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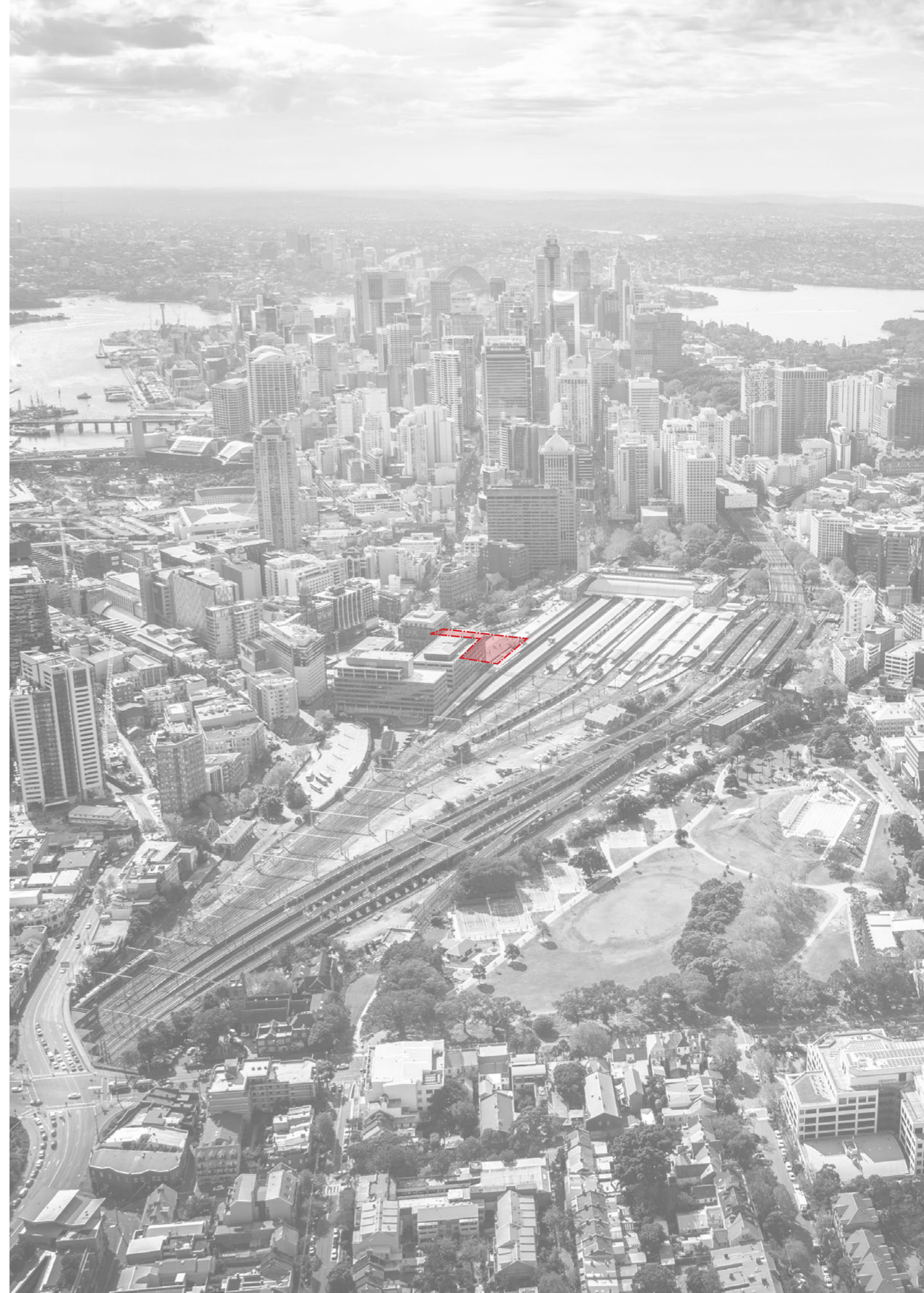
WESTERN GATEWAY SUB-PRECINCT BLOCK A

RAILWAY SQUARE
8-10 LEE STREET

APPENDIX A URBAN DESIGN PLANNING PROPOSAL REPORT

PREPARED FOR
ATLASSIAN, YHA & AVENOR

OCTOBER 2019



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CLIENTS



CONSULTANTS

PLANNING	Urbis
HERITAGE ARCHITECTURE	Weir Phillips
ARCHITECTURE	EC3 with Terroir
	Previous phase undertaken by Bates Smart
LANDSCAPE ARCHITECTURE	Aspect Studios

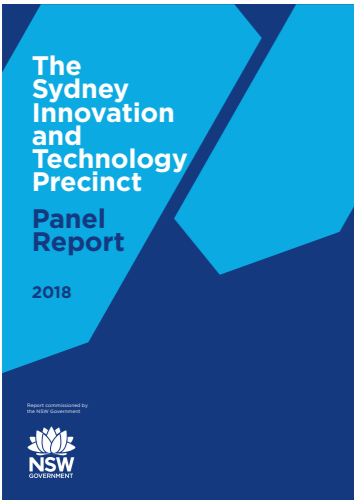


1.0 INTRODUCTION

APPENDIX A - URBAN DESIGN PLANNING REPORT

1.0 INTRODUCTION

VISIONS OF TECH CENTRAL & RAILWAY SQUARE



The Sydney Innovation and Technology Precinct Panel Report 2018

“The Sydney Innovation and Technology Precinct attracts world-leading talent to Sydney’s shores. It is a place where world-class universities, ambitious startups, high-tech giants and the community collaborate to solve problems, socialise and spark ideas that change our world. The Precinct is underpinned by high quality physical and digital infrastructure.

A GLOBALLY CONNECTED PRECINCT ESTABLISHES A BENCHMARK OF AMBITION FOR GENERATIONS TO COME. HELPING MAKE SYDNEY A GLOBAL LEADER IN TECHNOLOGY AND INNOVATION, ENSURING NSW REMAINS A POWERHOUSE IN THE NEW WORLD ECONOMY.

THE PRECINCT IS A LEADER WITHIN THE REGIONAL INNOVATION NETWORK , TAKING A SPIRIT OF COLLABORATION AND ENTREPRENEURIAL NOUS TO TRANSLATE AUSTRALIA’S WORLD-LEADING RESEARCH AND DEVELOPMENT (R&D) INTO GLOBALLY SUCCESSFUL BUSINESSES.

THE PRECINCT DRIVES A SUSTAINABLE AND INCLUSIVE APPROACH TO THE DEVELOPMENT AND GROWTH OF THE PEOPLE, THE INDUSTRIES AND THE COMMUNITIES WHO USE ITS PLACES AND SPACES.

BIG, BOLD AND OUT-OF-THE-BOX THINKING IS SHAPING AND INFLUENCING THE FUTURE. THE PRECINCT WILL EVOLVE AS A LIVING, BREATHING PLACE WHERE PEOPLE AND BUSINESSES LEARN, ADAPT AND GROW WITH EVERY OPPORTUNITY."



Draft Central Sydney Planning Strategy Document

"THE STRATEGY ALSO SUPPORTS THE REVITALISATION OF THE MIDTOWN AND SOUTHERN PRECINCTS. CATALYTIC PROJECTS BY BOTH THE NSW GOVERNMENT AND PRIVATE SECTOR WILL BE INSTRUMENTAL TO IMPROVING THE PROFILE AND MARKET PERCEPTION OF THESE LESS TRADITIONAL EMPLOYMENT AREAS. PROPOSED METRO STATIONS AND THEIR INTEGRATION INTO THE CITY; THE REDEVELOPMENT OF THE SPACE ABOVE THE TRAIN LINES AT CENTRAL SYDNEY RAILWAY STATION; AND PRIVATE SITE REDEVELOPMENTS, MUST ALL CONTRIBUTE TO THE GROWTH OF THIS AREA AS A FUTURE EXTENSION OF THE CBD.

.....
THE CENTRAL TO EVELEIGH PRECINCT WILL BECOME CENTRAL SYDNEY’S NEWEST PRECINCT, YOUTHFUL AND LIVELY, AND SERVING EXISTING EDUCATION, VISITOR ACCOMMODATION AND CREATIVE USES. IT WILL ALSO SERVE THOSE EMERGING AND PERHAPS YET-UNKNOWN BUSINESS MODELS AND WORKPLACES THAT ARE SEEKING A PLAYFUL AND CREATIVE POINT OF DIFFERENCE TO THE TRADITIONAL OFFICE CORE."

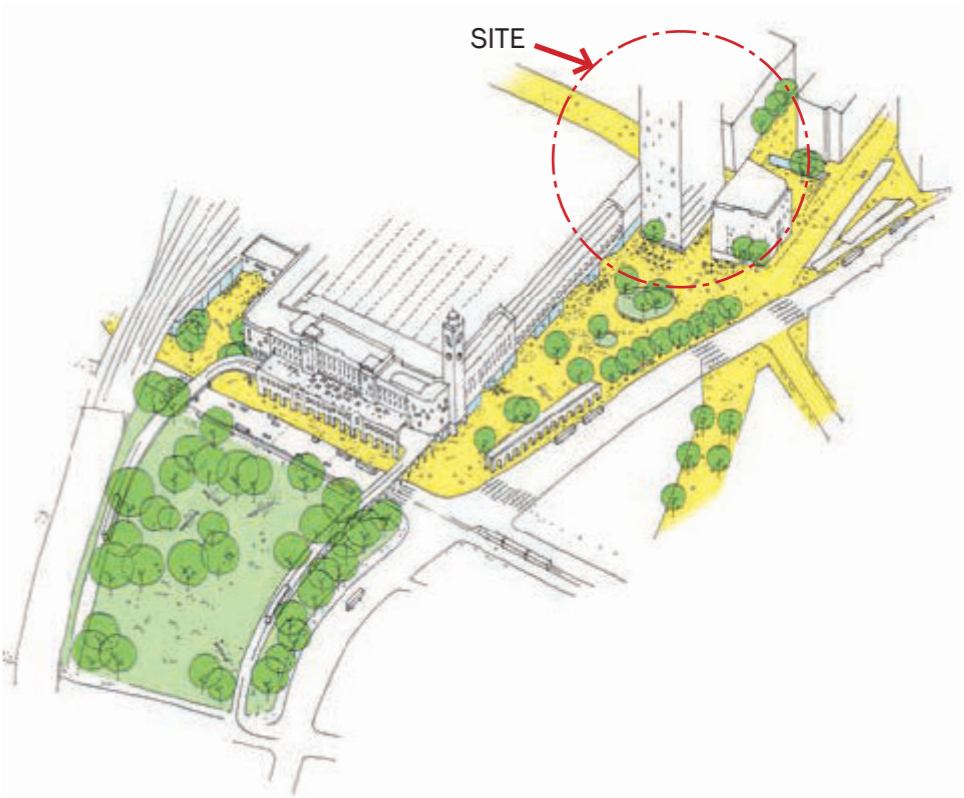


Image taken from Draft Central Sydney Strategy Planning Document Supporting Project Idea: Railway Square and Belmore Park

APPENDIX A - URBAN DESIGN PLANNING REPORT

1.0 INTRODUCTION

CENTRAL SYDNEY PLANNING STRATEGY

The Draft Central Sydney Planning Strategy (CSPS) by the City of Sydney, unlocks economic opportunities and investment in jobs and supports public improvements that make Sydney an attractive place for business, workers, residents and visitors. The CSPS outlines 10 key moves which prioritize employment growth, increase capacity and ensure infrastructure keeps pace with growth, creating a more sustainable and vibrant public spaces. The CSPS is a 20 year growth strategy that revises previous planning controls and delivers on the City of Sydney’s Sustainable Sydney 2030.

The CSPS, together with the guidelines for amending planning controls, will deliver 2.9 million sqm of new floor space in predominantly in four new tower clusters. The southern most of these relates to the Central Station renewal area created by the NSW government and referenced in the Sydney Innovation and Technology Precinct Panel Report.



Draft Central Sydney Planning Strategy Document



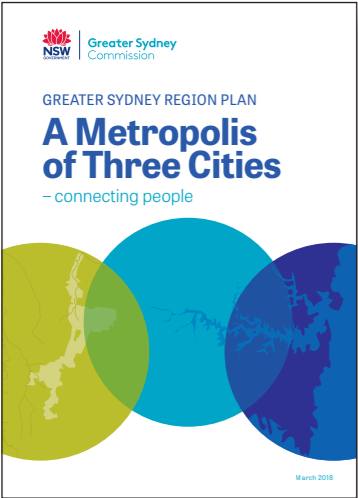
Images taken from Draft Central Sydney Strategy Planning Document

STRATEGIC URBAN CONTEXT

The site adjoins Central Station, the most connected station in NSW serving as an interchange between the new Sydney Metro, new CBD and South East Light Rail, and existing suburban, intercity and interstate train services.

The station sits within the Eastern City District of Sydney's CBD. This district along with the Harbour CBD are the current engine room of Greater Sydney's economy. Of the District's 904,500 jobs, 496,100 are in the Harbour CBD (2016 estimates). Almost half of these are in the finance, professional, business and knowledge sectors.

The Eastern Harbour City has Australia's global gateway and financial capital, the Harbour CBD, as its metropolitan centre. Well-established, well serviced and highly accessible by its radial rail network, it has half a million jobs. The regional and district plans anticipate the ongoing strategic role and sustained jobs growth within the Eastern Harbour City over the next 20 years.



Greater Sydney Region Plan

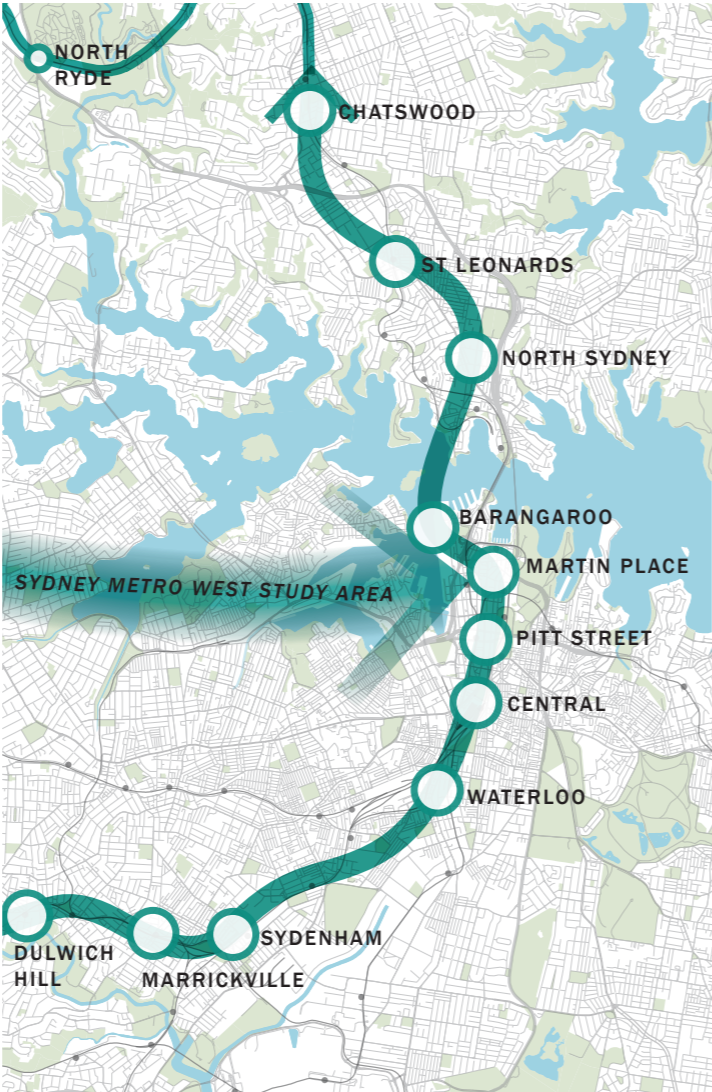


CENTRAL STATION REVITALISATION METRO

There are significant rail projects underway in the Eastern Harbour City to increase competitiveness, boost business-to-business connections and attract skilled workers with faster commuting times.

The new Sydney Metro link connects the Northwest Rail line from Chatswood to the Sydney Metro South West line at Sydenham in the South. Future connection to the planned Metro West line will also significantly change commute times to and from Greater Parramatta.

The Sydney Metro Line will interchange at Central with the existing Inner West light rail and the new CBD and South East Light Rail line. Revitalisation works on Central Station to improve connectivity between trains, buses, light rail and the new Metro will include a new 19m wide underground concourse (Central Walk). Additional access points to Train Platforms 16 to 23 boost capacity to cater to the projected 66% increase in daily customer demand.



New Sydney Metro Alignment



Artists Impression of New Central Station Concourse

SYDNEY LIGHT RAIL

The CBD and South East Light Rail is a new light rail network for Sydney, currently under construction. The 12 km route, currently under construction will include 19 stops, extending from Circular Quay in the North to Randwick and Kensington in the South. This new service will connect the major city spine of George Street all the way from Circular Quay along with major open spaces around Moore Park and the Randwick Health & Education Super Precinct with Central Station.



New CBD and South East Light Rail Alignment



Artists Impression of New Central Station Light Rail Platform

APPENDIX A - URBAN DESIGN PLANNING REPORT

1.0 INTRODUCTION

THE CENTRE OF A NEW TECHNOLOGY NETWORK

Central to Eveleigh - an ideal location

"Further development of this attractive and vibrant area begins with the transformation of underutilised heritage assets, creating new public spaces, better transport infrastructure, and improved walking and cycling connections.

THE SYDNEY INNOVATION AND TECHNOLOGY PRECINCT IS LOCATED SOUTH OF THE SYDNEY CBD, SURROUNDED BY THE SUBURBS OF REDFERN, ULTIMO, HAYMARKET, CAMPERDOWN, CHIPPENDALE, DARLINGTON, SURRY HILLS AND EVELEIGH. THESE SUBURBS ARE PLACES OF GREAT HERITAGE, VIBRANCY, CULTURE AND ACTIVITY, SUPPORTED BY EXCELLENT TRANSPORT TO THE GREATER SYDNEY AREA, REGIONAL NSW AND INTO INTERNATIONAL MARKETS.

ALONGSIDE THE AREA IS AUSTRALIAN TECHNOLOGY PARK, TECHNOLOGY AND CREATIVE COMPANIES, CARRIAGEWORKS, ROYAL PRINCE ALFRED HOSPITAL, THREE UNIVERSITY CAMPUSES, SYDNEY SCHOOL OF ENTREPRENEURSHIP, TWO TAFE NSW CENTRES AND NUMEROUS RESEARCH INSTITUTIONS.

AT THE AREA'S HEART, CENTRAL STATION IS THE GATEWAY TO GREATER SYDNEY. WITH REGIONAL AND SUBURBAN TRAIN SERVICES, CONNECTIONS TO LIGHT RAIL, BUS NETWORKS AND TO SYDNEY AIRPORT, THE AREA AROUND CENTRAL STATION IS ONE OF THE BEST CONNECTED DESTINATIONS IN AUSTRALIA –

AND THE BEST IS YET TO COME. A TRANSPORT FOR NSW PROJECT IS UNDERWAY TO RENEW CENTRAL STATION AND THE SURROUNDING AREA. THE VISION IS TO CREATE A NEW DESTINATION FOR SYDNEY - A REVITALISED GATEWAY FOR THE LOCAL, METROPOLITAN AND GLOBAL COMMUNITY.

WITH A RICH MANUFACTURING AND INDUSTRIAL HERITAGE, AN ESTABLISHED CREATIVE CLUSTER AND AN ACTIVE COMMUNITY, THE AREA HAS A STRONG AND ESTABLISHED ENTREPRENEURIAL SPIRIT. REDFERN, IN PARTICULAR, IS A PLACE OF GREAT CULTURAL AND HERITAGE IMPORTANCE TO THE ABORIGINAL COMMUNITY.

THIS IS AN OPPORTUNITY TO FURTHER GROW THIS UNIQUE AREA INTO A CENTRE FOR INNOVATION. IT IS A LONG-TERM, STRATEGIC INVESTMENT THAT RESPONDS TO SHIFTS IN GLOBAL ECONOMIC POWER AND THE CHANGING NATURE OF WORK, INCLUDING TECHNOLOGICAL BREAKTHROUGHS, GLOBAL COMPETITION FOR TALENT, ARTIFICIAL INTELLIGENCE (AI) AND AUTOMATION.

The Greater Sydney Commission recognised the area as the "nation's most mature innovation corridor", noting its unique assets in health, education, research, 'deep tech', business and creative industries."

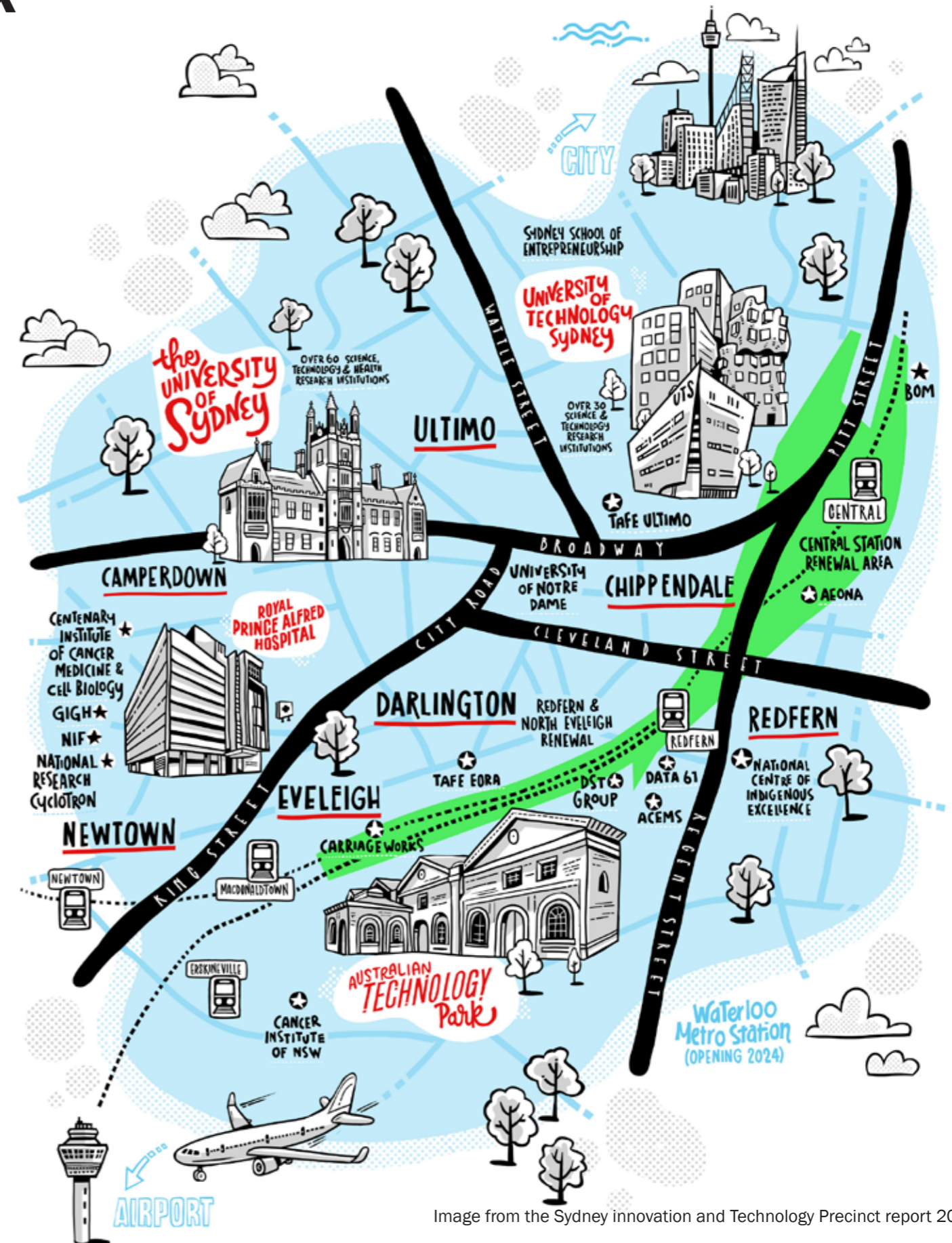


Image from the Sydney innovation and Technology Precinct report 2018



2.0 CONTEXT & SITE ANALYSIS

SITE LOCATION & DIMENSIONS

The Site is located at 8-10 Lee St, Sydney. It is adjacent to Central Station, Railway Square and Henry Deane Plaza. The site is 3768sqm in area. There is a 72m long boundary with the Central Station Platforms to the South East. There is a 43m boundary to the south west to Block B of the Western Gateway sub-precinct which currently includes the commercial building at 14 Lee St.

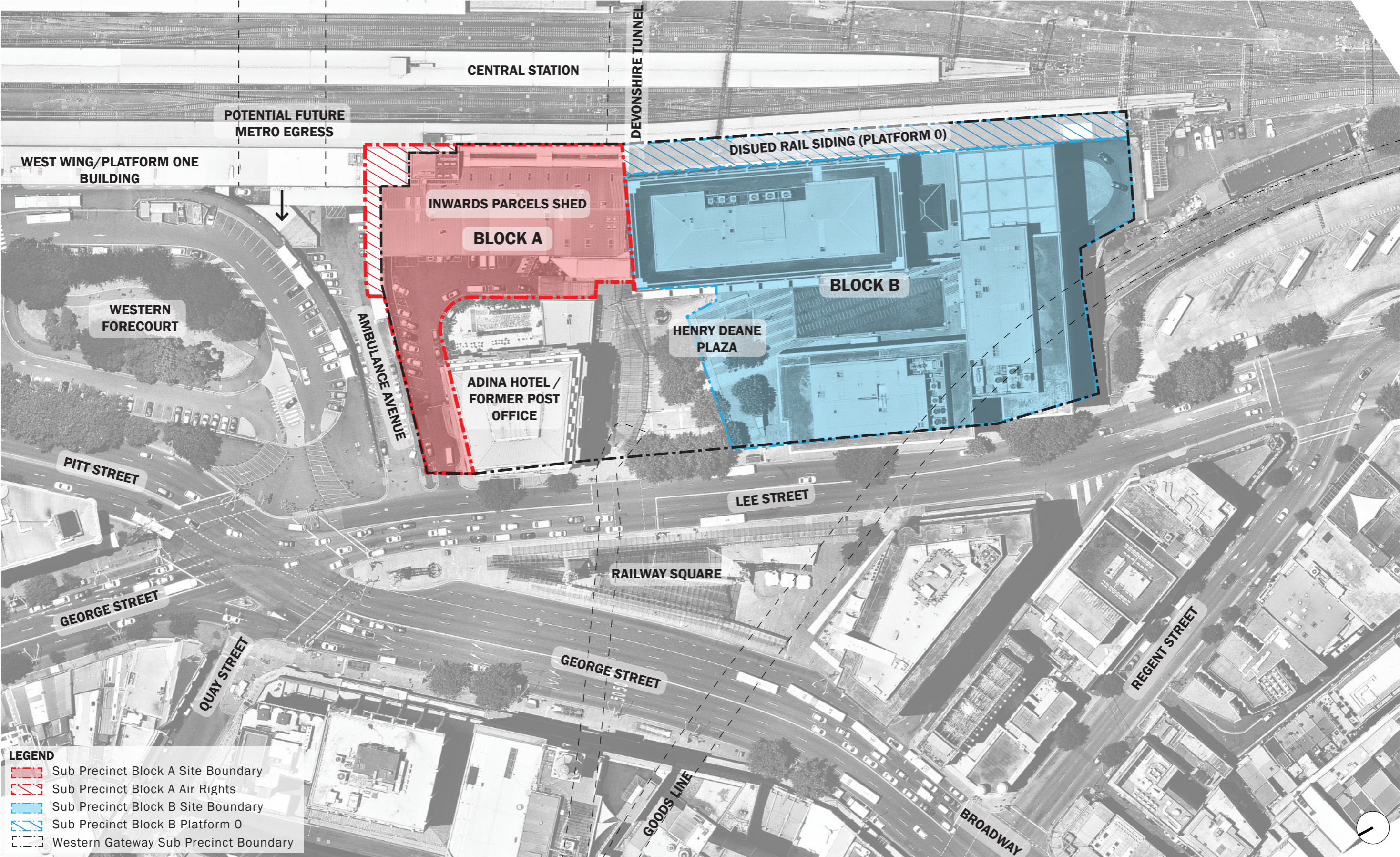
The existing structure on site was originally the Inwards Parcels Shed for the postal service. Currently the site is occupied by Sydney Railway Square Youth Hostel.

Vehicle access to the site is from Lee St via an upward ramping driveway which also serves as the drop off for the Adina Hotel at 2 Lee St (Western Gateway sub-precinct Block C).



APPENDIX A - URBAN DESIGN PLANNING REPORT

2.0 CONTEXT & SITE ANALYSIS



High resolution photograph from January 2016 clearly shows disused rail siding (not in shadow). Image capture is prior to construction of Sydney Yards Access Bridge.

LOT OWNERSHIP & AIR RIGHTS

UPPER GROUND & ABOVE
Upper Carriage Lane Level

LEGEND

Lot 13

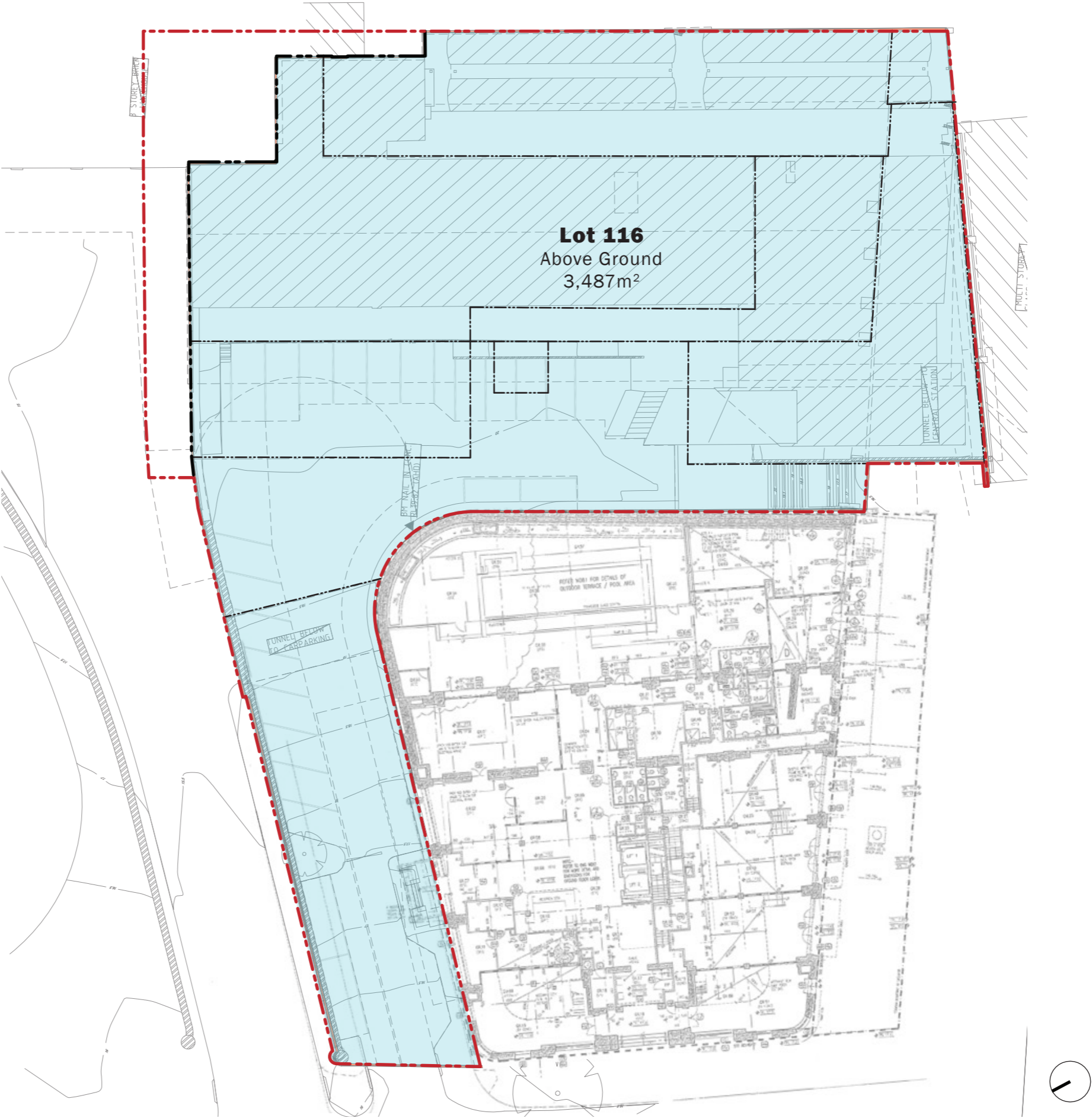
Lot 116

Lot 117

Lot 118

Site Boundary

DIAGRAM FOR INFORMATION PURPOSES ONLY.
The legal definitions of the areas and the accuracy of the surveyed content are outside of our control and should not be relied on in any way.



APPENDIX A - URBAN DESIGN PLANNING REPORT

2.0 CONTEXT & SITE ANALYSIS

LOWER GROUND & BELOW
Lower Carriage Lane Level

LEGEND

- Lot 13
- Lot 116
- Lot 117
- Lot 118
- Site Boundary

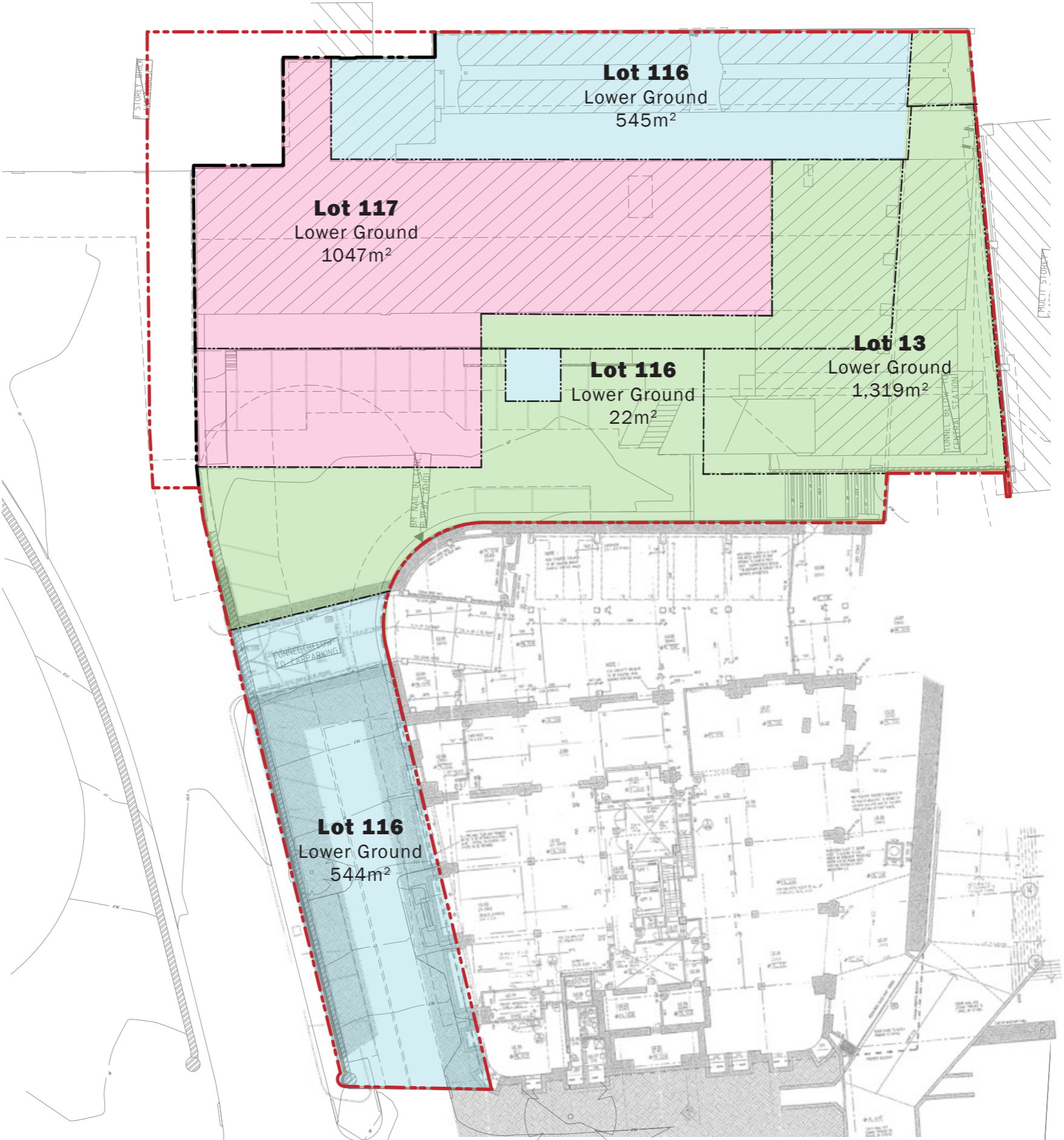


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APPENDIX A - URBAN DESIGN PLANNING REPORT

2.0 CONTEXT & SITE ANALYSIS

AIR RIGHTS

LEGEND

- Lot 13
- Lot 116
- Lot 117
- Lot 118
- Site Boundary

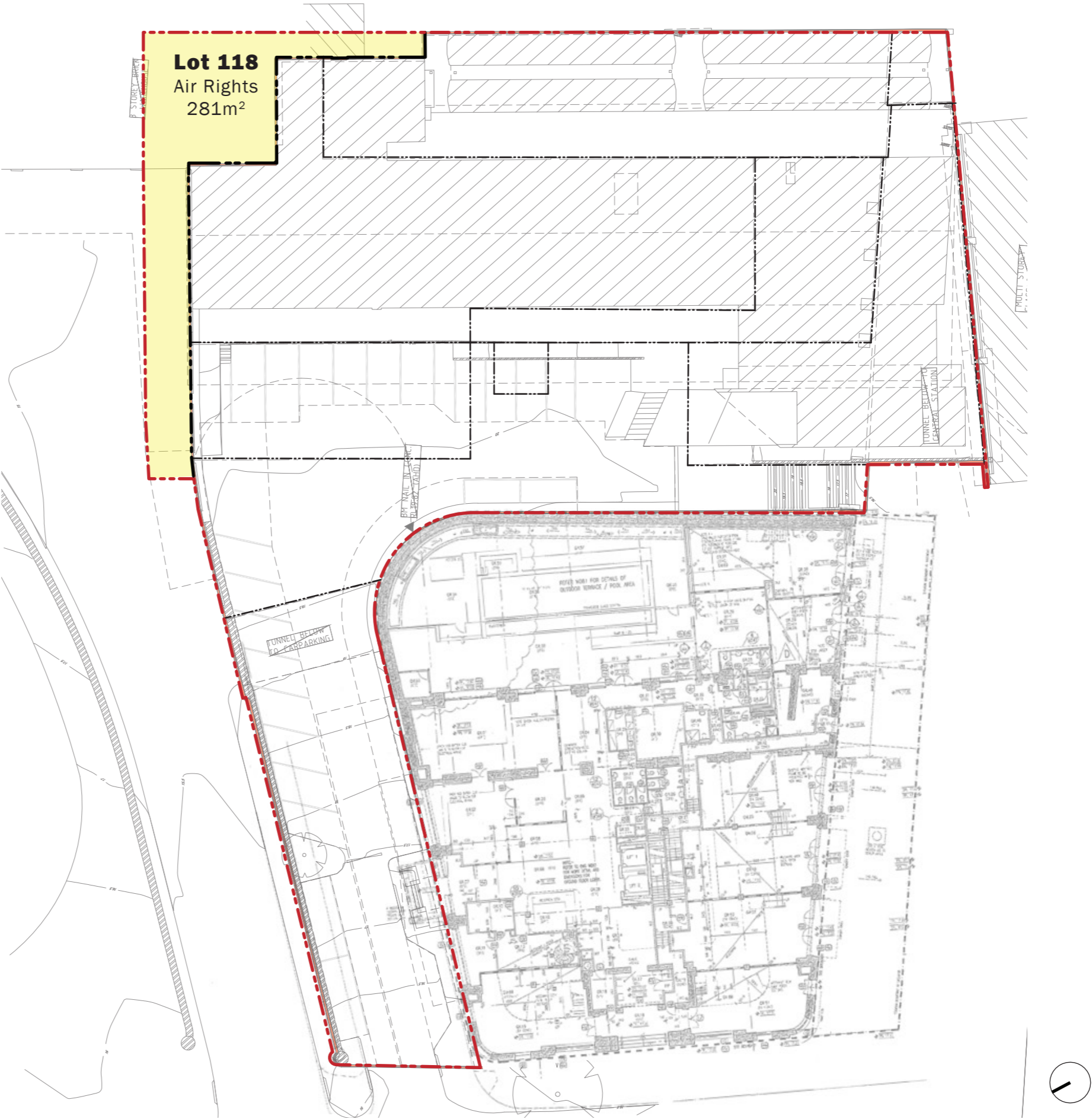
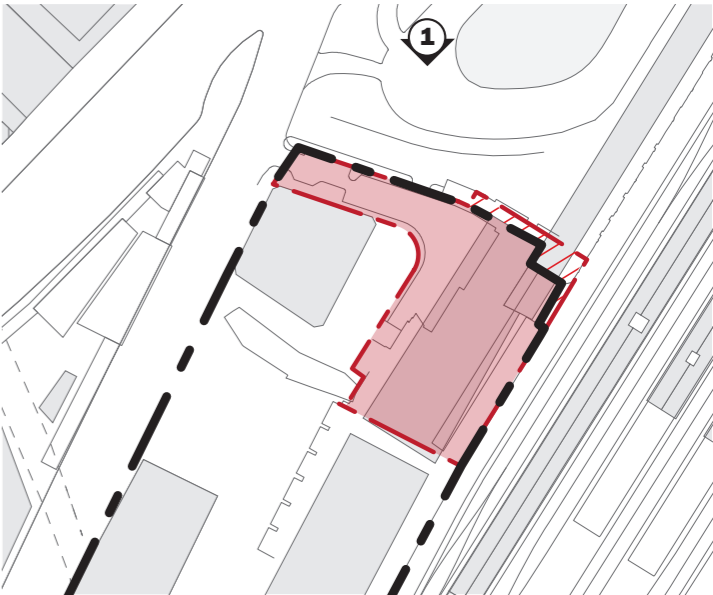


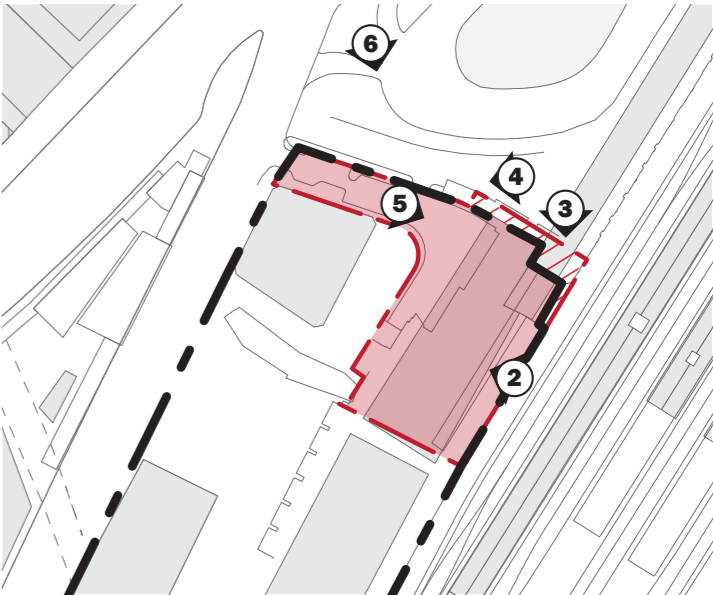
DIAGRAM FOR INFORMATION PURPOSES ONLY.
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SITE PHOTOGRAPHS



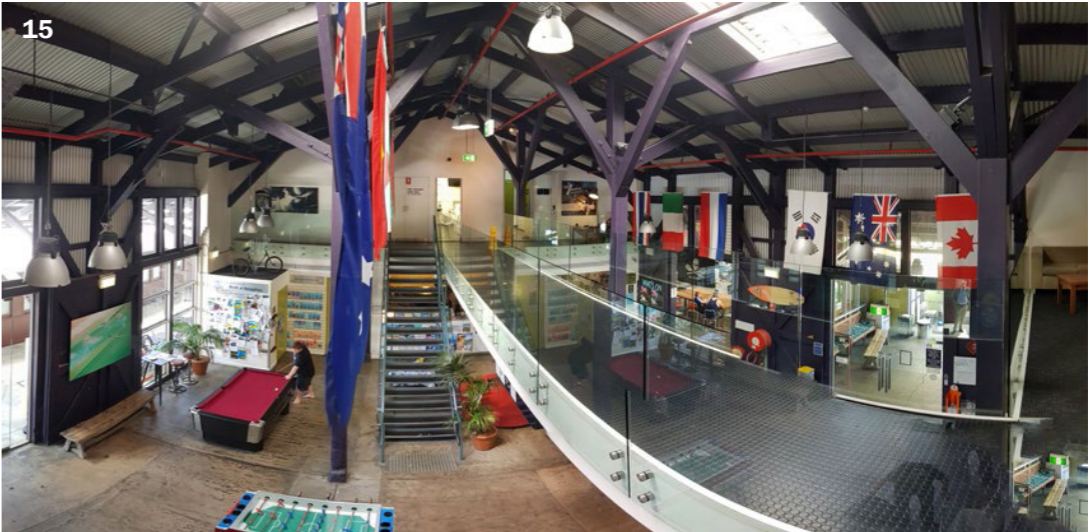
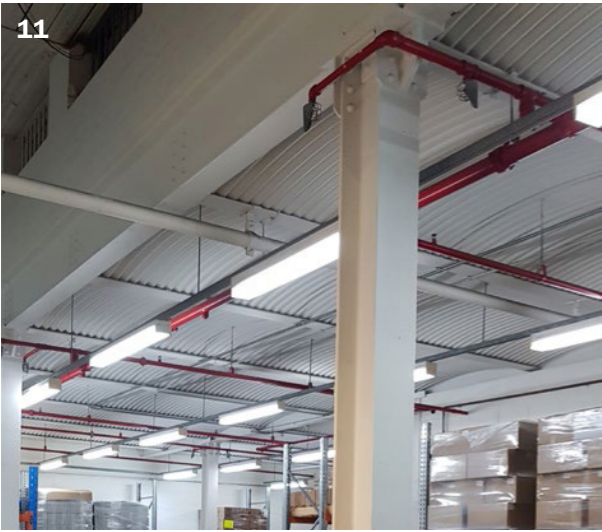
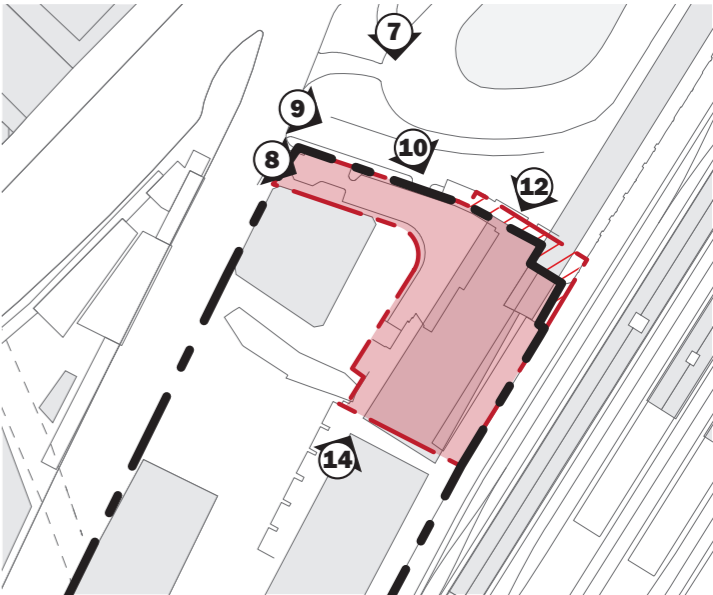
1. Three Quarter View from George Street

SITE PHOTOGRAPHS



2. View from the Roof of the Parcel Shed
3. Lower Carriage Lane looking towards the Parcels Shed
4. Lower Carriage Lane looking towards Lee St
5. Inwards Parcels Shed
6. Aerial View

SITE PHOTOGRAPHS



7. Parcel Shed from Lee St
8. Adina Apartment and parcel shed from the driveway
9. Ambulance Avenue towards Central Station
10. Parcel Shed, Adina CP entry and service zone from Ambulance Ave

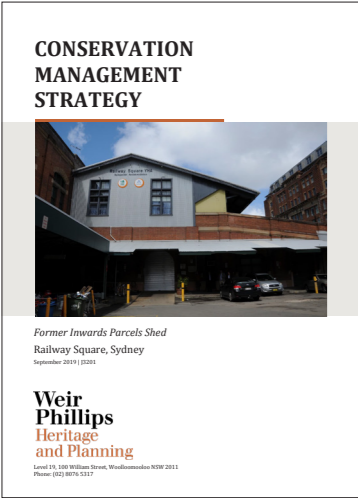
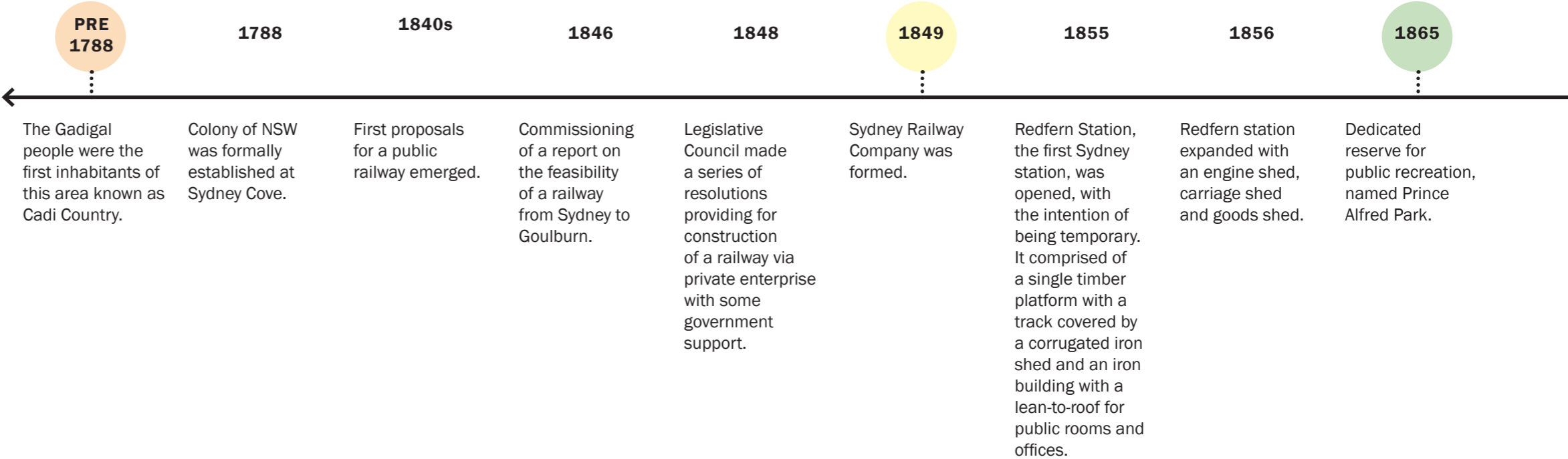
11. Lower Ground Ceiling of the Parcels Shed
12. Detail of the wall to Lower Carriage Lane
13. Detail of one of three Parcels Shed Chimneys
14. Parcels Shed Verandah
15. Inside the Parcel Shed

APPENDIX A - URBAN DESIGN PLANNING REPORT

2.0 CONTEXT & SITE ANALYSIS

SITE HISTORY

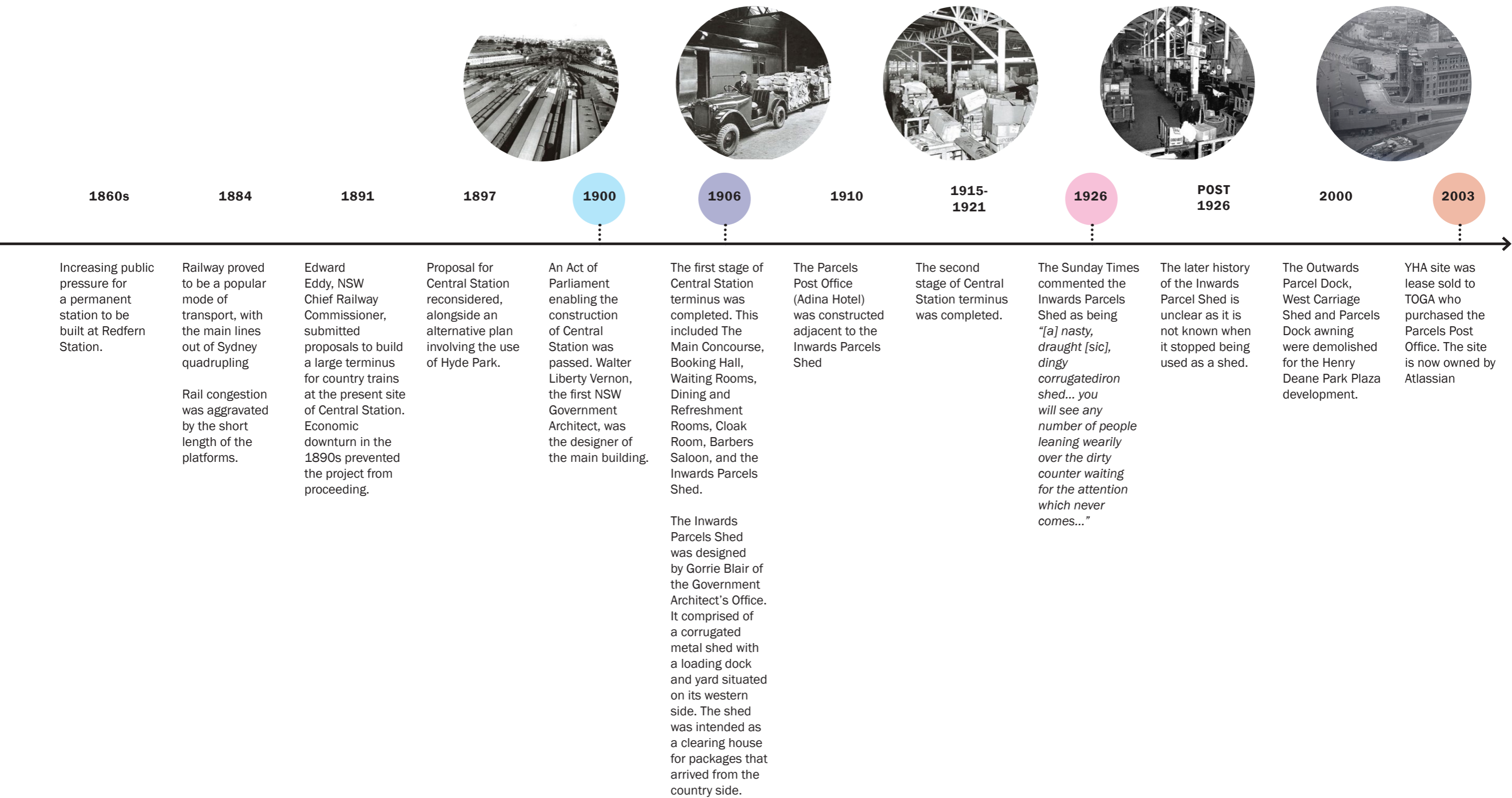
The following timeline are extracts from Section 3 of the CMS Report by Weir Phillips Heritage.



Conservation Management Strategy
Former Inwards Parcel Shed, Railway Square, Sydney,
September 2019, Section 3: Historical Analysis

APPENDIX A - URBAN DESIGN PLANNING REPORT

2.0 CONTEXT & SITE ANALYSIS



The Site is zoned as Metropolitan Centre (B8) according to the Sydney LEP 2012. It is adjacent to the Central Station Infrastructure Zone (SP2).

The map displays the SP2 area in London, with various land use zones and infrastructure. Key features include:

- SP2 Classified Road:** A yellow road running diagonally across the center of the map.
- SP2 Railways:** A yellow area with diagonal lines representing railway tracks, located in the bottom right.
- B4:** Blue residential zones located in the top left, middle left, and bottom left.
- B8:** Light blue residential zones located in the top center, middle center, and bottom center.
- RE1:** A green recreational area located in the top left.
- SLEP:** A white area representing a sports and leisure facility, located in the bottom left.
- Red Dashed Line:** A red dashed line outlines a specific area within the B8 zone, likely indicating a proposed development or a specific land use boundary.

Zone	
B1	Neighbourhood Centre
B2	Local Centre
B3	Commercial Core
B4	Mixed Use
B5	Business Development
B6	Enterprise Corridor
B7	Business Park
B8	Metropolitan Centre
IN1	General Industrial
R1	General Residential
R2	Low Density Residential
RE3	Public Recreation
SP1	Special Activities
SP2	Infrastructure

Maximum Floor Space Ratio (

F	0.6	X	4
H	0.7	Y	4.5
J	0.8	Z	5
L	0.9	AA1	6
N	1	AA2	6.5
P	1.25	AB1	7
S1	1.5	AB2	7.5
S2	1.75	AC	8
T	2	AD	9
U1	2.5	AE	10
U2	2.75	AF	11
V	3		
W1	3.5		
W2	3.75		

APPENDIX A - URBAN DESIGN PLANNING REPORT

2.0 CONTEXT & SITE ANALYSIS

The Maximum Building Height on the Site is 7.5m (H) as per the Sydney LEP 2012. It is adjacent to zones with a maximum height of 35m (V.)

The existing Parcel Shed on the site is listed in the Sydney 2012 LEP as a Heritage Item (I824). The Site is also listed on the State Heritage register (5012230) as part of Central Station item.



SYDNEY LOCAL ENVIRONMENTAL PLAN 2012 - HOB

Maximum Building Height (m)		
A 3	T3 28	AB2 85
E 6	T4 29	AC 110
H 7.5	U1 30	AD 130
I 8	U2 33	AE 150
J 9	V 35	AH 235
L 11	W1 40	Area 1
M 12	W2 42	Area 2
O 15	X 45	Area 3
P 18	Y 50	Area 4
R 22	Z 55	Area 5
S1 23	AA1 60	Area 6
S2 24	AA2 65	Area 7
T1 25	AA3 70	Area 8
T2 27	AB1 80	Area 9



SYDNEY LOCAL ENVIRONMENTAL PLAN 2012 - HERITAGE

Heritage	
	Conservation Area - General
	Item - General

APPENDIX A - URBAN DESIGN PLANNING REPORT

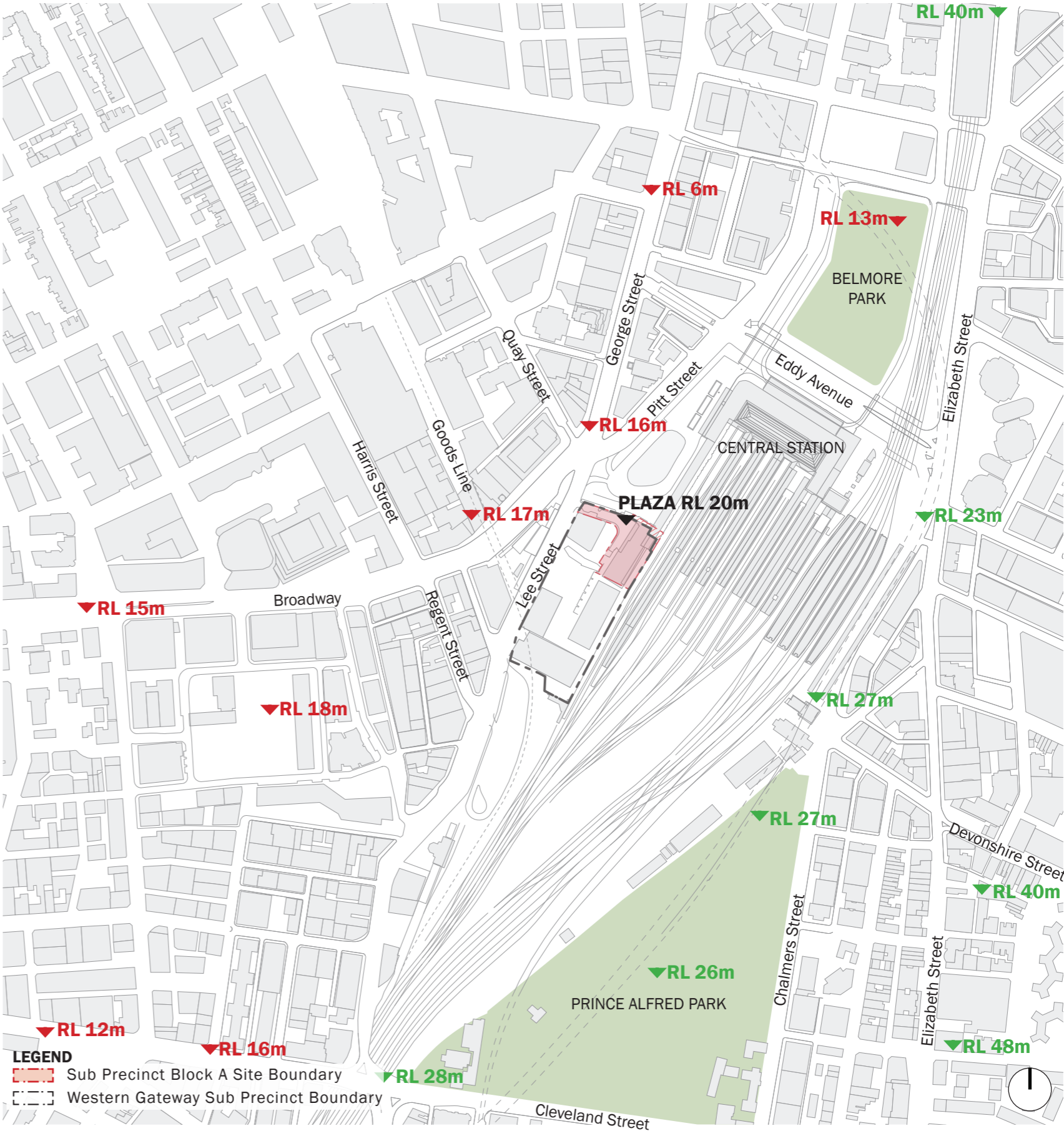
2.0 CONTEXT & SITE ANALYSIS

TOPOGRAPHY

The Site is located on a slope with a generally North-East Aspect. To the South East towards Prince Alfred Park and the Southern Part of Surry Hills, the terrain rises. To the North and North West the terrain drops gradually.

Natural Elements Diagram extracted from Draft Central Sydney Planning Strategy Document

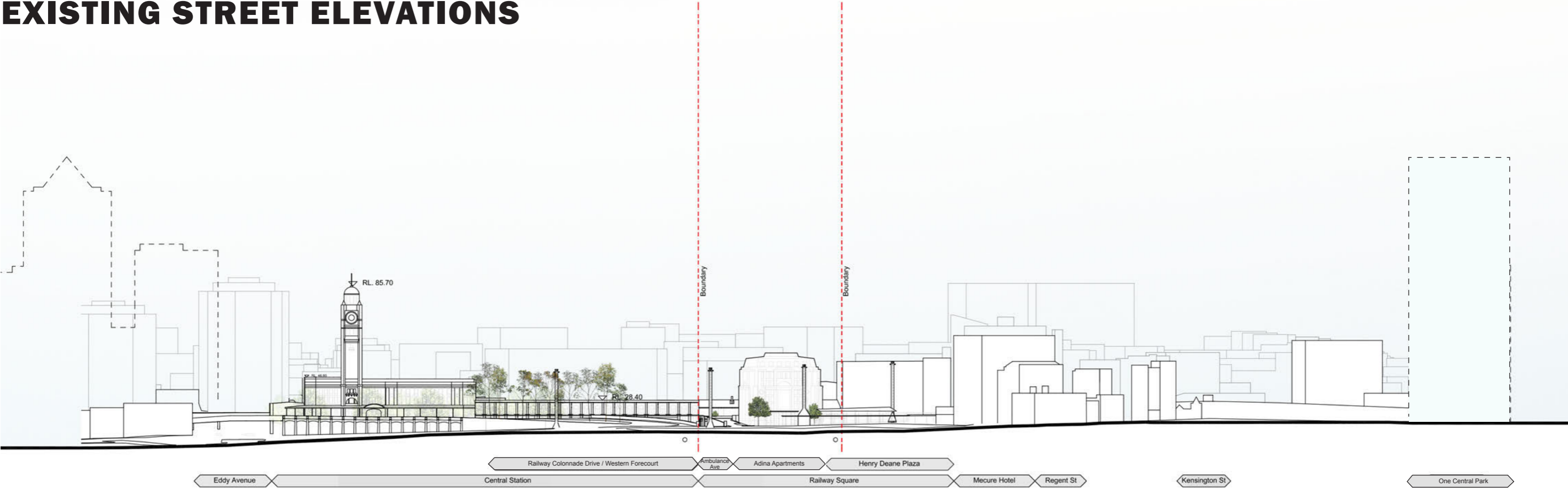
- 2m contours
- Ridgeline



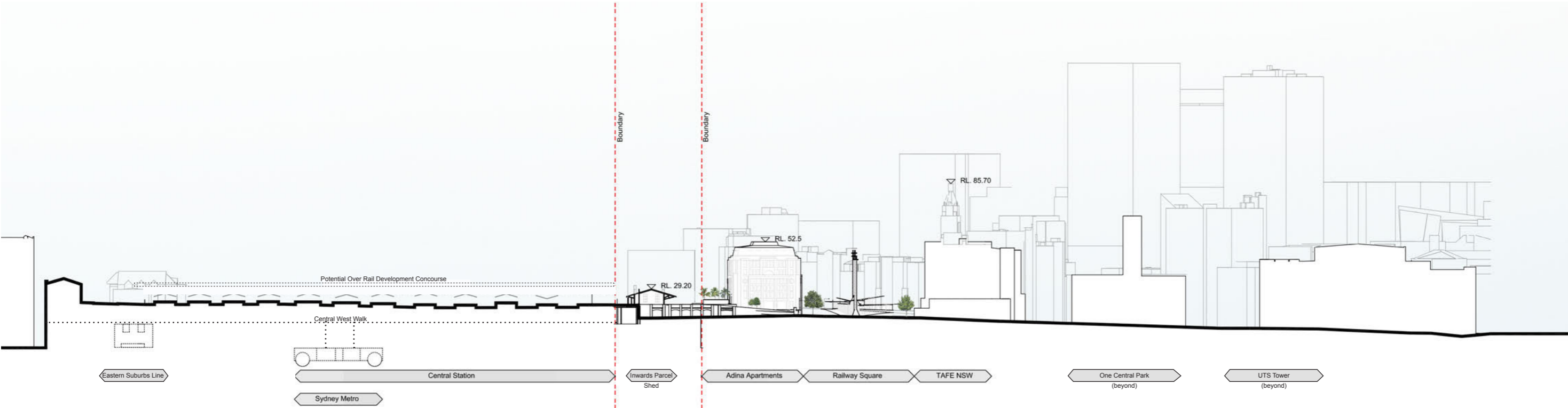
APPENDIX A - URBAN DESIGN PLANNING REPORT

2.0 CONTEXT & SITE ANALYSIS

EXISTING STREET ELEVATIONS



PITT STREET TO GEORGE STREET ELEVATION



AMBULANCE AVENUE / LOWER CARRIAGE LANE ELEVATION

DOMINANT STREET GRIDS

The Site is located in between the dominant urban street grids - the Main CBD, Western CBD and Pymont Grids. Instead the Site aligns to Central Station and the railway corridor.



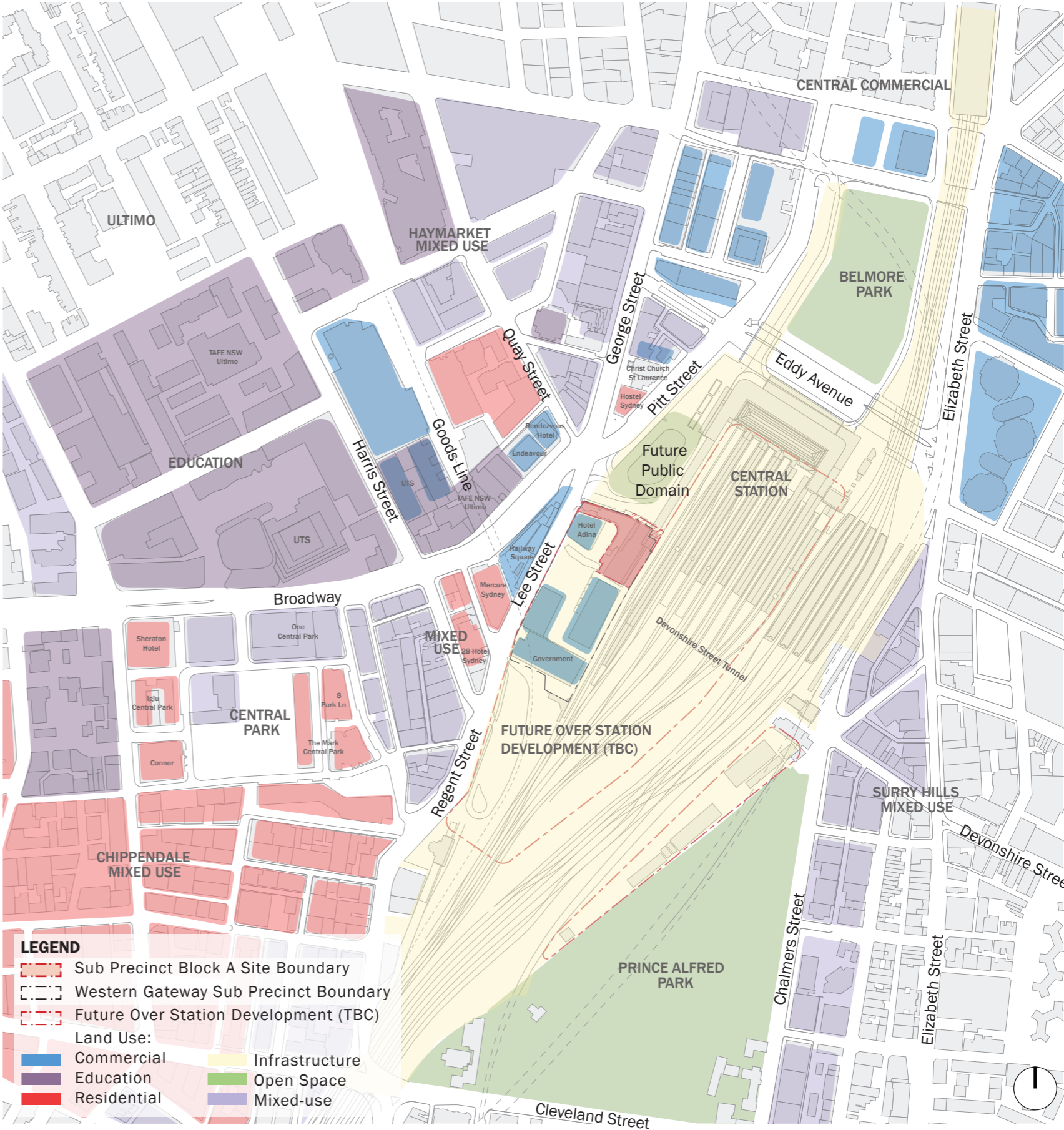
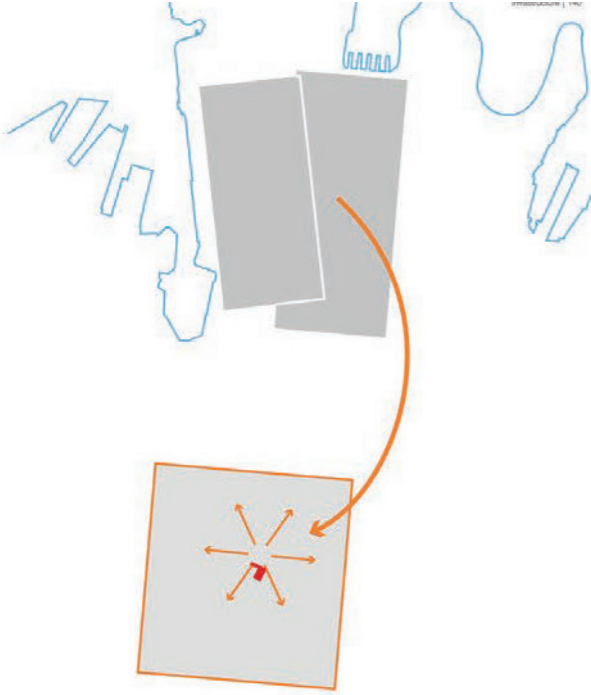
PRECINCTS AND LAND USE

The Site is located within the Central Station Precinct. It is surrounded by Commercial Buildings, namely the Hotel Adina and Government offices to the South West.

The adjacent precinct to the North West, is predominantly made of Education institutions. To the East is the Central Station infrastructure precinct. To the West and South West are the Chippendale and Central Park Mixed Use Precincts.

A future Tech Precinct, Tech Central, is earmarked for the area to the south and east of the site over the existing rail corridor potentially linking to the open space at Prince Alfred Park.

Medium Term Capacity Diagram extracted from Draft Central Sydney Planning Strategy Document



APPENDIX A - URBAN DESIGN PLANNING REPORT

2.0 CONTEXT & SITE ANALYSIS

CHARACTER

The area has a rich heritage context. The Western Gateway sub-precinct Block A is included in the heritage listings for the Central Station precinct and is also on the NSW State Heritage Register. The site includes the Inwards Parcels Shed and a heritage wall along the northern boundary which supports the access ramp. Both are considered heritage items.

The Inwards Parcels Shed has moderate heritage significance and is marked to be retained within the Central Station Conservation Management Strategy.

The Inwards Parcels Shed and the northern wall are integrally linked with the West Wing of Central Station and the Adina Hotel (former Parcels Post Office). Together these elements provide an important historic narrative to the Western Gateway Sub-Precinct.

The building forms part of a narrative that describes the delivery and dispatch of parcels from Central Station during the period up to the early 1980s, when overnight mail trains were run to many parts of NSW delivering all kinds of items to country customers.

The site is also immediately adjacent to the Western Forecourt area of Central Station, and in close proximity to the main station building which are significant heritage features. There are also a series of heritage items in the immediate surroundings of the Western Gateway sub-precinct which contribute to the overall setting and context.

There are opportunities to adapt and express the original character of the site and provide interpretation, in line with heritage principles.

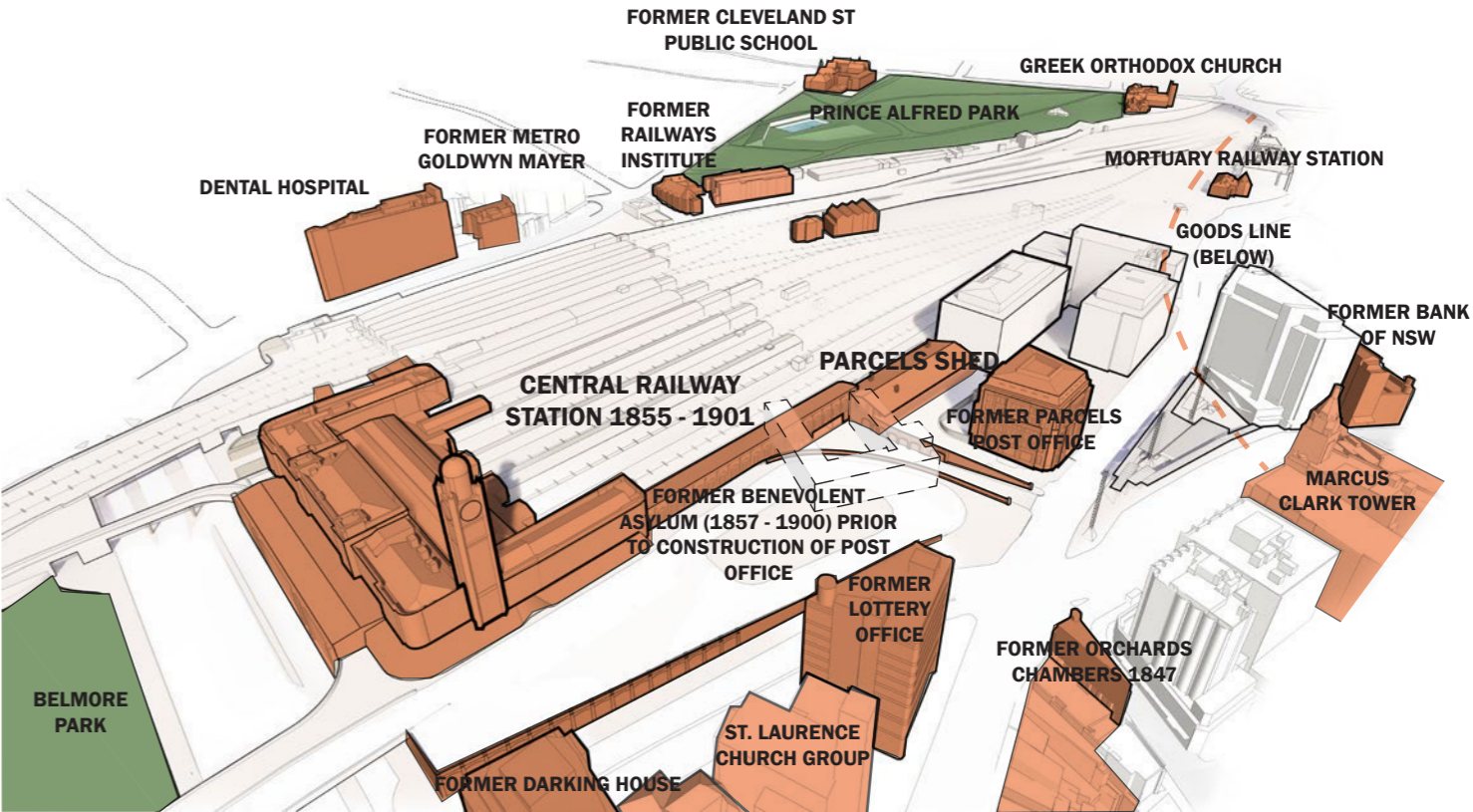
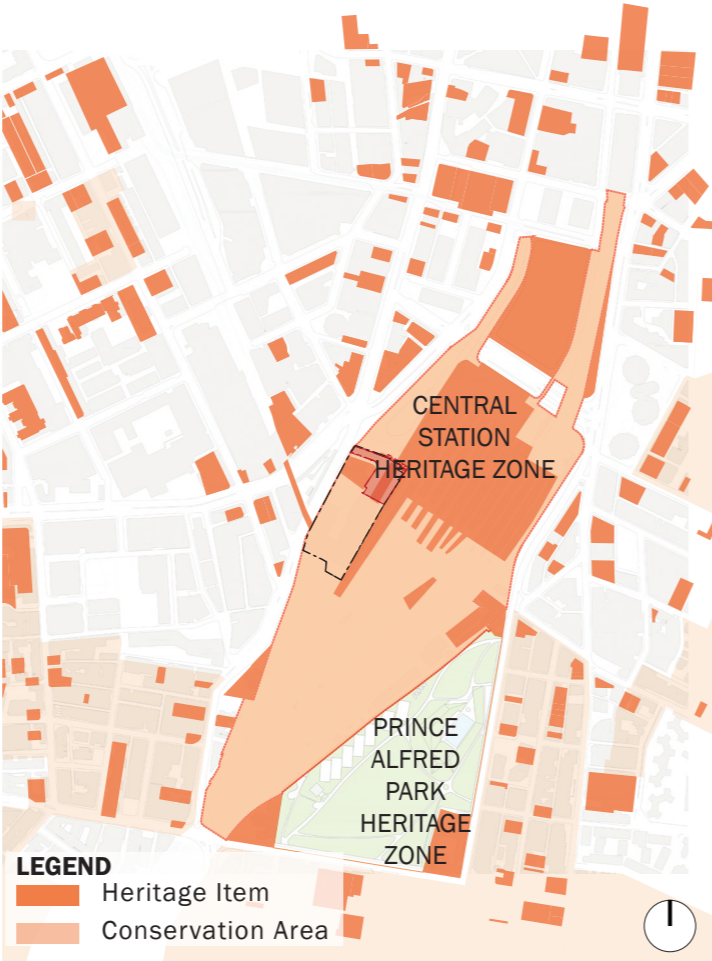
*“Old ideas can sometimes use new buildings. New ideas must use old buildings.”
- Jane Jacobs*



1. View of Railway Square Looking South West
2. View of Railway Square Looking North East
3. Railway Square
4. Parcel Shed
5. Aerial View of Central Station and Internal Parcels Shed on the right

HERITAGE CONTEXT

PARCEL SHED: GRADING & CONDITION		
ELEMENTS	GRADING	CONDITION
YHA Railway Square Overall	moderate	good
Views and Vistas	moderate	n/a
Context and Setting	high	n/a
Parcels Shed Yard	moderate	good
Roof and Awning	moderate	good
Timber Columns & Truss work	moderate	good
Remnant Brick Wall and Sand-stone Plinth	high	fair
Corrugated Iron Cladding	little	very good
Platform	moderate	good
Doors, Windows and Hardware	little	very good
Floors and Paving	little	good
Ceiling and Cornices	little	good
Carriage Accommodation	little	very good
Contemporary Awning and Glazed Barrier	little	very good
Fitout	little	very good
Introduced Services, Mechanical, Electrical, Lighting and Data	intrusive	good
Archaeological Potential	nil	no potential



Conservation Management Strategy
Former Inwards Parcel Shed, Railway Square, Sydney, September 2019, Section 5: Heritage Values & Significance



Max Dupain photograph looking north towards the Clock Tower

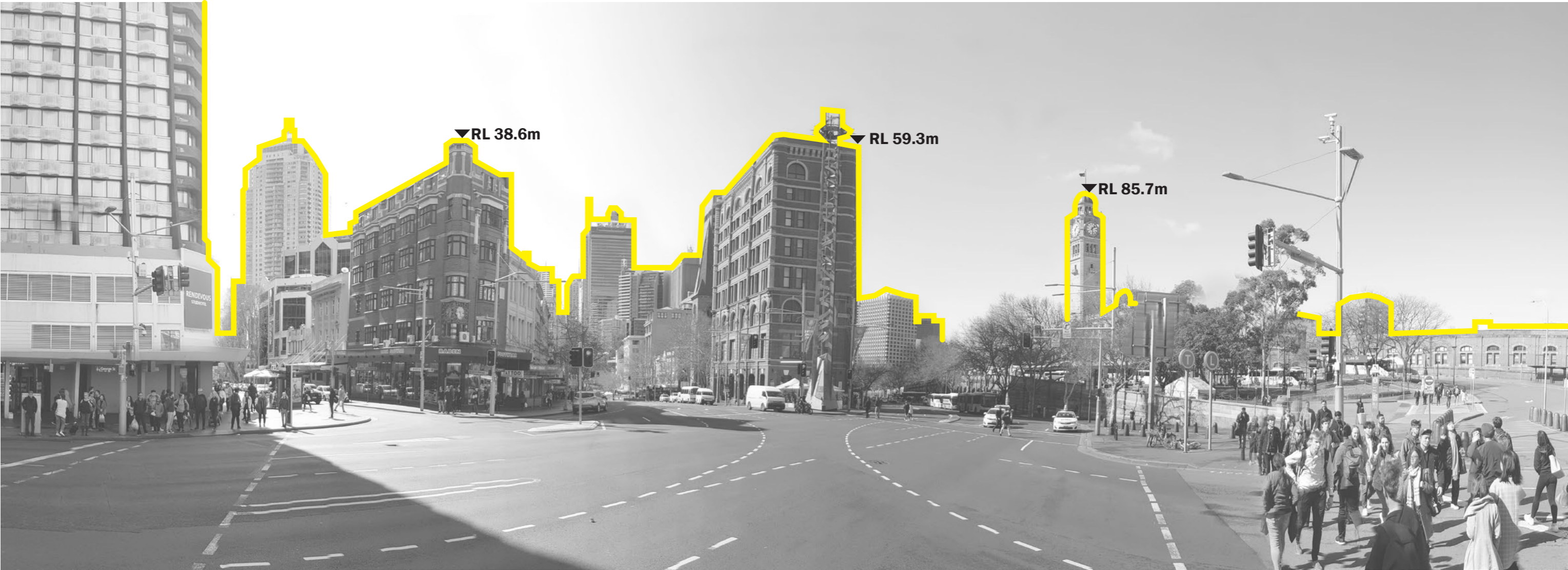
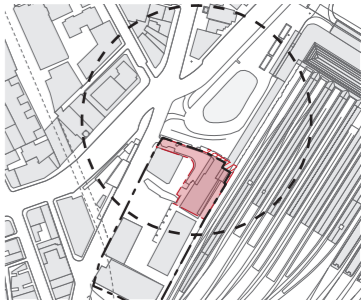


Current panorama looking south to Ambulance Avenue



Historical aerial photograph looking south towards Parcels Shed and Post Office

NEIGHBOURING BUILDINGS



QUAY STREET ← 793-795 GEORGE ST → GEORGE STREET ← 514 GEORGE ST → PITT STREET ← CENTRAL RAILWAY STATION

APPENDIX A - URBAN DESIGN PLANNING REPORT

2.0 CONTEXT & SITE ANALYSIS



VIEW CORRIDORS AND SIGHT LINES

The Site is adjacent to the protected view corridor of Central Station Clock tower from George St and Broadway. The Draft Central Sydney Planning Strategy indicates this a clear to the horizon within the View Protection Planes and Sydney Harbour Views map. A series of other views are designated in the Public Views for Protection map.

Detailed view studies can be found of each of the nominated views in Appendix B View Analysis document. These demonstrate the site is significantly outside the impact zone on the Central Clock Tower protected view corridor and has insignificant impacts on the identified public views.

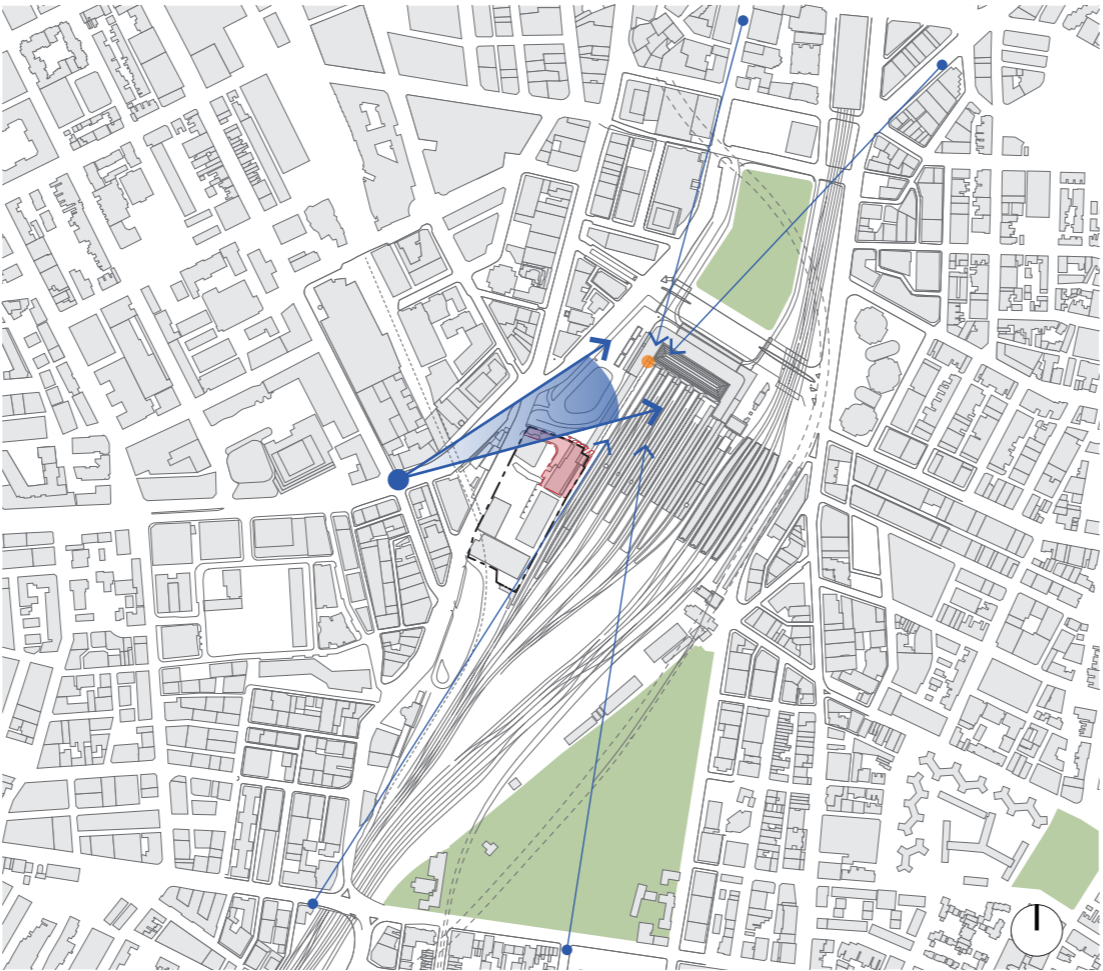
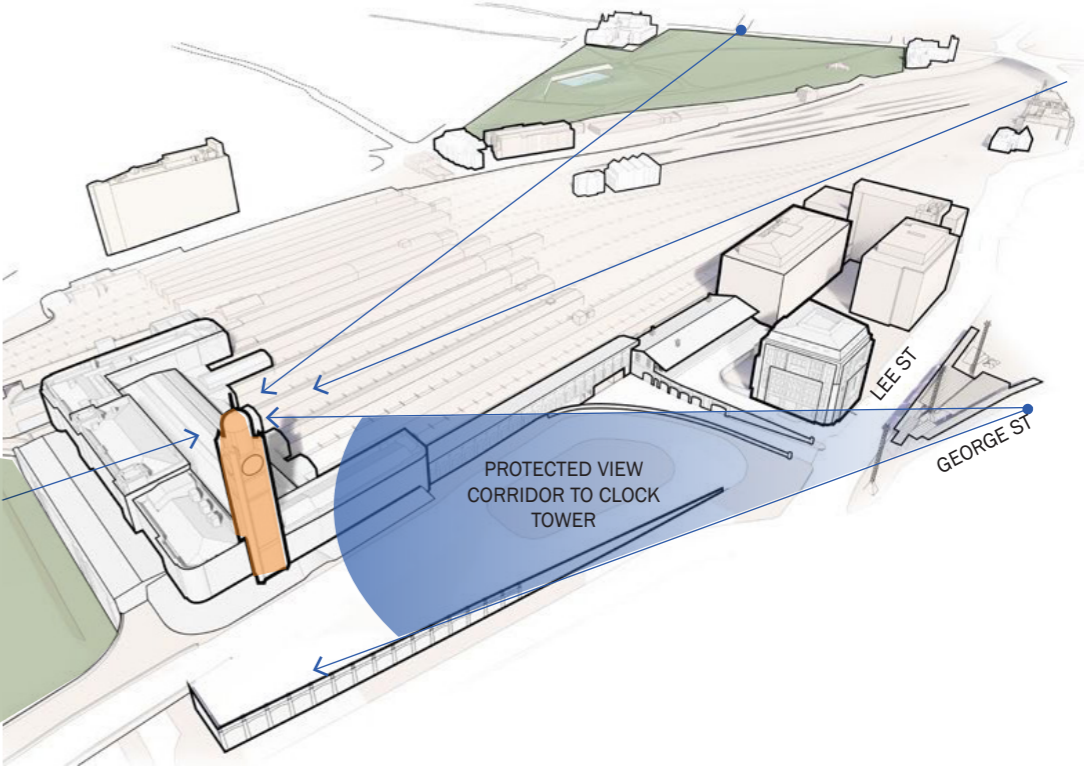


Diagram of View Corridors and Sight Lines



LEGEND

- Sub Precinct Block A Site Boundary
- Western Gateway Sub Precinct Boundary
- Key View - Central Sydney Planning Strategy
- Key View - Altered
- Protected View Corridor
- Clock Tower



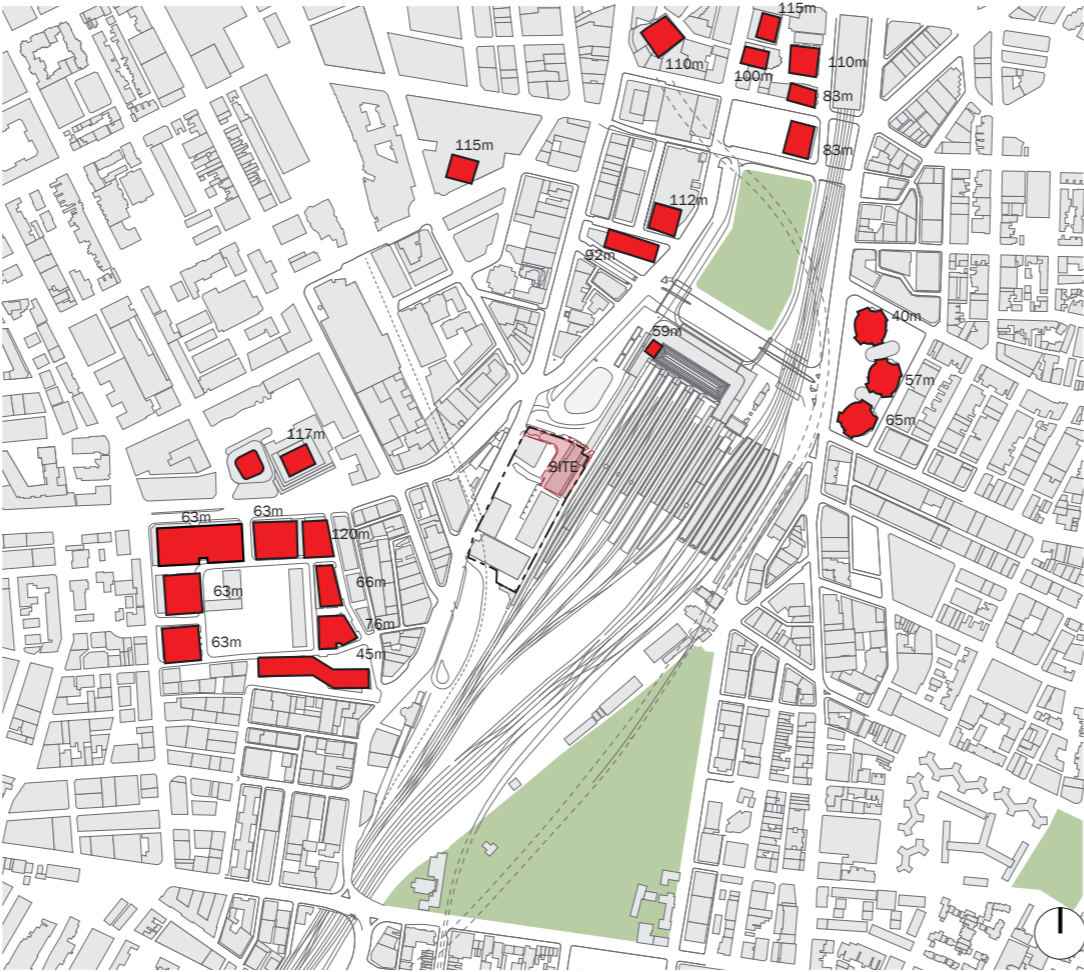
View to Central Station from Prince Alfred Park



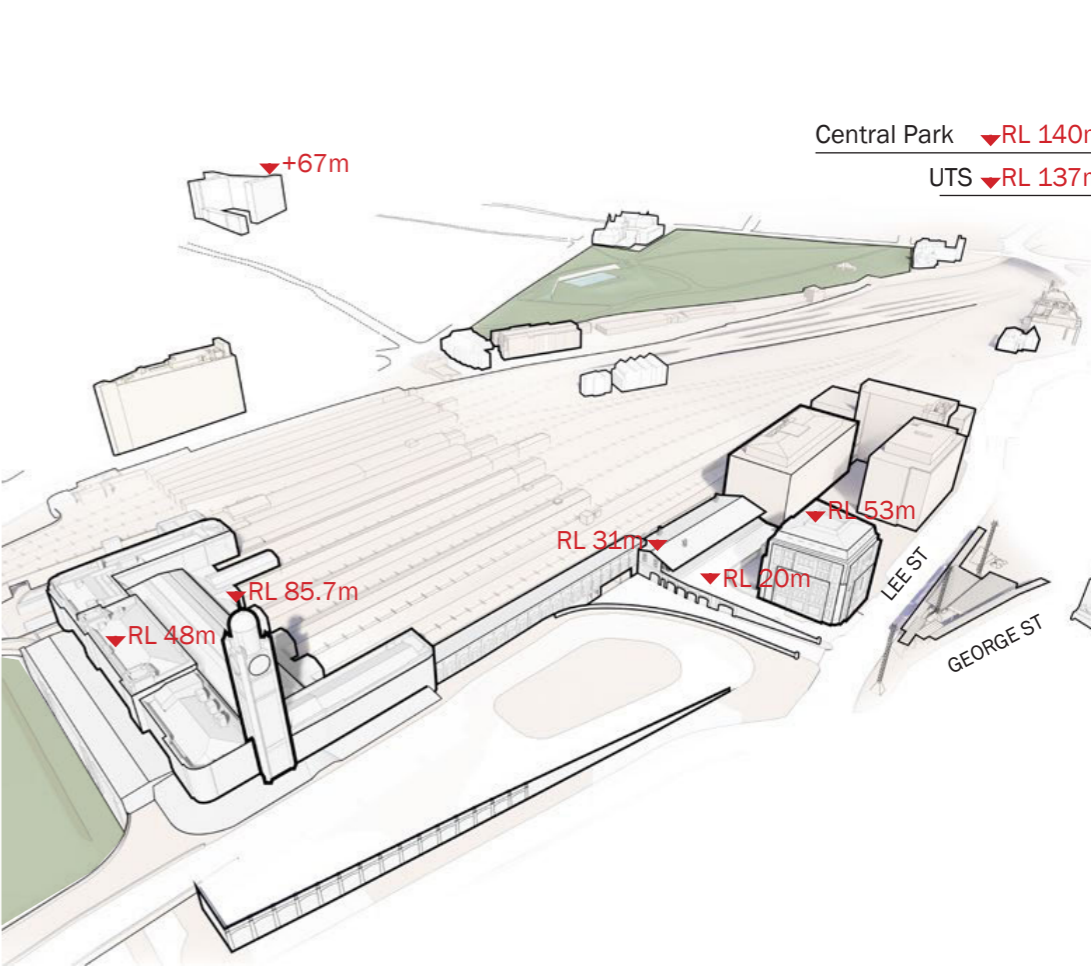
View to Central Station Clock Tower from Corner of Broadway & Pitt Street

TALL BUILDINGS

The Site and adjacent development sites which form the Western Gateway sub-precinct act as a continuation of the Sydney CBD. New buildings in this area will form a joint in the taller built form elements of UTS and Central Park with Haymarket and the Southern end of Sydney CBD.



Tall Buildings



Tall Buildings & Open Spaces / Parks

LEGEND

- Sub Precinct Block A Site Boundary
- Western Gateway Sub Precinct Boundary
- Key Tall Building



One Central Park by Jean Nouvel



Belmore Park and Central Station beyond



UTS Tower by Michael Dysart



The Mark, Central Park

PUBLIC TRANSPORT

Central Station is a key nexus connecting Sydney through multiple modes of transport. The expanded Light-Rail and Sydney Metro are new additions currently under construction. The site is uniquely positioned to add amenity and connectivity between Railway Square and other destinations to the west of the Western Gateway sub-precinct and the Sydney Metro potential egress point.



Draft Central Sydney Planning Strategy Document

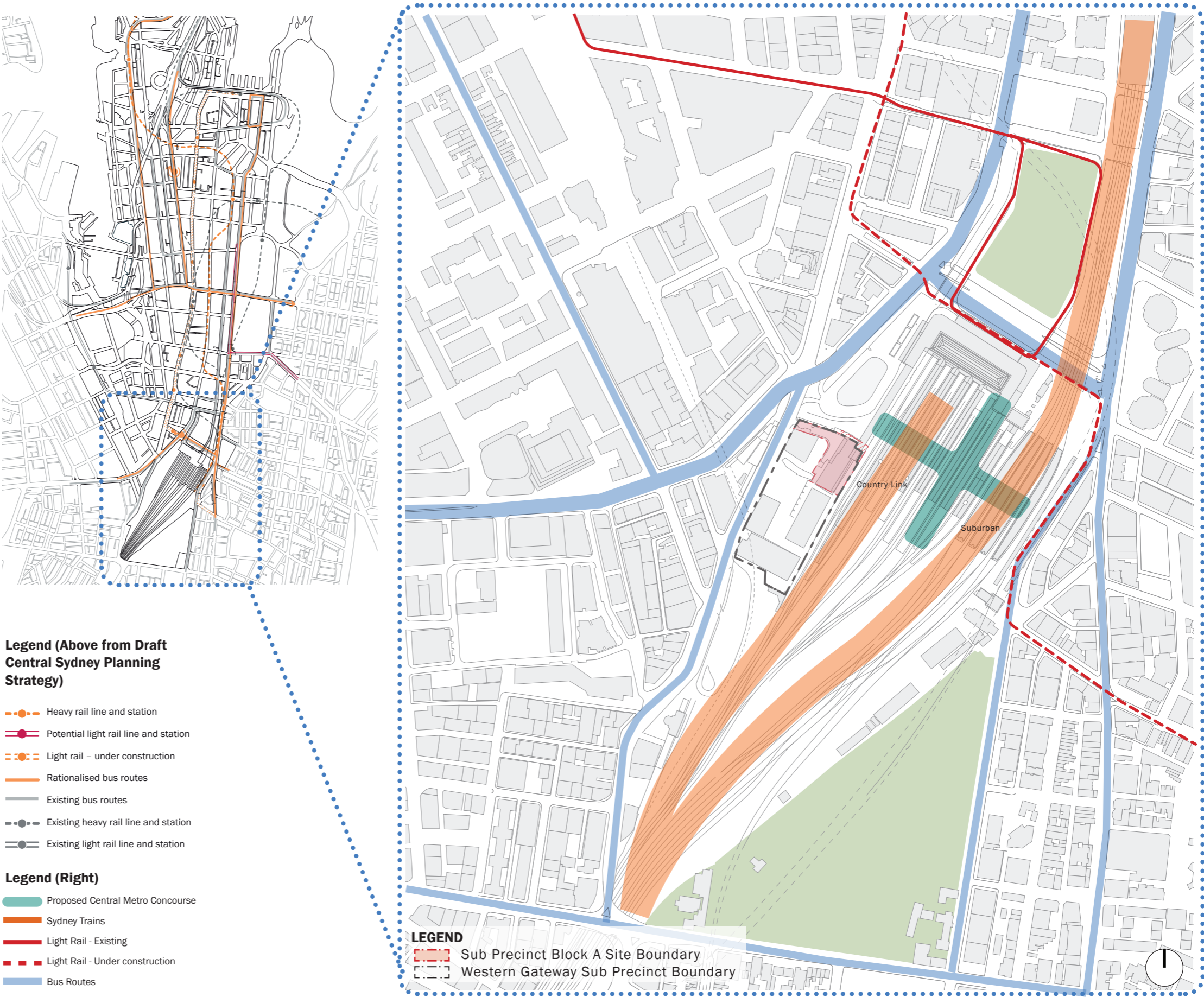


Diagram (left) by City of Sydney.

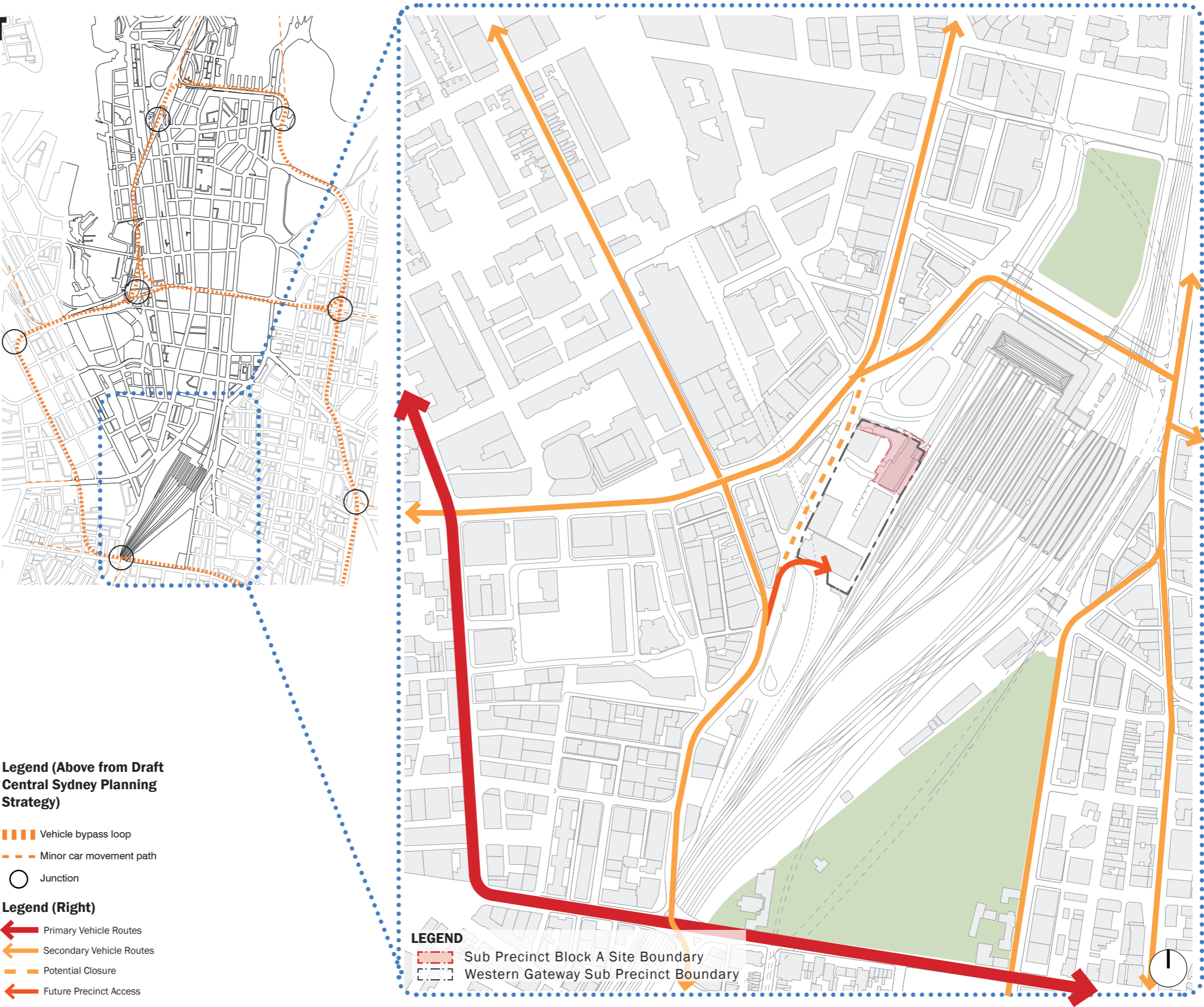
VEHICULAR MOVEMENT

Abercrombie Street / Regent Street and Cleveland Street form part of a key ring road providing vehicular access around the Sydney CBD. Investigations have flagged the potential for Lee Street to potentially be closed.

The Western Gateway sub-precinct planning has considered the potential for the future closure or more restricted access provisions to Lee Street. Long term access arrangements have been integrated into the precinct planning with all vehicles anticipated to access the precinct via the existing vehicle access point to the south of Block C. All vehicles can then circulate internally within the Western Gateway sub-precinct via a conjoined basement solution.



Draft Central Sydney Planning Strategy Document



PEDESTRIAN MOVEMENT

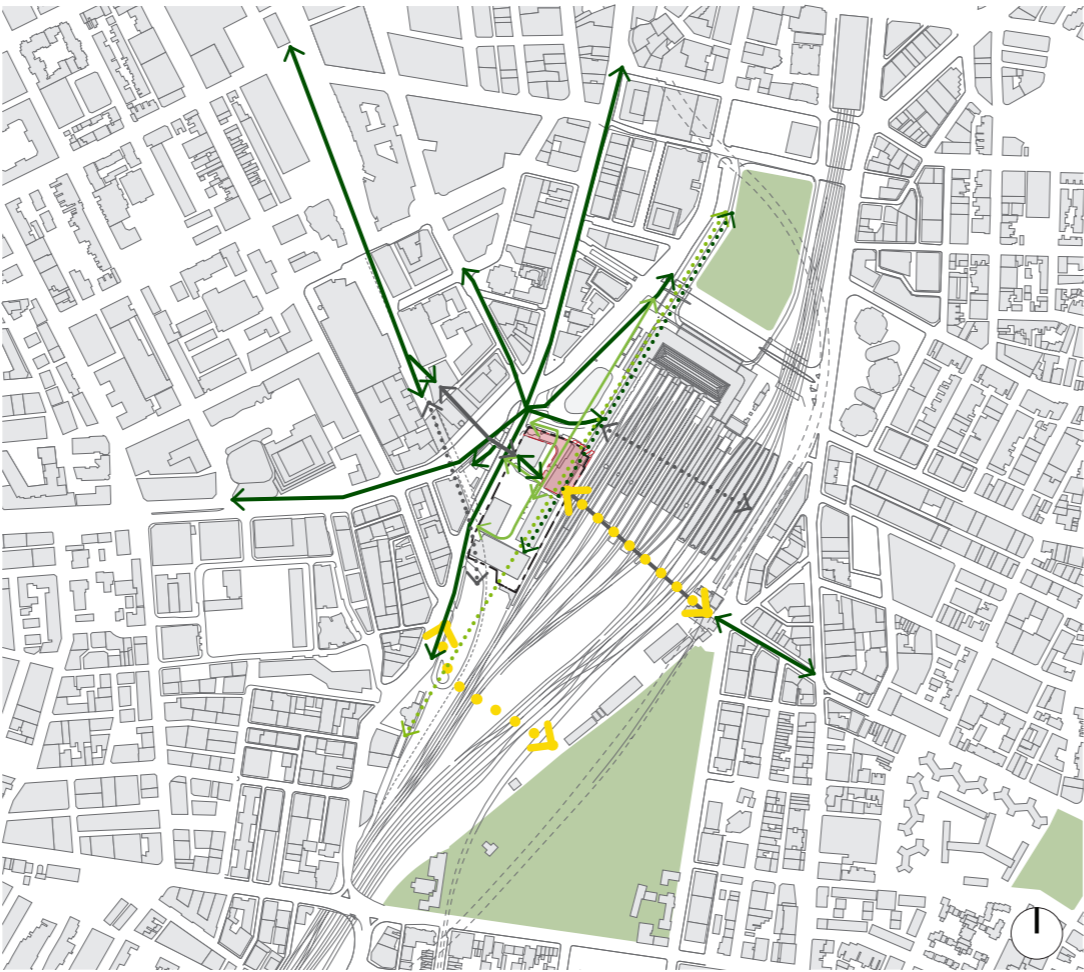
Being at the hub of Sydney’s public transport network there are many pedestrian movements associated with Central Station around the precinct.

Within walking proximity lie a number of major pedestrian movement attractors. There are a significant number of these currently to the north and west of the precinct. To the south east, lie Prince Alfred Park and southern zones of Surry Hills. Pedestrian movements between the these areas which area currently divided by Central Station are via Devonshire Tunnel. Henry Deane Plaza is the western terminus of the Devonshire Tunnel and provides access into the Lee Street tunnel. This below road tunnel provides pedestrian access to Railway Square and the northern side of George St plus the Goods Line currently serves as a major pedestrian connection.

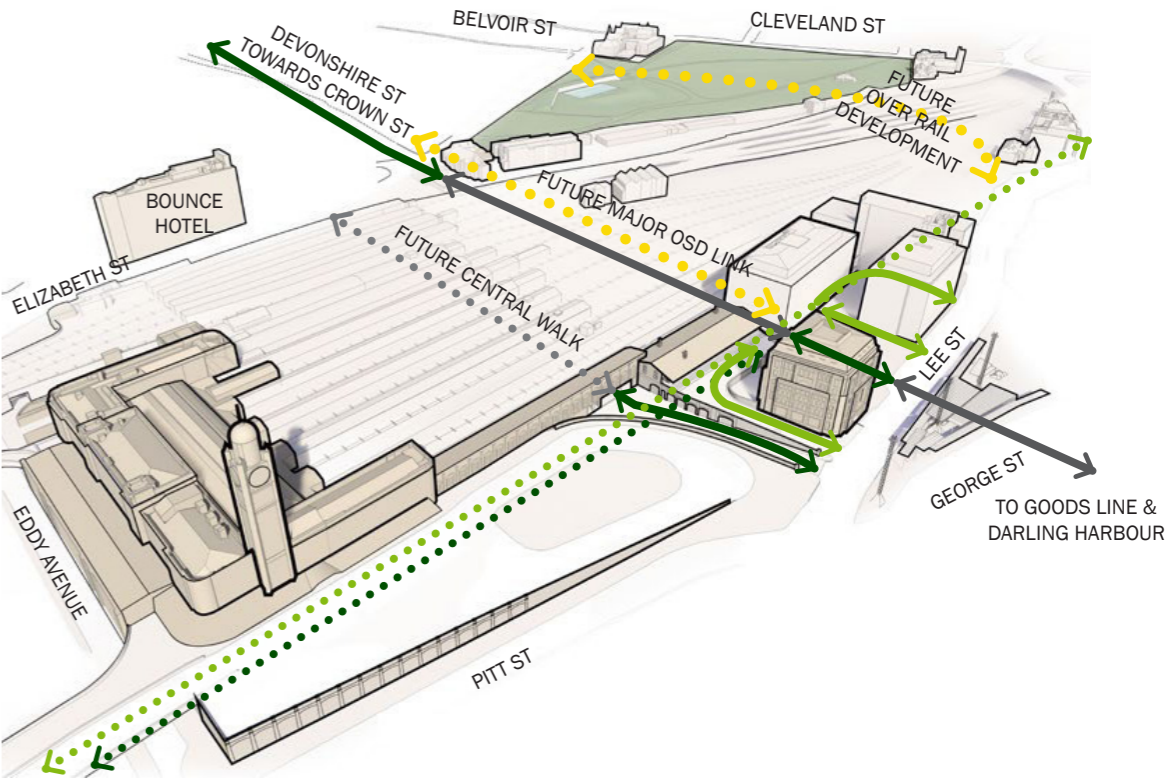
The Western Gateway sub-precinct anticipates a series of changes to the pedestrian movement patterns:

- Opening of Central Walk West - extension of the new major concourse element of Central Station
- North-south links from the Western Forecourt at lower and upper ground levels through the sub-precinct with the opportunity for a future connection onwards to Mortuary Station
- Western interface point of east-west connection across the future over-station development as an extension of Devonshire St

- LEGEND**
- Sub Precinct Block A Site Boundary
 - Western Gateway Sub Precinct Boundary
 - Underground Connection - Existing
 - Underground Connection - Future
 - Lower Level Connection - Existing
 - Lower Level Connection - Future
 - Upper Level Street Connection - Existing
 - Upper Level Street Connection - Future
 - Over Station Connection - Future



Pedestrian Movement



Pedestrian Movement & Open Spaces / Parks



Devonshire Street Tunnel



Artist Impression of Future Metro connection



Henry Deane Plaza



Artist Impression of Future Devonshire Street

FUTURE DEVELOPMENT

The diagram adjacent illustrates the opportunities current development sites and potential ones in the immediate vicinity of the site.

A new vertical school is currently under construction at the South Western side of Prince Alfred Park. A new extension has just been completed at UTS, along with the latest phase of development at Central Park. New towers and key public domain sections are now open at Darling Square. There is also potential above the City of Sydney’s Goulburn Street carpark (future development TBC).

The Central Precinct renewal includes proposed future over station development which is currently under investigation. The Western Gateway sub-precinct within which the site falls has been initiated as the first phase of development within the Central Precinct renewal and is adjacent to the new Central Walk West and the planned future open space combining the Western Forecourt and Railway Square.

For more information on the Western Gateway sub-precinct development proposals refer to Section 5 of this report.

LEGEND

Sub Precinct Block A Site Boundary

Western Gateway Sub Precinct Boundary

Future Over Station Development

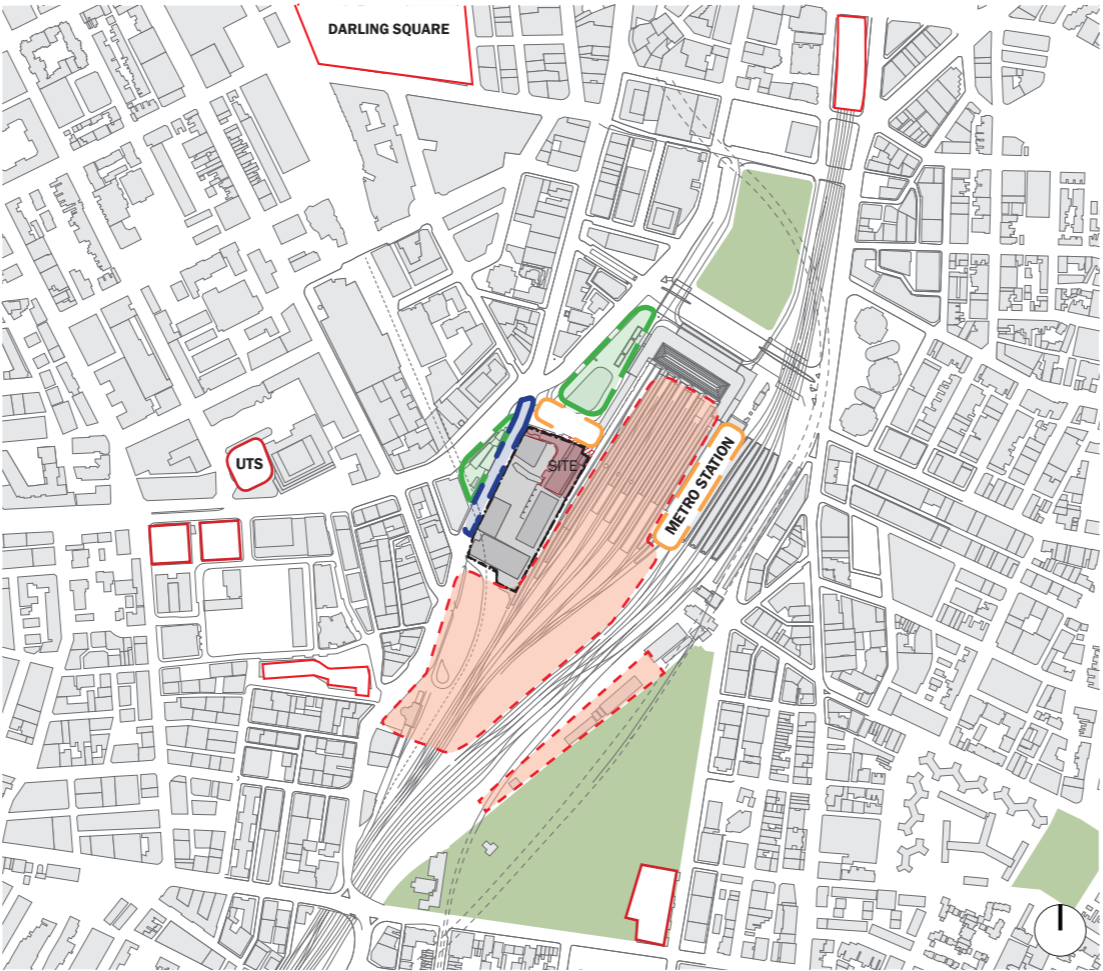
Future Rail Siding Development

Metro Station Development

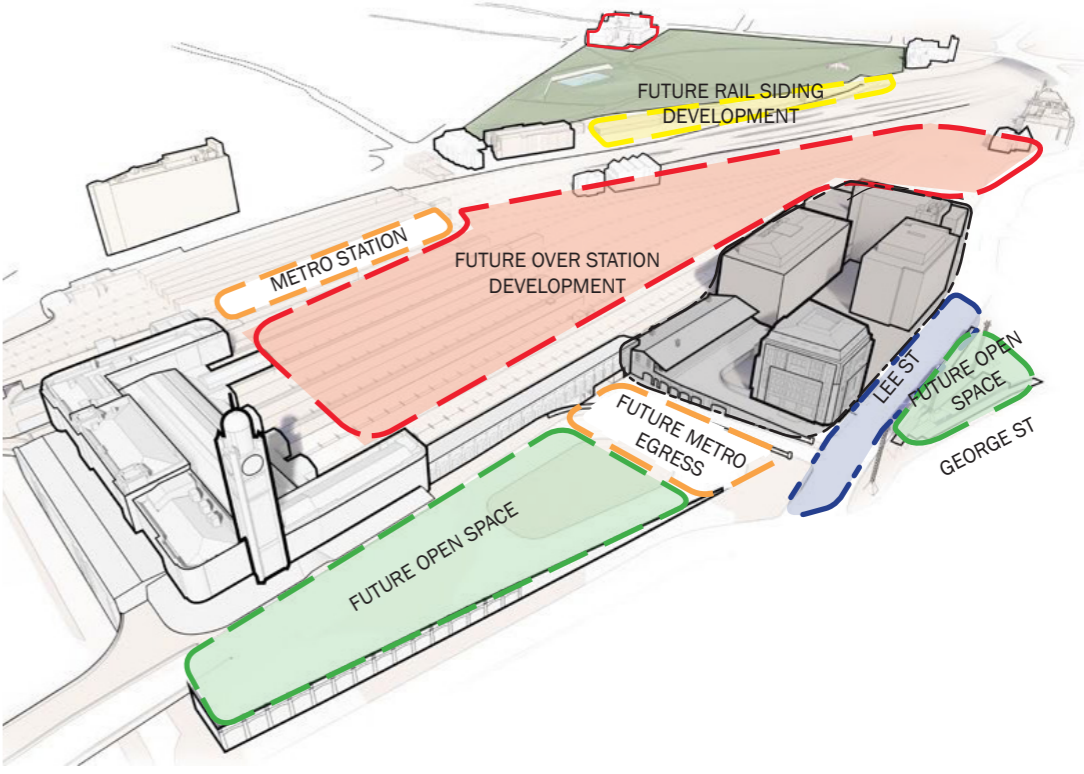
Future Open Space

Surrounding Development

Potential Road Closure



Future Development



Future Development Sites



UTS CB02 building designed by FJMT



Artist impression of Central Station Metro



Artist impression of Chalmers St Light Rail Station



Future Prince Alfred Park High School by FJMT

OPEN SPACES / PARKS

Sydney is characterised by a rich network of green public spaces. These are often within walking distance from each other and provide relief from the everyday intensity of the inner city. These various types of open space including playgrounds, sports & recreational areas, event spaces or ecological corridors, form the backdrop of Sydney life all year round.

The precinct sits at the intersection of several of these green links and lies adjacent to Belmore Park and across the rail, Prince Alfred Park which provides recreational and leisure amenities. This is the most significant of the adjacent areas of open space and solar access protections for this space are designated within planning controls.

To the north of the site is existing open space surrounded by the bus drop-off. This area is earmarked for a future plaza and combined with Railway Square forms part of the ‘Third Square’ at the south end of the George Street civic spine. To the South is Henry Deane Plaza which provides a pedestrian access into Central Station and a connection to Devonshire St and Surry Hills to the East.

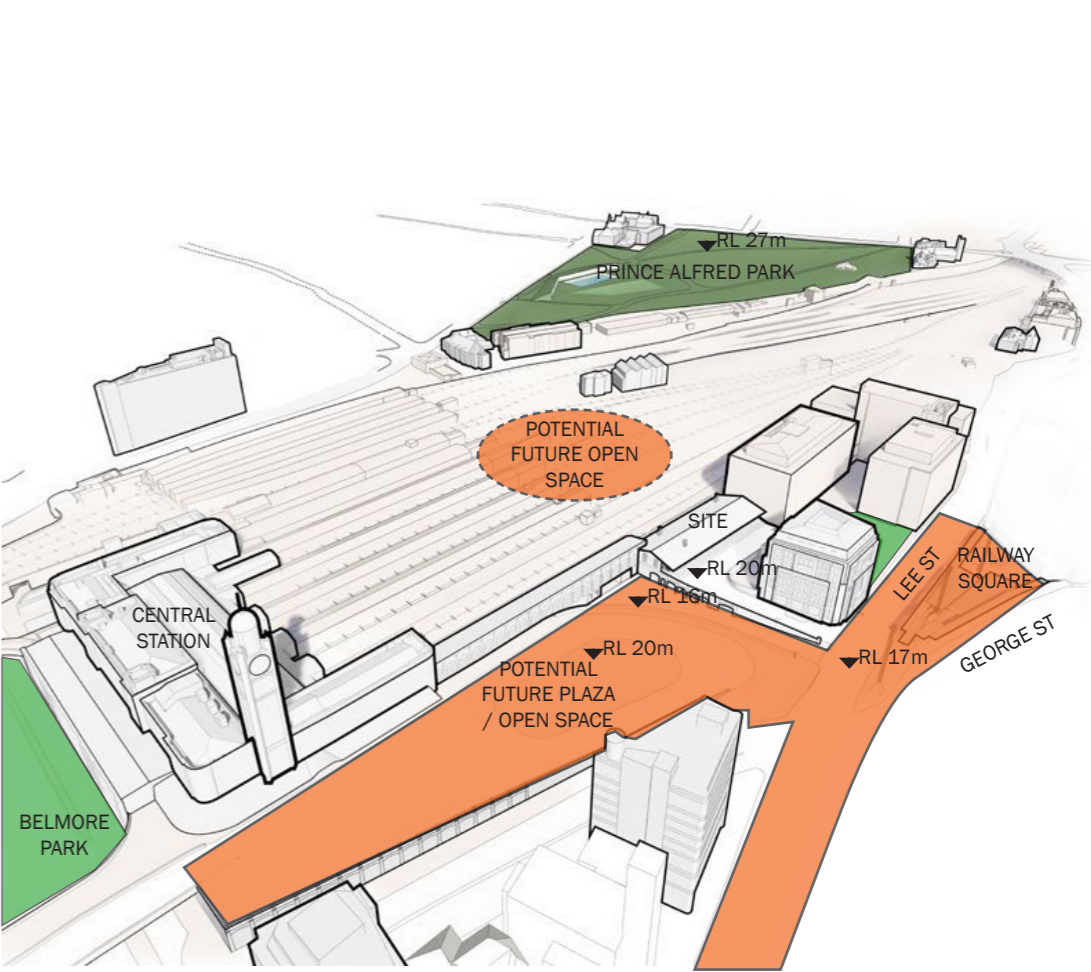
Future public open space is anticipated to be delivered as part of any over station development proposal. The position and extent of these elements is currently not known.

LEGEND

- Sub Precinct Block A Site Boundary
- Western Gateway Sub Precinct Boundary
- Potential Future Open Space/Parks
- Existing Open Space/Parks



Diagram of Open Spaces / Parks



Belmore Park



Henry Deane Plaza



Prince Alfred Park



Chippendale Green

APPENDIX A - URBAN DESIGN PLANNING REPORT

2.0 CONTEXT & SITE ANALYSIS

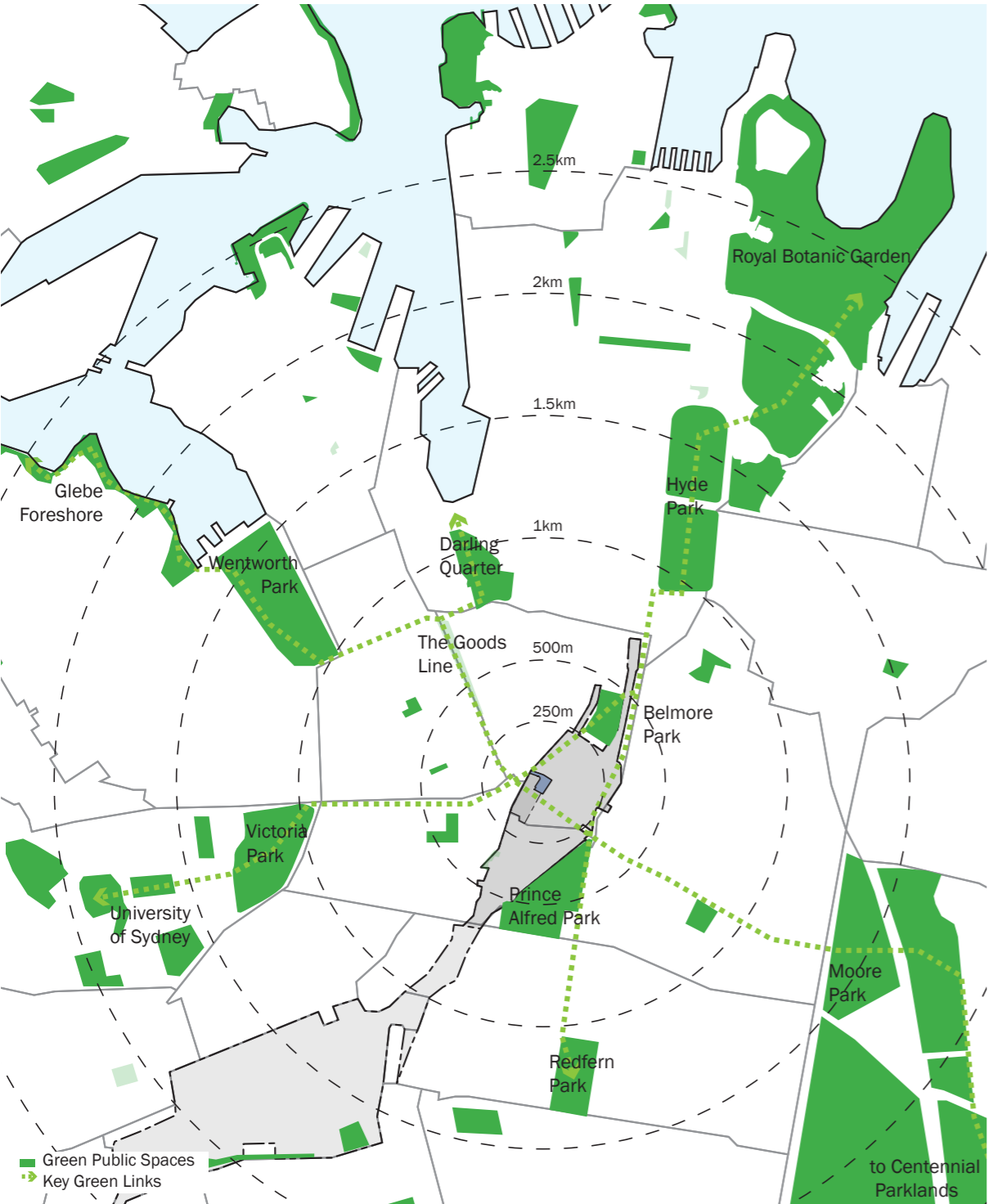


Diagram of Open Spaces / Parks in broader context



SUN PROTECTION CONTROLS

The current LEP controls relative to overshadowing of Prince Alfred Park state:

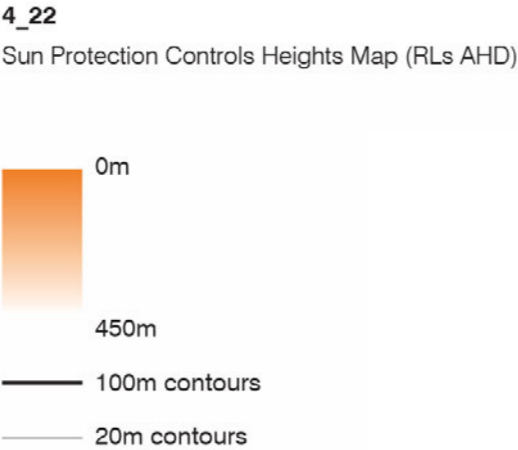
6.19 Overshadowing of certain public places
(1) Despite clause 4.3, development consent must not be granted to development that results in any part of a building causing additional overshadowing, at any time between 14 April and 31 August in any year, of any of the following locations during the times specified in relation to those locations—

(h) Prince Alfred Park (beyond the shadow that would be cast by a wall with a 20 metre frontage height on the boundary between the park and the railway land)—between 12.00–14.00

The City of Sydney’s Draft Central Sydney Planning Strategy provides greater detail creating a Sun Access Plan and expanding the period of protection to 10am - 2pm.



Draft Central Sydney Planning Strategy Document



APPENDIX A - URBAN DESIGN PLANNING REPORT

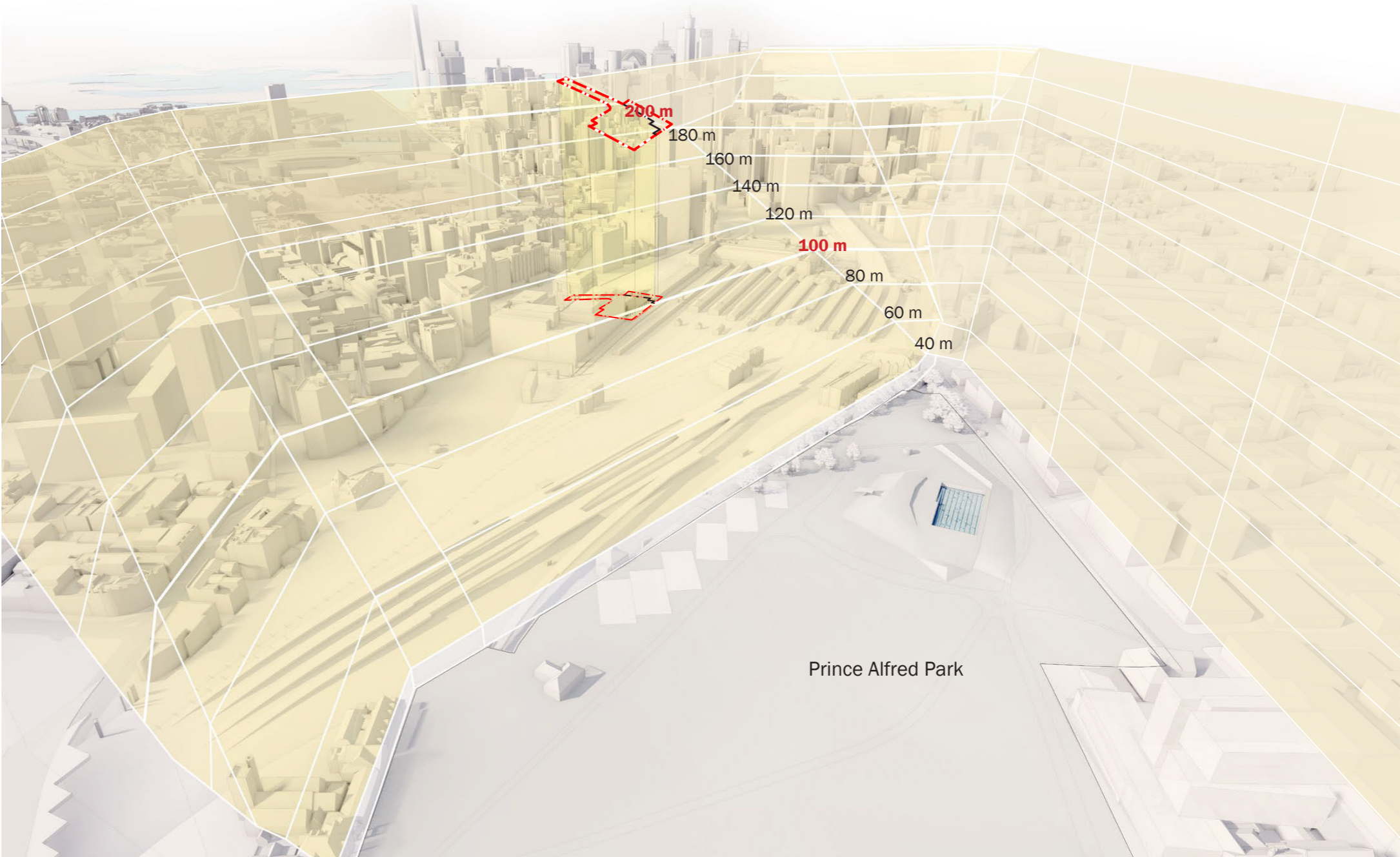
2.0 CONTEXT & SITE ANALYSIS

The City of Sydney’s Draft Central Sydney Planning Strategy Solar Access Contour Map allows for low-scale buildings to be located along the disused rail-siding fronting Prince Alfred Park. This would have the benefit of increasing the safety of Prince Alfred Park at night time. The proposed envelope conforms to these controls.

The mapping of the Sun Access Plane as defined by the City of Sydney’s Draft Central Sydney Planning Strategy in 3D is represented adjacent with the site indicated with the measures in RLs.

The low-scale built form fronting Prince Alfred Park with a 20m high frontage which aligns to the current LEP controls. This height also corresponds with the existing tree line (not shown here).

Detailed solar analysis studies including the Prince Alfred Park can be found in the Appendix C Solar Access Analysis document.



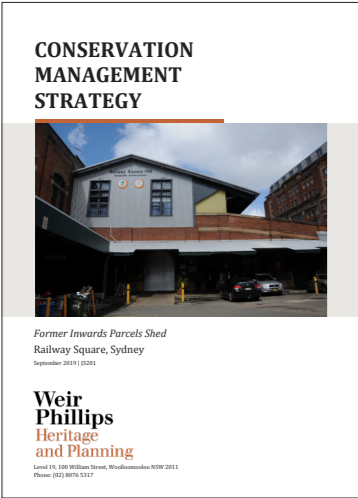
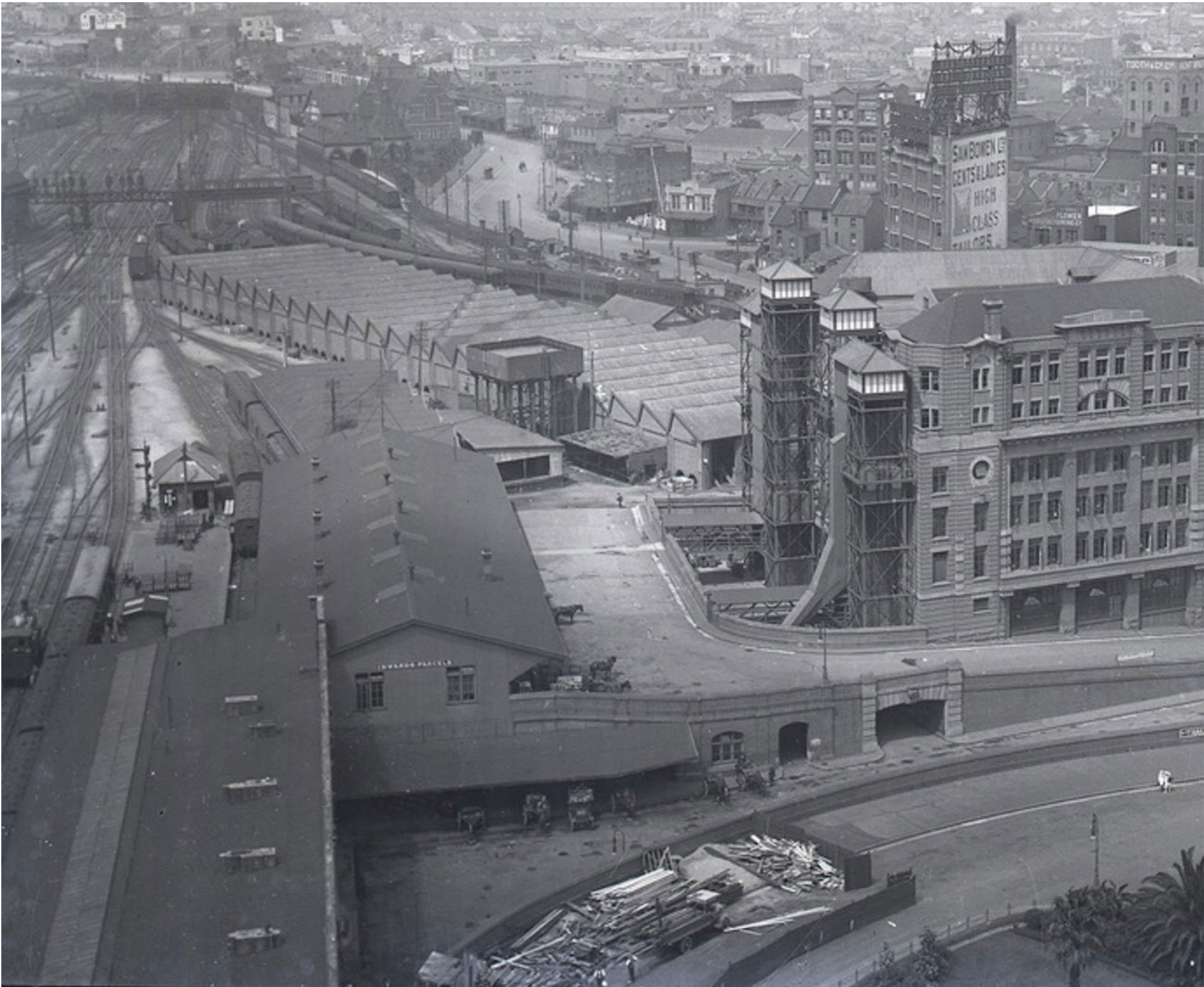
**3.0
HERITAGE
PRINCIPLES**



CONSERVATION PRINCIPLES

The Conservation Strategy embraces the following principles:

- 1. A site-specific Conservation Management Plan (CMP) should form the basis on which to guide future work on the site.
- 2. New development must retain significant fabric and provide for its conservation and maintenance.
- 3. The interface between old and new must respect elements such as original fabric, windows and door openings.
- 4. Promote and communicate the significance of the site through interpretation.
- 5. Integrate new development in a way that respects and responds to the significance of the item and minimises impact on the item.
- 6. Large scale details, sections etc., clearly demonstrating the interface of old and new to be prepared and submitted as part of a future consent.
- 7. Continuation of the heritage listing on the State Heritage Register (SHR) and the RailCorp Heritage & Conservation register (s170) as part of the Sydney Terminal and Central Railway Station Group listing.



Conservation Management Strategy
Former Inwards Parcel Shed,
Railway Square, Sydney,
September 2019, Section 6:
Conservation Management
Strategy and Guidelines

GENERAL HERITAGE GUIDELINES

WHAT NEEDS TO BE CONSERVED?

The following elements of the site have been assessed to be of heritage significance and are recommended to be retained in light of the current proposal to achieve best conservation outcomes:

- 1. An understanding of the overall form of the former Parcels Shed.
 - 2. The timber roof trusses and roof structure.
 - 3. The timber columns and struts.
 - 4. The masonry infill panels and chimneys.
- These can be de-constructed and reconstructed for ease of tower construction.
- 5. An understanding of the canopy along the western elevation of the building.
 - 6. Conservation of the Ambulance Avenue wall where possible, in conjunction with future through site links.

WHAT CAN BE CHANGED?

Exteriors

The c. 2004 and later alterations and additions to convert the building to a youth hostel can be changed. The removal of the dining and lounge area on the western side of the shed and the swimming pool can occur without adverse impact. The corrugated metal sheeting for the roof and walls can be replaced, although their replacements should be like for like and have a distinct relationship to the original structure in terms of its use. The aluminium windows can also be changed as these are modern additions. The pattern of openings should remain in similar numbers and proportions to the existing openings.

Any penetrations of the structural core should to maintain an understanding of the simple low-pitched gabled roof of the site.

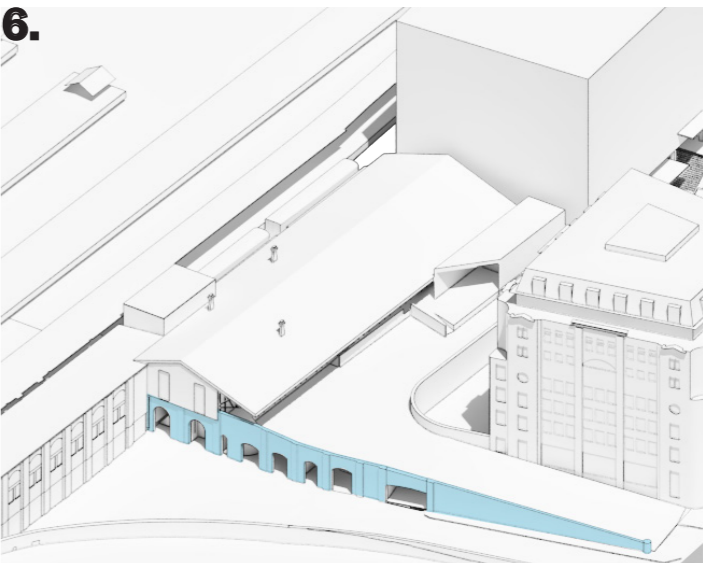
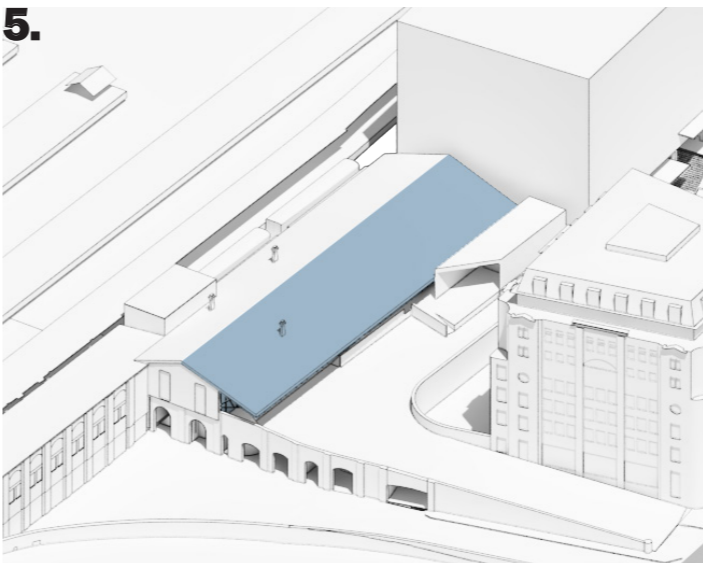
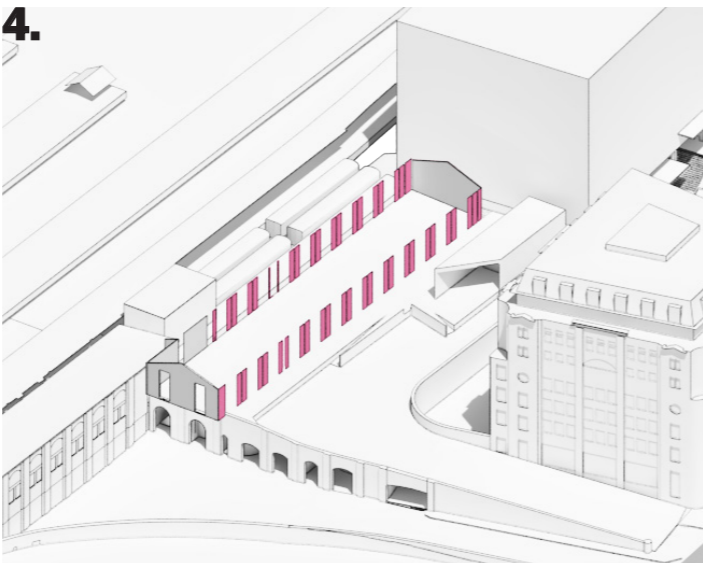
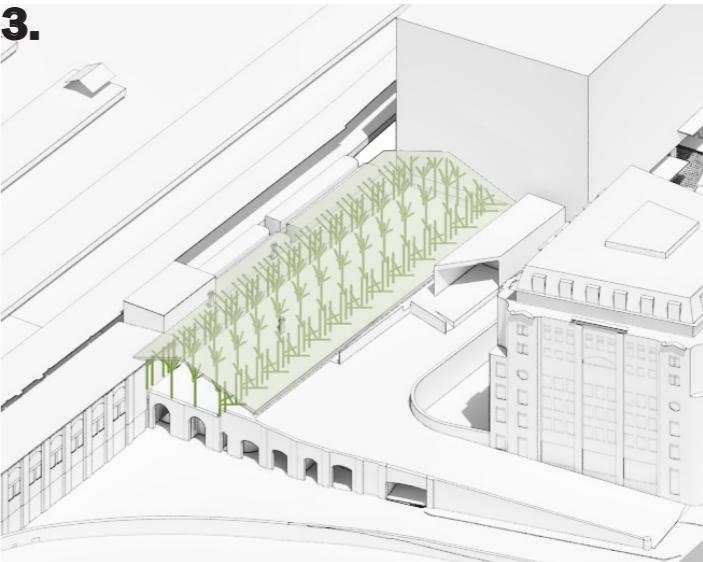
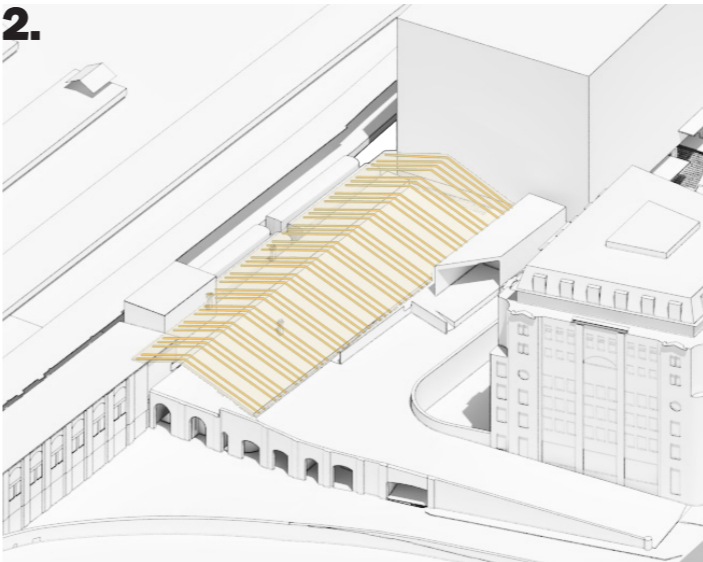
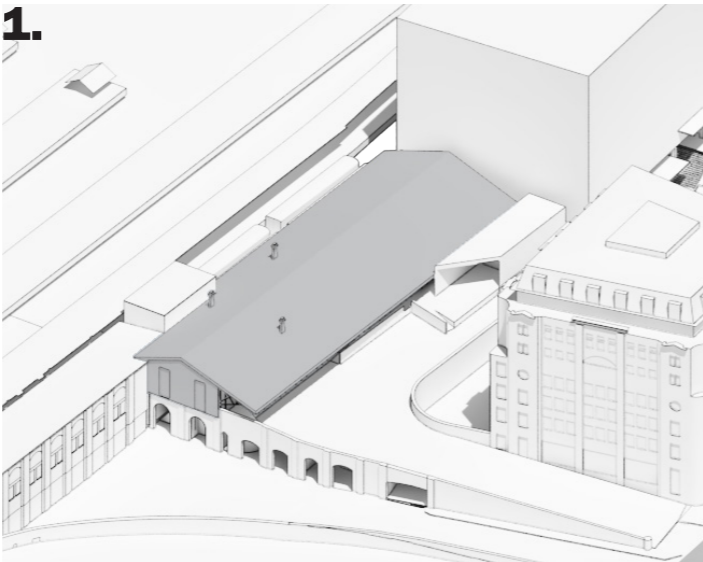


Diagram Series Showing Shed Heritage Preservation Elements

Interiors

The former Inwards Parcels Shed has undergone extensive remodelling of the interior following its conversion into a youth hostel in c. 2004.

There will be no adverse impact to the significance of the building if any of the 21st century additions and alterations are removed. Where possible, the c. 1906 fabric should be retained and conserved, specifically the timber

columns and roof structure and masonry including the fireplaces.

APPENDIX A - URBAN DESIGN PLANNING REPORT

3.0 HERITAGE RESPONSE

GENERAL GUIDELINES

The following general guidelines are provided:

- The views to and from the former Inwards Parcels Shed, in particular the iconic view from the Western Forecourt.
- An understanding of the overall form and structure of the former Inwards Parcels Shed.
- The degree of separation between the ridge of the existing building and the underside of the proposed tower above as well as the adjoining former Parcels Post Office (Adina).
- The provision of a structure to support a tower above should not interfere with the ability to read the architectural form and original function of the former Inwards Parcels Shed.
- Demonstrate an understanding of the bulk, scale and materiality of the former Inwards Parcels Shed and Basement area on Ambulance Way. There is an opportunity to penetrate Ambulance Avenue to facilitate the introduction of a through site link.
- The opportunity to interpret the history, in particular the intangible heritage of site as part of a comprehensive and coordinated heritage interpretation plan for the wider Central Station site.

HIERARCHY OF ZONES OF PRESERVATION

Informed by the Conservation Management Strategy, the following diagram represents a hierarchy of zones for preservation and adaptation. This can be summarized as a gradient from north-western corner towards interface with 'Platform 0' in the south-eastern corner.



ZONES OF PERMISSIBLE ADAPTATION

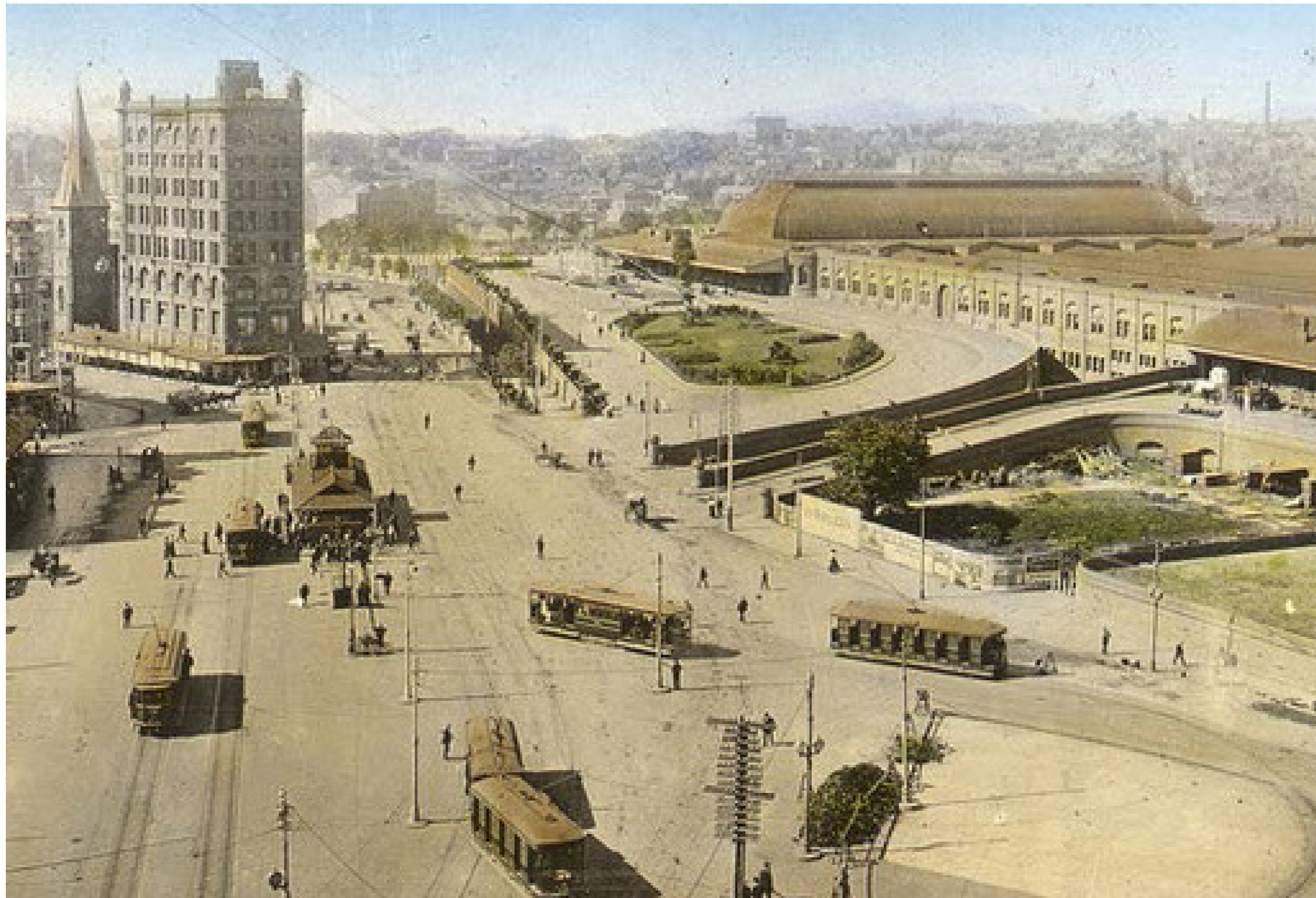
- Zone 01 Maintain 3/4 view from Railway Sq; adjacent to public access to over rail development.
- Zone 02 Within the shed, in front of the roof ridge line.
- Zone 03 Within the shed, behind the ridgeline.
- Zone 04 Outside the shed, but with in the roof zone.
- Zone 05 Behind the shed.

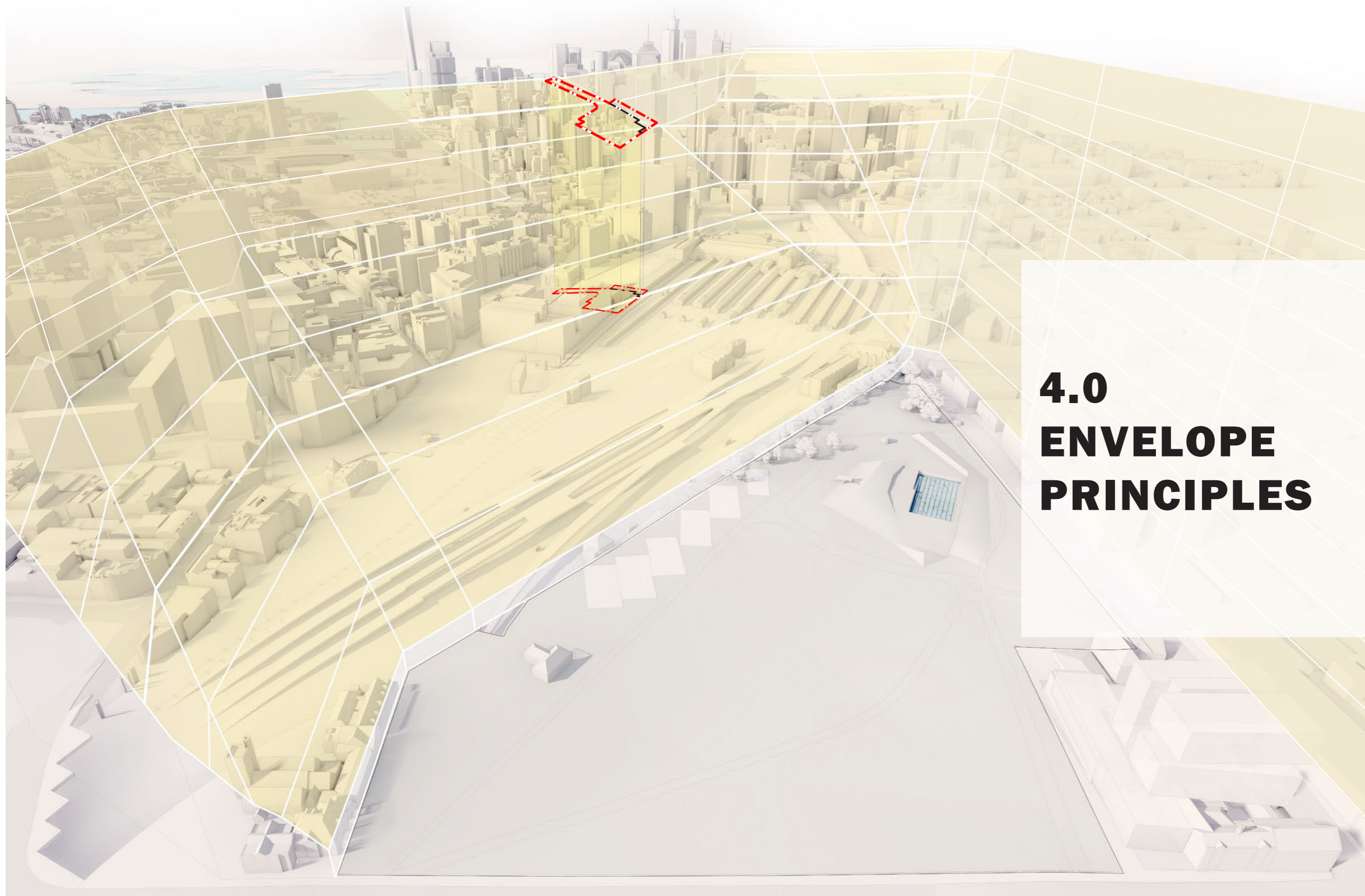
- Zone A Near ambulance avenue, to the north.
- Zone B Away from ambulance avenue, to the south.

Appropriate Outcome

- Preservation
- Adaptation
- Preservation
- Adaptation



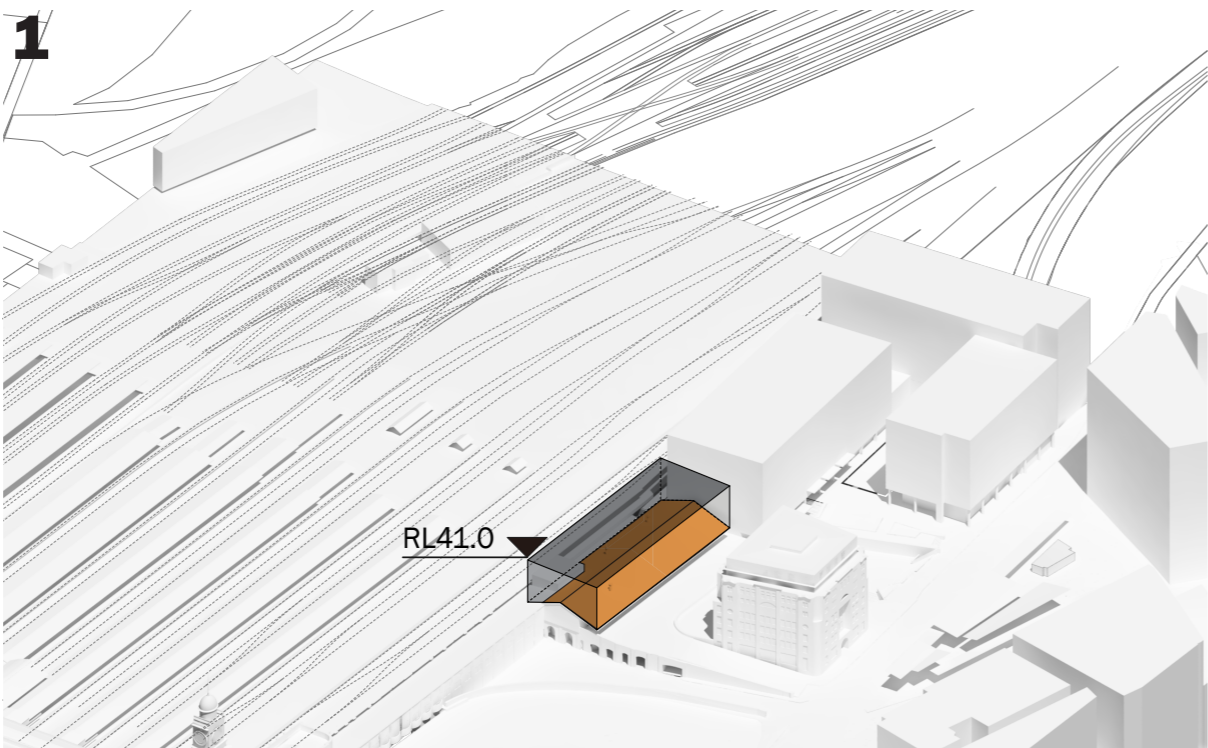




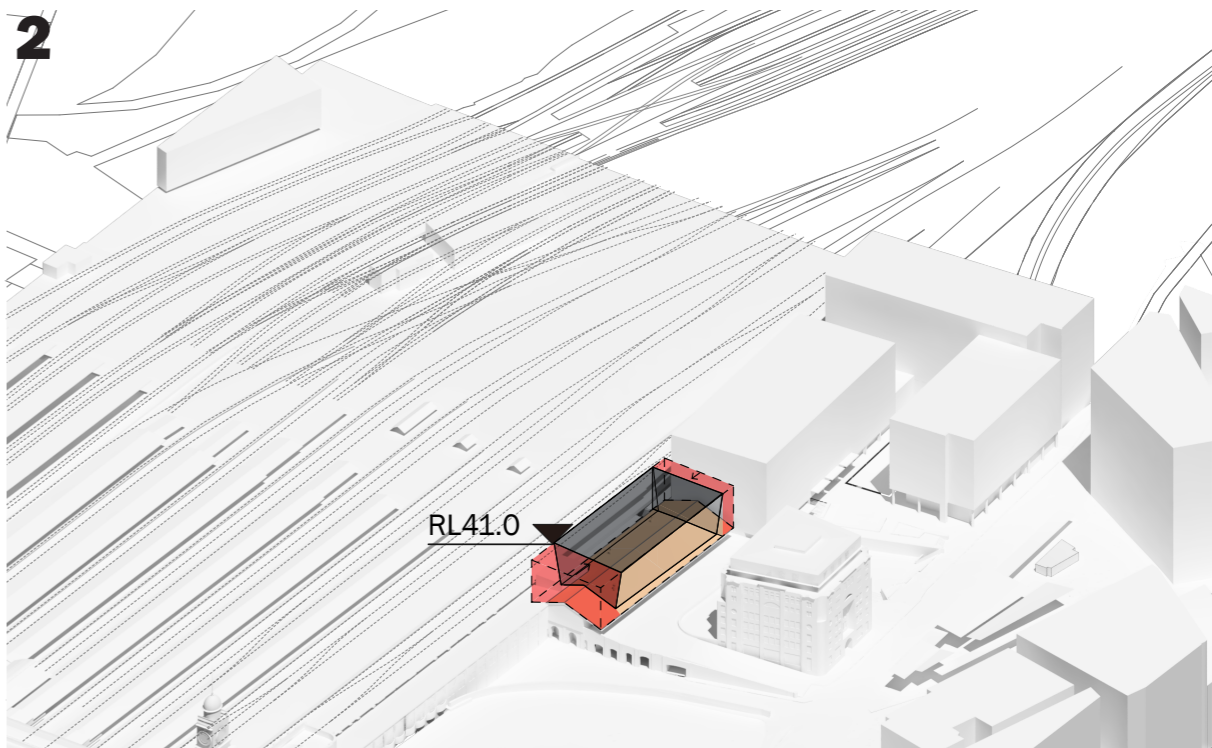
4.0 ENVELOPE PRINCIPLES

ENVELOPE PRINCIPLES

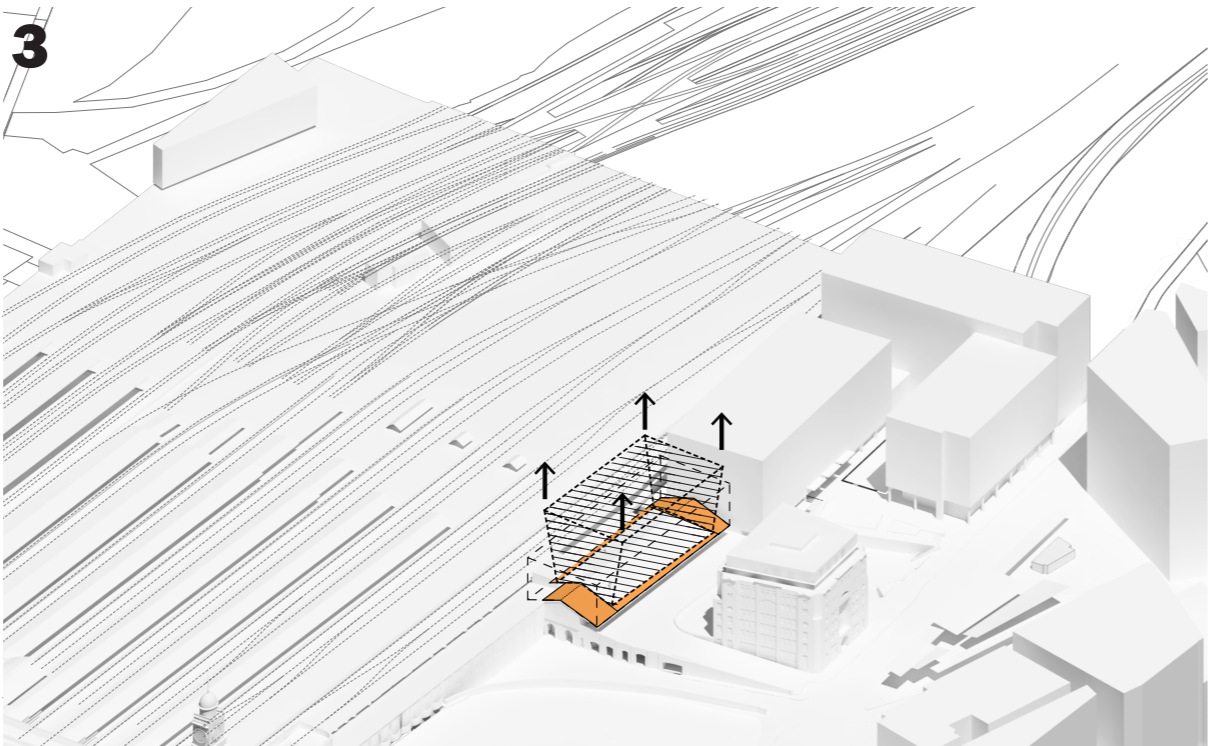
From the context and site analysis and the heritage principles a proposed envelope has been developed. The principles which are the primary drivers of the envelope are:



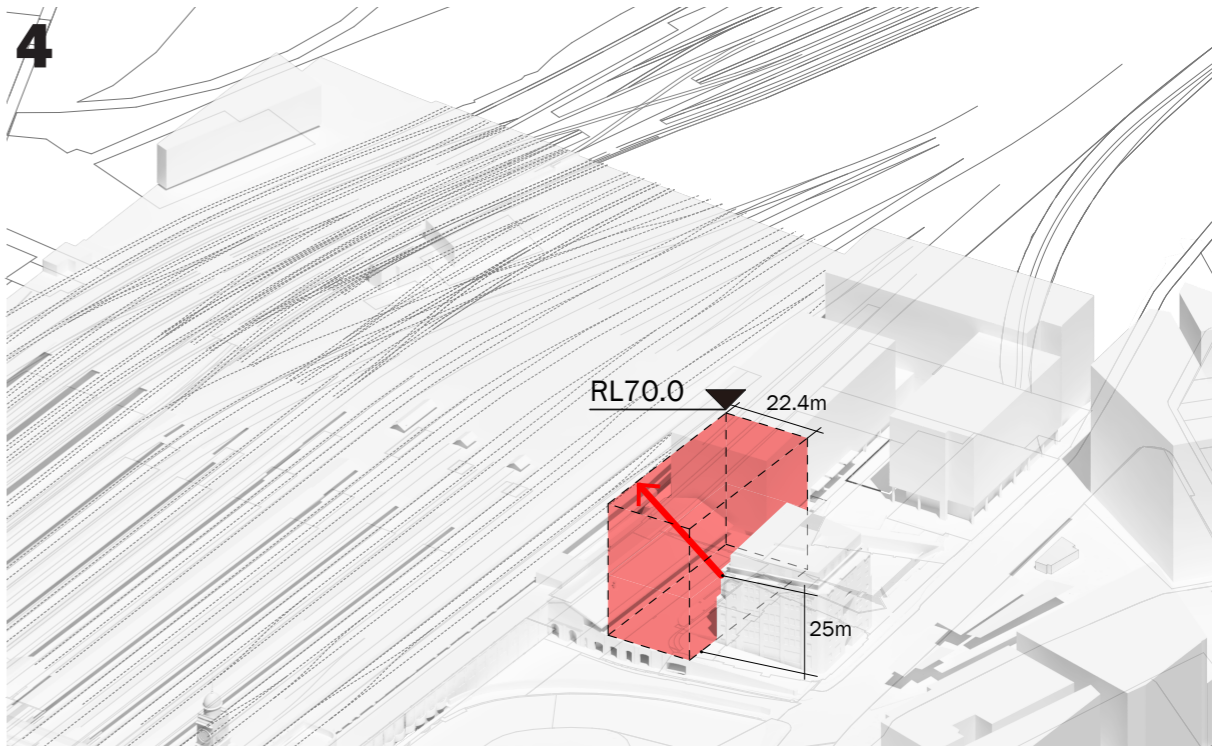
1. ESTABLISH CURTILAGE TO INWARDS PARCELS SHED
Establish “Curtilage” between ridgeline of former Inwards Parcels Shed and underside of main tower form: a minimum height of RL 41.0 is established above the ridgeline of former Inwards Parcels Shed.



2. INSET END ELEVATIONS OF INWARDS PARCELS SHED
Inset any built form elements between main tower and Inwards Parcel shed: at northern end to ensure legibility of 3/4 view maintained and at southern end to keep end of shed clear and avoid structural exclusions zones to Devonshire St tunnel.



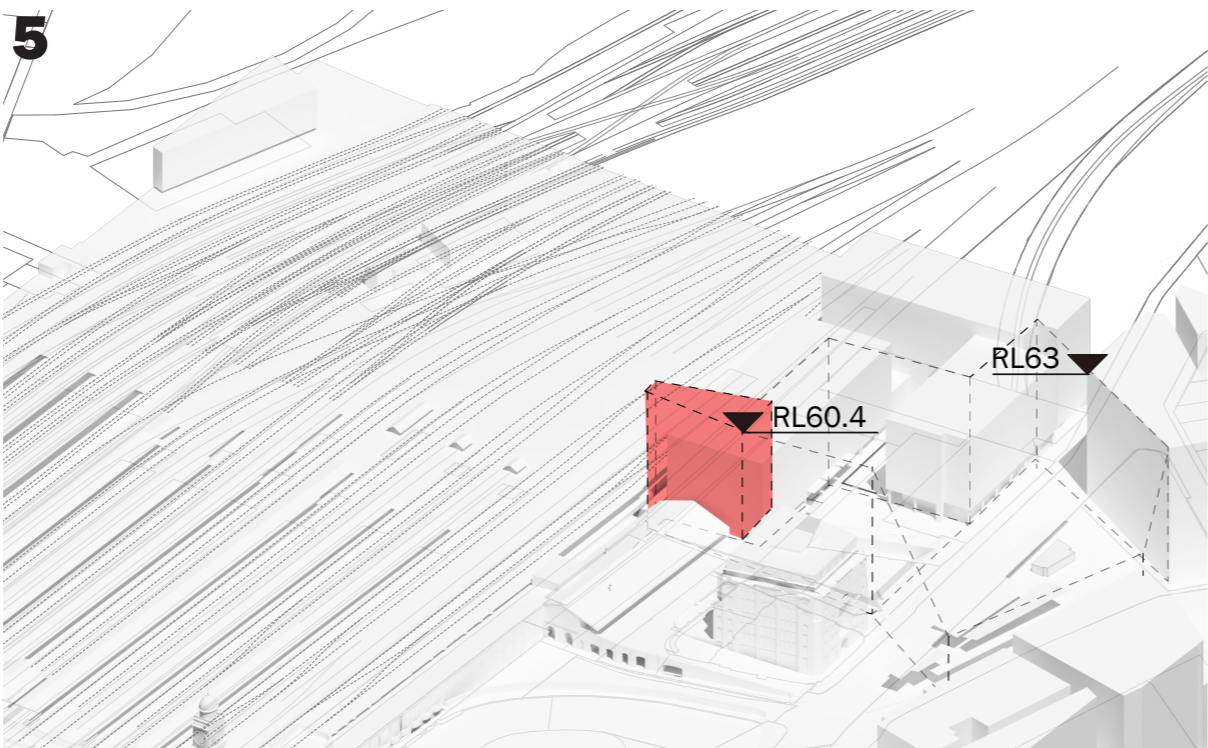
3. DEFINE CORE AND STRUCTURAL ZONE
Core and Structural zone positioned to not impact on public domain zones of north-south link. Core to be positioned to south and east within the remaining volume to maintain the integrity of reading of the north elevation and profile of the Inwards Parcels Shed.



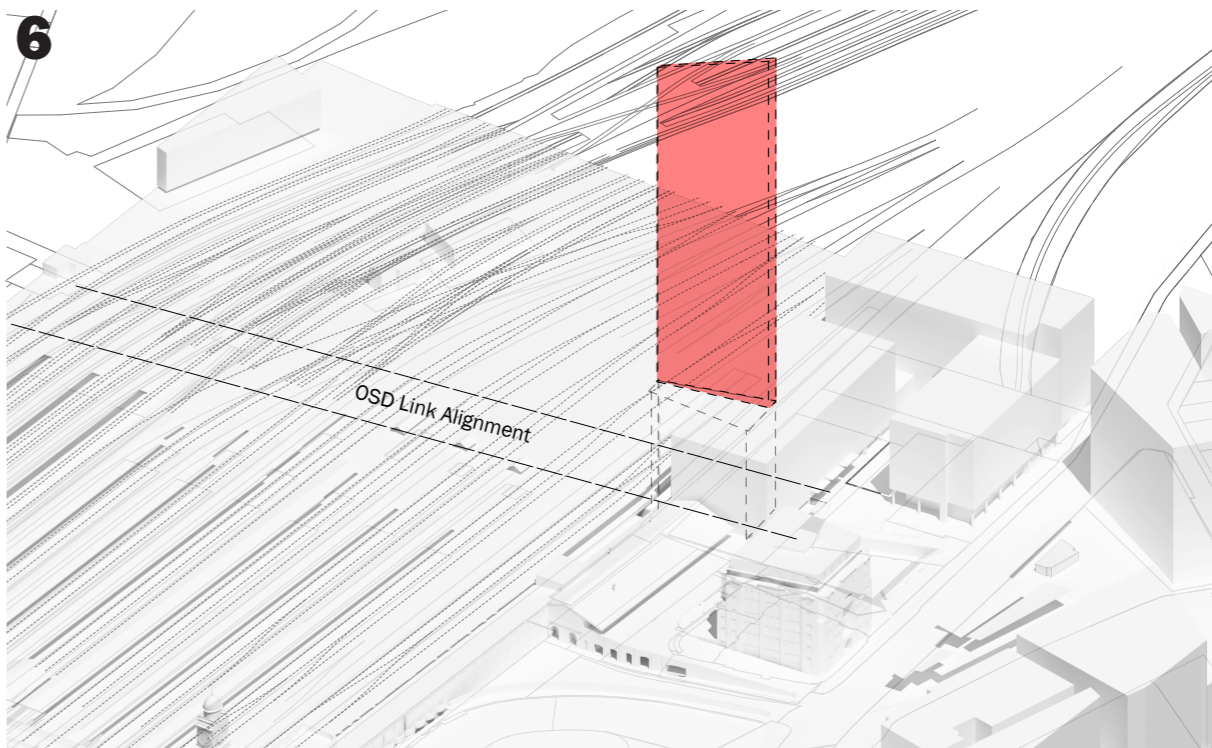
4. ESTABLISH CURTILAGE TO FORMER PARCELS POST OFFICE
Establish “Curtilage” to former Parcels Post Office (Adina): an average distance of 22.4m is established to maintain relationship between former Inwards Parcels Shed and Parcels Post Office (Adina).

APPENDIX A - URBAN DESIGN PLANNING REPORT

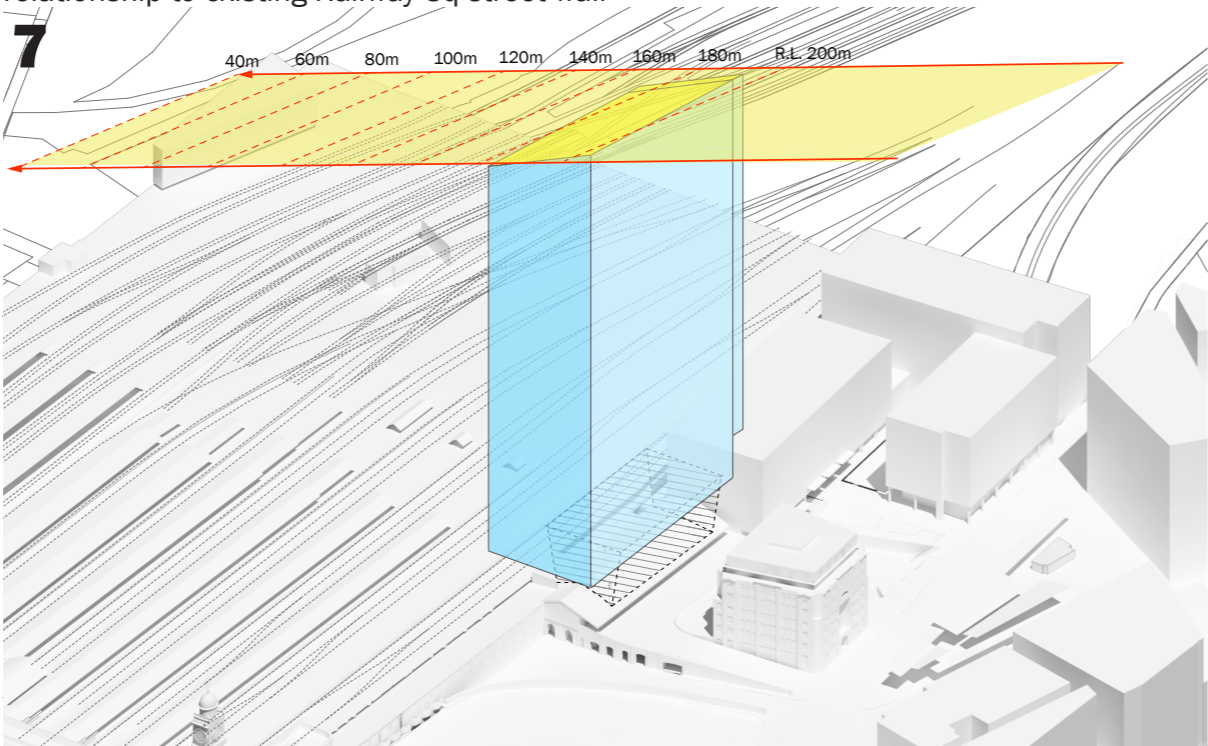
4.0 ENVELOPE DESIGN



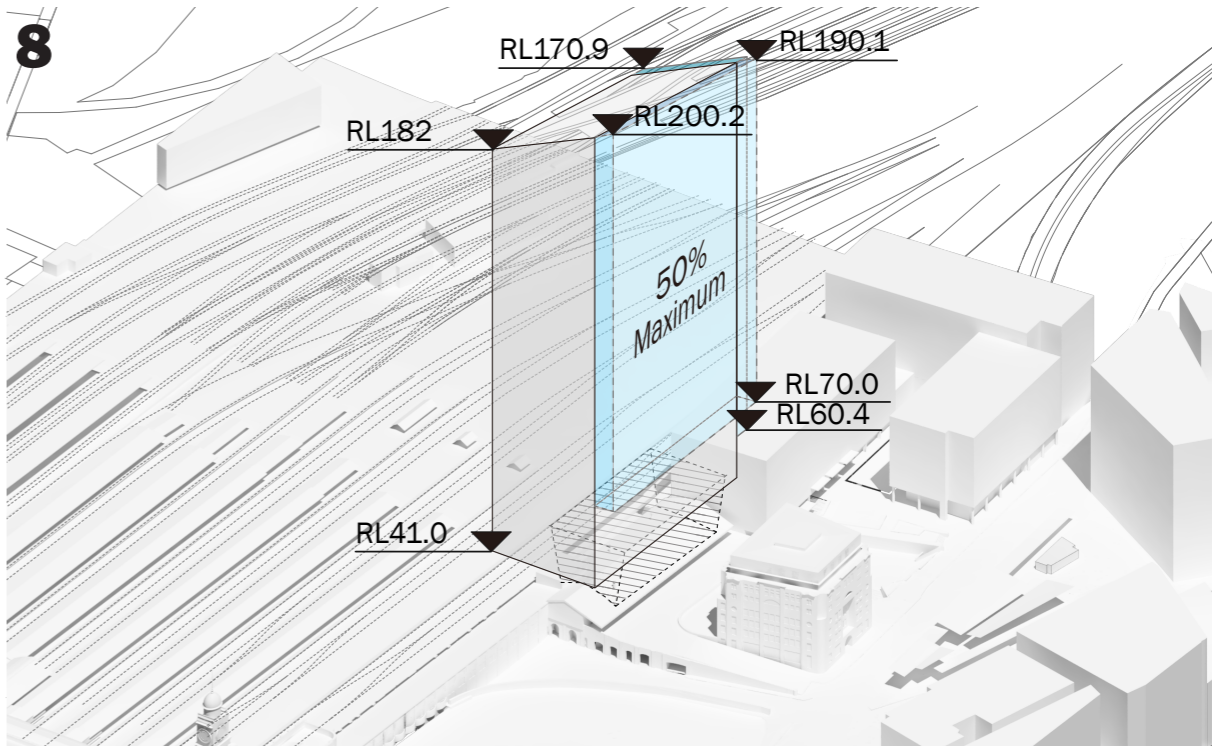
5. RESPOND TO FUTURE PUBLIC SPACE
Form a frontage that responds to the future public spaces of Henry Dean Plaza & Railway Sq at the western terminus of the OSD connection from Devonshire St. Aligned low rise tower to southern face of the former Parcels Posts Office. Low rise zone height defined in relationship to existing Railway Sq street wall



6. OSD STREET FRONTAGE SEPARATION
Provide separation of high level built form at the western terminus of the OSD connection from Devonshire St on parallel alignment to the southern face of the former Parcels Posts Office.



7. MAXIMUM HEIGHT TO SOLAR CONTOUR PLANE
The proposed Tower Envelope is extended in the site area above the other constraints to the maximum height defined by Prince Alfred Park Sun Access Plane.



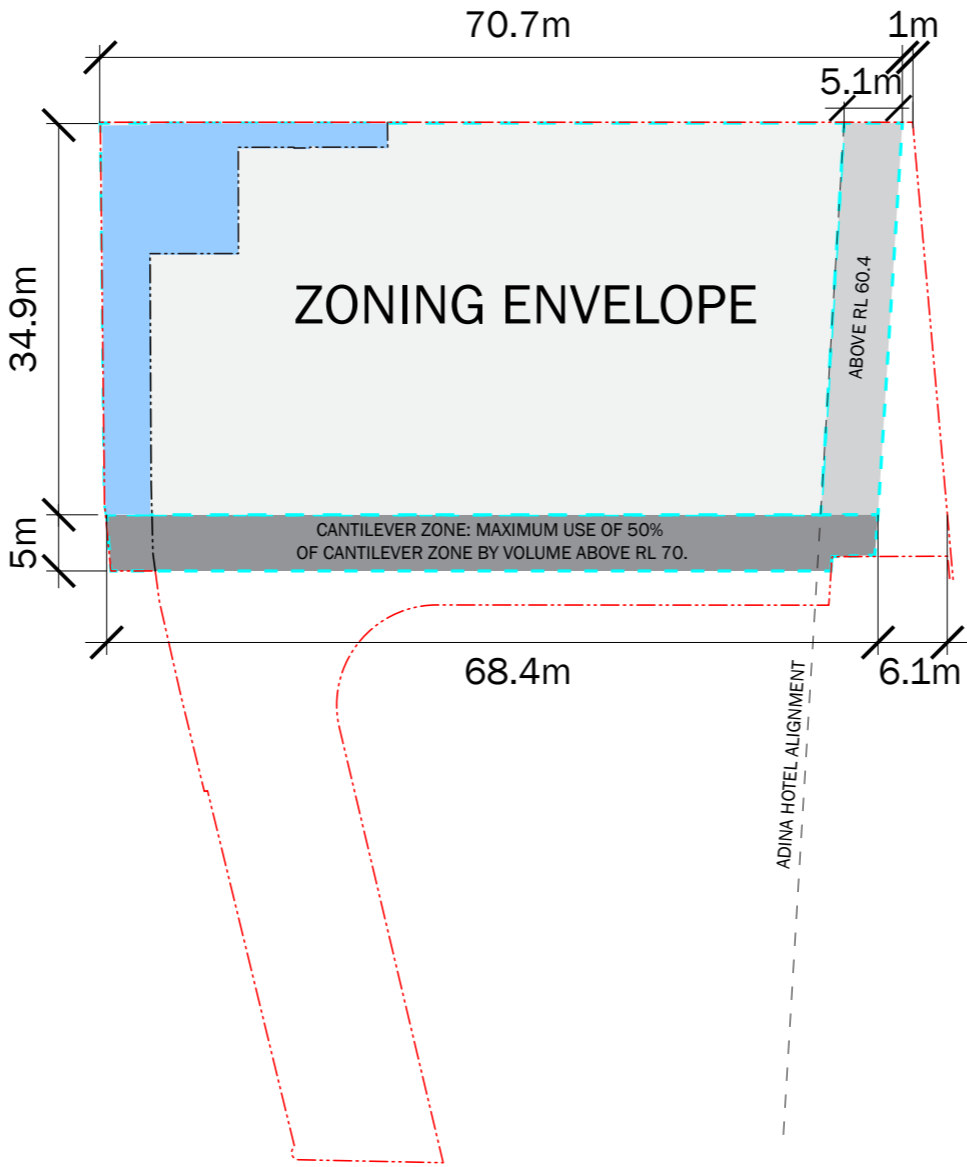
8. POTENTIAL WESTERN CANTILEVER & FUTURE ADINA DEVELOPMENT
A potential cantilever zone has been set back 3m from the western boundary in anticipation of future expansion of the Parcels Post Office on its eastern frontage. The cantilever zone is located 2x height of former Parcels Post Office (Adina Hotel at RL 70) with a maximum of 50% of the volume within the zone

BUILDING ENVELOPE

The building envelope is designed to respect the curtilage of the heritage elements adjacent whilst allowing maximum flexibility during a design competition process.

The envelope’s height conforms to the City of Sydney’s Draft Central Sydney Planning Strategy: Sun Access Plane for Prince Alfred Park.

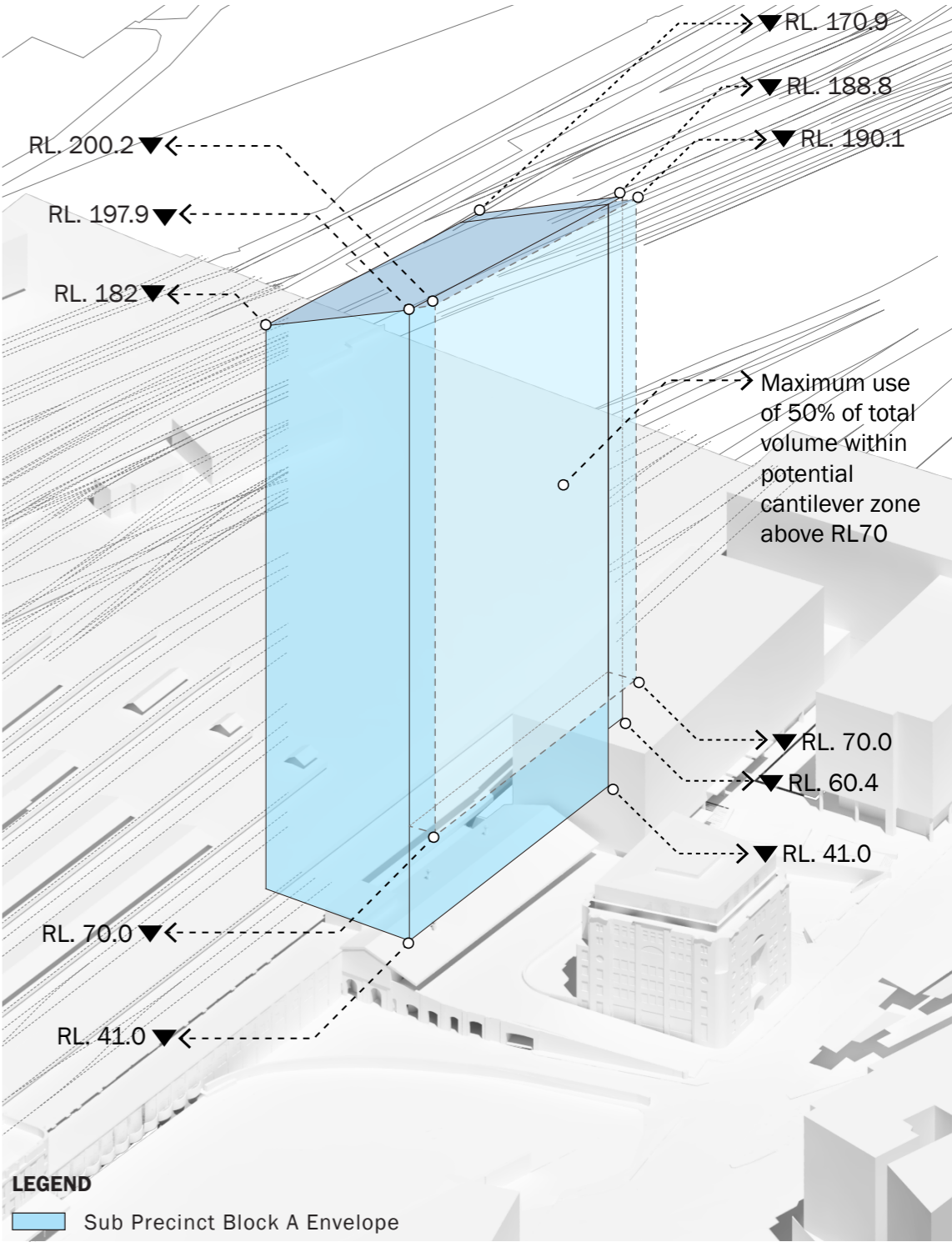
The adjacent image of the following page shows the potential envelope in the context of the existing city, and illustrates that the envelope is 100m below Center Point Tower.



LEGEND

- Sub Precinct Block A Site Boundary
- Proposed Zoning Envelope
- Proposed Southern Cantilever Zone - 100% use
- Proposed Western Cantilever Zone - 50% use
- Proposed Air Rights Zone

The potential cantilever allows for flexibility in the design competition stage, and starts above the Adina Hotel.



LEGEND

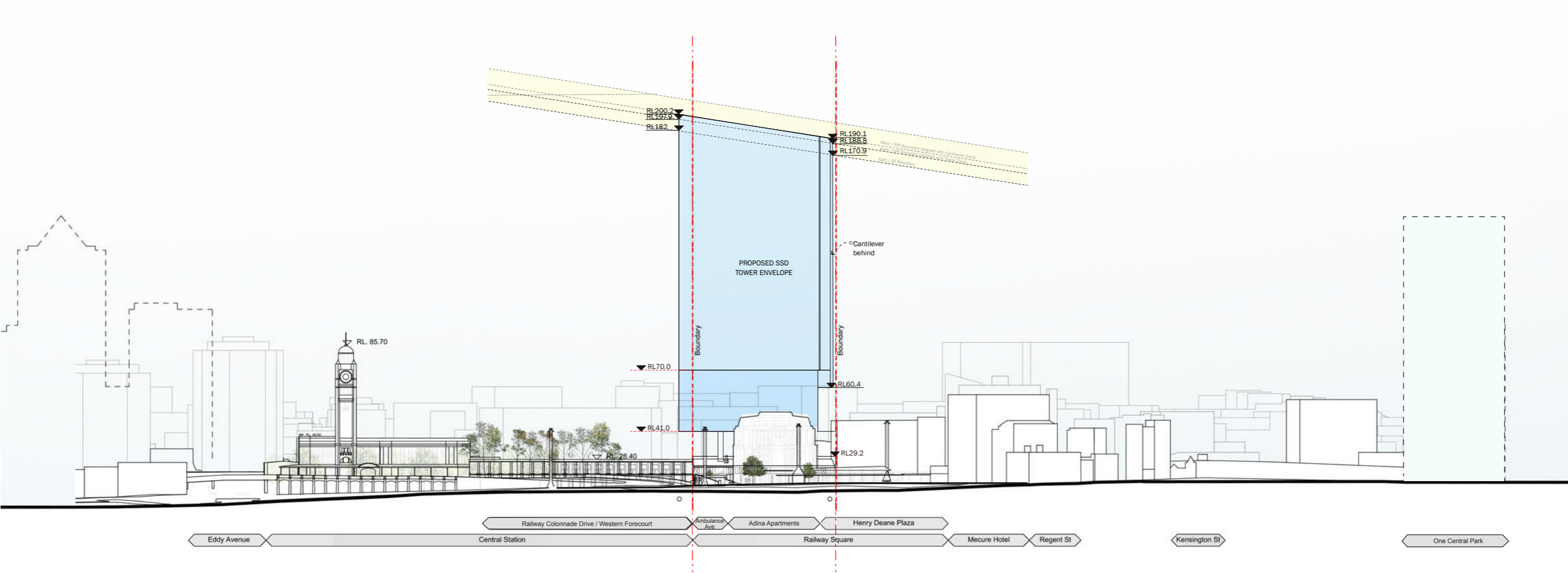
- Sub Precinct Block A Envelope

APPENDIX A - URBAN DESIGN PLANNING REPORT

4.0 ENVELOPE DESIGN



BUILDING ENVELOPE
STREET ELEVATIONS



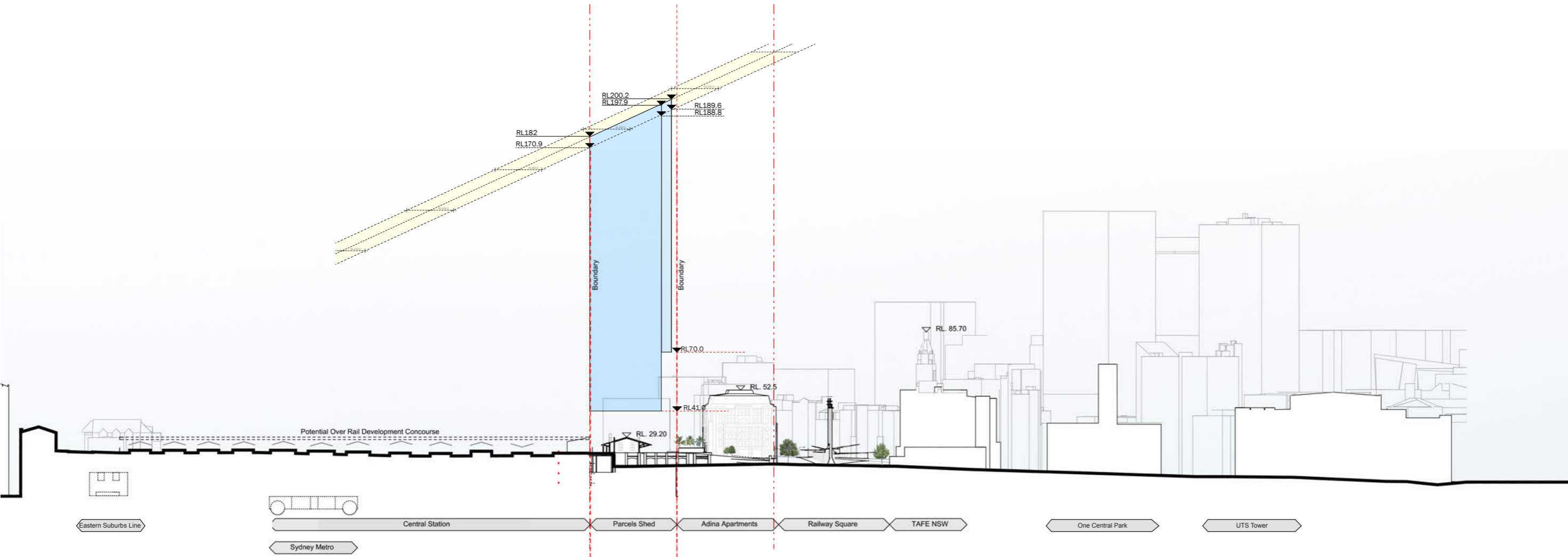
PITT STREET TO GEORGE STREET ELEVATION

LEGEND

- Sub Precinct Block A Site Boundary
- Sub Precinct Block A Envelope
- Prince Alfred Park Solar Plane

APPENDIX A - URBAN DESIGN PLANNING REPORT

4.0 ENVELOPE DESIGN



CONCOURSE - LOWER CARRIAGE LANE (AMBULANCE AVENUE) ELEVATION

- LEGEND**
- Sub Precinct Block A Site Boundary
 - Sub Precinct Block A Envelope
 - Prince Alfred Park Solar Plane

BUILDING ENVELOPE SECTIONS

SECTION AA

The height of the tower is defined by the City of Sydney's Central Sydney Planning Strategy Sun Access Plane for Prince Alfred Park. This plane is not orthogonal to the Envelope, as such the lowest point is at the South East and the highest point is at the North West.

The section illustrates an indicative zone for a potential cantilever, which is limited to a minor proportion of the total volume of that zone. This allows for dynamic articulation moments whilst respecting the vertical curtilage to the Former Parcel Post Office / Adina Apartments.

LEGEND

Sub Precinct Block A Site Boundary

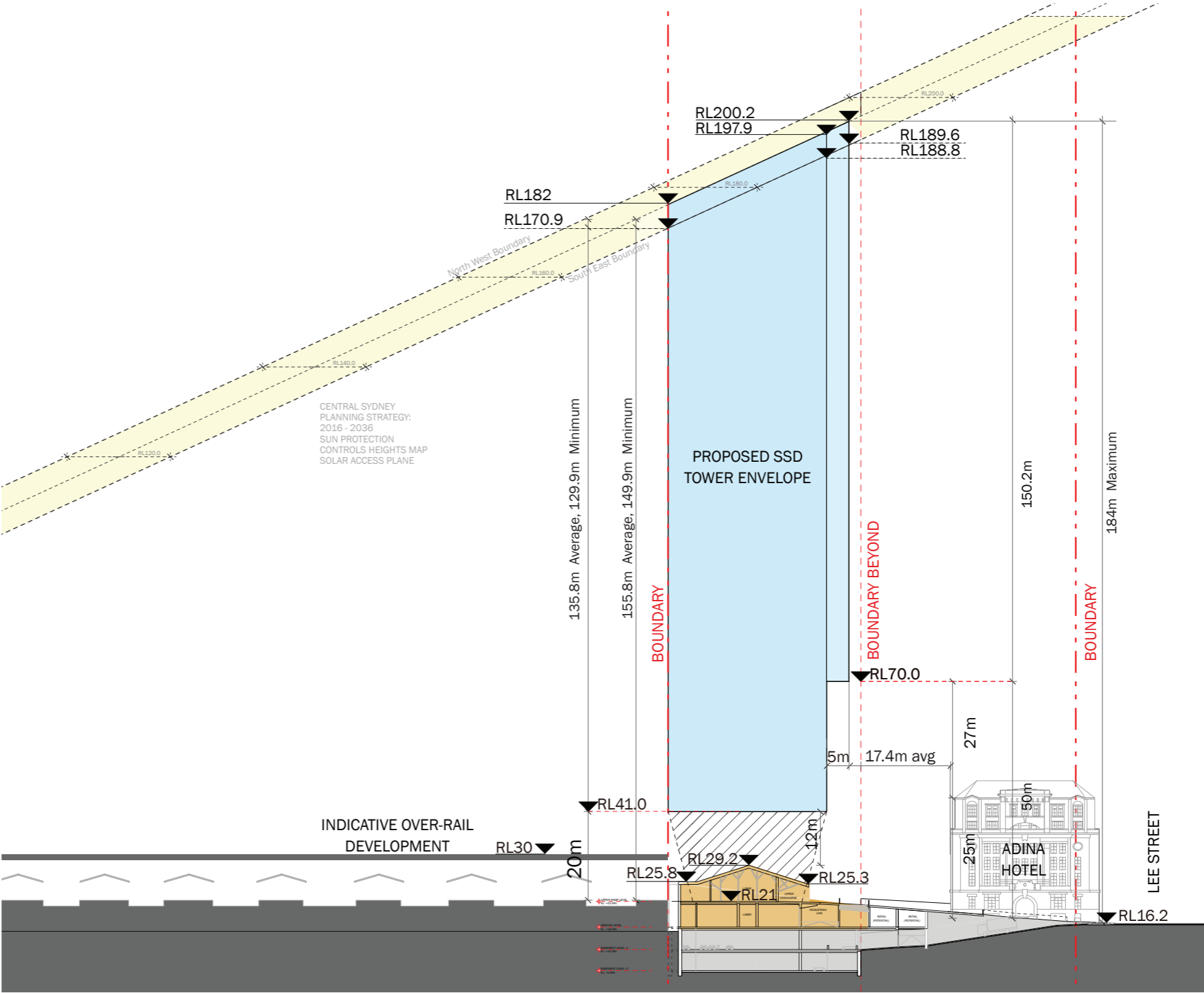
Proposed Tower Envelope

Possible Cantilever, Maximum use of 50% of Cantilever Envelope by Volume

Proposed Core & Structure Zone

Proposed Heritage Interpretation

Proposed Basement Envelope



APPENDIX A - URBAN DESIGN PLANNING REPORT

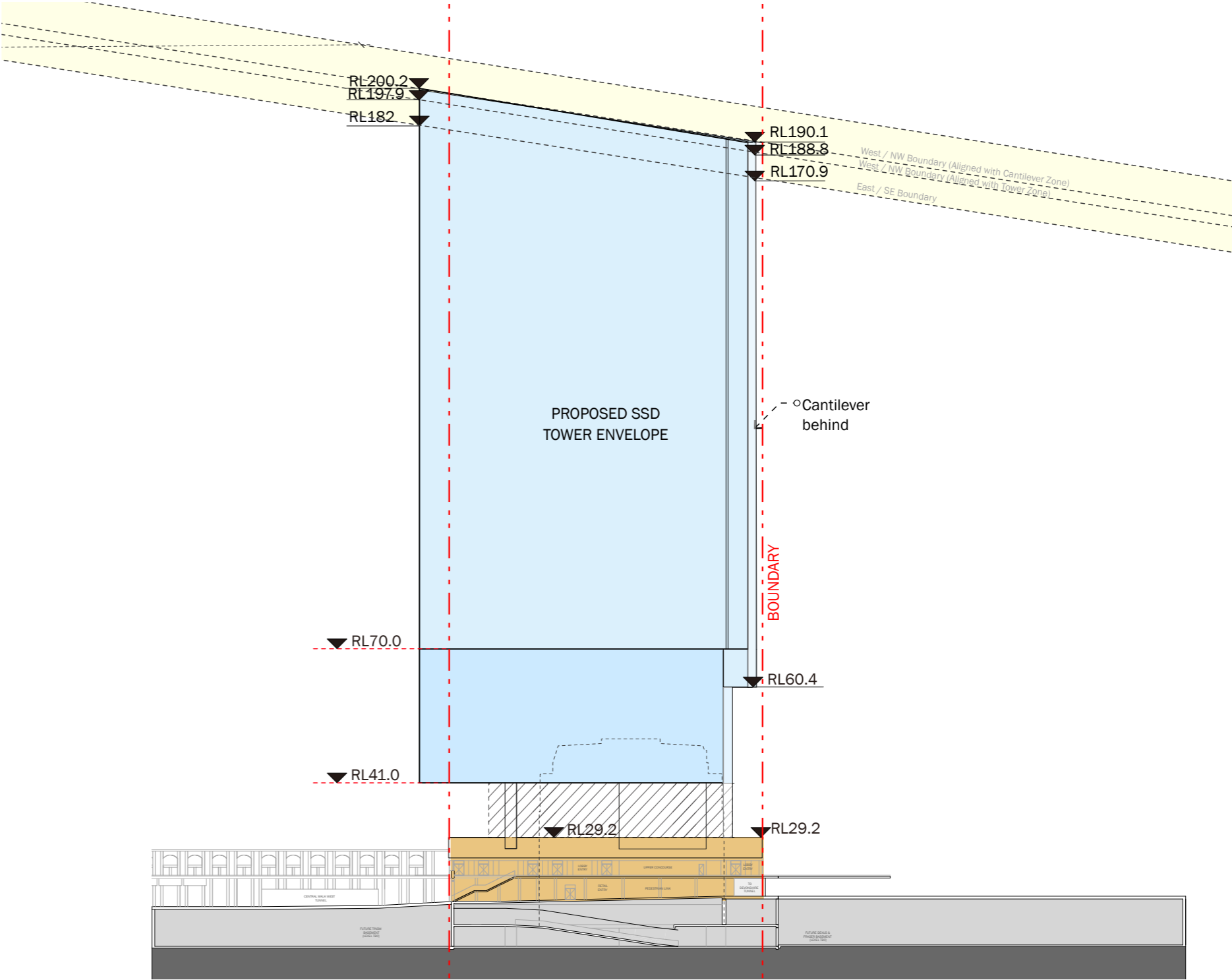
4.0 ENVELOPE DESIGN

SECTION BB

As the height of the tower is defined by the City of Sydney's Central Sydney Planning Strategy Solar Access Contour Map, the envelope slopes in both directions. The lowest point is at the South East and the highest point is at the North West.

LEGEND

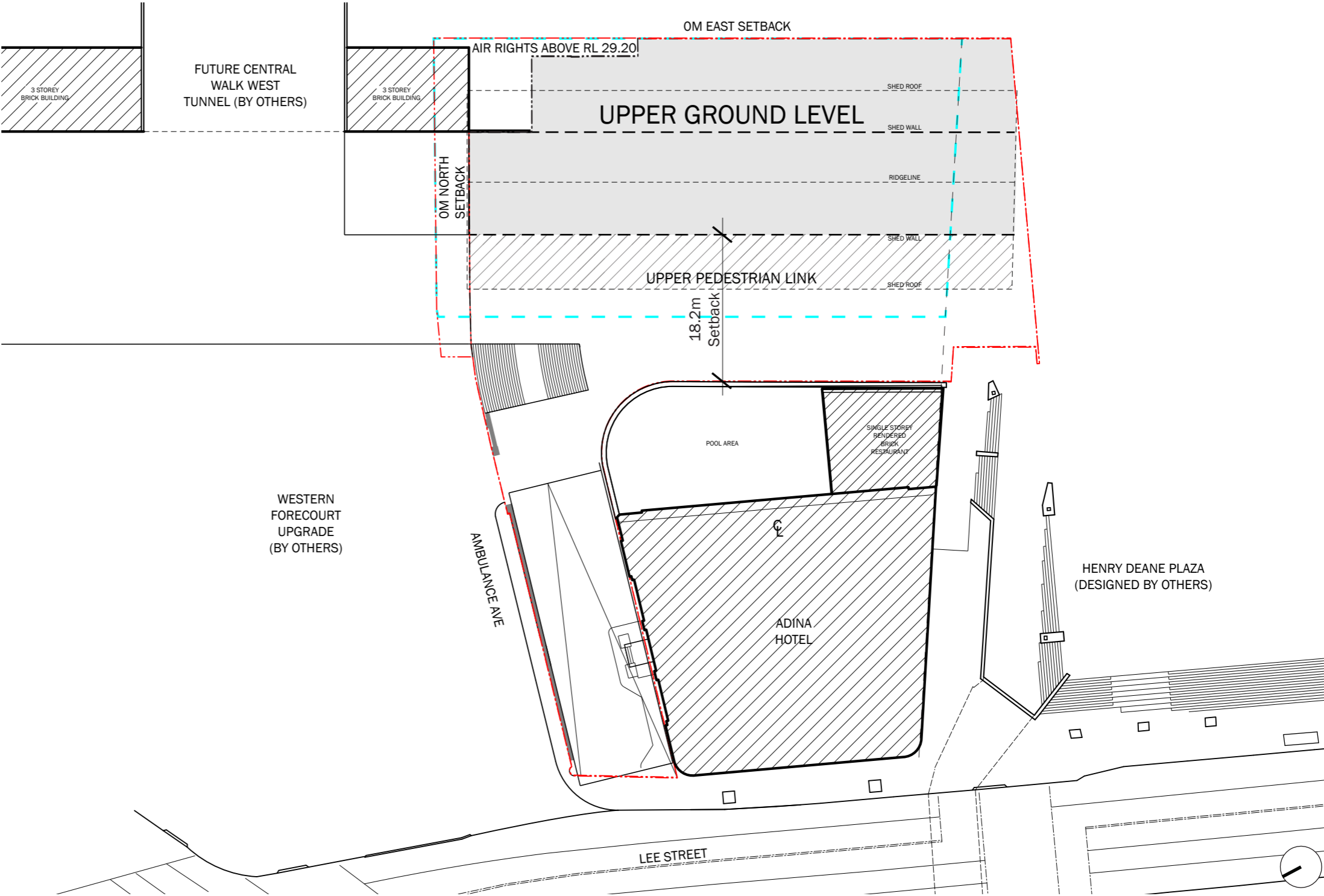
- Sub Precinct Block A Site Boundary
- Proposed Tower Envelope
- Possible Cantilever, Maximum use of 50% of Cantilever Envelope by Volume
- Proposed Core & Structure Zone
- Proposed Heritage Interpretation
- Proposed Basement Envelope



BUILDING ENVELOPE PLANS

UPPER GROUND

The Upper Ground level envelope is defined by the existing northern, western and southern faces of the existing Inwards Parcels Shed and the Lot 116 site boundary to the east.



APPENDIX A - URBAN DESIGN PLANNING REPORT

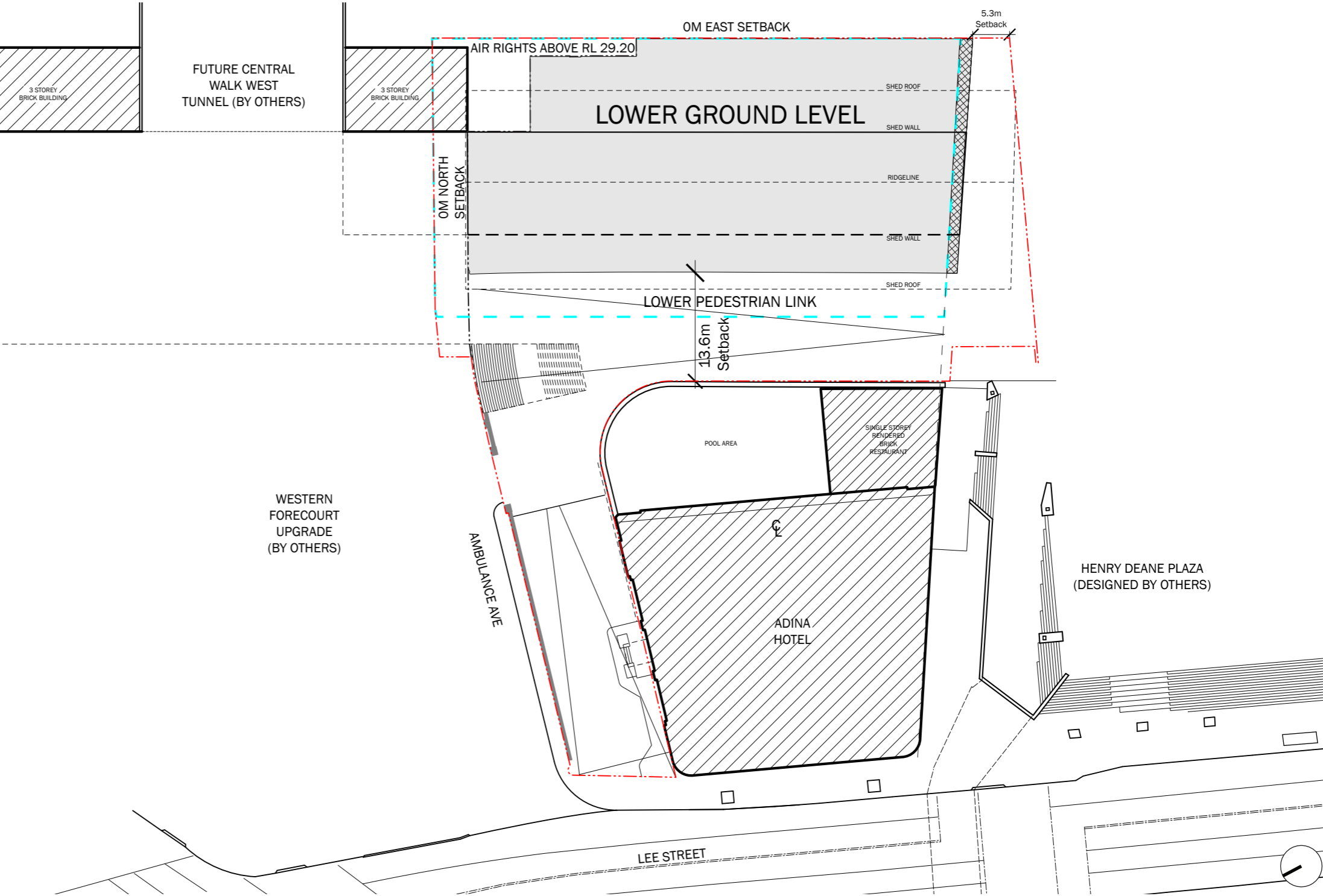
4.0 ENVELOPE DESIGN

LOWER GROUND

The Lower Ground envelope has been defined by the existing northern face, Devonshire Tunnel to the south and the Lot 116 site boundary to the east. The western extent has been determined based on allowances for pedestrian flows to operate north-south connecting:

- to the north the future Central Walk West and public domain zone
- to the south the existing Devonshire St tunnel and Henry Deane Plaza spaces

The set back allowance to the western envelope face to provide the public link zone is 13.6m from the existing boundary line to the Adina Hotel external areas.



APPENDIX A - URBAN DESIGN PLANNING REPORT

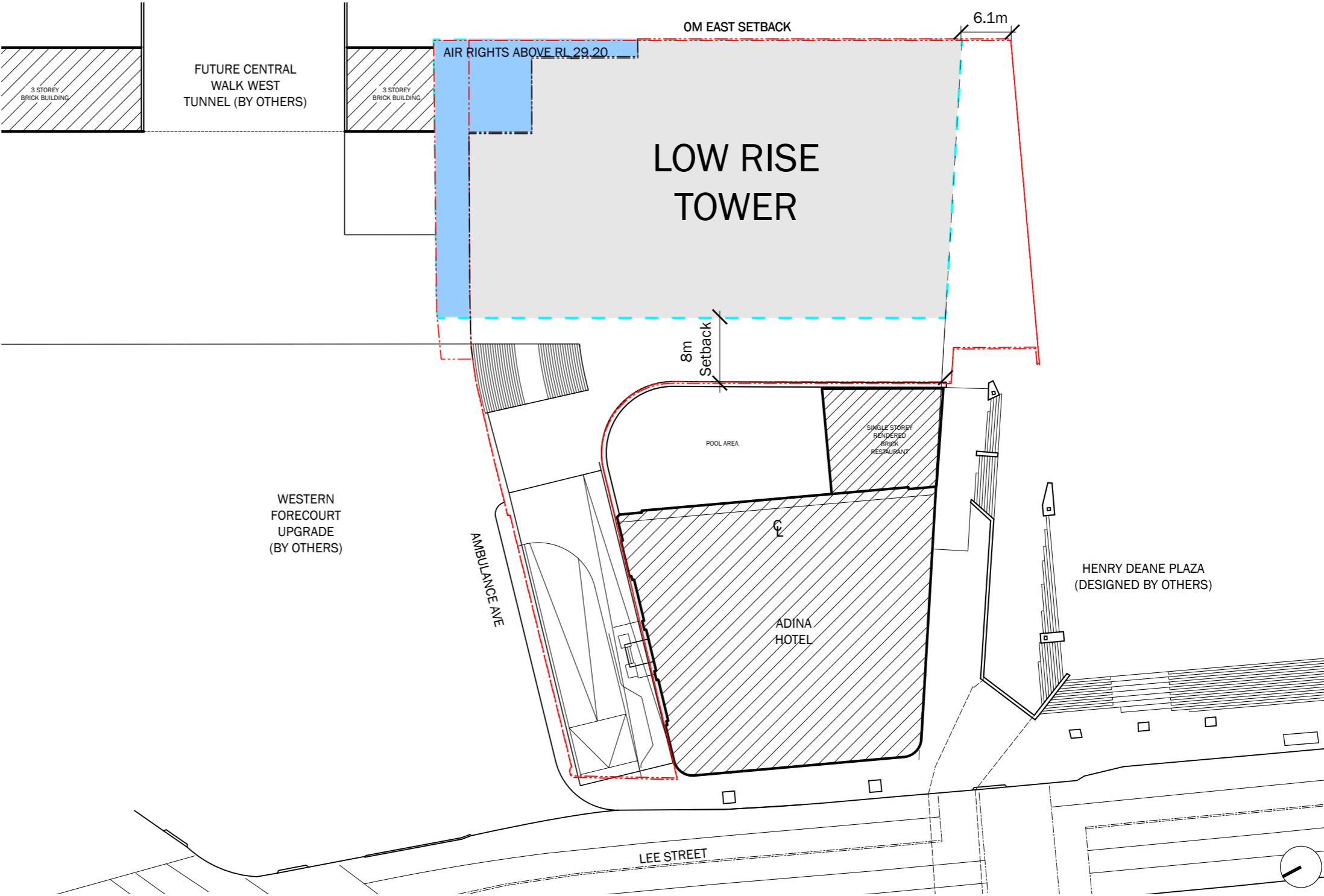
4.0 ENVELOPE DESIGN

LOW RISE

Lot 118 air rights are proposed to be acquired to allow for a potential regular / rectilinear floorplate.

The Low Rise Tower Envelope has an average of 22.4m setback to the former Parcels Post Office (Adina Hotel) eastern facade.

The southern alignment of the low rise tower up to RL60.4 is aligned to the southern face of the former Parcels Post Office (Adina Hotel).



LEGEND

- Sub Precinct Block A Site Boundary
- Proposed Tower Envelope
- Air Rights Above RL 29.20

APPENDIX A - URBAN DESIGN PLANNING REPORT

4.0 ENVELOPE DESIGN

HIGH RISE

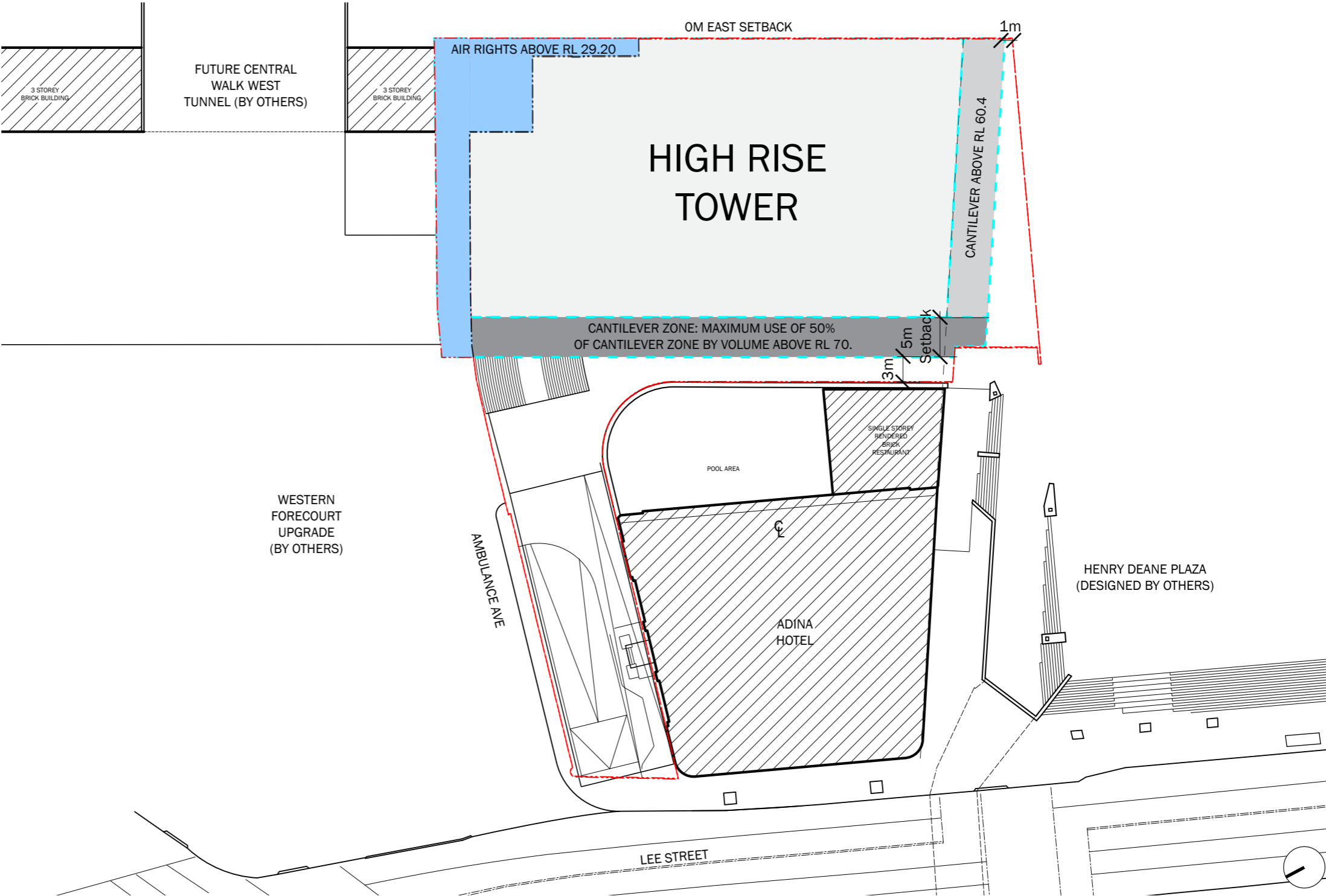
The high rise envelope aligns on the northern and eastern faces to the low rise tower envelope.

The southern alignment above RL60.4 is parallel to the southern face of the former Parcels Post Office (Adina Hotel) but inset in from the southern boundary to provide separation to Block B.

The high rise envelope allows for the potential use of a cantilever zone on the western side, up to a maximum of 50% of that volume. This envelope allows for flexibility in a completion, at an relative level above the curtilage zone desirable for the Former Post Office (Adina Hotel). The cantilever zone has been setback 3m from the western boundary to allow for the potential of an eastern extension to the Adina Hotel.

LEGEND

- Sub Precinct Block A Site Boundary
- Proposed Tower Envelope
- Possible Southern Cantilever
- Possible Western Cantilever, Maximum Use Of 50% Of Cantilever Envelope By Volume
- Air Rights Above RL 29.20



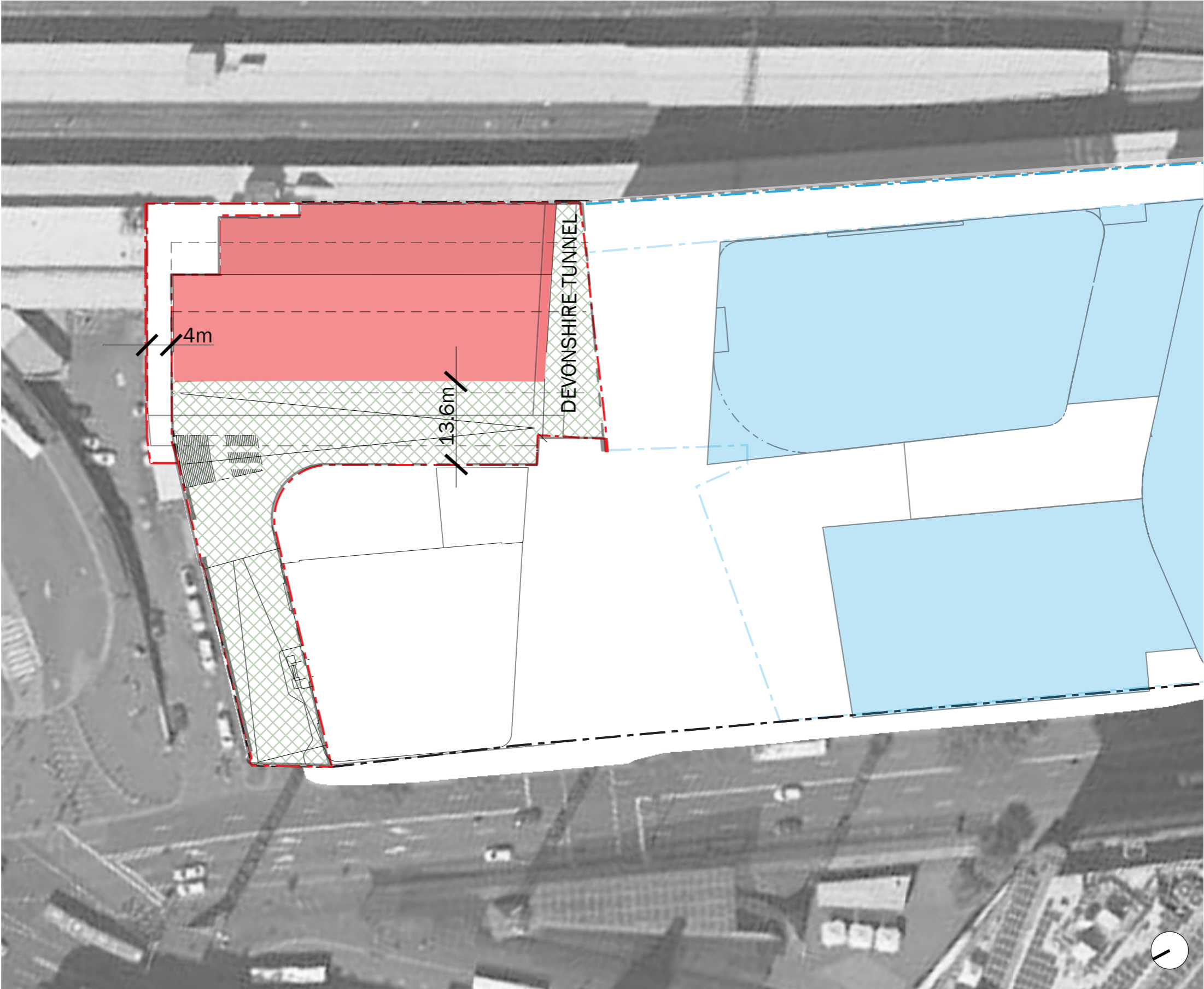


WESTERN GATEWAY PLANS

LOWER GROUND PLAN

The lower ground plan indicates the proposed built form at the street level and that of Devonshire St Tunnel. This indicates the built form of Block A which utilises the lower levels of the Former Inwards Parcels Shed zone in relationship with the envelope information provided by the Block B stakeholders.

- LEGEND**
- Block A Built Form
 - Block B Built Form
 - Block A Public Domain
 - Block A Site Boundary
 - Block B Site Boundary



Lower Ground Context Plan - Scale 1:1000 @ A3

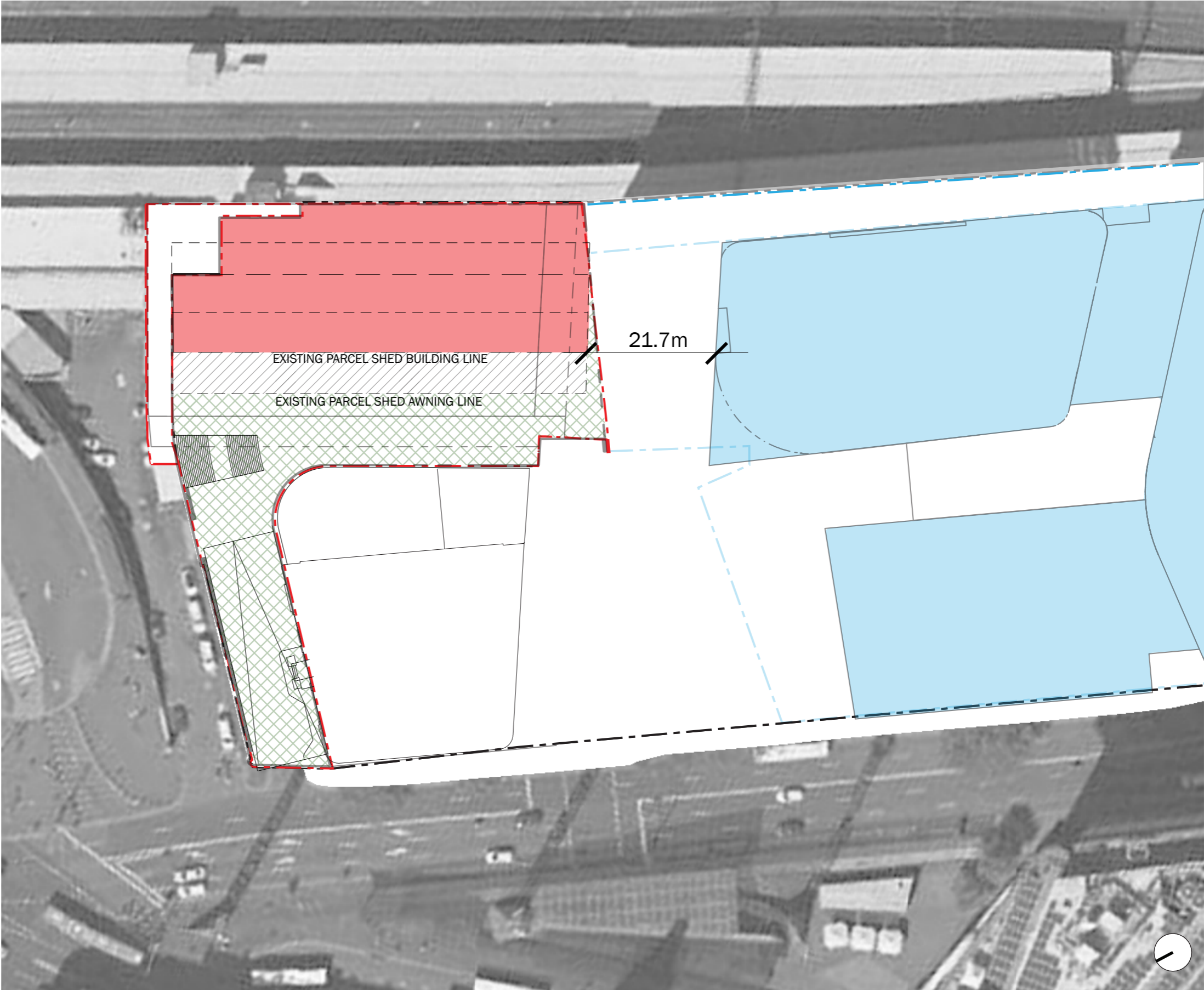
APPENDIX A - URBAN DESIGN PLANNING REPORT

5.0 WESTERN GATEWAY

UPPER GROUND PLAN

The upper ground plan indicates the proposed built form at the RL 21 level which aligns to the existing level of the Former Inwards Parcel Shed. This plan indicates the built form of Block A which utilises the Former Inwards Parcels Shed zone and platform zone to the east in relationship with the envelope information provided by the Block B stakeholders.

- LEGEND
- Block A Built Form
- Block B Built Form
- Block A Public Domain
- Block A Site Boundary
- Block B Site Boundary



Upper Ground Context Plan - Scale 1:1000 @ A3

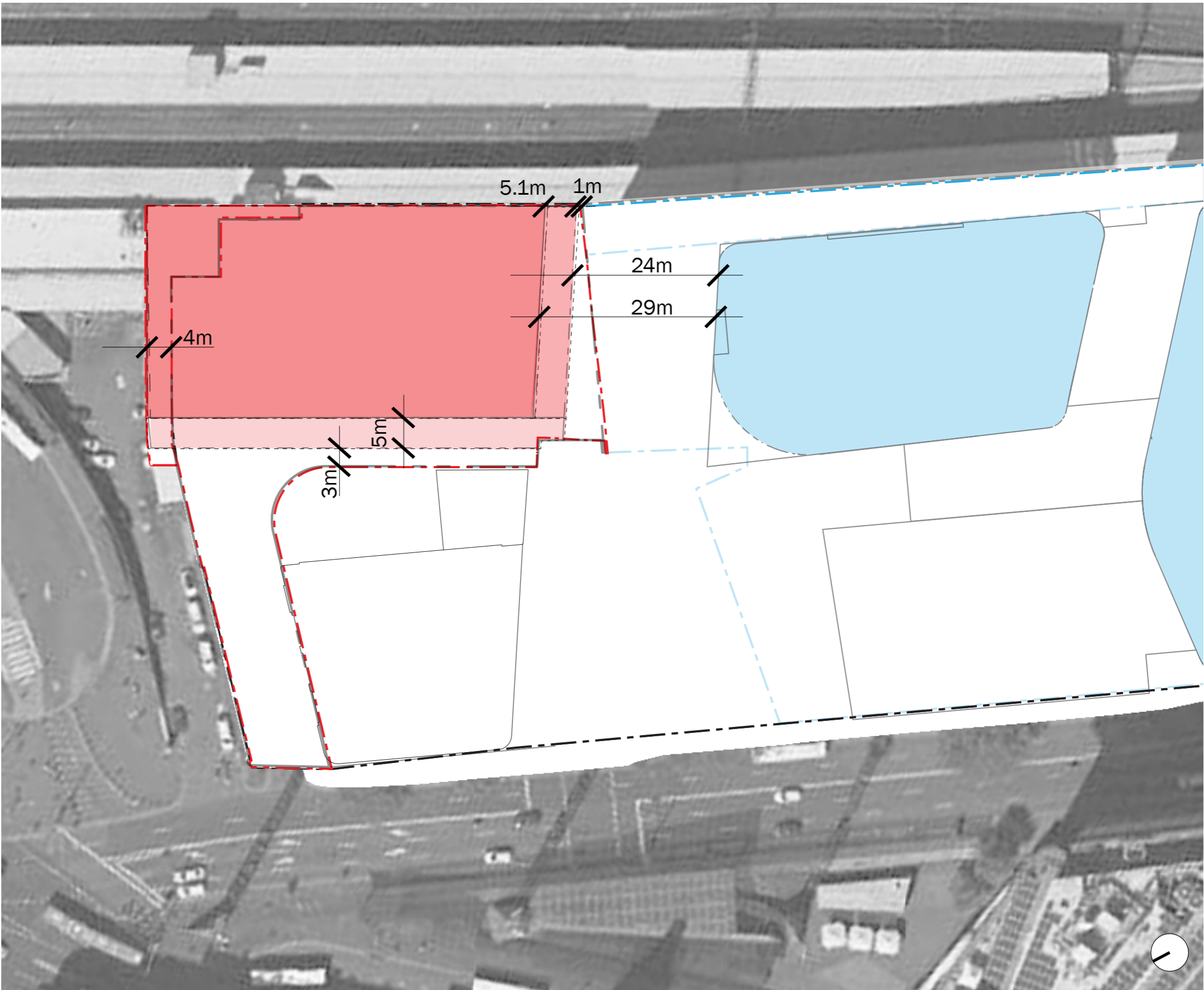
APPENDIX A - URBAN DESIGN PLANNING REPORT

5.0 WESTERN GATEWAY

TOWER ENVELOPE PLAN

This plan indicates the tower level built form of Block A with that provided by the Block B stakeholders.

- LEGEND
- Block A Built Form
 - Block B Built Form
 - Block A Public Domain
 - Block A Site Boundary
 - Block B Site Boundary



High Rise Tower Plan - Scale 1:1000 @ A3



6.0 REFERENCE DESIGN

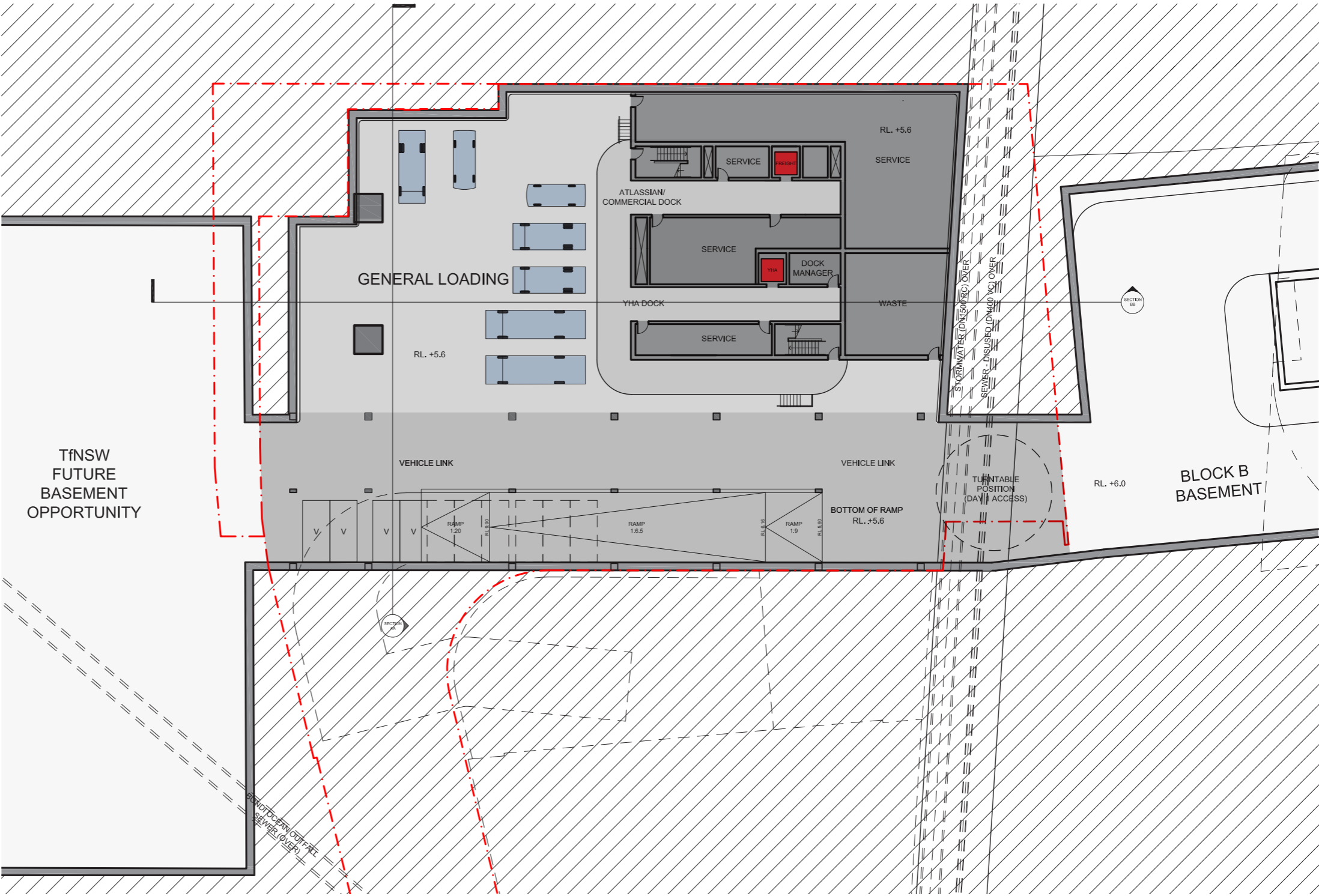
INDICATIVE REFERENCE DESIGN

This reference design is indicative of a potential scheme within the proposed envelope. It is not proscriptive or restrictive - rather it conceptually illustrates one of many potential outcomes based on the envelope proposed

BASEMENT -02 PLAN

The reference design Basement Level -02 Plan includes the loading area servicing the Block A site. It shows both:

- the day one access provisions via ramped access from Lee Street with a turntable at the southern end of the B2 level; and
- the end state arrangement with north - south vehicle access link that enables vehicle access to the site from the Block B site to the south and with through site access to future TfNSW basement area in the north. The ramp from Lee Street down to the Adina Hotel (Block C) basement can be removed once the access from Block B is in place.



1:400 @ A3

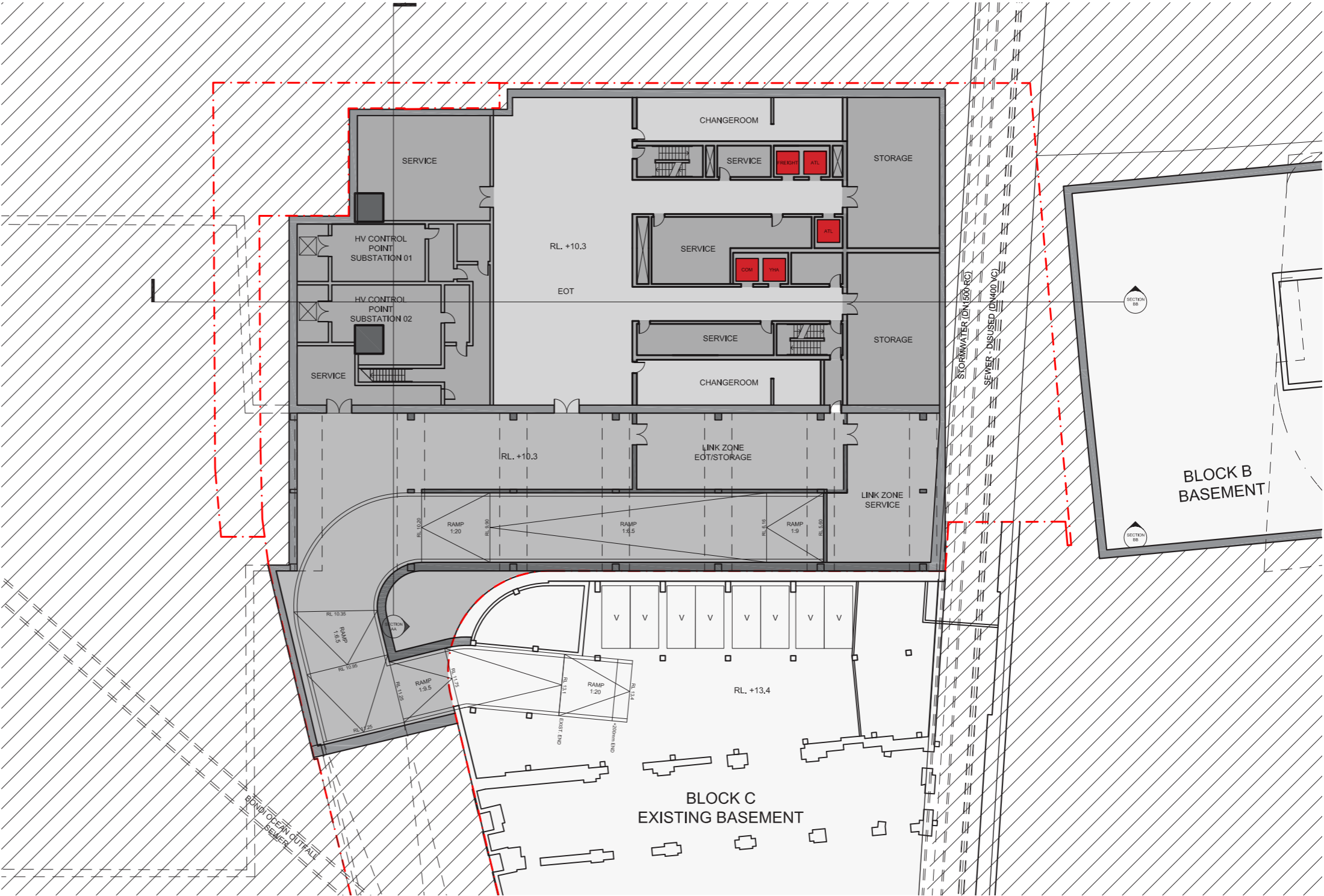
APPENDIX A - URBAN DESIGN PLANNING REPORT

6.0 REFERENCE DESIGN

BASEMENT -01 PLAN

The reference design Basement Level -01 Plan includes plant and services and end of trip facilities.

The ramp between basement level -01 and -02 provides access (including with end state access via basement level -02) between levels. This has the benefit of providing the opportunity for access to the Adina Hotel basement in the long term. Day one access to the Adina Hotel basement is enabled via the ramp from Lee Street. This enables the earlier pedestrianisation of Ambulance Avenue as part of the Central Station renewal.



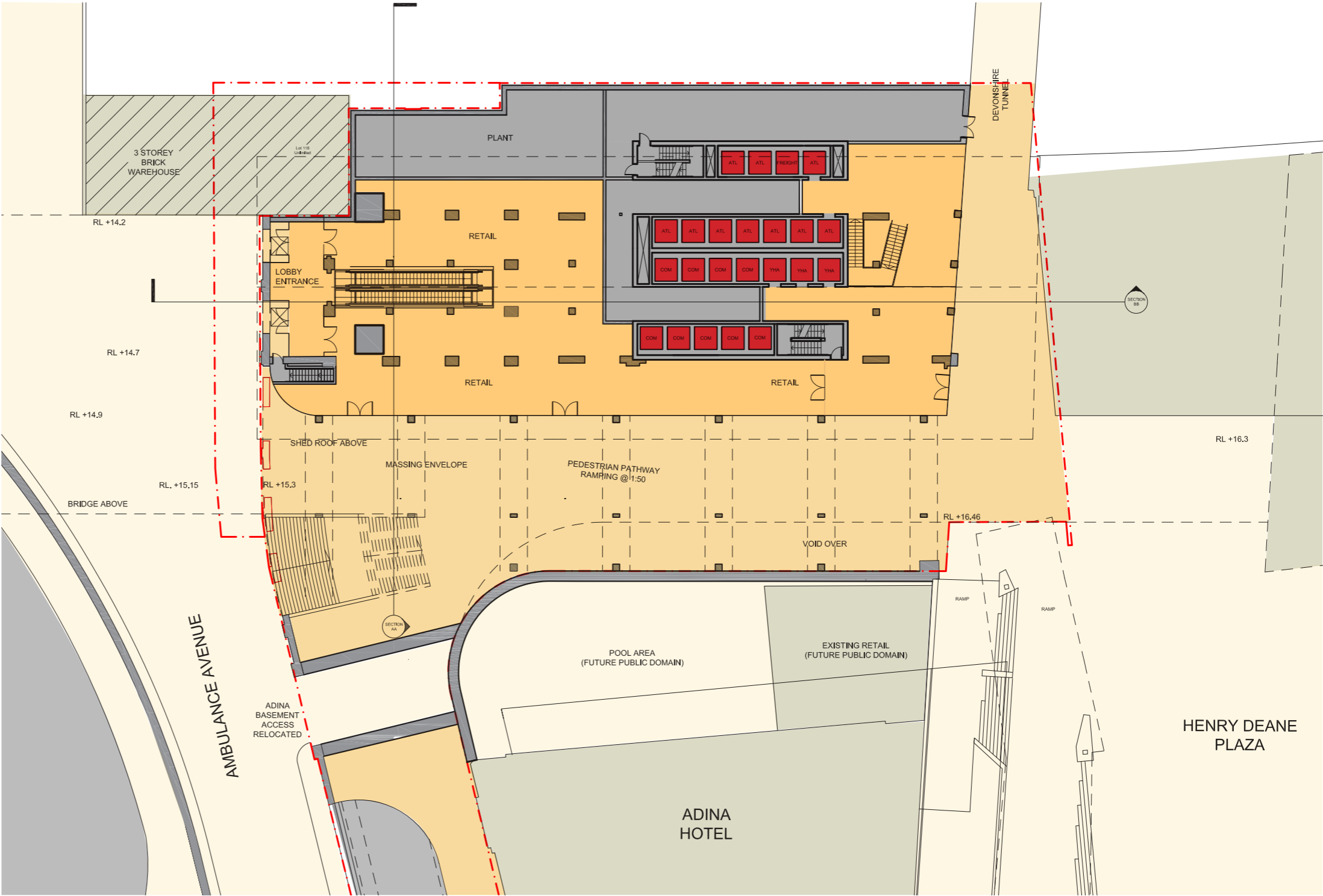
APPENDIX A - URBAN DESIGN PLANNING REPORT

6.0 REFERENCE DESIGN

LOWER GROUND PLAN

The Lower Ground zone is a critical level relative to the public transport commuter and other pedestrian flows. The reference scheme design proposes a north south link within the Block A site which integrates with the proposed Central Walk western extension to the north of the site and links this through to Henry Deane Plaza to the south. Henry Deane Plaza acts as a connection node with Devonshire St Tunnel, Lee St Tunnel to Railway Square on onwards to the northern side of George St and the proposed Over Station Development (OSD) connection across to Devonshire Street.

Given the significant commuter flows that could use the link space there is low level access points at the northern and southern ends to the lobbies for the Block A building uses to separate these flows. There is also an access stair to the upper ground level. The remainder of the lower ground Block A zone is proposed to be activated with retail.



1:400 @ A3



APPENDIX A - URBAN DESIGN PLANNING REPORT

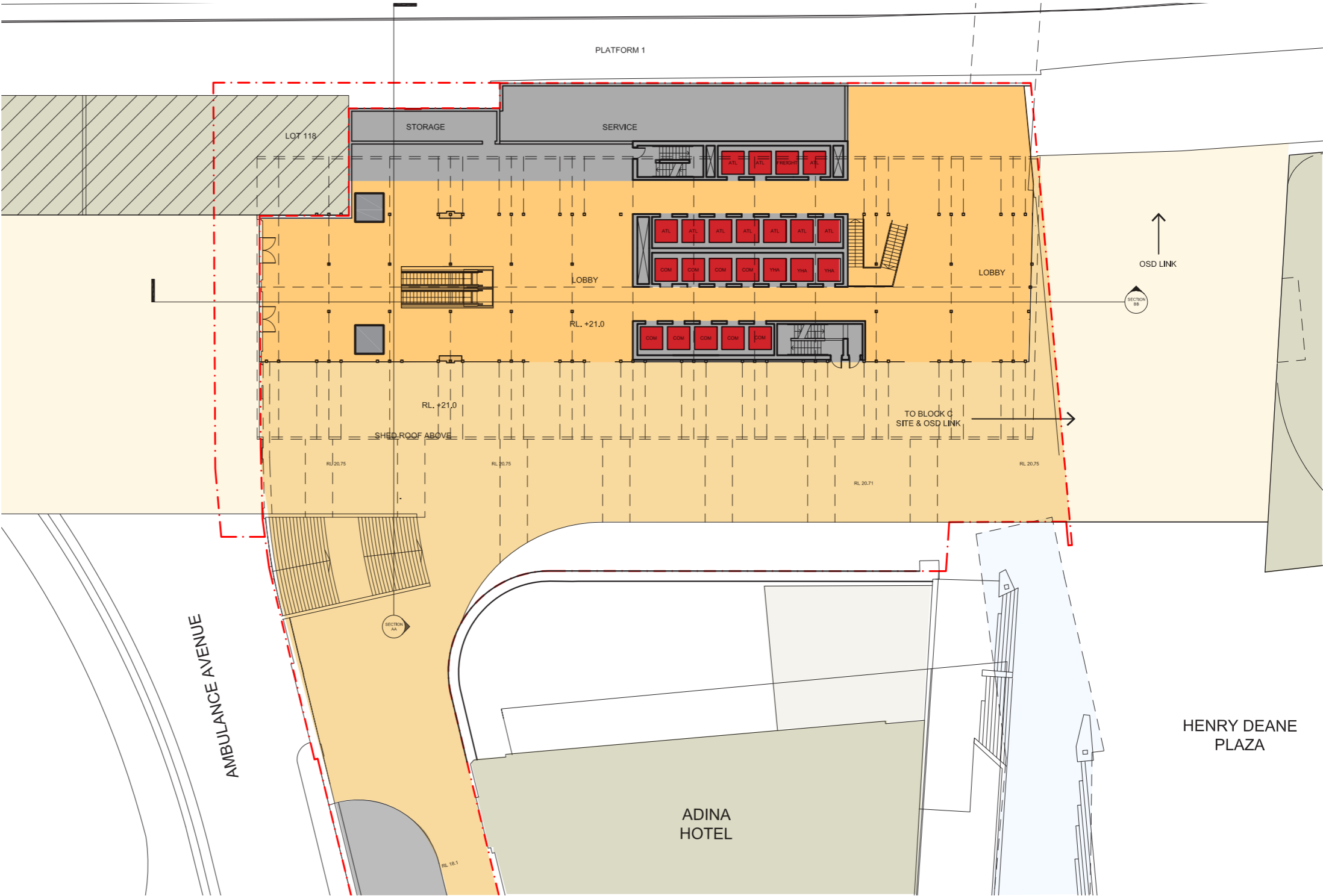
6.0 REFERENCE DESIGN

UPPER GROUND PLAN

The upper ground level is envisioned as the main lobby level for the Block A site. The vision for this space is as a dynamic curated shared space between the YHA Hostel, Young tech start-ups and Atlassian within the former Inwards Parcel Post Shed building.

The upper ground has also been developed to provide a north south public domain link to integrated into public domain zones that other stakeholders are proposing, including the major OSD access point to the south of the shed footprint. Ramped access has been maintained to this level via ramping from Lee Street. Once the end state vehicle access is in place the ramp is envisioned to become a full public domain zone.

A stair connects the upper and lower ground levels at the northern end of the site to take advantage of the aspect to the future Western Forecourt public domain space. Further development with the precinct stakeholders may result in this stair shifting further north beyond the current Block A site boundary.



1:400 @ A3

APPENDIX A - URBAN DESIGN PLANNING REPORT

6.0 REFERENCE DESIGN

TYPICAL HOSTEL LEVEL PLAN

The indicative Hostel level plan shows a rectangular floor plate at the northern end making use of the air rights zone over Lot 118. At the southern end the building has been aligned to the southern face of the Former Parcels Post building (Adina Hotel) to create a sense of the public domain space containment on this alignment.

Within the hostel plan a variety of room types have been provided along with terraces at each level and communal spaces within the northern multiple level spaces.



1:400 @ A3

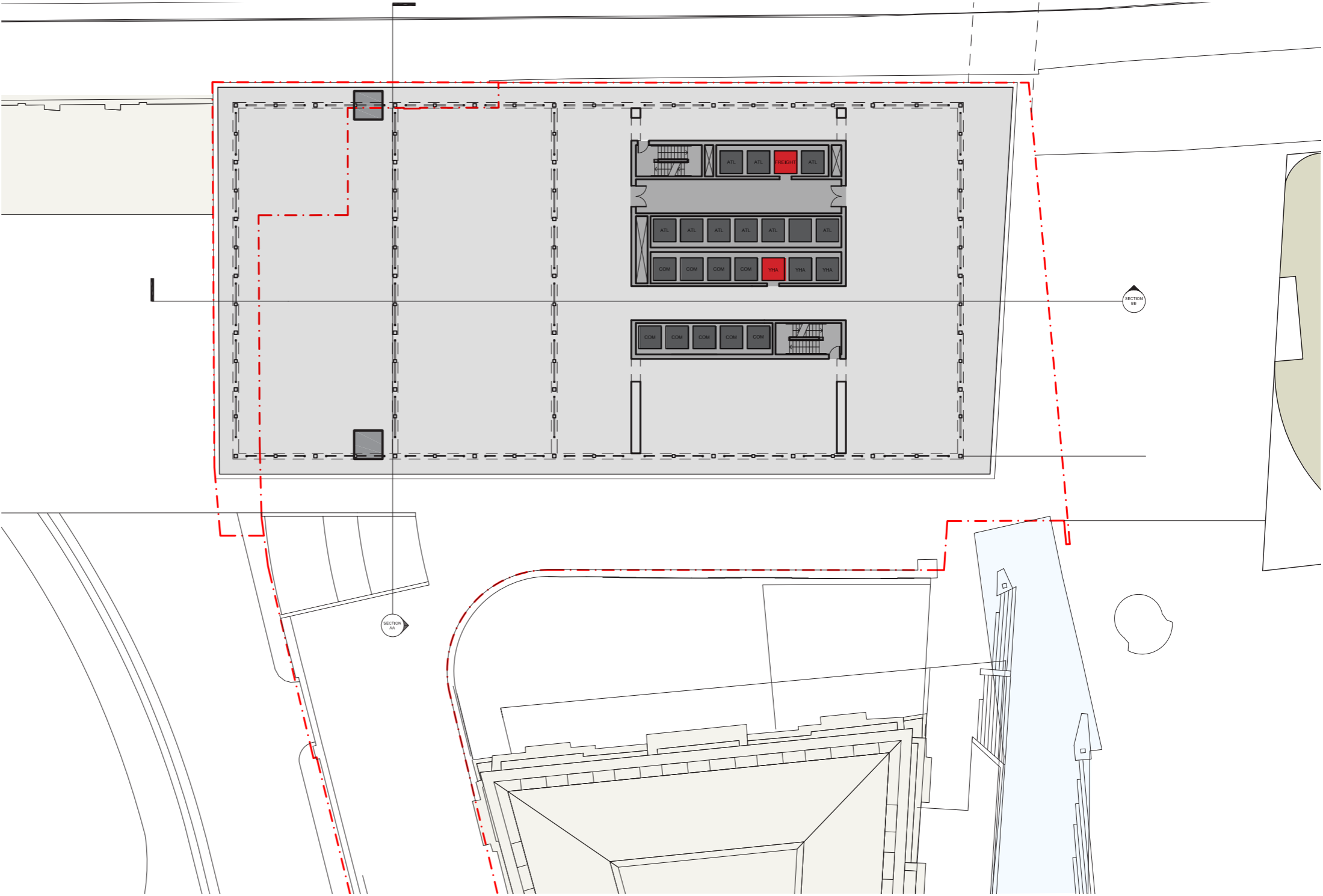


APPENDIX A - URBAN DESIGN PLANNING REPORT

6.0 REFERENCE DESIGN

LOW RISE PLANT PLAN

A lower rise plant level serves both the hotel and workplace component of the tower, and is served by both the hostel and commercial goods lifts.



1:400 @ A3



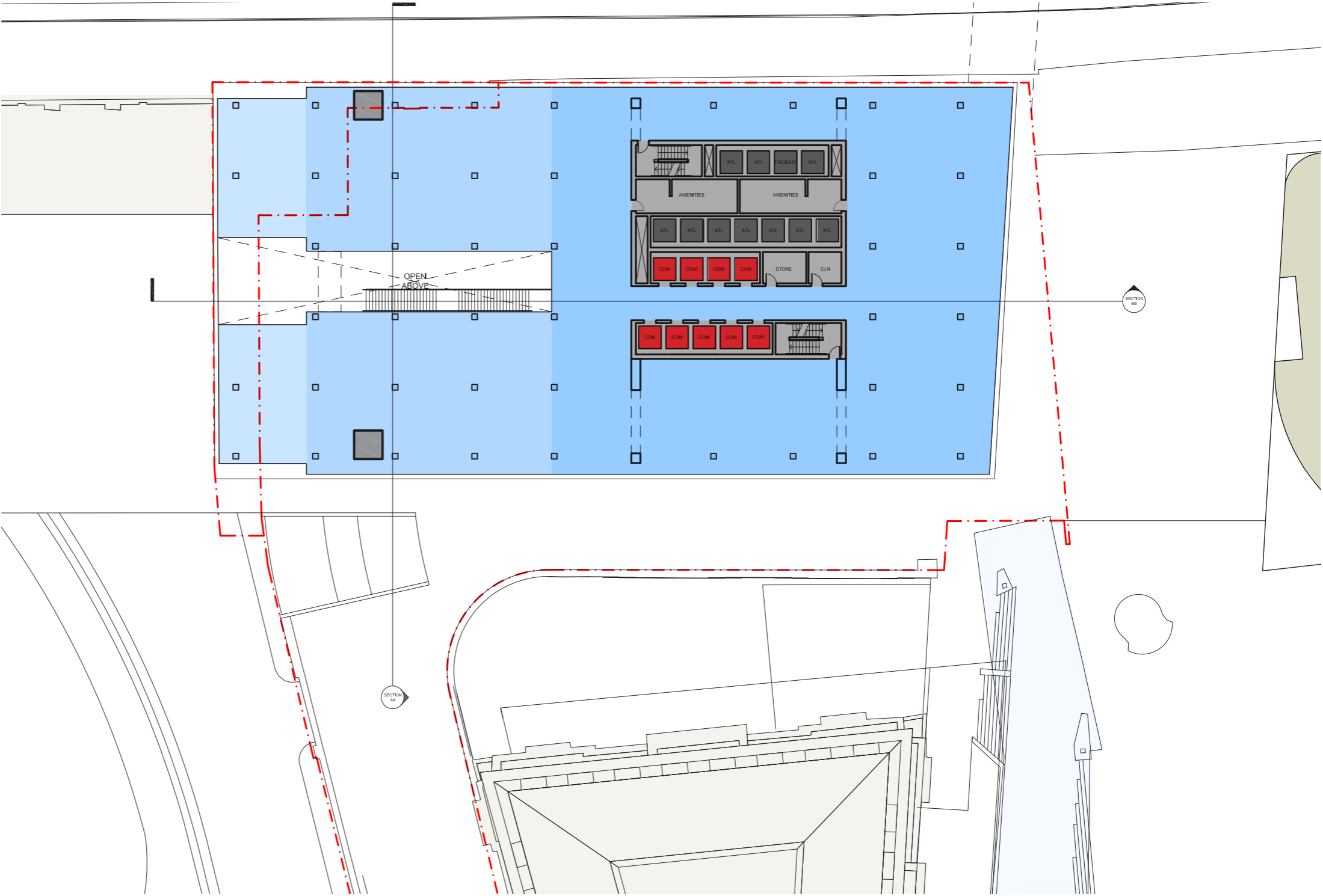
APPENDIX A - URBAN DESIGN PLANNING REPORT

6.0 REFERENCE DESIGN

TYPICAL LOW RISE PLAN

The indicative low rise plan illustrates a simple rectangular floor plate with a shave at the southern end that is parallel to the Former Parcels Post building (Adina Hotel) and to respond to the potential alignment of the OSD link.

The core is positioned to enable the creation of a diversity of neighbourhood clusters around this with an emphasis of space at the northern end to respond to the heritage principles at the low level and optimise the views at the northern end. The northern end of the floor plate has integrated an approach to allow circulation across levels via the void space and allow zones of the floor plate to have natural ventilation and outdoor workspaces.



1:400 @ A3



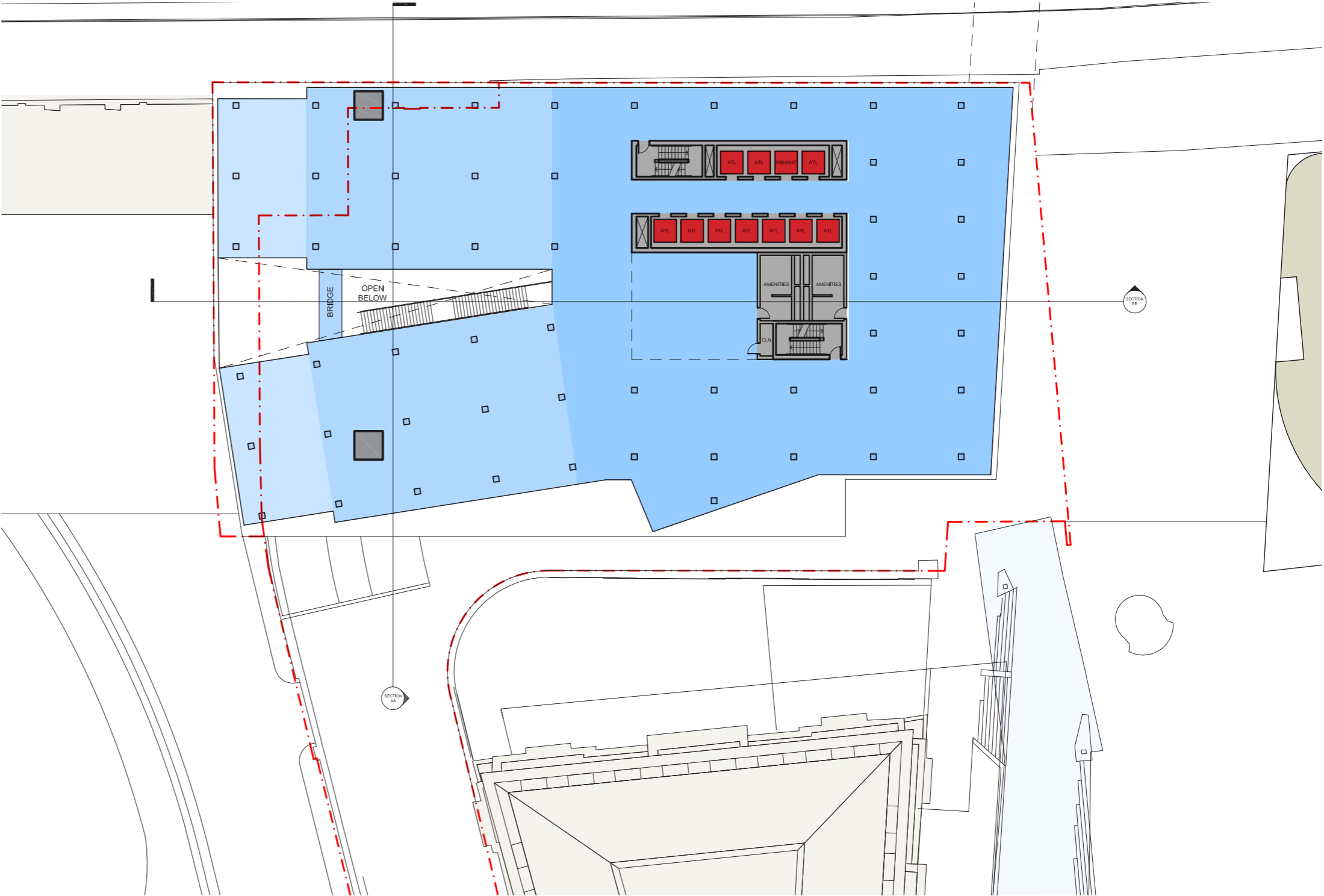
APPENDIX A - URBAN DESIGN PLANNING REPORT

6.0 REFERENCE DESIGN

TYPICAL HIGH RISE PLAN

The indicative high rise plan illustrates a the possible use of the cantilever zone on the west, which begins at a minimum of RL 70, which is 50m above the public domain zone of the upper ground level.

The core is positioned to enable the creation of a diversity of neighbourhood clusters around this with an emphasis of space at the northern end to respond to the heritage principles at the low level and optimise the views at the northern end. The opening of the form at the northern end of the floor plate allows for an improved result relative to natural ventilation and outdoor workspaces and support the strong environmentally sustainable drivers that form a key aspect of the brief. The void it optimised to support the natural ventilations and continues the opportunity for circulation across levels via the void space.



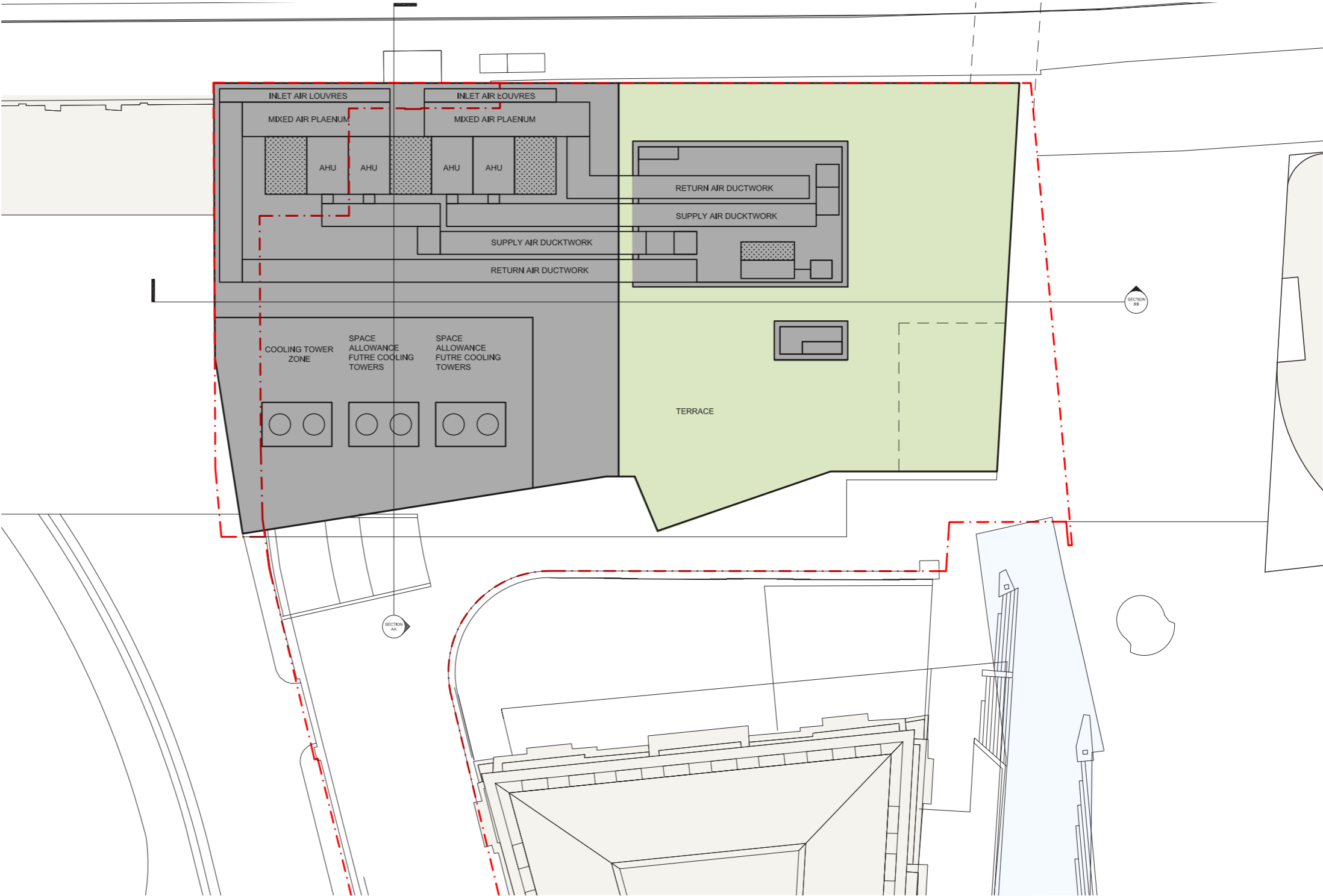
1:400 @ A3



APPENDIX A - URBAN DESIGN PLANNING REPORT

6.0 REFERENCE DESIGN

ROOF PLANT PLAN
A high rise plant level occupies some of the roof space along split level condition with a terrace space to support a roof garden area.



1:400 @ A3



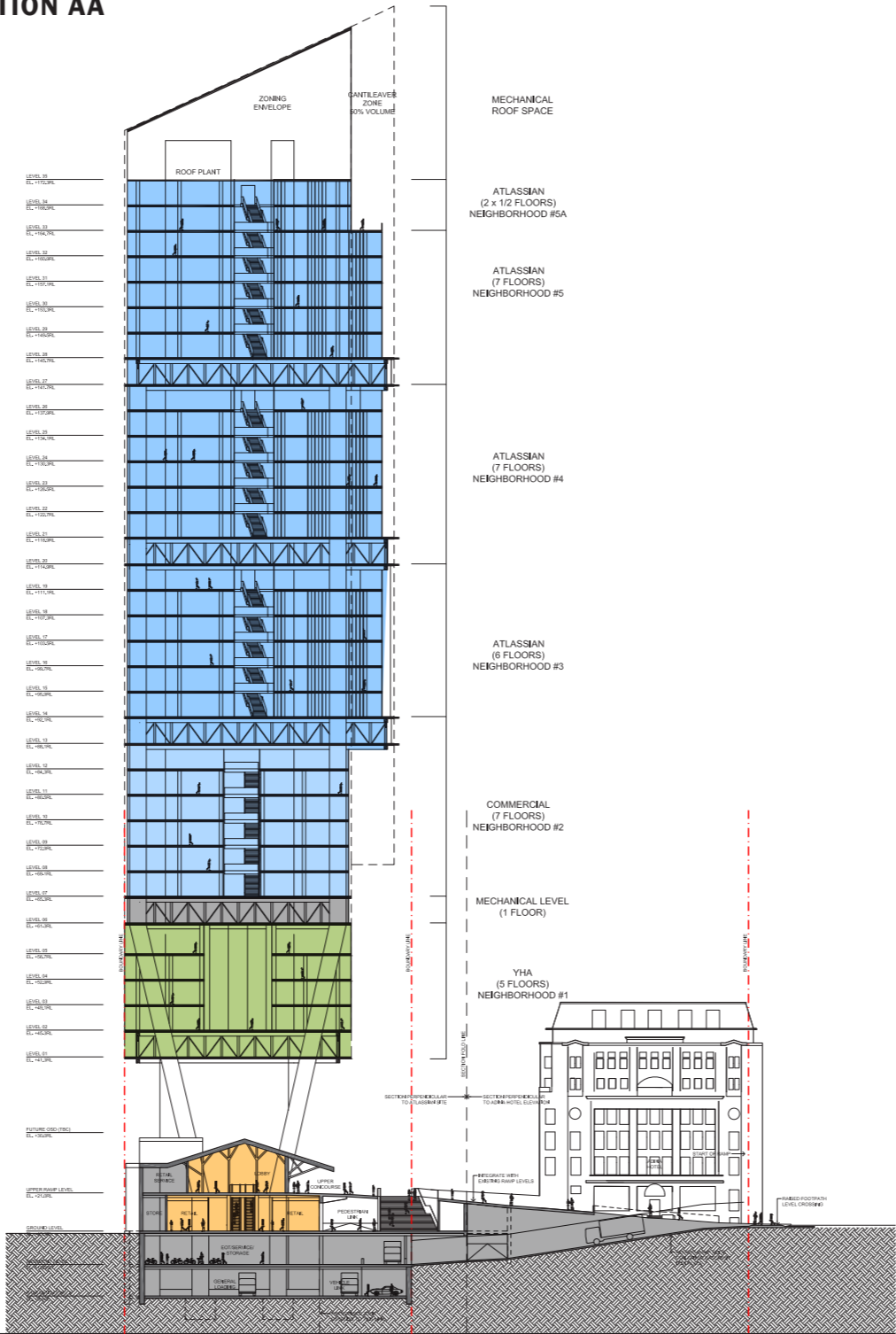
APPENDIX A - URBAN DESIGN PLANNING REPORT

6.0 REFERENCE DESIGN

SECTIONS

The indicative reference design sections illustrates the Inwards Parcels Shed lobby fronting Upper Carriage Lane on the upper ground level. The lower ground provides pedestrian movement at the street level with retail activation and access to this upper level. An elevated tower comprised of YHA Hotel and Atlassian / Tech startup workplace sits above the integrated public domain zone.

SECTION AA



APPENDIX A - URBAN DESIGN PLANNING REPORT

6.0 REFERENCE DESIGN

REFERENCE DESIGN AREA SCHEDULE

The reference design demonstrates that an FSR of 20:1 is achievable within the proposed envelope controls. This schedule is illustrative of one potential stacking arrangement of the proposed hostel, Atlassian/Tech Commercial workplace within the proposed envelope.

Areas are estimates and do not reflect final lift, services or structural requirements.

Number of levels may vary with further services/structural coordination and envelope refinement.



Development Summary

1	Roof Garden	Development Total GFA	69,758 m²
1	Roof Plant		
21	High Rise	Development FSR	20:1
6	Low Rise		
1	Low Rise Plant	Total Commercial NLA	52,642 m²
5	Hostel	Total Development NLA	60,085 m²
	Void		
1	Upper Ground	Total Commercial Levels	28
1	Lower Ground		
2	Basement		
39	Levels		

Floor Level	AHD RL	FLR / FLR	Description	Use	Tenant	GBA	GFA	NLA
L35	AHD + 172.3m	3.8m	1/2 Floor MEP Plant	Services	Plant	1,444 m²	NA	NA
L34	AHD + 168.5m	3.8m	1/2 Tower Floor	Business	Atlassian + Terrace	2,299 m²	1,170 m²	1,101 m²
L33	AHD + 164.7m	3.8m	1/2 Tower Floor/MEP	Business/Services	Atlassian + Plant	2,299 m²	1,170 m²	1,101 m²
L32	AHD + 160.9m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L31	AHD + 157.1m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L30	AHD + 153.3m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L29	AHD + 149.5m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L28	AHD + 145.7m	3.8m	Tower Floor	Business	Atlassian	2,704 m²	2,353 m²	2,065 m²
L27	AHD + 141.7m	4.0m	Tower Floor	Business	Atlassian	2,704 m²	2,499 m²	2,235 m²
L26	AHD + 137.9m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L25	AHD + 134.1m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L24	AHD + 130.3m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L23	AHD + 126.5m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L22	AHD + 122.7m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L21	AHD + 118.9m	3.8m	Tower Floor	Business	Atlassian	2,704 m²	2,353 m²	2,065 m²
L20	AHD + 114.9m	4.0m	Tower Floor	Business	Atlassian	2,704 m²	2,499 m²	2,235 m²
L19	AHD + 111.1m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L18	AHD + 107.3m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L17	AHD + 103.5m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L16	AHD + 99.7m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L15	AHD + 95.9m	3.8m	Tower Floor	Business	Atlassian	2,299 m²	2,178 m²	1,929 m²
L14	AHD + 92.1m	3.8m	Tower Floor	Business	Atlassian	2,704 m²	2,353 m²	2,065 m²
L13	AHD + 88.1m	4.0m	Tower Floor	Business	Atlassian	2,704 m²	2,499 m²	2,235 m²
L12	AHD + 84.3m	3.8m	Tower Floor	Business	Commercial	2,083 m²	2,031 m²	1,714 m²
L11	AHD + 80.5m	3.8m	Tower Floor	Business	Commercial	2,083 m²	2,031 m²	1,714 m²
L10	AHD + 76.7m	3.8m	Tower Floor	Business	Commercial	2,083 m²	2,031 m²	1,714 m²
L09	AHD + 72.9m	3.8m	Tower Floor	Business	Commercial	2,083 m²	2,031 m²	1,714 m²
L08	AHD + 69.1m	3.8m	Tower Floor	Business	Commercial	2,083 m²	2,031 m²	1,714 m²
L07	AHD + 65.3m	3.8m	Tower Floor	Business	Commercial	2,342 m²	2,131 m²	1,964 m²
L06	AHD + 61.3m	4.0m	MEP Plant	Services	NA	2,428 m²	NA	NA
L05	AHD + 56.7m	3.8m	Tower Floor	Hospitality	YHA	2,053 m²	1,520 m²	1,308 m²
L04	AHD + 52.9m	3.8m	Tower Floor	Hospitality	YHA	2,053 m²	1,520 m²	1,356 m²
L03	AHD + 49.1m	3.8m	Tower Floor	Hospitality	YHA	2,053 m²	1,520 m²	1,356 m²
L02	AHD + 45.3m	3.8m	Tower Floor	Hospitality	YHA	2,249 m²	1,520 m²	1,356 m²
L01	AHD + 41.3m	4.0m	Tower Floor	Hospitality	YHA	2,090 m²	1,491 m²	1,325 m²
N/A	AHD + 29.2m	13.8m	Station Over Deck	NA	NA			
UPR	AHD + 21.0m	7.9m	Upper Ramp	Lobby	Atlassian/Comercial/YHA	1,552 m²	1,183 m²	80 m²
GR	AHD + 16.0m	5.0m	Ambulance Way Grade	Lobby & Retail	Public + Lobby Access	1,692 m²	1,330 m²	662 m²
B	AHD + 11.5m	4.5m	Basement	Service	NA	2,571 m²	0 m²	0 m²
LB	AHD + 5.9m	4.5m	Lower Basment	Service	NA	2,426 m²	0 m²	0 m²
					TOTALS	88,376 m²	69,758 m²	60,085 m²
					Site Area	3487	FSR 20:1	

APPENDIX A - URBAN DESIGN PLANNING REPORT

6.0 REFERENCE DESIGN

PRECEDENTS

