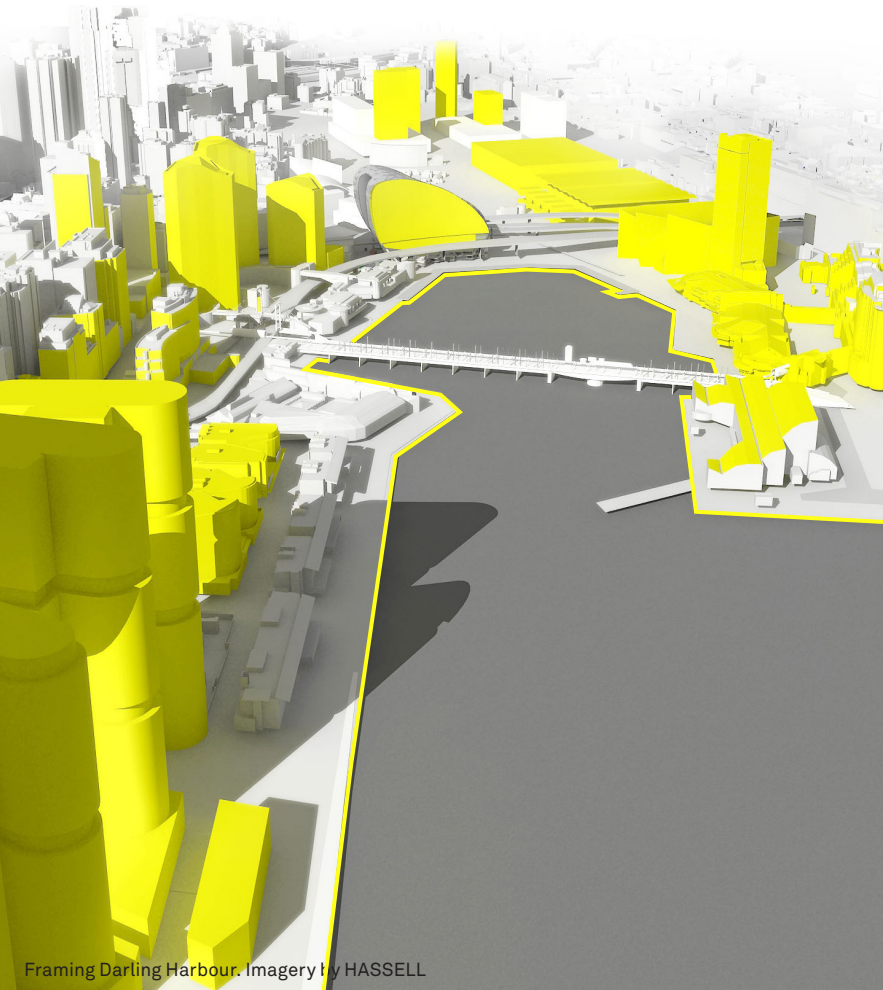
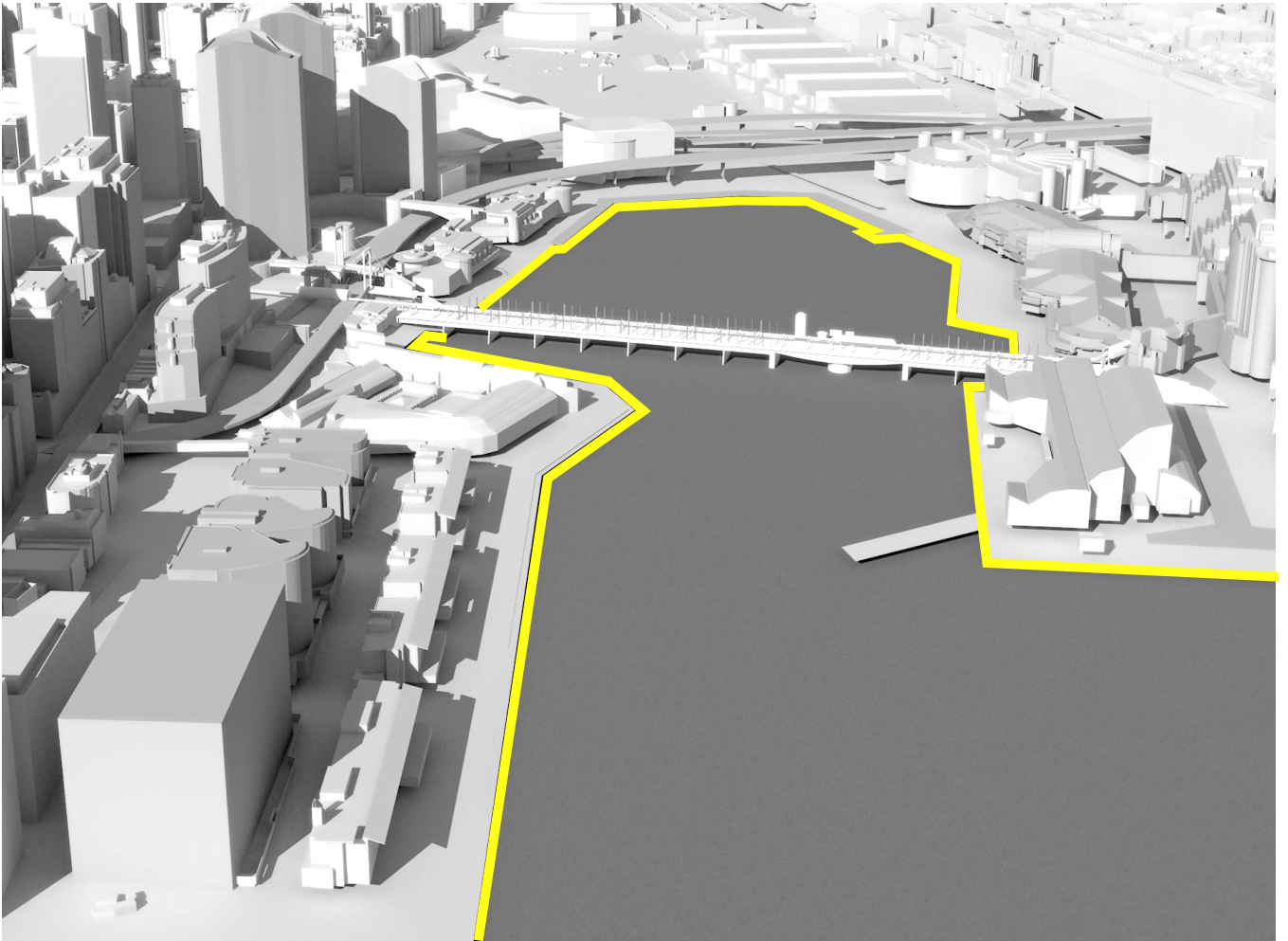




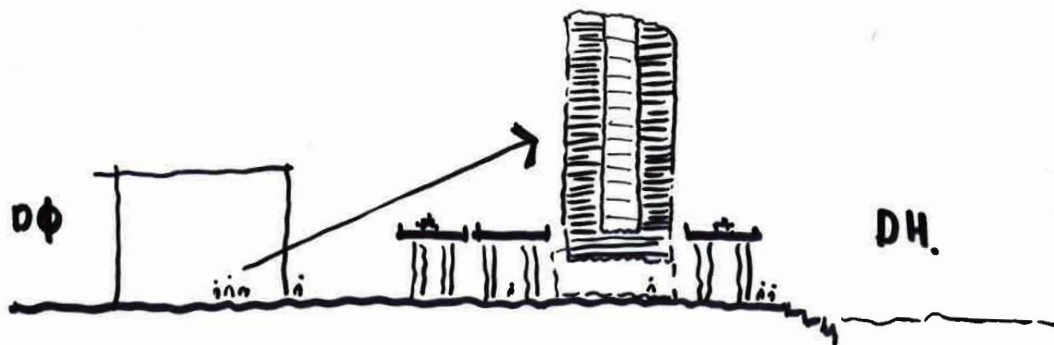
Framing Darling Harbour. Imagery by HASSELL



Existing view from Harbour Street



Proposed view from Harbour Street. Imagery by HASSELL



Sketch Section of The Ribbon between the roadways of the Western Distributor

01 Urban design context

A landmark building

The Ribbon is a landmark building for Darling Harbour and a Gateway to the CBD.

The distinct design and siting of The Ribbon will create a Darling Harbour landmark. The building will become a point of reference for locals and visitors and provide a clear meeting place visible from significant distances.

The Western Distributor zone is 110metres at its widest point and 50% of this zone is covered by roadways (refer to diagram on opposite page).

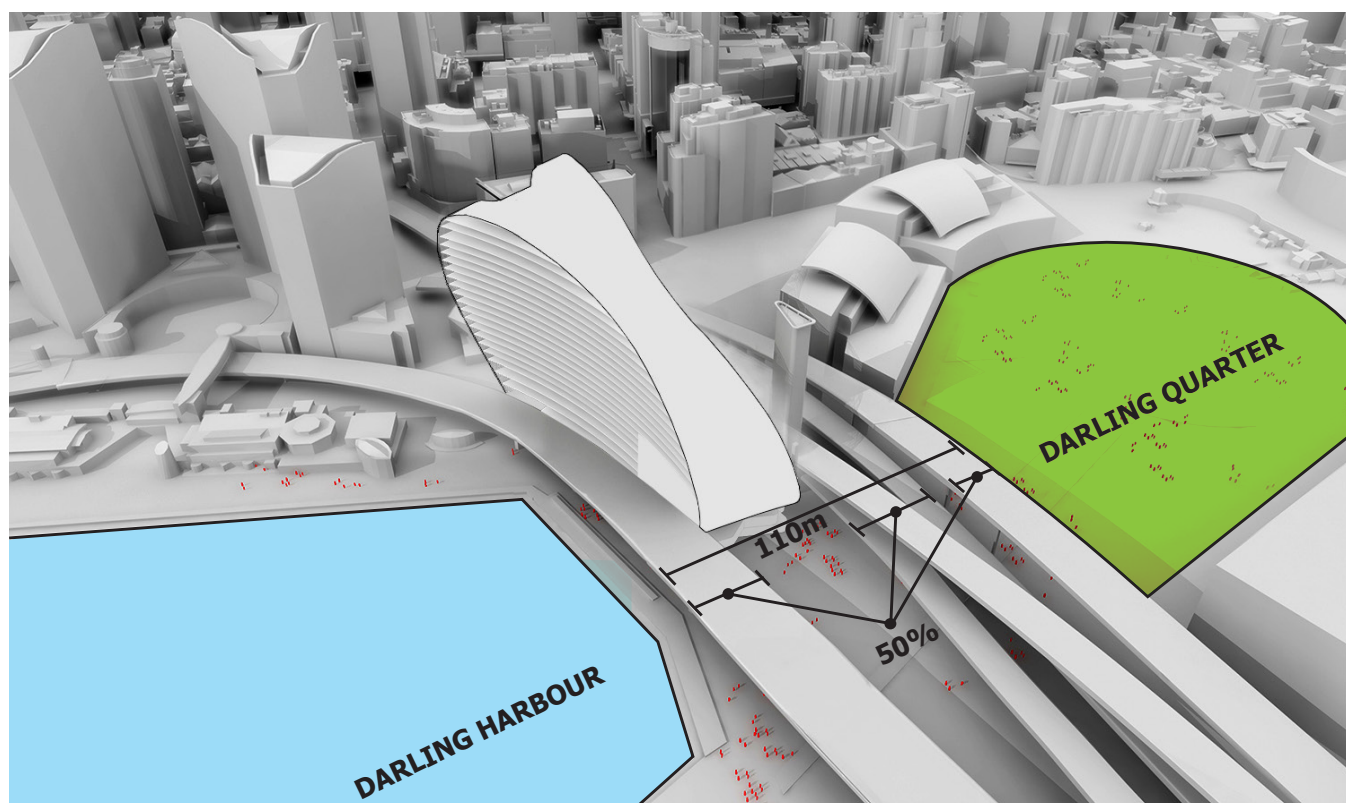
The overhead cover creates a disorienting environment underneath. The existing IMAX Theatre building is lost between the roadways and does not have a beneficial

impact on its surroundings.

The Ribbon will provide a clear point of reference and orientation for pedestrians at ground level and will substantially reduce the dominance of the freeways over the precinct.

It's bold form emerging between the elevated freeways of the western distributor, will define the entry point to the CBD from the west.

The building's unique form will engage with people at multiple levels providing a landmark for pedestrians, a reference point for Cockle Bay and Darling Harbour from the water or air and a Gateway to the CBD for motorists on the Western Distributors.



01 Urban design context

Massing explorations

During our design process, various forms were generated to explore potential envelopes for this site. The height and scale of the proposed building responds to the neighboring buildings, the “Valley Floor” concept and minimizes overshadowing to Darling Quarter.

A number of massing studies were carried out to investigate potential envelopes for the building. All of the studies illustrated in this report have the same total gross floor area.

It became clear that the best approach was to draw the scale from neighbouring buildings and look to the immediate context for inspiration for the form.

The existing “Valley Floor” concept of high-rise built form within the CBD cascading down to the waterfront has been positively reinforced with the asymmetric form of Ribbon proposal due to the majority of the building mass being shifted to the city (eastern) side creating a wedge shape that fits comfortably under the inferred Valley Floor line when viewed from the harbour.

Viewed from the east or west, the building’s mass takes cues from the precedent being set by future developments by framing the harbour.

We were also critically aware of the potential overshadowing impacts for the children’s playground in Darling Quarter and have achieved a level of overshadowing that does not diminish the quality of this popular new city park. Our proposal also provides for an extension of this playground.

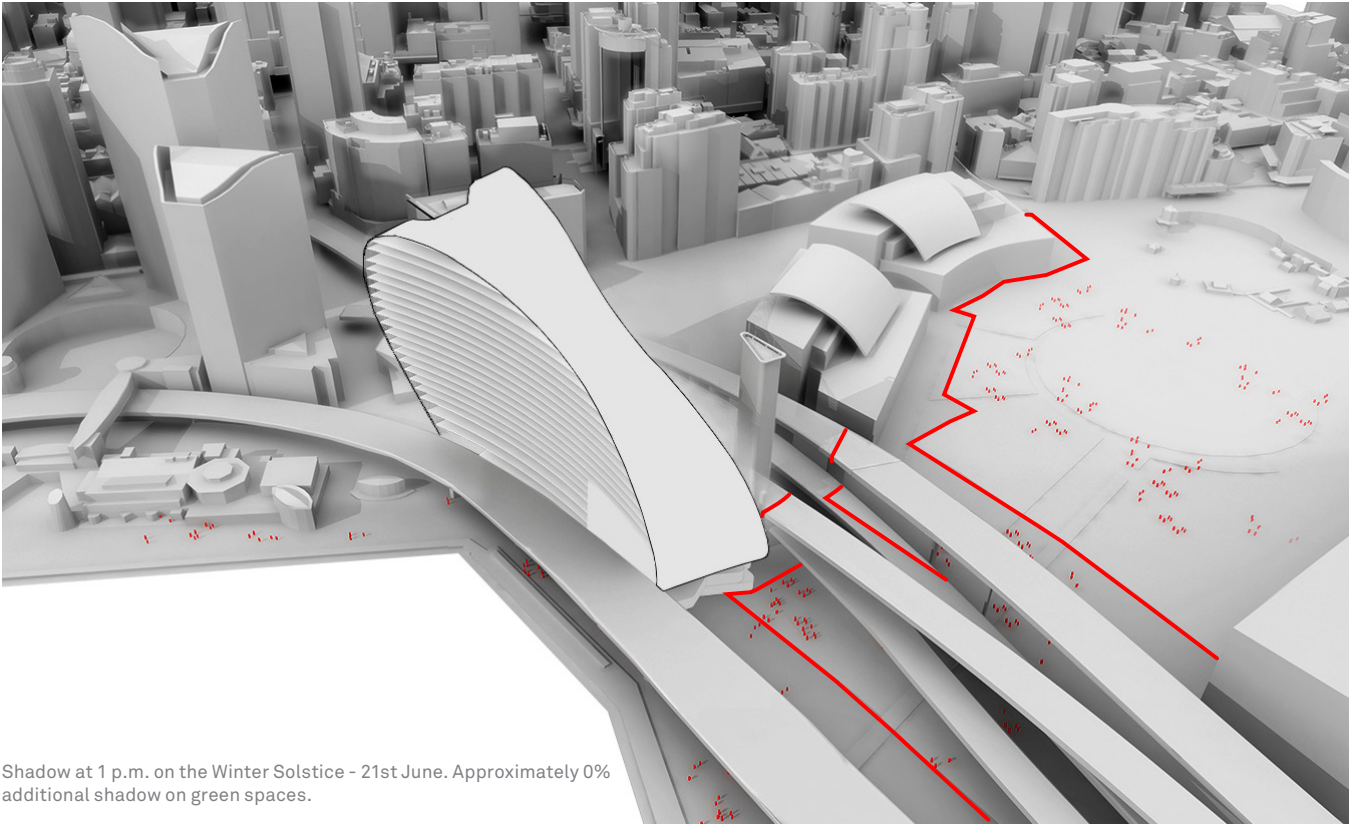
In the shadow diagrams illustrated we have calculated the percentage of shadow generated by the building mass over all green spaces in the Darling Quarter precinct. This includes the Children’s Playground, Tumbalong Park, Exhibition Green and the Village Green and equates to approximately 19,000 sqm. The Commonwealth Bank Place, by FJMT architects and developer Lend Lease, was approved before the SICEEP was set to dramatically change Darling Harbour.

Our revised proposal reduces the overshadowing impact on the Childrens Park from 11% to only 3% from the approved DA scheme.

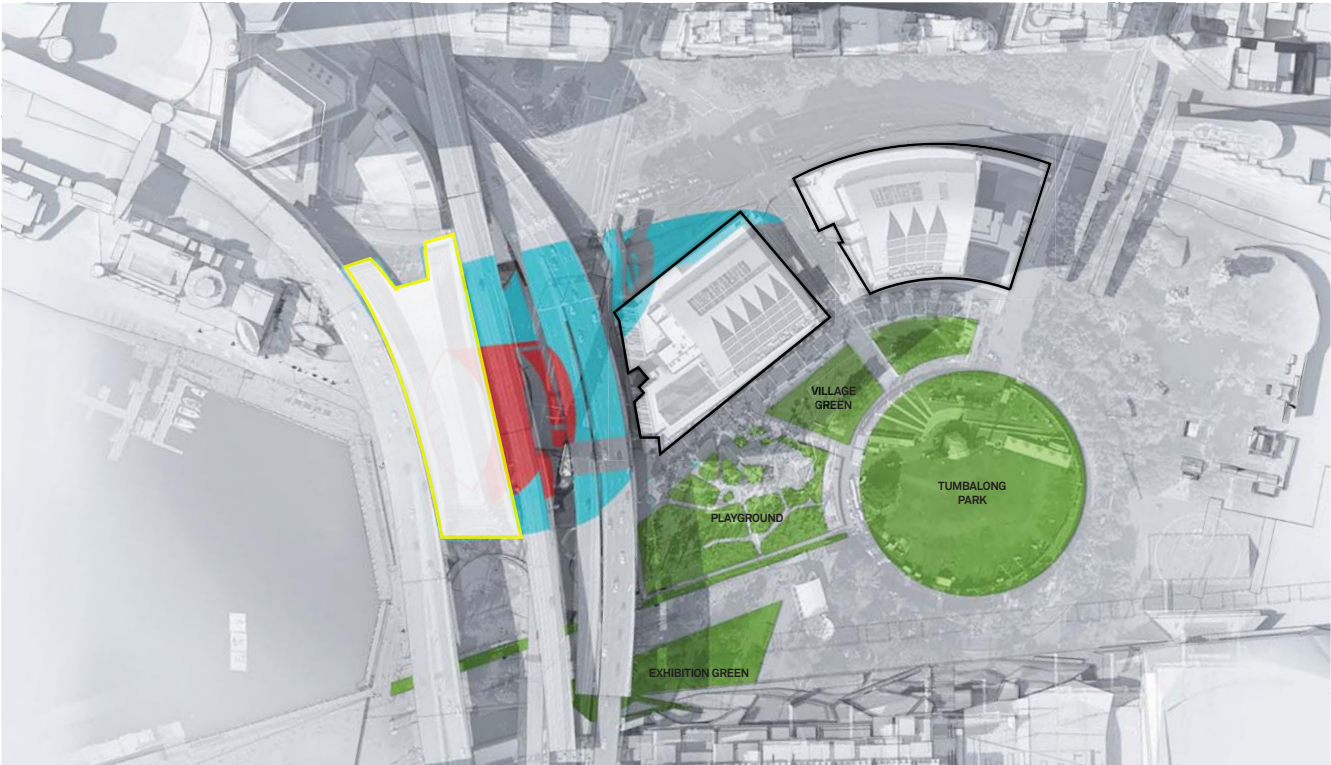
Today Darling Harbour is moving towards a density on par with the CBD rather than this lower scale of development while maintaining and enhancing the public spaces for patrons.

Just as the Commonwealth Place buildings frame Darling Quarter parklands, The Ribbon frames Darling Harbour, articulating the roadways and the water.

01 Urban design context
Massing explorations



Shadow at 1 p.m. on the Winter Solstice - 21st June. Approximately 0% additional shadow on green spaces.



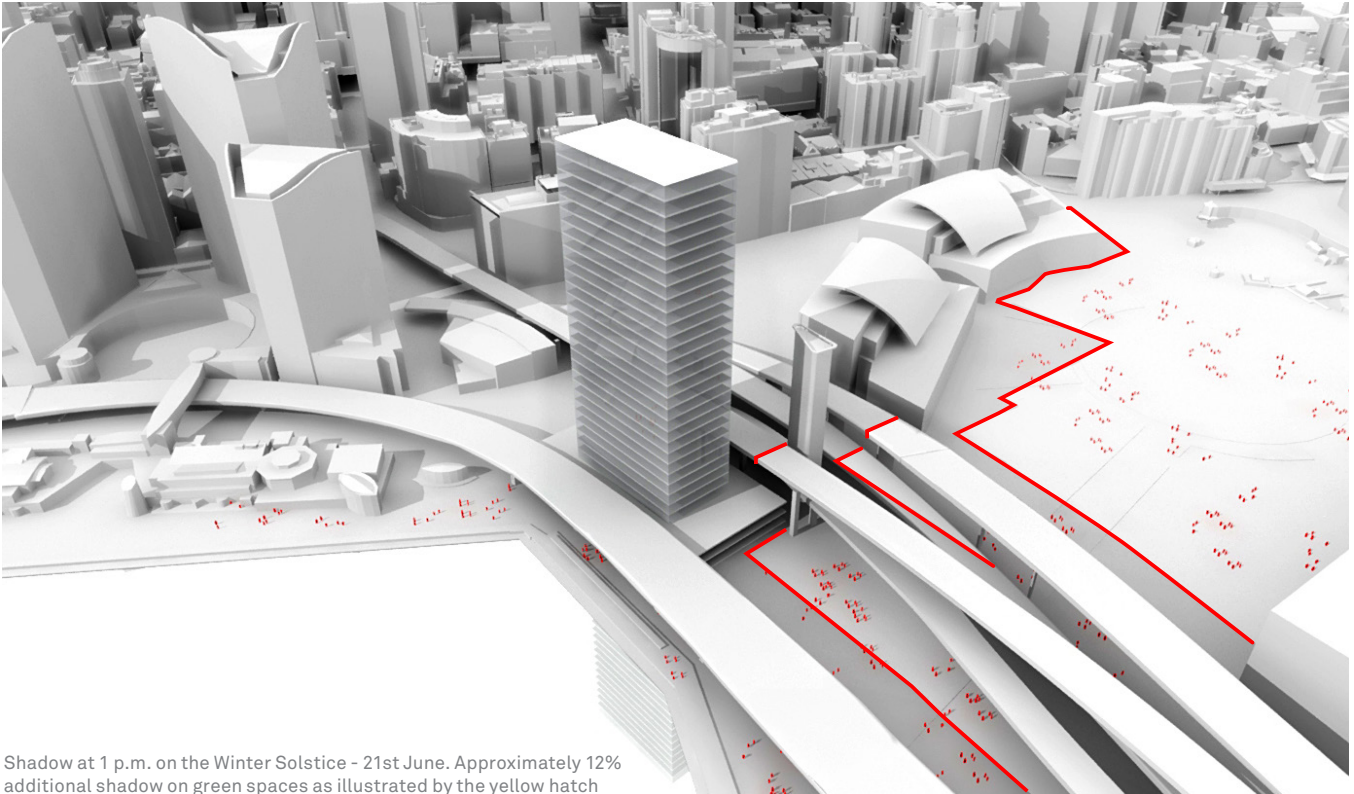
Shadow - Existing Shadow - Proposed tower

01 Urban design context

Massing explorations

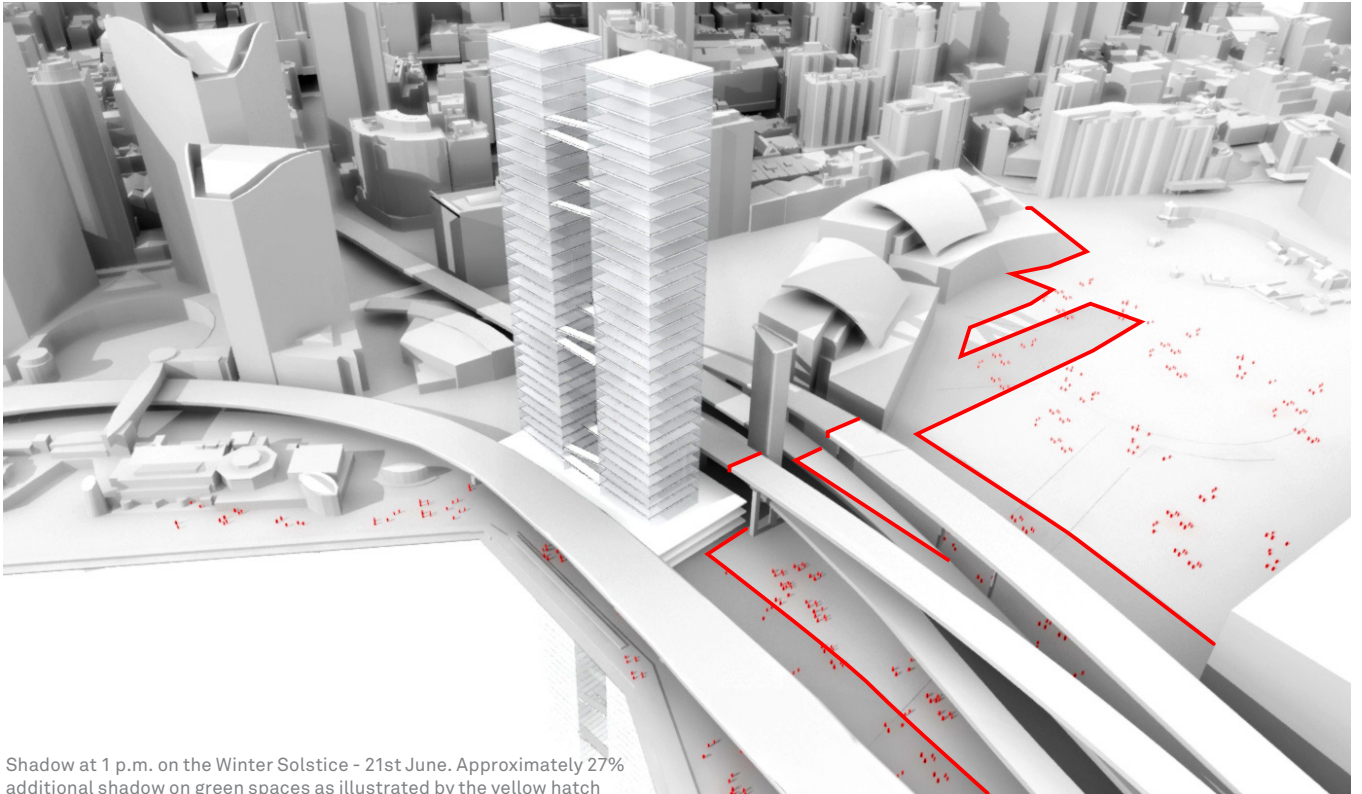
Massing Study 1

A large ground floor base has a negative impact to the public domain by blocking pedestrian connections. A Single tall tower has significant overshadowing to Darling Quarter.

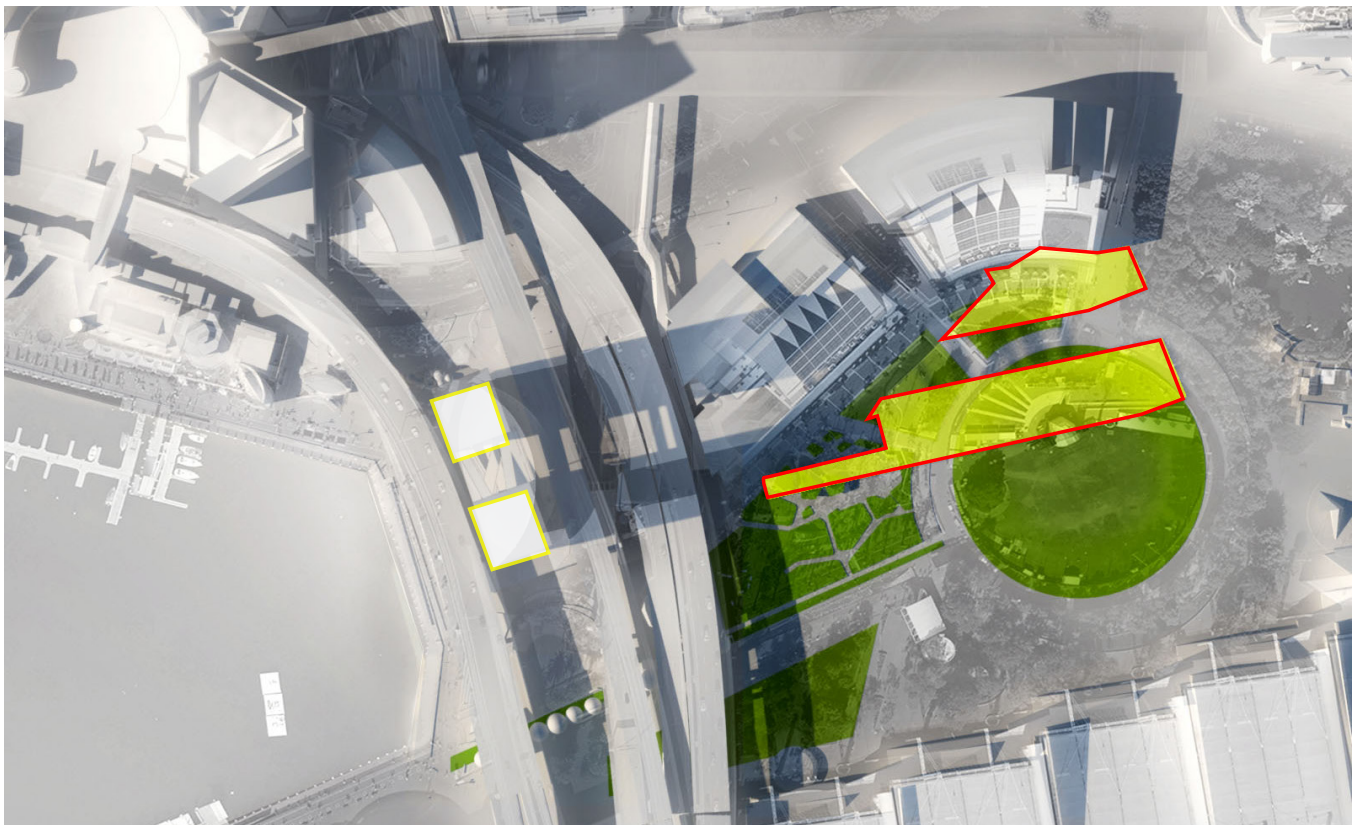


Massing Study 2

This study emphasises height by creating two thin towers on the site. The overshadowing to Darling Quarter is significant.



Shadow at 1 p.m. on the Winter Solstice - 21st June. Approximately 27% additional shadow on green spaces as illustrated by the yellow hatch

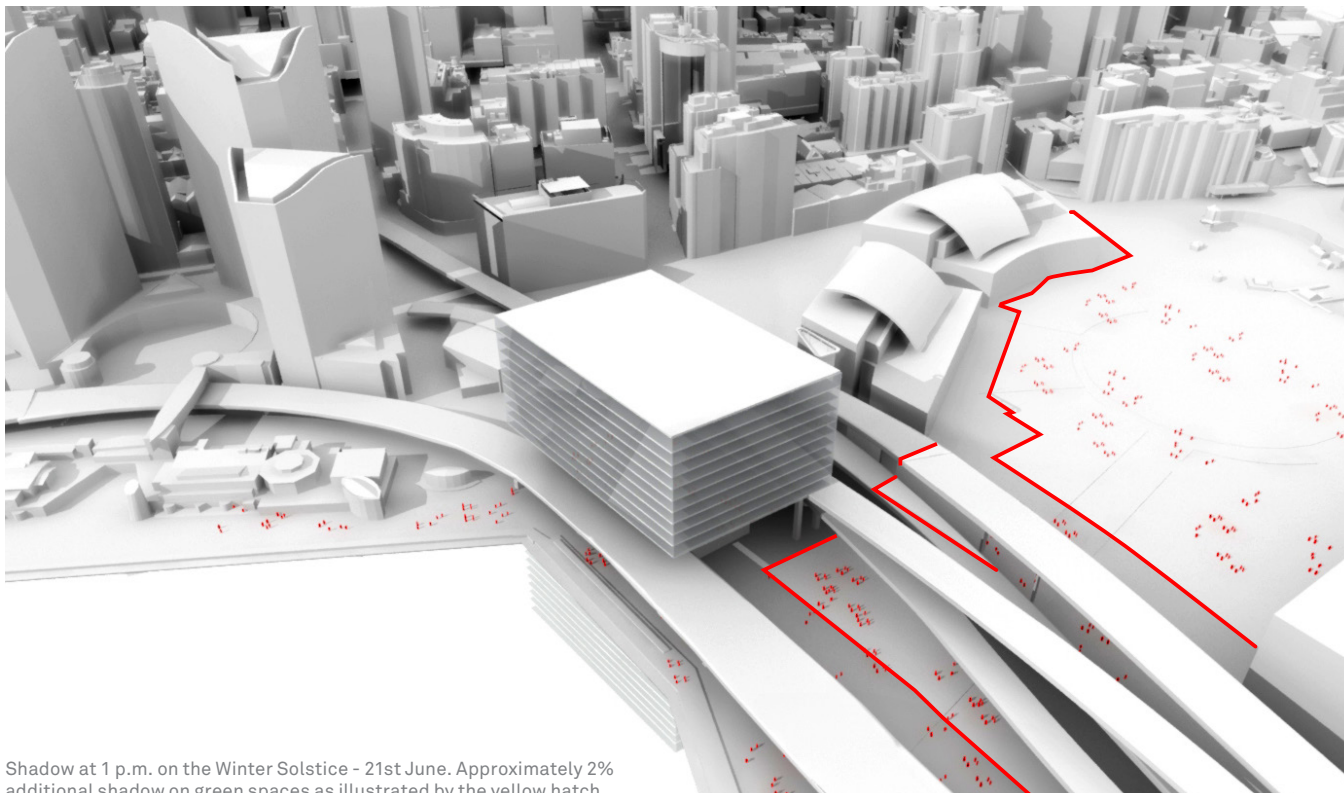


01 Urban design context

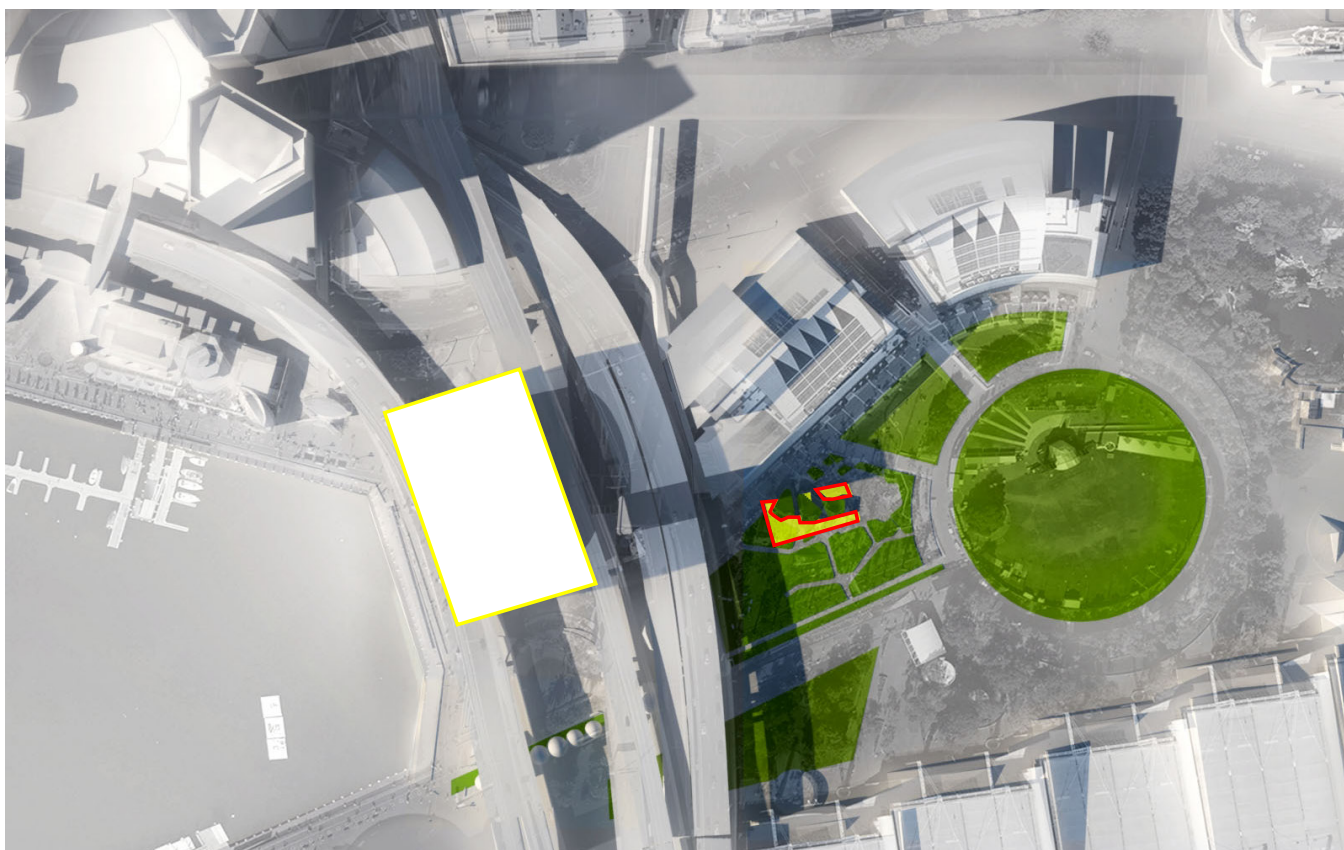
Massing explorations

Massing Study 3

This study explores a lower wider form that extends over the roadway. The bulk of the building is top heavy and not ideal.

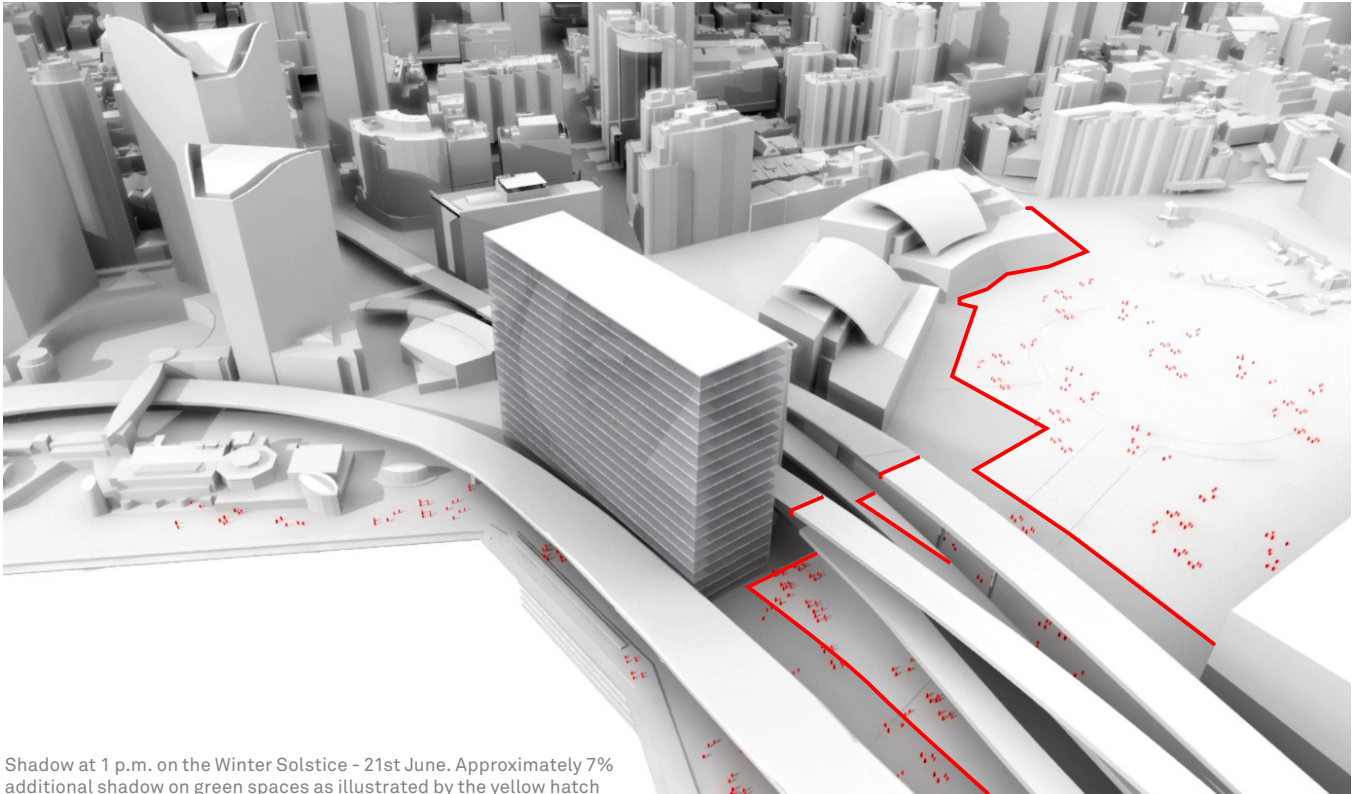


Shadow at 1 p.m. on the Winter Solstice - 21st June. Approximately 2% additional shadow on green spaces as illustrated by the yellow hatch

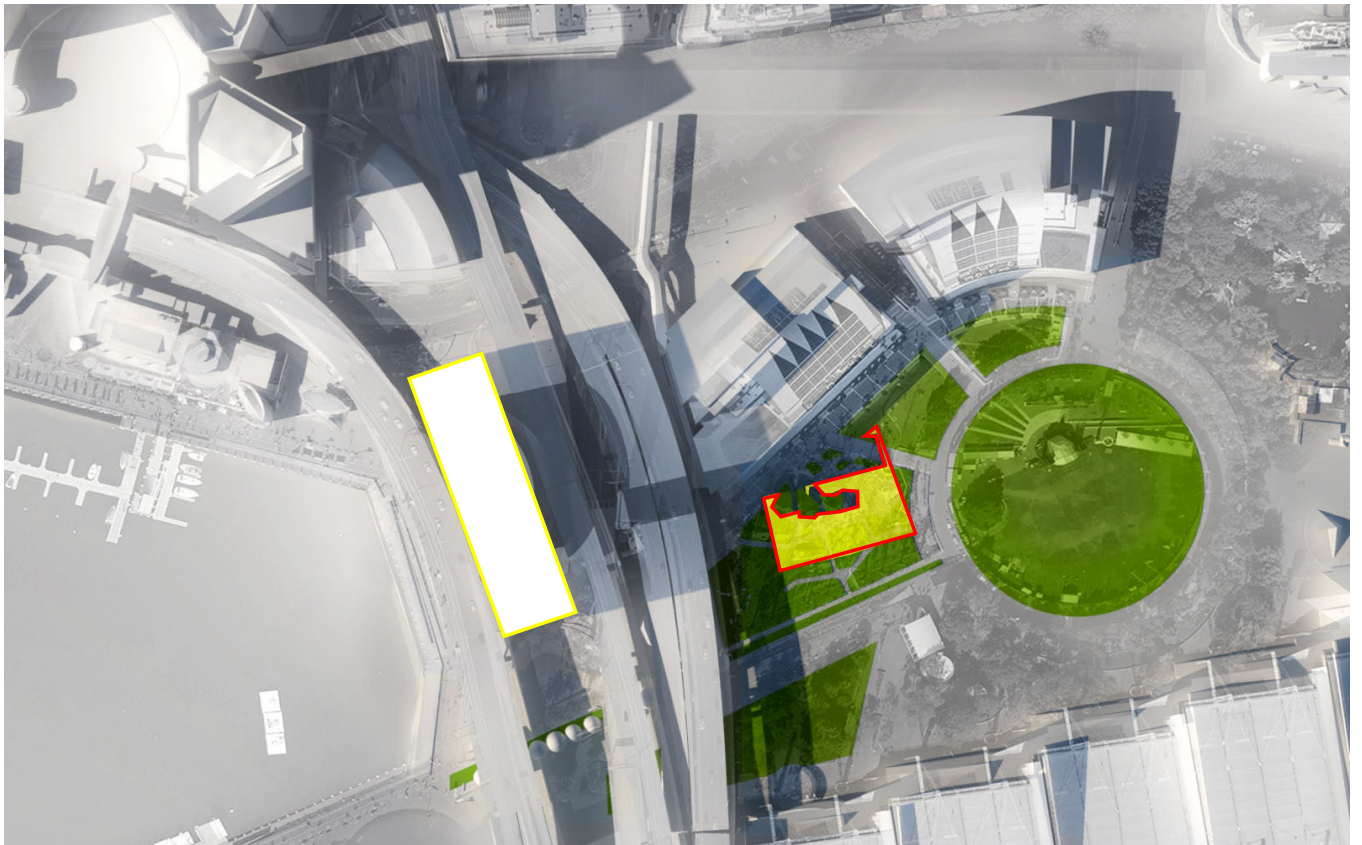


Massing Study 4

A thinner mass with a height comparable to the closest neighbouring buildings is more desirable.
The rectangular shape of this building generates significant shadow over the Children's Playground.



Shadow at 1 p.m. on the Winter Solstice - 21st June. Approximately 7% additional shadow on green spaces as illustrated by the yellow hatch

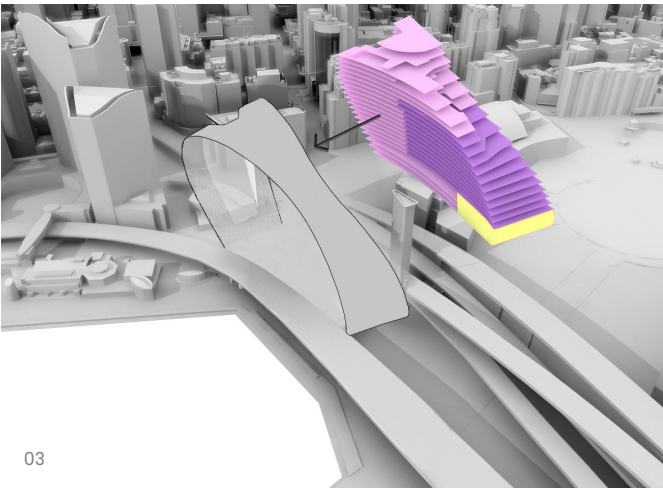
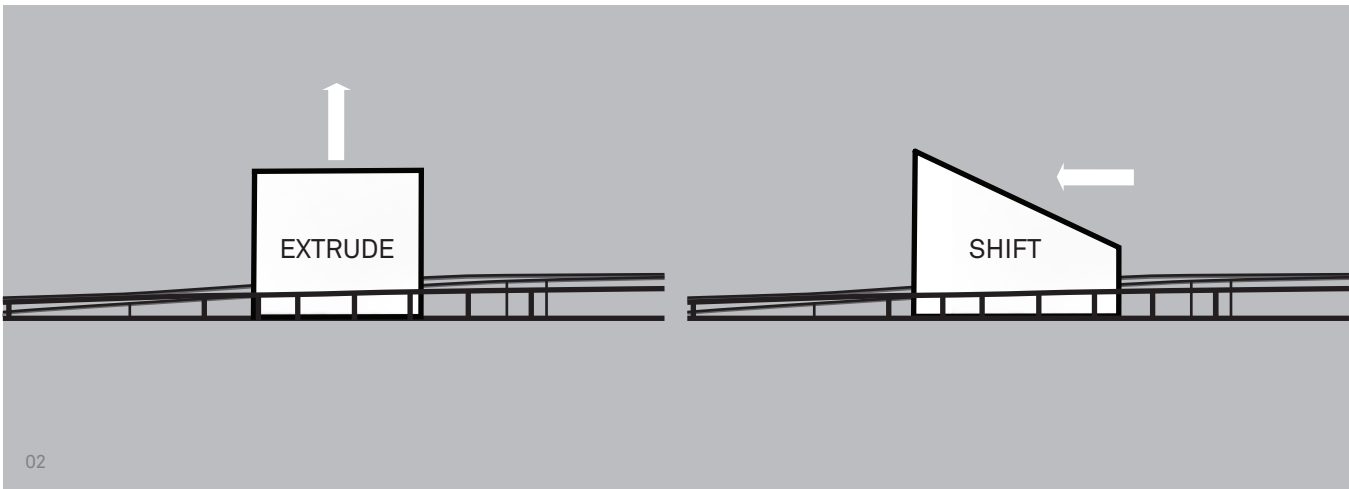


Design principles



Proposed view from Tumbalong Park.
Imagery by HASSELL

02



02 Design Principles

Scale and massing

The proposal is a direct response to the many constraints imposed on the site – both inherent and desired.

The plan responds to the shape determined by the bounding elevated roadways to the north and south, and the section, particularly the roof line reinforces the line of the “Valley Floor”. The twisting form of the east and west facade and roof responds directly to a need to minimise overshadowing to the children’s playground to the south, and increase visual connection from the southern park and Harbour Road to the waterfront. The roof form turns and dips on the southern edge allowing more

winter sun into the park, the east elevation twists at the ground floor increasing the vision cone angle from Harbour Road, and the western elevation re-aligns from the south west to the north east increasing the vision cone angle from Tumbalong Park looking north towards the waterfront. The twisted ribbon-like form will be constructed with horizontal extrusions of profiles carefully arranged to emphasise and amplify the building’s unique form.

The design strategy directly responds to a distinctive set of site characteristics and constraints and has generated a uniquely original building perfectly adapted to its site.

01 Darling Harbour

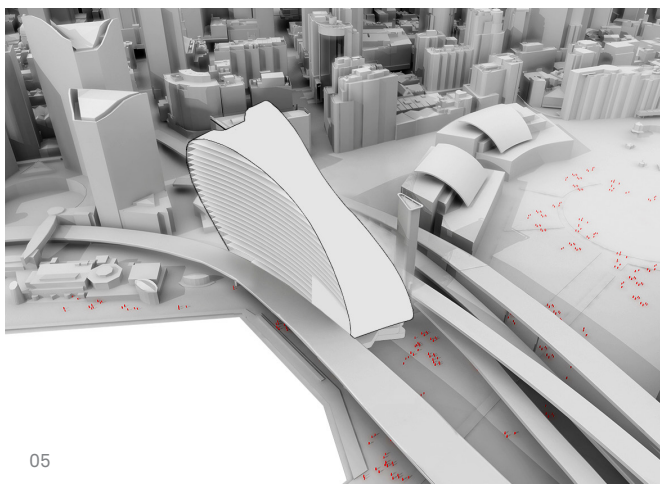
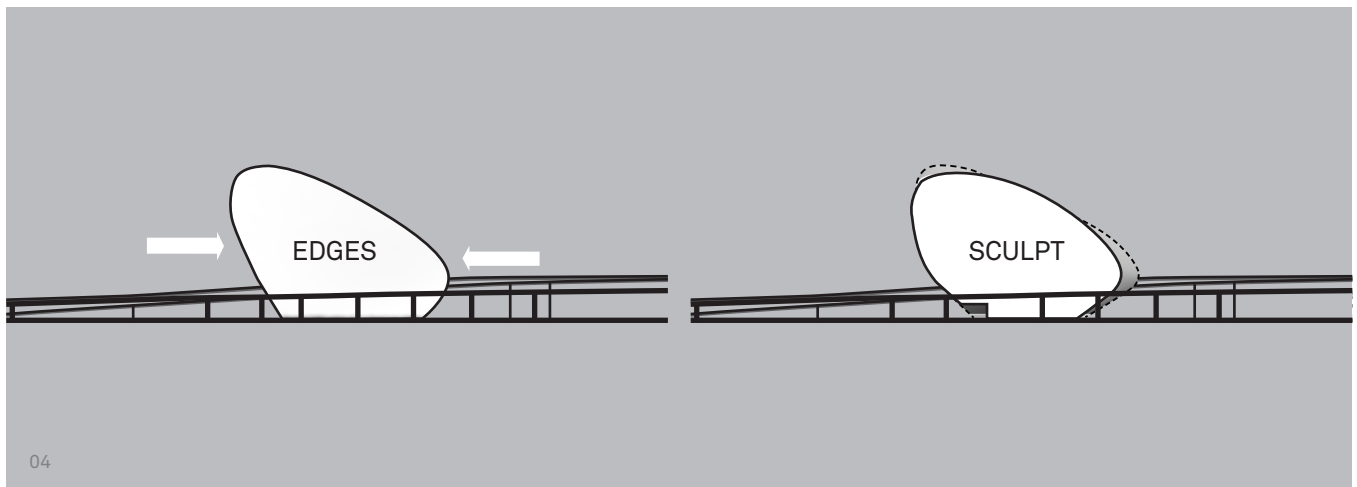
02 Massing

03 Retail, Entertainment, Hotel and Serviced Apartments

04 Moulded Form

05 The Ribbon Form

06 The Ribbon Form as seen from the Western Distributor

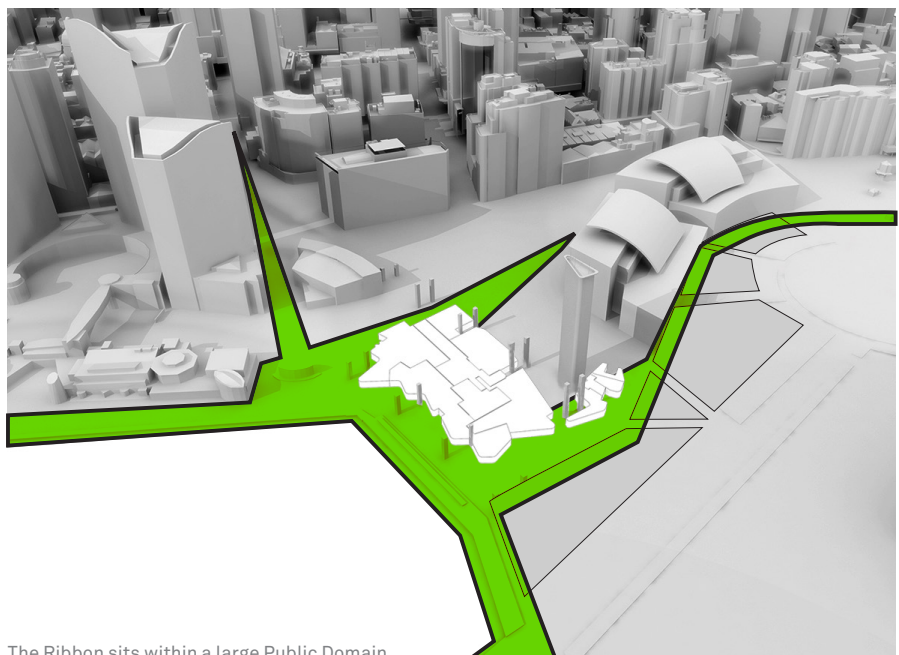


02 Design Principles

Public domain



Darling Harbour public domain.
Imagery by HASSELL



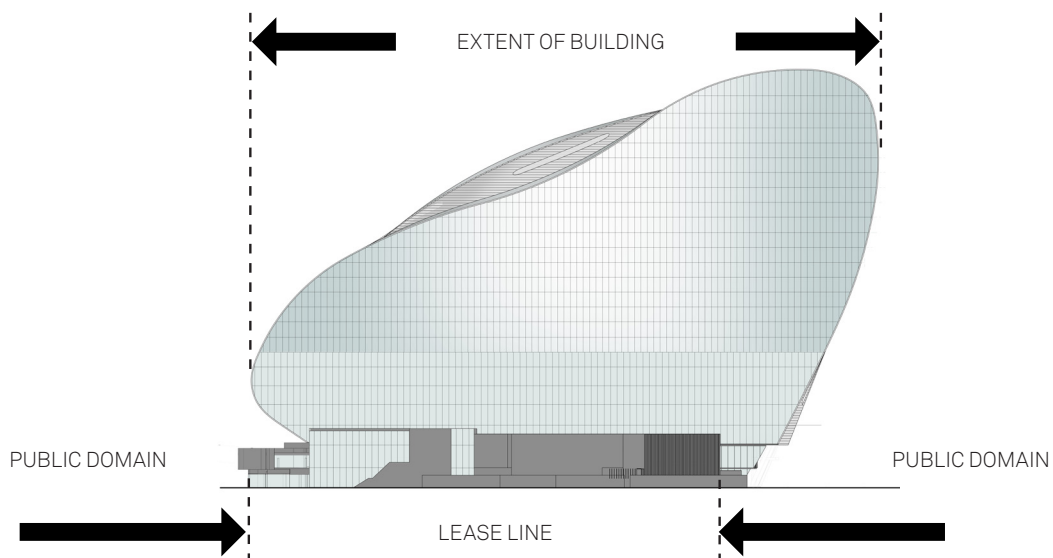
The Ribbon sits within a large Public Domain

02 Design Principles

Public domain

The Public Domain and Landscape component of the project comprises an increased quality, quantity and usability of approximately 10,600 sqm of public space including improved pedestrian, visual / vehicular connections and way-finding. The enhancement of public space encourages its use by people of all ages; the provision of a new playground space as an extension of the existing children's playground at Darling Quarter, and the provision of a second major public domain event space and outdoor cinema screen further enhances this strategy.

The proposal will improve the biodiversity and environmental protection of the locale through the choice of appropriate planting and materials aiming to become an exemplar of leading practice landscape architecture. Please refer to the "Landscape Report" section of this EIS for further details.



The footprint of the building has been kept to a minimum to maximise the space dedicated to the public



02 Design Principles

Access

The proposed site benefits from a variety of access opportunities to the entire perimeter on the ground floor. Pedestrian and vehicular access is possible from the east via Harbour Road with pedestrian access possible for the entire northern and western elevation at GFL. The service access points to the building are located on the southern sides, where the building abuts the lower elevated freeway, away from public view.

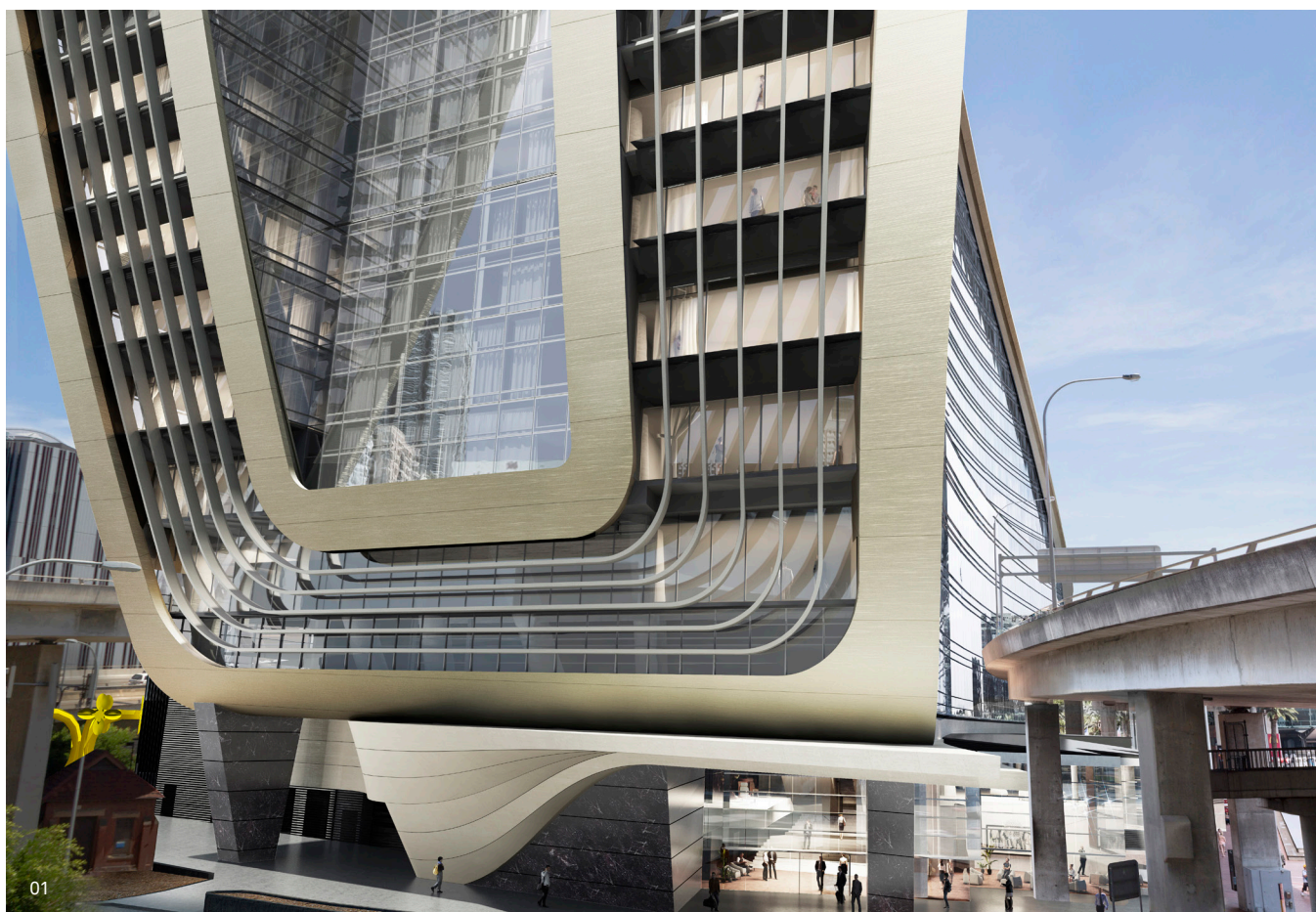
The eastern access point is an opportunity to provide a rejuvenated major entry point into the Darling Harbour Precinct. A new shared plaza incorporating hard and soft landscape and a water feature becomes part of the Hotel arrival experience. Further enhancements like new road surfaces assist in the activation of this zone that currently is perceived as an unfriendly

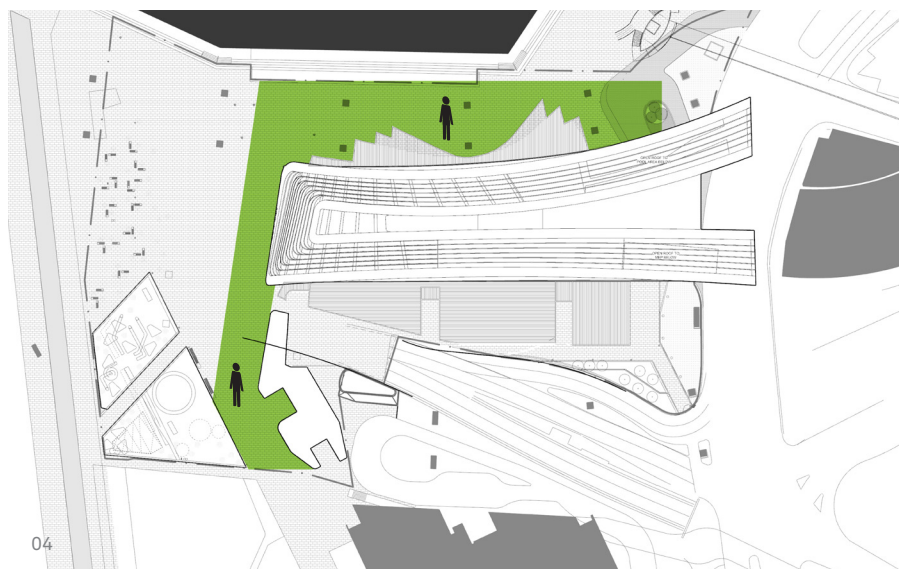
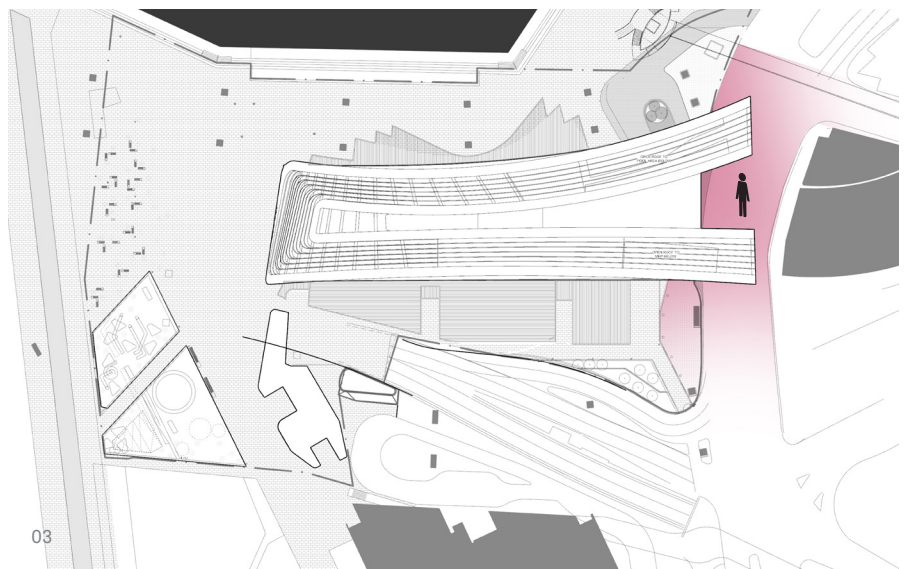
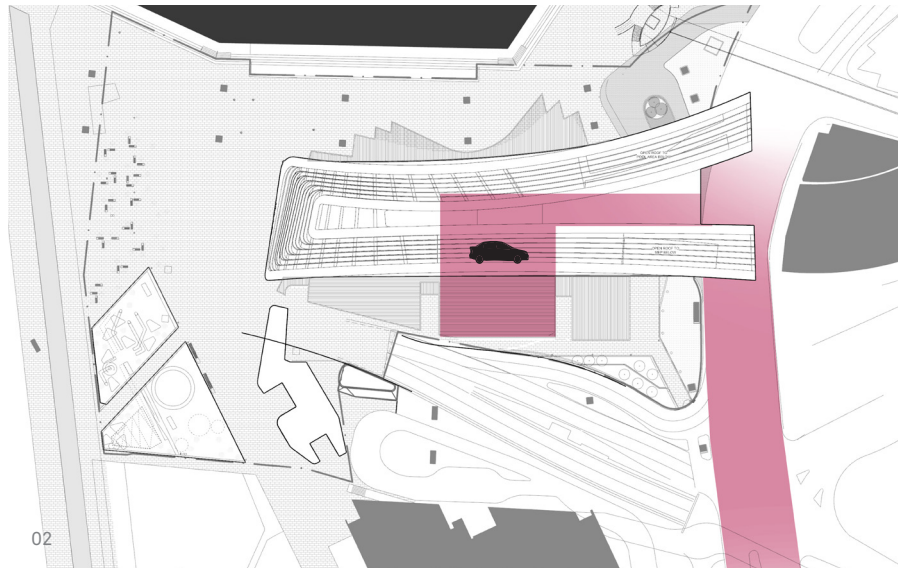
path into the precinct. The continuously active frontages at the ground floor level will also help wayfinding into the precinct from the City.

All spaces and tenancies at Ground Floor are wheelchair accessible from promenade at grade level.

Vehicular access into the building for deliveries and car parking is provided on the south eastern side off Harbour Road.

The entire eastern zone also allows emergency services vehicles to access the Darling Harbour Foreshore via this plaza and from the existing service lane to the south of the proposed site (current McDonald's drive-thru).





- 01 Hotel Lobby with views to Darling Harbour from Harbour Road
- 02 Vehicle and back of house access from Harbour Road

- 03 New Public Forecourt on the Eastern end of building
- 04 Ground Floor Retail is accessed from the adjacent public domain

02 Design Principles

Pedestrian connectivity

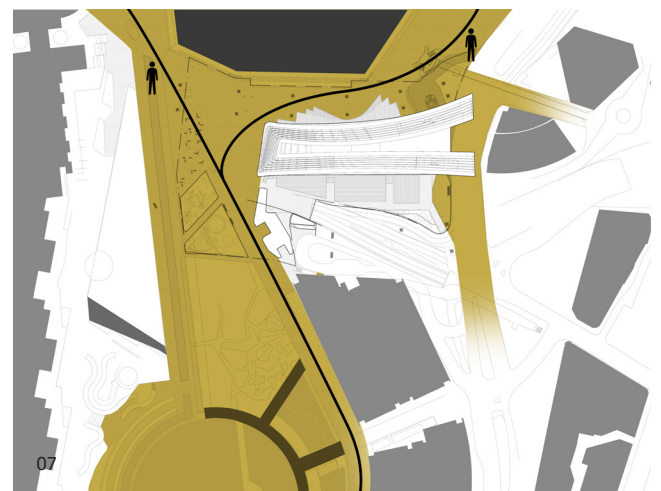
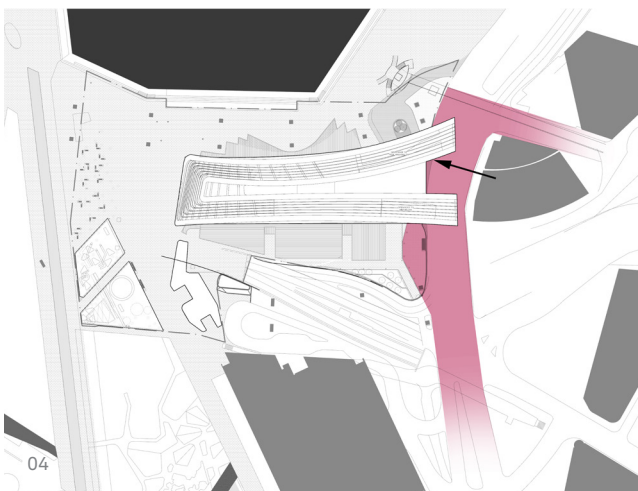
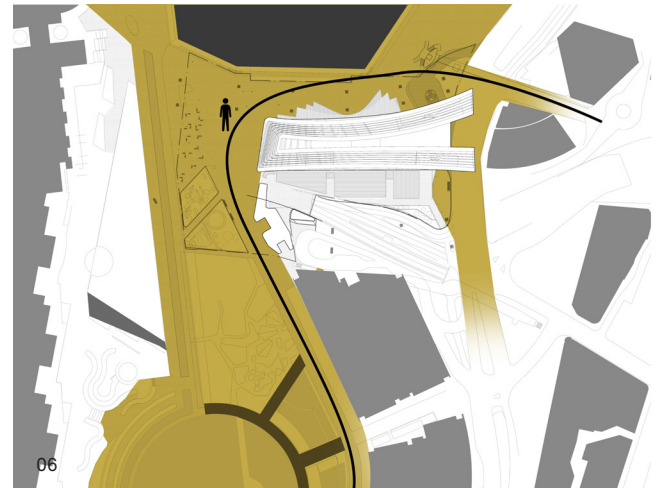
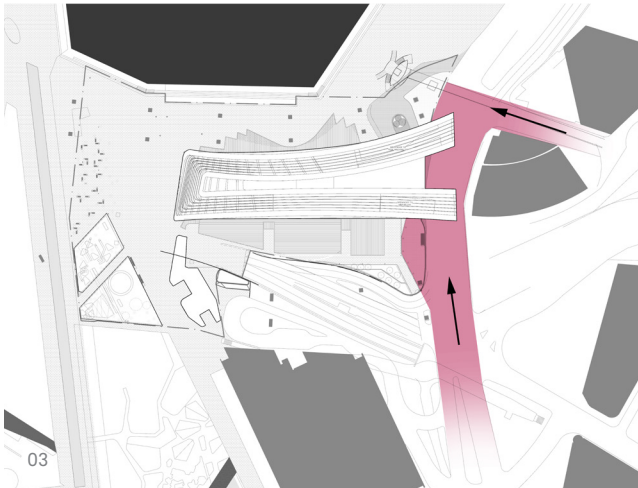
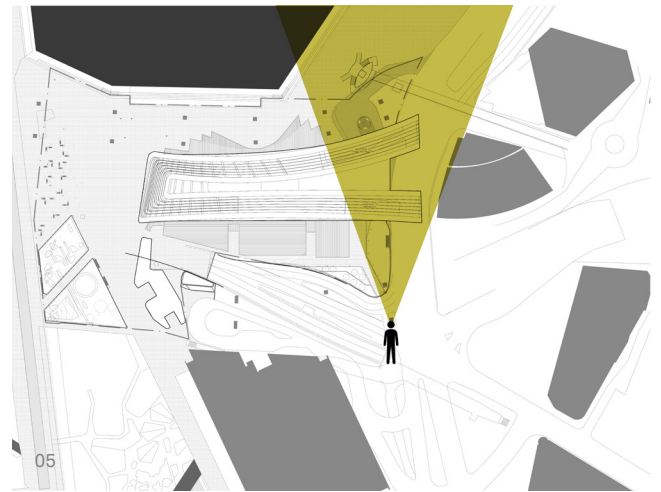
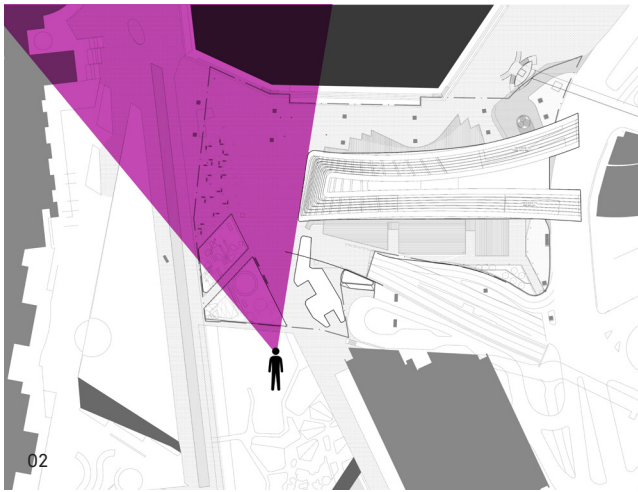
Important through site links and improved sight lines are proposed, designed to feed directly into the SICEEP development. Pedestrian flow from the south (Darling Quarter Pedestrian Boulevard and Retail Terrace) is opened up through the relocation of the palm grove and existing raised barriers and edges.

This move allows freedom of movement to the north, to Harbourside (through SICEEP) and Cockle Bay. Movement to SICEEP from the western public domain occurs via the through links provided between the new and existing playground, through the relocated palm grove and through the existing link provided at the water's edge to the north. The entire western edge of the proposed western public domain is flexible in its design. The current proposal delivers pedestrians to the edge of the urban stream, and will be further integrated to the SICEEP.

The new elevated bridge from Bathurst St as a major east west pedestrian connection to SICEEP is also considered. The Harbour St overpass delivers pedestrians to Darling Quarter North and provides a landing point for the public. Views from this point will need to be

retained to the proposed SICEEP Convention Centre with adequate way finding apparatus crucial in providing directional information for the other Darling Harbour destinations.





01 Proposed view from
Cockle Bay Wharf.
Imagery by
HASSELL

02 Enhance Sight
Lines from Darling
Quarter

03 New Public
Forecourt of
Eastern End of
Building

04 Hotel Lobby Entry

05 Maintain Sightlines
from Wheat Road

06 Enhance Pedestrian
Links from City

07 Enhance Pedestrian
Links to Darling
Quarter



Darling Quarter Playground ASPECT Studio. Photography by Florian Groehn.

02 Design Principles

Solar Access

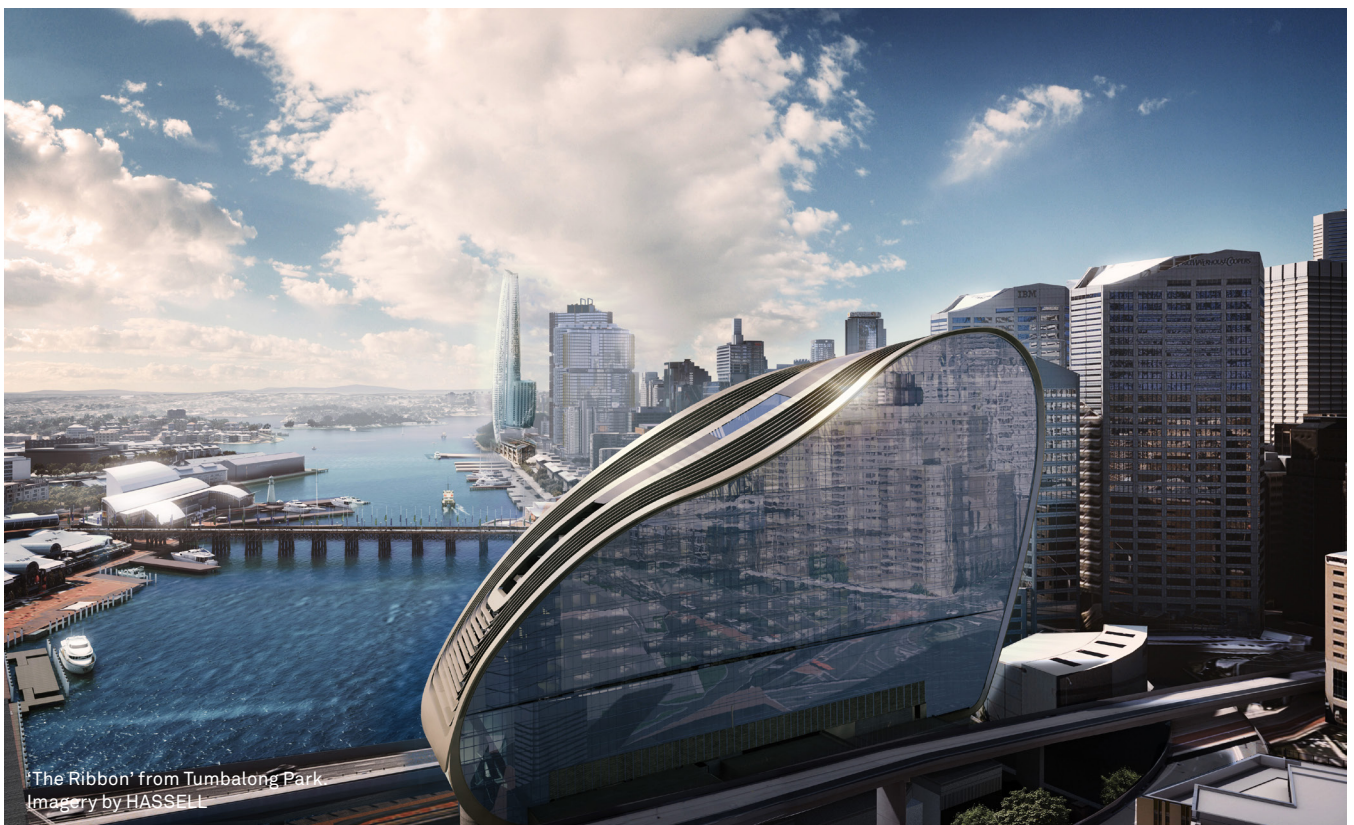
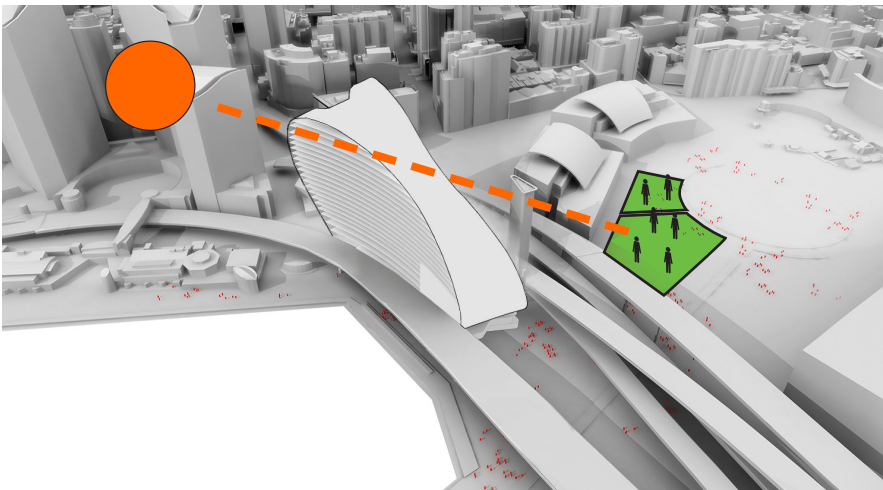
Above the elevated freeways, due to its northern aspect, the building benefits from exceptional solar penetration deep into each floor providing opportunities for highly energy efficient lighting, heating and cooling systems to be incorporated.

Our proposal has been reversed engineered to minimise the impact of the area south of the proposed development in consideration to among other things, the children's playground at Darling Quarter.

Extensive computer modelling has shown that by reducing the south-western corner of the building significant reduction of

overshadowing to the children's playground is achieved with no additional impact at 1.00 p.m., 21 June when added to the preexisting shadows cast by existing structures (47% at 1.00 p.m., 21 June). Refer to the "Solar Access Study" section of this EIS for further detail.

The final Ribbon form has limited negative impact



'The Ribbon' from Tumbalong Park
Imagery by HASSELL

02 Design Principles

Elevated freeways

The elevated freeways of the Western Distributor are a significant imposition on the proposed site dictating a footprint for the tower that is short in the north / south direction and long in the east / west direction. This is further compounded by the minimal access distance requirements between the building and the structures for inspection and maintenance purposes.





The Ribbon Form as seen from the Western Distributor. Imagery by HASSELL

S96 Design Changes



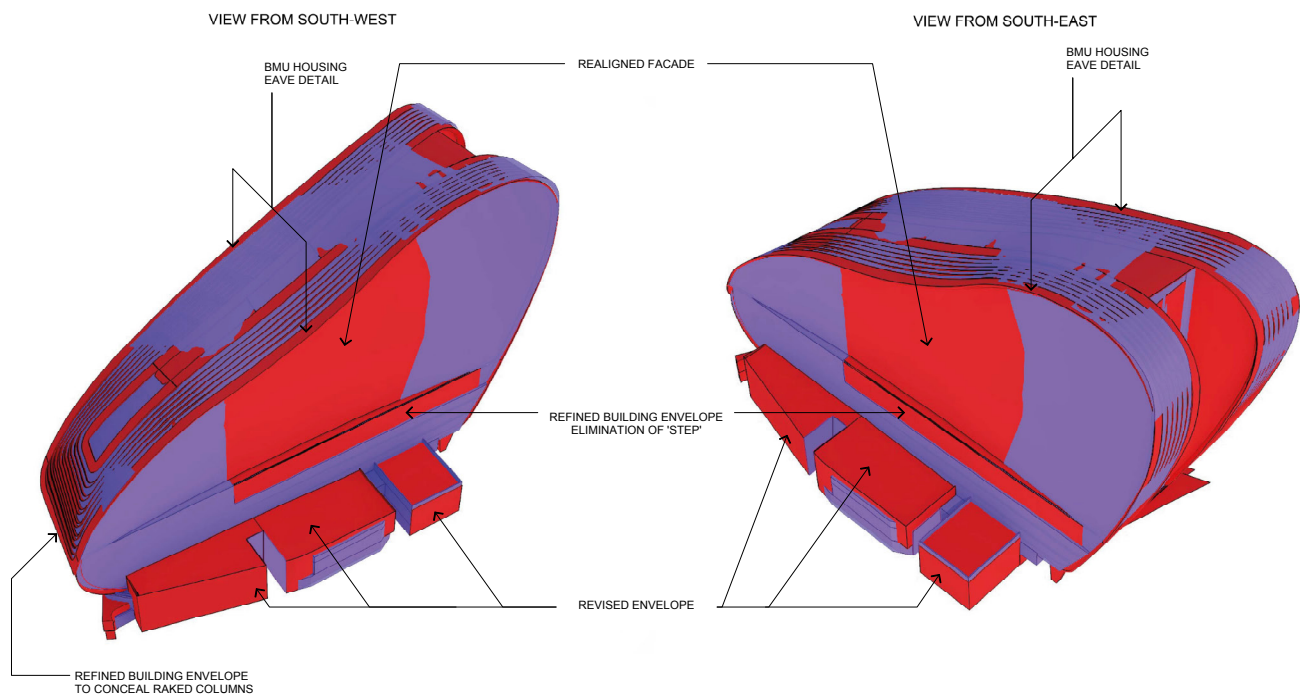
'The Ribbon' from Harbour Street.
Imagery by HASSELL

03

03 S96 Design Changes

Rationalisation of Tower geometry

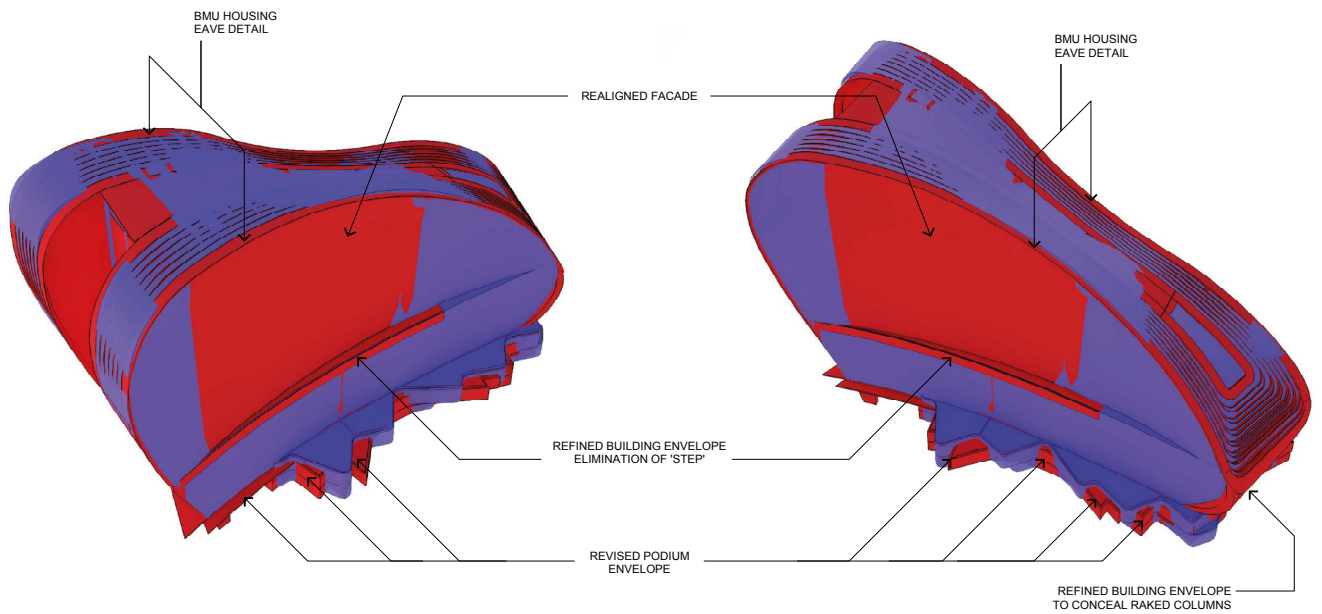
The geometry of the tower envelope was rationalised to consolidate elements that were previously projecting from the curvilinear form.



- Approved Envelope
- Newly proposed Envelope

VIEW FROM NORTH EAST

VIEW FROM NORTH WEST



- Approved Envelope
- Newly proposed Envelope