4.2 PLANTING

Site wide, the drivers for the vegetation and tree selection within the SICEEP precinct are based upon many influences:

- Past ecologies
- The historical valley floor, escarpment and their geology
- Desired scale
- Orientation
- Existing neighbourhood character
- Existing trees inside and outside of the site
- Desired character of proposed development
- Desired microclimate outcomes

North south, the trees are predominantly native, relating to the historical valley floor/ escarpment as a metaphor that has informed the vegetation selection SICEEP precinct wide. East west and within spaces where it is desirable to maximise winter light, deciduous exotics have been proposed. The scale of trees and interface relationship with the proposed building has been considered with a view to framing and softening where required. Where appropriate, species have been selected to help reinforce existing street character in adjacent neighbourhoods, and work in with the City of Sydney street tree master plan.

The tree species and planting proposed within this DA are outlined in Figure 4.2.2

Figure 4.2.1 Vegetation and tree plan

TREES

THE BOULEVARD

Species	Corymbia maculata
Common Name	Spotted gum
Size at maturity	Height: 20-25m Width: 10m
Pot size at planting	1000l

HAY STREET

Species	Platanus acerifolia
Common Name	London Plane
Size at maturity	Height: 18-25m Width: 10m
Pot size at planting	400l

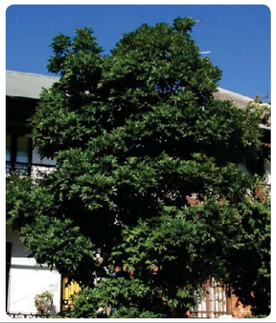
DICKSON'S LANE

Species	Acer 'Sango Kaku'
Common Name	Coral bark Japanese Ma
Size at maturity	Height: 6-8m Width: 4m
Pot size at planting	400l

DARLING DRIVE

Species	Tristaniopsis laurnia 'Luscious'
Common Name	Water Gum
Size at maturity	Height: 7-10m Width: 5m
Pot size at planting	400l

DARLING DRIVE



Species	Flindersia australis
Common Name	Crows Ash
Size at maturity	Height: 20+m Width: 8-10m
Pot size at planting	400l

PLANTING

DICKSON'S LANE

Species	Asplenium australasicum
Common Name	Bird's Nest Fern
Pot size at planting	5l
Spacing	1/sqm

Species	Blechnum ' Silver Lady'
Common Name	Silver Lady Tree Fern
Pot size at planting	5l
Spacing	1-2/sqm

Species	Liriope muscari
Common Name	Turf Lily
Pot size at planting	200mm
Spacing	4/sqm

Species	Liriope 'Evergreen Giant'
Common Name	Giant Turf Lily
Pot size at planting	200mm
Spacing	4/sqm

FEATURE GRASSES

Species	Dianella revoluta
Common Name	Flax- Lily
Pot size at planting	150mm
Spacing	5/sqm

Species	Lomandra tanika
Common Name	Lomandra
Pot size at planting	200mm
Spacing	4/sqm

Species	Poa labillardierei
Common Name	Common Tussock Grass
Pot size at planting	150mm
Spacing	5/sqm

DARLING DRIVE BIO- FILTRATION SWALE

Species	Carex apressa
Common Name	Tall Sedge
Pot size at planting	150mm
Spacing	5/sqm

Species	Isolepsis nodosa
Common Name	Knobby Club Rush
Pot size at planting	150mm
Spacing	5/sqm

Species	Juncus usitatus
Common Name	Tassel Sedge
Pot size at planting	150mm
Spacing	5/sqm

Species	Lomandra tanika
Common Name	Lomandra
Pot size at planting	150mm
Spacing	4/sqm

4.3 URBAN ELEMENTS

Site Wide

A suite of urban elements is proposed for The Haymarket that combines standard City of Sydney fixtures with bespoke elements custom designed for the precinct. This is in keeping with the materials strategy for creating a peripheral 'Sydney' streetscape and in inner core that is more definitively 'Haymarket'.

SSDA 5

Furniture and fixtures

Furniture within the Boulevard will be custom design cast concrete and timber seating platforms based upon the ancient Chinese 'Tangram' puzzle (see image) which will be a consistent element of the Boulevard Public Domain, SICEEP precinct wide.

Within Dickson's Lane and Darling Drive, the furniture will be custom designed simple cast concrete benches. This furniture is designed to facilitate and encourage gathering, meeting, working and general flexibility of use. Trees generally within The Haymarket precinct will sit within paved/porous paved tree pits to City of Sydney standards.

For simplicity, and to promote a well integrated Public Domain environment, standard City of Sydney fixtures such as bike racks and drinking fountains will be used throughout the precinct as required.

Lighting

Feature lighting will be key to creating a the desired vibrancy and eclectic character of Dickson's Lane, whereas circulatory and gathering spaces such as the Boulevard and Hay Street will be lit through elegant but simple pole top lights to facilitate safe access and use. Features such as seating and public art will be uplit in Dickson's Lane and the Boulevard, with overhead catenary lighting providing a more intimate eye catching nighttime character to Dickson's Lane. A catenary installation is proposed to enhance the eclectic awning arrangement within the laneway.

Art

A single piece of public art is proposed to be located at the end of Dickson's Lane at Darling Drive, as a marker and a lighting feature. An interpretive 'water channel is proposed to run along the Northern end of the Boulevard as a continuation of the interpretive water elements within Haymarket Square and Little Hay Street.

Wayfinding

Primary wayfinding information signage will be located at the Hay Street end of the Boulevard to help provide information and orientation on a city/Darling Harbour precinct wide scale:

Secondary and tertiary signage will aid orientation at precinct entries and intersections. Tertiary wayfinding will provide the context for retail, services and features of The Haymarket. Wayfinding signage locations and design will be the subject of future design development in consultation with INSW and SHFA.

Chinese Tangram Puzzles - inspiration for the Boulevard bench design

Figure 4.3.1 Urban Elements Plan

FURNITURE

CUSTOM FURNITURE _ Boulevard

Material	Precast concrete and hardwood timber
Size	Custom design
Finish	Class 1 finish concrete
Colour	Off grey/ white
Fixing	Surface mounted

SEATING WALL _ Dickson's Lane & Darling Drive

Material	Precast concrete
Size	Max 950mm high, 450mm wide
Finish	Class 2 finish concrete
Colour	Off grey
Sub base	Engineers specification
Joints	Engineers specification

TREE GRATE

Material	Granite setts
Location	Site wide
Size	Refer CoS detail *
Finish	Refer CoS detail *
Colour	Austral Black

BIKE RACK

Material	Stainless steel CHS
Location	Site wide
Size	Refer CoS detail *
Finish	Grade 316
Colour	Stainless steel
Fixing	Refer CoS detail *

DRINKING FOUNTAIN

Material	Stainless steel
Location	Site wide
Size	Refer CoS detail *
Finish	Grade 316
Colour	Stainless steel
Fixing	Refer CoS detail *

BOLLARD (Fixed/removable)

Material	Stainless steel
Location	Site wide
Size	Min 1000mm high
Finish	Grade 316
Colour	Stainless steel
Fixing	Refer CoS detail *

Figure 4.3.2 Urban Elements Schedule

SIGNAGE - Wayfinding and information

PRIMARY INFORMATION SIGN

Material	To future detail
Location	Boulevard
Size	To future detail
Colour	To future detail
Fixing	To future detail

SECONDARY INFORMATION SIGN

Material	To future detail
Location	Main nodes
Size	To future detail
Colour	To future detail
Fixing	To future detail

LIGHTING

POLE TOP LIGHTING

Material	Stainless steel
Location	Boulevard
Size	6m high
Colour	Powdercoated Grey
Fixing	Surface/ Sub surface mounted
Supplier	Hess

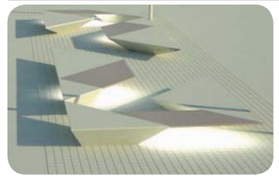
IN GROUND UPLIGHTING

Material	Stainless steel LED
Location	Site wide
Size	Varies. Type dependent
Fixing	Manufacturers specification

CATENARY LIGHTING

Material	Stainless steel
Location	Dickson's Lane
Size	Varies. Type dependent
Fixing	Waterproof
Supplier	Hess

FURNITURE LIGHTING



Material	Stainless steel/ LED
Location	Bench/ Walling
Size	Varies. Type dependent
Fixing	Concealed

URBAN FEATURE ELEMENT

SCULPTURE

Material	To future commission

5.0 APPENDIX A - SICEEP URBAN DESIGN & PUBLIC REALM GUIDELINES - COMPLIANCE TABLE

Item	*Urban Design requirement/ guideline*	*Compliance*	*Design approach*
INFRASTRUCTURE NSW; SICEEP URBAN DESIGN + PUBLIC REALM GUIDELINES South West Plot			
01 URBAN STRUCTURE			
1.1	Movement Framework. The design must:		
1.1.1	Take into account a movement assessment that has been undertaken	Yes	SW Plot has been developed in consultation with traffic engineer. Refer to Hyder Traffic Report.
1.1.2	Design for ease of walking	Yes	Thoroughfares are in accordance with the Concept Proposal - all level changes to be gradients > 1:20. Pedestrian orientation and site legibility improved through logical layout, improved connectivity and Boulevard access.
1.1.3	Connect with the existing networks	Yes	SW Plot adopts the Parameter Plan plot development footprint and complies with the proposed street/ lane networks within the Concept Proposal. The alignment with Hay Street and Darling Drive is along the existing built edge. The Boulevard feeds off the existing Quay Street axis and connects right through to Cockle Bay. New connections created with The Goods Line with improved access from Macarthur Street Walkway.
1.1.4	Integrate upper levels as well as the valley floor	N/A	Not applicable to SW Plot Development Application.
1.1.5	Stitch the east, west and the south together	Yes	As per item 1.1.3 above
1.1.6	Make or break boundaries	Yes	As per item 1.1.3 above
1.1.7	Provide choice through a grid network with a clear hierarchy	Yes	As per item 1.1.3 above. Active uses at the ground level reinforce street/ lane hierarchy. The Boulevard allows direct access from north to south. Hay Street allows primary east west connection to the Boulevard, supplemented by Dickson's Lane.
1.2	Walking. The design must:		
1.2.1	Maintain the pedestrian dominance of Darling Harbour	Yes	SW Plot is generally in accordance with the Concept Proposal - Hay Street is pedestrian priority, the Boulevard and Dickson's Lane are pedestrian only. The inner core of Haymarket and links to Darling Harbour are fully pedestrianised except for service vehicle access.
1.2.2	Provide pedestrian and cycle friendly streets	Yes	As per item 1.2.1 above. End of trip facilities and secure cycle storage provided within SW Plot to encourage cycle use. New shared cycle lane provided along the generous road reserve of Darling Drive and recreational cycle use of Hay Street and the Boulevard facilitated.
1.2.3	Create attractive and character rich routes	Yes	Mix of uses at ground level tenancies to activate the Public Domain. Public Domain is a series of linked spaces with their own character. Character created through variation in furniture, lighting, tree and paving palettes.
1.2.4	Ensure Accessible routes along all pathways and desire lines	Yes	As per item 1.1.2 above.
1.2.5	Separate Front of House areas from Back of House areas	Yes	Loading area service access provided to the rear of all retail units and residential lobbies. Loading area access provided from the Hay Street vehicular entry.
1.3	Cycling, the design must:		
1.3.1	Provide a Design for convenient cycling	Yes	As per items 1.2.1 + 1.2.2 above.
1.3.2	Allow for passing of parked cars	Yes	No street edge parking provided around SW Plot.
1.3.3	Provide streets that are safe for cyclists	Yes	Thoroughfares in SW Plot have appropriate signage and markings to encourage safe shared cycling - refer 1.2.1 above.
1.3.4	Cycle lanes should be provided outside the public realm (i.e. commuter cycling)	Yes	Commuter cycling within new cycle lane along Darling Drive (SSDA3) - refer 1.2.2 above.
1.3.5	Recreational cycling should be provided within the public realm	Yes	As per items 1.2.1 + 1.2.2 above.
1.3.6	Provide public cycle parking from the outset	Yes	Secure storage for 48 cycles provided at ground level. Additional cycle loops provided within the Public Domain.
1.3.7	Include secure community / public bike storage along cycle routes and nodes	TBA	As per item 1.3.6 above.
1.4	Public Transport. The design must:		
1.4.1	Make connections for people on the bus, train and light rail	Yes	SW Plot located on light rail alignment. Access to existing stop at Paddy's Market. Pedestrian connections to public transport supported in Precinct Plan.
1.4.2	Make it convenient to catch the bus, train and light	Yes	As per 1.4.1 above.
2.0 URBAN GRAIN			
2.1	Streets and traffic. The design must:		
2.1.1	Define street types by capacity and character	Yes	Thoroughfares in accordance with Concept Proposal - refer also 1.2.3 above.
2.1.2	Ensure street hierarchy is clear: Lane (7.5m - 12m); Residential (12m - 25m; Commercial (18m to 40m); Boulevard (27m - 36m)	Yes	Thoroughfares in accordance with Concept Proposal - refer also 2.1.1 above.
2.1.3	Ensure no vehicular traffic within pedestrianised areas	Yes	As per items 1.2.1 + 1.2.5 above. Emergency vehicular access only.
2.1.4	Support the key pedestrian connections with vehicular access that includes VIP arrival and drop-off zones for red carpet and similar events	N/A	Not applicable to SW Plot Development Application.
2.1.5	Make the street an address	Yes	Identity reinforced by location of residential lobbies at key locations such as the Boulevard, Hay Street and Dickson's Lane.
2.1.6	Make the routes go through	Yes	As per 1.1.3 above
2.1.7	Connect to finer grain laneways; that are open to the sky	Yes	SW Plot delivers southern edge of Dickson's Lane - with retail and residential lobby uses - refer also items 1.1.7 + 1.2.3 above.
2.1.8	Provide streets for everyone	Yes	As per items 1.1.2 + 1.2.4 above
2.1.9	Provide places not roads	Yes	As per items 1.2.3 + 2.11 above

2.1.10	Put the urban space first	Yes	SW Plot in accordance with Concept Proposal - refer also items 1.2.3 + 2.11 above
2.1.11	Keep junctions tight	Yes	Built edge not eroded at ground level. Retail unit at Dickson's Lane/ Boulevard corner recessed for al-fresco seating. Built form maintained by columns, raised ground plane and balustrade.
2.1.12	Allow for an appropriate amount of vehicular traffic	Yes	Resident car park and service vehicle access located on western end of Hay Street to minimise vehicle movement along Hay Street.
2.1.13	Provide wide crossings on busy or main roads	Yes	New pedestrian crossing provided on Darling Drive to address connections from Powerhouse Museum, Goods Line and the student accommodation. Second crossing at Darling Drive provides safe access to Dickson's Lane.
2.1.14	Slow traffic down	Yes	Footpath pavement to be continuous to indicate pedestrian primacy.
2.2	Blocks defined by Street Network. The design must:		
2.2.1	Ensure blocks face and front the street	Yes	Residential lobbies located on corners of SW Plot. Other uses activate street edges - refer items 1.2.3 + 2.1.1 above
2.2.2	Respect people's privacy by the arrangement of buildings	Yes	SW Plot adopts the Parameter Plan minimum building separation. Buildings orientated to minimise direct overlooking into adjacent properties. Privacy reinforced through use of screens.
2.2.3	Build to the street alignment and line the perimeter	Yes	As per items 1.1.3 + 2.2.1 above.
2.2.4	Encourage continuity of street frontage and rhythm	Yes	Retail units subject to separate Development Application. To adopt Retail design guidelines.
2.2.5	Keep blocks small	Yes	SW Plot adopts the Parameter Plan plot development footprint
2.2.6	Provide a block that allows for change and the future	Yes	Ground level floor to floor height varies from 4.5m - 7.2m to accommodate range of configurations. Car park and residential floor levels consistent in podium.
2.2.7	Provide for internal flexibility	Partial	10 adaptable apartments provided within SW Plot. Opportunity to combine smaller apartments to deliver bigger apartment.
2.2.8	Keep the grain fine	Yes	Expressed grid to urban block 'street wall' provides fine grain and human scale at street level. Diversity in materials within grid adds additional layer and responds to fine grain. Separate Development Applications to be prepared for retail units.
2.2.8	Keep commercial units narrow on ground floors	Yes	Separate Development Applications to be prepared for retail units. To adopt Retail design guidelines.
2.3	Landmarks, vistas + focal points. The design must:		
2.3.1	Ensure a sense of arrival	Yes	Tall built form located at gateway sites on Hay/ Boulevard, Little Pier/ Harbour and Macarthur/ Darling junctions. The Boulevard forms the main gateway and entry from the south which sleeves out into Hay Street to create a sense of arrival.
2.3.2	Provide a southern gateway to Darling Harbour	Yes	As per 2.3.1 above
2.3.3	Make it easy to find your way around	Yes	Street pattern follows existing fabric allowing line of sight up streets. Supplemented by precinct-wide wayfinding signage strategy as separate DA submission. Refer to 1.1.2 above.
2.3.4	Emphasise the hierarchy of the place	Yes	As per 1.1.7 above.
2.3.5	Show the way for visitors	Yes	As per 2.2.3 above
2.3.6	Create an interesting and identifiable skyline	Yes	Tower forms are to be unique design and vary in height. Will share skyline with Peak Tower
2.3.7	Provide a point and line approach to vistas	Yes	As per 2.2.3 above. Clear line of sight is afforded of the Paddy's Market, the Powerhouse museum and other attractions from Hay Street to assist wayfinding. Good clear view lines to Boulevard entry from Chinatown along Hay Street. Public art/ urban marker at end of Dickson's Lane to draw eye down vista from Darling Drive.
2.3.8	Ensure focal points are appropriately located and scaled	Yes	Urban Element located at end of Dickson's Lane to draw the eye from Darling Drive and into The Haymarket precinct.
2.3.9	Provide an entrance that welcomes people	Yes	Quality public realm and retailing environment that activates new public spaces makes for a positive experience. The Boulevard provides a grand avenue entrance at Hay Street.
2.3.10	Provide ceremonial entrance/s for the Core Functions	N/A	Related to PPP Development Application.
2.4	Utilities Infrastructure. The design must:		
2.4.1	Plan for sustainable infrastructure provision	Yes	Refer to Hyder Services Infrastructure Report
2.4.2	Design a discreet and co-located network	Yes	Refer to Hyder Services Infrastructure Report
2.4.3	Make services subservient to the Design	Yes	Refer to Hyder Services Infrastructure Report
2.4.4	Coordinate design development with service providers	Yes	Refer to Hyder Services Infrastructure Report
2.4.5	Put services underground in shared strips	Yes	Refer to Hyder Services Infrastructure Report
2.4.6	Hide the services boxes and plant facilities from Front of House areas	Yes	Refer to Hyder Services Infrastructure Report
2.5	Parking + Servicing. The design must:		
2.5.1	Ensure sustainable parking levels	Yes	Significant decrease in car park spaces across the site. Refer to DCM Architectural Design Report and Hyder traffic and Transport Report.
2.5.2	Minimise the need for service vehicles to park, stop or queue on the public road network, including Darling Drive	Yes	Loading docks provided within all plot footprints - provide drive in/ drive out access. Refer to DCM Architectural Design Report and Hyder traffic and Transport Report.

2.5.3	It is preferable to put parking behind, under, above or to the side of buildings	Yes	Majority of car parking sleeved in residential buildings. Car park put above retail office floor plate at ground level
2.5.4	Design the commercial car park following secure-by-design principles	NA	Not applicable to SW Plot Development Application.
2.5.5	Soften and screen basements and multi-storeys	Yes	As per 2.5.3 above
2.5.6	Make car parks discreet or if they are prominent make them beautiful	Yes	Car park entry is discreetly located off Hay Street.
3.0 DENSITY + MIX			
3.1	Mixing uses. The design must:		
3.1.1	Build a walkable Precinct	Yes	As per 1.1.2 above
3.1.2	Create a patchwork of different activities throughout the Precinct	Yes	Public domain creates a 'journey' of connected spaces with an overarching precinct feel - Streetscape treatment marries pedestrian experience with circulation needs. Laneway character very different from Boulevard character.
3.1.3	Include uses such as: tourist; educational; recreational; entertainment; cultural and commercial facilities	Yes	Haymarket precinct wide mix of Commercial, community and Student Accommodation. SSDA5 Residential use with varied retail/commercial tenancies including IQ Hub and food and beverage.
3.1.4	Maximise synergy and minimise conflict of uses	Yes	Retail uses to be sympathetic to residential setting
3.1.5	Include Convention, Exhibition and Entertainment uses	N/A	Related to PPP Development Application.
3.1.6	Combine commercial and civic uses with hotel and other uses such as residential to provide a sustainable and viable mix of uses	Yes	Mix of uses at ground level tenancies to activate the public domain - Retail, residential lobby, food outlets. Refer to DCM Architectural Design Report.
3.1.7	Emphasise the civic values of the Precinct	Yes	The Haymarket creates a new civic precinct for Sydney and connects to the existing civic and pedestrian frameworks around it. The Public Domain blends both local and intimate spaces with true civic scale streets and civic square.
3.1.8	Complement the existing retail of Darling Harbour	Yes	As per 2.2.4 above
3.1.9	Wrap and cap 'big box' facilities with other uses	Yes	As per 2.5.3 above
3.1.10	Bring dead edges to life through active uses	Yes	Edges activated through retail and tenancies. Strong pedestrian connections activated by desire lines to lobbies and car park entrances to ensure there are no under utilised routes.
3.1.10	Provide a rich mix in the transition of uses	Yes	As per 2.2.9 + 3.1.3 above
3.1.12	Focus on links to public transport nodes	Yes	As per 1.4.1 above.
3.2	Density, Facilities + form. The design must:		
3.2.1	Integrate with the city context	Yes	Massing and materiality sensitive to city context. Street grain replicates historical context and integrates with existing city street patterns. Use of City of Sydney Council paving stone and City of Sydney Council fixtures at precinct periphery to help visually integrate precinct.
3.2.2	Focus on activity centres and use clusters	Yes	Public realm and ground plane provides focal points to support multi-group activities
3.2.3	Vary the density profile of different Facilities	N/A	No Core Facilities on site
3.2.4	Cater for a range of users and lifestyles	Yes	Mixed range of residential product and experiences being provided on site
3.2.5	Blend the best parts of town	Yes	Public Domain draws upon the best of the Sydney palette in paving, lights and street trees as well as being influenced by successful City malls and districts such as Pitt Street and Chinatown laneways.
3.2.7	Take a long term view	Yes	Public Domain design to allow for flexibility of use and user requirements that will change over time. Simple, robust materials and design that will not 'date', and will last.
4.0 HEIGHT + MASSING			
4.1	Building size + scale. The design must:		
4.1.1	Define The Big Picture	N/A	Aspirational statement
4.1.2	Develop a building height strategy	Yes	As per 2.2.8 above
4.1.3	Relate building height to context	Yes	Street walls will contain active uses, related to the scale of the street. The design does not provide setbacks along street edge. Design approach is of building and streets, not towers and podiums. Maximum separation is sought to allow development to both sides of plot. Tower forms will be visually separated with re-entrant and material change to express street wall. Refer to DCM Architectural Design Report.
4.1.4	Wrap up and Step down to provide a human scale to the facilities	N/A	Related to PPP Development Application.
4.1.5	Adapt with topography	Yes	Massing steps up at perimeter of site to respond to urban edge and development rising up from valley floor. The topography of the Boulevard supports overland flow.
4.1.6	Respect overshadowing principles	Yes	Massing located to minimise impact on public square and playground within Powerhouse Museum courtyard.
4.1.7	Consider view sharing for residential neighbours	Yes	Refer to DCM Architectural Design Report
4.1.8	Plan shallow building depths	Yes	Tower floor plates 21m deep including recessed balcony zones
4.1.9	Orientate for flexibility and suitable access	Yes	Complies with DDA and BCA
4.1.10	Ensure the building form turns the corner where streets meet	Yes	As per 2.3.1 above. All elevations considered and designed
4.1.11	Provide trim and slim (narrow) building types or frontages to Big Box facilities	N/A	No Core Facilities as part of the DA.
4.2	Building for change. The design must:		
4.2.1	Provide a mix of uses where most uses are compatible side-by-side	Yes	Refer 3.1.3 above.
4.2.2	Ensure a mix of uses at close quarters	Yes	As per 2.2.9 + 4.2.1 above
4.2.3	Provide a vertical mix of uses: Make uses stack up through the building	Yes	Retail/ community use at ground + level 1. Semi-public residential gardens/ amenities at podium level.
4.2.4	Provide access for all and meet Disability Discrimination Act requirements	Yes	All Public Domain areas meet DDA requirements. Steps all accompanied by inclines of >1:20

4.2.5	Reveal the history of the place	Yes	Street grain replicates former urban grid. Opportunity to provide place names reflecting local history. Interpretive art within the Public Domain will tell the story of the history of the site. The Boulevard as the historic valley floor provides a SICEEP precinct wide metaphor that drives vegetation, materials and topography site wide.
4.3	Positive outdoor spaces. The design must:		
4.3.1	Define the space, its function and character	Yes	Refer to 3.1.2 above
4.3.2	Provide and ensure the right to light between buildings	Yes	Refer to DCM Architectural Design Report
4.3.3	Form and shape outdoor rooms using built form	Yes	Laneways and the Boulevard edges defined by built form.
4.3.4	Use light and shadow to add dynamism within spaces	Yes	Continuous weather protection and awnings will provided shelter, intimacy and management of light/ elements
4.3.5	Avoid creating microclimate issues for example negative wind conditions caused by tall building location and design	Yes	Design developed with reference to the Wind Study Report.
4.4	Building line and setbacks. The design must:		
4.4.1	Provide buildings that are built to an appropriate building line	Yes	As per 4.1.3 above
4.4.2	Form appropriate heights of street walls with taller sections of building setback from the street	No	As per 4.1.3 above
4.4.3	Proportion buildings with a base, middle and top	Yes	Designs do not preclude articulation of towers, but the design philosophy is that different urban blocks responds to street scale and context. Towers float above the urban blocks with different expression and form. However massing is singular and consistent and does not erode at top. Rooftop plant to be managed architecturally. Refer to DCM Architectural Design Report.
4.4.4	Create an interface for humans at the public realm	Yes	Ground plane to have highly articulated and interesting expression. Refer to DCM Architectural Design Report.
4.4.5	Create enclosure and definition to the space around and between buildings	Yes	As per 2.1.11 above
5.0 PUBLIC REALM			
5.1	Public realm. The design must:		
5.1.1	Provide focus activity areas within the public realm	Yes	Activity 'spill out' area within Boulevard to accommodate events within Haymarket Square. Seating clusters distributed along length of Boulevard. Smaller scale seating areas focussed around lobby entrances.
5.1.2	Ensure there are appropriate uses in and around the space	Yes	Spaces have been designed to accommodate envisaged uses based on activation from associated retail or cafes, circulation requirements and events.
5.1.3	Build in versatility and flexibility	Yes	Spaces are non prescriptive in their design and will facilitate a variety of use.
5.1.4	Provide adequate routes through space: enable people to pass directly from A to B	Yes	All public domain spaces are linked to the Boulevard which allows direct access through the site. The site is permeable and well connected to the existing fabric of the city.
5.1.5	Stimulate the human senses through touch; sound; smell	Yes	Materials, trees, lighting and furniture will combine to create a visually stimulating environment within Dickson's Lane. A varied palette of tree planting and paving/texture within the Boulevard, lanes and external streetscape will stimulate, combined with opportunities for public and interpretive art.
5.1.6	Create a distinctly local Sydney identity	Yes	Haymarket is well linked to distinct neighbouring precincts such as Chinatown and well connected to Sydney civic spaces through materials and tree planting strategies. Refer also to 3.2.1.
5.1.7	Plant local species	Partial	A mix of deciduous and evergreen trees is proposed in order to achieve desired microclimate and seasonal interest. Trees in the Boulevard to be local native species. Refer to PD Report Section 4.
5.1.8	Enhance natural ecology and ecosystems	Partial	Essentially an urban city environment with limited existing natural ecology. Opportunities to enhance the natural ecology of the site lie in: significant increase in tree planting, bio filtration improvements to stormwater, use of native species and shrub planting to Darling Drive, and Boulevard.
5.1.9	Embrace the Sydney climate	Yes	Deciduous trees within Dickson's Lane to shade in summer and allow sun in winter. Laneways shady and cool places to eat. Lighter paving materials within square and laneways to reduce heat absorption. Periodical heavy rain falls addressed within stormwater strategy for the Public domain with laneways and terraces elevated above flood levels and bio filtration areas capturing and treating low flows along the Boulevard and Darling Drive reserve.
5.1.10	Ensure the place is of high quality and is built to last	Yes	A simple palette of robust and durable materials to be used.

5.1.11	Integrate art within built and landscape forms	Yes	Public art and heritage interpretation to be built in to the Public Domain precinct wide in consultation with the relevant authorities.
5.2	Safety + security. The design must:		
5.2.1	Build in Safety	Yes	Safety built in through strong community ownership, clear sight lines, safe lighting levels etc in line with CPTED principles
5.2.2	Focus on natural surveillance	Yes	Public Domain designed to prevent views from being obscured. Uncluttered and open public domain. Good surveillance from surrounding buildings.
5.2.3	Follow secure-by-design principles	Yes	As above
5.2.4	Watch the main entrance closely	Yes	As above
5.2.5	If there has to be a security fence or grill, design it as a sculpture	NA	
5.3	Temporary uses: The design must:		
5.3.1	Ensure there are rich day and night experiences	Yes	The Boulevard and Dickson's Lane will be enhanced at night through feature lighting and 18/7 activation.
5.3.2	Provide appropriate amenity for an 18 hour / 7 days a week site	Yes	As above
5.3.3	Allow for a diverse range of events and overlays	Yes	As per 5.1.1/ 5.1.2
5.3.4	Provide large gathering spaces and intimate areas for diversity	Yes	Refer to 5.1.1. The Square, Boulevard and lanes provide variety in the scale and intimacy of character.
5.3.5	Balance the event spaces with recreational spaces and circulation spaces	Yes	Refer to 5.1.4 and 5.1.1
5.4	Accessibility. The design must:		
5.4.1	The Design Must follow the principles to be adopted for walking routes and follow the five C's approach as follows: - connected - convivial - conspicuous - comfortable - convenient	Yes	The principles as summarised within the Public Domain Report are directly in line with the five C's and flow through to the design of the DA Public Domain. Refer to Report.
6.0 STREETSCAPE + LANDSCAPE			
6.1	Landscape. The design must:		
6.1.1	Provide a variety of open space types	Yes	Refer to Public Domain Report for precinct and place making objectives which set up typologies for a variety of places
6.1.2	Create park life	Partial	Park life will be generated through Tumbalong Park in the northern SICEEP precinct which is directly connected to The Haymarket.
6.1.3	Ensure that parks are within walking distance	Yes	Tumablong Park is within walking distance of The Haymarket.
6.1.4	Connect open spaces as a network	Yes	The Waterfront, Tumbalong Park and Haymarket Square are connected via the Boulevard.
6.1.5	Work with the earth and the historic landform cuts of the valley	Yes	Natural patterns of the site's topography examined in Concept Design SSDA2. This informs strategies for stormwater management, access, tree planting and materials.
6.2	Wildlife + ecology. The design must:		
6.2.1	Balance human access and wildlife shelter	Partial	As per 5.1.8. Haymarket will be a highly urban, city pedestrian precinct with limited site value as a wildlife shelter although tree canopy and bioswale areas are environments that will encourage native birds and wildlife suitably adapted to the urban environment.
6.2.2	Ensure that all sites are created as habitats	N/A	As above
6.2.3	Aid biodiversity	Partial	As per 6.2.1 Microclimate and biodiversity improvements will be made through significantly increased tree planting and native planting where practical within this highly urbanised environment.
6.3	Microclimate. The design must:		
6.3.1	Consider the influence of the elements	Yes	Awnings and under croft will provide weather protection around edges of public domain. Stormwater flow paths integrated into the public domain layout and durable paving materials to be used within flow paths.
6.3.2	Plant with the sun in mind	Yes	Trees - as per 5.1.9. Shadow diagrams have helped inform layout and tree planting strategy.
6.3.3	Harness cool breezes	Yes	The Boulevard is exposed to prevailing southerly winds but also to coastal breezes from the north. Evergreen tree planting will help deflect Southerlies in the Boulevard.
6.3.4	Protect from winter winds	Yes	As above
6.3.5	Make the place comfortable	Yes	As per 5.1.9
6.4	Wayfindng. The design must:		
6.4.1	Make the place legible	Yes	Proposed layout, Boulevard axis and articulation of space significantly improves the legibility of the site. Wayfinding signage locations and circulation addressed in this Report.
6.4.2	Use urban markers through both built form and landscape elements	Yes	Furniture, lighting and art will provide urban markers within precinct.
6.4.3	Achieve a macro-precinct to micro-pedestrian scale wayfinding strategy	Yes	As per 6.4.1
6.5	Street furniture, art + lighting. The design must:		
6.5.1	Clean up the existing clutter and provide a collection that is integrated and harmonious with the Design	Yes	Simple and harmonious palette of materials, trees and urban elements proposed that reduce clutter and improve amenity and pedestrian experience.
6.5.1	Provide a consistent palette of quality street furniture	Yes	Furniture to combine standard elements with custom designed bespoke pieces, to integrate the precinct with city whilst establishing a unique 'inner' precinct character.

6.5.1	Fit art to the place	Yes	Art will be integrated within interpretive elements in the paving and lighting of The Haymarket. The design facilitates opportunities for pop-up art within the Boulevard. A suitably scaled piece of public art will be located at the end of Dickson's Lane as a visual 'marker' at the western edge of the precinct.
6.5.1	Integrate art within built and landscape forms	Yes	As above
6.5.1	Make art a spectacle and worth repeat visits	Yes	As above
6.5.1	Illuminate each unique scene and harness an identifiable night time experience	Yes	Lighting approach to provide variety - catenary lantern lighting to be a unique feature of the lane. Boulevard pole top lighting to be appropriate to the scale of the walkway with focussed feature lighting on seating areas. Feature up lighting will focus on bespoke furniture.
8.0 DETAILS + MATERIALS			
8.1	Precinct scale. The design must:		
8.1.1	Demonstrate a precinct approach to materials and their built assembly	Yes	Material selection in line with SSDA2 Concept Plan - materials work together in harmony at a precinct level. Boulevard paving extends the length of the SICEEP precinct.
8.1.2	Recognise that the grain, texture and scale of the skyline is of great importance	Yes	As per 2.2.6 above
8.1.3	Materials should be used to define and reinforce different character areas within the Precinct	Yes	Hay Street and Darling Drive paving/ materials relating to typical Sydney streetscape, Boulevard utilises grey granite in combination with other pavers to introduce a new character. Dickson's Lane uses smaller format, lighter paving. The predominant paving stone is granite, with insitu/precast concrete and decomposed granite as highlight throughout.
8.1.4	Be built of the same fundamental elements that make Darling Harbour the place it is. A place for celebration, for transaction and for entertainment with quality venues, shops, hotel, homes and public realm	Yes	As per 3.1.3 + 3.1.6 above
8.1.5	Respond to surrounding existing and historic character	Yes	As per 7.1.4 above
8.1.6	Add a distinctive townscape element within the wider Darling Harbour area	Yes	As per 4.2.5 above
8.1.7	Add another 'layer' of character into Darling Harbour, the new materiality will be symbolic of the change and transformation of the area	Yes	As per 4.2.5 above
8.2	Pedestrian scale (Building). The design must:		
8.2.1	Ensure that detail resolution matters	Yes	Detail resolution of the Public Domain will ensure that there is fine grain interest at a pedestrian scale. Paving detail, furniture design, lighting and art integration will ensure that the design is interesting at a micro as well as macro scale.
8.2.2	Ensure that materials are easily maintainable	Yes	A restrained palette of high quality robust, hard wearing and low maintenance materials has been selected for the Public Domain. Refer to Section 4 of this report.
8.2.3	Ensure that the buildings are sustainable, durable and visually interesting	Yes	Refer to DCM Architectural Design Report
8.2.4	All materials in the public realm areas of the Precinct, and especially the lower base elements of all buildings are to be highly durable	Yes	Refer to 8.2.2 above.
8.2.5	Create a hierarchy of materials	Yes	High quality natural stone used throughout public areas. More detail and definition in detail design within the key public spaces such as the Boulevard and Dickson's Lane to create a distinct hierarchy of spaces.
8.2.6	Propose a primary material to dominate the frontage, other materials should be used to demarcate different elements of the building	Yes	Refer to DCM Architectural Design Report
8.2.7	Primarily use glazing where there is a key public use and where there are retail frontages	Yes	Refer to DCM Architectural Design Report
8.2.8	Identify with the climatic conditions of Sydney and provide appropriate shade and shelter	Yes	Awnings and under croft will provide weather protection around edges of public domain. Shade and shelter provided to the Boulevard through tree avenue.
8.2.9	Use colour to add vibrancy and distinctiveness. Colour may be added through coloured light, retail signage, coloured glass or glazed brick as well as coloured fabrics of awnings and parasols.	Yes	Refer to DCM Architectural Design Report
8.3	Materials. The design must:		
8.3.1	Consider Sydney as a blue and green connected city	Yes	The Haymarket enables new connections to be made between surrounding parks and the Harbour, via the proposed Boulevard.
8.3.2	Celebrate the temperate climate	Yes	Refer to 5.1.9 above.
8.3.3	Use landscape and plant materials	Yes	Refer to section 4 of this report.
9.0 ENERGY + RESOURCE EFFICIENCY			
9.1	Resource Efficiency. The design must:		
9.1.1	Orientate buildings towards the sun	Yes	Buildings adopt SEPP 65 and RFDC minimum standards
9.1.2	Let the light in and keep the heat out in summer	Yes	Refer to DCM Architectural Design Report
9.1.3	Recycle rainwater where possible	Yes	Refer to DCM Architectural Design Report
9.1.4	Use the potential of the ground	Yes	Refer to DCM Architectural Design Report
9.1.5	Work with the wind	Yes	Refer to DCM Architectural Design Report
9.1.6	Do more with less	Yes	Refer to DCM Architectural Design Report
9.1.7	Waste not, want not	Yes	Refer to DCM Architectural Design Report
9.1.8	Prioritise Precinct wide solutions	Yes	Refer to DCM Architectural Design Report

DENTON CORKER MARSHALL MASTER PLAN DESIGN GUIDELINES - PUBLIC DOMAIN COMPLIANCE SSDA 5			
1	Urban Blocks		
1.1	Continue urban fabric and grain, reflective of city character	Yes	Predominant Sydney city streetscape character continued through the use of grey granite paving to the peripheral streetscapes and as base for paving within The Haymarket. Laneway character of Chinatown continues through the laneways of The Haymarket. Street trees selected that tie in with the Sydney street tree master plan.
1.2	Promote permeability and connectivity into and across the site.	Yes	Permeability is greatly increased through east west connections to the Boulevard which in turn improves connectivity by linking Haymarket and Ultimo to the Harbour.
1.3	Create a symbiotic relationship between the activities of this precinct and those adjacent to it	Yes	The Haymarket Public Domain will accommodate spill out from both Chinatown and Darling Harbour events. The retail and services of the Haymarket will compliment those of Chinatown and service the student population of nearby UTS and Tafe.
2	Streets and Lanes		
2.1	Facilities and public spaces within the precinct should support many planned and spontaneous activities	Yes	The Boulevard is both a wide street to facilitate mass pedestrian movement as well as a space to gather and hold events. Dickson's Lane can accommodate informal seating and gatherings. The break in the Boulevard trees beside Haymarket Square create extra space for large scale events within the square to break out and utilise the space.
2.2	Provide spaces that are accessible and inviting	Yes	All public domain areas meet DDA requirements. Steps all accompanied by inclines of >1:20.
2.3	Include convenient and direct mobility impaired access to all parts of the ground level uses and public domain	Yes	As above
2.4	Avoid dedicated cycle lanes within the pedestrian precinct to avoid cycle/pedestrian conflict	Yes	Shared and recreational cycling facilitated within the pedestrian priority areas of Hay Street and the Boulevard to augment the shared cycleway along Darling Drive.
2.5	Hay Street to be a key pedestrian connection from the Goods Line, Macarthur Street and Darling Drive	Yes	Hay Street is the primary pedestrian link connection from the west of The Haymarket, connecting The Goods Line, Macarthur Square and Darling Drive to the Boulevard, via signalised pedestrian crossings. A second crossing at Darling Drive allows a secondary connection to Dickson's Lane.
3	Public Domain		
3.1	Make places not spaces	Yes	The relationship between building and Public Domain at the ground floor creates places for people to extend indoor/ outdoor use. Furniture within the public domain is organised to create places where people can meet and gather. The streetscape is designed as a series of spaces which respond to building entry/interface as well as circulation requirements.
3.2	Minimise physical barriers between buildings and public domain	Yes	The public domain and building interface is barrier free.
3.3	Create strong edges to define spaces	Yes	The built form of the SW Plot strongly defines the edges of the Public Domain of the Boulevard, Hay Street, Darling Drive and Dickson's Lane.
4	Materiality		
4.1	Adopt a limited palette of materials that complement the surrounding urban fabric and historic character.	Yes	The materials palette of the Public Domain is restrained - high quality natural stone paving utilises variety in size and colour to create detail and interest across the precinct. Decomposed granite allows permeability beneath tree planting in Darling Drive.
4.2	Long lasting, low maintenance materials should be selected to maintain quality appearance	Yes	A restrained palette of high quality robust, hard wearing and low maintenance materials has been selected for the Public Domain. Refer to Section 4 of this report. Refer also to 1.1 above.

1:500	DEVELOPMENT APPLICATION
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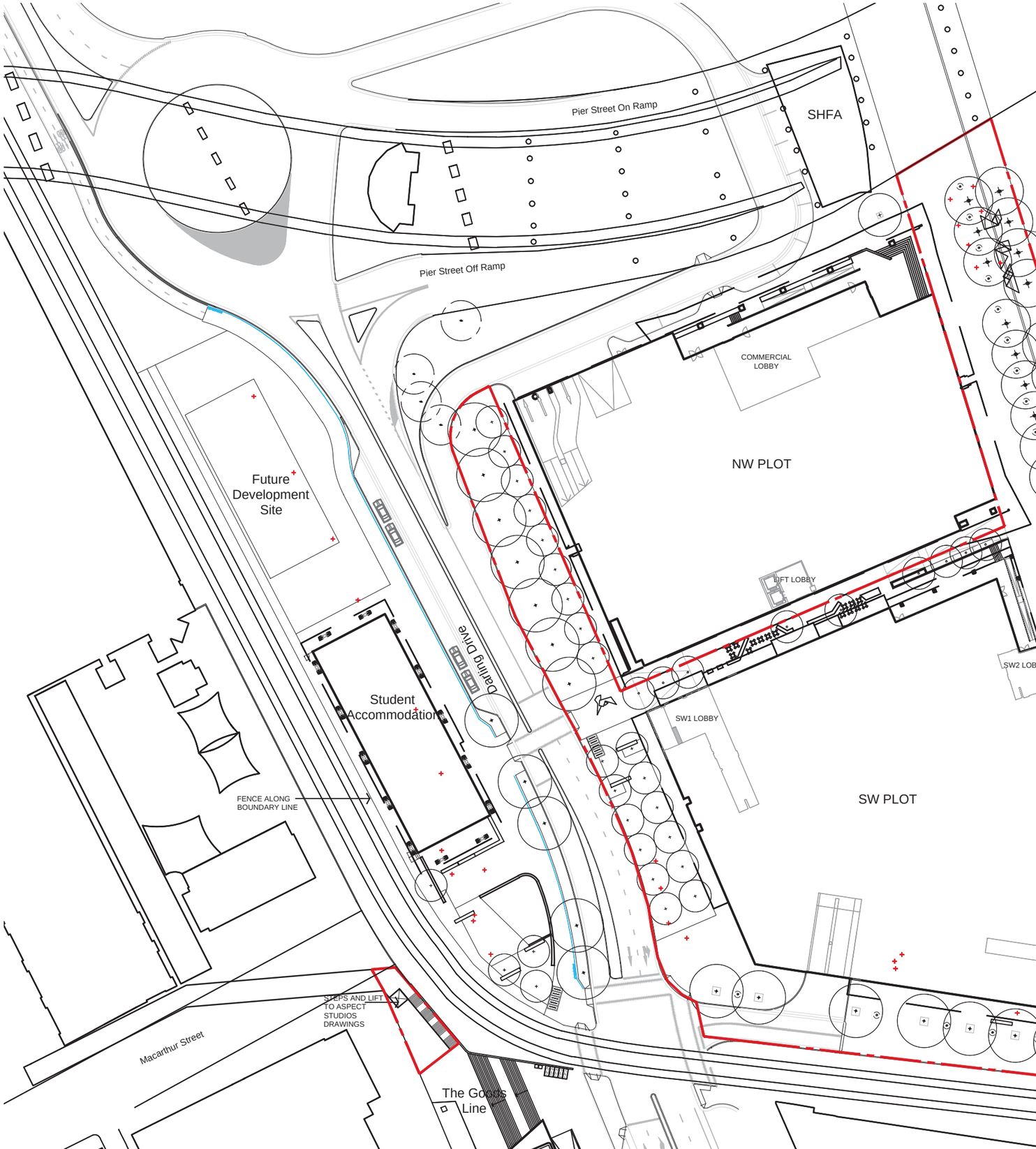
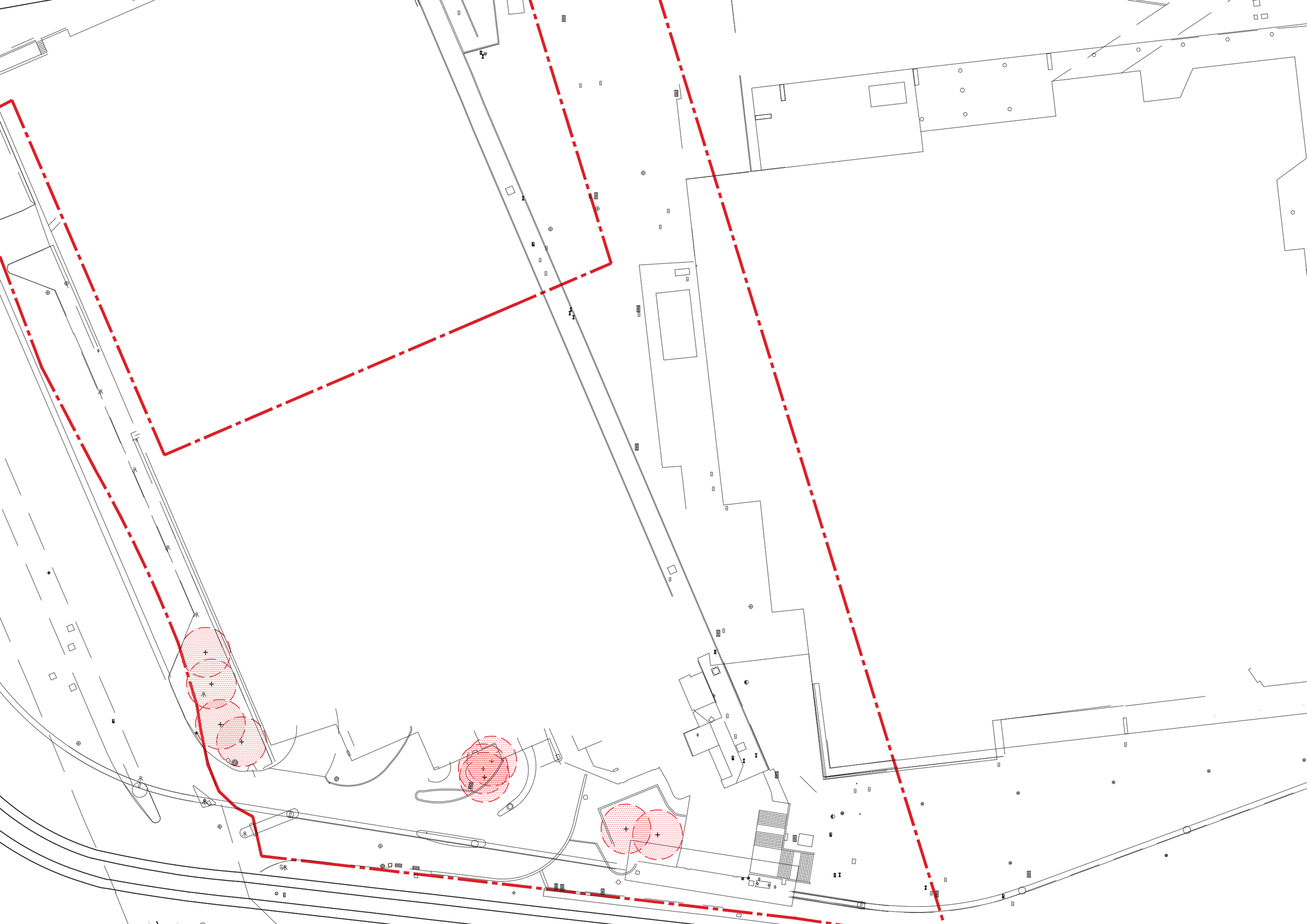


LEGEND



COMMERCIAL LOBBY

COMMUNITY BUILDING

L202

NW PLOT

4
L301

HAYMARKET SQUARE

NE PLOT

LIFT LOBBY

SW2 LOBBY

SW1 LOBBY

SW PLOT

2
L301

1
L301

SW3 LOBBY

SE PLOT

NW PLOT

RAMP UP

RL 2.55

+RL 2.55

+RL 3.26

+RL 3.60

+RL 3.60

LIFT LOBBY
+FFL3.50

A

B

C

6
L302

SEATING WALL

+FFL 3.60

SEATING WALL

SW PLOT

SW2 LOBBY
+FFL 3.60

L302

DICKSON'S LA

Application Bo

A Deciduous tree

B Cafe seating

C Catenary lighti

COMMERCIAL LOBBY

NW PLOT

COMMUNITY BUILDING

HAYMARKET SQUARE

LIFT LOBBY

SW2 LOBBY

SW1 LOBBY

SW PLOT

SW3 LOBBY

COMMERCIAL LOBBY

COMMUNITY BUILDING

NW PLOT

HAYMARKET SQUARE

LIFT LOBBY

SW2 LOBBY

SW1 LOBBY

SW PLOT

SW3 LOBBY

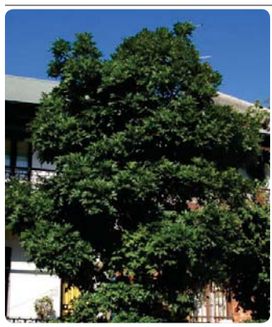
DICKSON'S LANE

Species	Acer
Common Name	Cora
Size at maturity	Heigh Widt
Pot size at planting	400l

DARLING DRIVE

Species	Trista 'Lusc
Common Name	Wate
Size at maturity	Heigh Widt
Pot size at planting	400l

DARLING DRIVE



Species	Flin
Common Name	Crow
Size at maturity	Heig Widt
Pot size at planting	400l

COMMERCIAL LOBBY

COMMUNITY BUILDING

NW PLOT

HAYMARKET SQUARE

LIFT LOBBY

SW2 LOBBY

SW1 LOBBY

SW PLOT

SW3 LOBBY

BIKE RACK

Material	Stainles
Location	Site wid
Size	Refer Co
Finish	Grade 3
Colour	Stainles
Fixing	Refer Co

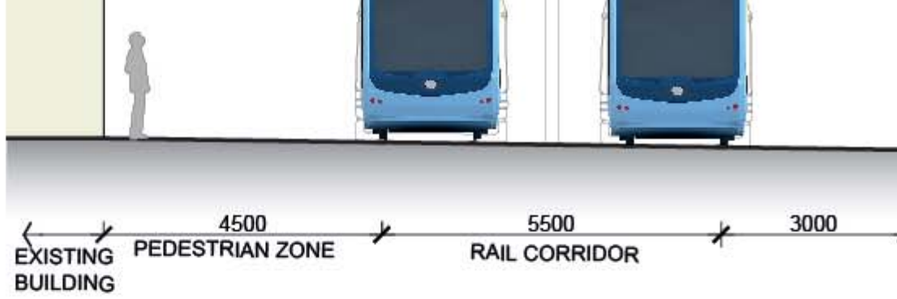
DRINKING FOUNTAIN

Material	Stainles
Location	Site wid
Size	Refer Co
Finish	Grade 3
Colour	Stainles
Fixing	Refer Co

BOLLARD (Fixed/removable)

Material	Stainles
Location	Site wid
Size	Min 100
Finish	Grade 3
Colour	Stainles
Fixing	Refer Co

* City of Sydney. Draft Sydney Streets Design Code. 2006
& City of Sydney. Interim Sydney Streets Design Code. Novem
Indicative only: Subject to further stakeholder consultation ar



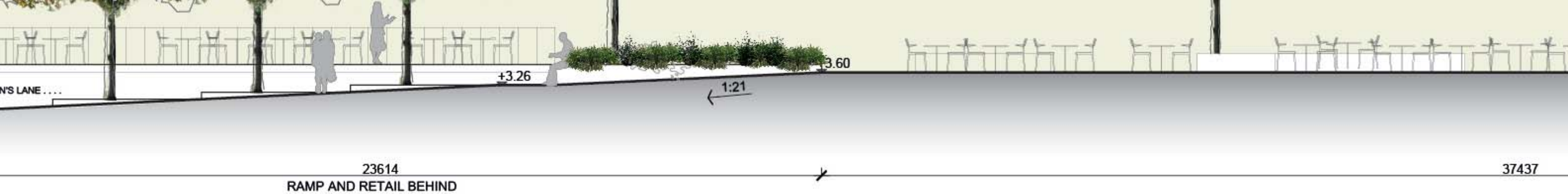
3 LANDSCAPE ELEVATION: HAY STREET

1:100@A1

2 SECTIONAL ELEVATION: DARLING DRIVE FOOTPATH

1:100@A1

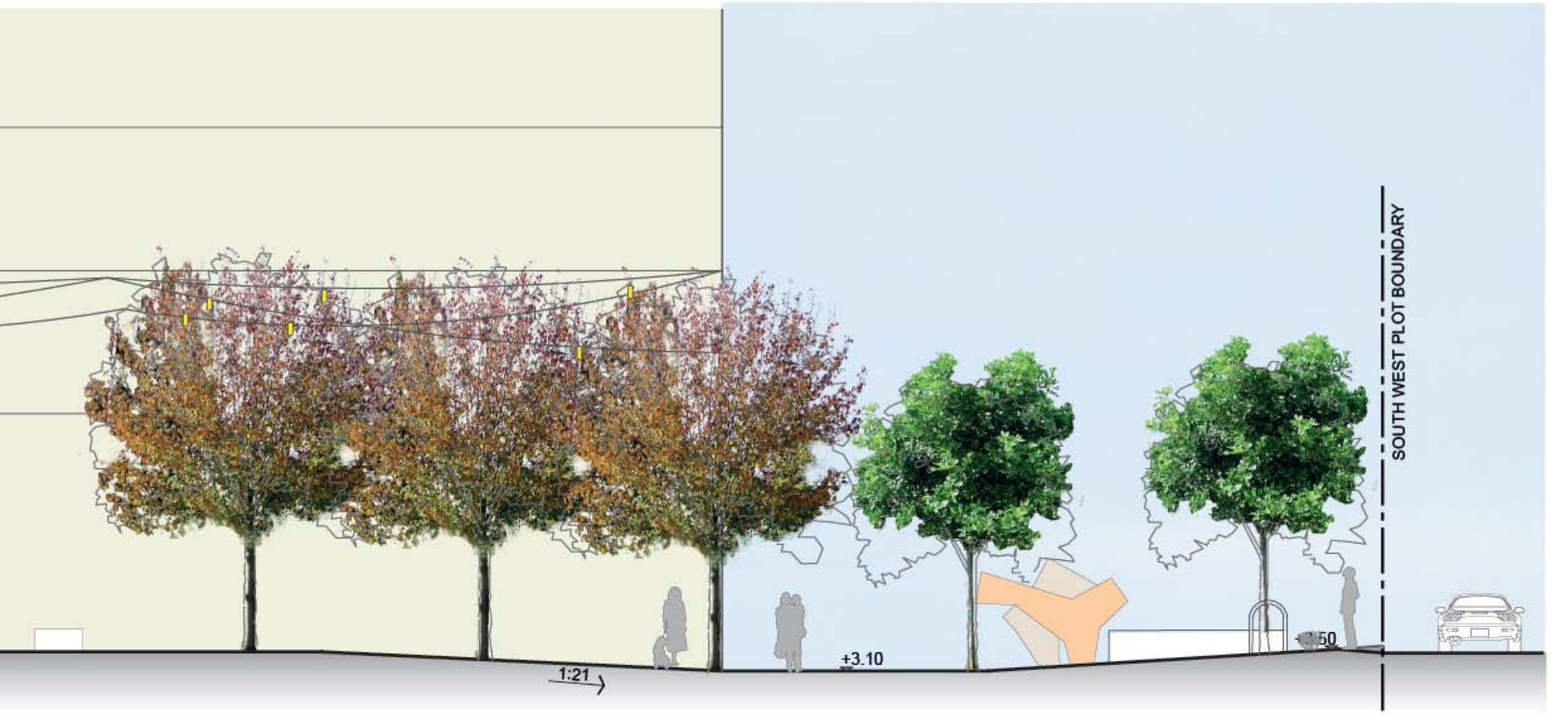
4 SECT



23614
RAMP AND RETAIL BEHIND

37437

NE
100@A1



14016
RAMP/ TRANSITION ZONE/ CAFE/ RETAIL

13895
GATHERING SPACE

DARLING DRIVE

6 SECT

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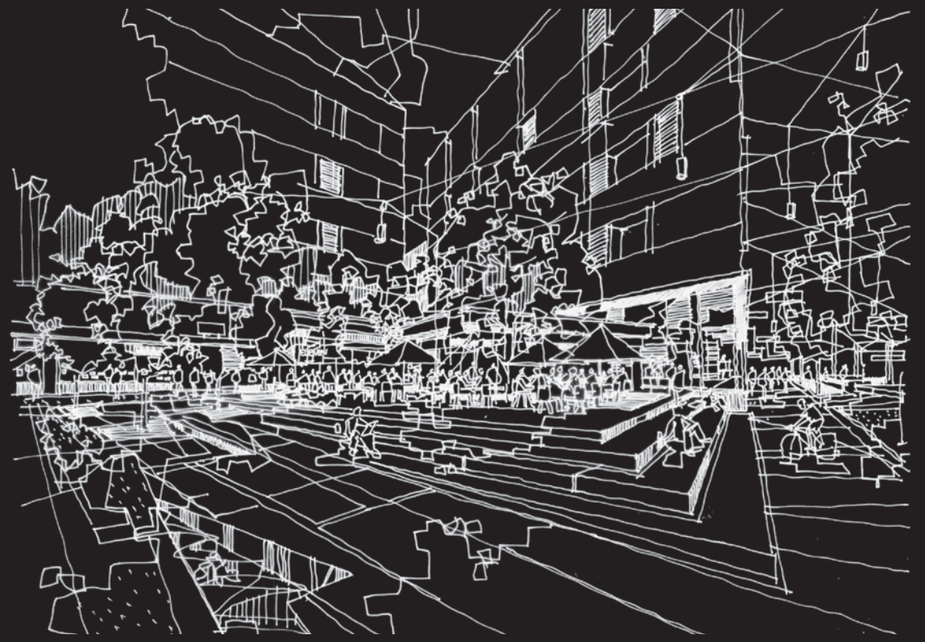
APPENDIX C
‘THE HAYMARKET’ GROUND PLANE + RETAIL PRINCIPLES REPORT FOR SSDA 5



Appendix C - ‘The Haymarket’

Ground Plane and Retail Principles Report for SSDA5

Six Degrees Pty Ltd Architects | May 2013

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Architects
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Context

The narrower width of DIckson's Lane along with the smaller space of the tenancies is appropriate to this lane in it's role as a 'local' space.

While the east end of the lane (meeting the Boulevard) is very much a part of the main square and of it's sunny morning aspect, the west end of Dickson's Lane is an introverted space. Over time this has the potential to deliver not only services catering to the locals, but also the chance to foster more experimental businesses that can form a precinct requiring 'discovery' in a true laneway sense.

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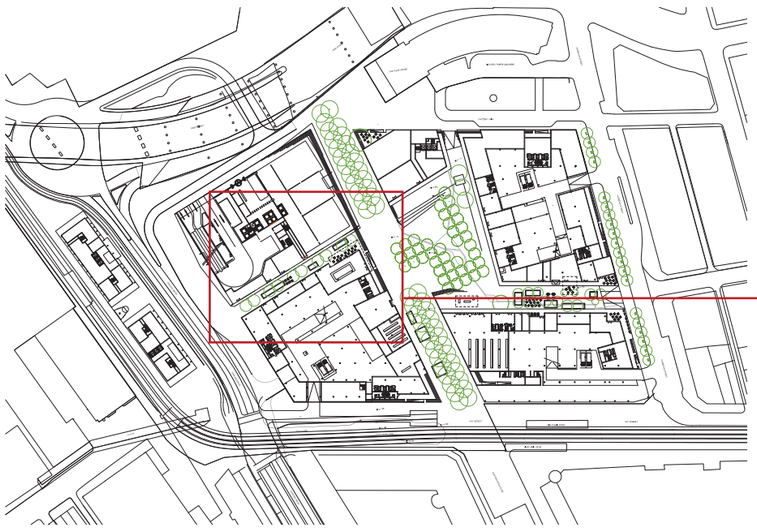
Landscape Principles

— Deliberately placing raised planters adjacent to tenancies is a strategy to create compression at the shop front window line for better retail opportunities. The type of planting must reinforce the desired fine grain scale of each area within the precinct and respect required viewlines for commercial identity.

— Off setting the landscape raised planters around the food and beverage tenancies allows clear trading destinations between tenancies, and helps to maximise the feeling of activity, again through controlled compression of the space. Custom made screens should be used in preference of generic sponsored glass screens.

— Minimum required vehicle pathways for emergency vehicles and waste management services etc will need to be accommodated in the landscape design.



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