

Attachment A22

**RFI Response - 15 October 2021- Part One
757-763 George Street, Haymarket**

15 October 2021

Graham Jahn
Director of City Planning, Development and Transport
City of Sydney
Town Hall House
Level 2, 456 Kent Street,
SYDNEY, NSW 2000

Attention: Sally Peters

Dear Sally,

RE: RESPONSE TO REQUEST FOR FURTHER INFORMATION – 757 – 763 GEORGE STREET, HAYMARKET

This letter has been prepared on behalf of Samprian Pty Ltd (the Applicant) in relation to their land at 757 – 763 George Street, Haymarket (the site). The site is the subject of a Planning Proposal (PP ref no PP-2020-1110.) that seeks to amend the height of buildings and floor space ratio (FSR) development standards that apply to the site under the *Sydney Local Environmental Plan 2012* (Sydney LEP 2012). The purpose of this letter is to respond to the issues raised by the City of Sydney (Council) in their Request for Information letter dated 22 February 2021.

The Planning Proposal for site was submitted to Council on 31 October 2020 and sought to facilitate the delivery of a commercial / hotel tower that adaptively reuses the heritage item contained within the site. Since the lodgement of the application, the Applicant has worked in close consultation with Council to revise the design and address a range of concerns.

This letter should be read in conjunction with the following supporting attachments:

- Amended Architectural Design Report prepared by Grimshaw (Attachment 1);
- Revised Planning Proposal Report prepared by Mecone (Attachment 2);
- Revised Landscape Plans and Public Domain Plan prepared by Site Image (Attachment 3);
- Wind Impact Assessment Prepared by Windtech (Attachment 4);
- Revised Preliminary Public Art Strategy prepared by Site Image (Attachment 5);
- Updated Traffic Impact Assessment prepared by Traffix (Attachment 6);
- Revised Stormwater Concept Plans prepared by Telford Civil (Attachment 7);
- Flood Statement prepared by Telford Civil (Attachment 8); and
- Amended Site Specific DCP prepared by Mecone (Attachment 9).

A response to each of the issues raised is set out in the sections below.

1. Relevant Project Background

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On the 31 October 2020, the Applicant submitted a Planning Proposal to Council requesting LEP amendments to the maximum building height and FSR development standards. The proposed amendments include the introduction of a site specific clause within Division 5 of the SLEP 2012 to establish a maximum:

- Building height of RL 117.87 (105.87m from ground level);
- FSR of 12:1 above ground; and
- FSR of 2.0 below ground for specific ancillary uses.

Following the lodgement of the Planning Proposal, Council provided the applicant with a formal written Request for Further Information letter dated 22 February 2021. The request raised concern with the following key issues:

- Building separation to Capitol Terrace;
- Wind impacts in the public domain resulting from the building envelope; and
- Vertical separation between the proposed envelope overhang and the heritage Sutton Forest Meat building.

Subsequently, the Applicant attended a meeting with Council on 22 March 2021 where a range of possible amendments to the Planning Proposal were discussed. The suggested amendments were proposed in response to the issues raised in Council's letter. Following this meeting, further correspondence from Council was issued on 16 April 2021. This correspondence identified the following key issues:

- The increased building separation of the upper level setback of 3m should be maintained;
- The minimum northern building separation to Capitol Terrace be increased to a minimum of 2.8m;
- The minimum southern boundary setback of 8m be maintained as per the initial plans; and
- The western boundary setback of 4m be maintained as per the initial plans;

Following the receipt of this email correspondence, the Applicant and project team sought to amend the setbacks in response to Council's comments. The Applicant issued correspondence to Council on the 19 May 2021 outlining and illustrating the proposed setbacks. Council responded to this correspondence via an email dated 2 June 2021 which provided further guidance on the proposed setbacks.

Council's commentary from 2 June 2021 can be summarised as follows:

- Council confirmed their support for the 3m setback subject to the outcome of public domain environmental testing;
- That a minimum 2.8m separation between the proposal and Capitol Terrace be maintained; and
- Where the setback is not large enough to accommodate a building maintenance unit, then there is to be no windows included on that elevation.

Following the receipt of this advice, the Applicant's proposal has adopted the recommended setbacks and has been the subject of wind tunnel testing. Further discussion is provided below along with a response to each of the items raised by Council in their correspondence dated 22 February 2021.

2. Amended Design

The Planning Proposal continues to seek approval for the introduction of a site specific clause to Division 5 of the SLEP 2012 to increase the site's permissible:

- Building height from 50m to RL 117.87 (105.87m) from ground level; and
- FSR from 7.5:1 to 12:1.

The Planning Proposal is accompanied by a site-specific DCP and indicative design concept which reflects the built form potential capable of being delivered within the parameters of the proposed LEP amendments.

The preferred scheme as amended comprises the following:

- Demolition of the existing building located at 757 – 759 George Street;
- Adaptive reuse of the heritage listed building located 761 – 763 George Street and demolition of its non-significant fabric;
- Construction of a 30 storey mixed use hotel building with a gross floor area of 12,146.89m² (FSR 11.8:1) comprising:
 - A maximum height of RL 117.87 or 105.87m measured from ground level;
 - 280 hotel rooms of a 3.5-star grade;
 - Hotel amenity rooms;
 - A podium containing 324m² of retail floor space;
- Construction of a two (2) level basement accessible from Valentine Street, comprising:
 - Seven (7) valet vehicle spaces accessible from a car lift;
 - End-of-trip facilities;
 - Services, BOH and plant;
 - Bike storage and
- Public domain upgrades.

The preferred scheme is illustrated in the revised Architectural Design Report prepared by Grimshaw at Attachment 1.

In light of the above, the following design changes have been made

- The GFA associated with the preferred scheme has been reduced from 12,318m (FSR 12:1) to 12,145m² (FSR 11.8:1) to accommodate the revised setbacks;
- The through-site link is proposed to be deleted;
- The setbacks have been revised as follows:
 - North east: Increased from 1.8m to 3m;
 - North west: has been increased from 0.4m to 1.6m;
 - West: reduced from 4m – 4.4m to 3m; and
- The indicative locations for public art have been amended.

3. Response to Issues

A response to the issues raised by Council in their written correspondence dated 22 February 2021 is provided in the section below under the relevant headings.

3.1 Building Separation to Capitol Terraces

Issue: The proposed envelope has a 1.6m setback from the apartments in the Capitol Terrace building to the north. The setback is insufficient and will result in the loss of daylight and outlook from the apartments. It is recommended that the setback from the northern boundary is increased to mirror Capitol Terrace's setback from its southern boundary and the upper level setback increased to a minimum of 3m.

Response

In response to Council's feedback, the northern setbacks have been revised. Specifically, the following amendments have been made:

- The north eastern setback to Capitol Terrace has been increased from 1.8m to 3m;
- The north western setback to Capitol Terrace has been increased from 0.4m to 1.6m; and
- The western setback to 187 Thomas Street has been reduced from 4m – 4.4m to 3m.

For a building of the proposed height (105.87m) located in the Haymarket / Chinatown Special Character Area, the Draft DCP requires that 4m northern and western setbacks be provided for the full height of the tower. Notwithstanding the numerical requirement, the Draft DCP permits variations to the setback controls where the preferred envelope complies with the equivalence testing requirements set out by Procedure B, Schedule 11 of the draft CSPA DCP. In light of this, Council has issued formal email correspondence (dated 16 April 2021) outlining that the proposed setback arrangement may be considered appropriate subject to environmental testing.

In accordance with Council's written request as outlined in the Request for Information letter (dated 22 February 2021), the northern setback has been revised to reflect the setbacks provided by Capitol Terrace. At its narrowest point, the northern setback to the common boundary reaches 1.6m. The building known as Capitol Terrace provides a 1.2m setback to its boundary. Combined, the total building separation between the two developments amounts to 2.8m.

The western setback to 187 Thomas Street has been reduced from 4.4m to 3m. The setback complies with the Sydney DCP 2012, however, contravenes the Draft CSPA DCP which nominates a 4m setback for a building of the proposed height. The reduced setback has been determined with reference to the setback associated with the scheme proposed for 187 Thomas Street which initially proposed a 1m setback to its eastern common boundary. Council has confirmed via written correspondence dated 16 April 2021 that a 3m setback may be considered reasonable if the scheme is able to satisfy the environmental equivalence testing set out by Procedure B, Schedule 11.

Further discussion regarding the environmental equivalence testing is provided in Section 3.3 and the Wind Impact Assessment at Attachment 4 which confirms the scheme complies with the pedestrian wind comfort requirements of Procedure B.

A comparison between the former and revised setbacks is provided in the figures below and the Amended Architectural Plans at Attachment 1.

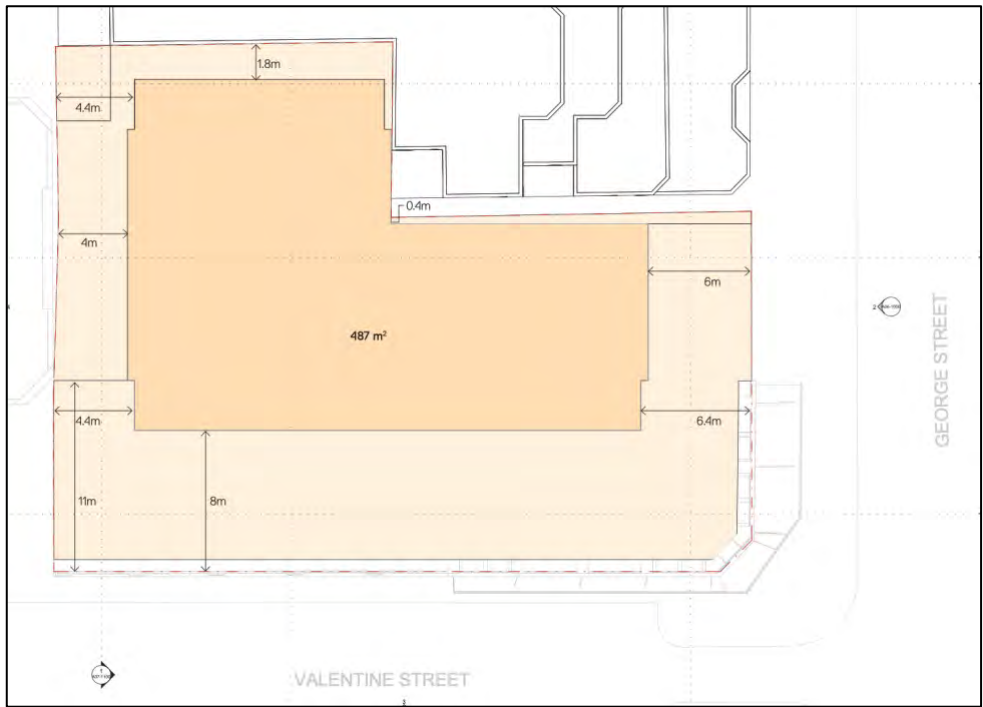


Figure 1 – Former Setback Arrangement

Source: Grimshaw (Urban Design Report Dated October 2020)

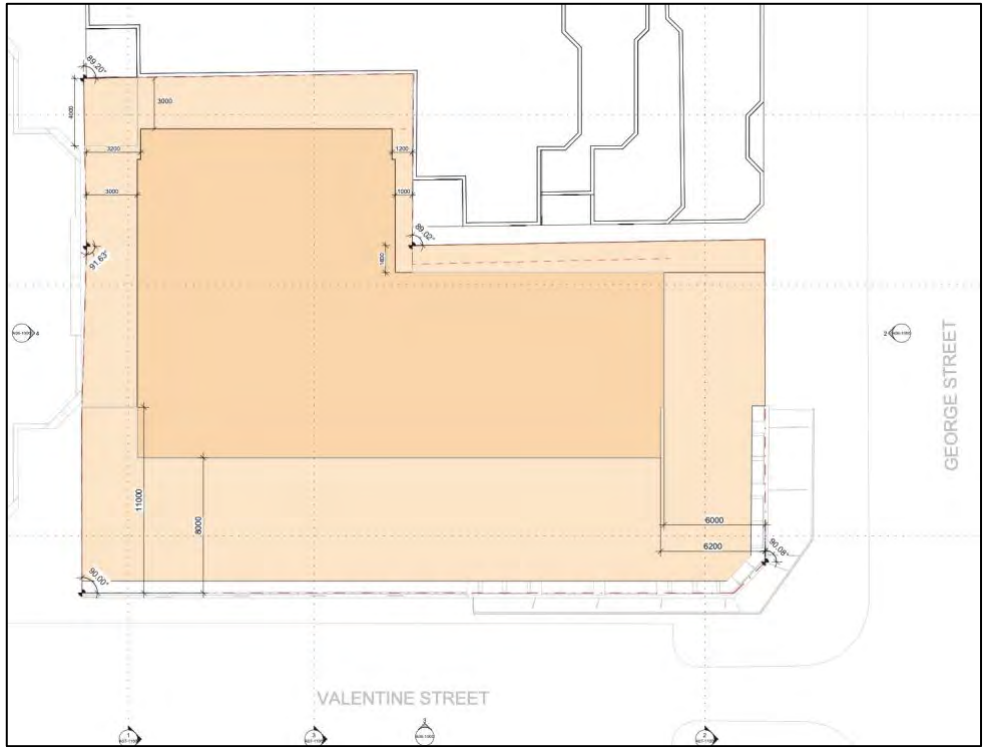


Figure 2 – Revised Setback Arrangement

Source: Grimshaw (Urban Design Report Dated October 2021)

3.2 Vertical Separation Between the Tower and Heritage Item

Issue: While the southern setback may be acceptable as it maintains views towards Christ Church St Laurence along Valentine Street (to be confirmed), the vertical separation between the heritage item is insufficient and not supportable as an appropriate setting for the item. It is recommended the vertical separation between the heritage item and the tower be substantially increased. Studies should be made to increase this space.

Response

The vertical separation between the tower and the heritage building measured from the ridge line of the heritage item to the underside of the tower's canopy measures 2.6m for both the preferred scheme and the DCP envelope.

It is noted that the DCP envelope has been updated to account for the 2.6m vertical separation (refer to Figure 3). A comparison between the previous DCP envelope submitted alongside the Planning Proposal dated October 2020 and the amended DCP envelope is provided below. The DCP envelope has been revised to ensure that a future detailed design provides a minimum vertical separation of at least 2.6m measured from the heritage building's ridge line and 5.4m measured from the Floor to Floor Level (FFL) of the Sutton Forest Meat Building to the underside of the canopy.

The Heritage Impact Statement prepared by Weir Phillips (dated October 2020) that accompanied the Planning Proposal at *Appendix 14* identifies that the proposed vertical separation is sufficient and would not have any unreasonable impacts on the heritage significance or fabric of the heritage item. The report notes that the cantilevering element above the heritage item is minor in extent and elevated above the heritage item so as to not overwhelm it. The report concludes that the heritage item will continue to be the dominant form at street level.

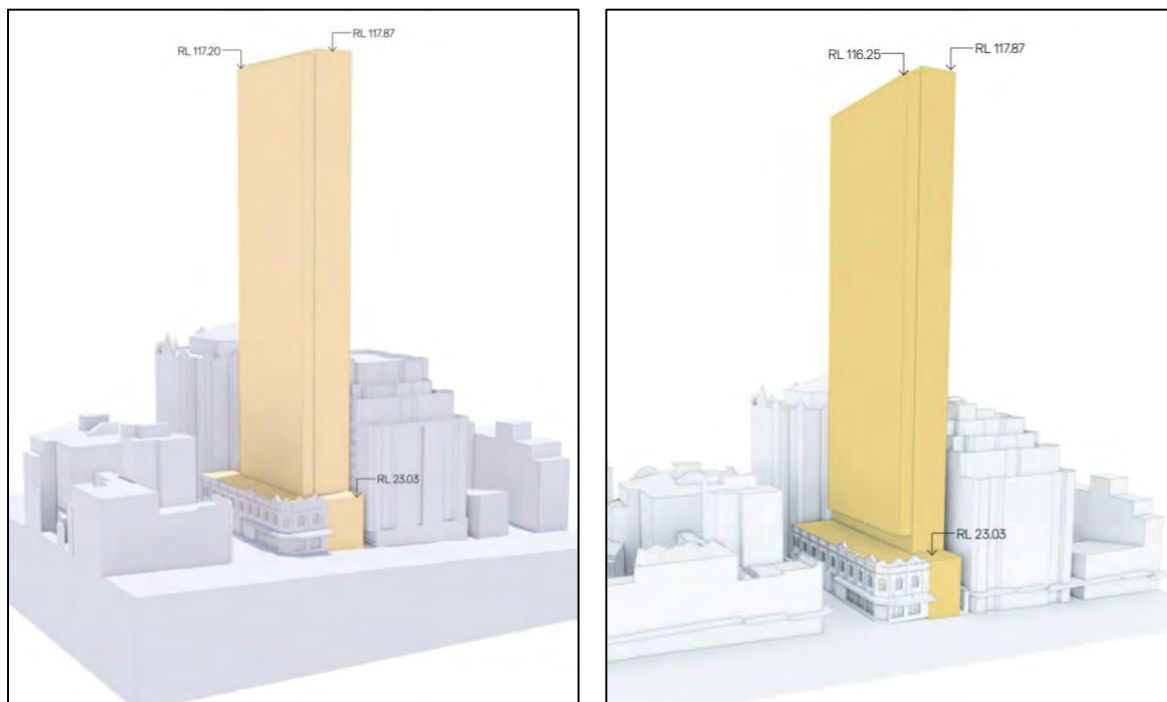


Figure 3 – Former DCP Envelope (Left) and Revised DCP Envelope (Right)

Source: Grimshaw

The site is located within a *Heritage Conservation Area*. In accordance with Section 5.1.3 of the Draft CSPS DCP, the future development will be subject to a Heritage Conservation Management Plan approved by Council which will confirm the minimum required separation distance.

3.3 Wind Impact Assessment

Issue: While no location in the public domain exceeds the safety standard (25m/s), concerns are raised about locations where the proposed envelope results in conditions that come close to the safety standard (22 – 24m/s) and are worse than the base case envelope conditions, particularly locations on Valentine Street. Further, it is recommended additional locations are tested, including George Street south of the subject site, close to the Christ Church St Laurence.

Response

A revised Wind Impact Assessment has been prepared by Windtech and is included at Attachment 4. The assessment has been informed by Council's Draft DCP as exhibited alongside the Draft CSPS. It has been prepared to address the pedestrian wind testing requirements established by Procedure B of Schedule 11 and to assess whether the non-compliant northern and western setbacks result in worsened wind conditions relative a compliant envelope.

The wind assessment has been revised in response to Council's feedback. The assessment now accounts for additional testing locations that have been used to assess the pedestrian wind impacts at the southern end of George Street. These testing points relate to points 20 and 21 as shown in Attachment 4 and the figures below.

In consultation with Council, other testing points have been excluded because they do not form part of the public domain as defined by the *Local Government Act 1993* which is referenced in the Draft CSPS DCP. These points include Point 1, 2 and 13 which are depicted in Figure 4. Council have confirmed via written email correspondence dated 29 July 2021 that the revised testing points are acceptable.

Schedule 11 of the Draft DCP requires that a proposed scheme:

'Demonstrate equivalent (improved) wind comfort and wind safety in adjacent Public Places relative to the base case building massing. For wind speed the comfort values should be averaged and compared'.

The results associated with the comparative wind testing against the base case envelope and preferred envelope demonstrate that the proposal exhibits comfortable wind conditions relative to the base case when using a comparison of the average wind speed of equivalent 5% exceedance wind speeds. Specifically, the results are as follows:

- The average equivalent 5% wind speed is 6.3m/s for the proposed scheme and 6.4m/s for the base case;
- The average safety wind speed is 18.7m/s for the proposed scheme and 18.8m/s for the base case.

In light of the above, the proposal satisfies the wind testing requirements nominated by Procedure B of Schedule 11 by achieving improved wind comfort results and wind safety speeds when averaged.

As outlined in the Amended Architectural Design Report at Attachment 1, the proposal continues to comply with the Sky View Factor testing requirements. The results indicate that the proposal is able to achieve improved sky view factor testing results relative a compliant base case envelope.

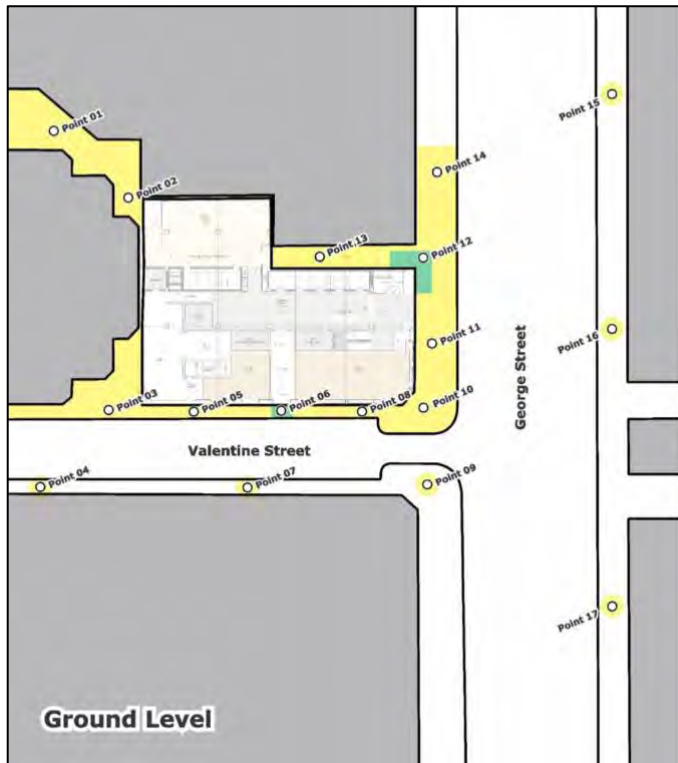


Figure 5 – Pedestrian Wind Environment Study

Source: Wind Tech (20 October 2020)

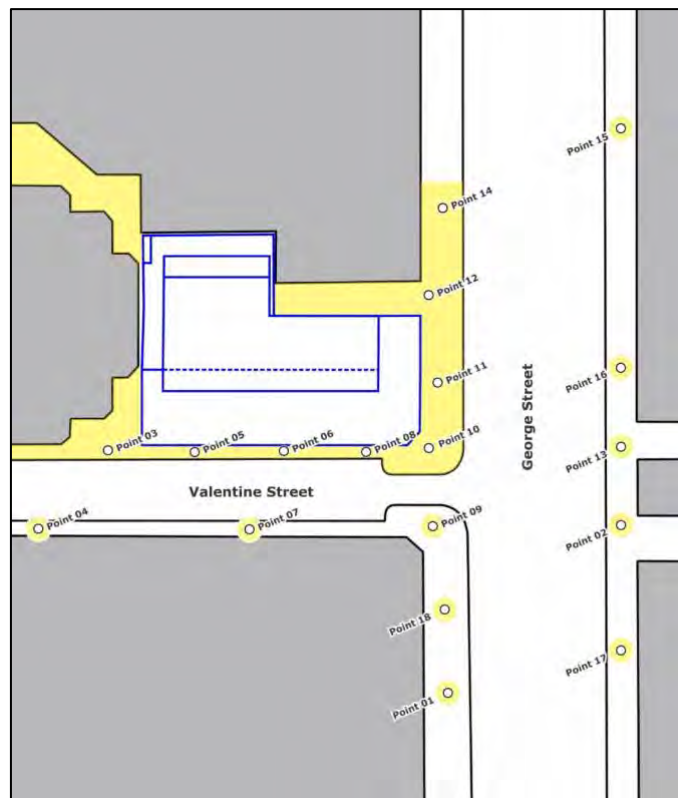


Figure 6 – Pedestrian Wind Environment Study

Source: Wind Tech (20 October 2020)

Issue: If the current proposal is unable to achieve compliance, the proposed envelope is to

be amended so that compliance is achieved. It is recommended an amended Pedestrian Wind Environment Study that addresses the non-compliance and provides wind speed results in a m/s format expressing the 5% exceedance wind speed. Please note the inclusion of awnings, landscaping and other wind calming methods, such as vertical fins, cannot be considered at the planning proposal stage.

Response

As noted above, the wind testing results confirm that the proposal is able to achieve compliance. Accordingly, further amendments to the envelope are not required. In accordance with Council's commentary, the wind tunnel testing does not account for awnings, landscaping and other elements.

3.4 Clarification of Below Ground Floor Space

Issue: The request includes 2:1 FSR for ancillary uses below ground, however, details of the uses and the strategic need are not provided. Further information is required on what uses are proposed below ground, their strategic justification and the amount of gross floor area sought calculated in accordance with the definition.

Response

The proposal has been revised and seeks consent for a minor amount of gross floor area (GFA) within the basement amounting to 147.19m² of GFA. The GFA schedules within the Amended Architectural Design Report included at Attachment 1 and the Planning Proposal included at Attachment 2 have been updated to reflect the proposed amendment. It is noted that the proposed site-specific provision set out in Section 7.1.2 of the Planning Proposal does no longer seeks consent for a set quantity of FSR below ground. The rationale for this is to allow flexibility in the distribution of GFA at the detailed design phase.

The GFA within the basement relates to back-of-house (BOH) facilities will support the proposed hotel uses. It is envisaged that the area designed for BOH facilities will support uses such as a laundry room(S), business offices, employment areas and the like. In accordance with the definitional requirements of the SLEP 2012, the BOH facilities contribute to GFA. The precise uses have not been defined on the architectural plans as the proposal relates to a Planning Proposal and seeks consent only for the building envelope. The type of BOH facilities/uses and their location will be determined at the detailed design phase.

3.5 Clarification of GFA Calculations

Issue: The submitted envelope plans and floor plans do not align with the quantum of floor space requested, as the plans show plant, storage and car parking which are typically not included in gross floor area (GFA) calculations. The GFA will need to be reduced for these areas.

Response

GFA plans have been prepared by Grimshaw and are included at Attachment 1. The GFA has been calculated in accordance with the definition of 'gross floor area' provided by the SLEP 2012. Plant, storage and car parking are not included in the calculation of GFA.

3.6 Traffic and Transport

Issue: The proposal should enable all vehicles to enter and exit the site in a forward-in and forward-out direction.

Response

The proposal incorporates a turntable within the basement adjacent to the service bay. The turntable will permit vehicles to enter and exit the site in a forward direction. Further discussion is provided within Section 8.1.1 of the Traffic Statement at Attachment 6.

Issue: The width of the driveway on Valentine Street is to be minimised as practically possible due to the pedestrian environment of the surrounding area.

Response

The Updated Traffic Statement at Attachment 6 confirms that the proposal is required to provide a Category 1 driveway under AS 2890.1 (2004). The proposed driveway width of 3.5m is consistent with the relevant Australian Standards (AS 2890.1) and the design principles of Figure 3.21 Vehicular Crossing Layout within Section 3 of the Sydney DCP 2012.

Issue: The Traffic Impact Assessment prepared by Traffic recommended a 'loading dock management plan' to manage site servicing, deliveries, the car lift and queuing of vehicles on Valentine Street to access the site. Vehicles queuing and reversing into the street is not supported and the proposal is to be updated to ensure appropriate vehicle waiting bays and sufficient space for servicing and deliveries is provided on site.

Response

The Updated Traffic Impact Assessment at Appendix 6 confirms that vehicles will not be required to queue on Valentine Street. Specifically, the results of the queuing analysis included at Appendix D of the updated traffic report demonstrate that zero vehicles will be required to queue on the street, assuming three vehicle arrivals within an hour.

The development makes provision for a turntable and consequently vehicles will not be required to reverse onto the street.

3.6 Public Domain

Issue: The planning proposal notes its responsibility to ensure future development delivers sufficient active frontages to future public domain projects. Additional detail is requested to demonstrate how future development on the subject site would contribute towards and interact with an upgraded public domain, in particular, to accommodate the future conversion of adjacent Valentine Street into shared zone and any associated stormwater works.

Response

There is an opportunity for the future development to contribute to the activation of the public domain around the site. As shown in the plans contained within the Amended Architectural Design Report at Attachment 1, retail uses are proposed along the Valentine Street frontage. These uses combined with potential spill out dining areas have the potential to contribute to the activation of the future pedestrian share way along Valentine Street. Other public domain improvements such as paving upgrades and the like have the potential to be delivered at the detailed DA phase.

The stormwater works have now been revised and are wholly contained within the site. Accordingly, the development's stormwater infrastructure will not encroach on Valentine Street and will not impact its conversion to a share way.

The proposal seeks to provide a vehicular access point from Valentine Street. The width of this vehicular access point has been reduced to the greatest extent possible to minimise potential impacts to the pedestrian share way. The proposal does not seek to accommodate visitor / occupant parking. The proposed parking spaces instead relate to valet spaces. The

development's parking is limited to seven spaces. As demonstrated by the Traffic Impact Statement that accompanied the Planning Proposal, the development will result in a minimal amount of traffic generation. Specifically, the proposal will result in 11 trips during the morning peak period and 15 trips during the evening peak period in addition to the traffic generation associated with the existing buildings contained within the site.

3.7 Through-Site Link

Issue: The provision of a through-site link that connects George Street with 187 Thomas Street is not supported.

Response

In accordance with Council's feedback the through-site links no longer forms part of the proposal. The Architectural Design Report included at Attachment 1 and Planning Proposal at Attachment 2 has been updated to reflect the proposed amendment.

3.8 Public Art

Issue: The proposed public art centres around the proposed laneway from George Street, the majority of which falls outside the subject site. The plan nominates a canopy element over the laneway, for which the building separation above the first floor is 1.6m and does not provide sufficient clearance to be considered a suitable location.

An alternative proposal is to be considered and should be prepared with respect to the City's Guidelines for Public Art in Private Developments, noting that this requires art to be located in areas that are highly accessible or highly visible from the public domain

Response

Site Image Public Art Consultants have prepared a Preliminary Public Art Plan which is included at Attachment 5. It nominates three alternative opportunities for public art across the site. The three opportunities and their associated locations are as follows:

- Elevated artwork above the laneway presenting to George Street;
- Ceiling of the tower lobby; and
- Tower soffit / canopies over the Level 3 terrace.

The three locations / opportunities listed above are illustrated at Attachment 5 and are each located in areas that are highly visible from the public domain.

Issue: The Preliminary Art Plan is to be amended to include a budget that is commensurate with the scale and nature of the development.

Response

The Preliminary Public Art Plan included at Attachment 5 establishes a project budget of \$400,000. The budget has been developed in accordance with Council's Guidelines for Public Art in Private Developments which identifies that a project's public art budget is to be between 0.5 – 1% of the total project value.

3.9 Flood Management

Issue: It is recommended that the proposal is amended to ensure compliance with the City's Flood Risk Management Policy and the relevant provisions of the Sydney DCP 2012. In particular, the ground floor level and any potential water ingress points to the basement shall be set at 0.3m above the adjacent road gutter invert.

Response

A Flooding Statement has been prepared by Telford Civil and is included at Attachment 8 The Flooding Statement confirms that the stormwater system for the site has been designed in accordance with Council's requirements. It notes that the site is not impacted by flooding as per the *Darling Harbour Catchment Flood Study*. In accordance with Council's requirements, the minimum flood level has been designed to be a minimum of 300mm above the invert level.

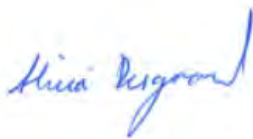
Issue: The proposed stormwater pipe and drainage pit in Valentine Street is not acceptable. The stormwater pipe shall remain within the property boundary and connect into the public stormwater network through the shortest possible path.

Response

The water cycle management system for the site has been revised. The proposed pit and pipe system is wholly contained within the site and is no longer located within Valentine Street. Further information is provided within the updated Civil Plans at Attachment 7.

We trust the information provided as part of this response fully satisfies Council's queries as raised in their letter dated 22 February 2021. Should you wish to discuss, please do not hesitate to contact Alicia Desgrand on 8667 8668, or the undersigned.

Yours sincerely



Alicia Desgrand
Associate



Tom Cook
Director

757—763 George Street Planning Proposal

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Urban Design Report
October—2021

GRIMSHAW

Preface

Acknowledgment of Country

Grimshaw acknowledges the Gadigal of the Eora Nation as the traditional custodians of this place we now call Sydney.

We acknowledge and celebrate the continuation of a living culture that has a unique role in this region. We also acknowledge Elders past and present as well as our emerging leaders of tomorrow and thank them for their wisdom and guidance as we walk in their footsteps.

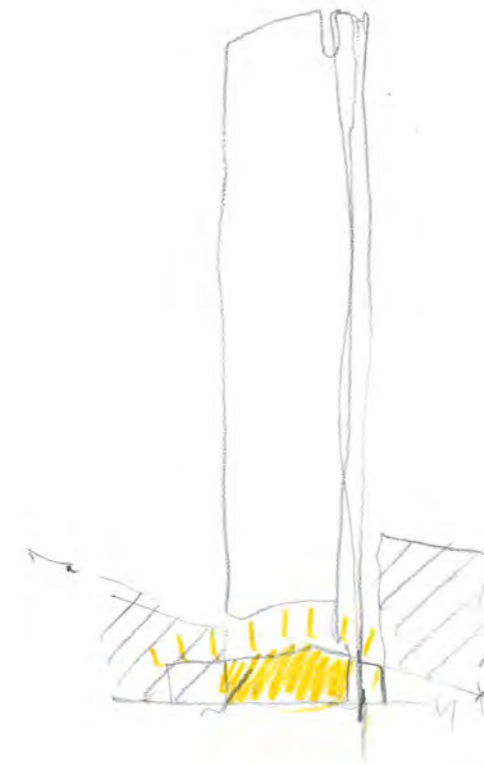
Our Approach to Design and Place Experience

Grimshaw, in collaboration with the broader design team, have been engaged to provide an Urban Design Report for 757-763 George Street, Haymarket. Planners Mecone are leading the submission of the Planning Proposal with the Urban Design Report forming a key component of the submission.

The site offers great development opportunity and can provide the catalyst for the rejuvenation- not only the site and its heritage- but also the re-visioning of the broader Central Precinct Innovation Hub.

The design methodology adopted for the site uses an iterative approach which tests and modifies proposed schemes seeking balance between environmental impact, heritage, amenity, public benefit, quality, economic viability and development surety.

The planning proposal seeks to redevelop the subject site into a hotel tower with ground level retail activation to Valentine Street and George Street.



Left:
Sketch
Tower and Heritage Relationship

Far Left:
Photograph
757-763 George Street, 2020



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Left:
Render
Indicative Scheme from Railway Square

Executive Summary

Samprian Pty Ltd propose to redevelop 757 - 763 George Street Haymarket for a tower development accommodating retail floor space at ground level and 3.5 star hotel accommodation floor space above. Samprian's objective is to retain and adaptively reuse the existing heritage building contained within the site and introduce a tower element that responds to the emerging built form context in the immediate surrounds.

The proposal has been prepared under the guise of the draft Central Sydney Planning Strategy [draft CSPS]. The draft CSPS situates the site within a Tower Cluster Area and provides an impetus for the proposed density. It establishes that future development within Tower Cluster Areas should provide employment generating floorspace. In accordance with this requirement, the proposal will deliver additional employment generating floorspace on a site that is well serviced by amenities, in proximity to public transport and less constrained by sun access controls.

The site is located a short distance from Central Precinct, which is earmarked by the NSW Government to emerge as a technology and innovation precinct. Central Precinct is divided into sub-precincts. The Western Gateway sub-precinct represents the first stage of Central Precinct's redevelopment. The sub-precinct is earmarked to accommodate a number of tower developments reaching in excess of RL 200 that are currently progressing through the planning approval process.

In this context, the redevelopment of the site provides a unique opportunity to revitalise the site's heritage building and deliver a new tower element reaching 105.87m (AHD 117.87m) that will sit comfortably in the context of these future surrounding developments. The intended mix of uses comprising retail and hotel uses are complementary to the emerging innovation and technology precinct and will support the growing workforce.

The purpose of the Planning Proposal is to establish an envelope for the site that will deliver an appropriate built form outcome, exhibit design excellence and meet the objectives and intended outcomes of the draft CSPS as well as the broader strategic planning framework. This approach has informed the Indicative Reference Scheme prepared by Grimshaw Architects put forward in this Concept Design Report prepared by Grimshaw Architects.



Above:
Drawing
Location of the Western Gateway sub-precinct
Draft CSPS



Above:
Drawing
Location of Tower Cluster Areas,
Draft CSPS

Draft Central Sydney Planning Strategy

The draft *Central Sydney Planning Strategy* (draft CSPS) comprises a suite of documentation, including a Planning Proposal to amend the Sydney LEP 2012 and a Development Control Plan (DCP) that together propose a range of planning control amendments for the Central Sydney Planning Area. The draft CSPS was recently granted Gateway Determination on the 11 March 2020 and was publicly exhibited between 1 May to 10 July.

Tower Cluster Areas

The CSPS and accompanying planning control amendments will assist in unlocking 2.9million sqm of new floor space, which will predominantly be delivered across four Tower Cluster Areas. Sites located within Tower Cluster Areas are eligible for the *Design Excellence – Tower Cluster Approval Pathway* and a 50% FSR bonus for exhibiting design excellence provided the requirements set out under subclause 6.21(7A) are met, including the minimum site area provision of 2,000sqm.

The site forms part of the Haymarket/Central Tower Cluster Area. However, having an area of only 1,030sqm, the site is not eligible for the 50% FSR bonus afforded by subclause *Design Excellence – Tower Cluster Approval Pathway*. Accordingly, the submission of a Development Application pursuant to subclause 6.21(7A) is not a viable planning pathway. It has been determined that a Planning Proposal represents the best alternative planning approval pathway option.

The draft CSPS establishes that the *Design Excellence – Tower Cluster Pathway* is predicated on need to provide a streamlined approval process for sites in Tower Cluster Areas to facilitate employment growth; encourage innovative design; and unlock opportunities for the delivery of cultural infrastructure and improved spaces.

Whilst the site does not meet the minimum site area requirements, which preclude it from benefiting from the *Design Excellence – Tower Cluster Pathway*, it is ideally suited to accommodate a tower development and has the potential to deliver on the objectives that underpin the rationale for Tower Cluster Areas. Through the submission of a Planning Proposal that seeks to realise the density afforded to larger cluster tower sites, the proposal will achieve the following:

- Make an exceptional contribution to the Sydney skyline.
- Promote employment growth in a Tower Cluster Area.
- Make a positive contribution to the ground plane.
- Promote the adaptive renewal and revitalisation of the heritage building contained within the site.
- Exhibit design excellence.
- Provide commercial floorspace that will support the emergence of the Innovation Precinct in and around Central Station.
- Provide accommodation floorspace that will support the visitor economy and provide a complementary use to the commercial tower developments in the locality.

Sydney LEP Amendments under the draft CSPS

Under the draft CSPS, the existing *Sydney LEP 2012* provisions continue to apply. The key controls are as follows:

Zoning	B8 Metropolitan Centre
FSR	A base maximum FSR control of 7.5:1 applies. Additional FSR up to 1.5:1 is available for accommodation floorspace. This amounts to an overall FSR of 9:1. <i>Note: In the instance clause 6.21(7A) were to apply, the maximum FSR inclusive of the FSR bonus would increase to 13.5:1.</i>
Height	50m

Maximum Building Height for Tower Clusters

The site is located within the Haymarket/Central Tower Cluster Area. The maximum height is constrained by the sun access controls and airspace operations controls. The maximum height for the site established by these controls is approximately 264m.

Special Character Area

Under the draft CSPS, the site forms part of the Haymarket / Chinatown Special Character Area. The built form requirements are in part governed by the associated Special Character Area Map. This map applies a range of planning controls that have been prepared under a scenario where the site forms part of an amalgamated block.

Setbacks

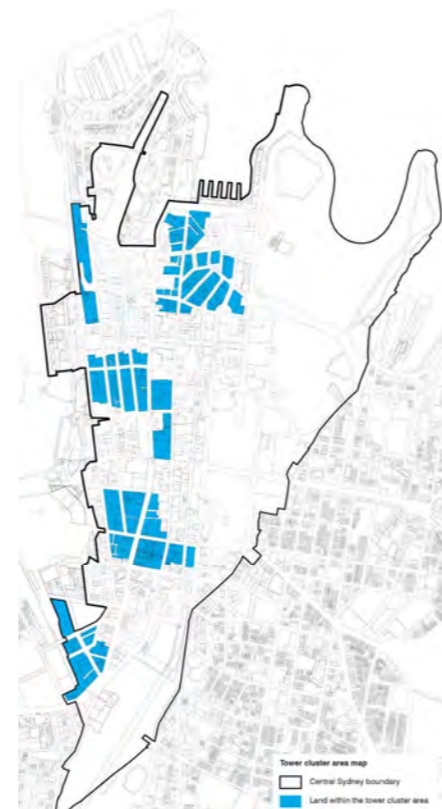
An 8m street setback is required to George Street. The heritage item known as the 'Sutton Forest Meat' building is earmarked for retention and removes the requirement for an eastern street setback.

Street frontage height

A minimum street frontage height of 15m or the street frontage height of the nearest heritage item to, or within, the subject site (whichever is smaller).

A maximum street frontage height of 20m as illustrated by the Special Character Area map shown below.

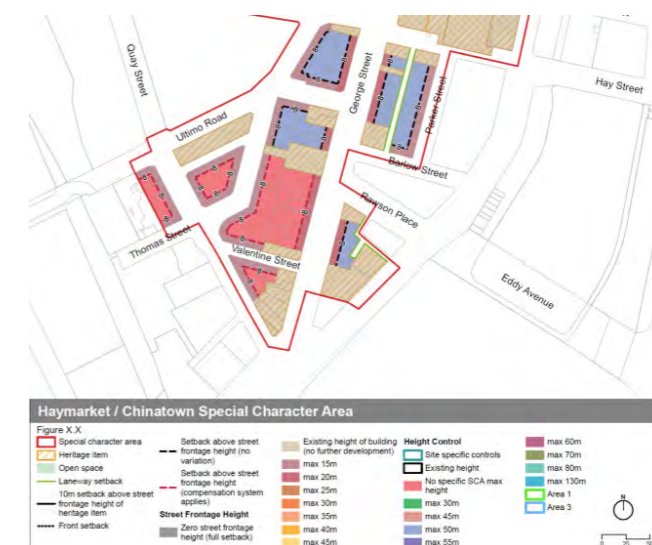
865



Left:
Tower Cluster Diagram
Draft CSPS

Right:
Haymarket/ Chinatown Special Character Area
Draft CSPS

Far Right:
Haymarket Tower Cluster & relationship with CBD



Justification for the Planning Proposal

Relationship to the Strategic Planning Framework

The Planning Proposal for new hotel accommodation and commercial space is justified through its strategic merit and consistency with the GSRP, the Eastern City District Plan, the draft LSPS and Visitor Accommodation Action Plan.

The Eastern City District Plan will implement *A Metropolis of Three Cities – the Greater Sydney Region Plan* (GSRP Region Plan) at the district level. As defined in the Eastern City District Plan, the George Street, Haymarket site sits at the intersection between the Harbour CBD and Innovation Corridor precincts. The diagram below highlights the significance of the location strategically within the City, with Central Station close-by and forming a critical sustainable transport connection to tie the two precincts together.

The Plan recognises the need to grow the tourism sector and its significance to the growth of the district economy.

Objective 22 in the Greater Sydney Region Plan refers to investment and business activity in centres. Strong encouragement is given to new health and tertiary education facilities – and for these to evolve into more mature innovation precincts. *“A mix of retail and other services including hotel type accommodation adjacent to the precinct should be supported”.*

In terms of building upwards, Page 30 of the Greater Sydney Region Plan refers to Greater Sydney’s future. Characteristics flagged include:

- The economy may change with a greater reliance on knowledge-intensive jobs. Tertiary education and health care are already significant growth precincts; and
- *“Development will need to better capitalise on air rights rather than making space by expanding the urban footprint”.*

The close proximity of the development site to existing education and healthcare institutions; enabling close links to the Innovation Corridor precinct is shown in the right hand diagram.

Objective 24 identifies the economic sectors which are targeted for success. The Jobs for the Future report identifies eleven segments that NSW should target to create 1 million new jobs in NSW by 2036. These segments include: **Tourism**.

At page 140 of the Greater Sydney Region Plan it states that *“Linking business and leisure visits provides better experiences and has widespread benefits”.*

Strategy 24.2 specifies the issues to be addressed when preparing plans for tourism and visitation. These include: *“encouraging the development of a range of well-designed and located facilities”;* and *“incorporating transport planning to serve the transport access needs of tourists”.*

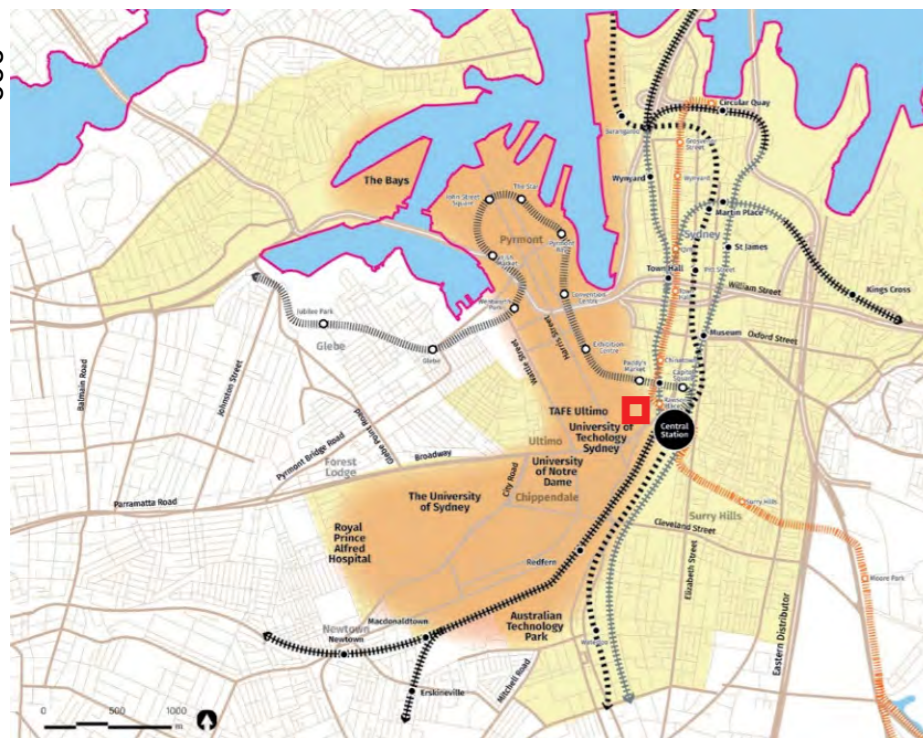
Giving effect to the Eastern City District Plan

The Greater Sydney Commission’s Eastern City District Plan will implement the GSRP at the district level. The Planning Proposal is consistent with the following Planning Priorities of the Eastern City District Plan:

- Planning Priority E7: Growing a stronger and more competitive Harbour CBD
- Planning Priority E8: Growing and investing in health and education precincts and the Innovation Corridor
- Planning Priority E11: Growing investment, business opportunities and jobs in strategic centres
- Planning Priority E13 Supporting growth of targeted industry sectors
- Planning Priority E19: Reducing carbon emissions and managing energy, water and waste efficiently

The site is in a strategically significant location between the Harbour CBD and Innovation Corridor precinct with close proximity to business and numerous healthcare, tertiary education and visitor attractions. It will provide visitor and overnight accommodation needed to directly support and enhance the link between business and tourism.

866



Site

Left:
Harbour CBD
Figure 16, Eastern Sydney District Plan

Above:
Innovation Corridor and Harbour CBD precincts
Figure 17, Eastern Sydney District Plan

Giving effect to the City of Sydney Local Strategic Planning Statement

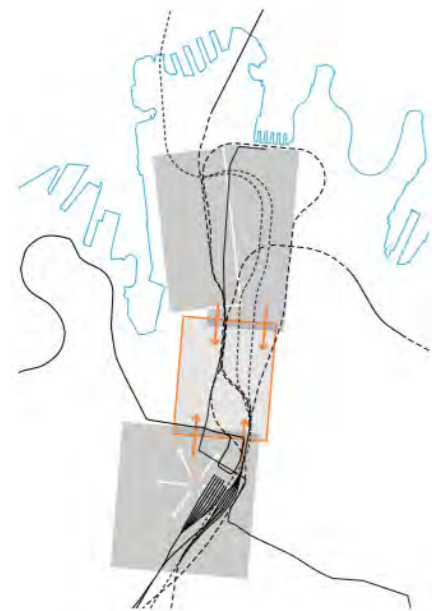
The City Plan 2036 – Draft Local Strategic Planning Statement (draft LSPS) establishes that the demand for hotels in Sydney is projected to grow by 4.7% annually to 2020, with a greater demand for 3-star hotel accommodation. A key priority nominated by the draft LSPS is the need to support the tourism sector by providing a diversity of accommodation types that respond to different market segments.

The tourism sector is a priority for the City. We must continue to support it by providing a diversity of accommodation opportunities that respond to the different levels of demand in the market (draft LSPS).

The proposal will deliver on this objective by providing a mix of 3.5-star accommodation.

The draft LSPS locates the site within the Central Sydney South Precinct. The Precinct is identified as a strategically important employment area. A key challenge for the area is the conversion of commercial floorspace to accommodation and student housing.

Whilst this may be a challenge for the area, a number of large-scale office towers are proposed for the locality. These developments will create a demand for complementary uses such as hotel accommodation. The proposal will assist in addressing this demand and will also provide high quality commercial floor space to facilitate the shift towards higher-order employment uses.



Left:
Central Sydney South: Future focus
Draft CSPS

City of Sydney Visitor Accommodation Action Plan

Also relevant to the consideration of the Planning Proposal at George Street, Haymarket, is the City of Sydney Visitor Accommodation Action Plan. It recognises that:

“Accommodation is important to the success of the visitor economy. Visitors need appropriate places to stay if they are to visit Sydney to carry out business or see its attractions; and then for the city’s retail, hospitality and transport sectors to capture the flow on spend.”

It forecasts that there will be a growing demand for more affordable low-rated / mid-range accommodation options (e.g. 3.5-stars) that will need to be delivered outside of the Sydney CBD where there is already a large concentration of 5-star accommodation.

The proposal provides an opportunity to deliver a mix of 3.5-star accommodation that will cater to the demand for mid-range affordable hotel rooms.

The Action Plan notes that there is a correlation between the demand for hotel floorspace and office sectors due to the flux of corporate travellers which require short stay accommodation. The site is located within the Innovation Corridor and in proximity to Central Precinct which is earmarked to delivery significant office floorspace growth. The site is consequently ideally located to delivery hotel accommodation and will respond to the opportunities established by the Action Plan.

Hotel Need and Benefits

The city has demonstrated its attractiveness as a visitor destination through many years of growth in visitor numbers and spending.

In the 10 year period to 2018/19, the number of international and domestic overnight visitors staying annually in commercial accommodation increased by 53.7% (from 4.36 to 6.70 million). The number of guest nights increased by 24.2% in the same period – as also stated in the Visitor Accommodation Monitor 2018/19.

In their Hotel Futures 2019 report, Dransfield forecast an annual demand growth of 4.7% for Sydney hotels over the long term to 2027. Growth in demand opportunities *“are expected through the medium and longer term as enabling supply arrives”*. Therefore, the stance is that supply of accommodation assists in actually driving demand.

The combined business, holiday and education attractors and reasons for travel to Sydney are unlikely to change in the medium to long term. Whilst the assessments and forecasts may need to be reviewed in light of current restrictions on travel, these restrictions are temporary and cities like Sydney have bounced back quickly from downturns.

Education, healthcare, technology hubs and innovation clusters are successful because of agglomeration benefits. The accommodation needs they generate are location-specific.

The proposed hotel and commercial scheme at George Street, Haymarket has clear strategic merit, on the basis of the above and is at a strategic location to serve both the Harbour CBD and Innovation Corridor precincts, highly accessible by sustainable transport modes and ideally positioned as the future needs arising at those precincts grow.

The Site

Description

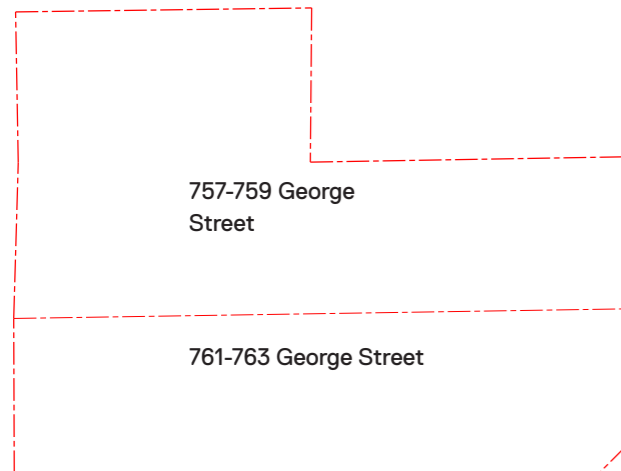
The subject site at 757-763 George Street is approximately 1,030 sq.m and has been owned outright by Samprian Pty Ltd since 2014. The site has consent for a hotel development that was granted in 2017.

The site has a prime location on George Street, 300m from Central Station. It was identified under the Draft Central Sydney Planning Strategy [Draft CSPPS] as lying within the 'Haymarket activity node', an area of Sydney that has the potential to accommodate increased density without overshadowing any of Sydney's premier open spaces.

The corner lot, 761-763 George Street, is a heritage item of local significance under the Sydney LEP 2012. The former Sutton Forest Meat Company building is a two-storey structure which dates back to 1897. The shopfronts and interiors were altered after suffering extensive fire damage in 1985. The northern portion of the site, 757-759 George Street, contains a low-level concrete frame building of no historical significance.

To the north of the site is the Capitol Terrace Apartments building, a 50m Strata property built to the boundary line and faces the subject site with a predominantly south facing blank wall. To the west of the site is a 10-storey commercial building at 187 Thomas Street also with a blank wall facing the site.

868



- Site
- 🛒 Retail
- + Medical Centres
- 🎓 Educational Institutions
- 🔍 Sports Facilities
- T Train Station
- B Bus Stop
- 🚕 Taxi Rank
- 🌳 Green Spaces

Above:
Site Plan
Central Station Area

Streetscape

Site views

The existing George St streetscape follows a predominantly straight line from Town Hall to Railway Square, gently descending to Hay Street before climbing more steeply at the southern end towards Central Station. The immediate surrounding area is characterised by low-medium rise buildings up to 50m height, with larger 120m buildings within a 100m radius of the site. Heritage items regularly punctuate the streetscape, particularly between the site and Central Station where heritage items line both sides of George Street creating a consistent street wall.

To the east of the site is the Christ Church of St. Laurence, which is situated on the axis created by Valentine Street.



1



2



3



4



Site



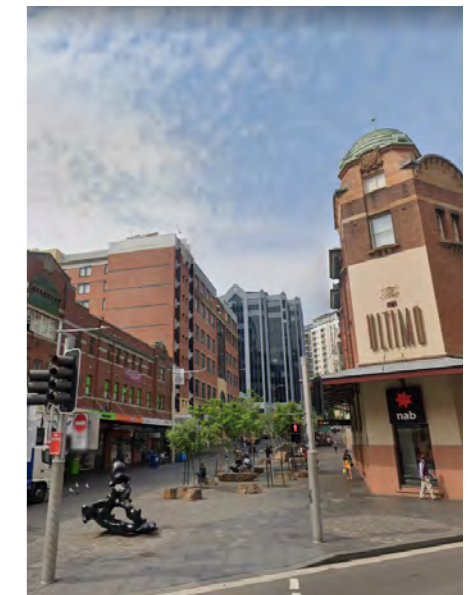
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7



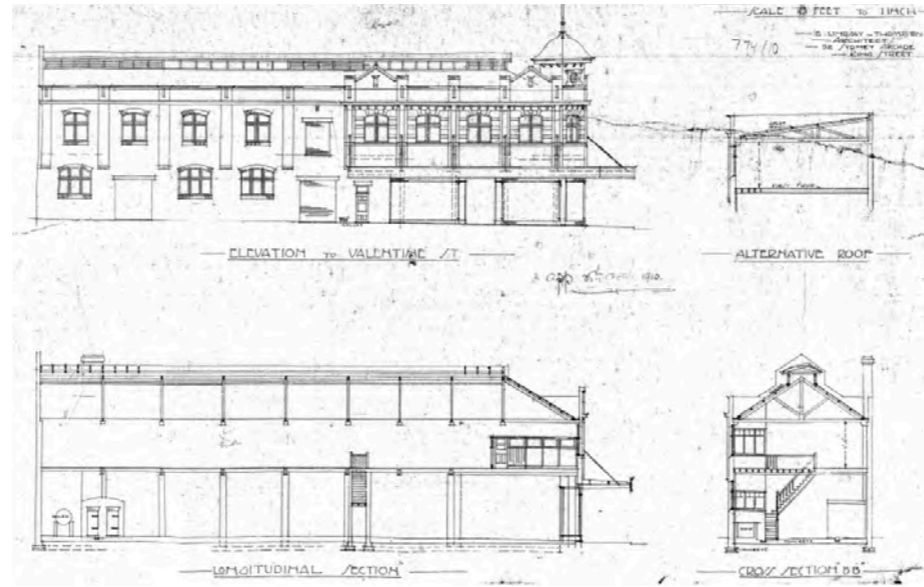
8

Heritage

Sutton Forest Meat Company

The Sutton Forest Meat Company building is considered of local significance as a legacy of the historical wholesale meat trade in Sydney, and due to the quality of the building form and its application of ceramic tiles. It is described as an "example of Federation Free Style architecture with Arts & Crafts influences, distinguished by the use of ceramic wall tiles."

Changes made to the building since the 1960s have included the introduction of more partitions and the upgrade of services. In 1985, the restaurant was extended to include 761 George Street. In the same year the building suffered severe fire damage which destroyed much of the interiors and all the original shopfronts. The building was subsequently adapted as accommodation and restaurants, leaving only the façade as the remaining original fabric.



Above:
Drawing, Original architectural design drawings for Sutton Forest Meat Co building by E. Lindsay Thompson, 1910



Above:
Photograph, N-W view showing Valentine Lane and 761-765 George Street in 1910

870



Above:
Site Plan
East facing view along Valentine Street prior to resumption and street widening in 1910



Above:
Photograph
759-763 George Street, Haymarket, 1979



Above:
Photograph
757-763 George Street, Haymarket, 2020

Approved DA Scheme

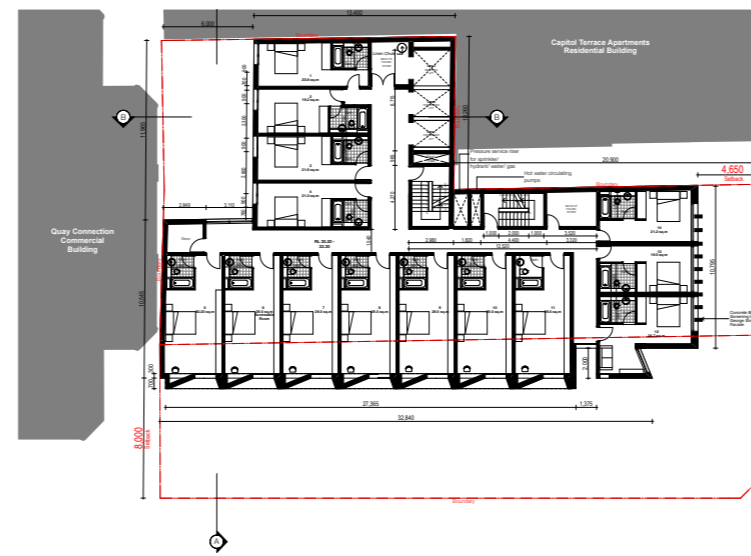
Baker Kavanagh Architects, 2017

On 23 October 2017, Council granted consent to a Development Application (D/2017/353) for the construction of a 15-storey hotel building comprising 174 hotel rooms.

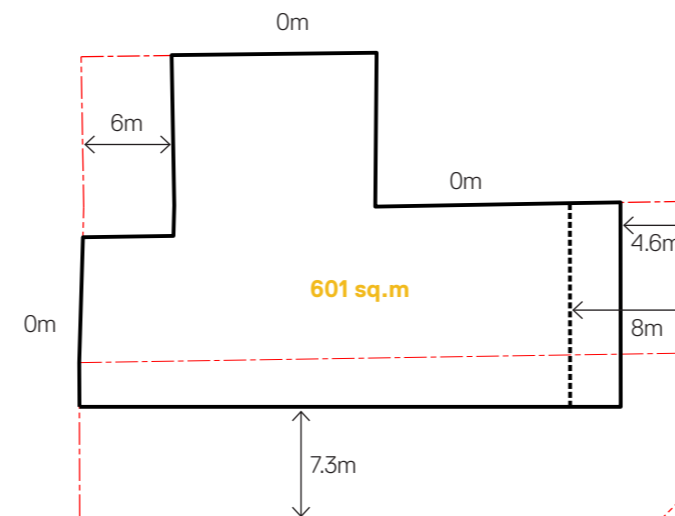
The consent provides approval for the adaptive re-use of the Sutton Forest Meat Company building through the demolition of all non-significant interior fabric and retention of the heritage façade. It permits a tower development above the heritage item that reaches a compliant height of 50m.

The approval permits a 0m setback to the northern boundary which interfaces with Capitol Terrace apartments for the full height of the building. Above the street frontage, the tower provides a 10m setback to the southern boundary fronting Valentine Street. From Level 8 to 14 the setback reduces to 7.3m (including facade articulation), permitting the tower element to cantilever over the heritage item.

Stamped Plans



Approved Setbacks



Above:
Render
Approved Hotel DA Scheme, Baker Kavanagh Architects

Context Analysis

Transport Connectivity

The subject site is located at one of the primary transport hubs in Sydney, and a gateway between wider New South Wales and Sydney's CBD. Central Station, a major bus interchange and Rawlson Street Light Rail are all within 300m of the site boundary ensuring that any development at 757-763 George Street will benefit from high footfall and a desirable location.



01. Central Station



03. Railway Square Bus Terminal

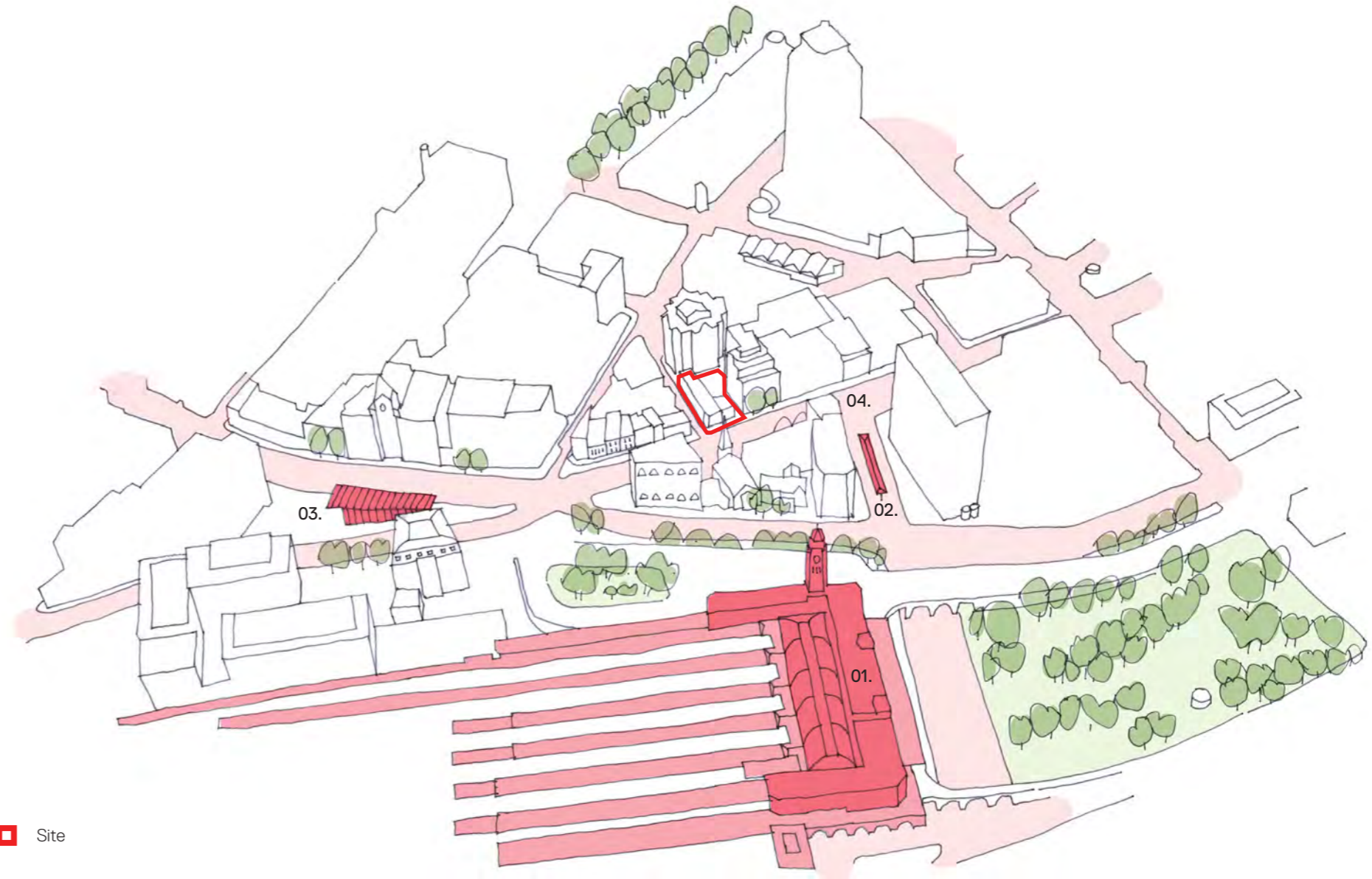


02. Light Rail



04. George Street Pedestrianisation

872



Surrounding Heritage

The subject site is situated in the Special Character Area of Haymarket and has a significant number of heritage items in its locality including Central Station and Christ Church St. Laurence. There is a public protected view of the Church of St. Laurence from Valentine Street which includes reference to the low street wall height of the Sutton Forest Meat Company building. The strong heritage base around Central Station is a key reason why the precinct was identified as suitable for redevelopment, due to the existing building stock being able to support and add richness to the proposed tech hub.



01. Central Station



04. Marcus Clark Tower



02. Sutton Forest Meats Company



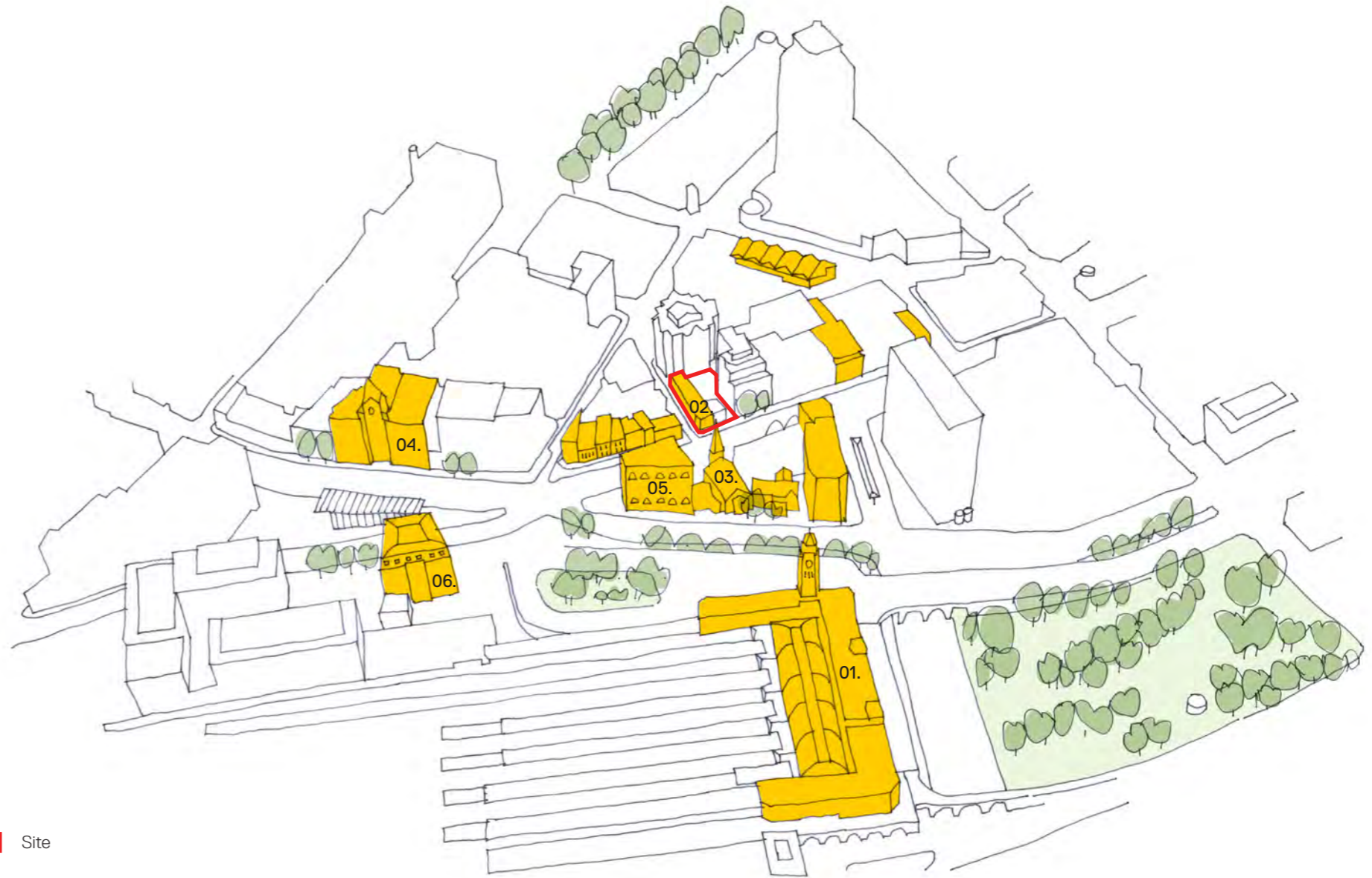
05. Flat Iron Building



03. Church of St. Laurence



06. Adina Hotel



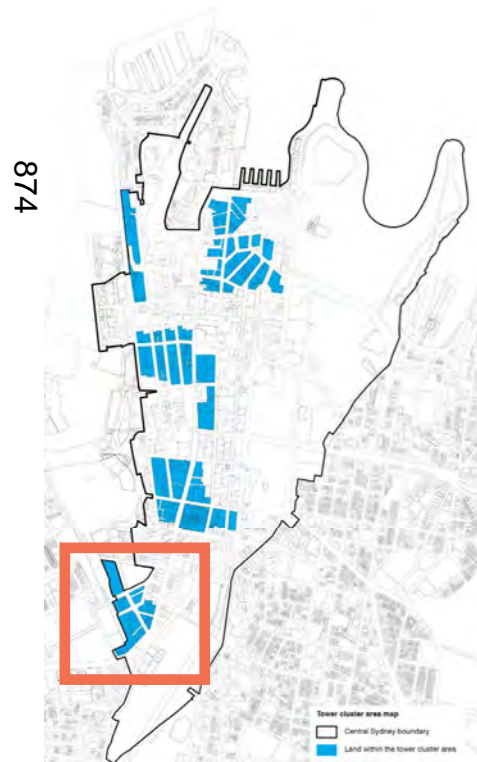
■ Site

Context Analysis

Tower Cluster Area

Sydney's tower cluster areas were proposed as part of the Draft CSPA in 2016. The identified cluster zones are situated in areas of the city where height and density can be accommodated without resulting in a loss of solar amenity to Sydney's key public spaces. The subject site falls within the Haymarket Tower Cluster.

The closest major open space to the subject site is Belmore Park, which lies approximately 200m to the East. The site is also located 100m from Railway Square, which has been earmarked for redevelopment and expansion as a key component of the new Central Station Technology Hub. This new public space at Central Station was recommended as part of Jan Gehl's 2007 urban review of Sydney Public Space/ Public Life. The solar access planes for both Belmore Park and Railway Square do not impact the subject site as per diagram 4_23 'Sun Protection Controls Heights Map' from the Draft CSPA.



01. Belmore Park



02. Central Station Forecourt



Above:
CSPA Tower Cluster Map
Potential Haymarket Sites Highlighted

Haymarket Activity Node

The site is located to the north west of the future Central Station Precinct and is earmarked by the NSW Government to emerge as a technology and innovation precinct. The Western Gateway sub-precinct forms part of the Central Station Precinct and is envisaged to accommodate a number of substantial tower developments currently progressing through the planning approval process. In this context, the redevelopment of the site provides a unique opportunity to revitalise an important heritage building whilst simultaneously delivering an appropriate scale tower for the Central Station Precinct. The intended mix of uses are complementary to the emerging innovation and technology precinct. The proposed uses will provide short stay accommodation and amenity to support the growing workforce.

875



01. Central Station Redevelopment



03. Dexus, Fender Katsalidas & SOM



02. Atlassian, BVN & Shop



04. Railway Square Redevelopment



Site Response

Urban Design Principles

01. Heritage site revitalisation

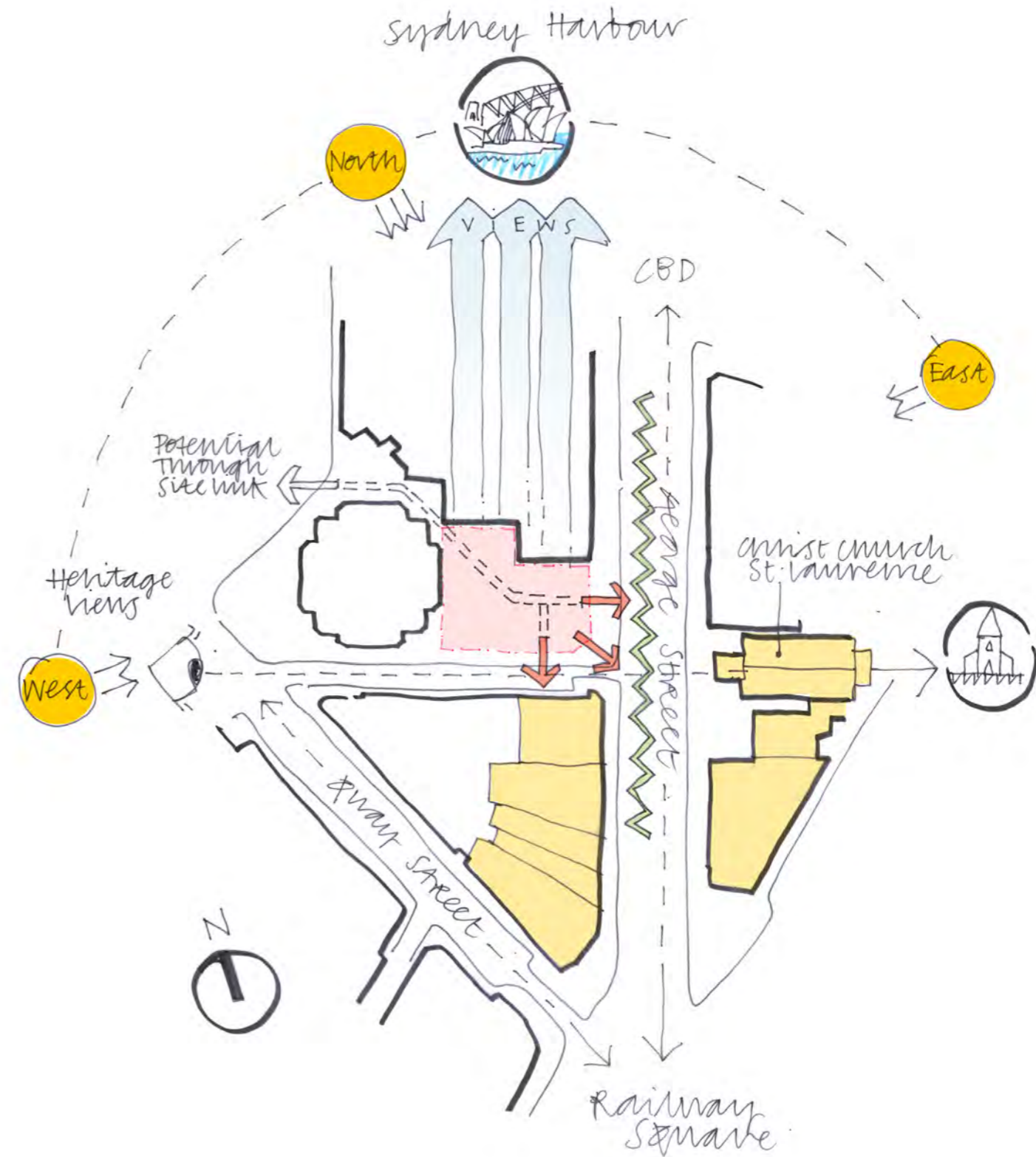
The subject site sits within the Special Character Area of Chinatown/ Haymarket. Critical to the successful development of the site is careful consideration of the impact of the scheme on both the heritage items within the site boundary and in the immediate context. The scheme seeks to add value to the area through the revitalisation of the Sutton Forest Meat Company building and protection of views to surrounding heritage through analysis of setbacks and views.

02. Active frontage

A key objective of the scheme is the maximisation of active frontage to both George and Valentine Street. Minimising the area of façade required for loading and the careful conservation of the Sutton Forest Meat Company building will invigorate the public domain and provide a new destination for the rapidly growing area around Central Station.

03. Environmentally driven envelope

The site's location within the Haymarket tower cluster area provides the opportunity for high-density development to cater for Sydney's growing demands while protecting solar amenity to the public spaces that distinguish Sydney's urban fabric. The mass and setbacks of the tower have been established through streetscape massing analysis and interrogated through detailed environmental testing of the impacts on daylight and wind conditions in the surrounding public domain. This iterative process has followed the procedures outlined in Schedule 11.



Right:
Site Opportunities
Concept Sketch

Streetscape Setback Analysis

George Street

Careful analysis of the surrounding streetscapes has been undertaken to establish appropriate massing setbacks for the proposed development. This section of George Street is characterised by a strong yet inconsistent heritage street wall between Quay Street and Valentine Street. Although the DCP 2012 allows for a maximum street wall height of 20m at 757-759 George Street, the proposed massing seeks to align with the lower height of the Sutton Forest Meat Company building to provide a consistent relationship with the existing heritage item.

A setback of 6m is proposed above street wall height on George Street. This is critical to enable a viable floorplate while allowing a larger setback above the heritage building on Valentine Street. The massing images (right) indicate an equivalent bulk and scale above the heritage item when compared against the compliant 8m DCP required setback.

The proposed massing also includes an increased 6.2m setback in the façade on George Street aligned with the heritage item. This both increases the perceived setback at the corner of George Street and Valentine Street and ensures that the tower element has a relationship with the mass of the Sutton Forest Meat Company building.

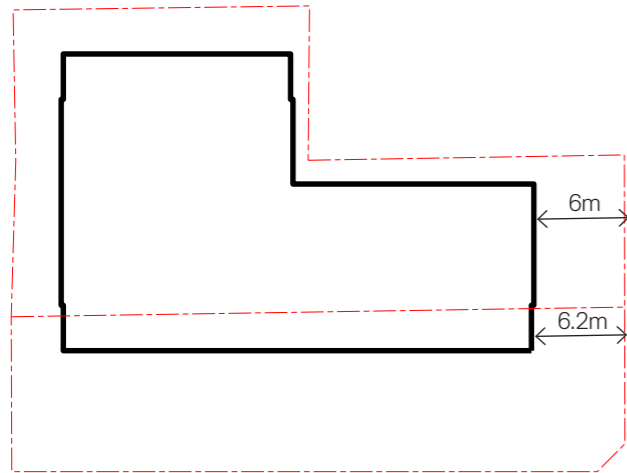


Above: Figure E49, CSPS Appendix E, Special Character Areas

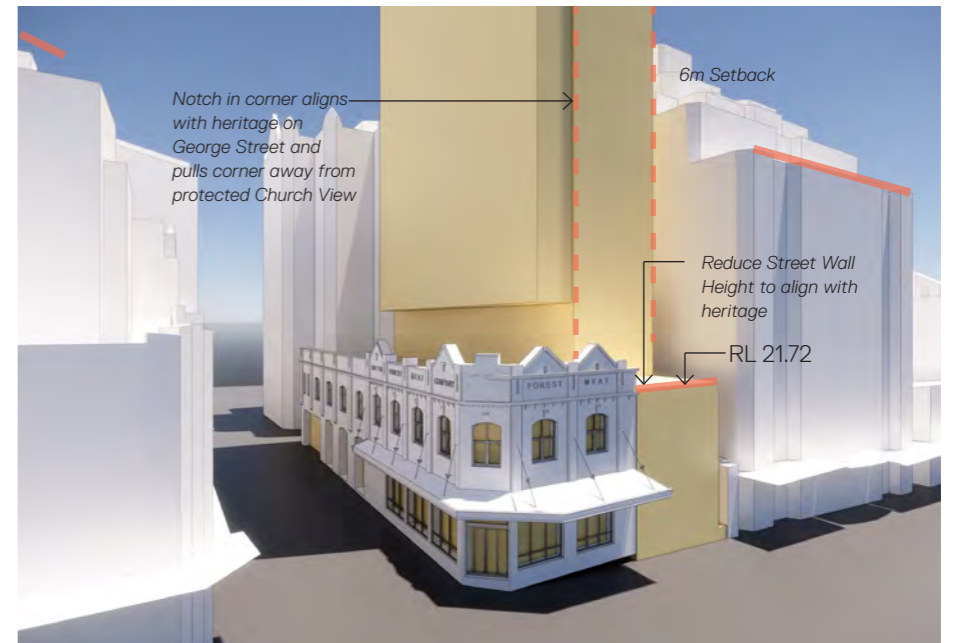


Above: Current Condition, Google Images

877 Proposed Setback: **6m - 6.2m**



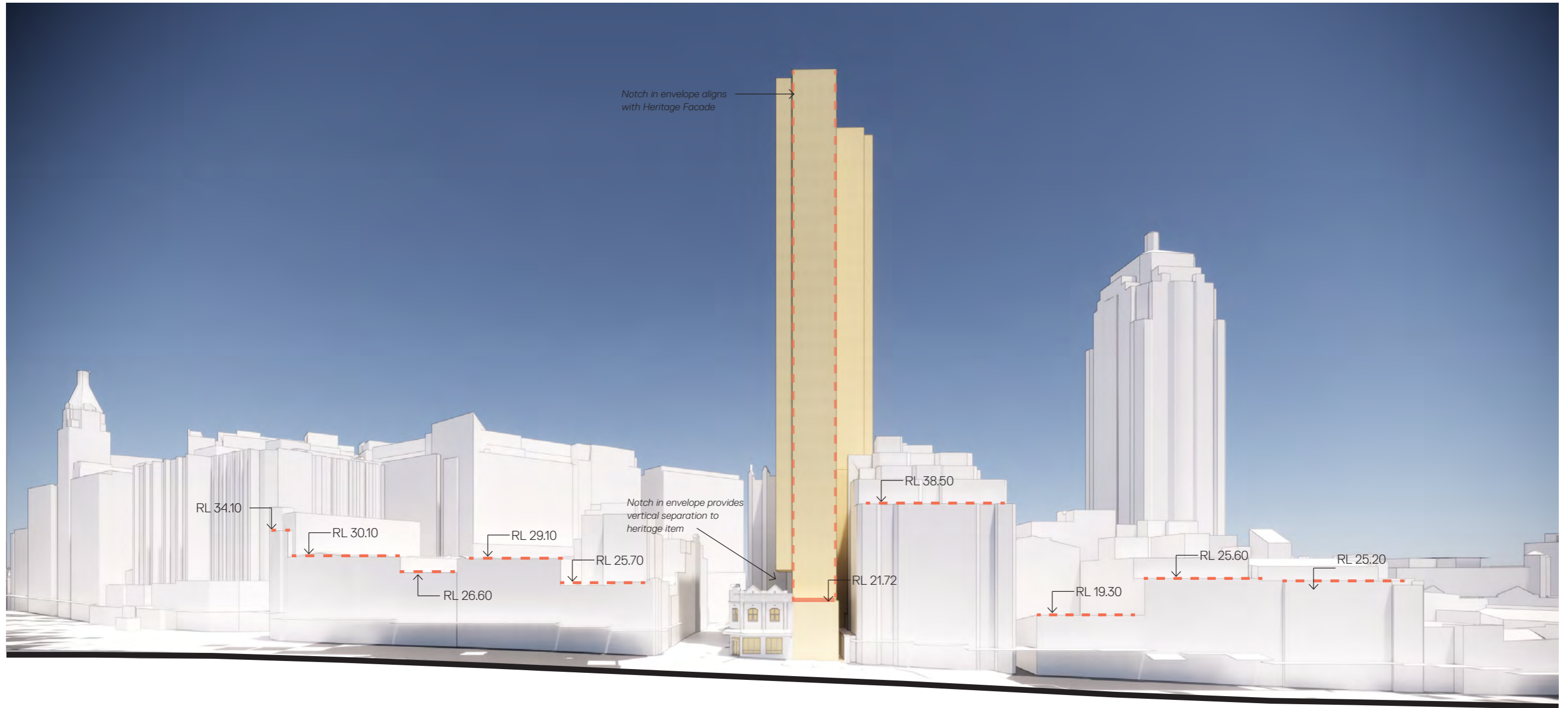
Above: DCP Compliant Setbacks and maximum/ minimum Street Wall Height



Above: Proposed Setbacks

ALIGN STREET WALL WITH HERITAGE





Above: George Street Elevation

Streetscape Setback Analysis

Valentine Street

Valentine Street is defined by the axial view to Christ Church St. Lawrence and the Central Station Clock Tower. This view is protected under Appendix E of the Draft CSPS with special reference to the low-scale street wall to protect the amount of sky that frames the Church of St. Lawrence's spire.

The proposed massing looks to protect the view of the church by retaining the existing street wall height of the Sutton Forest Meat Company building. An 8m setback is proposed above the heritage item which maintains the sky space around the Church Spire and increases the setback of the approved DA from 7.3m. The corner is further pulled away from the church spire due to the notch on George Street which aligns with the heritage form. This notch is repeated on the west, creating an 11m setback adjacent to 187 Thomas Street at podium level to create building separation between the tower element and the adjoining property.

Proposed Setback: **8m-11m**

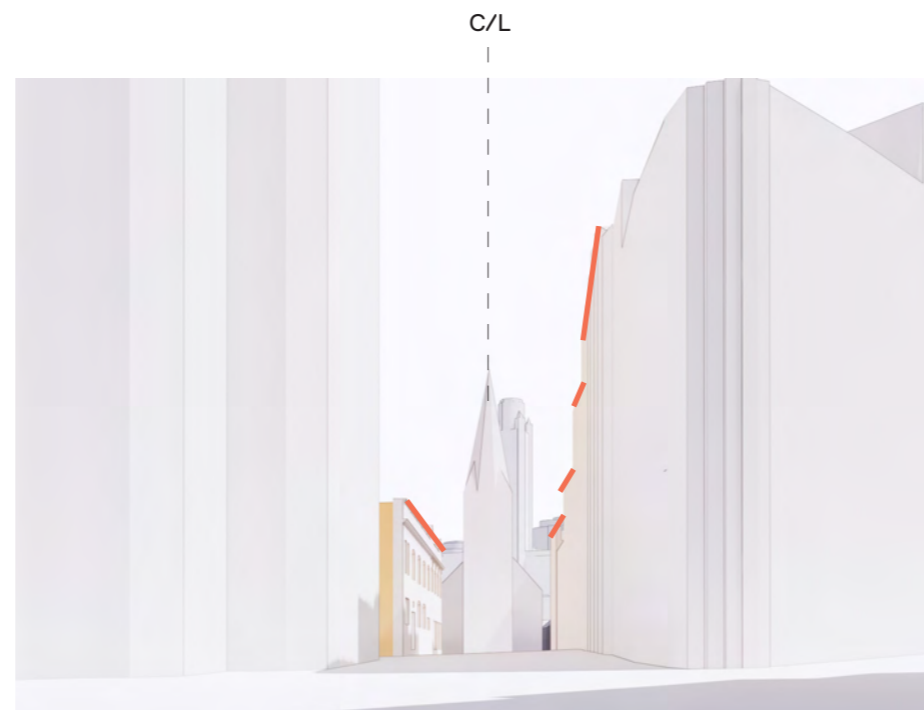
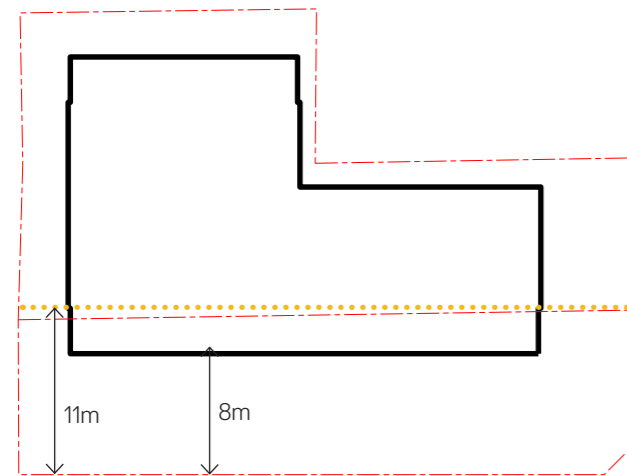


Above: Figure E18, CSPA Appendix E, Special Character Areas

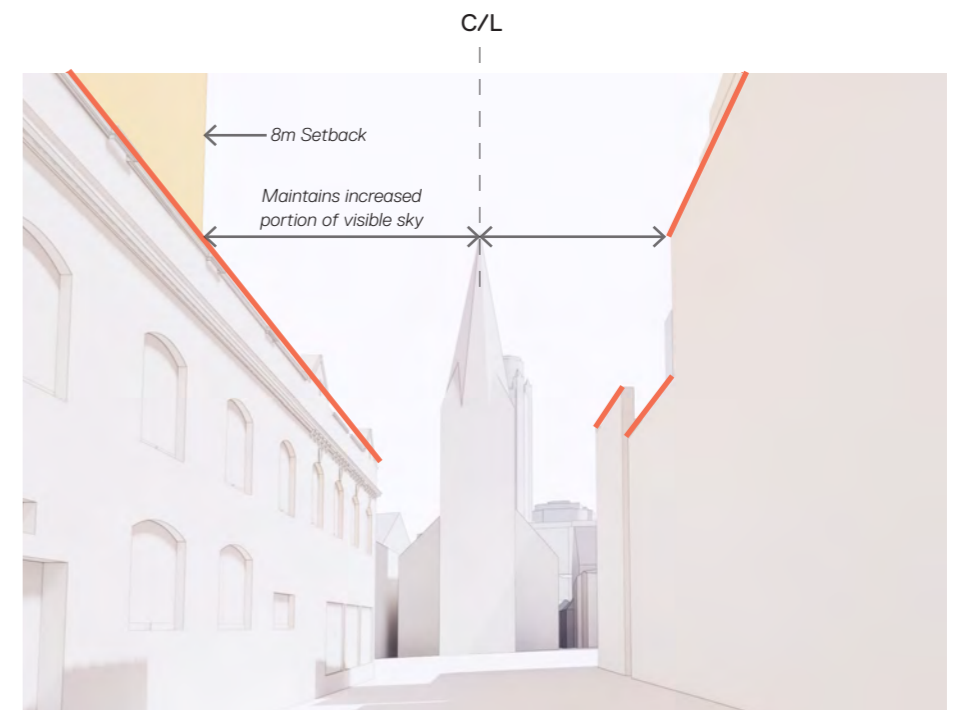


Above: Current Condition, Google Images

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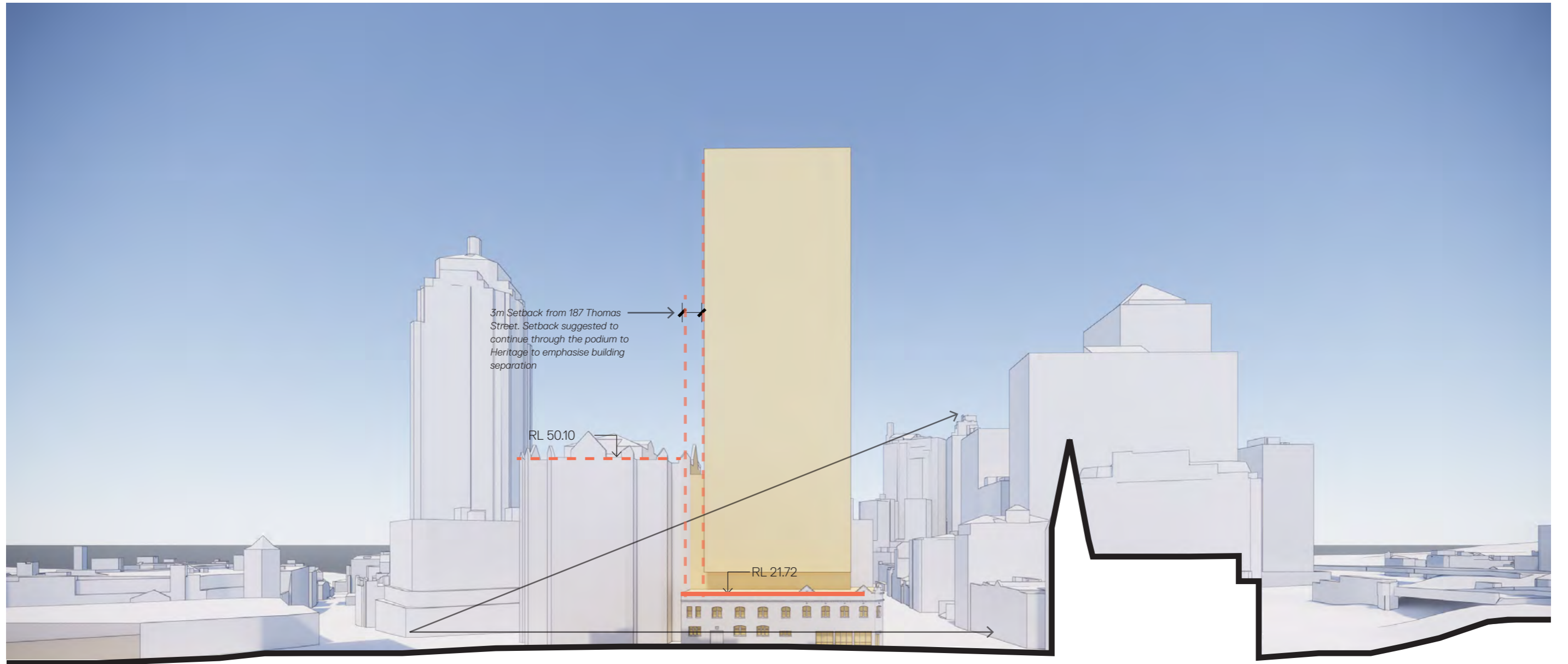


Above: Corner of Valentine Street and Quay Street



Above: Midpoint of Valentine Street towards George Street

MAINTAIN SKY ZONE AROUND CHURCH SPIRE ✓



Streetscape Setback Analysis

Side Setback: 187 Thomas Street Setback (West)

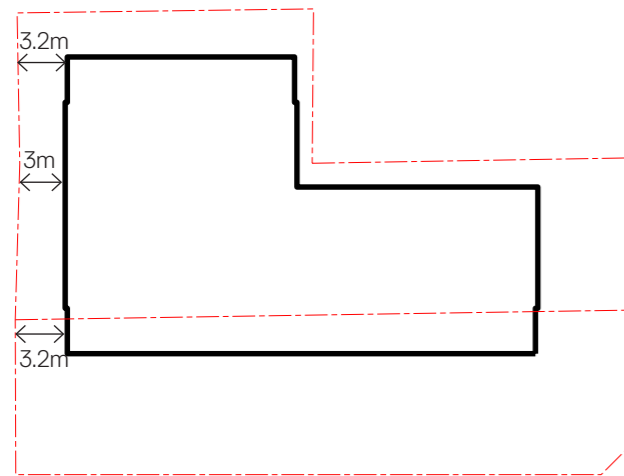
In line with the DCP setback requirements for buildings under 120m, the proposed tower setback to 187 Thomas Street is 3m. This allows for adequate building separation to 187 Thomas Street which has a site area of approximately 2350 sq.m and is eligible to benefit for additional height/FSR under the Draft CSPPS.

The proposed massing has an increased setback of 3.2m to the north and south, which on the latter is drawn below the height of the adjacent buildings to heritage level to further increase the visible building separation from the public domain.

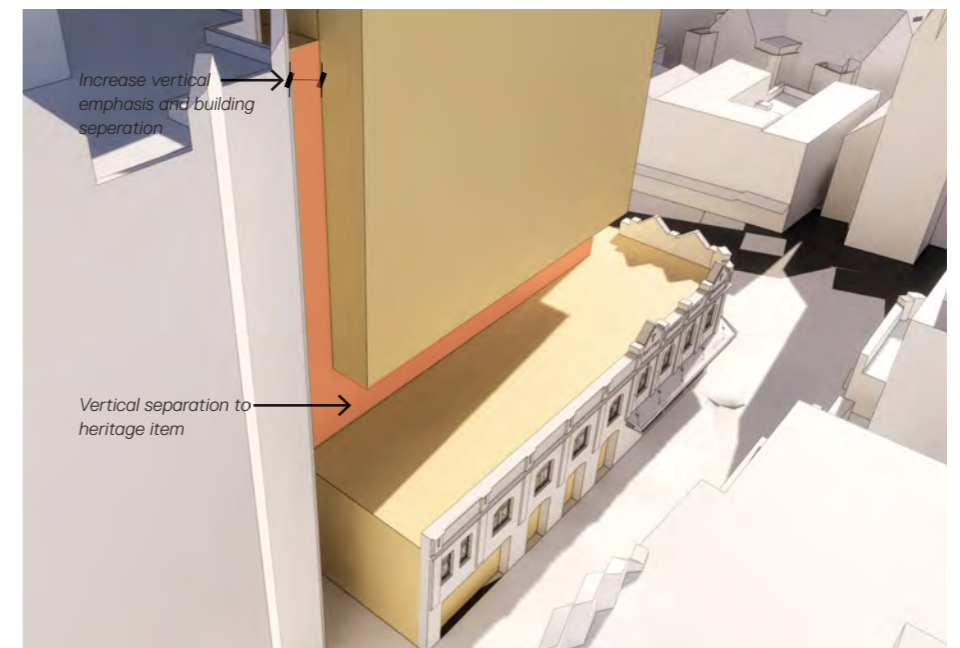
Proposed West Setback: **3-3.2m**



Above: Current Condition, Google Images



Above: DCP Compliant Setbacks and maximum/ minimum Street Wall Height



Above: Proposed Setbacks

PROVIDE BUILDING SEPERATION WITH ADJACENT SITE



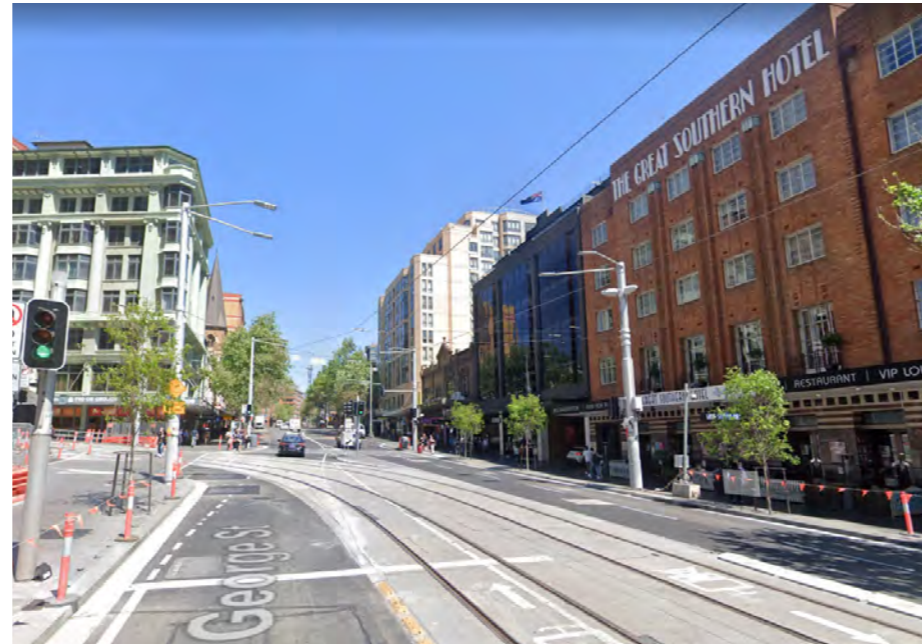
Rear Setback: Capitol Terrace Apartment (North)

The proposal interfaces with a residential flat building to the direct north known as 'Capitol Terrace'. At this interface, this development's southern facade incorporates a limited number of windows which largely relate to secondary habitable living spaces such as bedrooms and bathrooms. A limited number of windows relate to living areas. The floorplans for the Capitol Terrace building and a detailed Solar Access Study showing equivalence with the approved DA scheme can be found in the Appendices.

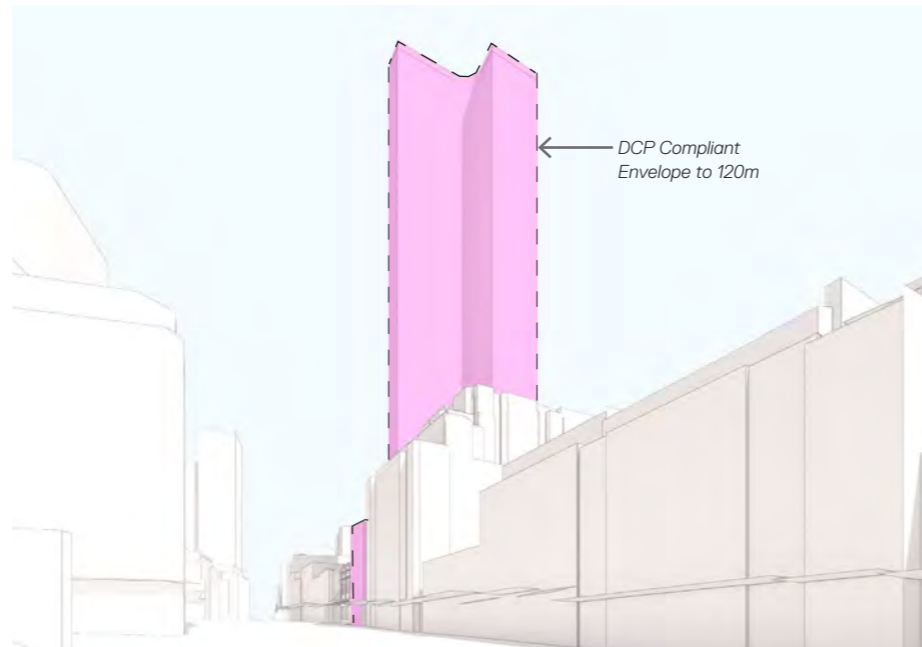
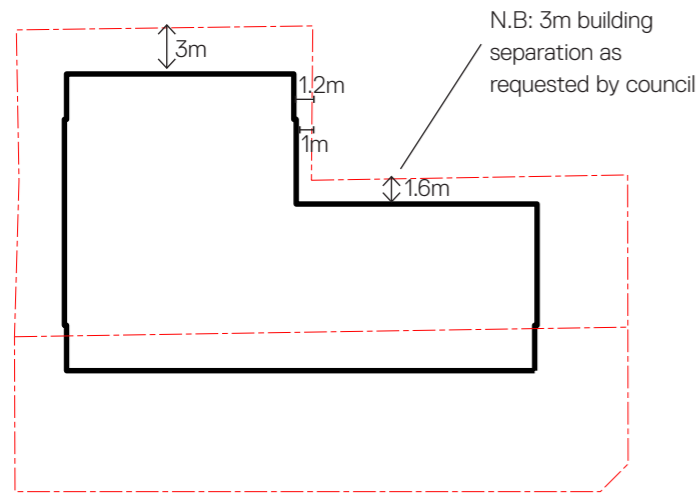
The existing DA was approved with a 0m setback for the full extent of the northern boundary. The proposed massing provides a better outcome by increasing this setback to 1.6m, creating a 3m lightwell around the affected windows, creating a 1.0-1.2m wide lightwell. The tower element is setback 1.6m from the northern boundary to the west. When compared against a compliant massing with 4m setback to the side and rear boundaries, the massing implications are negligible when viewed from George Street as shown (right).

For additional studies regarding the interface with Capitol Terrace apartments please refer to the appendices.

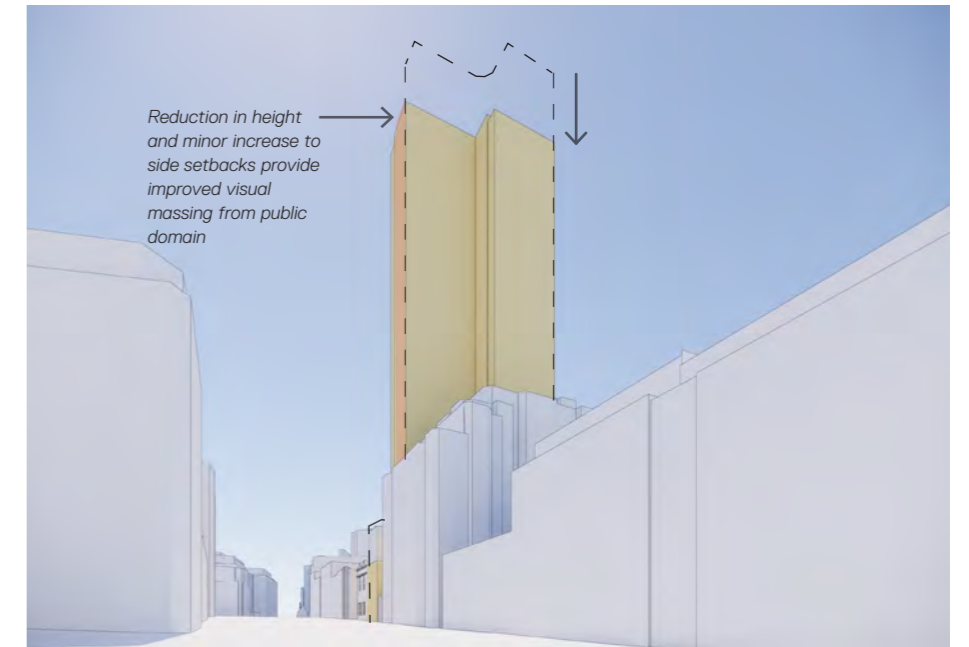
Proposed North Setback: **1m - 3m**



Above: Current Condition, Google Images



Above: DCP Compliant Setbacks and maximum/ minimum Street Wall Height



Above: Proposed Setbacks

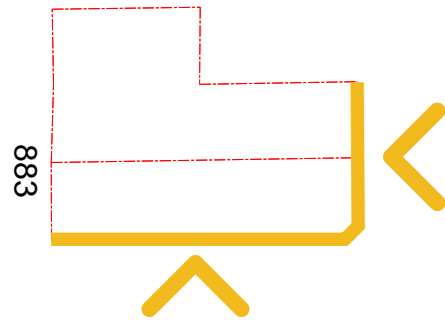
Active Frontage

CSPS Active Frontages

As part of the Central Sydney Planning Strategy, a paper was included in the appendices entitled 'Erection of Tall Buildings in Central Sydney'. This document outlined common mistakes in the design of tall buildings on small sites. A previous scheme for 757-763 George Street was included within the analysis.

The paper highlights the importance of active street frontages in creating successful developments on small sites. According to the report, a development achieves 'Excellent Activation' when over 70% of the street frontages are activated. This has formed the target for our development proposal.

Final extent of active frontage to be confirmed by detailed DA submission.



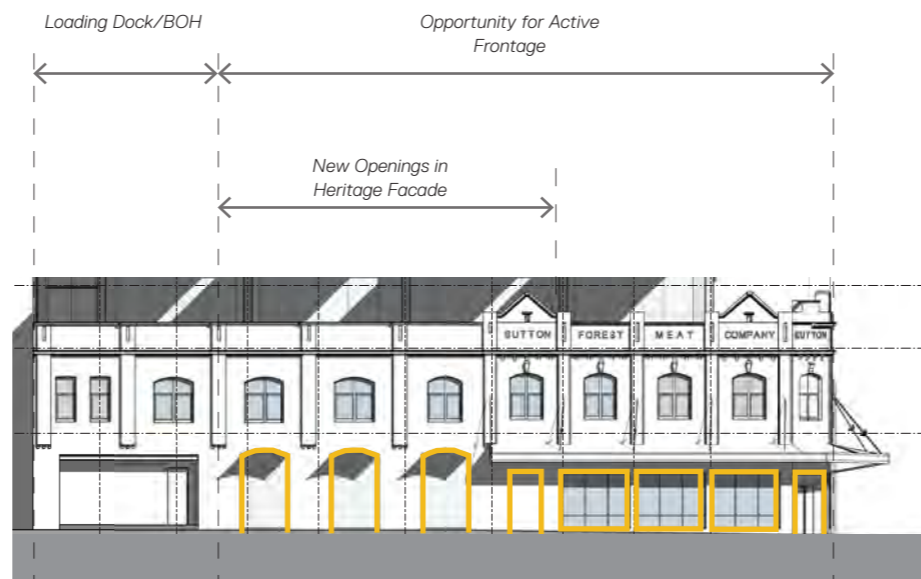
Above: Valentine Street Current Condition, Google Images



Above: George Street Current Condition, Google Images



Above: Sydney DCP 2012, Active Frontage Map



Above: Proposed Valentine Street Elevation



Above: Proposed George Street Elevation

Far Right:
Render
Proposed indicative scheme from George Street

PROVIDE > 80% ACTIVE FRONTAGE





3881

Halal Thai Restaurant
it's TIME FOR THAI

Halal Thai Restaurant

George St

Valentine St

SUTTON FOREST MEAT

SUTTON FOREST MEAT

SUTTON FOREST MEAT

ONE WAY

B

ONE WAY

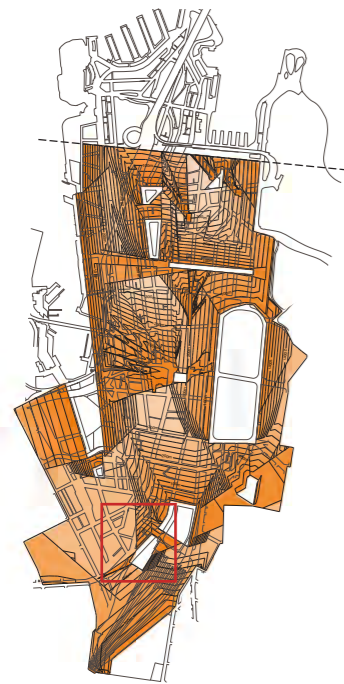
ONE WAY

Maximum Building Height

The draft Central Sydney Planning Strategy uses solar access planes and airspace controls to determine maximum buildable height. At 757-763 George Street, the solar plane for the proposed square at Central Station misses the site to the East, and the plane for Prince Alfred Park crosses the site higher than the airspace controls. Allowing for a 25m construction zone, the maximum height is constrained at RL 275.

The site ranges in elevation from RL 11- RL 12, providing a maximum allowable building height of 264m.

885

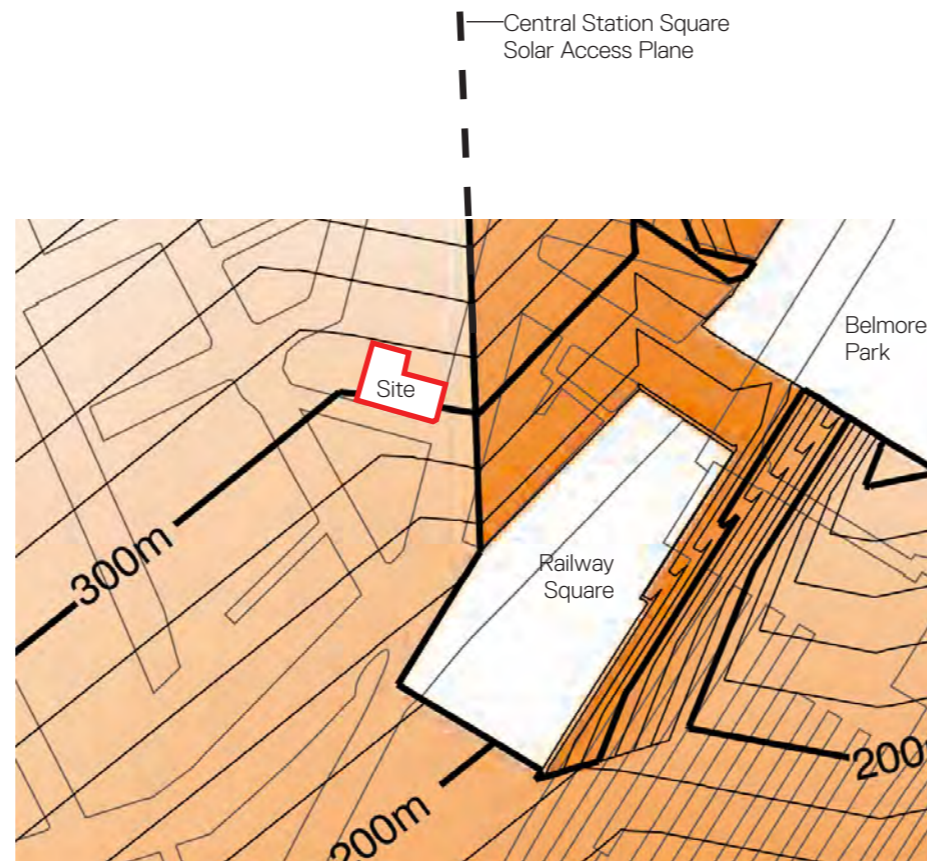


- 0m
- 320m
- 100m contours
- 20m contours
- "Tower tide line"

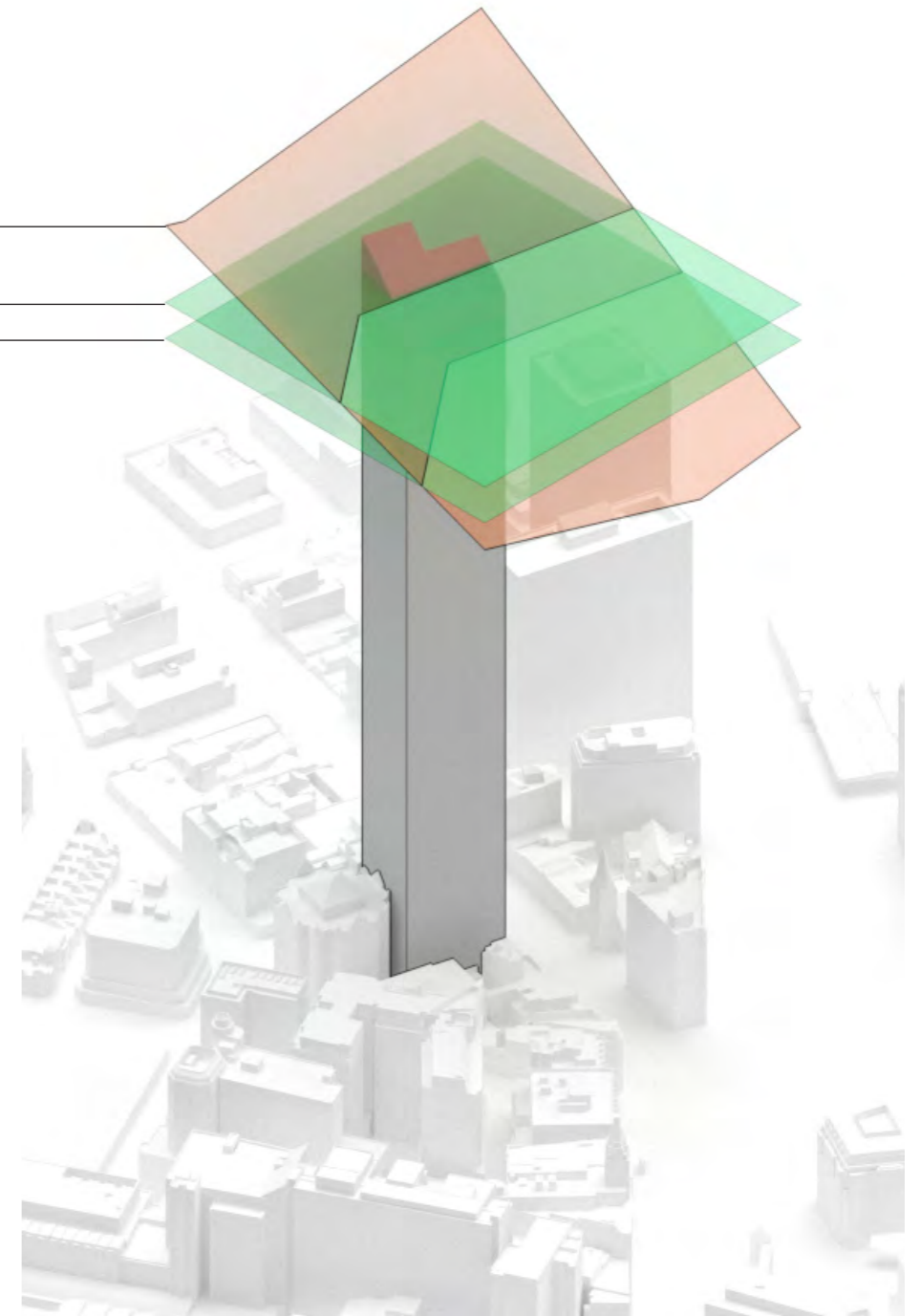
Far Right:
Diagram
757-763 George Street Maximum Height

Right:
Diagram
Draft CSPA, Sun Protection Controls Heights Map

Left:
Diagram
Draft CSPA, Sun Protection Controls Heights Map



- Prince Alfred Park Solar Access Plane
- Sydney Airport PAN-OPS RL 300
- 25m Crane Zone RL 275



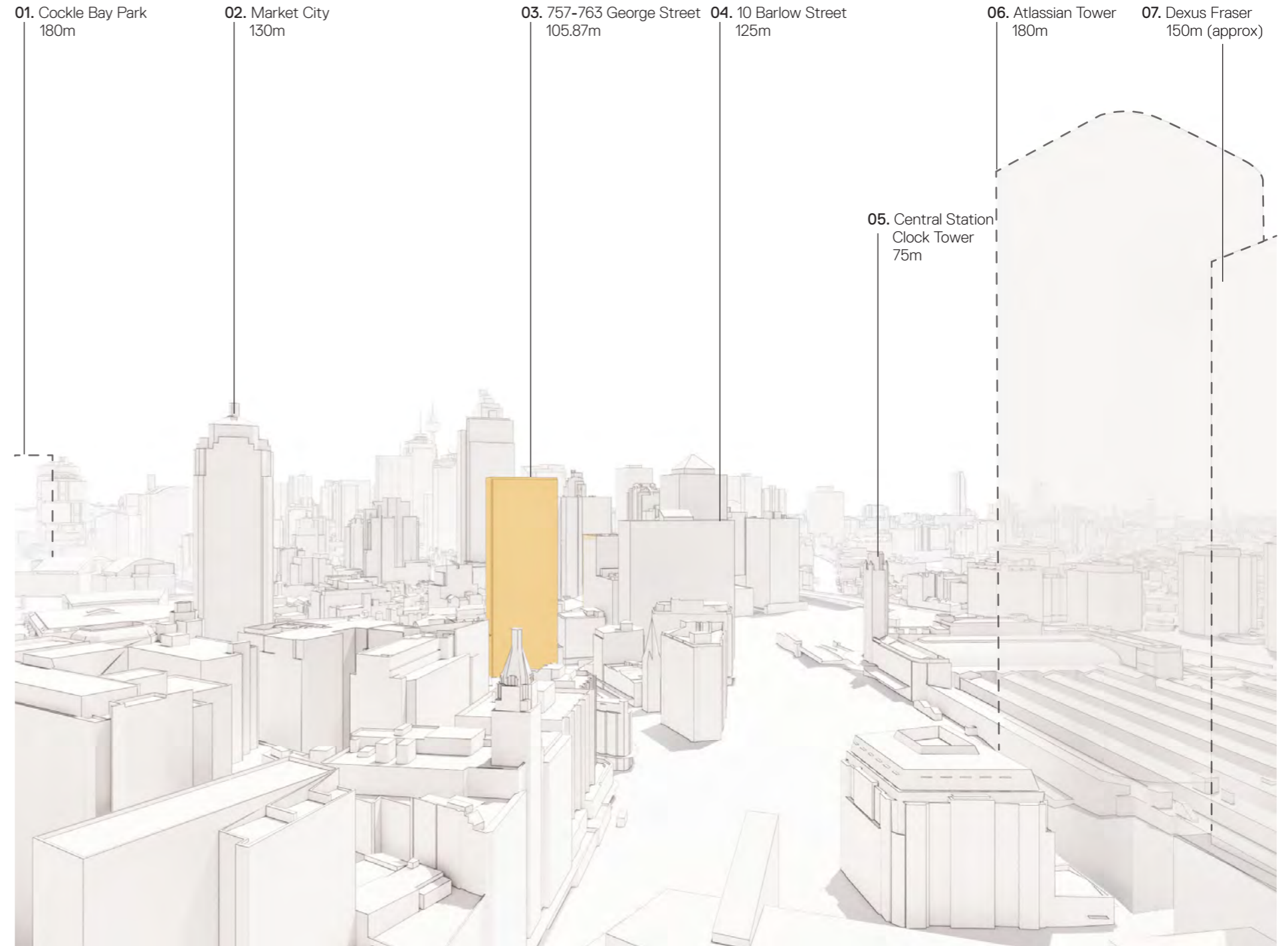
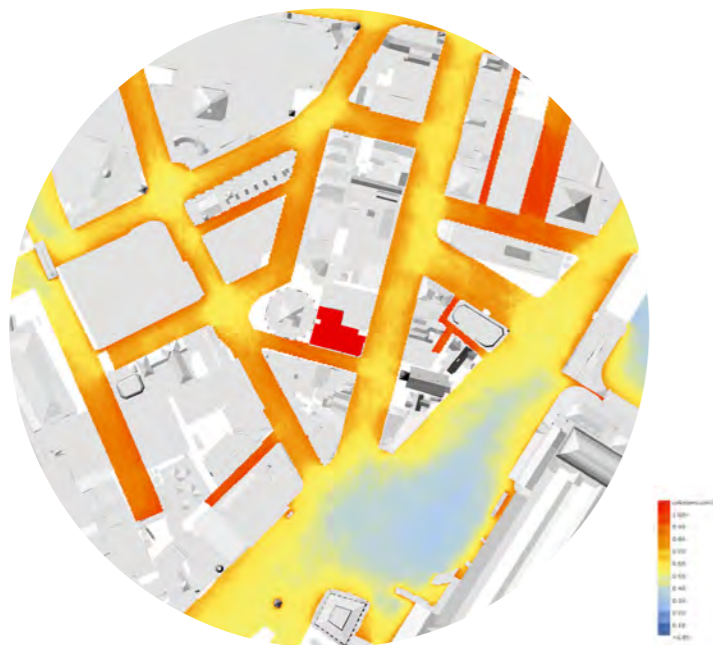
MAXIMUM BUILDING HEIGHT = 264m

Proposed Building Height

A building height of 105.87m (Top of Building: RL 117.87m) is proposed, significantly below the maximum as defined by the Draft CSPA. This height has been established through a consideration of the site area, setbacks to adjacent plots and commercial viability of the floorplate. In line with the Draft CSPA, the massing has been verified against a compliant base case massing to ensure that it provides an improved wind comfort and sky view factor condition for the surrounding public domain.

The proposed height sits comfortably within the existing urban fabric of Haymarket, with two towers of similar scale (Market City 130m and 10 Barlow Street 125m) within a short distance of the site boundary. The development should also be considered in context of the proposed Atlassian and Dexu Towers at Central Station which have a suggested height of 180m and 150m respectively.

888



Above:
Analysis
Sky View Factor Mapping with proposed envelope

PROPOSED BUILDING HEIGHT = 105.87m ✓
TOP OF BUILDING RL = 117.87m

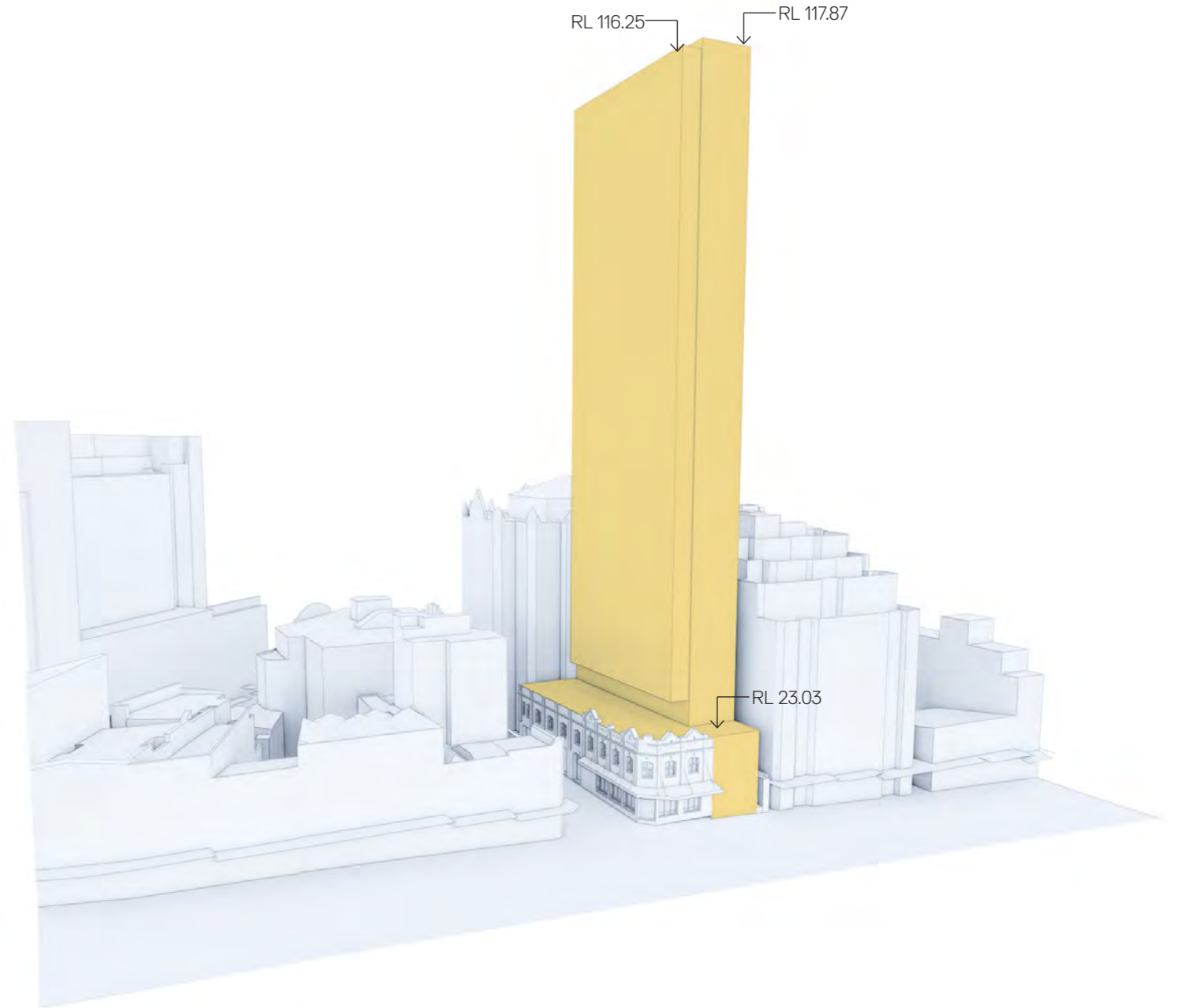
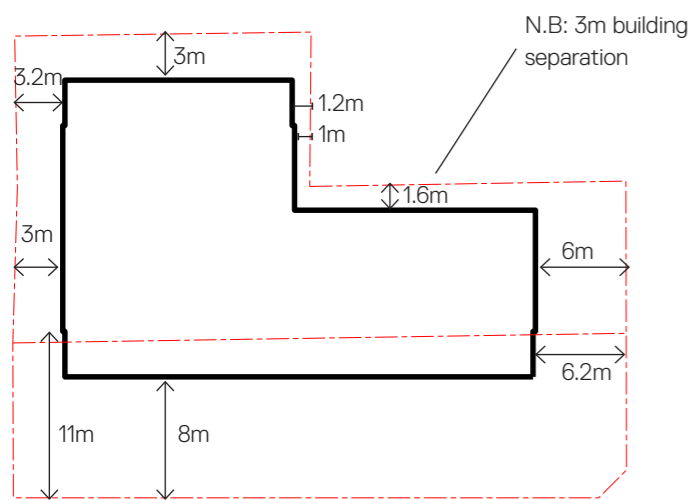
Development Summary

Proposed DCP Envelope

The proposed DCP Envelope for 757-763 George Street has been developed through careful analysis of the existing historic character and future development opportunity for Haymarket and the Central Station Precinct. The site provides an opportunity for the revitalisation of the Sutton Forest Meat Company building and surrounding public domain, and the provision of a considered 3.5* hotel tower at a contextual scale to facilitate Council's vision for a new Innovation Hub and third public square at Central Station.

The proposed setbacks and building height are the result of in-depth urban analysis and extensive environmental testing as set out by Council's Draft CSPA. A detailed summary of these can be found in the Appendices.

887



Preferred Scheme

The preferred indicative scheme interrogates the possible yield available within the proposed DCP envelope, taking into consideration an appropriate development strategy for the existing heritage item, hotel requirements, building services, and architectural articulation during the design excellence phase.

Building Height:

→ **117.87m** (30 storeys)

Development GFA:

→ **12,146 m²**

Ground Floor Retail GFA:

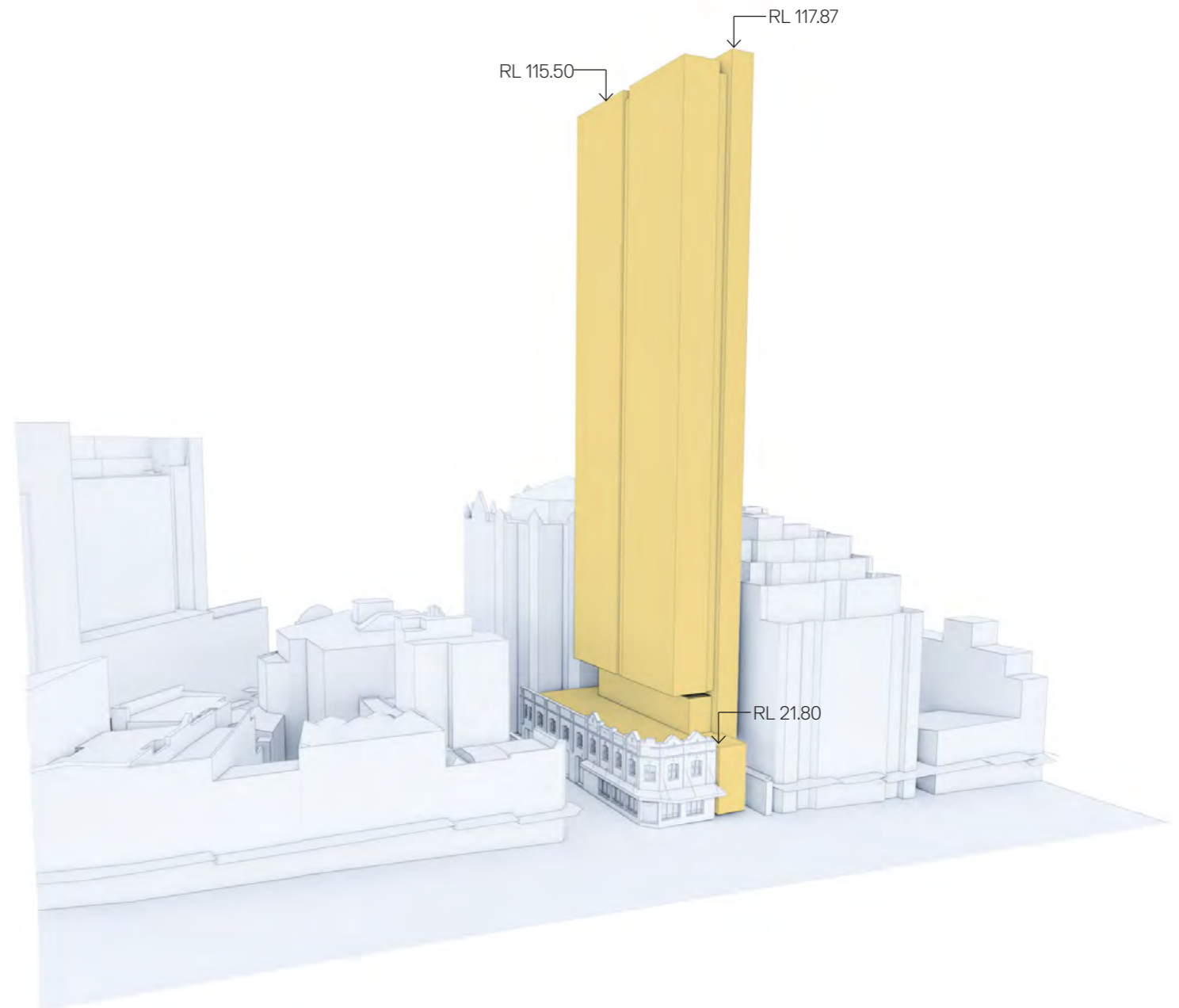
→ **324 m²**

Keys:

→ **280** (26 levels)

FSR:

→ **11.8:1**





UTS

889

THE GREAT SOUTHERN HOTEL

STONEY CENTRAL STA

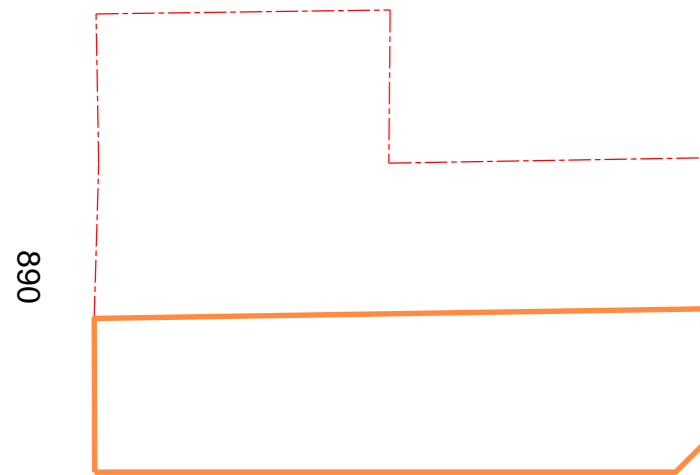
BUS ONLY

Proposed Central Station View

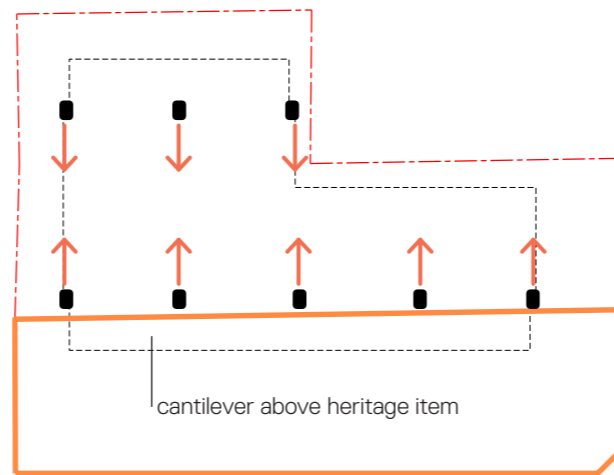
Building Design Principles

The preferred scheme for 757-763 George Street sits within the proposed massing envelope as outlined in the previous chapter. This section of the report investigates the proposed indicative scheme to illustrate that an FSR of 11.8:1 can be comfortably achieved within the DCP envelope allowing for adequate plant, vertical circulation and architectural articulation.

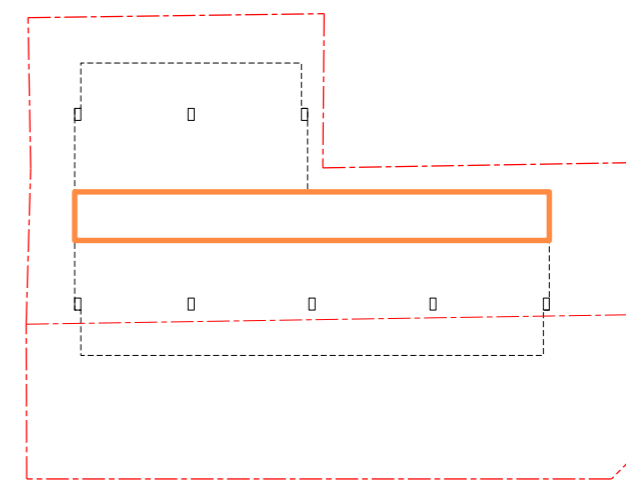
Heritage item



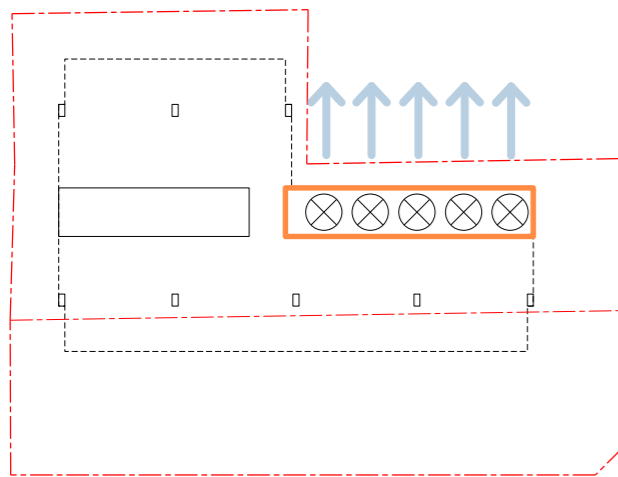
Structural response



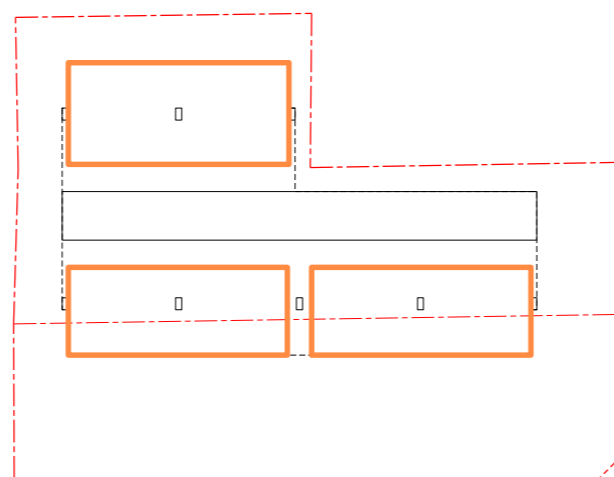
Central bar core + services



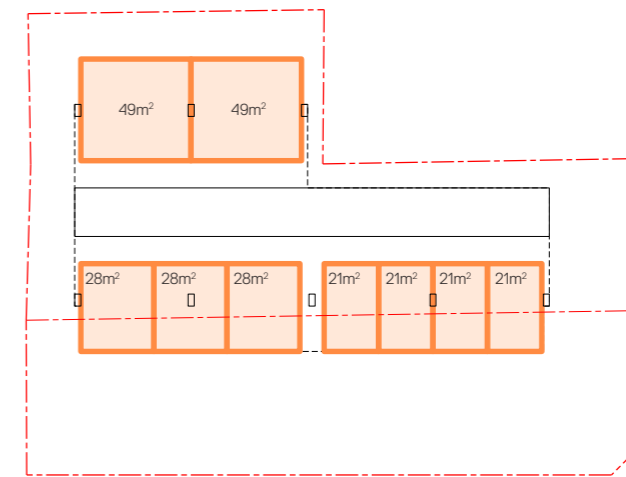
Activated north facing core wall



Vertical bars of rooms



Flexible system



Public Benefit Opportunities

Providing the best outcome for the site and surrounding area has been the primary objective of this proposal. A key responsibility of any development at 757-763 George Street is the successful revitalisation of the existing heritage item and activation of Valentine Street and George Street through active frontage and an improved public domain.

Heritage revitalisation

The proposed regeneration of the Central Station precinct is founded not only on its connectivity, but also on the rich heritage that surrounds the Station and contributes to its unique character. The conservation of this heritage is crucial for the future resilience of the precinct. The Sutton Forest Meat Company building has the potential to provide richness and activation to the surrounding public domain, and the proposed development is committed to the respectful conservation and revitalisation of the item.

Public domain upgrade

Jan Gehl recommended the pedestrianisation of George Street as part of his 2007 Urban Study into Sydney. Recently, the Draft CSPS and indicative plans for a third public square at Central Station also indicated the staged widening of the pedestrian realm at George Street surrounding the site. There is an opportunity for the development at 757-763 George Street to contribute to the upgrading of the public domain around the site.

Highly activated heritage podium

The restoration of the Sutton Forest Meat Company building, in concert with a highly active podium will provide the public with a unique amenity that will be intensified by the proposed hotel.

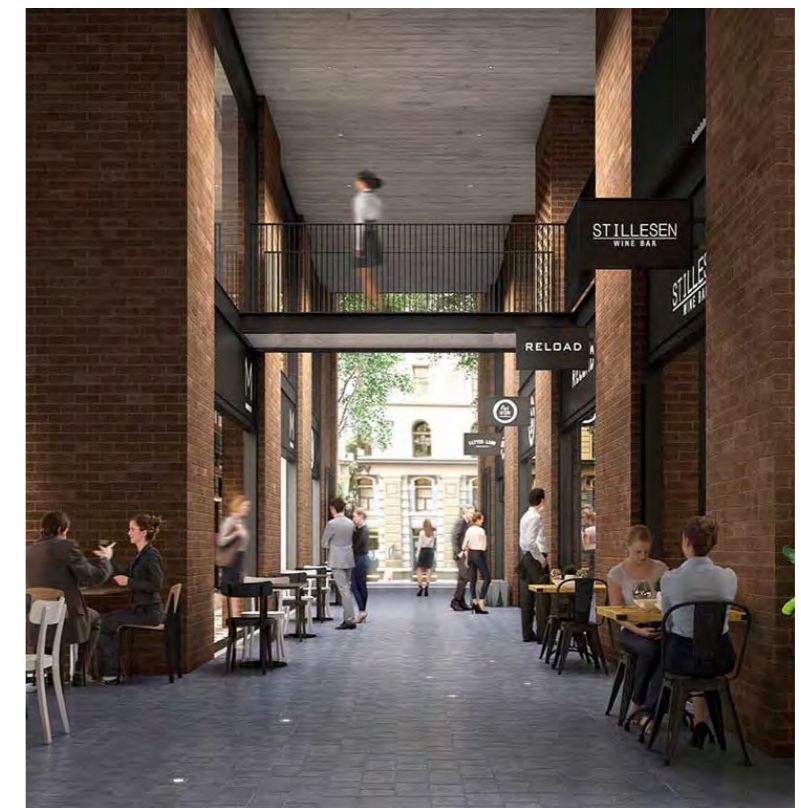
891



Above:
Proposed indicative scheme from George Street



Above:
Render, George Street Pedestrianisation



Above:
Render, Barrack Lane

Public Realm Strategy

The site occupies a prominent corner on George Street and is primarily defined by the Sutton Forest Meats Company heritage item. The site is set to be impacted by the future pedestrianisation of George Street and Valentine Street, and has the potential to provide a key destination on this route.

The public realm strategy hinges on the activation of the heritage item, providing a new retail offering and revitalisation of existing facade. The minimisation of the service entrance has been a key consideration of the proposal and has been refined with the traffic consultant to provide a reduced opening so as to maximise the area of active frontage while removing any requirement for on street parking.

The proposed hotel scheme allows for entrances to the lobby from both George Street and Valentine Street, providing level access and enhanced permeability through the site whilst maintaining the coveted George Street address.

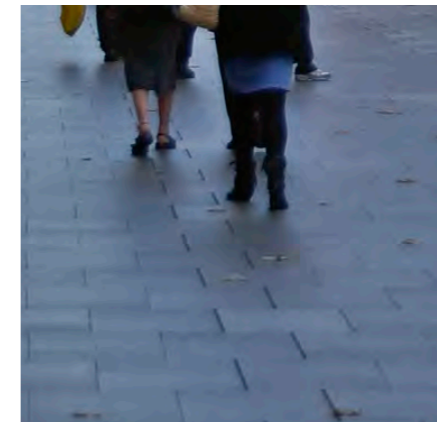
The proposal highlights the opportunities afforded by both the pedestrianisation of the surrounding streetscape and activation of the heritage, which will be maximised through the provision of high quality and durable materials and furniture.

George Street pedestrianisation



Above:
Visualisation showing George Street pedestrianisation & Christ Church St Laurence
City of Sydney, Proposed pedestrian boulevard

Suggested public realm treatments (Site Image)



Granite paving



Trough planters



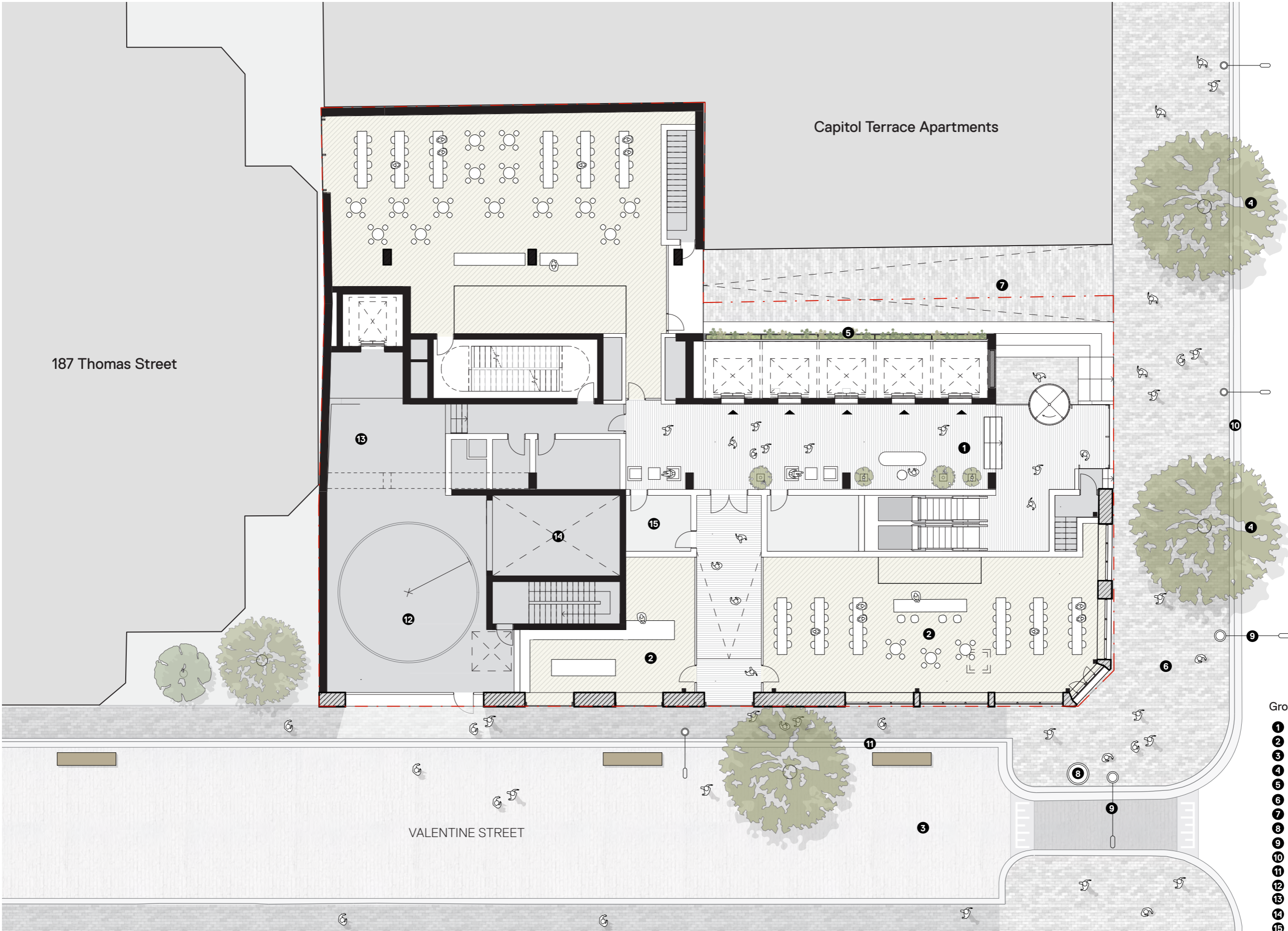
Outdoor seating



Textural planting palette



Above:
Diagram
Central Square Structuring Principles, p.14



Ground Plane

- 1 Lobby
- 2 Retail / F&B frontage
- 3 Future pedestrianised road
- 4 Retain existing tree
- 5 Trough planters / shade tolerant planting
- 6 Granite paving
- 7 Unit Paving
- 8 Retain existing bin
- 9 Retain existing S/P
- 10 Austral Verde Kerb + Asphalt
- 11 Trachyte Kerb
- 12 Loading Dock
- 13 SRV Parking Space
- 14 Car Lift
- 15 Fire Control Room

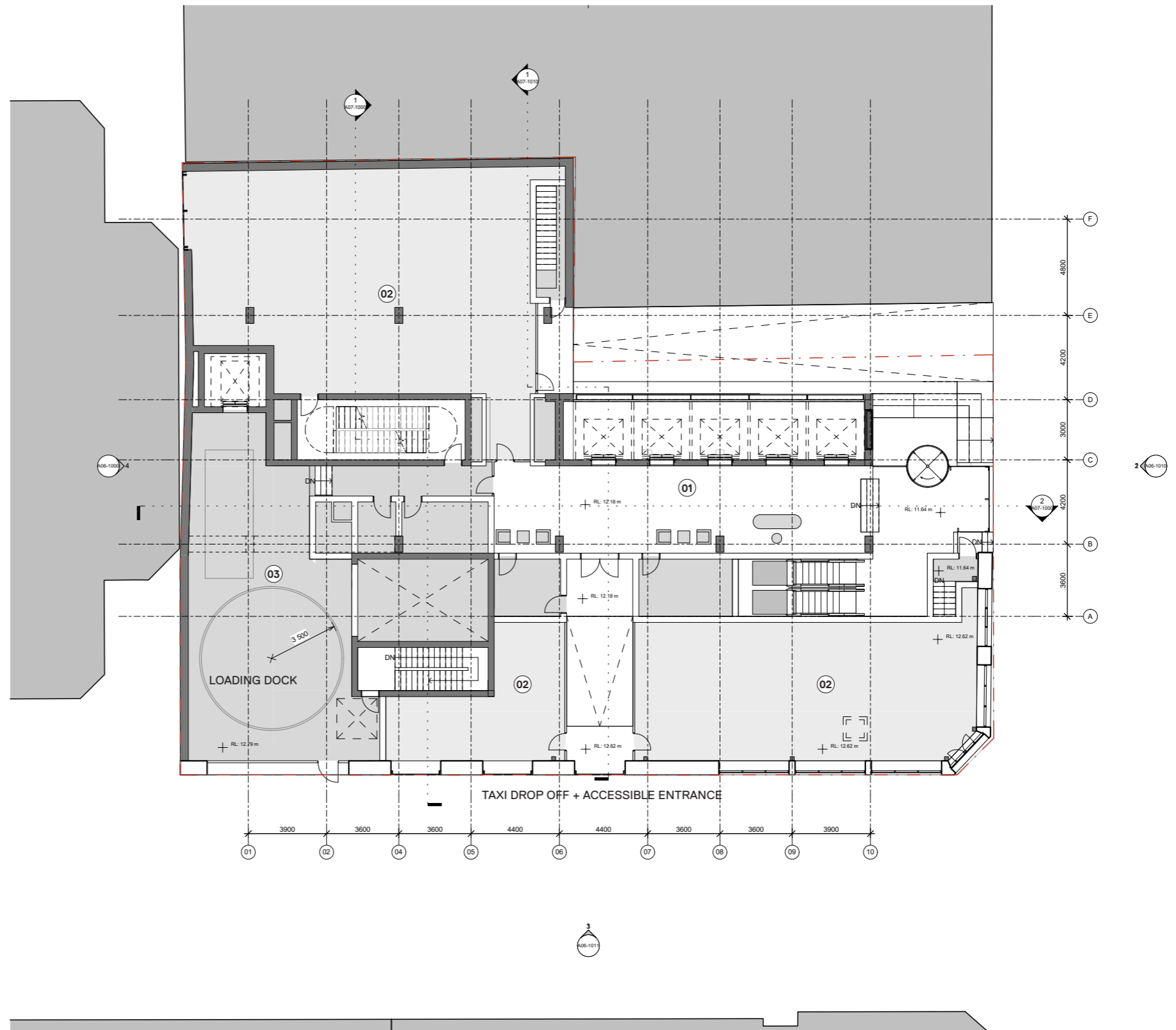
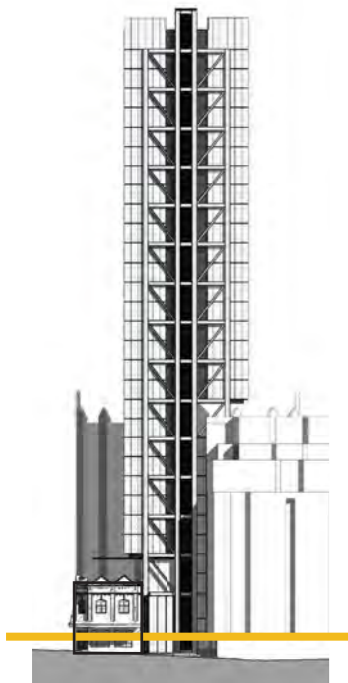
893

Building Arrangement

Ground Floor

- 01 Reception
- 02 Retail/ Amenity
- 03 BOH
- 04 Car Park
- 05 Plant
- 06 Circulation
- 07 External Terrace
- 08 3.5* Hotel Room

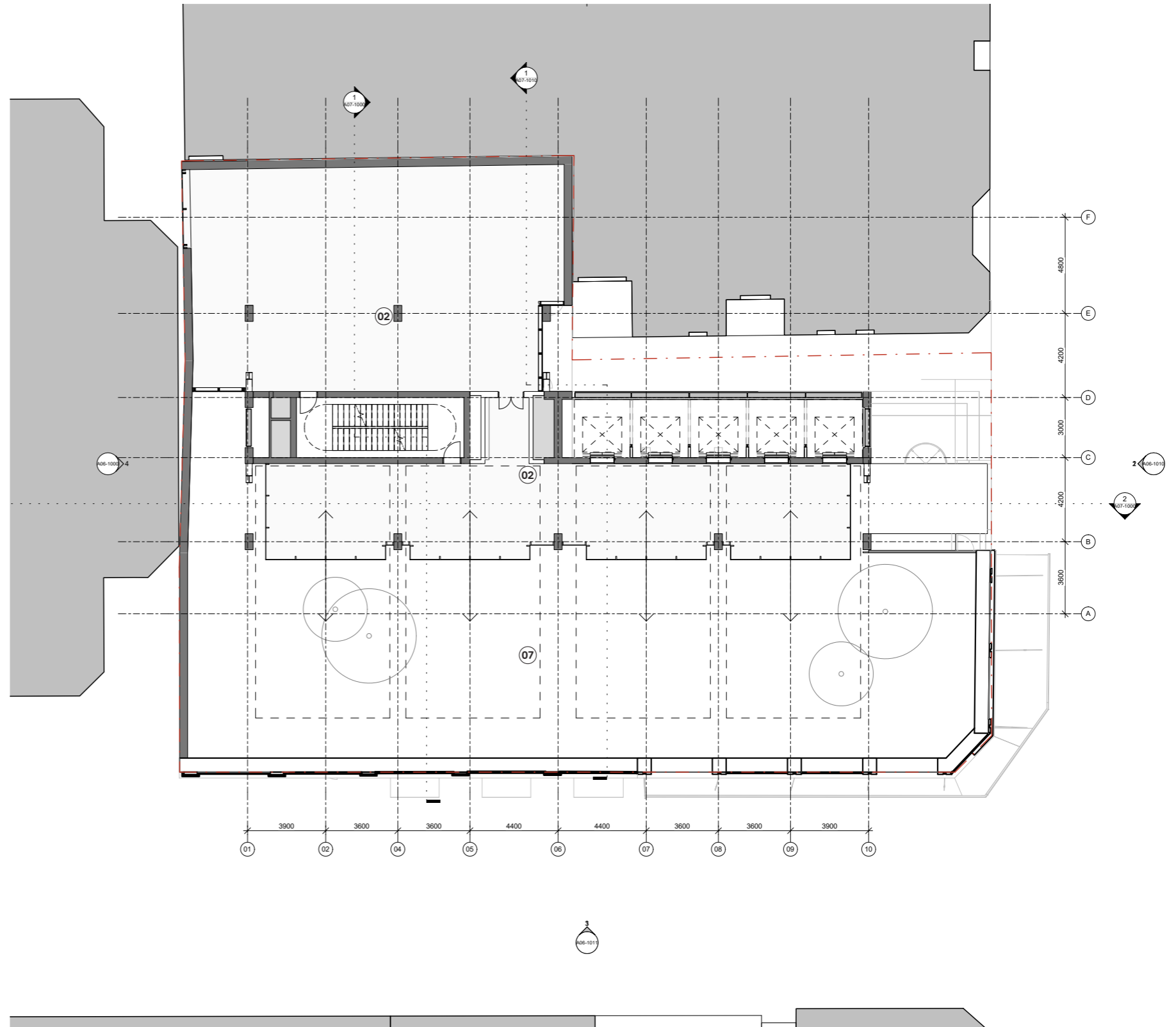
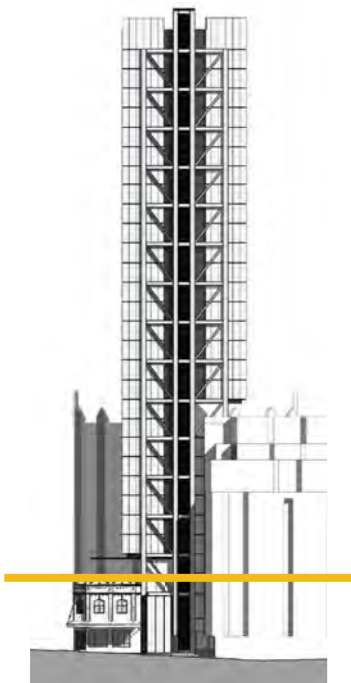
894



Hotel Amenity Floor

- 01 Reception
- 02 Retail/ Amenity
- 03 BOH
- 04 Car Park
- 05 Plant
- 06 Circulation
- 07 External Terrace
- 08 3.5* Hotel Room

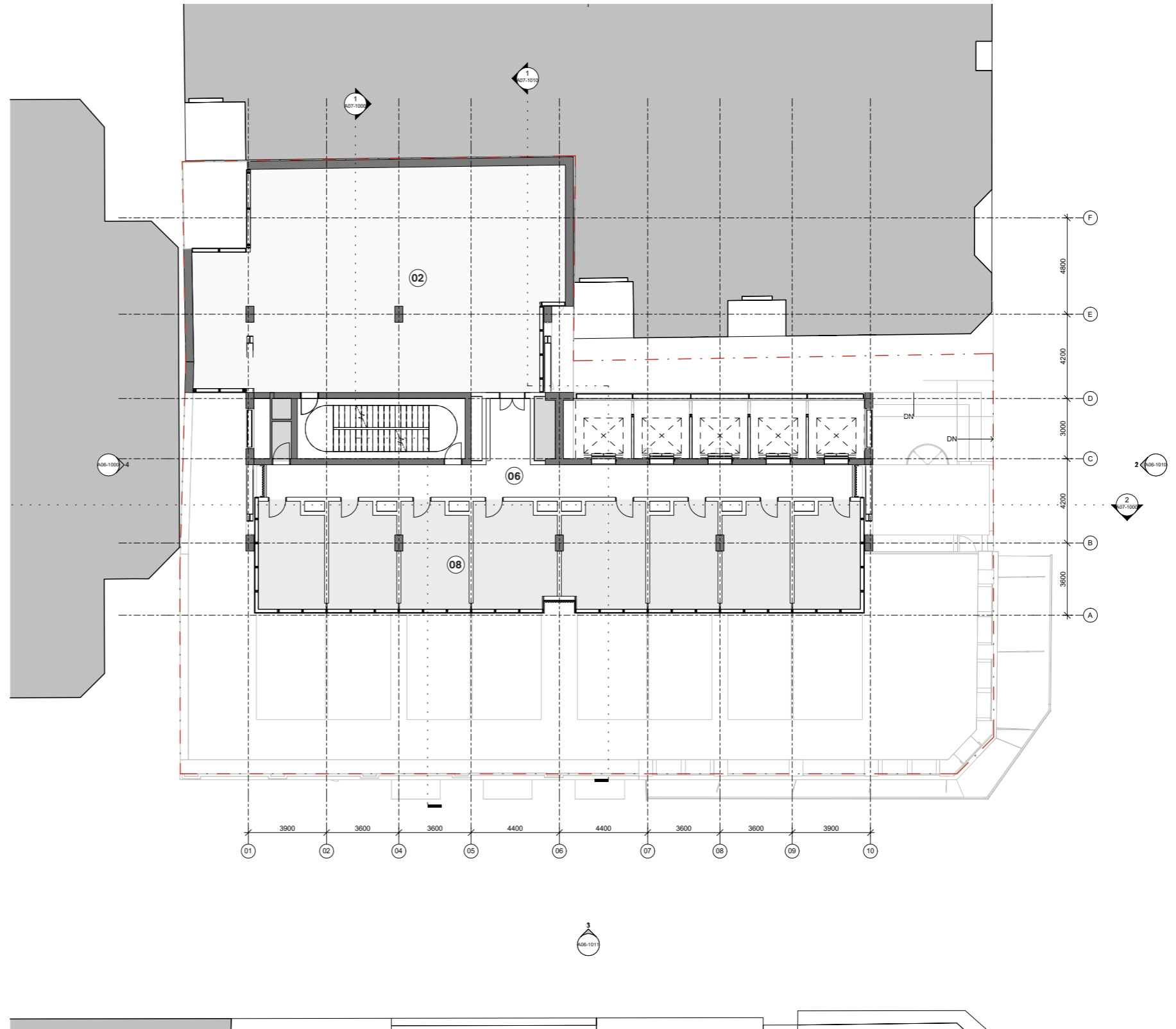
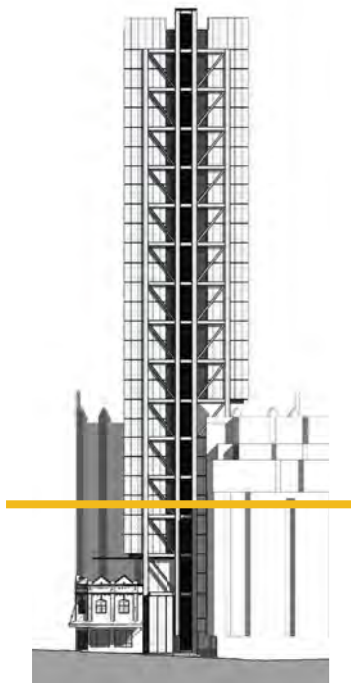
895



Typical Podium Floor

- 01 Reception
- 02 Retail/ Amenity
- 03 BOH
- 04 Car Park
- 05 Plant
- 06 Circulation
- 07 External Terrace
- 08 3.5* Hotel Room

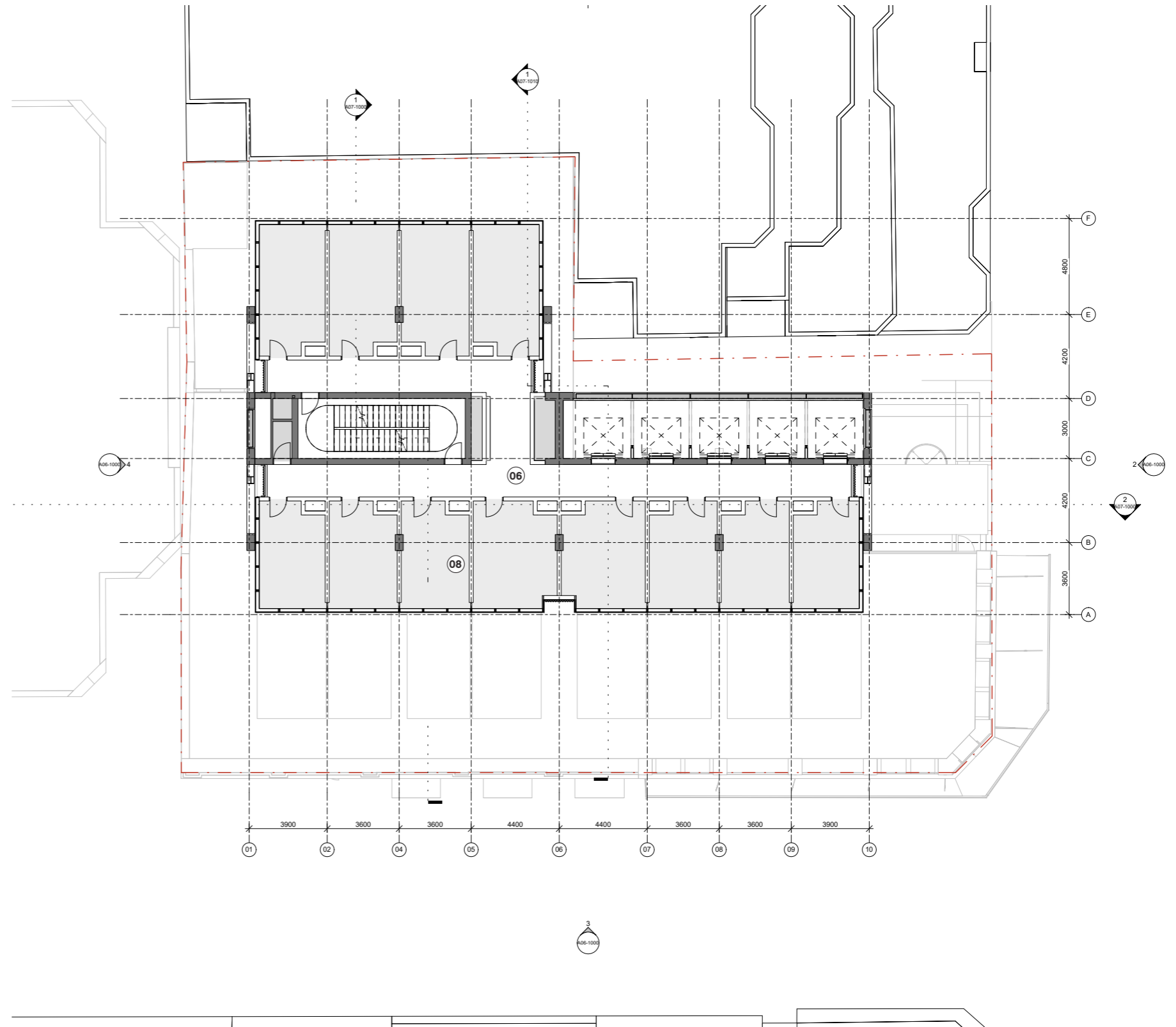
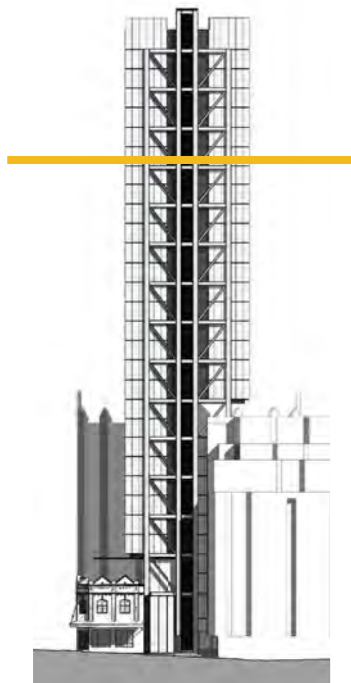
968



Typical Floor

- 01 Reception
- 02 Retail/ Amenity
- 03 BOH
- 04 Car Park
- 05 Plant
- 06 Circulation
- 07 External Terrace
- 08 3.5* Hotel Room

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Building Elevations

North

North East

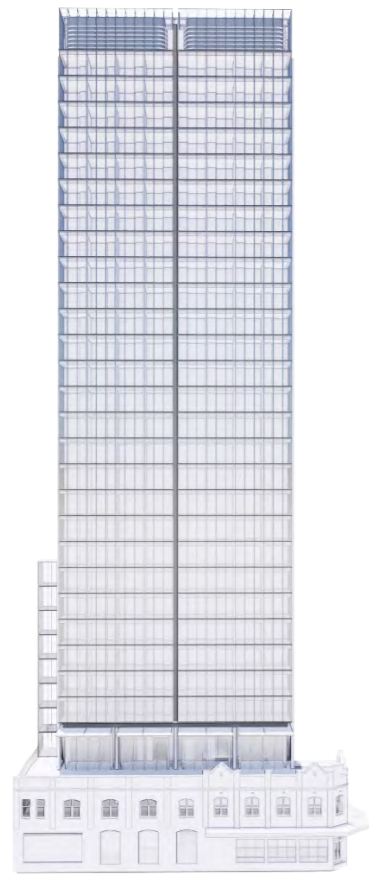
East

South East

868



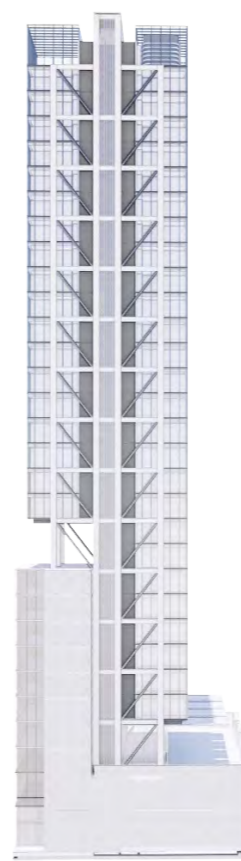
South



South West



West



North West



Indicative Views

Views have been taken of the proposed indicative scheme from significant locations in the surrounding area. The views include potential towers within the Central Station precinct that may be developed under the Draft CSPA.

01. Belmore Park



006

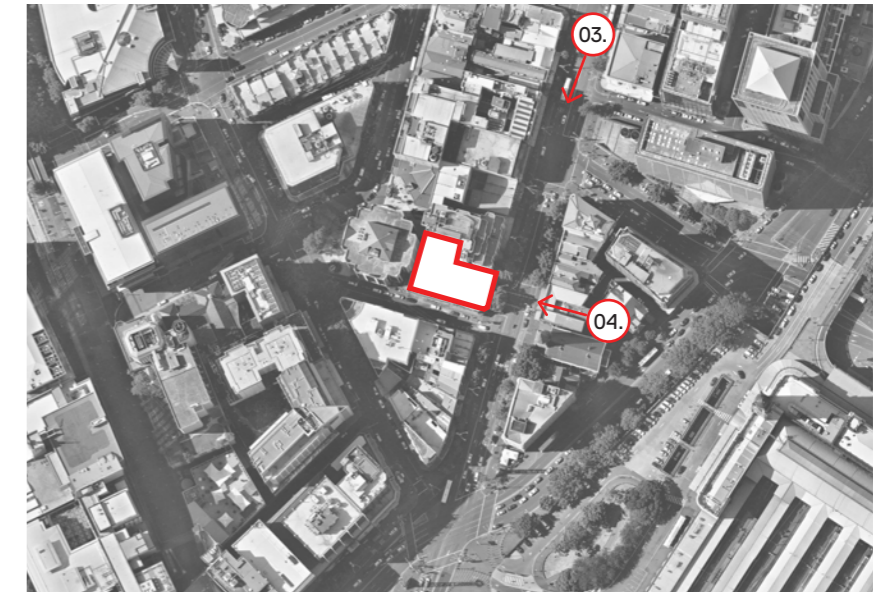
02. Railway Square



03. George Street North



04. Central Station



05. George Street



902

06. George Street tower view



07. Valentine and Quay Street



08. Valentine Street



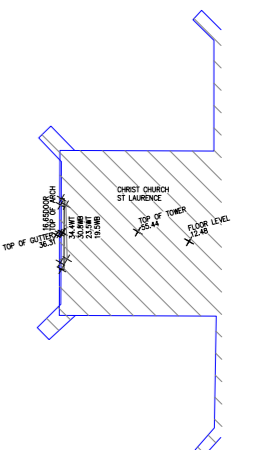
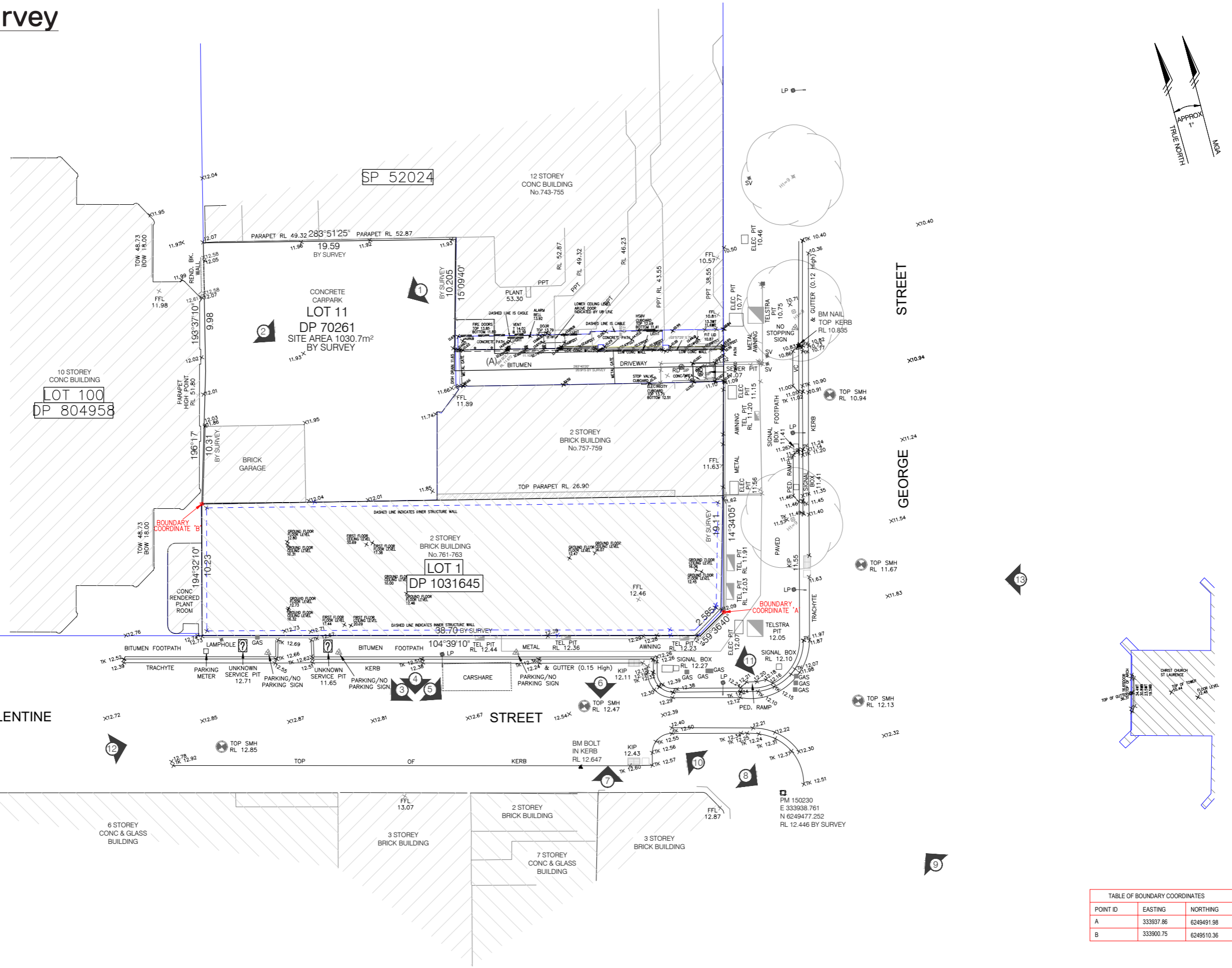
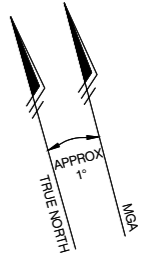


Appendix A - Survey

LEGEND

BENCH MARK	▲
TELSTRA PIT	⊠ TEL
ELECTRIC LIGHT POLE	⊕ LP
POWER POLE	⊕ PP
SIGN POST	⊕ SP
SEWER INSPECTION PIT	⊕ SIP
SEWER VENT	○ SEWER
MANHOLE	○ MH
SEWER MANHOLE	○ SMH
STOP VALVE	⊕ SV
WATER HYDRANT	⊕ HYD
WATER METER	⊕ WM
GAS METER	⊕ GM
STATE SURVEY MARK	⊕ SSM

NOTE:
 NO BOUNDARY SURVEY HAS BEEN UNDERTAKEN. BEARINGS, DIMENSIONS AND AREAS ARE FROM TITLE ONLY AND ARE SUBJECT TO CONFIRMATION BY BOUNDARY SURVEY.
 SERVICES SHOWN ARE INDICATIVE ONLY. POSITIONS ARE BASED ON SURFACE INDICATORS (S) LOCATED DURING FIELD SURVEY. CONFIRMATION OF THE EXACT POSITION SHOULD BE MADE PRIOR TO ANY EXCAVATION WORK. OTHER SERVICES MAY EXIST WHICH ARE NOT SHOWN.
 LEVELS ARE BASED ON AUSTRALIAN HEIGHT DATUM (AHD) USING THE BENCHMARKS PROVIDED BY YOU TO THE CLIENT IN THE DETAIL NAMED 14937 DETL-001A.
 AZIMUTH HAS BEEN OBTAINED USING THE BENCHMARKS PROVIDED BY YOU TO THE CLIENT IN THE DETAIL NAMED 14937 DETL-001A.
 RIDGE & GUTTER HEIGHTS HAVE BEEN OBTAINED BY INDIRECT METHOD AND ARE ACCURATE TO ± 0.50m.
 CONTOURS ARE AN INDICATION OF LANDFORM AND SHOULD NOT BE TAKEN IN PREFERENCE TO SPOT LEVELS SHOWN.
 CONTOUR INTERVAL 0.25m.
 IT HAS BEEN ASSUMED THAT THE INSIDE WALLS OF No.761-763 CONTINUE VERTICALLY FROM THE GROUND FLOOR TO THE FIRST FLOOR. NO OBSERVATIONS TO THE STRUCTURAL WALLS WERE TAKEN ON THE FIRST FLOOR.
 BOUNDARY COORDINATES HAVE BEEN ADDED BASED ON A BOUNDARY SURVEY PROVIDED BY CEEROSE AND UNDERTAKEN BY LAWRENCE GROUP TITLED 14937 DETL-001A.



LEGEND

EB	EDGE OF BITUMEN
TB	TOP OF BANK
BB	BOTTOM OF BANK
WT	TOP OF WINDOW
WB	BOTTOM OF WINDOW
TG	TOP OF GUTTER
RR	ROOF RISE
FL	FLOOR LEVEL
TEL	TELSTRA PIT
INV	INVERT LEVEL
WM	WATER METER
SV	STOP VALVE
SIP	SEWER INSPECTION PIT
ELEC	ELECTRICAL PIT
PP	POWER POLE
BM	BENCHMARK
Ø 450/100	DIAMETER/SPREADHEIGHT
HSBV	HYDRANT SPRINKLER BOOSTER VALVES
UB	UNDERSIDE OF BEAM/STRUCTURE

TABLE OF BOUNDARY COORDINATES

POINT ID	EASTING	NORTHING
A	333837.86	6249491.98
B	333900.75	6249510.36

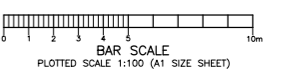
NOTE:
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DRAWING: PLAN SHOWING DETAIL & LEVELS OVER DP 70261 & DP1031645
 CLIENT: CEEROSE PTY LTD
 PROJECT: HAYMARKET
 ADDRESS: CORNER OF GEORGE STREET & VALENTINE STREET, HAYMARKET

JOB No.: 151191
 PLAN No.: 151191_C
 DATE: 09.12.2015
 DRAWN: RA
 CHK: CD

LGA: CITY OF SYDNEY
 DATUM: AHD
 SCALE: 1:100@A0
 CONT. INTERVAL: 0.25m
 SHEET 1 OF 1

REVISION No. REVISION DATE: COMMENT:
 B 25.11.2015 RESTORED FULL OPACITY TO UNDERLYING SURVEY DONE BY LAWRENCE GROUP.
 C 09.12.2015 ADDED BOUNDARY MARK COORDINATES



TOTAL SURVEYING SOLUTIONS
 SUITE 5 / 21 ELIZABETH STREET, CAMDEN NSW 2570
 Ph. (02) 4655 4035 Fax. (02) 46 55 7094 Email: tss@totalsurveying.com.au

Appendix B - Preferred Indicative Scheme 11.8:1 FSR

Drawing List

GA Plans

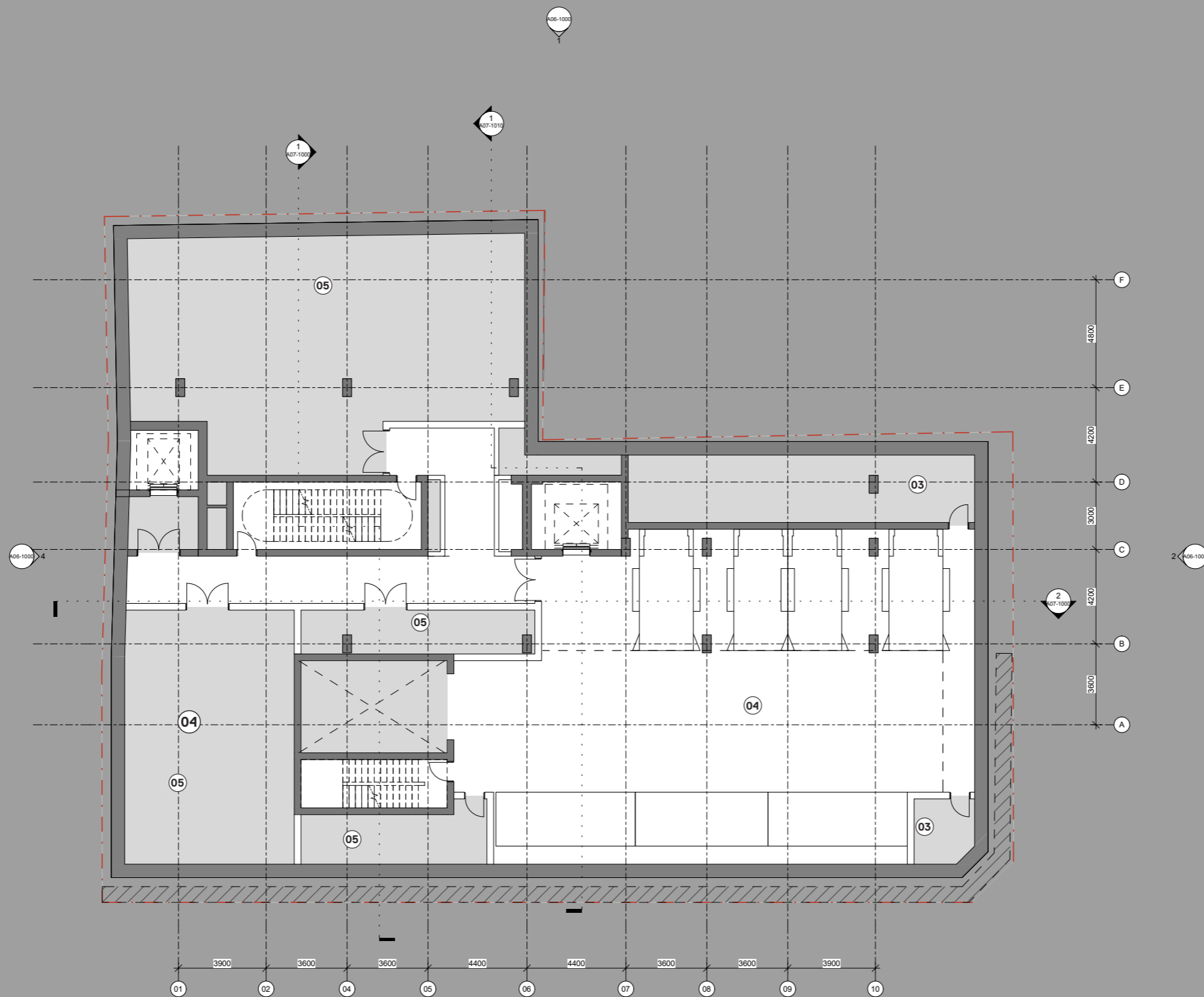
- 01 Basement Level 02
- 02 Basement Level 01
- 03 Level 01 - Ground Floor
- 04 Level 02 - Heritage First Floor
- 05 Level 03 - Heritage Terrace
- 06 Level 05 - Podium Typical
- 07 Level 10 - Podium Terrace
- 08 Level 11 - Void
- 09 Level 20 - Typical Hotel
- 10 Level 30 - Roof Plant/ Amenity
- 11 Level 32 - Roof Plan

GA Elevations

- 12 George Street Podium Elevation
- 13 Valentine Street Podium Elevation
- 14 North/ East/ South/ /West Elevation
- 15 Section AA/ Section BB

Schedule of Accomodation

LEVEL	USE	GBA (m2)	GFA (m2)	Keys	F2F (m)	Height (m)	AHD (m)
ROOF						105.12	117.12
LEVEL 31	PLANT + LIFT OVERRUN	467.8			3.18	101.94	113.94
LEVEL 30	HOTEL AMENITY + PLANT	467.8	161.6		3.18	98.76	110.76
LEVEL 29	3.5* HOTEL	467.8	359.4	12	3.18	95.58	107.58
LEVEL 28	3.5* HOTEL	467.8	359.4	12	3.18	92.40	104.40
LEVEL 27	3.5* HOTEL	467.8	359.4	12	3.18	89.22	101.22
LEVEL 26	3.5* HOTEL	467.8	359.4	12	3.18	86.04	98.04
LEVEL 25	3.5* HOTEL	467.8	359.4	12	3.18	82.86	94.86
LEVEL 24	3.5* HOTEL	467.8	359.4	12	3.18	79.68	91.68
LEVEL 23	3.5* HOTEL	467.8	359.4	12	3.18	76.50	88.50
LEVEL 22	3.5* HOTEL	467.8	359.4	12	3.18	73.32	85.32
LEVEL 21	3.5* HOTEL	467.8	359.4	12	3.18	70.14	82.14
LEVEL 20	3.5* HOTEL	467.8	359.4	12	3.18	66.96	78.96
LEVEL 19	3.5* HOTEL	467.8	359.4	12	3.18	63.78	75.78
LEVEL 18	3.5* HOTEL	467.8	359.4	12	3.18	60.60	72.60
LEVEL 17	3.5* HOTEL	467.8	359.4	12	3.18	57.42	69.42
LEVEL 16	3.5* HOTEL	467.8	359.4	12	3.18	54.24	66.24
LEVEL 15	3.5* HOTEL	467.8	359.4	12	3.18	51.06	63.06
LEVEL 14	3.5* HOTEL	467.8	359.4	12	3.18	47.88	59.88
LEVEL 13	3.5* HOTEL	467.8	359.4	12	3.18	44.70	56.70
LEVEL 12	3.5* HOTEL	467.8	359.4	12	3.18	41.52	53.52
LEVEL 11	3.5* HOTEL + VOID	340.4	236.0	8	3.18	38.34	50.34
LEVEL 10	3.5* HOTEL + TERRACE	340.4	432.7	8	3.18	35.16	47.16
LEVEL 09	3.5* HOTEL + AMENITY	547.0	432.7	8	3.18	31.98	43.98
LEVEL 08	3.5* HOTEL + AMENITY	547.0	432.7	8	3.18	28.80	40.80
LEVEL 07	3.5* HOTEL + AMENITY	547.0	432.7	8	3.18	25.62	37.62
LEVEL 06	3.5* HOTEL + AMENITY	547.0	432.7	8	3.18	22.44	34.44
LEVEL 05	3.5* HOTEL + AMENITY	547.0	432.7	8	3.18	19.26	31.26
LEVEL 04	3.5* HOTEL + AMENITY	547.0	432.7	8	3.18	16.08	28.08
LEVEL 03 Mezz	HOTEL AMENITY LEVEL	460.0	351.0		3.18	12.90	24.90
LEVEL 03	HOTEL AMENITY LEVEL	473.0	362.0		3.18	9.72	21.72
LEVEL 02	COMMERCIAL LOBBY + RETAIL	964.0	805.0		4.32	5.40	17.40
LEVEL 01 (Ground)	HOTEL LOBBY + RETAIL	964.0	584.0		5.40	0	12
BASEMENT 01	BOH/ AMENITY/ PLANT	938.0	147.0		4.5	-4.5	7.5
BASEMENT 02	BOH/ PLANT	938.0			4.5	-9	3
GBA TOTAL (sq.m) <i>(excluding B1/B2)</i>		18056					
GFA TOTAL (sq.m) <i>(excluding B1/B2)</i>		12145					
SITE AREA		1030					
FSR		11.8					
HOTEL KEYS				280			



ARCHITECT
GRIMSHAW

GRIMSHAW ARCHITECTS LLP
T +61 2 9253 0200 Level 2, 333 George Street, Sydney, NSW 2000, AUS
www.grimshaw.global

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- 01 Reception
- 02 Retail/ Amenity
- 03 BOH
- 04 Car Park
- 05 Plant
- 06 Circulation
- 07 External Terrace
- 08 3.5* Hotel Room

CLIENT
Sampran Pty Ltd

CONSULTANTS

PROJECT NAME
757-763 GEORGE ST

PROJECT NO. ADDRESS
19287 757-763 GEORGE ST, SYDNEY, NSW, AUSTRALIA

REV	BY	DATE	DESCRIPTION
1		16.10.20	Issue for Information
2		12.02.21	Issue for Information
3		11.06.21	Draft Issue
4		20.06.21	Draft Issue
5		06.10.21	Draft Issue
6		13.10.21	Planning Proposal Issue

KEY PLAN

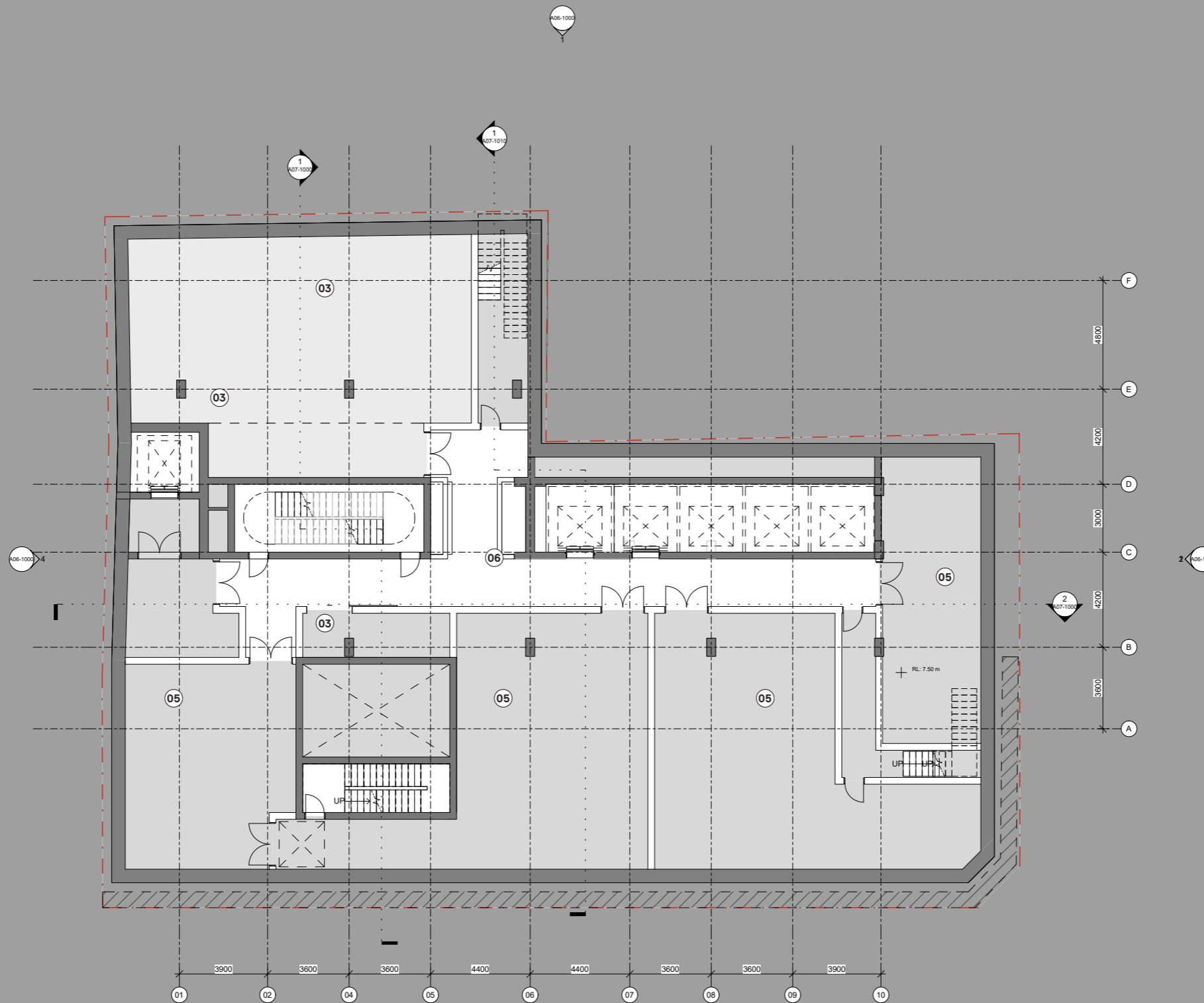
NORTH

DRAWING TITLE
GA PLAN - LEVEL B2 - BASEMENT 02

SCALE STATUS
1 : 100 @ A1 For Information

DRW	CH	APPR	DRW DATE	REV
FD	GAS	GAS	13.10.21	6

DRAWING NO.
A03-1000



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- 06 Circulation
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REV	BY	DATE	DESCRIPTION
1		16.10.20	Issue for Information
2		12.02.21	Issue for Information
3		11.06.21	Draft Issue
4		20.08.21	Draft Issue
5		05.10.21	Draft Issue
6		13.10.21	Planning Proposal Issue

KEY PLAN

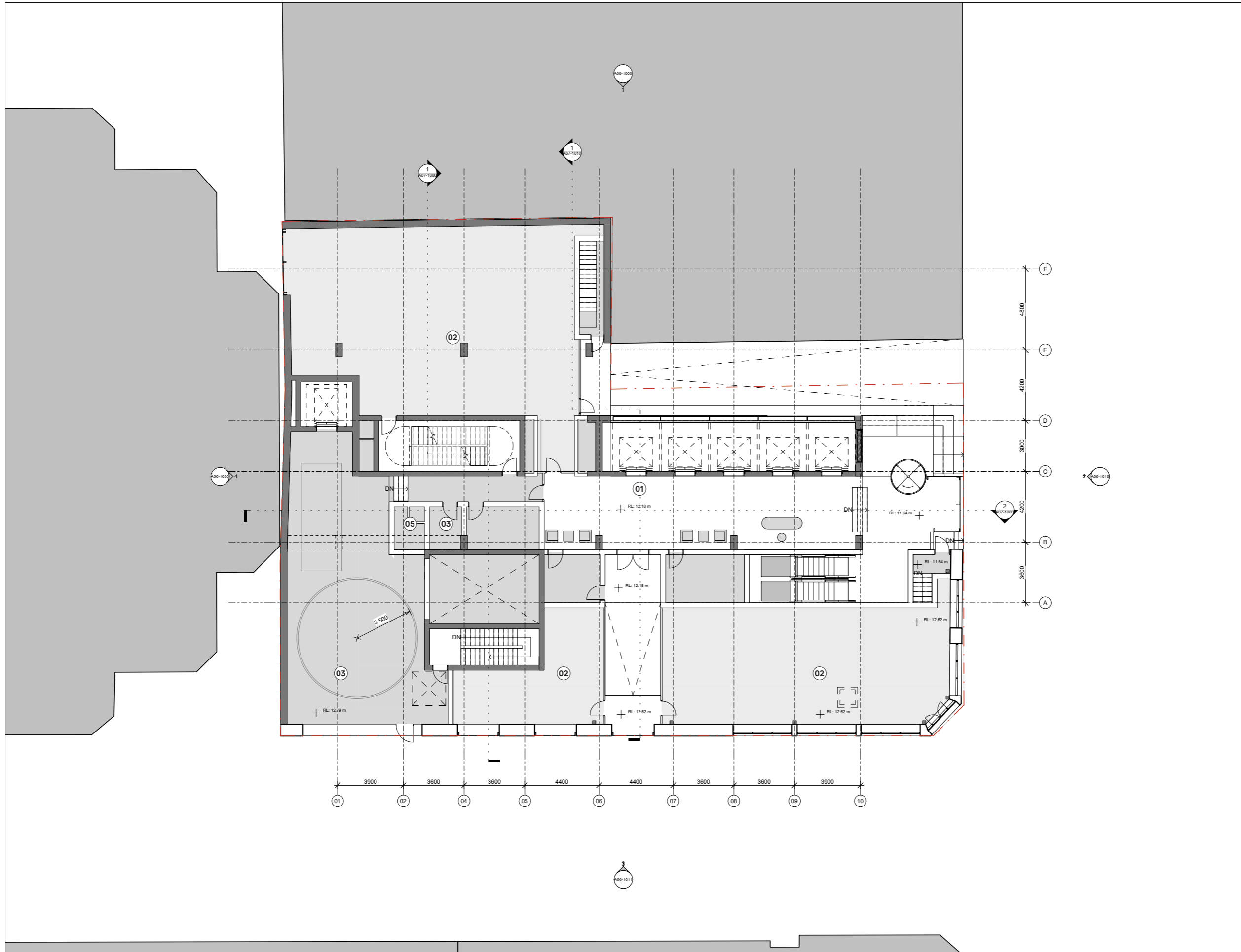


DRAWING TITLE
GA PLAN - LEVEL B1 - BASEMENT 01

SCALE 1 : 100 @ A1 **STATUS** For Information

DRW	CH	APPR	DRW DATE	REV
FD	GAS	GAS	13.10.21	6

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KEY PLAN

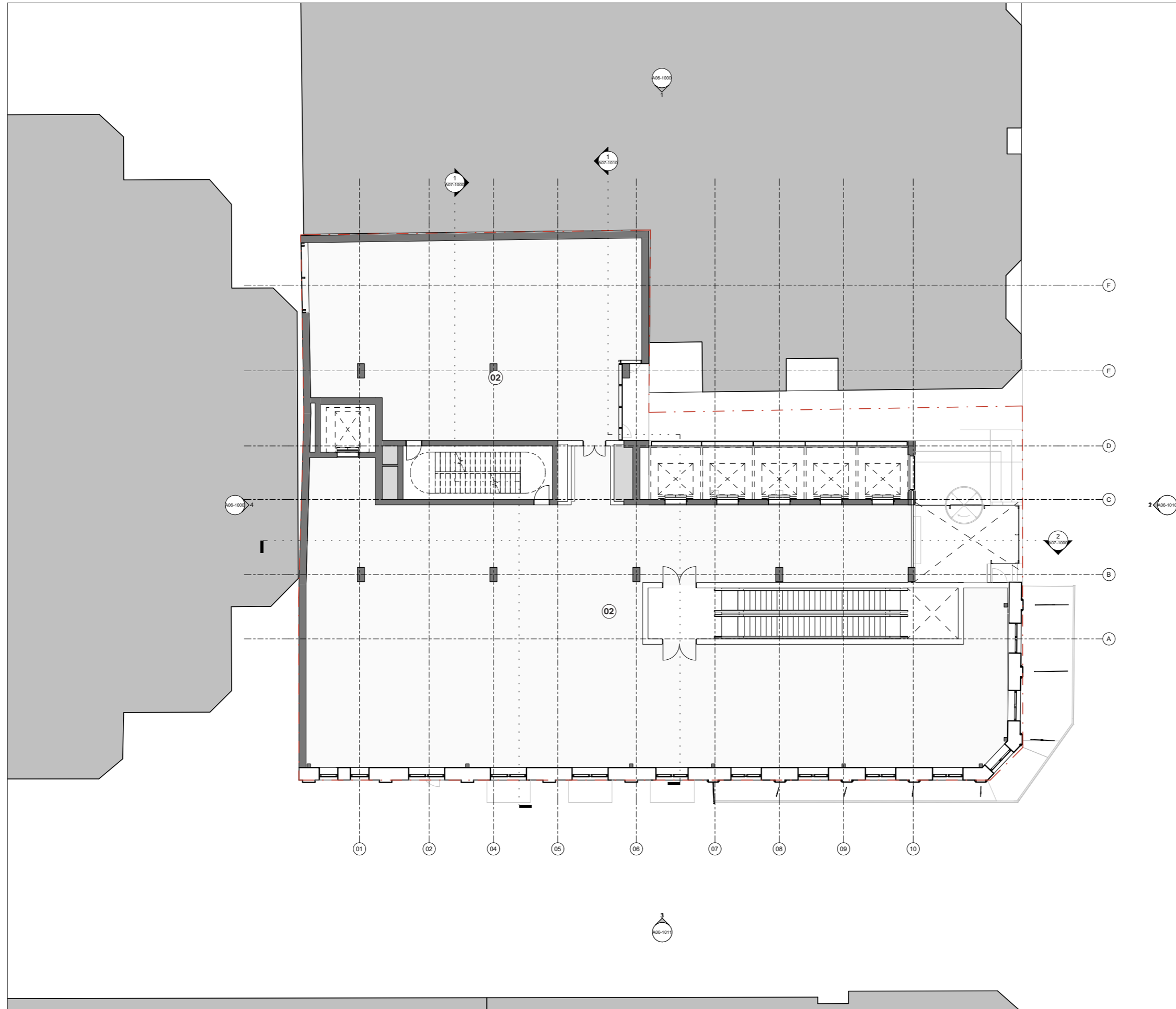
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DRAWING TITLE
GA PLAN - LEVEL 01 - GROUND

SCALE STATUS
1 : 100 @ A1 For Information

DRW	CH	APPR	DRW DATE	REV
FD	GAS	GAS	13.10.21	5

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KEY PLAN

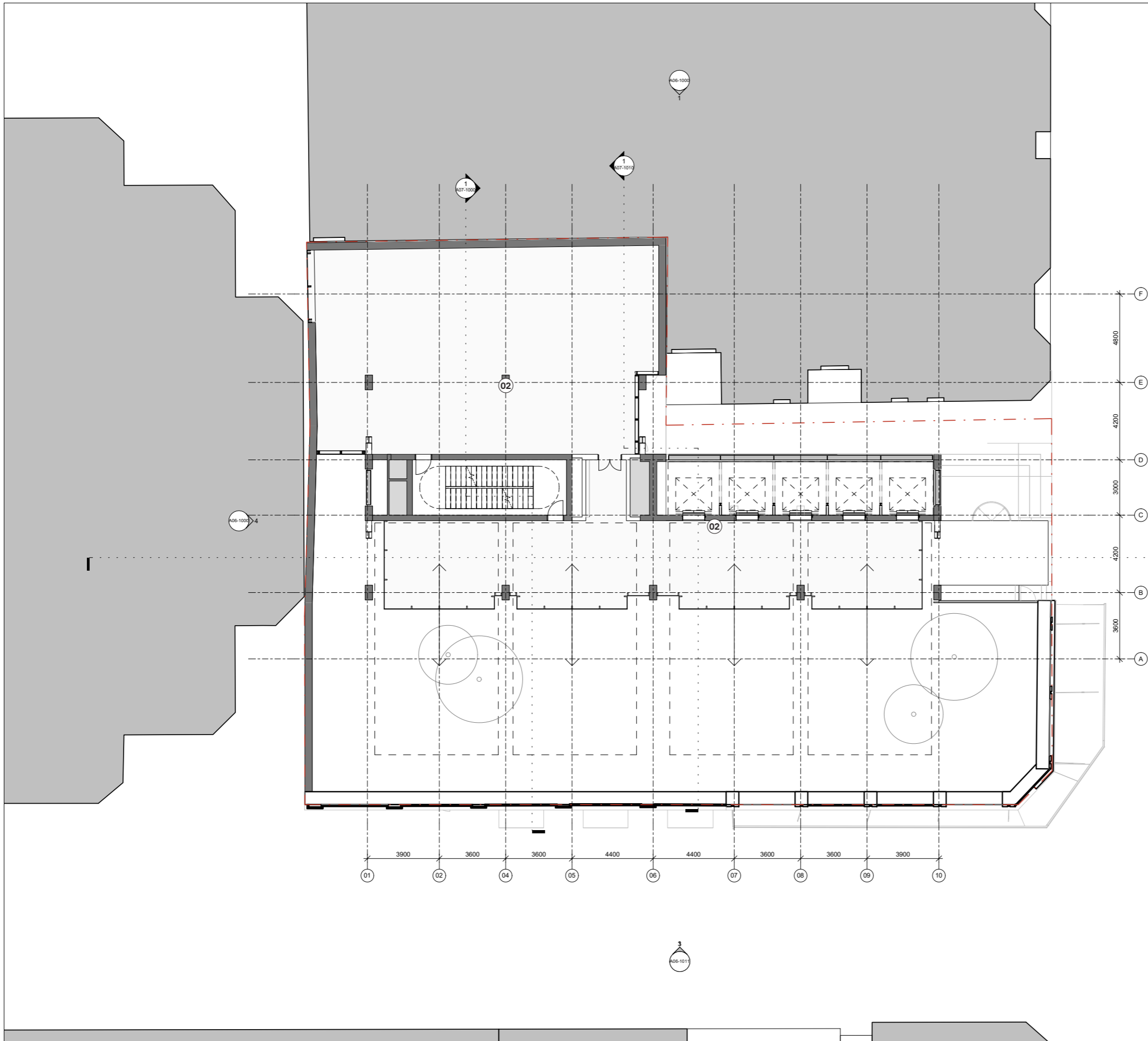


DRAWING TITLE
 GA PLAN - LEVEL 02 - MEZZANINE

SCALE 1 : 100 @ A1 **STATUS** For Information

DRW	CH	APPR	DRW DATE	REV
GM	GAS	GAS	13.10.21	6

DRAWING NO.
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KEY PLAN

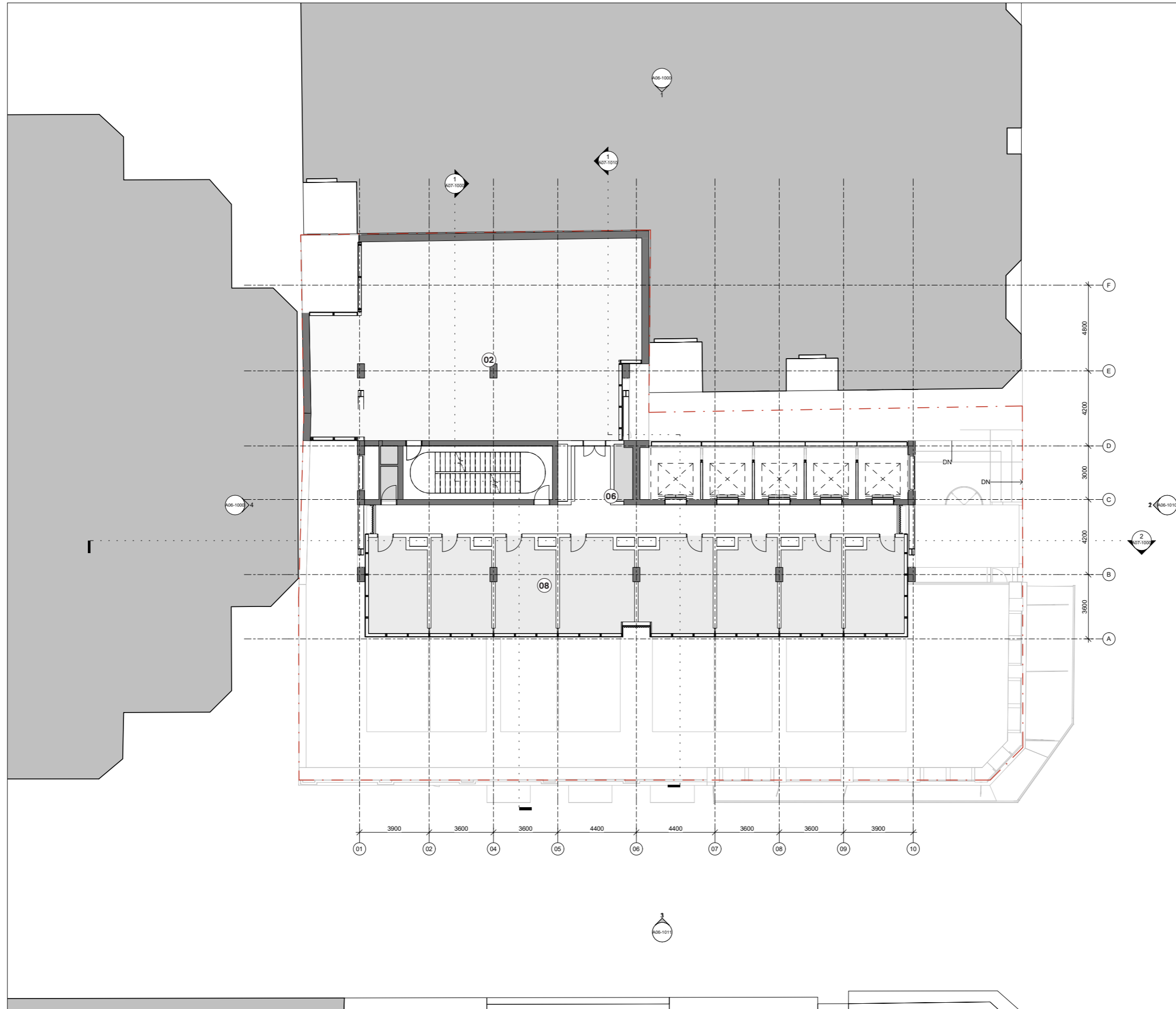
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DRAWING TITLE
GA PLAN - LEVEL 03 - HOTEL AMENITY

SCALE STATUS
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DRW CH APPR DRW DATE REV
AuthoCheckApprover13.10.21 6

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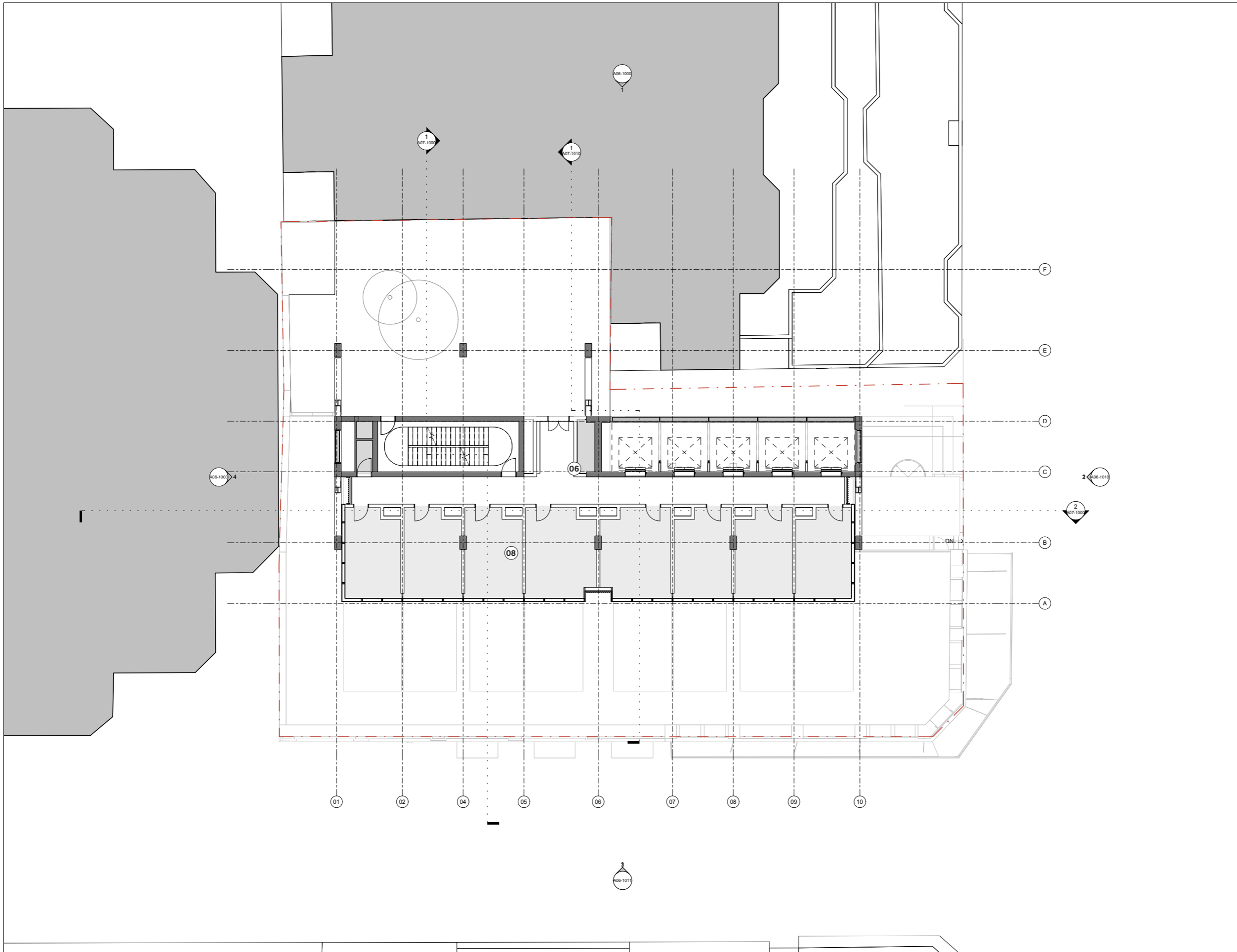


DRAWING TITLE
GA PLAN - LEVEL 05 - HOTEL PODIUM

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DRW	CH	APPR	DRW DATE	REV
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KEY PLAN

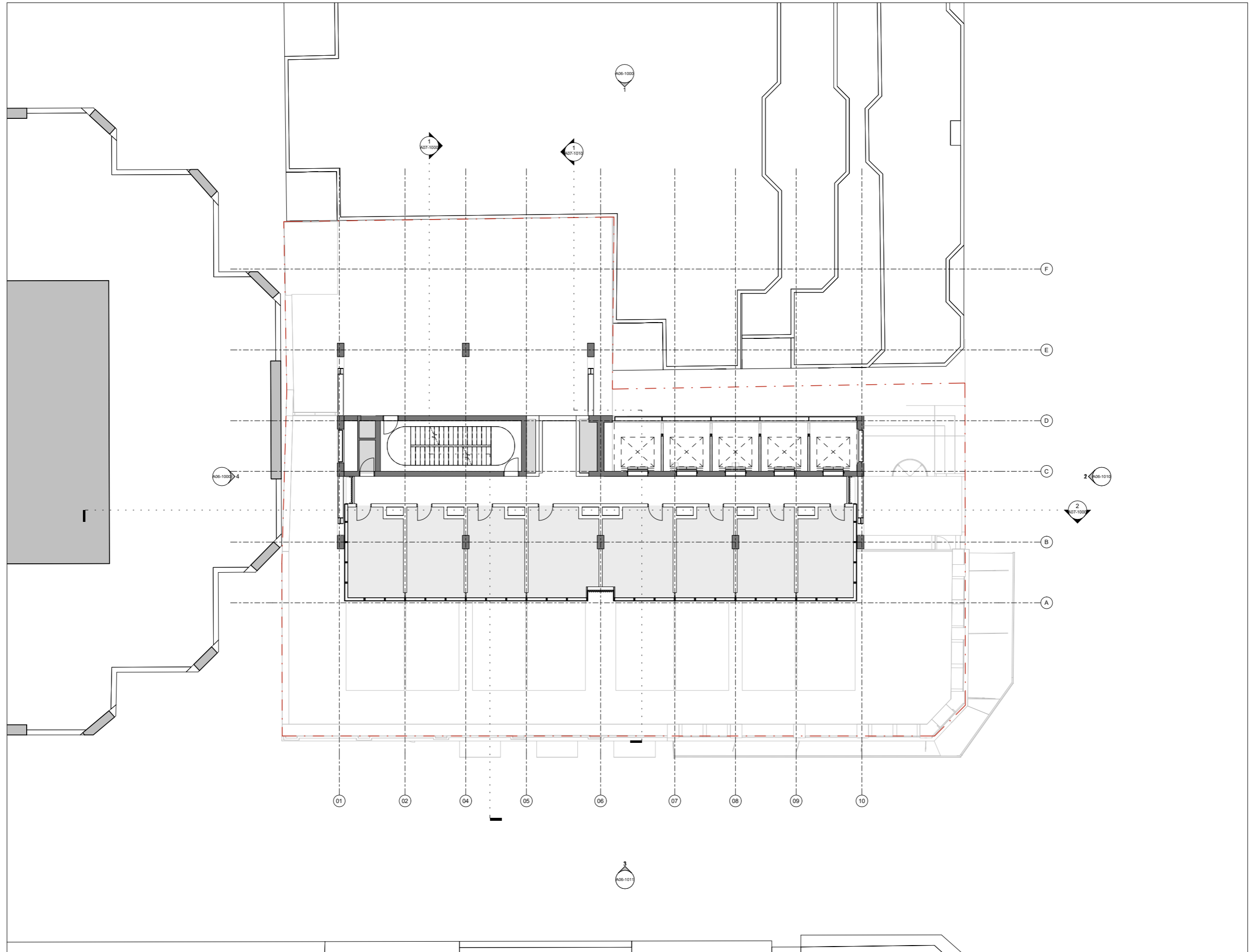
NORTH

DRAWING TITLE
GA PLAN - LEVEL 10 - HOTEL TERRACE

SCALE STATUS
1 : 100 @ A1 For Information

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KEY PLAN

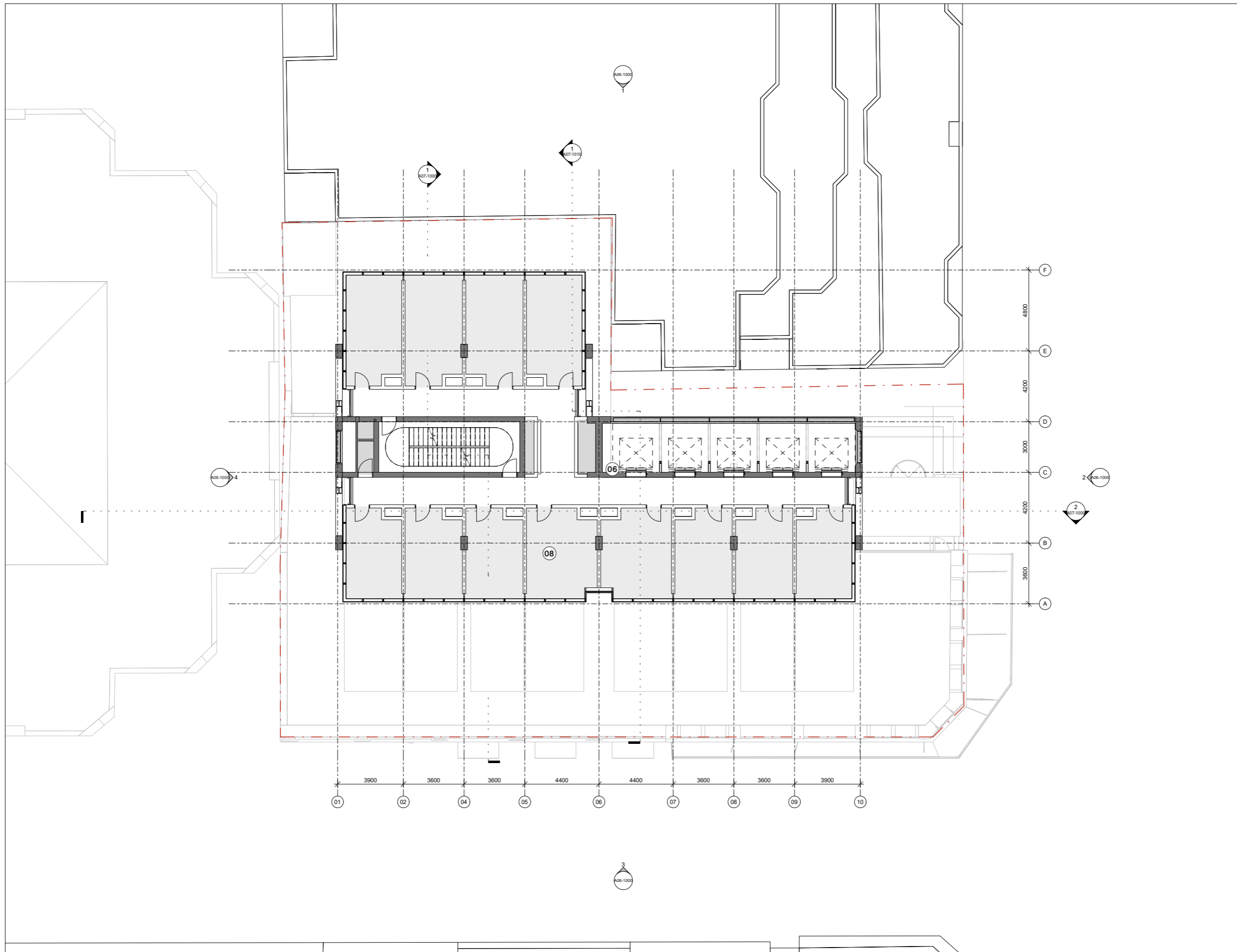


DRAWING TITLE
GA PLAN - LEVEL 11 - HOTEL VOID

SCALE STATUS
1 : 100 @ A1 For Information

DRW CH APPR DRW DATE REV
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5		06.10.21	Draft Issue
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KEY PLAN

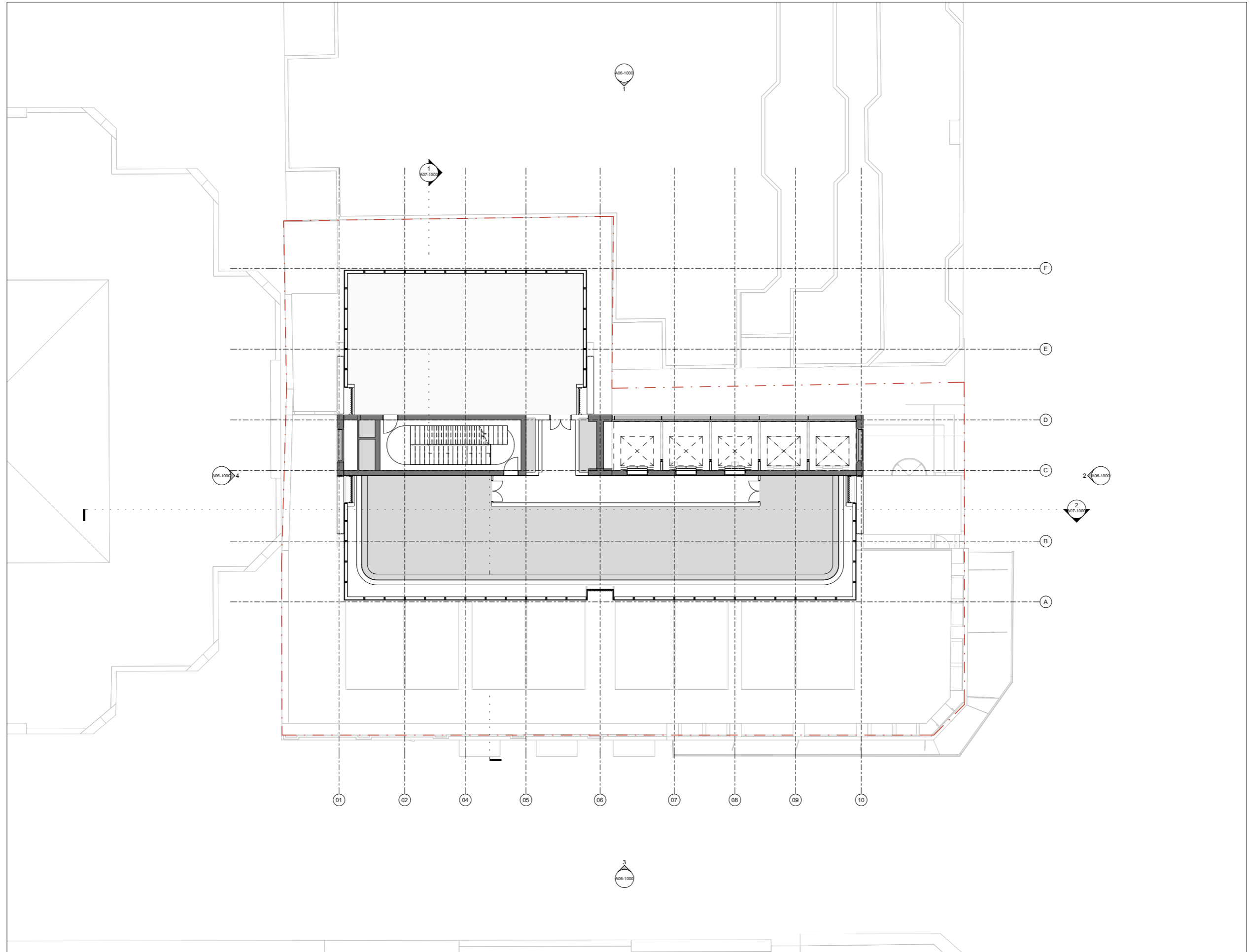
NORTH

DRAWING TITLE
GA PLAN - LEVEL 20 - HOTEL - TYPICAL

SCALE STATUS
1 : 100 @ A1 For Information

DRW	CH	APPR	DRW DATE	REV
FD	GAS	GAS	13.10.21	6

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KEY PLAN

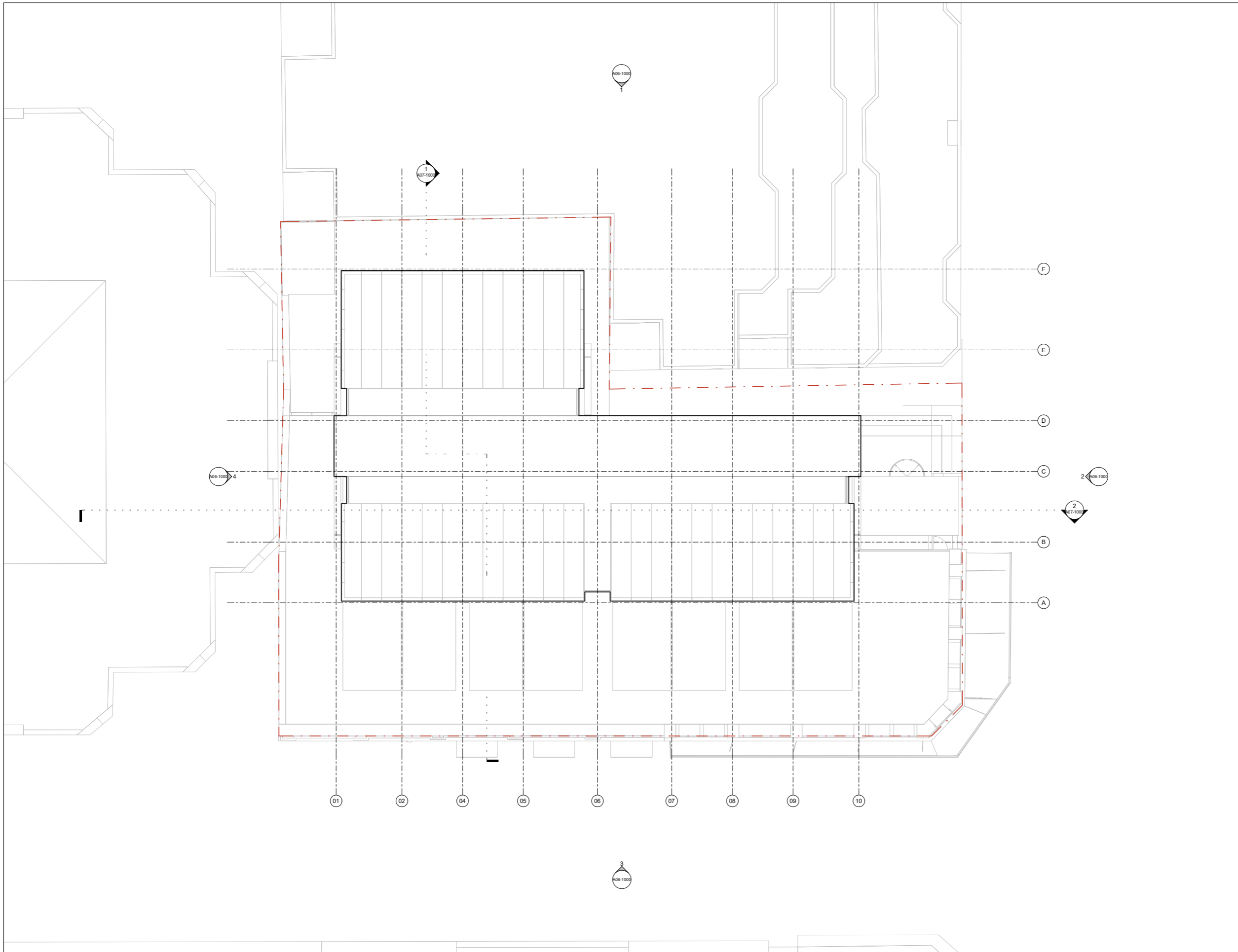
NORTH

DRAWING TITLE
GA PLAN - LEVEL 30 - HOTEL - ROOF PLAN

SCALE **1 : 100 @ A1** STATUS **For Information**

DRW	CH	APPR	DRW DATE	REV
AutoCheck	Approver		13.10.21	6

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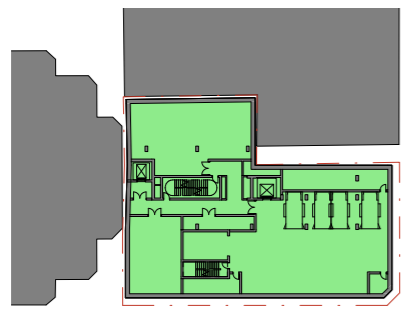
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DRAWING TITLE
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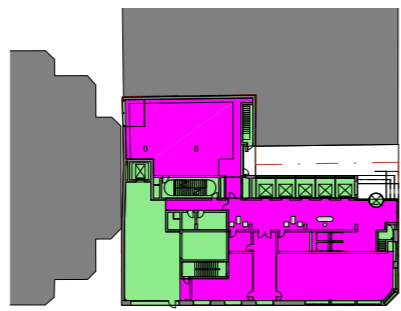
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1 : 100 @ A1 For Information

DRW	CH	APPR	DRW DATE	REV
FD	GAS	GAS	13.10.21	6

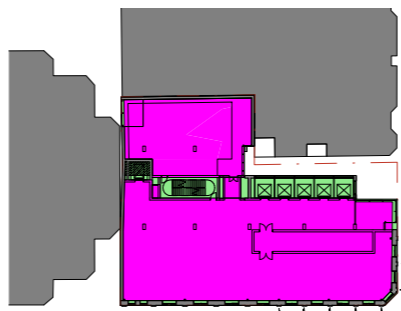
DRAWING NO.
A03-1033



14 A B2 PLN 1-100 GFA TOTAL
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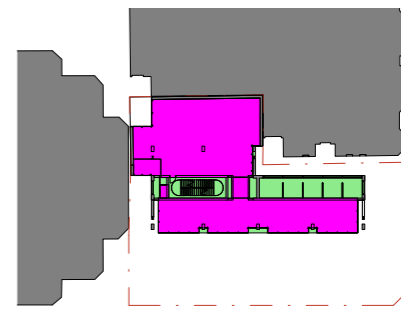
1 A 01 PLN 1-100 GFA TOTAL
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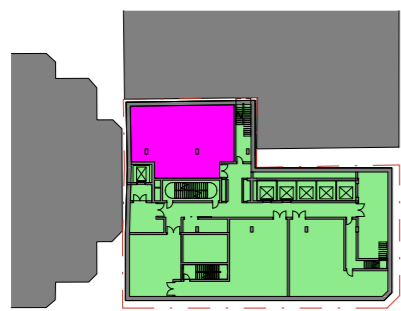
2 A 02 PLN 1-100 GFA TOTAL
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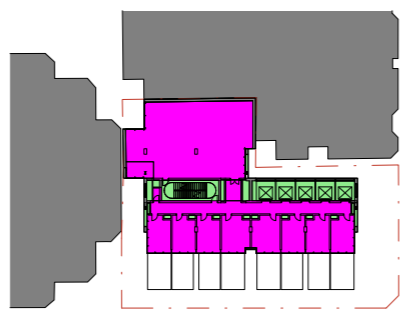
3 A 03 PLN 1-100 GFA TOTAL
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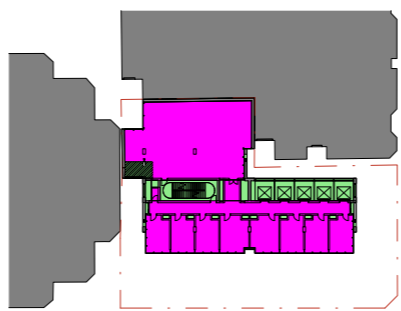
4 A 03M PLN 1 - 100 GFA TOTAL
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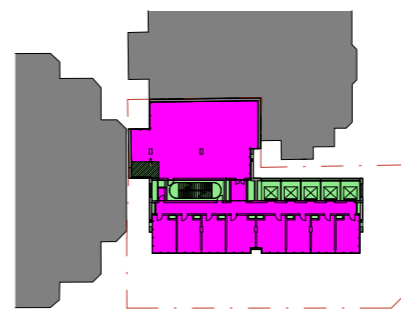
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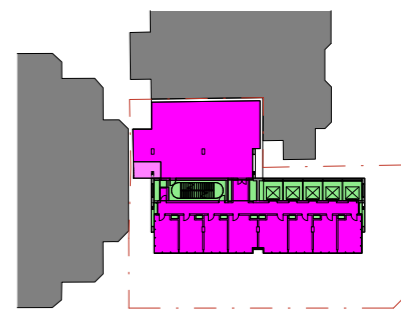
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6 A 05 PLN 1-100 GFA TOTAL
1:500

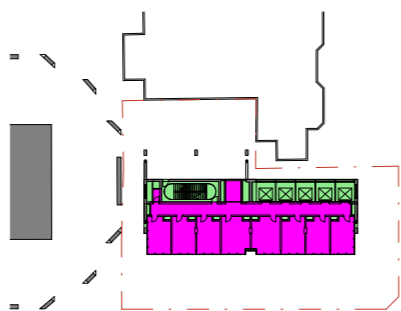


7 A 09 PLN 1-100 GFA TOTAL
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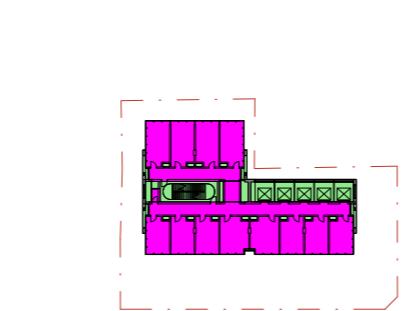


8 A 10 PLN 1-100 GFA TOTAL
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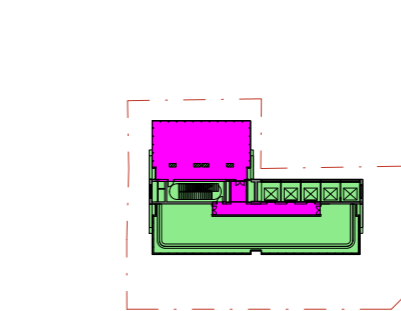
Mass_GFA TOTAL	
Level	Floor Area
01	584.13 m ²
02	805.28 m ²
03	362.95 m ²
03 Mezz	351.46 m ²
04	432.70 m ²
05	432.70 m ²
06	432.70 m ²
07	432.70 m ²
08	432.70 m ²
09	432.70 m ²
10	432.70 m ²
11	236.09 m ²
12	359.40 m ²
13	359.40 m ²
14	359.40 m ²
15	359.40 m ²
16	359.40 m ²
17	359.40 m ²
18	359.40 m ²
19	359.40 m ²
20	359.40 m ²
21	359.40 m ²
22	359.40 m ²
23	359.40 m ²
24	359.40 m ²
25	359.40 m ²
26	359.40 m ²
27	359.40 m ²
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29	359.40 m ²
30	161.63 m ²
B1	147.19 m ²
	12146.89 m ²



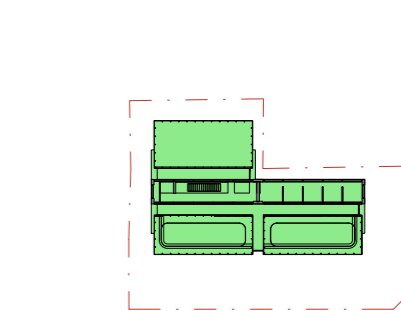
9 A 11 PLN 1-100 GFA TOTAL
1:500



10 A 20 PLN 1-100 GFA TOTAL
1:500



11 A 30 PLN 1-100 GFA TOTAL
1:500



12 A 31 PLN 1-100 GFA TOTAL
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DRAWING TITLE
GFA PLANS

SCALE
1 : 500 @ A1

STATUS
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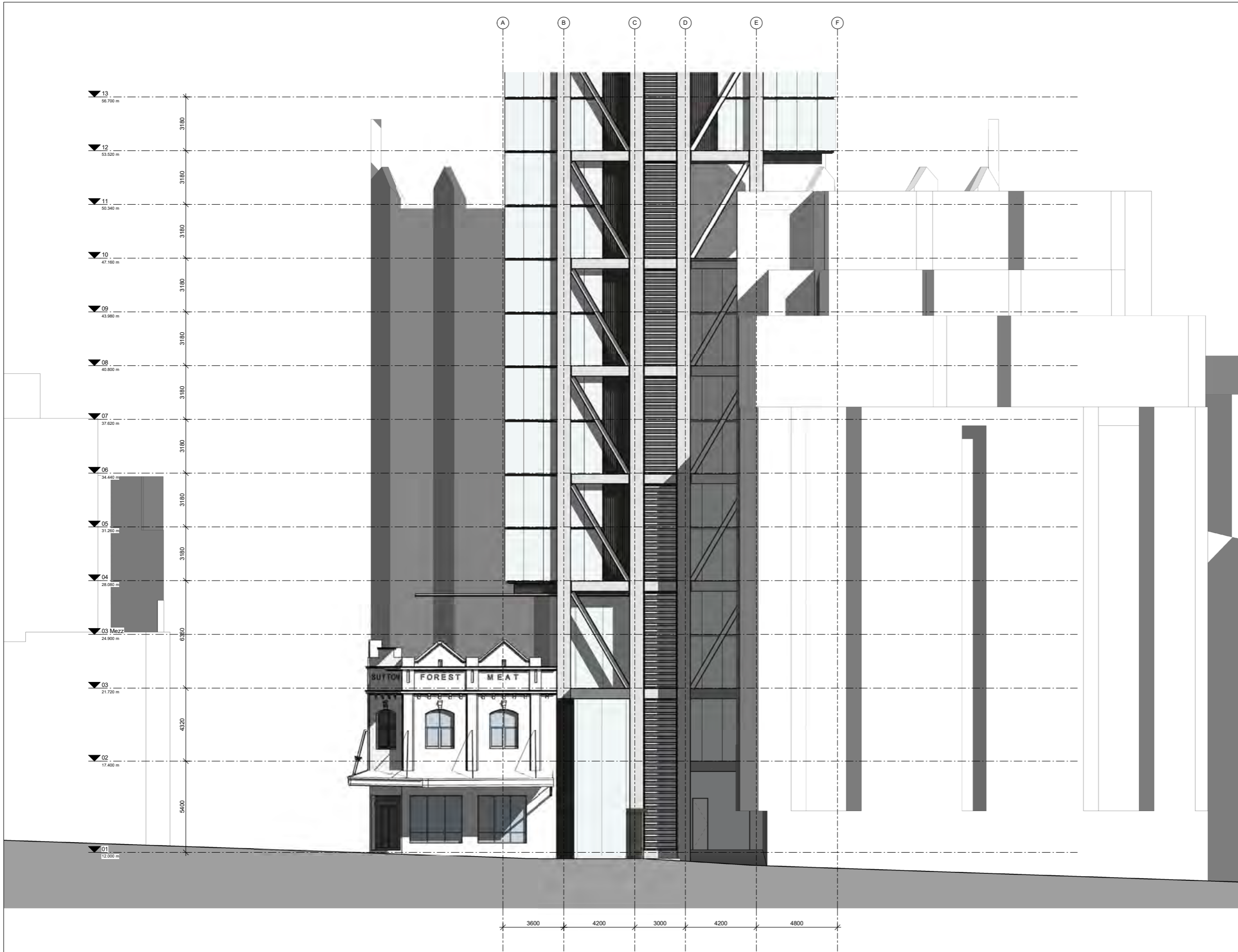
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DRW	CH	APPR	DRW DATE	REV
			13.10.21	3

DRAWING NO.
A04-1002





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1		16.10.20	Issue for Information
2		11.06.21	Draft Issue
3		13.10.21	Planning Proposal Issue

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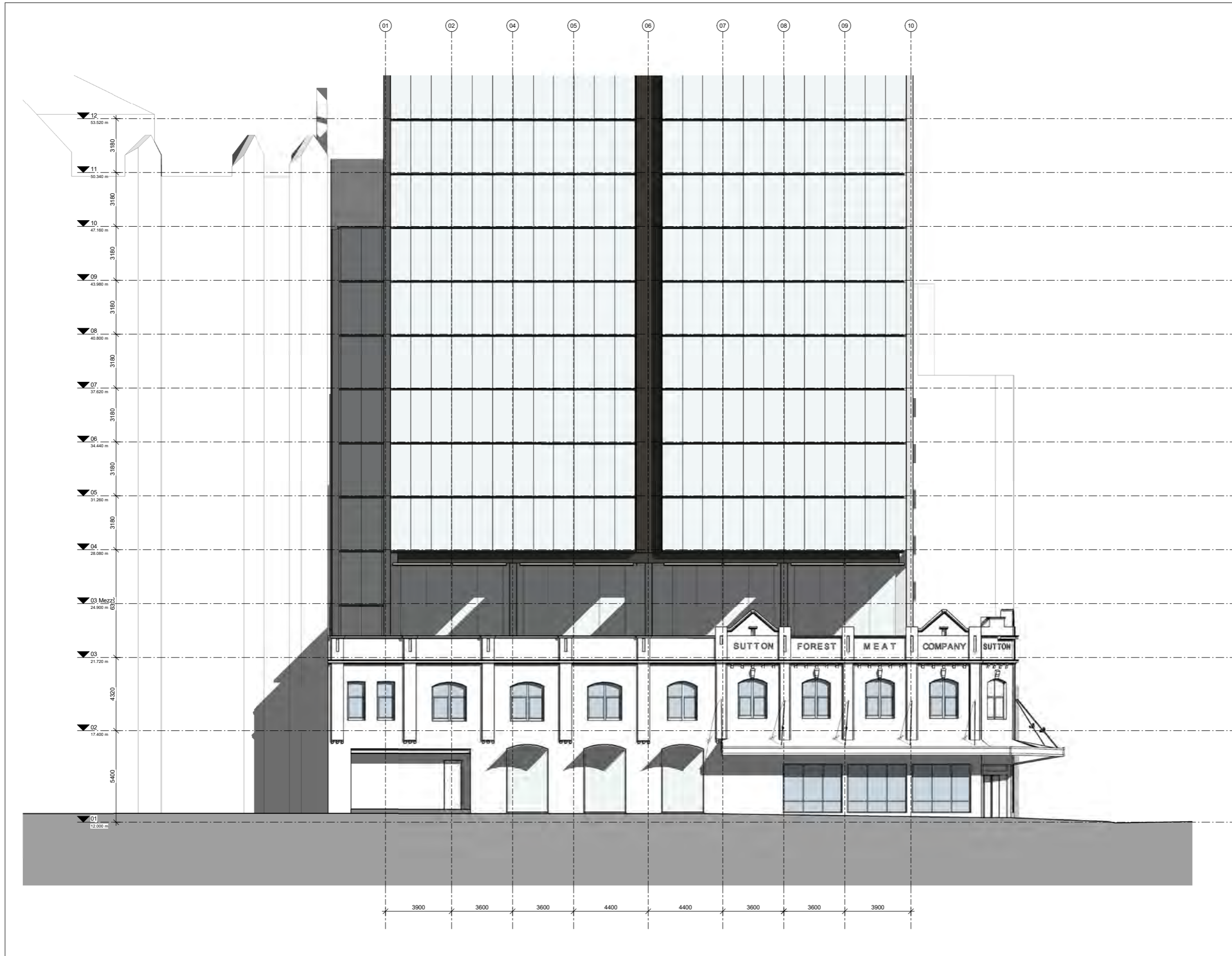
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DRAWING TITLE
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SCALE STATUS
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DRW	CH	APPR	DRW DATE	REV
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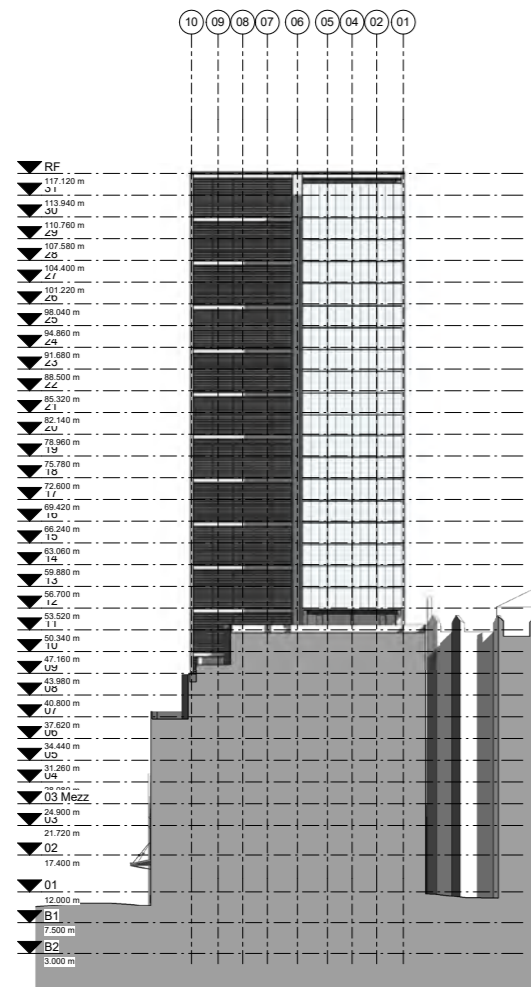
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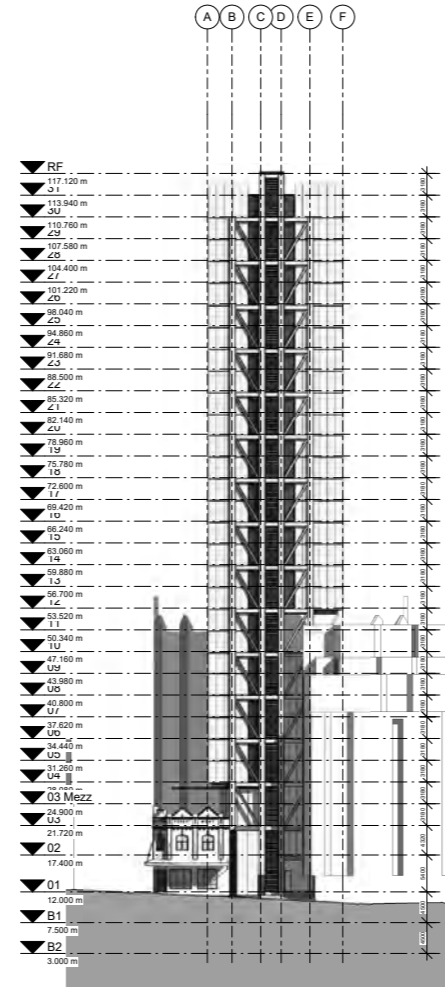
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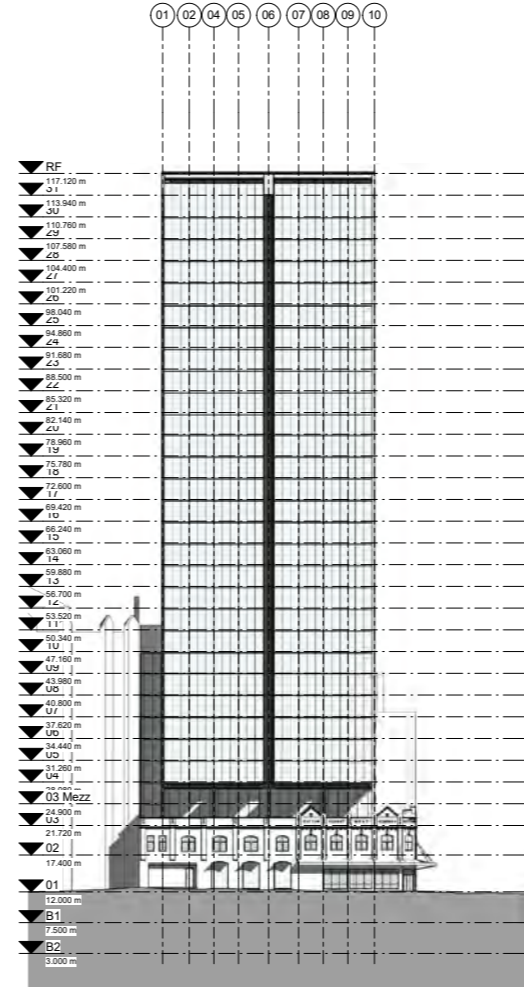
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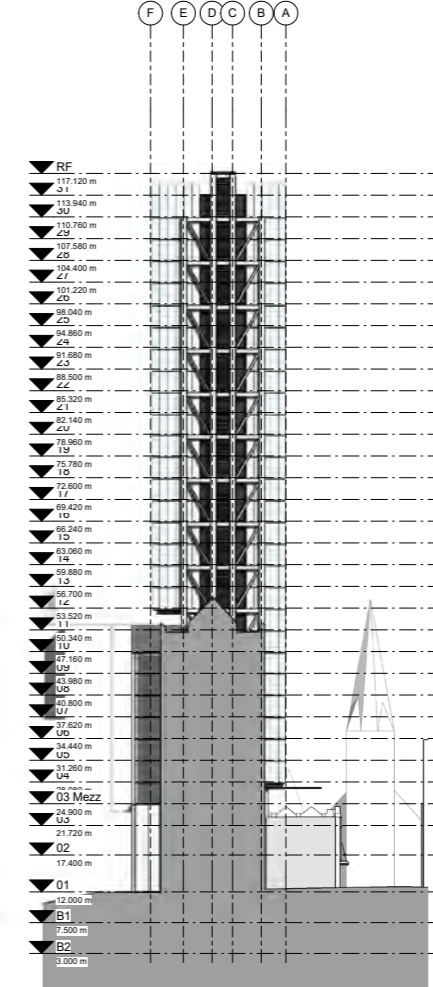
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2 EAST ELEVATION
1:500



3 SOUTH ELEVATION
1:500



4 WEST ELEVATION
1:500

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3		11.06.21	Draft Issue
4		13.10.21	Planning Proposal Issue

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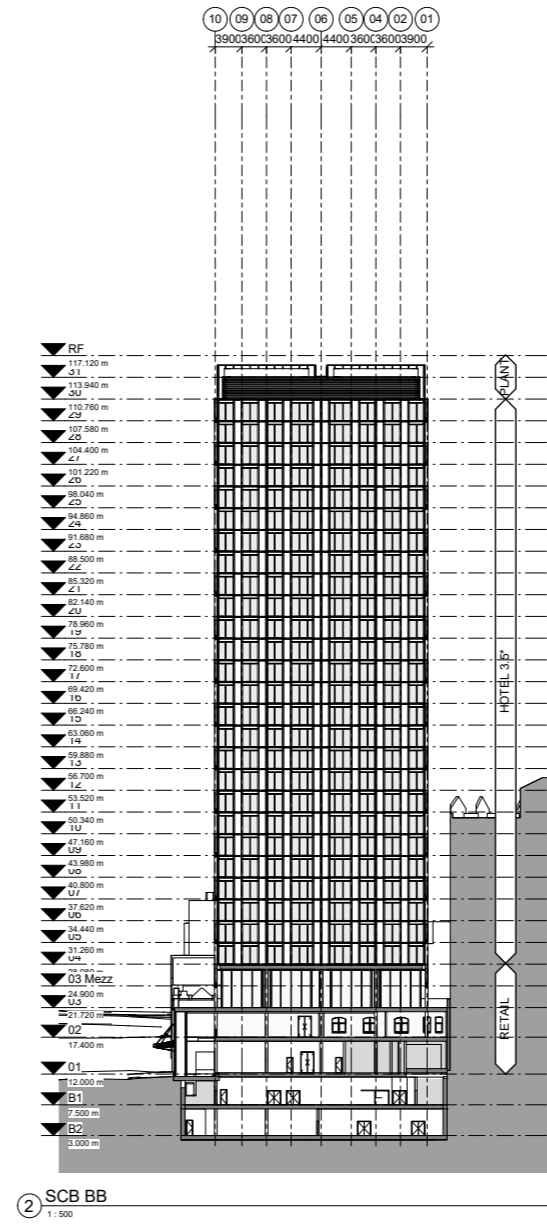
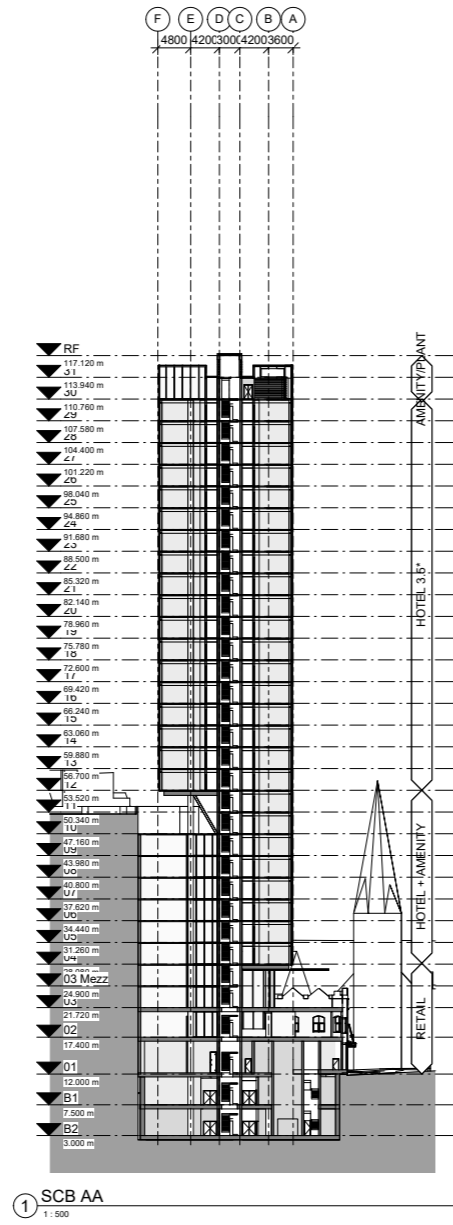
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DRAWING TITLE
**GA ELEVATIONS - NORTH / EAST /
 SOUTH / WEST**

SCALE STATUS
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FD	GAS	GAS	13.10.21	4

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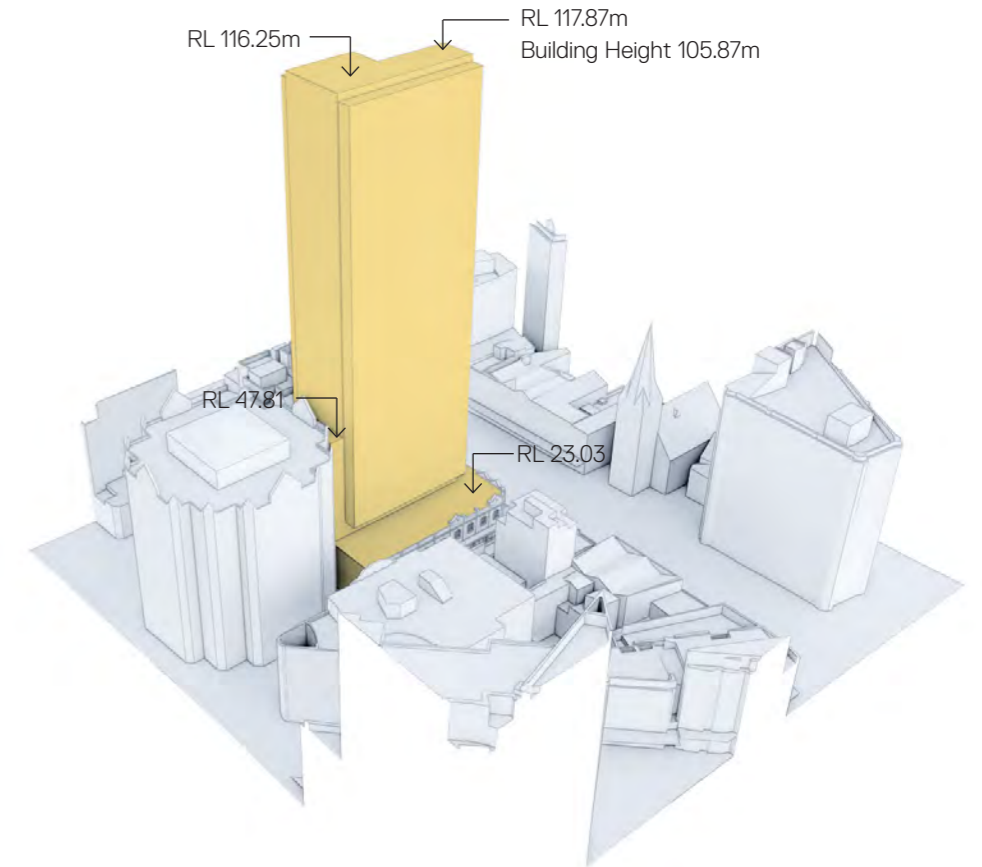
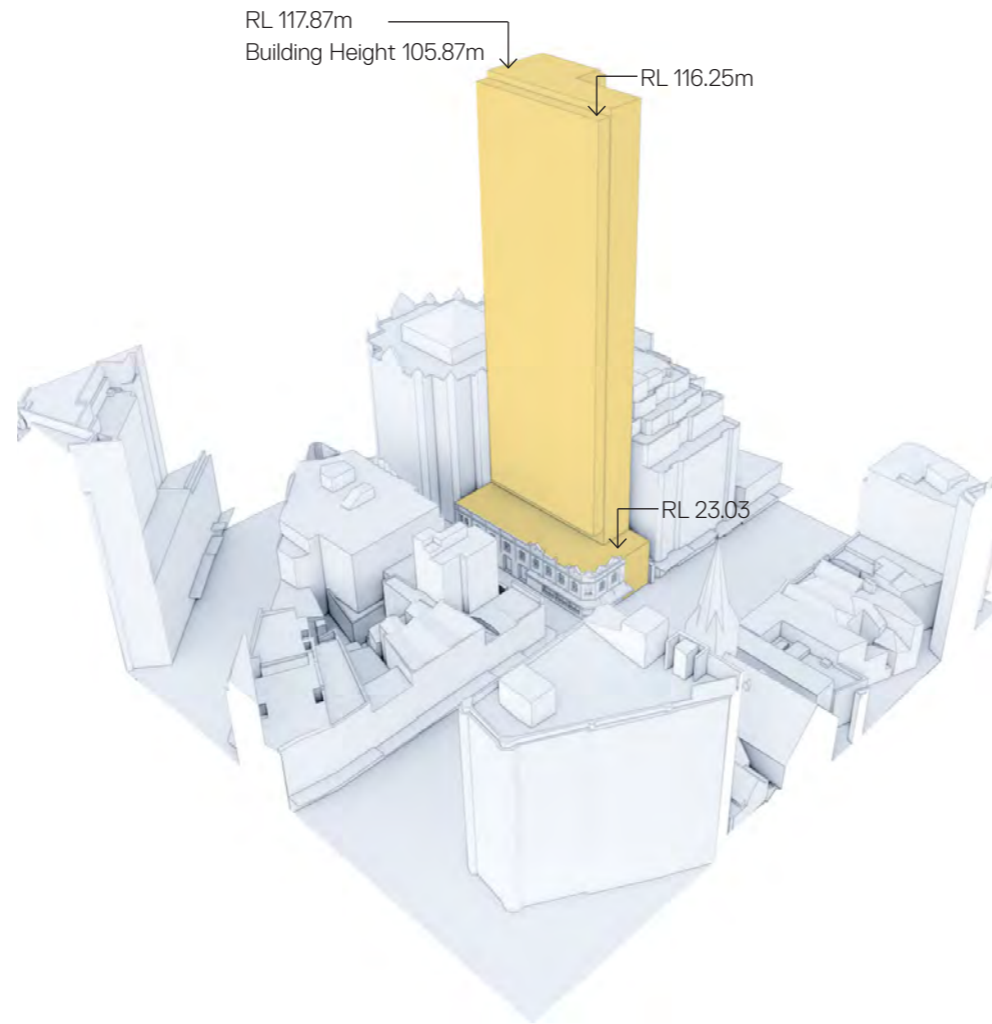


Appendix C - Proposed DCP Envelope Drawings

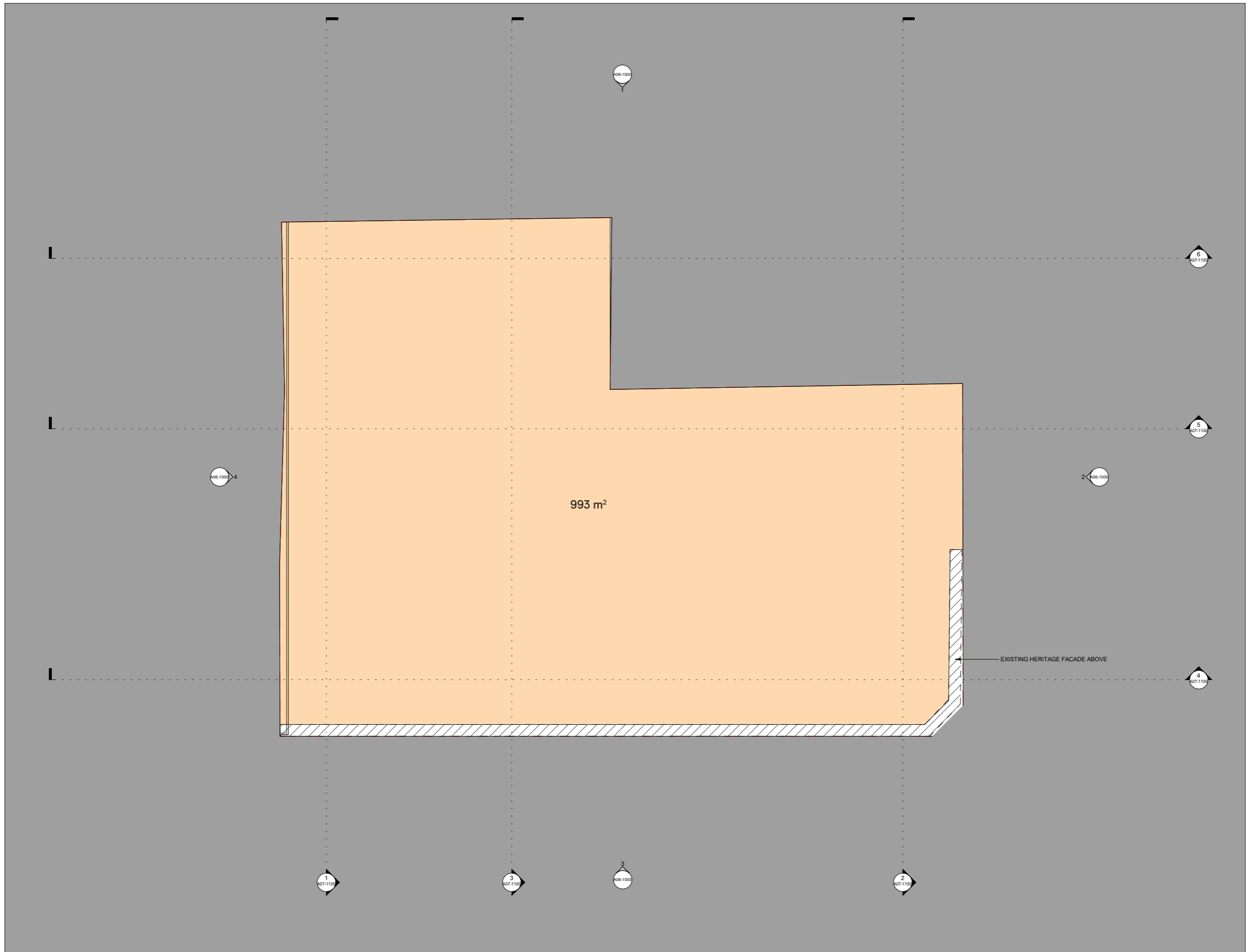
Basement Level 02
Basement Level 01
Level 01 - Ground Floor
Level 05 - Podium Typical
Level 20 - Typical Hotel
Level 32 - Roof Plan

North/ East/ South/ /West Elevation

Section AA/BB



924



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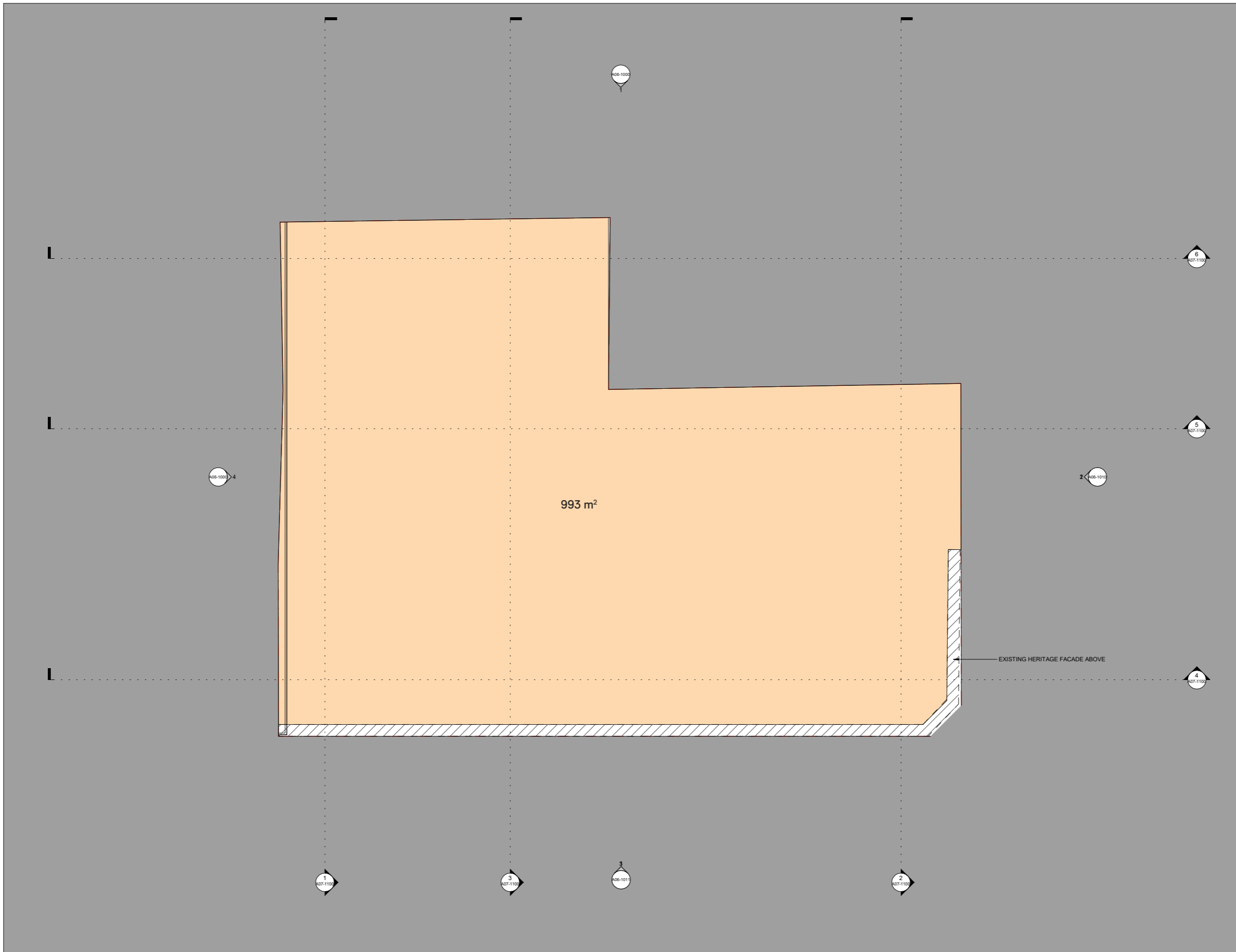
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GA PLAN - LEVEL B2 - BASEMENT 02

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KEY PLAN

NORTH

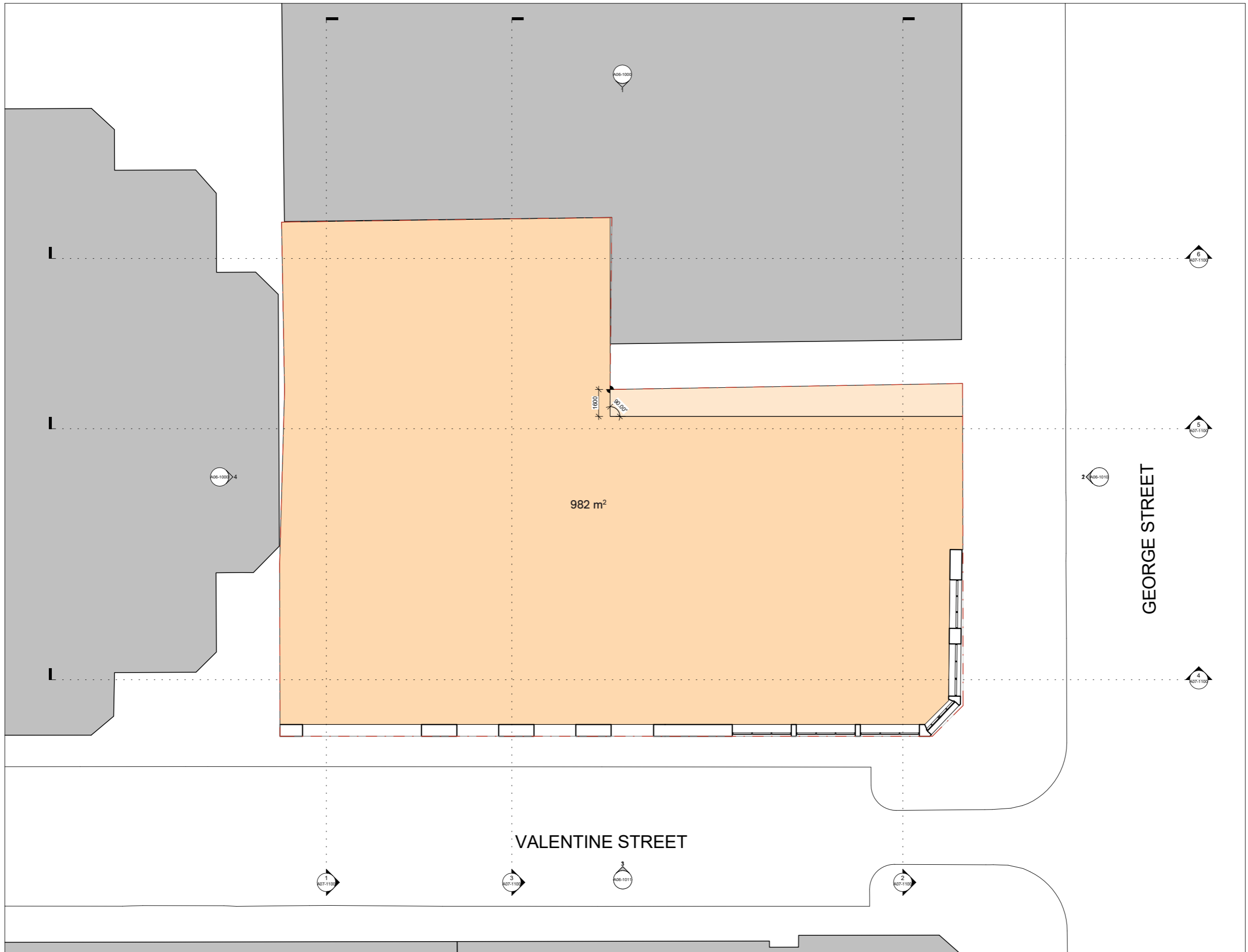
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A03-1001-01

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No colors defined

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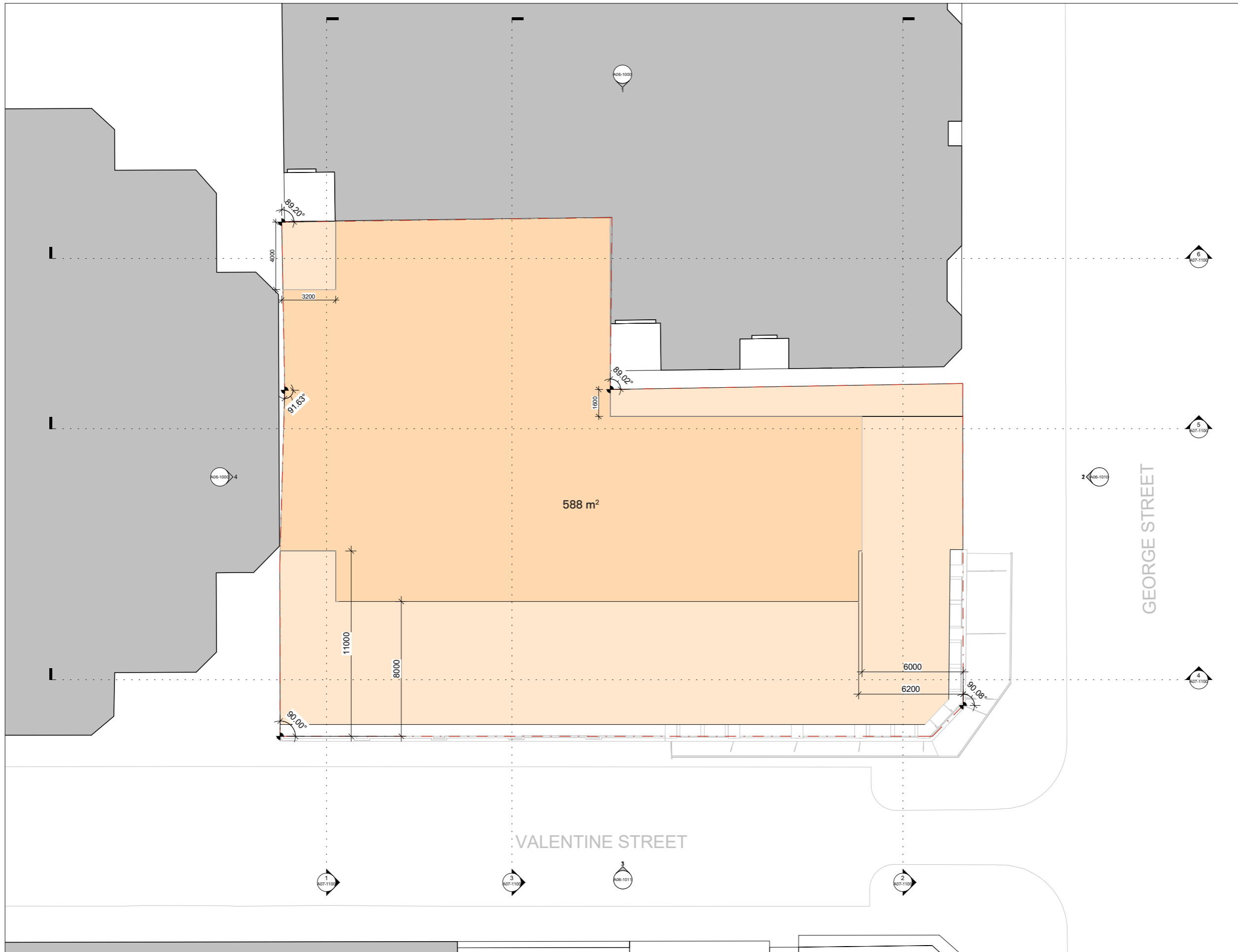
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KEY PLAN

NORTH

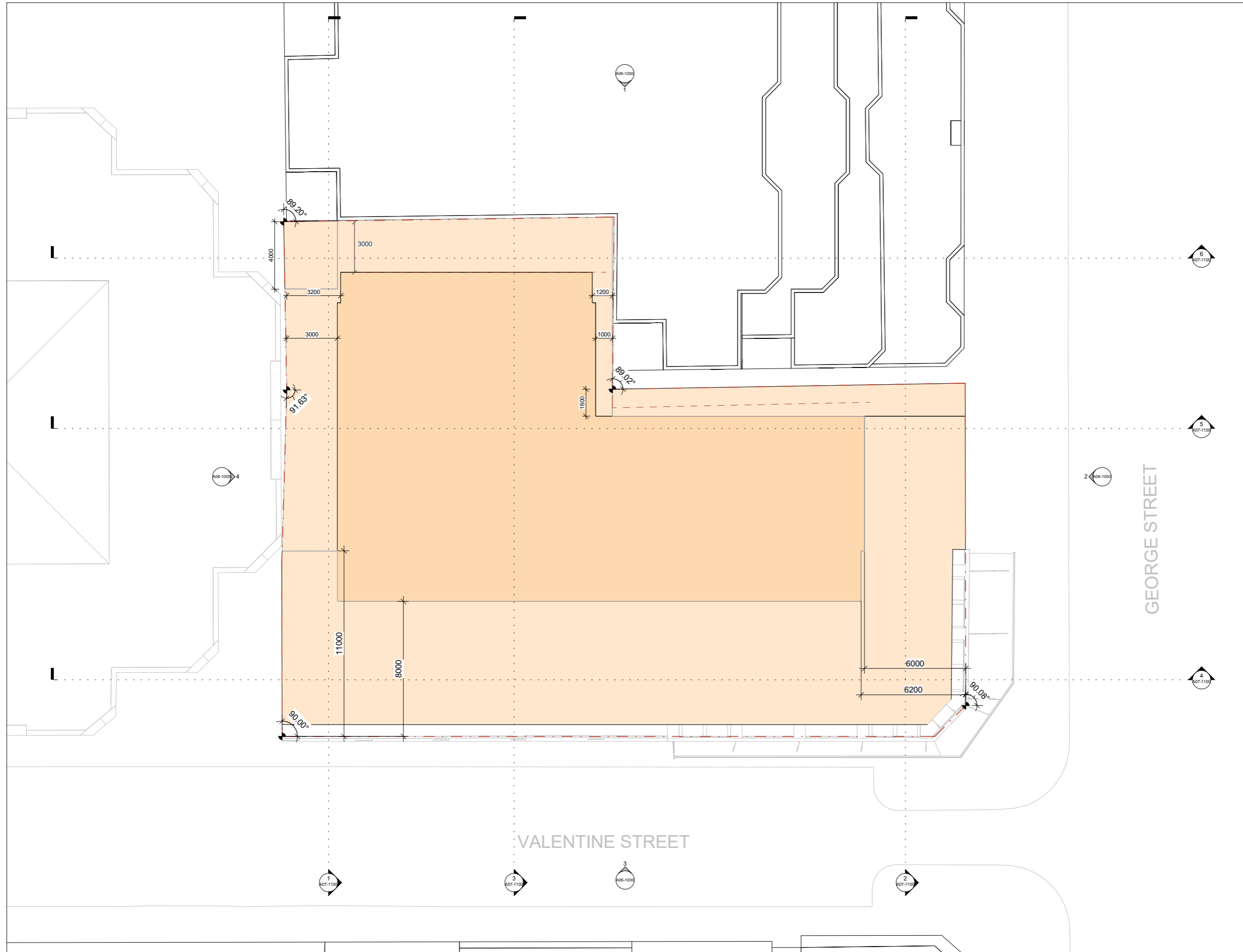
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SCALE
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STATUS
 For information

DRW	CH	APPR	DRW DATE	REV
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A03-1006-01



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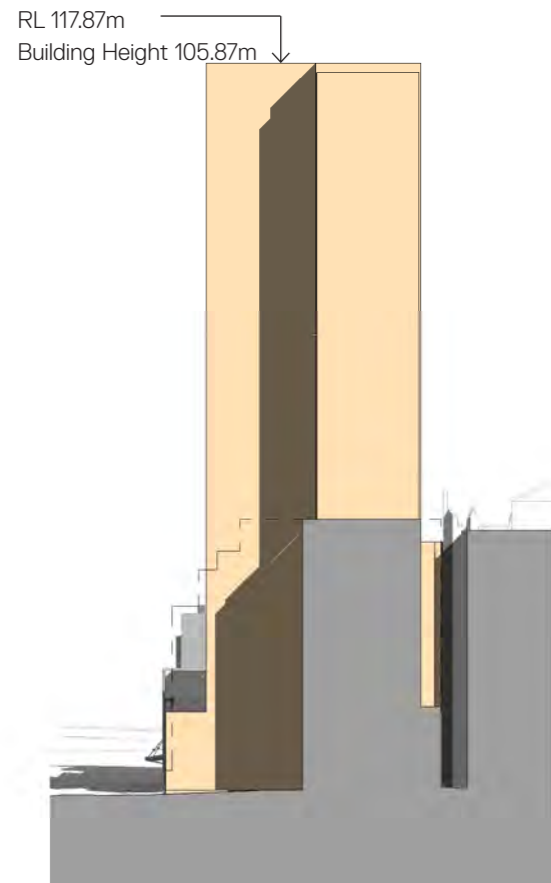


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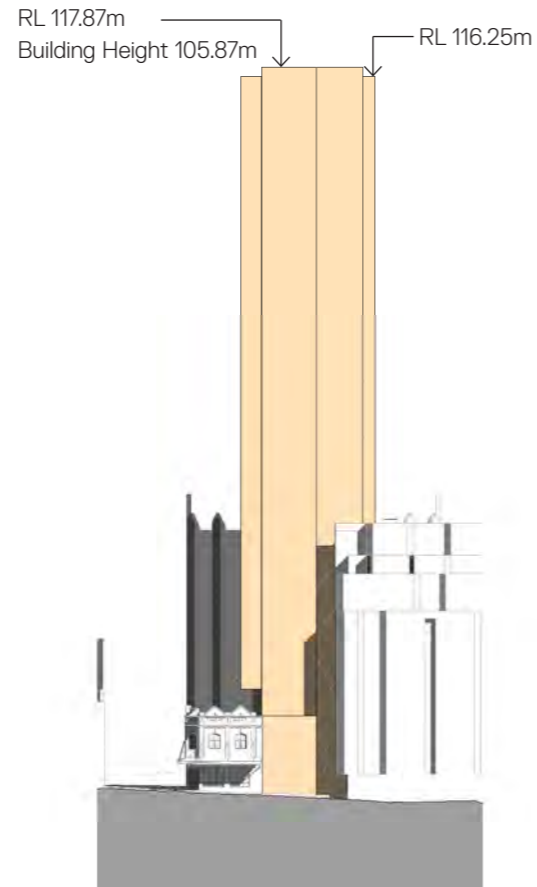
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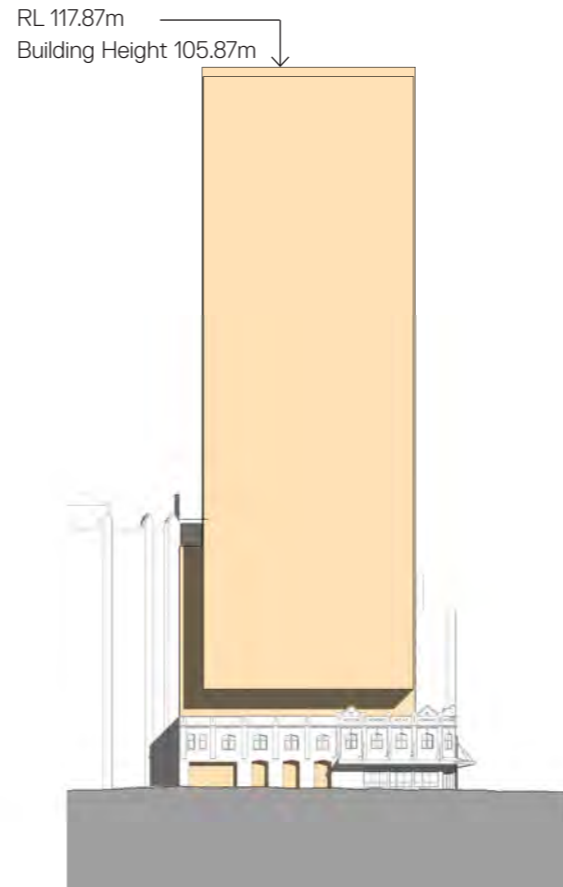
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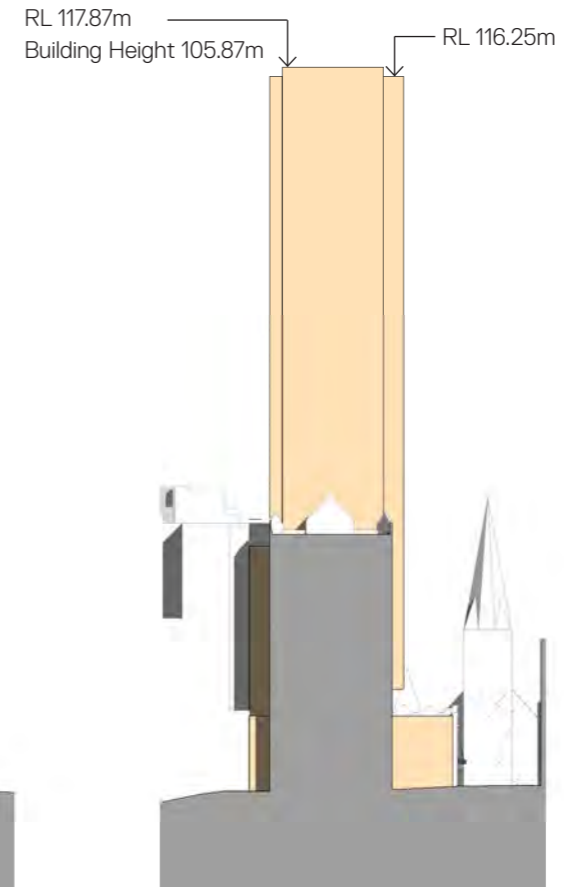
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② EAST ELEVATION
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③ SOUTH ELEVATION
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④ WEST ELEVATION
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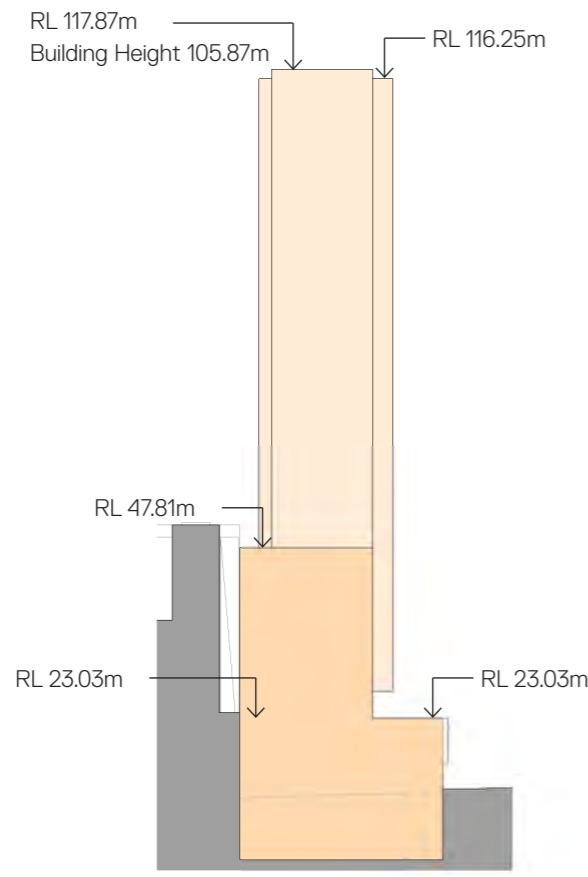
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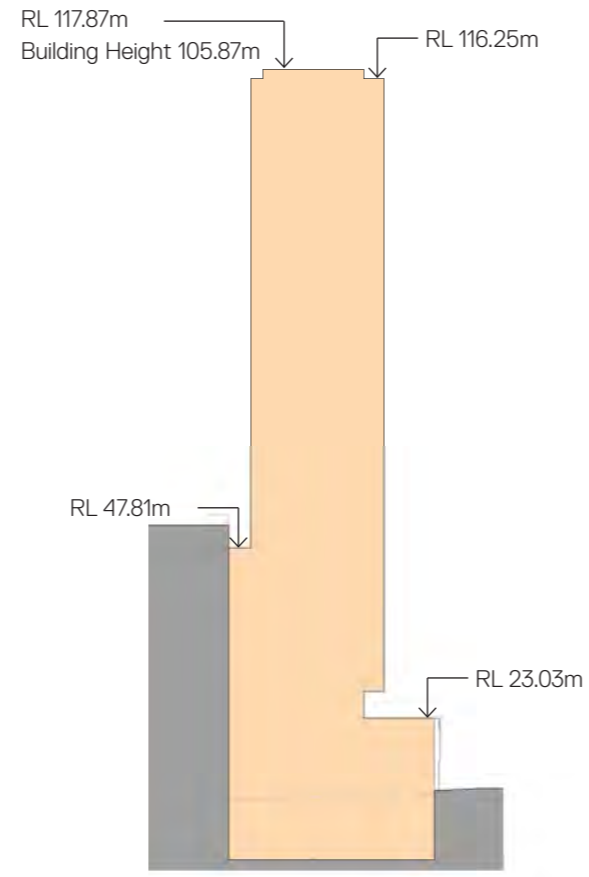
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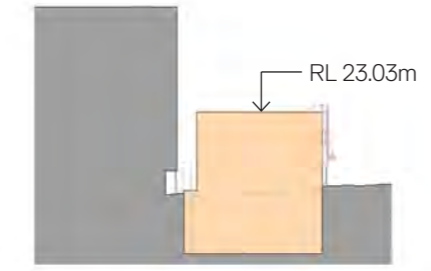
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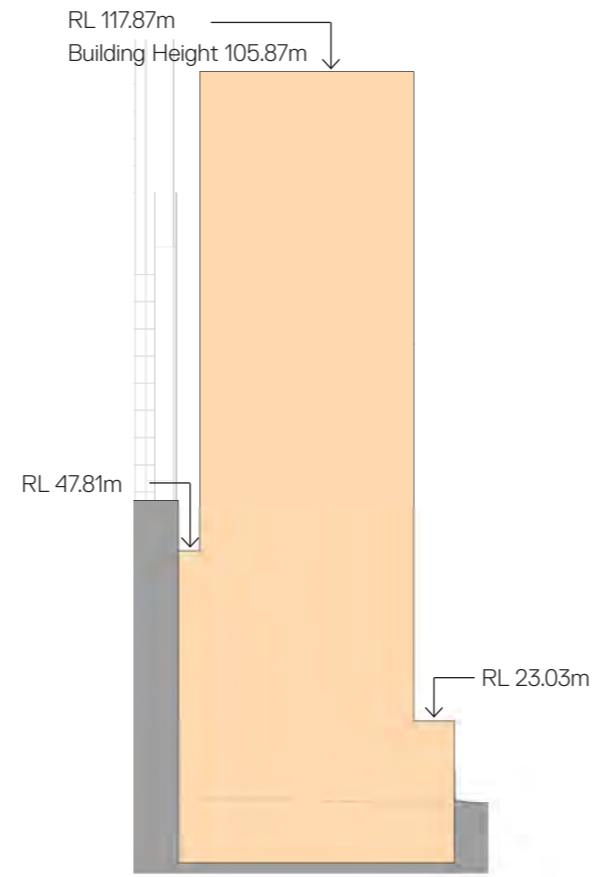
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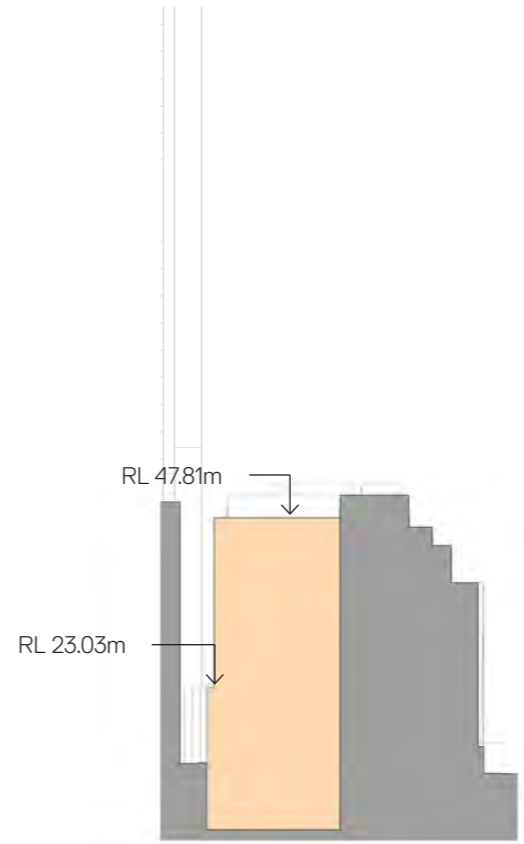
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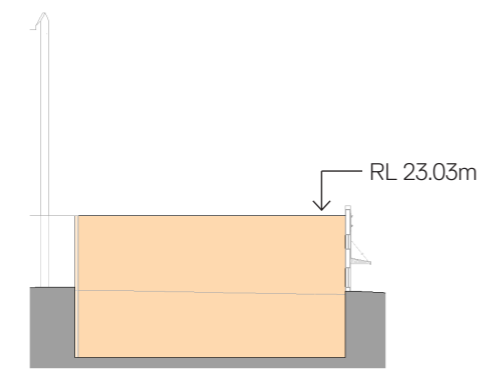
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⑥ ENVELOPE SECTION E-W F-F
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④ ENVELOPE SECTION E-W D-D
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KEY PLAN

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DRAWING TITLE
ENVELOPE SECTIONS (NORTH-SOUTH)

SCALE **1:500 @ A1** STATUS **For Information**

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FD	GAS	GAS		

DRAWING NO.
A07-1100

Appendix D - Planning Controls to Vary Setbacks

Minimum Street Setbacks

Section 5.1.1.1

(3) Where noted in Table 5.2 Minimum Street Setbacks and on the Special Character Area maps, variation to Street Setbacks may be permitted to building massing that provides:

- (a) encroachment(s) 2m forward of the minimum Street Setback within the middle third of the frontage to a Public Place and provision of compensating recess(es) of equal to or greater area up to 4m behind the minimum Street Setback; or
 - (b) **equivalent or improved wind comfort, wind safety and daylight levels in adjacent Public Places** relative to a base case building massing with complying Street Frontage Heights and Street Setbacks (i.e. variation to massing is governed by achieving equal or better performance).
- Procedures for demonstrating compliance with 5.1.1.1(3)(a) and (b) are set out in Schedule 11.

Side and Rear Setbacks and Building Form Separations

931 Section 5.1.1.3

(5) Variation to Side and Rear Setbacks and Building Form Separations may be permitted to building massing that provides **equivalent or improved wind comfort, wind safety and daylight levels in adjacent Public Places** relative to a base case building massing with complying Side and Rear Setbacks (i.e. variation to massing is governed by achieving equal or better performance).
Procedures for demonstrating compliance with 5.1.1.3(4) are set out in Schedule 11.

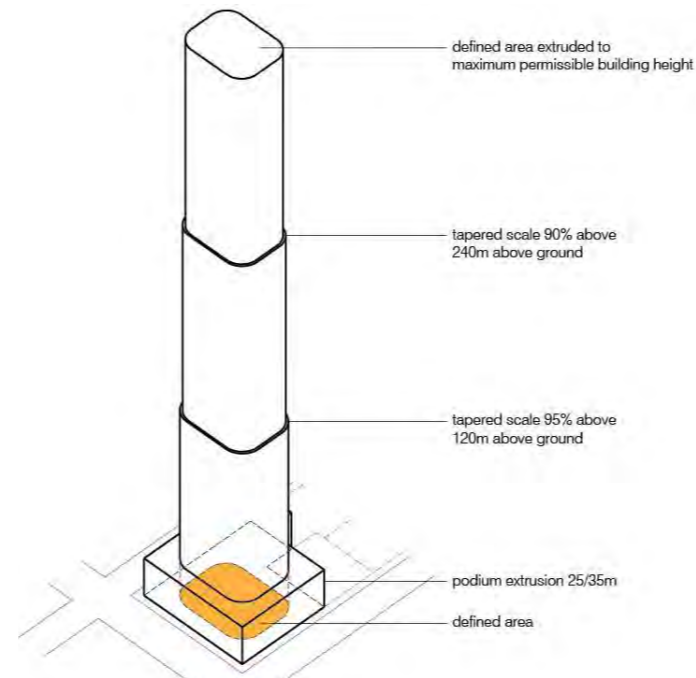
Schedule 11

Procedures for demonstrating compliance with variation provisions for setbacks, separations and tapering in Central Sydney.

Procedure B: Equivalent or improved wind comfort and wind safety and daylight levels in adjacent Public Places

In order to demonstrate compliance with Section 5.1.1.1(3)(b) and Section 5.1.1.3(5) in regards to varying Minimum Street Setbacks and Side and Rear Setbacks, Building Form Separations and Tapering provisions respectively, the following procedure must be followed:

- (1) Procedure B can only be used to vary setbacks **for sites larger than 1000m²**.
- (2) Where (1) is satisfied, variation to relevant setbacks may be permitted to building massing that provides equivalent or improved wind comfort, wind safety and daylight levels in adjacent Public Places **relative to a base case building massing with complying Height, Street Frontage Heights, Street Setbacks,**

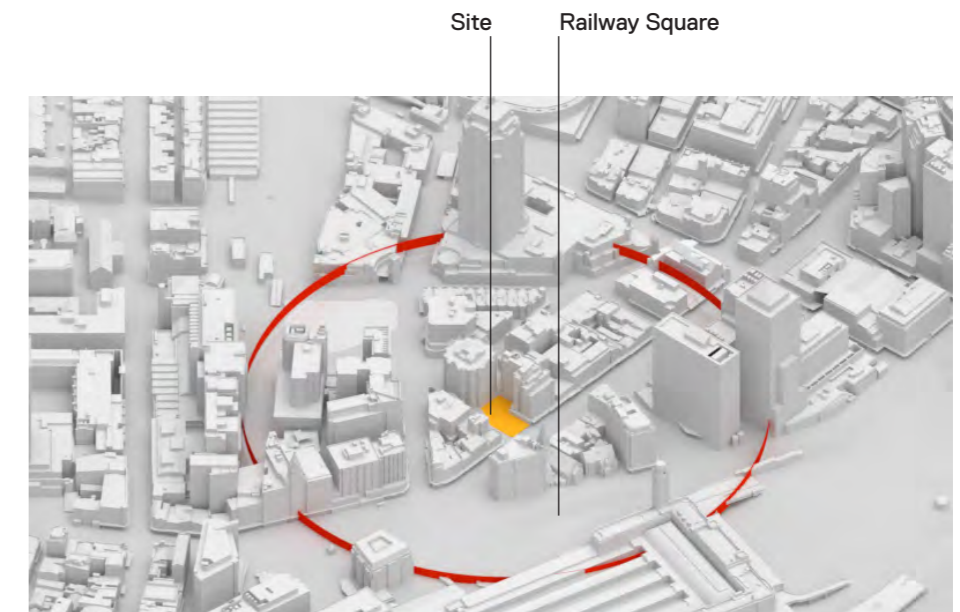


Above:
Diagram
Figure 1.9, Sydney DCP 2012 Schedule 11 Amendment

Method

Grimshaw have undertaken Sky View Factor analysis in line with the requirements of Schedule 11. The study looks to understand the proposed development's impact on the amount of visible sky over a 1m grid to a radius of 250m from the centre of the subject site at 757-763 George Street, when compared against a compliant base case massing. The base case massing is explained further on the following page.

The test radius was chosen specifically to include the proposed public space at Central Station.



Above:
Diagram
Figure 1.10, Sydney DCP 2012 Schedule 11 Amendment

Base Case Modelling

The base case envelope has been generated in line with Schedule 11 requirements and with input from council from a meeting held on 29.04.20. Previous iterations of the base case massing included the approved planning envelope, which was contested by Council at the April pre-lodgment meeting. During a subsequent meeting with council on 29.04.20, it was suggested to that a compliant base case massing could be achieved using Table 5.4 (right) from the DCP. The resulting compliant base case massing has a maximum building height of 121.667m.

Podium compliance

Heritage item modelled at existing height	✓
Street wall modelled in compliance with lower of heights on Table 5.3	✓ Podium aligned with heritage item
Podium aligns with the minimum street wall height	✓

Tower compliance

Compliant street, side and rear setbacks	✓
Area over heritage item excluded	✓
No tower component under 6m width	✓
Tower extruded to 121.667m maximum height as it varies around the site (defined by 4.05m side/rear setbacks at 3.33%)	✓
Tower scaled by 95% at 120m	✓

Setbacks

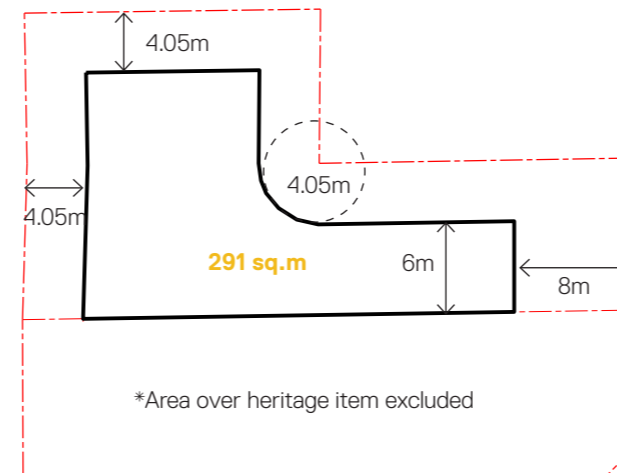
The setbacks applied to the subject site were taken from the DCP 2012 Table 5.4 *Minimum Side and Rear Setbacks and Building Form Separations* as suggested by council on 29.04.20. The site allows 4.05m setback to then northern boundary before the resultant massing width falls below

Sydney DCP 2012 – Central Sydney Planning Review Amendment

Table 5.4: Minimum Side and Rear Setbacks and Building Form Separations

Minimum Side and Rear Setbacks and Building Form Separations	Proposed total height of building			
	Up to 55m	Greater than 55m up to 120m	Greater than 120m up to 240m	Greater than 240m
Side and Rear Setback above Street Frontage Height	0m	4m	3.33% of the proposed total height of building	8m
Building Form Separations on the same site	0m	8m	6.66% of the proposed total height of building	16m

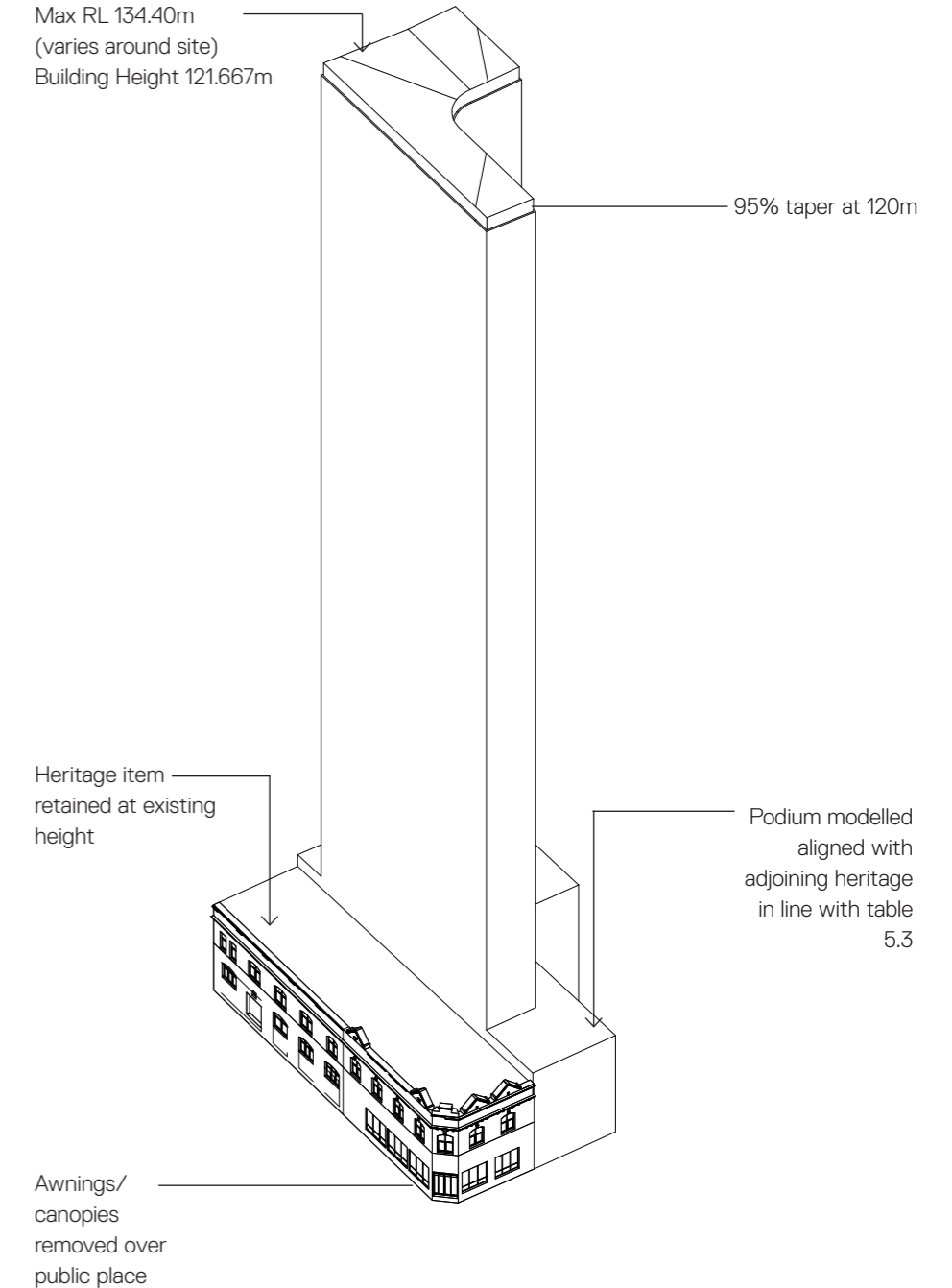
Note: For separation on the same site use the lower building form height to determine the required separation.



Above:
Plan
Base case massing setbacks

Envelope

Max RL 134.40m
(varies around site)
Building Height 121.667m



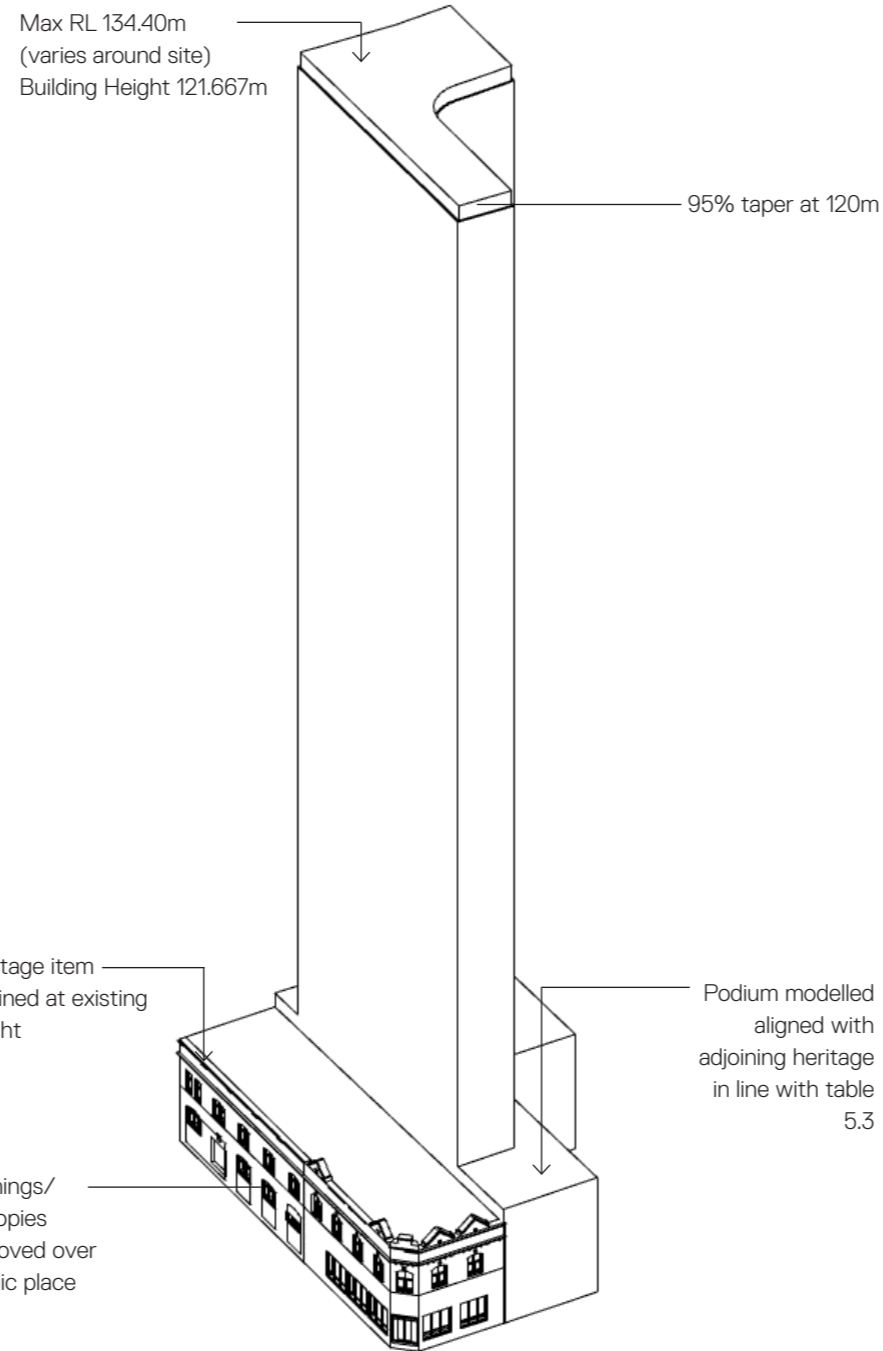
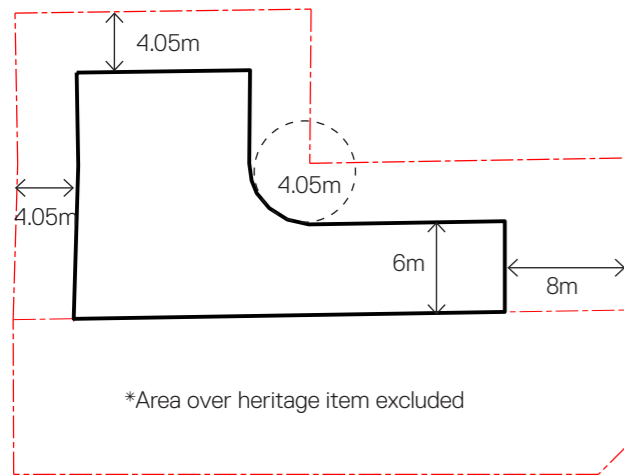
Appendix E - Sky View Factor Analysis

Base Case Massing

The base case massing has been modelled closely in line with Schedule 11. The heritage item has been modelled at its existing height with no tower area above. The podium has been modelled at the lower of the heights nominated in the Special Character Area Map for Haymarket/ Chinatown and Table 5.3, which is 14m to align with the adjacent heritage item. The Tower element has been modelled to a maximum height of 121.667m as it varies around the site with compliant 4.05m setbacks at the side and rear to maintain consistency with Table 5.4 which requires setbacks to be 3.33% of the total building height. The tower has been scaled at 120m by 95% in the X and Y direction and has a minimum width of 6m.

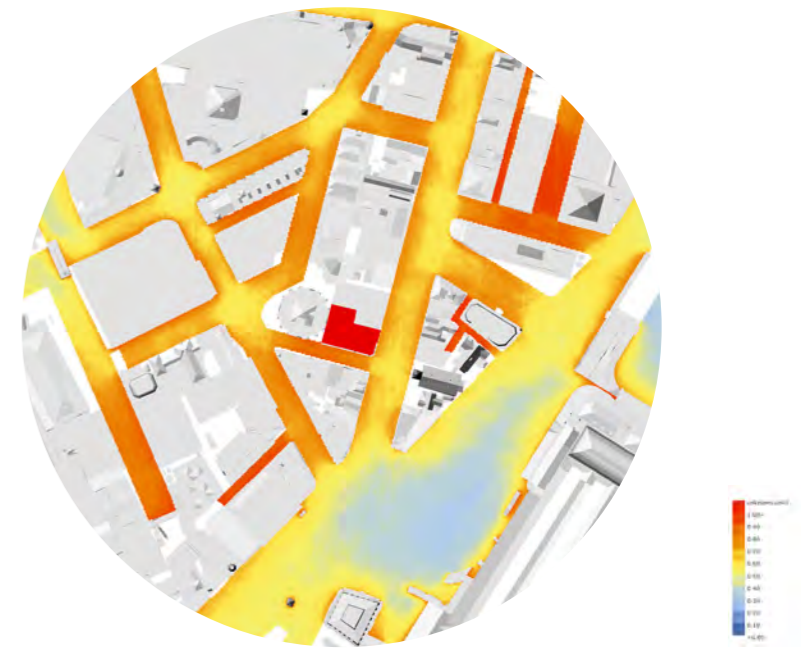
Setbacks

933



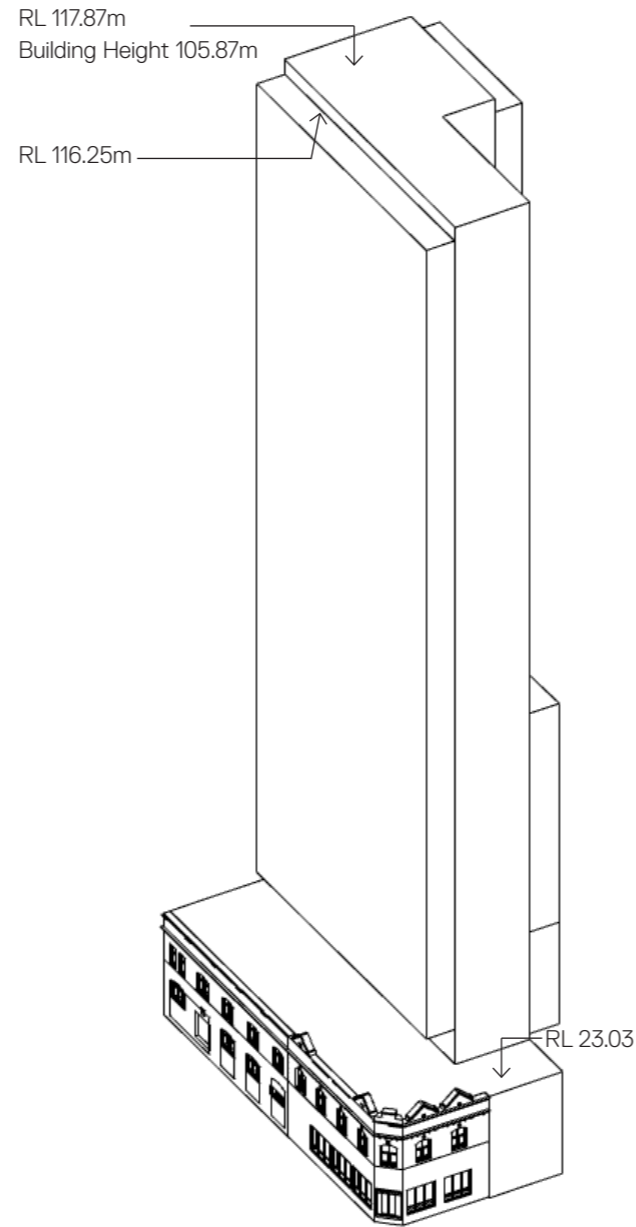
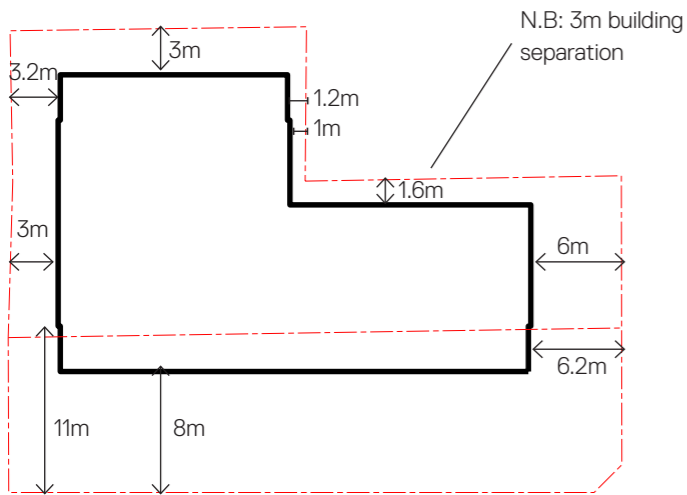
Sky View Factor

- Calculated using a 1m Grid
- Calculated using a test radius from site of 250m to include Railway Square
- Calculated as integer between 0-1 (where 0= no sky visible, and 1= sky fully visible)



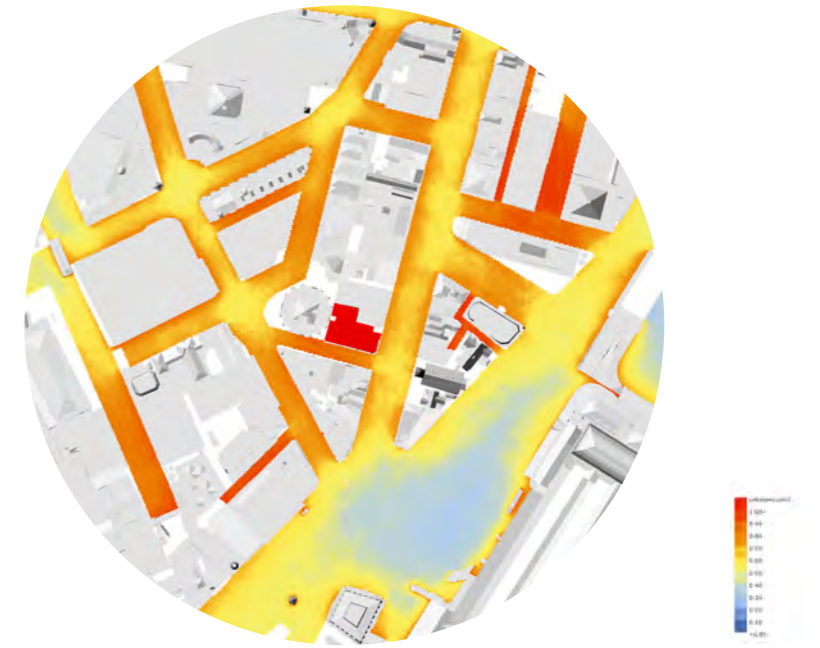
SVF= 0.437040

Setbacks



Sky View Factor

- Calculated using a 1m Grid
- Calculated using a test radius from site of 250m to include Railway Square
- Calculated as integer between 0-1 (where 0= no sky visible, and 1= sky fully visible)



SVF= 0.437041
+0.000001

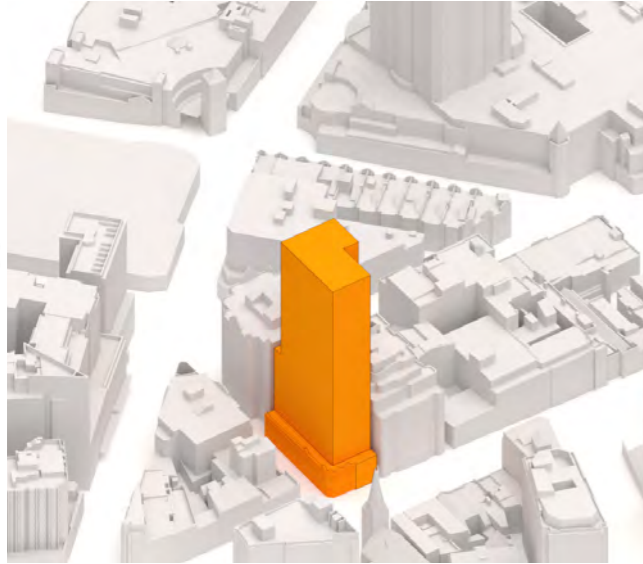
IMPROVED SKY VIEW FACTOR FOR PUBLIC DOMAIN ✓

Appendix F - Design Excellence Strategy

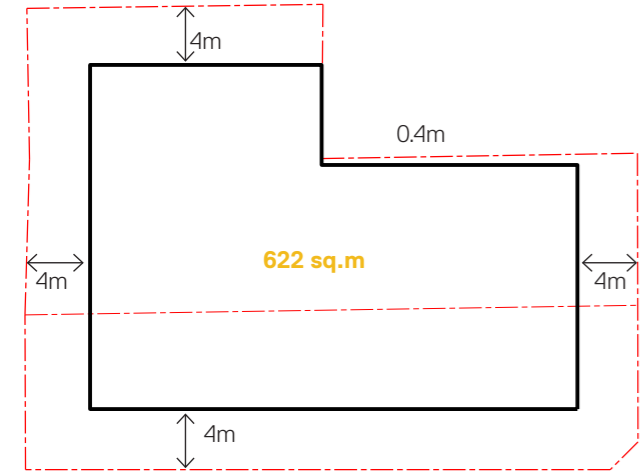
Massing Alternatives

The Design Excellence Strategy Amendment requires the preparation of an options analysis which documents at least three different site development envelopes. These alternatives have been verified through sky view factor and wind comfort analysis. The options will inform the Site-Specific DCP and the Design Excellence Process.

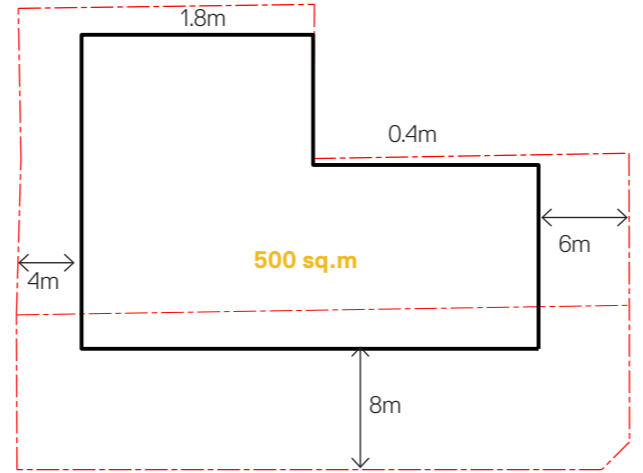
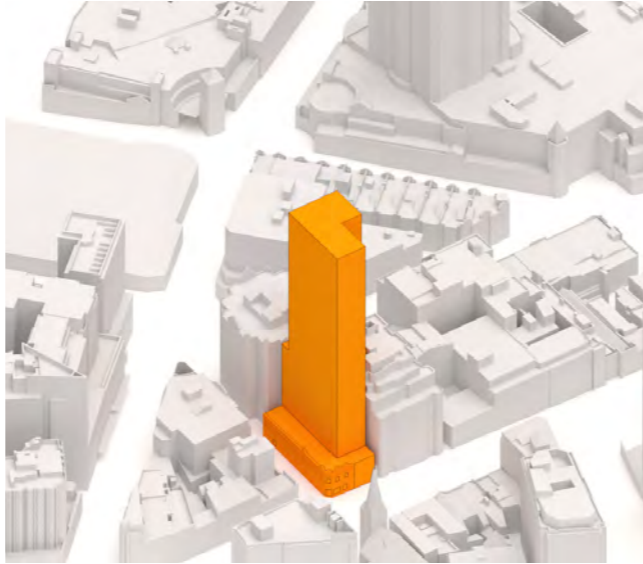
Alternative Envelope A



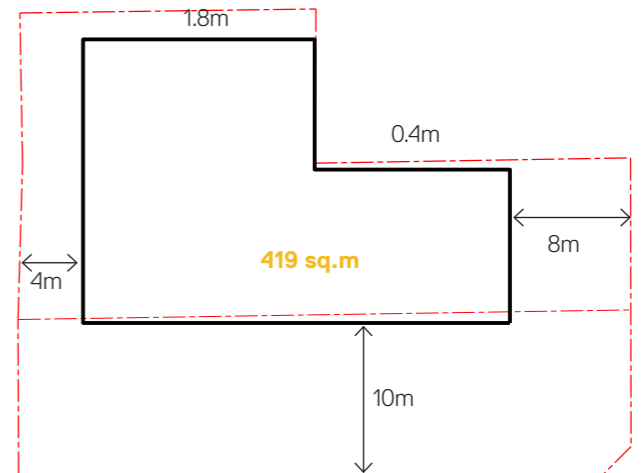
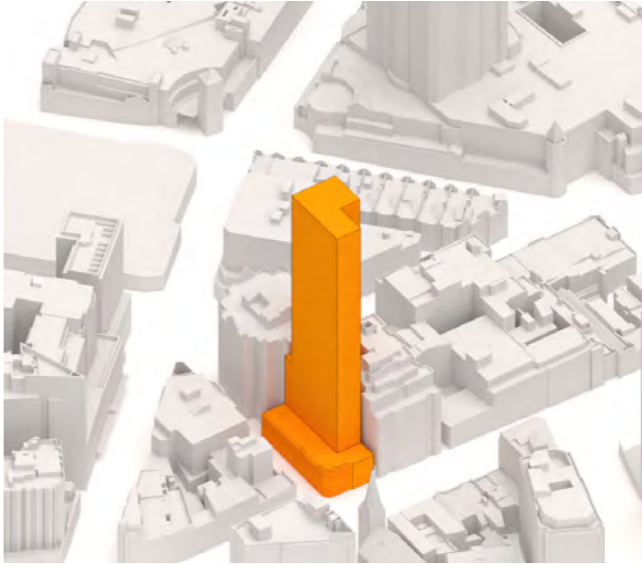
935



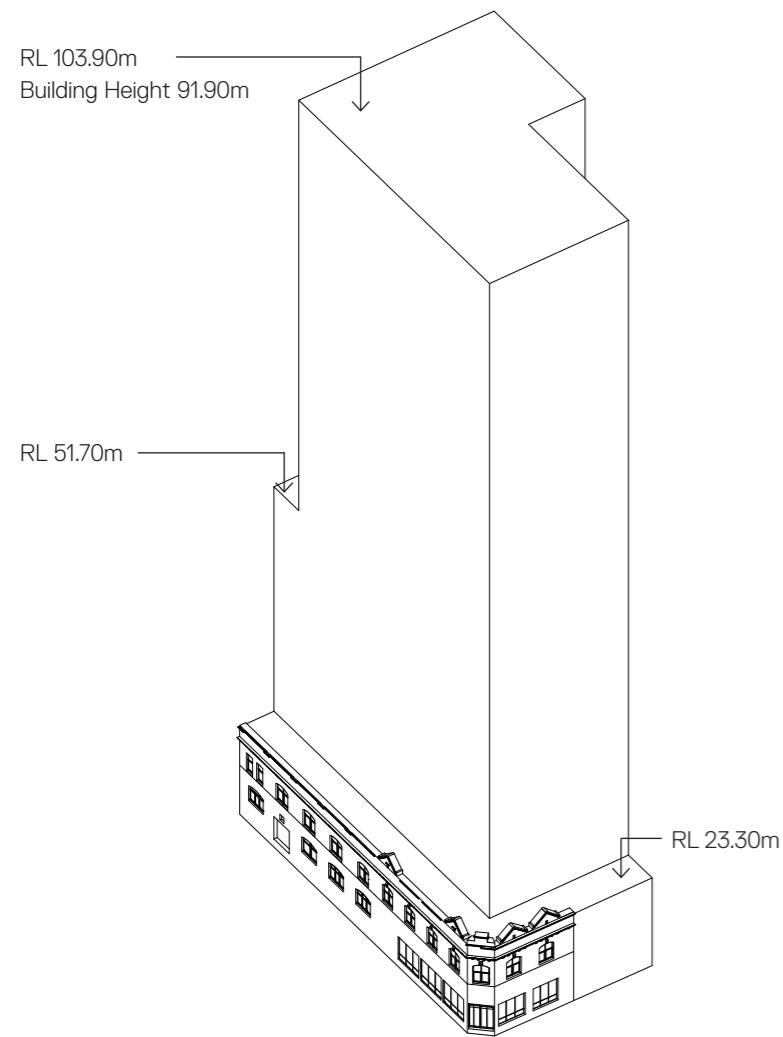
Alternative Envelope B



Alternative Envelope C



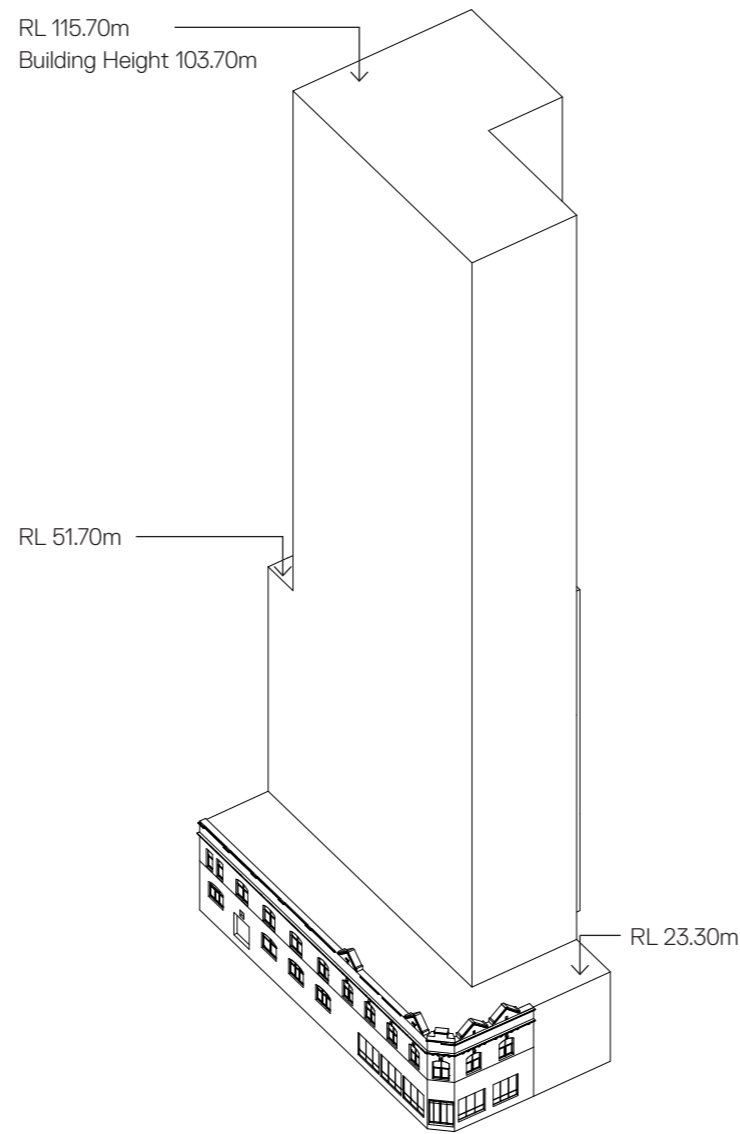
Alternative Envelope A



SVF= 0.437052

+0.000012

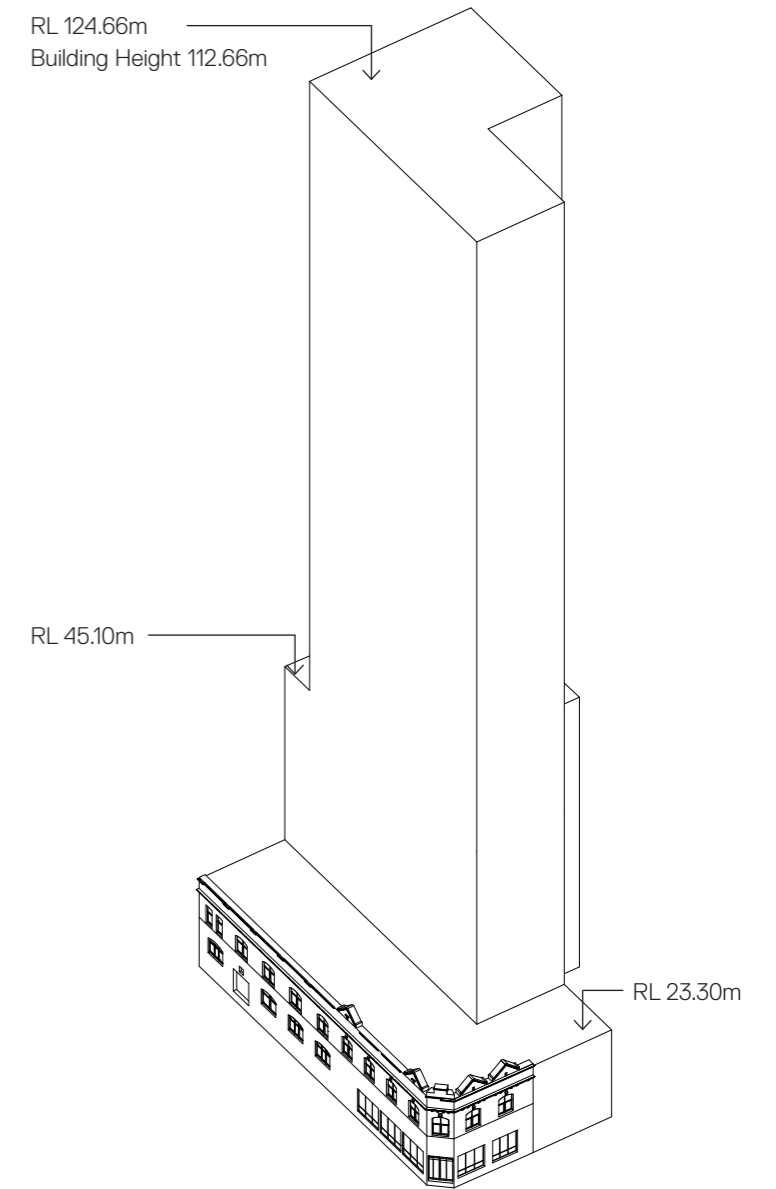
Alternative Envelope B



SVF= 0.437045

+0.000005

Alternative Envelope C



SVF= 0.437042

+0.000002

936

Appendix F - Design Excellence Strategy

Massing Alternatives - Indicative FSR

In addition to environmental equivalence, the Design Excellence Strategy requires an indicative FSR to be applied to each massing envelope.

Proposed DCP Envelope

Total GBA (before exclusions): **17,865sq.m**
GFA (after exclusions): **12,359 sq.m**

FSR: 12.0

Alternative Envelope A

GBA (before exclusions): **19,061 sq.m**
GFA (after exclusions): **13,156 sq.m**

FSR: 12.8

Alternative Envelope B

Total GBA (before exclusions): **17,862 sq.m**
GFA (after exclusions): **12,352 sq.m**

FSR: 12.0

Alternative Envelope C

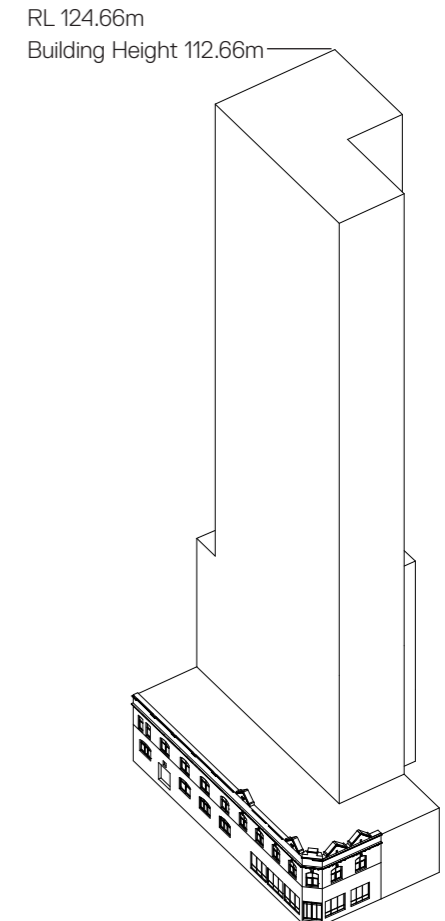
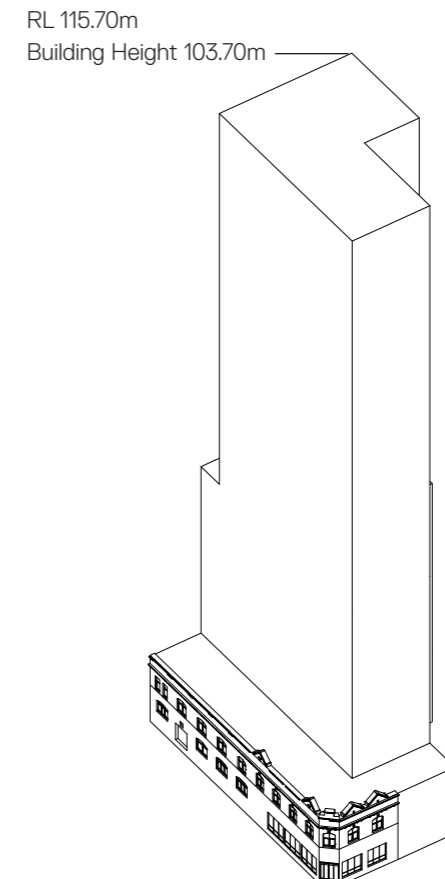
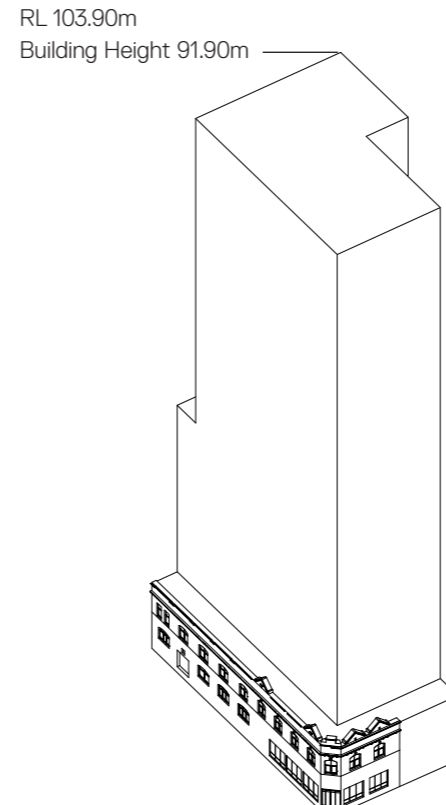
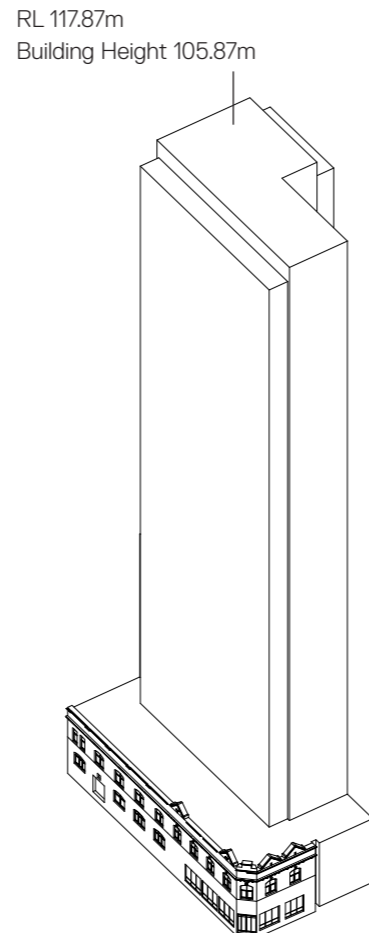
Total GBA (before exclusions): **15,995 sq.m**
GFA (after exclusions): **11,041 sq.m**

FSR: 10.7

Design Excellence FSR Checklist

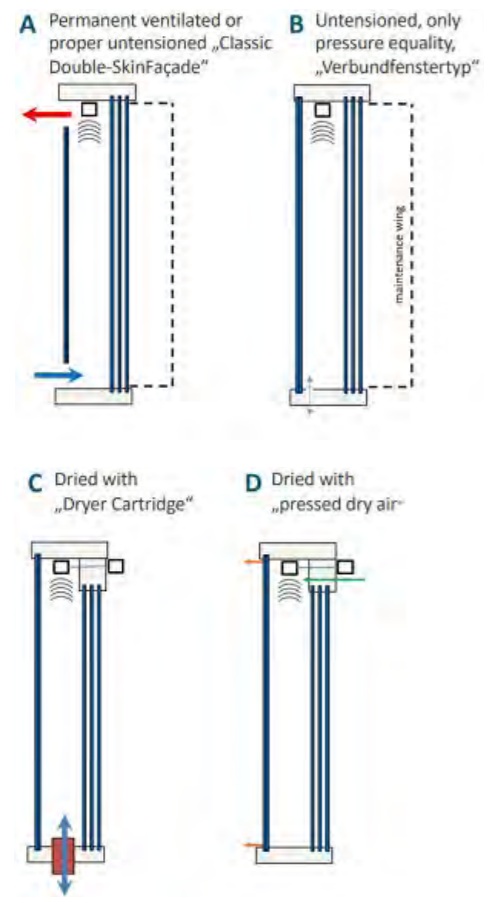
937

15m Architectural Roof Feature Zone	✓	
5m clear floor to floor for ground and first floors	✓	
3.85 metres floor to floor for typical commercial floors	✓	
3.3 metres floor to floor for typical hotel floors	✓	
A full floor for every 20 occupied levels at minimum 6m floor to floor with no floor space	✓	1x 6m plant floor assumed in tower, remaining plant assumed in Basement
15% of the design envelope for architectural articulation	—	12.5% design envelope for architectural articulation
750mm facade depth for facade and external shading elements	—	200mm closed cavity facade zone assumed
16 per cent floor space exclusions allocated to building core	✓	
Vehicle access, servicing, services, balconies, voids or other areas are not counted as floor space	✓	60 sq.m excluded at ground level for vehicle access



Closed Cavity Façade

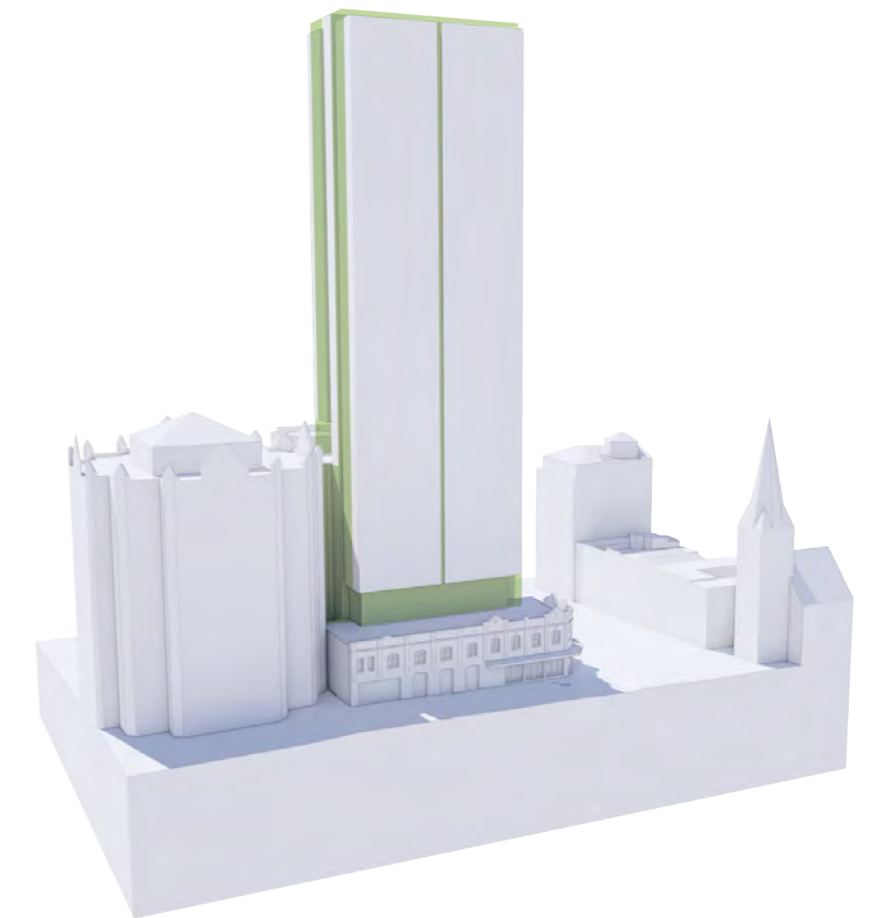
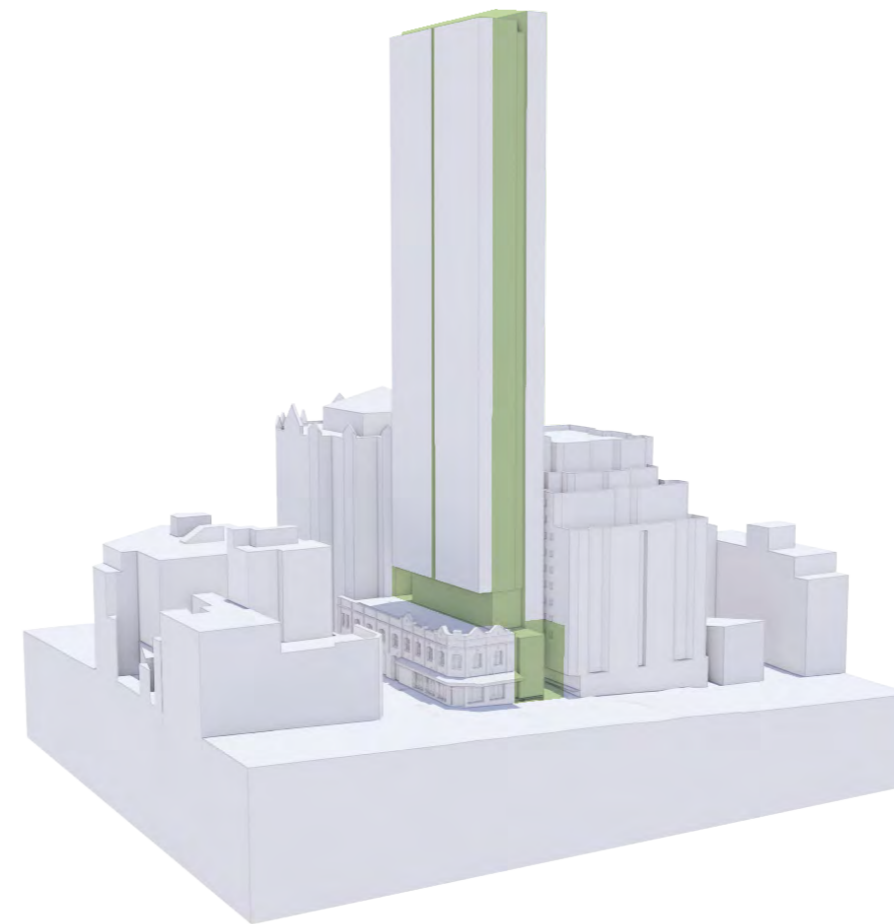
The Design Excellence Procedure Amendment suggests the inclusion of a 750mm façade zone for sites over 2000 m². Due to the constrained nature of the site and predominantly south facing orientation, a 200mm façade zone has been included for FSR calculations. This zone is suggested to maximise the efficiency of the floorplate and provides adequate space for either a DGU or Closed Cavity Façade System depending on requirements.



938

Architectural Articulation

The proposed indicative scheme illustrates how architectural articulation can be accommodated within the proposed DCP envelope while maintaining an FSR of 12:1. The green below indicates volume of the proposed DCP envelope that is not utilised for GFA. Due to the constrained nature of the site, 12.5% of the volume has been allowed for architectural articulation.



ARCHITECTURAL ARTICULATION 12.5% ✓

Appendix G - Wind Analysis

A wind tunnel study has been undertaken to assess wind speeds at selected outdoor trafficable areas within and around the subject development. The test procedures followed for this wind tunnel study were based on the guidelines set out in the Australasian Wind Engineering Society Quality Assurance Manual (AWES-QAM-1-2019), ASCE 7-16 (Chapter C31), and CTBUH (2013).

Testing was performed at Windtech's boundary layer wind tunnel facility. The wind tunnel has a 3.0m wide working section and a fetch length of 14m, and measurements were taken from 16 wind directions at 22.5 degree increments. Testing was carried out using a 1:300 detailed scale model of the development. The effects of nearby buildings and land topography have been accounted for through the use of a proximity model which represents an area with a radius of 375m.

Testing was performed for five massing variations of the development, as well as for the existing site conditions, which are denoted by the following scenarios:

- With the existing surrounding buildings and the inclusion of the Base Case Massing
- With the existing surrounding buildings and the inclusion of Proposed DCP Envelope
- With the existing surrounding buildings and the inclusion of Alternative Envelope A
- With the existing surrounding buildings and the inclusion of Alternative Massing B
- With the existing surrounding buildings and the inclusion of Alternative Massing C
- With the existing surrounding buildings and the existing building on the subject development site.

939

Peak gust and mean wind speeds were measured at selected critical outdoor trafficable locations within and around the subject development. Wind velocity coefficients representing the local wind speeds are derived from the wind tunnel and are combined with a statistical model of the regional wind climate (which accounts for the directional strength and frequency of occurrence of the prevailing regional winds) to provide the equivalent full-scale wind speeds at the site. The wind speed measurements are compared with criteria for pedestrian comfort and safety, based on Gust-Equivalent Mean (GEM) and annual maximum gust winds, respectively.

The model was tested in the wind tunnel without the effect of any forms of wind ameliorating devices. The results of the study indicate that wind conditions for the majority of trafficable outdoor locations within and around the development will be suitable for their intended uses. The effect of vegetation was also excluded from the testing.

Wind Tunnel

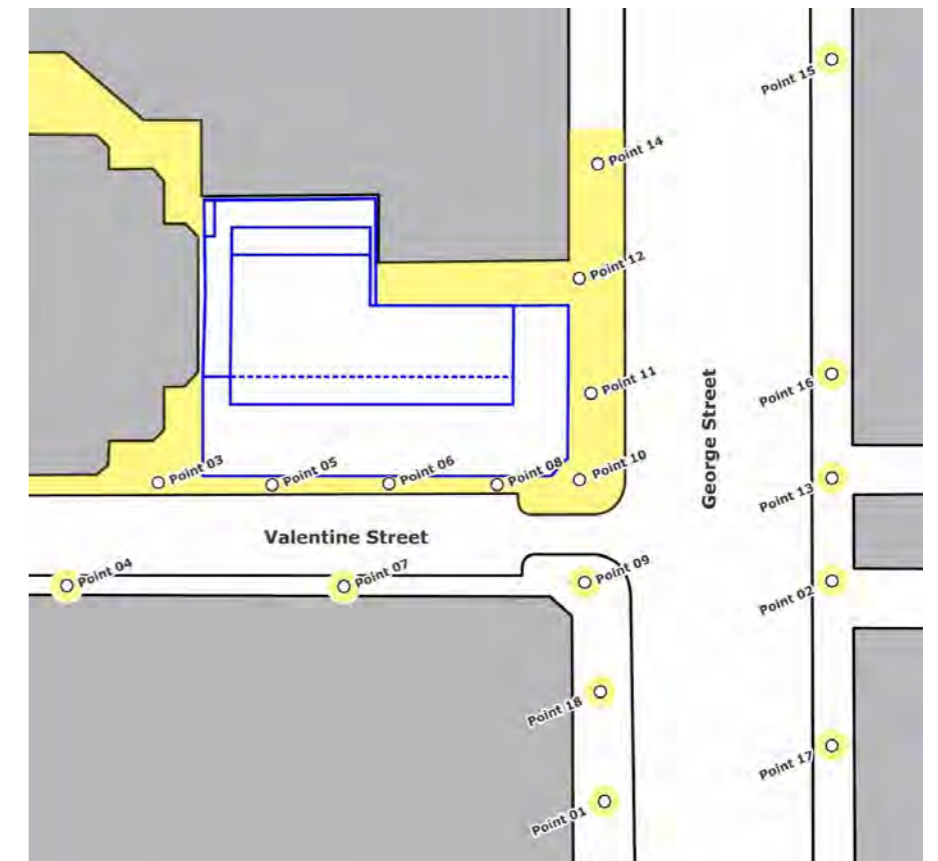
Right:
Model
Base Case Massing Envelope



Right:
Model
Proposed Massing Envelope



Test Point Location



Target Criteria

- City of Sydney DCP in accordance with Draft Sydney DCP 2012 - Central Sydney Planning Review Amendment:
 - Wind Comfort Standard for Walking criterion of 8m/s (5% exceedance) for walking
 - Safety criterion of 24m/s (gust - 0.1% exceedance) for safety



Wind Speed Safety Criteria Results

Legend	
Comfort Criteria	Wind Speed range (m/s)
Pedestrian Sitting	2 - 4
Pedestrian Standing	4 - 6
Pedestrian Walking	6 - 8
Uncomfortable	> 8

Table 6: Equivalent 5% Exceedance Wind Speeds and Target Criteria

Equivalent 5% exceedance wind speeds (m/s)			
Test Location	Criteria	Proposed Envelope Scenario	Base Case
P01	6 - 8	7.7	7.9
P02	6 - 8	5.5	5.7
P03	6 - 8	5.3	5.8
P04	6 - 8	7.6	7.4
P05	6 - 8	4.3	4.0
P06	6 - 8	5.4	5.5
P07	6 - 8	5.4	5.7
P08	6 - 8	6.8	7.1
P09	6 - 8	6.4	6.5
P10	6 - 8	8.3	8.2
P11	6 - 8	5.4	6.1
P12	6 - 8	9.1	9.1
P13	6 - 8	5.4	5.4
P14	6 - 8	6.2	6.0
P15	6 - 8	7.4	7.5
P16	6 - 8	5.2	5.1
P17	6 - 8	5.9	6.1
P18	6 - 8	6.0	6.1
Average		6.3	6.4

Wind Speed Comfort Results

Legend	
Safety Criteria (m/s)	Result
< 24	Pass
≥ 24	Fail

Table 8: Annual Gust Wind Speed and Safety Criteria

Safety - Annual Gust Speed (m/s)			
Test Location	Criteria	Proposed Envelope Scenario	Base Case
P01	24	22	22
P02	24	15	16
P03	24	14	15
P04	24	21	22
P05	24	13	12
P06	24	17	16
P07	24	17	18
P08	24	21	21
P09	24	18	19
P10	24	24	24
P11	24	16	18
P12	24	28	28
P13	24	17	16
P14	24	18	18
P15	24	22	22
P16	24	18	18
P17	24	18	18
P18	24	17	16
Average		19	19

The results of the study indicate that wind conditions for the majority of trafficable outdoor locations within and around the development will be suitable for their intended uses. However, some areas will experience strong winds which will exceed the relevant criteria for comfort and/or safety. In the areas where the wind conditions of the Proposed Envelope exceed the wind conditions of the Existing Scenario, these concerns will be addressed with wind tunnel testing during the detailed design stage and recommendations of mitigation measures. Given the assessment is currently limited to a sheer massing envelope, the detailed design is also expected to introduce building elements that may further improve the wind conditions within and around the site. As a general note, the use of loose glass-tops and light-weight sheets or covers (including loose BBQ lids) is not appropriate on high-rise outdoor terraces and balconies. Furthermore, lightweight furniture is not recommended unless it is securely attached to the balcony or terrace floor slab.

Appendix H - Capitol Terrace Apartments Impact Analysis

Capitol Terrace Apartments

This section investigates the proposed envelope's impact and relationship with the residential building to the north. The plans and elevations shown indicate the apartments affected by the proposal. Due consideration has been given to the draft CSPS objective nominated under Section 5.1.2 which provides the following:

'Ensure that development does not unreasonably borrow amenity from neighbouring sites including access to views and sunlight.'

For the reasons addressed below, the proposal is consistent with the objective.

Visual Privacy

The Indicative Concept Scheme does not provide windows and balconies along the portion of its northern façade that orientates towards the windows of the Capitol Terrace building. This precludes the opportunity for sightlines and demonstrates that the redevelopment of the site as envisaged by the Indicative Concept Scheme has the potential to prevent additional visual and acoustic privacy impacts to the adjacent northern property.

941 Private View Impacts

With regards to private view impacts, the proposed northern setbacks will not give rise to additional view impacts beyond that of a complying scheme. The draft CSPS permits the delivery of a building that provides a 4m northern setback. As such, even under a complying scheme, the affected apartments would experience view loss and their view corridors altered to comprise a new tower element. In light of this, the extent of the view loss impacts when comparing both a complying and a non-complying scheme will be commensurate.

In addition, it should be acknowledged that the development approval for the site permits a nil northern setback. Given a nil setback is considered acceptable from an approvals perspective in the context of the site's conditions, the proposed setback which actually increases the building separation should be deemed appropriate.

Access to Solar

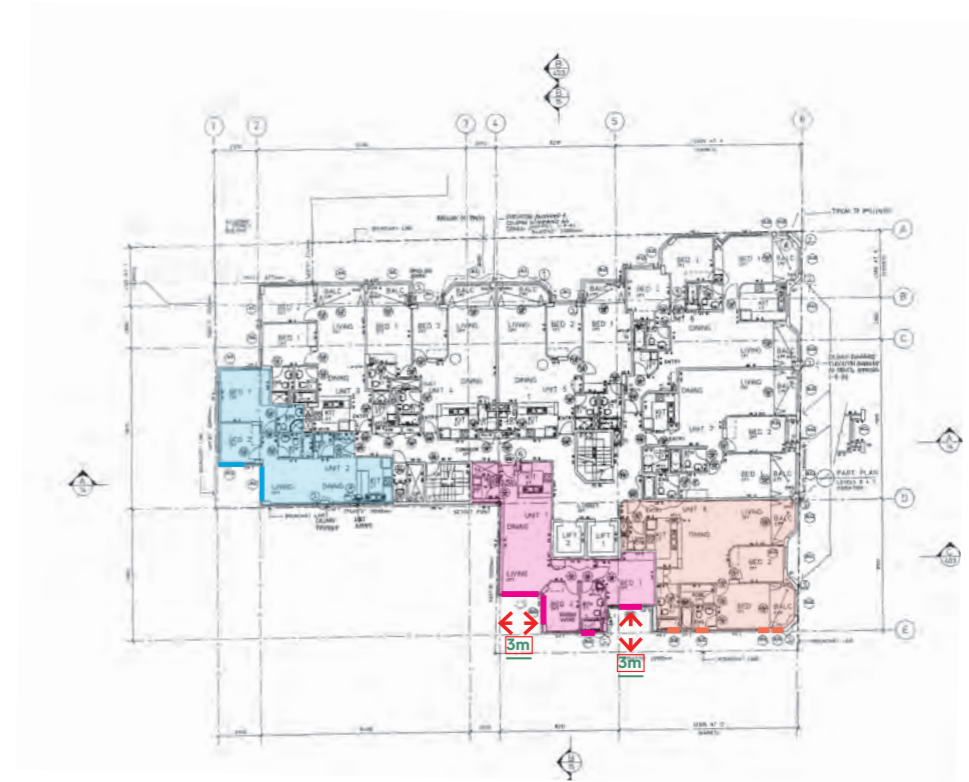
A Solar Access Study included on the following page confirms that the preferred envelope is capable of maintaining equivalent solar access for the Capitol Terrace apartments when compared against the approved DA scheme.

Capitol Terrace South Elevation



- Unit 2**
11 x floors affected
- Unit 1**
11 x floors affected
- Unit 8**
9 x floors affected

Capitol Terrace Typical Plan



Existing

The site located at 757 – 759 is occupied by a four (4) storey mixed use building. the site located at 761 – 763 George Street contains a two storey heritage listed building identified as the Sutton Forest Meat Building (1843) under the Sydney Local Environmental Plan 2012 (SLEP 2012).

The proposal interfaces with a residential flat building to the direct north known as 'Capitol Terrace'. At this interface, this development's southern facade incorporates a limited number of windows which largely relate to secondary habitable living spaces such as bedrooms and bathrooms. A small number of windows are associated with primary living spaces; however, these spaces are orientated towards west and thus its south facing windows are not the principle source of views and solar.

Approved DA

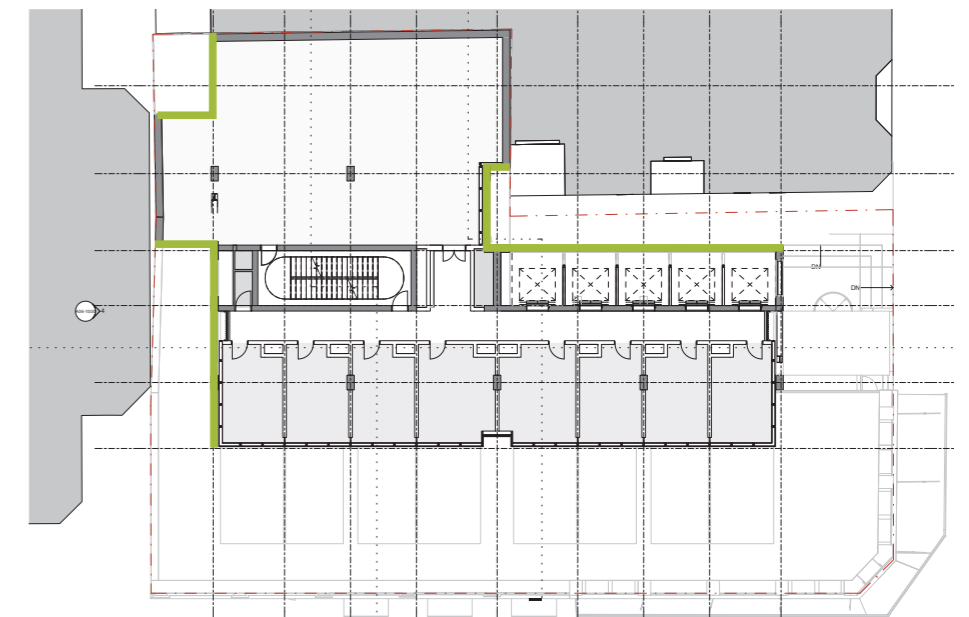
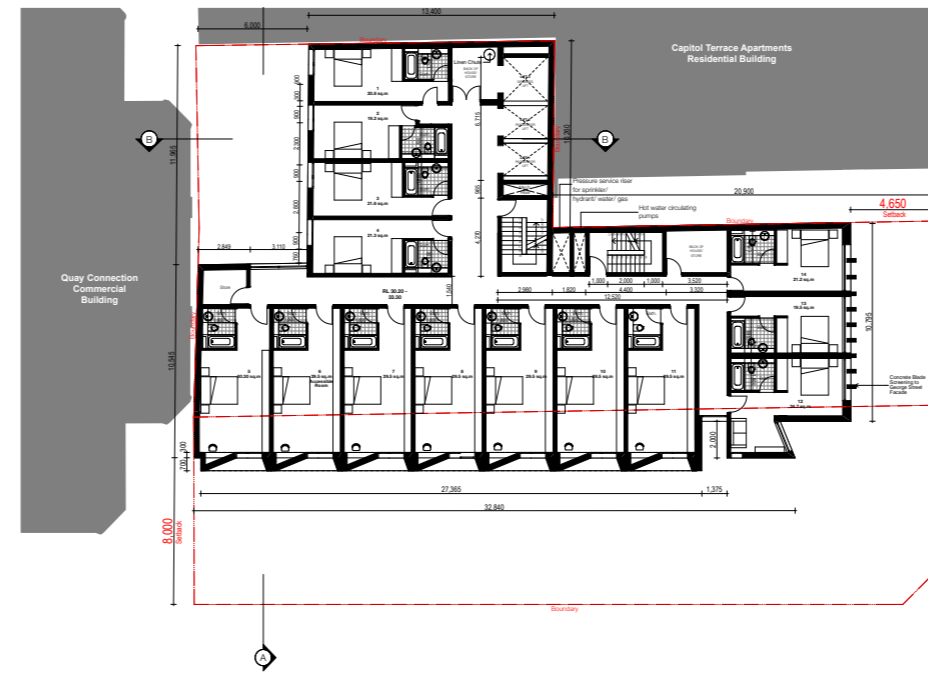
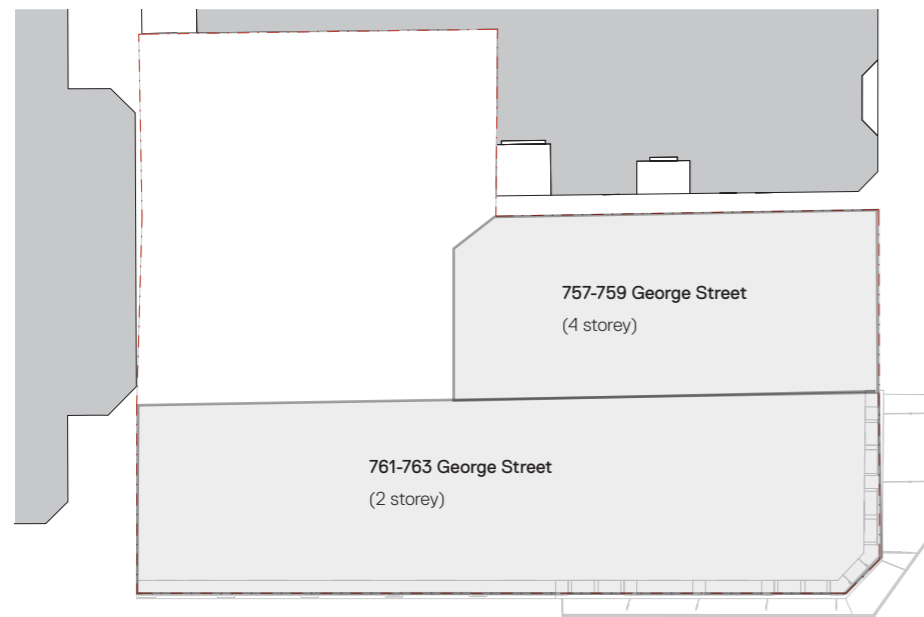
On 23 October 2017, Council granted consent to a Development Application (D/2017/353) for the construction of a 15 storey hotel building comprising 174 hotel rooms.

It should be acknowledged that the development approval for the site permits a nil northern setback. Given a nil setback is considered acceptable from an approvals perspective in the context of the site's conditions, the proposed setback which actually increases the building separation should be deemed appropriate.

Proposed DCP Envelope

The proposal provides a better outcome than the approved DA by pulling the podium facade 0.4m away from the site boundary around the affected windows. This increases building separation, and creates a 1.8m wide lightwell between podium facade and apartment windows.

942



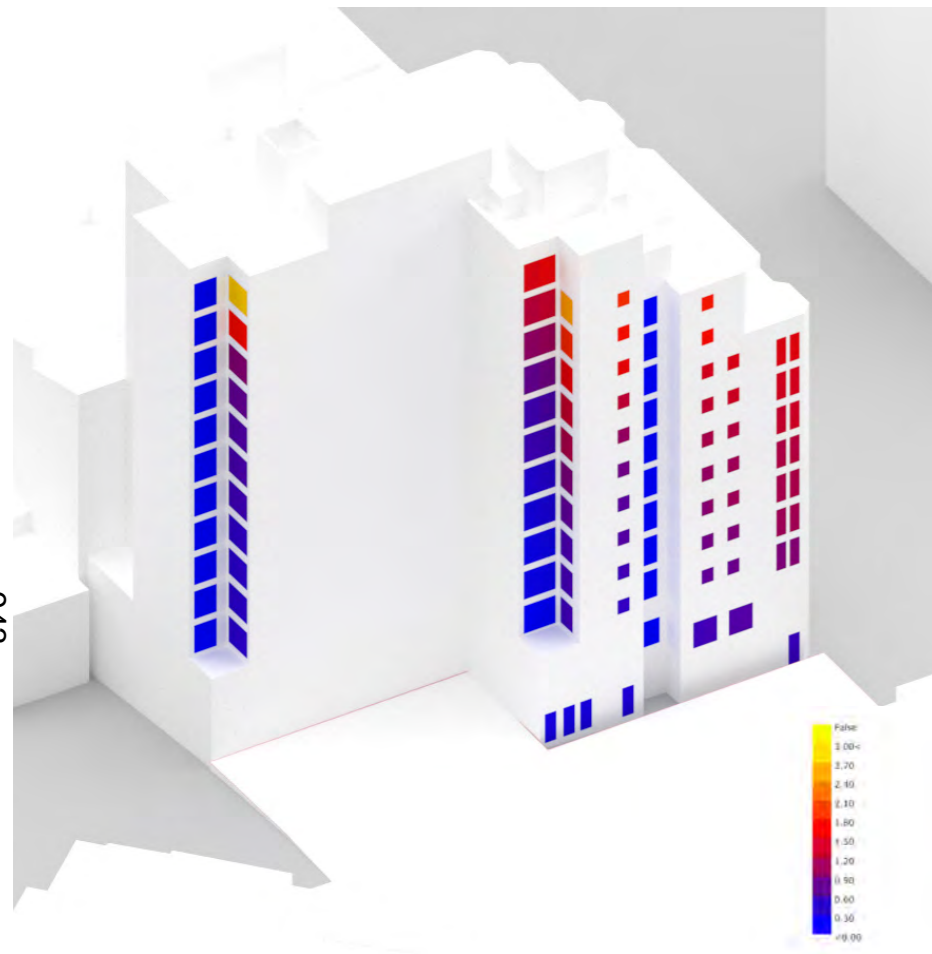
INCREASED BUILDING SEPARATION FROM APPROVED DA ✓

Existing

Approved DA

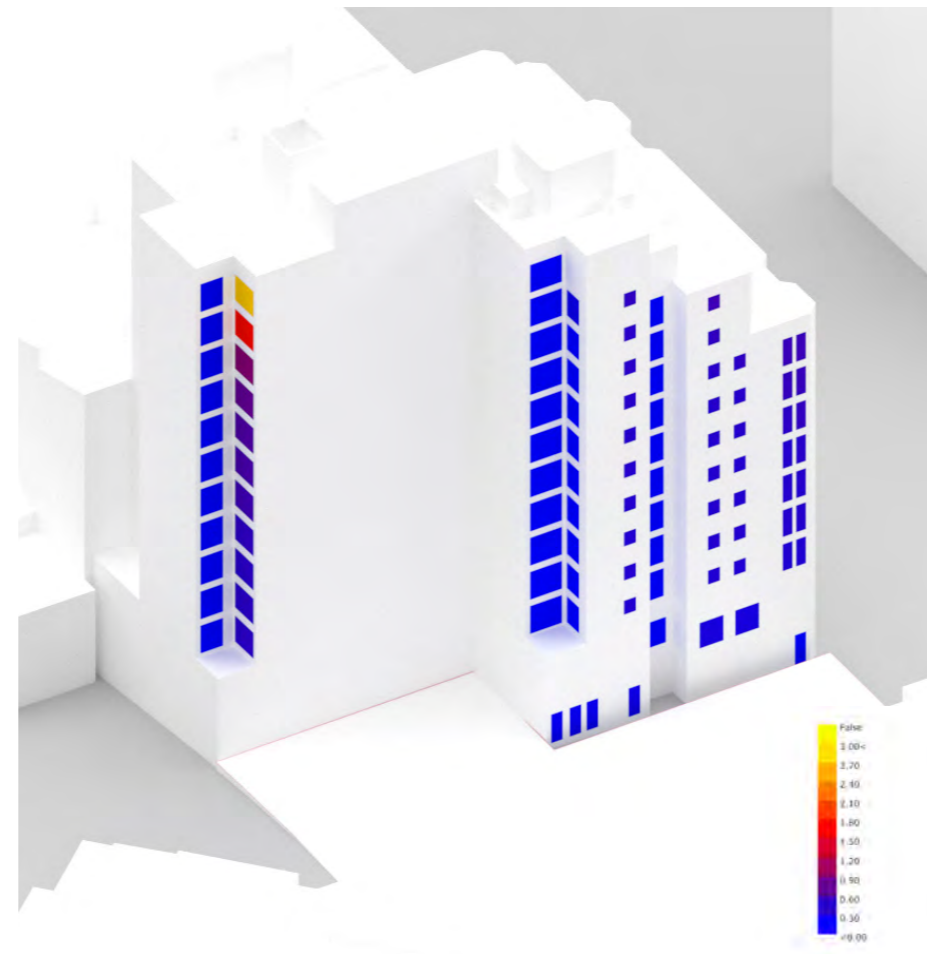
Proposed DCP Envelope

943



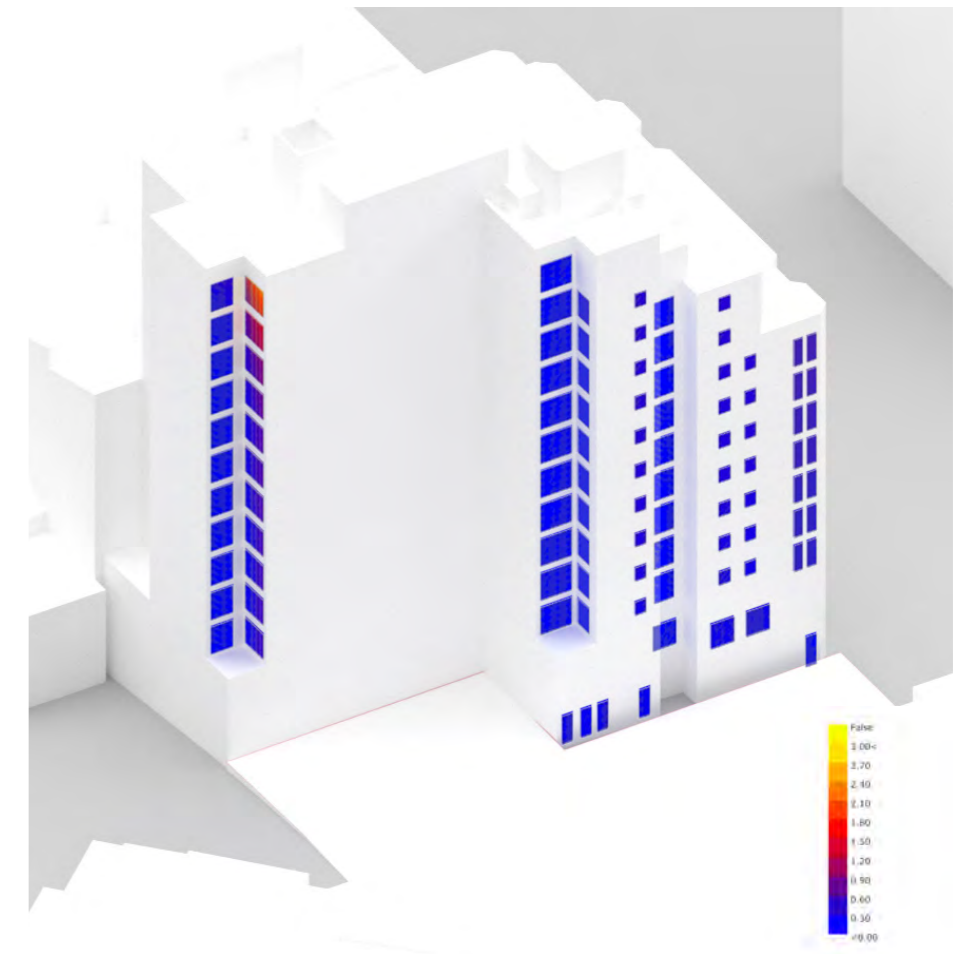
AVERAGE DAILY SUNLIGHT HOURS/
WINDOW

0.60



AVERAGE DAILY SUNLIGHT HOURS/
WINDOW

0.16



AVERAGE DAILY SUNLIGHT HOURS/
WINDOW

0.22
+ 0.06

Far Right:
Render
Proposed indicative scheme towards 'Tech Central'

**PROPOSED ENVELOPE PROVIDES IMPROVED SOLAR ACCESS TO
CAPITOL TERRACE APARTMENTS COMPARED WITH APPROVED DA
SOLAR ACCESS**





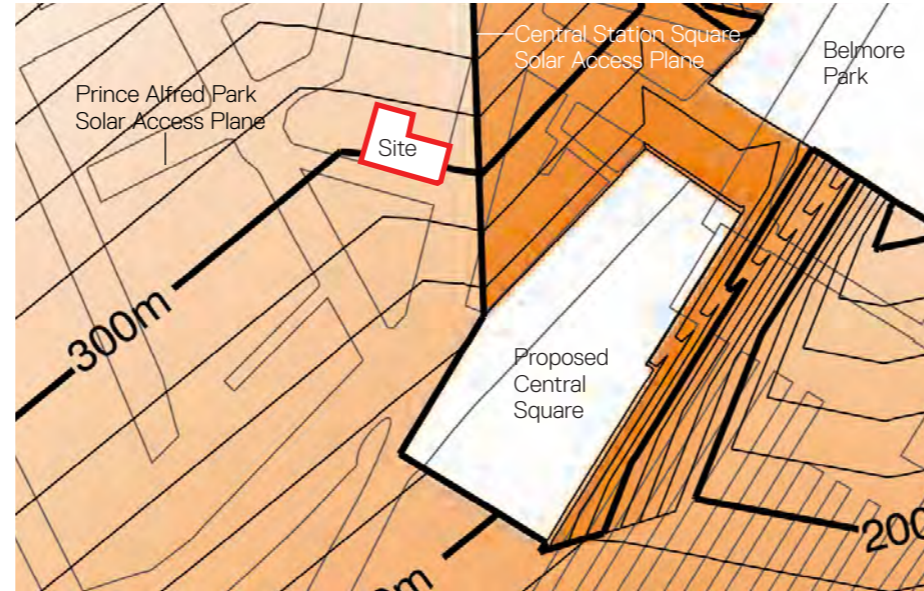
Appendix I - Overshadowing Study

Proposed Central Square

The proposal has followed the Draft CSPA maps to establish the solar planes affecting the site, which includes those protecting solar access to the new public square at Central Station. These maps locate the subject site within a tower cluster area with a maximum height of RL 300.

The existing Railway Square is located to the south of the proposed Central Square, and is not protected by the solar planes defined in the Sun Protection Controls Heights Map. No overshadowing of the existing Railway Square would preclude the redevelopment of the Haymarket/ Ultimo Tower Cluster altogether.

The following study shows the overshadowing of the proposed DCP envelope on 21 June between 8am-2pm.



Above:
Diagram
Draft CSPA, Sun Protection Controls Heights Map



Above:
Render
Central Square, Artist Impression 2020



21 June: 0900



21 June: 1000



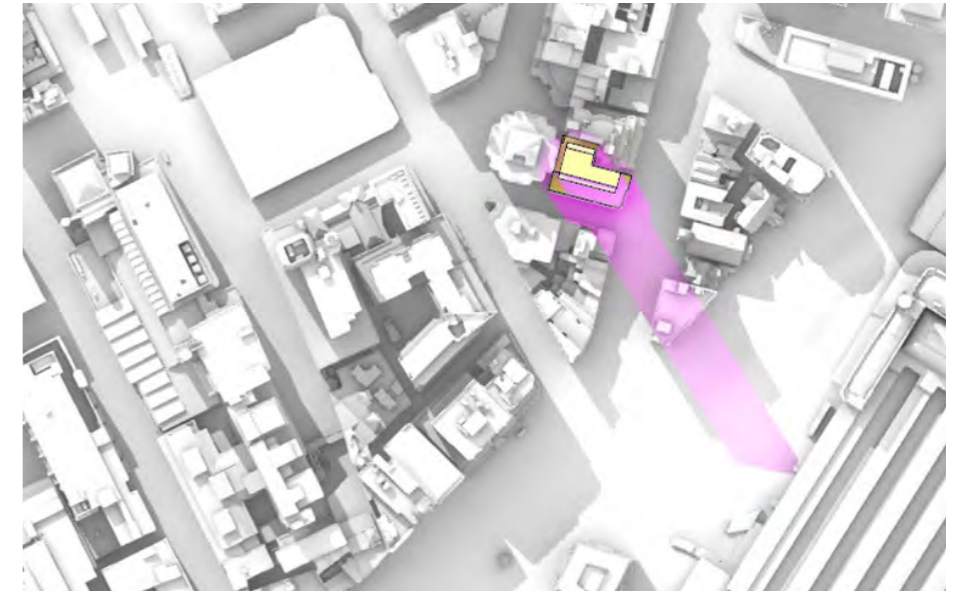
21 June: 1100



21 June: 1200





21 June: 1300



21 June: 1400

Preferred Envelope Overshadowing

-  N
-  Existing Shadow
-  Additional Shadow

Appendix J - Physical Model Images

South



South West



East



947

