium facades fully integrate with the surrounding urban context of midtown Sydney. The development has a prominent presence on Park Street, especially when viewed from Hyde Park to the east or from the steps of Town Hall and the future Town Hall Square to the west. The building massing of the tower responds directly to these key contextual drivers, shaping the view opportunities and dictating the proposal's potential skyline profile in the immediate vicinity of the Pitt Street site. The design uses the centreline of the station entrance to divide and articulate the tower and podium into two distinct volumes on Park Street – one inclined to open a view to Hyde Park and one inclined to open a view to Town Hall, thereby responding to and seeking to reinforce the urban character of the Town Hall precinct. Refer to Architectural Design Report Section 2.2.
5. Avoiding the continuation of the diagonal NW plane façade alignment otherwise established by the proposed 201 Elizabeth Street & ANZ/Liberty Place.	Yes	The tower elevations have been angled back away from Park Street to reduce the apparent width of the tower's southern facade. The alignment of the tower face on the north side has been angled away from the adjacent

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
		towers to avoid a further reinforcing of the Hyde Park solar access plane while still securing unobstructed views to the east. The tower and podium massing have been softened by rounding the corners, further enhancing the unobstructed views to the park and harbour beyond. Refer to Architectural Design Report Section 2.2.
6. Maximise solar access to the public domain, through: a) Design and articulation to ensure no additional overshadowing to Hyde Park on June 21st, between 12pm and 2pm (required by SLEP 2012 Sun Access Plane controls)	Yes	The built form is wholly located within the building envelope and site boundary, with the exception of some minor architectural features, horizontal and vertical sunshades and other architectural embellishments. Notwithstanding the above, the external face of the facade is located wholly within the Hyde Park solar access plane. As a result of the design of the top of the building, improved daylight access to Hyde Park will be secured in comparison to the previously approved Stage 1 DA envelope. Refer to Architectural Design Report Section 4.1 and Shadow Analysis report for detailed response.
b) Responding to the reduced shadow cast by the redevelopment of 201 Elizabeth Street on Hyde Park on June 21st, between 12pm and 2pm - Sydney Metro preliminary design work propose an angled offset of the north eastern corner of 4.1m to achieve this outcome.	Yes	The proposed built form is entirely located within the solar access plane on the top and north-east corner of the site. Furthermore, the additional area allowed to be built within the lower tower levels on the north-east corner has not been taken up by the development to maintain a simpler tower volume which sits directly on top of the proposed podium built form. Refer to Architectural Design Report Sections 4.1, 4.2 and 4.4 and Shadow Analysis Report for detailed response.
c) Creation of opportunities to increase solar access to the proposed Town Hall Square.	Yes	The development has a prominent presence on Park Street, especially when viewed from Hyde Park to the east or from the steps of

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
		Town Hall and the future Town Hall Square to the west. The design uses the centreline of the station entrance to divide and articulate the tower and podium into two distinct volumes on Park Street – one inclined to open a view to Hyde Park and one inclined to open a view to Town Hall thereby responding to and seeking to reinforce the urban character of the Town Hall precinct. By angling the most eastern volume away from the parallel setback line on Park street, additional sunlight access to the future Town Hall square will be achieved at specific times throughout the year. In addition to this, the proposed built form is not fully maximising the solar access plane on the top of the building, which will also provide additional daylight access to the future Town Hall Square. Refer to Architectural Design Report Sections 4.1, 4.2 and 4.4 and Shadow Analysis Report for detailed response
d) The design and articulation of roof forms to minimise additional shadow impacts to Hyde Park between 12 noon and 2pm throughout the year.	Yes	The three stepped roof volumes at the top of the Pitt Street North OSD are wholly contained within the building envelope which is governed by the Solar Access Plane as outlined in Sydney LEP Sun Access Protection Map 15, with the site governed specifically by the Hyde Park West 3 sun access plane. The lowest roof has an RL of 166.050, the intermediate roof has an RL of 167.800 and the highest roof of the built form has an RL of 176.800, all are located below the Solar Access Plane, which will result in providing additional daylight access to the future Town Hall Square at specific times throughout the year.

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
		Refer to Architectural Design Report Sections 4.1, 4.2 and 4.8 and Shadow Analysis Report for detailed response
7. Use of materials that reflect the function of the over station development, distinguishing them from the surrounding context and providing a simpler design resolution within the city skyline.	Yes	Less noticeable at first glance is the presence of a significant number of bronze cast and clad architectural details within the surrounding heritage facades such as intricate handrails and balusters, signage elements, memorial plaques, etc. Bronze clad and coloured finishes have a dominant role within the materiality palette of the proposed commercial development. Specific detailing to the base of the building and elements that can be seen up close or touched by the public, will be bronze clad and cast elements, such as door handles, lift details, and so on, whereas elements further up in the building will have a special coated finish to mimic the look, effect and lustre of bronze, while ensuring project warranties, buildability, environmental impacts and project budgets can be met. This selected materiality, although present within the immediate surroundings in small quantities, will create a distinct and unique tower design within the Town Hall precinct and wider Sydney skyline. Refer to Architectural Design Report Sections 3.11, 3.15, and 3.16.
8. Provision of landscaping throughout the design, laying spaces of relief and referencing landscaping carried through from Hyde Park.	Yes	Within the design of the commercial tower the landscape presence is concentrated and layered, accompanying people from the station plaza and street into the building to the podium, where the landscape reaches its full expression on the podium roof terraces on level 10 and level 11. Greenery is amplified with infill street trees along Park Street and new kerbside street trees on Castlereagh Street leading up to a street canopy.

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
		Under planting of existing street trees on Pitt Street, and the provision of new planter beds on Park Street, lend the tower a green entry, separating seating from the kerb and bus stop to enhance the quality of waiting spaces. Refer to Architectural Design Report Sections 2.12 and Sue Barnsley Landscaping Report.
9. Achievement of SEPP65 & ADG requirements and must: a) Provide appropriate building separation to maintain a reasonable level of residential privacy.	Yes	SEPP 65 and the ADG are not applicable to the proposed commercial scheme itself. The proposed building is within the enveloped approved by the Concept DA, with the exception of minor sunshading elements and architectural embellishments which extend slightly outside the envelope.
b) Maximise solar access to residential apartments within the development with consideration to: i) the number of apartments or development density ii) limiting the number of single aspect/south facing apartments	N/A	There are no residential apartments within the development.
c) Minimise overshadowing impacts to surrounding residences, including private residences at 27 Park Street (Park Regis).	Yes	There has a 3.8% improvement in impacts between 9am-3pm of the proposed development on the Park Regis in comparison to the approved concept envelope and a 13.7% improvement from 8am-4pm.
10. Provide articulation of the tower to present as multiple forms, when viewed from both Town Hall and Hyde Park, with vertical expression along Park Street incorporating continuous elements of relief for the full height of the building above the podium to reduce the mass and scale of the future built form and ensure the built form better responds to the massing and scale of surrounding buildings.	Yes	Refer to items 4 and 5 within the chapter on Built Form above the podium.

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
11. Incorporate building articulations, building modulations and facade treatments to provide distinctive visual breaks along the Park Street frontage of the site, respecting the surrounding subdivision and built forms patterns. The distinctive visual breaks shall be proportional to the overall building height and length of the street frontage.	Yes	Refer to items 4 and 5 within the chapter on Built Form above the podium.
Public Domain and Place		
Contribute to a high amenity, well-considered and articulated public domain that addresses the significance of the site and the complexity of high pedestrian activity in a relatively constrained location. Provide a strong relationship between Pitt Street Station North and South and pursue innovative opportunities to maximise activation of the spaces within the site and fronting the street network.	Yes	The podium massing has been carefully crafted to accentuate and improve the pedestrian flow around the building and into the station. Rounded corners on Park Street aid the flow of people on their way to the new metro station entrance
1. Enhancing the quality of the public domain, including provision of widened footpaths, new street trees, paving upgrades and public art.	Yes	The new station plaza on Park Street has dimensions of 30m x 23 m overall. The expanded pavements and bus shelter define the bus stops for east-bound buses, and increase circulation and waiting areas, while reducing street crossing distances. New lights and bollards improve security, making this feel like a place for people rather than vehicular traffic. Refer to Architectural Design Report Section 2.11.
2. Providing space for customers in a busy pedestrian environment by recessing station entries to widen the pavement and provision of uncluttered movement corridors, including minimum footpath width requirements from the building line to the back of kerb line of: a) 3.3m on Pitt Street and Castlereagh Street	This is addressed in the SDPP	The new station plaza on Park Street has dimensions of 30m x 23m overall. The Integrated Public Domain (not subject to this SSD DA application) includes expanded pavements and a kerb extension on the corner of Pitt and Park Street. The Park Street footpath ranges from 9.8m to 13m in width.

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
b) 10.5m on Park Street.		Refer to Architectural Design Report Section 2.11.
3. Reinforcing the importance of Park Street as a primary City avenue and east-west connection by locating the main entry points to Sydney Metro stations on this street.	Yes	The main entrance of the metro is located on Park Street.
4. Providing a strong, well demarcated street address to each building through strong form modulation and well activated ground floors.	Yes	The metro has a strong entrance to Park Street whilst the OSD has a defined entrance on Pitt Street. Both entrances are further defined by the distinct full height slot, running through the podium above each. Refer to Architectural Design Report Section 2.2.
5. Innovative design solutions to maximise activation within a constrained street frontage, including capturing opportunities along Castlereagh and Pitt Street. Activation opportunities should investigate a range of offerings that attract users to the place and includes a mix of building entrances and retail uses.	Yes	The Castlereagh Street façade will include heritage interpretation spaces adjacent to the adjoining National Building. Retail tenancies potentially for food and beverage use have been incorporated into the street frontages facing Pitt Street, Park Street and the corner of Park and Castlereagh Streets. Refer to Architectural Design Report Section 2.2.
6. Promoting a safe & user-friendly environment including weather protection, security measures & wayfinding etc. This should include as a minimum: a) Minimising opportunities for criminal and anti-social behaviour. b) Incorporating awning cover that relates to surrounding buildings to create a continuous weather protection edge to all street frontages. c) Seamless integration of all signage with the architectural character of the scheme and surrounding context, providing an elegant and uncluttered approach and	Yes	The proposal demonstrates good Crime Prevention Through Environmental Design (CPTED) including maximising natural surveillance opportunities, contributing to an active urban domain and providing well defined pedestrian routes and sightlines. The proposal demonstrates high-quality urban design and exterior finishes which are likely to enhance territorial reinforcement and ownership of the site. Key directions have been provided to help the proposal further implement CPTED principles and contribute to a safe environment. Proposed awnings are to be in line with surrounding buildings. Signage zones are indicated for the proposed development. The exact location, size and detailed design intent of the signs

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
coordinated with Metro and City of Sydney signage. Signage location and placement must integrate with City of Sydney DCP 2005 - Signage and Advertising Structures.		will be subject to a separate signage DA. Signage will be integrated with the architectural character of the development and surrounding context, and with metro and City of Sydney signage through careful placement of signs, and integration with the design, materials, finishes and colours of the proposed building.
7. Reinforcing the east west connection between Hyde Park and the Town Hall Civic precinct, including maintaining existing views.	Yes	The east west connections will be retained between Hyde Park and the Town Hall Civic precinct, both physically and visually.
8. Considering the future evolution of the broader precinct, including pedestrian and visual connections with the proposed Town Hall Square.	Yes	The pedestrian and visual connections with the proposed Town Hall Square have been considered in the design of the Station and OSDs.
9. Provision of public art, integrated and cohesive with the design of the built form which potentially recognises former uses and is coordinated with nearby public art, including the future 'Cloud Arch' and Metro public art.	Yes	A Public Art Strategy has been prepared (Appendix DD of EIS) which is considered to meet these requirements of cohesion with built form and coordination with nearby public art.
10. The design and location of fire stairs, services, plants and other similar building elements must minimise their visual impacts at street level.	Yes	These building elements have been carefully considered in the overall design of the development to ensure their visual impacts are minimised when viewed from street level.
11. The design and dimensions of any colonnade and awning along the street frontages of the site must integrate and support capacity for pedestrian access and connection to and from the station entrance and the over station development.	Yes	In order to further enhance the pedestrian experience, the colonnade on the Park Street facade has been omitted, with the continuous canopy now supported from the building above. This effectively clears the public domain of all vertical obstructions, providing clarity on the ground plane and station entry configuration.
Movement and Connectivity		
Acknowledge the important movement and interchange function of Park Street and integrate the sites role as an entry point into the precinct. Prioritise pedestrian access, permeability and amenity within the development and across the precinct and	Yes	The urban and public domain design has been developed with reference to the existing urban context and infrastructure as well as planned initiatives in the locality. Pitt Street Station connects customers using Sydney's retail core and the expanding

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
facilitate legible, safe and convenient interchange opportunities across transport modes.		commercial and mixed use areas of the southern CBD. The metro station completes a multi-modal transport choice in this walkable precinct. It also provides a new marker on an important east-west movement corridor through the CBD between inner western and eastern suburbs.
1. Mitigating pedestrian overcrowding through the use of additional footpath width along Park Street.	Yes	The Park Street / Pitt Street intersection is being widened to 10.0m as part of the Station Precinct Development.
2. Managing pedestrian flow at ground level through separation of lobbies and Metro entries to different street frontages.	Yes	OSD lobbies and metro entries are separated and are accessed from different street frontages. The OSD is accessed from Pitt and Castlereagh Streets, while the metro station is accessed from Park Street.
3. Clustering support services at ground level, including egress points, to simplify the articulation of the ground plane and ensure clarity between the various functions and lobbies.	Yes	At ground level, OSD entrances and station entrances have been separated. The Pitt Street North site has a loading dock and parking entrance in the north-east corner off Castlereagh Street, with the OSD end of trip facilities entry separate but on that same frontage. The station entrance is off Park Street and the main OSD entrance is from Pitt Street.
4. Integrating with the Sydney City Centre Access Strategy.	Yes	The completion of the cycle network connection along Castlereagh Street (the northern section of which has been deferred due to the Sydney CBD and South East Light Rail construction) will provide direct access for cyclists to the site.
5. Facilitating safe and adequate pedestrian space at adjoining road crossings and driveways, including provision of traffic management infrastructure as required.	Yes	The queuing experience for pedestrians is at its highest level at the Pitt Street / Park Street intersection. This could be reduced by modifying the signal cycle times and changing the signal phasing/timings to favour pedestrians, noting that the Park Street / Pitt Street intersection is being widened to 10.0m as part of the Station Precinct Development. Overall, the pedestrian performance is considered satisfactory.

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
		The proposed OSD is estimated to only generate minor proportion in comparison with the total pedestrian demand on the footpath network. The estimated growth in pedestrian demand on the footpaths are largely driven by the Pitt Street metro station rather than the proposed development itself.
6. Designing to minimise cyclist conflict with vehicles and pedestrians.	Yes	Sydney CBD presently has some cycling infrastructure which will be further enhanced following construction of the planned cycling infrastructure, with the most notable of these the cycleway along Castlereagh Street.
7. Providing clear and legible interchange with all transport modes, including: a) Town Hall Station b) City and South East Light Rail on George Street c) Bus stops on Park Street, Bathurst Street, Castlereagh Street, and Elizabeth Street. d) Bicycle parking facilities and the future cycle connection on Castlereagh Street. e) Vehicle drop off and pick-up from Bathurst Street entry and taxi bays on Pitt Street and Park Street.	Yes	The recently opened Sydney CBD and South East Light Rail service has one of its stops (Town Hall) within 400m of the development. There are also three heavy rail stations located within 400m radius from the site, with Town Hall Station sits closest to the site. There are several bus stops located within close proximity (400m) from the site along Castlereagh Street, Elizabeth Street, Market Street, York Street, Clarence Street and Park Street. These bus stops are served by Sydney CBD high frequency buses during peak and off-peak periods. Bicycle parking will be provided on site. As noted above, the completion of the cycle network connection along Castlereagh Street will provide direct access for cyclists to the site. Existing taxi ranks are available at the site's frontage along Pitt Street.
8. Consideration of views to the Park Street façade and station entry, particularly in relation to bus queuing along the frontage.	Yes	The Park Street façade and station entry provides a high level of visual interest when viewed from the street frontage.
9. Anticipating connections to the proposed Town Hall Square and other nearby developments.	Yes	The siting of the metro and station plaza on Park Street signals the pre-eminence of this cross-city connection and the potential of this street as a future city boulevard. This gives these cross streets a clear identity that helps anchor and situate both locals and visitors at

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
		the midpoint in the City; forming safe but open and uncluttered footpaths scaled for pedestrian movement, with places to pause and queue for connecting transport services – buses, taxis, light rail and cycle paths. Refer to Architectural Design Report Section 2.12.
10. Strengthening East West connections, including as a connection to green space.	Yes	The immediate connection to the City's public spaces, its plazas, parklands and cultural institutions, gives this site a deeper resonance and landscape significance. Establishing a continuous canopy of street trees that visually and ecologically links the Pitt Street North site to Hyde Park and Darling Harbour. The equal and complementary move is to amplify the sense of landscape within the over station development through matching urban scale initiatives with smaller site-specific interventions that heighten the contribution of landscape to the life and performance of each building. Giving greater presence to the biotic, the sensate and the ecological within the tower. Creating a closer relationship with the landscape of Hyde Park and by extension the Domain. A move that draws in the memory of the harbour. Refer to Architectural Design Report Section 2.12.
11. Retaining existing and incorporating new street trees to reduce the heat island effect and supplement existing avenue planting.	Yes	Along Park Street, new street trees will add to existing plantings of evergreen Brushbox, forming a unifying base to the new OSD buildings and providing green canopies along these streets. On the Pitt and Castlereagh Street frontages, some new tree planting is proposed to complement existing street tree planting.
Integration and Legacy		

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
Provide an OSD that seamlessly integrates all components of the development and in a positive legacy for future generations.	Yes	See following sections and Architectural Design Report.
1. Delivering a high standard of design and finish that promotes longevity and adaptability over time.	Yes	The proposed development has interrogated the composition and materiality of adjacent heritage and modern buildings in order to define the appropriate location of stone elements within the podium facades. Key considerations were to increase the solidity of the building without losing the permeability at grade and views towards the activated uses on level 2 and 3 from the street. For the external and internal building facades, and lower podium sunshades, a local sandstone will be selected. 'Piles Creek Cream' stone panels will be used. The sandstone panels will be applied with grouted, sealed joints colour-matched to the stone panels. The locally sourced sandstone reinforces the building's sense of place within the Sydney Town Hall precinct. The use of bronze clad and coloured finishes has a dominant role within the materiality palette of the building as discussed above. Refer to Architectural Design Report Sections 3.9, 3.10, 3.11 and 3.12.
2. Functional integration of the various permissible uses with the Sydney Metro component should be seamless, simplifying the vertical division and coordination of services wherever possible.	Yes	Up to podium level, the building contains certain areas which are solely dedicated to the Pitt Street metro station. These areas are subject to a separate development approval though the total GFA of these station spaces are included within the overall area calculations of this SSDA application. There is a clear separation between the commercial OSD functions and station areas and services reticulation, though there are a few shared facilities between both uses; such as the building's loading dock, maintenance access hatch areas, some above ground back of house egress stairs and ground floor fire isolated passages.

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment Refer to Architectural Design Report Section 4.3.
a) Permissible uses should be functionally separated as much as possible at ground level to assist in pedestrian circulation and serviceability.	Yes	The main entrance to the commercial OSD is on Pitt Street, taking its cue from the composition of adjoining heritage buildings, creating a prominent presence on Pitt Street. Castlereagh Street contains a secondary entrance, connecting it with end of trip facilities and the car stacker parking. The loading dock and courier spaces are also located on Castlereagh Street where they connect directly with the OSD goods lift and station back of house. In between the above entrances, there are individual retail unit access points on Pitt, Park and Castlereagh Streets. Refer to Architectural Design Report Sections 2.1, 2.9 and 2.10.
b) Back of house operations and services should be consolidated wherever possible while maintaining any required separation between the OSD and Sydney Metro	Yes	The shared loading dock and courier spaces are located on Castlereagh Street where they connect directly with the OSD goods lift and station back of house. There is also a waste holding area in the loading dock, which is shared between the station and OSD. Otherwise station and OSD uses are clearly separated from each other. Refer to Architectural Design Report Sections 2.9 and 2.10.
c) Consider and allow for flexible future use of functional spaces & services coordination.	Yes	Both for the commercial and retail uses, ample flexibility has been built into the design to allow for future changes and fit-out proposals the commercial and retail tenants might want to develop and adopt in the future. Refer to Architectural Design Report Section 2.10.
3. Delivering an over station development that:	Yes	By clearly separating OSD and station uses and minimising shared areas, adverse effects

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
a) Does not have any adverse impact on the design and/or operation of the metro Station;		from the OSD on the operation of the Sydney Metro station are minimised. Additionally, the station services and level 4 station plant room have been carefully integrated into the design of the OSD facades, resulting in a truly integrated station development. Refer to Architectural Design Report Sections 2.1, 2.9 and 2.10.
b) Is capable of complete demolition and reconstruction, or major maintenance or modification, without significant interference to the operation of the metro Station;	Yes	The OSD areas below the station level 4 plant room are almost entirely self-sufficient, with their plant rooms and intake/exhaust louvres located below the station plant room on level 4, with a few minor services penetrating through the station plant on level 4. The OSD plant room which serves the commercial podium and tower levels, is located well above the level 4 station plant room therefore allowing future flexibility in its use and size. Refer to Architectural Design Report Sections 2.1, 2.5, 2.9 and 2.10.
c) Will allow independent access, servicing and maintenance from normal station activities and operation;	Yes	Refer to responses listed in point 2 of this Integration and Legacy chapter.
d) Integrates efficiently with the station structure;	Yes	Finding the most efficient location for the OSD tower and podium core led to a solution that optimised and utilised key structural elements within the station lobby, such as structural partition walls and the central columns within the station escalator void, to balance the floating tower core. This arrangement has resulted in the need for escalators to connect the ground floor OSD entrance on Pitt Street with the commercial sky lobby on level 3. The introduction of escalators and a raised commercial sky lobby has further resulted in a ground floor layout which maximises retail activation along Park Street, adjacent to the metro entrance.

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
		Refer to Architectural Design Report Section 2.6 and Aurecon Structural Statement.
e) Achieves unity in design through connecting the station entry, podium and over station development, as a single readable piece of architecture including to provide continuity in the façade design;	Yes	The design intent has been to visually integrate the station with the OSD. The design team developed an aesthetic concept where the centreline of the station entrance is used to articulate the tower above. This evolved design uses the centreline to divide the tower and podium into two distinct volumes on Park Street – one inclined to open a view to Hyde Park and one inclined to open a view to Town Hall thereby responding to and seeking to reinforce the urban character of the Town Hall precinct. The station entrance is vertically expressed within the building massing, as its centreline breaks the tower massing into two key volumetric components. This strategy is also employed on the east elevation to Castlereagh Street where the secondary OSD entrance locates a slot further articulating the massing into three forms. These full height tower and podium slots allow daylight penetration deep into both the station entrance and to the heart of the commercial floorplates in the commercial podium and tower above. Refer to Architectural Design Report Sections 2.2, 2.11 and 3.8.
f) Provides visual connectivity between the OSD lobby and the public domain.	Yes	The need for escalators to connect the ground floor OSD entrance on Pitt Street with the raised commercial sky lobby on level 3, has further resulted in a ground floor layout which maximises transparency and allows for retail activation along Park Street. In addition to this, the OSD lobby stretches from the ground floor to the underside of the level 4 station plant room, which together with a permeable façade along Park Street allows for a high level of visibility between the public domain and the commercial OSD lobby.

Sydney Metro OSD Design Guideline	Design Complies (Yes/ No)	Comment
		Refer to Architectural Design Report Sections 2.4, 2.6 and 3.12.

5. SYDNEY METRO DRP ADVICE AND RECOMMENDATIONS

5.1. DESIGN SOLUTIONS / OPTIONS PRESENTED BY FOSTER + PARTNERS ARCHITECTS, THE DRP'S ADVICE AND RECOMMENDATIONS ON EACH OPTION

Pitt Street OSD North was the subject of nine Design Review Panel presentations. The development and design teams commenced with the presentation of material that had been endorsed previously by the DEEP.

The main focus areas of the DRP presentations related to the following:

a. Design overview from Bid process (DRP No. 1)

b. Landscape Design (DRP No. 2)

c. Massing, materiality and articulation of podium and tower (DRP No. 2, 3, 5, 6, 8, 9)

d. Ground Floor development including retail (DRP No. 2, 8)

e. Wind conditions for podium landscape and balustrade design (DRP No. 3, 7, 9)

f. Setbacks to adjoining buildings on the north boundary (DRP No. 4, DRP No. 5, 6)

g. Envelope compliance with Concept SSDA (DRP No. 6, 7)

h. Heritage interpretation and Impact Assessment (DRP No. 7)

Where required, the design teams presented **design options** to the DRP for key focus areas. The key focus areas where design options were presented were as follows:

(a) Ground Floor Retail Façade / Shopfront (DRP No.2 & No.3)

(b) Heritage response on Castlereagh Street (DRP No.3 & No.7)

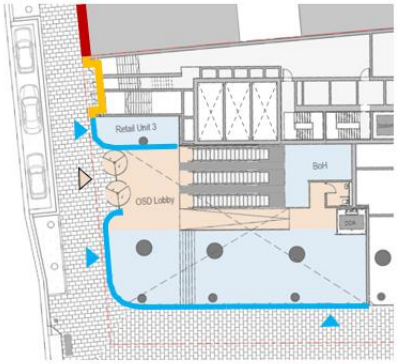
Further detail is provided on these as follows:

(a) Ground Floor Retail Façade / Shopfront (DRP No.2 & No.3)

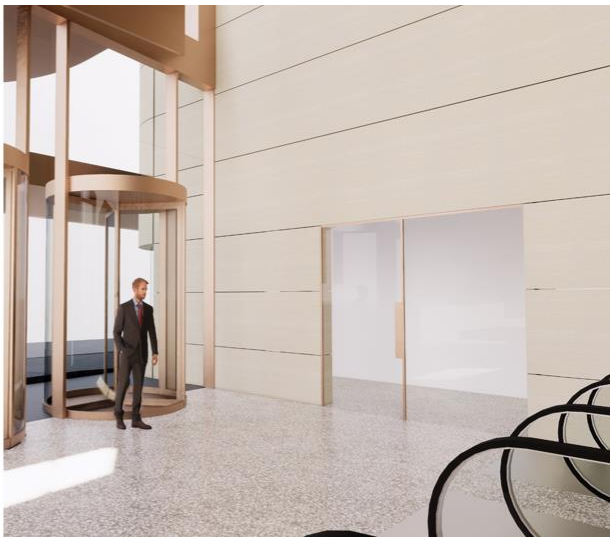
Design Response

- In order to reduce the linear length of inactive facades on Pitt Street adjacent to Ashington Place, a new retail unit had been proposed during the design development stages on Pitt Street with its entrance north of the main commercial lobby. This small retail unit had to be incorporated within the proposed sandstone wall at street level. Two options had been presented to the Design Review Panel during DRP No.2 on the 19th of November 2019 (refer to first image below) and DRP No.3 on the 17th of December (refer to second image below) in order to assess the right balance between the presence of the retail shopfront and the continuation of the sandstone plinth to the building.
- The DRP Panel ultimately preferred the option presented during DRP No.3 and this has since been incorporated into the final design proposal.

Pitt Street / Park Street corner



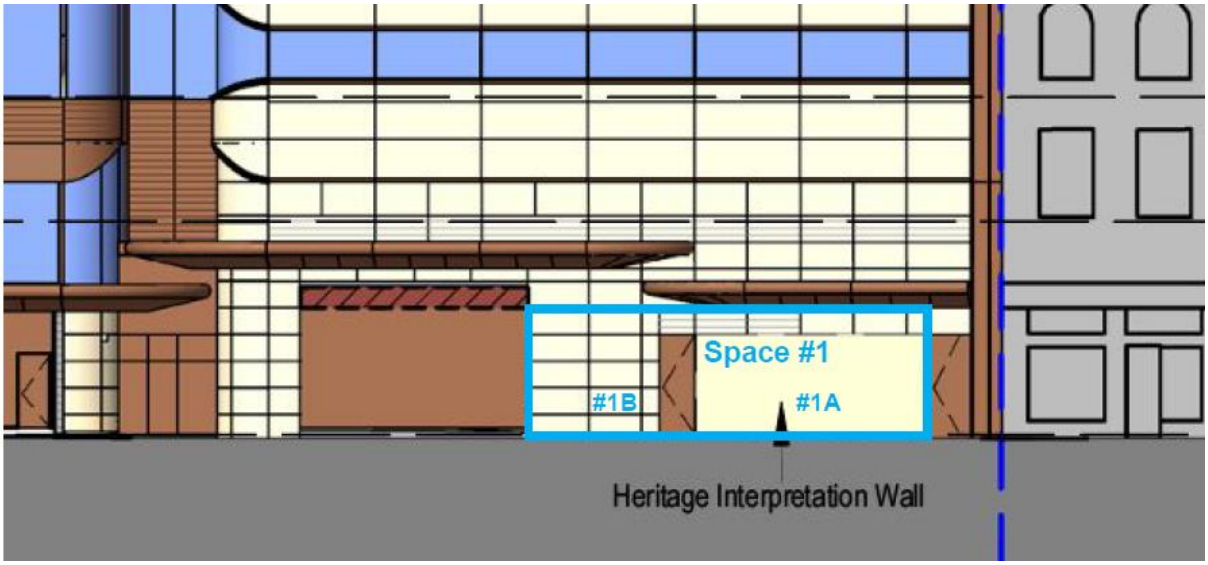
Previous proposal - Active Frontages



(b) Heritage response on Castlereagh Street (DRP No.3 & No.7)

Design Response

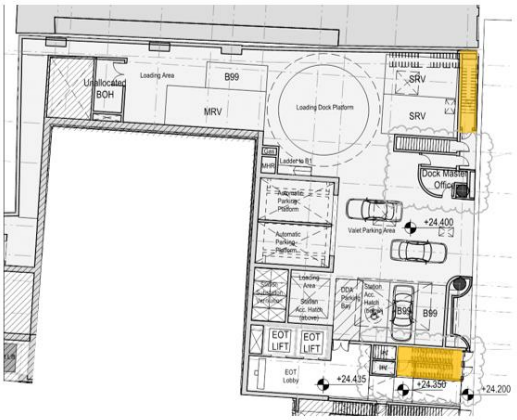
- During the RFT stages, the Heritage Interpretation Strategy was anticipated to manifest in the form of a number of display cases of varying heights placed below the End of Trip Facility (EOTF) egress stair on Castlereagh Street. The initial idea was to continue the story of the heritage display cases within the neighbouring Liberty Place along Castlereagh Street.



- During the design development stages, the design team was able to remove the EOTF stair, by re-arranging the egress strategy on level 01 and as a result allow for a more flexible layout of the heritage display cases on ground floor.

RFT Design

Ground floor

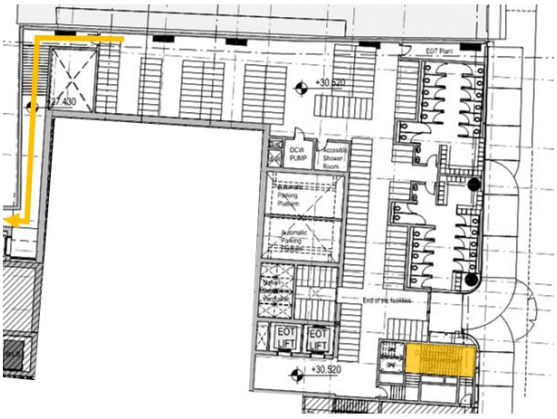


Level 01

Updated Design Proposal

Ground floor

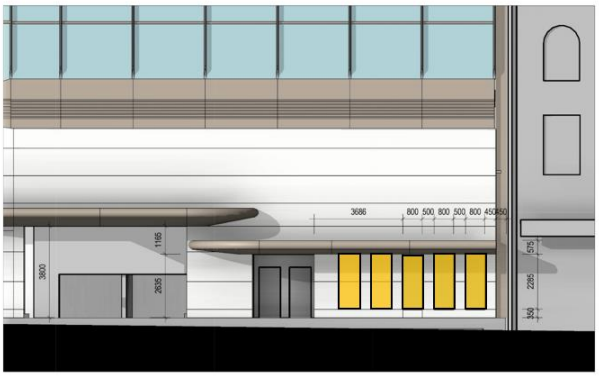
Level 01



- During DRP No.3 on the 17th of December 2019, the design team presented 2 different options to the Design Review Panel; Option 01 shows 5 individual display case of a similar size. While option 02 showed one large display case, as indicated in the below diagrams which were presented to the panel.

Heritage Displays

800 (w) X 500 (d) mm
2285mm (height)



6000 (w) X 500 (d) mm
2285mm (height)

- The Panel noted that they accepted the modifications to the facade Castlereagh Street to improve design relationships with adjoining buildings and heritage display strategies. The Panel also mentioned that they looked forward to the developed design of heritage interpretation panels. The Panel didn't specifically select one of the two options at the time.

- During DRP no.7, the project's heritage consultant Graham Brooks Heritage, presented their vision for the Heritage Interpretation Strategy. Graham Brooks preference was to not repeat the heritage display cases that are often done in the city but instead reference the rich horse and carriage history of the site in a more unique way, truly integrating it within the building's fabric. The idea would be to develop a carving or relief in the proposed sandstone façade adjacent to the NSW Masonic Club in a similar fashion to the stone treatment seen in the entrance lobby of the EY Tower at 200 George Street. Please refer to relevant images below which have been presented to the panel during DRP no.7 on the 31st of March 2020. The Panel commended the depth and rigour of the historical research (post-colonisation) and its opportunity for heritage interpretation and display.

5.2. KEY ATTRIBUTES OF THE PROJECT THAT WILL CONTRIBUTE TO ITS DESIGN EXCELLENCE AND MAINTAINING THESE THROUGH THE LIFE CYCLE OF THE PROJECT

The Sydney Metro Design Excellence Evaluation Panel (**DEEP**), which reviewed the scheme during the tender bid phase, identified the following key attributes of the Foster + Partners design as contributing to the achievement of design excellence.

The Sydney Metro DEEP Report on the Pitt Street Integrated Station Development, prepared by Sydney Metro and dated 5 March 2019, states the following:

> *"The updated submission is considered to meet the design excellence benchmark and has potential to further exceed this with design development."*

In summary the key attributes identified by the DEEP are:

1. The massing and expression of the tower.
2. Rationalisation of columns and structure enabling a clearer and more generous ground plane on the north site.
3. Height and volume of northern station entrance.
4. Materials selection noting a need for some calibration using the Bloomberg benchmark as the reference for the north.

With relation to the key attributes listed above, their design resolution is referenced in further detail in the Design Report as outlined in Table 2 below.

Table 2 Key Attribute Design Resolution References

Key Attribute	Report Reference
1) The massing and expression of the tower	Design Report, Sections 2.2, 3.6 & 3.7

Key Attribute	Report Reference
2) Rationalisation of columns and structure enabling a clearer and more generous ground plane on the north site	Design Report, Sections 2.5, 2.6, 2.8 & 2.11
3) Height and volume of northern station entrance	Design Report, Sections 2.2, 2.11 & 3.13
4) Materials selection noting a need for some calibration using the Bloomberg benchmark as the reference for the north	Design Report, Sections 2.7, 3.9, 3.10, 3.11 & 3.12

The milestones and hold points to maintain these through the life cycle of the project are as follows:

1. Landowners' Consent

The Developer submits the entire Detailed SSD DA Application to Sydney Metro for landowners' consent. As part of this process Sydney Metro review the application against OSD Design Parameters, the Design Excellence Guidelines, the design as presented to the DRP and the actions from the DRP.

2. Project Development Agreement Obligation of the Developer

Under the PDA that exists between the Developer and Sydney Metro, the Developer has a contractual obligation to submit the Detailed SSD DA to the Department of Planning, Industry, and Environment (DPIE) in the same form that was approved under the land owner consent process.

3. DRP Endorsement to Lodge SSD DA Application

Post issuance of landowners' consent, the Developer needs to satisfy the DRP that the application is consistent with the representations and agreements achieved in the six presentations and associated actions. This endorsement forms part of the SSD DA Application to DPIE.

4. DRP Presentation pre lodgement of Response to Submissions Package

The Developer is required to present to the DRP prior to the lodgement of a Response to Submissions package and gain endorsement for any design changes made.

5. Modifications post SSD DA Approval

The Developer is obliged under the PDA, to obtain Sydney Metro approval for any modification to the Concept or Detailed SSD DA Approvals. Sydney Metro has 20 business days to consider any such application. As part of this process, Sydney Metro and the Developer will discuss and decide any elements that need to go to the DRP for endorsement.

5.3. OUTSTANDING ISSUES REQUIRING FURTHER RESOLUTION AND/OR FUTURE REVIEWS (POST LODGMENT AND/OR POST- APPROVAL)

Following the final DRP presentation (DRP#9) the DRP formally advised the following:

"The Panel endorses that design excellence has been achieved on OSD North, and the design is ready for submission to DPIE."

Outstanding issues requiring further resolution post-DRP:

a. The DRP supported the bronze finish to the podium and tower facades and requested inspection of samples of the proposed finish in all variant façade forms when available on site (or off site if deemed appropriate).

b. The DRP supported the proposed finishes to the Ashington place lightwells and requested inspection of samples when available (Pitt Street Developer South will take the opportunity to present likewise for the NSW Masonic Club setback materials).

6. CONSISTENCY WITH CONDITIONS OF CONCEPT APPROVAL

This section demonstrates the proposal's consistency with the relevant conditions of consent outlined in the Concept Approval (SSD 8875) having regard to design excellence and design integrity.

The Concept Approval included two components. 'Part A' related to the terms of the consent, whilst 'Part B' included the conditions to be satisfied in future detailed development application(s).

6.1. BUILDING ENVELOPE

A15. Future development application(s) for the development must demonstrate that the building is contained wholly within the approved building envelopes consistent with the plans listed in Condition A2 and as modified by this consent.

A Modification Application has been concurrently submitted, seeking amendments to the concept envelope approved by way of SSD 8875. The detailed SSD DA is consistent with the concept envelope as proposed to be modified.

A17. The maximum achievable gross floor area for the site must not exceed 50,310m²…

The Modification Application to the Concept DA seeks to increase the quantum of gross floor area (GFA) allowable on the site by the concept approval from 50,310m² (including station floor space) to 55,743m² (including station floor space).

The increased GFA has been included in the detailed design scheme that has been presented to both the Design Excellence Evaluation Panel (DEEP) during the Request for Tender phase and subsequently the Sydney Metro Design Review Panel (DRP). Endorsement of the detailed building design by the DRP, which accompanies the Detailed SSD DA, confirms that the increased GFA on the site contributes to the achievement of Design Excellence for the project.

There are a variety of unique circumstances at the site which warrant the provision of an increased FSR. The development incurs penalties as a result of GFA being counted towards the FSR calculation that would normally not be included. This happens in the following ways:

- The metro station contributes to GFA in a way that is unique to the site and reduces the potential floorspace that could be attributed to the OSD development if no station was to be provided on the site.
- Storage and garbage areas are required to be provided in the podium level which then need to be counted towards GFA due to the station being located beneath the site.
- The accommodation floor space bonus available in addition to the base FSR is reduced through the SLEP methodology as GFA for the station area must be included in the calculation, which does not accrue any accommodation floor space bonus. This is a unique situation and the additional FSR is considered warranted to optimise the land use transport integration benefits of the site.

The proposed additional floor space will have negligible material environmental impacts compared to the approved envelope on the site, in terms of built form, overshadowing, view or heritage impacts as:

- All proposed GFA sits entirely within the approved concept envelope, which was approved with a maximum FSR of 15.97 including station floorspace or 15.59:1 excluding station floorspace.
- The proposed building envelope allows for a detailed building design that results in an improved relationship with the neighbouring heritage items, being the NSW Masonic and National Buildings to the site's north, noting that the change in those envelope elements does not contain GFA.
- The proposed development maintains solar access to Hyde Park, nearby residences, Town Hall steps and Sydney Square. The development would cause no net additional overshadowing to surrounding Special Areas, zone RE1 Public Recreation Land or any other sensitive area. Solar access to Hyde Park is improved from that deemed acceptable under the concept approval.

- The proposed ground, podium level and tower setbacks preserve the integrity of the streetscape and have been designed to respond sensitively to the scale and form of buildings fronting Pitt, Park and Castlereagh Streets, both in terms of scale and materiality.
- Only 84% of the approved concept envelope will be taken up by the built form of the commercial development (as demonstrated in the Detailed SSD DA), which demonstrates that the proposal has been restrained in its design yet is efficient in its layout due to the commercial use of the building.
- The floorplates have a very high level of efficiency (93% NLA/GFA compared to an average of around 90%) by keeping the core small through various measures such as coordination of services from very early on in the design process. In taking into account the columns coming up from the station below, the design has required careful planning of floorplates.
- The proposed height of RL176.8 is well within the RL188.74 approved in the Concept DA.
- The design achieves a 'building in the round' on the site, addressing the three street frontages and expressing the building on all three sides through visually interesting façades.
- The assessment of view impact concludes that there will be no material change in view impact resulting from the change in building envelope or extrusion of sun shading devices outside the approved building envelope. It is noted that these elements do not contain GFA and ensure that the building responds to and provides a transition from the scale of adjacent heritage items and can achieve the required ESD targets.

The proposed increase in GFA does not result in impacts over and above that generated by the originally approved maximum GFA and is therefore appropriate for the site, as illustrated in the Modification Report and Clause 4.6 variation accompanying the EIS for the SSDA.

6.2. DESIGN GUIDELINES

A23. Prior to the lodgement of the first detailed development application, the Applicant shall revise the Sydney Metro Pitt Street North Over Station Development Design Guidelines (November 2018), to the satisfaction of the Planning Secretary, as follows:

The Design Guidelines have been updated in accordance with this condition, and have received endorsement from the Planning Secretary on 8 August 2019.

The following Design Guidelines are proposed to be further modified by the Modification Application to the Concept DA.

Podium and Street Wall

1. f) A 45m street wall podium height, referencing Ashington Place (National Building) (284A-250 Pitt Street) and NSW Masonic Club (169-173 Castlereagh Street). (See Figure 6: Street Wall Height and Streetscape References)

The proposed modified Stage 1 envelope for the Pitt Street North OSD intentionally aligns with the adjoining heritage buildings, both of which are slightly higher than the DCP suggested street wall height of 45m. This approach is supported by the heritage consultant, GBA, and alignment with the neighbouring heritage buildings is considered to deliver the best design aesthetic for the street.

The height of the podium component to the west and south matches that of the adjoining twelve-storey heritage building to the north of the site: the National Building on the Pitt Street side, with a top of facade RL of 69.60. While the height of the podium component to the north-east matches that of the adjoining NSW Masonic Club on the Castlereagh Street side, with a top of facade RL of 71.41.

Built form above the Podium

2. Compliance with City of Sydney LEP 2012 street setbacks of 8m to Pitt, Castlereagh and Park Street, with potential to provide an averaged setback along Park Street to align with the station structure.

The proposed built form for the Pitt Street North OSD is contained fully within the proposed envelope massing except for architectural features, landscaping elements, balustrades and embellishments provided these do not breach the solar access plane.

Overall, across the entire tower volume a total area of 2,157.5 sqm has been located outside of the weighted average setback line, and approximately 3,066.3 sqm of the allowable volume which has not been utilised by the proposed built form.

At the same time, the overall massing of the building has remained in line with the principles listed within the OSD North Design parameters, which were established during the Request for Tender phases of the project.

Refer to Architectural Design Report Sections 4.2, 4.4 and 4.5 for further discussion.

6.3. BUILT FORM AND URBAN DESIGN

B2. The following elements are not inconsistent with the concept proposal but are subject to further assessment with the relevant detailed DA(s):

a) Indicative signage zones, following preparation of a Signage Strategy

Indicative signage zones are indicated for the proposed development. The exact location, size and detailed design intent of the signs will be subject to a separate signage DA. The following signage types are proposed:

- **Building identification signage at rooftop** - The building identification sign at the top of the building is to be located at the northern and/or north-eastern façade of the largest tower volume, facing Hyde Park and the Sydney Harbour. There are limited opportunities for locating the sign where it will be visible from the development's immediate surroundings due to the number of towers in this part of the CBD.

  The proposed locations are appropriate for the main building identification sign for the development, as these enable signage that will protect the significant characteristics of the buildings, streetscapes, vistas and city skyline while also protecting the amenity of residents, workers and visitors, and safety of all road users. The sign will achieve a high degree of integration with the architectural design, materials, finishes and colours of the building and is limited to a maximum vertical height equivalent to one typical floor of the tower within a wider signage zone.

- **Flat mounted podium wall sign** (building identification or business identification sign) - As a result of limited view opportunities for the building identification sign at the top of the tower from west, south and south-western directions, it is proposed to incorporate integrated podium level signage on level 9 of the development, facing the Town Hall precinct.

  Signage in this location will assist in identifying the main building entrance on Pitt Street or the retail usage with the tower podium levels, while ensuring that it does not detract from a high quality pedestrian experience of streets and other public spaces in the immediate surroundings. The sign is proposed to be located on the west, south and/or south-western corner of the level 9 facade in front of the vertical plant room louvres.

- **Business identification signage at building entrance** - A horizontal projecting wall sign to identify shop name and/or retail brand is proposed to be mounted on the full-height mullions of the glazed ground floor facades via discrete brackets, suspended at right angles to the building.

  These circular or vertical retail signs will allow the retail tenant to integrate their signage while also maintaining a degree of aesthetic control throughout, ensuring consistency of all signage elements which form part of the wider building façade fabric. The horizontal projecting signage will be mounted at a minimum of 3m above the surrounding public domain levels.

- **Tower entrance building address signage** – Signage at the entrance to the OSD on Pitt Street will include building identification signage above the awning and also adjacent to the revolving door.

- **Loading dock signage** – Signage at the entrance to the loading dock will ensure the safe and efficient operation of the loading dock.

- **Ground level retail signage** – Signage for the ground level retail units will provide identification of these businesses.

b) Conceptual land uses for a mixed-use scheme or a commercial scheme (not both)

The proposed OSD is a commercial scheme and includes 'retail premises' within the podium.

c) Subdivision

The CSSI Approval provided consent for the subdivision of the station lot (Lot 1). The subdivision of all other allotments beyond the station lot is required to be created by the Detailed SSD DA and this includes:

- Lot 1 – Station lot
- Lot 2 – Commercial lot
- Lot 3 – Airspace lot

It is proposed that the stratum lots be created in a staged manner. The staged subdivision consent is to allow for the sequential creation/registration of allotments to occur as is required to coincide with the construction and occupation program for the Integrated Station Development without the need for separate ongoing subdivision applications. The final sequencing of the creation/registration of allotments will need to be flexible, and in turn, final allocated lot numbers will vary subject to staging.

B3. The detailed DA shall address the following built form considerations:

a) For mixed-use scheme, built forms above the podium must have floor plates no greater than 1000m² FA and maximum horizontal dimension of building façade parallel to street frontages is 40m.

Not applicable as a commercial scheme is proposed.

b) For a commercial scheme, must have floor plates no greater than 1,400m² GFA at a building height above 140m and built forms above the podium must have maximum horizontal dimension of building façade parallel to street frontages of 65m in a single plane.

Floor plates located at a building height above 140m do not consist of GFA, rather levels 36, 37 and 38 are plantroom. Built forms above the podium do not have a horizontal dimension of building façade parallel to street frontages of greater than 65m in a single plane.

c) Integration with the approved metro station.

The Detailed SSD DA for the OSD seeks approval for physical integration with the approved building structure up to the transfer slab level (including structures, services, lift cores etc.) and the use of the OSD related spaces within the CSSI 'metro box' (from Basement to level 4). This includes use and internal fit-out of retail tenancies, commercial office space, end-of-trip facilities and loading facilities, and access to services provisions. By its very nature, the detailed design of the OSD is integrated with the metro station.

The proposed development will provide an integrated station and OSD outcome which aligns with the approved Concept SSD DA (SSD-8875).

The proposal integrates and interacts with the future Sydney Metro Pitt Street North Station entrance through activated ground floor and podium levels with various retail spaces, and direct pedestrian access to the metro station concourse.

Connected Transit Orientated Development (TOD) – The proposal includes appropriate provision for integration to elements of the Sydney Pitt Street North Station entrance. The proposal contributes towards wider connection to other services of the Sydney Metro and improved legibility through the Sydney CBD whilst encouraging active transport modes.

d) The selection of materials is to be complementary to the existing development context and respectful of heritage items in the site's vicinity.

As outlined in the Design Report prepared by Foster + Partners, the façade has been designed to respond to the surrounding context including that of the historic sandstone buildings within the Town Hall Precinct and adjoining heritage items whilst also ensuring maximisation of views to Sydney Harbour and Hyde Park and contributing to the ESD performance of the overall building.

The materiality and colours of the facade reflect the palette of the heritage items in the vicinity. Stone cladding is incorporated into the segments of the podium meeting the adjoining stone-clad heritage buildings and is used in the sun shading 'blades' of the third storey, providing a gradual transition from opacity to transparency, and historical to contemporary.

The principle of gradual transition from the stone-clad heritage façade to the predominantly glass and bronze detailing of the proposed Park Street façade has been implemented by introducing a significant amount of stone cladding to the lower podium levels near the heritage buildings on Pitt and Castlereagh streets, which

gradually feathers out in the form of stone upstands and deep vertical stone fins protruding in front of the glazed Park Street retail façades, giving the impression of recessed glass.

Stone cladding has also been incorporated in and around the Pitt Street Station entrance on Park Street, framing its opening in a civic way, a gesture which is in keeping with the expression around the entrances of adjacent heritage listed buildings.

e) For a mixed-use scheme, achieve compliance with the requirements of SEPP 65 – Design Quality of Residential Apartment Development and the accompanying Apartment Design Guide.

Not applicable as a commercial scheme is proposed.

f) wind mitigation measures arising from compliance with condition B11 below.

Condition B11 requires a Wind Impact Assessment (including modelling) which demonstrates compliance with relevant wind comfort criteria and any associated wind mitigation measures within the detailed design. A Wind Impact Assessment has been prepared by RWDI Anemos Ltd (RWDI) and accompanies the detailed SSD DA.

The wind conditions around the proposed development site on the ground plane were found to be generally suitable for pedestrian sitting or standing type activities from a comfort perspective.

Wind tunnel testing to assess the wind conditions for the level 10 and 11 terraces found areas suited to pedestrian sitting or standing, depending on elevation. The terrace and landscaping have been designed to suit these wind conditions.

These design measures are illustrated in the Architectural Plans and Landscape Plans attached to the EIS, accompanying the Detailed SSD DA.

6.4. DESIGN REVIEW PANEL

B4. Prior to the lodgement of any Detailed Development Application, the Applicant is to submit a Design Integrity Report (DIR), to the satisfaction of the Planning Secretary, that demonstrates how design excellence and design integrity will be achieved in accordance with:

a) the design objectives of the Concept Development Application

Refer to **Section 2** of this DIR.

b) consistency with the approved Design Guidelines as amended by Condition A23

Refer to **Section 3.1** of this DIR.

c) the DEEP's Design Excellence Report

Refer to **Section 3** of this DIR.

d) the advice of State Design Review Panel (or approved alternative under Condition A25)

Refer to **Section 5** of this DIR.

e) the conditions of this consent

Refer to **Section 5.1** of this DIR.

B5. The Design Integrity Report (DIR) as required by Condition B4 must include a summary of feedback provided by SDRP (or alternative approved in accordance with Condition A25) and responses by the Applicant to this advice. The DIR shall also include how the process will be implemented through to completion of the approved development.

Refer to **Section 5** and **Appendix B** of this DIR.

6.5. HERITAGE IMPACT

B7. Future detailed development applications must consider:

a) the frontages of the podium should incorporate including masonry compared to window glazing and a high degree of architectural modelling and articulation;

The Pitt Street North site is located centrally within the wider Town Hall Precinct, an area which is dominated by a significant number of civic heritage-listed sandstone buildings. Most buildings have predominantly solid facades with central entrances within an overall symmetrical building composition.

Over the past few years, modern infill developments have been erected in-between the heritage-listed buildings. These buildings have been carefully slotted in by using masonry and sandstone elements within the design of their facades.

While mostly taller than the existing heritage-listed buildings, the more modern façades are categorised by striking a good balance between solidity and permeability, activating the street façades while seamlessly integrating into the existing streetscape.

In a similar way the Pitt Street North development has interrogated the composition and materiality of adjacent heritage and modern buildings in order to define the appropriate location of stone elements within the podium façades. Key considerations were to increase the solidity of the building without losing the permeability at grade and views towards the activated uses on level 2 and 3 from the street.

b) the Pitt Street and Castlereagh Street frontages of the podium should respond to the major horizontal and vertical elements of the heritage buildings along those respective street frontages; and

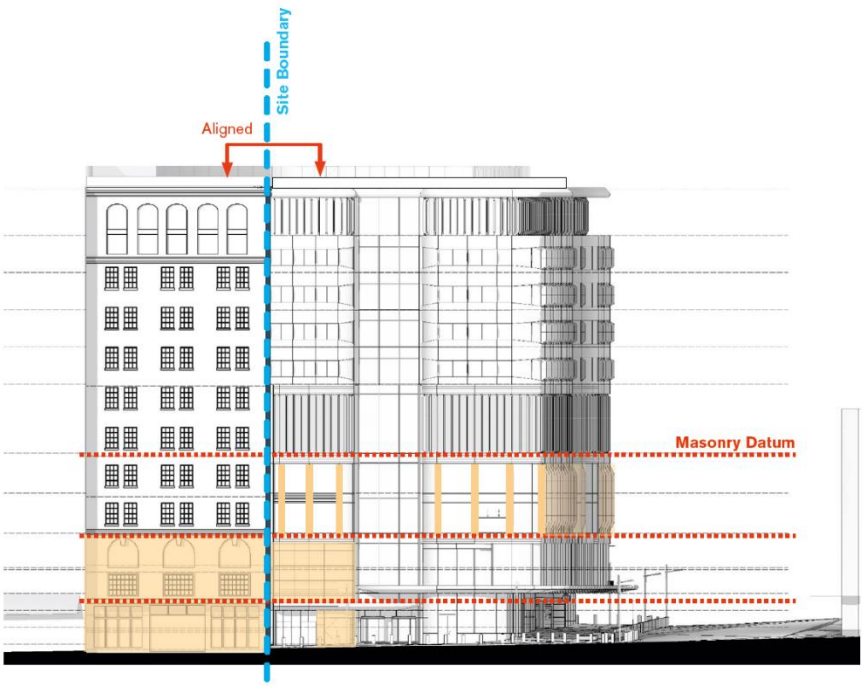
Pitt Street Facade

The design and expression of the Pitt Street facade is governed by elements of the adjoining National Building (Ashington Place) facade, illustrated by the relationship of the proposed division of the podium into three vertical bays reflecting the height and traditional lot width of the National Building as well as its central entrance.

In addition to this, a principle of gradual transition from the partly stone-clad National Building (Ashington Place) to the materiality and permeability of the proposed Park street facade has been introduced by cladding the lower podium levels of the facade and wrapping the stone further in and up into the commercial lobby. This stone clad wall will be visible from the street by maintaining a predominantly clear glazed facade on Park Street.

This story is further continued in the small stone upstand along the ground floor facades and vertical stone fins in front of the semi-public levels above.

Pitt Street Facade
(OSD Entrance)

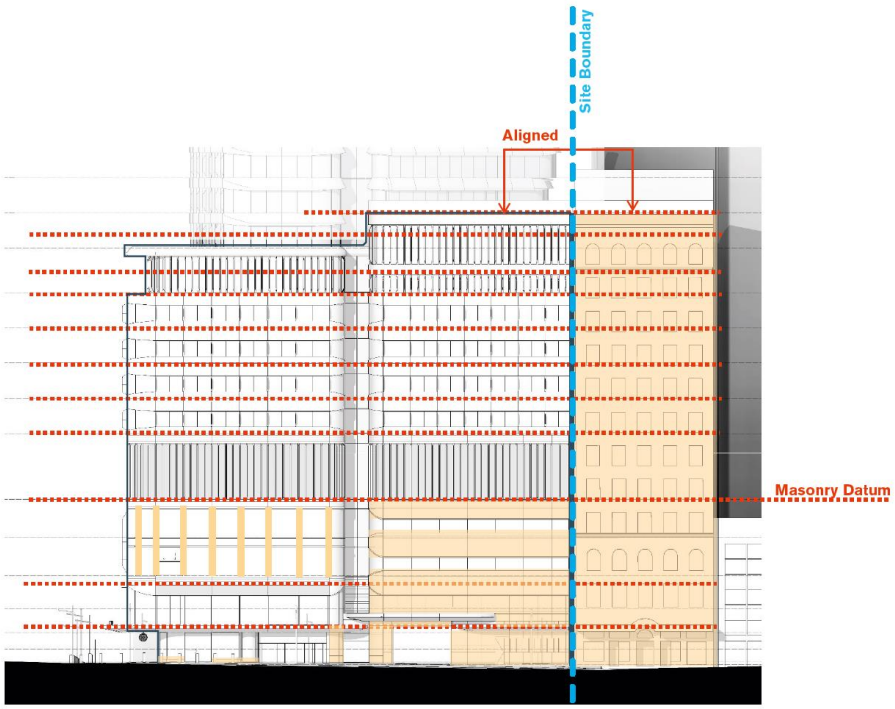


Castlereagh Street Facade

The design and expression of the Castlereagh Street façades are governed by the height and composition of the adjoining NSW Masonic Club.

The principle of gradual transition from the stone-clad heritage facade to the predominantly glass and bronze detailing and corresponding permeability of the proposed Park Street façade has been further implemented by introducing stone cladding to the lower podium levels near the Masonic building, which gradually feather out towards the top, with a small stone upstand along the ground floor facades and vertical stone fins in front of the semi-public level 02 and commercial sky lobby.

Castlereagh Street Facade
(EOT / OSD / Loading Dock Entrance)



c) the podium should interpret the subdivision pattern established during the late nineteenth and twentieth century, characterised by lot widths of the National Building and Masonic Club.

The massing and articulation of the tower and podium facades are designed to integrate with the surrounding urban context of Midtown Sydney. The podium responds directly to the street context and the heritage buildings north of the site.

The podium and tower massing are focussed on the station entrance which has been integrated into the overall podium massing and language of the OSD, while the uniformity of architectural expression between the tower and podium on the eastern and western facades strengthen the relationship between OSD entrances and the tower above.

The podium massing on Pitt Street aligns with the eave height of the adjoining National Building (Ashington Place) and has been divided into two vertical components, separated by a distinct full height slot, signalling the main entrance to the tower in a similar way to how the station entrance is announced on Park Street.

This vertical bay-division relates directly to the massing of the adjacent National Building. The detailing around this slot creates a dramatic, clearly defined OSD entrance and sense of arrival to the offices with escalators leading up through a triple-height lobby to the first of two sky lobby levels.

The Castlereagh Street facade has also been divided into two volumes and is separated by the slot of the tower coming down to ground. The podium volume adjacent to the NSW Masonic Club has been lifted up to align with the top of this adjoining heritage building, which has assisted in further breaking up the long Castlereagh Street facade into two significantly different volumes.

B8. Future detailed development application(s) shall include a detailed Heritage Impact Assessment and a Heritage Interpretation Strategy for the proposed works, prepared in consultation with the Heritage Council of NSW and City of Sydney Council. The HIA must address the recommendations of the concept state Heritage Impact Statement dated August 2018 prepared by GML Heritage.

A Heritage Impact Statement (HIS) and Heritage Interpretation Plan have been prepared by GBA Heritage and are submitted to accompany the EIS for the Detailed SSD DA. The HIS provides a comprehensive assessment of key heritage impacts and establishes the heritage management framework for the development of the site.

The assessment of heritage impacts has been prepared in accordance with condition B7 of the Concept SSD DA, the SEARs and the relevant provisions of the applicable planning instruments. In particular, the assessment provides a discussion of the potential impacts of the development on the adjoining NSW Masonic Building and National Building their setting and streetscape presence.

7. KEY ISSUES

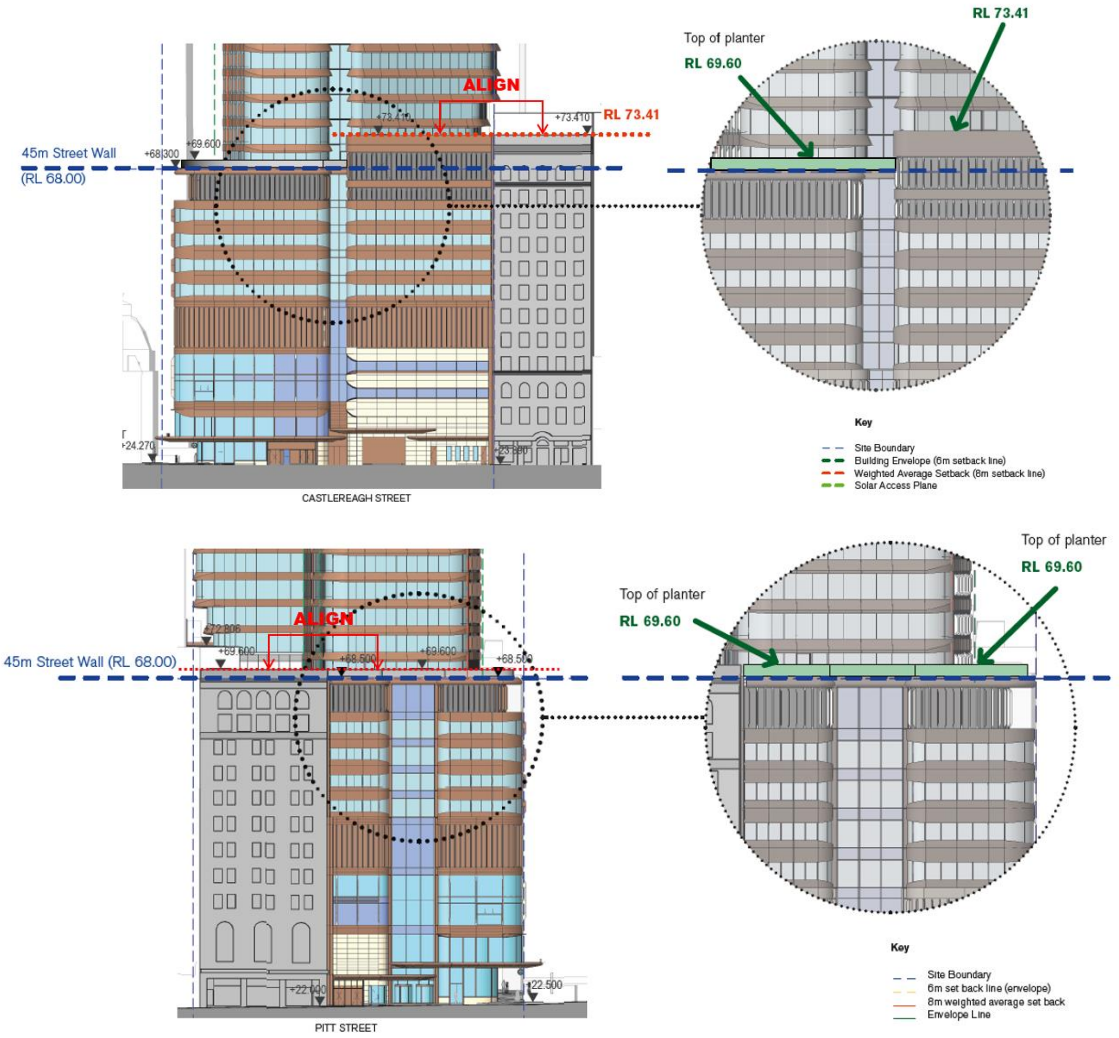
A number of key issues were raised within the DRP meetings that required further refinement over several DRP meetings. These are indicated below:

Key Issues	Report Reference
1) Wind study for podium landscape and balustrades detail & height	Design Report, Section 2.12 & 4.7 DRP Presentation No. 6 (17/03/2020) DRP Presentation No. 7 (31/03/2020) DRP Presentation No. 9 (05/05/2020)
2) Materiality of façade - bronze finish, sandstone	Design Report, Section 3.9, 3.10, 3.11 & 3.12 DRP Presentation No. 1 (15/10/2019) DRP Presentation No. 2 (19/11/2019) DRP Presentation No. 6 (17/03/2020) DRP Presentation No. 9 (05/05/2020)
3) Setback/ lightwells to Ashington place	Design Report, Section 1.11 & 3.17 DRP Presentation No. 4 (21/01/2020) DRP Presentation No. 6 (17/03/2020)
4) Retail resolution - Location, Extent & Composition	Design Report, Section 1.7 & 2.10 DRP Presentation No. 2 (19/11/2019) DRP Presentation No. 3 (17/12/2019) DRP Presentation No. 8 (21/04/2020)

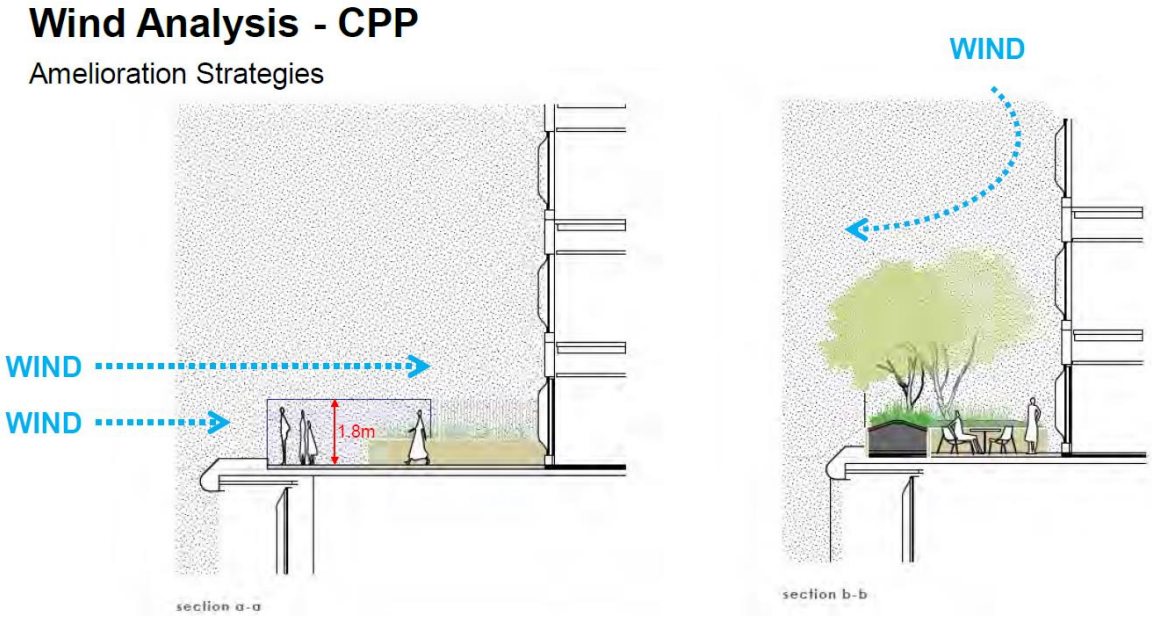
1) Wind study for podium landscape and balustrade detail & height

During DRP No.6 the design team presented the proposed changes to the Stage 1 SSDA envelope in order to better match the heights of the adjoining heritage listed buildings on Pitt and Castlereagh Street. The proposal was to match the height of the planters to the eave height of adjoining heritage buildings, with a limited number of architectural elements such as trees and balustrades that could still protrude past this envelope line as per the diagrams below;

Building Envelope



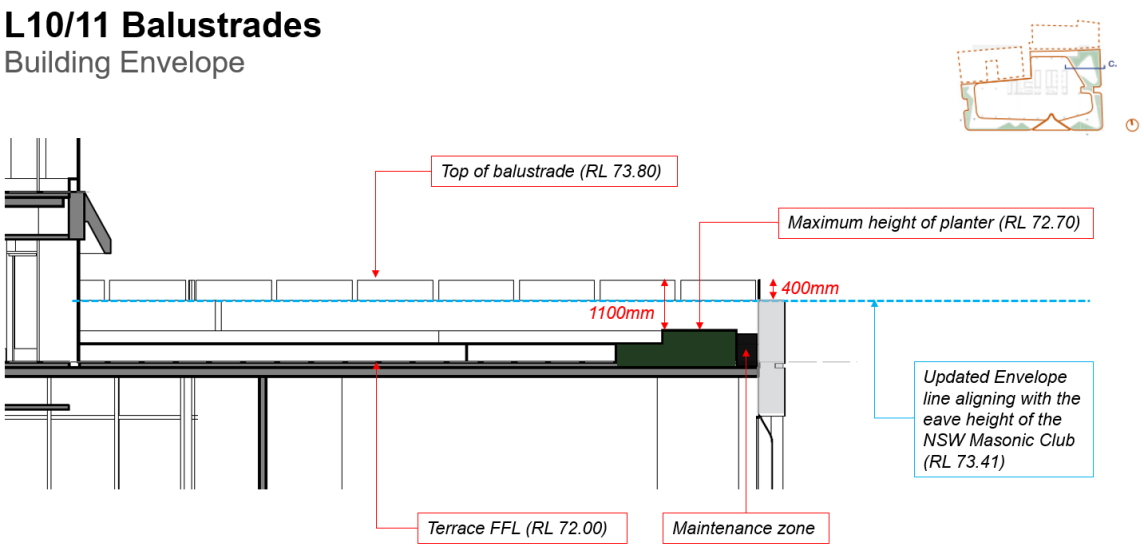
The panel generally accepted the proposal; however questions were raised during DRP No.7, when the design team also presented the proposal to introduce 1.8m high wind baffles on the level 10 and 11 terraces to ameliorate high wind conditions and ensure the use of the terraces for the commercial tenants. Please refer to below diagram which further explained the different amelioration strategies.

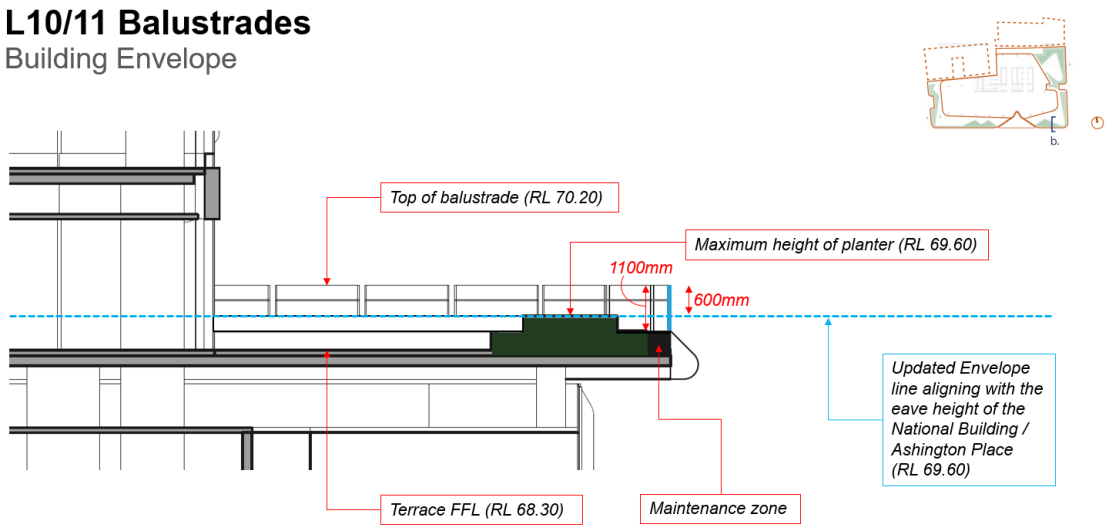


The feedback from the DRP panel was as follows;

Item 7.05 – The Panel accepts the building envelope as presented with the exception of the 1.8m high balustrades on the top of the podium.

The design team presented the following two diagrams during DRP No.9, indicating that the height of the balustrade would be at 1.1m high from the top of the planter bed, creating a compliant height balustrade around the perimeter Details of the presentation can be seen in the images below.



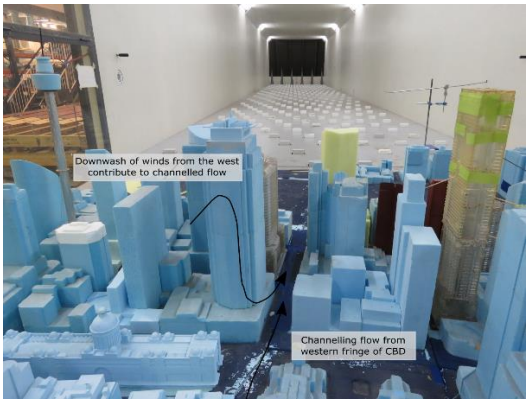


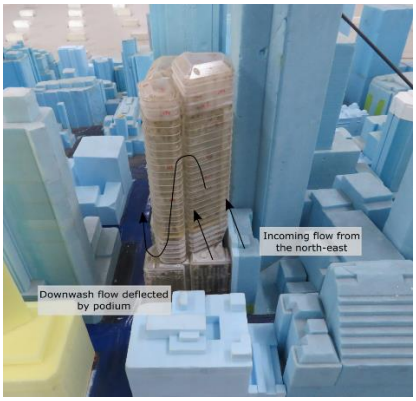
Item 7.06 – The Panel is concerned that screening the podium setback on the corner with 1.8m glass balustrade in order to moderate the impact of wind for podium users, will in turn negatively impact the wind conditions on the street that the setback has been designed to mitigate. The panel recommends further wind studies be undertaken to assess this.

The wind engineer presented the following diagrams in DRP No.9, in which he outlined that winds from the west are brought to ground by the massing of the built environment along the western fringe of the CBD, and are then channelled along Park Street. Citigroup Centre in particular contributes significantly to the channelling flow, though provides shielding to the subject tower. As such the tower massing has a comparatively small effect on the ground level wind conditions for winds from the west, and thus the

balustrade, regardless of height, will have a negligible impact on wind conditions for the ground plane. A similar effect occurs for winds from the NE quadrant, with an additional downwash contribution from the subject tower. This downwash consists of predominantly vertical flow, some of which is deflected away from ground level by the podium rooftop, with the remainder adding to the channelling flow along Park Street generated by upstream buildings.

Balustrades are effective in deflecting horizontal flow and create a localised region of calm in the wake of the balustrade. Therefore, balustrades have little effect on the downwash governing ground level wind conditions for winds from the NE, and no measurable difference in ground plane wind conditions would be expected for any reasonable balustrade height.

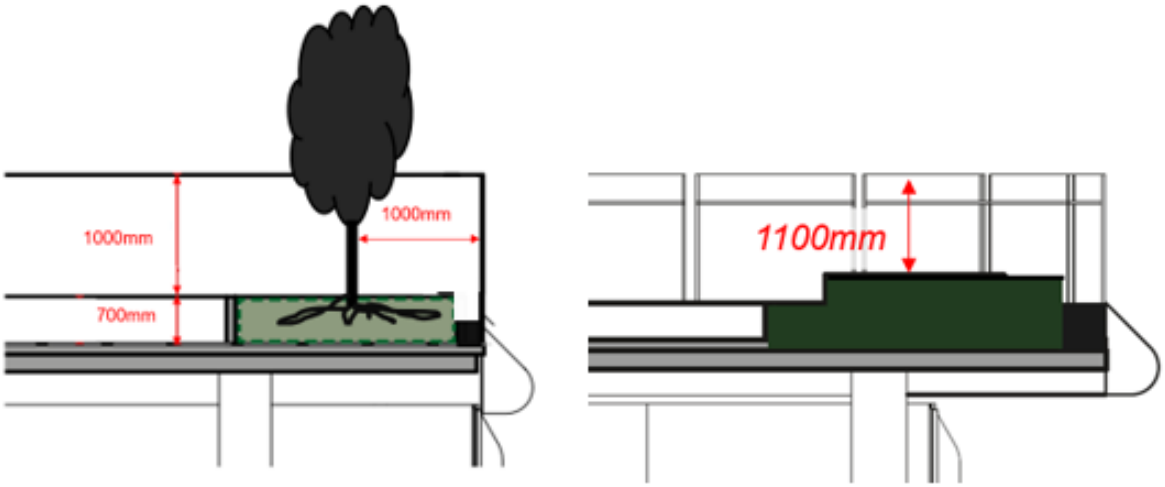




Item 7.07 - The Panel notes that a code compliant balustrade would be required on the outside edge of any planter to prevent falls and seeks (additional information?) regarding the interface of the landscape and the balustrade edge.

The design team also presented a number of slides outlining that; as a minimum the BCA requires that a 1m high balustrade be provided where there is a potential for a fall of 1m or more from the trafficable surface as per clause D2.16.

With regards to the trees within the planter, to avoid any potential climbing issue, trees are to be planted a minimum of 1m away from the balustrade, as per the first diagram below. The second diagram demonstrates that a 1,100mm high balustrade is proposed which will meet the minimum height requirements lifted in clause D2.16. of the BCA.

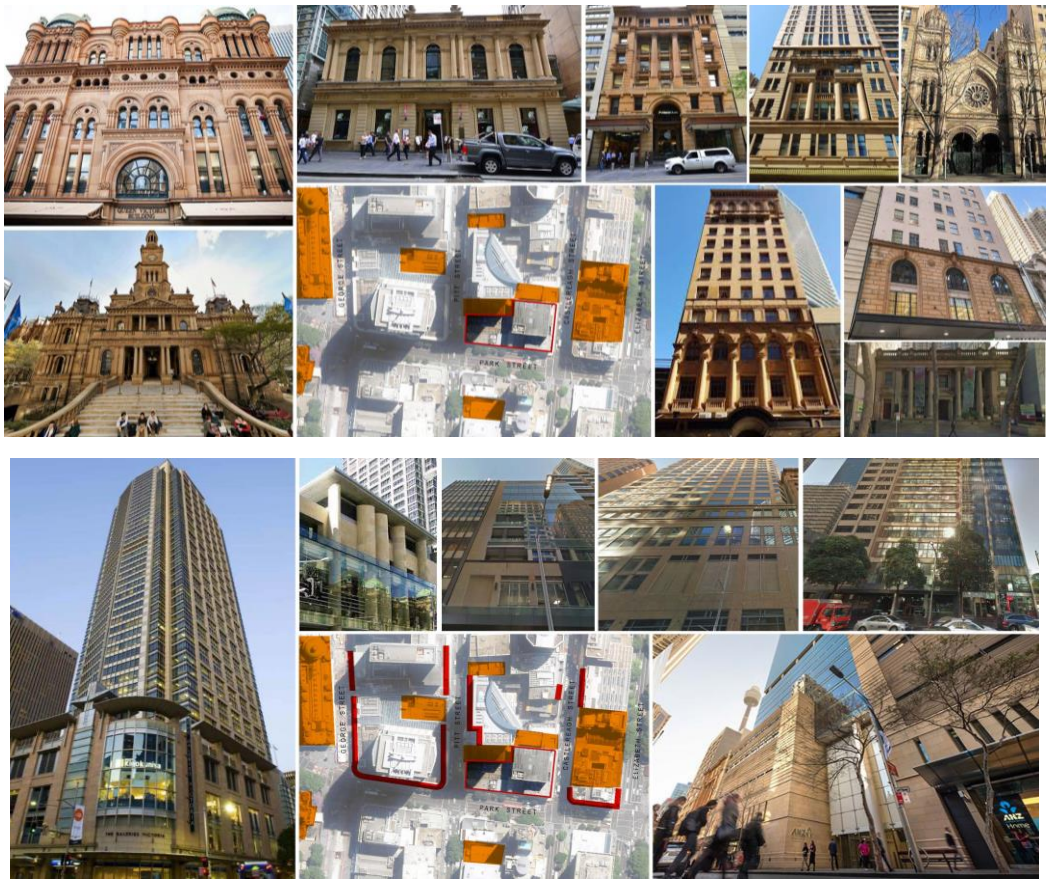


The final notes from the DRP panel after DRP No.9 read as follows;

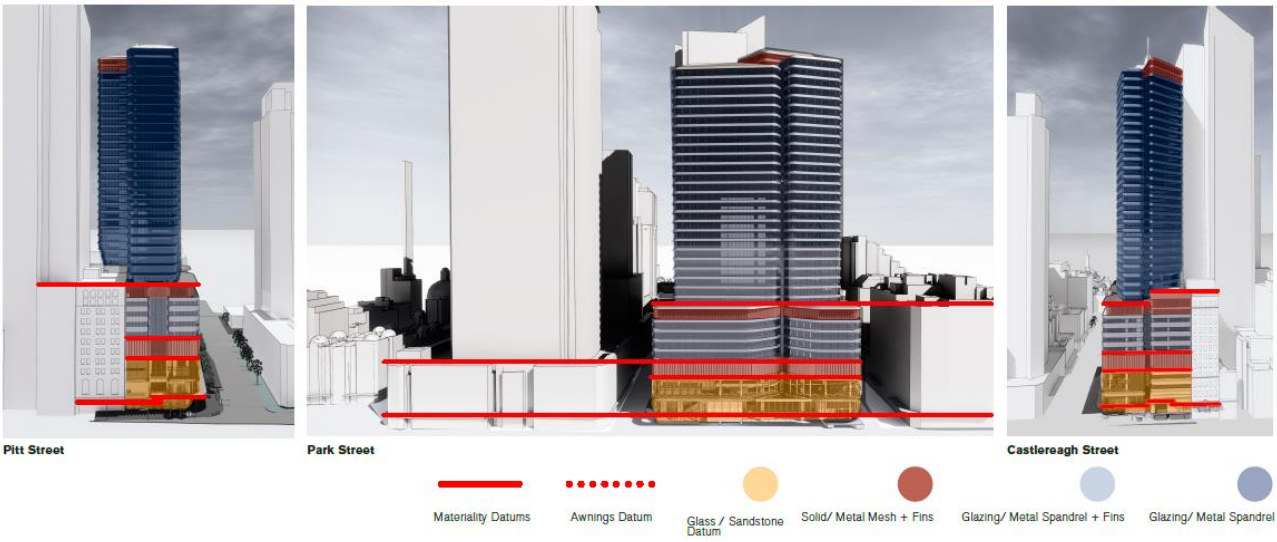
- **Item 7.05** – The Panel supports the glass balustrade and efforts made to reduce its perceived height internally and externally.
- **Item 7.06** – The Panel accept the wind consultant's opinion that the balustrade will not impact street wind conditions.
- **Item 7.07 -** The Panel supports the presented solutions for balustrades to the outside edges of planters.

2) Materiality of façade - Bronze finish & Sandstone

The design team initially presented the approach for the materiality of the building the first DRP Presentation on the 15th of October 2019, and in slightly more detail during DRP No.2 on the 19th of November 2019. Both presentations were in alignment with the OSD Design parameters laid out for the project during the RFT phases, taking cues from the scale and character of existing sandstone heritage buildings and the more recent masonry infill developments, with the new building complimenting this existing city context in terms of façade composition, materials, colour and texture.



The design intent was to keep sandstone finishes limited to the 'masonry plinth' area which relates directly to adjacent buildings on Park Street, as the height of the predominantly stone-clad architecture in the vicinity of the site is limited to 2-4 storeys, approximately aligning with an RL between 46.200 and 48.000.



Less noticeable at first glance is the presence of a significant number of bronze cast and clad architectural details within the surrounding heritage facades such as intricate handrails and balusters, signage elements, memorial plaques, etc. Bronze clad and coloured finishes have a dominant role within the materiality palette of the building. Specific detailing to the base of the building and elements that can be seen up close or touched by the public, will be Bronze clad and cast elements, such as door handles, whereas elements further up in the building will a special coated finish to mimic the look, effect and lustre of bronze, while ensuring project warranties, buildability, environmental impacts and project budgets can be met.

The Panel listed that they 'in principle' supported the approach to the current material selection and recommended any future presentation include samples and final finishes be presented along with evidence of sign off by Sydney Metro on sealing and maintenance regimes.

During the DRP Presentations No. 6 on the 17th of March and the presentation No.7 on the 31st of March, the team presented their first images of samples and the exact material selection for both the stone as well as the bronze and bronze coated finishes.

For the sandstone finishes it was envisaged that the identity of Pitt Street North should reflect the geological rock formation it sits on; a locally sourced sandstone will reinforce the buildings sense of place within the Sydney Town hall precinct. Working closely with local quarries, to assess stone qualities, availability, panel size, cutting techniques, the team decided to go forward with Piles Creek Cream stone from the local

Gosford quarries. The selected stone also has a lack of striations and a limited variance in colour between different batches, thus making it an excellent choice for the project.

Materiality

Sandstone - Selection

- **Piles Creek Cream from Gosford Quarries**

For the bronze finishes, and in close collaboration with a local facade contractor, the team concluded to go forward with a special coated aluminium PVDF finish for all external areas, awnings and façade elements. A patent pending process has been developed and a mix of standard Interpon colours have been selected to create a unique finish that closely mimics the aesthetic properties, lustre and colour tone of real bronze panels, while also providing excellent durability, service life, maintenance, strength and weight capacities.

Bronze Coloured Material - Selection

- Aesthetic properties
- Lustre / Effect
- Workability
- Maintenance
- Warranties
- Colour tone

Bronze

Aluminium – special powder coating
BESPOKE PATENT PENDING PROCESS

The panel concluded that they support the approach to the development of an appropriate bronze finish to aluminium and requests that samples of the proposed finish on the variant façade forms, be available to view on site during the construction delivery phase. The Panel also requested further information about the durability and maintenance of the proposed bronze finish to aluminium where this finish is present at ground level.

During the final DRP Presentation No. 9 on the 05th of May 2020, the design team presented an overview of the warranties, Service of Life, Durability and End of Life scenarios to the bronze coated aluminium finish, in line with the diagrams below:

Special Bronze Coloured Aluminium

Service Life & Durability

- Special patent pending **application process**
- Using a mix of **Interpon** colours from their standard **D3025** range
- Interpon paint finish provides a **30-40 year warranty** on the film
- Interpon paint finish ensures no **colour fade over 25+ years**
- **Marine** corrosive environment resistance: **High**
- **UV** discoloration resistance: **High**

Maintenance & End of Life Scenarios

- Maintained with **de-ionized water twice a year**
- Coating can be used on **recycled aluminium**
- Product can be **recycled** at 'End of Life'
- Coating increases the **durability** of the aluminium by making it suitable for high exposure to UV

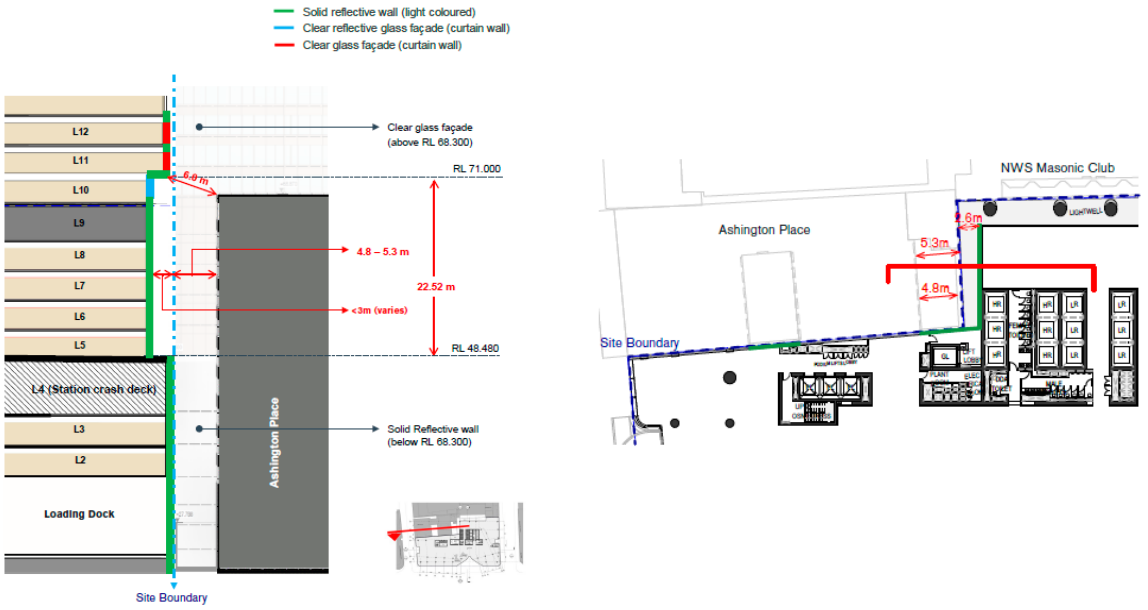
The final notes from the DRP panel after meeting No.9 concluded that; the Panel supports the product warranty evidence to demonstrate durability and is looking forward to seeing samples of the proposed finish in all variant façade forms when available on site.

3) Setback/ lightwells to Ashington Place

During DRP Presentation No. 4 on the 21st of January 2020, the design team presented the approach to the treatment of the heritage lightwells in line with the below;

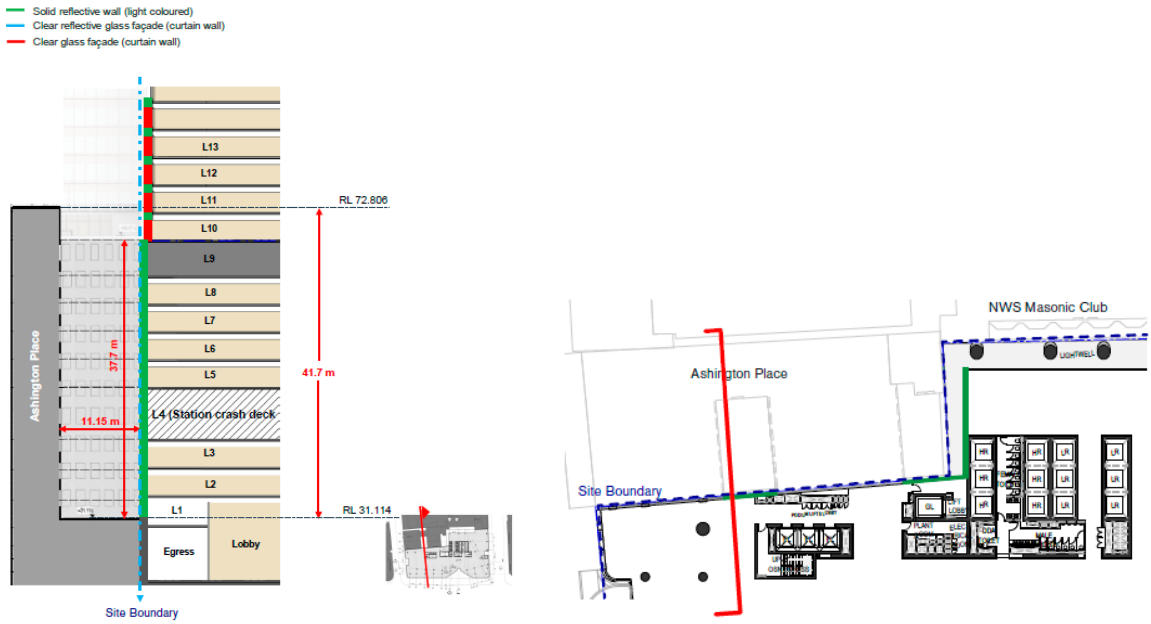
The National Building (or Ashington Place) has also sold off any future developable bonus GFA in turn allowing the permissible envelope for the Pitt Street North site to include a 0m setback. Notwithstanding this, the design has none-the-less considered how to best support the ingress of natural daylight into this area, benefiting the commercial Ashington Place tenants who are facing this lightwell.

In line with the Pitt Street North Design Parameters set for the development, the proposed western facade of the OSD tower is providing a set-back between 1.9 and 2.6m from the site boundary for the length of the Ashington Place light well for six levels above the Station transfer level on level 4. The proposed podium and tower facades from level 5 to 9 are required to be clad in reflective light-coloured solid materials to maximise daylight access into the Ashington Place commercial offices surrounding the lightwell. As shown in the section below, level 10 will be the first level to have clear glazing as it is located above the roof of Ashington Place.



The northern facade of the OSD podium and tower near the North-western corner of the site is immediately adjoining the Pitt Street North site boundary and thus providing a set-back of 0m. In line with the Pitt Street North Design Parameters set for the development, the proposed podium and tower facades from level 1 to 9 are required to be clad in reflective light coloured solid materials to maximise daylight access into the Ashington Place commercial offices surrounding the lightwell, with clear glazing proposed from level 10 onwards, as shown on the diagrams below.

As such, the design of the facades which are facing the heritage lightwell with Ashington Place fully complies with the project requirements established in the OSD North Design Parameters during the RFT phases of the project.

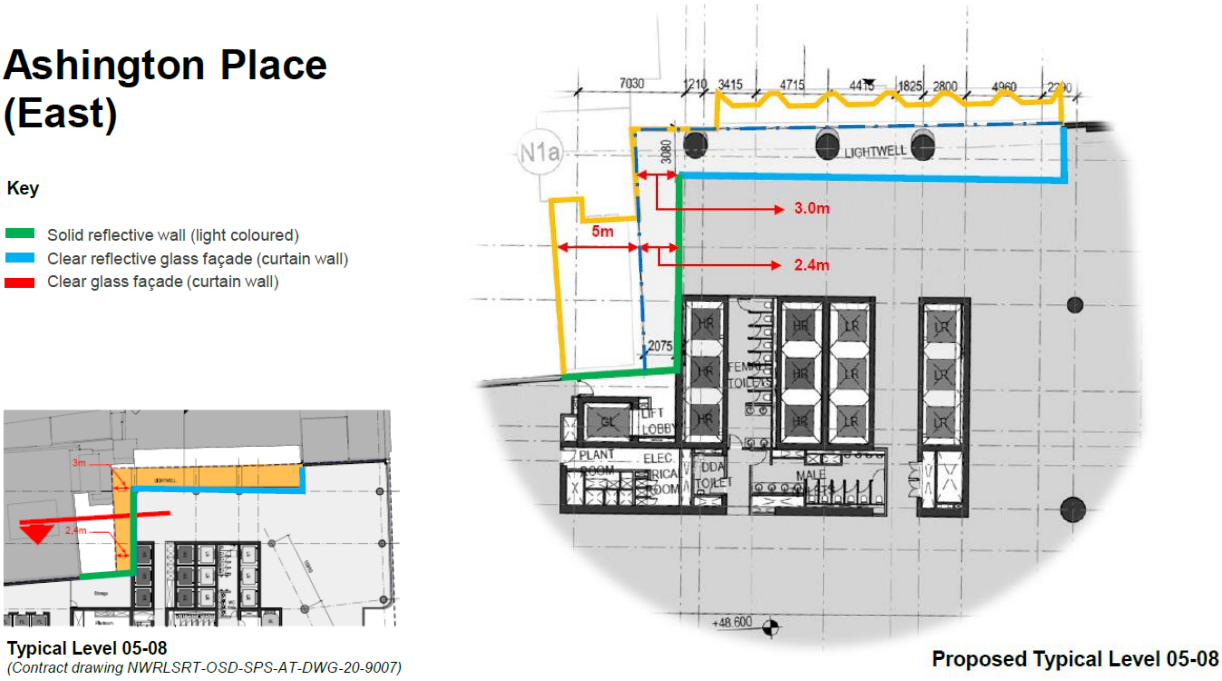


After the presentation the notes from the DRP panel read as follows:

- The Panel generally accepts and supports updates to the presented lightwell setbacks to the existing NSW Masonic Club and Ashington Place developments, following the survey study undertaken of these buildings.

- The Panel suggests consideration of introducing natural light from the Ashington Place lightwell to benefit the commercial spaces within.
- The Panel suggests looking at opportunities for improving outlook from the Ashington Place development across the lightwell to the proposed solid boundary wall.

During DRP No.6 on the 17th of March 2020 the design team presented a further update to the Eastern Ashington Place lightwell after investigating the natural daylight access to the Pitt Street North level 5 to level 8 commercial floors. The decision from the design team was that the north facing façade already provided some daylight access to the floorplate, the west facing façade would not greatly improve the daylight conditions as a result of overshadowing from neighbouring buildings. Furthermore, this façade was also located less than 3m away from the property boundary and thus could not include clear glazing elements. The proposed façade treatment was to maintain a solid light-coloured reflective façade to the entire west facing facade in line with the diagram below and the original OSD Design Parameters set out for the project during the RFT phases.



Typical Level 05-08
(Contract drawing NWRLSRT-OSD-SPS-AT-DWG-20-9007)

Proposed Typical Level 05-08

During DRP No.6 the design team also presented a further update to the Western Ashington Place lightwell after investigating the outlook that currently can be experienced by the Ashington Place commercial tenants. The design team concluded that there would be no additional benefit to the tenants if a special treatment would be introduced on the North facing lightwell wall, given the outlook is predominantly in an east-west orientation. Furthermore, the design team felt strongly about replicating the look and treatment to the existing lightwell walls on the north facing wall for consistency and to maintain the overall character of the lightwell and more generally the character of the heritage building itself.

This façade treatment was also in line with the OSD Design Parameters set out for the project during the RFT phases.

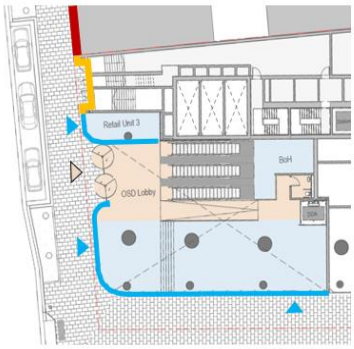
The final note from the DRP panel listed that the panel members supported the proposed approach to the materiality of all Ashington Place lightwell facades.

4) Retail resolution – Location, Extent & Composition.

In order to reduce the linear length of inactive facades on Pitt Street adjacent to Ashington Place, a new retail unit had been proposed during the design development stages on Pitt Street with its entrance north of the main Commercial lobby. This small retail unit had to be incorporated within the proposed sandstone wall at street level. Two options had been presented to the Design Review Panel during DRP No.2 on the 19th of November 2019 (refer to first image below) and DRP No.3 on the 17th of December (refer to second image below) in order to assess the right balance between the presence of the retail shopfront and the continuation of the sandstone plinth to the building.

The DRP Panel ultimately preferred the option presented during DRP No.3 and this has since been incorporated into the final design proposal.

Pitt Street / Park Street corner



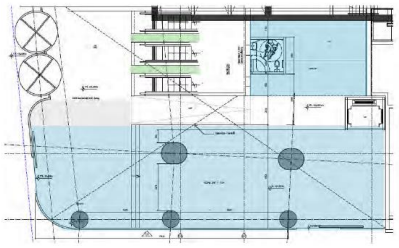
Previous proposal - Active Frontages

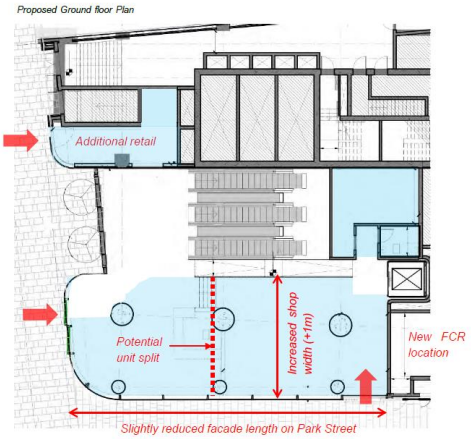
During DRP No.8 on the 21st of April 2020, the design team also presented their compliance with the OSD north parameter which mentioned that the extent of the ground floor and the level 2 retail activation must, at a minimum, be in accordance with the RFT drawings and include retail tenancies which are publicly accessible and offer licenced & trading dining options, providing for trading hours across the day and evening. The below diagrams were presented and show the extra improvements introduced by the design team to the retail areas, shopfront façade lengths and general planning of the spaces. These improvements were deemed acceptable to the Design Review Panel.

Extent of Retail

L00

NWRLSRT-OSD-SPS-AT-DWG-20-6400 (GF Plan West) at RFT Stage

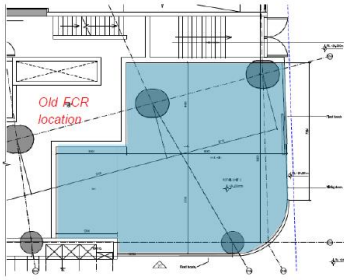




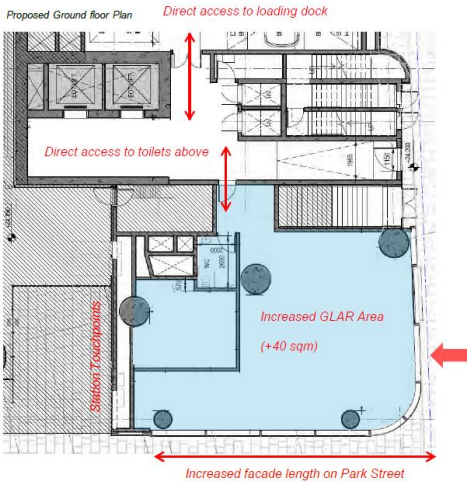
Extent of Retail

L00

NWRLSRT-OSD-SPS-AT-DWG-20-6401 (GF Plan East) at RFT Stage



Proposed Ground floor Plan



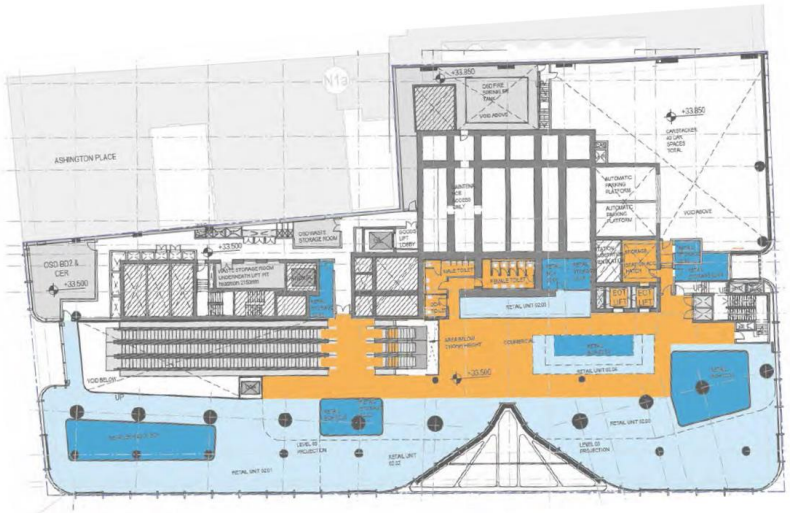
Extent of Retail

L02

Improvements

- improved escalator arrangement
- Better overall retail unit mix
- No loss of no. retail units
- Toilets relocated to the centre
- 3 large units along Park street
- No BOH areas on the facade
- Additional seating areas
- Additional Retail storage

Circulation
Retail FOH
Retail BOH
BOH / WASTE



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APPENDIX A DRP TERMS OF REFERENCE

APPENDIX B SCHEDULE OF DRP REVIEW AND PRESENTATIONS

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