

Darling Square North Plot + The Square Response to Submissions (RTS) Report

14076 - SSDA10(RTS)

Rev B

December 2016

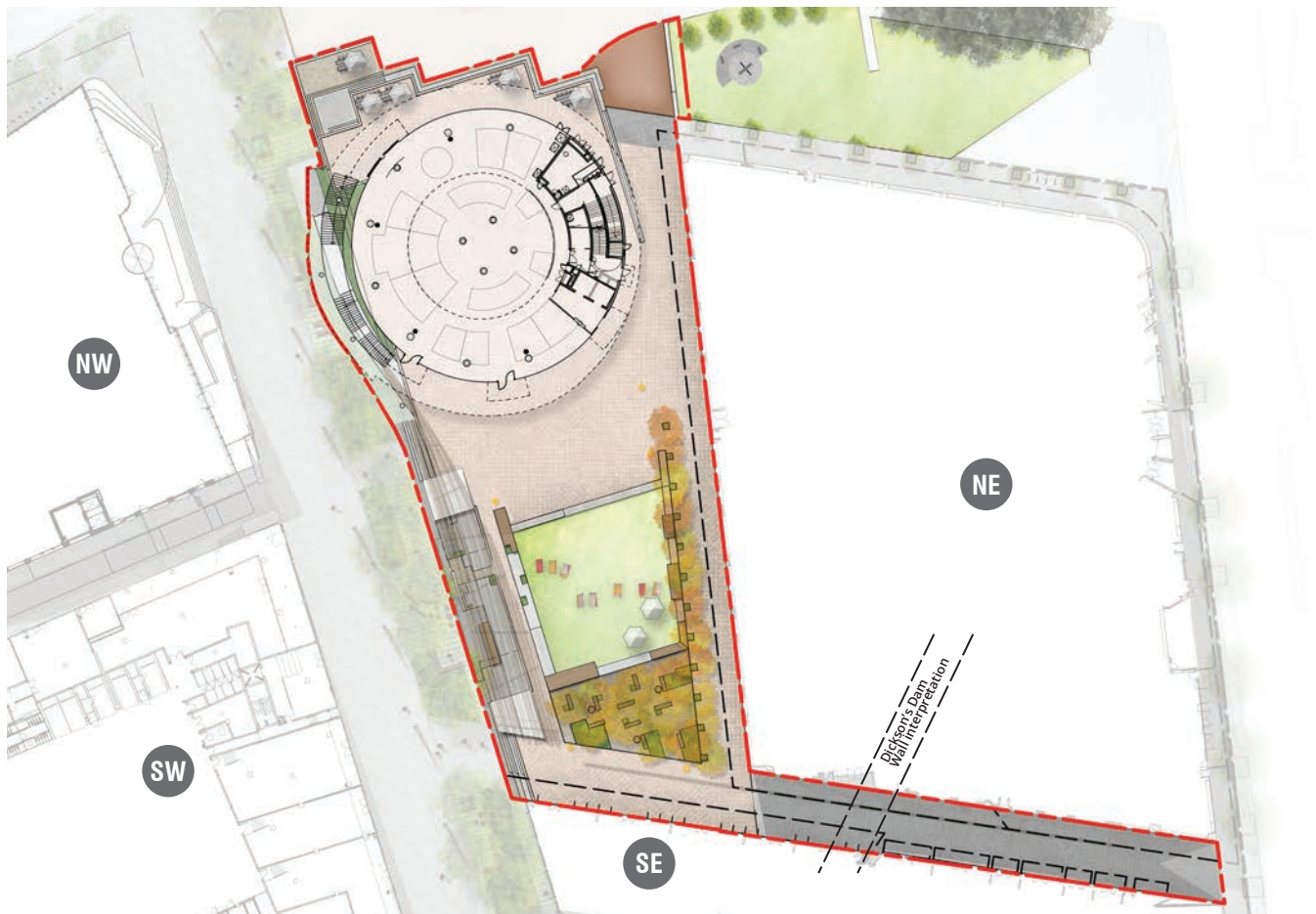


Figure 1: Site Plan 1:1000 @ A4

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1. Introduction

This letter provides a response to submissions and assessment of the proposed amended development in relation to the State Significant Development (SSD) Development Application (DA) for the development of the North Plot and Square in Darling Square (SSD 7021).

The SSD DA was publicly exhibited for a period of 47 days from 17 March 2016 to 2 May 2016. During this time, ten (10) submissions were received from government agencies and the City of Sydney Council.

This letter should be read in conjunction with the original assessment prepared by ASPECT Studios dated March 2016 to support the development of the North Plot and Square (SSD 7021). This letter should also be read in conjunction with a concurrent s96 modification application to the North-East Plot (SSD 6626), with consequential amendments to this approval proposed in order to accommodate servicing and functions generated by the North Plot.

Proposed Amended Development

Since public exhibition of the proposal, generally minor amendments and improvements have been made to the proposed development. The final project design includes amendments made by Lend lease pursuant to Clause 55 of the Environmental Planning & Assessment Regulation, including changes to address matters raised in the submissions.

The following key amendments have been made to the proposal:

- minor increase in overall site area;
- minor increase in Gross Floor Area;
- changes to the external building design including a revision of the external stair, shifting of floor plates and resultant changes of revised internal planning;
- slight adjustment to the site boundary, increasing to accommodate the revised Darling Exchange building and public domain interface enhancements;
- revisions and enhancements to the proposed public domain treatments;
- revised loading and servicing strategy; and
- inclusion of fitout and operation of the child care facility.

The final proposal seeks approval for the following key development:

- Construction and use of a six (6) storey building (known as The Darling Exchange) containing the following uses:
 - Retail tenancies/market hall (such as market stalls, food and beverage premises and bar/restaurant operations);
 - Community uses (such as a library including IQ Hub and child care); and
 - Fitout and operation of the ground level and mezzanine market hall, the child care facility, and the food and beverage offering (bar/restaurant) within The Darling Exchange.
- Public domain improvements, including:
 - Creation of a new publically accessible square (The Square) with space for markets, outdoor events, passive and active recreation;
 - Provision of a timber canopy extending from The Darling Exchange along the western edge of The Square;
 - Provision of two kiosk-style retail pods below the canopy;
 - Creation of Little Hay Street, a new pedestrian only laneway between the North-East Plot and South-East Plot; and
 - Completion of general interface works to connect areas of new public domain with the existing public domain.
- Remediation as may be required; and
- Extension and augmentation of physical infrastructure/utilities as required.

2. Responses to Submissions

Overview

The following section outlines the relevant submissions made during the exhibition period, as well as responses to these submissions. The relevant submissions received are outlined in the table below. Responses to these submissions are documented over the following pages.

Submission made by:	Key Issue
1. Site Areas	
Department of Planning and Environment	Confirm whether the site area (4,600sqm) includes or excludes Little Hay Street.
2. Wind	
Department of Planning and Environment	Suggest additional mitigation measures to improve the wind environment around the North Plot.
City of Sydney Council	Wind Effects The City requests that the Applicant confirm whether the findings and recommendations of the wind assessments for the North Plot and South-East Plot are capable of being incorporated. For example, significant wind effects are predicted at the ground level and podium levels of the South-East Plot, negative effects not compatible with outdoor dining are predicted along Little Hay Street and significant wind effects are predicted at the outdoor space in the North Plot building. In the case of the North Plot, the wind assessment recommends enclosing the affected outdoor space. The City has consistently raised the need for the tower forms of the Darling Square development to be setback from the podium edge at least 5m to mitigate downdrafts. This is a standing recommendation. The Stage 2 DA should incorporate all necessary wind mitigation measures at this stage.
3. Lawn Area	
Department of Planning and Environment	Justify the provision of grass within the public urban square, particularly whether this is a viable landscaping option given the size of the space and the likely level of footfall/traffic.
4. Tree Species	
Department of Planning and Environment	Justify the use of tree species Zelkova Serrata rather than an Australian/NSW native alternative.
5. Furniture Palette	
City of Sydney Council	It appears the seating on The Boulevarde is of a different style to the seating below the Darling Square pod canopy and the linear and grove seats are both different in style again. To achieve a more cohesive, less cluttered outcome, street furniture in such confined space should be read as one.
6. Markets Layout	
City of Sydney Council	The City has previously provided detailed commentary in its Stage 1 submission (Pp64-65) on the infrastructure and services required to run markets. The proposed indicative layout for markets in the Square is not efficient or customer friendly in the City's experience. Market layouts should be approached in regular geometric patterns. Power supply, water supply and vehicle access should be designed accordingly.
7. Retail Pods	
Sydney Harbour Foreshore Authority	In addition, two permanent retail 'pods' are proposed to aid activation to both the Square and the Boulevard. Although activation of the public domain is supported, it is considered that the planned retail component on the ground floor of the Exchange Building, coupled with the organised markets and outdoor events on Haymarket Square will provide adequate opportunities for activation of the public domain. Accordingly, the introduction of retail pods on Haymarket Square is considered excessive and creates unnecessary visual clutter.
Department of Planning and Environment	Further consider the need for permanent kiosks within the public domain and provide justification for the inclusion of private use(s) within the public square.

Submission made by:	Key Issue
	8. Loading and Servicing
Department of Planning and Environment	The Department is concerned about the potential impact of loading and unloading locations on public domain and pedestrian safety. In addition, the Department notes that some of the loading and unloading locations are located outside the site boundary (i.e in the Boulevard and adjacent to the Pumphouse). Consider revising the location and extent of loading and unloading areas and confirm how pedestrian movement and safety will be safeguarded. Also confirm whether necessary landowner's consent has been obtained and what (if any) amendments are proposed to other development consents to facilitate the loading areas.
Transport for NSW	Proposed Loading Areas within the Darling Square Precinct Issue It is noted that multiple loading areas are proposed across the Darling Square Precinct including the supplementation by use of the on-street parking in the vicinity of site. It is expected to serve several developments within the precinct. There would be potential for queuing on public roads by vehicles waiting to use the loading areas and safety issues associated with reversing service vehicles on public places. Recommendation TfNSW advises that new developments should cater for all loading, servicing and drop off/ pick up to be conducted on site. The applicant should not rely on the kerb side restrictions space and restrictions to conduct their business activities. Kerb side restrictions space is allocated are set to suit the wider community needs and are constantly subject to change based on network requirements. TfNSW requests that the applicant be conditioned to prepare a loading area management plan for the endorsement of the CBD Coordination Office within TfNSW. The loading area management plan shall include, but not be limited to, the following: • Details of vehicles accessing the loading areas including the estimated number of movements and type of heavy vehicles; • Loading area management details including service vehicle movements during peak periods; • Management of conflicts between vehicles accessing the site and pedestrian movements in the precinct in particular reversing service vehicles at the public places; • Details of alternate loading zones to redirect vehicles due to extensive queuing at the access to the precinct; and • Management of incidents at the access to the loading areas.
Sydney Harbour Foreshore Authority	Loading and Servicing Arrangements The Authority notes that the majority of loading and servicing arrangements for the Darling Exchange Building and Haymarket Square are proposed from a series of new loading areas located on and adjacent to the public domain area of the North Plot. The proposed loading and servicing arrangements are considered contrary to what was envisaged in the early concept master plan (Stage 1) where servicing arrangements for the North Plot were to take place predominantly from the North East Plot. The Authority considers that the proposed loading areas C, D, F would undermine the pedestrian character and amenity of the public domain around the Darling Exchange and Haymarket Square and does not support their inclusion. These new arrangements may also pose unacceptable ongoing management obligations on the future entity that may be responsible for these public spaces. Therefore, in the Authority's opinion the loading and servicing arrangements for the North Plot should be confined to the adjoining North East Plot as envisaged under the earlier Stage 1 approval.

1. Site Areas

Submission from the Department of Planning and Environment: Confirm whether the site area (4,600sqm) includes or excludes Little Hay Street.

The area referenced in the DA of 4600m² includes Little Hay Street. Since lodgement, further consideration has been given to the precinct's interface with the existing Darling Harbour precinct to the north. In this regard the site area is proposed to be expanded as part of this response to submissions. See below.

The original 2016 DA areas as lodged are as follows:

1. The Square (2700m²)
2. Little Hay Street (830m²), and
3. The North Plot (1070m²)

TOTAL - 4600m²

The SSDA10 RTS areas are proposed as follows:

1. The Square (3090m²)
2. Little Hay Street (830m²), and
3. The North Plot (1070m²)

TOTAL - 4990m²

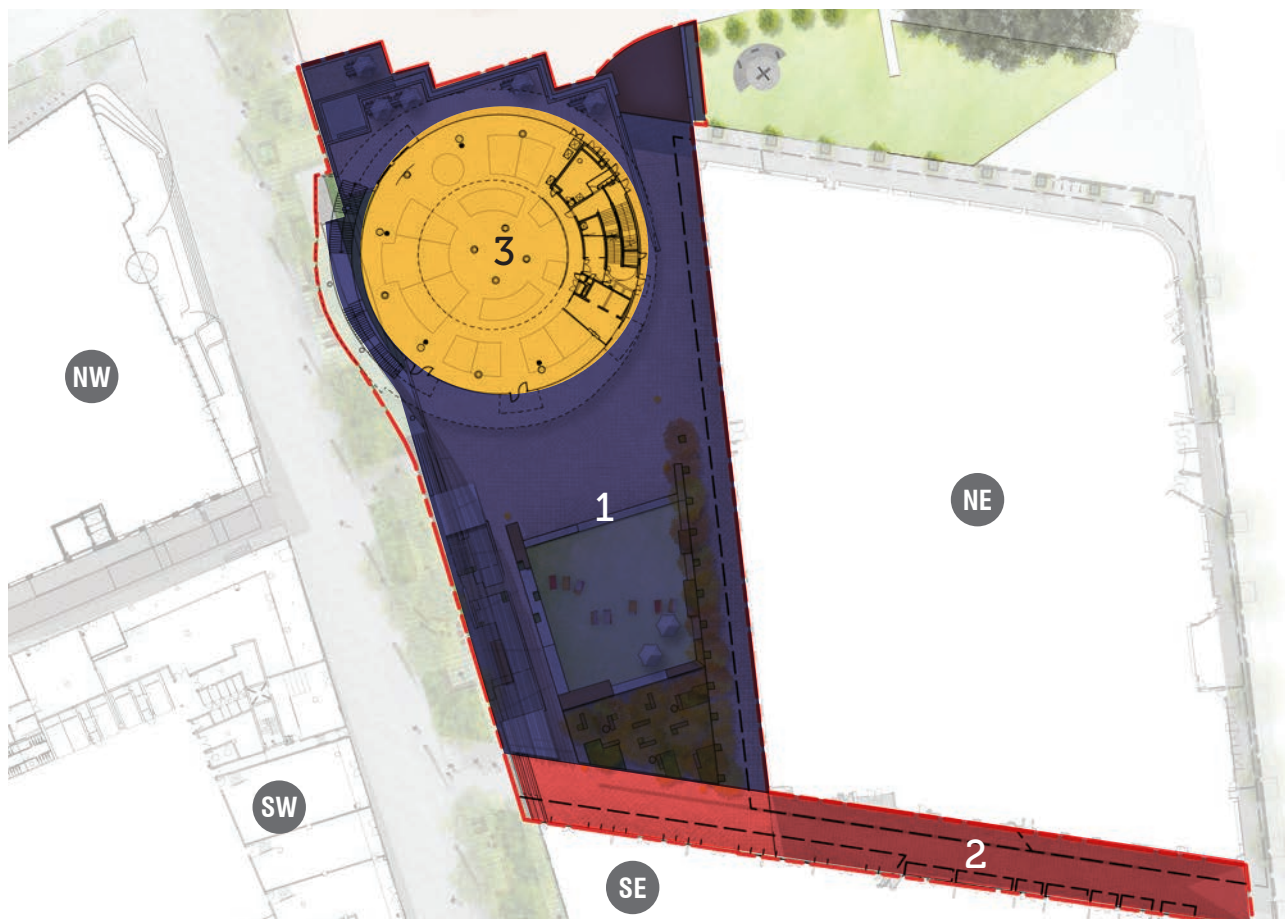


Figure 1: DA Areas

2. Wind

1. Submission from the Department of Planning and Environment:

Suggest additional mitigation measures to improve the wind environment around the North Plot.

2. Submission from City of Sydney Council:

The City requests that the Applicant confirm whether the findings and recommendations of the wind assessments for the North Plot and South-East Plot are capable of being incorporated.

For example, significant wind effects are predicted at the ground level and podium levels of the South-East Plot, negative effects not compatible with outdoor dining are predicted along Little Hay Street and significant wind effects are predicted at the outdoor space in the North Plot building.

In the case of the North Plot, the wind assessment recommends enclosing the affected outdoor space.

The City has consistently raised the need for the tower forms of the Darling Square development to be setback from the podium edge at least 5m to mitigate downdrafts. This is a standing recommendation.

The Stage 2 DA should incorporate all necessary wind mitigation measures at this stage.

We note that the 'outdoor space in the North Plot building' refers to the proposed rooftop restaurant by others.

The proposal includes fixed umbrellas to the northern stairs, as well as significant, connected tree plantings throughout The Square. In addition to architectural measures recommended in the wind report and designed by the plot architects, these measures may further assist with comfort levels in the public domain.

3. Lawn Area

Submission from the Department of Planning and Environment:

Justify the provision of grass within the public urban square, particularly whether this is a viable landscaping option given the size of the space and the likely level of footfall/traffic.

ASPECT considers the provision of turf in a public square a critical component of public space in the Australian environment. The reflectivity and generated heat of paved surfaces in the Sydney climate can make spaces with limited green inhospitable and unfriendly to users.

The turf provides a different character to the spaces of Darling Harbour Live in the north, Darling Square is viewed as a smaller scale destination. While we anticipate that it will be well visited by local and international visitors, it is important to the scheme that the space feels like part of a neighbourhood – a place to dwell that encourages community development. Given the dense residential uses around the square, we believe that turf will be both a highly valued and well used asset for residents and visitors alike.

The turf has been situated to the south of the Square so that it receives good sunlight, and is lifted above the surrounding square so that it is viewed as a destination rather than a shortcut. The eastern, southern and western edges will act as low seats, 300-400mm high, so that users can perch on the edge of the turf. The edges will be punctuated by small steps and step ramps to enable users to access the turf area from all sides, without it being viewed as a shortcut. At the northern end, a low, nom. 150-200mm high edge separates the turf from the height of the paved zone, allowing easy access onto the grass whilst still maintaining its presence as a destination.

Generous walkways to the east and west of the turf in a north-south direction are intended to allow users of The Square to get quickly and efficiently throughout the space, further cementing the lawn's place as a destination.

These above measures help prevent the formation of desire lines and encourage pedestrian movement through the vibrant, pedestrian walkways to the north, south, east and west. It is anticipated that this turf area will require a detailed maintenance regime, however this is considered appropriate to the scale and density of the precinct and a worthwhile investment for the value it will add to the space.

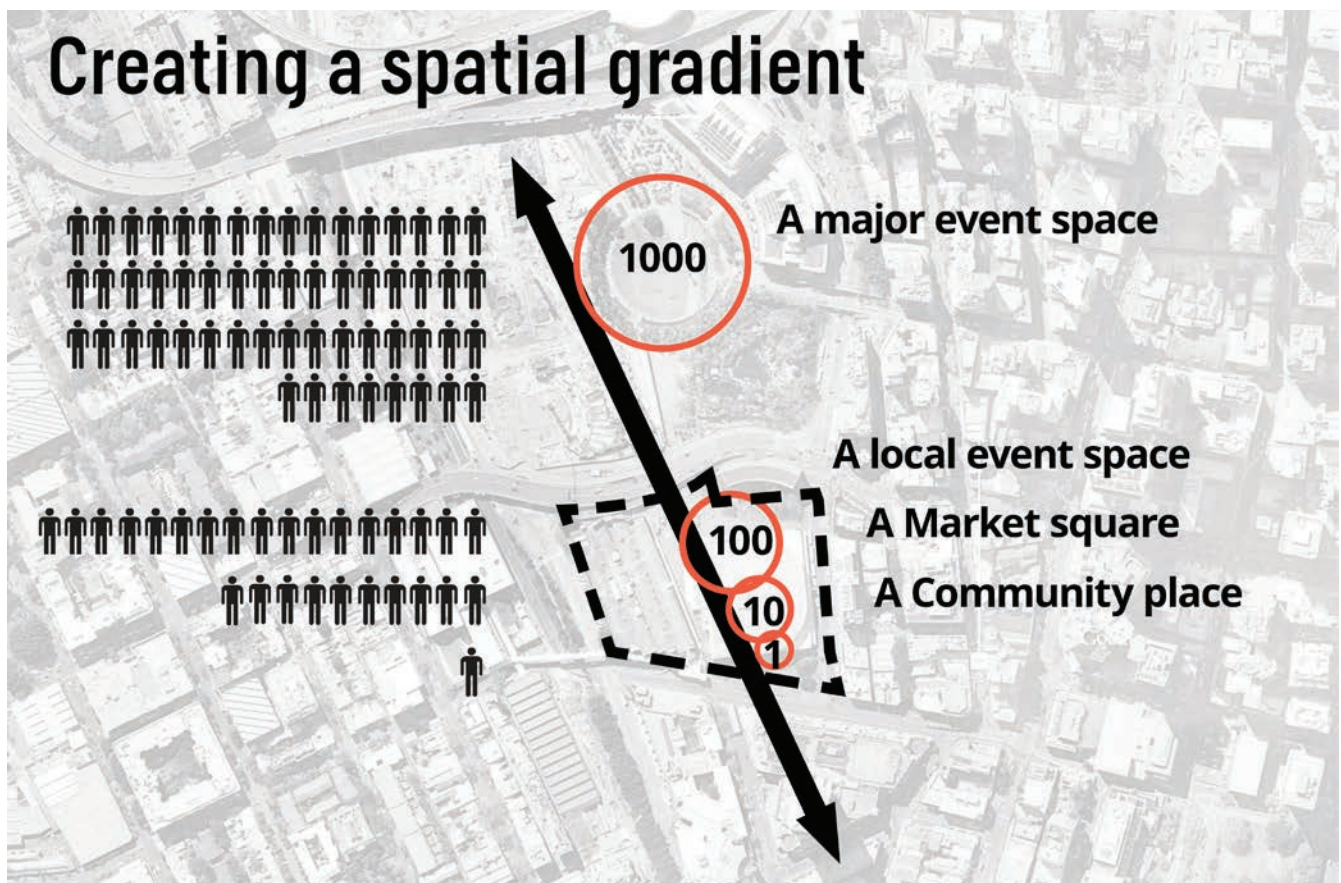


Figure 2: Character of Darling Square



Figure 4: The UTS Alumni Green has extremely similar sun and shade conditions to the proposed turf area in The Square. It is raised above the surrounds to preserve its destinational quality and reduce the creation of desire lines. Clear paths either side preserve desired travel paths.



Figure 3: Indicative treatment of turf edge
(image reference University of Wollongong East End by Taylor Brammer)

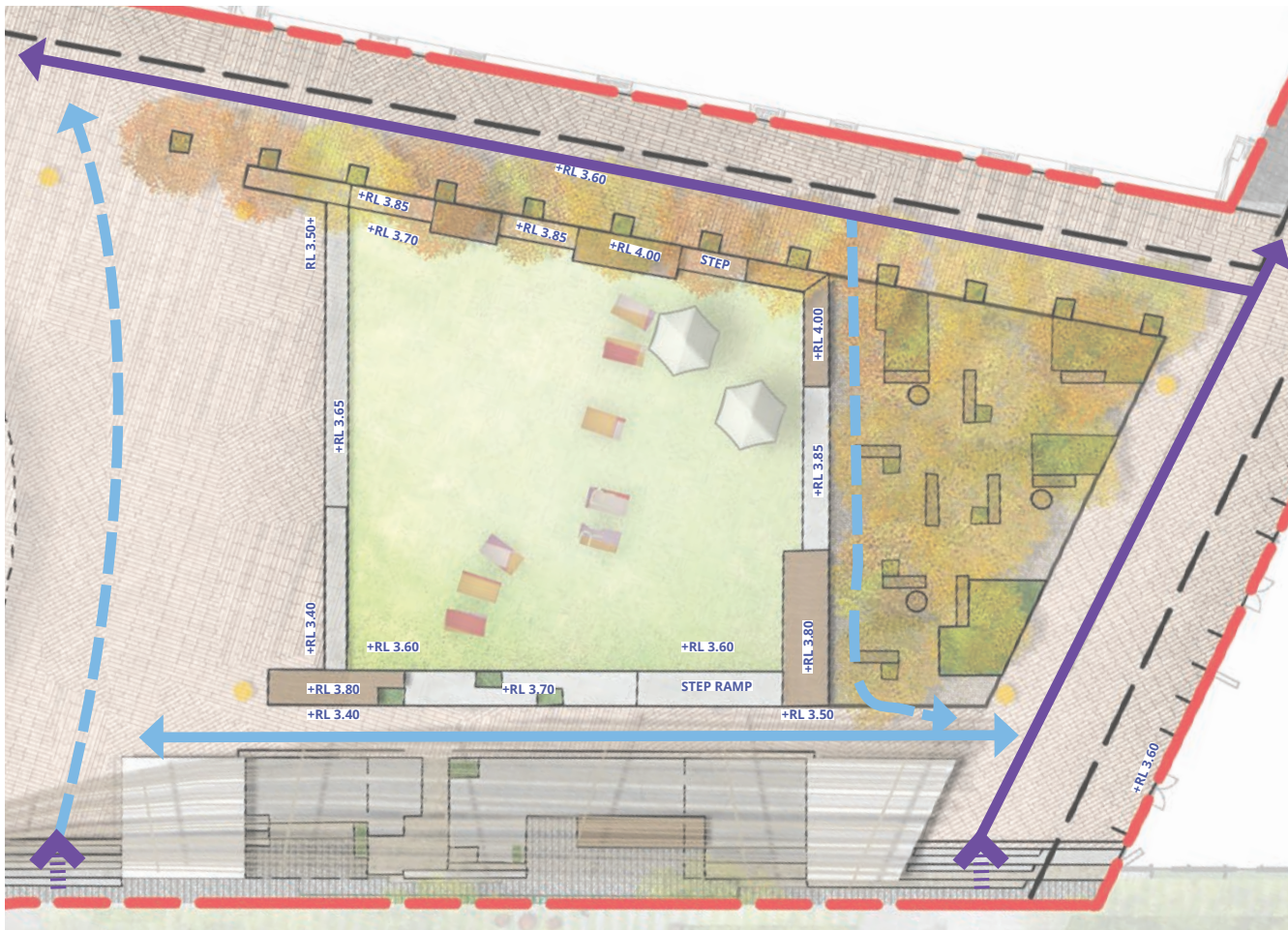


Figure 5: Turf area and paths of travel

4. Tree Species

Submission from the Department of Planning and Environment:

Justify the use of tree species *Zelkova Serrata* rather than an Australian/NSW native alternative.

The species selected for The Grove responds to the following criteria:

Climatic criteria

- Deciduous trees ensure solar access in the winter months and shade in summer. Australian native trees do not fulfill this twofold necessity.
- Create a connected canopy to maximise continuous shade to the sunniest part of The Square.

Design criteria

- Allow for seating and movement beneath.
- Provide seasonal variation – a seasonal visual spectacle in which autumn colour or spring flowers would create delight.
- Introduce human scale with a tree species that is medium in size.

Other criteria

- Respond to The Square's natural connection to Chinatown and Haymarket by using a species that is on the City of Sydney's street tree list for this area.
- Provide contrast to the Australian native eucalypt species of The Boulevard, which plays an important role in the interpretation of the site's natural history both in Darling Harbour Live and Darling Square.
- Interpret the cultural history of the site - as both a former and reinvigorated marketplace and former trading port - through use of an introduced species that reflects the diverse cultural history of the Haymarket/Chinatown area.

Based on the above criteria, it was determined that a deciduous, exotic tree species would be most appropriate.



Figure 6: Microclimatic analysis

5. Furniture Palette

Submissions from City of Sydney Council:

It appears the seating on The Boulevard is of a different style to the seating below the Darling Square pod canopy and the linear and grove seats are both different in style again. To achieve a more cohesive, less cluttered outcome, street furniture in such confined space should be read as one.

Noted. The furniture in The Boulevard and The Grove is planned to be of a similar palette but differing scales. The Boulevard furniture is to be bigger in scale, responding to the linearity of the space, while The Grove is to be smaller in scale to respond to the quieter, more reflective nature of the space. Nonetheless, the palette of materials and details will read as one suite.

Noting the change in character and scale of Darling Square from Darling Harbour Live, the Boulevard furniture is not proposed to be a continuation of that north of Pier Street, however will use similar a similar palette of materials such as concrete and timber. The suit of furniture within The Boulevard and The Grove will be distinct to Darling Square, of a character and scale to suit the neighbourhood.

6. Markets Layout

Submissions from City of Sydney Council:

The City has previously provided detailed commentary in its Stage 1 submission (Pp64-65) on the infrastructure and services required to run markets.

The proposed indicative layout for markets in the Square is not efficient or customer friendly in the City's experience. Market layouts should be approached in regular geometric patterns. Power supply, water supply and vehicle access should be designed accordingly.

The market layout has been further developed and is outlined in the revised DA response to submission drawings. Services overlays have also been amended and are reflected in the revised response to submission drawings.

The design provides a reasonable area for flexible-mode use by markets and events, and servicing for this purpose.

Power and water are proposed to be supplied to The Square. Refer to Arcadis' report and drawings. Refer to TTM's traffic report for vehicle servicing and access.

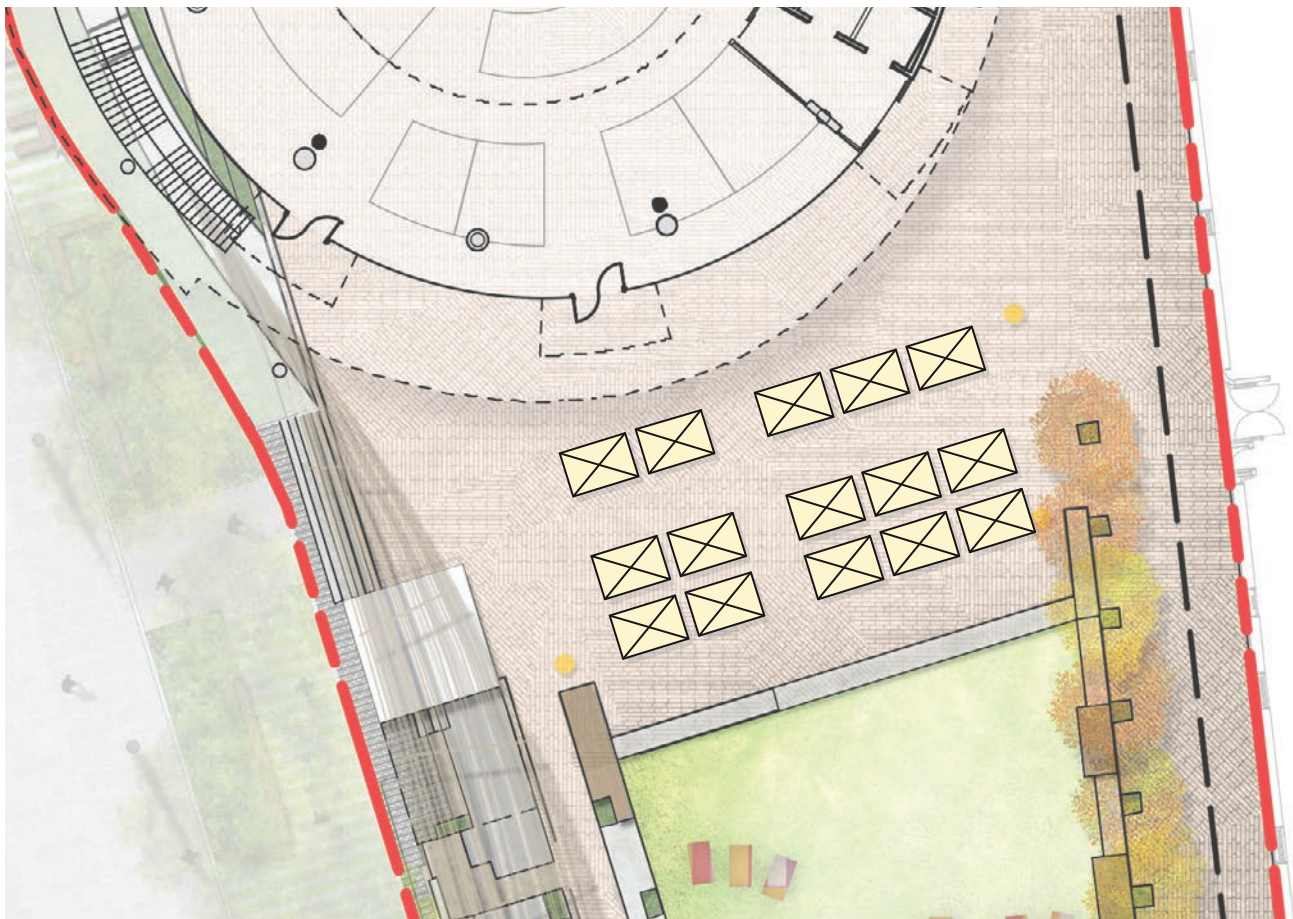


Figure 7: Market Layout

8. Retail Pods

1. Submission from Sydney Harbour Foreshore Authority:

Introduction of Retail Pods on public domain

In addition, two permanent retail 'pods' are proposed to aid activation to both the Square and the Boulevard. Although activation of the public domain is supported, it is considered that the planned retail component on the ground floor of the Exchange Building, coupled with the organised markets and outdoor events on Haymarket Square will provide adequate opportunities for activation of the public domain. Accordingly, the introduction of retail pods on Haymarket Square is considered excessive and creates unnecessary visual clutter.

2. Submission from the Department of Planning and Environment:

Further consider the need for permanent kiosks within the public domain and provide justification for the inclusion of private use(s) within the public square .

The retail activation pods are an important element in providing activation to all four sides of The Square, and the eastern edge of the boulevard. The pods hold the edge of the square and encourage east-west movement through the space.

The pods have a small physical footprint and the majority of the western edge of The Square is dedicated to permeability and seating terraces (see image below) This provides a high degree of physical and visual permeability to the edge. Coupled with the pods and the canopy, this edge will be a highly used, active edge with great opportunities for people watching and reasons to linger in the public domain.

The pods are an asset to the public domain and The Square for the following reasons:

- They provide a critical visual draw - the creation of a hive of activity on the western edge will create a strong edge to both The Square and The Boulevard and draw pedestrians between the spaces.
- They assist in the establishment of a true square - and form the clear edge between The Square and The Boulevard.
- They are designed to be visually permeable with highly operable facades as shown below.
- The markets are not a daily occurrence, and the retail pods provide activity throughout the week.
- They have a small footprint and do not significantly interrupt views from The Boulevard to The Square and Vice Versa.
- They can open both to The Square and The Boulevard, meaning that they address and activate both spaces.



Figure 8: Retail activation pods

9. Loading and Servicing

1. Submission from the Department of Planning and Environment:

The Department is concerned about the potential impact of loading and unloading locations on public domain and pedestrian safety. In addition, the Department notes that some of the loading and unloading locations are located outside the site boundary (i.e in the Boulevard and adjacent to the Pumphouse). Consider revising the location and extent of loading and unloading areas and confirm how pedestrian movement and safety will be safeguarded. Also confirm whether necessary landowner's consent has been obtained and what (if any) amendments are proposed to other development consents to facilitate the loading areas.

2. Submission from Transport for NSW:

It is noted that multiple loading areas are proposed across the Darling Square Precinct including the supplementation by use of the on-street parking in the vicinity of site. It is expected to serve several developments within the precinct. There would be potential for queuing on public roads by vehicles waiting to use the loading areas and safety issues associated with reversing service vehicles on public places.

Recommendation

TfNSW advises that new developments should cater for all loading, servicing and drop off/ pick up to be conducted on site. The applicant should not rely on the kerb side restrictions space and restrictions to conduct their business activities. Kerb side restrictions space is allocated are set to suit the wider community needs and are constantly subject to change based on network requirements.

- TfNSW requests that the applicant be conditioned to prepare a loading area management plan for the endorsement of the CBD Coordination Office within TfNSW. The loading area management plan shall include, but not be limited to, the following:
- Details of vehicles accessing the loading areas including the estimated number of movements and type of heavy vehicles;
- Loading area management details including service vehicle movements during peak periods;
- Management of conflicts between vehicles accessing the site and pedestrian movements in the precinct in particular reversing service vehicles at the public places;
- Details of alternate loading zones to redirect vehicles due to extensive queuing at the access to the precinct; and
- Management of incidents at the access to the loading areas.

3. Submission from Sydney Harbour Foreshore Authority:

The Authority notes that the majority of loading and servicing arrangements for the Darling Exchange Building and Haymarket Square are proposed from a series of new loading areas located on and adjacent to the public domain area of the North Plot.

The proposed loading and servicing arrangements are considered contrary to what was envisaged in the early concept master plan (Stage 1) where servicing arrangements for the North Plot were to take place predominantly from the North East Plot.

The Authority considers that the proposed loading areas C, D, F would undermine the pedestrian character and amenity of the public domain around the Darling Exchange and Haymarket Square and does not support their inclusion. These new arrangements may also pose unacceptable ongoing management obligations on the future entity that may be responsible for these public spaces.

Therefore, in the Authority's opinion the loading and servicing arrangements for the North Plot should be confined to the adjoining North East Plot as envisaged under the earlier Stage 1 approval.

Refer to the updated traffic report by TTM. Servicing for the North Plot is now accommodated within the North East plot. This removes the risk of conflict between service vehicles and pedestrians.

For special event servicing and emergency access, The Boulevard is proposed to be utilised. The Boulevard is designed as a generous, pedestrian corridor free of obstruction that can also allow for service and emergency vehicles to access Darling Square and Darling Harbour Live. The paving has been designed for emergency vehicle loading.

3. Design Improvements

Overview

Following the DA submission in March 2016, design development has occurred throughout The Square. The following section outlines the key developments following the DA submission.

The primary developments are:

1. The Boundary
2. Reflection Park
3. The Northern Steps
4. Public Seating
5. Ramp
6. Western edge
7. Water feature
8. Heritage interpretation
9. Public Art

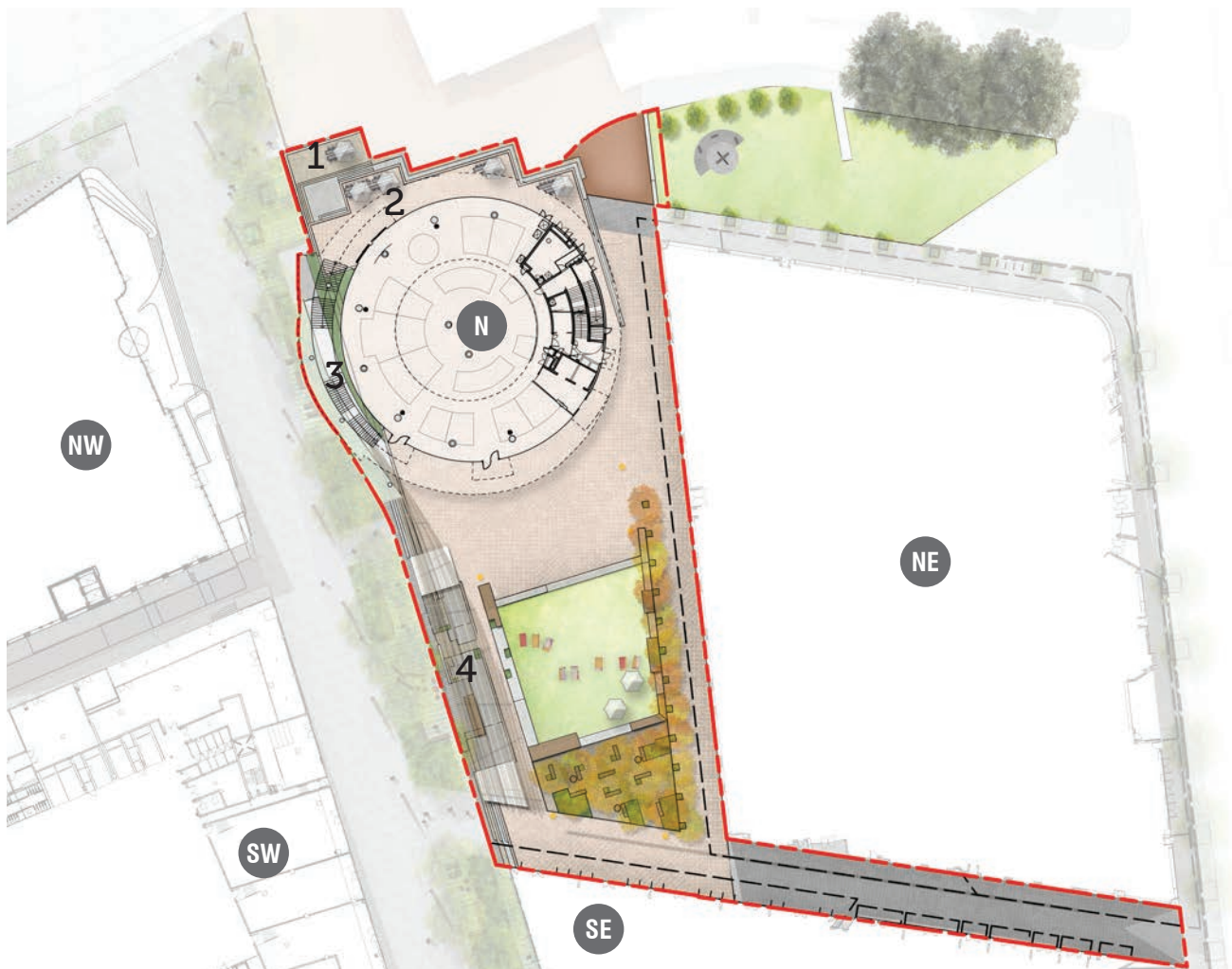


Figure 9: Design Amendments since submission of SSDA10 in March 2016

1. The Boundary

The previously submitted DA boundary has been amended primarily in response to the development of the ramp and the northern stair. The development of the northern stair in particular has significantly improved the interface between Darling Harbour to the north and Darling Square. Additionally, the boundary has been extended to include the proposed amendments to the western edge of Reflection Park. As shown in the original DA submission, on the western side of The Square, the boundary has shifted slightly west to reflect the needs, required to create the edge of the square.

The new boundary is illustrated in the diagram below.

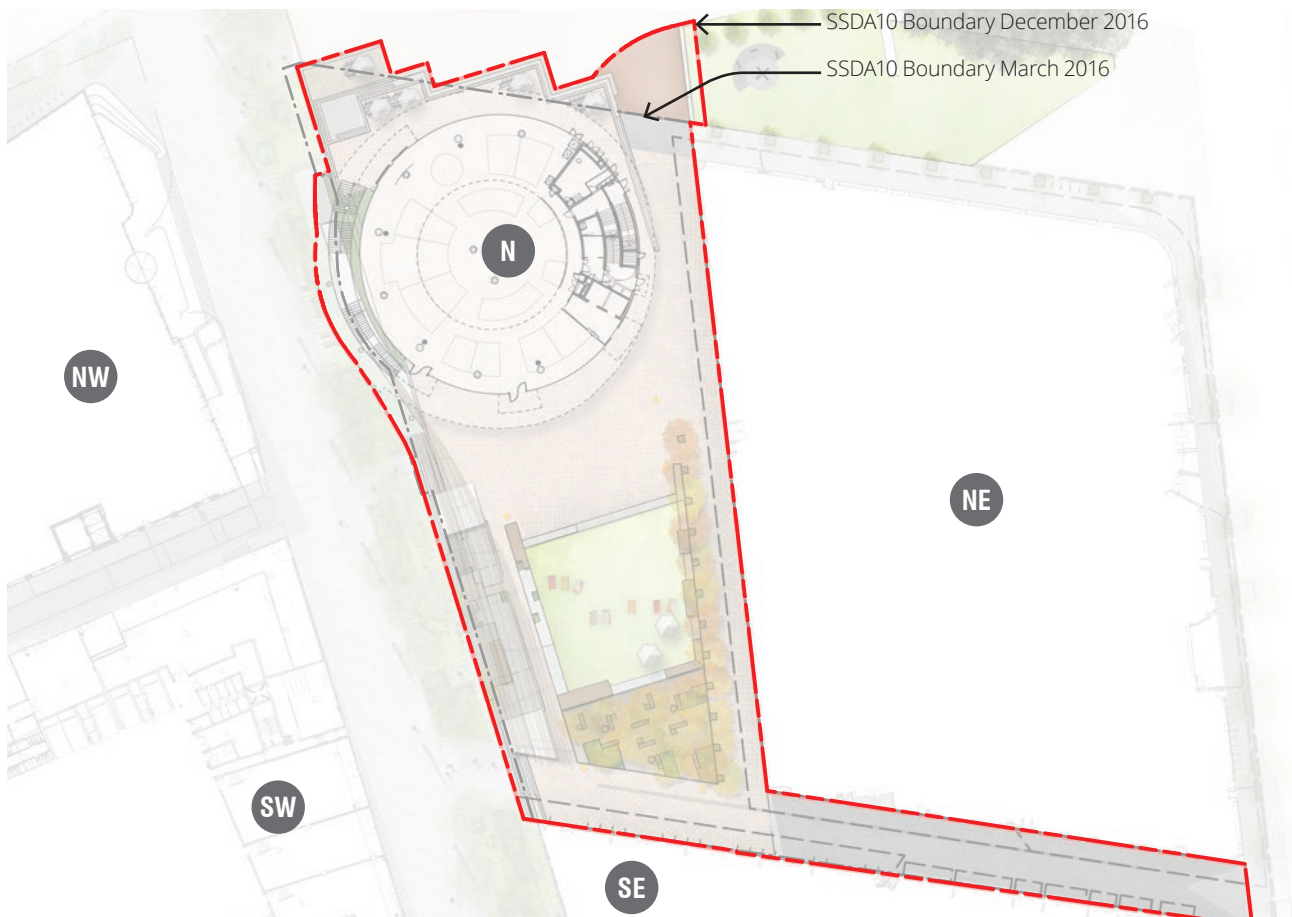


Figure 10: Revised SSDA10 Boundary

2. Reflection Park

In order to allow clear pedestrian access from the north and east into The Square, it is proposed that a portion of Reflection Park is demolished and paved. See image below.

The proposed area to be demolished currently comprises;

- A low (<1m high) brick wall, to mitigate the level change between the turf area and adjacent red brick paving,
- 5 x juvenile (approx 5-6m high, 1.5m wide) *Stenocarpus sinuatus* trees, and
- Approximately 150m² of turf.

The existing memorial (shown below) is currently outside of the area proposed to be demolished, and will be retained and protected as part of these works.

It is proposed that a new low wall and steps and bleacher seat are installed as shown below to provide new, improved access from the north-west into Reflection Park. The area to be demolished will be replaced by red-brick paving to match the forecourt of The Pump House.

5 new *Stenocarpus sinuatus* trees will be installed in Reflection Park to replace the demolished trees.

The proposed works will have a minimal impact on the park area and not detract from the memorial or the reflective nature of the space, and will continue to allow the park's use for annual memorial services.

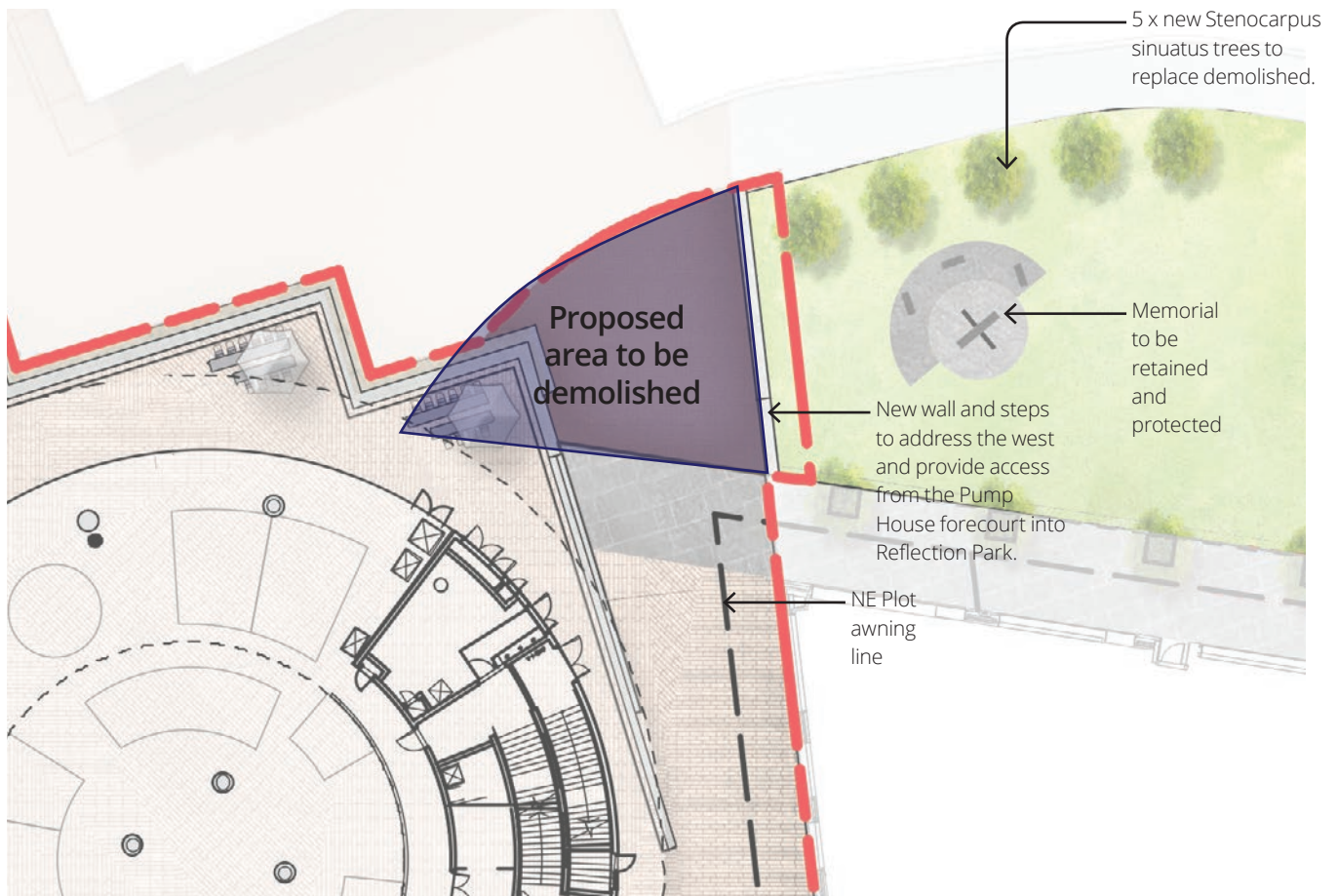


Figure 11: The revised northern steps

3. The Northern Steps

The revised northern stairs are a significant improvement to the public domain, creating a true plinth for the N Plot and improving the public experience between the N Plot and The Pump House. The new stairs create more generous public spaces and seating edges, creating a natural amphitheatre to the Pump House and acting as a sun trap for the northerly aspect.

The Northern Steps will include a combination of fixed and moveable furniture of robust materials suited to the food and beverage uses of the adjacent N Plot. Fixed umbrellas will provide shelter from the northerly sun and inclement weather. See image to the right for example.

The design of the northern steps has been developed since the submission of the DA in March 2016. This design update has been coordinated with the civil engineers in order to ensure that the changes to the stair do not adversely affect the flooding levels surrounding the Darling Square site. Refer to the civil engineer's report for a more detailed analysis of the impact of the northern stairs on the flooding levels surrounding the Darling Square Site.

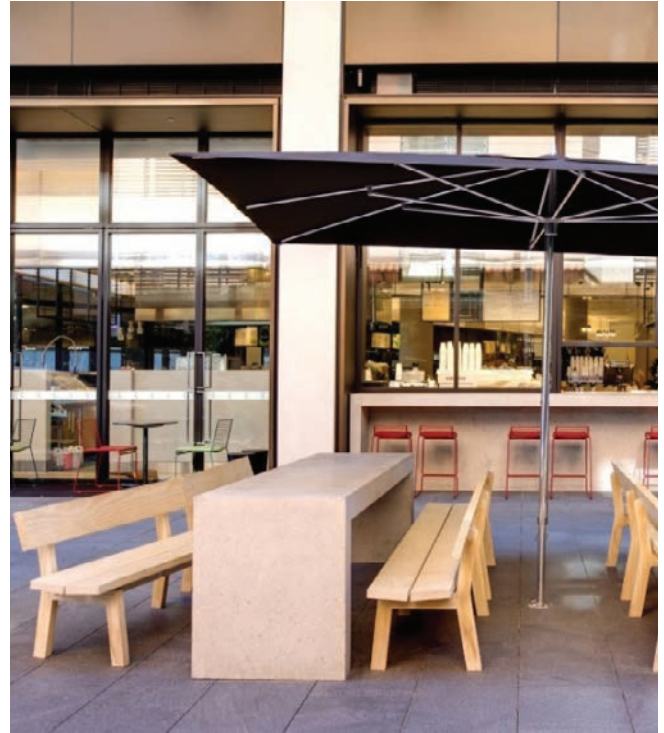


Figure 13: Indicative fixed public furniture and fixed umbrellas to northern steps

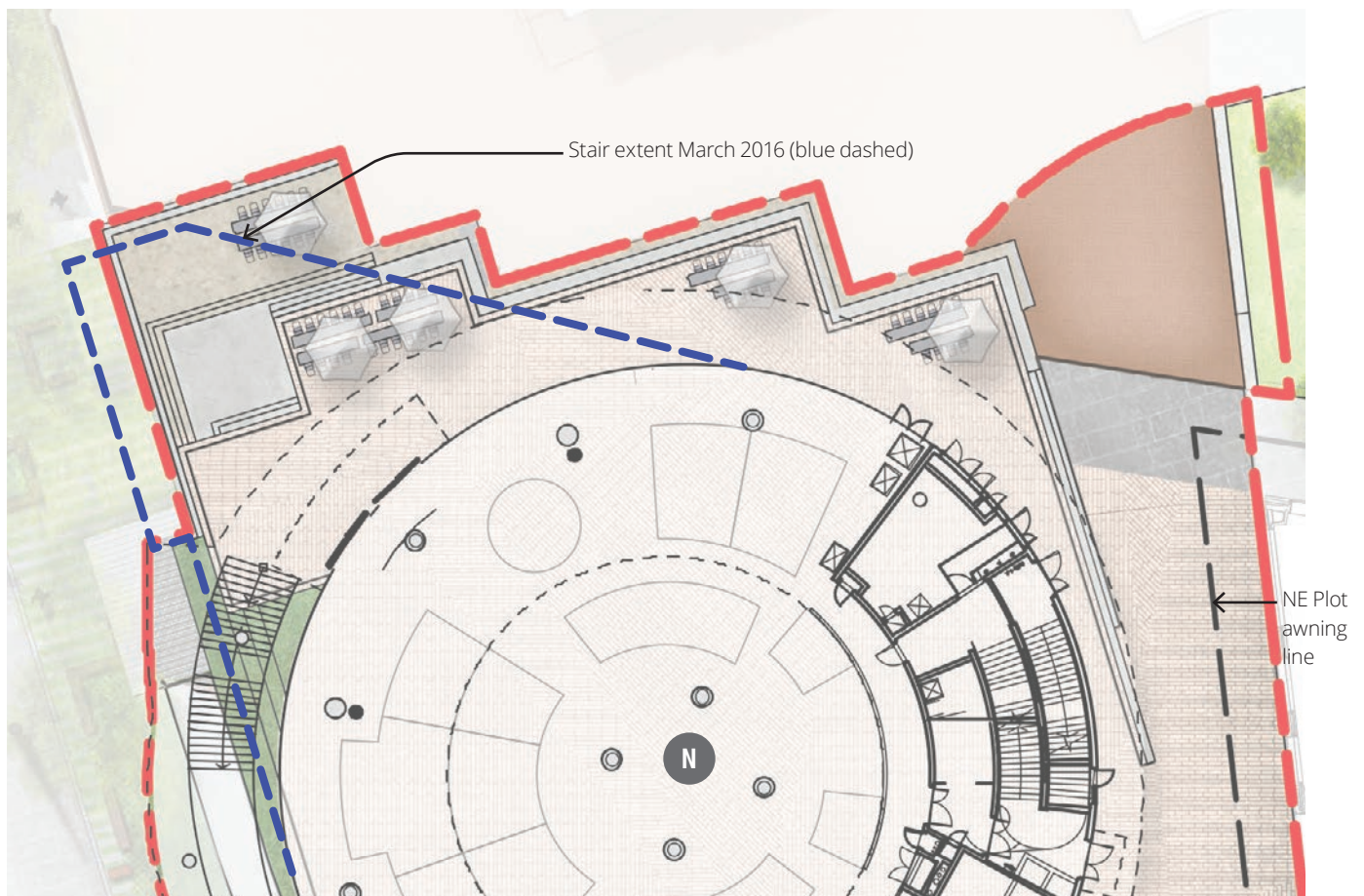


Figure 12: The revised northern steps

4. Public Seating

Public seating is proposed across The Square and The Northern Steps. This seating will be accessible to all users of the public domain.

The diagram below illustrates proposed areas of public seating. This report and associated drawings seek approval for the proposed fixed, public seating as shown below. Indicative locations of possible retail leased furniture are shown however approval is not sought in this application and will be subject to future approvals.

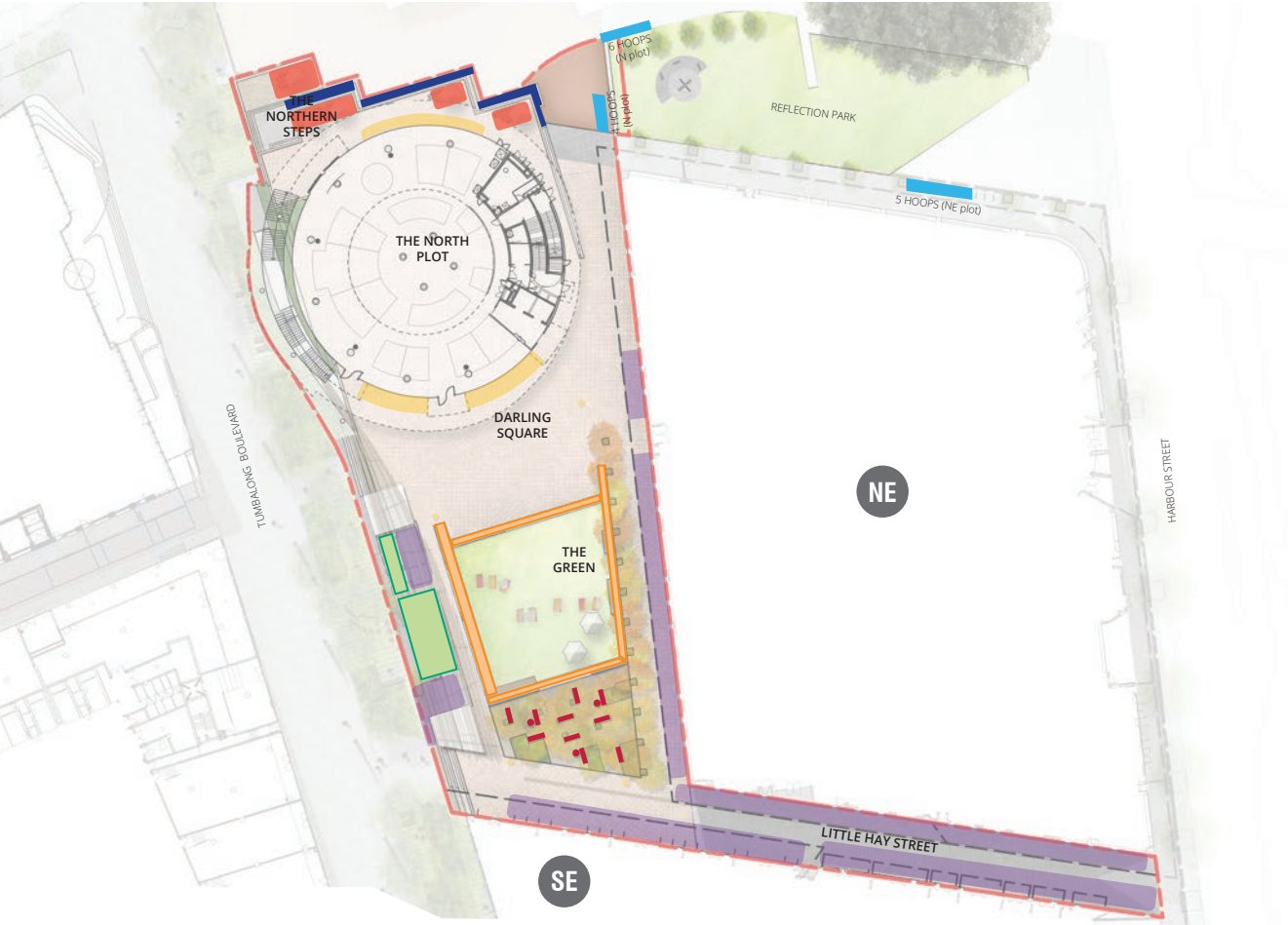
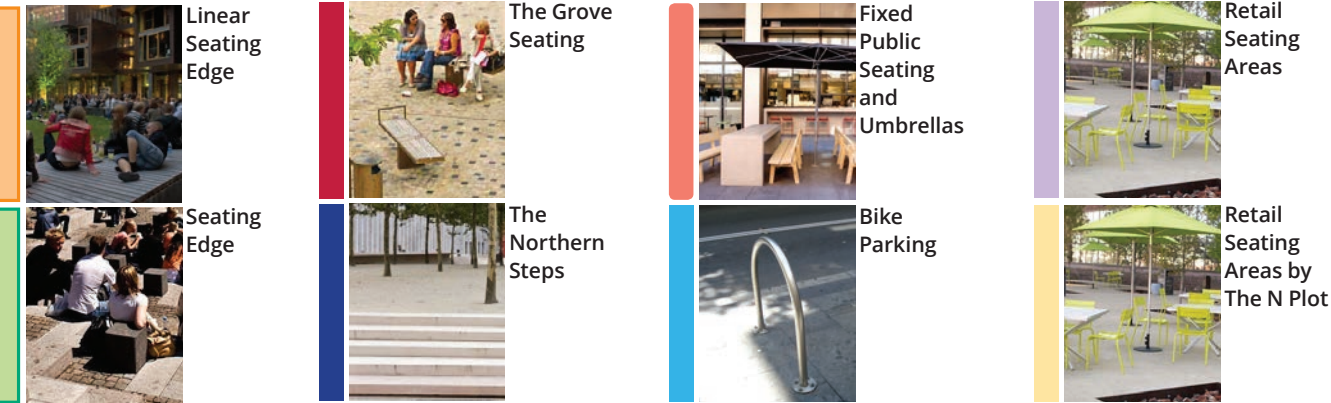


Figure 14: Public furniture in The Square

5. The Ramp

The ramp access from the Boulevard to The Square was previously located on the western edge of The Square, between the retail pods. This location was an inefficient use of space, dedicating a significant area of public seating edges to circulation.

Following the submission of the DA in March 2016, the ramp was relocated to adjacent the N Plot. The revised location allows users of all abilities to access The Square from the north of the N Plot in a more direct way. The new ramp location is highly visible from the north and the south. The new ramp is also better integrated into the square and building edge so it reads as fundamentally part of these elements.

The ramp is envisaged to be a lightweight structure that rises gradually up through the planting in The Boulevard. It is overlooked by the ground floor of The North Plot, increasing safety, and provides a simple and clear path of movement between the two spaces. It will have a grade gentler than 1:20 and will include handrails and 150mm high kerb rail to either side in accordance with the walkway requirements outlined in AS1428.1(2009).



Figure 16: Indicative section through ramp

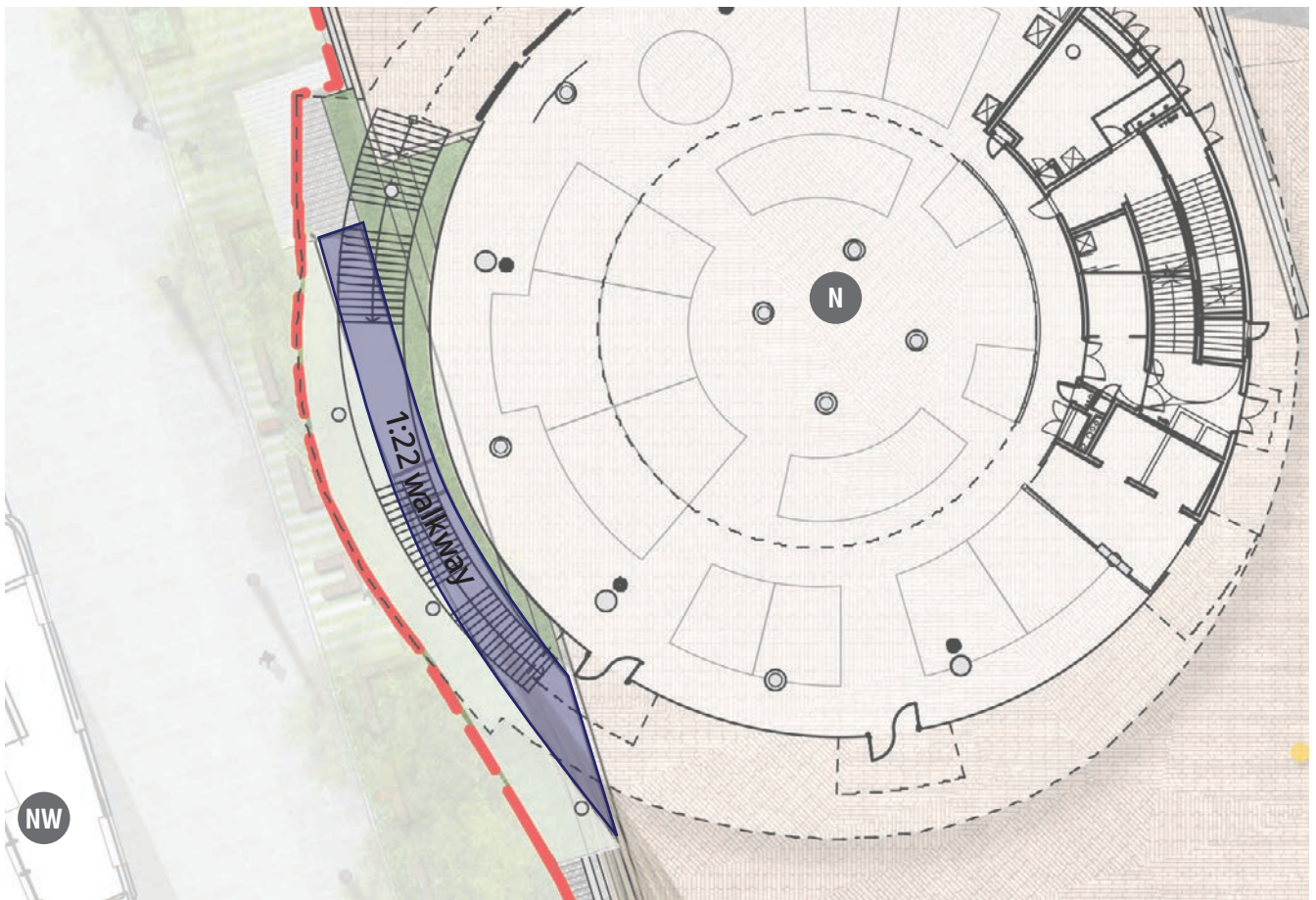


Figure 15: Revised ramp access from The Boulevard to The Square

6. The Western Edge

The removal of the ramp from the western edge of the Square, provides opportunity to create a much more usable, permeable and public series of spaces.

The edge will be situated under the green canopy of the N Plot. The western edge will be a series of feathered and planted terraces, providing ample seating edges to transition between The Boulevard and The Square, and also providing a platform for watching the passing activity of The Boulevard. The retail pods, positioned at either end of the edge, anchor the space and provide activation opportunities and reasons to linger in the space.



Figure 17: Integration of planting and steps



Figure 18: Integrated planting and steps

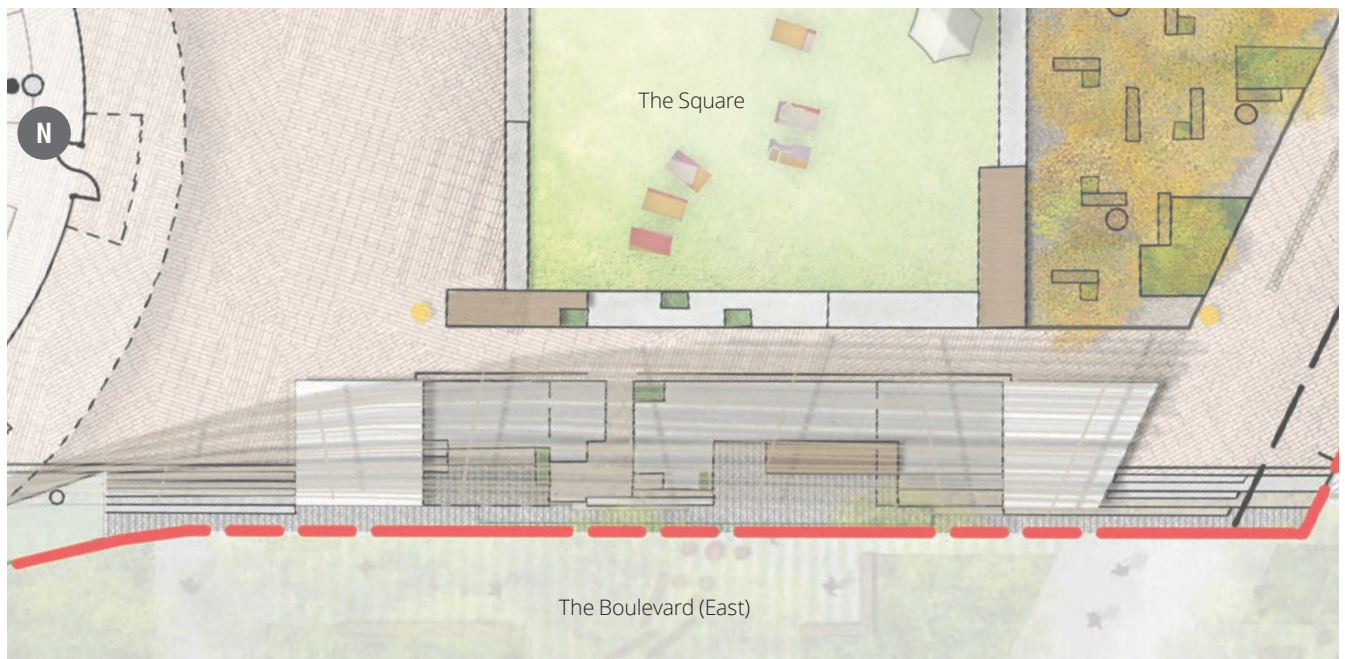


Figure 19: Design Amendments to the western edge

7. Water Feature

The water feature proposed in the original DA submission was envisioned as a large cluster of jets. These have been removed from The Square to ensure maximum flexibility for weekend markets and to de-clutter The Square.

The Steaming Ahead theme will be addressed through integrated interpretive elements such as paving inlays in The Square and Little Hay Street and the naming of Steam Mill Lane.

8. Heritage Interpretation and Public Art

The heritage interpretation themes that will be interpreted in Darling Square are taken from the Heritage Interpretation Report by TKD.

In the March submission of SSDA10 a water feature was proposed at the north-eastern corner of the turf area. It had been proposed that the water feature would be used in part to interpret the Steaming Ahead theme, as well as form part of the public art strategy. The Steaming Ahead theme will be addressed through interpretive elements as indicated below.

Each of the themes outlined in the heritage interpretation report by TKD are still proposed to be interpreted throughout the site.

The themes and proposals are illustrated in the table below:

Heritage Interpretation Themes and Proposals

Item	Description	Response	Location
1	Gathering Cockles: the natural history of Darling Harbour	- Local plant species mixed amongst exotic species will celebrate the natural realm of Darling Harbour prior to European settlement. - Paving inlays will interpret the site's pre-European history.	The Boulevard
2	Steaming Ahead: innovations and industry, power to the people	- Paving inlays will allude to the former location of Dickson's millpond dam wall. - The naming of Steam Mill Lane references this theme.	Little Hay Street
3	Skill, Sweat and Toil	The existing memorial to workers killed at work (Memory Lines, 2004 by Ingrid Skirka), and its accompanying interpretative plaques will remain in Reflection Park.	Reflection Park
4	The Marketplace	- The proposed Darling Exchange, which is devoted to community use, includes a market on its ground floor, reminiscent of the Producer's Market of the 1930s. - The Market Square weekend markets will recall the area's historical narratives of trade and exchange.	The North Plot The Square
5	Migration	The ethnic and cultural diversity in Sydney will be interpreted in the extension of Little Hay Street and Steam Mill Lane with interpretive inlays and/or signage.	Little Hay Street Steam Mill Lane

9. Public Art

The public art proposal is outlined on page 14076-SSDA10(RTS)-18 of the accompanying drawing set.

1. The Darling Exchange

The visual dominance of the curved facade of The Darling Exchange will be the centrepiece to The Square. It will act as a landmark for the precinct and draw visitors into the space. It is not proposed to compete with the presence of The Darling Exchange by introducing additional visual clutter to the ground plane with additional public artworks. Instead, heritage interpretation, beautiful furniture and fine detailing will create human scale and a natural draw to The Square itself.

2. Steam Mill Lane

Steam Mill Lane is subject to a separate approval and is not proposed to change from the March SSDA10.

3. Little Hay Street

A public artwork is proposed for Little Hay Street. As an extension to an existing street that connects to the heart of China Town, the artwork will play a significant role in drawing pedestrians into The Square from the east.

The geometry and alignment of Little Hay street creates an interesting forced perspective view which the artists will be encouraged to take advantage of. The character of the artwork is proposed to be vibrant and joyful, with potential to use the forced perspective to present a layered work.

The artwork will recognise the vibrant surrounds and enhance the visual interest and diverse character of the lane and use colour, lighting and content to create visual interest.

4. Heritage Interpretation

In ground paving inlays representing heritage interpretation themes outlined on the previous page will contribute to the layered and finely detailed quality of The Square. These elements will be human in scale and not detract visually from The Darling Exchange.



Figure 20: Creating a spatial gradient

4. Condition B4A

This section responds to Condition B4A.

The Boulevard

One Gesture, Many Personalities

The Boulevard is a significant public gesture, providing a continuous, pedestrianised, 20m wide link from Cockle Bay to Hay Street and in the future to Central Station (by others).

Despite being a single design gesture, the Boulevard has many personalities, responding to its immediate context as it travels from north to south. Figure 13 (below) illustrates the spatial gradient across the DHL and Darling Square project as it caters for different uses whilst Figure 14 (over) illustrates the three primary personalities of the Boulevard as it extends from Cockle Bay to Central Station.

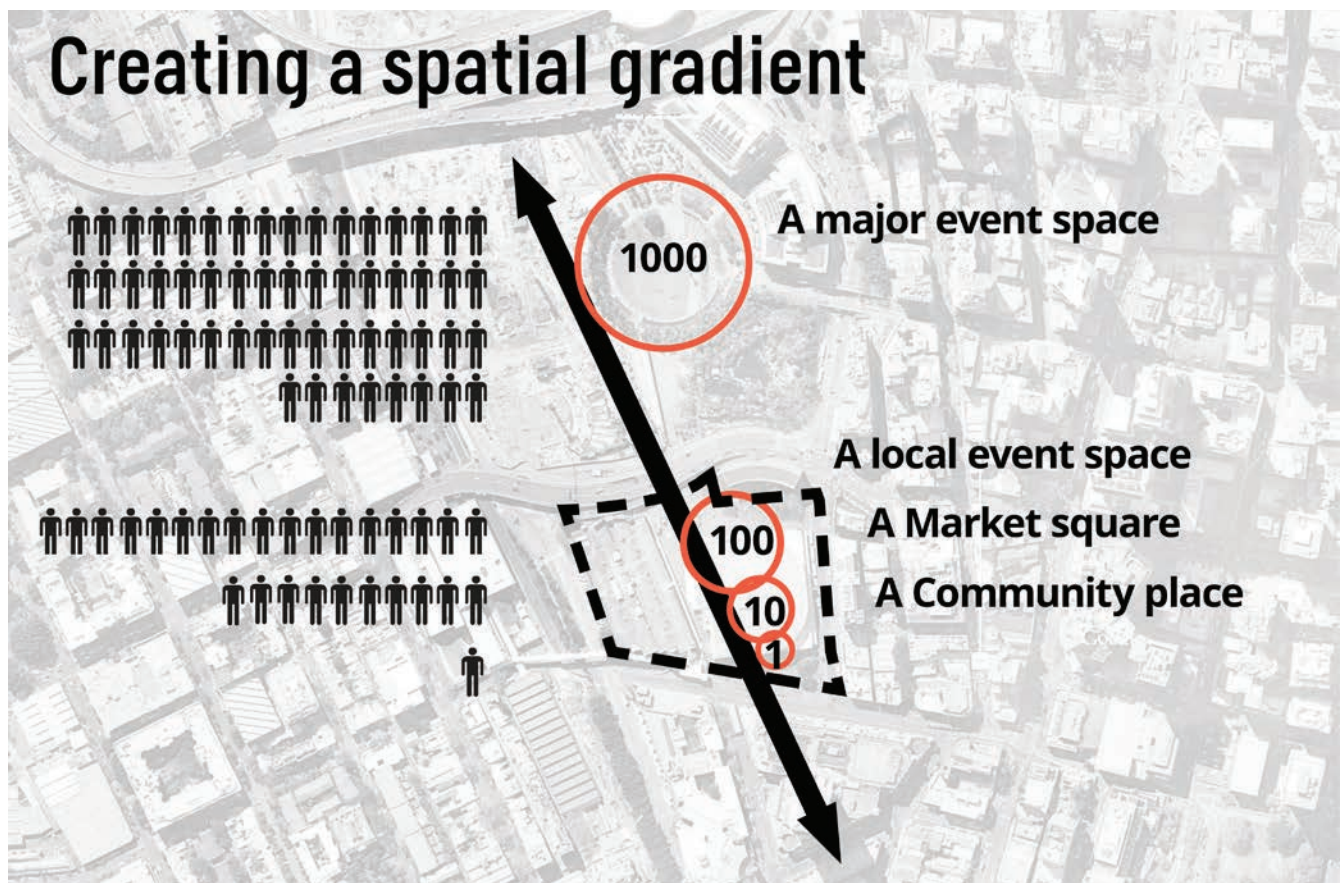


Figure 21: Creating a spatial gradient



Figure 22: Character of The Boulevard

Response to Condition

Minor encroachments of the North Plot into the 'uninterrupted minimum 19 metre building separation' may be considered where it has been demonstrated that:

- **the encroachment does not restrict pedestrian sightlines looking north and south along the boulevard at the western extent of the North Plot building;**

From a public domain perspective the accessible ramp is the only encroachment on the boulevard and has been designed as a low lying element that sits below eye level and does not restrict pedestrian sightlines looking north and south along the boulevard. Refer to Figures 18 and 19. The ramp has been designed to hug the north plot building creating a seamless connection between the boulevard and darling square.

The 9m also contains understorey planting and seating areas which encourage pedestrians to inhabit the space rather than merely pass through which corresponds to the spatial gradient of Darling Square (being 1-100 people), reinforces the neighbourhood character of the space and offers shady areas to sit and dwell forming an edge to the square at the scale of the person. Refer Figure 16.

- **pedestrian connectivity along the boulevard is not adversely affected;**

Pedestrian connectivity has been enhanced from the original DA by shifting the DDA switchback ramp from being wedged between the two retail pods to skirting the western edge of the north plot. This frees up pedestrian movement between the Boulevard and The Square whilst enhancing pedestrian flow along the Boulevard. Refer to figure 28. Refer to Design Amendment 3 for further details.

- **the perception of openness and width of the boulevard is maintained from a pedestrian perspective;**

A datum of approximately 1m has been created for the ramp and any low level planting and furniture, to maintain the perception of openness. The ramp requires an open handrail for DDA access that has been designed to maintain the feeling of openness.

- **any encroachments are designed to be lightweight and visually permeable; and**

The ramp is a lightweight element that is open underneath, minimising its visual weight and maintaining consistency with the lightweight character of the stair above.

- **any encroachment does not result in an unacceptable visual pinch-point along the boulevard.**

The ramp closely hugs the north plot and as it follows the shape of the building does not create a visual pinch-point along the boulevard. In particular congestion is unlikely to occur due to the linear shape of the ramp that flows with the flow of pedestrians walking in a straight line. It is not a switch back ramp.

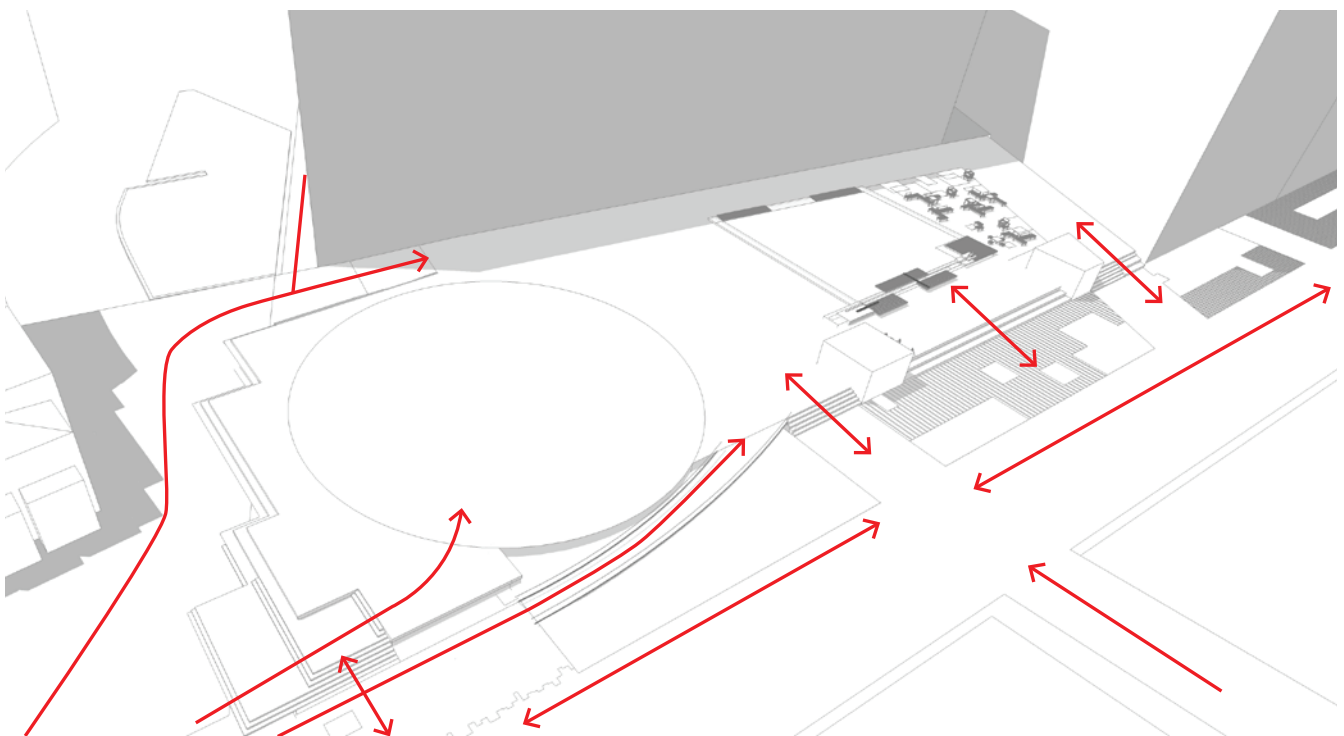


Figure 23: Circulation