

UPDATED PITT STREET SOUTH DESIGN GUIDELINES

APPENDIX A



Pitt Street South Over Station Development

Design Quality Guidelines

November 2018





Purpose of the Document

The purpose of this document is to guide the design of the Sydney Metro Pitt Street South over station development (OSD) and provide a reference document for the assessment of design outcomes.

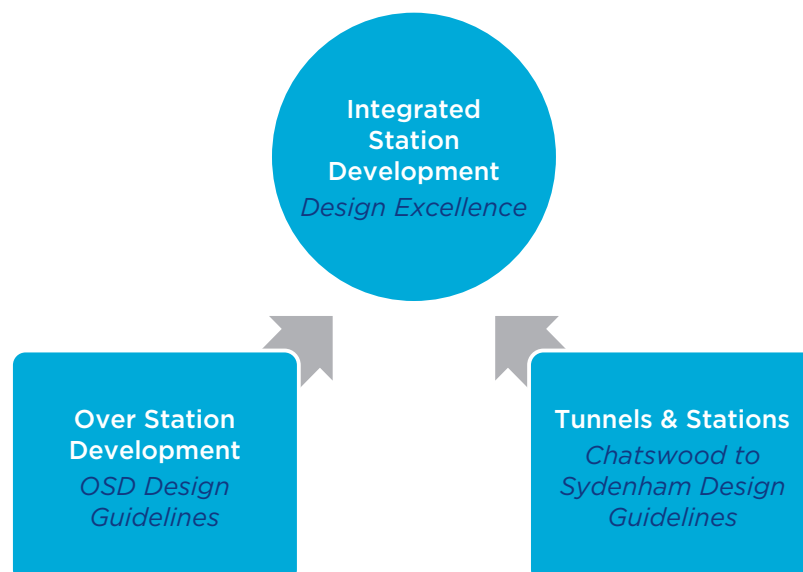
These design guidelines provide a set of overarching principles and outcomes capable of interpretation irrespective of final land use. They have been formulated to ensure delivery of design excellence across all responses to the site.

Design parameters are included for built form, heritage, integration with the public domain and Sydney Metro station, movement and connectivity and legacy outcomes of the development. These have been prepared with reference to:

1. Final Design Report Over Station Development, Pitt Street South, GHDWoodhead, June 2018
2. 'Sydney Metro City & Southwest: Chatswood to Sydenham Design Guidelines' (Sydney Metro CSW Design Guidelines), June 2017
3. 'Sydney Metro City & South West Pitt Street South Over Station Development: Heritage Impact Statement'.

Separate approval pathways for the station and the over station development have required the preparation of separate design guidelines for each component. These guidelines build on those accompanying the 'Sydney Metro City & Southwest: Chatswood to Sydenham Design Guidelines' and as such should be read in conjunction with them.

A key focus of these guidelines is to set clear design objectives for the OSD elements that integrate with the station, and to ensure consistency in the design approach for both elements. It is intended that the guidelines also inform and complement the future Station Design and Precinct Plan and Interchange Access Plan and are to be considered as part of the Sydney Metro Design Excellence Strategy for the site.

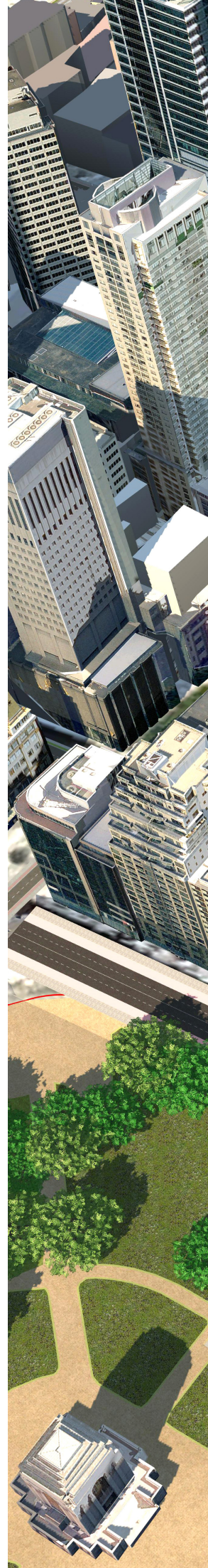


Vision

The Pitt Street South OSD will be transformational for the precinct and create and catalyse significant enhancement of the public realm, ground plane and urban setting. It will become a landmark element, integrated and associated positively with the Metro Station and be an integral part of its legacy.

Exceptional design will reflect the local context, acknowledge its prominent location within Central Sydney and address city-making and place-making principles. A distinctive built form will mark the site's location on Bathurst Street, one of Sydney's significant east-west avenues between Hyde Park, the Town Hall Civic Precinct and Darling Harbour, and capitalise on unobstructed views of Sydney Harbour and Hyde Park.

The OSD will seamlessly integrate with all building elements across the site, including the public domain, station and entrances and transfer elements.



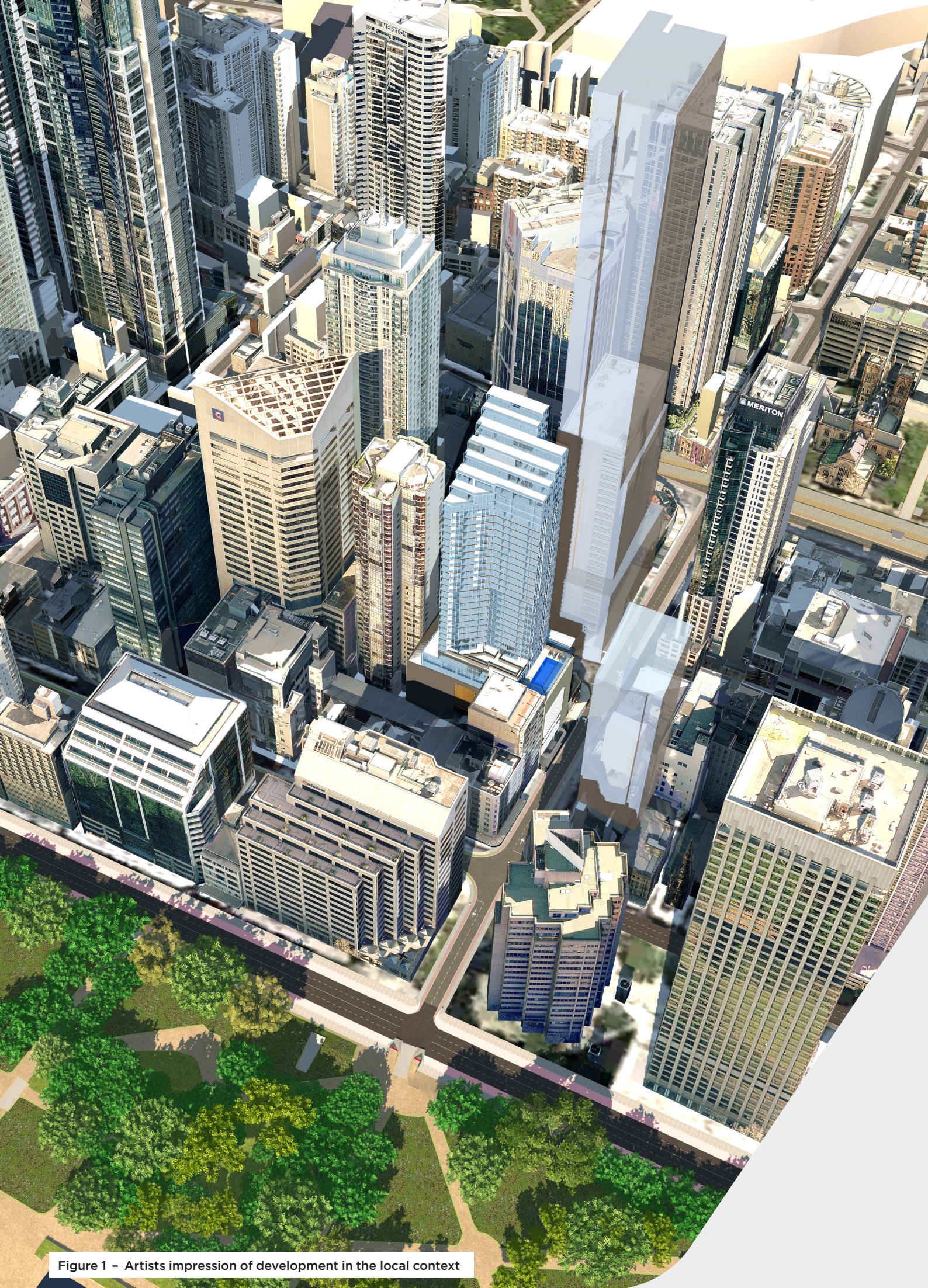


Figure 1 - Artists impression of development in the local context

Site Overview

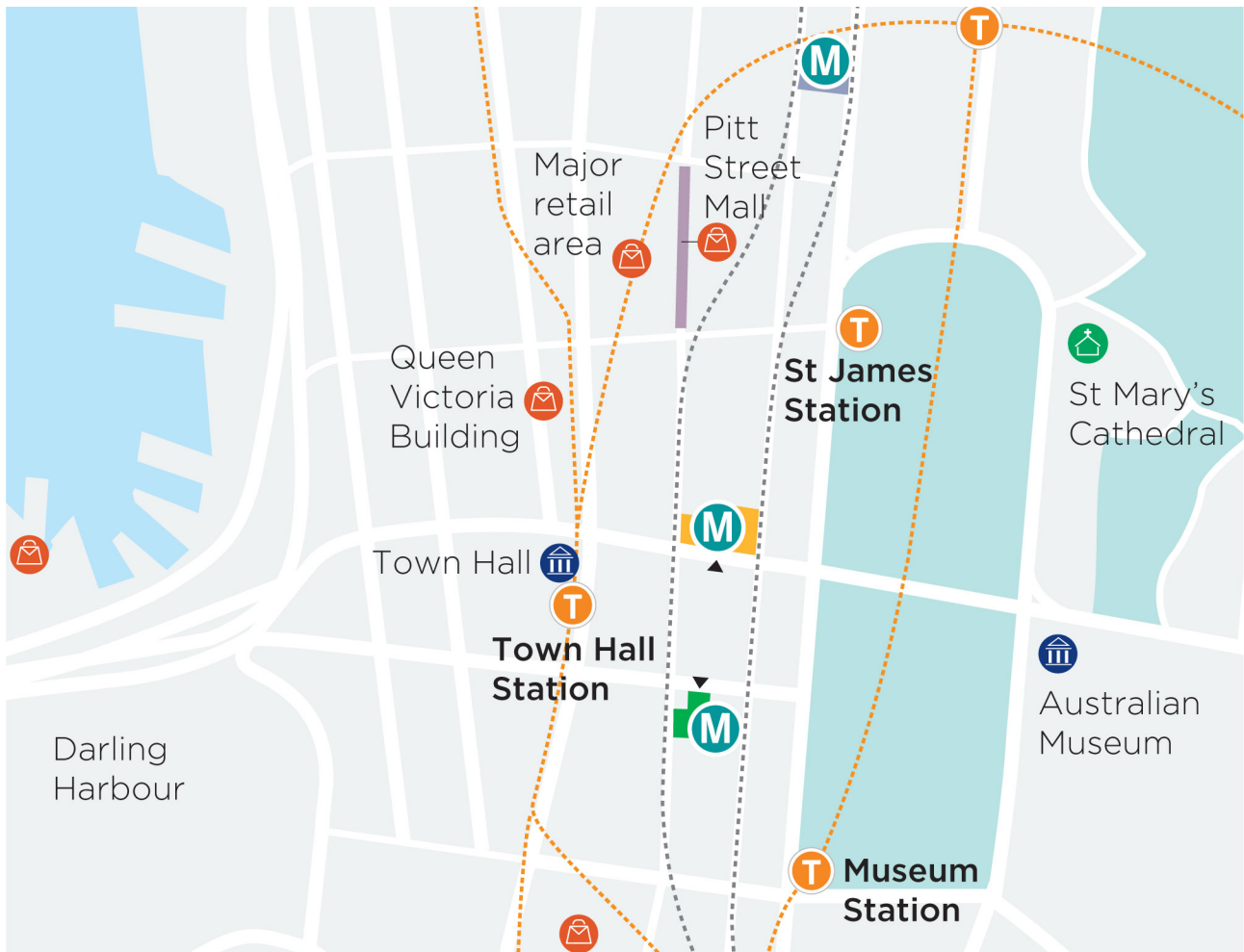


Figure 2 – Site Map

The proposed Pitt Street South OSD site is located between Pitt & Bathurst Streets and is one of two entries to the Pitt Street Metro Station (See Figure 2: Site Map). The site has an area of 1,708sqm and features street frontages of 24 metres to Bathurst Street and 32 metres to Pitt Street. The Edinburgh Castle Hotel on the corner of Pitt and Castlereagh Streets is excluded from the boundaries of the site, resulting in an irregular shaped site, with the corner frontages removed from the develop-able ground plane.

Site Context

Significant features of the site and its context include:

1. A central location on Bathurst Street, one of Sydney's significant east-west avenues connecting Hyde Park to the Town Hall Civic Precinct and Darling Harbour.
2. Located within 400m walking distance of key city features such as Hyde Park, World Square, Town Hall and the QVB, as well as major convenience stores such as Woolworths, creating significant pedestrian movement through the precinct.
3. A wide range of transport options are available in the immediate vicinity including bus and rail and the future light rail and Metro.
4. A number of significant heritage items are located to the north, south and west of the site, with close proximity to Sydney Town Hall, the QVB, and Hyde Park.

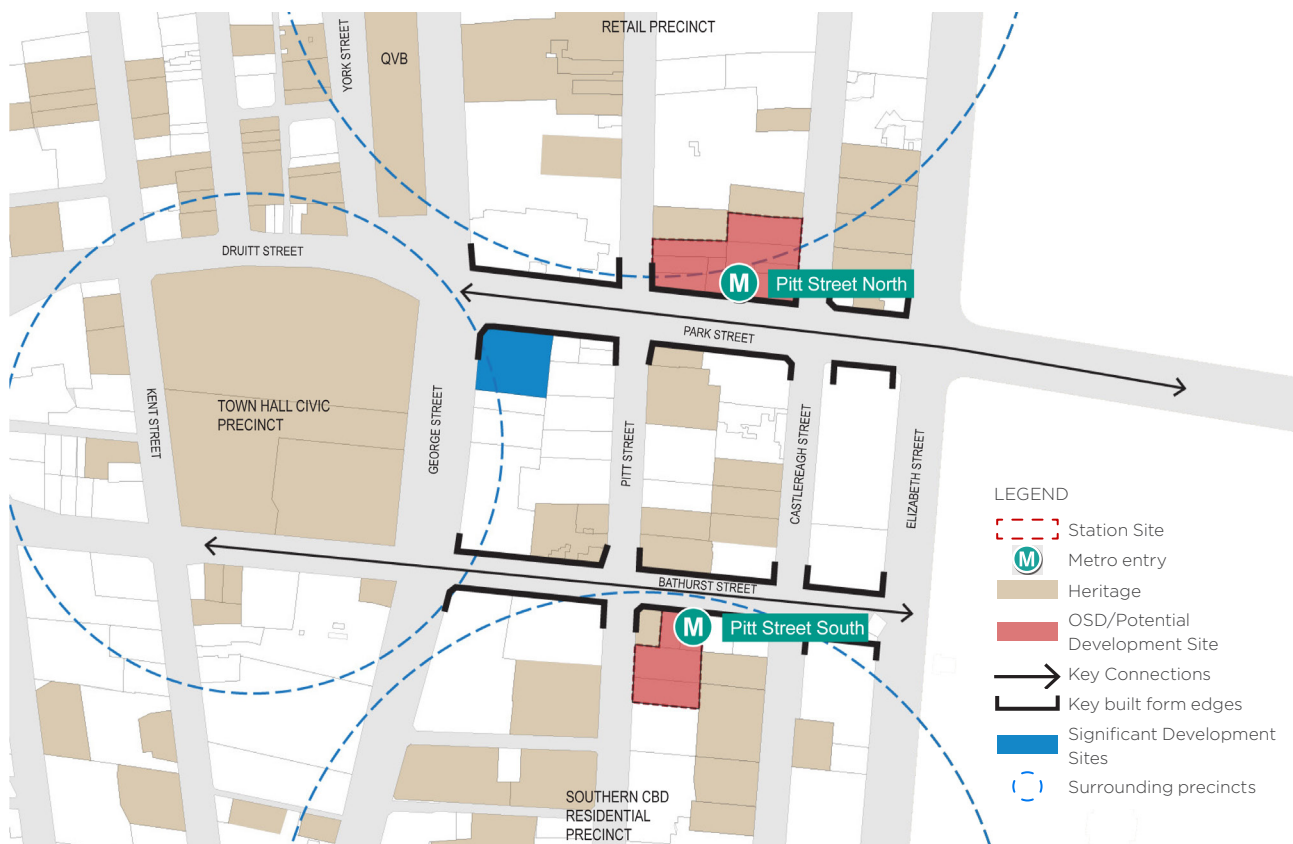


Figure 3 – Site Context

- The current streetscape on both Bathurst and Pitt Streets is a broad mix of use, scale and materiality organised around the heritage architecture of the Edinburgh Castle Hotel and dominated by the heritage façade of the Primus Hotel (old Water Board building) in Pitt Street
- The immediate precinct is undergoing a major upgrade with the Greenland Tower and 116 Bathurst Street developments under construction, and the recent completion of the Primus Hotel. This emerging context fundamentally alters the skyline and provides an opportunity for a productive visual dialogue with the built form above the podium.
- The Edinburgh Castle Hotel on the corner of Pitt and Bathurst Streets adjoins the site and is a 3 storey heritage building. This building has a major influence on planning for the Station and the OSD for the site.
- The parapet line of the Edinburgh Castle Hotel along Pitt Street is continued by the façades of the Princeton apartments to the south, with no immediate reference to the 45m podium control, and well below the 20m minimum in the DCP.
- Along Bathurst Street, the 45m podium height is strongly reinforced by the two apartment blocks to the east, creating a challenge as to how to mediate between the Bathurst Street frontage and the much lower parapet line of the Hotel on the corner.
- The majority of the ground plane is allocated to the station concourse and associated functions, with this limiting uses requiring large loading or lobby spaces such as hotels or commercial.
- A variety of opportunities exist to enhance the public domain & the broader urban context through an improved and activated pedestrian environment, contextual and human scale design, integrated landscaping and quality finishes.

Sydney Metro Design Objectives

The design outcomes for the Pitt Street South OSD are underpinned by the design objectives for all Sydney Metro projects.



Figure 4 – Sydney Metro project

Designs for the station, station precinct and the over station development must deliver on the following:

Ensuring an easy customer experience.

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.

Being part of a fully integrated transport system.

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.

Being a catalyst for positive change.

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.

Being responsive to distinct contexts and communities.

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 internationally benchmarked high quality station architecture and public domain that is well integrated with the valuable inherited urban fabric of existing places.

Delivering an enduring and sustainable legacy for Sydney.

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.

Sydney Metro City And South West Chatswood To Sydenham Design Guidelines

The Chatswood to Sydenham (C2S) design guidelines form part of the environmental impact statement (EIS) for the C2S Critical State Significant Infrastructure approval and establish design standards to guide the interface outcomes between stations and their surrounding locality.

The C2S design guidelines provide the following key design drivers and urban design strategies for Pitt Street station. As a component of the approved C2S EIS, these drivers and strategies must inform the design response for the Pitt Street South site.

Key design drivers

1. Provide space for customers in a busy pedestrian environment by extending the public domain into the station entries.
2. Integrate with the Sydney City Centre Access Strategy and other CBD planning strategies.
3. Anticipate connections to a future Town Hall Square and other nearby developments.
4. Extend the transport focus along Park Street, near Pitt Street.

Urban design strategies

Linking Hyde Park to the Civic Precinct

As increasingly important pedestrian streets, Park Street and Bathurst Street will require public domain improvements.

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.

Frontages to east-west streets

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.

Extending the materiality and character of the surrounding public domain into the station entries creates the opportunity for a seamless experience.

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.

DESIGN GUIDELINES

Built form

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.

Ensure the design responds appropriately to final land use choice and directly integrates connections between station and OSD elements, including rooftops, and aligns materiality and scale with the adjacent heritage fabric.

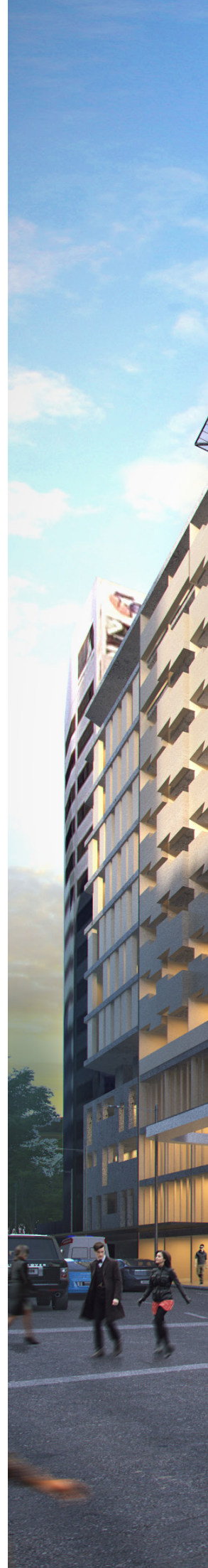




Figure 5 - Indicative design of Pitt Street South over station development built form

Podium and Street Wall

Podium form & articulation should demonstrate strong heritage & contextual sensitivity, with scale and massing that relates well at the human scale, whilst acknowledging the evolving nature of this area of Central Sydney. Design excellence, articulation and finish are delivered irrespective of end use and capture opportunities for varied responses accordingly.

This is to be achieved through:

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:
 - a) Seamless integration of station and over station development in the podium within a multi-scaled and visually noisy streetscape (see Figure 6: Indicative Integrated Massing Strategy).
 - 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 (See Figure 7: Indicative Street Wall Response – Bathurst Street Elevation and 8: Indicative Street Wall Response – Pitt Street Elevation).
 - 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.
 - d) Retaining the prominence and landmark character of the Edinburgh Castel Hotel through:
 - (i) Exploring opportunities to seamlessly integrate the hotel into the OSD
 - (ii) Addressing the scale difference between the established 45m podium height along Bathurst Street and the lower parapet line of the Edinburgh Castle Hotel,
 - (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.
 - (iv) Materiality and façade articulation of the podium responding to the hotel to better integrate the two sites and to activate the facades.
 - e) Provision of a maximum podium height of RL 71.0, being approximately 9 storeys or 47 metres above ground level.
 - f) Setbacks of:
 - (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.
3. Alignment of over station development with established building alignments at lower levels, with lobbies provided from Pitt Street.
4. Provision of landscaping throughout the podium design, laying spaces of relief & activation and referencing landscaping of the precinct.

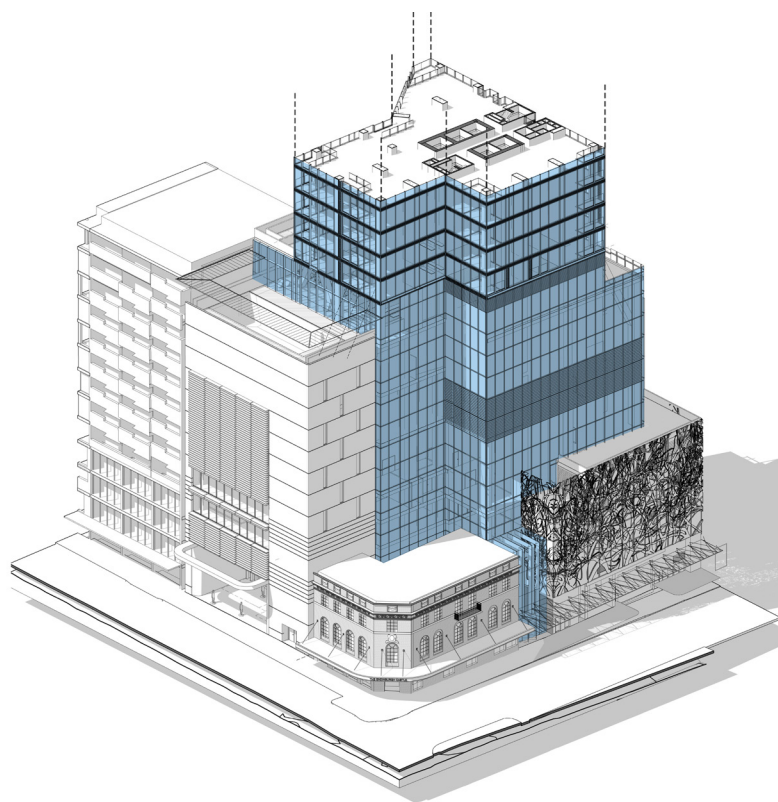


Figure 6 – Indicative Integrated Massing Strategy

Source: Pitt Street South OSD - Built Form and Urban Design Report, GHD Woodhead, June 2018

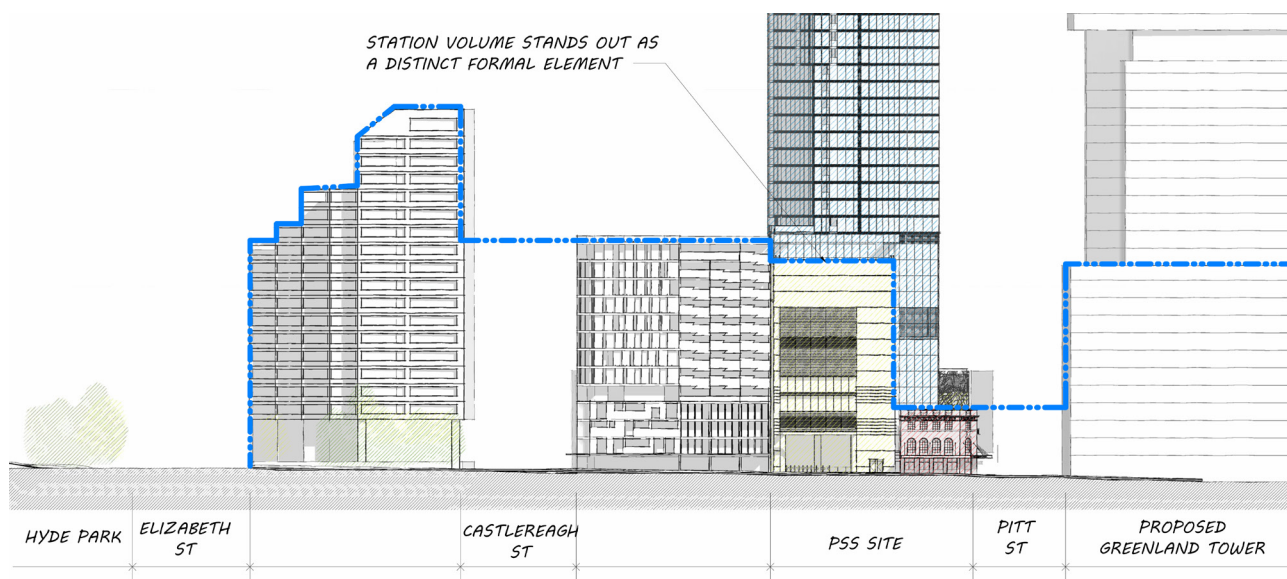


Figure 7 - Indicative Street Wall Response - Bathurst Street Elevation

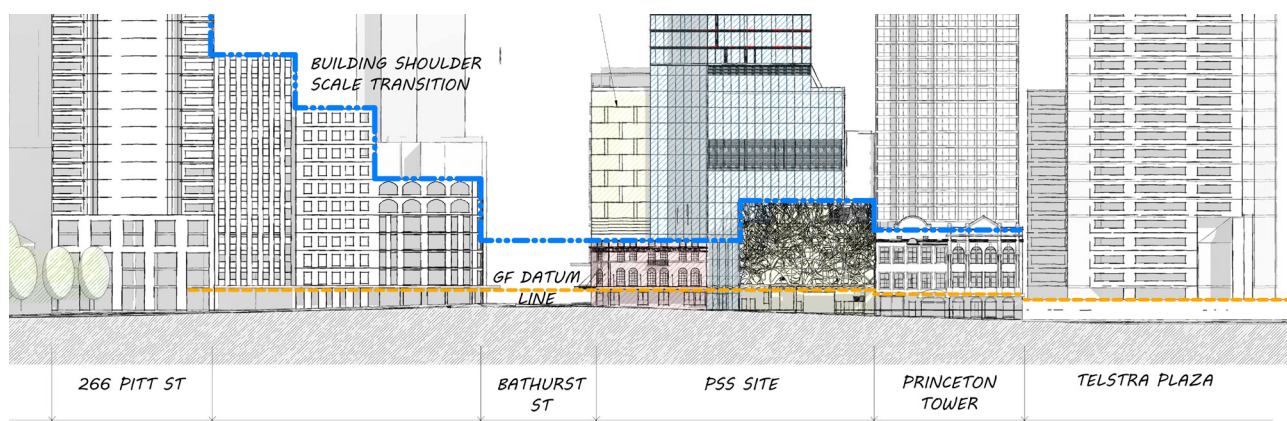


Figure 8 - Indicative Street Wall Response - Pitt Street Elevation

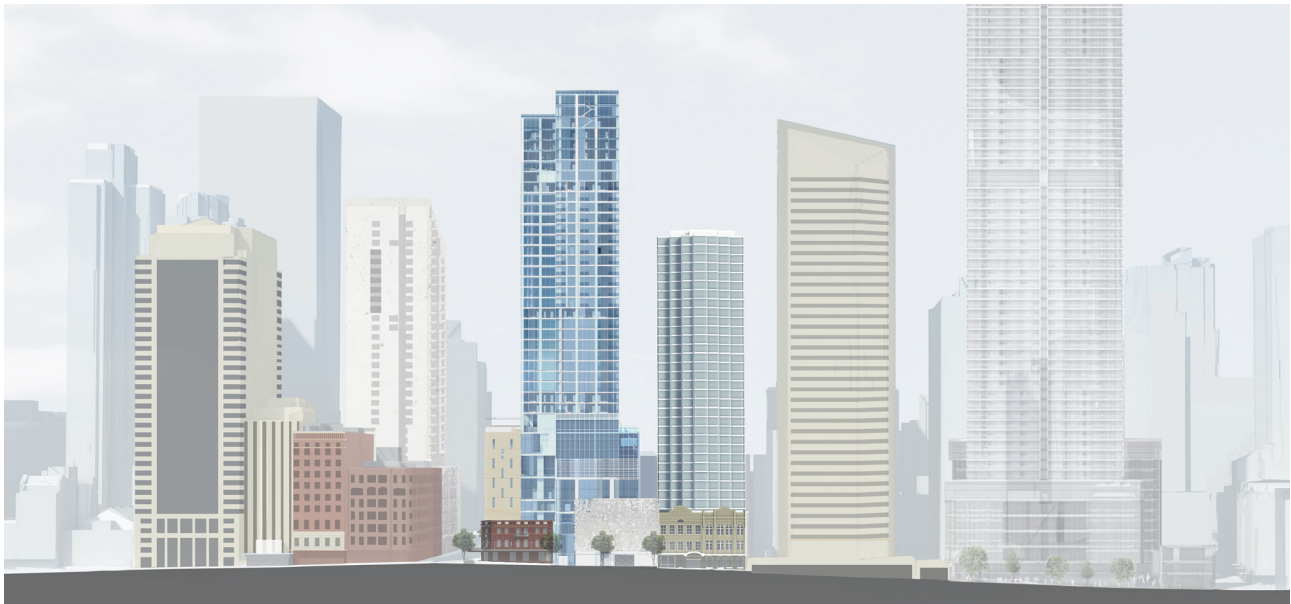


Figure 9 - Indicative Over Station Development Design Response - Pitt Street Elevation

Built Form above the Podium

The built form above the podium will leverage the evolving development context to create an exceptional and prominent urban marker that is complementary and sympathetic to the local context, creating a considered and transitional composition on the skyline. Design excellence, articulation and finish are delivered irrespective of end use and capture opportunities for varied responses accordingly. Design will ensure protection of the public domain, especially solar access to Hyde Park, and consideration of impacts on neighbouring uses.

This is to be achieved through:

1. Recognition of the contextual relationship with surrounding heritage listed items.
2. Integration of the over station design to enhance podium articulation and improve legibility of the station entrance (See Figures 9 to 11: Indicative Over Station Development Design Response).
3. Creating a built form transition between Greenland Tower and other adjacent developments, particularly Telstra Building (320 Pitt Street) and 116 Bathurst Street
4. Maximising solar access to the public domain, through:
 - 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).
 - b) Creation of opportunities to protect solar access to surrounding pedestrian environments.
5. Optimising views from the development to Hyde Park and Sydney Harbour.
6. Consideration of privacy implications to surrounding residential buildings, including the Princeton Apartments and 135-137 Bathurst Street.
7. Where practicable, preserve sunlight access and views to the north for neighbouring properties.
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.
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.
10. Provision of landscaping throughout the design, laying spaces of relief and referencing landscaping of the precinct.
11. Achievement of SEPP65 & ADG requirements.



Figure 10 - Indicative Over Station Development Design Response - Bathurst Street Elevation



Figure 11 - Indicative Over Station Development Design Response - Castlereagh Street Elevation

Source: Pitt Street South OSD - Built Form and Urban Design Report, GHD Woodhead, May 2018

Public Domain and Place

Contribute to a well-considered and articulated public domain that addresses the significance of the site and the complexity of high pedestrian activity in a relatively constrained location. Provide a strong relationship between Pitt Street Station North and South and pursue innovative opportunities to maximise activation of the spaces within the site and fronting the street network.

This is to be achieved through:

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.
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).
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.
4. Providing a strong, well demarcated street address to each frontage through strong form modulation and well activated ground floors.
5. Innovative design solutions to maximise activation along all street frontages. Activation includes a mix of building entrances and retail uses.
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.
 - b) Incorporating awning cover that relates to surrounding buildings to create a continuous weather protection edge to all street frontages.
 - c) Seamless integration of all signage with the architectural character of the scheme and surrounding context, providing an elegant and uncluttered approach and coordinated with nearby public art. Signage must integrate with City of Sydney DCP 2005 - Signage and Advertising Structures.
7. Reinforcing the east west connection between Hyde Park, George Street and Darling Harbour. (see Figure 14: Significant East-West connections).
8. Provision of public art, integrated and cohesive with the design of the built form and potentially recognising former uses.

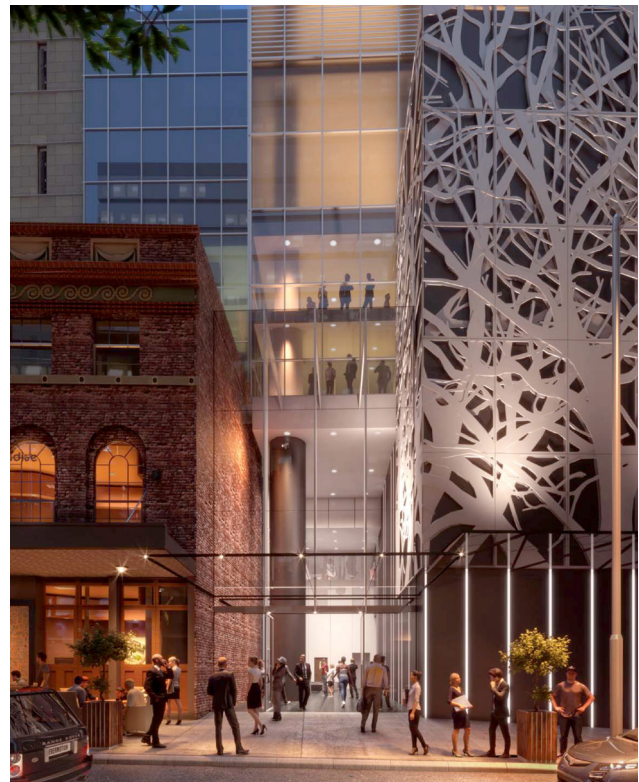


Figure 12 – Artists impression of Public Domain and Place

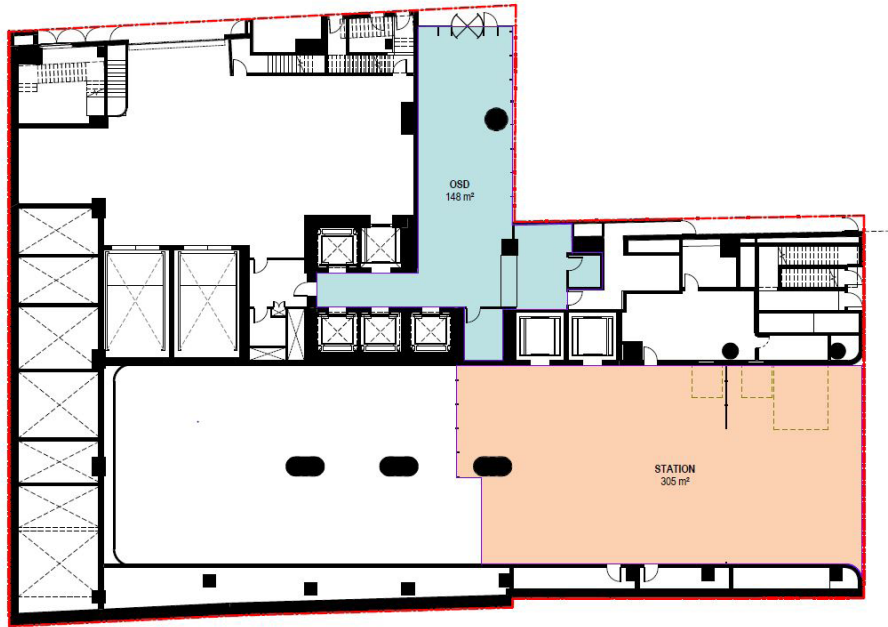


Figure 13 – Design for efficient pedestrian access and demarcation of uses

Source: Pitt Street South OSD - Built Form and Urban Design Report, GHD Woodhead, June 2018

LEGEND

- OSD GROSS FLOOR AREA
- STATION GROSS FLOOR AREA



Figure 14 – Significant East-West Connections

Source: Hassell

Movement and Connectivity



Figure 15 – Pedestrian activity around Pitt Street South

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:

1. Mitigating pedestrian overcrowding through the use of additional footpath width along Bathurst Street, achieved through some kerb extensions.
2. Managing pedestrian flow at ground level through separation of over station development lobbies and Metro entries to different street frontages.
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.
4. Integrating with the Sydney City Centre Access Strategy.
5. Facilitating safe and adequate pedestrian space at adjoining road crossings and driveways, including provision of traffic management infrastructure as required.
6. Designing to minimise cyclist conflict points with vehicles and pedestrians.
7. Providing clear and legible interchange with all transport modes, including:
 - a) Town Hall and Museum Stations.
 - b) City and South East Light Rail on George Street.
 - c) Bus stops on Park Street, Bathurst Street, Castlereagh Street, and Elizabeth Street.
 - d) Bicycle parking facilities and the future cycle connection on Castlereagh Street.
 - e) Vehicle drop off and pick-up from Bathurst Street and Pitt Street and taxi bays on Pitt Street and Park Street.(See Figure 16 Interchange Opportunities)
8. Strengthening connections to Town Hall Civic Precinct and nearby developments.
9. Strengthening East West connections along Bathurst Street, including as connections to green space.
10. Retaining existing and incorporating new street trees to reduce the heat island effect and supplement existing avenue planting.



Figure 16 - Interchange Opportunities

LEGEND

- | | | | |
|--|------------------------|--|--|
| | Station site | | Existing cycle route |
| | Metro entry | | Proposed cycle route |
| | Existing Train Station | | Proposed taxi bay |
| | Existing Bus Access | | Proposed Kiss & Ride (existing short stay parking) |
| | Existing Bus Stop | | Interchange movement |
| | Future Light Rail Stop | | |
| | Future Light Rail Line | | |
| | Proposed bike parking | | |

Integration and Legacy

Provide an OSD that seamlessly integrates all components of the development and is a positive legacy for future generations.

This will be achieved through:

1. Delivering a high standard of design and finish that promotes longevity and adaptability over time.
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.
 - a) Permissible uses should be functionally separated as much as possible at ground level to assist in pedestrian circulation and serviceability (See Figure 17: Functional Separation of Uses).
 - b) Back of house operations and services should be consolidated wherever possible while maintaining any required separation between the OSD and Sydney Metro (See Figure 18: Indicative Service Division).
 - c) Consider and allow for flexible future use of functional spaces & services coordination.

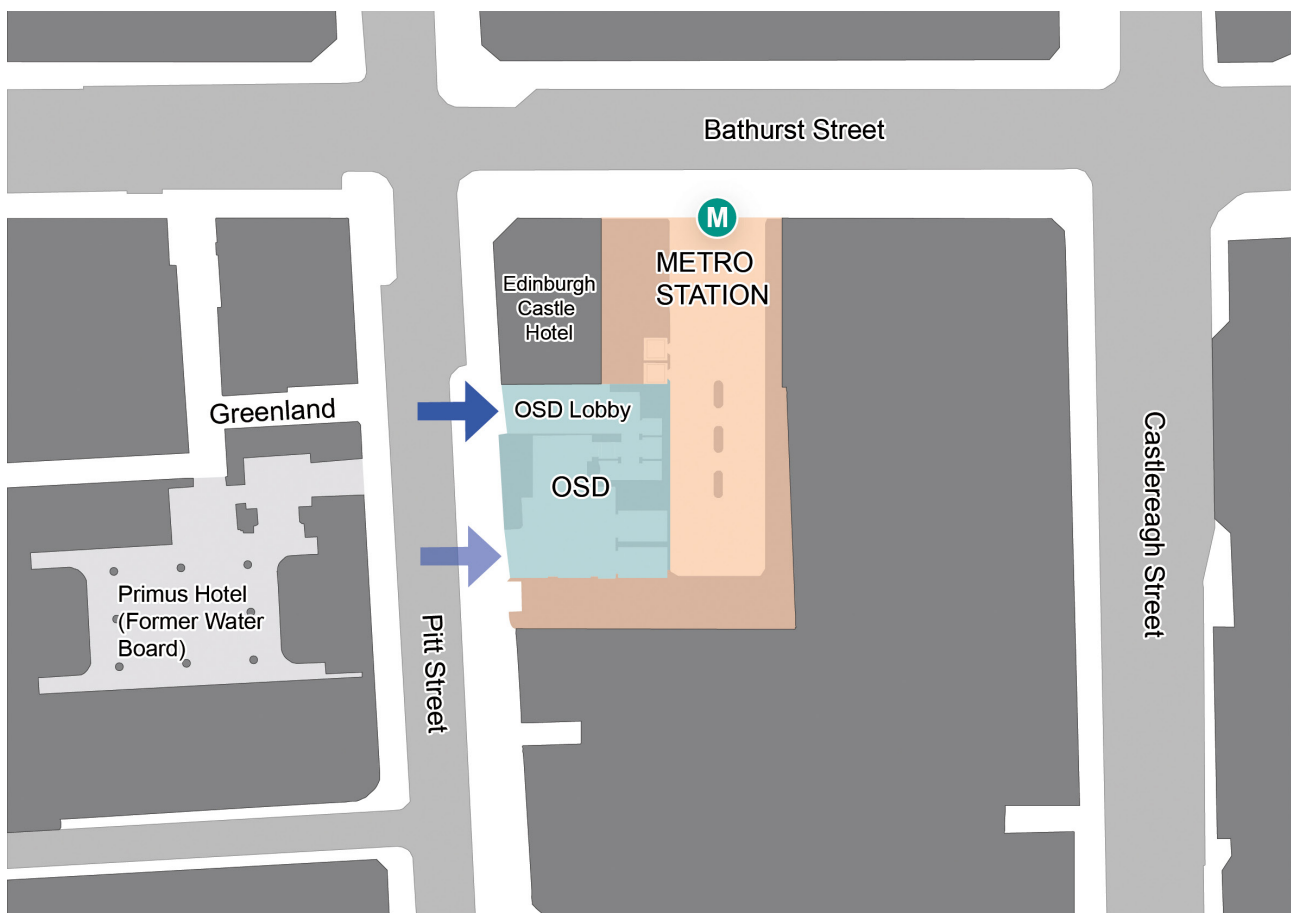


Figure 17 - Functional Separation of Uses

Source: Pitt Street South OSD - Built Form and Urban Design Report, GHD Woodhead, June 2018

3. Delivering an over station development that:
 - a) Does not have any adverse impact on the design and/or operation of the metro Station.
 - b) Is capable of complete demolition and reconstruction, or major maintenance or modification, without significant interference to the operation of the metro Station.
 - c) Will allow independent access, servicing and maintenance from normal station activities and operation.
 - d) Integrates efficiently with the station structure.
 - e) Achieves unity in design through connecting the station entry, podium and over station development, as a single readable piece of architecture including to provide continuity and well considered transitions of bulk and scale between the station box and the over station development design.
 - f) Provides visual connectivity between the OSD lobby and the public domain.

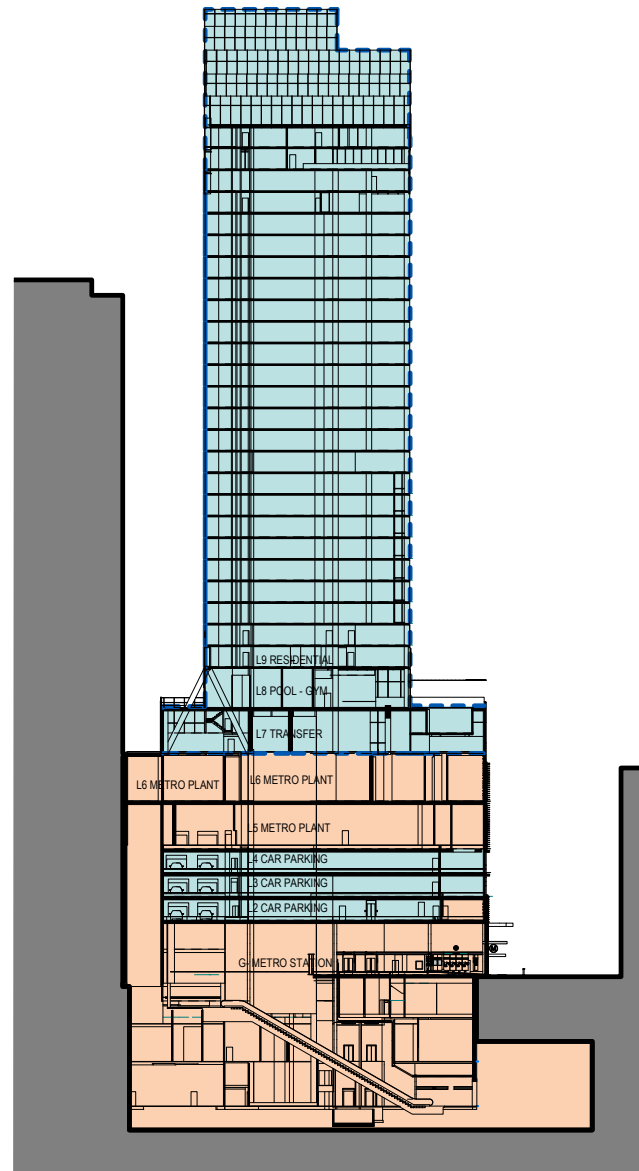


Figure 18 – Indicative Service Division

Source: Pitt Street South OSD - Built Form and Urban Design Report, GHD Woodhead, June 2018

Benchmarks

Sydney Metro has identified benchmark projects that demonstrate the design quality aspirations for the two Pitt Street Integrated station development sites.

These benchmarks have been selected to showcase the minimum quality expected in relation to:

1. Integrated design outcomes.
2. Built Form above the podium that showcase high quality design and contribute positively to the city skyline.
3. Architecture that responds to adjoining buildings and streetscape character and scale.
4. A design that provides a high quality public space that is integrated, connected, active, safe and comfortable for customers and pedestrians.
5. A design that fulfils the needs of a civic station entry and a high quality OSD entry with associated servicing.
6. Materials and finishes that are high quality and appropriate to the context.
7. Integration of joyful public art and public domain elements that contribute to a good experience of the place.
8. Well considered strategies in façade and services integration that contribute towards best practice sustainable outcomes.

Each benchmark has been chosen to endorse a variety of design outcomes as outlined in the table below. Further details of these projects are provided in the Pitt Street Design Quality Benchmarks and are to be used to guide design outcomes for the over-station development.

Benchmark	Wynyard Place 10 Carrington St, Sydney	Lumiere' Bathurst St, Sydney	AHL Headquarters + Hilton hotel 478 & 488 George St, Sydney	5 Martin Place	Upper House 520 Swanston St, Carlton, Melbourne	Nishi building 25 Edinburgh Ave, Canberra, ACT
Integrated design	✓	✓	✓	✓	✓	✓
Positive contribution to skyline	✓	✓	✓	✓	✓	
Streetscape character and scale	✓	✓	✓	✓	✓	
High quality public space	✓	✓		✓		
Civic station entry and high quality OSD entry	✓	✓		✓		✓
High quality materials and finishes	✓	✓	✓	✓		✓
Public art and public domain elements	✓	✓				✓
Best practice sustainability	✓			✓		✓



Contact us

For more information visit our website sydneymetro.info or contact us via:

-  **1800 171 386** 24-hour community information line
-  **sydneymetro@transport.nsw.gov.au**
-  **Sydney Metro**
Sydney Metro, PO Box K659,
Haymarket, NSW 1240
-  If you need an interpreter, call Translating and Interpreting Services National on **131 450** and ask them to call **1800 171 386**



Figure 19 - Artists impression of Pitt Street South envelope within the Sydney CBD skyline.

