City & Southwest

Design Integrity Report

Detailed State Significant Development Application

Site C, Crows Nest over station development

Contents

Author:	CNDC
Date:	28 April 2021
Version:	C
Reference:	SMCSWSCN-SMC-SCN-EM-REP-000016
Review date:	June 2021

1 Introduction

This Design Integrity Report (DIR) has been prepared by Crows Nest Design Consortium on behalf of Sydney Metro (the Applicant) to accompany a Detailed State Significant Development (SSD) development application (DA), which seeks consent for a commercial Over Station Development (OSD) on Site C, above the Crows Nest Station.

1.1 Project overview

The detailed SSD DA seeks approval for the detailed design, construction and use of a new nine-storey commercial office building on Site C above the Sydney Metro Crows Nest Station entrance. The proposed development also includes the fitout of the ground floor lobby and Level 1 end-of-trip/bicycle storage facilities, which will be constructed under the CSSI Approval for the metro station.

The proposed commercial building will provide additional premium office floor space to the precinct, complementing the St Leonards commercial core and integrating with the broader Crows Nest village.

The detailed design of the Site C OSD has been subject to rigorous design development, testing and 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.

1.2 Site location and description

The Crows Nest Station precinct is located between the Pacific Highway and Clarke Street (eastern side of the Pacific Highway) and Oxley Street and south of Hume Street, Crows Nest. It is wholly located within the North Sydney local government area (LGA), and also near the boundaries of both the Willoughby and Lane Cove LGAs.

The Crows Nest Station OSD site comprises three sites (**Figure 2**). The following building envelopes and land uses were approved for each of the sites in the concept SSD Application:

- **Site A (497-521 Pacific Highway, Crows Nest):** 21 storey (RL 180m including a 4.4m rooftop building services zone) commercial office building with a maximum floor space of 40,300m^2
- **Site B (477-495 Pacific Highway, Crows Nest):** 17 storey (RL 155m) residential accommodation building with a maximum floor space of 13,000m^2
- **Site C (14 Clarke Street, Crows Nest):** 9 storey (maximum RL 132m including a 5m rooftop building services zone) commercial office building with a maximum floor space of 3,100m^2

This DIR relates only to the detailed design and delivery of Site C, with applications for Sites A and B to be undertaken separately in the future.

Figure 1: Aerial photograph of Site C within the greater Crows Nest Station precinct

Site C is located at the north-western corner of Hume Street and Clarke Street, and comprises one allotment with the address of 14 Clarke Street, Crows Nest. It is legally described as Lot 1 in DP1123850.

The site is roughly rectangular in shape, and being located within the Crows Nest village centre. Adjoining Site C is a seven storey residential building (known as 'Wyndel Apartments') at 22-26 Clarke Street and a five storey commercial building at 20 Clarke Street.

The existing buildings on the site have been demolished to facilitate the construction of Crows Nest Station under the CSSI Approval. The demolition works are now complete, and the site is vacant and surrounded by construction hoarding. Once the station is completed as per the CSSI Approval, the entry within Site C will provide connection to the east towards Willoughby Road.

1.3 Background

Sydney Metro is Australia's biggest public transport project (**Figure 1**). There are four core components:

- **Metro North West Line** (formerly the 36 kilometre North West Rail Link).
- **Sydney Metro City & Southwest** – The Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of the Metro North West Line at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney. Sydney Metro City & Southwest will deliver new metro stations at Barangaroo, Crows Nest, Victoria Cross, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.
- **Sydney Metro West** – Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling

rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs. Sydney Metro West stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock, The Bays, Pyrmont and the Sydney CBD. Further planning is underway to determine the locations of the Pyrmont and Sydney CBD stations.

- **Sydney Metro - Western Sydney Airport** – Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. Six new stations will be delivered at St Marys, Orchard Hills, Luddenham, Airport Business Park, Airport Terminal and Western Sydney Aerotropolis. The Australian and NSW governments are partners in the delivery of this new railway.

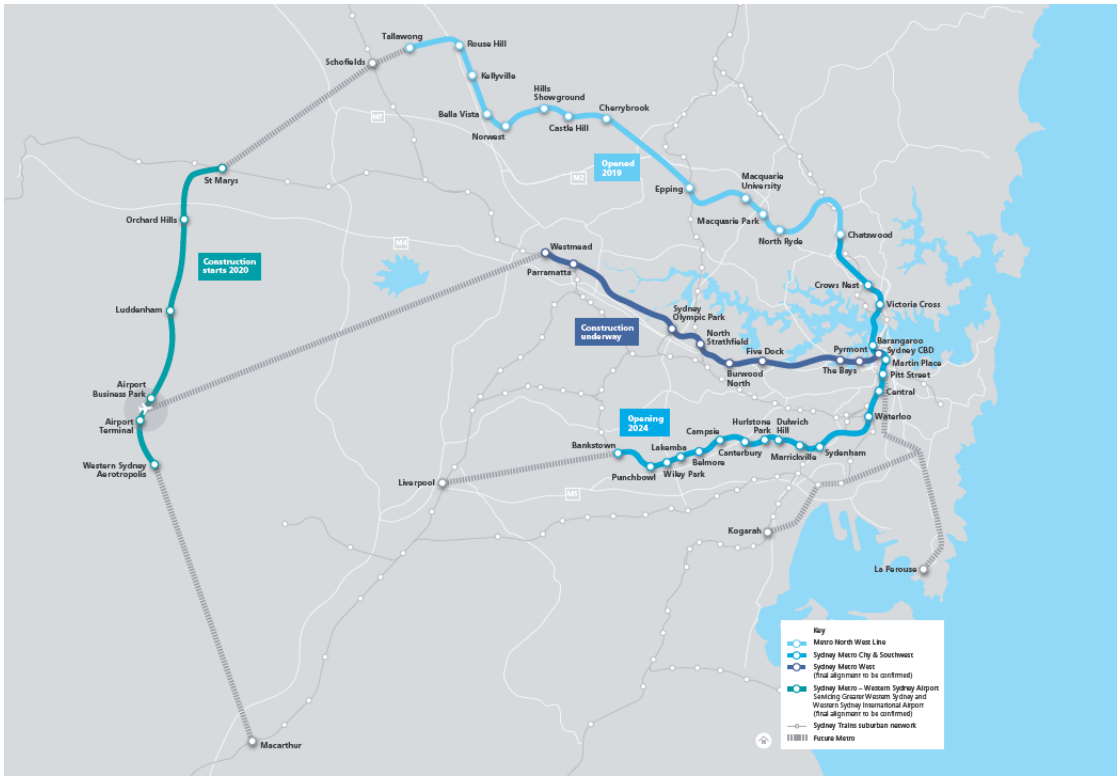


Figure 2: Sydney Metro network

1.4 Background and concept approval

Sydney Metro is seeking to deliver OSD above the approved Crows Nest Station. On 23 December 2020, the Minister for Planning and Public Spaces granted consent to the concept proposal for OSD at the Crows Nest Station including building envelopes, development parameters and strategies for a future development above the approved Crows Nest Station, and the use of the OSD spaces approved within the station under the CSSI Approval.

While the Crows Nest Station and OSD will form a single integrated station development (ISD), the planning pathways defined under the EP&A Act requires separate assessment for each component of the development. In this regard, the approved station works (CSSI Approval) are subject to the provisions of Part 5.1 of the EP&A Act (now referred to as Division 5.2) and the OSD component is subject to the provisions of Part 4 of the EP&A Act.

The concept proposal for Crows Nest OSD complements the St Leonards commercial core and seeks to minimise overshadowing and amenity impacts and integrate with the broader Crows Nest village including Willoughby Road. It provides an opportunity for a mixed-use development that capitalises on its immediate access to Australia's biggest public transport project that delivers significant improvements to the amenity of the local area. This aligns with the vision for the area, as outlined in key strategic planning documents, including the Greater Sydney Commission's (GSC) *North District Plan* and the St Leonards and Crows Nest 2036 Plan prepared by DPIE.

In October 2018, DPIE released a draft Rezoning Proposal for the Crows Nest metro site. The Rezoning Proposal sought to increase the relevant planning controls applying to the site to be commensurate with the built form proposed in the concept SSD Application.

The release of the Rezoning Proposal was simultaneous to the release of the (then) draft strategic planning documents including the *St Leonards and Crows Nest 2036 Draft Plan* (2036 Draft Plan). The *2036 Draft Plan* recommended significant changes to the planning controls for the immediate area surrounding the Crows Nest OSD site subject to consideration of community feedback to its exhibition.

The 2036 Plan and the associated Special Infrastructure Contribution (SIC) scheme were finalised by DPIE on 29 August 2020. The Rezoning Proposal was also finalised, and new planning controls gazetted, on 31 August 2020 applying new planning controls to the Crows Nest metro site.

1.5 Overview of the proposed development

This detailed SSD Application will seek consent for the construction of a commercial office building on the site. It will be highly integrated with the approved Crows Nest Station under construction below.

Specifically, consent is sought for the following works:

- Construction, use and fitout of a new commercial building with the following parameters:
  - A total gross floor area (GFA) of 3,100m^2
  - A maximum building height of RL 127m, with an additional 5m 'building services zone' to accommodate rooftop plant and equipment, lift overruns and services (RL 132m total)
  - Nine storeys, comprising:
    - Building entrance lobby on the ground level
    - Bicycle parking and end of trip facilities on level 1
    - Commercial offices on levels 2 – 8
    - An accessible garden on part of level 9 for use by tenants
    - Rooftop plant and service areas
- Associated building servicing and building landscaping elements.
- Signage zones for building / business identification.
- No vehicle parking will be provided on site.

The CSSI Approval for the metro station includes space provisioning on the ground level (building entrances) and level 1 (bicycle parking and EoT) for the Site C OSD. The use and fit-out of these OSD spaces requires approval under Part 4 while the actual station structure itself is approved as part of the Sydney Metro City & Southwest project.

1.6 Purpose of this report

DPIE has issued the Secretary's Environmental Assessment Requirements (SEARs) for the preparation of an Environmental Impact Statement for the proposed development. Specifically, this DIR has been prepared with regards to SEARs requirement number 5.

SEARs requirement	Where addressed
5. Design excellence • *Demonstrate compliance with the endorsed Design Excellence Strategy and submit a Design Integrity Report in accordance with the requirements of the Concept Approval* • *Detail the measures to ensure design integrity is maintained in subsequent stages of the planning process (such as post approval and any modifications).*	*This Report*

This DIR outlines the implemented design excellence process to ensure the future detailed design of Site C 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 – Consistency with Conditions of Concept Approval
- Section 4 – Consistency with North Sydney Local Environmental Plan 2013
- Section 5 – Crows Nest Station Design Guidelines
- Section 6 – Design Excellence Strategy
- Section 7 – Sydney Metro DRP Advice and Recommendations.

2 Design objectives of concept approval

In accordance with Condition B8(a) of the Concept Approval (SSD 9579), 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 9579) 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 North District Plan (2018)
- enable the development of mixed-use buildings at the site which cater to various uses and work to create a fully integrated station precinct within the heart of Sydney's North Shore
- enable building forms which responds to the emerging character of St Leonards while providing a mediating transition in built form between St Leonards and Crows Nest, and in doing so, aligns with the 2036 Draft Plan and the Rezoning Proposal
- minimise, to the fullest extent possible, overshadowing impacts on public open spaces including Hume Street Park, Ernest Place and the Willoughby Road restaurant precinct
- enhance the customer expert experience and urban amenity through the development of an integrated design concept that ensures delivery of a quality public domain experiences with strong connections to the surrounding area
- create an urban environment that drives the high usage public domain experience with strong connections to the surrounding area
- create an urban environment that drives the high usage of the Sydney Metro network, responding directly to the principles of transit-oriented development
- create an urban environment that drives the high usage of the Sydney Metro network, responding directly to the surrounding area
- provide the opportunity to deliver the OSD as early as possible with the aim of opening concurrently or shortly following completion of the Crows Nest Station
- enable a design that responds sensitively to surrounding heritage items
- 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 Site C 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
- Similarly, the proposal addresses relevant planning priorities of the North 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 design of the OSD comprises a 9 storey commercial building which will contribute 3,100sqm of commercial office floor space to the St Leonards and Crows Nest Precinct.
- The proposal will result in a development outcome which underpins North 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 Sydney

- The ground floor lobby area consists of active uses which relate to the metro station and the commercial office floor space and will interface with the public domain. The public domain shall enhance the customer experience and urban amenity through the development of an integrated design concept that ensures delivery of a quality public domain experience with strong connections to the surrounding area proposed under the CSSI Approval. The public upgrade works (under the CSSI Approval) will consist of new kerbside street tree planting, bollards, lights, street furniture etc. 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 workers 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 Site C OSD complements the St Leonards commercial core and seeks to minimise overshadowing and amenity impacts and integrate with the broader Crows Nest village. The proposed development does not overshadow the Hume Street Park during the protected hours of the year. The design and articulation of the proposal is generally consistent with the building envelope approved under SSD 9579.
- The proposal is sympathetic to the character of the buildings within the vicinity and will have negligible impacts on the existing significant views surrounding the site. The podium form and articulation references buildings in the immediate context and clearly delineates podium functions from activities above. The street wall delivers activation, permeability, a sense of human scale and heritage sensitivity.
- 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. Subsequently, an updated Design Excellence Strategy specific to Site C was submitted to DPIE to satisfy Condition A21 of the Concept Approval. The Site C Design Excellence Strategy was endorsed on 9 June 2021. This DIR has been prepared for the purposes of demonstrating how design excellence and design integrity has been achieved for the project.

The proposed Site C OSD outlines how design excellence and design integrity will be achieved, in part, through demonstrating consistency with the Concept Approval (SSD 9579) project objectives as discussed above.

3 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 9579) 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).

3.1 Design guidelines

A20. Prior to the lodgement of the first future development application, the Applicant shall revise the DESIGN GUIDELINES (dated November 2020), to the satisfaction of the Planning Secretary, as set out in Attachment A.

The Design Guidelines (January 2021) have been updated in accordance with this condition and endorsed by the Planning Secretary. An assessment of the proposal against the updated Design Guidelines is provided at Section 6.

3.2 Design excellence

A21. Prior to lodgement of the future development applications, the Applicant shall submit an updated Design Excellence Strategy to the satisfaction of the Planning Secretary addressing the following:

- ***a) Independent design review process through use of the Sydney Metro Design Review Panel subject to its Terms of Reference endorsed by GANSW***
- ***b) Presentation of the Design Excellence Strategy to the Sydney Metro Design Review Panel and seek their advice and endorsement of the design excellence benchmarks for Crows Nest OSD***
- ***c) Include a Design Integrity process description, prepared in consultation with GANSW, for the design development and construction documentation phases as required by conditions of this development consent***.

A22. The endorsed Design Excellence Strategy in accordance with the above condition is applicable only to Crows Nest OSD and is not endorsed under this consent as a Strategy which applies to other sites.

B6. The detailed development applications shall demonstrate consistency with the:

- ***a) Design guidelines as endorsed by the Planning Secretary pursuant to Condition A20***
- ***b) Design Excellence Strategy as endorsed by the Planning Secretary pursuant to Condition A21***
- ***c) Conditions of consent.***

An updated Design Excellence Strategy in accordance with this condition and was endorsed by the Planning Secretary on 9 June 2021. A review of the proposal against the endorsed Design Excellence Strategy is provided at Section 5.

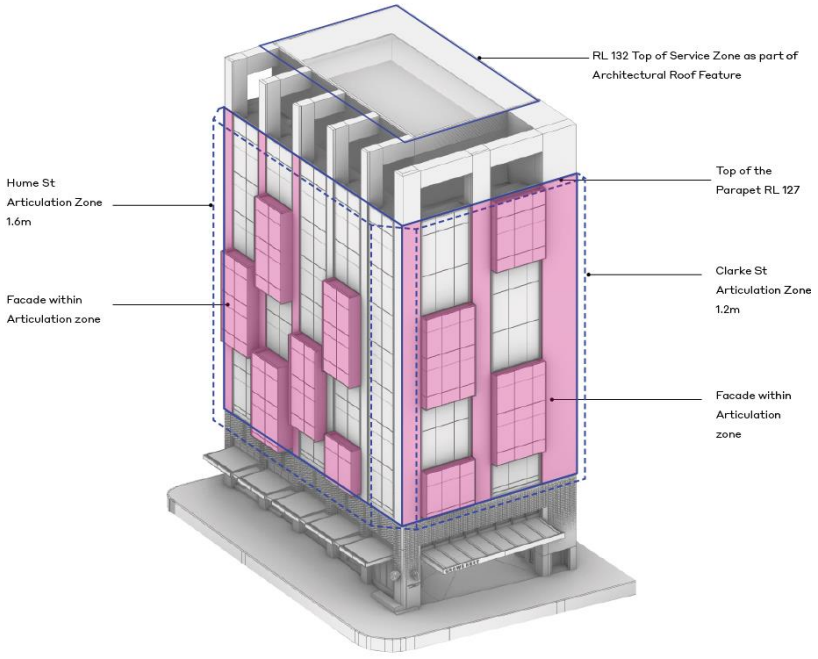
3.3 Maximum building envelopes

B1. 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.

The proposed OSD Site C will be largely consistent with the approved building envelope and maximum height limit that applies to Site C. As illustrated in the figure below the proposed building pop-outs for building articulation and associated planter boxes are fully within the building articulation zones and site boundary.

However, there are three very minor areas where the detailed design of the building has necessitated protrusions from the approved building envelope. These protrusions do not alter the overall bulk and scale of the building and consist of the following:

- the façade line to Hume Street is located 72mm from the building envelope line from the ground floor and above.
- the façade line to Clarke Street from the ground floor and above is 241mm from the building envelope line.
- the building's architectural roof feature and fire stairs project above the approved RL 127 metres zone on the building roof but remain compliant with Clause 4.3A of the NSLEP 2013.



Facade protrusion within Articulation Zone - Axonometric SE

These minor protrusions are a result of translating concept drawings to detailed architectural plans and 'designing-up' from the station box, which defines the footprint of the building and subject to the separate CSSI Approval. Strict compliance with the building envelope in this instance would require reducing the fire stairs, removing the architectural roof feature, and stepping back the building elevations by 42mm-142mm above Level 2 of the building, resulting in an undesirable architectural outcome and offer no significant public benefit or change to environmental impacts.

Accordingly, the proposed minor inconsistencies with the approved building envelope for Site C are considered to be both reasonable and necessary. The proposed detailed OSD building remains generally consistent with the Concept SSD Application.

B3. The maximum achievable gross floor area for the non-station related floor space is 56,400m^2 (including 43,400m^2 commercial and 13,000m^2 residential GFA)…

The total gross floor area for Site C OSD is 3,097m^2 with a floor space ratio of 5:1:1, excluding station areas relating to the CSSI Approval.

3.4 Built form and urban design

B7. All future development applications for new built form must include:

a) Detailed plans, envelopes and sections
b) Artist's perspectives and photomontages
c) A design statement demonstrating the design quality of the proposed development and having regard to the character of surrounding development

These abovementioned details are provided within the Architectural Design Report and Architectural and Landscape Plans attached to the EIS, accompanying the Detailed SSD DA.

B8. Consideration of the approved Design Guidelines (Condition A20). Future development application shall address the following:

a) Submission of a Design Integrity Report (DIR) to the satisfaction of the Planning Secretary that demonstrations how design excellence and design integrity will be achieved in accordance with:
    i. The design objectives of the Concept Development Application
    ii. Consistency with the approved Design Guidelines as amended by Condition A14
    iii. The DEEP's Design Excellence Report
    iv. The advice of the DRP (under Condition A15)
    v. The conditions of this consent
b) The DIR as required by Condition B7(b) must include a summary of feedback provided by the SDRP (or alternative approach in accordance with Condition A15) 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.

This DIR has been prepared to satisfy this condition. This report demonstrates how the proposal achieves design excellence, and includes feedback provided by the DRP as an alternative to the SDRP.

Refer to Section 5 for the information detailing the process to be implemented through to completion of the approved development. Section 7 provides a summary of the feedback by the DRP and the responses by the Applicant.

4 Consistency with North Sydney Local Environmental Plan 2013 – design excellence clause

This section demonstrates the proposal's consistency with clause 6.19B of the *North Sydney Local Environmental Plan 2013* (NSLEP 2013), which relates to design excellence in the area adjacent to Crows Nest Station.

In accordance with NSLEP 2013, the following matters have been considered to exhibit design excellence as part of the proposal.

NSLEP 2013 Clause 6.19B(4)	Comment
(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved	Site C OSD envelope responds to the lower scale of the adjacent urban fabric consisting of mixture of small scaled federation styled housing types, diverse heritage retail street scapes, brick and terracotta tiles architectural forms, street trees and landscaped frontages all combined to inform the approach to the design
(b) whether the form and external appearance of the development will improve the quality and amenity of the public domain	The Site C commercial OSD occurs over the metro station's entrance structure and the public domain interface with station metro box is part of CSSI approval. A holistic approach to the architectural expression of the station and OSD is conceived to create a fully integrated outcome by continuity of material and rhythm of the stations built form.
(c) whether the development detrimentally impacts on view corridors from public spaces	Refer to the View and Visual Impact Assessment appended to the EIS which confirms that the proposal will not impact broader key public views.
(d) the consistency of the development with any guidelines issued by the Planning Secretary relating to the design and amenity of the area adjacent to the Crows Nest Metro Station	Refer to Section 6 of this DIR.
(e) how the development ensures appropriate solar access to- *i. Willoughby Road between 11.30 am and 2.30 pm in midwinter, and* *ii. Ernest Place between 10 am and 3 pm in midwinter*	Refer to the Shadow Diagrams appended to the EIS which demonstrate that the proposal does not overshadow key public domain or open space areas surrounding the site.
(f) how the development addresses the following matters- *iii. the suitability of the land for development* *iv. existing and proposed uses and use mix* *v. heritage issues and streetscape constraints,*	Refer to the Architectural Design Report Section 02 for site and context. There are no heritage items on the site. In the immediate context of site there are number of medium scale commercial buildings and two storeys buildings on Willoughby Road. Site C top of station height fits within the context.

NSLEP 2013 Clause 6.19B(4)		Comment
vi.	*the relationship of the development with other development (existing or proposed) on the same site or on neighbouring sites in terms of separation, setbacks, amenity, and urban form,*	Refer to architectural design report Section 03.1 for approved Stage 1 building envelope providing street setbacks diagrams. Refer Section 04.3 and 04.4 for responses to local character Refer to Architectural design report Section 03.1 for approved stage 1 planning envelope within the context of bulk, massing and height
vii.	*bulk, massing, and modulation of buildings*	
viii.	*environmental impacts such as sustainable design, overshadowing, wind, and reflectivity,*	Refer to Architectural Design Report Section 02.6 for site analysis and impacts of wind informing the OSD design. Refer to the technical reports appended to the EIS for overshadowing, ESD and reflectivity.
ix.	*the achievement of the principles of ecologically sustainable development,*	
x.	*pedestrian, cycle, vehicular and service access, circulation, and requirements,*	Refer to Architectural Design Report Section 02.6 for pedestrian and vehicular movement paths and provision of loading bay access.
xi.	*the impact on, and any proposed improvements to, the public domain,*	Items (ix), (x) and (xi) relate to the public domain interface with the metro station box, which is part of the CSSI approved area. Refer to Architectural Design Report Section 05.2 provided for information only the approved public domain principles and ground plane and streetscape interface with station metro box.
xii.	*achieving appropriate interfaces at ground level between the development and the public domain,*	
xiii.	*active street frontages*	The street tree planting, footpath paving and street furniture as part of scope of public domain works is approved under CSSI area.
xiv.	*integration of landscape design*	Site C has been designed with access for tenancies to a landscaped perimeter roof terrace featuring integrated planters and seating alcoves for social gatherings. Integrated into the façade projected bay windows are irrigated planters enabling softening of the façade and meet sustainability requirements. Refer to Architectural Design Report Section 05.7 for details of landscaped rooftop and Section 05.9.1 for details of façade planter in bay windows

5 Crows Nest Site C OSD design guidelines

The proposed development has been prepared in accordance with the Crows Nest Metro 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.

Sydney Metro OSD Design Guideline	Design Complies (Y/N)	Comment
Sydney Metro Design Objectives		
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.*	Y	Refer to 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.*	Y	The Crows Nest Station benefits intermodal travellers who will be able to have access to the Metro's broader catchment linking the localities CBD's to provide a unique level of connectivity between communities. Refer to Section 4.1 of the Architectural Design Report for more information.
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.*	Y	The Site C OSD creates 3,100 sqm of premium boutique grade commercial space across 7 levels of approximately 350 sqm. The building has been configured with the core distributed along the northern party wall to optimise access for natural light and outlook to local streets, Hume Park and the village beyond. Facades are articulated with projecting glazed bay windows to provide interesting views along the street and to enable various workplace meeting or social settings. Floor plates are flexible for subdivision to smaller tenancies or contiguous floorplans for single tenancies.
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*	Y	The Site C OSD will contribute to the regeneration of the Crows Nest precinct which is set to become an increasingly prominent part of a vibrant, better connected, walkable area. Refer to Section 1.4 of the

Sydney Metro OSD Design Guideline	Design Complies (Y/N)	Comment
and public domain that is well integrated with the inherited urban fabric of existing places.		Architectural Design Report for more information.
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 enduring contribution to civic life and an ability to adapt to a changing city over time.*	Y	Benefiting from the smaller scale setting and proximity to the parks and tree lined streets, Site C has also been designed for a connection to nature for occupiers. All tenancies have access to a landscaped perimeter roof terrace featuring integrated planters framing seating alcoves incorporating automated irrigation for social gatherings below brick clad portals. Irrigated planters are also integrated into the projected bay windows to animate and soften the facade and provide a connection to plants internally at most levels.
Sydney Metro City & Southwest Chatswood to Sydney Design Guidelines		
1. *Create a new transport focus on the southern side of the St Leonards strategic centre.*	Y	The Site C OSD occurs over the metro station's Hume Street and the Clarke Street's entrance structure. The design of structure, services, and architectural expression of the station and OSD are conceived to create a fully integrated outcome.
2. *Maximise legibility and connectivity with the local urban structure.*	Y	The station entry located on Clarke Street and the OSD commercial lobby on Hume Street promotes primary pedestrian movement along the Clarke and Hume Street widened pavement frontages. Importantly, both entrances work separately to avoid pedestrian conflict during peak times. The Hume street frontage is also envisaged to be developed into an attractive retail street experience for people consistent with the general amenity in Crows Nest Village.
3. *Integrate the station with local improvement plans and make a positive contribution to the sense of place.*	Y	The Site C station building shares a consistent two storey scale, facade proportion and sculptural masonry. Together, the station buildings form a cohesive strong architectural base for the future OSDs. The selection of finishes responds to the Crows Nest character of brick typologies

Sydney Metro OSD Design Guideline	Design Complies (Y/N)	Comment
		referencing the local federation architecture. The Site C base also incorporates a graduating projected brick pattern from smooth to variegated at the level 2 interface with the OSD. The identity from a local or visitors perspective is unique to the Crows Nest location.
Urban Design Strategies		
• *Crows Nest Station is an opportunity to enhance the amenity and green character of Oxley Street and Hume Street. This could include enhanced pedestrian space, paving upgrades and street trees.*	NA	The public domain works within and surrounding the Crows Nest Station precinct are part of the design and delivery package for the CSSI Approval. While forming part of a separate process, a holistic approach to the integration of station and OSD at the ground plane is an important consideration and has been embodied in the approved Concept SSD Application and this subsequent detailed application for the Site C OSD. The ground levels and ground floor arrangement detailed in the architectural plans at Appendix C reflect the station design, which has been approved and is being delivered under the terms of the CSSI Approval in consultation with Council. The public domain works being delivered under the CSSI Approval comprise: • Footpaths, street tree planting, lighting and street furniture • New pedestrian crossing with traffic lights at the Pacific Highway and Oxley Street intersection • New pedestrian crossing on Clarke Street and Hume Street • New publicly accessible bicycle parking on Hume Street, the Pacific Highway, Clarke Street and Oxley Street • New on-road marked cycle link on Hume Street • new ‘kiss and ride’ and taxi bays on Clarke Street
• *There is an opportunity to create a seamless entry experience into the station through materiality and extending the character of the surrounding public domain into the station.*	NA	
• *The station and associated development above has the opportunity to create a consistent built edge along the Pacific Highway, aligned with existing buildings and maximising activation at ground level. The over station development will explore varied heights and a stepped form to create transition between the taller towers of St. Leonards and village scale of Crows Nest.*	NA	
• *The Sydney Metro station entry on the corner of Hume and Clarke Streets directly addresses cycle, kiss and ride and taxi access including improved pedestrian crossing of Clarke Street.* • *This station entry will be scaled to reflect the local fine grained character of the area and accommodate new and existing active transport links.* • *Through a variety of uses and ground plane activation, the development will also create opportunities for engagement with the general public.*	NA	

Sydney Metro OSD Design Guideline	Design Complies (Y/N)	Comment
		• the relocation of bus stops on the Pacific Highway • installation of wayfinding signage and Sydney Metro information The fit-out and use of the ground floor OSD entrance lobby on Hume Street, which forms part of this application, has been designed with consideration of these public domain improvements and supports a high quality and vibrant ground plane. The remaining OSD components occur above the ground floor and as such do not impact the CSSI Approval public domain design.
Built Form		
1. *Responding to the surrounding streetscape scale, with direct reference to the local context*	Y	Site C OSD responds to the lower scale of the adjacent urban fabric consisting of mixture of small scaled federation styled housing types, diverse heritage retail street scapes, brick and terracotta tiles architectural forms, street trees and landscaped frontages all combined to inform the approach to the design.
2. *Minimising bulk and scale through horizontal and vertical articulation and choice of materials*	Y	The built form of Site C OSD is extruded from the station box to form a simple rectangular prism compatible with the scale of similar brick buildings in Crows Nest. The brick envelope is spliced to create portals evocative of the vertical rhythm of the Blue Gum high Forest that once occupied the areas and reduced scale of Willoughby Road 4m to 6m shopfronts at street level. The brick portals are designed to visually 'clasp' an assemblage of glazed modules both flush and variably projecting to animate the facade whilst providing a sense of tangible occupancy linked to street life.
3. *Innovation in delivering distinct podium and OSD components while respecting design outcomes at St Leonards*	Y	The Site C OSD built form acknowledges the urban design framework proposed under DPIE 2036 Plan. The transition in scale

Sydney Metro OSD Design Guideline	Design Complies (Y/N)	Comment
		and contextual height of Site C OSD responds to the fine grain character of Crows Nest village
4. *Extensive use of landscaping and green elements at street level and top-of-podium levels*	Y	Public Domain interface is part of CSSI area and is pursuant to the issue of the approved station design and Precinct plan.
5. *Appropriate street setbacks that allow for managed customer and pedestrian flow and comfort.*	Y	Refer to architectural design report Section 03.1 for approved Stage 1 building envelope providing street setbacks diagrams.
6. *Maximising site permeability and connectivity with through site links*	Y	The Site C OSD occurs over the metro station's entrance structure and the public domain interface with station metro box. Crows Nest will be a significant transport interchange requiring a high level of public amenity and permeability. Pedestrian comfort, safety, access and amenity are key considerations in the precinct design, approved under the CSSI approval.
7. *Respecting surrounding historical cues and materiality, including traditional shopfront facades and the St Leonards Centre*	Y	The Site C OSD shares a consistent two storey scale, facade proportion and sculptural masonry. The selection of finishes responds to the Crows Nest character of brick typologies referencing the local federation architecture. The Site C base also incorporates a graduating projected brick pattern from smooth to variegated at the level 2 interface with the OSD. The identity from a local or visitors' perspective is unique to the Crows Nest location.
8. *Relating car park heights to the scale of the St Leonards Centre and designing for future adaptation*	NA	No carpark provision for Site C OSD
9. *Addressing pedestrian level wind environments at ground level*	Y	The public domain within and surrounding the Crows Nest Station precinct are part of the design and delivery package for the CSSI Approval. While forming part of a separate process, a holistic approach to the integration of station and OSD at the ground plane is an important
10. *Strong activation of street frontages, station entries and lobbies including integration of Clarke Lane, where appropriate.*	Y	

Sydney Metro OSD Design Guideline	Design Complies (Y/N)	Comment
		consideration and has been embodied in the approved Concept SSD Application
Built form above the podium		
Provide a built form above the podium that achieves design excellence, visual interest and responds to the evolving height, scale and character of the area. The design will establish a Sydney Metro landmark, respond to the civic nature of Hume Street Park and Willoughby Road while acknowledging its presence on the Pacific Highway.	Y	The OSD Site C built form together with future development for Site A and B mediates a scale transition between Crows Nest low rise built form and the high-rise towers of St Leonards. The built form consists of brick pillars that frame vertical glazing and window pop-outs. The glazed pop-outs variably project from the facade and are described as portals which will help in animating the frontage. Refer to section 5 of architectural design report for details
Building articulation		
Horizontal and vertical modulation	Y	The OSD façade has distinctive brick pillars which rise from the station box through to the top of the building. The three components of the building are distinguished by varying brick texture that changes from the station box (podium), commercial mid-section and the extruded roof feature portals that crown the building. There brick pillars reinforce the vertical modulation with a 5-6m rhythm that is derived from the surrounding Crows Nest built form. Refer to section 4 of architectural design report for details
Façade and building articulation	Y	The design of Site C OSD utilises the articulation zone as per concept approval SSD 9579 to articulate the facade. The assemblage of variably projecting glazed modules slotted within the brick pillar framing is a design feature which allows for façade articulation and providing

Sydney Metro OSD Design Guideline	Design Complies (Y/N)	Comment
		softening of façade with its integrated roof planters Refer to section 3 and 4 for details
Public domain and place		
1. *Activating the streetscape through active and passive public domain outcomes and incorporating extensive areas of landscaping and green spaces*	Y	The scope includes the fitout of Site C OSD entry lobby, services core along the northern site boundary. The ground level building footprint is setback 2.1m from the southern boundary and 1.2m from the eastern boundary to preserve generous pedestrian pavement widths around site C and the Pacific Highway. Full height glazing is provided along the western facade to ensure an open light filled experience for OSD tenants and visitors. The wider urban design and public domain approach for the Station project is described in the Crows Nest Station Design and Precinct Plan (SDPP). This plan has been prepared to present an integrated urban and place making outcome to guide the design of the permanent built surface works and landscaping associated with the project. The public domain works being delivered under the CSSI Approval comprise: Footpath widening, new street trees, lighting, and street furniture, new cycle links, Kiss & Ride and taxi bays
2. *Extending the ground plane visually and materially) into the station entries*	Y	The OSD entry is designed to be complementary to the station entry using a consistent materials palette with open sightlines through to Hume street. The finishes palette includes large format porcelain floor tiles, the external brick taken inside as a feature wall in combination with hardwood timber batten wall and lift lobby ceiling

Sydney Metro OSD Design Guideline	Design Complies (Y/N)	Comment
		The typical bay window varies in its protrusion and is a design feature which allows for facade articulation and views to be framed. Its integration with roof landscaping to enable a softening of the facade and meet sustainability requirements
3. *Creating destination opportunities to engage the public with the development on a day-to-day basis*	Y	The station's eastern entry addressed Clarke Street as a key connecting street to central Crows Nest Village on Willoughby Road. Local use is encouraged with improved public domain amenities, including café space provided adjacent to OSD entry lobby on Hume street as part of CSSI scope
4. Doorways and facade lines offering open, welcoming and barrier free customer access around station entries	Y	The public domain works within and surrounding the Crows Nest Station precinct are part of the design and delivery package for the CSSI Approval. While forming part of a separate process, a holistic approach to the integration of station and OSD at the ground plane is an important consideration and has been embodied in the approved Concept SSD Application and this subsequent detailed application for the Site C OSD. precinct are part of the design and delivery package for the CSSI Approval. While forming part of a separate process, a holistic approach to the integration of station and OSD at the ground plane is an important consideration and has been embodied in the approved Concept SSD Application and this subsequent detailed application for the Site C OSD.
5. High quality, flexible streetscapes and urban plazas that expand and contract, accommodating both peak commuter flows and general everyday use	Y	
6. Building signage should respond to the station design and context	Y	
7. Using appropriate materials and finishes that allow for integration of extensive natural landscaping and respond to local heritage, geography and civic character.	Y	The brick and terracotta tiled architectural forms, street trees and landscaped frontages have all combined to inform the approach to the design also inspired the integration of planting on the roof terrace and façade projected windows

Sydney Metro OSD Design Guideline	Design Complies (Y/N)	Comment
Movement and connectivity		
Integrate the development's role as an entry point into the precinct, prioritising pedestrian access, permeability and amenity within the development and across the precinct. Facilitate legible, safe and convenient interchange opportunities across transport modes.	Y	The Site C station entry located on Clarke Street and the OSD commercial lobby on Hume Street promotes primary pedestrian movement along the Clarke and Hume Street widened pavement frontages. Both entrances work separately to avoid pedestrian conflict during peak times. Hume Street Park currently and the future masterplan expansion will also attract pedestrian movements to Site C. Level 1 within the two storey station building volume incorporates the OSD end of trip facilities and bike parking accessed via the two lifts provided in the OSD lobby The public domain interface is part of CSSI area and is pursuant to the issue of the approved station design and Precinct plan. The following key moves have been developed for Crows Nest Station to ensure the development integrates with the urban design context (refer diagrams): • Prioritise pedestrian comfort and safety; • Integrate local pedestrian and cycle networks; • Celebrate Hume Street as an active public space; • Respect the local character; and • Establish active and legible building interfaces. Crows Nest station primarily serves a pedestrian and bus interchange catchment including a Kiss & Ride drop-off and pick up along the Hume Street and Clarke Street kerb frontages
Integration and legacy		
Provide an OSD that seamlessly integrates all components of the development and is a positive legacy for future generations.	Y	The Crows Nest OSD built form acknowledges this transition in scale and responds in urban contextual

Sydney Metro OSD Design Guideline	Design Complies (Y/N)	Comment
		height build up towards St Leonards Centre. The highest building mass of the proposed OSD is located on the west portion of the OSD and the lowest portion located on Site C. The Crows Nest Station and OSD will form part of the vision for the evolving urban context development adjacent to the Pacific Highway. The future precinct will transition in height from the high density St Leonards Centre to the low density Crows Nest area.

6 Site C Design excellence strategy

Site C's design excellence pathway has two phases, and has been established to broadly support the design quality for architectural, urban design and infrastructure projects:

- Phase 1 – Design quality expectations
- Phase 2 – Design integrity

The OSD design for Site C have been reviewed by the Sydney Metro DRP through Phase 1 of the design excellence process. The Panel endorsed the OSD building envelopes, station box and public domain concepts.

Site C is proposed to be constructed concurrently with the station infrastructure to minimise any adverse construction impacts as part of the construct only works package. As Site C is being pursued via a construct only procurement pathway, a DEEP process will not be undertaken.

Accordingly, the Sydney Metro DRP which is convened as an alternative to the State Design Review Panel (SDRP) has continued to run periodically. This has enabled the DRP to continue to review and provide further advice on Sydney Metro's designs for Site C.

This design integrity report (DIR) has been prepared for the Site C, Stage 2 State Significant Development Application, outlining how Sydney Metro DRP advice has informed and been addressed within the design outcomes, in the absence of a DEEP process. This DIR provides evidence that the design excellence standards has been met and is part of the Phase 2 of the design excellence process.

The following Section 7 outlines the DRP feedback on the proposal and the coordinated design responses to the key issues that were raised.

7 Sydney Metro DRP advice and recommendations

7.1 Overview of DRP comments

Site C OSD was the subject of five Design Review Panel presentations. The development and design teams commenced with the presentation of the commercial development strategy and design considerations.

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

- Design overview from Bid process (DRP No. 1)
- Massing, materiality and articulation of podium and tower (DRP No. 2, 3, 5)
- Ground Floor development (DRP No. 1, 4).

7.2 Key issues

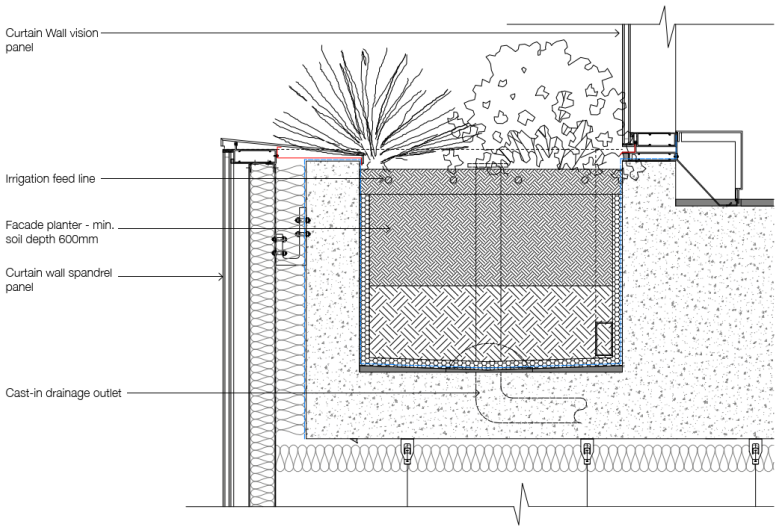
CNDC followed the Crows Nest Site C design excellence process, by engaging with Sydney Metro's Design Review Panel (DRP) throughout the design development and documentation process. CNDC met with the DRP eight times, including the Stage 1 'refresh' phase that occurred in early March 2019.

The architectural expression of Site C is defined by the primary feature of brick pillars framing continuous glass windows that continue up the building between the pillars. The vertical nature of the pillars with glazing between form 'portals' along the façade, and are a departure from the design's original form of a glass box. The evolution of the architectural expression was due to the suggestion from the DRP panel. Subsequently, the DRP's comments have resulted in other refinements to the design including:

- Enhanced tectonic clarity through the use of brick pillar detailing
- Stronger relationship of the tower to the podium
- Framing of brick columns at the top crowning as a roof feature
- Additional solidity to the overall expression of the building, improving thermal performance by the reduction of the curtain wall glazing on the east and west facades.

A record of the DRP commentary and response to the feedback is detailed in Sydney Metro's 'DRP Tracker' (Appendix A) and demonstrates how the design has developed to 'close-out' the comments to achieve design excellence and the key issues listed below.

Key Issues	Response to DRP comment
Community use resolution	The design is documented as a full commercial building for this stage and the inclusion of hub is excluded as directed by Sydney Metro. This was due to ongoing consultation with North Sydney Council.
Materiality of façade – glazing	Glazed area reduced by 27% to reduce the amount of exposure to the solar radiation and increase the thermal performance. Solid treatment to the reveal of 'pop-out' bay windows to reduce the exposure to the direct sun light. 

Key Issues	Response to DRP comment
North Facade	North facade while is expected form a parti-wall to future development, a careful consideration has been given to maintain architectural design integrity by allowing brick finish to return on the visible corner. The improvements are the first 5m of the wall from the street is clad in brick to reinforce the solid quality of the brick cladding, the remaining facade is formed in painted precast panels to similarly match the brick appearance, The precast panels mirror the vertical articulation of the south facade where each structural grid is expressed as a pilaster and North Sydney LEP draft plan 2036 indicates the adjoining site can be developed up to 8 levels. 
Façade Planter	Maintenance will be undertaken via access through abseil or platform vis davit arms, low maintenance species specified to minimise the frequency of access and Irrigation and drainage built-in to basebuild. 

Key Issues	Response to DRP comment
Access and Maintenance Strategy	The size of this building being less than 40m from roof slab to ground shall include Davit arms or similar have been agreed to be used for IRA (industrial rope access for cleaning etc. – i.e. abseiling), A swing stage, or platform can be suspended from the same supporting davit arms from the roof for other 'heavy' maintenance. Or temporary swing stage supports could be brought in for the non-typical maintenance requirements and a street boom (crane) can be used to assist with lifting materials too if required, also medium size cherry pickers will reach the top of this building if required.

Appendix A: Sydney Metro's 'DRP Tracker'

Sydney Metro Design Review Panel

Crows Nest

Advice and Actions Record – 19 March 2020

Date:	19 March 2020
Venue:	Level 43, 680 George St
Panel:	Abbie Galvin (Chair), Kim Crestani, Tony Caro, Bob Nation AM, Peter Phillips, Yvonne von Hartel AM
Independent Secretariat:	Gabrielle Pelletier
Design Team Presenters:	
Woods Bagot	Neil Hill, Chris Yoo
SMEC	Greg Tallentire
Oculus	Keith Stead
Sydney Metro	Dayle Bennet, Simon Bennett
Observers/ Invitees:	
North Sydney:	Emma Booth, Jonathan Higlett
DPIE:	Annie Leung, Joina Mathew, Shelley Reed
Sydney Metro:	Sumanthi Navaratnam, Adrian Lindon
Apologies:	

Project status: Date of last presentation: 2nd June 2020

The Crows Nest Sydney Metro team presented open DRP comments relating to the design of Site C's OSD.

Design Integrity Tracker:

Please refer to the DRP Crows Nest Design Integrity Tracker for the status of all actions past and present. DRP actions and advice are sorted via their geographic location first, and then via their theme:

Advice is sorted first by their geographic location:

- Precinct/ Public Domain
- Station Entry A
- Station Entry C
- Site A
- Site B
- Site C
- OSD (of above sites)
-

Advice is then also sorted by its theme:

- Customer experience and wayfinding
- Sustainability
- Public art & heritage interpretation
- Station services
- Planning and passenger movement
- Access and Maintenance
- Built form
- Materials and finishes

DRP Advice:

Site C OSD

- The Panel accepts the design changes to the façade and roof top, and request that a sample board be submitted for review by the Panel either during construction or the next phase of design development.

- Tracker Item 16.02: The Panel remain concerned that the maintenance of planters will not occur regularly and therefore recommend that a maintenance regime be included as part of the conditions of planning.

Crows Nest Station Development
DRP Actions and Advice

ITEM #	GEOGRAPHIC LOCATION	THEME	RAISED ON	DOCUMENT REVIEWED	ACTION / ADVICE	TEAM TO RESPOND	DATE OF RESPONSE	RESPONSE	STATUS
12.01	**OSD**	Planning and Passanger Movement	9/04/2019	DRP Presentation 1	**Commercial development strategy** The Panel notes and supports the various benefits from a potential change from residential use on the northern site to a commercial use. These include wider city-shaping opportunities, improved place outcomes, simplified entry requirements, reduced demand for parking, improved constructability above the station. Residential use on the southern site requires further study of planning layout and built form to ensure design integration with context. The design should continue to explore floor plates that offer synergies with the station structure and maintain floor-plate flexibility(internal structure).	Design Team	N/A	The Project team have presented updates on commercial strategy in earlier meetings, prior to creation of this Tracker.	Closed
12.02	**Precinct/ Public Domain**	Planning and Passanger Movement	9/04/2019	DRP Presentation 1	**Design considerations** Areas for design focus are: Overall scale of the development at street level and in the wider, emerging precinct context of tall towers. - Hume Street entry experience and new place opportunities - Pacific Hwy frontage improvements and scale - Interaction with the fine grain of the precinct - Precedent studies on materiality - Opportunities for Clarke Lane acknowledging the service needs associated with proposed commercial uses.	Design Team			Open
13.01	**Site C**	Planning and Passanger Movement	17/09/2019	DRP Presentation 2	**Future uses (Site C)** The Panel supports with qualifications the future uses of Site C: The Panel recommends the Design Team presents in more detail the merits of potential future uses to the Panel.	Design Team			Closed
13.02	**Station**		17/09/2019	DRP Presentation 2	The Panel supports the approach to the station design as presented.	n/a			Closed
13.03	**OSD**	Built form	17/09/2019	DRP Presentation 2	The Panel requests that the DA envelope for Site A & B be presented to the Panel before formal submission to DPIE.	Design Team		The envelope review is ongoing - will be addressed in 2021 OSD design excellence presentations.	Closed
14.01	**Precinct/ Public Domain**	Materiality and Finishes	3/12/2019	DRP Presentation 3	The Panel recommends the nexus between public domain and station paving be reviewed. The public domain palette should be drawn into the station entrance for continuity of experience. This is in keeping with other Metro projects where the public domain paving is carried through to the top of the escalators.	Design Team			Open
14.02	**Precinct/ Public Domain**	Materiality and Finishes	3/12/2019	DRP Presentation 3	The Panel is concerned with the extent of the 2 broad palettes from the North Sydney Public Domain Style Guide and the limitation of the integration of the two systems to the site boundaries as being restrictive. The rationale behind the integration should be logically related to the broader public domain of the precinct.	Design Team			Open
14.03	**Precinct/ Public Domain**	Materiality and Finishes	3/12/2019	DRP Presentation 3	The Panel would like to see further development of the character of Clarke Lane considering all elevations as well as path and street. There is concern that the current planting scheme may not survive the vehicle and loading dock access off the lanes. An integrated art strategy could be considered in parallel with some judiciously placed tree planting to ensure a high-quality development of this lane.	Design Team			Open
14.04	**Station**	Materiality and Finishes	3/12/2019	DRP Presentation 3	The Panel supports the two-storey brick base to anchor station buildings and considers this a strong element of the design.	n/a			closed
14.05	**Station Entry B**	Materiality and Finishes	3/12/2019	DRP Presentation 3	The Panel supports the design teams aesthetic aim to keep rigor in the public domain suite of buildings by retaining the brick type, patterns and building design.	n/a			closed
14.06	**Site C**	Built form	3/12/2019	DRP Presentation 3	The Panel does not support the use of performance glass as an approach to the sun orientation of the building. The design team should further their aspiration for an operable façade to the east, with appropriate sun shading devices.	Design Team	28/01/2020	The Panel accepts that improvements have been made to reduce quantity of glazing facing east.	Closed
14.07	**Site C**	Built form	3/12/2019	DRP Presentation 3	The Panel recommends further design development should be undertaken of the brick pillars into the façade above the podium.	Design Team	19/05/2020	The Panel supports the presented design changes made to the façade and form that provide a stronger tectonic clarity for the use of brick and commends the team for their investigations.	Closed
14.08	**Site C**	Built form	3/12/2019	DRP Presentation 3	Should the Youth Hub prevail over 2 floors or more, the Panel recommend these floors be articulated as a community building distinct from the commercial uses on the site and any integration with view to the park should be optimised.	Design Team	28/01/2020	The Panel accepts that the entire buildingn is to be commercial tenancy per client request.	Closed
14.09	**Site C**	Built form	3/12/2019	DRP Presentation 3	Whilst the Panel accepts there may be a future development to the north of Site C, the panel recommends articulation of the north façade be considered. If this is expected to be a blank wall in the interim it needs to be considered.	Design Team	28/01/2020	The Panel accepts that additional detail has been added to the north façade through brick cladding to the top 5m and articulation of brick pilasters.	Closed
14.10	**Site C**	Built form	3/12/2019	DRP Presentation 3	The Panel commends the incorporation of community uses on Site C. The relationship of the community uses to the street via a proposed staircase is supported.	Design Team			Closed
14.11	**Site C**	Materiality and Finishes	3/12/2019	DRP Presentation 3	Given the inaccessible space, adjacent the plant/mechanic zones, the Panel accepts that the planting at roof level only needs to respond to heat island effect. The planting of large trees may need to be reviewed.	Design Team	19/05/2020	Please see Item 16.02 - The Panel notes further detailed design work is required on the planter boxes at both roof level and above the projecting windows to enable accessibility and maintenance. The Panel encourages the team to resolve this item to ensure the planting remains in the design.	Closed

ITEM #	GEOGRAPHIC LOCATION	THEME	RAISED ON	DOCUMENT REVIEWED	ACTION / ADVICE	TEAM TO RESPOND	DATE OF RESPONSE	RESPONSE	STATUS
15.01	**Site C**	Planning and Passanger Movement	31/03/2020	DRP Presentation 4	The Panel recommends the café + retail design be reconsidered to maximise its opportunity as a contribution to the streetscape and wider community rather than simply a tenancy with volume of the station entry. The Panel further recommends that detailed design of the café space be undertaken to prevent future installation an un-sympathetic fit out.	Design Team	19/05/2020	The Panel supports a café layout that enables the café to feel like a space within its own right, and not simply part of the large volume of the station entry to encourage broader community use. The Panel also supports a design that enables the proposed artwork in the station to be visible from Hume Street (south). The Panel suggests further exploring Option 1 and 2: o Option 1 – consider extending the external awnings into the internal space to lower the ceiling and create a more intimate volume. o Option 2 - further detailed design to ensure visual connection is maintained through screen to the artwork.	Closed
15.02	**Site C**	Planning and Passanger Movement	31/03/2020	DRP Presentation 4	The Panel accepts that Sydney Metro is not concerned about reducing the station entry width in order to separate the café from the larger space.	Noted	N/A	N/A	Closed
15.03	**Site C**	Planning and Passanger Movement	31/03/2020	DRP Presentation 4	The Panel supports the 'small' floorplates as positive element of the commercial building as they encourage a diversity of tenants.	Noted	N/A	N/A	Closed
15.04	**Site C**	Materiality and Finishes	31/03/2020	DRP Presentation 4	The Panel expresses concern that the building lacks tectonic clarity -the thin-ness of the brick clad columns above podium lack connection and strength of the materiality of brick, combined with the lack of definition/framing of the brick columns at their top, contributes to the perception of the brick above podium simply as a veneer. The Panel suggests increased rigour is required to define the building's architectural identity. Further concern was raised that what is visually communicated as a light/transparent glass building will likely be dark reflective glass. The Panel suggests that there may be an opportunity to create a brick building with glass windows rather than a glass building on a brick base with clad brick columns.	Design Team	19/05/2020	The Panel supports the presented design changes made to the façade and form that provide a stronger tectonic clarity for the use of brick and commends the team for their investigations.	Closed
15.05	**Site C**	Materiality and Finishes	31/03/2020	DRP Presentation 4	The Panel understands the desire to maximise views to Hume Street Park, however expresses concern regarding the eastern façade heat load and suggests an independent façade analysis be undertaken.	Design Team	28/01/2020	The Panel accepts that a section J analysis of the building has been undertaken and meets all accreditation requirements.	Closed
16.01	**Site C**	Built form	19/05/2020	DRP Presentation 5	The Panel notes the 3d images were not consistent with the revised elevations, and the proportion of brick columns and the brick core wall on the east and west elevations is correct.	Noted	N/A		Closed
16.02	**Site C**	Built form	19/05/2020	DRP Presentation 5	The Panel notes further detailed design work is required on the planter boxes at both roof level and above the projecting windows to enable accessibility and maintenance. The Panel encourages the team to resolve this item to ensure the planting remains in the design.	Design Team	28/01/2020 16/03/2021	The Panel does not accept the proposed maintenance solution to planters as it will promote infrequent maintenance, such as only when windows are cleaned. The Panel recommends façade design review to enable planter servicing from within the building. The Panel remain concerned that the maintenance of planters will not occur regularly and therefore recommend that a maintenance regime be included as part of the conditions of planning.	Closed
17.01	**Precinct/ Public Domain**	Planning and Passanger Movement	2/06/2020	DRP Presentation 6	**Underground connection** The Panel supports the future safeguarding of an underground connection to the station below the Pacific Hwy.	Design Team			Open
17.02	**Precinct/ Public Domain**	Planning and Passanger Movement	2/06/2020	DRP Presentation 6	**Pacific Highway Speed Limit** The Panel would support future implementation of a 40km/h speed limit to the Pacific Highway, ideally from St Leonards Station to Shirley Road, but particularly from Oxley Street to Shirley Road.	Design Team			Open
17.03	**Precinct/ Public Domain**	Planning and Passanger Movement	2/06/2020	DRP Presentation 6	**Precinct Speed Limit** The Panel also encourages further collaboration with the local council to pursue implementation of a broader 40km/hr speed limit in surrounding local streets, to support walking and cycling around the station precinct as it increases in patronage and density.	Design Team			Open
18.01	**OSD Site C**	Materiality and Finishes	19/03/2021	DRP Presentation 7	**Sample board** The Panel accepts the design changes to the façade and roof top, and request that a sample board be submitted for review by the Panel either during construction or the next phase of design development.	Design Team			Open