161 SUSSEX ST REDEVELOPMENT

SECTION 96 (2)
REV: C

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INTRODUCTION

Through the process of design development, subsequent to the lodgement of the DA , several improvements to the design proposal have been implemented. The proposal now better addresses urban design issues – in particular the façade of the tower and the western convention facade – in direct response to environmental, contextual and sustainability issues impacting the building.

In developing the design we have collaborated with relevant consultants, the hotel operator, relevant stakeholders and authorities (primarily RMS) and the contractor.

WESTERN FAÇADE – CONVENTION

The approved western façade presents a visually interesting and varied elevation to Cockle Bay. It is divided into two distinct expressions, the north and south convention halls with their higher roofs volumes and strong distinctive folded roof silhouette. The south hall is taller than the north hall. The halls are punctuated by prefunction spaces. These are lower height volumes and are visually recessive to the rich architecture of the halls.

The strongly horizontal convention building is integrated with the western distributor roadway infrastructure. It positively engages the surrounding roadway through the creation of a series of horizontal datums.

The design principles and design intent of the approved western façade have been enhanced in design development while concurrently addressing a number of technical issues.

The horizontality of the building has been enhanced through consideration of structural issues. Deep spandrels now describe more boldly the horizontal datums. The façade is now better modelled to cast a deep horizontal shadow across the west façade. The 'heavier' appearance of the spandrels anchors and gives mass to the building, better integrating it with motorway infrastructure.

All western façade shading systems are now integrated in the façade design, as opposed to having a 'tacked on' appearance as per the approved west façade design.

Façade maintenance methodology across the convention building has also been carefully considered. The maintenance regime is now integrated in the façade design. It has no physical presence – recesses in the façade are included to conceal BMUs from public view. Most critically, façade maintenance and cleaning can now be conducted in a safe manner and without the requirement for closure of the Western Distributor.

The material selection and application has been refined and improved in quality. The proposed facade materials to the convention comprise equitone panels, flat-lock expressed seam zinc sheeting, limited white metal panel and extensive closed-cavity glazed facades. The closed-cavity glazed facades (triple glazed units with interstitial blinds) will ensure western solar penetration and acoustic amenity are addressed, while also ensuring views over Cockle Bay are maximized.

The facades are crisply detailed, and carefully articulated. The convention building is strongly horizontal and positively engages the

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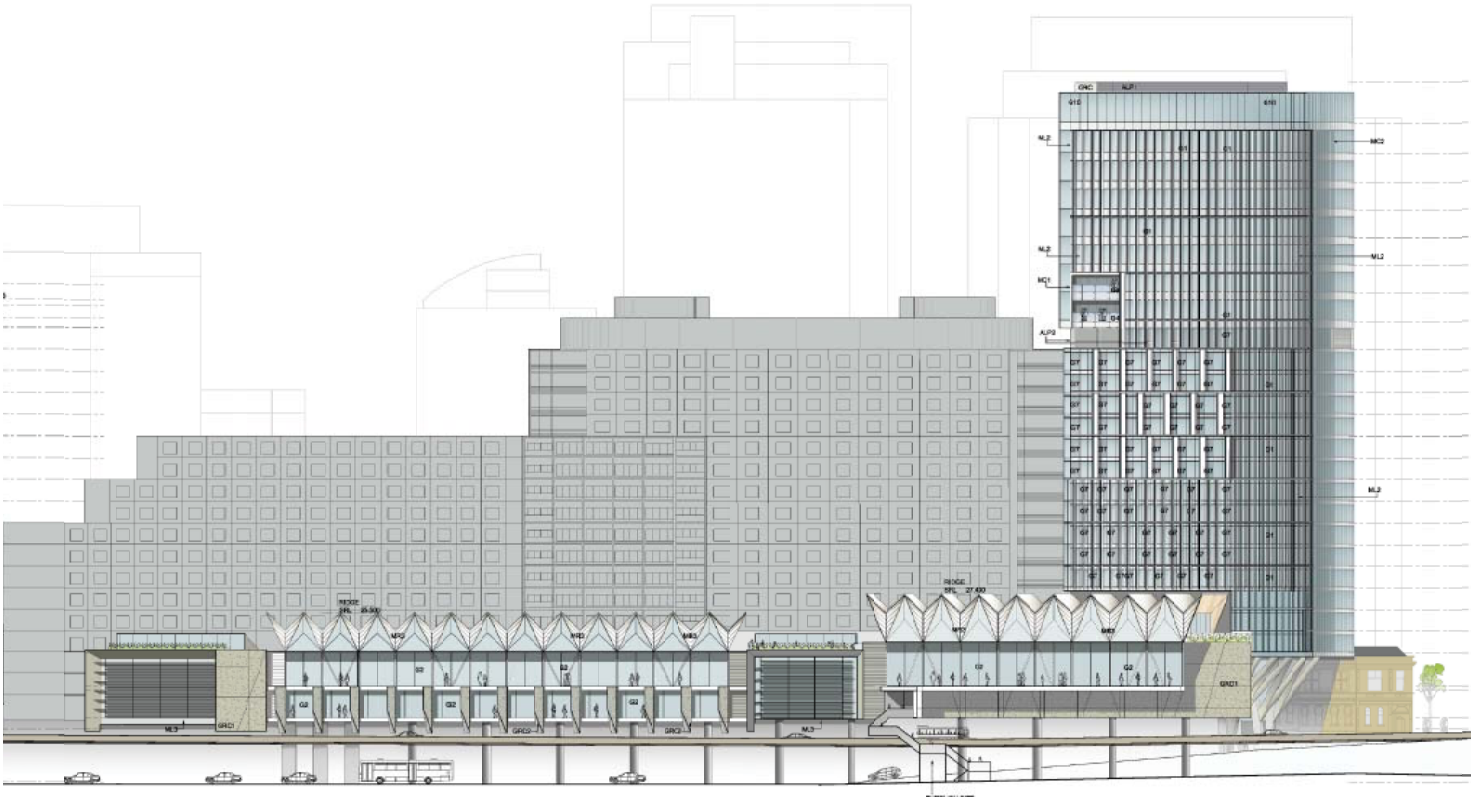


motorway. Both halls and pre-function spaces are primarily glazed and visually transparent to the public domain – animating the city. This is the case for the north, west and south facades. The south façade in particular will animate the public domain of the Pyrmont Bridge and western end of Market Street. This is now more critical given the proposed removal of the adjacent monorail station. The western façade will extensively animate and enliven the cockle bay precinct.

The convention building's zinc clad upright folded roof forms will present a distinctively 'civic' and memorable backdrop to the entire public domain of the cockle bay precinct.

PROPOSED

TOWER

The approved tower facade anticipates a glass curtain DGU façade system. It maximizes floor to ceiling vision glazing to both hotel and commercial floors.

Glass 'fly-bys' horizontally extend the west and south facades beyond the building volume, while a significant glass pararpet to both the south and west facades does the same vertically. This gives the building a clear south west orientation while mitigating the impacts of the tower's mass

The south and west corners of the building gently curve to address Darling Harbour and assist in annunciating entry to the CBD from the west.

Critically all these principles remain in the developed tower façade design.

Approved external shading on the west (and partially on the south) façades is proposed as a series of vertical louvres to mitigate the western aspect, particularly to late afternoon solar penetration and thermal heat gain.

The west façade includes a balcony to two commercial floors. It also includes a zone across 6 floors where the scale of the louvres is varied.

Subsequent to the lodgement of the DA extensive analysis and JV3 modelling of tower façade shading options was undertaken in collaboration with our sustainability engineer. This process revealed the vertical louvre arrangement (as indicated on the approved DA) was NOT the optimum shading arrangement for the tower. Indeed, it was revealed some louvres contributed no effective shading whatsoever.

Arising out of this analysis and modelling the developed tower façade design has adopted the most effective shading system. The shading system proposed varies from the hotel to the commercial floors due to the differing floor to floor height and occupant amenity requirements. In the lower hotel floors a horizontal louvre is proposed which includes a fritted glass vertical component as well as an aluminium bladed horizontal component. This system uniformly covers the hotel west façade and extends along the full extent of the curved south-west corner.

In the commercial floors dual horizontal louvres are proposed which include aluminium bladed horizontal components (no vertical fritted glass vertical component is required for the commercial floors). Again these extend for the full extent of the curved south-west corner.

Most critically, the curved south-west corner glass is more visible as a result of the horizontal louvre proposal.

This is a significant improvement in the design quality of the tower façade and the crafting of its details, and as a result:

– The developed tower façade is now disciplined in its use of shading devices. Shading devices are used purposefully, and are directly responsive to actual environmental factors.

– The commercial balconies have been deleted as they did not add tenant amenity as a result of market feedback and were unlikely to be used. Similarly a more rigorous approach to the shading of the west façade has resulted in a uniform shading approach to be taken.

– The tower façade is now simple, understated and elegant in its appearance. It is a significant design improvement to the tower façade as approved.

Through the course of design development the recessive lower floors to the tower have been replanned to include kitchen, plant and service areas. The structure to the base of the tower has also been significantly refined and improved – indeed the extent of required structure has been reduced.

In consideration of these issues, together with the desire to declutter and simplify the architecture, amendments to the lower ground, ground and mezzanine level facades forming the base to the tower are proposed.

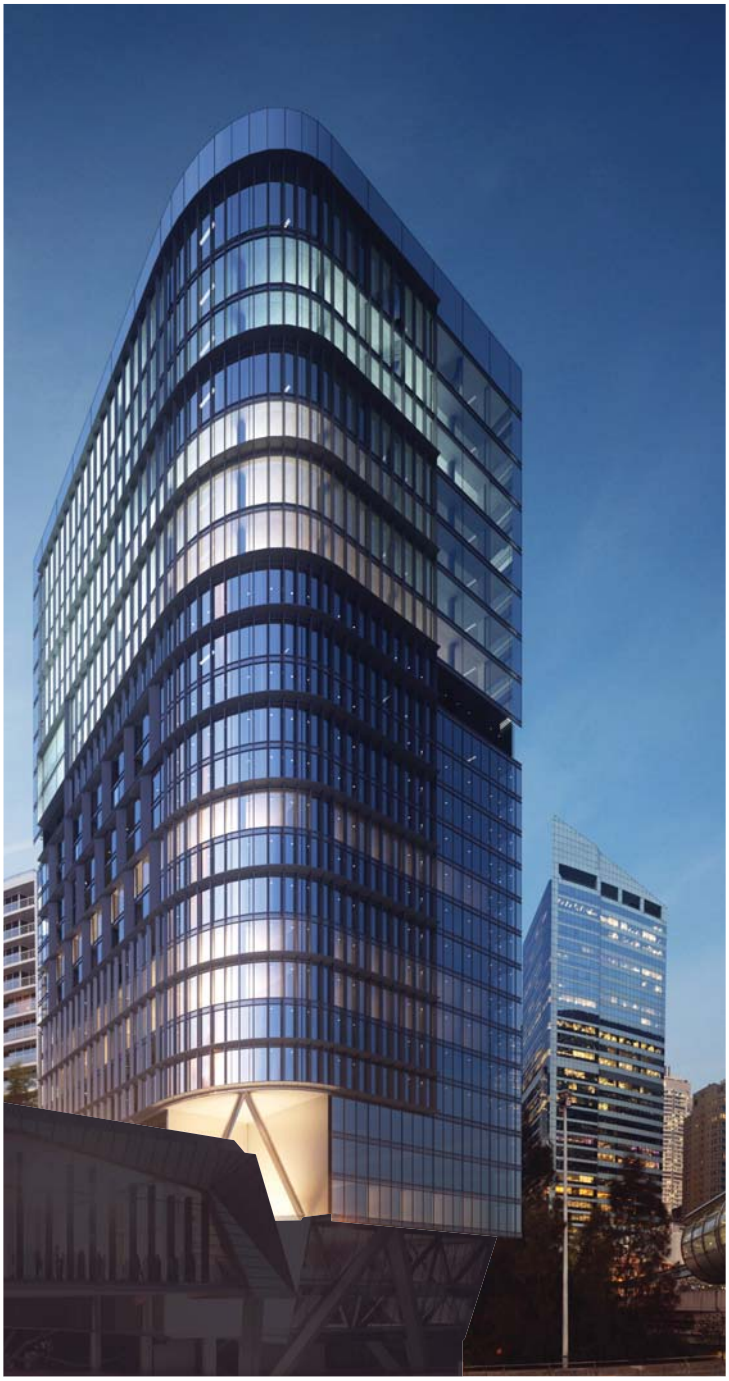
The approved facades to these levels include extensive colour-back glazing, 'patterned' to reference steel trusses immediately internal of the facades. These steel trusses are no longer required. GRC panels were also included to the lower ground level facades.

In simplifying the façades, an equitone panel system is proposed in lieu of the colour-back glazing. This material is used extensively on the convention building. Its use on the tower base ensures both 'read' as forming one development.

The GRC panels to the lower ground facades have been replaced with solid basalt stone. The basalt stone provide a strong robust base to the tower in addition to providing a backdrop to the incorporation of Heritage graphic panels.

The facades to the lower levels are now proposed with a finer grain of detail and clearly horizontal stratification - more responsive to, and appropriate for the adjacent heritage listed Corn Exchange building.

The understated approach to the façade materials and patterning, together with the simplification of the towers structure, ensure the presence of the heritage Corn Exchange building is in fact enhanced in the precinct.



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PROPOSED

PORTE COCHERE

The approved port-cochere includes a 3m glazed volume with the metal clad backdrop to the existing podium building. The porte cochere glazed awning is 3m in height. This provides visual connection to and from the Sussex Street footpath, as well as providing a clear, direct and contemporary frontage for the Hotel.

An appropriately scaled, transparent, and civic address to Sussex Street is proposed which invites public participation and engagement. The lively activity associated with the porte cochere, together with that of the adjacent wharf lane commercial tenancy address, and the retail tenancies located within the adjacent heritage buildings, will together reinvigorate and animate the Sussex Street pedestrian experience.

In further of consideration the hotel operations it was deemed that a dedicated service corridor on the mezzanine level was needed to connect the existing service shaft to the newly proposed back of house areas on this level. This corridor creates a 12m high volume and is visible from both Sussex Street and the porte cochere.

This requirement presented an opportunity to create a porte cochere space of a more 'civic' scale. The 3m glazed volume referred to above is increased in height to 12m to wholly encapsulate the service corridor.

This provides a dramatic and more 'civic' scaled address for the Hotel to Sussex Street. The proposed 12m frameless glass wall is elegant, ordered and simple. It permits extensive visual transparency into the hotel from Sussex Street.

The awning has been amended and simplified and is proposed to consist of metallic panels top hung from a steel structure. Integrated heritage interpretation through paving patterns which relate to the 1880s allotment patterns are retained in the developed design.

The entry doors to the hotel are further defined by a stone clad portal in addition to separate secondary entrances and exit points.

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Access to the through site link is through a dedicated glazed entrance with a direct visual link to the ramp and access way.

In further review of the smoke exhaust strategy from Slip Street it was determined that the existing smoke shafts (from Slip Street) currently located on Sussex Street and interfacing with the porte cochere need to be retained to maintain a compliant mechanical system to Slip Street. It is proposed that the smoke shafts be clad in high quality expressed seam zinc sheeting with that a heritage interpretation included in the panels.

These shafts are integrated in the overall design for the porte cochere.

PROPOSED

THROUGH SITE LINK

One of the key objectives set in the Director General Requirements and the approved scheme is the inclusion of a direct and legible access from Sussex Street to Darling Harbour.

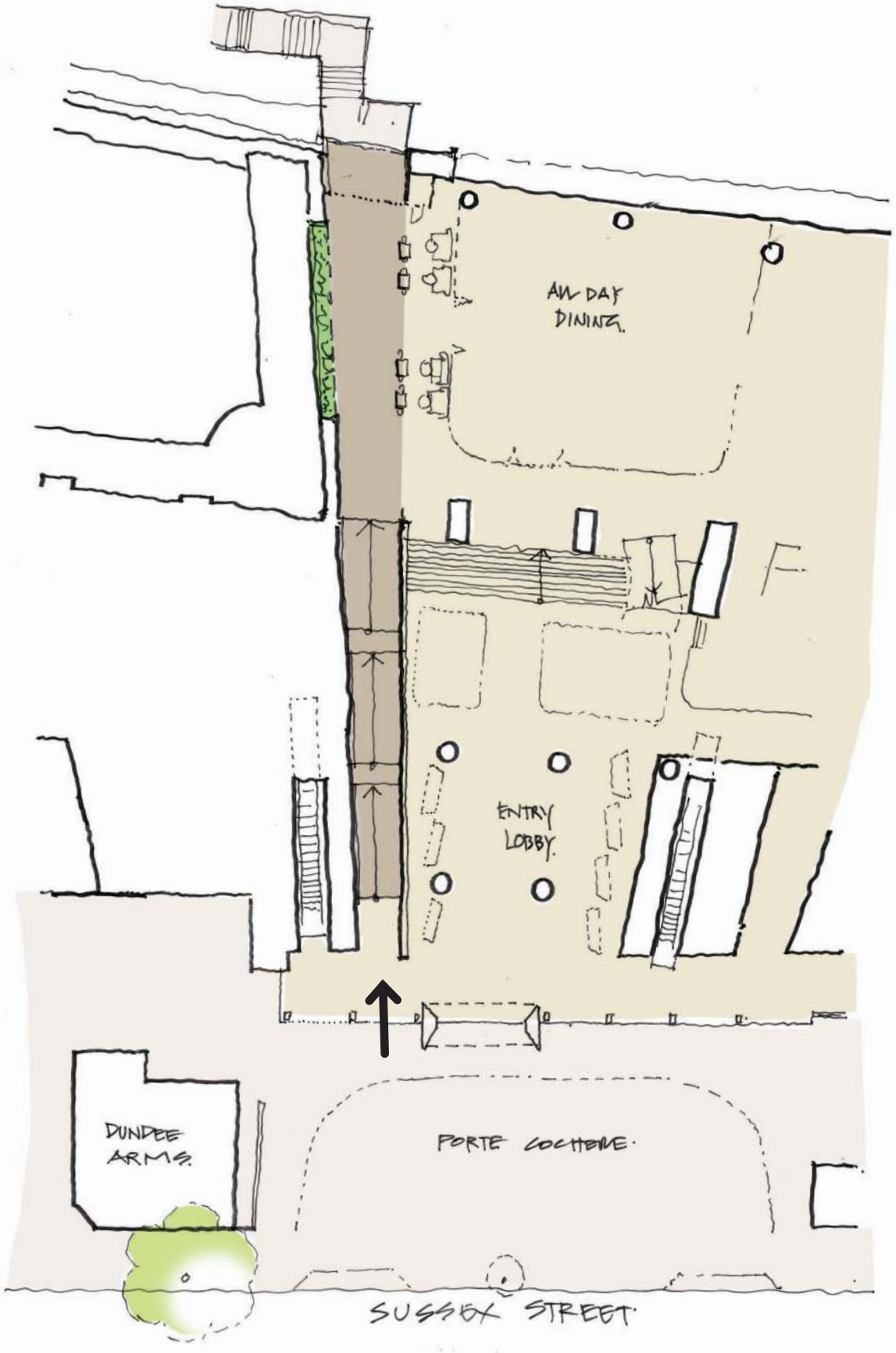
In the approved scheme the link was defined on the southern edge of the hotel lobby with a stair access in addition to an accessible lift.

After stakeholder consultation - in particular with RMS - it has been determined that the inclusion of the accessible lift and the escalator pit is not feasible over the Western Distributor given clearances required for the motorway envelope.

This has necessitated the re-design of the through site link. The proposed link is now a series of accessible ramps which connect the two different levels of the foyer (approximately 1.5 metres difference). The route remains in the approved location with direct access from the hotel entry to the existing stair at Wheat Road

The through site link will be made legible and distinct in the development of the interior finishes, lighting, signage and detailing approach. In addition the design has integrated a green wall adjacent to the all-day dining restaurant. The restaurant provides an activated edge to the link and provides for passive surveillance.

VIEW OF THE THROUGH SITE LINK FROM HOTEL FOYER



THROUGH SITE LINK: PLAN DIAGRAM

NORTHERN COURTYARD BUILT FORM

The approved northern entry provided a secondary entry point to the hotel complex. The approved architectural expression is similar to the approved porte cochere though at a lesser scale.

In further consideration of hotel operations the northern entry is no longer required

Entry to the hotel is to be consolidated at the porte cochere to negate potential patron way-finding confusion and simplify movement patterns around the extensive ground level of the hotel complex.

The north entry area will now function as a courtyard egress point only. The courtyard will provide outdoor seating to the restaurant to be located in the northern warehouse. This will positively activate and add amenity to Sussex Street.

As a result of this functional change, the glazed awning proposed over the northern courtyard area has been removed improving exposure of the northern warehouse building. The structures located at the interface to Sussex Street in the approved northern entry remain.

The built form addressing the northern courtyard now includes glazing located at the relocated escalator. Patron movement behind this façade will be highly visible from Sussex Street. Glazing is detailed similarly to that proposed for the port cochere. Kitchen, service and plant areas to the new podium building are clad in zinc cassette flat panel equal to the port cochere.

The built form is similar to the porte cochere in its civic qualities, detailing approach and material selection. Despite the removal of the northern entry function the courtyard space will continue to enhance and activate the public domain in this portion of Sussex Street.

NORTHERN WAREHOUSE BUILDING & GLAZED LINK

Amendments associated with the heritage listed Northern Warehouse building for use as a temporary hotel all day dining restaurant have been included in this submission. These include the addition of the following items:

- Demolition of internal walls associated with the previous tenancy
- Incorporation of new front of house wash rooms (on lower ground level) and a new compliant accessible toilet all located within the internal volume
- Addition of an internal service stair
- Incorporation of a glazed link connecting to a new kitchen integrated with the existing hotel podium building.
- Incorporation of external patron seating on Sussex Street (to supplement internal seating capacity which is lower than the existing hotel restaurant)

The demolition of the existing faux heritage kitchen and related plant room (as per the approved proposal) has required the inclusion of a new kitchen and associated plant areas for the northern warehouse building which has been integrated into the existing podium building. The new kitchen requires a physical connection to the heritage building.

It is proposed to provide a glazed link located to the northern elevation of the podium building connecting the northern warehouse to the proposed kitchen. The link is fully glazed and the connection is via an existing door opening in the west façade of the northern warehouse building.

The glazed link design maximises the curtilage between the new podium building and the northern warehouse building, whilst sensitively relating to the radial geometry of the existing Four Points built form. The glazed connection is a sensitive addition and deferential to the heritage building. It enhances and reveals the significance of warehouse's west elevation.

As noted above these amendments are being proposed to facilitate the temporary relocation during construction of the hotels all-day dining restaurant and bar, currently located adjacent to the hotel lobby. However it is proposed that this significant investment will remain to service the potential reuse of the Northern Warehouse as an independent restaurant in the future.

WEST ELEVATION OF NORTHERN WAREHOUSE BUILDING VIEWED FROM EXPRESSWAY

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