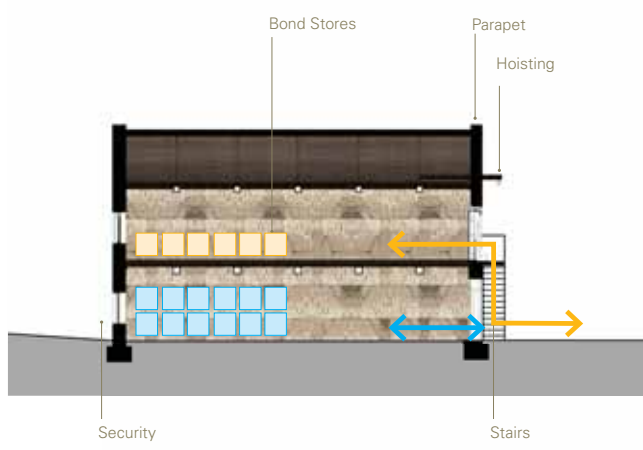
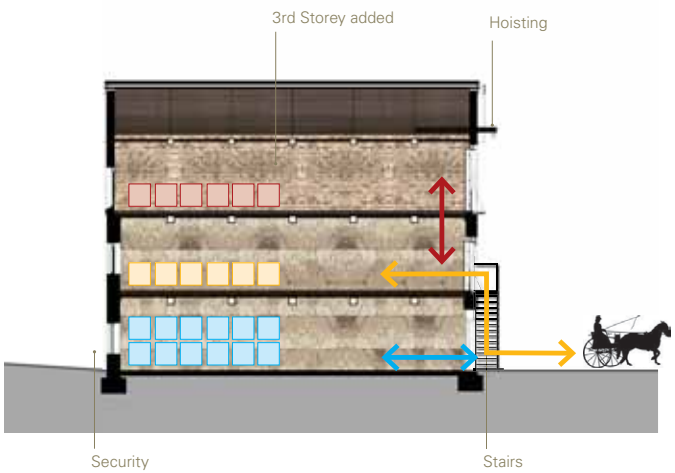


1915 Bay 10-11 altered for Hickson Road extension
 1958 Bay X Demolished for Overseas Terminal Roadway
 1970-2015 Bays 1-11, 3 storeys retained



1851-1880



1882-1887

2.3.1 Building Timeline

Originally constructed in 1851 as a 2 storey warehouse, the building has been extended and expanded over the course of its history to reach its present configuration.

The building has largely functioned as a bonds store, divided into separate compartments that were individually secured (refer diagrams, left). It has subsequently been converted into a Government Printers Building, film store and finally, adaptively re-used and renovated in the 1980's into premium restaurants. This usage has been retained to the present day. Several significant adaptations have occurred over this time including:

- _An addition of third storey (1882)
- _alteration of Bay 10-11 to make way for Hickson Road (1915)
- _Demolition of Bay 'X' to make way for the overseas terminal roadway (1958)
- _Regrading of Hickson Road and conversion of Hickson Road windows to doors (1970s)
- _Enclosure of seating area and pedestrianisation of promenade area (1988 bicentenary)

2.4

Site 1970-80's Refurbishment



Figure 2.4.1 Campbell's Stores 1980



Figure 2.4.2 Campbell's Stores from south during construction of the southern ventilation stack



Figure 2.4.3 Campbell's Stores ground floor, with flooring removed



Figure 2.4.4 Campbell's Stores Bay 11, with all floors removed



Figure 2.4.5 Campbell's Stores 1970 with stack & chimney



Figure 2.4.6 Campbell's Stores 1970 showing windows and new doors

2.4.1 1970-1980s Refurbishments

Conservation restoration works were undertaken to the stores in the 1970's, and subsequently adaptively reused as restaurants in the 1980's. Bays 10-11 were substantially remodelled during this period (refer photos above) to make way for the 'Italian Village'. Prior to this time, these bays had been used for a government film store, with significant exhaust stacks extended above the roof height to accommodate the ventilation requirements (refer photo, left).

At this time, access was provided from Hickson Road by converting some of the windows into doorways at a number of bays. Ventilation and exhaust systems were introduced via a back-of-house tunnel under the Hickson Road pedestrian footpath. These exhaust systems were reticulated to the north and south of the building, with stack risers expelling the air above the roof (refer photos, left).

Modifications were also made at this time to the ground conditions, via the introduction of concrete slabs to the ground floor. This has exacerbated the rising damp issues in the sandstone walls, by reducing permeability and sub-floor ventilation.

2.5

Site Existing Building

Exhaust Stack
inhibits pedestrian
access and visual
connection to
harbour

Heritage Building & dining
area is lower than the public
promenade and disconnected
from the public domain



Figure 2.5.1 Campbell's Stores 2015. Existing marquee structures block the view to the heritage building from the public promenade and cause degradation of the heritage facade.



Figure 2.5.2 Hickson Road is unactivated and unwelcoming - particularly at night-time.

- _ Poor address to the existing hickson Road Restaurants
- _ No Activation of the Footpaths
- _ Lost opportunity to draw pedestrian activity from George Street

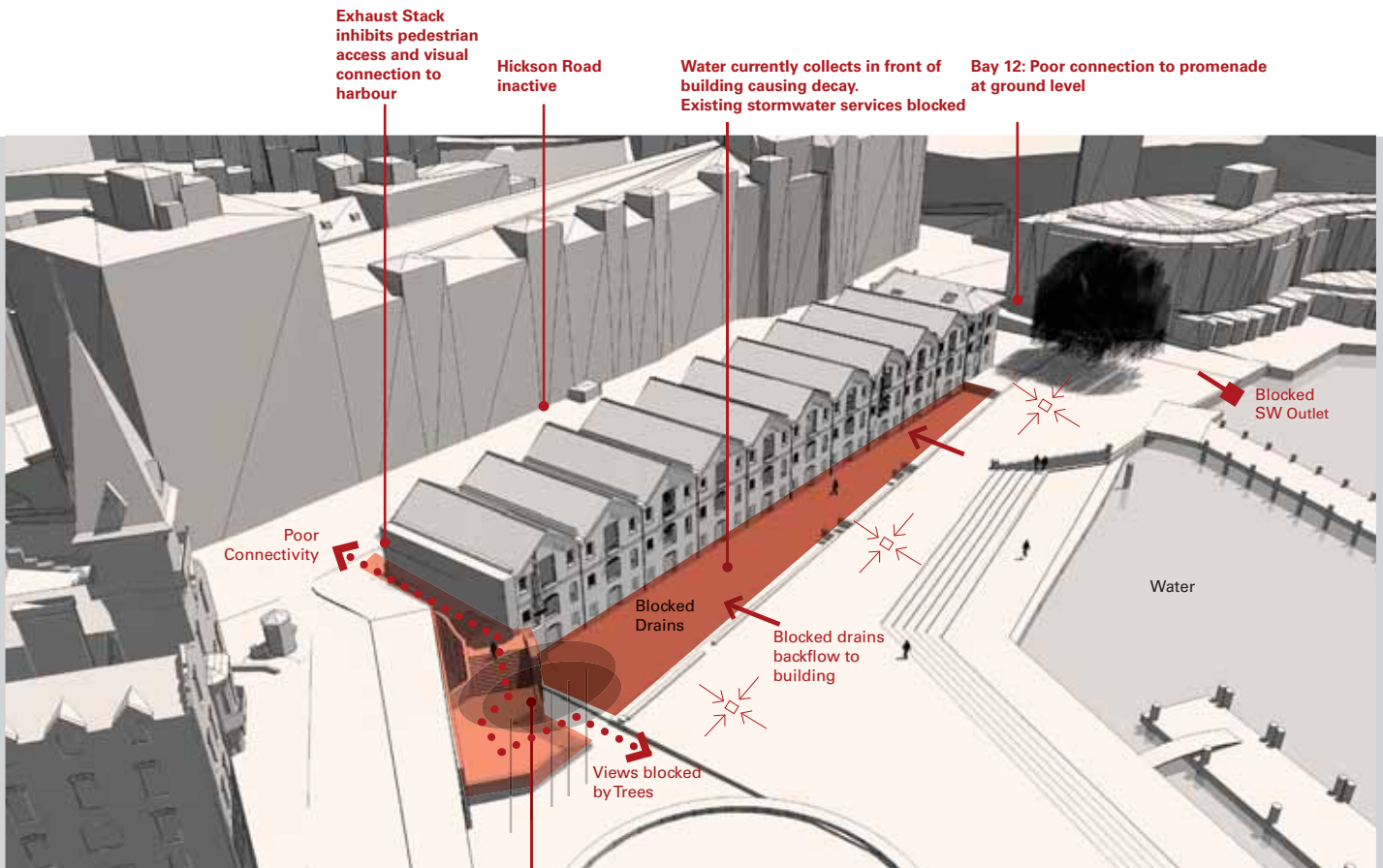


Figure 2.5.3 Diagram describing issues with existing building & public domain areas

Convoluted stairs break up connectivity with Hickson Road and The Rocks. Under utilised public space.

2.5.1 Existing Building Considerations

The building was remodelled for the 1988 bicentenary celebrations to include a new pedestrianised promenade, and expanded outdoor seating area. In time, this area was enclosed for weather protection via a range of marquees, shipping masts and vertical roll down blinds. Whilst successful as a venue, this gradual accretion of clutter has resulted in the building being isolated from the public domain, and the important heritage fabric being concealed from view - and in cases, further damaged due to poor water diversion off the marquee. Wash-down of the external area further exacerbating rising damp issues due to blocked storm water systems.

The interior of the building has similarly suffered over time due to the gradual accretion of components and services systems - the most obvious of which is the 1980's 'Italian village' intervention that largely conceals the original heritage fabric.

The night-time image along Hickson road promotes little activation of the street - leading to an unsafe perception.

For a more detailed analysis of issues associated with the existing building and surrounds refer Section 3.3.



Figure 2.5.4 Existing condition of the 'Italian Village' Bay 10 is an example of significant, and intrusive, renovations that have cluttered the existing space, and limited the appreciation of the existing heritage building.

2.6

Site Broader Context

Campbell's Stores is a pinch point and problematic connection along the foreshore walk



Figure 2.6.1 Campbell's Stores is a crucial linkage along the 'Cultural Ribbon' foreshore promenade. It is currently disconnected and a 'pinch point'

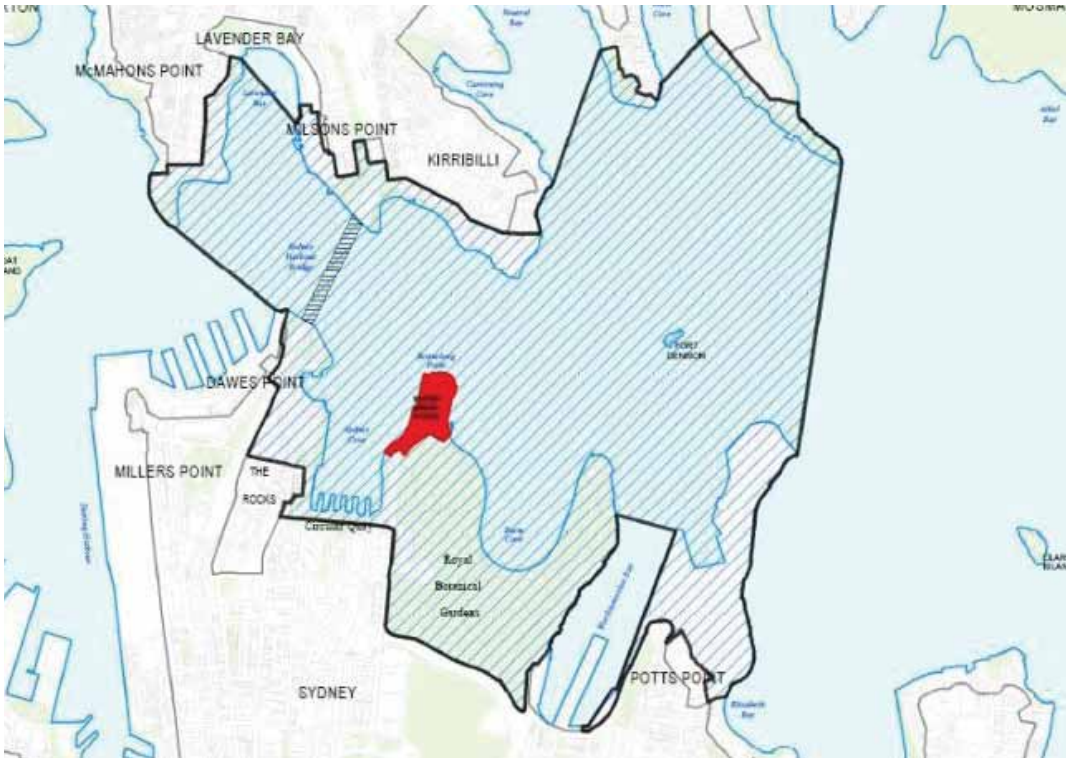


Figure 2.6.2 Campbell's Stores is within the Heritage View Curtilage of the World Heritage listed Sydney Opera House

Barangaroo
Headland Park and
future connections
through to Darling
Harbour

Dining Strip

Walsh Bay Arts
Precinct

Campbell's Stores can be
reconnected back into The Rocks to
re-activate, improve and influence
the surrounding precinct in a
positive manner



Figure 2.6.2 The Campbell's Stores project is critical part of a broader foreshore connection

2.6.1 Heritage Curtilage of Sydney Opera House

The Campbell's Stores project is within the visual curtilage of the Sydney Opera house. All new structures are designed to improve or be concealed from view from the Opera House Vantage Points.

For further detail refer to the Visual Impact Assessment, and the GBA Heritage Report

2.6.2 Connections to the City

The Campbell's Stores Buildings, situated in Campbell's Cove, are uniquely placed along the foreshore walk connecting the Botanical Gardens, the Sydney Opera House and Circular Quay to the Walsh Bay Arts Precinct and Barangaroo Headland Park.

The above diagram shows the 'area of influence' that this project has the potential to revitalise, via east-west connections to The Rocks, activating Hickson Road, and the Promenade.

Proposed Development 3.0

3.1

Proposed Development Aspirations



Vision Statement

“...Tallawoladah proposes to transform Campbell’s Stores into a world class dining precinct with boutique waterfront restaurants and flexibility to cater for convention cocktail parties and gala dinners. Integral to this proposal is the sensitive remediation of the stores buildings to conserve and return lost heritage qualities combined with iconic contemporary and inserted elements.”

Tallawoladah Vision for Campbell’s Stores



Figure 3.1.1 Campbell's Stores concept night image (provided by Tallawoladah)

3.1.1 Project Aspirations

The shared vision by SHFA and Tallawoladah is to revitalise the Campbell's Cove precinct by transforming Campbell's Stores into a world class dining precinct with boutique waterfront restaurants and flexibility to periodically cater for convention cocktail parties and gala dinners. Integral to this proposal is the sensitive remediation of the stores buildings to conserve and return lost heritage qualities combined with iconic contemporary and inserted elements.

This proposal reinforces SHFA's vision for Campbell's Cove to "make extraordinary places the world talks about by preserving and enhancing the intergeneration value of the State, heritage and cultural assets it manages" and aspires to revitalise and rebirth the precinct for the Sydney public, and tourist sectors.

The Tallawoladah proposal is designed to integrate with the Public Domain improvements proposed by SHFA, described within an associated planning application and design also by JPW.

3.1.2 Proposal

- Four central concepts guide the Tallawoladah proposal:
- (1) *Manage a cohesive, integrated precinct: the venue, retail and waterfront public domain areas.*
 - (2) *Provide a world-class tourism and cultural facility*
 - (3) *Place the guest experience in the centre of the project*
 - (4) *Create an event and after party convention experience that is unforgettably Australian;*

The Campbell's Stores redevelopment will be a focal and gathering point for the CBD and a broader area offering:

- _ Iconic and inspiring structures
- _ Sensitive remedial heritage work
- _ Flexibility to periodically provide for cocktail party capacity and dinner gala space for 2,000 guests;
- _ World-class waterfront restaurants
- _ A commercial driver for Sydney's visitor economy
- _ Hospitality jobs
- _ Public gathering spaces on the waterfront
- _ Re-engagement of visitors and locals with the Sydney Harbour.
- _ Activation of Hickson Road
- _ Improve pedestrian connections to waterfront from The Rocks precinct.

3.2

Proposed Development General Principles



Figure 3.2.1 Existing Cross Section of Typical bay, showing the cluttered service arrangement, finishes, planning and intrusive elements inside and outside the building fabric.

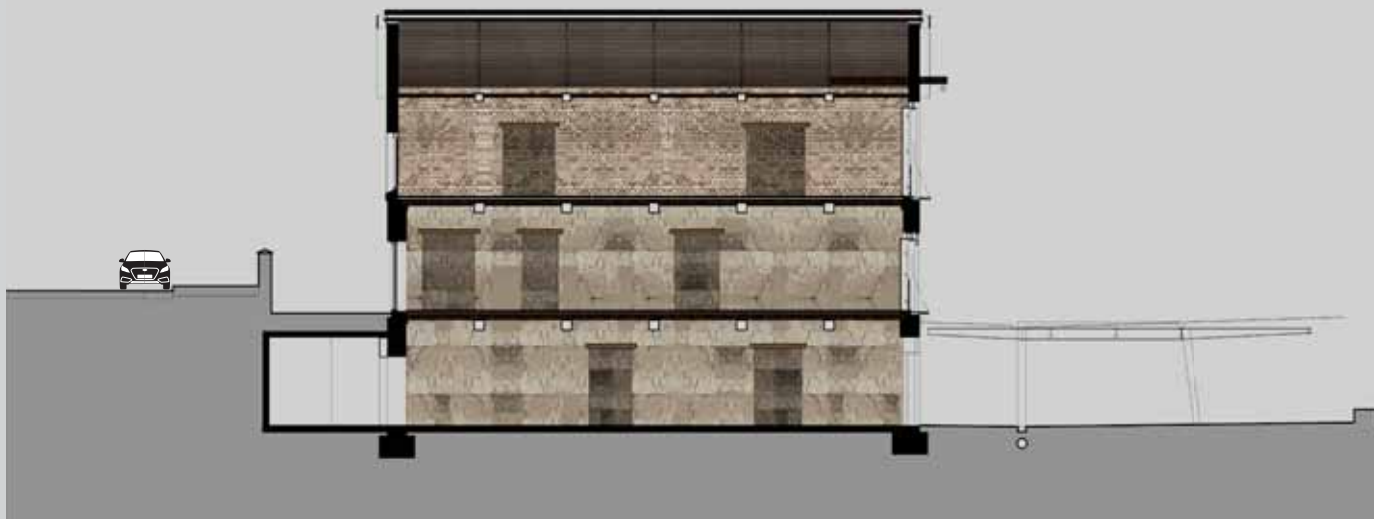


Figure 3.2.2 Proposed cross Section of Typical bay, stripped of existing services and finishes to reveal the original heritage fabric

3.2.1 General Concept Description

The guiding and fundamental tenets for the project are the principles of the CMP (outlined in section 2.1.4). In keeping with these principles, the starting point for the design has been to reinstate the existing building to the original heritage fabric - removing extraneous clutter to reveal the original building. The benefits of doing so are two-fold: revealing the original heritage fabric to public view and appreciation, whilst also providing access for ongoing conservation works. The objective is to help maintain the relevance of the building to future generations, and to enhance the heritage values and narrative. These works will comply with the CMP, conserving and adapting to best conservation principles.

A second key objective of the project is to rationalise the building servicing and amenities in order to minimise impact on the existing heritage fabric and appreciation of the original volumes and form. This principle is made possible by Tallawoladahs centralised management approach to servicing, waste removal, deliveries and maintenance. The building engineering systems have been designed to provide for future flexibility.

The design proposal is founded on 4 key principles:

- (1) Heritage Conservation:** Sensitively conserve & reveal the existing building to enhance public appreciation
- (2) Contemporary Insertions:** Articulate new elements as free-standing, contemporary insertions within the original fabric. Standardised, cohesive material palette throughout.
- (3) Services Rationalisation:** Consolidate and rationalise all services, amenities and circulation, with a centralised management approach.
- (4) Connectivity:** Improve and integrate the building with the public domain both physically and visually, by providing through-site links and equal-access opportunities.

3.3

Proposed Development Urban Form & Public Domain Improvements

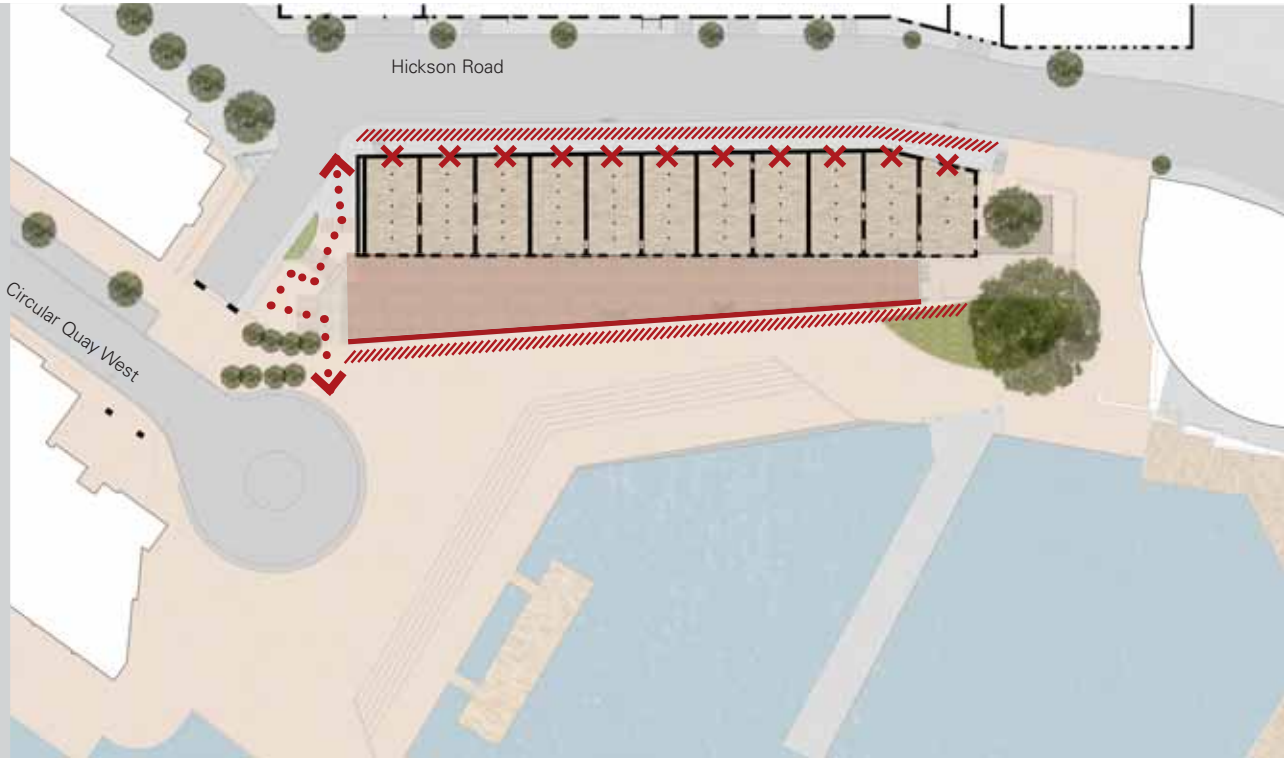


Figure 3.3.1 Existing Public Domain arrangement. The Public are disconnected from the building and foreshore



Figure 3.3.2 Proposed Public Connections and through-site links are designed to integrate the building with the fabric of the precinct

3.3.1 Connectivity of Public Space

A vital and active public space is a key objective of the “Hassell Public Domain Study”. This will be achieved via the activation of the edges of the building along Hickson Road with cafes and outdoor seating (*refer also section 4.5 of this report for further detail*); publically accessible links through the building connecting The Rocks area to the waterfront and an expanded dining area on the promenade. Opportunities exist to activate Bay 12 and the existing stairs with outdoor cafes also - providing full activation around the perimeter of the building.

Historical interpretation opportunities also exist (eg. Bay X, Bay 12 and the promenade historical shoreline) to provide interpretive elements in the ground plane in response to site archaeology and pre-existing shorelines in the area.

The objective of the public domain plan is to better connect the precinct with George Street, The Rocks and the Sydney harbour foreshore. This will have the added benefit of improving site safety, security and the night image and night economy of the area.

Proposed Development Urban Form & Public Domain Improvements

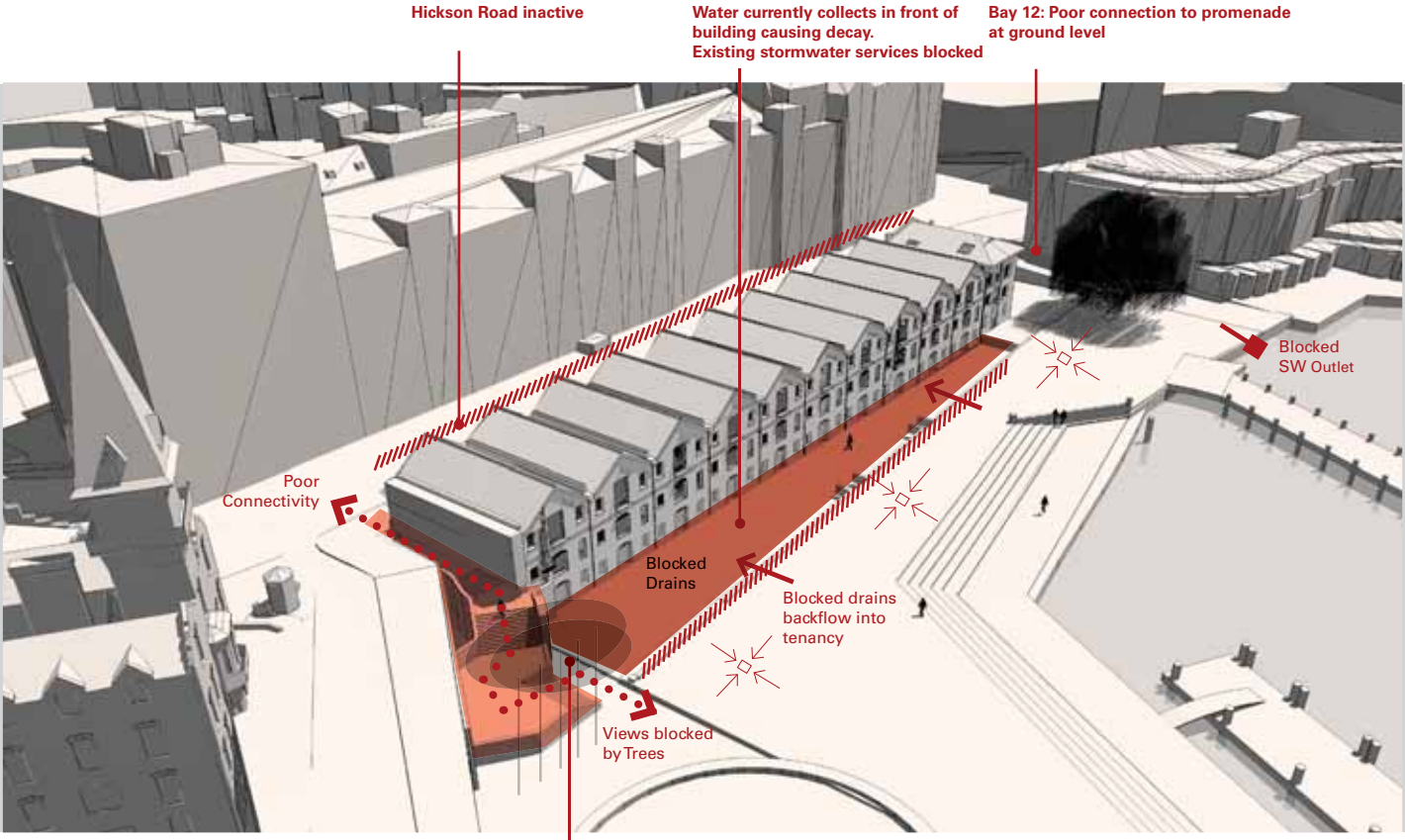
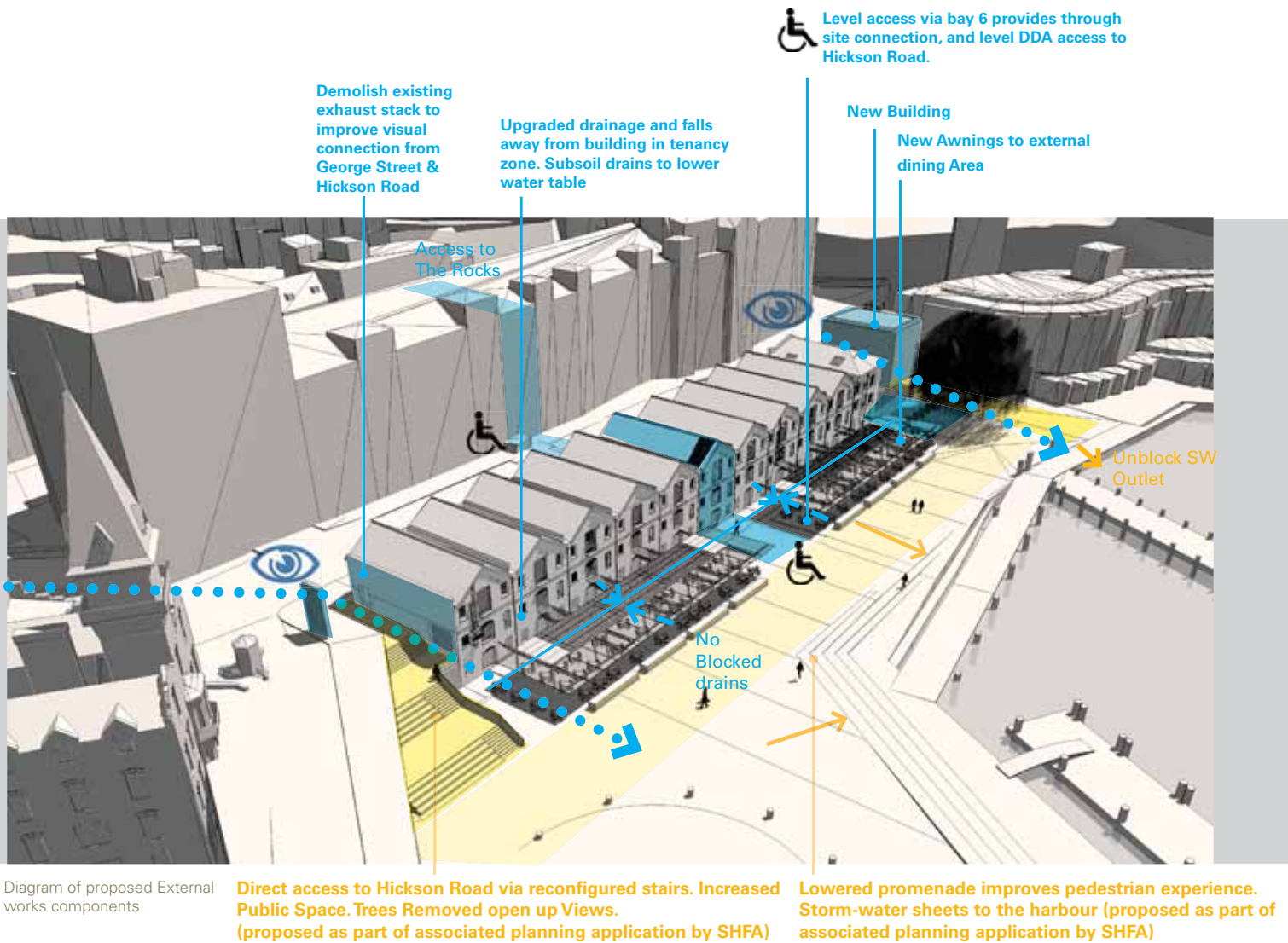


Diagram describing issues with existing building & public domain areas

Convoluted stairs break up connectivity with Hickson Road and The Rocks. Under-utilised public space.



3.3.2 External Works Improvements

The existing building has several technical issues that are to be addressed as part of the conservation and restoration; including the improvement of the external works drainage, provision of DDA wheelchair access and improved visual connectivity through and around the building:

(a) *Stormwater:* The existing configuration suffers from blocked drainage and poor ground conditions for stormwater drainage. These works, and associated, proposed works by SHFA on the promenade seek to address these stormwater drainage issues by upgrading in-ground and surface drainage.

(b) *Compliant DDA wheelchair access* will be provide via the through-site link and along the Hickson Road Frontage - enabling easy wheelchair access to the harbour, and throughout the building for the first time in the site's history.

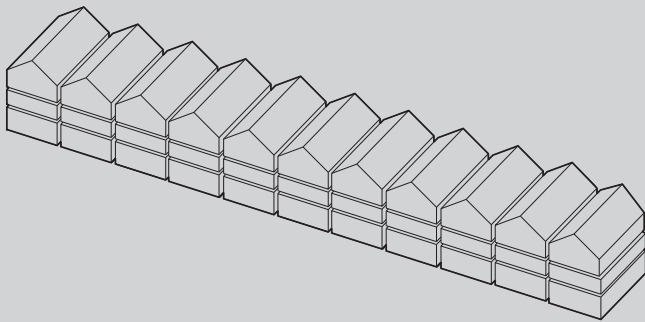
(c) *Visual Connections* from the city to the harbour will be provided via the removal of the existing exhaust stack riser

at 'Bay X' widen the pedestrian access route. Public access and visual connection will be provided underneath Bay 12 via a new terrace.

Refer also Section 2.5 for further commentary on the existing building, and Section 4.12 for commentary on Bay 12 and the public connections.

3.4

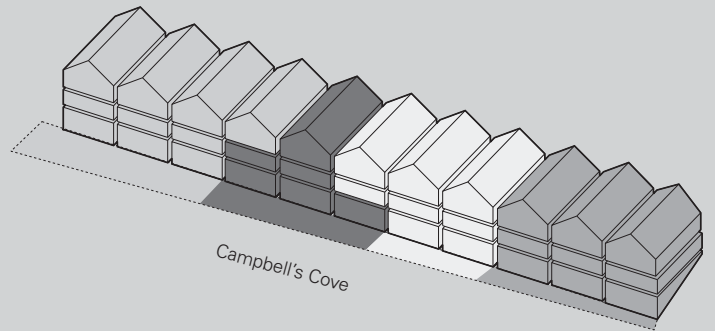
Proposed Development Tenancy Arrangement



HISTORIC TENANCY ARRANGEMENT
22 separately accessed compartments

3.4.1 Historic Tenancy Arrangement

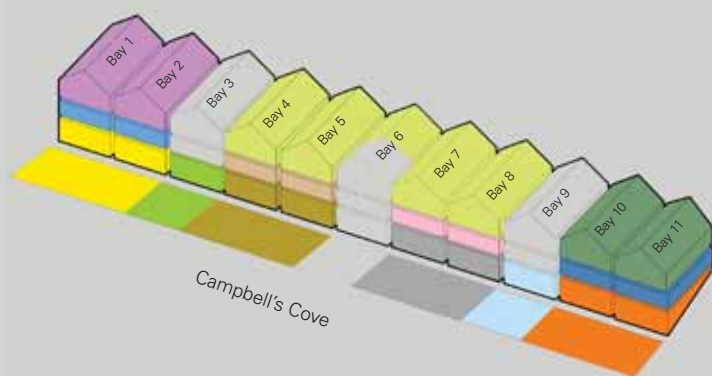
22 compartments separately lockable and accessed via stair.



EXISTING TENANCY ARRANGEMENT
4 Anchor tenants

3.4.2 Existing Tenancy Arrangement

4 major anchor tenants, with external dining areas to Campbell's Cove.



PROPOSED TENANCY ARRANGEMENT

13 separate tenants activating both Hickson Road and Campbell's Cove with external areas enlarged, and added to both sides of the building.

3.4.3 Proposed Tenancy Arrangement

Approximately 13 tenants (excluding Bay 12) with external dining/cafe areas on both sides of the building. The Hickson Road tenancies open out to the street to activate the presently empty streetscape. The Campbell's Cove-side tenancies open to an enlarged external dining area.

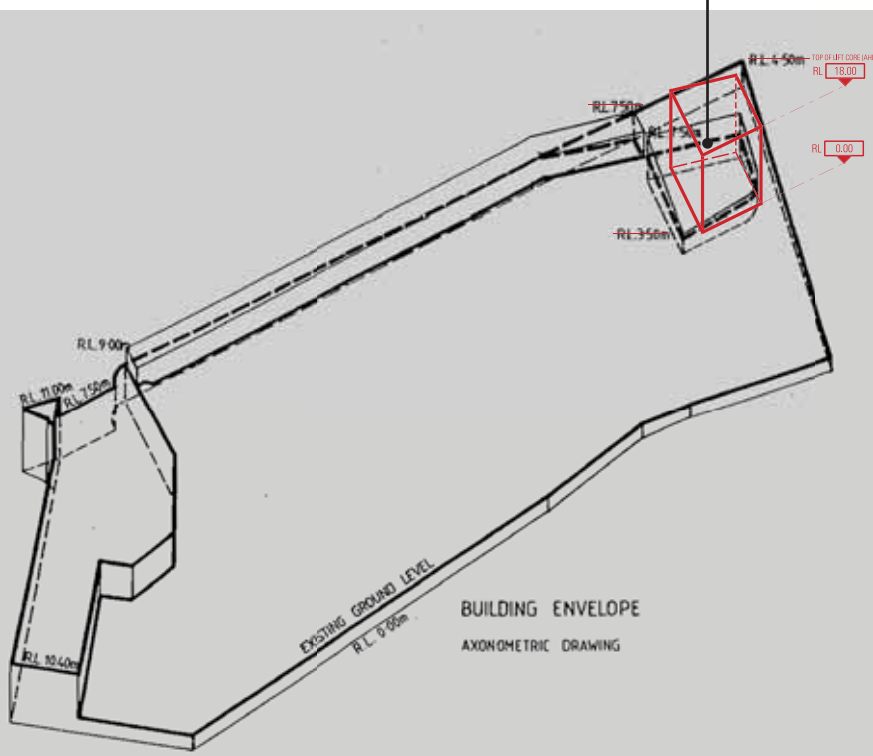
The increased number of tenants creates a 'finer grain' and greater variety of experience in the precinct than the existing situation. The increased number of tenancies is more consistent with the historic arrangement of 22 separate compartments.

A centralised approach to building services; guest amenities and back-of-house has reduced and rationalised the extent of intervention required.

3.5

Proposed Development SCRA Amendment

The highest point on the SCRA relates to the lift-core overrun and matches the height of the existing tree in this location.



PROPOSED SCRA Amendments highlighted in red over existing SCRA diagram, with RLs nominated

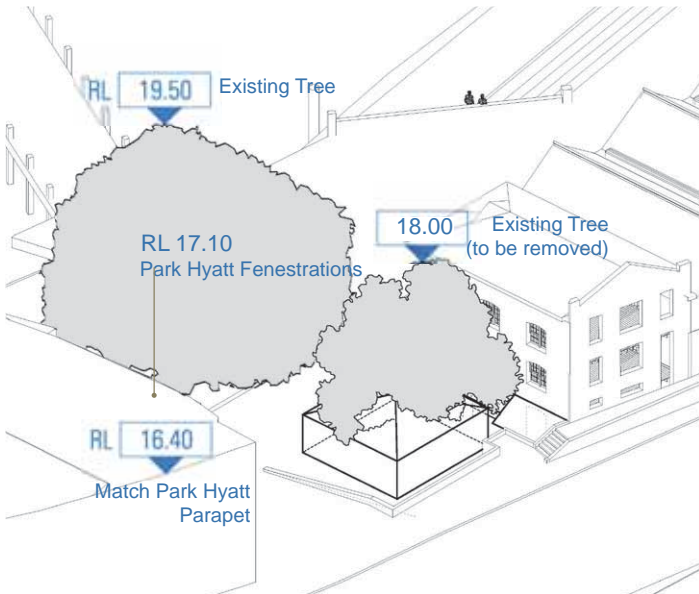


DIAGRAM SHOWING EXISTING RL's of Trees and surrounding buildings.

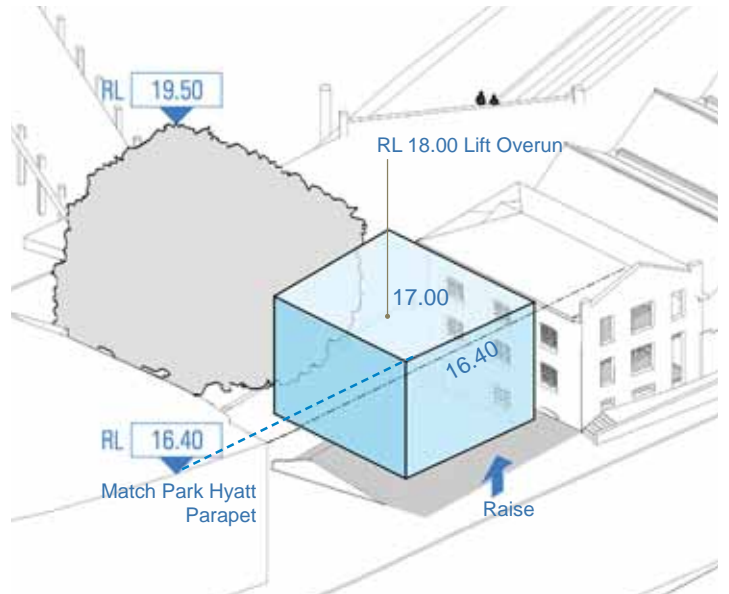
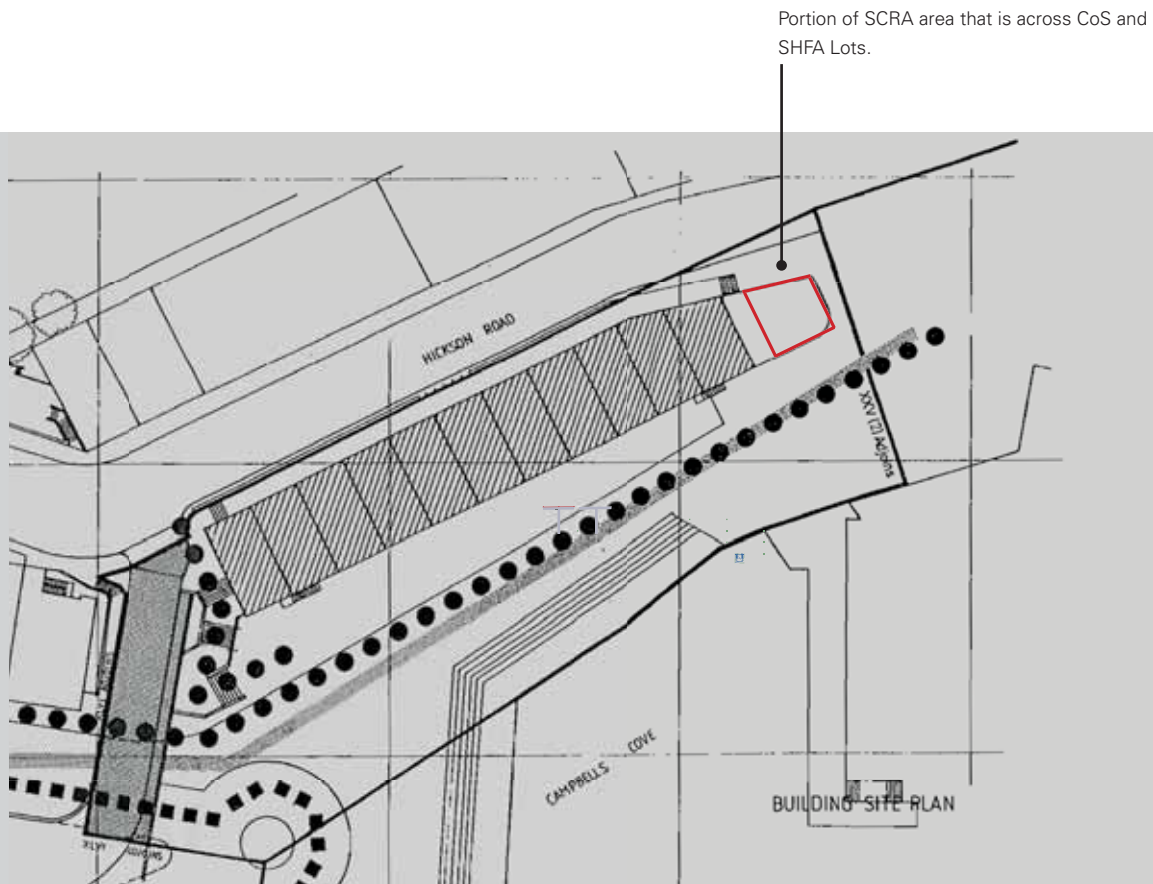


DIAGRAM SHOWING Proposed envelope of Bay 12 with relevant RL's



PROPOSED SCRA Amendments highlighted in red nominating plan envelope of building

3.5.1 Proposed SCRA Amendment

A SCRA amendment is proposed for the a building at Bay 12. The basis for the proposal is outlined in further detail in *Section 4.12 Bay 12*, of this report.

The new height is below the RL of the existing tree (approximately RL 19.50) which is of Heritage significance, and with a lifespan of up to another 100 years. The highest point of the new structure (the lift core overrun) will match the highest point of the existing tree that has been approved for removal (RL 18.00). The proposed SCRA height is therefore specifically related to the highest point of the lift core, with the predominant facade parapet set to match the Park Hyatt at 16.41. The top of roof will peak at RL 17.00 in a similar manner to the Park Hyatt roof and facade fenestrations. The proposed SCRA amendment is therefore considered so as to not reduce amenity from the existing configuration.

Further details on the heights and RLs of Bay 12 are provided in Section 4.12 of this report. Further details on the Fig Tree refer Section 4.11.

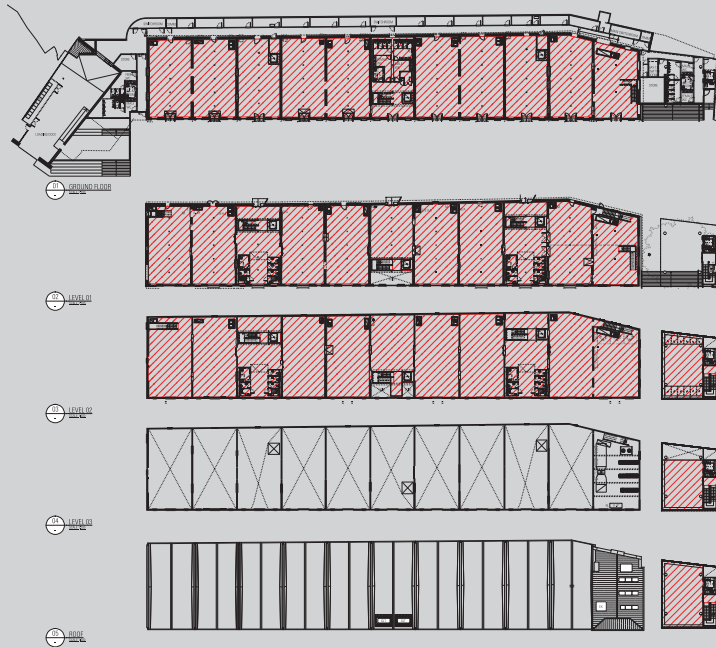
3.5.2 SCRA and Land Ownership

The western side of the SCRA relates to a future Lot boundary, currently under review between CoS & SHFA. The above diagram illustrates the location and extent.

Further details on the boundary and Bay 12 Design, refer Section 4.12 of the report, and Appendix 1: Architectural Drawings.

3.6

Proposed Development GFA & Land Use



GROSS FLOOR AREA

GROUND LEVEL-	1437.1m ²
LEVEL 01-	1384.5m ²
LEVEL 02-	1527.9m ²
LEVEL 03-	83.6m ²
LEVEL 04	106.3m ²
TOTAL -	4539.4m²

GFA Diagram

3.6.1 Proposed GFA

The GFA has been calculated with reference to the standard LEP as follows:

“Gross floor area means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- (a) the area of a mezzanine, and
- (b) habitable rooms in a basement or an attic, and
- (c) any shop, auditorium, cinema, and the like, in a basement or attic,

but excludes:

- (d) any area for common vertical circulation, such as lifts and stairs, and
- (e) any basement:
 - (i) storage, and
 - (ii) vehicular access, loading areas, garbage and services,

and

- (f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
- (g) car parking to meet any requirements of the consent authority (including access to that car parking), and
- (h) any space used for the loading or unloading of goods (including access to it), and
- (i) terraces and balconies with outer walls less than 1.4 metres high, and
- (j) voids above a floor at the level of a storey or storey above.”

The proposed GFA for the development is outlined in further detail in Drawings EA-A-9000 & EA-A-9001



Land-Use Diagram

3.6.2 Land Use

Definition of 'retail' under the provisions of the Standard LEP includes all of the uses envisaged for Campbell's Stores, including both food and beverage and general retail (shops) has been considered as per the following definition –

"retail premises means a building or place used for the purpose of selling items by retail, or hiring or displaying items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale), and includes any of the following:

- (a) bulky goods premises,
- (b) cellar door premises,
- (c) food and drink premises,
- (d) garden centres,
- (e) hardware and building supplies,
- (f) kiosks,
- (g) landscaping material supplies,
- (h) markets,
- (i) plant nurseries,
- (j) roadside stalls,

- (k) rural supplies,
- (l) shops,
- (m) timber yards,
- (n) vehicle sales or hire premises,

but does not include highway service centres, service stations, industrial retail outlets or restricted premises."

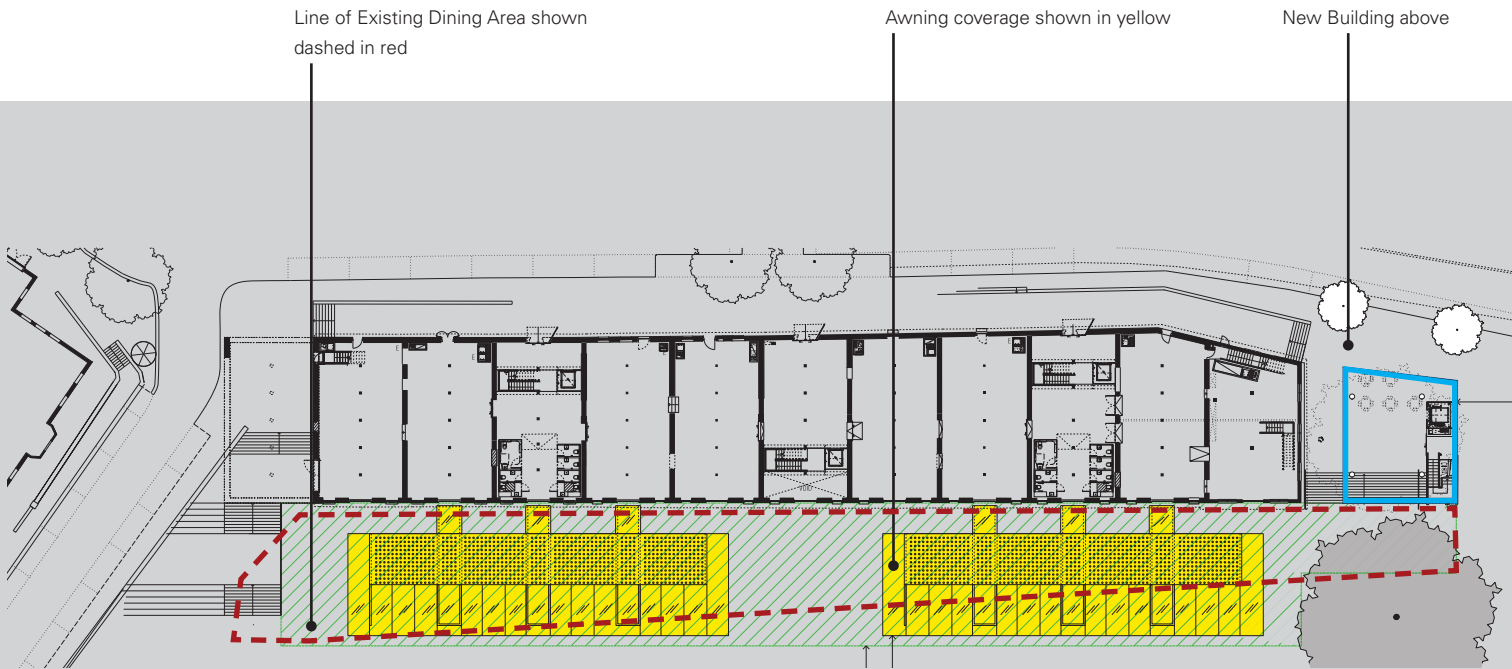
For further detail refer to Urbis' Report and Appendix 4.

Proposed Development Site Coverage

Existing Dining Area shown hatched
in green



SITE COVERAGE DIAGRAM: Existing Dining area configuration



SITE COVERAGE DIAGRAM: Proposed Dining area configuration & Bay 12 new building

3.6.3 Site Coverage

The above diagrams compare the basic differences between the existing and proposed schemes in terms of site coverage. These include: (a) the expansion of the outdoor dining area and; (b) a new building at Bay 12.

The site coverage definition provides that:

"Site coverage means the proportion of a site area covered by buildings. However, the following are not included for the purpose of calculating site coverage:

- (a) any basement,*
- (b) any part of an awning that is outside the outer walls of a building and that adjoins the street frontage or other site boundary,*
- (c) any eaves,*
- (d) unenclosed balconies, decks, pergolas and the like."*

For the purpose of this existing and heritage building, the above drawings nominated the locations. Refer to Architectural Drawings & Urbis' report for further details.