

187 THOMAS STREET, HAYMARKET –

DRAFT DCP AMENDMENT



**Submitted to:
City of Sydney**

April 2020

DRAFT SYDNEY DEVELOPMENT CONTROL PLAN 2012 – 187 THOMAS STREET, HAYMARKET

1. The purpose of the 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 187 Thomas Street, Haymarket when development is subject to Clause 6.X – 187 Thomas Street, Haymarket of *Sydney Local Environmental Plan 2012* (SLEP2012).

Clause 6.X – 187 Thomas Street, Sydney of SLEP 2012 allows for additional site specific floor space and height for uses other than residential or serviced apartments for 187 Thomas Street, Haymarket.

2. Citation

This amendment may be referred to as *Sydney Development Control Plan 2012 – 187 Thomas Street, Haymarket*.

3. Land covered by this plan

This plan applies to the land identified as 187 Thomas Street, Haymarket which is legally known as Lot 100 Deposited Plan 804958.

4. 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

[1] Figure 6.1

Amend Figure 6.1: Specific Sites Map to include 187 Thomas Street, Haymarket.

[2] Section 6.3 Specific site controls prepared as part of a Planning Proposal

At the end of this section insert new section 6.3.X and figures 6.XX to 6.XX as follows:

Section 6.3.X 187 Thomas Street, Haymarket

The following objectives and provisions apply to 187 Thomas Street, Haymarket – as shown in Figure 6.1 Specific Sites map, where the provisions of the Sydney Local Environmental Plan 2012 – 187 Thomas Street, Haymarket are implemented.

Objectives

- (a) To ensure that the building is of appropriate bulk and scale for its Haymarket location;
- (b) To define a building massing envelope which will provide sufficient flexibility within its volume for a building to achieve design excellence and to achieve a high standard of environmental sustainability;
- (c) To create a high quality urban outcome by:
 - a. Maintaining daylight and sunlight in streets, lanes and public spaces
 - b. Managing the wind impacts of development on streets, lanes and other public spaces so that they are safe and comfortable for people
 - c. Ensuring the building podium responds appropriately to existing streetscapes on Thomas and Valentine Streets and the adjacent 'Sutton Forest Meat' heritage building at 757 - 763 George Street
 - d. Improving street level activation on Thomas, Quay and Valentine Streets
 - e. Allowing comfortable air movements to disperse pollution and cool streets, lanes and public spaces
 - f. Ensure new development provides appropriate setbacks above the street frontage
 - g. Ensuring that occupants of adjacent buildings have adequate access to daylight and outlook by providing appropriate separation
 - h. Ensuring the tall building is designed to be seen as a unified composition from all sides – that it is designed to be seen “in the round” and which responds to the existing stratification of buildings in the locality
- (d) To provide for vertical innovation village in a hybrid tower building comprising a mix of synergistic non-residential uses that cater for the technology sector at all stages of its lifecycle including an innovation hub, commercial offices, live work hotel, tech focused retail and entertainment and other ancillary uses;

- (e) To ensure the location, size and design of vehicle access minimises pedestrian and vehicle conflicts and disruption of traffic on public roads and provides for the pedestrianisation of Valentine and Quay Streets
- (f) To respect the heritage significant of the adjacent Sutton Forests Meat Building at 757 - 759 George Street

Provisions

6.3.x.1 Building Envelope (Built Form)

- (1) Building massing, height, footprint and setbacks are to be consistent with Figures 6.xx – 6.xx for 187 Thomas Street, Haymarket
- (2) The maximum height building height is to be RL226.8 (216.4m above ground) to the highest point on the building including any plan and rooftop architectural features
- (3) Setbacks are to be consistent with Figure 6.xx – xx 187 Thomas Street, Haymarket
- (4) The envelope described by Figures 6.xx - 6.xx is the maximum permissible extent of the built form, and the final building design must be appropriately massed within this envelope
- (5) Building setbacks are to maintain views from the public domain to Christ Church St Lawrence from the future Quay Street Square and from Thomas Street to the future Quay Street public Square .

6.3.x.2 Ground Floor and Level 1

- (1) The preferred configuration of ground floor is to be setback a minimum of 4.8m from the Site boundary on Quay Street
- (2) Vehicle entry is to be limited to the north west of the site off Thomas Street
- (3) The tech hotel drop off area is similarly to be located on Thomas Street
- (4) All street frontages and the internal through site connection are to be activated by retail and/or other active uses

6.3.x.3 Podium Design

- (1) The maximum street wall height facing Thomas, Quay and Valentine Streets may not exceed RL33.20.
- (2) The maximum street wall height fronting Valentine Street extending 14m to the west of the Sutton Forests Meats building is to be RL23.00 consistent with the height of the heritage item
- (3) The setbacks of the podium are to be consistent with Figure 6.xx and to include a setback of 8m from Valentine Street in the south east corner of the site, 4.8m from Quay Street and 1.0 – 5.0m at the rear of the site as illustrated

6.3.x.4 Void Tower Design

- (1) The maximum street wall height facing Thomas, Quay and Valentine Streets may not exceed RL33.20.
- (2) The height of void tower component of the building is to be a minimum RL54.40 as illustrated at Figure 6.xx.
- (3) The maximum street wall height fronting Valentine Street extending 14m to the west of the Sutton Forests Meats building is to be RL23.00 consistent with the height of the heritage item

- (4) The setbacks of the void tower are to be consistent with Figure 6.xx and to include a setback 8m from Valentine Street in the south east corner of the site, 10m from Quay Street, 26.5m from the northern boundary (with the exception of support columns and structure only which is to be setback a minimum of 23m) and 1.0 – 5.0m at the rear of the site as illustrated.

6.3.x.5 Commercial Tower Design

- (1) The maximum height of the commercial tower component of the building is not to exceed RL163.00.
- (2) The setbacks of the commercial tower are to be consistent with Figure 6.xx and to include a setback of 8m from Valentine Street in the south east corner of the site, 10m from Quay Street, 3m from the northern boundary and 1.0 – 5.0m at the rear of the site as illustrated.

6.3.x.6 Skyrise Tower Design

- (1) The maximum height of the skyrise tower component of the building is not to exceed RL209.80 to the highest point on the building including any plant and / or architectural roof features.
- (2) The setbacks of the skyrise tower are to be consistent with Figure 6.xx and to include a setback of a 8m from Valentine Street in the south of the site, **xxm** from Quay Street, 3m from the northern boundary and 5m at the rear of the site as illustrated.

6.3.x.7 Wind

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- (1) A quantitative wind effects report is to be submitted with a detailed development application for the subject site.
- (2) The quantitative wind effects report is to demonstrate that the proposed development will not:
 - a. cause a wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking and the Wind Comfort Standard for Sitting in Parks except where the existing wind speeds exceed the standard; and
 - b. worsen, by increasing spatial extent and/or frequency and/or speed, an existing wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking and the Wind Comfort Standard for Sitting in Parks.
- (3) The quantitative wind effects report is further to demonstrate that the proposed development incorporates all reasonable measures to create a comfortable wind environment that is consistent with the Wind Comfort Standards for Sitting and Standing.

Wind Safety Standard is an annual maximum peak 0.5 second gust wind speed in one hour measured between 6am and 10pm Eastern Standard Time of 24 metres per second.

Wind Comfort Standard for Walking is an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time (i.e. 5% of those hours) of 8 metres per second.

Wind Comfort Standard for Sitting in Parks is an hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time of 4 metres per second and applies to Public Places protected by Sun Access Planes and/or No Additional Overshadowing Controls.

Wind Comfort Standards for Sitting and Standing is hourly mean wind speed, or gust equivalent mean wind speed, whichever is greater for each wind direction, for no more than 292 hours per annum measured between 6 am and 10 pm Eastern Standard Time of; 4 metres per second for sitting; and 6 metres per second for standing.

6.3.x.8 Haymarket Special Character Area

- (1) The development is to provide an appropriate backdrop to the civic character of the Haymarket Special Character Area by way of suitable facade composition, building materials, colours and textures, and by appropriate building articulation.
- (2) The building is to be appropriately articulated to terminate vistas, to preserve key views and to provide enhance the CBD skyline in the locality.

6.3.x.9 Development Adjacent to Heritage Items

- (1) The development adjacent to the 'Sutton Forest Meat' heritage item at 757 - 759 George Street is to be designed to respect and reinforce the historic scale, form, modulation, articulation, proportions, street alignment, materials and finishes that contribute to the heritage significance of the adjacent heritage item.
- (2) Consideration is to be given to the impact of development on the significance, setting, landmark values and ability to view and appreciate the heritage item from public places.

6.3.x.10 Parking and vehicular access

- (1) Parking on site is to be limited to a total of not more than 79 car parking spaces having regard to the site's high level of accessibility by public transport services and active transport modes
- (2) Vehicular access to the proposal is to be via Thomas Street only with no access off Quay or Valentine Streets
- (3) Site loading facilities are to be usable and delivery and servicing needs are not to impact the use of any footpath.

6.3.x.8 Design Excellence Strategy

- (1) An invited architectural design competition is to be undertaken in 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 competition is to involve no less than five competitors from a range of emerging, emerged with a majority of local architects as design lead.
- (3) Any additional floor space pursued for a building demonstrating design excellence under Clause 6.21(7)(b), is to be accommodated within the building envelope shown in Figure 6.x Indicative Building Envelope Massing.

6.3.x.9 Sustainability

- (1) The development is to be designed to meet 5.5 star NABERS Energy rating for the commercial component and 4,5 stars for the hotel component.
- (2) The building is to be designed to meet a 4 star NABERS Water score for both commercial and hotel components.

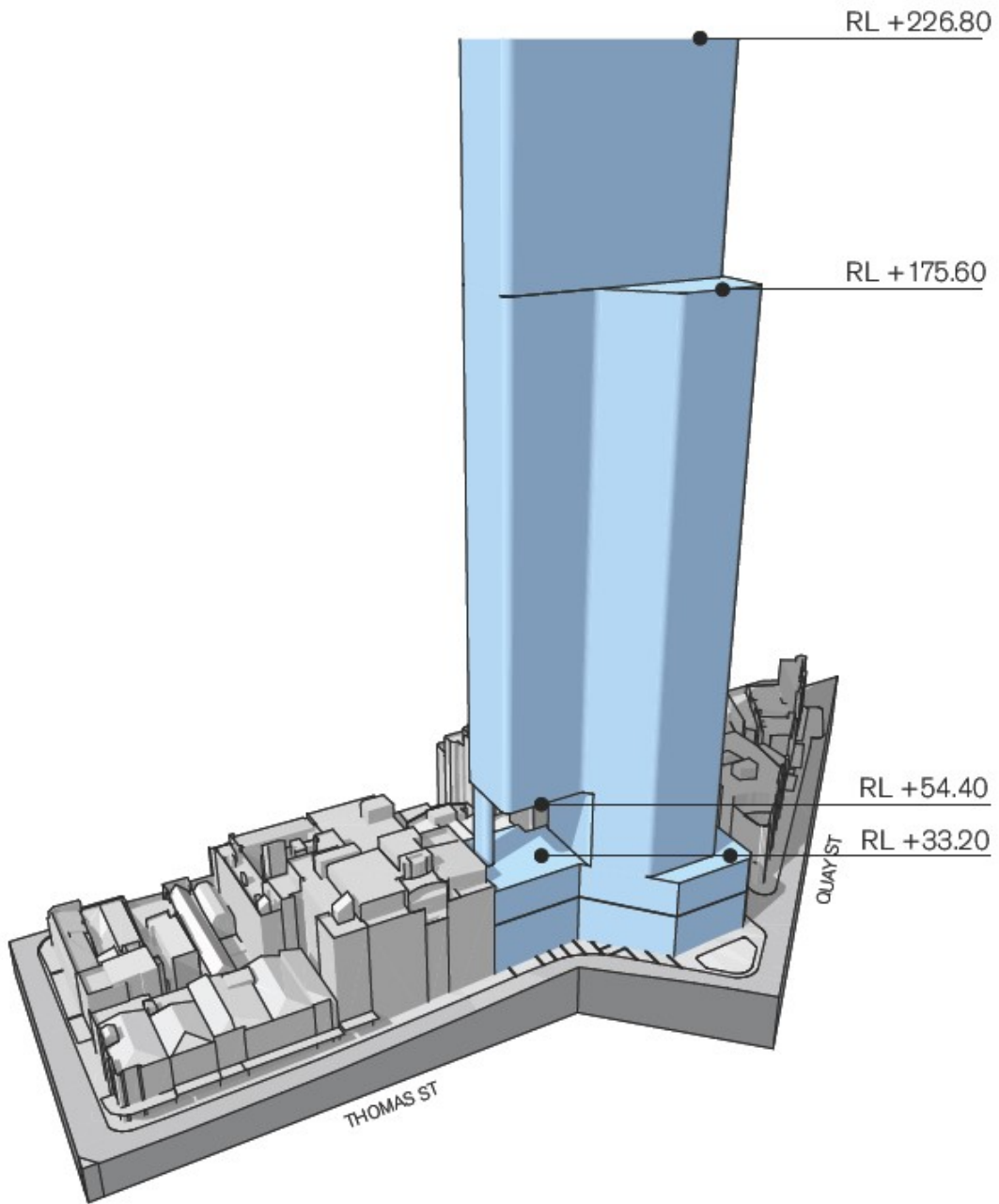


Figure 6.X Envelope Axonometric 1

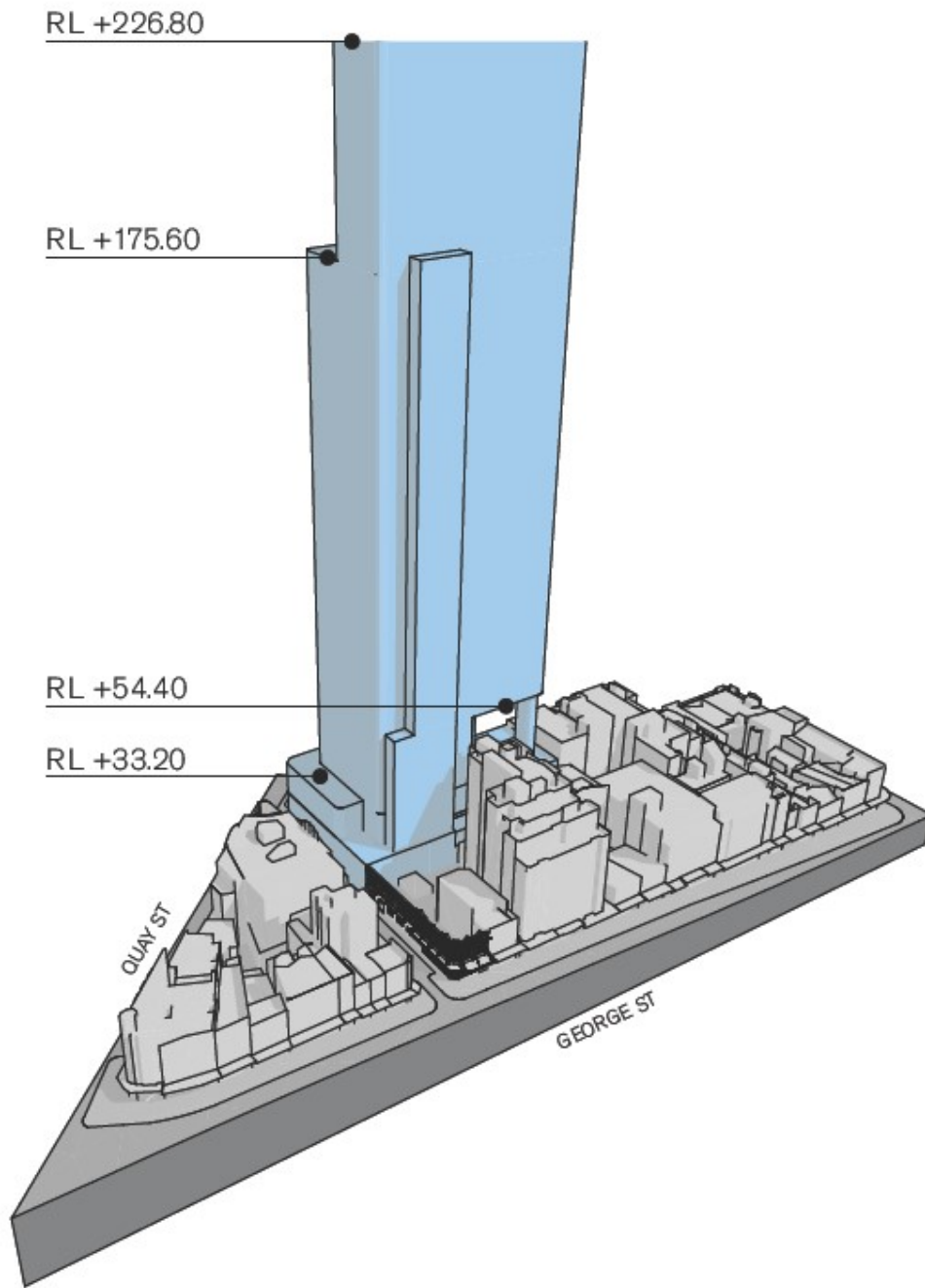


Figure 6.X Envelope Axonometric 2

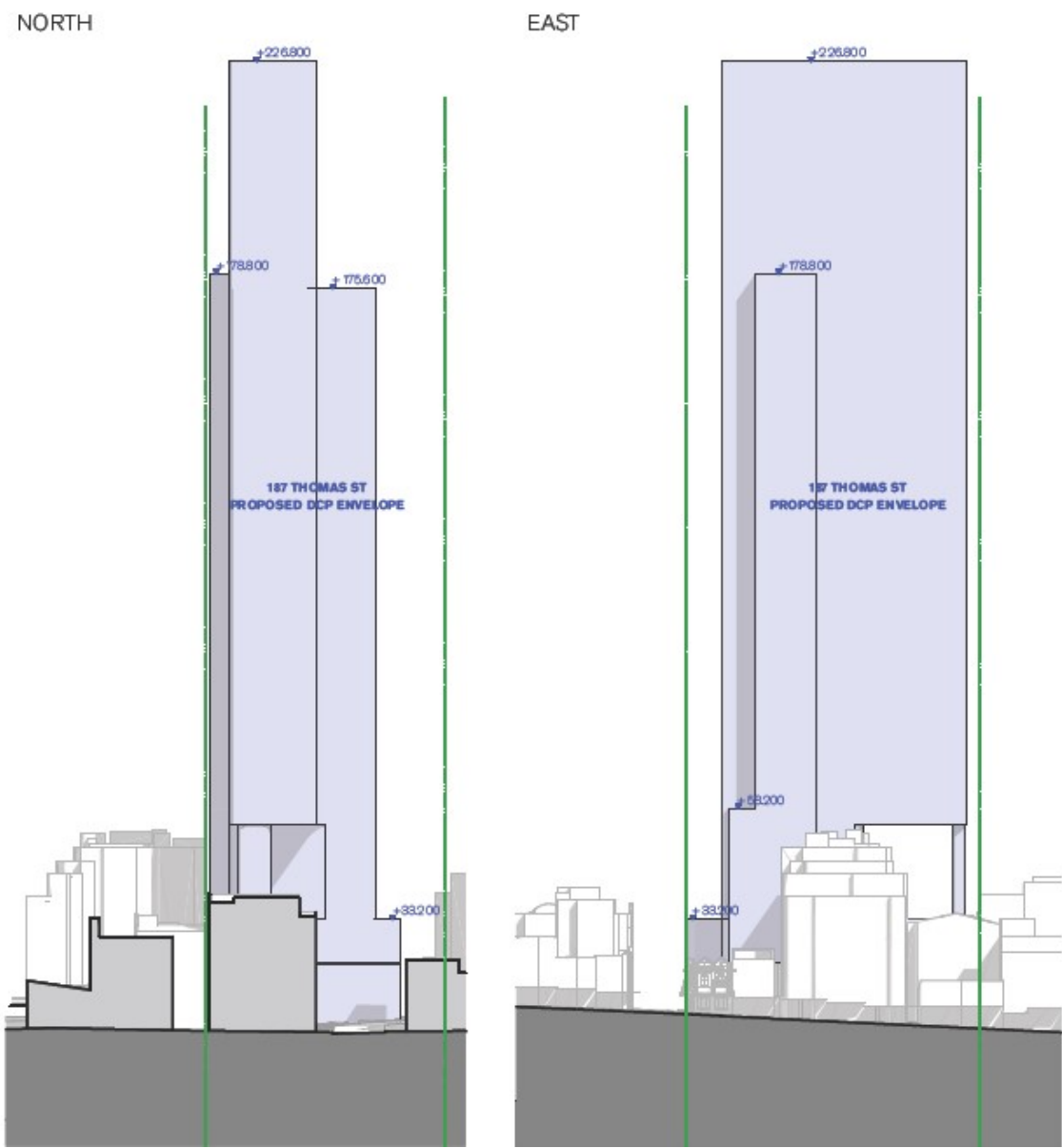


Figure 6.X North and East Envelope Elevations (Source: FJMT, March 2020)

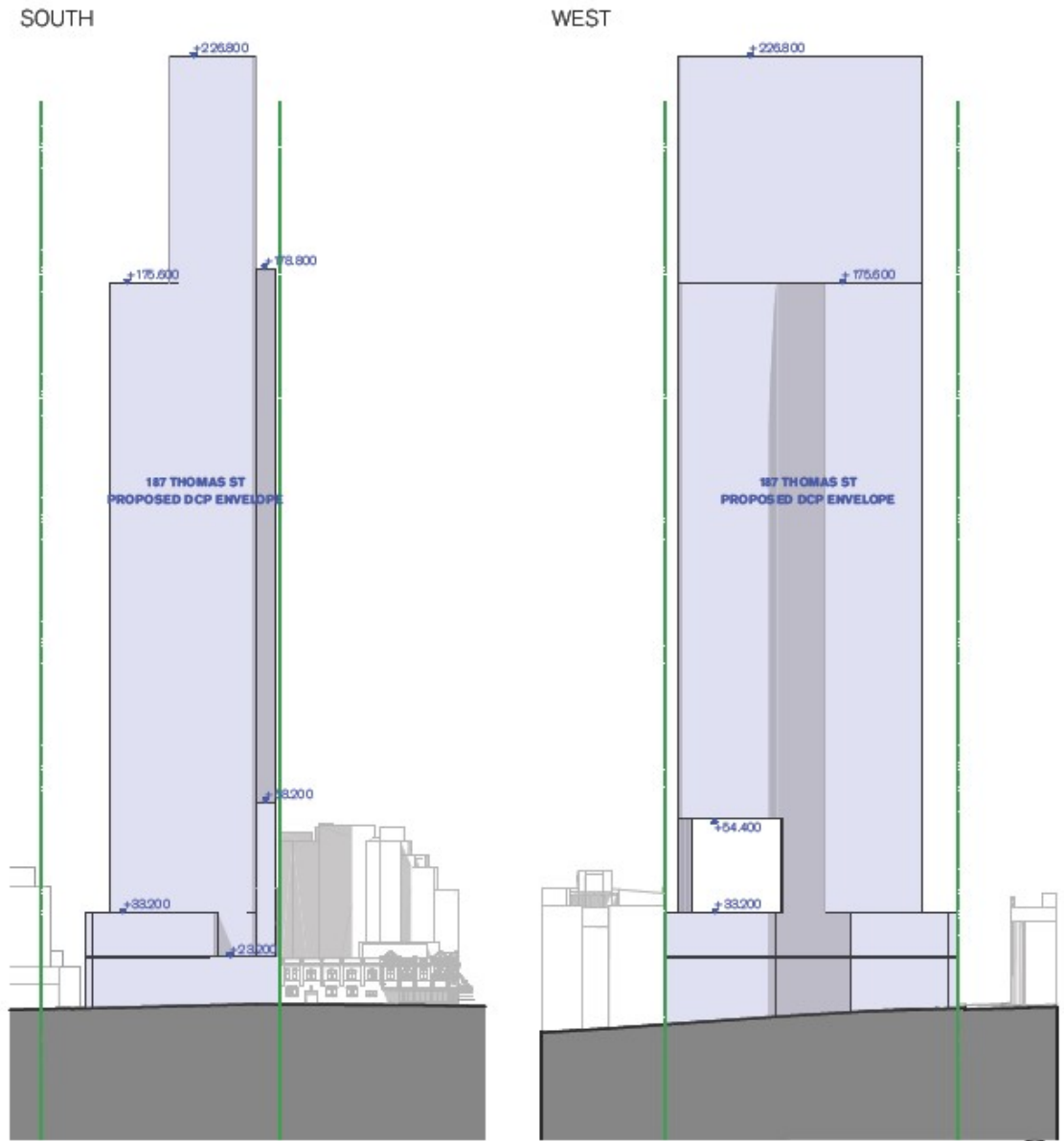


Figure 6.X South and West Envelope Elevations (Source: FJMT, March 2020)

NORTH-SOUTH SECTION

EAST-WEST SECTION

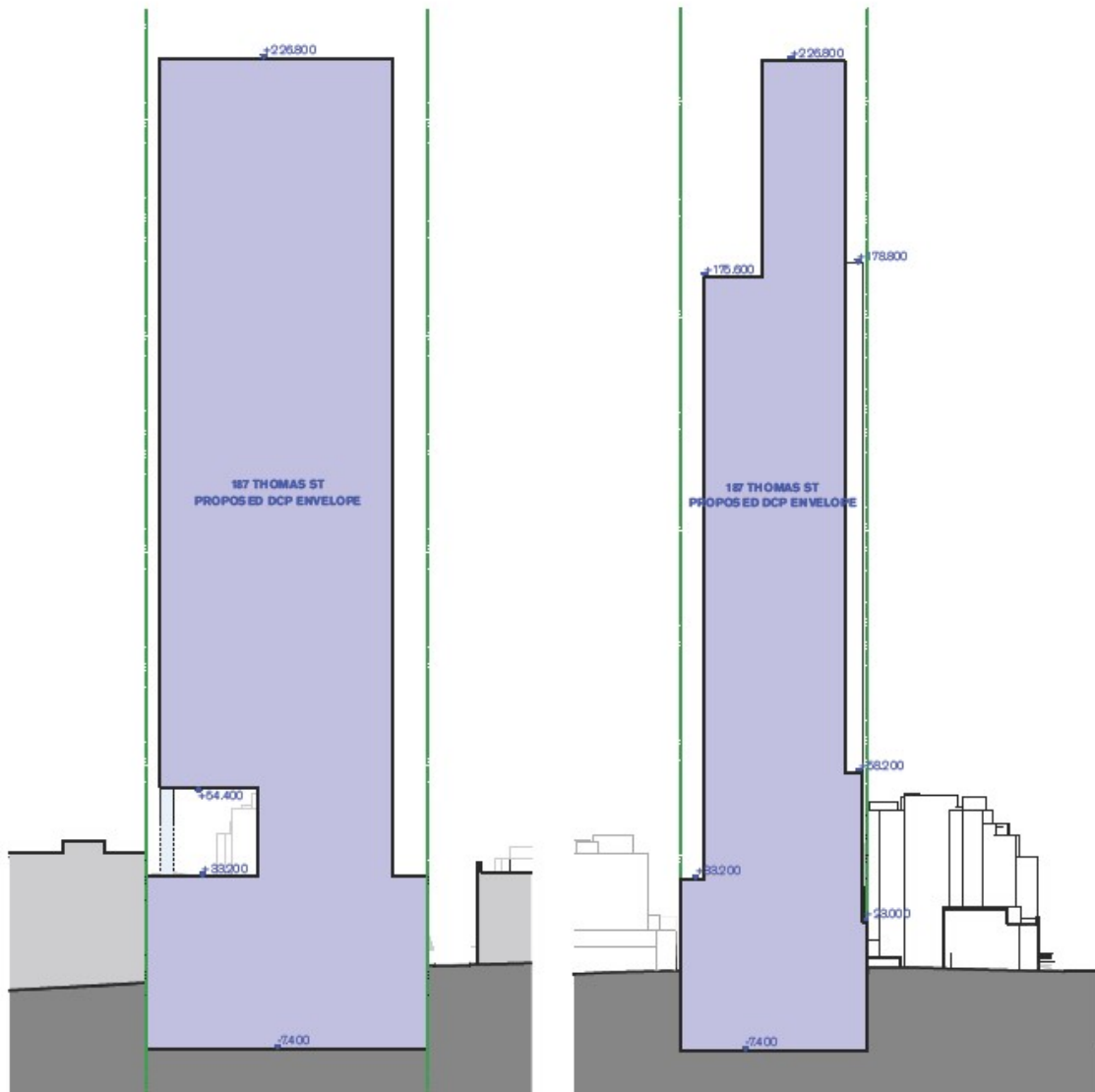


Figure 6.X North –South and East West Sections

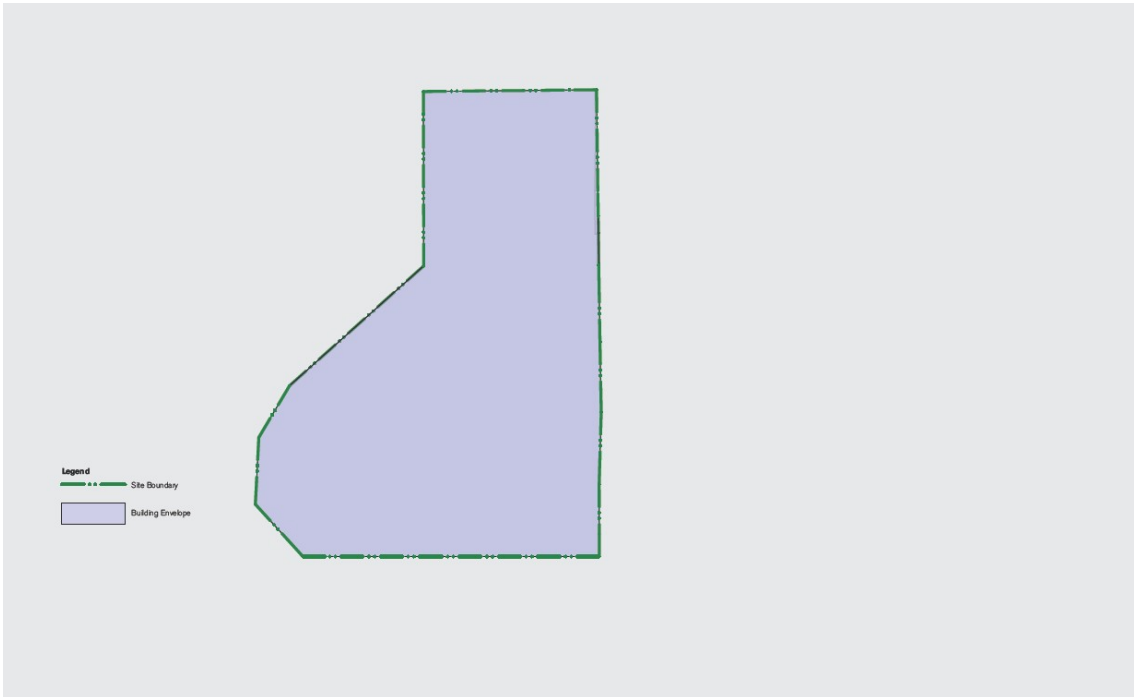


Figure 6.X Basement Envelope



Figure 6.X Ground Floor and Level 1 Envelope

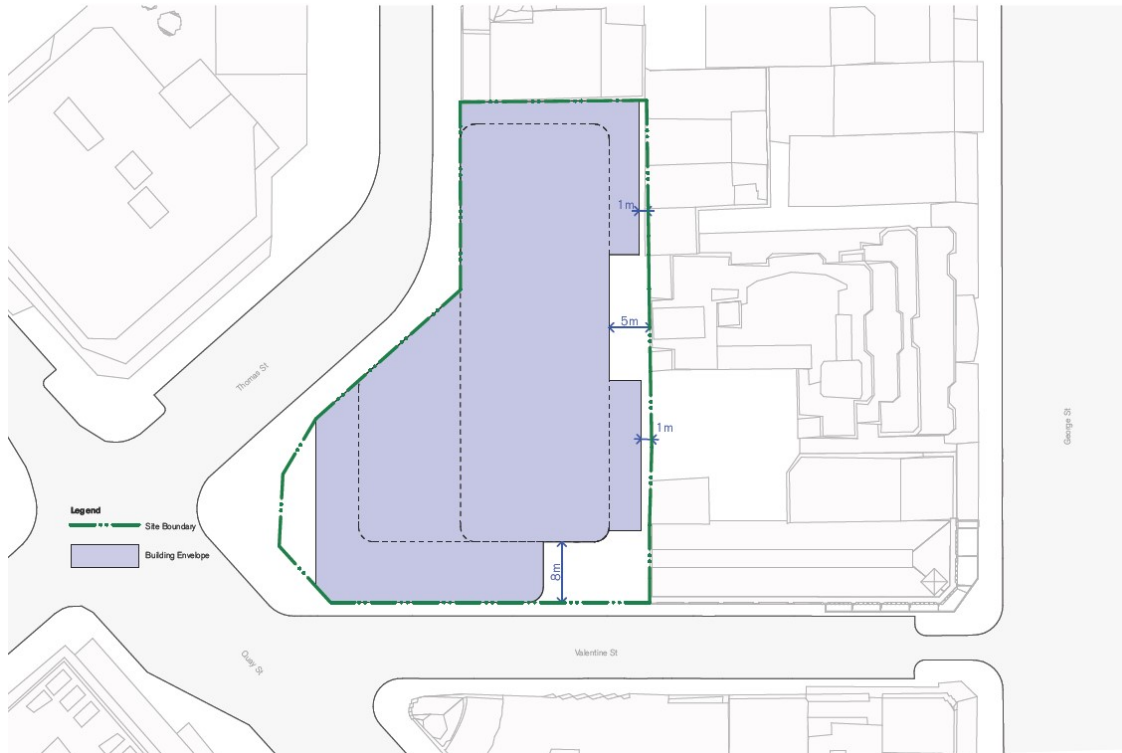


Figure 6.X Podium Envelope

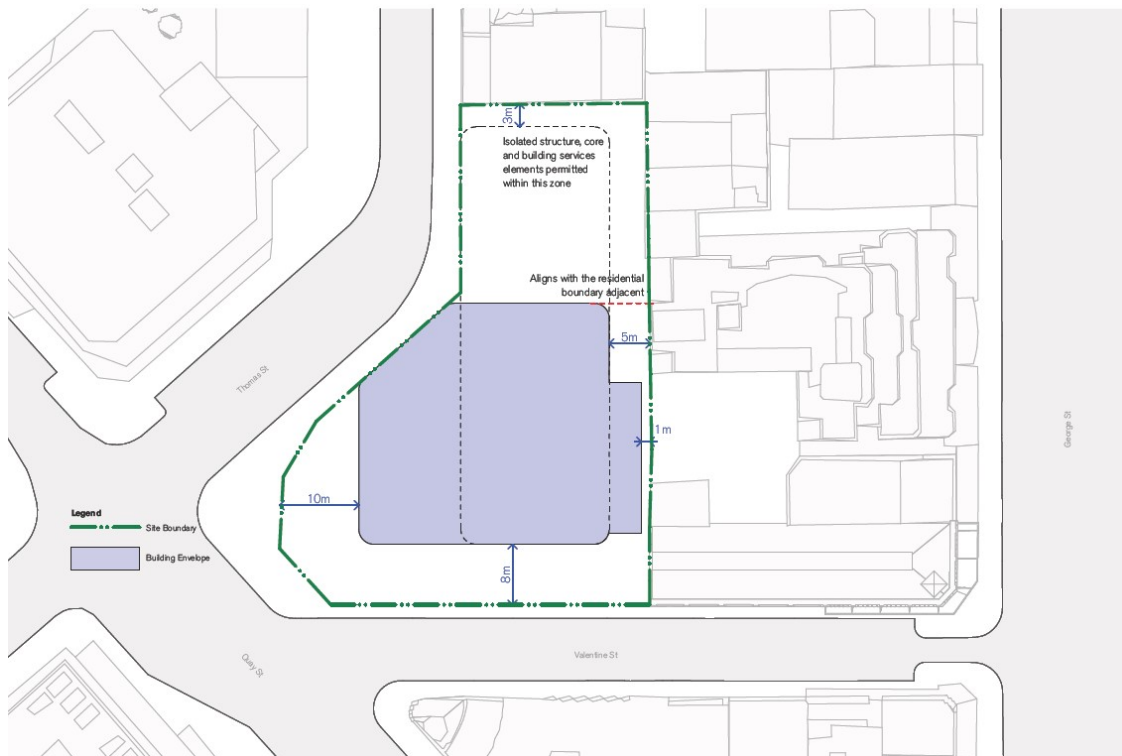


Figure 6.X Void Tower Envelope

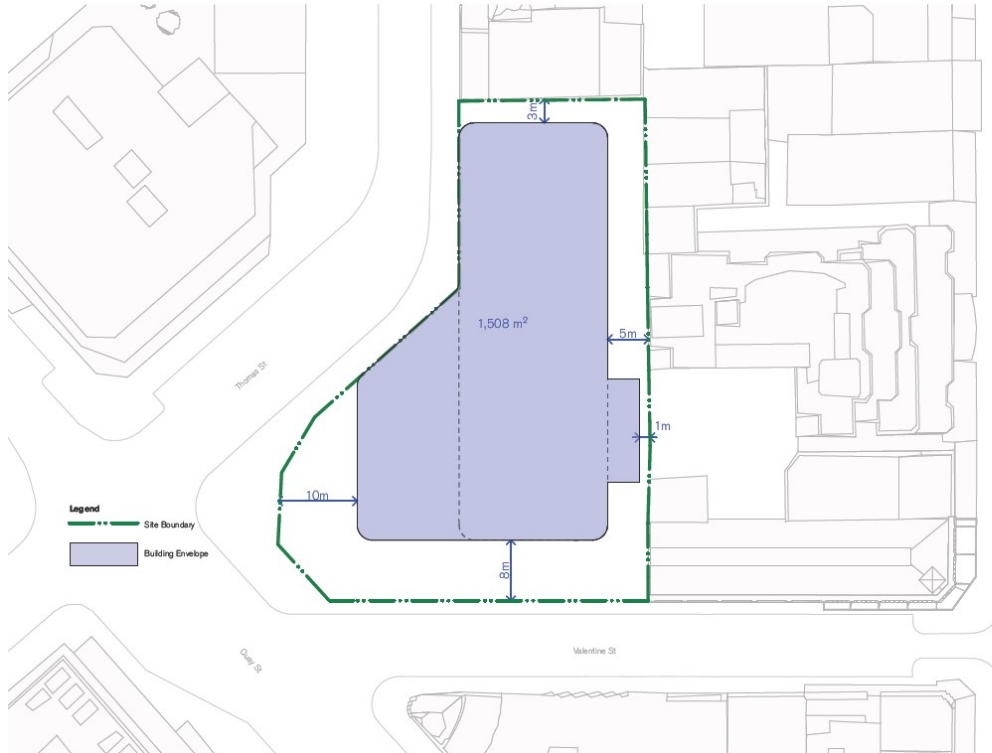


Figure 6.X Commercial Tower Envelope

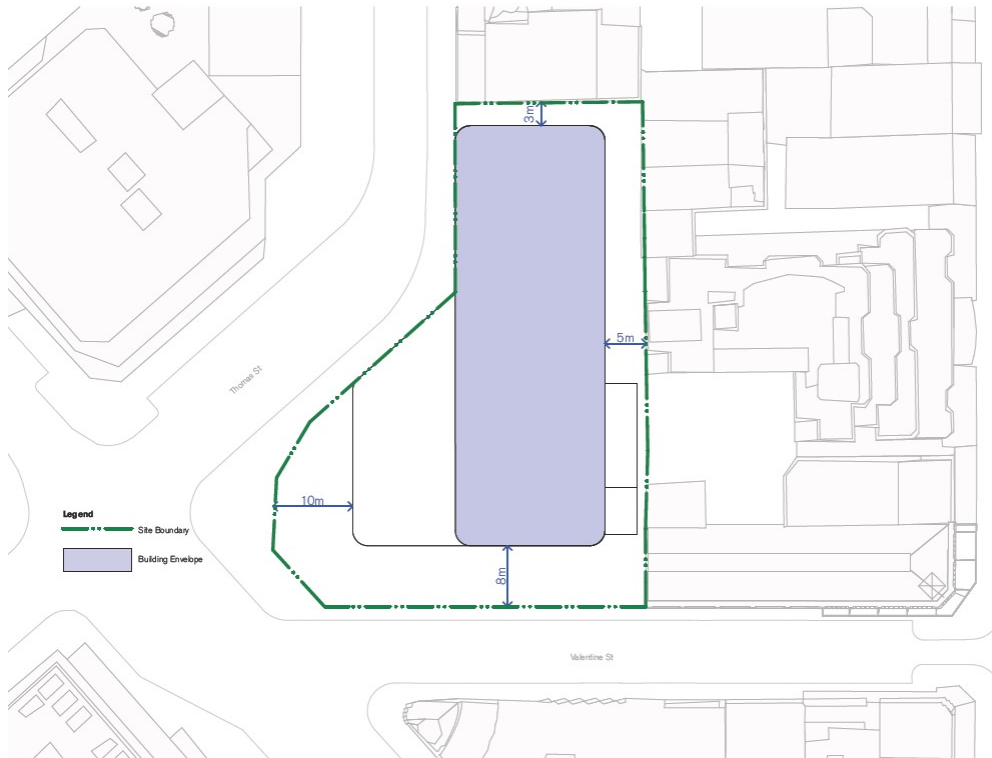


Figure 6.X Skyrise Tower Envelope

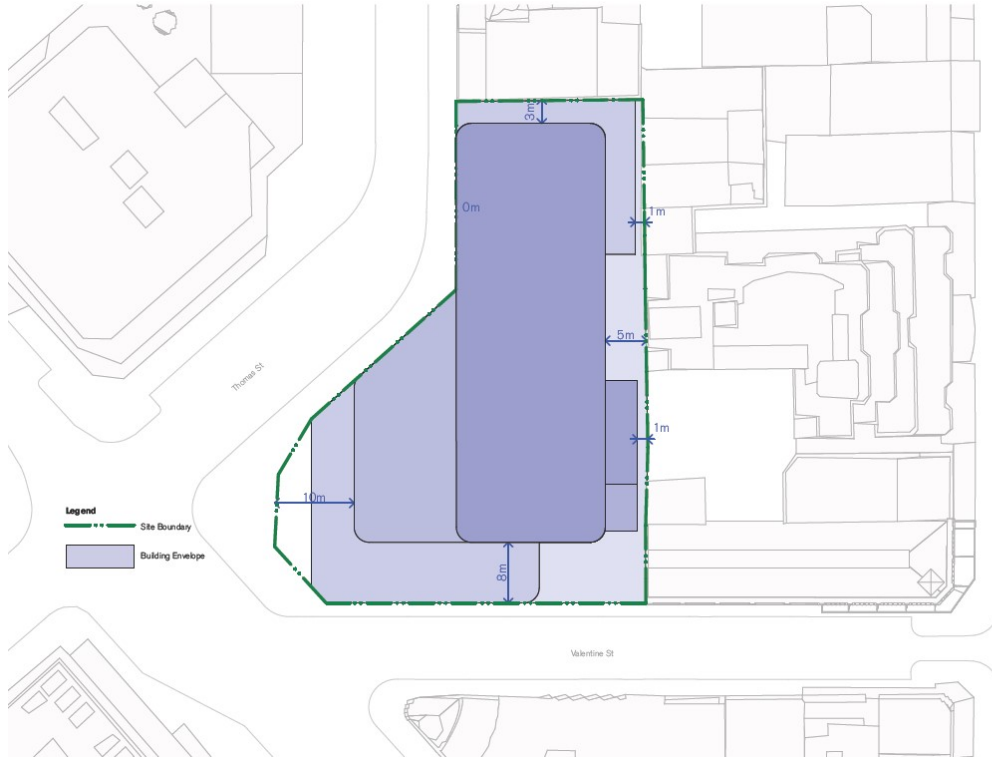


Figure 6.X Roof Plan Summary