

**6.0**

# Envelope Drawings

15-23 Hunter Street and  
105-107 Pitt Street Sydney



# Proposed Envelope

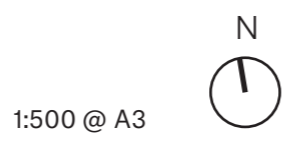
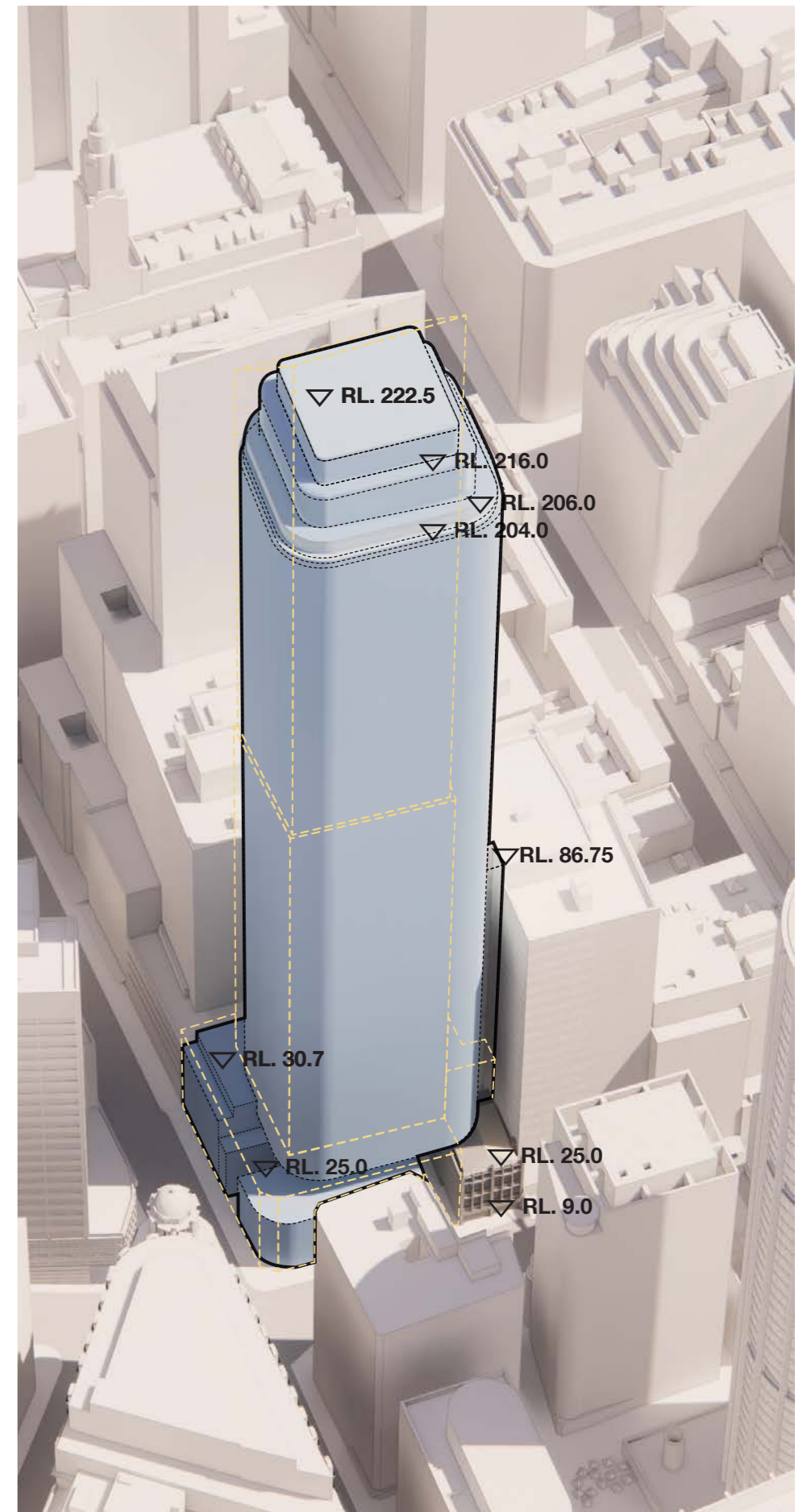
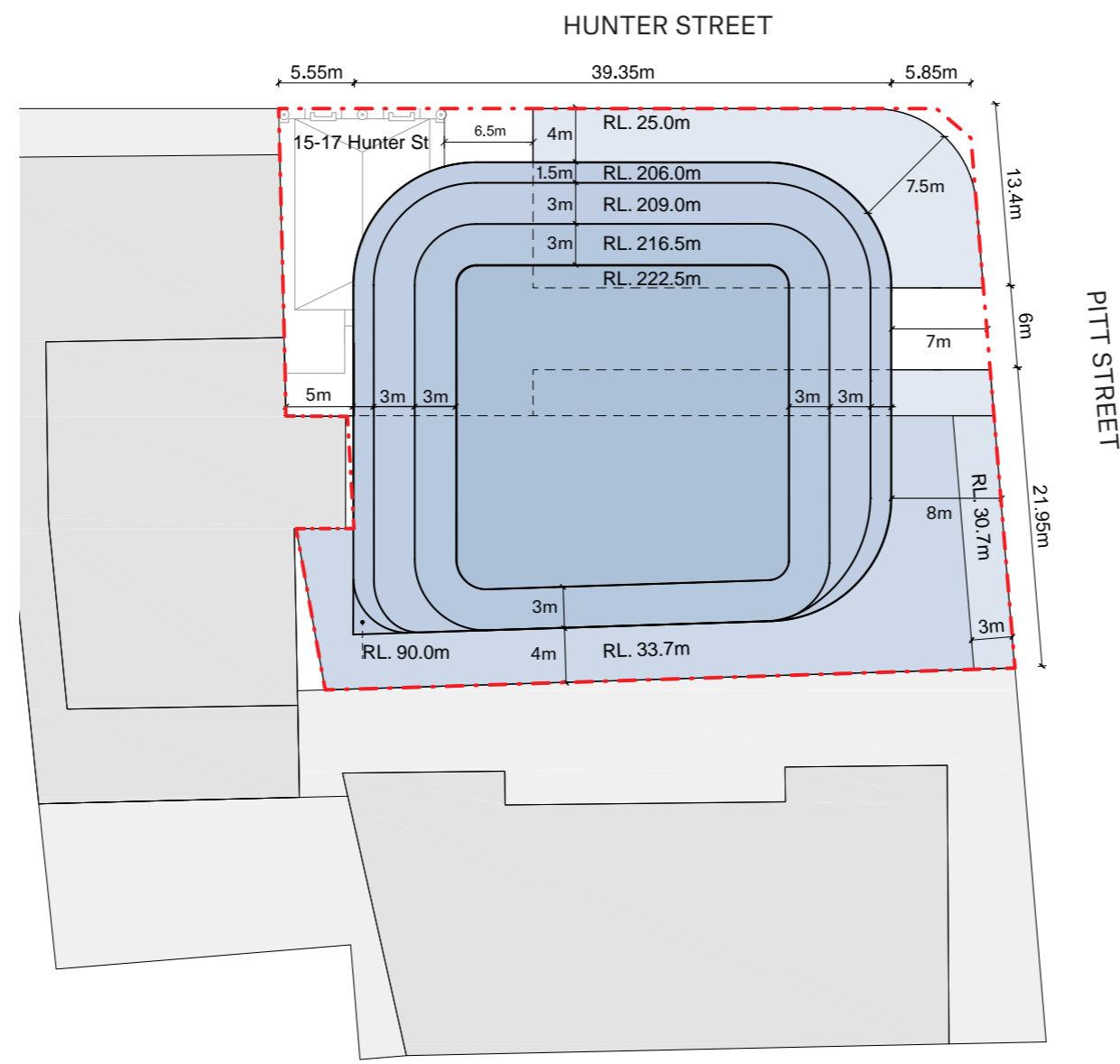
--- Schedule 11 envelope  
dashed shown in yellow

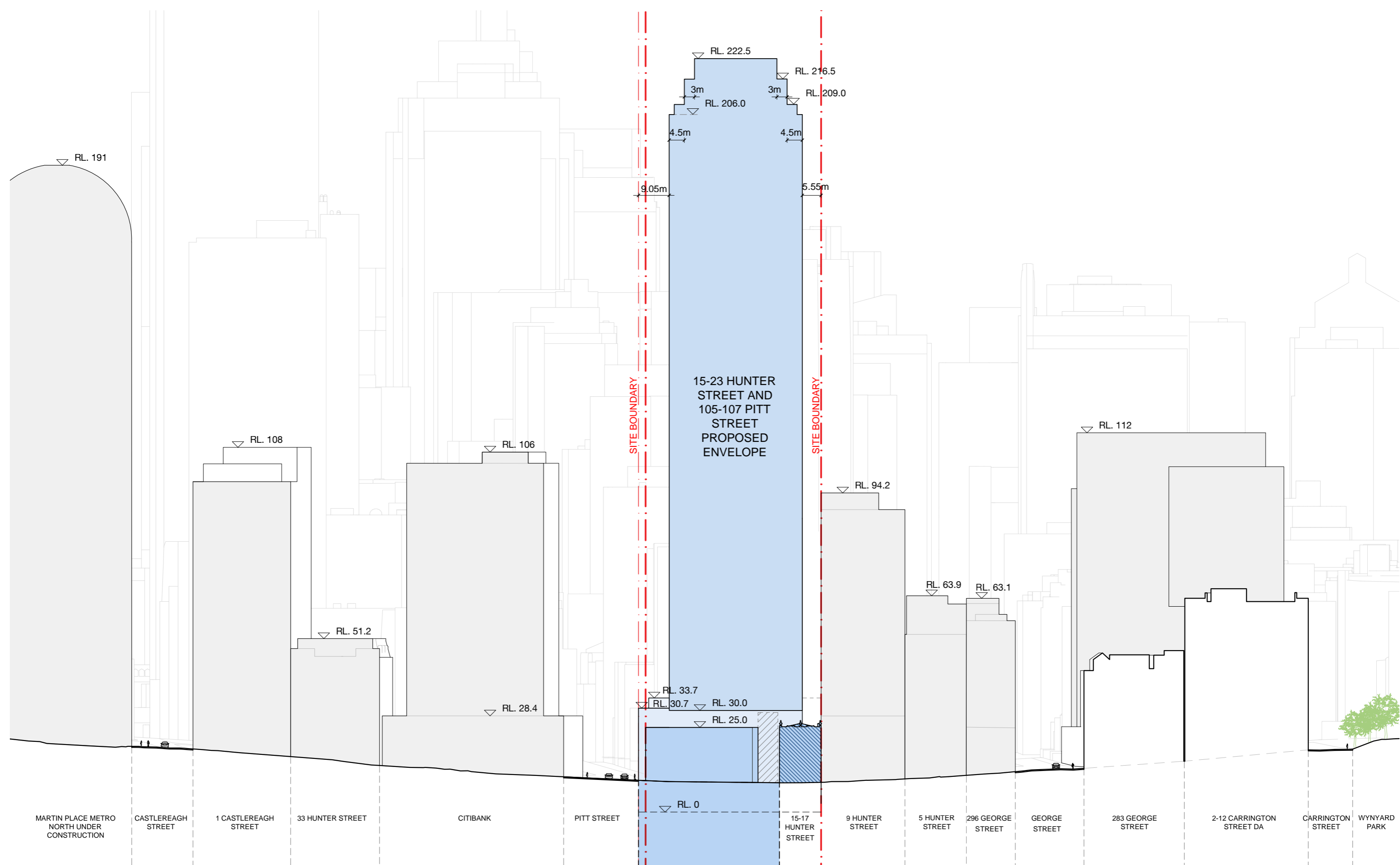
Podium Height: 16m - 25m  
 Tower Height: 213.5m  
 Max RL: 222.5m

TOWER SETBACKS:  
 7.5m average  
 Pitt Street 4m  
 Hunter Street 5.5m max.  
 Western Boundary 4m  
 Southern Boundary

SKY VIEW FACTOR: **14.608%**  
 at 150m extents

This is an improvement of **0.004%** compared to the Schedule 11 Base Case Envelope at 150m extents with the existing 15-17 Hunter Street building considered as heritage listed.





15-23 HUNTER STREET AND 105-107 PITT STREET PROPOSED ENVELOPE

SITE BOUNDARY

SITE BOUNDARY

- LEGEND:
- - - SITE BOUNDARY
  - PROPOSED ENVELOPE - ELEVATION
  - PROPOSED ENVELOPE - SECTION
  - EXISTING 15-17 HUNTER STREET BUILDING
  - PROPOSED ENVELOPE - EASEMENT
  - PROPOSED ENVELOPE - STRUCTURE ONLY
  - ZONE OF PUNCHED OPENINGS FOR PEDESTRIAN MOVEMENT TO POTENTIAL METRO CONCOURSE



Revision	Date	Description	Initial	Checked
E	22.05.2022	PLANNING PROPOSAL	DS	GL
D	18.03.2022	PLANNING PROPOSAL	DS	GL
C	18.02.2022	PLANNING PROPOSAL	DS	GL
B	28.10.2021	PLANNING PROPOSAL	SH	DS/GL
A	31.07.2020	INFORMAL LODGEMENT	EOS	DS/GL

**MILLIGAN GROUP**  
**15-23 Hunter & 105-107 Pitt Street**  
 Envelope North Elevation  
 Hunter Street Looking South

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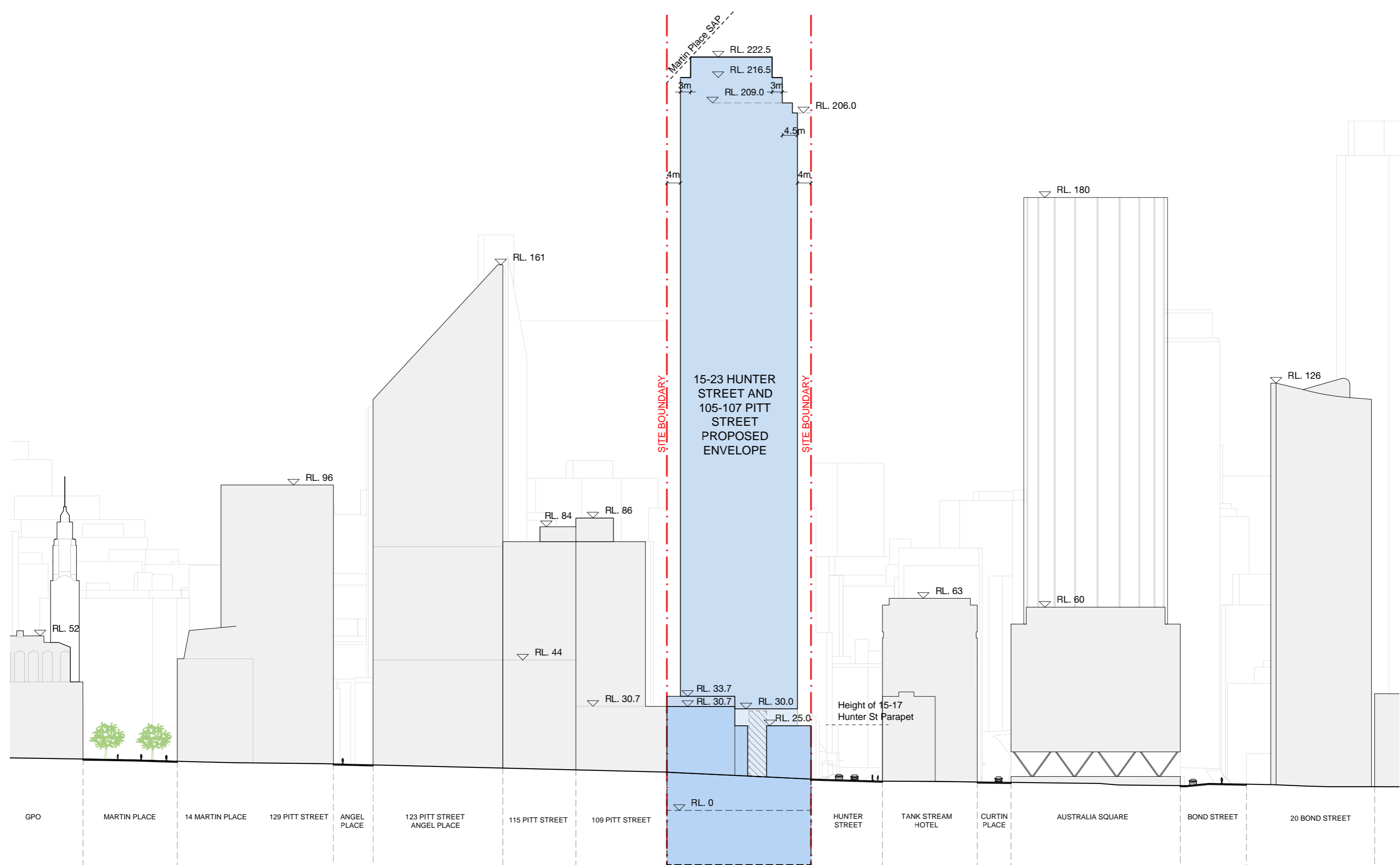
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Drawing No.	DA07.000	[Revision] E

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15-23 HUNTER STREET AND 105-107 PITT STREET PROPOSED ENVELOPE

SITE BOUNDARY

SITE BOUNDARY

Height of 15-17 Hunter St Parapet

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A	31.07.2020	INFORMAL LODGEMENT	EOS	DS/GL

**MILLIGAN GROUP**  
**15-23 Hunter & 105-107 Pitt Street**  
 Envelope East Elevation  
 Pitt Street Looking West

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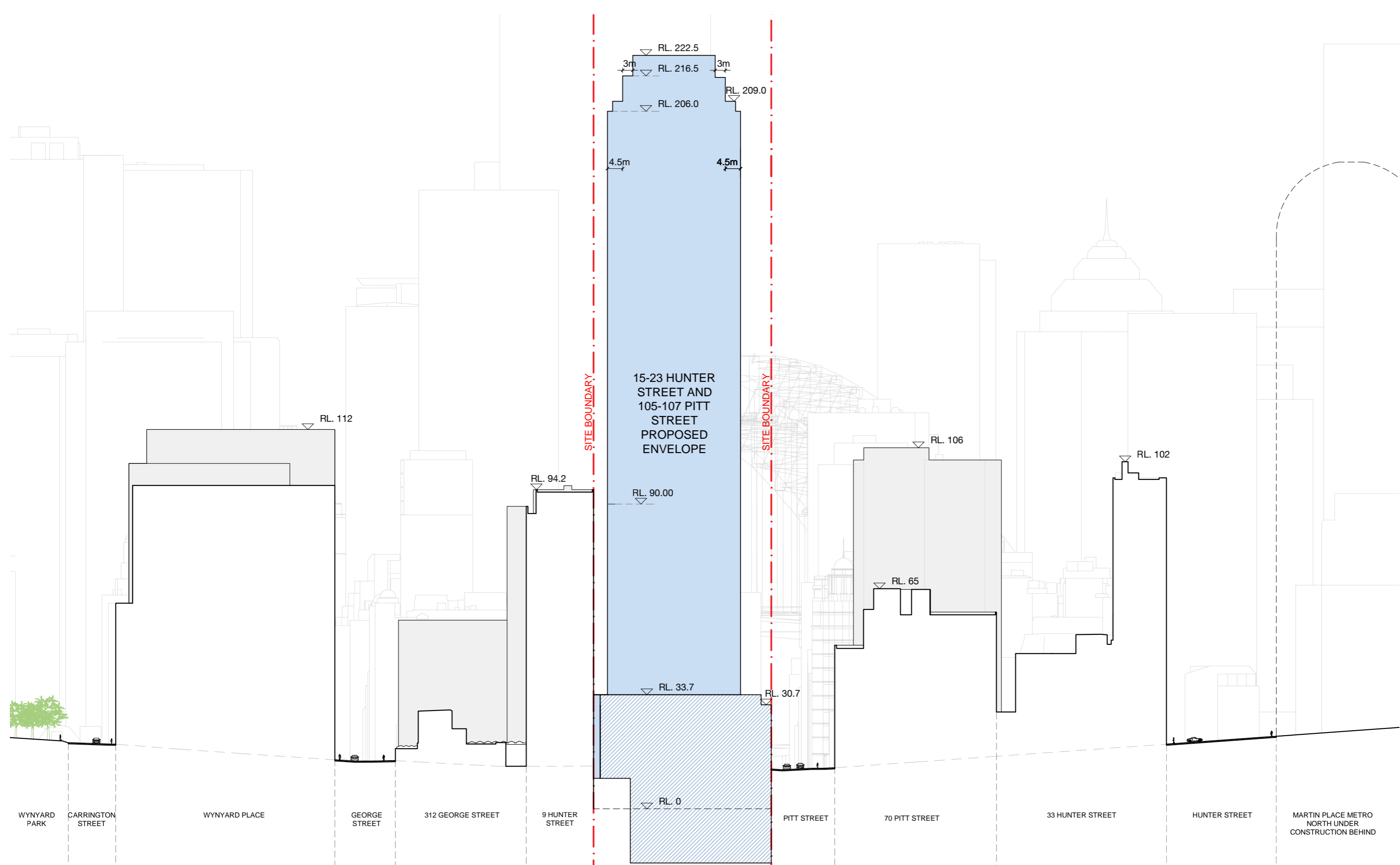
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**MILLIGAN GROUP**  
**15-23 Hunter & 105-107 Pitt Street**  
 Envelope Section AA  
 South Elevation (Looking North)

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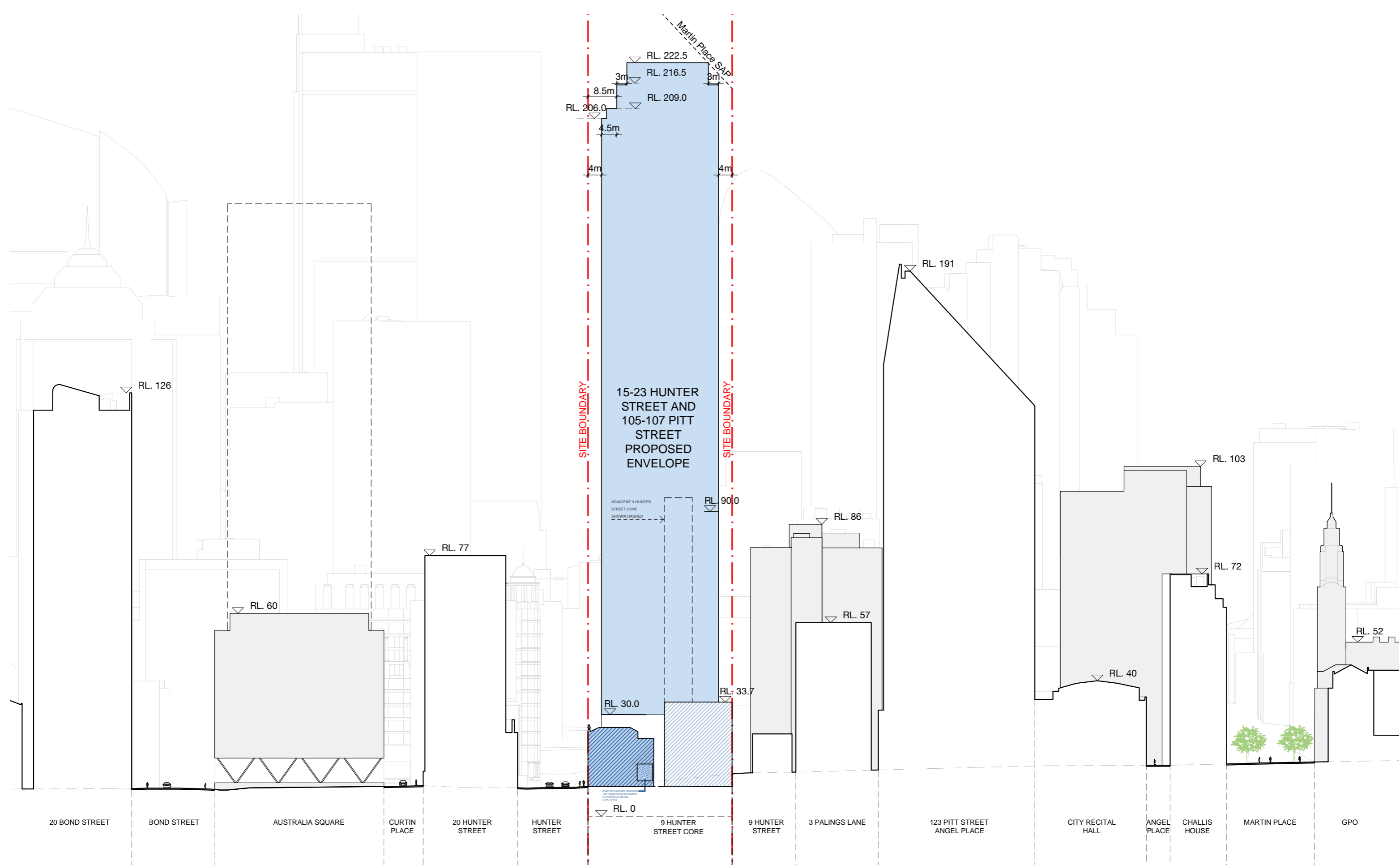
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**MILLIGAN GROUP**  
**15-23 Hunter & 105-107 Pitt Street**  
 Envelope Section BB  
 West Elevation (Looking East)

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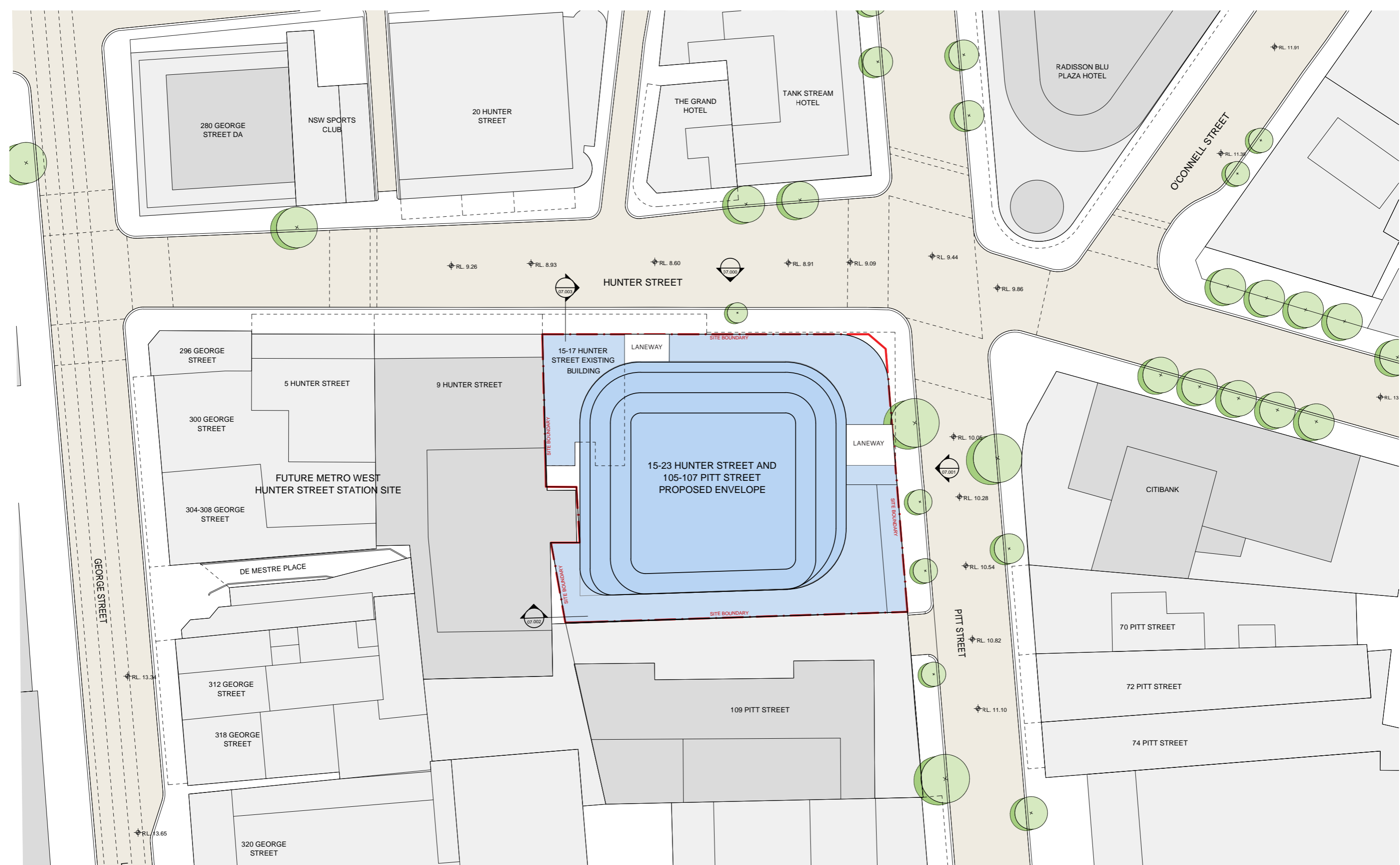
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[Revision]	E

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- LEGEND:
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  - PROPOSED ENVELOPE
  - ISOLATED STRUCTURE, BUILDING SERVICES ELEMENTS, AND MINOR EXTERIOR FAÇADE ELEMENTS PERMITTED WITHIN THIS ZONE.



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A	31.07.2020	INFORMAL LODGEMENT	EOS	DS/GL

**MILLIGAN GROUP**  
**15-23 Hunter & 105-107 Pitt Street**  
 Site Plan



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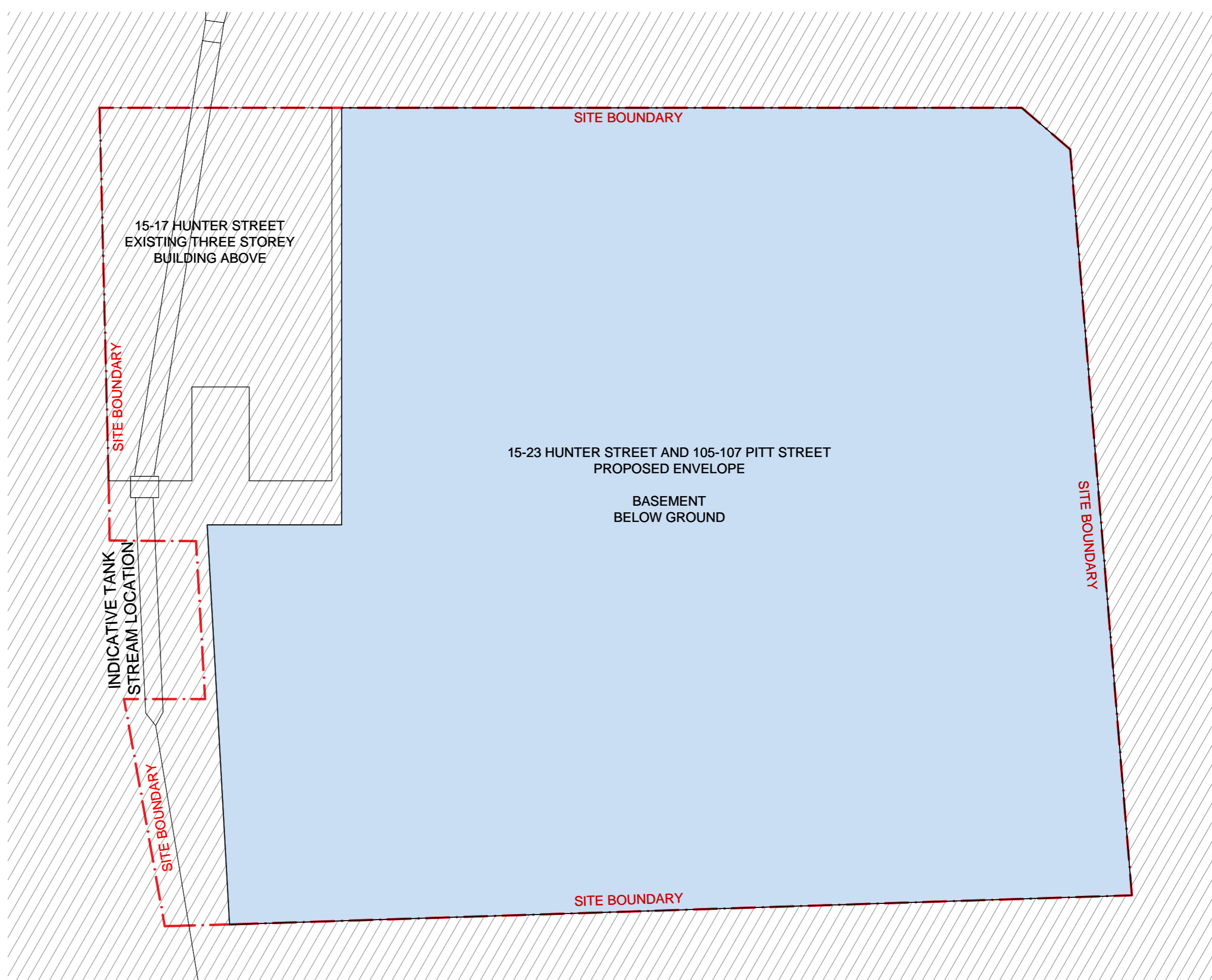
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**LEGEND:**

- SITE BOUNDARY
- PROPOSED ENVELOPE
- ISOLATED STRUCTURE, BUILDING SERVICES ELEMENTS, AND MINOR EXTERIOR FACADE ELEMENTS PERMITTED WITHIN THIS ZONE.
- LANEWAY EASEMENT



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**MILLIGAN GROUP**  
15-23 Hunter & 105-107 Pitt Street

Envelope Plan  
Basement Levels



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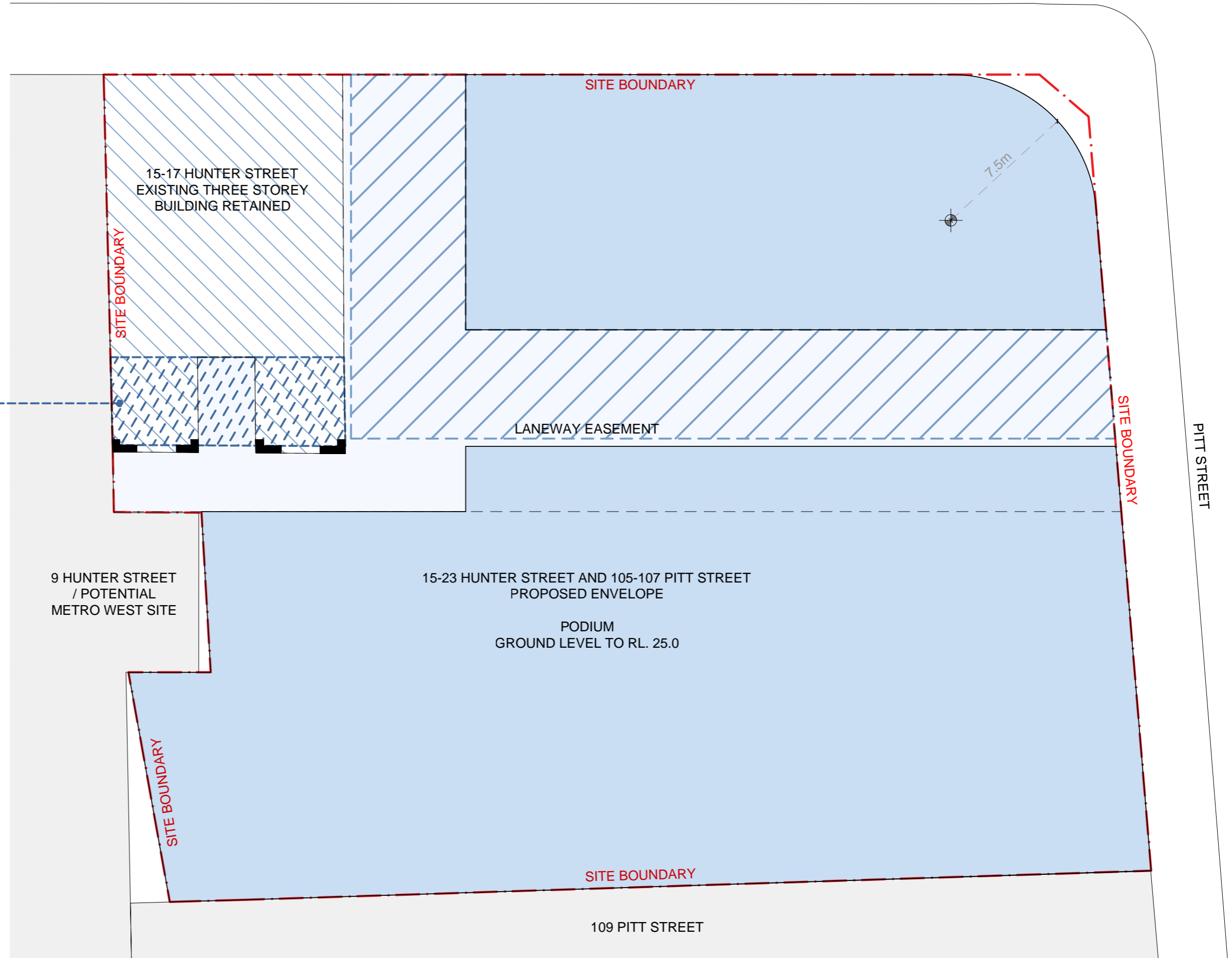
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ZONE OF PUNCHED OPENINGS FOR PEDESTRIAN MOVEMENT TO POTENTIAL METRO CONCOURSE



PITT STREET

SITE BOUNDARY

SITE BOUNDARY

15-17 HUNTER STREET  
EXISTING THREE STOREY  
BUILDING RETAINED

7.5m

LANEWAY EASEMENT

SITE BOUNDARY

9 HUNTER STREET  
/ POTENTIAL  
METRO WEST SITE

15-23 HUNTER STREET AND 105-107 PITT STREET  
PROPOSED ENVELOPE

PODIUM  
GROUND LEVEL TO RL. 25.0

SITE BOUNDARY

SITE BOUNDARY

109 PITT STREET

- LEGEND:
- - - SITE BOUNDARY
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  - ISOLATED STRUCTURE, BUILDING SERVICES ELEMENTS, AND MINOR EXTERIOR FACADE ELEMENTS PERMITTED WITHIN THIS ZONE.



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**MILLIGAN GROUP**  
15-23 Hunter & 105-107 Pitt Street

Envelope Plan  
Podium Lower



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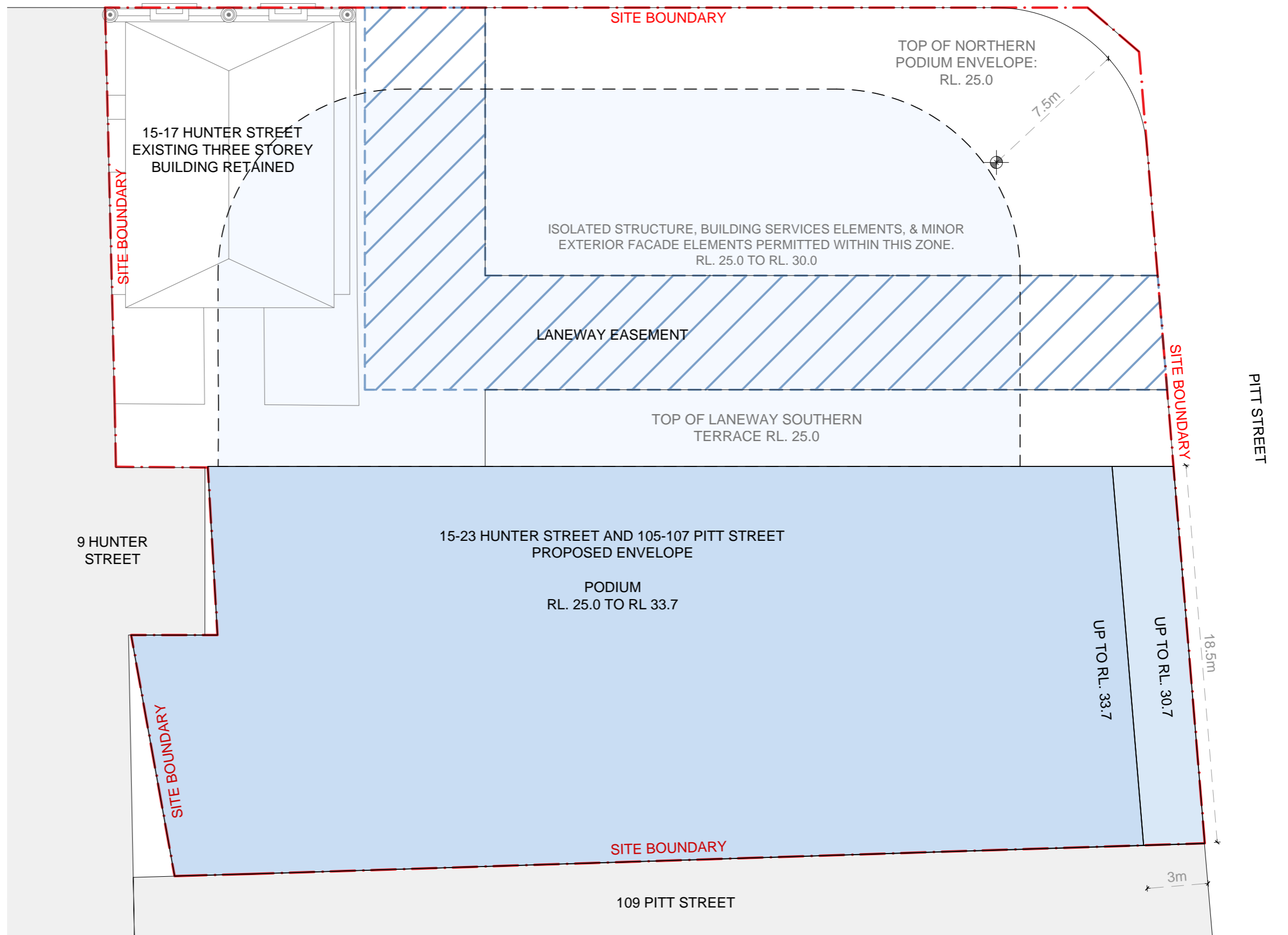
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HUNTER STREET



PITT STREET

9 HUNTER STREET

109 PITT STREET

LEGEND:

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**MILLIGAN GROUP**  
**15-23 Hunter & 105-107 Pitt Street**

Envelope Plan  
 Podium Upper



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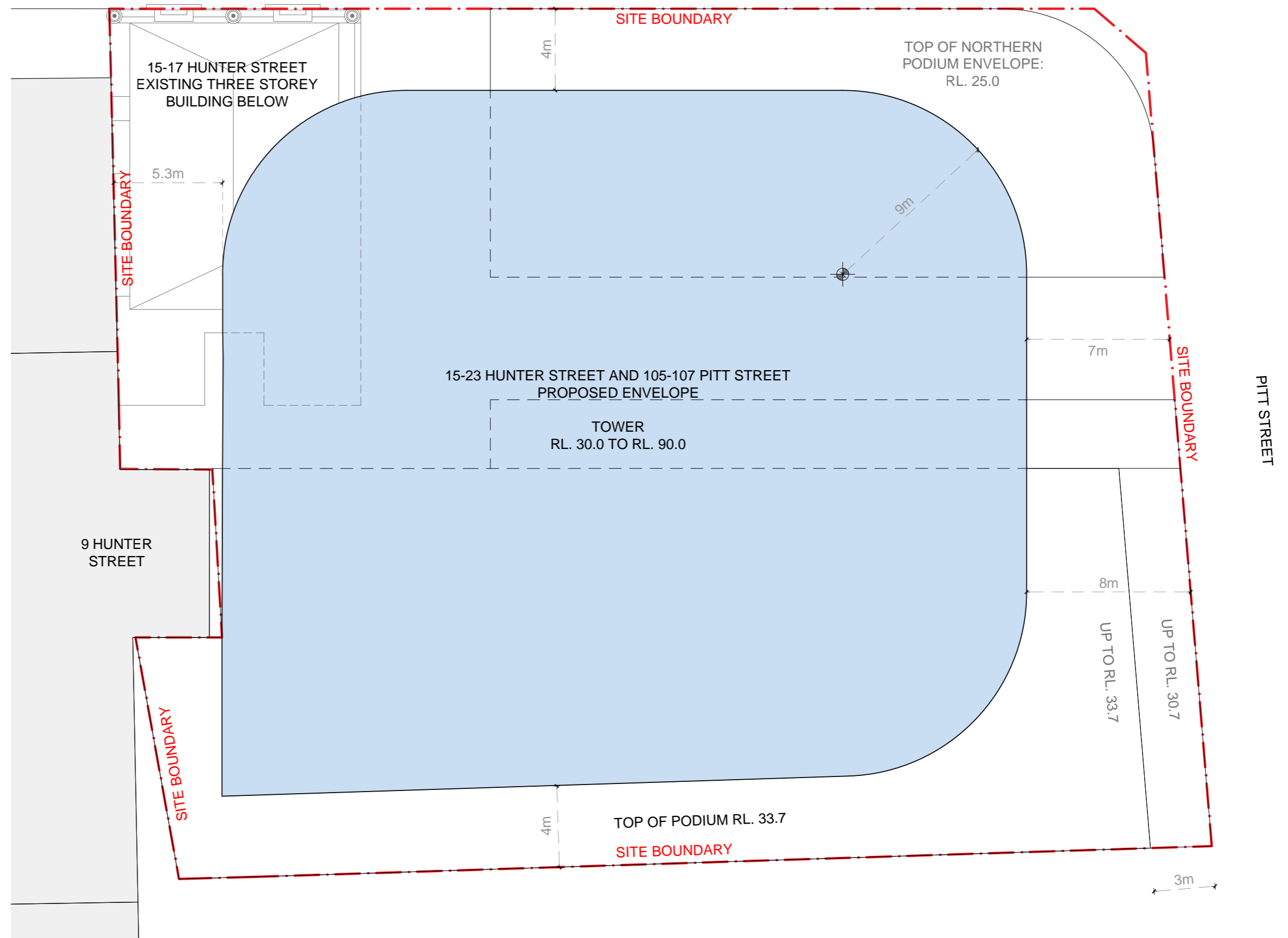
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**MILLIGAN**

**BATESSMART**



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**MILLIGAN GROUP**  
15-23 Hunter & 105-107 Pitt Street

Envelope Plan  
RL 30.0 to RL 90.0



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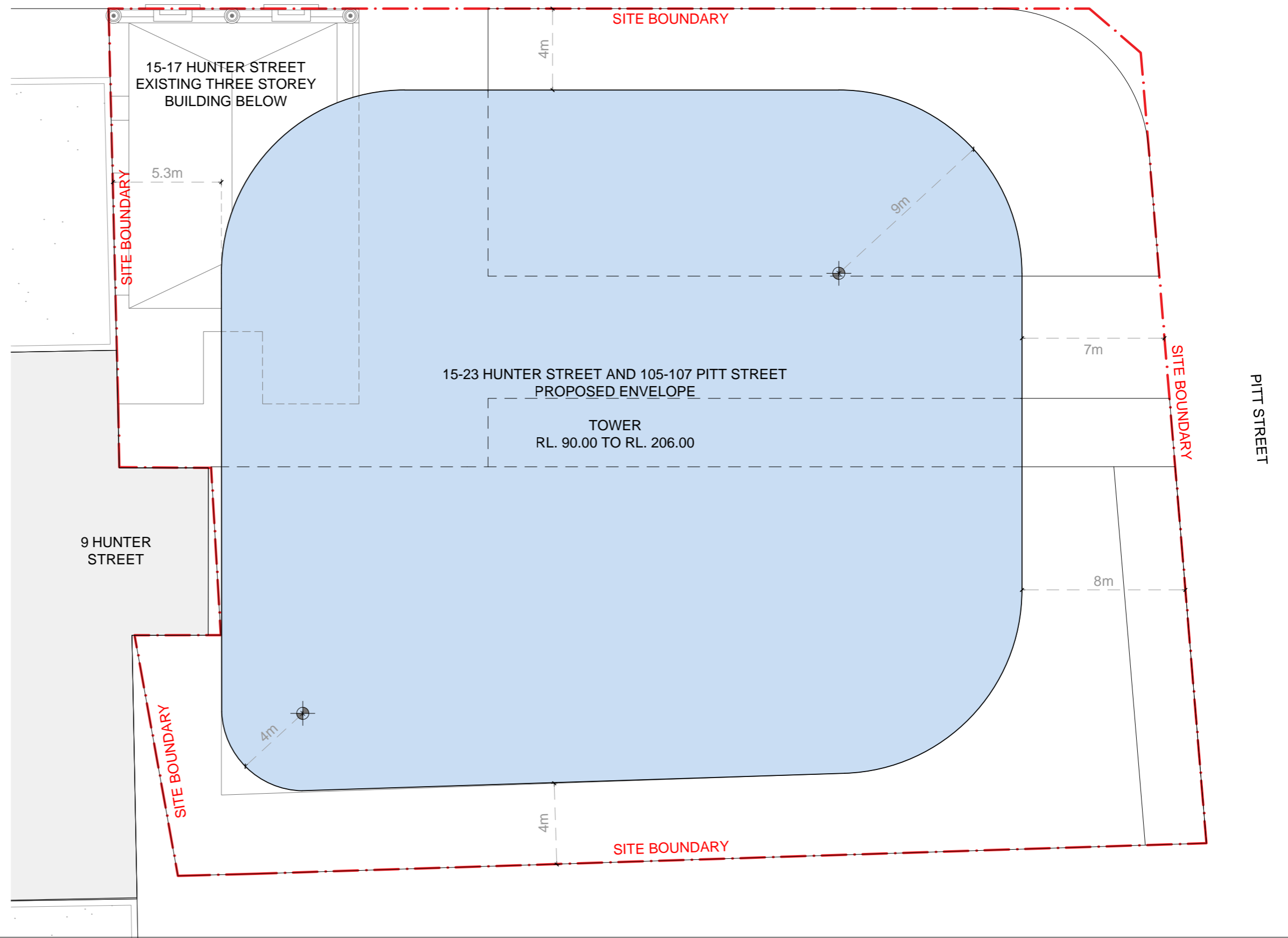
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Drawing No.	DA03.003	[Revision] E

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**MILLIGAN GROUP**  
**15-23 Hunter & 105-107 Pitt Street**  
 Envelope Plan  
 RL 90.0 to RL 206.0



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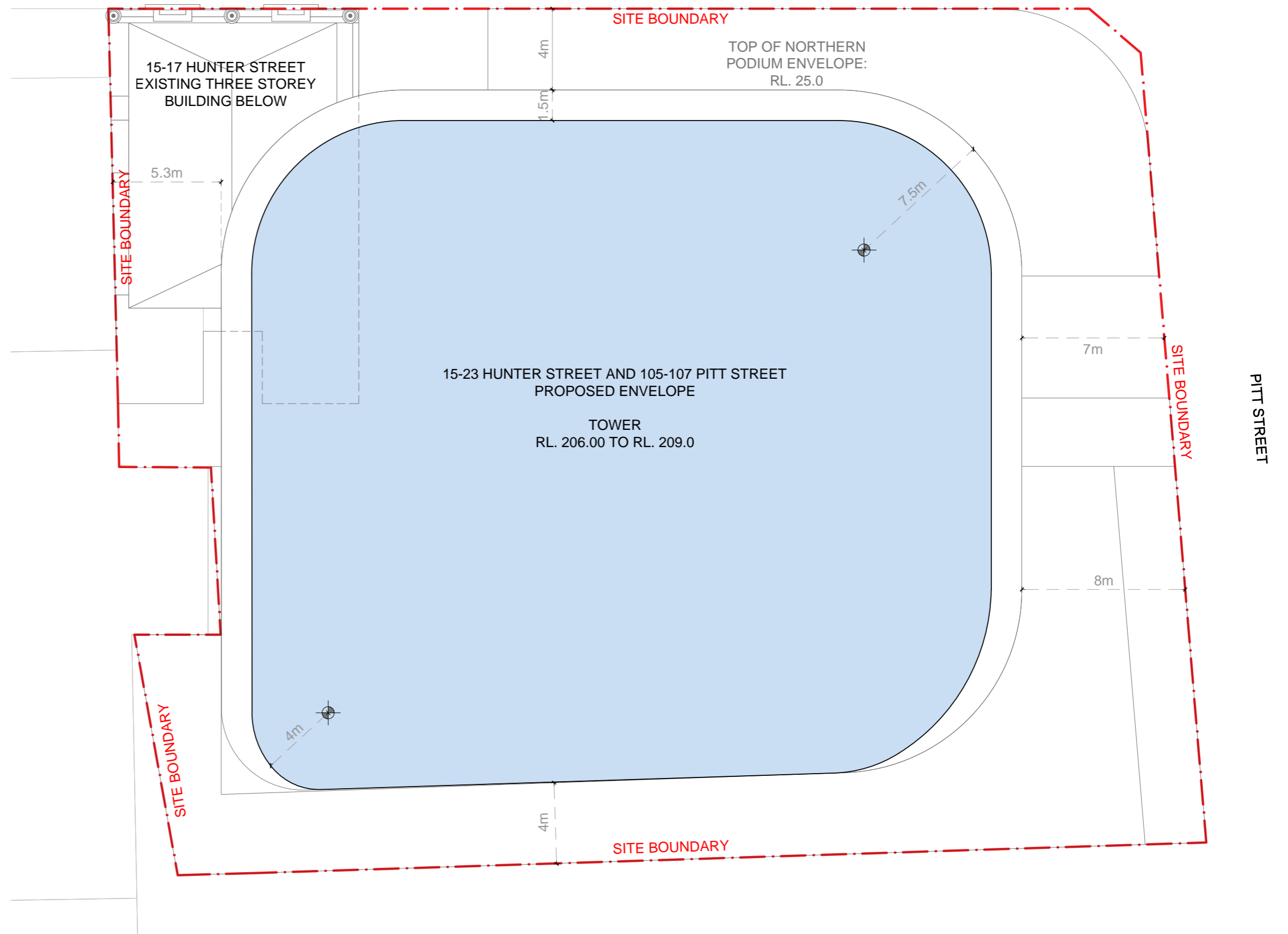
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PITT STREET

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 15-23 Hunter & 105-107 Pitt Street  
 Envelope Plan  
 RL 206.0 to RL 209.0



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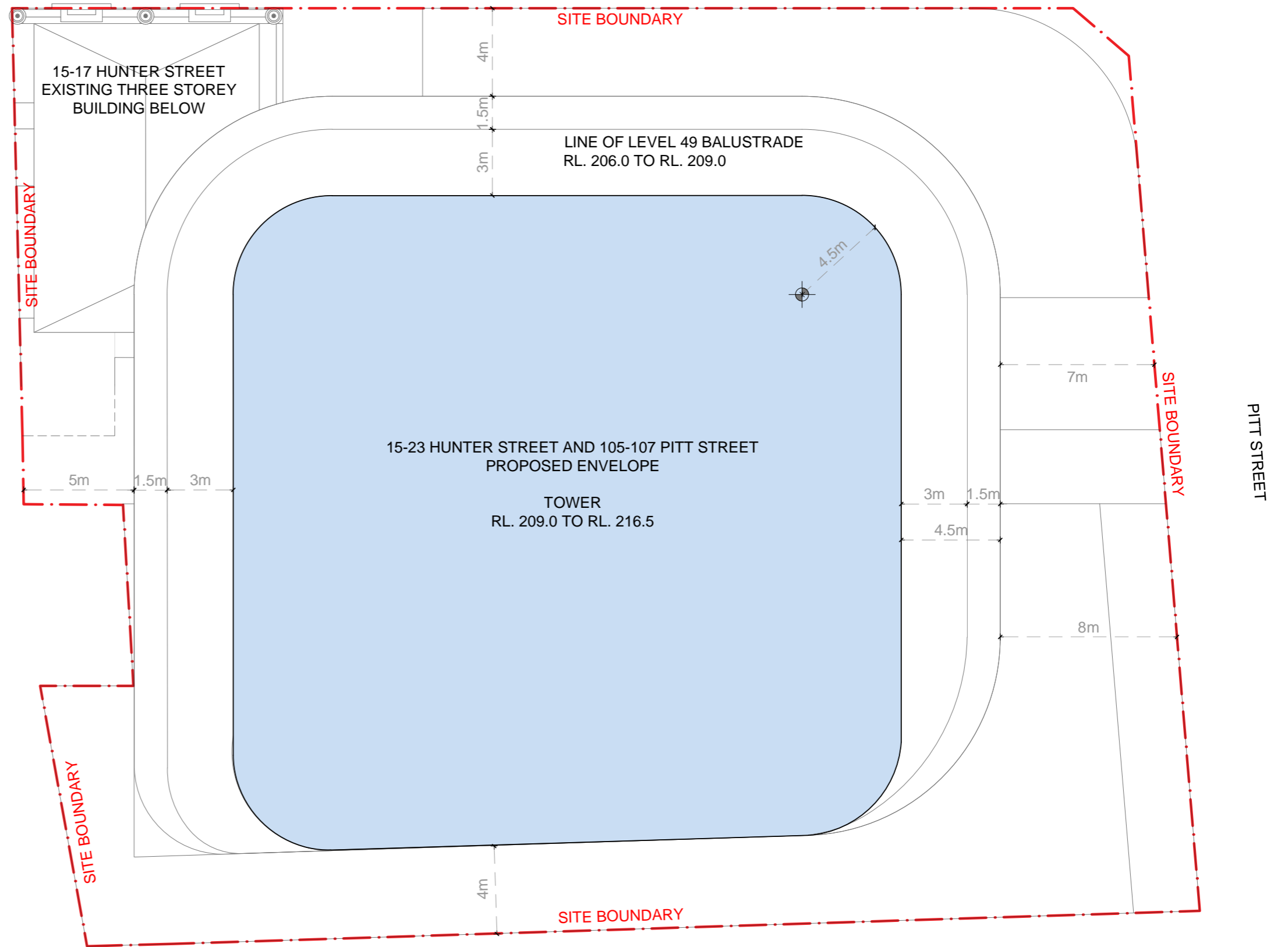
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Drawing No.	DA03.005
[Revision]	E

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PITT STREET

LEGEND:  
 - - - - SITE BOUNDARY  
 [Blue Box] PROPOSED ENVELOPE  
 [Dashed Box] ISOLATED STRUCTURE, BUILDING SERVICES ELEMENTS, AND MINOR EXTERIOR FACADE ELEMENTS PERMITTED WITHIN THIS ZONE.



Revision	Date	Description	Initial	Checked
E	22.05.2022	PLANNING PROPOSAL	DS	GL
D	18.03.2022	PLANNING PROPOSAL	DS	GL
C	18.02.2022	PLANNING PROPOSAL	DS	GL
B	28.10.2021	PLANNING PROPOSAL	SH	DS/GL
A	31.07.2020	INFORMAL LODGEMENT	EOS	DS/GL

**MILLIGAN GROUP**  
 15-23 Hunter & 105-107 Pitt Street  
 Envelope Plan  
 RL 209.0 to RL 216.5



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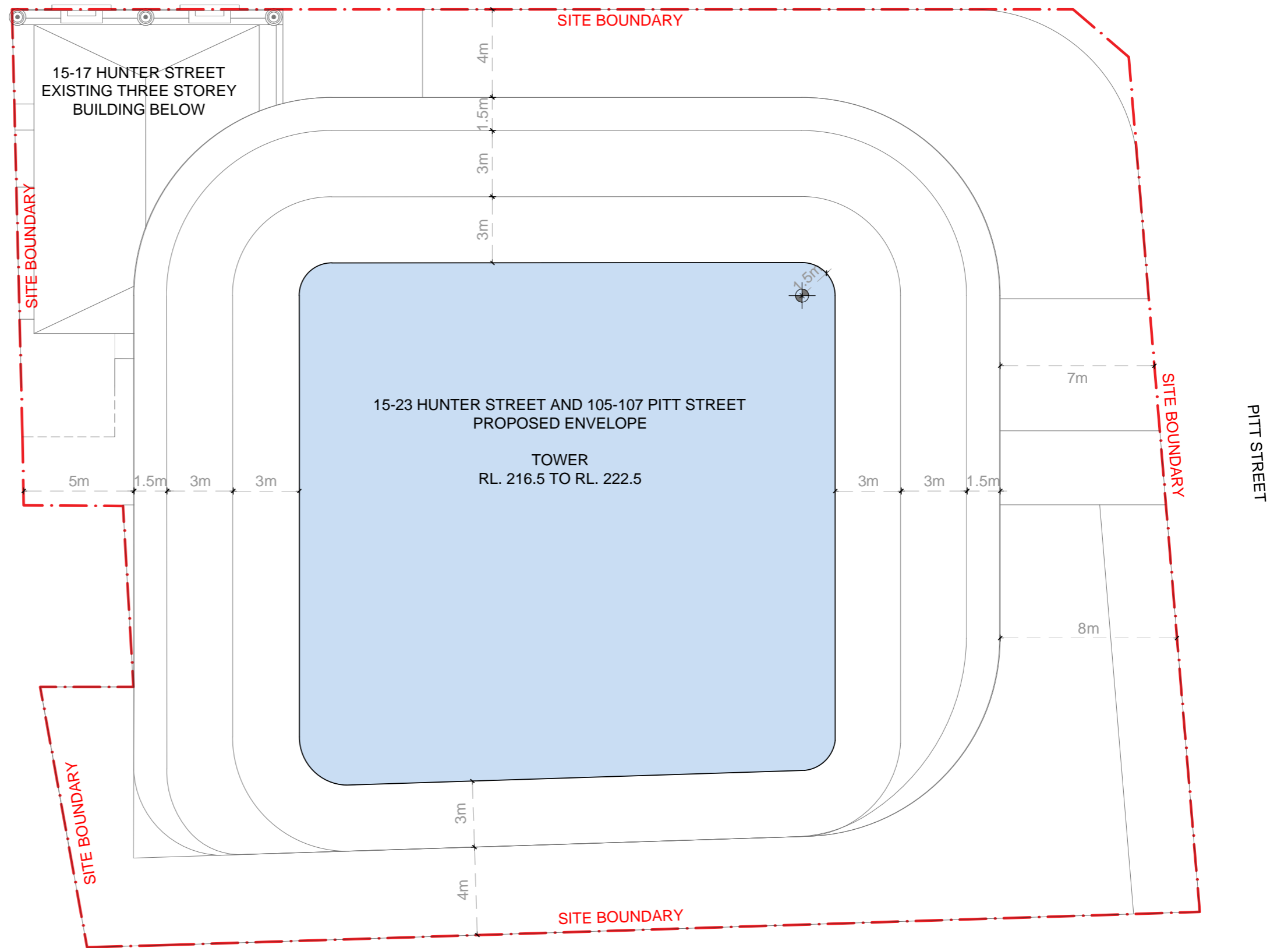
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	E

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LEGEND:

- - - SITE BOUNDARY
- PROPOSED ENVELOPE
- ISOLATED STRUCTURE, BUILDING SERVICES ELEMENTS, AND MINOR EXTERIOR FACADE ELEMENTS PERMITTED WITHIN THIS ZONE.



Revision	Date	Description	Initial	Checked
E	22.05.2022	PLANNING PROPOSAL	DS	GL
D	18.03.2022	PLANNING PROPOSAL	DS	GL
C	18.02.2022	PLANNING PROPOSAL	DS	GL
B	28.10.2021	PLANNING PROPOSAL	SH	DS/GL
A	31.07.2020	INFORMAL LODGEMENT	EOS	DS/GL

**MILLIGAN GROUP**  
 15-23 Hunter & 105-107 Pitt Street  
 Envelope Plan  
 RL 216.5 to RL 222.5



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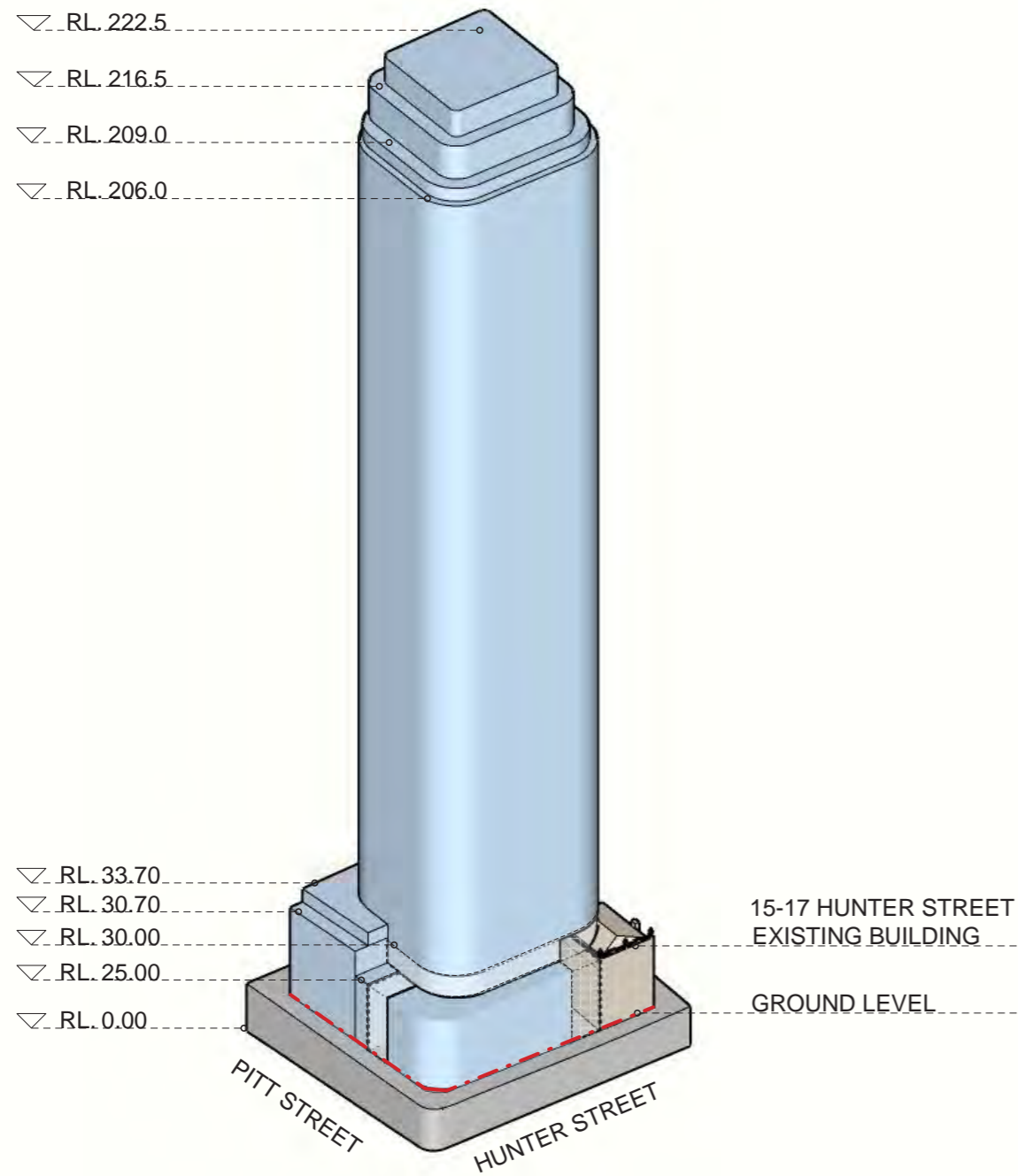
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Drawing No.	DA03.007	[Revision] E

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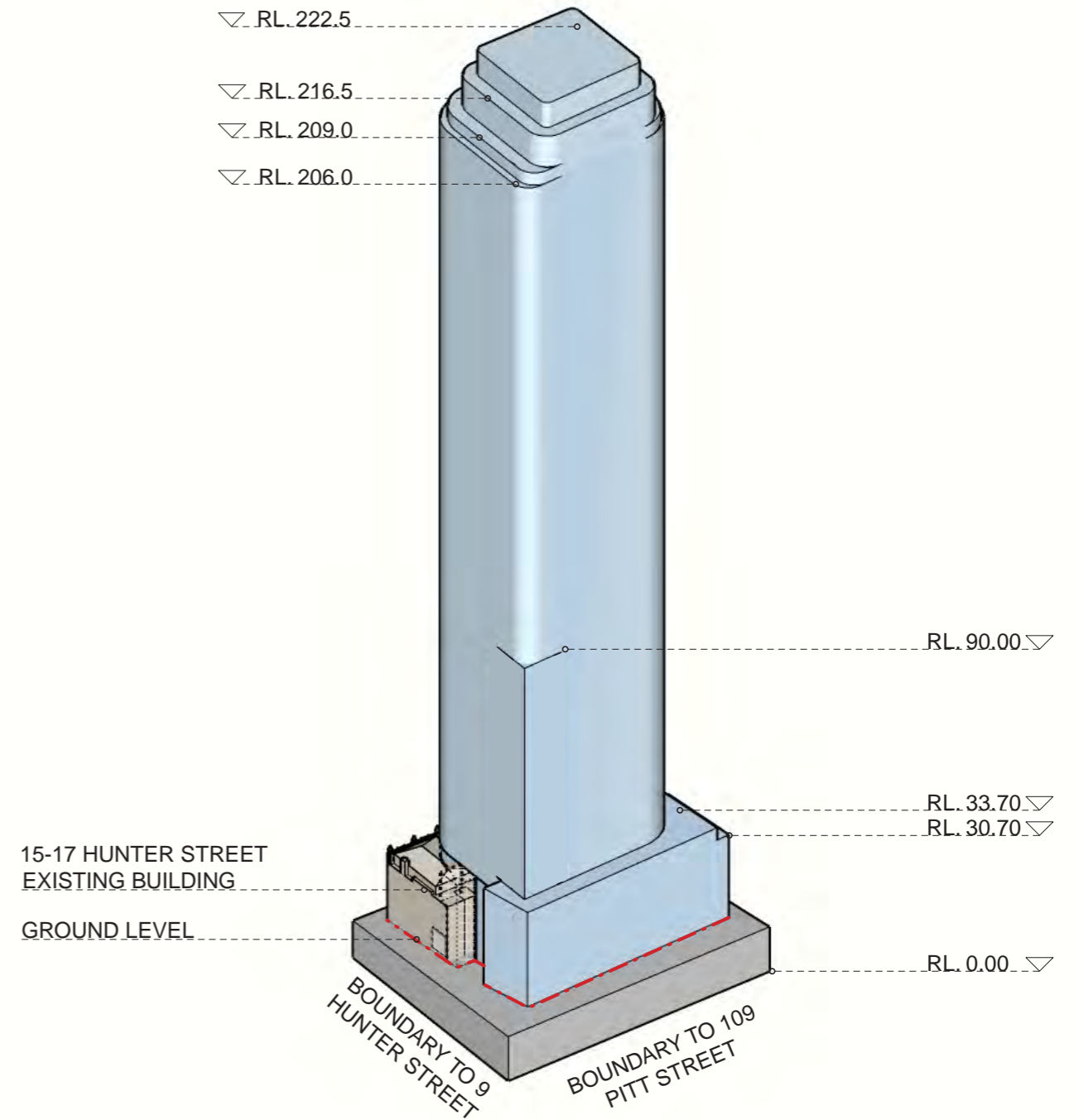
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NORTH EAST VIEW



SOUTH WEST VIEW

LEGEND:

- - - SITE BOUNDARY
- PROPOSED ENVELOPE
- PROPOSED LANEWAY EASEMENT



Revision	Date	Description	Initial	Checked
E	22.05.2022	PLANNING PROPOSAL	DS	GL
D	18.03.2022	PLANNING PROPOSAL	DS	GL
C	18.02.2022	PLANNING PROPOSAL	DS	GL
B	28.10.2021	PLANNING PROPOSAL	SH	DS/GL
A	31.07.2020	INFORMAL LODGEMENT	EOS	DS/GL

**MILLIGAN GROUP**  
 15-23 Hunter & 105-107 Pitt Street  
 Envelope Isometric View

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# 7.0

## Envelope View Impact Analysis

15-23 Hunter Street and  
105-107 Pitt Street Sydney

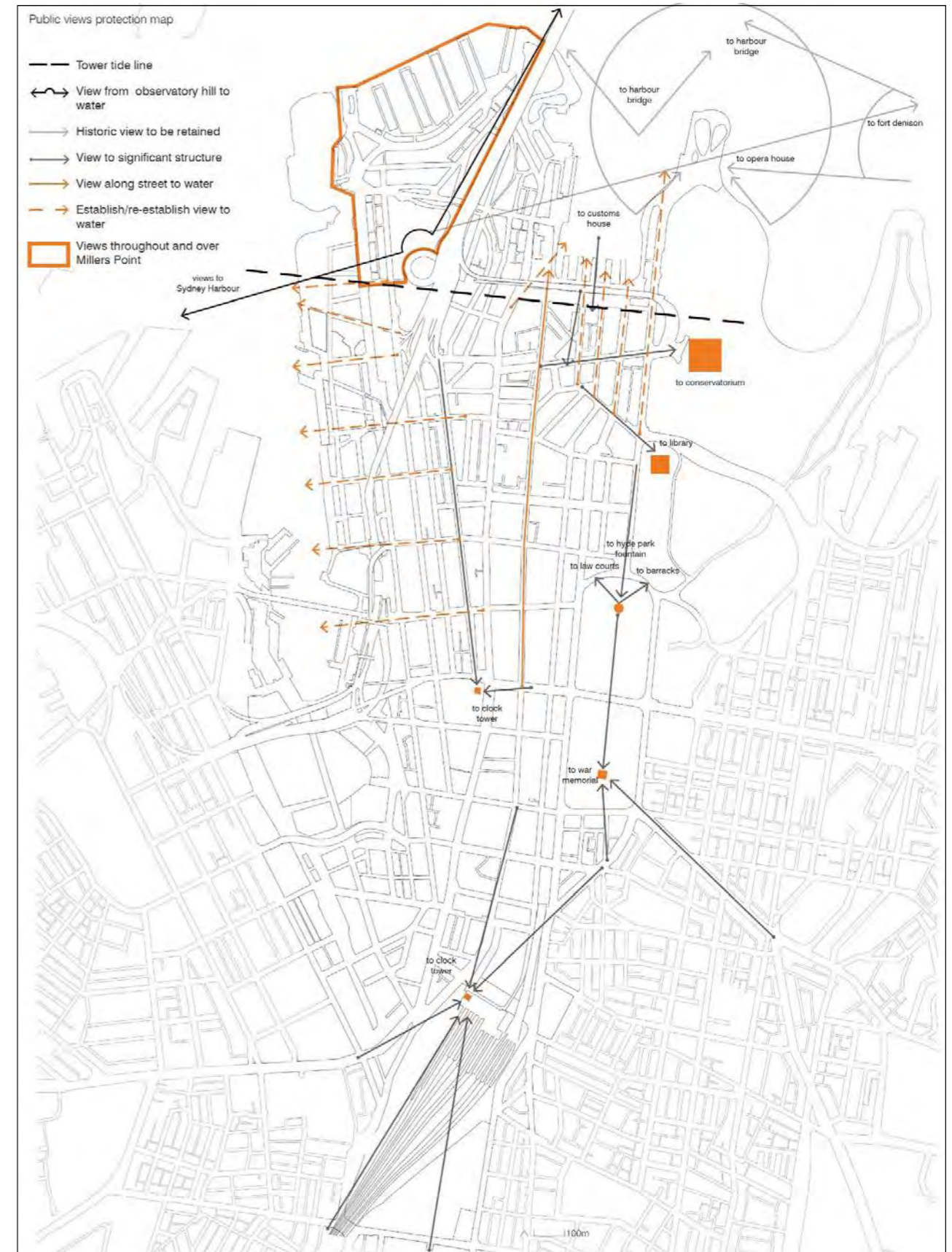


# 7.1 View Impact Analysis

The Sydney Development Control Plan identifies several key views from within Central Sydney that new development should not encroach on, as outlined in the Public Views Protection Map. The view corridor along Pitt Street to Sydney Harbour runs adjacent to our site.

The following view impact analysis has been undertaken to demonstrate that the proposed envelope does not obstruct the view down Pitt Street to Sydney Harbour.

**See APPENDIX A for additional comparative pedestrian view analysis.**



**Figure 5.44: Public Views Protection Map 2**

Image source: Sydney DCP 2012 - Central Sydney Planning Review Amendment Section 5.1.8 - Views from Public Places

**PITT STREET CORRIDOR - VIEW 1**

Model view from King Street looking north down Pitt Street.

The proposed envelope does not obstruct the view corridor down Pitt Street. The crown of the tower is visible above adjacent buildings and a clear view of the Sydney Harbour Bridge is retained.

**KEY PLAN**

15-23 Hunter Street and 105-107 Pitt Street Proposed Envelope

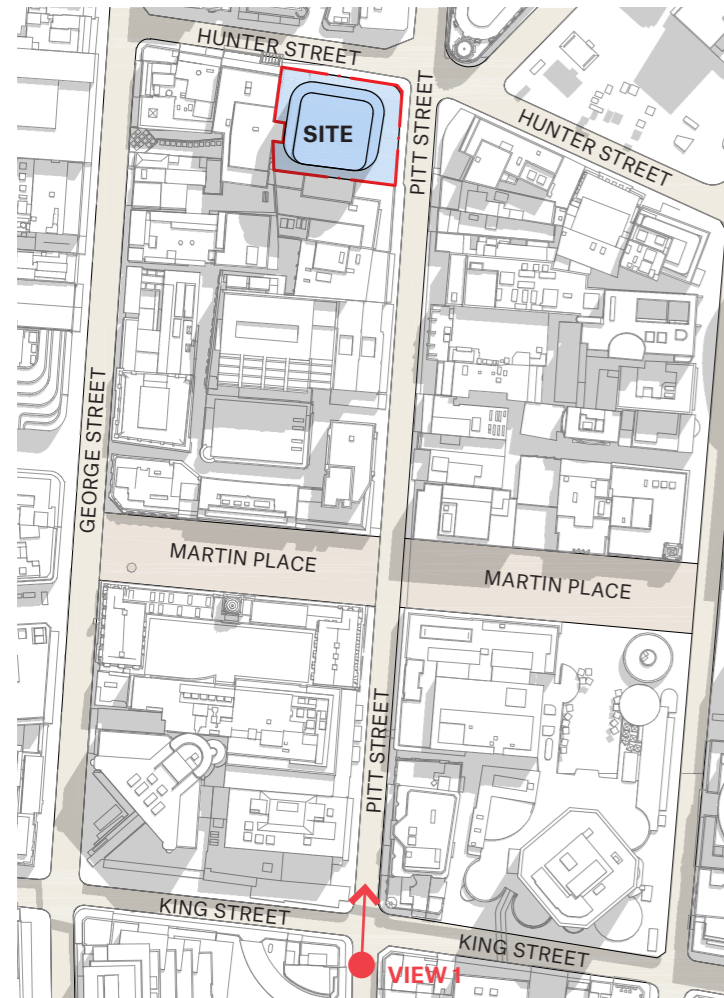


Image source: Bates Smart



Proposed envelope coloured blue in view studies.

**PITT STREET CORRIDOR - VIEW 2**

Model view from Martin Place looking north down Pitt Street.

The proposed envelope has a minimal impact on the existing view and does not obstruct the view corridor down Pitt Street. A small proportion of the tower and podium is visible amongst the surrounding context.

**KEY PLAN**

15-23 Hunter Street and 105-107 Pitt Street Proposed Envelope

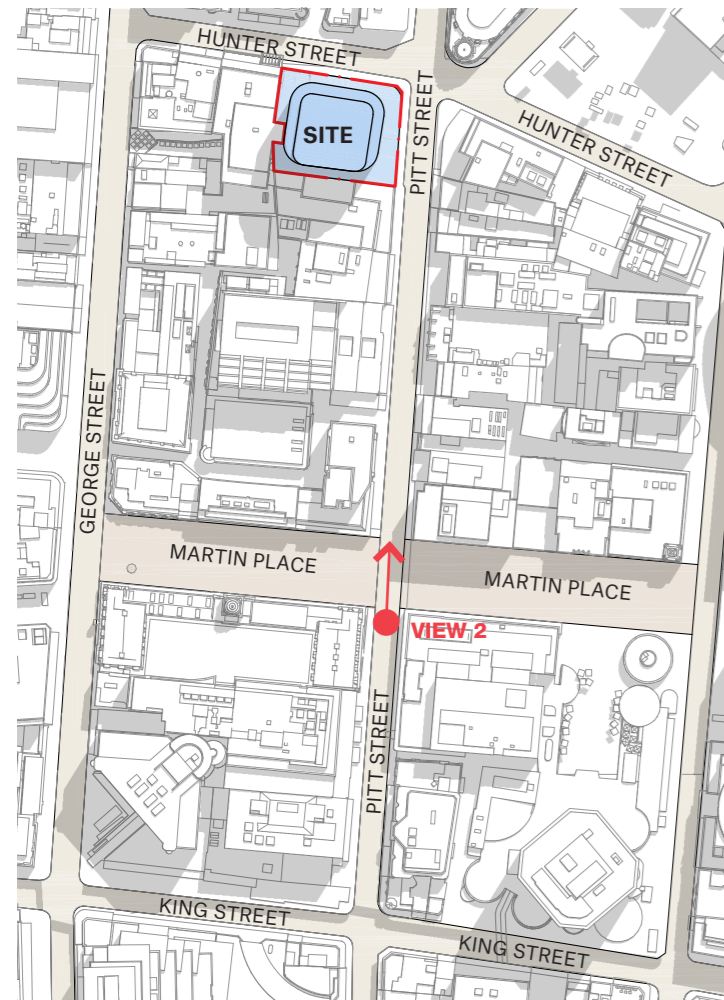


Image source: Bates Smart



Proposed envelope coloured blue in view studies.

### PITT STREET CORRIDOR - VIEW 3

Model view from Angel Place looking north down Pitt Street.

The proposed envelope does not obstruct the view corridor along Pitt Street. The podium massing relates to the adjacent built context and the tower creates a relatively small impact on the proportion of sky visible.

#### KEY PLAN

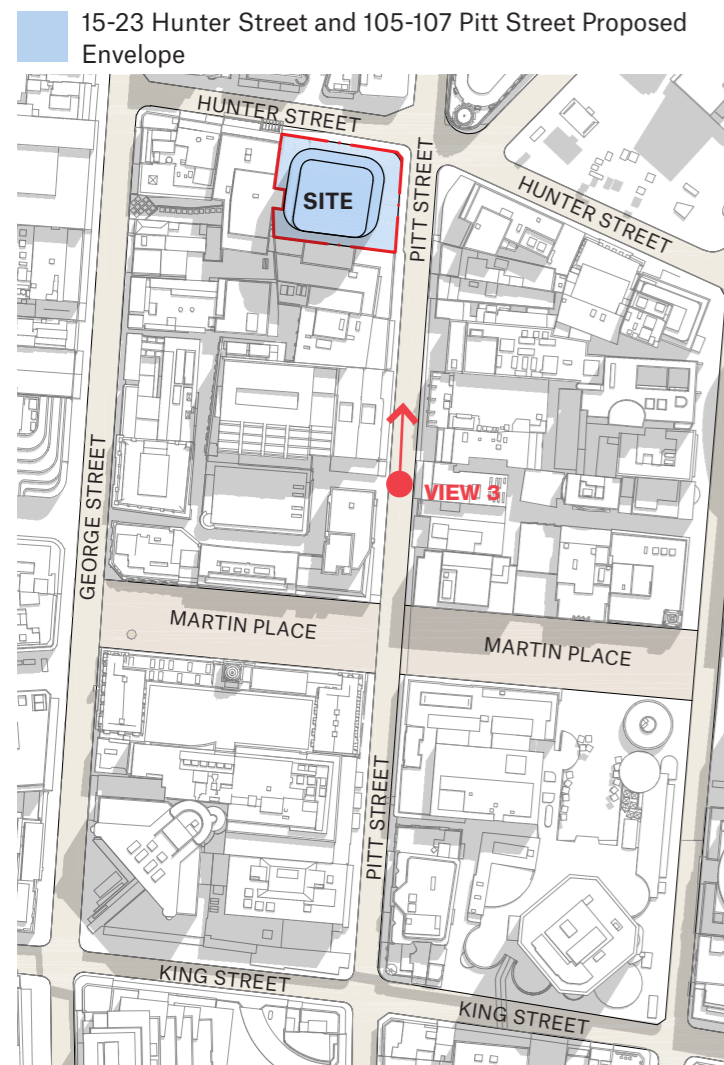
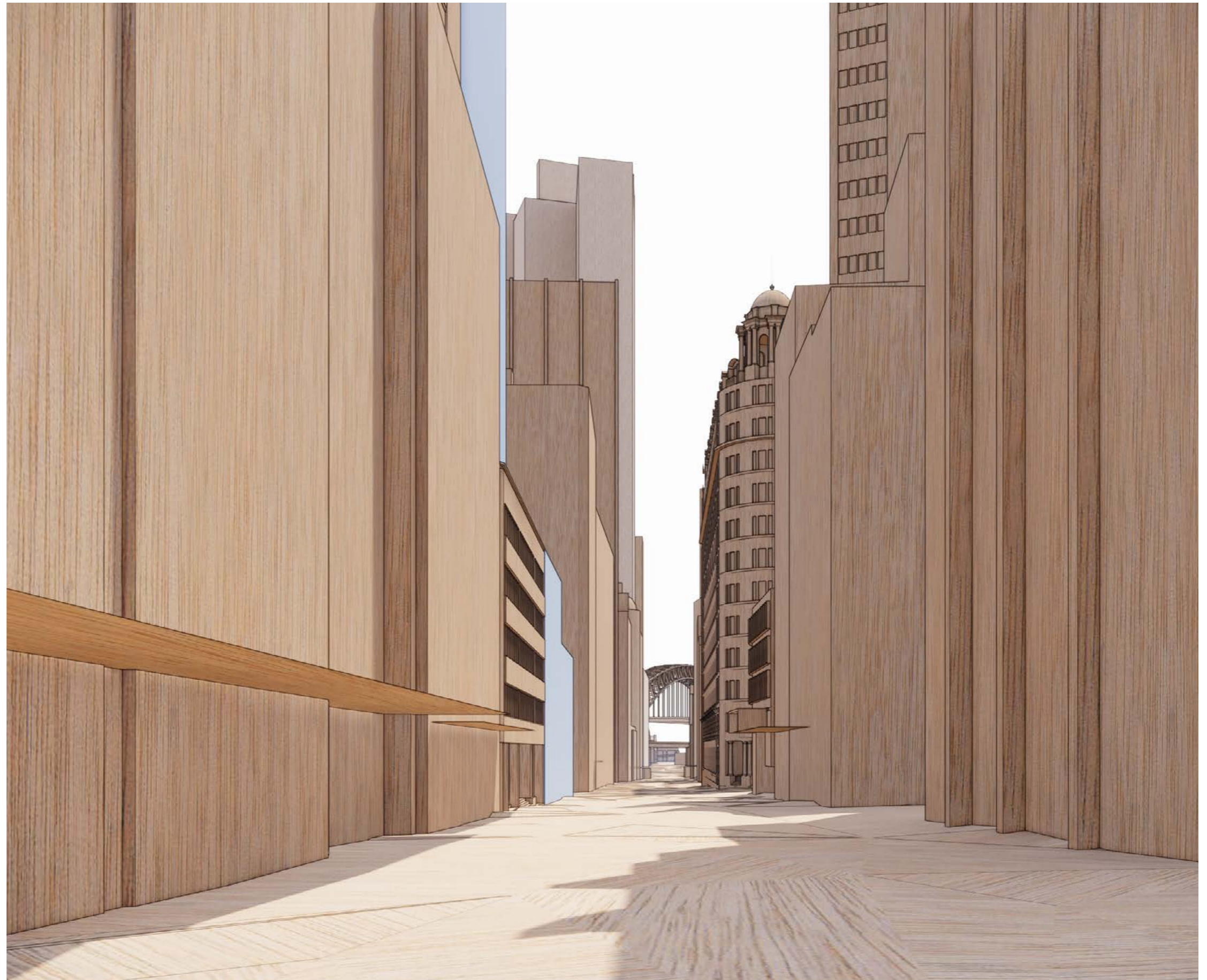


Image source: Bates Smart

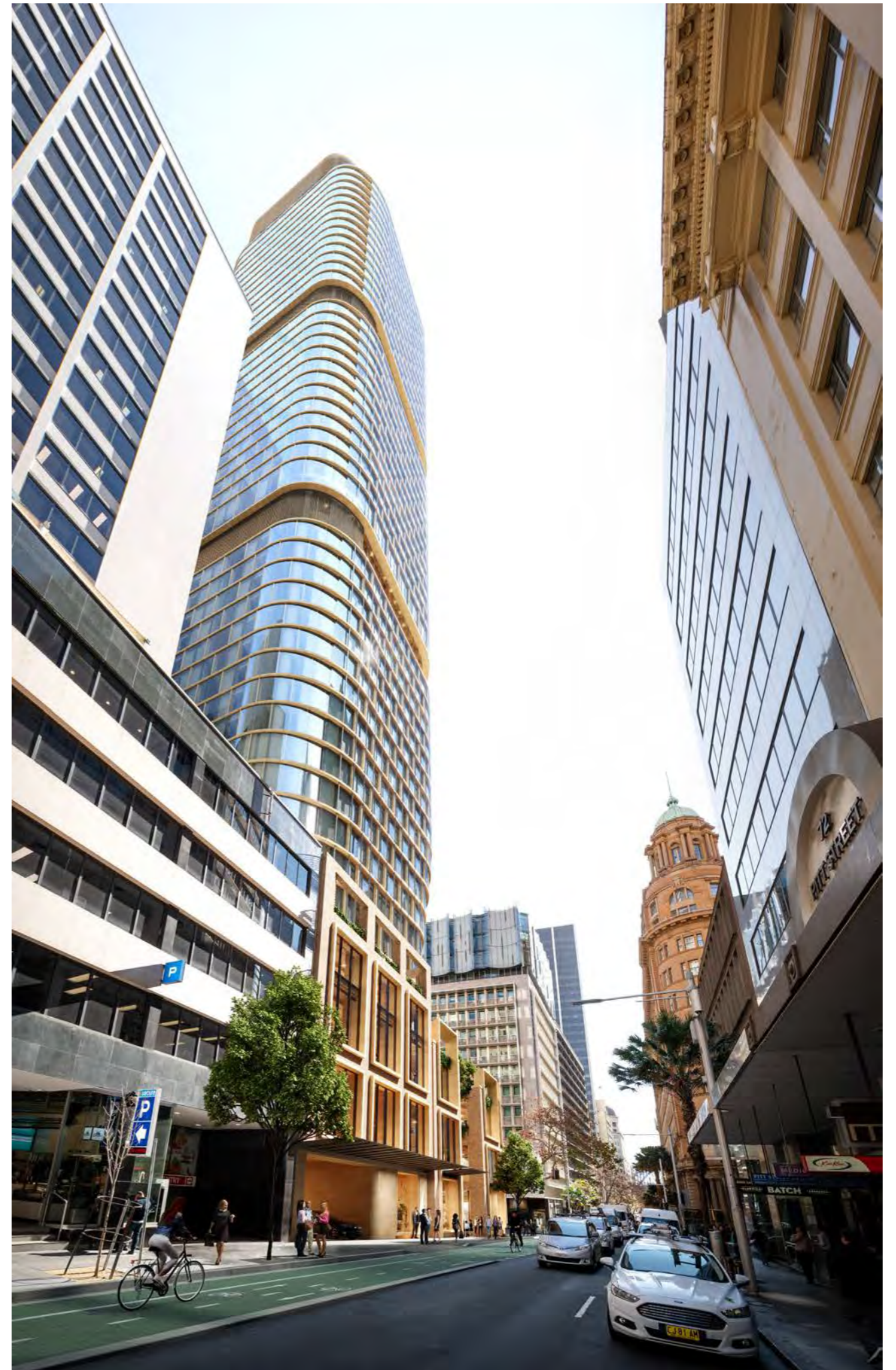


Proposed envelope coloured blue in view studies.

**8.0**

# Envelope Solar Analysis

15-23 Hunter Street and  
105-107 Pitt Street Sydney



## 8.1 Overshadowing Analysis

The proposed envelope complies with clause 6.19 of the Sydney Local Environmental Plan (LEP) 2012 and has been designed to prevent additional overshadowing to public places specified in the plan.

The only location outlined in the LEP that the subject site could impact upon is Martin Place, between George Street and Pitt Street.

An LEP Objective requests that no new development may cause additional overshadowing to Martin Place between the hours of 12pm and 2pm from 14th April to 31st August.

The following shadow impact analysis has been undertaken on 14th April and 31st August at the above specified times to demonstrate the compliance of the proposed envelope, noting that the intended period of protection is outside the winter months. We have also included a worst case analysis on the 21st of June.

The analysis takes into consideration all existing site context as well as built forms that have been granted development consent. These include:

- / 20 O'Connell Street DA
- / Martin Place Metro North DA
- / Wynyard Place DA

Image source: Bates Smart



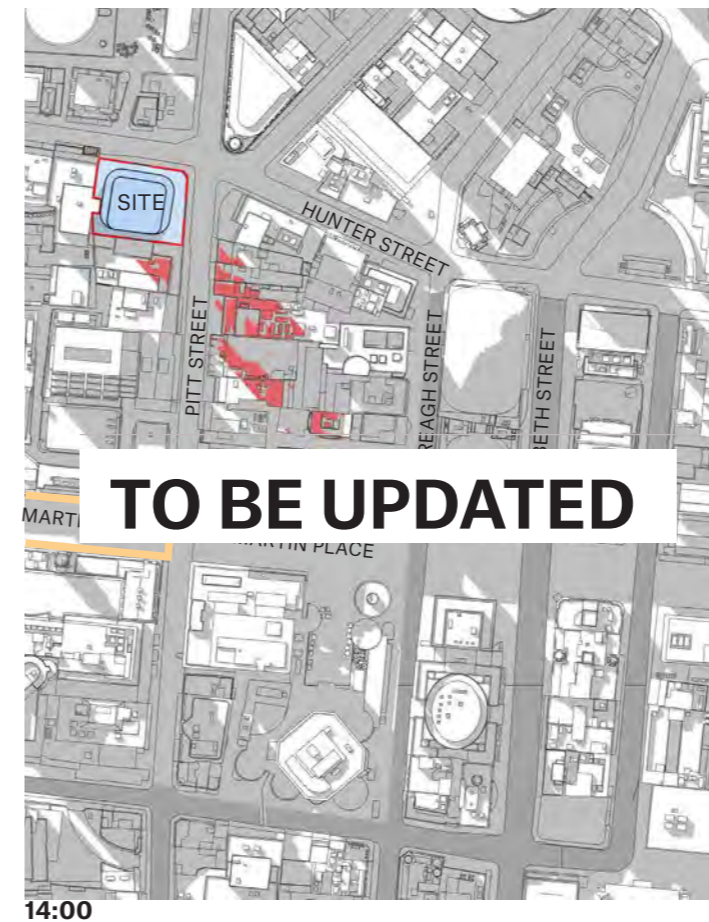
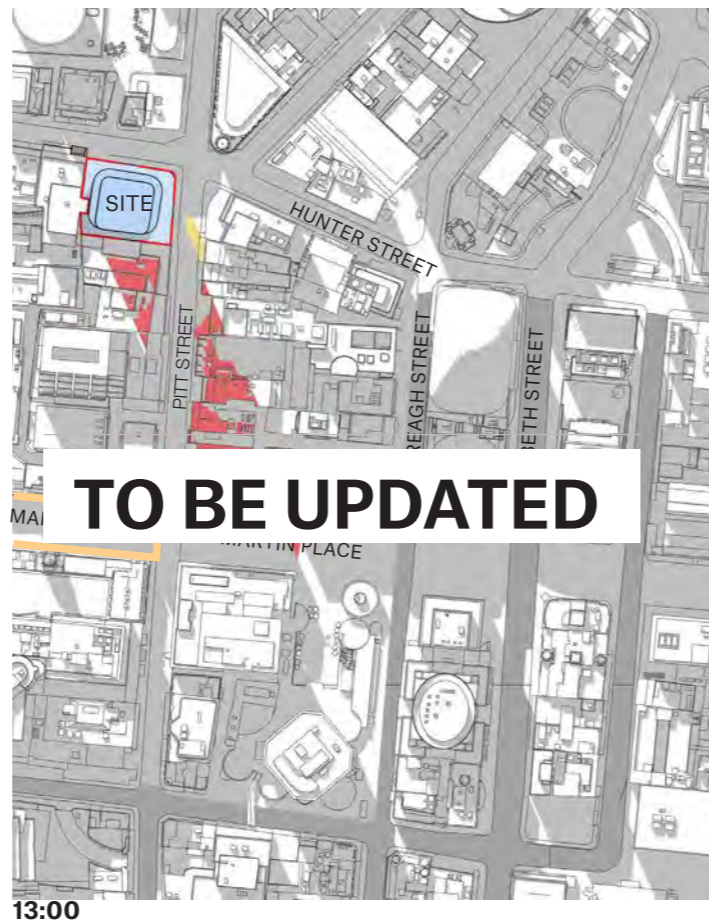
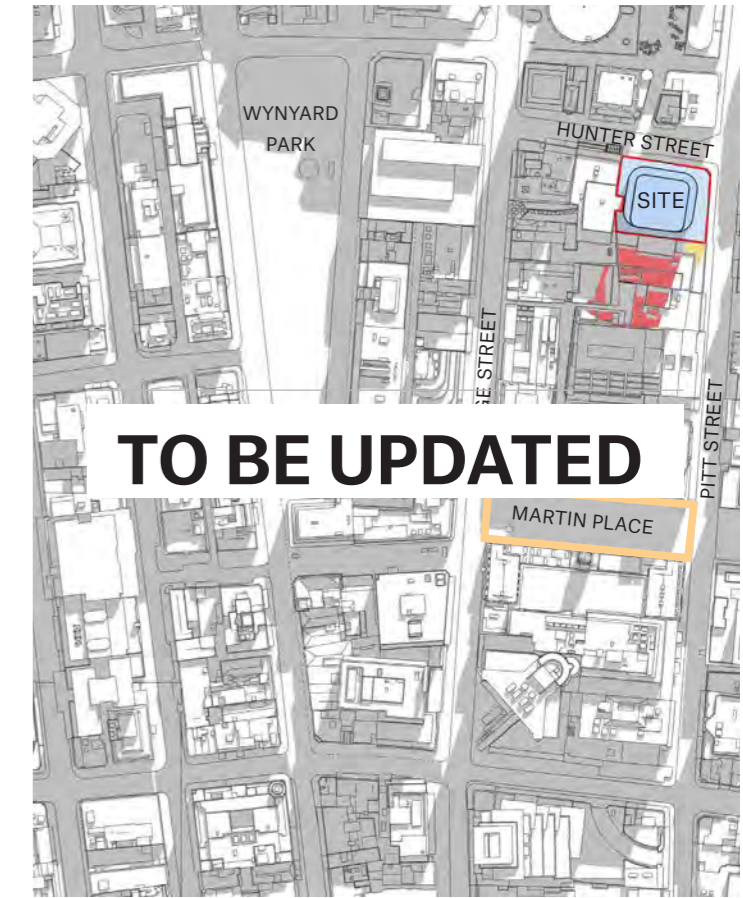
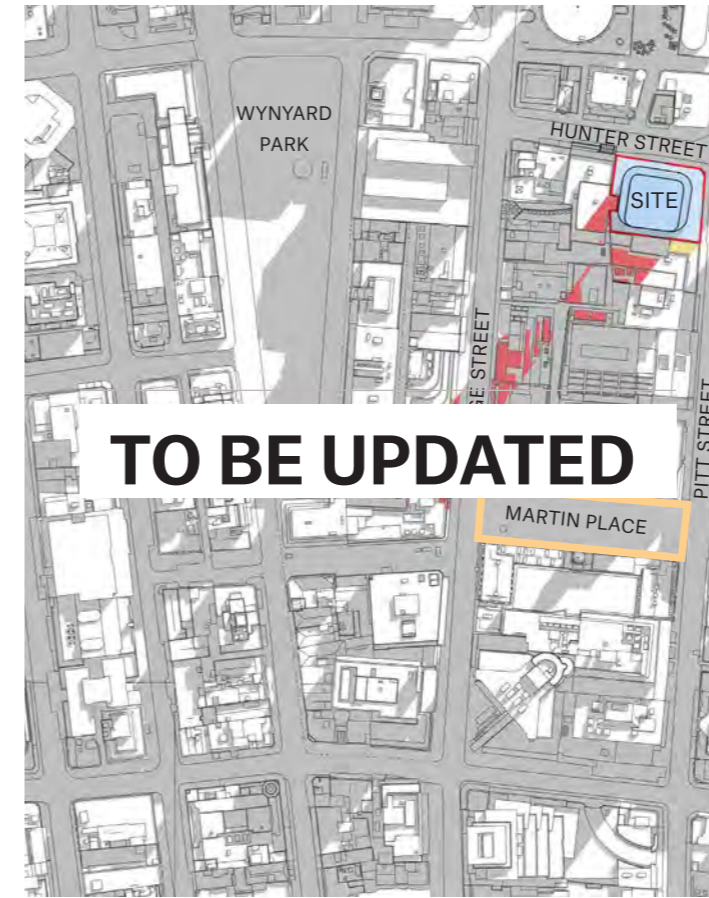
14<sup>TH</sup> APRIL - OVERSHADOWING ANALYSIS



KEY

- 15-23 Hunter Street and 105-107 Pitt Street Proposed Envelope
- Additional Overshadowing
- Reduced Overshadowing
- Locations requiring no additional overshadowing as per Sydney LEP 2012

Image source: Bates Smart, created using a 3d city model provided under license from AAM Group



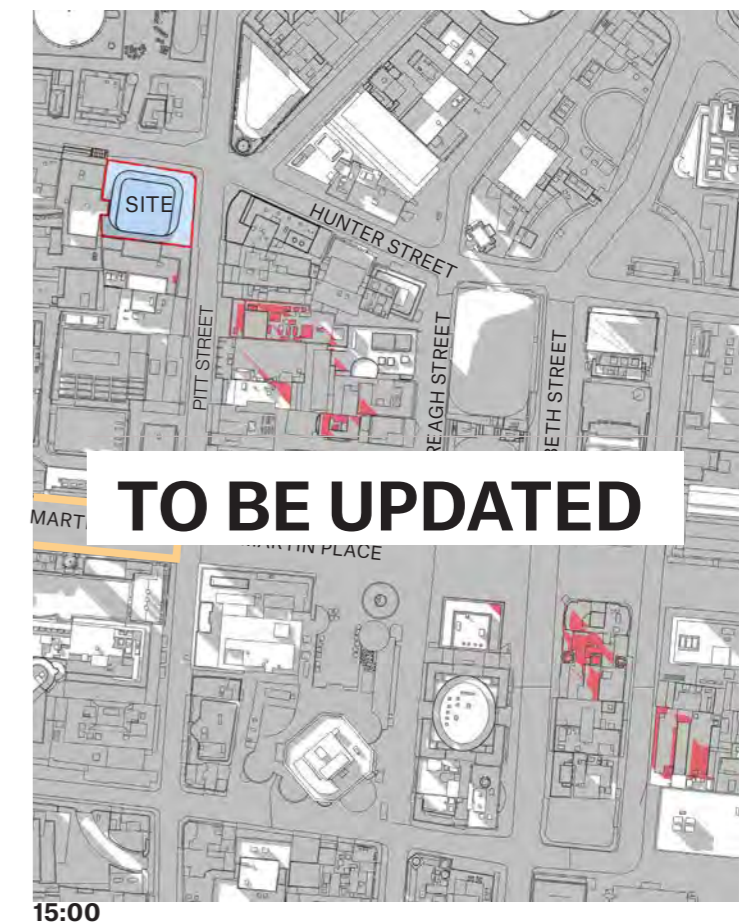
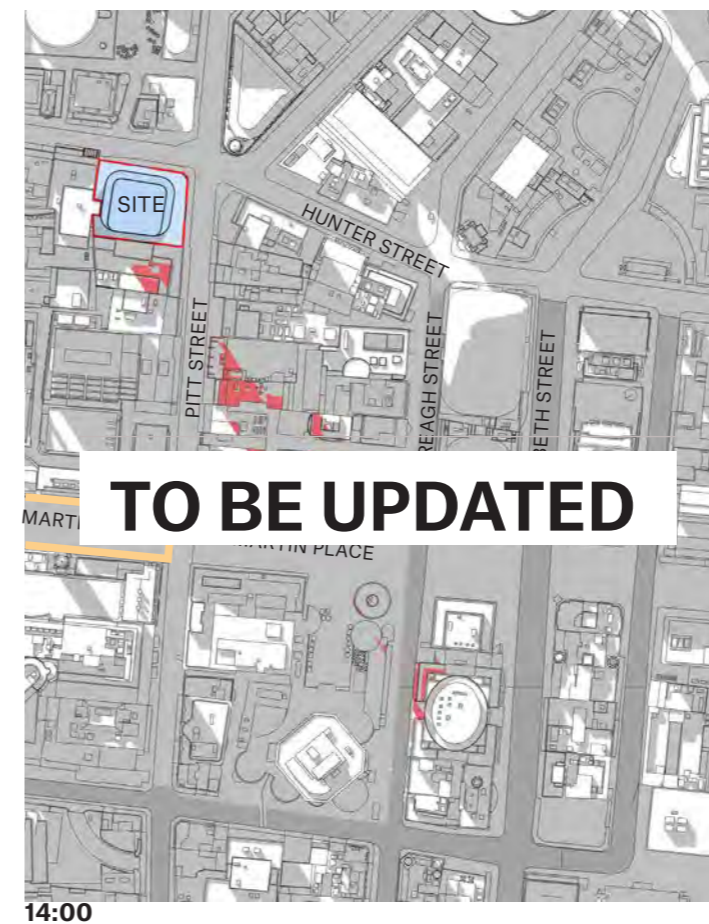
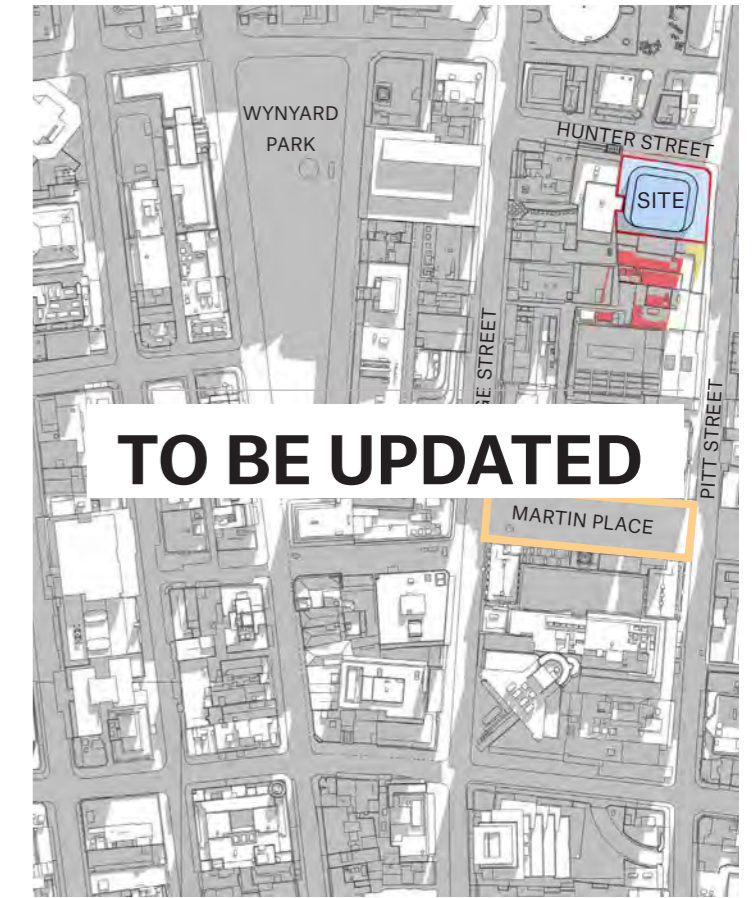
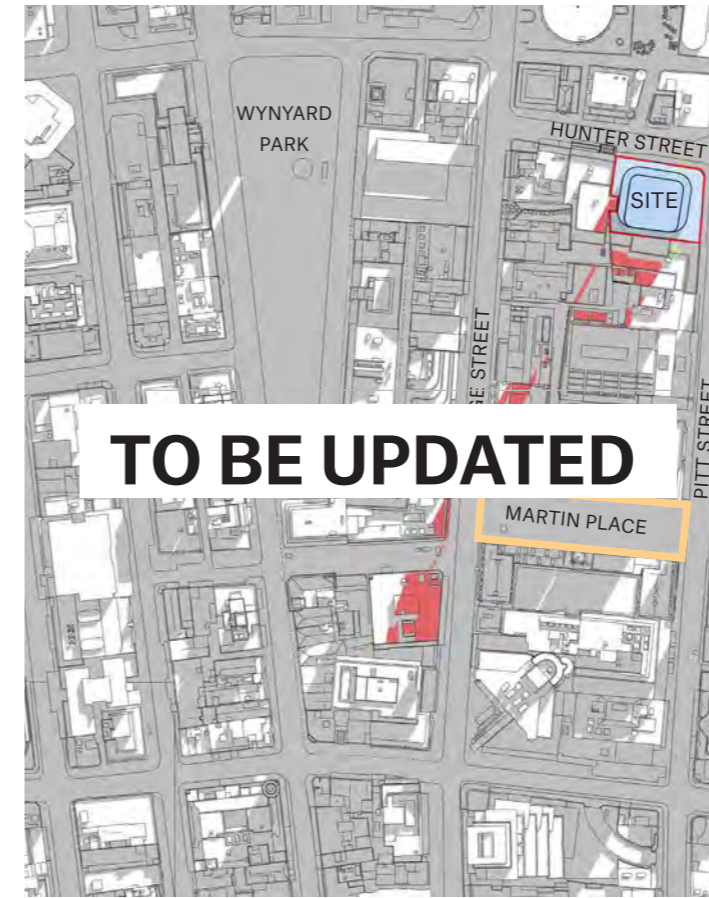


14<sup>TH</sup> APRIL - OVERSHADOWING ANALYSIS

KEY

- 15-23 Hunter Street and 105-107 Pitt Street Proposed Envelope
- Additional Overshadowing
- Reduced Overshadowing
- Locations requiring no additional overshadowing as per Sydney LEP 2012

Image source: Bates Smart, created using a 3d city model provided under license from AAM Group



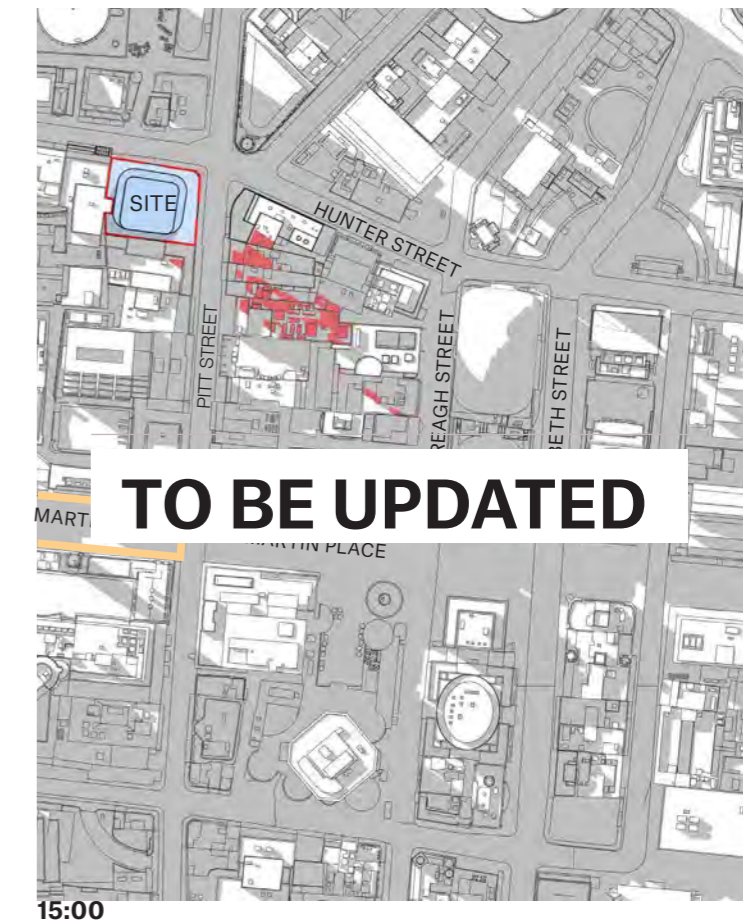
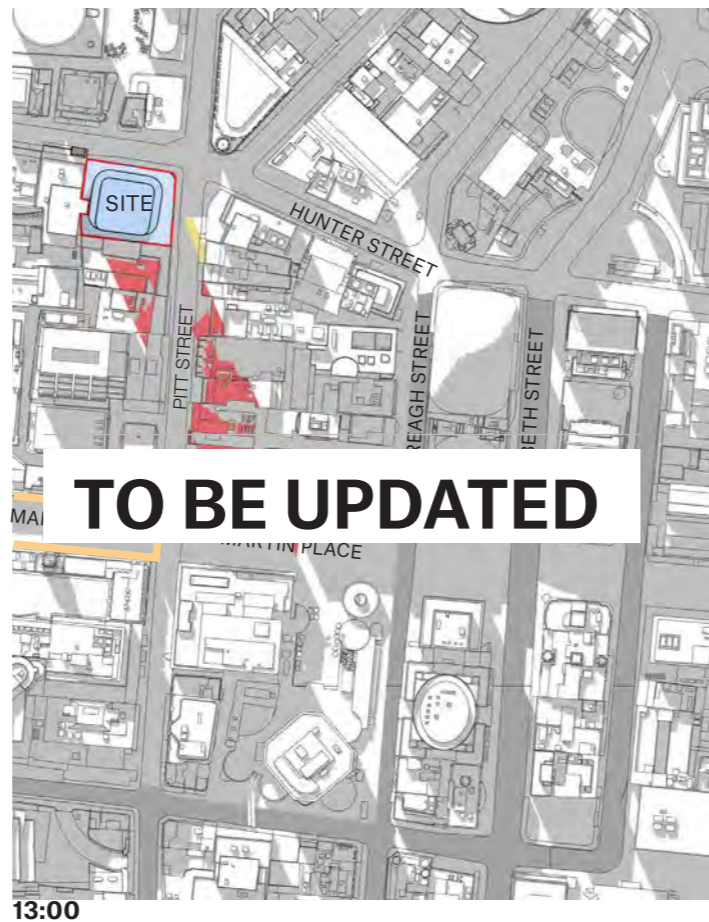
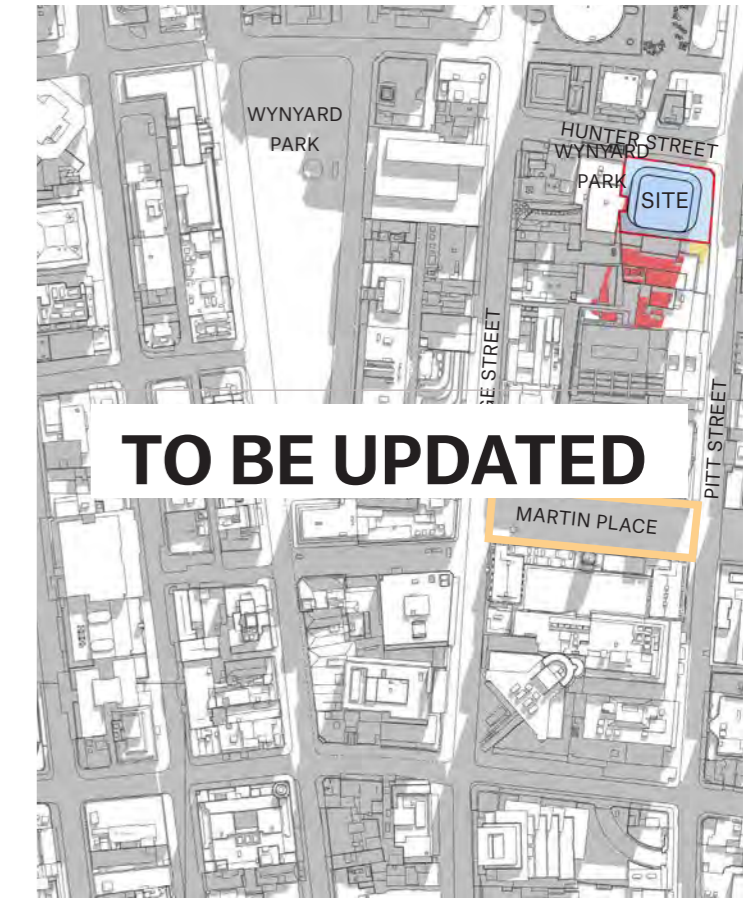
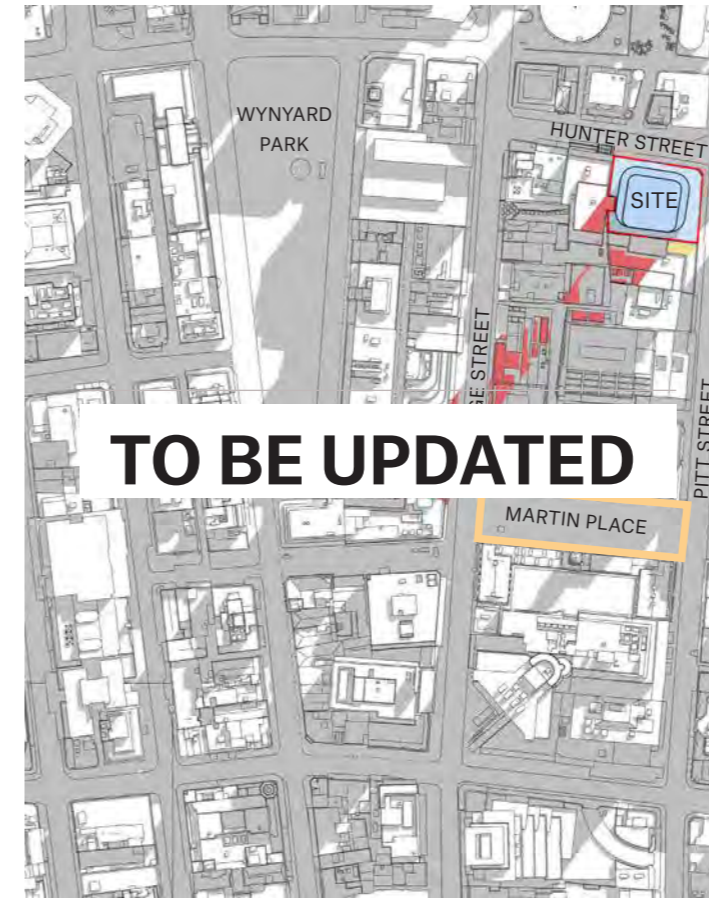
14<sup>TH</sup> APRIL - OVERSHADOWING ANALYSIS



KEY

- 15-23 Hunter Street and 105-107 Pitt Street Proposed Envelope
- Additional Overshadowing
- Reduced Overshadowing
- Locations requiring no additional overshadowing as per Sydney LEP 2012

Image source: Bates Smart, created using a 3d city model provided under license from AAM Group



## 8.2 Views From The Sun

14<sup>TH</sup> APRIL - VIEWS FROM THE SUN

**KEY**

15-23 Hunter Street and 105-107 Pitt Street  
Proposed Envelope

Existing massing on site



12:00



13:00



14:00

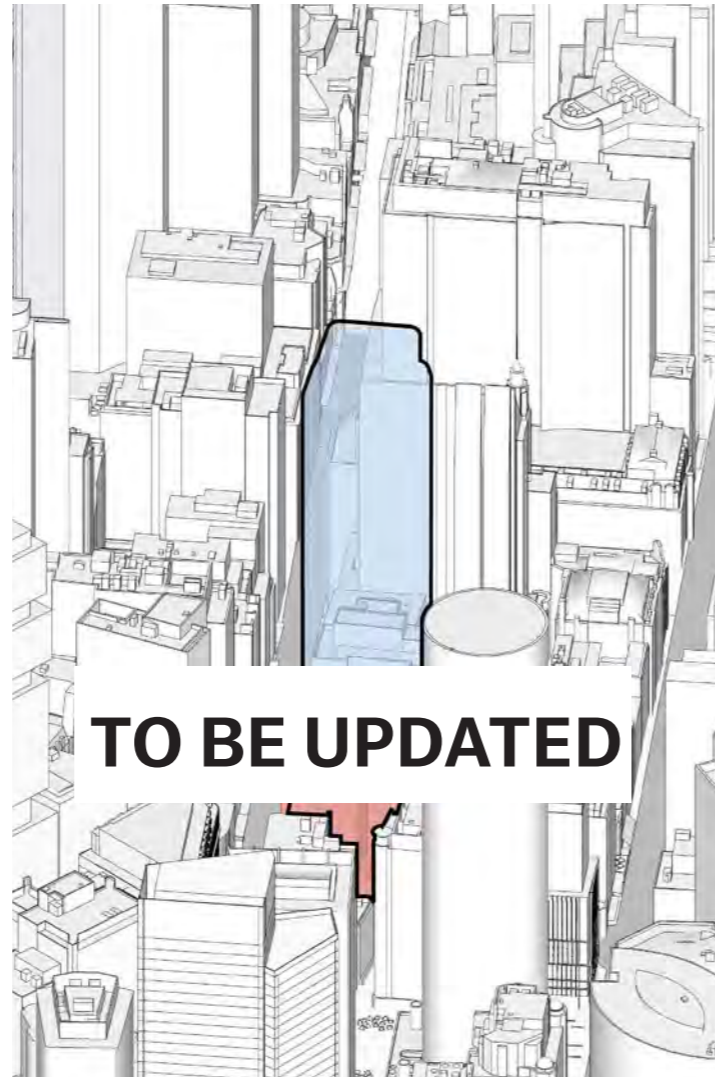
Image source: Bates Smart, created using a 3d city model provided under license from AAM Group

21<sup>ST</sup> JUNE - WINTER SOLSTICE - VIEWS FROM THE SUN

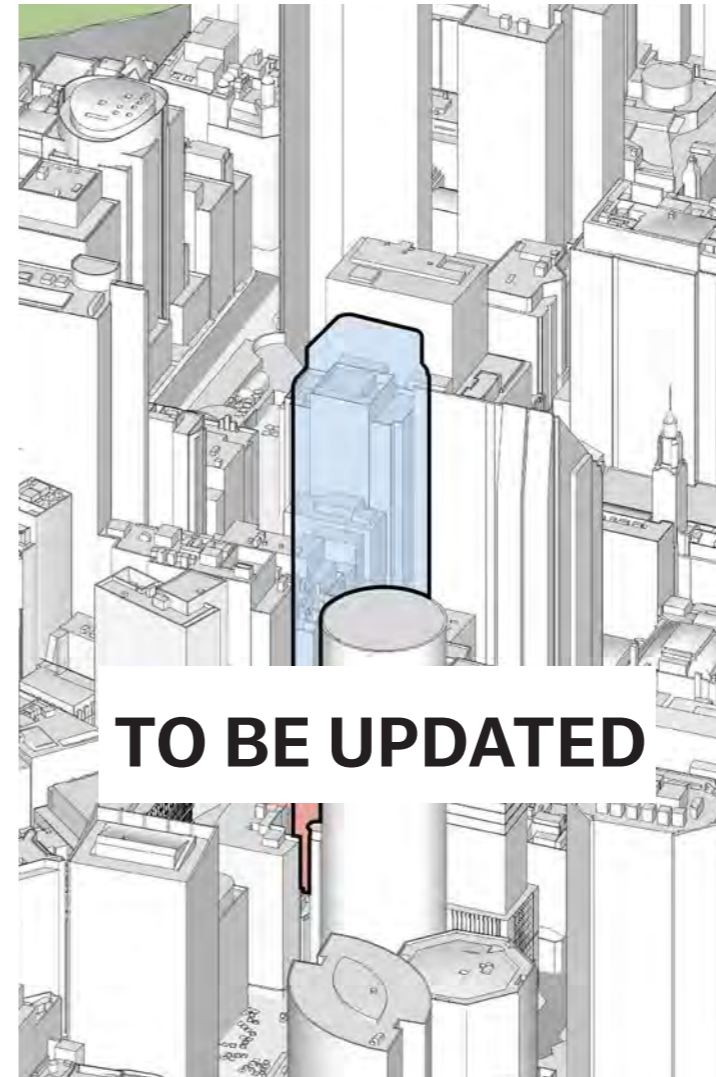
KEY

15-23 Hunter Street and 105-107 Pitt Street  
Proposed Envelope

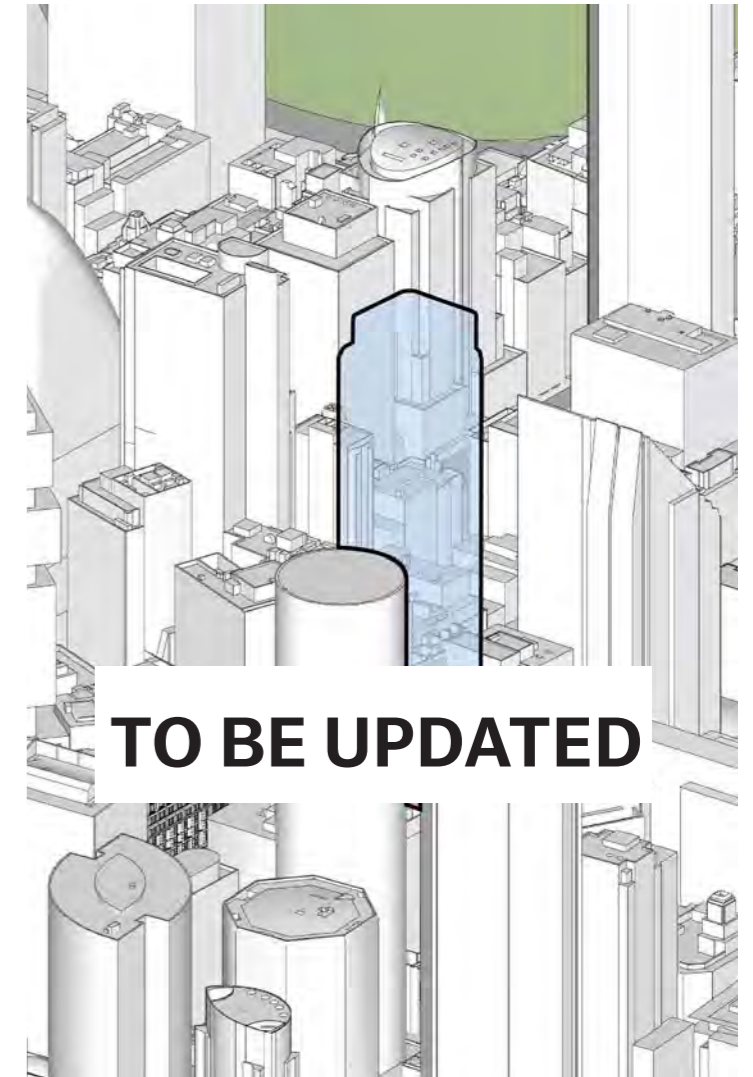
Existing massing on site



12:00



13:00



14:00

31<sup>ST</sup> AUGUST - VIEWS FROM THE SUN

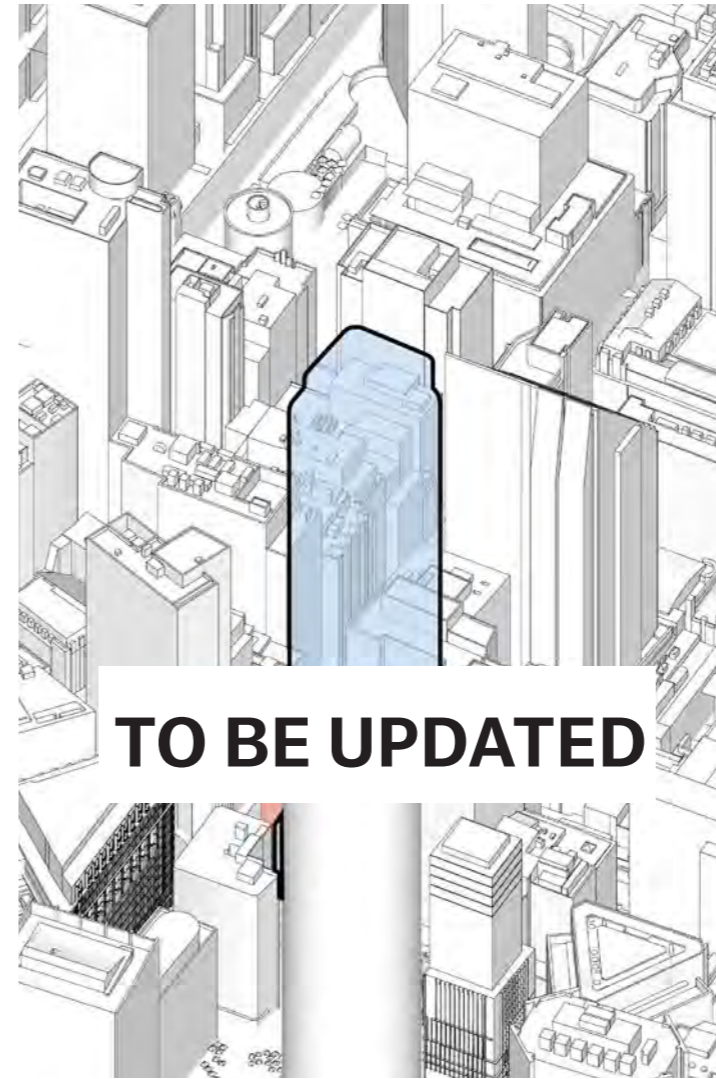
KEY

15-23 Hunter Street and 105-107 Pitt Street  
Proposed Envelope

Existing massing on site



12:00



13:00



14:00

**9.0**

**Reference  
Design**

15-23 Hunter Street and  
105-107 Pitt Street Sydney



## Reference Design Drawing Set

The indicative reference design is a potential scheme used to demonstrate an appropriate outcome can be delivered within the proposed envelope. This is an indicative reference only, and it will be superseded by an architectural design competition.

Particular attention is paid to access requirements, potential yield, and the envelope's relationship to its context.

The drawings and artist's impressions are indicative and are not suggested to constitute a final product.





EXISTING "EMPIRE LANE"

EXISTING HAMILTON STREET  
CONNECTION TO AUSTRALIA SQUARE



# Laneway Concept

## BRIEF: LETTER FROM CITY OF SYDNEY:

The treatment of 15-17 Hunter Street within the proposal requires careful consideration, including the impacts of any proposed cantilever over the building and its improved integration, and recognition, within the reference design.

Retaining and activating the current private 'laneway' that extends into the site from Pitt Street could help improve integration of 15-17 Hunter Street and improve the integration of future development into the surrounding urban fabric.

The proposal should strive to protect the prevalent fine grain character of Hunter and Pitt Streets.

## LANEWAY / THROUGH-SITE LINK PRECEDENTS:



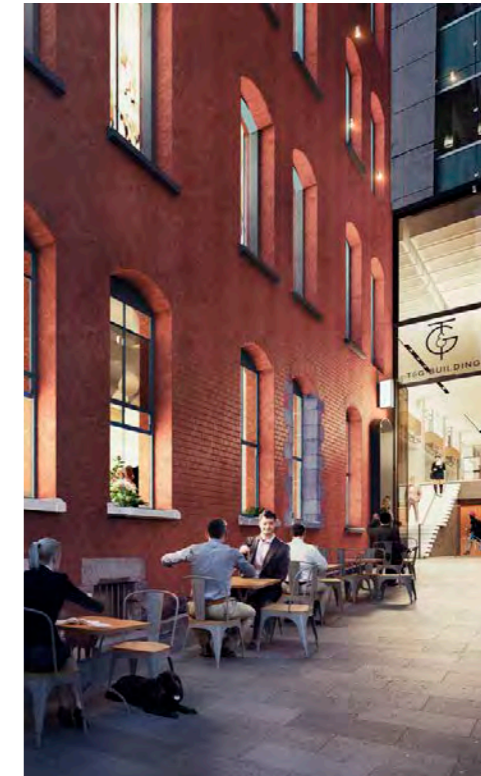
**161 Castlereagh Street**  
Image: John Gollings



**161 Clarence Street**  
Image: Martin Siegner



**151 Clarence Street**  
Image: Brett Boardman



**161 Collins Street Melbourne**  
Image: Jefferson Protomartir

# Below Ground Concept

## Health / Wellness / Lifestyle

### UNDERGROUND FOOD HALL PRECEDENTS



David Jones Food Hall Bondi Junction

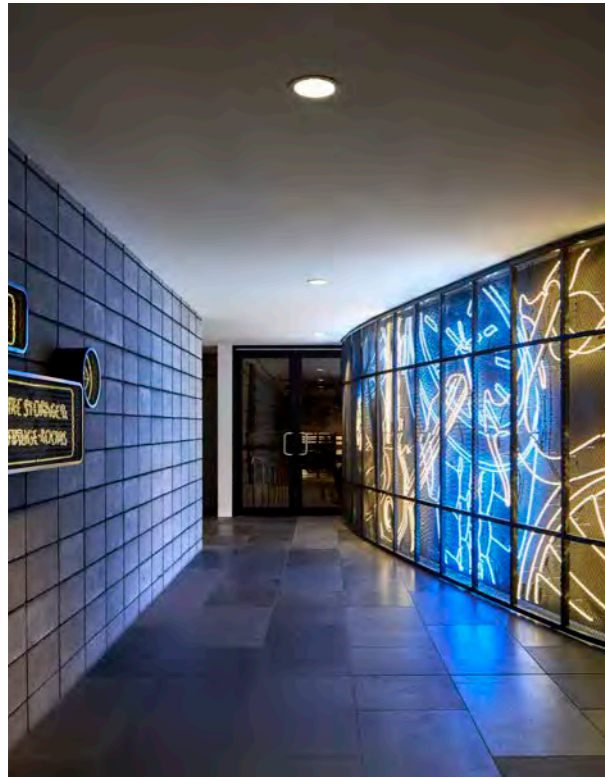


UNDERGROUND FOOD MARKET HALL

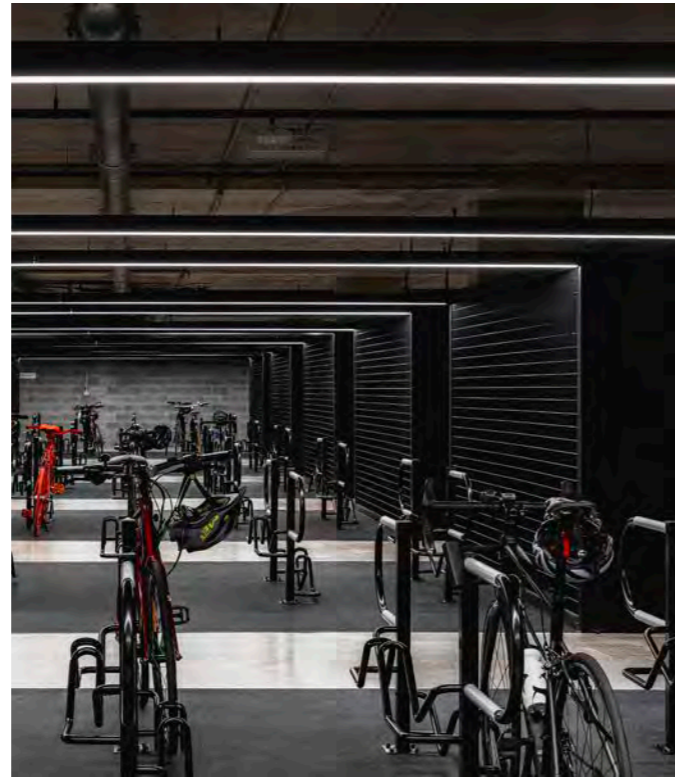


Dexus And Frasers Central Place Sydney

GYM / SPA / EOT PRECEDENTS



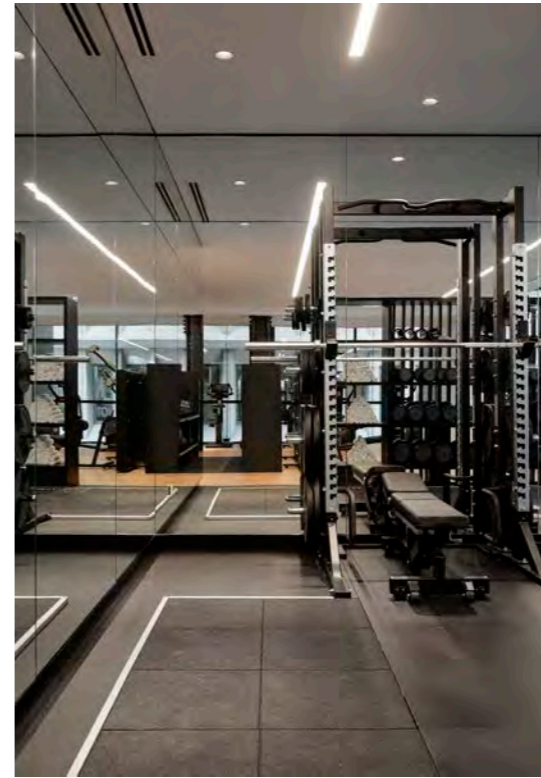
161 Collins Street Melbourne



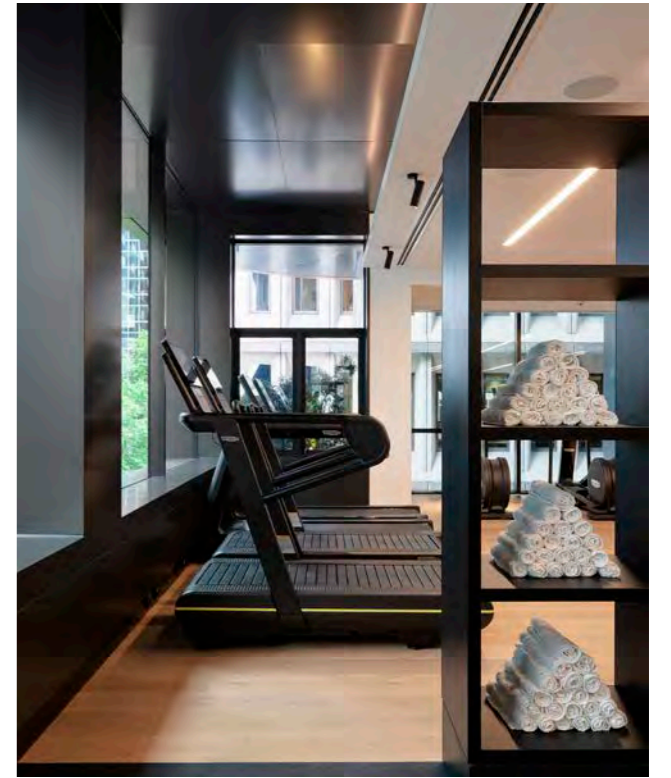
21 Harris Street Pyrmont



21 Harris Street Pyrmont



Little National Hotel Sydney



Little National Hotel Sydney

# Summary

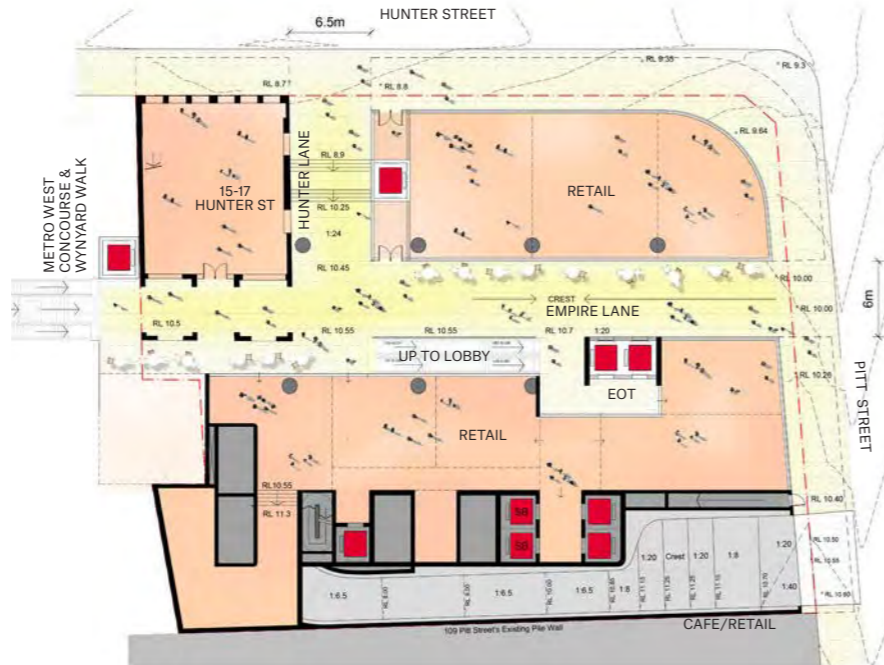
## Ground Level And Basement Plans

B01 is a Food Market and act as an extension of the Empire Lane entertainment tenancies above. It allows for a potential connection to Martin Place Metro's Bligh Street Station.

B02 is a reception for a world class Health and Wellness facility, encompassing treatment rooms, meditation, physiotherapy & yoga studios on B03, and fitness facilities including swimming pool, gym, and sauna on B04.

The Health & Wellness centre is designed to supplement to the EOT facilities below

B05 will be a dedicated EOT offering.



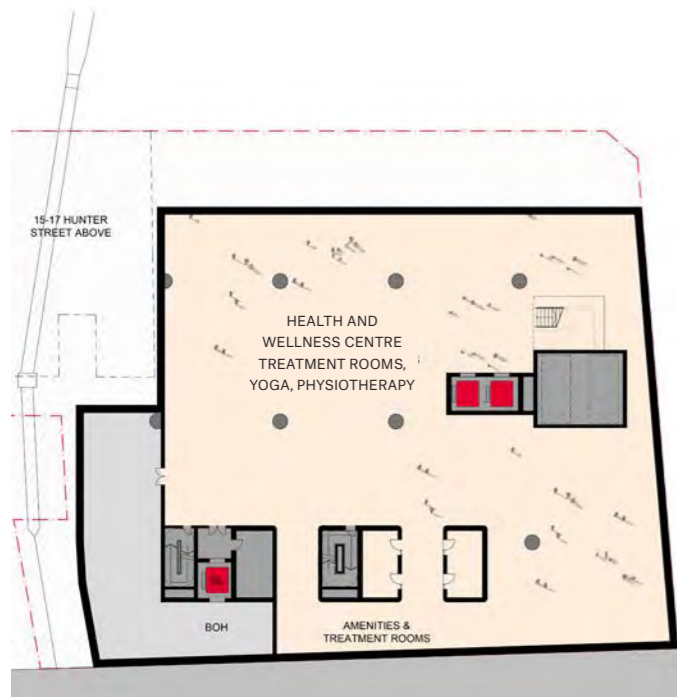
GROUND LEVEL



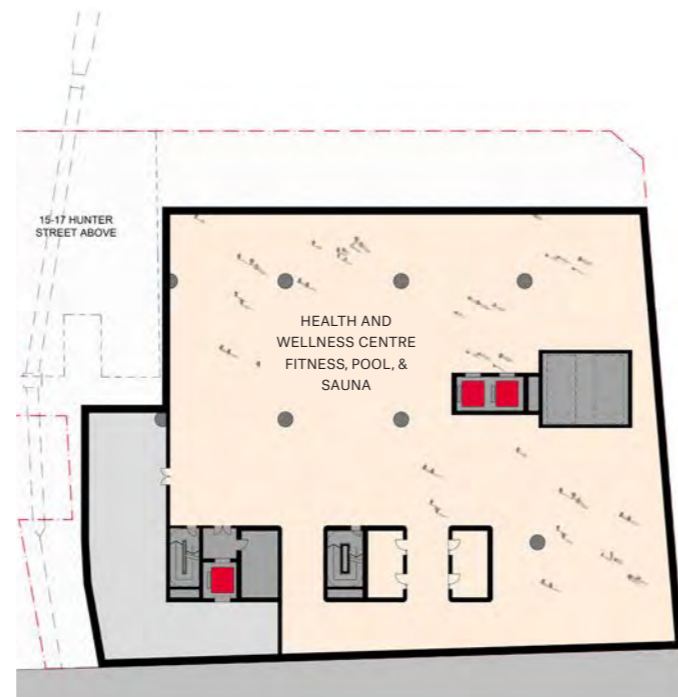
BASEMENT 01



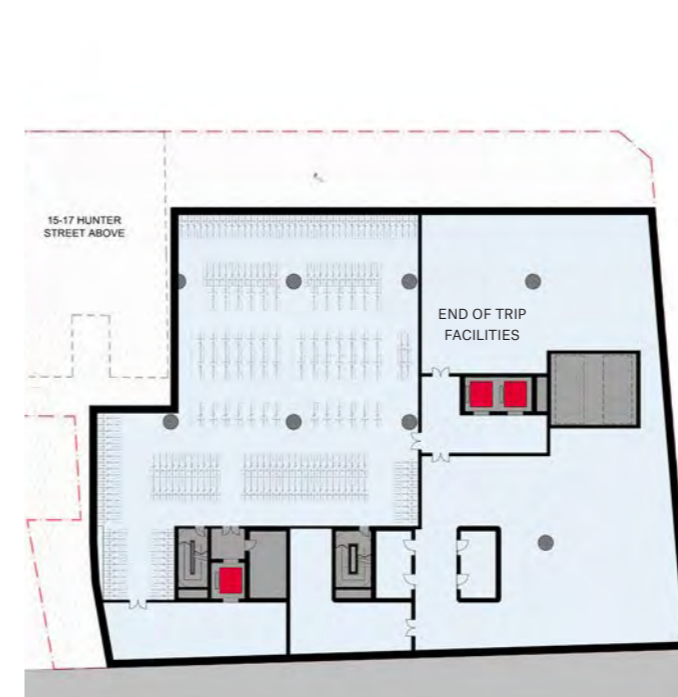
BASEMENT 02



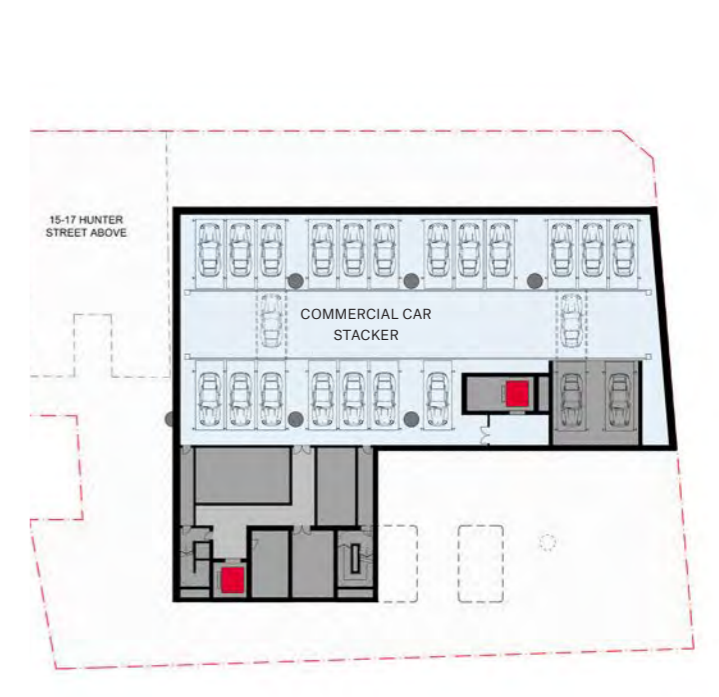
BASEMENT 03



BASEMENT 04



BASEMENT 05



BASEMENT 06

1:600 @ A3

# Interface with Metro Site

## Diagrammatic Cross Section

### DAP COMMENTS ADDRESSED

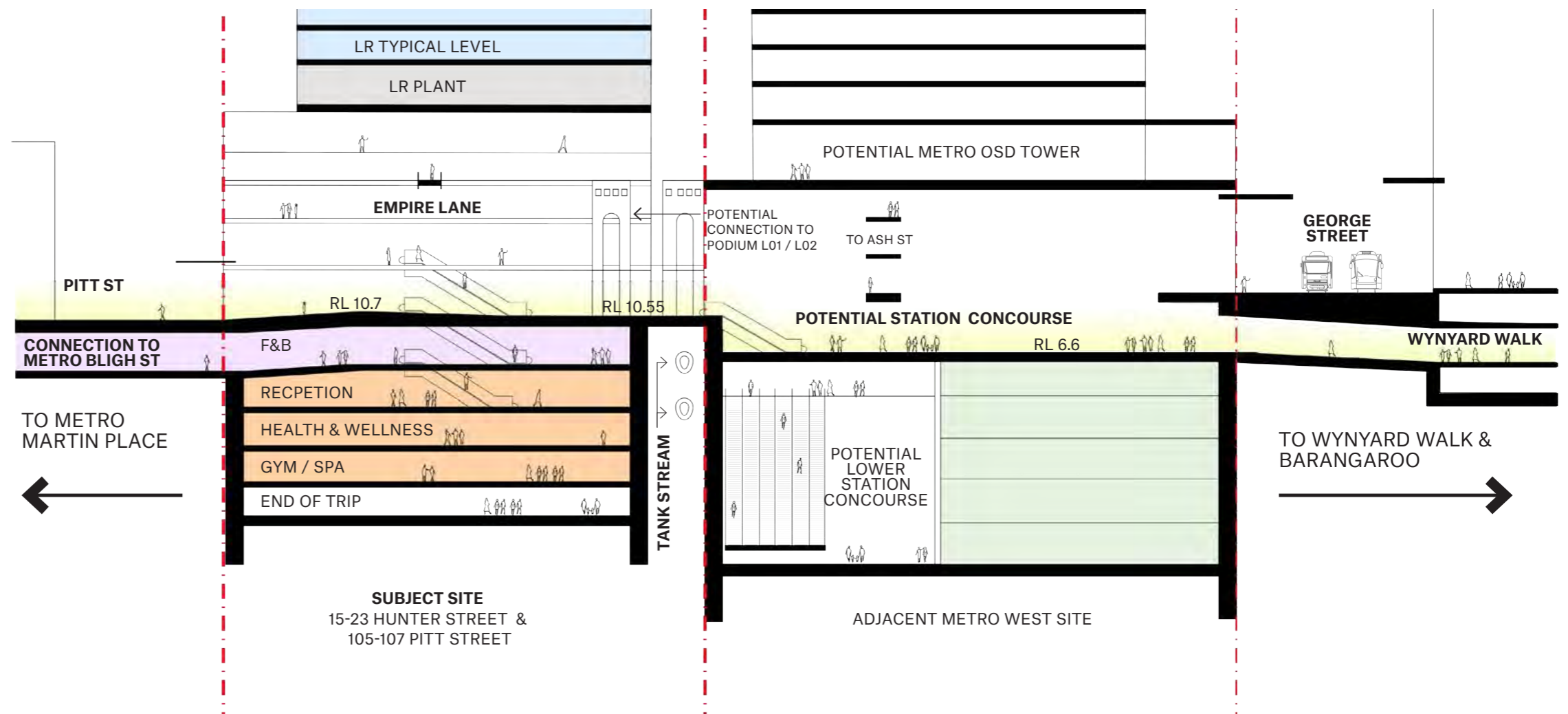
Pedestrians are prioritized with vehicular traffic entirely removed from the laneway. A clear connection to the Metro West concourse is maintained.

Flood levels: Empire Lane must crest at RL 10.70, And Hunter Lane must crest at RL 10.10 .

Basement levels are considered and purposeful, with clear wayfinding and access. The B01 F&B floor is envisaged as a designed food market with connections through to Metro Bligh Street.

B02 is a reception for a world class Health and Wellness facility, encompassing treatment rooms, meditation, physiotherapy & yoga studios on B03, and fitness facilities including swimming pool, gym, and sauna on B04.

B05 will be a dedicated EOT offering, supplemented by the Health & Wellness Centre.

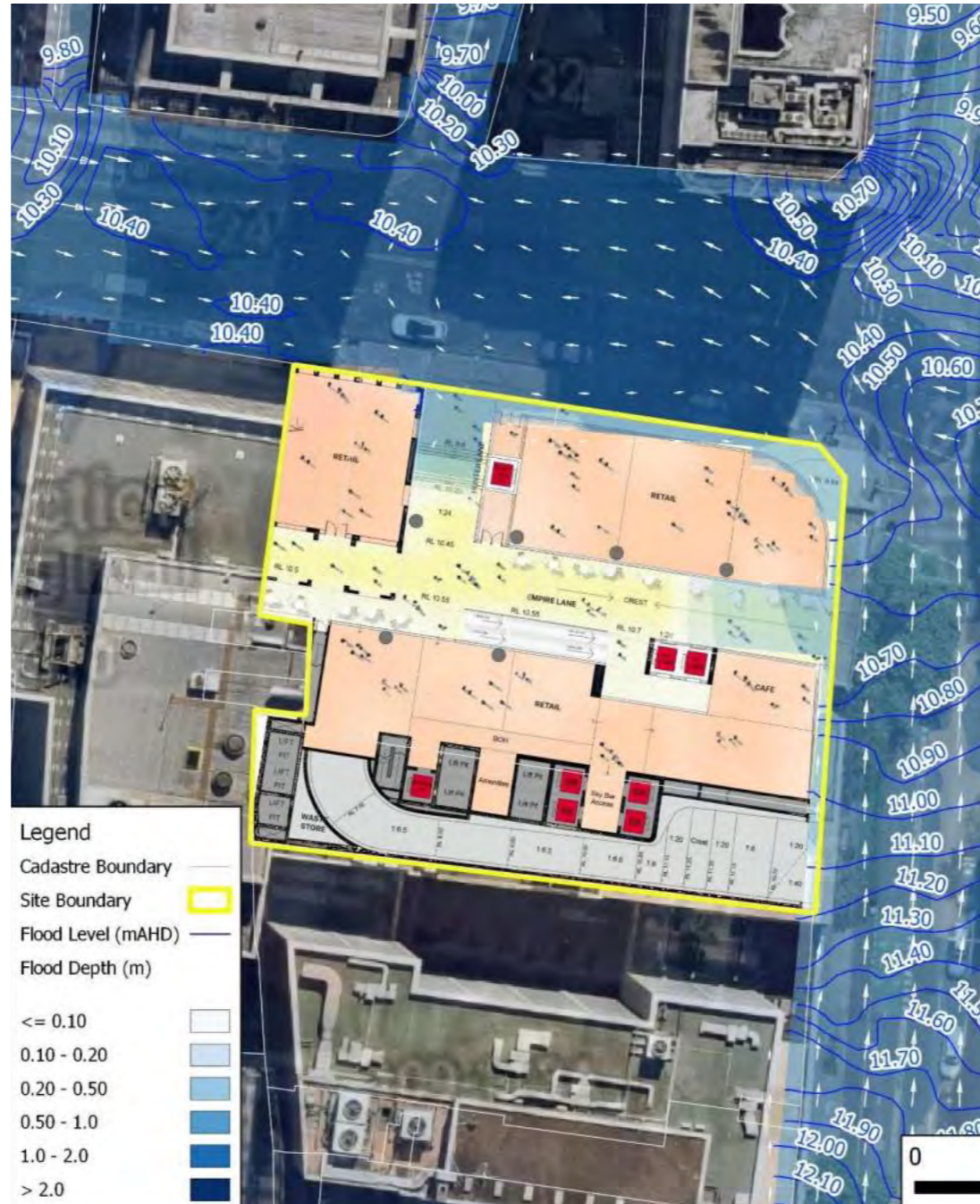


# Summary

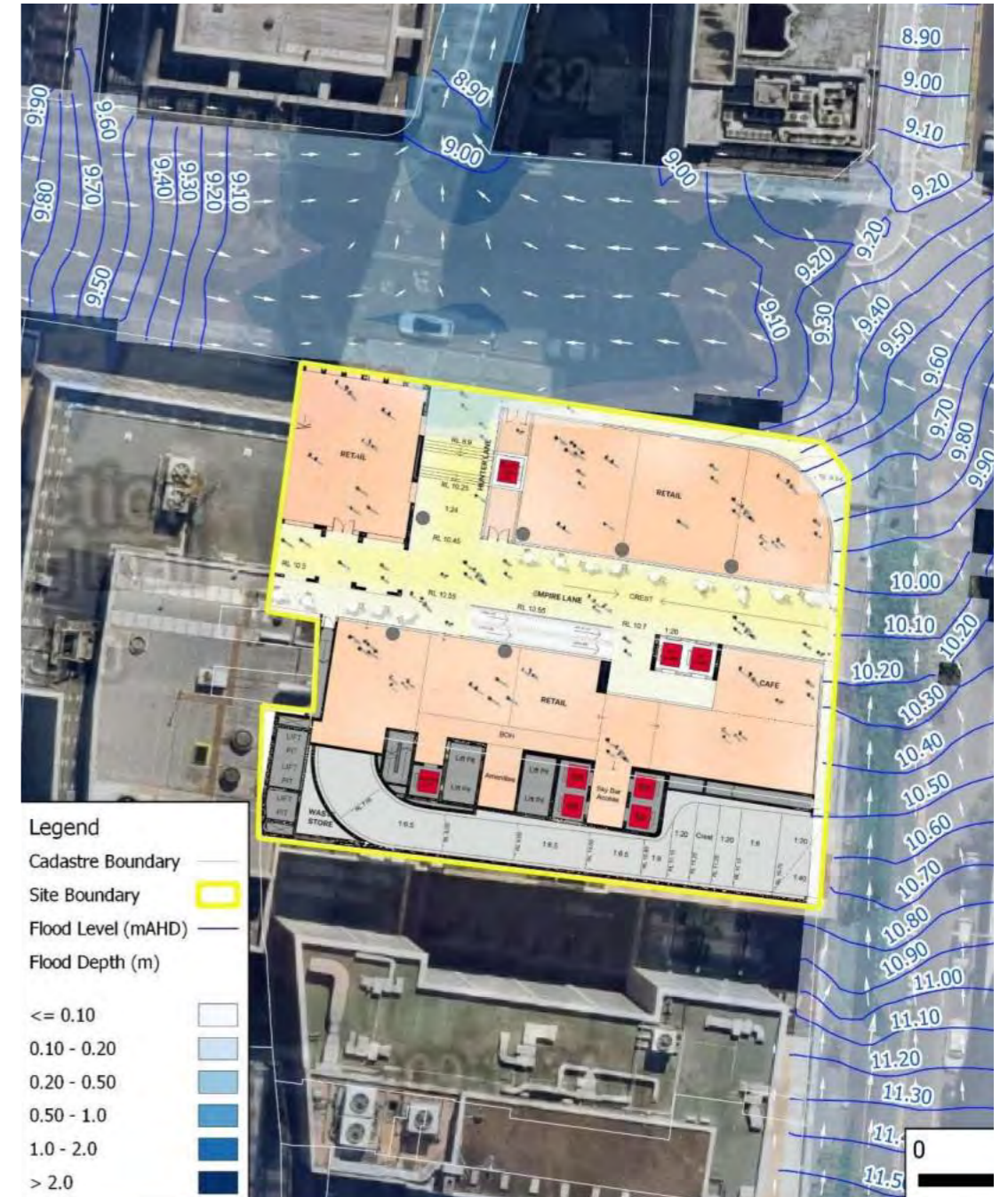
## Mitigating Potential Flood Impact

A desire to mitigate potential flood impacts has led to raised ground floor & laneway levels.

The Metro West concourse may potentially be immediately next door at ~ RL 6.6; as such flood protection to the concourse from an entry located in the laneway must be considered. As such, levels have been raised to ensure adequate protection to the potential station concourse.



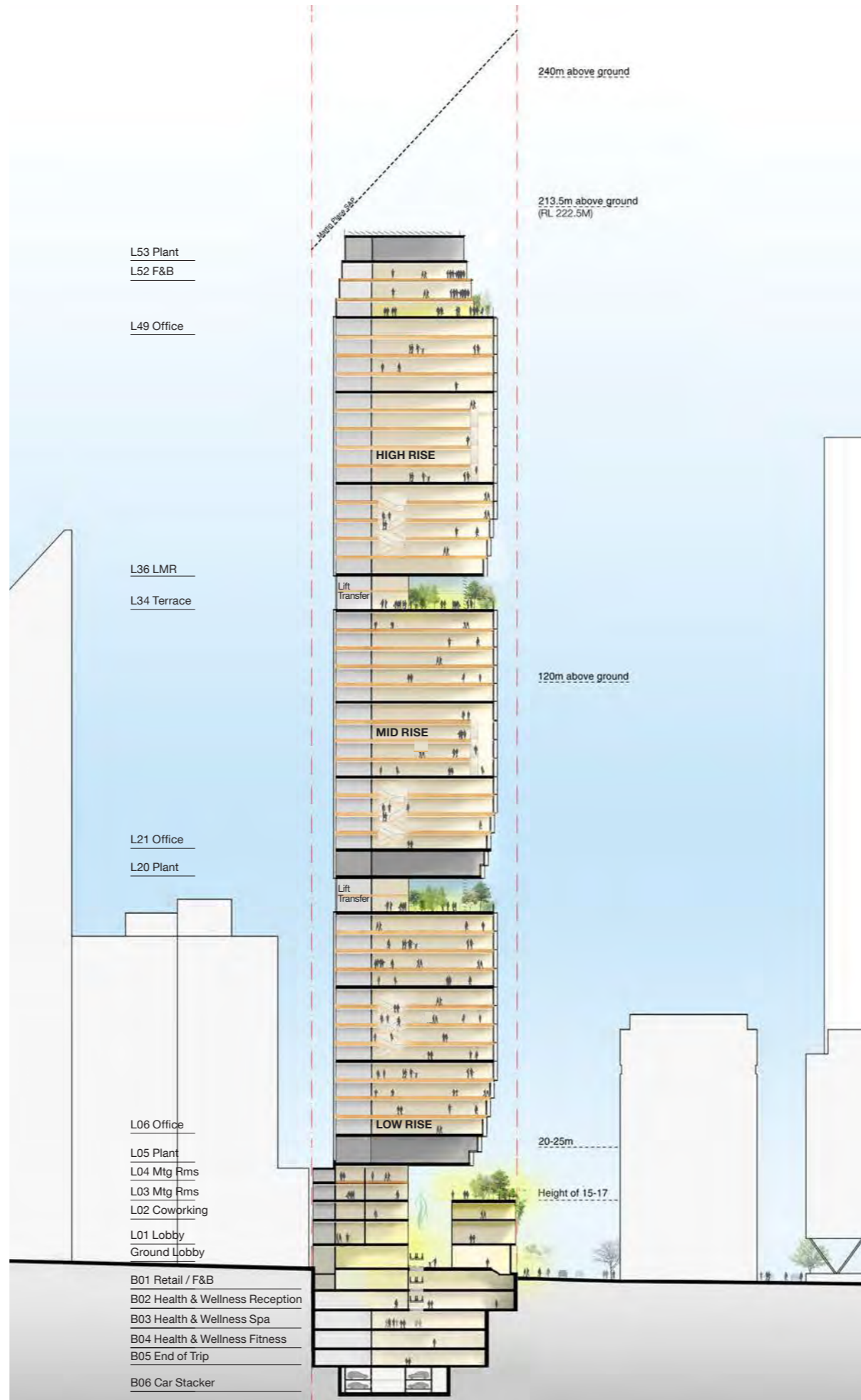
PMF LEVELS



1% AEP LEVELS

# Reference Design Drawing Set

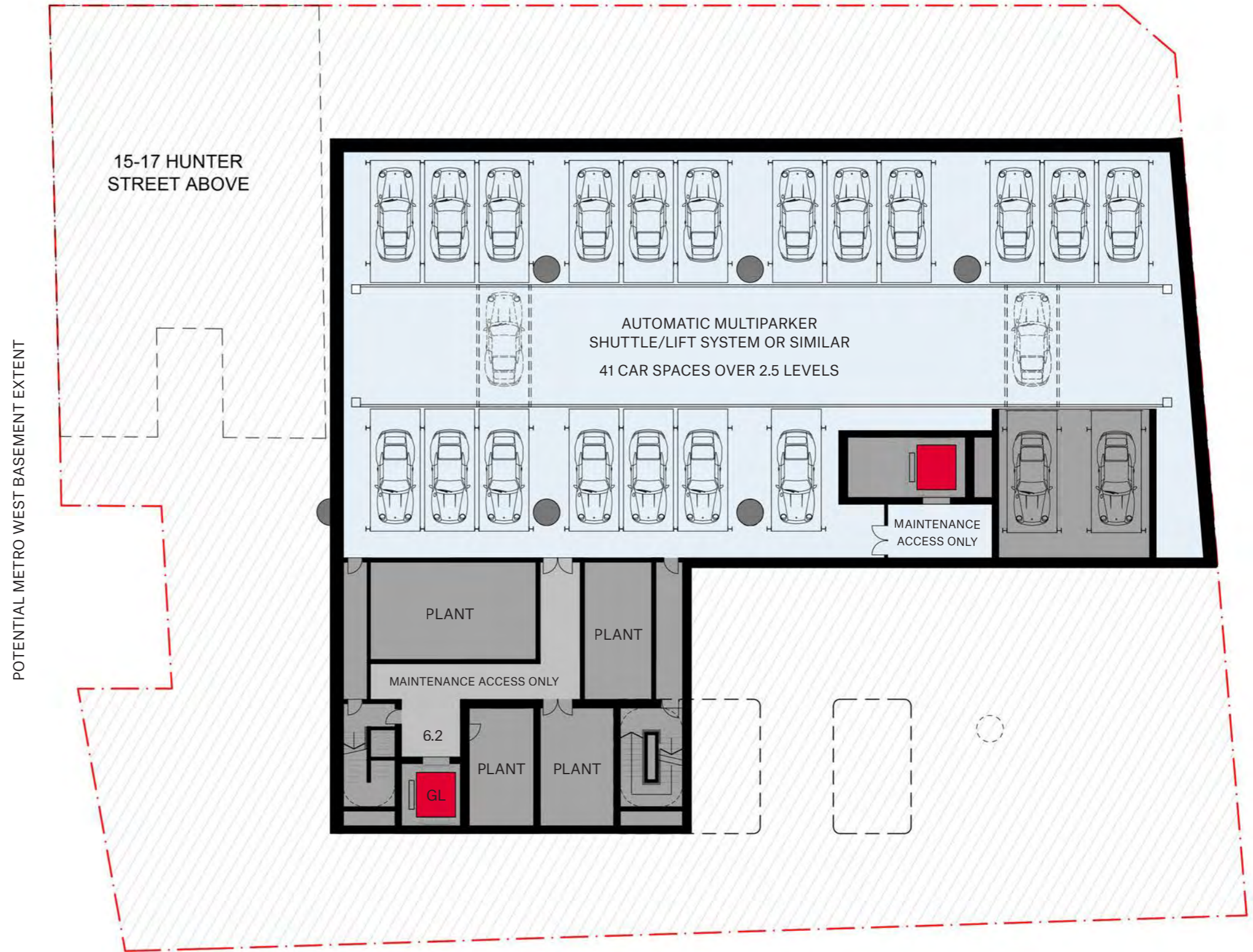
## INDICATIVE SECTION



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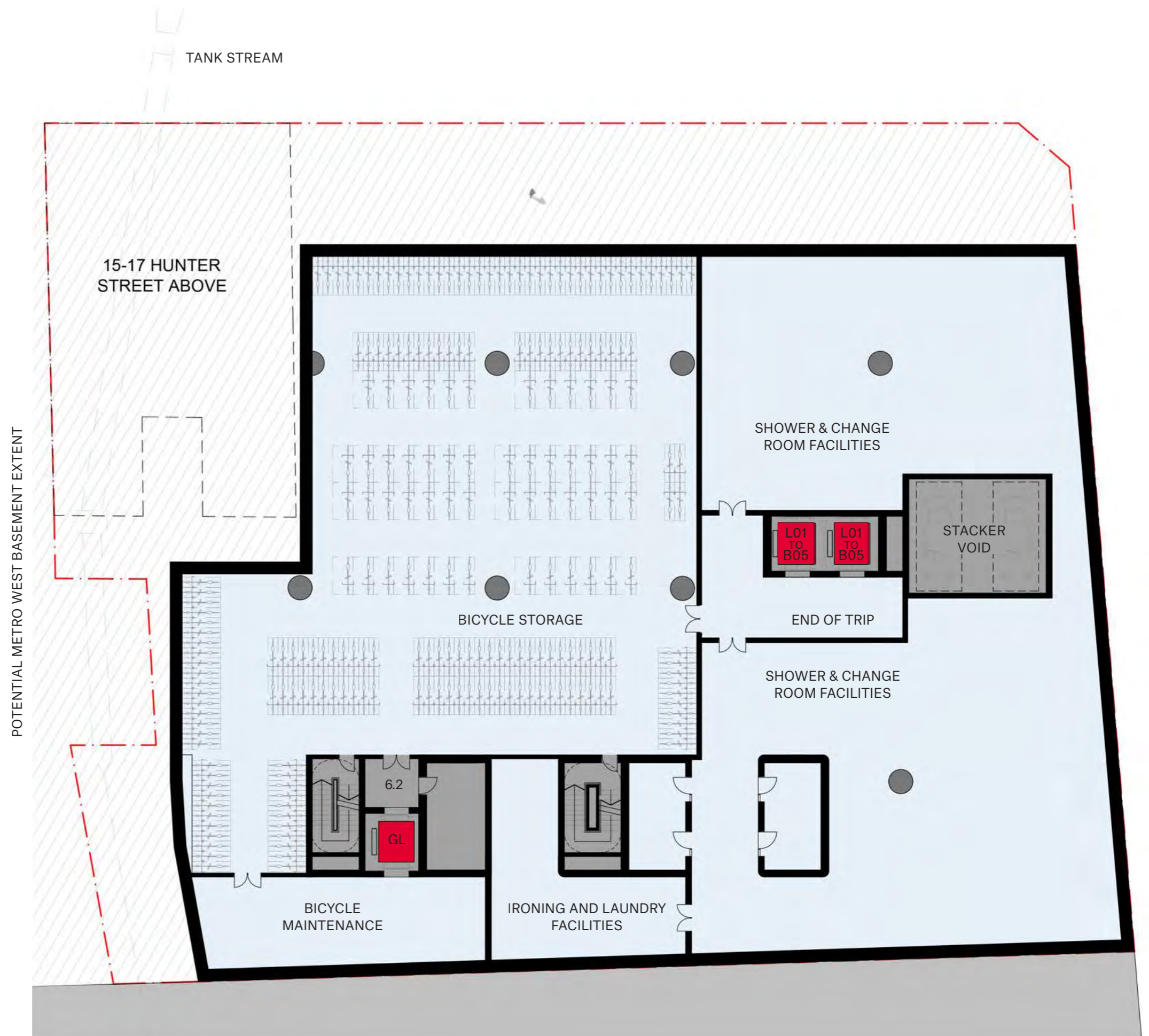
**BASEMENT 06**



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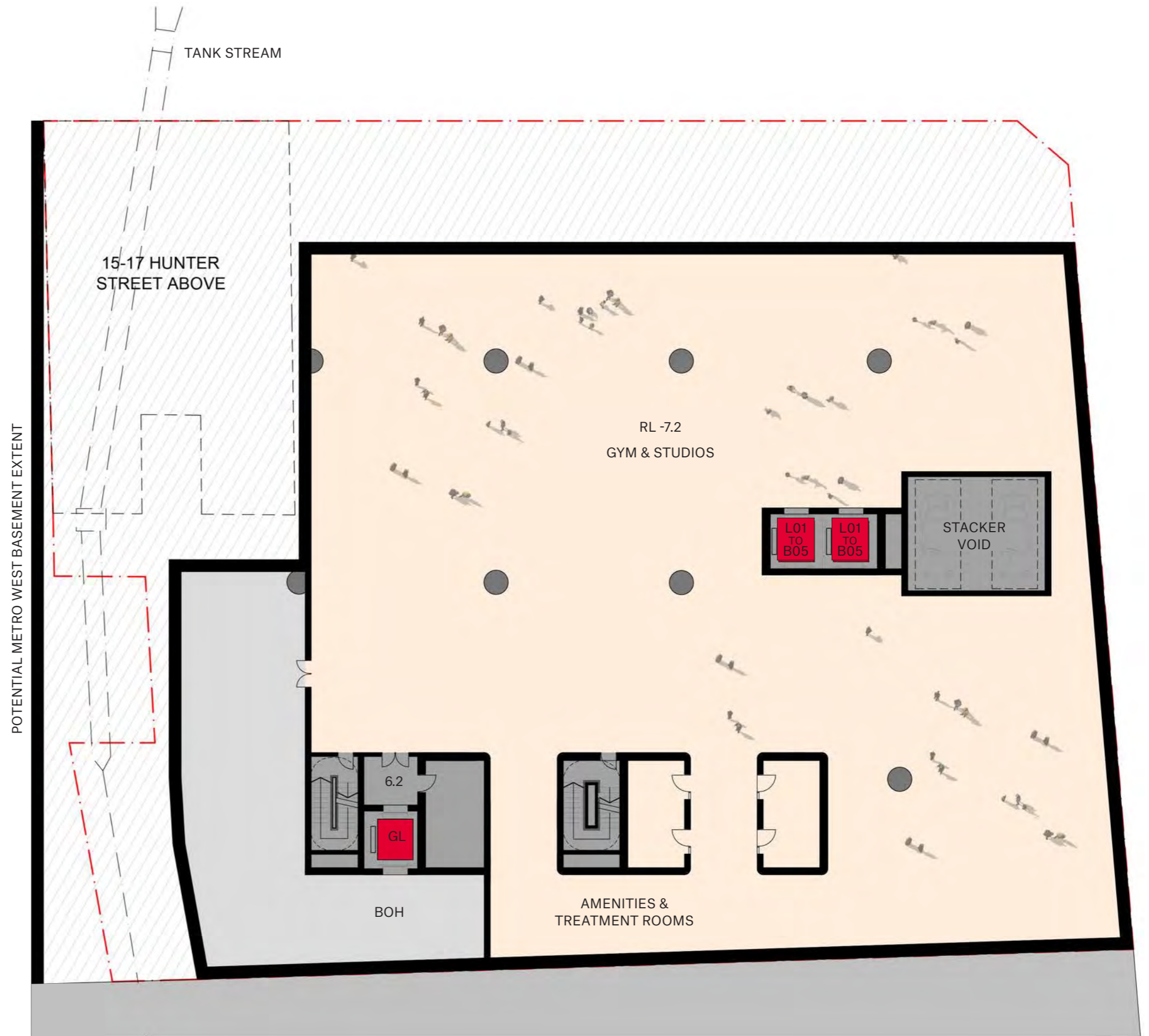


BASEMENT 05



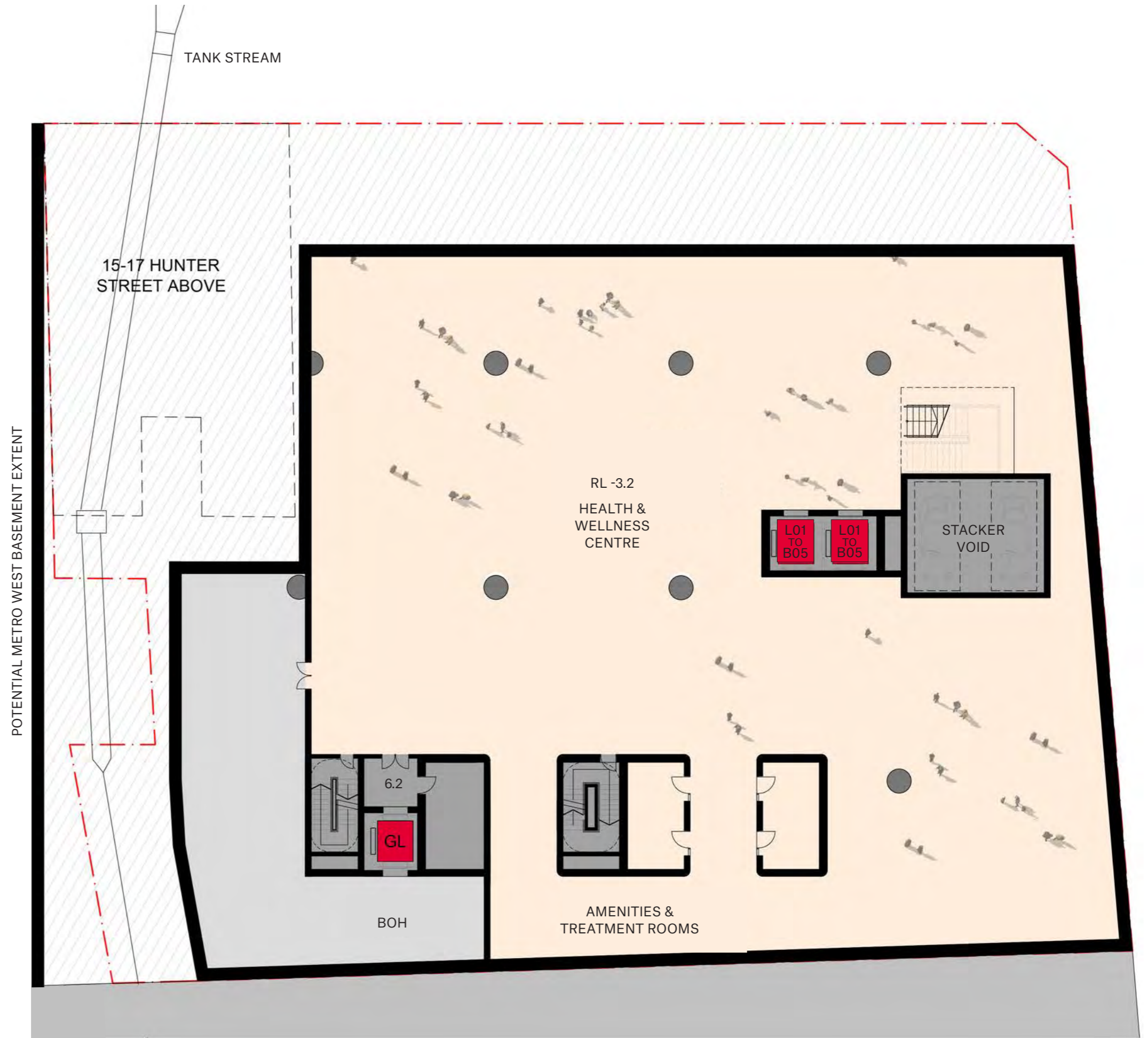
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BASEMENT 04



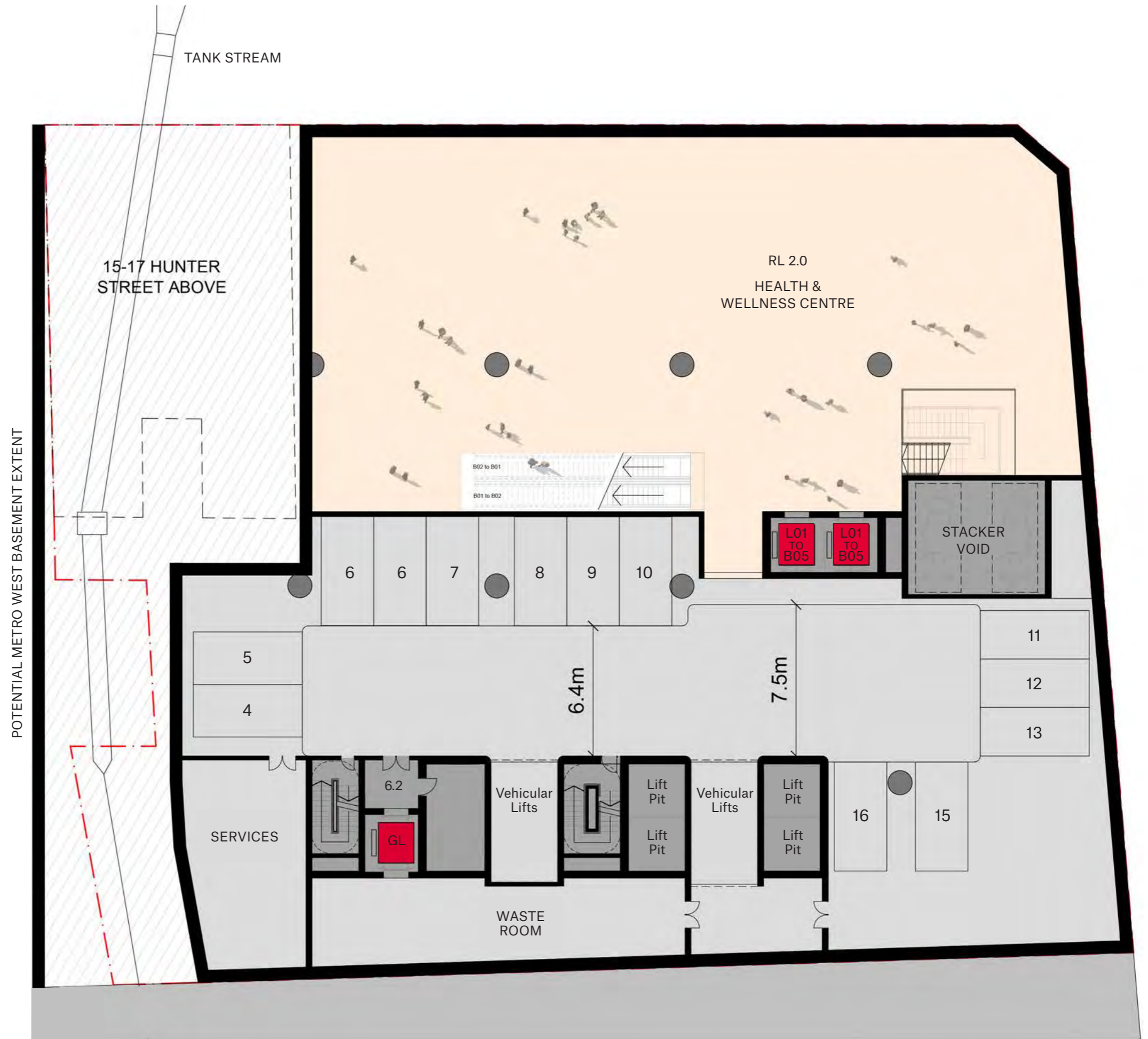
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BASEMENT 03



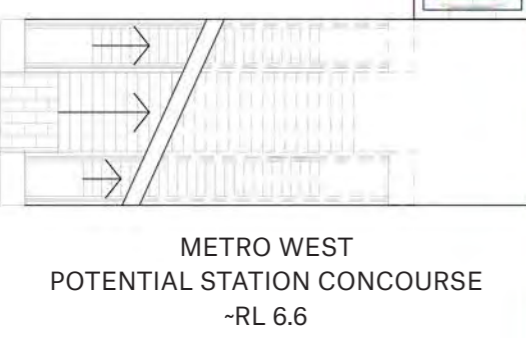
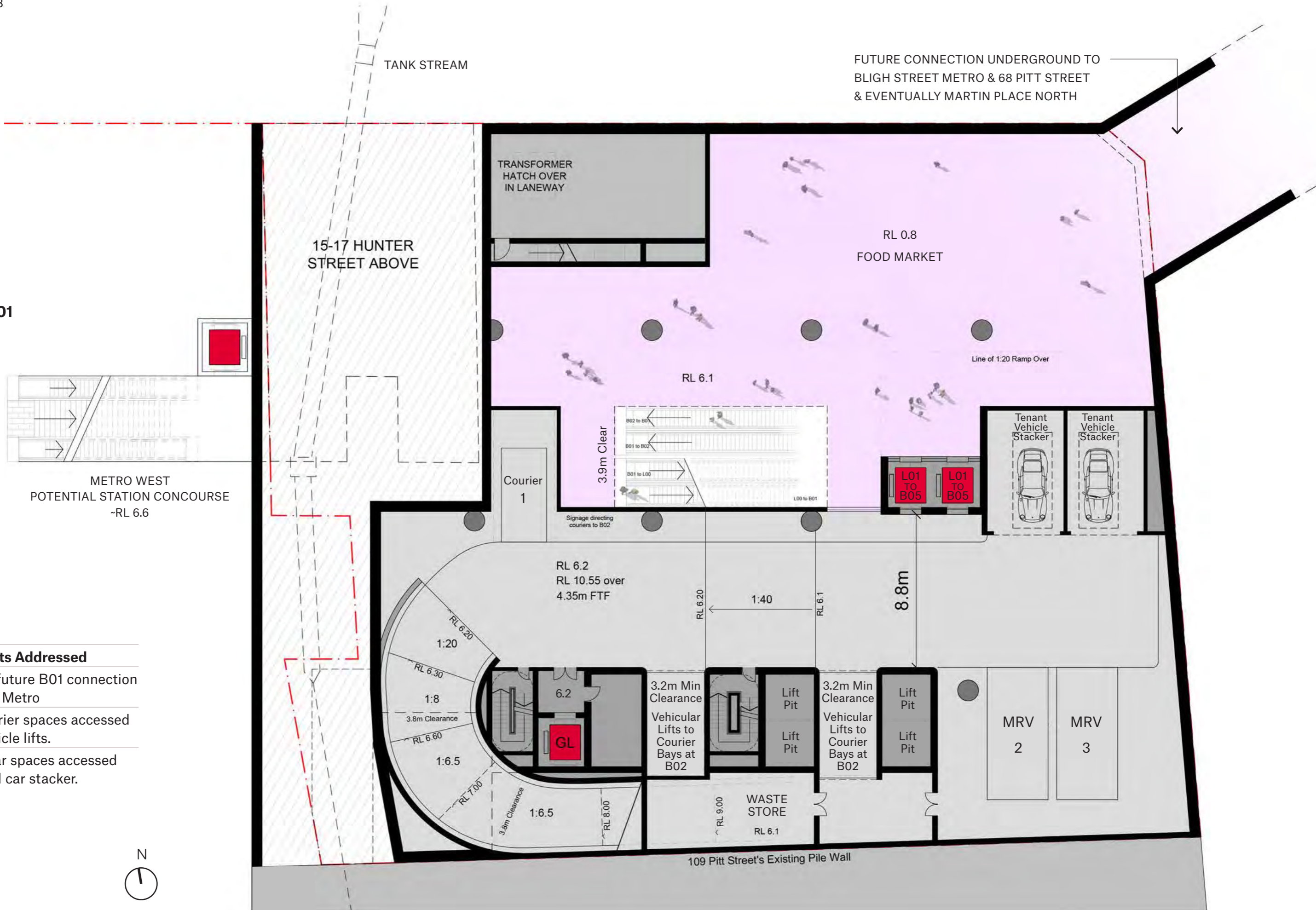
1:200 @ A3

BASEMENT 02



1:200 @ A3

**BASEMENT 01**



**DAP Comments Addressed**

- Allowance for future B01 connection to Bligh Street Metro
- Additional courier spaces accessed via courier vehicle lifts.
- Commercial car spaces accessed via commercial car stacker.



1:200 @ A3



**GROUND LEVEL**

**DAP COMMENTS ADDRESSED**

- No low level bridges across laneway
- Pedestrian only laneway, with retail activation to both sides
- Functional connection to Metro West above PMF levels & AEP 1% AEP + 500 Levels
- Signalised vehicular ramp to basement levels; allows retail to laneway.

1:200 @ A3



LEVEL 01



1:200 @ A3



HUNTER STREET

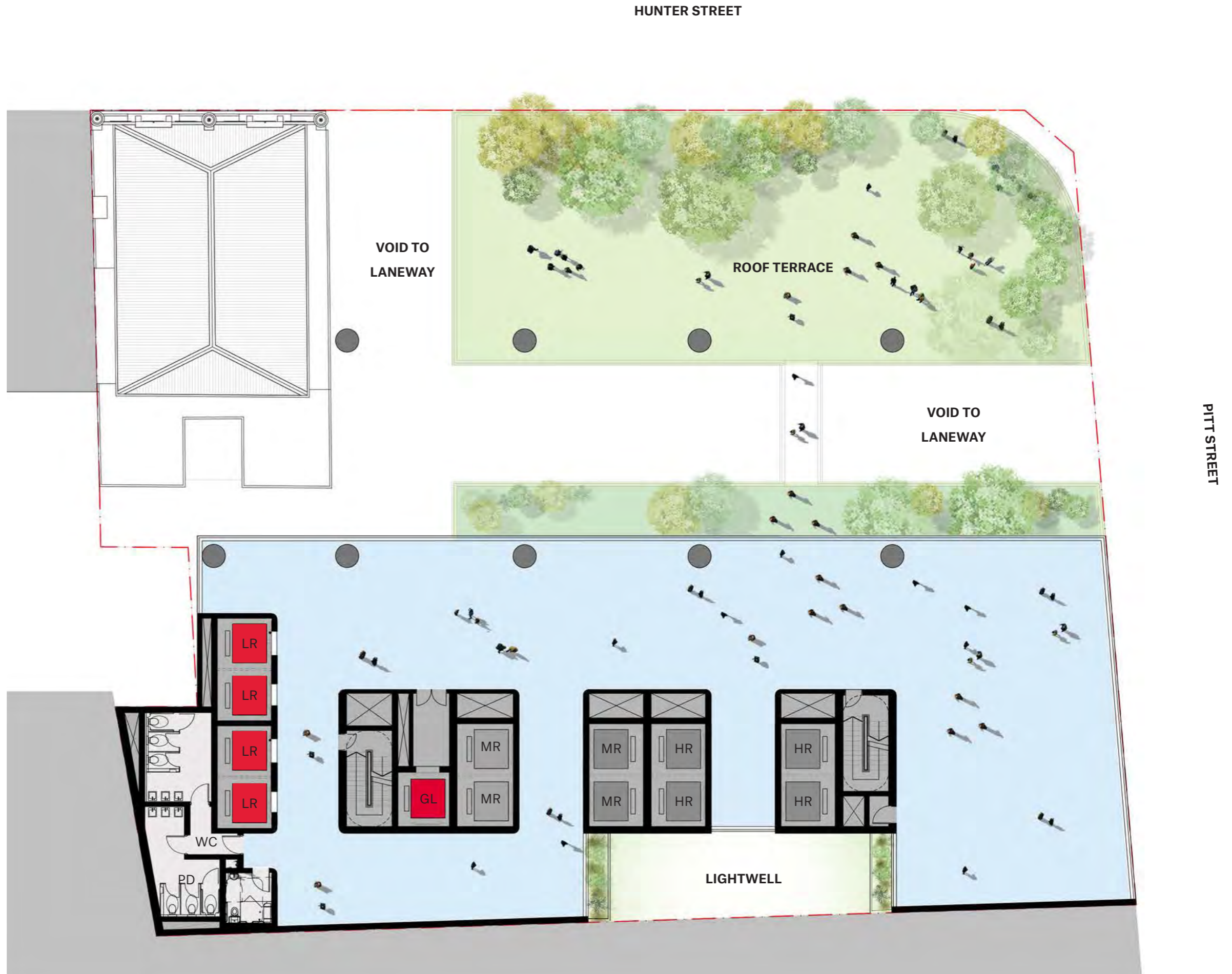
LEVEL 02



PITT STREET

1:200 @ A3

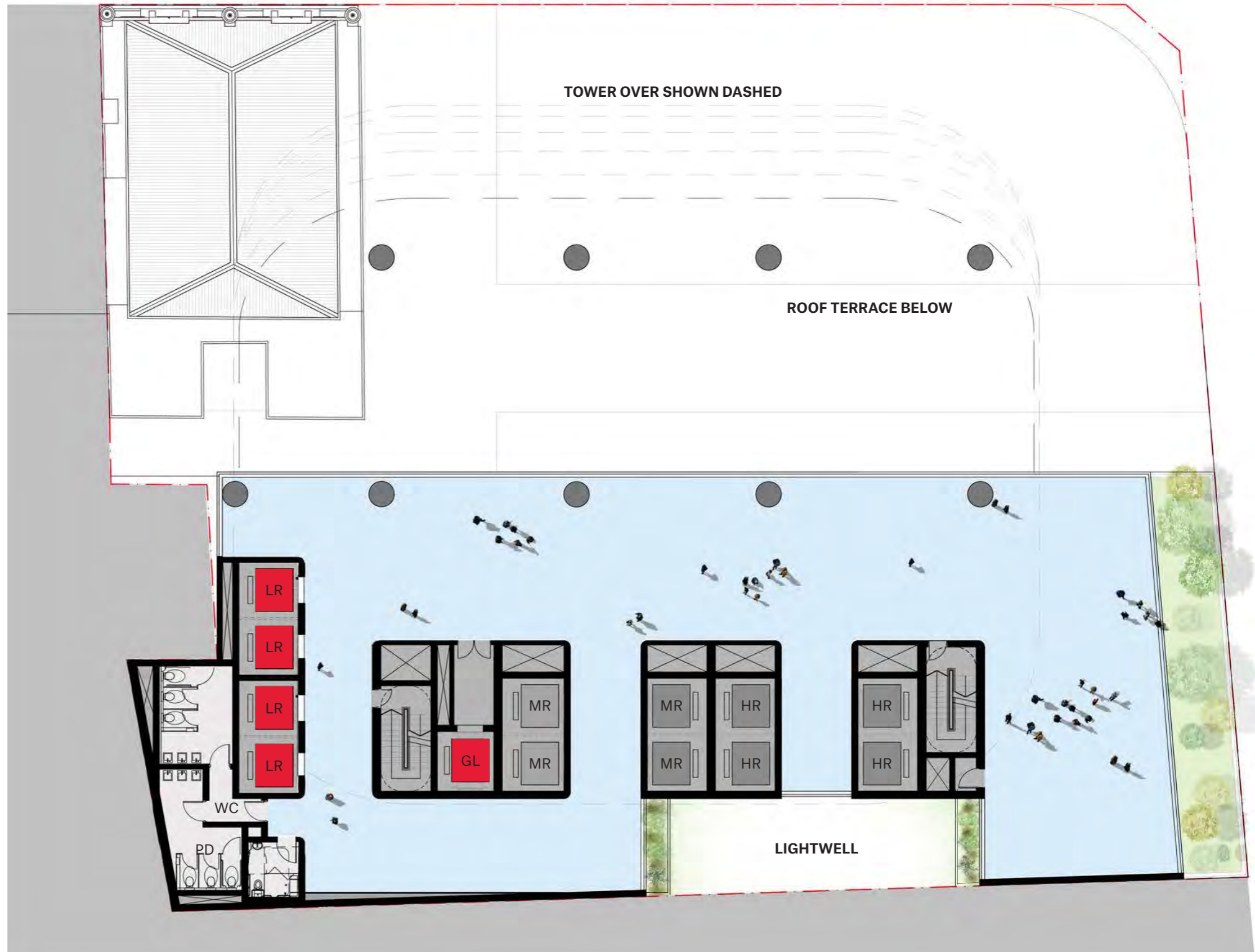
**LEVEL 03**  
Hunter Street Podium  
Landscaped Terraces



1:200 @ A3

HUNTER STREET

LEVEL 04



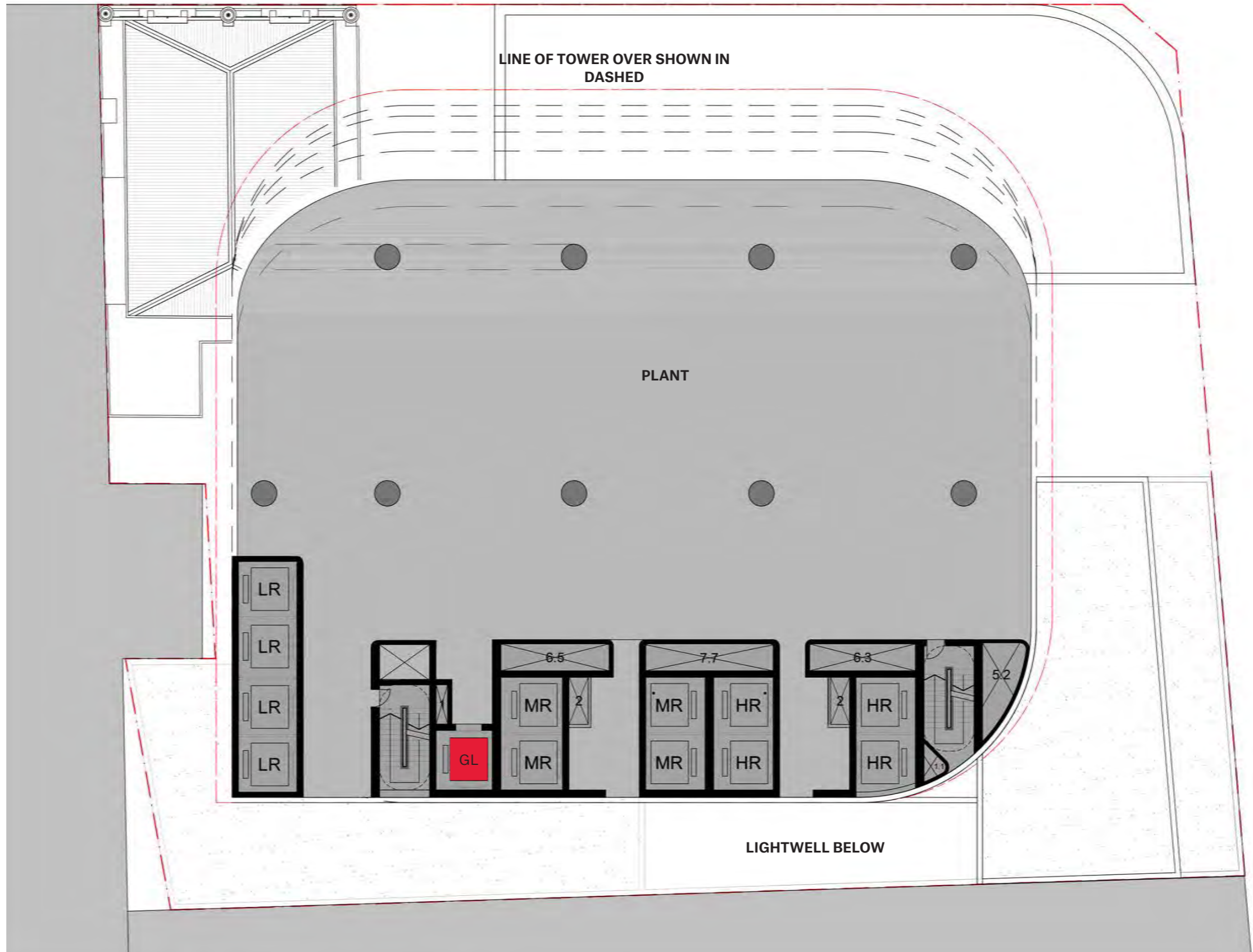
PITT STREET

1:200 @ A3

HUNTER STREET

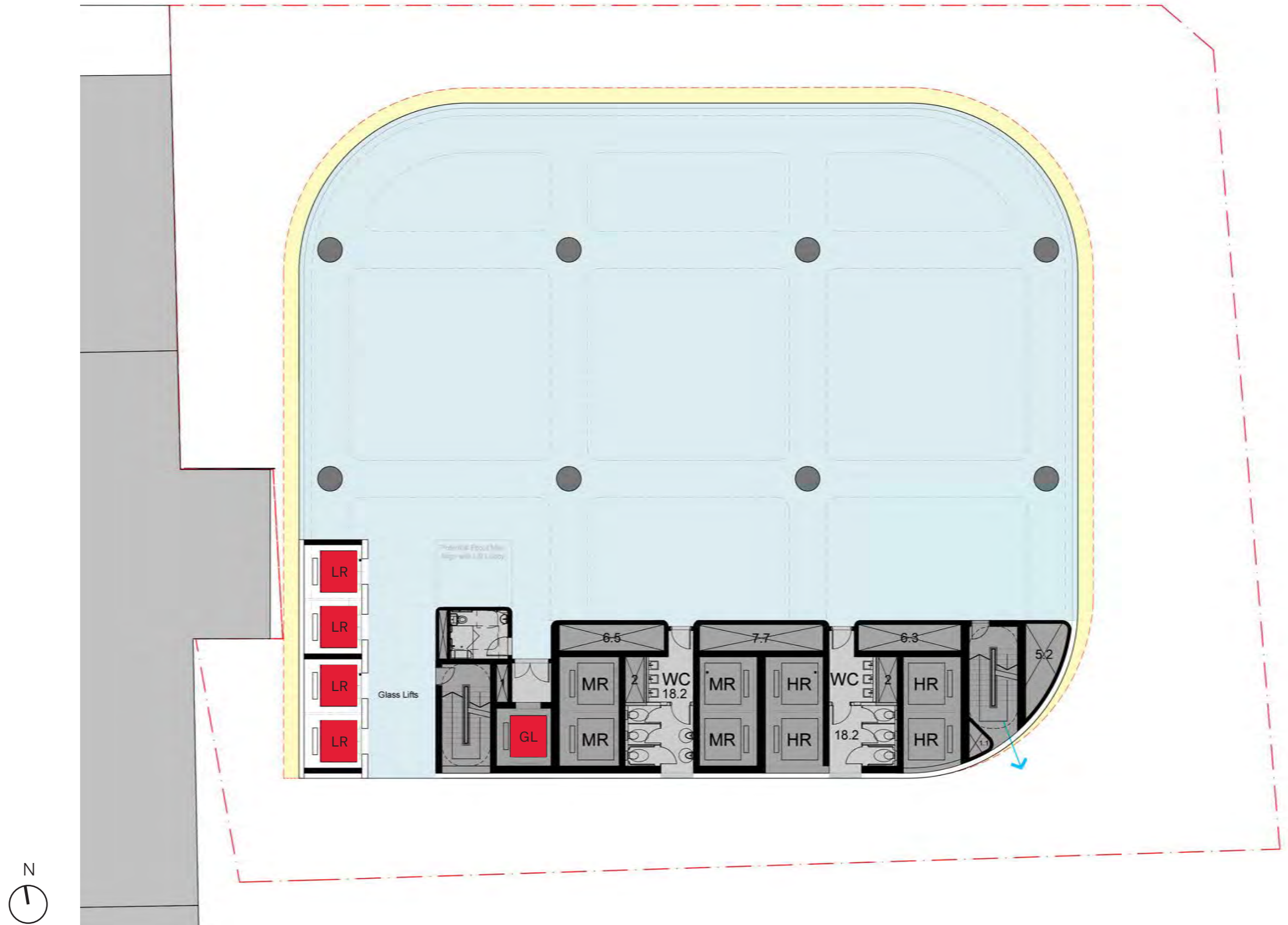
LEVEL 05 PLANT

PITT STREET



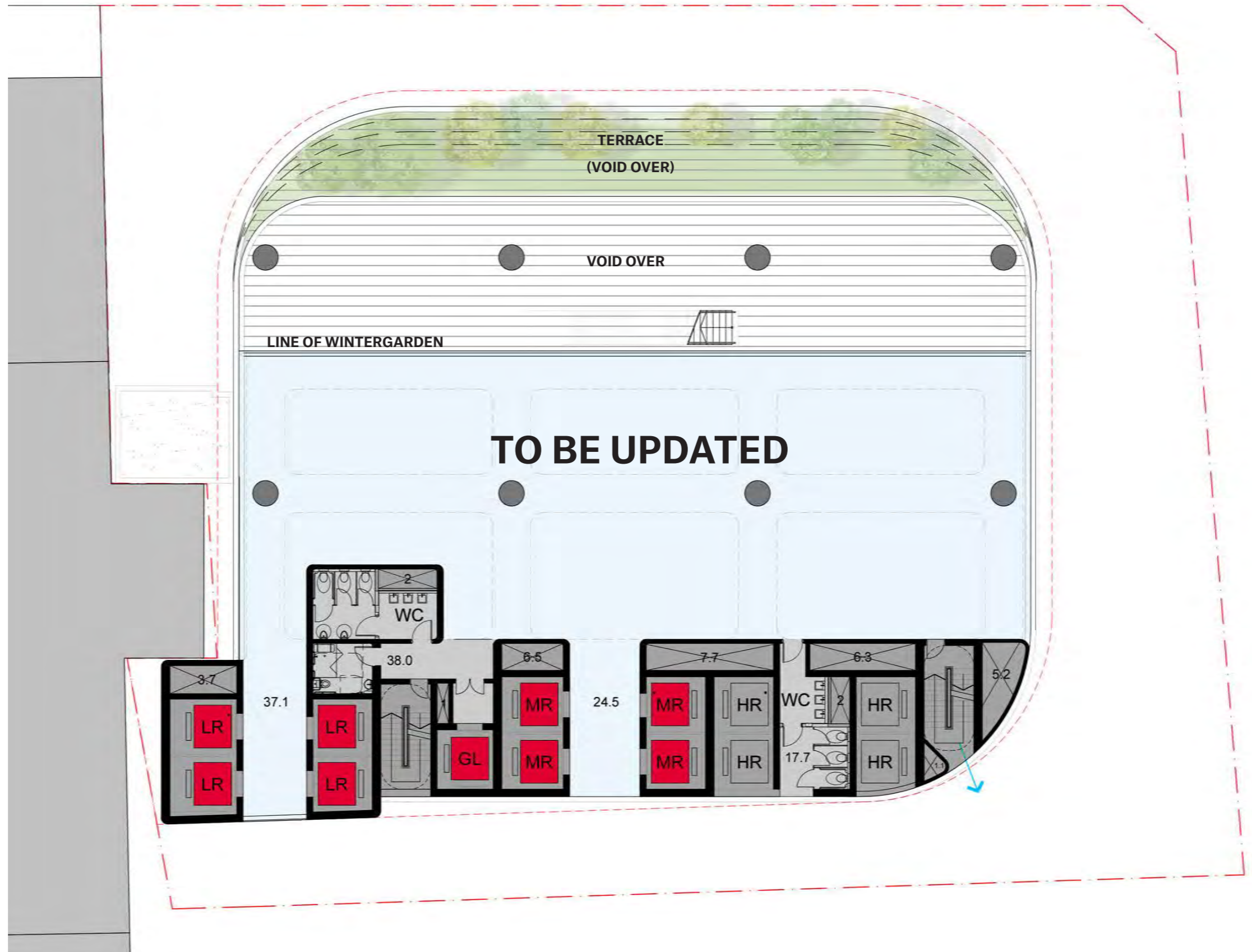
1:200 @ A3

LOW RISE



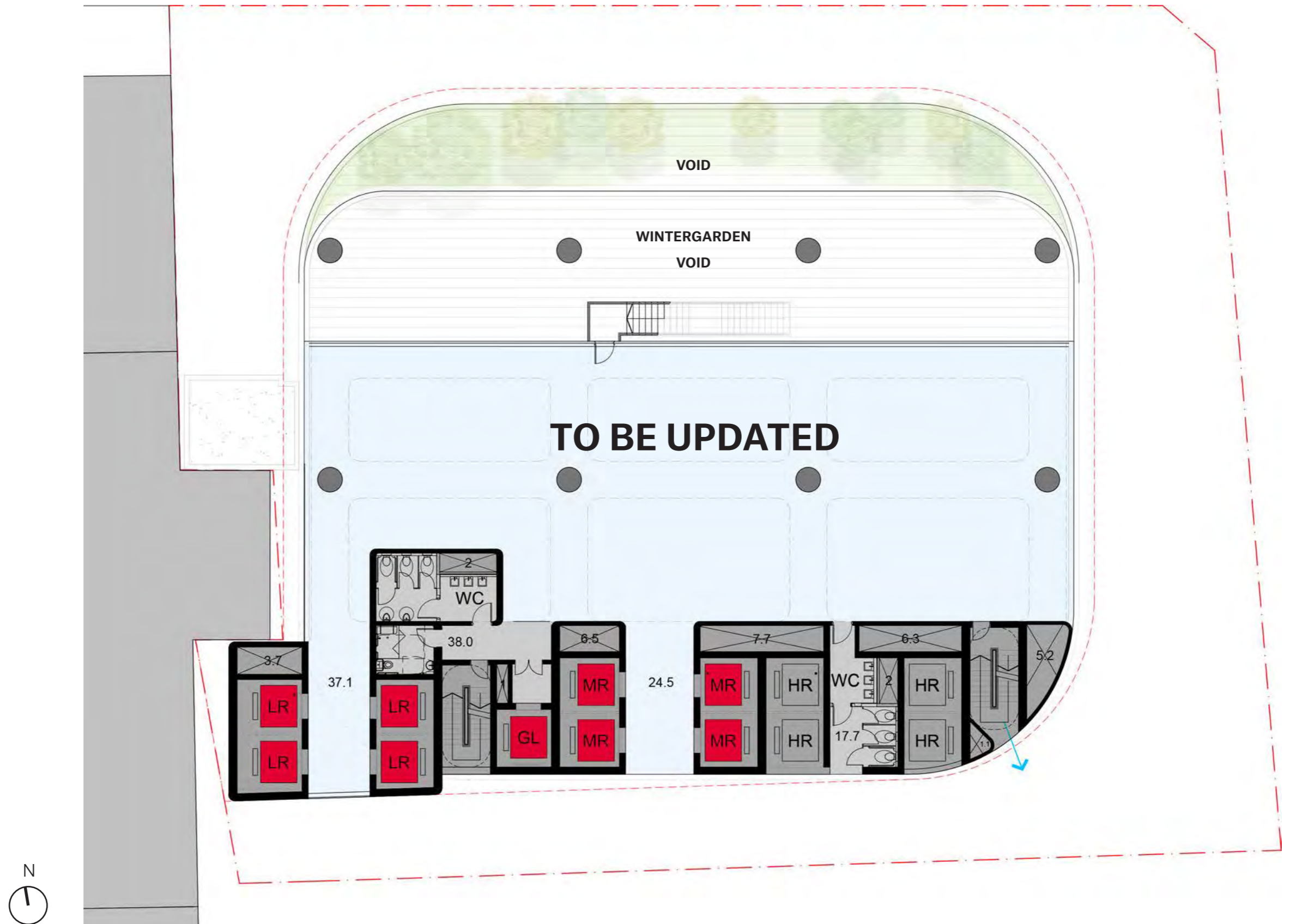
1:200 @ A3

LEVEL 18 LIFT TRANSFER



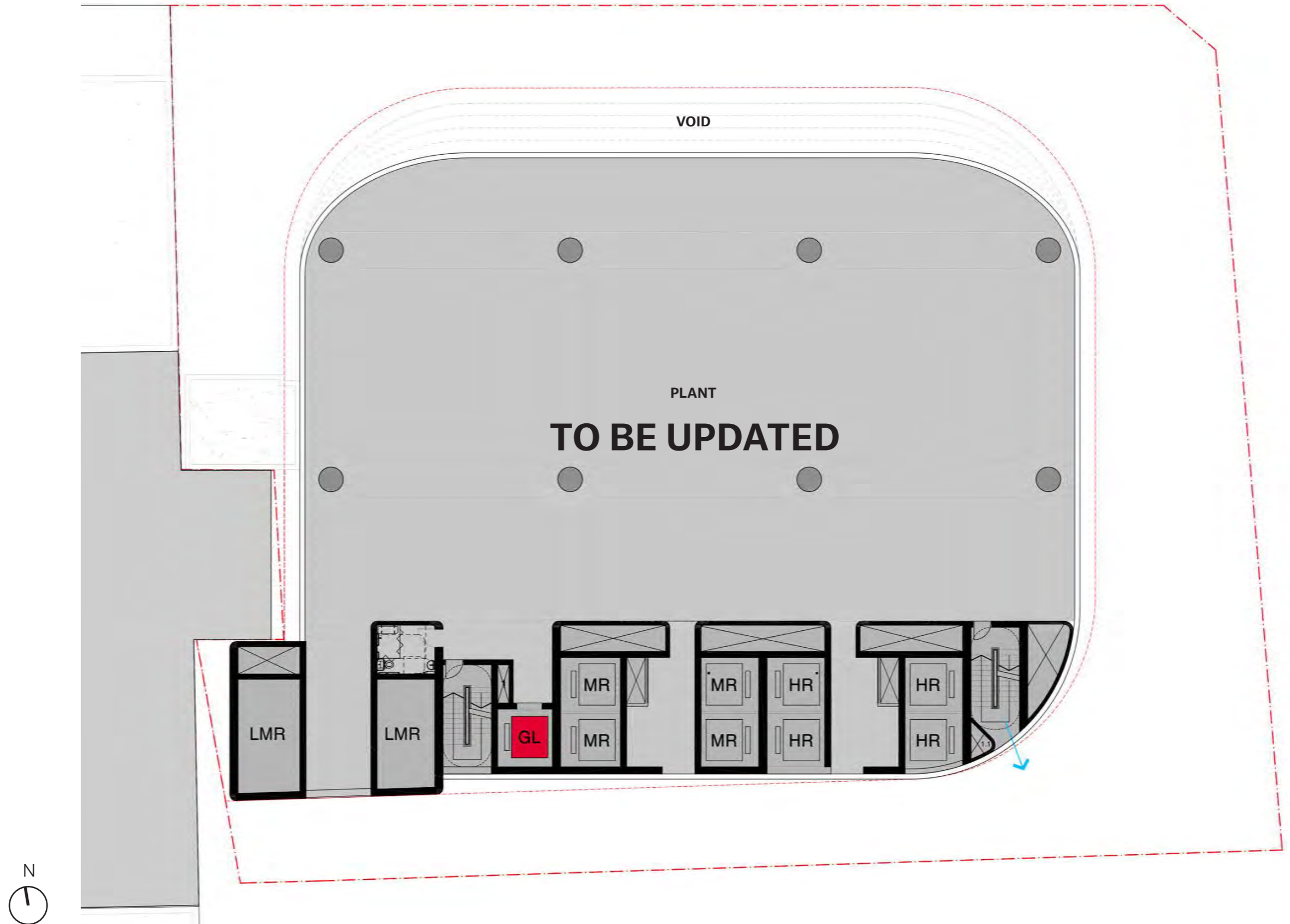
1:200 @ A3

**LEVEL 19 TERRACE  
& WINTERGARDEN VOID**



1:200 @ A3

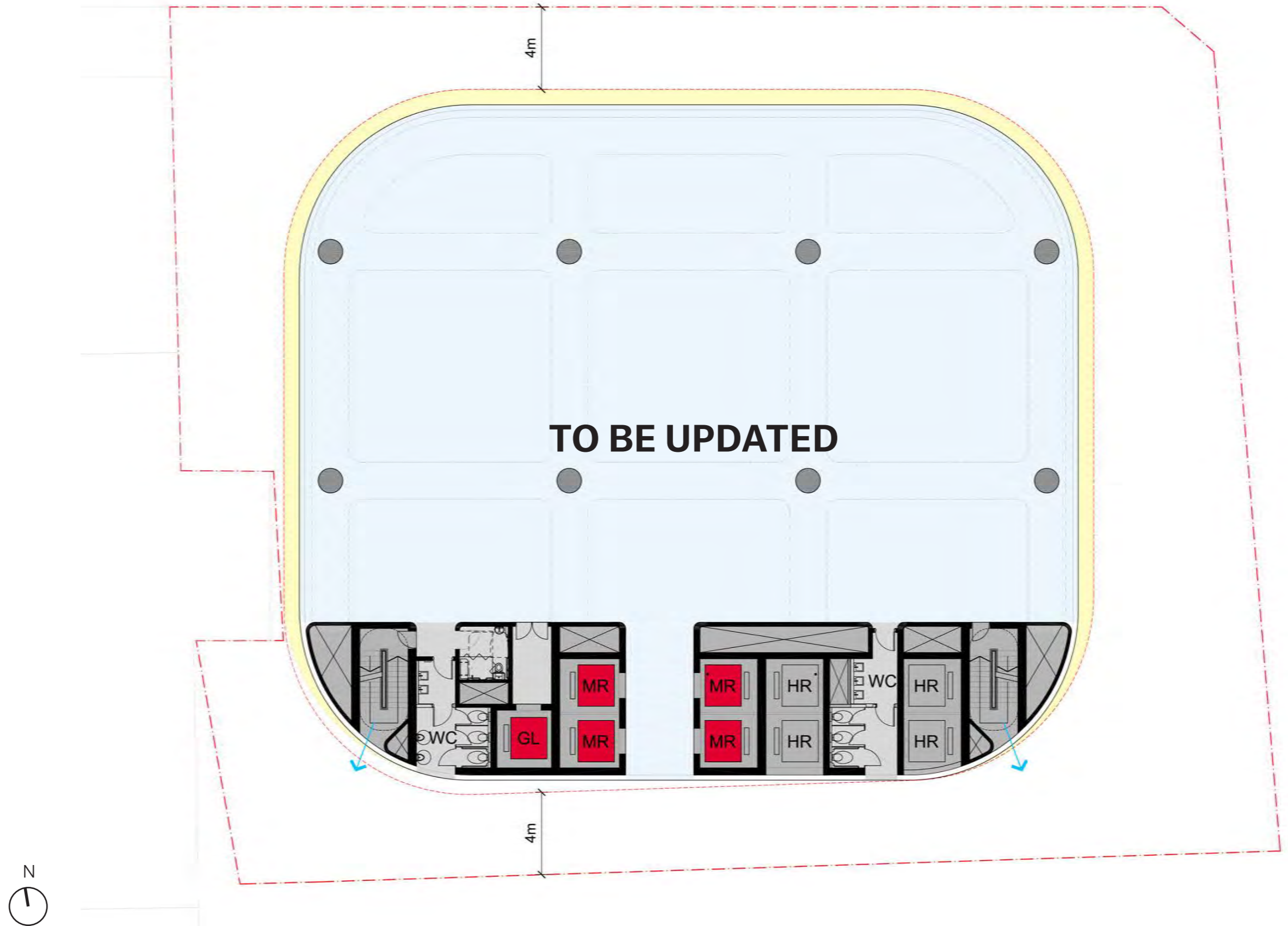
LEVEL 20 LOW RISE PLANT



1:200 @ A3

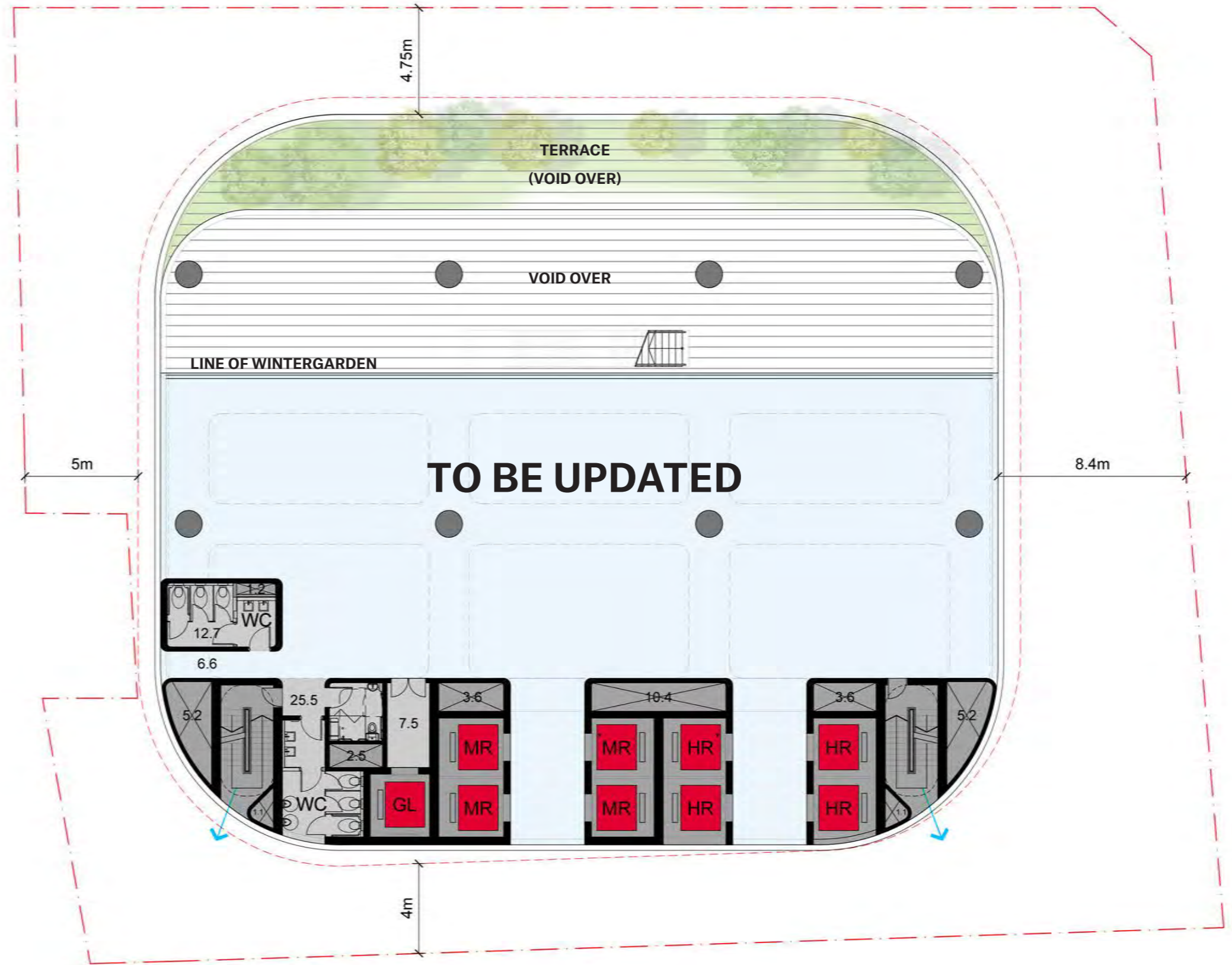


MID RISE



1:200 @ A3

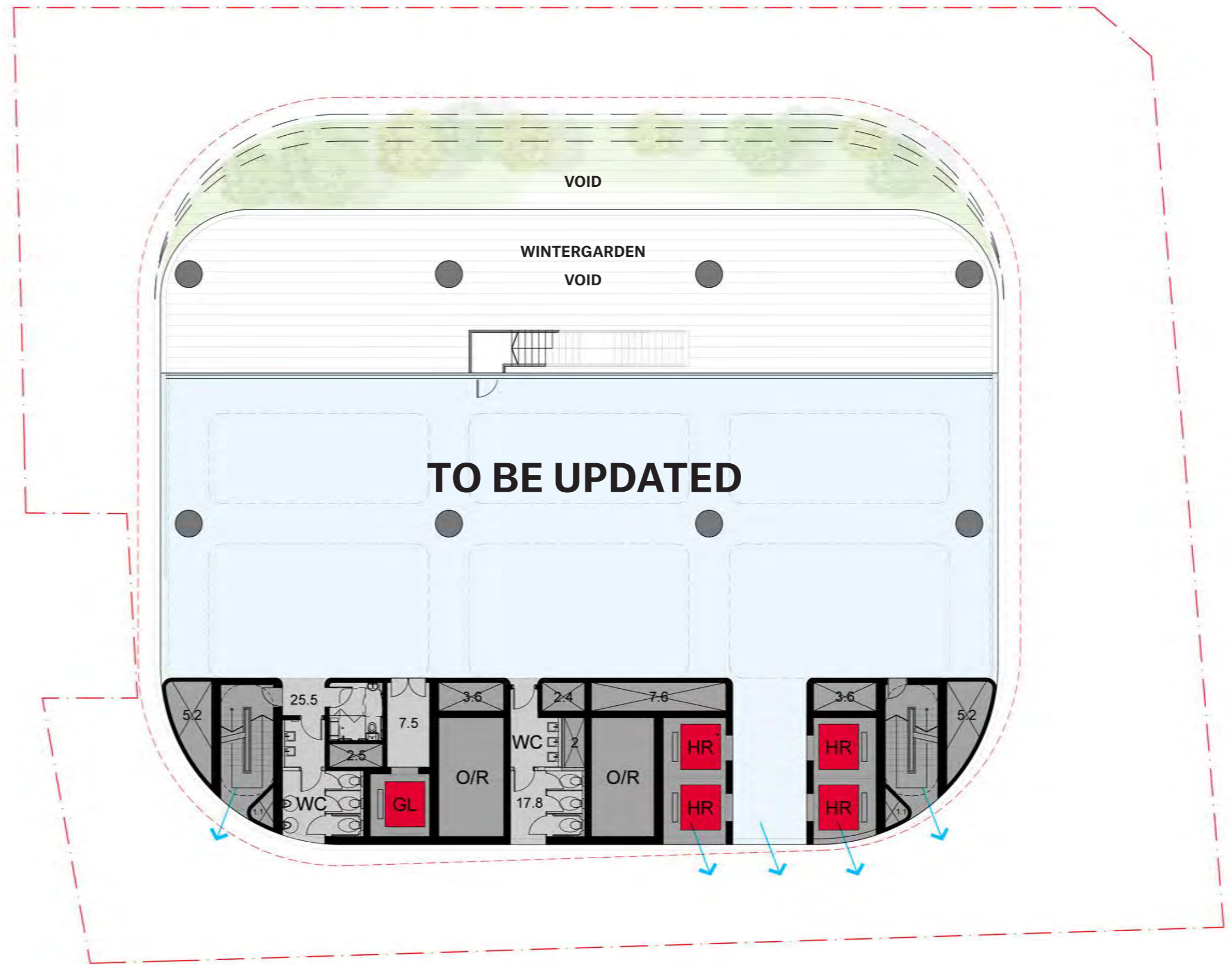
LEVEL 34 LIFT TRANSFER



1:200 @ A3



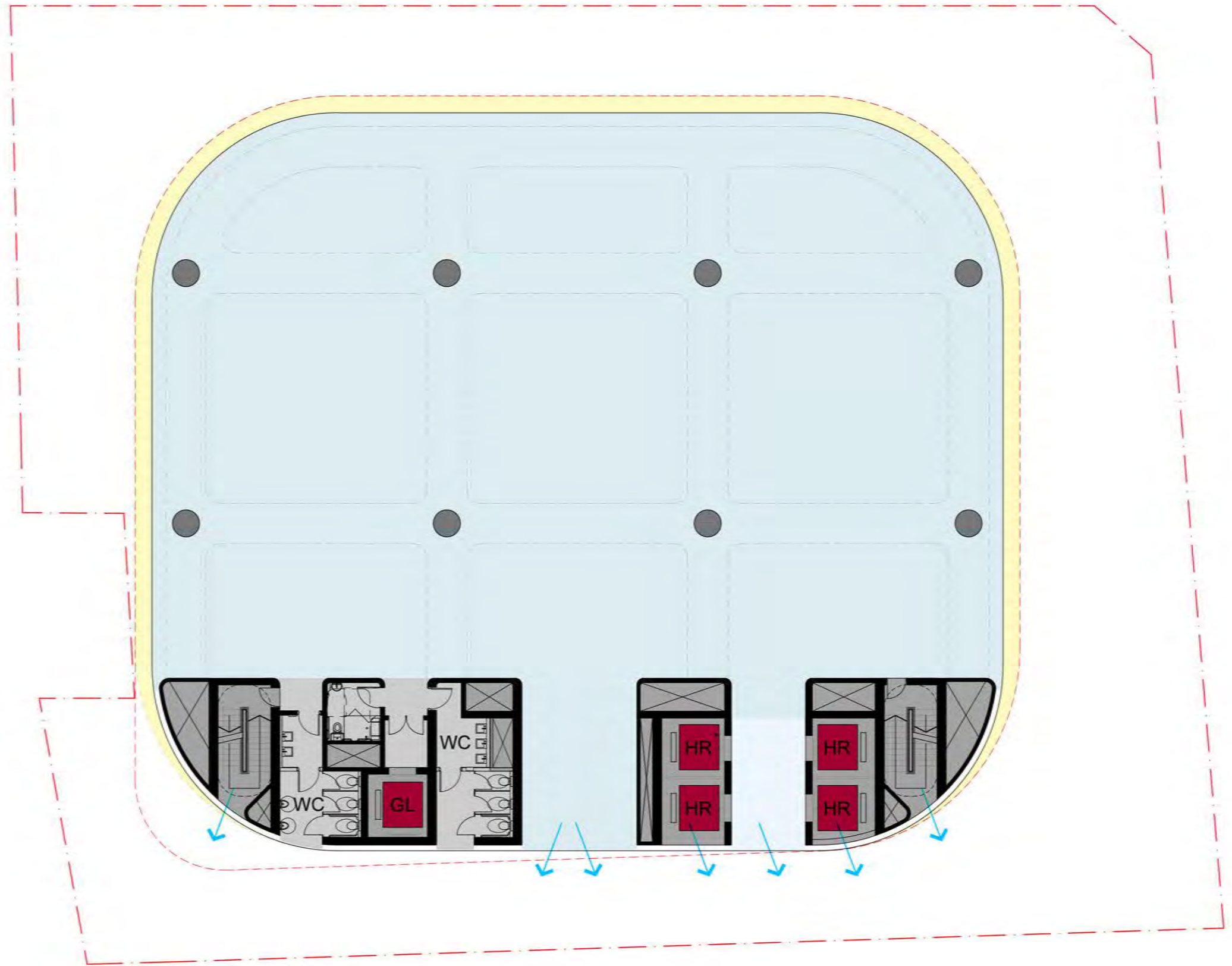
LEVEL 35 OVER RUN FLOOR



1:200 @ A3

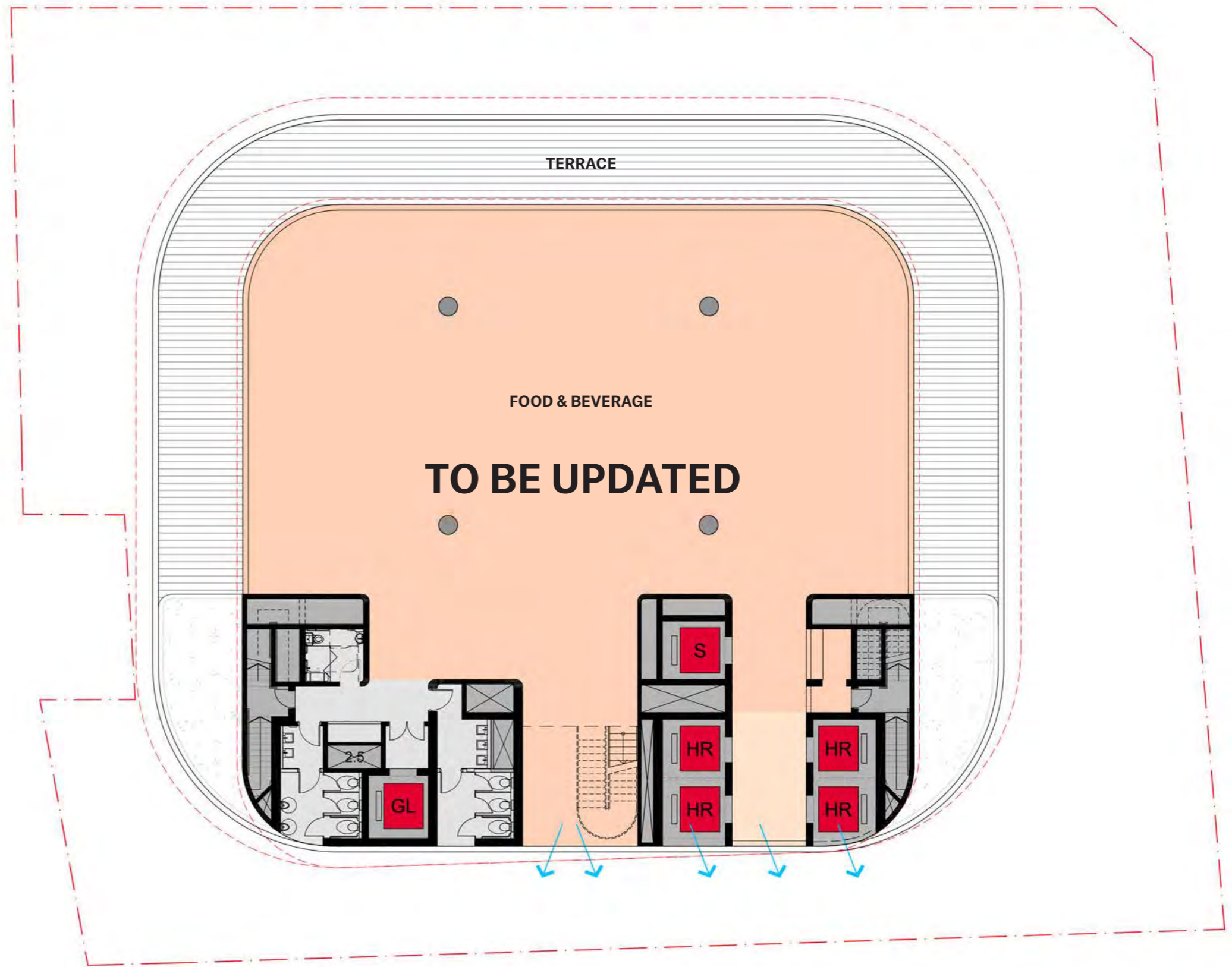


HIGH RISE



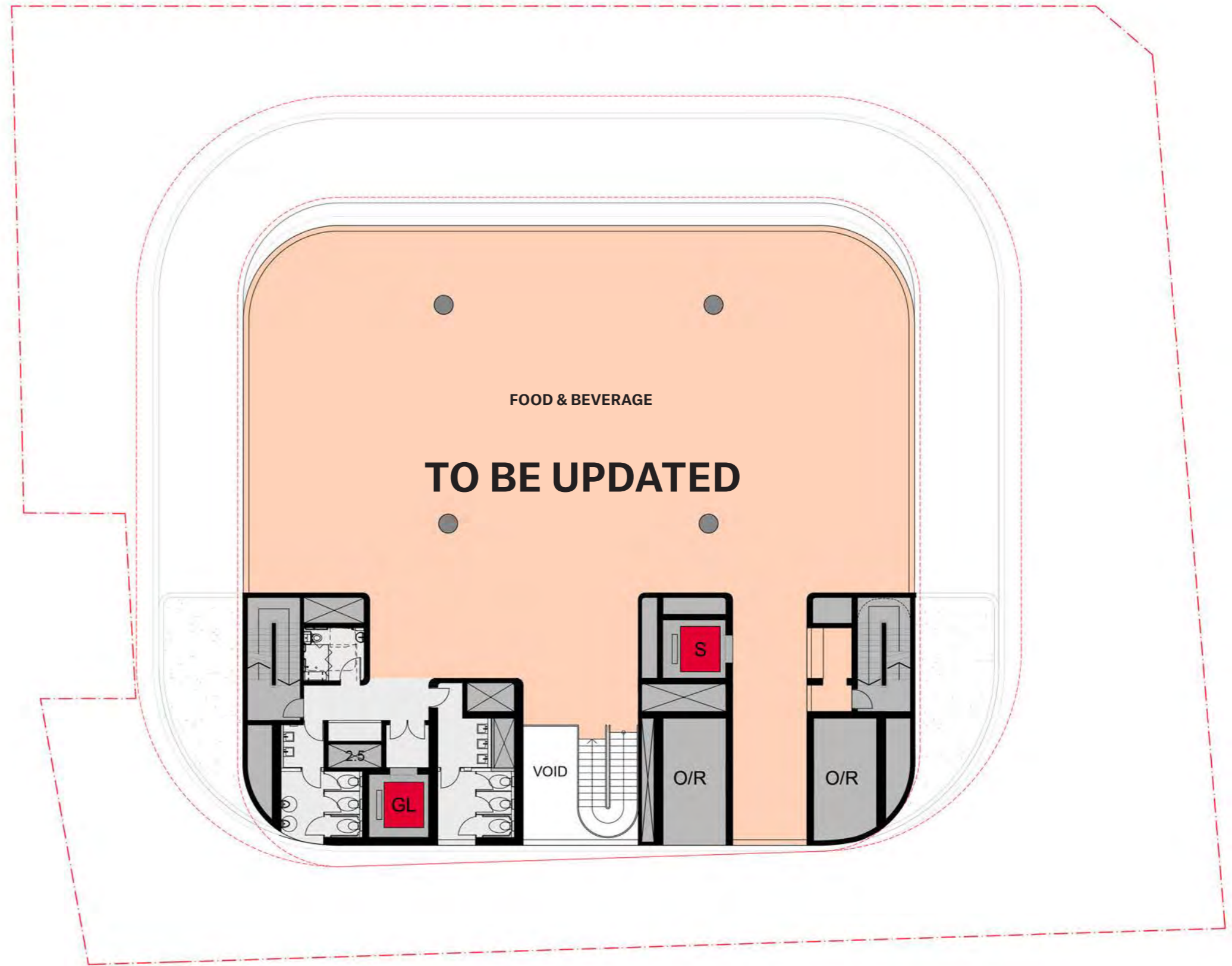
1:200 @ A3

**LEVEL 51&52**  
Food & Beverage Lounge



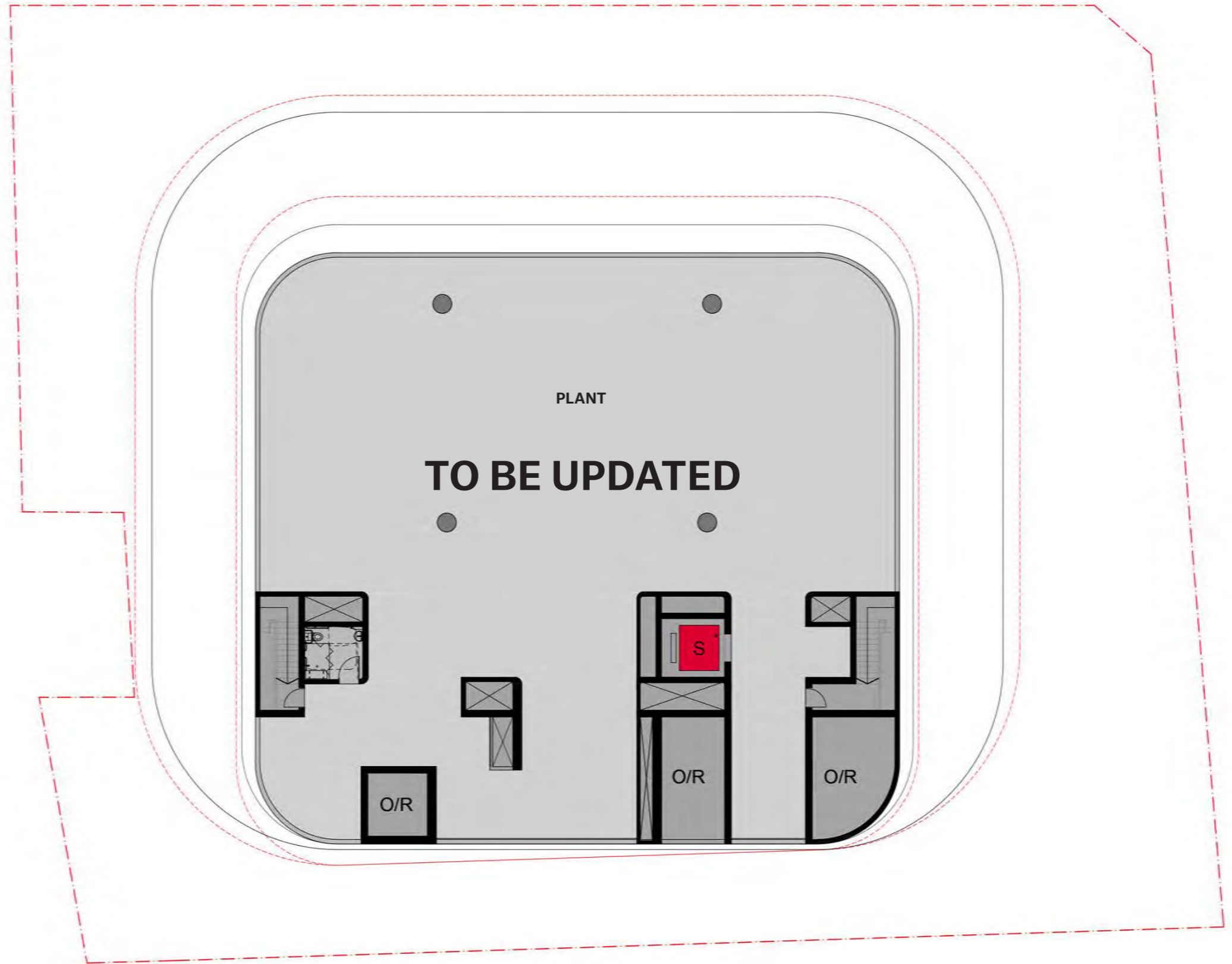
1:200 @ A3

**LEVEL 50**  
Food & Beverage Lounge



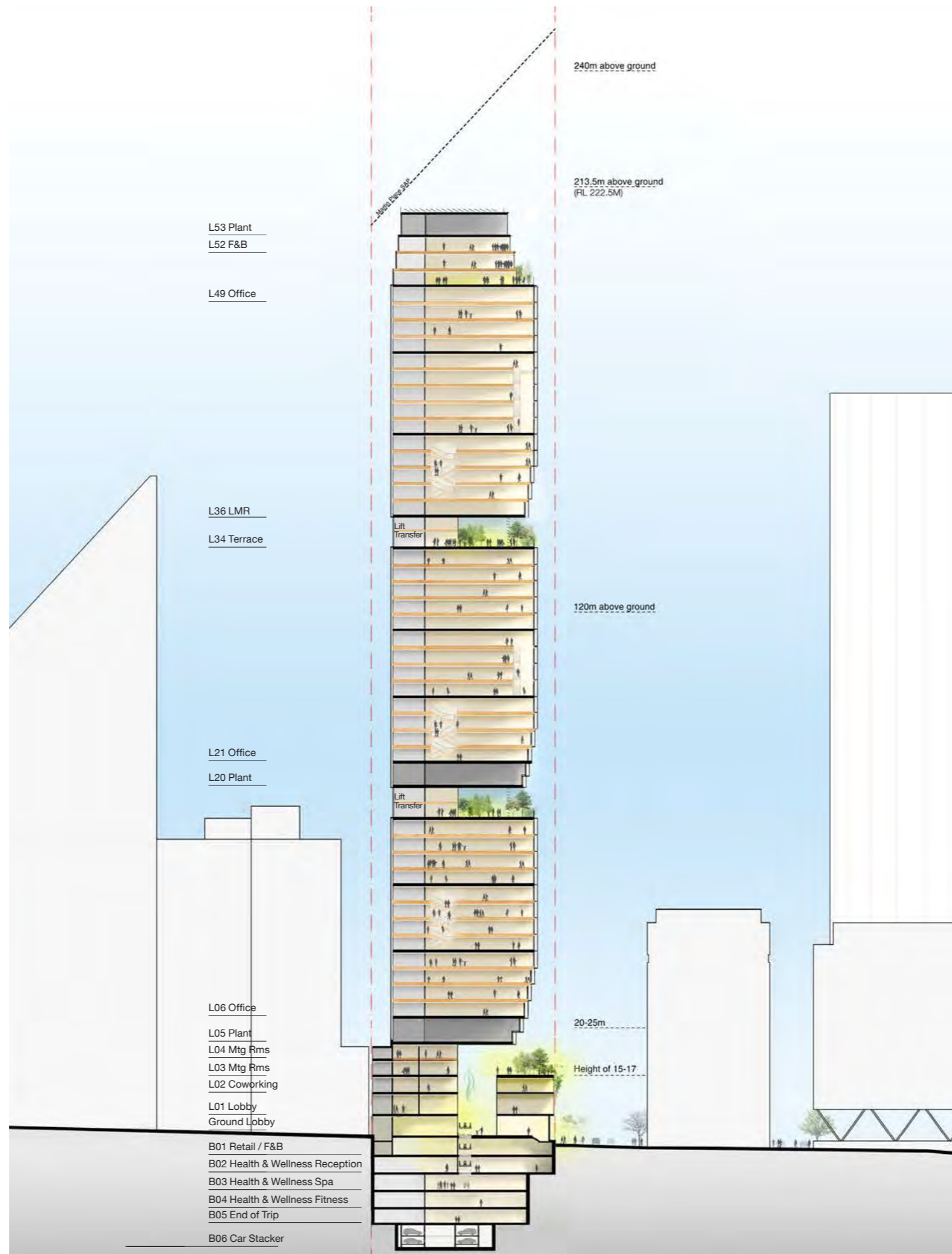
1:200 @ A3

LEVEL 51 PLANT



1:200 @ A3

INDICATIVE SECTION

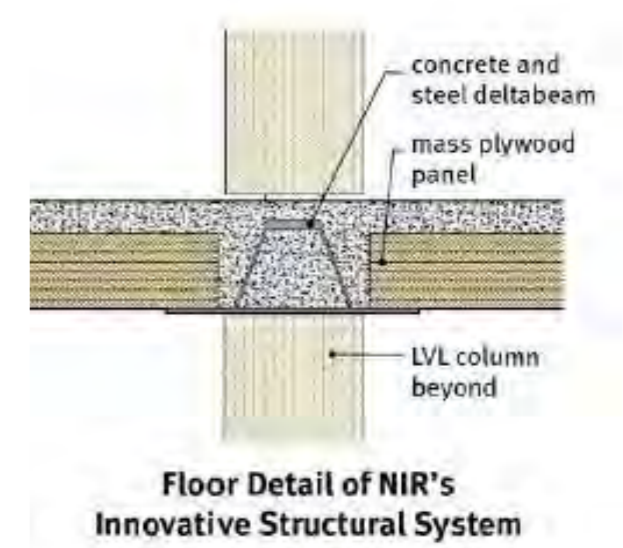


1:1000 @ A3





# Timber Casette Construction Precedents



- Clockwise Top L-R:**
- 1. Adidas North American Headquarters, Portland
  - 2. Adidas North American Headquarters, Portland
  - 3. New Industrial Revolution Centre Biotech Labs, Portland
  - 4. New Industrial Revolution Centre Biotech Labs, Portland
  - 5. Adidas North American Headquarters, Portland



# Design Advisory Panel Feedback

## PEDESTRIAN PRIORITY IN THE LANEWAYS

DAP was concerned that the creation of a pedestrian priority laneway with outdoor dining is not compatible with the constraints of vehicle access and servicing requirements, and compounded by issues of flooding and universal access. It is noted that the revised reference scheme ground floor plan provided on 10 December 2021 removes the pedestrian and vehicle shared laneway arrangement.

Retail activation would be required within the lanes to ensure these spaces are attractive and do not appear as a 'back of house' area. This should be detailed on updated reference plans.

## PARKING AND SERVICE VEHICLE SPACE

The revised ground floor plan increases the service vehicle spaces from 4 to 6 (potentially 7) spaces, however this is still considered to be too low, noting the DCP requires 17 spaces. This suggests the proposal is trying fit on the ground floor what would normally be provided below ground.

DAP recommended a review of the cycle access and amenity proposed. Potential conflicts between vehicles, pedestrians and cyclists need to be minimised, and any lifts to the end of trip facilities need to be of an appropriate size to accommodate bikes. The location of the end of trip facilities, and how these will be accessed, are not clear on the updated ground floor plan and this information will need to be provided in revised documentation.

## BASEMENT DESIGN

DAP was concerned about the proposed five levels of underground retail/gym, and how the underground levels interface with the Tank Stream tunnels. DAP questioned the viability of the underground retail if they are not connected to the Metro station and associated underground access. It was also noted that the five levels of underground retail exacerbate the loading and servicing issues.

Updated plans would need to be provided to detail any changes to this proposed arrangement. Any through-site pedestrian links to the future Metro to the west will need careful coordination regarding access widths and levels. This is not yet evident.

It is also recommended that if there are discussions with Metro regarding potential connections with this site, these should be provided to us so we understand this and can incorporate these into our considerations of controls for the site.

## HERITAGE

DAP supported the heritage listing of 15-17 Hunter Street, although further investigation is needed on the interface between new and old at ground floor, and heritage objects in the building. There is also a need to acknowledge the Tank Stream in the public domain.

Details should be provided for the treatments of the ground and upper floors of the rear of this building, including the hoists, which should be visible due to their heritage significance. It is also unclear how this building would relate to the flood planning levels in the laneway.

## ARTICULATION ALLOWANCE

DAP recommended that refinement of the building envelope should provide the previously recommended 15% articulation provision.

## ADDRESSED



Laneway is completely pedestrianized. All vehicular traffic is via Pitt Street. Due to flooding requirements, it is not possible to use a conventional ramp to go up, crest, and go down fast enough to go under the laneway. As such, vehicular lifts are used.

## ADDRESSED



16 spaces for service vehicles / couriers are provided. This is comprised of: five spaces at L00 (including two MRV bays), four spaces at B01, & seven spaces at B02.

Traffic engineers at WSP have reviewed the proposed design and believes the revised layouts will provide a successful level of amenity & service.

## ADDRESSED



A clear ground level link is provided to Metro Hunter Street.

A direct B01 connection to Metro's Bligh Street entrance is envisaged.

Only 2 levels are considered to be F&B.

B03 & B04 are Gym / Spa, with EOT at B05.

## ADDRESSED



The rear of 15-17 Hunter Street is predominantly retained in the current proposal. Specifically the upper levels will be retained in their current configuration. The lower two levels of the rear will include strategic openings to allow pedestrian flow to the metro concourse. The hoists and arches will be retained, and reference to the original function of the rear as a warehouse style loading area will be provided.

## ADDRESSED



The requested articulation level has been adopted.