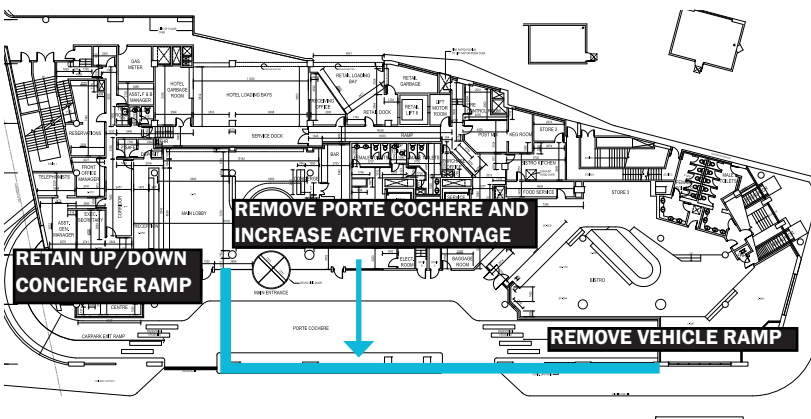


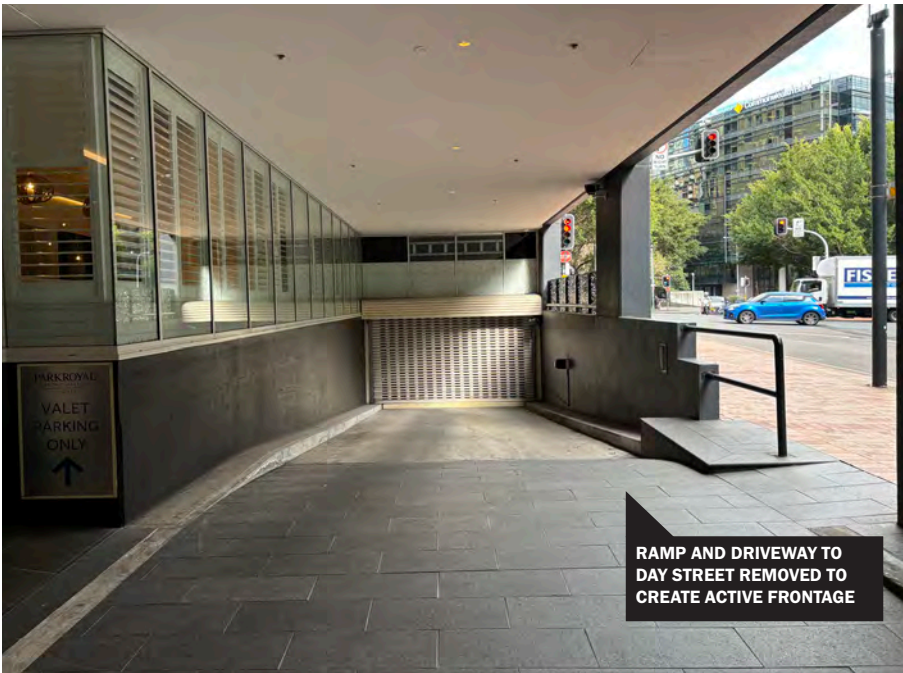
Attachment A2

Urban design report - Part 3

This is an adaptive reuse project reduces vehicles movements that clash with pedestrian movements and also maximises active frontage.



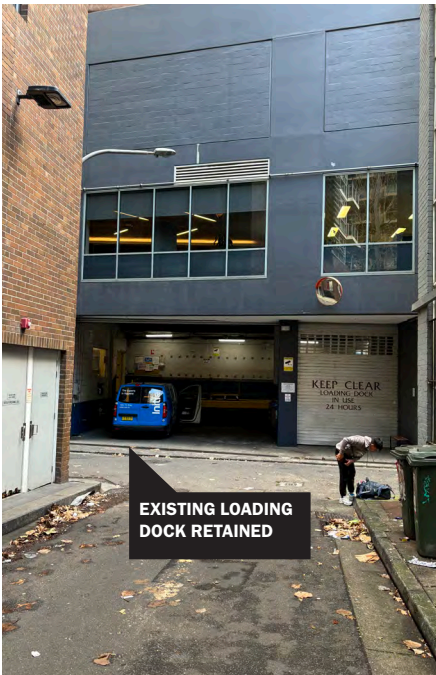
PORTE COCHERE ON DAY STREET REMOVED



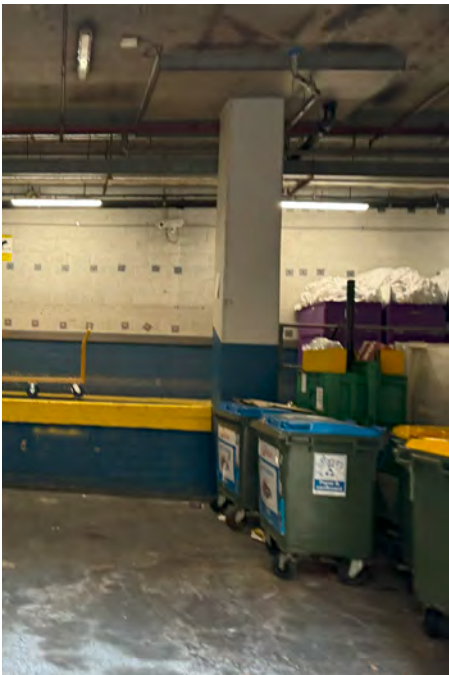
RAMP AND DRIVEWAY TO DAY STREET REMOVED TO CREATE ACTIVE FRONTAGE



EXISTING CROSSOVERS RETAINED



EXISTING LOADING DOCK RETAINED



LOADING DOCK: PROPOSED APPROACH

EXISTING LOADING STRATEGY:

Park Royal's current loading strategy generally:

- Early morning: most food deliveries
- Varies: laundry deliveries
- Night: waste collection

Note: Refer to survey data in TIA

PROPOSED LOADING STRATEGY:

Location	Waste Room Type	Equipment	Estimated Area Required (m ²)
Loading Dock		General Waste • 1 × 8m³ or 10m³ portable compactor • 2 × 1,100 L bins Paper/Cardboard Recycling General Waste • 1 × 8m³ or 10m³ portable compactor • 2 × 1,100 L bins Comingled Recycling • 8 × 1,100 L bins Food Waste: • 1 × food waste processing system • 10 x 240L bins	Dependant on layout
	Bulky Waste Room or Caged Area		35

PROPOSED LOADING LAYOUT:

- SRV tracking has informed the dock layout, and shows that the spaces at GF for SRVs are located based on laneway tracking and easy access to parking spaces.
- Refer to TIA.
- No MRVs are proposed, not even for Compactor collection.



SRV LOADING STRATEGY:

The existing strategy and proposed strategy does not allow SRV access to the basement.

- SRV loading is from the Loading dock on Sands Street.
- Why? This renovation does not propose changes to the basements, and therefore the existing ramp access which is 2.4m clear will be retained. Given there is an allowance of 200mm tolerance, the maximum vehicle height entering the existing basement can be 2.2m. As such, SRV with clearance of 3.5m is not able to enter the basement level.
- The existing Basement 01 floor to ceiling height (to underside of services) is 2.35m and therefore does not accommodate SRV loading.

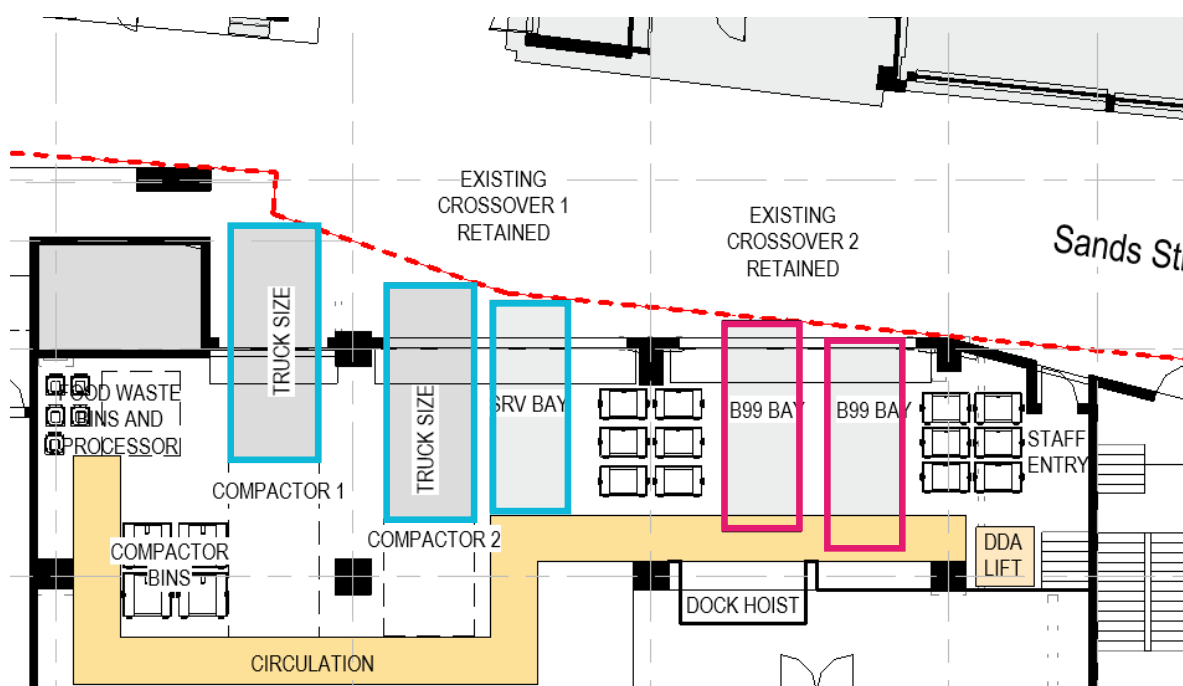
Table 4.1 — Service bay dimensions

Vehicle class	Bay width m min.	Bay length m min.	Platform height m	Vertical clearance m min.
SRV	3.5	6.4	0.75 to 0.90	3.5
MRV	3.5	8.8	0.95 to 1.10	4.5 ^a
HRV	3.5	12.5	1.10 to 1.40	4.5 ^a
AV	3.5	20.0	1.10 to 1.40	4.5 ^a

^a 4.8 m for animal transport vehicles, vehicle carriers and 4.6 m high vehicles or where access to the top of a tall vehicle, e.g. pantechicon or load is required.

INDICATIVE LOADING DOCK PLAN AT GROUND FLOOR:

- 3 x SRVs located in the most direct relationship to Sands Street approach to ease tracking movements required.
- 2 x B99 Bays proposed after the turn from Sands Street as these smaller vehicles can easily manouvre.



LOADING DOCK: PROPOSED APPROACH

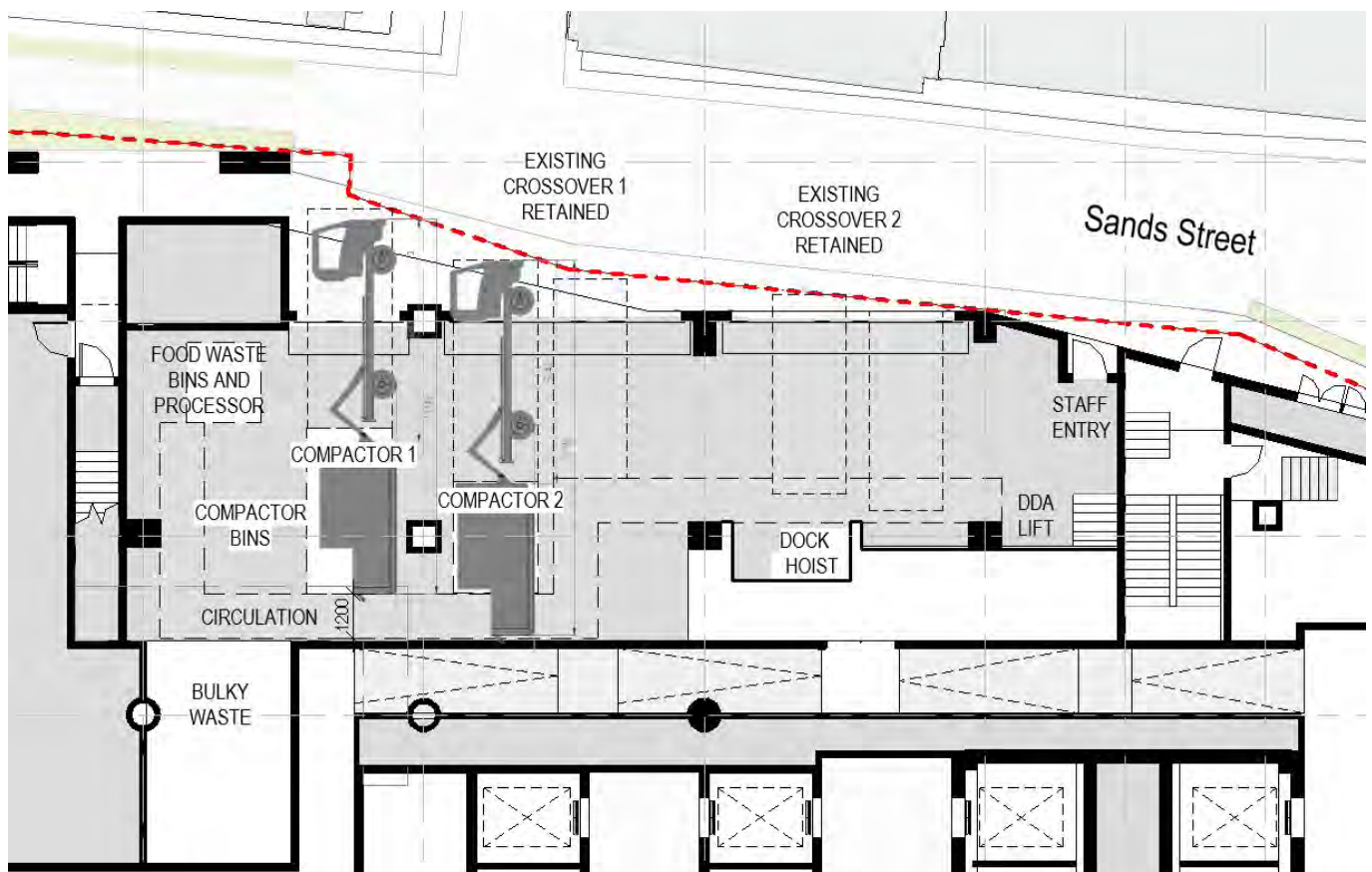
VERIFYING COMPACTOR SPECIFICATION AND CORRESPONDING WASTE SERVICE VEHICLE CAN BE ACCOMMODATED IN THE LOADING DOCK:

The design team have coordinated with multiple parties involved in confirming the loading management plan can be achieved, including:

- Elephants Foot, Waste Consultant;
- PTC, Traffic Consultant; and
- Veolia; Waste Contractor

The following process was undertaken to confirm loading dock functionality:

1. Elephants foot advised the site requires 2 x 8m³ compactors;
2. The waste contractor, veolia, confirmed their larger sizes of 10m³ compactors fit in the allocated spaces, as illustrated on the below plan (specification dimensions shown on adjacent page). The below plan also shows the Veolia compactor collection vehicle which fits within the site boundary.
3. PTC have confirmed that the waste vehicle tracking from Sands Street is possible as per Veolia advice (see SRV tracking movements in TIA).

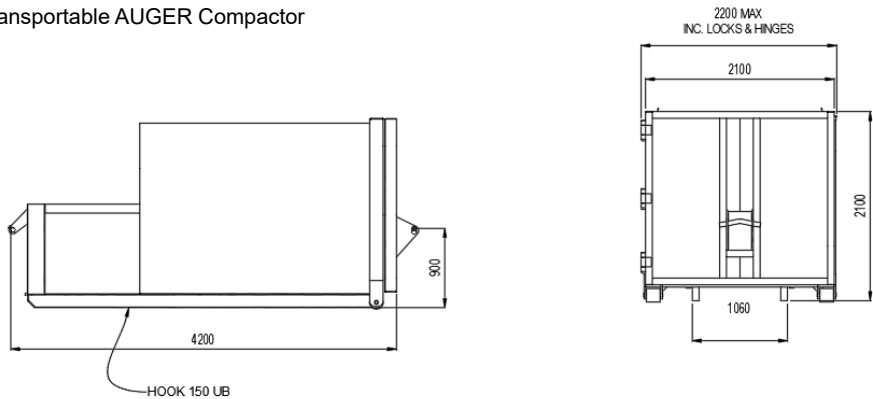


BELOW IS A SPECIFICATION FOR A 10M3 VEOLIA WASTE COMPACTOR.

SOURCE: VEOLIA WASTE SERVICES

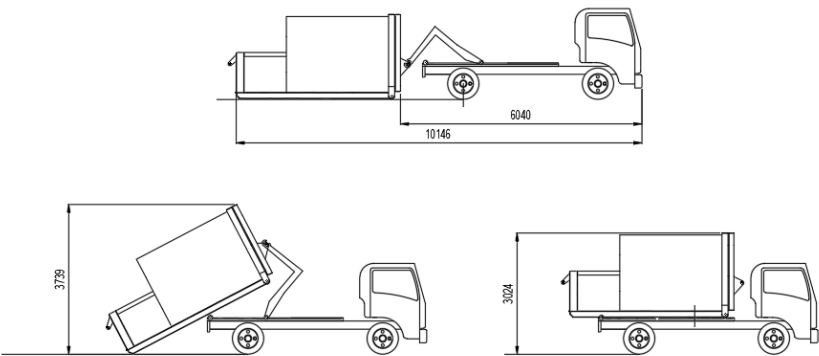
Note: Veolia manufacture compactors in Sydney and can adjust height, width, and legnth dimensions based on unique site requirements.

AT90-100
10m Transportable AUGER Compactor



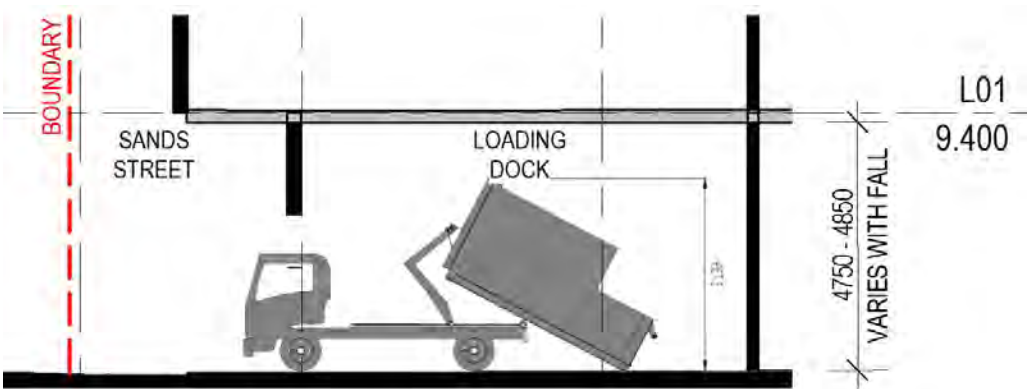
AT90-100
10m Transportable AUGER Compactor

TRUCK WIDTH: 2300 mm
(2800 mm WITH MIRRORS)



EXISTING LOADING DOCK SECTION

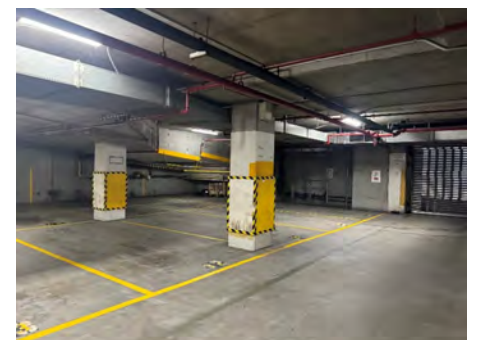
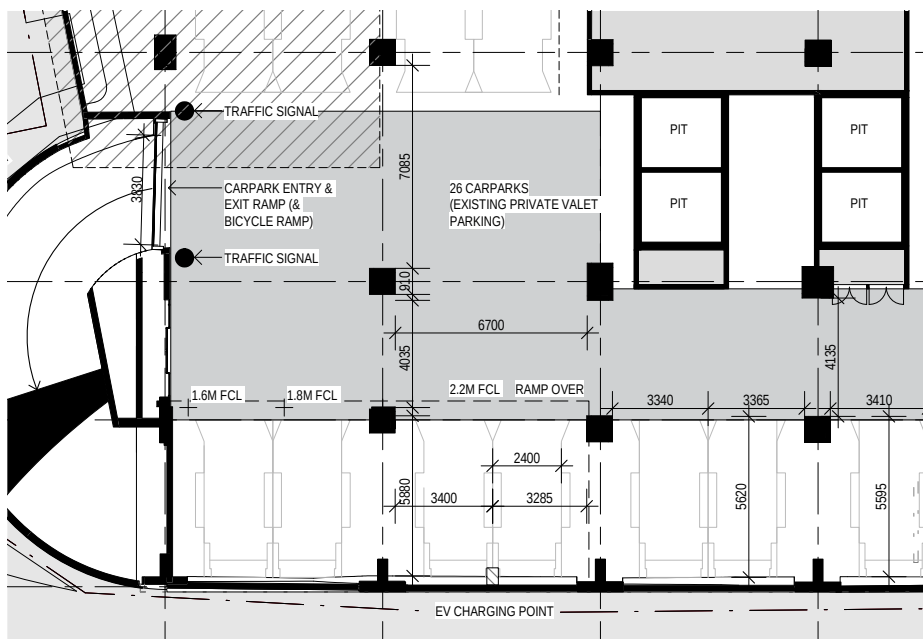
VEOLIA WASTE SERVICES TRUCK SHOWN IN GREY



BASEMENT: PROPOSED APPROACH

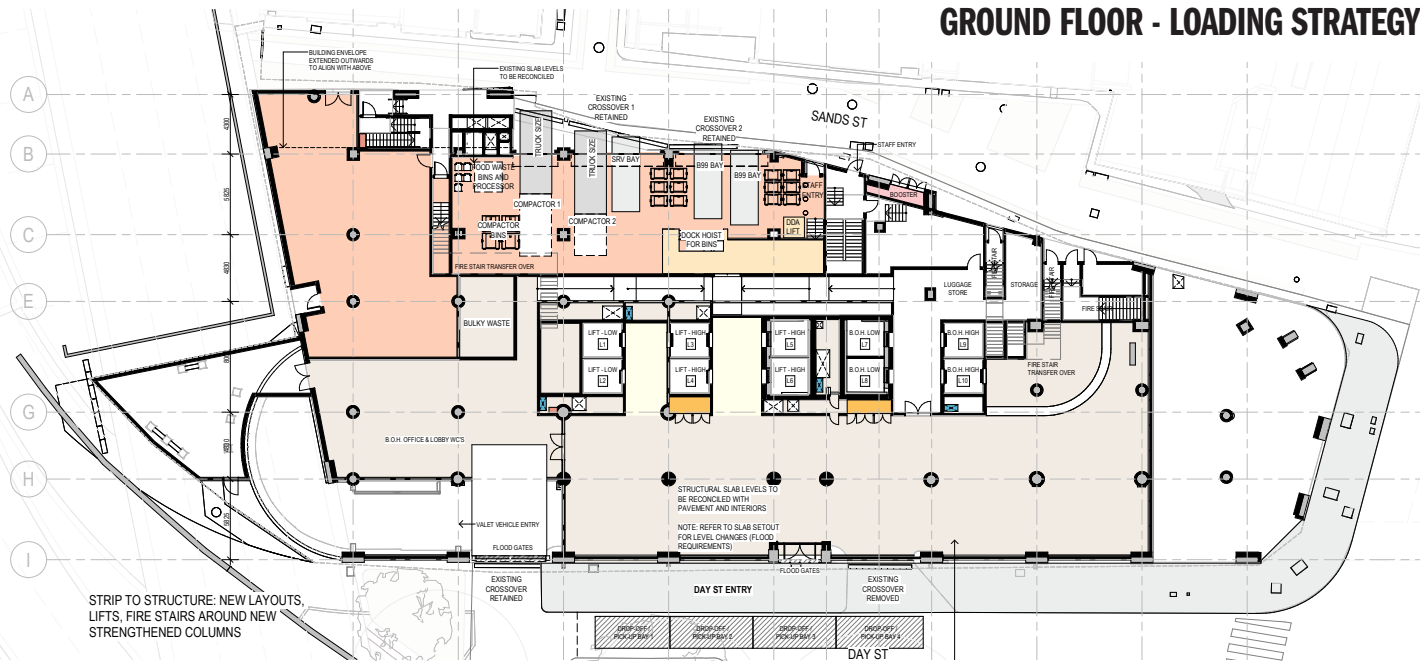
- The existing basement layout allows for most parking spaces to be B99 spaces (as the existing column grid is not designed to parking bay sizes).
- The existing basement will be concierge only, with no public access allowed to the basement. Even bicycles will be a concierge service at the ground floor. Only staff are allowed in the basement and only one vehicles will be driven at any one time.
- Current PTC analysis in line with CoS regulations is the 1 SRV and 2B99s are required for loading for the site. Whilst the basement can accommodate B99s, it is not generally proposed to allow access to unfamiliar drivers, it is a private garage. Loading has been allowed for at the ground floor loading dock.
- There will be only one concierge driving cars in or out of the existing garage.
- Cycle access from lifts to cycle parking has been segregated from cars.
- Visitor cycle parking (with concierge service) will be located on the upper basement.
- Staff cycle parking will be located on the lower basement, adjacent to staff changerooms and EOT.

UPPER BASEMENT - PARKING DIMENSIONS

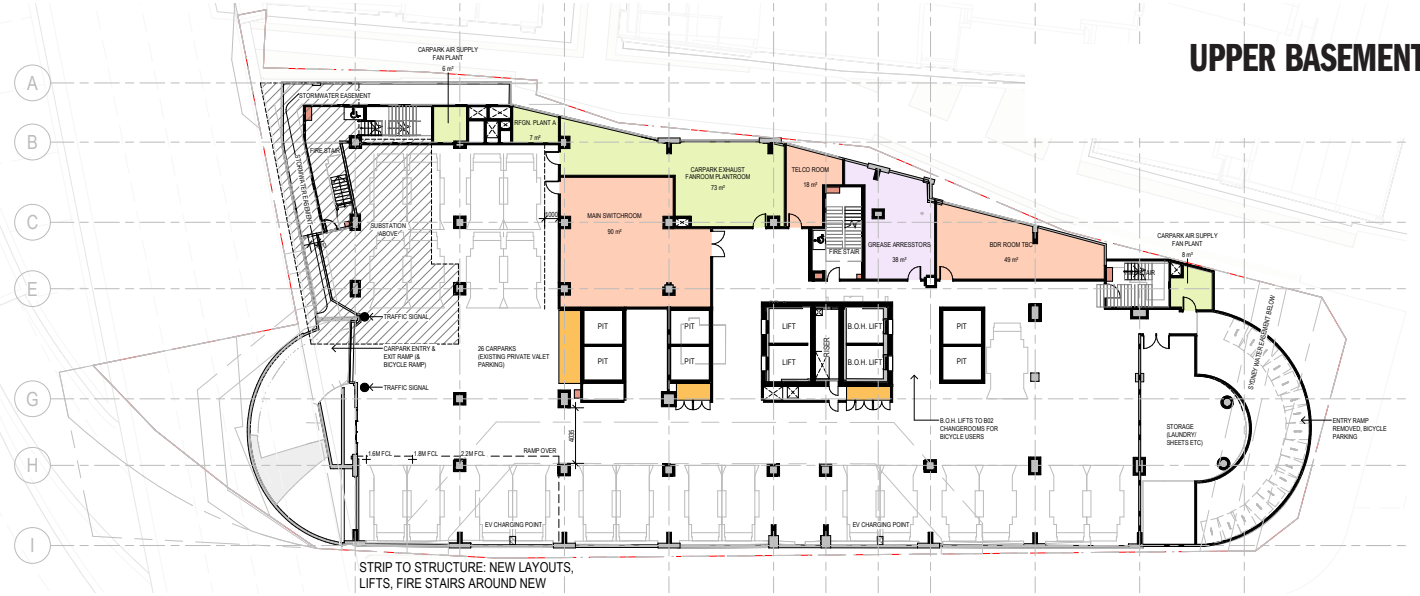


Proposed parking spaces are all larger than the standard 2.4m x 5.4m (they generally vary from 3.2-3.4m x 5.5-5.6m), enabling manoeuvring into and out of parking spaces.

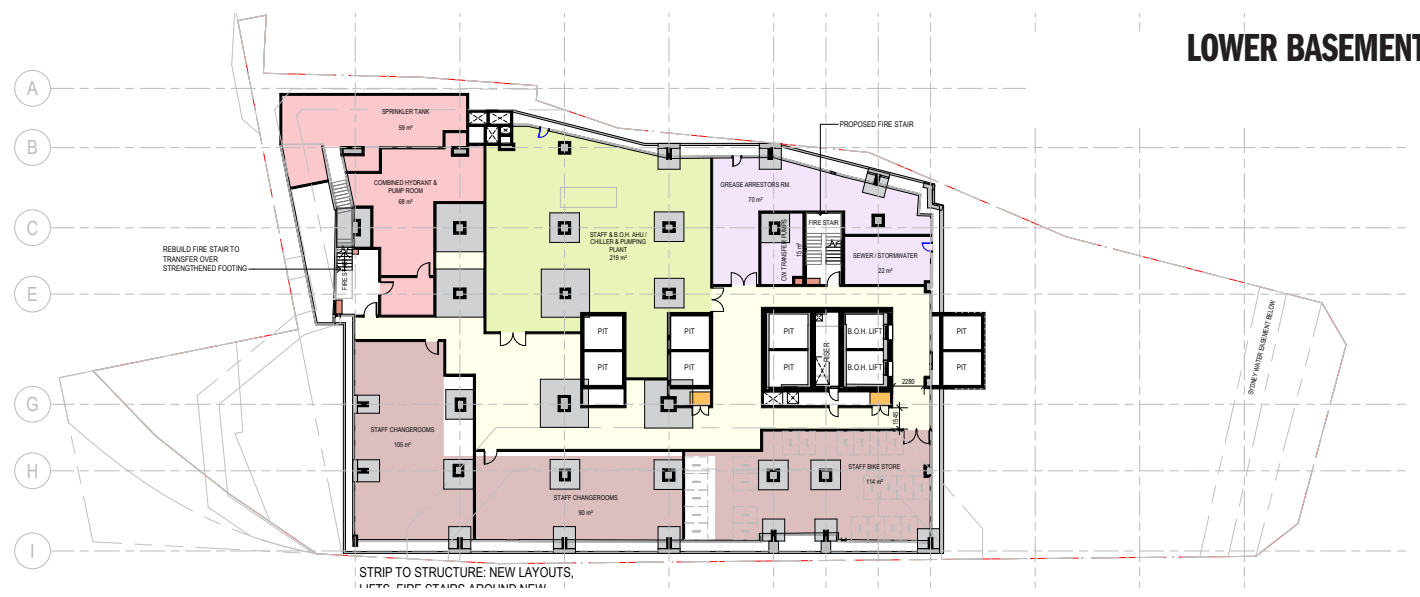
GROUND FLOOR - LOADING STRATEGY



UPPER BASEMENT



LOWER BASEMENT



BASEMENT: EOT APPROACH

1. Bicycle parking must be calculated based on the entire site, and not just the uplift in development.

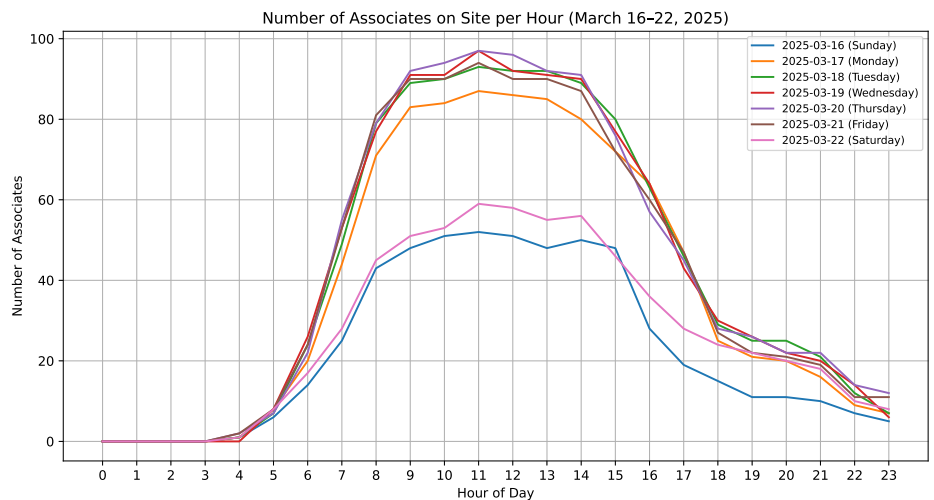
At any one time in the existing hotel there are maximum 100 staff on site. The following staff calculations for cycle parking allow for 180 staff at any one time which as we can see here aligns generally with increasing the current pattern.

2. Bicycle parking area must not be obstructed by/ conflict with vehicle swept paths;

3. The Transport Study must specify how access to guest bike parking will be managed should guest bike parking be provided in the basement;

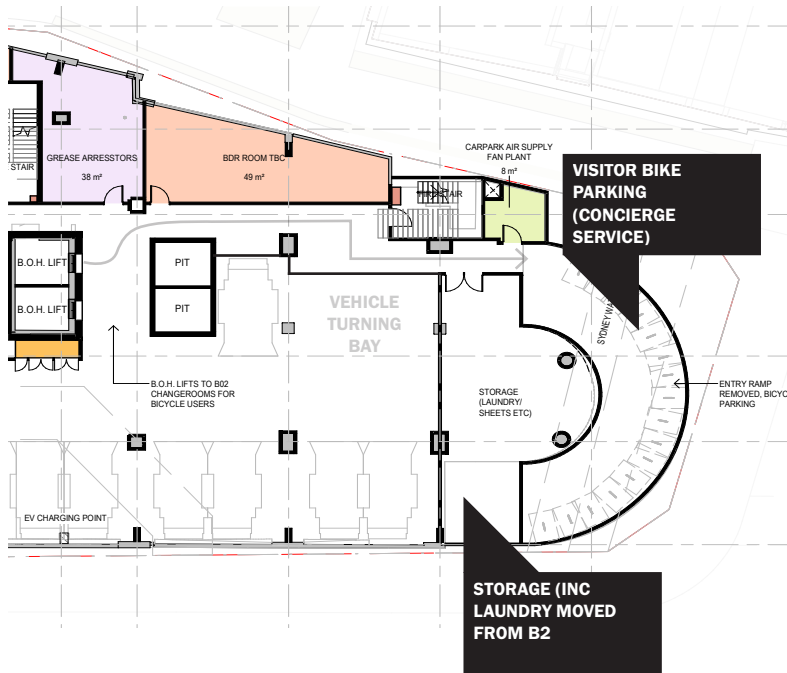
4. Access to bicycle parking in basement should be accessible by both the lift core and vehicle ramp.

- Bicycle parking is a concierge service, no public will access the existing basement.
- Visitors leave their bike at reception and EOT is on L01 (eg if cycling to attend an event at the hotel).
- Staff may bring their bicycles down in the BOH lifts.
- The path for bicycles is separate from the turning bay for vehicles.
- The existing ramp to the basement is not altered.
- Staff bring their bicycles in at Ground level and use the goods lifts to access staff EOT at level B2



BASEMENT: EOT APPROACH

UPPER BASEMENT



Bicycle parking must be calculated based on the entire site, and not just the uplift in development.

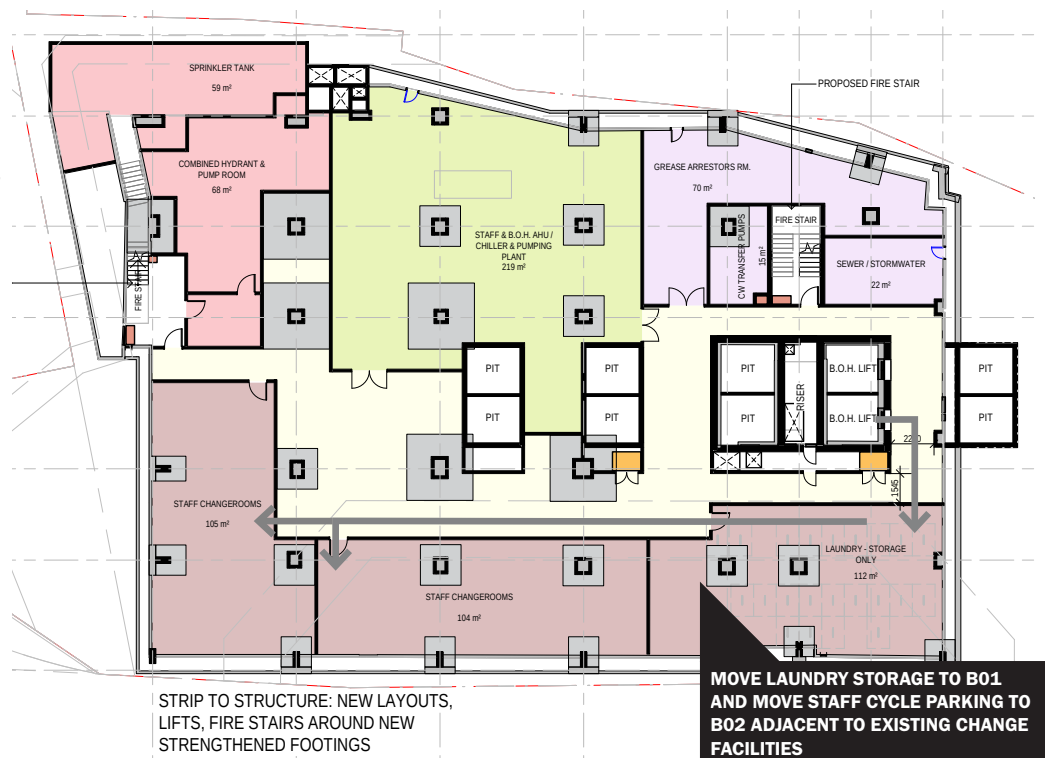
- Max 539 keys = 1 bike per 20 rooms = 27 bikes
- 360 staff, but in 2 shifts of 180 at any one time = 1 bike per 4
- 77 bikes total
- Shower and change per 10 = 8 shower and change total
- 1 locker per bike space
- 1.8m wide access to bike parking
- EOT for visitors are on L01 and L02 (Function) = 3 showers/change
- 5 shower and change for staff in B02 adjacent to staff change

There are existing staff shower and change rooms with lockers on B2 for the hotel. These facilities will be enhanced to be both staff changerooms and also compliant EOT facilities for staff.

Visitor EOT will be on Level 01 of the hotel.

LOWER BASEMENT

- There are existing staff shower and change rooms with lockers on B2 for the hotel. These facilities will be enhanced to be both staff changerooms and also compliant EOT facilities for staff.



PUBLIC REALM AND LANDSCAPE

VISION AND APPROACH

150 Day Street will be a celebration of Sydney's landscape, brought into the CBD. The substantial greening across the building will weave together a robust and verdant landscape in a city-leading way. A building encased and surrounded in green which reaches from the public domain, along the facade and across rooftop terraces shall connect the guests of 150 Day street to the Country it resides on.

Darling Harbour has always been a place of concentrated energy and gathering. Life that is centred within and drawn to the harbour, have been managed and cared for by its traditional custodians, the Gadigal for millennia.

Dr Shane Smithers tell us that Gadi Country stretches across the Land, Sea and Sky of what is now called Sydney. Despite the destructive effects of colonisation, the land remains Gadigal Country.

Darling Harbour remains a place of congregation and celebration, a threshold between Land and Sea Country and a key part of Sydney's international identity.

This connection and culture runs

through the core of the 150 Day Street site, as it attempts to stitch the city's East-West permeability, to improve the experience of broader city users and imagine what healthy Country looks like within an urban context.

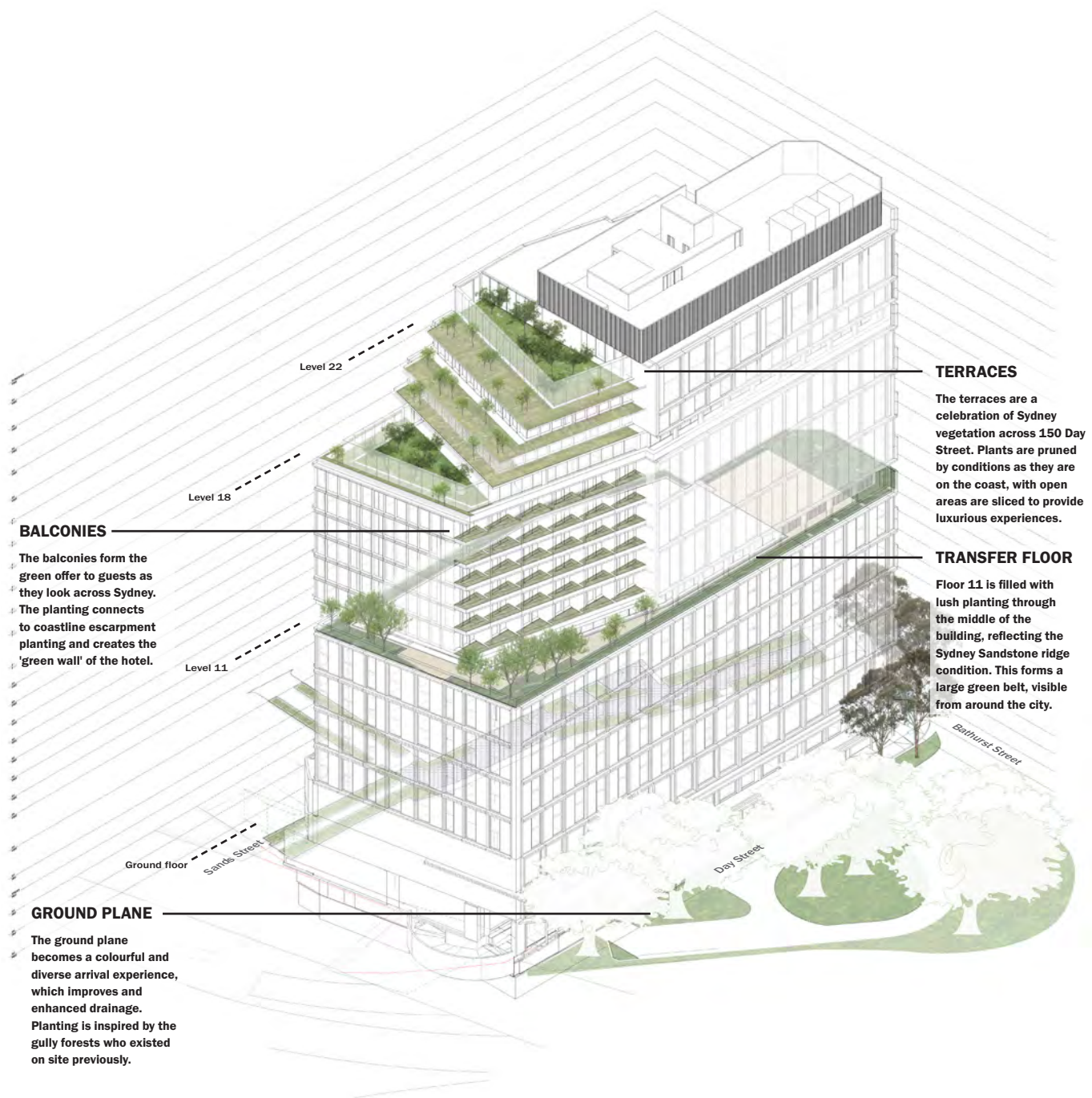
The imposition of post-industrial, modern structures feels objectively contrary to this, however, the building still exists upon, and as a part of Country.

150 Day Street is a point of transience and movement. Surrounded by major arterial roads, it offers a reprieve from the Chaos around. Key through site links will be upgraded, to further improve the fine-grain network of a human scale

Sydney.

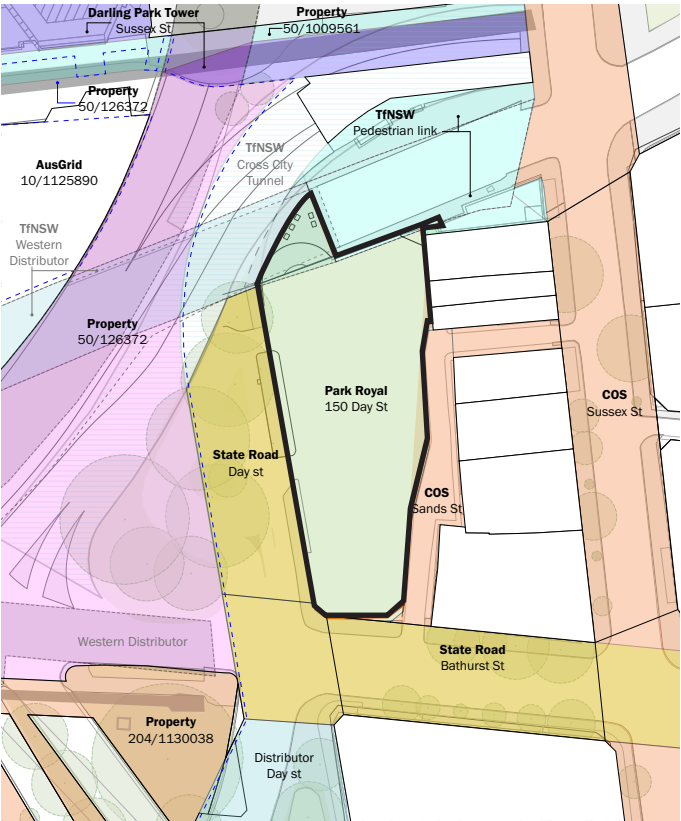
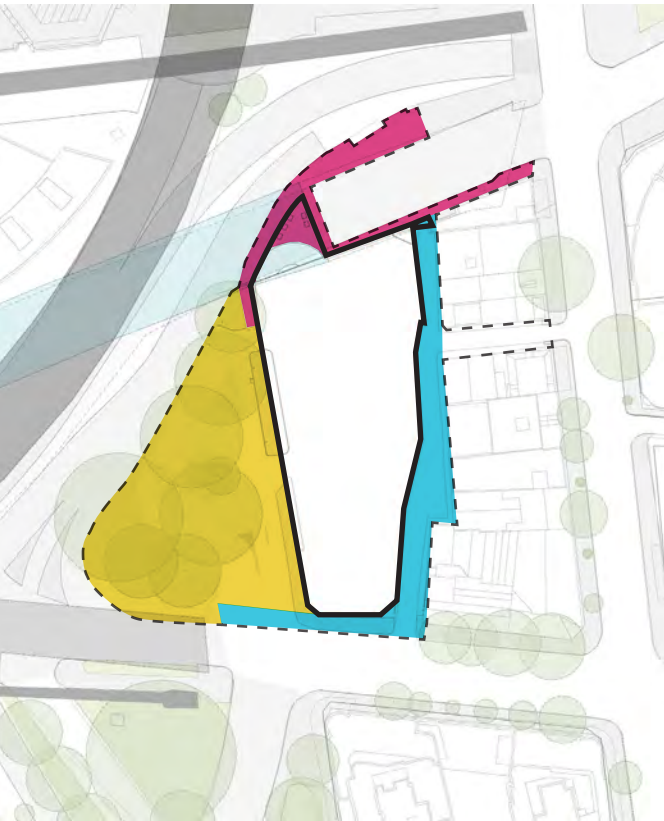
Wrapping this form in a large and dense green offer, allows the reach of healthy Country to run deep into the urban heart of the City of Sydney. The site has been identified as further than 200m from any open space, thus a great candidate for change.

By drawing parallels between the variety of natural micro climates present around Sydney and the incredibly constructed condition that 150 Day Street sits within, informed plant species choices are able to be made. Placing species in areas which mirror their natural condition maximises their success, as well as that of the project and its connection to Sydney.



LANDSCAPE STRATEGY

Landscape stitches the built form into the wider city. The strategy for 150 Day street has been informed by wide ranging analysis. An understanding of the constraints informs the major design moves and choices.



Public domain spaces

3 zones have been identified for potential areas of public domain improvement. The porte cochère and arrival zone in the west, Sands and Bathurst Street interfaces and the Northern pedestrian links. They will enhance the access and permeability of the city as well as fine grain, East-West connections.

LEGEND

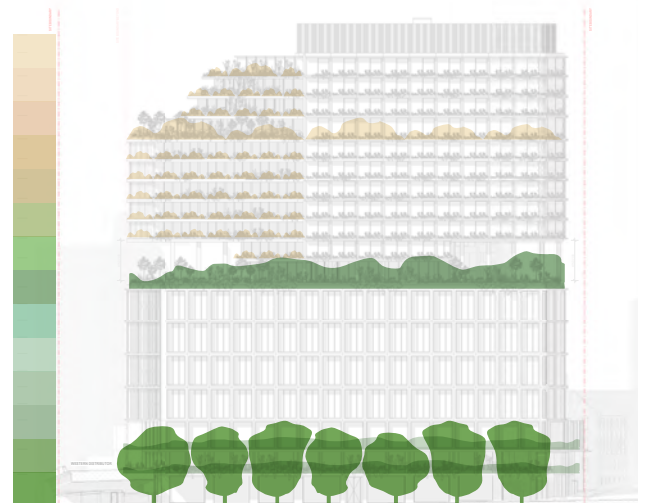
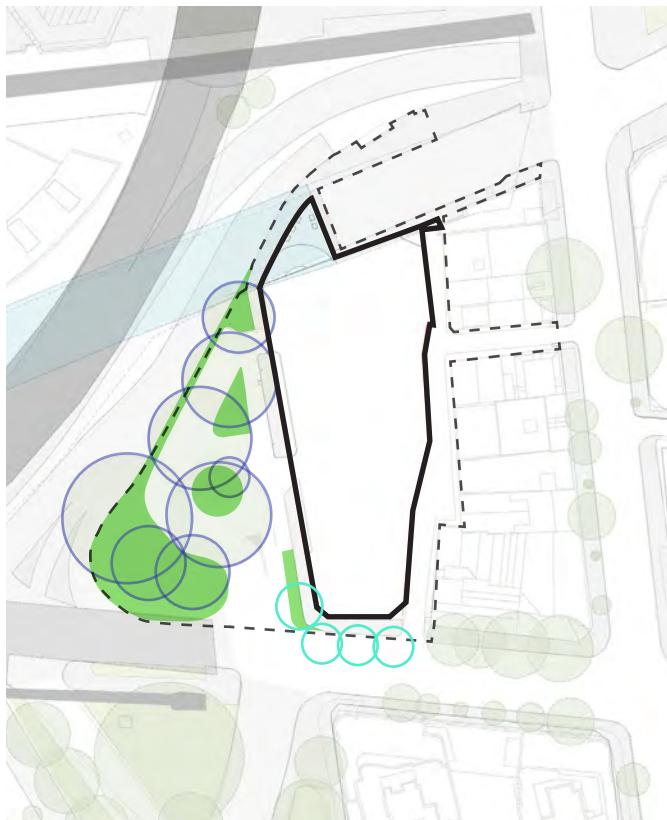
Study area	
150 Day St lot boundary	
Northern pedestrian links	
Day Street	
Porte cochère & arrival garden	
Sands and Bathurst Street	

Property ownership

The area around 150 Day street features complex and diverse land ownership. 150 Day Street shares a boundary with or is in close proximity to land owned by the City of Sydney, Transport for NSW, Placemaking NSW as well as private owners.

LEGEND

150 Day St lot boundary	
150 Day St	
City of Sydney	
Transport for NSW	
Placemaking NSW	
State Road	



A healthy blue and green ground plane

Permeability of water across the site will be greatly improved with paving and new planting. Existing planting will be upgraded, with scope to expand. This will increase the biodiversity present in the area and connect to wider city networks. All trees present will be retained with more proposed.

LEGEND

---	Study area
—	150 Day St lot boundary
○	Retained trees
○	Proposed trees
●	Upgraded planting

City Greening

Landscape zones are crafted throughout the hotel, taking inspiration from the surrounding Sydney vegetation. These are informed by the micro climates mirrored and created in the built form. The zones include the coast, the ridge and gully.

LEGEND

Yellow	Coastline planting
Green	Sandstone ridge line planting
Dark Green	Gully Forest planting

PUBLIC BENEFIT OPPORTUNITIES

Upgrades across the public domain of 150 Day Street target specific issues existing on site as well as through the wider city.

Aligning with the key design principles developed through the design process, they are focused on improving east-west connectivity and fine grain pedestrian permeability, enhancing the pedestrian experience and increasing the urban biodiversity and biodiverse network of the city. Allowing water to return to the ground on site is also a priority.



Spreading Country positive design in the public domain

Land has been sealed and endemic vegetation removed across the site of 150 Day Street.

Integrating water sensitive, native vegetation into appropriate places allows the reaches of healthy country to re-establish in the highly urbanised area.



Positive outcomes for water sensitive urban design

Storm water collects in Sands Street as it funnelled by the city and boxed in by 150 Day Street's walls.

Adding rain gardens will address this issue, return water to Country and alleviate stress from the storm water systems.



Integrating public art to expand the offer to the city

The City of Sydney's large public art collection currently does not extend to the area around 150 Day Street.

Leaving space and scope for generous integration will expand 150 Day Street's broader public offer.



Increasing city green and biodiversity

Spontaneous vegetation and monocultures are the current conditions of planting on site, with no garden bed having more than 3 species.

Turning the existing planters into vibrant and biodiverse typologies are crucial for supporting habitat. Hassell and the GANSW's 'Biodiversity in place' says "multi layered diverse plant species they can support up to 20 x more species."



Stitching into existing biodiversity networks

The site is over 200 meters away from any open space, as identified by the City of Sydney's open space deficiency analysis.

Increasing quantum of plants and species, as well as diversity of flowering and fruiting species, will allow the site to integrate into and expand the network of habitat across Sydney, acting as a stepping stone of habitat to broader city connections.



Upgrading city fabric

The Western distributor underpass is currently under lit, poorly finished and incredibly hostile to pedestrians.

Upgrades to the area will return it to a key east-west pedestrian link, and spread the revitalisation around the city

Increasing pedestrian legibility, wayfinding and safety

150 Day Street has 4 ground plane finishes around its border. Blue stone to Bathurst street, Asphalt to Sands, concrete under the western distributor and paving along the Day street interface.

Unifying these finishes to a city standard will prevent the ambiguity of public space, and allow the site to have a stronger relationship with the city.

PUBLIC DOMAIN PROPOSAL

Day Street

The arrival spaces to and through 150 Day Street will offer a diverse and colourful Sydney garden, improving the experience of guests and public alike.

The public domain proposal involves minimal interventions outside of the 150 Day Street property boundary, focusing on improvements to the Day St Footpath. It will also feature minor upgrades to the underpass and improvements to existing planting. Further coordination with adjoining land owners (placemaking NSW, City of Sydney and TFNSW) is required.

Key Elements

-  A large area at 1763m², the porte cochère has 600m² of garden bed.
-  It will become a pleasant and safe place to drop off and pick up guests and users.
-  Planting will be diverse and colourful, actively improving the biodiversity of the area. People will arrive into a diverse, colourful Sydney garden.
-  It will provide a dense and central green outlook from the lobby and surrounding city.

Images:

1. Fish Lane town square, Brisbane
2. Park House, Melbourne
3. Wendy Whiteley's Secret Garden, Sydney
4. Hayden lane, Sydney

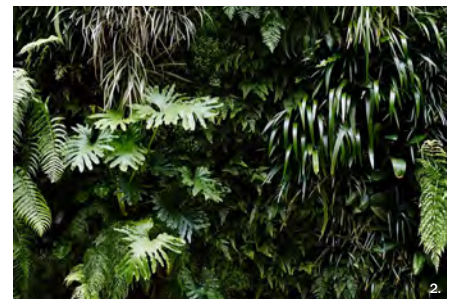
Existing site



Landscape character



Design character





Public Domain Proposal

LEGEND

1. Upgraded Existing Planting	4. Existing Wall	7. Kiss And Ride Zone
2. Traffic Light System	5. Improved Underpass Lighting	8. New Hotel Entry Point
3. Upgraded Paving	6. Landscaped Water Feature	9. Existing Roundabout

PUBLIC DOMAIN PROPOSAL

Bathurst and Sands Street

150 Day street faces onto Bathurst, Day and Sands Street. Upgrades will change how the building meets the city and how the city flows around it.

A focus on permeability is placed, with opportunities for water gardens and chances to return water to the ground present on site.

Another part of the enhanced public realm scenario, Bathurst and Sands Street interventions will require coordination with the City of Sydney.

Key Elements

 The site edges onto Day, Bathurst and Sands Street. These city interfaces will be calmed and offer improved pedestrian experiences.

 Planting in the public realm extends the benefit to all people of the City rather than just users of the hotel.

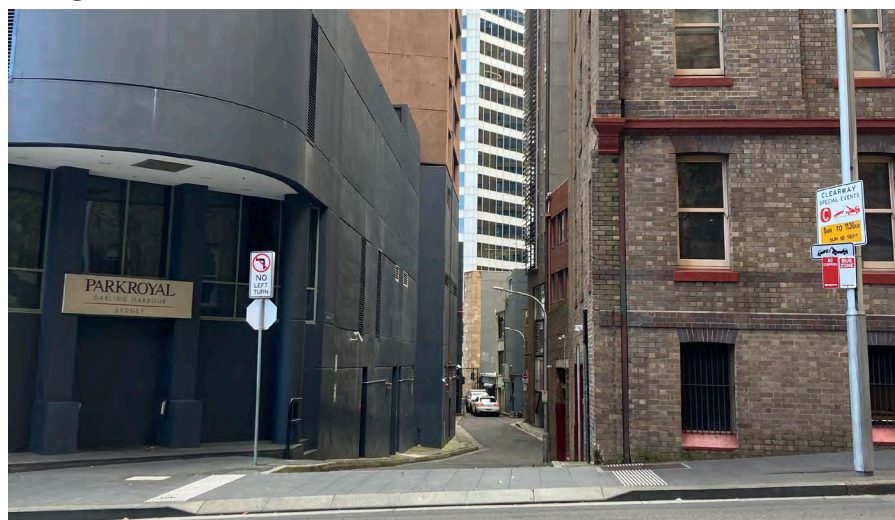
 Street trees planted on Bathurst Street increase the Cities canopy cover. Rain gardens in Sands Street also improve the permeation of water across the site.

 Sands Street interventions extend usable city space and further the process of bringing Sydney to the human scale.

Images:

1. Foley Lane, Sydney (Hassell)
2. Victoria Park, Sydney (Hassell)
3. Sydney Metro Planting Trials (Hassell)

Existing site



Design character



Planting character





Public Domain Proposal

LEGEND

- | | | |
|-------------------|---------------------------|-----------------------------|
| 1. Swale Planting | 2. Public Art Integration | 3. Landscaped Water Feature |
|-------------------|---------------------------|-----------------------------|

PUBLIC DOMAIN PROPOSAL

Western Distributor Underpass

The Western distributor underpass exists with very poor lighting, the floor finishes are in poor condition and the area is incredibly hostile to pedestrians.

Upgrades to the area will return it to well utilised east-west pedestrian link. These will include upgrading and unifying ground plane, improving lighting elements and integrating public art.

This is a key public upgrade and aligns with the 150 Day street, as well as City of Sydney Public domain strategies. It is intently focused on creating well designed, safe and accessible space.

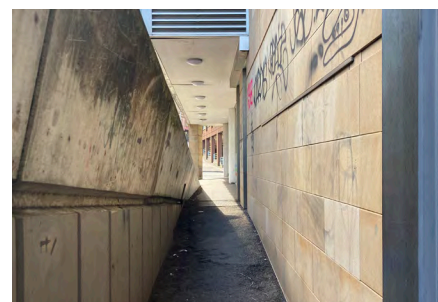
Key Elements

-  Connecting Day and Sands street to the North running Sussex Street. The western Distributor runs above.
-  Revitalising the underpass will return it as a through site link, and key, east west, pedestrian link between the CBD and Darling Harbour.
-  Reducing places pedestrians feel unsafe allows for the percolation of the public around the building, providing wide reaching public benefit and returning parts of the city to the people.

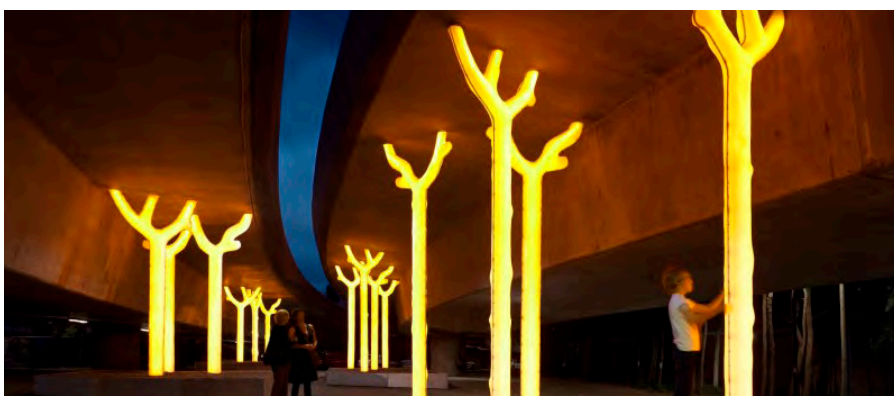
Images:

- 1. Drift Inversion, Denver, USA
- 2. Mirage at Underpass Park, Toronto, Canada

Existing site



Design character





■ Pedestrian Zones

Public Domain Proposal

LEGEND

- | | | | |
|--------------------|---------------------------|----------------------|-------------------|
| 1. Upgraded Paving | 2. Public Art Integration | 3. Improved Planting | 4. Swale Planting |
|--------------------|---------------------------|----------------------|-------------------|

PUBLIC DOMAIN PROPOSAL

Public Domain Planting Revitalisation

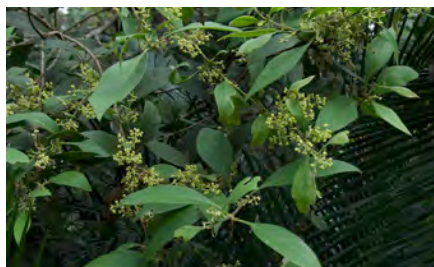
Following the planting motivations of the project, species choice is informed by parallels between the micro climates of Country and 150 Day Street's urban condition.

Planting design

Deep shade is present all around the site, from the urban form as well as under the established Morten bay figs of the port cochere. Species choice has been dictated by these conditions, as well as the expected swale plantings.

→ Pre colonial vegetation community

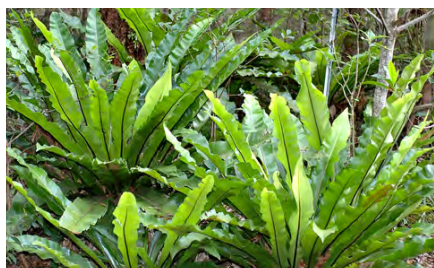
Plantings has been informed largely by the remnant vegetation communities of Eastern Suburbs Banksia Scrub and Sydney Casurina Swamp Forest.



Notolaea longifolia



Dicksonia antarctica



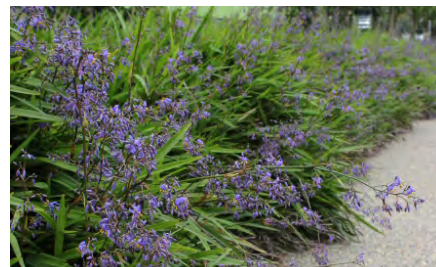
Asplenium australasicum



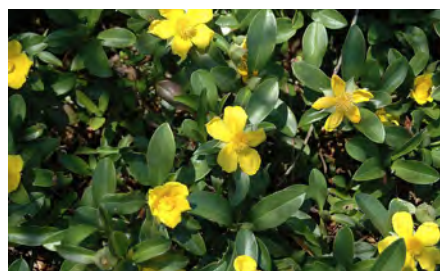
Baurea rubioides



Leucopogon lanceolatus



Dianella spp



Hibbertia scandens



Machaerina juncea



Viola hederacea



Rulingia hermannifolia



Cyathea cooperi



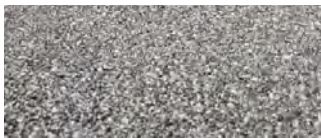
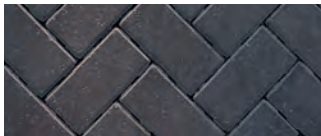
Banksia robur

MATERIALS PALETTE

Public Domain

all images are indicative

Hardworks



Softworks



Port cochere planting
Hassell planting design



Sands Street planting
Hassell planting design

Urban Elements



Underpass Lighting
Kent Street Underpass



Garden lighting
Ecologically sensitive lighting



Integrated lighting
Into fixtures and structures



Street trees
Natives



City of Sydney treegrate
Tzannes

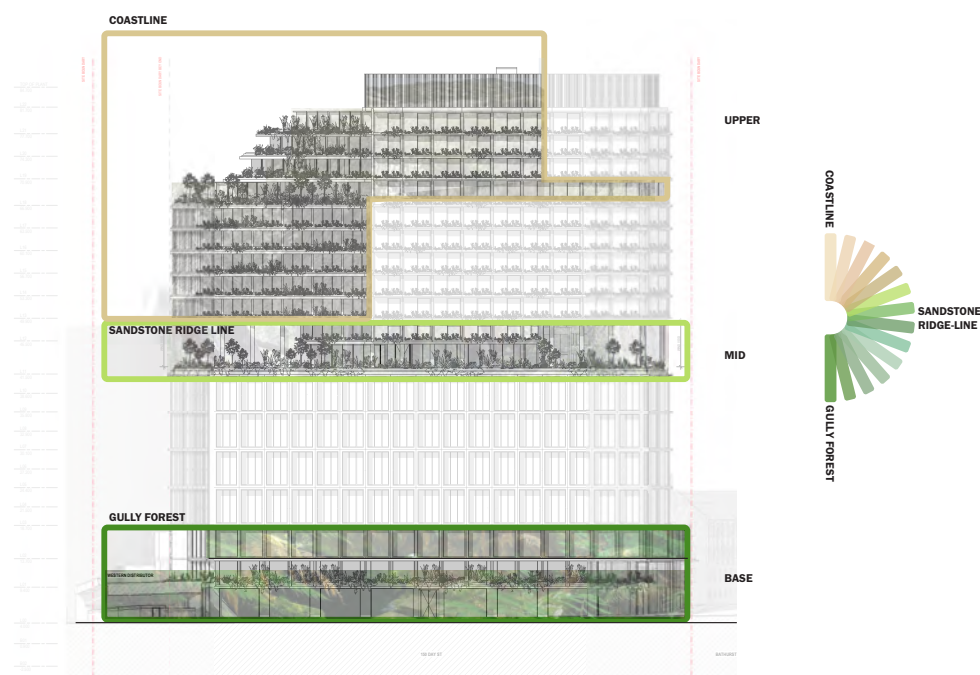
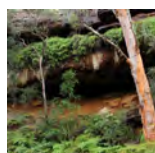
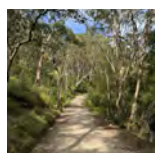
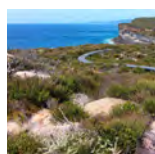
BUILDING LANDSCAPES VISION AND APPROACH

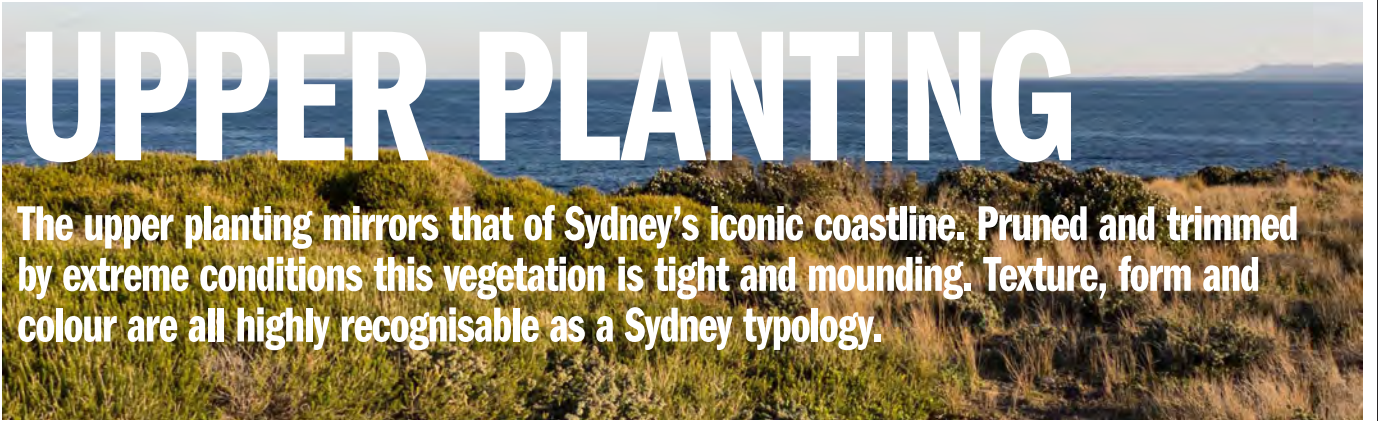
150 Day Street will be covered in a large, green offer to the wider city. It integrates Sydney landscape character onto the built form, enveloping the site in the mixture of colour and textures present in healthy Country.

Sydney's natural bushland is a defining feature of the city, with green corridors threading through its urban fabric. This project draws inspiration from three iconic vegetation typologies unique to Sydney: sandstone gully forests, sandstone ridge-line bushland, and coastal heathlands.

By reflecting the microclimatic diversity of Sydney's native ecosystems, the design works with the distinct urban context of 150 Day Street rather than against it. Strategic species selection aligns with the natural conditions these species thrive in, creating opportunities for ecological success and fostering a meaningful connection to Sydney's

environment. This approach seeks to weave the essence of Sydney's bushland into the project, balancing ecological integrity with urban resilience. It ensures that plantings not only flourish but also strengthen the identity of the space as a vibrant extension of Sydney's unique landscape.



A landscape photograph showing a dense, low-lying coastal scrub in the foreground, with a clear blue ocean and a distant coastline under a pale sky in the background.

UPPER PLANTING

The upper planting mirrors that of Sydney's iconic coastline. Pruned and trimmed by extreme conditions this vegetation is tight and mounding. Texture, form and colour are all highly recognisable as a Sydney typology.

A photograph looking up into a forest of tall, slender trees with light-colored, peeling bark, likely eucalyptus, with green foliage visible in the background.

MID PLANTING

Planted through the central area of the building, this reflects the natural condition of Sydney's ridge lines and escarpments. The form and look is dictated by its climate and sandstone soils.

A close-up photograph of a lush forest floor covered in vibrant green ferns and moss, with a small streamlet visible in the lower part of the frame.

BASE PLANTING

Informing the planting around the base of the building, the lush gully forest reflects the coolness and tranquillity of the Sydney enriched sandstone understory.

BUILDING LANDSCAPES

Green Edges

Turning the city wall green, the terraces and balconies of 150 Day Street will display iconic Sydney vegetation typologies to the wider city. Visible from key areas, it will operate as an important landmark and city benchmark for design and innovation.

Key Elements

-  Residing at level 11, the key terrace will display a concentration of green, anchoring the above floors.
-  The floor will be integrated with the gym and other hotel amenities, allowing the planting to be interacted with, and extend within the built form.
-  Providing large areas for planting, this concentrated loop will be bright, colourful and biodiverse. This will also provide habitat for other kin within the city.
-  Not only visible from the hotel, this planting will be a landmark for the city, with strong views from the Western Distributor and Darling Harbour.

Images:

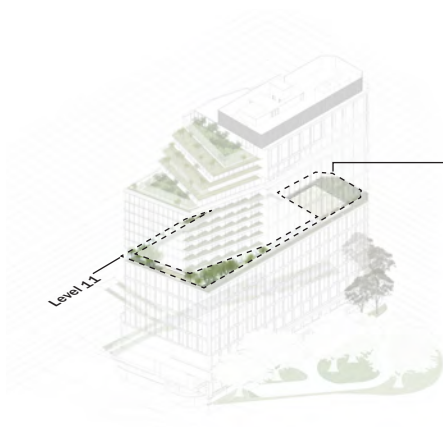
1. Surry Hills 1 Sydney
2. Rozelle Rooftop, Sydney
3. Victorian Parliament House, Melbourne
4. Skyline, Sydney
5. The Nine, Sydney
6. M Central Sydney

Landscape character



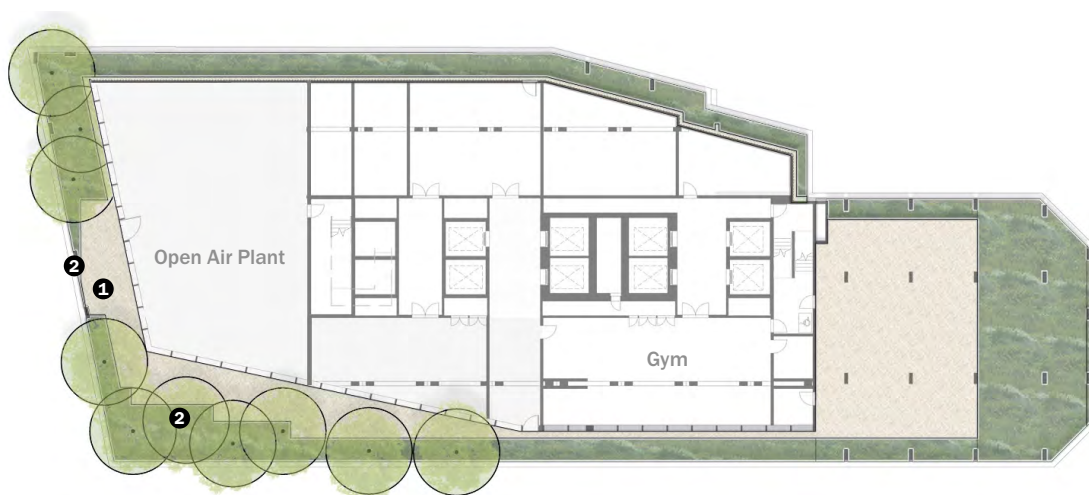
Design character





TRANSFER FLOOR

The Transfer floor has the verdant planting of a Sydney sandstone ridge. A key visible area, anchoring important views from Darling harbour and the Western Distributor (East bound), the large green belt, will act as a new landmark for the city. Planted into large soil depth, the transfer floor will support established species, mounding and undulating to create further interest.



Level 11 - Gym & Transfer floor

LEGEND

1. Accessible balcony -- Site boundaries 2. Sandstone ridge planting ● Proposed trees

Sample Planting Design

Planting along the transfer floor aims to create volume and vibrance all year round.



Melaleuca armillaris



Baeckea brevifolia

It should be a diverse and flowering garden, which provides habitat and joins the Darling Harbour and wider Sydney City biodiversity network

Species are informed by Sydney sandstone



Kunzea capitata



Pennisetum alopecuroides 'Pennstripe'

ridge line and rock plate plant communities.

The form of the floor will either be seen from a wide variety of distances and resolutions, and thus must provide interest at both through form, colour and variation.



Isopogon anemonifolius



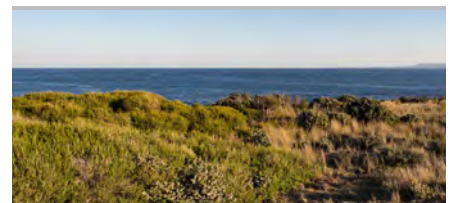
Banksia ericifolia

BUILDING LANDSCAPES

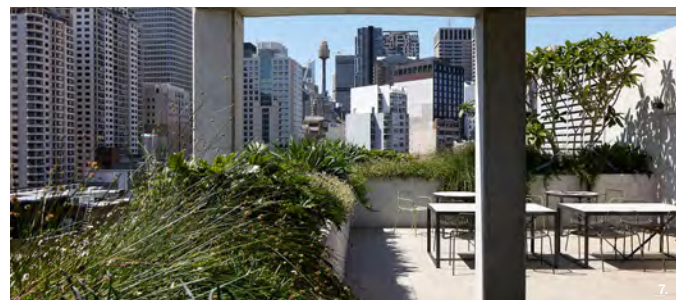
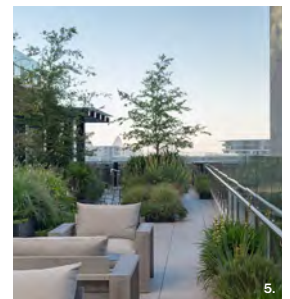
Balconies & Terraces

The celebration of Sydney vegetation across the roofs of 150 Day Street. Plants hemmed by conditions as on the coast, areas are sliced to provide luxurious experiences.

Landscape character

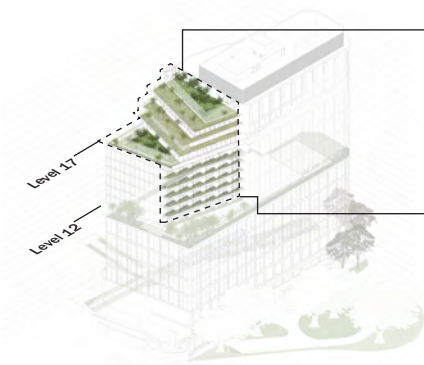


Design character



Images:

1. Mornington Peninsular, Victoria
2. Sydney Modern art gallery, Sydney
3. Sydney Modern art gallery, Sydney
4. Surry Hills 1, Sydney
5. Skyline, Sydney
6. Intercontinental, Sydney
7. 52 Reservoir Street, Sydney

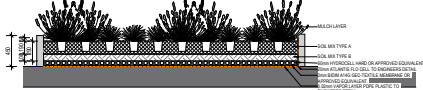


TERRACES

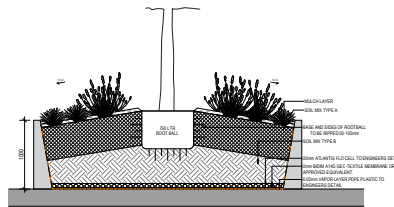
The rooftop terraces cap the experience of 150 Day street's extensive green. Planted to resemble the beaten heathlands of Sydney's coasts, their form is unique to the iconic city it sits within. In the accessible areas of the terraces, planting is protected by screens, and is able to grow larger and be pruned by human maintenance, providing a more manicured experience

BALCONIES

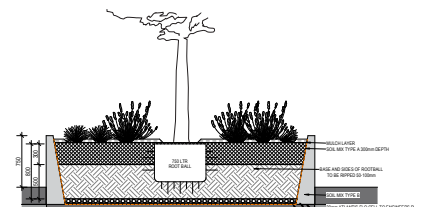
The balconies stretch from level 12 to 17, and form the green wall of the hotel. Reading as the clumping forms seen in coastal headlands, the balconies read as a homogeneous mass rather than individual planters. From within the hotel, guest's views are framed by successful and diverse planting, typical of Sydney.



Typical section - Ground cover planter on slab



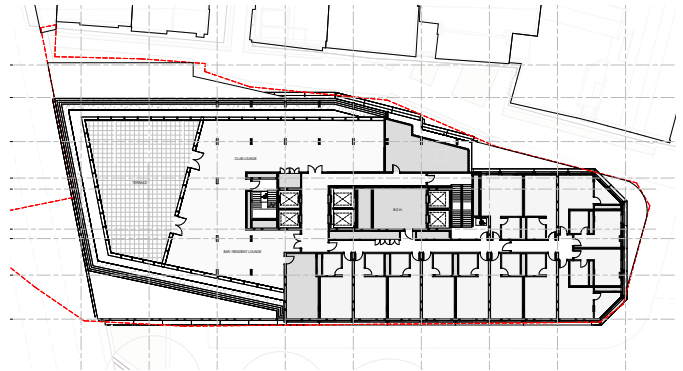
Typical section - Battered tree planter on slab



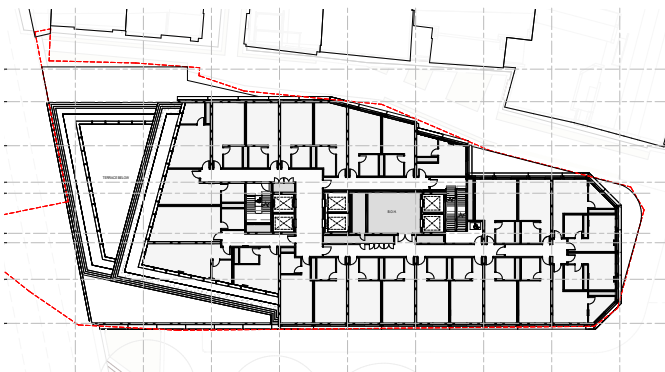
Typical section - Dropped slab planter



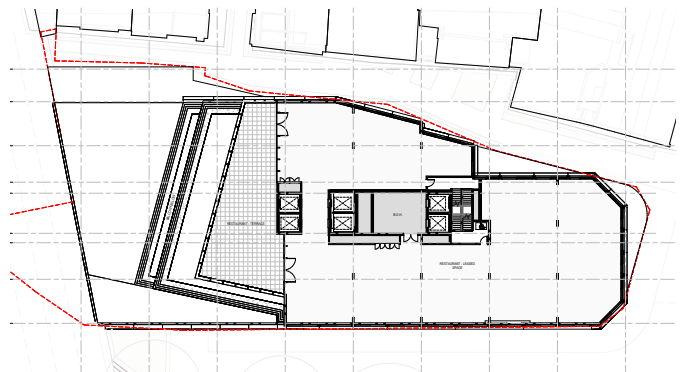
Level 13 Balconies



Level 18 Terrace



Level 19 Balconies



Level 21 Terrace

ENVELOPE DESIGN

PROPOSED MASSING COMPLIANCE

Pedestrian Wind Environment Report

All wind points analysed are equal to or better than existing conditions.
- Windtech, Pedestrian Wind Environment Report.

View Sharing Impact Analysis

"For all views considered based on the CGIs, view loss per dwelling is limited in qualitative terms, and the view impact per dwelling based on the information available, is reasonable and acceptable." - Urbis, View Sharing Impact Analysis



Solar

The design guidance in ADG relating to overshadowing of adjoining property states solar access to neighbouring properties must not be reduced by more than 20% (compliant as an average per apartment).

The envelope for the planning proposal is defined by three key metrics that impact the urban environment. With Solar being a key driver, The Central Sydney Planning Strategy acknowledges and anticipates overshadowing as the city grows.

Vision: 'Introducing a new planning pathway for heights and densities above the established maximums limits will increase growth opportunities for employment floor space, promote the efficient use of land, and encourage innovative design. It will also unlock opportunities for the delivery of cultural, social and essential infrastructure and improved public spaces commensurate with growth.'

Location based aspirations: 'These opportunities are focused in those

areas of Central Sydney less constrained by sun access planes.'

Use based aspirations: 'Prepare a guideline to allow additional height for employment-related development where there is no additional overshadowing of protected places.'

Aims: 'To ensure the development of new commercial buildings is not unreasonably impeded by existing residential buildings' and 'To ensure that new development is not impeded by the preservation of private views'.

Central Sydney Planning Strategy

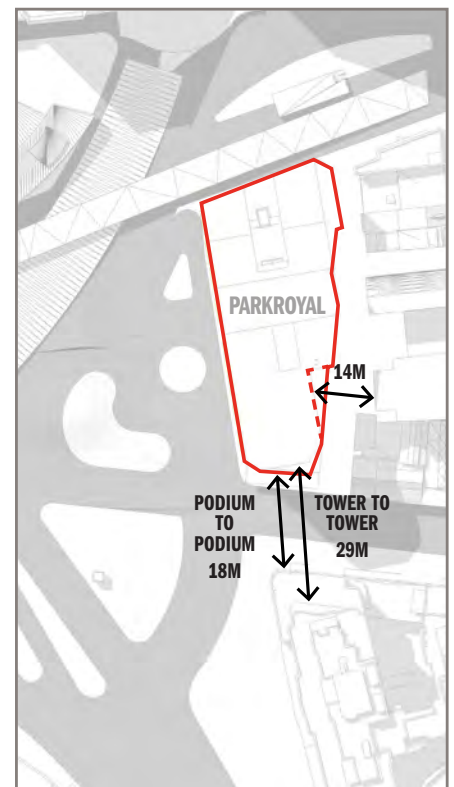
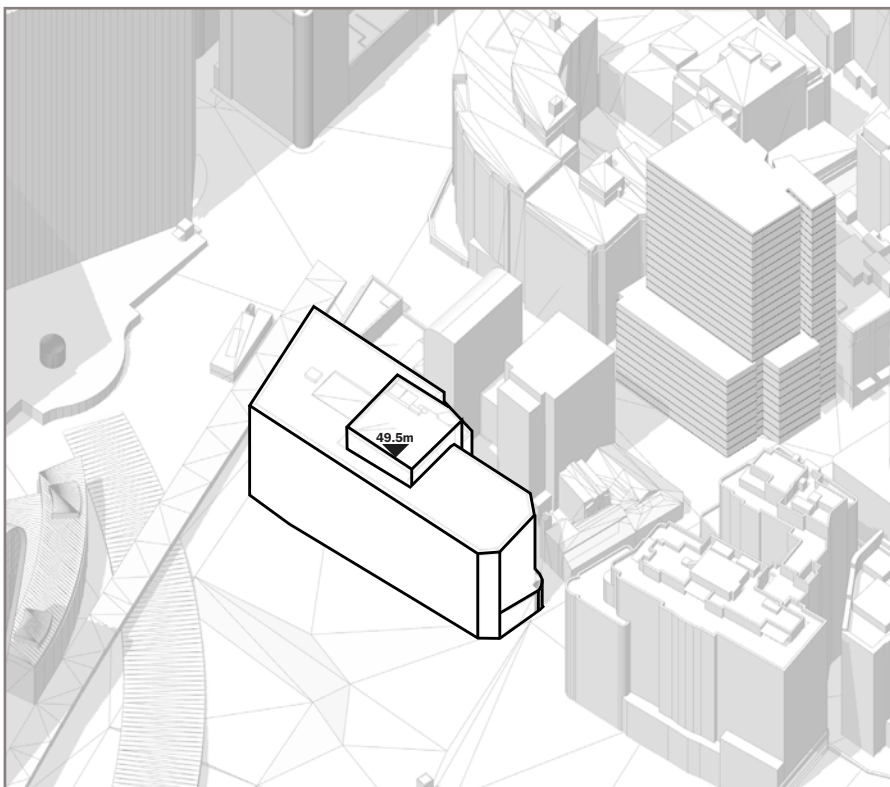
2016–2036



MASSING

Existing Building

The existing hotel is directly north of adjacent residential developments, however it maintains large building separations to mitigate view impacts and solar impacts. Where overshadowing is a risk at the south of the site, the building separation is over 18m, mitigating impacts.



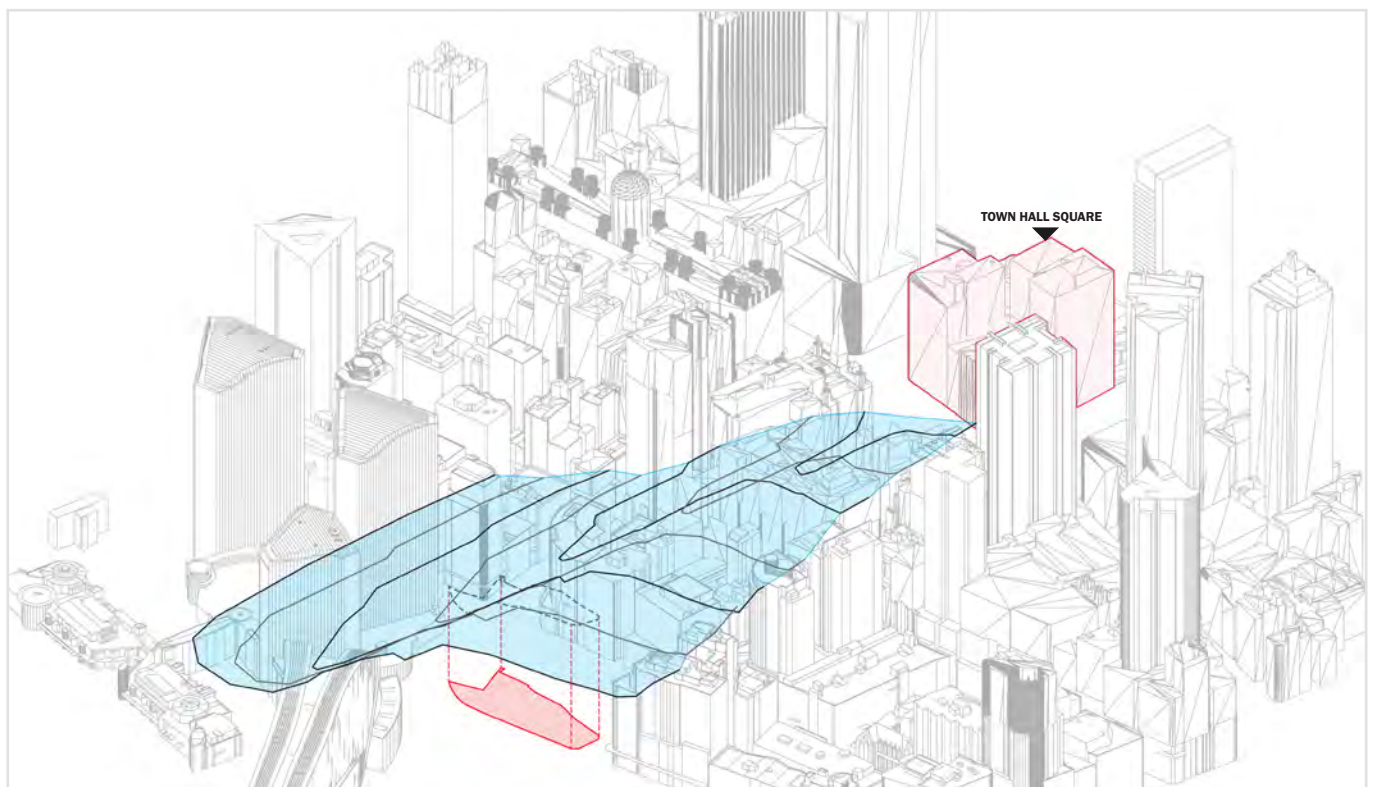
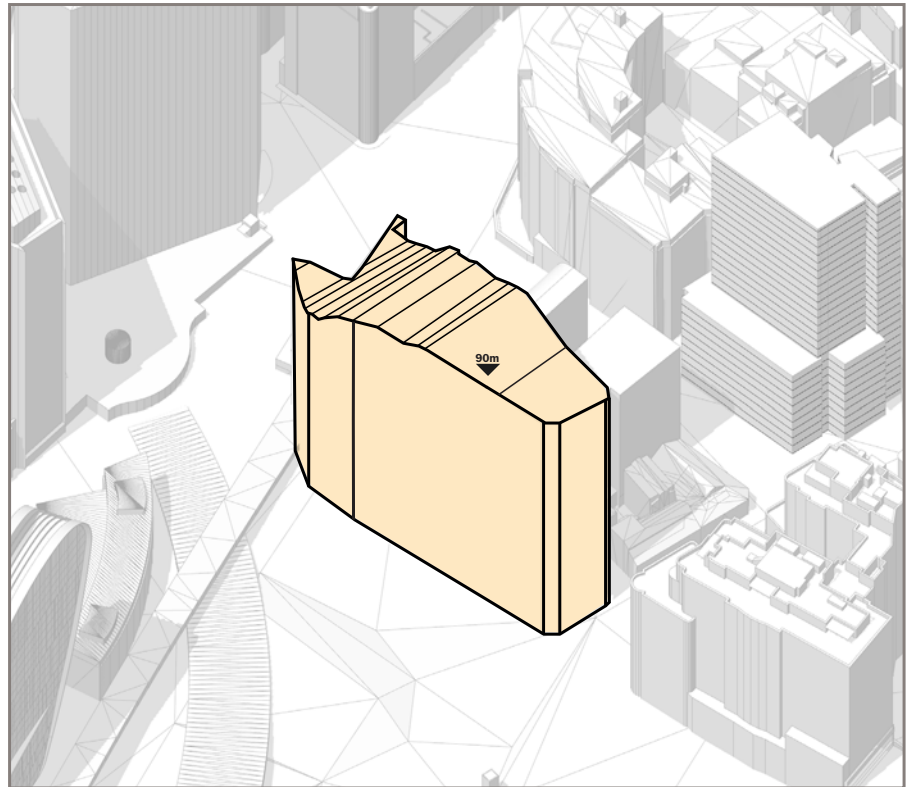
MASSING

Step 1 - Extrude the site boundary to intersect with the Town Hall Solar Plane

Maximum envelope under Town Hall Solar Plane.

Sydney Local Environmental Plan (LEP) 2012 Clause 6.19 lists the future Town Hall square as one of the Public Places in the City Centre which must not be additionally overshadowed by new development.

The Town Hall envelope, as defined by the Town Hall solar plane, reaches a maximum height of RL 90m.



MASSING

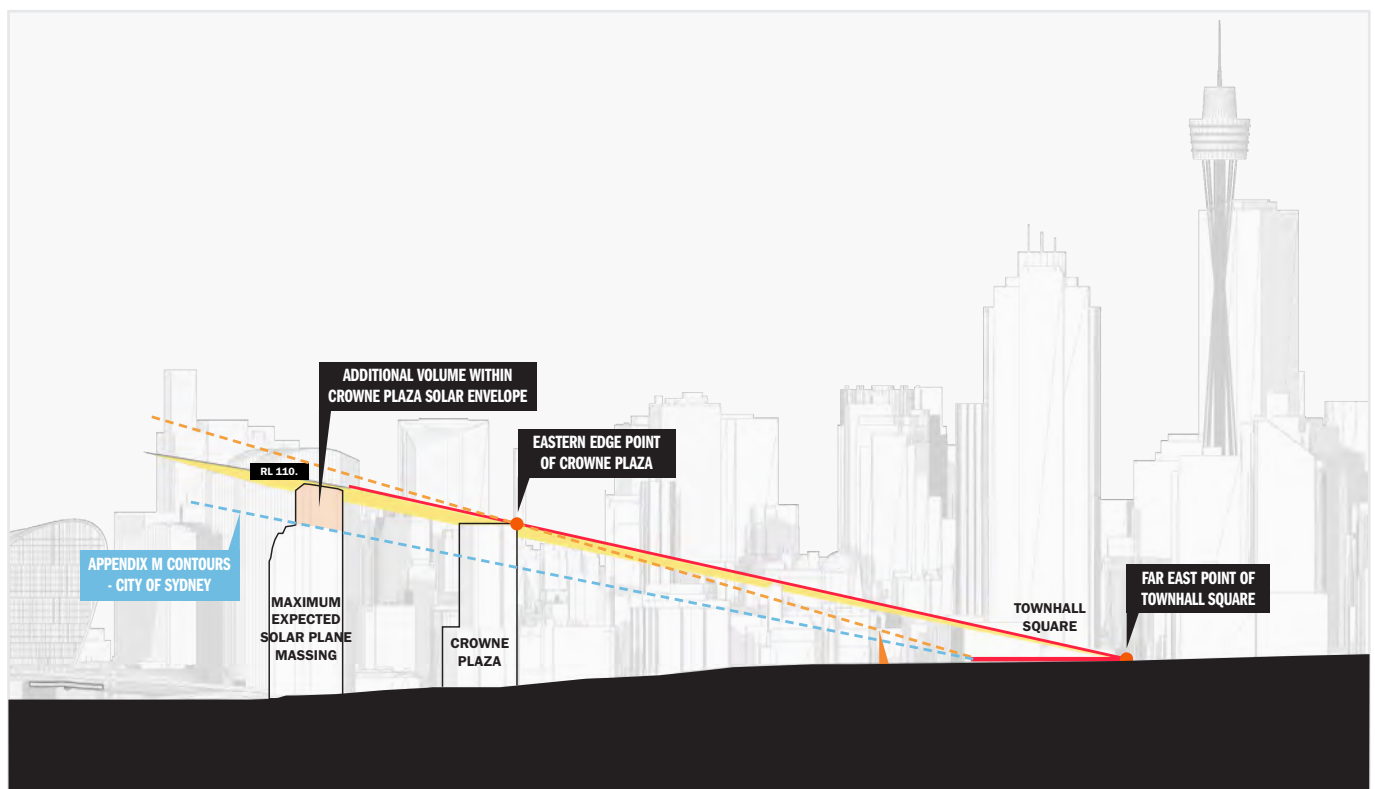
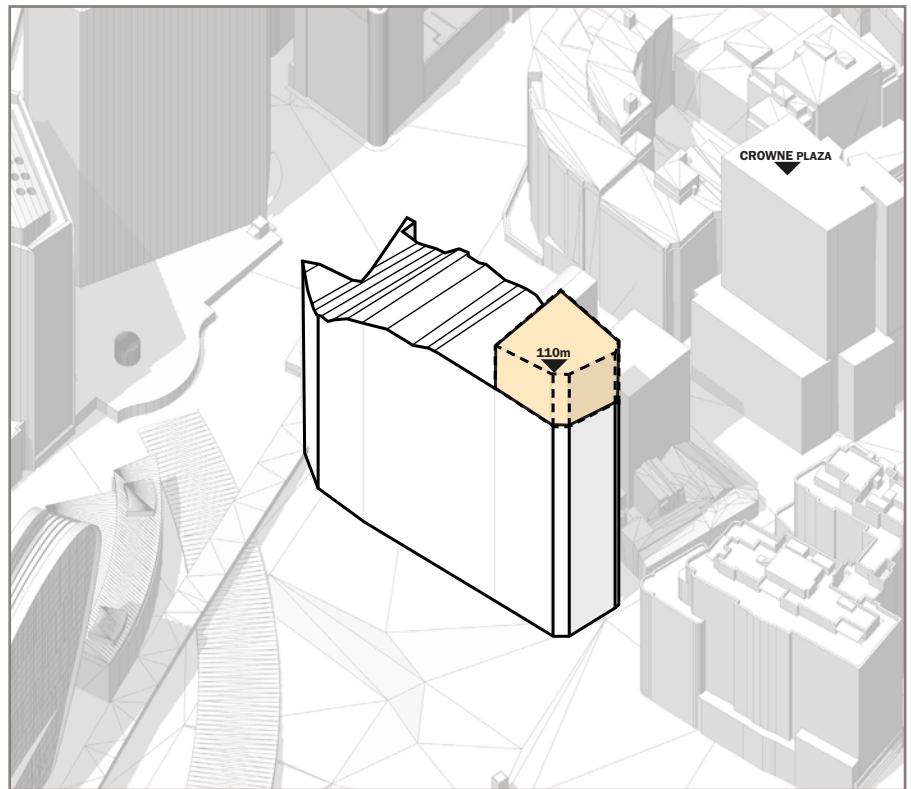
Step 2 - Increase height within the shadow of other developments

Maximum envelope that can sit behind Crowne.

Since the Crowne Plaza, positioned between the project site and Town Hall Square, exceeds the town hall solar plane, it permits additional height on the site without further overshadowing the square.

The revised solar plane is created by connecting key points from Town Hall Square to Crowne Plaza and includes lines from the northeast and northwest corners of Town Hall Square to the far points of the Crowne Plaza.

By linking the far-west points of Town Hall Square to the southeast corner of Crowne Plaza, a higher plane is formed. Additional height beyond the Town Hall solar plane is feasible behind Crowne Plaza without compromising sunlight access to Town Hall Square.



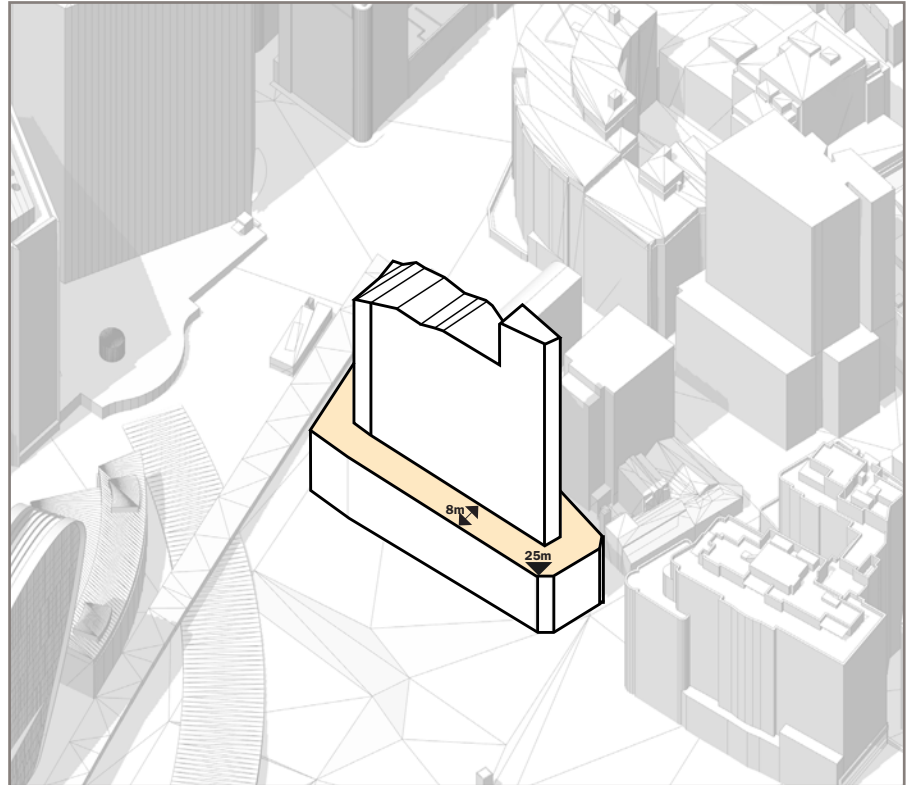
MASSING

Step 3 - Apply DCP setbacks

25m podium and 8m setbacks as per CoS.

Step 3 involves applying the City of Sydney's guidance, which sets the introduction of a 25 meter podium followed by an 8 meter setback for the tower above.

However, even with the application of these 8-meter setbacks, there is minimal overshadowing relief provided to the surrounding residential buildings, given the site's direct northern orientation in relation to Millennium Towers and Maestri Towers. As such, it is the overall height of the development, rather than the width, that contributes to overshadowing in this context.



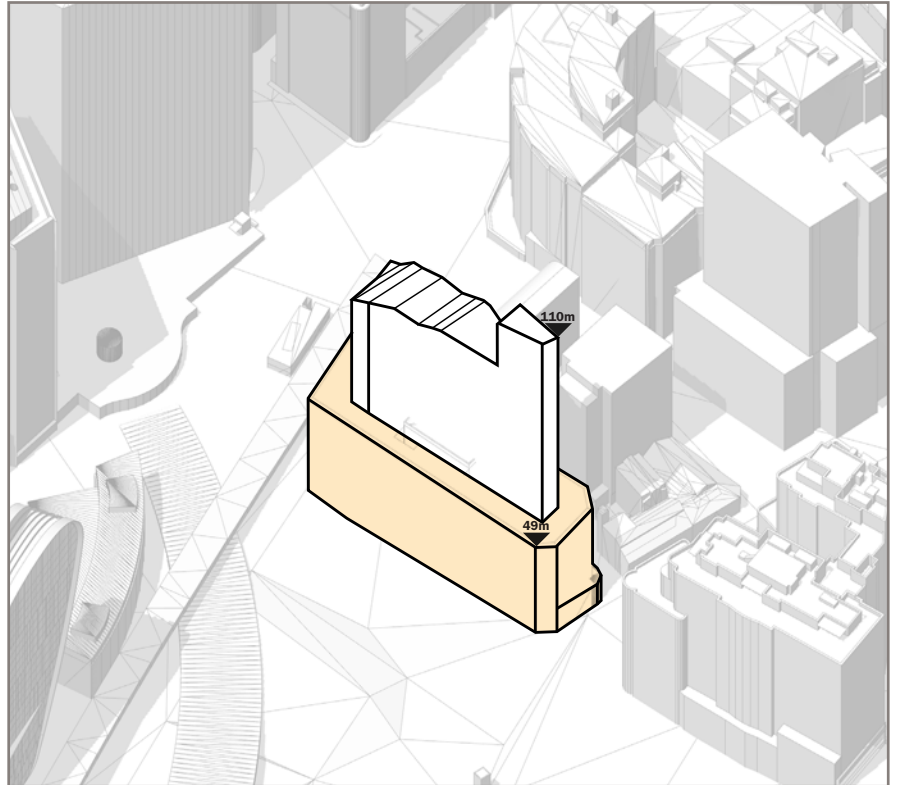
MASSING - DCP BASE CASE ENVELOPE

Step 4 - Overlay the existing building which will be retained

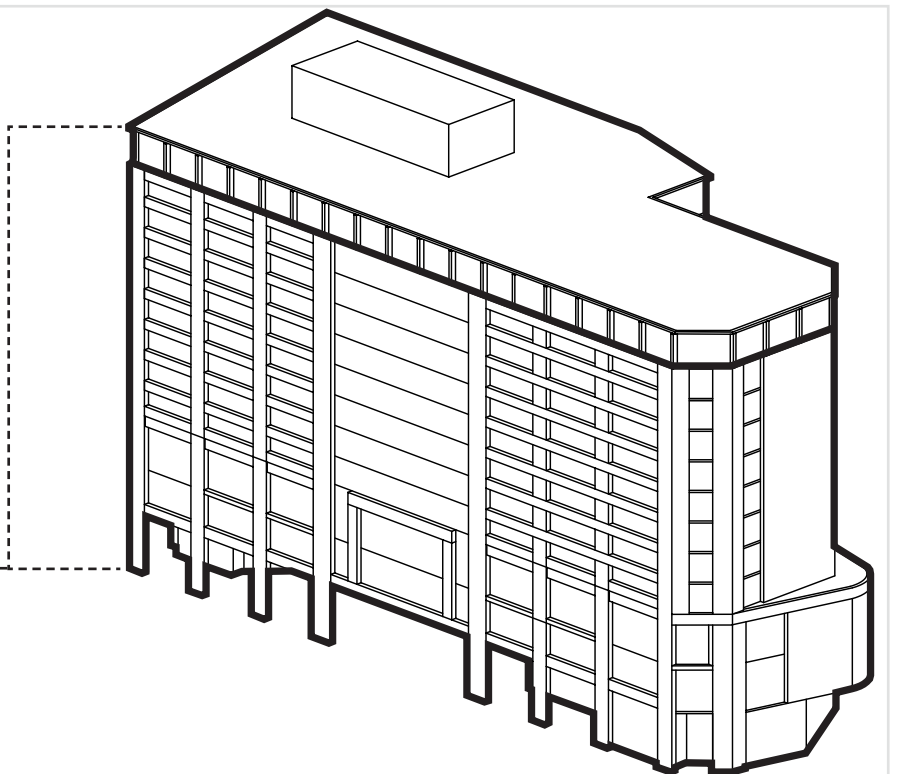
Retained existing building envelope.

Given that the project's proposal significantly depends on the merit of adaptive reuse, the existing built envelope is set to be retained. Therefore, the next step in developing the DCP base case envelope involves overlaying the current building, which exceeds the City of Sydney's 25-meter podium guidance.

This approach ensures alignment with adaptive reuse principles and sustainability measures.



Retained the existing structure, thus maintaining the podium envelope.

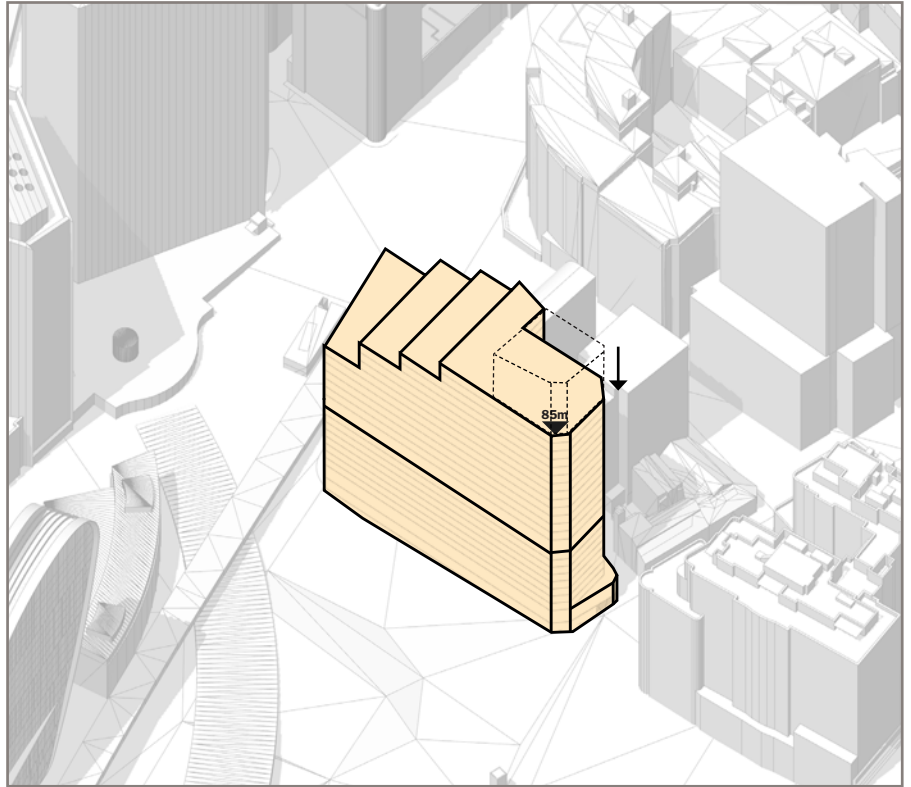


MASSING - PROPOSED ENVELOPE

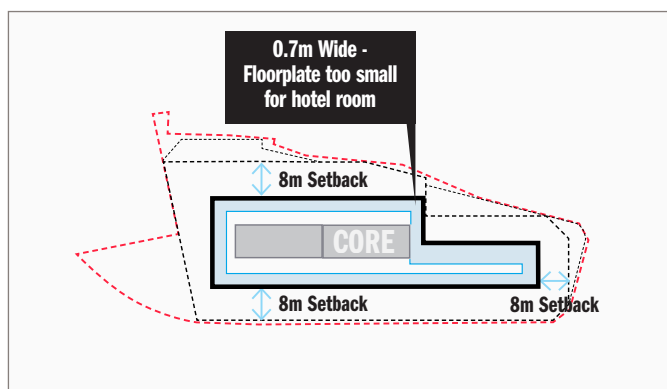
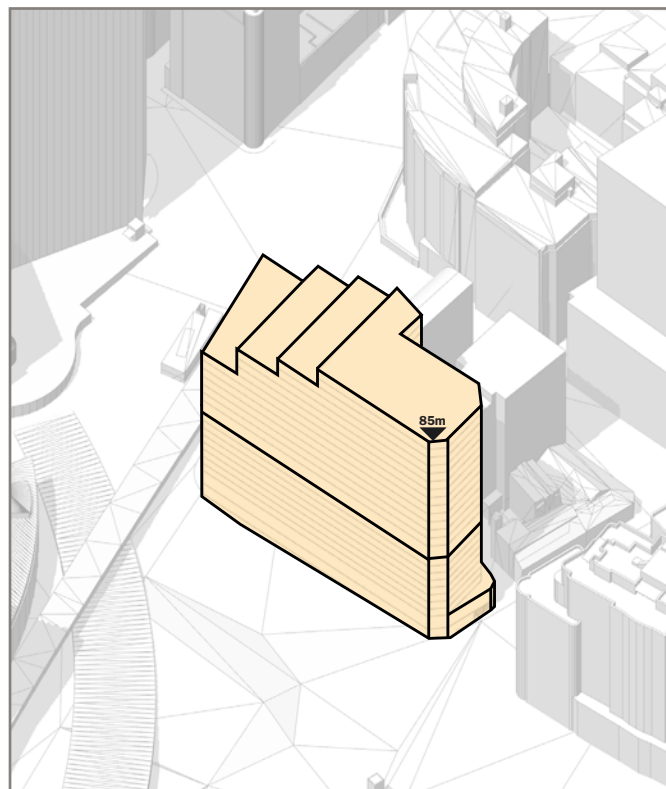
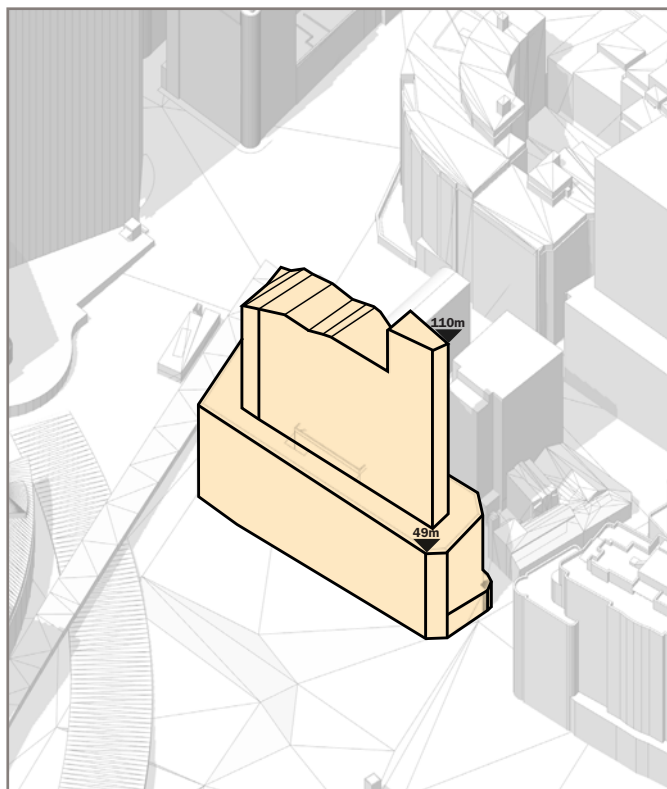
Step 5 - Reduce height to mitigate solar impacts to neighbouring residential properties

Optimise envelope against planning context.

The proposed envelope features a reduced height compared to the base case to mitigate solar impact on adjacent residential properties.



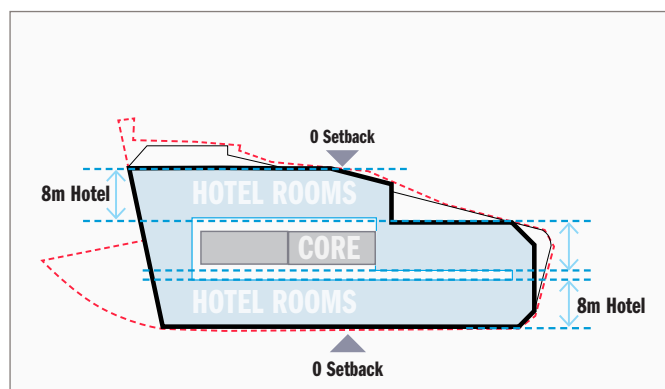
28 STOREYS → 23 STOREYS



Schedule 11 Comparison Envelope

The Schedule 11 Envelope floorplate is not useable as floor area in a hotel or commercial building due to the narrow width.

Given a residential development is directly south of the project site the height of the proposed envelope creates a long shadow to the buildings to the south, and thus the altered proposed envelope looks to reduce the proposed height.



Proposed Envelope

Being lower than the comparison envelope, this massing "provides equivalent or improved wind comfort, wind safety and daylight levels in adjacent Public Places relative to a base case building massing." - Schedule 11

MASSING - SCHEDULE 11 VS PROPOSED

The City of Sydney DCP Schedule 11 provides "procedures for demonstrating compliance with variation provisions for setbacks, separations and tapering in Central Sydney." This planning proposal has followed this procedure.

SCHEDULE 11 BASE ENVELOPE

As the subject site is greater than 1,000m², the initial step in the procedure is to determine a base case massing for comparison.

BASE ENVELOPE REQUIREMENTS

Under the City of Sydney Central Sydney Planning Strategy, the maximum heights of both the Schedule 12 Comparison Envelope and the Proposed Envelope are determined by relevant Solar Access Planes and No Additional Overshadowing Controls. In the 'Solar Envelope' section of this report three factors have determined the maximum height of the total envelope:

The Future Town Hall Square Solar Plane

Solar Access to Living Areas of Adjacent residential properties

View Impact Analysis from Neighbouring buildings

PROCEDURE B: Equivalent of improved wind comfort and wind safety and daylight levels in adjacent public places

In order to demonstrate compliance with Section 5.1.1.1(3)(b) and Section 5.1.1.3(5) in regards to varying Minimum Street Setbacks and Side

and Rear Setbacks, Building Form Separations and Tapering provisions respectively, the following procedure must be followed:

(1) Procedure B can only be used to vary setbacks for sites larger than 1000m². **[COMPLIANT]**

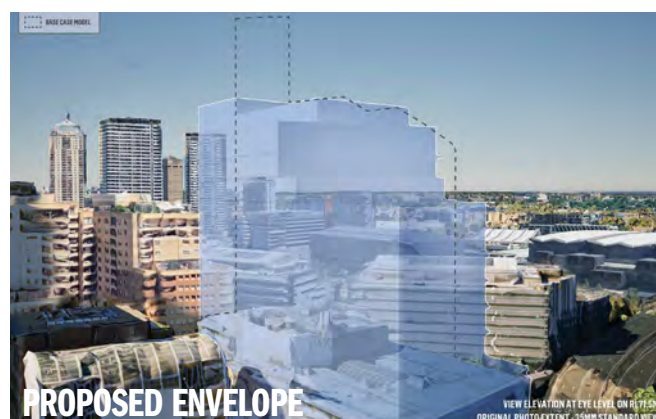
(2) Where (1) is satisfied, variation to relevant setbacks may be permitted to building massing that provides equivalent or improved wind comfort **[COMPLIANT]**, wind safety **[COMPLIANT]** and daylight levels in adjacent Public Places **[COMPLIANT]** relative to a base case building massing with complying Height, Street Frontage Heights, Street Setbacks, Side and Rear Setbacks an Tapering **[COMPLIANT: EXISTING BUILDING RETAINED AS PODIUM, HEIGHT UNDER SOLAR PLANE, AND BUILDING SITS UNDER 120M - NO TAPER]**

(3) The base case building massing with complying Street Frontage Heights, setbacks and tapering is established by modelling 3 dimensional podium and tower components as follows:

(a) The podium is modelled by extruding the subject site boundary vertically 35m above existing ground level (as it varies around the site perimeter) for buildings up to 120m high and 25m above ground level for taller buildings.

(b) The Tower Component is modelled by defining an area set out by the required street, side and rear streetwall setbacks identified under the DCP, excluding areas over heritage items and Tower Component areas narrower than 6m wide. For Tower Components where at least one face is longer than 30m the resultant area is chamfered with a 10m radius at all external corners. The resultant shape is extruded to the maximum permissible building height as it varies around the site. The resulting tower form must be tapered by scaling it horizontally in both horizontal directions (X and Y) by 95% between 120-240m and by 90% above 240m above ground level.

VIEW IMPACT ASSESSMENT



The proposal is located within a highly urbanised location which includes development of varied height and scale, similar to the proposal.

is limited in qualitative terms, and the view impact per dwelling based on the information available, is reasonable and acceptable.

- The affected views of 273 Sussex Street would likely only be on the top two levels orientated to the west, with all levels below already looking at the existing built-form of the hotel on site. Views to the north, east and south would be unaffected.
- None of the views to be affected include icons, and the views assessed would not be considered as iconic in Tenacity terms.
- The views affected were not

considered to be scenic or highly valued views.

- The Sydney DCP 2012 contemplates views versus outlooks and that views cannot be guaranteed, and that private views should not unduly restrict the economic performance or growth of Central Sydney.
- "The proposal is highly compatible in visual terms with its surrounding context."
- For all views considered based on the CGIs, view loss per dwelling