

DESIGN PHILOSOPHY

Massing strategy

The following four key points set out the Design Philosophy relevant to the massing principles.

1. The new development is arranged around the new central square.
2. The square edge is held by an appropriate civic scale architecture, which provides a consistent parapet and uniform architectural treatment.
3. Low rise urban blocks containing the services, car parking and plant sit behind the square edge. These urban blocks are wrapped in other active uses.
4. Four (4) mid-rise blocks hold the western and eastern edges of the site and respond to the linear street grain along these edges. Four (4) towers rise up from the urban blocks and are of different heights. The tower maintains reasonable separation between the buildings to permit views through the site from adjacent buildings and the reduced height of the SE1 tower considers views from the Peak Apartment Tower.

Refer to JBA's View and Visual Analysis for full view sharing analysis.

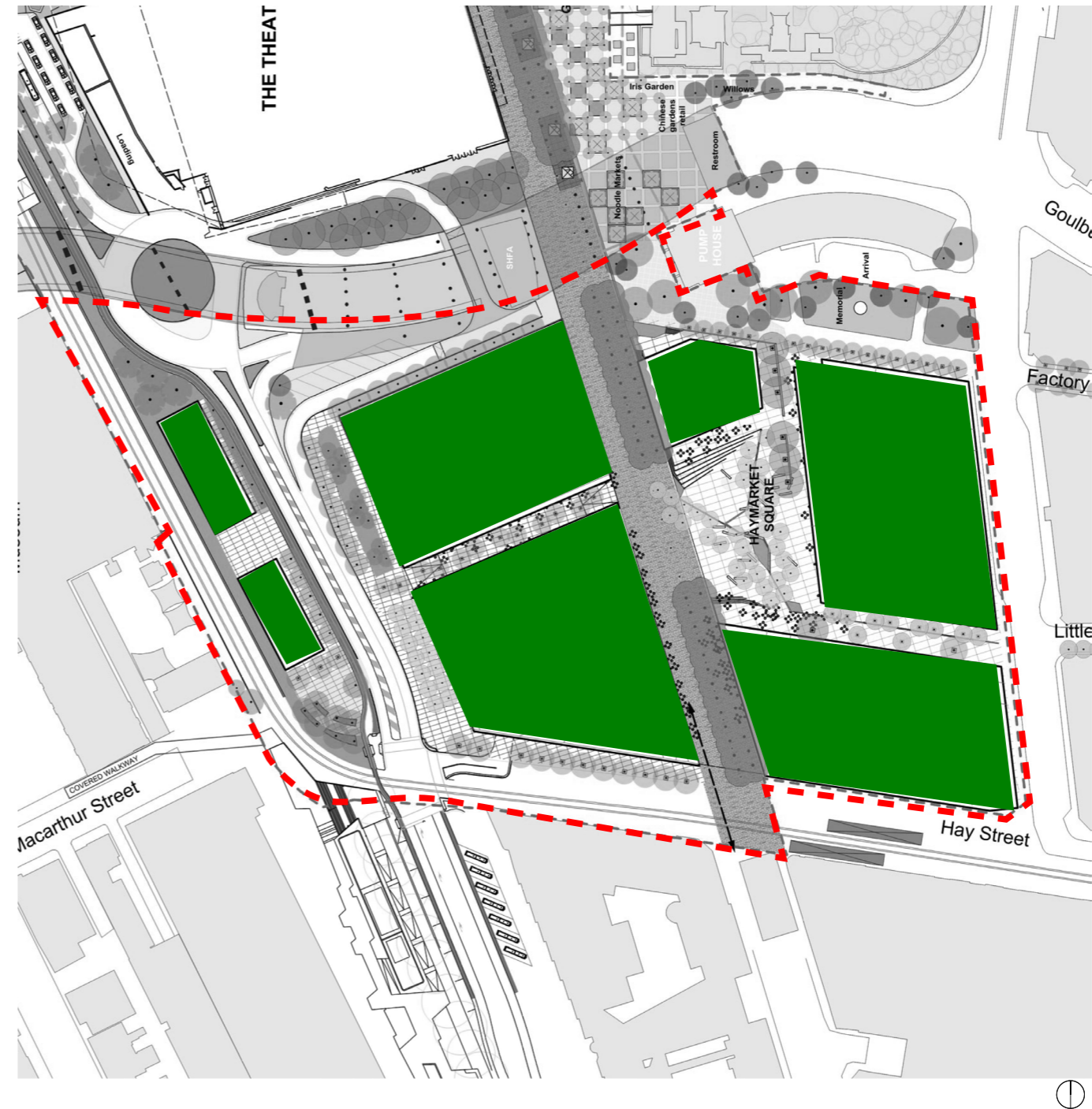
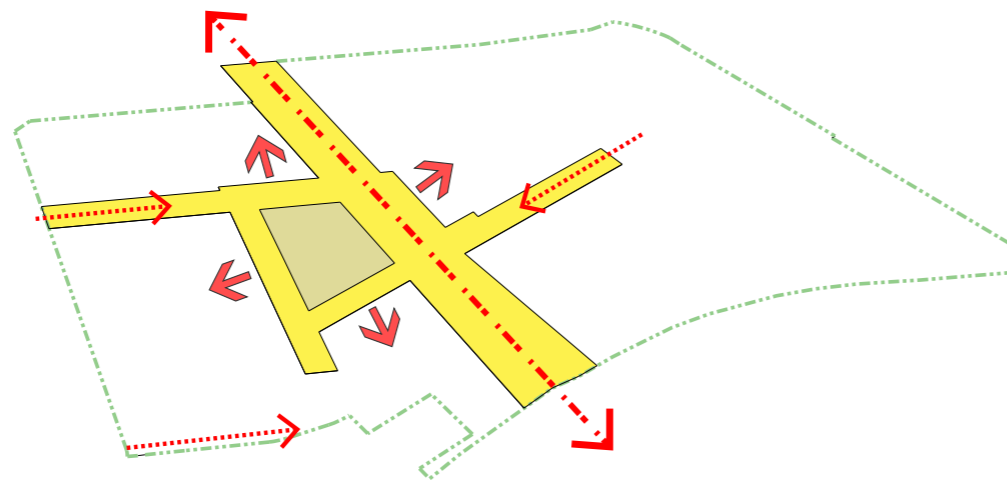
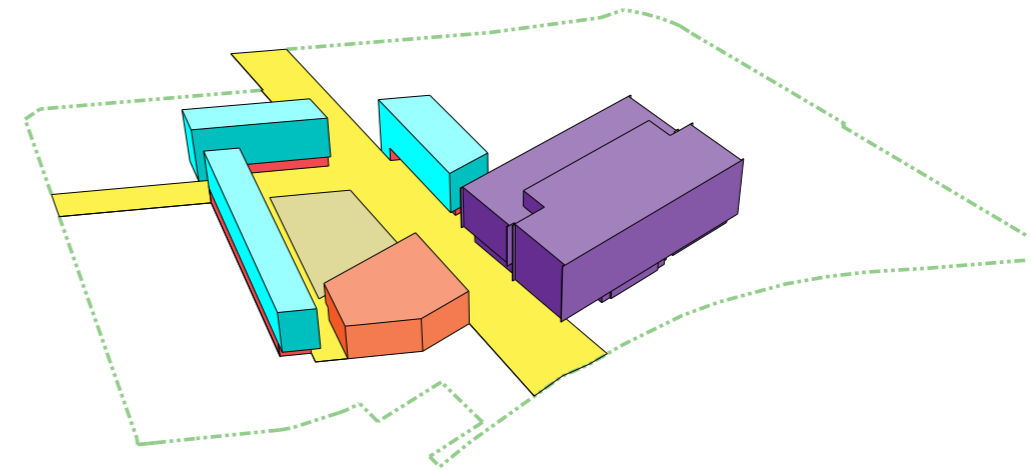


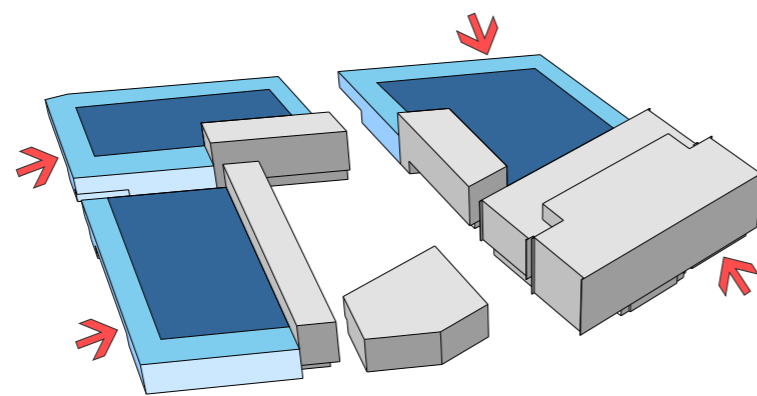
Figure 3.3. The Haymarket massing strategy



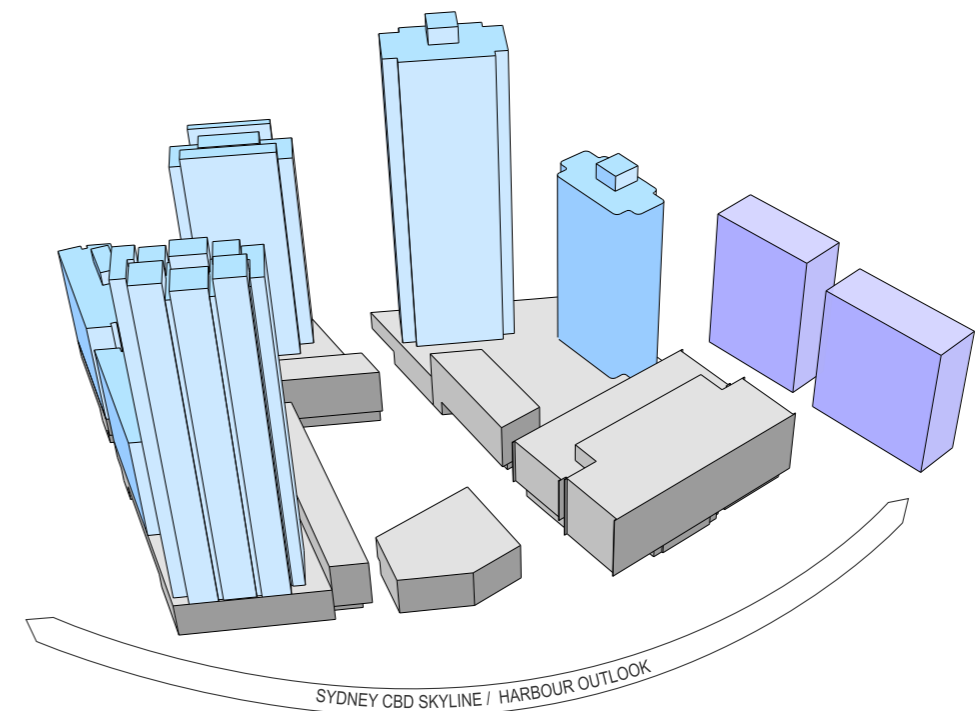
1. Central urban public square



2. Defining the square



3. Low rise podiums



4. Towers

Figure 3.4. Massing strategy diagram

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SECTION FOUR
PARAMETER
PLANS AND
DESIGN
GUIDELINES

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PARAMETER PLANS

This section provides:

- Parameter plans for the concept proposal which prescribe maximum height, envelopes, land uses etc.;
- Design Guidelines which in conjunction with the Parameter Plans will guide the future development of The Haymarket. These Design Guidelines are intended to replace the Urban Design and Public Realm Guidelines prepared by INSW.

Parameter Plans

Parameter plans have been prepared for approval as part of this Stage 1 DA. These drawings have been listed below with an explanation as to what is being sought.

Parameter Plan 01: Drawing no MCD AR D201 Maximum envelope plot size

Sets the maximum size for development plots.

Parameter Plan 02: Drawing no MCD AR D202 Minimum envelope plot separation

Confirms the minimum separation between plots for lanes, streets and boulevards and where building faces are fixed to align with the existing building lines or the public boulevard.

Parameter Plan 03: Drawing no MCD AR D203 Maximum horizontal building envelope

Confirms the maximum building footprint sought to maintain development flexibility during future phases. The minimum building separations must be observed – refer below.

Parameter Plan 04: Drawing no MCD AR D204 Maximum vertical building envelope

Confirms the maximum building height sought allowing for changes in floor to floor heights, lift overruns and plant and other built form. It excludes antennae, lightning protection, communication devices, satellite dishes, masts, flagpoles, chimneys, flues and the like,

Parameter Plan 05: Drawing no MCD AR D205 Minimum building envelope separation

Confirms the minimum separation between built form (typically above the podium) to maintain access to natural light and outlook and maintain visual privacy.

Parameter Plan 06: Drawing no MCD AR D206 Development plot uses

Confirms the proposed uses within the development plots.



KEY

--- The Haymarket Boundary

■ Maximum Parameter Footprint for plot sizes

⋮ Indicative Building Footprint above podium

Note- A 500mm articulation zone is presumed around all building perimeters to allow for architectural detailing and expression (non-habitable space).



7428A MCD AR D201

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0 5 25m

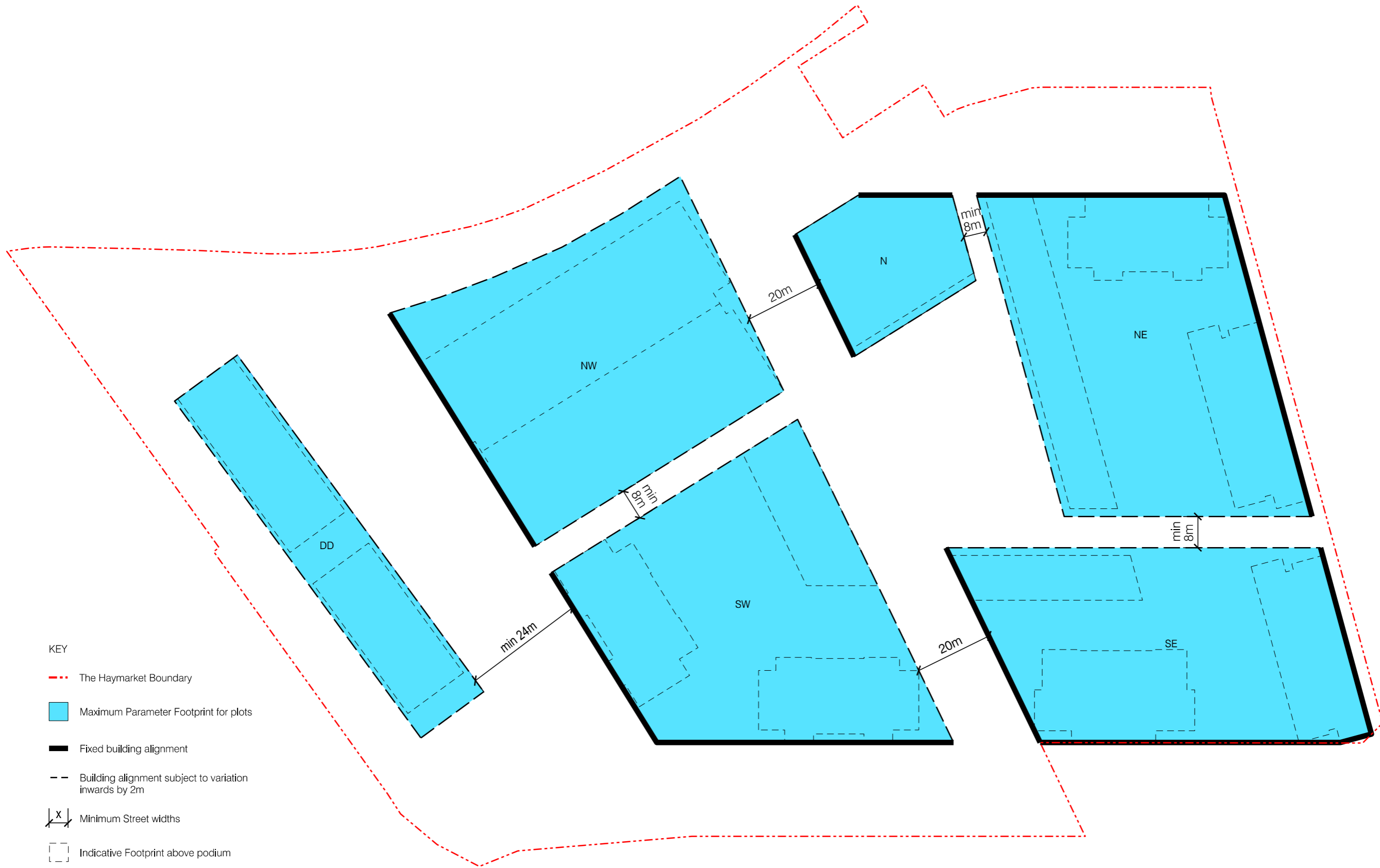
15/03/2013



**DENTON
CORKER
MARSHALL**

**THE HAYMARKET
LEND LEASE DEVELOPMENT**

**DEVELOPMENT APPLICATION
PARAMETER PLAN 01
MAXIMUM ENVELOPE PLOT SIZES**



KEY

The Haymarket Boundary

Maximum Parameter Footprint for plots

Fixed building alignment

Building alignment subject to variation inwards by 2m

Minimum Street widths

Indicative Footprint above podium

Note- A 500mm articulation zone is presumed around all building perimeters to allow for architectural detailing and expression (non-habitable space).





KEY

--- The Haymarket Boundary

Maximum Parameter Footprint for plot sizes

Indicative Footprint above podium

Minimum Building Separation



7428A MCD AR D204

15/03/2013

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THE HAYMARKET
LEND LEASE DEVELOPMENT

DEVELOPMENT APPLICATION
PARAMETER PLAN 04
MINIMUM BUILDING ENVELOPE SEPARATION



KEY

The Haymarket Boundary

Maximum Parameter Footprint for plot sizes

Maximum Building Envelope above podium

+ [RL +XX.XX] Indicates maximum development plot height



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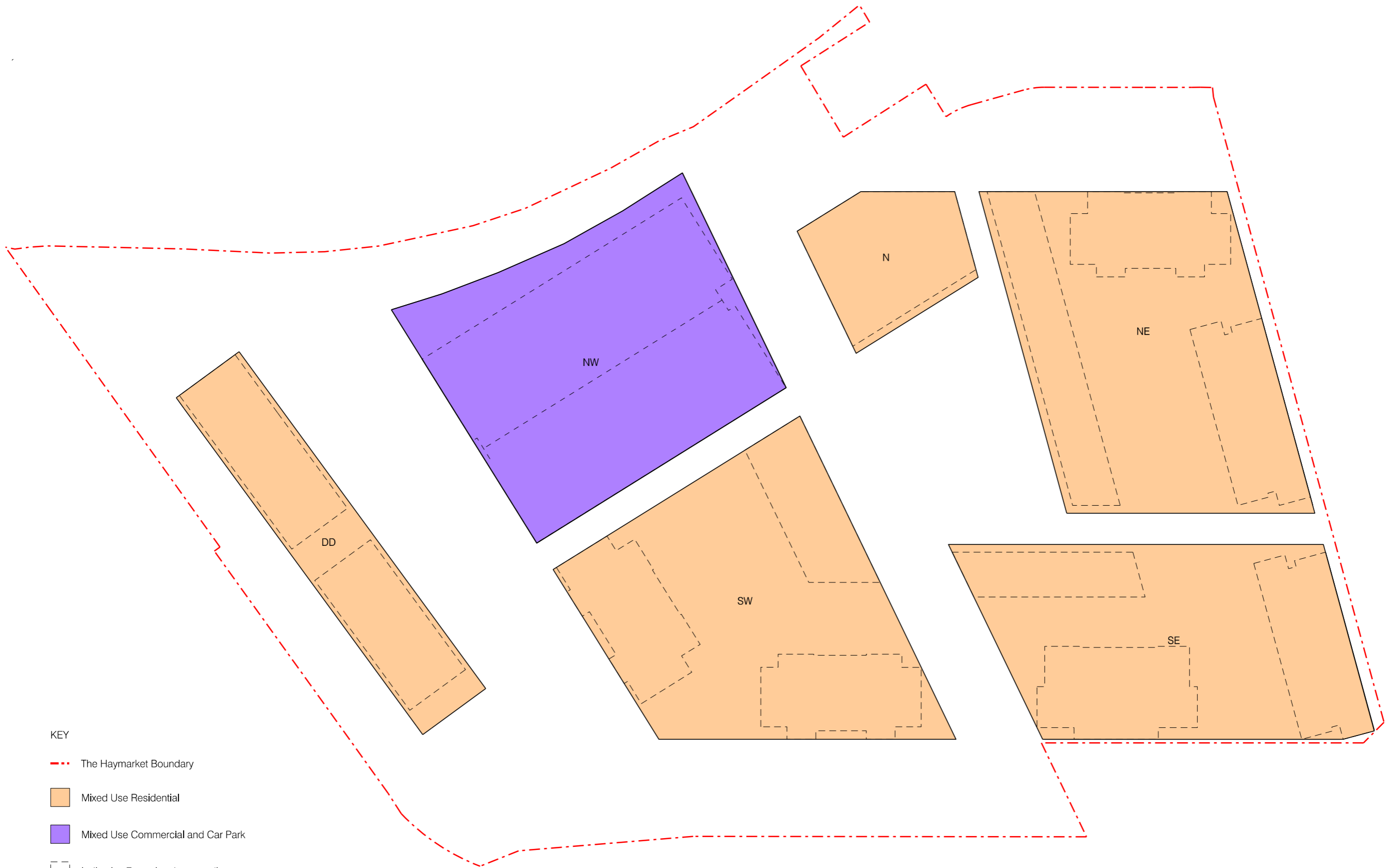
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THE HAYMARKET
LEND LEASE DEVELOPMENT

DEVELOPMENT APPLICATION
PARAMETER PLAN 05
MAXIMUM VERTICAL BUILDING ENVELOPE



KEY

- · - · - The Haymarket Boundary
- Mixed Use Residential
- Mixed Use Commercial and Car Park
- Indicative Footprint above podium



7428A MCD AR D206

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0 5 25m

15/03/2013



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THE HAYMARKET
LEND LEASE DEVELOPMENT

DEVELOPMENT APPLICATION
PARAMETER PLAN 06
PROPOSED LAND USE

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Design Excellence

Denton Corker Marshall and Lend Lease have a long history of working together on significant projects both in Australia and the UK. Most recently Denton Corker Marshall and Lend Lease collaborated on the Athlete's Village in London. We are engaged on a number of new projects in Melbourne. Completed projects in Sydney include Jackson's Landing, an exemplary, high quality residential development.

This successful collaborative approach forms the basis of this new partnership on The Haymarket, part of the overall SICEEP redevelopment project. For SSDA2, a concept proposal and design guidelines have been prepared to inform subsequent building design development within the staged delivery of this new address.

Denton Corker Marshall have prepared a set of Design Guidelines to ensure that future development will be a high quality, integrated urban design and a mutually successful outcome. These controls set minimum standards to ensure a cohesive urban design and a successful outcome for Sydney, the local community and subsequent occupants.

Design Guidelines objectives + controls

A clear set of Design Guidelines has been established to guide the future development of The Haymarket precinct. These criteria will ensure that there is a clear and legible framework within which the project can be delivered.

This section of the Design Report sets out the Design Guidelines that have been developed to guide each of the key elements of the future development, including built form, ground plane and materials. For each of these Design Guidelines, Objectives have been articulated and a set of performance-based Controls have been prepared. The Objectives within this document describe what the relevant Control is seeking to achieve. The intention of the Design Guidelines is to guide the future development and to provide flexibility for the design of the individual buildings and spaces within the certainty of a clearly structured framework.

The Design Guidelines are intended to be used as a tool to achieve design excellence and a built form that is appropriate within the context of the existing Darling Harbour, Haymarket and CBD precincts that surround the site as well as the human scale. To this end, future development applications should aim to demonstrate consistency with these Objectives and Controls. Where a future design varies from an applicable Control, such variation will need to be adequately explained and justified in the development application documentation.

It is not intended that these Objectives or Controls become a set of prescriptive design requirements. This has specifically been avoided to allow for design innovation, creativity and alternative design solutions to be achieved on each of the development plots in the context of an ever-evolving city, climate and society.

The Design Guidelines cover a range of urban design elements that are considered to be appropriate to facilitate the overall success of the mixed use development of the precinct and its integration with the surrounding areas.

DESIGN GUIDELINES

Urban blocks

Objectives

- Continue urban fabric and grain, reflective of the city character.
- Promote permeability and connectivity into and across the site.
- Consider significant existing in-ground infrastructure, archaeology and flood risks when locating urban blocks.
- Create a symbiotic relationship between the activities of this precinct and those adjacent to it.

Controls

- Adopt existing street grid of small urban blocks.
- Align urban blocks with built edge of existing streets.
- Maximum development plot sizes defined within parameter plans.
- Urban blocks to be set back a minimum of 3 metres from Harbour Street to maintain view lines to Market City heritage façade.
- North block to be low scale to respect the context of the Pumphouse building.



Figure 4.1. Figure-ground plan with proposed Illustrative Design



Figure 4.2. Existing urban block photos

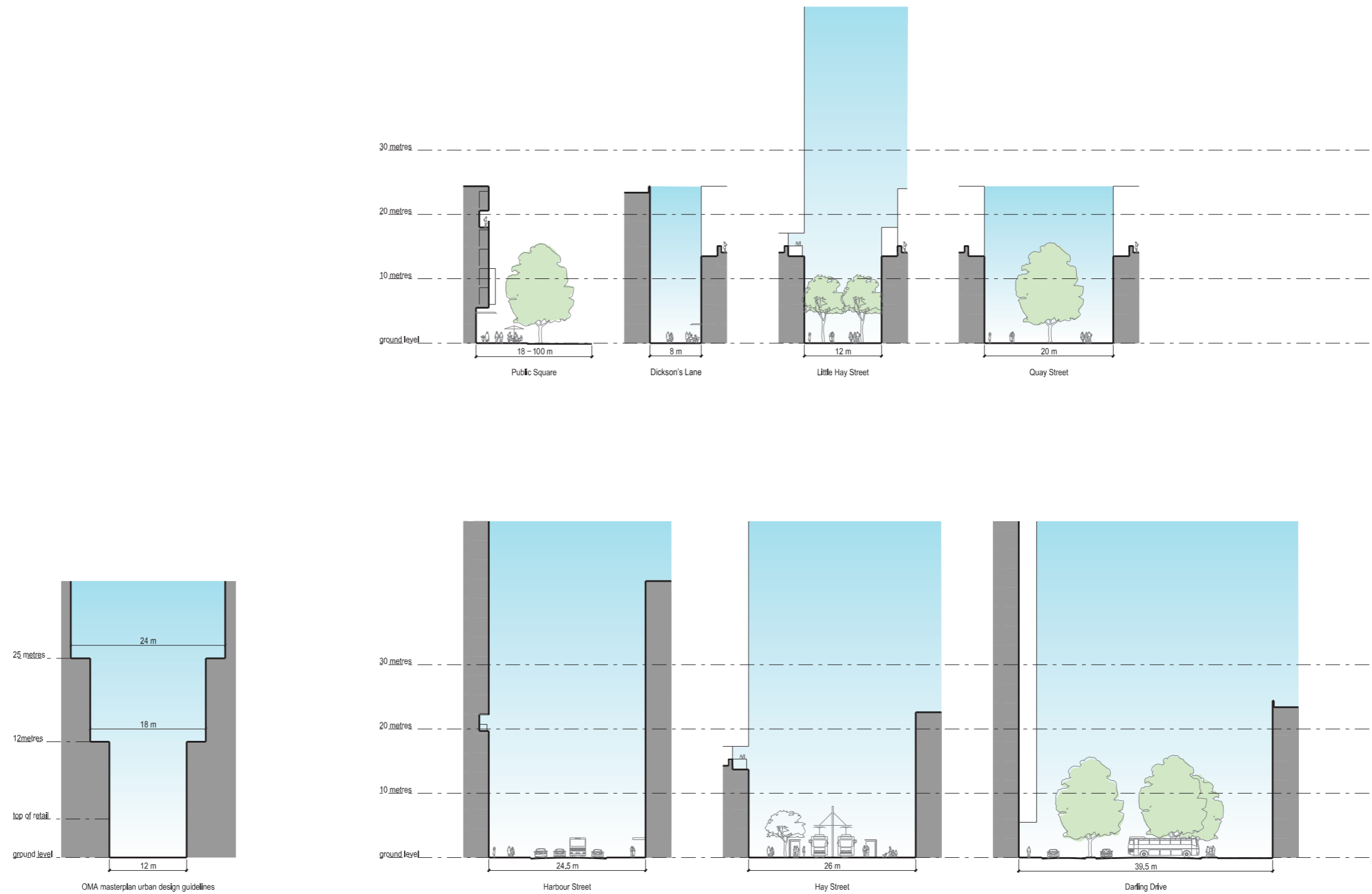


Figure 4.3. Illustrative street widths around site perimeter

DESIGN GUIDELINES

Streets + lanes

Objectives

- Provide a clear street hierarchy.
- Provide fine grain east-west connections.
- Ensure uses along streets support character and provide activation and animation.
- The facilities and public spaces within the precinct should support many planned and spontaneous activities.
- Extend elements of the existing street character directly into the site.
- Allow pedestrians to permeate through the site.
- Facilitate safe pedestrian movements over road and rail corridors.
- Provide spaces that are accessible and inviting.
- Include convenient and direct mobility impaired access to all parts of the ground level uses and public domain.
- Avoid dedicated cycle lanes within the pedestrian precinct to avoid cycle/ pedestrian conflict.
- Hay Street to be a key pedestrian connection from the Goods Line, Macarthur Street and the built form on the Darling Drive plot to the Boulevard.
- Support use of bicycles around the site.

Controls

- Minimum street widths are to comply with the parameter plans. Minimum/ maximum street lane widths are to be as follows:

1. Lanes	6/ 8metres
2. Streets	12/ 16metres
3. Boulevard	20/ 24 metres
4. Square	60/ 80 metres
- Development, including level changes in public domain, must not encroach upon Boulevard.
- New lanes and streets are to be open to sky along their entire length excluding canopies and tenant awnings.
- Ensure direct access and line of sight into Factory Lane and Little Hay Street.
- Reduce number of lanes in Darling Drive to two and car park slip lane and tighten road corridor.
- Provide pedestrian crossings at Hay Street/ Darling Drive junction.

- Public realm and street edge activation zones to allow clear paths for pedestrian access.
- Extend Little Hay Street (pedestrian only) into site and maintain similar street width to that of the existing section.
- Shared surface to be considered along Hay Street and Factory Lane for visitor drop-off/ pick-up and car park access.
- Dedicated commuter cycle lanes to be provided along Darling Drive.
- Level thresholds into retail and entrance lobbies are to be provided.



Lanes - Hardware Lane, Melbourne



Lanes - Dixon Street, Sydney



Street - Pitt Street, Sydney



Boulevard - Martin Place, Sydney

Figure 4.4. Streets + lanes precedent

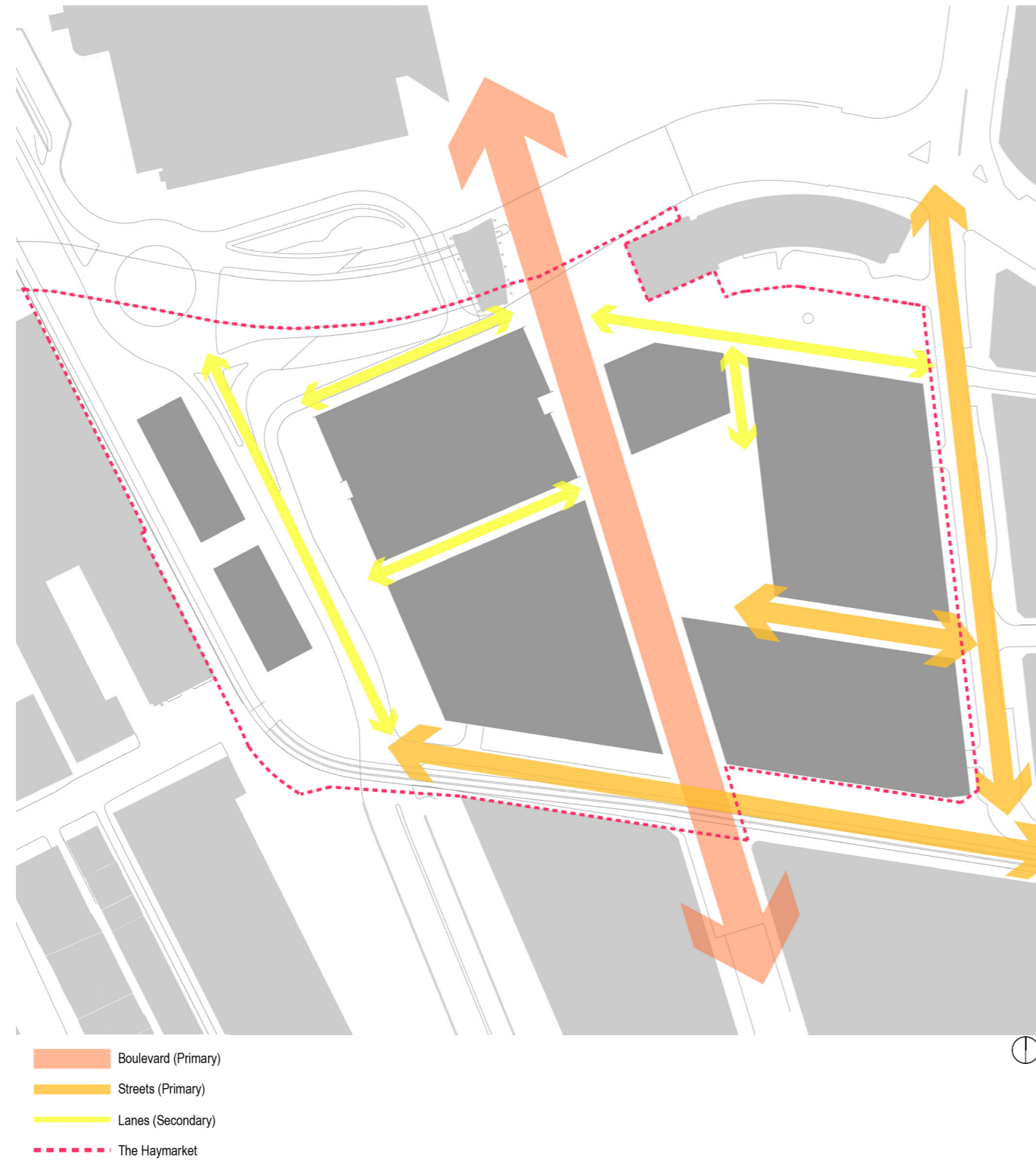


Figure 4.5. Streets + lanes overlay on figure-ground