

# **BLOCK A DRAFT DESIGN GUIDELINE**

**8-10 LEE STREET,  
HAYMARKET**

**URBIS**

DRAFT

# THE PURPOSE OF THE DRAFT DEVELOPMENT CONTROL PLAN

The purpose of this Development Control Plan (DCP) is to amend *Sydney Development Control Plan 2012*, which was adopted by Council on 14 May 2012 and came into effect on 14 December 2012.

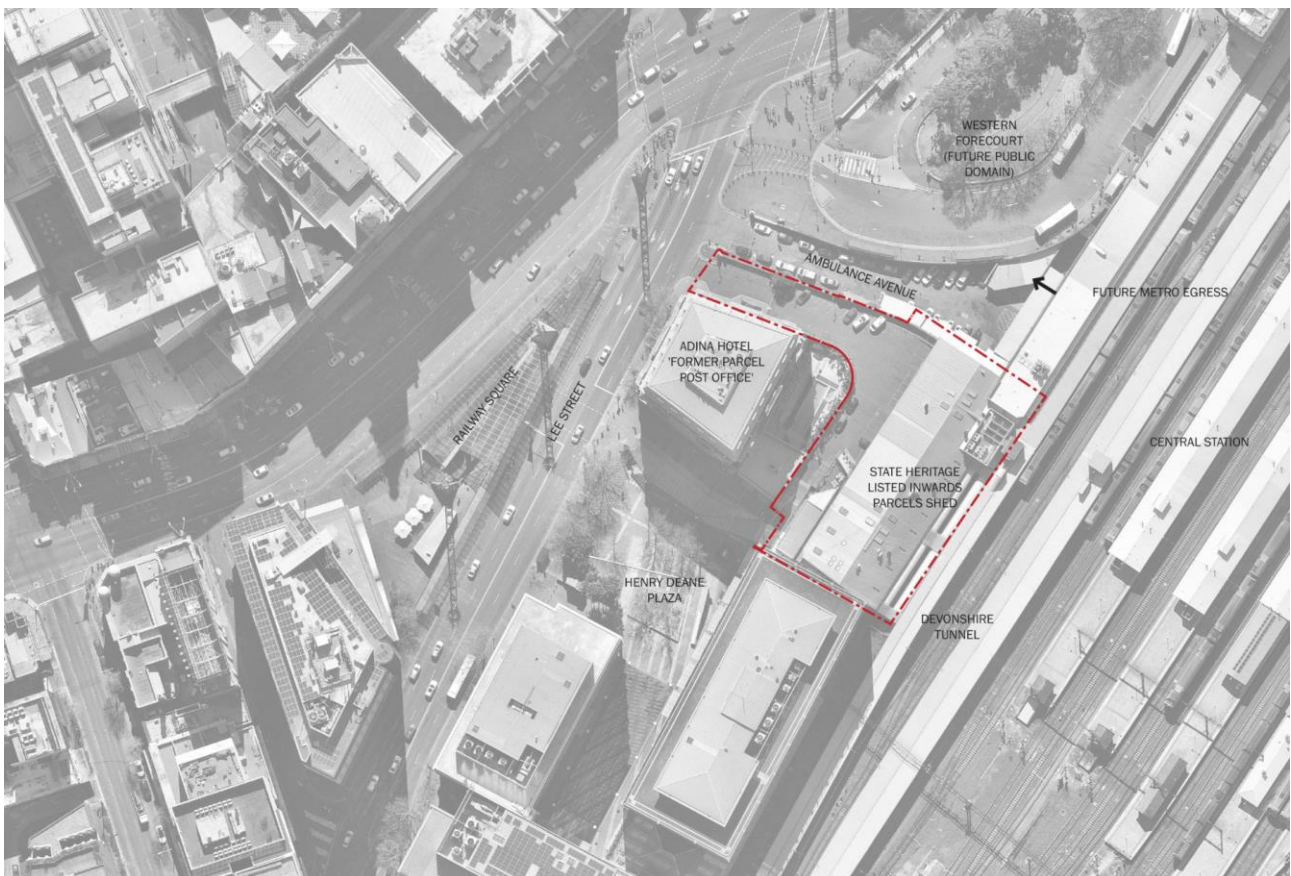
The provisions guide future development of land known as 8-10 Lee Street, Haymarket.

## CITATION

This amendment may be referred to as *Sydney Development Control Plan 2012 – 8-10 Lee Street, Haymarket*.

## LAND COVERED BY THIS PLAN

This plan applies to the land identified as 8-10 Lee Street (also known as **Block A** in the Western Gateway Precinct), Haymarket as shown in the image below.



## RELATIONSHIP OF THIS PLAN TO SYDNEY DEVELOPMENT — —CONTROL PLAN 2012

This plan amends the *Sydney Development Control Plan 2012* in the manner set out in **Schedule 1** below.

## **SCHEDULE 1 – AMENDMENT TO SYDNEY DEVELOPMENT CONTROL PLAN 2012**

The following objectives and provisions apply to 8-10 Lee Street, Haymarket – as shown in Figure 6.1 Specific Sites map, where the provisions of the *Sydney Local Environmental Plan 2012 – 8-10 Lee Street, Haymarket* are implemented.

All other relevant provisions of this DCP apply. The provisions of this section prevail in the event of any inconsistency.

### **Objectives**

- (a) To create a high quality, commercial office building to anchor and grow a globally competitive technology and innovation precinct at Central Station, and provide for enhanced tourist and visitor accommodation on the site.
- (b) To create a high quality urban outcome by:
  - a. Providing for very high quality adaptive re-use and additions to the Former Inward Parcels Shed.
  - b. Respecting the significant heritage buildings with the surrounding context at Central Station.
  - c. Achieving unity in design through maintaining sufficient height between the heritage item and any new tower additions above.
  - d. Maintaining daylight and sunlight in streets, lanes and public spaces
  - e. Managing the wind impacts of development in public spaces so that they are safe and comfortable for people
  - f. Providing opportunities for through-site links and better pedestrian connectivity through the site to the Central Station precinct.
- (c) To define a building massing envelope which will provide sufficient flexibility within its volume for a building to achieve design excellence;
- (d) To ensure that development exhibits design excellence and a high level of sustainability and environmental performance

### **Provisions**

#### **Tower Height & Setbacks**

- (1) Provide front, side and rear setbacks in accordance with the building envelope drawings provided at **Figures 1-3** below.
- (2) The proposed tower envelope should be sited appropriately above the Former Inward Parcels Shed (approximately RL41) in accordance with **Figure 3** to provide appropriate spatial separation.
- (3) The tower form should follow the proposed solar access planes indicated in **Figure 3** and should be inclusive of all lifts, plant and servicing.

Figure 1 – Low Rise Tower Setbacks

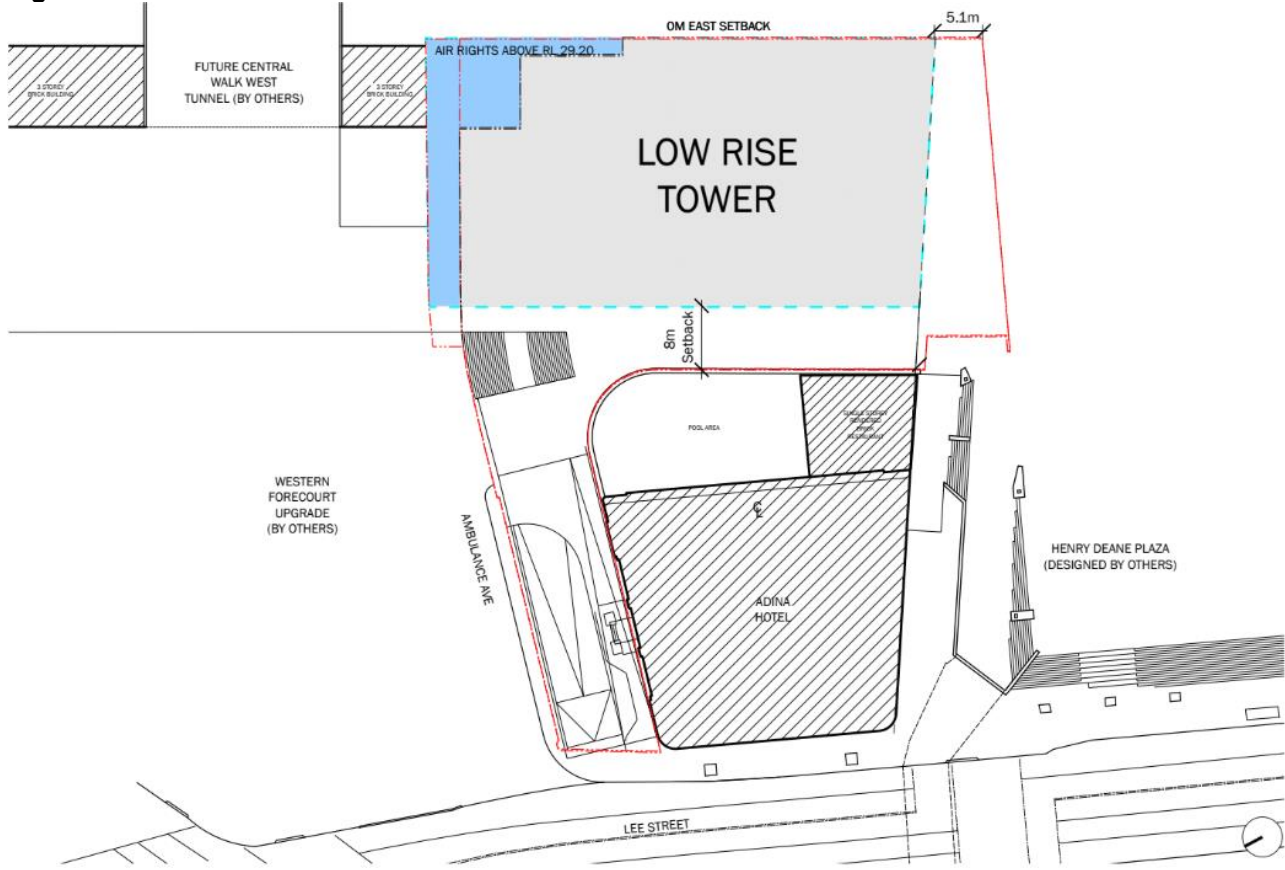


Figure 2 – High Rise Tower Setbacks

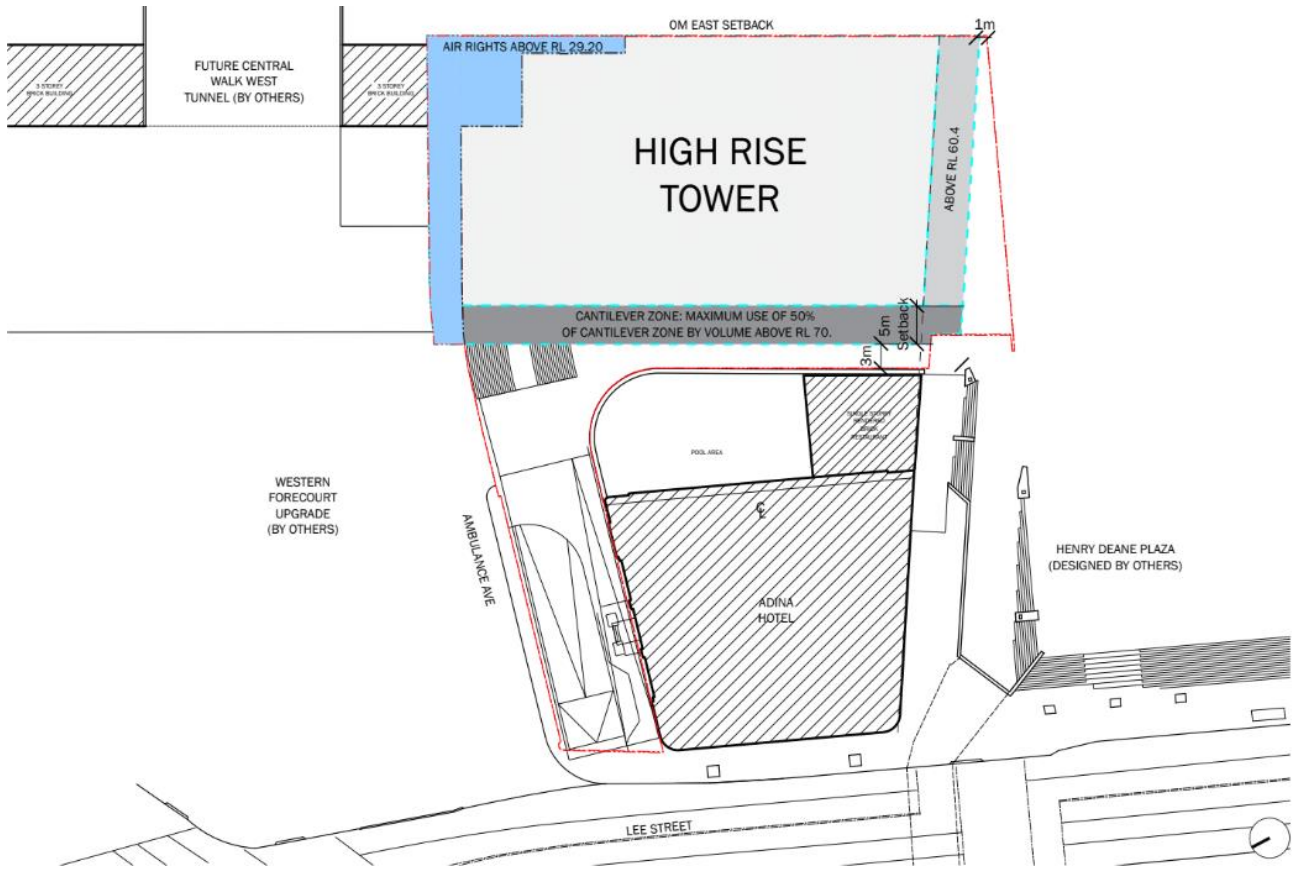
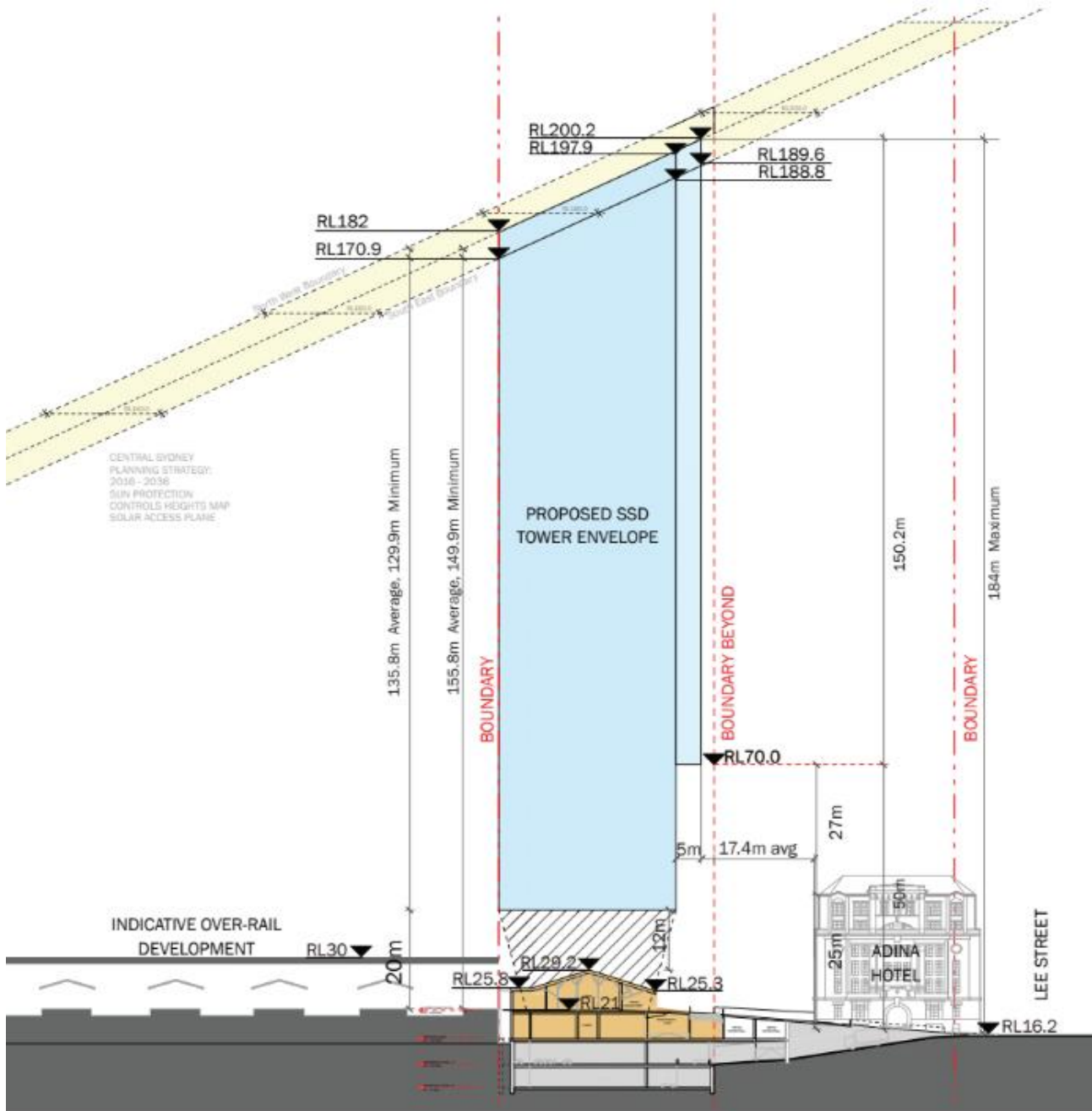


Figure 3. Building Envelope



## Heritage

- (1) New development should preserve views of the Former Parcel Shed from the north, along with an understanding of the interrelation of the Shed with the Central Station buildings and the Parcels Post Office.
- (2) Sufficient height between the roof of the Former Parcel Shed and the underside of any office tower should be provided to maintain a visual separation between the tower and the shed. Refer to Figure 3 above.
- (3) An understanding of the simple form of the Former Parcel Shed is maintained.
- (4) The use of corrugated iron as the cladding for that simple form is maintained.
- (5) An understanding of the bolted timber post and truss system is maintained.
- (6) An understanding of the below-ground system of access tunnels is maintained.
- (7) Maintain prominent 3/4 view & relationship between the Parcels Shed, Post Office, and Central Station.
- (8) Offer clear public access from Railway Square and Metro Egress to the future Over-rail Concourse.
- (9) Maintain and restore the integrity of the interior of the Parcels Shed and loading dock overhang.
- (10) Confine the lift and stair core to the area least visible from the Western Concourse.

## Managing Wind Impacts

- (1) A quantitative wind effects report is to be submitted with a development application.
- (2) Development must not cause a wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking
- (3) Development must not worsen, by increasing spatial extent and/or frequency and/or speed, an existing wind speed that exceeds the Wind Safety Standard and the Wind Comfort Standard for Walking.
- (4) Development must take all reasonable steps to create a comfortable wind environment that is consistent with the Wind Comfort Standards for Sitting and Standing.

## Design Excellence

- (1) An invited architectural design competition is to be undertaken generally accordance with clause 6.21 of *Sydney Local Environmental Plan 2012* and the *City of Sydney Competitive Design Policy*, for the entire site.
- (2) The design competition brief and competition process should be overseen and endorsed by the NSW Office of the Government Architect, with appropriate and reasonable flexibility where possible to ensure that the outcome is highly responsive to the technology firms who will be accommodated within the building and precinct.
- (3) No additional 'bonus' height or floor space offered in Clause 6.21(7) of Sydney LEP 2012 is available on the site.



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