URBIS

APPENDIX G: DESIGN INTEGRITY REPORT

Response to Submission

Sydney Metro

Pitt Street South Over Station Development

State Significant Development, Development Application (SSD DA)

Revision E
Issue for SSD DA Response to Submission Request for Information

SMCSWSPS-URB-OSS-PL-REP-000011

Prepared for
PITT STREET DEVELOPER SOUTH PTY LTD
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1. INTRODUCTION

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

1.1. PROJECT OVERVIEW

The detailed SSD DA seeks approval for the detailed design, construction and operation of a new 39 storey build-to-rent residential accommodation building above the new Sydney Metro Pitt Street South Station entrance. The proposed development also includes floorspace for the provision of retail uses within the podium and lower levels of the development including lobby, residential 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**).

In summary, the detailed SSD DA (SSD-10376) seeks development consent for:

- The construction, and operation of a new build-to-rent residential accommodation tower with a maximum building height of RL 165.15 including ground and plant levels;
- Landscaping and private and communal open space at podium and roof top levels to support the build-to-rent residential accommodation;
- 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:
  - A retail tenancy on Level 2 accessed from ground level at Bathurst Street;
  - Bicycle parking and storage lockers for tenants;
  - Residential amenities to support the build-to-rent operation; and
  - Loading and services access;
- Provision and augmentation of utilities and services;
- Provision for retail signage zone on Bathurst Street; and
- Stratum subdivision (staged).

1.2. SITE LOCATION AND DESCRIPTION

The site is situated on the south-east corner of Bathurst Street and Pitt Street intersection, Sydney (refer

Figure 1). The site is an irregular L shaped allotment with street frontages of approximately 32.03 metres to Pitt Street (west), and 24.05 metres to Bathurst Street (north), north-western internal boundary measuring 21.835m, northern internal boundary measuring 13.485m, southern boundary measuring 37.21m and eastern boundary measuring 54.235m resulting in an overall site area of approximately 1,710 square metres.

The site is generally described as 125 Bathurst Street, Sydney (the site). The site comprises one allotment and is legally described as Lot 10 DP 1255507.

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

Figure 1 – Aerial of the Site

Source: Urbis / Near Map

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 South 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 17_8876)

The Minister for Planning and Public Spaces granted development consent to SSD 17_8876 for concept approval of a residential or commercial scheme OSD (not both) above the new Sydney Metro Pitt Street South Station entrance on 25 June 2019. This concept development consent includes conceptual approval for:

- A maximum building envelope, including street wall and setbacks for the over station development;

- A maximum building height of RL 171.6 metres;
- Podium level car parking for a maximum of 34 parking spaces; and
- Conceptual land use for either one of a residential or a commercial scheme (not both).

1.3.3. Modification to Concept DA (SSD 8876) – MOD 1

On 28 October 2019, Modification Application (SSD-8879 MOD 1) was approved by the Minister for Planning and Public Spaces to correct a typographic error in Condition A24 and modify Condition B10 to amend the required environmental performance targets for a residential building.

Condition A24 sets out amendments required to the Sydney Metro Pitt Street South Over Station Development Design Guidelines. The Applicant noted Condition A17 with respect to the structure reservation zone as referenced in Condition A24 is incorrect. The Applicant noted that the correct reference should be Condition A18, which defined the structure reservation zone.

1.3.4. Modification to Concept DA (SSD 8876) – MOD 2

A modification application to the Concept Approval has been lodged concurrently with this Detailed SSD DA following ongoing design development to accommodate the detailed design and provision for retail floor space. The Section 4.55(2) modification application seeks consent for the following amendments:

- amend condition A15 to permit the protrusion of the building envelope for the purposes of architectural features and embellishments, and
- confirm the approved use of a tenancy within the podium of the OSD (within “metro box”) for ‘retail premises’ as defined under the SLEP 2012.

The proposed detailed SSD DA is consistent with the modification approved by MOD 1, and as proposed under MOD 2 to the concept SSD DA.

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 South 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 South 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 8876) 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 State Design Review Panel (or approved alternative under Condition A25); and*
>
> *e) the conditions of this consent.*
>
> *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.

The detailed design of the residential OSD tower 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 tower achieves design excellence and demonstrates design integrity.

This DIR is structured as follows:

- **Section 1** – Introduction
- **Section 2** – Design Objectives of Concept Approval
- **Section 3** – DEEP Design Excellence Strategy
- **Section 4** – Pitt Street South OSD Design Guidelines
- **Section 5** – Sydney Metro DRP Advice and Recommendations
- **Section 6** – Consistency with Conditions of Concept Approval

2. DESIGN OBJECTIVES OF CONCEPT APPROVAL

In accordance with Condition B4(a) of the concept approval (SSD 8876), 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 Response to Submissions Report submitted with the concept proposal (SSD 8876) 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 an OSD building at the site which would be capable of being used for either residential or commercial purposes and would contribute to the creation of a fully integrated station development at the centre of the Eastern City*
- *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*
- *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 Station*
- *enable a building form which works to minimise overshadowing impacts on public open spaces including Hyde Park*
- *provide a sensitive relationship between the site and the surrounding heritage context*
- *create a framework to achieve design excellence in the final integrated station development*

2.1. CONSISTENCY WITH CONCEPT APPROVAL 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 residential accommodation in a highly accessible CBD location, and by maximising opportunities to leverage off the Pitt Street South 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 residential dwellings above new transport infrastructure (closer to jobs 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-storey residential tower enabling an estimated 234 build-to-rent accommodation dwellings which will contribute to housing targets. The proposal, as modified, also includes provisions for the use of restaurant. This will create an integrated residential 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 residential accommodation with high accessibility to job opportunities, 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, the restaurant and the residential apartments. 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 and Edinburgh Castle Hotel. The public upgrade works to Pitt and Bathurst 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 8876.
- 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 Edinburgh Castle Hotel. Specifically, the proposal incorporates distinct setbacks to create relief between the OSD tower and the Edinburgh Castle Hotel. Further, the materials and finishes proposed for the OSD have been selected 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 and Public Spaces as part of the concept approval. This establishes the rigorous process undertaken to ensure the future detailed design of the OSD tower 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 South OSD outlines how design excellence and design integrity will be achieved, in part, through demonstrating consistency with the concept approval (SSD 8876) project objectives as discussed above.

3. DEEP DESIGN EXCELLENCE 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.

Pitt Street South was 'endorsed' by the Sydney Metro DEEP on 5 March 2019. Section 5.2 in this report describes the key attributes of the Bates Smart Design which contribute to the achievement of design excellence from the DEEP's perspective.

3.1. ELEMENTS REQUIRING DESIGN REFINEMENT

The Sydney Metro DEEP Report for the Pitt Street Integrated Station Development identified eight main focus areas that required design refinement. These are expanded upon below. (Please note, items 1 to 5 are for the North OSD)

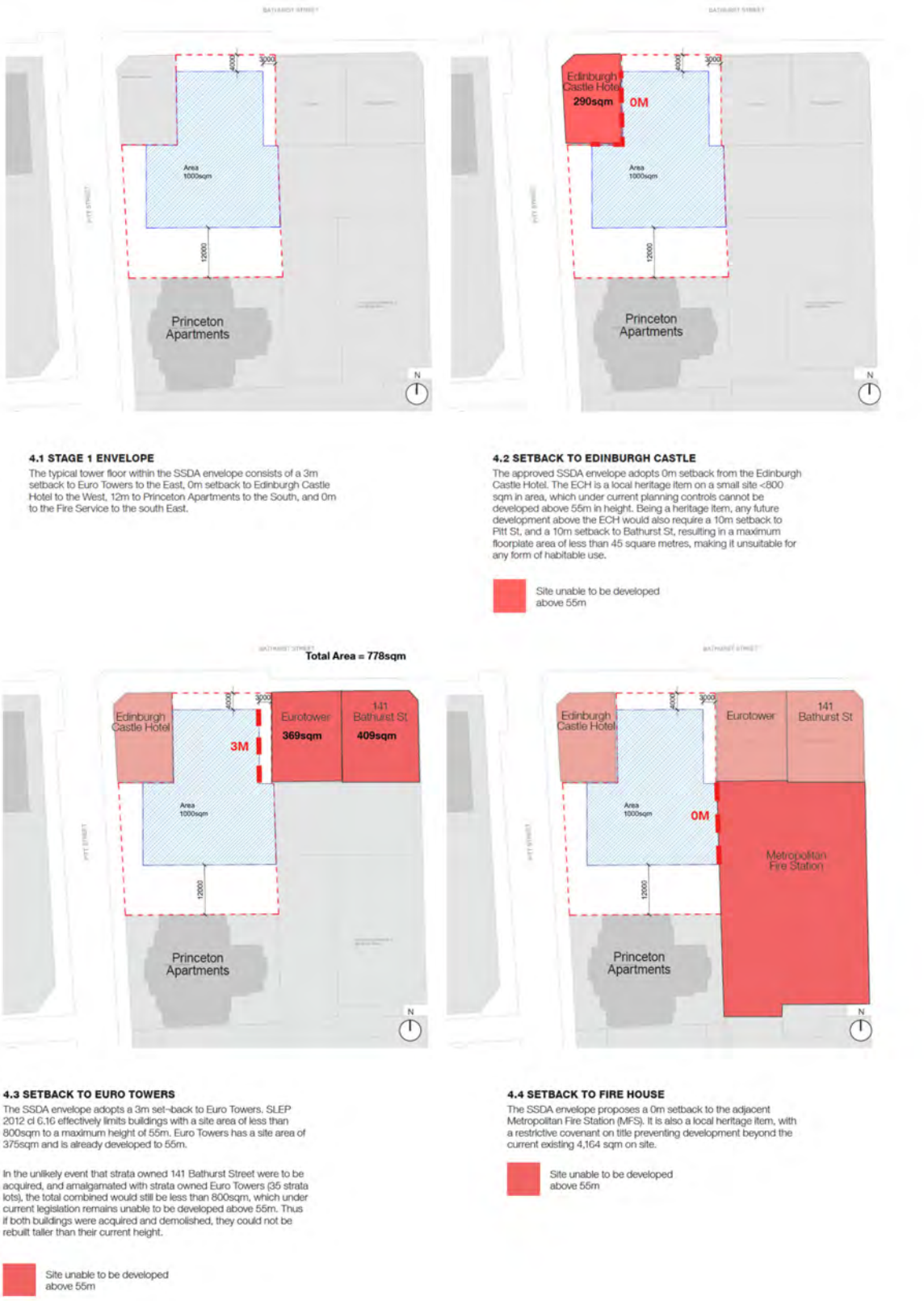
1. *Item 6 - Resolution of the Pitt Street South boundary conditions to The Edinburgh Castle and Fire Station (by Sydney Metro).*

2. *Item 7- Reconsideration of the apartment layout along the boundary facing the Princeton Apartments to remove reliance on natural ventilation along the boundary.*

3. *Item 8 - Design development of the facade necessary to achieve environmental requirements*

ITEM 6 - Resolution of the Pitt Street South boundary conditions to The Edinburgh Castle and Fire Station (by Sydney Metro).

The resolution as presented to the DEEP is described below.



Source: Bates Smart

ITEM 7 - Reconsideration of the apartment layout along the boundary facing the Princeton Apartments to remove reliance on natural ventilation along the boundary.

The typical low rise and high rise floor plans are shown below. As can be seen on the south facade facing Princeton Apartments, the living areas have been moved to the east and west extremities. This allows natural ventilation for these rooms to occur via the east and west facades. In addition, this design strategy also maximises visual and acoustic privacy to the Princeton Apartments.

Typical Low rise Floor Plan

Typical High rise Floor Plan

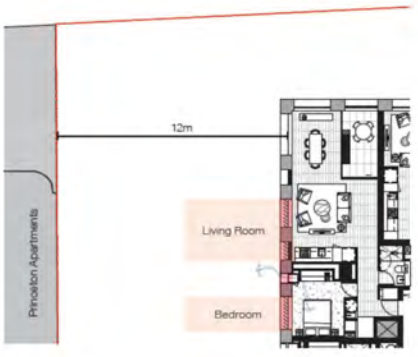
Source: Bates Smart

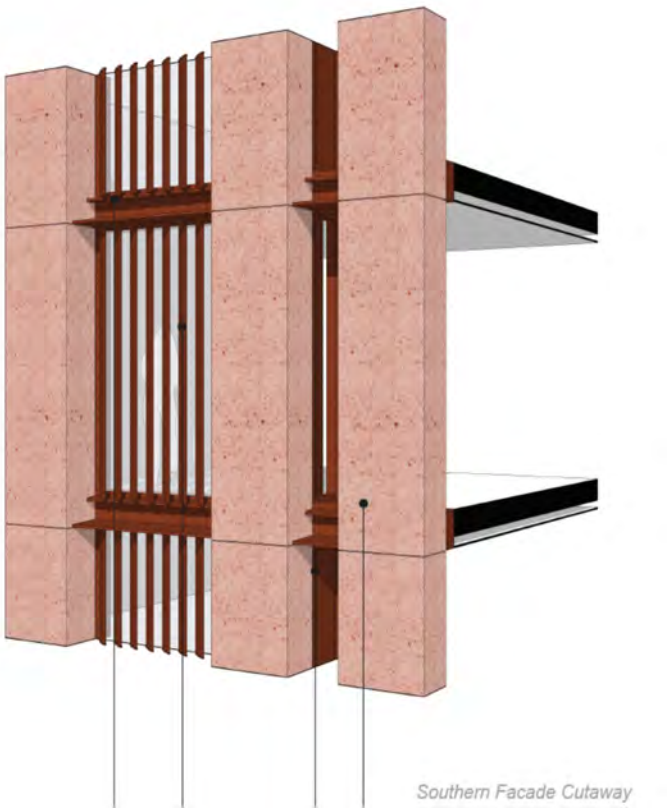
The details below illustrate the visual and acoustic screen to the Princeton Apartments as well as the natural ventilation solution. This response reduces the reliance for natural ventilation on the south façade.

The south façade interfaces with the adjoining Princeton Apartments, creating a unique condition where the privacy of residents needs to be met. To achieve visual privacy a series of vertical louvres angled east in the eastern side and west in the western side, screen views to the east and west, preventing direct overlooking, while still allowing outlook and allowing natural light into the apartment.

For acoustic privacy there are no operable windows behind the louvres. Instead ventilation is provided by specially designed recessed slots, 500mm wide, that create the opportunity for ventilation slots at 90 degrees to the south façade. These ventilation slots will be opaque 450mm wide sashes providing ventilation to bedrooms on the southern façade and have been endorsed by the Design Review Panel as achieving design excellence.

TYPICAL SOUTHERN APARTMENT KEY





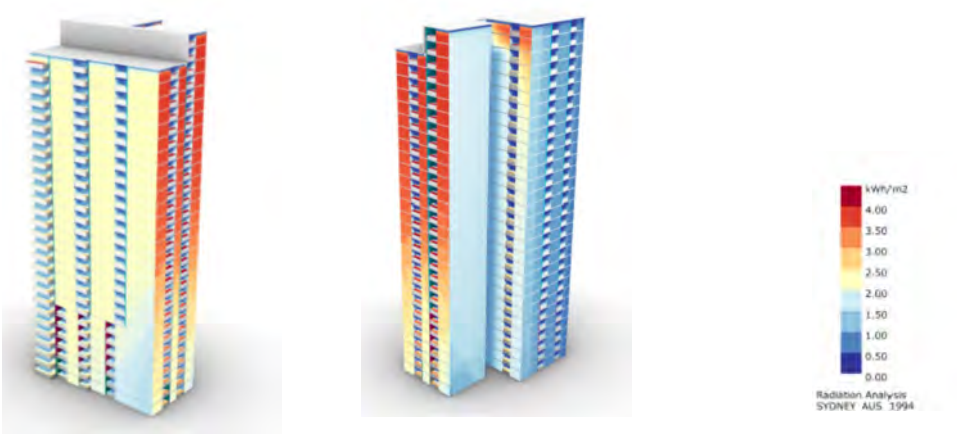
Southern Facade Cutaway

ITEM 8 - Design development of the facade necessary to achieve environmental requirements

Refer Architectural Design Report Sections 9.0

FULL GLASS FACADE

In order to assess the shading performance of the proposed facade embellishments, the below solar radiation analysis studies illustrate the amount of solar heat gain falling on the building envelope on a typical Spring Equinox day (21st September) if no shading embellishments are adopted.
14,083 KWh/m2 of heat gain falls on the tower facade glazing throughout the day.

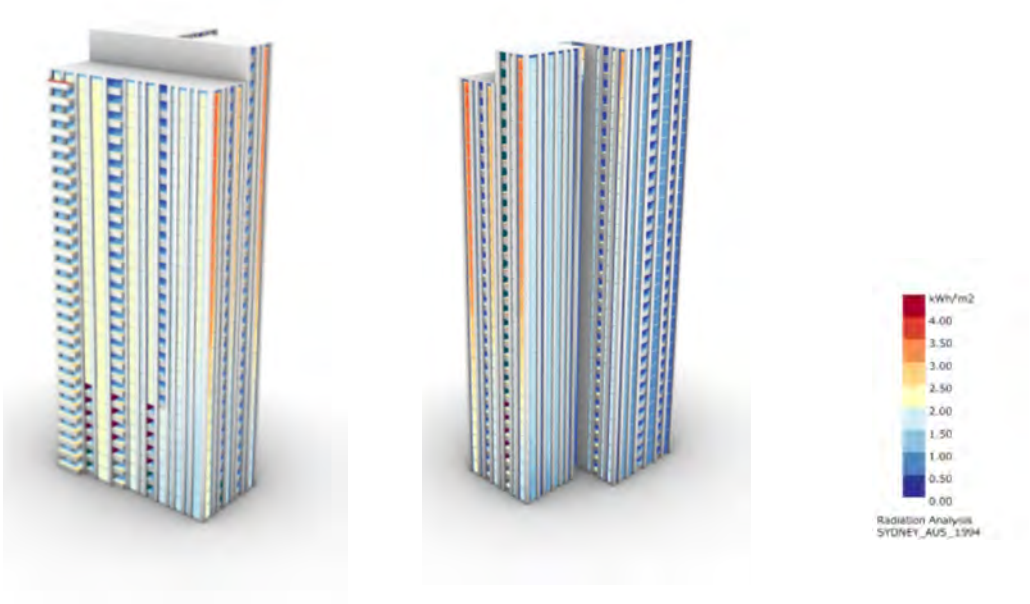


Source: Bates Smart

PROPOSED FACADE

The below diagrams show the same solar radiation analysis adopting the proposed 800mm x 500mm wide facade shading embellishments.

7,359 KWh/m2 of heat gain falls on the tower glazing during the day, a 48% reduction over an all glazed facade. This leads to significant energy savings and is a significant factor in enabling the project to achieve a 5-star Greenstar rating.



4. PITT STREET SOUTH OSD DESIGN GUIDELINES

The proposed development has been prepared in accordance with the Pitt Street South 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 South OSD Design Guidelines

Sydney Metro OSD Design Guidelines	**Design Complies (Yes/No)**	**Report Reference**
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	Refer Design Report Section 2.2
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	Refer Design Report Section 2.3
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	Refer Design Report Section 2.3
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.	Yes	Refer to Design Report. Design is endorsed as achieving Design Excellence
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	Refer to Design Report Section 6.1
2. Integrate with the Sydney City Centre Access Strategy and other CBD planning strategies.	Yes	
3. Anticipate connections to a future Town Hall Square and other nearby developments.	Yes	Refer to Design Report Section 2.3

Sydney Metro OSD Design Guidelines	Design Complies (Yes/No)	Report Reference
4. Extend the transport focus along Park Street, near Pitt St.	N/A	Applies to Pitt Street North Site only
3.0 Urban Design Strategies		
1. Linking Hyde Park to the Civic Precinct As increasingly important pedestrian streets, Park Street and Bathurst Street will require public domain improvements.	Yes	Refer to Design Report Section 2.3 and Landscape Design Report
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	Metro Station fronts Bathurst Street
3. Frontages to east-west streets i. 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. ii. Extending the materiality and character of the surrounding public domain into the station entries creates the opportunity for a seamless experience.	Yes	Refer to Design Report Section 6.1
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	Refer to Design Report Section 5.0
4.0 Design Guidelines		
4.1 Built Form		
i) 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. ii) Ensure the design responds appropriately to final land use choice and directly integrates connections between station and OSD elements, including rooftops, and aligns materiality and scale with the adjacent heritage fabric.	Yes	Refer to Design Report Section 5.0 Refer to additional information in Section 4.0 of the Response to Submissions Design Report

Sydney Metro OSD Design Guidelines	Design Complies (Yes/No)	Report Reference
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. Design excellence, articulation and finish are delivered irrespective of end use and capture opportunities for varied responses accordingly. This is to be achieved through:	Yes	Refer to Design Report Section 5.0
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	Refer to Design Report Section 5.0
a) Seamless integration of station and over station development in the podium within a multi-scaled and visually noisy streetscape	Yes	Refer to Design Report Section 5.0
b) Mitigating the impacts of scale and massing on existing heritage items through the provision of a modulated podium and setbacks and responding to the built form context	Yes	Refer to Design Report Section 5.0
c) Providing an intermediate reference element along Pitt Street, referencing the lower Edinburgh Castle Hotel parapet line, the Princeton Apartments façade and the more dominant scale of the Primus Hotel opposite.	Yes	Refer to Design Report Section 5.0
d) Retaining the prominence and landmark character of the Edinburgh Castel Hotel through:	Yes	Refer to Design Report Section 5.0
i) Exploring opportunities to seamlessly integrate the hotel into the OSD		Refer to Design Report Section 5.0
ii) Addressing the scale difference between the established 45m podium height along Bathurst Street and the lower parapet line of the Edinburgh Castle Hotel,	Yes	Refer to Design Report Section 5.0
iii) Design of vertical street walls above the hotel, especially where the footprint of the over station development wraps around the building, to prevent large, blank walls from dominating the building.	Yes	Refer to Design Report Section 5.0
iv) Materiality and façade articulation of the podium responding to the hotel to better integrate the two sites and to activate the facades.	Yes	Refer to Design Report Section 5.0 and Section 8.1
e) Provision of a maximum podium height of RL 71.0, being approximately 9 storeys or 47 metres above ground level	Yes	Complies
f) Setbacks of: i) 0 metre to northern and eastern boundaries	Yes	Complies

Sydney Metro OSD Design Guidelines	Design Complies (Yes/No)	Report Reference
ii) 3 metres to southern boundary iii) A minimum 4.87 metres to western boundary, referencing the Princeton Apartments, 304-308 Pitt Street.		
2. Maximising natural light to OSD uses within the podium.	Yes	
3. Alignment of OSD with established building alignments at lower levels, with lobbies provided from Pitt Street.	Yes	Refer to Design Report Section 5.0 and Section 8.1
4. Provision of landscaping throughout the podium design, laying spaces of relief & activation and referencing landscaping of the precinct.	Yes	Refer to Landscape Design Report
5. The entrance element to the over station development must provide appropriate visual separation between the approved station and heritage item, Edinburgh Castle Hotel (294- 294B Pitt Street, Sydney) and mediate the change in street wall height along Pitt Street.	Yes	Refer to Design Report Section 5.0 and Section 8.1 Refer additional information in Section 4.0 of the Response to Submissions Design Report
Built Form above the Podium		
The built form above the podium will leverage the evolving development context to create an exceptional and prominent urban marker that is complementary and sympathetic to the local context, creating a considered and transitional composition on the skyline. Design excellence, articulation and finish are delivered irrespective of end use and capture opportunities for varied responses accordingly. Design will ensure protection of the public domain, especially solar access to Hyde Park, and consideration of impacts on neighbouring uses. This is to be achieved through:	Yes	Refer to Design Report Section 5.0 and Section 5.5
1. Recognition of the contextual relationship with surrounding heritage listed items.	Yes	Refer to Design Report Section 5.5
2. Integration of the over station design to enhance podium articulation and improve legibility of the station entrance	Yes	Refer to Design Report Section 5.0 and Section 8.1
3. Creating a built form transition between Greenland Tower and other adjacent developments, particularly Telstra Building (320 Pitt Street) and 116 Bathurst Street	Yes	The building is of intermediate height creating a transition

Sydney Metro OSD Design Guidelines	Design Complies (Yes/No)	Report Reference
		between adjacent developments.
4. Maximising solar access to the public domain, through:	Yes	
a) Design and articulation of the built form above the podium 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 scheme complies with SLEP 2012 Sun Access Plane controls. Refer to Solar report.
b) Creation of opportunities to protect solar access to surrounding pedestrian environments.	Yes	The scheme provides increased solar access to pedestrian environments than the approved Concept Envelope.
c) Maximise solar access between 12 noon-2pm throughout other times of the year.	Yes	Refer Section 7.0 in Response to Submissions Design Report
5. Optimising views from the development to Hyde Park and Sydney Harbour.	Yes	Refer to Design Report Section 3.2
6. Consideration of privacy implications to surrounding residential buildings, including the Princeton Apartments and 135-137 Bathurst Street.	Yes	Refer to Design Report Section 7.7
7. Maximise sunlight access and views for adjoining and surrounding properties.	Yes	Refer Section 3 of the Response to Submissions Design Report
8. Street setbacks above the podium (RL 71) of: a) a minimum 4 metres to Bathurst Street. b) a varied setback be provided from Pitt Street to align with setbacks for the Princeton Apartments. c) articulation of built forms from the Pitt Street boundary of the site should be designed to maximise solar access to the living rooms of Princeton Apartments between 9am-3pm at winter solstice.	Yes	Refer Section 1 of the Response to Submissions Design Report
9. Use of materials that reflect the function of elements above the podium, distinguishing them from the surrounding context and providing a simple design resolution within the city skyline.	Yes	Refer to Design Report Section 7.2

Sydney Metro OSD Design Guidelines	Design Complies (Yes/No)	Report Reference
10. Provision of landscaping throughout the design, laying spaces of relief and referencing landscaping of the precinct.	Yes	Refer Response to Submissions Landscape Design Report
11. Achievement of SEPP65 & ADG requirements	Yes	Refer to ADG Compliance table, Design Report, Appendix B
12. Design and articulation of roof forms must consider retention of view to St Mary's Cathedral from Century Tower (343 - 357 Pitt Street, Sydney).	Yes	Refer Section 2 of the Response to Submissions Design Report
13. Side and rear setback above the podium of: a) a minimum 3m continuous setback to the eastern boundary b) a minimum 12 metres above the podium with permitted reduction to minimum 3 metres within the structure reservation zone in accordance with Condition A17 for essential structural support and service to integrate the over station development with the station below. Alternative options must be considered before any built form is proposed within the structure reservation zone. Any structure or built forms within the structure reservation zone must be designed to minimise its impacts to the outlook and amenity of the adjoining Princeton Apartments (304 – 308 Pitt Street, Sydney).	Yes	Refer Section 5 of the Response to Submissions Design Report
Public Domain and Place		
Contribute to a 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. This is to be achieved through:	Yes	Refer to Landscape Design Report
1. Enhancing the quality of the public domain, including provision of widened footpaths, new street trees, paving upgrades and public art, especially along Bathurst Street. A potential kerb extension at the station entry would add amenity to the public domain by allowing tree planting and urban furniture.	Yes	Refer to Landscape Design Report
2. Providing space for customers in a busy pedestrian environment by recessing station entries to widen the pavement and provision of uncluttered movement corridors (See Figure 13: Design for efficient pedestrian access and demarcation of uses)		Refer to Landscape Design Report

Sydney Metro OSD Design Guidelines	Design Complies (Yes/No)	Report Reference
3. Reinforcing the importance of Bathurst Street as a primary City avenue by locating the main entry points to the Metro station on this street	Yes	Main Metro station entrance of off Bathurst Street
4. Providing a strong, well demarcated street address to each frontage through strong form modulation and well activated ground floors.	Yes	Refer to Design Report Section 8.0
5. Innovative design solutions to maximise activation along all street frontages. Activation includes a mix of building entrances and retail uses.	Yes	Refer to Design Report Section 8.0
6. Promoting a safe & user-friendly environment including weather protection, security measures & wayfinding etc. To include as a minimum: a) Minimising opportunities for criminal and anti-social behaviour.	Yes	Refer to CPTED Report
b) Incorporating awning cover that relates to surrounding buildings to create a continuous weather protection edge to all street frontages.	Yes	Refer to Design Report Section 8.4 & Section 8.7
c) Seamless integration of all signage with the architectural character of the scheme and surrounding context, providing an elegant and uncluttered approach and coordinated with nearby public art. Signage location and placement must integrate with City of Sydney DCP 2005 - Signage and Advertising Structures.	Yes	Refer to Design Report Appendix A
7. Reinforcing the east west connection between Hyde Park, George Street and Darling Harbour.	Yes	Refer to Design Report Section 2.3
8. Provision of public art, integrated and cohesive with the design of the built form and potentially recognising former uses.	Yes	Refer to SDPP
Movement and Connectivity		
Acknowledge the important movement and interchange function of Bathurst Street. Prioritise pedestrian access, permeability and amenity within the development and across the precinct and facilitate legible, safe and convenient interchange opportunities across transport modes. This is to be achieved through:	Yes	Refer to Design Report Section 2.3
1. Mitigating pedestrian overcrowding through the use of additional footpath width along Bathurst Street, achieved through some kerb extensions.	Yes	Refer to Landscape Design Report
2. Managing pedestrian flow at ground level through separation of over station development lobbies and Metro entries to different street frontages.	Yes	Refer to Design Report Section 6.1

Sydney Metro OSD Design Guidelines	Design Complies (Yes/No)	Report Reference
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	Refer to Design Report Section 6.1
4. Integrating with the Sydney City Centre Access Strategy.	Yes	
5. Facilitating safe and adequate pedestrian space at adjoining road crossings, including provision of traffic management infrastructure as required.	Yes	Refer to Landscape Design Report
6. Designing to minimise cyclist conflict points with vehicles and pedestrians.	Yes	Refer Section 4.2 and 5.9 in Response to Submissions Transport and Accessibility Impact Statement
7. Providing clear and legible interchange with all transport modes, including: a) Town Hall and Museum Stations 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 of and pick-up from Bathurst Street and Pitt Street and taxi bays on Pitt Street and Park Street.	Yes	Refer to Design Report Section 2.2 and Landscape Design Report
8. Strengthening connections to Town Hall Civic Precinct and nearby developments.	Yes	Refer to Design Report Section 2.2
9. Strengthening East West connections along Bathurst Street, including as connections to green space	Yes	Refer to Design Report Section 2.3
10. Retaining existing and incorporating new street trees to reduce the heat island effect and supplement existing avenue planting.	Yes	Refer to Landscape Design Report
Integration and Legacy		
Provide an OSD that seamlessly integrates all components of the development and is a positive legacy for future generations. This will be achieved through:	Yes	
1. Delivering a high standard of design and finish that promotes longevity and adaptability over time.	Yes	Design is endorsed as achieving Design Excellence. High standard of

Sydney Metro OSD Design Guidelines	Design Complies (Yes/No)	Report Reference
		finish adopted, refer to Design Report Section 7.0 and Section 8.0
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	Refer to SDPP and Design Report Section 6.9
a) Permissible uses should be functionally separated as much as possible at ground level to assist in pedestrian circulation and serviceability	Yes	Refer to Design Report Section 6.0
b) Back of house operations and services should be consolidated wherever possible while maintaining any required separation between the OSD and Sydney Metro	Yes	Refer to Design Report Section 6.0
c) Consider and allow for flexible future use of functional spaces & services coordination.	Yes	
3. Delivering an over station development that:		
a) Does not have any adverse impact on the design and/or operation of the metro Station;	Yes	
b) Is capable of complete demolition and reconstruction, or major maintenance or modification, without significant interference to the operation of the metro Station;	Yes	
c) Will allow independent access, servicing and maintenance from normal station activities and operation;	Yes	
d) Integrates efficiently with the station structure;	Yes	
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 and well considered transitions of bulk and scale between the station box and the over station development design.	Yes	Refer to Design Report Section 5.0
f) Provides visual connectivity between the OSD lobby and the public domain.	Yes	Refer to Design Report Section 8.0

5. SYDNEY METRO DRP ADVICE AND RECOMMENDATIONS

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

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

The main focus areas of the DRP presentations, including for the RTS related to the following. These are expanded upon below.

a. *Demonstration that the loading dock and service lifts will provide a sufficient level of service.*
b. *Interface with Princeton Apartments (southern facade) with the DRP requiring resolution in the following:*
    1. *Visual privacy*
    2. *Acoustic privacy*
    3. *Natural ventilation*
c. *Different treatment to the precast façade panels at street level in order to provide a richer sense of detail*
d. *Options for the boundary wall adjacent to the Edinburgh Castle Hotel and forming the northern wall of the residential entry lobby*
e. *Roof form articulation retains views to St Mary's Cathedral from Century Tower*
f. *Review of projections beyond the building envelope in context to:*
    1. *Depth of façade GRC to minimise streetscape impact, overshadowing and increase building separation from Princeton apartments.*
    2. *Visual privacy from the south east corner apartment and balcony to Princeton apartments*
g. *Demonstrate solar compliance with respect to SEPP 65 and ADG*

Where required, the design teams presented options to the DRP for key focus areas. These were as follows

a. Demonstration that the loading dock and service lifts will provide a sufficient level of service.

In response to concerns relating to loading dock access, the following material was presented to the DRP.

DRP 1: 15 October 2019 – Options presented by Bates Smart

Public Domain Interface

Ground floor:

Loading Dock Access RFT (Base Scheme)

DRP advice and recommendation

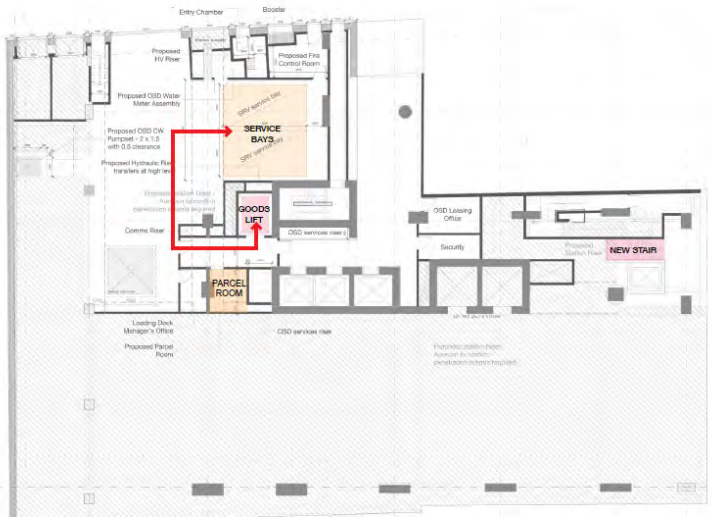
The Panel **requests** that the following be presented at the next meeting:

- Demonstration that the proposed lifts will provide an appropriate level of service to service 227 apartments and other uses.
- Demonstration that the loading dock and service lifts will provide a sufficient level of service.

DRP 2 19 November 2019 – Options presented by Bates Smart

Ground Floor:

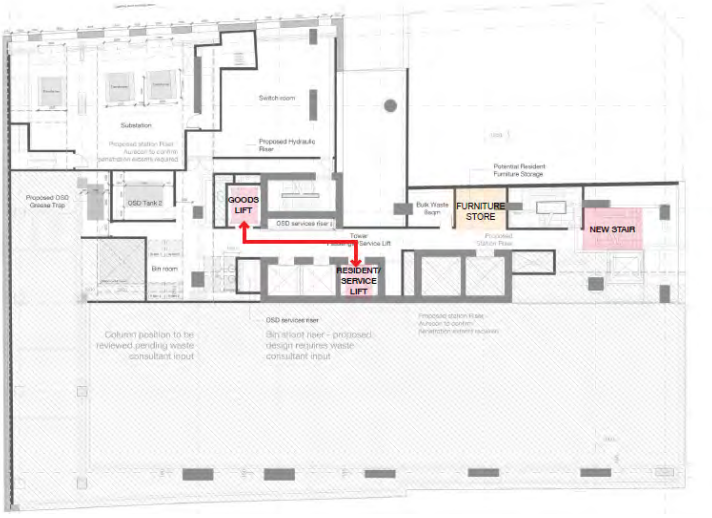
Revised Scheme
- Relocation of Comms room and rotation of goods lift provides better connectivity to loading bay
- Parcel room incorporated



Loading Dock Access Option 1 (Revised from Base Scheme)

Level 01:

Revised Scheme
- Transfer of furniture at this level from tower sevice lift to goods lift
- Furniture store room incorporated



Loading Dock Access Option 1 (Revised from Base Scheme)

Source: Bates Smart

DRP advice and recommendation

Planning & Passenger Movement

- The Panel supports the proposed lift numbers on the basis of the analysis presented – being 3 passenger and 1 service lift for 227 apartments.

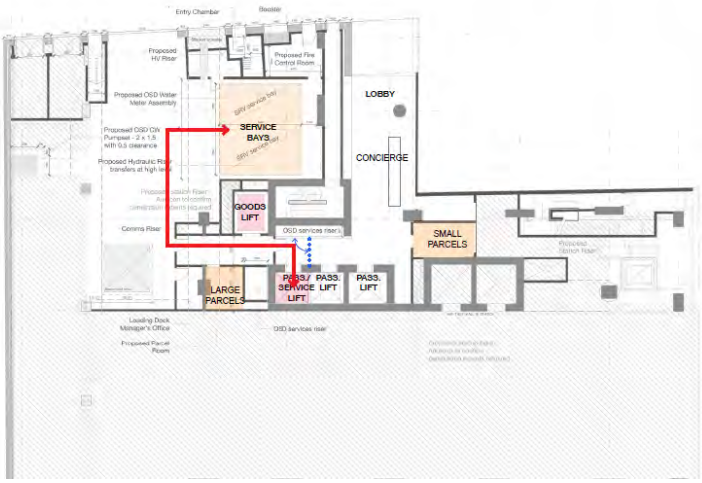
- The Panel raised concerns about the level of service provided by the current arrangement of loading dock and service lift (that requires changing lift at the lobby level). The Panel requested to see alternative configurations bringing the residential service lift closer to the goods lift, or ideally a model that does not require lift change from loading to apartment floors, whilst noting that the client is confident that this model is workable.

DRP 3 17 December 2019 – Options presented by Bates Smart

Access and Loading
Revised

Ground Floor:

- Relocation of combined passenger + service lift to south.
- Operable integrated wall panel separates furniture movements from passenger movements when move-ins are occurring.
- Operational policy limits move-ins and move-outs to 1 per day with 2 hour window provided for each.

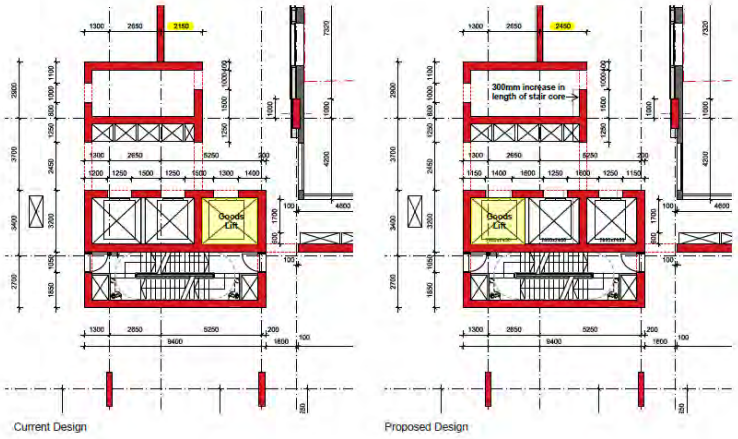


Loading Dock Access Option 2 (Revised from Base Scheme)

Access and Loading
Core: Ground Floor

Ground Floor:

- Minor adjustments to core dimensions on ground floor to accomodate revised goods lift location. Car size retained.

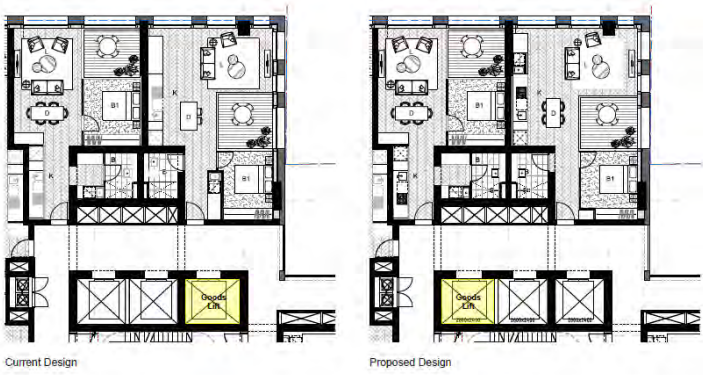


Loading Dock Access Option 2 (Revised from Base Scheme)
Source: Bates Smart

Access and Loading
Core: Typical Floor

Typical Floor:

- Minor resultant improvements to typical residential apartment layouts as a result of shift in lift location.



Loading Dock Access Option 2 (Revised from Base Scheme)

Source: Bates Smart

The DRP 3 on 17 December 2019 endorsed Option 2 with the following commentary:

DRP advice and recommendation

Planning and Passenger Movement

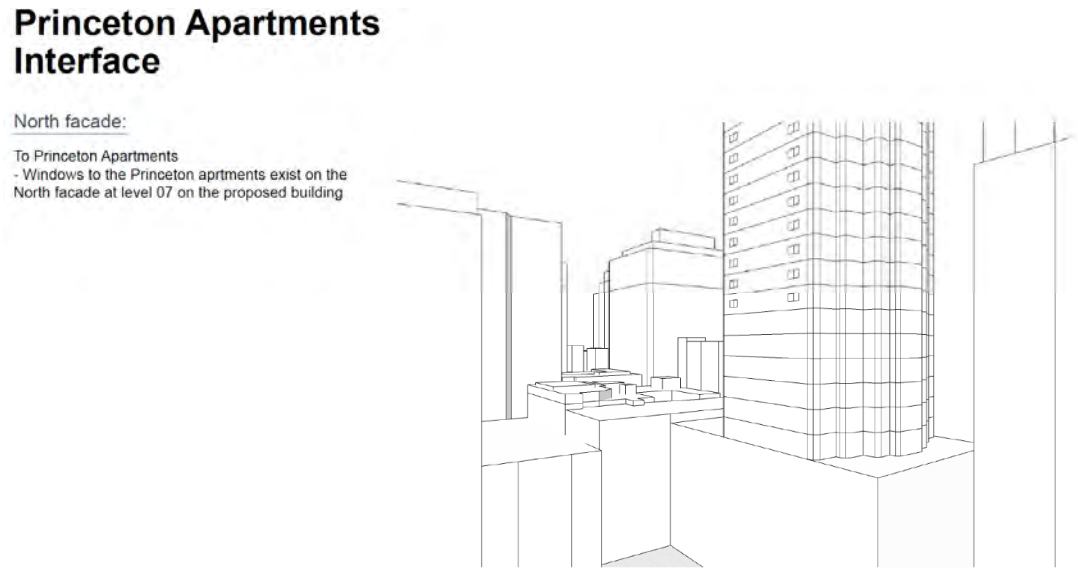
- The Panel accepts the design change presented for loading and vertical transport which achieves direct access from the loading dock into a larger residential service lift at the entry level, avoiding the need to transfer between lifts at the upper level.

b. Interface with Princeton Apartments (southern facade) with the DRP requiring resolution in the following:

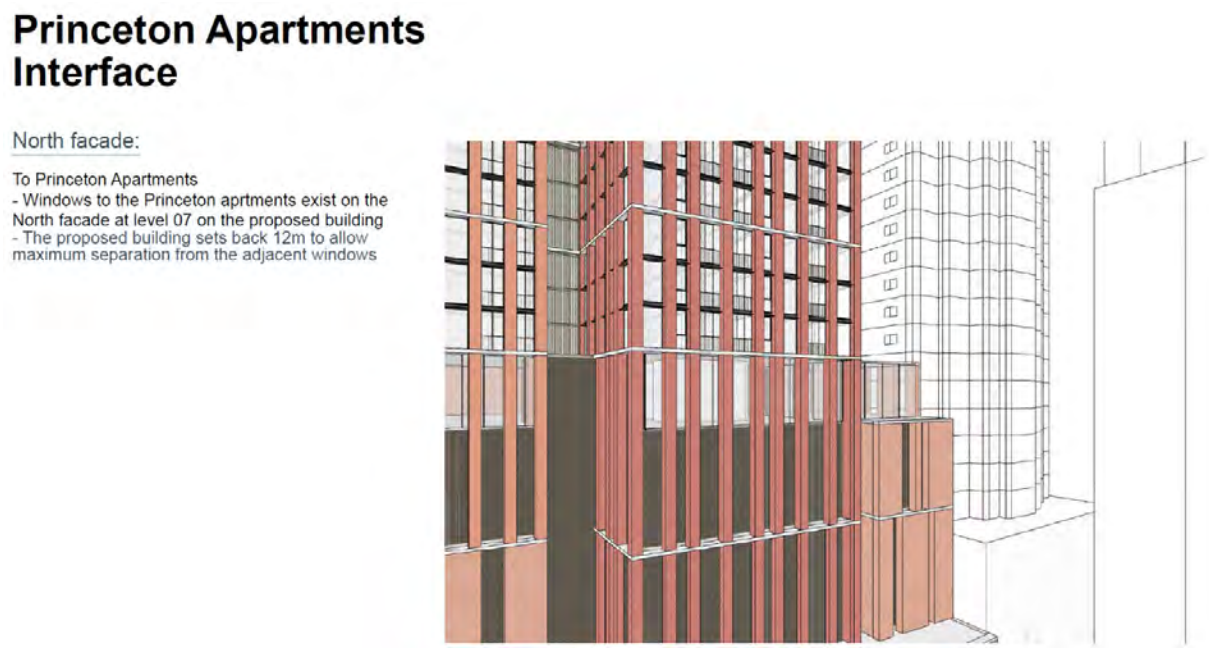
1. **Visual privacy**
2. **Acoustic privacy**
3. **Natural Ventilation**

DRP 2 19 November 2019 – Options presented by Bates Smart

In response to the matters of **visual privacy,** the following material was presented to the DRP



Visual privacy devices and solutions towards Princeton Apartments



Visual privacy devices and solutions towards Princeton Apartments

Source: Bates Smart

Princeton Apartments Interface

North facade:

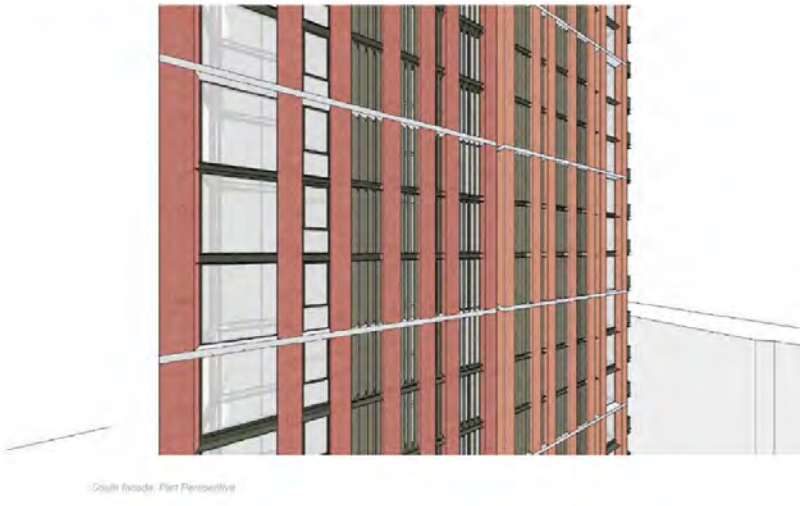
To Princeton Apartments
- Windows to the Princeton aprtments exist on the North facade at level 07 on the propsed building
- The proposed building sets back 12m to allow maximum separation from the adjacent windows

Visual privacy devices and solutions towards Princeton Apartments

Princeton Apartments Interface

Visual Privacy:

To Princeton Apartments
- Angled louvres provide visual privacy



South facade: Part Perspective

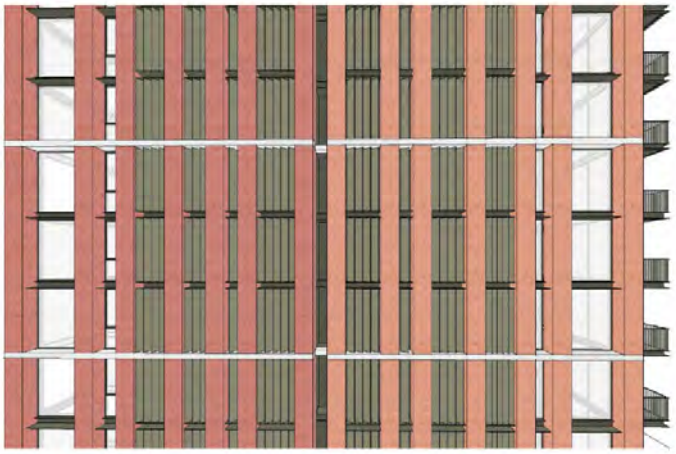
Visual privacy devices and solutions towards Princeton Apartments

Source: Bates Smart

Princeton Apartments Interface

Visual Privacy:

To Princeton Apartments
- Angled louvres provide visual privacy



Visual privacy devices and solutions towards Princeton Apartments

Princeton Apartments Interface

Visual Privacy:

To Princeton Apartments
- Angled louvres provide visual privacy

Visual privacy devices and solutions towards Princeton Apartments

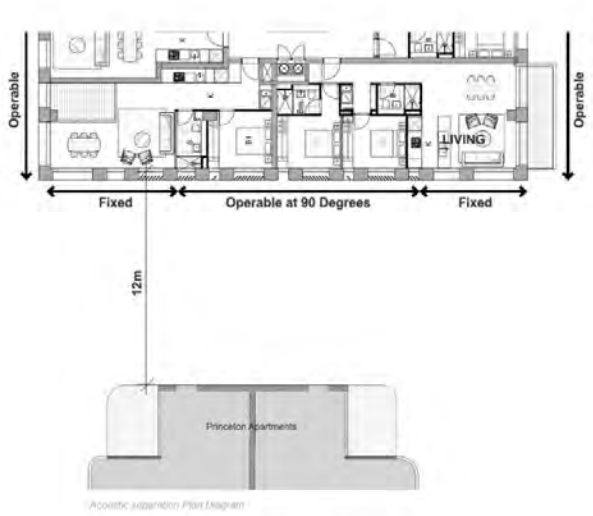
Source: Bates Smart

1. In response to the matters of **acoustic privacy** the following material was presented to the DRP.

Princeton Apartments Interface

Acoustic Privacy:

To Princeton Apartments
- No operable windows on facade paralel to Princeton Apartments



Acoustic privacy strategy towards Princeton Apartments

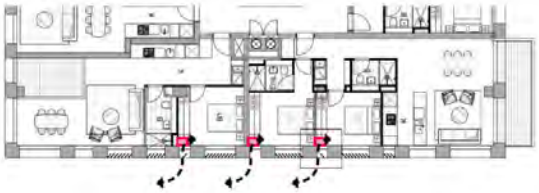
Source: Bates Smart

2. In response to the matters of **natural ventilation,** the following material was presented to the DRP.

Princeton Apartments Interface

Ventilation stratagy:

- Ventilation slots at 90 degrees to facade



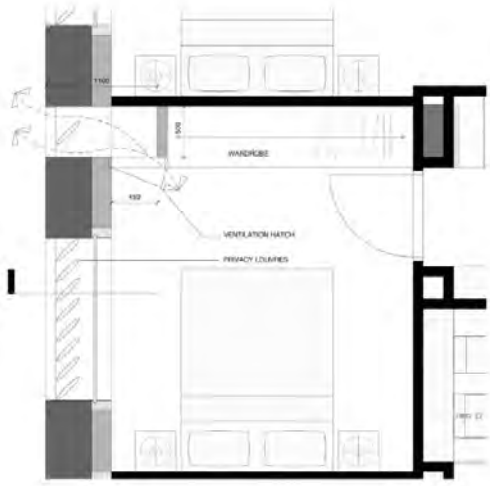
Ventilation strategy Plan Diagram

Natural Ventilation approach

Princeton Apartments Interface

Ventilation stratagy:

- Typical ventilation slot plan



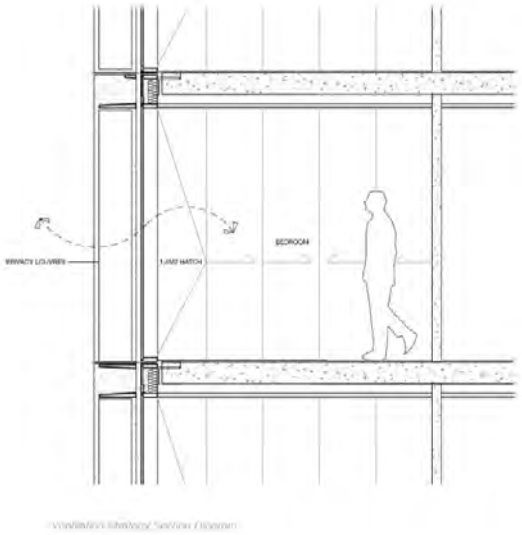
Natural Ventilation approach

Source: Bates Smart

Princeton Apartments Interface

Ventilation stratagy:

- Ventilation slot section



Natural Ventilation strategy

Source: Bates Smart

DRP advice and recommendation

Built Form

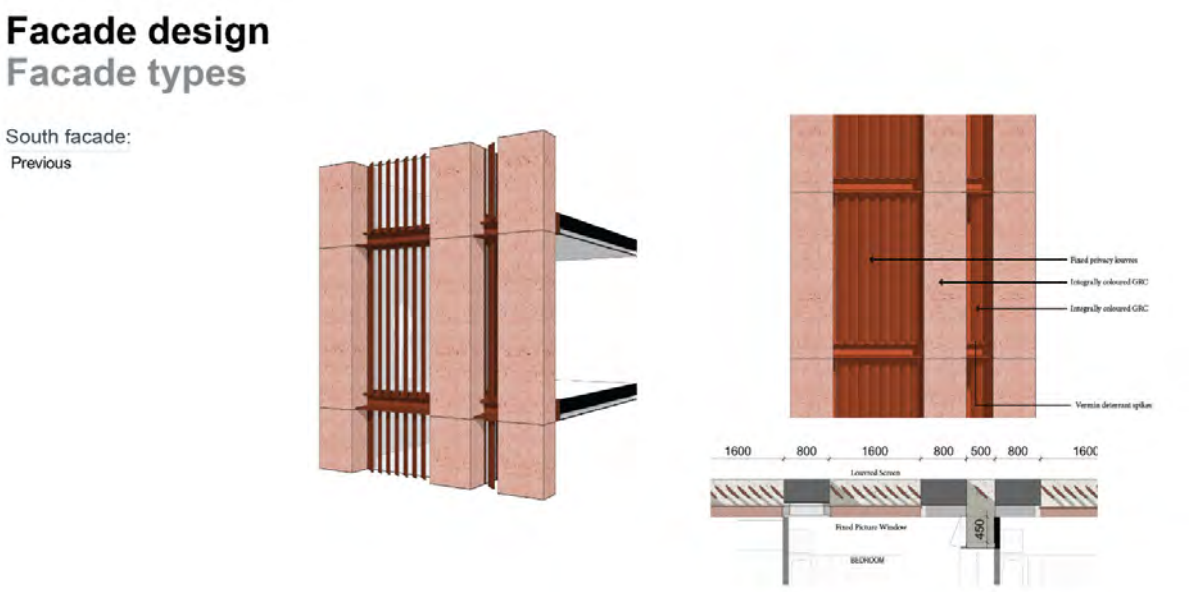
- Princeton Apartment Interface – Ventilation design

  The Panel note that this proposal appears to meet the minimum requirements of the relevant contract design parameters however, the panel raised the following concerns with the presented solution:
  - Conflict between safety and cleaning
  - Conflict between access to ventilation and acoustic separation

- Princeton Apartment Interface – Visual Privacy

  The Panel supports that visual privacy is achieved through the noted vertical louvres to the apartment windows facing the Princeton Apartments.

DRP 4 21 January 2020 – Options presented by Bates Smart



Natural Ventilation strategy **Option 1**

Natural Ventilation strategy **Option 2** removal of vertical blade

Source: Bates Smart

DRP advice and recommendation

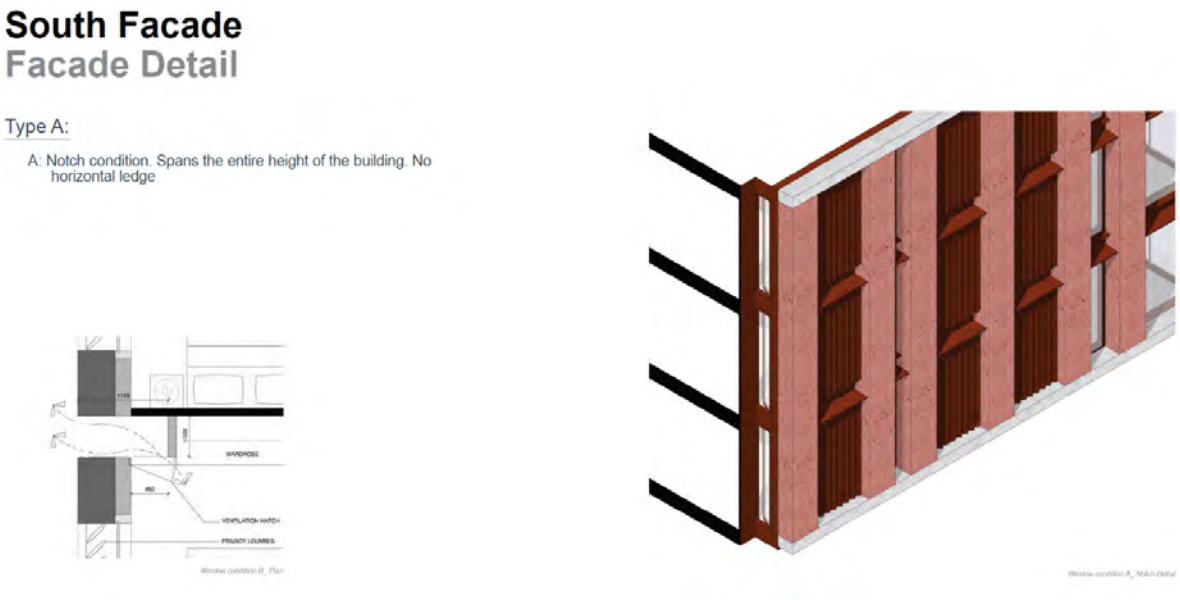
The **Option 2** ventilation strategy was endorsed by the DRP after referral to and consultation with the City of Sydney

South façade ventilation

- The Panel accepts removal of the vertical blade to the ventilation slot on the south façade (Princeton Apartment interface) noting further development of horizontal ledges to be provided.

DRP 5 18 February 2020 – Options presented by Bates Smart

Natural Ventilation strategy Option - articulated horizontal ledge



Natural Ventilation strategy Option - articulated horizontal ledge

Source: Bates Smart

Natural Ventilation strategy - articulated horizontal ledge

Natural Ventilation strategy - articulated horizontal ledge and bid mitigation

Source: Bates Smart

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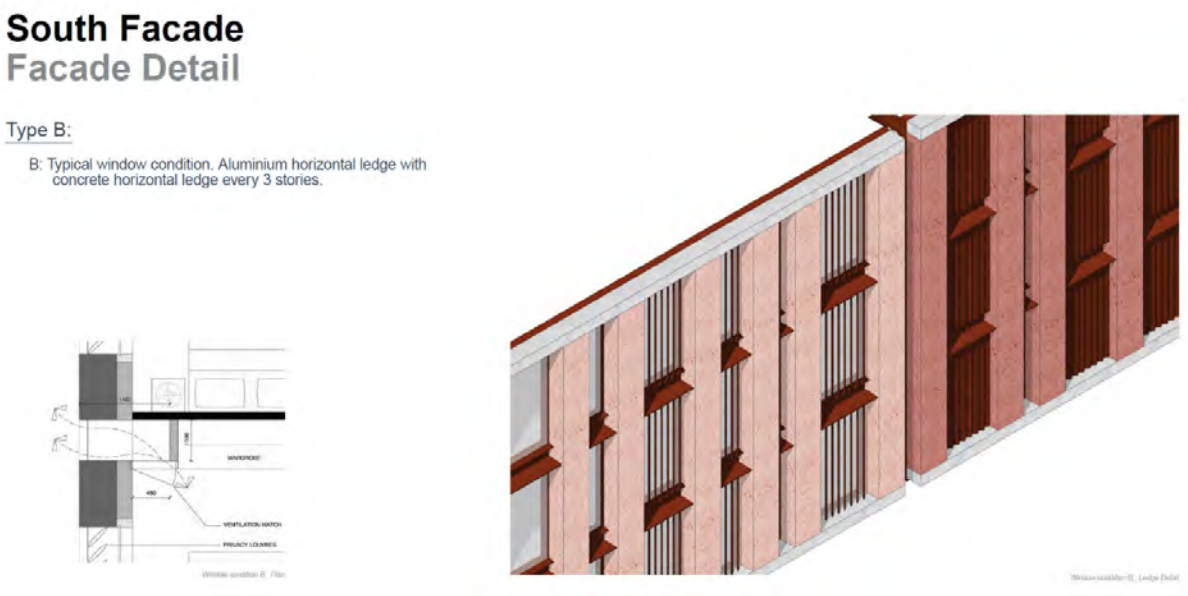


Natural Ventilation strategy - articulated horizontal ledge

DRP advice and recommendation

Princeton Apartment Interface – Ventilation design

The Panel note that this proposal appears to meet the minimum requirements of the relevant contrac design parameters however, the panel raised the following concerns with the presented solution:
-Conflict between safety and cleaning
-Conflict between access to ventilation and acoustic separation

Response

- The Panel accept the articulation of horizontal ledges to the ventilation panel slots along the Princeton Apartment Interface. The Panel accept that investigation is underway regarding nesting prevention and recommend the project team liaise with Sydney Metro regarding their current solution testing. The Panel note the previous request to confirm there are no high-volume wind whistling issues arising from the bedroom ventilation panels located in the recessed slots with no horizontal ledges. (DIT Item 2.13)

Response issued to DRP

Response regarding wind Whistling from CP

Adam Van Duijeveldt – CPP Wind Engineering:

"From experience on previous projects, wind-induced tonal noise, such as whistling, from apertures tends to occur for flow through small holes or slots generally less than 25mm in size, or as a result of pressure fluctuations in the gaps between regularly spaced blades, which is often seen for fences with this type of arrangement. The proposed recessed slot has a maximum opening of 125mm, well above the sizes typically expected to generate tonal noise. As such, the potential for the proposed recessed slot configuration to generate wind-induced tonal noise is considered to be low."

DRP 6 17 March 2020 – Options presented by Bates Smart

- The Panel request further information provided regarding bird roosting mitigation measures at horizontal window heads that sit below the awning.

Façade Design
Bird Mitigation

- The panel request further information provided regarding bird roosting mitigation measures at horizontal window heads that sit below the awning.

Response

- 'Hot Foot' repellent to be applied to horizontal window heads that sit below the awning. This provides a humane, safe and effective solution to bird control.
- Hot foot lasts for approximately 2 years, at which point in time if there is a bird control issue, Oxford Properties would look to install plastic spikes.
- Bird spikes are an effective and humane that will not harm birds. Birds are unable to land on the bird spikes forcing them to leave the area.

Image 1 : 'Hot Foot' repellent

Image 2 : Plastic spikes

Natural ventilation Strategy

Presented to and accepted by City of Sydney in response to comment on natural ventilation.

South Facade
Natural Ventilation

BCA
Natural ventilation "requires that permanent openings, windows, doors or other openable means provide natural ventilation."

and it "does not require any of the natural ventilation to be 'fixed ventilation' or 'permanent openings' as against 'devices which can be opened'."

Scenario A:

/ Bedroom Operable Panels Open
/ Bedroom Doors Open
/ Living Room Window Open

Apartment in crossflow mode

Scenario B:

/ Bedroom Operable Panels Open
/ Bedroom Doors Closed
/ Living Room Window Open

Apartment not in crossflow mode.

Scenario A:

Scenario B:

South Facade
Natural Ventilation

Precedent:
130 Hyde Park

Scenario A:

/ Bedroom Operable Panels Open
/ Bedroom Doors Open
/ Living Room Window Open

Apartment in crossflow mode.

Scenario B:

/ Bedroom Operable Panels Open
/ Bedroom Doors Closed
/ Living Room Window Open

Apartment not in crossflow mode.

Scenario A:

Scenario B:

c. Different treatment to the precast façade panels at street level in order to provide a richer sense of detail

The following material was presented to the DRP related to the different treatment provided at street level to provide a richer sense of detail.

DRP 4 21 January 2020 – Options presented by Bates Smart

Option 1 (base scheme) continuation of pre-cast treatment from podium through to ground level-Bathurst Street

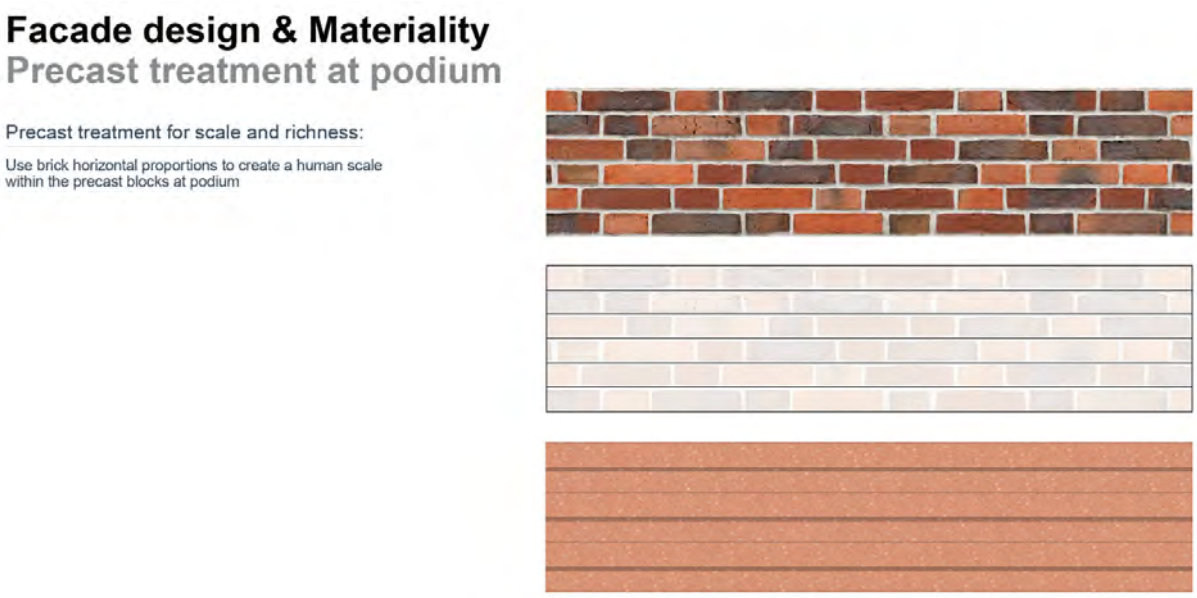
Option 1 (base scheme) continuation of pre-cast treatment from podium through to ground level- Pitt Street

DRP advice and recommendation

Façade design and materiality

- The Panel recommends considering a different treatment to the precast façade panels at street level in order to provide a richer sense of detail.

DRP 5 18 February 2020 – Options presented by Bates Smart

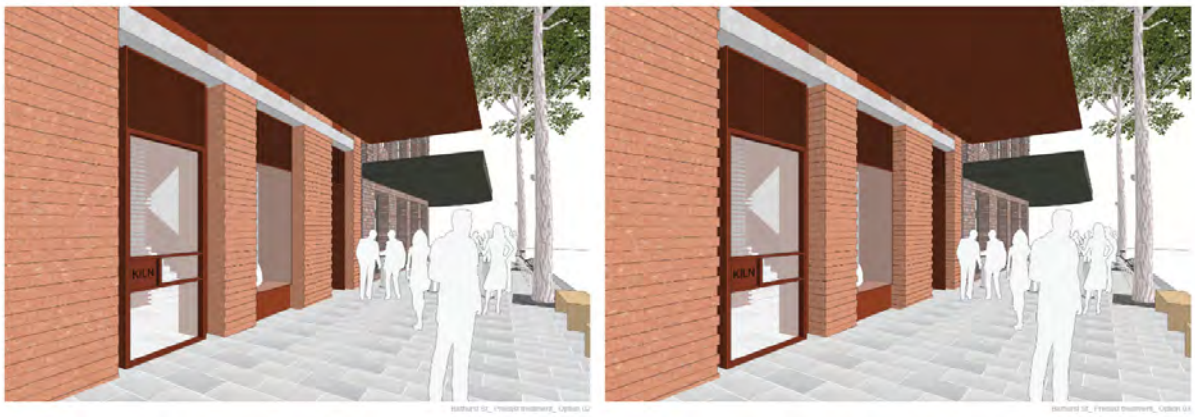


Options for treatment concept

Bathurst Street Elevation options

Facade design & Materiality
Precast treatment at podium

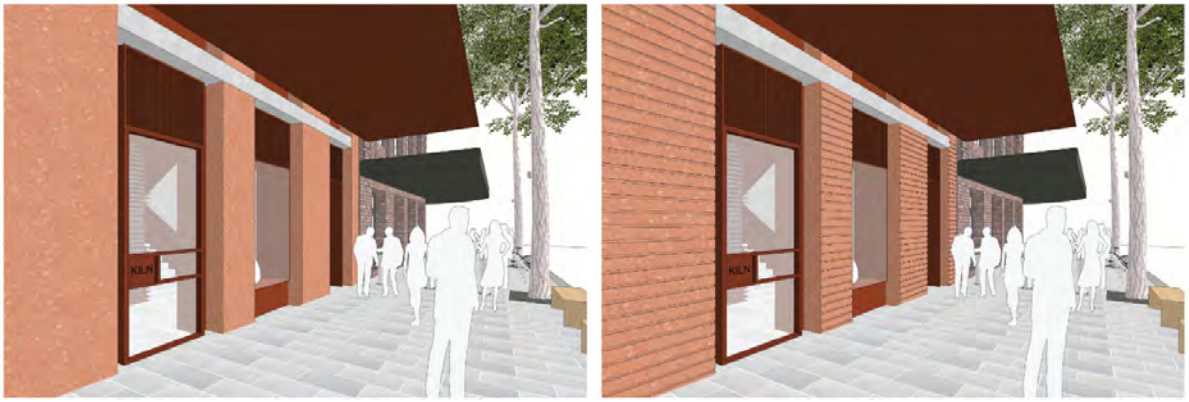
Bathurst St



Bathurst Street Elevation Option 2 and Option 3

Facade design & Materiality
Precast treatment at podium

Bathurst St



Options for treatment concept
Source : Bates Smart

Facade design & Materiality
Precast treatment at podium

Pitt St

Pitt Street Elevation Current and Option 1

Facade design & Materiality
Precast treatment at podium

Pitt St

Pitt Street Elevation Current and Option 2 and 3

DRP advice and recommendation

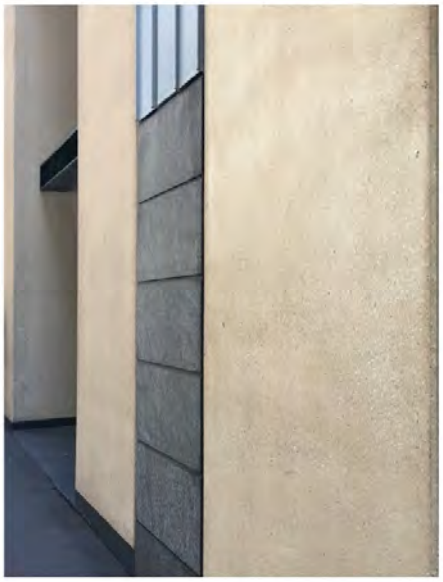
- The Panel note that limited options were developed by the design team to introduce detail into the street level precast panels. The Panel acknowledge that mimicking the brick striations/banding is not a suitable response and recommend further investigation be undertaken to test texture and applied finishes to resolve a finer level of design detail, and that additional larger scale samples are developed and request the DRP are invited to review further proposals. (DIT Item 4.01 response)

DRP 6 17 March 2020 – Options presented by Bates Smart

Materiality
Precedent

Local

- Westpac Plaza, Sydney
- JPW 2007



Materiality
Precedent

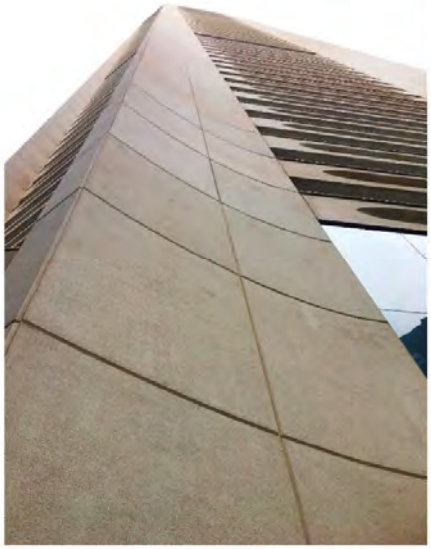
Local

- Australia Square, Sydney
- Harry Seidler 1964

Materiality
Precedent

Local

- MLC Centre, Sydney
- Harry Seidler 1977



Materiality
Precedent

International

- 432 Park Avenue
- Rafael Vinoly 2017

Materiality
Precedent

Local

- Sydney Opea House
- Jorn Utzon 1964

Materiality
Precedent

International

· Kaufhaus Tyrol, Innsbruk
· David Chipperfeild 2008

Podium Elevations

Bathurst Street

Podium Elevations

Pitt Street

Source: Bates Smart

Ground floor
Facade detail

Ground floor
Facade detail

Source : Bates Smart

Ground floor
Facade detail

Ground floor
Facade detail

Source : Bates Smart

DRP advice and recommendation

The DRP endorsed the finish with the following commentary.

- The Panel accept the honed precast finish to the street level walls, with a higher visibility of aggregate then sample shown and promote further consideration be given to the skirting and corner details to ensure longevity of initial appearance.

d. Options for the boundary wall adjacent to the Edinburgh Castle Hotel and forming the northern wall of the residential entry lobby

In response to concerns relating to the boundary wall adjacent to the heritage listed Edinburgh Castle Hotel, the following material was presented to the DRP.

DRP 4 21 January 2020 – Options presented by Bates Smart

Option 1 (Base scheme) use of Edinburgh Castle Hotel south façade

Source : Bates Smart

DRP advice and recommendation

- The Panel requests a detailed resolution of the return wall to the Edinburgh Castle Hotel.

DRP 5 18 February 2020 – Options presented by Bates Smart

Facade design & Materiality
OSD Lobby Entry

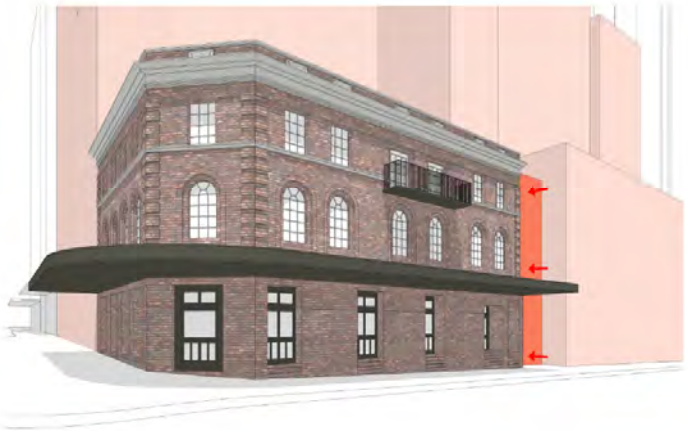
Edinburgh Castle Hotel :

Previous interface with adjacent building

Facade design & Materiality
OSD Lobby Entry

Edinburgh Castle Hotel :

Proposed interface with lobby entry rebate



Facade design & Materiality
OSD Lobby Entry

Edinburgh Castle Hotel :

Southern boundary wall

- Covering in metal cladding during site construction

Edinburgh Castle Hotel_South boundary wall covered during construction

Facade design & Materiality
OSD Lobby Entry

Edinburgh Castle Hotel :

Southern boundary wall

- Believed to be single skin
- Not face bricks

Requires fire rating and waterproofing

Edinburgh Castle Hotel_South boundary wall

Facade design & Materiality
OSD Lobby Entry

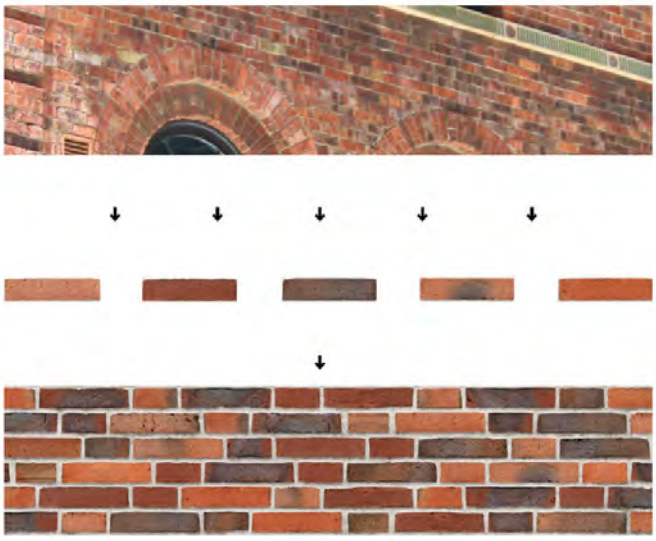
Edinburgh Castle Hotel:

Reference the warm mottled tones from the face bricks

Facade design & Materiality
OSD Lobby Entry

Heritage brick:

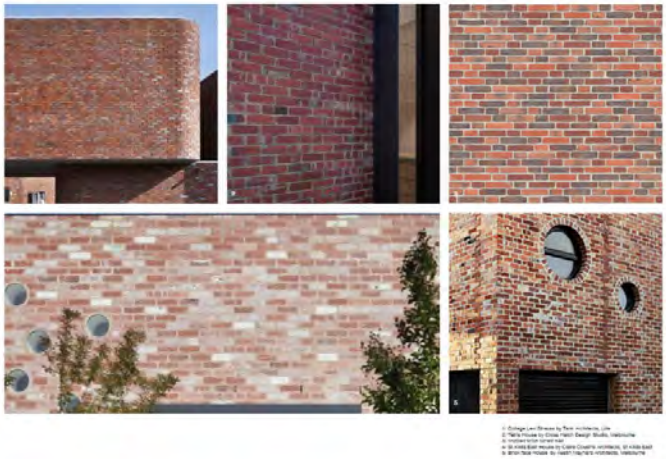
Use a contemporary brick to reference the colours in the heritage brick



Facade design & Materiality
OSD Lobby Entry

Recycled Brick :

Various heritage buildings nearby utilise variegated brickwork with a rich mixture of earthy pink, red and warm masonry tones. Our proposal seeks to integrate into this existing context, and build upon the existing presence and character of this unique pocket of Sydney.



Facade design & Materiality
OSD Lobby Entry

Source : Bates Smart

DRP advice and recommendation

- Concern was raised over the use of brick in the boundary wall to the Edinburgh Hotel. The Panel recommends that this wall be read as part of the new development whilst remaining sympathetic to the Hotel. The Panel promotes the use of materials already within the OSD building palette and recommends explorations into the use of painted steel. (DIT Item 4.04)

DRP 6 17 March 2020 – Options presented by Bates Smart

OSD Entry
Design Criteria

Urban Design:
/ respects the scale and rhythm of the existing streetscape
/ respects the integrity of the adjoining heritage item
/ creates a dialogue between the new and old
Architectural:
/ consistent with the architectural language of the new building
/ honest expression of the building tectonics
/ simultaneously unites the heritage and new, while also clearly distinguishing the two
/ reads clearly as an entry
/ Feels like an urban room between two buildings
/ indoor/outdoor character
Interior:
/ transitions in scale towards the interior
/ capable of being welcoming/ feeling residential in character

Design criteria for Lobby entrance

OSD Entry
Design options

Integrally coloured precast concrete wall

Option 1

Source: Bates Smart

Option 2

Option 3

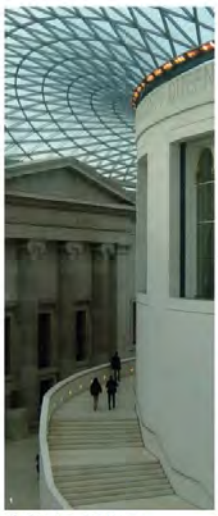
Source: Bates Smart

OSD Entry
Precedent

Space between buildings

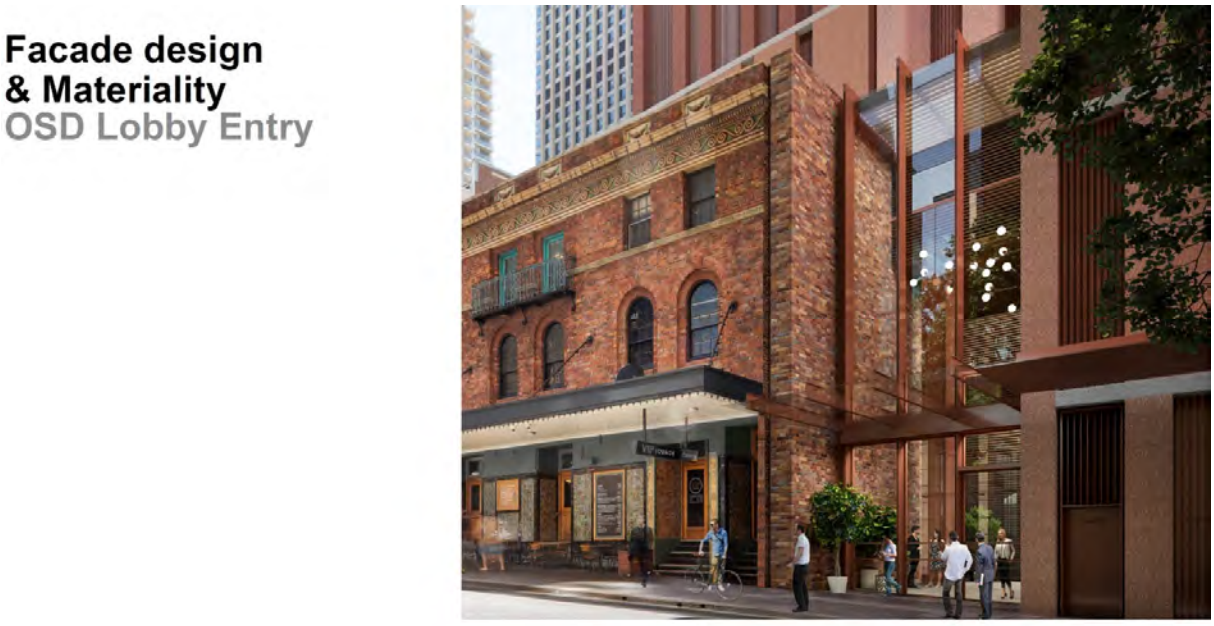
OSD Entry
Precedent

Space between buildings



1/ The British Museum Great Hall, London
2/ The British Museum Great Hall, London

Option 4



Source : Bates Smart

DRP advice and recommendation

The DRP endorsed option 4 with the following commentary.

- The Panel accepts the proposal for the bounding wall to the Edinburgh Hotel to be composed of recycled bricks with tone and texture similar to the bricks used in the Hotel.

DRP 12 18 August 2020 – Options presented by Bates Smart

The design team presented the following items of key focus to the DRP:

Review of projections beyond the building envelope in content to:

1. ***Depth of façade GRC to minimise streetscape impact, overshadowing and increase building separation from Princeton apartments.***
2. ***Visual privacy from the south east corner apartment and balcony to Princeton apartments***

Varied setback from Pitt Street Boundary

Roof form articulation retains views to St Mary's Cathedral from Century Tower

Privacy and amenity to Princeton Apartments

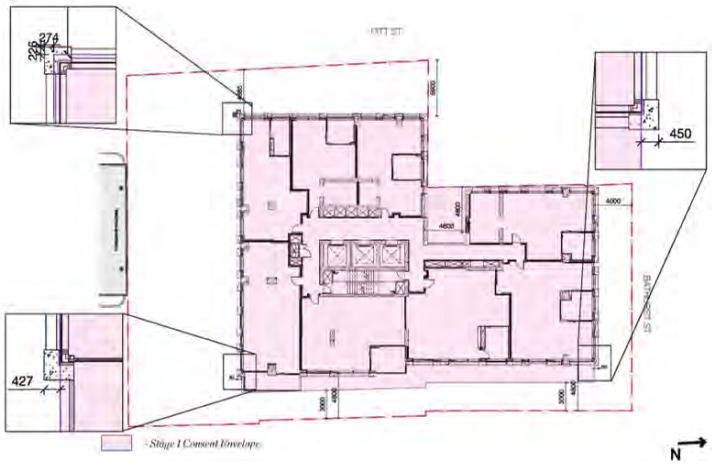
Demonstrate solar compliance with respect to SEPP 65 and ADG

Depth to GRC Façade Elements

- The Panel reasserts its earlier assessment that the minor encroachments outside the building envelope create no adverse impacts on privacy and solar access. Whilst the Panel applauds the project teams' efforts to reduce these encroachments, the Panel believes the reduced depth to the GRC façade elements diminishes the architectural quality of the facade, and should be calibrated to the building orientation (E.G.: maintaining the deeper panels on east/west).

Stage 2 Application

- The adjacent drawing shows the proposed façade projections at the time of SSD DA lodgment which were based on a continuous projection depth of 450mm beyond the glassline.
- **South Face:**
  Projection varying from 274mm at South West Corner, to 427mm at South East corner, with the variance due to the Southern boundary not being parallel to the building which has been set out to be parallel with Bathurst Street.
- **West Face:**
  Max projection of 226mm beyond envelope for approx. 50% of frontage length, in an area set back between 4.6m and 5.9m from Pitt Street.
- **North Face:**
  Max projection of 450mm, in an area set back 4m from Bathurst Street.
- **East Face:**
  Wholly contained within envelope.



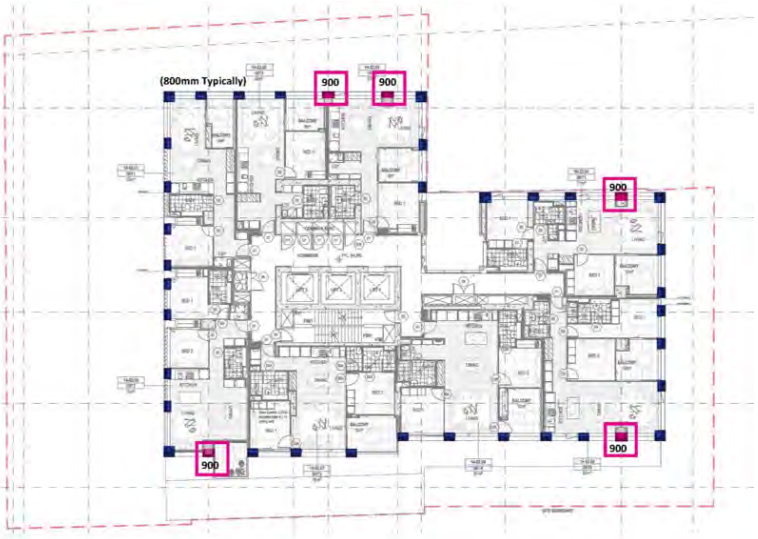
As context, from a DPIE perspective, the encroachments are sensitive in 3 ways

1. **South:** Building separation and privacy with Princeton
2. **West:** Solar impact (if any) on Princeton
3. **North:** Achievement of quality streetscape on Bathurst Street

Bates Smart has undertaken a detailed review of façade projections to improve compliance with the above items while retaining the design intent. ie. to retain, rather than erode, the masonry character, human scale, and visual solidity of the proposed building. The methodology of that review is described on the following pages:

Response

- The adjacent drawing shows the current design. The majority of façade projections are 800mm wide x 400mm deep.
- Due to the presence of 4 perimeter columns, these 4 were required to adopt an atypical dimension and were 900mm wide x 400mm deep.
- This resulted in an inconsistency of façade widths we ultimately hoped to refine during detailed design, however the columns cannot decrease in width to achieve 800mm on these elements.

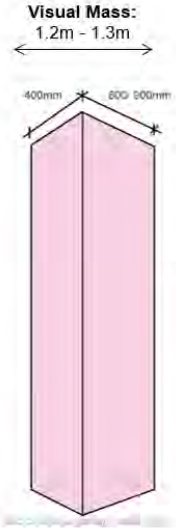


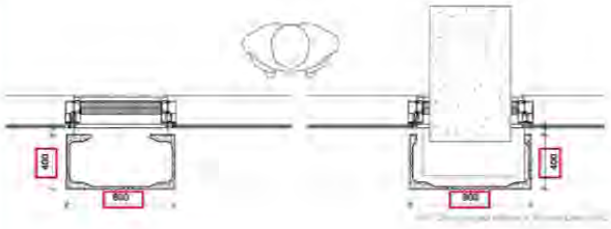
Response

- Therefore, we have increased the width of all the 800mm elements to become 900mm wide, standardizing all elements to the same width.
- This has enabled us to reduce the proposed depth while retaining the same 'visual mass' as described on the following pages.

Response

- We have developed a methodology called "Visual Mass" to measure and compare the visual 'solidity' of façade elements to ensure that the 'solid' masonry character of the building is not eroded.
- All façade elements are viewed obliquely as a combination of both the depth, and the width, of each element. Therefore the proposed 'Visual Mass' of a façade element is the combined depth and width, of each element. The higher the 'Visual Mass', the more solid the building will appear.
- The adjacent drawings show the typical GRC façade projections at 800mm wide x 400mm deep.
- The resultant 'visual mass' is 1.2m for each 800mm wide element, and 1.3m for each 900mm element (of which there were only 4 per floor).





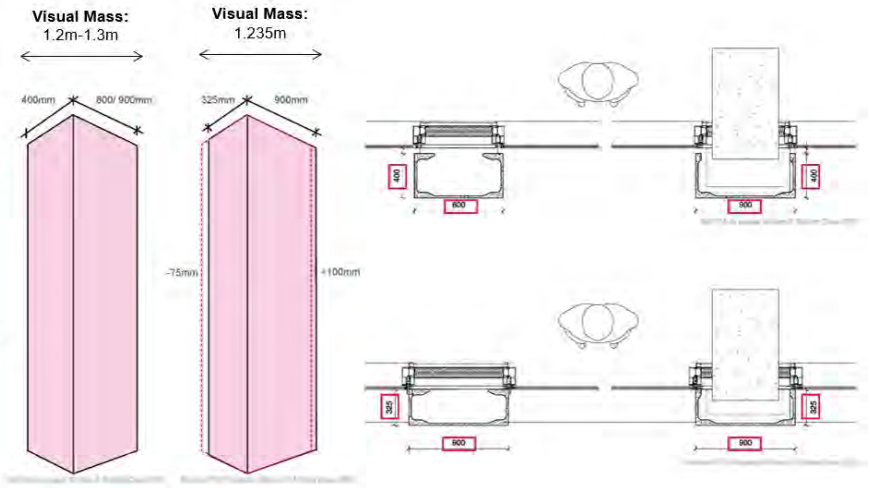
Response

- The revised standardized dimension of 325mm x 900mm now allows all façade elements to achieve a constant 'visual mass' of 1.235m, greater than that of almost all of the previous façade elements. Thus we:

  a) Are confident that the degree of solidity expressed by the revised façade elements will not 'erode' the degree of solidity in the façade, but

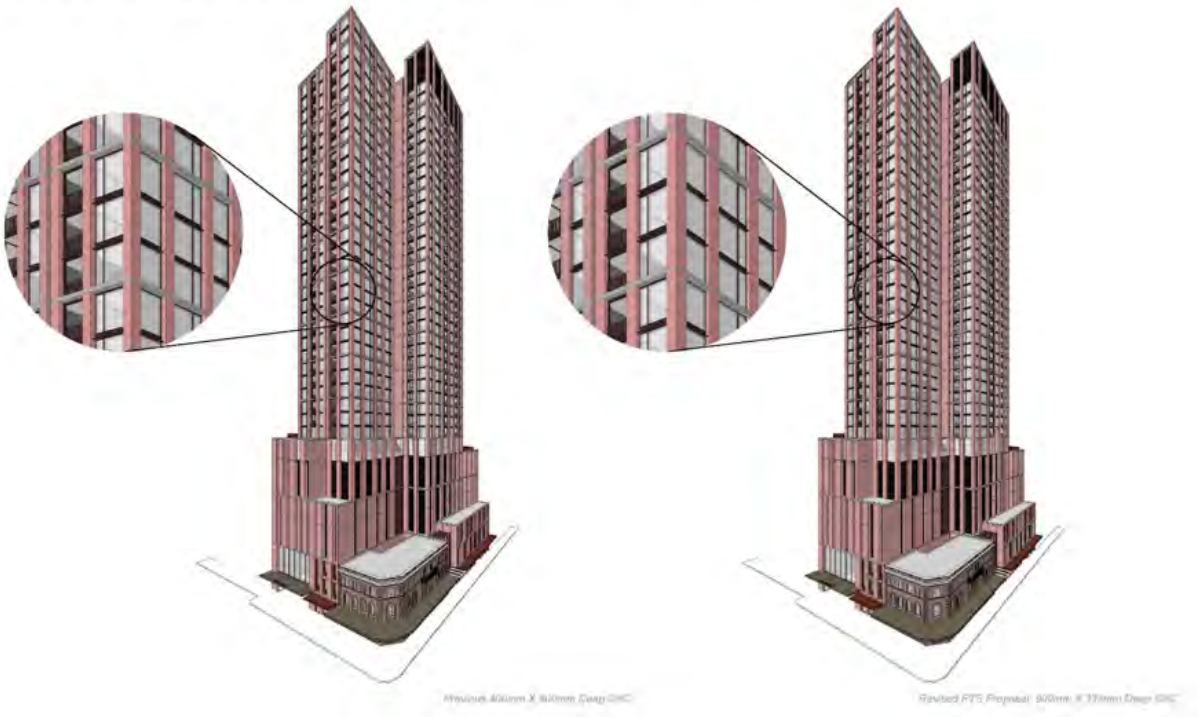
  b) We prefer the improved rigour of the façade design now all consisting of elements of the same width, and

  c) We also prefer the proportion of the 900 x 325 deep elements as being closer to 1:3 than the earlier relationship of 800 x 400 which was less elegant at 1:2.



Response

The adjacent images show the overall, and close up detail, of the tower façade expression both before and after the proposed façade amendments.

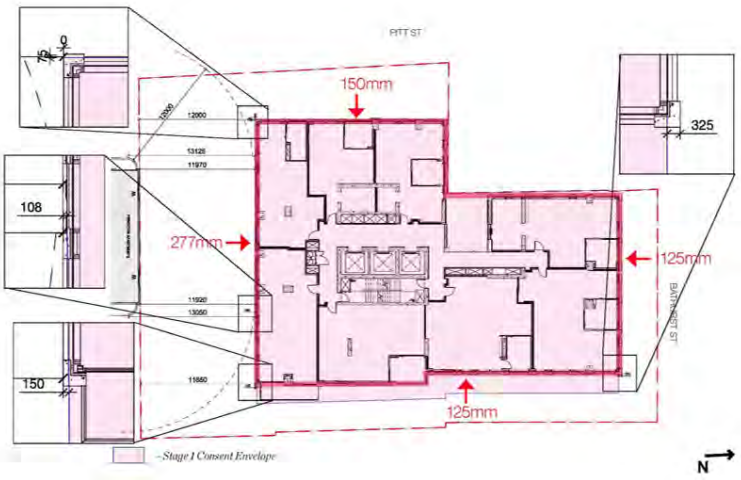


Response

Combined with some minor reductions in floorplate extents, the resultant maximum extents of built form (including GRC projections) reduces by 150mm to the West, 125mm to the North, 125mm to the East, and 277mm to the South.

This addresses the three sensitive interfaces in the below ways:

- **West Face:**
  Reducing these projections has improved access to Princeton Apartments by 3 minutes between 9am-3pm on 21st June to equal the performance of the approved Concept Envelope.
- **North Face:**
  Max projection reduced from 450mm to 325mm.
- **South Face:**
  Building separation to Princeton Apartments has maximised.



Response

The adjacent drawing overlays the Approved Stage 1 Concept Envelope with the proposed RTS floorplate.

Black dimensions are the setbacks as shown on the approved drawings.

Red dimensions are the revised resultant proposed RTS setbacks, measured from the site boundary to the *outside* face of the GRC projections.

All internal floorspace, and the perimeter glassline, is wholly contained within the approved Stage 1 Concept Envelope.

South East Corner Apartment and Balcony

Response

- The Panel does not support the reduction in area to the SE corner apartments, and suggests the removal of the second bathroom to align the area with the Apartment Design Guidelines. However, the Panel supports the reduction in balcony area to improve privacy

Response

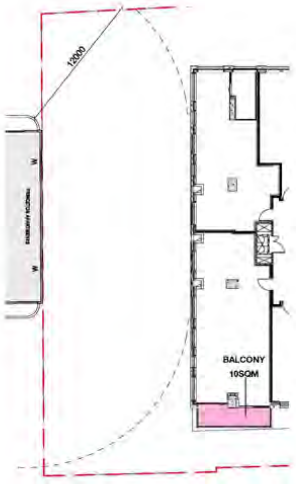
- **The proposed South East Apartment:**
  - Retains 2 bedroom, 2 bathroom; 75sqm
  - Improves wind conditions on the balcony
- **Planning concessions**
  - Results in 3 x fewer apartments achieving >2 hours solar access between 9am and 3pm on 21st June (50% total in lieu of 50.9%)
  - The balcony can achieve a size of 6.4sqm.

SSDA South East Apartment

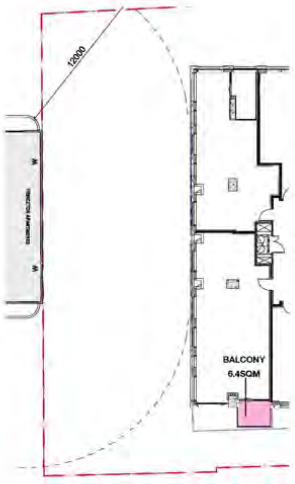
Proposed South East Apartment

Response

- **Amenity Benefits to Princeton Include:**
  - Increased Setback to the South East Corner by 2 metres
  - Improved view outlook towards North East
  - Improved visual and acoustic privacy between the balconies of both buildings.



SSDA
10SQM BALCONY



PROPOSED
6.4SQM BALCONY

Varied Setback from Pitt Street Boundary

1. Post DRP #12, Oxford revisited the history of this issue.

2. That investigation revealed that there were 2 distinct issues (not one).

3. The evolution of these 2 issues commenced with a Stage 1 DA condition, then evolved in the Design Quality Guidelines and was included in DPIE's letter post exhibition period.

4. The issues are best clarified as:

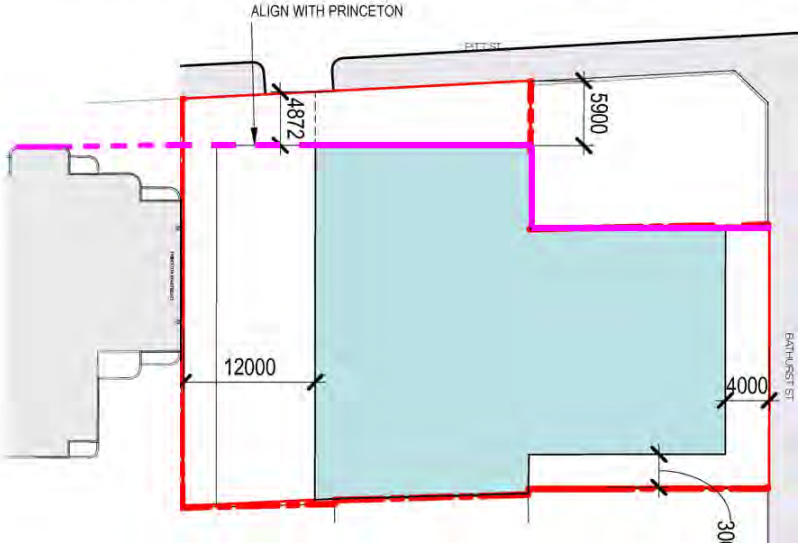
   - A varied setback be provided (consistent with the Stage 1 DA stamped plans) from Pitt Street to align with setbacks for the Princeton Apartments (11.01a)

   - Articulation of built forms from the Pitt Street boundary of the site should be designed to maximise solar access to the living rooms of Princeton Apartments between 9am – 3pm at winter solstice (11.01b)

11.01a Varied setback from Pitt Street Boundary to align with setbacks for Princeton Apartments

Stage 1 Approval

- The adjacent drawing shows the setback to Pitt Street as approved in the Approved Concept Envelope stamped plans.
- The approved setback is varied from the Pitt St Boundary and aligns with the setbacks for Princeton Apartments, as indicated by the note and dimensions on the stamped drawing.
- The purple line (added) shows the variety in setback along this frontage for comparison with our Stage 2 proposal as lodged (overleaf).



Stage 2 Application

- The adjacent drawing shows the setbacks to Pitt Street as proposed in the Stage 2 Application.

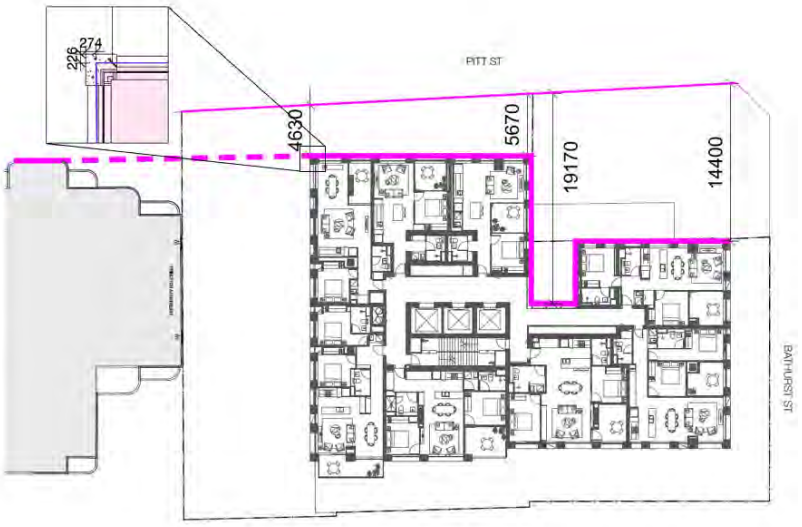
  The floorplate and glazing line is wholly contained within the approved Pitt Street Setback. Non-habitable architectural façade elements project outside it, as shown in the adjacent detail. The result is a *minimum* setback to 4.63m from the approved 4.872m.

- The resultant Pitt St Setback :

  a) Is varied and aligns with Princeton Apartments,

  b) Is more varied / articulated than the approved concept envelope due to the inclusion of a vertical articulation 'slot' above the Edinburgh Castle Hotel, increasing the setback from 14m to 19m in the midpoint of the site.

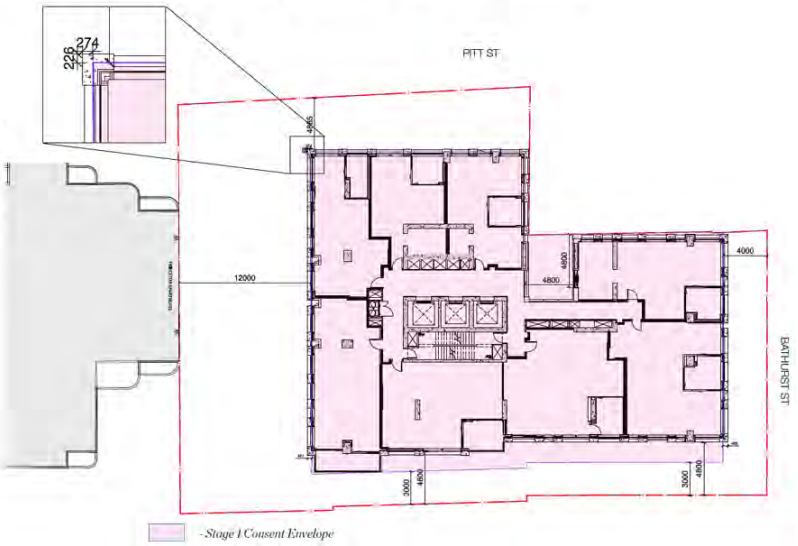
  c) Is fully complying with the approved envelope with the minor exception of the non habitable GRC elements which project a maximum of 226mm beyond.



11.01b Articulation of Pitt Street built forms to maximise solar access to living rooms of Princeton Apartments.

Stage 2 Application

- As mentioned on the previous page, these non external non-habitable architectural shading elements project outside of the concept envelope by 226mm on the Pitt Street frontage for the portion between Princeton Apartments and the Edinburgh Castle Hotel
- The point at which these minor projections fall outside of the envelope on the South West corner results in 9 apartments within Princeton Apartments losing an average of 3 minutes of solar access between 9am – 3pm on the 21st June, when compared with the approved concept envelope.



Response

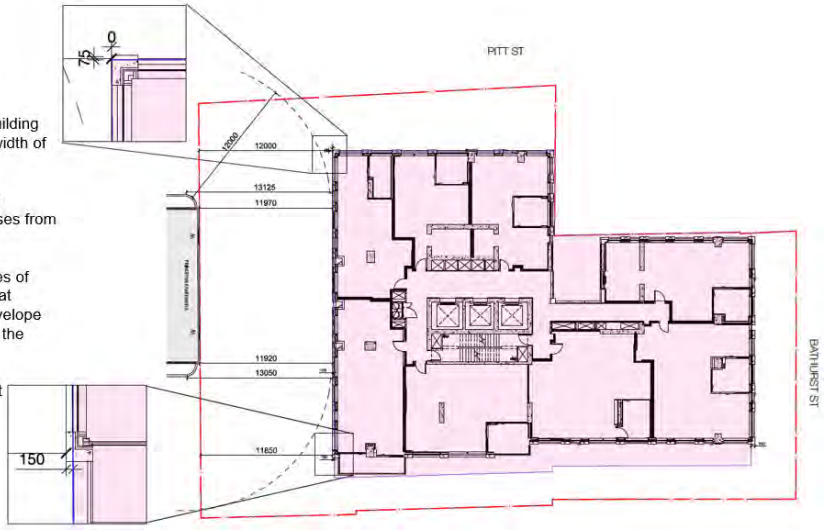
- We have considered setting back the South Western corner by a further 2 metres as shown in the adjacent plan to improve solar access to Princeton Apartments.
- Our analysis shows that while doing so would result in 27 apartments in Princeton receiving a positive gain of 7 minutes of solar access between 9am – 3pm on 21st June, doing so would have the following detrimental impacts to the amenity of the proposed development:

Response

- 20 apartments currently achieving 2 hours of solar access within the proposed development will fall substantially short of achieving 2 hours of solar access to either their living room or private open space, or both, during mid winter. This would reduce solar compliance of the proposed development from 50% to 42%.
- In addition, the same 20 apartments to those losing solar access, plus an additional 10 on levels 7 to 16, would also reduce in size below the ADG minimum 50sqm internal area required for 1 bedroom apartments.
- As such, the negative amenity impact to the proposed development is too significant in comparison to the very minor amenity benefit gained by Princeton Apartments.

Response

- However, as described within Item 11.03 of this document, a reduction in the depth of the GRC projections is proposed on all four sides of the building and compensated for visually by an increase in width of these elements.
- Combined with a minor floorplate reductions, the resultant projection beyond the envelope decreases from 226mm to 75mm.
- This reduction is sufficient to restore the 3 minutes of solar access to Princeton Apartments to equal that offered under the approved Stage 1 Concept Envelope while also having no negative amenity impact on the proposal.
- This is therefore recommended as being the best amenity outcome for both buildings.



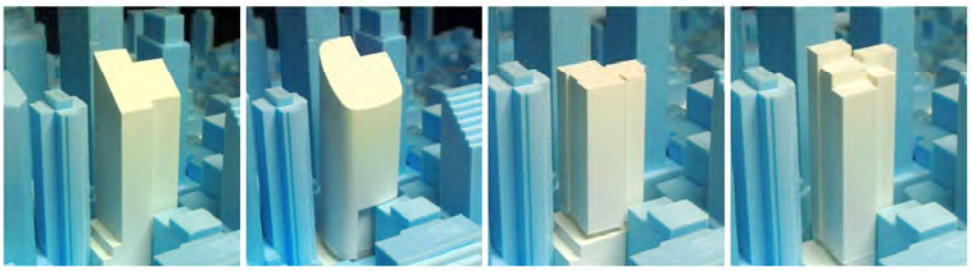
(B) View to St Mary's Cathedral from Century Tower

Demonstrate compliance with Condition B3 of the Concept Approval, and provide detailed illustrations showing how the proposed built form satisfies the following subclauses:

- *articulation of roof forms must consider opportunity to retain view to St Mary's Cathedral from Century Tower (343-357 Pitt Street, Sydney).*

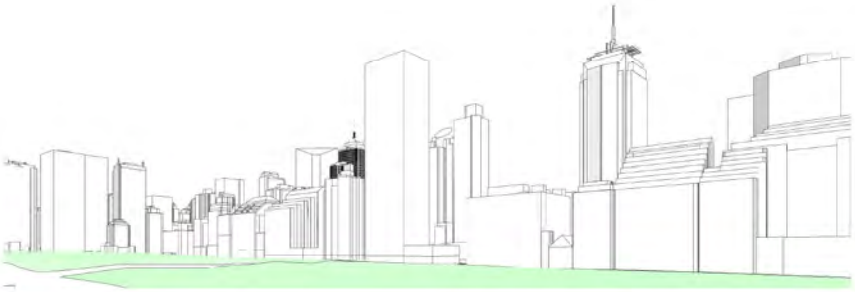
B.View to St Mary's Cathedral
from Century Tower

Initial concept stage -
Building form studies



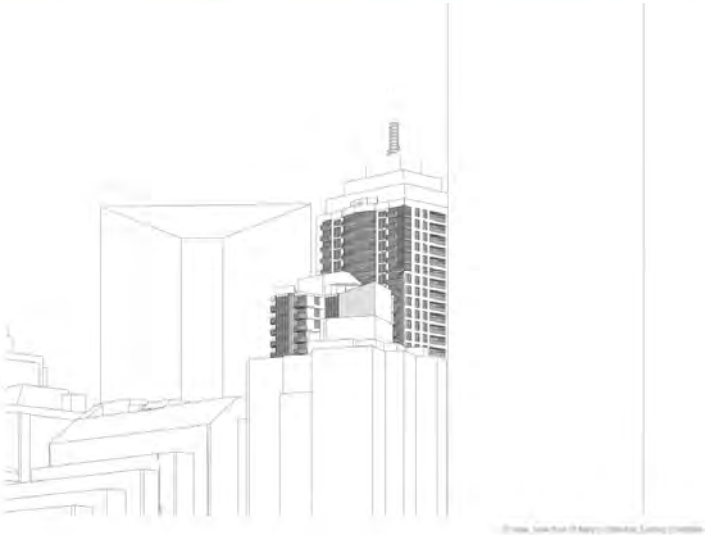
B.View to St Mary's Cathedral
from Century Tower

Existing view 01
Front Door



B.View to St Mary's Cathedral
from Century Tower

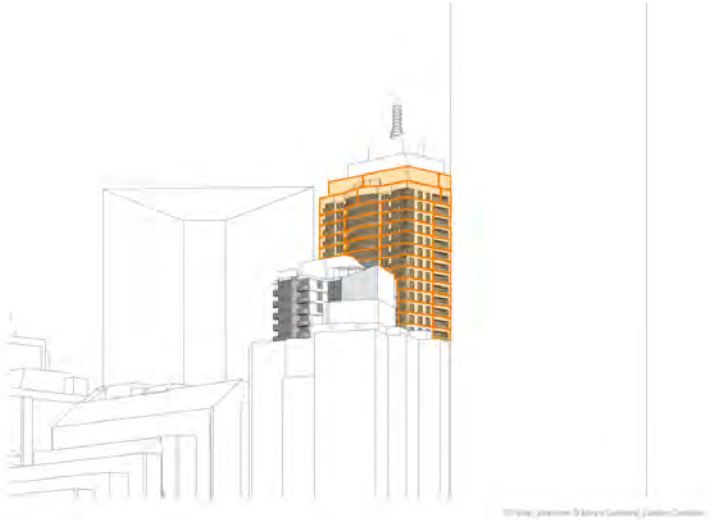
Existing View 01



B.View to St Mary's Cathedral from Century Tower

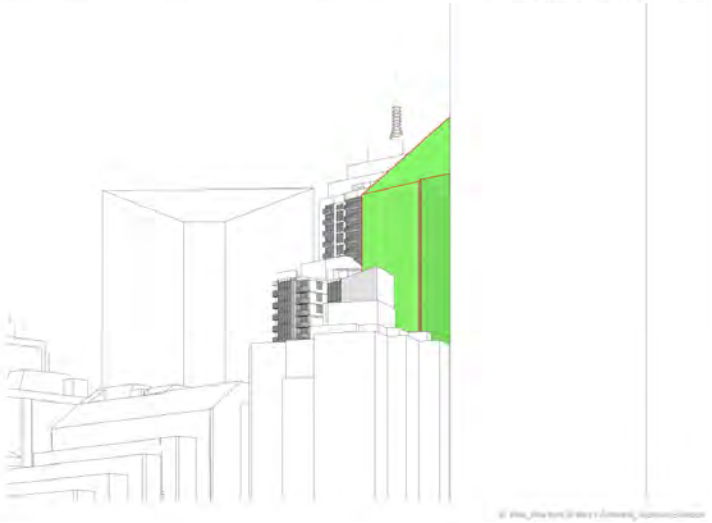
Existing:View 01

Apartment Strata breakup



B.View to St Mary's Cathedral from Century Tower

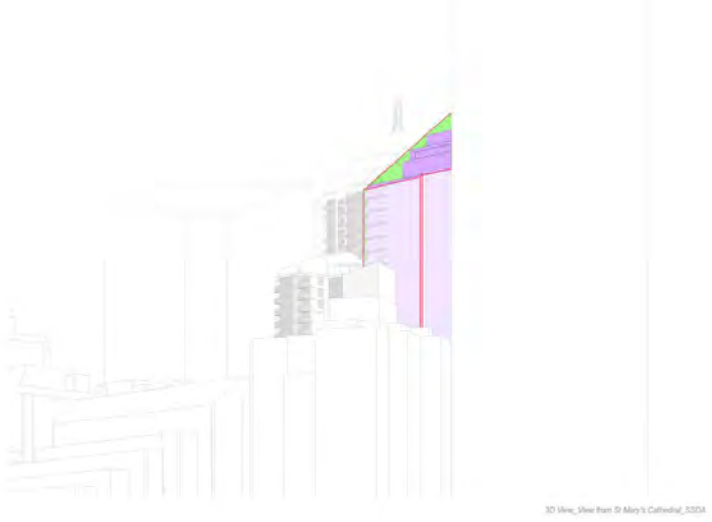
Approved Envelope View 01



B.View to St Mary's Cathedral from Century Tower

SSDA -View 01

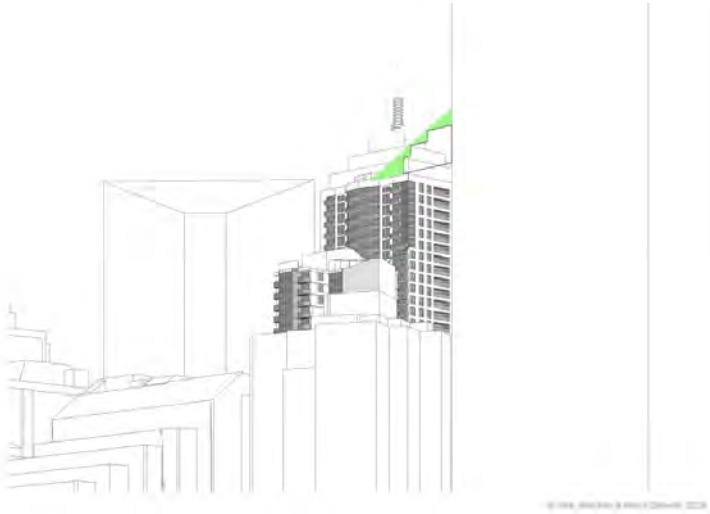
38% increased views over roof form



B.View to St Mary's Cathedral
from Century Tower

SSDA -View 01

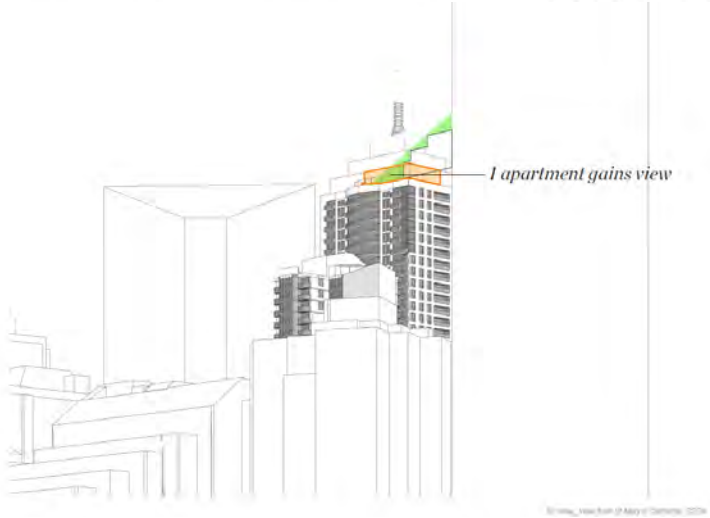
38% increased views over roof form



B.View to St Mary's Cathedral
from Century Tower

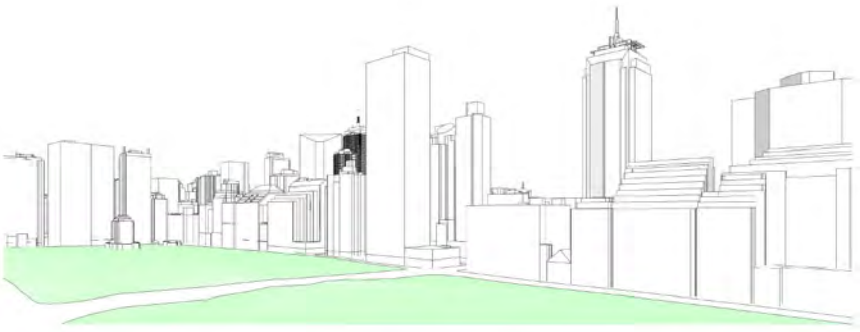
SSDA -View 01

38% increased views over roof form
- 1 apartment gains view
= 100% gain



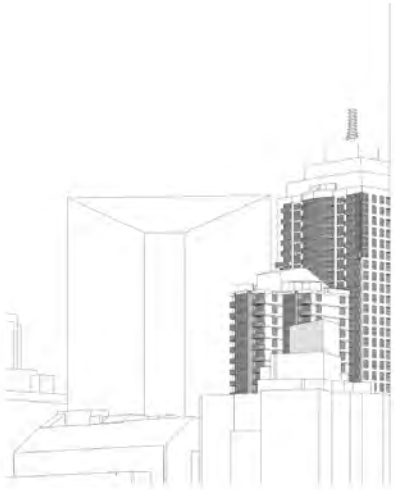
B.View to St Mary's Cathedral
from Century Tower

Existing View 02
Bottom of West Spire



B.View to St Mary's Cathedral
from Century Tower

Existing View 02



B.View to St Mary's Cathedral
from Century Tower

Existing View 02
Apartment Strata breakup

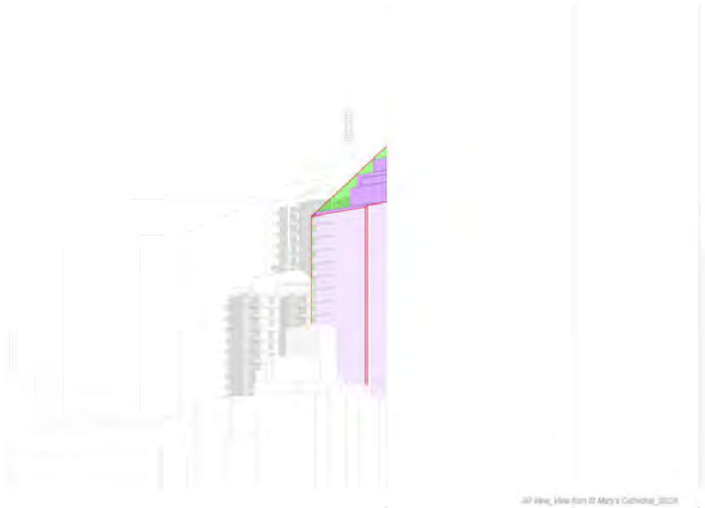
B.View to St Mary's Cathedral
from Century Tower

Approved Envelope View 02

B.View to St Mary's Cathedral
from Century Tower

SSDA -View 02

44% increased views over roof form



B.View to St Mary's Cathedral
from Century Tower

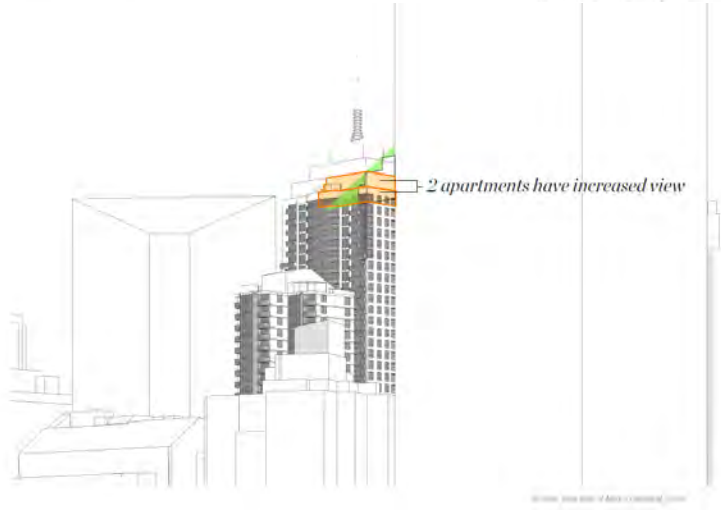
SSDA -View 02

44% increased views over roof form

B.View to St Mary's Cathedral
from Century Tower

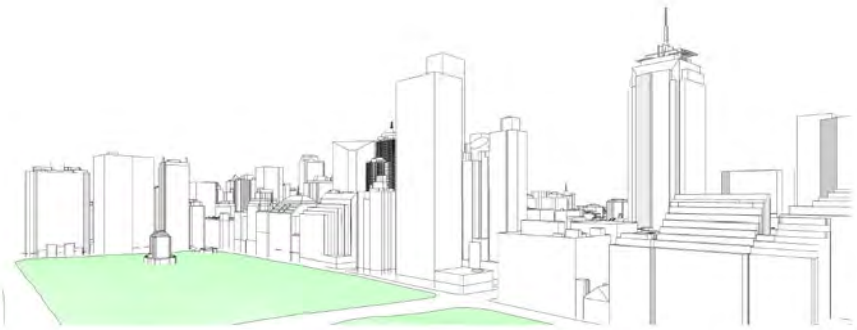
SSDA -View 02

44% increased views over roof form
- 2 affected apartments have increased views



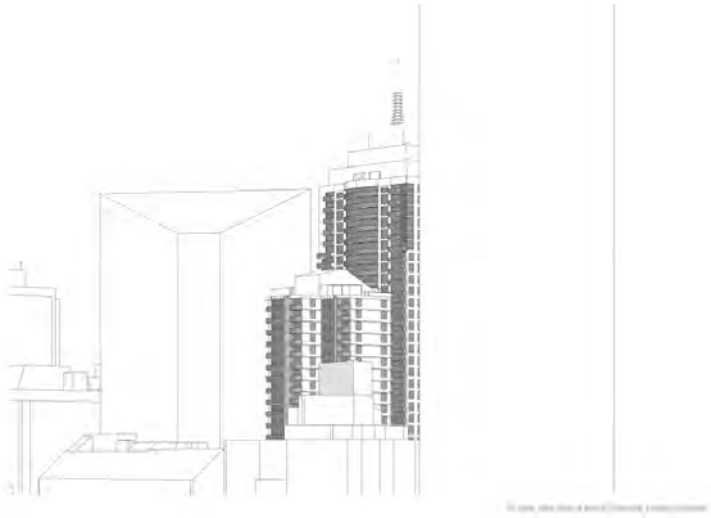
B.View to St Mary's Cathedral
from Century Tower

Existing view 03
Top of West Spire



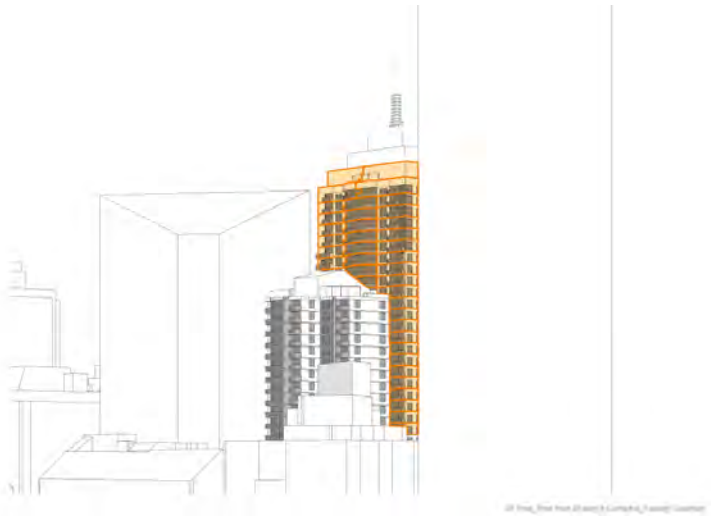
B.View to St Mary's Cathedral
from Century Tower

Existing View 03



B.View to St Mary's Cathedral
from Century Tower

Existing View 03
Apartment Strata breakup



B.View to St Mary's Cathedral
from Century Tower

Approved Envelope View 03

B.View to St Mary's Cathedral
from Century Tower

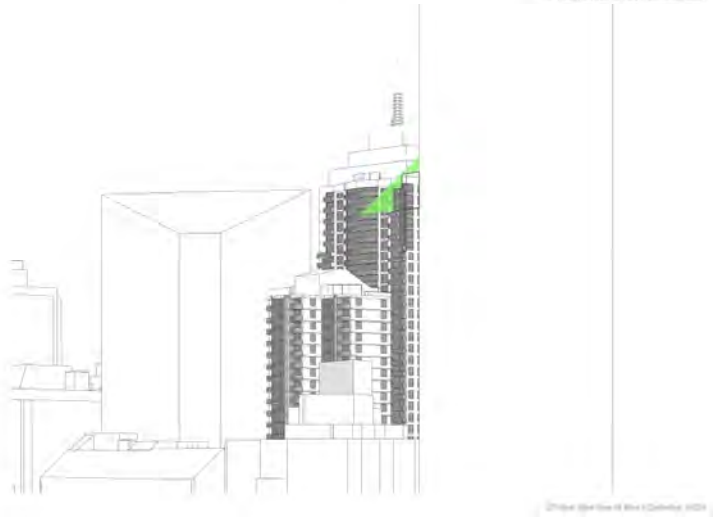
SSDA -View 03

54% increased views over roof form

B.View to St Mary's Cathedral
from Century Tower

SSDA -View 03

54% increased views over roof form



B.View to St Mary's Cathedral from Century Tower

SSDA - View 03

54% increased views over roof form
- 4 affected apartments have increased views
- 2 affected apartments gain view
= 100% gain

(D) Privacy and amenity to Princeton Apartments

Demonstrate a reasonable level of privacy and amenity can be maintained between the proposed building and adjoining Princeton Apartments, including further consideration of:

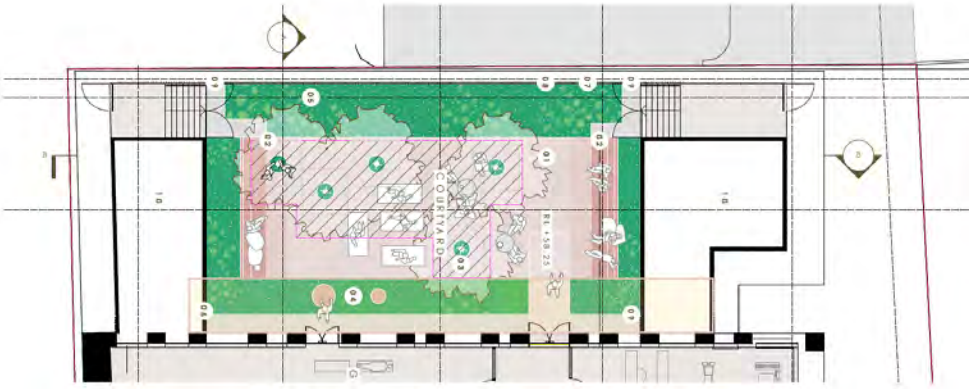
- *the appropriateness of the location and design of the proposed communal open space adjacent to the Princeton Apartments on Level 6*
- *measures to mitigate impacts to the outlook and amenity of the adjoining Princeton Apartments, particularly along the common boundary.*

D. Privacy and amenity with Princeton Apartments

SSDA - Level 06 terrace

D. Privacy and amenity with Princeton Apartments

SSDA - Level 06 terrace

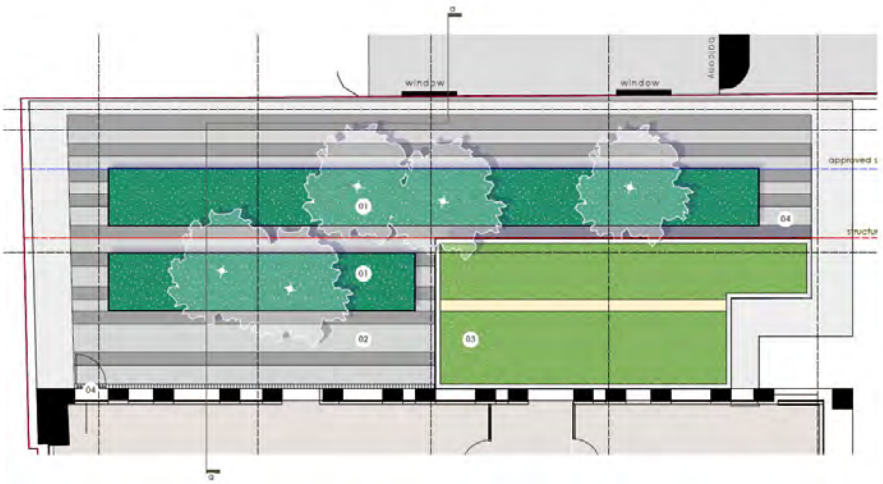


D. Privacy and amenity with Princeton Apartments

SSDA - Level 06 terrace

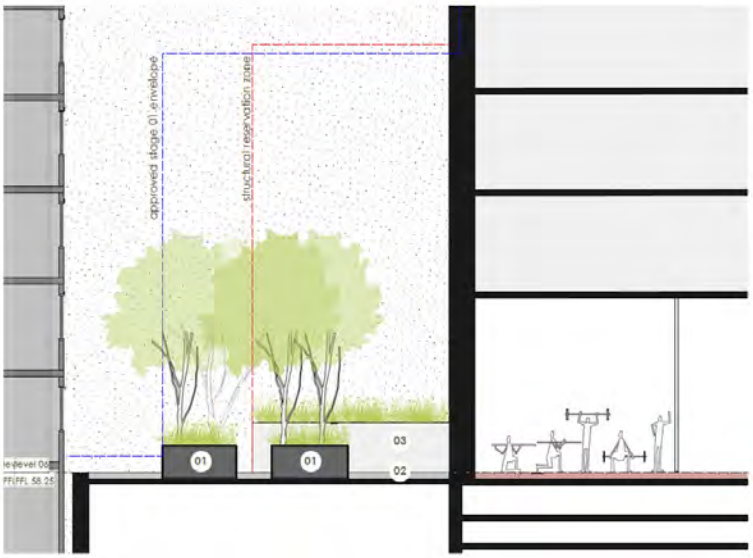
D. Privacy and amenity with Princeton Apartments

Proposed - Level 06 terrace



D. Privacy and amenity with Princeton Apartments

Proposed - Level 06 terrace



D. Privacy and amenity with Princeton Apartments

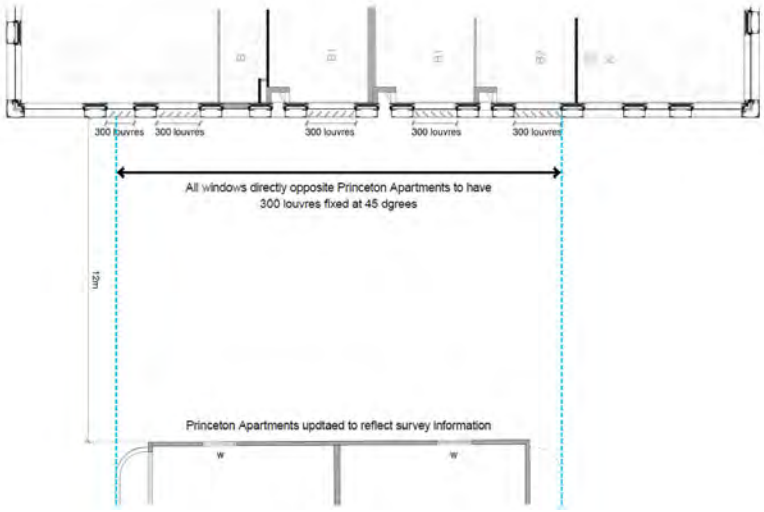
Proposed - Level 06 terrace

raised planters & banded paving
> hayes valley roof garden, andrea cochran
>minneapolis courtyard plaza, martha schwartz

D. Privacy and amenity with Princeton Apartments

South facade privacy louvres:

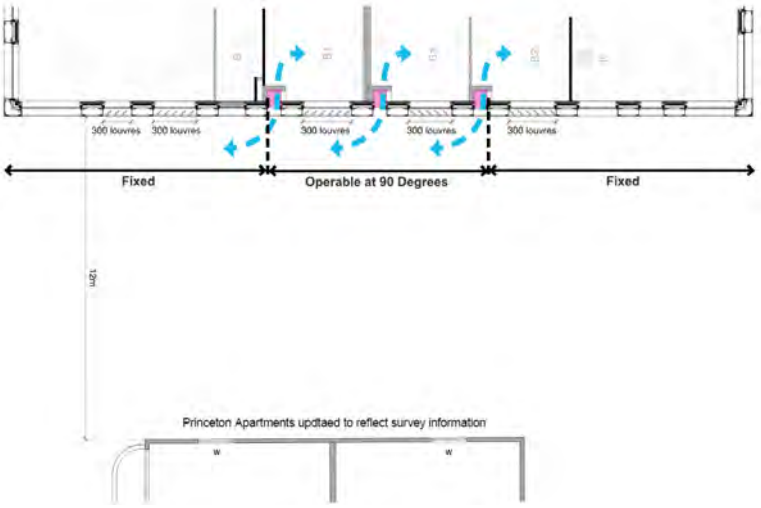
Proposed-
- Fixed 300 louvres @ 300 c-c



D. Privacy and amenity with Princeton Apartments

South facade privacy louvres:

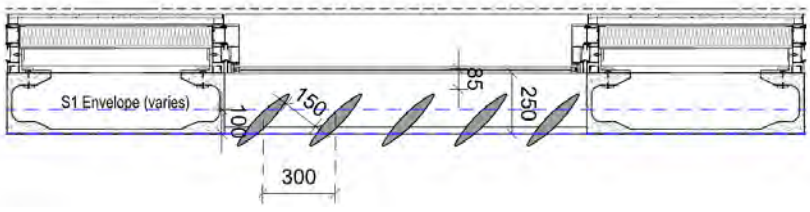
Proposed-
- 90 degree openings for acoustic and visual privacy



D. Privacy and amenity with Princeton Apartments

South facade privacy louvres:

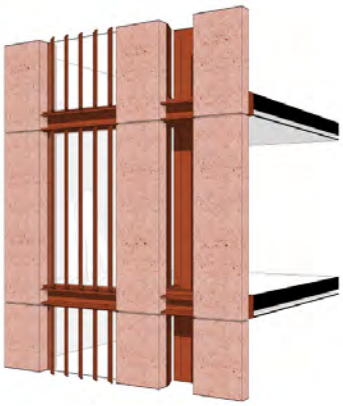
Proposed-
- 250 GRC elements
- Fixed 300 louvres @ 300 c-c
- 85mm gap adequate for cleaning

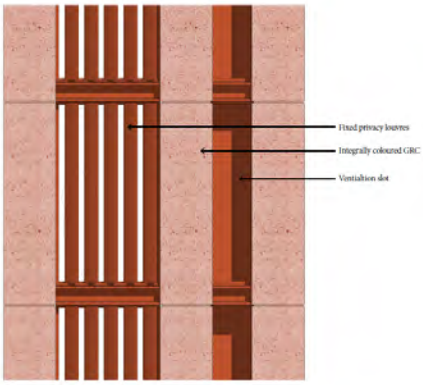


D. Privacy and amenity with Princeton Apartments

South facade:

- Proposed
- 90 degree openings for acoustic and visual privacy

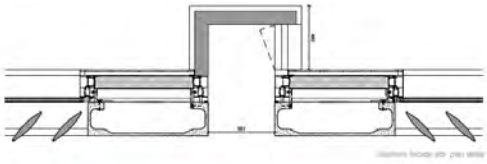


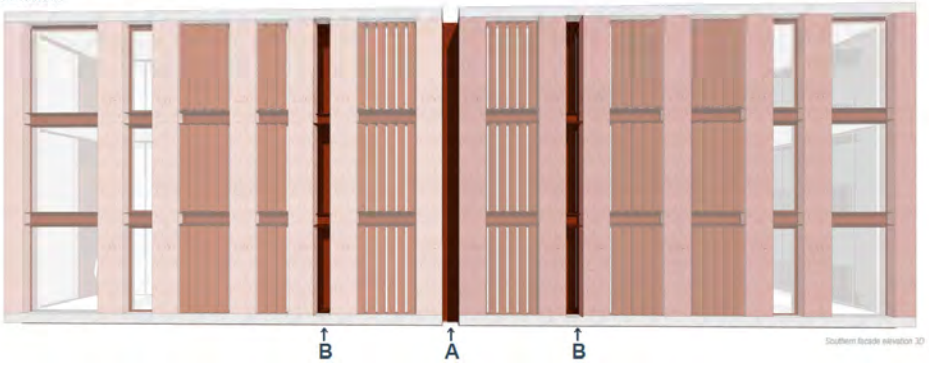


D. Privacy and amenity with Princeton Apartments

South facade:

- Two window conditions exist within the southern facade
  - A: Notch condition. Spans the entire height of the building. No horizontal ledge
  - B: Typical window condition. Aluminium horizontal ledge with concrete horizontal ledge every 3 stories.





(G) Maximise Solar Acess Based on ADG and BASIX 30

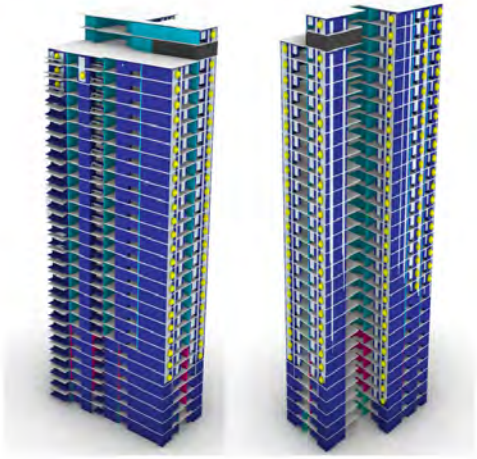
Review and revise the proposal with respect to compliance with SEPP 65 and the Apartment Design Guidelines (ADG) (as required by Condition B3(h) of the Concept Approval), including further consideration and illustration of:

- *apartment design, size and density to meet solar access criteria.*

Note: The Applicant's response to the above must include appropriate modelling, drawings and specifications as necessary to demonstrate compliance with ADG.

G. Solar Access

SSDA:
9am-3pm
119 of 234 achieve 2hrs
50.9% Solar Access
(TBC Walsh)



Objective 4A-1
To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space

Design criteria

1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas
2. In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid winter
3. A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter

Design guidance

The design maximises north aspect and the number of single aspect south facing apartments is minimised

Single aspect, single storey apartments should have a northerly or easterly aspect

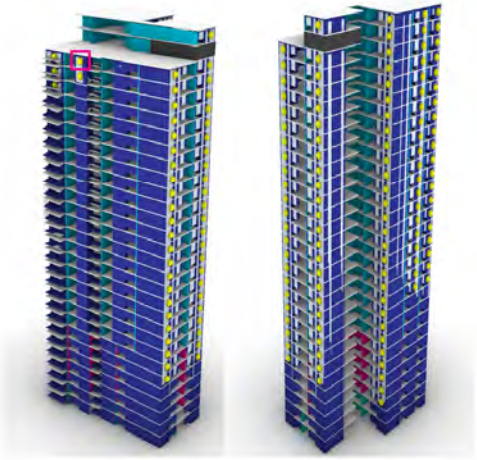
Living areas are best located to the north and service areas to the south and west of apartments

To optimise the direct sunlight to habitable rooms and balconies a number of the following design features are used:

- dual aspect apartments
- shallow apartment layouts
- two storey and mezzanine level apartments
- bay windows

G. Solar Access

Proposed:
9am-3pm
120 of 234 achieve 2hrs
51.2% Solar Access
(TBC Walsh)



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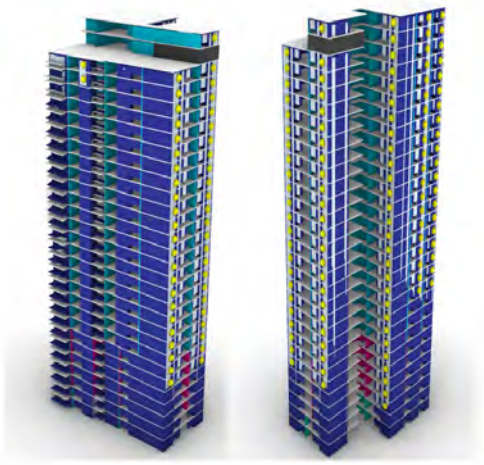
- bay windows

G. Solar Access

Proposed- SE option 4:
9am-3pm
117 of 234 achieve 2hrs
50% Solar Access
(TBC Walsh)



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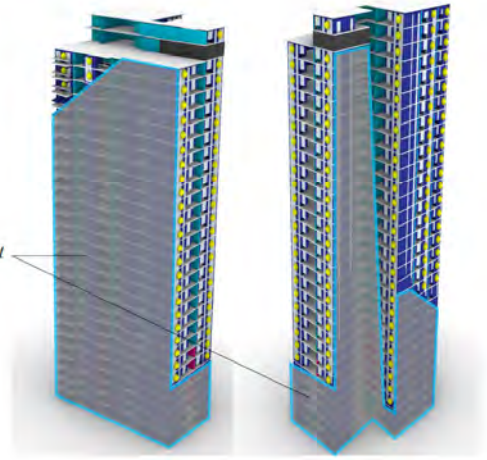
- bay windows

G. Solar Access

Proposed + existing overshadowing:
9am-3pm

Existing shadow cast by context



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- bay windows

G. Solar Access

ADG 4A - Solar and daylight access:
Design Guidance:
-The design maximises north aspect and the number of single aspect south facing apartments is minimised
- Single aspect, single storey apartments should have a northerly or easterly aspect

Objective 4A-1
To optimise the number of apartments receiving sunlight to habitable rooms, primary windows and private open space

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G. Solar Access

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Design Guidance:

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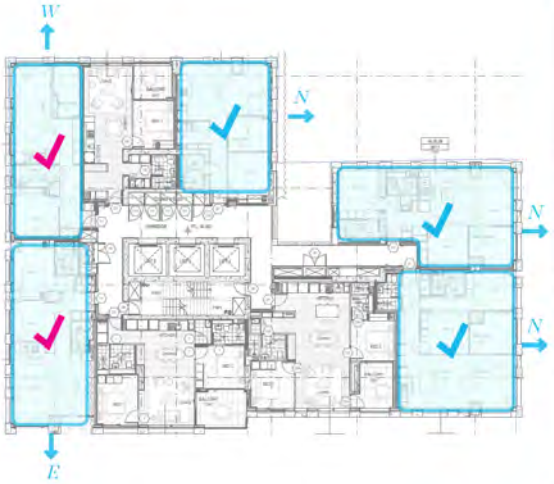

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- bay windows

G. Solar Access

ADG 4A - Solar and daylight access:
Design Guidance:

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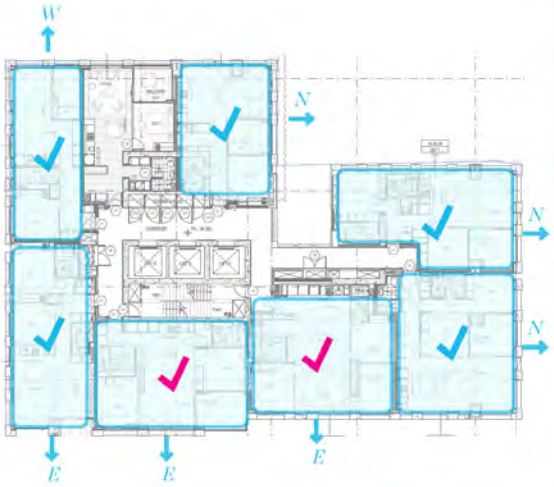
- Single aspect, single storey apartments should have a northerly or easterly aspect

Total 7 apartments of 8



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Design guidance

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- bay windows

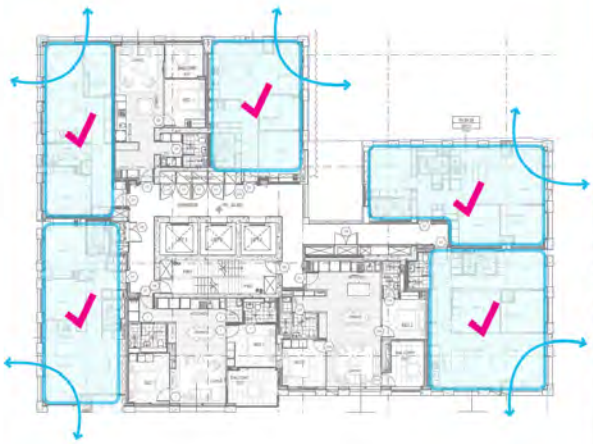
G. Solar Access

ADG 4A - Solar and daylight access:
Design Guidance:

To optimise the direct sunlight to habitable rooms and balconies a number of the following design features are used:

- dual aspect apartments

Total 5 apartments of 8 = 62%



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Design guidance

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Single aspect, single storey apartments should have a northerly or easterly aspect

Living areas are best located to the north and service areas to the south and west of apartments

To optimise the direct sunlight to habitable rooms and balconies a number of the following design features are used:

- dual aspect apartments
- shallow apartment layouts
- two storey and mezzanine level apartments
- bay windows

G. Solar Access

ADG 4A - Solar and daylight access:
Design Guidance:

To optimise the direct sunlight to habitable rooms and balconies a number of the following design features are used:
- shallow apartment layouts

Total 7 apartments of 8 = 87%

Objective 4A-1
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- two storey and mezzanine level apartments
- bay windows

DRP advice and recommendation

Sydney Metro Design Review Panel

Pitt Street ISD

Advice and Actions Record – 17 & 18 August 2020

Date:	18 August 2020
Venue:	Level 43, 680 George St

Project status: Date of last presentation: 16 June 2020

The Pitt Street ISD project team presented DRP presentation 12 the first presentation on the SDPP including visual impact assessments, and a summary of the responses to submissions provided for OSD South.

Design Integrity Tracker:

Please refer to the DRP Pitt St 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:

- ISD – General
- OSD North
- OSD South
- Precinct/ Public Domain North
- Precinct/ Public Domain South
- Station
- Station Entry North
- Station Entry South

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:

[redacted]

[redacted]

Responses to Submissions OSD South

The Panel notes that its role, as stipulated by the Terms of Reference, is to provide commentary and advice to assist the project to achieve design excellence, not to review or interpret the compliance of the design to planning conditions. As such, the Panel provides the below advice relative to the presented Responses to Submissions provided on Pitt Street OSD South:

[redacted]

B. **View retention from Century Tower**
- The Panel accepts that a reasonable attempt has been made to increase the number of Century Tower apartments retaining views of St Mary's cathedral through articulation of the roof form within the approved planning envelope

C. **Projections beyond building envelope**
- [redacted]
- The Panel does not support the reduction in area to the SE corner apartments, and suggests the removal of the second bathroom to align the area with the Apartment Design Guidelines. However, the Panel supports the reduction in balcony area to improve privacy.

D. **Privacy and amenity to Princeton Apartments**
- The Panel supports the Level 6 terrace use as landscape only, and encourages the maximisation of soft landscaping through reducing extent of proposed paved area. [redacted]

E. **Maintenance of South Façade**
- The Panel accepts the maintenance strategy presented for the South Façade.

F. **Awnings** – Not presented

G. **Maximising solar access**
- The Panel notes that in selecting a residential use for the site solar access amenity was known to be limited. The Panel accepts that the project team have maximised solar access and amenity to apartments in the context of the challenges presented by this particular site.

DRP 13 - 15 September and DRP 14 - 20 October

The design team presented the GRC façade elements, quantity and reduction to the west, east and northern façade panels.

DRP 13

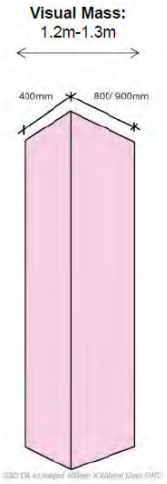
11.03 Depth to GRC Façade Elements

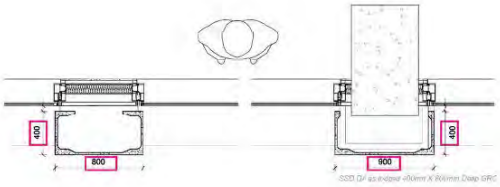
- The Panel reasserts its earlier assessment that the minor encroachments outside the building envelope create no adverse impacts on privacy and solar access. Whilst the Panel applauds the project teams' efforts to reduce these encroachments, the Panel believes the reduced depth to the GRC facade elements diminishes the architectural quality of the facade, and should be calibrated to the building orientation (E.G.: maintaining the deeper panels on east/west).

11.03 Depth to GRC Facade Elements

Response

- We have developed a methodology called "Visual Mass" to measure and compare the visual 'solidity' of façade elements to ensure that the 'solid' masonry character of the building is not eroded.
- All façade elements are viewed obliquely as a combination of both the depth, and the width, of each element. Therefore the proposed 'Visual Mass' of a façade element is the combined depth and width, of each element. The higher the 'Visual Mass', the more solid the building will appear.
- The adjacent drawings show the typical GRC façade projections at 800mm wide x 400mm deep.
- The resultant 'visual mass' is 1.2m for each 800mm wide element, and 1.3m for each 900mm element (of which there were only 4 per floor).





11.03 Depth to GRC Facade Elements

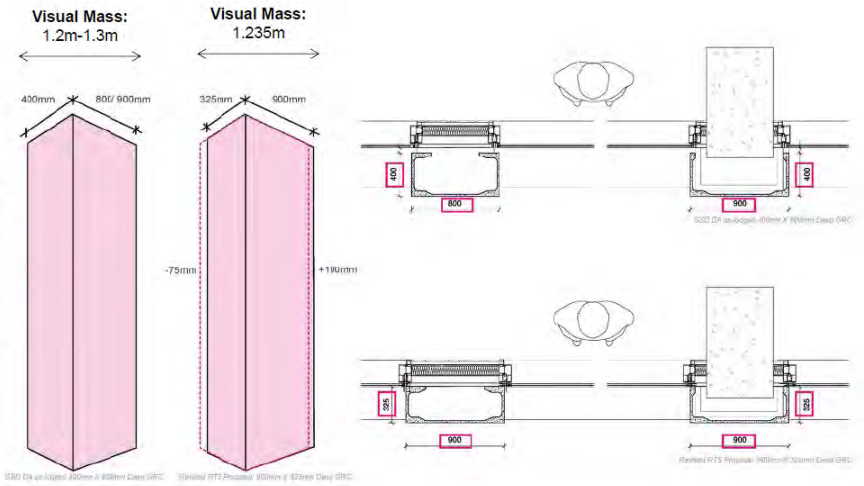
Response

- The revised standardized dimension of 325mm x 900mm now allows all façade elements to achieve a constant 'visual mass' of 1.235m, greater than that of almost all of the previous façade elements. Thus we:

  a) Are confident that the degree of solidity expressed by the revised façade elements will not 'erode' the degree of solidity in the façade, but

  b) We prefer the improved rigour of the façade design now all consisting of elements of the same width, and

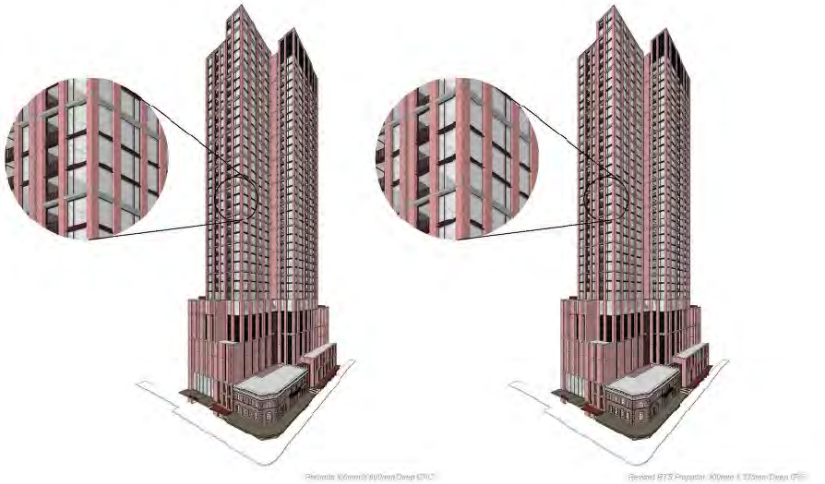
  c) We also prefer the proportion of the 900 x 325 deep elements as being closer to 1:3 than the earlier relationship of 800 x 400 which was less elegant at 1:2.



11.03 Depth to GRC Facade Elements

Response

The adjacent images show the overall, and close up detail, of the tower façade expression both before and after the proposed façade amendments.



11.03 Depth to GRC Facade Elements

Response

- The adjacent drawing shows the current design. The majority of façade projections are 800mm wide x 400mm deep.
- Due to the presence of 4 perimeter columns, these 4 were required to adopt an atypical dimension and were 900mm wide x 400mm deep.
- This resulted in an inconsistency of façade widths we ultimately hoped to refine during detailed design, however the columns cannot decrease in width to achieve 800mm on these elements.

11.03 Depth to GRC Facade Elements

Response

- Therefore, we have increased the width of all the 800mm elements to become 900mm wide, standardizing all elements to the same width.
- This has enabled us to reduce the proposed depth while retaining the same 'visual mass' as described on the following pages.

DRP recommendation and advice

Sydney Metro Design Review Panel

Pitt Street ISD

Advice and Actions Record – 14-15 September 2020

Date:	15 September 2020
Venue:	Microsoft Teams
[redacted]	

Project status: Date of last presentation: 18 August 2020

The Pitt Street ISD project team presented DRP presentation 13 which covered the responses to submissions to OSD North, and the façade depth of OSD South.

Design Integrity Tracker:

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- Access and Maintenance
- Built form
- Materials and finishes

DRP Advice:

[redacted]

OSD South

Built form

- Tracker Item 11.03: The Panel does not currently support the reduction in façade depth to the west, east and northern façade panels however does support the updated consistency of width. The Panel acknowledges that the design team are confident of the decision to reduce the depth to 325mm from the original depth of 450mm and will review the full-scale details of the proposed façade depth to further their understanding of this decision.

- Tracker Item 11.01: The Panel defers to DPIE for compliance decisions relating to overshadowing of Princeton apartments.

- Tracker Item 11.04: The Panel supports the improved amenity afforded to the SE corner apartments due to indenting the balcony, and the resultant reduction of balcony size.

- Tracker Item 11.05: The Panel supports the updated landscape design however defers to DPIE on compliance decisions relating to the calculation of communal open space.

DRP 14

DRP FEEDBACK

Following the review of the 1:1 printed detail of the GRC façade elements, the Panel does not support the reduction in depth of the GRC unit. The Panel believes the flattening of these elements changes the architectural expression of depth and relief in the façade that the initial design proposed, and recommends the ***original depth of 450mm to the glass line be maintained.*** *The Panel supports the change in* ***width of the GRC units to 900mm.***

The Panel notes that there has been a significant reduction in the quantity of GRC units in the façade from the initial Stage 2 DA to that which is currently proposed as part of the Response to Submissions. This reduction appears to have increased beyond that which was presented to the DRP on the 18th August. The reduction of quantity of solid elements on the façade is impacting design excellence – ie the ***overall appearance*** *and integrity of the design. in addition to a potential increase in* ***solar load*** *on the building.*

The Panel requests an urgent ***comparative analysis (of % of solid vs glazing)*** *is provided of the Stage 2 DA façade vs the current proposed façade, prior to resubmission in order to ascertain the overall impact. The comparative analysis should consist of elevations, plans and 3d views.*

STRUCTURE

1. SSDA - PLANS & ANALYSIS / DETAILS / FACADE COMPOSITION / PERSPECTIVES
2. DRP#12 - PLANS & ANALYSIS / DETAILS / FACADE COMPOSITION / PERSPECTIVES
3. DRP#13 - PLANS & ANALYSIS / DETAILS / FACADE COMPOSITION / PERSPECTIVES
4. PROPOSED - PLANS & ANALYSIS / DETAILS / FACADE COMPOSITION / PERSPECTIVES
5. SUMMARY TABLE
6. RESPONSE

SSDA

TYPICAL PLAN

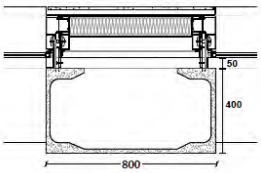
The original SSDA plan shows **51 solid elements** (excluding lightwell):

Typical Solid: x 40 @ 800mm
Corner Solid: x 6 @ 800mm + 800mm
900mm Solid: x 5 @ 900mm

Linear meters of Solid
= (40 x 800) + (6 x 1600) + (5 x 900)
= 46.1 m of solid (35%)

Linear meters of Glass
= 83.6m of glass (65%)

Total Facade Length (excluding lightwell) 129.7m



DRP 12

TYPICAL PLAN

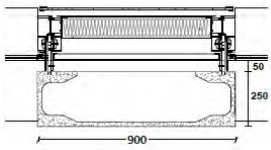
At DRP #12, All solid elements were increased to 900mm wide and 10 solid elements were propsed to be removed resulting in a total of **41 solid elements** (excluding lightwell):

Typical Solid: x 35 @ 900mm
Corner Solid: x 6 @ 900mm + 900mm

Linear meters of Solid:
= (35 x 900) + (6 x 1800)
= 42.3m of solid (33%)

Linear meters of Glass
= 87.2m of glass (67%)

Total Facade Length (excluding lightwell) 129.5m



DRP 13

TYPICAL PLAN

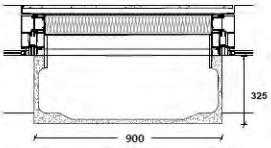
Two additional solid panels were removed to even up the spacing between verticals, resulting in a total of **39 solid elements** (excluding lightwell). To avoid an increase in glazed area, we amended the GRC to Facade fixing, removing the 50mm fixing zone gap and offsetting the mullion to either side. This eliminated a gap with visible fixings and also reducing the glazed area by a further 50mm either side of the 900 wide GRC element.

Typical Solid: x 33 @ 900mm
Corner Solid: x 6 @ 900mm + 900mm

Linear meters Solid:
= (33 x 900) + (6 x 1800)
= 40.2m of solid (31%)

Linear meters of Glass
= 89.3m of glass (69%)

Total Facade Length (excluding lightwell) 129.5m



COLOUR COMPOSITION

CONCEPT

The proposed arrangement creates a hightened sense of tension at the junction between the different tones of the tower volumes creating a clearer legibility of the form.

BATESSMART.

PROPOSED

TYPICAL PLAN

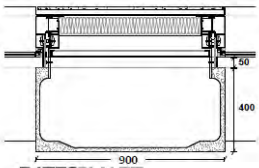
As per DRP #13 plan with **39 solid elements** but with 400mm deep GRC as opposed to 325mm deep.

Typical Solid: x 33 @ 900mm
Corner Solid: x 6 @ 900mm + 900mm

Linear meters Solid:
= (33 x 900) + (6 x 1800)
= 40.2m of solid (31%)

Linear meters of Glass
= 89.3m of glass (69%)

Total Facade Length (excluding lightwell) 129.5m



BATESSMART.

SOLID / GLASS RATIO

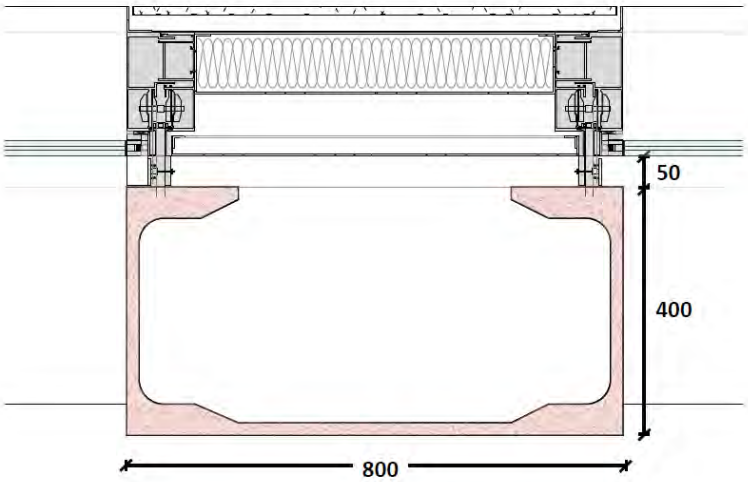
SUMMARY TABLE:

	SSDA:	DRP #12:	DRP #13:	PROPOSED:
SOLIDS PER FLOOR:	51	41	39	39
GRC WIDTH P/ELEMENT:	800 / 900	900	900	900
SOLID WIDTH P/ELEMENT:	800 / 900	900	900	900
GRC DEPTH:	400mm	250mm	325mm	400mm
EXTERNAL FACADE DEPTH:	450mm	300mm	325mm	450mm
TOTAL LENGTH SOLID:	46.1m	42.3m	40.2m	40.2m
TOTAL LENGTH GLASS:	83.6m	87.2m	89.3m	89.3m
GLASS TO SOLID RATIO:	1.81 : 1	2.06 : 1	2.22 : 1	2.22 : 1
PERCENTAGE OF SOLID:	35%	33%	31%	31%

SSDA

FACADE DETAIL

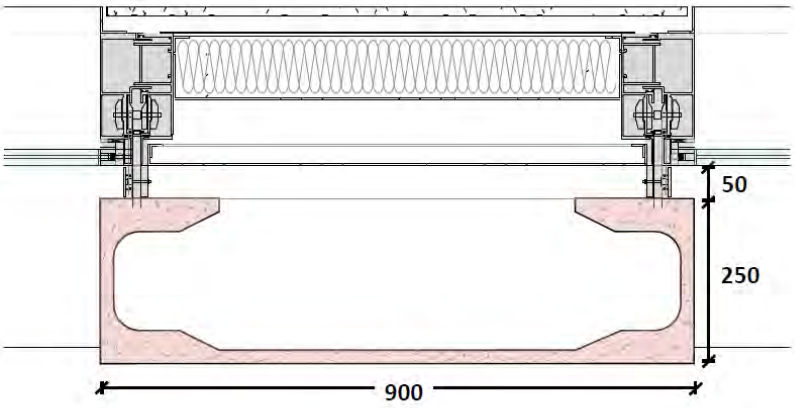
/51 GRC elements
/800mm & 900mm wide
/400mm deep
/50mm gap to facade



DRP 12

FACADE DETAIL

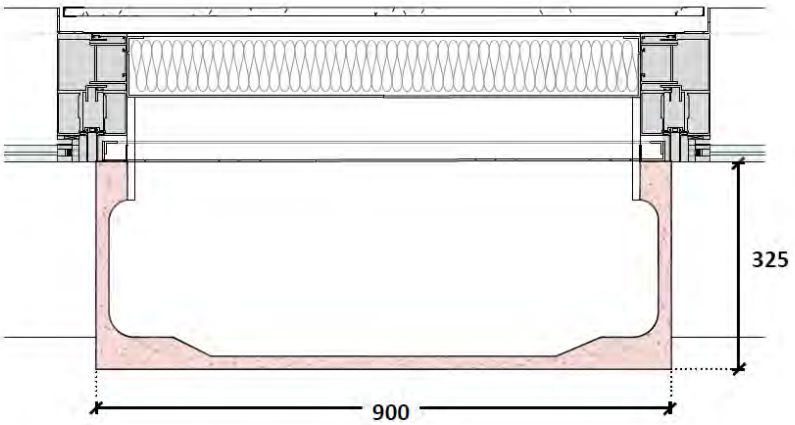
/41 GRC elements
/900mm wide
/250mm deep
/50mm gap to facade



DRP 13

FACADE DETAIL

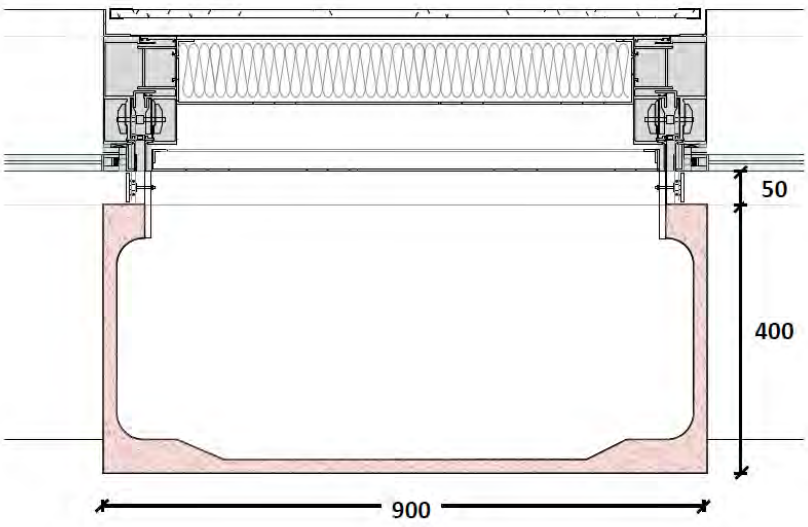
/39 GRC elements
/900mm wide
/325mm deep
/no gap to facade



PROPOSED

FACADE DETAIL

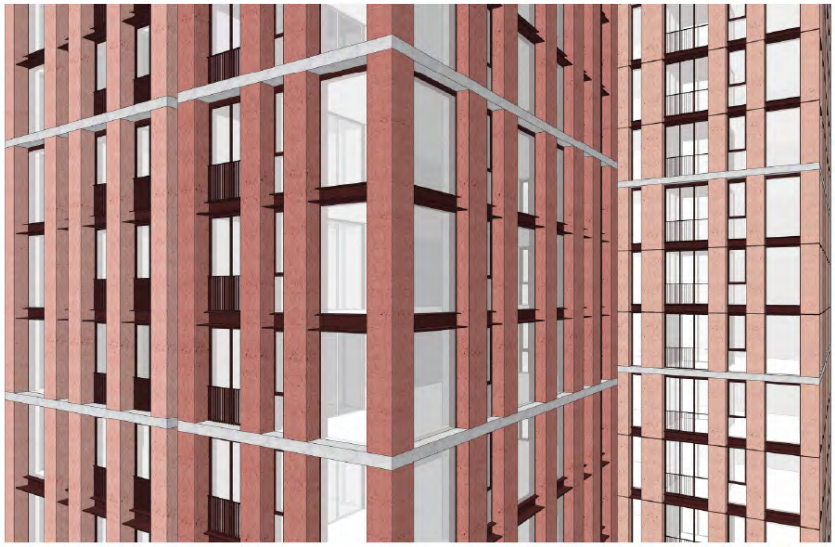
/39 GRC elements
/900mm wide
/400mm deep
/50mm gap to facade



SSDA

FACADE COMPOSITION - NW

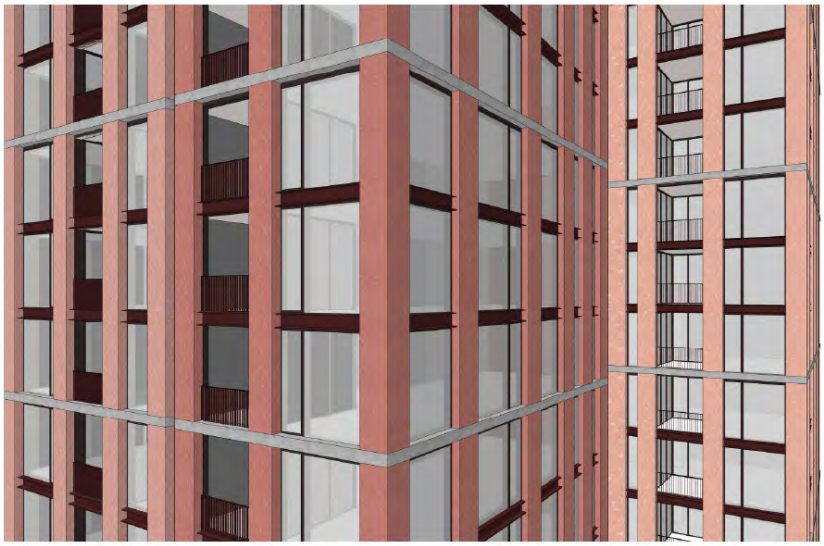
/51 GRC elements
/800mm & 900mm wide
/400mm deep
/50mm gap to facade



DRP 12

FACADE COMPOSITION - NW

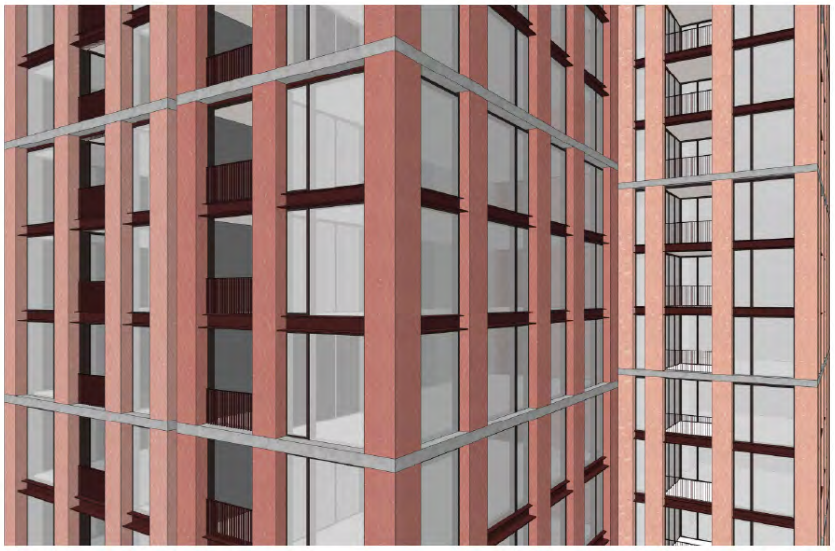
/41 GRC elements
/900mm wide
/250mm deep
/50mm gap to facade



DRP 13

FACADE COMPOSITION - NW

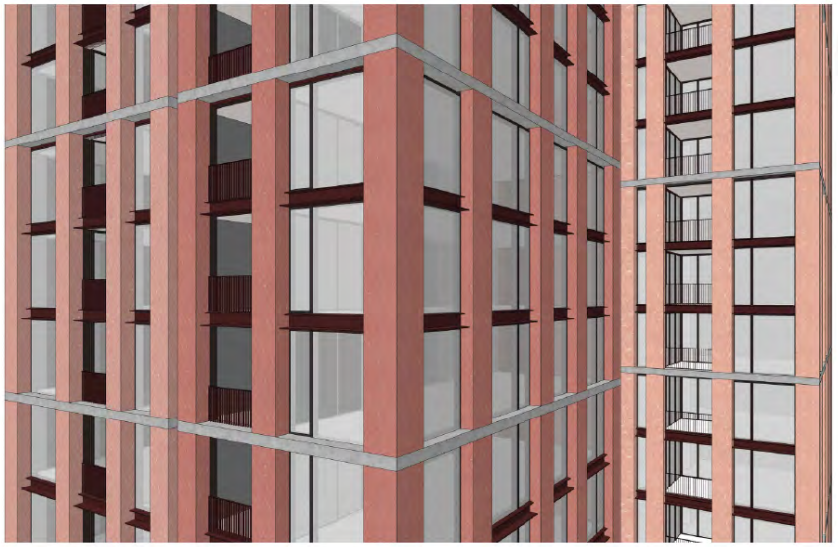
/39 GRC elements
/900mm wide
/325mm deep
/no gap to facade



PROPOSED

FACADE COMPOSITION - NW

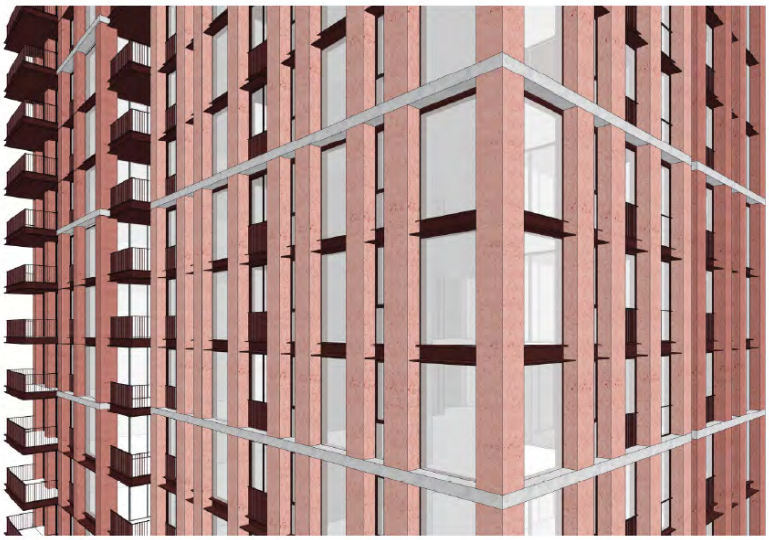
/39 GRC elements
/900mm wide
/400mm deep
/50mm gap to facade



SSDA

FACADE COMPOSITION - NE

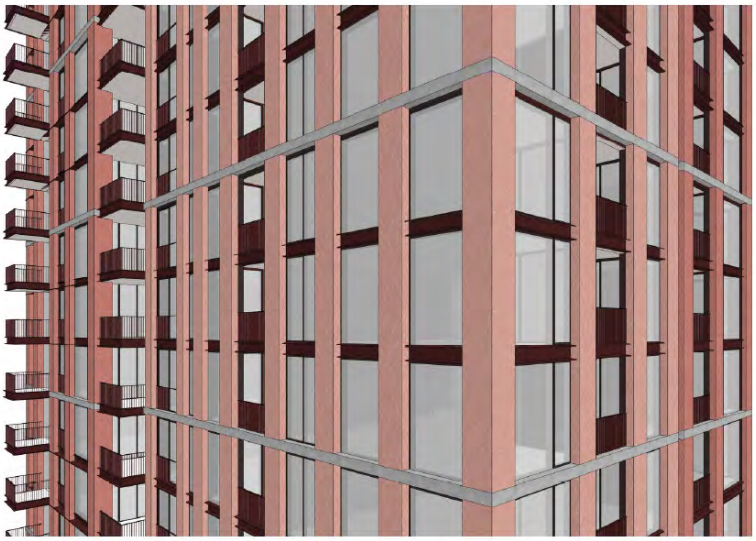
/51 GRC elements
/800mm & 900mm wide
/400mm deep
/50mm gap to facade



DRP 12

FACADE COMPOSITION - NE

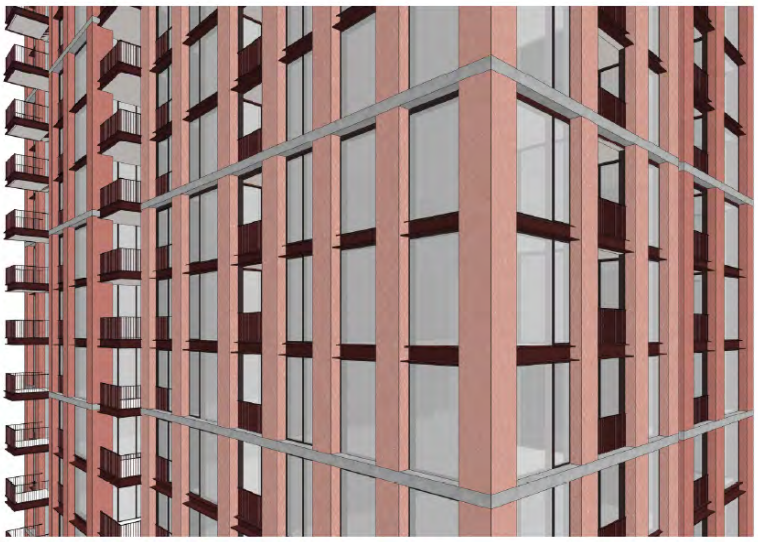
/41 GRC elements
/900mm wide
/250mm deep
/50mm gap to facade



DRP 13

FACADE COMPOSITION - NE

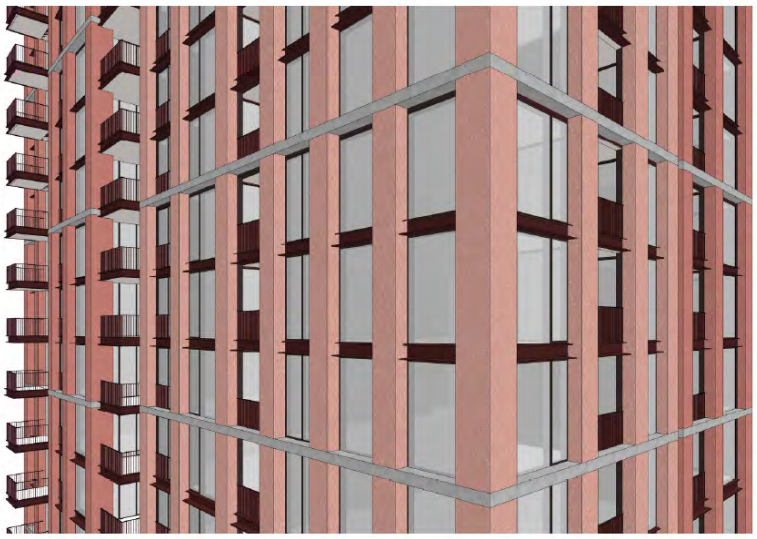
/39 GRC elements
/900mm wide
/325mm deep
/no gap to facade



PROPOSED

FACADE COMPOSITION - NE

/39 GRC elements
/900mm wide
/400mm deep
/50mm gap to facade



SSDA

FACADE PERSPECTIVES - NW

/51 GRC elements
/800mm & 900mm wide
/400mm deep
/50mm gap to facade

BATESSMART.

DRP 12

FACADE PERSPECTIVES - NW

/41 GRC elements
/900mm wide
/250mm deep
/50mm gap to facade

BATESSMART.

DRP 13

FACADE PERSPECTIVES - NW

/39 GRC elements
/900mm wide
/325mm deep
/no gap to facade

PROPOSED

FACADE PERSPECTIVES - NW

/39 GRC elements
/900mm wide
/400mm deep
/50mm gap to facade

SSDA

FACADE PERSPECTIVES - NE

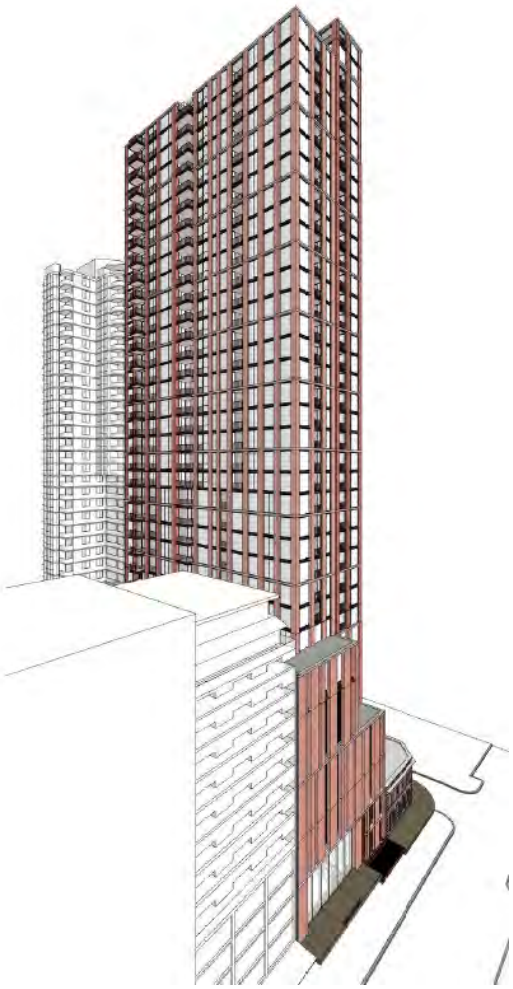
/51 GRC ELEMENTS
/800mm & 900mm wide
/400mm deep
/50mm gap to facade

BATESSMART.

DRP 12

FACADE PERSPECTIVES - NE

/41 GRC elements
/900mm wide
/250mm deep
/50mm gap to facade



BATESSMART.

DRP 13

FACADE PERSPECTIVES - NE

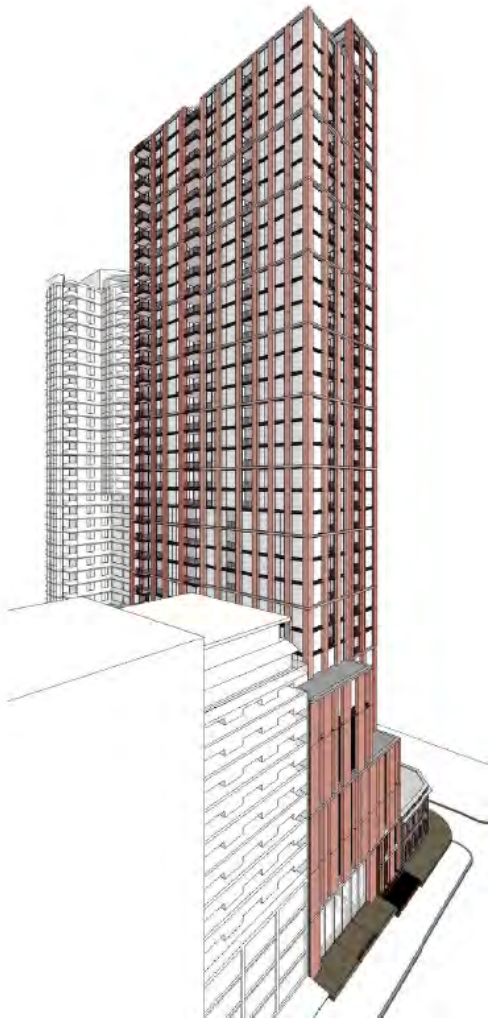
/39 GRC elements
/900mm wide
/325mm deep
/no gap to facade

BATESSMART.

PROPOSED

FACADE PERSPECTIVES - NE

/39 GRC elements
/900mm wide
/400mm deep
/50mm gap to facade



BATESSMART.

DRP advice and recommendation

Following the final DRP presentation (DRP No. 14) the DRP formally advised the following:

"The Panel supports the presented design changes to GRC unit positions along the western face of the north-western corner, and the eastern face of the north-eastern corner".

Sydney Metro Design Review Panel

Pitt Street ISD

Advice and Actions Record – 19 & 20 October 2020

Date:	20 October 2020
Venue:	[redacted]
Panel:	[redacted]
Independent Secretariat:	[redacted]
Design Team Presenters:	
Oxford/ Investa	[redacted]
	[redacted]
	[redacted]
	[redacted]
Sydney Metro	[redacted]
Observers/ Invitees:	[redacted]
	[redacted]
Apologies:	[redacted]

Project status: Date of last presentation: 15 September 2020

The Pitt Street ISD project team presented DRP presentation 14 which tracked the design changes that have been implement to the OSD South façade since the SSDA.

Design Integrity Tracker:

Please refer to the DRP Pitt St 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:

- ISD – General
- OSD North
- OSD South
- Precinct/ Public Domain North
- Precinct/ Public Domain South
- Station
- Station Entry North
- Station Entry South

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:

OSD South

The reduction in columns made to the OSD South façade, presented in DRP 12 and 13, has a significant impact on the overall appearance and visual quality of the building and is not supported by the Panel. Whilst the Panel supports the greater level of consideration that has been given to the rationalisation of window/solid to internal planning, it recommends reviewing the original density and syncopated rhythm of the SSDA proposal, to recapture this design quality.

Advice following subsequent presentation by project team 28 October 2020:

The Panel supports the proposed number of GRC units presented, as a reduction in 7 from the SSDA submission. The Panel recommends reviewing the placement of the columns along the western face of the north-western corner, and the eastern face of the north-eastern corner, to achieve a slightly more varied and less regular spacing which is more consistent with the SSDA design.

Advice following subsequent presentation by project team 04 November 2020:

The Panel supports the presented design changes to GRC unit positions along the western face of the north-western corner, and the eastern face of the north-eastern corner.

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 Bates Smart Design as contributing to the achievement of design excellence.

"The updated design for the Pitt Street South tower meets and exceeds the design quality benchmark.

The tower form and facade treatment demonstrate excellence and a good understanding of ADG requirements. The overall massing and approach to materiality, depth and colour is fully supported. The build to rent solution, reduced parking and activated podium is supported.

The materiality, height of station entry on Bathurst Street and facade response are strong.

This includes the stepped podium and sensitive alignment of the facade to parapets of adjoining buildings. The ground plane demonstrates improved activation on the reference design."

In summary the key attributes identified by the DEEP are:

- Tower form
- Facade treatment
- Stepped podium on Bathurst Street
- Parapet alignment
- Materiality and colour
- Build to rent solution
- Reduced parking
- Activated podium

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 their agreement with Sydney Metro, 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.

With relation to the key attributes listed above, their design resolution is referenced hereunder:

Key Attribute	Report Reference
Tower form	Design Report, Section 5.0
Facade treatment	Design Report, Section 7.0
Stepped podium on Bathurst Street	Design Report, Section 5.1.2
Parapet alignment	Design Report, Section 5.1.1
Materiality and colour	Design Report, Section 5.4, 5.5 & 7.0
Build to rent solution	Build to Rent Operating Model Report
Reduced parking	Design Report, Section 2.0 & 6.2
Activated podium	Design Report, Section 6.2 & 6.3

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

Following the final DRP presentation (DRP No. 06) the DRP formally advised the following,

"*The Panel accepts that Pitt Street South OSD meets design excellence parameters and is ready for submission to DPIE."*

Within the six DRP presentations, only one item was carried forward for future review. This was in regard to GRC and pre-cast samples for the façade panels. Specifically, the DRP requested the following:

"The Panel accept the [façade] samples provided in principle however recommend the production of multiple full-scale prototypes with a variety of options upon the engagement of the precast contractor to test the level of subtlety between colour and finishes from varying distances and light conditions, and to explore a greater level of texture to improve contrast in colour. It is recommended the Panel be invited to view these prototypes to ensure design excellence is carried through to project delivery and that enough time be allowed to test developed options for the prototypes if required."

Following the final DRP presentation (DRP No. 14) the DRP formally advised the following:

"*The Panel supports the presented design changes to GRC unit positions along the western face of the north-western corner, and the eastern face of the north-eastern corner".*

The DRP represents the final presentation, close out of outstanding actions or issues.

5.4. RESPONSE TO SUBMISSIONS DRP PRESENTATION

Following the exhibition of the detailed SSD DA, revisions were made to the proposed development to minimise the impact of the proposal on adjacent properties and to make minor design refinements to the scheme. These revisions were presented to the DRP on 18 August 2020. The DRP provided feedback on the following:

- Options considered for a varied setback from the Pitt Street boundary.
- Options to optimise views to St Mary's Cathedral from the Century Tower Apartments.

- Proposed reduction in the extent of architectural embellishments and projections proposed beyond the approved building envelope.
- Privacy and amenity considerations between the proposed development and with the Princeton Apartments.
- Maintenance of the south façade.
- Options considered to maximise solar access achieved by the proposed apartments in accordance with the ADG and BASIX 30 commitment.

Following the subsequent DRP presentations including No 12, 13 and 14, the abovementioned feedback and outstanding actions were deemed resolved and closed out.

6. CONSISTENCY WITH CONDITIONS OF CONCEPT APPROVAL

This section demonstrates the proposals consistency with the relevant conditions of consent outlined in the Concept Approval (SSD 8876) 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. 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

A signage zone is included on the Bathurst Street podium elevation to provide signage opportunities for the future Level 2 retail tenant. The proposed signage zone has been designed to integrate with the rhythm of the façade and the way-finding required for the Metro station.

The detailed design of the proposed signage and any other signage proposed across the site will be subject to a separate development application.

b) Conceptual land uses for a residential scheme or a commercial scheme (not both)

A Section 4.55(2) modification application to the Concept Approval (MOD 2) has been lodged concurrently to the Detailed SSD DA in order to accommodate the detailed design and provision of retail floor space within the building podium.

MOD 2 will confirm the approve use of a retail tenancy within the podium of the OSD (within the "metro box") for 'retail premises' as defined under the *Sydney Local Environmental Plan 2012* (SLEP 2012).

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 and residential 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) 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 6). This includes use and internal fit-out of retail tenancies, residential facilities and services, 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 proposal provides residential build-to-rent accommodation floor space in a singular tower form to deliver an integrated development where the OSD, future Pitt Street Metro Station south entrance and the public domain function together.

The built form adopts a podium with an appropriate street level height that is compatible in terms of materiality and scale with neighbouring built form elements such as the Edinburgh Castle Hotel. A setback is

incorporated to step back to the OSD tower situated above which comprises a similar materiality and slender form. This enables a clear delineation between the podium levels and the OSD tower above, whilst ensuring appreciation of the two built form elements to be read as one integrated OSD development.

The permeability of public spaces around the station entrance on Bathurst Street have been maximised and maintained, particularly through the positioning of the primary OSD entrance on Pitt Street. The OSD lobby is situated off Pitt Street so as not to conflict with key Sydney Metro functions and services.

The location of the retail tenancy provides activation of the podium at Bathurst Street above the Metro entrance and provides passive surveillance opportunities to improve the overall amenity of the station entrance.

b) identify the need for any necessary easement to maintain light and ventilation if windows are proposed on the common boundary with the Edinburgh Castle Hotel (294-204B Pitt Street, Sydney)

No easement is required to maintain light and ventilation. Instead, the proposed design strategy has articulated the built form of the OSD tower above the adjacent south-east corner of the Edinburgh Castle Hotel to allow adequate light and ventilation.

c) consider any potential amenity impacts to the rear facing residential apartments of Euro Tower (135-137 Bathurst Street)

The EIS prepared by Urbis and the Design Report prepared by Bates Smart outline that the proposal complies with the relevant ADG requirements pertaining to building separation and visual privacy. Generally speaking, visual privacy concerns have been mitigated through the implementation of frosted glass and privacy screens to restrict overlooking where necessary.

The proposed building separation distance to the Euro Towers situated to the east is in accordance with the Concept Approval building envelope. It is noted that the Euro Towers is unable to be developed above 55 metres in height under the current planning controls. As such, the proposal achieves in excess of 25 metres separation to the east above the podium levels.

Two of the proposed apartments (notably 7.06 and 8.06) have private open space areas which face east and are opposite two balconies built on the site boundary of the Euro Towers which face south. Privacy screens have been proposed to these two apartments to ensure the privacy and amenity of the affected apartments within the Euro Towers are not negatively impacted.

d) the structure reservation zone is only to be used for non-gross floor area (including structural supports and plants/services relating to the integration with the approved station), alternative option should be considered before built form is proposed in the zone. Any structure or built forms within the structure reservation zone must be designed to minimise its impacts to the outlook and amenity of the adjoining Princeton Apartments

The proposal, as modified, does not impact upon the structure reservation zone and no GFA components are situated within this area. There are no built form elements within the structure reservation zone which impact on the view corridor and amenity of the Princeton Apartments on Pitt Street.

e) a varied setback from the Pitt Street boundary of the site, with the articulation of built forms be designed to minimise solar impacts to the living rooms of Princeton Apartments

The articulation of the OSD built form adopts a varying setback to the Pitt Street boundary (west) of 4.5 metres to 5.9 metres to encourage solar access and visual privacy to adjacent buildings.

The setback to Pitt Street aligns with the respective setback of the adjacent Princeton Apartments located to the south and other buildings situated further to the north. This arrangement reinforces the existing street alignment along Pitt Street. It is also noted the proposal adopts a 12 metre building separation setback to the Princeton Apartments and southern property boundary.

A Solar Access Analysis prepared by Walsh Analysis contained within the Design Report prepared by Bates Smart has been submitted with the Detailed SSD DA.

As outlined in the EIS, the Princeton Apartments are built to their side boundary, and include north facing windows and private open space in close proximity to their northern boundary. Effectively, the Princeton Apartments borrow amenity in terms of sunlight and outlook from the currently undeveloped subject site.

With regards to the ADG, solar access to the living rooms of the Princeton Apartments has been reduced by 41.4%, with 48/116 apartments that previously received two hours solar access in mid-winter no longer

achieving this metric. However, if the ADG calculation included all habitable rooms affected as opposed to solely living rooms, and the hours adopted from 8am to 4pm in mid winter in CBD environments, the reduction in solar access to Princeton Apartments would only be 14.7%, which is compliant with Objective 3B-2 of the ADG.

While solar access to Princeton Apartments is reduced by the proposed development, the proposal complies with the building envelope approved by the Concept SSD DA. While opportunities to improve solar access were considered, due to the limitations of the site (and compliance with setbacks), the proposal delivers the same solar access as 'Option 2' outlined in the Concept SSD DA.

As outlined in the EIS, the proposed degree of solar access maintained to the Princeton Apartments is acceptable given the circumstances of the site in consideration of established principles of *The Benevolent Society v Waverley Council [2010] NSW LEC 1082*, as outlined by the DPIE in their assessment of the Concept SSD DA.

f) 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 Bates Smart, the façade will include a series of steel and aluminium components of rich warm tones and will be integrated within coloured precast concrete in the podium, juxtaposed with the integrally coloured and expressed Glass Reinforced Concrete (GRC) facade elements in the tower which will display cohesion in colour and materials consisting of rich red and earthy tones.

The podium facade will mainly be featured with concrete fixed feature panels expressed with louvres, curtain walls, window or shadow box and glazing. It is proposed that the concrete and aluminium fixtures to the façade will range in four colour shades in response to the brick and masonry character of development in the locality.

The materials and finishes proposed for the OSD have been selected to ensure the predominant masonry materiality used in Central Sydney is maintained, and the tones of the façade GRC material reflect the pink hues of the local heritage items situated within proximity of the development. In doing this, the proposed development will allow the unique character of the area to be enhanced without detracting from the existing heritage significance of the heritage items.

g) articulation of roof forms must consider opportunity to retain view to St Mary's Cathedral from Century Tower (343-357 Pitt Street, Sydney)

The detailed design of the OSD adopts an articulated stepped roof form in the top four storeys of the tower. This steps back from the east, rising towards the west.

The proposed roof form does not maximise the approved building envelope of the Concept Approval. Specifically, the detailed design is setback within the width and angled height plane of the approved building envelope. This enables greater sky views and additional view outlook from the high-rise portions of Century Tower to the St Mary's Cathedral towards the north-east.

The stepped roof form of the proposed OSD has been appropriately articulated to have limited impact on views to St Mary's Cathedral from Century Tower, creating greater spatial permeability of views for the Detailed SSD DA when comparted to the Concept Approval.

h) for a residential scheme, achieve compliance with the requirements of State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development and the accompanying Apartment Design Guide

The EIS prepared by Urbis and the Design Report prepared by Bates Smart submitted with the Detailed SSD DA outline how the design quality principles of *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development* (**SEPP 65**) are addressed. Further, these documents demonstrate how the objectives in Parts 3 and 4 of the Apartment Design Guide (**ADG**) have been achieved. Specifically, the proposal is generally consistent with ADG requirements pertaining to communal open space, building separation and visual privacy, solar access, natural cross ventilation, floor to ceiling heights, minimum apartment sizes, private open space, common circulation and storage.

i) 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.

The wind assessment identified that the ground level conditions would be acceptable for pedestrians sitting, walking and standing around the proposed OSD. The podium terraces were also fir for purpose being classified as suitable for pedestrian standing and walking type activities.

Mitigation measures were proposed for areas exposed to prevailing winds which resulted in considerably windier conditions following wind tunnel testing. This included the rooftop terrace and some exposed balconies on the south-east corner of the tower.

To improve wind conditions for balconies on the south-east corner of the tower, the detailed design adopted full-height screens to be installed on the southern aspect of the balconies to improve the wind conditions.

To assist in ameliorating wind impacts rooftop terrace, the detailed design included the implementation of 1.8 metre high balustrades, and the installation of canopy structures.

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

6.2. 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 4** 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 6** 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** of this DIR.

6.3. HERITAGE IMPACT

B7. Future detailed development applications must:

a) seek to mitigate impacts of the vertical street walls above the Edinburgh Castle Hotel at 294-294B Pitt Street where the building footprint above the podium wraps around the building. Materiality and façade articulation of the podium should respond to the heritage item.

b) demonstrate how the height of the podium responds to the adjacent locally heritage listed Edinburgh Castle Hotel.

The proposed detailed design of the OSD has been specifically designed to:

- Position the main tower set back from the street boundaries, separating the tower visually from the primary northern and western facades of the Edinburgh Castle Hotel;
- Match the podium height of the Pitt Street frontage to the Edinburgh Castle Hotel parapet;

- Separate the podium from the Edinburgh Castle Hotel by a glazed recessed entrance to expose the Hotel's south wall;
- Match architectural features of the podium and Sydney Metro Pitt Street South Station entrance on Bathurst Street to the Edinburgh Castle Hotel parapet;
- Articulate the podium facades to refer to architectural features and proportions of the Edinburgh Castle Hotel, specifically by 'echoing' its solid-to-void ratio; and
- Proposing a colour scheme that is sympathetic to the brick colours of surrounding Inter-War facades.

The Heritage Impact Statement (**HIS**) prepared as part of the Detailed SSD DA outlined that the Edinburgh Castle Hotel has long been "flanked" to the south and east by taller buildings and nearby buildings have formed a CBD backdrop. As such, the north and west façades of the heritage item remain the essential components of the local streetscape that are appreciated by the public.

The HIS therefore concludes that the proposed OSD will not dominate or disempower the Edinburgh Castle Hotel, or any other heritage item in the vicinity of the site. Further, no existing significant views to and from the Edinburgh Castle Hotel will be obstructed by the proposal, nor will views to and from other heritage listed buildings in vicinity be adversely affected.

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 Urbis.

A Heritage Impact Statement (**HIS**) and Heritage Interpretation Plan were prepared by GBA Heritage and were 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 the 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 Edinburgh Castle Hotel and the Metropolitan Fire Brigade regarding their setting and streetscape presence.

DISCLAIMER

This report is dated 11 November 2020 date and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of PITT STREET SOUTH DEVELOPER PTY LTD **(Instructing Party)** for the purpose of Design Integrity Report **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A SCHEDULE OF DRP REVIEW AND PRESENTATIONS

DRP Presentations

DRP 1 – 15 October 2019

DRP 2 – 19 November 2019

DRP 3 – 17 December 2019

DPR 4 – 21 January 2020

DRP 5 – 18 February 2020

DRP 6 – 17 March 2020

DRP 7 – 17 March 2020

DRP 8 – 31 March 2020

DRP 9 – 05 May 2020

DRP 10 – 19 May 2020

DRP 11 – 15 June 2020

DRP 12 – 18 August 2020

DRP 13 – 15 September 2020

DRP 14 – 20 October 2020