



# APPENDIX FF: DESIGN INTEGRITY REPORT

Sydney Metro

**Pitt Street South Over Station  
Development**

State Significant Development,  
Development Application (SSD DA)

Revision C  
Issue for SSD DA

**SMCSWSPS-URB-OSS-PL-REP-000005**

Prepared for  
**PITT STREET DEVELOPER SOUTH PTY LTD**  
19 May 2020

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

Director	Jacqueline Parker
Associate Director	Ashleigh Ryan
Consultant	Jack Kerstens
Project Code	P%17535
Report Number	Final V1

**BATES SMART STAFF RESPONSIBLE FOR THIS REPORT WERE:**

Studio Director	Mathieu Le Suer
-----------------	-----------------

**OXFORD STAFF RESPONSIBLE FOR THIS REPORT WERE:**

Director, Planning & Design Excellence	Chris Carolan
Senior Development Manager	Lucinda Mander-Jones
Assistant Development Manager	Bridget Allen

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**Appendix A**    **Design Review Panel Terms of Reference**

**Appendix B**    **DRP, Pitt Street ISD, Advice and Actions Record including Design Excellence Endorsement**





# 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 171.6 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).

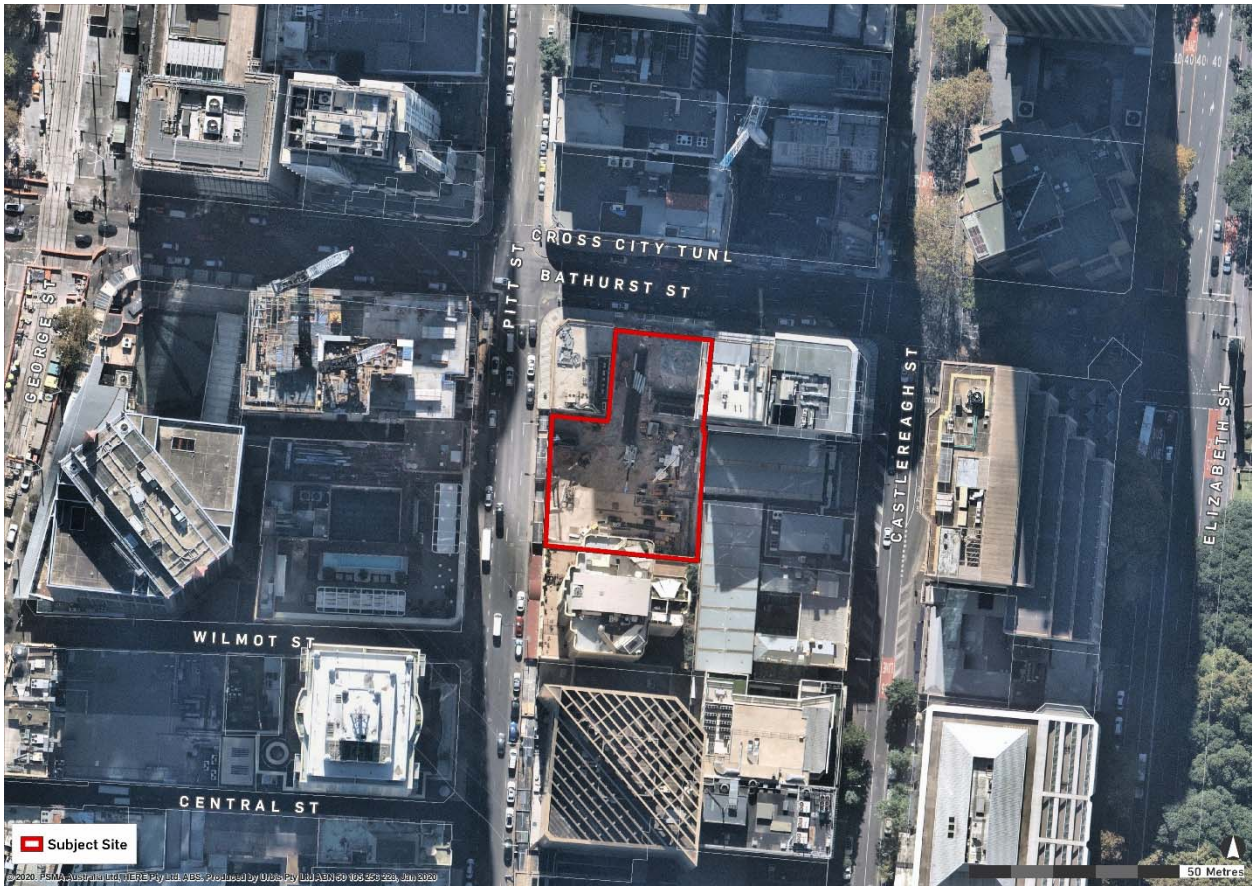
## 1.2. SITE LOCATION AND DESCRIPTION

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 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 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 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 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.



### 4.1 STAGE 1 ENVELOPE

The typical tower floor within the SSDA envelope consists of a 3m setback to Euro Towers to the East, 0m setback to Edinburgh Castle Hotel to the West, 12m to Princeton Apartments to the South, and 0m to the Fire Service to the south East.

### 4.2 SETBACK TO EDINBURGH CASTLE

The approved SSDA envelope adopts 0m setback from the Edinburgh Castle Hotel. The ECH is a local heritage item on a small site <800 sqm in area, which under current planning controls cannot be developed above 55m in height. Being a heritage item, any future development above the ECH would also require a 10m setback to Pitt St, and a 10m setback to Bathurst St, resulting in a maximum floorplate area of less than 45 square metres, making it unsuitable for any form of habitable use.

Site unable to be developed above 55m



### 4.3 SETBACK TO EURO TOWERS

The SSDA envelope adopts a 3m set-back to Euro Towers. SLEP 2012 of 6.16 effectively limits buildings with a site area of less than 800sqm to a maximum height of 55m. Euro Towers has a site area of 375sqm and is already developed to 55m.

In the unlikely event that strata owned 141 Bathurst Street were to be acquired, and amalgamated with strata owned Euro Towers (35 strata lots), the total combined would still be less than 800sqm, which under current legislation remains unable to be developed above 55m. Thus if both buildings were acquired and demolished, they could not be rebuilt taller than their current height.

Site unable to be developed above 55m

### 4.4 SETBACK TO FIRE HOUSE

The SSDA envelope proposes a 0m setback to the adjacent Metropolitan Fire Station (MFS). It is also a local heritage item, with a restrictive covenant on title preventing development beyond the current existing 4,164 sqm on site.

Site unable to be developed above 55m

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*



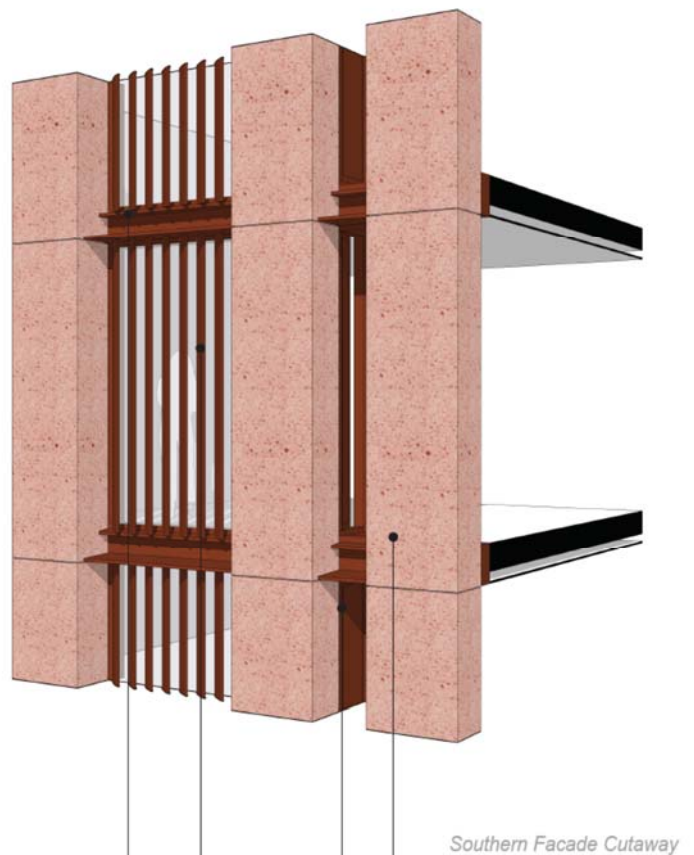
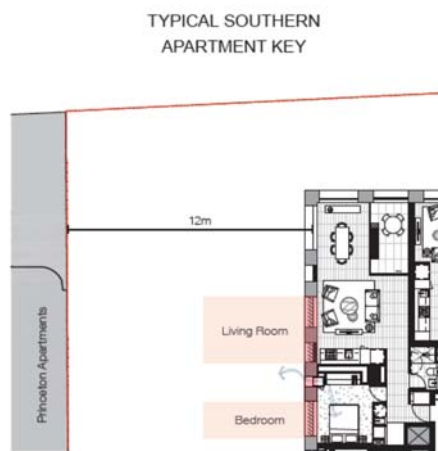
*Typical High rise Floor Plan*

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.



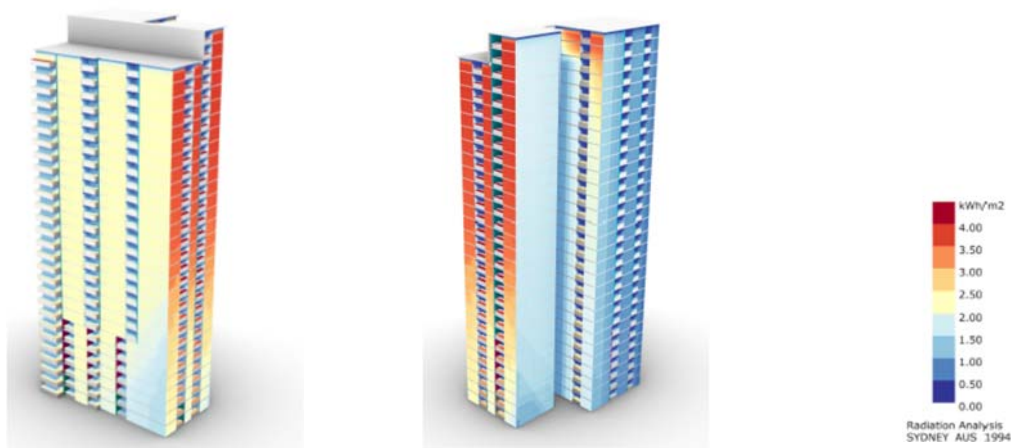
## ITEM 8 - Design development of the facade necessary to achieve environmental requirements

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/m<sup>2</sup> 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/m<sup>2</sup> 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

<b>Sydney Metro OSD Design Guidelines</b>	<b>Design Complies (Yes/No)</b>	<b>Report Reference</b>
<b>1.0 Principles</b>		
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
<b>2.0 Sydney Metro City and Southwest Chatswood to Sydenham Design Guidelines</b>		
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
<b>3.0 Urban Design Strategies</b>			
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
<b>4.0 Design Guidelines</b>			
<b>4.1 Built Form</b>			
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 directly integrates transitions between the station, podium and above podium elements of the development.		Yes	Refer to Design Report Section 5.0
<b>Podium and Street Wall</b>			
Podium form & articulation should demonstrate strong heritage & contextual sensitivity, with scale and massing that relates well at the		Yes	Refer to Design Report Section 5.0

Sydney Metro OSD Design Guidelines	Design Complies (Yes/No)	Report Reference
human scale, whilst acknowledging the evolving nature of this area of Central Sydney. This is to be achieved through:		
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:	Yes	Complies
i) 0 metre to northern and eastern boundaries		
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	

Sydney Metro OSD Design Guidelines	Design Complies (Yes/No)	Report Reference
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
<b>Built Form above the Podium</b>		
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 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 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.
5. Optimising views from the development to Hyde Park and Sydney Harbour.	Yes	Refer to Design Report Section 3.2

<b>Sydney Metro OSD Design Guidelines</b>	<b>Design Complies (Yes/No)</b>	<b>Report Reference</b>
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. Where practicable, preserve sunlight access and views to the north for neighbouring properties.	Yes	The tower adopts a 3.0m setback to the Metropolitan Fire Services building in accordance with conditions of consent intended for this purpose.
8. Street setbacks above the CSSI Transfer level (RL 58.25) of: a) 4 metres to Bathurst Street b) 3 metres to the eastern boundary adjacent to 137-139 Bathurst Street c) minimum nil setback to the remainder of the eastern boundary d) 12 metres to the southern boundary, in recognition of windows in northern wall of Princeton Apartments e) 5.9 metres to Pitt Street, to align with setbacks for the Princeton Apartments	Yes	Complies, with all measurements taken to the glass line and excluding façade embellishments / sun shading elements.
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
10. Achievement of SEPP65 & ADG requirements	Yes	Refer to ADG Compliance table, Design Report, Appendix B
<b>Public Domain and Place</b>		
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



<b>Sydney Metro OSD Design Guidelines</b>	<b>Design Complies (Yes/No)</b>	<b>Report Reference</b>
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
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) 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.	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
<b>Movement and Connectivity</b>		
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

Sydney Metro OSD Design Guidelines	Design Complies (Yes/No)	Report Reference
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
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. 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
7. Strengthening connections to Town Hall Civic Precinct and nearby developments.	Yes	Refer to Design Report Section 2.2
8. Strengthening East West connections along Bathurst Street, including as connections to green space	Yes	Refer to Design Report Section 2.3
9. Retaining existing and incorporating new street trees to reduce the heat island effect and supplement existing avenue planting.	Yes	Refer to Landscape Design Report
<b>Integration and Legacy</b>		
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 finish adopted, refer to Design Report Section 7.0 and Section 8.0

Sydney Metro OSD Design Guidelines	Design Complies (Yes/No)	Report Reference
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 in the façade 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 six 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 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*

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:

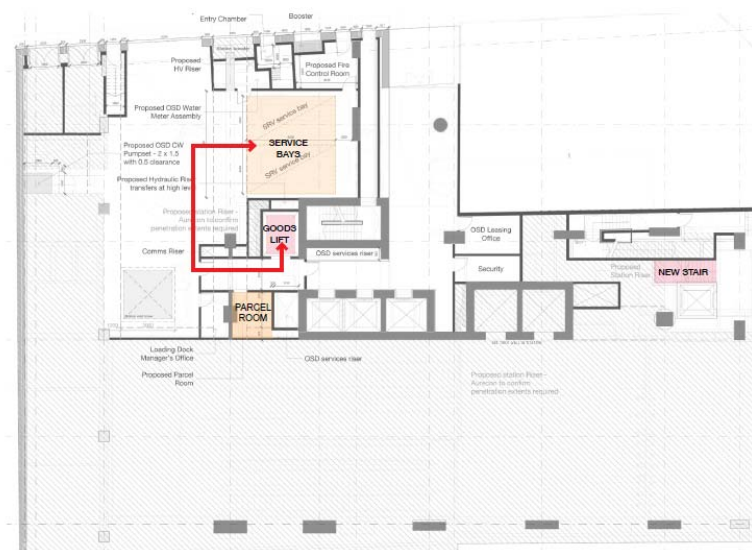
- Demonstration that the proposed lifts will provide an appropriate level of service to service 227 apartments and other uses.
- Demonstration that the loading dock and service lifts will provide a sufficient level of service.

## 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

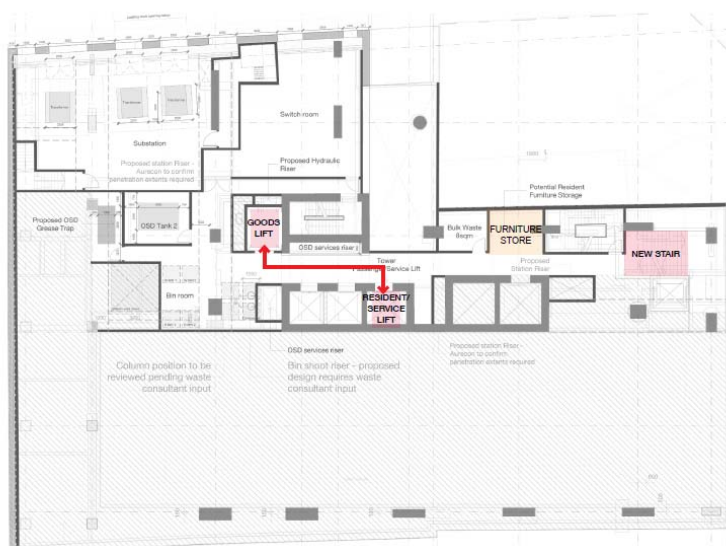


### Loading Dock Access Option 1 (Revised from Base Scheme)

### Level 01:

#### Revised Scheme

- Transfer of furniture at this level from tower service 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

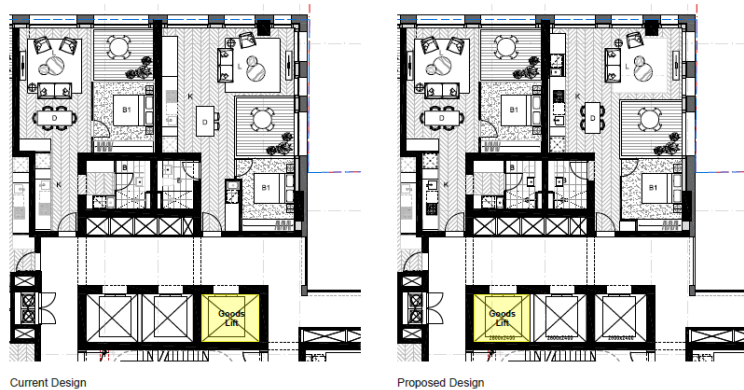
- The Panel supports the proposed lift numbers on the basis of the analysis presented – being 3 passenger and 1 service lift for 227 apartments.
- The Panel raised concerns about the level of service provided by the current arrangement of loading dock and service lift (that requires changing lift at 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.



## 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

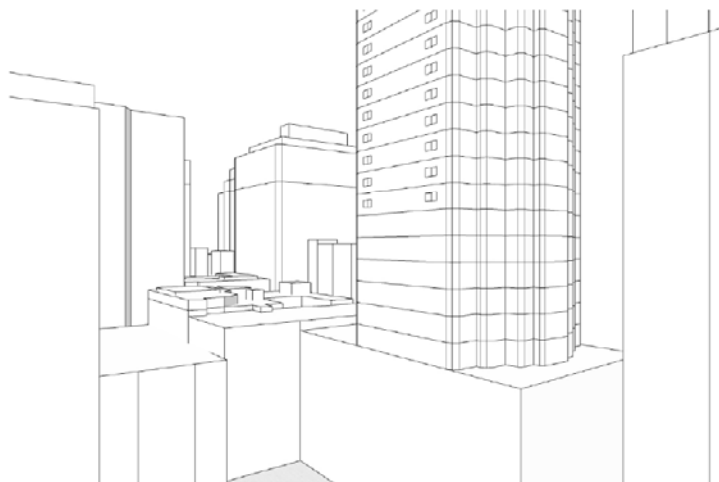
**DRP 2 19 November 2019 – Options presented by Bates Smart**

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

## Princeton Apartments Interface

### North facade:

To Princeton Apartments  
- Windows to the Princeton apartments exist on the North facade at level 07 on the proposed building

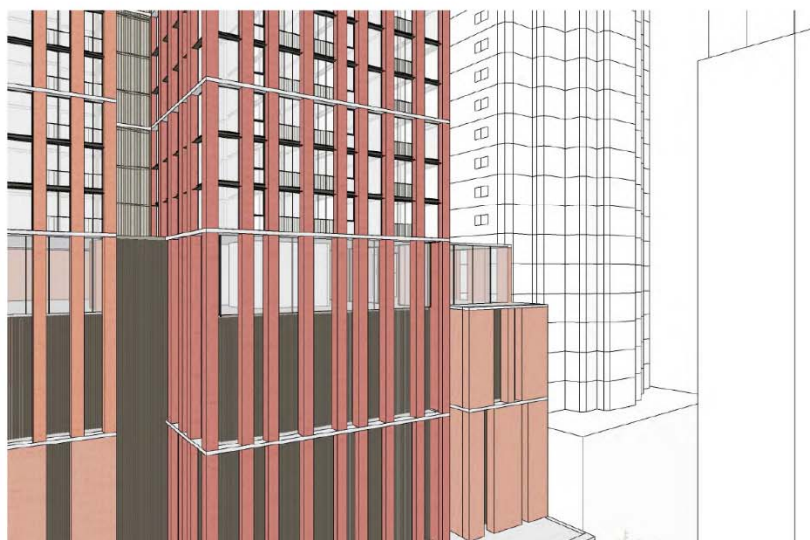


Visual privacy devices and solutions towards Princeton Apartments

## Princeton Apartments Interface

### North facade:

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



Visual privacy devices and solutions towards Princeton Apartments

Source: Bates Smart



## Princeton Apartments Interface

### North facade:

#### To Princeton Apartments

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



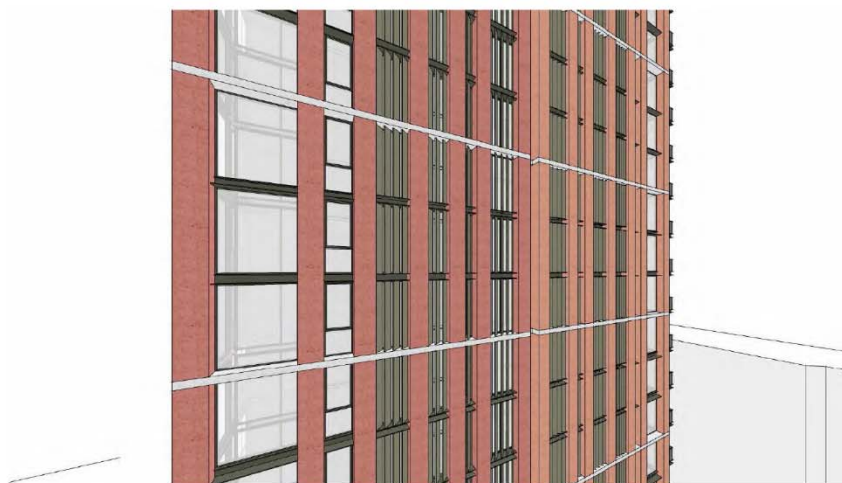
Visual privacy devices and solutions towards Princeton Apartments

## Princeton Apartments Interface

### Visual Privacy:

#### To Princeton Apartments

- Angled louvres provide visual privacy



South facade: Part Perspective

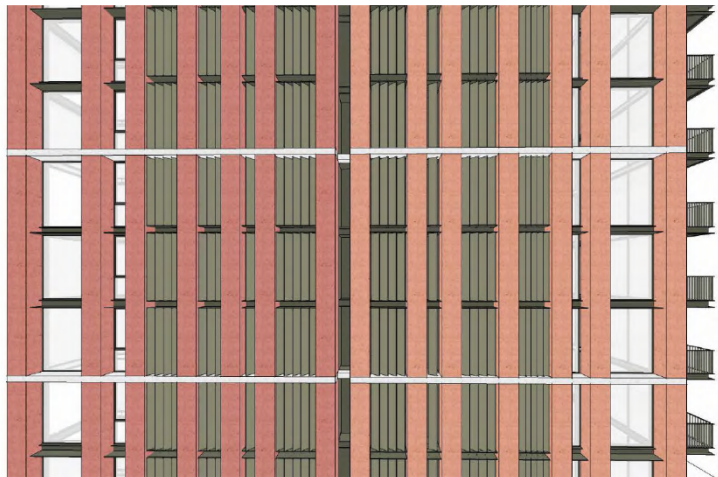
Visual privacy devices and solutions towards Princeton Apartments

Source: Bates Smart

## Princeton Apartments Interface

### Visual Privacy:

To Princeton Apartments  
- Angled louvres provide visual privacy



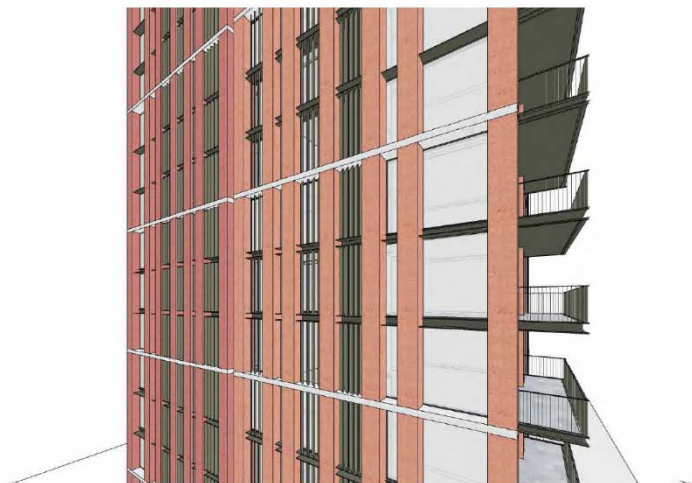
*South facade: Part Elevation*

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

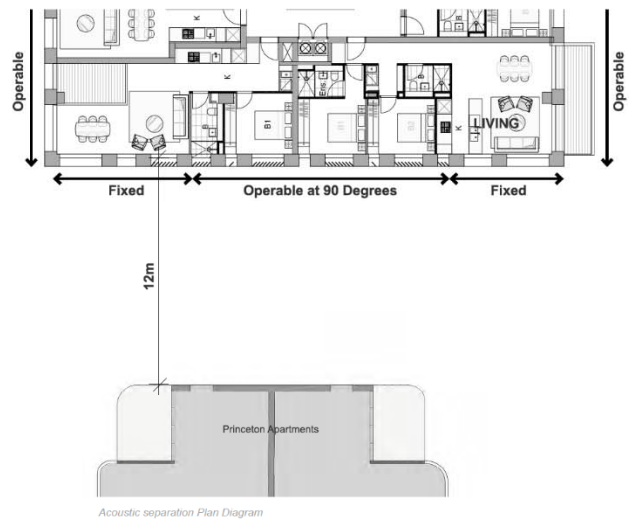
Source: Bates Smart

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 parallel to Princeton Apartments



Acoustic privacy strategy towards Princeton Apartments

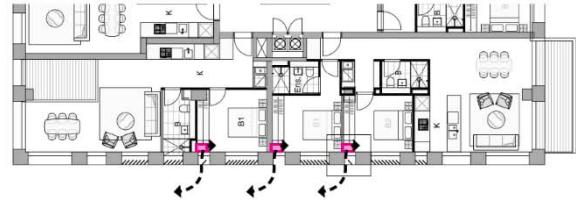
Source: Bates Smart

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

## Princeton Apartments Interface

### Ventilation strategy:

- Ventilation slots at 90 degrees to facade



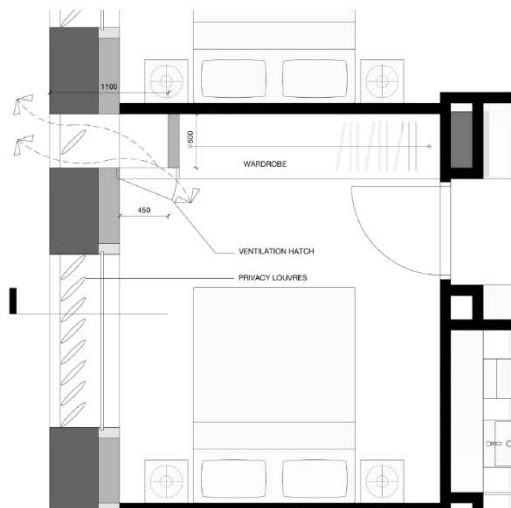
*Ventilation strategy Plan Diagram*

Natural Ventilation approach

## Princeton Apartments Interface

### Ventilation strategy:

- Typical ventilation slot plan



*Ventilation Strategy Plan Diagram*

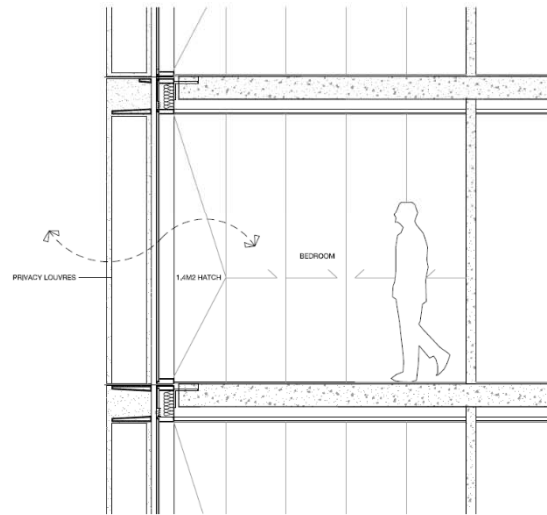
Natural Ventilation approach

Source: Bates Smart

# Princeton Apartments Interface

## Ventilation strategy:

- Ventilation slot section



*Ventilation Strategy Section Diagram*

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

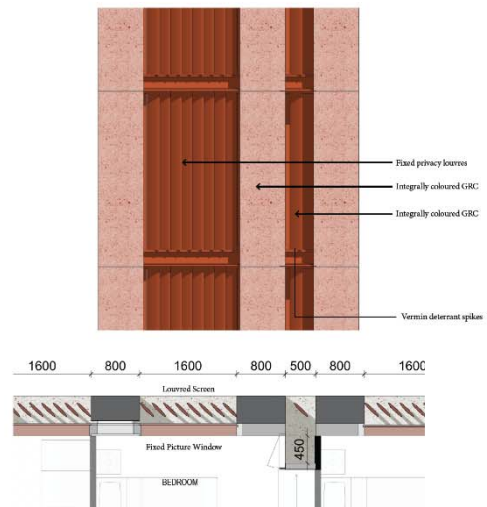
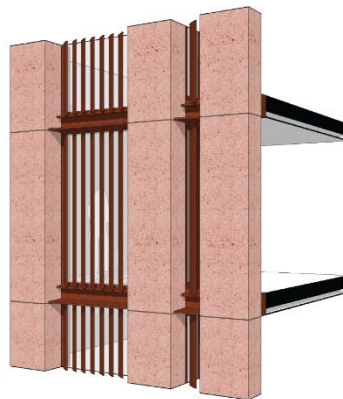
- Princeton Apartment Interface – Visual Privacy

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

## Facade design

### Facade types

South facade:  
Previous

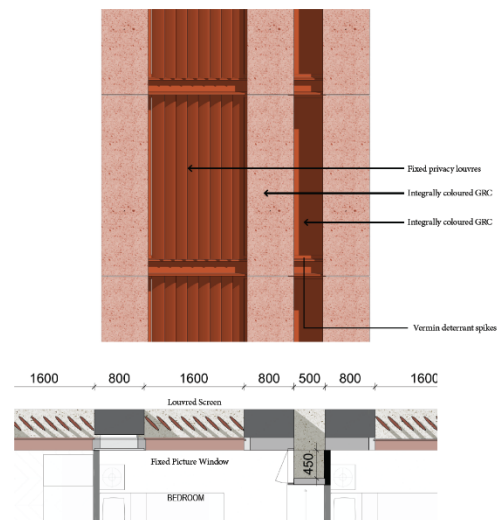
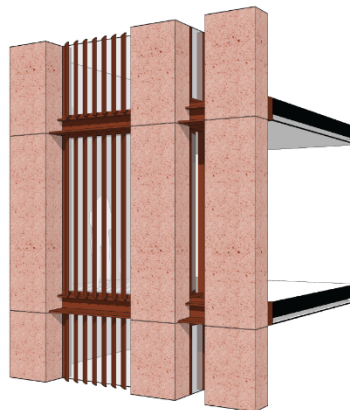


Natural Ventilation strategy **Option 1**

## Facade design

### Facade types

South facade:  
Proposed



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

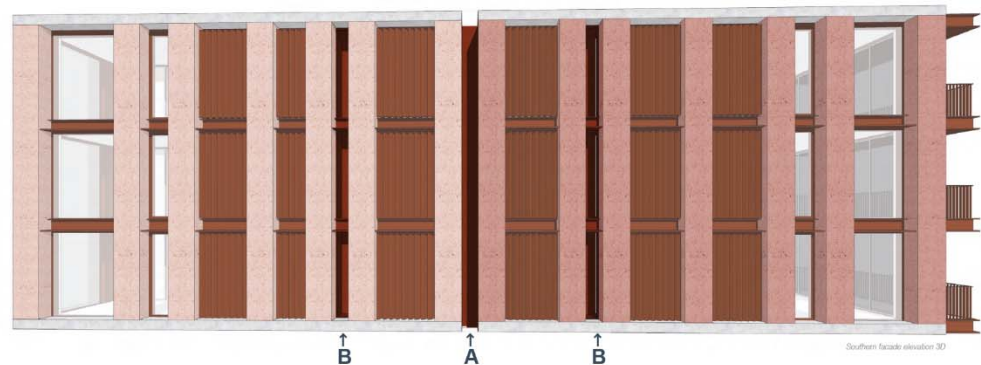
- The Panel accepts removal of the vertical blade to the ventilation slot on the south façade (Princeton Apartment interface) noting further development of horizontal ledges to be provided.



## South Facade Facade Detail

### 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.

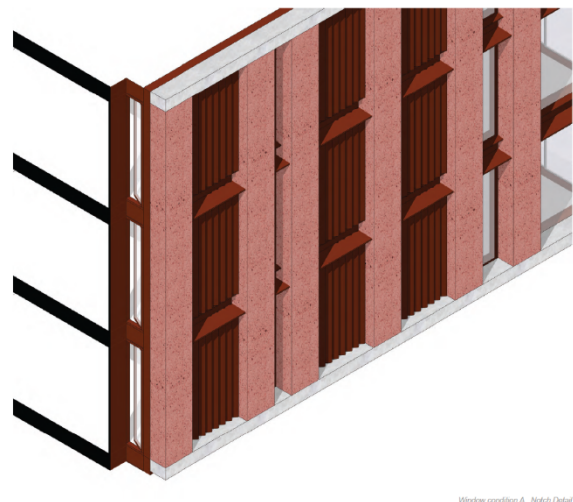
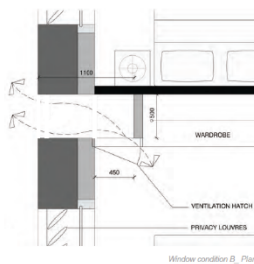


Natural Ventilation strategy Option - articulated horizontal ledge

## South Facade Facade Detail

### Type A:

- A: Notch condition. Spans the entire height of the building. No horizontal ledge



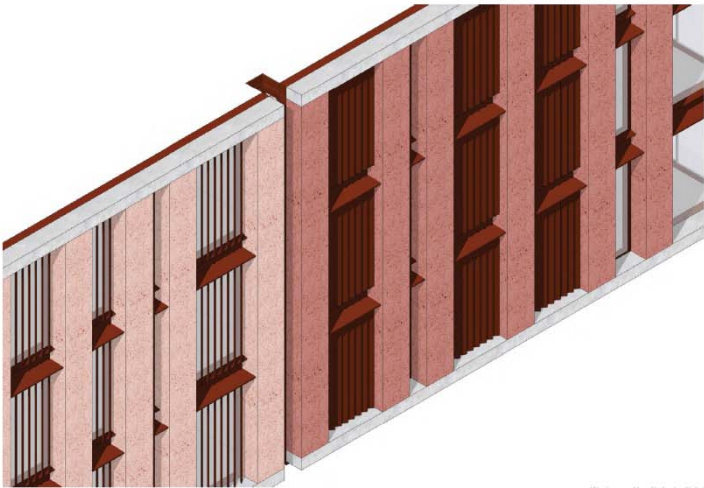
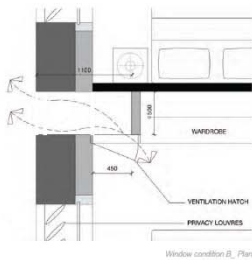
Natural Ventilation strategy Option - articulated horizontal ledge

Source: Bates Smart

# South Facade Facade Detail

## Type A:

A: Notch condition. Spans the entire height of the building. No horizontal ledge

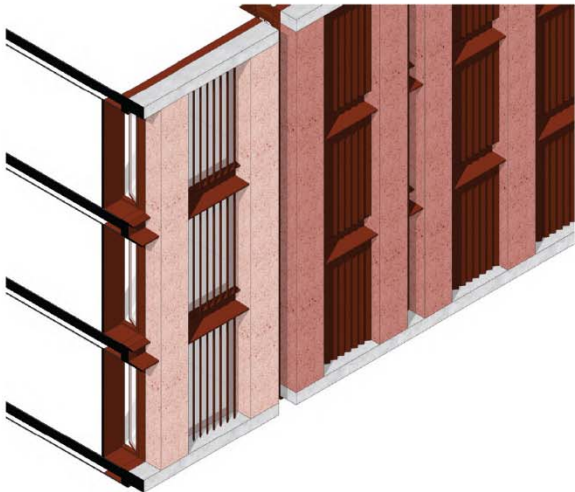
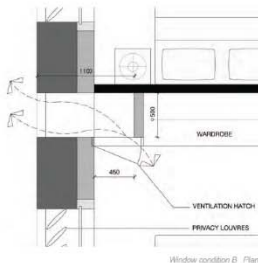


Natural Ventilation strategy - articulated horizontal ledge

# South Facade Facade Detail

## Type B:

B: Typical window condition. Aluminium horizontal ledge with concrete horizontal ledge every 3 stories.



Natural Ventilation strategy - articulated horizontal ledge and bid mitigation

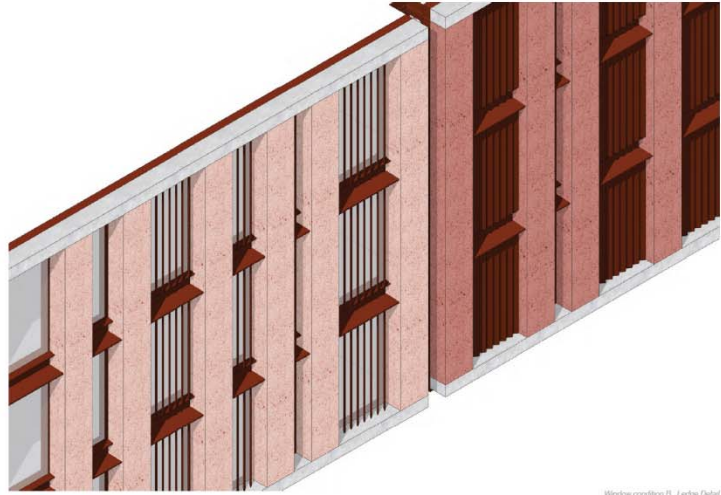
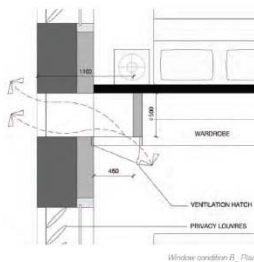
Source: Bates Smart



## South Facade Facade Detail

### Type B:

B: Typical window condition. Aluminium horizontal ledge with concrete horizontal ledge every 3 stories.



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 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

### 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 Duijveltdt – 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:

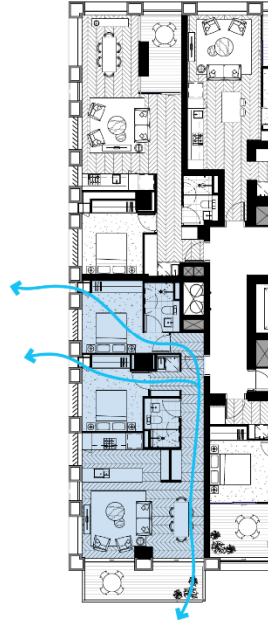
- / Bedroom Operable Panels Open
- / Bedroom Doors Open
- / Living Room Window Open

Apartment in crossflow mode.

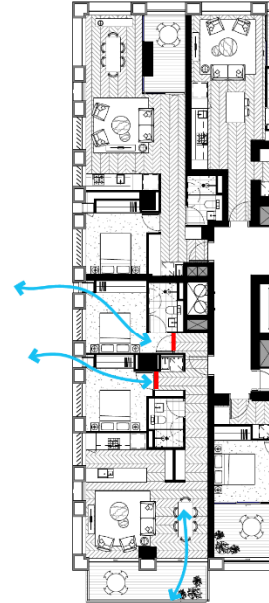
#### Scenario B:

- / 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:

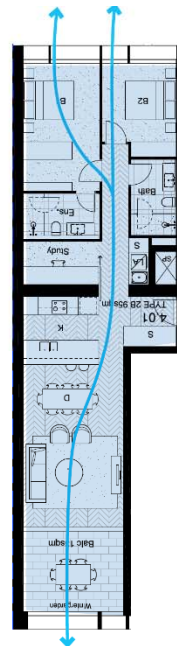
- / Bedroom Operable Panels Open
- / Bedroom Doors Open
- / Living Room Window Open

Apartment in crossflow mode.

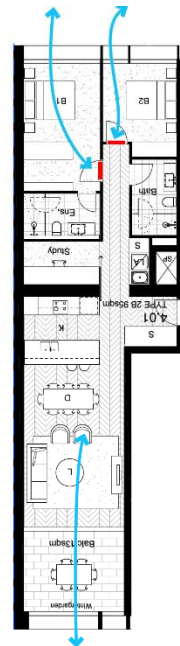
#### Scenario B:

- / 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**

## Facade design Materiality

Red steel oxide metalwork:



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

## Facade design Materiality

Red steel oxide metalwork:



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.

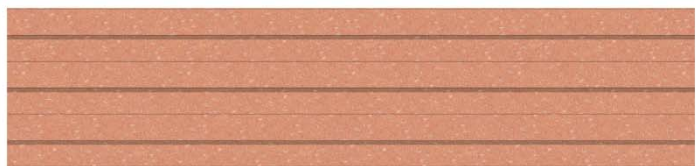
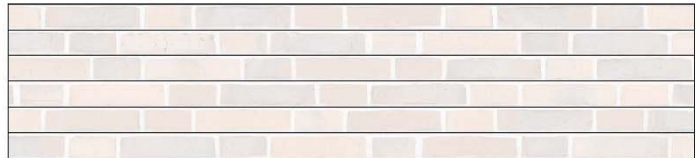


## Facade design & Materiality

### Precast treatment at podium

Precast treatment for scale and richness:

Use brick horizontal proportions to create a human scale within the precast blocks at podium



Options for treatment concept

## Facade design & Materiality

### Precast treatment at podium

Bathurst St



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

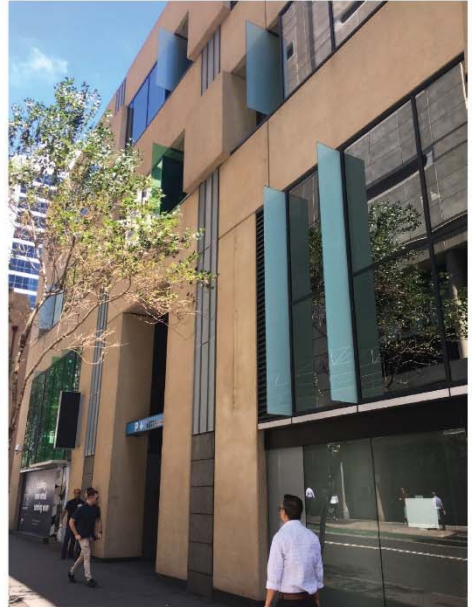
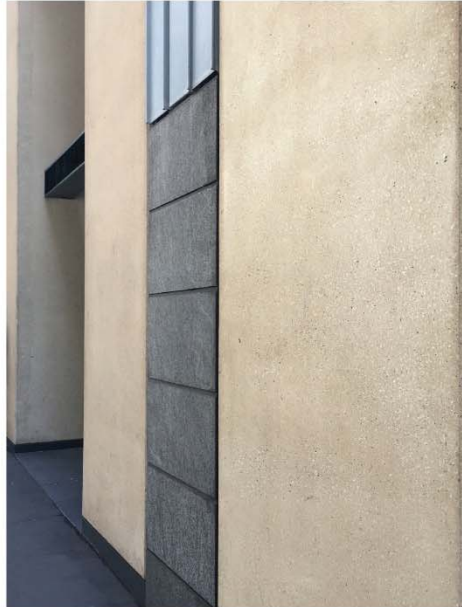
#### **DRP advice and recommendation**

- 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)

## Materiality Precedent

### Local

- Westpac Plaza, Sydney
- JPW 2007



## Materiality Precedent

### Local

- Australia Square, Sydney
- Harry Seidler 1964

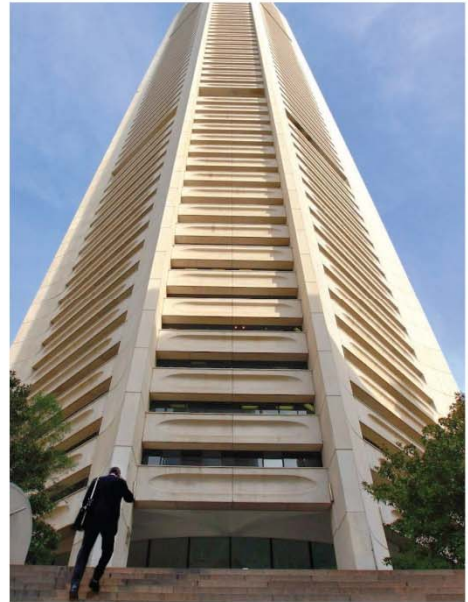
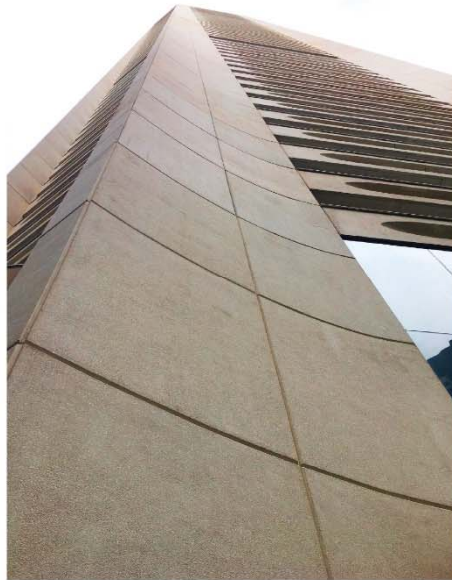




## Materiality Precedent

### Local

- MLC Centre, Sydney
- Harry Seidler 1977



## Materiality Precedent

### International

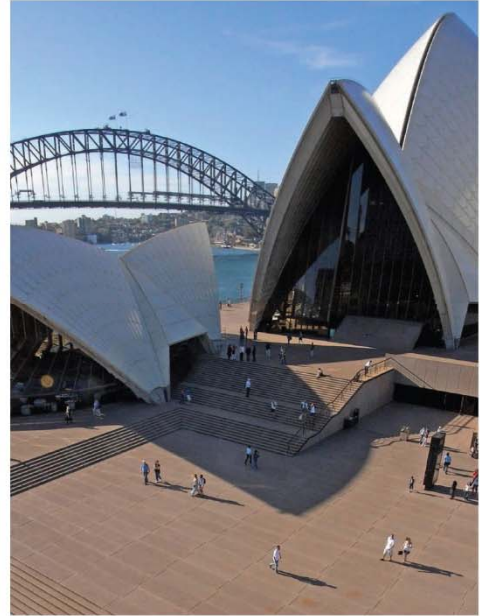
- 432 Park Avenue
- Rafael Vinoly 2017



## Materiality Precedent

### Local

- Sydney Opera House
- Jorn Utzon 1964



## Materiality Precedent

### International

- Kaufhaus Tyrol, Innsbruck
- David Chipperfield 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 than 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.

## **Facade design & Materiality** **OSD Lobby Entry**

Edinburgh Castle Hotel :

Previous interface with adjacent building



Edinburgh Castle Hotel \_Previous interface with adjacent building

## **Facade design & Materiality** **OSD Lobby Entry**

Edinburgh Castle Hotel :

Proposed interface with lobby entry rebate



Edinburgh Castle Hotel \_Previous interface with adjacent building

## 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:

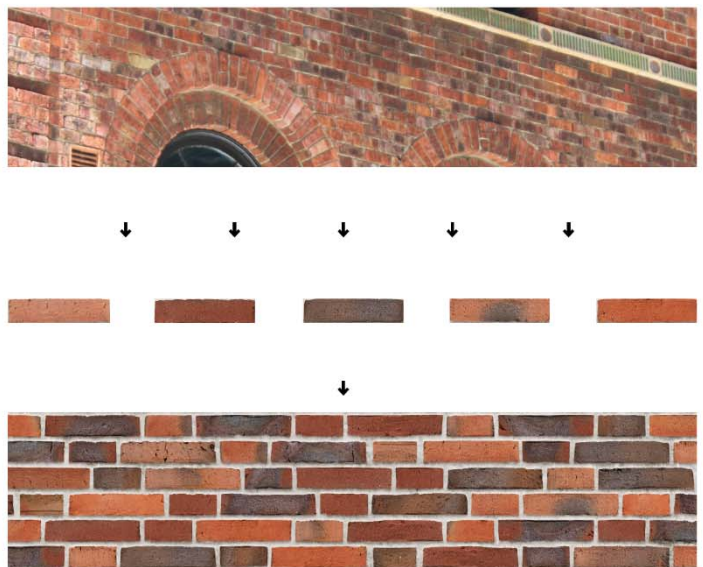
Reference the warm mottled tones from the face bricks



## Facade design & Materiality OSD Lobby Entry

Heritage brick:

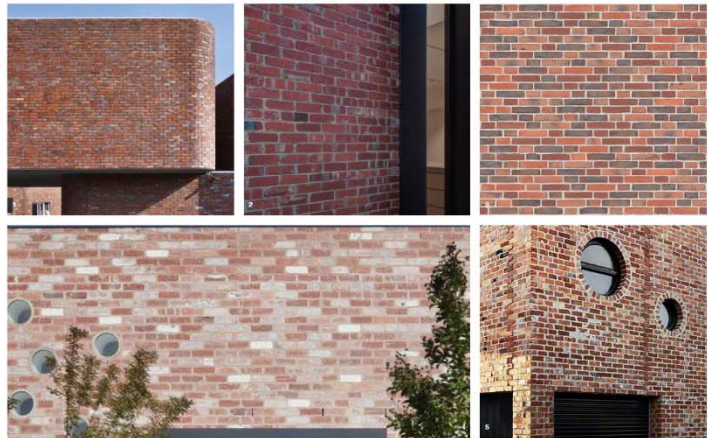
Use a contemporary brick to reference the colours in the heritage brick



## 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)

## 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



## Resi Entry Design options

Precast concrete wall



### Option 2

## Resi Entry Design options

Red steel wall



### 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



## OSD Entry Design options

New brick wall



### Option 4

## Facade design & Materiality OSD Lobby Entry



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.



## 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 the PDA, to obtain Sydney Metro approval for any modification to the Concept or Detailed SSD DA Approvals. Sydney Metro has 20 business days to consider any such

application. As part of this process, Sydney Metro and the Developer will discuss and decide any elements that need to go to the DRP for endorsement.

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#6) 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.”*



## 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 compared 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 fit 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 have been prepared by GBA Heritage and are submitted to accompany the EIS for the Detailed SSD DA. The HIS provides a comprehensive assessment of key heritage impacts, and establishes the heritage management framework for the development of the site.

The assessment of heritage impacts has been prepared in accordance with 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.

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## APPENDIX A

## DESIGN REVIEW PANEL TERMS OF REFERENCE





# Sydney Metro City and Southwest Design Review Panel Terms of Reference

[SM-17-00000215]

Sydney Metro Integrated Management System (IMS)

<b>Applicable to:</b>	Sydney Metro City & Southwest
<b>Document Owner:</b>	Alex Nicholson
<b>System Owner:</b>	Ivan Glavinic
<b>Status:</b>	Final
<b>Version:</b>	3.1
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<b>Review date:</b>	1 year from issue
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## 1. Purpose and scope

The purpose of this Terms of Reference document is to detail the roles and responsibilities of the Sydney Metro City & Southwest Design Review Panel (referred to as 'Sydney Metro DRP' or 'DRP').

The Terms of Reference apply to all members of the DRP and are intended to provide guidance to members on their individual responsibilities, and the responsibilities of the DRP as a whole.

The Terms of Reference has been developed in consultation with Government Architect NSW.

## 2. Definitions

All terminology in this Document is taken to mean the generally accepted or dictionary definition. Other terms and jargon specific to are defined within the [Sydney Metro Glossary](#). Acronyms specific to this document are listed below.

	Definitions
<b>CoA</b>	Condition of Approval
<b>CSSI</b>	Critical State Significant Infrastructure
<b>DPIE</b>	Department of Planning Industry and Environment
<b>DRP</b>	Sydney Metro City and Southwest Design Review Panel
<b>EIS</b>	Environmental Impact Assessment
<b>GANSW</b>	Government Architect of NSW
<b>IAP</b>	Interchange Access Plan
<b>ISD</b>	Integrated Station Development
<b>OSD</b>	Over Station Development
<b>SSD</b>	State Significant Development
<b>SDPP</b>	Station Design and Precinct Plans

## 3. Accountabilities

The Deputy Executive Director, Place-making & Property is accountable for this Document including approving the document, monitoring its effectiveness and performing a formal document review.

Direct Reports to the Chief Executive are accountable for ensuring the requirements of this Document are implemented within their area of responsibility.

Direct Reports to the Chief Executive who are accountable for specific projects/programs are accountable for ensuring associated contractors comply with the requirements of this Document.

## 4. Updates

The document will be reviewed annually or where required to account for:

- Changes to members
- New Conditions of Approval
- Organisation changes

## 5. Overview

Sydney Metro established a Design Review Panel in August 2016 to provide independent, design review of the Sydney Metro City & Southwest project to **ensure quality design outcomes**. This was prior to the project's first major planning approval.

The Sydney Metro DRP assumed a statutory role through **Condition of Approval E100** of the Chatswood to Sydenham State Significant Infrastructure Development approval in January 2017, and subsequently **Condition of Approval E55** for the Sydenham to Bankstown State Significant Infrastructure Development in December 2019 (Appendix A).

The DRP provides design review for all stages of Sydney Metro's design ensuring continuity of advice. In addition, the DRP's activity is a key element of the **Design Excellence Strategy** that supports the planning approval process for planning applications.

The DRP is the Design Review Panel for Victoria Cross Over Station Development in accordance with **Condition of Approval A27** for the Victoria Cross Over Station Development State Significant Development in December 2018 (Appendix A).

The DRP is also the nominated alternative Design Review Panel for Pitt Street Over Station Development as endorsed by the Government Architect NSW in accordance with **Condition of Approval A25** for the Pitt Street North Over Station Development State Significant Development and **Condition of Approval A26** for the Pitt Street South Over Station Development State Significant Development (Appendix A). [Subject to GANSW approval]

## 6. Objectives

### 6.1. Panel Objectives

The Sydney Metro City & Southwest Design Review Panel is established to:

- Provide independent design review of the Sydney Metro City & Southwest project.
- Support the achievement of the Sydney Metro project objectives.
- Ensure quality design outcomes.
- Satisfy the design excellence objectives and requirements of planning approval conditions.

## 6.2. Project Objectives

**Sydney Metro's vision is to transform Sydney with a world-class Metro.**

The Sydney Metro City & Southwest project (the project) includes a new 30km Metro line extending the Metro rail line from the end of Sydney Metro Northwest at Chatswood, under Sydney Harbour, linking new CBD underground stations through to the southwest to Bankstown. The project includes new underground railway stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new underground platforms at Central station.

Crows Nest, Victoria Cross, Martin Place, Pitt Street and Waterloo are integrated station developments comprising an underground metro station and associated over station development components. In addition Sydney Metro will upgrade and convert all 11 existing stations between Sydenham and Bankstown to metro standards.

The objectives of the Sydney Metro City & Southwest project are to:

- Improve the quality of the transport experience for customers.
- Provide a transport system that can satisfy long-term demand.
- Grow public transport patronage.
- Support the productivity of the Global Economic Corridor.
- Serve and stimulate urban development.
- Improve the resilience of the transport network within Sydney.
- Improve efficiency and cost effectiveness of the public transport system.

The design objectives<sup>1</sup> for the City & Southwest project are:

- Ensuring an easy customer experience.
- Being part of a fully integrated transport system.
- Being a catalyst for positive change.
- Being responsive to distinct contexts and communities.
- Delivering an enduring and sustainable legacy for Sydney.

## 6.3. Design Excellence

**Design excellence** is a term used to describe the outcome of high quality architectural, urban and landscape design as well as a structured process to support the high quality design. Design excellence in the context of statutory development approval processes in NSW often involves a competitive stage where an independent jury assesses a design based on an agreed set of design related criteria. **Design integrity** processes ensure and demonstrate that the design excellence qualities of an approved or awarded scheme are delivered.

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<sup>1</sup> Sydney Metro City and Southwest Design Guidelines

The **Sydney Metro City and Southwest Design Excellence Strategy** (including strategies for specific locations) sets out a process for design review, evaluation and integrity to ensure design excellence is achieved.

The DRP supports this process by:

- Providing independent design review of the integrated project through-out the project's life-cycle (development, procurement and delivery).
- Ensuring that design excellence qualities of approved or awarded schemes are maintained.
- Providing endorsement of design excellence and design integrity at key stages.

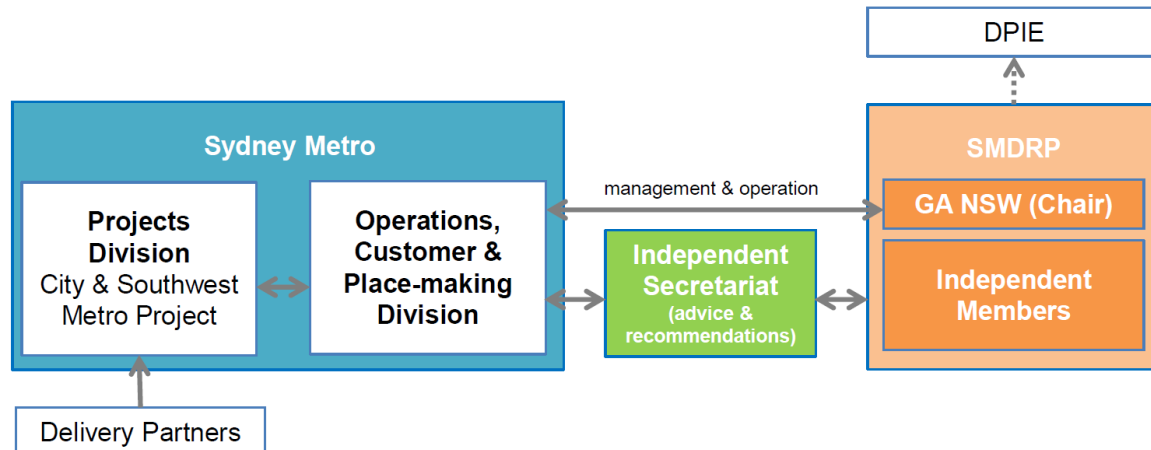
## 7. Governance

### 7.1. Reporting line

The DRP, via the Chair, reports to the Sydney Metro's Deputy Executive Director, Place-making and Property (Operations Customer & Place-making Division) who will raise and resolve operational and management issues as required.

### 7.2. Relationships

The relationship between the DRP, Sydney Metro, Government Architect NSW and the Department of Planning Industry and the Environment is shown below.



**Figure 1: Relationship of Sydney Metro DRP to Sydney Metro Divisions and DPIE**

Advice and recommendations from the DRP are issued to Sydney Metro's Deputy Executive Director, Place-making and Property (Operations Customer & Place-making Division) for review prior to issue to the Executive Director Design (Projects Division) who is responsible for cascading advice to the relevant Sydney Metro teams and Delivery Partners.

Sydney Metro's Deputy Executive Director, Place-making and Property will determine whether any recommendations in the DRP advice are essential to achieving design excellence and integrity, commitments in any EIS, conditions of CSSI or SSD approvals.

Sydney Metro's Associate Executive Director Design is responsible for ensuring that presentations to the Panel are targeted and include the necessary detail for the Panel's deliberation. They are also responsible for ensuring that delivery partners respond to Panel feedback

### 7.3. Authority

The authority of the DRP is as follows:

- The DRP is advisory and its recommendations are not binding on Sydney Metro.
- The DRP cannot authorise any expenditure, works or consultancies.
- The DRP does not have authority to vary the scope of works or project briefs and must consider budget limitations and project/program constraints as advised by Sydney Metro team members when providing recommendations.

The DRP recommendations carry weight with the project as follows:

- Where a DRP recommendation is not able to be adopted, it is the responsibility of the project to justify why the particular recommendation cannot be adopted.
- The Conditions of Approval require the DRP to attest to the consistency of the proposed design with the commitments and outcomes committed as part of the infrastructure approval.

## 8. Roles & Responsibilities

### 8.1. Chair

The NSW Government Architect or their representative is the DRP Chair. If the Chair is absent or unavailable the Alternative Chair is either Yvonne von Hartel AM or a regular Panel member as nominated by the Chair.

The responsibilities of the DRP Chair include:

- Chair the DRP meetings.
- Provide guidance on agreed actions to members as needed.
- Review and approve draft Records of Advice.

The Chair may issue directions to the Independent Secretariat to ensure the proper functions and integrity of Panel. This may include but is not limited to program, agenda and structure of recommendations from the Panel.

### 8.2. Panel

The responsibilities of the DRP are to:

- Review designs to facilitate the achievement of design excellence.
- Refine and endorse design objectives for place making, public realm and urban and heritage integration.
- Review, critique and advise on the application of the design objectives to key design elements, including but not limited to:



- place making
  - activation
  - architecture
  - heritage
  - urban design
  - landscape design
  - customer experience
  - artistic elements
- Advise on potential design refinements and improvements as appropriate.
- Review designs and plans as required by Department of Planning, Industry & Environment Conditions of Approval for Critical State Significant Infrastructure including but not limited to Station Design and Precinct Plans, visual impact assessments, Design Guidelines, and Interchange Access Plans (Appendix A).
- Review designs and plans as required by Department of Planning, Industry & Environment Conditions of Approval for State Significant Development associated with Sydney Metro.
- Provide endorsement that planning Conditions of Approval have been met.
- Provide independent design review to support the implementation of Sydney Metro's Design Excellence Strategy for Integrated Station Development.
- Review key design elements of the project to consider best practice sustainability requirements such as design for mixed use, employment, liveability, green infrastructure, intermodal connectivity, sustainability and resilience.
- Provide consistent quality advice that reflects GANSW's eleven principles of good design review: independent; accountable; expert; advisory; accessible; proportionate; timely; objective; for public benefit; improves quality; and consistent<sup>2</sup>.
- Reflect the Sydney Metro values of safety and wellbeing, collaboration, integrity, innovation, excellence and achievement.

On occasions, individual members of the DRP will be requested to advise on specific items relating to their element of expertise, subject to the approval of the Chair.

### 8.3. Independent Secretariat

Sydney Metro shall nominate an Independent Secretariat resource to support the Panel in consultation with GANSW. Changes must be endorsed by the NSW Government Architect.

The responsibilities of the Independent Secretariat are to:

- Prepare agendas, and advice and action records from the DRP meetings.

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<sup>2</sup> NSW State Design Review Panel (Pilot) Terms of Reference – Issue 2, GANSW (2018)

- Distribute and agree to DRP advice and action records with DRP members and obtain approval of the DRP Chair.
- Maintain a Design Integrity Tracking Register including actions, project response to them and agreed close out by the DRP.
- Contribute DRP-related content to Design Integrity Reports produced by the Sydney Metro or their delivery partner.
- Provide support to the Convenor including coordination of design advice, corresponding with Panel members and presenters and carrying out other DRP facilitation tasks as required.
- Work with Sydney Metro's design managers in advance of DRP meetings to ensure presentation material is appropriate and ready for review by the Panel, including that it addresses actions and advice from previous meetings.

The Independent Secretariat will deliver and maintain a probity plan to safeguard Sydney Metro confidential information and to avoid conflicts of interests, at the company and individual level, in carrying out their role.

#### 8.4. Convenor

Sydney Metro's Operations, Customer & Place-making Division shall nominate a Convenor to convene the DRP on behalf of Sydney Metro.

The responsibilities of the DRP Convenor are to:

- Convene and schedule meetings as required.
- Correspond with Panel members on behalf of Sydney Metro.
- Circulate approved Records of Advice to relevant Sydney Metro design managers (within Projects Division) for issuing as required.

#### 8.5. Invitees

In accordance with Conditions of Approval (CoA) E100 for Sydney Metro City & Southwest Chatswood to Sydenham CSSI, relevant council(s) and other key stakeholders will be invited to participate in DRP meetings to advise on local issues and design outcomes as they relate to the local context.

DPIE representatives (including Infrastructure Management and Key Sites Assessment Teams) will be invited to attend and observe DRP meetings and to advise on planning requirements.

Sydney Metro representatives and technical advisors will be invited to attend DRP meetings as advisors to provide background, contract details, technical information and advice as required. Experts in specialist fields such as sustainability, customer experience and transport integration may also be invited to review proposals and provide advice to the DRP as required.

Invitees are not to be present while the DRP is deliberating upon its recommendations, unless requested to do so by the Chair.

## 9. Membership

### 9.1. Nomination

Sydney Metro shall nominate DRP members in consultation with the NSW Government Architect.

Changes to nominations must be endorsed by the NSW Government Architect.

### 9.2. Composition

The DRP members will comprise suitably qualified, experienced and independent professionals in the following fields:

- Place making.
- Architecture.
- Heritage.
- Urban and landscape design.
- Artistic aspects.

### 9.3. Members

The Panel is composed of seven members who are experts in one or more of the identified design elements.

The DRP members consist of the following:

**Table 1: Panel Members**

Panel member	Role	Experience
Olivia Hyde	Chair – NSW Government Architect representative	Architecture, urban design
Yvonne von Hartel AM	Independent member	Architecture, urban design, public art
Kim Crestani	Independent member & State Design Review Panel (SDRP) Pilot Program member	Architecture, urban design
Tony Caro	Independent member & State Design Review Panel (SDRP) Pilot Program member	Architecture, urban design
Robert Nation AM	Independent member	Architecture, urban design
Peter Phillips	Independent member	Heritage
Heritage Council Representative [TBC]	Independent member	Heritage

### 9.4. Additional Members

Additional Panel members may be nominated for specific parts of the project or to provide advice on specific design elements.

Additional DRP members consist of the following:

**Table 2: Additional Panel Members**

Panel member	Role	Experience
[TBC – Sydney Metro to write to CoS requesting nominee]	Independent member nominated by local council for Pitt Street North and Pitt Street South OSD review	Architecture, urban design, landscape design

## 9.5. Quorum

Three (3) members including the Chair or nominated representative of the NSW Government Architect are required to constitute a quorum.

## 9.6. Tenure

Panel membership will reviewed every two (2) years.

A DRP member wishing to resign from the DRP must do so in writing.

## 9.7. Conflicts of Interest

DRP members will be required to sign non-disclosure agreements and conflict of interest statements prior to their first meeting.

DRP members will be expected to declare all conflicts of interest. DRP members must abstain from reviewing of any proposals for which they have tendered or been commissioned, or any proposals for which they intend to tender in the future. A conflict of interest register will be retained and updated as required.

Conflicts of interest will be recorded in the minutes.

## 9.8. Panel remuneration

Remuneration rates for Panel members will be consistent with the State Design Review Panel (SDRP) or at previously agreed rates for existing members for Sydney Metro DRP.

# 10. Meetings & Advice

## 10.1. Frequency and location

The DRP will be broadly held on a monthly basis, with additional meetings being scheduled as required to meet specific project requirements.

Meetings will be held at the Sydney Metro Office, located at Level 43, 680 George Street, Sydney, or as agreed by the DRP.

## 10.2. Meeting program

A forward program is to be developed by Sydney Metro to outline the agenda for DRP meetings to ensure that all items required to be addressed can be reviewed and evaluated by the DRP in advance of key milestones and in time to influence the outcome.

The program must capture key milestones in assessment and post approval process for design development and construction documentation. The program shall have regard to statutory requirements on Design Excellence and Conditions of Approval.



### 10.3. Agenda

The standard agenda is described below:

**Table 3: Meeting Agenda**

	Agenda item	Lead	Present
1	Introductions & attendance sheet	Chair	All
2	Declaration of conflicts	Chair	All
3	Review of advice and actions record from previous meeting	Chair	All
4	Presentations by Project design teams(s)	Project and design team	All
5	Response to previous DRP advice and actions	Project and design team	All
6	Questions and discussion	DRP members with project & design team	All
7	Closed session for deliberation	DRP members	DRP members & Independent Secretariat

An agenda and briefing pack is to be prepared and distributed at least four days prior to the meeting. Presenters may revise / update their presentations for the meeting recognising the need to optimise the DRP's advice and that design development can occur between submitting a draft presentation and the meeting.

The DRP is expected to provide verbal advice and comments at the meetings. DRP members may be expected to review material circulated prior to the meeting and to review and confirm records.

Deliberations will occur in closed session following the presentation including the Panel members and Secretariat support. Council representatives and Invitees may attend where requested by the Chair.

Feedback from the deliberation will be provided to presenters as soon as practical and recorded in the Records of Advice. All DRP discussions, including any material provided before, during or after the meeting, must be treated as confidential by DRP members.

### 10.4. Records of Advice

Records of Advice for each meeting will be taken by the independent Secretariat.

Records of Advice will comprise of:

**Table 4: Records of Advice**

Name	Description
Minutes and Actions Record	A schedule of minutes, advice and action items arising from each meeting. This will record the meeting attendees including members, presenters and invitees for each session. Updates to declared conflicts of interest will also be recorded.
Design Integrity Tracking Register	A record of actions, project response to actions and DRP close out. The register will be established and updated by the independent secretariat in order to facilitate the operation of the DRP, so that it can provide evidence of having met its obligations outlined in these Terms of Reference. The process for achieving DRP close out is to receive support, then endorsement following presentation of resolved design.
Advice letters (where required)	Advice letters prepared and sent on behalf of the DRP as required (depending upon the type of design review or approval). Advice letters will be signed by the Chair on behalf of the DRP.

The draft Records of Advice will be sent to the Chair for review and approval within five (5) days of each meeting. Following this, the Secretariat will circulate the records to Panel members and the Convenor (for issuing to the relevant Sydney Metro design managers).

The DRP will provide endorsement that design excellence has been achieved or endorsement that specific Condition of Approval requirements have been achieved where required. This will be documented within the Records of Advice, in accordance with Appendix B.

Records of Advice, including advice letters, may be required to be provided to the DPIE to support planning approval processes.

All Records of Advice are confidential, unless where submitted to satisfy a condition of consent or development application.

## 11. Related documents and references

### Related Documents and References

- Sydney Metro City and Southwest Chatswood to Sydenham Design Guidelines (June 2017)
- Sydney Metro City and Southwest Sydenham to Bankstown Design Guidelines (June 2017)
- Sydney Metro City and Southwest Design Excellence Strategy (November 2018)
- Sydney Metro City and Southwest Excellence Strategy for Pitt Street North Integrated Station Development (Draft) (November 2019)
- Sydney Metro City and Southwest Excellence Strategy for Pitt Street South Integrated Station Development (Draft) (November 2019)
- NSW State Design Review Panel (Pilot) Terms of Reference – Issue 2, GANSW (2018)
- Better Placed – An integrated design policy for the built environment of NSW, GANSW (2017)

## 12. Superseded documents

### Superseded Documents

There are no documents superseded as a result of this document.

## 13. Document history

Version	Date of approval	Notes
1.0	29/03/2017	Original version
2.0	10/10/2017	Updated version
2.1	13/03/2019	Updated version
3.0	21/11/2019	Updated version – current draft

## Appendix A - Conditions of Approval

### Sydney Metro City & Southwest Chatswood to Sydenham CSSI (9th Jan 2017)

Table 1 – Extracts referring to DRP - [Link to full document](#)

Condition	Text
<b>E100 Design Review Panel</b>	<p>The Proponent must establish a <b>Design Review Panel (DRP)</b> to refine design objectives for place making, public realm and urban and heritage integration applicable to the length of the project and provide advice on the application of the objectives to key design elements in relation to place making, architecture, heritage, urban and landscape design and artistic aspects of the CSSI.</p> <p>The <b>DRP</b> must:</p> <ul style="list-style-type: none"> <li>a) comprise five members who are experts in one of the identified design elements;</li> <li>b) include: <ul style="list-style-type: none"> <li>i. the NSW Government Architect as Chair (or their representative);</li> <li>ii. a representative from the Heritage Council,</li> </ul> </li> <li>c) meet at least four times a year, or any other timeframe agreed by the <b>DRP</b>; and</li> <li>d) keep meeting minutes and a schedule of action items arising from each meeting.</li> </ul> <p>Relevant Council(s) and other key stakeholders such as Urban Growth NSW and must be invited to participate in <b>DRP</b> meetings to advise on local issues and applicability of design review outcomes as they relate to the local context of each station location.</p>
<b>E6 Trees</b>	<p>The CSSI must be designed to retain as many trees as possible and provide replacement trees such that there a net increase in the number of trees. The Proponent must commission an independent, experienced and suitably qualified arborist to prepare a comprehensive <b>Tree Report</b> before removing any trees as detailed in the EIS, as amended by the PIR and the terms of this approval.</p> <p>The <b>Tree Report</b> must include:</p> <ul style="list-style-type: none"> <li>a) a visual assessment to note the condition of the tree(s) with inputs from the <b>Design Review Panel</b>, landscape architect, and construction team;</li> <li>b) consideration of all options to avoid tree removal, including relocation of services, redesign or relocation of ancillary components (such as substations, fencing etc.) and reduction of standard offsets to underground services; and</li> <li>c) Measures to avoid tree removal, minimise damage to, and ensure the health and stability of those trees to be retained and protected. This includes details of any proposed canopy or root pruning, root protection zone, excavation, site controls on waste disposal, vehicular access, materials storage and protection of public utilities.</li> </ul>
<b>E92 Interchange Access Plans</b>	<p>The Proponent must develop an <b>Interchange Access Plan</b> for each station to inform the final design of transport and access facilities and services, including footpaths, cycleways, passenger facilities, parking, traffic and road changes, and integration of public domain and transport initiatives around and at each station. The Interchange Access Plan(s) must consider walking and cycling catchments and take into account:</p> <ul style="list-style-type: none"> <li>a) station access hierarchy consistent with the transport planning principles defined in the EIS;</li> <li>b) safe, convenient, efficient and sufficient access to stations and transfer between transport modes (including subterranean connections and the safeguarding of additional entrances in response to land use change and patronage demand);</li> <li>c) the maintenance or improvement of pedestrian and cyclists level of service within a justified proximity to stations;</li> <li>d) current transport initiatives and plans;</li> <li>e) opportunities and constraints presented by existing and proposed transport and access infrastructure and services;</li> <li>f) patronage changes resulting from land use, population, employment, transport infrastructure and service changes;</li> <li>g) integration with existing and proposed transport infrastructure and services;</li> <li>h) pedestrian, cycle, bus, taxi, vehicle and emergency vehicle access and parking</li> </ul>

	<p>infrastructure and service changes;</p> <ul style="list-style-type: none"> <li>i) legislative requirements and applicable guidelines;</li> <li>j) safety audits, including but not limited to a review of traffic facility and cycle changes to ensure compliance with Austroads design criteria;</li> <li>k) final design, infrastructure, management and service measures and the level of access and service to be achieved for all users; and</li> <li>l) The contents of the Interchange Operations and Maintenance Plan (IOMP) and operational management provisions for future operational requirements, including maintenance, security and management responsibilities.</li> </ul> <p>The Interchange Access Plan(s) must be prepared in consultation with the TTLG and the <b>Design Review Panel</b> and must be supported by traffic and transport analysis. Where necessary, consultation must also be undertaken with major landholders adjoining station precincts. The Plan(s) must detail a delivery and implementation program which must be provided to and agreed by the Secretary before commencement of permanent aboveground facilities at any station site.</p>
<b>E101 Station Design and Precinct Plans (SDPP)</b>	<p>Before commencement of permanent built surface works and/or landscaping, the Proponent must prepare <b>Station Design and Precinct Plans (SDPP)</b> for each station. The SDPP must be prepared by a suitably qualified and experienced person(s), in collaboration and consultation with relevant stakeholders including but not limited to relevant council(s), the Department, and the local community. The SDPP(s) must present an integrated urban and place making outcome for each station or end state element. The SDPP(s) must be approved by the Secretary following review by the <b>DRP</b> and before commencement of permanent aboveground work.</p> <p>Each SDPP must include, but not be limited to:</p> <ul style="list-style-type: none"> <li>a) identification of specific design objectives, principles and standards based on - <ul style="list-style-type: none"> <li>i. the project design objectives as refined by the <b>DRP</b>;</li> <li>ii. maximising the amenity of public spaces and permeability around entrances to stations;</li> <li>iii. local environmental, heritage and place making values;</li> <li>iv. urban design context;</li> <li>v. sustainable design and maintenance;</li> <li>vi. community safety, amenity and privacy, including 'safer by design' principles where relevant;</li> <li>vii. relevant urban design and infrastructure standards and guidelines (including relevant council standards, policies and guidelines);</li> <li>viii. minimising the footprint of the project (including at operational facilities);</li> </ul> </li> <li>b) opportunities for public art;</li> <li>c) landscaping and building design opportunities to mitigate the visual impacts of rail infrastructure and operational fixed facilities (including the Chatswood Dive, Marrickville Dive, Artarmon Substation, station structures and services, noise walls etc.);</li> <li>d) the incorporation of salvaged historic and artistic elements onto the project design, including but not limited to the Tom Bass P&amp;O fountain, the Douglas Annand glass screen (if present), the Douglas Annand wall frieze and heritage fabric from Martin Place Station, unless otherwise agreed by the Secretary;</li> <li>e) details on the location of existing vegetation and proposed landscaping (including use of endemic and advanced tree species where practicable). Details of species to be replanted/revegetated must be provided, including their appropriateness to the area and habitat for threatened species;</li> <li>f) a description of the CSSI design features, including graphics such as sections, perspective views and sketches for key elements of the CSSI;</li> <li>g) the location, design and impacts of operational lighting associated with the CSSI and measures proposed to minimise lighting impacts;</li> <li>h) details of where and how recommendations from the <b>DRP</b> have been considered in the plan;</li> <li>i) the timing for implementation of access, landscaping and public realm initiatives;</li> </ul>



	<p><b>j)</b> monitoring and maintenance procedures for vegetation and landscaping (including weed control), performance indicators, responsibilities, timing and duration and contingencies where rehabilitation of vegetation and landscaping measures fail; and</p> <p><b>k)</b> evidence of consultation with the community, local Councils and agencies in the preparation of on the SDPP(s) and how feedback has been addressed before seeking endorsement by the <b>DRP</b>.</p> <p>Elements covered by SDPP(s) must be complete no later than the commencement of operation of the Sydney Metro to paid services, unless otherwise agreed with the Secretary.</p> <p><i>Note: The SDPP may be submitted in stages to address the built elements of the CSSI and landscaping aspects of the CSSI.</i></p>
<b>E102</b>	<p>The SDPP must achieve a minimum visual impact rating of at least “Minor Benefit” as defined in the EIS for all design elements of the project, where feasible and reasonable. Where it can be demonstrated, to the <b>DRP</b>’s satisfaction, that a “Minor Benefit” is not achievable, then a “Negligible” visual impact rating must be achieved as a minimum.</p>
<b>E103</b>	<p>The Proponent must apply reasonable endeavours to negotiate with the Barangaroo Delivery Authority to integrate station ancillary components (i.e. traction substation, ventilation risers and skylights) associated with Barangaroo Station within the Barangaroo development complex.</p> <p>Should an integrated outcome for ancillary components not be achieved, the location and design outcome must be consistent with design objectives and endorsed by the <b>DRP</b>.</p>

## Sydney Metro City Sydenham to Bankstown Upgrade CSSI (12th Dec 2018)

**Table 2 – Extracts Referring to DRP - [Link to full document](#)**

Condition	Text
<b>A11</b>	<p>Notwithstanding <b>Condition A10</b>, where the following have been approved by the Planning Secretary for the purpose of SSI 7400, further approval is not required for the CSSI where the same individual/company/document is nominated:</p> <ul style="list-style-type: none"> <li><b>a)</b> Environmental Representative;</li> <li><b>b)</b> Community Complaints Mediator;</li> <li><b>c)</b> Community Communication Strategy;</li> <li><b>d)</b> Out-of-Hours Work Protocol;</li> <li><b>e)</b> Construction Environmental Management Framework;</li> <li><b>f)</b> Independent Property Impact Assessment Panel;</li> <li><b>g)</b> Small Business Owners' Support Program; or</li> <li><b>h)</b> <b>Design Review Panel</b>.</li> </ul> <p>The Proponent must notify the Planning Secretary of any such appointment of an individual/company or application of a document consistent with the requirements of the corresponding condition in SSI 7400.</p>
	<b>Design Review Panel</b>
<b>E55</b>	The Proponent must appoint the <b>Sydney Metro City &amp; Southwest Design Review Panel</b> for the CSSI before Construction commences.
<b>E56</b>	<b>Station Design and Precinct Plans</b> must be prepared to inform the final design of the CSSI and to give effect to the commitments made in the documents listed in <b>Conditions A1</b> and <b>A2</b> . The Station Design and Precinct Plans do not apply to those elements, which for technical, engineering, or ecological requirements, or requirements as agreed by the Planning Secretary, do not allow for alternate design outcomes.
<b>E57</b>	<p><b>Station Design and Precinct Plans</b> must be prepared by a suitably qualified and experienced person(s) in consultation with the relevant council(s), the community and affected landowners and businesses or a representative of the businesses. A station precinct is defined as an area within 200 metres radius of a station, or beyond for the purposes of connecting pedestrian and cycle paths from stations to existing or planned future pedestrian and cycle paths.</p> <p>The <b>Station Design and Precinct Plans</b> must include:</p> <ul style="list-style-type: none"> <li><b>a)</b> Context and form <ul style="list-style-type: none"> <li><b>(i)</b> an analysis of the built, natural and community context and the urban design objectives, principles and standards for the CSSI,</li> <li><b>(ii)</b> the location of existing heritage items,</li> <li><b>(iii)</b> the location and type of existing vegetation,</li> <li><b>(iv)</b> detailed consideration of integration and continuity with urban design and landscape outcomes for SSI 7400, taking into account the approved station design and precinct plans for that project;</li> </ul> </li> <li><b>b)</b> Design <ul style="list-style-type: none"> <li><b>(i)</b> the design of the CSSI elements including their form, materials and detail,</li> <li><b>(ii)</b> the design of the CSSI landform and earthworks,</li> <li><b>(iii)</b> visual screening requirements for the CSSI,</li> <li><b>(iv)</b> developed visuals, cross sections and plans showing the proposed design outcome of the CSSI,</li> <li><b>(v)</b> consideration of opportunities for provision of public art within each station precinct,</li> <li><b>(vi)</b> consideration of the principles of Crime Prevention Through Environmental Design (CPTED);</li> </ul> </li> <li><b>c)</b> Landscaping <ul style="list-style-type: none"> <li><b>(i)</b> areas of vegetation to be retained and proposed planting and seeding details, including the use of local indigenous species for revegetation activities,</li> <li><b>(ii)</b> details of strategies to rehabilitate, regenerate or revegetate disturbed areas and</li> </ul> </li> </ul>

	<p>successfully establish and maintain the resulting new landscape;</p> <p><b>d) Transport and access</b></p> <ul style="list-style-type: none"> <li><b>(i)</b> design measures to maximise the amenity of public spaces, permeability around entrances to stations and integration with other transport modes,</li> <li><b>(ii)</b> measures to safeguard a new pedestrian crossing of the rail corridor to the west of Foord Avenue and east of Melford Street in Hurlstone Park,</li> <li><b>(iii)</b> integrate with relevant initiatives identified in the Sydney Metro Sydenham to Bankstown <b>Walking and Cycling Strategy</b>,</li> <li><b>(iv)</b> detailed consideration of measures to allow for the removal and/or relocation of existing ancillary infrastructure (such as fencing, substations and signalling boxes) and any structures that may be made redundant by the CSSI that may inhibit or detrimentally impact the provision of open space, pedestrian and cyclist pathways along the rail corridor or new access points into the stations in the future,</li> <li><b>(v)</b> detailed consideration of design measures to ensure the location of infrastructure does not preclude future enhancements and</li> </ul> <p><b>(e) Consultation</b></p> <ul style="list-style-type: none"> <li><b>(i)</b> evidence of consultation with the community, the relevant council(s) in the preparation of the Station Design and Precinct Plans and how feedback has been addressed before seeking review by the <a href="#">Design Review Panel</a>, where Required.</li> </ul>
<b>E58</b>	<p>In addition to the requirements of <b>Condition E57</b>, the <b>Station Design and Precinct Plan</b> for <b>Bankstown Station</b> must:</p> <ul style="list-style-type: none"> <li>(a) remove the existing at grade car park immediately opposite the intersection of North Terrace and The Appian Way to improve the public domain;</li> <li>(b) consider opportunities to improve legibility and access to the existing station entrances from North Terrace and Bankstown City Plaza, including rationalisation of retail outlets;</li> <li>(c) investigate opportunities to relocate the bus layover on South Terrace and off-street parking from the station interface;</li> <li>(d) consider opportunities to consolidate amenities such as toilets and other infrastructure into new integrated station facilities that are not isolated or dominant in the public domain;</li> <li>(e) investigate opportunities for adaptive reuse of the heritage listed parcel office; and</li> <li>(f) include a master plan for the transport interchange at Bankstown Station and consider the relationship to and outcomes of any broader master planning of the Bankstown commercial district.</li> </ul>
<b>E59</b>	<p>In addition to the requirements of <b>Condition E57</b>, the <b>Station Design and Precinct Plan</b> for <b>Punchbowl Station</b> must:</p> <ul style="list-style-type: none"> <li>(a) include measures to improve safety and security to the pedestrian access under Punchbowl Road connecting to Highclere Avenue/Breust Place; and</li> <li>(b) include a concept design for and identify measures to safeguard a future pedestrian overpass to the west of Punchbowl Station, connecting South Terrace to Stansfield</li> </ul>
<b>E60</b>	<p>In addition to the requirements of <b>Condition E57</b>, the <b>Station Design and Precinct Plan</b> for <b>Wiley Park Station</b> must include a concept design for and identify measures to safeguard a future station access to/from Shadforth Street.</p>
<b>E61</b>	<p>In addition to the requirements of <b>Condition E57</b>, the <b>Station Design and Precinct Plan</b> for <b>Campsie Station</b> must:</p> <ul style="list-style-type: none"> <li>(a) have regard to the outcomes of any master planning of the Campsie commercial district;</li> <li>(b) identify opportunities to improve pedestrian and cycle access to the station (such as footpath widening) to better integrate station buildings into the public domain;</li> <li>(c) include a concept design for and identify measures to safeguard an unpaid pedestrian overpass and station access connecting near the intersection of Assets Street and Wilfred Avenue and the intersection of Lillian Street and Dewar Street to the south of the station; and</li> <li>(d) provide an improved amenity to and larger public plaza at the station entrance on</li> </ul>

	the western side of Beamish Street, including where required, rationalisation of retail outlets, new pavements, bicycle parking infrastructure, landscaping, lighting and furniture.
<b>E62</b>	In addition to the requirements of <b>Condition E57</b> , the <b>Station Design and Precinct Plan</b> for <b>Canterbury Station</b> must include a concept design for and safeguard a future station entrance in the vicinity of Charles Street to the west of the station.
<b>E63</b>	In addition to the requirements of <b>Condition E57</b> , the <b>Station Design and Precinct Plan</b> for <b>Dulwich Hill Station</b> must include a new concourse connecting the Dulwich Hill Light Rail Stop to the island rail platform and across to a new access point at Ewart Lane.
<b>E64</b>	The <b>Station Design and Precinct Plans</b> for <b>Bankstown Station</b> , <b>Campsie Station</b> and <b>Dulwich Hill Station</b> , must be reviewed by the <b>Design Review Panel</b> . The Proponent must provide a response to the outcomes of the <b>Design Review Panel's</b> review indicating how the relevant precinct plans will be amended to accommodate the review outcomes. Where the review outcomes are not addressed, the Proponent must provide the <b>Design Review Panel</b> with reasons.
<b>E65</b>	The <b>Station Design and Precinct Plans</b> for <b>Bankstown Station</b> , <b>Campsie Station</b> and <b>Dulwich Hill Station</b> , must be reviewed by the <b>Design Review Panel</b> . The Proponent must provide a response to the outcomes of the <b>Design Review Panel's</b> review indicating how the relevant precinct plans will be amended to accommodate the review outcomes. Where the review outcomes are not addressed, the Proponent must provide the <b>Design Review Panel</b> with reasons.
<b>E66</b>	The <b>Station Design and Precinct Plans</b> for <b>Bankstown Station</b> , <b>Campsie Station</b> and <b>Dulwich Hill Station</b> , must be reviewed by the <b>Design Review Panel</b> . The Proponent must provide a response to the outcomes of the <b>Design Review Panel's</b> review indicating how the relevant precinct plans will be amended to accommodate the review outcomes. Where the review outcomes are not addressed, the Proponent must provide the <b>Design Review Panel</b> with reasons.
<b>E67</b>	Construction of permanent built works or landscaping that are the subject of the <b>Station Design and Precinct Plans</b> must not be commenced (in the area to which the relevant <b>Station Design and Precinct Plan</b> applies) until the relevant <b>Station Design and Precinct Plans</b> have been approved by the Planning Secretary, after responding to the outcomes of the <b>Design Review Panel</b> review. Evidence of response to the Design Review Panel's review must be provided to the Planning Secretary. The <b>Station Design and Precinct Plans</b> , as approved by the Planning Secretary, must be implemented as required during Construction and Operation.

## Victoria Cross OSD SSD (18 Dec 2018)

**Table 3 – Victoria Cross OSD Condition of Consent Extracts referring to DRP – [Link to full document](#)**

Condition	Text
<b>A26 Design Guidelines</b>	<p>Prior to the lodgement of the first detailed development application, the Applicant shall revise the Sydney Metro Victoria Cross Over Station Development Design Guidelines (October 2018), to the satisfaction of the Planning Secretary, as follows:</p> <ul style="list-style-type: none"> <li>(a) Insert objectives and performance criteria for public domain and place integration with the CSSI works including: <ul style="list-style-type: none"> <li>(i) Shared aims and objectives between the CSSI and OSD in relation to user experience and comfort, desired quality standards and scope/range of considerations (i.e. wayfinding and signage strategies, safety and security, activation and innovation and any particular emphasis needed for important pedestrian connections and spaces)</li> <li>(ii) Shared aims and objectives between the CSSI and OSD in relations to movement and connectivity</li> </ul> </li> <li>(b) Amend Clause 4.5-4 (Public Domain and Open Space) as follows: <ul style="list-style-type: none"> <li>(i) A continuous awning or covering of a sufficient depth are to be provided above the Miller Street frontage and extend as far as practical to the Berry Street frontage. The covered area is to:</li> <li>(ii) Provide protection to pedestrians from the weather</li> <li>(iii) Provide active retail uses with opportunities for complementary outdoor uses</li> <li>(iv) Integrate and support capacity for pedestrian access and connection to and from the station entrance and over station development</li> </ul> </li> </ul>
<b>A27</b>	<p>The updated Design Guidelines referred to in Condition A26 above, and the resulting design approval regarding integration of the OSD with the CSSI, is to be reviewed by the <a href="#">Sydney Metro Design Review Panel</a> prior to the lodgement of any detailed development application.</p>
<b>A28 Design Excellence</b>	<p>Prior to the lodgement of the first detailed development application, the Applicant shall submit the final version of the Sydney Metro Design Excellence Strategy to the satisfaction of the Planning Secretary including deletion of the disclaimer in Section 1.1 being: <b>Disclaimer: The processes described in the document are indicative only and are based on a generic tendering process. Aspects of the process described may change.</b></p>
<b>A29</b>	<p>The Design Excellence Strategy is applicable only the Victoria Cross OSD and is not endorsed under this consent as a Strategy which applies to other sites.</p>
<b>B1 Built Form and Urban Design</b>	<p>The detailed development application(s) shall address compliance with:</p> <ul style="list-style-type: none"> <li>(a) The Design Guidelines as endorsed by the Planning Secretary pursuant to conditions A26 and A27</li> <li>(b) The Design Excellence Strategy as endorsed by the Planning Secretary pursuant to condition A28, including the advice of the <a href="#">Sydney Metro Design Review Panel</a> and the Victoria Cross Design Excellence Evaluation Panel as contained within the Design Excellence Report.</li> </ul>



## Pitt Street North OSD SSD (25 June 2019)

**Table 4 – Pitt Street North OSD Condition of Consent Extracts referring to DRP – [Link to full document](#)**

Condition	Text
<b>A23 Design Guidelines</b>	<p>Prior to the lodgement of the first detailed development application, the Applicant shall revise the Sydney Metro Pitt Street North Over Station Development Design Guidelines (November 2018), to the satisfaction of the Planning Secretary, as follows:</p> <ul style="list-style-type: none"> <li>(a) Insert additional subclause d) as follows in Clause 6 of <i>(Built Form above Podium)</i> which states: Maximise solar access to the public domain, through: <ul style="list-style-type: none"> <li>(i) <b>d) the design and articulation of roof forms to minimise additional shadow impacts to Hyde Park between 12 noon and 2 pm throughout the year.</b></li> </ul> </li> <li>(b) Amend Clause 9 in <i>(Built Form above Podium)</i> as follows: <ul style="list-style-type: none"> <li>(i) Achievement of SEPP 65 &amp; ADG requirements and must:</li> <li>(ii) Provide appropriate building separation to maintain a reasonable level of residential privacy</li> <li>(iii) Maximise solar access to residential apartments within the development with consideration to: <ul style="list-style-type: none"> <li>• the number of apartments or development density</li> <li>• limiting the number of single aspect/south facing apartments.</li> <li>• Minimise overshadowing impacts to surrounding residences, including private residences at 27 Park Street (Park Regis).</li> </ul> </li> </ul> </li> <li>(c) Insert additional Clauses <i>in (Built Form above Podium)</i> as follows: <ul style="list-style-type: none"> <li>(i) provide articulation of the tower to present as multiple forms, when viewed from both Town Hall and Hyde Park, with vertical expression along Park Street incorporating continuous elements of relief for the full height of the building above the podium to reduce the mass and scale of the future built form and ensure the built form better responds to the massing and scale of surrounding buildings</li> <li>(ii) Incorporate building articulations, building modulations and facade treatments to provide distinctive visual breaks along the Park Street frontage of the site, respecting the surrounding subdivision and built forms patterns. The distinctive visual breaks shall be proportional to the overall building height and length of the street frontage.</li> </ul> </li> <li>(d) Delete Figure 10 in <i>(Public Domain and Place)</i> and any references to Figure 10 throughout the design guideline.</li> <li>(e) Insert additional clauses in <i>(Public Domain and Place)</i> as follows: <ul style="list-style-type: none"> <li>(i) The design and location of fire stairs, services, plants and other similar building elements must minimise their visual impacts at street level.</li> <li>(ii) The design and dimensions of any colonnade and awning along the street frontages of the site must integrate and support capacity for pedestrian access and connection to and from the station entrance and the over station development.</li> </ul> </li> <li>(f) amend Clause 6c <i>(Public Domain and Place)</i> as follows: <ul style="list-style-type: none"> <li>(i) 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.</li> </ul> </li> </ul>
<b>A24</b>	The updated Design Guidelines referred to in Condition A23 above, and the resulting design approach regarding integration of the OSD with the CSSI, is to be reviewed by the <a href="#">Sydney Metro Design Review Panel</a> prior to the lodgement of any detailed development application.
<b>A25</b>	Prior to the lodgement of the first detailed development application, the Applicant shall submit the final version of the Sydney Metro Design Excellence Strategy to the satisfaction of the Planning Secretary addressing the following:

<b>Design Excellence</b>	<p>(a) must include a Design Integrity process throughout the design development and construction documentation period in consultation with the Government Architect NSW (GANSW), and through the State Design Review Panel (SDRP) Pilot Program or <b>alternative Design Review Panel (DRP)</b> as endorsed by GANSW. The DRP is to be augmented by including a member of the <b>Sydney Metro Design Review Panel</b> to ensure consistency in design advice and sufficient expertise in integrated station developments; and</p> <p>(b) delete any disclaimer being: Disclaimer: The processes described in this document are indicative only and are based on a generic tendering process. Aspects of the process described may change.</p>
<b>A26</b>	The endorsed Design Excellence Strategy in accordance with Condition A25 is applicable only to the Pitt Street North OSD and is not endorsed under this consent as a Strategy which applies to other sites.
<b>B1 Built Form and Urban Design</b>	<p>The detailed development application(s) shall address compliance with:</p> <p>(a) the Design Guidelines as endorsed by the Planning Secretary pursuant to conditions A23 and A24</p> <p>(b) the Design Excellence Strategy as endorsed by the Planning Secretary pursuant to condition A25, including the advice of the <b>Sydney Metro Design Review Panel</b>, the Pitt Street North Design Excellence Evaluation Panel as contained within the Design Excellence Report and State Design Review Panel (or approved alternative under Condition A25).</p>
<b>B2</b>	<p>The following elements are not inconsistent with the concept proposal but are subject to further assessment with the relevant detailed development application(s):</p> <p>(a) indicative signage zones, following preparation of a Signage Strategy</p> <p>(b) conceptual land uses for a mixed-use scheme or a commercial scheme (not both)</p> <p>(c) subdivision.</p>
<b>B3</b>	<p>The detailed development application shall address the following built form considerations:</p> <p>(a) for a mixed-use scheme, built forms above the podium must have floor plates no greater than 1000 m<sup>2</sup> GFA and maximum horizontal dimension of building facade parallel to street frontages is 40 m</p> <p>(b) for a commercial scheme, must have floor plates no greater than 1,400m<sup>2</sup> GFA at a building height above 140 m and built forms above the podium must have maximum horizontal dimension of building facade parallel to street frontages of 65 m in a single plane</p> <p>(c) integration with the approved Metro station</p> <p>(d) the selection of materials is to be complementary to the existing development context and respectful of heritage items in the site's vicinity</p> <p>(e) for a mixed-use 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</p> <p>(f) wind mitigation measures arising from compliance with Condition 811 below.</p>
<b>B4 Design Review Panel</b>	<p>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:</p> <p>(a) the design objectives of the Concept Development Application;</p> <p>(b) consistency with the approved Design Guidelines as amended by Condition A23;</p> <p>(c) the DEEP's Design Excellence Report;</p> <p>(d) the advice of State Design Review Panel (or <b>approved alternative</b> under Condition A25); and</p> <p>(e) the conditions of this consent.</p>
<b>B5</b>	The Design Integrity Report (DIR) as required by Condition 84 must include a summary of feedback provided by SDRP (or <b>alternative approved</b> 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.
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## Pitt Street South OSD SSD (25 June 2019)

**Table 5 – Pitt Street South Condition of Consent Extracts referring to DRP — [Link to full document](#)**

Condition	Text
<b>A24 Design Guidelines</b>	<p>Prior to the lodgement of the first detailed development application, the Applicant shall revise the Sydney Metro Pitt Street South Over Station Development Design Guidelines (November 2018), to the satisfaction of the Planning Secretary, as follows:</p> <ul style="list-style-type: none"> <li>(a) insert objectives and performance criteria in (Podium and Street Wall): <ul style="list-style-type: none"> <li>(i) The entrance element to the over station development must provide appropriate visual separation between the approved station and heritage item, Edinburgh Castle Hotel (294- 2948 Pitt Street, Sydney) and mediate the change in street wall height along Pitt Street.</li> </ul> </li> <li>(b) amend Clause 7 (Built Form above the Podium) as follows: <ul style="list-style-type: none"> <li>(i) Maximise sunlight access and views for adjoining and surrounding properties.</li> </ul> </li> <li>(c) amend Clause 8 in (Built Form above the Podium) as follows: <ul style="list-style-type: none"> <li>(i) Street setbacks above the podium (RL 71) of : <ul style="list-style-type: none"> <li>a) a minimum 4 metres to Bathurst Street</li> <li>b) a varied setback be provided from Pitt Street to align with setbacks for the Princeton Apartments.</li> <li>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 9 am - 3 pm at winter solstice.</li> </ul> </li> </ul> </li> <li>(d) insert objectives and performance criteria in (<i>Built Form above the Podium</i>): <ul style="list-style-type: none"> <li>(i) Design and articulation of roof forms must consider retention of view to St Mary's Cathedral from Century Tower (343 - 357 Pitt Street, Sydney)</li> </ul> </li> <li>(e) insert new clause 12 in (<i>Built Form above the Podium</i>) <ul style="list-style-type: none"> <li>(i) Side and rear setback above the podium of: <ul style="list-style-type: none"> <li>a) a minimum 3 m continuous setback to the eastern boundary</li> <li>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.</li> </ul> </li> </ul> <p>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).</p> <li>(f) amend clause 4 in (<i>Built Form above the Podium</i>) by inserting subclause c) <ul style="list-style-type: none"> <li>(i) Maximise solar access between 12 noon - 2 pm throughout other times of the year.</li> </ul> </li> <li>(g) amend Clause 6c (<i>Public Domain and Place</i>) as follows: <ul style="list-style-type: none"> <li>(i) 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.</li> </ul> </li> </li></ul>
<b>A25</b>	<p>The updated Design Guidelines referred to in Condition A24 above, and the resulting design approach regarding integration of the OSD with the CSSI, is to be reviewed by the <a href="#">Sydney Metro Design Review Panel</a> prior to the lodgement of any detailed development application.</p>

<b>A26 Design Excellence</b>	<p>Prior to the lodgement of the first detailed development application, the Applicant shall submit the final version of the Sydney Metro Design Excellence Strategy to the satisfaction of the Planning Secretary addressing the following:</p> <ul style="list-style-type: none"> <li>(a) must include a Design Integrity process throughout the design development and construction documentation period in consultation with the Government Architect NSW (GANSW), and through the State Design Review Panel (SDRP) Pilot Program or alternative Design Review Panel (<b>DRP</b>) as endorsed by GANSW. The DRP is to be augmented by including a member of the Sydney Metro Design Review Panel to ensure consistency in design advice and sufficient expertise in integrated station developments; and</li> <li>(b) delete any disclaimer being: <b>Disclaimer: The processes described in this document are indicative only and are based on a generic tendering process. Aspects of the process described may change.</b></li> </ul>
<b>A27</b>	<p>The endorsed Design Excellence Strategy in accordance with Condition A26 is applicable only to the Pitt Street South OSD and is not endorsed under this consent as a Strategy which applies to other sites.</p>
<b>B1 Built Form and Urban Design</b>	<p>The detailed development application(s) shall address compliance with:</p> <ul style="list-style-type: none"> <li>(a) the Design Guidelines as endorsed by the Planning Secretary pursuant to Condition A24 and A25</li> <li>(b) the Design Excellence Strategy as endorsed by the Planning Secretary pursuant to condition A26, including the advice of the <b>Sydney Metro Design Review Panel</b>, the Pitt Street South Design Excellence Evaluation Panel as contained within the Design Excellence Report and State Design Review Panel (or approved alternative under Condition A26).</li> </ul>
<b>B4 Design Review Panel</b>	<p>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:</p> <ul style="list-style-type: none"> <li>(a) the design objectives of the Concept Development Application;</li> <li>(b) consistency with the approved Design Guidelines as amended by Condition <b>A24</b>;</li> <li>(c) the DEEP's Design Excellence Report;</li> <li>(d) the advice of State Design Review Panel (or <b>approved alternative</b> under Condition A26); and</li> <li>(e) the conditions of this consent.</li> </ul>
<b>B5</b>	<p>The Design Integrity Report (DIR) as required by Condition 84 must include a summary of feedback provided by SDRP (or <b>alternative approved</b> in accordance with Condition A26) 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.</p>



## Appendix B – Terminology for Record Keeping

DRP record	Descriptor	Status in record	Further action by
SUPPORTS	The Panel <b>supports</b> the design as presented with no qualifications	Closed (if final design) Open (if there are further stages of design)	n/a
SUPPORTS WITH QUALIFICATION(S)	The Panel <b>supports</b> the design as presented with qualification(s)  [qualifications(s) are described]	Closed  Open (if a further presentation to the Panel is requested to demonstrate how the qualifications are addressed)	Project Team
NOT SUPPORTED	The Panel <b>does not support</b> the design as presented with reasons identified	Open	Project Team
ENDORSED	The Panel <b>endorses</b> that <b>Design Excellence</b> has been achieved  or  Panel <b>endorses</b> that a <b>Condition of Approval</b> requirement has been achieved	Closed	n/a

Determined  
by DRP - 15<sup>th</sup> October 201

## APPENDIX B

# DRP, PITT STREET ISD, ADVICE AND ACTIONS RECORD INCLUDING DESIGN EXCELLENCE ENDORSEMENT

### **DRP Presentations**

**DRP 1** – 15 October 2019

**DRP 2** – 19 November 2019

**DRP 3** – 17 December 2019

**DRP 4** – 21 January 2020

**DRP 5** – 18 February 2020

**DRP 6** – 17 March 2020

# Sydney Metro Design Review Panel

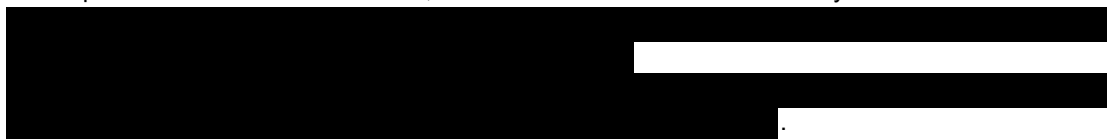
## Pitt Street ISD

### Advice and Actions Record – 17 March 2020

<b>Date:</b>	17 March 2020
<b>Venue:</b>	Level 43, 680 George St
<b>Panel:</b>	Abbie Galvin (Chair), Kim Crestani, Tony Caro, Bob Nation AM, Graham Jahn
<b>Independent Secretariat:</b>	Gabrielle Pelletier
<b>Design Team Presenters:</b>	
<b>Oxford</b>	Nellie O'Keeffe (Teleconference), Chris Carolan
<b>Investa</b>	Natasha Devlin (Teleconference), Stefan de Jesus (Teleconference), Lucinda Mander-Jones (Teleconference)
<b>CPB</b>	Michael Muller
<b>Bates Smart</b>	Philip Vivian
<b>Fosters &amp; Partners</b>	Muir Livingstone, Lotte Baert
<b>Sydney Metro</b>	Kati Westlake
<b>Sydney Metro</b>	Stephen Spacey, Alex Nicholson, Kati Westlake
<b>Observers/ Invitees:</b>	
<b>DPIE</b>	Russell Hand, James Groundwater
<b>Apologies:</b>	Heritage Council, Peter Phillips, Yvonne von Hartel AM, Jason Hammond

**Project status:** Date of last presentation: 18 February 2020

The Pitt Street ISD project team presented DRP presentation 6 with an aim to close out OSD South for 7 April LOC submission to Council, then DA submission to DPIE 18 May.



#### 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**

## Materials and finishes

- 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.
- The Panel accept the honed precast finish to the street level walls, with a higher visibility of aggregate than sample shown and promote further consideration be given to the skirting and corner details to ensure longevity of initial appearance.
- The Panel request further information provided regarding bird roosting mitigation measures at horizontal window heads that sit below the awning.

## General

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

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1. [REDACTED]

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1. [REDACTED]

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ITEM #	GEOGRAPHIC LOCATION	THEME	RAISED ON	DOCUMENT REVIEWED	ACTION / ADVICE	TEAM TO RESPOND	DATE OF RESPONSE	RESPONSE	STATUS
1.00	ISD	General	15/10/2019	DRP 1 Presentation	The Panel supports the overall scheme as presented with recommendations: Items 1.01 to 1.03	Project Team	19/11/2019	The Panel notes and supports the general approach to landscape design as presented in DRP 2 Presentation, noting that it is in its early stages.	Closed
1.01	ISD	Materials and finishes	15/10/2019	DRP 1 Presentation	The Panel requests that the landscape designer present at a future meeting.	Project team	19/11/2019	The Panel notes and supports the landscape design at its current stage as presented in DRP 2 Presentation	Closed
1.02	OSD South	Planning and Passenger Movement	15/10/2019	DRP 1 Presentation	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.	Project team	19/11/2019	The Panel supports the proposed lift numbers on the basis of the analysis presented – being 3 passenger and 1 service lift for 227 apartments.	Closed
1.03	OSD South	Access and maintenance	15/10/2019	DRP 1 Presentation	The Panel requests that the following be presented at the next meeting: Demonstration that the loading dock and service lifts will provide a sufficient level of service.	Project team	19/11/2019  17/12/2019	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.  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.	Closed
2.01	OSD North								
2.02	Precinct/ Public Domain North								
2.03	Precinct/ Public Domain North								
2.04	Precinct/ Public Domain North								
2.05	Station								
2.06	Station Entry North								
2.07	OSD North								
2.08	Station Entry North								



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2.09	Station Entry North								
2.10	Station Entry North								d
2.11	Station Entry North								
2.12	Station Entry North								
2.13	OSD South	Built Form	19/11/2019	DRP 2 Presentation	<p>Princeton Apartment Interface – Ventilation design</p> <p>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:</p> <ul style="list-style-type: none"> <li>-Conflict between safety and cleaning</li> <li>-Conflict between access to ventilation and acoustic separation</li> </ul> <p>The Panel was advised that this solution has been presented to the City of Sydney (CoS), but no feedback from the CoS was provided. In addition to demonstration that the scheme addresses the above concerns, the Panel recommends that CoS support for this approach is secured.</p>	Project Team	<p>21/01/2020</p> <p>18/02/2020</p> <p>21/04/2020</p>	<p>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.</p> <p>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.</p> <p>The Panel confirm this item remains open due to concern raised over the potential for high-volume wind whistling issues arising from the recessed slots with no horizontal ledges. The Panel seeks confidence from the Pitt Street team that this issue won't arise.</p>	Open
2.14	OSD South	Built Form	19/11/2019	DRP 2 Presentation	Princeton Apartment Interface – Visual privacy	Project Team	19/11/2019	The Panel supports that visual privacy is achieved through the noted vertical louvers to the apartment windows facing the Princeton Apartments.	Closed
2.15	OSD South	Materials and finishes	19/11/2019	DRP 2 Presentation	The Panel supports the material selection in principle, and recommends all materials are presented again with samples and final finishes, including evidence of sign off by Sydney Metro on sealing and maintenance regimes.	Project team	<p>21/01/2020</p> <p>18/02/2020</p>	<p>The Panel reiterates the need for material samples and prototypes prior to providing support.</p> <p>The Panel accept the 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.</p>	Closed
2.16	Station Entry South	Planning and Passenger Movement	19/11/2019	DRP 2 Presentation	Schedule C4 - South entry sightline to lift waiting area	Project Team	19/11/2019	The Panel supports the improved sight lines to the lift waiting area through the increase in width from 2.5m to 3m.	Closed
2.17	Precinct/ Public Domain North								
2.15	General	General	19/11/2019	DRP 2 Presentation	The Panel noted that the CoS representative required as a member on this Panel has not yet been appointed.	Transport for NSW	18/02/2020	Graham Juan has been appointed as DRP Panel member for the City of Sydney.	Closed
3.01	OSD North								
4.01	OSD South	Materials and finishes	21/01/2020	DRP 4 Presentation	<p><b>Façade design</b></p> <p>The Panel recommends considering a different treatment to the precast façade panels at street level in order to provide a richer sense of detail.</p>	Project Team	<p>18/02/2020</p> <p>17/03/2020</p>	<p>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.</p> <p>The Panel accept the honed precast finish to the street level walls, with a higher visibility of aggregate than sample shown and promote further consideration be given to the skirting and corner details to ensure longevity of initial appearance.</p>	Closed

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4.02	OSD South	Materials and finishes	21/01/2020	DRP 4 Presentation	<b>Façade design</b> The Panel requests a plan diagram/s that establish the locations of colour changes, and confirmation that this is consistent with the agreed concept of the tower being a composition of four articulated slender forms.	Project Team	18/02/2020	The Panel accept the presented diagrams and 3D imagery explaining the locations of colour changes and evolution of design.	Closed
4.03	OSD South	Built Form	21/01/2020	DRP 4 Presentation	<b>Façade design</b> The Panel accepts the proposed rationale for façade openings between concrete panels applicable to the various internal room uses.	Noted			Closed
4.04	OSD South	Heritage Interpretation	21/01/2020	DRP 4 Presentation	<b>Edinburgh Castle Hotel</b> The Panel requests a detailed resolution of the return wall to the Edinburgh Castle Hotel.	Project Team	18/02/2020 17/03/2020	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. 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.	Closed
4.05	OSD South	Built Form	21/01/2020	DRP 4 Presentation	<b>Solar Analysis and Thermal Comfort</b> The Panel notes there has been a reduction in solar access on June 21st due to the New Castle Residences development, which has recently commenced on site. The Panel notes the design teams advice that appropriate solar analysis testing to minimise this impact has been undertaken, which demonstrates that the current façade design remains as an appropriate solution along with relocation of upper level 3-bedroom apartments to the lower levels.	Noted			Closed
4.06	OSD South	Built Form	21/01/2020	DRP 4 Presentation	<b>Envelope compliance</b> The Panel accepts the presented envelope non-compliances as having very minor impacts and therefore reasonable.	Noted			Closed
4.07	General	General	21/01/2020	DRP 4 Presentation	<b>Design Excellence</b> The Panel requests that future presentations include commentary on compliance with design excellence strategies including design guidelines.	Project Team	18/02/2020	The Panel note that the project team are currently in conversation with DPIE	Closed
4.08	OSD North								
4.09	OSD North								
4.10	OSD North	Built							
6.01	OSD South	Materials and finishes	17/03/2020	DRP 6 Presentation	<b>Ground floor windows</b> The Panel request further information provided regarding bird roosting mitigation measures at horizontal window heads that sit below the awning.	Project Team			Open
6.02	OSD South	General	17/03/2020	DRP 6 Presentation	<b>Design Excellence</b> The Panel accepts that Pitt Street South OSD meets design excellence parameters and is ready for submission to DPIE.	Noted			Closed
6.03	Station Entry North								
6.04	Station Entry North								
6.05	Station Entry North								

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6.06	Station								
7.01	General								d
7.02	General								
7.03	Precinct/ Public Domain North								
7.04	Station Entry North								
7.05	OSD North								
7.06	OSD North								
7.07	OSD North								
7.08	General	General	31/03/2020	DRP 7 Presentation	OSD Design Parameters The Panel noted the status update provided on the OSD design parameters and that ongoing discussions are occurring between the Sydney Metro and the Pitt St Project Team to close these out progressively. The Panel accepts this has been achieved and will close this item in the design integrity tracker.	Noted	N/A	N/A	Closed
7.09	General	General	31/03/2020	DRP 7 Presentation	Design Excellence Guidelines The Panel noted the suggested process to be followed to close out and satisfy compliance with the design excellence guidelines and notes the detail on this process is to be agreed with DPIE, Sydney Metro and the developer.	Noted	N/A	N/A	Closed
8.01	OSD North								
9.01	OSD North								
9.02	General								