



COMPOSITE FACADE PANELS

METALLIC COLOURS

- SILVER
- SILVER WHITE
- DARK GREY
- CHAMPAGNE

SPARKLING COLOURS

- SPARKLING WHITE
- SOLID COLOURS
- MILK WHITE
- OFF WHITE
- GOLDEN YELLOW
- BLACK
- MANDARIN ORANGE
- ORANGE
- CARDINAL RED

FACADE GLAZING

- LOW E PERFORMANCE GLASS

CARPARK SCREENS

- PERFORATED METAL SHEETING
- ROUND HOLE STAGGERED PATTERN

AWNING

FASCIA

- DULUX ACRATHANE SARK LING ALUMINIUM
- ROOF SHEETING
- COLOURBOND SPANDEK SHALE GREY

FEATURE ELEMENTS

- DULUX PEARL WHITE
- DULUX MONUMENT
- DULUX WEATHERMAX HBR MIO MID GREY
- POLISHED STAINLESS STEEL
- HAIRFINE STAINLESS STEEL

SHOPFRONTS

- FRAMELESS CLEAR GLAZING
- BLACK STRUCTURAL SILICONE

WALLS

FEATURE WALL TILES

- MOOD BLACK
- CANVAS DROP TAUPE
- CANVAS TAUPE

FEATURE METAL FINISHES

- CORTEN PLATE STEEL
- GALVANISED PLATE STEEL

FEATURE MASONRY FINISHES

- SYDNEY / HAYMARKET BRICKWORK

PAINT FINISHES

- DULUX BLACK CAVIAR
- DULUX MT EDEN
- DULUX ASHIDE
- DULUX LEXICON QUARTER

4.0 NORTH WEST PLOT DETAILED DESIGN RESPONSES

4.7 Public Domain Response

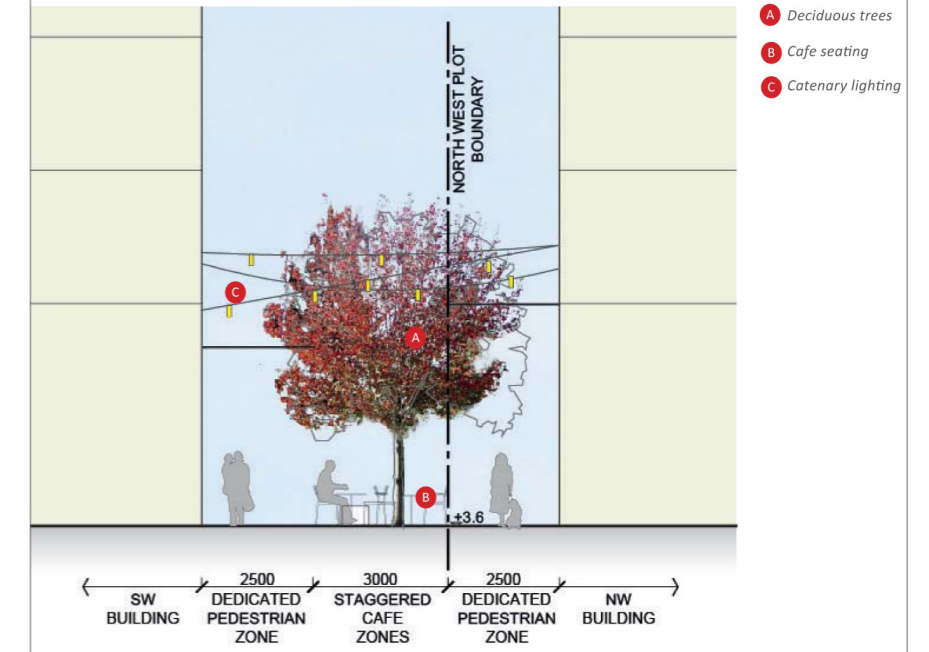
The building seeks to respond and positively reinforce the Public Domain objectives and goals as set out in the Design Guidelines submitted as part of SSDA2. The public domain within this DA incorporates the northern edge of Dickson's Lane and the paved access around the NW Commercial building. Refer to the Hassell Public Domain drawing included in this application.



THE PUBLIC DOMAIN ASSOCIATED WITH THE NORTH WEST PLOT



Figure 3.5.1 Dickson's Lane plan

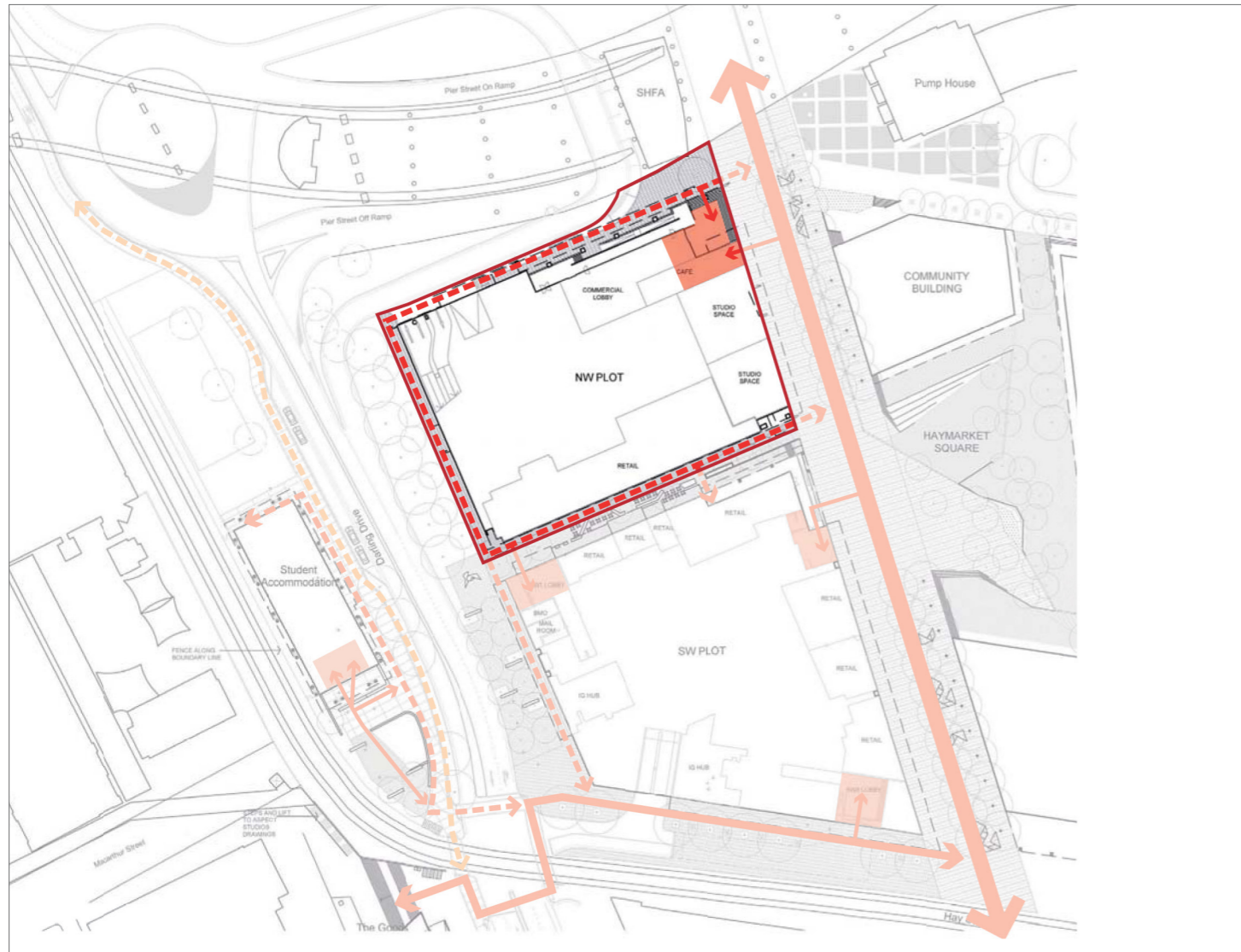


SECTION - DICKSON'S LANE



CONCEPTUAL IMAGES OF THE HAYMARKET PUBLIC DOMAIN





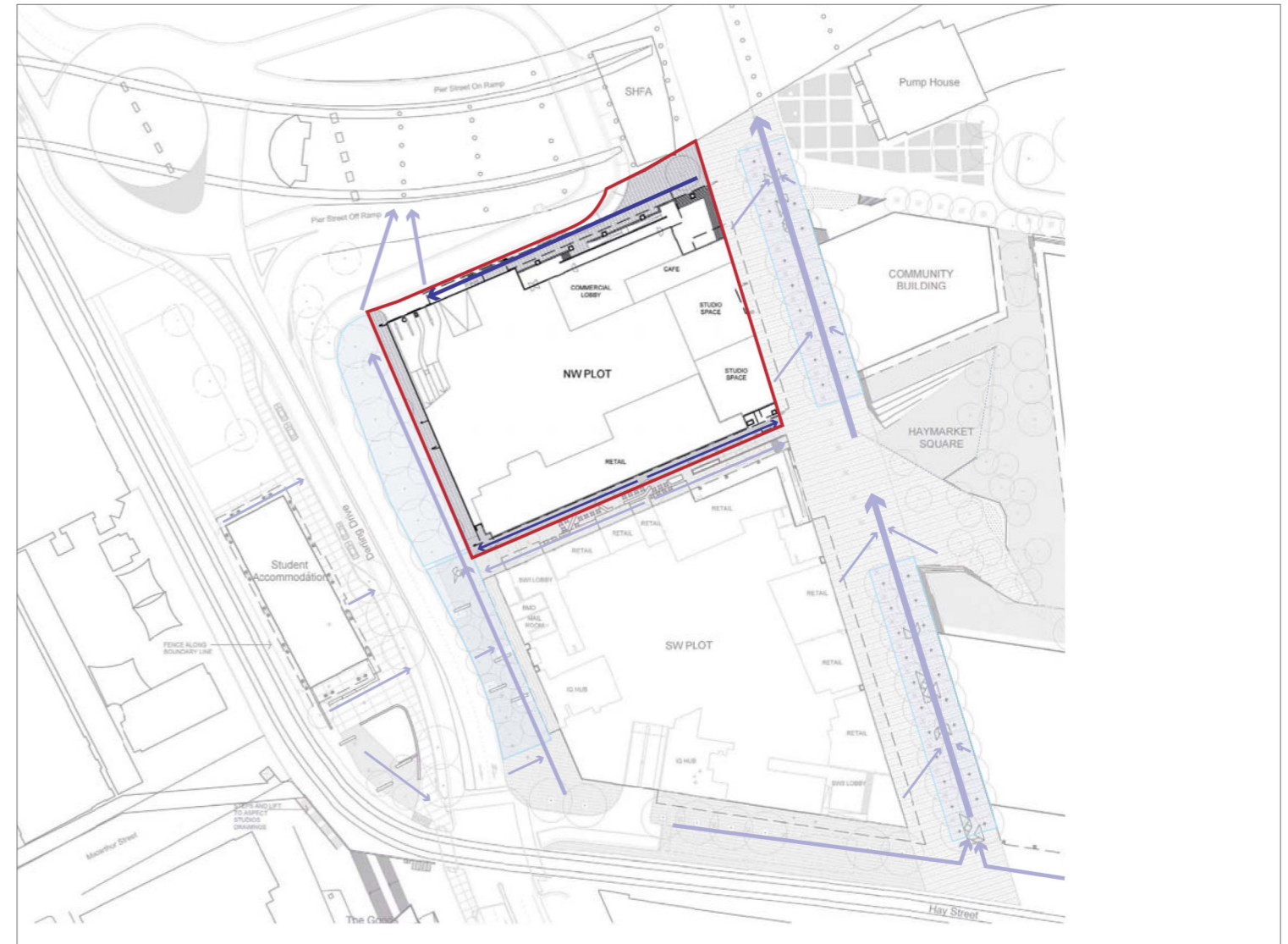
CIRCULATION IN THE NORTH WEST PLOT

All east - west connections meet at the central Boulevard, linking the existing and proposed features of the public open space and the new features of the precinct.

Primary pedestrian circulation will be along the Boulevard (outside of this DA scope) with the main pedestrian flows from Hay Street and Darling Harbour along the Boulevard. Secondary circulation will be in association with lobby entry points and the laneway off Dickson's Lane which acts as both a retail street and a pedestrian 'secret

laneway' experience where pedestrians will be encouraged to linger, eat and browse within the laneway.

Secondary access is restricted to the periphery of the North West building with pavement hugging the west and north of the building edge. Public car park access and the main lobby entrance is located on the northern edge of the building, with the lobby addressing the Boulevard.



WATER MANAGEMENT IN THE NORTH WEST PLOT

The above figure provides the conceptual stormwater management for the project site. Stormwater will flow directly to the Boulevard where an overland flow path directs stormwater away from 'The Haymarket' precinct and toward Cockle Bay.

A site wide water sensitive design strategy integrates the absorption of low flow stormwater through porous surfaces or soft landscaped areas. As such the broader public Haymarket domain facilitates biofiltration in areas such as The Boulevard and Darling Drive (outside the scope of this applicaiton)

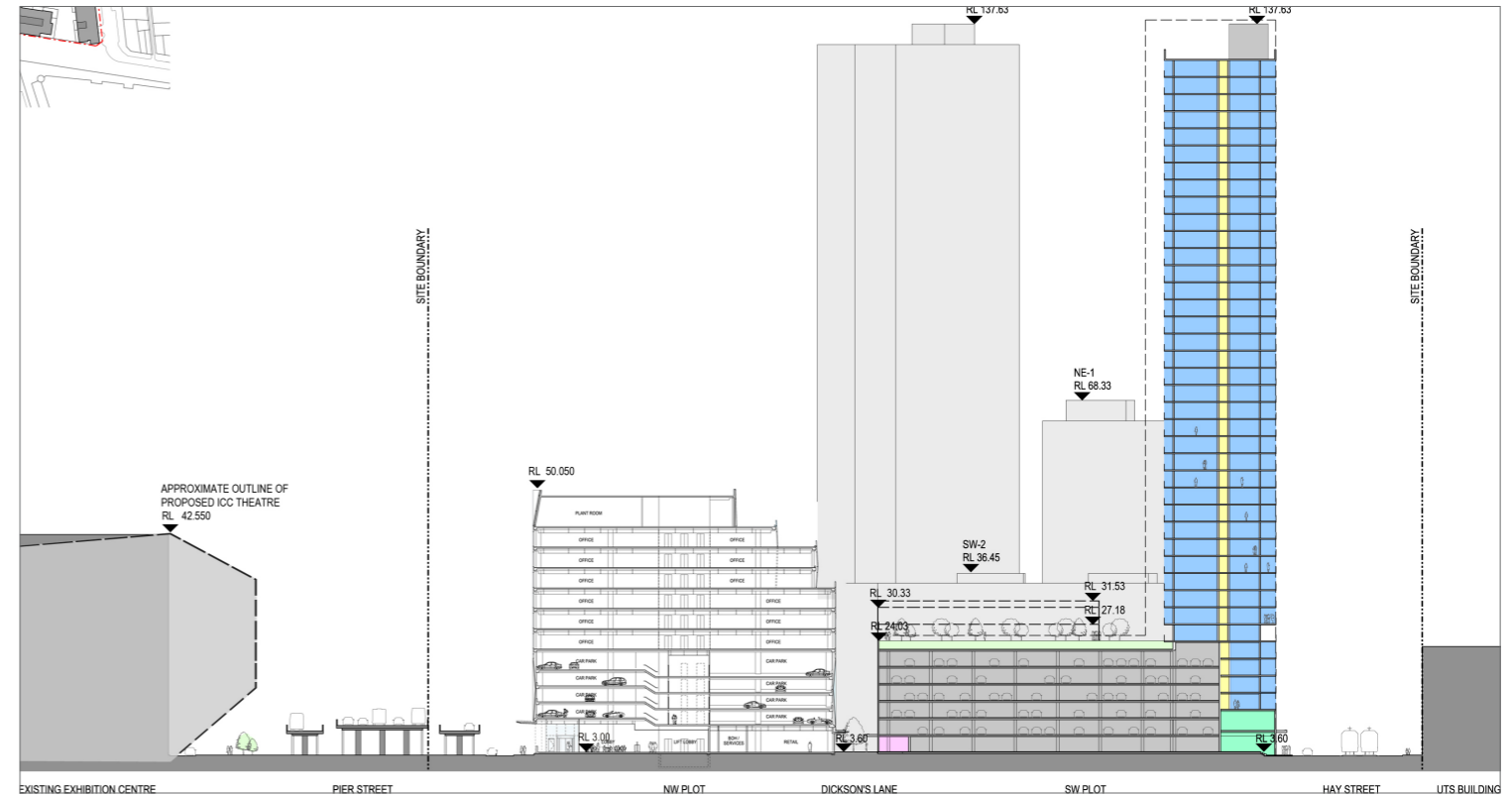
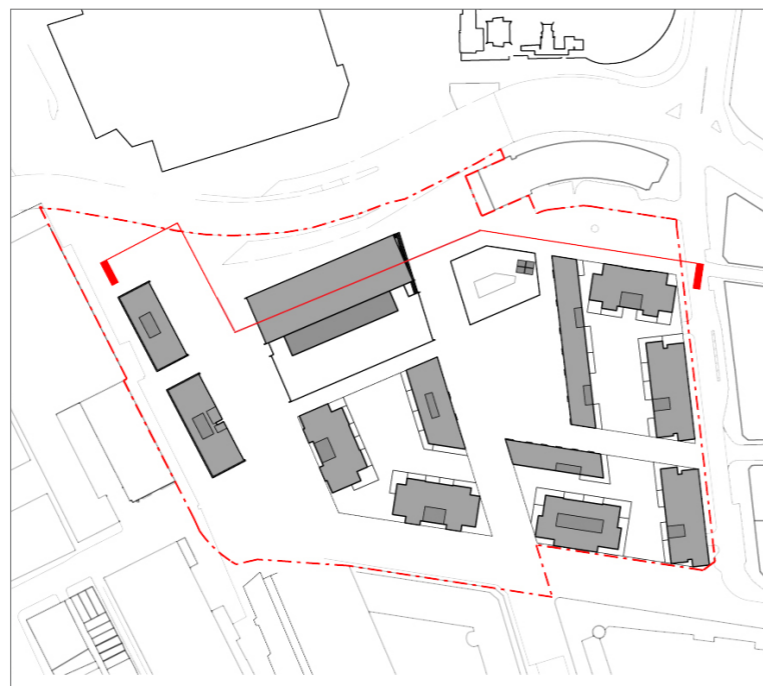
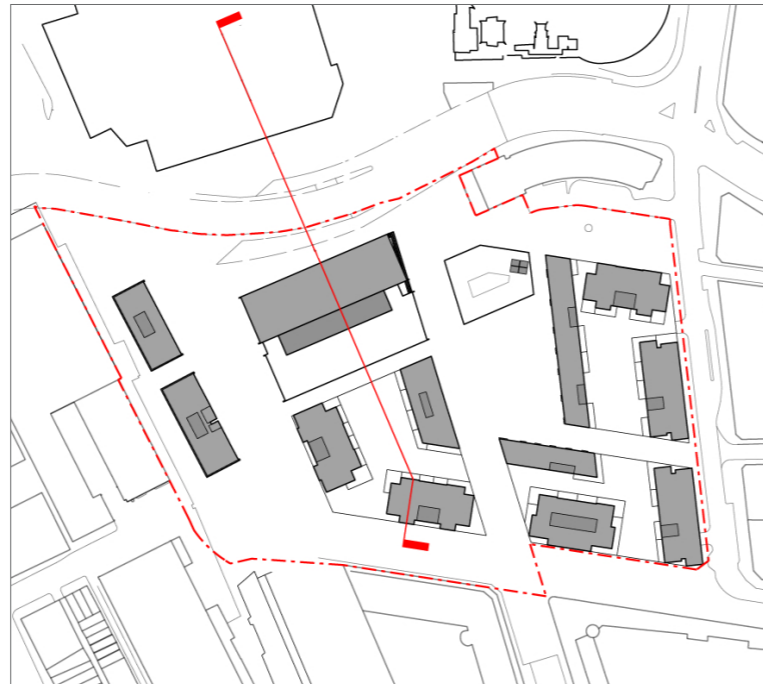
4.0 NORTH WEST PLOT DETAILED DESIGN RESPONSES

4.8 Edges & Activation

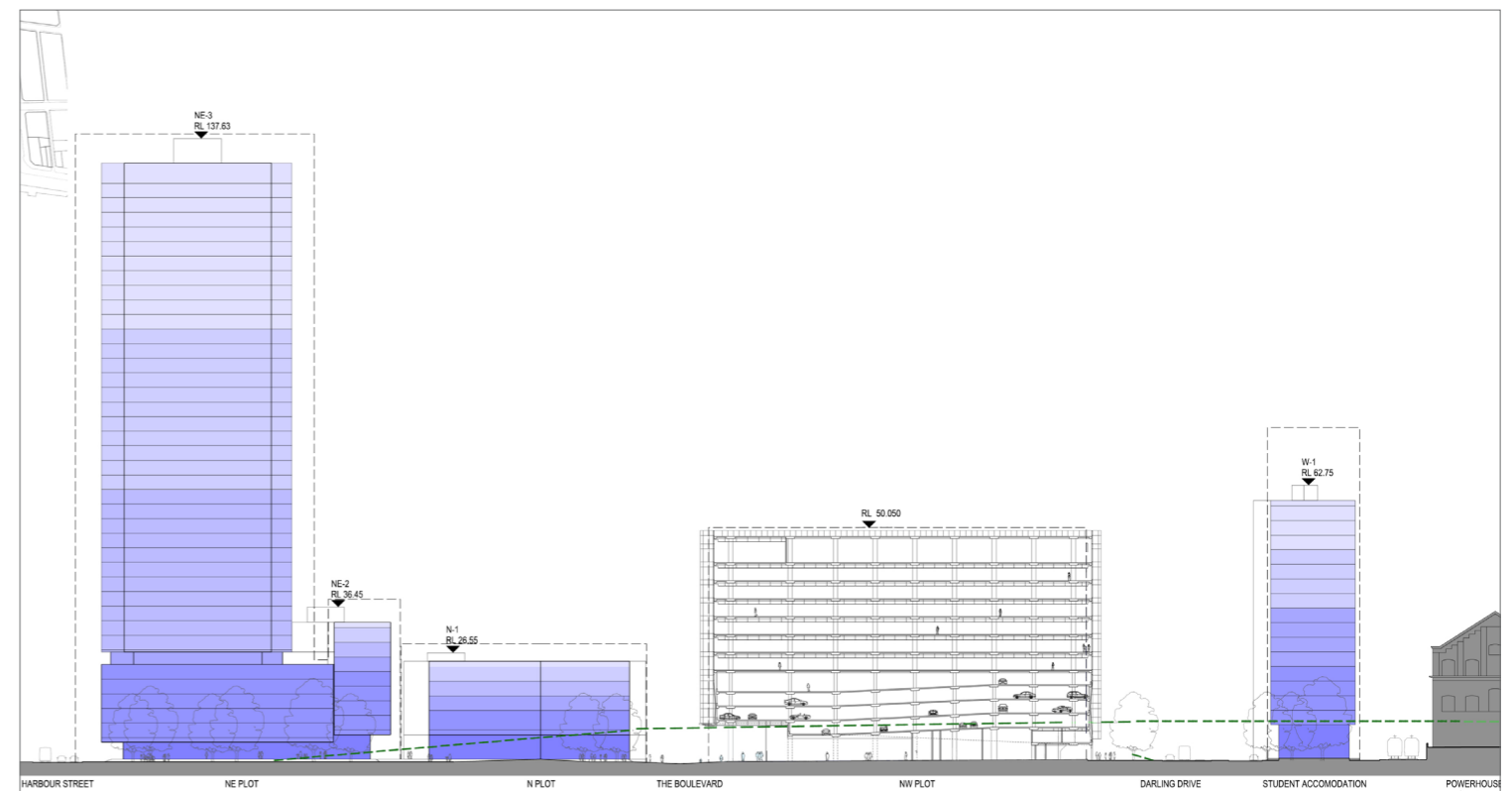
Careful attention to all site boundary conditions and potential activation opportunities have been considered for the development of the site, with the objectives of the Stage 1 Concept Plan (Parameter Plans and Design Guidelines) informing the desired outcomes as they relate to the public realm.

The northern ground level frontage is dedicated to the main address, vehicular lay-by and public car park/ office service access. The ground plane edge, at this boundary, accounts for level changes determined by overland stormwater/flood controls creating a level change from footpath level to lobby level in the order of 1.0 to 1.2 meters. This level change is mitigated with a series of ramps and steps which are articulated with tile and applied finishes, characteristic colour palette prescribed for the building. The dynamic architectural “crease and fold” canopy further accentuates this zone and northeast corner area. The northwest portion of this frontage relates to the service and multi-deck public car park requirements of the development. In this location an applied colour palette of red, yellow and orange will visually lift and animate the otherwise functional demands of these uses.

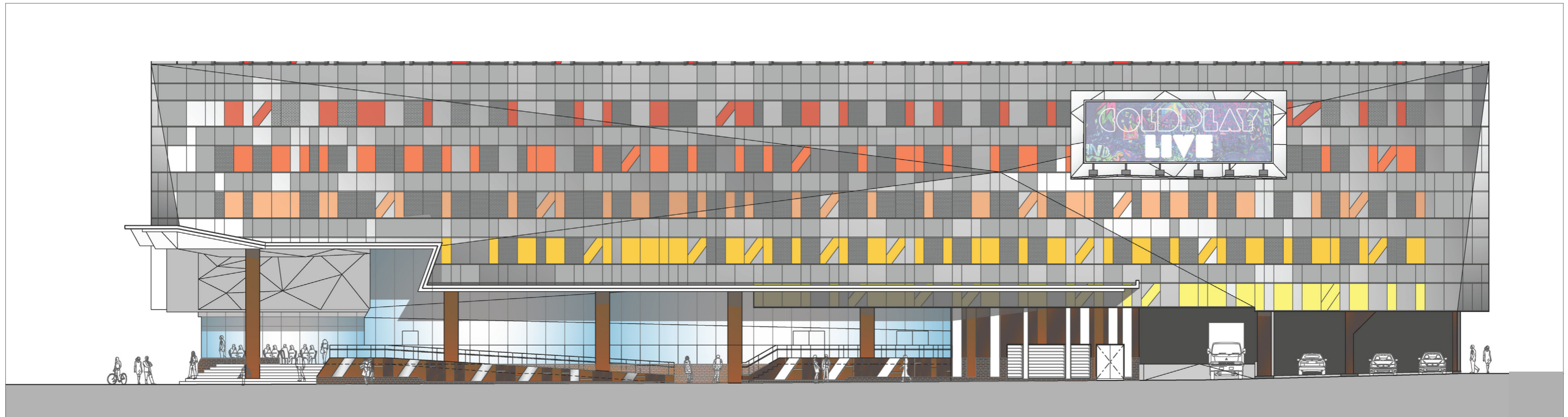
The southern frontage facing Dickson Lane will be highly activated with “laneway” retail and community low cost IQ Hub spaces. This frontage will activate and contribute to the overall urban and retail concepts planned for this lane.



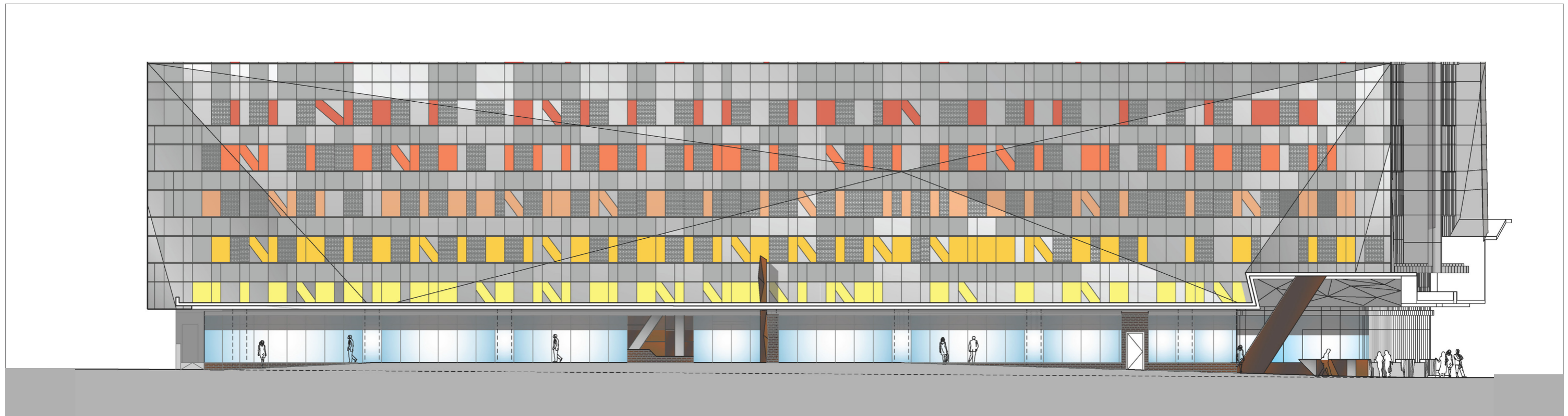
'THE HAYMARKET' CONTEXTUAL CROSS SECTION



'THE HAYMARKET' CONTEXTUAL LONGITUDINAL SECTION



NORTH EDGE ELEVATION



SOUTH EDGE ELEVATION

The eastern frontage of the development embraces the opportunity to activate the edges of the Boulevard and to create a vibrant environment. Double height retail/entertainment frontages are proposed at this frontage combined with the entry presence and statement of the office entry as it expresses to the northeast corner of the building. Future tenancy requirements will investigate potential to allow for entry points and access to the elevated tenancy levels within. However, large scale display and entertainment related functions are currently envisaged for the majority of this frontage which may require a consistent up-stand edge to the active frontage. The proposed up-stand will carry tactile/material finishes based on masonry and contemporary colour references. The ground floor spaces have been designed to accommodate the changing needs of users - the spaces are able to be flexibly adapted in size across retail, IQ Hub and studio.



EAST EDGE ELEVATION

The western ground level frontages of the development present toward a landscaped swale which will carry an intensified soft landscape treatment. The intent here is to feature a dense landscape treatment with only the minor encouragement of pedestrian foot fall. Activation to this frontage will be restricted to the proposed bicycle parking access and select storage frontage followed by an applied colour graphic wall to act as a “backdrop” to the rich landscape foreground of the water management dedicated swale.



WEST EDGE ELEVATION