

2.3 Vehicle Servicing

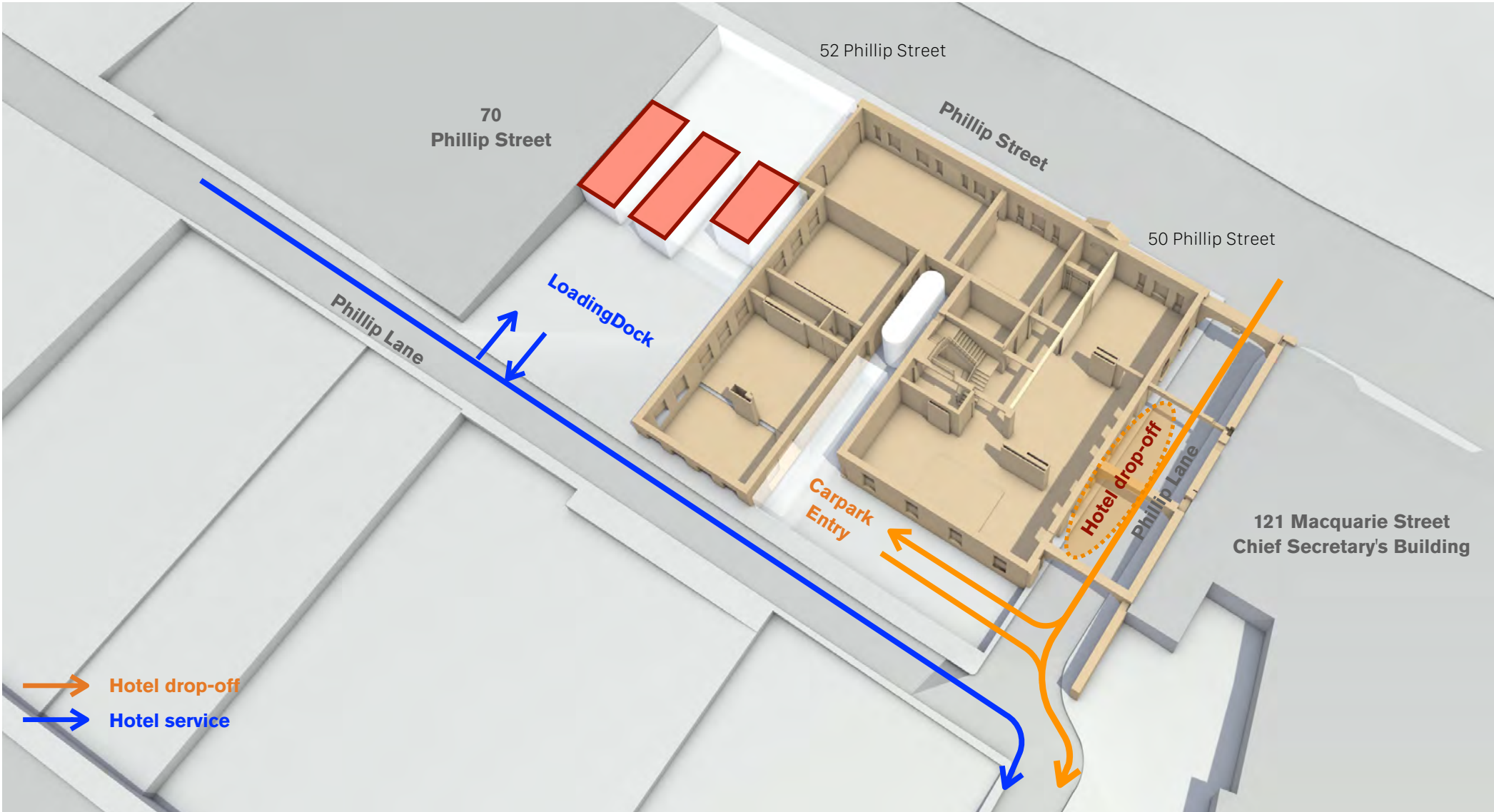
2.3.1 Vehicle Servicing - Loading Dock

The service access directly from Phillip Street is not able to be provided due to a heavy traffic and bus stop in front of 50 Phillip Street. The proposed vehicle servicing is from the eastern Phillip Lane, which avoids impacting on main traffic flow of Phillip Street.

Loading dock is consolidated to the southeastern corner of the site accessing from Phillip Lane. The required head height and entry width of loading dock are accommodated within the 52 Phillip Street without impacting on the significant heritage building on 50 Phillip Street.

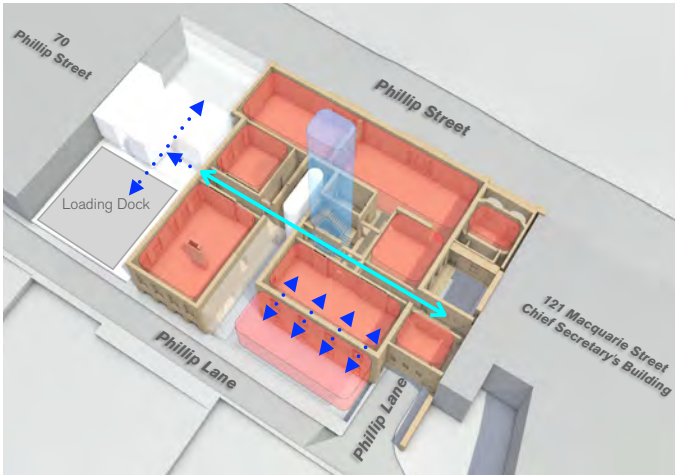
The general vehicle access to the hotel drop off and carpark entry is separated from the service vehicle access, which is through the northern Phillip Lane under the heritage bridge connecting the Former Department of Public Works Building and the Chief Secretary`s Building.

The proposed carpark entry utilises existing northern opening of heritage building on lower ground level, which does not impact on the significant heritage fabric.



Proposed Plan Legend

- Primary Space
- Grand Stair Vertical Connection
- Existing Main Entrance Circulation
- Existing Circulation
- Extension of Existing Circulation



1. Proposed Loading Dock



2. Primary Spaces



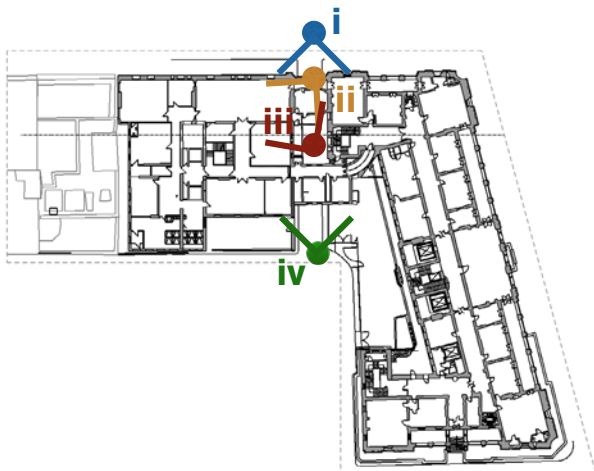
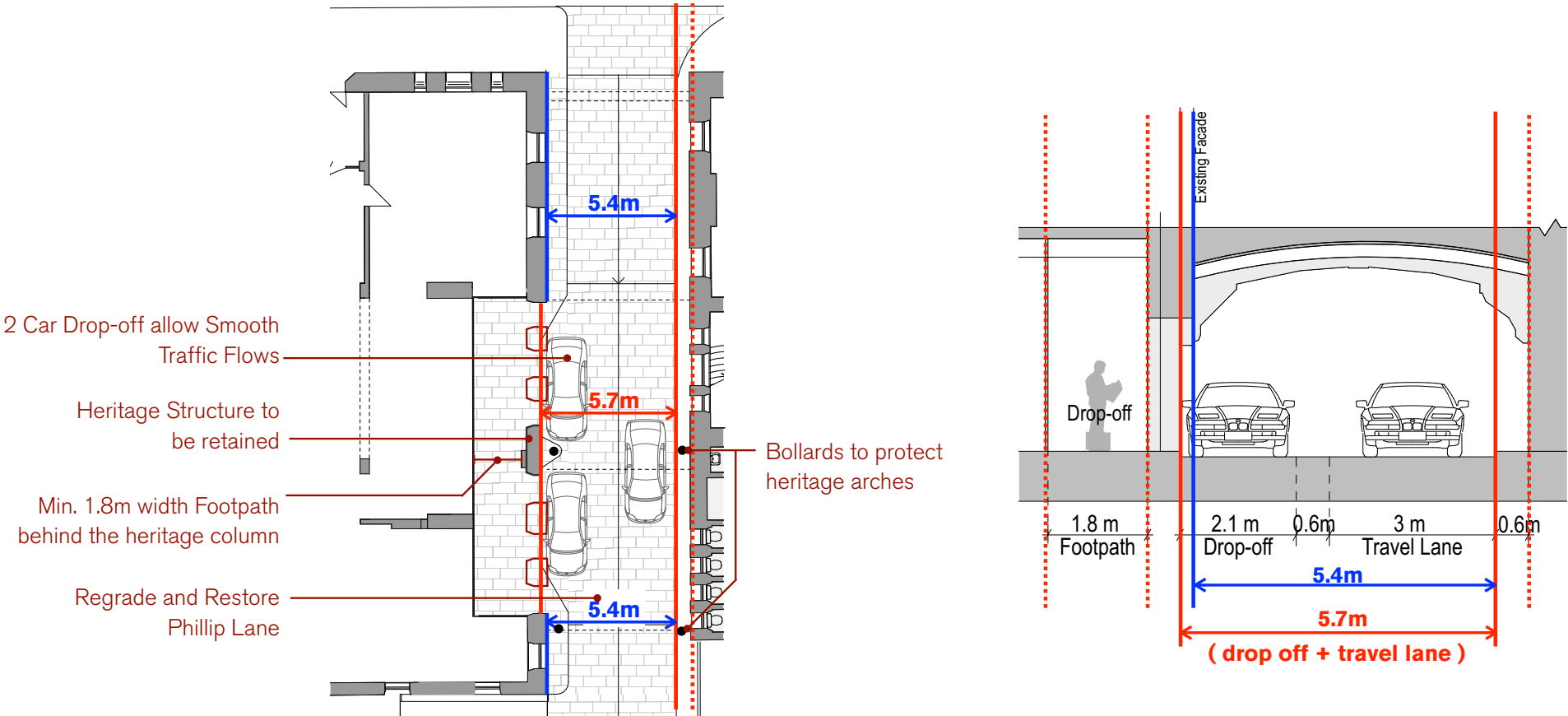
3. Loading Dock - Swept Path

2.3.2 Hotel Drop-off and Carpark Entry

Most of the high significant components of the building will be retained, however high significant facade to northern Phillip Lane below heritage bridge is proposed to be altered, to give way to a hotel porte cochere for safe drop off and smooth two way vehicle movement. The proposed hotel drop off provides an opportunity of laneway activation and facilitate an adaptive reuse of the heritage building with respect to the original architectural character. The proposed alteration is also reversible.



Proposed Alteration to the heritage facade



i. Phillip Street, looking towards Phillip Lane



ii. Phillip Lane below bridge, looking towards Phillip Lane



iii. Phillip Lane Light Well



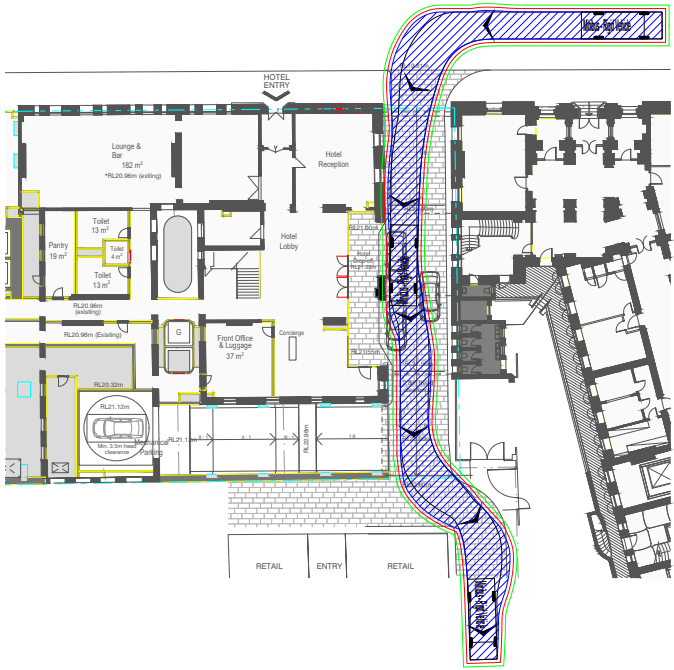
iv. Phillip Lane, looking towards Phillip Street

2.3.3 Hotel Drop-off and Nearby traffic mode

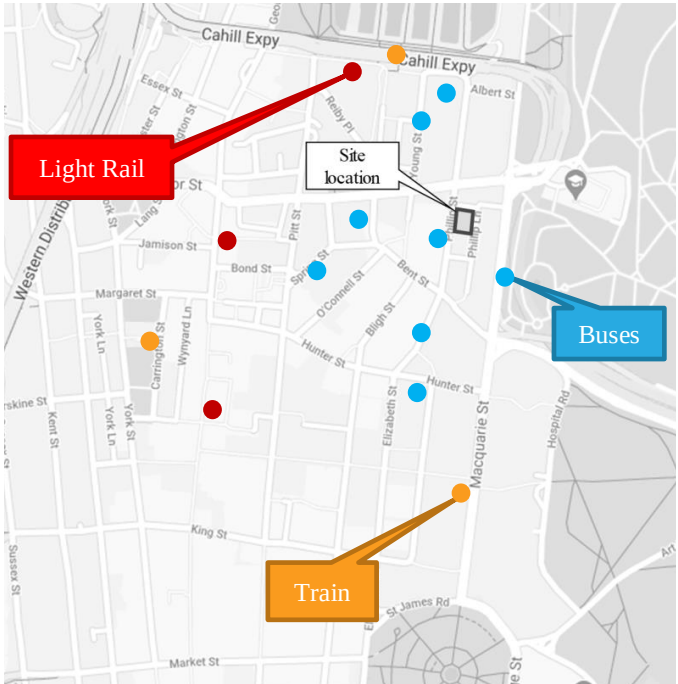
The site is proposed to function primarily as a hotel tower. Typically, visitors to Sydney CBD hotels utilise taxi and public transport to transfer from the airport or wider Sydney region. Many guests will be business travellers who will stay for a number of consecutive nights. A very low numbers of hotel guests car access is expected on site. Various traffic mode such as train, bus and light rails are easily accessible from 50 and 52 Phillip Street.

There is a Porte cochere proposed on northern Phillip Lane adjacent to the site with storage capacity for up to two vehicles. These zones will be utilised by taxis, private vehicles and Mini buses that fit under the arch structure of the heritage bridge.

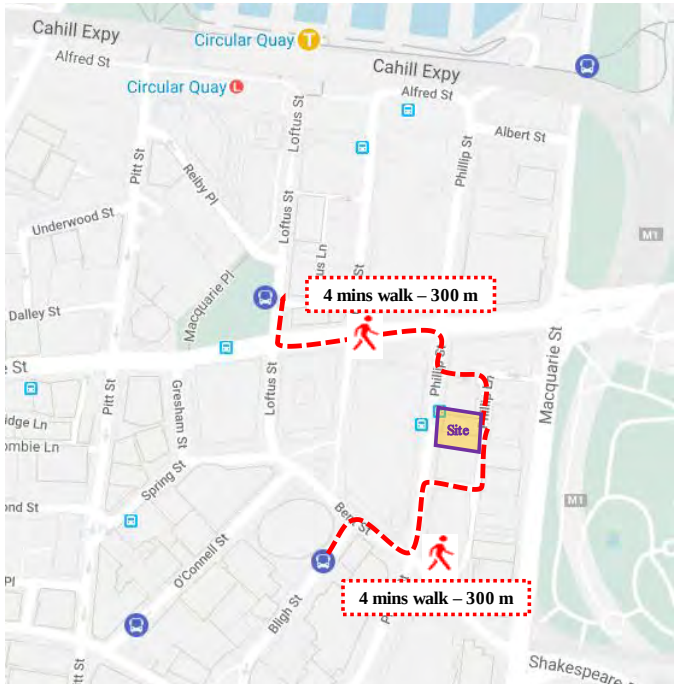
No coach parking will be provided on site due to the heritage constraints. There are existing on-street coach spaces available and are walkable distance in Loftus Street and Bligh Street, which will be nominated if coach buses are required.



Mini-bus swept path through the proposed Phillip Lane drop-off



Key public transport modes near the site



Coach parking locations near the site



- Minibuses /vans are sufficient to serve the hotel guests.
- Mini buses/vans that fit under the Phillip Lane
- 410L 12-Seat Bus - Height Overall (Unladen): 2547mm



- Train: Circular Quay and Martin Place Station
- Bus: The key north and south bus routes are located on Macquarie Street and Phillip Street and the east-west buses on Phillip Street.
- Light Rail: the CBD light rail is on George Street with a stop at Alfred Street located within 450m walking distance from the site. This presents further transport options for the patrons of the site.



- Anticipate 2-3 coach arrivals per week
- Coaches arrive around 5pm
- 15-minute set-down
- 12.5-14.0m coach
- Coaches will be pre-booked. Coordination with the hotel manager can occur to schedule arrival/departure times.



2.4 Interior Heritage Strategy

The building has undergone several refurbishments and two major alterations in the course of its history, resulted in extensive interior changes. As such, there are few remnant original elements in the building, which make the interior less sensitive to further changes.

The proposed development comprises some level of internal changes; however, most of the high and moderate significant components of the building will be retained. Although, the building interior has undergone extensive changes over time, resulting in the loss of its architectural integrity, the principle of “loose fit” for new functions protects the architectural character and significance of remnant significant heritage interiors.

Significant interior features of the building will be respected and enhanced, with spaces formerly occupied by the Industrial Court converted to hotel functions.

Existing circulation throughout the building will be retained, enabling the interpretation of the heritage building and its original function.



Typical Courtroom in former Department of Public Works Building
Source: NSW Department of Public Works Annual Report Year ended 30 June 1969



Judge's Chamber in former Department of Public Works Building
Source: NSW Department of Public Works Annual Report Year ended 30 June 1969



Judges Associates Office in Former Department of Public Works Building
Source: NSW Department of Public Works Annual Report Year ended 30 June 1969



Typical 1967 style courtroom fitout on level 6
Source : CMP, 2016



2005 Courtroom fitout to the Vice President's Room on level 3
Source : CMP, 2016



General view of the Centenary room on the south west corner of level 2.
Source: GBA Heritage, 2020

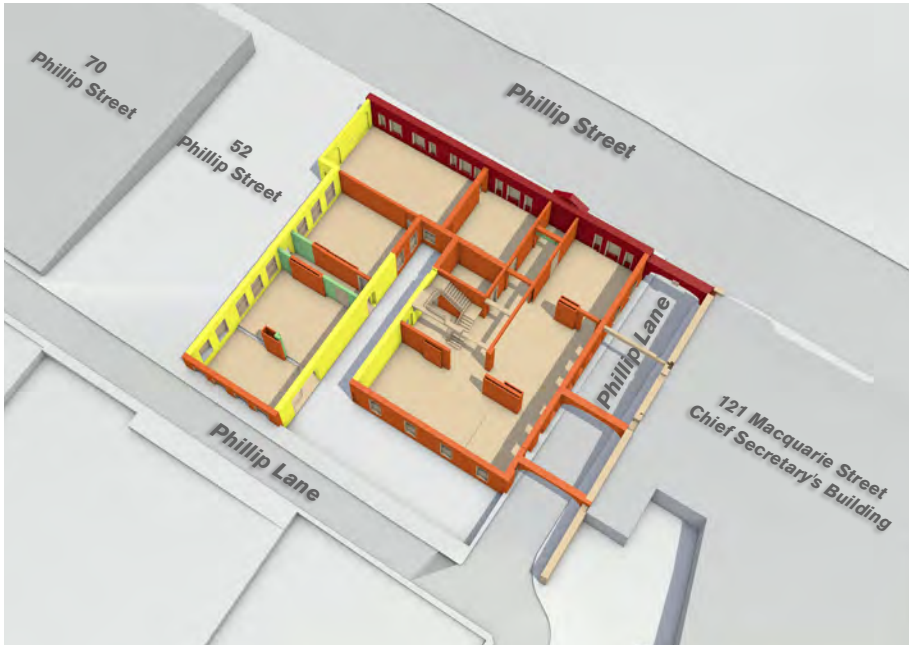


The central stair. The wall on the northern side of the staircase was constructed to compartmentalise each floor from the spread of smoke in case of fire.
Source: GBA Heritage, 2020

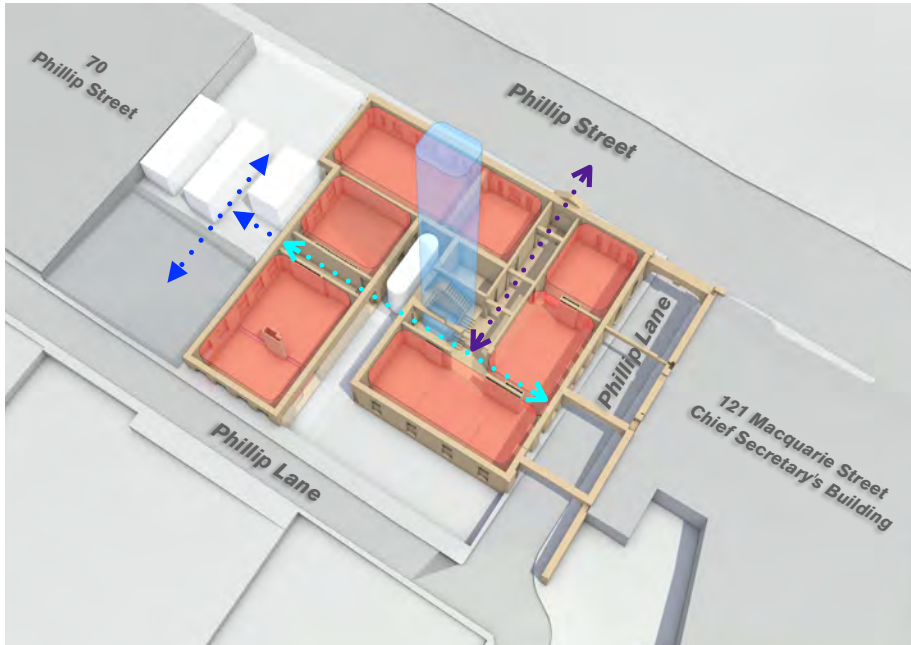
Level 1



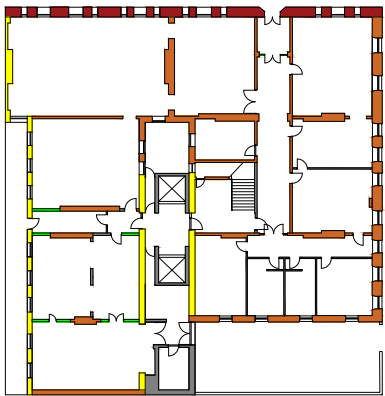
Level 1 Existing



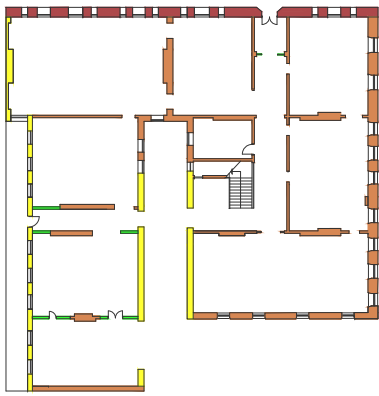
Level 1 Demolition



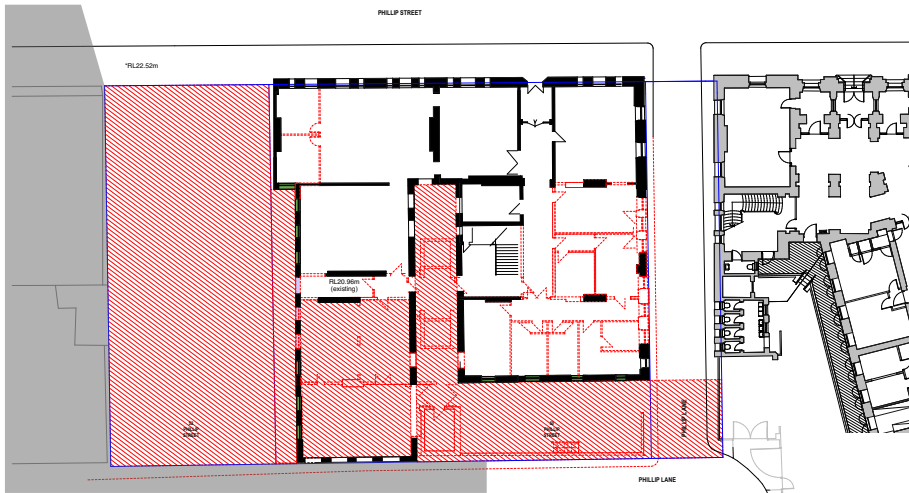
Level 1 Primary Spaces



Heritage Significance Mapping
Level 1 - Existing



Heritage Significance Mapping
Level 1 - Items to be Retained



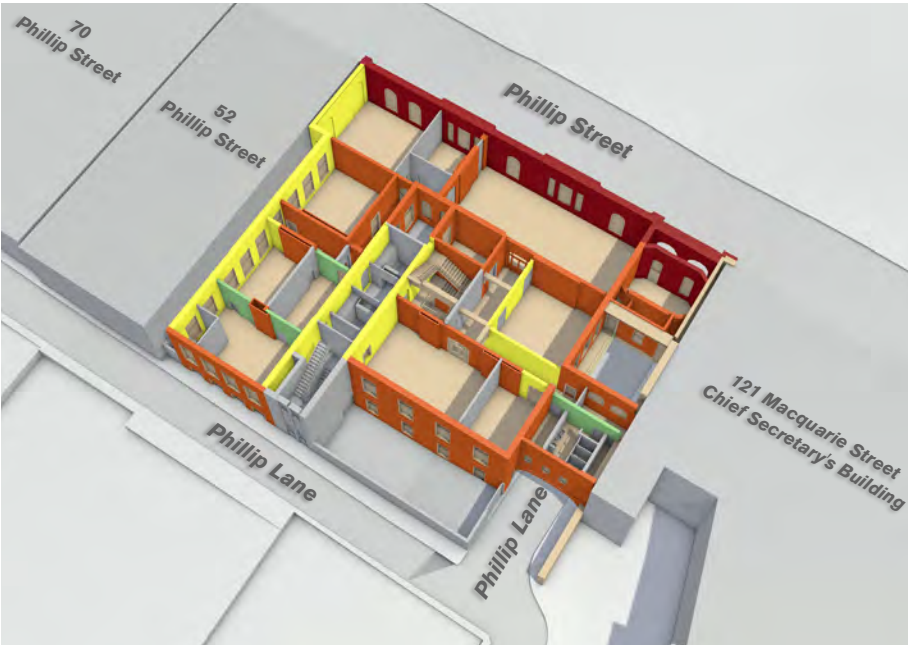
Demolition Plan - Level 1

- Primary Spaces
- Grand Stair Vertical Connection
- Existing Main Entrance Circulation
- Existing Circulation
- Extension of Existing Circulation

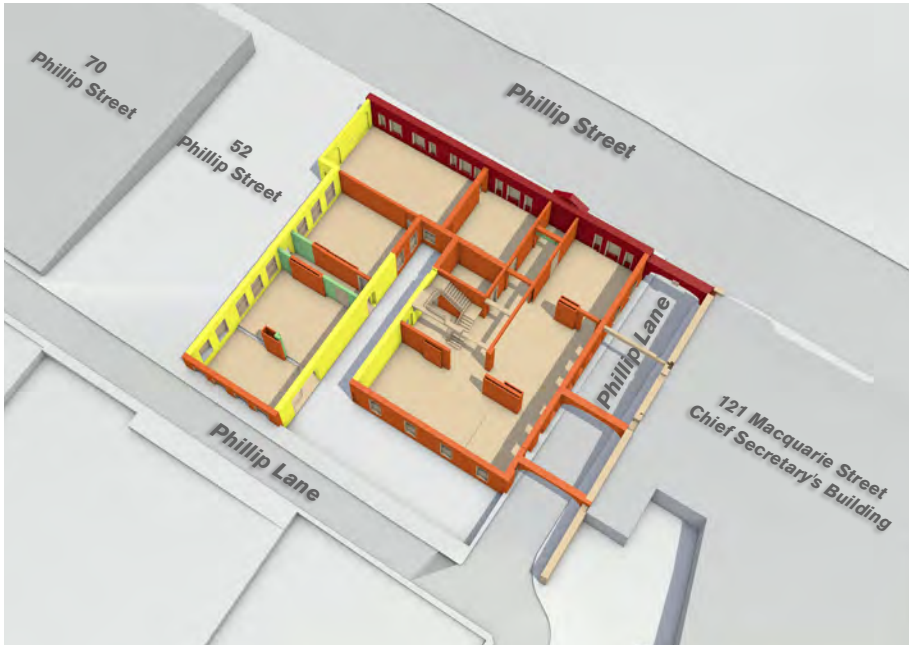
- Exceptional
- High
- Moderate
- Little
- Intrusive

- Retained Item
- Blocking Openings without Demolition
- Remove Sills
- Extend of Demolition Slab
- Demolished Item
- Site Boundary

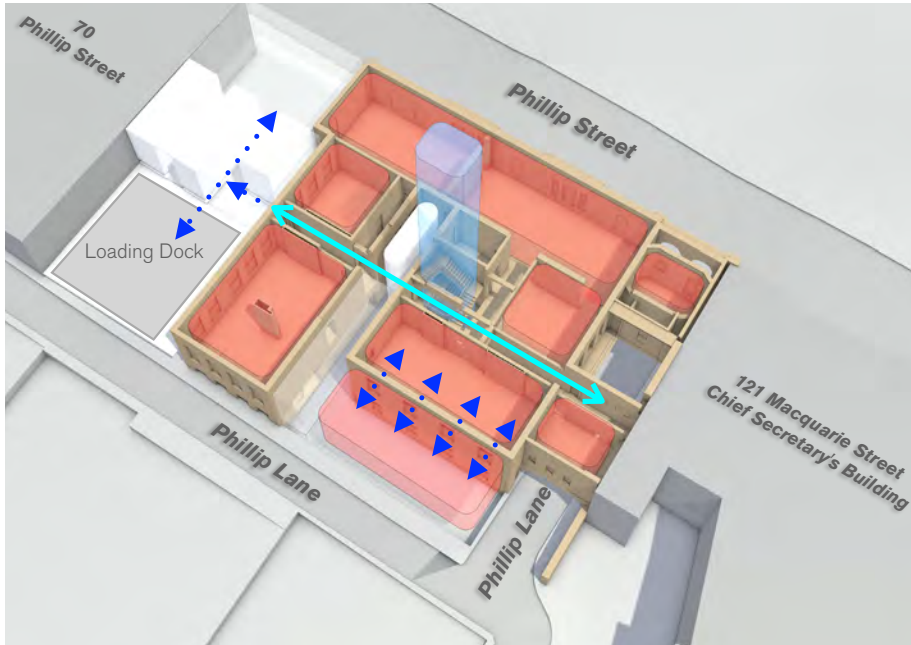
Level 2



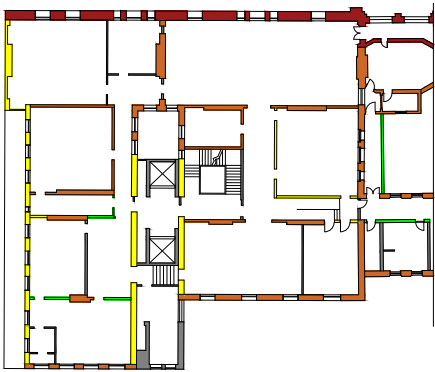
Level 2 Existing



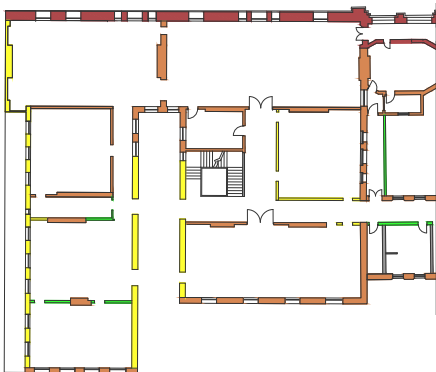
Level 2 Demolition



Level 2 Primary Spaces



Heritage Significance Mapping
Level 2 - Existing



Heritage Significance Mapping
Level 2 - Items to be Retained



Demolition Plan - Level 2

- | | |
|-------------|-----------|
| Exceptional | Little |
| High | Intrusive |
| Moderate | |

- | | |
|--------------------------------------|---------------------------|
| Retained Item | Extend of Demolition Slab |
| Blocking Openings without Demolition | Demolished Item |
| Remove Sills | Site Boundary |

- | | |
|---------------------------------|------------------------------------|
| Primary Spaces | Existing Main Entrance Circulation |
| Grand Stair Vertical Connection | Existing Circulation |
| | Extension of Existing Circulation |

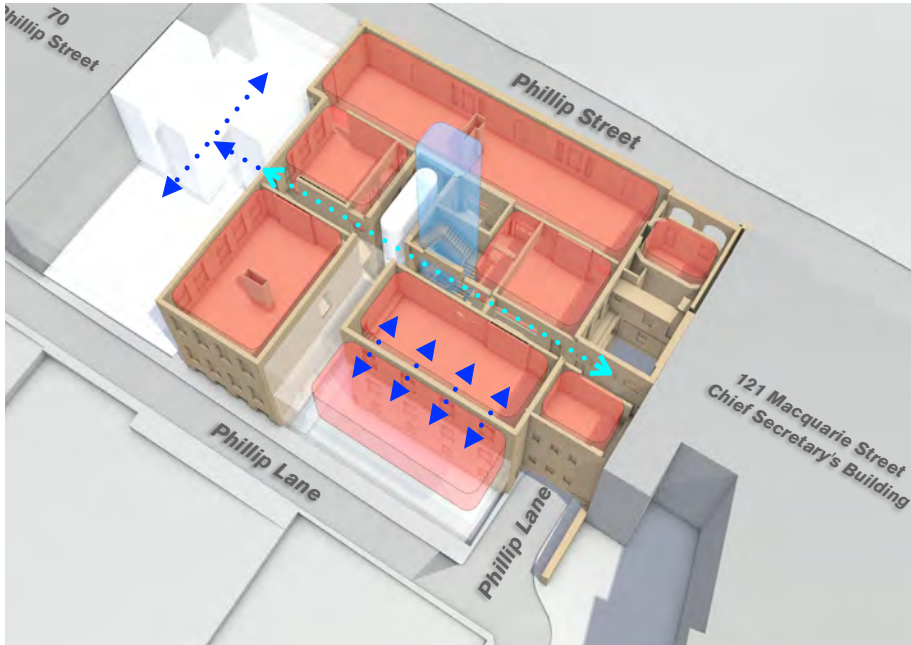
Level 3



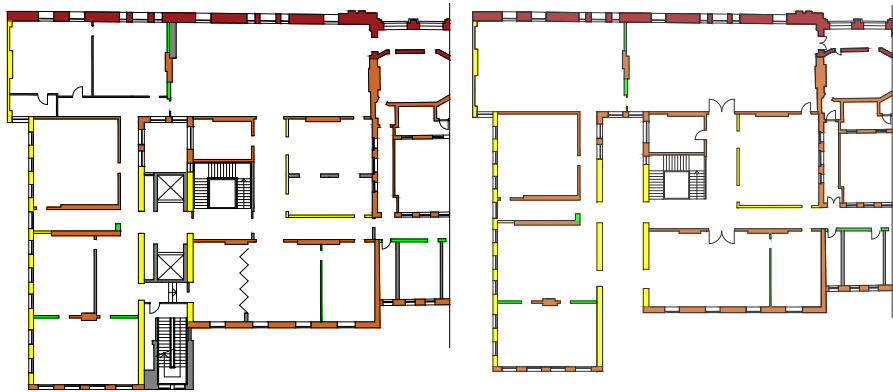
Level 3 Existing



Level 3 Demolition



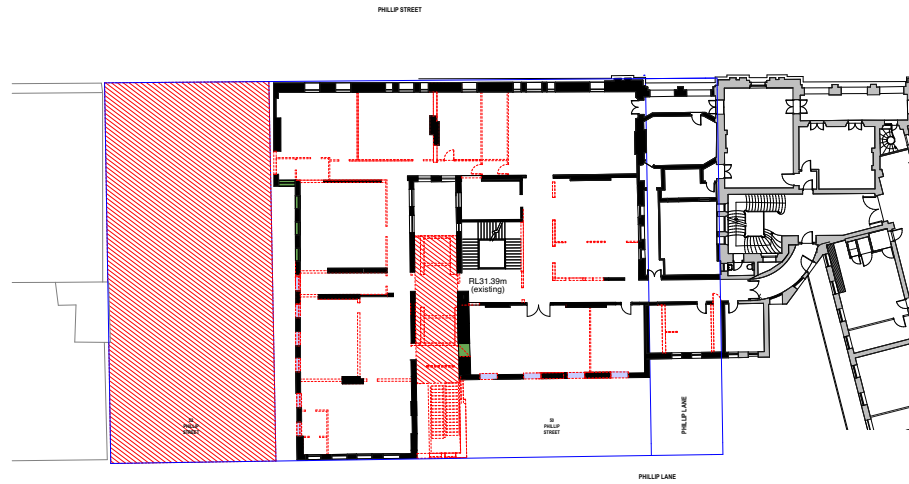
Level 3 Primary Spaces



Heritage Significance Mapping
Level 3 - Existing

Heritage Significance Mapping
Level 3 - Items to be Retained

- | | |
|-------------|-----------|
| Exceptional | Little |
| High | Intrusive |
| Moderate | |



Demolition Plan - Level 3

- | | |
|--------------------------------------|---------------------------|
| Retained Item | Extend of Demolition Slab |
| Blocking Openings without Demolition | Demolished Item |
| Remove Sills | Site Boundary |

- | | |
|---------------------------------|------------------------------------|
| Primary Spaces | Existing Main Entrance Circulation |
| Grand Stair Vertical Connection | Existing Circulation |
| | Extension of Existing Circulation |

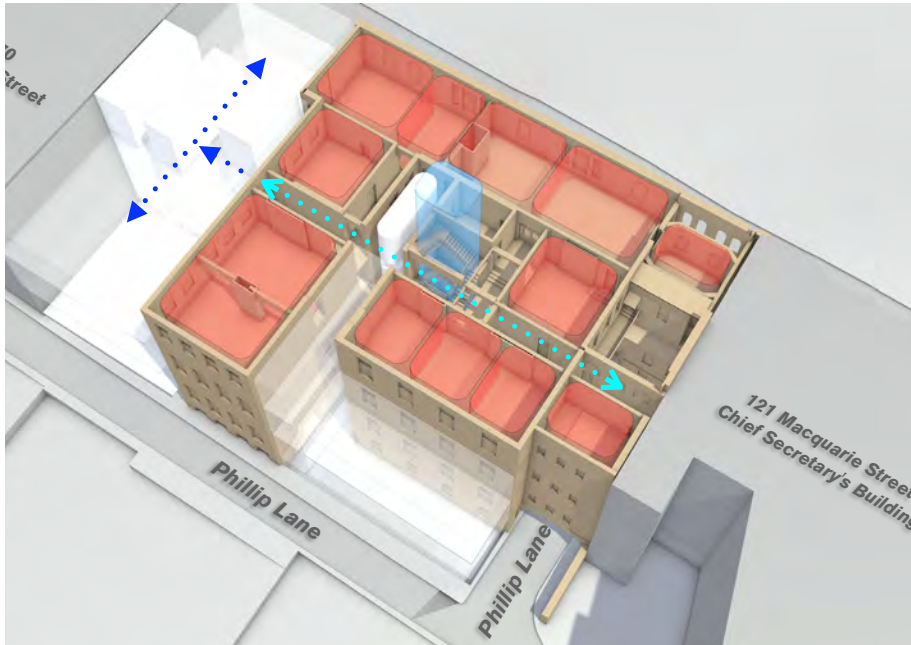
Level 4



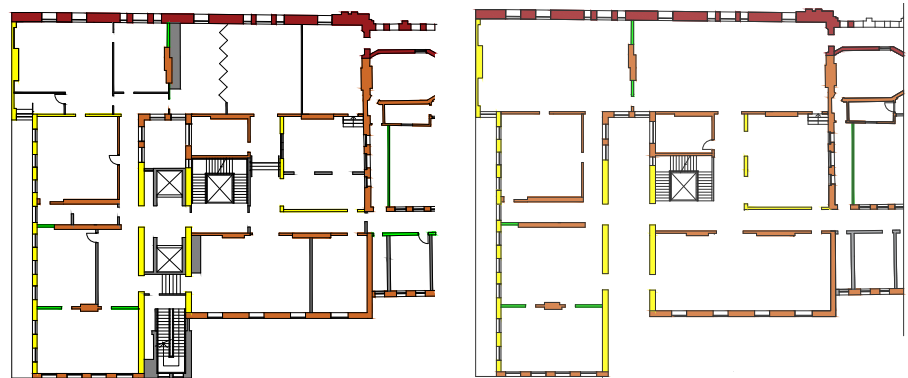
Level 4 Existing



Level 4 Demolition



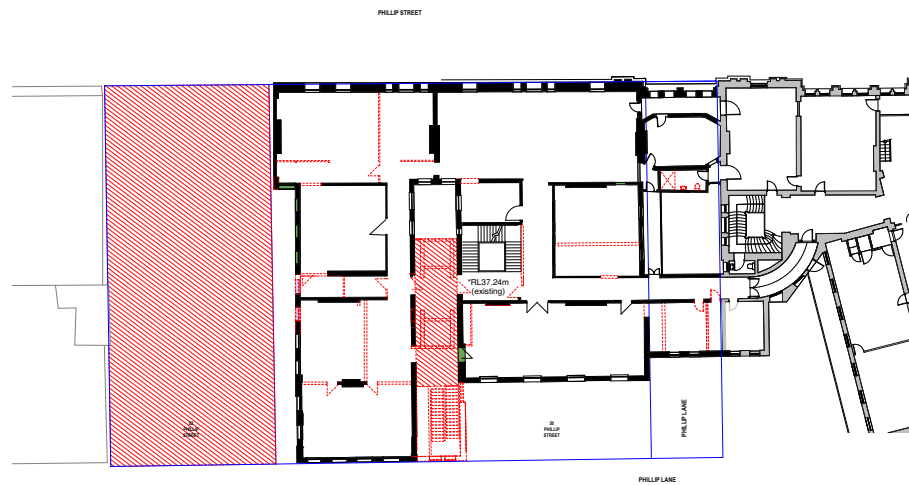
Level 4 Primary Spaces



Heritage Significance Mapping
Level 4 - Existing

Heritage Significance Mapping
Level 4 - Items to be Retained

- | | |
|-------------|-----------|
| Exceptional | Little |
| High | Intrusive |
| Moderate | |



Demolition Plan - Level 4

- | | |
|--------------------------------------|---------------------------|
| Retained Item | Extend of Demolition Slab |
| Blocking Openings without Demolition | Demolished Item |
| Remove Sills | Site Boundary |

- | | |
|---------------------------------|------------------------------------|
| Primary Spaces | Existing Main Entrance Circulation |
| Grand Stair Vertical Connection | Existing Circulation |
| | Extension of Existing Circulation |

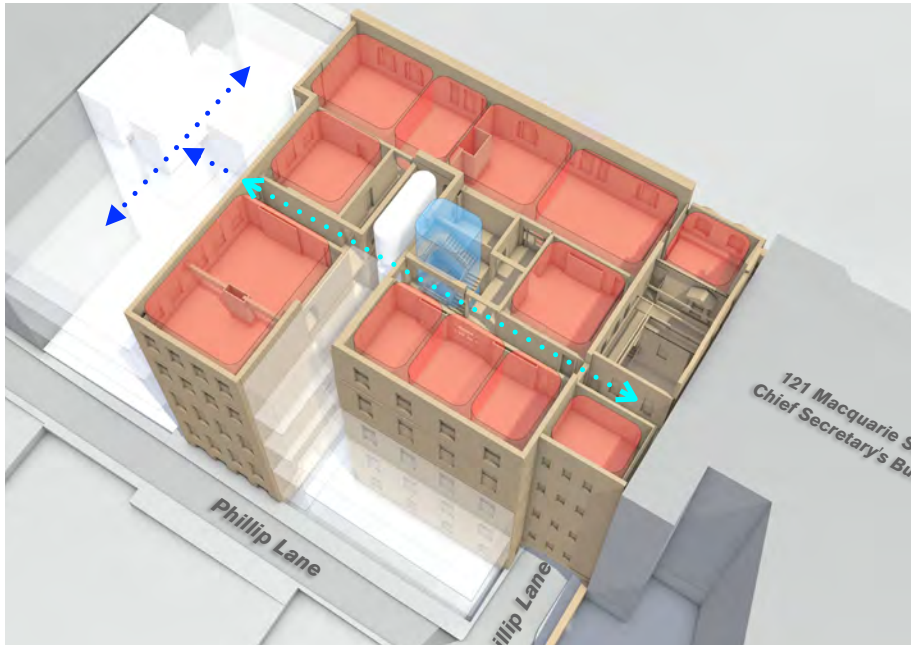
Level 5



Level 5 Existing



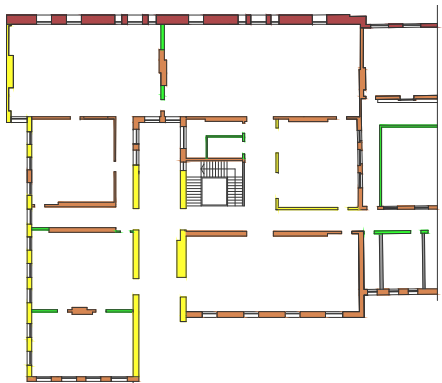
Level 5 Demolition



Level 5 Primary Spaces



Heritage Significance Mapping
Level 5 - Existing



Heritage Significance Mapping
Level 5 - Items to be Retained



Demolition Plan - Level 5

- | | |
|-------------|-----------|
| Exceptional | Little |
| High | Intrusive |
| Moderate | |

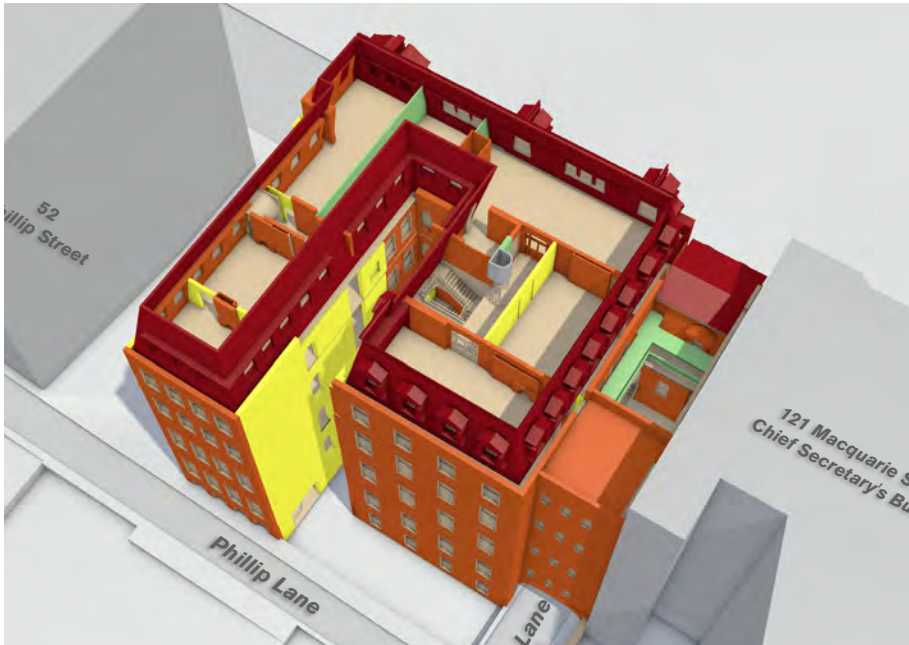
- | | |
|--------------------------------------|---------------------------|
| Retained Item | Extend of Demolition Slab |
| Blocking Openings without Demolition | Demolished Item |
| Remove Sills | Site Boundary |

- | | |
|---------------------------------|------------------------------------|
| Primary Space | Existing Main Entrance Circulation |
| Grand Stair Vertical Connection | Existing Circulation |
| | Extension of Existing Circulation |

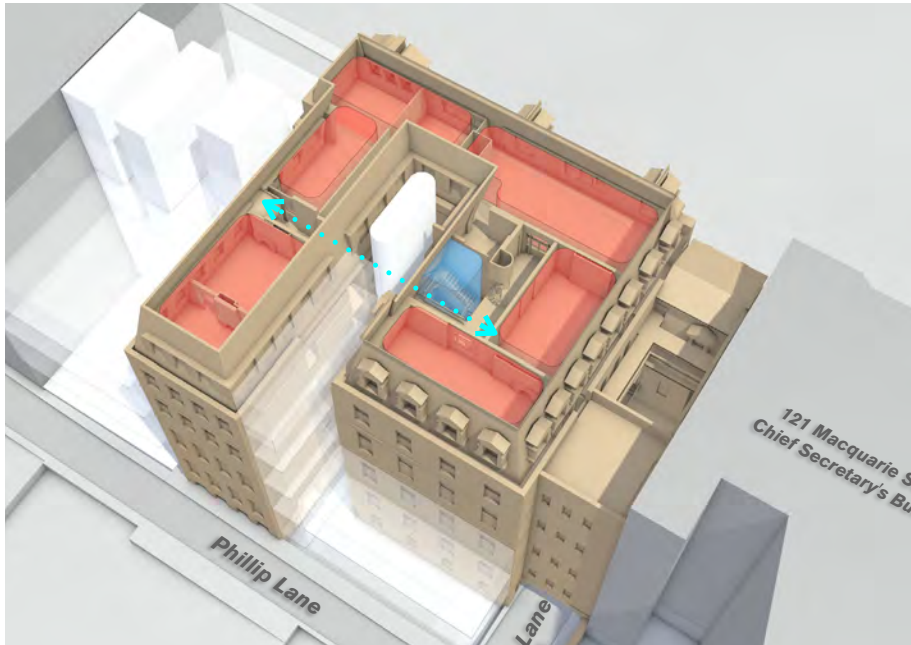
Level 6



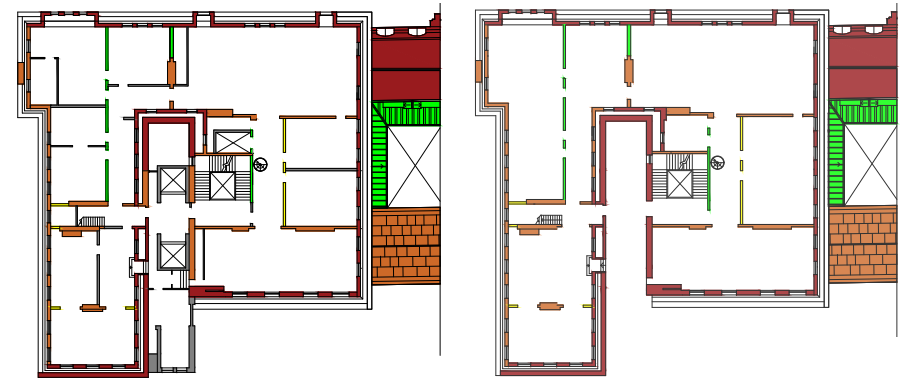
Level 6 Existing



Level 6 Demolition



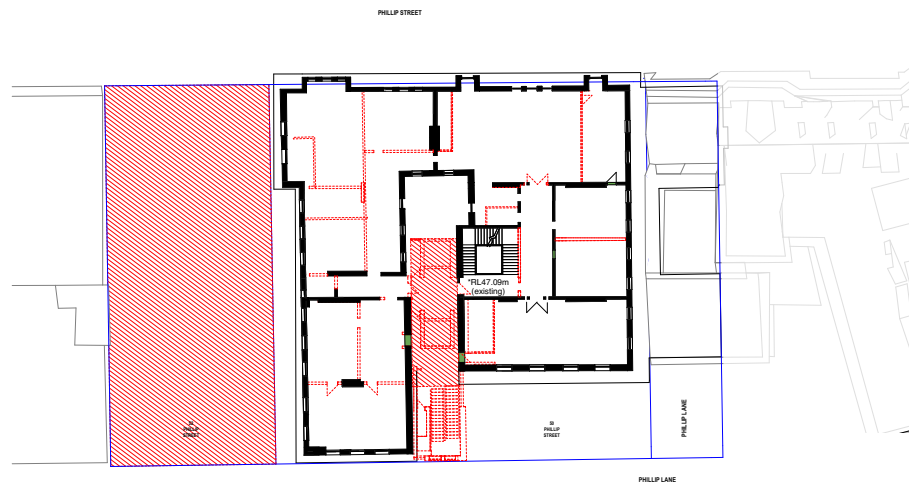
Level 6 Primary Spaces



Heritage Significance Mapping
Level 6 - Existing

Heritage Significance Mapping
Level 6 - Items to be Retained

- | | |
|-------------|-----------|
| Exceptional | Little |
| High | Intrusive |
| Moderate | |



Demolition Plan - Level 6

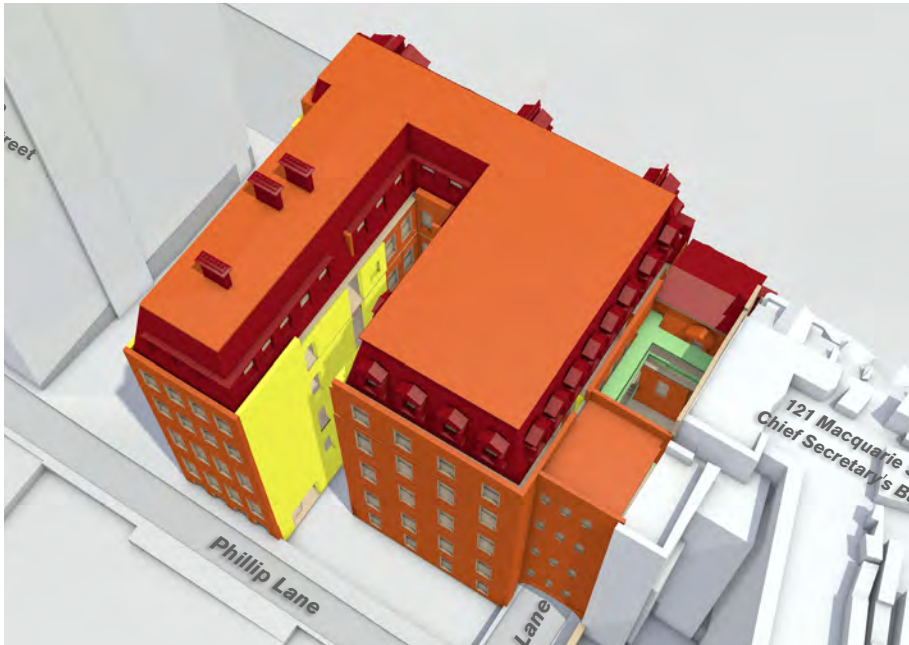
- | | |
|--------------------------------------|---------------------------|
| Retained Item | Extend of Demolition Slab |
| Blocking Openings without Demolition | Demolished Item |
| Remove Sills | Site Boundary |

- | | |
|---------------------------------|------------------------------------|
| Primary Spaces | Existing Main Entrance Circulation |
| Grand Stair Vertical Connection | Existing Circulation |
| | Extension of Existing Circulation |

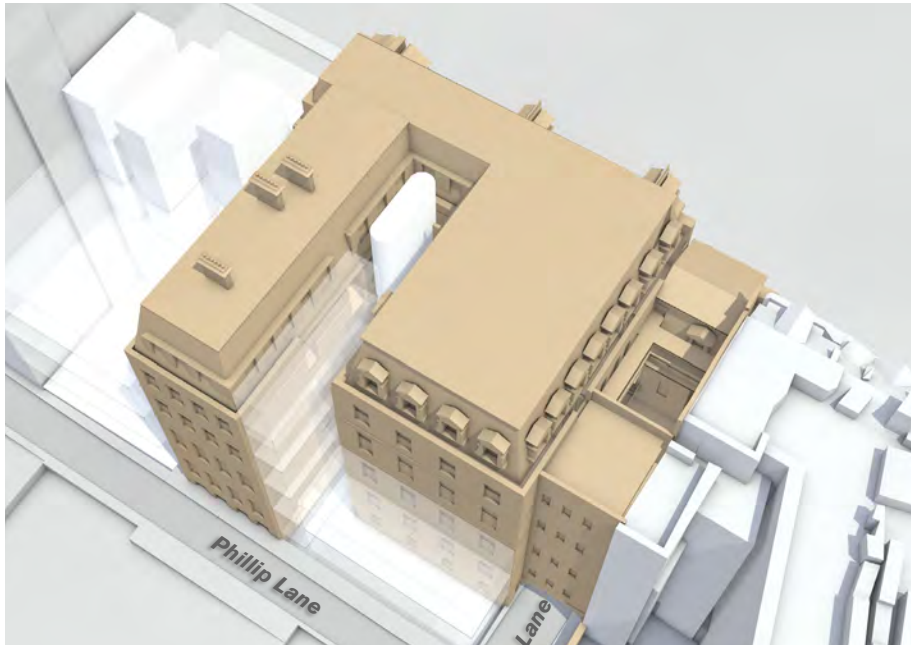
Roof



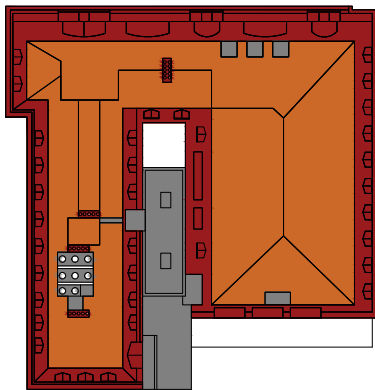
Roof Existing



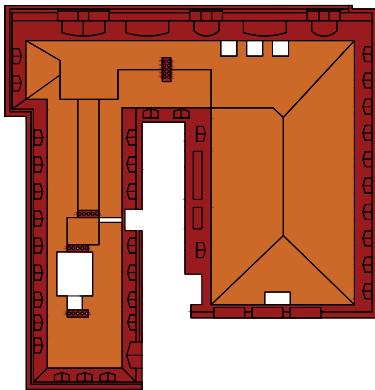
Roof Demolition



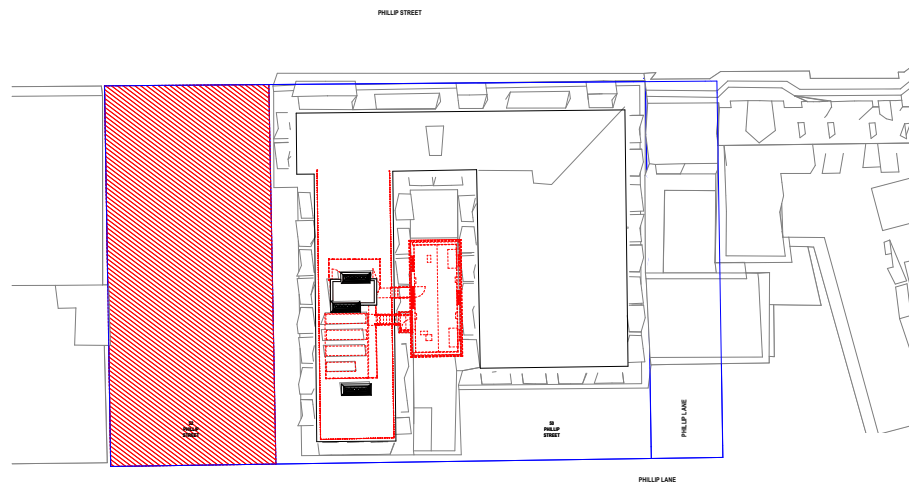
Roof



Heritage Significance Mapping
Roof - Existing



Heritage Significance Mapping
Roof - Items to be Retained



Demolition Plan - Roof

- Primary Space
- Grand Stair Vertical Connection
- Existing Main Entrance Circulation
- Existing Circulation
- Extension of Existing Circulation

- Exceptional
- High
- Moderate
- Little
- Intrusive

- Retained Item
- Blocking Openings without Demolition
- Remove Sills
- Extend of Demolition Slab
- Demolished Item
- Site Boundary

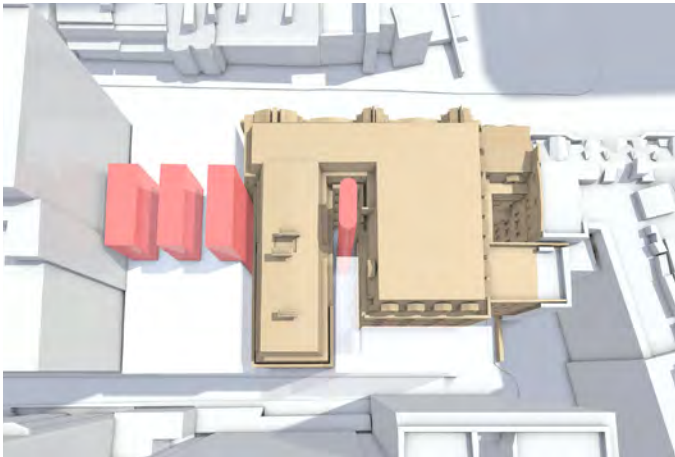
2.5 Structure

2.5.1 Heritage Interface

The minor portion of proposed tower extends above the 50 Phillip Street, providing a sufficient gap between the roofscape and the bottom of tower, thus will not visually dominate the original component of the heritage building and will not make any changes to the exceptional and high significant components of the roof.

The proposed tower core structure sits in 52 Phillip Street which is non heritage site and the tower supporting column is located in the existing light well of the Former Department of Public Works Building. The proposed structure transfer zone and the tower volume are above the dome height of the Chief Secretary’s building at RL 62.03m, which allows clear visual separation between the proposed tower component and the podium heritage building as well as Chief Secretary’s building.

- Items to be demolished
- Heritage Significant Items
- Proposed Structure Elements



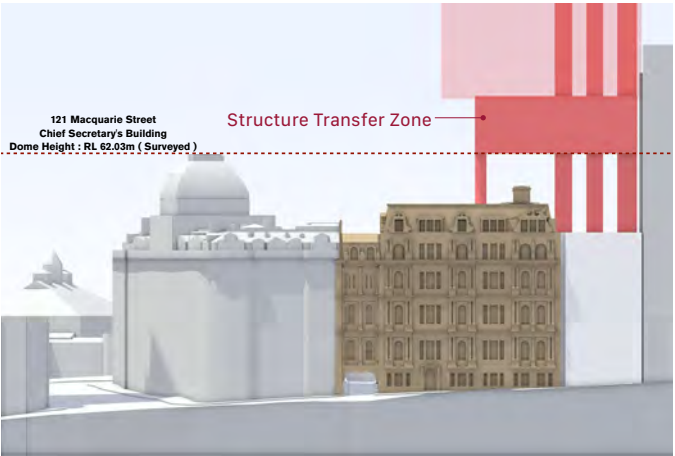
1. Tower Integration - Top View



3. Tower Structure - Phillip Street Elevation



2. Tower Structure - Phillip Lane View



4. Structure Transfer Zone and Tower Volume



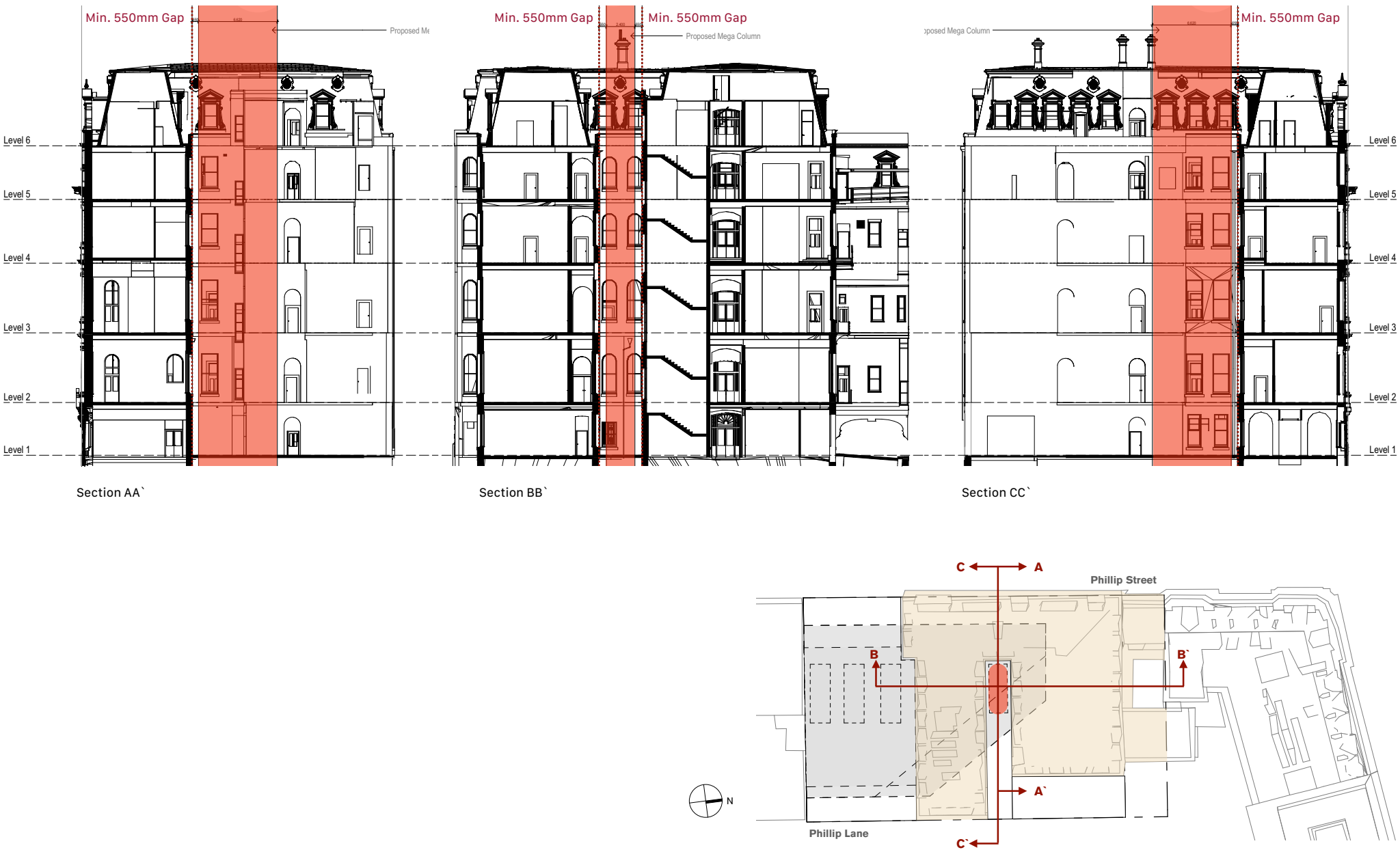
5. Bridge Street View

2.5.2 Lightwell Column

The proposed column in the lightwell of 50 Phillip St provides critical support to the new proposed structure above and is independent to 50 Phillip St. To minimise the impact on the existing heritage structure permanent steel form work is recommended. Due to the sensitivity of the surrounding masonry walls, which are listed as highly significant, excavation for the column footing may require lateral shoring props to maintain confinement of the supporting rock until the new concrete footing is poured. To control the risk of vibration propagation through the existing masonry walls, vertical coring and diamond cutting around the perimeter of the excavation will control the magnitude of vibration waves from oscillating through the to the existing masonry wall footings. Please refer to appended sketches for details on sequencing. The column will be constructed in a method that allows for careful deconstruction, acknowledging that the adjacent heritage building will outlive the new proposed works.

(Extracted from Heritage Structural Construction Methodology Report for DA - TTW)

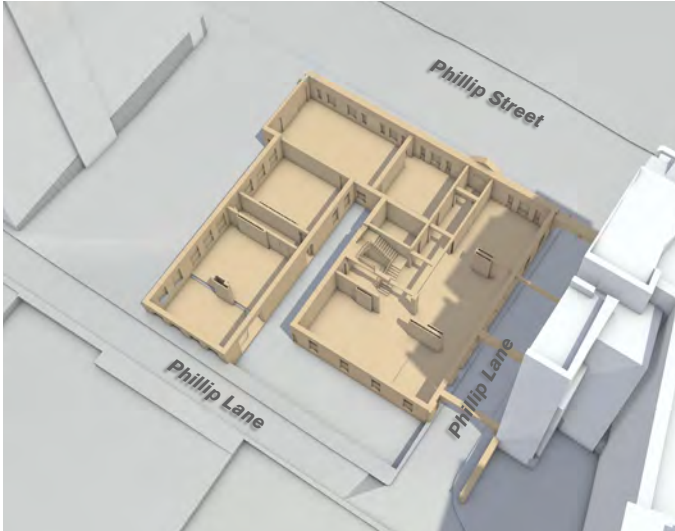
- Below bullets are noted for future detailed design stage.
- The Minimum 550mm gap between the proposed mega column and the heritage facade facing light well including window sills and architraves should be maintained.
 - The construction methodology is required to respect heritage fabrics and any construction interventions into those area is not allowed.



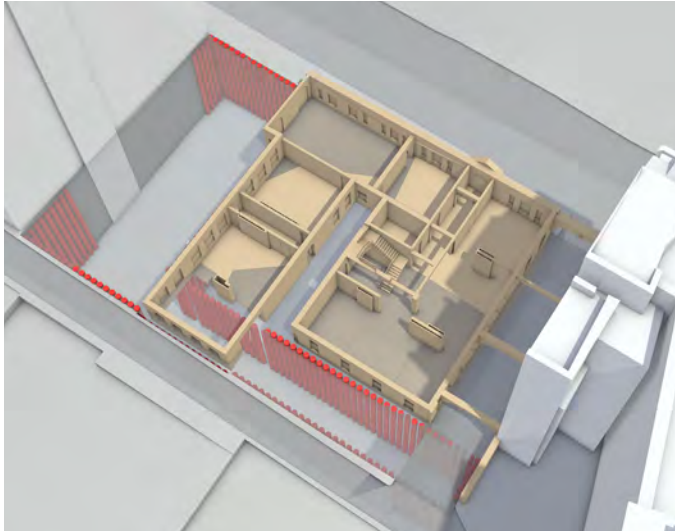
2.5.3 Basement Construction Methodology

The proposed development includes excavating underneath the Phillip Lane wing on the eastern extremity of the building. This involves digging underneath highly and moderately significant heritage fabric. To prevent settlement and subsequent cracking to these elements, it is proposed in appended sketches to construct concrete beams of high stiffness beneath the existing walls and pile down to basement. This will provide the existing wall with adequate support and allow for water and soil retention in the basement area.

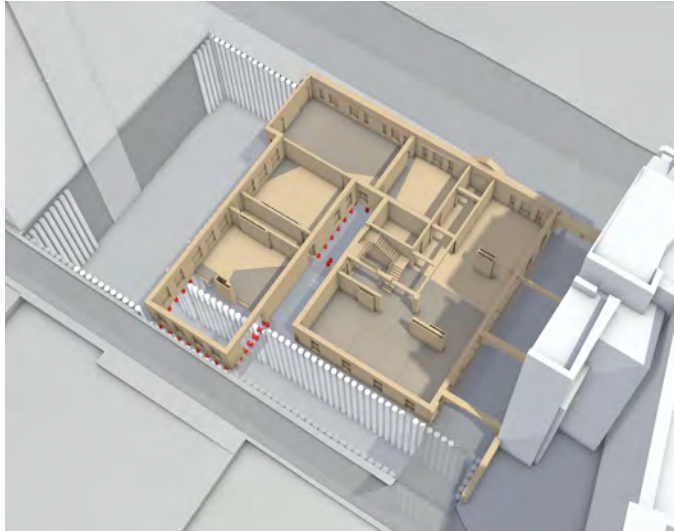
(Extracted from Heritage Structural Construction Methodology Report for DA - TTW)



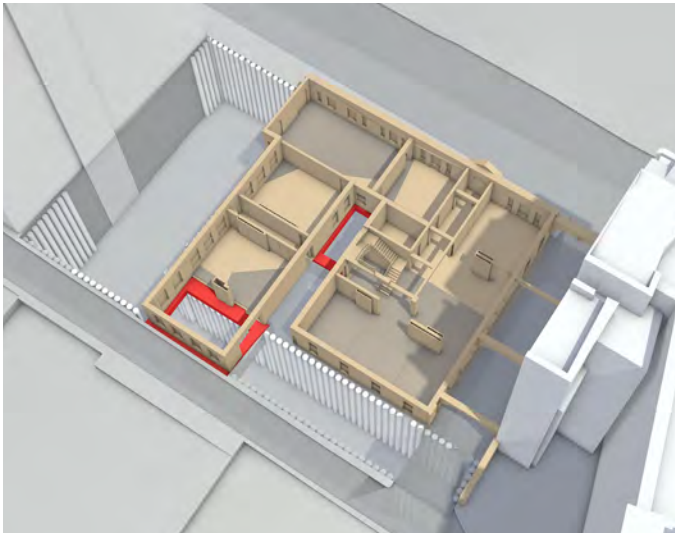
1. Heritage Fabric



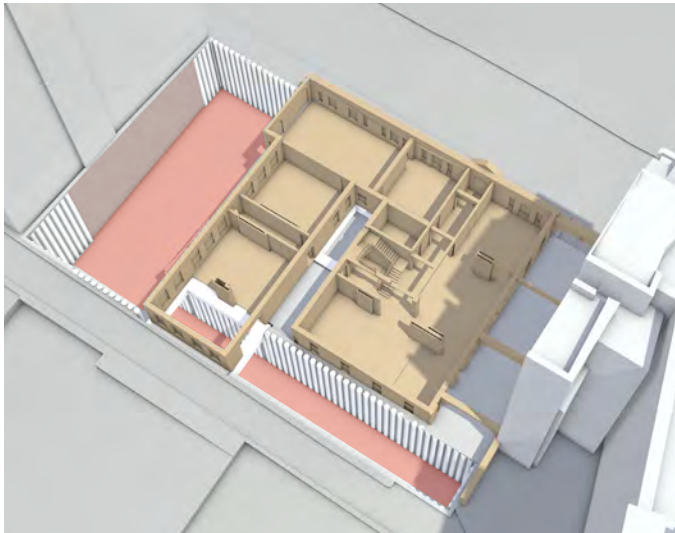
2. Piles
● Proposed Piles



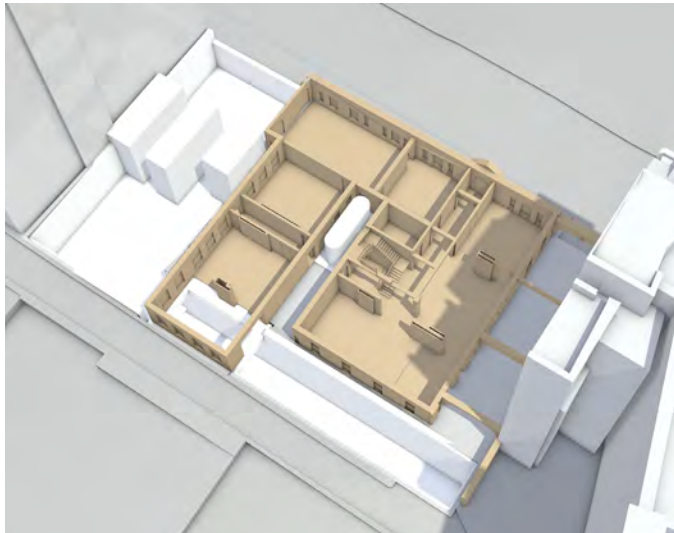
3. Underpinning
● Proposed Underpins



4. Form Beam
● Proposed Form Beams



5. Excavation
● Proposed Excavation zone



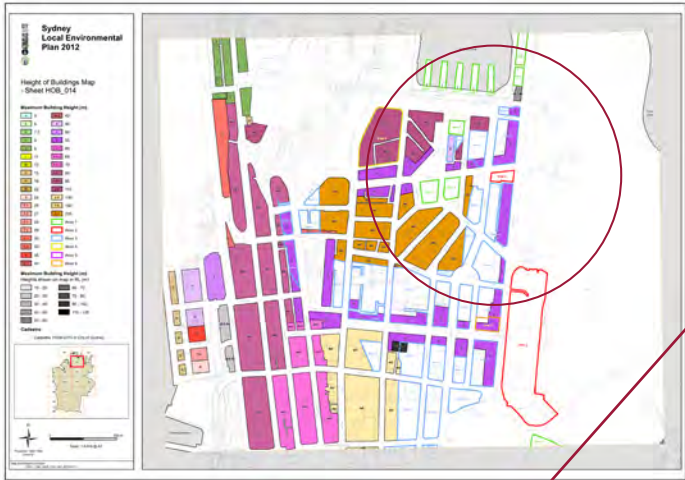
6. Basement



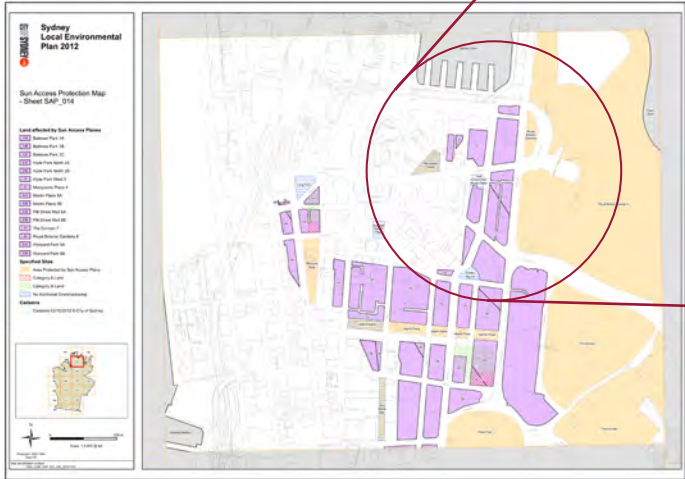
2.6 Height and Sun Access Plane

2.6.1 Local Environmental Plan 2012 - Controls

50 and 52 Phillip Street is located within the land affected by Sun Access Planes, The Domain 7 and Royal Botanic Gardens 8.



LEP 2012 Height of Building Map



LEP 2012 Sun Access Protection Map



Land affected by Sun Access Planes

- 1A Belmore Park 1A
- 1B Belmore Park 1B
- 1C Belmore Park 1C
- 2A Hyde Park North 2A
- 2B Hyde Park North 2B
- 3 Hyde Park West 3
- 4 Macquarie Place 4
- 5A Martin Place 5A
- 5B Martin Place 5B
- 6A Pitt Street Mall 6A
- 6B Pitt Street Mall 6B
- 7 The Domain 7
- 8 Royal Botanic Gardens 8
- 9A Wynyard Park 9A
- 9B Wynyard Park 9B

Specified Sites

- Area Protected by Sun Access Plane
- Category A Land
- Category B Land
- No Additional Overshadowing

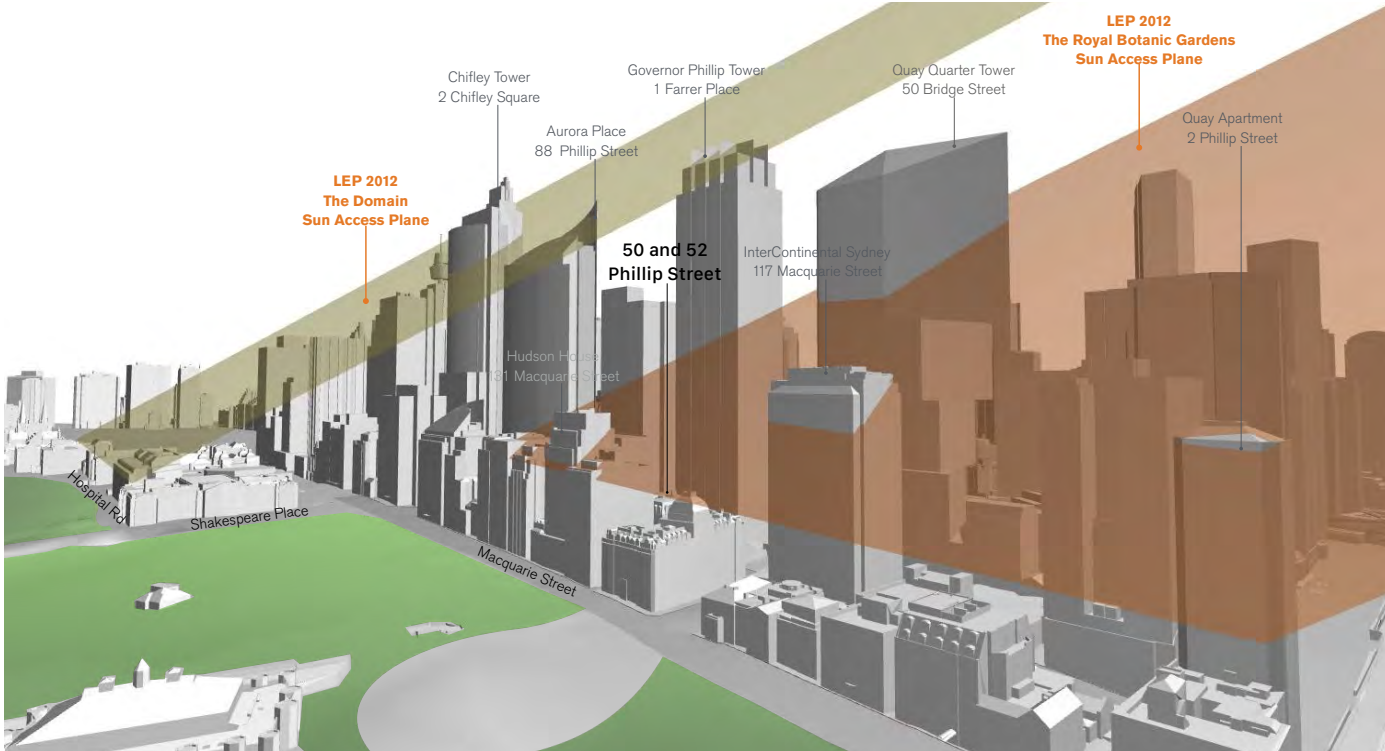
Cadastral

Cadastral 02/10/2012 © City of Sydney

2.6.2 Local Environmental Plan 2012 - Sun Access Plane

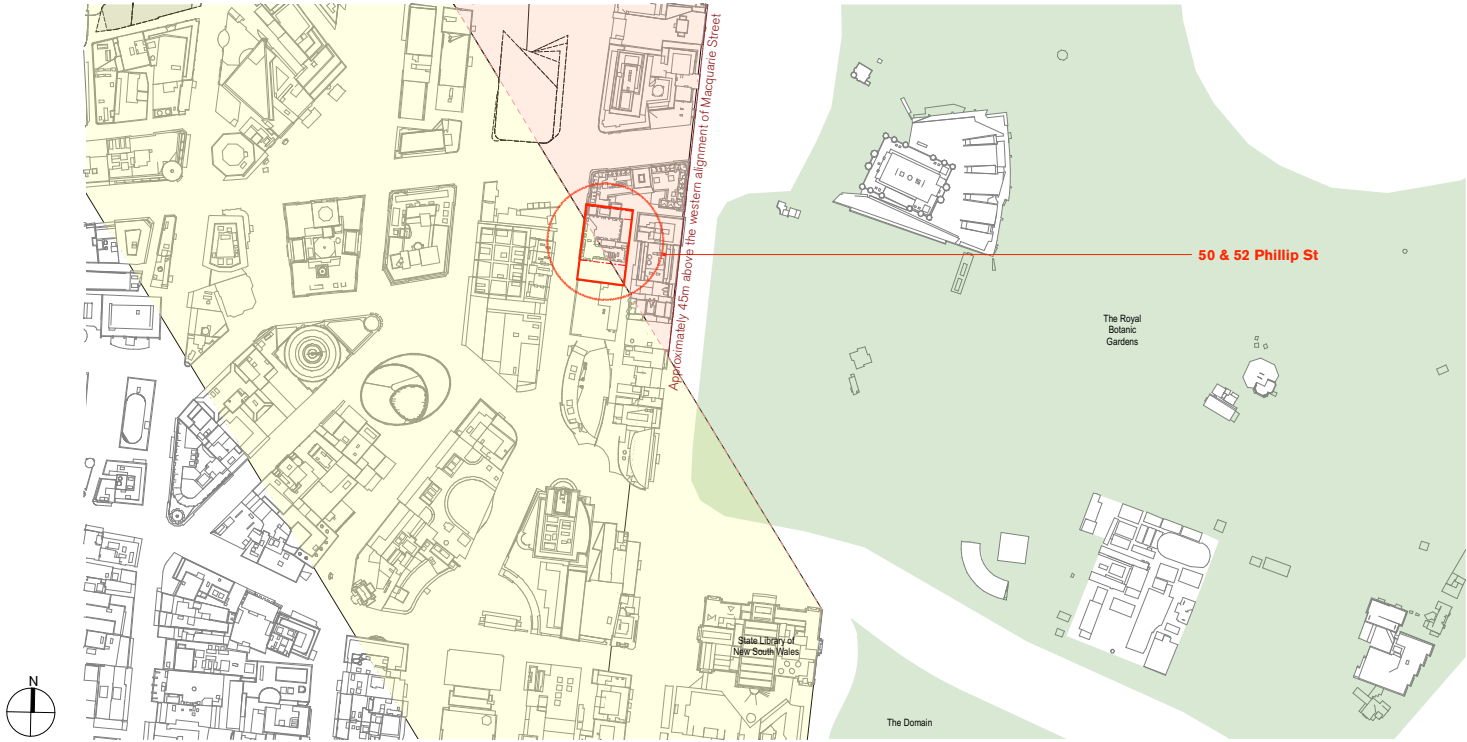
The height controls on 50 and 52 Phillip Street are determined by the Royal Botanic Gardens and the Domain Sun Access Planes in Sydney LEP 2012.

- LEP 2012 The Royal Botanic Garden Sun Access Plane
- LEP 2012 The Domain Sun Access Plane



LEP Sun Access Plane - Aerial

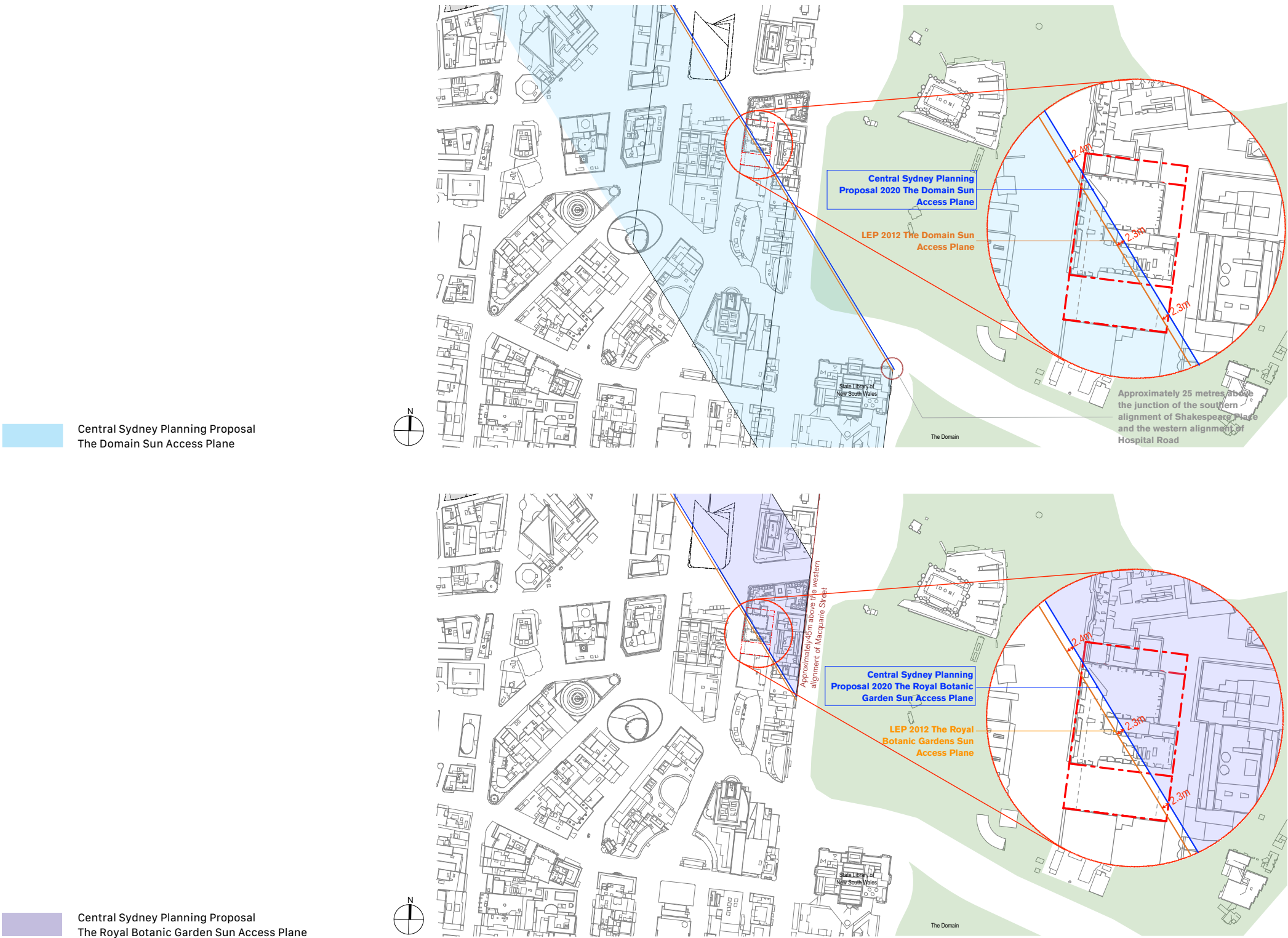
- LEP 2012 The Royal Botanic Garden Sun Access Plane
- LEP 2012 The Domain Sun Access Plane



2.6.3 Central Sydney Planning Proposal 2020 - Sun Access Plane

Modeling discrepancy

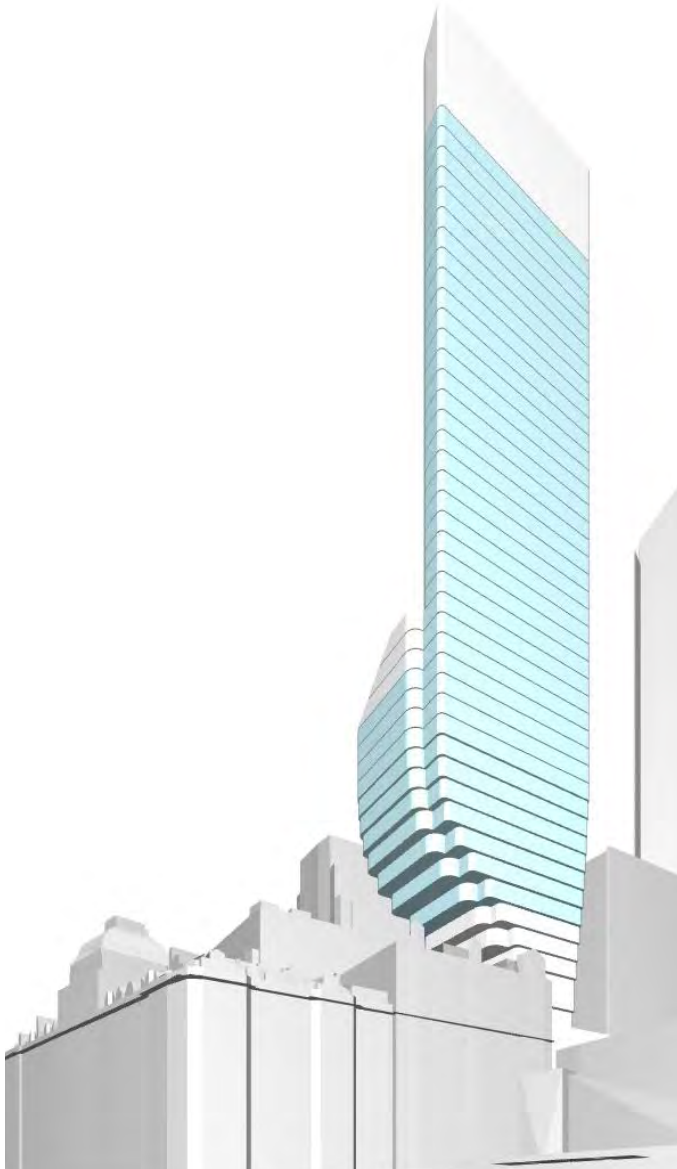
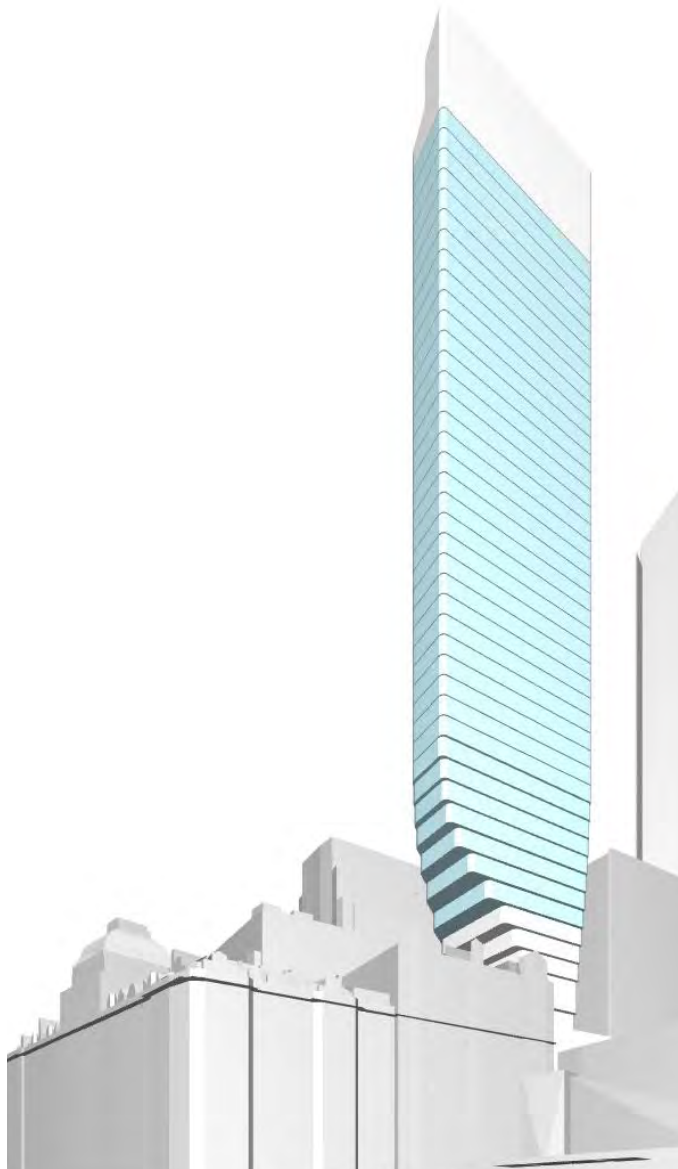
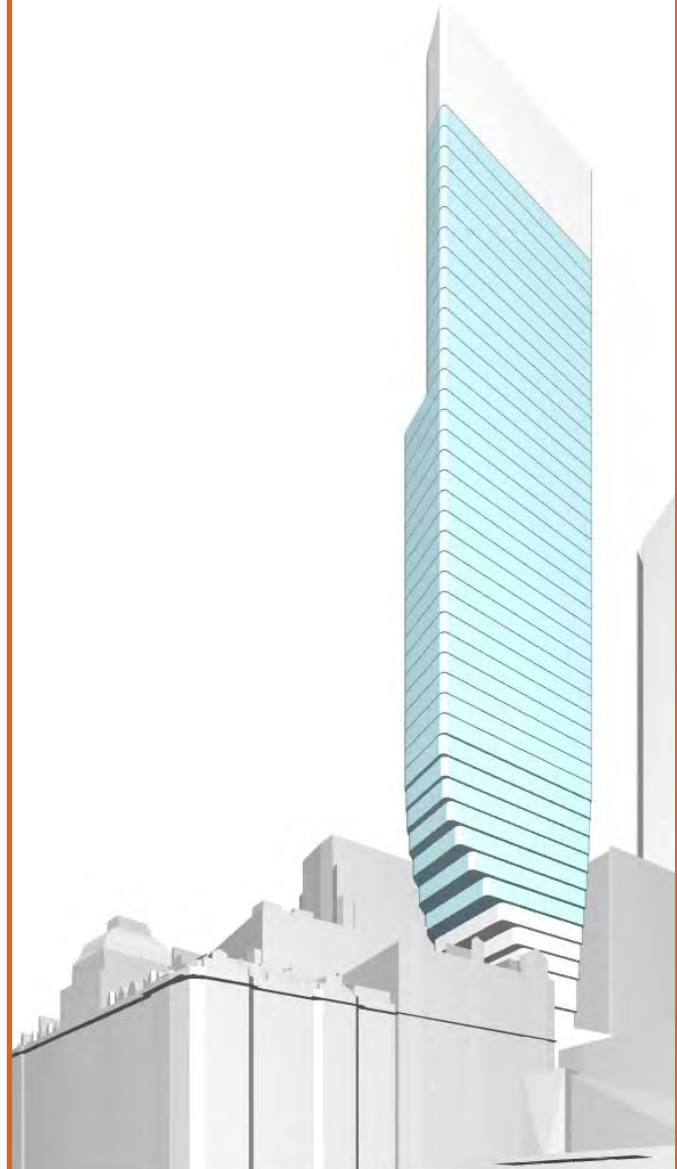
When the Sun Access Plane from the Central Sydney Planning Proposal 2020 is overlaid with the one from LEP 2012, minor modeling discrepancy is detected. The discrepancy of horizontal bearing angle is less than one degree, however as 50 and 52 Phillip Street is located at the edge of the Royal Botanic Gardens Sun Access Plane and the Domain Sun Access Plane, the discrepancy significantly impacts on the allowable building height and potential massing on site. For the purpose of SSDA submission, those Sun Access Planes are carefully set based on the definition from the Central Sydney Planning Proposal 2020.



2.6.4 Massing Options Consider - Summary

Many massing options have been considered as a possibility for the site and remain possible within the site context and the urban controls. A key factor was to prevent an additional overshadowing to the Royal Botanic Gardens and the Domain at southeastern side of 50 and 52 Phillip Street.

In conclusion, considering the environmental impact to the nearby public domains and the visual impact to the significant heritage below, Option C (Under Existing Quay Quarter Tower Overshadowing) is the preferred option to be a base to develop a building envelope for this SSD DA submission.

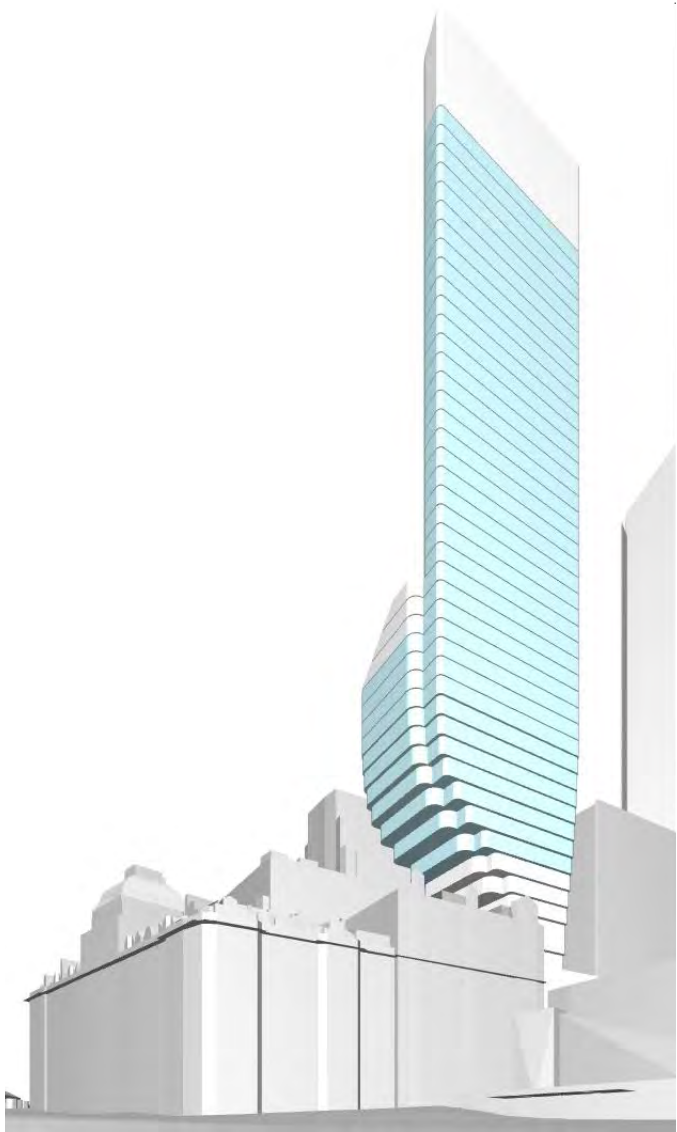
			
	Option A - Central Sydney Planning Proposal 2020 Sun Access Plane Compliant Option	Option B - Additional Shadow on Hospital Road	Option C - Under Existing Quay Quarter Tower Overshadowing
Overshadowing to The Royal Botanic Garden	NO	NO	NO
Overshadowing to The Domain	NO	NO	NO
Overshadowing to The Hospital Road	NO	YES	NO
Summary comment	Undesirable Building Form	Desirable Building Form (with Additional shadow on Hospital Road)	Desirable Building Form (No Additional shadow)

Massing Options considered

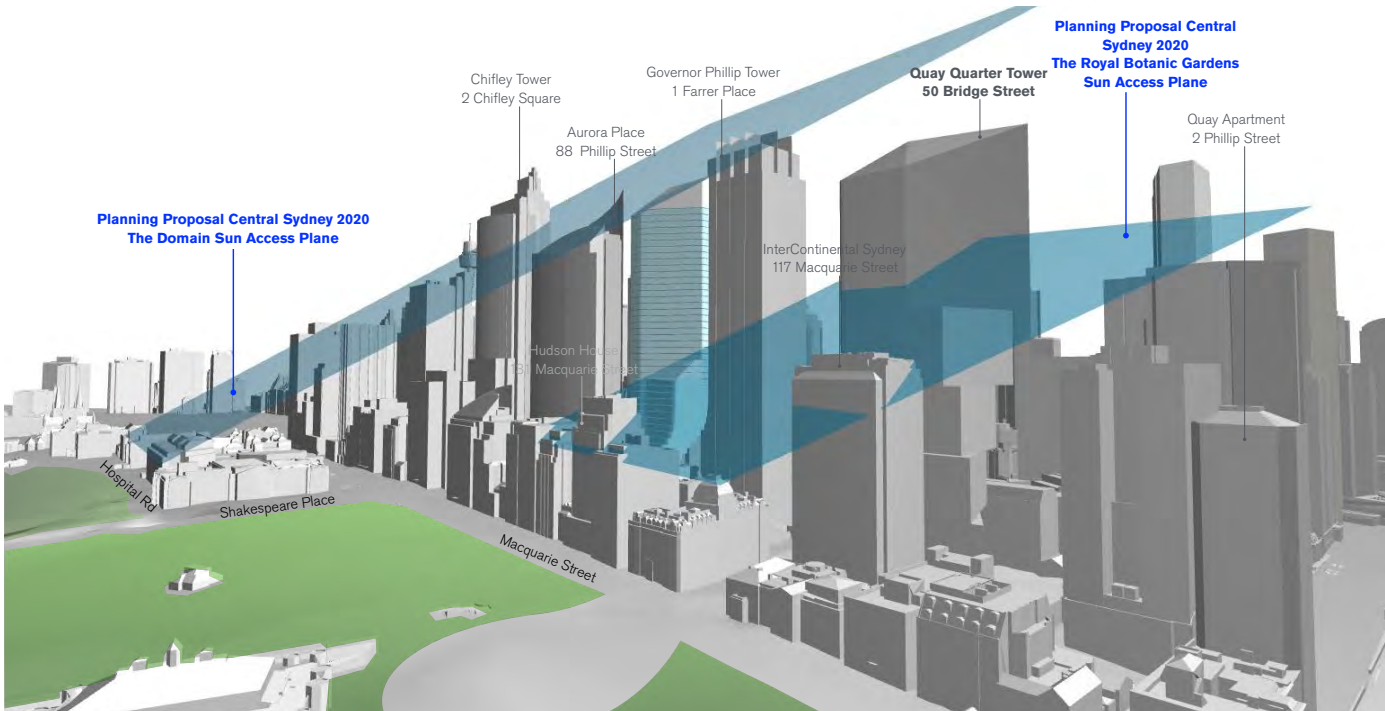
Option A:
Central Sydney Planning Proposal 2020
Sun Access Plane Compliant Option

Option A massing is located under both of the Domain Sun Access Plane and the Royal Botanic Gardens Sun Access Plane, so that there is no additional overshadowing on any public domains.

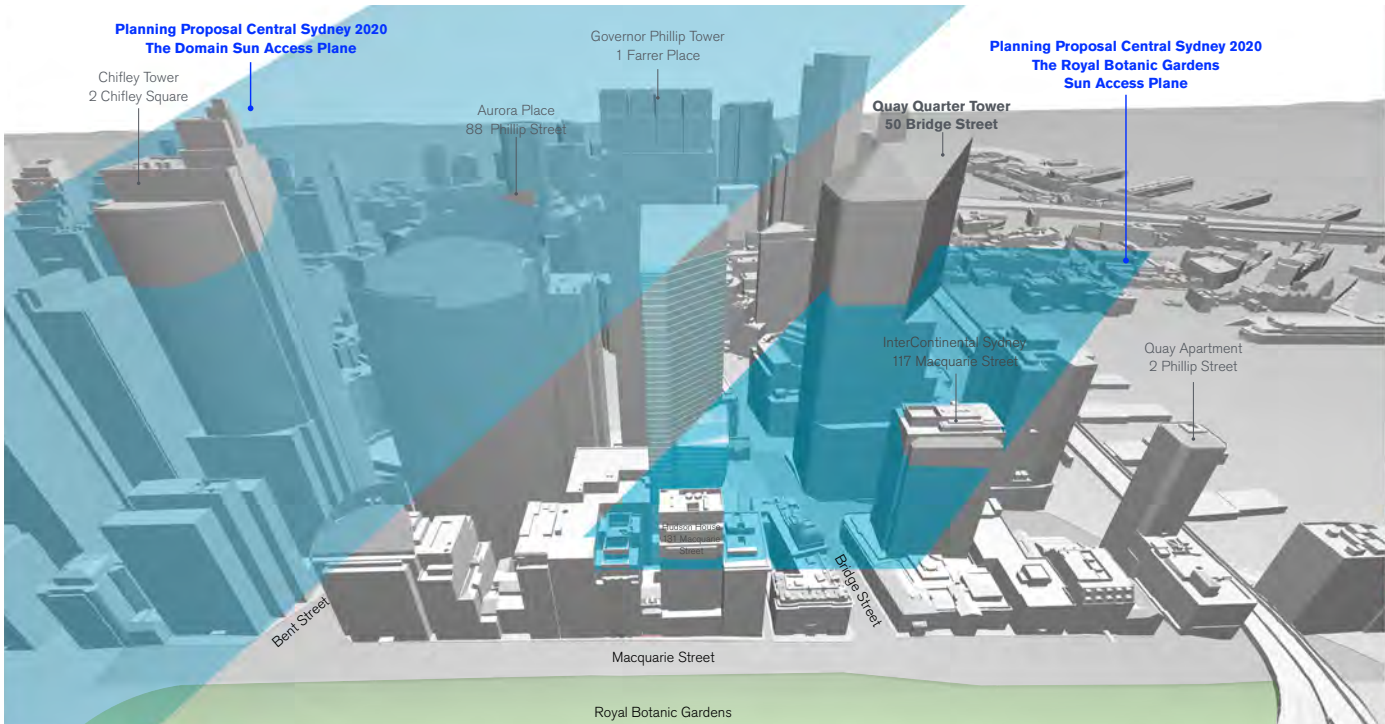
However the lower portion of the tower comes out massively above the Former Public Works Building to allocate the allowable GFA under the current control, which forms undesirable building form and remarkable visual impact on the significant heritage building, the Chief Secretary's Building and the Former Public Works Building.



Tower Massing - Option A



Northeastern Aerial View - Option A

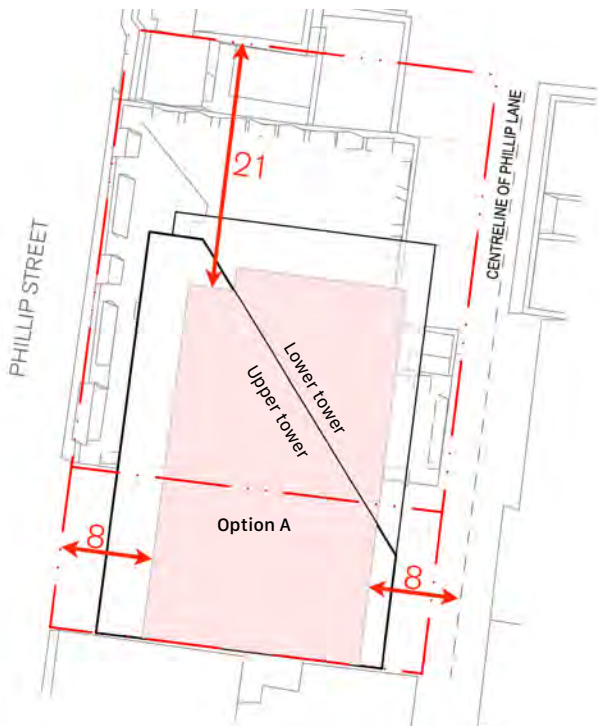


Eastern Aerial View - Option A

Massing Options considered

Option A:
Central Sydney Planning Proposal 2020
Sun Access Plane Compliant Option

Overshadowing to the Royal Botanic Gardens : No
Overshadowing to the Domain : No
Overshadowing to the Hospital Road : No



Setback Diagram - Option A



Shadow Study 2pm, 21 June - Option A

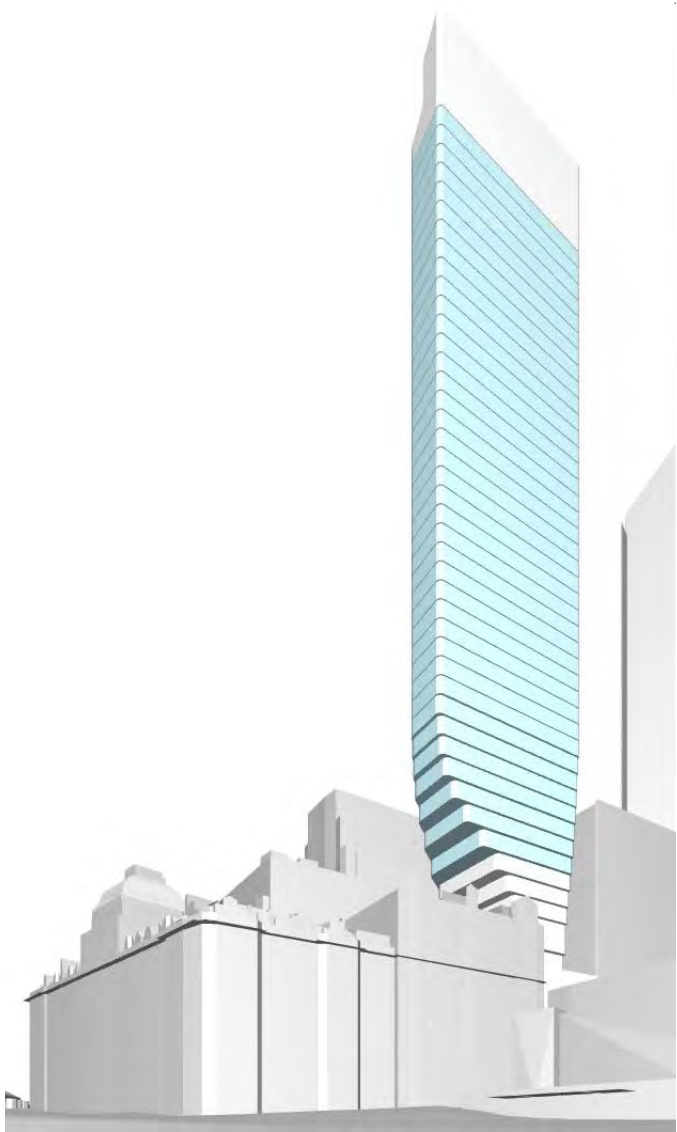
Massing Options considered

Option B:
Additional Shadow on Hospital Road

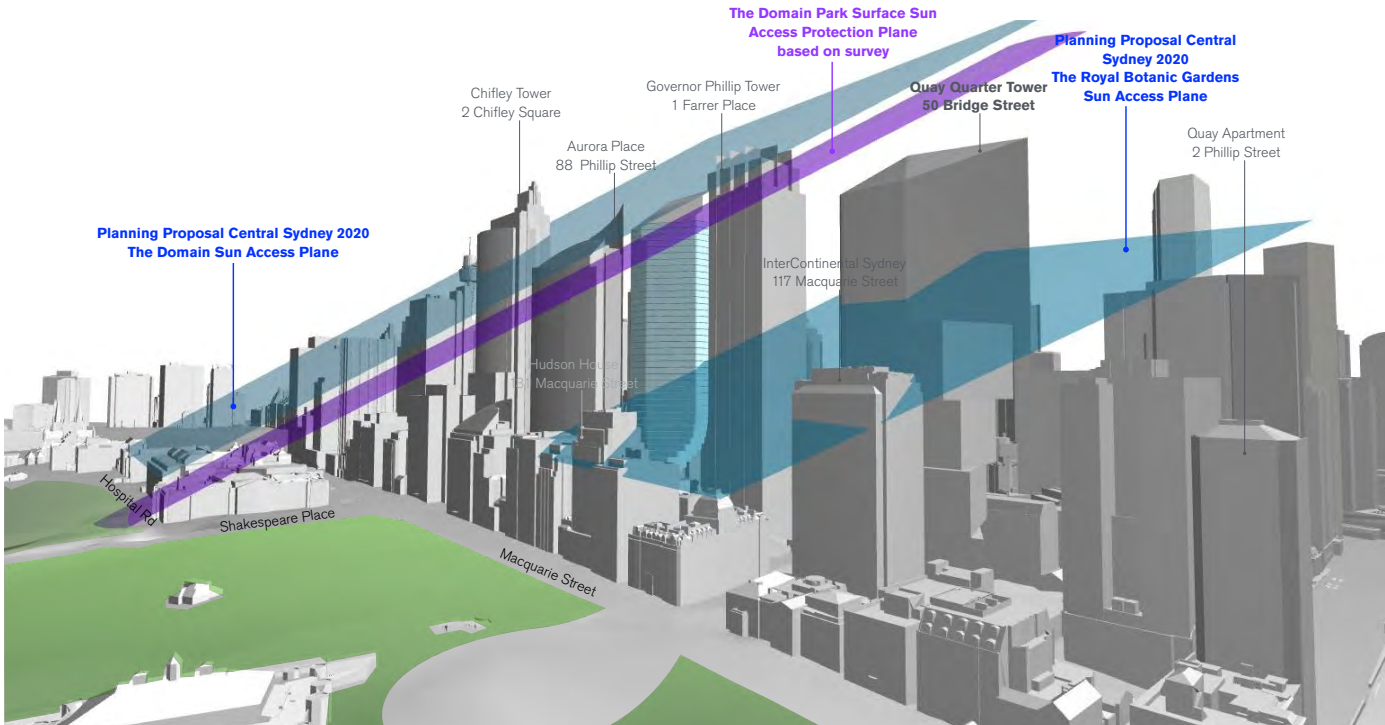
Option B massing is located under the Domain Sun Access Plane, but the lower portion of the tower is above the Royal Botanic Gardens Sun Access Planes. This lower portion of the tower causes additional overshadowing to the Hospital Road, however there is no additional overshadowing on to the surface of the Domain.

The tower form achieves desirable slender form, which has less visual impact to the significant heritage building, the Chief Secretary's Building and the Former Public Works Building.

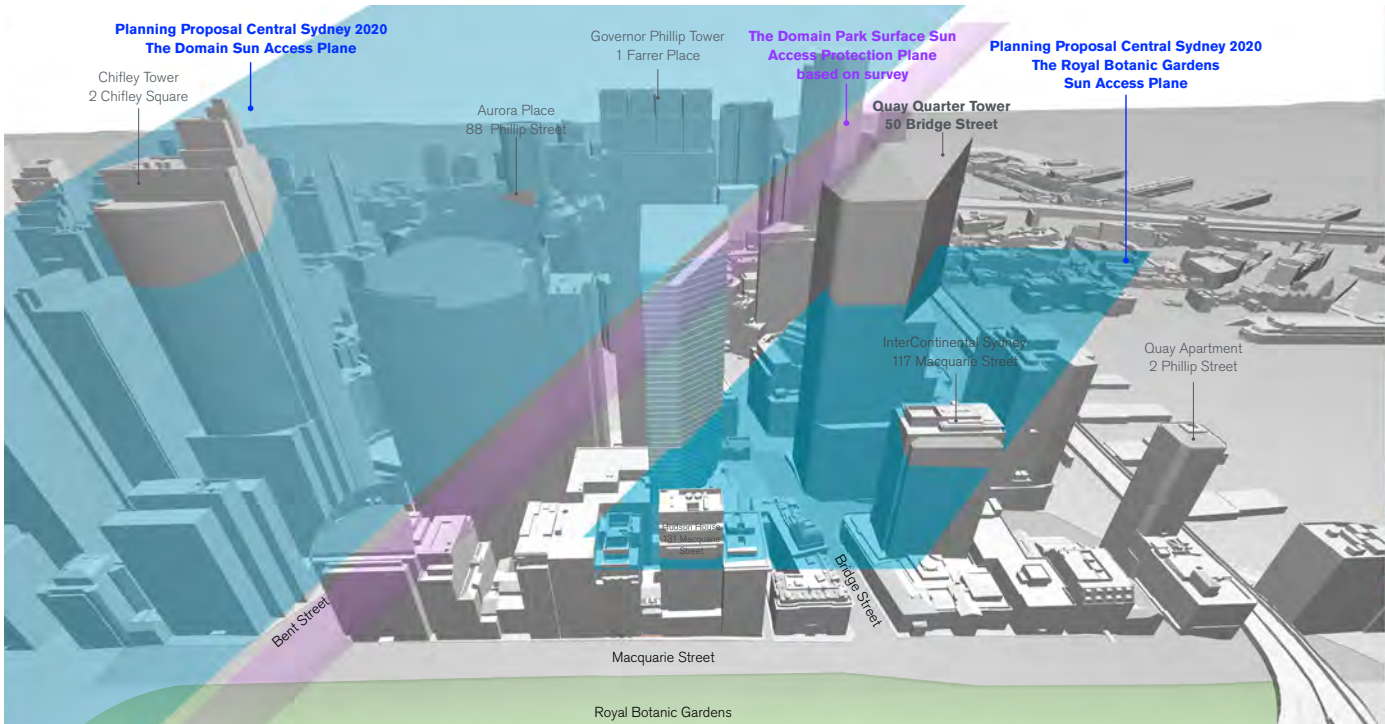
This massing option forms a viable tower envelope with no detrimental overshadowing, and was presented to stakeholders. However It was ultimately discounted based on their feedback.



Tower Massing - Option B



Aerial View - Option B

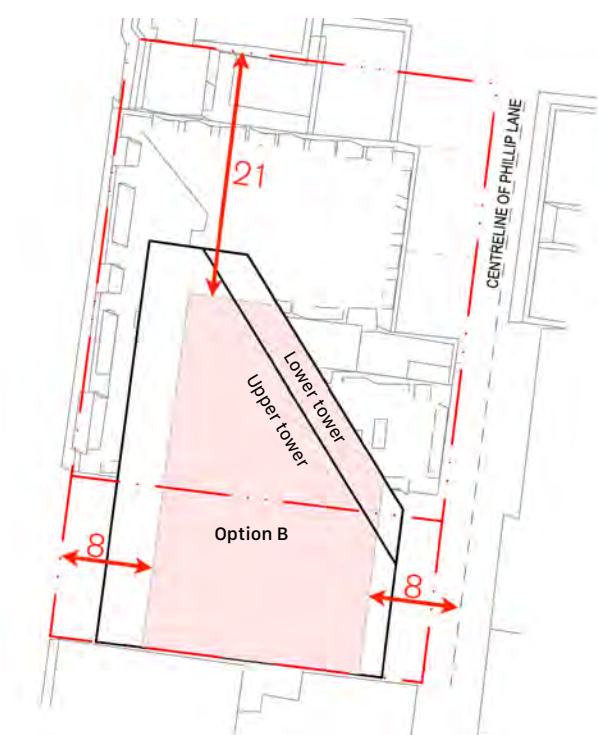


Aerial View - Option B

Massing Options considered

Option B:
Additional Shadow on Hospital Road

Overshadowing to the Royal Botanic Gardens : No
Overshadowing to the Domain : No
Overshadowing to the Hospital Road : Yes



Setback Diagram - Option B



Shadow Study 2pm, 21 June - Option B

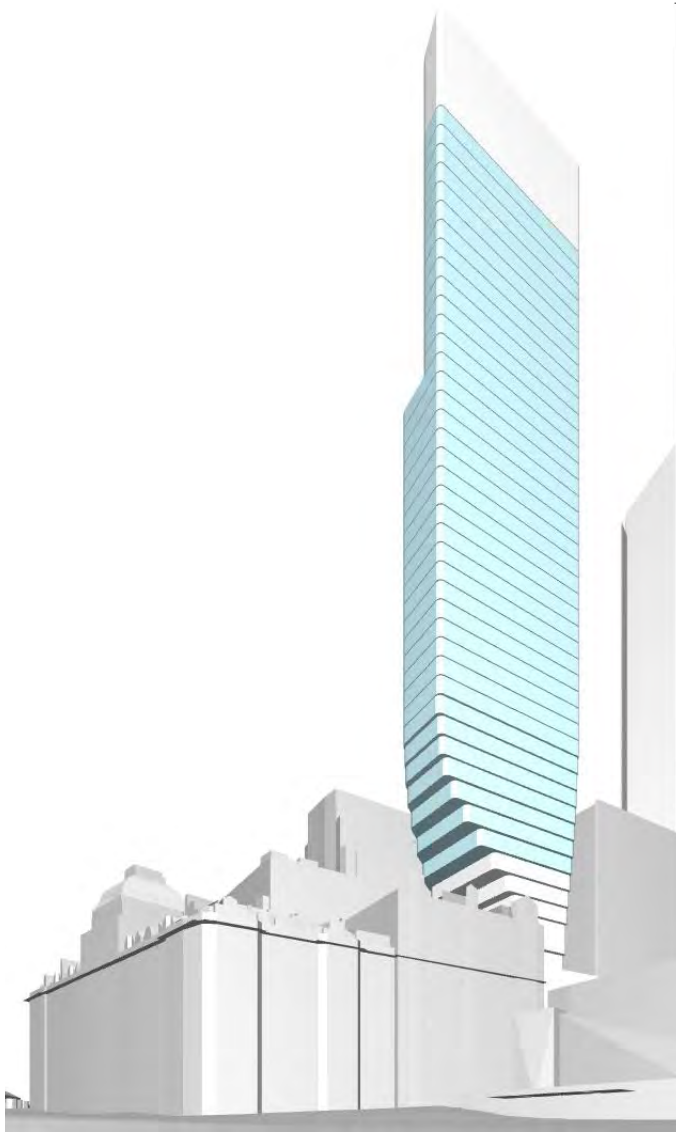
Massing Options considered

Option C:
Under Existing Quay Quarter Tower Overshadowing

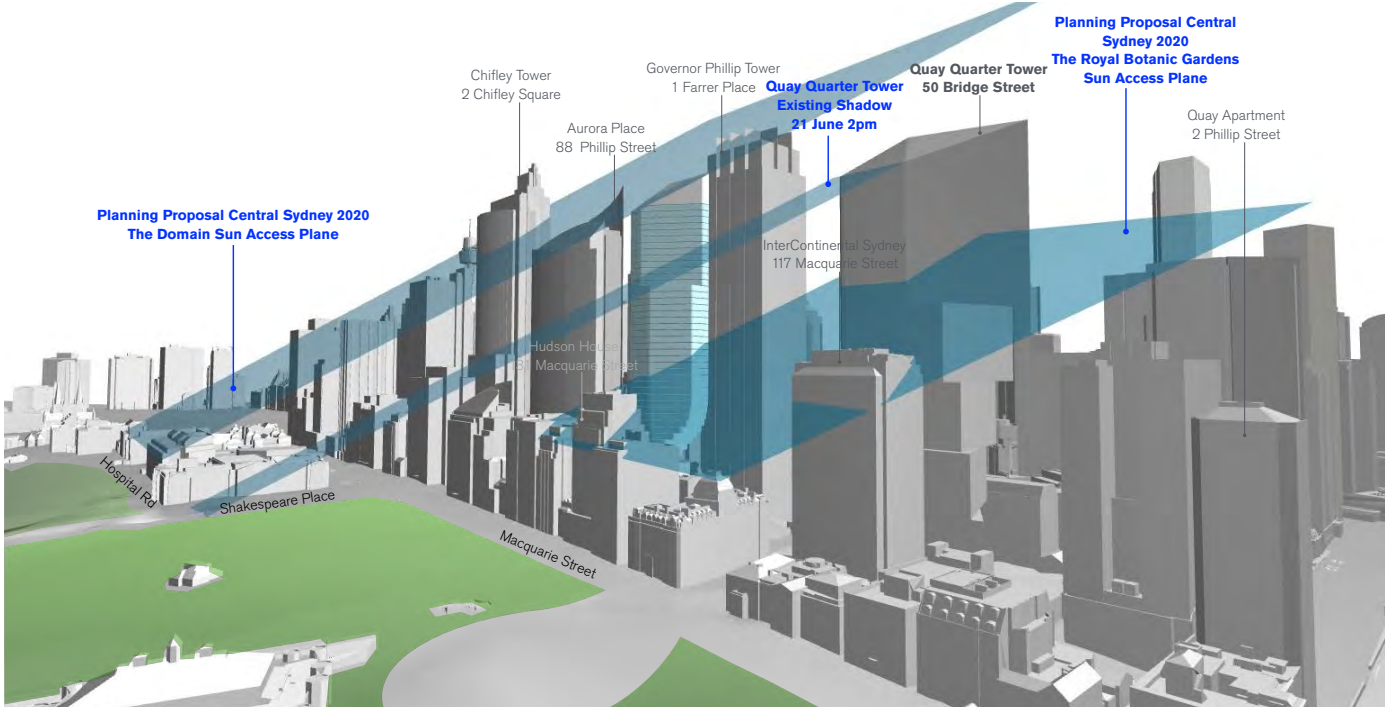
Option C massing is located under the Domain Sun Access Plane, but the lower portion of the tower is above the Royal Botanic Gardens Sun Access Planes. However this portion sits under the existing overshadowing of Quay Quarter Tower, so that there is no additional overshadowing on any public domains.

The tower form achieves desirable slender form, which has less visual impact to the significant heritage building, the Chief Secretary's Building and the Former Public Works Building.

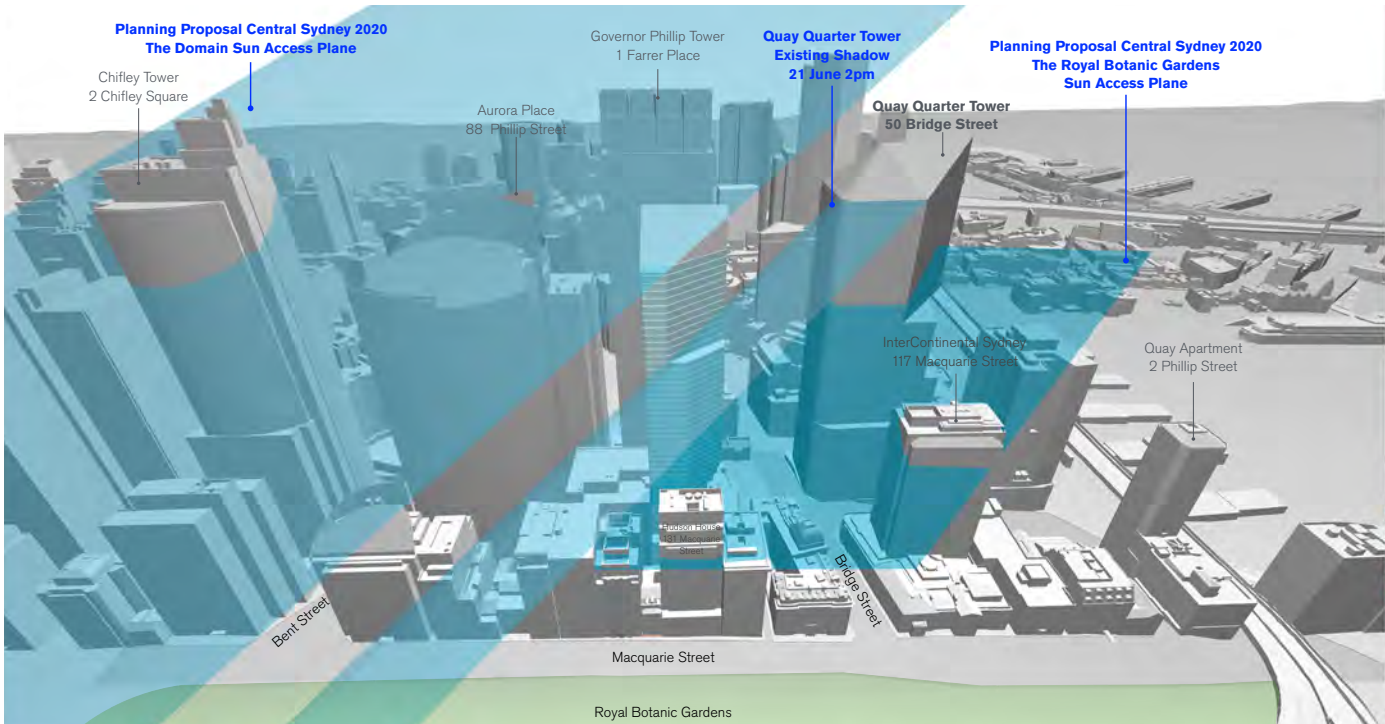
This massing option was progressed as it forms viable tower envelope resulting no additional overshadowing.



Tower Massing - Option C



Aerial View - Option C

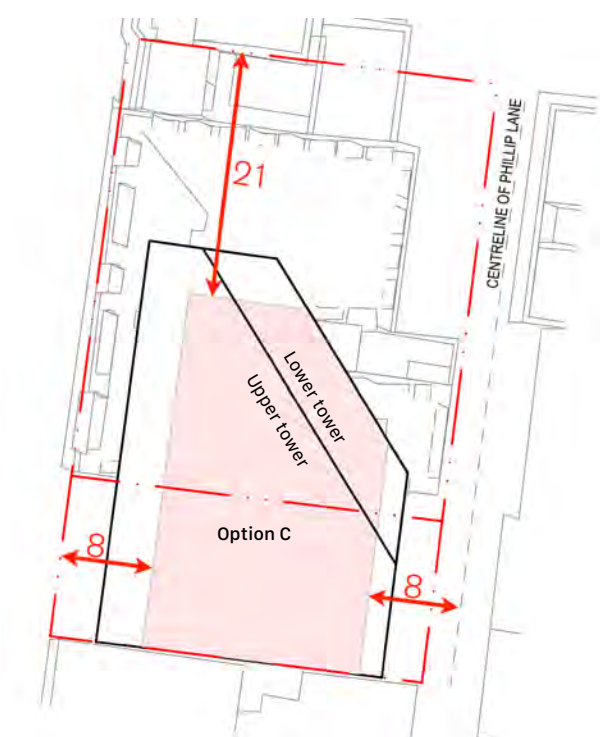


Aerial View - Option C

Massing Options considered

Option C:
Under Existing Quay Quarter Tower Overshadowing

Overshadowing to the Royal Botanic Gardens : No
Overshadowing to the Domain : No
Overshadowing to the Hospital Road : No

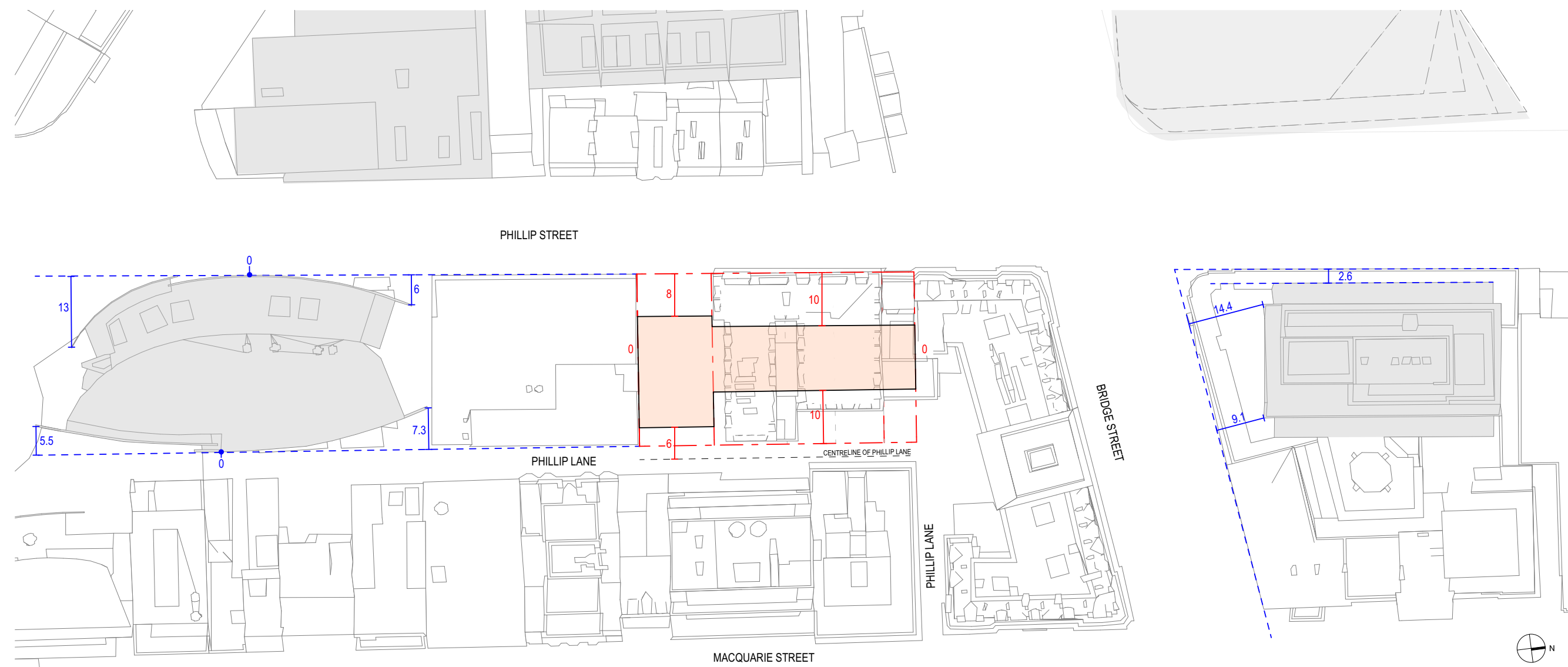


Setback Diagram - Option C



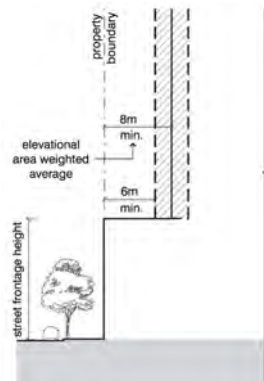
Shadow Study 2pm, 21 June - Option C

2.7 Setback Controls
 Sydney DCP 2012 Setback Control

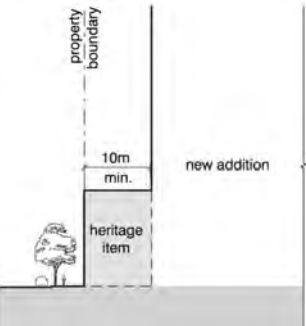


Sydney DCP 2012 Setback Control

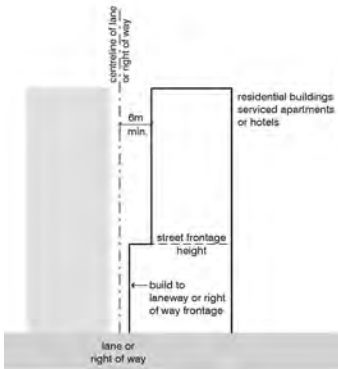
- Average front setback: 8m
- Minimum front setback: 6m
- Setback above a Heritage item: 10m
- Setback from Centre of Laneway: 6m
- Setback from side or rear boundary: 3m with principal windows
- Setback from side or rear boundary: 0m without principal windows



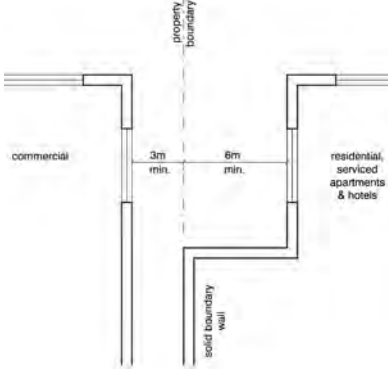
DCP Section 5
 Figure 5.4_Front Setback



DCP Section 5
 Figure 5.7_Heritage Setback



DCP Section 5
 Figure 5.10_Laneway Setback

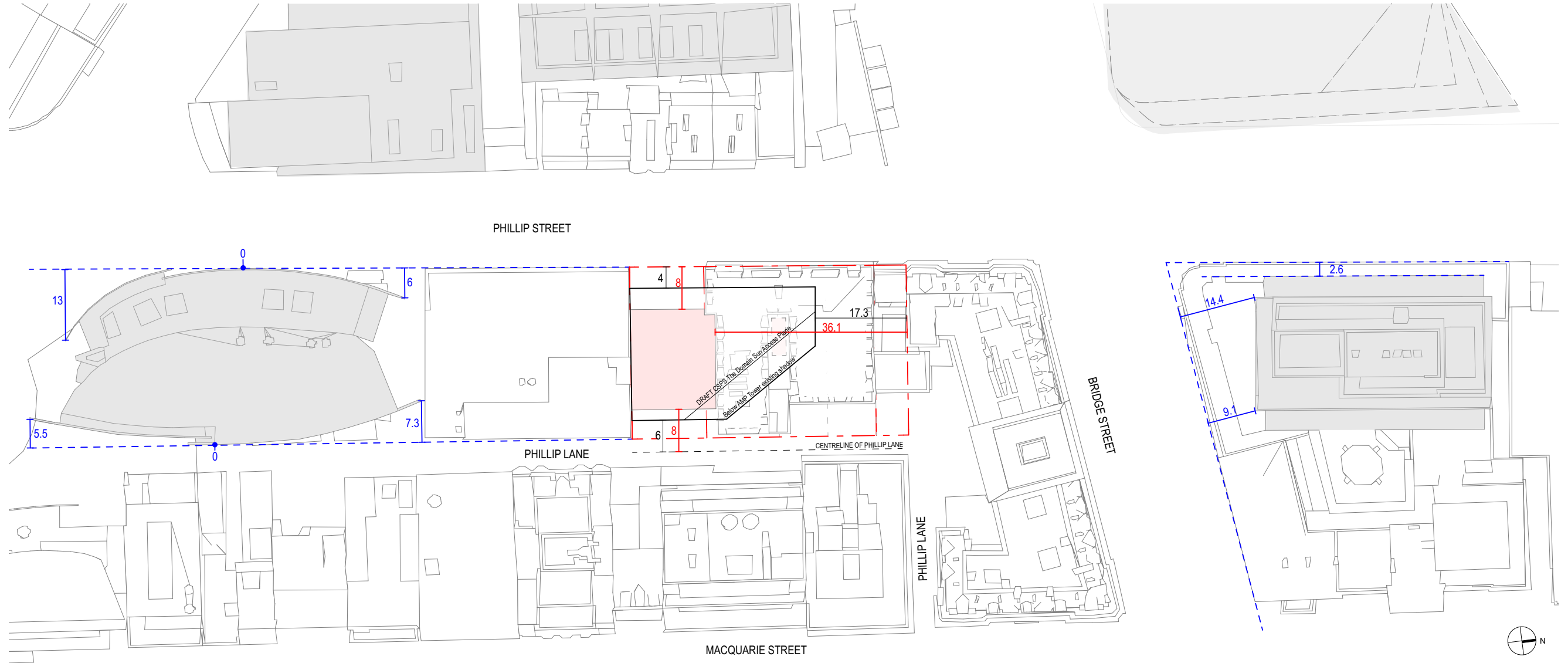


DCP Section 5
 Figure 5.9_Side or Rear Set-back

Phillip Street Context

- Aurora Place
- Average setback: 2.4m
- Minimum setback: 0m
- Intercontinental Sydney
- Average setback: 2.4m
- Minimum setback: 0m

Proposed Street Setback

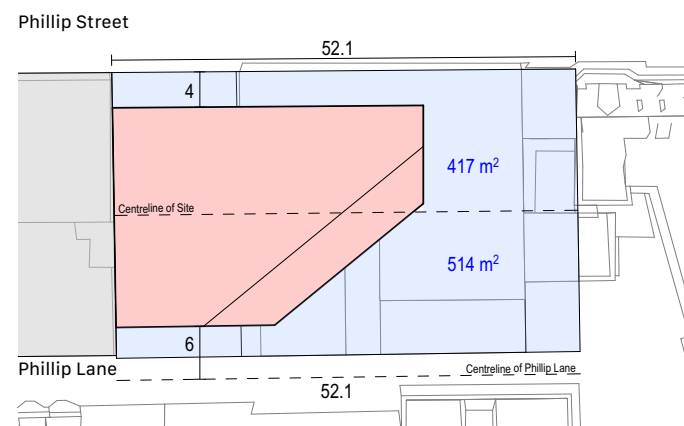


Tower typical setback

- 4 m Phillip Street setback
- 6 m setback from centre of Phillip Lane
- 17.3 m setback from northern side boundary
- 0 m setback from southern side boundary

Tower typical Average setback

- 8.0 m Average setback from Phillip Street
- 9.8 m Average setback from Phillip Lane

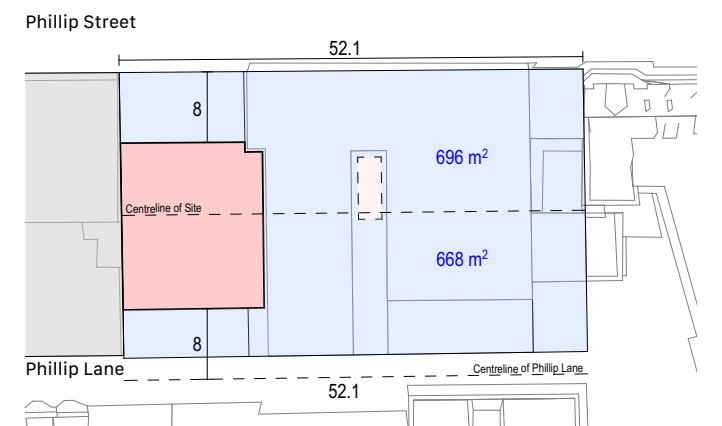


Tower bottom setback

- 8 m Phillip Street setback
- 8 m setback from centre of Phillip Lane
- 36.1 m setback from northern side boundary
- 0 m setback from southern side boundary

Tower bottom Average setback

- 13.3 m Average setback from Phillip Street
- 12.8 m Average setback from Phillip Lane



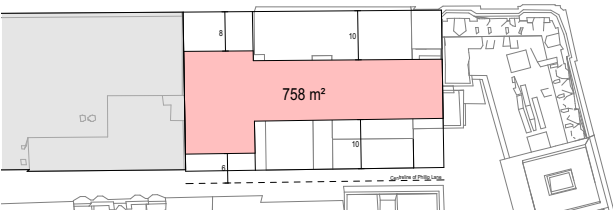
Comparison between Sydney DCP2012 Setback and Proposed Setback

Setbacks have been reviewed relative to the existing context. The existing setback of Aurora Place to Phillip Street and Phillip Lane are 0m minimum with an average setback of approximately 2.4m. The intercontinental hotel tower also has a reduced setback on Phillip Street.

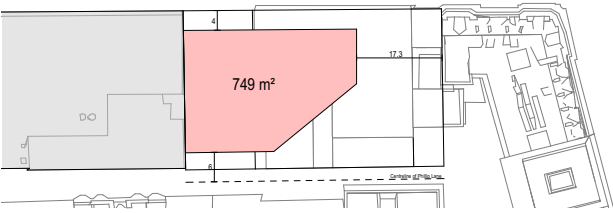
A 0m setback is undesirable for a new tower at 50 and 52 Phillip Street but in the context of Aurora Place and the Intercontinental Hotel tower a reduced setback may be justified, provided wind conditions can be managed and heritage requirements satisfied. Heritage setbacks are proposed to be achieved through a tapering setback of the tower form above the heritage building.

The diagrams on this page are comparing an area of reduced setback and increased setback for each tower and transfer levels. The increased setback area is always more than the reduced setback area in total for each tower and transfer levels.

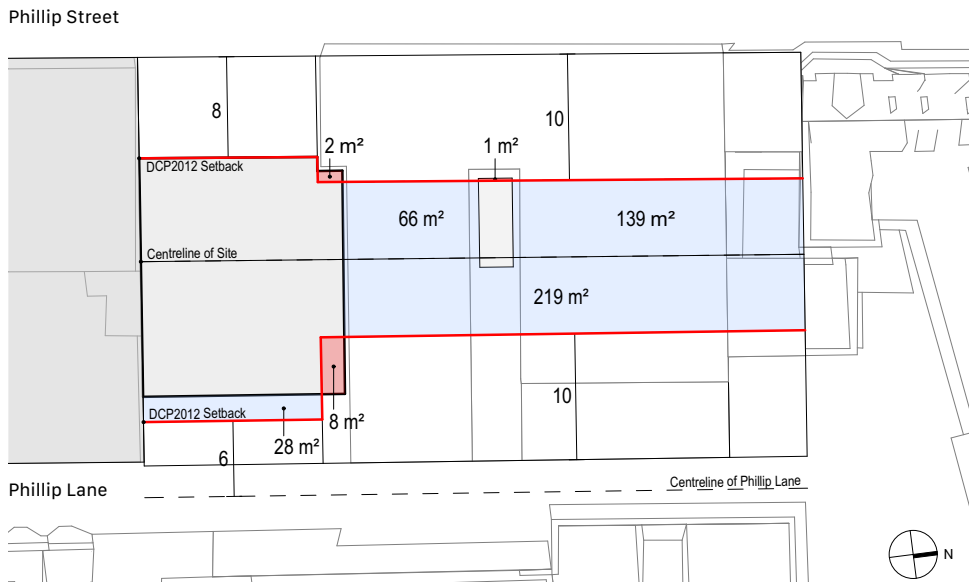
Eventually the proposed tower floor plate is smaller than the one allowed under the Sydney DCP 2012, which achieves a compact floor plate with larger setback from northern boundary above the significant heritage building on 50 Phillip Street and 121 Macquarie Street.



Floor Plate Comparison - Sydney DCP2012

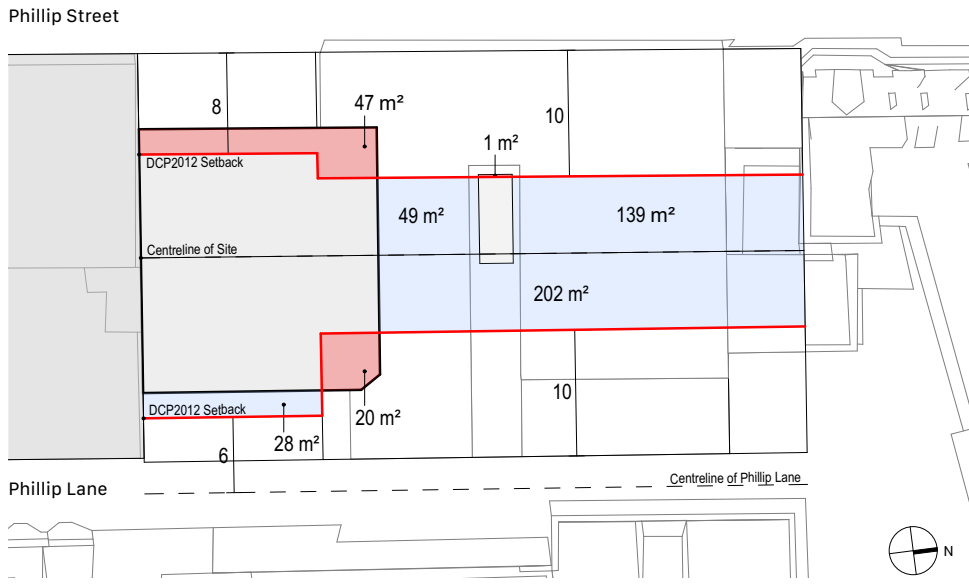


Floor Plate Comparison - Tower typical



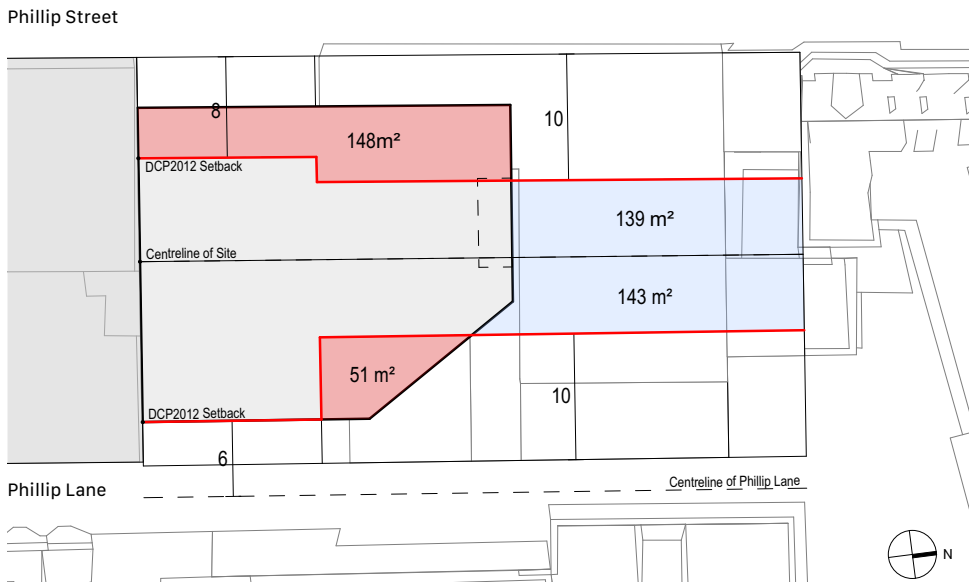
Setback comparison - Tower bottom

Reduced Setback Area : 11 m2
Increased Setback Area : 452 m2



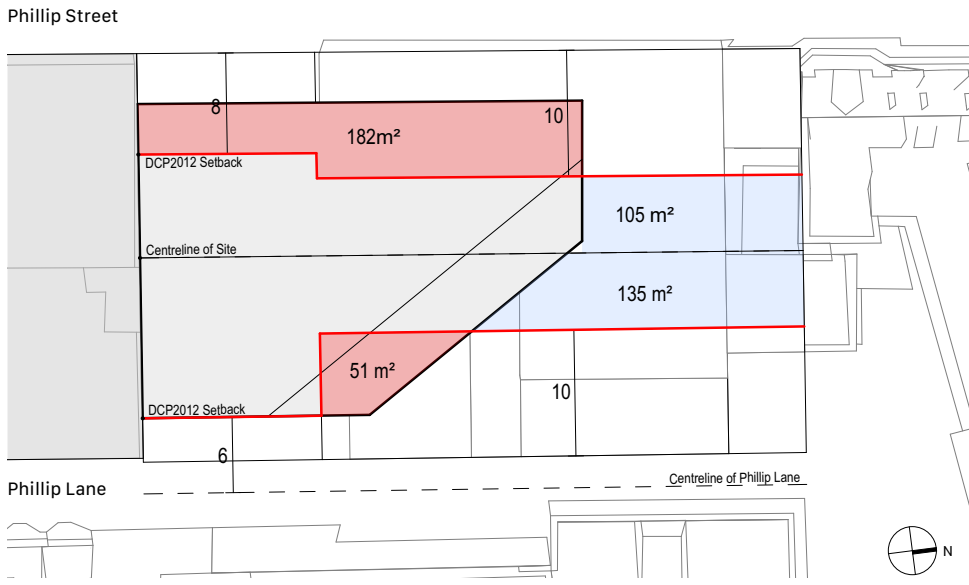
Setback comparison - Transfer zone RL 56.52m

Reduced Setback Area : 68 m2
Increased Setback Area : 418 m2



Setback comparison - Transfer zone RL 62.03m

Reduced Setback Area : 199 m2
Increased Setback Area : 282 m2



Setback comparison - Tower typical above RL 71..63m

Reduced Setback Area : 233 m2
Increased Setback Area : 240 m2

2.8 Potential Future Development Study

Some of the most adjacent neighbouring sites contain heritage buildings which have no potential to develop a tall building above, such as 37-45 Phillip Street to the east, 121 Macquarie Street to the north.

At the eastern side of 50 and 52 Phillip Street, the future development of tall buildings are restricted by the Royal Botanic Gardens Sun Access Plane, such as 135-137, 133, 131 and 123-125 Macquarie Street.

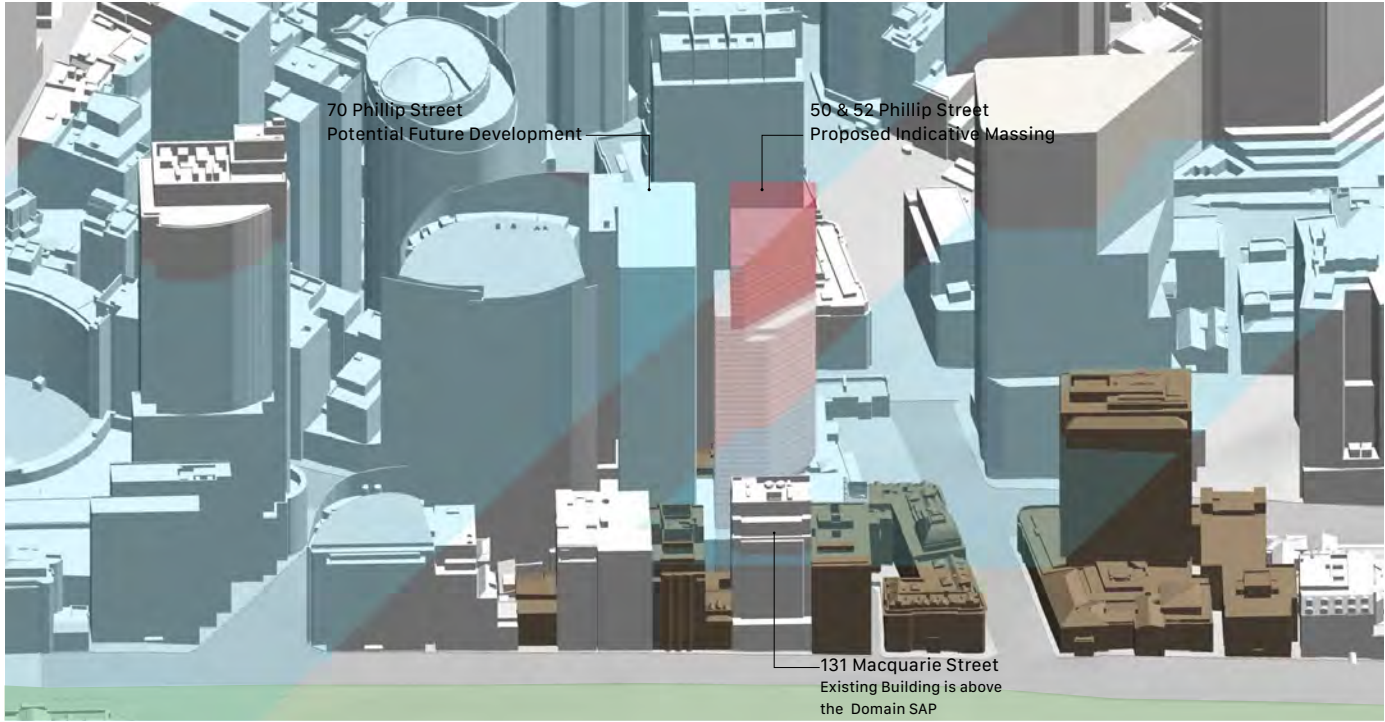
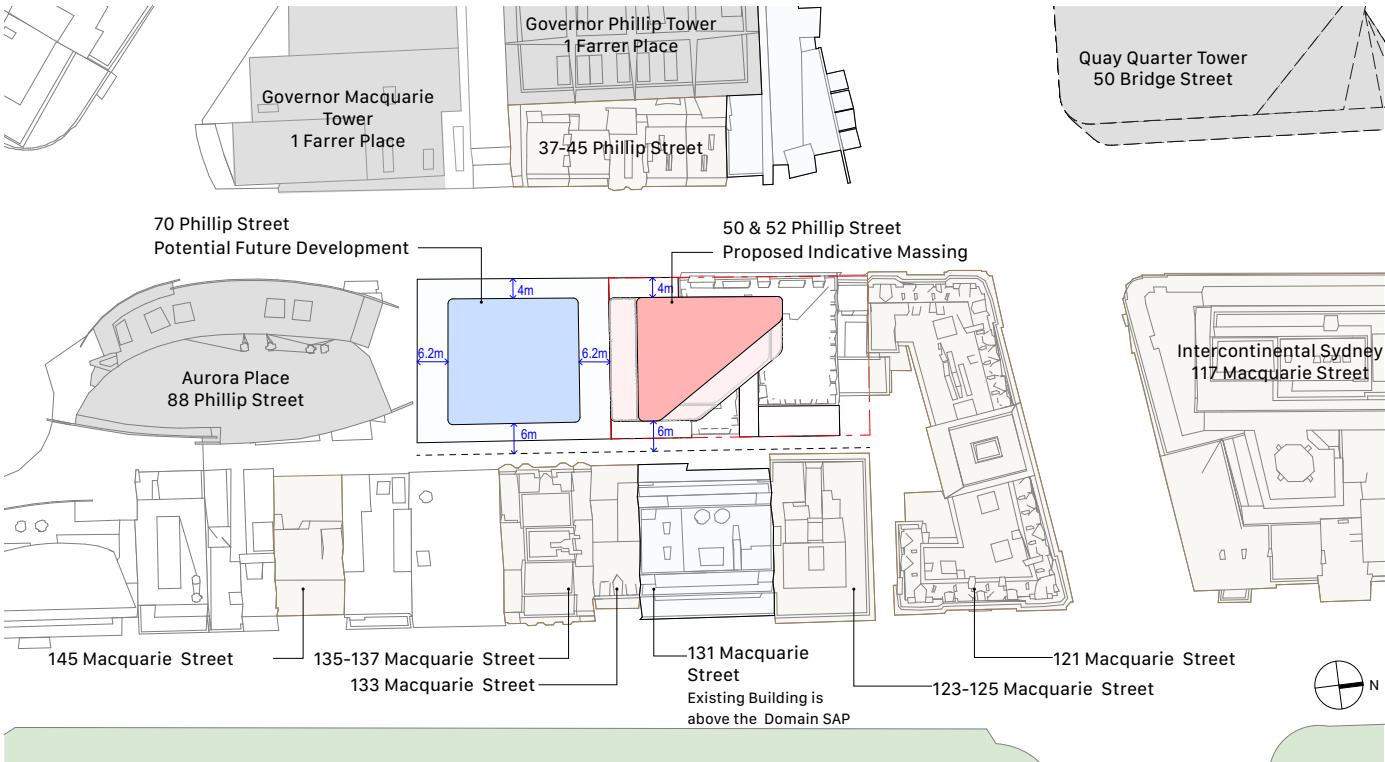
At the southern side of 50 and 52 Phillip Street, 70 Phillip Street has potential capacity of future development, which has been studied with potential site setbacks and modeled to examine the relationship to the proposed massing of 50 and 52 Phillip Street.

70 Phillip Street Potential Site Setbacks

- 4 m Phillip Street setback
(Aligned with Proposed tower at 50 and 52 Phillip Street)
- 6 m setback from centre of Phillip Lane
(Sydney DCP 2012 Setback, Aligned with Proposed tower at 50 and 52 Phillip Street)
- 6.2 m northern boundary setback
(DRAFT SCPS Side Setback 3.33% of building height)
- 6.2 m southern boundary setback
(DRAFT SCPS Side Setback 3.33% of building height)

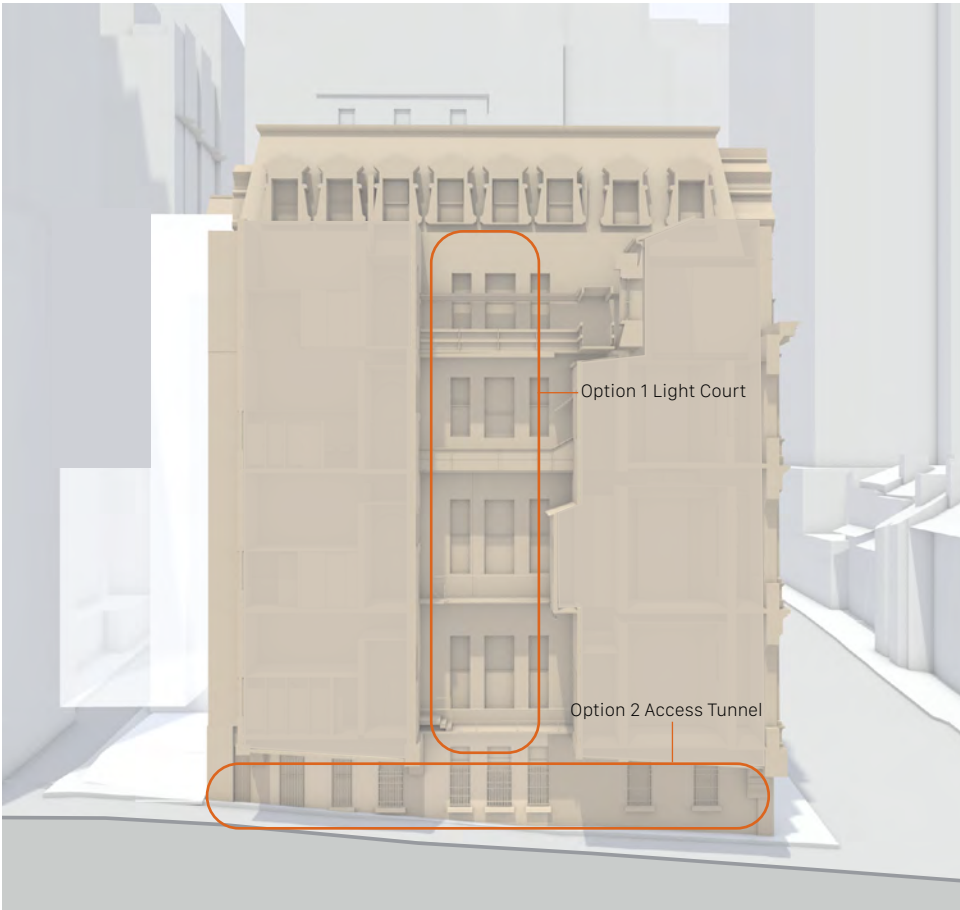
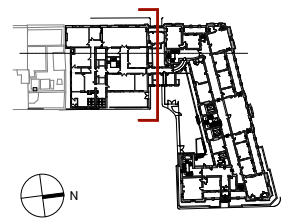
50 & 52 Phillip Street
Proposed Indicative Massing

70 Phillip Street
Potential Future Development

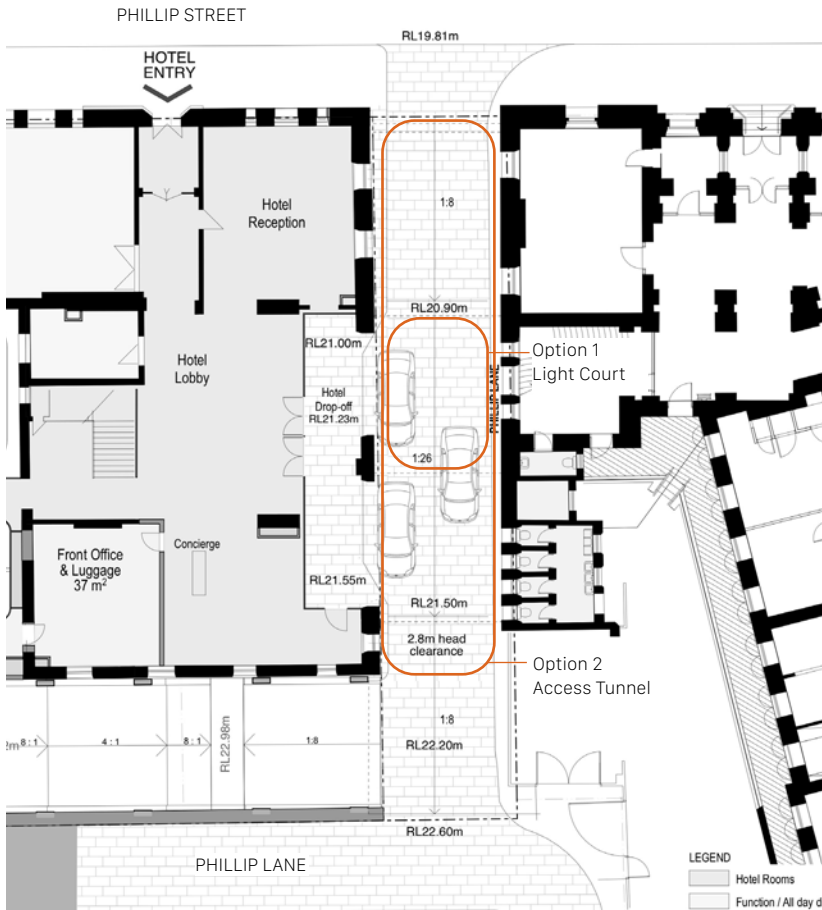


2.9 Public Art Strategy

Globally, there is a culture of excellence which has developed between heritage contexts and contemporary art, whether the settings for the Venice Biennale or challenging installations within Place Vendôme. This beautiful building suffers from the typical ‘back of house’ approach to the rear light court and access tunnel. Both locations have extraordinary potential to not only improve the building, the pedestrian experience and outlook but also become a destination off the main streets (a secret gem). Philip Lane is to become activated by the hotel drop off and these little used spaces will become a valued place.



Phillip Lane - Hotel Drop Off



Level 1 Plan - Hotel Drop Off



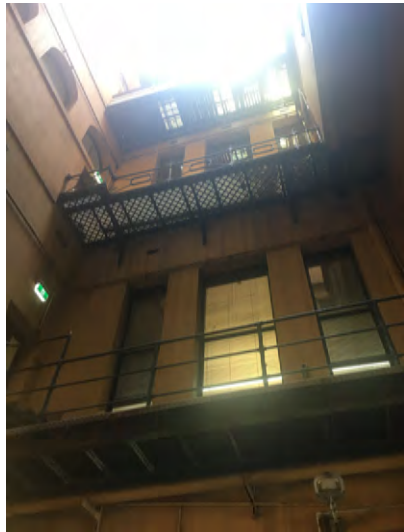
Phillip Lane - Phillip Street Entry



Phillip Lane - View from Phillip Street Entry



Phillip Lane - View from L4



Looking up the Lightwell towards East



Looking up the Lightwell towards West

Option 1 Light Court

The light court offers a 5 storey volume to suspend a light weight and light reflecting work which will reinforce the space as a place and provide outlook from light court windows. This can be combined with wall painting of bold graphic character (or as a stand alone alternative) or green wall. The shadows cast from the work can provide additional character on the ground surface of the lane and walls.

The wall graphic may be commissioned as a counterpoint to the strong colonial character of the sandstone building, offering contemporary First Nations identity at the heart of the hotel's arrival.

Suspended Courtard Work allowing reflection of light and filtered, patterned shadows

Graphic wall potentially by First Nations Artists



/ Otis Carey



/ Brook Andrew



/ Image Caption



/ Juniper Rail Courtyard



/ Butterfly Pavilion



/ French Designers @ Vives Festival



/ Olafur Eliasson



/ Bill FitzGibbons



/ Jonathon Jones



/ Jonathon Jones

Option 2 Laneway Tunnel

The laneway tunnel is dark and uninviting both day and night. While there is potential to continue the graphic wall overlay from the courtyard through the laneway tunnel, the additional intervention of a lightwork would greatly improve the laneway environment, provide address for the hotel and provide a complementary contemporary addition to the Phillip Street Elevation.

2.10 Materiality

Tower Materiality

The materials of proposed tower building will be carefully selected to reduce the impact of the proposed tower volume above the heritage building with respect to the significant heritage fabric of 50 Phillip Street on site and 121 Macquarie Street on neighbouring site.

Further details will be studied in detailed design phase.



Podium Materiality

The materials of proposed podium building will be carefully selected to be matched to the colours and the textures of significant sandstone building of 50 Phillip Street on site and 121 Macquarie Street on neighbouring site.

Further details will be studied in detailed design phase.



2.11 Sustainability

Sustainability in design is set to be a fundamental driver for the 50-52 Phillip Street Hotel development, in line with the development’s core vision, the project will aim to incorporate strategies and initiatives to ensure a sustainable outcome centred around well-being and resilience.

The initiatives outlined in this report are intended to be used as a design guide for the development. The specific initiatives that will be installed across the precinct will be determined throughout the development application stage for each individual building and will be subject to feasibility analysis, including that of the final use and layout. The initiatives are being designed to comply with the guidelines set out by the relevant authorities.

The development’s commitment to reducing the overall environmental impact is evident of the holistic approach taken to long-term sustainability. Documented initiatives cover a range of concepts including:

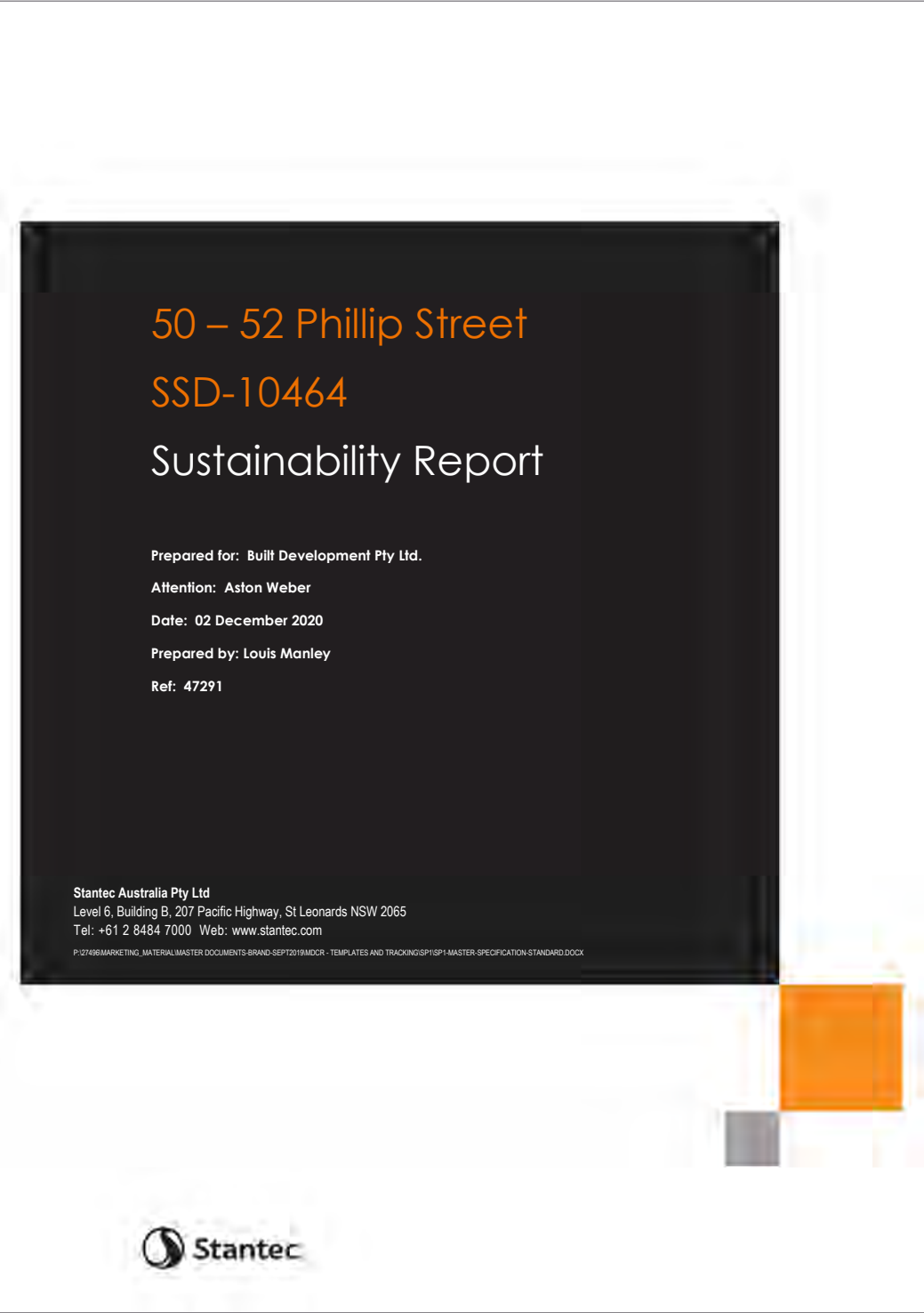
- Energy & Greenhouse Gas emissions reduction
- Potable water reduction
- Minimising waste to landfill.
- The indoor environment
- Occupant amenity and comfort
- Building Management practices
- Climate adaptation and resilience

The above is demonstrated through formal commitments to achieve the following:

- 4 Star NABERS Energy with a Commitment Agreement certification
- Exceed NCC 2019 Section J energy benchmarks with a bespoke façade and services system design
- Design in line with Australian Best Practice Environmental Initiatives, using externally recognised frameworks
- Design to a 4 Star NABERS Water for Hotels Performance, to demonstrate WSUD principals are met.

We trust this report provides a sufficient overview of the proposed development’s commitments to environmentally sustainable design and the sustainability vision for the Phillip Street development.

(Extracted from 50 – 52 Phillip Street SSD-10464 Sustainability Report - Stantec)





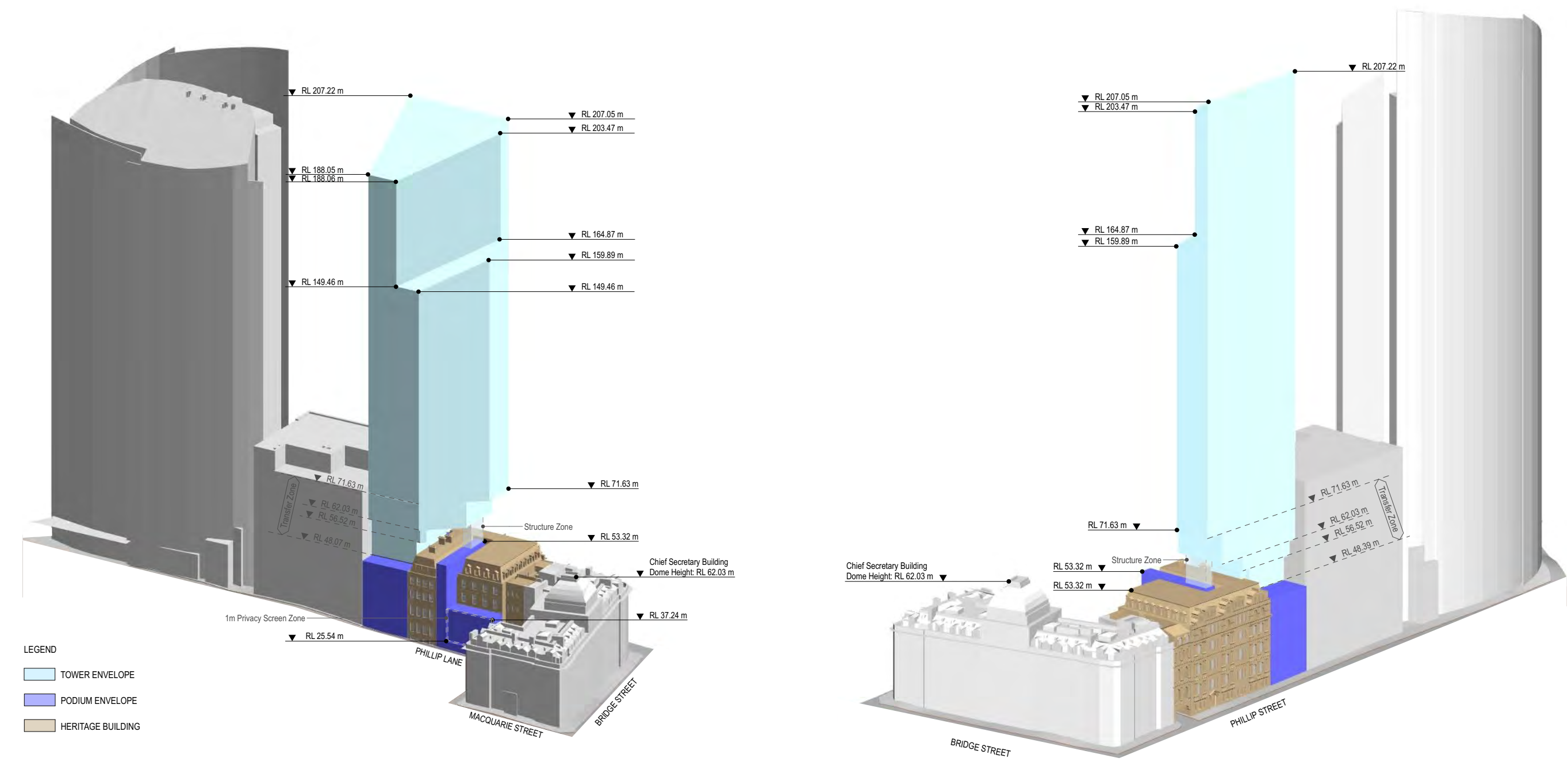
3 Proposed Envelope

3.1 Proposed Envelope

The proposed envelope consists of tower component and podium component.

The proposed tower components are a tower envelope mainly above 52 Phillip Street, a structure zone above a light well in 50 Phillip Street and a transition zone as an interface between tower envelope and podium envelope.

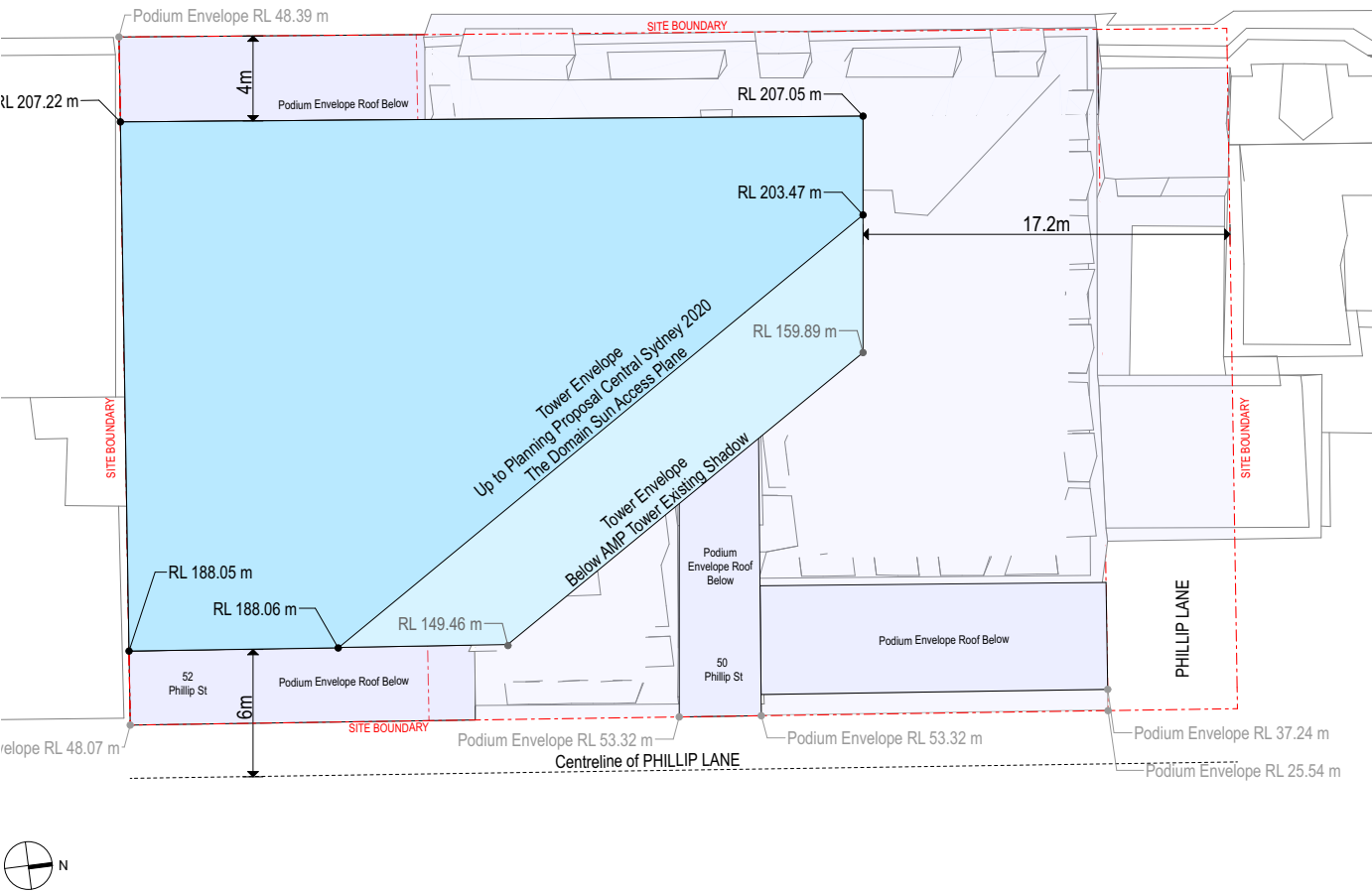
The proposed podium components are an existing 50 Phillip Street significant heritage building, new volume insertions to 52 Phillip Street, to the light well and to above the car park entry, and a privacy screen zone facing to Phillip Lane.



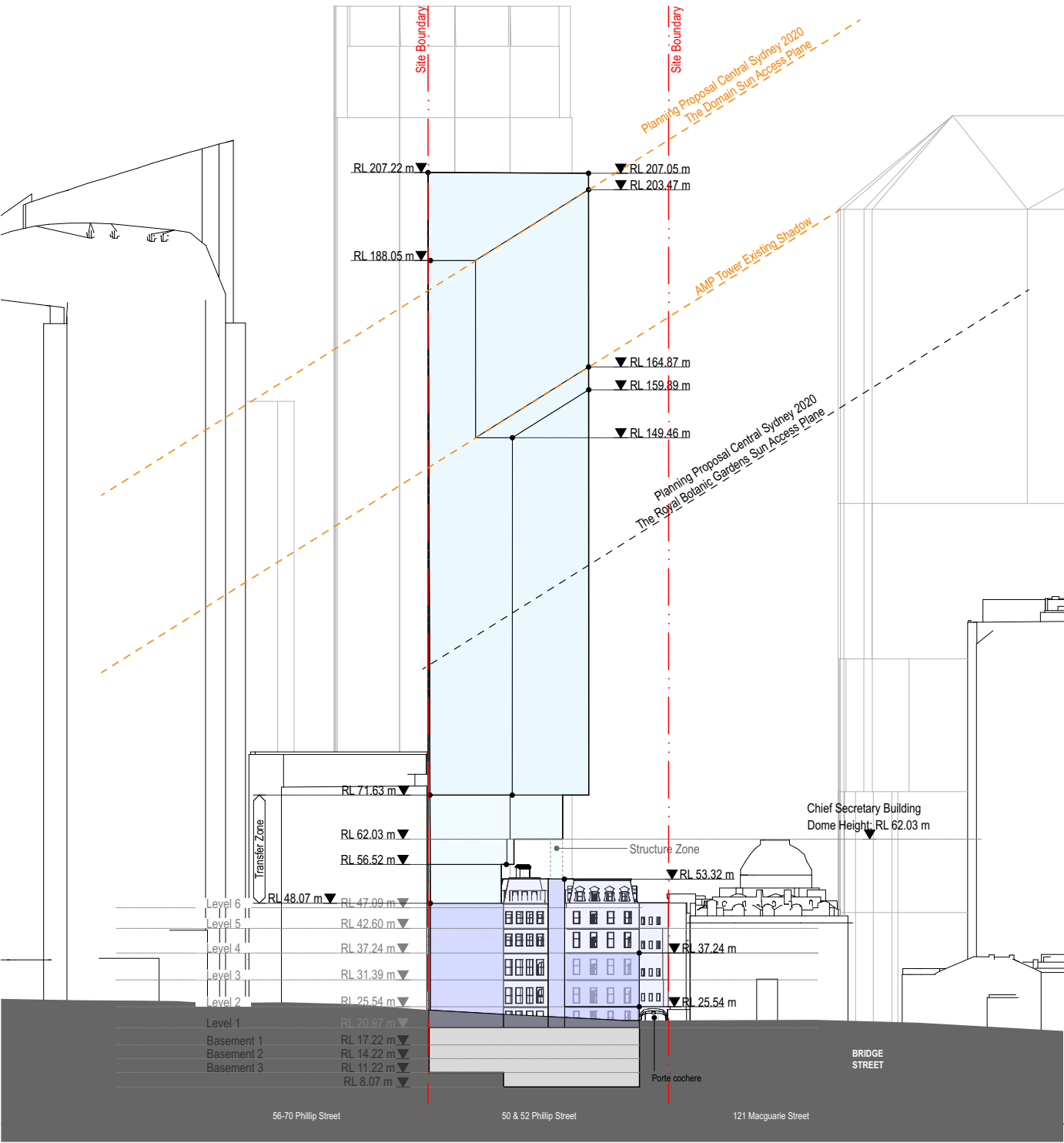
3.1.1 Tower Envelope

Tower envelope has 4m setback from Phillip Street, 6m setback from the centre line of Phillip Lane and 17.2m setback from northern site boundary, which are carefully set to respect to the existing significant heritage building below and an alignment of street setbacks of adjacent neighbouring buildings.

The higher portion of the tower envelope is to RL 207.22m (approx. 186.26m above the ground level) which is below the Domain Sun Access Plane defined by the Central Sydney Planning Proposal 2020. The lower portion of the tower envelope is to RL 164.87m (approx. 143.91m above the ground level) which is under the existing overshadowing of Quay Quarter Tower.



Proposed Envelope - Tower Roof Plan



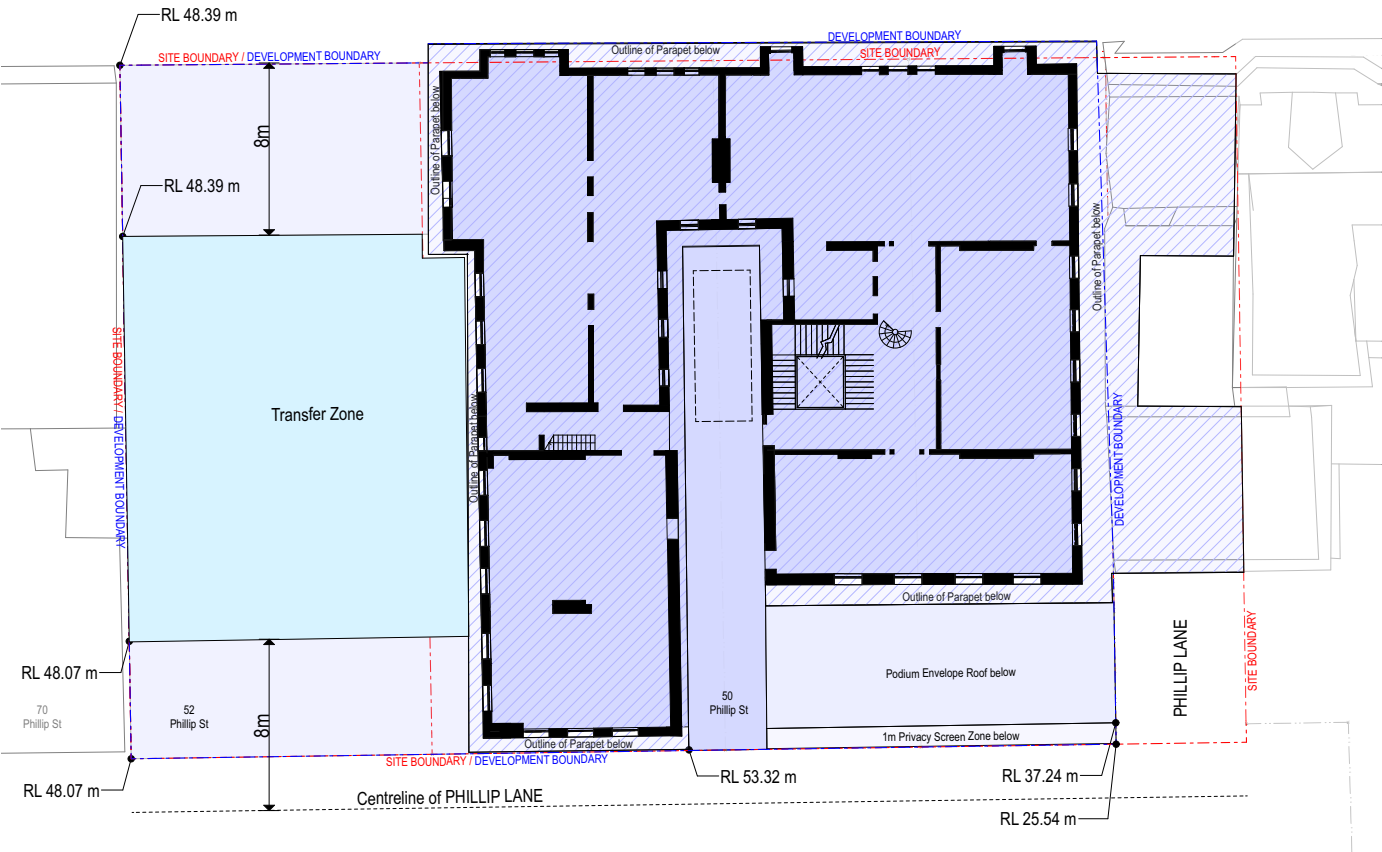
Proposed Envelope - East Elevation

3.1.2 Transition Zone and Structure Zone

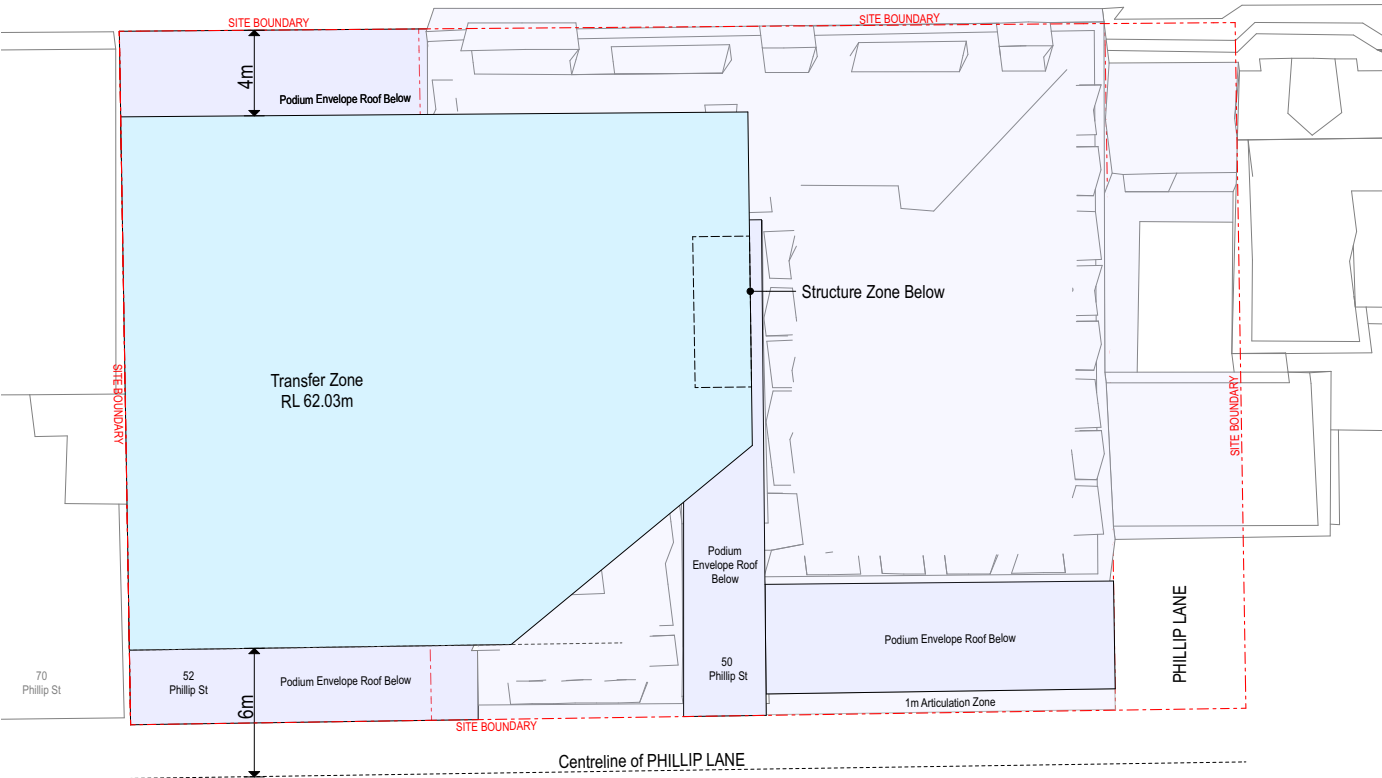
A transition zone is an interface between the tower envelope and the podium envelope. The zone accommodates three dimensional average street setback, which mitigates a visual impact from the street level. At the bottom of the transition zone, street setbacks are 8m from Phillip Street and 8m from the centre line of Phillip Lane, which complies with the current DCP requirement.

A structure zone is an above the light well in 50 Phillip Street. The tower support structure which will be proposed in detailed design phase needs to respect the heritage facade facing to the light well and also make sure to maintain minimum 550mm gap from the any part of heritage fabric including window sills and architraves.

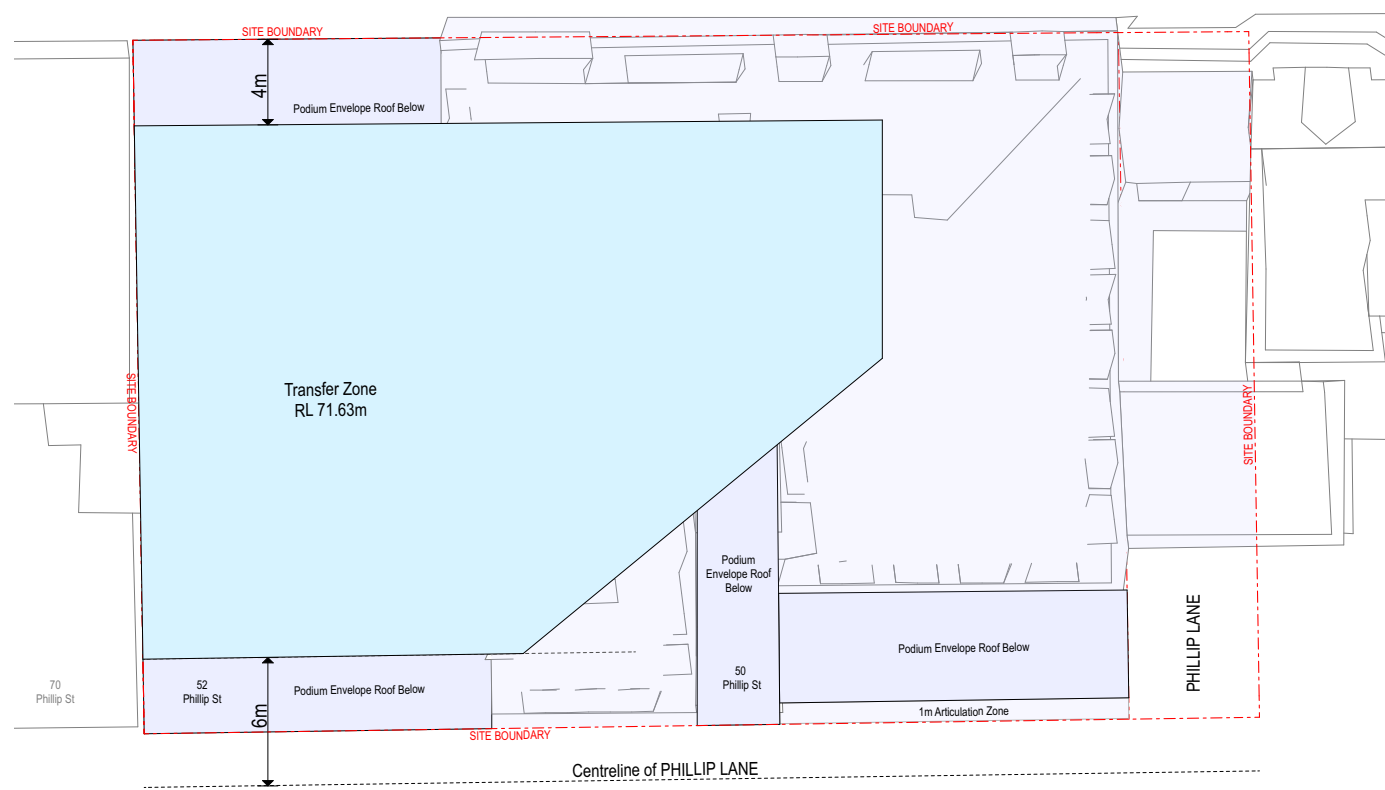
The transition zone interfacing to the structure zone respects the dome height of Chief Secretary's Building on RL 62.03m and set above this height, which reserves a large gap space between the future tower building and the below existing heritage building.



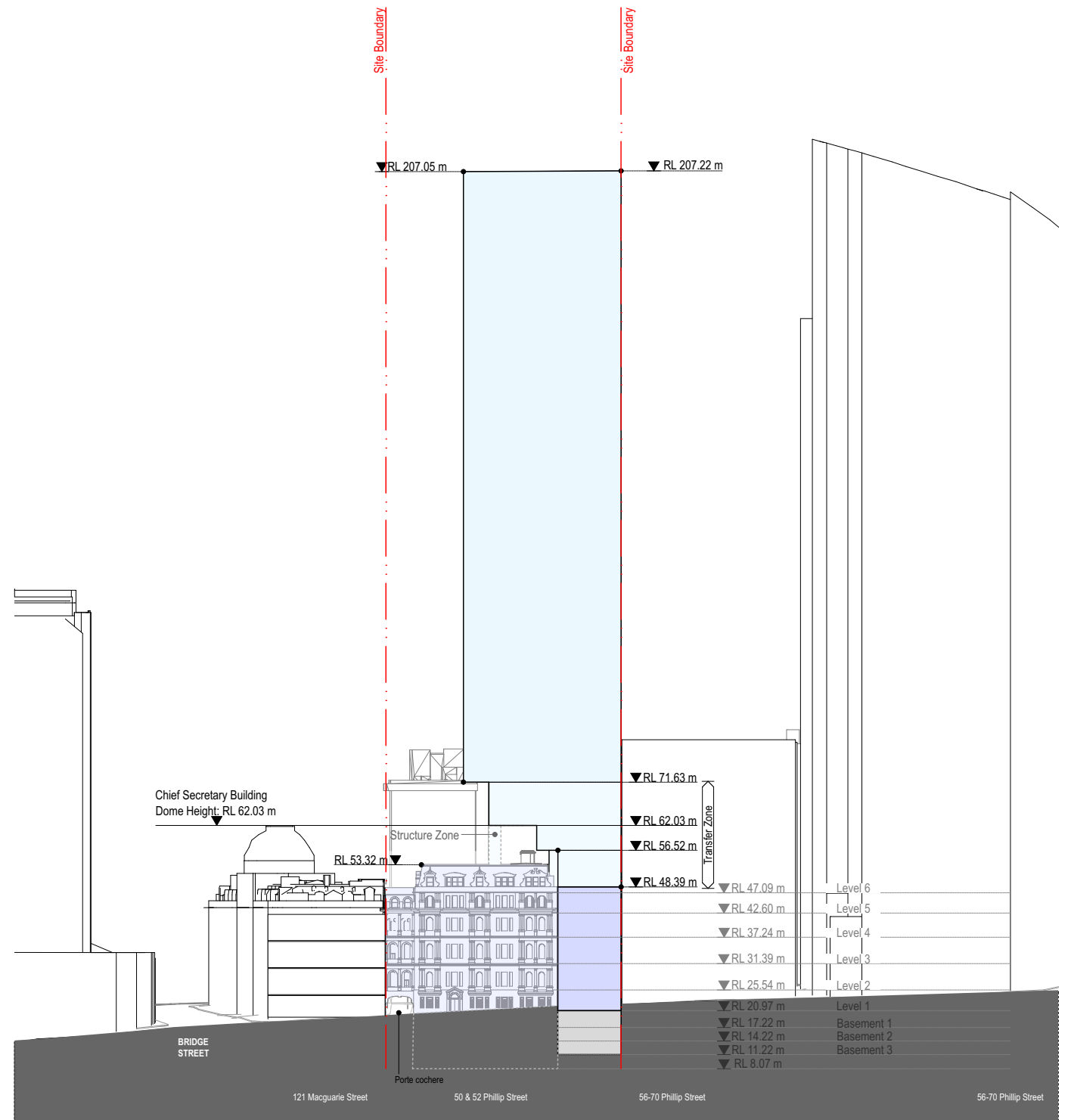
Proposed Envelope - Level 6



Proposed Envelope - Transfer Zone RL 62.03m



Proposed Envelope - Transfer Zone RL 71.63m



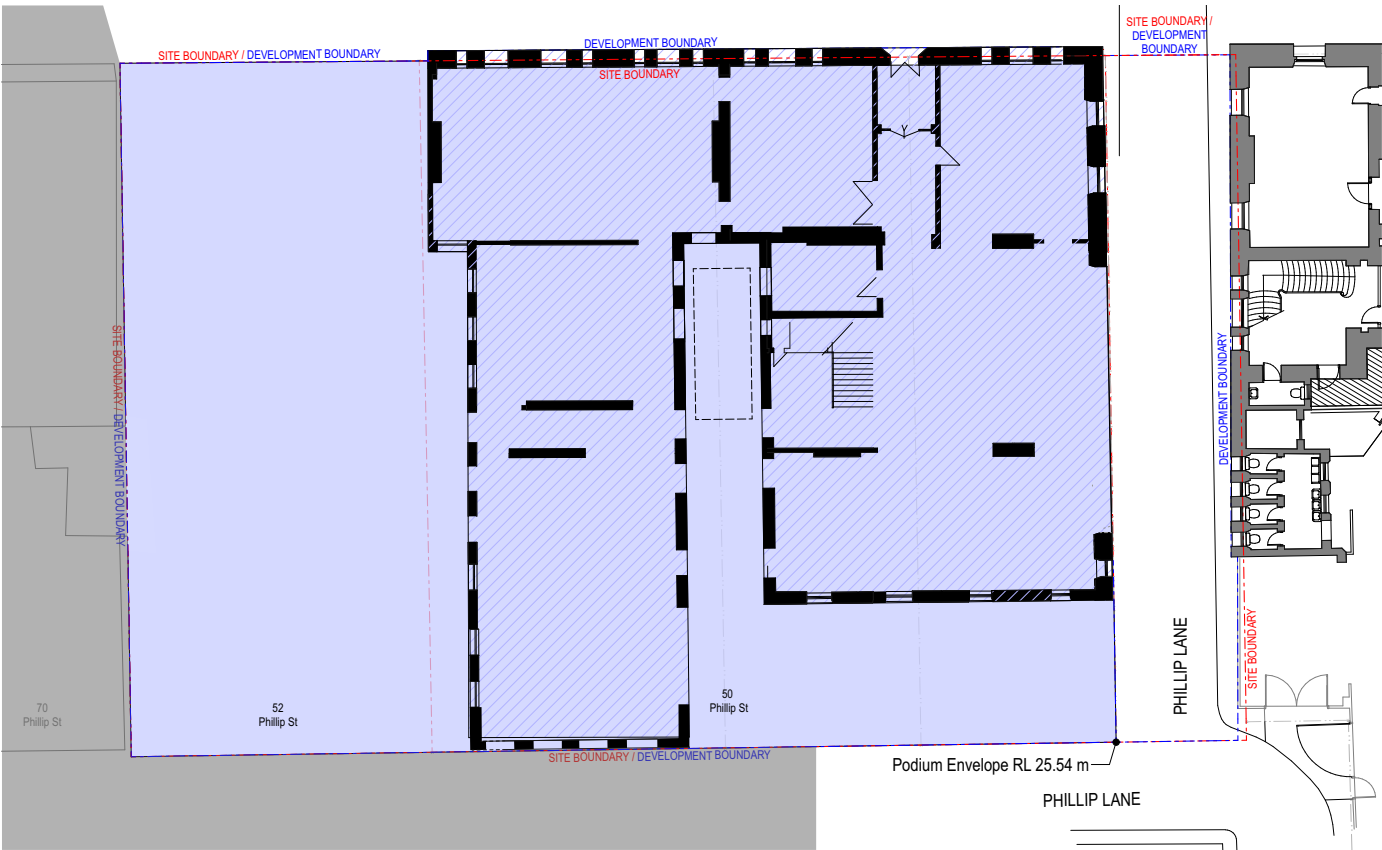
Proposed Envelope - West Elevation

3.1.3 Podium Envelope

The proposed podium components are an existing 50 Phillip Street significant heritage building, new volume insertions to 52 Phillip Street and the light well of 50 Phillip Street, rear additions above the carpark entry in 50 Phillip Street and a privacy screen zone facing to Phillip Lane.

The existing heritage building in 50 Phillip Street will be retained with minimum changes for the proposed adaptive reuse, and the intrusive elements will be removed based on the Heritage Significance Mapping to restore original heritage fabric.

The new volume insertion to 52 Phillip Street is aligned with the parapet height of the Former Public Works Building to both Phillip Street and Phillip Lane. The another new volume insertion to the light well in 50 Phillip Street is aligned with the roof height of the Former Public Works Building to provide a floor access inside the roof space.

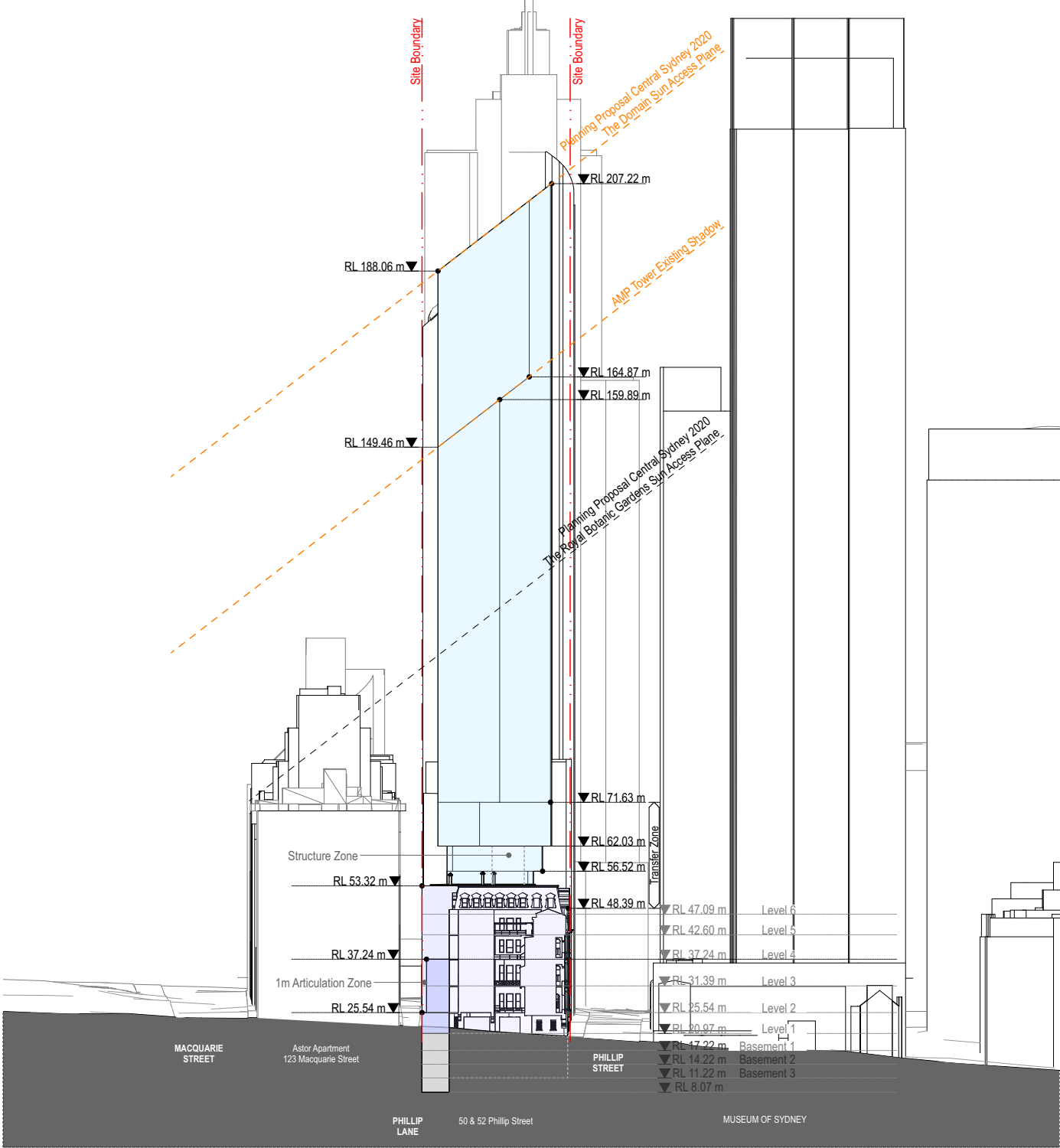
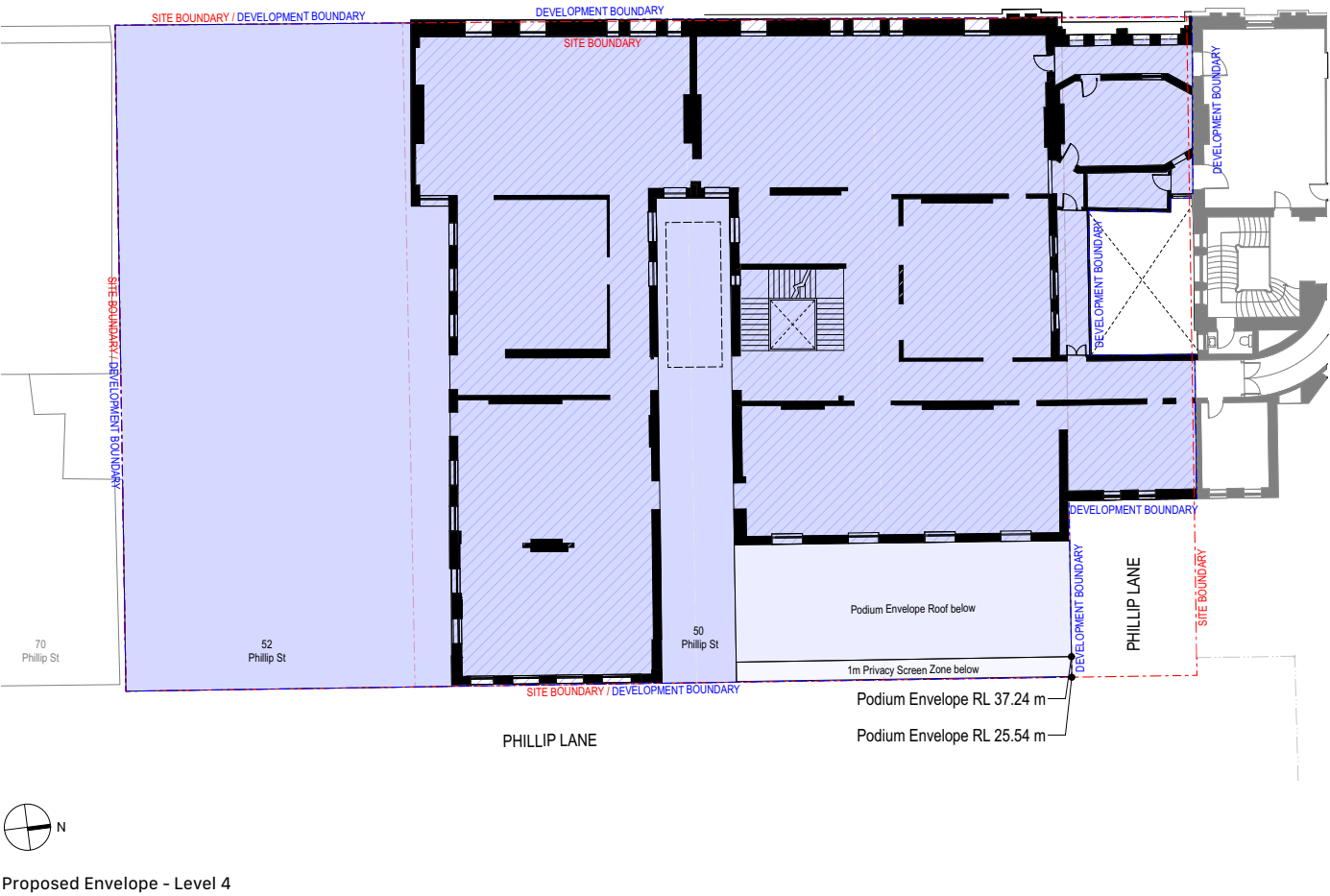


Proposed Envelope - Level 1



Proposed Envelope - Level 3

The rear additions above the carpark entry in 50 Phillip Street is proposed to be aligned with Level 3 of the Former Public Works Building. The privacy screen zone is proposed in front of the rear additions to protect a privacy of neighbouring residential building.



4 Assessment of Proposed Envelope

4.1 Overshadowing Study

The Royal Botanic Gardens Sun Access Plane and the Domain Sun Access Plane protect those public domains from the additional overshadowing. This study was undertaken to analyse an overshadowing impact of the proposed envelope based on the suggestion of City of Sydney.

The detail of study is as follows ;

Study Period : From equinox in March to equinox in September

Time : 2pm / weekly

Through the study period from equinox in March to equinox in September, the proposed envelope shadow is always under the shadow of the Domain Sun Access Plane and the existing building shadows. Consequently there is no additional overshadowing impact resulted by the proposed envelope.



2PM - 21/03/2020 (Equinox)



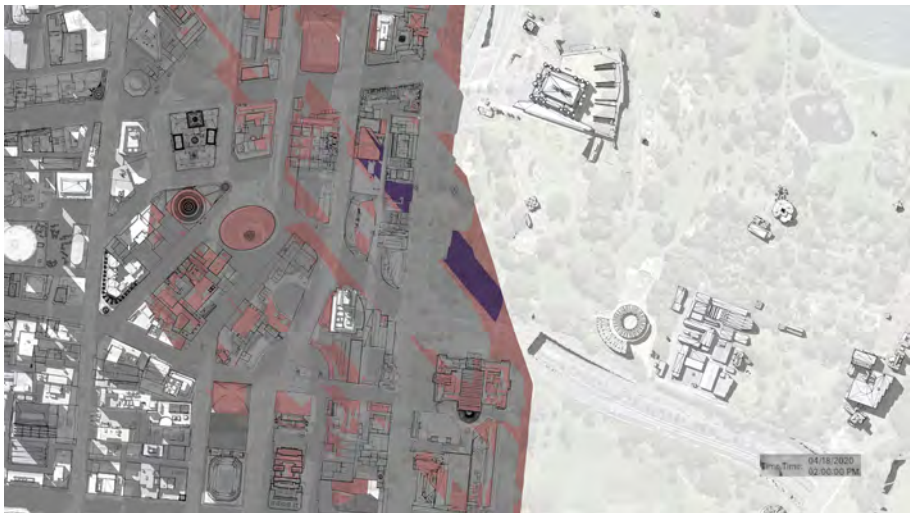
2PM - 28/03/2020



2PM - 04/04/2020



2PM - 11/04/2020



2PM - 18/04/2020



2PM - 27/04/2020

- Proposed Tower Shadow
- Sun Access Plane Protection Zone





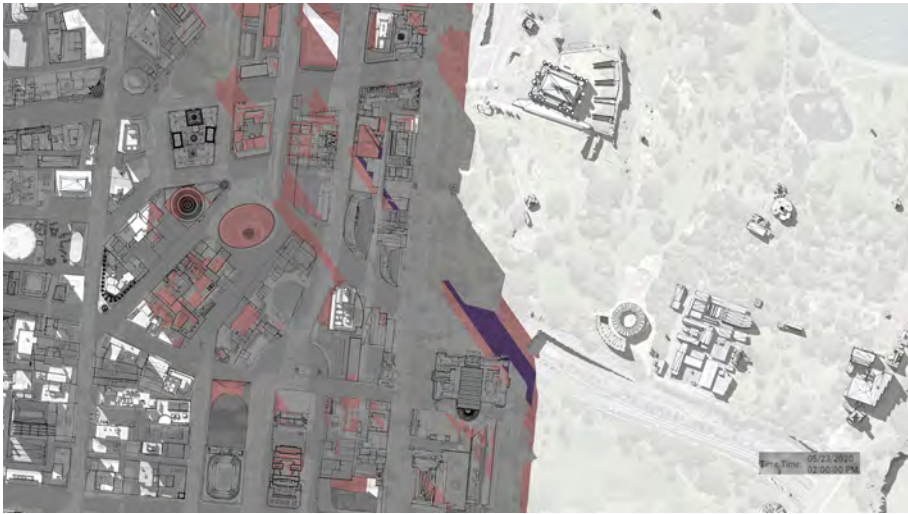
2PM - 02/05/2020



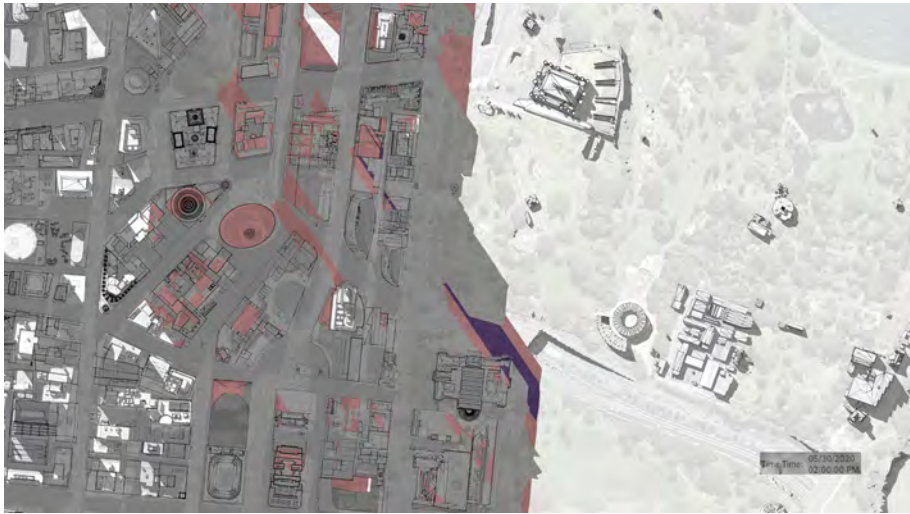
2PM - 09/05/2020



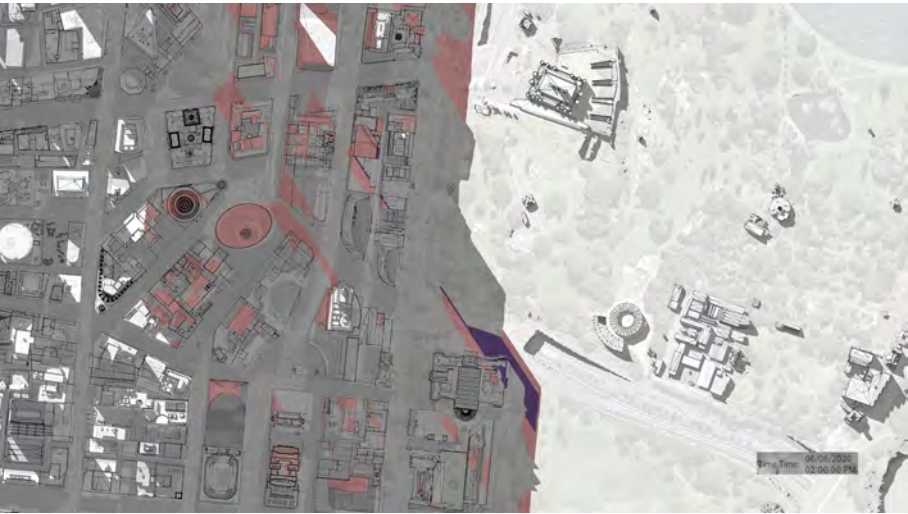
2PM - 16/05/2020



2PM - 23/05/2020



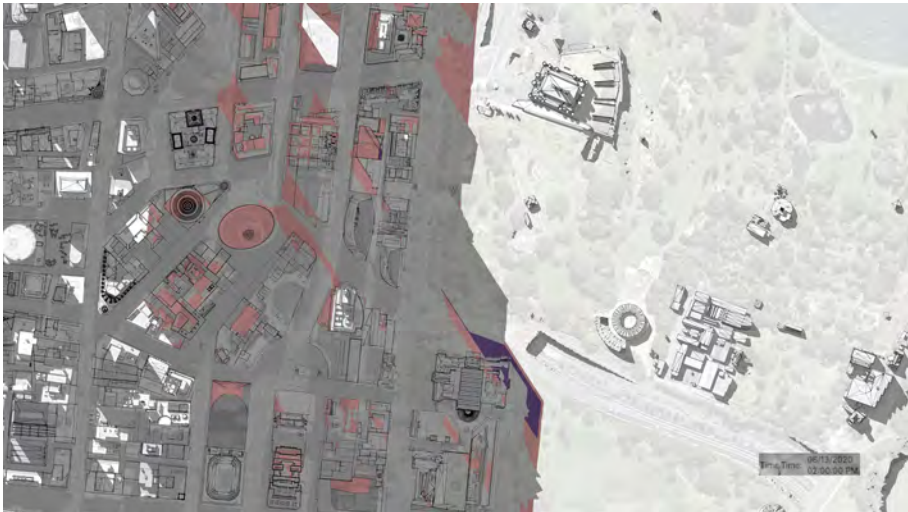
2PM - 30/05/2020



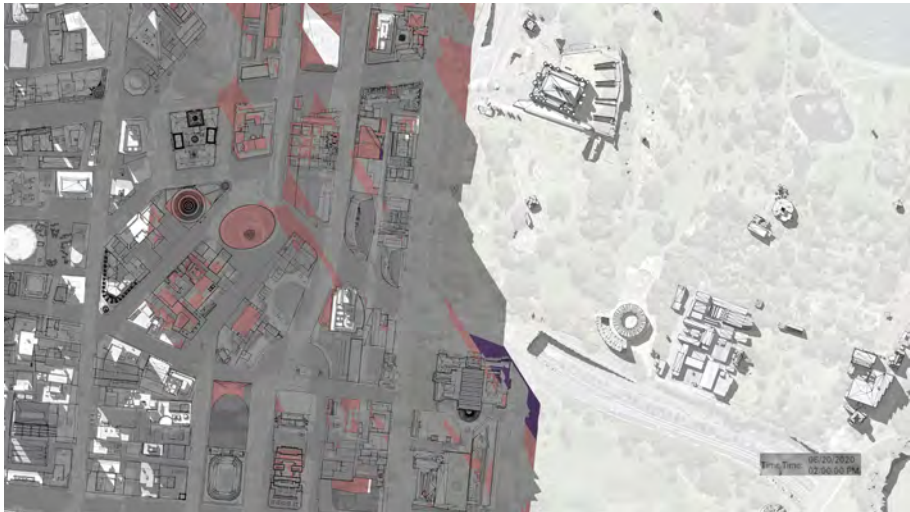
2PM - 06/06/2020

- Proposed Tower Shadow
- Sun Access Plane Protection Zone

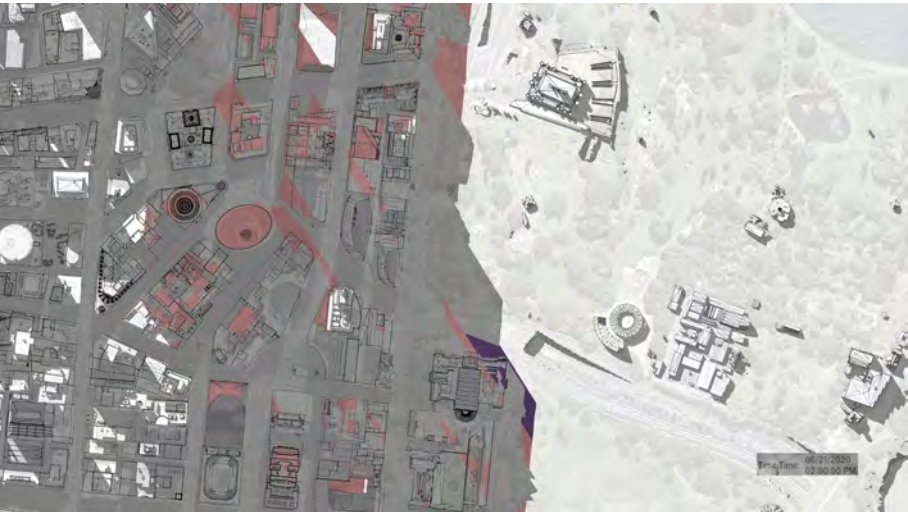




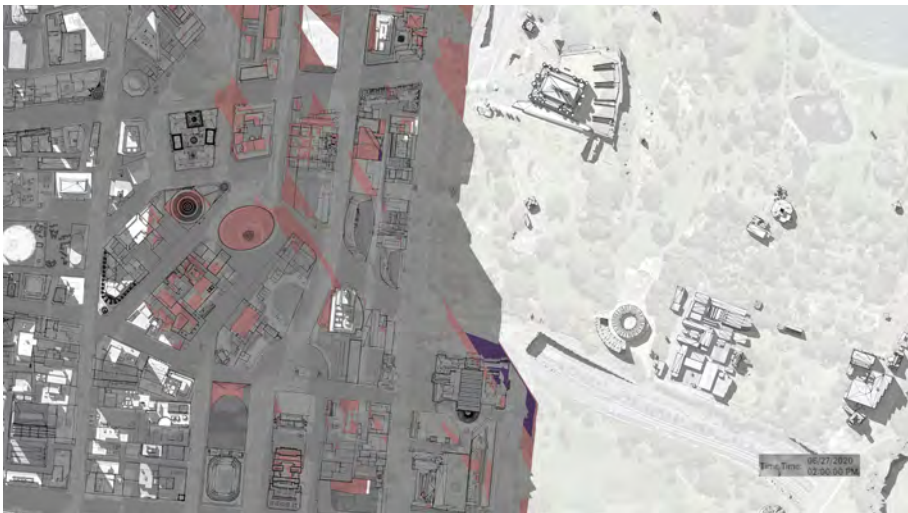
2PM - 13/06/2020



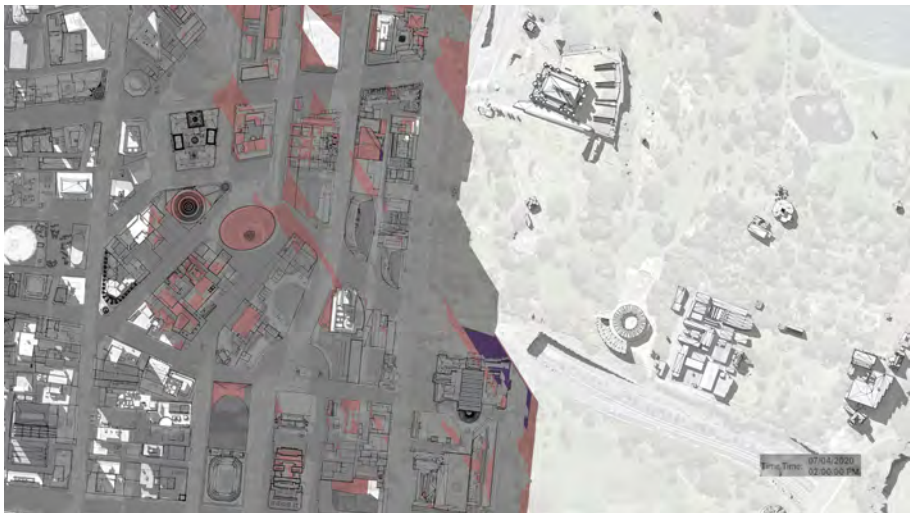
2PM - 20/06/2020



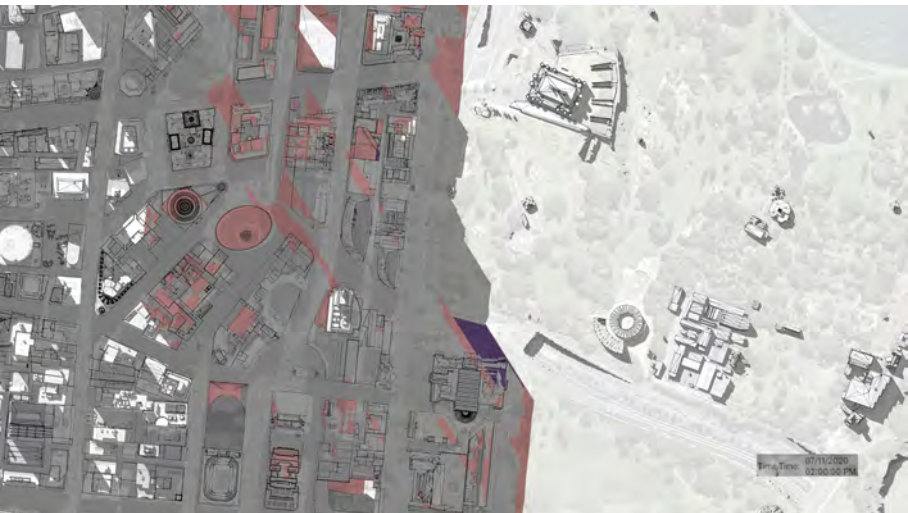
2PM - 21/06/2020 (Solstice)



2PM - 27/07/2020



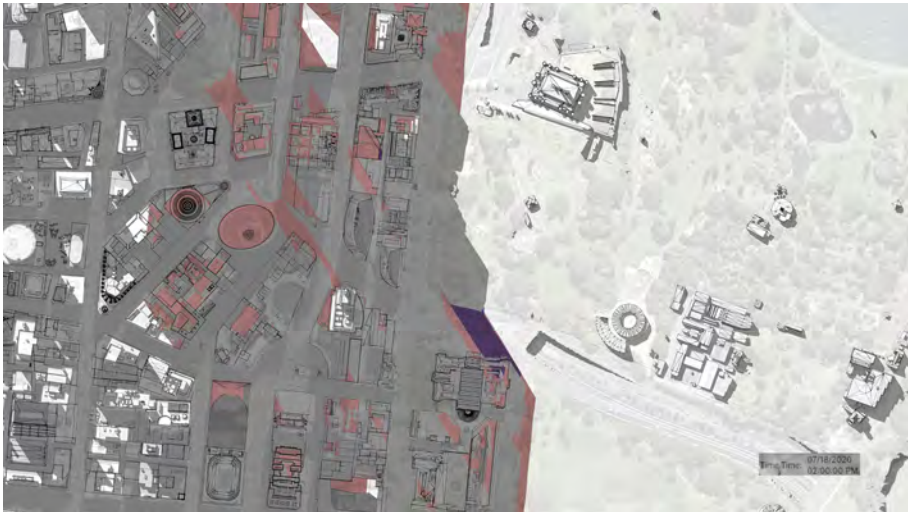
2PM - 04/07/2020



2PM - 11/07/2020

- Proposed Tower Shadow
- Sun Access Plane Protection Zone





2PM - 18/07/2020



2PM - 25/07/2020



2PM - 01/08/2020



2PM - 08/08/2020



2PM - 15/08/2020



2PM - 22/08/2020

Proposed Tower Shadow
 Sun Access Plane Protection Zone





2PM - 29/08/2020



2PM - 05/09/2020



2PM - 12/09/2020



2PM - 19/09/2020



2PM - 22/09/2020 (Equinox)



2PM - 26/09/2020

- Proposed Tower Shadow
- Sun Access Plane Protection Zone



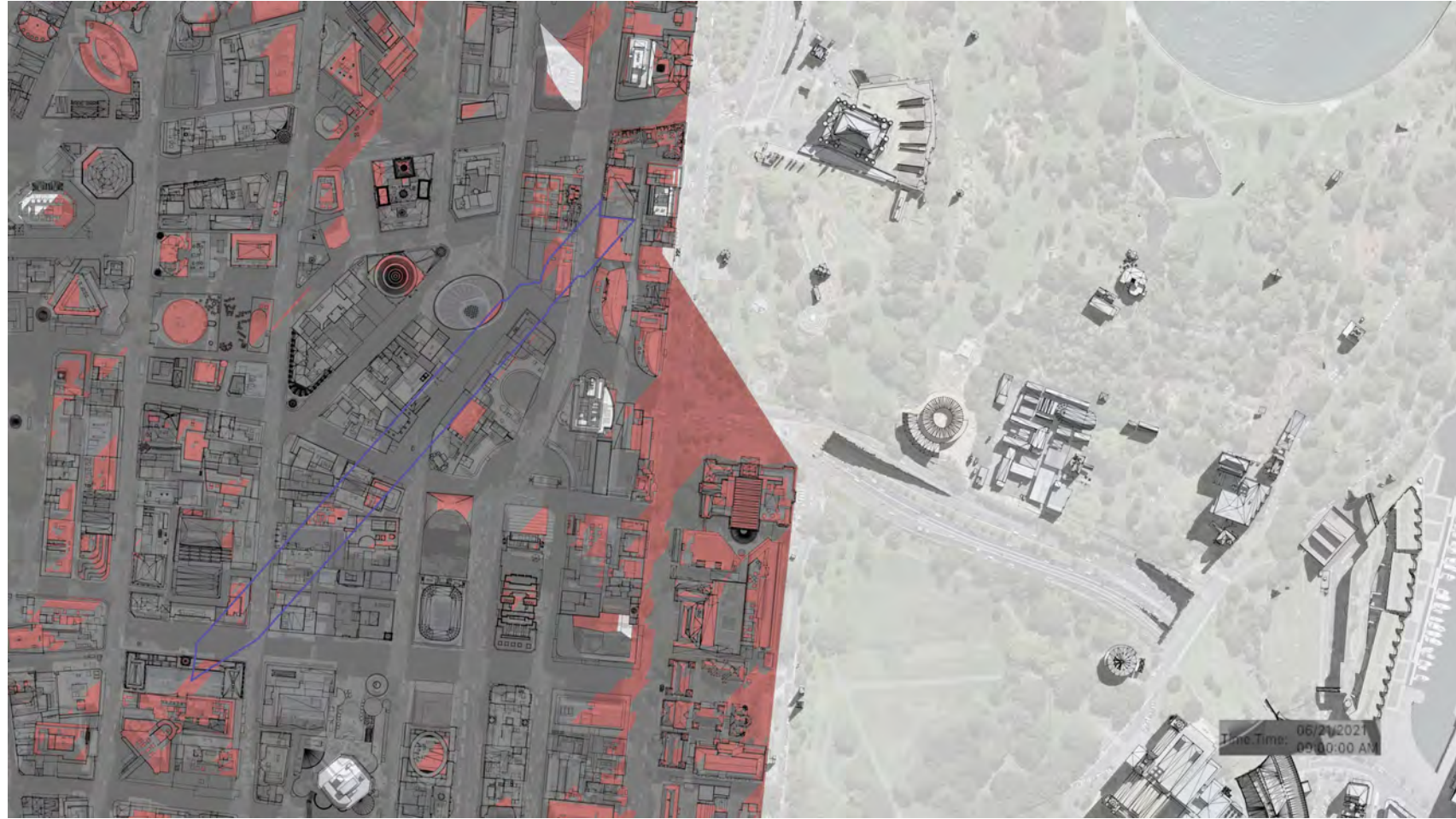
50 and 52 Phillip Street

Overshadow Study

- **Winter Solstice - 21 June**
- **Equinox - 23 September**
- **Summer Solstice - 22 December**
- **Equinox - 20 March**

Overshadowing Study

Winter Solstice, 21st June



9am AEST, 21st June



10am AEST, 21st June



11am AEST, 21st June



12pm AEST, 21st June



Proposed Tower Shadow



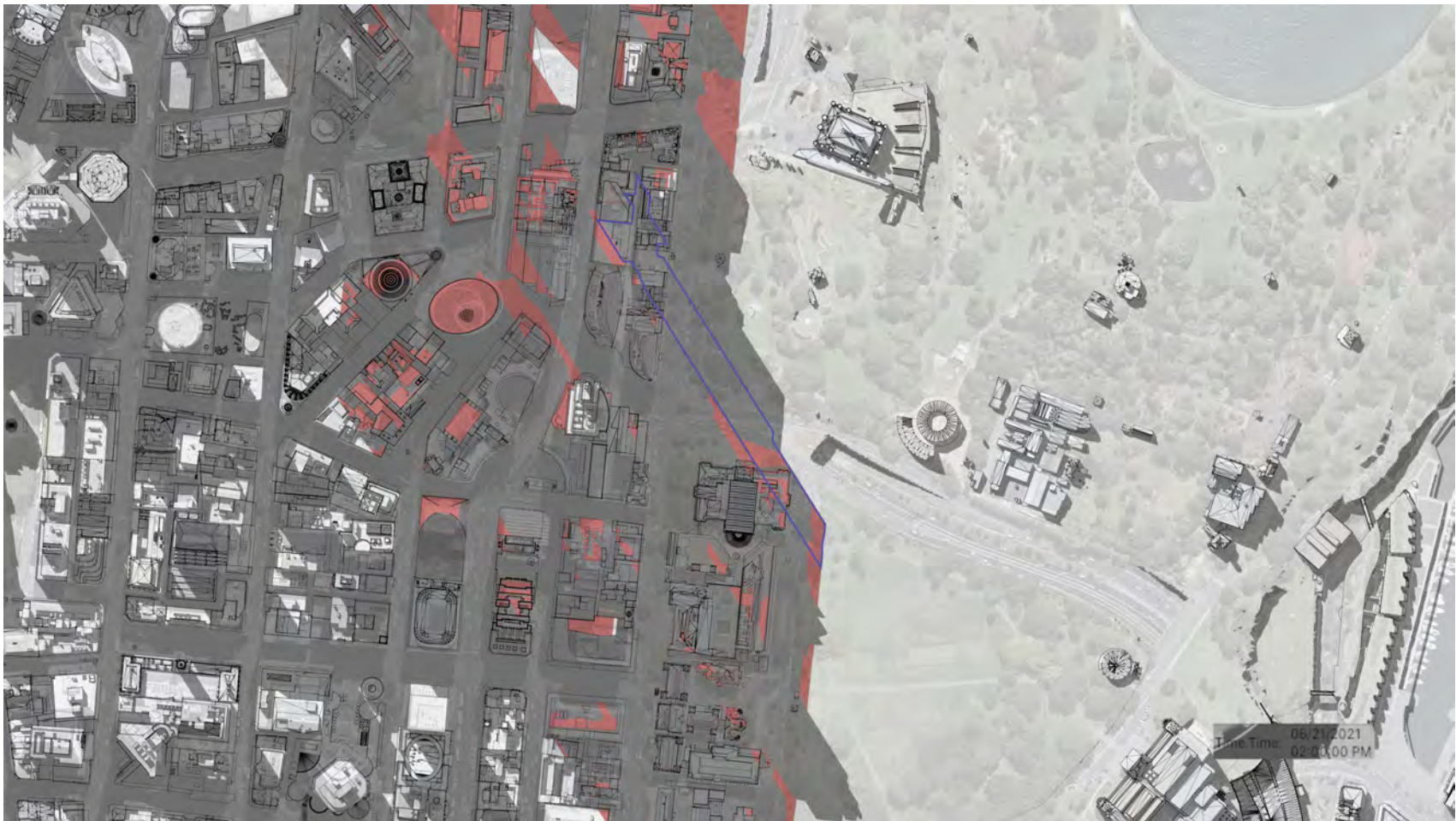
Sun Access Plane Protection Zone

Overshadowing Study

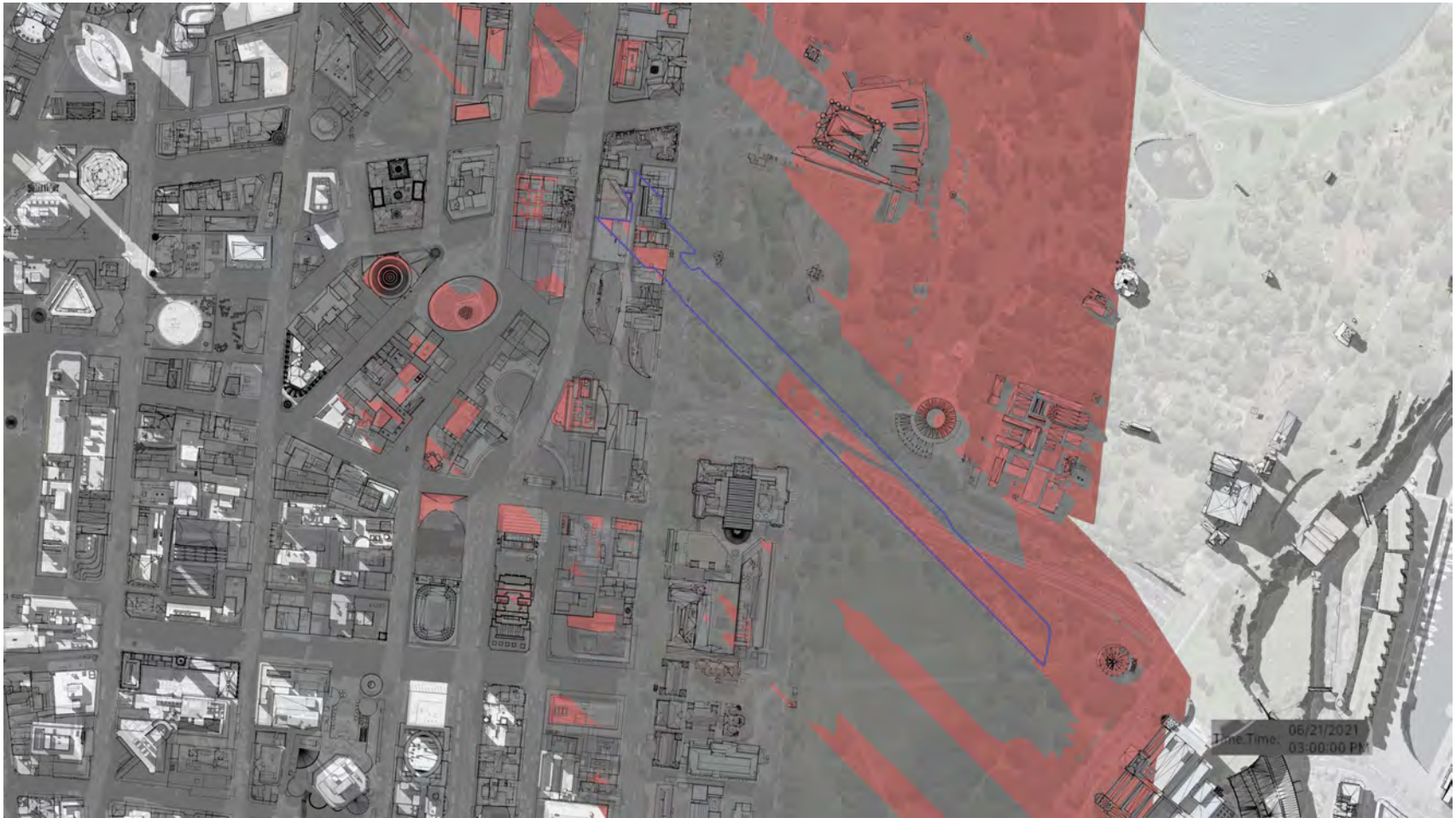
Winter Solstice, 21st June



1pm AEST, 21st June



2pm AEST, 21st June

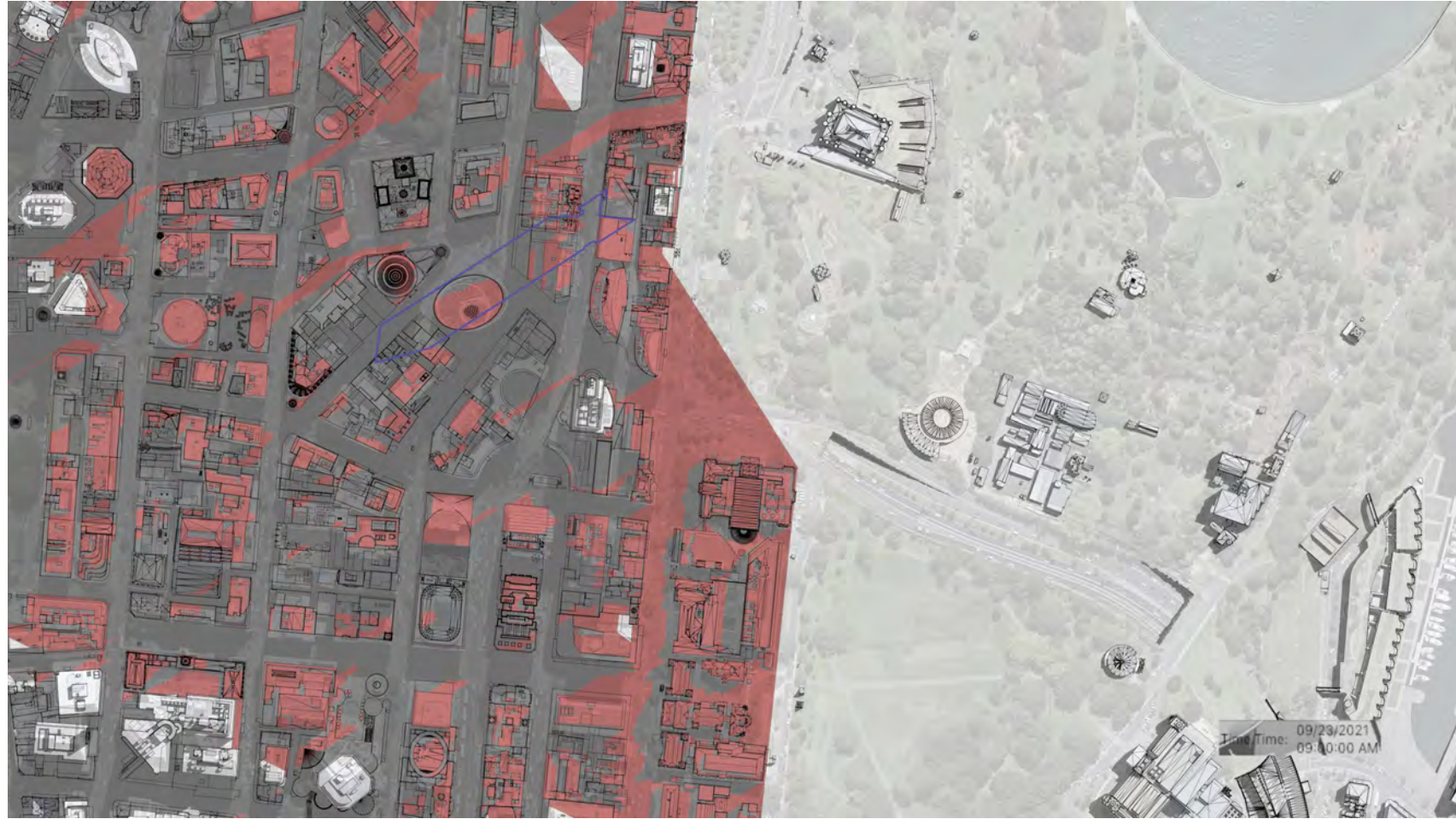


3pm AEST, 21st June

 Proposed Tower Shadow  Sun Access Plane Protection Zone

Overshadowing Study

Equinox, 23rd September



9am AEST, 23rd September



10am AEST, 23rd September



11am AEST, 23rd September



12pm AEST, 23rd September

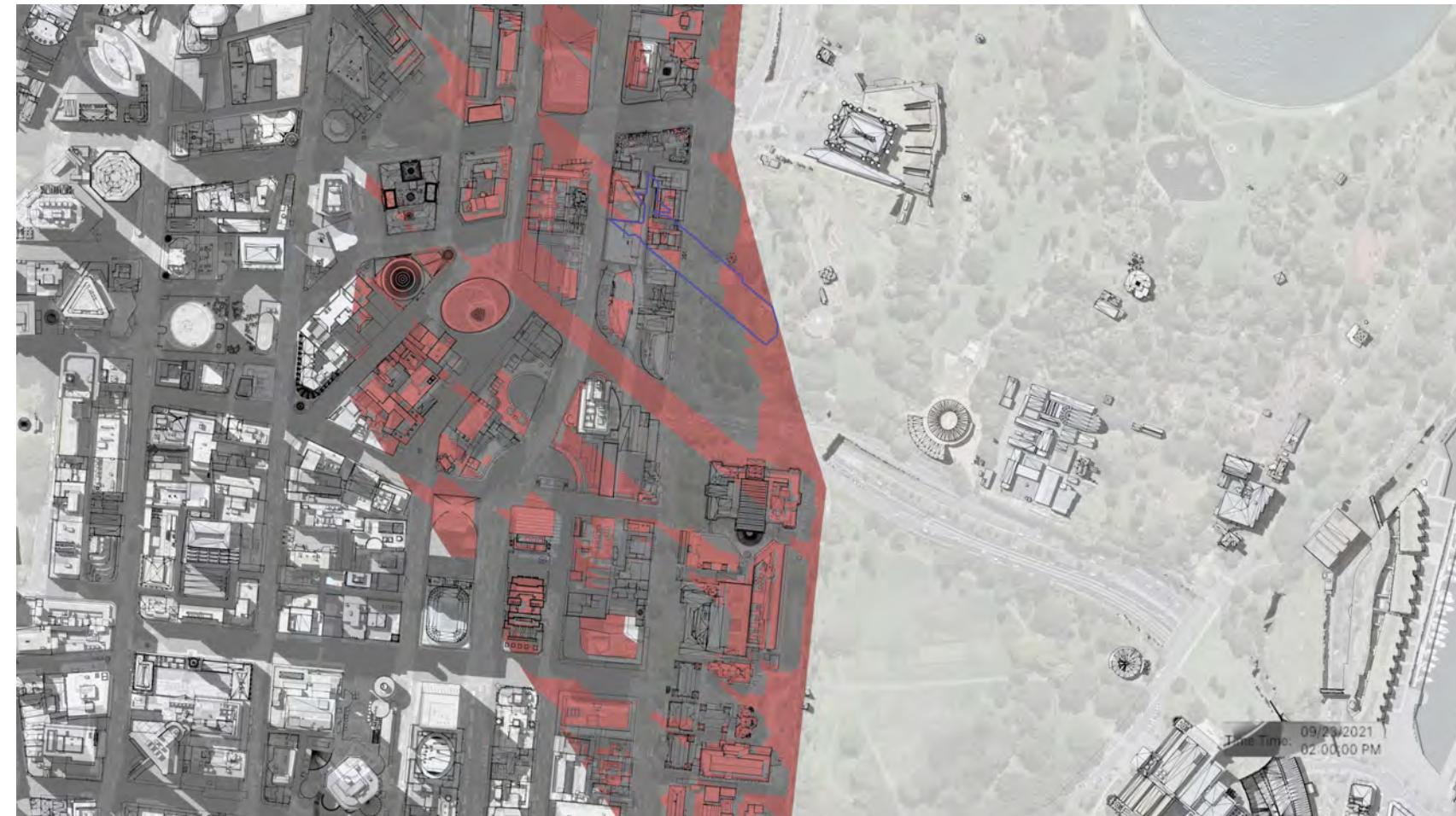
 Proposed Tower Shadow  Sun Access Plane Protection Zone

Overshadowing Study

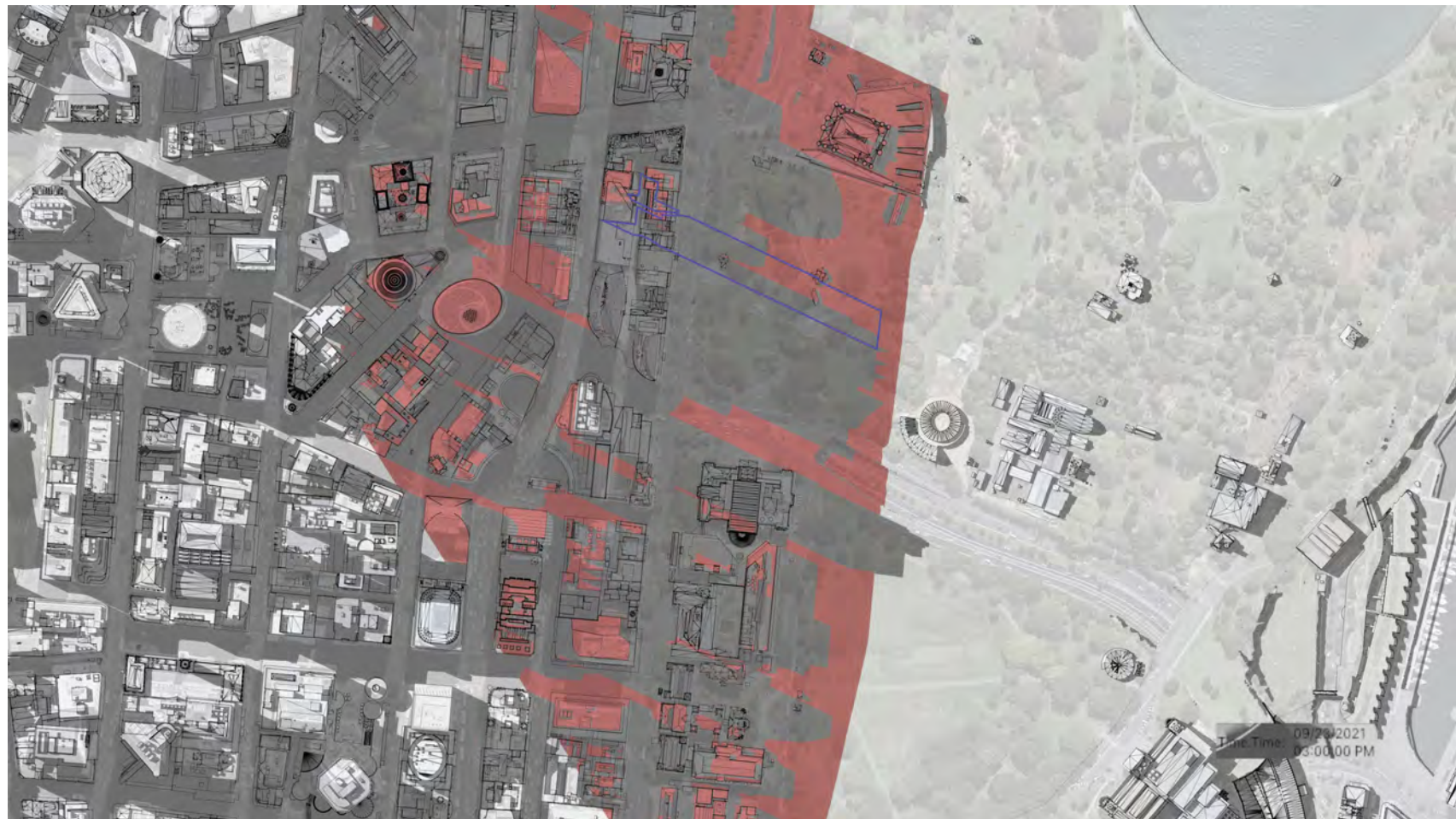
Equinox, 23rd September



1pm AEST, 23rd September



2pm AEST, 23rd September



3pm AEST, 23rd September

 Proposed Tower Shadow  Sun Access Plane Protection Zone

Overshadowing Study

Summer Solstice, 22nd December



9am AEDT (8am AEST), 22nd December



10am AEDT (9am AEST), 22nd December



11am AEDT (10am AEST), 22nd December



12pm AEDT (11am AEST), 22nd December

 Proposed Tower Shadow  Sun Access Plane Protection Zone

Overshadowing Study

Summer Solstice, 22nd December



1pm AEDT (12pm AEST), 22nd December



2pm AEDT (1pm AEST), 22nd December



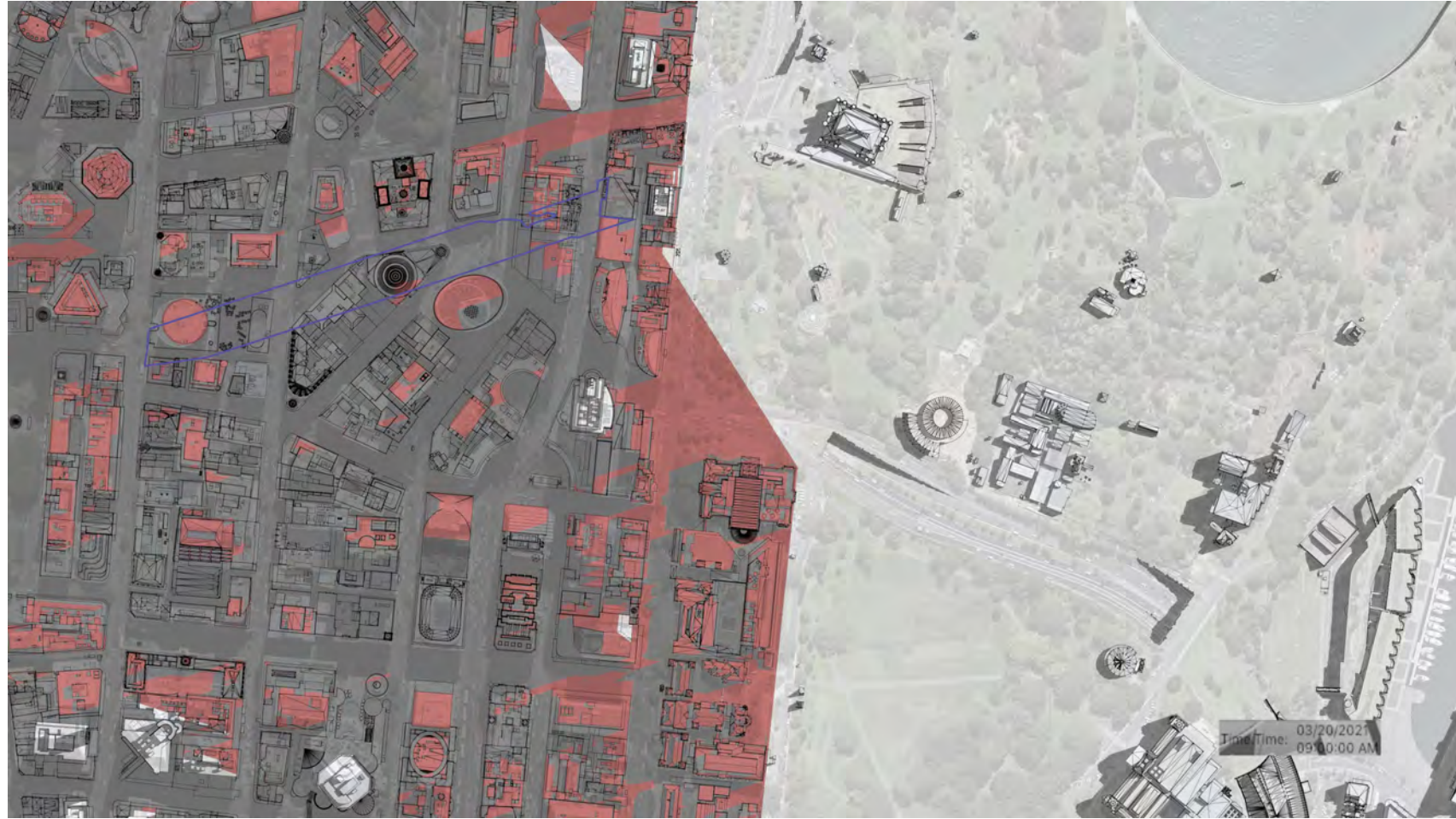
3pm AEDT (2pm AEST), 22nd December

 Proposed Tower Shadow

 Sun Access Plane Protection Zone

Overshadowing Study

Equinox, 20th March



9am AEDT (8am AEST), 20th March



10am AEDT (9am AEST), 20th March



11am AEDT (10am AEST), 20th March



12pm AEDT (11am AEST), 20th March

 Proposed Tower Shadow  Sun Access Plane Protection Zone

Overshadowing Study

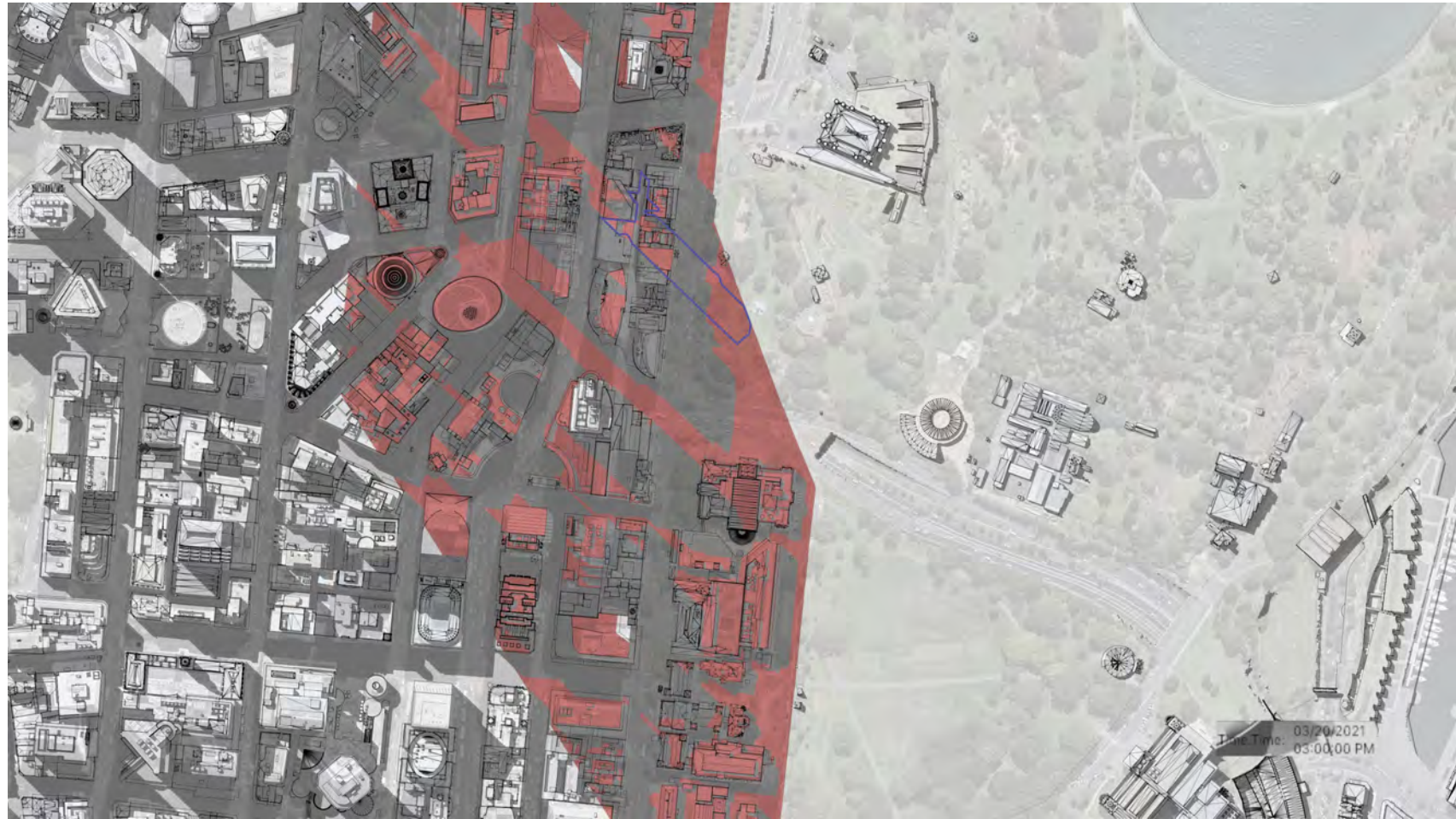
Summer Solstice, 22nd December



1pm AEDT (12pm AEST), 20th March



2pm AEDT (1pm AEST), 20th March



3pm AEDT (2pm AEST), 20th March

 Proposed Tower Shadow  Sun Access Plane Protection Zone

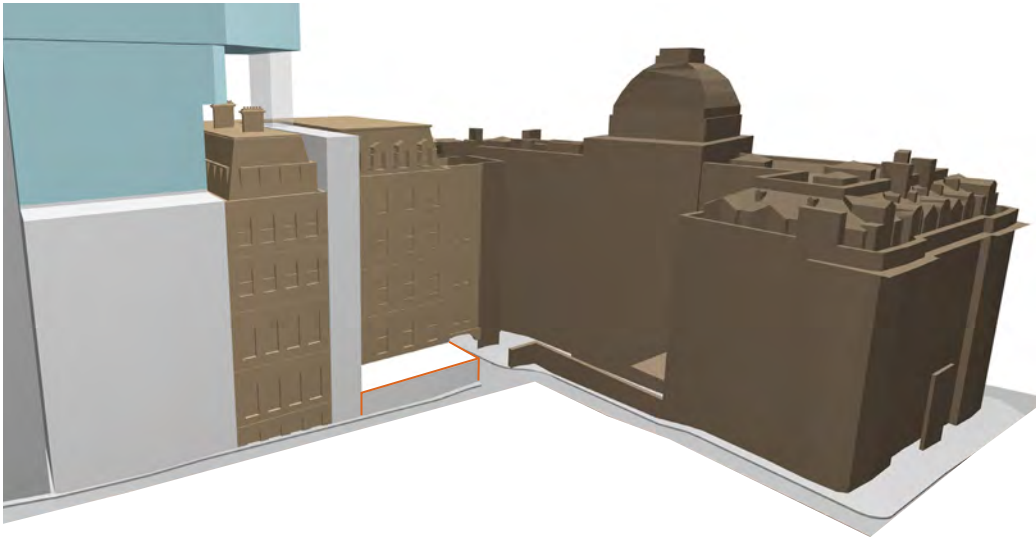
4.2 Visual Impact Analysis Phillip Lane

Proposed Rear Additions

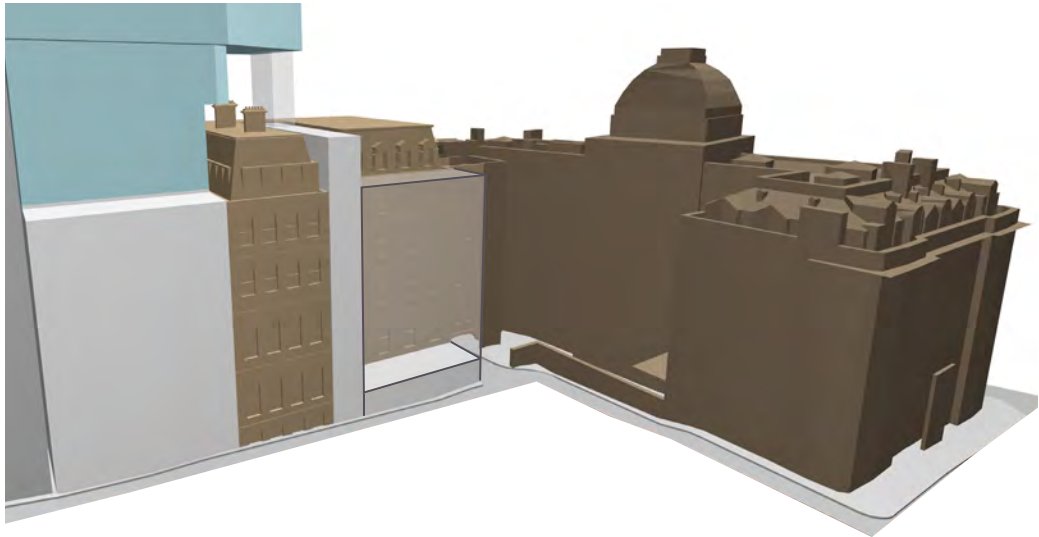
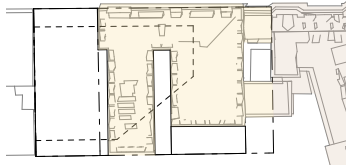
A range of options have been considered for potential rear additions above the existing service entry in 50 Phillip Street with respect to the surrounding heritage buildings.

The following 3D view studies indicate the sequential visual impact through the Phillip Lane from the south to the north for three of the options: Carpark entry only, 0m setback volume up to the street wall height and 1m setback volume up to the existing building level 3.

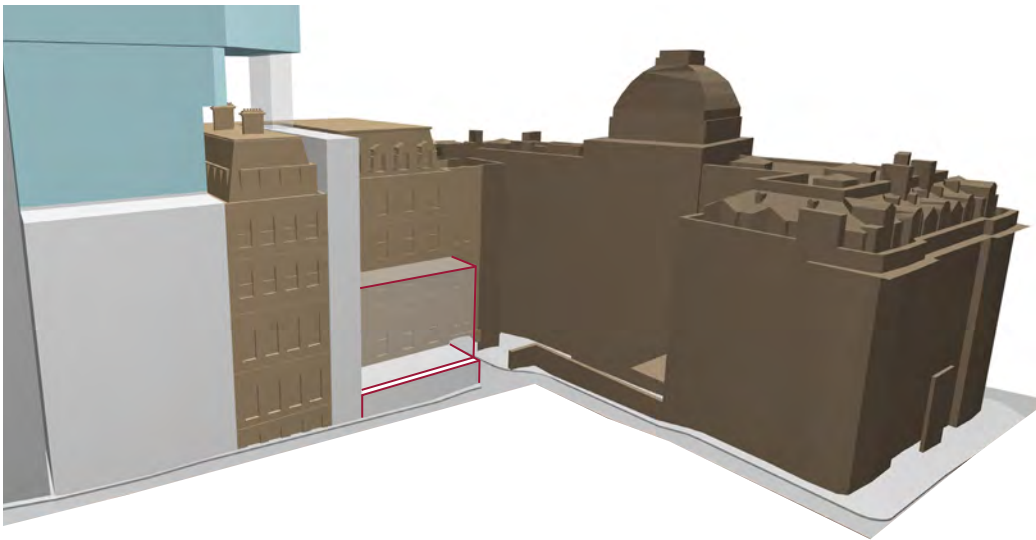
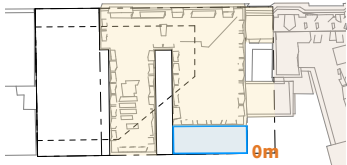
Actual photo image is also provided to comparing the relative visual impact of those three options to the existing state.



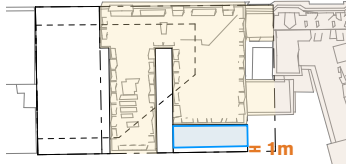
Option 1: Carpark Entry Only
(No Rear Additions)



Option 2: Option Considered
(0m Setback volume up to the street wall height)



Option 3: Proposed
(1m Setback volume up to the existing building level 3)



- Option 1: Carpark Entry Only
(No Rear Additions)
- Option 2: Option Considered
(0m Setback volume up to the street wall height)
- Option 3: Proposed
(1m Setback volume up to the existing building level 3)



Visual Impact Analysis Phillip Lane

When a person stands at the southern positions of Phillip Lane such as view 1 and view 2, there is almost no difference between three options since the visible rear additions is close to parallel to the view cone due to the long distance. When a person walk down to the northern position, such as view 3 and view 4, difference starts appearing to the each option.

View 3

Option 2 covers one whole line of windows of Chief Secretary`s Building and also sky above.
Option 3 covers half of those windows however the sky around the dome is clear which is same as Option 1.
All three options do not obstacle the view towards the dome structure of the Chief Secretary`s Building from Phillip Lane.

View 4

The dome structure of the Chief Secretary`s Building is not visible from Phillip Lane unless looking up to capture it due to the close position to the building.
Considering the amount of visible heritage elements from this position, the visual impact of three options are very similar.

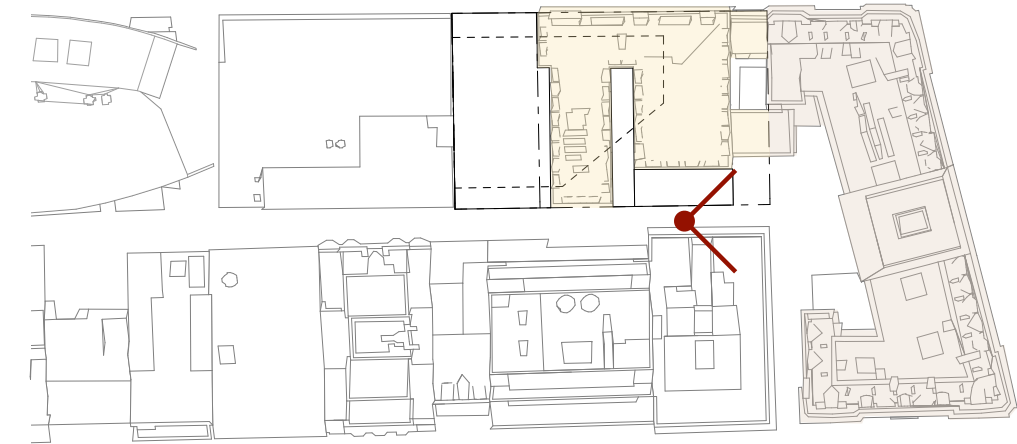
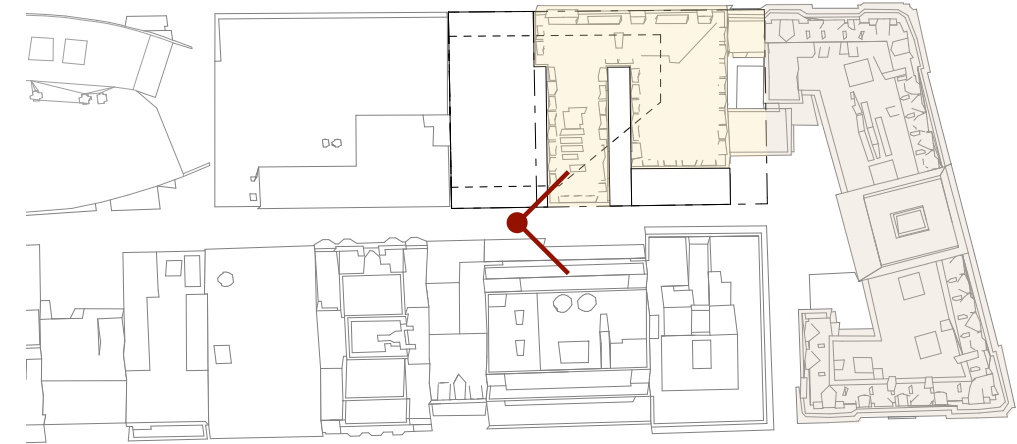
In conclusion, considering an importance of the clear visibility towards the dome structure of Chief Secretary`s Building from Phillip Lane, the proposed Option 2 has a similar minimum impact with the Option 1 having minimum volume for carpark entry.



View 3



View 4



- Option 1: Carpark Entry Only
(No Rear Additions)
- Option 2: Option Considered
(0m Setback volume up to the street wall height)
- Option 3: Proposed
(1m Setback volume up to the existing building level 3)



View 1



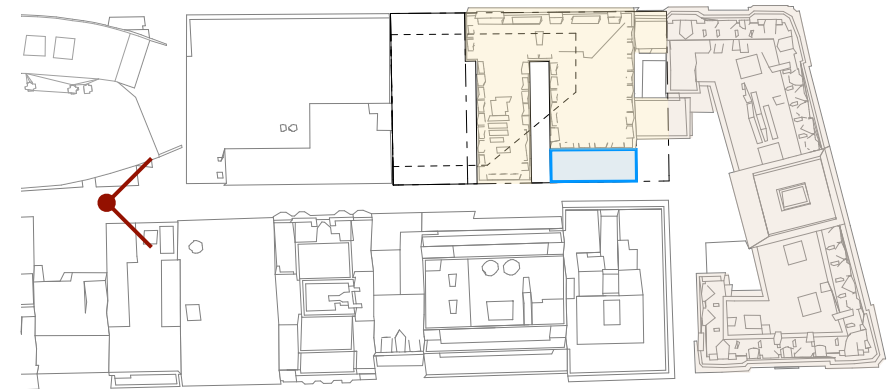
Option 1: Carpark Entry Only
(No Rear Additions)



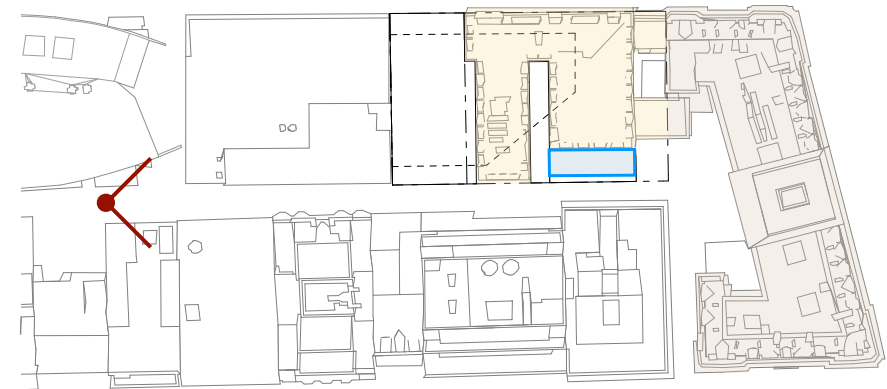
Option 2: Option Considered
(0m Setback volume up to the street wall height)



Option 3: Proposed
(1m Setback volume up to the existing building level 3)



- Option 1: Carpark Entry Only
(No Rear Additions)
- Option 2: Option Considered
(0m Setback volume up to the street wall height)
- Option 3: Proposed
(1m Setback volume up to the existing building level 3)



View 2



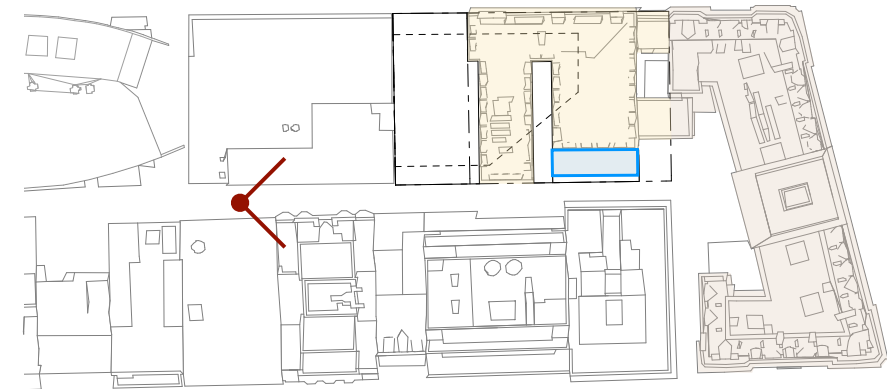
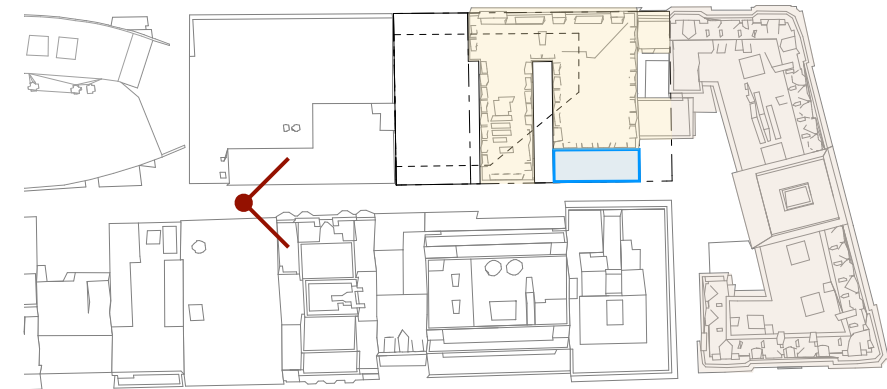
Option 1: Carpark Entry Only
(No Rear Additions)



Option 2: Option Considered
(0m Setback volume up to the street wall height)



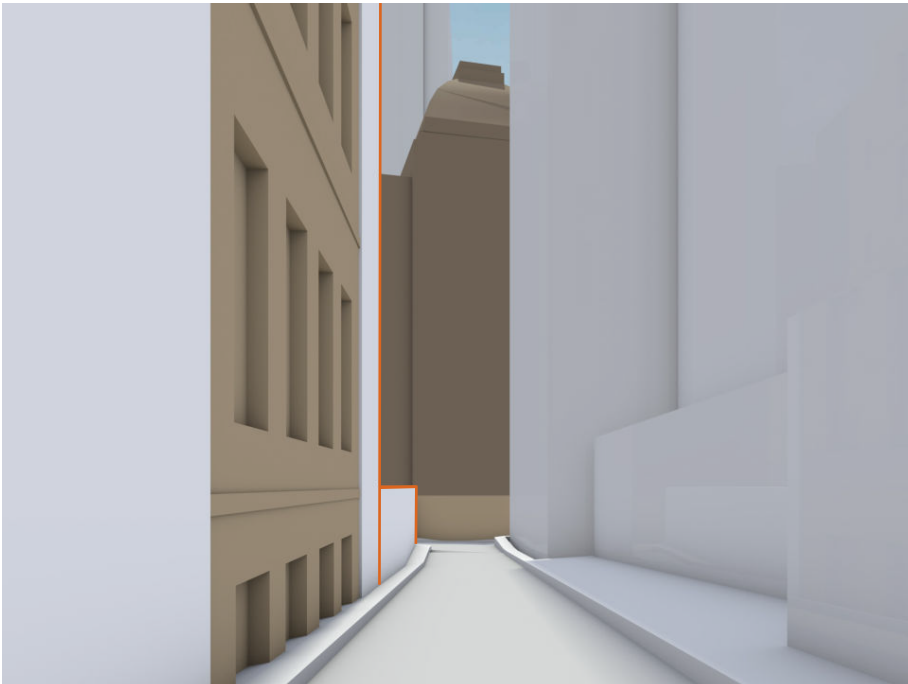
Option 3: Proposed
(1m Setback volume up to the existing building level 3)



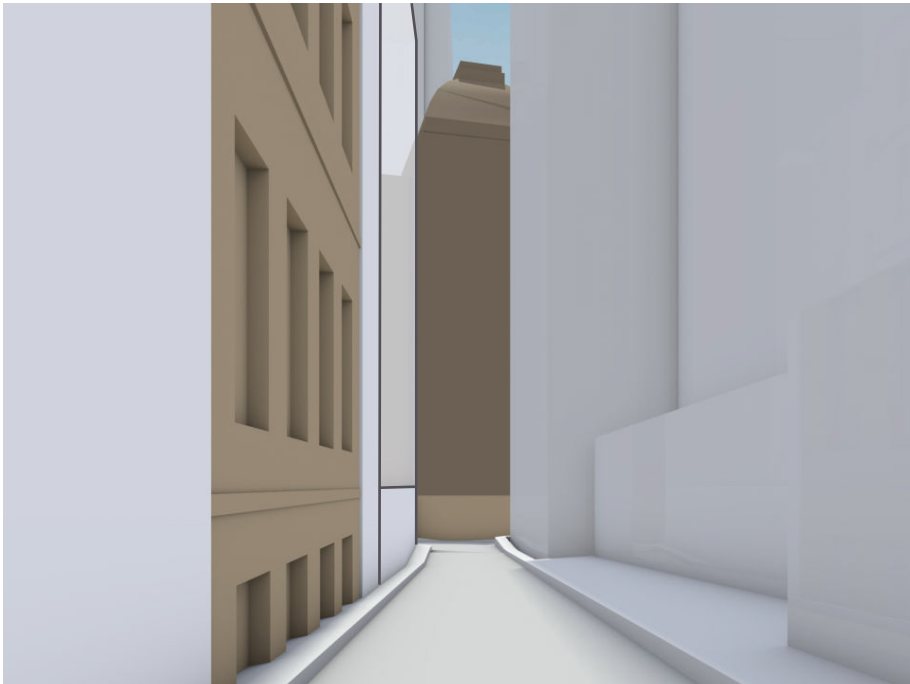
- Option 1: Carpark Entry Only
(No Rear Additions)
- Option 2: Option Considered
(0m Setback volume up to the street wall height)
- Option 3: Proposed
(1m Setback volume up to the existing building level 3)



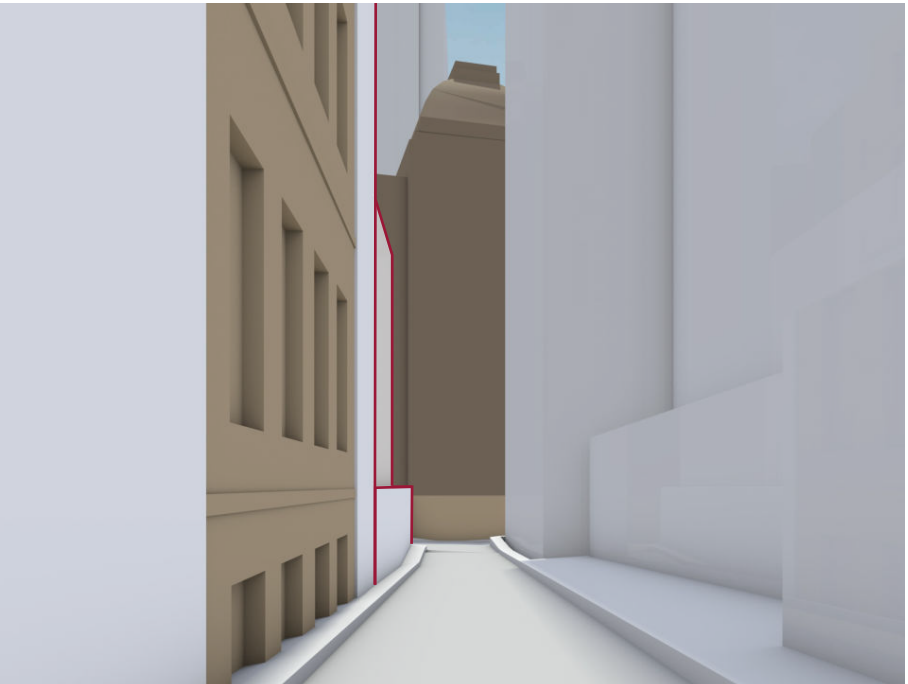
View 3



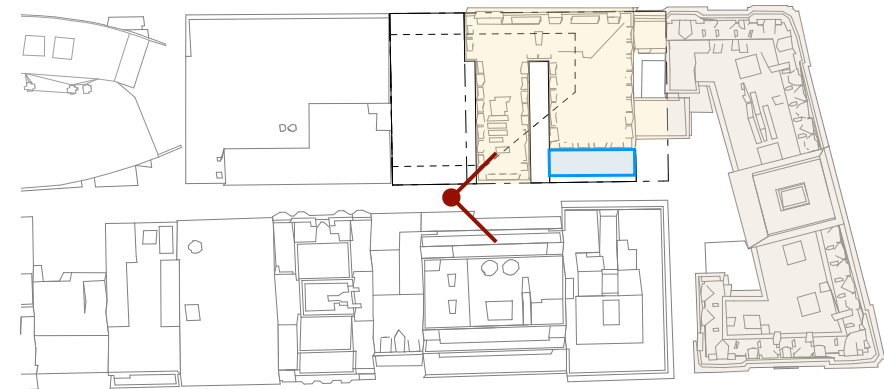
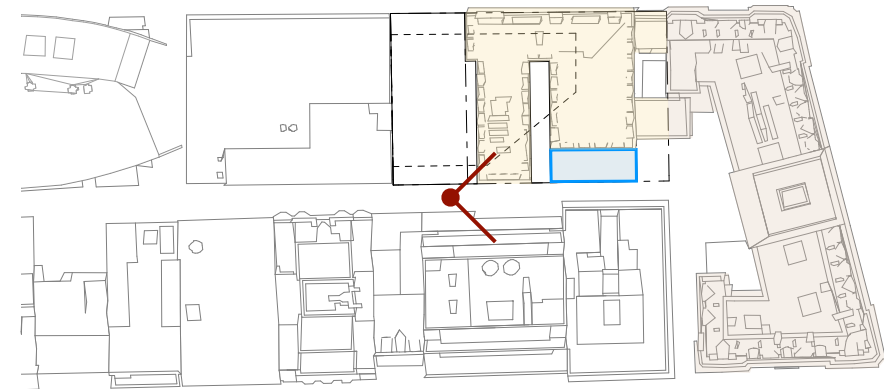
Option 1: Carpark Entry Only
(No Rear Additions)



Option 2: Option Considered
(0m Setback volume up to the street wall height)



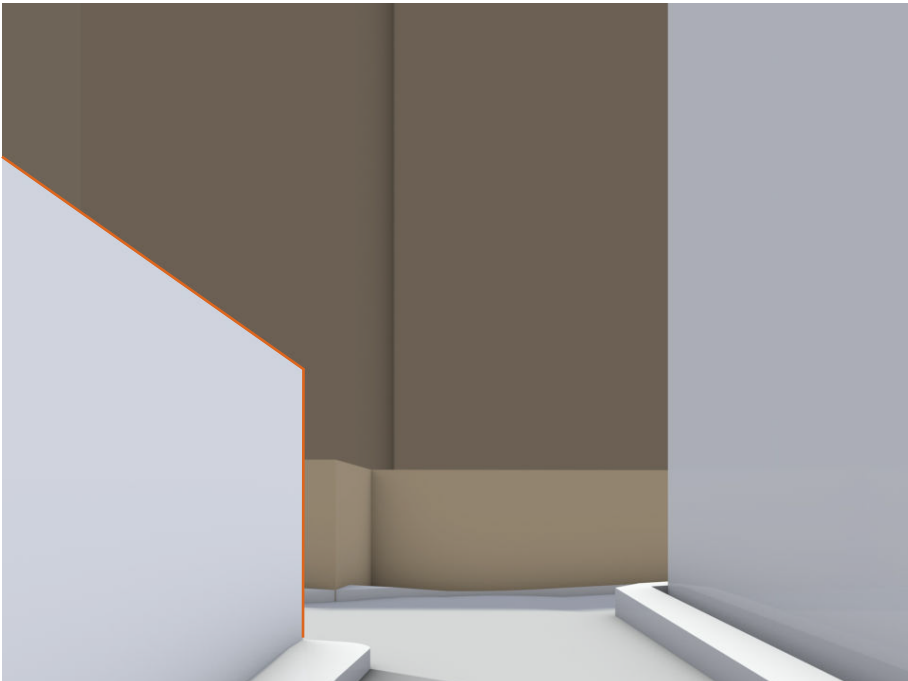
Option 3: Proposed
(1m Setback volume up to the existing building level 3)



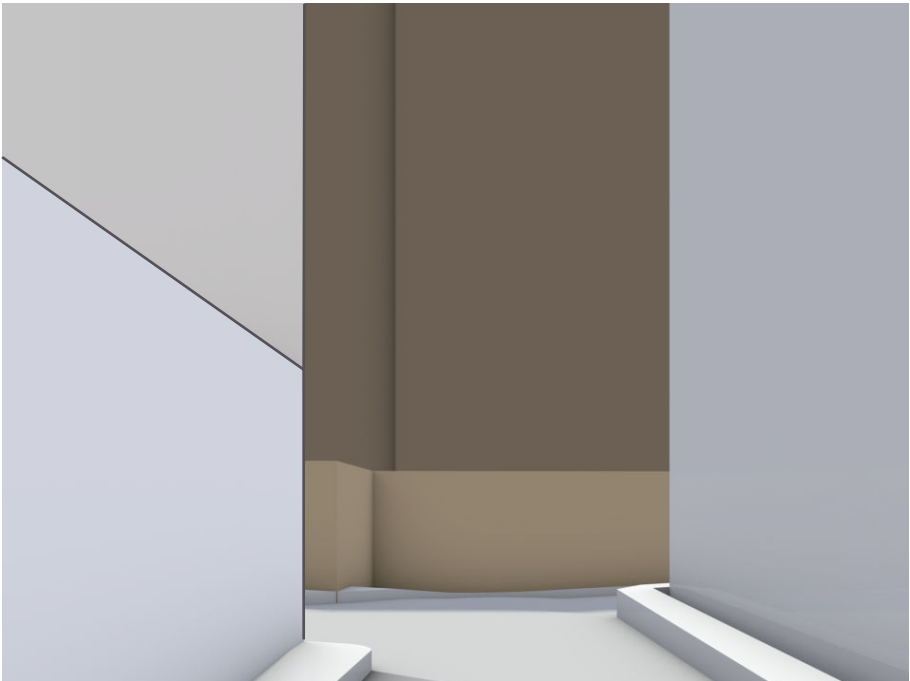
- Option 1: Carpark Entry Only
(No Rear Additions)
- Option 2: Option Considered
(0m Setback volume up to the street wall height)
- Option 3: Proposed
(1m Setback volume up to the existing building level 3)



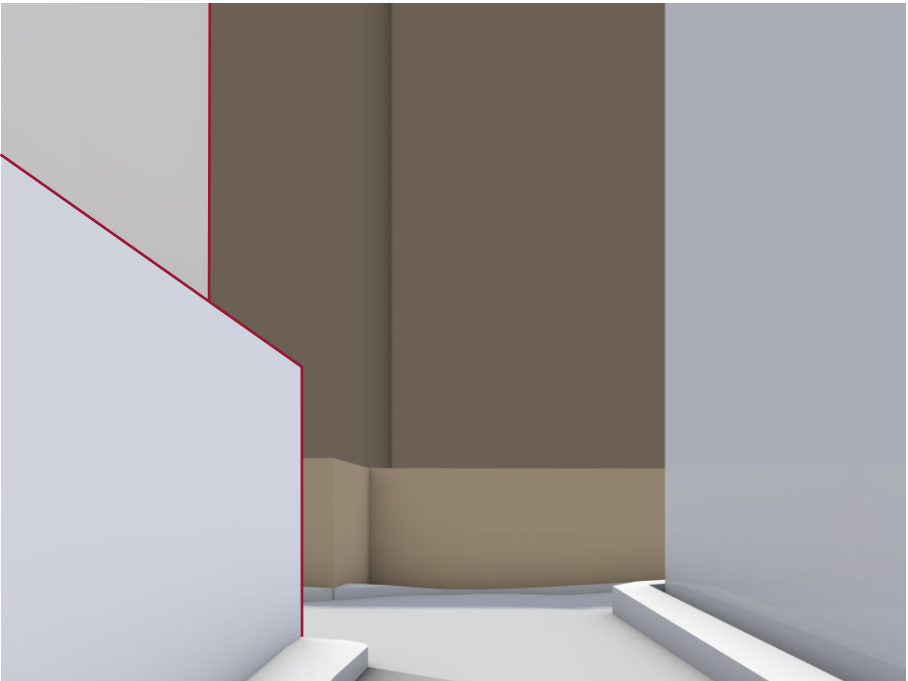
View 4



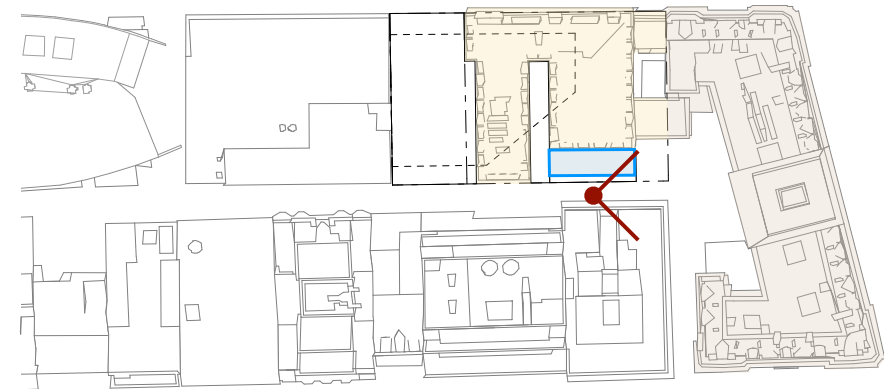
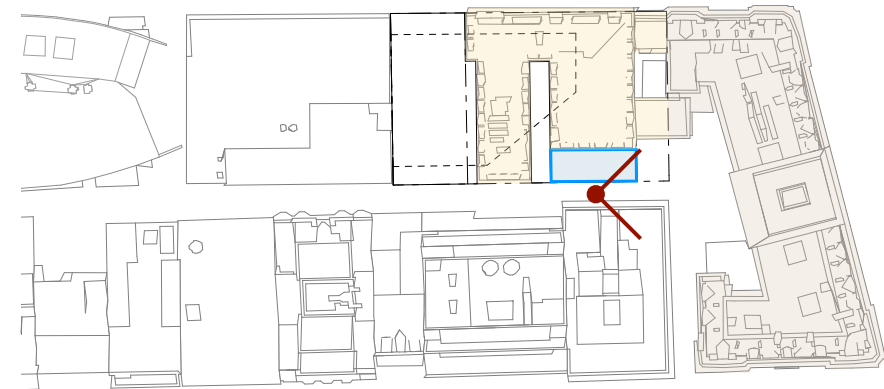
Option 1: Carpark Entry Only
(No Rear Additions)



Option 2: Option Considered
(0m Setback volume up to the street wall height)



Option 3: Proposed
(1m Setback volume up to the existing building level 3)



- Option 1: Carpark Entry Only
(No Rear Additions)
- Option 2: Option Considered
(0m Setback volume up to the street wall height)
- Option 3: Proposed
(1m Setback volume up to the existing building level 3)



4.3 Setbacks to Neighbouring Buildings
4.3.1 Visual Privacy

Apartment Design Guide is not applied to the podium hotel of 50 and 52 Phillip Street, however it has been considered as a design guideline.

An initial residential visual privacy study has been undertaken for the adjacent Neighbouring residential building with referring to below.

Apartment Design Guide (reference only)
Objective 3F-1
Adequate building separation distances are shared equitably between neighbouring sites, to achieve reasonable levels of external and internal visual privacy.

Design criteria 1
Separation between windows and balconies is provided to ensure visual privacy is achieved. Minimum required separation distances from buildings to the side and rear boundaries are as follows:

Building height up to 12m (4 storeys)
- Habitable rooms and balconies : 6m
- Non-habitable rooms : 3m

Building height up to 25m (5-8 storeys)
- Habitable rooms and balconies : 9m
- Non-habitable rooms : 4.5m

Building height over 25m (9+ storeys)
- Habitable rooms and balconies : 12m
- Non-habitable rooms : 6m

Neighbouring Residential Building :
123 Macquarie Street (Astor Apartments)

The Astor Apartments consists of 13 residential floors from ground floor to level 12, and lower ground retails facing to Phillip Lane. The majority of residential floors have two apartments facing to Macquarie Street at the west and the other two apartments facing to Phillip Lane at the east.

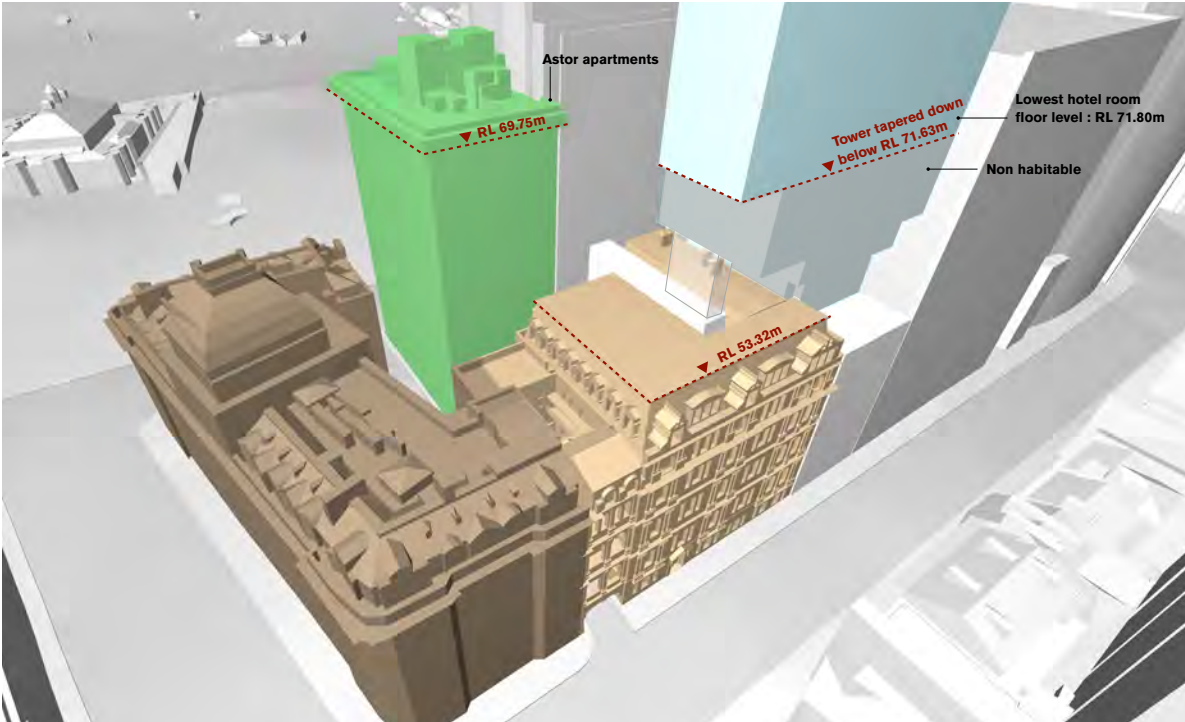
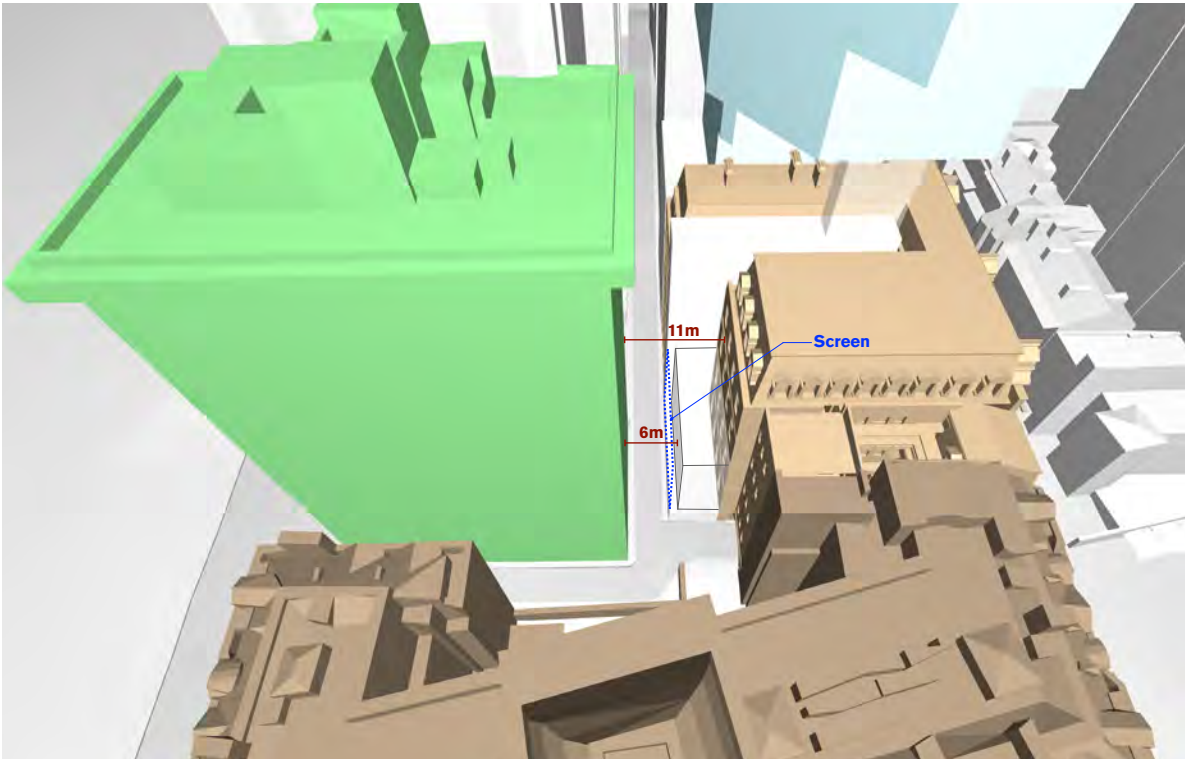
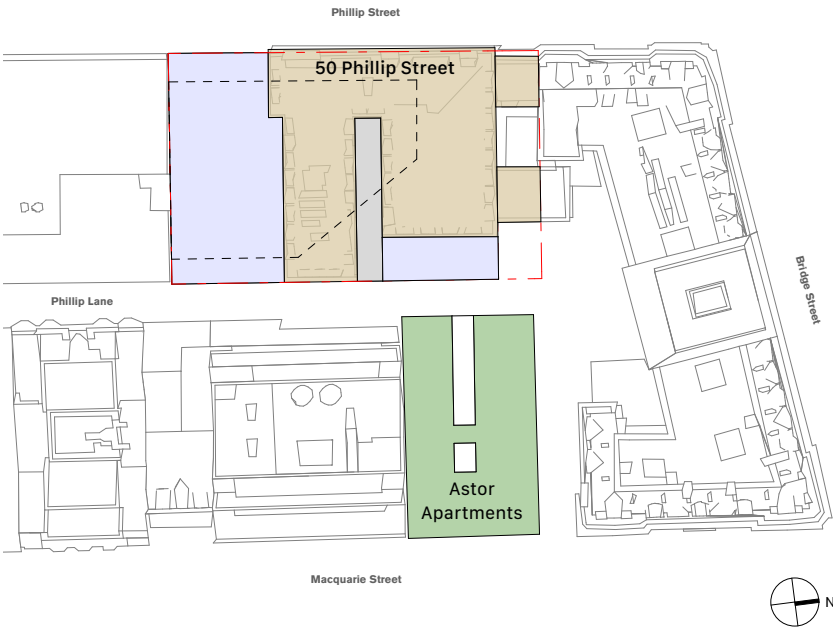
There are living rooms and bed rooms with windows at the Phillip Lane facade above ground floor.
The Astor Apartments is built to boundary without setbacks, so that the windows are relying on the facing Phillip Lane for light and air.



Visual Privacy

Proposed Tower

The majority of proposed tower volume sits above 52 Phillip Street. Some extension of the tower exists above 50 Phillip Street, however the tower volume is largely setback from the northwestern corner and also three-dimensionally stepped down to land on 52 Phillip Street site, which provide a great distance and visual separation from the Astor apartment to the proposed tower. In addition, proposed first hotel floor on RL71.80m is above the last residential floor of Astor apartment on RL 69.75m, the tower volume below RL71.80 is all non-habitable, which does not impact on the visual privacy of the habitable rooms of the Astor Apartments.

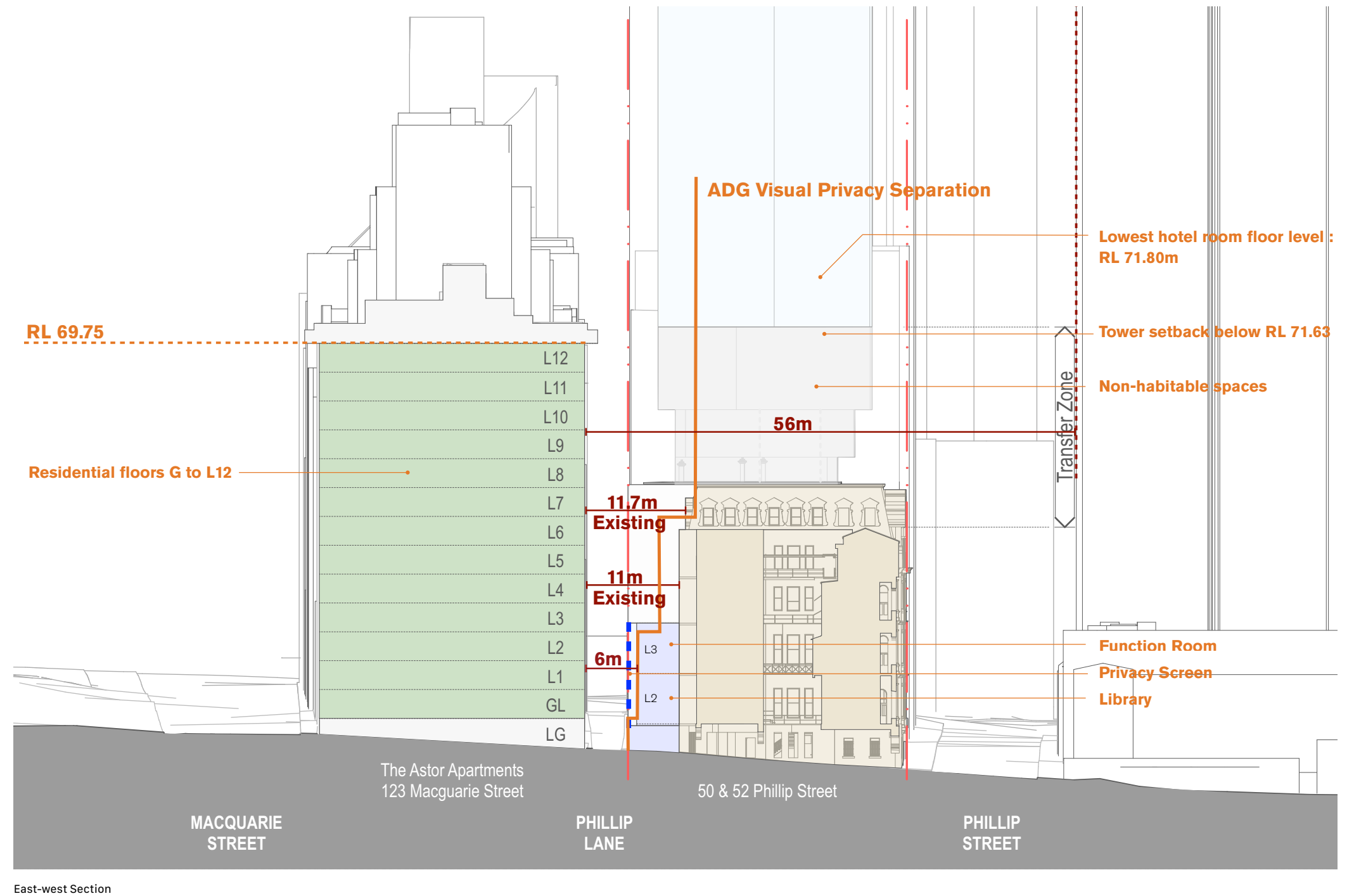


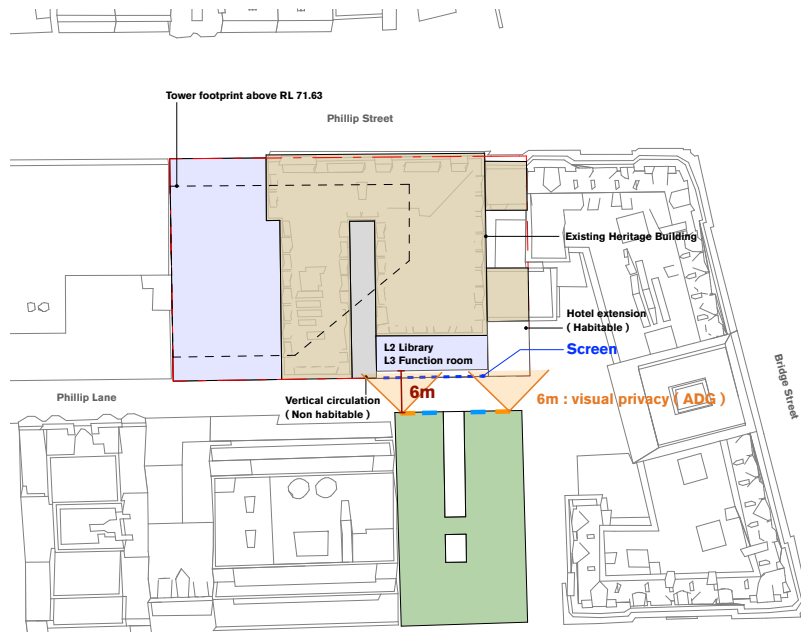
Visual Privacy - Mitigation

Proposed Podium

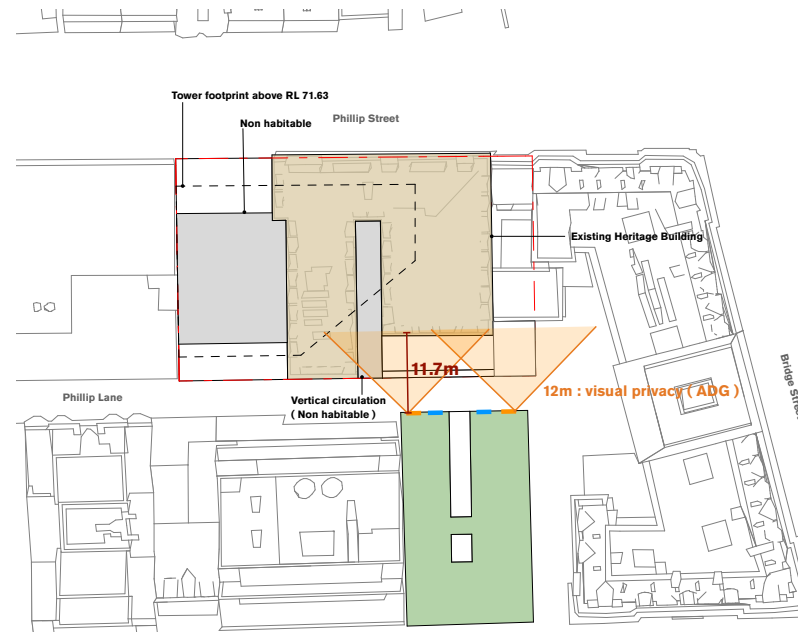
Two levels of rear additions facing to Phillip Lane is proposed above the existing service entry on 50 Phillip Street, which is in front of the residential floor of Astor apartments on ground floor to level 2. The use of those extension floors consist of a library on L2 and a function room on L3, which are habitable rooms however having less privacy impact than hotel rooms.

A privacy screen is proposed to be installed to the facade of the extension volume, which protects the visual privacy of Astor apartments and also protect them from the light coming from the library and the function room at the night time.

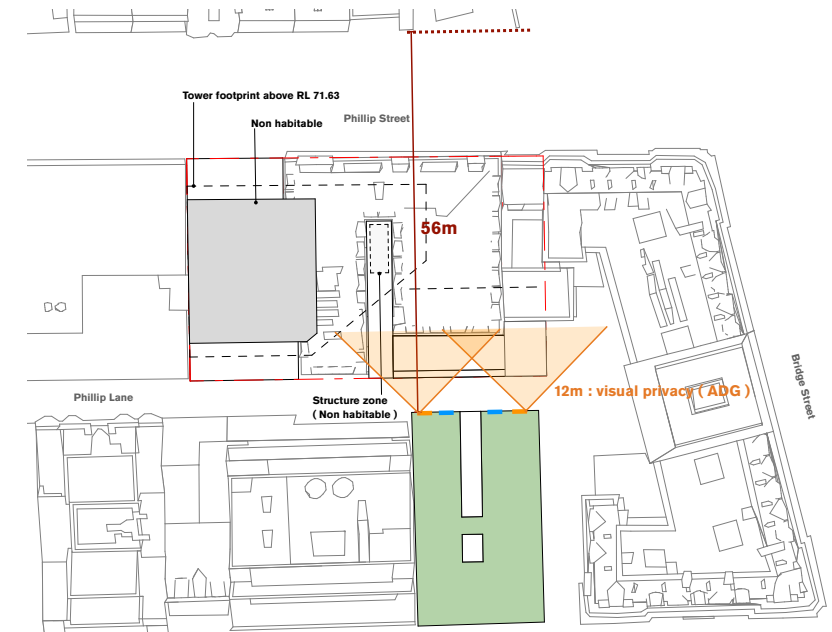




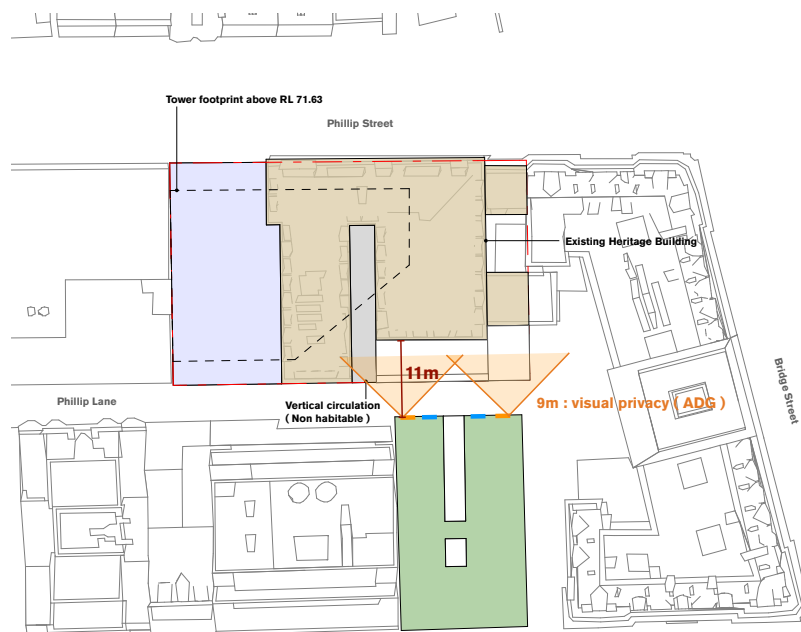
Level GL - 2



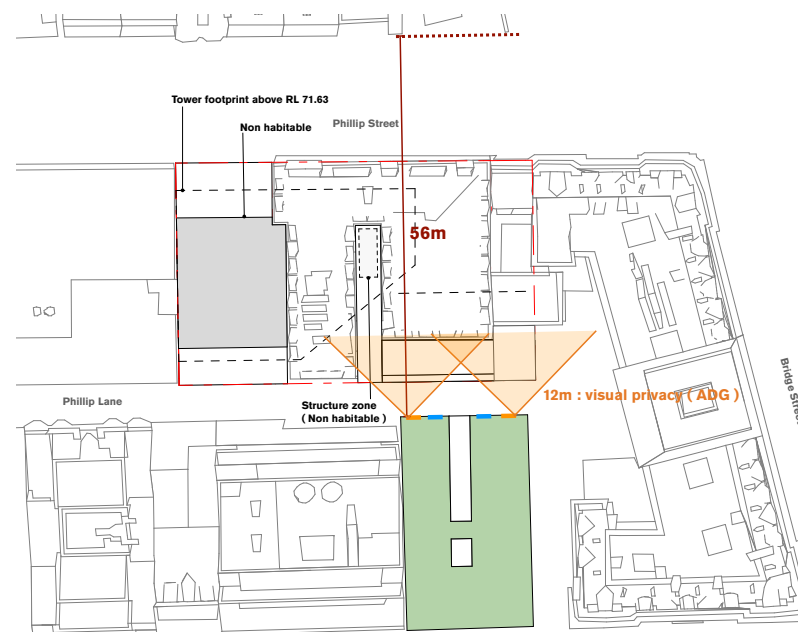
Level 7



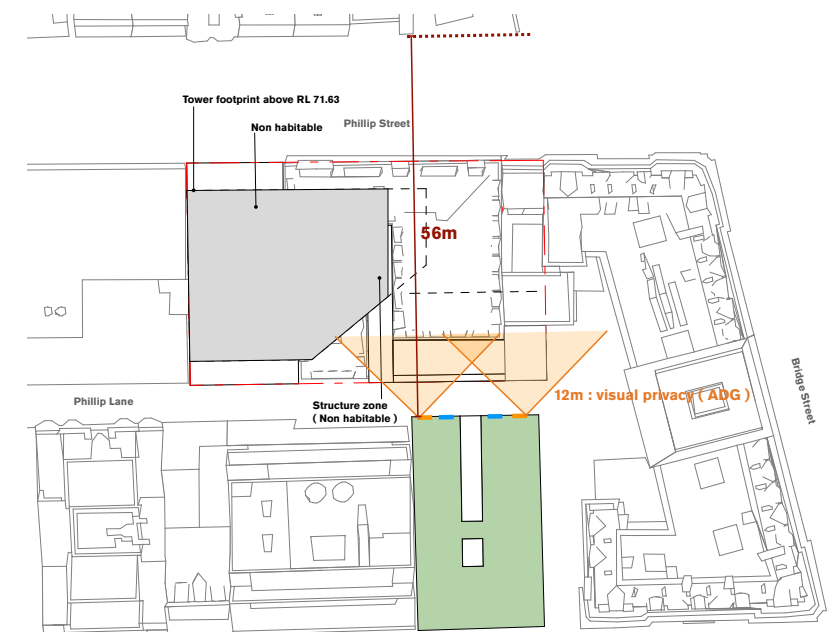
Level 9-10



Level 3-6



Level 8



Level 11-12

Living Room Windows
Bedroom Windows



4.4 Visual Impact Analysis

The visual impact analysis is conducted based on the surveyed photography. The camera positions were carefully selected by the discretion of heritage consultant and town planner. The detailed methodology refers to the VIA report.



Phillip Street View



Bridge Street View 1

