DRAFT Pyrmont Peninsula Design Guidelines

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Acknowledgment of Country

The Department of Planning, Industry and Environment acknowledges the traditional custodians of the land and pays respect to Elders past, present and future.

We recognise Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place and their rich contribution to society.

Aboriginal people take a holistic view of land, water and culture and see them as one, not in isolation to each other. The Pyrmont Peninsula Place Strategy implementation is based on the premise upheld by Aboriginal people that if we care for Country, it will care for us.

Contents

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Tables

1. Preliminary

1.1 Name of the Guideline

This document is the Pyrmont Peninsula Design Guidelines.

1.2 Citation

This document may be referred to as the Design Guidelines.

1.3 Commencement

The Design Guidelines commence on the day on which it is endorsed by the Secretary of the Department of Planning, Industry and Environment.

1.4 Land to which this Guideline applies

The Design Guidelines apply to the land identified in Figure 1-1**.**

1.5 Purpose of the Guideline

The purpose of the Design Guidelines is to supplement the provisions of *Sydney Local Environmental Plan 2012* by providing more detailed provisions to guide development on the sites shown in **Figure 1-1.**

Any development application will be assessed on their individual merit having regard to *Sydney Local Environmental Plan 2012*, the Design Guidelines, other matters listed in Section 4.15 of the *Environmental Planning and Assessment Act, 1979*, and any other statutory and non-statutory controls and/ or documents applying to the sites. If there is an inconsistency between these Design Guidelines and *Sydney Development Control Plan 2012*, these Design Guidelines will prevail.

1.6 How to use this Guideline

The Design Guidelines provide design guidance for land use and development on four sites:

1. The Star - 80 Pyrmont Street, Pyrmont (Lot 500 DP1161507, Lot 301, and 302 DP873212, SP56913 and Lot 211 DP870336)
2. UTS Site 13-15 - 622-632 and 644-644A Harris Street, Ultimo (Lot A DP87139, Lot 1 DP87261 and Lot 9 DP86567)
3. Metro site east - 37-69 Union Street, Pyrmont (Lot 1 DP620352) and
4. Metro site west - 26-32 Pyrmont Bridge Road, Pyrmont (Lot 10, DP1028280).

It comprises a hierarchy of objectives and design guidance to guide future development. Each topic area is structured to provide the user with:

1. Objectives that support the desired design outcomes for the Pyrmont Peninsula, and
2. Design guidance that provides advice on how the objectives can be achieved through appropriate design responses.

3. Design guidance that will also allow for future development on the site or within surrounds to be consistent with the Pyrmont Peninsula Place Strategy (2020) and Pyrmont Peninsula Urban Design Report (2021).

Development needs to show how it meets the objectives. The design guidance provides benchmarks for how the objectives could be achieved and does not represent the only way the overarching objectives can be achieved. Where alternate solutions to the design guidance are proposed it must be demonstrated how the proposed alternative solution achieves the overarching objective/s.

Part 1 Preliminary establishes the purpose of the Design Guidelines; the relationship to statutory planning controls; where and how the Design Guidelines are to be used.

Part 2 The Star Casino includes objectives and design guidance for the Star Casino site, and in particular the proposed six-star hotel. Public benefit outcomes are also included.

Part 3 The University of Technology, Sydney (UTS) includes objectives and design guidance for the UTS Indigenous Residential College site. Public benefit outcomes are also included.

Part 4 Metro site east includes objectives and design guidance for the Metro east site. Public benefit outcomes are also included.

Part 5 Metro site west includes objectives and design guidance for the Metro west site. Public benefit outcomes are also included.

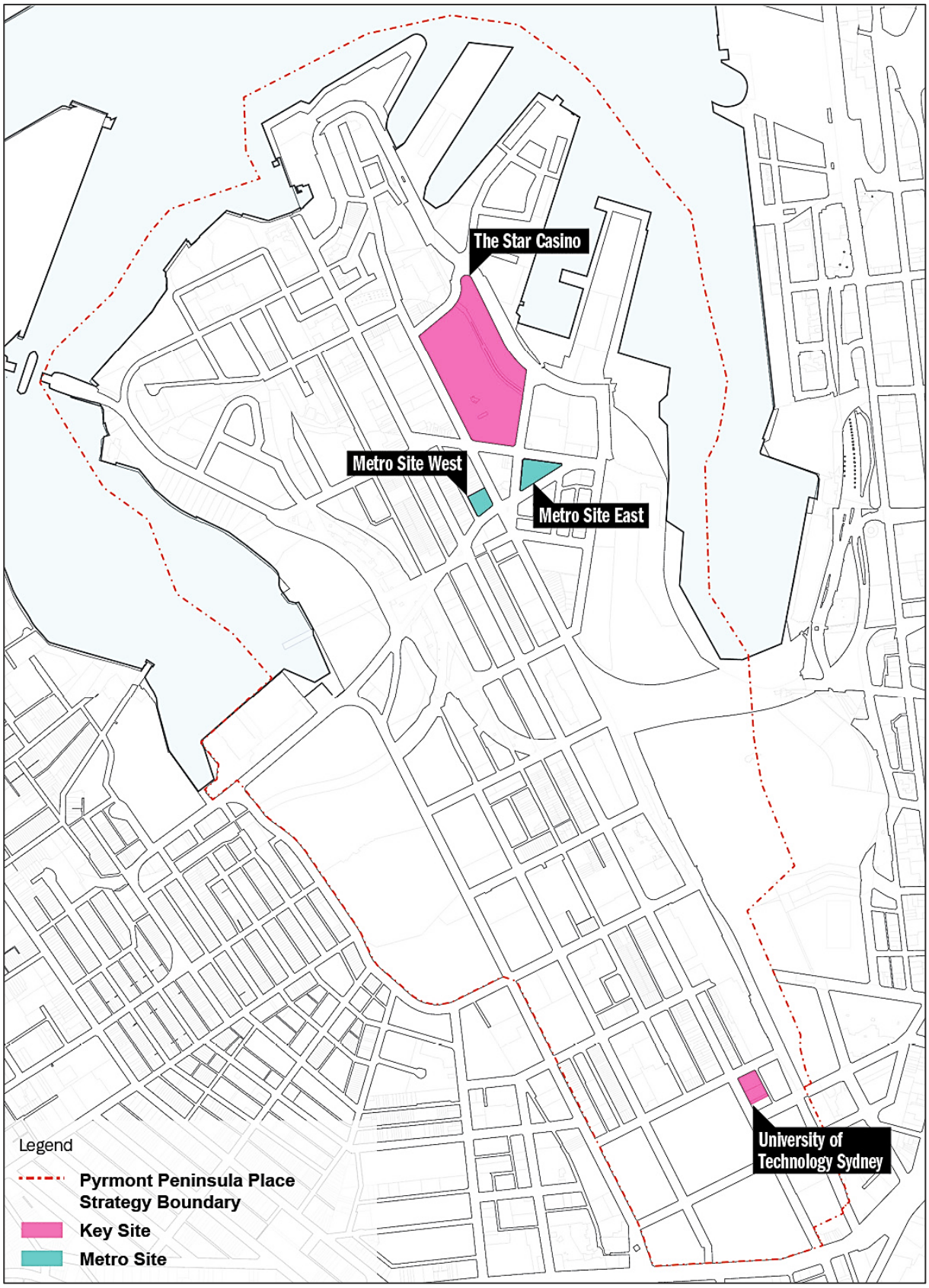

Figure 1-1 Sites to which these Design Guidelines apply
(Hassell)

2. The Star Casino

2.1 Objectives

a) The provision of a six-star hotel at the northern end of the existing casino site.
b) To ensure high quality design which minimises impact on local character through effective control of built form, scale and material use, and provides an appropriate built form response which complements the Foreshore Area and harbour setting.
c) To ensure new development responds to the urban grain and scale of the surrounding neighbourhood including existing heritage items.
d) To prevent further increase to overshadowing of surrounding public spaces and existing residential dwellings/apartments.
e) To increase and enhance activation on all boundaries of the existing casino complex through interventions such as new retail or other active frontage uses at the lower ground and upper ground levels.
f) Provide clear visibility to the Light Rail Station from within the Star development and from Pirrama Road, ensuring that public transport stations are accessible and well-integrated into the public domain.
g) Improve and widen the public domain on surrounding streets through the possible removal of bus and coach parking from streets, reduction in vehicle traffic lanes and the expansion of Pyrmont Bay Park to support the vision for a 24-hour event and entertainment destination.
h) Reduce general vehicle use on Edwards Street and Pirrama Road to support pedestrian movement and provide vehicle access from Jones Bay Road and Pyrmont Street.
i) To maintain generous view corridors between buildings and minimise adverse visual impacts from the water and surrounding public domain.
j) To enhance 24-hour public entries and connections through The Star that have active frontages which are ideally open to the air and are accessible to the public to enable a greater level of public permeability through the site.
k) To establish benchmarks for ecologically sustainable development and to implement green infrastructure and water sensitive urban design at the site.
l) Maintain wind safety and comfort in surrounding pedestrian areas.
m) Establish a design excellence strategy to guide the outcomes of a competitive design process.
n) To increase and improve the public benefits in accordance with the suggestions as set out in these Design Guidelines.

2.1.1 Public Benefits

As the Star is one of the four key sites identified in the PPPS, there is a planning expectation to deliver public benefits, including one or more of the five 'Big Moves', as well as specifically nominated outcomes.

Development on the Star site will be required to demonstrate the delivery of public benefits, consistent with the PPPS and the height and floor space ratio uplift. Ultimate approval for any development will require an affordable housing contribution of 12% as set out in the exhibited 'Affordable Housing Study'.

In deciding whether to grant concurrence under the planning controls (as proposed), the Secretary will consider a range of aspects such as the impact of the development on existing State public infrastructure, and the need of additional State public infrastructure. Such State public infrastructure may include active transport improvements, State and regional roads, bus lanes, and embellishments or connections to regional open space.

Opportunities for additional public benefits as set out in the PPPS

The PPPS set out additional opportunities for the delivery of public benefits for the key sites. These public benefits are to be offered and explored as part of the development assessment pathway and will include staging and timing of delivery and secured via an appropriate mechanism.

They include:

- enhance and improve streetscape interfaces on all boundaries of the complex through interventions such as new retail or other active frontage uses.
- enhance and improve public domain interfaces and site permeability, including wayfinding and new 24-hour publicly accessible connections that are ideally open to the air, through the key site to break up its bulk and maximise permeability at the ground plane.
- promote active transport (cycling and walking) along Pirrama Road between the entrance to The Star's car park and the roundabout on Jones Bay Road, including lower speed limits and prioritisation for pedestrians and cyclists.
- improve the visibility of The Star light rail station and create an open promenade between the light rail and Pyrmont Bay Park.
- improved interaction with surrounding public spaces and fund upgrades in these public spaces, including works such as:
    - improved landscaping, additional greenery, including an increase in tree canopy.
    - upgrading public seating and congregation spaces.
    - outdoor fitness and active exercise equipment.
    - water features and attractions
    - barbeque facilities.
- bring together community organisations to plan the activation of these public spaces for community events such as local food markets or art exhibitions, family focussed events and other community activities.
- create an open green roof space for use as a rooftop garden and chef's nursery to allow local chefs to grow fresh produce, perform beekeeping and grow a range of other consumable garden plants.
- prepare a Complete Streets Strategy using the NSW Government's Movement and Place principles to transition Pirrama Road to a shared zone with:
    - shared access way for pedestrians, cyclists, buses, private and delivery vehicles.

- reduced servicing and access functions.
- reduced street parking with increased on-site provision.
- relocated tourist bus lay overs away from Pirrama Road and onto site.
- better integration with Pyrmont Bay Park.
- enabled weekend or event-based activity program.

2.2 Design Guidance

2.2.1 Land Use

1. Development for the provision of a six-star hotel on the northern part of the Star site in accordance with:
   a) Figure 2-1 Building envelope plan
   b) Figure 2-2 Building envelope section: Pirrama Road
   c) Figure 2-3 Building envelope axonometric
   d) Figure 2-4 Ground floor and public domain plan
2. Active frontages, through site links, site servicing, improvements to the public domain and integration of public transport stations are to be generally provided in the locations nominated on Figure 2-4.

2.2.2 Built Form and Design

1. Building layout, height, ground and upper-level setbacks (expressed in RLs), and pedestrian entries to ensure at grade access is provided, are to be set out generally in accordance with the figures outlined in this section.
2. Maximum building heights are to be in accordance with:
   a) Figure 2-1 Building envelope plan
   b) Figure 2-2 Building envelope section: Pirrama Road
   c) Figure 2-3 Building envelope axonometric
3. Minimum ground and upper-level setbacks are to be provided in accordance with:
   a) Figure 2-1 Building envelope plan
   b) Figure 2-2 Building envelope section: Pirrama Road
   c) Figure 2-3 Building envelope axonometric
   d) Figure 2-4 Ground floor and public domain plan
4. The building efficiency ratio between gross envelope area and gross floor area must achieve 75% or less.
5. The final building extent is to be entirely within the envelopes shown at Figure 2-1, Figure 2-2 and Figure 2-3, excluding ground level awnings, outdoor seating and pergola/shade structures at ground level or on rooftop open space. A survey of the site is required to verify the nominated RLs for the building envelope.
6. The built form shall maintain a wind environment on footpaths and public accessible open space that is safe for pedestrian and comfortable for walking on footpaths, standing at building entries and sitting in parks.
7. Existing and new street vistas and views should be retained, respected, and complemented by proposed new development. Key views are identified in Figure 2-1.
8. Overshadowing effects of new buildings on publicly accessible open space and neighbouring residential properties are to be minimised between the hours of 9am to 3pm on 21 June.
   a) Proposed development must minimise overshadowing of neighbouring residential properties during mid-winter. Where a nearby residential property does not currently receive a minimum of 2 hours of solar access, the proposed development must ensure existing solar access to the neighbouring residential property is not reduced by more than 20%.

b) Proposed development must not increase the number of neighbouring residential properties that receive no direct sun (less than 15 minutes).

9. Setbacks are to be in accordance with Figure 2-1, Figure 2-2 and Figure 2-3. The street wall/podium for the hotel development is to be 0m setback at the street interface. The setback above the street wall is to be between 6-10m with an average of 8m to address wind impacts. Development must take all reasonable steps to create a comfortable wind environment in accordance with *Sydney Development Control Plan 2012*, including to the through site link.
10. Street wall heights are to be in accordance with Figure 2-1, Figure 2-2 and Figure 2-3. Development is to demonstrate an appropriate relationship to Jones Bay Road and Pirrama Road that:
    a) Respects the local character of the area including the nearby sandstone escarpment, complementing the pattern and grain of streets, pedestrian links and buildings.
    b) Conserves the existing street enclosure of Jones Bay Road (View 1) and eastern portion of Pirrama Road (View 2).
    c) Provides a transition in height which complements the local area.
    d) Maximises view lines to/from the water from the public domain that encourage street legibility and orientation (View 3).
11. The hotel tower shall be articulated/modulated in order to minimise its bulk and scale and complement the surrounding area and harbour setting. Further investigation is required to determine key views of the tower to understand the tower's impact on the Pyrmont skyline and inform an approach to the built form massing, modulation and articulation.
12. Investigate opportunities for green roofs on the roof of the podium shown in Figure 2-1, where not used for building services. These are to be designed to:
    a) Be capable of providing access for visitors and employees for passive use, where reasonable privacy to neighbouring properties can be maintained and access is safe and appropriate.
    b) Provide suitable soil depths to support planting.
    c) Protect the privacy and amenity of adjoining properties.
    d) Incorporate strategic landscaping to reduce overlooking and enhance the streetscape.
    e) Maximise solar access and views of the Foreshore Area including Foreshore Walk and Pyrmont Bay Park.
13. Floor to floor heights for ground floor levels of new development are to be a minimum of 4.5m, and 3.8m for levels above ground within the podium. These heights are subject to resolution of any connecting bridges over the through site link connecting the new development to existing built form while ensuring the integrity of 'open to the sky' links.
14. Floor to ceiling height of the through site link of the new development is to be a minimum of two levels measured from Jones Bay Road and is to retain a consistent ceiling height for the length of the through link to maintain view lines from one end of the link to the other.
15. Floor to floor heights for visitor accommodation levels are to be a minimum of 3.2m.
16. Active frontages and uses are provided in accordance with Figure 2-4 and designed to:
    a) Maximise entries into the new development, be of high quality design and materials with window displays including elements of visual interest.
    b) Provide active uses and frontages to improve passive surveillance to the existing Light Rail Station on the lower ground level.
    c) Support the night time economy and 24-hour function of Pyrmont Bay Park.

17. Awnings are to be provided to the development along the Edwards Street and Pirrama Road frontages for wind and weather protection.

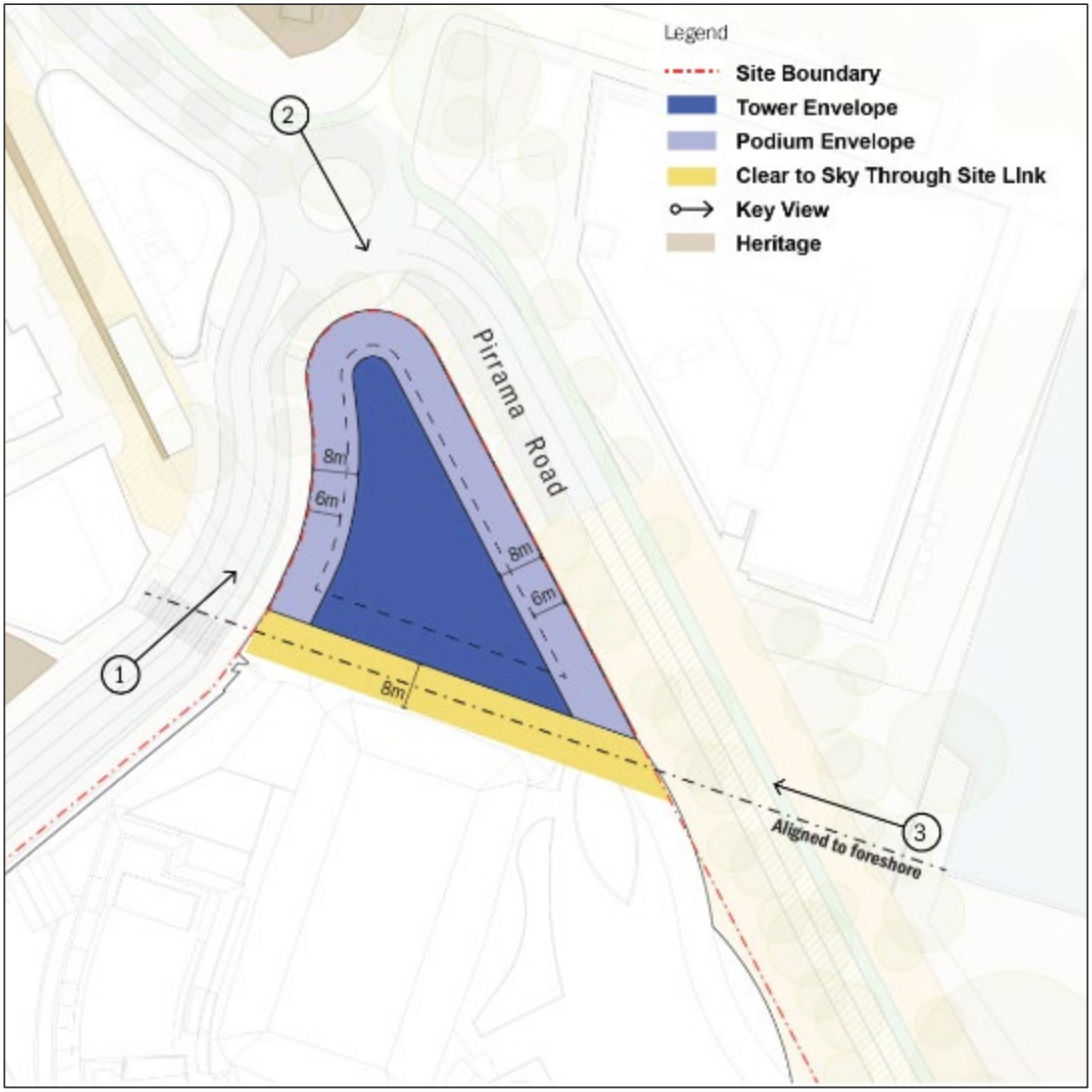

Figure 2-1 Building envelope plan
(Hassell)

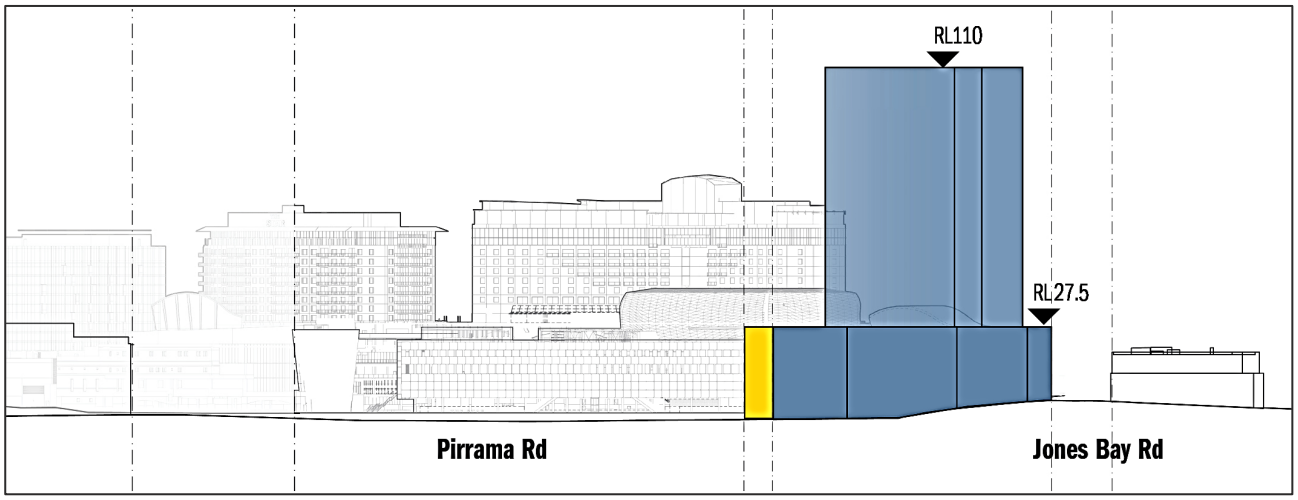

Figure 2-2 Building envelope section: Pirrama Road
(Hassell)

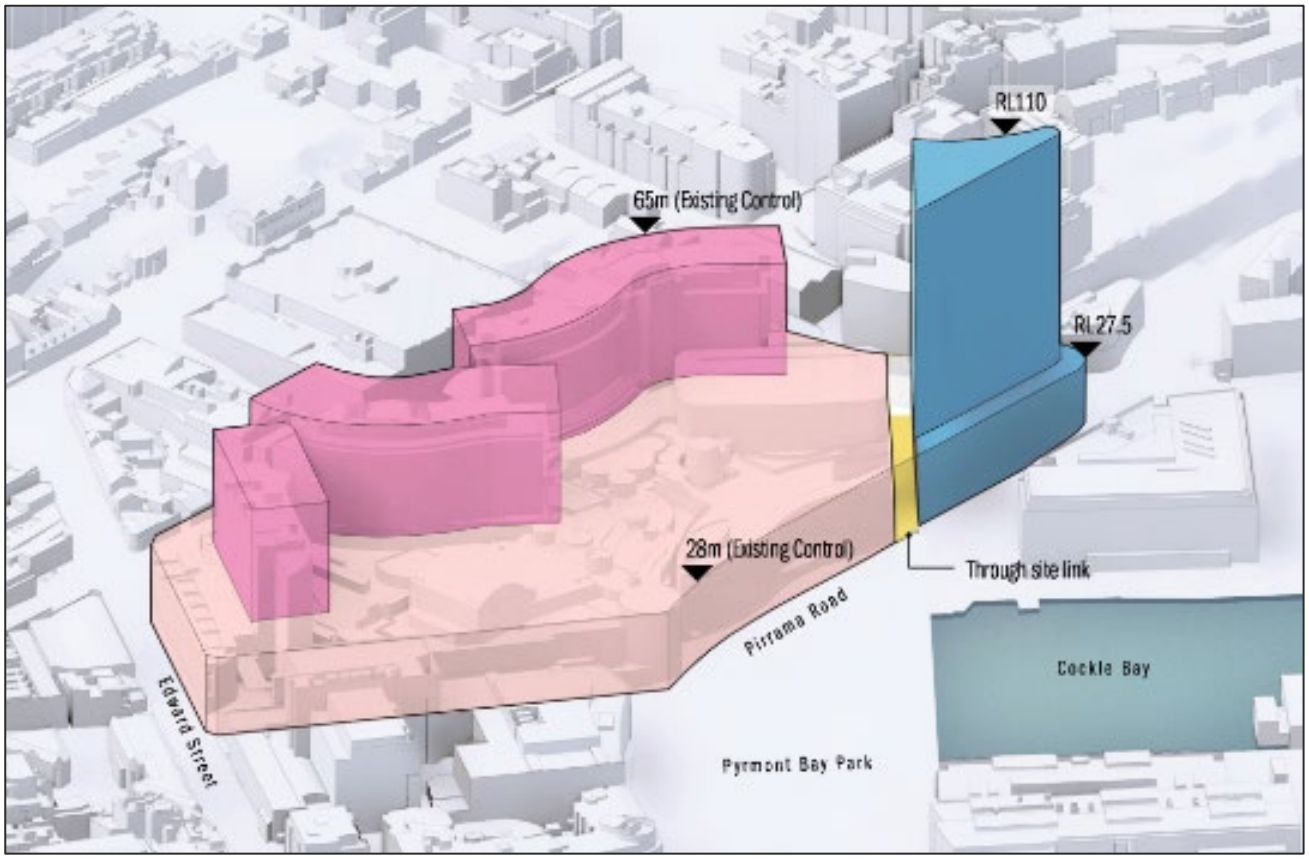

Figure 2-3 Building envelope axonometric
(Hassell)

2.2.3 Non-Indigenous Heritage

1. A Statement of Heritage Impact is to accompany any development application for the six-star hotel to assess any impact on surrounding heritage items or heritage conservations areas. It is to be prepared in accordance with the NSW Heritage Manual 'Statement of Heritage Impact'.
2. Undertake a views analysis of the proposed development to determine key views and vistas from the public domain that support street legibility and orientation, and responds to local character and heritage items.

2.2.4 Public Domain

1. Contribute to the integration and 'expansion' of the Pyrmont Bay Park by providing public open space in accordance with Figure 2-4:
   a) Provide a public forecourt and arrival space for The Star, seamlessly integrating with Pyrmont Bay Park with the through site link from the upper ground level.
   b) Provide a generous external stairway approximately 8m wide that addresses Pirrama Road, provides universal access, incorporates landscape and dwell spaces, and is integrated with the public domain of Pyrmont Bay Park.
   c) Be located on the lower ground level and largely open to the sky.
   d) Generally be north-facing to minimise overshadowing between the hours of 9am and 3pm on 21 June.
   e) Ensure good sightlines and visibility from the upper to lower ground levels to Pyrmont Bay Park and good sightlines to the existing Light Rail Station.
   f) Provide activation through public art and/or interactive lights and sounds.
   g) Provide wayfinding signage to support ease of navigation and bike parking in accordance with *Sydney Development Control Plan 2012*.
2. Publicly accessible through site links are to be provided between Pyrmont Street, the intersection of Union and Edward Street and Pyrmont Bay Park in accordance with the *Sydney Development Control Plan 2012* and Figure 2-4:
   a) Ensure public entry locations are clearly visible from desire lines and key intersections within the street incorporating wayfinding signage at decision points.
   b) Include generous widths that encourage through movement and that increase site permeability.
   c) Planned as outdoor/public space such as an arcade, through the layout and design, use of materials, lighting and active frontages.
   d) Integrate the through site link with Pyrmont Bay Park and new public plaza space with improved vertical circulation and dwell spaces including a generous mezzanine level to enhance activation to the Pirrama Road stairway.
   e) Be accessible to the public 24-hours a day, seven days a week.
3. A publicly accessible through site link is to be provided between Jones Bay Road and Pirrama Road in accordance with *Sydney Development Control Plan 2012* and Figure 2-4:
   a) Ensure public entry locations are clearly visible from desire lines and pedestrian crossings within the street incorporating wayfinding signage at decision points.
   b) Provide a clear line of sight between each end of the through site link that is intuitive and logical and establishes a view of Foreshore Walk from Jones Bay Road.
   c) Maximise entries into the new development, be of high quality design and materials with window displays including elements of visual interest.

f) Include generous widths that encourage through movement and that increase site permeability.

d) Be open to the sky and planned as an outdoor/public space such as an arcade through the layout and design, use of materials, lighting and use of active frontages.

e) Provides a change in level with a generous external stair approximately 8m wide that addresses Pirrama Road, provides universal access, incorporates landscape and dwell spaces and is integrated with the public domain.

g) Be accessible to the public 24-hours a day, seven days a week.

4. Investigate the activation of the Pyrmont Street façade between Jones Bay Road and Union Street. This could also include the investigation of a through site link mid-block as the casino may redevelop over the medium to long-term.
5. Subject to transport analysis and agreement with the City of Sydney Council/relevant road authority, Pirrama Road may be designed in accordance with Figure 2-5 and Figure 2-6 to prioritise walking and cycling by:
   a) Reduction/removal of on-street car and bus parking to increase road area allocated to active transport.
   b) Slow vehicle speed environment for drop-off/pick-up and reduction to two general traffic lanes.
   c) Introduction of a shareway to support pedestrian movement between the Star and Pyrmont Bay Park.
   d) Relocation of vehicle entrances and site servicing to Jones Bay Road or Pyrmont Street and existing porte cochere on Pirrama Road to hotel forecourt.
   e) Relocation of vehicle drop-off zone for public access to Light Rail Station to Pirrama Road.
   f) Separated cycle path to support active transport and connectivity to the regional cycle network and Active Transport Loop.
   g) Increased tree canopy cover, understorey planting and incorporation of water sensitive urban design planting to address flooding.
   h) Outdoor seating, lighting and bike parking in accordance with *Sydney Development Control Plan 2012.*
   i) Investigate potential to incorporate soft or porous surfaces for 50% of the area and measures to mitigate the heat island effect in the public domain.
6. Subject to transport analysis and agreement with the City of Sydney Council/relevant road authority, Edward Street may be designed in accordance with Figure 2-7 to prioritise:
   a) Increase in footpath width for pedestrian movement from the Metro Station to Pyrmont Bay Park, Foreshore Walk and harbour.
   b) Two lanes of general traffic with short-term car parking/pick-up/drop-off area between curb outstands.
   c) Continuous tree canopy cover and understory planting.
   d) Relocation of vehicle entrances and site servicing to Jones Bay Road or Pyrmont Street.
   e) Outdoor seating and lighting.
   f) Investigate potential to incorporate soft or porous surfaces and measures to mitigate the heat island effect in the public domain.
   g) Facilitating safe pedestrian crossing over the existing light rail track.
7. Subject to transport analysis and agreement with the City of Sydney Council/relevant road authority, Jones Bay Road may be designed in accordance with Figure 2-8 to prioritise:

a) Retain existing porte cochere.
b) Retain two lanes of general traffic with car parking/pick-up/drop-off area between curb outstands.
c) Increase footpath widths to support pedestrian movement.
d) Continuous tree canopy cover and understory planting.
e) Outdoor seating and lighting.
f) Investigate potential to incorporate soft or porous surfaces and measures to mitigate the heat island effect in the public domain.

8. Landscaping and design of the public domain is to be high quality and incorporate features such as:
   a) Increase tree canopy cover and indigenous tree species.
   b) Wayfinding signage, public art, sculptural elements and storytelling.
   c) An increase in pedestrian crossing points and crossings at intersections to support pedestrian safety and permeability.

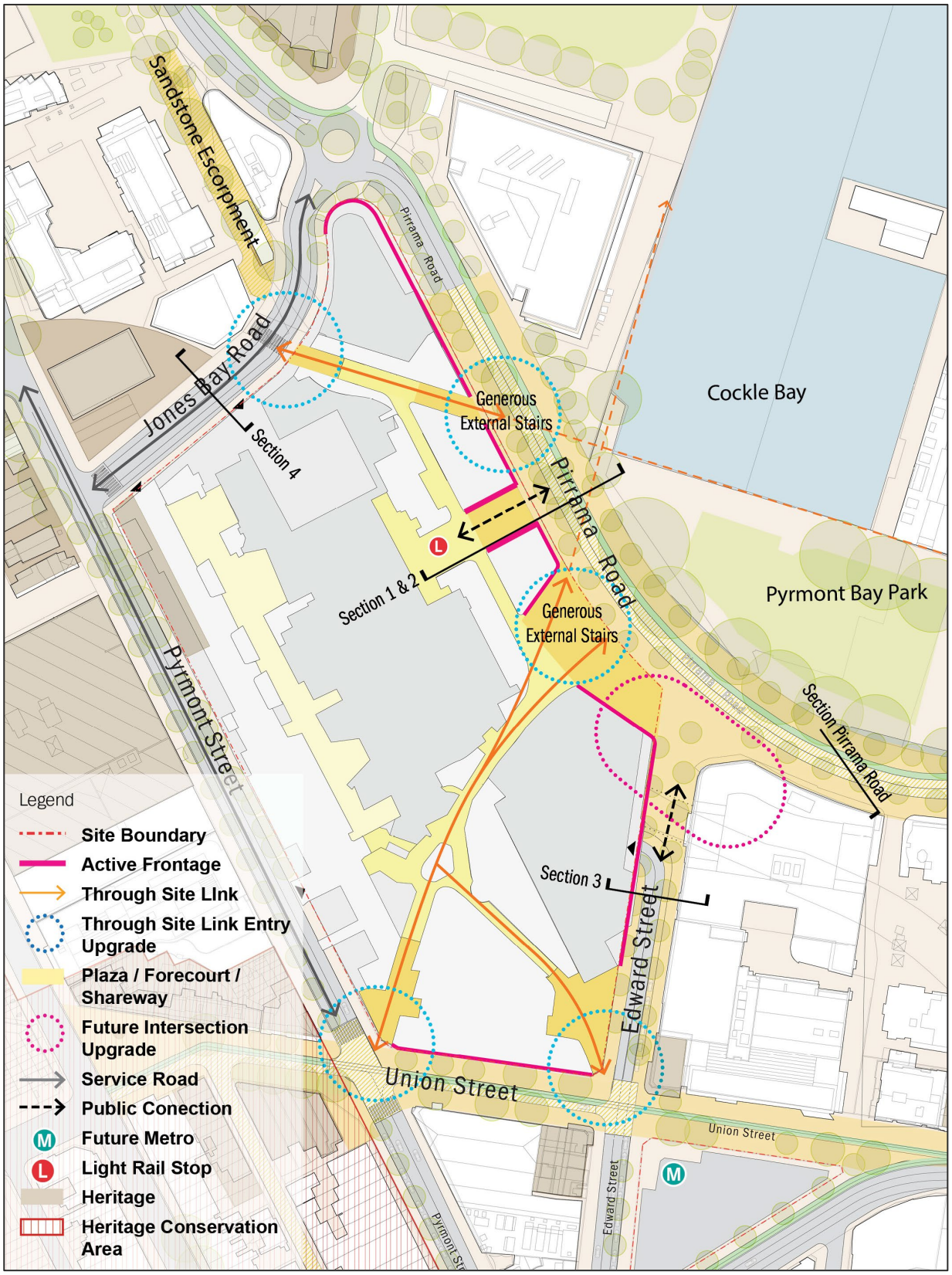

Figure 2-4 Ground floor and public domain plan
(Hassell)

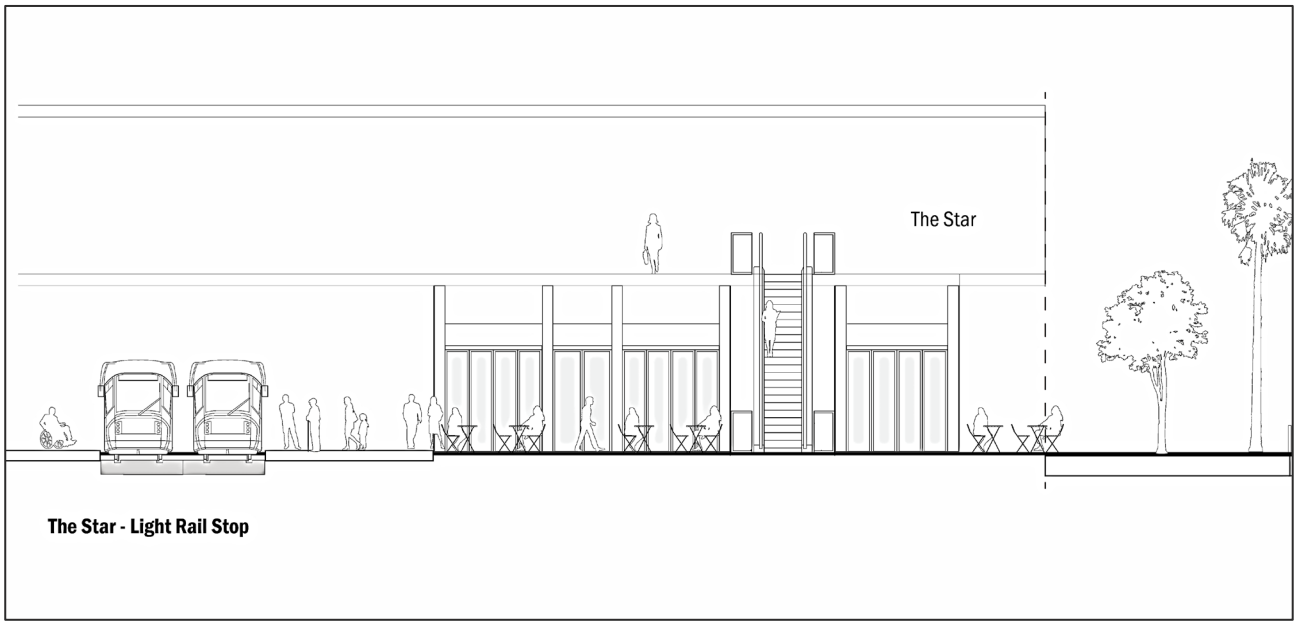

Figure 2-5 Site elevation / section 1: Light Rail Station
(Hassell)

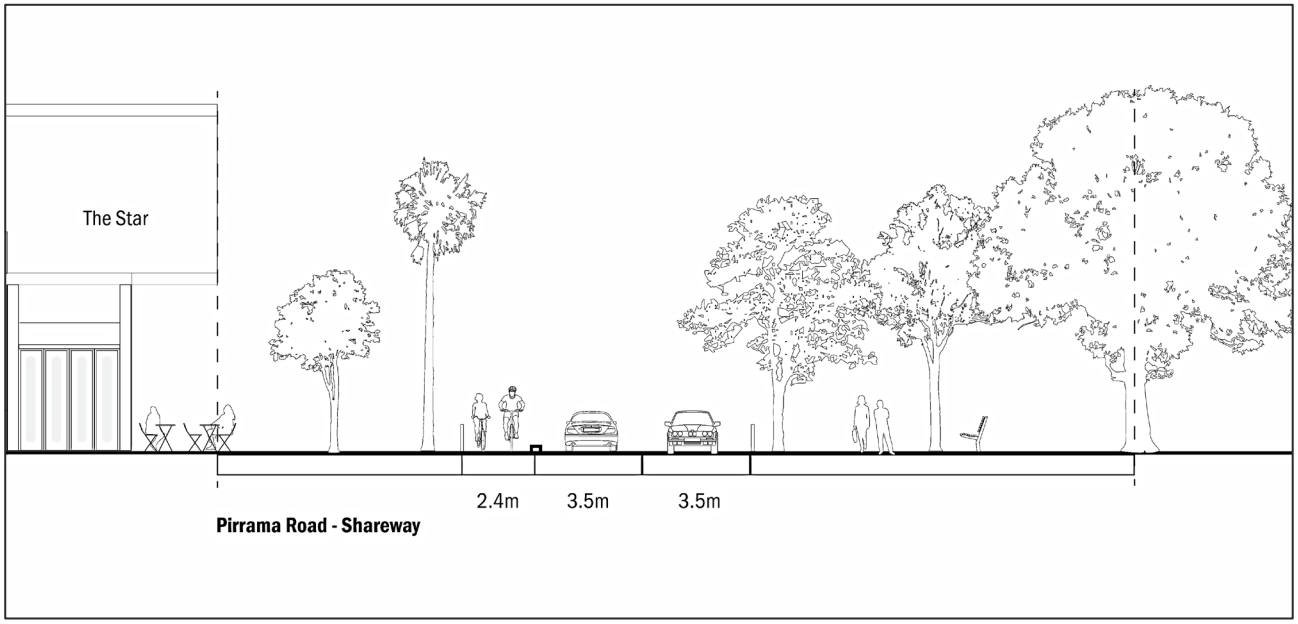

Figure 2-6 Site elevation / section 2: Pirrama Road shareway
(Hassell)

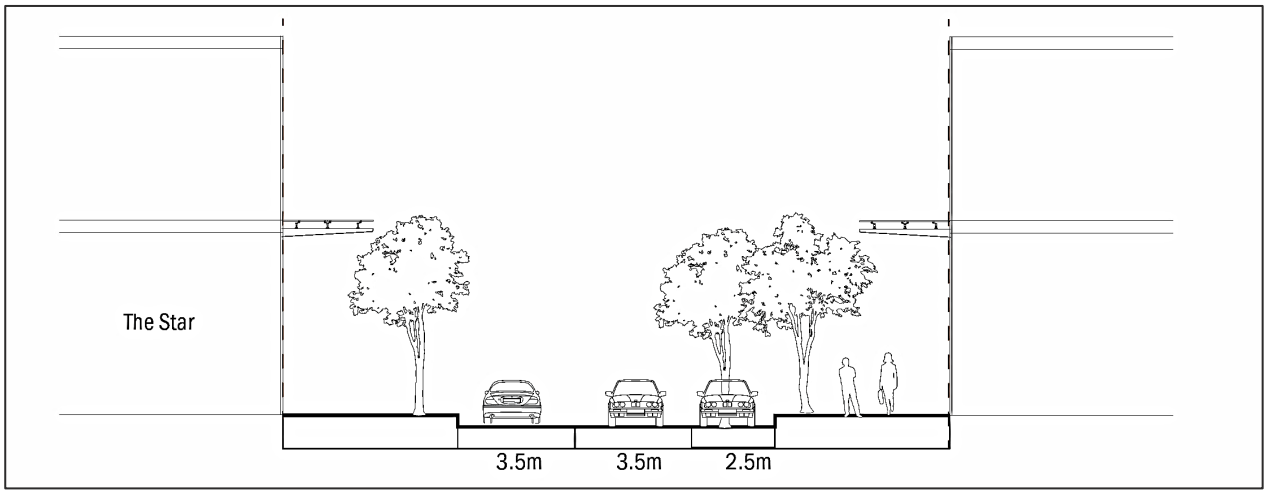

Figure 2-7 Site elevation / section 3: Edwards Street
(Hassell)

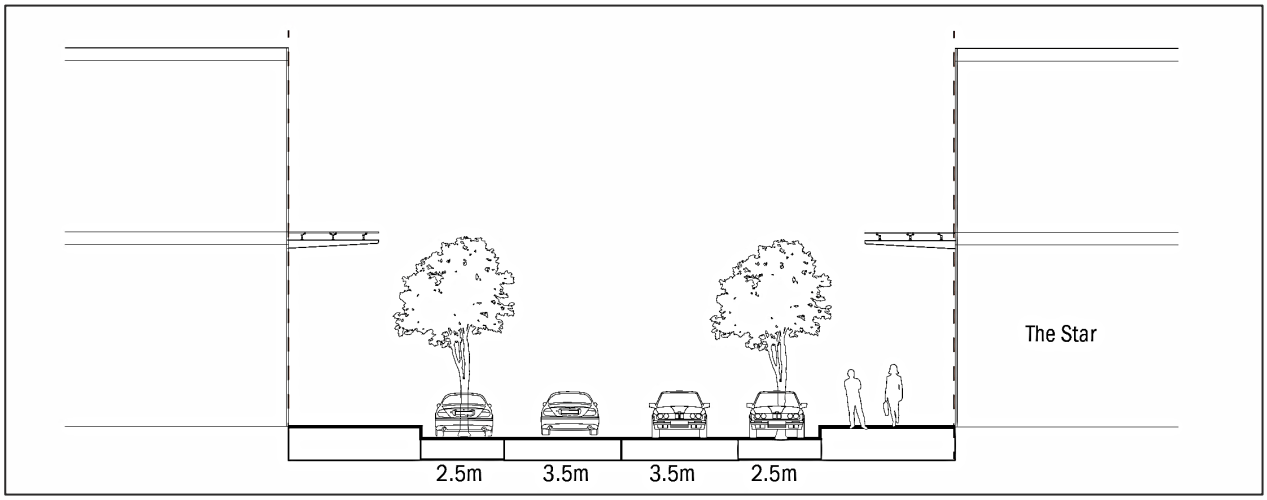

Figure 2-8 Site elevation / section 4: Jones Bay Road
(Hassell)

2.2.5 Design Excellence Strategy

1. To meet the requirements of a Stage 1 Development Application and before progressing to a design competition, a Design Excellence Strategy is to be prepared and approved by the consent authority, in accordance *Sydney Local Environmental Plan 2012*, Clause 1.2 of the *City of Sydney Competitive Design Policy 2012* and Clause 3.3.2 of the *Sydney Development Control Plan 2012.* The strategy must define:
   a) The location and extent of the competitive design process.
   b) The type of competitive design process to be undertaken:
      i. An architectural design competition, open or invited; or
      ii. The preparation of design alternatives on a competitive basis.
   c) The number of designers involved in the process.
   d) How architectural design excellence is to be achieved.
   e) Target benchmarks for ecologically sustainable development.

2. No additional floorspace or building height under Clause 6.21(7) of *Sydney Local Environmental Plan 2012* will be awarded for a building demonstrating design excellence. The maximum floorspace and building height for the site is to be in accordance with the proposed floor space ratio and height controls as detailed in the Exhibition Discussion Paper. [Note: upon finalisation of the Design Guidelines, this clause would refer to the relevant site specific clause in *Sydney Local Environmental Plan 2012*]

3. The University of Technology, Sydney (UTS)

3.1 Objectives

a) Provide purposefully designed and built accommodation for Indigenous students of the UTS through the development and design of a high quality building and place that respects and celebrates the site's Aboriginal cultural heritage through a Connection with Country in the built form and public domain, and which is an exemplar of Indigenous engagement and leadership.

b) Conserve the Indigenous historical and cultural values and character of the place (including intangible values) in a holistic and integrated way.

c) Recognise Indigenous design principles as a foundational concept to this development.

d) Establish a design excellence strategy to guide the outcomes of a competitive design process that is informed and led by Indigenous knowledge holders and communities.

e) Protect and conserve the non-Indigenous heritage significance of the National Cash Register Building, complementing and respecting the building's strong architectural composition and contribution to the surrounding streetscapes and urban setting.

f) New development and design should not give rise to material impacts on the heritage significance of listed heritage items and significant attributes and features, including impacts to historic fabric and interiors.

g) To enhance the local character and minimise the impact of development through effective control of built form, scale and material use, ensuring that the bulk, modulation and articulation of built form respects and complements heritage listed items, significant buildings, surrounding streetscapes and the Harris Street Heritage Conservation Area.

h) To minimise overshadowing on surrounding public spaces and existing residential dwellings/apartments.

i) To extend and enhance the public domain at the interface of the new development through active frontages, maximising exposure to sunlight and creating small scale public spaces with distinct characters for ceremony, gathering and interaction which are integrated with the surrounding public domain and movement network.

j) Ensure the location, size and design of vehicle access minimises pedestrian and vehicle conflicts and disruption of traffic.

k) To support the future role, function and character of Mary Ann Street, Harris Street, Ultimo Road and Omnibus Lane defined in the Ultimo Sub-precinct master plan including the provision of a through site link to increase permeability.

l) To recognise the facility as an important part of the UTS Haymarket Campus supported by the experience from Harris and Mary Ann Street and Ultimo Road.

m) Omnibus Lane is to retain legibility as a public space and thoroughfare.

n) Maintain wind safety and comfort in surrounding pedestrian areas.

o) To increase and improve the public benefits in accordance with the suggestions as set out in these Design Guidelines.

3.1.1 Public Benefits

As UTS is one of the four key sites identified in the PPPS, there is a planning expectation to deliver public benefits, including one or more of the five 'Big Moves', as well as specifically nominated outcomes.

Development on the UTS site will be required to demonstrate the delivery of public benefits, consistent with the PPPS, as will future UTS sites as part of the Ultimo Campus.

As part of its master plan submission UTS:

- has proposed public benefit in the form of pedestrianising local roads that would support better east-west connections through to Site 5 and future redevelopment.
- has made a formal offer to Council to enter into a voluntary planning agreement (VPA) regarding the additional public benefit offer to a value of $3.9 million or works in kind subject to Council consideration. This includes upgrades to Omnibus Lane and Mary Ann Street.

Any works on public land would need to be agreed with Council.

3.2 Design Guidance

3.2.1 Land Use

1. Development is to include a mix of education, cultural facilities and student accommodation in accordance with:
   a) Figure 3-1 Building envelope plan
   b) Figure 3-2 Building envelope section
   c) Figure 3-3 Building envelope axonometric
   d) Figure 3-4 Ground floor and public domain plan
2. Active frontages, through links, site servicing, public open space and improvements to the public domain are to be generally provided in the locations nominated on Figure 3-4.

3.2.2 Built Form and Design

1. Building layout, height, ground and upper-level setbacks (expressed in RLs) and pedestrian entries to ensure at grade access is provided, is to be set out generally in accordance with the figures outlined in this section.
2. Maximum building heights are to be in accordance with:
   a) Figure 3-1 Building envelope plan
   b) Figure 3-2 Building envelope section
   c) Figure 3-3 Building envelope axonometric
   d) Figure 3-5 Option 1: Tower building
   e) Figure 3-6 Option 2: Mid-rise building
3. Minimum ground and upper-level setbacks are to be provided in accordance with:
   a) Figure 3-1 Building envelope plan
   b) Figure 3-2 Building envelope section
   c) Figure 3-3 Building envelope axonometric
   d) Figure 3-4 Ground floor and public domain plan
4. The final building extent is to be generally within the envelopes shown at Figure 3-1, Figure 3-2, Figure 3-3 and Figure 3-4, excluding ground level awnings, outdoor seating, pergola and planters associated with any rooftop gardens. A survey of the site is required to verify the nominated RLs for the building envelope.

5. The built form shall maintain a wind environment on footpaths and public accessible open space that is safe for pedestrian and comfortable for walking on footpaths, standing at building entries and sitting in parks.
6. The building efficiency ratio between gross envelope area and gross floor area must achieve 70% or less, for any built form option.
7. Education, cultural facilities and ancillary student accommodation facilities are to be located predominantly within the heritage National Cash Register Building and in locations that serve to activate the new development at the lower levels of the building including the through link and public open space.
8. Floor to floor heights of new development are to be a minimum of 4.5m at the ground levels, and 3.8m for levels above ground within the podium.
9. Floor to floor heights of the through site link of the new development are to be a minimum of two levels and maintain clear sightlines from one end of the link to the other.
10. Floor to floor heights of new development are to match the existing National Cash Register Building where the floor levels of the two buildings are connected.
11. Investigate how the new development best addresses east west level changes across the site when connecting to the existing lower and upper ground floor levels of the National Cash Register Building mezzanine levels.
12. Floor to floor heights for the student accommodation levels in the new development are to be a minimum of 3.2m.
13. Existing and new street vistas and views should be retained, respected, and complemented by proposed new development, and supported by a visual impact study. Key views are identified in Figure 3-1.
14. Overshadowing from new buildings on publicly accessible open space are to be minimised between the hours of 9am to 3pm on 21 June. This must be supported by a solar access study.
15. Overshadowing from new buildings on neighbouring residential areas must be supported by solar access studies and ensure compliance with relevant overshadowing controls. See also Section 3.2.10.
16. The Harris Street elevation of the new development shall be articulated/modulated in order to minimise its bulk and scale to be able to relate to the surrounding heritage items, heritage conservation area setting and apartment building to the south by:
    a) Aligning with the National Cash Register Building's original design intent as an eight storey building. The addition of another four storeys above the existing National Cash Register Building should be explored provided the design gives rise to a lesser heritage impact on the building's significance.
    b) Adopting the street wall height defined by the National Cash Register Building along Harris Street to create a strong urban edge and corner to the intersection of Harris and Mary Ann Streets. This applies to the existing four storey street wall height or an eight storey street wall height, if additional levels are added to the National Cash Register Building. A setback to the adjoining apartment building will be required at the interface between the two buildings to minimise adverse amenity impacts by reducing the street wall to seven storeys where they abut. See also Section 3.2.10.
    c) The street wall for the new development is to be 0m setback at the street interface except where a setback for the Harris Street tree has been adopted.
    d) Responding to the National Cash Register Building's façade modulation and composition composed of three distinct but complementary design attributes, including:
        i. The vertical concrete framed glazed entry 'portal' with aluminium fins/louvres.

ii. Brick street level with inset tiles and concrete framed glass bricks separated by strong vertical elements to create rectangular openings.

iii. The orderly geometry of the façade's fenestration pattern including rectangular windows at the lowest level and square windows at the upper two levels, with each window framed by expressed concrete.

e) Considering the articulation of the parapet to the new development which is respectful and complementary to the National Cash Register Building.

f) Consideration of the articulation of built form massing when viewed from Mary Ann and Harris Streets, and how the new development achieves a harmony in its relationship between the Sydney Technical College and the Dr Chau Chak Building.

g) Providing a sufficient setback to new development above the National Cash Register Building to retain the building's ability to be read as an item in its own right and to the apartment building to the south to mitigate amenity impacts. A setback of 6m minimum will be required for new development above the street wall to Harris Street. Built form may cantilever over a portion of the airspace above the National Cash Register Building (including additional floors), while ensuring an appropriate visual setting to conserve the building's heritage significance.

h) Investigating opportunities to retain the existing entry to the National Cash Register Building and extending the existing vertical circulation through the new development.

i) Providing a separate formal entry into the new development at street level which incorporates an articulated threshold to the entry and connection to the through site link and which may include a setback from the property line.

17. The Mary Ann Street elevation of the new development shall recognise the significance of the building's setting adjacent the Harris Street Heritage Conservation Area and between the former Sydney Technical College and the Dr Chau Chak Building by:

a) Adopting the street wall height defined by the National Cash Register Building along Mary Ann Street. This applies to the existing four storey street wall height or an increase to an eight storey street wall height, if additional levels are added to the National Cash Register Building. If the street wall is increased to eight storeys, consider extending the signature cantilever concrete box/frame with vertical fins/aluminium louvres.

b) Responding to the two distinct but complementary design attributes of the National Cash Register Building including:

i. Signature cantilever concrete box/frame with vertical fins/aluminium louvres.

ii. Brick street level with inset tiles and concrete framed glass bricks separated by strong vertical elements to create rectangular openings.

a) Considering the articulation of the parapet to the new development which is respectful and complementary to the National Cash Register Building.

c) Consideration of the articulation of built form massing when viewed from the Goods Line, and how the new development achieves a harmony in its relationship between the Dr Chau Chak Building and Sydney Technical College, respecting and complementing the composition, articulation and materiality of both buildings.

d) Providing a minimum setback to any new development above the National Cash Register Building as follows:

i. A 20m setback for the tower option, to align with the setback of the Sydney Technical College on Mary Ann Street and maintain visibility of the Dr Chau Chak Building in the background.

ii. A 15m setback for the mid-rise built form option. The built form may cantilever over a portion of the airspace above the National Cash Register Building (including additional floors), while ensuring an appropriate visual setting to conserve the building's heritage significance.

e) Investigating opportunities to improve the existing entry off Mary Ann Street which complements the existing façade treatment in its proportions, materiality and detailing while increasing transparency at the street level.

18. The Omnibus Lane elevation of the new development shall be articulated/modulated in order to minimise its bulk and scale and improve its relationship to the Dr Chau Chak Building and interface with the lane by:

a) Adopting the street wall height defined by the National Cash Register Building along Omnibus Lane, depending on the option chosen:

i. If no additional storeys are added to the National Cash Register building, the street wall height should reference the existing building.

ii. If additional storeys are added to the National Cash Register building, the street wall height must reference the amended street wall height.

iii. If the street wall is increased to eight storeys, consider extending the existing vertical circulation through the new development.

iv. An 'investigation zone' has been identified south of the stairway. The zone requires further analysis to determine the benefit of extending this portion of the new development to eight storeys. This includes consideration of partial demolition of the upper level (level 5) of the National Cash Register building corner to maximise potential rooftop communal space.

b) The street wall for the new development is to be setback a minimum of 8-10m to provide a public open space.

c) Providing a sufficient setback to new development to provide solar access to the apartment building to the south, public open space and communal rooftop space.

d) Responding to the two distinct but complementary design attributes of the National Cash Register Building including:

i. Brick street level with inset windows which can be altered to increase transparency and activation at the street by extending the opening vertically to the ground. Refer Figure 3-7.

ii. The orderly geometry of the façade's fenestration pattern including rectangular windows at the lowest level and square windows at the upper two levels, with each window framed by expressed concrete.

iii. The vertical concrete framed glazed 'portal' with concrete framed glass bricks.

e) Respecting and complementing the vertical composition, articulation and materiality of the Dr Chau Chak Building.

f) Providing an entry into the new development at street level and connection to the through site link to Harris Street which includes a setback from the property line and public open space.

19. Active frontages and uses are provided in accordance with Figure 3-4:

a) Maximise entries into the new development, be of high quality design and materials with window displays including elements of visual interest.

b) Provide lively frontages to public open space and the through site link.

20. Provide a garden with Indigenous species on the roof of the existing heritage building and/or roof to the new development as shown in Figure 3-1. This is to be designed to:
    a) Primarily provide access for on-site residents, while also having potential access for UTS staff and students and for specific events.
    b) Allow for ease of movement from within the development to and from the Indigenous garden and facilities.
    c) Provide planters with suitable soil depths to support planting and trees.
    d) Provide opportunity for student events and gatherings.
21. Consider opportunities for green roofs on the roof of the mid-rise buildings as shown in Figure 3-1, where not used for building services. These are to be designed to:
    a) Be capable of providing access for on-site residents for passive use, where reasonable privacy to neighbouring properties can be maintained and student access is safe and appropriate.
    b) Provide suitable soil depths to support planting.
    c) Protect the privacy and amenity of adjoining properties.
    d) Incorporate strategic landscaping to reduce overlooking and enhance the streetscape.
22. Communal spaces within the student accommodation levels are to promote proximity and connections to nature and outdoor spaces.
23. Communal open space is to be in accordance with *Sydney Development Control Plan 2012/ State Environmental Planning Police (Housing Diversity)* whichever prevails.
24. Internal corridors on student accommodation levels are to include generous gathering spaces for small groups linked to vertical circulation, with an abundance of natural light and ventilation.
25. Neighbourhood gathering spaces are to be provided throughout the student accommodation levels, appropriately positioned and apportioned to cater for small neighbourhoods.
26. A minimum 5% of rooms are to incorporate universal access features.
27. Communal open space areas for students throughout the development are to be designed to ensure solar access and natural ventilation is maximised and are appropriately located with access to outdoor space, to activate frontages and minimise disruption to student accommodation.

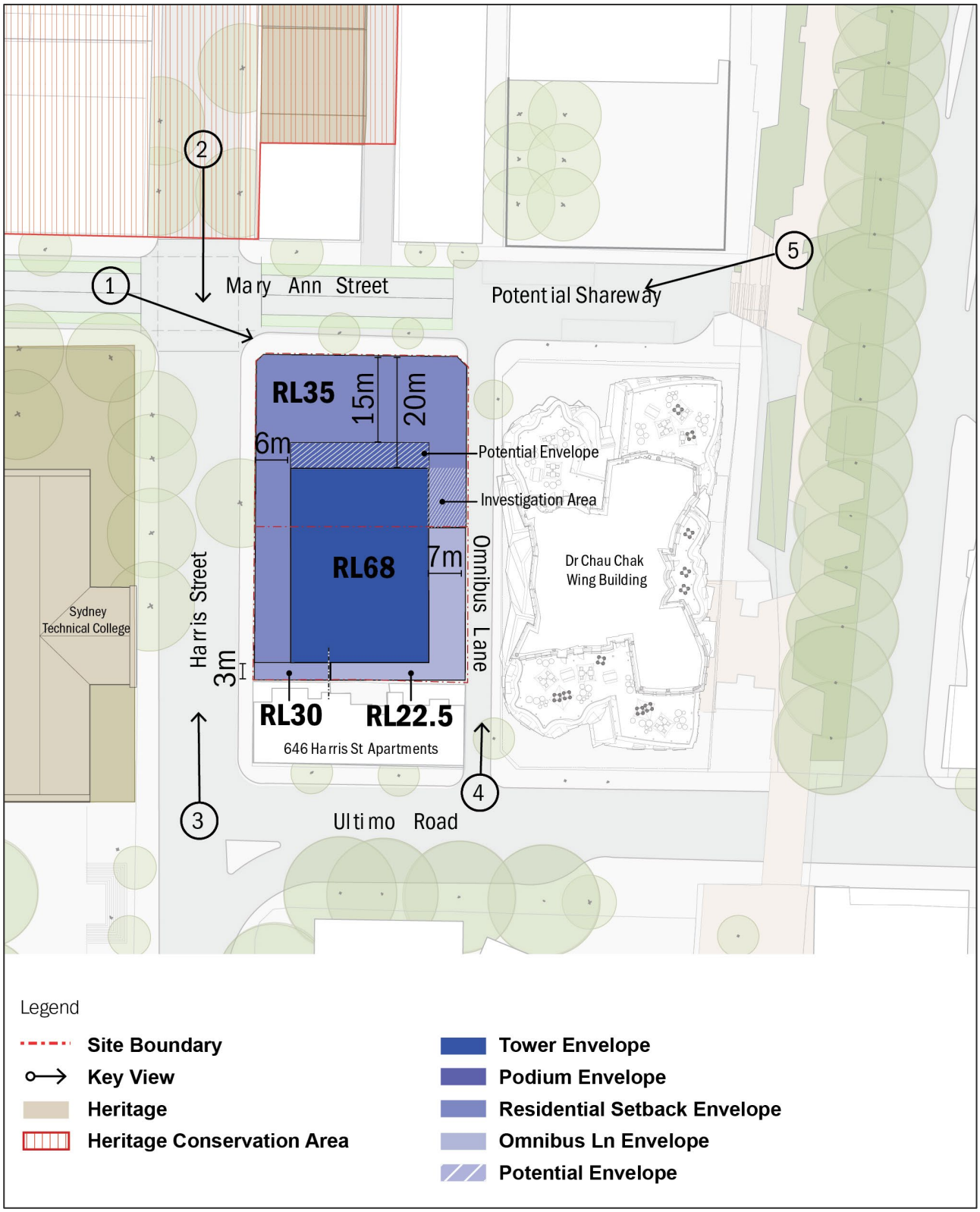

Figure 3-1 Building envelope plan
(Hassell)

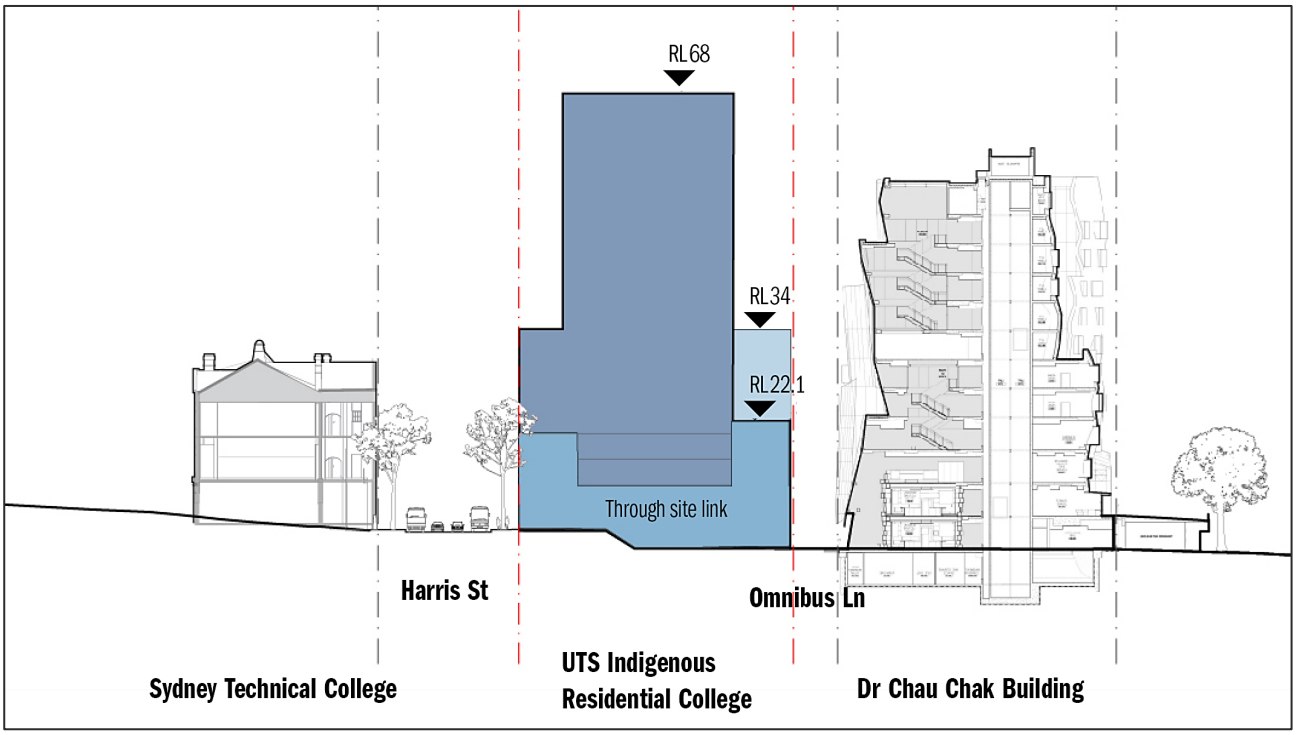

Figure 3-2 Building envelope section
(Hassell)

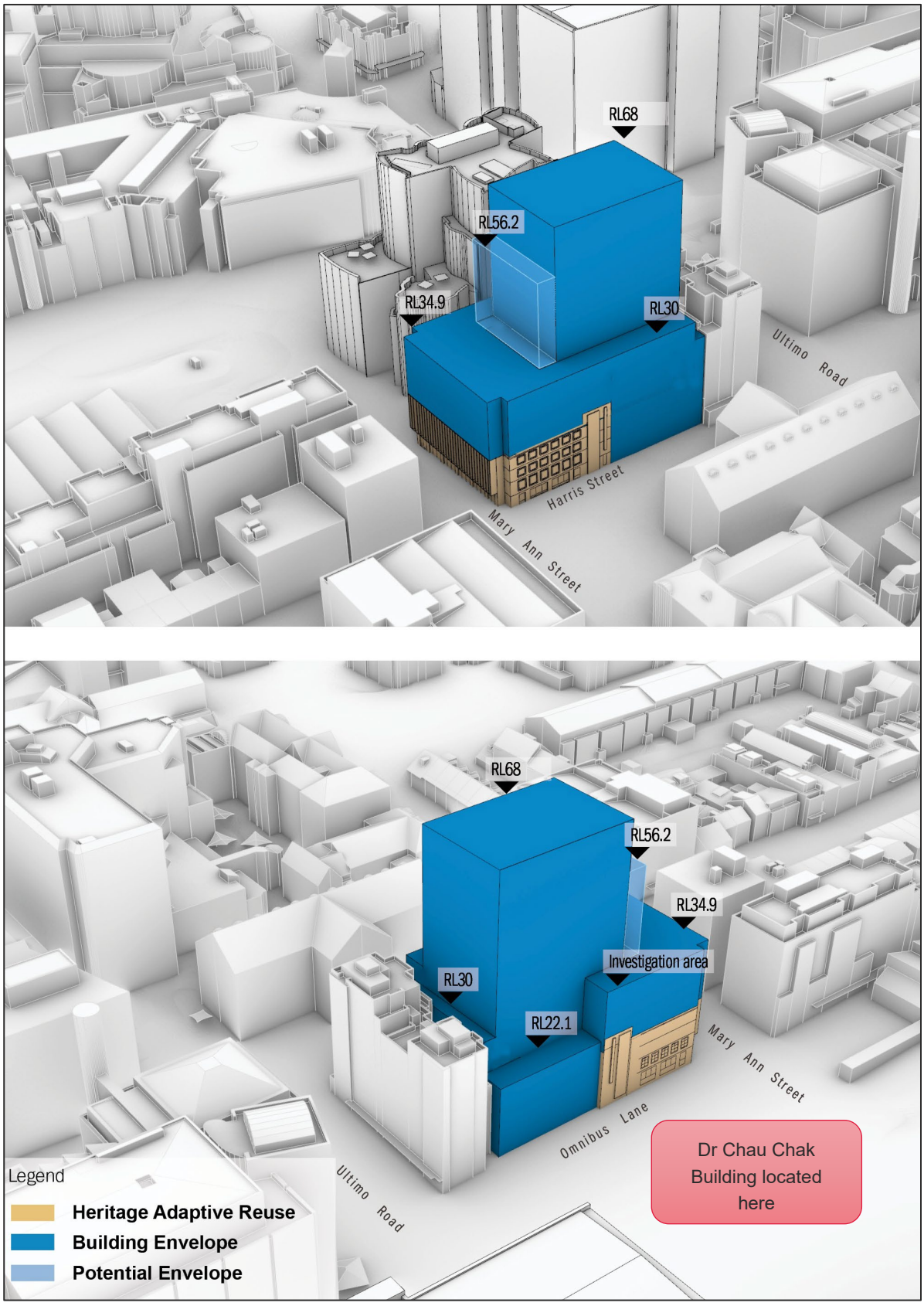

Figure 3-3 Building envelope axonometric
(Hassell)

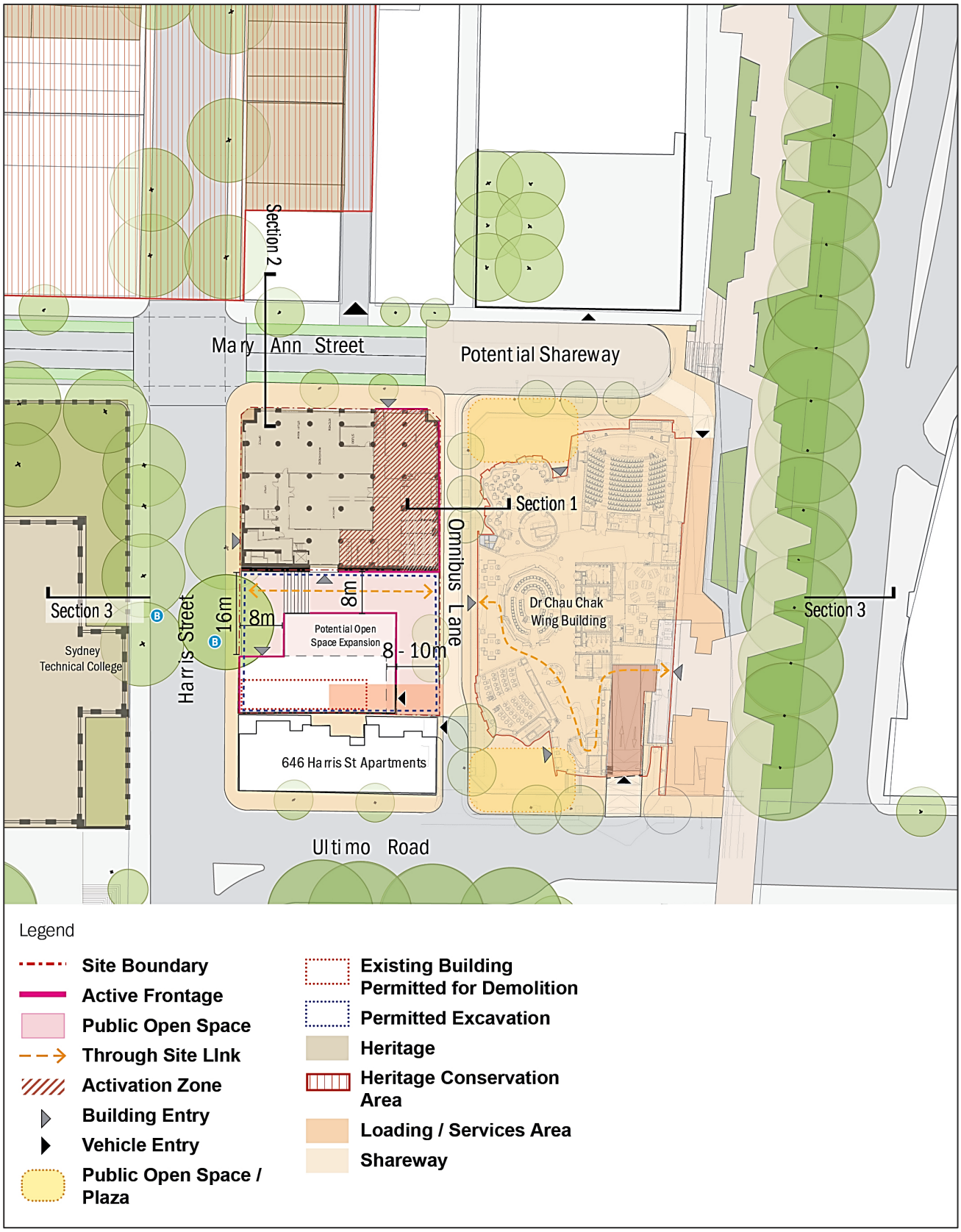

Figure 3-4 Ground floor and public domain plan
(Hassell)

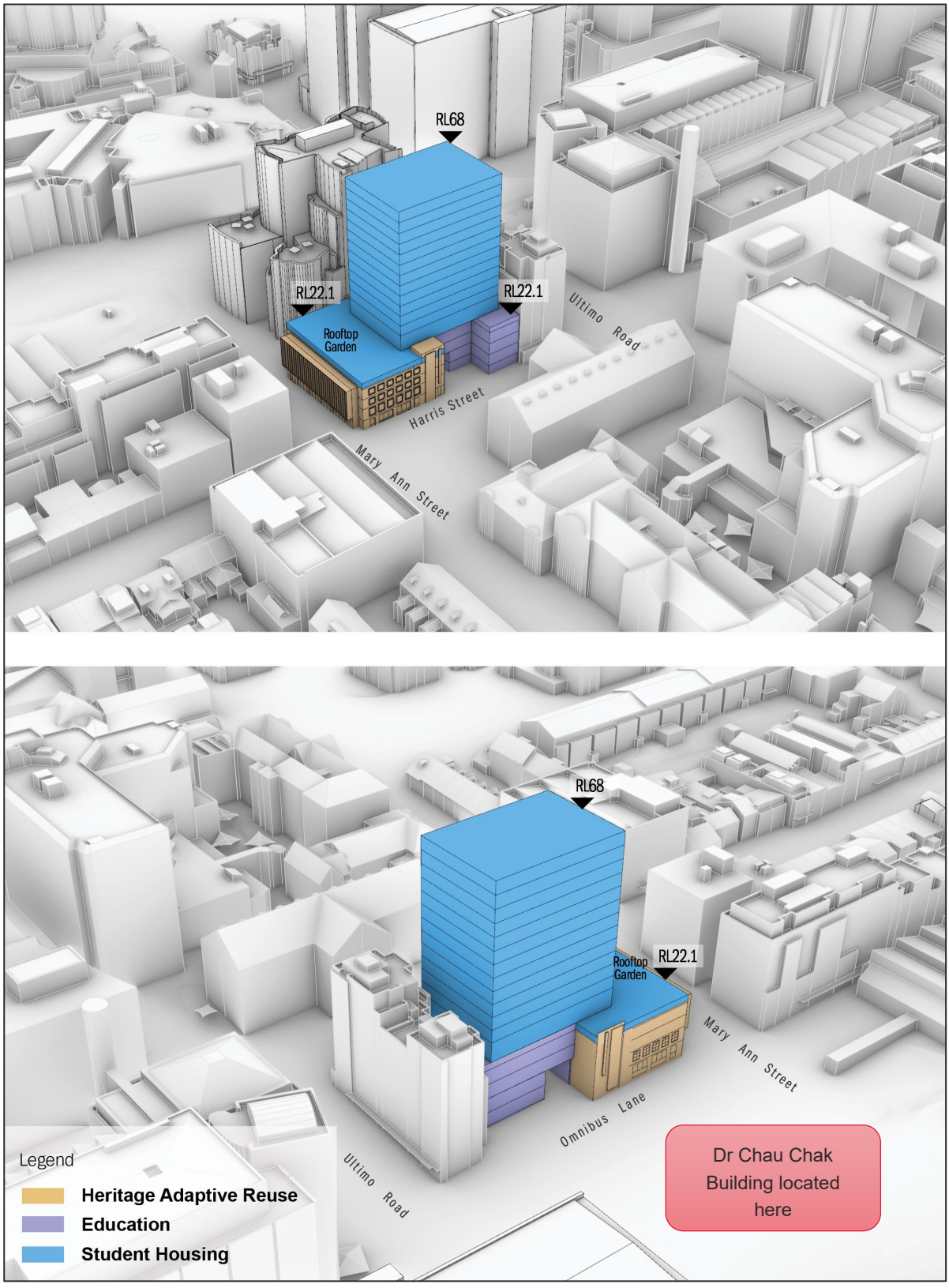

Figure 3-5 Option 1: Tower building
(Hassell)

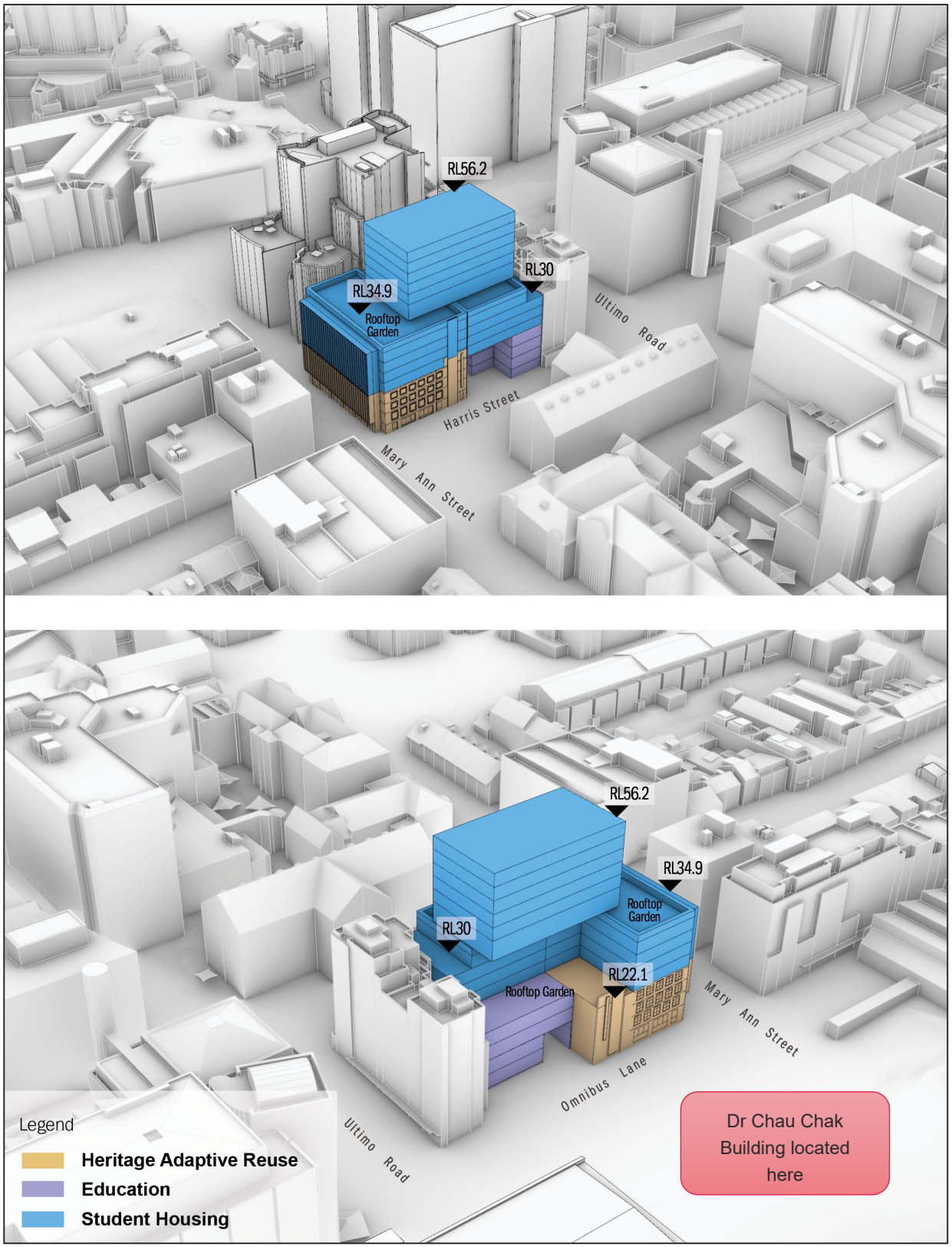

Figure 3-6 Option 2: Mid-rise building
(Hassell)

3.2.3 Connecting with Country and Indigenous Heritage

1. New development is to showcase "Connecting with Country" design and consultation approaches, acknowledging and respecting Country. Refer to *Draft Connecting with Country*, GANSW, 2020.
2. Development is to consider opportunities to connect with Country through the design of built form, landscaping, public art and public domain, drawing on knowledge of Country held by local Aboriginal knowledge holders as outlined in *Designing with Country* GANSW 2020 and *Draft Connecting with Country*, GANSW, 2020.
3. The City of Sydney's Aboriginal and Torres Strait Advisory Group and GANSW are to be engaged as part of the City of Sydney Design Excellence Competition to identify practical approaches of implementing the principles for action in the *Draft Connecting with Country* Framework, GANSW, 2020.
4. Recognise the importance of and ensure Aboriginal design principles inform the design and development of schemes under the Design Competition, amongst other considerations in this guideline. This involves acknowledging UTS' intent to deliver a purpose-designed and built student accommodation for indigenous students.

3.2.4 Non-Indigenous Heritage

1. A Statement of Heritage Impact is to accompany any development application for a new building on the site and is to be prepared in accordance with the NSW Heritage Manual 'Statement of Heritage Impact'.
2. A Heritage Interpretation Strategy is to accompany a development application for a new building on the site that identifies opportunities for the presentation of the history of the site and surrounds.
3. Significant street vistas and views should be retained, respected, and complemented by proposed new development.
4. The significance of the National Cash Register Building is to be conserved. This includes its defining streetscape presence of Mary Ann and Harris Streets and Omnibus Lane, and in the street views and vistas to the building that are both dynamic and static. Refer to Figure 3-1 for key views.
5. Views as identified in the CMP prepared by Design 5 Architects (August 2021) for the National Cash Register Building must be considered. It identifies eight key public domain views shown as vantage points from the streets surrounding the building and its most distinctive facades. These views have been summarised into five views illustrated in Figure 3-1 with selected key views described below.
    a) View 1 south east from the intersection of Harris and Mary Ann Street, provides a defining view of the composition and form of the National Cash Register Building that enables many of the buildings key attributes to be 'read' cohesively. The Frank Gehry Dr Chau Chak Building is visible in the skyline above the National Cash Register Building. Only part of the building can be 'read' against the sky. This view on approach to the intersection with Harris and Mary Ann Street, is also significant as it provides a 'long view' along the entirety of the Mary Ann Street elevation, with the 'signature' concrete box and with the pattern of louvres.
    b) View 2 looking south along Harris Street shows the building's façade modulation and composition at the intersection with Mary Ann Street and the building's relationship to the Sydney Technical College opposite in Harris Street.
    c) View 5 along Omnibus Lane and Mary Ann Street from the Goods Line is visually strong and illustrates key attributes of the building's composition and form to be read.

6. The heritage item of the National Cash Register Building should retain its ability to be read as an item. New development should not distort or obscure the cultural significance of the item, nor detract from its interpretation and appreciation.
7. Investigate the retention of the entire footprint of the National Cash Register Building. Works affecting the building are to maximise the retention, reinstatement and exposure of the external fabric and internal form (excluding the part identified to be demolished), including:
    a) The geometrical square openings with protruding concrete frame of the Harris Street and Omnibus Lane façade.
    b) The cantilevered concrete framed box with aluminium louvers on the Mary Ann Street façade.
    c) The exposed concrete frame structure of the building comprising of octagonal plan columns with mushroom heads supporting the shallow beams.
8. With the exception of new development above the existing National Cash Register Building, new development should ideally remain within the adjacent allotments. Any proposed built form may cantilever over a portion of the airspace above the National Cash Register Building, while ensuring an appropriate visual setting to conserve the building's heritage significance is provided.
9. Activation of the building at street level may be achieved by selective 'opening' up and removal of fabric within existing openings along Harris Street, Mary Ann Street and Omnibus Lane as per Figure 3-7. Typically, these openings have been altered from their original design and provide an opportunity to increase transparency into the building and passive surveillance onto the street. However, there are some instances where openings that remain intact have also been identified for potential change. In this instance it is recommended that a representative sample of original opening treatments is conserved.
10. Investigate opportunities for active frontages to the north east corner of the former National Cash Register Building to activate the public domain at the interface of Omnibus Lane. Refer Figure 3-4.
11. The Harris Street elevation is to be conserved as an element of exceptional to high significance. Some areas of recent alteration as indicated in the CMP (Figure 4.3.6) have some tolerance for change. Further potential for some new openings in the recessed areas at ground level are also indicated in the CMP (Figure 5.3.1).
12. The Mary Ann Street elevation is to be conserved as an element of exceptional to high significance. In areas where original recessed bays have been previously altered there is greater tolerance for change as showing in the CMP (Figure 4.3.7). Further potential for some new openings in the recessed areas at ground level are also indicated in the CMP (Figure 5.3.2).
13. The Omnibus Lane elevation is graded high to moderate overall, but some areas are graded low and have a higher tolerance for change. This includes the window openings at ground floor level in the location of the former loading dock. Further potential for some new openings in the recessed areas at ground level are also indicated in the CMP (Figure 5.3.3).
14. Demolition of the existing building at 646 Harris Street is restricted to the area marked 'Existing building permitted for demolition'. Refer to Figure 3-4.
15. Excavation is restricted to within the area marked 'Permitted excavation' on Figure 3-4.

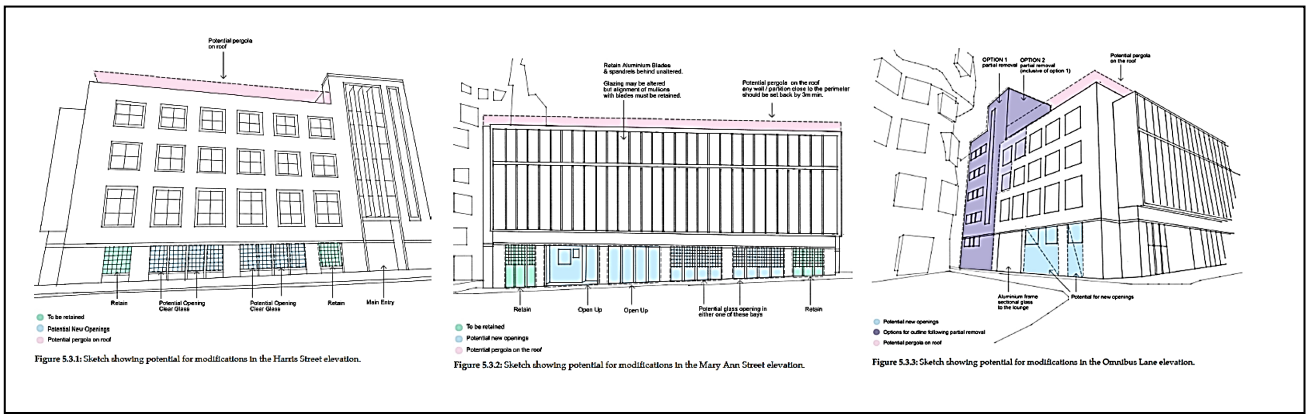

Figure 3-7 Conservation Management Plan Diagrams 5.3.1, 5.3.2 and 5.3.3
(Design 5 Architects)

3.2.5 Public Domain

1. A publicly accessible open space is to be provided and designed to:
   a) Be located on the ground level and largely open to the sky.
   b) Be a minimum of 8m wide between the National Cash Register Building and apartment building to the south with potential to be expanded pending the resolution of the built form.
   c) Generally be north-facing; shaped and located to maximise exposure to sunlight to receive a minimum 2 hours solar access to at least 50% of the area during 9am and 3pm on 21 June.
   d) Increase greening/shade structures as practicable, suited to the local environment to provide shade and improve thermal comfort as required.
   e) Provide an extension to facilities/program located at the lower levels such as the indigenous art centre or other communal indoor spaces.
   f) Provide a safe, flexible space that ensures it is capable of functioning as a place for events, ceremonies and gathering.
   g) Provide partial cover from weather and outdoor furniture and facilities i.e. bbq/ seating/picnic tables and incorporate soft or porous surfaces to 50% of the area.
   h) Is connected to and integrated with the publicly accessible through site link.
   i) Is enclosed by predominantly active frontages on UTS land.
2. A publicly accessible through site link is to be provided between Harris Street and Omnibus Lane in accordance with *Sydney Development Control Plan 2012* and Figure 3-4. This is to be designed to:
   a) Connect Harris Street with the building entry to Dr Chau Chak Building and through link to the Goods Line.
   b) Ensure public entry locations are clearly visible from desire lines and key intersections within the street incorporating wayfinding signage at decision points.
   c) Encourage through movement and increase site permeability by increasing visibility and legibility of built form through the use of transparency to public entries and treatment of built form which accentuates the through link.
   d) Provide visibility and access to any future public transport stop in Harris Street at the street level providing passive surveillance.

e) Provide a direct connection at grade to usable space within ground level tenancies, with level transitions contained within the building envelope.
f) Support an arrival experience that reflects the indigenous identity and core values of the development and place.
g) Provide a clear line of sight between each end of the through site link.
h) Be accessible to the public 24-hours a day, seven days a week.
i) Provide a generous entry experience at Harris Street incorporating a potential building setback from the property line.
j) Provides secure entry into the UTS.
k) Provide access that is not physically or visually obstructed by the significant tree.

3. Subject to transport analysis and agreement with the City of Sydney Council/relevant road authority, Omnibus Lane may be designed in accordance with Figure 3-8 as an active laneway with a minimum carriageway width of 5.5 metres, comprising:
   a) North south pedestrian lane connecting to a pedestrian network including the potential activation of Systrum Street to the north of Mary Ann Street.
   b) Activation through public art and/or interactive lights and sounds.
   c) In accordance with Figure 3-4 a shareway to the south allowing for vehicular access to the new development and existing apartment building, and a pedestrian zone to the north restricting vehicle access to Mary Ann Street.
   d) Provide outdoor furniture, wayfinding signage and lighting.
   e) Opportunities for greening suited to the local environment.
   f) Investigate potential to incorporate soft or porous surfaces for 50% of the area and measures to mitigate the heat island effect in the public domain.
   g) Ensure that Onmibus Lane remains legible as a public space and thoroughfare through a consideration of alternative materials, finishes and detailing which are consistent with public lanes in the area.
4. Subject to transport analysis and agreement with the City of Sydney Council/relevant road authority, Mary Ann Street may be designed in accordance with Figure 3-9 to prioritise walking and cycling by:
   a) Increased footpath width to support pedestrian movement between campus buildings and connected to the Goods Line.
   b) Reduction/removal of on-street car parking to increase road area allocated for active transport.
   c) Separated on-road cycle path to support active transport and connectivity to the regional cycle network from Mary Ann Street to the Active Transport Loop in the Goods Line.
   d) Maintain vehicular access to Systrum Street, the Powerhouse Museum and Dr Chau Chak Building.
   e) Investigate opportunities to provide raised paving as indicated in Figure 3-4 to install a shareway between Omnibus Lane to the Goods Line that also accommodates loading and servicing of all relevant sites.
   f) Incorporation of WSUD planting to address flooding.
5. Subject to transport analysis and agreement with the City of Sydney Council/relevant road authority, Harris Street may be designed in accordance with Figure 3-10 as a public and active transport route to accommodate:
   a) Increase footpath width to support pedestrian movement.

b) An increase in pedestrian crossing points and crossings at intersections to support pedestrian safety and permeability.

c) Direct and safe access to a potential future public transport stop on Harris Street that connects with the future through site link.

6. Maintain tree canopy cover along Harris Street. Tree species is to be consistent with City of Sydney guidelines and any future public domain/streetscape master plan developed for Harris Street with consideration to the inclusion of endemic/ native tree species
7. Landscaping and design of the public domain is to be high quality and incorporate features such as:
   a) Indigenous tree species.
   b) Wayfinding signage, public art, sculptural elements and storytelling.
   c) Retention of any significant trees.

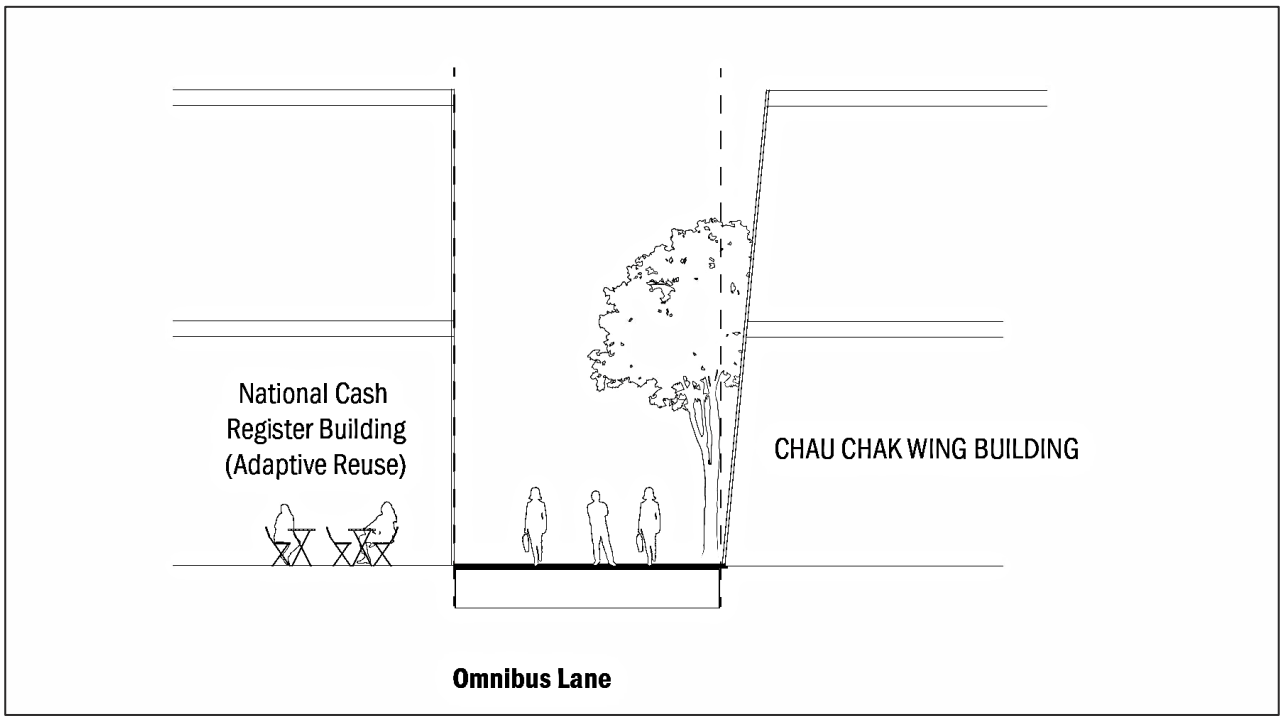

Figure 3-8 Site elevation / section 1: Omnibus Lane
(Hassell)

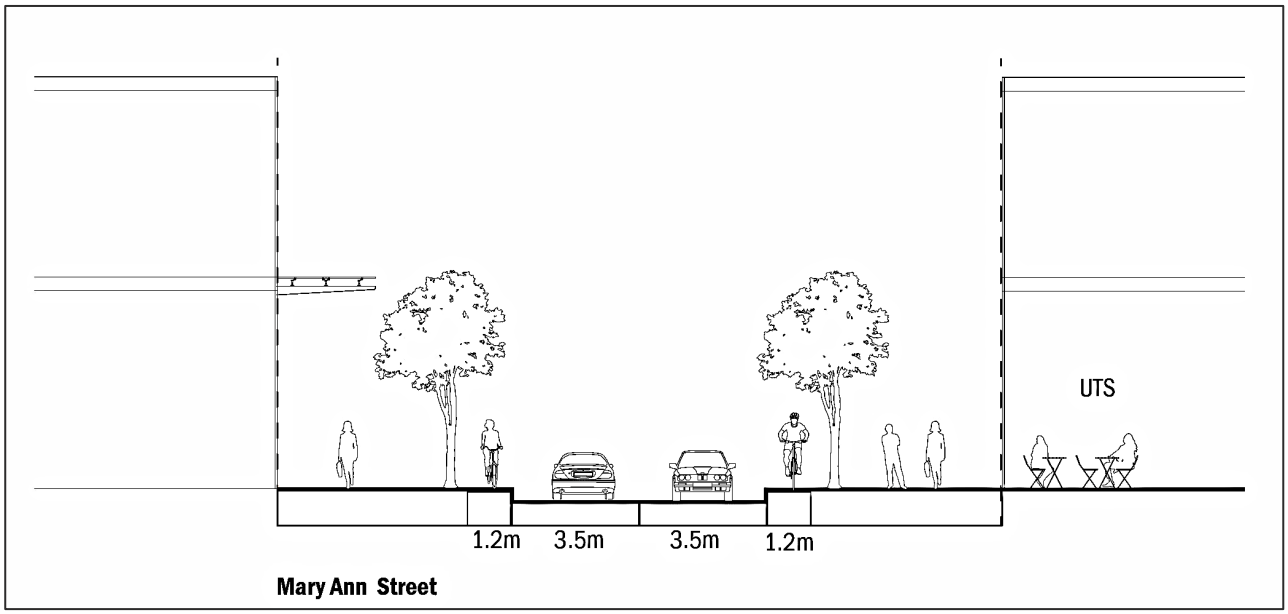

Figure 3-9 Site elevation / section 2: Mary Ann Street
(Hassell)

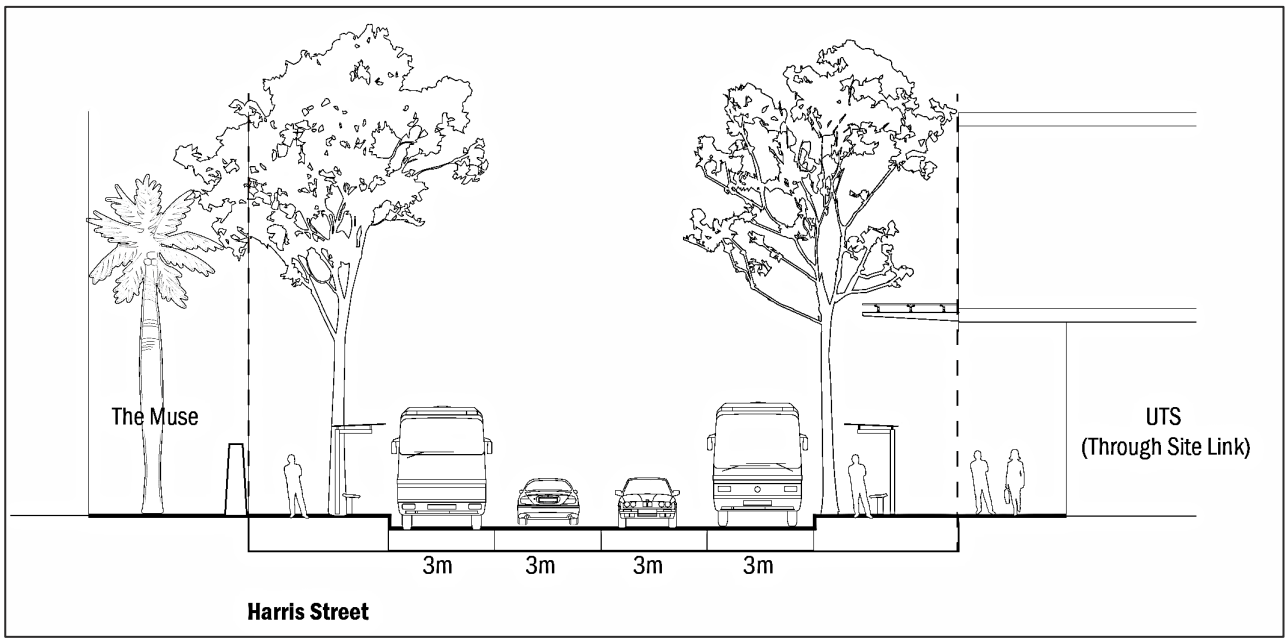

Figure 3-10 Site elevation / section 3: Harris Street
(Hassell)

3.2.6 Acoustic Amenity

1. A noise impact assessment prepared by a suitably qualified acoustic consultant is to be submitted with any development application.
2. Student accommodation rooms that have openings such as doors or windows facing Harris Street must incorporate alternative ventilation strategies in order to achieve the required internal noise levels.
3. Alternate ventilation solutions may be adopted into the design of the building to achieve acceptable internal noise levels for occupants.

3.2.7 Vehicular loading, servicing, access and bike parking

1. A single lane vehicle access point is to be provided off Omnibus Lane to allow access for loading and servicing vehicles of a sufficient size to accommodate a standard waste collection vehicle (9.5m long), as shown in Figure 3-4.
2. A loading/servicing area being provided to the site is to be designed so that vehicles can enter and exit the site in a forward direction. If necessary, a mechanical turntable may need to be installed to achieve this design guidance. Consider options that do not require a mechanical turntable and provide refuse collection at grade off Omnibus Lane within an enclosure that does not rely upon a basement solution.
3. A transport management plan incorporating all operations and servicing on the site is to be submitted with any development application.
4. Bike parking spaces for the development are to be provided in accordance with the rates set out in Table 3-1.
5. The location of bike parking is to be on-site located a short distance from the users' destination or within UTS' centralised bike parking facility at the Dr Chau Chak Building subject to an acceptable path of travel and safety measures being provided.
6. Bike parking is to be highly visible and easy to find supported by clear signage and wayfinding. Where the facility is not highly visible from a public area, other measures such as good lighting and CCTV cameras may be beneficial in making the facility feel safe.
7. For non-residential uses, the following facilities for bike parking in accordance *with Sydney Development Control Plan 2012* are to be provided at the following rates:
    a) 1 personal locker for each bike parking space;
    b) 1 shower and change cubicle for up to 10 bike parking spaces;
    c) 2 shower and change cubicles for 11 to 20 or more bike parking spaces are provided;
    d) 2 additional showers and cubicles for each additional 20 bike parking spaces or part thereof;
    e) Showers and change facilities may be provided in the form of shower and change cubicles in a unisex area in both female and male change rooms; and
    f) Locker, change room and shower facilities are to be located close to the bike parking area, entry and exit points and within an area of security camera surveillance where there are such building security systems.
8. No additional vehicle crossovers will be permitted along Harris Street and Mary Ann Street.
9. Omnibus Lane north of the vehicle access point for the development will be closed to general traffic as shown in Figure 3-4 subject to Council approval.
10. Waste collection and loading are to be in accordance with the City of Sydney's *Guidelines for Waste Management in New Developments*.

11. Waste storage, collection and loading areas are to be accommodated wholly within the development and located away from street frontages. Where possible, these areas are to be sleeved with active uses or a balance of active uses and services to ensure no frontage is completely dominated by servicing.

Table 3-1: Bike parking rates

Proposed use	Rate
Educations facilities	1 per 10 staff and 1 per 10 students
Indigenous Residential College Cultural Facility (Indigenous Arts Centre)	Employees - 1 per 1000sqm GFA
	Customer/visitor - 1 per 200sqm GFA
Indigenous Residential College (student accommodation)	Employees - 1 per 10 staff
	Students accommodated - 1 per 2 beds

3.2.8 Design Excellence Strategy

An invited architectural design competition is to be undertaken in accordance with Clause 6.21 of *Sydney Local Environmental Plan 2012* and the *City of Sydney Competitive Design Policy*.

1. The competition is to include a minimum of five competitors from local or national Australian firms with Indigenous heritage expertise, including but not limited to an architect with Indigenous heritage expertise as the Design Lead.
2. Competitors shall have demonstrated experience working with Indigenous communities or in the design and delivery of Indigenous projects.
3. The jury is to comprise six members, half nominated by the proponent and half nominated by Council.
4. Design competitors must, under the guidance of an architect with Indigenous heritage expertise as the Design Lead, explore Indigenous design principles as a foundational concept to their proposal and consider how these can be realised in the final design.
5. No additional floorspace or building height under Clause 6.21(7) of *Sydney Local Environmental Plan 2012* will be awarded for a building demonstrating design excellence. The maximum floorspace and building height for the site is to be in accordance with the proposed floor space ratio and height controls as detailed in the Exhibition Discussion Paper. [Note: upon finalisation of the Design Guidelines, this clause would refer to the relevant site specific clause in *Sydney Local Environmental Plan 2012*].

3.2.9 Sustainability

1. The development is to be designed to achieve the following minimum sustainability benchmarks and a report submitted with the development application demonstrating how the benchmarks will be achieved:
   a) BASIX Energy score of 50
   b) BASIX Water score of 50
   c) Bronze WELL Building rating but targeting a Silver WELL Building rating
   d) 6 Star Green Star Buildings rating using WELL v2 / Green Star crosswalk tool.

2. Development is to apply the principles of biophilia in design, such as incorporating green walls and roofs.
3. Development is to consider Urban Green Cover in NSW Technical Guidelines (OEH, 2015), Greener Places (GANSW), and the draft Greener Places Design Guide (GANSW).
4. A Waste and Recycling Management Plan consistent with Council's Guidelines for Waste Management in New Developments 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.

3.2.10 Solar impacts to 646 Harris Street

The impact of any future detailed design on the site must be preserve the solar access to the residential dwellings at 646 Harris Street.

Compliance with Section 4.2.3.1 of *Sydney Development Control Plan 2012* will be required:

'New development must not create any additional overshadowing onto a neighbouring dwelling where that dwelling currently receives less than 2 hours direct sunlight to habitable rooms and 50% of the private open space between 9am and 3pm on 21 June.

Where the consent authority considers that the level of daylight access to living rooms of proposed dwellings may be inadequate, the applicant will be required to provide a Daylight Report. A Daylight Report is to include an analysis of daylight levels in principal living spaces of residential units and serviced apartments with and compliance with *Sydney Development Control Plan 2012'*.

4. Metro site east

4.1 Objectives

a) Provision of an integrated building providing safe, legible and equitable access to the future Pyrmont Metro Station.

b) To allow for a tower above a podium building typology, and to ensure a high quality design which minimises impact on local character through effective control of built form, scale and material use and responds to the urban grain and scale of surrounding buildings, heritage items and heritage conservation areas.

c) To prevent further increase to overshadowing of surrounding public spaces and ensure adequate solar access is provided to existing residential dwellings/apartments.

d) Maintain wind safety and comfort in surrounding pedestrian areas.

e) To provide active frontages at ground level, whether through pedestrian access to the Metro Station or active shop fronts.

f) Improve and widen the public domain on surrounding streets as supported by an active transport study.

g) To maintain generous view corridors between buildings and minimise adverse visual impacts from the water and surrounding public domain.

h) To provide uses that will maintain and enhance the 24-hour economy in the sub-precinct.

i) To establish benchmarks for ecologically sustainable development and to implement green infrastructure and water sensitive urban design at the site.

4.1.1 Public Benefits

It is proposed as part of the uplift available to the sites that the preparation of a study identifying active transport routes and public domain improvements to enable passengers to travel to and from the station entrances and further afield to the Sydney CBD and Blackwattle Bay will be required. This study would be led by Government.

4.2 Design Guidance

4.2.1 Land Use

1. Development of the mixed use over station development will be in accordance with:
   a) Figure 4-1 Building envelope plan
   b) Figure 4-2 Building envelope section: Union Street
   c) Figure 4-3 Building envelope axonometric
   d) Figure 4-4 Ground floor and public domain plan
2. Active frontages are to be generally provided in the locations nominated on Figure 4-4.
3. Floor area allocation for commercial uses and uses related to the station are to be located within the podium.

4.2.2 Built Form and Design

1. Building layout, height, ground and upper-level setbacks (expressed in RLs) and pedestrian entries to ensure at grade access is provided, and are to be set out generally in accordance with the figures outlined in this section.
2. Maximum street wall heights are to respond to adjacent development, ensure adequate solar access is provided to existing residential dwellings and be in accordance with:
   a) Figure 4-1 Building envelope plan
   b) Figure 4-2 Building envelope section: Union Street
   c) Figure 4-3 Building envelope axonometric
3. Maximum building heights are to ensure no additional overshadowing to Elizabeth Healey Reserve, ensure adequate solar access is provided to existing residential dwellings and be in accordance with:
   d) Figure 4-1 Building envelope plan
   e) Figure 4-2 Building envelope section: Union Street
   f) Figure 4-3 Building envelope axonometric
4. Minimum ground and upper-level setbacks are to be provided to: ensure appropriate wind conditions at ground plane are appropriate for outdoor dining in Union Street and pedestrian standing on other streets and ensure adequate solar access is provided to existing residential dwellings and be in accordance with:
   a) Minimum tower setbacks of 8m to Union Street and Edward Street, and 6m to Pyrmont Bridge Road
   b) Figure 4-1 Building envelope plan
   c) Figure 4-2 Building envelope section: Union Street
   d) Figure 4-3 Building envelope axonometric
   e) Figure 4-4 Ground floor and public domain plan
5. The final building extent is to be generally consistent with the envelopes shown at Figure 4-1, Figure 4-2, Figure 4-3 and Figure 4-4, excluding ground level awnings, outdoor seating at ground level and pergola/shade structures on any rooftop open space. A survey of the site is required to verify the nominated RLs for the building envelope.
6. The built form shall maintain a wind environment on footpaths and public accessible open space that is safe for pedestrian and comfortable for walking on footpaths, standing at building entries and sitting in parks.

7. The provision of off-street parking is subject to further investigation and assessment to demonstrate an appropriate prioritisation of limited space within the podium envelope for land use, place, movement and amenity outcomes consistent with the Pyrmont Peninsula Place Strategy, including but not limited to ensuring:
   a) off-street parking necessary to support the safe and reliable operation, maintenance and servicing of the new Pyrmont metro station and rail operations is provided
   b) compliance with any mandatory off-street parking and access requirements based on the final proposed mix of land uses
   c) an appropriate podium design in the south-western corner of the site to minimise potential overshadowing impacts to residents to the south of the site
   d) remaining floor area in the podium is maximised to provide commercial uses consistent with the vision and directions of the Pyrmont Peninsula Place Strategy to support new employment and commercial activities
   e) any parking and access floor area does not compromise the flexibility of locating and designing an appropriate integrated station tower core structure that responds to built form, local character and amenity considerations, amongst others
8. Further investigation is required to understand the final proposed building envelope and its relationship to the surrounding residential area and public open spaces. Based on current data, the hatched area indicated on Figure 4-1 ('Investigation Area') and Figure 4-3 ('Podium Height Investigation Zone'), indicates the potential impact of the solar access plane (SAP) on the podium envelope. Survey data and further testing is required to verify the final tower and podium envelope. The final envelope needs to demonstrate an approach that appropriately considers solar amenity to nearby residences and public open spaces and provides for a new Sydney metro station including potential integrated above station development.
9. Floor to floor heights for residential uses, including tourist accommodation are to be a minimum 3.2m.
10. Existing and new street vistas and views should be retained, respected, and complemented by proposed new development. Key views are identified in Figure 4-1.
11. Overshadowing effects of new buildings on publicly accessible open spaces are to be minimised between the hours of 9am to 3pm on 21 June.
12. The podium of the Union and Edwards Street elevations is to be articulated to respond to and sit comfortably within the fine grain character of the existing buildings along Union and Edwards Streets. Refer Figure 4-2. Development is to demonstrate an appropriate relationship to Union and Edwards Streets that:
   a) Respects the local character of the area, including the pattern and grain of streets, lanes and buildings.
   b) Conserves the existing street enclosure of Union and Edwards Streets.
   c) Provides a transition in height which complements the local area.
13. The tower above the podium of the Union Street elevation is to be articulated to minimise bulk and scale when viewed from the west along Union Street looking east (View 1) and also along Edwards Street from Pyrmont Bridge Road looking north towards the water (View 2), to reinforce and conserve the pedestrian scale and existing sense of enclosure provided by Union and Edward Streets.
14. The triangular point of the podium on the corner of Union Street and Pyrmont Bridge Road and the tower above will both be highly visible from the pedestrian Pyrmont Bridge (View 3). Both present an opportunity to improve legibility of the built form through a prominent physical marker

for the Metro Station – the podium is to address the pedestrian scale, and the tower to address visibility from Cockle Bay.

15. Consider opportunities for green roofs on the roof of the podium as shown in Figure 4-1, where not used for building services. These are to be designed to:
    a) Be capable of providing access for visitors and on-site residents for passive use, where reasonable privacy to neighbouring properties can be maintained.
    b) Provide suitable soil depths to support planting.
    c) Protect the privacy and amenity of adjoining properties.
    d) Incorporate strategic landscaping to reduce overlooking and enhance the streetscape.
16. Legibility of the built form supports the public and private facing functions of the development with a gateway to the proposed Metro Station on Union Street that is:
    a) Highly visible with clear sightlines.
    b) Is attractive and generous in its proportions, providing protection from the weather and incorporates travel information that is visible from outside of as well inside of the concourse area.
    c) Provides easy access to the station facilities and over station development for all ages and abilities.
    d) Clearly separates and identifies an address for the visitor accommodation/residential tower above with easy access to the vehicle pick-up/drop-off area.
    e) Provides access to the retail uses inside and outside of the concourse.
17. Consider providing transparency to the ground floor façade on Pyrmont Bridge Road which provides views into the station and development and improves passive surveillance.
18. Awnings are to be provided to the development along its three street frontages for wind and weather protection.

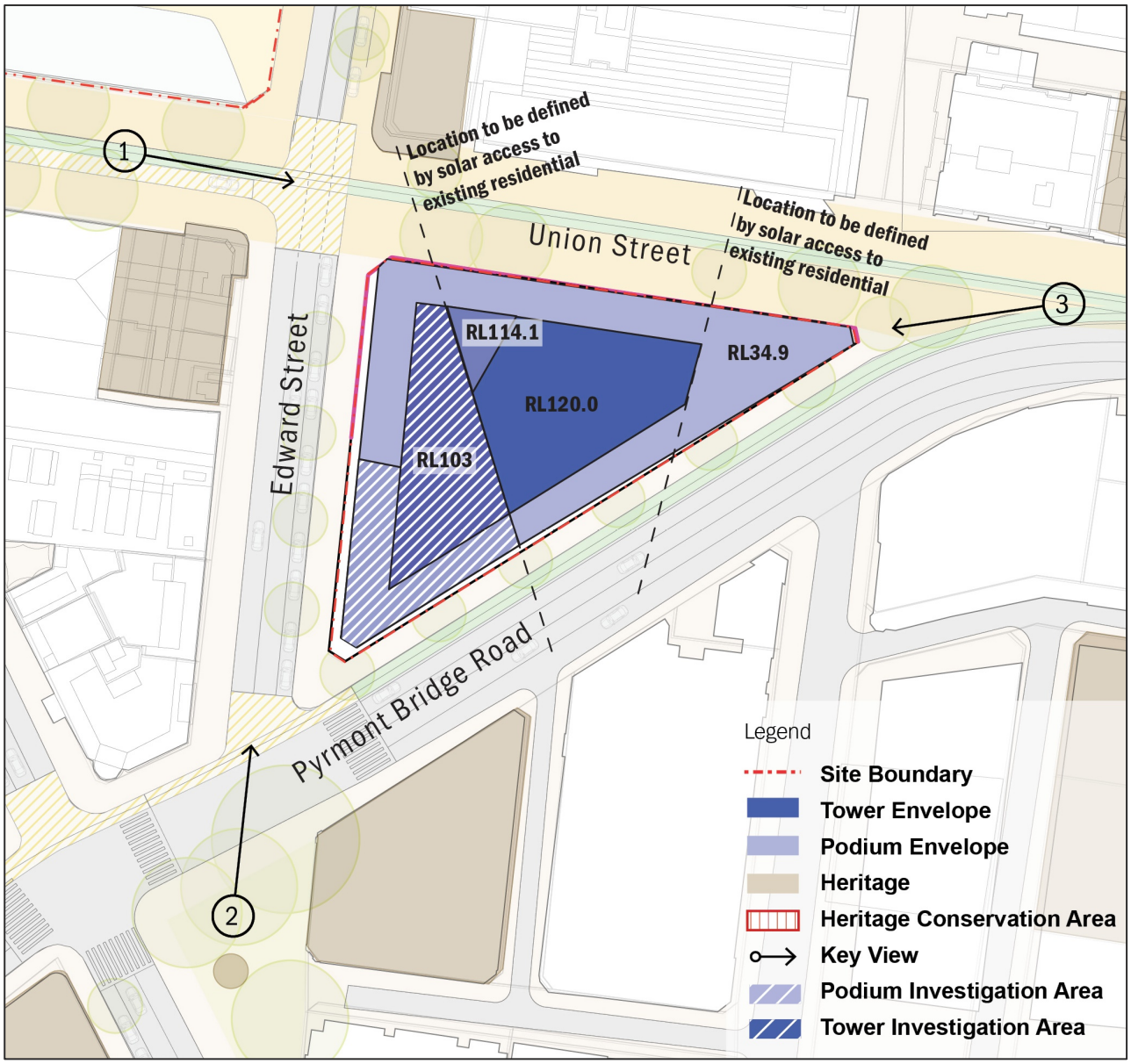

Figure 4-1 Building envelope plan
(Hassell)

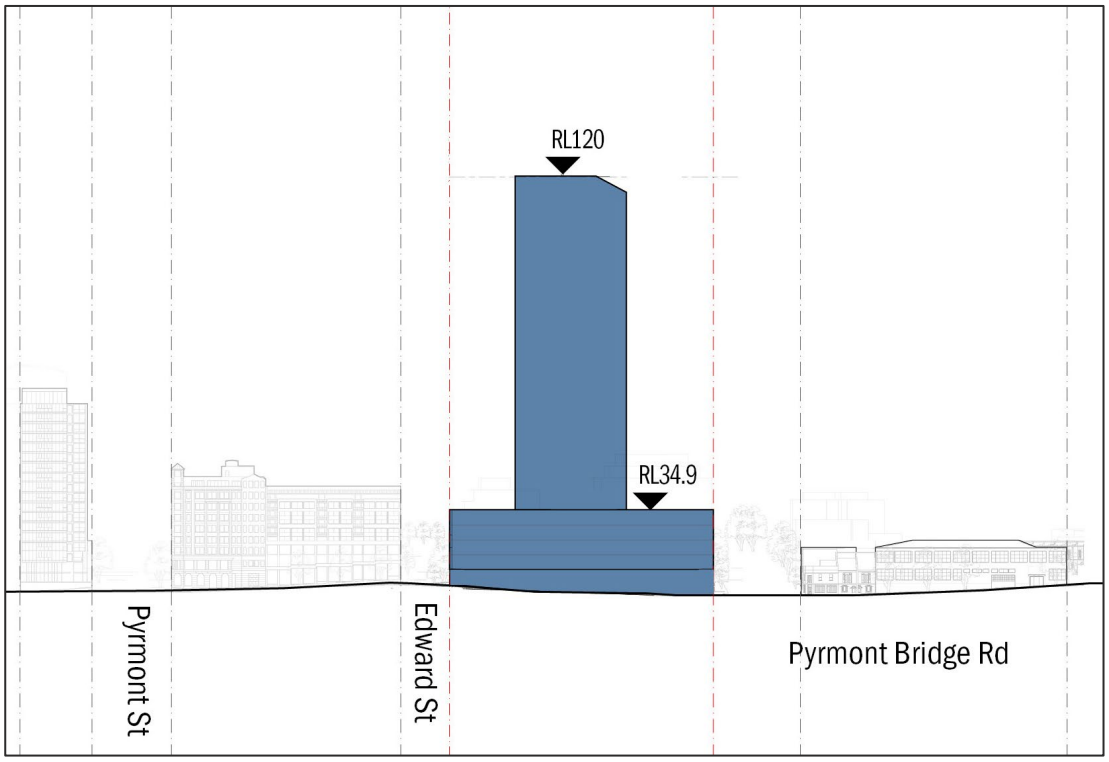

Figure 4-2 Building envelope section: Union Street
(Hassell)

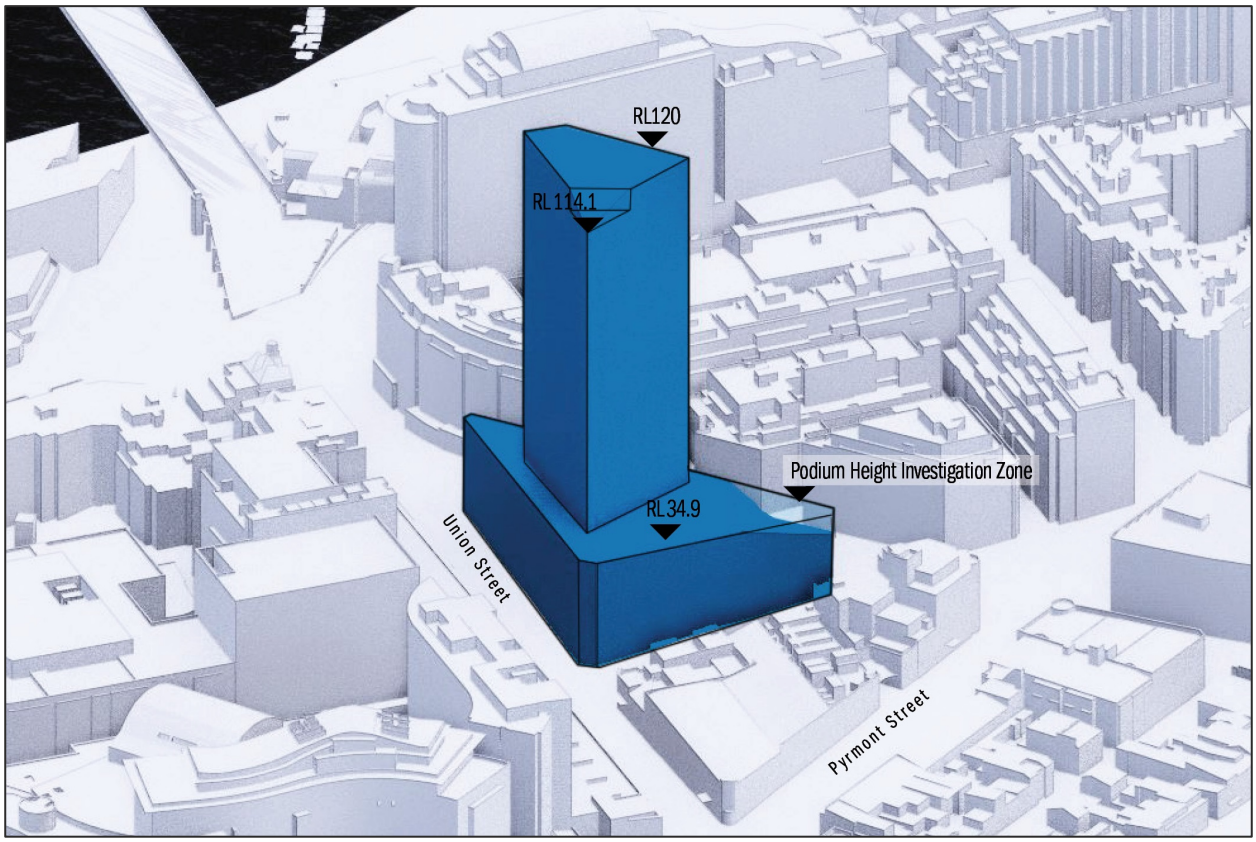

Figure 4-3 Building envelope axonometric
(Hassell)

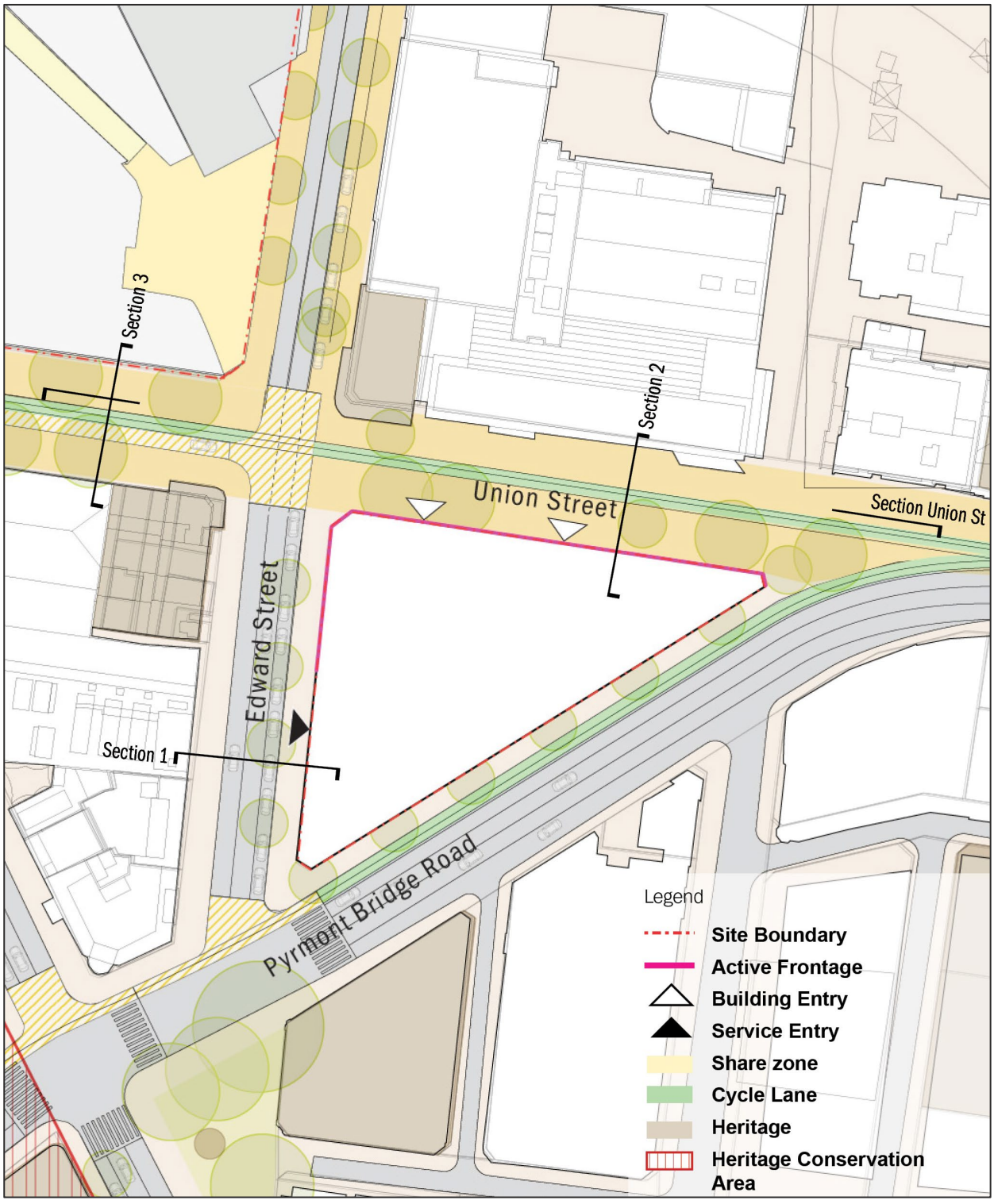

Figure 4-4 Ground floor and public domain plan
(Hassell)

4.2.3 Non-Indigenous Heritage

1. A Statement of Heritage Impact is to accompany any development application for new development to assess any impact on surrounding heritage items or heritage conservation areas. It is to be prepared in accordance with the NSW Heritage Manual 'Statement of Heritage Impact'.
2. Undertake a views analysis of the new development to determine key views and vistas from the public domain that support street legibility and orientation and responses to built form that complement the local character, heritage items and heritage conservation area.

4.2.4 Public Domain

1. Proposed station entrance to be off Union Street.
2. Bicycle parking designed to be accessible and visible from the proposed station entry.
3. Vehicle pick-up/drop-off:
   a) Be accessible and visible from the proposed station entry.
   b) Preferred access from Edwards Street.
4. Loading/services access:
   a) Preferred location on Edwards Street.
   b) Consolidated to reduce conflict points with pedestrians and minimise cross-overs.
   c) Preferred visitor accommodation/residential access be located on Union Street.
5. All security and pedestrian management devices associated with the Metro Station are to be wholly contained within the development site.
6. Provide opportunity for outdoor dining and activation where appropriate along Union Street. Landscaping and design of the public domain is to be high quality and incorporate features such as:
   a) Increased tree canopy and greening to provide shade and improve thermal comfort utilising drought tolerant species with deep and continuous soil, water through the use of water sensitive urban design or other appropriate treatment and material selection.
   b) The investigation of areas within the Metro boundary to incorporate deep soil tree planting.
   c) Provide outdoor seating and lighting.
   d) Activation through public art and/or interactive lights and sounds.
   e) Hard standing surface treatment incorporating where practicable porous surfaces to 50% of the area.
   f) Material palette and furniture is to be consistent with prevailing Council standards.
7. Subject to agreement with the City of Sydney Council/ relevant road authority, Edward Street may be designed in accordance with Figure 4-5 for a slower speed environment with reduced through traffic to prioritise:
   a) Passenger/patron access to the proposed station entry on Union Street.
   b) Two lanes of general traffic with short-term car parking/pick-up/drop-off area between curb outstands.
   c) Continuous tree canopy cover and understory planting.
   d) Seating and lighting.
8. Subject to agreement with the City of Sydney Council/relevant road authority, Union Street may be designed in accordance with Figure 4-6 to:
   a) Prioritise pedestrians and cyclists between Edward and Harwood Streets comprising:

i. Fully pedestrianised plaza to support increased footfall to/from the station.
ii. Separated two-way cycle path to strengthen the existing active transport corridor that connects to the regional cycle network.

b) Activation with outdoor dining, public seating and lighting.
c) Continuous tree canopy cover.

9. Subject to agreement with the City of Sydney Council/ relevant road authority, Union Street between Edward and Pyrmont Street may be designed may be designed in accordance with Figure 4-7 to:
   a) Increase footpath width to support pedestrian movement.
   b) Provide a separated two-way cycle path to support active transport.
   c) Increase pedestrian crossing points and crossings at intersections to support pedestrian safety and permeability.
   d) Connect to a future public transport stop on Harris Street.
   e) A single lane for general traffic.

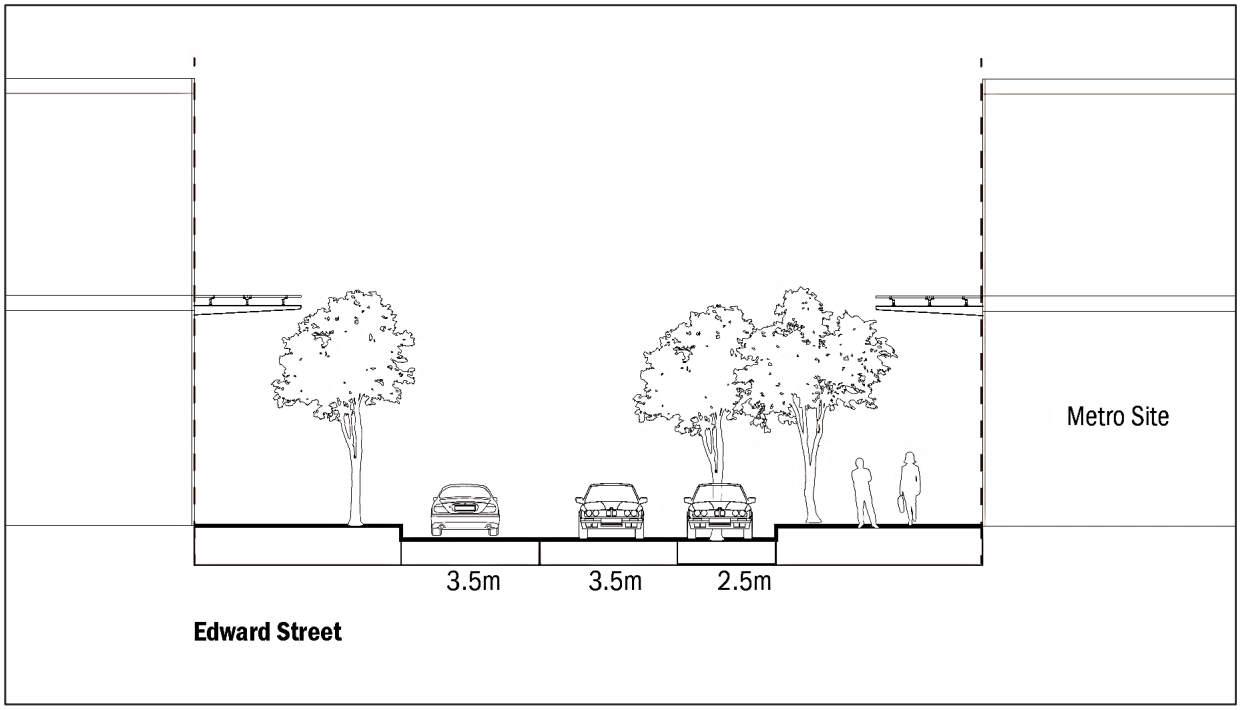

Figure 4-5 Street section 1: Edward Street
(Hassell)

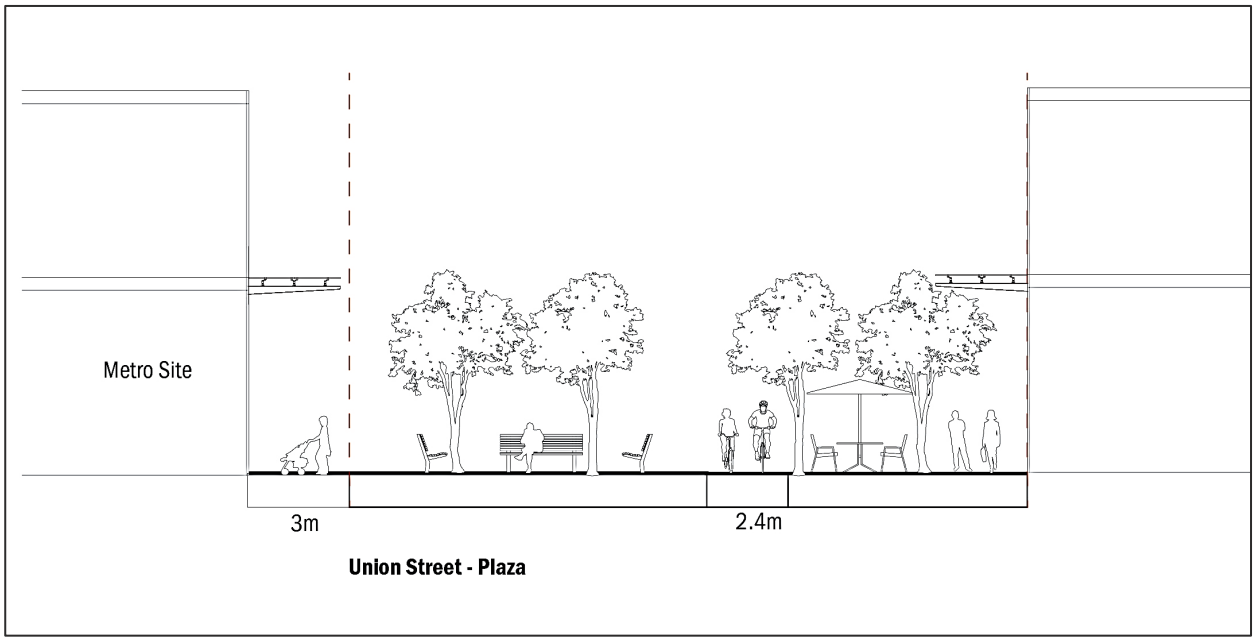

Figure 4-6 Street section 2: Union Street Plaza
(Hassell)

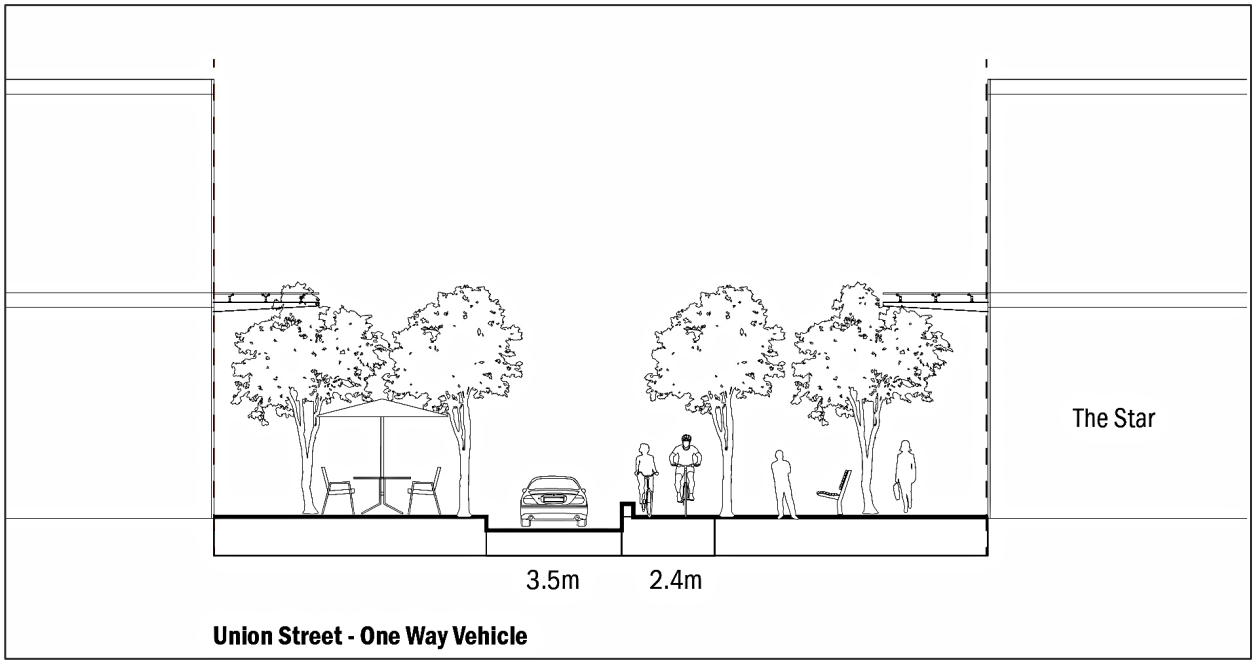

Figure 4-7 Street section 3: Union Street One Way Vehicle
(Hassell)

4.2.5 Design Excellence Strategy

A Design Excellence Strategy is to be prepared and approved by the consent authority, in accordance with *Sydney Local Environmental Plan 2012*.

5. Metro site west

5.1 Objectives

a) Provision of a building providing safe, legible and equitable access to the future Pyrmont Metro Station.
b) To ensure a high quality design which minimises impact on local character through effective control of built form, scale and material use and responds to the urban grain and scale of surrounding buildings, heritage items and heritage conservation area.
c) To ensure the heritage significance of the Heritage Conservation Area and heritage items in the vicinity is respected.
d) To prevent further increase to overshadowing of surrounding public spaces and existing residential dwellings/apartments.
e) Improve and widen the public domain on surrounding streets where practical and supported by an active transport study.
f) To establish benchmarks for ecologically sustainable development and to implement green infrastructure and water sensitive urban design at the site.

5.1.1 Public Benefits

It is proposed as part of the uplift available to the sites that the preparation of a study identifying active transport routes and public domain improvements to enable passengers to travel to and from the station entrances and further afield to the Sydney CBD and Blackwattle Bay will be required. This study would be led by Government

5.2 Design Guidance

5.2.1 Land Use

1. Development is to be provided in accordance with:
   a) Figure 5-1 Building envelope plan
   b) Figure 5-2 Building envelope section: Pyrmont Bridge Road
   c) Figure 5-3 Building envelope axonometric
2. Active frontages and improvements to the public domain are to be generally provided in the locations nominated on Figure 5-1.

5.2.2 Built Form and Design

1. Building layout, height, ground and upper-level setbacks (expressed in RLs) and pedestrian entries to ensure at grade access is provided, is to be set out generally in accordance with the figures outlined in this section.
2. Maximum building heights are to be in accordance with:
   a) Figure 5-1 Building envelope plan
   b) Figure 5-2 Building envelope section: Pyrmont Bridge Road
   c) Figure 5-3 Building envelope axonometric
3. Minimum ground and upper-level setbacks are to be provided in accordance with:
   a) Figure 5-1 Building envelope plan
   b) Figure 5-2 Building envelope section: Pyrmont Bridge Road
   c) Figure 5-3 Building envelope axonometric
4. The final building extent is to be entirely within the envelopes shown at Figure 5-1, Figure 5-2 and Figure 5-3, excluding ground level awnings and outdoor seating at ground level. A survey of the site is required to verify the nominated RLs for the building envelope.
5. Existing and new street vistas and views should be retained, respected, and complemented by proposed new development. Key views are identified in Figure 5-1.
6. Overshadowing effects of new buildings on publicly accessible open spaces are to be minimised between the hours of 9am to 3pm on 21 June.
7. The built form should respond to the fine grain character and scale of the immediate surrounding area notably the Woolstore building, Quarryman's Hotel and Pyrmont heritage conservation area through the following:
   a) Building height is a maximum of RL37.75 to align with the Woolstore.
   b) The development responds sensitively to uses on Pyrmont Street and Patternoster Row, comprised mostly of low scale and fine grain residential buildings.
   c) Respond architecturally to the scale of the articulated brickwork and arched openings of the Woolstore building and to emphasise the generosity of the proposed station entrance at a scale that relates to the Woolstore.
   d) Articulates the façade of the development to reinforce the scale of the vertical grain and materiality of the buildings at the interface of Pyrmont Bridge Road.
8. Legibility of the built form supports the public and private facing functions of the development with a preferred gateway to the proposed Metro Station on the corner of Pyrmont Bridge Road and Pyrmont Street that is:
   a) Highly visible with clear sightlines.

b) Easy to access incorporating wayfinding to/from Metro Station entries and active transport facilities that is intuitive and integrated with the public domain and transport modes outside of the station.

c) Attractive and generous in its proportions, providing protection from the weather and incorporates travel information that is visible from outside of as well inside of the concourse area.

d) Provides easy access to the station facilities for all ages and abilities.

9. Awnings are to be provided to the development along its two street frontages for wind and weather protection.

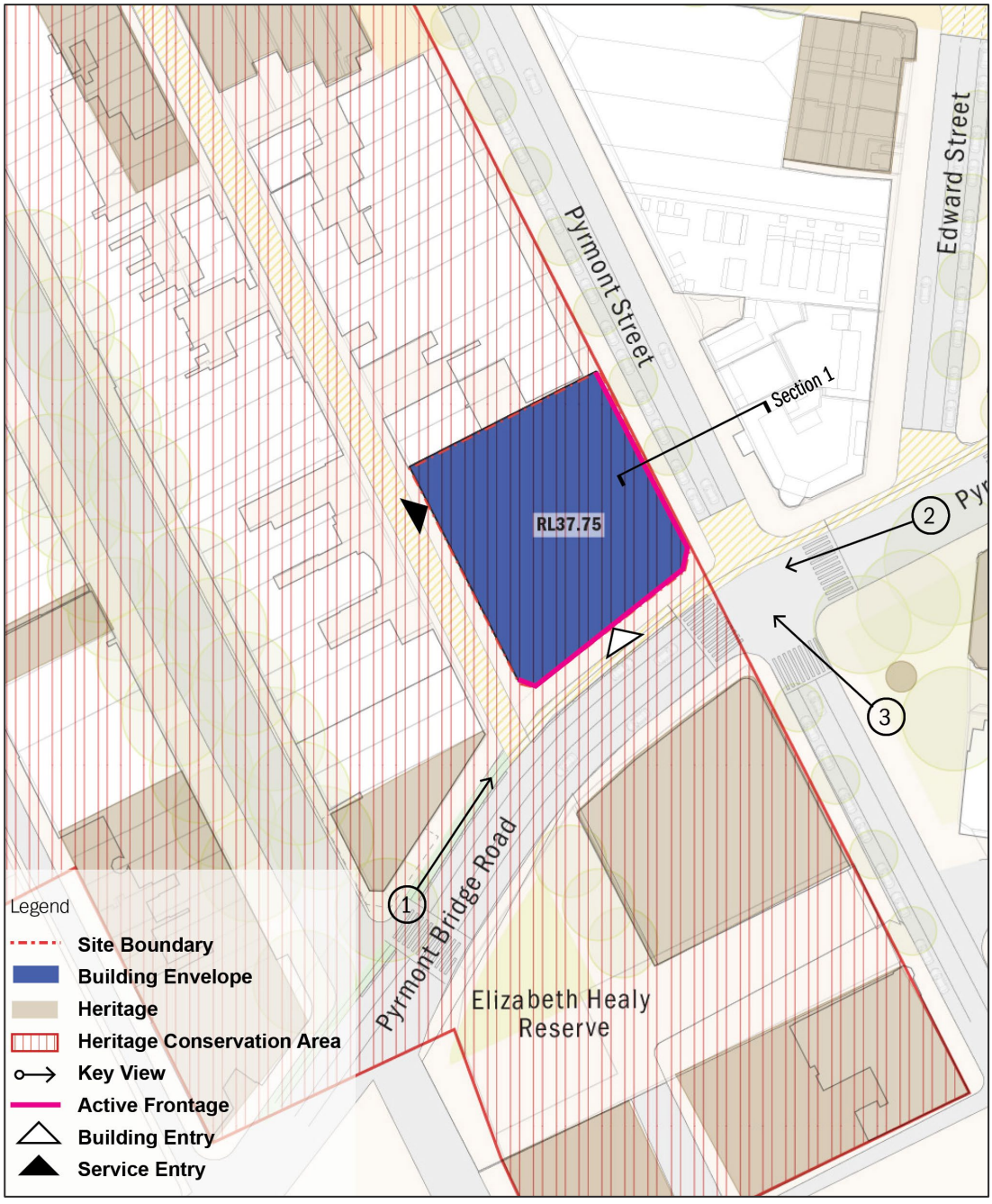

Figure 5-1 Building envelope plan
(Hassell)

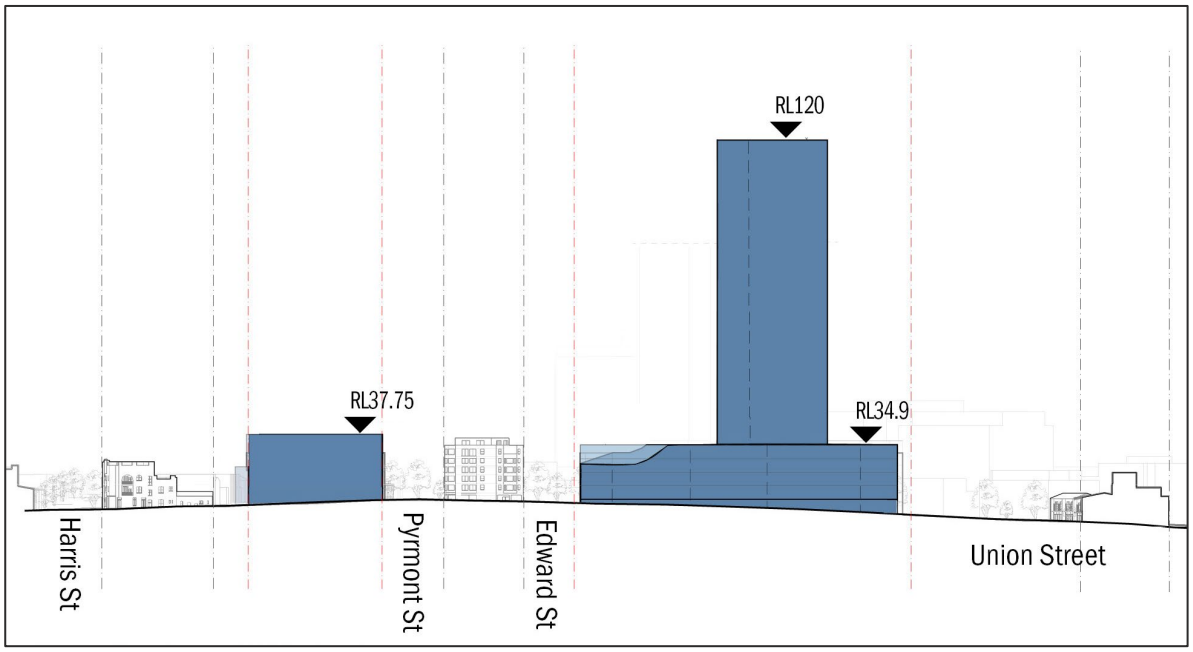

Figure 5-2 Building envelope section: Pyrmont Bridge Road (showing both Metro sites)
(Hassell)

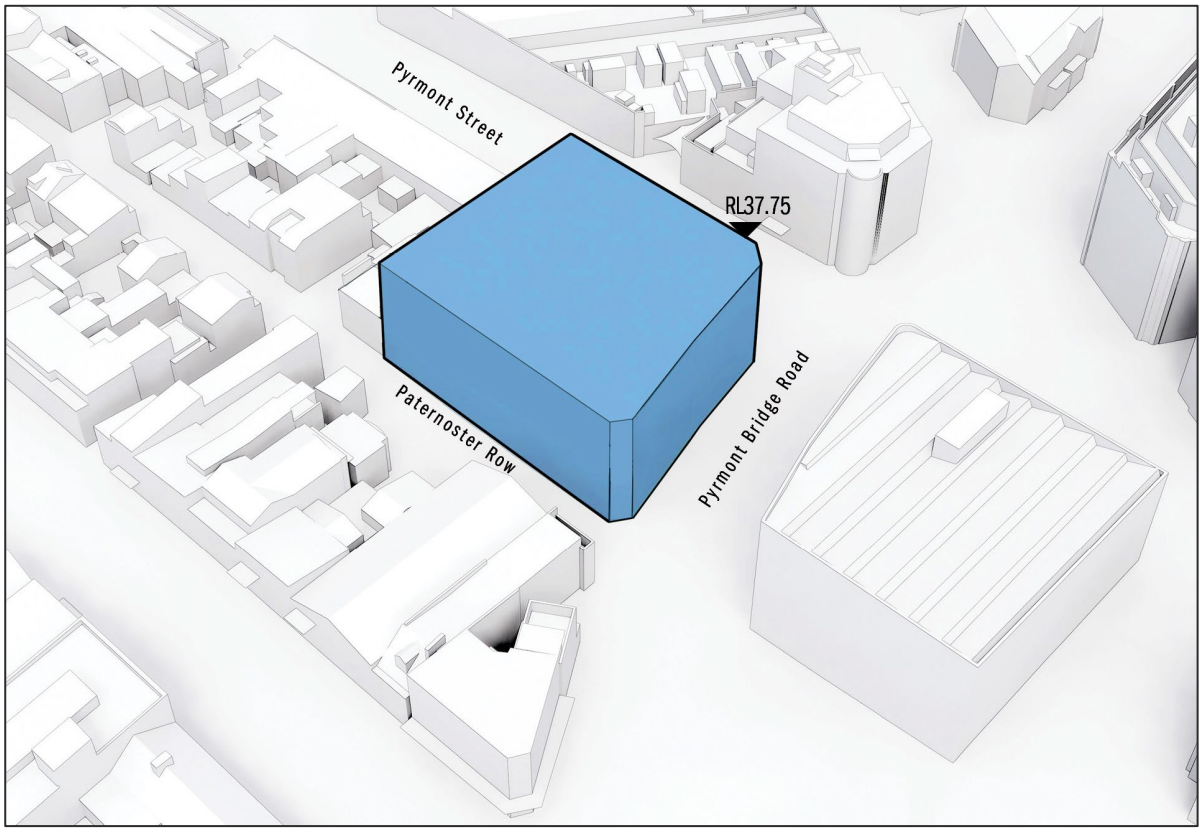

Figure 5-3 Building envelope axonometric
(Hassell)

5.2.3 Non-Indigenous Heritage

1. A Statement of Heritage Impact is to accompany any development application for new development to assess any impact on surrounding heritage items or heritage conservation areas. It is to be prepared in accordance with the NSW Heritage Manual 'Statement of Heritage Impact'.
2. Undertake a views analysis of the new development to determine key views and vistas from the public domain that support street legibility and orientation and responses to built form that complement the local character, heritage items and heritage conservation area.

5.2.4 Public Domain

1. Any future proposed station entrance to be off Pyrmont Bridge Road.
2. Bicycle parking designed to be accessible and visible from the station entry.
3. Vehicle pick-up/drop-off:
   a) Be accessible and visible from the proposed station entry.
   b) Preferred access from Pyrmont Street.
4. Loading/services access requires further investigation with preferred access from Pyrmont Street/Paternoster Row.
5. All security and pedestrian management devices associated with the Metro Station are to be wholly contained within the development site.
6. Landscaping and design of the public domain is to be high quality and incorporate features such as:
   a) Increased tree canopy and greening to provide shade and improve thermal comfort utilising drought tolerant species with deep and continuous soil, water through the use of water sensitive urban design or other appropriate treatment and material selection.
   b) Provide outdoor seating and lighting.
   c) Activation through public art and/or interactive lights and sounds.
   d) Hard standing surface treatment incorporating where practicable porous surfaces to 50% of the area.
7. Subject to transport analysis and agreement with the City of Sydney Council/relevant road authority, Pyrmont Street may be designed in accordance with Figure 5-4 to prioritise:
   a) Passenger/patron access to the proposed station entry on Pyrmont Bridge Road.
   b) Increased footpath width to the west adjacent the station.
   c) Two lanes of general traffic with short-term car parking/pick-up/drop-off area between curb outstands.
   d) Continuous tree canopy cover and understory planting.
   e) Seating and lighting.
8. Subject to transport analysis and agreement with the City of Sydney Council/relevant road authority, Pyrmont Bridge Road may be designed to:
   a) Increase footpath width to the north adjacent the station.
   b) A reduction in general traffic lanes from five to four.
   c) Separated off-road bi-directional cycle path to strengthen the existing active transport corridor that connects to the regional cycle network.
   d) Continuous tree canopy cover.

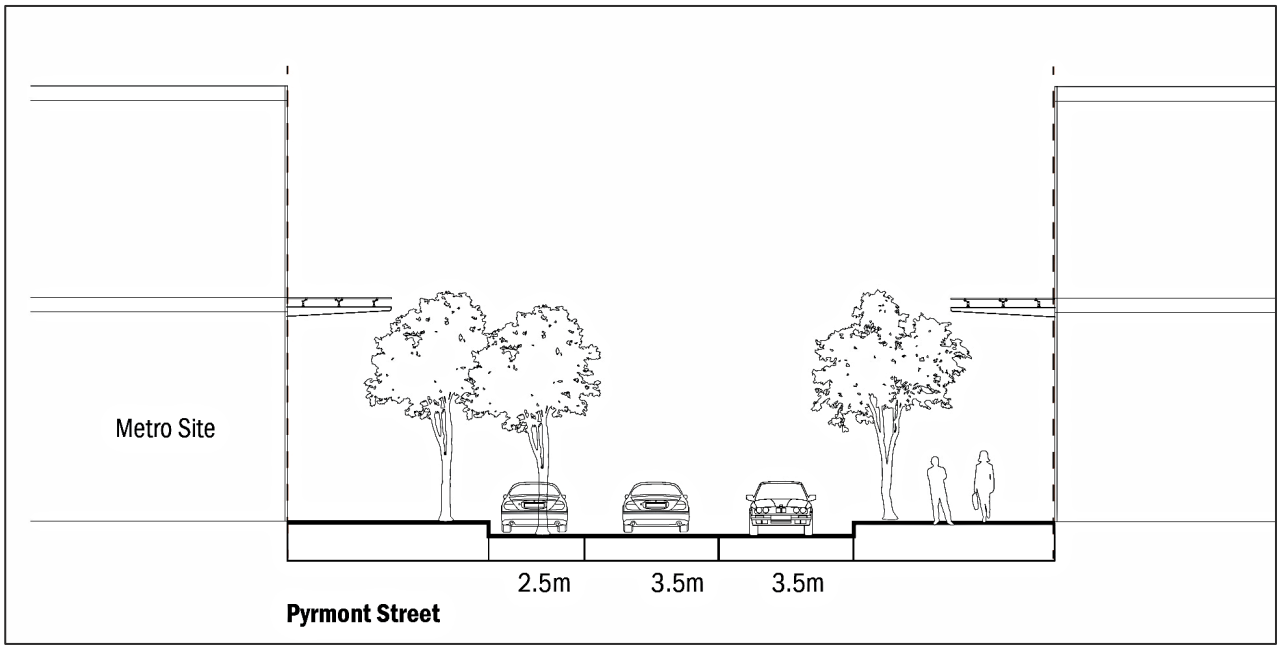

Figure 5-4 Street section: Pyrmont Street
(Hassell)

5.2.5 Design Excellence Strategy

A Design Excellence Strategy is to be prepared and approved by the consent authority, in accordance with *Sydney Local Environmental Plan 2012.*