

DARLING
HARBOUR LIVE
THE SOUTHERN
PRECINCT
SUPPLEMENTARY
DESIGN REPORT
FOR SSDA5

February 2014

D E N T O N
C O R K E R
M A R S H A L L

architecture + urban design

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INTRODUCTION

INTRODUCTION

This report has been prepared by Denton Corker Marshall in response to the DoPI letter dated 28 November 2013 and addendum. It also addresses the relevant issues raised by the City of Sydney submission to SSDA5. It provides additional clarification and/or response to particular design issues. A full assessment against all of the conditions in Stage 1 DA approval has been prepared as a separate Appendix to the response to submissions.

In addition, the SSDA5 design has also been updated to reflect the following:

- Reduction in height of all towers.
- Revised Mix.
- Adjustments to apartments layouts.
- Improved activation of the ground plane.
- Improvements to the articulation and materiality of Tower SW1.
- New communal facilities.

DOPI KEY ISSUES

DOPI KEY ISSUES

Key issue 1:

In the interest of achieving architectural excellence, the Department requires further consideration of the approach to the overall architectural treatment and articulation of tower SW1. The Department is concerned that the form and rigorosity of the gridded facade treatment coupled with the upper termination of the tower contrasts poorly with the architecture of the other elements of the SW Plot and would be visually dominant within the surrounding area.

Response:

Amendment to SW1 west elevation + Top of tower.

In response to the DoPI concerns a number of modifications have been made to SW1. The projecting bay has been reconsidered and design improvements have been added to the west elevation to improve articulation and architectural excellence. The plant room has been lowered to a single storey and the grid expression has been accentuated. In addition, a response has been provided with respect to the window expression.

Tower SW1 holds the edge of Darling Drive and along with the NW Plot office building completes this street elevation.

As noted previously in the SSDA5 Design Report, to address the irregular plan form of tower SW1, resultant from satisfying building separation, a grid has been adopted as a visual ordering device on all elevations to make the building composition more cohesive.

This tower is seen 'in-the-round' with views across the site and from within, therefore a consistent treatment is applied to all the elevations.

Addressing the key visual axis along Macarthur Street as identified by the City of Sydney (CoS) and the Design Review Panel (DRP) the treatment of the projecting bay creates a point of difference and recognises the importance of this gateway (refer to plan diagram in Key Issue 2).

In response to the department's concerns, the grid is reinterpreted and this bay is broken down into a series of cubes stacked atop one another.

A projecting square cowl, as an extrusion of the ordering grid, creates shadows and introduces an element of contrast defining each cube.

The infill elevation repeats the typical facade treatment to integrate the cubes and avoid creating too alien an addition on the elevation.

Between each cube a slightly recessive and dark coloured floor enhances the perception of these cubes projecting out from the tower and breaks down the verticality of the bay.

This strong visual element reinforces tower SW1's address and relationship with the street - similar to the projecting bay on tower SW3.

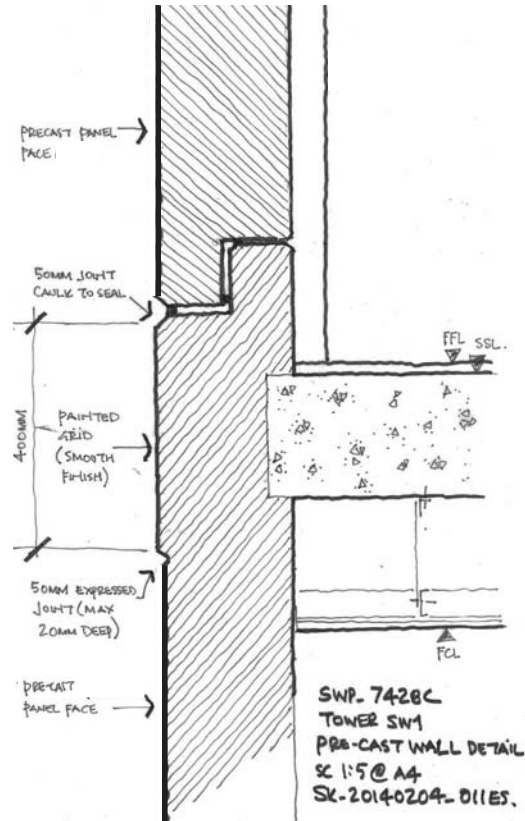
The massing and the change in expression breaks down the horizontal scale of tower SW1 in keeping with a finer vertical street grain characteristic of the local area.

Similarly, the rooftop plant enclosure is simplified and expressed as another cube sitting on the roof (refer to page 11). This roof enclosure has been reduced in height by 2.55m.

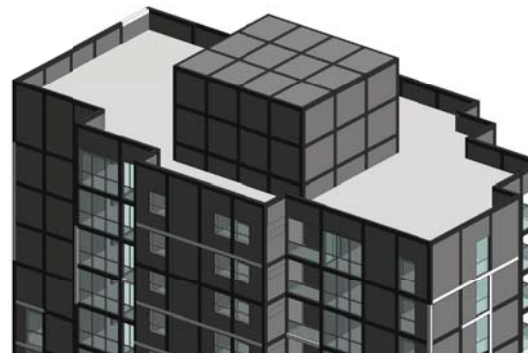
This approach was presented to the Design Review Panel (DRP) on the 14.02.2014 who supported the amended design and the understated infill within the cubes.



Updated SW1 Design - Darling Drive view looking north



Typical wall panel



SW1 roof plant enclosure- SSDA5



SW1 roof plant enclosure- Amended

SW1 facade treatment

SW1 has a very articulate plan form, compared to the other building forms within the SW Plot, which creates a tower with many corners.

Unlike these other buildings where architectural elements such as plates, shrouds and expressed frames have been incorporated to create the architectural form, a calmer expression has been sought to dress the irregular square geometry.

A grid has been overlaid onto the elevations to bring visual order to the tower and engage with the rectilinear extrusion.

This grid is flush with the building envelope, expressed only where balconies cut into the tower form. Rebates in the panel define the grid, provide some relief and help to disguise panel joints.

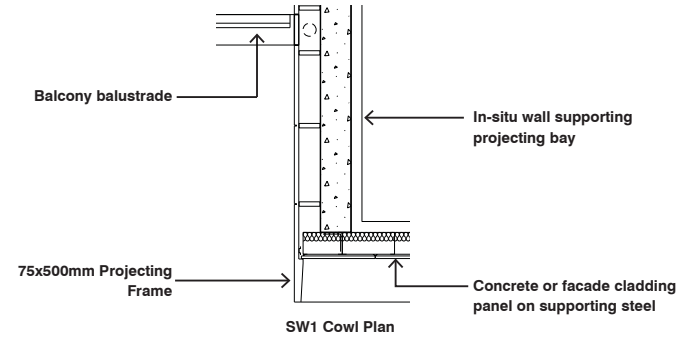
Windows are mounted with minimal reveal depth in the tower, with grey tinted glazing proposed to match the solid wall panels, to downplay the fenestration patina and avoid it overwhelming the subtle grid.

The east elevation with extensive balconies provide depth to the facade whilst the newly introduced series of cubes, as extrusions of the grid, bring depth and interest to the western elevation.

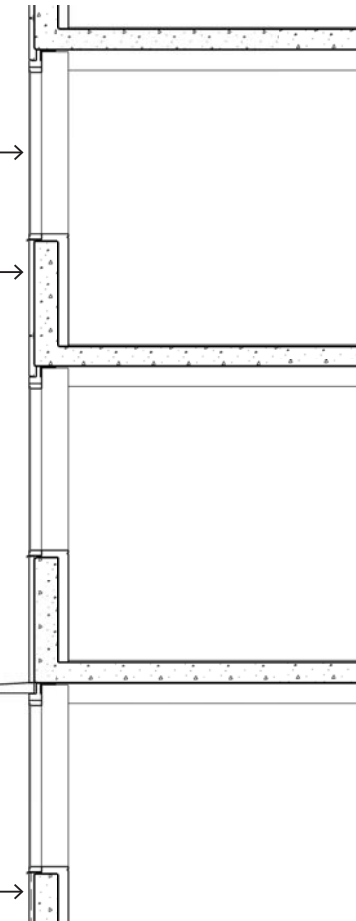
DOPI KEY ISSUES



SW1 Projecting bay



- Black painted concrete grid
- Windows- grey tinted glass/mid-grey frames
- Concrete or facade cladding panel- grey finish to match typical precast panel
- Metal cladding- Colour: white aluminium
- Clear glass balustrade system
- 500mm Projecting cowl to frame "cube"
- White painted concrete grid
- Charcoal finish concrete or facade panel





Broad landscaped verge extends the Goods Line and provides a green edge to the street and incorporates pedestrian routes

Residential lobby with direct access from Darling Drive

Terracotta + charcoal horizontal and vertical batton treatment continues vertical bay down to the street level

Projecting bay establishes building address on Darling Drive and terminates the Macarthur street visual axis

Juliette balconies added to southern elevation (refer to Additional Design Improvements 2)

Street trees filter light over the pedestrian path, screen views of buildings above and hold the street edge along Darling Drive

New pedestrian crossing at Darling Drive (refer to Recommendation 6)

Break in green verge and potential markers/artwork herald Dicksons Lane

Occupied space replaces plant use (refer to Condition B3)

Solid wall elements incorporate terracotta/brick to revive rich texture and connection with Haymarket buildings

A wider street incorporates new and upgraded pedestrian, cycle and landscaped zones

A continuous canopy provides weather protection and a strong visual datum at a human scale along Darling Drive

Potential IQ Hub use with proposed signage/ graphic treatment to facade facing onto Macarthur Place and Hay Street

Darling Drive streetscape

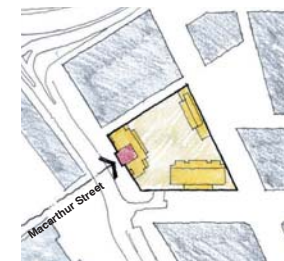
Key issue 2:

The Department considers that the cantilevered projecting bay should be removed and notes Council's concern in this regard

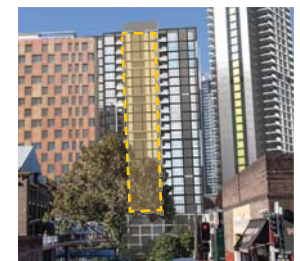
Response:

As noted within the Design Report submitted for SSDA5 the provision of an apartment bay on the western face of SW1 tower has positive urban design/architectural benefits:

- The apartment bay provides a more visually interesting elevation when viewed along Macarthur Street by replacing a blank core facade with residential apartments;
- The projecting bay provides a more 3 dimensional expression of the SW1 tower built form, breaking up the previously flat western elevation;
- The projecting bay lies on the Macarthur Street axis recognising the visual terminus of this street axis;
- By projecting the apartment by 2.4 metres – the equivalent of a balcony zone – instead of setting the tower back flush the minimum separation between towers SW1 and SW3 is maintained;
- The projecting bay does not reduce the minimum visual separation between buildings along Darling Drive set within the parameter plans.
- Located on the western elevation, the projecting bay does not impact view lines from any tall buildings as per the view impact analysis; and
- The projecting bay sits wholly within the approved parameter envelope that provides for a bay of this nature.
- The projecting bay has been designed so that it does not have an overbearing presence on Darling Drive.
- The human scale of the podium responds to the streetscape and pedestrian experience whilst the projecting bay is read as part of the tower in the skyline and in particular addresses the Macarthur St terminus.



SW1 massing responding to Macarthur Street axis



Macarthur street view with projecting apartment highlighted

DOPI KEY ISSUES



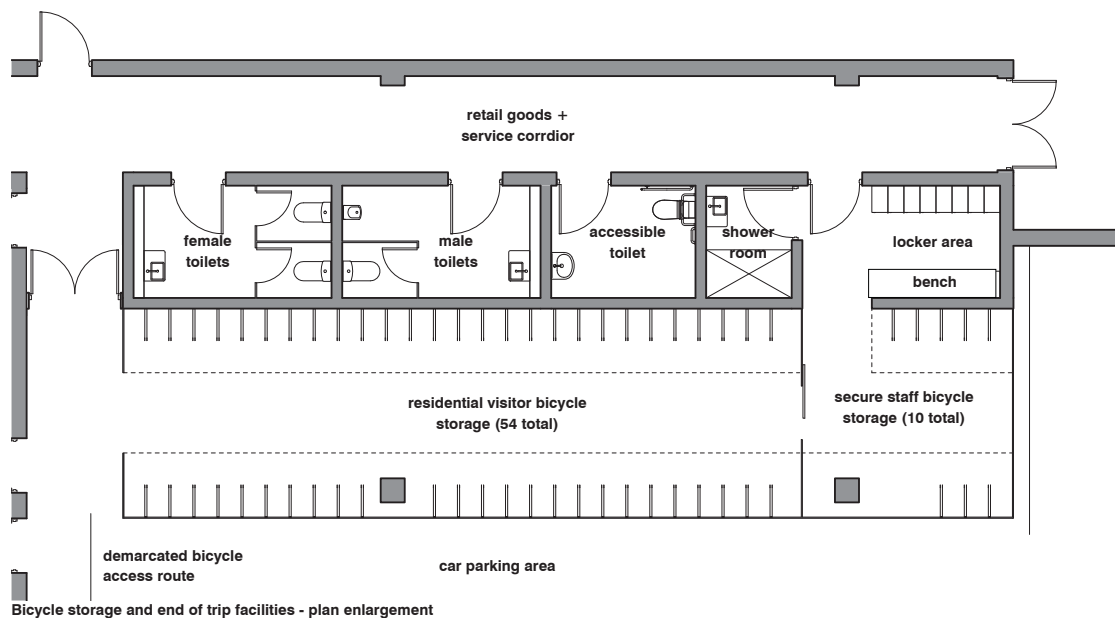
SW1 Tower exposed core- as part of the SSDA2 indicative design



SW1 Tower with projecting apt bay- as submitted as part of the SSDA5 design



SW1 Tower with projecting apartment bay- Proposed amended design



Key issue 7:

Clarification of end of trip facilities for cyclists is required.

Response:

As noted in the Design Report for SSDA5 allowance has been made to store resident's bicycles within each of the residential storage cages located in the car park.

Also as noted previously in SSDA5, at ground level the development provides:

- 54 undercover bicycle storage spaces for residential visitors (equivalent to 10% of total apartments);
- 10 secure, undercover bicycle storage spaces for staff working within the SW Plot;
- End of trip facilities for staff within the SW Plot which includes: a unisex shower; access to 2 male, 2 female and an accessible toilet (shared with retail unit patrons); 16 storage lockers; and
- Access via the vehicle entry point along a demarcated route.

Refer to sketch adjacent for location and layout of bicycle storage areas and end of trip facilities.

DOPI KEY ISSUES

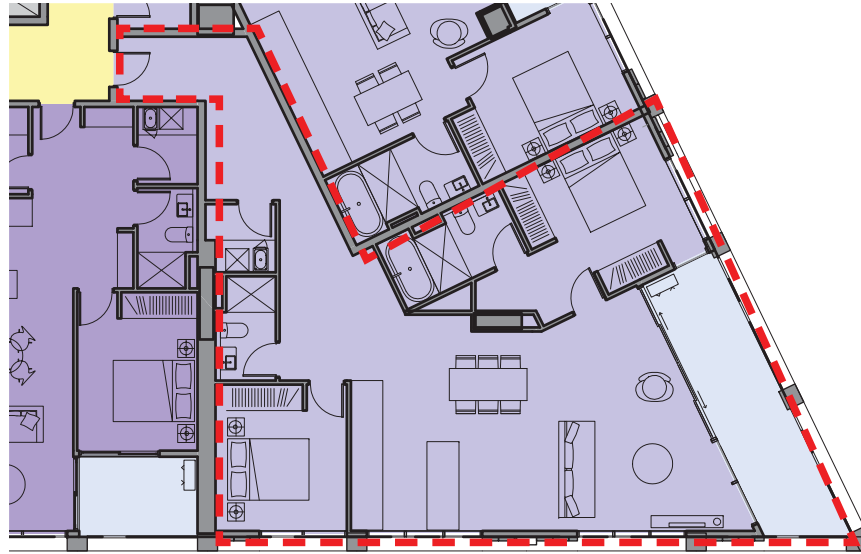
Key issue 15:

Further justification is required for the proposed mix of residential dwellings and the lack of larger 3 bedroom apartments.

Response:

In response to this issue the apartment mix has been revisited.

- The number of 3 Bed units has been increased by 7 to 22 total. The additional 3 Bed units have been added to the podium levels increasing the product diversity of the development (refer to adjacent diagrams).
- The design of the 19 studios on the western elevation of SW1 have been reconsidered and improved. The product is now considered to be more aligned with the 1 Bed product in terms of the amenity afforded to residents. These have therefore been re-classified as 1 Bed (refer to pg.17).
- In addition, further product diversity is afforded by the provision of 10 apartments nominated as adaptable. The adaptable apartments will include a mix of 1 Bed and 2 Bed apartments and each will be allocated an accessible car space.

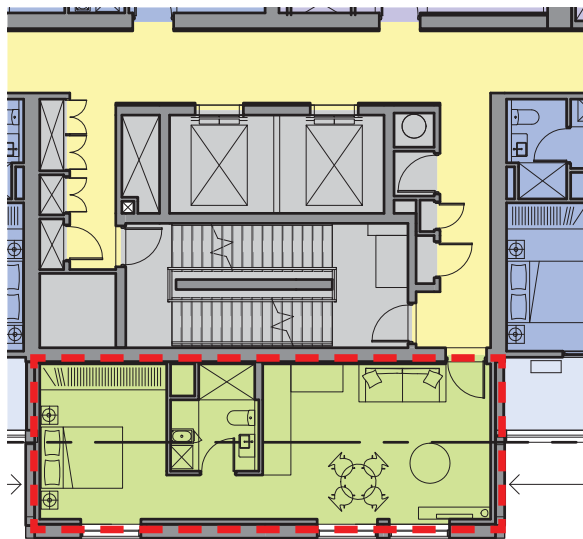


Extract from SK_044 SSDA5 showing 2 Bed unit (outlined in red).

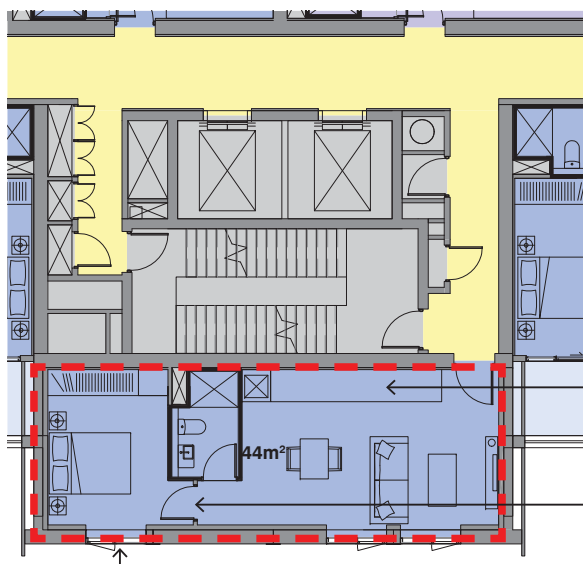


Extract from Amended SK_044 showing 3 Bed unit (outlined in red).

DOPI KEY ISSUES



Extract from SSDA5 SK_050 showing Studio apartment (outlined in red).



Extract from Amended SK_050 showing 1 Bed unit (outlined in red).

The layout of these apartments are considered to have appropriate amenity and size for a 1 Bed unit:

- Light/ventilation is provided to both Bedroom (1 window) and living rooms (2 windows) areas.
- Physical separation in the form of a wall and door to fully enclose the bedroom
- Kitchen size and specification is consistent with a selection of other 1 bed units within the development
- The area of the apartments is comparable to other 1 bed units within the development (ranging from 44 to 50 sqm)

Amended Yield Table

Type	No. of apartments	% total
Studio	12	2
1 Bed	202	38
1 Bed + Study	76	14
2 Bed	226	42
3 Bed	22	4
Total	538	100

STAGE 1 (SSD
5878-2013)
CONCEPT
PROPOSAL
CONDITIONS

STAGE 1 (SSD 5878-2013) CONCEPT PROPOSAL

Condition B1:

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.

Response:

In summary, the design is based on the following principles:

- To provide a high quality built environment outcome as backdrop and activator to the new public spaces;
- To achieve a quality of finish, composition and detail that is articulate and rich at street level scale, relating to the local built context and also within the broader city skyline context. (refer to adjacent imagery as submitted previously for SSDA5);
- To create a series of high quality private residences, maximising access to natural light and ventilation and provision of generous amenity spaces;
- To become the signature development of the new Haymarket precinct and herald the southern gateway into the SICEEP;

Each building has a distinct architectural expression that relates to its setting within the wider Concept Proposal as noted within 'Urban Jigsaw' section of the SSDA5 Design report;

- The podium 'street wall' provides a continuous datum that relates to the scale of the adjacent buildings. An expressed concrete frame provides relief and visual mass and orders the mix of uses around the perimeter. The infill reflects the local brick character and patina incorporating textured panels coloured in terracotta, charcoal and light grey;
- SW2 relates in scale to the new public square and Boulevard. Clad in timber to reflect the former maritime history of the site it adds another layer to the urban narrative of the Haymarket;
- Tower SW1 is experienced 'in-the-round,' visible in many views across the site. Further description and detail is provided in Key Issue 1 of this report;
- Tower SW3 is gracefully encapsulated within a rectilinear shroud incorporating a bold yellow stripe. The infill consists of a series of expressed horizontal plates that become bold vertical columns set within the form of the shroud when viewed from afar.

A strategy document has previously been submitted to inform the design of the retail ground plane by future tenants. These guidelines will ensure a quality finish and design but allows flexibility to incorporate bold colours and branding, features and furniture to complement and enrich the pedestrian experience around the building perimeter.



View along Hay Street- as submitted previously in SSDA5



View along Dicksons Lane- as submitted previously in SSDA5

STAGE 1 (SSD 5878-2013) CONCEPT PROPOSAL



STAGE 1 (SSD 5878-2013) CONCEPT PROPOSAL

Condition B2:

Future Development Applications shall demonstrate that the architectural feature(s) separating the residential towers from the street wall shall be appropriately designed to ensure that suitable visual separation between the two elements is achieved. Furthermore, contrasting materials or other acceptable alternatives shall be used to give emphasis/visual primacy to the lower levels of the buildings (below the re-entrant feature).

Response:

Visual separation of tower + podium - 're-entrant'

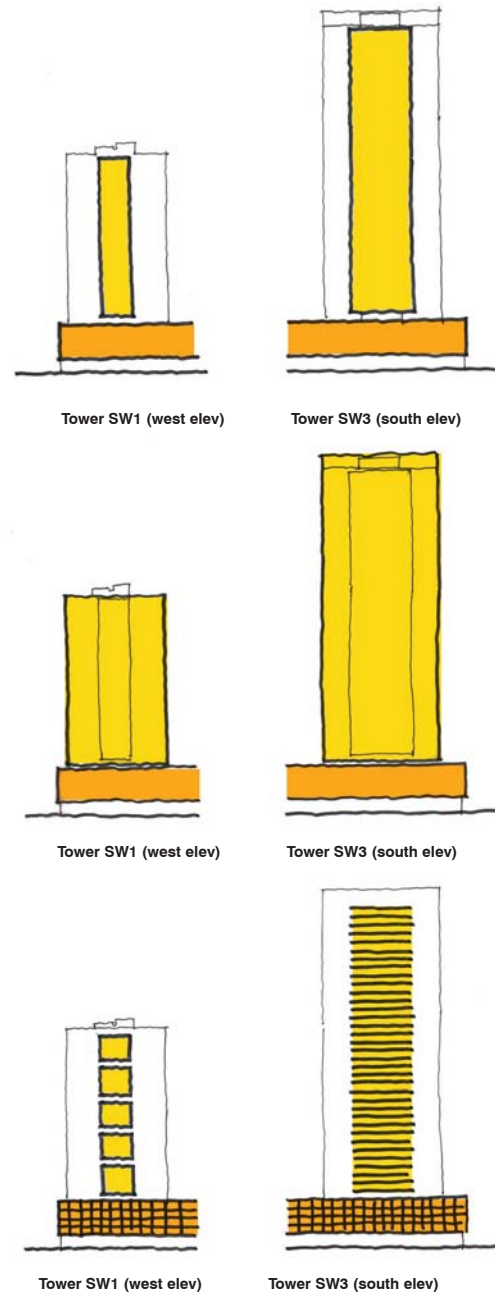
As noted in the SSDA2 Design Guidelines a re-entrant was proposed to ensure a distinction between the form of the towers and the 'street wall' of the urban block (podium).

This delineation was to be further enhanced by a change in materiality and expression of the tower and podium architecture.

During the design development of the SW Plot this delineation has been a key feature of the design and interpreted to suit the architectural composition. Whilst adopting similar principles for both towers the distinction between tower and podium has provided two different outcomes that reinforce the principles of the re-entrant.

This was presented to the DRP to clarify the approach adopted on each tower, and it was agreed that the design addressed the visual and physical separation contemplated in SSDA2 guidelines.

The images opposite (noting SW1 west elevation has now been updated) were presented to the DRP. The highlighted boxes clearly showing the tower expression commencing a storey above the podium street wall.



Form

- The form of each tower has developed to become less rectangular in plan and more articulate.
- This responds to the internal apartment layouts and provision of private amenity.
- Narrow projecting bays on each tower break down the visual scale of the longer elevation.
- On tower SW1 the bay projects like a giant linear bay window above the street wall.
- On tower SW3 the bay holds the street wall whilst the main built form of the building – contained within the 'shroud' – is set back 4-5 metres.

Materiality

- The urban block (street wall) is highly articulated with a light-coloured frame containing an infill that reflects the materiality of the local Haymarket area.
- It is fine grain and responsive to the human | street scale.
- The two towers are darker coloured and more solid in expression.
- They adopt an interplay of solid, void and glazing to achieve a rich patina on the elevation that relates to a macro skyline context.
- On both towers the materiality of the re-entrant zone is consistent with the rest of the building to promote a simpler singular expression.

Elements

- The abstract form of each building is different.
- The application of these elements are used to create a unique identity for each building element and further distinguish the towers from the street wall.
- The podium has a distinctive and articulate frame that envelopes the entire block and relates to the other plots within the Concept Proposal.
- The projecting bay on tower SW1 expressed as a number of stacked cubes is a strong visual element that responds to a key visual axis and creates a presence on Darling Drive.
- These cubes start a floor above the urban block's parapet to become a positive (projecting) rather than negative (recessive) re-entrant.
- Tower SW3 is encapsulated within a 'shroud' with horizontal plates defining the edges of projecting volumes and balconies.
- These plates start one level above the street wall parapet to define the re-entrant zone.

STAGE 1 (SSD 5878-2013) CONCEPT PROPOSAL

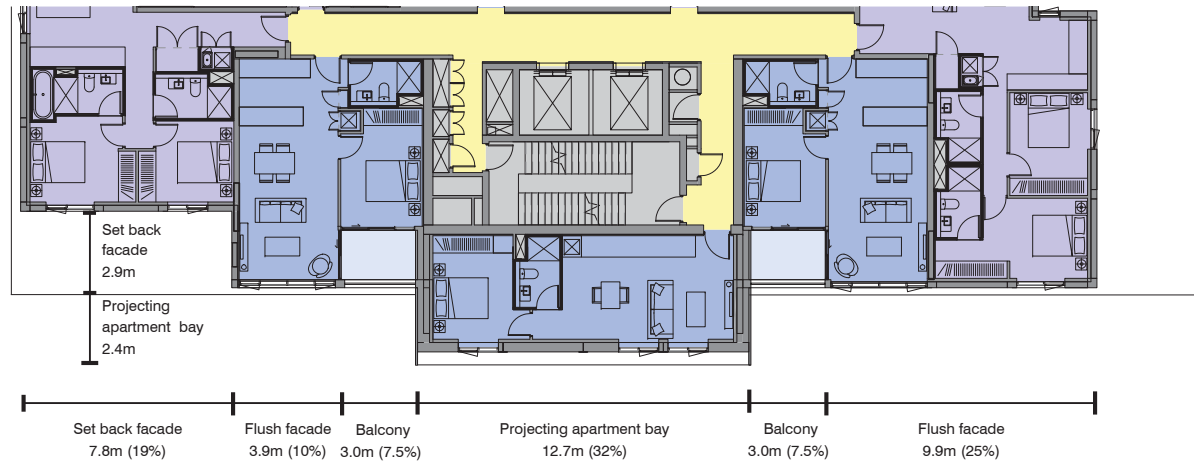
Plan form

Tower SW1

Tower SW1 west elevation facing onto Darling Drive is 40.3 metres in length of which:

- 13.8 metres (34%) of the tower facade is set back between 2.1 - 2.9 metres, including balconies, from the street wall parapet;
- The projecting apartment bay is 12.7 metres (32%) wide with an amended treatment to the facade in response to the DoPI concerns (Key Issue 1, page 10) further distinguishing the tower form from the street wall. As noted previously this projecting bay starts at level 6, 1 storey above the street wall parapet; and
- The remaining 13.8 metres (34%) of the tower facade is set back 350mm from the outside face of the street wall grid.

The set backs in the building massing and variation in architectural treatments to the projecting bay (cubes) is demonstrated in the 3D imagery and building sections overleaf and on page 10.



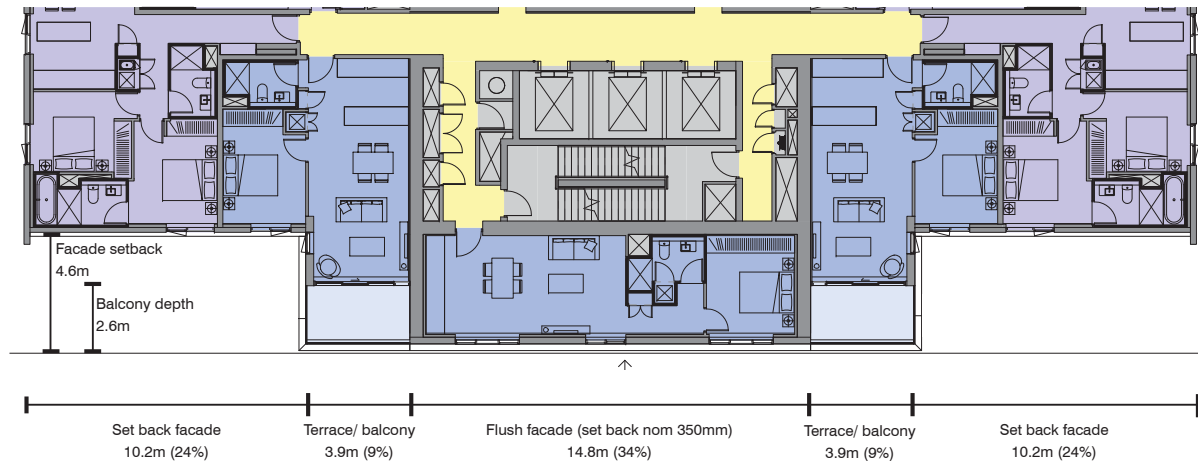
Tower SW1 - Partial typical plan

Tower SW3

Tower SW3 south elevation facing onto Hay Street is 43 metres in length of which:

- 20.4 metres (48%) of the tower facade is set back 4.6 metres from the street wall parapet, set within the tower shroud;
- The 7.8 metres (18%) of recessed balconies either side of the projecting apartment bay are set back 2.6 metres;
- The podium parapet balustrade is set back 800mm from the outside face of the street wall grid and this applies to the units either side of the projecting bay at level 5; and
- The remaining 14.8 metres (34%) of the tower facade is set back 350mm from the outside face of the street wall grid.

The set backs in the building massing and variation in architectural treatments to the projecting bay and adjoining balconies (plates) is demonstrated in the 3D imagery and building sections overleaf.



Tower SW3 - Partial typical plan

STAGE 1 (SSD 5878-2013) CONCEPT PROPOSAL

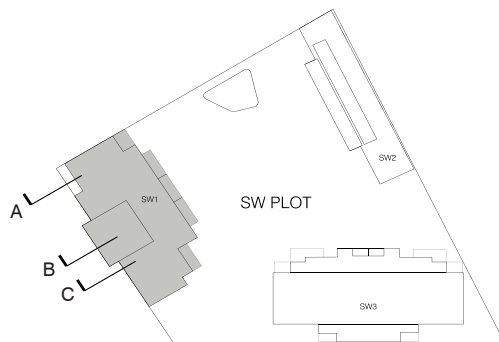
Tower SW1



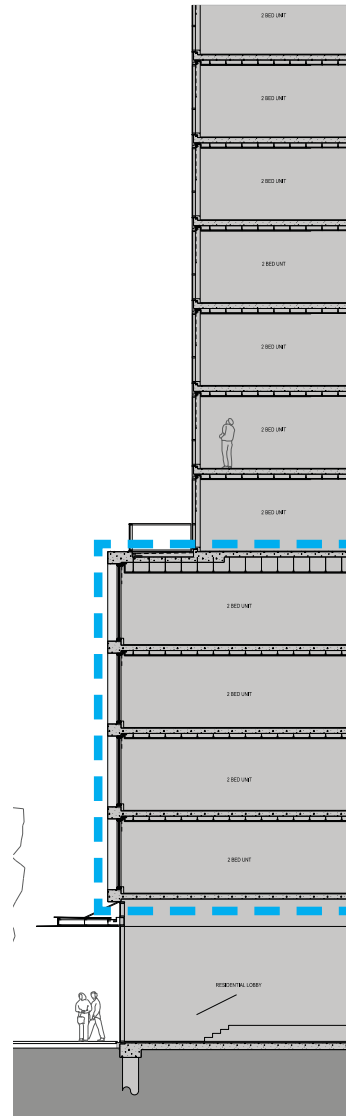
SW1 tower along Darling Drive

Key Plan

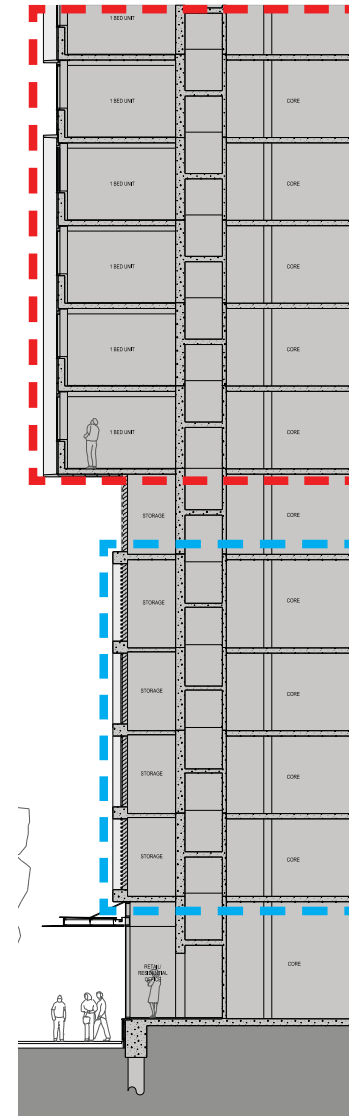
- Street wall
- Tower form



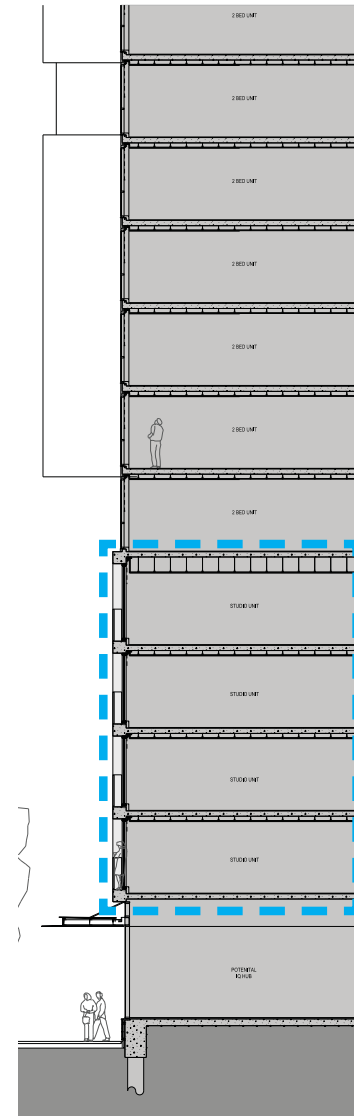
Key Plan



Section A



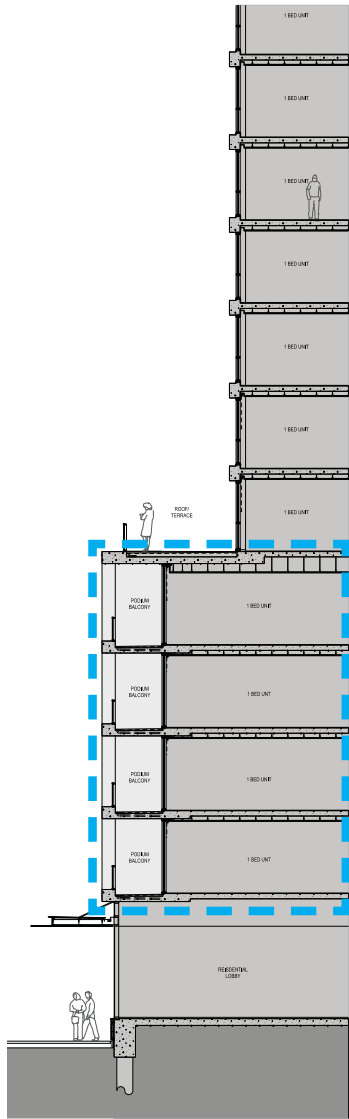
Section B



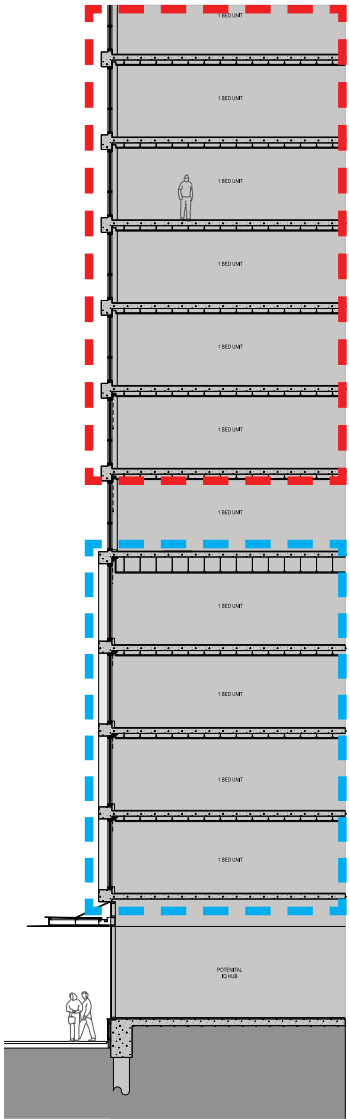
Section C

STAGE 1 (SSD 5878-2013) CONCEPT PROPOSAL

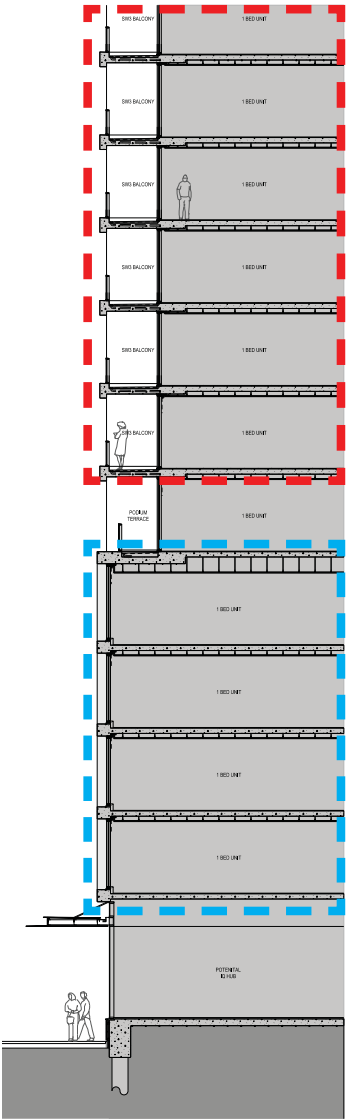
Tower SW3



Section D



Section E

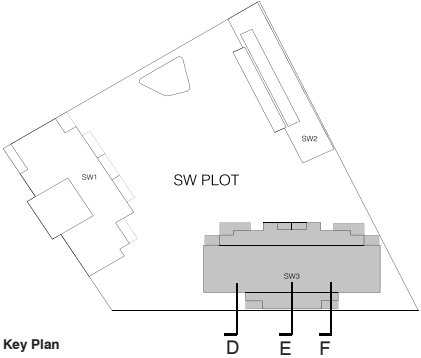


Section F



SW3 tower along Hay Street

Key Plan
Street wall
Tower form



STAGE 1 (SSD 5878-2013) CONCEPT PROPOSAL

Condition B3:

Future Development Applications shall maximise street level activation where possible. A Street Level Activation Plan shall be provided that:

- indicates the extent and locations where street level activation has been provided;
- provides justification for the areas where street level activation has not been provided; and
- provide mitigation measures where necessary to address any inactive building facades at the street level (excluding any vehicular access points).

Response:

Extents of Activation

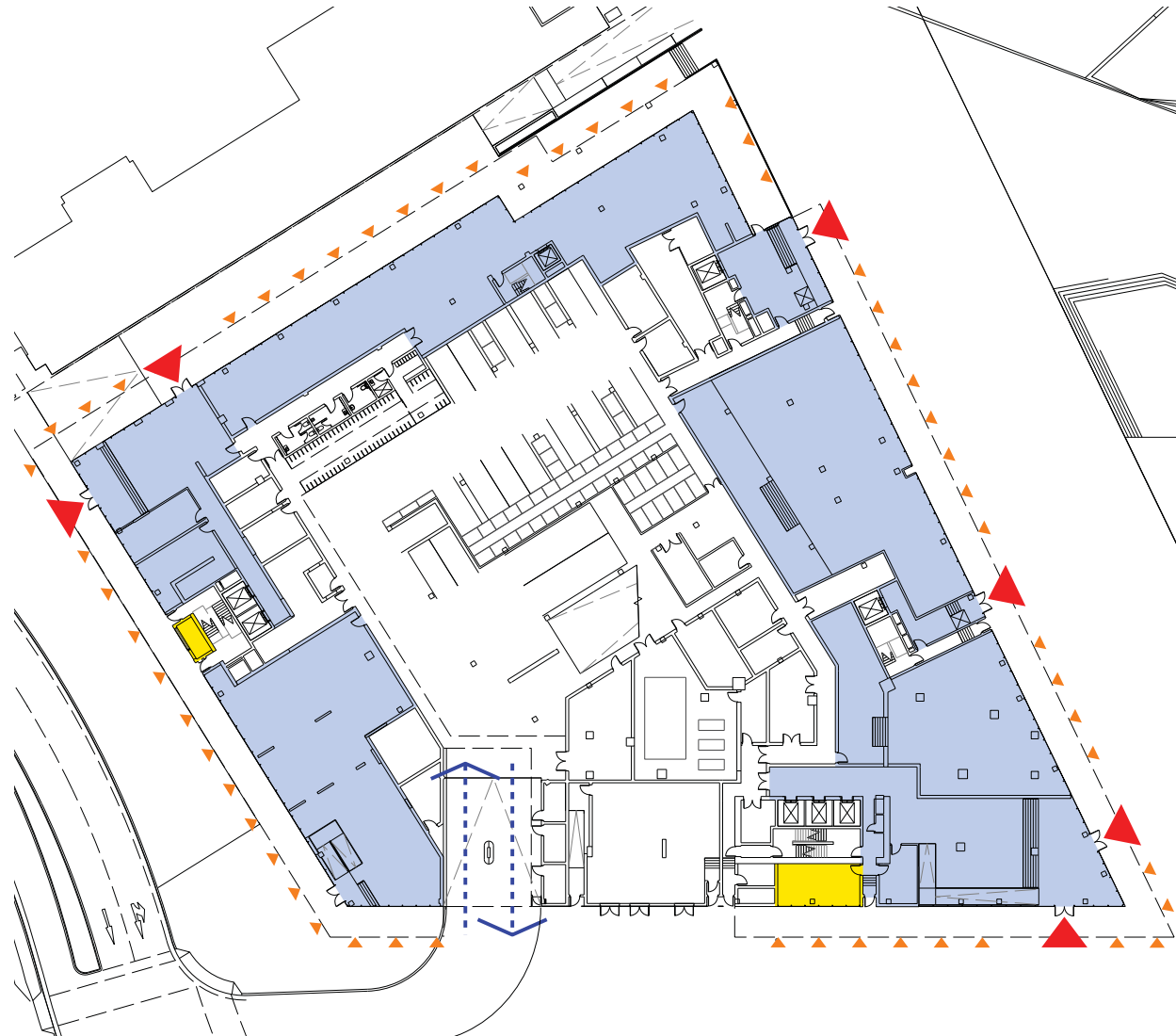
Refer to diagram adjacent indicating extents of occupied space and activation at ground level

Extensive ground plane activation is proposed for the SW Plot, focusing on critical pedestrian connections defined within the Concept Proposal. The current design takes into account a number of issues:

- The activation along Hay Street is greatly improved compared to the existing condition – i.e. Entertainment Centre car park;
- Active uses are proposed for 85% of the building perimeter prioritising the key pedestrian connections advocated within the Concept Proposal; and
- A substation is required to be located on the building perimeter for practical reasons and to allow vehicle/loading access. The only trafficable roads are Darling Drive and a portion of Hay Street in line with the Urban Design and Public Realm Guidelines (UDPRG) recommendation for a pedestrian only precinct. The substation layout has been optimised to be as efficient as possible and avoid any unnecessary increase in size. Additionally perimeter egress points have been consolidated to minimise the number on the external elevations.

CoS concerns recognising Hay Street as a new key connection from the west and to support a positive urban design outcome and active ground plane along this street is supported. The design team propose:

- Increase activated frontage on Hay Street by locating new IQ hub (Potential)/ retail in lieu of services plant south of SW3 core; and
- Increased activated frontage on Darling Drive by locating new active uses north of SW1 core.



Street activation diagram

Legend

- Occupied space
- New occupied space

- Active frontages
- Primary building entrances

- Vehicle entry point

Note:

Location of entry points are subject to refinement subject to detailed development of design

STAGE 1 (SSD 5878-2013) CONCEPT PROPOSAL



Retained market facade along Quay Street



Existing Hay Street looking east



Proposed Hay Street view (as submitted for SSDA 5)



Proposed Dicksons Lane view (as submitted for SSDA 5)

Response:

Treatment of non-active facades

Solid walls containing the substation are clad in terracotta panels | bricks which reflect the solid, brick character of the adjacent Haymarket market | industrial buildings.

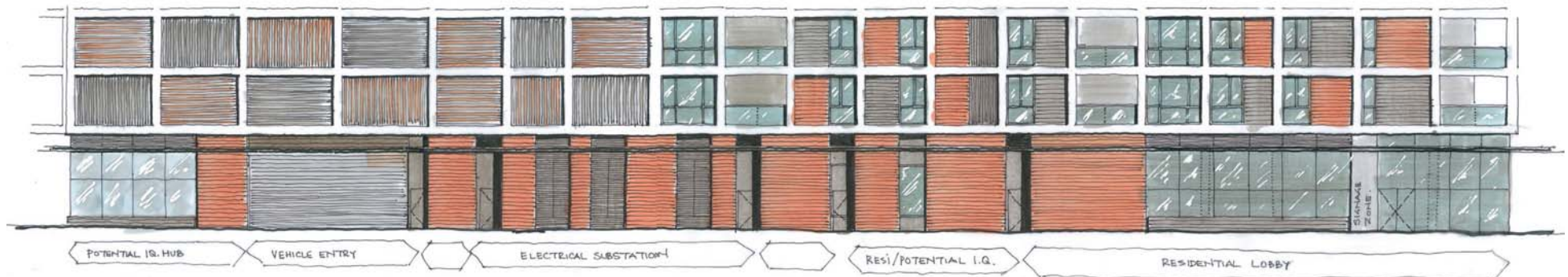
Emergency exit doors have been consolidated wherever permissible without compromising safety and are located next to active frontages to provide passive surveillance.

Delivery vehicle, resident's car and visitor | retail staff cycle access have been consolidated to create a single vehicle entry point on the facade.

A roller shutter - integrated with the ground level design - screens the entry when not in use.

Private car parking has primarily been located on the upper levels with only 13 cars spaces at ground level. These cars are located deep in plan and are not visible from the street.

- Doors, openings and louvers are dark coloured, recessive, and span the full height of the ground level facade.
- The terracotta/brick elements become expressed blocks along the elevation providing visual relief.
- This treatment breaks down the expanse of solid wall, reflective of the fine grain of the historic building facades.



Partial Hay Street activation

STAGE 1 (SSD 5878-2013) CONCEPT PROPOSAL

Condition B4:

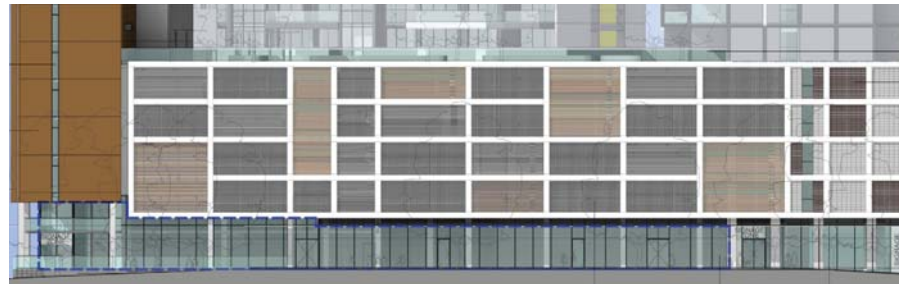
Future Development Applications shall demonstrate that appropriate pedestrian sightlines/visual safety is achieved at building corner locations. Mitigation measures may include (but are not limited to) providing glazing to the corners of retail shop fronts and residential/ commercial lobbies.

Response:

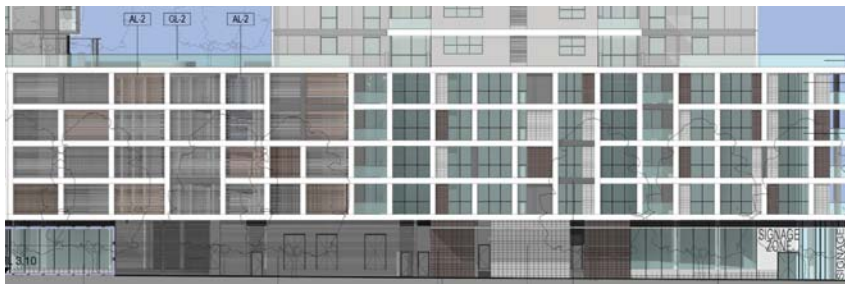
Pedestrian sightlines and visual safety measures include:

- All four building corners are fully glazed, with residential lobbies located on two of these corners;
- Proposed residential lobbies overlook other entry lobbies within the development;
- A diverse programme of active uses are proposed around the building perimeter at ground level – refer DoPI Planning Condition B3 response for more detail;
- The recessed terrace on the corner of Dickson's Lane and The Boulevard is on a raised plinth, behind a continuous glazed balustrade which avoids a colonnade along the Boulevard and enables clear visibility around the corner;
- Re-entrant escape doorways are located adjacent residential lobbies and retail frontages;
- The building vehicle entry point has an operable roller shutter which will be closed outside of normal business hours; and
- Generous pedestrian pavements and quality street lighting ensure a safe and welcoming environment.

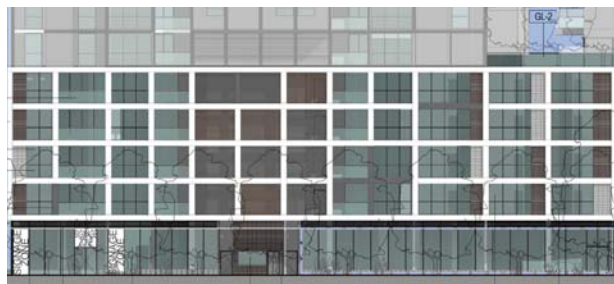
Refer to the marked up elevations below indicating the ground level uses.



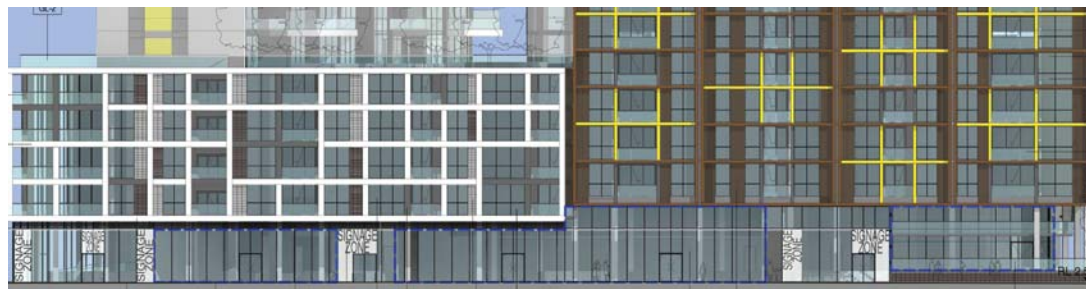
North Podium Elevation



South Podium Elevation

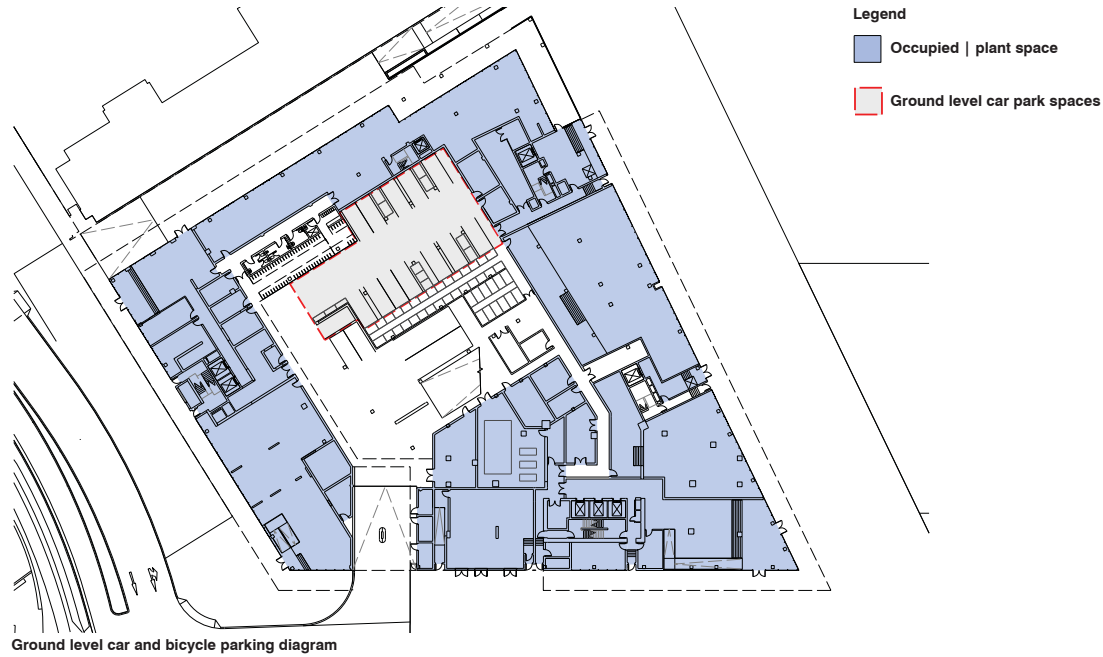


West Podium Elevation



East Podium Elevation

STAGE 1 (SSD 5878-2013) CONCEPT PROPOSAL



Condition B17:

Future Development Applications shall demonstrate that ground floor car parking has been avoided where possible. However, should ground floor car parking be provided, it shall be appropriately screened so not to be visible from the public domain (excluding those times when the car park entry door is in use).

Response:

Ground level parking

- Car parking has been limited to 13 no. cars at ground level;
- All car parking areas are separated from goods loading areas;
- The car parking is located in a reduced height ceiling zone and is impractical for commercial/plant uses;
- All car parking and goods loading areas are screened from view by retail and retail/other uses; and
- Refer to Activated Edges drawing (pg.24) for location and extents of ground level car parking.

STAGE 1 (SSD 5878-2013) CONCEPT PROPOSAL

Condition B19:

Future Development Applications shall provide on-site residential car parking at the following maximum rates:

- Studio 0.1 spaces / unit
- 1 bed / 1 bed + study 0.5 spaces / unit
- 2 bed / 2 bed + study 1.0 spaces / unit
- 3 bed+ 1.5 spaces / unit

Response:

Car + cycle parking

Number of car park spaces (condition B19)

In response to the maximum on-site residential car parking rates permitted within the Development Consent the total number of car park spaces have been reduced from the previous scheme (405) to the current amended scheme as a result of changes to the apartment mix:

Table 1: Amended Scheme Car Parking and Rates (SSDA2 approved):

Type	No. Units	Max. Car park ratio	Total
Studio	12	0.1	1
1 Bed	202	0.5	101
1 Bed + Study	76	0.5	38
2 Bed	226	1.0	226
3 Bed	22	1.5	33
Total	538*	-	399

* The figures above are based upon the revised apartment mix as submitted within this Supplementary Design Report.

The 6 spaces will be converted to storage for the apartments as additional amenity under SEPP 65.

Condition B20:

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.

Response:

Refer to Key issue 7, p.15.

Condition B25:

Future Development Applications relating to the N, NE, SE and SW Plots shall include an investigation into the provision of green roofs at podium level.

Response:

Green roofs at podium level

- As noted in the SSDA 5 Design Report the car park podium has been landscaped to provide an attractive amenity and outlook for the building residents.
- This podium landscape includes deep soil zones to accommodate reasonably large plant growth and small trees.
- To maximise the extents of this amenity all major plant equipment has either been located within the car park or on the building rooftops.



Podium Roof Plan showing landscaping (refer to amended drawings for updated apartment layouts)

CoS RECOMMENDATIONS

CoS RECOMMENDATIONS

Recommendation 6:

"Relocate the vehicle entry to the South West Plot from Hay Street to Darling Drive."

"Provide further activation along Hay Street by a reconfiguration of the IQ Hub, or other activating use. Plant and services located on the Hay Street frontage should be relocated."

Response:

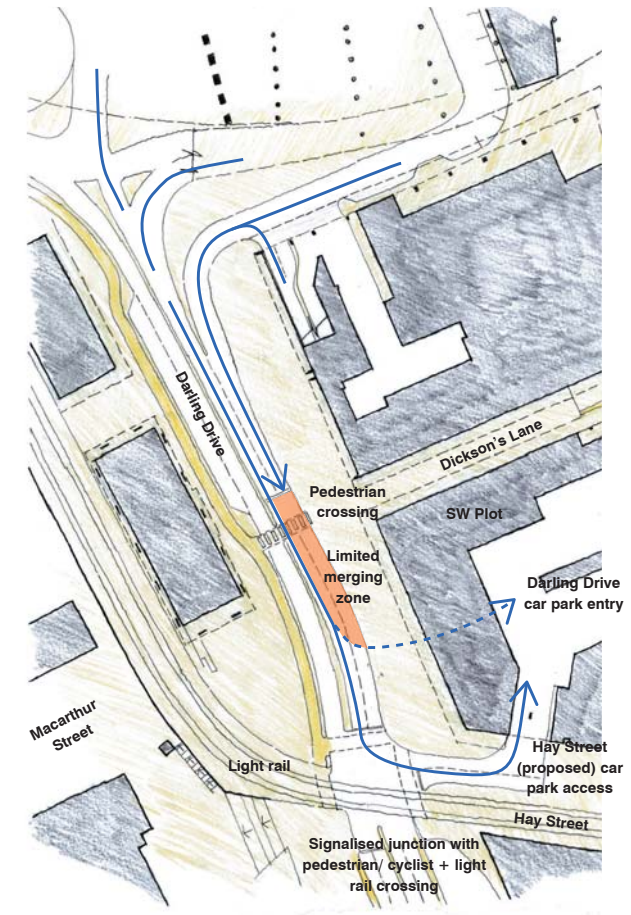
The location of the vehicle entry point on Hay Street has been informed by a number of local context and site specific issues:

- DRP + CoS comments in relation to the provision of a visible, active frontage at the terminus of Macarthur Street/ Goods Line adjacent the proposed new Macarthur Place;
- The existing vehicle entry point for the SEC car park is located on Hay St and is accessed from Darling Drive via a signalised intersection;
- The proposed arrangement mimics the existing layout and has the advantage of utilising the existing intersection signal controls;
- The vehicle access on Hay Street allows traffic to be managed at the existing signalised junction and consolidates all pedestrian, cyclist, traffic and light rail crossing movements at the Hay Street/ Darling Drive junction;
- Accessibility to and from the SW Plot car park is enhanced since it allows access to both northbound and southbound travel;

Locating a vehicle entry on Darling Drive would:

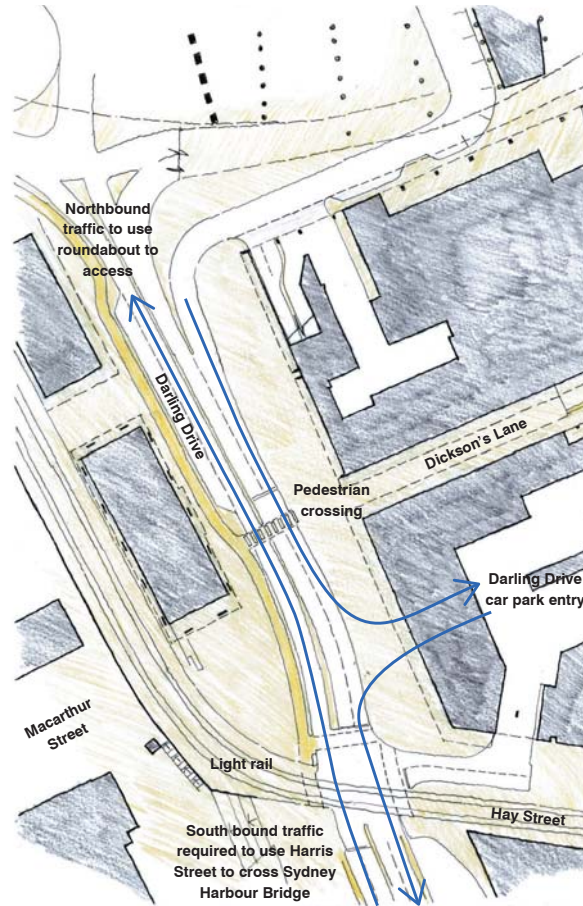
- Split the potential IQ Hub tenancy and create a poor urban design outcome on this key corner;
- Be limited to a left-in-left-out arrangement due to its proximity to the Hay Street and Pier Street intersections. This would require all northbound traffic to use the roundabout at Pier Street adding to the traffic numbers on the roundabout;
- Pose an added safety risk with vehicles travelling on the southbound through lane and intending to turn left at the car park entrance. There could be weaving conflicts between vehicles egressing the Exhibition Loop Road and vehicles on the through lane from the Pier Street roundabout;
- Create greater safety risks due to the proximity of the proposed pedestrian crossing (from Macarthur Place) to the vehicle entry on Darling Drive would.

Refer to Condition B3, p.24, for further discussion regarding activation around the building perimeter at ground level.

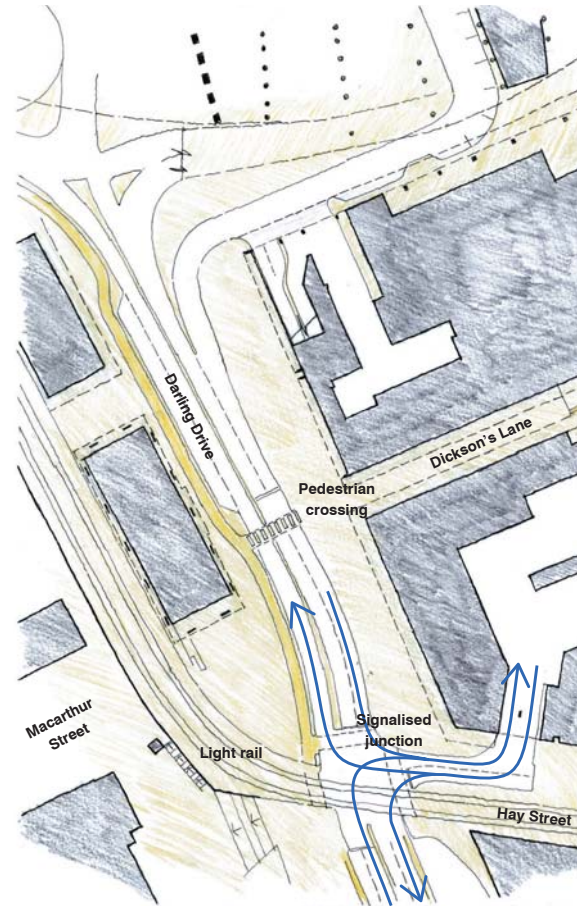


SW Plot car park access options

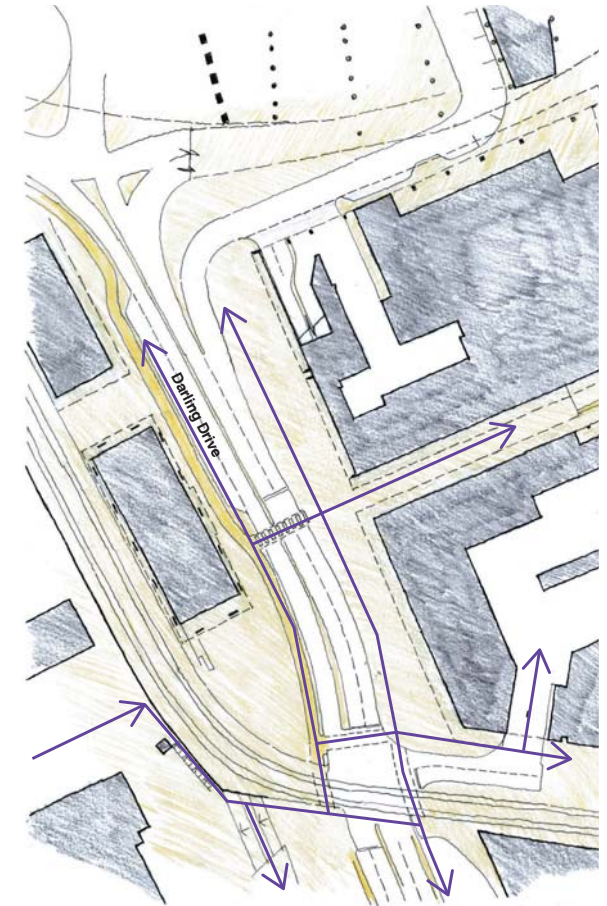
CoS RECOMMENDATIONS



Darling Drive car park entry + exit movements



Hay Street car park entry + exit movements



Pedestrian routes across Darling Drive

CoS RECOMMENDATIONS

Recommendation 12:

"The overhang of 2.5m associated with tower SW-1 should be deleted. If the tower is not deleted, it must be located entirely over the podium with a predominant 5m setback."

Response:

The issue of the projecting apartments as a means to activate the western facade of tower SW1 has been presented to and well received by the DRP.

The DRP has recognised that the current building set backs along Darling Drive and the scale and expression of the street wall and re-entrant ensures the bay does not dominate the street view nor appear to loom over the road below.

Further detail regarding the treatment of this projecting apartment is provided in response to Key Issue 2, pg 13.

Recommendation 13:

"Provide natural light and the potential for natural ventilation to the lift lobbies and corridors."

Response:

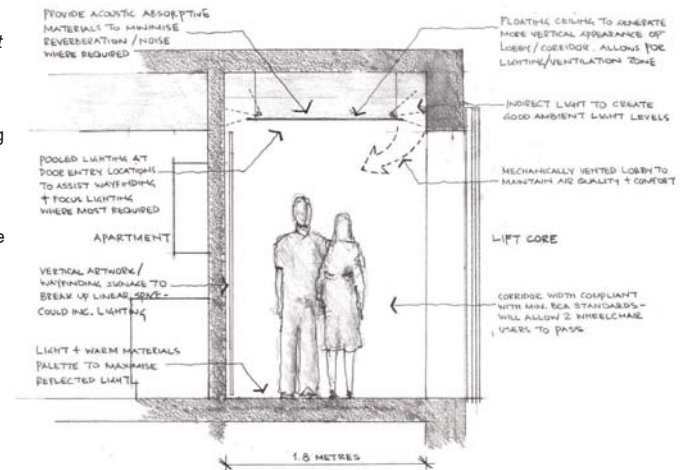
The design of the towers for SSDA 5 is for a central core maximising the apartment perimeter to achieve the development benchmarks set within the RFDC for orientation and aspect, access to daylight and natural ventilation.

During the Concept Proposal as submitted for SSDA 2 the indicative tower design provided cores on the south and west facing external walls to potentially achieve natural light and ventilation in lobbies. During design development this strategy was changed due to the following challenges and urban design outcomes:

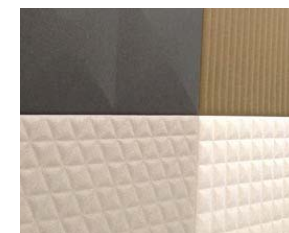
- Openings for natural light were on the southern facing elevations and along secondary circulation minimising benefit to the lobby and creating performance issues;
- Locations for ventilation openings would be limited to a single elevation, restricting air movement and thereby limiting benefit to the development;
- Adding an apartment to screen the core was deemed a better urban design and townscape solution. This was discussed with the DRP and noted in the Supplementary Design Report as submitted for SSDA 2;
- The lobbies are mechanically vented in accordance with the development's sustainability aspirations for unconditioned common spaces (i.e. cooling or heating not provided)

The design of the lobbies and common spaces will seek to achieve an attractive and secure experience for the visitors. This design provides:

- An 1800mm wide passage, comfortably wide for two people to pass including two wheelchair users;
- The lobbies and corridors will be designed to achieve generous proportion and ensure adequate space for furniture movements;
- Good lighting – including indirect lighting around the lobbies – will provide a pleasant experience;
- Mechanical and fresh air supply will improve air quality and comfort;
- No dead ends or blind corners within corridors and the number of apartments opening off a single lobby has been limited to a maximum of nine (9); and
- All mechanical and electrical fittings will be low energy to minimise building energy use. Photo-voltaic panels are proposed at roof level to offset energy use within the building.



Indicative typical corridor cross section



CoS RECOMMENDATIONS

Recommendation 14:

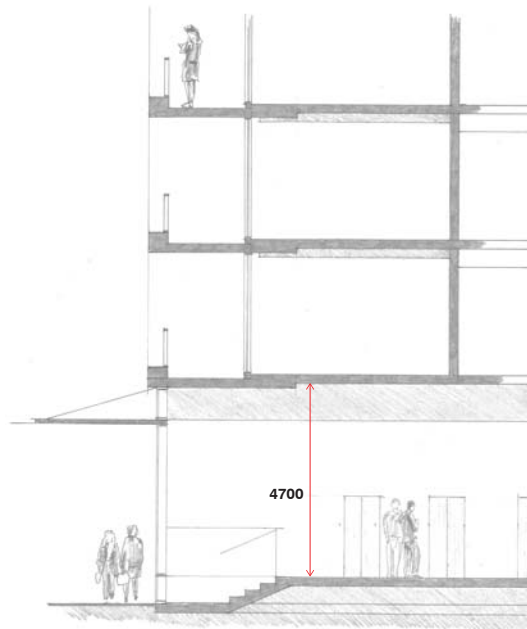
"Include floor-to-floor heights of 3.6m at the first floor level of each tower to provide flexibility of uses."

Response:

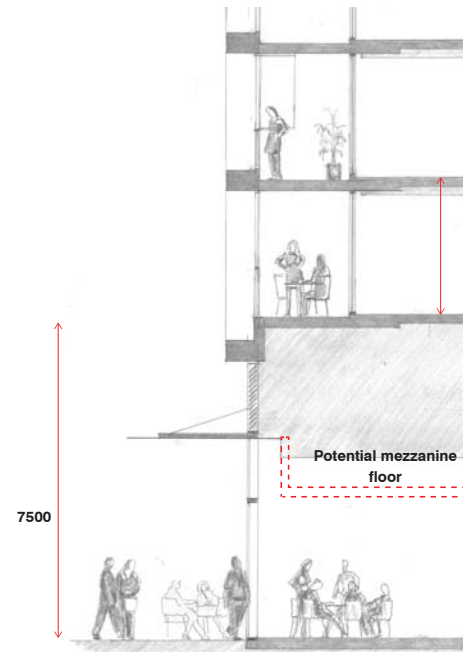
The recommendation adopts the Residential Flat Design Code (RFDC) to ensure flexibility to accommodate future expansion of ground level retail and and/or commercial use into the first floor.

However by establishing a generous floor to floor height at ground future expansion has been catered for within this development. The floor to floor height at ground level varies from 4.7 metres to nearly 7.5 metres. This tall and varied height has been designed to:

- Maximise the physical separation between residential apartments and street edge retail and entertainment uses as noted in 'Podium apartment screened balconies' overleaf;
- Allow maximum flexibility for retail tenants to provide single, mezzanine or double height fit-out (including future tenants);
- Provide taller floor to floor heights focused along the Boulevard where greater commercial and retail activity is focused and to respond to the civic setting; and
- Consolidate non-residential uses at ground level minimises risk of future acoustic issues between residential and commercial/ retail uses at level one.



Podium part section - Hay Street/ Darling Drive



Podium part section - The Boulevard

CoS RECOMMENDATIONS

Podium apartment screened balconies

Recommendation 28:

"Consider changing the lower level balconies to sunrooms which can provide some protection from ground plane activities, but allow the room to be opened up as a balcony. This will increase the gross floor area."

Response

The design team note that residential uses were provided around the podium to 'skin' the car park to create a more attractive streetscape in line with the Urban design and Public Realm Guidelines (UDPRG).

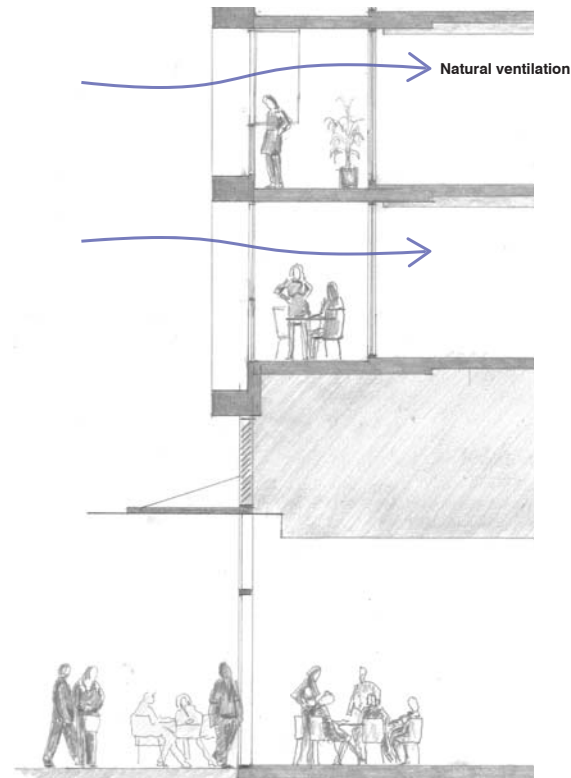
The development of the retail brief and strategy at ground level and the proposed design of the podium apartment make the following considerations with regards to adjacency of different uses:

- The retail floor to floor heights – particularly around the square – are generous with the first level of residential accommodation located approximately 7.5 metres above street level;
- Balconies have been recessed into the building facade as per the Urban Design and Public Realm Guidelines to maximise visual and acoustic privacy from the street and square;
- Fixed and proprietary canopies around the building perimeter will provide additional screening and allow for the inclusion of some acoustic absorptive materials and/ or finishes; and
- A central plant strategy is proposed to manage commercial kitchen exhausts and to vent them out at roof level to minimise any acoustic and odour nuisance;

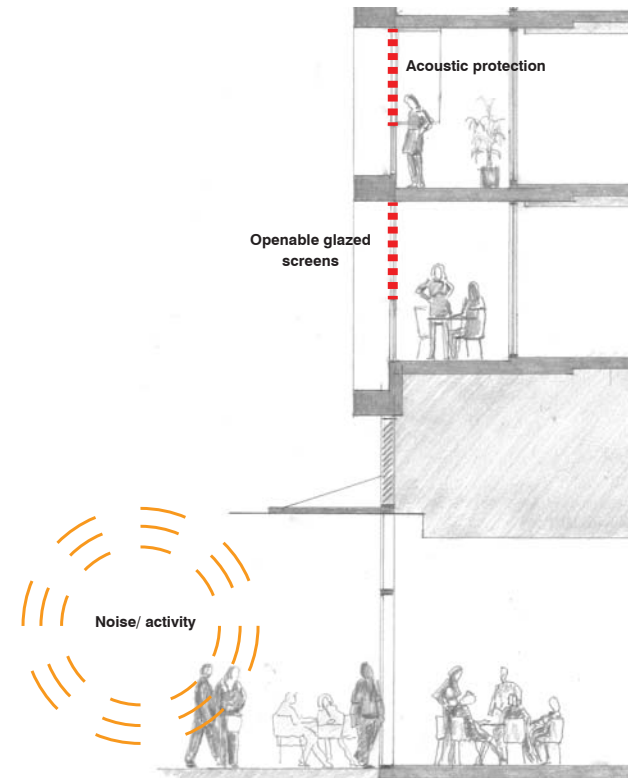
Design improvement- Screened Balconies

Recognising that the desire to create an active and vibrant square, which may host major city events, might impact on the amenity enjoyed by residents within their apartments the provision of openable glazed screens to the balconies is proposed. The main benefits being:

- Improved acoustic and visual privacy for the residents of affected east facing podium and low-rise apartments;
- The screening is managed by occupants to maximise flexibility and choice;
- A screened balcony in lieu of a sun-room maintains the functionality of the balcony amenity and the natural ventilation of the apartment;
- Fully openable screens creates visual depth in the reading of the elevations and enriches the architectural experience of the buildings. The potential variation in the balcony screens within apartments and throughout the year will provide visual interest;
- Fully openable screens encourage better interaction between residents and visitors and provides an improved level of passive surveillance/ engagement at street level when compared to closed windows/ blinds; and
- The screened balconies will provide a product differentiation for the future occupiers and allow for more flexible use of spaces addressing changing needs/ use patterns of living.



Podium part section - screens open



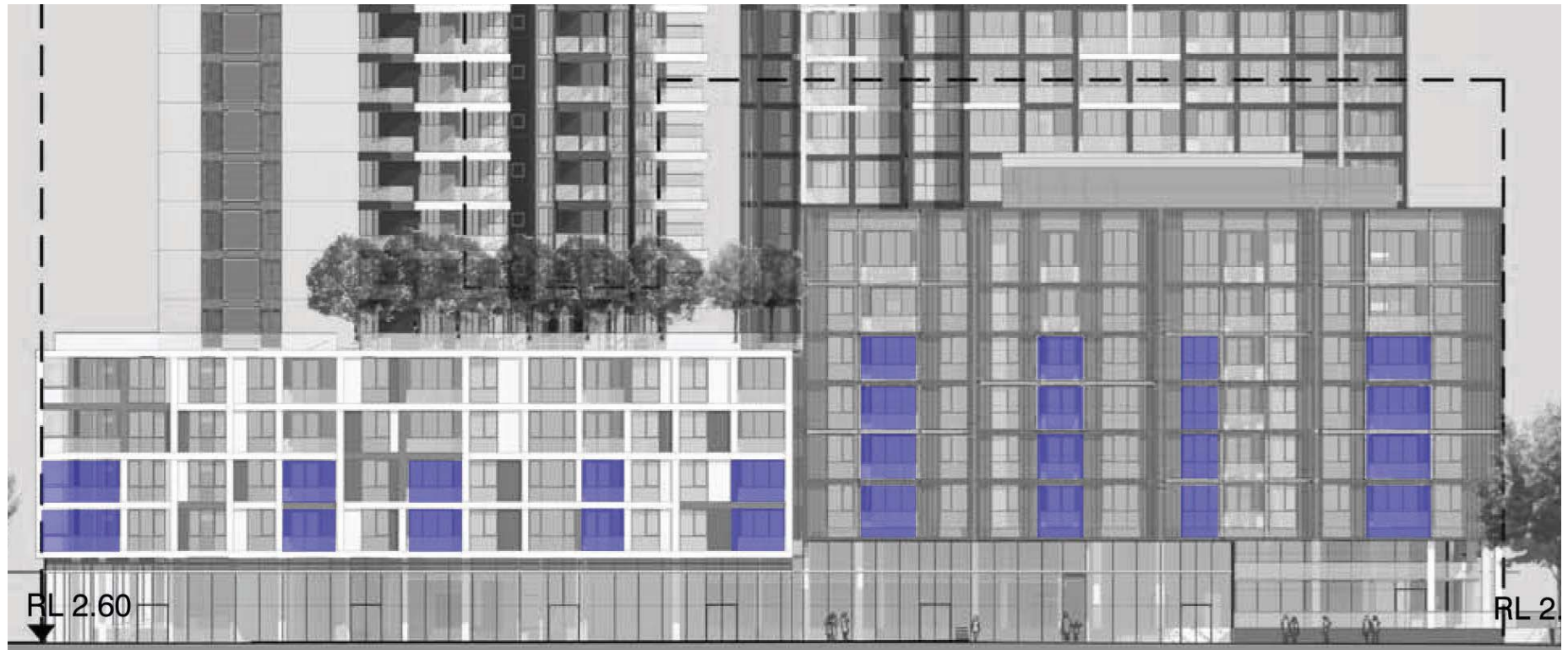
Podium part section - screens closed



Frameless glazed sliding screen (source: Hafele product catalogue)



Frameless glazed sliding screen (source: Hafele product catalogue)



East elevation- ■ Screened balconies

Podium: 10 screened balconies

SW2: 16 screened balconies

CoS RECOMMENDATIONS

Resident's community room

Recommendation 29:

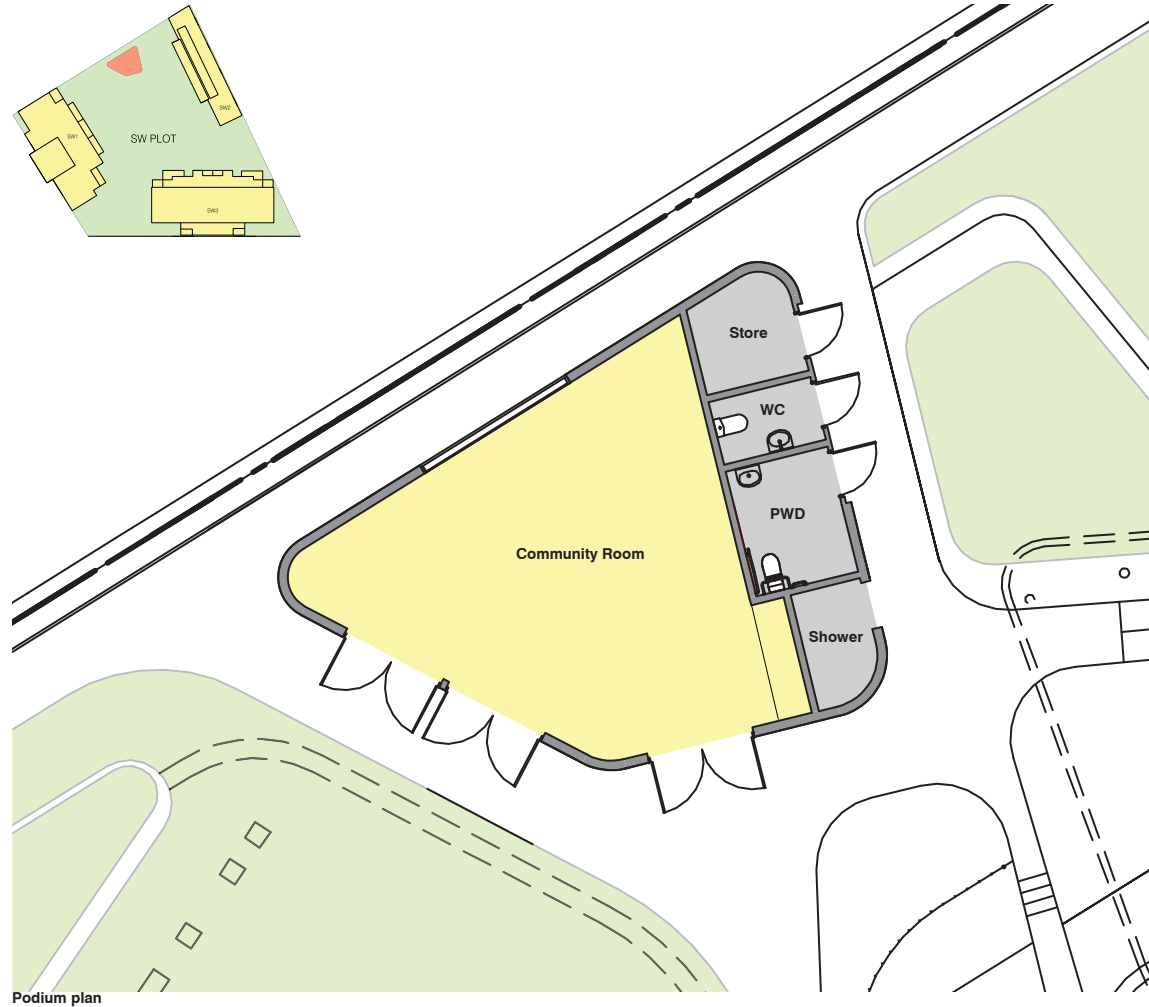
"Consideration should be given to providing a sound-proof community room for residents to have function, meetings or music practice."

Response

A residents' community room has been provided at podium level. Facilities for pool and garden users such as a toilet and management storage have also been provided.

The community room will:

- Be a safe and secure facility located in a public place;
- Be accessible to all residents;
- Allow for noisy communal activities – such as band practice – to be located away from residential apartments and minimise neighbour nuisance/ conflict;
- Establish a resident community focal point and encourage interaction and dialogue between residents;
- Provides additional activation of podium landscape with a potentially broad range of programmes and uses;
- Maximise benefit of natural lighting and ventilation to minimise energy use; and
- Provide additional visual screening from the adjacent NW Plot.



ADDITIONAL
DESIGN
IMPROVEMENTS

ADDITIONAL DESIGN IMPROVEMENTS

1 Reduced buildings heights

In response to the public submissions received, the design has been refined to reduce height where possible, as follows:

Reduction in overall Building Heights

		Relative Levels (RL)		
		SSDA5	RTS	Difference
Podium Parapet		24980	25225	+245
SW1	Parapet	85280	85125	-155
	Rooftop plant enclosure	91380	88825	-2555
SW2	Parapet	30200	20100	-100
	Rooftop plant enclosure	34450	33550	-900
SW3	Parapet	132530	131625	-905
	Rooftop plant enclosure	138630	137175	-1455



ADDITIONAL DESIGN IMPROVEMENTS



SW1 Level 24 Plan showing apartment layout changes

■ Increased balcony area
 ■ Increased apartment/ reduced balcony area



SW3 Levels 37-39 Plan showing apartment layout changes
*same applies to mirrored apartments

2 Increased amenity

3Bed units

In addition to providing 3Bed units, the balcony amenity of these larger apartments at the top of the building has been increased.

Tower SW1

- The north facing balcony, enjoying better light and outlook, has been increased.
- The south facing balcony has been retained to maintain the architectural expression either side of the cubes, but the depth has been greatly reduced to 600mm.

Tower SW3

- The northern corner units have increased the depth of a portion of the main balcony by 500mm to provide more space and to define a dining niche.
- The corner most balcony to the secondary bedrooms has been retained to maintain the architectural expression of the 'plates' but the depth has been greatly reduced to 600mm.

The other 3B units are considered to have sufficient balcony space.

ADDITIONAL DESIGN IMPROVEMENTS

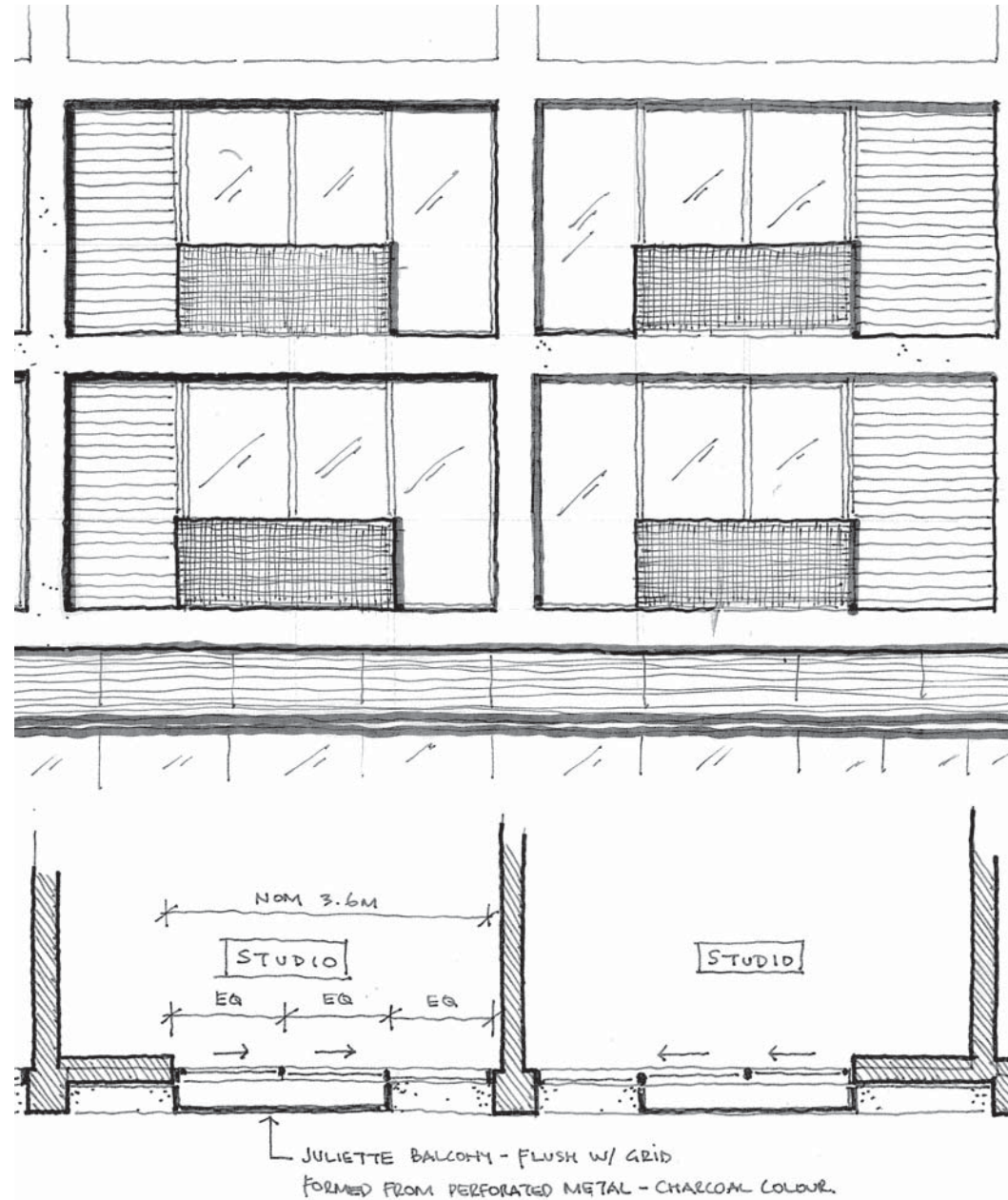
Studio balconies

Perforated metal Juliette balconies have been provided to the 12 no studio apartments located in the south west corner of the podium (refer to image on pg.41).

The benefits include:

- Improved natural ventilation for BASIX compliance;
- Additional amenity for the studio residents;
- Increased activation and passive surveillance onto Darling Drive | Macarthur Place; and
- Perforated metal balustrading provides solar shading from western light and affords some privacy for the residents.

Given the importance of Macarthur Place and the buildings that address this urban fulcrum, the extra visual interest and building edge activation afforded by the new balconies achieves a better urban design income.



ADDITIONAL DESIGN IMPROVEMENTS



Location of screened Juliete balconies

3 Overall change to GFA

Subtle changes in the building envelope as a result of accommodating more 3 Bed units and creating additional ground level retail | potential IQ hub uses has resulted in a slight increase of GFA - summarised below:

Uses(GFA)	SSDA5 Area (m ²)	RTS Area (m ²)
Residential building	43 210	43 985
Retail/ IQ hub (potential)	1 805	1 870
Total	45 015	45 855

APPENDIX A -
SEPP 65
ASSESSMENT

SEPP 65 Assessment

The SEPP 65 assessment remains largely as described in the SSDA5 submission.

The only sections to change are those impacted by the revised number and mix of apartments as noted adjacent and overleaf.

These changes are still in compliance with the approved minimum benchmarks as submitted and approved within the SSDA2 application.

Principle 7: Amenity

Good design provides amenity through the physical, spatial and environmental quality of a development. Optimising amenity requires appropriate room dimensions and shapes, access to sunlight, natural ventilation, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, outlook and ease of access for all age groups and degrees of mobility.

Response

The development provides a range of apartment types to suit a variety of lifestyles and aspirations. From apartments accessed off the local lanes and that engage with the square, to prestigious tower-top dwellings with panoramic views out over the city skyline and Darling Harbour. The mix of apartment types is as described in the table below.

Unit size	No. units	%	Car park ratio	Max no. cars
Studio	12	2	0.1	1
1 bed	202	38	0.5	101
1 bed + study	76	14	0.5	38
2 bed	226	42	1.0	226
3 beds	22	4	1.5	33
Total	538	100	-	399

Tower cores have been located centrally to maximise natural light and daylight access to dwellings around the perimeter. Many apartments will have a primary aspect that optimises daylight and sunlight access, along with views into the future Haymarket Square and beyond to Darling Harbour and the CBD skyline. Approximately half the units will have a corner or dual aspect to enable natural cross ventilation.

Many dwellings have studies and media alcoves to reflect modern lifestyles and work from home opportunities. The ceiling height within the main habitable rooms is minimum 2.7 metres. No dwelling units are located at ground level and a generous retail floor-to-floor height ranging from 4.5 to 6.3 metres has been provided. Where possible dwellings have access to a secure private open space, such as a balcony, terrace or court. A generous landscaped podium includes many facilities such as a pool, BBQ areas and a community room and is accessible to all residents. Adequate storage space has been made available for the residents and is distributed inside apartments and within zones in the car park. Additional storage is included within larger apartments.

Resident amenity is enhanced by the public domain within The Haymarket and SICEEP, which provide recreational and pedestrian spaces in the immediate vicinity.

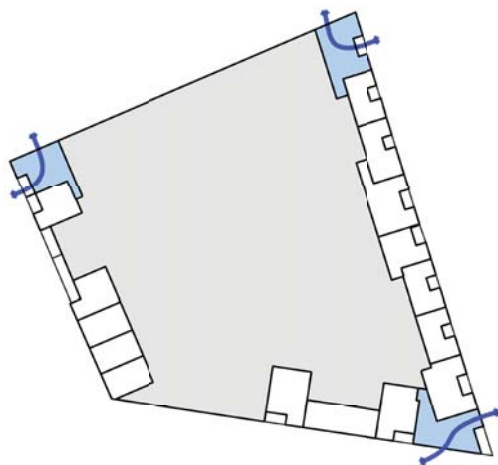
Secure undercover parking will be provided and limited to the residents including small car and 10 accessible car spaces. No visitor parking will be provided on site.

Each core contains a waste chute to transfer both general and recyclable waste to refuse rooms at ground level. Residential waste is stored separately from retail waste and is picked up from the loading area within the building footprint. An area for bulk storage has been allocated in the loading area. Further detail can be found in the Waste Consultant's Report.

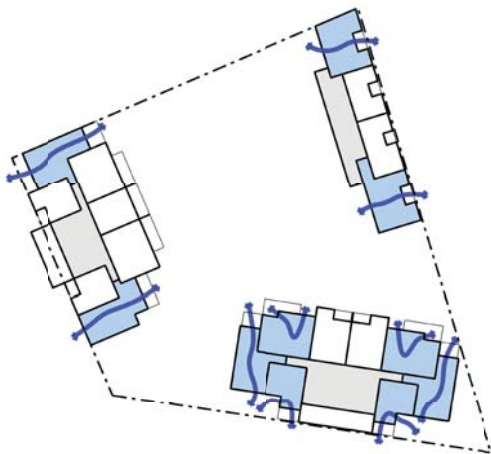
The amenity and quality of the apartments within the SW Plot have been prepared with due consideration of the Residential Flat Design Code (RFDC). Compliance with these recommendations are summarised under the RFDC 'Rules of Thumb' assessment within this Design Report.

SEPP 65 ASSESSMENT

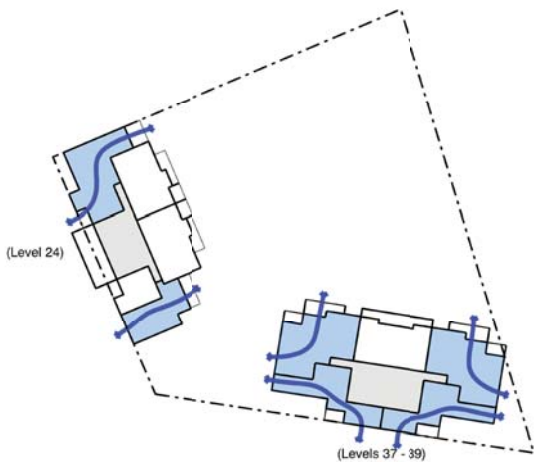
Cross Ventilation Analysis



PODIUM PLAN



TYPICAL TOWER PLAN
*SW3 - 1 no 2B apartment in lieu of 2 no 1B apartments at Podium (Level 5)



SW3 UPPER FLOOR PLAN

Natural Ventilation

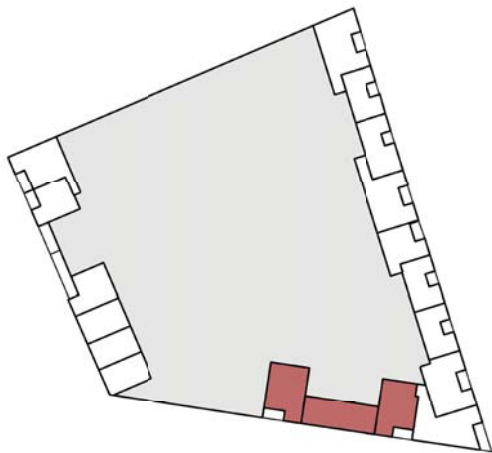
Under the RFDC, a minimum of 60% of apartments should have two aspects to support natural cross ventilation. Recognising the challenges faced with high density residential development, wherever possible the design of the SW Plot has been developed to maximise opportunities for cross ventilation whilst maintaining privacy between individual apartments. A summary of the apartments achieving cross ventilation is included below.

With the approved Concept Proposal (SSDA2) the minimum number of apartments with access to cross ventilation was lowered to 45% due to the high density design. SSDA2 provided detail as to how the dwelling amenity was maintained.

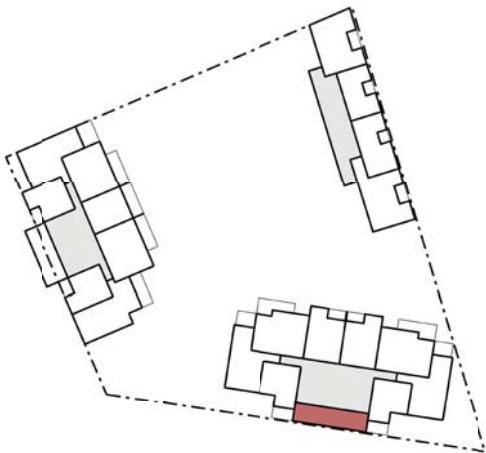
PLOT	Breakdown	% of units
SW	Podium	18%
	SW1	25%
	SW2	50%
	SW3	68%
	Overall	49%

- KEY
- Residential Units with a corner aspect on a typical floor which support natural cross ventilation
 - Units/ Rooms without a corner aspect on a typical floor which do not support natural cross ventilation
 - Area not included in this study

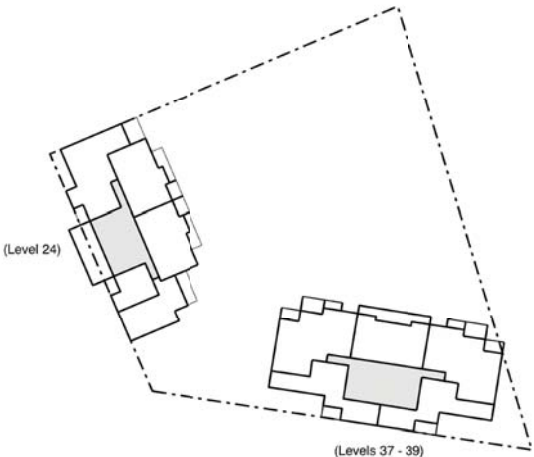
South Facing Units



PODIUM PLAN



TYPICAL TOWER PLAN
*SW3 - 1 no 2B apartment in lieu of 2 no 1B apartments at Podium



UPPER FLOOR PLAN

Minimising south facing units

RFDC rules of thumb seek to limit the number of apartments with a southerly aspect (SW-SE) to a maximum of 10% of the total units proposed. Recognising the challenges faced with high density residential development, wherever possible the design of the SW Plot sought to minimise the number of apartments with an aspect in the 90° arc between southwest and southeast. A summary of the apartments with a southerly aspect is provided below.

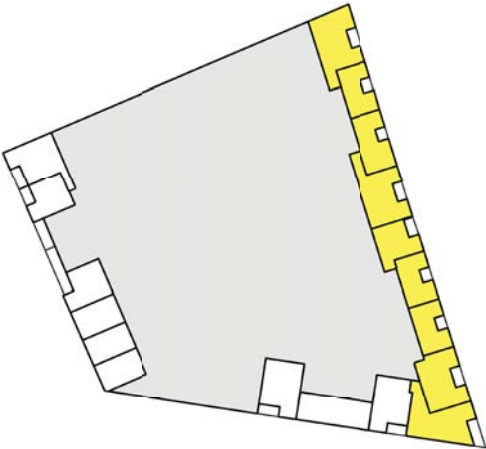
However, impacted apartments typically face onto open spaces at least 30m wide, where a large area of visible sky will ensure good sunlight levels.

PLOT	Breakdown	% of units
SW	Podium	18%
	SW1	0%
	SW2	0%
	SW3	11%
	Overall	8%

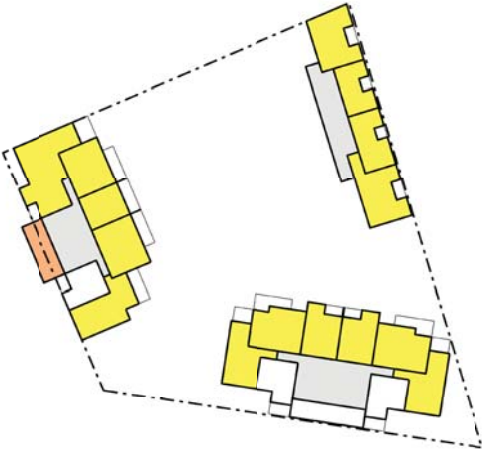
- KEY
- Residential Units with a single aspect in the 90° arc between southwest and southeast
 - Units not facing south
 - Areas not included in this study

SEPP 65 ASSESSMENT

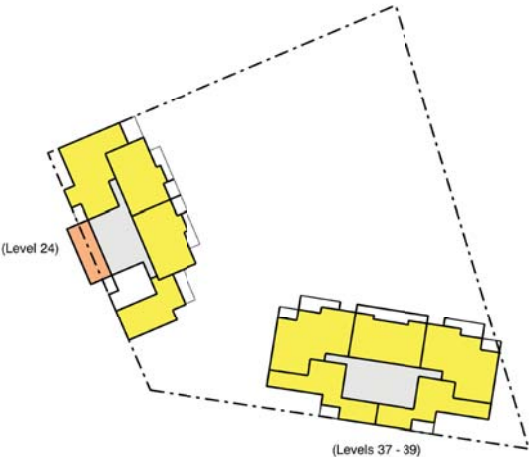
Solar Access June 22



PODIUM PLAN



TYPICAL TOWER PLAN
*SW3 - 1 no 2B apartment in lieu of 2 no 1B apartments at Podium



UPPER FLOOR PLAN

Access to sunlight

Under the RFDC rules of thumb, a minimum of 70% of apartments should receive at least two hours of direct sunlight between 9am and 3pm in mid-winter, within denser urban areas. Recognising the challenges faced with high density residential development, wherever possible the design of the SW Plot south to maximise direct sunlight reaching living rooms and balconies. A summary of the apartments which receive more than two hours of direct sunlight between 9am and 3pm on June 21st is included below.

This assessment takes into account the forecast overshadowing generated by the maximum building envelopes proposed within future development plot sites.

PLOT	Breakdown	% of units
SW	Podium	53%
	SW1	63%
	SW2	100%
	SW3	68%
	Overall	65%

KEY

- Residential Units which receive more than two hours of direct sunlight between 9am and 3pm on June 21st
- Residential Units which receive 90 minutes of direct sunlight between 9am and 3pm on June 21st
- Residential Units which do not receive more than two hours of direct sunlight between 9am and 3pm on June 21st
- Area not included in this study

2 additional units as noted achieve 90 minutes of direct sunlight between 9am and 3pm on June 21st which equates to 71% overall.

Minimum Building Separation



Building Separation

The RFDC rules of thumb seek to establish minimum building separation between habitable rooms and balconies to maintain visual and acoustic privacy, access to natural amenity (light, air and open space). This is scaled in proportion to height.

Habitable room to habitable room separation	Height	RFDC	SSDA 2	SSDA 5
SW Podium to NW Plot*	>12m <25m	9m	8m	8m
SW1 to NW Plot (above podium)	>25m	24m	8m	8m
SW1 to SW2 (above podium)	<12m (SW2)	12m	21m	41.2m
SW1 to SW3 (above podium)	>25m	24m	18m	19.1m
SW podium to DJ Plot	>25m	24m	>24m	>24m
SW podium to SE Plot**	>12m <25m	18m	20m	20m
SW2 to SW3 (above podium)	<12m (SW2)	12m	9m	16.1m

* (Dickson's Lane)
** (Boulevard)

Given the proximity to a number of key amenities, and activity and employment centres, its urban context and proximity to key pedestrian and public transport nodes, the SSDA 2 application sought to establish higher criteria. These are still subject to approval.

- KEY
- Proposed building footprints (above podium)
 - Balcony zones

APPENDIX B - **SHADOW STUDIES**

SHADOW STUDIES

Shadow studies:

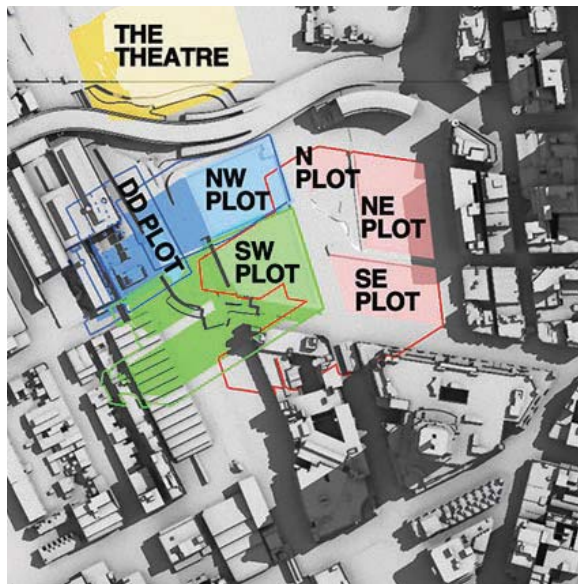
Shadow study renders copyright Virtual Ideas.

The following shadow studies have been updated to reflect the reduction in building and rooftop plant height as noted in Additional Design Improvements (pg. 38).

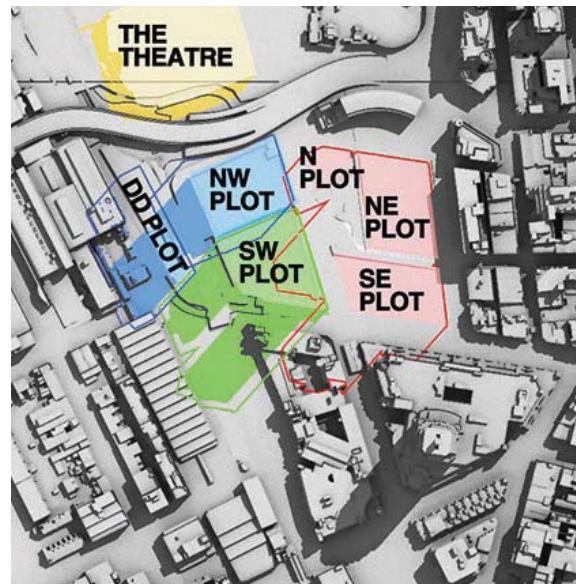
This will result in a slight improvement in overshadowing as a result of the height reductions of all buildings.

SHADOW STUDIES

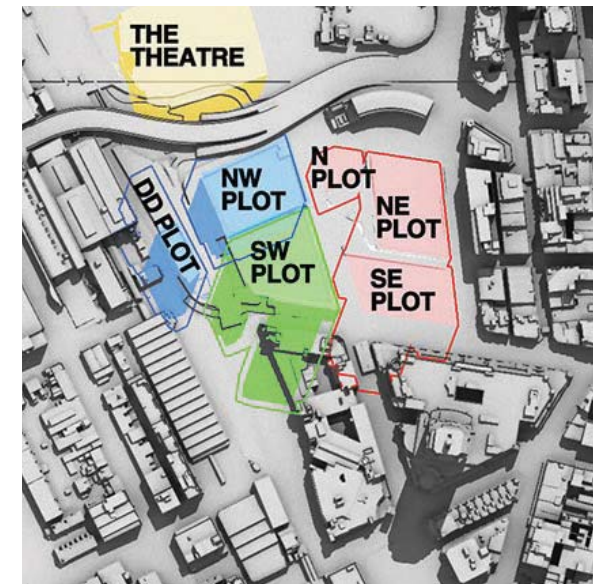
Spring Equinox (21st September)



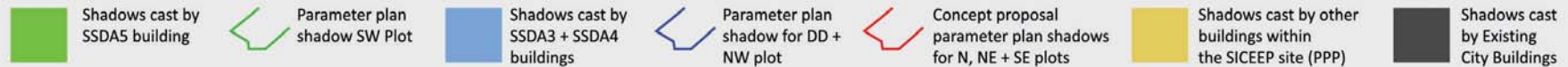
Spring Equinox 9am

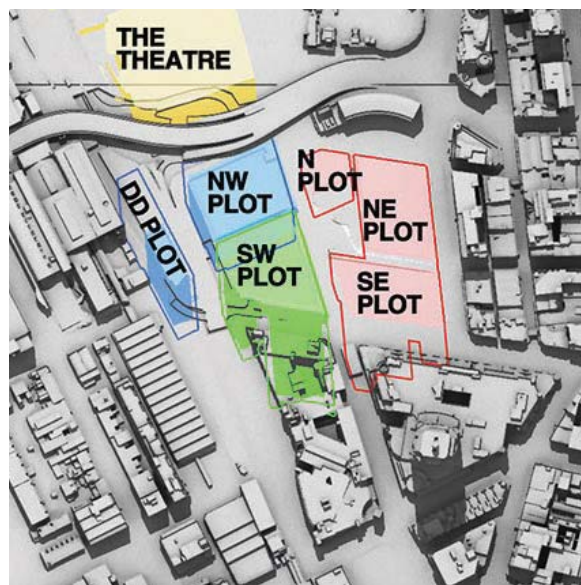


Spring Equinox 10am

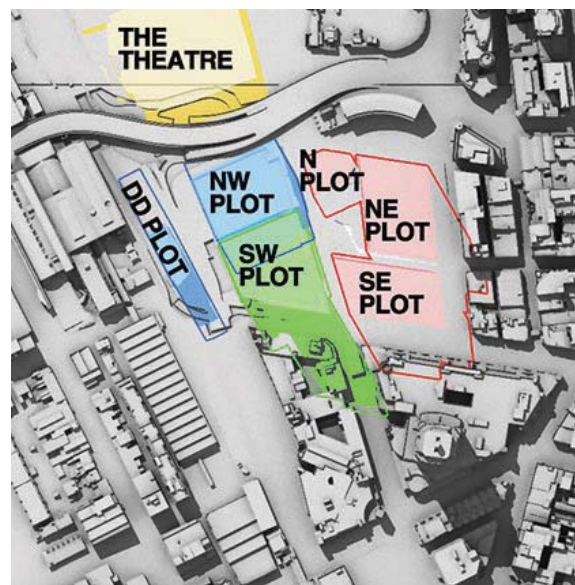


Spring Equinox 11am

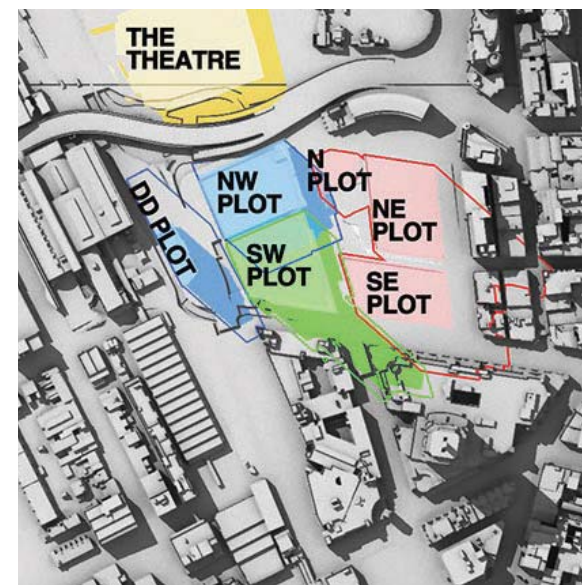




Spring Equinox 12pm



Spring Equinox 1pm



Spring Equinox 2pm



Shadows cast by
SSDA5 building



Parameter plan
shadow SW Plot



Shadows cast by
SSDA3 + SSDA4
buildings



Parameter plan
shadow for DD +
NW plot



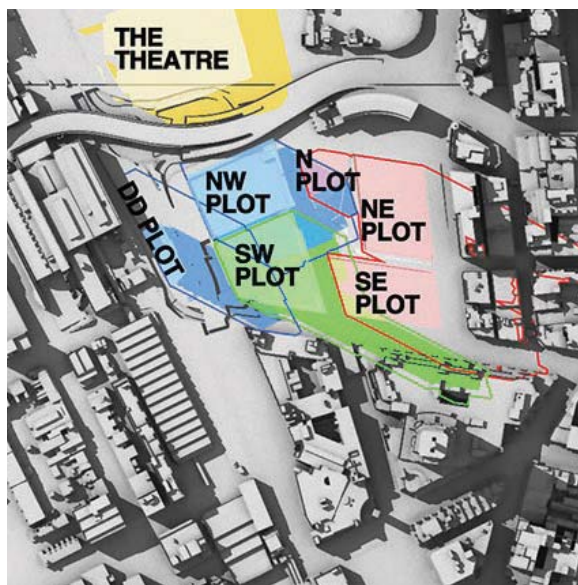
Concept proposal
parameter plan shadows
for N, NE + SE plots



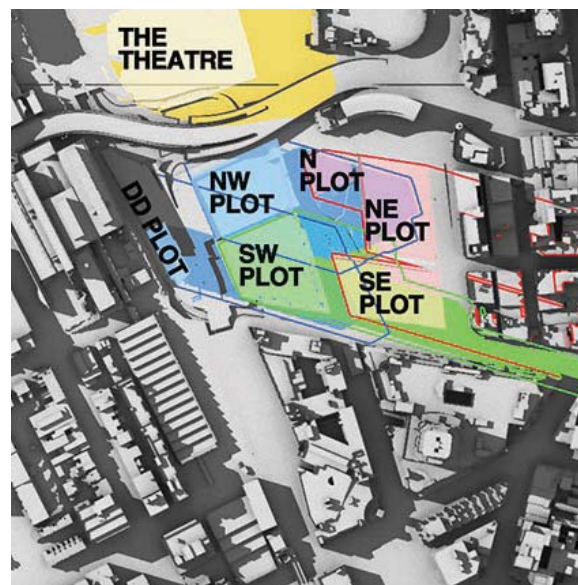
Shadows cast by other
buildings within
the SICEEP site (PPP)



Shadows cast
by Existing
City Buildings



Spring Equinox 3pm



Spring Equinox 4pm



Shadows cast by
SSDA5 building



Parameter plan
shadow SW Plot



Shadows cast by
SSDA3 + SSDA4
buildings



Parameter plan
shadow for DD +
NW plot



Concept proposal
parameter plan shadows
for N, NE + SE plots



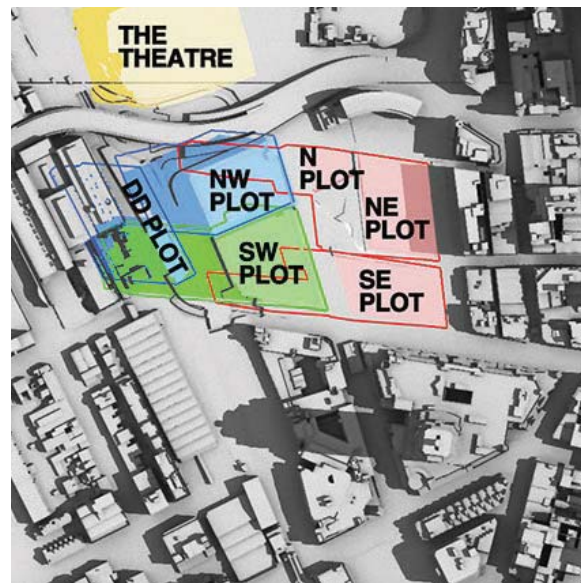
Shadows cast by other
buildings within
the SICEEP site (PPP)



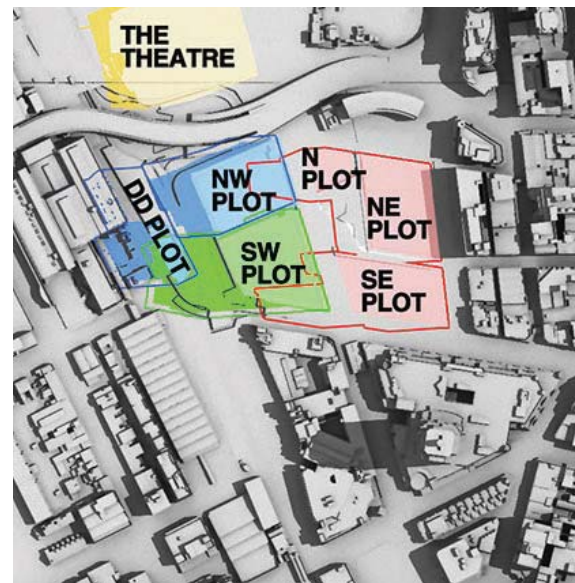
Shadows cast
by Existing
City Buildings

SHADOW STUDIES

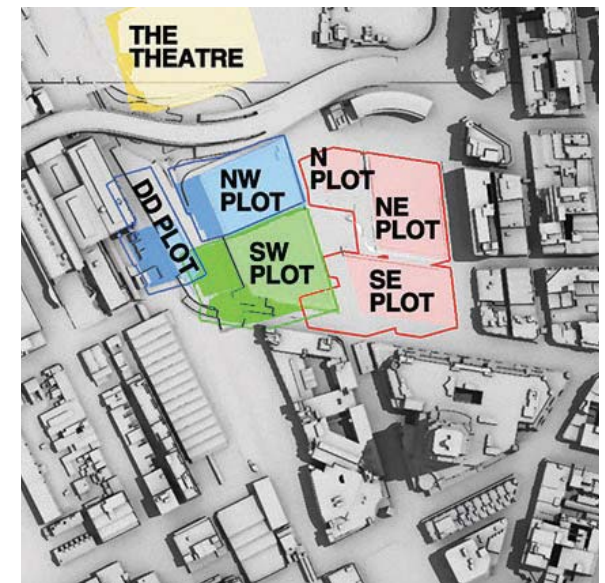
Summer Solstice (21st December)



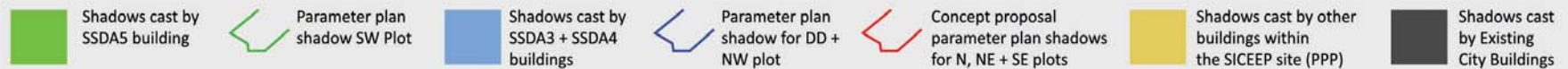
Summer Solstice 9am



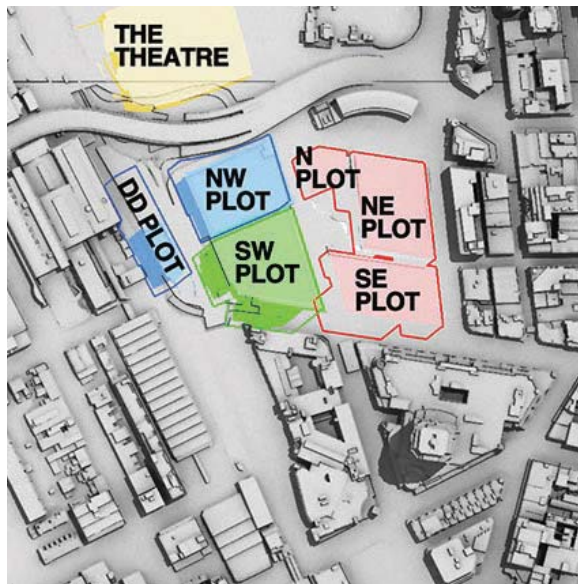
Summer Solstice 10am



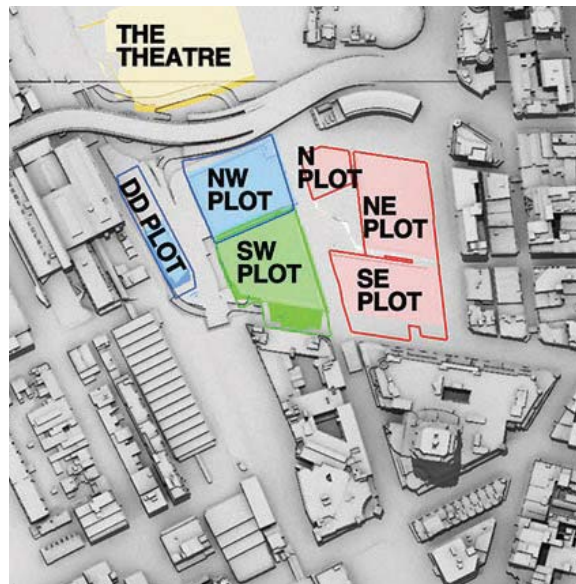
Summer Solstice 11am



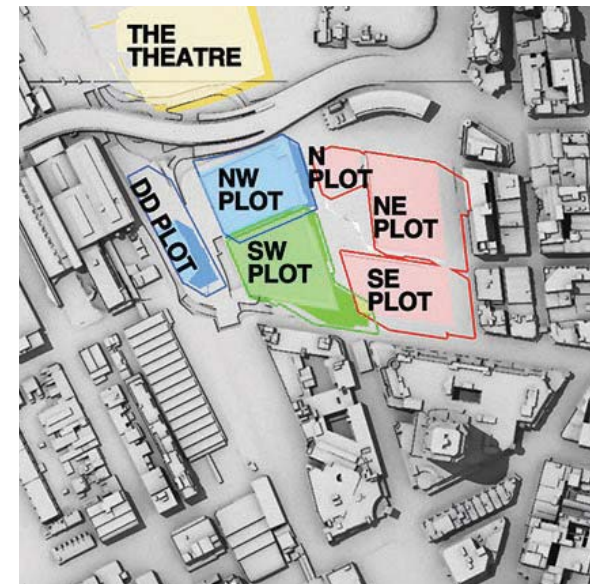
SHADOW STUDIES



Summer Solstice 12pm



Summer Solstice 1pm



Summer Solstice 2pm



Shadows cast by
SSDA5 building



Parameter plan
shadow SW Plot



Shadows cast by
SSDA3 + SSDA4
buildings



Parameter plan
shadow for DD +
NW plot



Concept proposal
parameter plan shadows
for N, NE + SE plots

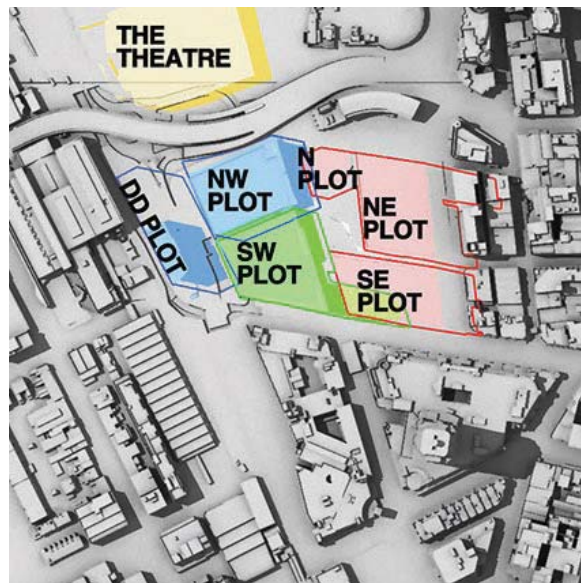


Shadows cast by other
buildings within
the SICEEP site (PPP)

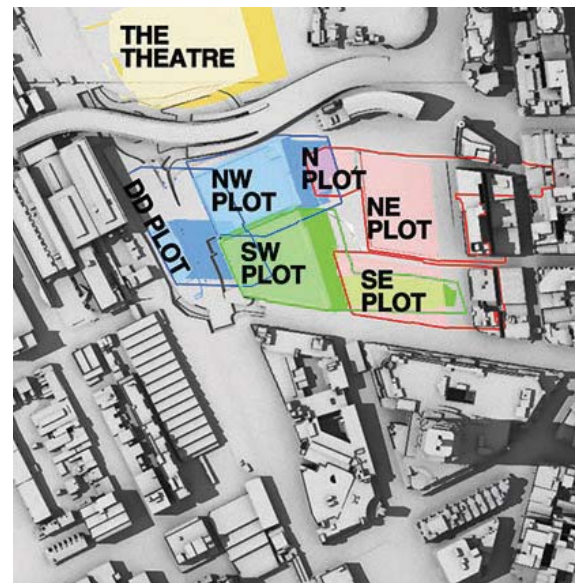


Shadows cast
by Existing
City Buildings

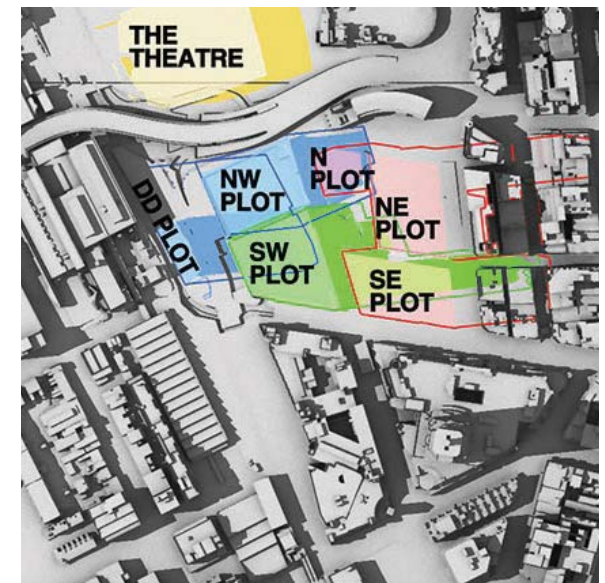
SHADOW STUDIES



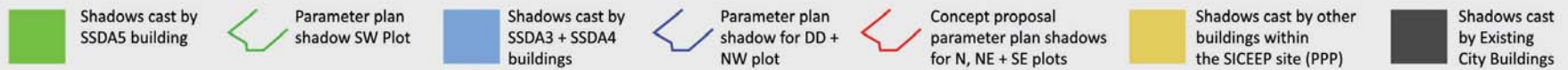
Summer Solstice 3pm



Summer Solstice 4pm

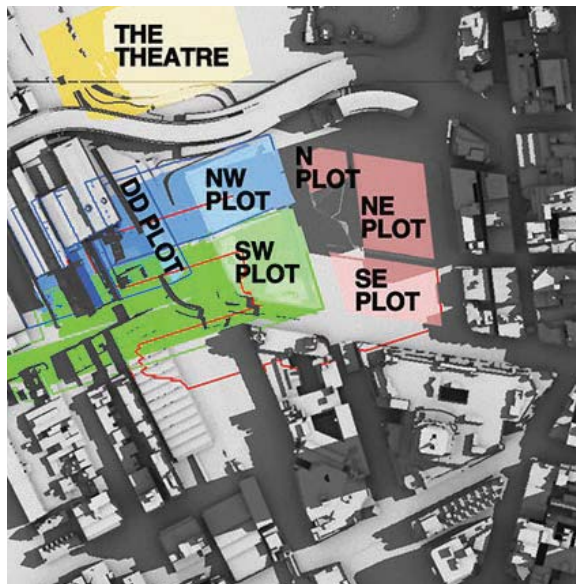


Summer Solstice 5pm

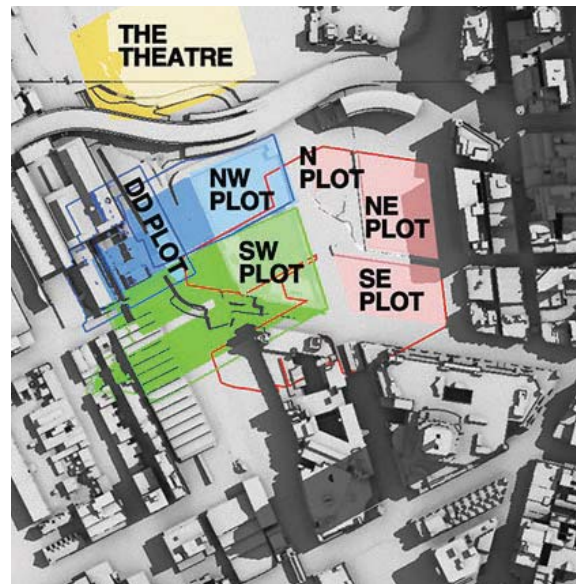


SHADOW STUDIES

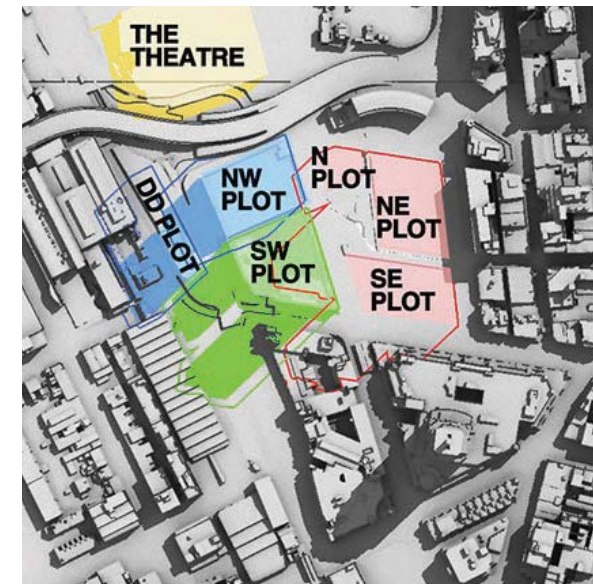
Autumn Equinox (21st March)



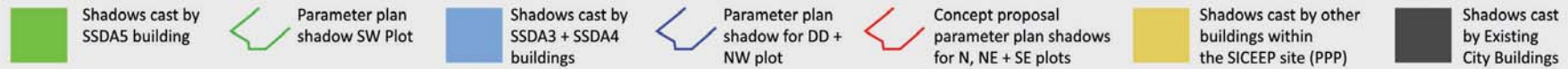
Autumn Equinox 9am



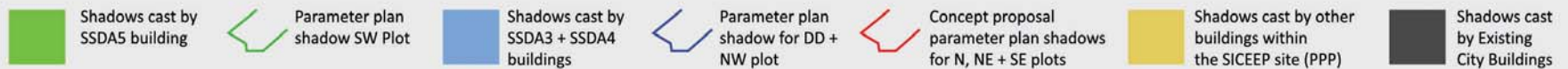
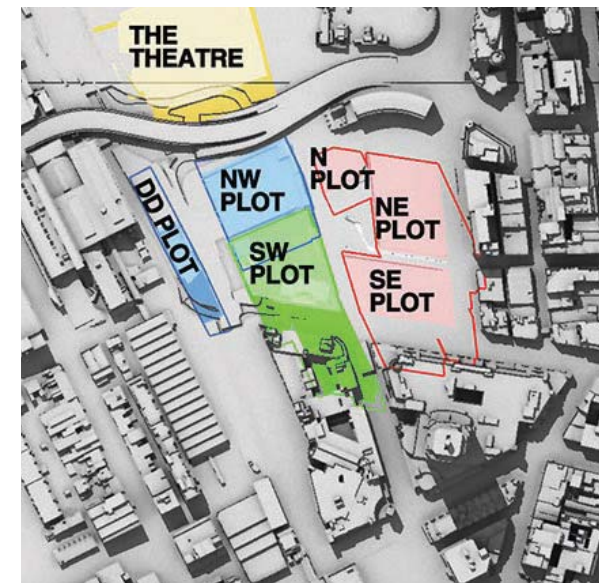
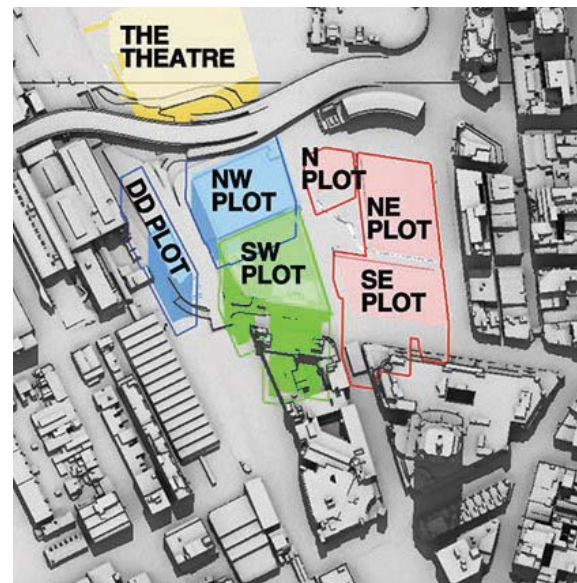
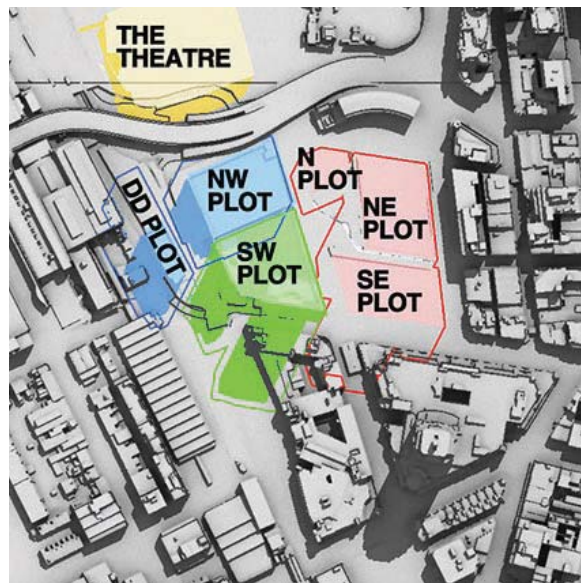
Autumn Equinox 10am



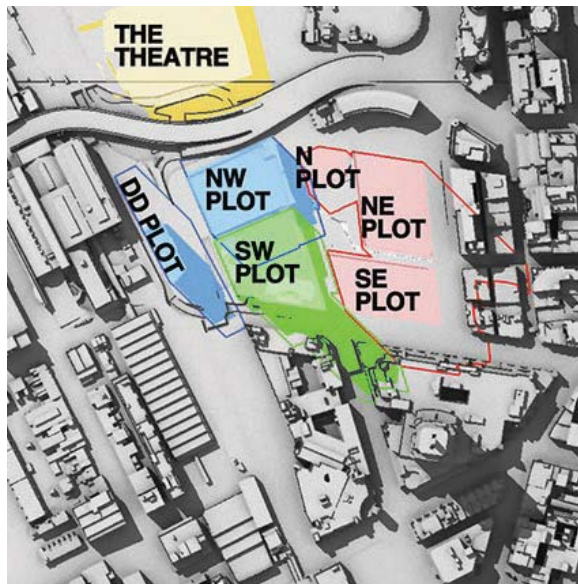
Autumn Equinox 11am



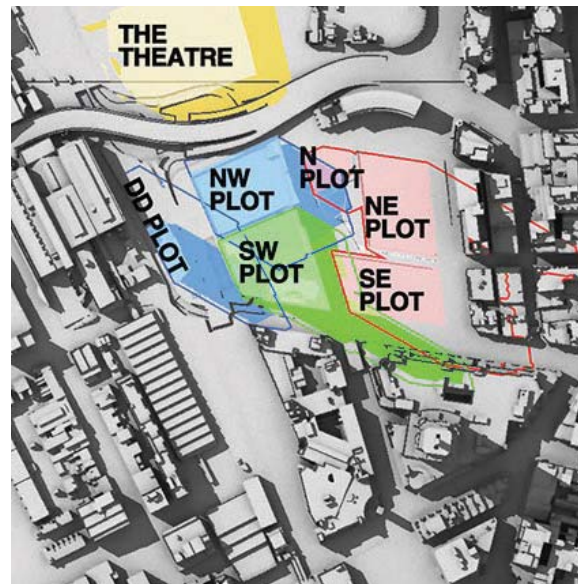
SHADOW STUDIES



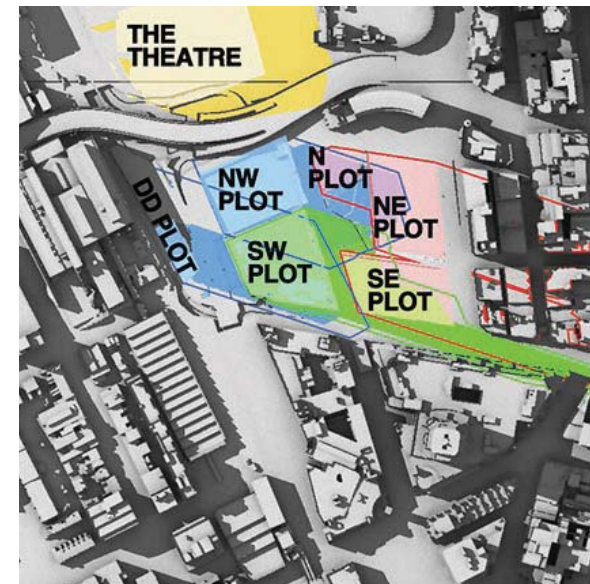
SHADOW STUDIES



Autumn Equinox 3pm



Autumn Equinox 4pm



Autumn Equinox 5pm



Shadows cast by
SSDA5 building



Parameter plan
shadow SW Plot



Shadows cast by
SSDA3 + SSDA4
buildings



Parameter plan
shadow for DD +
NW plot



Concept proposal
parameter plan shadows
for N, NE + SE plots



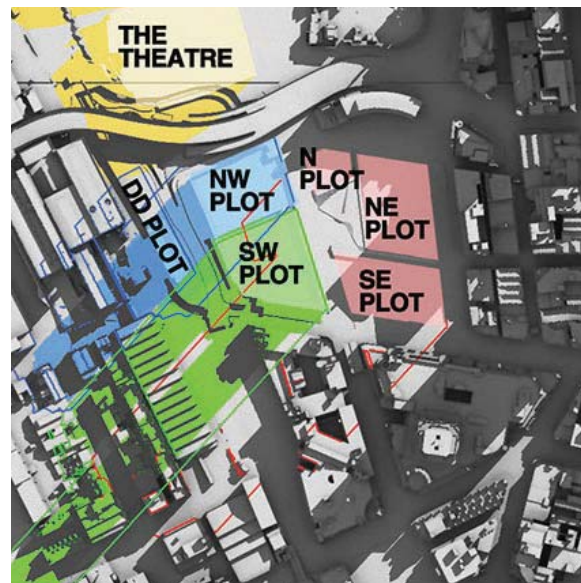
Shadows cast by other
buildings within
the SICEEP site (PPP)



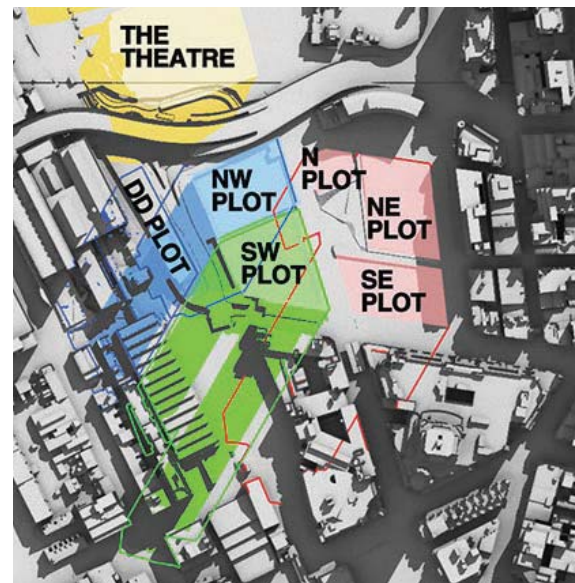
Shadows cast
by Existing
City Buildings

SHADOW STUDIES

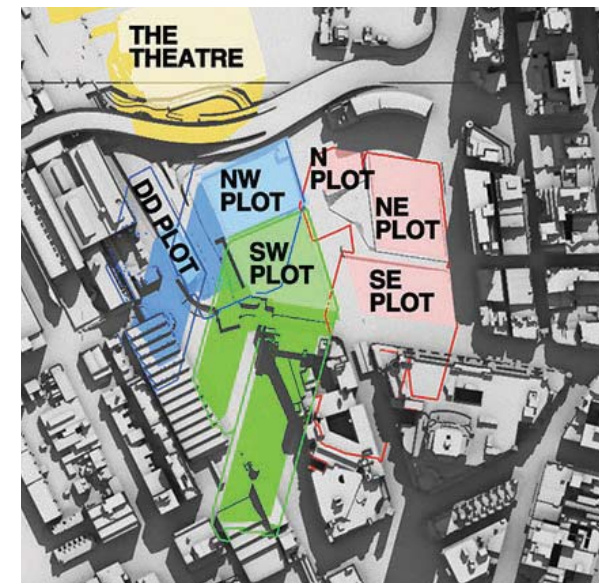
Winter Solstice (21st June)



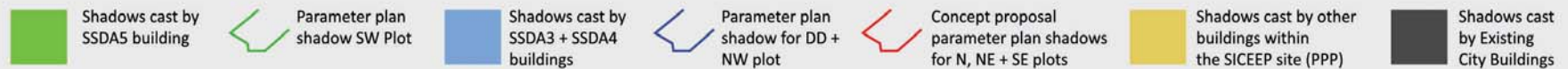
Winter Solstice 9am



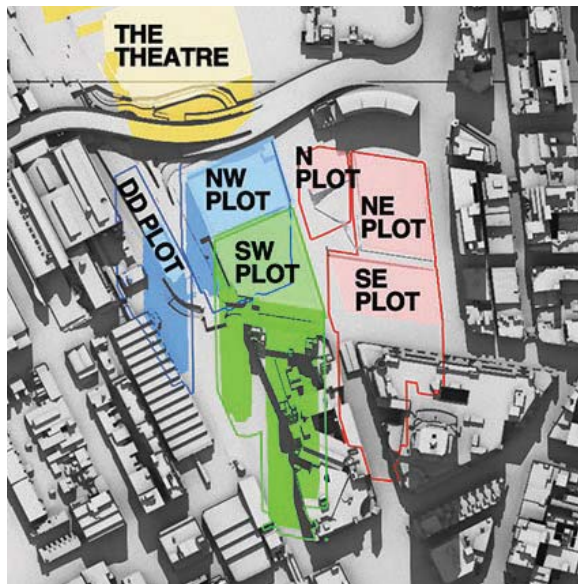
Winter Solstice 10am



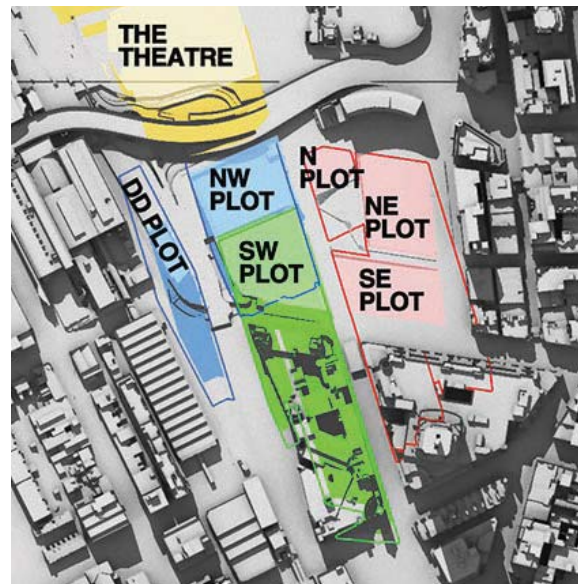
Winter Solstice 11am



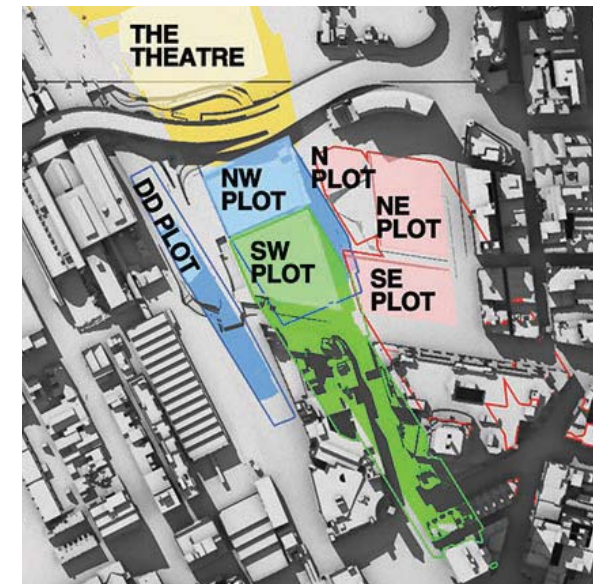
SHADOW STUDIES



Winter Solstice 12pm



Winter Solstice 1pm



Winter Solstice 2pm



Shadows cast by
SSDA5 building



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shadow SW Plot



Shadows cast by
SSDA3 + SSDA4
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Parameter plan
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Concept proposal
parameter plan shadows
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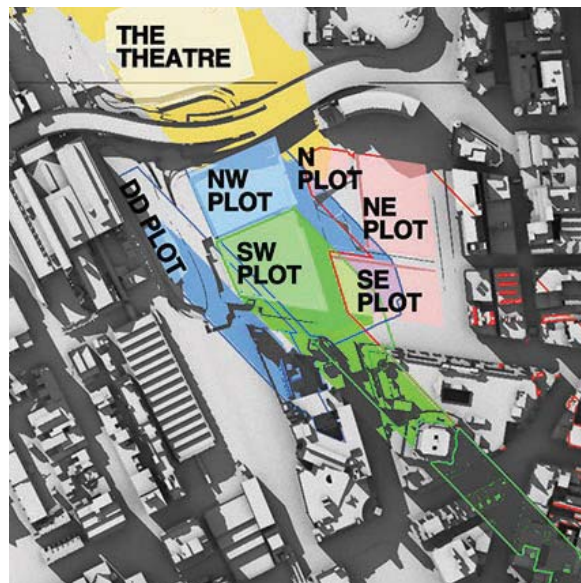


Shadows cast by other
buildings within
the SICEEP site (PPP)

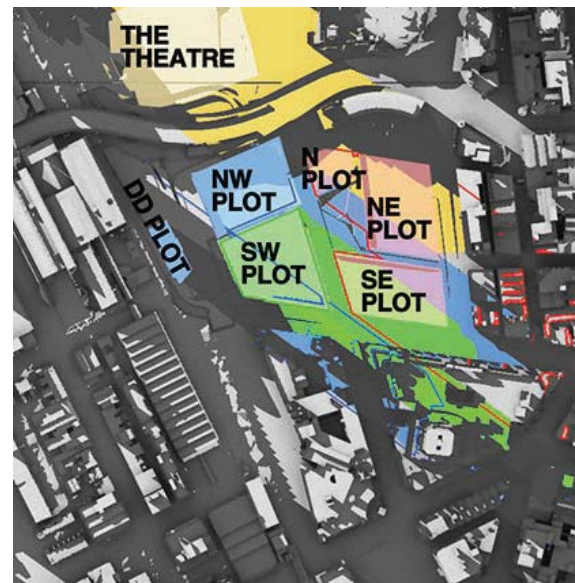


Shadows cast
by Existing
City Buildings

SHADOW STUDIES



Winter Solstice 3pm



Winter Solstice 4pm



Shadows cast by
SSDA5 building



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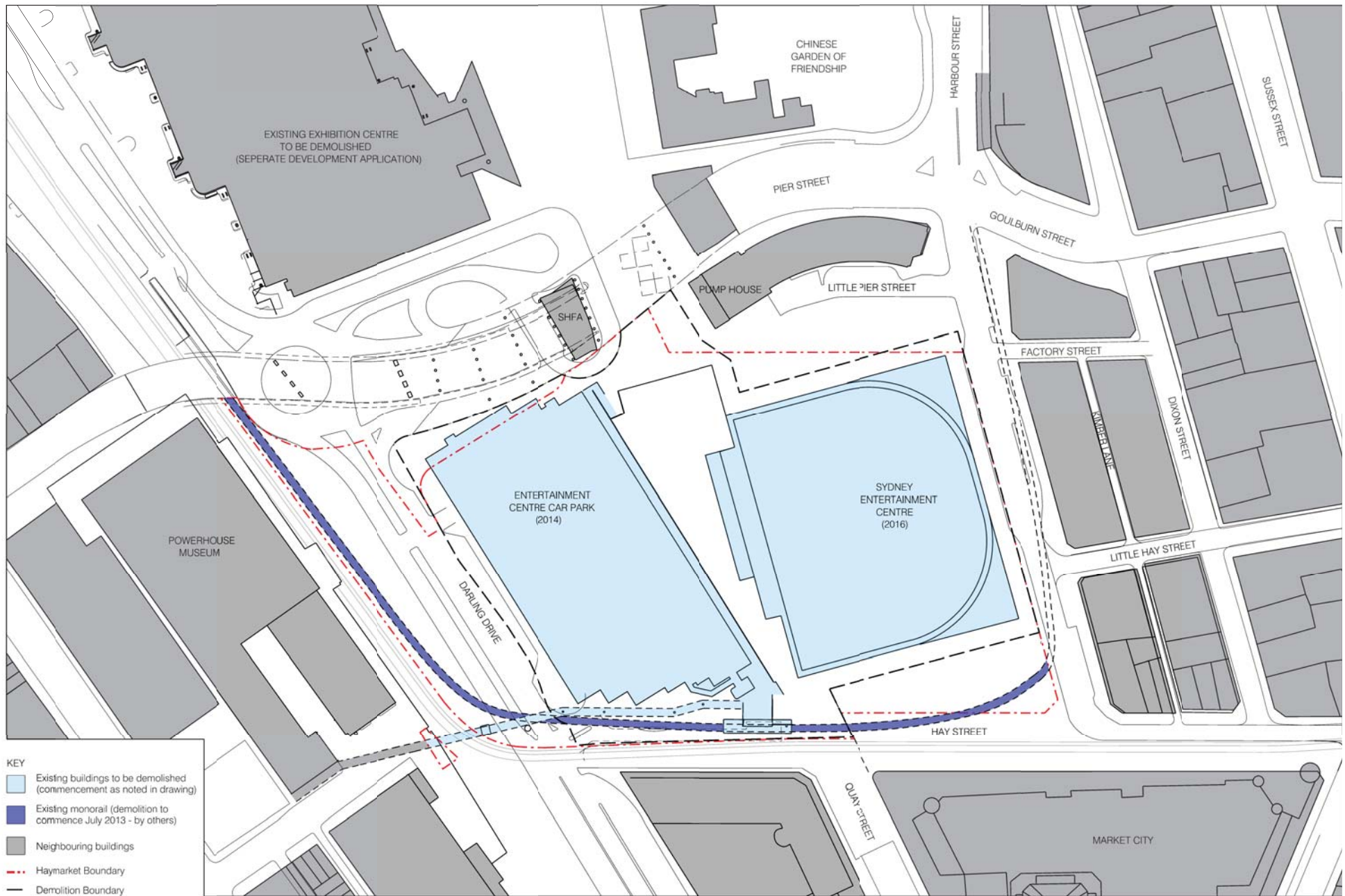


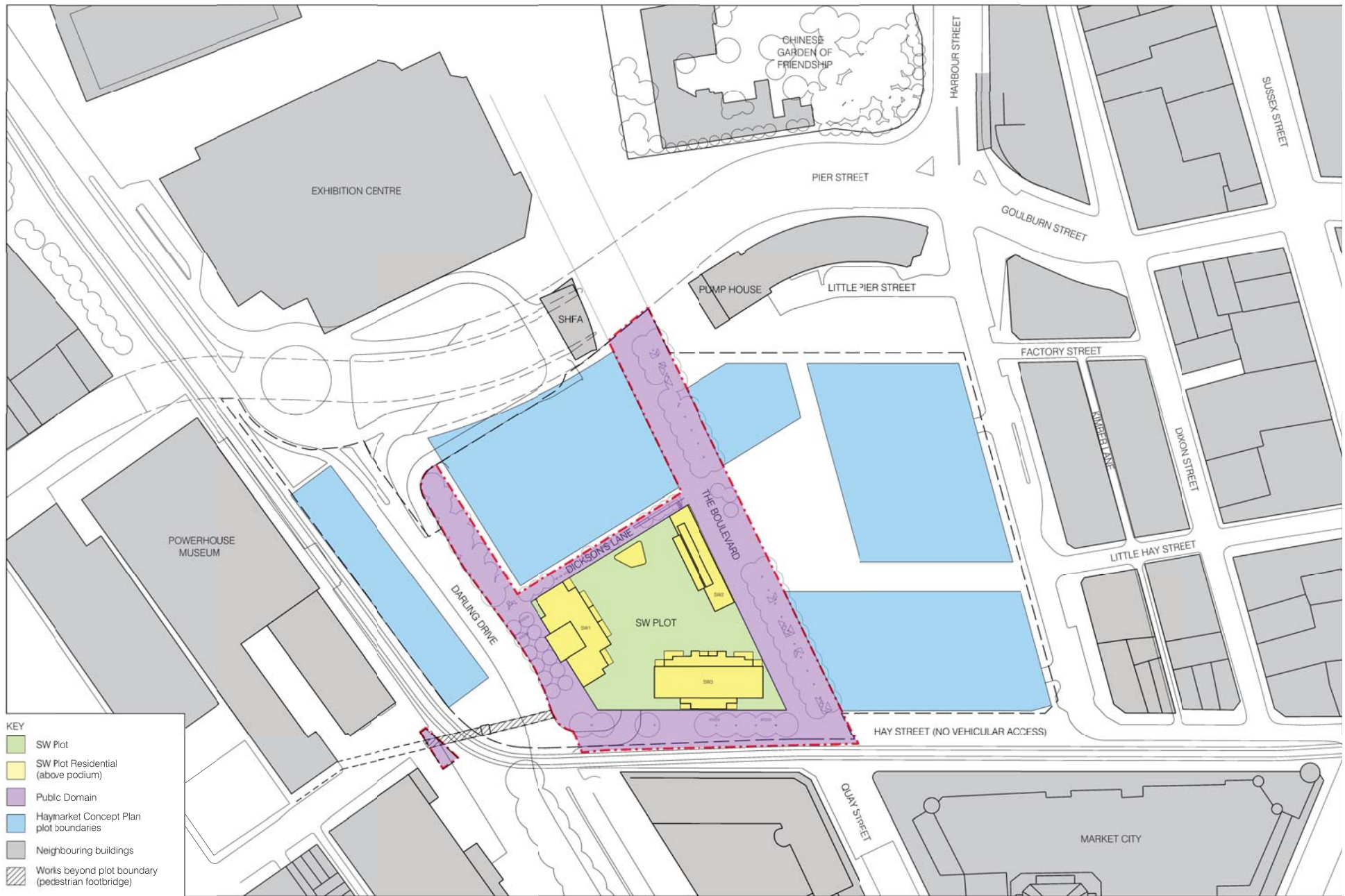
Shadows cast
by Existing
City Buildings

APPENDIX C -
AMENDED
DRAWINGS

Architectural drawings

Plans	Dwg #	Rev	Sections	Dwg #	Rev
Site Plan - Existing, Demolition	SK_001	P5	Section AA	SK_201	P6
Site Plan - Proposed	SK_002	P8	Section BB	SK_202	P6
Ground Level Plan	SK_011	P9	Section CC	SK_203	P7
Level 01 Plan	SK_012	P8	Section DD	SK_204	P7
Level 02 Plan	SK_013	P9	Section EE	SK_205	P6
Level 03 Plan	SK_019	P9			
Level 04 Plan	SK_020	P9			
Podium Roof Plan	SK_014	P8	Public Realm Interface (PRI)		
Typical Tower Plan	SK_015	P8	PRI Section 1 - The Boulevard	SK_211	P6
Roof Plan	SK_016	P8	PRI Section 2 - Hay Street	SK_212	P7
SW1 Typical Podium Plan - Levels 02-04	SK_040	P8	PRI Section 3 - Darling Drive	SK_213	P6
SW1 Podium Roof Plan - Level 05	SK_041	P9	PRI Section 4 - Dickson's Lane	SK_214	P7
SW1 Lower Tower Plan - Levels 06-19	SK_050	P11			
SW1 Typical Tower Plan - Levels 20-23	SK_051	P9	Bay Studies		
SW1 Upper Tower Plan - Level 24	SK_053	P11	Podium - Bay Study	SK_227	P5
SW2 Typical Podium Plan - Levels 01-04	SK_042	P9	Podium - Bay Study	SK_228	P5
SW2 Podium Roof Plan - Level 05	SK_043	P9	SW1 - Bay Study	SK_220	P5
SW2 Typical Plan - Levels 06-07	SK_052	P9	SW1 - Bay Study	SK_221	P5
SW3 Typical Podium Plan - Levels 02-04	SK_044	P10	SW1 - Bay Study	SK_222	P6
SW3 Podium Roof Plan - Level 05	SK_045	P9	SW1 - Bay Study	SK_229	P3
SW3 Typical Tower Plan - Levels 6-36	SK_054	P10	SW2 - Bay Study	SK_226	P5
SW3 Upper Tower Plan - Levels 37-39	SK_055	P10	SW3 - Bay Study	SK_223	P6
			SW3 - Bay Study	SK_224	P5
			SW3 - Bay Study	SK_225	P6
Elevations			Schedules		
North Elevation	SK_101	P9	Exterior finishes schedule	SK_120	P8
South Elevation	SK_102	P10			
East Elevation	SK_103	P8			
West Elevation	SK_104	P8			
North Podium Elevation	SK_111	P8			
South Podium Elevation	SK_112	P9			
East Podium Elevation	SK_113	P8			
West Podium Elevation	SK_114	P9			





- KEY**
- SW Plot
 - SW Plot Residential (above podium)
 - Public Domain
 - Haymarket Concept Plan plot boundaries
 - Neighbouring buildings
 - Works beyond plot boundary (pedestrian footbridge)
 - Haymarket Boundary
 - SW Plot Boundary



7428A SK_002
PLANNING AMENDMENT
1:1500 @ A3
0 2.5 37.5m

P8
27/02/2014
1

DENTON
CORKER
MARSHALL

THE HAYMARKET
LEND LEASE DEVELOPMENT

DEVELOPMENT APPLICATION
SOUTH WEST PLOT
SITE PLAN - PROPOSED



Legend

ST	1B	1B_S	2B	3B	Balcony	Retail	Carpark	Circulation/Lobby	Services/Storage	Retail/IQ Hub (Potential)
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Note: Retail shopfront illustrative to future DA
Refer to landscape architects drawing for public domain detail incl. extent of hard paving



7428A SK_011
PLANNING AMENDMENT
1:500 @ A3
P 9
27/02/2014
0 5 10 15M

DENTON
CORKER
MARSHALL

THE HAYMARKET
LEND LEASE DEVELOPMENT

DESIGN DEVELOPMENT
SOUTH WEST PLOT
GROUND PLAN



Legend

ST	1B	1B_S	2B	3B	Balcony	Retail	Carpark	Circulation/Lobby	Services/Storage	Retail/Q Hub (Potential)
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7428A SK 012
PLANNING AMENDMENT
1:500 @ A3
0 5 10 15M

P 8
11/02/2014

DENTON
CORKER
MARSHALL

THE HAYMARKET
LEND LEASE DEVELOPMENT

DESIGN DEVELOPMENT
SOUTH WEST PLOT
LEVEL 01 PLAN