

Figure 4.25. Signage locations diagram

DESIGN GUIDELINES

Sustainability

Objectives

- Incorporate best practice passive design features, such as thermal mass, orientation and solar shading, to minimise reliance on technologies to achieve low greenhouse emissions and low energy performance.
- Integrate modern energy efficient systems, technology, controls and metering to enable ease of operation and maintainability within the design.
- Reduce the dependence on mains water by incorporating water efficient fixtures and fittings and integrating rainwater tanks throughout the precinct.
- Incorporate Water Sensitive Urban Design elements to provide passive stormwater management as part of overall site-wide water management strategy.
- Incorporate material choices that reduce environmental impacts such as Cross Laminated Timber, recycled materials and materials that have low toxicity.
- Promote and encourage the use of pedestrian, bicycle and public transport into and from the development.
- Improve the natural environment by the provision of valuable public and semi-public green space.

Controls

- Achievement of the Building Sustainability Index (BASIX) Multi Dwelling Certificate.
- Achieve a Green Building Council of Australia (GBCA) 4 Star Green Star (As Built) – Multi Unit Residential v1 Certified Rating for all residential flat buildings.
- Achieve a Green Building Council of Australia (GBCA) 5 Star Green Star (As Built) – Office v3 Certified Rating for the office building.
- Refer to Environmental Impact Assessment prepared by JBA for more detail.

SECTION FIVE
ILLUSTRATIVE
DESIGN

Illustrative Design

This chapter provides a description of the Illustrative Design which has informed the new parameters for The Haymarket including proposed maximum GFAs, height and massing.

The Illustrative Design provides an indication of how the site may be developed under the proposed parameters, the Design Guidelines and the maximum GFA controls. The built form described in the Illustrative Design is indicative only and seeks to articulate a potential design solution without providing a detailed architectural design. Future Stage 2 Development Applications will provide and seek approval for the detailed architecture and construction of individual buildings.

The Illustrative Design represents one scenario as to how The Haymarket could be developed. The flexibility in the parameter plans ensures that there are multiple design iterations available.

The Illustrative Design for The Haymarket site is presented in the drawings overleaf and a drawing package is provided at Appendix A. The development comprises a number of new urban blocks incorporating a range of new uses. A network of new lanes and streets connect the existing context with a new public boulevard and public square located at the heart of the scheme.

Illustrative concept proposal area

Site area		47 530 m²
GFA	Residential Buildings	147 691 m²
	Commercial	26 107 m²
	Other (Retail/Community/IQ Hub)	9 850 m²
	Public Car Park	13 588 m²
Total		197 236 m²
Floor space ratio (FSR)		4.3:1

Residential dwelling mix

Type	Unit sizes (m²)	Number	Mix (%)
Studio	40	153	11
1 bed	50	354	26
1 bed + study	60	209	16
2 bed	75-83	576	42
2 bed + study	85	45	3
3 bed	105	26	2
Total	-	1363	100

Student accommodation mix

Type	Number	Beds
Studio	85	85
Twin share studios	252	504
4 bed cluster	34	136
5 bed cluster	34	170
8 bed cluster	17	136
Total	422	1031

Area and dwelling mix are indicative and are subject to ongoing refinement.

ILLUSTRATIVE DESIGN

- Key features of the development proposal are:
- 1. New square ringed with active uses at heart of development.
 - 2. Public boulevard held by line of development and activated uses.
 - 3. Little Hay Street – continuity of Chinatown public domain and uses into development and connecting to new public square
 - 4. Hay Street – pedestrian linkage connecting Macarthur Street and the Goods Line to the Boulevard.
 - 5. Potential market – providing an opportunity for an undercover market related to Paddy’s Market opposite.
 - 6. Dickson’s Lane – intimate/convenient retail – similar to Melbourne lanes.

The place names used above are indicative only and have been included for ease in locating on plans and in making reference within these documents.

Refer to the Public Domain Design Report for SSDA2 prepared by Hassell which addresses the public domain in further detailed and provides a narrative on the landscape character, including reference to deep soil zones and sustainability initiatives.

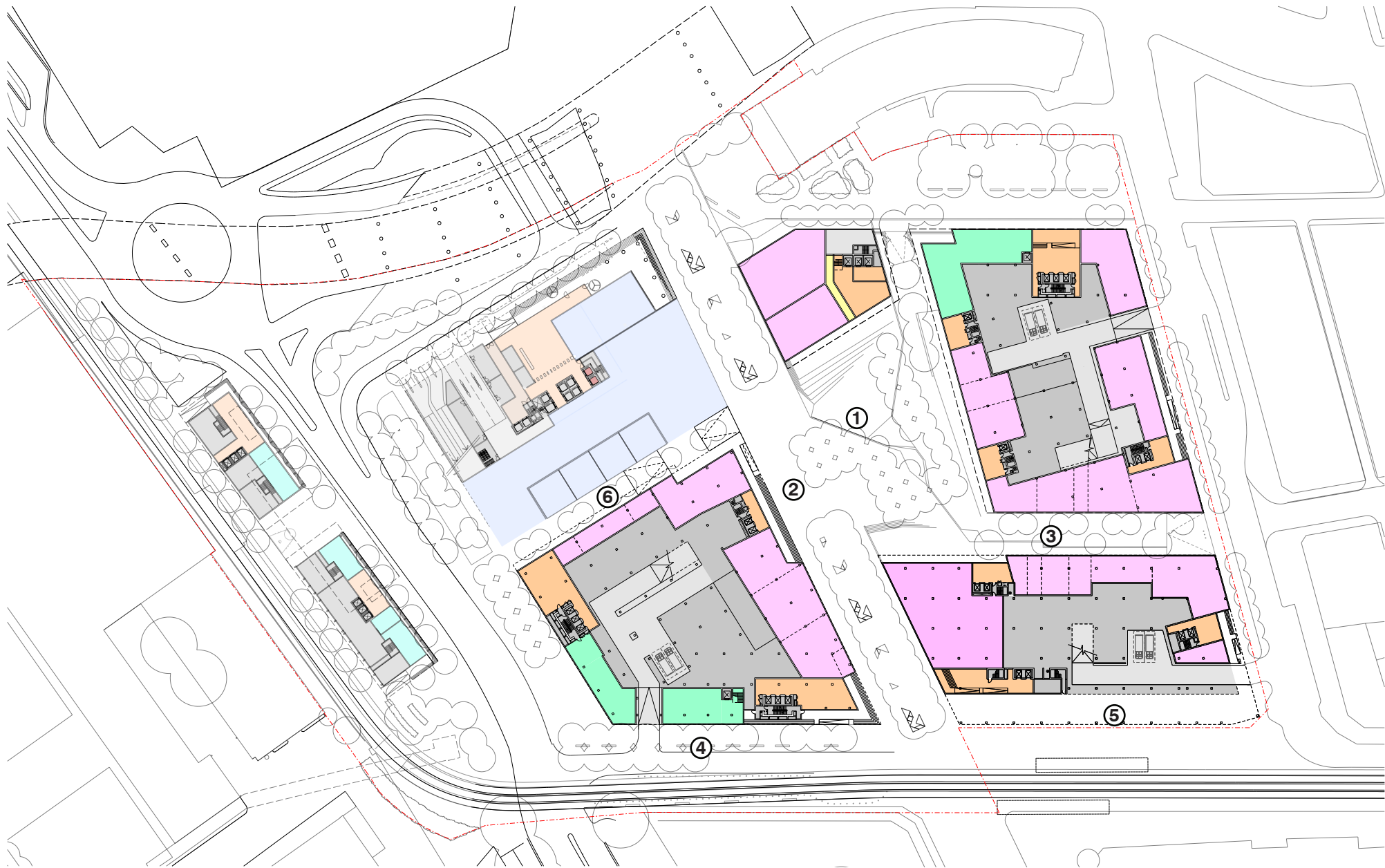


Figure 5.1. Key features on ground plane

ILLUSTRATIVE DESIGN

Public domain + landscape plan

The Haymarket site presents an unprecedented opportunity to repair a piece of urban fabric and at the same time introduce quality open spaces. A programme of activities will ensure they remain an active part of the fabric of the city and not as a collection of under-utilised spaces. Opportunities exist beyond the site boundaries and the aspirations is to tie in to adjacent development to see the scheme integrate within a larger placemaking framework.

A key example of these is the public boulevard, a pedestrian boulevard that promotes pedestrian connection from the Central Station into the precinct and beyond. The provision of a new public space on the fringe of the dense and gritty Haymarket and Chinatown precincts. The square maintains the strong character of the area and avoids becoming an inactive outlook for the residents. Green spaces are adequately catered for within the SICEEP and Tumbalong Park redevelopment so the Haymarket Square is envisaged as an urban lounge.

The outcome will be a new level of connectivity north/ south and east/ west that has not existed at any point during the history of the site.

Key features of the public domain proposal are:

1. Haymarket Square – new public space.
2. The Boulevard – tree lined avenue connecting through to Darling Harbour
3. Little Hay Street, Dickson's Lane – populated with outdoor dining opportunities.
4. Hay Street – shared surface vehicle drop-off to towers and pedestrian linkage from west to Boulevard.

The place names used above are indicative only and have been included for ease in locating on plans and in making reference within these documents.

Refer to Public Domain Design Report for SSDA2 prepared by Hassell for more detail.



Figure 5.2. Key features on public domain

ILLUSTRATIVE DESIGN

Building heights

Key features of the building heights for The Haymarket site include the following:

- The design of the proposed development directly responds to the scale within the surrounding Haymarket and the city fringe location.
- Heights of the towers take into account opportunities for outlook and view sharing with adjacent buildings. All buildings remain below the height of the Peak Apartment tower.
- An intermediate scale is introduced around the square to provide a civic scale to the space which gives way to taller buildings at the edge of the blocks.
- The scale and width of Harbour Street, Hay Street and Darling Drive can accommodate large development without an adverse impact on the streetscape. A re-entrant between the tower and podium ensures a datum responding to a more human scale street edge is maintained and responds to the context.
- Large scale residential development holds the western edge of Darling Drive.

The tall towers acts as gateways around the site:

- SW3 and SE1 form a gateway heralding the entrance to the pedestrian boulevard and the southern front door to the SICEEP. The location on the street line ensures their visibility along Hay Street as well as Quay Street.
- SW1 acts as a landmark for visitors approaching from the west on Macarthur Street and to mark the transition onto Hay Street.
- NE3 creates a landmark tower for visitors approaching the site along Goulbourn and/ or Factory Lane.

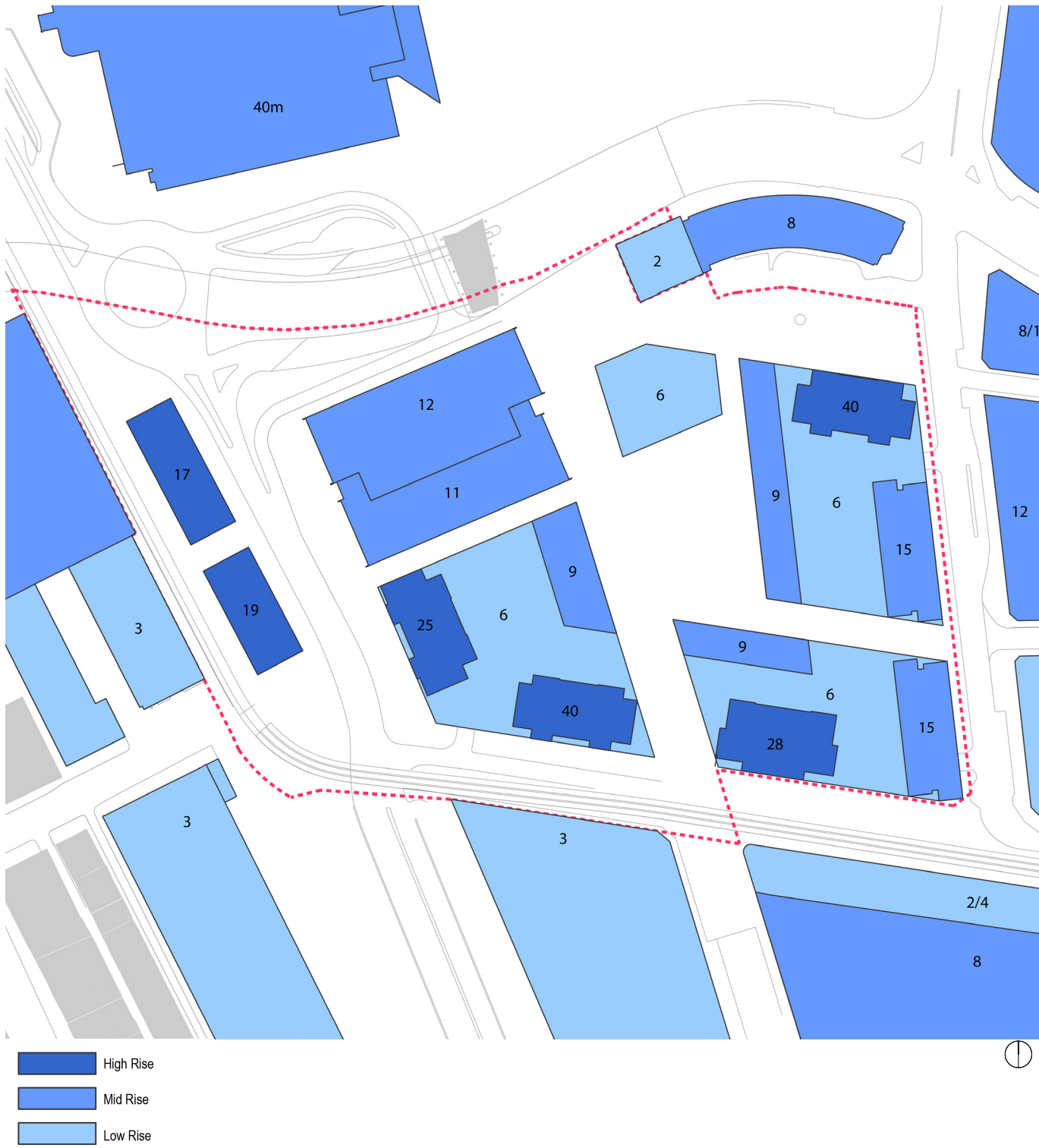
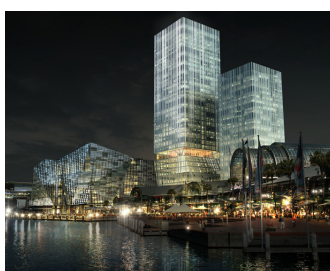


Figure 5.3. Building heights site diagram

Indicative active ground level uses

The following land uses are proposed in The Haymarket precinct:

- The predominant use has a residential focus with a diversity of dwelling types.
- Encourage new commercial and retail ground floor uses with an emphasis for food and beverage and high footfall uses along the Boulevard and around Haymarket Square.
- Commercial development is included within the NW plot.
- A new student precinct west of Darling Drive with ground level uses serving the residents.
- Low-rent tech start-up uses are located along Hay Street and Pier Street, where the focus will be on the human scale.
- An additional layering of activity could be provided by a rich program of uses and activities for the public spaces.
- Potential for a new community library within the N Plot providing a community focus within Haymarket Square.

Above ground level

- Along narrower lanes where habitable space is not sustainable, parking and/or residential storage is proposed above retail and community uses.
- Where this occurs an architectural articulated treatment will be provided to maintain a high quality urban design outcome.

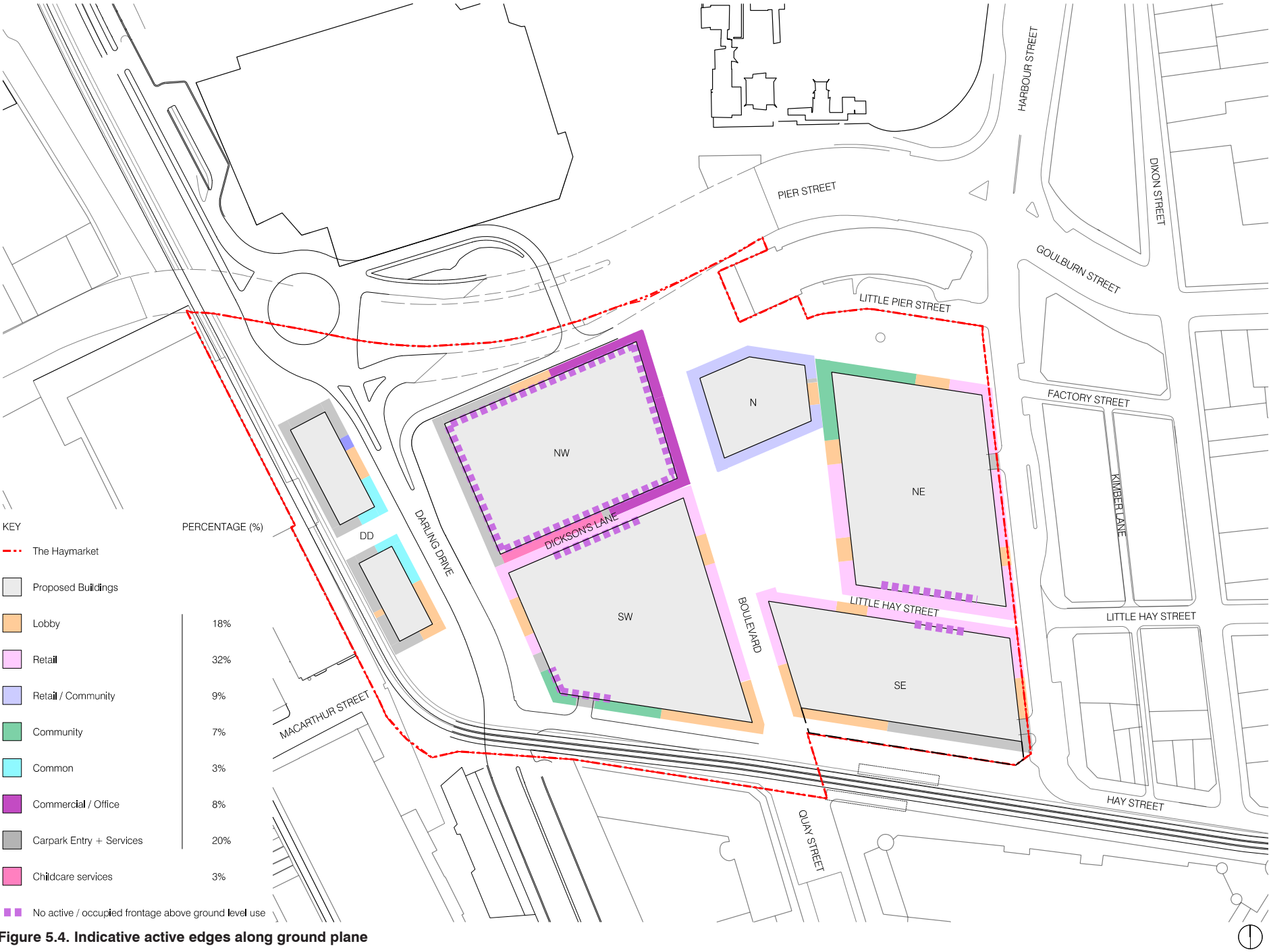


Figure 5.5. Shopfront precedent photos

ILLUSTRATIVE DESIGN

Building edge + public domain interface

A key consideration in design for both the built form and the public domain is the stormwater overland flood path through the site. Hyder Consulting has developed the flood modelling to test the scheme and ascertain the forecast flood levels impacting the site – including for forecast future sea level rises. This report supports the Stage 1 Concept Proposal Development Application.

The existing levels channel flood flows to non-occupied areas of the site where there is an opportunity to pond. Additionally, significant stormwater flood infrastructure such as numerous stormwater culverts, a 70m² open culvert and open flood paths through the existing car park has to be considered.

In addition to flood paths the impact of rising flood levels has to be considered within the context of the development and the requirement for asset protection. Initial flood modelling has set a 1:100 year flood RL of +3.1m for the site. Allowing for the City of Sydney's requirements for a 500mm freeboard allowance, the final RL for the ground level within the development has been set at RL +3.6m.

There has been extensive coordination and discussion to address the impact of these level changes to balance aspirations of commercial requirements, public domain activation and asset protection and mobility impaired access. Through careful sculpting of the public domain a number of these level changes are addressed. Gradients and steps in the level changes provide look-out and separation to the benefit of users within the public spaces.

The needs of the future retail and food and beverage operators have also been considered to ensure the ground plane considered their requirements.

To promote activation of the Boulevard edge and to ensure this key southern gateway to the SICEEP remains an attractive and active space an alternative engineered solution has been proposed that allows retail uses to remain at the ground level behind a defensive bund wall. This work will be further addressed during the subsequent Stage 2 development application for the SW Plot.

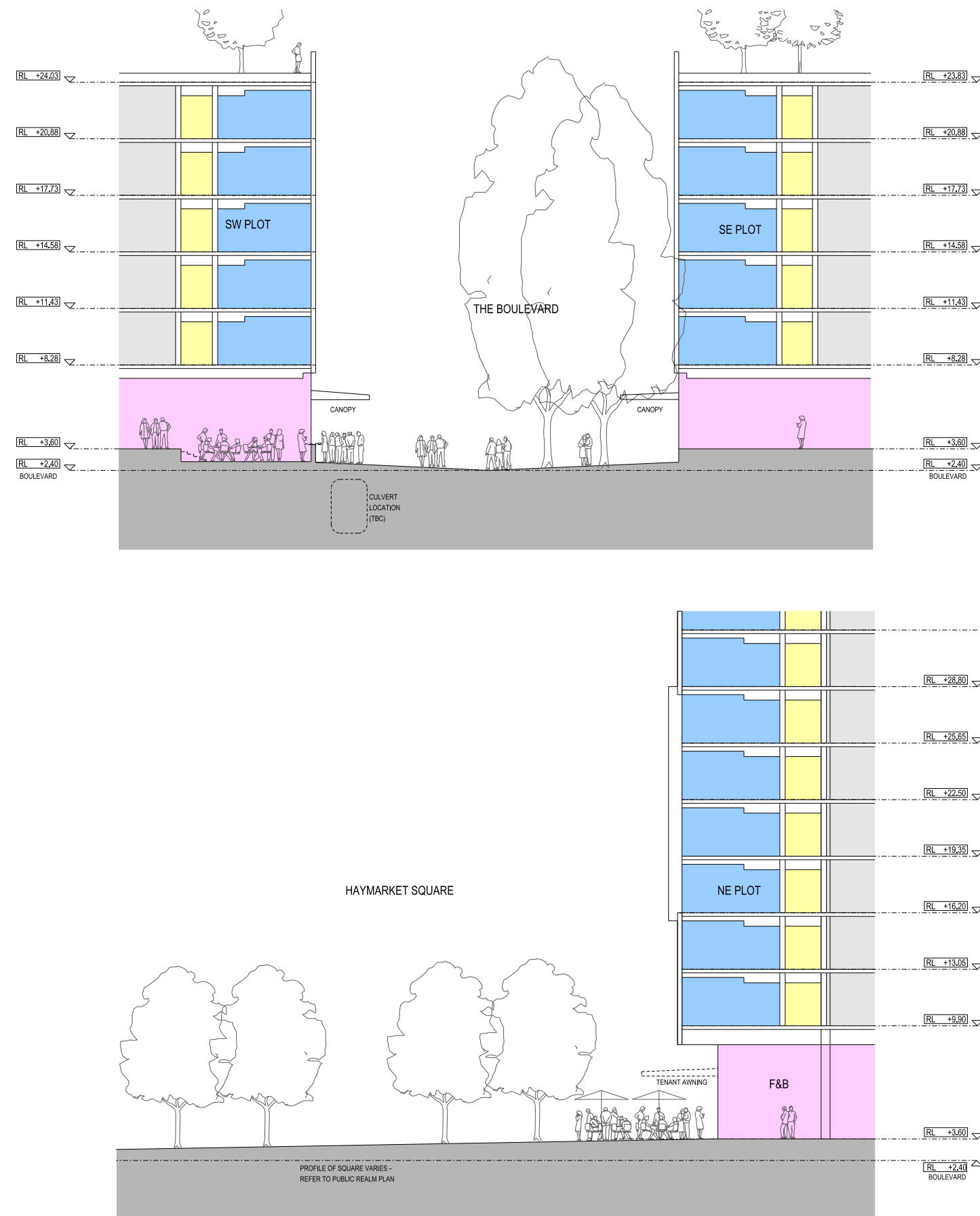


Figure 5.6. Typical sections through retail edge

Access + traffic strategy

Key features of the traffic and access strategy for The Haymarket site include the following:

- Increased permeability and public access to a part of the local area that has not been useable for a considerable period of time,
- Increasing residential densities and open space near the light rail service.
- Creation of a pedestrian only precinct feeding into a new public space.
- New internal lanes have been created and existing streets extended to provide better internal connections and options for pedestrian ingress and egress.
- New pedestrian and cycle links around the site connect The Haymarket to the SICEEP and beyond to Darling Harbour and the Sydney CBD.
- Integration with the Goods Line at Darling Drive/ Hay Street junction to allow for improved pedestrian management to achieve safe connections into the development and onwards into Darling Harbour and the city.
- Darling Drive has reduced the number of lanes and tightened the road corridor to provide a more attractive setting for the student accommodation.
- New car park access and visitor/ taxi drop-off has been re-introduced in Hay Street along a shared pedestrian and light rail corridor that maintains the linkage from Macarthur Street and the Goods Line to the Boulevard.
- The site is to provide a dedicated cycle path along Darling Drive as part of the overall SICEEP Precinct Plan to allow cyclists to travel north without risk of conflicts with heavy pedestrian movements within the SICEEP.
- Pedestrian entries to buildings are predominantly located on primary streets and away from vehicular entry points to minimise potential pedestrian/vehicle conflicts.
- To maintain active street frontages and streetscape design, vehicle access points will be designed so that they are as narrow as possible (width of driveways should be a maximum of 6 metres). Car park and services access is to be shared with lane splitting to occur within the building footprint.
- No basement car parking is proposed due to overland flood risks, risks the location of substantial infrastructure of contaminated land and significant archaeological in-ground material.

For more detailed information refer to the Transport and Traffic Assessment SICEEP The Haymarket prepared by Hyder Consulting.

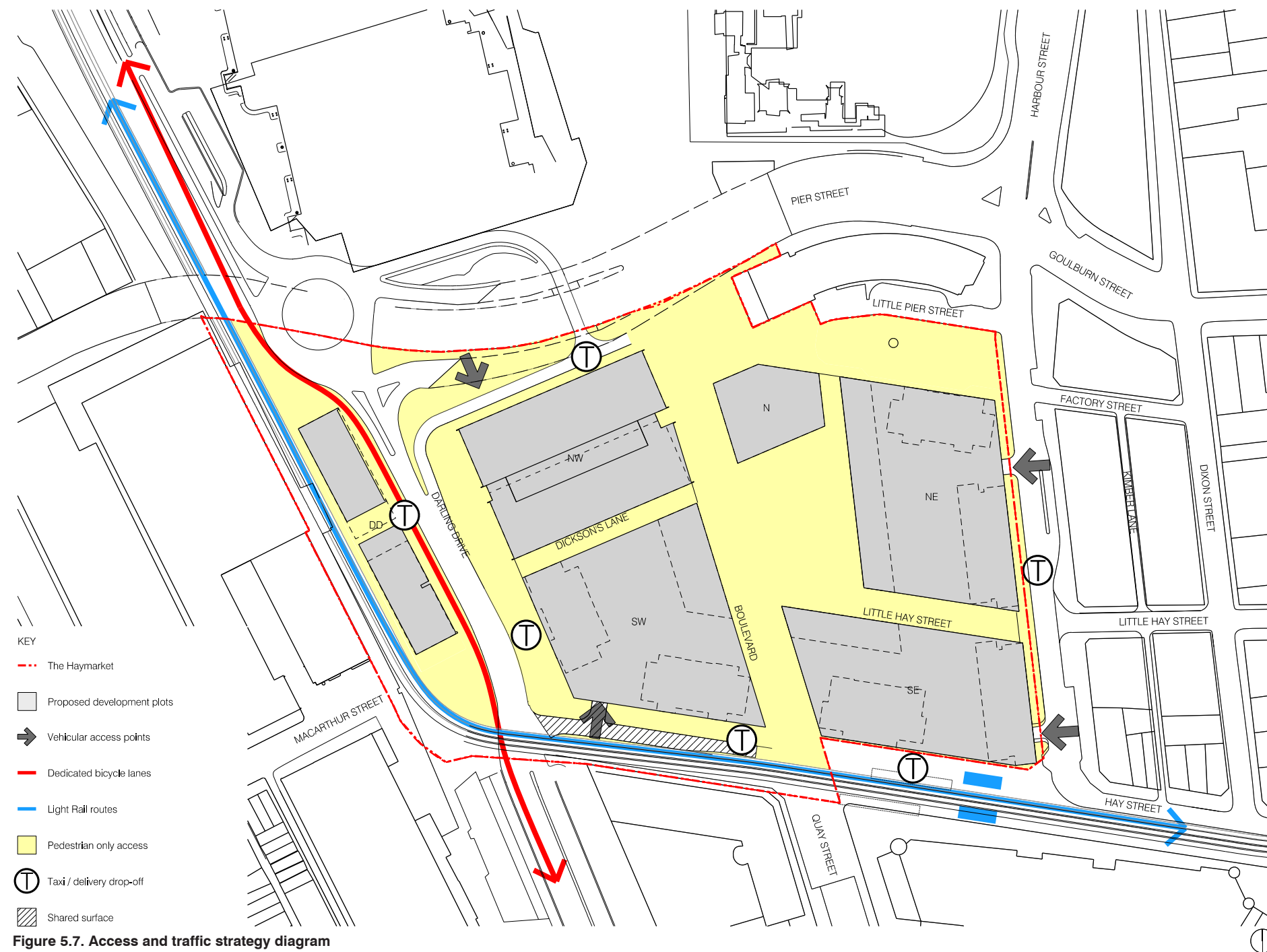


Figure 5.7. Access and traffic strategy diagram

ILLUSTRATIVE DESIGN

Illustrative development staging

The adjacent diagram indicates the intended staging of the development. The development will commence on the western edge of the site with Stage 1 of the SW mixed use residential plot , W2 student accommodation block and the public car park component of the NW plot. This is to enable the completion of the Boulevard and Haymarket Square in line with the completion and opening of the SICEEP redevelopment. Separate Stage 2 detailed development applications for each of these plots are to be submitted following the lodgement of the Stage 1 Concept Proposal Development Application.

Built form staging

Refer adjacent drawing

- 2016 SW plot (stage 1); W2; NW plot (car park)
- 2017 SW plot (stage 2); W1; NW plot (commercial development)
- 2018 N plot; NE Plot (stage 1)
- 2019 NE plot (stage 2)
- 2020 SE plot (stage 1)
- 2021 SE plot (stage 2)

Public domain staging

Refer adjacent drawing (to be concurrent with the development of individual plots).



Figure 5.8. Illustrative development staging diagram

