

Victoria Cross Integrated Station Development  
Design Review Panel Endorsement – Minutes Tracking Schedule

Legend:

OSD Tower  
Metro Box

STAGE	RAISED ON	THEME	ACTION / ISSUE	TEAM TO RESPOND	RESPONSE	STATUS
DEEP – OSD Design	13/09/2016	Columns	Bates Smart presented the integrated OSD design for Victoria Cross. The Panel disliked the use of “V” columns at the ground plane as they limit visual permeability of Miller Street. More design work is required, including improving the design of columns and how they land.	OSD team	Further design work has been undertaken to improve the design of the columns and how they land. Subsequently, the concept design has been amended to incorporate ‘Y’ columns and they have been rotated and pushed to the west, eliminating their impact on the Miller Street ground plane including the entries to the OSD lobby, the wintergarden and concourse level spaces. Further refinement of design, including the design of columns, will be undertaken throughout Stage 2 of design development.	Completed
DEEP – OSD Design	13/09/2016	Wayfinding, entry from south Miller Street	Bates Smart presented the integrated OSD design for Victoria Cross. The Panel noted that wayfinding needs to be addressed at the Miller Street entry, to enable the entry to be more visible for customers approaching from the south. The Panel requested a review of the Miller Street frontage to increase the visual and physical prominence of the metro entry. It was also requested that the OSD team investigate alternate ways to provide direct access from south Miller Street to the concourse level - including the potential for the integration of a lift and stair adjacent to the through site link on Miller Street.	OSD team	Throughout the OSD Design phase, wayfinding has been addressed through development of design, awnings and Metro branding. Alternative direct access to the south on Miller Street was investigated and presented to the Panel on 2/12/16. The stair and lift were considered to be a visual and physical barrier and unsupported from an urban design approach. In response to the DRP comments, the design included an accessible path of travel from the south of Miller Street to the Metro plaza and level entry to the Metro lift lobby. The Panel agreed at this meeting that the wayfinding for the scheme was clear and logical. A further entry study was carried out by Bates Smart (18/1/2017). This concluded that an access from the south of Miller Street could be created a new connection from the MLC colonnade to the lower retail level. The approach to wayfinding and design development for the Miller Street entry is to be further refined throughout Stage 2 of design development.	Completed
DEEP – OSD Design	13/09/2016	Wind impacts	Bates Smart presented the integrated OSD design for Victoria Cross. The Panel noted a need to ensure that potential wind impacts are addressed.	OSD team	A preliminary desktop wind review was carried out on the OSD Design by AECOM (23/12/16). The impact of the downdraft was reduced with the addition of awnings. In response to the study, glazed screens to the through site link have been reduced. Wind studies were prepared and submitted with the Concept SSDA to inform the building envelope design and to make recommendation to mitigate potential ground level impacts (see Appendix N of the Victoria Cross OSD EIS). This matter will be further considered at the detailed SSD Application stage.	Completed
DEEP – OSD Design	13/09/2016	Building address, ground plane activation	Bates Smart presented the integrated OSD design for Victoria Cross. The Panel expressed some concern about the clarity of the commercial address.	OSD team	In response to the Panel's feedback, the commercial address has been strengthened and altered to face Miller Street. A Metro entry study was undertaken by Bates Smart (18/01/2017). The analysis supported a northern metro entry, noting that this entry needed further design development to activate Miller Street as much as possible. Additionally, the concept SSDA design includes retail at the corner of Miller Street and Berry Street to support activation. Opportunities for a strong commercial address and ground plane activation will be further explored in Stage 2 of design development.	Completed
DEEP – OSD Design	2/12/2016	Wind impacts	Bates Smart presented design development for Victoria Cross OSD. The Panel would like substantial wind studies for the built form to be undertaken.	OSD team	A preliminary desktop wind review was carried out on the OSD Design by AECOM (23/12/16). The impact of the downdraft was reduced with the addition of awnings. In response to the study, glazed screens to the through site link have been reduced. Wind studies were prepared and submitted with the Concept SSDA to inform the building envelope design and to make recommendation to mitigate potential ground level impacts (see Appendix N of the Victoria Cross OSD EIS). This matter will be further considered at the detailed SSD Application stage.	Completed
DEEP – OSD Design, ISD Design,	2/12/2016	Eastern building façade	Bates Smart presented design development for Victoria Cross OSD. The Panel expressed concerned with the blank eastern façade, noting that this needs further design development work.	OSD team	Façade composition studies were carried out. The indicative scheme shows how the eastern façade could be resolved. This has been noted as a matter for further consideration in Stage 2 of design development.	Completed
DEEP – OSD Design	2/12/2016	Heritage impacts, MLC Building	Bates Smart presented design development for Victoria Cross OSD. A heritage evaluation is to be done regarding the lower scale commercial element proposed to be attached to heritage-listed MLC building.	OSD team	A Statement of Heritage Impact for the OSD Design was undertaken by OCP Architects (September 2016). This concluded that the design respects the significant characteristics of heritage items in its vicinity through a range of design strategies, such as: Providing an increased setback to Miller Street in order to maximise views north and south along Miller Street to the Rag and Famish Hotel and the MLC building; Providing separation between the high-rise element of the proposed development and the MLC building in order to retain views of the northern elevation of the MLC building. A Heritage Assessment was completed for the Concept SSDA design (see Appendix O of the Victoria Cross OSD EIS). Stage 2 of design development will involve further development of the design response to the MLC building.	Completed
DEEP – Stage 1 Design	11/04/2017	Ground plane, imagery	Metron presented Stage 1 Design. The Panel requested 3D imaging of Metron station design to understand the experience at ground level.	Stage 1 Design Team	Basic 3D imagery of the Miller Street entry and Denison Street entry at the ground plane was presented to the Panel on 22 August 2017. Given that the Stage 1 design is substantially complete, 3D imaging of station design will be provided in the next stage of design development.	Completed
DEEP – OSD Design, Stage 1 Design	22/05/2017	Integration of OSD Design and Stage 1 Design	Metron presented Stage 1 Design. The Panel questioned the relationship of the Stage 1 Design to the OSD Design and noted that OSD designs will need to be done to integrate and incorporate changes. The OSD team and Metron are to present on station and OSD integration for stations.	Stage 1 Design Team, OSD team	The Stage 1 and OSD teams both presented on integration of OSD and Stage 1 Design. An integrated design outcome is now assured through the change to the CSW delivery strategy and Integrated Station Development approach.	Completed

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DEEP – Detailed SSD Design	17/10/2017	Through site link	Metron presented a design update for Victoria Cross. The Panel reinforced the importance of the Denison Street (western) end of the through site link being activated and animated, noting that the south facing aspect and potential wind conditions could affect the useability of the space. The Panel encouraged that further opportunities for suitable uses with high quality environmental amenity in the spaces of the link be reviewed in the next design stage.	Metron	RFT documents required an architectural report that described enhancements and improvements made to the Stage 1 Completed Design on the built inform including an analysis of the access & entries, wind and pedestrian connectivity. This was responded to as part of the tender submission and assessed by the DEEP. Activation of the through-site link is to further develop at the detailed SSD Application Stage. The Retail Strategy, which will inform further design, aims to strive for destination-type uses which provide activation and animation to the full length of the link. Lendlease is to submit the retail activation plan by 20 December 2020 indicating their strategy for retail activation. This has been noted as a matter for further consideration in Stage 2 of design development.	
DEEP – Stage 1 Design	17/10/2017	Denison Street Entry	Metron presented a design update for Victoria Cross. The Panel acknowledged  Metron's advice that pedestrian and security protection would be needed at the Denison Street entry as pedestrianisation of the street is not certain. The Panel encouraged the development of alternative options for security to support a pedestrianised Denison Street outcome.	Metron	A CPTED Report was prepared as part of the concept proposal (see Appendix W of the Victoria Cross OSD EIS).  Recommendations of this report will be incorporated into the future design and will be further considered at the detailed SSD Application stage.	Completed
DEEP – Stage 1 Design + further design phases	20/02/2018	Design principles	Design Principles for Victoria Cross were presented to the Panel. The Panel supports the need for site specific principles, however requested an updated version which takes into account the following:  Draft words should be revised to differentiate between more general principles which would be relevant across all ISD sites, and specific controls or guidelines that would apply to particular sites. The Panel recommends that the site-specific principles capture constraints, opportunities and Sydney Metro's priorities for the site. The next iteration of the draft needs to use more specific language and potentially add metrics where appropriate.  Specific components to be considered for Victoria Cross Design Principles include: · Orientation of the site and resultant difficulties with solar access to the public domain · Prioritising provision of public seating in plaza areas · Prioritising connectivity and addressing pedestrian/vehicular conflicts, including 'future proofing' basement vehicular interconnectivity through to MLC building · Difficult topography · Recognising the current developing study by North Sydney Council for the Ward Street precinct · Improving graphics, including using the same base for all diagrams.	Sydney Metro	The Victoria Cross OSD Design Guidelines were developed to guide the future development of the site (principles developed into guidelines). The Design Guidelines were submitted with the Concept SSDA (refer to Victoria Cross OSD EIS Appendix CC).  The Design Guidelines are to be revised prior to the lodgement of the first detailed development application (as per the Conditions of Consent for the Concept SSDA - December 2018). The revision is to incorporate the site-specific design principles and respond to the DRP's comments regarding these. The revision is to include (among other things) shared aims and objectives between the CSSI and OSD in relation to:  · User comfort and experience · Desired quality standards · Scope/range of considerations (e.g. wayfinding, safety and security, activation etc.) · Movement and connectivity  The Design Guidelines have been updated and tabled with the Panel on 16 April 2019 where the Panel endorsed the updated Design Guidelines	Completed
DEEP – Stage 1 Design + further design phases	20/03/2018	Design principles	Sydney Metro presented an update of work on design principles for Victoria Cross. The Panel was concerned that the presented work has not responded to the issues discussed on 20 February 2018 and recommended that the guidelines be further developed to address comments made at that time. See Minutes from 20 February 2018 for list of considerations.	Sydney Metro	The Victoria Cross OSD Design Guidelines are to be revised prior to the lodgement of the first detailed development application (as per the Conditions of Consent for the Concept SSDA - December 2018). The revision is to incorporate the site-specific design principles and respond to the DRP's comments regarding these.  The Design Guidelines have been updated and tabled with the Panel on 16 April 2019 where the Panel endorsed the updated Design Guidelines.	Completed
DEEP – Stage 1 Design + further design phases	20/03/2018	Design principles	The Panel recommends that future presentations include a diagram to assist the Panel understand the status of the project / task and expected outcomes of the presentation. The design principles need to be structured as a hierarchy of principles and controls that clearly outline Sydney Metro's broader objectives and then specific objectives for the Victoria Cross space, and detailed principles and graphics that respond to the opportunities and challenges of the site. This would include: - Presentation of a clear vision for the site - Recognition of constraints, whilst allowing flexibility for new ideas to emerge. - Where necessary, clearly articulated, prescriptive principles that ensure the outcomes required, detailing critical deliverables as well as elements that will not be supported – e.g., responding to difficult topography through use of platforms, feathered steps not supported as a design solution, integrating design into Miller Street and Denison Street, highlighting activation frontages, connectivity locations and at grade linkages. - Site specific graphics to illustrate the design objectives and principles for this space. - Aspirational metrics and benchmarking beyond the current reference design outcomes. - Benchmark graphics showing relevant examples – e.g. examples of surface finishes should show finishes for sloping areas as well as flat areas. The Panel suggests that the drafting of the principles is expressed in an approach	Sydney Metro	The Victoria Cross OSD Design Guidelines are to be revised prior to the lodgement of the first detailed development application (as per the Conditions of Consent for the Concept SSDA - December 2018). The revision is to incorporate the site-specific design principles and respond to the DRP's comments regarding these.  The Design Guidelines have been updated and tabled with the Panel on 16 April 2019 where the Panel endorsed the updated Design Guidelines.	Completed

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similar to a design brief or a DCP.						
DEEP – Stage 1 Design + further design phases	20/03/2018	Information	The Panel requested the following further information: - Diagram/flow chart of design process and where we are currently in this process. - A copy of the Victoria Cross Over Station Development Design Guidelines. - A copy of the information presented to the DRP. - A review of how the process that is adopted can ensure the adequate assessment of the stated design principles	Design Team	Information was provided to the Panel as requested.  Note that the approach to design principles for Victoria Cross has since developed. The Victoria Cross OSD Design Guidelines are to be revised prior to the lodgement of the first detailed development application (as per the Conditions of Consent for the Concept SSDA - December 2018). The revision is to incorporate the site-specific design principles and respond to the DRP's comments regarding these.	Completed
DEEP – N/A	17/04/2018	Interchange Access Plan	Sydney Metro presented Interchange Access Plans (IAP) for Victoria Cross and Central.  The Panel confirmed that the current work appears logical, noting that the Interchange Access Plan is a work in progress. Some suggestions are: - Review and validate indicative kiss and ride provision considering potential implications of Uber and ride share services. - Review the presentation graphics to improve clarity.	Sydney Metro - Transport Integration team	To be addressed in next iteration of the IAP. Further versions will be presented to the Panel.	Open
DEEP – Procurement	15/05/2018	Design Excellence Evaluation Panel	Design Managers Update - Interactive sessions with tenderers are underway.  - DRP involvement in tender interactives to be scheduled. Metro to confirm dates for any Panel involvement.	Sydney Metro	The Design Excellence Evaluation Panel for Victoria Cross was held on 05/06/2018, 19/06/2018 and 21/08/2018.	Completed
DRP – Design	15/01/2019	Design Excellence Evaluation Panel recommendations	Sydney Metro to prepare a formal hand-over briefing pack to give the Panel clarity on the Design Excellence Panel recommendations and amended contract conditions.	Sydney Metro	The hand-over briefing pack was provided to the DRP on 05/02/2019	Completed
DRP – Design	15/01/2019	Initial presentation requirements	The initial presentation from Lendlease should address the following aspects of the scheme:  1. Clarify the interface between the Cox and Bates Smart design work noting that the Panel is interested in how the teams will ensure seamless integration particularly at the junction between the podium and tower.  2. Design approach for the northern entry building including materiality, the graphic screen on the external façade and its three-dimensional qualities and opportunities to reconsider how the bike parking is accessed.  3. The Metro Hub concept, practical considerations of how it would work and relationship to the sky lobby.  4. The rationale and design approach of the laneway including how the scale, quality of the space and its microclimate will be ensured in the context of the tower and proposed changes to the co-working space.  5. Form and materiality of the tower including cladding and sun shading mechanisms.  6. Strategy for treatment of the public domain along Miller Street with a particular interest in access and usability of the passive areas and integration of the adjoining tenancies to ensure a successful active edge.  7. Proposed weather protection with a particular interest in the effectiveness of canopies in a range of weather conditions.  The Panel requests all information to be in a compare and contrast format to give clarity to the design development.	Design Team (Lendlease)	A comparison of the awarded scheme and Stage 1 design tender was presented to the Panel at the 5 Feb 2019 meeting.  In addition to this, further development of the awarded design was presented to the Panel on 25 February 2019. As requested, the design team's presentations provided an initial response to these comments. The presentations included detail on how aspects of the design differ from the Stage 1 Design. Design development regarding the comments is ongoing.	Completed
DRP – Design	5/02/2019	Seating at the knuckle of the northern adit	Customer testing of the moulded seating design is recommended to ensure the design is fit for purpose without encouraging unintended outcomes such as itinerant sleeping, restriction of customer flows or a perception for use of the seat to intimidate passers-by.	Sydney Metro - Customer Team	Customer testing of moulded seats to be completed during Stage 2 Design Development	Ongoing
DRP – Design	5/02/2019	OSD Tower	Handover pack (based on presentation given to the Panel) needs to provide clarity on the following items: - Changes to the tower envelope - SSDA approval - Design Excellence Evaluation Panel report - Design development expectations - Any agreed critical dimensions such as the 28m setback to MLC - Rationale for steps in the tower and datum points	Sydney Metro	Information was provided to the DRP.	Completed

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DRP – Design	5/02/2019	<b>Design development - areas for immediate focus</b>	<p>The Panel would like to work with the Lendlease team on:</p> <ul style="list-style-type: none"><li>- Proposed approach to environmental performance noting a concern with over-reliance on performance glass across the industry</li><li>- The intent of the co-working concept and design implications</li><li>- Refinement of the tower form</li><li>- Strategies to improve connectivity between the metro station and OSD (both in scale and clarity of pathways of travel)</li><li>- Alignment to MLC at the Miller Street level noting a strong preference for retaining the setback in the Stage 1 design.</li><li>- Refinement of the Miller Street station entry (see notes below)</li></ul>	Sydney Metro and Lendlease team	<p>The Design Team (Lendlease, Cox, Aspect Studios and Bates Smart) have presented to the DRP on each of the areas of design development focus as follows</p> <ul style="list-style-type: none"><li>- Proposed approach to environmental performance noting a concern with over-reliance on performance glass across the industry - tower facade palette presented to the panel on 25/2 &amp; sun shading analysis presented to the Panel on 9/4</li><li>- The intent of the co-working concept and design implications - co-working concept including scale and geometry was presented to the panel on 25/2 and reaffirmed on 9/4</li><li>- Refinement of the tower form - tower form presented to the panel on 25/2</li><li>- Strategies to improve connectivity between the metro station and OSD (both in scale and clarity of pathways of travel)</li><li>- Secondary OSD entrance from the through site link presented to the Panel on 25/2 and further developed on 18/3</li><li>- Alignment to MLC at the Miller Street level noting a strong preference for retaining the setback in the Stage 1 design.</li><li>- Narrative of the Metro Forecourt presented to the Panel on 25/2 and on 9/4 with the current alignment of the Southern retail building</li><li>- Refinement of the Miller Street station entry (see notes below) - Presented to the Panel on 25/2 and on 9/4</li></ul>	Completed
DRP – Design	5/02/2019	<b>Miller Street station entry</b>	<p>Design refinement for the Miller Street station entry should address:</p> <ul style="list-style-type: none"><li>- The junction at MLC</li><li>- Expression of the laneway which is currently continuous on the southern side but less certain on the north</li><li>- Scale of the entry and other elements in relation to the tower including the architectural intent of the connection between the tower and podium</li><li>- Scale of ground floor to Denison Street of the higher scale of floors above</li></ul> <p>The Panel notes that an updated render of the Miller Street entry is needed to better reflect the design intent / more clearly for the Panel to provide informed feedback and design direction.</p>	Design Team (Lendlease)	<p>The Design Team (Lendlease, Cox, Aspect Studios and Bates Smart) presented to the DRP on 25/2 on the Southern entrance on Miller Street with a focus on refining the podium, the public domain and the lane-way. Further comments from the Panel are addressed in the respective actions / issues from the session held on 25/2</p>	Completed
DRP – Design	25/02/2019	<b>Tower Massing and Façade</b>	<p><i>A comparison of the awarded scheme and Stage 1 design tender was presented to the Panel. This was an interim meeting held as an introduction to the design team and a first response by Lendlease to DEEP comments.</i></p> <p>The strategy for breaking up the mass of the tower should be integral to the design rather than an appliqué.</p> <p>The façade articulation should be informed by a response to environmental control.</p>	Design Team (Lendlease)	<p>The Design Team (Lendlease, Cox, Aspect Studios and Bates Smart) has considered the Panel's comment and presented further refinements to the Panel on 9/4 on the composition of the tower massing as a subtle differentiation of volumes. This principle was supported by the Panel.</p> <p>Further design development is ongoing with the Panel requesting to see more detailed resolution on the Eastern elevation adjacent to the abutment next to 65 Berry Street and the proposed facade detail on the Northern elevation. Further design development of the eastern façade was presented to the DRP on 20/08/2019 which successfully closed this item.</p>	Completed
DRP – Design	25/02/2019	<b>Public Domain</b>	<p>The Panel support the overall approach to the public domain and the opportunity to reinforce the Local Council's vision for the precinct. This should include a response to neighbouring buildings.</p> <p>The introduction of an area in front of the station defined as a Metro plaza and meeting space is supported. Each public domain space should be clearly defined (named) and articulated e.g. Miller St forecourt/ boulevard, Metro Plaza, Lane.</p> <p>The space between the station entry and MLC needs further study and should support the long-term vision and improved connection to MLC forecourt.</p>	Design Team (Lendlease)	<p>The Design Team (Lendlease, Cox, Aspect Studios and Bates Smart) has progressed the design development of the public domain along Miller Street. The distinct identities of the 'Metro Forecourt', 'Miller Street Green' and the 'OSD Forecourt' were presented to the Panel in creating the concept of Miller Street as a green spine. These concepts were presented to the Panel on 19/3 and supported by the Panel.</p>	Completed
DRP – Design	25/02/2019	<b>Laneway Character and Scale</b>	<p>The Panel support the scale of the laneway - the width 7.5m and asymmetrical height of each side, 6 and 4 storeys.</p> <p>Design development should reinforce the characteristics of a laneway as opposed to an arcade i.e. openness to sky, variety in long section, scale, intimacy and detail of materials. The degree of weather protection shown is considered appropriate.</p> <p>The Panel support the change in scale of fenestration from 1400mm openings, but the design should not lose the richness of the tender submission.</p>	Design Team (Lendlease)	<p>The Design Team (Lendlease, Cox, Aspect Studios and Bates Smart) presented to the Panel on 19/3 on:</p> <ul style="list-style-type: none"><li>- improvements to lane-way character with the secondary OSD entrance having an improved identify by creating a subtle volumetric break between the metro entrance and the co-working space</li><li>- the facade of the co-working building to build a relationship with the OSD tower</li><li>- fenestrations of the lane-way south building</li></ul> <p>Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.</p>	Completed
DRP – Design	25/02/2019	<b>Miller Street entry and canopies</b>	<p>The design development of the station entry and address to Miller St is supported but needs further work. The awnings height and size should be informed by the functional requirements of weather protection and public amenity.</p> <p>The station entry should be clearly identified.</p> <p>The simplified geometry around the entry void, improved run-offs, and use of station GRC cladding to define the entry is supported.</p>	Design Team (Lendlease)	<p>The Design Team (Lendlease, Cox, Aspect Studios and Bates Smart) presented to the Panel on 19/3 on a revised station entry and co-working lobby layout.</p> <p>Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.</p>	Completed
DRP – Design	25/02/2019	<b>Northern Entry</b>	<p>It is understood that the façade to the northern entry building is a place holder. The design needs development to ensure it is of high quality and appropriate to its context.</p> <p>It may be possible to integrate public art.</p>	Design Team (Lendlease)	<p>Northern building was presented to the DRP on 20/08/2019 with progress acknowledged. Remaining open items captured in those minutes below.</p>	Open

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DRP – Design	19/03/2019	Northern entry	The revised location of bike parking and reduced overall building height are supported. More information is required on the following elements for the Panel to make informed feedback: - The relationship of the northern entry to its context to provide clear direction on the optimal external treatment. This should include a site plan showing how the building fits into adjoining sites / properties, view corridors and other key aspects of the context. - Landscape elements including opportunities to replace street trees removed during construction. The team are encouraged to approach the resolution of the external finish as an architectural challenge in the first instance. That is, to understand the ventilation and other technical requirements in determining the design response.	Design Team (Lendlease)	Northern building was presented to the DRP on 20/08/2019 with progress acknowledged. Remaining open items captured in those minutes below.	Open
DRP – Design	19/03/2019	Southern entry – skylight / daylight	The design approach and location of the skylights in the OSD lobby is supported. Any changes that adversely affect this aspect of the scheme should be referred back to the Panel.	Sydney Metro & Design Team	Design to be monitored for any changes to the skylight in the OSD lobby to the station concourse. Any changes should be referred back to the Panel.	Noted
DRP – Design	19/03/2019	Public Domain	The Panel supports the design approach presented for the Miller Street frontage. The design proposes a clarity and simplicity that gives a strong foundation. The proposal to integrate the glass line with the columns with the multiple expression of retail spaces between the OSD and station entries is supported. Ongoing design development is encouraged.	Design Team (Lendlease)	Further detailing to continue through Design Development.	Noted
DRP – Design	19/03/2019	Awning design, station identity and entry	The revised entry and co-working lobby layout are supported. The improved access between the station and commercial development is a positive change. The Panel notes that further refinement is ongoing in relation to the awning and expression of the metro station entry and looks forward to reviewing this element in more detail at future meetings.	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed
DRP – Design	19/03/2019		Overall, the design is heading in the right direction. The next presentation is to focus on the laneway. - Laneway solution and relationship to tower - Materiality of the public domain - Strategy for out of hours access.	Design Team (Lendlease)	Laneway design was again presented to the DRP on the 9/04/2019. Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item	Open
DRP – Design	9/04/2019	Northern entry	The Panel supports the teams move towards a more sculptural built form, in preference to the previous perforated graphic screens. The design as presented is a work in progress, being a large box-like form with folded screen elements attached to it. A more integrated, abstract approach was discussed at the meeting. The team are encouraged to review the design against appropriate benchmarks that could include Herzog & de Meuron Basel Signal Box, Madrid Caixa project and DCM Broadway building.	Design Team (Lendlease)	Northern building was presented to the DRP on 20/08/2019 with progress acknowledged. Remaining open items captured in those minutes below.	Open
DRP – Design	9/04/2019	Southern entry / Miller Street public domain	The simplified public domain concept along Miller St and concept of a carved-out space defined by landscape and aligned with the retail frontage is more resolved and supported in principle. Further study is required to demonstrate that the cross sections through the Miller Street frontage achieve appropriate clearances for large trees from traffic movements and the like. The design should allow for the longer-term removal of the MLC café.	Design Team (Lendlease)	A cross section through the Miller Street frontage was presented to the Panel on 04/06/19 with the design of the miller street public domain further refined based on a further study of pedestrian movements, retail dining areas and seating edges.  See subsequent feedback for the open items	Completed
DRP – Design	9/04/2019	Laneway character and scale	The revised stair access to the laneway from Denison Street is supported in principle. More attention is needed to realise the potential of the laneway as a scale and use counterpoint to the major commercial tower. This includes a greater focus on the permeability of the frontages and achieving a sense of playfulness. Consistent with previous advice, wind studies are critical to confirm an appropriate micro-climate can be achieved. Consideration should be given to use of the roof of the building to Denison Street as an outdoor terrace.	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed
DRP – Design	9/04/2019	Miller Street podium design and entry	The Panel supports the additional height of the co-working building.	Design Team (Lendlease)	Noted by the Design Team	Noted
DRP – Design	9/04/2019	OSD tower	The Panel notes the relationship of the revised tower to the planning envelope. Whilst the Panel had no design issues with the proposal, it was noted that any consequent planning approval risks are beyond the remit of the Panel. The design refinements to the tower are supported in principle. More resolution is required to the eastern elevation abutment with adjacent office building and the detailed resolution of the tower’s architecture at the Berry Street corner. The general approach to sun shading is supported.	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed

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DRP – Design	16/04/2019	Victoria Cross OSD Design Guidelines	The Panel notes the amendments that have been made to the Victoria Cross OSD Design Guidelines in response to the condition and endorses the revisions. The Panel further notes that some deviations from specific provisions of the Design Guidelines may be appropriate for the design as strict compliance would impact the ability to meet the intent or objective. For example, section 5.5, clause 4.	Sydney Metro	Compliance with the OSD Design Guidelines has been addressed in the Detailed SSD Design Report. The DRP advised on 18/06/2019 design approach to date has been consistent with the Sydney Metro Victoria Cross Design Excellence Strategy, benchmarks and Design Guidelines.	Noted
DRP – Design	7/05/2019	Northern building - design	<p>The updated design is a welcome positive response to the Panel’s feedback of 9 April 2019.</p> <p>The Panel recommends the designers continue to develop the proposal concept to ensure that design excellence is achieved.</p> <p>While the design is continuing to develop, the Panel further encourages the designers to develop options that test the proposal as an abstracted, integrated sculptural form and to improve the detailing as a screen-clad box. The further design development should ensure:</p> <ul style="list-style-type: none"><li>- more sculptural manipulation of the form</li><li>- investigation of simpler, more vigorous interventions for the air intake and exhaust conditions</li><li>- review of the apertures currently noted as 25mm dia. perforated screen to ensure it can be seen from distance</li><li>- Development of panelisation and joint locations to emphasise the buildings sculptural form,</li><li>- extending the façade system across the roof so that its form is not compromised when viewed from the many tall buildings that will overlook it or</li><li>- prepare alternative options that ensure that the 5th façade as viewed from surrounding taller buildings is well considered.</li></ul> <p>Further design work is required to demonstrate how the building will be constructed and detailed to emphasise the intended concept.</p>	Design Team (Lendlease)	Northern building was presented to the DRP on 21/05/2019, 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	7/05/2019	Northern building - Miller Street threat protection	<p>Further review of the bollards along the Miller Street threshold is required to confirm these meet transport protection requirements without creating a hazard for customers.</p> <p>Analysis should also validate the capacity of the Miller Street footpath/public domain to support the anticipated pedestrian movements and location of proposed public seating areas</p>	Design Team (Lendlease)	Northern building was presented to the DRP on 21/05/2019, 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	7/05/2019	Northern Building - Miller Street Community Space Opportunity	<p>The Panel supports the opportunity to create an active meeting place at the Miller Street northern edge. A small coffee cart or retail tenancy could add life and amenity to this location.</p> <p>Awning, walls and furniture in and around the building street threshold should be conceived as integrated components of the overall composition. Further review of the geometry of the space and CPTED implications of the edge wall and furniture is recommended</p>	Design Team (Lendlease)	Northern building was presented to the DRP on 21/05/2019, 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	7/05/2019	Northern building - Miller Street canopy	The canopy design at the station entry on Miller Street requires further detailing and resolution. The Panel accepts its solid and translucent glazed elements and suggests further work on how the canopy turns the corner and extends along McLaren Street.	Design Team (Lendlease)	Northern building was presented to the DRP on 21/05/2019, 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	7/05/2019	Integration of public art	The Panel understands that the strategy for public art is developing in collaboration with Sydney Metro. Given the design intent of the northern building the Panel encourages public art to be developed as an integrated aspect of the design.	Sydney Metro and Design Team (Lendlease)		Note
DRP – Design	7/05/2019	Northern station entry	The curved wall-ceiling transition inside the station entry is an extension of the below ground detailing and consistent at each entry. This is incongruous with the approach to the external façade and needs to be resolved.	Design Team (Lendlease)	Northern building was presented to the DRP on 21/05/2019, 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	7/05/2019	Northern station entry – bike parking	Investigate opportunities to activate the bike parking along the McLaren Street frontage by opening the address to improve the activation of this largely inert built form.	Design Team (Lendlease)	Northern building was presented to the DRP on 21/05/2019, 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	21/05/2019	Northern building	<p>The Panel recognises the significant challenge of inserting a large building with predominantly inactive uses into a transitional fine-grained urban context. The design development presented at this meeting is acknowledged. However, the Panel remains concerned about the urban integration, scale, and materiality of the building.</p> <p>The comments below are intended to assist in resolving the design task.</p> <p>Urban Integration There is concern that persisting with a homogeneous approach to the building form and materiality will not achieve an acceptable scale and integration of this large building into its urban and heritage setting.</p> <p>The design team are encouraged to investigate a more varied material palette, including elements of brickwork taking cues from the adjacent Federation architecture.</p>	Design Team (Lendlease)	Northern building was presented to the DRP on 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed

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			<p>Built form</p> <p>The panel's feedback on 07 May suggested a more sculptural manipulation of the buildings form be investigated, by allowing its functional elements to be more overtly expressed as a way of eroding and breaking down its perceived mass and bulk. This comment is reiterated.</p> <p>Materiality</p> <p>Feedback on 07 May advised review of the scale of the perforated aperture treatment of the metal screens. This has not been addressed, and a fundamental concern remains about the merit of a layered, finely perforated screen covering an otherwise conventional building.</p> <p>The approach remains similar to the earlier printed landscape screen proposal. The panel encourages a more substantial departure from that idea.</p> <p>Roof treatment</p> <p>The Panel has previously advised that the roof should be considered as a 5th elevation to reinforce its three-dimensional sculptural qualities, either by continuing the screen across the roof or other device. This comment is reiterated.</p> <p>Summary comments</p> <p>The key concerns are:</p> <ul style="list-style-type: none"><li>- Unconvincing integration with the urban setting</li><li>- The expression of the screen elements is not proving to be convincing as an architectural strategy</li><li>- The suitability of the perforated screens to meet the required ventilation performance criteria</li><li>- Refinement of the panelisation jointing system was not demonstrated.</li></ul> <p>Generally, the panel recommends that the designers more carefully re-consider the context, scale and opportunities of being more expressive of the buildings primary functions before determining the prescriptive result.</p>			
DRP – Design	21/05/2019	Miller Street bollards (north entry)	Further evidence is needed to demonstrate the suitability of the proposed threat protection on Miller Street.	Design Team (Lendlease)	Northern building was presented to the DRP on 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	21/05/2019	Miller Street – community space opportunity	Design refinements to the detailing of the community space at the northern building are noted. Further details are needed for final endorsement of this element.	Design Team (Lendlease)	Northern building was presented to the DRP on 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	21/05/2019	Northern building – Miller Street canopy	The Panel notes the further work undertaken on the canopy. However, it does not yet present as a well-resolved element of the integrated building form. The canopy design will need to be re-visited together with the primary built form resolution, as discussed above.	Design Team (Lendlease)	Northern building was presented to the DRP on 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	21/05/2019	Northern station entry	Panel feedback on 07 May highlighted an incongruity between the external façade design and the curved wall-ceiling transition that forms part of the internal station language. This remains unresolved.	Design Team (Lendlease)	Northern building was presented to the DRP on 04/06/2019 and again on 20/08/2019 with progress acknowledged. Remaining open items captured in the minutes from 20/08/2019 below.	Completed
DRP – Design	21/05/2019	Bike parking	The design presented has responded to the feedback from 7 May to improve the activation of the McLaren Street frontage.	Design Team (Lendlease)	Note	Note
DRP – Design	21/05/2019	Wind Studies	<p>The Panel notes that the wind study results demonstrate that the design meets the criteria set by Lendlease.</p> <p>Notwithstanding, the Panel requests Sydney Metro to seek independent expert advice to:</p> <ul style="list-style-type: none"><li>- Determine that the test points criteria and results are appropriate to the place aspirations.</li><li>- Confirm that the criteria are consistent with industry standards and are suitably applied.</li></ul>	Sydney Metro		Open
DRP – Design	21/05/2019	Preparation for SDPP submission	<p><i>Station Design and Precinct Plan</i></p> <p>The Panel supports the work being done to simplify the Station Design and Precinct Plan template and improve its useability. The draft SDPP should be sent to the Panel for review at the earliest opportunity in advance of the next meeting.</p> <p><i>DRP comments spreadsheet</i></p> <p>The Panel supports the collation of feedback as proposed. The spreadsheet should include a column for the Panel to formally accept / endorse resolution of the items.</p>	Design Team (Lendlease)	The SDPP has been issued to Sydney Metro who will provide to the DRP. This table is an adaptation of the spreadsheet with this response column addressing how items have been closed.	Completed
DRP – Design	21/05/2019	Public art	The Panel was advised that the public art program development is lagging and recommends this is addressed so that opportunities for integration with the design are not compromised.	Sydney Metro	Note	Note



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DRP – Design	04/06/2019	DRP feedback and design response spreadsheet	<p>Sydney Metro collated DRP feedback and the subsequent design responses since 2016 in a comprehensive spreadsheet.</p> <p>The Panel accepts that comments from each design stage are closed for that stage but notes that enduring issues need to be acknowledged. The commentary also needs to demonstrate satisfactory evidence that issues have been closed.</p>	Design Team (Lendlease)	This table is an adaptation of the spreadsheet with this response column addressing how items have been closed.	Completed
DRP – Design	04/06/2019	Tower façade – fins and environmental performance	<p>The proposed treatment of the tower façade using expressed fins in the mid and upper rise sections was presented. This included detail of how the fins differ across the elevations.</p> <p>The Panel accepted that the proposed fins would create a dominant vertical expression over horizontal banding. The building corners do not yet demonstrate a satisfactory design quality and requires further study ensure design excellence is achieved.</p> <p>Further details are also to be presented on the anticipated shading of the low-rise section from existing buildings to understand the extent to which the podium façade will be exposed and therefore need solar control to lower levels.</p> <p>The environmental performance of the proposed façade treatment should be subject to independent validation. This is beyond the remit of the Panel.</p>	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed
DRP – Design	04/06/2019	Tower façade – east elevation	<p>The Panel considers that the eastern façade treatment is inconsistent with the other three elevations. Consideration should be given to:</p> <ol style="list-style-type: none"><li>Strategies to absorb the lifts behind the façade (overruns to be resolved).</li><li>Continuing the articulated boxes around this façade including repeating the expression of the upper most recessed horizontal level and the vertical recess on the west façade.</li></ol>	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed
DRP – Design	04/06/2019	Miller Street frontage and podium design	<p>Options for the treatment of the Miller Street frontage were presented.</p> <p>The Panel confirms its preference for the option that provides public circulation beyond the retail seating zone noting a concern about the adequacy of weather protection. In response, consideration should be given to extending the upper awning along the frontage.</p> <p>See comments (06) in relation to the public domain.</p>	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed
DRP – Design	04/06/2019	Laneway scale and character	<p>The Panel provides in principle support for a roof top bar within the volume of the building as currently proposed along the laneway. While the use offers benefits to activating the place, potential amenity impacts to residents are acknowledged and would need to be addressed in any detailed proposal.</p> <p>Strategies to break up the volume of the building on the south side of the laneway were presented. The Panel supports a joyous, playful approach which could be achieved through either the rectilinear or circular expressions being considered.</p> <p>Elevations of the proposal from the south west remain outstanding. This is important to understand the relationship between the station entry, laneway buildings and the adjoining MLC building.</p>	Design Team (Lendlease)	Further design development of this item was presented to the DRP on 20/08/2019 which successfully closed this item.	Completed
DRP – Design	04/06/2019	Public domain – Miller Street (south)	<p>Sections through the Miller Street frontage were presented.</p> <p>The Panel supports the public domain strategy and treatment along Miller Street. However, any changes in level in the public domain must be designed to avoid trip hazards.</p>	Design Team (Lendlease)	Changes in level in the public domain have been designed to avoid trip hazards. This has been addressed in the SDPP.	Completed
DRP – Design	04/06/2019	Northern entry	<p>Three options for the northern entry building were presented. The Panel's previous feedback had expressed a preference for an organic box that responded to the requirements for ventilation and to the urban context / local built form.</p> <p>The following feedback is provided on the options presented:</p> <ol style="list-style-type: none"><li>The revised entry canopy that leads into the concourse is supported.</li><li>The use of a brick base assists to achieve a connection to local materiality.</li><li>The simpler expression and honesty of the building's purpose evident in Option 3 is preferred. The Panel would support further expression of its functional requirements either through an irregular roof form or by breaking / eroding the roof (particularly at a corner) as determined by the location of mechanical equipment.</li><li>The Panel reiterates the need to respect the urban, fine grain context of the site. The building's success will be dependent on the quality of final detailing which will need to demonstrate appropriate sophistication.</li><li>The Panel supports the continuation of facade theming across the roof.</li></ol>	Design Team (Lendlease)	Northern building was presented to the DRP on 20/08/2019 with progress acknowledged. Remaining open items captured in those minutes below.	Completed
DRP – Design	18/06/2019	Vic Cross Integrated Station Development	<p>Lendlease has presented their proposal for the Victoria Cross Integrated Station Development to the Sydney Metro Design Review Panel on 25 February, 19 March, 7 May, 21 May and 4 June 2019 (minutes included in Appendix A).</p> <p>The Panel notes the statutory requirements for the planning approval documentation</p>	Design Team (Lendlease)	Full stage 2 application documentation will be made available to the DRP by Sydney Metro.	Note



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			<p>which require the Panel's endorsement of the design submission against the Design Excellence Strategy principles, benchmarks and Design Guidelines.</p> <p>The Panel provides in principle support for lodgement of the Stage 2 DA. This is based on the designs as presented on 4 June 2019 (extracts included in Appendix B). The Panel notes that the Stage 2 DA does not apply to the station design, northern entry and any other CSSI elements.</p> <p>Based on the designs reviewed by the Panel, Lendlease's design approach is endorsed as having the potential to deliver a strong and positive contribution to North Sydney that could achieve design excellence. The design approach to date has been consistent with the Sydney Metro Victoria Cross Design Excellence Strategy, benchmarks and Design Guidelines.</p> <p>The Panel notes that further refinement of some design elements is still required to meet the design excellence expectations. These are reflected in the minutes in Appendix A.</p> <p>This Statement does not give the Panel's endorsement for the achievement of design excellence at this time. This cannot be made until the Panel has had the opportunity to review the full Stage 2 application and is satisfied that the outstanding matters identified are satisfactorily resolved.</p>			
DRP – Design	20/08/2019	<b>OSD tower corners</b>	<p>The Panel supports the resolution of the OSD tower corners.</p> <p>The presentation has demonstrated an acceptable response to the outstanding action.</p>	Design Team (Lendlease)	OSD tower corner solution to be reflected in the stage 2 SSD application.	Closed
DRP – Design	20/08/2019	<b>OSD East façade</b>	<p>The Panel accepts the rationale for the expression of the verticality of the lift cores as presented.</p> <p>The presentation has provided an acceptable response to the outstanding action.</p>	Design Team (Lendlease)	OSD east façade solution to be reflected in the stage 2 SSD application.	Closed
DRP – Design	20/08/2019	<b>Sun shading of low-rise façade</b>	<p>The Panel accepts the environmental performance strategy for the low-rise section of the OSD elevation to Miller Street based on the analysis of sun penetration.</p> <p>The Panel is satisfied to leave resolution of materiality and colour of the soffits with the design team (architects).</p>	Design Team (Lendlease)	Sun shading solution to low rise façade to be reflected in the Stage 2 SSD application.	Closed
DRP – Design	20/08/2019	<b>Miller Street frontage and canopy</b>	<p>The Panel accepts that all reasonable options have been investigated to achieve weather protection along the Miller Street frontage.</p> <p>The proposed resolution is supported as the optimal response noting that sun access to the Miller Street public domain is a higher priority than weather protection. The Panel is also satisfied that the design has incorporated an alternative pathway through the development.</p>	Design Team (Lendlease)	Miller street frontage and canopy design to be reflected in the SDPP and submitted to DPIE pursuant to the CSSI approval.	Closed
DRP – Design	20/08/2019	<b>Laneway</b>	<p>The Panel supports the design approach to the laneway as presented.</p> <p>Previous feedback that the outcome on Miller Street would be enhanced by the longer-term removal of the MLC café is reiterated. The Panel acknowledges that this is beyond the Lendlease scope and a matter for Sydney Metro.</p>	Design Team (Lendlease)	Laneway design to be reflected in the SDPP and submitted to DPIE pursuant to the CSSI approval.	Closed
DRP – Design	20/08/2019	<b>Northern building</b>	<p>The Panel acknowledges the design development work that has occurred on the northern building.</p> <p>While the Panel's feedback has substantially addressed the roof, treatment remains unresolved. Roof plans and 1:20 sections are required to demonstrate that the metal cladding has an appropriate return that has sufficient depth and achieves the aspiration for three dimensional sculptural qualities.</p>	Design Team (Lendlease)	Further refinement of the roof design is currently underway.	Open
DRP – Design	20/08/2019	<b>Planning approval documentation</b>	<p>The draft SDPP was tabled for the Panel's review.</p> <p>The Panel supports submission of the Stage 2 SSDA. The Secretariat will work with GA NSW to confirm the documentation is consistent with the design excellence requirements on the Panel's behalf.</p>	Design Team (Lendlease)	Stage 2 SSD Application to be lodged with Sydney Metro for Landowner's consent prior to submission to DPIE.	Completed
DRP – Design	20/08/2019	<b>DRP comments tracking</b>	<p>A draft spreadsheet tracking DPR comments and design team responses was tabled for review.</p> <p>The Panel confirmed support for the format. Further review is needed to ensure close items are clearly tied to specific DRP comments.</p>	Sydney Metro	This table is an adaptation of the spreadsheet with this response column addressing how items have been closed.	Completed
DRP – Design	17/09/2019	<b>SDPP - Visual impact assessment including method</b>	<p>The Panel supports with qualifications the visual impact assessment subject to the comments / feedback below being addressed:</p> <p>The Panel understands that there are specific requirements for visual impact assessment but notes that the images presented without any colour, render or landscape treatment does not assist the task of assessing visual impact on the setting. The Panel notes that the evaluation terms do not align with the definitions in the assessment framework. This does not assist interpretation of the assessment.</p> <p>While the visual impact assessment is accepted, the evaluation of some views is</p>	Sydney Metro		Closed

Victoria Cross Integrated Station Development  
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			questioned. For example, the assessment that View 2 results in no perceived change. Sydney Metro is encouraged to work with GA NSW to review the methodology with a view to optimising the benefits of the visual impact assessment process.		
DRP – Design	17/09/2019	Interchange Access Plan	The update to the Interchange Access Plan is accepted.	N/A	Closed
DRP – Design	15/10/2019	Minutes	The minutes from the meeting of 17th September 2019 were reviewed and endorsed.	N/A	Closed
DRP – Design	15/10/2019		The Panel noted that Jenny Davis has resigned from the Heritage Council and is no longer a Panel member.	Sydney Metro	N/A
DRP – Design	15/10/2019		The Panel reviewed and updated the protocols for capturing design endorsement and support within DRP records of advice.	Sydney Metro	Closed
DRP – Design	15/10/2019		The Panel were updated on the status of design across the project.	N/A	N/A
DRP – Design	15/10/2019		The Panel endorses submission of the Stage 2 SDDP. (Note: endorsed by Panel out of session – 8th October 2019). .	N/A	Closed
DRP – Design	15/10/2019		The Panel discussed the Victoria Cross OSD State Significant Development Application (SSDA) Detailed DA (Stage 2) documentation for submission.	N/A	Closed
DRP – Design	15/10/2019	Next Meeting	The Panel endorsed that the design achieves design excellence appropriate for a Detailed DA submission. 19 <sup>th</sup> November 2019	N/A	N/A