DARLING HARBOUR LIVE (DHL)

THE HAYMARKET

SUPPLEMENTARY DESIGN REPORT FOR STAGE 2 STATE SIGNIFICANT DEVELOPMENT APPLICATION (SSDA 3)

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Department of Planning Consent SSD-5878 Conditions

Department of Planning Consent SSD-6010 Schedule 1 - Key Issues

City of Sydney Recommendations

Apendix 1

01 INTRODUCTION

This report has been prepared by Allen Jack and Cottier in response to the NSW Department of Planning and Infrastructure letter dated 28 November 2013. It also addresses each of the relevant issues raised in submissions made by State Government agencies and the City of Sydney. It provides additional justification and/ or clarification to particular design issues.

RESPONSE TO CONDITION B1

Condition B1	Response
Future Development Applications shall demonstrate that the development achieves a high standard of architectural design incorporating a high level of building modulation / articulation and a range of high quality materials and finishes.	The design quality has been conveyed in the architectural drawings and design report submitted as part of the SSDA3 application. In summary, the design is based on the following principles: • To provide a high quality living environment for students; with inspiring spaces for residents in which to live, socialise and study; • To form an integral part of the The Haymarket, both as a member of the 'family' of residential towers and as the point of interface with the neighbouring suburb of Ultimo; and • To play an active part of the new urban environment of the Precinct and streetscape of Darling Drive and act as an anchor for the northern end of The Goods Line. The building has two distinct aspects, reflecting its position on the edge of the Precinct: • the eastern side, facing the Precinct, is related to the 'family' of towers planned for this area through their similar height, proportions and the use of similar materials and patterns on the eastern façade. This façade uses an overlaid grid with faceted infill panels of metal and glazing to create a light, shimmering effect alluding to sunlight dancing on the Harbour; and • the western side, facing the Powerhouse Museum and Ultimo, is inspired by the robust masonry nature of the Powerhouse Museum and warehouses in Ultimo and forms a strong edge to the Precinct. This façade is expressed as a solid wall coloured, textured and panelised to reference brickwork, with deep set, punched openings. The common spaces are located on the lower floors along the Darling Drive frontage behind full height panelised glazing, set behind a colonnade of double height columns supporting the residential floors above. This creates a legible 'street wall' and clearly denotes the common floors as distinct from the residential floors above, provides protection for the building entries and contributes to an active and inviting streetscape.

02 RESPONSE TO CONDITION B3

Condition B3	Response
Future Development Applications shall maximise street level activation where possible. A Street Level Activation Plan shall be provided that: a) indicates the extent and locations where street level activation has been provided; b) provides justification for the areas where street level activation has not been provided; and c) provide mitigation measures where necessary to address any inactive building facades at the street level (excluding any vehicular access points).	Ground floor street level activation has been provided to the north, east and south frontages as shown on Figures 1, 2, 3 & 4. Activation consists of building entry, lobby, reception, offices and display apartments. No activation has been provided to the ground floor western frontage as access to this area is restricted to maintenance use and the like only. This frontage faces on to the light rail corridor rather than a street and as such, activation is not required. A proportion of the ground level north and south frontages do not have street level activation, as follows: • northern: approximately two thirds of the northern elevation is not activated, containing a substation, entry to the garbage room and fire stair egress in the north-west corner. As these uses are of a functional nature and require vehicular access, it was felt appropriate to locate these away from the street frontage; and • southern: approximately half of the southern elevation is not activated, containing entry to the bike parking and fire control rooms and fire stair egress in the south-west corner. Mitigation has been provided as follows: • northern: activation of the entire first floor frontage has been provided, being the communal balcony off the kitchen/dining room and the manager's apartment; • southern: a high degree of ground floor activation is provided by the building entry and colonnade on this frontage facing Macathur Place, as well as the gym on the first floor; and • western: activation of the first floor frontage has been provided, being the manager's apartment, two residential apartments, communal laundry, games room and gym.

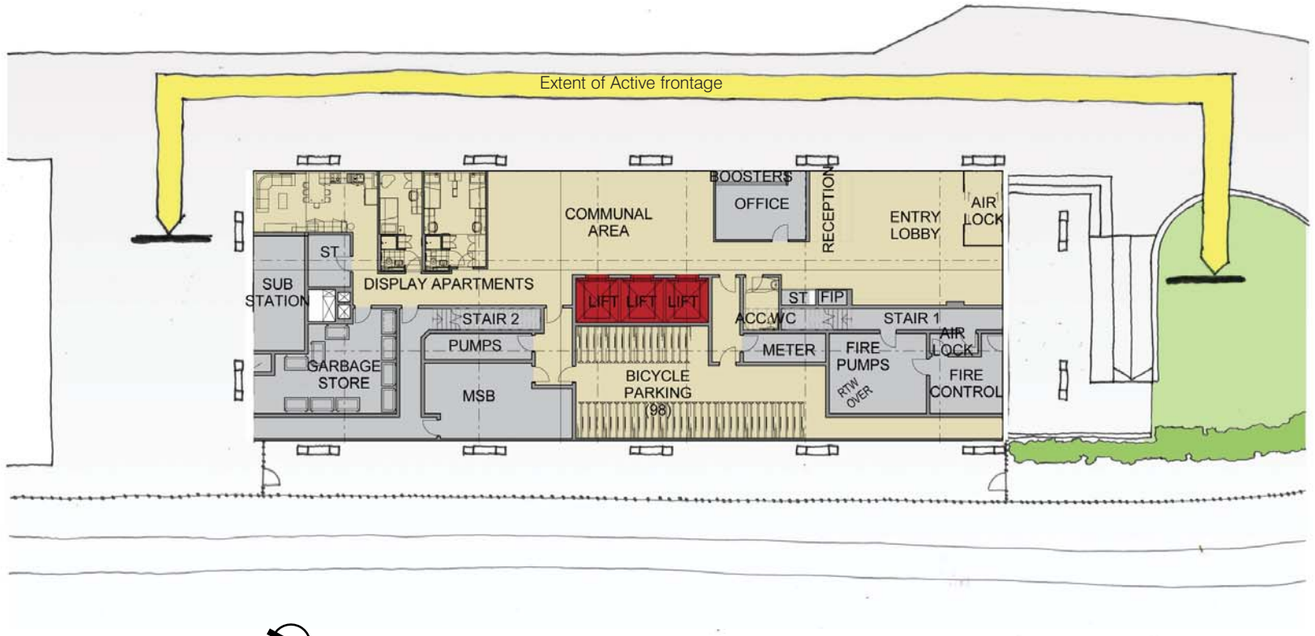

Figure 1 Activation Diagram - Ground

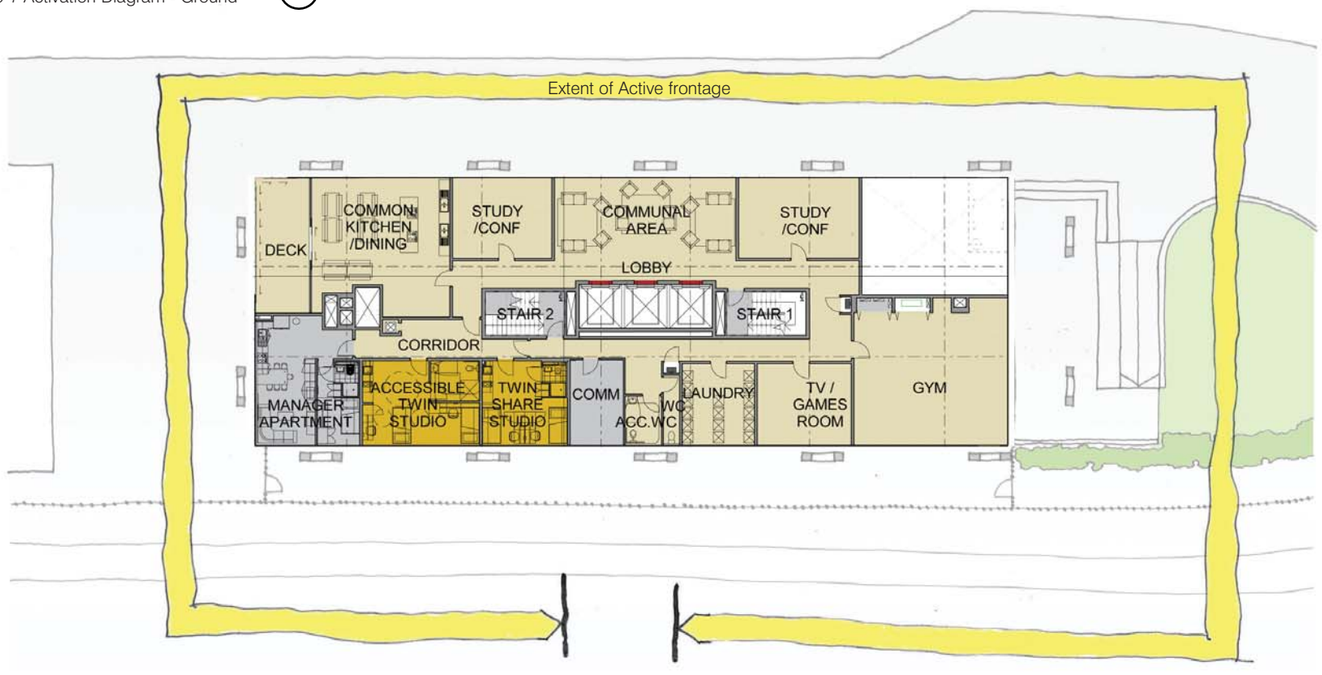

Figure 2 Activation Diagram - First Floor

Figure 3 North View

Figure 4 Entry Perspective

03 RESPONSE TO CONDITION B4

Condition B4	Response
Future Development Applications shall demonstrate that appropriate pedestrian sightlines / visual safety is achieved at building corner locations. Mitigation measures may include (but are not limited to) providing glazing to the corners of retail shopfronts and residential/commercial lobbies.	Pedestrian sightlines and visual safety measures include: • building corners on the Darling Drive frontage are fully glazed; • the ground level façade has no re-entrant doorways or the like which are clearly visible from the street; and • Visual safety along the ground floor western frontage is achieved, as this is secured and fenced off from the public domain. Access is restricted to maintenance use and the like, as this is adjacent to the light rail corridor. Refer to Figures 5, 6, 7 and 8.

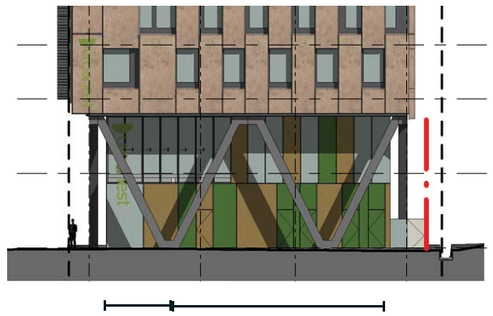

Figure 5 Ground Floor Activation - North Elevation

Figure 6 Ground Floor Activation - South Elevation

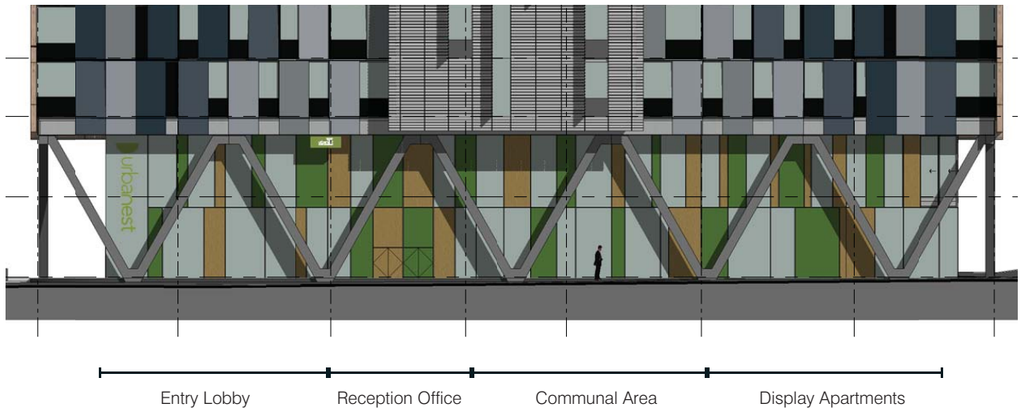

Figure 7 Ground Floor Activation - East Elevation

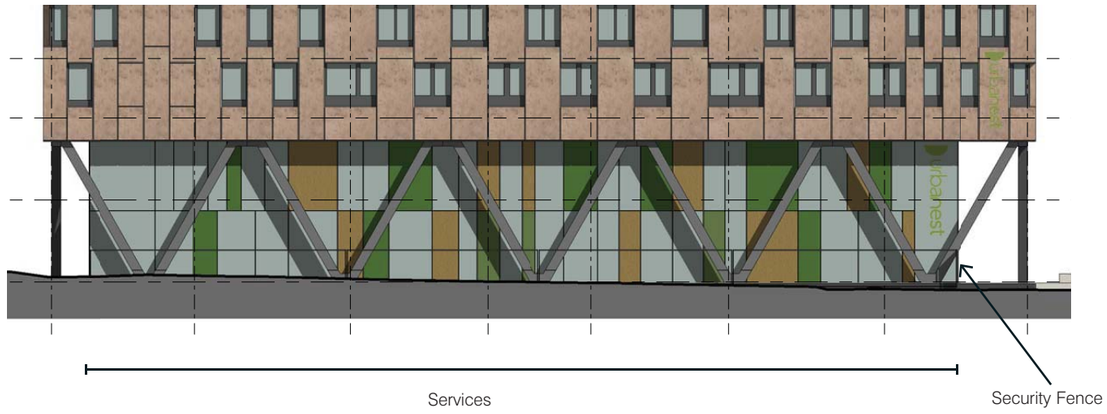

Figure 8 Ground Floor Activation - West Elevation

RESPONSE TO CONDITION B20

Condition B20	Response
Future Development Applications shall include an appropriate amount of bicycle parking for residents and visitors, including visible public bicycle parking in the public domain for visitors and appropriate end of trip facilities within non-residential accommodation.	Bicycle parking provision has been substantially increased and is now proposed at: • 98 resident spaces (previously 36), all located in the ground floor bicycle storage room; and • 20 visitor spaces (previously 10), located in the Macarthur Place forecourt, refer to the Supplementary Public Domain Report by HASSEL Refer to architectural drawing set appended to this report.

04 RESPONSE TO DOPI - KEY ISSUE #1

Key Issue 1	Response
Further consideration of the public domain treatment and design is to be provided, with particular reference to:	
(a) Clarification of the site boundary with the alignment of the adjoining light rail corridor;	Since DA logement, Lend Lease has been working with TfNW and INSW to determine the future boundary with the adjoining rail corridor. This is illustrated in the revised drawings DA1000 and DA1001 appended to this report.
(d) Whether an awning should be provided on the eastern façade to improve pedestrian usability of this area during adverse weather conditions;	Primary pedestrian flows to/from the building will be to the main building entry on the Southern side of the site via The Goods Line, Hay St and to a lesser extent, Dicksons Lane. It is not therefore considered necessary to provide an awning along the Darling Drive frontage. Refer to Figures 9 & 10. Furthermore, wind studies submitted with SSDA2 show that street level wind conditions will be within acceptable limits in this area, thus no additional protection for pedestrians is required. See also City of Sydney recommendation 44.
(e) Further consideration of improvements to the public domain on the northern ground level, noting the future use of this area when the building at W1 is constructed.	The public domain works to this area are temporary in nature, further design will be undertaken, and details provided, when a development application for the W1 plot is submitted. The vision for this space is to provide amenity as a usable space as well as serving logistical requirements.

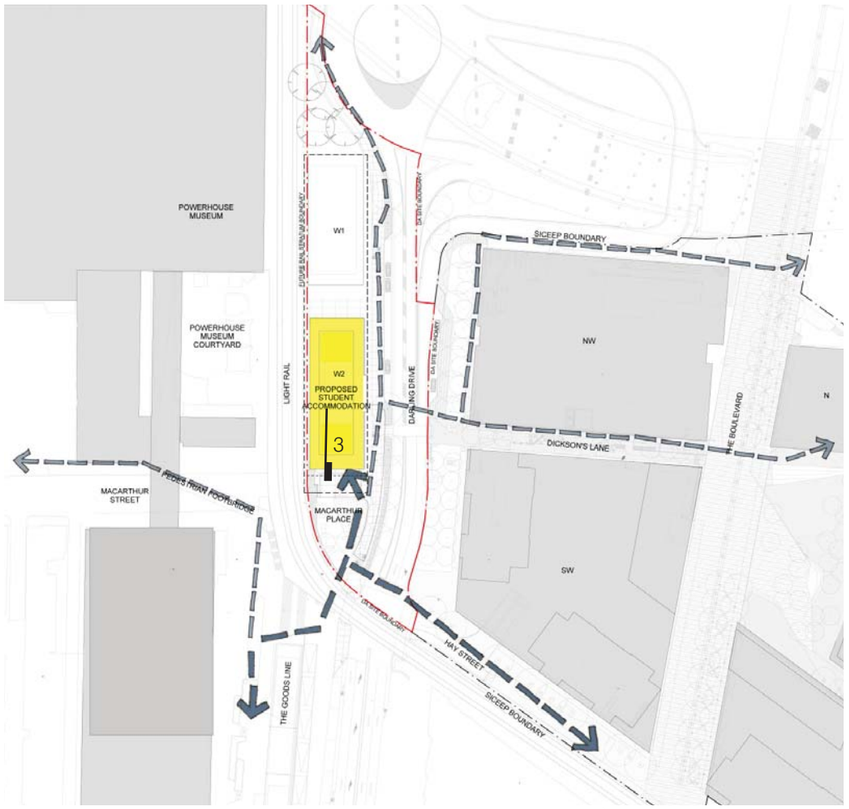

Figure 9 Forcast Pedestrian Traffic Routes, Urbanest Haymarket

Legend

Primary Pedestrian Route

Secondary Pedestrian Route

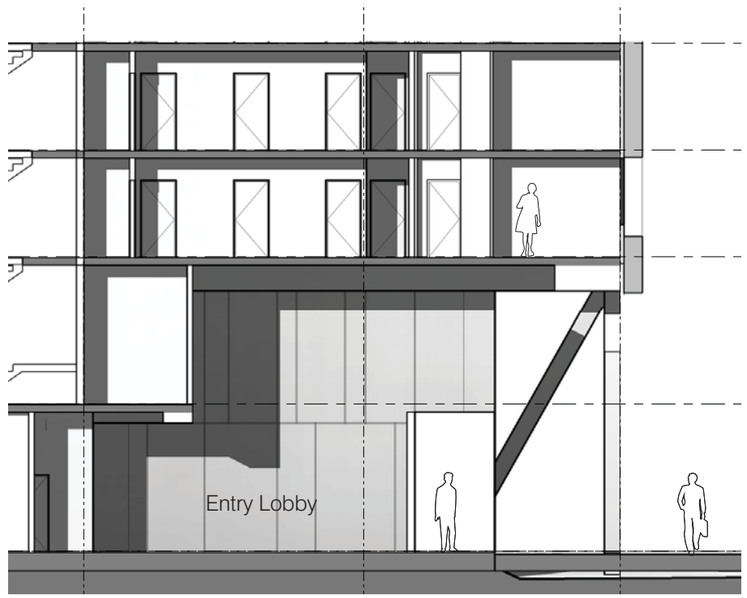

Figure 10 Section 3 (in Figure 9) - Indicative section of colonnade & double height space at

05 RESPONSE TO DOPI - KEY ISSUE #3

Key Issue 3	Response
The Department raises concerns with the amenity of the manager's residence and apartments provided on Level 1 with frontage to the light rail corridor. Additional information is to be provided to demonstrate that these premises are provided with an appropriate level of residential amenity including noise, solar access, ventilation and outlook.	The amenity of these apartments are considered acceptable, as: • The manager's residence is a dual aspect apartment, facing north and west (refer to figure 11); • The apartments achieve 2 hours of solar access between 9am and 3pm on 21 June. • Noise from this section of the light rail line has not been identified as an issue in the acoustic report submitted with the SSDA3. Being close to a track bend, light rail vehicles travel at reduced speed in this vicinity. • The apartments are designed to have access to natural light and ventilation for at least 10% and 5% of their floor area respectively. In addition air conditioning is provided in each apartment which allows the residents to close the windows where appropriate; • The apartments have a pleasant aspect, as they look out over the Powerhouse Museum courtyard; • Communal amenities, balcony and TV/ games room are located close by; and • The outlook will not be affected by traffic on the light rail line, as the floor level is above the height of the light rail vehicles (refer to figure 12).

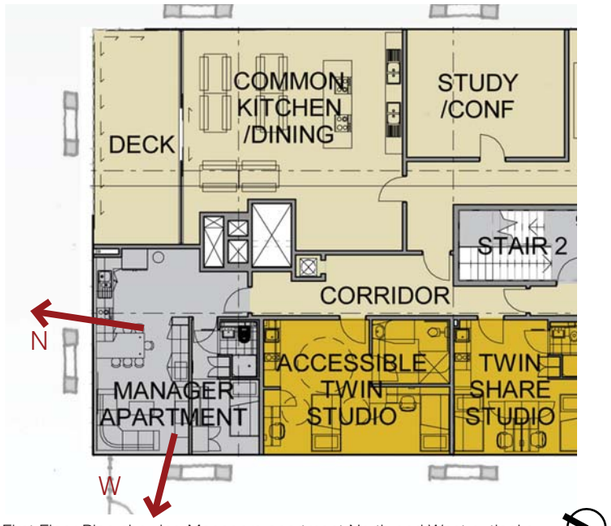

Figure 11 First Floor Plan showing Managers apartment North and West outlooks

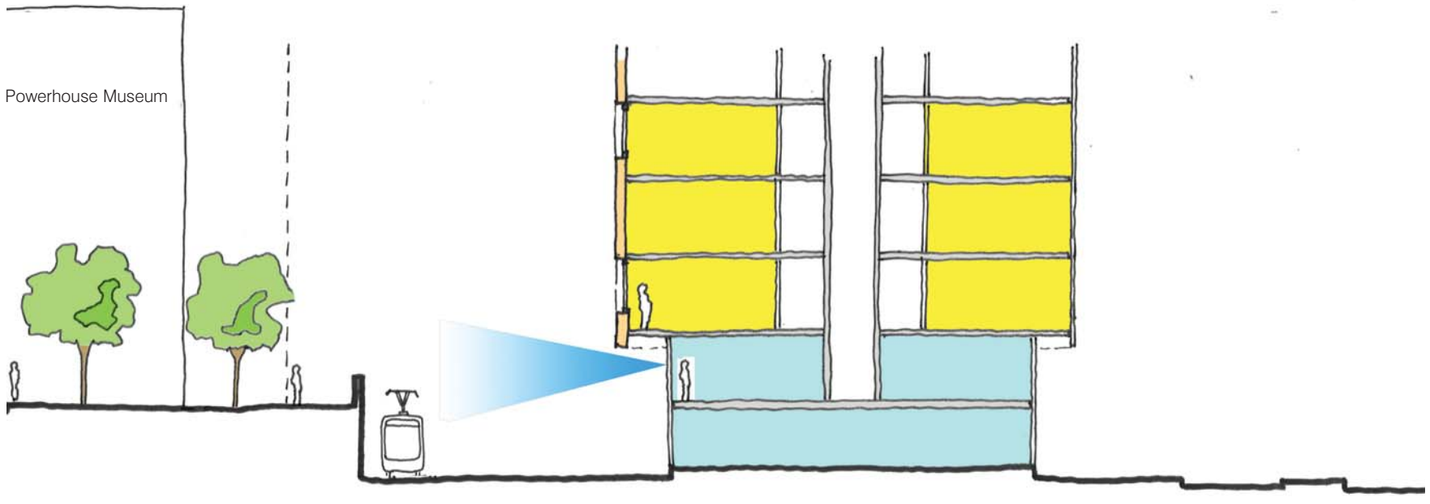

Figure 12 Level 1 west amenity

RESPONSE TO DOPI - KEY ISSUE #4

Key Issue 4	Response
Additional information is to be provided in relation to the proposed floor to floor heights of the residential component of the proposal and the proposal's compliance with the lower two levels floor heights against the Design Report as provided in the Concept Proposal application.	Ceiling height of habitable rooms is proposed to be 2.7m. This can be achieved with a floor to floor height of 2.9m with an allowance for a 200mm thick slab, which can comply with the acoustic and fire separations requirements of the BCA. Refer to Figures 9, 10 & 11. The floor-to-floor height of Ground and First floors are 4m. The 4.5m Ground level floor-to-floor height established in the Stage 1 Design Report is for retail/ mixed use buildings, whilst this building is residential. The desire for long term flexibility which is driving Council's recommendation to adopt 4.5m floor to floor on the ground level needs to be offset against the knowledge that the proposal is for a purpose built student accommodation facility. Given the nature of the use, the building's ground floor is taken up by functional student accommodation common amenities. The design does not preclude the building being utilised for adaptive reuse in the future.

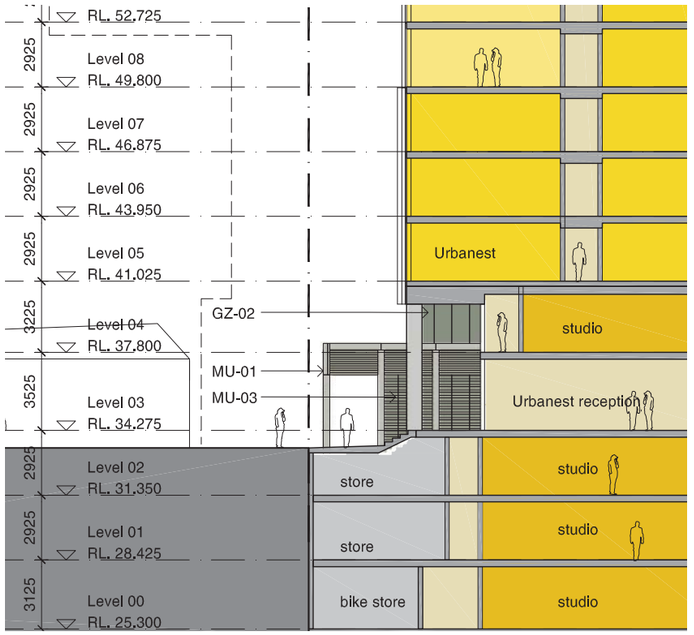

Figure 9 Precedent Residential Floor to Floor Heights, Urbanest St Michaels, City Road

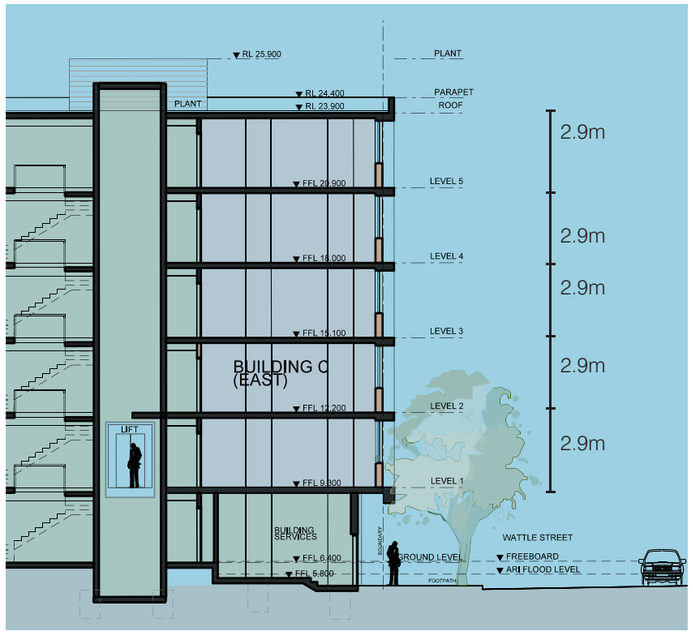

Figure 10 Precedent Residential Floor to Floor Heights, Urbanest Wattle Street, Ultimo

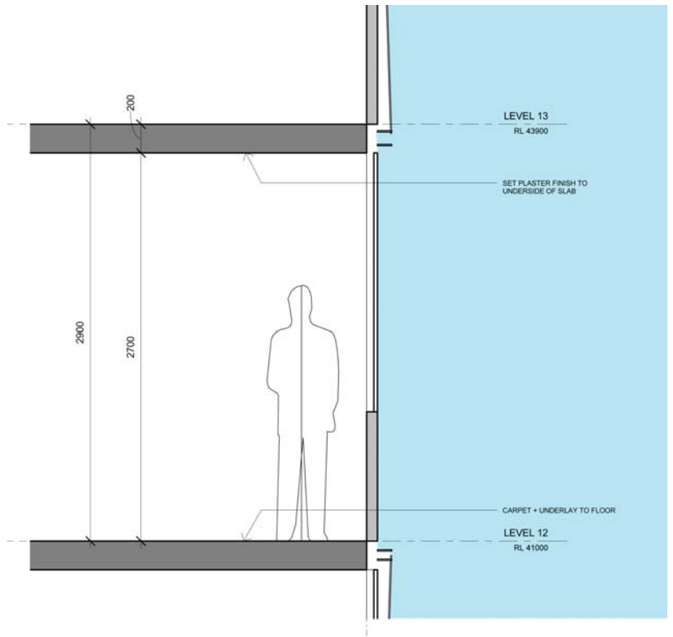

Figure 11 Floor to Floor Height Detail, W2 The Haymarket Student Accommodation

06 RESPONSE TO DOPI - KEY ISSUES#5

Key Issue 5	Response
Consideration should be given to addressing the City of Sydney's bicycle parking rates (DCP 2012). This should include clarification of the number of bicycle spaces to be provided and an updated Traffic Report, which identifies a different total number of proposed spaces (38 resident spaces and 5 visitor spaces) to be provided than that in the EIS (36 spaces).	Bicycle parking provision has been substantially increased and is now proposed at: • 98 resident spaces (previously 36), all located in the ground floor bicycle storage room; and • 20 visitor spaces (previously 10), located in Macarthur place forecourt, refer to the Supplementary Public Domain Report by HASSEL Refer to the architectural drawing set appended to this report.

RESPONSE TO DOPI - KEY ISSUES#9

Key Issue 9	Response
Details are to be provided in relation to the treatment of the western boundary fencing and security measures.	The fencing design is subject to approval by Transport for NSW. The fencing height is proposed as 1.5m, and the palette of materials envisaged is dark coloured steel framed PVC coated chain mesh and/or expanded metal mesh. This is unobtrusive and will allow views through, whilst complying with the requisite safety standards. Refer to Figures 13, 14 & 15.

Figure 13 Security fence- expanded metal mesh

Figure 14 Security fence- PVC coated chain mesh

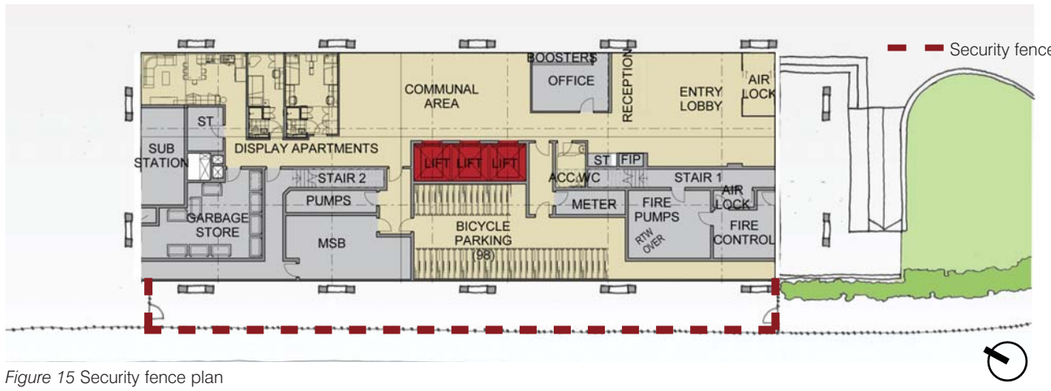

Figure 15 Security fence plan

RESPONSE TO DOPI - KEY ISSUES #15

Key Issue 15	Response
The EIS includes two sets of architectural plans, one in Appendix E and the other in Appendix F of the folder titled 'A3 Volume'. A final set of architectural plans are to be provided with the Response to Submissions.	Refer to the architectural final drawing set appended to this report.

RESPONSE TO DOPI - KEY ISSUES #16

Key Issue 16	Response
The department notes that the EIS state that the content, materiality and illumination etc of signs within the signage zones will be subject of approval by the Director General prior to the issue of the relevant construction certificate. Details should however be provided now for the department's assessment of the application, otherwise the department recommends the deletion of this reference.	Signage locations's are as follows: • Entry level and lobby signage will be located on the glazed façade of the lower two floors behind the colonnade. The fully glazed nature of this façade offers a good 'canvas' for innovative and exciting signage strategies. No dedicated student housing signage, such as pole or banner signage is envisaged elsewhere in the public domain. • Mid level signage; although there is no podium as such, mid level signage will be located on the 2nd floor façade just above the colonnade for building identification from middle distance locations, such as along Darling Drive, Macarthur Street or down Hay Street. • Tower signage will be located on the roof top plant room screen and in vertical strips on the top 3 floors of the tower, grouped around the corners of the building for long distance building identification; • Entry level, Mid level and Tower signage design is consistent with Section 3.16.6 Location and design of building identification signs of the City of Sydney DCP 2012; and • Illuminated low level signage is proposed fronting Darling Drive on axis with Dickson Lane, the proposal is consistent with Section 3.16.7- *Suspended under awning signs* of the City of Sydney DCP 2012. This is illustrated in the revised architectural signage drawing DA3301 issued with this report.

07

RECOMMENDATION 43

COUNCIL	RESPONSE
Provide a minimum floor to floor height of 3.05m for residential levels to ensure the height of habitable rooms at construction is able to achieve 2.7m. Provide a minimum 4.5m floor to floor height for the ground floor.	Ceiling height of habitable rooms is proposed to be 2.7m. This can be achieved with a floor to floor height of 2.9m with an allowance for a 200mm thick slab, which can comply with the acoustic and fire separations requirements of the BCA. Refer to Figures 16, 17 & 18. The desire for long term flexibility which is driving Council's recommendation to adopt 4.5m floor to floor on the ground level needs to be offset against the knowledge that the proposal is for a purpose built student accommodation facility. The building's ground floor is taken up by functional student accommodation common amenity and does not lend itself to future retail use given the narrow footprint. Refer to response to Department of Planning Consent SSD-6010 Schedule 1 - Key issue #4 on page 13.

RECOMMENDATION 44

COUNCIL	RESPONSE
Provide a ground level colonnade to Darling Drive. Ensure that the northern and eastern colonnades: • are continuous around the northern, eastern and southern facades of the building; • have a minimum depth of 3m to the southern and eastern facades; and • provide weather protection for pedestrians and mitigate wind effects from the tower above.	The main entry is at the southern end of the building; a 4m deep colonnade is proposed at this point to mark the entry and provide a threshold space between the public realm and the building's interior. There is also a service entry at the northern end of the building; a 2.4m deep colonnade is proposed at this point to provide covered access to this entry. There are no entries along the eastern or western sides of the building, therefore; the colonnades along these sides are 1 to 1.5m deep to give definition to the lower floors of the building and create a pedestrian level environment that relates to the podium height of the other buildings in the Haymarket precinct. Refer to Figures 5 and 6. The proportions of the lot are such that provision of a 3m deep colonnade along the east and west sides of the building would severely compromise floor space on the ground and first floors. Taking into account the double height colonnade to the east, any awning projection over the footpath would be of very little benefit given it would be +8m above ground. Primary pedestrian flows to/from the building will be to the main building entry on the Southern side of the site via The Goods Line, Hay St and to a lesser extent, Dicksons Lane. Refer to Figure 14. It is not considered necessary to provide a deeper colonnade along the Darling Drive frontage; furthermore, wind studies submitted with SSDA2 show that street level wind conditions will be within acceptable limits in this area, thus no additional protection for pedestrians is required.

RECOMMENDATION 44

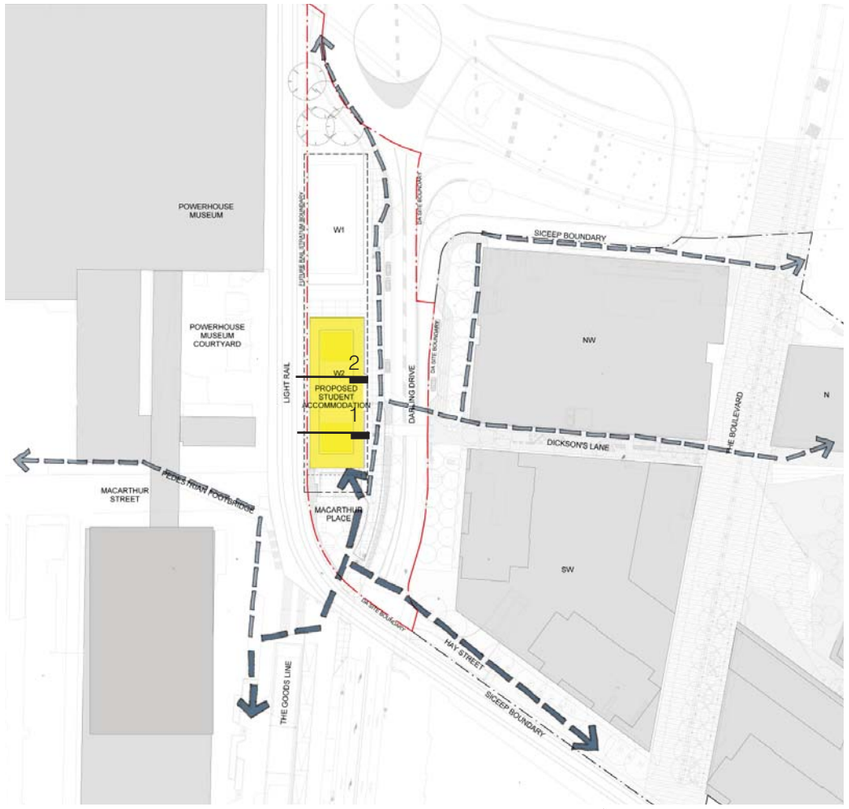

Figure 16 Forcast Pedestrian Traffic Routes, Urbanest Haymarket

Legend

Primary Pedestrian Route

Secondary Pedestrian Route

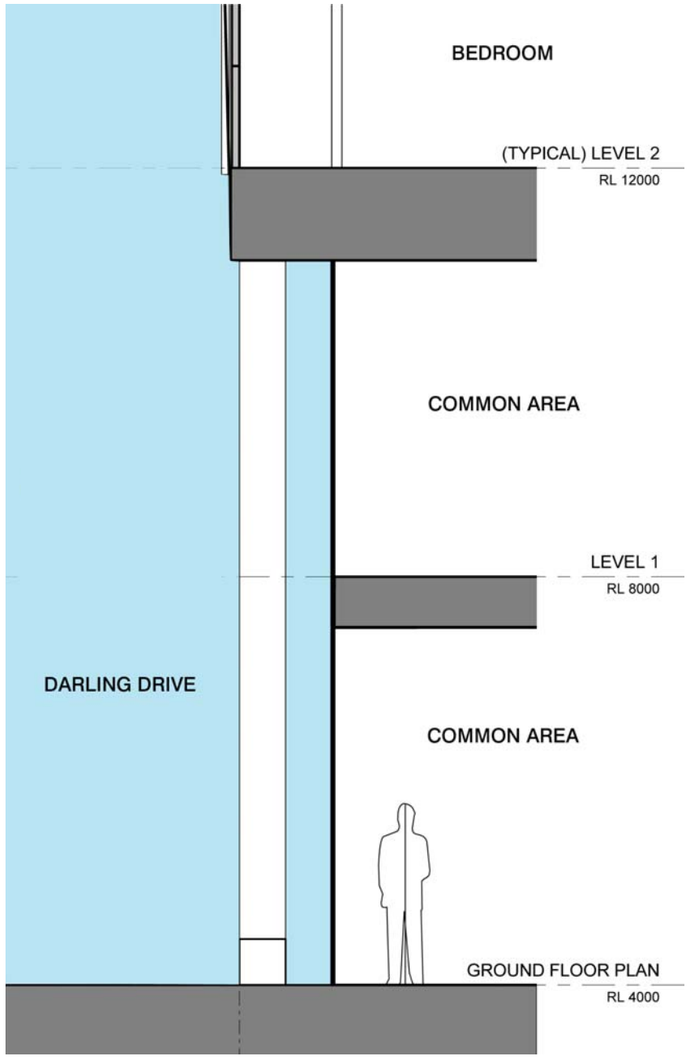

Figure 17 Colonnade Detail 1, Urbanest Haymarket

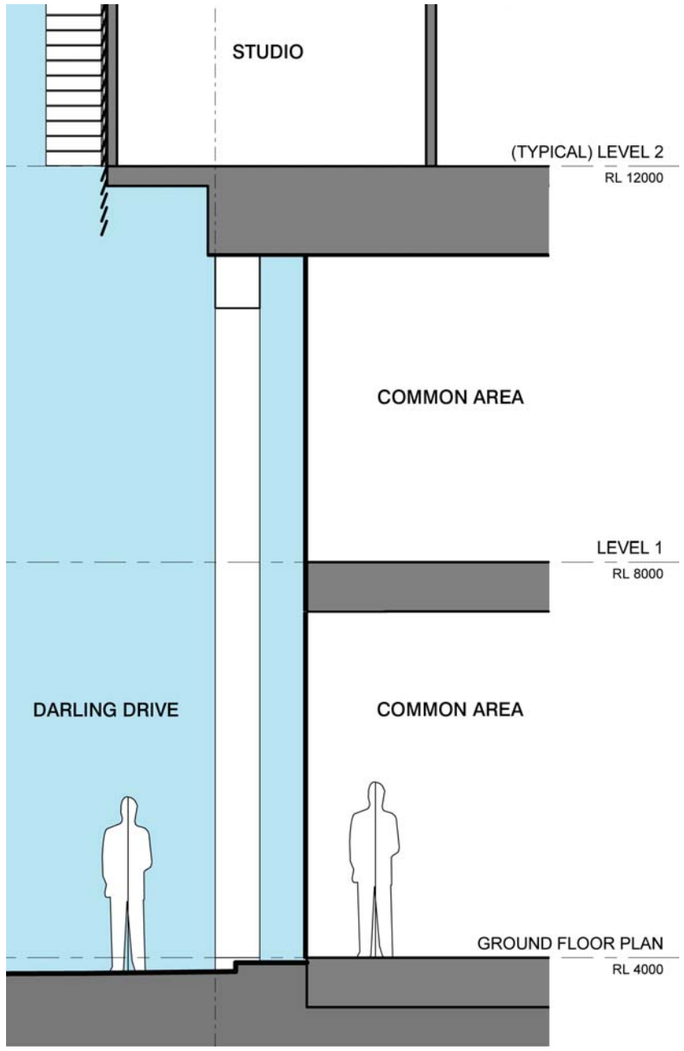

Figure 18 Colonnade Detail 2, Urbanest Haymarket

08 RECOMMENDATION 46

COUNCIL	RESPONSE
If the student housing building proceeds as proposed, consideration must be given to how the northern plaza will be activated and the available opportunities for surveillance and ownership.	The northern plaza will be overlooked by the communal spaces on the ground floor and by the manager's apartment and communal kitchen / dining room and deck on the first floor, providing good 'eyes on the street' and passive surveillance. The vision for the plaza is to provide quality amenity and be usable space. It is possible that the plaza will serve as the entry forecourt to the northern student accommodation building and will also service logistical functions for the southern building. The plaza won't be fully delivered until the development of the northern student accommodation building. Until this time it will benifit from activation generated by its adjacency to the buildings drop off zone as well as pedestrian and cyclist traffic. Refer to HASSELL landscape plans and the CPTED section of the Design Report submitted with SSDA3 Development Application for further detail.

Appendix 1

ARCHITECTURAL DRAWINGS