

# **Attachment A2**

**Draft Design Guidelines  
as prepared by Sydney Metro**





# Hunter Street Station Over Station Development Design Guidelines

APRIL 2022

DRAFT









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# Introduction

This document is intended to guide the design of the Hunter Street Station (Sydney CBD) over station development (OSD) and provides a resource to assist the evaluation of design quality and excellence.

The Guideline outlines the desired design and place outcomes for the Hunter Street Station OSD and includes objectives and design guidance for the built form, publicly accessible spaces, amenity, movement, connectivity and interfaces between the station and OSD. It will help to achieve the design quality outcomes for the Hunter Street Station OSD.

## Relationship to other documents (and instruments)

The Guidelines sets out specific guidance to inform future integrated station development related to the Sydney Metro Hunter Street Station development. The Guidelines will effectively replace the Sydney Development Control Plan 2012 (SDCP 2012) given it is subject to a site-specific planning proposal and will be classified as State Significant Development for future development.

Development within the precinct will need to have regard to this Guidelines as well as the relevant provisions in the Sydney Local Environmental Plan 2012 (SLEP 2012) and other relevant Environmental Planning Instruments.

Separate approval pathways for the station (State Significant Infrastructure) and over station development (State Significant Development) have required the preparation of separate design guidelines for each component. While this Guideline is not a relevant matter for consideration for the works sought under the Critical State Significant Infrastructure (CSSI) application, it addresses how over station development should be integrated with the station design. This Guideline should be read in conjunction with the Sydney Metro West Station and Precinct Design Guidelines.

In the case of any inconsistency between this Guideline and the Sydney Metro West Station and Precinct Design Guidelines, the latter will prevail.

## Purpose

The purpose of this Design Guideline is to supplement the provisions of the SLEP 2012 by providing detailed provisions to guide development on the site that would otherwise be provided in the SDCP 2012.

Development applications (DA) for new development on the site will be assessed on their individual merit having regard to the SLEP 2012 (as amended by the Planning Proposal), this Design Guideline, other matters listed in Section 4.15 of the Act, and any other adopted relevant policies that relate to development within the precinct.

## How to use this Design Guideline

The Guideline includes the following:

- Objectives that describe the desired design outcomes
- Design guidance that provides advice on how the objectives can be achieved through appropriate design responses

Development applications need to demonstrate how the objectives and design guidance are met. If it is not possible to satisfy the design guidance, applications must demonstrate how the objective has been achieved.



## Structure of the Guideline

The Guideline addresses the design of the built form at the Hunter Street Station site and consists of the following parts:

### Part 1 - Strategic context and background

- This part describes Sydney Metro's vision and the design objectives for the Sydney Metro West. It summaries the key design drivers and urban design strategies that are included as part of the Sydney Metro West Station and Precinct Design Guidelines and will inform the design of the station. It is noted that these form part of the CSSI application.

### Part 2 - Site Overview

- This part describes the site, its surrounding context and the opportunities and constraints to future development.

### Part 3 - Design guideline

- This part outlines the vision and design approach for the Hunter Street Station OSD and includes objectives and guidance that guide the design of the built form of the OSD.

### Part 4 - Design excellence

- This part describes Sydney Metro's design excellence approach for the Hunter Street Station sites.



# Part.1 Strategic Context

Sydney Metro’s vision is “Transforming Sydney with a new world class connected metro providing more choice to customers and opportunities for communities now and in the future.” The design outcomes for Hunter Street are underpinned by the design objectives for all Sydney Metro projects.

Sydney Metro West comprises a new metro rail line extending from Westmead to Sydney CBD (see Figure 1) with nine new underground metro stations, including a station at Hunter Street in the Sydney CBD.

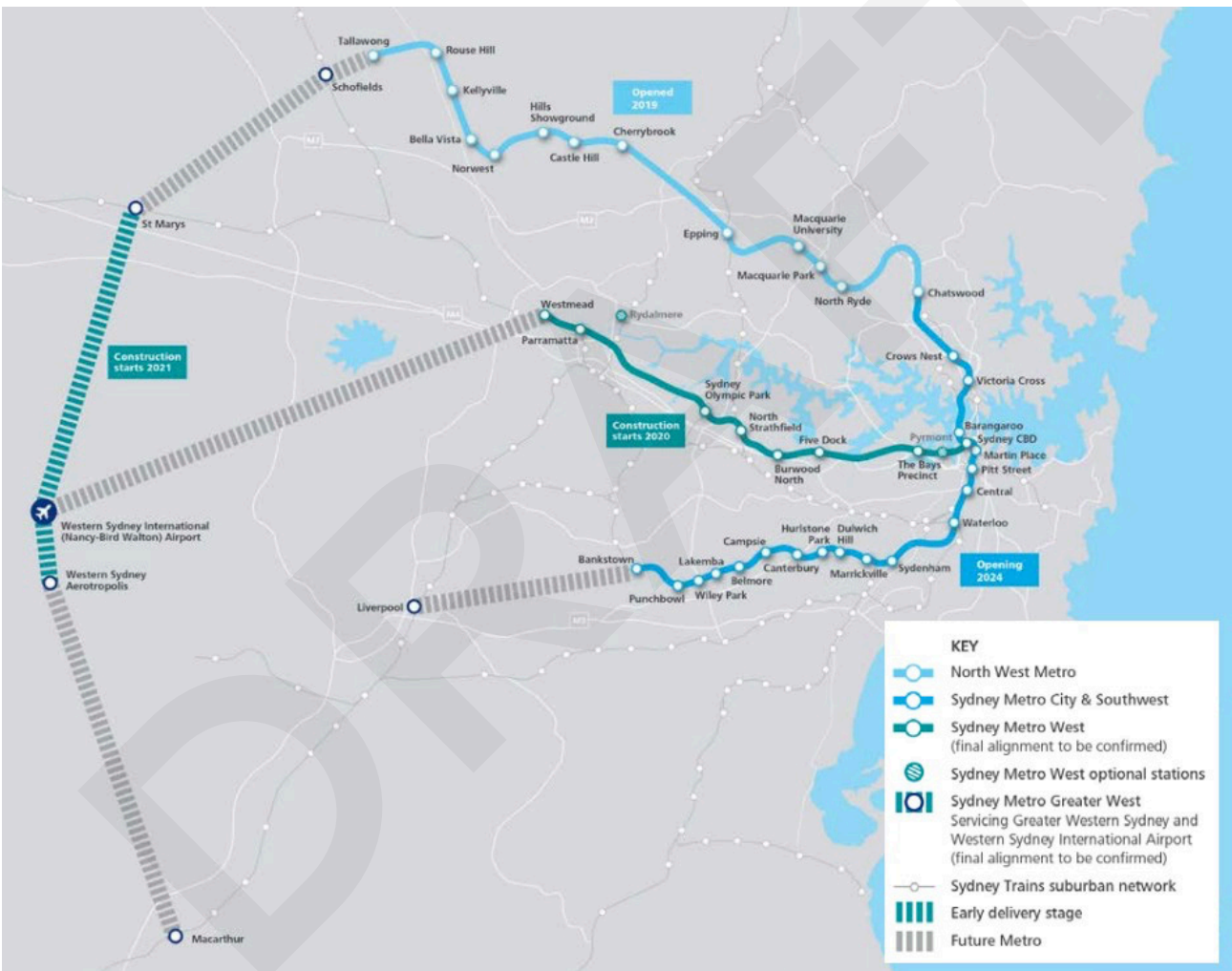


Figure 1 - Sydney Metro West Alignment Map

Sydney Metro presents 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 interconnected transport system are critical to ensuring that Sydney Metro meets customer needs and expectations and maximises its city-shaping potential and broader urban benefits.



## 1.1 Sydney Metro West

The design objectives for the Sydney Metro West are:

Project Objective	Design Principle
<b>Ensuring an easy customer experience.</b>	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.
<b>Being part of a fully integrated transport system</b>	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.
<b>Being a catalyst for positive change</b>	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.
<b>Being responsive to distinct contexts and communities.</b>	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.
<b>Delivering an enduring and sustainable legacy for Sydney</b>	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.

**Table 1: Sydney Metro West Project Objectives and Design Principles**

### State Significant Infrastructure (CSSI Scope)

Construction of the Hunter Street Station is subject to a critical State significant infrastructure (CSSI) approval (application number SSI-22765520). The approval is referred to as Stage 3 and forms part of a staged infrastructure application for Sydney Metro West. The approval includes above and below ground structures, construction of the station elements such as concourses, platforms, lobbies, lifts, escalators, retail spaces and public domain improvements associated with the station and spatial provisioning to facilitate the construction and operation of an OSD above the two station entries.

Section 1.2 is an excerpt from the Sydney Metro West Station and Precinct Design Guidelines which form part of the Stage 3 CSSI application and have informed the station and podium design of the Hunter Street Station.



## Over Station Development (SSDA Scope)

The OSD components are not declared as SSI or CSSI and are subject to a separate development consent for the construction and operation of development above the Hunter Street Station. The future OSD will be classified as State Significant Development (SSD) as it is anticipated that the primary land use of the OSD will be 'commercial premises' with a capital investment value of more than \$30 million, within a rail corridor and/or associated with railway infrastructure.

Part 3 of the Design Guideline sets out the objectives and guidance specific to the OSD and form part of this Planning Proposal and future SSD applications.

The inter-relationship of the scope of Sydney Metro SSI EIS 3 (part of CSSI), the future SSDA scope for the OSD and the Planning Proposal is illustrated in Figure 2.

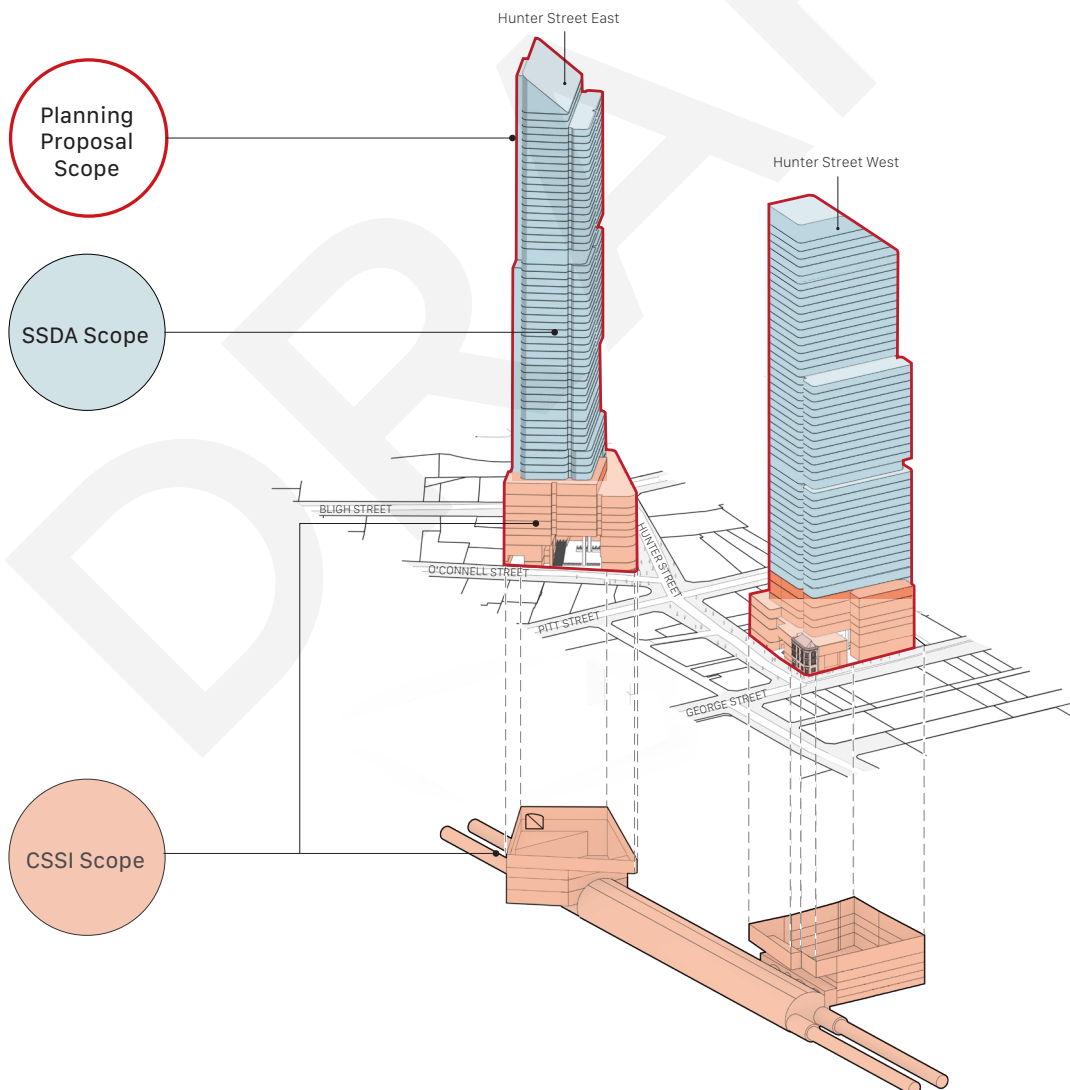


Figure 2 - Relationship between the metro station and over station development (indicative built form shown)



## 1.2 Sydney Metro West Station and Precinct Design Guidelines

The Sydney Metro West (SMW) Station and Precinct Design Guidelines form part of the environmental impact statement (EIS) for the CSSI application and establish design standards to guide the design of stations and interface outcomes between stations and their surrounding locality.

The Sydney Metro West Station and Precinct Design Guidelines outline place and design principles and urban design strategies for each of the stations and their precincts. As a component of the approved Metro West EIS, these principles and strategies must inform the design response for the Hunter Street Station site.

Theme	Title	Urban Design Principles
Use	Land Use and Function	<ul style="list-style-type: none"> <li>◦ <b>Identify</b> uses that support and contribute to the delivery of unique, attractive and vibrant urban centres that provide a sense of connection and identity for local communities and visitors.</li> <li>◦ <b>Activate</b> the public domain of station precincts to integrate stations and supporting infrastructure with existing and desired future urban settings.</li> </ul>
Built Form	Places and Spaces	<ul style="list-style-type: none"> <li>◦ <b>Ensure</b> the scale of development reflects existing and desired future character.</li> <li>◦ <b>Reflect</b> and build on opportunities to strengthen design and place outcomes for Aboriginal and non- Aboriginal heritage.</li> <li>◦ <b>Create</b> a safe and legible hierarchy of public spaces such as parks, plazas and pedestrian links for active and passive recreation.</li> </ul>
Movement	Access and Connectivity	<ul style="list-style-type: none"> <li>◦ <b>Prioritise</b> walking and other modes of active transport in the design of stations, interchanges and associated developments.</li> <li>◦ <b>Integrate</b> walkable urban environments with the Green Grid to contribute to safe, permeable and well-connected station precincts.</li> <li>◦ <b>Manage</b> the design of streets in accordance with Movement and Place principles.</li> <li>◦ <b>Enable</b> easy connections with other transport services.</li> </ul>
Country	Environment and Sustainability	<ul style="list-style-type: none"> <li>◦ <b>Shape</b> precinct planning using local Aboriginal community expertise and narratives.</li> <li>◦ <b>Contribute</b> to the evolution of a new urban development paradigm which incorporates environmentally sustainable elements, processes and designs.</li> <li>◦ <b>Maximise</b> green infrastructure.</li> </ul>

Table 2: Sydney Metro West Urban Design Principles



The following urban design principles and strategies are extracted from the SMW Station and Precinct Design Guidelines and guide the design of the following approved components of the CSSI:

- Station entries
- Publicly accessible spaces (within the site)
- Podium built form

### Place and design principles

- Reinforce Sydney's global standing by significantly improving public transport accessibility between the Eastern Harbour City and the Central River City, enhancing 'job-to-job' connections and catalysing economic growth.
- Establish an integrated transport hub in this northern CBD precinct, strengthening Sydney's rail network and linking important destinations to deliver a more connected city.
- Deliver highly efficient interchanges between metro and other public transport modes, with capacity to support high volumes of pedestrians above ground and underground, while delivering a high quality customer experience.
- Facilitate integrated station developments that promote design excellence and contribute to the unique attributes and character of this northern CBD location, aligned with the Central Sydney Planning Strategy.
- Deliver a design that promotes active street frontages to support a vibrant public domain in the heart of the Sydney CBD, and which delivers a high-quality station address to Richard Johnson Square and George Street - the CBD's north-south pedestrian boulevard.

## 1.3 Urban Design Strategies

### Land use and Function

- Provide a diverse range of retail and business tenancies at ground level (where possible) that complement the busy station setting, and both activating the street and unpaid station concourse areas to support customer needs and create lively and interesting places.
- Encourage night-time uses which can activate Sydney CBD streets, laneways and through site links.
- Design for high quality commercial tenancies within the podium (where possible), aligning with this highly sought-after central CBD address.
- Design for a high-quality commercial interface (retail /business tenancies) along the George Street frontage to complement the station entry.
- Deliver active uses at Bligh Street fronting onto Richard Johnson Square, to align with the role and programming of this public space.
- Deliver for ground level tenancies along O'Connell Street where practical to activate the station entry.

### Places and Spaces

- Deliver a high-quality design which responds to the unique attributes of each street and recognises the importance of its Sydney CBD address.
- Provide opportunities to tell our First Nations story and create a place of healing.
- On the eastern site set the building back from Bligh Street to align with the adjoining heritage building (Lowy Institute Building) to celebrate this heritage façade and promote a visual connection to Richard Johnson Square.
- Sensitively integrate Richard Johnson Square into the ground plane of the station precinct.
- Establish a legible station address at O'Connell Street, with a design which responds to its important CBD location.
- Integrate a through site link between Bligh and O'Connell Streets, to connect with the station entry and scaled to support activation where possible.
- On the western site build to the street alignment to reinforce the established building line along Hunter and George Streets.
- Design street walls to respond in scale and orientation to neighbouring heritage buildings and to protect streetscape vistas to heritage facades along Hunter Street.
- Integrate the former Skinners Family Hotel into the design of the station precinct, with adaptive reuse of this heritage asset to create a unique and interesting precinct, using the scale to guide the streetwall height along Hunter Street, and wrap around to George Street with a sensitive interpretation of the original western elevation.



- Establish a memorable station entry experience at George Street, consistent with the landmark address, and which complements the Wynyard Station entry located opposite.
- Respect and interpret the Tank Stream within the station precinct, protecting its historic and archaeological value, and communicating the importance of the Tank Stream from First Nations People through to Colonisation.

## Access and connectivity

- Deliver clear wayfinding with legible station entries which are appropriately scaled and seamlessly connect with adjacent streets and public spaces including George Street (western site) and O'Connell Street (eastern site).
- Establish an accessible through site connection to link Richard Johnson Square (Bligh Street) to O'Connell Street, adjacent to the metro station entry.
- Integrate vehicular access via O'Connell Street (eastern site).
- Design a high-quality subterranean connection to Martin Place to provide a seamless interchange with the City & South West line and Sydney Trains services.
- Identify opportunities for the extension of adjacent footpaths to cater to metro customers.
- Locate station entries on George Street and Hunter Street to provide an accessible and intuitive interchange between Sydney Metro and Sydney Trains stations, light rail and bus stops.
- Retain established subterranean connections to Wynyard to contribute to the network of underground pedestrian links to key city sites and transport modes.
- Provide connection with lanes adjacent to the site, to deliver through site pedestrian links to Pitt Street (via Empire Lane and the former Hunter Connection) and south to connect with Ash Street .
- Integrate vehicular access at Hunter Street (western site), protecting pedestrian priority to George Street and Hunter Street.

## 1.4 Station and Podium Massing

### Objectives:

1. Respond to and respect the scale and rhythm of surrounding heritage items and streetscape.
2. Enhance the interface to the public domain and provide a hierarchy of openings.
3. On the Western Site, build to the street edge and enhance the street activation.
4. On the Eastern Site, building line is to align with the adjacent heritage item.
5. Respond to the immediate local context by holding the corners at ground level.

### Guidance:

1. The development is to consider the heights of the surrounding building especially heritage items showing in Figure 6,7 and 8.
2. Reflect the original scale and form of the Former Skinners Family Hotel with adjacent elements which reinterpret the original scale of the hotel and support the heritage item within its context.
3. Be consistent with and support the original scale and form of the Former NSW Club to enhance the role of this heritage item within the streetscape and support the heritage item within its context.
4. Ensure that the scale, modulation and façade articulation of development responds to its context.



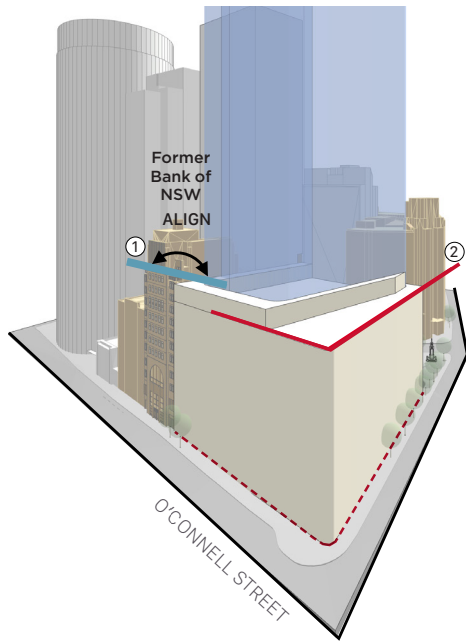


Figure 3 - Hunter Street East Podium - O'Connell Street

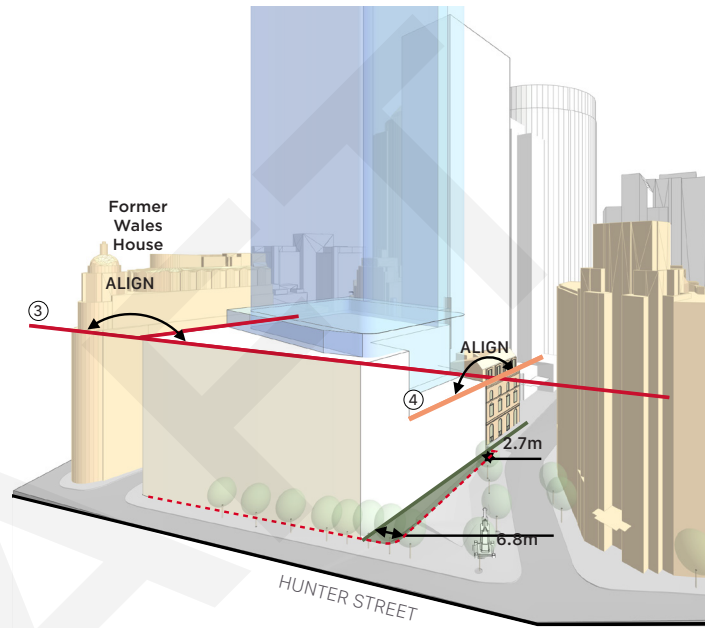


Figure 4 - Hunter Street East Podium - Hunter and Bligh Street

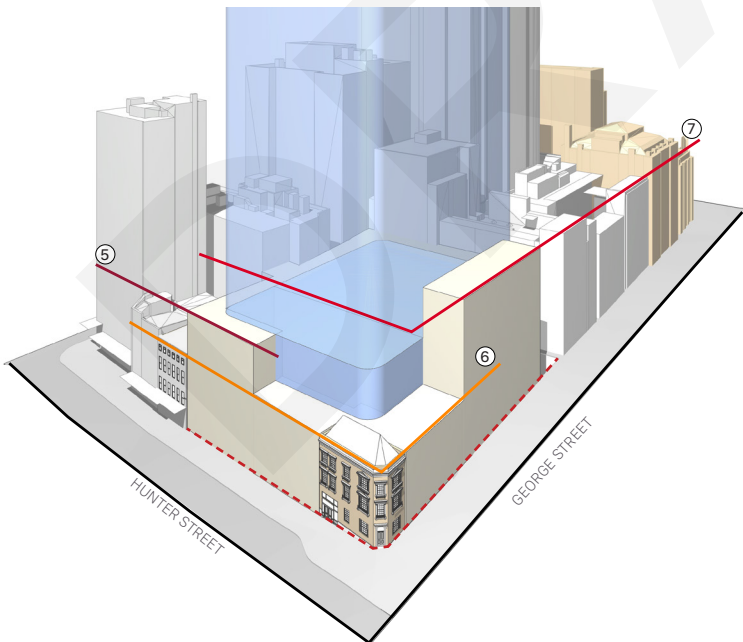


Figure 5 - Hunter Street West Podium - Hunter and George Street

LEGEND

- Horizontal Alignment
- 4 Former NSW Club Alignment
- Heritage Item
- 1 Former Bank of NSW Alignment
- 5 DCP Alignment
- Setback from Site Boundary
- 2 Former Wales House Alignment
- 6 Former Skinners Family Hotel Alignment
- 7 George Street Streetwall Alignment
- 3 Former Wales House Alignment
- 7 George Street Streetwall Alignment
- Site Boundary

## Part.2 Site Overview

The Design Guidelines apply to the land identified in Figure 6: Land Application and Hunter Street Station OSD is located in the northern part of Sydney CBD and comprises two sites referred to as Hunter Street Eastern site and Hunter Street Western site.



Figure 6 - Land Application

The Eastern site is located on the corner of O'Connell Street, Hunter Street and Bligh Street. The Western site is located on the corner of George and Hunter Street, including De Mestre Place and land predominantly occupied by the existing Hunter Connection retail plaza.



## 2.1 Site Context

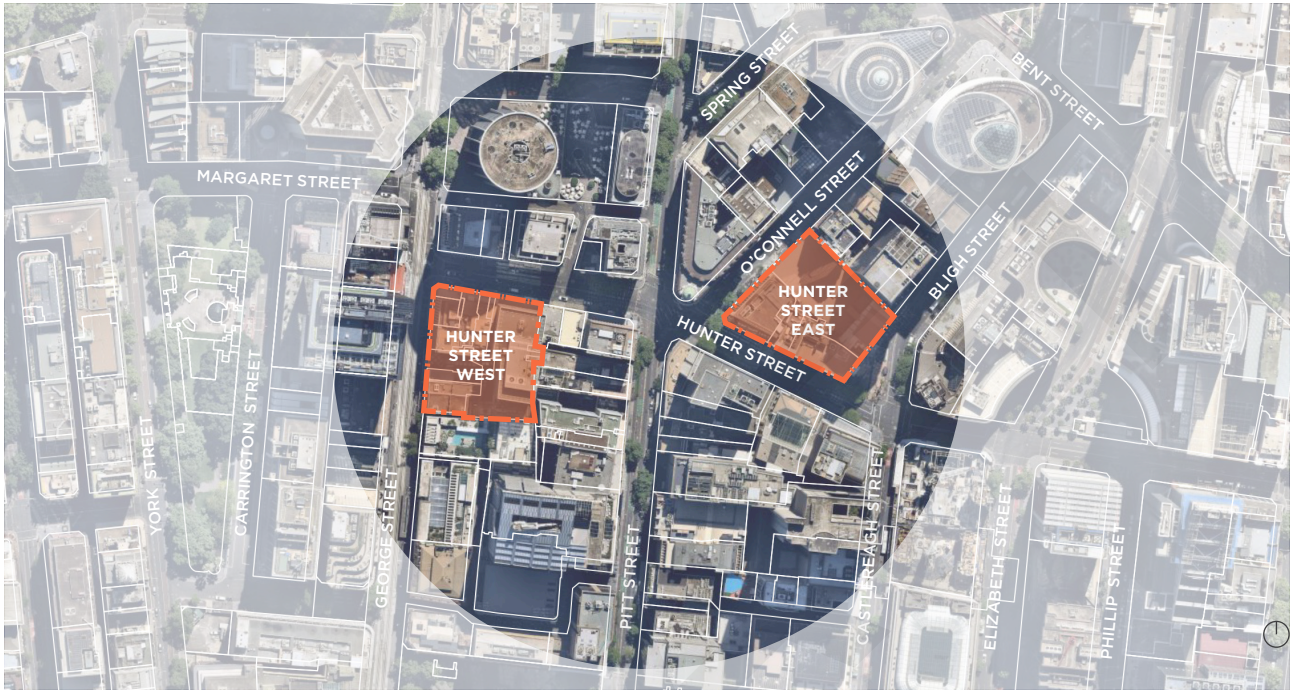


Figure 7 - Site location

### Site Description

The Hunter Street (Sydney CBD) integrated station development relates to the following properties:

- 28 O'Connell Street, 48 Hunter Street, and 37 Bligh Street, Sydney (East Site); and
- 296 George Street, 300 George Street, 312 George Street, 314-318 George Street, 5010 De Mestre Place (Over Pass), 5 Hunter Street, 7-13 Hunter Street, 9 Hunter Street and De Mestre Place, Sydney (West Site).

## Surrounding Context

Significant features of the site and the context include:

1. North of the sites is a major commercial area comprising high density commercial towers along George Street, Pitt Street, and Bridge Street, including the Met Centre and Australia Square buildings. The area also comprises tourism and entertainment related uses including hotels, shops, restaurants, cafes, nightclubs and bars, with the area around Circular Quay and the Rocks a major tourism precinct and providing significant support for the night time economy.
2. The sites are located within close proximity of multiple parks and public spaces, Wynyard Park, Richard Johnson Square. Existing and future transport modes are within close proximity to the site, including major rail and bus connections.
3. Located within the heart of the city commercial centre the sites are surrounded with an abundance of active shop fronts along Hunter Street and George Street and Pitt Street.

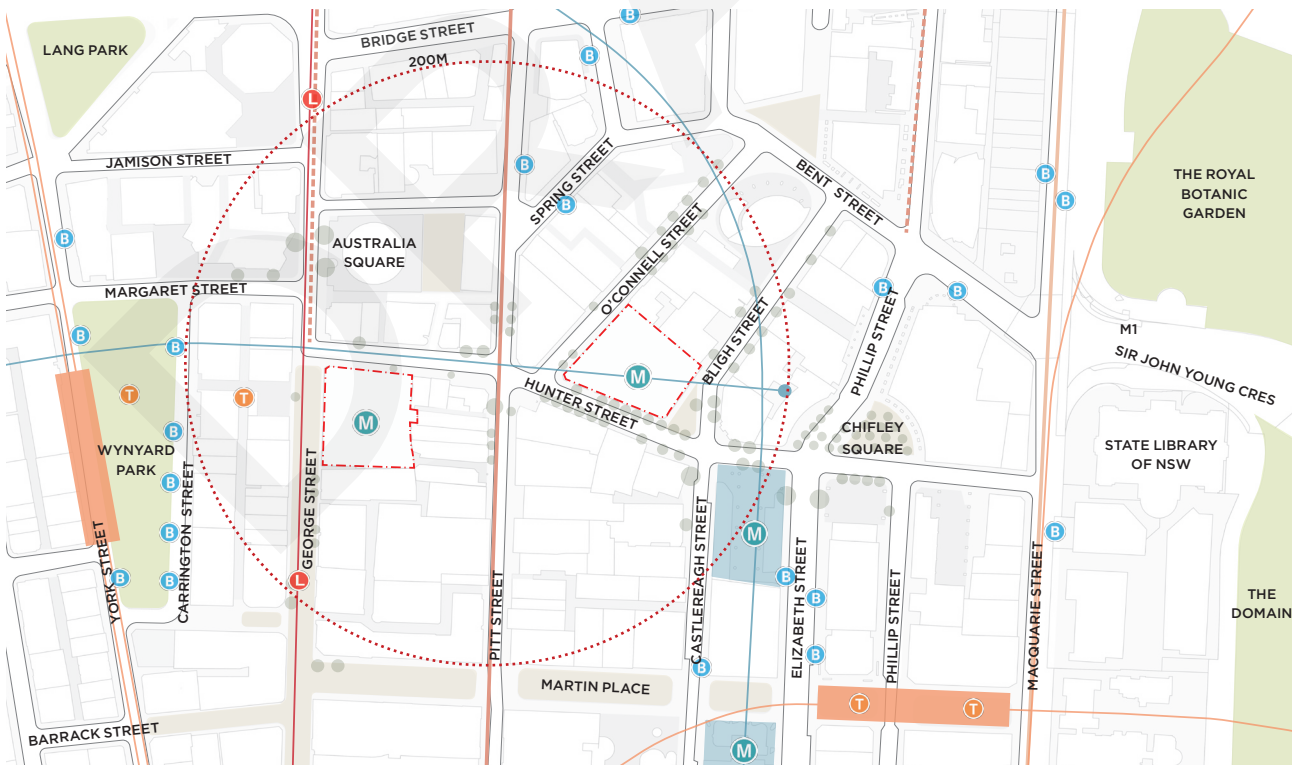


Figure 8 - Local Context Map

### LEGEND

Site Boundary	Parks	Key Pedestrianized Area	Existing Trees
Metro Station and Line	Train Station and Line	Light Rail Stop and Line	Bus Stops
Cycle Links			



# Part.3 Design Guideline

## Hunter Street Over Station Development

### Vision

**A landmark station that reinforces the commercial heart of the Eastern Harbour City, unlocking public transport capacity and catalysing new economic opportunities with Greater Parramatta in the Central River City.**

### Desired Future Character

The Hunter Street station precinct will create a destination that reinforces the commercial heart of the Eastern Harbour City and promote economic development. It will anchor future innovation and business by providing premium quality employment floorspace with unprecedented ease of access to state-of-the-art public transport infrastructure. It will also provide high quality public domain and spaces that are accessible for station customers and visitors.

### Objectives

The following objectives set out how the vision will be achieved for the Hunter Street OSD:

1. Support the Hunter Street and Martin Place Metro Stations and promote the use of public transport.
2. Promote economic development and future innovation by providing premium quality employment floorspace.
3. Characterise and honour the unique heritage significance of the area by respecting and responding to the key datum lines as well as retention and adaptive re-use of the key heritage item.
4. Reinforce pedestrian movement and connectivity in the area with the provision of a through site link at the Eastern site and facilitating the potential for through site links at the Western site.
5. Enhance the interface and urban quality to Richard Johnson Square and promote the active use of the space.
6. Provide podium that respond to the existing heritage fabric and integrate with the Metro Station.
7. Provide a series of spaces at the ground level that are activated and safe. These spaces will create opportunities to enhance pedestrian activity and amenity.









### 3.1 Places and Spaces

#### 3.1.1 Landscaping

The landscape design of publicly accessible spaces on the site should be of high quality and complement and integrate with the development. Indigenous tree species and landmark sculptural elements are to form part of the landscaping.

**Objectives:**

1. Incorporate high quality landscape that creates visual interest within and around the OSD sites.
2. Provide tree planting to reduce the potential urban heat island effects.
3. Enhance the landscape character with the provision of native species.

**Guidance:**

1. Design landscaping for the OSD that complements the landscape opportunities through the integration of landscape terraces and or green walls.
2. Use appropriate materials and finishes that allow for integration of natural landscaping and respond to local heritage, geography and civic character.



### 3.1.2 Tower Massing and Envelopes

#### Objectives:

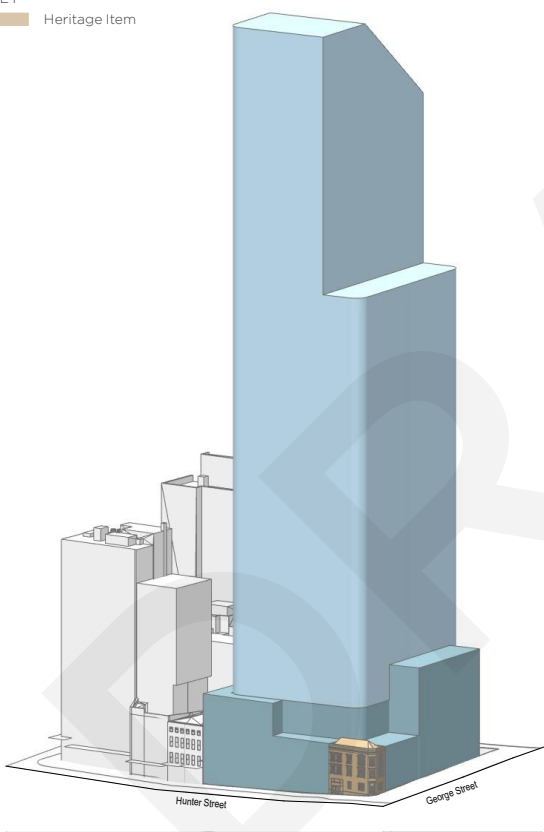
1. Towers are to be designed to integrate with the Hunter Street (Sydney CBD) Station so as not to compromise the operation or functionality of the Metro.
2. Towers are to be appropriately located to ensure good separation between tall buildings, across streets, maintain views to the sky and create a sense of openness in the street.
3. Towers are to be designed to achieve comfortable street environments for pedestrians with high levels of daylight, appropriate scale, sense of enclosure and which deliver comfortable wind conditions at street level.
4. Towers are to provide visual connection with the City skyline, and should be seen as a unified composition from all sides - that they are designed to be seen "in the round".
5. Towers are to retain and enhance key views to the surrounding heritage items.

### 3.1.3 Tower Setbacks

**Guidance:**

1. Setbacks above the street frontage height are to respond to the prevailing streetwall alignment and emerging urban context.
2. Variation to setbacks may be permitted to building massing that provides equivalent or improved wind comfort/safety and daylight levels in adjacent Public Places relative to a base case building massing with complying Height, Street Frontage Heights, Street Setbacks, Side and Rear Setbacks and Tapering.

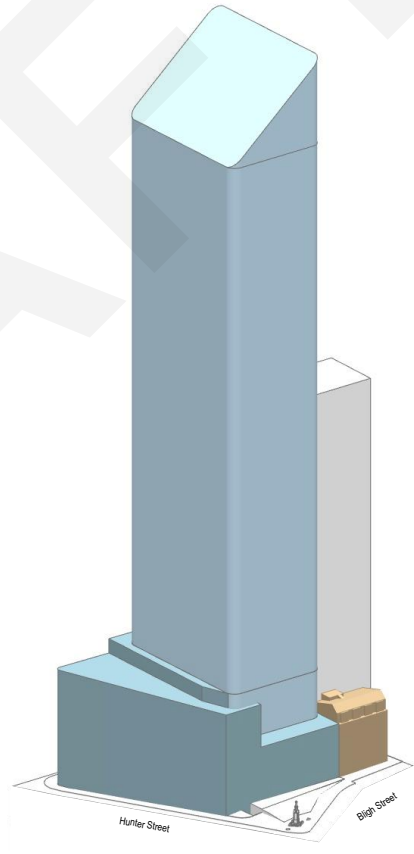
KEY  
 Heritage Item



**Figure 9 – Proposed Planning Envelope - Hunter Street West**

*Western Site*

3. The tower setback along George Street are to respond to the alignment of Australia Square (264 George Street, Sydney) as well as daylight and sun access for this major pedestrian boulevard.
4. The tower setback on to Hunter Street for the Hunter Street West development is to be consistent with the setback context of adjacent future developments, Brookfield Place (2-12 Carrington Street, Sydney) and maintain access to east west views to the sky.



**Figure 10 – Proposed Planning Envelope - Hunter Street East**

*Eastern Site*

5. The tower setback on Hunter Street for the Hunter Street East development is to improve East - West visual connection with the sky and maintain the visibility of Australia Square (heritage item) as a tower in the round.
6. The tower setbacks along O’Connell and Bligh Street are to respond to the alignment of 1 Bligh Street.

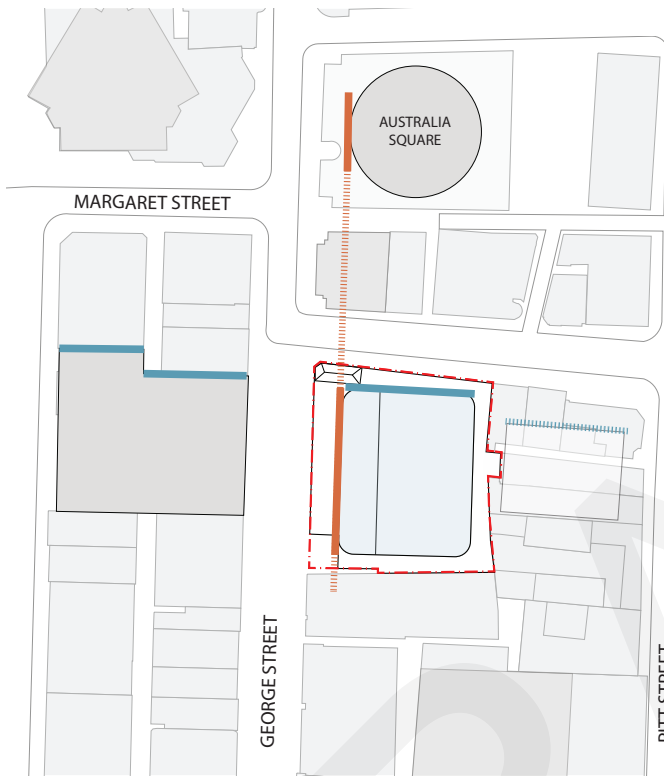


Figure 11 - Relationship to Surrounding Towers - Hunter Street West (Indicative Tower Setbacks)

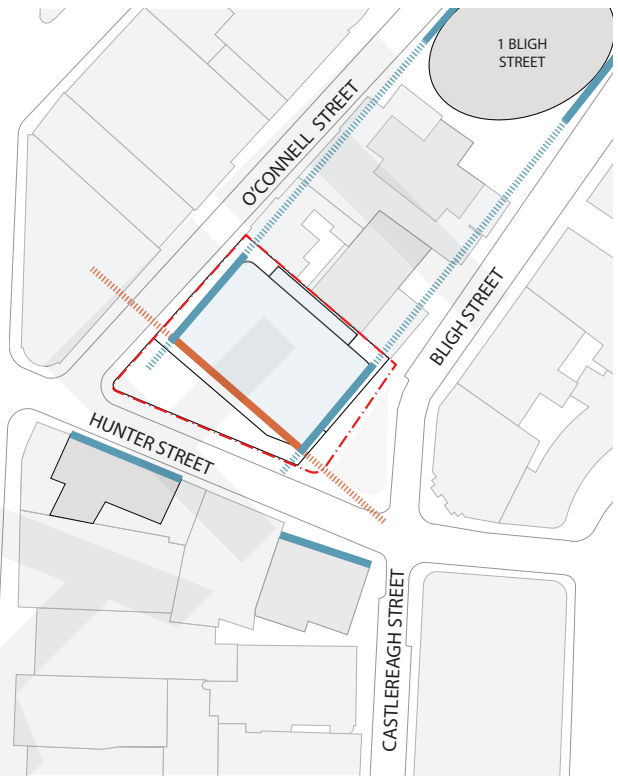


Figure 12 - Relationship to Surrounding Towers - Hunter Street East (Indicative Tower Setbacks)

LEGEND  
  Site Boundary       Streetwall Alignment

Increased Street Setbacks        Indicative Tower Form

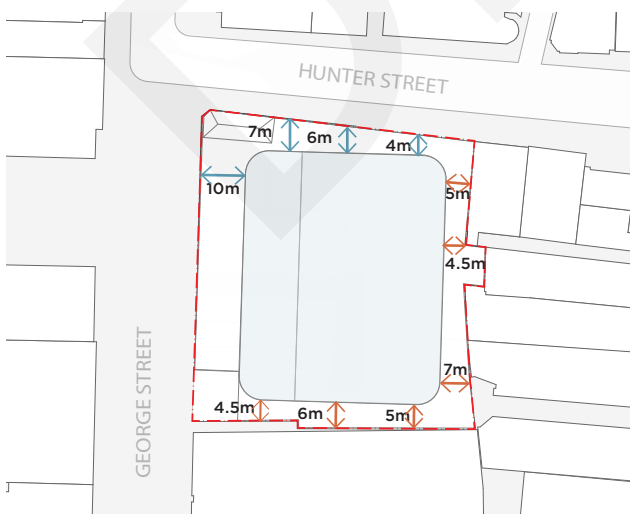


Figure 13 - Setbacks Hunter Street West

LEGEND  
  Site Boundary      ↔ Side Setbacks

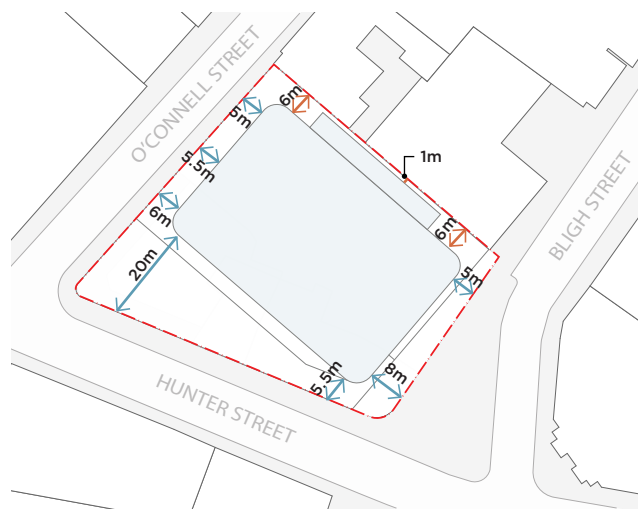


Figure 14 - Setbacks Hunter Street East

↔ Street Setbacks        Indicative Tower Form



### 3.1.4 Wind

#### Objectives:

1. Towers are to deliver appropriate wind conditions in the streets and Public Places have wind conditions that are safe and vcomfortable for walking and to encourage conditions that are comfortable for sitting.
2. The design of new developments is to mitigate adverse wind effects.
3. Ensure air quality does not exceed environmental/health standards.
4. Provide wind climate data that can be applied consistently for assessing new developments.

#### Guidance:

1. Development must not:
  - cause a wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking and the Wind Comfort Standard for Sitting in Parks except where the existing wind speeds exceed the standard.
  - worsen, by increasing spatial extent and/or frequency and/or speed, an existing wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking and the Wind Comfort Standard for Sitting in Parks.
2. Development must take all reasonable steps to create a comfortable wind environment that is consistent with the Wind Comfort Standards for Sitting and Standing.
3. For the purposes of complying with this section:
  - *Wind Safety Standard* is an annual maximum peak 0.5 second gust wind speed in one hour measured between 6am and 10pm Eastern Standard Time of 24 metres per second.

- *Wind Comfort Standard for Walking* is an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time (i.e. 5% of those hours) of 8 metres per second.
- *Wind Comfort Standard for Sitting in Parks* is an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time of 4 metres per second and applies to Public Places protected by Sun Access Planes and/or No Additional Overshadowing Controls.
- *Wind Comfort Standards for Sitting and Standing* is hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time of; 4 metres per second for sitting; and 6 metres per second for standing.

### 3.1.5 Heritage Interpretation

#### Objectives:

1. The design of towers is to protect/maintain vistas and visual connections to surrounding significant heritage buildings.
2. Towers are to be designed to respond to and protect the heritage significance of surrounding heritage items.

#### Guidance:

1. Tower forms are to enhance views from the public domain to significant heritage items.
2. Tower buildings are to enhance views to the sky and access to natural daylight from the surrounding public domain.
3. The scale, massing and articulation of tower forms is to respond appropriately to the streetscape context, in particular heritage items such as the Former Skinner Family Hotel and Richard Johnson Square.
4. The facades of tower elements with a close relationship to nearby heritage items must be responsive in terms of facade depth, modulation, proportion and articulation, to reinforce the character of the heritage building and the continuity of the streetscape.
5. Enhance the interpretation of the heritage of the site, including pre-colonial, colonial and post colonial history.
6. Interpretative overlays within the over station development are to be provided in conjunction and integrated with other public domain overlays such as Public Art, landscape, wayfinding, and placemaking.

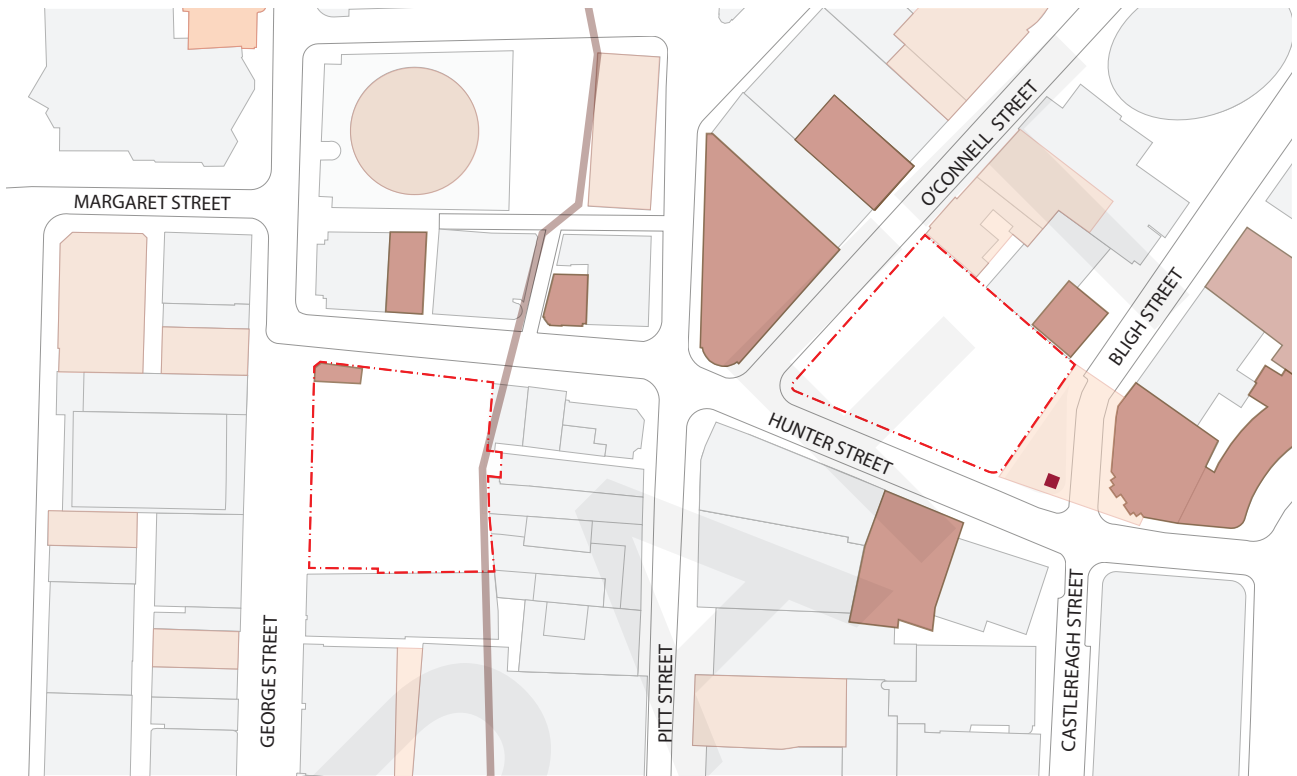


Figure 15 - Surrounding Heritage Items

LEGEND

- Site Boundary
- Local Heritage Items
- State Listed Heritage Items
- Tank Stream
- Richard Johnson Square Monument





### 3.1.6 Public Art

#### Objectives:

1. Development is to include an overarching conceptual approach / curatorial rationale for the selection, commissioning and delivery of public art as part of future development applications in a way that ensures the strategic intent, vision, artistic integrity and quality of all public artworks is maintained throughout the process.
2. The integration of public art is to be cohesive with the design of the station, built form and public domain, and potentially recognise former uses, heritage character and first nations knowledge.

#### Guidance:

1. Any development application for new development on the site is to be accompanied by a Public Art Strategy consistent with the City of Sydney's Public Art Strategy, Public Art Policy, Guidelines for Public Art in Private developments and Guidelines for Acquisitions and Deaccessions.

## 3.2 Access and Connectivity

### 3.2.1 Street, Pedestrian and Cycle Network

#### Objectives:

1. Publicly accessible spaces are to prioritise pedestrians and cycling.
2. Prioritise pedestrian and bicycle movements in accordance with the station modal access hierarchy established by Transport for NSW.
3. Increase permeability of Central Sydney for pedestrians when travelling east-west with equitable and diverse paths of travel provided.
4. Connect with and improve the permeability of the site with the surrounding context.
5. Support the efficient distribution of additional patronage of Sydney Metro by creating opportunities for dispersment of pedestrian traffic around the site.
6. Deliver intuitive wayfinding across city blocks
7. Design through-site links that are publicly accessible and provide a safe and clear path for pedestrians at all times.
8. Ensure integration with the surrounding existing and envisaged future pedestrian network.
9. Respond to the level changes across the sites.
10. Maximise activation along through site links to promote pedestrian activity.
11. Provide a direct and positive relationship between the OSD building and the Public Domain which reinforces the desired future character, amenity and use of the public domain.

#### Guidance:

1. OSD entries are to provide direct, sheltered and equitable access for pedestrians and cyclists.
2. OSD entries should respond to the scale of station entries and architectural elements within the façade of adjacent heritage items.
3. End of trip facilities and bicycle parking that is weather protected, secure and of an appropriate scale is to be provided for both employees and visitors of the OSD.
4. Publicly accessible spaces within the site are to demonstrate Crime Prevention Through Environmental Design (CPTED) principles.
5. Provide through-site links as shown in Figure 13 that enables safe, equitable and amenable access for pedestrians.
6. Through-site links are to be designed to have a minimum clear height of 6m.
7. Through-site links are to include clear site lines are to be provided from end to end.

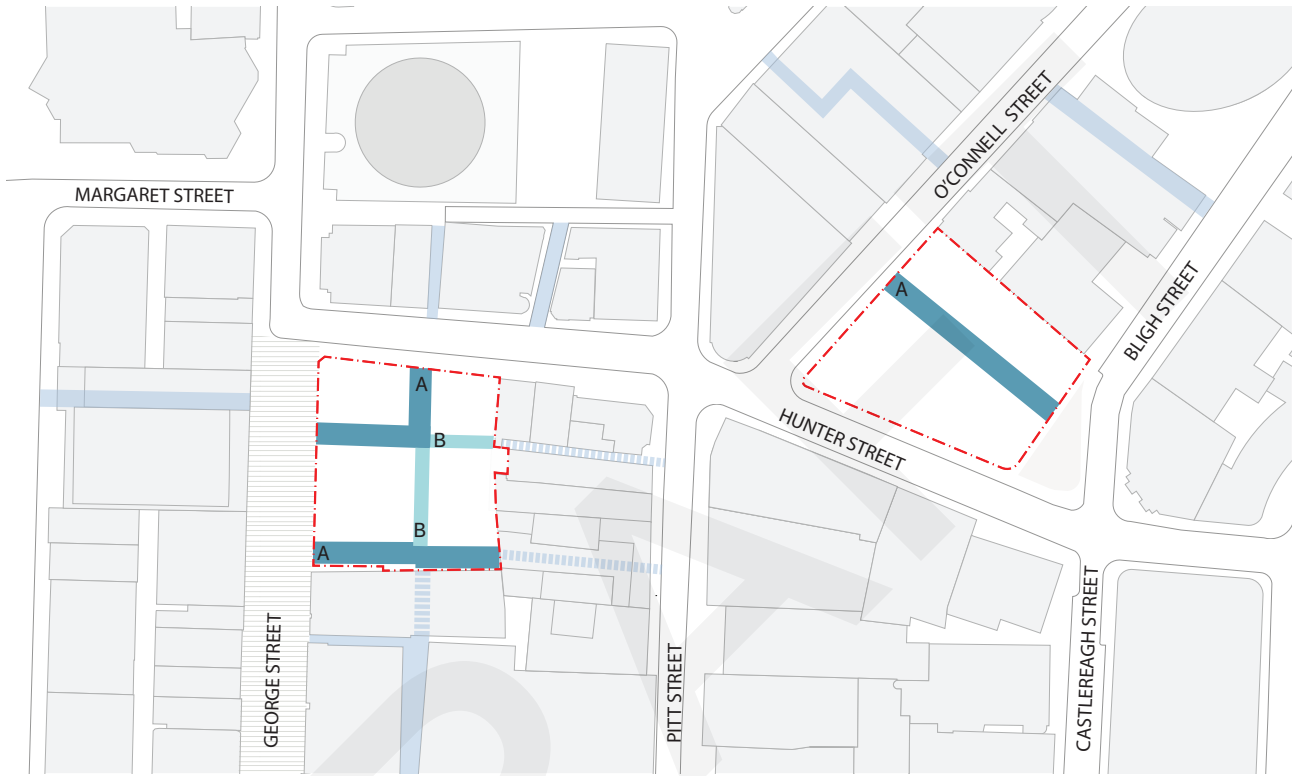


Figure 16 - Through Site Links (Potential Widths)

LEGEND

- Site Boundary
- Proposed Links : A - 6m
- Proposed Links : B - 4m
- Existing Links
- Pedestrianised Zone
- Potential Future Link





### 3.2.2 Vehicular Access

#### Objectives:

1. Minimise conflict with pedestrians by consolidating site access for vehicles servicing the station and commercial buildings.
2. Provide outside vehicle servicing areas that will meet the needs of the Metro Station and the OSD buildings, kerbside parking and loading is avoided.
3. Consider future pedestrian movements and access in and around the sites.

#### Guidance:

1. Provide a single vehicular and service access entry point to each site to minimise impact on the public domain and protect pedestrian safety as shown in Figure 17.
2. Locate vehicle and service entry points away from intersections, and public spaces and utilise the natural topography to minimise the impact of vehicle entrances and ramps on the Public Domain and the Metro Station.

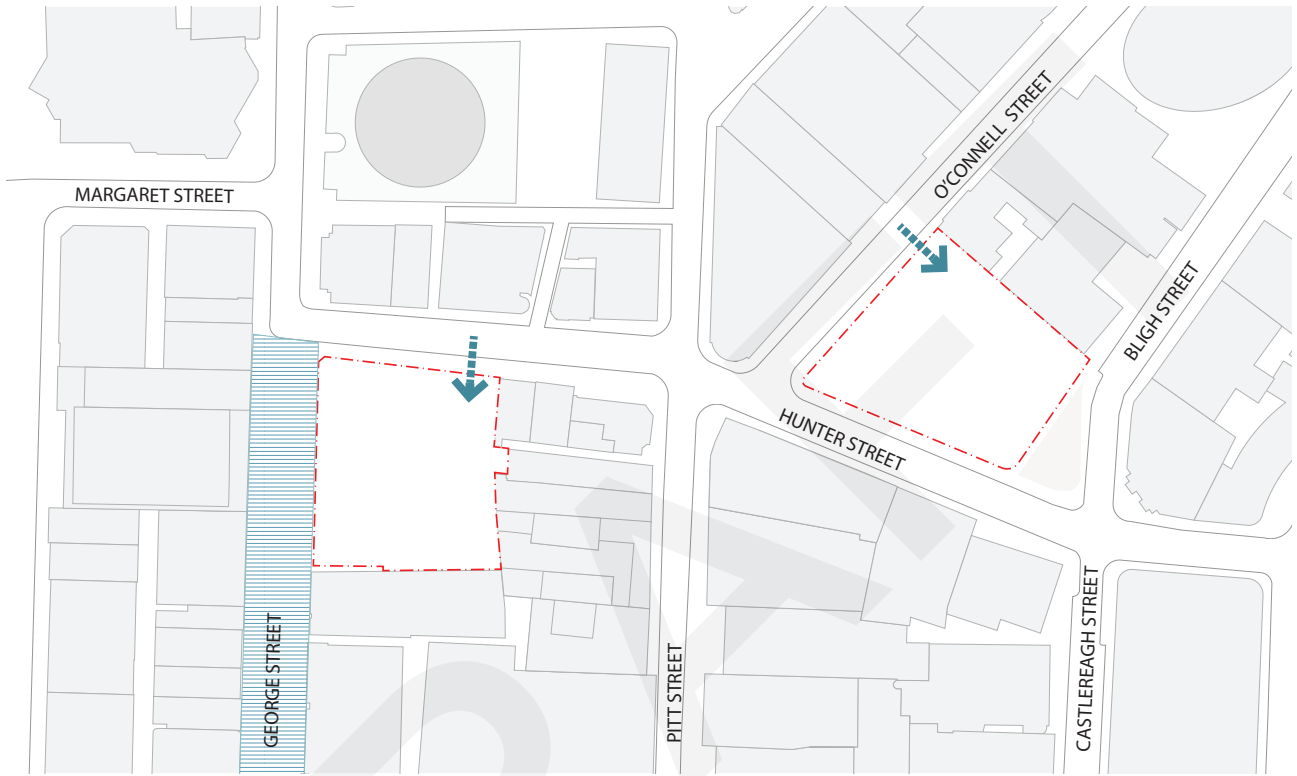


Figure 17 - Vehicular Access

- LEGEND
- Site Boundary
  - Pedestrianised Zone
  - - - - - ➔ Vehicle Access



## 3.3 Environment and Sustainability

### 3.3.1 Flooding and Stormwater

#### Objectives:

1. Flood protection of the development is to be consistent with the City of Sydney's Interim Floodplain Management Policy.
  2. Detailed design of future development is to address flooding and be consistent with the relevant best practice guidelines.
  3. Detailed design of this development to address flooding must appropriately account for climate change.
  4. The development must be designed to protect against flood impacts in such a way that it does not compromise the flood protection requirements of the co-located Hunter Street (Sydney CBD) Station.
  5. Development must be designed to ensure that there is no worsening of flooding to existing properties or infrastructure, up to the 1% AEP climate change flood event, caused by the impact of the development.
  6. Development must be designed to ensure that people can egress safely.
3. The design of active flood measures must ensure that:
    - Flood waters would be prevented from entering the metro station and excluded from all underground areas including those connected to the metro station.
    - The solution at each access point includes a secondary redundant measure in case of failure of the primary measure.
    - There is ready access to undertake the maintenance specified by the supplier and that elements that would require replacement over the life of the design can be accessed for replacement to occur as and when required during operational period of the metro station.
    - The inclusion of such measures at relevant access points does not interfere with the egress strategy nor does it bring people into areas where they would be potentially exposed to dangerous flood waters.
    - There is adequate space for people to shelter in place.
    - Operations, maintenance and replacement plans are developed to ensure that these measures continue to be in full working order for the life of the metro station.

#### Guidance:

1. The flood immunity of the co-located Hunter Street (Sydney CBD) Station shall be to a level which is the greater of either the PMF or 1% AEP climate change with 500mm freeboard flood events.
2. The co-located Hunter Street (Sydney CBD) Station flood immunity shall apply to common areas such as carpark/loading dock and any access openings (for people, vehicles and/or services) which would allow water to enter any part of the metro station.
4. Emergency management arrangements would need to be developed to manage flood risks to people and vehicles accessing the development. Ideally, these arrangements would be coordinated with emergency management arrangements for the metro station.

### 3.3.2 Waste Management

#### Objectives:

1. Reduce the amount of construction and demolition waste going to landfill.
2. Reduce amount of waste generated in the operation of a development from going to landfill and maximise resource recovery.
3. Ensure waste from within developments can be collected and disposed in a manner that is healthy, efficient, minimises disruption to amenity, and is conducive to the overall minimisation of waste generated.

#### Guidance:

1. A Waste and Recycling Management Plan is to be submitted with any Development Application and will be used to assess and monitor the management of waste and recycling during construction and operational phases of the proposed development. This plan is to be prepared in accordance with the City of Sydney's Guidelines for Waste Management in New Developments.
2. The Waste and Recycling Management Plan must include the following with regard to the management of demolition and construction waste:
  - Details regarding how waste is to be minimised during the demolition and construction phase.
  - Estimations of quantities and types of materials to be re-used or left over for removal from the site.
  - Details regarding the types of waste and likely quantities of waste to be produced.
  - A site plan showing storage areas away from public access for reusable materials and recyclables during demolition and construction and the vehicle access to these areas.
- Targets for recycling and reuse.
- Nomination of the role responsible for ensuring targets are met and the person responsible for retaining waste dockets from facilities appropriately licensed to receive the development's construction and demolition waste.
- Confirmation that all waste going to landfill is not recyclable or hazardous.
- Measures to reuse or recycle at least 90% of construction and demolition waste.
3. Development is to provide adequate space within buildings for onsite waste infrastructure and accessibility for waste collection vehicles.
4. Development is to consider provision of a space specifically set aside to accommodate Container Deposit Scheme Infrastructure.
5. Development is to identify and consider building and or precinct-scale solutions including onsite separation of food waste.



### 3.3.3 Environmentally Sustainable Design (ESD)

#### Objectives:

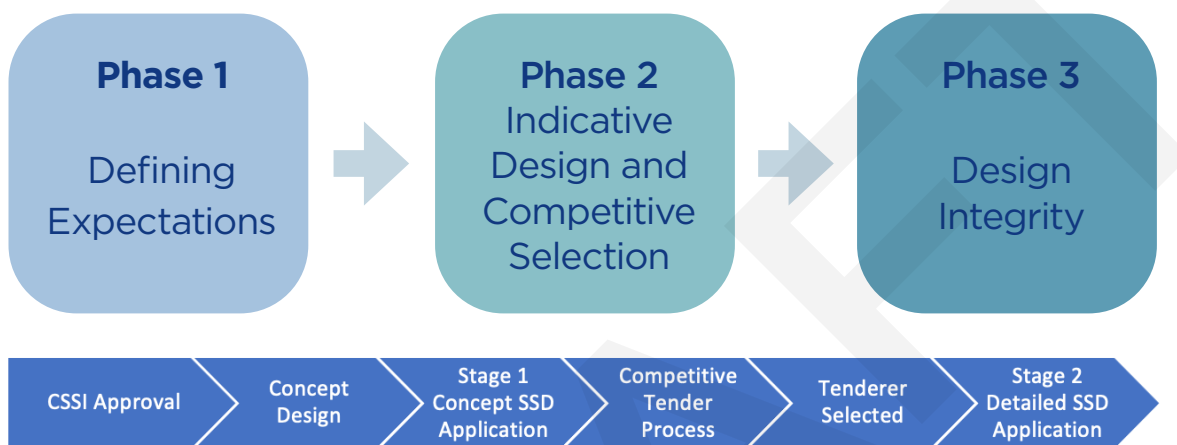
1. Minimise energy and water use and waste generation
2. Maximise on-site renewable energy generation, water re-use and waste recycling.
3. Contribute towards the establishment of an integrated transport hub within the Sydney CBD that strengthens Sydney's rail network and contributes towards improved connectivity.
4. Reinforce Sydney's global standing through significant improvements to public transport accessibility between the Sydney CBD and Greater Sydney.
5. Be a catalyst for positive change by regenerating and invigorating the City with new development that engages with the precinct, raises the urban quality and enhances overall experience.
6. Encourage public transport use and minimize the amount of car parking provided within the development.
2. All development is to be designed to maximise passive design approaches including provision of external sun access and shading.
3. Development must follow the guidance of the City of Sydney Guidelines for Waste Management in New Development.
4. Developments should provide a sustainability strategy that considers the Planning for net zero energy buildings and its guidance on embedding energy efficiency measures and supplying on-/ off-site renewable energy to set a path to net zero.
5. Commercial developments should deliver a 40% reduction in annual water consumption.
6. Comply with the maximum car parking provision specified in the planning proposal.

#### Guidance:

1. Development is to achieve the following minimum ratings:
  - 6 star Green Star Buildings rating - Climate Positive Pathway
  - 6 star NABERS Energy for Offices - without GreenPower
  - 4.5 star NABERS Water for Offices

## Part.4 Design Excellence

This site-specific OSD design guideline complements the Sydney Metro West Design Excellence Strategy (the Strategy), which includes Hunter Street Station. Integrated station development and station designs are very complex and must be tightly integrated below, above and at ground level. Designs also need to respond to site constraints including location, topography and configuration. The OSD above the station will be integrated with critical state significant station infrastructure below. This design guideline outlines the process future OSD must follow to demonstrate that design excellence has been achieved for the development



In summary, the Strategy involves three key phases across the planning phase of the integrated station development as outlined in the following figure.

**Figure 18 – Design Excellence Strategy for Integrated Station Developments**

The Strategy has been prepared in part to enable future OSD to demonstrate that it addresses the following matters as required by clause 6.21C:

- Whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,
- Whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,
- Whether the proposed development detrimentally impacts on view corridors
- The suitability of the land for development,
- The existing and proposed uses and use mix,
- Any heritage issues and streetscape constraints,
- The location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers, existing or proposed, on the same site or on neighbouring sites in terms of separation, setbacks, amenity and urban form,
- The bulk, massing and modulation of buildings,
- Street frontage heights,
- Environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,

- The achievement of the principles of ecologically sustainable development,
- Pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network,
- The impact on, and any proposed improvements to, the public domain,
- The impact on any special character area,
- Achieving appropriate interfaces at ground level between the building and the public domain,
- Excellence and integration of landscape design.

The design excellence strategy for Hunter Street Station follows a three phase process and is comprised of the following elements:

- **Sydney Metro Design Advisory Panel (SMDAP):** The SMDAP guides the preparation of precinct masterplans, concept designs for the station infrastructure and integrated property developments and reference designs for CSSI, planning proposals and concept SSD applications for integrated station development.
- **Design Review Panel (DRP):** The Sydney Metro West DRP is to be established pursuant to a condition of the SMW CSSI consent. The DRP provides independent, design review advice of stations and interchange areas, ancillary facilities and integrated and/or adjacent station development throughout procurement and delivery stages of stations and development. Interactive sessions are held between the DRP and the proponents until resolution of key design parameters are achieved. The DRP will be reconvened after the competitive design phase has been completed. The DRP will provide on- going design review advice of the station design and over station development.
- **Design Excellence Evaluation Panel (DEEP):** The Sydney Metro West DRP will delegate the responsibility of its functions of tenders to the DEEP. The DEEP will be established to provide an independent evaluation of the Hunter Street integrated station development proposals to support design excellence by performing a role similar to a jury in the competitive design process. The DEEP provides advice to tenderers on the capability of achieving design excellence and informing the decision making process.
- **Design Excellence Benchmarks:** The design benchmarks demonstrate the design aspirations for the integrated station development. They illustrate the expected quality and guide the design outcome.

## Objectives:

1. Ensure that the competitive design process works within the framework of an approved Design Excellence Strategy.
2. The over station development (OSD) is to demonstrate design excellence in accordance with the Sydney Metro West Design Excellence Strategy.
3. 3. Establish a competitive design process that ensures:
  - (i) the Sydney Metro design excellence approach delivers high quality architectural, urban and landscape design outcomes and a structured process to support the delivery of high-quality design; and
  - (ii) procedural fairness for competitive tenderers.
4. Provide consistency of design excellence approach across the Sydney Metro West line notwithstanding the specific local government area that each station may be located within.
4. The Sydney Metro West DRP, or its delegate being the Design Excellence Evaluation Panel (DEEP), must be consulted through the preparation of the competitive tenders for the Hunter Street integrated station development.
5. In considering the tender submissions for the Hunter Street integrated station development the Sydney Metro West DRP or DEEP, as relevant, must evaluate whether each competitive tender submission either demonstrates the achievement of design excellence or demonstrate the capability to achieve it in accordance with the relevant matters for consideration in clause 6.21C of the Sydney Local Environmental Plan 2012.
6. The Sydney Metro DRP or its delegate must consider how the over station development demonstrates the design aspirations of nominated benchmarks.
7. The advice and/or recommendations of the Sydney Metro West DRP, or its delegate, on the final competitive tender submissions must be documented in a design excellence evaluation report. Should the achievement of design excellence not have been demonstrated through one or more competitive tender submissions, the DEEP must identify the areas in which the proposal is deficient and why these matters cannot foreseeably be resolved.

## Process:

1. Sydney Metro establishes a Design Advisory Panel (DAP) to embed design excellence and introduce rigour in design development across the Sydney Metro West line.
2. Sydney Metro West Design Review Panel (DRP) must be established prior to the lodgement of any detailed design of OSD for the land (excluding a concept DA). The constitution of the Sydney Metro West DRP, including panel, size and membership, and terms of reference is to be determined in consultation with Government Architect NSW.
3. The role of the Sydney Metro West DRP is to provide independent design review advice of stations and interchange areas, ancillary facilities and integrated and/or adjacent station development throughout procurement and delivery stages of stations and development.
8. Prior to the lodgement of any detailed design of OSD for the land, the applicant must prepare a Design Integrity Report that is endorsed by the Sydney Metro West DRP, or their delegate, that demonstrates how the advice of the DRP or DEEP has been incorporated into the proposed development and that design excellence can be achieved on the site.
9. No additional floor space under Clause 6.21D(3)(b) or Clause 6.21E(2) of the Sydney Local Environmental Plan 2012 is to be awarded as a result of this alternative competitive design process.



## Part.5 Benchmark Projects

Sydney Metro's success as a transformative world class Metro will be the outcome of a combination of different elements, from engineering, architecture and public realm to customer touch points. Sydney Metro has identified benchmark projects that demonstrate the design quality aspirations for the Hunter Street East and West sites.

These benchmarks have been selected as the reference for design elements and are not intended as benchmarks for cost.

DRAFT

## Benchmark Projects

### 1. EY Centre

200 George Street, Sydney

Architect: FJMT

38-storey commercial tower

Completed: June 2016

Relevant benchmark as it demonstrates the following:

- A positive contribution to the existing streetscape that creates a strong sense of place through strong urban design public art strategies.
- A new public space at the centre of the block connected by activated laneways.
- Activation of the ground plane with vibrant retail and bespoke public art.
- Pedestrian permeability and high-quality public spaces.
- The site's history through materials sourced from the site, integrated artwork and interpretative elements.
- Response to the level changes across the site.
- Highly advanced and responsive environmental skin that creates a healthy and sustainable workplace.
- High performance building facade and kinetic architecture.
- 6 Star Green Star – Office Design (v3) rating.



Awards:

- 2019 Award for Best Sustainable Development New Buildings - Property Council of Australia
- 2018 International Construction Award at the Council of Tall Buildings and Urban Habitat Award
- 2018 International Architecture Award - The Chicago Athenaeum
- 2018 Commercial High-rise Architecture Category - International Property Awards
- 2017 Crown Group Awards - Excellence in Commercial Development - UDIA Awards
- 2017 AIA Harry Seidler Award - most outstanding work of commercial architecture - AIA National Architecture Awards

## 2. Brookfield Place

10 Carrington Street, Sydney

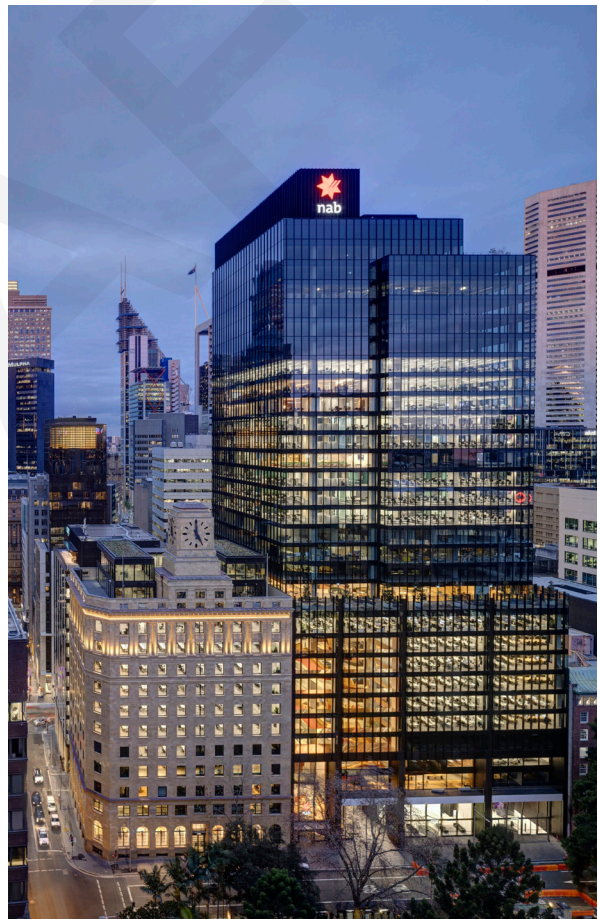
*Architect: Make Architects in association with Architectus*

27-storey commercial tower

Completed: 2021

Relevant benchmark as it demonstrates the following:

- Well integrated mixed used building with the existing below ground station.
- Well activated ground plane with pedestrian permeability enhanced with the provision of links. The links are generously integrated with retail and hospitality tenancies.
- Integration of the subterranean city wide connection.
- Successful restoration and connection with the adjacent heritage item.
- Positive response to the rhythm of the City block.
- Substantial end-of-trip facilities.
- High-quality finishes and a facade system that responds to the solar load.
- Innovative design and structural solutions.
- 6 Star Green Star-rated office tower.



Awards:

- 2021 Pinnacle Award of Excellence - Commercial interior
- 2021 National Trust (NSW) Heritage 'Conservation Built Heritage' award
- City of Sydney Design Competition winner



### 3. 22 Bishopsgate

London

Architect: *PLP Architecture*

62-storey commercial tower

Completed: 2020

Relevant benchmark as it demonstrates the following:

- Landmark tower creating the skyline in London.
- A comparable scale (approx. 88,000m<sup>2</sup> work space, 288m height).
- Landscaped public open space with well integrated pedestrian access.
- Successful end-of-trip facilities.
- A vertical village where amenities and well being are distributed vertically along the tower.
- Maximisation of views through the design where the office space is arranged around a central core delineated by a twenty-three faceted facade.
- Well integrated art with the architectural design.
- Complex structural elements designed to transfer the load.
- High quality materials and smart technology.



Awards:

- 2020 London Design Awards winner (Architectural - Commercial - Constructed)

#### 4. International Towers C3

200 Barangaroo Avenue, Sydney

Architect: Rogers Stirk Harbour + Partners

49-storey commercial tower

Completed: 2016

Relevant benchmark as it demonstrates the following:

- Landmark tower in Sydney due to the location and visual prominence within the City's skyline.
- The successful connection between City and the public spaces.
- Glazed lobbies at the base of the tower to give it a more human scale at street level.
- Well lit and ventilated entrances through the provision of large windows.
- The side core arrangement results in efficient floorplates and allows for visual and physical connections between floors.
- Positioning that maximises the northern sunlight and views.
- High-quality building materials.
- Use of solar panels, rainwater retention and recycling, and an underground bicycle storage to help it achieve a 6-star Green Star rating.



Awards:

- 2018 Property Council of Australia Awards - RLB Australian Development of the Year
- 2018 Property Council of Australia Awards - Eagle Lighting Australia Award for Best Workplace Project
- 2018 Property Council of Australia Awards - WSP Award for Best Sustainable Development - New Buildings
- 2018 Property Council of Australia Awards - Liberty Steel Award for Best Mixed Use Development
- 2018 Property Council of Australia Awards - Tenderfield People's Choice Award

## 5. AHL headquarters + Hilton hotel

478 + 488 George Street, Sydney

(2 Buildings)

*Architect: Candalepas Associates (AHL) and Johnson Pilton Walker (Sydney Hilton)*

AHL Headquarter: 16-storey Commercial

Completed: 2015

Hilton Hotel Sydney: 45-storey Hotel

Renovation: 2005

Relevant to Hunter St ISD because it demonstrates:

- Adjoining developments that demonstrate an innovative design response that has uniqueness and adds to the collective architectural image of Sydney.
- Unique design that respond to the form and materiality of nearby buildings including QVB.
- A good example of a colonnade design that is timeless, contemporary and elegant. (Sydney Hilton Hotel)
- A well-designed tower, (AHL Headquarters) that responds to the diverse neighbouring buildings
- Activated and inviting entrances and ground floor design.



Awards for Sydney Hilton (JPW):

- 2006 Australian Stone Architectural Award (Best Commercial Exterior)
- 2006 RAIA National Commercial Award
- 2006 RAIA NSW Chapter, Architecture Award for Commercial Building
- 2006 RAIA NSW Chapter, Architecture Award for Civic Design
- 2006 Sustainable Energy Authority (SEDA) Energy Efficiency

Award Awards for AHL (Candalepas)

- 2016 National Architecture Awards: Winner of Harry Seidler Award for Commercial Architecture



## 6. ANZ Tower

Clarence Street, Sydney

Architect: FJMT

49-storey commercial tower

Completed: 2016

Relevant benchmark as it demonstrates the following:

- A new public space at ground level with a retail and dining precinct.
- Ground permeability through the unique commercial lobby forming the through site link.
- A pedestrian laneway with a unique ground plane entry to the commercial tower.
- Positive response to the heritage items through the design and material palette.
- Large column free flexible floor plates.
- Well oriented floor plates to take advantage of the views.
- The Tower redefines the city's skyline with a rooftop feature that dramatically captures and breaks the light.
- 6 Star Green Star - As Built Office Design v2 rating.



Awards:

- 2016 Urban Design Award - RAIA (NSW Chapter)
- 2016 Commendation for Sustainable Architecture Award - RAIA (NSW Chapter)
- 2016 Sustainable Development Award - Urban Development Institute of Australia
- 2014 Development Excellence Award - Urban Taskforce Development Award



## 7. One Manhattan West\*

New York

Architect: Skidmore, Owings & Merrill

67-storey commercial tower

Completed: 2019

Relevant benchmark as it demonstrates the following:

Unique and complex structural solution that minimises impact on existing rail infrastructure, resulting in:

- A highly permeable ground plane.
- Column free public domain creating clear sightlines from street to plaza.
- Perimeter columns on the south, north, and east sides do not come down to ground level, but are transferred to the core above the building's lobby to avoid the tracks.
- Part of the tower overhanging the below ground train tracks leading into the station.

\*NOTE: Tower 1 completed



Awards:

- 2021 One Manhattan West - Award of Excellence: Best Tall Building 300m-399m, Council on Tall Buildings and Urban Habitat
- 2021 One Manhattan West - Award of Excellence: Best Tall Office Building, Council on Tall Buildings and Urban Habitat
- 2020 One Manhattan West - Architecture Merit Award, AIA - New York City Chapter
- 2020 One Manhattan West - Distinguished Achievement Award Winner: Design Category, Commercial Property Executive 2020, One Manhattan West - Best Overall Project, American Society of Civil Engineers (ASCE) - Architectural Engineering Institute (AEI)

