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LEND LEASE CIRCULAR QUAY

Urban Design Analysis Report

Supporting Volume

Prepared for Lend Lease
December 2015

HASSELL



Front cover image: Aerial photograph of Circular Quay project location. Photography by Airview Online

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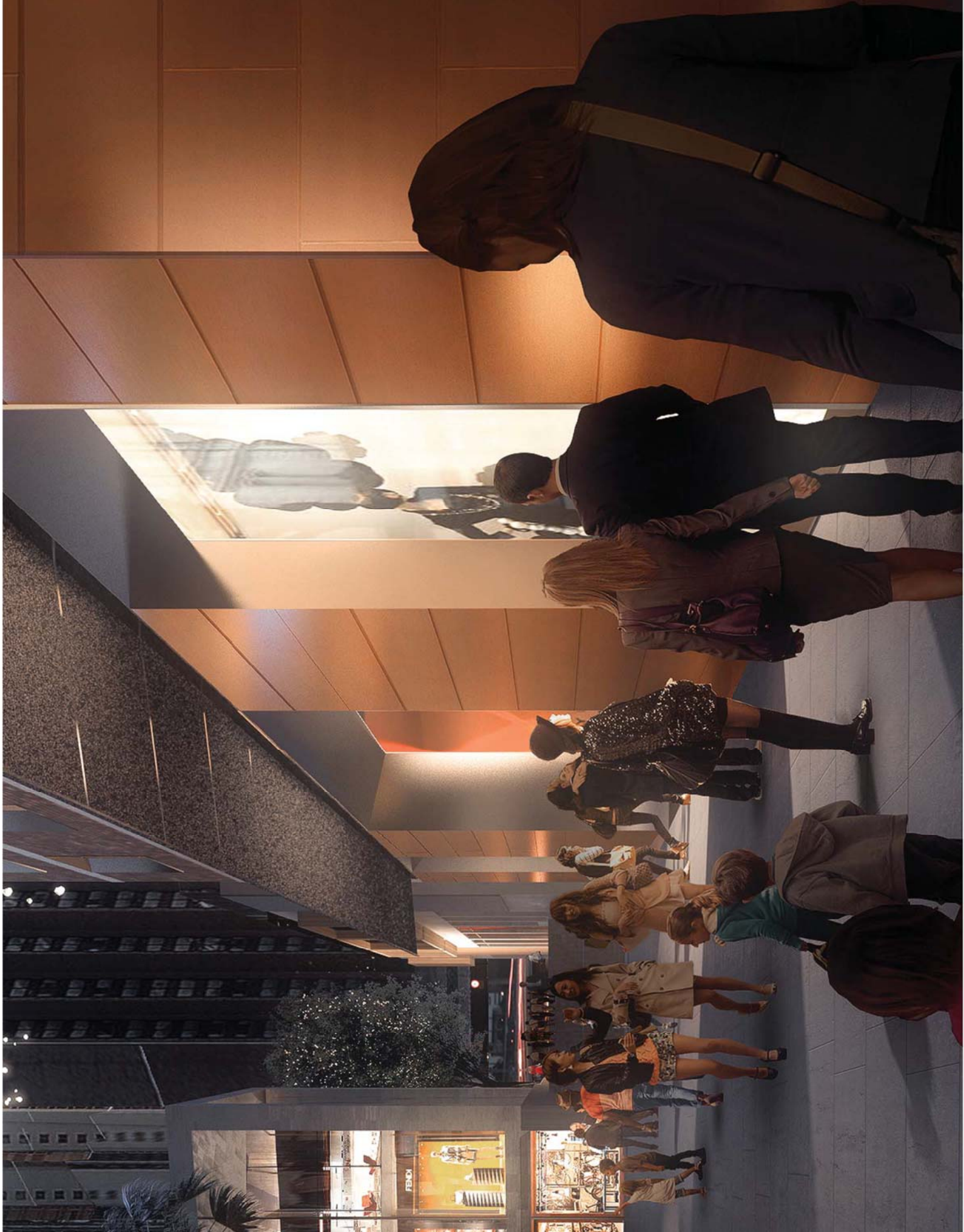
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Executive Summary



Figure_1. A new vibrant laneway network (Artist's impression)

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Executive Summary

This Urban Design Report is submitted as supporting documentation for a Planning Justification Report. The Planning Proposal seeks an amendment to the Sydney Local Environment Plan 2012 (SLEP 2012) and Sydney DCP 2012 to facilitate the redevelopment of 182 George Street, 174-176 George Street (Jacksons on George) and 33-35 Pitt Street together with Crane Lane and part of the adjacent site at 200 George St (Mirvac triangle). This report has been prepared by HASSELL on behalf of Lend Lease Development.

This report:

- outlines the urban design and planning context of the proposal,
- summarises the key urban design and built form strategies that may guide any future development,
- describes clearly the proposed maximum envelope for which approval is sought,
- outlines the impacts of this envelope in terms of key views and overshadowing,
- describes an indicative massing option that may sit within this proposed maximum envelope useful to illustrate the appropriateness of the envelope, and
- compares the public benefits of the proposed amendments to the current DCP.

The proposed amendment seeks to facilitate the redevelopment of a significant site in Sydney's city centre, located on George Street and within close proximity to Circular Quay. The project will create an internationally recognised business address together with a new network of lanes and publicly accessible spaces that radiate social, cultural and environmental benefits outwards to surrounding areas, contributing to the transformation of George Street and Circular Quay.

The opportunity for the proposed amendment will be made possible by transferring a notional floor space allowance from 182 George Street, 176 George Street (Jackson on George) and Crane Lane to the 33-35 Pitt Street site, thereby creating a new commercial tower with a network of publicly accessible spaces including laneways and a new plaza. Additional notional floorspace could also be

transferred from Rugby Club (optional site) pending negotiations with the club.

The new plaza facing George Street will address the deficit of urban open space in the city centre, delivering a space that is basked in sunlight for residents, visitors and workers to enjoy.

A new fine-grain network of laneways will capture an essence of discovery and diversity, contributing to a more engaging, lively and connected city.

The project will deliver distinct publicly accessible spaces, stitched into the fabric of the city. People will be prioritised with spaces for dining, shopping and relaxing; places that are comfortable, safe and active both during the day and at night. The built form and landscape will be an exemplar of high quality, sustainable design.

In accordance with the objectives of the APDG DCP 2012, the proposal seeks to achieve:

- high quality urban form,
- a development with major public benefits,
- publicly accessible open space with active use, and linked to the surrounding streets with a network of lanes,
- new commercial premises,
- the protection of sunlight to identified public spaces such as Australia Square, and
- the creation of opportunities for views to and from Circular Quay.

The project will also be a catalyst to realise both the City of Sydney's and the NSW Government's vision for George Street and the precinct, building on the goals of the NSW 2021 and Sustainable 2030 vision. A development of this scale will enable and enhance Sydney's:

- commercial growth, global innovation and competition,
- environmental performance and sustainable development,
- integrated and connected transportation network,
- pedestrian and cycle routes,
- city centre as a lively and engaging place, and
- cultural and creative precinct.

01 Introduction

Site Identification

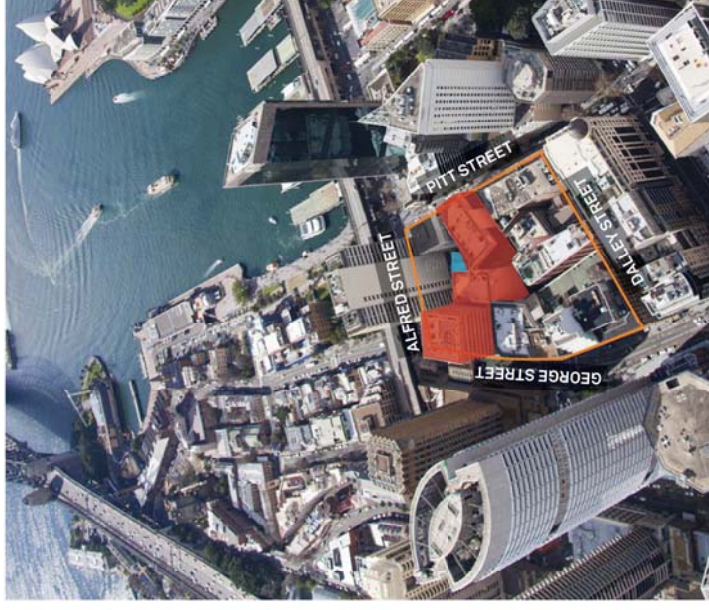
Site Location

The Lend Lease Circular Quay site is located within the block bounded by Alfred, Pitt, Dalley and George Streets, referred to as the APDG block. A study on the APDG block was completed in 2009 by the Government Architect's Office and helped inform the site specific controls for the APDG block incorporated into the Sydney DCP 2012. The APDG DCP controls and objectives aim to ensure an integrated approach to development and to facilitate the delivery of new and enhanced public spaces and connections.

Located one block from Circular Quay, the subject site is in a prominent setting within the city, close to Sydney's most iconic tourist attractions, including the Opera House, Harbour Bridge and The Rocks. It is also on the edge of the City's financial district. A number of public transit options also lie in close proximity, including ferries, trains and buses from Circular Quay and the proposed CBD and South East Light Rail.



Figure_1.1. Subject site within APDG block



Figure_1.2. Indicative subject site within APDG block

01 Introduction

Site Identification

Site

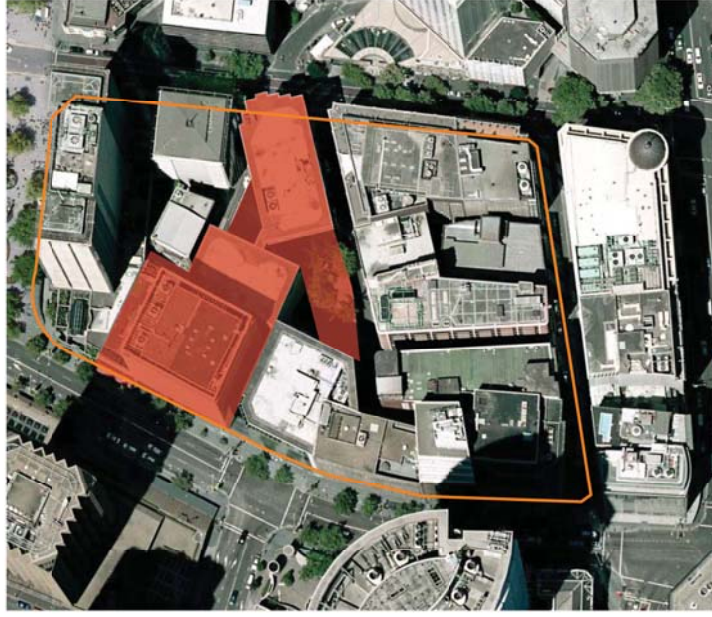
Site amalgamation has provided a real potential to achieve significant public domain benefits across the subject site. There is an opportunity for floor space to be redistributed across the development block to maximise the area of publicly accessible open space. Lend Lease currently controls 178-186 George Street (currently known as 182 George Street), 174-176A George Street (known as Jacksons on George), and 33-35 Pitt Street. There is potential for Crane Lane and the 'Mirvac Triangle' to be acquired through land swap agreements and for the Rugby Club to be integrated as an optional site.

For the purposes of this report:

- The block bounded by Alfred, Pitt, Dalley and George Streets will be referred to as the **'APDG block'**;
- Sites under control by Lend Lease will be referred to as **'sites under Lend Lease control'**;
- The 'Mirvac triangle' and Crane Lane will be referred to as **'the land swap sites'**;
- Sites under LL control + the land swap sites = **'SUBJECT SITE'**;
- The Rugby Club site will be referred to as **'optional addition to subject site'**.

“The scale and positioning of the project represents the anchor for a new green precinct in the Sydney CBD”

Elton Consulting, December 2013



Figure_1.3. Indicative Lend Lease owned sites within APDG block



Figure_1.4. Subject site and optional addition within APDG block

- Sites under Lend Lease control
- Rugby Club (optional addition to subject site)
- Crane Lane land swap
- Mirvac triangle land swap
- Subject site
- Optional addition to subject site
- Lend Lease beneficiary of access rights via registered easements

01 Introduction

Site History

History

The surrounding landscape in which the subject site lies has historically been of great importance. It was largely attractive to both the Aboriginal and European peoples due to its location on Sydney Harbour with access to a fresh water supply from the Tank Stream.

The area surrounding the subject site was intensively used from Pre-European times. It developed rapidly as the epicentre and front entrance of the new colony as a quay was established on Sydney Cove.

As Sydney grew the area transformed into an urban landscape, dominated by industrial and civic buildings and land uses.

The predominant uses of the subject site evolved in line with changes to markets and technologies in modern times, with commercial and residential towers replacing warehouses and industrial yards.



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Pre European

Before European settlement there were thirty-four bands or tribes of Aboriginals with three separate language groups occupying the Sydney area. Of these, the Gadigal people were located in the area that is now known as Circular Quay. The harbour was a source of food and they used fishing line made out of tree bark to catch fish. The Tank Stream provided a supply of fresh water. Rock carvings have been found around Sycney Harbour including seventeen at Balls Head. Most of these have been covered by road surfaces.



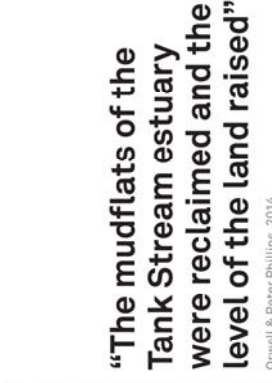
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1788 - Tank Stream

Captain Arthur Phillip ordered the new colony to be built around the Tank Stream for the same reason as Aboriginal people - to secure a dependable source of fresh water. He then ordered convicts to deepen the Tank Stream and construct storage tanks in the local sandstone. Each tank measured five metres deep and held nearly 20,000 litres of water.



05



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1844 - Semi Circular Quay

Semi Circular Quay was built on the Tank Stream estuary's reclaimed tidal flats. Large numbers of convicts were used in the construction which began in 1837 and was completed in 1844.



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1860s - 1880s - The Wool Sheds

The Wool Sheds in Circular Quay began to be constructed in the mid 1860s. In the 1870s and '80s the wool industry underwent a period of sustained period of growth. During this period Sydney rose to prominence in the handling of wool to rival Melbourne and Geelong. By the end of the 1880s Sydney, Melbourne and Geelong were emerging as a competitive threat to London in the wool market.

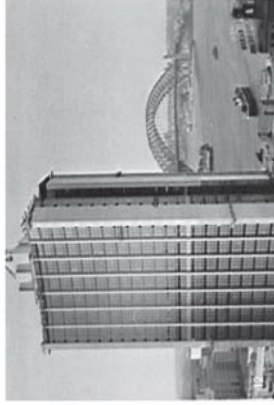
Text references:
The NSW Public Works Department's development plan for Circular Quay, 1885, from The Design of Sydney by Peter Webber

“The subject site as a whole is part of the earliest settled area of Sydney Cove, although no visible trace remains of this early history”

Orwell & Peter Phillips, 2014



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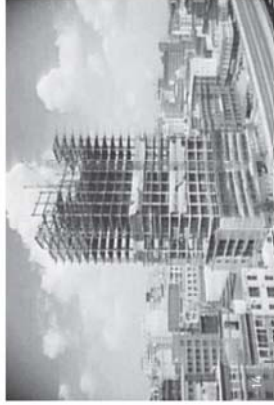
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1973 - The Opera House

The Opera House was a project that fundamentally changed Circular Quay. Replacing the Fort Macquarie Tram Depot, and with construction beginning in 1959, the Opera House became a defining part of Sydney. Today it is a UNESCO World Heritage Site and is visited by over seven million people per year. Of these, 1.2 million attend one of the 1500 concerts performed yearly. The Opera House has reinforced Circular Quay as Sydney's primary visitor heartland.

1962 - 71 - Contemporary Progress

The Wool Sheds around Circular Quay began to be demolished around the 1950s in a move that was symbolic of the transition in Australian society. ICI House opened in 1957 and was followed by the AMP Building (1962), Gold Fields House (1966) and Harry Seidler's Lend Lease House (1971) after the building height limit of 45.7 metres was lifted. The area's function was changing to a commuter hub with trams and ferries. Circular Quay station was opened in 1956 and was followed by the Cahill Expressway in 1962.

1900 - The Plague

In 1900 The Plague finally reached Sydney's shores via ships arriving from Hong Kong. Cleansing operations were organised and included the demolition of "slum" buildings around the harbour area. This work ultimately changed the face of the harbour as it had existed up until that point and it was in 1901 that the Sydney Harbour Trust gained control over much of the area.

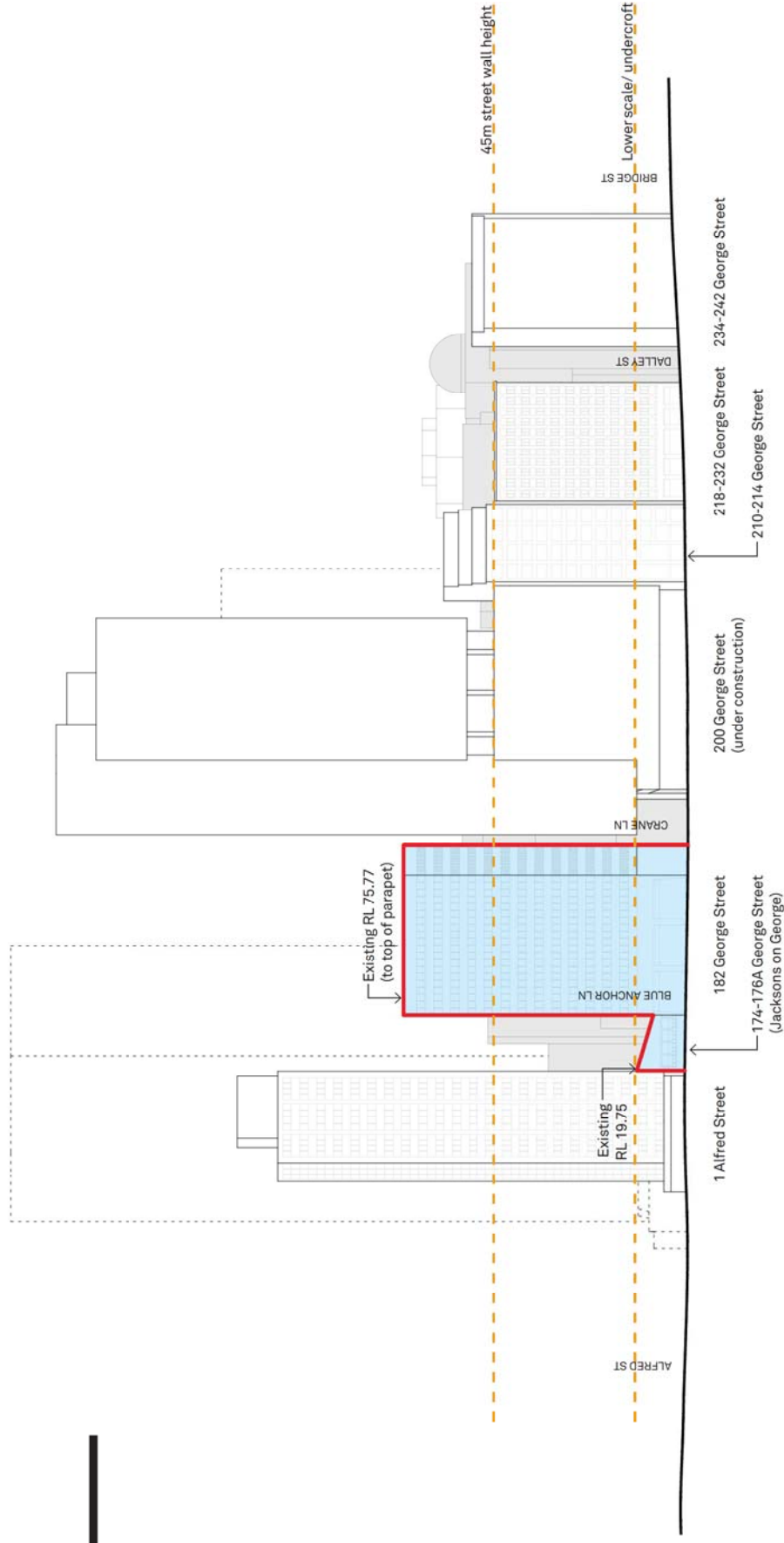
Figure 1.5 - Historical images

- 01. One of the NSW Aborigines befriended by Governor Macquarie (Mitchell Library, State Library of NSW)
- 02. Aboriginal woman in canoe fishing with a line c1805 (Mitchell Library, State Library of NSW)
- 03. Tank Stream painting by J. Seaman Prout (Mitchell Library, State Library of NSW)
- 04. First Fleet at anchor in Sydney Cove, with Tank Stream at the bottom of the sketch (National Library of Australia)
- 05. Sketch of Circular Quay c1874
- 06. Sketch of Circular Quay c1920s
- 07. Photograph of wood ships at Circular Quay c1889 (Australian National Maritime Museum)
- 08. Wool stores in Circular Quay (Mitchell Library, State Library of NSW)
- 09. Wool stores in Circular Quay c 1890s (Mitchell Library, State Library of NSW)
- 10. Photograph of Essex Place in Sydney during the Bubonic plague c1900 (Mitchell Library, State Library of NSW)
- 11. Professional rat catchers during the Bubonic plague outbreak in Sydney c1900 (photographed by John Degeard, Jr.) (Mitchell Library, State Library of NSW)
- 12. Photograph of Gold Fields House (Mitchell Library, State Library of NSW)
- 13. Photograph of the Cahill expressway c1900-1910 (Mitchell Library, State Library of NSW)
- 14. AMP building under construction in late 1960's (Mitchell Library, State Library of NSW)
- 15. Opera House under construction c1970 (Mitchell Library, State Library of NSW)
- 16. Opera House under construction c1965 (Mitchell Library, State Library of NSW)
- 17. Opera House under construction c1965 (Mitchell Library, State Library of NSW)

01 Introduction

Site Today

Existing George Street Elevation



Figure_1.7 Existing George Street elevation

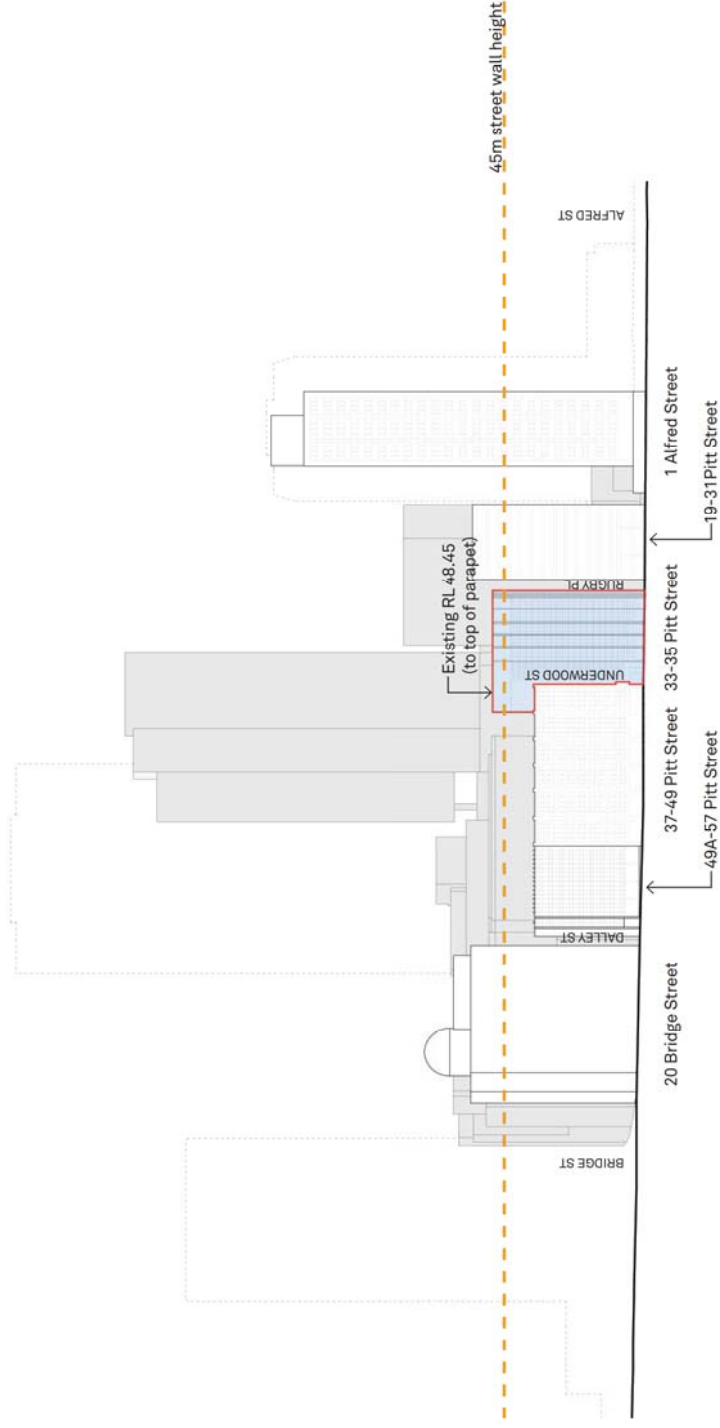
01 Introduction
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Figure_1.8. Panorama along George Street

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Site Today

Existing Pitt Street Elevation



Figure_1.9. Existing Pitt Street elevation

01 Introduction

Site Today



Figure_1.10: Panorama along Pitt Street

01 Introduction

Strategic Planning Context

Key Documents

The documents included to the right and on the following page outline the key strategic directions that set the planning context for the APDG block. A short description and some of the key opportunities and directions that apply directly to the APDG block are provided under each document.



Figure_1.11. Sydney 2030

Sydney 2030 is an extensive report outlining a comprehensive vision for Sydney's short term future. The report was generated in 2007-2008 with multiple inputs ranging from community forums to expert consultants such as Jan Gehl.

Key opportunities and directions include:

- _ Contributing to the creation of a "globally competitive and innovative City" through the development of a world class commercial tower.
- _ Increasing connectivity and accessibility through a network of laneways and through site links.
- _ Improved links to the harbour through north south connections.
- _ Potential inclusion of state-of-the-art green technologies to work towards a sustainable future and a city that is a 'leading environmental performer'.

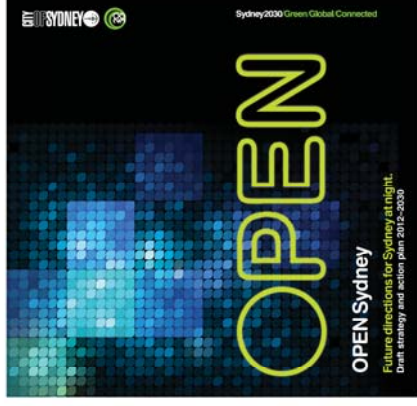


Figure_1.12. Public Spaces - Public Life

The Public Spaces - Public Life report was a comprehensive review and set of recommendations focusing on Sydney CBD provided by Gehl Architects. It provided a framework for the 2030 vision. The subject site has potential to become an important ancillary space supporting the larger network of public amenity around Sydney.

Key opportunities and directions include:

- _ Adding to the network of linked city squares along George Street to create a focus for public life.
- _ Revitalising existing and creating new built form linked with active laneways and public spaces to increase vibrancy and pedestrian activity through active edges, 'fine grain' retail and diversity of uses.
- _ Desire for 50% of all street and lane frontages to have fine grain retail less than 6 metres in width.
- _ Creating a laneway network that has a pedestrian priority and ground floor active uses with low levels of vehicle access.
- _ Providing for cyclists through a cycle hub.



Figure_1.13. OPEN Sydney

Open Sydney was a report generated by the City of Sydney under the Sydney 2030 scheme. It highlights the development and support of Sydney's night time economy as a key priority. The vision states that Sydney at night will be: connected, diverse, inviting and responsive. The subject site includes Jacksons on George which falls under the Late Night Management Area defined in the DCP. With increased public amenity and activation around the subject site, there is an opportunity to increase this area to include other areas of the subject site.

Key opportunities and directions include:

- _ Creating welcoming and safe public spaces and lanes both during the day and at night.
- _ Contributing to Sydney's emerging small bar scene and dining culture.
- _ Adaptability of spaces to be used both day and night.



Figure_1.14. The Fine Grain

This report reviews the role of Sydney's city centre in the context for the wider city and proposes that the city centre needs to attract a wider range of users across different times of the day and weeks in order to activate the lanes and small spaces. The subject site has a range of laneways of different sizes which has the potential to link places in the north of the CBD and create a vibrant and activated system of public spaces.

Key opportunities and directions include:

- _ Introducing new and creative uses in underutilised or hidden spaces.
- _ Contributing to a vibrant cultural life through innovative and site specific public art installations, both temporary and permanent.
- _ Legible laneways with reduced clutter and removable furniture.



Figure_1.15: City Art: Public Art Strategy

The City of Sydney Public Art Strategy outlines how public art is fundamental to achieving the goals for Sydney 2030.

- Eight guiding principles describe how public art is to benefit the urban fabric of Sydney, including:
- _Align significant City Art projects with major Sustainable Sydney 2030 urban design projects.
 - _Support local artists and activate city sites with temporary art projects.
 - _Promote high quality public art in new development.

Located on George Street, the subject site is linked with one of the main projects listed in the Strategy. Art will form an integral part of activating any public space within the subject site.



Figure_1.16: Sydney Streets Code 2013

The Sydney Streets Code is part of the Public Domain Design Codes which include guidelines for all public domain improvements including streets, footpaths, landscaping and public spaces within the City of Sydney.

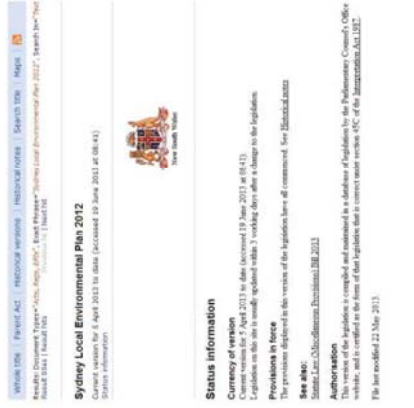
- The subject site is within the City Centre and Gateways Standard Palette. The guide specifies:
- _Ground surface treatments including paving, kerbs and tree pits.
 - _Street furniture including seating, bollards, lights, bicycle racks and rubbish bins.



Figure_1.17: Street Tree Master Plan 2011

The City of Sydney Street Tree Master Plan (2011) is used to manage tree resources, specifically to guide the locations and species of future street planting as required by natural succession and as part of development.

- The following species are specified for the streets surrounding the subject site:
1. Alfred Street:
 - _Ficus microphylla (Hills Weeping Fig)
 - _Platanus acerifolia (London Plane)
 2. Pitt Street:
 - _Fraxinus pennsylvanica (Green Ash)
 3. George Street:
 - _Platanus acerifolia (London Plane)
 4. Dalley Street:
 - _no species allocated
 5. Bridge Street:
 - _Celtis australis (Southern Hackberry)



Figure_1.18: Sydney LEP 2012

The Sydney Local Environmental Plan 2012 is the principal planning instrument for the subject site.

- (Refer to the individual maps and analysis later in this chapter for a summary of objectives and provisions that relate specifically to the subject site. Also, refer to Chapter 05 - Built Form Strategies, for a summary of relevant built form controls.)



Figure_1.19: Sydney DCP 2012

The Sydney Development Control Plan 2012 is a supporting document to the Sydney Local Environmental Plan 2012 and provides more detailed provisions to guide development. Section 6.1.4 of the DCP outlines a list of objectives and provisions that apply directly to the APDG block.

(Refer to the individual maps and analysis later in this chapter for a summary of objectives and provisions that relate specifically to the subject site. Also, refer to Chapter 06 - Planning Provisions, for a comparative analysis between the current and proposed amendment to Sydney DCP 2012.)

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Strategic Planning Context

Subject Site in the Strategic Planning Context

As established in Sydney 2030 and supporting documents, the City of Sydney's vision for George Street is that it forms the centrepiece of the extension and enhancement of the city's public space network, linking three major public spaces: Circular Quay, Town Hall Square and Railway Square. George Street's role as the main pedestrian and transportation spine of Sydney is to be strengthened with the addition of the proposed CBD and South East Rail Link, due for completion in 2020.

The subject site will provide a significant contribution to this open space network through the creation of a network of plazas and re-activated laneways related to George Street.

The subject site is in a strategic location, close to Circular Quay and spanning the block between two of Sydney's main north south streets. This place has the potential to integrate with planned public domain upgrades, as well as reflecting the cultural and natural heritage of its location.

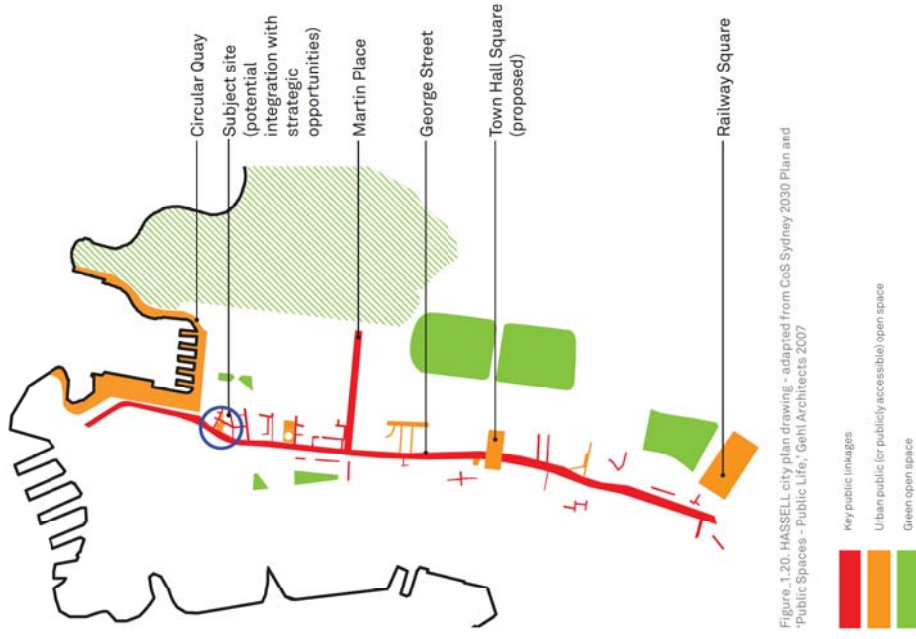
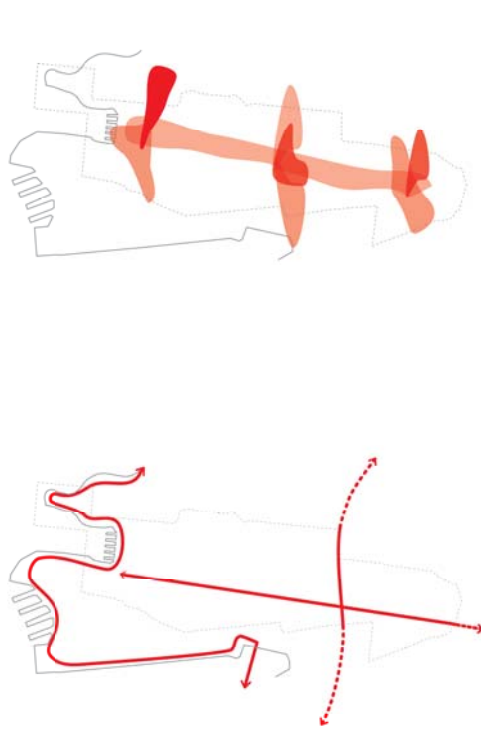
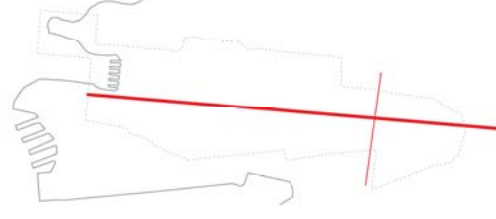


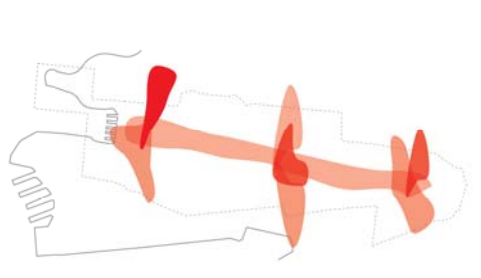
Figure 1.20. HASSELL city plan drawing - adapted from CoS Sydney 2030 Plan and 'Public Spaces - Public Life', Gehl Architects 2007



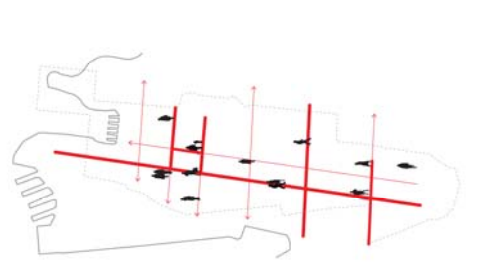
a better city for cycling



a strong public transport city



a diverse, inclusive and lively city



a better city for walking

Figure 1.21. Selected key recommendation diagrams extracted from Public Spaces - Public Life, Gehl Architects 2007

01 Introduction

Strategic Planning Context

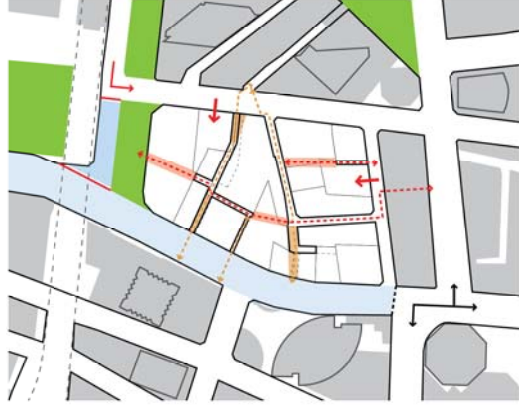
Recent Investigations – Alfred, Pitt, Dalley and George Streets Site (APDG) – Urban Design Study

Prepared for the City of Sydney in 2009 by the Government Architect's Office, this Urban Design Study was completed to help guide the formulation of appropriate development controls for the APDG block. The aim was for the establishment of an effective planning framework that ensures future development is of a high quality both in the public and private domains.

Outcomes

- The study identified a number of significant outcomes that could be achieved through redevelopment of the subject site:
 - A connected and active laneway network.
 - A new publicly accessible square by transferring floor space from the block into new commercial towers.
 - Public benefits can be further realised and strengthened through coordinated planning and redevelopment.

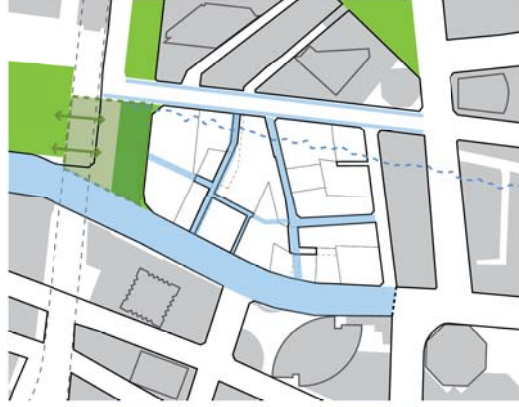
Some of the key opportunities identified in the study are outlined in the adjacent diagrams. Some of the opportunities identified were not adopted, such as the pedestrianisation of George Street north of Hunter Street.



Extend and enhance pedestrian connections

Figure_1.22. Networks (Government Architect's Office)

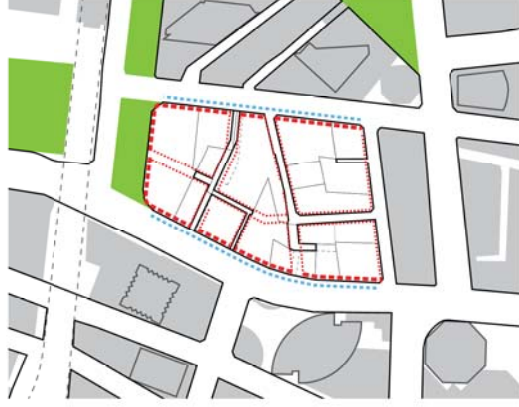
- KEY
- ➔ Create new continuous north-south link(s)
 - ➔ Enhance east-west links
 - ➔ Pedestrianise Alfred Street (expand Herald Square)
 - ➔ Divert traffic from Alfred Street
 - ➔ Consolidate vehicular entries
 - ➔ George Street closure
 - ➔ Divert traffic from George Street



Augment the city's public domain

Figure_1.23. Public Domain (Government Architect's Office)

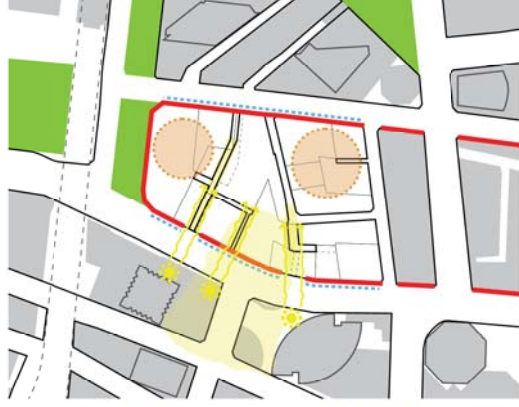
- KEY
- ➔ Expand and enhance Herald Square as the northern city square
 - ➔ Connect Herald Square to First Fleet Park
 - ➔ Upgrade public domain of laneways and Pitt and George Streets
 - ➔ Create Tank Stream interpretive artwork



Activate streets and laneways

Figure_1.24. Activity (Government Architect's Office)

- KEY
- ➔ Create built form that supports active uses:
 - ➔ More than 80% active uses (medium grain)
 - ➔ More than 50% active uses (fine grain - 5m frontages)
 - ➔ Continuous awnings over public domain



Create places of high diversity and quality

Figure_1.25. Built Form (Government Architect's Office)

- KEY
- ➔ Reinforce existing street walls (no colonnades)
 - ➔ Align active edge with street frontage and provide awnings
 - ➔ Create high amenity towers with adequate separation
 - ➔ Create solar access paths into block
 - ➔ Potential solar access

01 Introduction

Strategic Planning Context

Reference document_Sydney Local Environmental Plan 2012

Land Zoning Map

- According to the Sydney LEP 2012:
- The subject site is zoned B8 Metropolitan Centre.
 - All types of metropolitan land uses are permitted with consent.
 - The objectives of this zone include:
 - To recognise and provide for commercial, retail and entertainment for Australia's role in the global economy.
 - To provide for intensity of land use.
 - To permit diversity of compatible land use characteristic of Sydney's global status.
 - To encourage alternative modes of transport to private vehicle (e.g. walking, cycling).
 - To promote active street frontages.

Special Character Areas Map

- According to the Sydney LEP 2012:
- The subject site is not a special character area.
 - To the north of the subject site is the Circular Quay Special Character Area. This area is characterised by public spaces "facilitating unique views to the water, the Harbour Bridge and the Opera House, and also views from the water to the City beyond."
 - To the east and south is the Bridge Street/Macquarie Place/Bulletin Place Special Character Area. This area is characterised by "A cohesive group of landmark sandstone buildings, some occupying whole blocks, define important public spaces and corners."
 - Special Character Areas should ensure appropriate height transitions between new development and heritage items and assist with the conservation of sandstone.



01 Introduction

Strategic Planning Context

Reference document_Sydney Local Environmental Plan 2012

Heritage Map

According to the Sydney LEP 2012 there are no items listed of heritage significance on the subject site. Several local heritage items are located in the vicinity of the subject site:

- Tank Stream
- 30 Pitt Street
- 42-44 Pitt Street
- Tank Stream Fountain
- 1 Macquarie Place
- Bulletin Place

(Refer to Chapter 02 - Site Analysis and the report titled 'Built Heritage Assessment', by Orwell & Peter Phillips Pty Ltd (November 2013) for a further assessment of the subject site heritage).

Sun Access Protection Map

According to the Sydney LEP 2012 the subject site does not fall within land affected by Sun Access Planes as defined by LEP controls.

However, under clause 6.19, no additional overshadowing to the following places (relevant to proposal) is permitted:

- Australia Square Plaza - 12:00-14:00
- Lang Park - 12:00-14:00
- Macquarie Place - 10:00-14:00



Figure_1.28. Heritage Map - sheet HER_014 - extract from Sydney LEP 2012

- Sites under Lenc Lease control
- Optional addition to subject site
- The land swap sites
- General Heritage Item



Figure_1.29. Sun Access Protection Map - sheet SAP_014 - extract from Sydney LEP 2012

- Sites under Land Lease control
- Optional addition to subject site
- The land swap sites
- Land affected by Sun Access Planes
- Area Protected by Sun Access Plane
- No Additional Overshadowing

01 Introduction

Strategic Planning Context

Reference document: Sydney Development Control Plan 2012 – Specific Sites – APDG block

Section 6.1.4 of Sydney DCP 2012 provides alternate controls for the APDG block to 'unlock' capacity in Central Sydney and create a high quality urban form.

The objectives of this plan include:

- Provide detailed controls to satisfy the provisions of Part 6, Division 3 'Height of Buildings and Overshadowing', Clause 6.20 Alternative Building Heights in Sydney LEP 2012.
- Facilitate the redevelopment of the APDG block to achieve a high quality urban form.
- Ensure that development on the APDG block results in major public benefits.
- Ensure the publicly accessible open space near the centre of the APDG block fronted with active uses and linked to surrounding streets with a network of lanes and through-site links.
- Maintain the legibility of the historical alignment of laneways and through-site links within the APDG block.
- Enable additional building height at certain sites where the development of the APDG block provides for publicly accessible open space, lanes and through-site links.
- Encourage commercial uses at the southern end of the APDG block.
- Protect sunlight access to Australia Square.
- Create opportunities for views to and from Circular Quay.

Development Blocks Map

- The Development Blocks Map (extract from Sydney DCP 2012) is indicated in Figure 1.30.
- The DCP identifies Development Block 1 as including 33-35 Pitt Street, 37-57 Pitt Street, 6-8 Dalley Street and 8-14 Dalley Street.
- The Development Blocks Map excludes 182 George Street and Jacksons on George.

Public Domain Principles Map

- The DCP emphasises the importance of a well connected laneway network, through-site links and a publicly accessible square.
- Through-site links and laneways work to enhance pedestrian movement connecting Alfred Street to Dalley Street (north south) and George Street to Pitt Street (east west).
- A new publicly accessible square is located in the centre of the street block.



Figure_1.30. Development Blocks – extract from Sydney DCP 2012 (Figure 6.72)



Figure_1.31. Public Domain Principles Plan – extract from Sydney DCP 2012 (Figure 6.10)



01 Introduction

Strategic Planning Context

Reference document - Sydney Development Control Plan 2012 - Specific Sites - APDG block

Height of Buildings and Alternative Heights Map

The objective of clause 6.20 of SLEP2012, Alternative Building Heights at APDG Block is to provide for additional building height of sites within the APDG Block in return for publicly accessible open space, lanes and other links through the site. The alternate tower heights permissible are determined by the various sub-clauses of the clause 6.20 and are illustrated in Figure 1.32 Alternative Heights.

Objectives for building height under 6.1.6.1 of Sydney DCP 2012 include:

- Development must not exceed the maximum height as shown in Figure 1.32 Alternative Heights.
- A variety of built form options within development blocks 1, 2 and 3 is encouraged. The site area of each development block may increase with the addition of one or more optional sites A, B or C as indicated on Figure 1.30 Development Blocks.
- The high-rise portion of the redevelopment is limited to three high-rise towers that are above 75m and have direct access to adjoining streets in accordance with Built Form Principles Plan (refer to Figure 6.13 of Sydney DCP 2012).
- New towers above 75m are to have a minimum separation of 28m above the street frontage height.

Placing the DCP Alternative Heights in context and considering approved surrounding developments, Figure 1.34 illustrates the anticipated result.

It should be noted that with the current land ownership division the 200m tower on 37-57 Pitt Street is not able to be realised.

*At the time of preparation of this Urban Design Analysis Report, Wanda Sydney One had recently submitted DA 2015/882 and SSD 2015/7101. Neither of the Wanda applications are as yet approved. For the purpose of this Urban Design Analysis Report, approved envelopes relating to 1 Alfred Street (DA 2010-2029) and 19-31 Pitt Street (D/2010/1533) have been adopted.



Figure 1.32. Alternative Heights - extract from Sydney DCP 2012 (Figure 6.11)

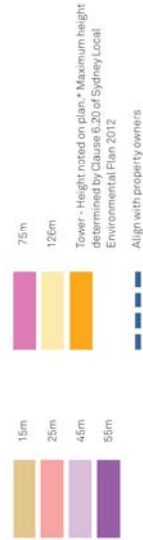


Figure 1.33. Height of Buildings Map - sheet HOB_014 - extract from Sydney LEP 2012

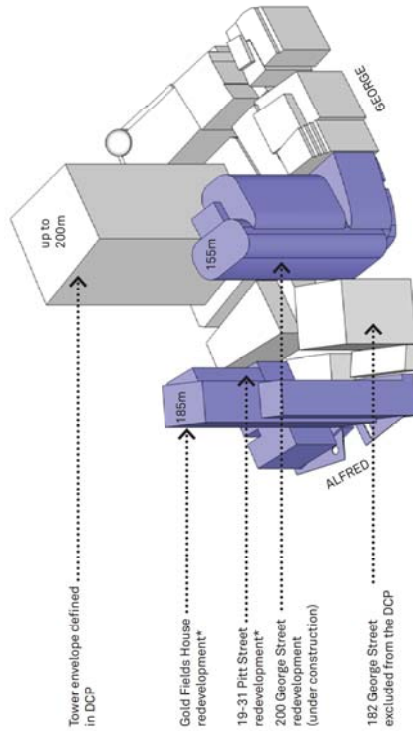


Figure 1.34. Current DCP scheme and approved developments, view from north west

01 Introduction

Current Development Proposals, Applications and Approvals

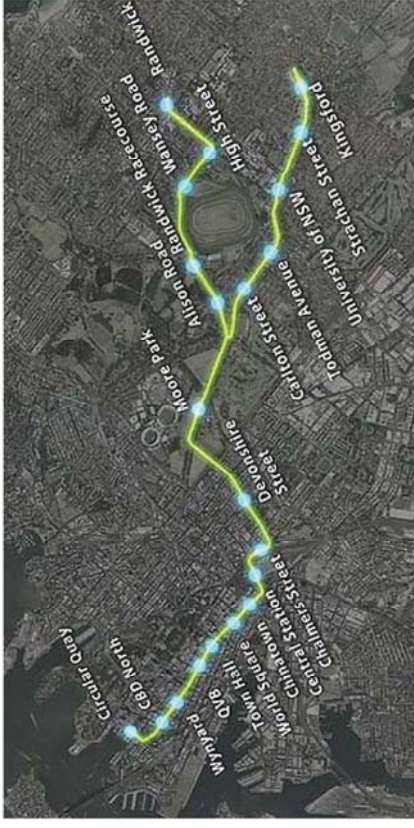
City of Sydney George Street Transformation

Plans are underway for the transformation of George Street into a "world-class main street" that will support green infrastructure initiatives including a new light rail. Pedestrian and public domain improvements will accompany this transformation including, new or upgraded pedestrian spaces and public squares, new street trees, public art and wayfinding signage.

It is envisioned that George Street will become the main pedestrian and transportation spine through the city connecting major transportation hubs and public open space.



Figure_1.35. George Street visualisation



Figure_1.36. Proposed light rail route map



Figure_1.37. 200 George Street - Development Application (image source: DA-Submission, Sept 2012)



Figure_1.38. 200 George Street - Development Application (image source: DA-Submission, Sept 2012)

200 George Street - Currently Under Construction (D/2012/893)

200 George Street is a new commercial development that is currently under construction. It occupies the former sites of 190-200 George Street and 4 Dalley Street.

The tower will reach 150 metres in height and is predominantly commercial with some street and laneway level retail at its base.

01 Introduction

Current Development Proposals, Applications and Approvals

1 Alfred Street (Gold Fields House) Sydney (D/2010/2029)*

Plans have been approved for a new mixed use development comprising two buildings of 55 storeys and 15 storeys and will replace the existing Gold Fields House. New uses will include a mix of residential, commercial and retail floor space. The proposal includes the splitting of the site to allow for a north south link through the northern section of the APDG block.



Figure_1.39. 1 Alfred Street Development Application (image source: DA - D/2010/2029)



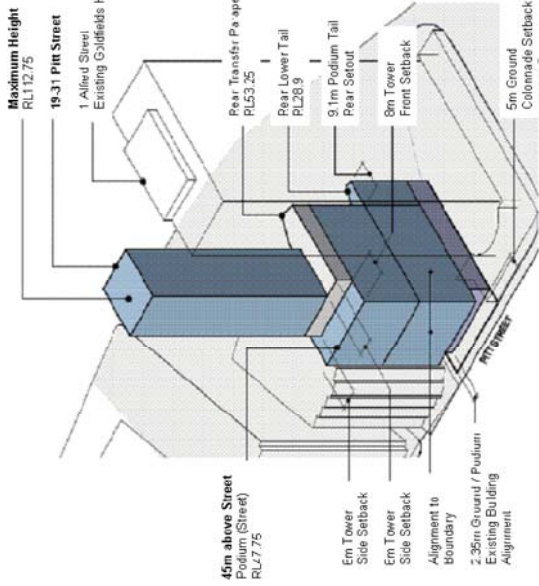
Figure_1.40. 1 Alfred Street Development Application (image source: DA - D/2010/2029)



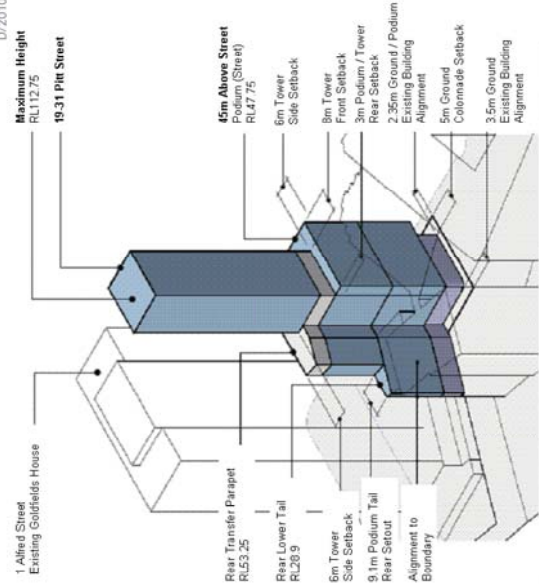
Figure_1.42. 1 Alfred Street Development Application through-site link (image source: DA - D/2010/2029)

19-31 Pitt Street Sydney (D/2010/1533)*

19-31 Pitt Street has an approved development for a multi use tower with ground level retail uses, mid level commercial tenancies and high rise residential up to RL 112.75. It is bounded by Pitt St and Rugby Place and thus holds a prominent corner in the entry to the APDG block. A 45 metre street wall height and 5 metre setback above podium level along Pitt Street has been approved as part of the consent. This sets a good precedent for future built form controls along this section of Pitt Street.



Figure_1.41. 19-31 Pitt Street Development Application (image source: DA - D/2010/1533)



Figure_1.43. 19-31 Pitt Street Development Application (image source: DA - D/2010/1533)

*At the time of preparation of this Urban Design Analysis Report, Wanda Sydney One had recently submitted DA 2015/882 and SSD 2015/7101. Neither of the Wanda applications are as yet approved. For the purpose of this Urban Design Analysis Report, approved envelopes relating to 1 Alfred Street (DA 2010-2029) and 19-31 Pitt Street (D/2010/1533) have been adopted.



Figure_2.1. Aerial photograph of Circular Quay, Sydney illustrating the existing Sydney skyline

02 Site Analysis

Local Context

Special Character Areas and Prominent Buildings

The subject site does not currently sit within any defined character area or precinct. It is located between two special character areas - Circular Quay to the north and Bridge St / Macquarie Place / Bulletin Place to the east (as defined in Sydney LEP 2012). The Rocks precinct lies to the north west of the subject site, and an indicative precinct outline is shown in Figure 2.2.

The subject site is uniquely positioned at the meeting point of the cultural, historical and commercial precincts of Sydney. There is opportunity to create an identifiable character for the area that will position the subject site as a key Sydney city centre destination.



Figure 2.2. Special character areas* and prominent buildings



Figure_2.3. The Rocks precinct



Figure_2.4. The Rocks precinct



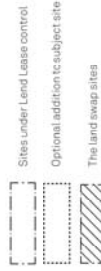
Figure_2.5. Circular Quay precinct



Figure_2.6. Bridge Street precinct

Prominent buildings

- 1 Museum of Contemporary Art (MCA)
- 2 Four Seasons Hotel
- 3 Gateway Quayside Tower
- 4 Customs House
- 5 AMP Tower
- 6 Sydney Harbour Marriott Hotel
- 7 Grosvenor Place
- 8 Stock Exchange
- 9 National Australia Bank (NAB) House
- 10 Suncorp Tower
- 11 Museum of Sydney (Commercial above)
- 12 Australia Square



*Special character areas within City of Sydney LGA derived from Sydney LEP 2012 - Sheet CL2_014. The Rocks precinct area outline within Sydney Harbour Foreshore Authority is an indicative outline only.

02 Site Analysis

Local Context

Open Space

The subject site has good access to a range of public open green spaces including First Fleet Park to the north and Jessie Street Gardens and Macquarie Place Park to the east. Significant areas of urban (paved) public open space are provided along Alfred Street and the foreshore of Circular Quay. However, these largely function as public promenade and are poorly linked with active retail and other commercial functions. There is an urban publicly accessible square at Grosvenor Place, however, this square is largely visually disconnected from the public street and performs primarily as a private forecourt to the Grosvenor Place commercial tower.

The opportunity exists to provide a well defined and active urban publicly accessible open space on the subject site (due to a transfer of floor space across the subject site made possible by the single ownership of lots). It is recommended that any new urban open space on the subject site should cater to a diverse range of users, have direct access from George Street, have good solar access, and be strongly defined by active edges. Activity could include retail, cafe, restaurant and bar uses.

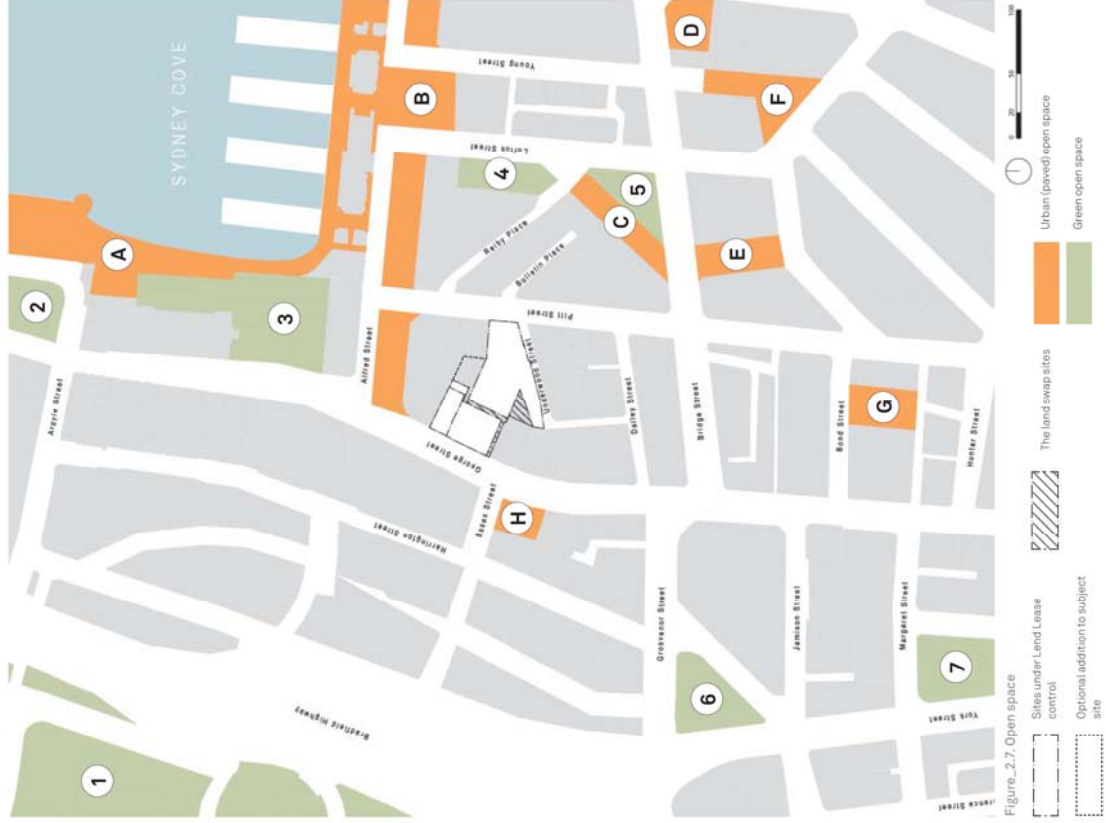


Figure 2.7. Open space



Figure 2.8. Circular Quay Promenade



Figure 2.9. Australia Square



Figure 2.10. First Fleet Park



Figure 2.11. Jessie Street Gardens

02 Site Analysis

Local Context

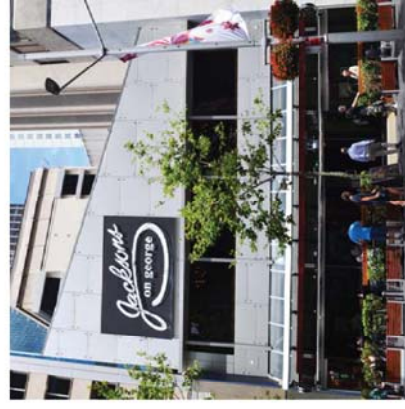
Existing Land Uses

Commercial uses are the predominant land use within the subject site and wider APDG block. Existing entertainment uses also exist on the subject site with Jacksons on George (within subject site), and the Rugby Club (optional addition to subject site).

There is greater variation in existing land uses to the north and north west of the subject site. To the north west, a fine grain mix of retail, entertainment and residential uses exist which is largely characteristic of The Rocks area. To the north east, cultural, open space and transport uses dominate, while commercial uses to the east and south dominate. The subject site is located at the meeting point of these surrounding land uses. There is an opportunity to identify the subject site as being an important link between the financial district of the city centre with the cultural and entertainment district of Circular Quay and The Rocks.

Short term accommodation in the form of multi-level hotels exist either side of the subject site. However, there is generally a lack of permanent residential uses across the region. Therefore, currently the population is largely transient and comprises mainly business professionals who work in the CBD and tourists visiting, both domestic and international. Future developments at 1 Alfred Street (Gold Fields House) and 19-31 Pitt Street have been approved which will incorporate new residential apartments. Following the completion of these new developments, the surrounding population will contain more permanent residents. A north south link is also proposed as part of the development which will provide direct pedestrian access from these units into the subject site.

The Overseas Passenger Terminal (OPT) is located about 200 metres north of Circular Quay transport interchange. Thousands of inbound and outbound passengers both embark and disembark from this terminal during peak periods. The Rocks and Circular Quay precincts are popular areas that tourists explore during their stop overs in Sydney.



Figure_2.13. Jacksons on George



Figure_2.14. Rugby Club

02 Site Analysis

Local Context

Historical Shorelines

Early shorelines of Sydney Cove ran either side of an estuary known as the Tank Stream. Mudflats characterised the land around this stream, while sandstone was characteristic of the higher slopes. Over time these mudflats were gradually reclaimed and the level of the land raised. Today the Tank Stream exists below ground and is enclosed by a drain. *'[It] is an important part of the subject site's history...it is the source that links us to our colonial heritage and evolution of the city. The tank stream also links the urban and the natural environment.'* (Elton Consulting, 2015). There is potential to reference or reveal the history of the tank stream as part of an historical interpretation on the subject site.

(Refer to 'Built Heritage Assessment', by Orwell & Peter Phillips Pty Ltd, 2014 and 'Tank Stream Conservation Report', by Coffey Geotechnics Pty Ltd for a further assessment of the subject site history).

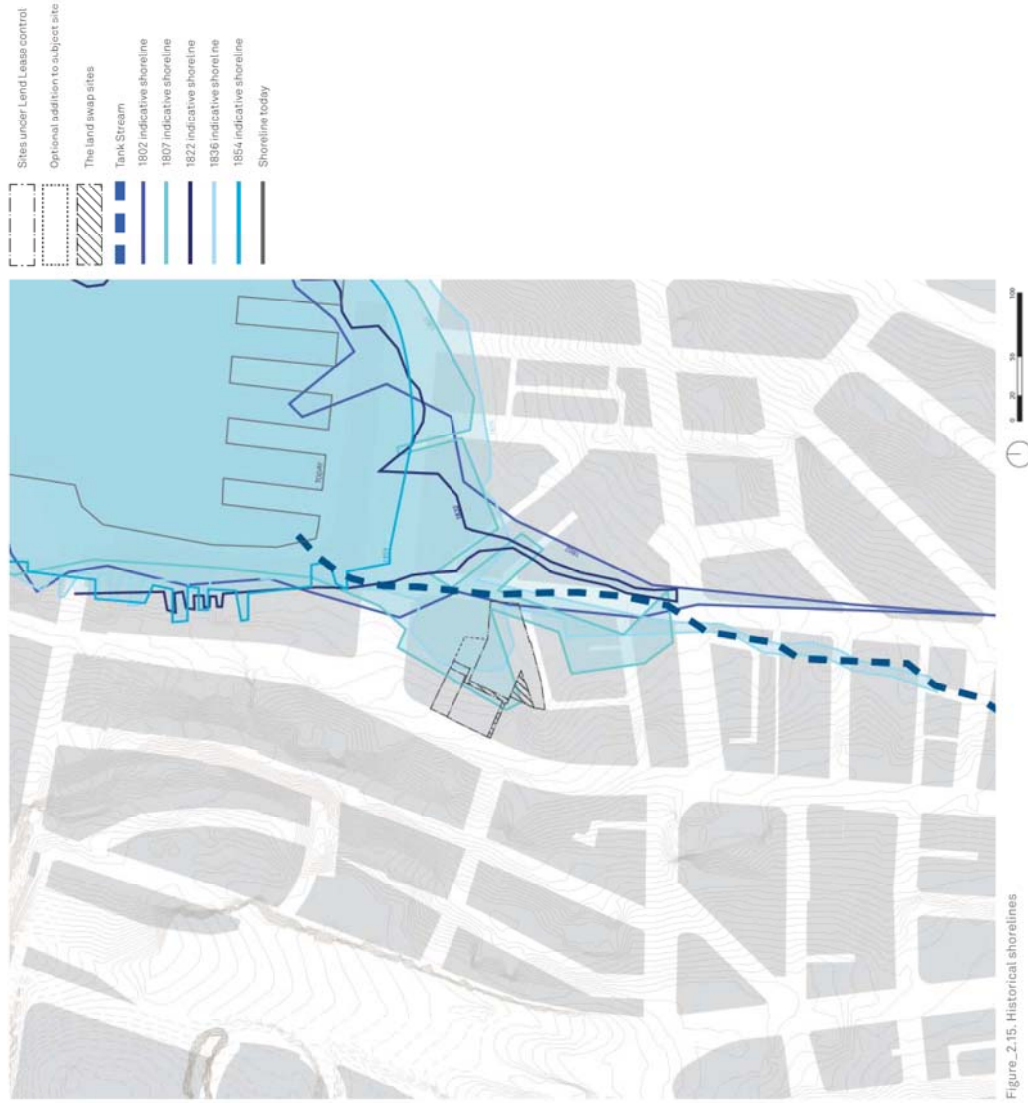


Figure 2.15. Historical shorelines

O2 Site Analysis

Local Context

Heritage

There are no items listed of heritage significance within the subject site. The closest is the Tank Stream that exists below Pitt Street at the eastern end of the subject site. According to the Archaeological Advice Report prepared by Casey & Lowe Pty Ltd, 2014, referenced in the Built Heritage Assessment report by Orwell & Peter Phillips Pty Ltd, the boundary of the State Heritage Register listing for the Tank Stream lies outside the boundary of the subject site.

A number of heritage items exist in nearby locations outside the subject site, such as the cluster of heritage buildings bounded by Pitt, Bridge and Loftus Streets, and in The Rocks and Bridge Street precincts. There is an opportunity for new development within the subject site to be sympathetic to the surrounding heritage character. New built form (particularly the podium level) could complement the surrounding with regards to scale, proportion, street alignment, materials and finishes.

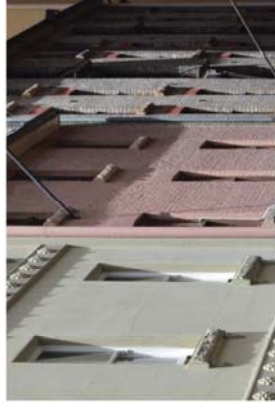
(Refer 'Built Heritage Assessment', by Orwell & Peter Phillips Pty Ltd, 2014 for a further assessment of the subject site heritage).



Figure_2.16. Heritage



Figure_2.17. 1/ Tank Stream Fountain, Herald Square



Figure_2.18. 2/ Bulletin Place heritage

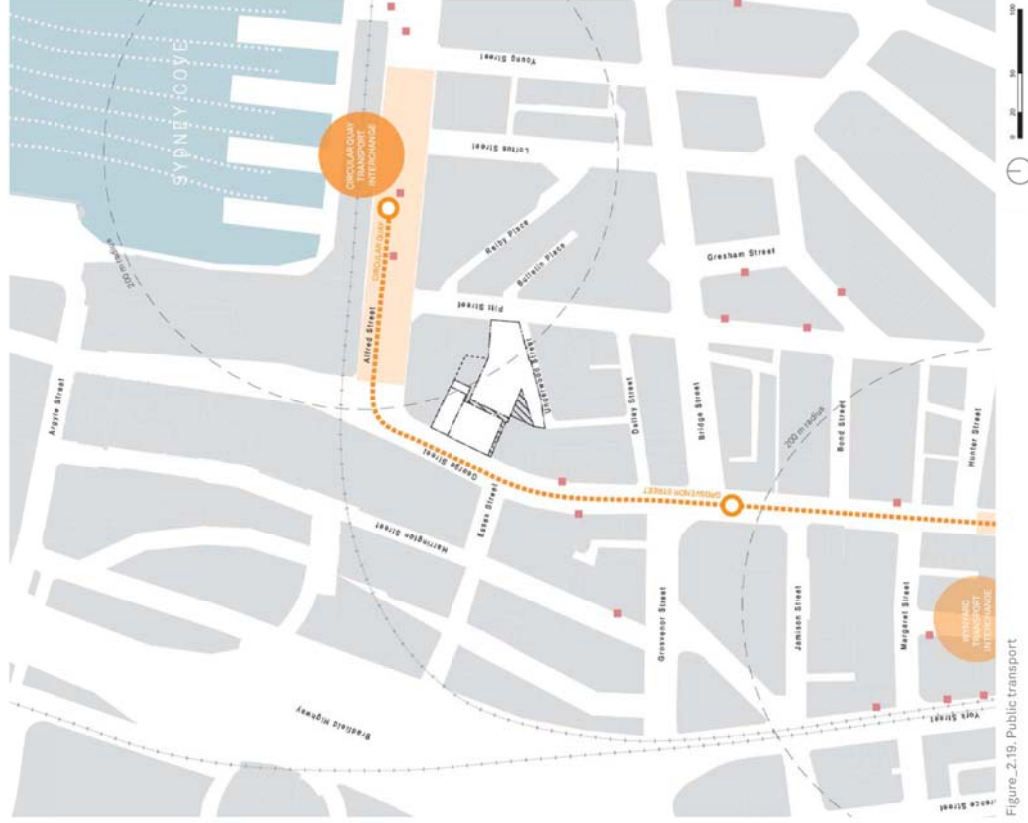
02 Site Analysis

Local Context

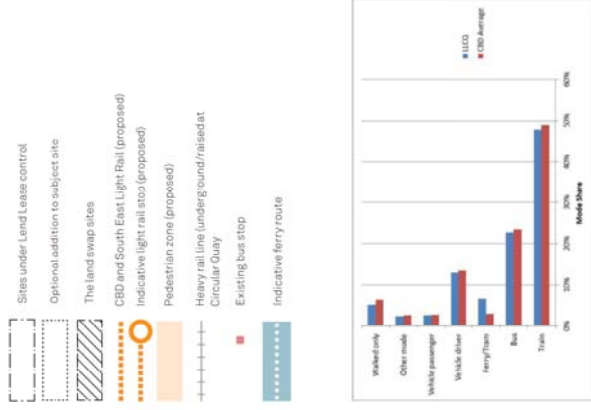
Public Transport

The subject site is located between two major transportation hubs. Circular Quay transport interchange lies approximately 250m to the north east and supports a range of transport options including heavy rail, ferry and bus services. Wynyard transport interchange lies approximately 400m to the south and is a major transportation hub for heavy rail and bus services.

Access to public transport options from the subject site will be further enhanced with the addition of the proposed CBD and South East Light Rail which is expected to be completed in 2020. The light rail is proposed to run along George Street and terminate on Alfred Street. It will provide direct services south east through Surry Hills to Moore Park, Randwick and Kingsford and west to Pyrmont and Dulwich Hill via a transfer at Central Station. Light rail stops are proposed either side of the subject site at Circular Quay and Grosvenor Street.



Figure_2.19. Public transport



Figure_2.20. Existing journey to work data for the precinct based on 2011 data (Transport, Traffic, Pedestrian and Parking Assessment report, ARUP, 2015)



Figure_2.21. Free CBD shuttle bus on George Street



Figure_2.22. Ferry wharves at Circular Quay



Figure_2.23. Train entering Circular Quay station

02 Site Analysis Local Context

Cycle Network

There are currently no dedicated off road / separated cycle routes leading to the subject site, however, there is provision for on-road cycling on both George and Pitt Streets.

George Street currently supports a heavy traffic flow, however, the proposed addition of the CBD and South East Light Rail along its length will reduce vehicular traffic and is expected to create a more cycle and pedestrian friendly environment.

A separated bi-directional cycleway down Pitt Street is proposed as part of changes to street configurations resulting from the implementation of the light rail line along George and Alfred Streets.

There are opportunities for the cycle network to extend into the subject site through the creation of cycle friendly shared laneways. End of trip facilities and a cycle hub would further encourage cycle trips through the subject site.



Figure 2.24, Cycle network

02 Site Analysis

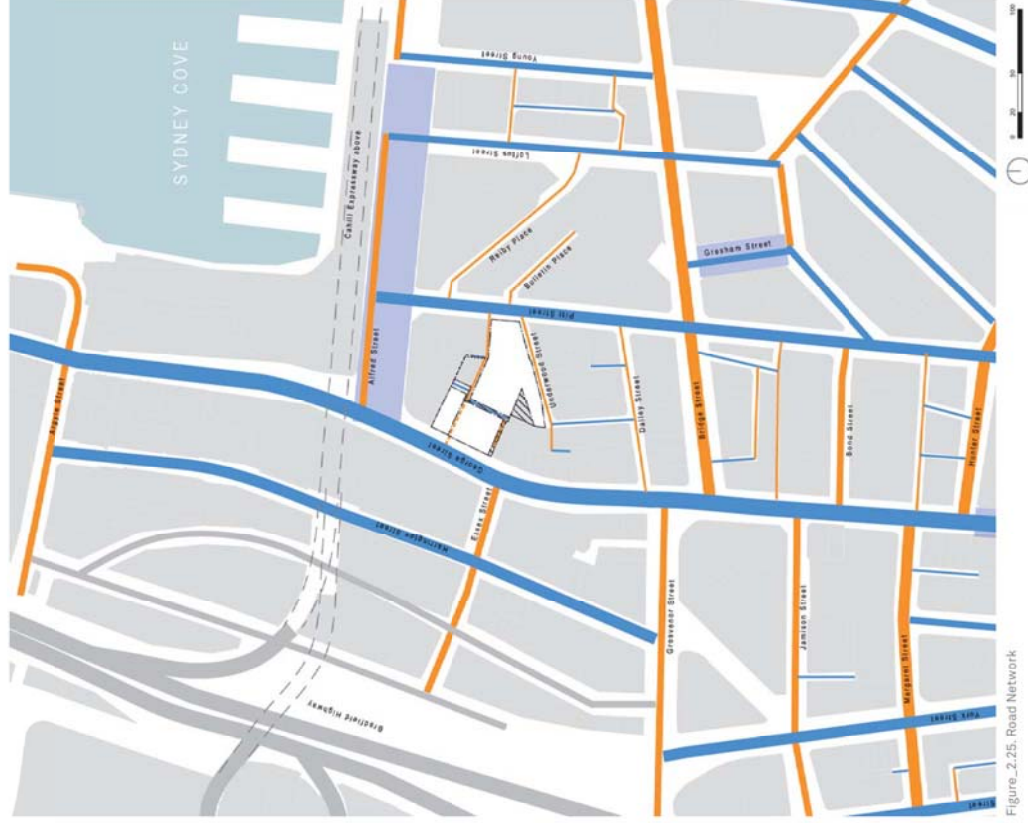
Local Context

Road Network

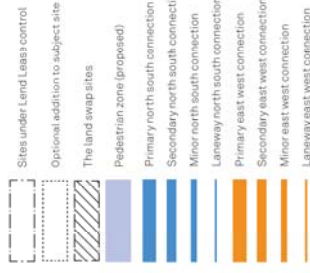
There are strong north south primary and secondary connections either side of the subject site that provide connections between the city centre and Circular Quay along George Street and Pitt Street. East west connections run across blocks and because of this there is a greater number of minor roads and laneways providing connections in this direction than the north south direction.

Proposed traffic modifications accompanying the George Street light rail project include the pedestrianisation of Alfred Street. The section south of Hunter Street to Bathurst Street along George Street is also proposed to become pedestrianised. Pitt Street is proposed to become two-way between Alfred Street and Bridge Street to retain access to the properties at the northern end of Pitt Street. Following completion of the light rail project, George Street will no longer be a primary north south vehicular connection.

The City of Sydney, in its Long-Term Public Transport Plan for Sydney has also proposed the closure of Gresham Street to vehicular traffic.



Figure_2.25. Road Network



Figure_2.26. Pitt Street looking south



Figure_2.27. George Street looking south



Figure_2.28. George Street looking north

02 Site Analysis

Local Context

Laneway Network

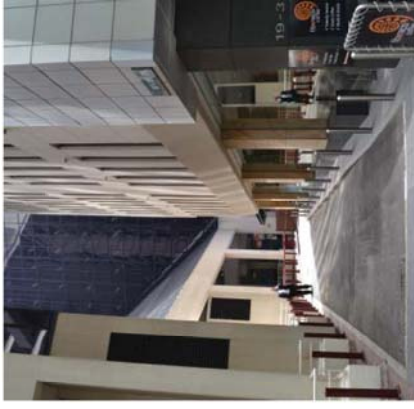
Existing laneways run predominately in an east west direction which is the shorter axis of the city blocks. There is an emerging laneway network across the subject site and neighbouring blocks. Currently these laneways are largely dominated by loading docks and carpark access points.

There is little activation along these laneway edges, except for Rugby Place where outdoor seating from the Rugby Club is provided along the laneway (however, this is enclosed by a fence). Bulletin Place is a successful laneway which is located just outside the subject site to the east. This laneway utilises its heritage human scaled streetscape and a number of popular restaurants to contribute to its success. There is opportunity to continue the vibrancy of this laneway up through Rugby Place and on to George Street.

In general, improving connections, increasing activation and pedestrian amenity along these laneways will create a lively and more engaging city.



Figure_2.29. Laneway network



Figure_2.30. Rugby Place



Figure_2.31. Bulletin Place

02 Site Analysis

Local Context

Built Form

The subject site currently includes three commercial towers that range in height from 44 to 70 metres. The tallest building on the APDG block currently exists along Alfred Street and is 111 metres tall. This building creates some overshadowing of the subject site, most significant between 10am and 12pm in midwinter. Generally, building heights range from 40 to 60 metres across the APDG block.

Outside of the APDG block there is a tall tower to the north west (Four Seasons Hotel) that creates some overshadowing of the subject site, most significant between 1pm and 2pm in midwinter.

Tower separations are as little as 2.7m between existing and approved buildings. This creates a level of density that is consistent with the overall built form character of the city centre.

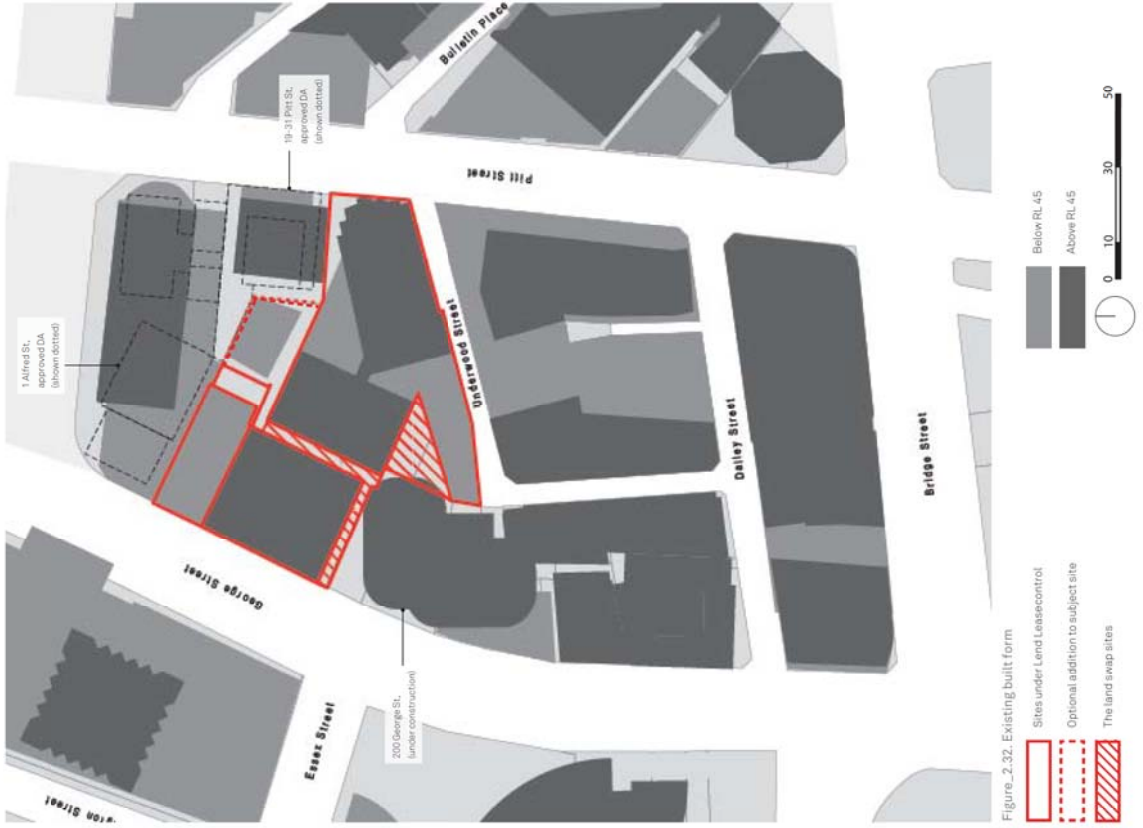


Figure 2.32. Existing built form

*At the time of preparation of this Urban Design Analysis Report, Wanda Sydney One had recently submitted DA 2015/882 and SSD 2015/7101. Neither of the Wanda applications are as yet approved. For the purpose of this Urban Design Analysis Report, approved envelopes relating to 1 Alfred Street (DA 2010-2029) and 19-31 Pitt Street (D/2010/1533) have been adopted.

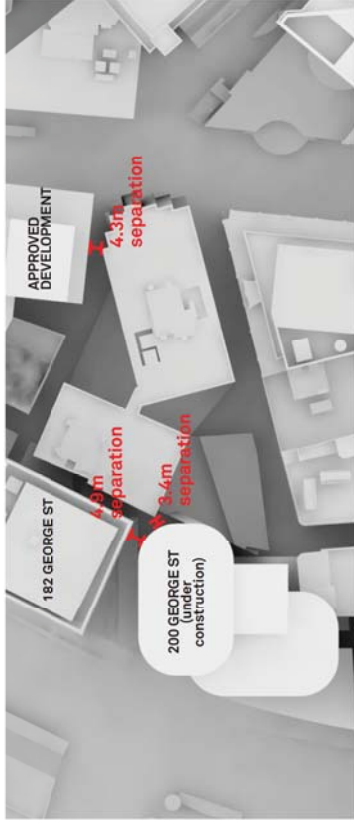


Figure 2.33. Existing tower separation

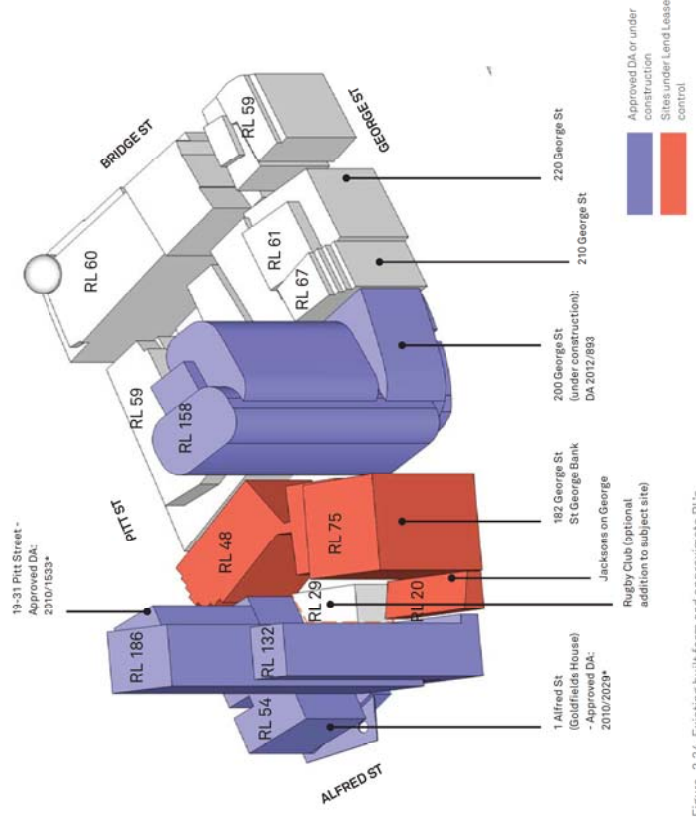


Figure 2.34. Existing built form and approximate RLs

02 Site Analysis Local Context

Environment

There is an approximate four metre level change between the western side of the subject site (George Street) and the eastern side of the subject site (Pitt Street), with the west being higher than the east. It is also steeper on the western side of the subject site than the east. This reflects the historical formation of the land and original location of the Tank Stream and mud flats.

Maintaining accessibility across the subject site will be a challenge for any new design proposal. It is recommended that any new proposal respond to the natural topography and maintain a natural flow of people across the subject site.

Prevailing Sydney winds in summer tend to be from the south and north east, while in winter and early spring winds tend to be from the south and west. Of these the most frequent strong winds are from the south. However, the direction and intensity of wind flow, particularly in a city environment, are locally affected by built form obstructions and topography. Winds tend to be channelled along streets and forced to the ground by large buildings in a "down-wash" motion.

In the context of the APDG block, the prevailing southerly winds travel along George and Pitt Streets. Similarly, north easterly winds are channelled down George and Pitt Streets from the opposite direction. However, due to the irregular street pattern that is not aligned in a true north south direction, local wind speeds are reduced. Local wind speeds in the laneways are quite gentle due to their orientation against prevailing winds.

The subject site is generally protected from strong westerly winds due to the location of existing high-rise buildings such as Grosvenor Place and Gateway Plaza and topography conditions.

(Refer 'Wind Tunnel Tests for Lend Lease Circular Quay' by CPP, 2014, for a further assessment of the local winds conditions affecting the subject).



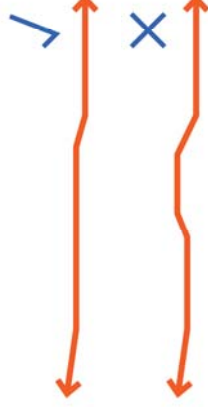
Figure_2.35. Environment



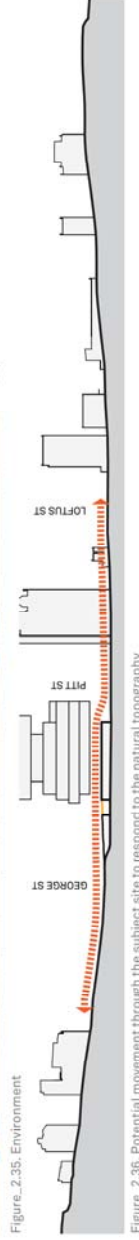
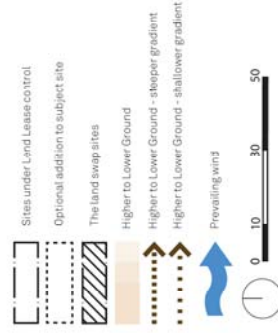
Figure_2.37. Existing level change down Dalley Street (looking east)



Figure_2.38. Existing level change down Blue Anchor Lane/Rugby Place (looking east)



Figure_2.39. Any new proposal to respond to the natural topography



Figure_2.36. Potential movement through the subject site to respond to the natural topography

Figure_2.40. Wind rose of direction and speed for Sydney Airport ('Wind Tunnel Tests' report by CPP, 2014)

02 Site Analysis

Local Context

Property Ownership

There has been some consolidation of property ownership across the APDG block (with potential for further consolidation pending optional addition of the Rugby Club site to Lend Lease controlled sites). The advantage of this is that it allows greater potential for public domain benefits to be realised through coordinated redevelopment.

Furthermore, consolidated property ownership provides potential for the transfer of unrealised floor space between lots, helping Sydney to reach its targeted high quality, commercially viable floor space number and remain globally competitive.

There is an opportunity for floor space to be consolidated from three separate buildings into a singular taller tower through the merging of property ownership within the subject site. This will increase the area of land available for public domain improvements.



Figure_2.41. Property ownership

02 Site Analysis

Local Context

Vehicular Access

Current vehicular access to the subject site is off Blue Anchor Lane (via George Street), Rugby Place (via Pitt and George Streets) and Underwood Street (via Pitt Street). There are currently two carparks located within the subject site, but only one is for public use. This existing public parking station is located at 33-35 Pitt Street and is accessed off Underwood Street via Pitt Street. It has a stacked 130 car capacity.*

Pitt Street currently supports one way vehicular traffic in the southbound direction. However, it is proposed to become two way with a turning circle at the northern terminus of Pitt Street as part of the CBD and South East Light Rail Project.*

*For further information, refer to the Transport, Traffic, Pedestrian and Parking Assessment report by ARUP Pty Ltd, 2015.

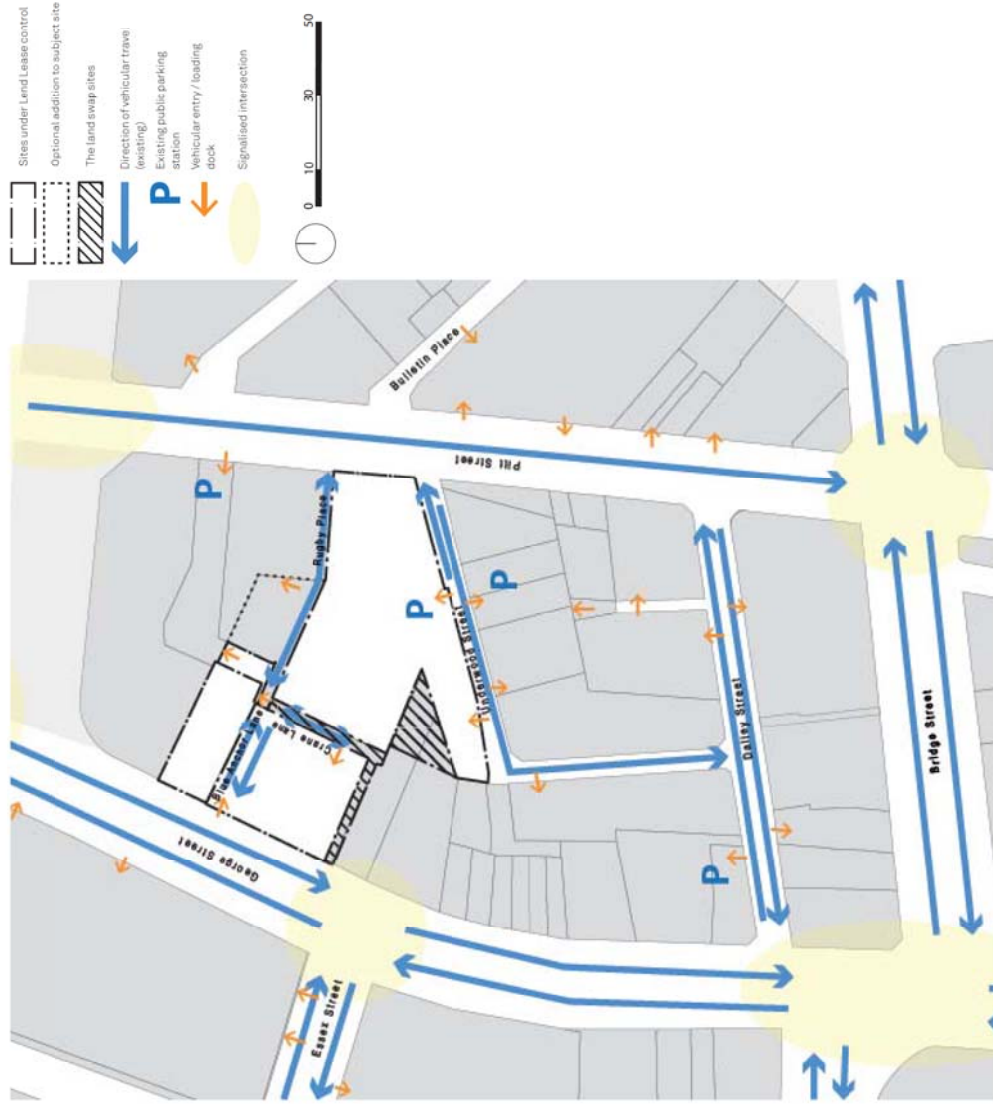


Figure 2.42. Vehicular access

02 Site Analysis

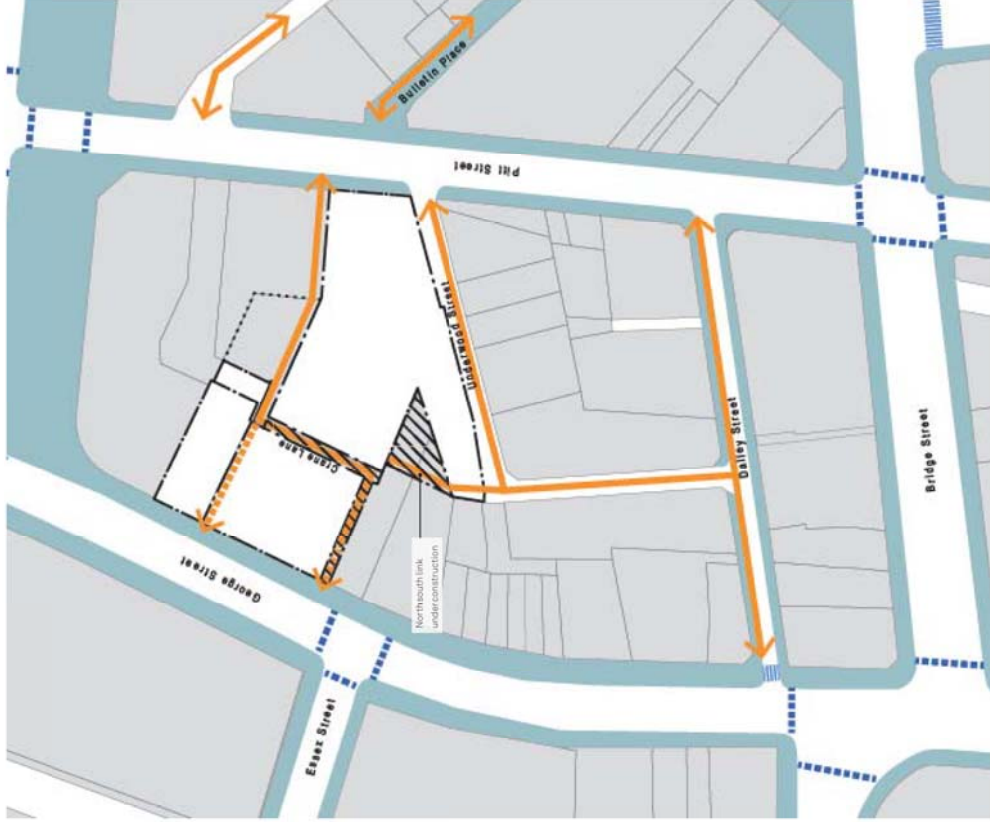
Local Context

Pedestrian Circulation

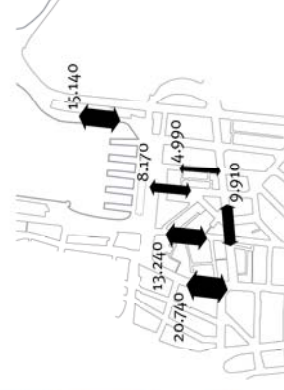
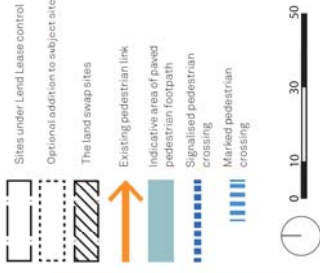
There is currently a high level of east west permeability through the block. However, the quality of the pedestrian environment along these links has been compromised by the current loading and service vehicle access conditions, illegal parking, and public access to the carpark along Underwood Street. There is also a lack of active frontages along these lanes.

By increasing the existing levels of activation and pedestrian activity while reducing vehicular access, Blue Anchor Lane / Rugby Place has the potential to become one of the main east west links through the subject site with high pedestrian amenity. This link is enhanced by the existing visual link to Bulletin Place across Pitt Street.

There is a potential opportunity to create a north south link through the APDG block, however, this is subject to a coordinated approach by adjacent landowners. A through-site link has been approved as part of 1 Alfred Street development application, and a section of north south link is currently under construction as part of the new 200 George Street development.



Figure_2.43. Pedestrian circulator



Figure_2.44. Pedestrian foottraffic - typical summer weekday (Source: Public Spaces / Public Lifs, Sydney by Gehl Architects 2007)

02 Site Analysis

Local Context

Ground Floor Active Frontages

The outer edges of blocks fronting George, Pitt, Alfred and Bridge Streets are a mix between active and semi active frontage. Facades identified as active generally include uses such as retail, cafe, bar and other commercial functions accessible to the public while semi active frontages largely characterise commercial foyers with glazed facades that are generally not accessible to the wider public. Pitt Street, however, has a greater percentage of active frontage than the other streets.

Internal streets and laneways are largely characterised by inactive facades and include long lengths of blank walls and loading or carpark entry zones. Bulletin Place and Rugby Place are the exception and include a mix of active and semi active frontage. Bulletin Place is particularly successful. It utilises its heritage human scale streetscape and boutique dining options to create a buzzing and popular active laneway.

Increasing the lengths of active frontage not only on the outer edges of the blocks, but also within blocks is desirable. This would not only improve pedestrian amenity and safety, but will also increase the diversity and mix of possible active uses. There is an opportunity to think about innovative new ways that retail and other active uses are incorporated into the design of new commercial office additions.



Figure_2.45. Ground floor active frontages



Figure_2.46. Existing active frontage along George Street



Figure_2.47. Existing active frontage along Pitt Street



Figure_2.48. Existing active frontage along Bulletin Place

Site Potential



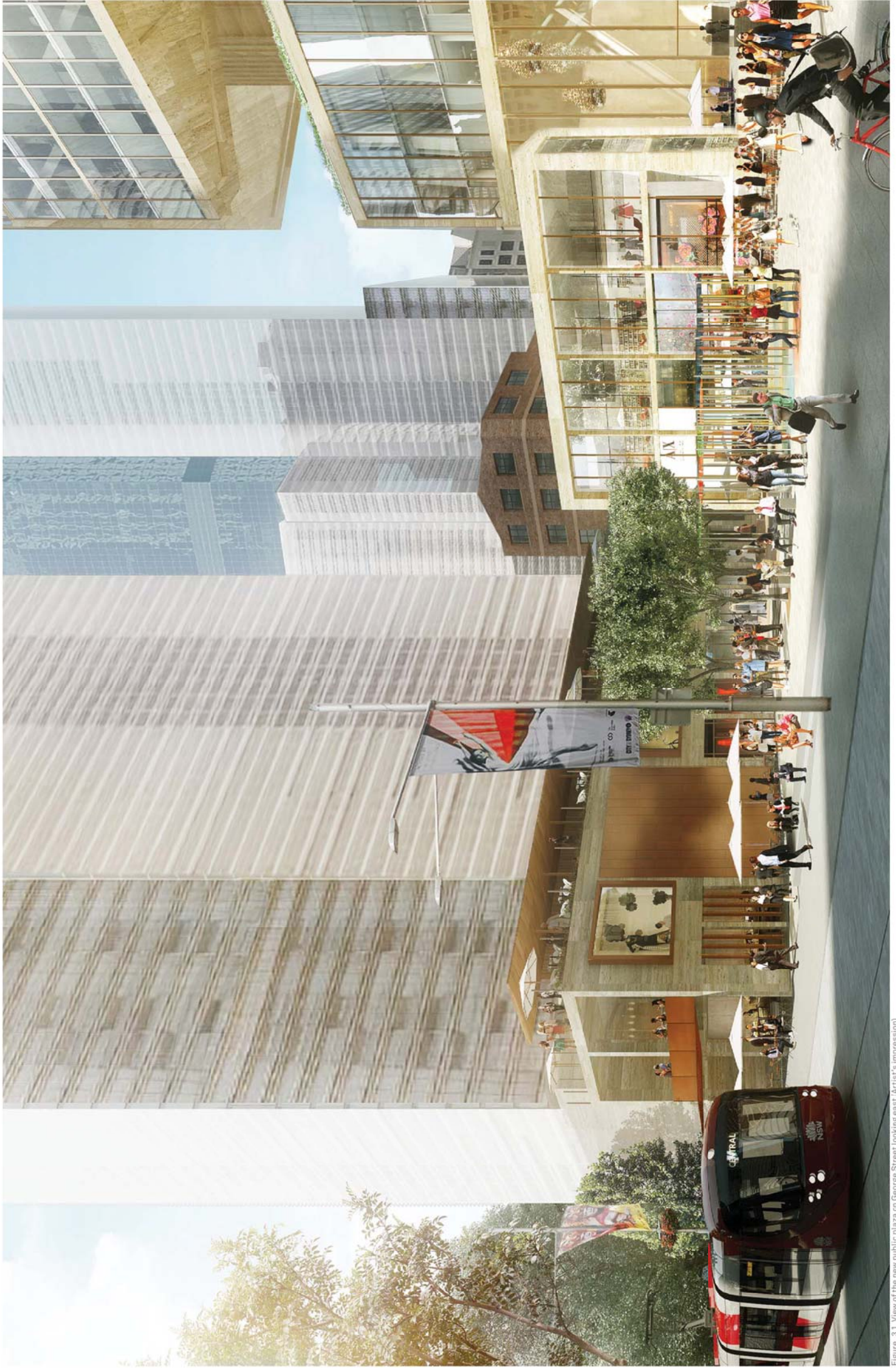


Figure 3.1. View of the new public plaza on George Street looking east (Artist's impression)

Our vision is to create an internationally recognised business address together with a new network of lanes and public places that radiate benefits – social, cultural, environmental and economic – outwards to the surrounding areas, contributing to the transformation of George Street and Circular Quay and the continuing development of Sydney as a truly global city.

This project will enhance Sydney CBD by achieving specific public benefits responding to the following outcomes defined by Sustainable Sydney 2030 objectives:

1. Commercial growth and innovation
2. Sustainability
3. Integrated transport for a connected city
4. A city for pedestrians and cyclists
5. A lively and engaging city centre
6. A vibrant local business and economy
7. A cultural and creative city



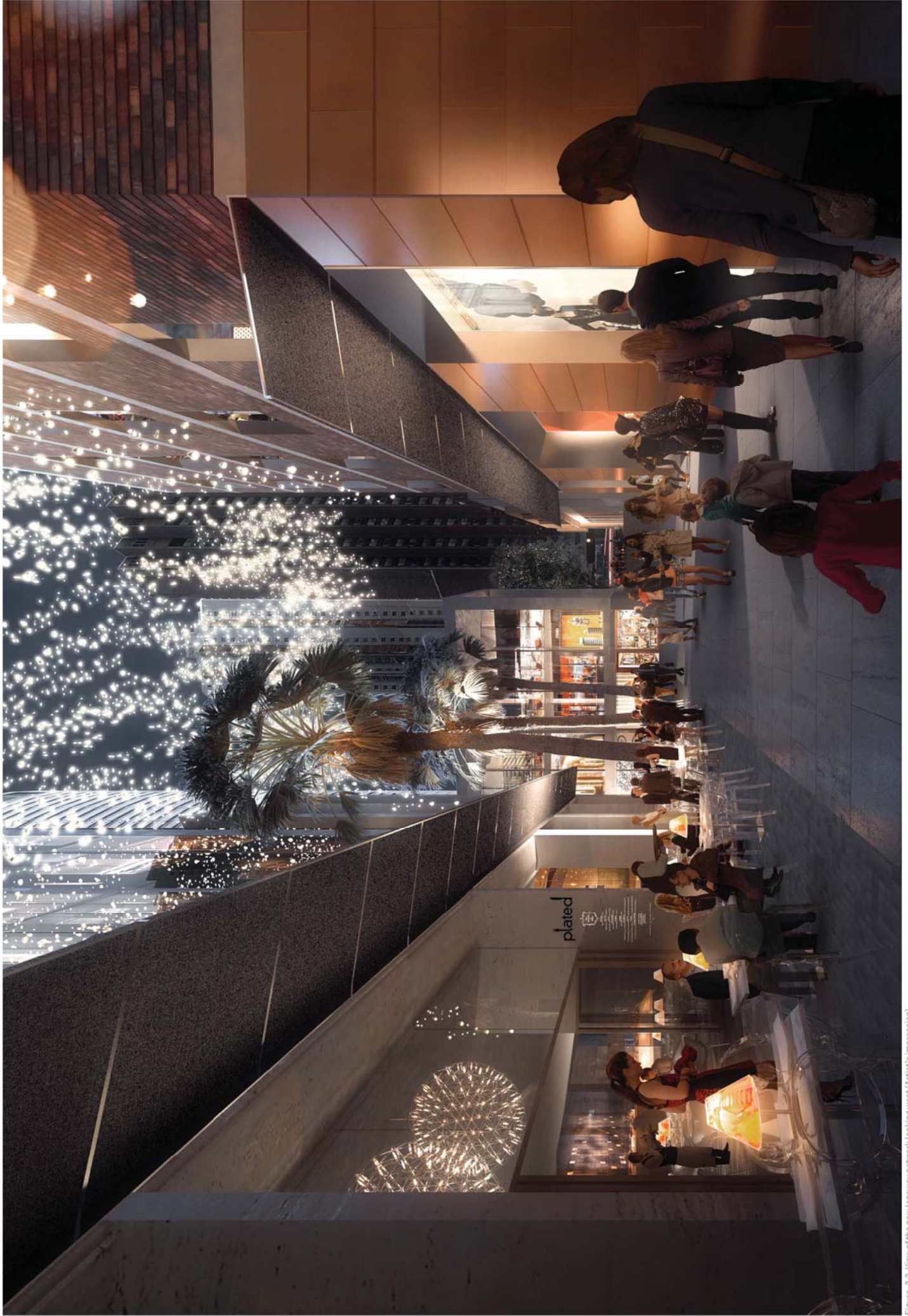


Figure 3.2: View of the new laneway network looking west (Artist's impression)

The project will add interest and grain to the precinct and contribute to a livelier and engaging city.

The Sydney CBD is the nation's major financial centre and home to many world leading businesses. It is the base of the growing financial, professional and specialist services sectors with a highly skilled workforce that is expected to increase to over 400,000 people by 2031. It is also a place where more people want to live and with this an increasing demand for outdoor spaces and active public places. It is the home of Australia's most iconic tourist attractions with most visitors spending time in the city centre. The ongoing strength and success of the Sydney CBD is based on its capacity to respond to the demand for growth and maintaining a high level of amenity, liveability and vitality.



Figure 3.3. Ash St, Sydney, <http://www.smb.com.au/entertainment/about-town/critics-choice-20130306-2f1u6.html>

This project aims to respond to this demand and contribute to the start of a new era for George Street and Circular Quay. It will deliver valuable new urban places and quality commercial premises that attract financial and professional businesses to the area helping to affirm Sydney's position as a globally relevant, intelligent and innovative metropolis.

Our vision, building on the goals of the NSW 2021 and Sustainable Sydney 2030, is to create an internationally recognised business address together with a new active and lively network of lanes and public places that radiate benefits – social, cultural, environmental and economic – outwards to the surrounding areas, contributing to the transformation of George Street and Circular Quay and the evolution of Sydney into a truly global city.

Just one block in from Circular Quay, the project is located close to Sydney Harbour, shopping and sustainable transport options including the new CBD and South East Light Rail. This is a strategic site providing a key link between Circular Quay and George Street.

This project will act as a catalyst to realise both the City of Sydney's and the NSW Government's visions for George Street and the precinct. It will help to transform the area by creating a neighbourhood defined by laneways and public places where people will want to spend time. It will work with both the light rail and laneway revitalisation initiatives to dramatically improve amenity in and around George Street and Circular Quay enriching the urban tapestry of the Sydney CBD.

At the heart of the project is a new public plaza and network of lanes that will help to address the deficit of urban open space in the CBD, delivering new civic and public spaces for residents, visitors and workers. The plaza will integrate with George and Pitt streets and will receive significant amounts of sunshine both during lunchtime and in the afternoon. This will be a vibrant seven days a week hub that will be a focus for the precinct's cultural and entertainment offerings. The project will capture the true essence of discovery with a range of bars, cafes, restaurants, shopping, entertainment, leisure and interpretive spaces that offer an eclectic mix of activities. The project will add interest and grain to the precinct and contribute to a livelier and engaging city.

The nearby tank stream is an important part of the subject site's history which will be sensitively incorporated throughout the development. It is the source that links us to our colonial heritage and the evolution of the city. The tank stream also links the urban and the natural environment.



Figure 3.4. Bonn Square, Oxford, <http://www.landazine.com/index.php/2010/04/bonn-square/>

The office tower building will deliver on the current and future demands of international financial and professional services organisations. It will be designed for optimal productivity, environmental and economic performance while at the same time delivering great amenity and leisure attractions to capture the interest of local workers. It will create jobs, boost the local economy, help drive investment in the area and contribute to the transformation of George Street.

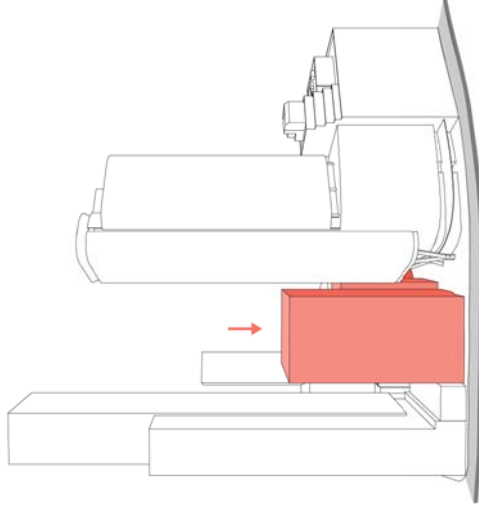
This project will be sensitive to the surrounding environment, socially equitable and sustainable. The scale and positioning of the project represents the anchor for a new green precinct in the Sydney CBD with environmentally-sensitive features incorporated into the building design to use less energy, water and reduce waste. With the new CBD and South East Light Rail at its doorstep and Circular Quay just one block away, the location of the subject site will encourage people to use the surrounding sustainable public transport options, walk or cycle – helping to reduce both their own carbon footprint and traffic congestion in the CBD.



Figure 3.5. Duke York Square, London, <http://www.museumoflondonprints.com/image/403678/torla-evans-people-enjoying-the-duke-of-york-square-2009>

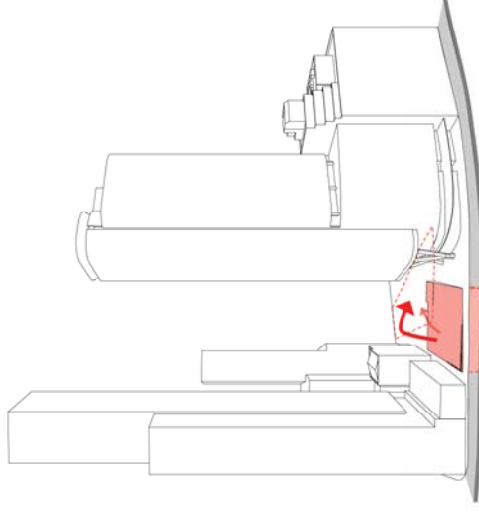
A development of this scale enables a range of social initiatives that go well beyond the physical building such as building Indigenous participation and capacity via mentoring programs, employment of Indigenous people including apprentices and interns through partnerships with organisations such as Australian Indigenous and Minority Supplier Council, Koori Job Ready Program, CareerTrackers and Australian Indigenous Mentoring Experience.

Our vision is to create a commercial centre for business and leisure that supports economic and cultural growth and contributing to the transformation of George Street and Circular Quay as part of the evolution of Sydney into a truly global city.



A site with great potential

Just one block in from Circular Quay, the project is located close to Sydney Harbour, shopping and sustainable transport options including the new CBD and South East Light Rail. This is a strategic site providing a key link between Circular Quay and George Street.

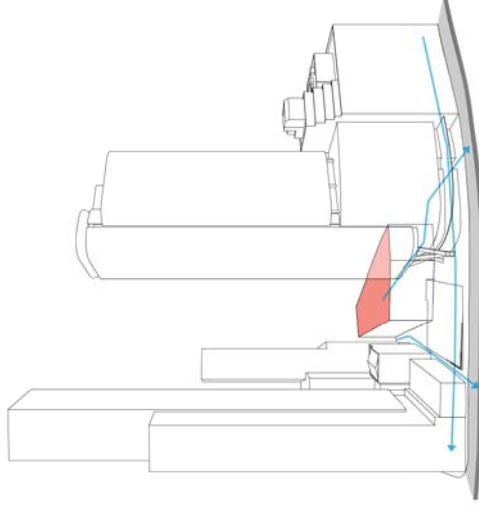


A new public plaza

By transferring a notional floor space from 182 George Street, a new vibrant, publicly accessible plaza space can be created. The plaza will integrate with George and Pitt streets and will receive significant amounts of sunshine both during lunchtime and in the afternoon. This will be a vibrant seven days a week hub that will be a focus for the precinct's cultural and entertainment offerings.

A major publicly accessible public artwork (form to be agreed) will be introduced to the new plaza to add significant cultural value and increased social engagement.

An end of journey public cycle facility (bike hub) will be located below the new plaza with direct access from the north eastern corner of the plaza. This will be a significant contribution to the city, encouraging greater participation in more healthier and active modes of travel.

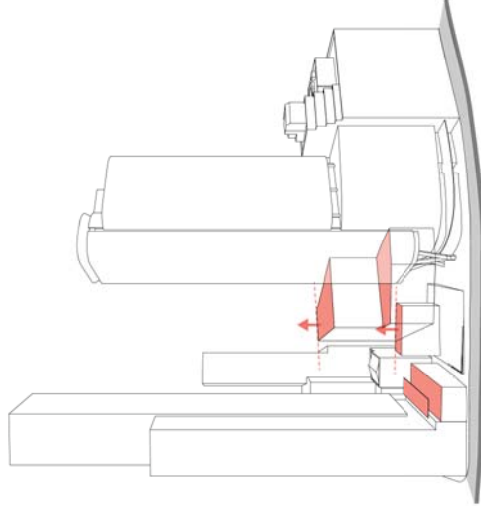


Lively laneway connections

Laneways and through site links will work to increase pedestrian permeability across the subject site and in particular, create a key connection between George and Pitt Streets. By concentrating on an active 'fine grain' within these networks, we are contributing to a livelier, more engaging city with a diverse mix of uses.

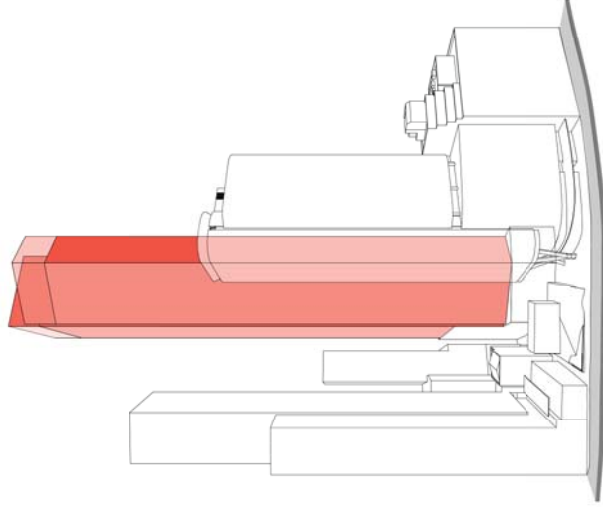
03 Site Potential

Vision



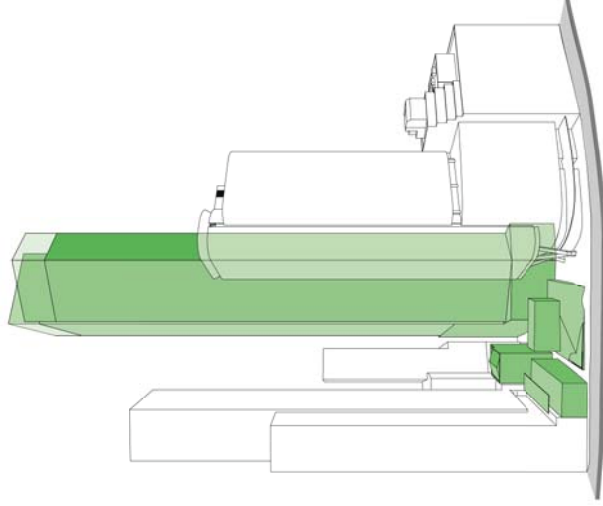
Contextually responsive

Low scale buildings at the plaza and podium levels allows the development to be sensitive and responsive to the existing context. By responding to scale and context the development humanises the built form around the public spaces and creates high quality and an activated edge definition for it.



A new commercial tower

The tower on site will be a new commercial office building that humanises the public space below it. Sitting above the defined podium level, the tower neither dominates or 'owns' the public space below but rather contributes by committing to the fine-grain nature and complex nature of the subject site.



Greening the city

Lend Lease has long been at the forefront of sustainable design and this project has the potential to be socially, economically and environmentally green. By introducing new open space with good solar access and a tower that creates density, investment and a boost for the local economy, this site will redefine what it means to be 'green' and contribute to the evolution of Sydney into a truly global city.

The development will meet high environmental rating standards, at least 5 star Green Star, As Built Office rating and NABERS 5 star Energy (base building) rating and 4 star Water (base building) rating or better.

To ensure a high quality design outcome for the subject site, the proposal will be governed by a range of principles



A distinct, public place

- A new public place will be sized to function as a public amenity for the surrounding precinct with the primary space approximately 34x37 metres including community stratum (but excluding neighbouring site at 200 George Street).
- It will be located in a primary space at the north-eastern edge of the APDG block with strong physical and visual access from surrounding streets and lanes.
- A distinct urban character with a unique and recognisable, public identity will be created.
- A diverse range of uses which capture an essence of discovery will activate the space.
- It will be defined by a multiplicity of surrounding buildings and landscaped edges.
- It will function as a truly public space with 24-hour access and activity.
- It will operate as a place of urban complexity and richness.



Stitched into the fabric of the city

- A new commercial office tower, public laneway network and urban spaces will be delivered that are integrated into the city fabric.
- It will be connected to multiple streets in the surrounding context including George Street, Circular Quay, Essex Street, Bulletin Place, Underwood Street and laneways. There is potential to link the proposed extension of Queens Court to the network with a through-site link.
- An assembly of lower-scale buildings at the eastern plaza edge will be created. These will relate to a human scale and respond to surrounding conditions, including the predominant street wall heights and existing buildings (eg Jacksons on George and Rugby Club).
- Natural and cultural heritage will be revealed, especially through the physical expression of the Tank Stream alignment and preservation of the legibility of the historical alignment of laneways and through-site links within the subject site.
- The City palette of materials will be used but with a special location 'twist'.



An exemplar of environmental and design quality

- A high-quality, safe and comfortable space will be created, one that features:
 - maximum solar access, especially during lunchtime hours and late afternoon;
 - weather protection along key paths of circulation;
 - protection from wind;
 - places to sit, eat, interact and relax;
 - the possibility of some soft landscape and shade trees; and
 - high environmental rating standards.