



Figure 25 – Novotel Rockford Hotel with the 'Memory Lines' sculpture in the foreground



Figure 26 – The Pump house, viewed from the SEC northern forecourt

### To the north-east

To the north-east of the Site (on the eastern side of Harbour Street and to the north of Goulburn Street) is a 15-storey mixed use development (refer to **Figure 27**). The development occupies the entire block bounded by Harbour, Goulburn, Dixon and Liverpool Streets and consists of:

- Harbour Garden Towers (residential);
- Seasons Darling Harbour Hotel; and
- Number 1 Dixon Shopping Centre.

The hotel component is situated closest to the Site, being located on the corner of Goulburn and Harbour Streets.



**Figure 27** – Mixed use development located to the north-east

### To the east

There are three (3) street blocks located directly to the east of the Haymarket site on the eastern side of Harbour Street, each accommodating commercial development.

The northernmost block is bound by Harbour, Goulburn, Dixon and Factory Streets. The site accommodates 25-29 Dixon Street, which is an eight storey building, which accommodates a mix of retail and restaurant uses on Levels One to Four, and office uses on Levels Five to Eight. The building has main frontages to Goulburn and Dixon Streets (within the core of the Chinatown precinct) and incorporates façade treatments that seek to replicate Chinese architectural style (refer to **Figure 28**). The rear of the building is located on Factory Street, which provides vehicular access to the building and pedestrian access between Harbour and Dixon Streets.

68 Harbour Street is located further to the south and occupies the entire block bound by Harbour, Factory, and Little Hay Streets, and Kimber Lane. The site accommodates the Holiday Inn Darling Harbour, a 12 storey hotel providing 346 guest rooms. Half of the hotel is accommodated within the former John Bridge Woolstore, which is an item of local heritage significance. The remainder of the hotel is accommodated in a more recent addition fronting Little Hay Street (see **Figure 29**).

The southernmost block is bound by Harbour, Little Hay and Hay Streets, and Kimber Lane. The block accommodates five (5) commercial buildings, ranging from one to four storeys in height. These buildings typically provide retail or food outlets at ground level, and commercial or restaurant uses above (see **Figures 30 and 31**). The buildings on the site include the following:

- 78-86 Harbour Street;
- 90, 92, and 94 Hay Street; and
- 7-9 Kimber Lane.



Figure 28 – 25-29 Dixon Street, viewed from Harbour Street



Figure 29 – 68 Harbour Street, viewed from Harbour Street



Figure 30 – 78-86 Harbour Street and 90 Hay Street, viewed from Harbour Street



Figure 31 – 90 Hay Street, viewed from the SEC

### To the south

Hay Street runs in an east-west direction and traverses the southern boundary of the Site. Hay Street is closed to motor vehicles between the intersections of Darling Drive and Harbour Street, where it becomes a shared zone for pedestrians and the Metro Light Rail (refer to **Figure 32**). The Paddy's Market Metro Light Rail Station is situated in this location. Quay Street runs perpendicular to Hay Street and commences at the mid-point of the southern boundary (refer to **Figure 33**).

On the eastern side of Quay Street is 9-13 Hay Street, which occupies the entire block bounded by Hay, Quay and Thomas Streets, and Ultimo Road (see **Figure 34**). The development rises to 46-storeys and accommodates a mixed use development which includes Peak Apartments and the Market City Shopping Centre. Market City accommodates 'Paddy's Market' on Lower Ground Level, and three storeys of retail tenancies above. The Peak Apartments are situated in a tower above the podium level.

On the western side of Quay Street is Haymarket Building 5 of the University of Technology Sydney (UTS) City Campus, otherwise known as 1-59 Quay Street (see **Figure 35**). The building occupies the entire site bound by Darling Drive, Hay and Quay Streets, and Ultimo Road, and varies between two and five storeys in height. Building 5 predominantly accommodates teaching spaces for the Law and Business faculties, the Blake Library and various student services and facilities.



**Figure 32** – Hay Street, looking east, taken from the northern side of UTS Haymarket Building 5



**Figure 33** – Quay Street, viewed from the SEC



Figure 34 – 9-13 Hay Street, viewed from the SEC car park



Figure 35 – UTS Haymarket Building 5, viewed from the SEC

## To the West

500 Harris Street is located directly to the west of the site on the opposite side of Darling Drive. The site is a large L- shaped plot which accommodates the Powerhouse Museum (**Figure 36**) and the former Ultimo Tram Shed (**Figure 37**). The museum is located immediately to the west of the Haymarket site, whilst the former tram sheds are located further to the south adjacent to UTS.



Figure 36 – The Powerhouse Museum, viewed from the roof of the SEC car park



Figure 37 – Former Ultimo Tram Shed with footbridge in the foreground

## 3.0 Consultation

Consultation is recognised as an important part to the successful delivery of the SICEEP Project, with the NSW Government speaking with industry and stakeholders from day one of the Project's inception. This has continued through to inform the master planning and design development of Darling Harbour Live's preferred scheme.

A Stakeholder and Community Engagement Report (**Appendix I**) has been prepared by The Hornery Institute<sup>2</sup> and draws on the stakeholder and community engagement program undertaken prior to the lodgement of any development applications for the SICEEP Project. More specifically, the Report provides commentary with respect to:

- The current community context;
- Outcomes from the baseline and pre-consultation engagement programs; and
- Summarises design mitigation in response to issues raised.

The level of consultation undertaken up to the lodgement of this DA is considered to be appropriate and justified and exceeds minimum requirements of the Department of Planning's Major Project Community Consultation Guidelines (October 2007) – therefore meeting DGR requirements.

### 3.1.1 Community Context

One of the first steps in the consultation process was to identify and understand the community catchment. Three community catchments were identified:

- Local Catchment – comprising the residential, commercial and institutional site neighbours, together with those agencies and opinion formers that have an interest in the precinct;
- Primary Catchment– comprising residents and businesses within the suburbs of Haymarket Pyrmont and Ultimo; and
- Secondary Catchment–comprising residents and businesses throughout Greater Sydney together with interstate and overseas visitors to Darling Harbour.

### 3.1.2 Stakeholder Analysis

The next step was to map and identify relevant participants to consult and engage with. **Table 4** provides an overview of the breadth of stakeholder engagement that has been undertaken leading up to the lodgement of this SSD DA.

<sup>2</sup> The Hornery Institute [THI] is an independent non-profit organisation founded by the late Stuart Hornery on his retirement in 2000. THI has developed integrated expertise in evidence-based urban strategy, placemaking/place management and community engagement using design-led thinking. Based in Brisbane the team works with public and private sector clients together with other non-profit organisations and agencies throughout Australia. The team has a good working understanding of the local communities in Haymarket, Pyrmont and Ultimo, as well as the residents and visitors of the CBD area through Project work undertaken in this area since 2008.

**Table 4 – Summary of stakeholder participants**

| Agencies and peak bodies                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Government                                                                                                                                                                                                                                 | Industry and partners                                                                                                                                                                                                                                                                                                                                                                                              | Precinct stakeholders                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Opinion formers                                                                                                                                                                                                                                                                           | Service providers and utilities                                                                                                                                                                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>- Australian Institute Of Architect's</li> <li>- National Trust</li> <li>- BIKESydney</li> <li>- Australia Day Council</li> <li>- Good living Growers Market</li> <li>- Guide Dogs NSW</li> <li>- History Council of NSW</li> <li>- Homelessness NSW</li> <li>- IDEAS Sydney</li> <li>- Motorcycle Council Of NSW Inc</li> <li>- Multicultural Disability Advocacy</li> <li>- Council of NSW Local Community</li> <li>- Services Association</li> <li>- Historic Houses Trust</li> <li>- Metropolitan Land Council</li> <li>- Action for Transport</li> </ul> | <ul style="list-style-type: none"> <li>- EPA</li> <li>- RMS</li> <li>- TfNSW</li> <li>- DoPI</li> <li>- Ministry for Police and Emergency Services</li> <li>- DET</li> <li>- SHFA</li> <li>- City of Sydney</li> <li>- RailCorp</li> </ul> | <ul style="list-style-type: none"> <li>- Diversified</li> <li>- Exhibition and Trades Fairs</li> <li>- Australian Business Events Expo</li> <li>- Boat Show</li> <li>- Gaming Technologies</li> <li>- Exhibitions And Event Association Of Australia</li> <li>- Arinex</li> <li>- International College of Management Sydney</li> <li>- Meetings and Events Australia</li> <li>- Business Events Sydney</li> </ul> | <ul style="list-style-type: none"> <li>- University of Technology Sydney</li> <li>- Institute of TAFE Ultimo College</li> <li>- Powerhouse Museum</li> <li>- Ian Thorpe Aquatics Centre</li> <li>- Historic Houses Trust</li> <li>- Chinatown – Haymarket Chamber Of Commerce</li> <li>- Fairfax Media</li> <li>- Frasers Property Group</li> <li>- Australian Broadcasting Corporation</li> <li>- Australian National Maritime Museum</li> <li>- Star City</li> <li>- Harbourside Shopping Centre</li> <li>- Darling Quarter</li> </ul> | <ul style="list-style-type: none"> <li>- Sydney Business Chamber</li> <li>- Committee for Sydney</li> <li>- Australian Chinese Business Council</li> <li>- Property Council</li> <li>- National Council For Indigenous Excellence</li> <li>- Architects Institute Of Australia</li> </ul> | <ul style="list-style-type: none"> <li>- Sydney Water</li> <li>- AusGrid</li> <li>- Jemena (gas)</li> <li>- Telstra</li> <li>- National Broadband</li> <li>- Network</li> <li>- VEOLIA Light Rail</li> <li>- Police and Emergency Services</li> </ul> |

In terms of the community as a stakeholder, it was segmented in accordance with their proximity to the site and participation was sought from:

- The executive or management committees of neighbouring apartment buildings, including:
  - Executive Committee Goldsbrough
  - Executive Committee Bullecourt
  - Executive Committee Peak Apartments
  - The Oaks Goldsbrough (serviced apartments)
  - Novotel Sydney on Darling Harbour
  - Executive Committee 18- 20 Allen Street
  - Executive Committee Darling Court

- Local resident associations and action groups, including:
  - Council of Pyrmont and Ultimo Community Associations
  - Pyrmont Action Association
  - Friends of Pyrmont Community Centre
  - Blackwattle Cove Coalition
  - Ultimo Village Voice
  - Chinese Historical Association of Australia
  - Pyrmont Community Group
  - Pyrmont Action Inc
  - Pyrmont Community Group
  - Social Infrastructure for Children In Ultimo Pyrmont (Sinc-UP)
- Residents and businesses in Darling Harbour, Haymarket, Pyrmont and Ultimo; and
- Representatives from the wider Sydney community.

Local residents and representatives from the wider Sydney community have been engaged through the media, letter drops, website, on line activities and structured recruitment.

### 3.1.3 Engagement Programs

Three key engagement platforms have been used across all stakeholder groups in the lead up to the lodgement of this SSD DA, specifically:

- printed material – including mail-outs of letters, newsletters, project fact sheets, postcard feedback forms.
- face-to-face communication – manned model displays, community forums, one on one briefings, roundtable sessions, qualitative research workshops, working groups, presentations, design workshops.
- Technology – Project telephone number, project email, project website, on-line forum

The Stakeholder and Community Engagement Report at **Appendix I** elaborates further on the above engagement activities.

### 3.1.4 Outcomes from Consultation

#### Baseline Consultation

Early engagement was undertaken by both INSW and Darling Harbour Live during the request for proposals stage in order to build their understanding of the stakeholder and community environment, before moving ahead with developing the master plan and detail design. Darling Harbour Live's objectives for this early engagement were to ascertain stakeholder and community:

- Perspectives about the area today – what they value and what should be changed;
- Aspirations about what the proposed revitalisation of the precinct could achieve (for them and for Sydney), i.e. what success would look like; and
- Concerns about what could eventuate from the proposed revitalisation of the precinct in other words what failure would look like.

The key findings from this baseline consultation exercise are detailed within Stakeholder and Community Engagement Report at **Appendix I**. Importantly, the baseline consultation with stakeholders and representatives and the community helped shape and influence the master plan and design development during the request for proposal phase, including through:

- Delivering an integrated response – consider the site holistically to leverage maximum outcomes for the precinct.
- Addressing authenticity – delivering the Haymarket as a mixed use neighbourhood that offers local service and convenience retail for local people, responding to the need for local, low cost and incubator space for start-up businesses attracted to the knowledge hub around the University and TAFE, providing a public realm with a local activation and youth focus.
- Connectivity and accessibility – creating a strong north south spine that improves the ability for residents and visitors to connect to the visitor attractions and waterfront environment, realignment entrances to light rail stations to assist with wayfinding and simplifying access.
- Permeability – introducing new east – west connections between Pymont/Ultimo and Darling Harbour, Chinatown and the CBD, and reconnecting the city grid at the southern end, breaking down the building footprints and creating individual addresses and identities for the core facilities, developing a signage and wayfinding strategy for the precinct and surrounds.
- Signature design – internationally respected architects have been engaged to deliver the project and ensure the precinct as a whole supports a new identity and landmark for the City, a tiered solution to the exhibition facilities interface with the public realm improves its relationship and minimises overshadowing impacts to Tumbalong Park.
- Public realm – the quantum of public realm has been significantly increased.
- Disruption during construction – limiting excavation by retaining the existing car parking in situ and selecting above ground parking for the southern precinct, sleeved by active uses, architectural screening etc.

### Pre-lodgement Consultation

Building on the baseline consultation, Darling Harbour Live has undertaken a further accelerated program of stakeholder and community engagement (in conjunction with INSW) since being selected as the preferred proponent.

The specific feedback received during this phase of consultation is detailed within the Stakeholder and Community Engagement Report at **Appendix I** and the Services Infrastructure Report at **Appendix H** (in relation to consultation undertaken with service providers and utilities). Worth highlighting is the feedback and opinions received from both local residents and residents across greater Sydney (refer to **Table 5**). Given the significance of the SICEEP Project and the benefits to be delivered across the City and State more broadly there was revealed to be widespread support for the project from residents (sampled) throughout Greater Sydney. There is generally overwhelming support for the SICEEP Project from Precinct Stakeholders, Opinion Formers, and Industry – all of which acknowledge the substantial benefits a project like this will deliver.

**Table 5** – Summary of key concerns and expressions of support from local residents and residents across Greater Sydney

| Local residents                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                       | Residents across Greater Sydney <sup>1</sup>                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Concerns expressed                                                                                                                                                                                                                                                                                                                                                                                                            | Expression of support                                                                                                                                                                                                                                 | Concerns expressed                                                                                                                                                                                                                 | Expression of support                                                                                                                                                                                                                                                                           |
| <ul style="list-style-type: none"> <li>- Traffic congestion, reduction in car parking and inadequacy of public transport</li> <li>- View impacts and overshadowing</li> <li>- Height, location and design of the Hotel</li> <li>- Height and orientation of the residential towers</li> <li>- Loss of green open space, places for relaxation and facilities for active recreation</li> <li>- Construction impacts</li> </ul> | <p>There were general expressions of support for the renewal and revitalisation of the Darling Harbour precinct.</p> <p>The community identified opportunities to provide new childcare and library facilities for existing and future residents.</p> | <ul style="list-style-type: none"> <li>- Construction impacts</li> <li>- Reduction in car parking</li> <li>- Costs to tax payers</li> <li>- Public transport accessibility</li> <li>- Managing impacts of larger events</li> </ul> | <ul style="list-style-type: none"> <li>- Good for Sydney</li> <li>- Economic benefits</li> <li>- Expanded public space</li> <li>- Vibrant and exciting Haymarket Precinct</li> <li>- Planned well and thought through to meet various demands</li> <li>- Look and feel of the design</li> </ul> |

<sup>1</sup> Views expressed are based on the research workshops undertaken with residents independently recruited from throughout Greater Sydney.

A detailed compilation of all the responses and feedback across the various engagement platforms has been undertaken by The Hornery Institute and is presented in the Stakeholder and Community Engagement Report (**Appendix I**).

The key areas of concern raised during the pre-lodgement consultation engagement program have been identified based on the opinions expressed by consultation participants, and have been considered by Darling Harbour Live during the design development phase. A summary of how key issues have been addressed through the project design is included within the Stakeholder and Community Engagement Report (**Appendix I**).

## 3.2 Utility Service Providers

Several consultants have undertaken additional consultation with relevant utility service providers during the preparation of their reports in order to ascertain the existing capacity of infrastructure, and to determine any augmentation that may be required in order to meet the requirements of the concept proposal. A Services Infrastructure Report has been prepared by Hyder (with input from AECOM) which demonstrates consultation with relevant providers in accordance with the DGRs (refer to **Appendix H**).

### Sewer and Water

An initial project familiarisation meeting was held on 20 December 2012 with regard to water supply and stormwater, with a second preliminary meeting held on 10 January 2013 with regards to water supply, sewer, and stormwater. Water servicing strategies have been discussed and a feasibility application submitted by the proponent. It is understood that Sydney Water is currently in the process of preparing a formal response the feasibility application.

Consultation with Sydney Water is ongoing, and will continue during the development of the Stage 2 designs.

## Gas

Hyder has consulted with Jemena on 18 January 2013, provided them with a concept masterplan of the SICEEP Site, and indicated future gas demand for their assessment. Commercial negotiations regarding contributions to increase Jemena's capacity to service the City of Sydney are ongoing.

## Telecommunications

Consultation with NBN Co was held on 8 January 2013. NBN Co have indicated that they plan to provide services to the entire SICEEP Site and have advised that the DAs are to be lodged on that basis.

Additional consultation has been initiated with Crown Castle (as Vodafone Hutchinson Site Manager), regarding the relocation of wireless telecommunications infrastructure, currently within the SEC.

## Electricity

A preliminary servicing strategy meeting was held with Ausgrid on 15 January 2013, with regard to servicing the SICEEP Site with electrical supply infrastructure. Ausgrid has been provided with an overview of the projects and a sequence of development staging, and in turn have provided an indicative feasibility study to the project team.

## 4.0 Description of Concept Proposal

Section 83B of the EP&A Act relates to staged development applications. A staged development application is one that sets out concept proposals for the development of a site, and for which detailed proposals for separate parts of the site are to be the subject of subsequent development applications.

The concept proposal establishes the vision and planning and development framework which will be the basis for the consent authority to assess future development proposals within The Haymarket Site. It articulates what the applicant is seeking to achieve for future development and sets the broad parameters for the development of the site.

This chapter of the report provides a detailed description of the concept proposal, and is informed by the Design Report prepared by Denton Corker Marshall (refer to **Appendix J**) and other supporting information appended to the report (see Contents).

The Haymarket Site is to be developed for a mix of residential and non-residential uses, including but not limited to residential buildings, commercial, retail, community and open space.

The Concept Proposal seeks approval for the following key components and development parameters:

- Staged demolition of existing site improvements, including the existing Sydney Entertainment Centre (SEC), Entertainment Centre Car Park, and part of the pedestrian footbridge connected to the Entertainment car park and associated tree removal;
- A network of streets, lanes, open space areas and through-site links generally as shown on the Public Domain Concept Proposal, to facilitate reintegration of the site into the wider urban context and connect with the broader SICEEP Site;
- Street layouts;
- Development plot sizes, development plot separation, building envelopes (maximum height in RLs), building separation, building depths, building alignments and a benchmark for natural ventilation and solar provision for the precinct;
- Land uses across the site, including residential and non-residential uses;
- A maximum total gross floor area (GFA) across The Haymarket Site of 197,236m<sup>2</sup> for the mixed use development (excluding ancillary above ground car parking), comprising of:
  - A maximum of 49,545m<sup>2</sup> non-residential GFA;
  - A maximum of 147,691m<sup>2</sup> residential GFA;
- Above ground parking including public car parking;
- Residential car parking rates to be utilised in the subsequent detailed (Stage 2) Development Applications, being:
  - Zero (0) spaces per studio apartment;
  - Maximum one (1) space per two (2) one bedroom apartments;
  - Maximum one (1) space per one bedroom + study apartment, plus one (1) additional space per five (5) apartments;
  - Maximum one (1) space per two bedroom apartment, plus one (1) additional space per five (5) apartments; and
  - Maximum two (2) spaces per 3 + bedroom apartment.

- Design Guidelines prepared by Denton Corker Marshall to guide future development and the public domain; and
- A remediation strategy.

### Consideration of Design Options

The design team considered three (3) alternative schemes for The Haymarket during the development of the concept proposal. A brief summary of the alternative options and a brief outline explaining why they were not adopted is provided below.

#### **The green ‘London Square’**

This alternative scheme would have provided a new green square at the heart of the development, similar to many found in London. The key feature of this scheme was a large central lawn located at the heart of the development, surrounded by a continuous civic edge. Whilst there were many positive aspects of this scheme, there were also significant disadvantages, including issues relating to connectivity, oversized blocks, and overshadowing.

#### **Reuse of the existing car park structure**

Reusing the car park structure was considered as a way of making use of existing resources and reducing the environmental impacts associated with construction. However, the proposal would have resulted in significant limitations that were deemed to outweigh the benefits of retaining the structure. Further, the car park structure is significantly larger than the future proposed car parking requirements for the SICEEP Project.

#### **Macarthur Street connection**

Initial consultation with key design stakeholders (including the Design Review Panel) on the design concept noted opportunities for Macarthur Street to be extended into The Haymarket. The value of such a connection was acknowledged by the design team, and an exploration was undertaken to determine the feasibility of such a proposal. However, these investigations revealed that issues relating to topography, visual alignment, pedestrian safety, and commercial viability (amongst others) rendered the proposal unsuitable.

The above consideration of alternative designs by the design team demonstrates a rigorous design process has been undertaken in formulating the final concept proposal for The Haymarket, the subject of this SSD application.

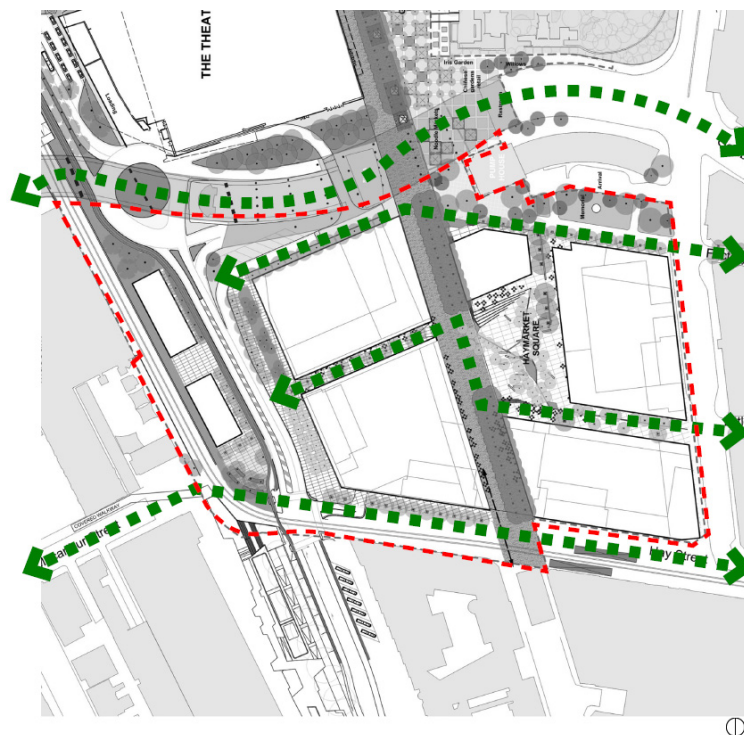
## 4.1 Urban Design Principles

The project team’s vision is to create a new vibrant quarter, nestled amongst other great neighbourhoods and that will contribute to the onward growth and legacy of Sydney.

The key design principles underpinning the concept proposal include:

- Providing increased permeability across the site;
- Extending the existing street pattern and urban fabric into the site from the east and south;
- Focusing development around a new central square;
- Achieving appropriate civic scale architecture around the central square, holding the square edge;
- Establishing low rise urban blocks behind the square edge, providing human scale, a consistent street edge, and integrating the development with its local context;

- Achieving an active and engaging public realm, with varying street widths promoting an alternative retail character and adding to the richness and vibrancy of the locality.
- Holding the eastern and western edges with four mid-rise towers;
- Establishing a distinctive new city skyline with four towers of varying height that rise up from the urban blocks;
- Creating an urban edge for high-rise built form that is responsive to the City context;
- Providing a built form, layout and street network that encourages and promotes the use of public transport; and
- Supporting three of the five key elements of the preferred precinct plan for the SICEEP Site (refer to **Figure 38** and **39**):
  - The Boulevard – a 20 metre wide pedestrian boulevard linking Quay Street to Darling Harbour;
  - The Haymarket Square – contributing to the narrative of new spaces and places proposed across the SICEEP Site; and
  - East-west linkages - connecting the wider context of the city and overcoming current barriers.



**Figure 38** – Key design principle – permeability

Source: Denton Corker Marshall



Figure 39 – Key design principle - Boulevard and public spaces

Source: Denton Corker Marshall

## 4.2 Design Guidelines

The Concept Proposal includes supporting Design Guidelines that have been developed by Denton Corker Marshall to guide the future development of The Haymarket (refer to **Appendix J**). The Design Guidelines (which build upon and take precedence over the Urban Design and Public Domain Guidelines prepared by Woods Bagot for INSW in moving forward with the detailed design of The Haymarket Site) set out objectives and related controls for key elements such built form, articulation, ground plane, materials, public realm, amenity, traffic, car parking and access, sustainability and signage

Future detailed development applications (Stage 2 DAs) will need to demonstrate consistency with the objectives and controls of the Denton Corker Marshall Design Guidelines. It is not intended for the controls to be prescriptive, but rather to provide a vision and allow interpretation of design principles that recognise that there are alternative solutions (supporting creativity and innovation) that can still achieve the overarching objectives.

Working in support of the maximum parameter/building envelope plans, the Design Guidelines provide a greater level of detail that covers design excellence and ensures that the built form will be appropriate within the context of the existing Darling Harbour, Haymarket and CBD precincts that surround the site as well as responding to human scale.

## 4.3 Illustrative Design

Illustrative design material, showing indicative design concepts has been prepared by DCM. This material is included as part of the DCM Design Report (refer to **Appendix J**), but does not form part of the Stage 1 approval. It is provided for information purposes only to assist the consent authority in its assessment of the concept proposal.

The illustrative design plans show one option of how a range of uses could occur within the proposed building envelopes to support the vision for The Haymarket. Future development applications will provide detailed designs for built forms within The Haymarket.

## 4.4 Numerical Overview

**Table 6** below provides a summary of numerical information relating to the Concept Proposal. It should be noted that Gross Floor Area (GFA) has been calculated in accordance with the definitions provided in the Standard Instrument – Principal Local Environmental Plan.

**Table 6** – Key Concept Proposal information

| Component                                                                                                                                                                 | Proposal                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Site area                                                                                                                                                                 | 43,807 m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Maximum GFA <ul style="list-style-type: none"> <li>Residential</li> <li>Non-residential (including commercial, retail, public car parking, and community uses)</li> </ul> | 197,236m <sup>2</sup> <ul style="list-style-type: none"> <li>147,691m<sup>2</sup> (maximum)</li> <li>49,545m<sup>2</sup> (maximum)</li> </ul>                                                                                                                                                                                                                                                                                                                      |
| Max. Height <ul style="list-style-type: none"> <li>RL</li> <li>Storeys</li> </ul>                                                                                         | RL 25.03 – 138.63<br>6 – 40 storeys                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Residential Car parking rates                                                                                                                                             | <ul style="list-style-type: none"> <li>Zero (0) spaces per studio apartment;</li> <li>Maximum one (1) space per two (2) one bedroom apartments;</li> <li>Maximum one (1) space per one bedroom + study apartment, plus one (1) additional space per five (5) apartments;</li> <li>Maximum one (1) space per two bedroom apartment, plus one (1) additional space per five (5) apartments; and</li> <li>Maximum two (2) spaces per 3+ bedroom apartment.</li> </ul> |
| Public Open Space                                                                                                                                                         | 20,000m <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                                                                                               |

## 4.5 Development Plots

The Concept Proposal provides for six (6) separate development plots across The Haymarket site, each with good vehicular and pedestrian access and of appropriate depth and width to support a mixed use residential neighbourhood focussed around a central square and that achieves a fine grain urban fabric.

**Figure 40** illustrates the reference name, location and relationship of each of the development plots to each other and Haymarket Square and the Boulevard.

Building envelopes have been established for each development plot (refer to Section 4.6 for further details). The plot sizes and dimensions represent the future maximum extent of buildings on each of the development plots.

Future buildings will be located within each of the development plots.



**Figure 40** – Concept Proposal Development Plots

Source: Denton Corker Marshall

## 4.6 Building Envelopes

### 4.6.1 Proposed Floorspace and Building Footprints

The six development plots are proposed to accommodate all future buildings that will comprise The Haymarket.

Building envelopes for each development plot, setting the maximum vertical and horizontal parameters for future buildings are detailed within the Parameter Plans for approval and are included as part of the Design Report prepared by DCM (**Appendix J**). Maximum building footprints for each development plot are illustrated in the Parameter Plan drawings.

Each building envelope will be subject to future Stage 2 DAs, which will seek approval for the future designs to be accommodated within the proposed building envelopes. An artist's impression is provided at **Figure 41**, which indicates the scale of buildings that could potentially be accommodated within the footprints and envelopes (South-East and South-West Plots).