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**COMPETITIVE DESIGN ALTERNATIVES
PROCESS REPORT**

**111-139 DARLINGHURST ROAD AND
224-226 VICTORIA ROAD, POTTS POINT
(FORMER CREST HOTEL)**

SJB Planning



Competitive Design
Alternatives Process Report

109A and 111-139 Darlinghurst Road
and
224-226 Victoria Street, Potts Point

IRIS Capital Pty Ltd

December 2014

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This Competitive Design Alternatives Process Report has been reviewed and endorsed by the Proponent and landowner, IRIS Capital Pty Ltd.

A handwritten signature in black ink, appearing to be 'S Arnaout', written in a cursive style.

Sam Arnaout
Managing Director, CEO
IRIS Capital Pty Ltd
9 December 2014

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- Attachment 2: Correspondence to CHROFI Architects
- Attachment 3: Correspondence to Durbach Block Jagers Architects

1.0 Introduction

This Competitive Design Alternatives Report has been prepared by SJB Planning on behalf of IRIS Capital Pty Ltd (“IRIS”) for the competitive design alternatives process undertaken for 109A and 111-139 Darlinghurst Road and 224-226 Victoria Street, Potts Point (“the site”). The report outlines the competition process, providing a summary of each of the design alternatives and the Selection Panel recommendation. It should be read in conjunction with the Competitive Design Alternatives Process Brief, prepared by SJB Planning dated September 2014, a copy of which is provided at Attachment 1.

The design competition was conducted in accordance with the Competitive Design Alternatives Process Brief, which was issued to all invited entrants on 24 September 2014. The Competitive Design Alternatives Process Brief was developed in consultation with the City of Sydney Council.

1.1 Background to Competitive Process

Development Application D/2013/1747, approved on 21 August 2014, provides a Stage 1 concept proposal for an indicative building envelope for alterations and additions to the existing building to enable its redevelopment for mixed use purposes, incorporating residential apartments above commercial premises.

The Stage 1 consent approves a building envelope up to a maximum height of 55 metres. The approved envelope provides for an enlarged building footprint including an additional two (2) to three (3) storeys incorporated into the podium, resulting in a five (5) storey podium, and an additional storey to the tower extending up to the maximum permissible height of 55 metres.

1.2 Competitive Process

The competition comprises an “invited” competitive design alternatives process. IRIS, as the proponent of the competitive process, invited four (4) architects to participate in the process and provided each with a copy of the Brief as well as a briefing on 29 September 2014.

Entrants

The entrants were selected based on their architectural design reputation, with particular experience in high density mixed use and residential design and the ability to respond to the Kings Cross locality. The four (4) selected architects were:

- Bates Smart Architects;
- CHROFI;
- Durbach Block Jagers; and
- SJB Architects.

Technical Advice

IRIS made available SJB Planning to the entrants during the competition period, to provide specialist planning input and Rider Levett Bucknall to provide development/construction cost advice. Specialist structural input was also provided by Northrop Engineers.

Questions and queries from the entrants were responded to in accordance with an established protocol. Notices of clarification to the Brief were also distributed to all entrants by SJB Planning. This process has ensured transparency and fairness to all participants.

Selection Committee

The Selection Committee comprised four (4) members: three (3) of which were nominated by IRIS and included Sam Arnaout (Managing Director, IRIS), Bill Lozevski (IRIS) and Andrew Cortese (Grimshaw Architects) who was the Panel Chair. Peter John Cantrill was nominated by the City of Sydney.

Observers

Graham Jahn, Director of Director City Planning, Development and Transport, Anita Morandini, Specialist Urban Designer, Planning Assessments and Rebecca Thompson, Senior Planner, City of Sydney were observers at the presentations of entrants to the Selection Committee, as well as the deliberations of the Committee.

Sue McMahon, Area Planning Manager, City of Sydney was present at the final deliberation. Anita Morandini and Rebecca Thompson also attended the briefing session on the 29 September 2014. Bill MacKay, Manager Planning Assessments also attended SJB Planning's offices to open the final submissions.

Alison McCabe, Director and Joanne McGuinness, Senior Planner, SJB Planning attended the briefing session and were also observers at the presentation to the Select Committee, and final deliberations.

Submission Deadline

The Brief required the submission of a Progress Submission by 10 August 2014 and a Final Submission by 5.30pm on Thursday 23 October 2014.

IRIS extended the deadline for final submissions to 5.30pm Monday 28 October 2014 following a request from SJB Architects to provide Competitors more time to complete their submissions and ensure the best outcomes for the process and the site. All Competitors were advised of the extension on the afternoon 22 October 2014.

Following concerns from some of the Competitors regarding the extension, SJB Planning requested that each Competitor provide a record of where their submissions stood as of 8.00pm on Friday 24 October 2014 ("progress submission").

Progress submissions were provided by SJB Architects and CHROFI (dated Friday 24 October 2014). Durbach Block Jagers was not required to provide a progress submission as they lodged their submission with SJB Planning by 1.30pm on Friday. Bates Smart Architects advised by way of email that their material had already been printed on Thursday and their competition team was not in the office on Friday. Bates Smart copied this email to all Competitors and the City Council representatives. The progress submission information (and associated correspondence) was provided to the Selection Panel for consideration.

Recommendation Process

The selection process was based on the written material supplied, as well as the presentations given to the Selection Committee by each architect. Presentations were made by Competitors on Monday 17 November 2014. Consideration was given to the planning, design, and commercial objectives of the Brief.

Following the presentations on 17 November 2014, the Selection Committee resolved to select a shortlist of two (2) of the architects, CHROFI and Durbach Block Jagers, to undertake further design refinement and provide a response to the Committee by 9.00am Friday 21 November 2014. Additional information was requested to be provided by the two (2) architects (refer copies of correspondence in Attachments 2 and 3).

Further consideration of the additional work undertaken by the two (2) nominated architects was undertaken by the Selection Committee on Friday 21 November 2014. At this further meeting, the Selection Committee was able to make a unanimous decision in recommending a winner of the design competition. An overview of each scheme along with the Selection Committees recommendation is outlined in the following sections of this report.

2.0 Design Alternatives

Section 2 provides an overview of each of the submissions, as well as a summary of the Selection Committee comments. The overview comments provided by the Selection Committee consider and respond to the evaluation criteria identified in the Brief which included compliance with the objectives of the Brief and buildability.

2.1 Bates Smart Architects

The design put forward by Bates Smart Architects is shown in Figures 1-4. In their submission, Bates Smart Architects stated that the:

- Aim is to create a landmark building that delivers high levels of residential amenity. The building's curvaceous form provides a strong architectural identity which will act as a gateway to Kings Cross. The podium responds to the scale of the street and grain of the context, while interlocking forms provide articulation to the tower. The tower façade maximises views to the harbour and city, while providing sun shading and privacy from the street. Double height living rooms address the restricted floor-to-floor height of the existing structure and enable light penetration into apartments.

The submission stated that the design achieves design excellence by:

- Improving the urban design and built form of the city through:
 - Interpreting the Planning Envelope into a holistic integrated response to apartment planning and exterior expression;
 - Significantly enhancing the existing building through façade treatments that break up the visual bulk of the building while responding to their individual aspect and orientation;
 - A highly articulated podium façade, the rhythm and scale of which responds to the vertical proportions and fine grain established along Darlinghurst Road;
- Improving the public domain through:
 - Increasing pedestrian activation to Victoria Street through the introduction of retail space with opportunities for outdoor seating, entry lobbies for residential and upper level retail;
 - The introduction of elevated outdoor terraces to the licenced premises that overlook Victoria Street to enhance passive surveillance;
 - Increased pedestrian activation to Darlinghurst Road and Kings Cross Station through the introduction of a double height supermarket entry lobby adjoining the Station;
 - The integration of public art into the podium facades;
- Improving commercial outcomes through:
 - Maximising both the saleable area and size of apartments that have city and harbour views;
 - Achieving a floorplate efficiency of 86.5% on the residential tower levels;
 - Introducing double height living spaces to two storey apartments to overcome the reduced existing floor to ceiling heights and to maximise natural light penetration;
 - Provision of a large landscaped communal roof terrace for residents;
 - Improved loading and servicing facilities for the retail tenancies;

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- Buildability:
 - Locating double height spaces beyond the line of the existing columns to minimise the impact on the existing structure; and
 - Integrating existing columns with apartment layouts.

Some features of the Bates Smart submission:

- Built form is a departure from the envelope approved in the Stage 1 consent, the submission notes that the tower footprint has been increased in width by 4 metres and in length by approximately 12 metres and is curved in response to the corner condition;
- 18 storey mixed use building with maximum RL 92.990;
- FSR 8.8:1;
- GFA 14,332m²;
- 138 apartments with range of sizes;
- Active retail frontages at ground level; and
- 86.5% floor plate efficiency for a typical residential floor.



Figure 1: Bates Smart Architects Proposal –View looking south along Darlinghurst Road



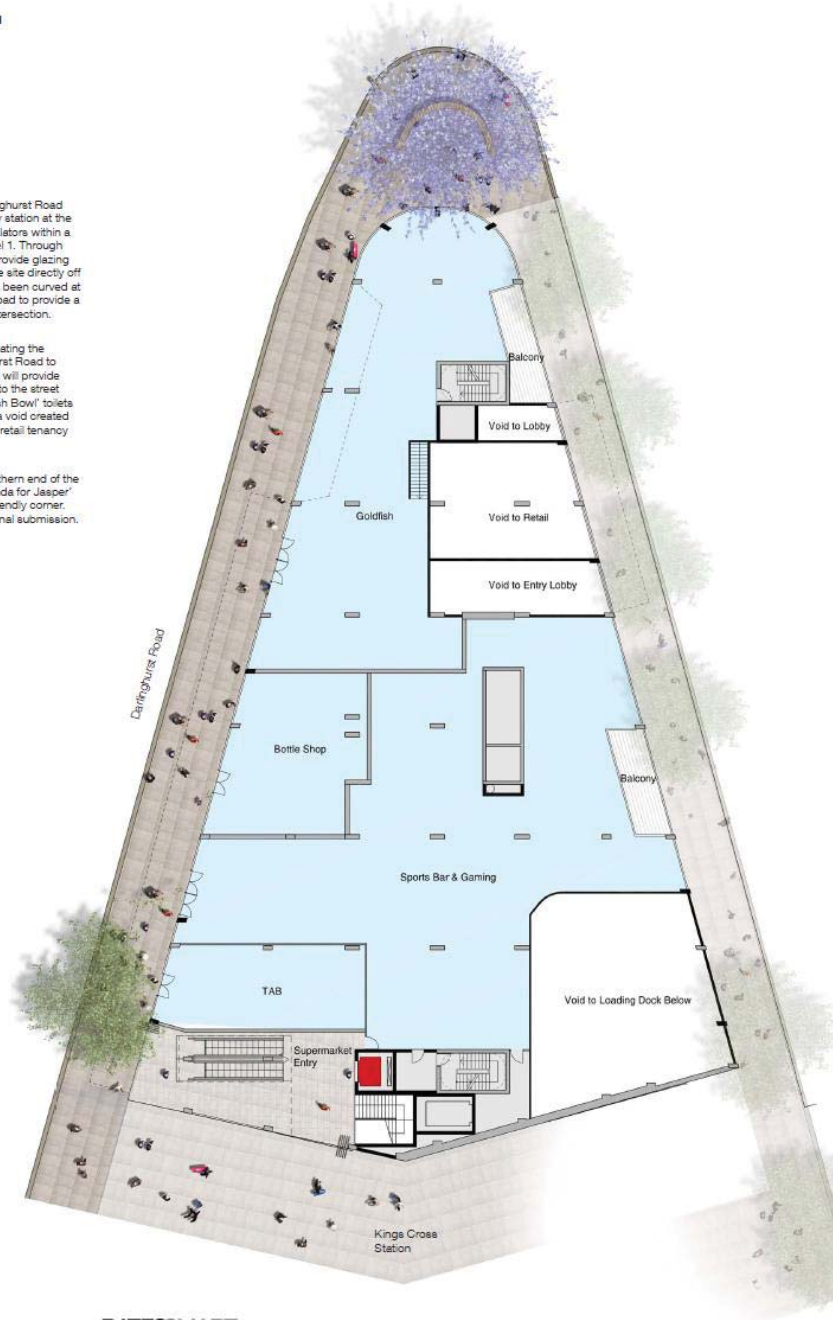
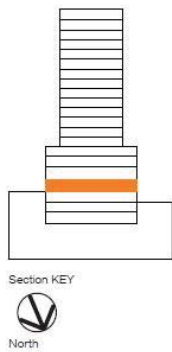
Figure 2: Bates Smart Proposal – View looking south along Victoria Street

GROUND LEVEL PLAN

A new supermarket entry is proposed on Darlinghurst Road alongside the Kings Cross Railway Station entry station at the northern end of the site. It accommodates escalators within a double height space that provide access to level 1. Through negotiation with Railcorp, a potential exists to provide glazing and an entry along the northern boundary of the site directly off the Railway Station entry. The building form has been curved at the corner of Victoria Street and Darlinghurst Road to provide a more appropriate response to this prominent intersection.

We recommend consideration be given to relocating the 'Goldfish Bowl' smoking terrace from Darlinghurst Road to Victoria Street where a slightly elevated position will provide good passive surveillance and visual activation to the street below. To the south east of the core the 'Goldfish Bowl' toilets have been relocated to lower ground floor and a void created in the slab to accommodate the proposed new retail tenancy along Victoria Street.

It is proposed that the planter bed at the southern end of the site be removed and that the memorial 'Jacaranda for Jasper' integrated into a hard landscaped pedestrian friendly corner. Details of this approach will be resolved in our final submission.



BATESSMART.

Figure 3: Bates Smart Architects Proposal - Ground level plan

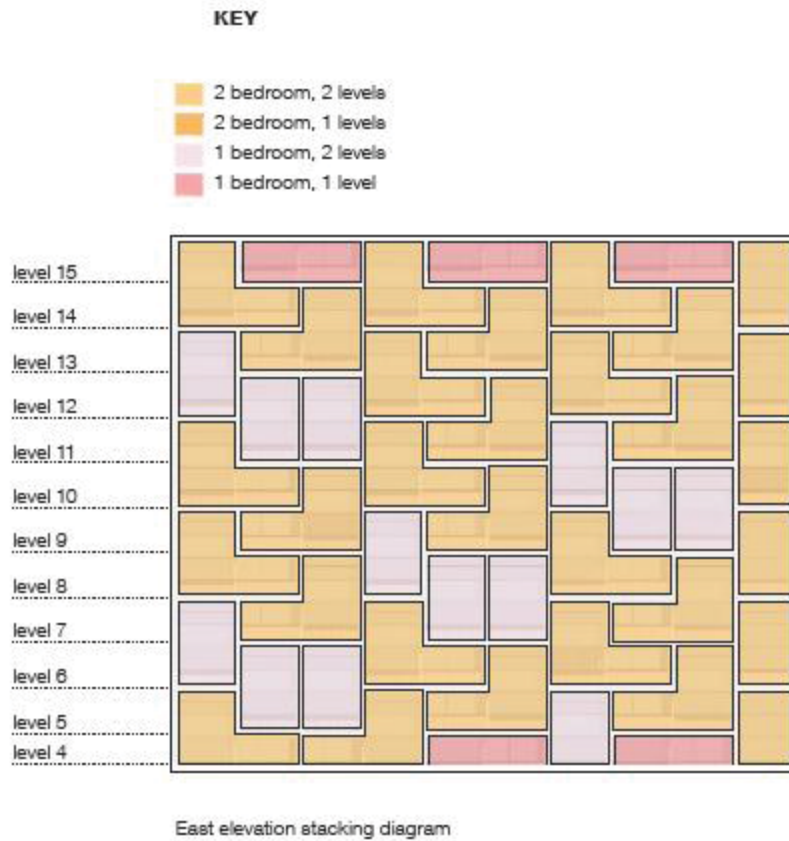


Figure 4: Bates Smart Architects Proposal – East elevation stacking diagram

2.1.1 Design Merits Overview – Bates Smart Submission

The Selection Committee noted the following in relation to the Bates Smart submission:

Positives

- Comprehensive resolution of the Brief and response to urban envelope;
- Podium extension used for acoustic attenuation;
- Building envelope was shifted 1 metre to the east for increased solar access;
- Good communal space;
- Well defined podium;
- Loading/servicing within basement addressed ;
- Common roof terrace provides very good amenity;
- Façade includes passive shading;
- Well resolved southern corner; and
- Architectural expression well resolved.

Negatives

- Minor departure from the approved Stage 1 DA building envelope. This will require a Section 96 Application to modify the approved envelope;
- Major changes to the car park entry increasing costs to structure and full redesign of basement;

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- Residents communal space on roof may conflict with the high end apartments on the uppermost levels;
- Concern double height apartments will not achieve adequate cross flow ventilation;
- 47% double height apartments in the building;
- Overall building façade was well thought out, but not a standout in terms of design quality;
- No natural light and air to common corridors; and
- Though well resolved and responsive to urban scale, the architectural expression was considered comparatively not as responsive to the unique place character of Kings Cross at this intersection.

2.2 CHROFI

The design put forward by CHROFI is shown in Figures 5-8. In their Design Statement, CHROFI stated that:

- Our high level approach has been to work with the assets of the existing building and approved envelope (efficient structure, views and iconic location) but then bring additional layers of thinking to the project to make a better fit for the locality and potentially, make a project that speaks of a new future for Kings Cross;
- The envelope is designed to present an appropriate elevation to The Cross while other shifts are proposed to better integrate the proposal to Victoria Street and Darlinghurst Road;
- Design excellence is achieved by:
 - Providing a façade that engages with The Cross and responds to the importance of this historic urban place;
 - Vertically articulating the façade to visually reduce the length of the building;
 - Re-shaping the building profile to provide less bulk above 35m;
 - Providing a materiality change between the northern and southern parts of the tower above 35m to give the impression of stepping up to The Cross;
 - Providing a better alignment to Victoria Street through the addition of the mid-rise element which also serves to de-scale the tower;
 - Providing a taller podium to Darlinghurst Road which serves to de-scale the tower from these viewpoints;
 - Providing an apartment building where all apartments have exceptional amenity with access to view, solar penetration and natural ventilation; and
 - Exceeding RFDC requirements.

Some features of the CHROFI submission:

- Built form is a departure from the envelope approved in the Stage 1 consent;
- Maximum RL 91.875;
- FSR 8.8:1;
- GFA 14,335m²;
- 132 apartments with a range of sizes;
- Active retail frontages at ground level; and
- 98% NSA/GFA efficiency.

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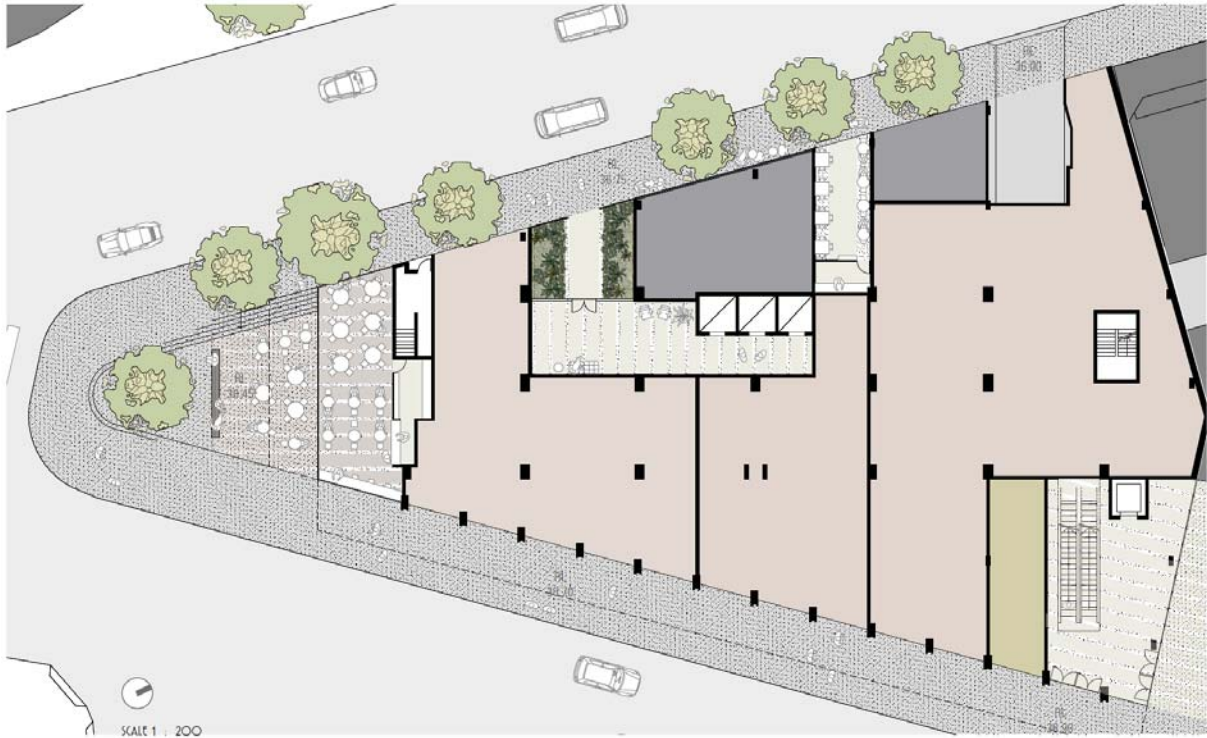
Figure 5: CHROFI Submission – View looking south along Darlinghurst Road



Figure 6: CHROFI Submission – View looking north

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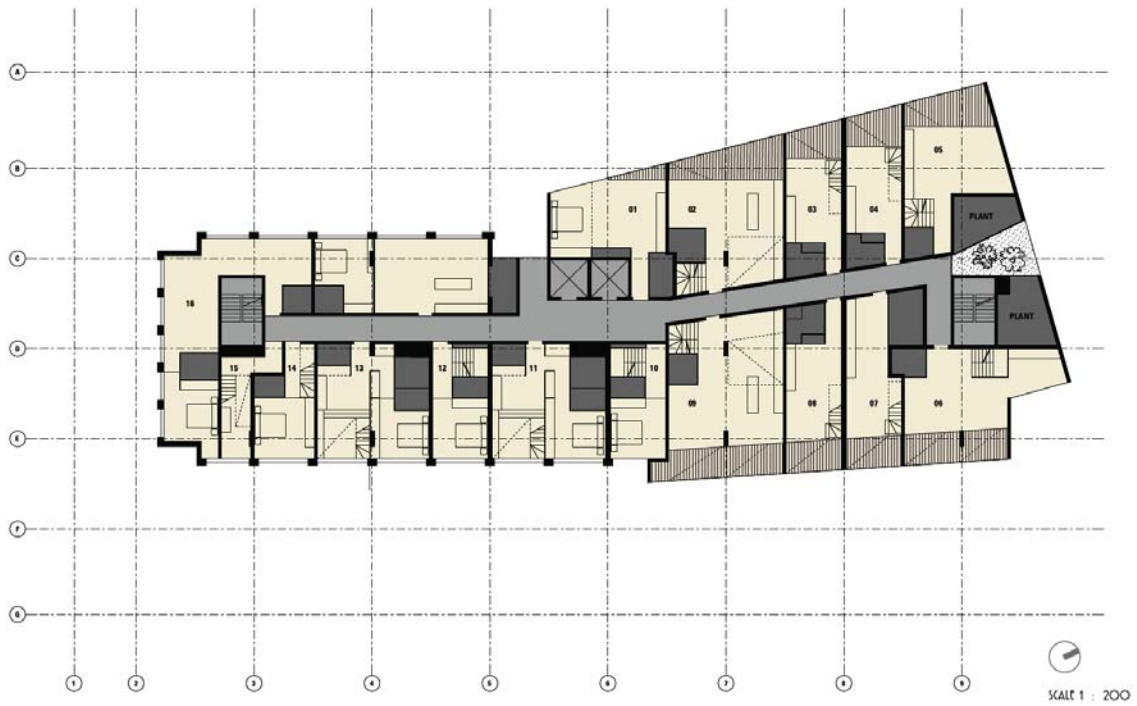
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(1) COMBINED GROUND FLOOR PLAN

CHROFI 45

Figure 7: CHROFI Submission – Ground floor plan



(1) TYPICAL MID-RISE (LOWER)

CHROFI :

Figure 8: CHROFI Submission – Typical mid-rise (lower) residential

2.2.1 Design Merits Overview – CHROFI Submission

The Selection Committee noted the following in relation to the CHROFI submission:

Positives

- Comprehensive resolution of the Brief and response to urban envelope;
- Western façade pushed out to screen the wall of the neighbouring property;
- 15-24% cross over apartments resulting in good ventilation;
- Four (4) corner apartments per floor within the high-rise component provides good cross flow;
- Corridor provides natural light;
- Public domain at southern end of the southern site opened up for greater activation;
- Excellent result in splitting the mass into three (3) separate buildings;
- Building materials that are complementary to the surrounding neighbourhood; and
- A committed intention to respond to place character, with detailing and materials complementary to the surrounding area and resulting in a very compelling proposition.

Negatives

- Departure from the approved Stage 1 DA building envelope – though this was of only minor consideration. This will require a Section 96 Application to modify the approved envelope;
- Communal space not adequately resolved and located;
- Façade nose removed affecting loss of retail area;
- The façades lacked detail;
- Facades types needed additional representation to understand the validity of the proposition – both in composition and response to the environment;
- Victoria Street podium and activation not sufficiently resolved;
- Fire stairs in upper levels relocated;
- Quantity surveyor report noted proposal was most expensive to build; and
- Lack of sun shading for heat protection.

2.3 Durbach Block Jagers

The design put forward by Durbach Block Jagers is shown in Figures 9-12. In their submission, Durbach Block Jagers stated that in relation to Urban Design:

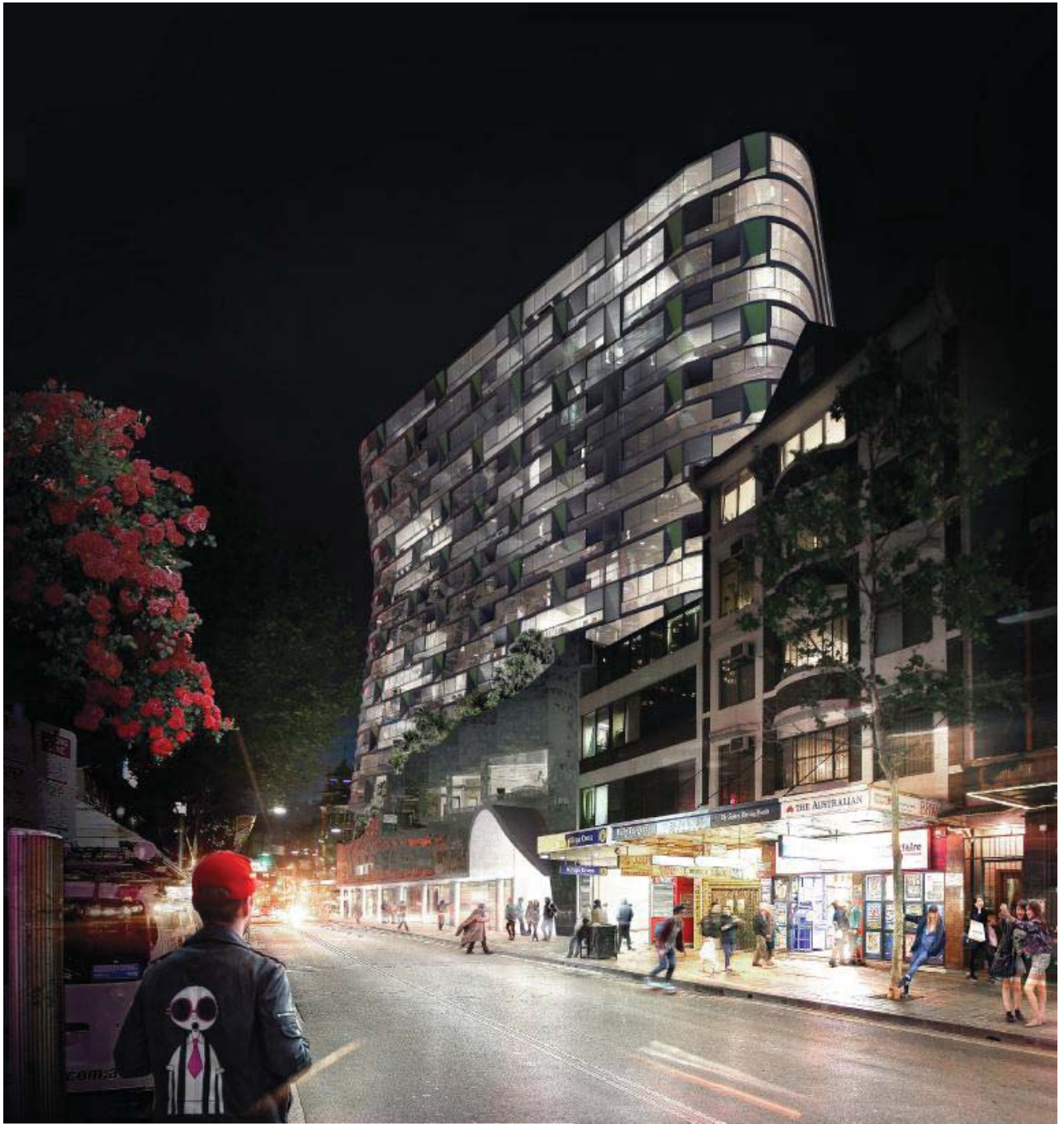
- Jacaranda for Jasper: the adjoining landscaped memorial space will be upgraded. The built wall is remade, counter curved and angling back to make space for the newly planted Jacaranda tree. The wall and handrail would also be remade, allowing for planting to grow on the street edge. The landscape base is shaped into a bowl to collect lost jacaranda blossoms. The proposal suggests re-glazing of the Goldfish nose end;
- New retail entry and through site link: a new retail entry to Level 1 could be extended as a through site link to Victoria Street. Adjacency to Kings Cross station, entry could allow visual and physical connections to the station concourse. This would enhance the connectivity and visibility of the new retail level;
- Victoria Street: now dominated by services and access, Victoria Street is animated by the through site link and interspersed with active uses, residential entry, hole-in-the-wall café and upgraded stair to the ground floor retail tenancy;

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- Podium: the current building base has an overarching horizontal emphasis. The proposal moulds the base at the parapet line with a finer grain division within the unified whole. The scooping forms form a backdrop to the roof top landscaping. Vertical 'ear' windows guide views up and down the street;
- Podium communal open space: high quality communal green areas are provided at Level 2 facing north over Victoria Street and to the south over the grand intersection of Kings Cross. Partially landscaped and outdoor undercover, part meeting room and oversized kitchen;
- Residential amenity on the podium: on Level 2 there is a large setback from the street with large screened courtyards to all apartments. In courtyard apartments, bedrooms are separated from the street and courtyards and living spaces. Level 3 apartments are set back on a landscaped base with scooped green wall which provides privacy and noise attenuation;
- Tower envelope: the hourglass form tapers from a maximum to a minimum profile at the peninsular end. The minimum sits well within the Stage 1 DA, increasing views at the corner. At its maximum, the profile sits slightly outside the Stage 1 DA envelope. An additional area is proposed to the north west corner where it has no impact on views and minimal increase to overshadowing;
- Modulation: large recess in the building within the woven façade provides light and ventilation to the lobbies and corridors;
- Tower apartments: apartments are generally single levels with double height voids. Voids are interlocked over two (2) levels, doubling as a desk and joinery on the sloping surface above. Double height spaces create generous sun access in living areas, dramatic outlook and spaciousness and ventilation through heat stacks. Apartments have the benefit of double height spaces without the complexity and spatial requirements of two storey apartments and stair cases; and
- Tower upper levels: the new slab on Level 17 is lowered from the DA level, consistent with other floor to ceiling heights. Level 16 forms part of the interlocked floors of double height spaces. This gains space to create a bigger footprint on Level 18, below the 55m height plane, maximising floor space where views are best.

Some features of the Durbach Block Jagers submission:

- Built form is a departure from the envelope approved in the Stage 1 consent;
- Maximum RL 93.110;
- FSR 8.8:1;
- GFA 14,335m²;
- 138 apartments with range of sizes;
- Active retail frontages at ground level; and
- 75%-93% NSA/GFA efficiency varies on floor plates.



Perspective from Darlinghurst Rd

Figure 9: Durbach Block Jagers Submission – Perspective from Darlinghurst Road



Perspective from Victoria St

Figure 10: Durbach Block Jagers Submission – Perspective from Victoria Street looking north

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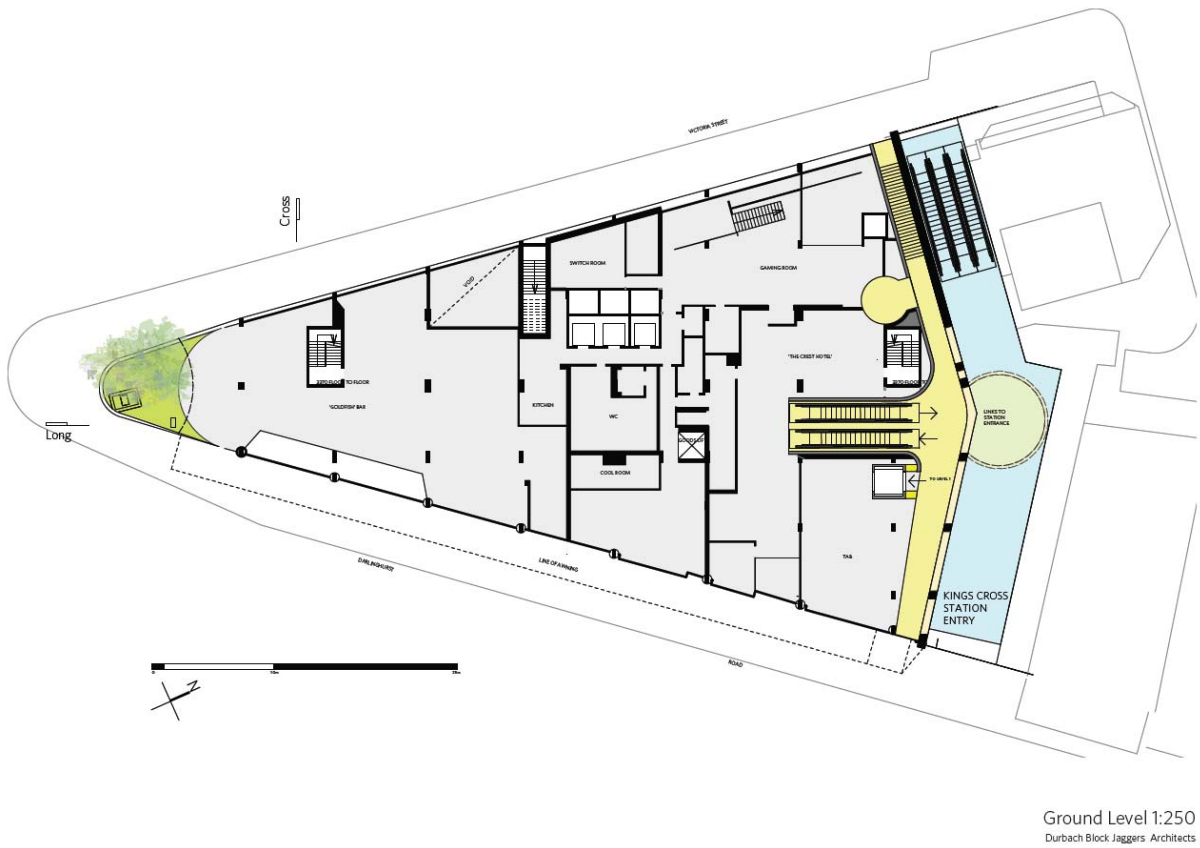


Figure 11: Durbach Block Jagers Submission – Ground level

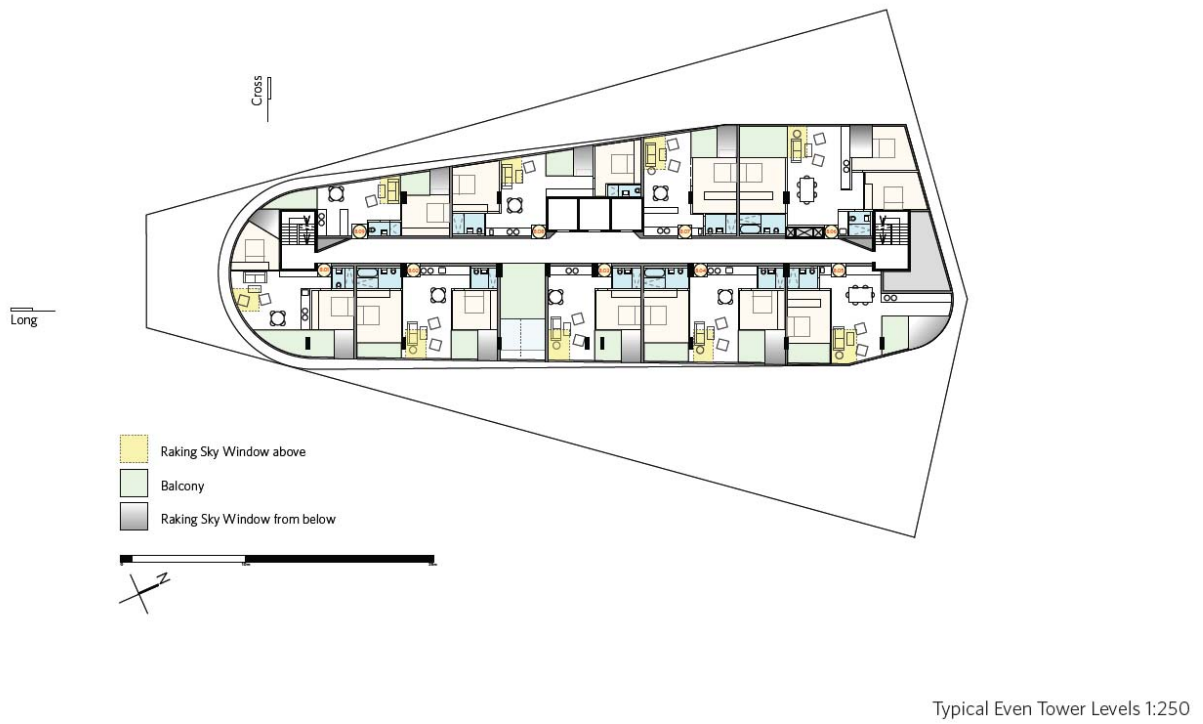


Figure 12: Durbach Block Jagers Submission – Typical even tower level residential

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2.3.1 Design Merits Overview – Durbach Block Jagers

The Selection Committee noted the following in relation to the Durbach Block Jagers submission:

Positives

- Activation from Darlinghurst Road to Victoria Street;
- Building design less linear resulting in an elegant design;
- Communal space on podium well located and activates podium into Victoria Street end;
- Well-articulated podium in terms of size and design;
- Building materials complementary to the surrounding neighbourhood;
- Room layouts adaptable depending on market conditions;
- Simple planning with stacked wet areas. Wet areas stacked well within the design;
- Quantity surveyors report noted was the cheapest to build;
- Buildable building;
- Active sun protection with external blinds;
- Majority of living rooms have a view;
- Over 70% of living rooms receive two (2) hours of sunlight;
- Small common area off every corridor with light and air relieves long corridors;
- Vaulted corridor design relieves low ceiling height;
- Over 60% cross ventilated apartments when utilisation of modularity was demonstrated; and
- The formal composition and expression will provide a building of strong identity that acknowledges the significance of the intersection and the place character of Kings Cross.

Negatives

- No cross over apartments (in initial submission);
- Minor departure from the approved Stage 1 DA building envelope. This will require a Section 96 Application to modify the approved envelope;
- Angled double height space (sky window) questionable in terms of cross flow ventilation and spatial form;
- Initial apartment planning did not sufficiently consider the amenity requirements and view potential;
- Ground floor planning not well considered with cross site access routes not well placed for consideration;
- NSA / GFA ratio low at 80%, not an efficient building initially; and
- Proposition of external coloured blinds not well considered both in consequence to building expression and maintenance of external blinds.

2.4 SJB Architects

The design put forward by SJB Architects is shown in Figures 13-16. In their submission, SJB Architects identified the design approach was based on achieving the following:

- Bridging the gap between Darlinghurst and Kings Cross: *“new skin which invites some consistency across the form – connecting the tower to the base. Pinch and cut the skin and snugly fit the form while retaining a base to podium connection”*;
- Making a fat building thin: *“indent the skin to create a corner and to reduce the perception of mass. A reduction in the linear lengths of pieces. Learn from the surrounding grain to define the podium and*

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incorporate existing structure. Continue the grain up the tower to enforce the connection. Play with the articulation of the horizontals to reduce the perception of height. Allow the tower to be part of the street – as it is of the skyline. Recognise the importance of the building within its immediate vicinity and as a book end to Tunnel Square”;

- Meeting spot rather than a lost spot: “use artwork to re-imagine what a new tree could be and create a new meeting place. Continue the awning but pinch it to reveal the entry. Push the podium in, to achieve a residential lobby. Provision of communal open space at the southern tip of the building and private open space across the building. Double height apartments”;
- Make something better out of a double loaded corridor: diagram demonstrating “void space relating to the living area and private open space; minimal cut to structure to achieve star connection and double height volume to promote air movement”;
- Living billboard: diagram showing view north along Victoria Street.

Some features of the SJB Architects submission:

- Building within the Stage 1 DA envelope;
- Maximum RL 93.700 (ridge);
- FSR 8.1:1;
- GFA 14,335m²;
- 150 apartments of a range of sizes; and
- Active retail frontages at ground level.



Figure 13: SJB Architects Submission – View from Darlinghurst Road looking north

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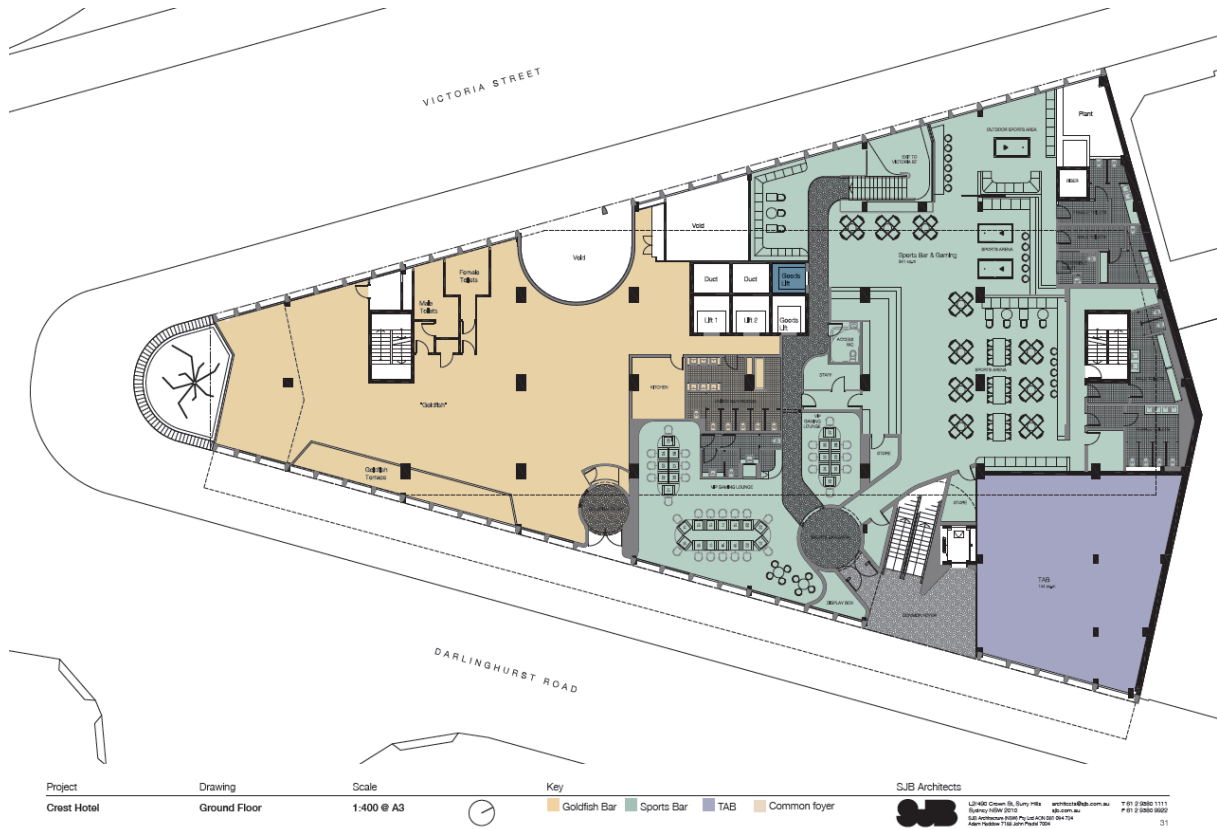


Figure 14: SJB Architects Submission – Ground floor level

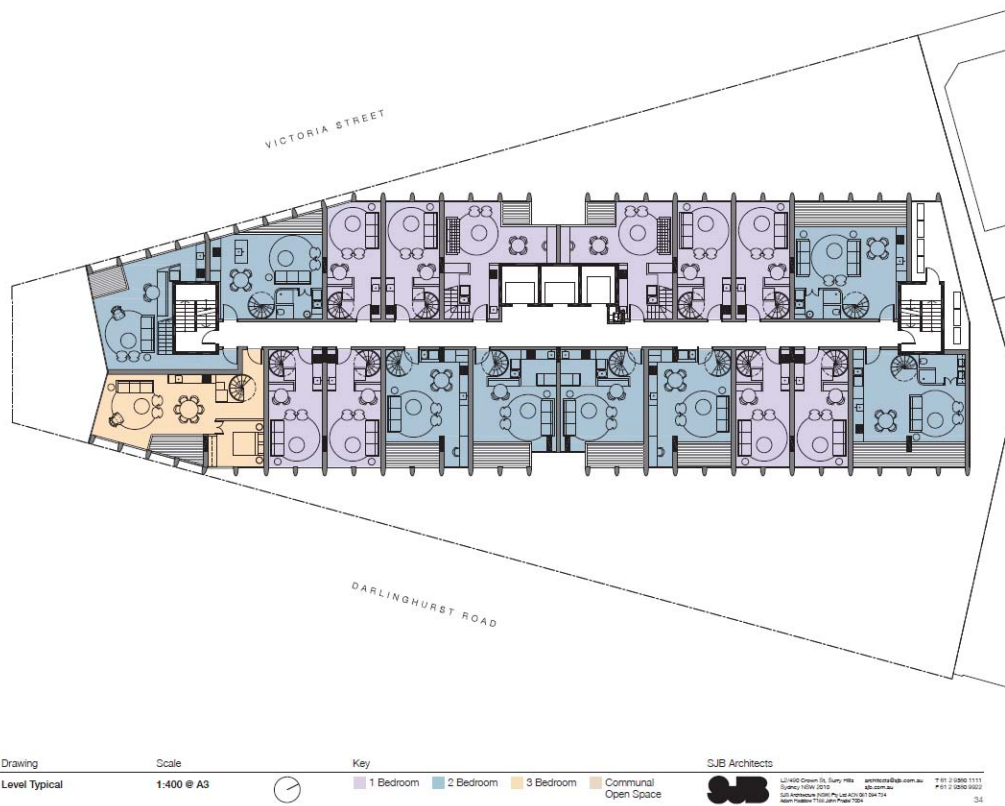


Figure 15: SJB Architects Submission – Typical residential level

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Figure 16: SJB Architects Submission – View looking south along Darlinghurst Road

2.4.1 Design Merits Overview – SJB Architects

The Selection Committee noted the following in relation to the SJB Architects submission:

Positives

- Great ground and level 1 retail activation;
- Basement loading well thought out;
- Proposal within the Stage 1 DA envelope;
- Apartment types well considered and resolved; and
- A strong proposition in response to the identity intersection.

Negatives

- Façade insufficiently resolved;
- Façade blades have the potential to block view aspect;
- Small communal space;
- No corridor natural light or design attenuation;
- 95% cross over apartments;
- Ventilation solution not previously modelled and concern it wouldn't work
- 3.5m wide apartments are too narrow for the number proposed;
- Spiral stairs are not great for moving furniture through internally;
- Façade and podium looked the same resulting in perceived uniform mass from ground to top floor;
- Small internal stairs;
- Wet areas not stacked, no consideration of plumbing risers;
- No cross ventilated apartments; and
- Though well resolved and responsive to urban scale, the architectural expression was considered comparatively not as responsive to the unique place character of Kings Cross at this intersection.

2.5 Selection Committee Overall Comments

The Selection Committee made the following overall comments:

- The extremely low floor-to-floor heights require planning that keeps all wet areas in the same position on each level to avoid non-conformance with the BCA ceilings in habitable rooms (Bates Smart Architects and Durbach Block Jagers designs achieve this);
- The overly long corridors require light and ventilation (Durbach Block Jagers and CHROFI designs achieve this);
- To achieve natural cross ventilation, cross over apartments are required (Bates Smart Architects, CHROFI and SJB Architects designs achieve this) The proportion in cross over apartments however varied between the three (3) Competitors, with Bates Smart Architects and SJB Architects relying on a much high number of cross over apartments;
- Other properties view loss is critical across the south west corner (SJB Architects, Bates Smart Architects and Durbach Block Jagers designs achieve this);
- Sun shading is required to the west (only solved in Durbach Block Jagers design but relies on maintaining external blinds);
- Living rooms to the west maximise views (Durbach Block Jagers and CHROFI design achieve this); and

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- The acute corner of Darlinghurst Road and Victoria Street is highly visible, has a distinctive geometry and is opposite the unusual bow verandah of the fire station designed by Government Architect George McRae. The location requires a distinctive solution. Durbach Block Jagers and CHROFI provide this by increasing the public open space (CHROFI) or by a distinctive hourglass shape (Durbach Block Jagers).

When these comments are considered in total, the Durbach Block Jagers and CHROFI schemes were more likely to achieve a higher level of design excellence. However, the Durbach Block Jagers scheme had a low level of apartment amenity due to the lack of naturally cross ventilated apartments and the CHROFI presentation had not clearly illustrated the architectural character as it would be viewed from ground level in Victoria Street and Darlinghurst Road. The extent of west-facing unprotected glazing and therefore the potential heat load was also a concern in both schemes. In order to resolve these issues and provide the jury with enough information to determine which scheme exhibited a higher level of design excellence, a small amount of additional information was requested from both Competitors (refer section 2.6 below).

2.6 Competitors Further Design Refinement

Following the presentations on 17 November 2014, the Selection Committee resolved to select a shortlist of two (2) of the architects, CHROFI and Durbach Block Jagers, to undertake further design refinement and provide a response to the Committee. Copies of the correspondence provided to CHROFI and Durbach Block Jagers requesting further information are in Attachments 2 and 3 respectively. Responses were requested by 21 November 2014. Consideration of the further design refinements are considered in section 3.0 below.

3.0 Consideration of Further Design Alternatives

Section 3.0 provides an overview of the Selection Committee comments in relation to the two (2) shortlisted designs (CHROFI and Durbach Block Juggers), as further refined in response to correspondence on behalf of the Selection Committee (refer Attachments 2 and 3).

Further refined responses were submitted on 21 November 2014 and reviewed by the Selection Committee on 21 November 2014.

3.1 CHROFI Submission

CHROFI were requested to provide further information in relation to the following items:

1. Form and Façade Composition; and
2. Architectural Character.

In response, CHROFI provided the following information:

Architecture

- The Crest aspires to be a contemporary version of the Art Deco apartments that Potts Point is famous for. The understated elegance of these buildings gives them an enduring charm and sustains their value;
- The proportioning and detail in the facades gives them a human scale and ultimately provides for a very civilised residential condition;
- The Crest is designed both with a humility that allows the broader urban design objectives to take precedence, but also a strength that re-orders the local context and importantly contributes to re-making The Cross; and
- The envelope refinements are designed to make a better fit to the context and visually reduce the bulk of the building. The apartment designs changes as the envelope shifts in section to provide apartments suited to the different sectional conditions. These key shifts are further reinforced by the façade treatments which address the particulars of the apartment types but importantly reinforce the articulation and built form.

Character

- The design preferences the attainment of a sophisticated residential character being the primary use of the building. The location of the common garden, the sectional apartment planning arrangement which orients living to the west, and the location of the residential entry in Victoria Street are all geared to give residents a sense of address to Victoria Street and minimise connection with the entertainment precinct in Darlinghurst Road;
- The importance of The Cross as a place of urban activity, with a history of hospitality and retail uses, is reflected in the treatment of the street level tenancies in Darlinghurst Road and the southern façade;
- The podium treatment in Darlinghurst Road utilises the awning as a datum to change façade character at street level, and minimise both acoustic and visual connection between the entertainment uses at street level and the residential uses above;
- The glazed mosaic masonry elements change in colour from the warmer orange tone of the main building to a dark green colour for the street level tenancies to acknowledge the night time and more adult character. The detailing remains as a contemporary take on the traditional buildings of the area

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with articulated display window elements and operable facades, however the darker tones more easily accommodated a variety of uses from bars to wine bars to restaurants; and

- History of the intersection as a place for billboards and advertising provides an opportunity for the southern façade. An artistic light overlay could be incorporated into the façade as a defining night time element and as a contribution to the ephemeral character of The Cross.

Facades (Podium, Mid-Rise and Southern High-Rise)

- Majority of the building has a framed masonry appearance to provide solidity and connect with the prevailing character of the area. The masonry is coated with a glazed tile finish in warm tones as a contemporary take on the brick art deco buildings. The brighter tones of the area are reflected in the proposal to give the building a lighter expression in the skyline;
- There is discretion to the facades whereby balconies are contained within the envelope, and the need for floor to ceiling glass gives way to a more sensible ratio of solid to void. This façade is conceived as windows within walls to roughly a 60% window to wall ratio to manage heat gain;
- Subtle façade details such as the curvature of the vertical column elements soften the rectilinear form whilst the spandrel element provides an unexpected point of interest as it varies in height across the façade to acknowledge a greater need for privacy at the lower levels of the building; and
- The combination of a materiality with a texture and surface reflectance and the finer façade details give the building a richness and tactility when viewed at close range.

Facades (Glazed High-Rise)

- The glazed high-rise section of the northern half of the building is designed to give a reflective/recessive appearance in order to both emphasise the vertical articulation at the centre of the building as well as to contrast the masonry high-rise element of the southern part of the building. This is fundamental to giving the impression of stepping in height toward The Cross when the building is viewed from the city. Balconies are set in-board to minimise visual clutter and support the recessive objective;
- A vertical proportion to the glazing fenestration combined with a repeating subtle curved glass element relates this façade to the adjacent masonry tower and serves to both soften the rectilinear form of this part of the building;
- The façade composition is subtly angled northward to the primary view to form a soft sawtooth profile in plan which in turn provides a repeating fin element that provides partial shading against low angle sun from the south-west; and
- The façade is conceived as windows within walls to roughly a 60% window to wall ratio (to manage heat gain) with a flush exterior glazing providing the principle expression.

West Façade Shading Strategy:

- An optimised thermal performance will be generated through a combination of high performance triple low-e glazing, tinting, fritting and natural ventilation. Internal blinds are proposed to provide glare relief;
- Proposal does not include operable external shading devices except on mid-rise balconies. Such devices can compromise views, add cost and are difficult to maintain. Cost of production of aluminium louvers (energy intensive process) considered. High performance glass requires minimal additional processing, similar level of performance without intensive emission of carbon;
- Reflectivity: all external cladding material will have low specular reflectivity. Diffuse reflective material will be used in some areas to create visual interest in the façade;
- Ventilation: natural ventilation opportunities through operable windows and large sliding window units with internal balustrades. Barriers will be permeable in appearance to maximise air flow and access to daylight;
- Greening: double height spaces provide opportunity for occupants to use tall planting as secondary means to reduce heat gain; and

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- Main building façade: vertical elements can either be traditionally constructed with tiling applies to a substrate or alternatively fabricated from GRC with a patterned inlay and painted gloss finish.

Retail Strategy

- Transition from the entertainment character of Darlinghurst Road to the prestigious residential address in Victoria Street. This is achieved by changing the detail and colour of the street-level façade from dark hard wearing materials that can accommodate bar/restaurant uses, to the lighter warmer façade tone in Victoria Street to give a more friendly residential character. This is supported by a change in the style of tenancies;
- Capitalise upon the passing trade that uses Kings Cross Station, the bounding north-east façade is opened up to reveal a double height shopfront with escalators to prime the supermarket on Level 1. Shopfront display windows above the awning can be animated with fresh food displays; and
- Reorganising of the tenancies' stratum is required. A re-structuring provides long term gain both in facilitating the transition in character, and in optimising benefit from the passing trade of the station.

Images included with the additional information provided by CHROFI are included in Figures 17 and 18 below.



Figure 17: CHROFI - Additional Information: Victoria Street



Figure 18: CHROFI - Additional Information: Darlinghurst Road Podium

3.2 Durbach Block Jagers Submission

Durbach Block Jagers were requested to provide further information in relation to the following items:

1. Apartment Planning and Amenity; and
2. Podium Configuration

In response, Durbach Block Jagers provided the following information:

Apartment Planning & Amenity

- Cross Over Apartment Plans: benefits include:
 - Solar Access: 85% of apartments have access to north western elevation ensuring the required annual solar access. Natural light and sunlight from both sides of the apartments add to their amenity.
 - Access to Cross Ventilation: 75% of all apartments have two (2) frontages and therefore benefit from cross ventilation. 75% of apartments are two (2) storeys. 25% of apartments have a single orientation. However their wide frontage and shallow plans combined with their external spaces to facilitate cross ventilation. Half of these apartments also have small voids.
 - General Comments: Access to all views are more readily available with cross over apartments. Other benefits of the cross over apartment are bedrooms on different levels each with a bathroom. There is an increase in efficiency due to a reduction of required corridors.
- NSA / GFA Efficiency: comparison tables provided of efficiency of NSA to GFA and comparison of areas and yield. The tables identify a jump in efficiency from 80% to 87% but result in a reduction in the yield of three (3) apartments over the two (2) levels.
- Façade Study
 - East Elevation Study: The east elevation has maintained the animated vitality and potential for specific variations by including a small void over the balcony between the two levels of the same cross over apartment. Like the sky window, the void angles to take up the different alignments of the façade and creates a small study space in the upper level bedroom.
 - West Elevation Study: The west elevation consists of the upper level of the crossover apartments (with a regular 3.8m width) above a level of single storey apartment with wide frontages. These two (2) apartment types are amalgamated into a woven checkerboard relief façade, animated by colourful awning blinds and planting. Intention is that the expression of the horizontal and vertical frame across both facades unites the building while still offering the opportunity to respond to the different conditions of both east and west aspects.
 - West Facing Glazing – Solar Insulation and Transparency: Number of strategies for dealing with the potential heat gain of the western sun while maintaining access to the view:

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- Glass selection: propose a high performance DGU that is economical, provides a good solar heat gain coefficient and is also very transparent. In glass is recessed within varying depth balconies along this façade.
- At the outer edge of each balcony is a conventional fabric roll-out awning with wind sensors and auto roll away function. Easily accessible from the balcony for maintenance and the façade rhythm ensures short spans and good support.
- Full Height Glazing to Level 1: Large gently scalloping windows allow for ample transparency, visibility and light. The form of these is consistent with the overall architectural intent for the buildings base. Noted that the 'ear' windows onto Darlinghurst Road do not add to the GFA of the apartments because the glazing line is located on the boundary.

Images included with the additional information provided by Durbach Block Jiggers are included in Figures 19 and 20 below.

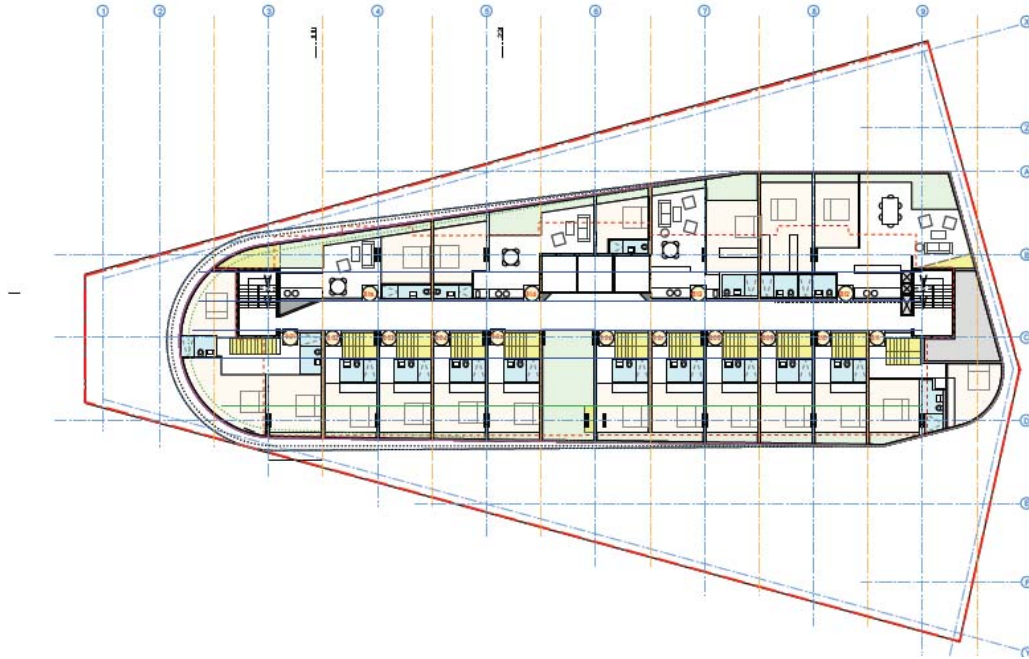


Figure 19: Durbach Block Jiggers - Additional Information: Cross Over Apartment Plans - Typical Apartment Lower Level Plan

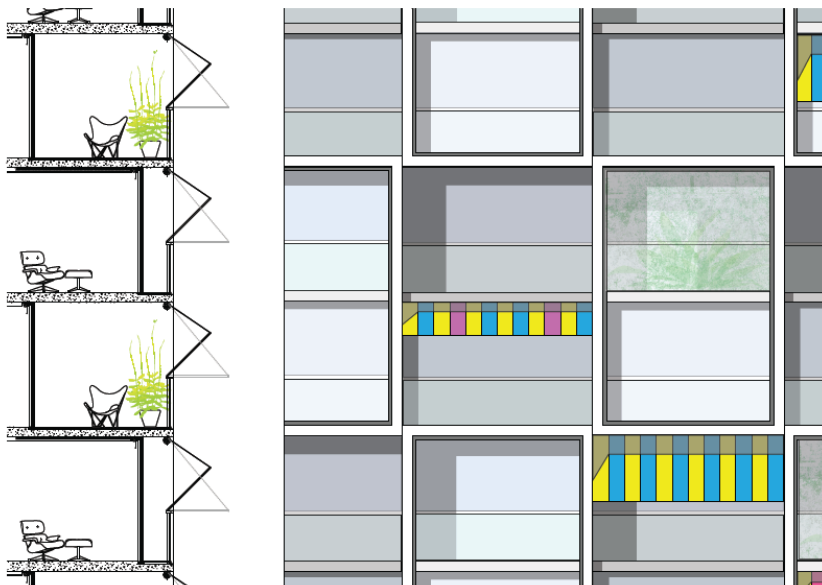


Figure 20: Durbach Block Jiggers - Additional Information: Detail West Elevation

4.0 Selection Committee / Proponent's Recommendation

4.1 Selection Committee Preferred Proposal

Durbach Block Jagers refined submission has been chosen by the Selection Committee and endorsed by the Proponent as the preferred proposal to move forward on the basis that it best fulfilled the design, commercial and planning objectives of the brief.

As considered in Section 2.5, the acute corner of Darlinghurst Road and Victoria Street is highly visible, has a distinctive geometry, is opposite the unusual bow verandah of the fire station design and the location therefore requires a distinctive solution. The Durbach Block Jagers proposal does this with an 'hourglass' like south elevation atop a green tiled and landscaped scalloped base and provided the most compelling response. In addition, the contribution to the street activation by the location of the communal open spaces and the architectural expression of the podium in its enclosure and exhibition of retail was considered a very important component of the response to the place character and ground level activities of Kings Cross. These two (2) items by the Durbach Block Jagers proposal gave a unique response that would contribute to the transformation of Kings Cross. This sets the proposal apart from the others that are more prosaic.

The endorsed proposal, when further improved through design development (refer section 4.2 below), is considered likely to:

- Result in an iconic building on an important site;
- Provide high quality amenity to the residential apartments (within the constraints of the existing building) and an active ground level;
- Relate well to Kings Cross and the surrounding streets; and
- Be capable of addressing potential environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity.

The Committee noted that further design work is required as there remain key areas for improvement. Nonetheless the Committee felt that these issues are capable of being resolved as part of ongoing design development. The design development should occur in close consultation with the Council and a considerable lead time should be accepted as inevitable.

In working with the Council on the design refinement, the Committee felt that the proposal is capable of being developed to the point where it will achieve design excellence in accordance with the provisions of Sydney Local Environmental Plan 2012.

4.2 Further Refinement Required

The Selection Committee identified the following further design work which is required to be addressed:

1. Cooperate with Council to ensure an integration of the ground plane, public domain plan and the interior at the south end of the building at the corner of Victoria Street and Darlinghurst Road;
2. Remove the through site link at the north end of the site;
3. Adjust the escalators so that they are perpendicular to the site boundary and entered directly from Darlinghurst Road;
4. Maintain a majority of glazing in the external wall from the level 1 retail area;
5. Maximise the active frontage on Victoria Street;

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6. Maintain the position and do not decrease the size of the common room on level 2. Introduce openings and glazing of the eastern side of the corridor opposite the common room onto the common open space;
7. Maintain the projections of the building over the street on levels 2 and 3 and ensure that no GFA projects beyond the boundary;
8. Ensure that at least 60% of the apartments are naturally cross ventilated with cross over apartments or corner apartments. Show typical apartment plans and elevations that illustrate the extent of window openings, the effective opening area achieved and the floor area of the apartment ventilated and ventilation path (refer, for example, to the Green Star Multi-residential v1 2009 IEQ-22 Natural Ventilation Guide);
9. Ensure that at least 70% of apartments living areas face towards Victoria Street so that at least 70% of apartments' living room windows receive at least 2 hours sunlight between 9am and 3pm in mid-winter;
10. Ensure single sided apartments are no more than 8 metres deep from the plane of the external wall containing the windows;
11. Provide architectural details of the floor sections that are based on surveyed existing slabs and extended new slabs that show at least the following: any slab deflection, any required slab reinforcing, drop down panels, ceiling including any required acoustic and thermal isolation/insulation, wet area and balcony flooring and drainage, lighting, mechanical ventilation and fire services strategy, floor finishes. Clearly indicating dimensions and including verification statements from: structural, acoustic, hydraulic and environmental engineers. Confirm the finished floor to ceiling heights throughout as part of the DA;
12. Maximise the void areas over the common lounge / terrace areas attached to the circulation corridors that are opposite the lifts at each floor level; and
13. The southern curved elevation is to be made of curved not straight or faceted glass.

Note:

- Items 8, 9, 10, 11 and 12 are minimum requirements due to the effect of the inadequate floor to ceiling space and the retained central corridor.
- Items 1, 2, 3, 4, 6 and 7 are required to maximise safety and security of the surrounding public spaces and common spaces within the building.
- Item 13 is required to ensure the design excellence of the form of the building presented to the jury.

5.0 Conclusion

The competitive design process has been carried out in accordance with the Council's policy and procedures. The process has been undertaken in accordance with the Brief for Competitive Design Alternatives Process prepared by SJB Planning on behalf of IRIS.

The quality of the process followed led to high quality submissions that allowed a shortlist to be agreed and further design refinement to occur.

The process followed has been supported by the Council, with input and agreement to the Competition Brief and inclusion of observers at each step.

The preferred proposal by Durbach Block Jagers (subject to further refinement as part of the design development process) fulfils the design, commercial and planning objectives of the Brief. The Committee considers that, with further design development, the selected design is capable of achieving Design Excellence and the award of a 10% FSR variation.

Finally, the significant efforts made by all Competitors are recognised and the Selection Committee / Proponent wishes to thank them for their participation.



This Competitive Design Alternatives Process Report has been endorsed by the Selection Panel:

A handwritten signature in black ink, appearing to read 'Andrew Cortese', written over a horizontal line.

Andrew Cortese
Grimshaw Architects
Panel Chair

A handwritten signature in black ink, appearing to read 'S Arnaout', written over a horizontal line.

Sam Arnaout
IRIS Capital Pty Ltd

A handwritten signature in black ink, appearing to read 'Bill Lozevski', written over a horizontal line.

Bill Lozevski
IRIS Capital Pty Ltd

A handwritten signature in black ink, appearing to read 'Peter John Cantrill', written over a horizontal line.

Peter John Cantrill
City of Sydney Appointee