

SICEEP, The Haymarket – Response to City of Sydney Council

Issue	Response
Concept Plan Key Issues:	
Recommendation 1 - 6	These issues have been addressed as part of the assessment of SSDA2, which was approved on the 5 December 2013.
South West Plot:	
Recommendation 6 - 30	These matters are to be addressed separately under the SSDA5 Response to Submissions.
North West DA	
Recommendation 31 - 37	These matters are to be addressed separately under the SSDA4 Response to Submissions.
West Plot – Student Accommodation	
Recommendation 38: The proposed cross section of Darling Drive between Hay Street and Pier Street to be reviewed to: - Remove the southbound lane and provide the minimal carriageway width to allow for through traffic and a bi-directional cycleway (of 2.4m width); and - Include a bi-directional cycleway on the western edge of Darling Drive (this will provide safety for riders travelling southbound; without conflict of vehicles at the confluence of Pier Street roundabout, and without conflict of pedestrian movement on student accommodation frontage).	<u>Removal of south bound lane:</u> Both south bound lanes have been included to adequately and safely cater for traffic exiting the Pier Street ramp/Pier Street roundabout and the Theatre Access road/North West Plot public carpark. The modelling undertaken as part of the SSDA1/2 applications indicate that the loop road significantly improves traffic flow at the Pier Street roundabout by diverting vehicles southbound into the eastern southbound lane and as such minimises conflict and resultant slowing at the approach to the roundabout. The loop road extends south bound to the Hay Street intersection to cater to anticipated event mode traffic flow conditions resulting from the exit of vehicles from the North West Plot public carpark. Two lanes are proposed to eliminate midblock vehicle conflicts that would otherwise result from the merging of vehicles from the loop road and the through lane from the roundabout and with additional consideration to the proposed pedestrian crossing. Further, <u>Bi-directional cycleway on western edge of Darling Drive:</u> Detailed analysis of the spatial constraints of the site and surrounds shows a bi-directional on-road cycleway on the western edge of Darling Drive will not physically fit around the existing Pier Street roundabout due to the constraints of the Pier Street bridge structure, light rail boundary and the existing kerb alignment which must be retained to accommodate the turning path of semi-trailers. Recommendation 39 also provides commentary on the shared pathway.
Recommendation 39: The shared path on the western edge should be removed and a bi-directional cycleway should be installed on Darling Drive. An extension of the same public domain treatment as is evident towards the southern half of the building – i.e. the street tree planting and understorey landscaping – should be extended north to meet the roundabout at the Pier Street intersection.	Recommendation 38 provides commentary on the feasibility of a bi-directional cycleway on Darling Drive. The proposed shared pathway is consistent with the requirements of Austroads Guide to Road Design, Part 6A: Pedestrian and Cyclist Paths. The proposed shared way recognises the mingling of pedestrians and cyclists through the desire lines from the student accommodation building to the Exhibition Light Rail stop to the north and across Darling Drive at the pedestrian crossing connecting through to Dickson's Lane.

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	The shared zone must be retained in order to provide connectivity from the Student Accommodation buildings to the Exhibition Light Rail stop for both pedestrians and cyclists. The columns of the Pier Street bridge structure to the west and the kerb alignment to the east, designed for a semi-trailer swept path, form the spatial constraints and do not allow for a dedicated cycle path plus a dedicated pedestrian path. The provision of the shared zone act as a continuation of The Goods Line shared zone and respond to: - The large number of students in the area; - The desire line between the student accommodation building and The Haymarket, facilitated by the pedestrian crossing; - Increased future pedestrian activity generated by connections into Macarthur Street and The Goods Line; - Increased numbers of people congregating in and around the raised turf zone/Macarthur Place; and - Darling Drive lay-by parking spaces, providing adequate space between the kerb and passing cyclists to allow opening of car doors onto the verge without impacting on the shared path users. Having regard to the City of Sydney's comments the alignment of the shared zone has been shifted to allow for extended street planting to the north. The Response to Submissions - Appendix D Supplementary Public Domain Report provides further information in this regard.
Recommendation 40: Consider the implications upon Macarthur Place of providing equitable access from the Harris Street pedestrian overbridge to Darling Drive/Hay Street.	The modifications to the pedestrian bridge linking Harris Street to Hay Street are included in SSDA5 and will be addressed in the SSDA5 Response to Submissions. There are no implications to the design of Macarthur Place.
Recommendation 41: The Hay Street intersection upgrades and 'The Goods Line' connection must be completed prior to the occupation of the student accommodation building.	<u>Hay Street Intersection upgrades:</u> These works are related to the demolition of the Entertainment Centre Carpark and the proposed Mixed use Residential Development as set out in SSDA 5 and hence completion should not be linked to occupation of the Student Accommodation Building. <u>Pedestrian connection to The Goods Line:</u> A pedestrian and cycle crossing of the Light Rail Line connecting Macarthur Place to The Goods Line forms part of this proposal. INSW, TfNSW and Lend Lease are in discussions regarding the pedestrianisation of this section of Light Rail track, similar to the condition of Hay Street. This would allow the free movement of pedestrians and cyclists across the track area and negating the requirement for a signalised crossing. These works to pedestrianise the track are not included in this application. A pedestrian and cycle crossing of the track is provided and forms part of this application, if the pedestrianisation works do not proceed then the applicant will liaise with RMS to install a signalised crossing as part of the upgrade works proposed for the Darling Drive, Hay Street intersection.

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Recommendation 42: Bicycle parking should be provided at a rate consistent with the City of Sydney DCP 2012. A total of 228 bicycle parking spaces for students and 23 for visitors should be provided. 228 spaces for 635 beds are at a rate of approximately 1 space per 3 beds which is considered to be appropriate.	The rates referred to by Council are written for a residential Class 2 building and therefore are not applicable to the Class 3 Student Accommodation development. The proposed Student Accommodation is a managed facility in a highly sustainable city centre location, where the majority of students will be attending UTS, as little as 50 metres from the development. In light of the comments raised by Council a review of the provision of bicycle parking for students and visitors has been undertaken by the project team, with a significant increase now proposed as part of the amended design. Provision for 98 parking spaces for students is now proposed within the building at ground level, with 20 visitor parking spaces within the public domain. A study undertaken by Urbanest into their bike storage utilisation at existing operational Student Accommodation facilities (refer Appendix J) also reaffirms that this level of bicycle parking is more than adequate to meet the needs of students and reflects the location of the site, in close proximity to UTS and public transport nodes - light rail, heavy rail, buses and ferries. It is also noted that the proposed provision of bicycle parking well exceeds minimum requirements stipulated within the Department of Planning's guideline document titled 'Planning guidelines for walking and cycling' and the State Environmental Planning Policy (Affordable Rental Housing) 2009.
Recommendation 43: 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.	<u>Ceiling height - residential levels:</u> The ceiling height of habitable area is proposed to be 2.7m (2.4m to non-habitable zones being wet areas and entry). This can be achieved with a floor to floor height of 2.9m allowing for a 200mm thick slab which will comply with the acoustic and fire separation requirements of the BCA. Refer to the Response to Submissions - Appendix C Design Report (Supplementary) for further information and sectional diagram. It is noted that City of Sydney is in the process of drafting this into their DCP for class 2 residential flat buildings. It is not proposed to apply to class 3 forms of development (i.e. student accommodation), <u>Ceiling height – ground floor:</u> The approved Design Guidelines for The Haymarket includes provisions relating to providing 4.5m floor to floor levels for retail uses. The proposal does not include any retail uses at ground level. Notwithstanding, provision has been made for 4m floor to floor heights for both the ground and first floors. It is noted from the Council's submission that the desire to adopt 4.5m floor to floor on the ground level is driven by a requirement for long term flexibility within residential apartment buildings. The proposed development however is a completely purpose designed student accommodation facility where the ground floor is taken up by functional student accommodation common amenity that is required for the operation of the facility, hence it does not lend itself to future retail use. The proposed ceiling heights are in line with recently completed Urbanest developments and in line with those currently in construction.

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Recommendation 44: 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. 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 have very little benefit, given its height at +8m above ground. It is therefore not considered necessary to provide a deeper colonnade along this frontage. Refer to Wind Report submitted with SSDA3 demonstrating that street level wind conditions will be within acceptable limits in this area.
Recommendation 45: The Operational Plan of Management should include the occupancy agreement proposed to be used on the site. The Operational Plan of Management should prohibit the use of residential tenancy agreements.	The student accommodation operator will comply with all NSW tenancy legislation and regulations but should be free to operate within that legislation and not be excluded from using residential tenancy agreements. Refer Appendix I; sample Rooming Accommodation Agreement which was used for Urbanest's Quay Street property in 2012.
Recommendation 46: 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 western side of the building should have monitored CCTV and excellent lighting. In relation to access controls alongside the light rail easement by way of a fence and landscaping, this should be permeable fencing with low level landscaping to allow sightlines along the western façade and prevent areas of concealment. The detailed design of the bicycle parking should consider CCTV coverage, high luminance lighting and white non-reflective ceilings.	The northern plaza forms part of the W1 site to the north of the proposed student accommodation building and will be considered in more detail at a future stage. In the interim, the northern plaza area 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. Full consideration is provided in the SSDA3 CPTED report in Appendix A Design Report (CPTED Appendix C p. 68). The western side of the building will be monitored by CCTV and will be well illuminated. The proponent shares Council's desire for visually permeable fencing and low level landscaping to the light rail stratum. The fence to the light rail stratum will be specified to meet the requirements of Transport for NSW with a desire to meet these additional objectives to the extent permitted.

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	Entry to the bicycle storage area is only open to residents and not members of the public. It will be available to residents who have registered for bike parking and will be controlled by an electronic swipe card entry system. In addition bike chains can be used for additional security if required. Public / visitor bicycle parking will be available within Macarthur Place. Urbanest will employ CCTV coverage of the bicycle parking area and will consider high luminance lighting with white non reflective ceilings at the detailed design phase of the project.
Recommendation 47: The paving materials palette is not supported. Asphalt should not be used in pedestrianized areas. A higher quality paving finish, integrated with the rest of the paving palette for the public domain across the site should be used in Macarthur Place. All areas of paving that are required to provide vehicular access, including emergency vehicles and vehicles servicing the proposed market square, are to be constructed to accept these vehicle loads, generally at a minimum of 60mm paver.	Paved treatments to the public realm shall be of high quality, be appropriate to their intended use and work with the wider City of Sydney palette. The student forecourt space is intended to support a variety of uses, including public gatherings, external learning and semi passive activities (ie. table tennis/ chess) but not vehicular traffic. Having regard to the Council's comments the paving palette within Macarthur Place has been amended to replace the asphalt for a high quality finished coloured concrete.
Recommendation 48: The planting of <i>Flindersia australis</i> to Darling Drive is not supported. <i>Lophostemon confertus</i> is preferred. The planting of <i>Acer 'Sango Kaku'</i> is not supported. <i>Backhousia citriodora</i>, <i>Fraxinus griffithii</i> or <i>Lagerstroemia indica</i> is preferred.	Darling Drive planting Upon further detailed review and assessment by the project soil scientist and advising horticulturalist, and feedback from the project civil engineering consultants on the available root space for the Darling Drive street trees, <i>Lophostemon confertus</i> is proposed to the entire length of Darling Drive. Tree stock has been confirmed as available at 800L size. <i>Lophostemon</i> as a species has been accepted as the most appropriate species choice based on: - Its tall, upright habit which will not impede on vehicular site lines; - Mature height of 15-20m will provide an appropriate scale to the built form; - Strong pollution (air and stormwater) tolerance; - Resistance to disease and pests; - Ease of establishment; - Low maintenance; - Proven longevity in urban environments; - Dense evergreen canopy; - Non-invasive root system; and - Consistency along the length of Darling Drive from Hay Street in the south, through to the northern extents of the PPP boundary. In order to ensure the species performance within an urban environment several conditions are to be allowed for. These include appropriate subsoil drainage, site specific soil medium and a non-compacted root surface zone planted with groundcovers to increase air and water exchange.

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	The City of Sydney's alternate species nomination, <i>Eucalyptus robusta</i>, is proposed as one of the dominant species for the length of the Boulevard. Given the prevalence of this species within the master plan already, the proposed planting strategy has been adopted as it will deliver a different species along Darling Drive to help define the space and create a visual point of difference. Substitution of planting for Acer 'Sensation' The design for this key public space node of the site, recognises the need for a public area immediate to the student foyer to function effectively as an extension of the internal building space and to ensure a consistent environment for the students. Due to the space located at an intersection point between light rail, road, cycle and pedestrian desire lines, a small cluster of deciduous trees that offered seasonal change and provided a 'marker', was deemed suitable. After further consultation with both horticultural and arborist experts, the planting of Acer 'Sango Kaku' has been substituted for Acer 'Sensation'. The Acer 'Sensation', has been specifically selected and is considered superior for the below reasons: - Form and vase shaped habit (mature height of 7m and width of 3.5m), allowing seating for students under; - Tolerance of summer sun exposure; - The variety is sterile; - Foliage achieves strong seasonal change of bronze-burgundy growing tips the turn mid green in summer in a Sydney environment and - The bark and new stems create a striking winter colour effect when the tree is defoliated. City of Sydney recommendations are not deemed appropriate for this design intent for the following reasons: - <i>Backhousia</i> is evergreen and will not provide the seasonal change and the provision of sun in winter; - <i>Fraxinus</i> is deemed to have insufficient seasonal change and; - <i>Lagerstroemia</i> is a tree species already proposed as a significant feature tree within the wider public realm and therefore not considered suitable for this space as it has the potential to dilute the effect of the plantings to the Chinese Garden forecourt.