

Updated Victoria Cross Design Guidelines

APPENDIX C



Victoria Cross

Over Station Development

Design Guidelines

September 2018



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1.0 Introduction

1.1 Name of this document

This document is called the Victoria Cross Over Station Development (OSD) Design Guidelines (the Design Guidelines).

1.2 Purpose of the Design Guidelines

The purpose of the Design Guidelines is to guide the detailed design of the future OSD within the concept State Significant Development application building envelope for the site.

The OSD forms part of an Integrated Station Development (ISD) and as such is subject to the Design Excellence Strategy for the ISD.

1.3 Land to which the Design Guidelines apply

The Design Guidelines apply to development above the Victoria Cross Station (the site) as shown at **Figure 1** – Land to which the design guidelines apply. Specifically, this land comprises the following:

- 155-167 Miller Street, North Sydney – SP35644;
- 181 Miller Street, North Sydney – Lot 15 in DP69345 and Lots 1 and 2 in DP123056;
- 187 Miller Street, North Sydney – Lot A in DP160018;
- 189 Miller Street, North Sydney – Lot 1 in DP633088; and
- Formerly part 65 Berry Street – Lot 1 in DP 1230458.

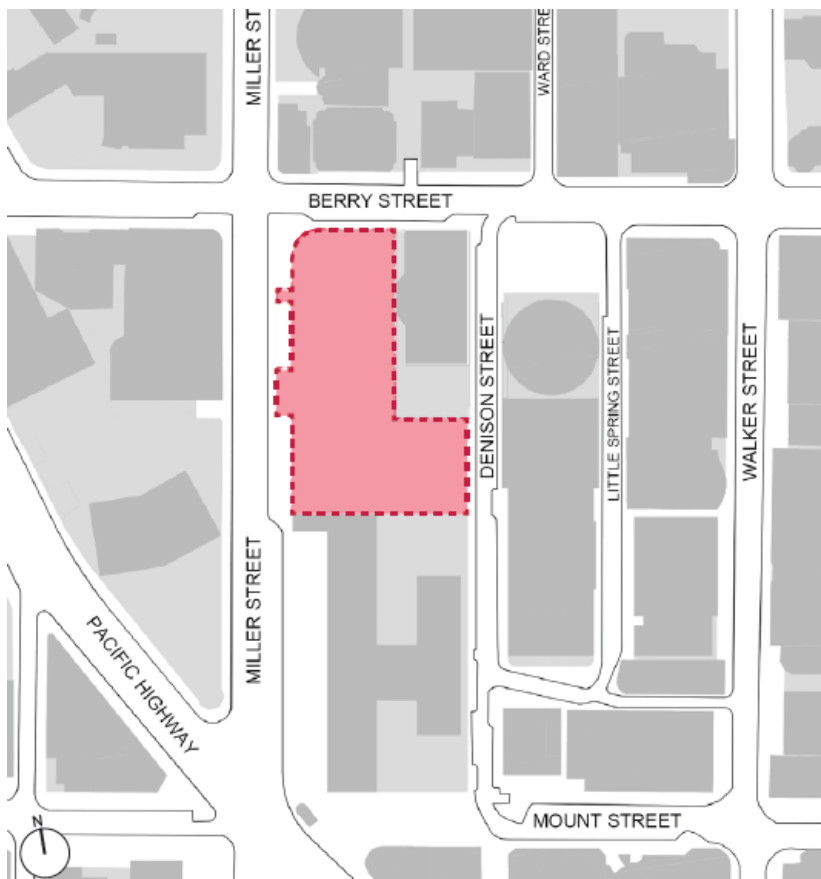


Figure 1: Land to which these Design Guidelines apply

2.0 Design Vision and Principles

The design vision for the Victoria Cross OSD is for the future development to integrate with Victoria Cross Station and contribute positively to the legacy of the Sydney Metro project. The Victoria Cross OSD will be an A grade commercial building of significant scale accommodating approximately 60,000sqm GFA. It should have a landmark quality that marks the 'heart' of the North Sydney centre, clearly denotes the new Metro Station and complements the surrounding heritage items and public domain.

The principles for the Victoria Cross OSD are to:

- 1) Deliver a high quality built form that:
 - a) exhibits design excellence;
 - b) is identifiable as a landmark building;
 - c) is architecturally integrated with the overall Metro Station design, yet distinctly identifies the Metro Station and the OSD entries at the ground plane;
 - d) responds sympathetically to the existing character of neighbouring buildings, including surrounding heritage items;
 - e) provides a podium that responds to and integrates with the public domain and the Metro Station;
 - f) minimises privacy and solar access impacts on the surrounding residential uses; and
- 2) Protect and enhance the surrounding public domain by:
 - a) Minimising any additional overshadowing from the building or any associated plant, lift overruns, or architectural roof feature;
 - b) Ensuring pedestrian comfort in and around the building through managing the potential for wind impacts; and
 - c) Providing appropriate setbacks along street frontages in recognition of the established and emerging urban context.
- 3) Provide for an A grade with premium services office use, supported by a range of complementary uses to revitalise and activate the public domain.

3.0 Station Integration

Sydney Metro provides a unique opportunity to demonstrate an exemplary approach to integrated transport and land use planning. Quality architecture, good urban design and a user friendly and inter-connected transport system are critical to ensuring that the Sydney Metro project meets customer needs and expectations and maximises its city shaping potential and broader urban benefits.

To help meet the transformational vision and world class aspirations of the Sydney Metro project, a number of overarching design objectives and principles for the project have been prepared to guide decision making and the design process for the City & Southwest project. These design objectives and principles must be respected and inherent in the integrated design.

Objectives:

- 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.

Principles:

- 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.
- 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.
- 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.
- 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.
- 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.

In order to satisfy the design objectives and principles for the Sydney Metro project, the design and integration of the Victoria OSD with the Metro Station must also satisfy the following design principles:

- 1) The Victoria Cross OSD must:
 - a. not have any adverse impact on the design and/or operation of the Metro Station;

- b. be capable of complete demolition and reconstruction, or major maintenance or modification, without significant interference to the operation of the Metro Station;
- c. allow independent access, servicing and maintenance from normal station activities and operation;
- d. integrate efficiently with the station structure;
- e. achieve unity in design through connecting the Station entry, podium and tower, as a single readable piece of architecture including to provide continuity in the façade design; and
- f. Provide visual connectivity between the OSD lobby and the public domain.

4.0 Built Form Guidelines

The following specific guidelines apply to the development site which is the subject of these Design Guidelines, as outlined at **Section 1.0** of this document. Where variations are proposed, it should be demonstrated that the underlying objectives of the controls will be maintained by the development.

4.1 Land Use

- 1) Development is to be designed to accommodate predominantly commercial employment activities.
- 2) The built form is to provide for large, contiguous and efficient commercial floorplates suitable for achieving A Grade office space.
- 3) The location of the uses shall generally be in accordance with **Figure 2**.
- 4) Where possible, the development should maximise opportunities to incorporate retail, restaurant, bar facilities and other non-residential floor space to promote the activation, amenity, diversity and place-making objectives and contribute to the night-time and weekend economy of the CBD.
- 5) A retail strategy should be prepared and submitted with the detailed SSD Application which demonstrates how the retail opportunities proposed best respond to the market and user's needs. In addition, the strategy is to demonstrate how the OSD retail fits into the overall retail strategy for the integrated station development and contributes to the place-making and vibrancy of the development.

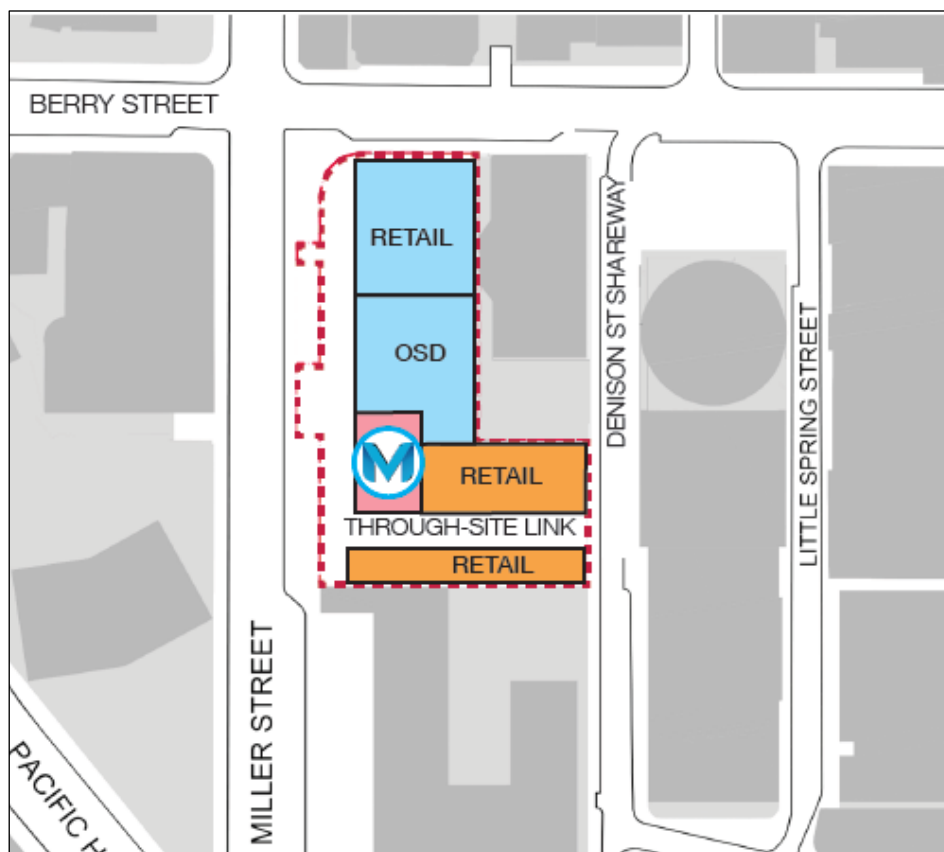


Figure 2: Ground Plane Land Use Diagram

4.2 Building Siting, Scale and Mass

- 1) Development must not exceed the building envelope identified by the Building Envelope Diagram in **Figure 3** and **Figure 4**.
- 2) The lower levels of the development must be designed to address the pedestrian scale environment along the surrounding streets and the through-site link between Miller Street and Denison Street, and should not compromise quality of the public domain.
- 3) No less than 18m of separation shall be provided between the tower and the MLC Building.
- 4) The south-east corner of the development is to respect the scale and composition of buildings in Denison Street.
- 5) The tower is to result in no net additional overshadowing to surrounding Special Areas and land zoned RE1 between 12pm and 2pm.
- 6) Miller Street setback shall respond to the predominant street frontage alignment.
- 7) The commercial building must provide commercial floor plates commensurate with premium office buildings in order to reinforce the commercial character of the North Sydney centre.

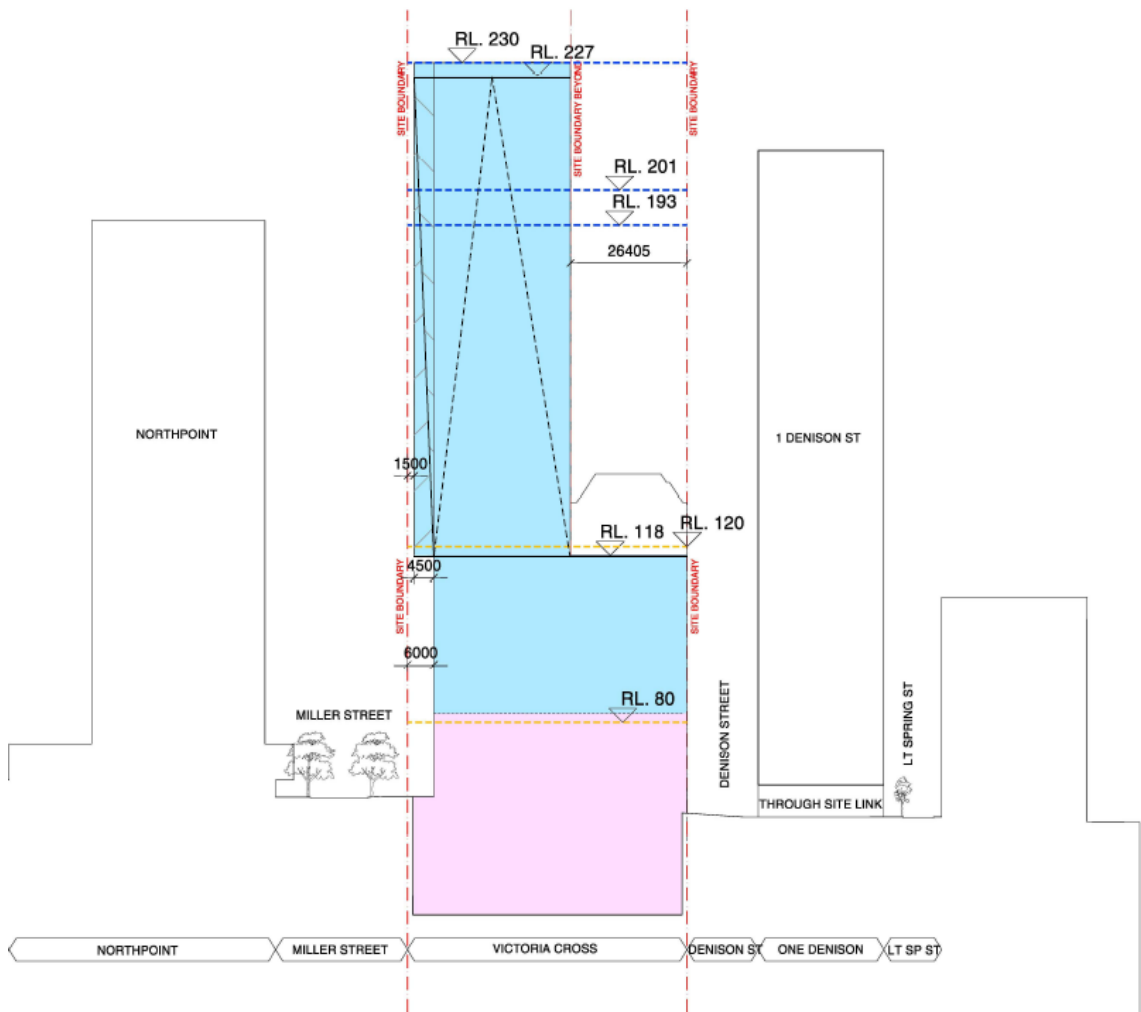


Figure 3: Building Envelope- East / West Section

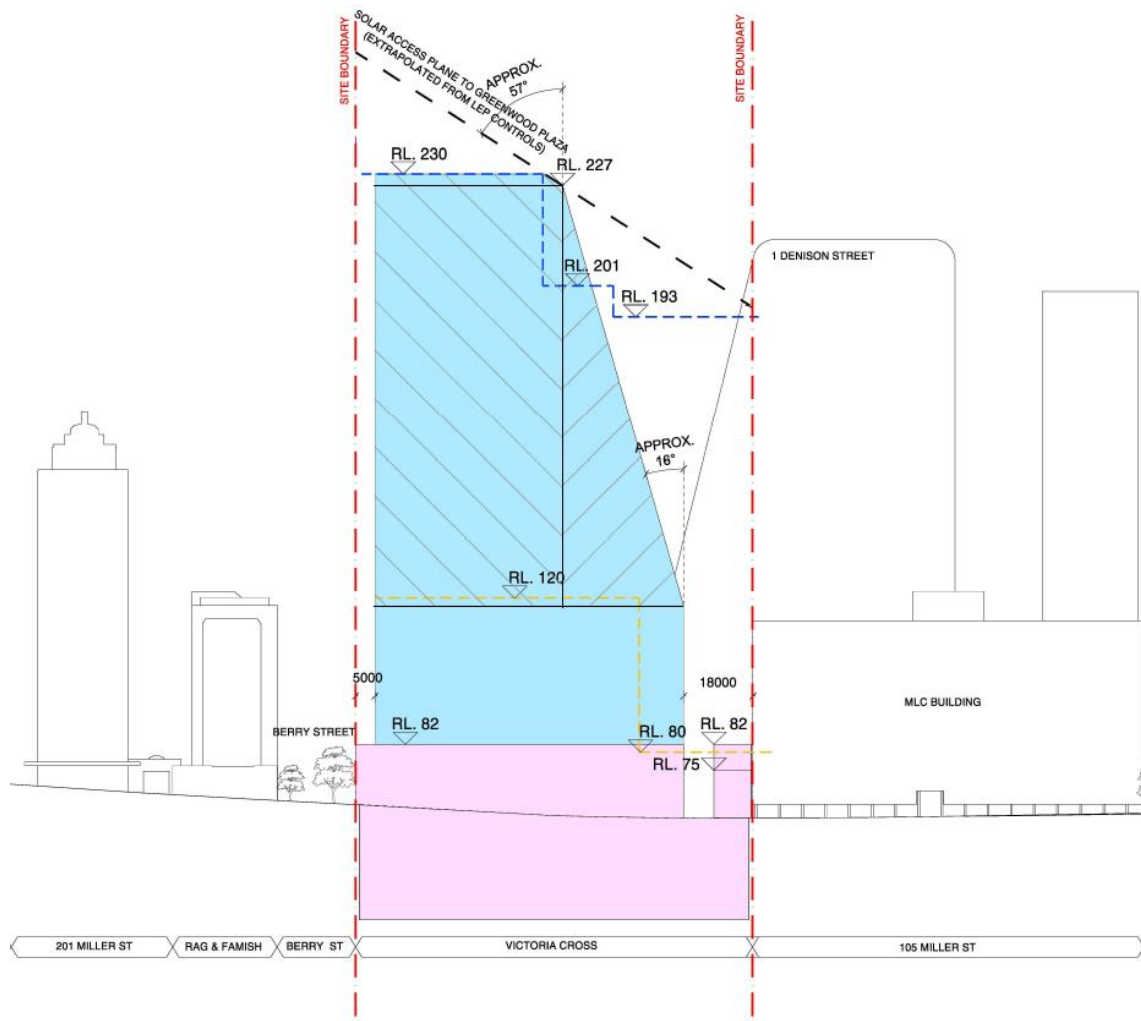


Figure 4: Building Envelope- North/ South Section

4.3 Building Design

- 1) Development of the site is to reinforce the urban character and aesthetically integrate with the urban context.
- 2) The ground floor areas must be designed to enable pedestrians in the adjoining public domain to perceive activity within the building and to provide heightened visual interest through innovative or dynamic architectural treatments.
- 3) The articulation and exterior design of the tower form should consider view and amenity impacts for residents of the Alexander Apartments building and neighbouring buildings.
- 4) The building form within the 'articulation zone' of the Miller Street frontage of the building envelope (as illustrated in **Figure 5**) may utilise some (not all) of the nominated zone. The future built form within this articulation zone is to achieve design excellence and be justified through an assessment of the following:
 - a. compliance with overshadowing requirements in NSLEP 2013
 - b. respecting the datum of the adjoining MLC building
 - c. maintaining sky view

d. acceptable amenity and microclimate in the public domain particularly in respect to wind impacts

- 5) Roofs are to be designed to make a positive contribution to the quality of the CBD skyline.
- 6) The core should be located towards the site's east boundary to create a flexible and contiguous floorplate and minimise intrusion into the Metro Station.
- 7) At ground level, the OSD and Metro elements of the development should be physically separated and should be differentiated in form, function or appearance, while maintaining a coherent overall design.
- 8) There is to be integration of the structure for the station with the structure for the Over Station Development, so as to maximise space, cost efficiency and structural consistency.
- 9) Opportunities for outdoor areas and terraces should be considered in order to enhance the amenity for future building occupants.
- 10) Outlook from the OSD towards Sydney Harbour and distance views across Metropolitan Sydney should be maximised from within the tower floorplates.
- 11) Internal amenity of the tower should be optimised through:
 - a. maximising daylight penetration into the floorplate; and
 - b. Incorporating passive design measures which allow for a good level of thermal comfort without excessive reliance on mechanical heating and cooling systems.
- 12) Buildings are to respond to environmental site conditions including to minimise the impact of wind on pedestrians and the public domain.
- 13) The visible light reflectivity from building materials is not to exceed 20%.
- 14) Car parking must be provided in the basement of the building and be accessible from Denison Street.
- 15) End-of-trip facilities are to be provided in the building.
- 16) The location and aesthetic treatment of all mechanical service (including rooftop plant) is to achieve a high standard of architectural design and is to include materials and detailing appropriate to integrate with the architectural expression of the building.

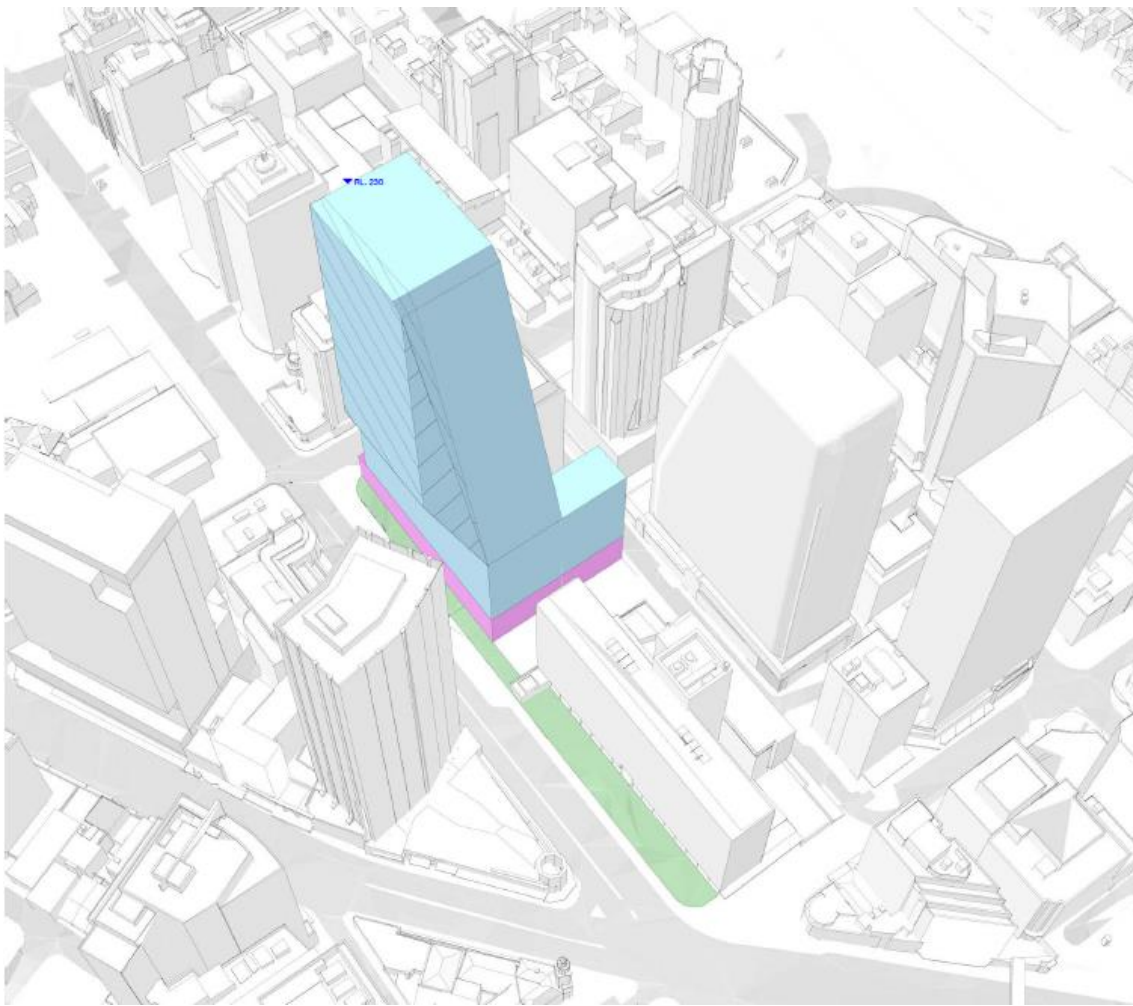


Figure 5: Axonometric of building envelope showing extent of articulation zone (hatched area)

4.4 Heritage

- 1) The design of the Over Station Development should respect the surrounding heritage items through an appropriate response to height, scale, materials and articulation.
- 2) The building podium shall be designed to sensitively respond to the scale and siting of the Rag and Famish Hotel.
- 3) Development should respond to and protect the significance of the MLC Building in the following ways:
 - a. the tower form should have a minimum 18m separation from the MLC Building;
 - b. the tower form should feature a lowered south-east corner to respond sympathetically to the scale of the MLC building;
 - c. the southern edge of the through-site link is to be defined by a low-rise building that respects the scale and maintains the legibility of the north façade of the MLC Building; and
 - d. The setback of the southern end of the development to Miller Street shall respect the alignment of the MLC Building.

4.5 Public Domain and Open Space

- 1) Building entries are to positively address streets and the public domain.
- 2) Development should be designed to enhance pedestrian safety and security within the immediately surrounding public domain.
- 3) Ground floor uses should add to the liveliness and vitality of the Miller Street Special Area and Berry Street.
- 4) A continuous awning or coverings of a sufficient depth are to be provided above the Miller Street frontage for protection to pedestrians from the weather.
- 5) The podium of the tower is to be setback to align with the Miller Street Special Area as defined in the North Sydney Local Environmental Plan 2013 to protect the amenity of the public domain and views to the MLC Building.

4.6 Vehicle parking, access and manoeuvring

- 1) Car and bicycle parking is to comply with the rates specified in the North Sydney Development Control Plan 2013.
- 2) Basement parking and service vehicle entry and exit points are to be provided in the locations nominated on the Pedestrian and Vehicular Access Diagram in **Figure 6**.
- 3) Servicing and access is to be designed to minimise potential conflicts with pedestrians and ensure pedestrian amenity and safety.
- 4) Off-street loading and servicing facilities must be provided on site.

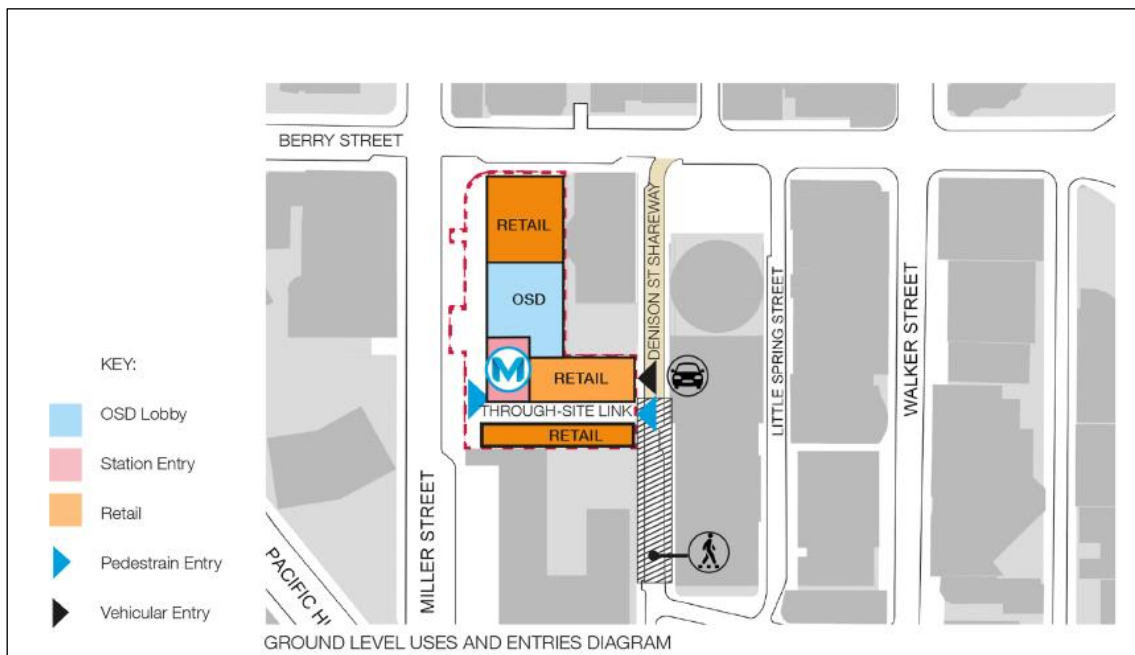


Figure 6: Pedestrian and Vehicular Access Diagram

4.7 Pedestrian Movement and Transport Integration

- 1) Pedestrian access and connectivity must be provided generally in accordance with the Pedestrian and Vehicular Access Diagram at **Figure 6**.
- 2) Development should promote pedestrian movement and integration with the neighbouring public domain including the planned pedestrianisation of the Denison Street.
- 3) The pedestrian movements to, from and within the site associated with the Metro station are to be considered and accommodated in the design.
- 4) End-of-trip facilities shall be provided for the commercial uses generally in accordance with North Sydney Development Control Plan 2013.

4.8 Signage

- 1) Signage opportunities are to respond to and complement the architectural design of the building and contribute positively to the appearance of the building, the streetscape and the CBD skyline.
- 2) Signs are not to conceal or detract from integral architectural features or cover any mechanical ventilation systems.
- 3) A signage strategy should be prepared for the Over Station Development, providing the location, dimension, illumination and types of signage proposed on the building. The signage strategy should ensure signage is of high quality, integrated with the overall building design, and compatible with, whilst not detracting from the broader Sydney Metro Station Wayfinding Strategy.

4.9 Public Art

- 1) The development is to incorporate high quality public art as an integral part of the building design.
- 2) Public art is to be located to be perceivable from the public domain.
- 3) Public art placement and selection is to consider the opportunities of the site, its history and context when developing a theme and concept.

4.10 Sustainability

- 1) Development at the site is to take advantage of best practice sustainability standards available and feasible at the site.
- 2) Development should aim to reduce environmental impacts through the selection of materials.
- 3) The façade should be designed to minimise energy use by reducing heat gain while improving user comfort through glare control.
- 4) Compliance should be achieved with the minimum sustainability requirements of Council.

