Proposed Envelope

The proposed envelope consists of two elements: a podium built to the street wall alignment and a slender tower form.

The slender tower form is built to the 3 levels (8.3m) higher than the existing 201 Elizabeth Street building but much reduced in width, particularly in the orientation which produces the predominant overshadowing. This form results in a 50% reduction of overshadowing of Hyde Park and an angled tower form.

When viewed from east the aged form sits well within the existing city skyline. The narrow face lies on the Oxford Street approach axis and the east face addresses the approach form William and Park Streets.

The envelope has been tested for residential amenity and SEPP 65 / Apartment Design Guide compliance.
Proposed Envelope

Elizabeth Street View
Proposed Envelope

Castlereagh Street View
Proposed Envelope

Park Street View
Setbacks - Sydney DCP

Envelope | Setbacks

Sydney Development Control Plan 2012,
Section 5.1.3 Provisions (2)

For development within a Special Character Area
where the setback is not illustrated in Figures 5.12 to 5.19, setbacks above the street frontage
height are to be a minimum of 8m. Smaller or
weighted average setbacks are not acceptable.

Table 5.1: Street frontage heights and front
setbacks for Special Character Area

**College Street Hyde Park**
LEP map reference: D
Maximum street frontage height: 45m

The average setbacks above each street
frontages and the parts of proposed envelope
protrude into the 8m setback area is as following:

**Elizabeth Street frontage**
Average Setback: 10.5m
Less than 8m setback: 3.1%

**Park Street frontage**
Average Setback: 13.5m
Less than 8m setback: 3.5%

**Castlereagh Street frontage**
Average Setback: 8.8m
Less than 8m setback: 15.1%
Active Frontages and Public Domain

201 Elizabeth Street presents great opportunity for the repair of significant piece of Sydney’s streetscape. Open plazas will be replaced by street hugging buildings activating Park, Castlereagh and Elizabeth Streets and providing pedestrian connections between new and existing transport nodes.

Active frontages have been provided along Park, Elizabeth and Castlereagh Streets with a through site link connecting Castlereagh and Elizabeth Streets. This through site link also provides a potential underground connection to Museum Station and Future Pitt Street Metro Station, and is also activated with retails.

Retail spaces will operate over three storeys through a series of interlinked double height retail units allowing for a mix of high quality food and beverage, fashion, consumer goods and services retail.

The dominant existing car ramp along Castlereagh Street which given a feeling of back of building is replaced with a generous 5 star hotel lobby and car drop off which will improve the street scape.

Vehicle access points have been rationalised a single portal to the south of the site on Castlereagh Street and maintains the shared access arrangement with the neighbouring 219-227 Elizabeth Street.
Ground level activation plan

Through Site Link

The development offers the opportunity to not only maintain the through connection to 227 Elizabeth Street and its existing connection to Museum station, but to provide a new connection under Elizabeth Street to Museum station and a future underground connection to the proposed Pitt Street Metro Station. These connections can be activated through retail and cultural uses and provide a visual connection with the public domain retail and potentially sky above.
Many use mix options have been considered for the site and remain possible within the proposed envelope. This proposal combines a predominantly residential tower with an eleven storey hotel in the podium and three storey ground level retail precinct.

The ground level retail interconnects the varying levels of the site, the podium level hotel provides the street and park address whilst the tower form is ideally suited for residential amenity and a CBD gateway form.
Vehicle Access

Loading and parking are located within the basement accessed via a rationalised vehicle entrance portal on Castlereagh Street which also maintains access for the neighbouring 219-227 Elizabeth Street.

Sydney Development Control Plan 2012, Section 3.11.10 (1)
Vehicle Access for developments greater than 1000 sqm GFA
For developments equal to or greater than 1000 sqm GFA, vehicle access to a site is to be located so the safety of those using the access and the street is not likely to be compromised.

Section 3.11.11 (1) - (15)
Vehicle access and footpaths
(1) Vehicle access points are restricted in places of high pedestrian activity identified on the Pedestrian priority map.

The requirements of Sydney DCP relating to Vehicle accesses will be carefully addressed in the detail design at the next stage.
Vehicle Access

Basement Access

The proposed basements consist of 4 levels. The basement 1 is loading and plant rooms which support all the service vehicle accesses to this development. The Access ramp to basement 1 is designed to allow 12.5m goods truck access, which has 12m turning radius, 7.1m lane width (two way) and 4.5m minimum head clearance. This is also sufficient for the access of 9.25m council garbage trucks which requires 4m head clearance.

All the service vehicle accesses are monitored and controlled for safety due to sharing the lane with general carpark accesses.

The basement 2 is plant rooms and carparks, and basement 3 and 4 are carparks. The Access ramp to below basement 2 is only designed to allow general car accesses, which has 5.5m lane width (two way) and 2.2m minimum head clearance for general cars and 2.5m minimum head clearance for accessible carparks.

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[Diagram of Indicative Basement Section Diagram]
Public Art Strategy Statement

Preliminary Public Art Plan
The proposal shall implement a significant portion of the Sustainable Sydney 2030 vision and will align its public art strategy with the City of Sydney policies including:

- City Art Public Art Strategy
- City of Sydney Public Art in Private Developments Guidelines
- City Centre Public Domain Plan
- Liveable Green Network
- Laneways Revitalisation Strategy
- Social Policy and Social Plan
- Creative City Cultural Policy

Public Art Strategy
Artwork will be commissioned based on standards of excellence and innovation, integrity of the design work, relevance and appropriateness of the work to the site content, consistency with current planning, heritage and relevant codes, consider public safety and public domain access and maintenance and durability.

Public Art Initiatives;
- Fit Art to the place
- Integrate Art within Architecture and Landscape Designs
- Make Art a spectacle and worth repeat visits
- Appreciation of the origins and history of the precinct
- Illuminate each unique scene and harness an identifiable night time experience
- Consider ‘plug and play’ facilities to facilitate event overlays

Example of Major Commissioned Art Work
An early start is beneficial for the integration of art, architecture and landscape.

The diagram on the right describes the general procurement strategy from Artists selection, to detailed design, fabrication, handover and maintenance.

There are several procurement methods that could be possible including limited competition and direct commission. Also, procurement of public artwork could be separated to different processes for each piece.

The public artwork budget will be advised during the DA stage.

Public artwork will be developed closely with City of Sydney art committees and in accordance with City of Sydney policies. Procurement of public artwork will run in parallel with the building design.

Methodology for Selection and Commissioning of Artists

The diagram on the right describes the general procurement strategy from Artists selection, to detailed design, fabrication, handover and maintenance.

The public artwork budget will be advised during the DA stage.

Public artwork will be developed closely with City of Sydney art committees and in accordance with City of Sydney policies. Procurement of public artwork will run in parallel with the building design.
Artwork Opportunities

There are several unique opportunities to implement Public Art works at 201 Elizabeth Street, to be developed in detailed design. They compliment the characteristic of the site which is adjacent to Hyde Park, the gateway to the city, activated mixed use of commercial office, hotel and residential with ground level retail, restaurant, café and bar.

The arcade character of the ground level strategy present significant public artwork opportunities.

1. **Through Site Link - Suspended Light Art work**
   A suspended lightwork within the arcade which will be visible from outside the site, complement the vertical scale of the arcade, complement the residential experience above and provide character to the space, activate the through site link in evening time.

2. **Through Site Link and Entry of 5 star Hotel - Floor Design**
   An embedded paving treatments which describe and provide additional narrative to the journeys through the site, gateway to Hyde park and city, and the entry to the 5 star Hotel.

![Example of Suspended Light Artwork](image1.png)  ![Example of Floor Design](image2.png)
Public Art Strategy Statement

Artwork Opportunities
The installation of Public Art works in underground foot path of the lower ground level improves anonymous underground environment. It will be carefully developed together with basement design.

3 Retail Arcade and Station Access - Sculpture
A large scale sculptural piece within the generous underground foot path, addressing the three storey of the retail and pedestrian activities. It will also characterise the underground plaza and help pedestrians to find their way.

Example of Large Scale Sculpture
Hyde Park - Overshadowing Analysis | 50% Reduced Shadow Study

50% Reduced Shadow study
12:00pm - 2:00pm AEST
21st June

The calculation method adopted for 50% shadow reduction is to accumulate the total amount of shadow measured at 30 minute intervals during the control period for both the existing condition and the proposed envelope for the parts of the building above the sun access plane. This measurement has also taken the conservative approach of excluding the effect of the existing shadow of nearby buildings.

This calculation provides a measurement method for overshadowing over time as the control calls for “at least a 50% reduction in the overshadowing on land … between 12.00 and 14.00 on 21 June in each year”:

The parts of the building that project higher than the sun access plane are on Category A land and will result in at least a 50% reduction in the overshadowing on land at … Hyde Park … (as shown on the Sun Access Protection Map) between 12.00 and 14.00 on 21 June in each year, caused by all buildings on the site of the proposed development.