3.7

Proposed Development
Heritage Impact Comparison

DIAGRAM: Existing Plantroom Locations

DIAGRAM: Proposed Plantroom Locations

3.7.1 Heritage Impact: Existing vs Proposed Plant

The existing plantrooms are scattered throughout the building on a tenant-by-tenant basis.

The new, centralised management approach by Tallawoladah has allowed the proposed design to be much more efficient and centralised, by co-locating proposed kitchen locations (and therefore exhaust risers), amenties and consolidating the plant in the top level of Bay 11, and the loading dock. More efficient, modern plant equipment also contributes to the overall reduction in area and overall improvement in terms of the stress and impact on the existing heritage fabric. Further information on the existing condition, size and location of services penetrations will be visible upon the strip-out of the existing fitout.

For further detail refer to GBA Heritage Report, Section 4.14 'Building Engineering Services' and Appendix 4.

DIAGRAM: Existing Amenities Locations

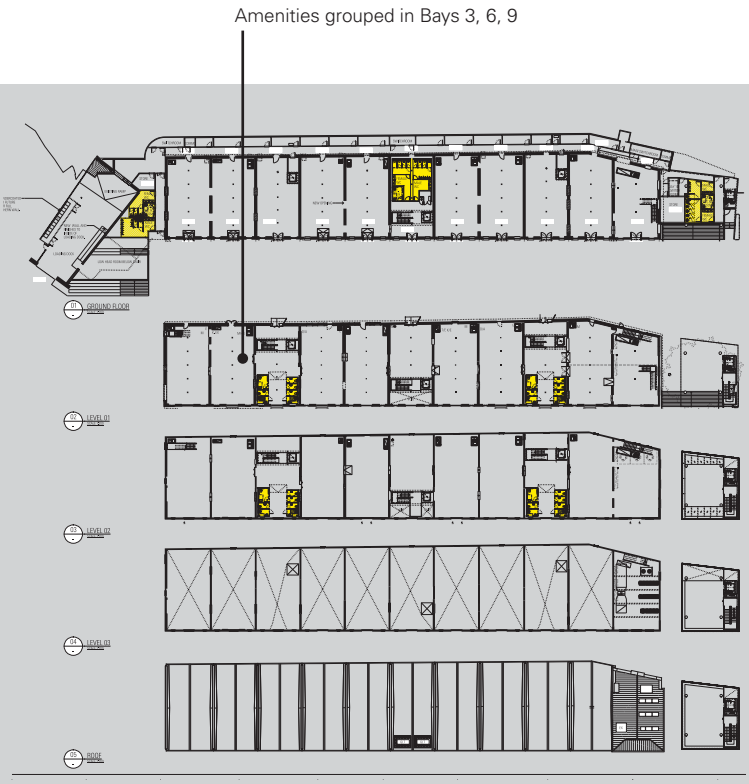


DIAGRAM: Proposed Amenities Locations

3.7.2 Heritage Impact: Existing vs Proposed Amenities

The centralised management approach allows the amenities to be consolidated into key locations, instead of arrangement on a tenant-by-tenant basis. This leads to an overall improvement and lessened impact on the heritage fabric.

For further detail refer to GBA Heritage Report, Section 4.9 'Amenities' and Appendix 4.

DIAGRAM: Existing Voids Locations

DIAGRAM: Proposed Voids Locations

3.7.3 Heritage Impact: Existing vs Proposed Voids

The existing voids and stair wells are currently arranged on a tenant-by-tenant basis - which has resulted in an ad-hoc arrangement of voids throughout the building. This is also due to the tenancies being over multiple floors. The new tenancy arrangement minimises this.

The new void arrangements are consolidated into Bays 3, 6 & 9, with a small interconnecting stair in Bay 11, where the heritage fabric has already been removed in a previous renovation. This arrangement provides an opportunity to interpret the heritage and returns most of the building to its original compartment arrangment.

For further detail refer to GBA Heritage Report and Appendix 4.

The servicing strategy anticipates future kitchen locations in these positions along the western wall

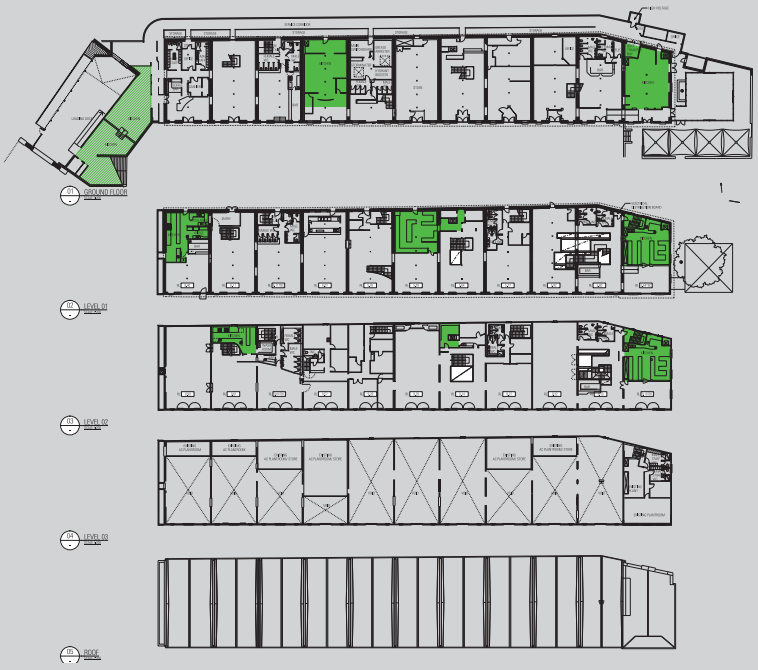


DIAGRAM: Existing Kitchen Locations

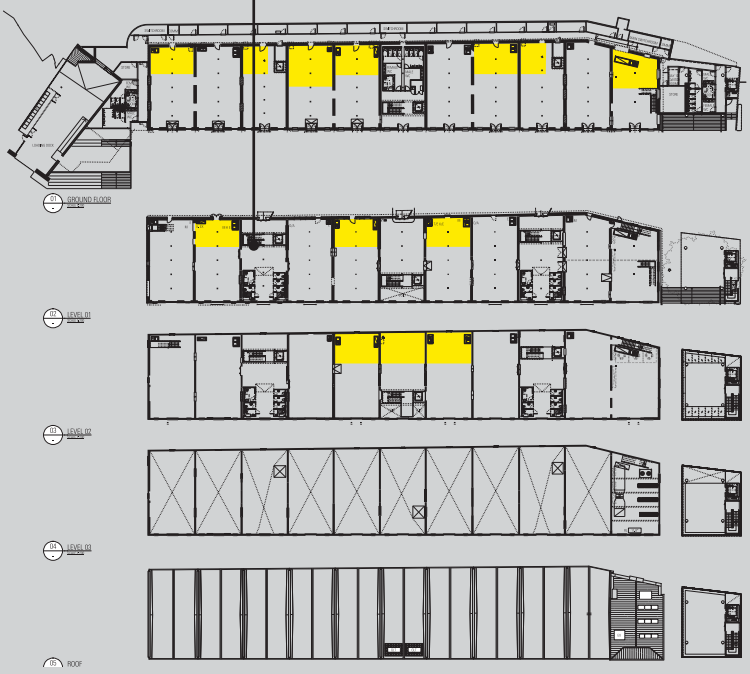


DIAGRAM: Proposed Kitchen Locations

3.7.4 Heritage Impact: Existing vs Proposed Kitchens

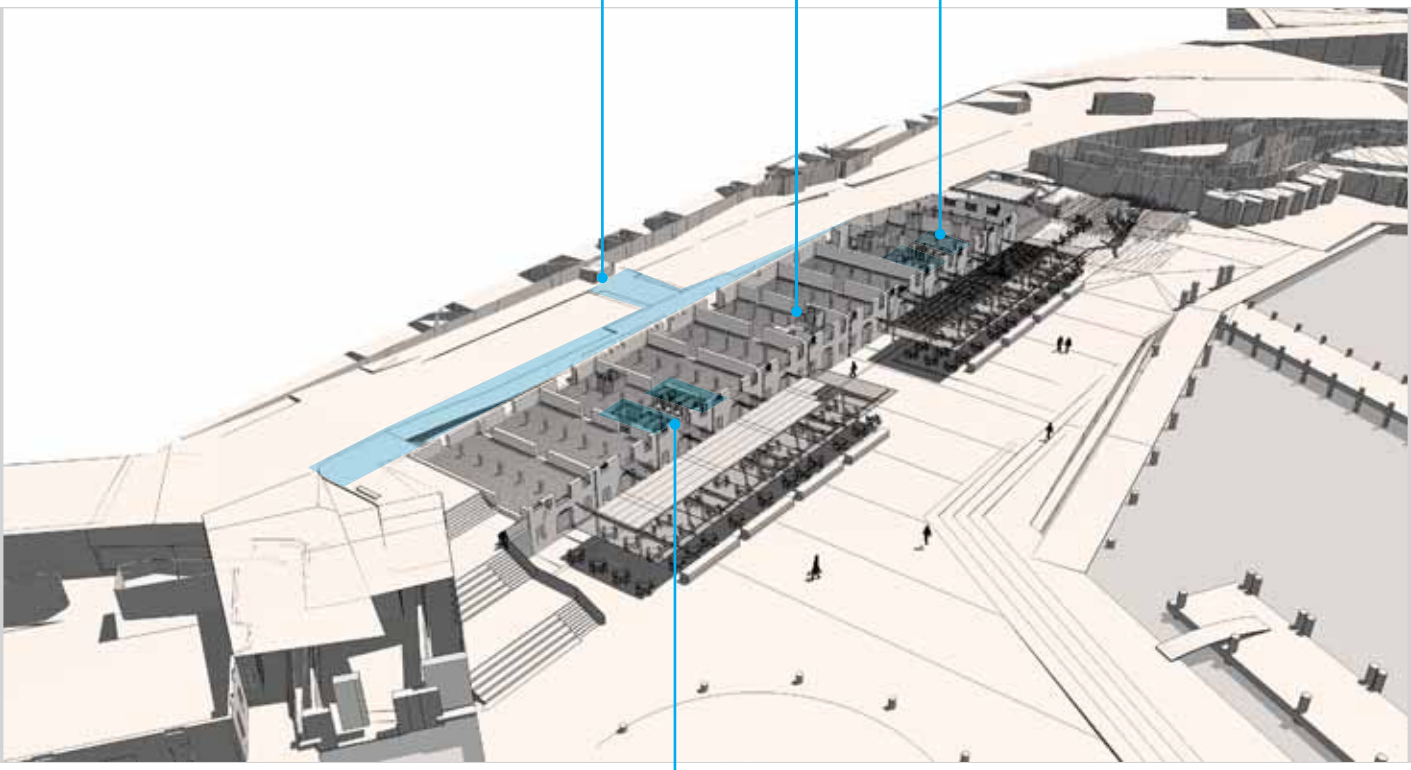
There are currently 4 tenants in the building, with 9 kitchens (there were 10 kitchens originally) scattered on a tenant-by-tenant, 'adhoc' basis throughout the building. The kitchen exhaust system runs down from each kitchen, and penetrates the basement wall into the service corridor. Exhaust stacks rise on the northern and southern sides of the building.

The new kitchen arrangement is consolidated - grouping and rationalising the kitchen exhaust risers above one another along the western side of the building. The risers will draw the air down into the Service corridor, penetrating the back wall. The exhaust riser for the building will be at the northern end in Bay 11.

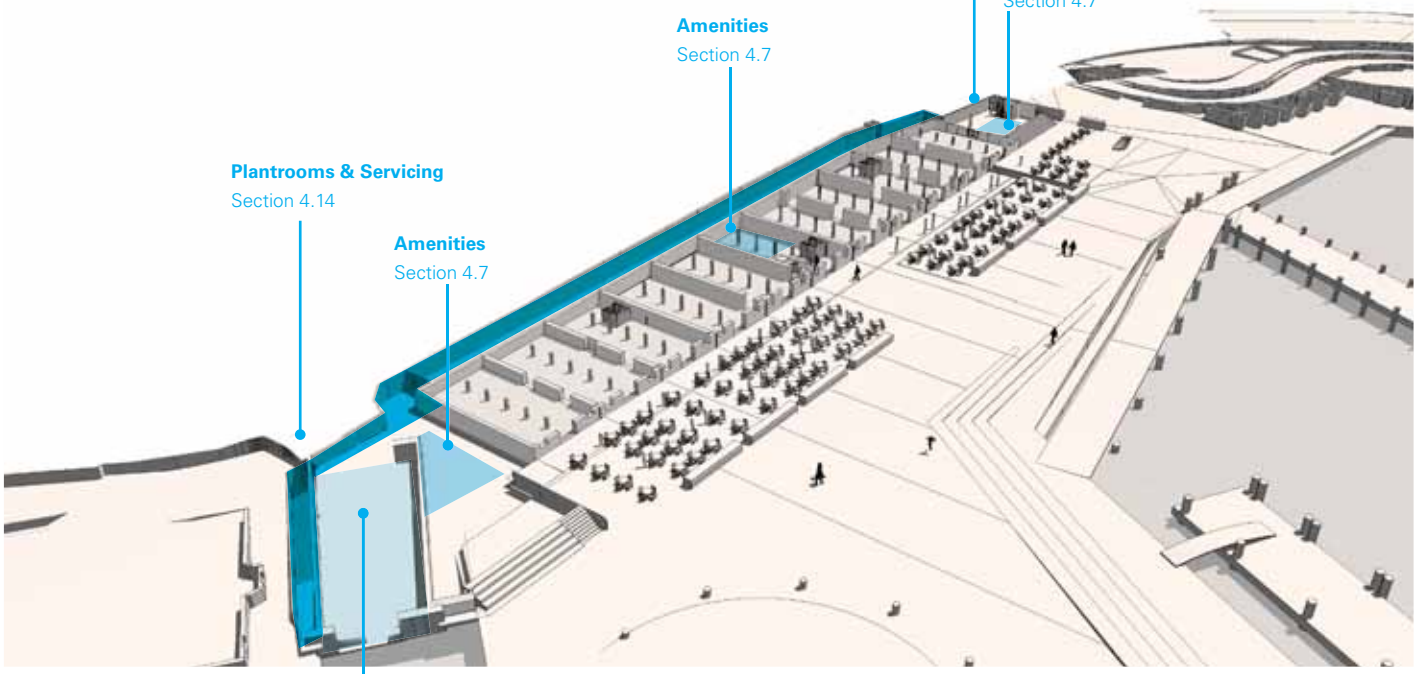
In addition, the tenant fitout guidelines will require new kitchens to have a raised floor, so that services can be reticulated under the floor, and preserve the heritage floors below. This protects against 'adhoc', detrimental treatment of the heritage fabric over the life of the building.
For further detail refer GBA Heritage Report and Appendix 4.

Design Components 4.0

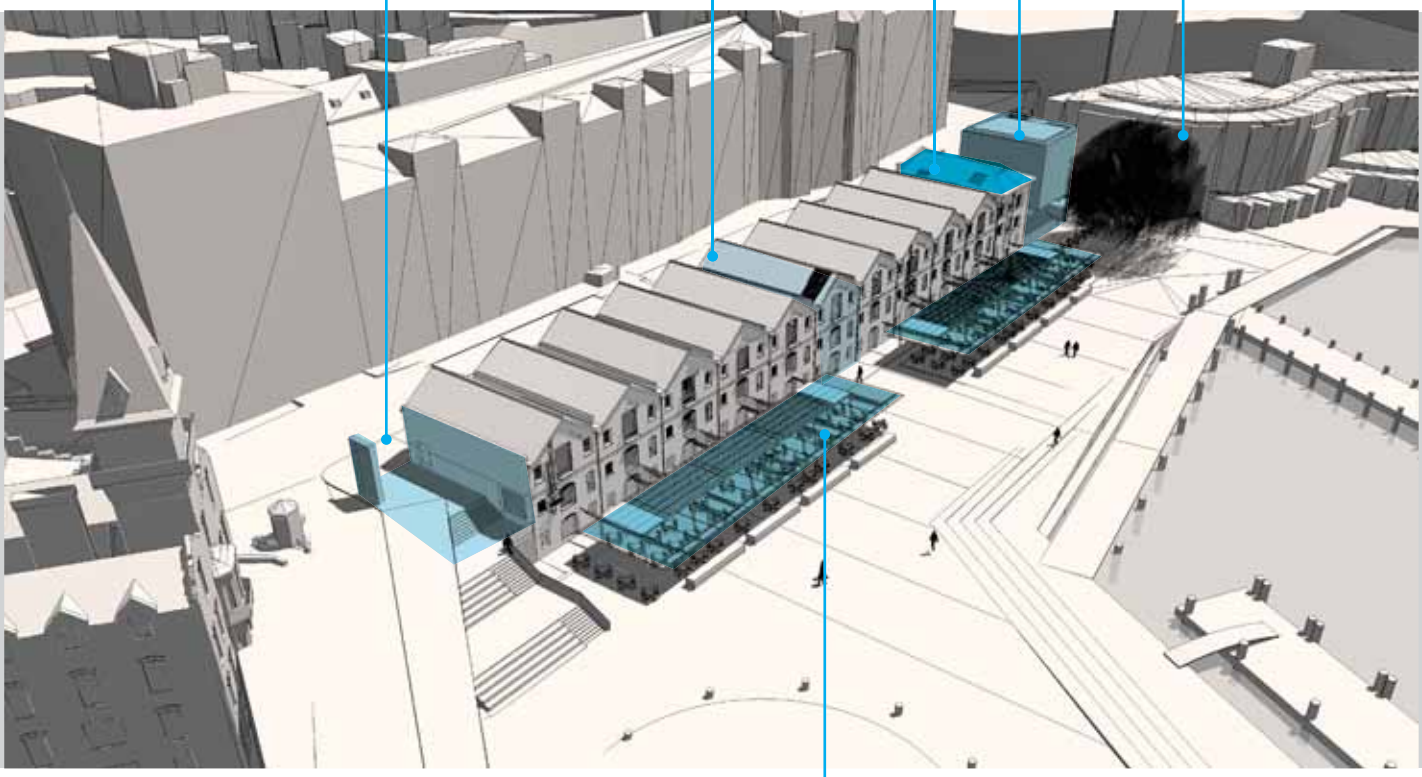
4.0 Design Components
General Overview



Hickson-Road Level 3D cutaway diagram



Promenade Level 3D cutaway diagram



OVERALL 3D Diagram of Proposal

4.0.1 Purpose of Report Sections

This Section of the report outlines each design elements in the project as part of the design excellence explanation for the development proposal. Each section should be read in conjunction with the associated documentation from other specialist reports, and Urbis' EIS document. This section of the report draws together the overarching framework of the design including the design intent, technical input, visualisation and drawings to describe the proposal.

4.0.2 Index of Report Sections

The diagrams presented on this page provide explanation for the reader as to the terminology for each component of the project; and index to relevant section of this report.

General Overview
Site Organisation

Design Approach

- Promote pedestrian connectivity through and around building
- Activate building and public domain on all sides
- Design and site arrangement is respectful of the heritage and precinct.

4.0.3 Site Organisation

The site is organised around 3 key east-west through-site links for pedestrians at Bay X, 6 & 12. North-south linkages are promoted from George Street and Circular Quay West road, both along the footpaths, promenade and directly in front of the building itself.

For further detail on these bays, Refer Sections

General Overview
Public Bays

Public Access:

- Building is organised around 3 'Public Bays'
- Centrally managed facility enables clear, legible circulation and amenities arrangement
- Bays 3, 6 & 9 have significant heritage artefacts (pulleys etc) that are revealed to the public for the first time in decades as a feature of the design. This is a key aspect of the heritage narrative and public appreciation of the building.

4.0.4 Public Bays

The buidling is organised around 3 largely 'Public Bays': Bays 3, 6 & 9. These bays are used for centralised circulation, amenities and through-site connection for patrons and the public.

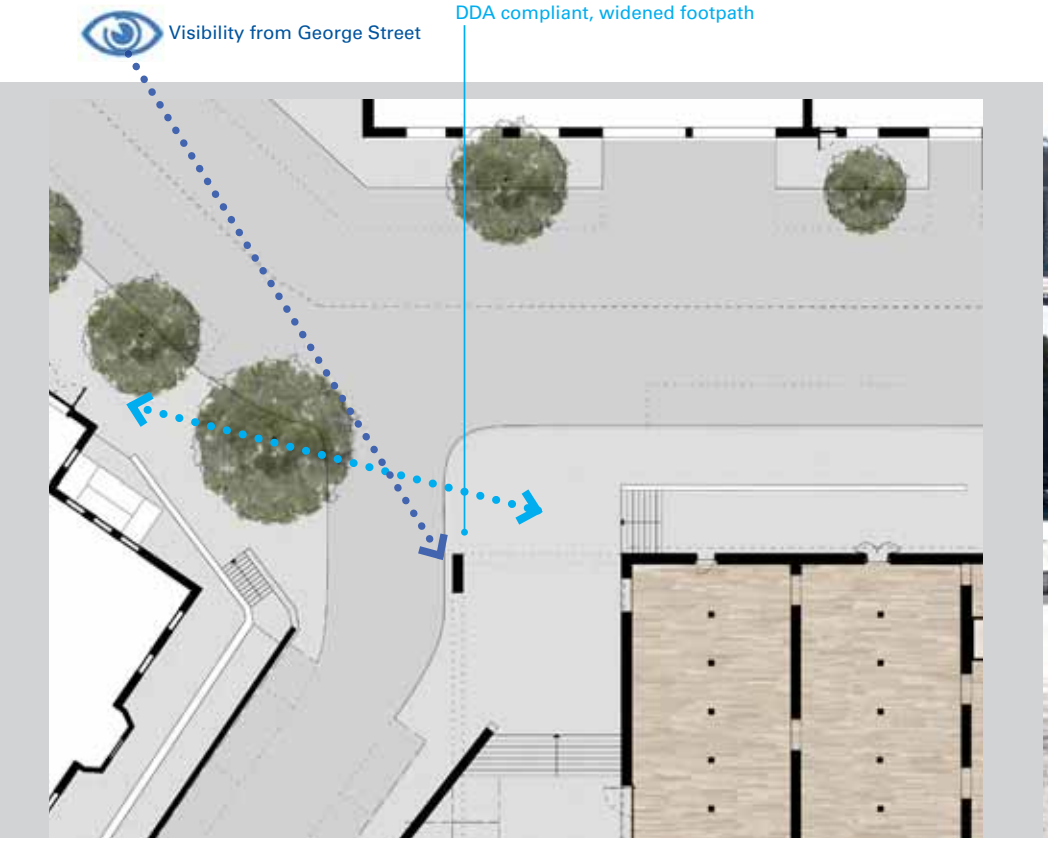
The bays are naturally ventilated, and utilised to '3-dimensionally' draw air into the other bays to maximise natural ventilation opportunities for the individual tenancies.

The bays are kept free of vertical services risers in order to present the original heritage fabric to the public. Extant pulleys and heritage items are clearly visible and emphasises in the design.

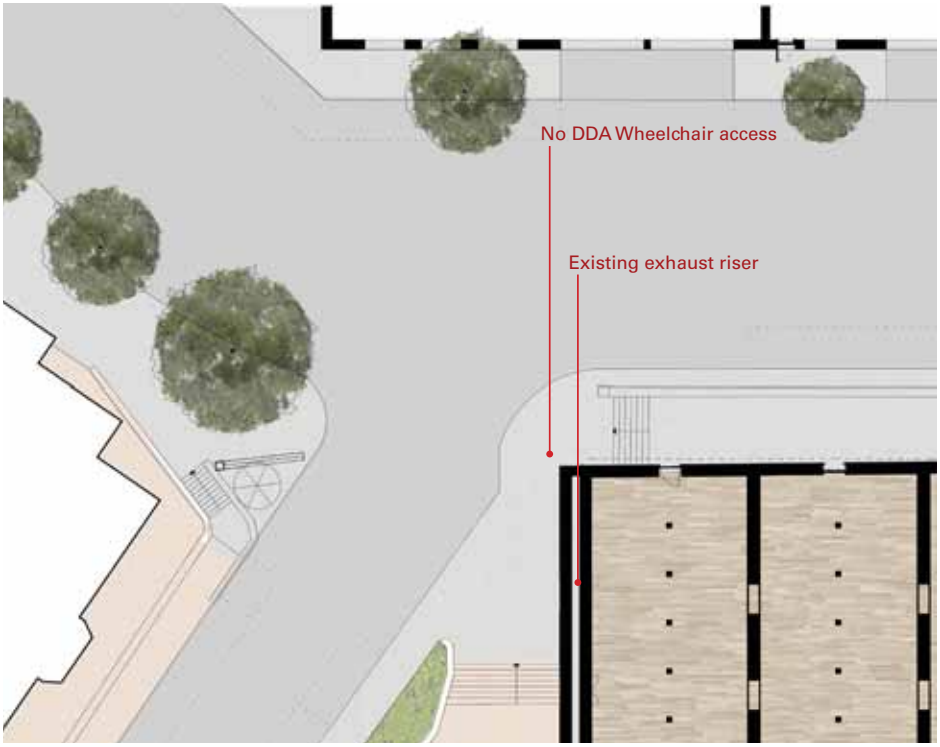
The bays will be publically accessible during operational hours of the building.

For further detail on these bays, Refer following Sections

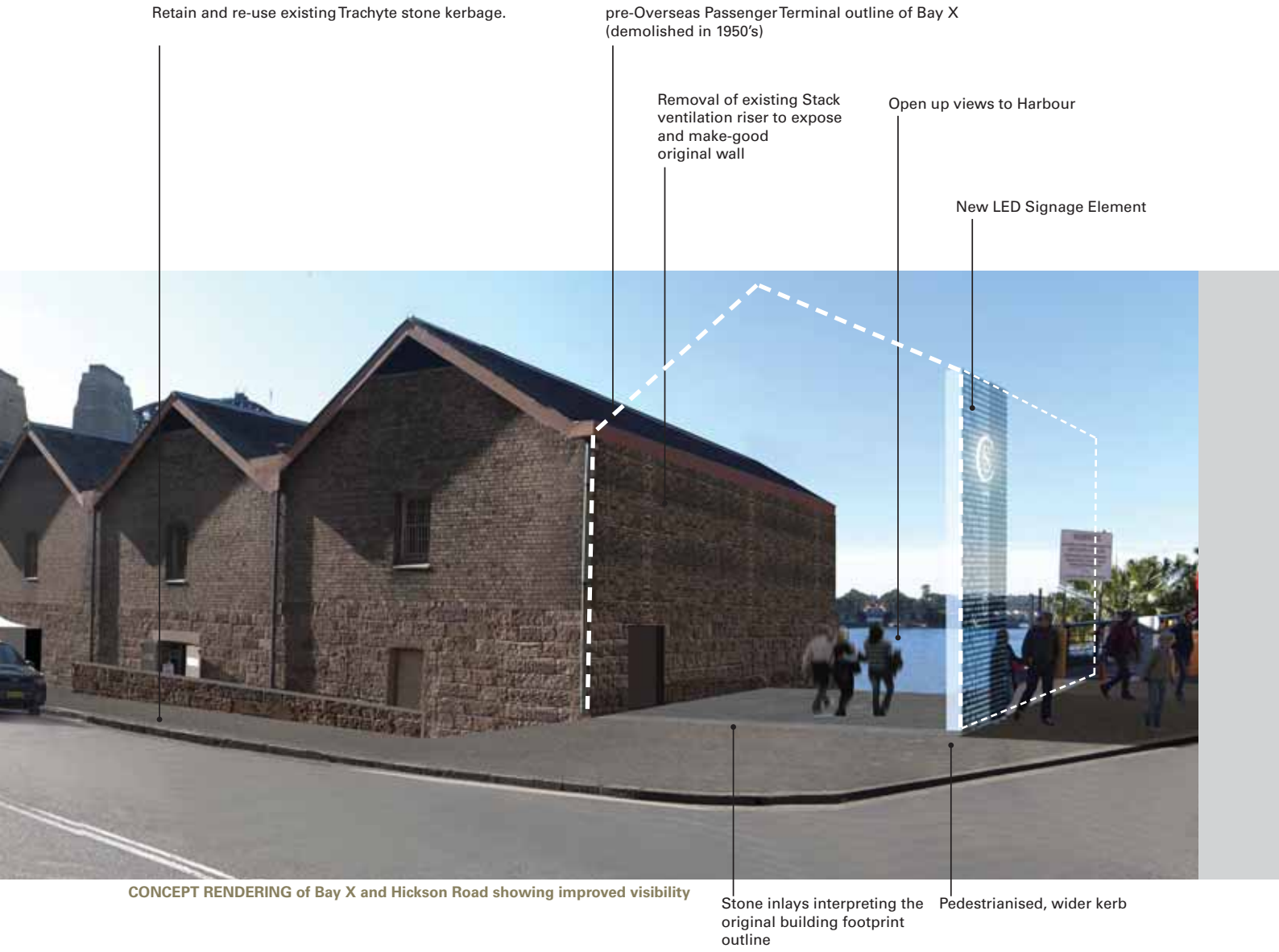
4.1 Design Components
Bay X



CONCEPT GROUND PLAN: Proposed kerb amendments
(Extract from Concept Design Masterplan 2012)



EXISTING GROUND PLAN
(Extract from Concept Design Masterplan 2012)



CONCEPT RENDERING of Bay X and Hickson Road showing improved visibility

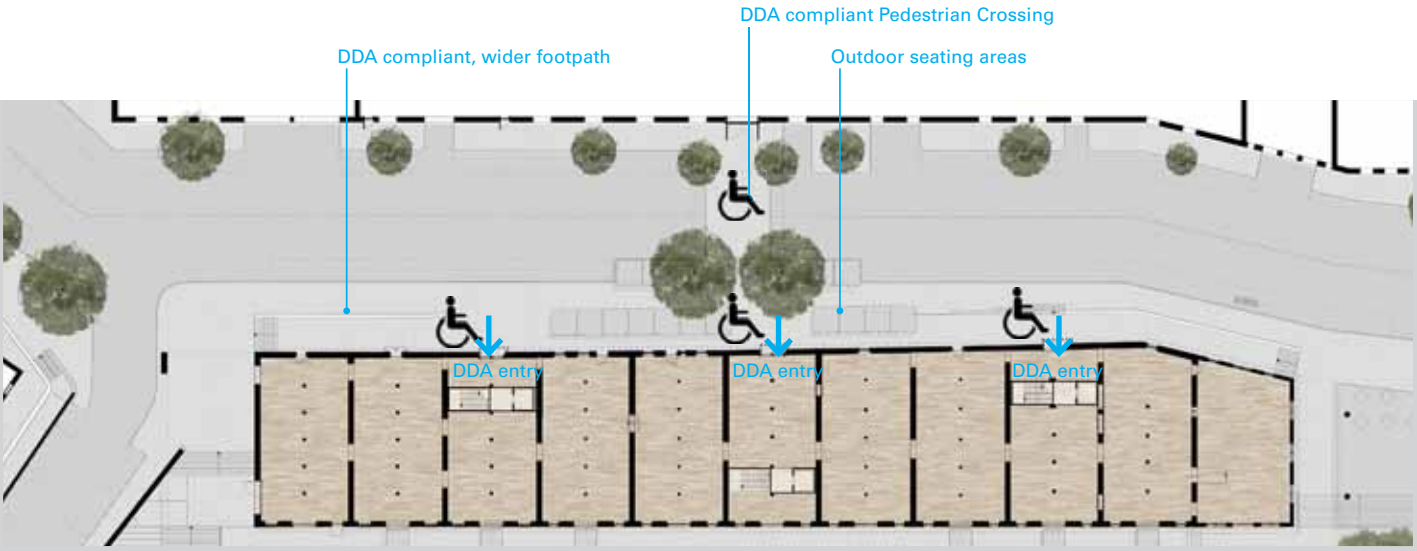
4.1.1 Bay X

Demolished in the 1950's to make way for the OPT roadway, Bay X is re-interpreted via a wider pedestrian linkage from Hickson Road to the harbour. A significant improvement is the removal of the existing brick stack ventilation riser, which enables better visibility to the harbour, exposes the original, heritage building fabric, and creates a wider pedestrian area. Inlays of the original building footprint are proposed in the footpath.

A new, contemporary LED signage element is proposed to announce the improved precinct - visible from George Street in order to help draw pedestrians to the foreshore. The signage will be integrated with the architecture and interpretation strategy and sensitively designed to meet the heritage objectives of the project, and relevant guidlines:

_Comply with the SHFA *Rocks Signage Policy guidelines (2013)* and
_CoS *Signage and Advertising Structures DCP 2005*

4.2 Design Components
Hickson Road



CONCEPT GROUND PLAN showing DDA Wheelchair accessible upgrades to footpath and entrances