Attachment A2

Urban Design Report

fjcstudio
formerly fjmtstudio

383 Kent Street — Urban Design Report

February 2024

We would like to acknowledge the Gadigal of the Eora Nation, the traditional custodians of this land and recognise their continuing connection to land, waters and culture. We pay our respects to their Elders past, present and emerging.

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I—Executive Summary

— Purpose

— Vision

— Proposal

Purpose

The purpose of this report is to support and justify the 383 Kent Street planning proposal which has been developed through a careful analysis of the existing and future character of the site, its context and the urban renewal which is occurring throughout the western corridor of Sydney CBD.

The submission of this report follows an extensive period of collaboration and engagement with City of Sydney Council (Council).

By adopting the criteria set out in council's vision for the CBD we have developed a building envelope based on detailed urban design studies and with entirely compliant DCP setbacks.

Following this analysis, a set of appropriate urban design and public domain principles were developed which informed the development of the planning envelope and the indicative design.

The resulting building envelope, as demonstrated in this planning proposal, delivers the possibility for a commercial office tower that provides employment area appropriate to the precinct, a precinct loading dock that will support the future retail amenity on Kent Street and a through site link which will strengthen the connection between the western waterfront and the Sydney CBD and provide areas for people to pause, dwell and rest.

/ Aerial View

Vision

383 Kent Street presents a unique opportunity for Sydney's CBD, as it emerges from the challenges of the Covid-19 pandemic and aims to position itself as not just Australia's premier business hub, but also a vibrant, sustainable, and diverse metropolis, in line with the City of Sydney's 2050 Vision.

The current building at 383 Kent Street, with its 11 storeys of office space and 10 storeys of car parking accommodating 801 car spaces, is uninspiring and unsustainable, reflecting outdated design and a lack of public benefits that the City of Sydney is actively addressing in its CBD strategic plans.

Charter Hall recognizes the potential of the site and aims to deliver an intelligent and innovative response through the City's Design Excellence program. The vision is to transform 383 Kent Street into an architectural landmark that sets a new benchmark for city living, commerce and sustainability along the CBD's Western Edge, aligning with the City's Design Excellence Strategy.

The re-imagined 383 Kent Street will become a focal point for business and a catalyst for urban revitalization in the Western Corridor. The scale and location of the project present an exceptional opportunity to transform the perception of this area, turning it into a lively and coveted slice of the CBD.. By embracing the eclectic character of the city and creating a blended precinct of public amenities, boutique retail, and sustainable office spaces, 383 Kent Street will become a publicly activated and charismatic building that exemplifies the story of renewal, rejuvenation, and reinstated relevance for Sydney's west-side.

The redevelopment of 383 Kent Street promises to be a transformative project that will contribute to the ongoing revitalization of Sydney's CBD, creating a sustainable, vibrant, and inclusive urban environment that reflects the city's progressive vision for the future.

/ Aerial View from West

Proposal

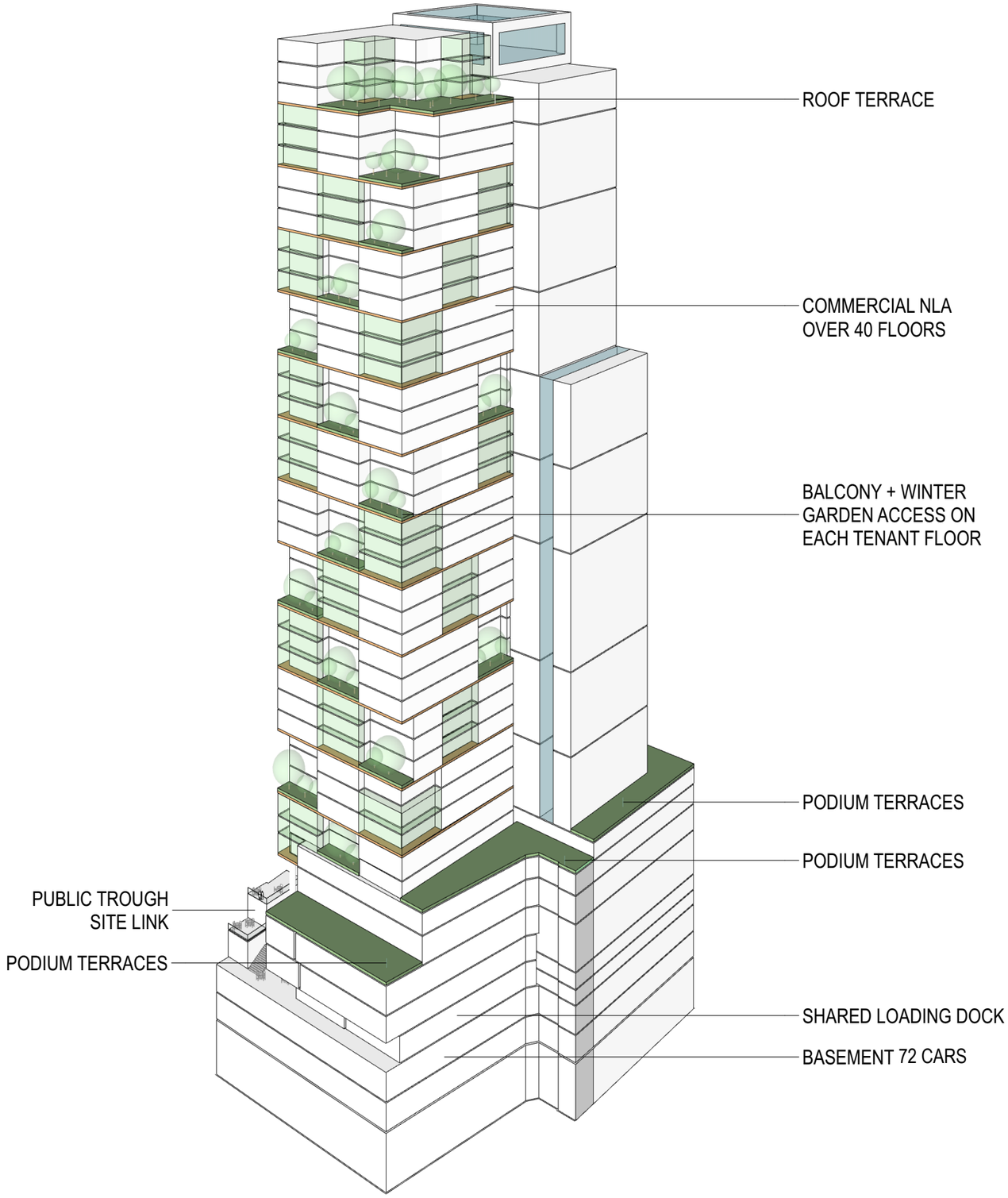
The proposal outlined in this report comprises 72,121 sqm of building GFA (above ground) over 42 levels.

Beyond the commercial offering the proposal features a precinct loading dock, around 600 sqm of retail gathered around a generous through site link , and more than 1,000 sqm of state of the art EOT and wellness facilities plus an abundance of terrace and outdoor spaces with lush greenery.

All of these features will be delivered in a fully DCP compliant envelope that is unmatched in its scale in the western corridor.

A very experienced and dedicated project team developed the envelope and the indicative design presented in this proposal. The core team is listed below:

Client/ Developer:	**Charter Hall**
Planner:	**Ethos Urban**
Architect:	**fjcstudio**
Project Management:	**Touchstone Partners**
Structure:	**TTW**
Services & ESD	**LCI**
First Nation:	**Yerrabingin**



II—Site Analysis

— Location

— Existing Building

— Solar Access & Winds

— Views

— Proximity to Transport

— Tower Cluster

— Heritage Context

— Western Corridor Renewal

— Connecting with Country

Location

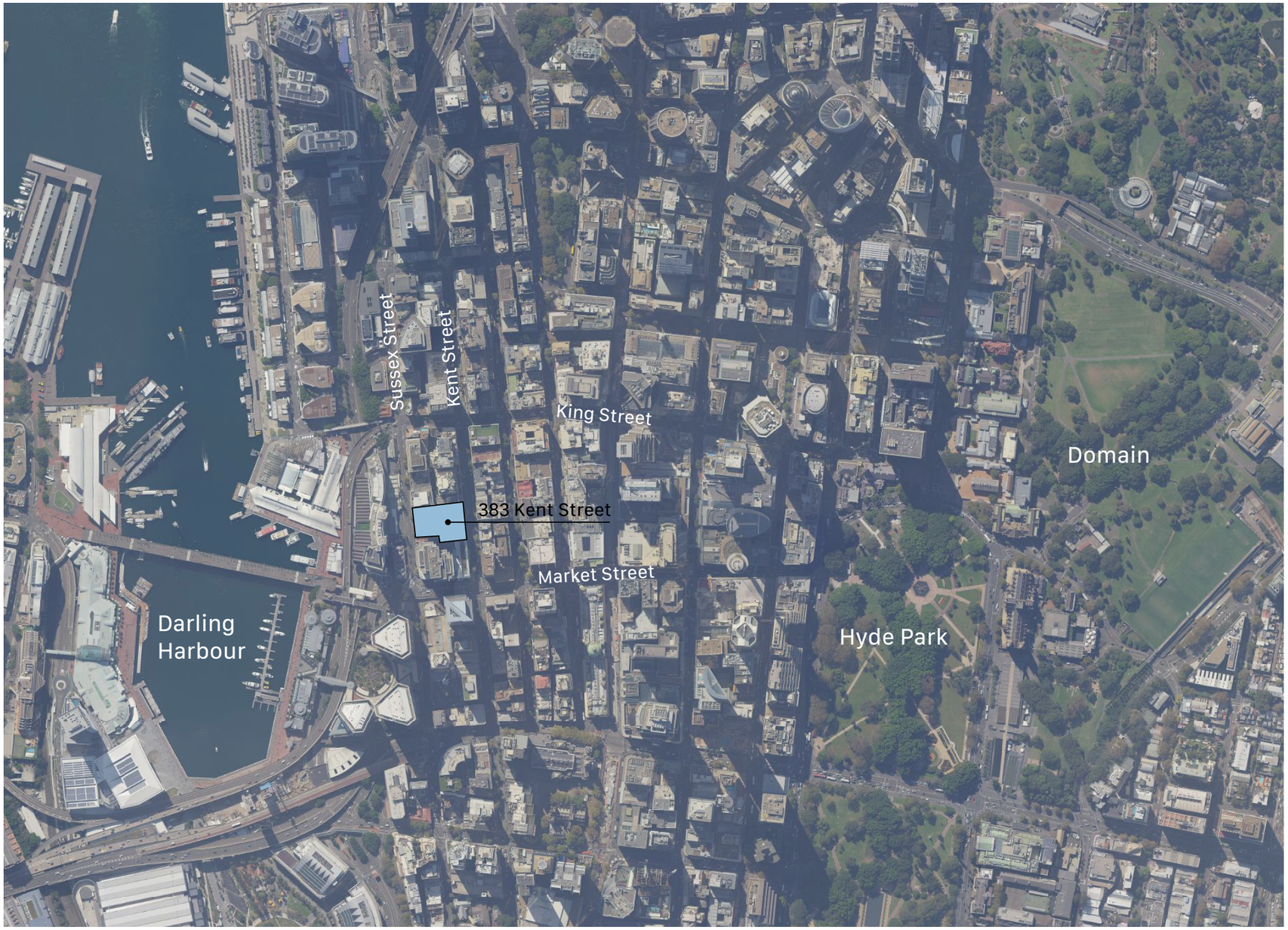
383 Kent Street is a prime location situated in the bustling heart of Sydney's Central Business District (CBD). The site is located on the western side of Kent Street, between King Street and Market Street, making it easily accessible by public transport and by car.

The area is highly sought after by businesses due to its proximity to major transport links, including Wynyard Station and Town Hall Station, which is just a short walk away. The location also offers easy access to the Sydney Harbour Bridge and the Western Distributor, making it convenient for commuters from all parts of the city.

In addition to its convenient location, 383 Kent Street is surrounded by an abundance of amenities, including some of Sydney's best restaurants, cafés, and bars. There are also plenty of retail and entertainment options nearby, with shopping centres such as the Queen Victoria Building and Pitt Street Mall just a short stroll away.

The area is known for its vibrant and dynamic atmosphere, with plenty of events and activities taking place throughout the year. The nearby Darling Harbour is home to numerous cultural and entertainment venues, including the Australian National Maritime Museum and the Sydney Aquarium.

383 Kent Street offers the perfect location for businesses looking for a prestigious address in the heart of Sydney's CBD. Its excellent transport links, abundance of amenities, and exciting atmosphere make it an ideal destination for companies looking to establish a presence in one of the world's most dynamic and cosmopolitan cities.



Connecting with Country

The 383 Kent St site sits in a unique location close to Tumbalong which has been known to be a shared space of the Gadigal and Wangal, as well as a transition space between two extremely diverse ecologies, casuarina swampland and harbour foreshore.

The site is on a sandstone rise, with the Tank Stream valley catchment to the east and the Darling Harbour / Barangaroo shoreline to the west. The site would have been very close to the original shoreline, as much of the land west from about Sussex Street is reclaimed land along that coastline.

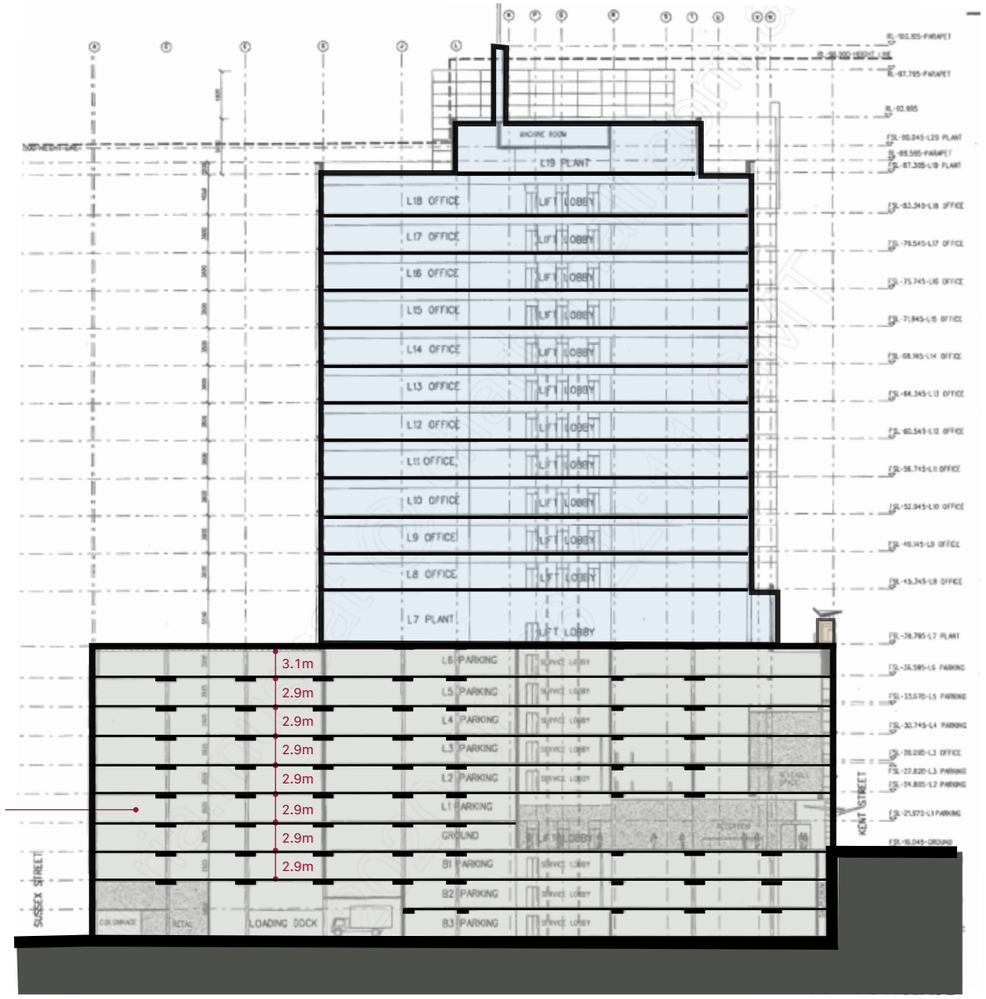
Pre colonisation the shoreline was close to the current Sussex Street, with a semi-circular rise or promontory along the eastern coastline of Darling Harbour close to 383 Kent Street. This would have been a place to view across the water to Pirrama (Pyrmont) and beyond to Wanne Country (from Darling Harbour along the western harbour shore towards Parramatta) as well as back eastwards into the Tank Stream valley in Cadi Country.

Figure 1: Tank Stream valley catchment area within Sydney CBD area. The dotted black line is the 1788 shoreline and the solid black line is the current shore line. The catchment area for the Tank Stream, the marsh at the head of the Stream, the Tank Stream itself (centre) are shown in blue. The approximate site location is at the red rectangle (Source: Yerrabingin)

/ Text and imagery supplied by Yerrabingin

Existing Building

The existing building at 383 Kent Street provides 11 storeys of office comprising 17,928m2 net lettable area with two street frontages, Kent Street and Sussex Street).
The office tower sits above a 10-level (801 bay) car park which was originally constructed in the late 1970's.
Vehicular access is from both Kent Street and Sussex Street.



/ East-West Section of existing Building

/ Photo of Existing Building/ Sussex St

Solar Access & Prevailing Winds

The site has a North- South Orientation and enjoys good solar access. Prevailing winds are from North West and South East.

383 Kent Street Site

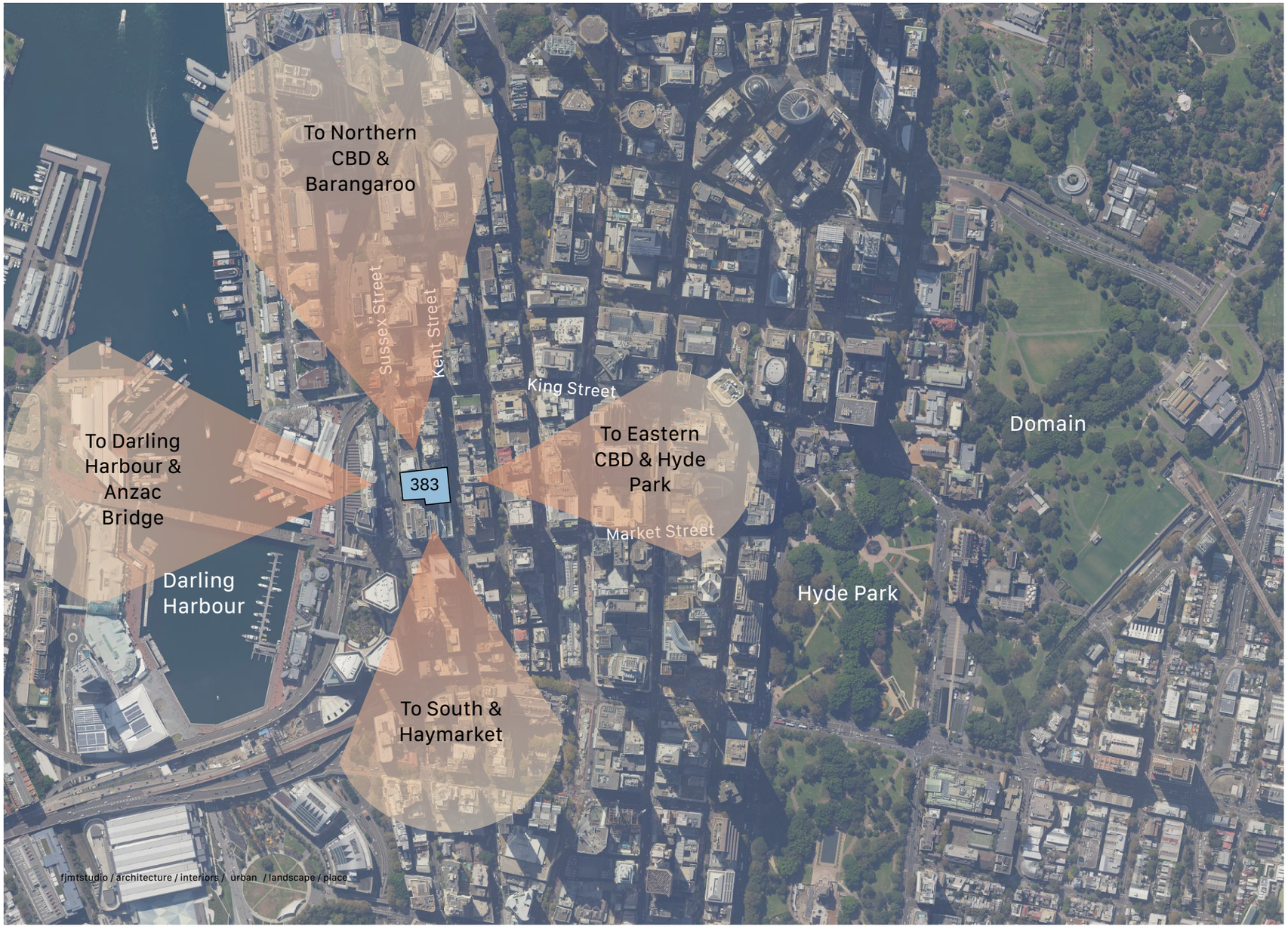
Wind Direction

Winter Sun Path

Summer Sun Path

Views

The site has extensive view opportunities, in particular to the North - to northern CBD and Barangaroo, and the West - over Darling Harbour and Anzac Bridge and from upper levels it enjoys additional views to the East towards Hyde Park and the South towards Haymarket.



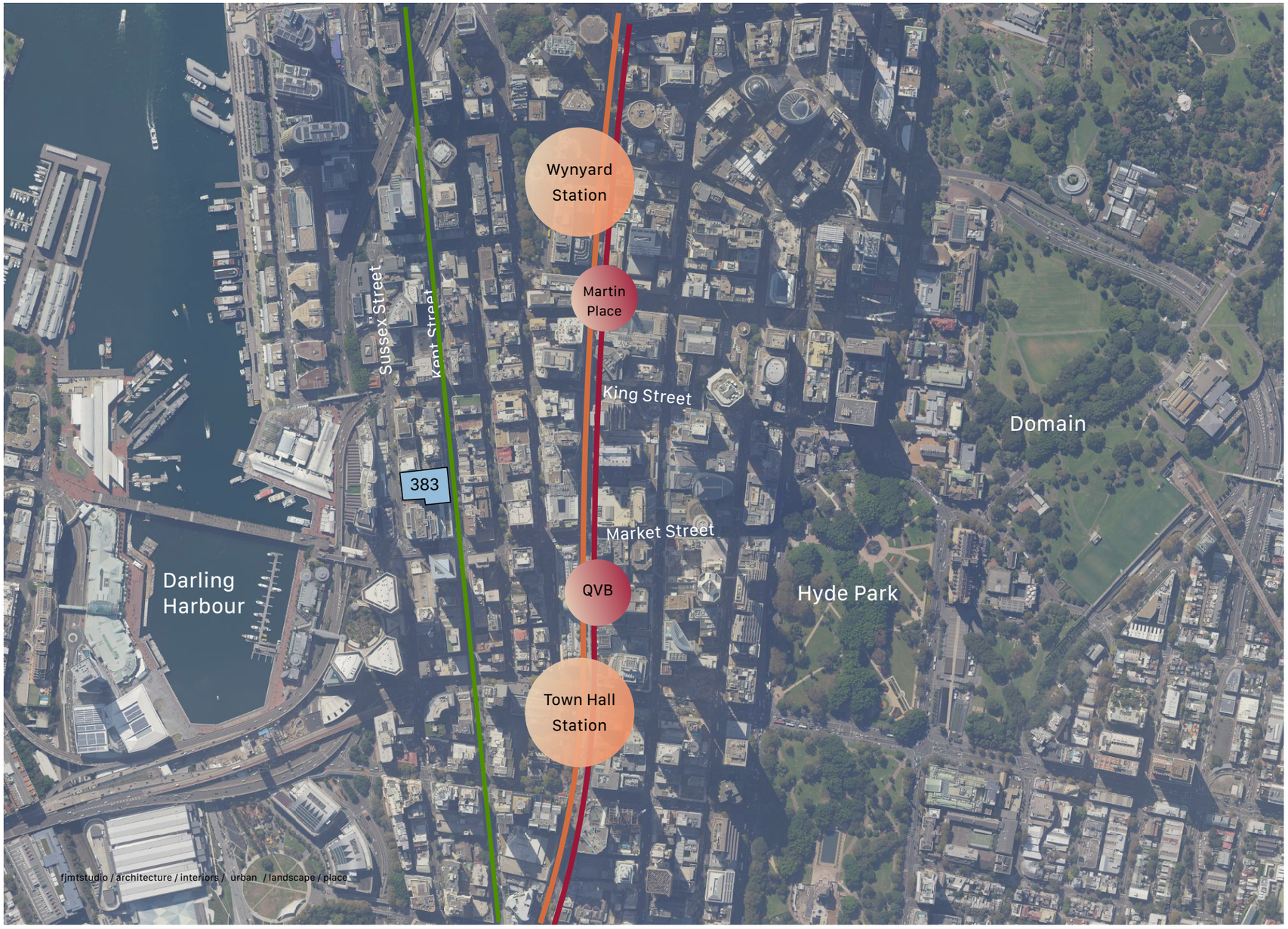
383 Kent Street Site

View Angle

Proximity to Transport

The site is well connected to public transport with multiple train and light rail stations within short walking distance.

The busy two way Kent Street bike path goes directly past the site and connects the Southern and Northern parts of the CBD and beyond.



383 Kent Street Site

Train Station

Light Rail Station

Train Line

Light Rail Line

Dedicated Bike Path

Tower Cluster Map

The site is located within a tower cluster - a feature of the Central Sydney Planning Strategy (CSPS).

The CSPS introduced the Tower Clusters in July 2016, to provide an indication of where potential uplift may be achievable in less environmentally constrained parts of the CBD. Clusters of skyscrapers potentially up to 330m high, were identified and mapped by the City of Sydney to provide an indication of where additional commercial growth could be accommodated.

These traverse a range of locations, including the traditional 'core' at the northern end of the CBD, as well as Haymarket, Chinatown and Central Station Precincts to the south of the CBD and the western corridor in which the subject site is located.

383 Kent Street Site

Tower Cluster

Heritage Context

While the existing building itself is not heritage listed the surrounding area and in particular Kent Street has a high density of heritage buildings.

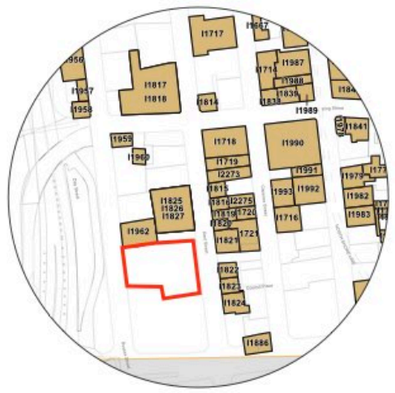
Kent Street and the lanes surrounding it contain evidence of one of the early warehousing areas in Sydney that developed due to its proximity to Darling Harbour and the City Markets. The area is characterised by nineteenth and early twentieth century warehouse development interspersed with a hotels that flourished in association with the wharves as well as a number of banks.

383 Kent Street Site

Heritage Buildings

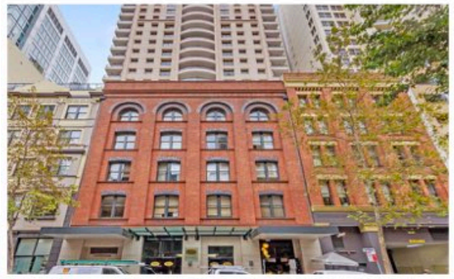
Heritage Context

Heritage Map



Item - General

Kent Street

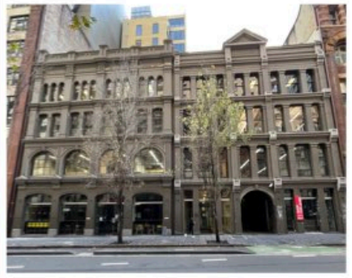


Heritage Item I1825, I1826, I1827

Building Name
Three Star House, Bruck Fabrics, McNally House, Metropolitan Business College
Former Warehouse Façade

Building Address: 367-371 Kent Street SYDNEY NSW 2000

Endorsed Significance
Local

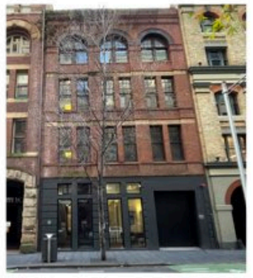


Heritage Item I1815, I1819

Building Name
Merchant & Partners building at 332-338 Kent Street
Former Warehouse Including Cartway, Courtyard and Interior (formerly 340 Kent Street)

Building Address: 332-338 Kent SYDNEY NSW 2000

Endorsed Significance
Local



Heritage Item I1820

Building Name
Royston House
Former Warehouse Including Interiors

Building Address: 342-344 Kent Street SYDNEY NSW 2000

Endorsed Significance
Local

Heritage Item I1822

Building Name
Ame House, Gideon House, Norton House
Former Warehouse Including Interiors

Building Address: 352-358 Kent Street SYDNEY NSW 2000

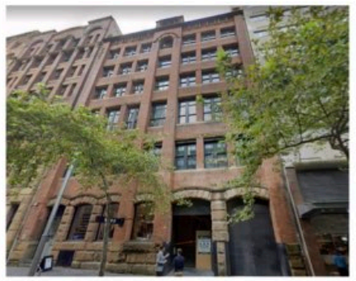
Endorsed Significance
Local

Heritage Item I1823

Building Name Century House

Building Address: 360-362 Kent Street SYDNEY NSW 2000

Endorsed Significance
Local



Heritage Item I1824

Building Name
J A D Gibson & Co House, Kelco House
Former Warehouse Including Interiors and Cart Docks

Building Address: 364-372 Kent Street SYDNEY NSW 2000

Endorsed Significance
Local

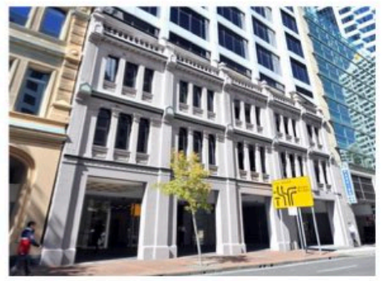
Sussex Street

Heritage Item I1959

Building Name
Windermere Chambers, City Bank of Sydney Western Branch & King Street Post Office.

Building Address: 138 Sussex Street SYDNEY NSW 2000

Endorsed Significance
Local



Heritage Item I1962

Building Name
P & O Building
Former "Cmc House" Façade

Building Address: 160-166 Sussex Street SYDNEY NSW 2000

Endorsed Significance
Local

Western Edge Transformation

The western corridor of Sydney's CBD has undergone significant redevelopment and transformation in recent years, with major urban renewal projects, infrastructure upgrades, and changes to the built environment.

These developments have aimed to enhance the liveability, accessibility, and sustainability of the area, and to support economic growth and cultural vibrancy.

The planning proposal for 383 Kent Street will be a landmark development supporting the strategies set out in the CSPS and a catalyst for further positive transformation of this area.

III—Existing Planning Framework

— Sydney LEP 2012

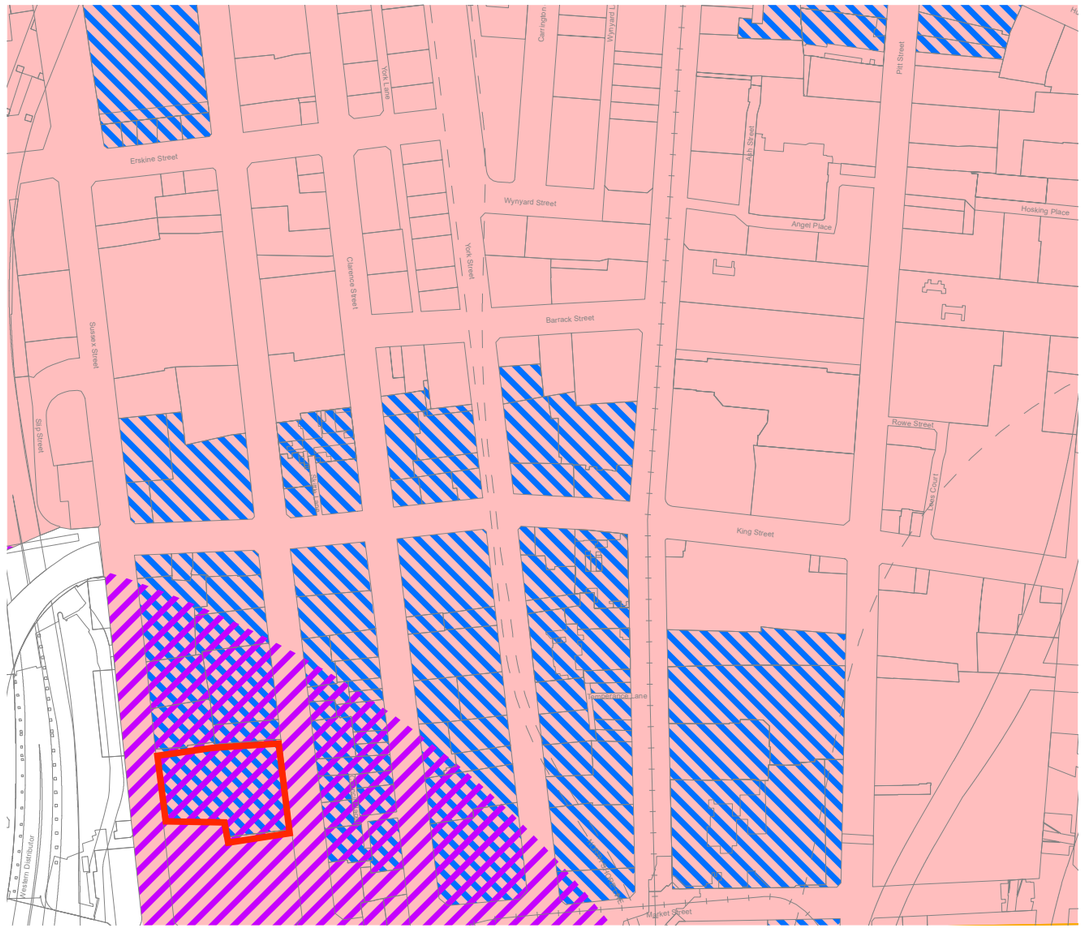
— Sydney DCP

— Central Sydney Planning Strategy

Sydney LEP 2012

Tower Cluster Site
Affected by Cross City Tunnel Ventilation Stack

Site Identification Map



/ Tower cluster Area

/ Land affected by Cross City Tunnel Ventilation Stack

Height Limit 110m

Height of Buildings Map

AC / 110

/ Land affected by Clause 6.17, 6.19 and proposed public view protection planes provisions

Sydney LEP 2012

Site Floor Space Ratio 8:1
Area 3

Floor Space Ratio Map

AC / 8:1

Not a Heritage Item

Heritage Map

/ Item General

Special Character Area

The site is located within the 'York Street Special Character Area including Clarence Street and Kent Street'.

The DCP outlines the following principles for any new development in this area..

(A) Development must achieve and satisfy the outcomes expressed in the locality statement and supporting general objectives for special character areas, in addition to the principles below.

(B) Maintain and reinforce the urban character and scale of the area by requiring development to:

(i) Have street frontage heights and building setbacks above street frontage heights, consistent with the prevailing scale and form of heritage items.

(ii) Respond to the historic warehouse and commercial typologies and materiality in the area.

(iii) Ensure new development is designed and sited to enhance the views and settings of heritage items within the area.

(iv) Maintain and enhance the historic fine grain subdivision pattern.

(v) In Barrack Street, ensure new development is limited in height to the prevailing height of buildings, and enhances solar access to the public domain.

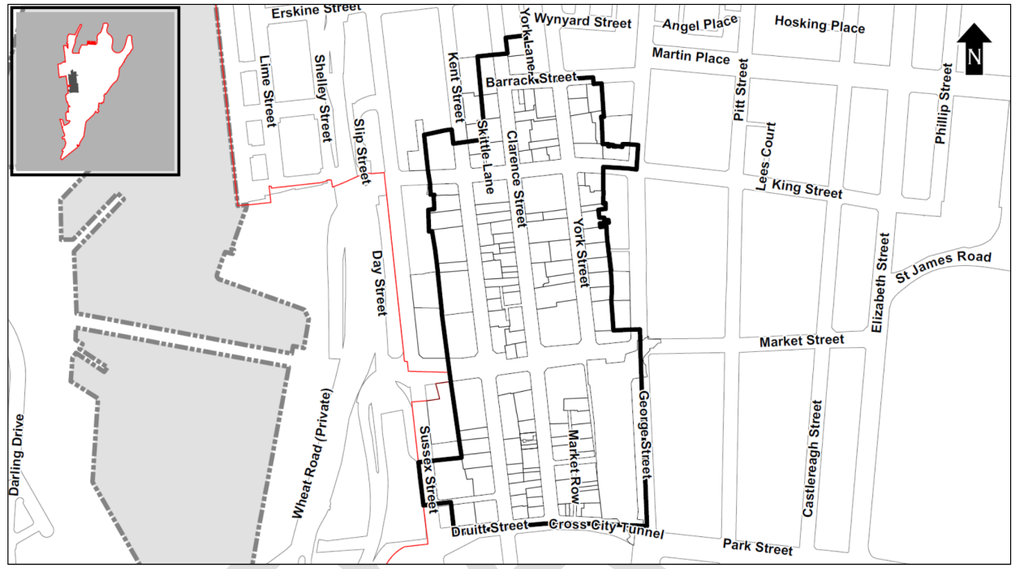
(C) Conserve and enhance the heritage significance of warehouses and associated cartways and courtyards and ensure solar access to courtyards is maintained and enhanced in the design of new development.

(D) Conserve and enhance the historic pattern of streets and lanes, and encourage fine grain pedestrian permeability through the longer street blocks. Conserve early sandstone and woodblock street pavements that is known to survive within the area beneath later pavements.

(E) Enhance the character of the lanes by protecting solar access, and encourage active uses, where compatible with the significance of aligning buildings. Ensure development provides appropriate street wall heights and high quality designed active frontages.

(F) Conserve and enhance existing significant views between the area and Darling Harbour and Pyrmont, higher level views north to the Harbour Bridge and the significant vistas terminated by the QVB building, Sydney Town Hall, and the General Post Office building beyond the area.

(G) Maintain and enhance the visual relationship between Darling Harbour and heritage items historically associated with the maritime and trading functions.



Locality Statement

York Street and the streets and lanes surrounding it contain evidence of one of the early warehousing areas in Sydney that developed due to its proximity to Darling Harbour and the City Markets. The area is characterised by nineteenth and early twentieth century warehouse development interspersed with a hotels that flourished in association with the wharves as well as a number of banks. The warehouse stock generally comprises masonry buildings, 3-8 stories in height, and robustly articulated. The architectural emphasis of the buildings located at street intersections are a distinctive characteristic of this area. The network of lanes, internal cartways and courtyards, uniform block pattern with narrow frontages and west-east transport links represent the progressive development of the area, past and present commercial and retail character.

Barrack Street, at the northern end of the area, is one of the finest urban places in Sydney being defined on all four sides, for the most part, by heritage items of exceptional quality.

With the completion of the Sydney Harbour Bridge in 1932, York Street became the main arterial road into the City Centre. Its character altered as higher scale development incorporating retail and commercial office uses was constructed on key street corners, such as the Grace building, ACA House and Asbestos House. In the post WWII period, the value of the warehouse stock diminished as the shipping trade at Darling Harbour declined, whilst the land value and the need for commercial office space increased. As a result, a considerable number of warehouses were either demolished or their facades retained as podiums to high rise development, changing the skyline of the area.

Sydney DCP 2012

The site is partially located within the 'York Street Special Character Area including Clarence Street and Kent Street'.

Different controls apply to the Kent Street and Sussex Street frontage as extracted below.

Street Frontage Height & Front Setbacks - Kent Street

For the Kent street side the following DCP controls of the special character area apply

Max Street frontage height: 45m
Tower Setback: 8m

Street Frontage Height & Front Setbacks - Sussex Street

Table 5.1: Permissible range of Street Frontage Heights

Permissible range of Street Frontage Heights			Proposed total height of building		
			Up to 55m	Greater than 55m up to 120m	Greater than 120m
Context	Non-heritage items outside Special Character Areas	Frontage adjacent to a Public Place with a width greater than 8m wide	**20-35m* Or 20-45 for street block corner sites less than 1000sqm**	**20-35m***	**20-25m***
		Frontage adjacent to a Public Place with a width up to 8m wide (eg lanes)	**20-45m**	**20-45m**	**20-25m***
	Heritage items outside Special Character Areas		**Existing height**	**Existing height**	**Existing height**

Minimum Street Setbacks			Proposed total height of building		
			Up to 55m	Greater than 55m up to 120m	Greater than 120m
Context	Non-heritage items outside Special Character Areas	Frontage adjacent to Public Places with a width greater than 8m wide	**8m or 6m where adjoining sites Street Setbacks are less than 6m**	**8m***	**8m***
		Frontage adjacent to Public Places with a width up to 8m wide (eg lanes)	**2m**	**8m***	**8m***
	Heritage items outside Special Character Areas		**10m to Public Places greater than 8m wide (streets). 2-10m on Public Places up to 8m wide (lanes) determined by heritage values and context.**		

For the Sussex street side the following general DCP controls (for sites outside of special character areas) apply.

Max Street frontage height: 20-25m
Tower Setback: 8m

Side & Rear Setbacks - General

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

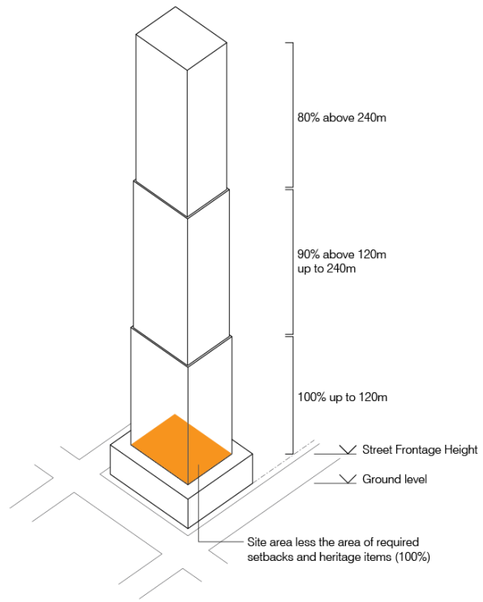
Minimum Side and Rear Setbacks and Building Form Separations	Proposed total height of building			
	Up to 55m	Greater than 55m up to 120m	Greater than 120m up to 240m	Greater than 240m
Side and Rear Setback above Street Frontage Height	**0m**	**4m**	**3.33% of the proposed total height of building**	**8m**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

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

Generally side setbacks will be:

3.33% of the proposed total height of the building

Tapering/ Max BEA - General



Above the Street Frontage Height the total Building Envelope Area may occupy the following proportion of the site area less any areas of heritage items and required DCP setbacks:

(a) 100% up to 120m above ground;
(b) 90% above 120m up to 240m above ground; and
(c) 80% above 240m above ground.

Height Control

The ultimate height limitations for the site are defined by the following 3 solar access planes

No Additional Overshadowing (NAO)
- Sydney Square
- Sydney Town Hall Steps
- Future Town Hall Square

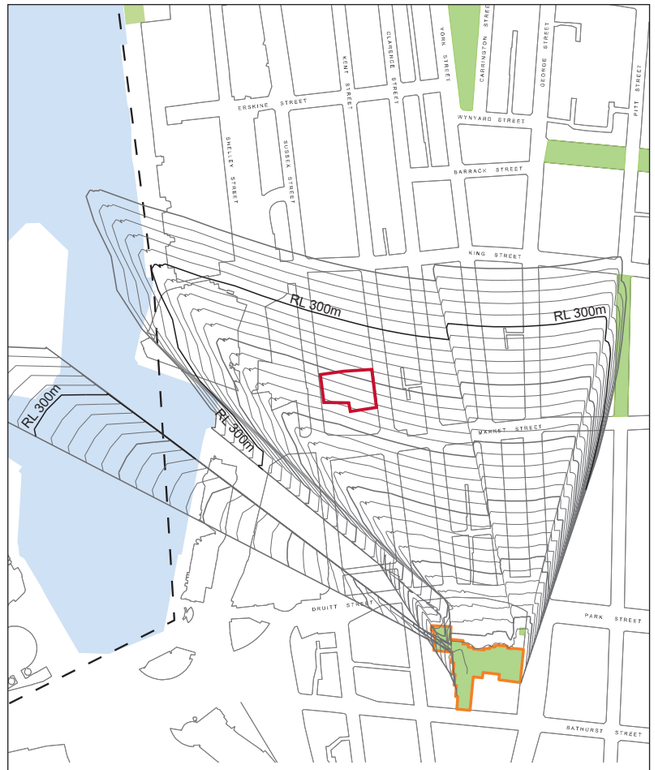


Figure 5.45
Sydney Square No Additional Overshadowing

Protected Space
Edge of Monolith
RL 300m Contour
RL 50m Contours
RL 10m Contours
Contours are indicative only

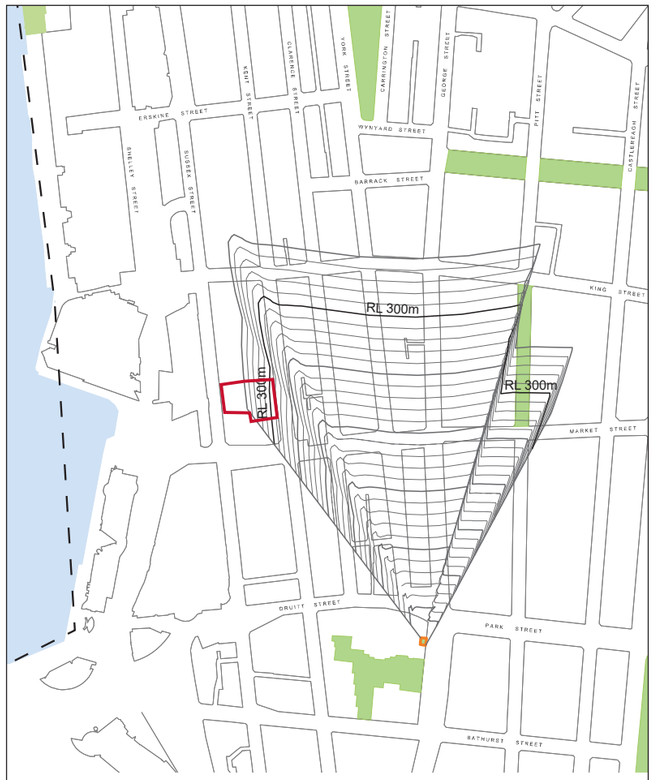


Figure 5.44
Sydney Town Hall Steps No Additional Overshadowing

Protected Space
Edge of Monolith
RL 300m Contour
RL 50m Contours
RL 10m Contours
Contours are indicative only

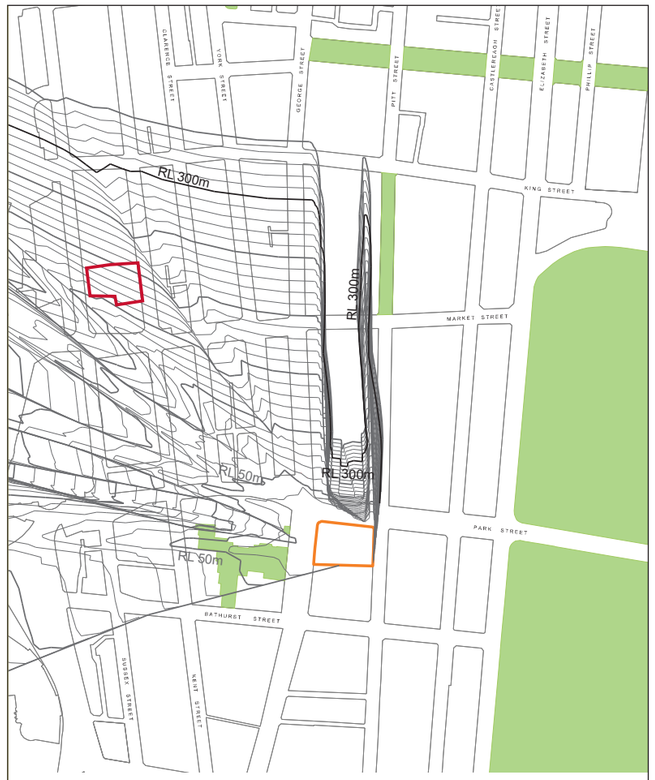
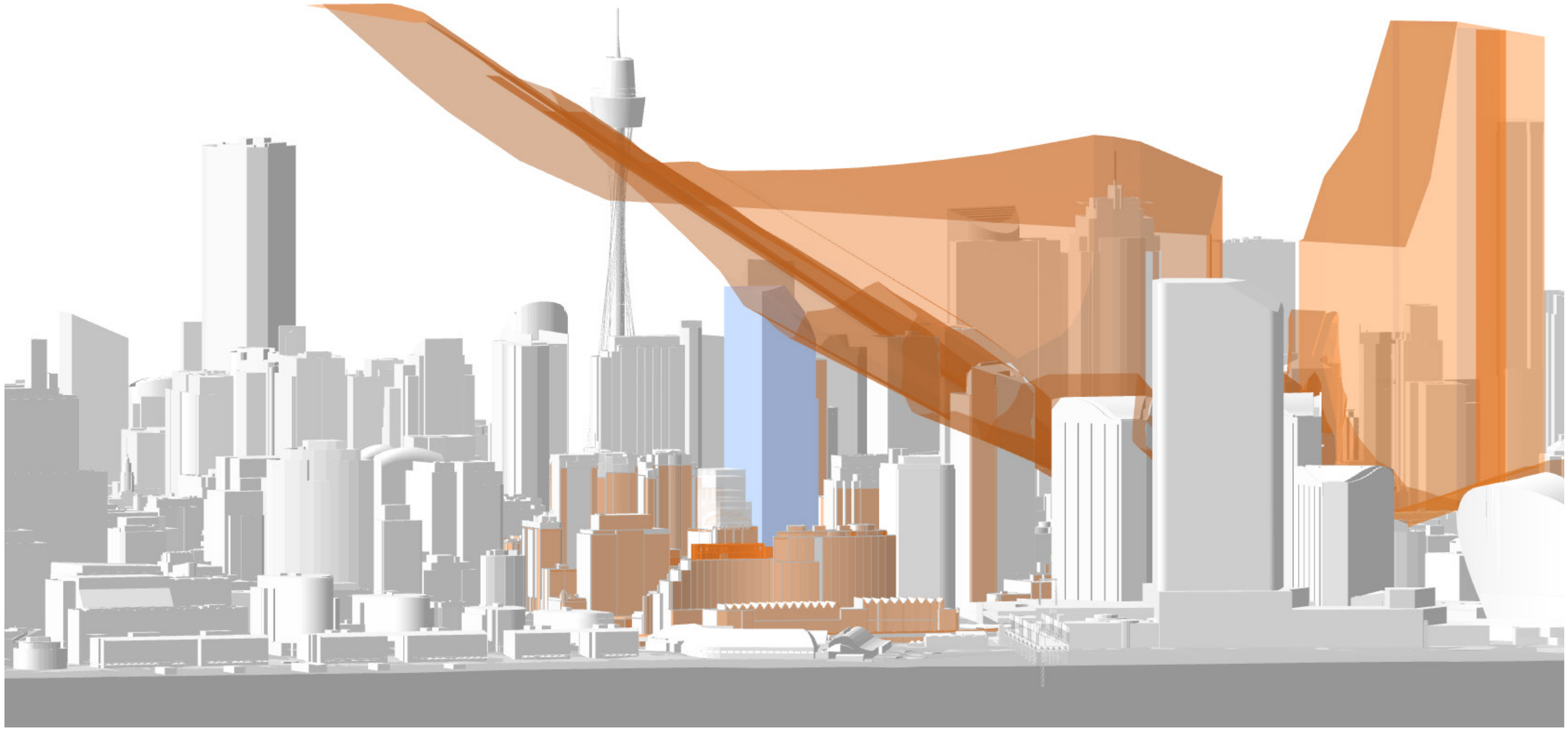


Figure 5.46
Future Town Hall Square No Additional Overshadowing

Protected Space
Edge of Monolith
RL 300m Contour
RL 50m Contours
RL 10m Contours
Contours are indicative only

Height Control

Envelope with NAO planes (in orange) applied



IV—Urban Analysis

— Groundplane & Through Site Link

— Groundplane & Colonnade

— Podium & Streetscape Context

— Tower & Precinct Context

Ground Plane & Through Site Link

The Sydney DCP proposes a through site link for the 383 Kent St site. Once completed It will become part of a significant East-West link that connects Hyde Park with Darling Harbour, Pyrmont and Ultimo.

The DCP outlines the following requirements for Through Site Links:

Through-site links are to be provided on sites:

(a) greater than 5,000sqm in area;

(b) with parallel street frontages greater than 100m apart, and

(c) where the consent authority considers one is needed or desirable.

Through-site links are to be an easement on title unless identified in a contributions plan for dedication to Council.
Through-site links are to be designed to:

(a) generally have a minimum width of 4m, or 6m where bike access is provided, and have a clear height of at least 6m;

b) be direct and accessible to all, have a clear line of sight between public places and be open to the sky as much as is practicable;

(c) align with breaks between buildings so that views are extended and there is less sense of enclosure;

(d) be easily identified by users and include signage advising of the publicly accessible status of the link and the places to which it connects;

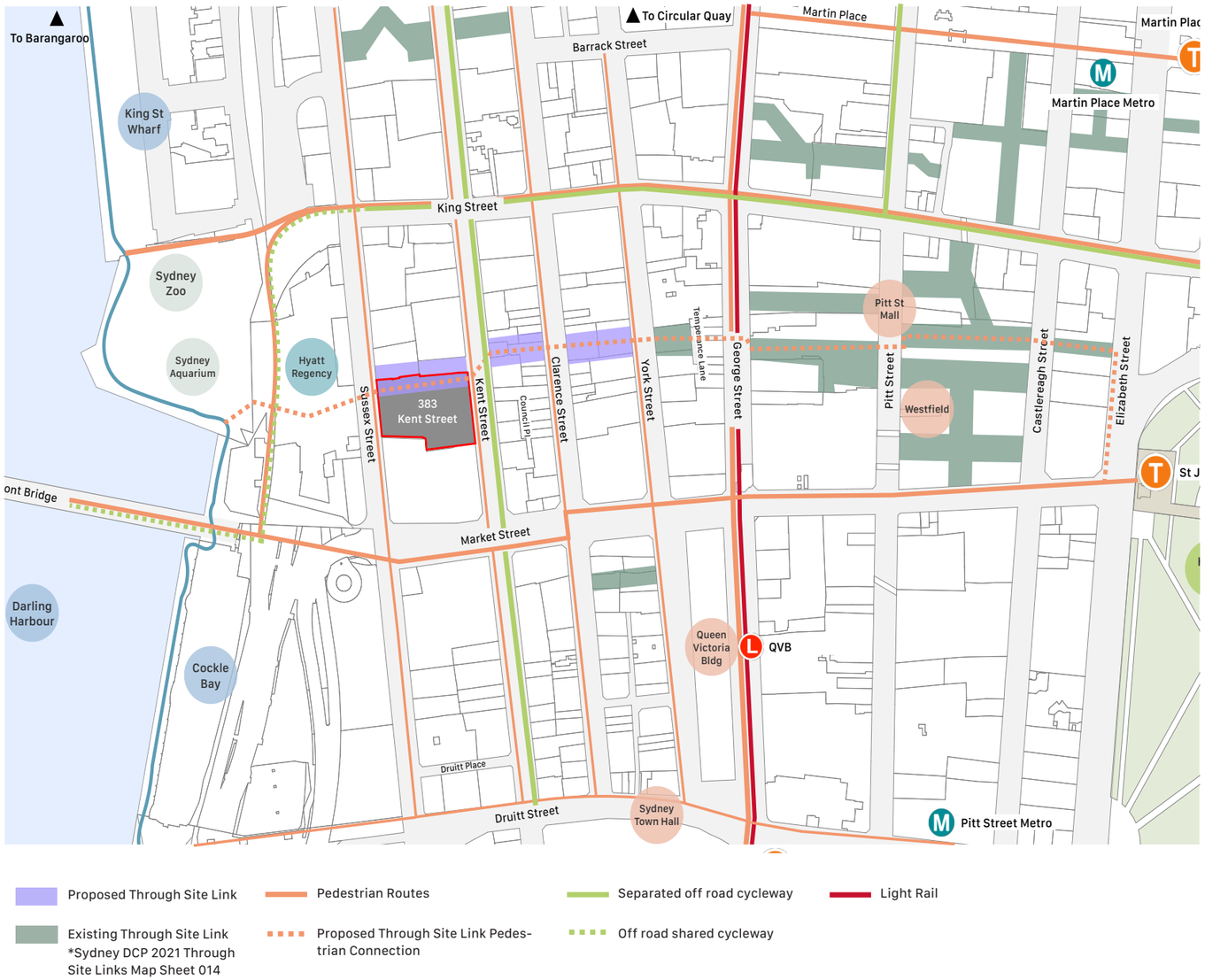
(e) be clearly distinguished from vehicle accessways, unless they are purposely designed as shareways;

(f) include materials and finishes such as paving materials, tree planting and furniture consistent with adjoining streets and public spaces and be graffiti and vandalism resistant;

(g) be clear of obstructions or structures, such as electricity substations, or car park exhaust vents;

(h) include landscaping to assist in guiding people along the link while enabling long sight lines; and

(i) be fully accessible 24 hours a day.



Ground Plane & Colonnades

Colonnades were a common architectural feature in the late 19th century and are part of the streetscape character of Sussex Street.

They offer pedestrians a sheltered pathway, shielding them from rain or harsh sun, and add a touch of grandeur to the streetscape.

The Sydney DCP proposed to retain and reinstate colonnades along this part of Sussex Street.

Photo of existing colonnade at Sussex Street

Proposed Through Site Link

Existing Through Site Link
*Sydney DCP 2021 Through Colonnades Map Sheet 014

Colonnades
*Sydney DCP 2021 Through Colonnades Map Sheet 014

Existing Colonnade at 138 Sussex Street

Existing Colonnade at 140 Sussex Street

Podium & Streetscape Context

An extensive analysis has been undertaken to examine the existing streetscape and podiums. A particular focus was given to the comparison with the current DCP controls for these items and the relationships to existing heritage items

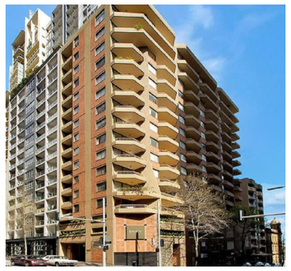
Kent Street West
The Kent Street street frontage of the subject site is located along the western side of Kent Street. Podium forms are generally within the DCP street frontage height controls. The only heritage building in this strip has a podium height of 23m which puts it at the lower end of the height range.

2 Market St

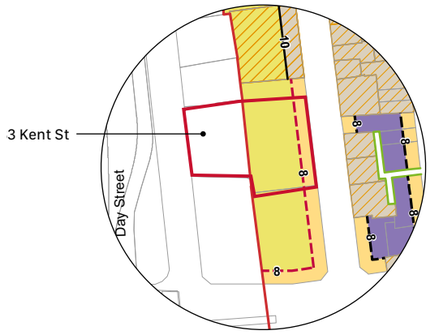
383 Kent St

379 Kent St

367-371 Kent St


43 King St

Sydney DCP 2012
York Street/ Clarence Street/ Kent Street
Special Character Area

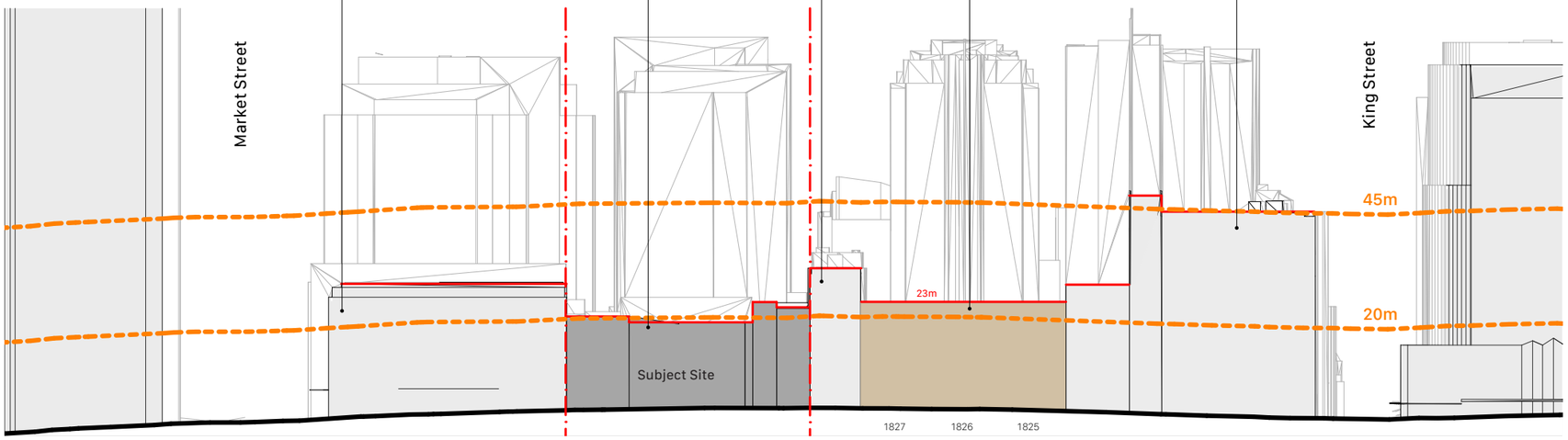


Setback above street frontage height (no variation)
Setback above street frontage height (compensation system applies)

Street Frontage Height
Zero street frontage height (full setback)

Existing height of building – see clause 5.1.3.1 (5)
max 15m
max 20m
max 25m
max 30m
max 35m
max 40m
max 45m

Height Control
Site specific controls
Existing height
No specific SCA max height
max 30m
max 45m
max 50m
max 55m



Kent Street West Elevation

Heritage Building

/ 1827 Heritage Item Number

Permissible DCP Street frontage height range

Podium & Streetscape Context

Kent Street East

Kent Street East consists predominantly of heritage buildings. They do not feature tower forms and their overall building height equals the street frontage height.
Heights are generally within the DCP street frontage height controls.

Sydney DCP 2012
York Street/ Clarence Street/ Kent Street
Special Character Area

Setback above street frontage height (no variation)
Setback above street frontage height (compensation system applies)

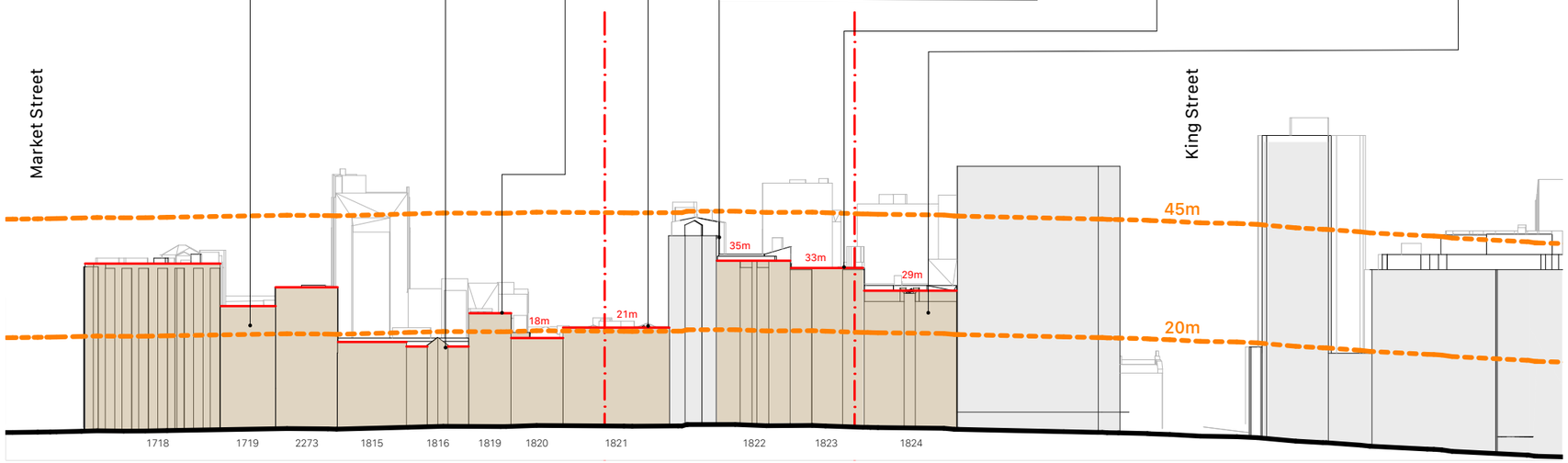
Street Frontage Height

Zero street frontage height (full setback)

Existing height of building – see clause 5.1.3.1 (5)
max 15m
max 20m
max 25m
max 30m
max 35m
max 40m
max 45m

Height Control

Site specific controls
Existing height
No specific SCA max height
max 30m
max 45m
max 50m
max 55m



Kent Street East Elevation

Heritage Building

/ 1827 Heritage Item Number

Permissible DCP Street frontage height range

Podium & Streetscape Context

Sussex Street East

The Sussex Street frontage of the subject site is located along the Eastern side of Sussex Street. The permissible of street frontage heights are between 20-25m. However, the majority of buildings have taller street frontages - some more than 40m.

There are two heritage building along this side. Both are below 20m.

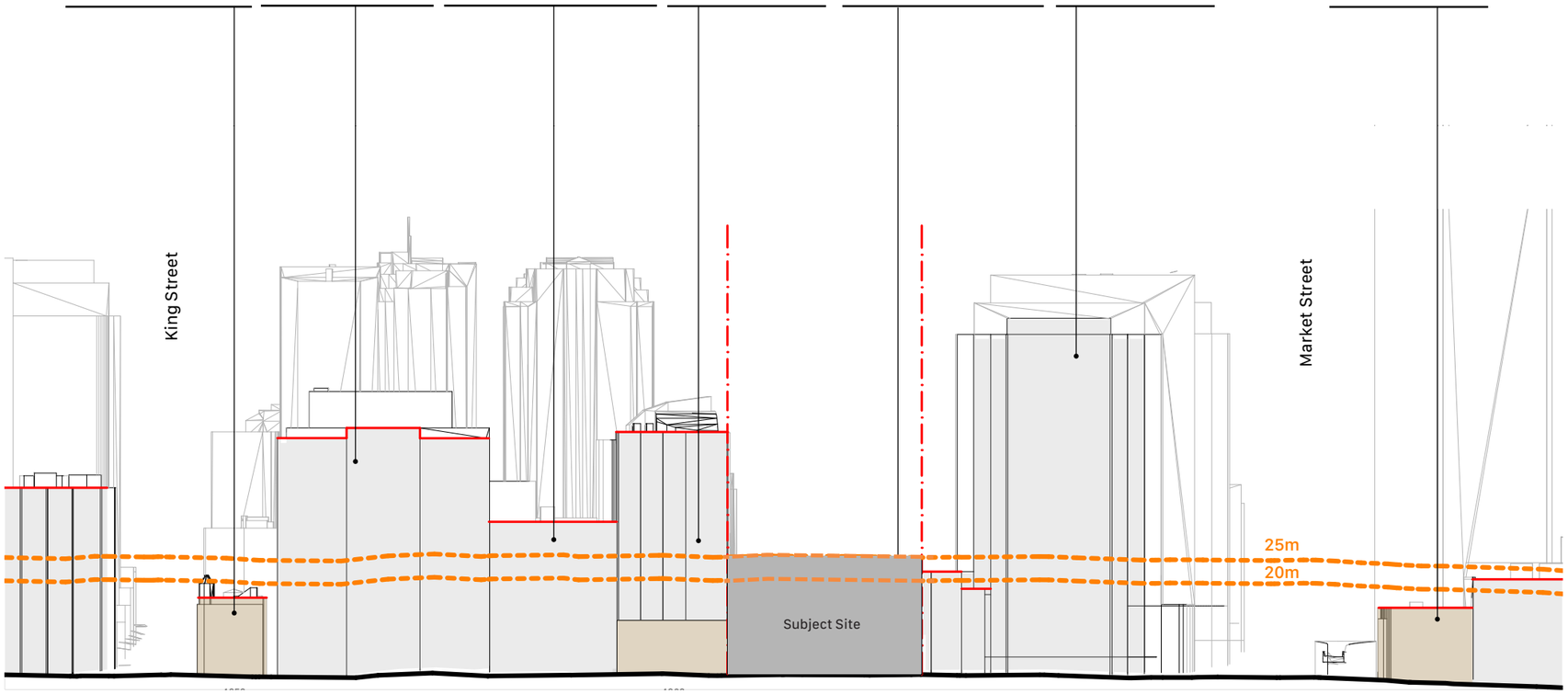
Sydney DCP 2012
5.1 Central Sydney - Permissible Range of Street Frontage Heights

Table 5.1: Permissible range of Street Frontage Heights

Permissible range of Street Frontage Heights			Proposed total height of building		
			Up to 55m	Greater than 55m up to 120m	Greater than 120m
Context	Non-heritage items outside Special Character Areas	Frontage adjacent to a Public Place with a width greater than 8m wide	20-35m* Or 20-45 for street block corner sites less than 1000sqm	20-35m*	20-25m*
		Frontage adjacent to a Public Place with a width up to 8m wide (eg. lanes)	20-45m	20-45m	20-25m*
	Heritage items outside Special Character Areas		Existing height	Existing height	Existing height

* up to 45m subject to Section 5.1.1.1(2)

138 Sussex St | 140 Sussex St | 138 Sussex St | 160 Sussex St | 383 Kent St (Existing) | 2 Market St | 200 Sussex St



Sussex Street East Elevation

Heritage Building

/ 1827 Heritage Item Number

Permissible DCP Street frontage height range

Podium & Streetscape Context

Sussex Street West

Sussex Street West consists predominantly of one two storey buildings of between 5 & 10m height which is well below the permissible range .

Some taller tower forms sit behind those street frontage buildings. However, they are generally separate building with access from Sussex Street via laneways/ easements.

185 Sussex St

178 Sussex St

161 Sussex St (Hyatt)

134-151 Sussex St

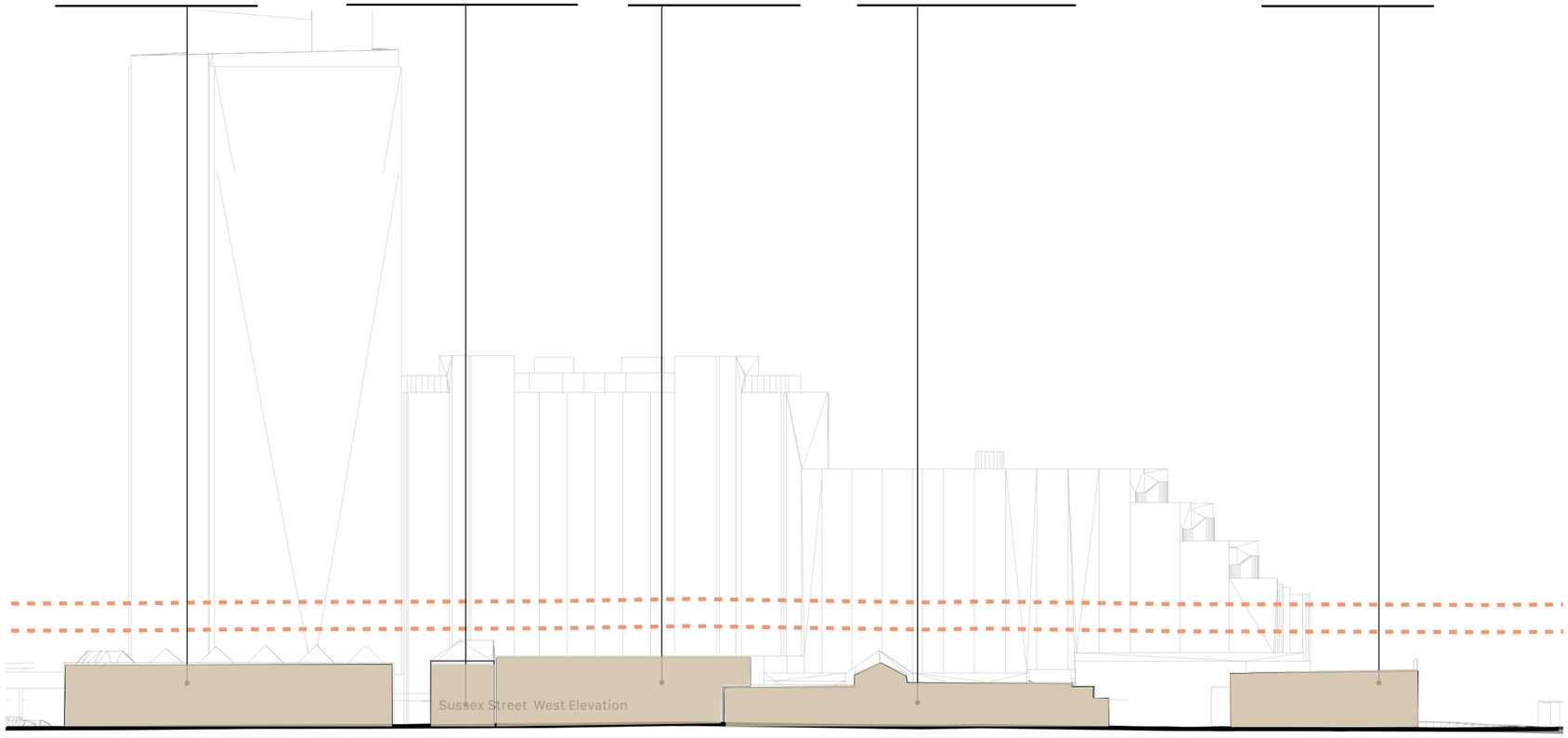
119 Sussex St

Sydney DCP 2012
5.1 Central Sydney - Permissible Range of Street Frontage Heights

Table 5.1: Permissible range of Street Frontage Heights

Permissible range of Street Frontage Heights			Proposed total height of building		
			Up to 55m	Greater than 55m up to 120m	Greater than 120m
Context	Non-heritage items outside Special Character Areas	Frontage adjacent to a Public Place with a width greater than 8m wide	20-35m* Or 20-45 for street block corner sites less than 1000sqm	20-35m*	20-25m*
		Frontage adjacent to a Public Place with a width up to 8m wide (eg. lanes)	20-45m	20-45m	20-25m*
	Heritage items outside Special Character Areas		Existing height	Existing height	Existing height

* up to 45m subject to Section 5.1.1.1(2)



Sussex Street West Elevation

Heritage Building

/ 1827 Heritage Item Number

Permissible DCP Street frontage height range

Tower & Precinct Context

Future Tower Developments

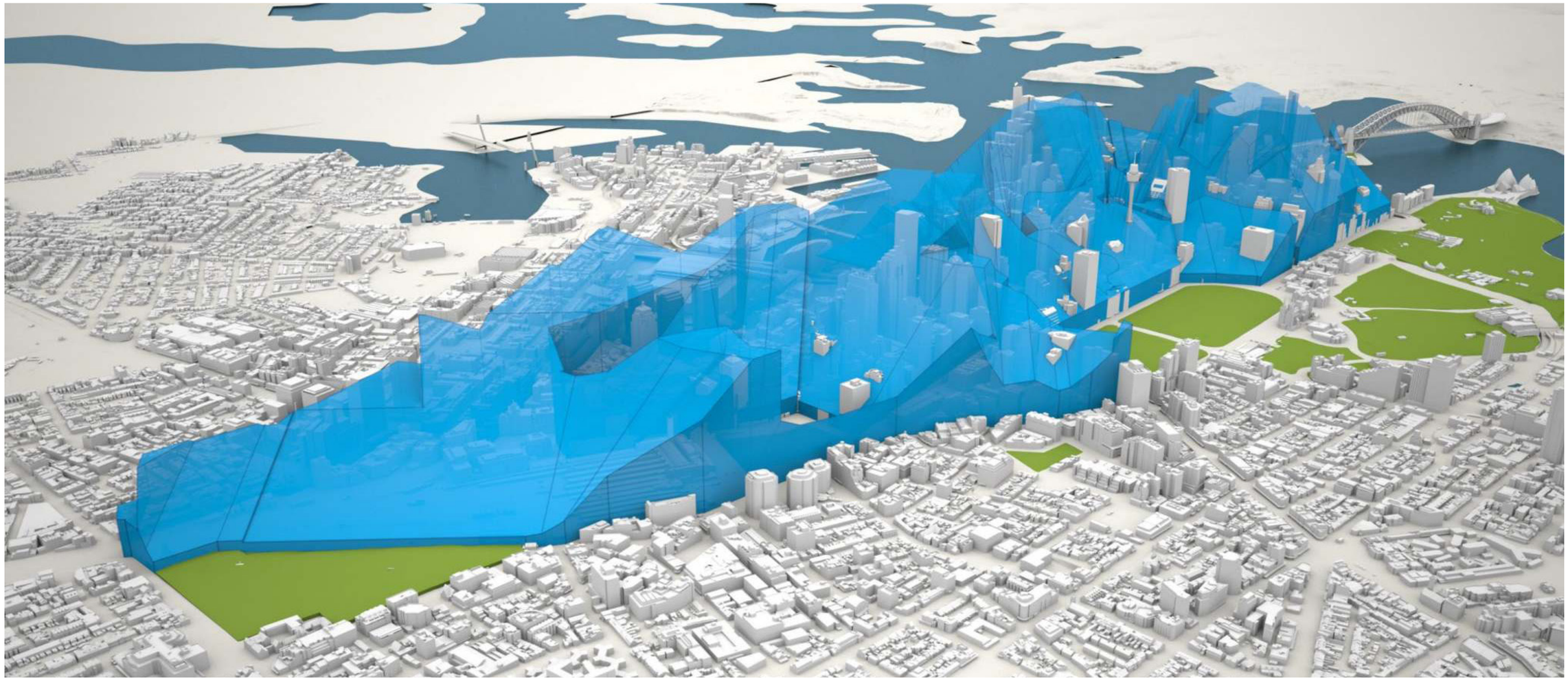
For the development of a tower of this scale it is important to understand the impact it might have on the local streetscape and how it might shape the precinct context.

To determine what a future precinct context could potentially look like we have applied and interrogated the CSPS Built Form capacity study.

The CSPS Built form capacity study provides an understanding of the potential employment floorspace that can be developed in Central Sydney under the current planning controls , suitable development locations, and site types and gives and insight into what the future built form might look like.

We have established a study zone that encompasses the western corridor and immediately adjacent areas and applied the principles of the built form capacity study to understand the likelihood and locations of any future towers in the area and how they might shape the precinct and the city skyline.

The findings of this study indicate that a large number of identified capacity sites are in fact too small to be developed and that there is likely only going to be one additional site in the vicinity of 383 Kent Street that has potential to be developed as a commercial tower.

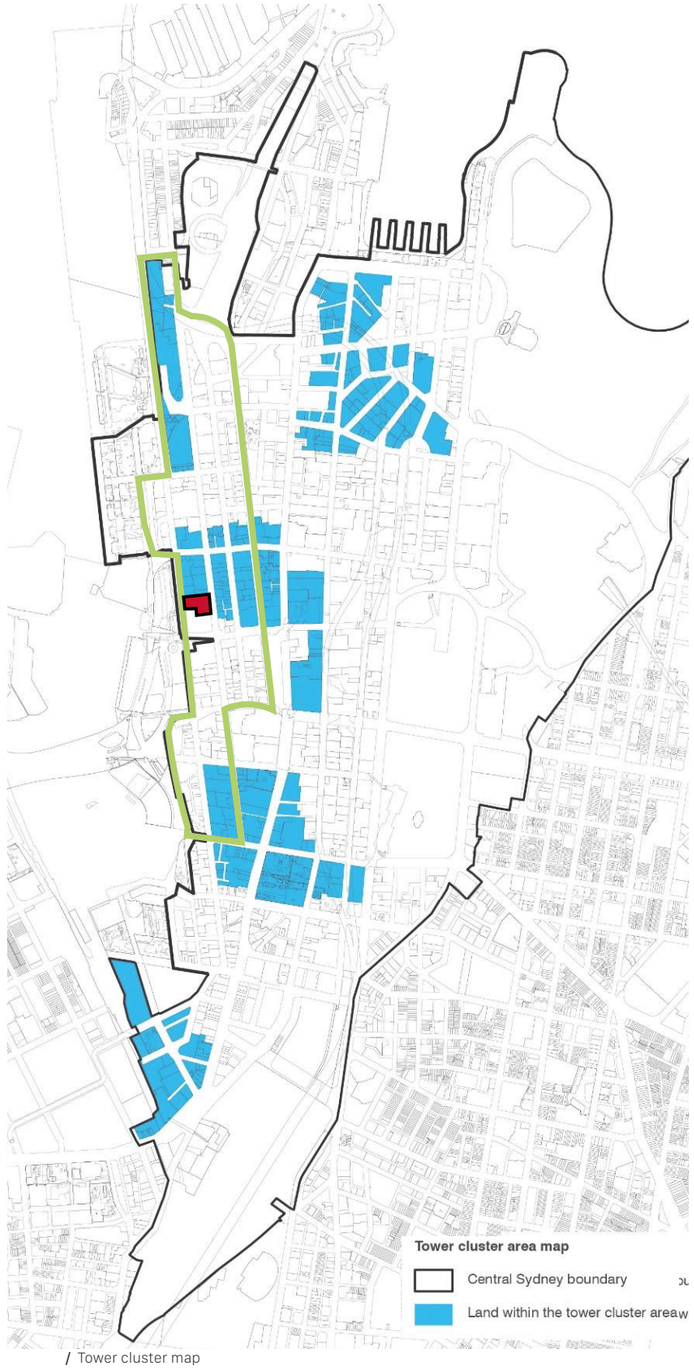


/ Sydney Central Height Control Diagram (blue Massing showing the sum of all solar access planes and pans ops applied)

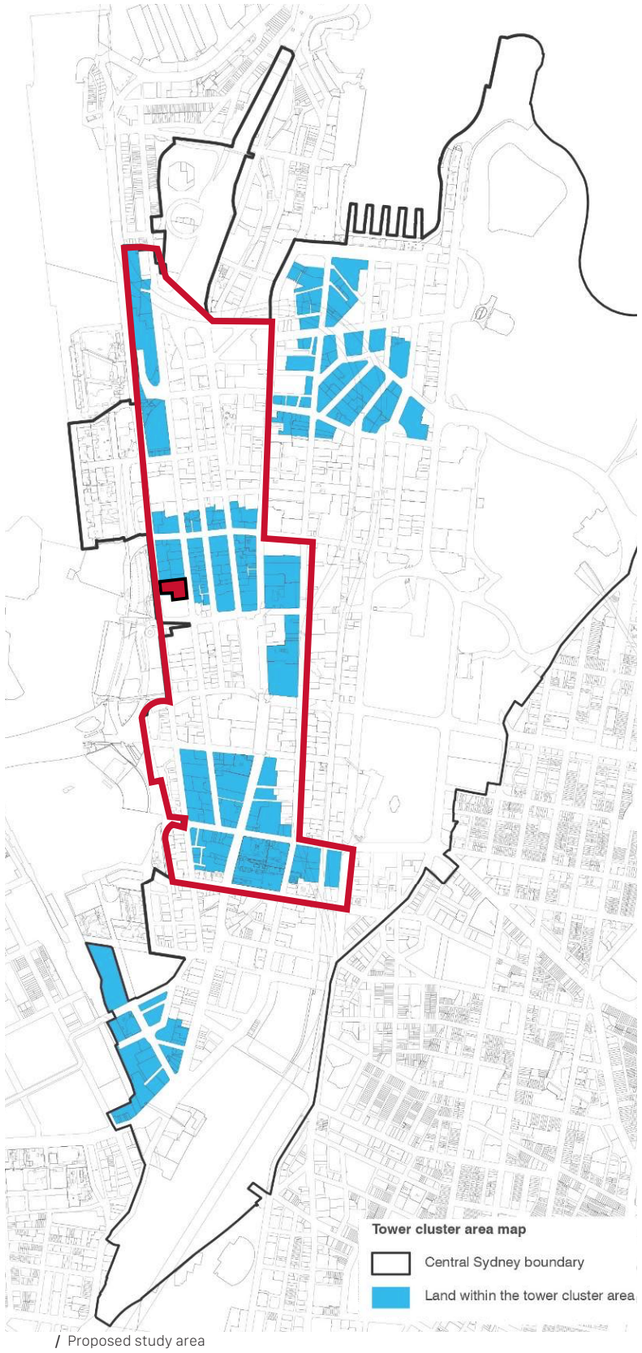
Tower & Precinct Context

Study Area

/ Site Location and Western Precinct



/ Tower cluster map



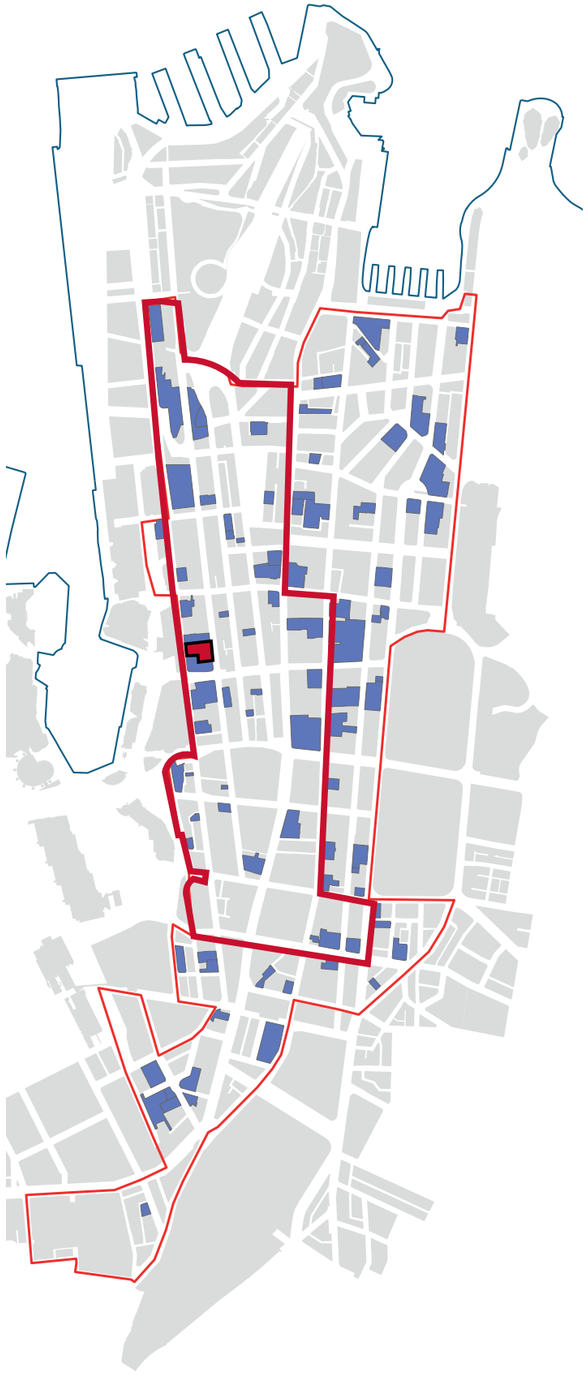
/ Proposed study area

Tower & Precinct Context

Constrained Properties within Study Area

/ Strata properties

/ Heritage Properties



/ Recent developments

Tower & Precinct Context

Sites with capacity

Capacity Site 1

=> already developed
=> no further capacity

Capacity Site 2 (Height Control: Future Town Hall Square NAO// 190m)

=> site area 730 sqm => floorspace bonus under tower cluster provisions not available for sites under 2000 sqm
=> no realistic capacity

Capacity Site 3 (Height Control: Future Town Hall Square NAO/ / 230m)

=> site area 941 sqm => floorspace bonus under tower cluster provisions not available for sites under 2000 sqm
=> no realistic capacity

Capacity Site 4 (Height Control: Future Town Hall Square NAO/ / 240m)

=> site area 1360 sqm => floorspace bonus under tower cluster provisions not available for sites under 2000 sqm
=> no realistic capacity

Capacity Site 5 (Height Control: Future Town Hall Square NAO/ max height190m)

=> site area 2567 sqm => floorspace bonus under tower cluster provisions IS available
=> site with realistic development potential

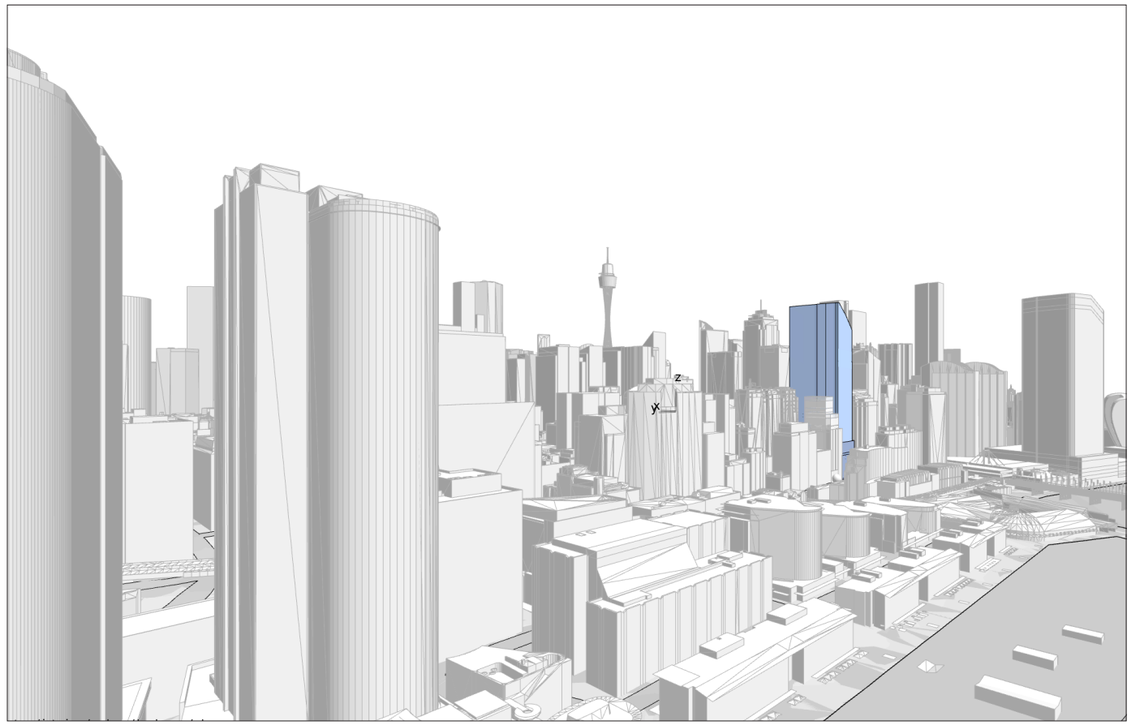
Of the 5 capacity sites within the study area that are also within the tower cluster area only capacity site 5 - **44 Market Street** - has realistic development potential.

/ Capacity sites within tower cluster

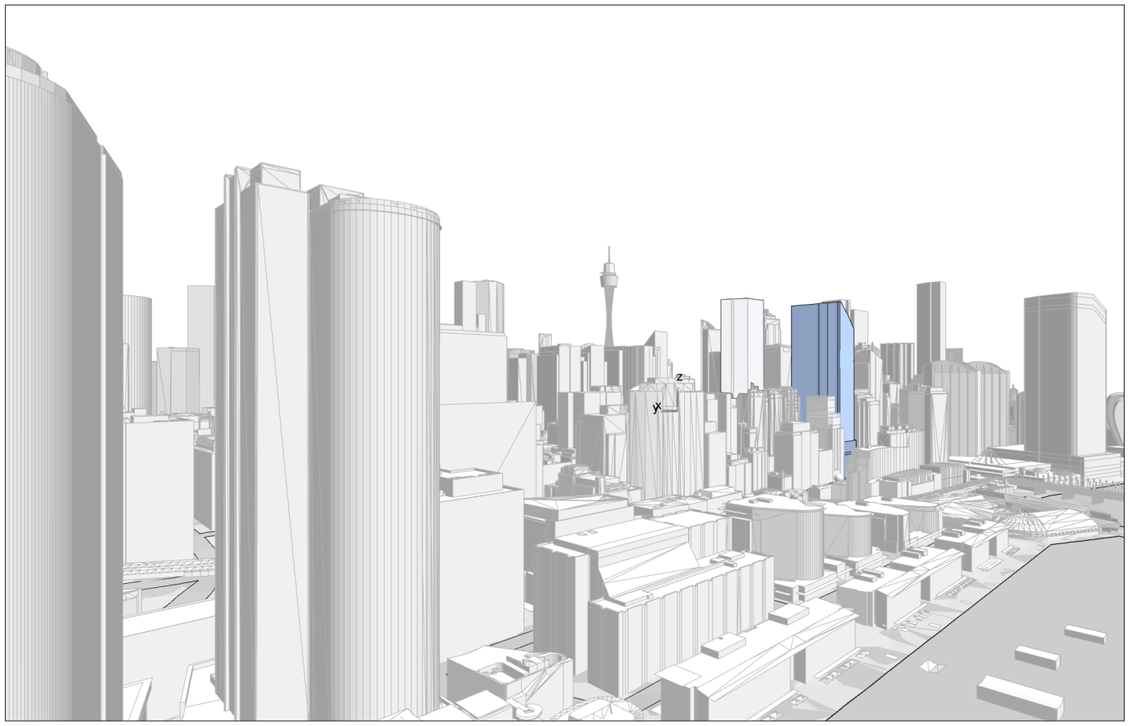
Tower & Precinct Context

High Level View over Barangaroo

The following 3d studies portray a likely future tower context featuring the subject site - 383 Kent Street - and the additional identified capacity site



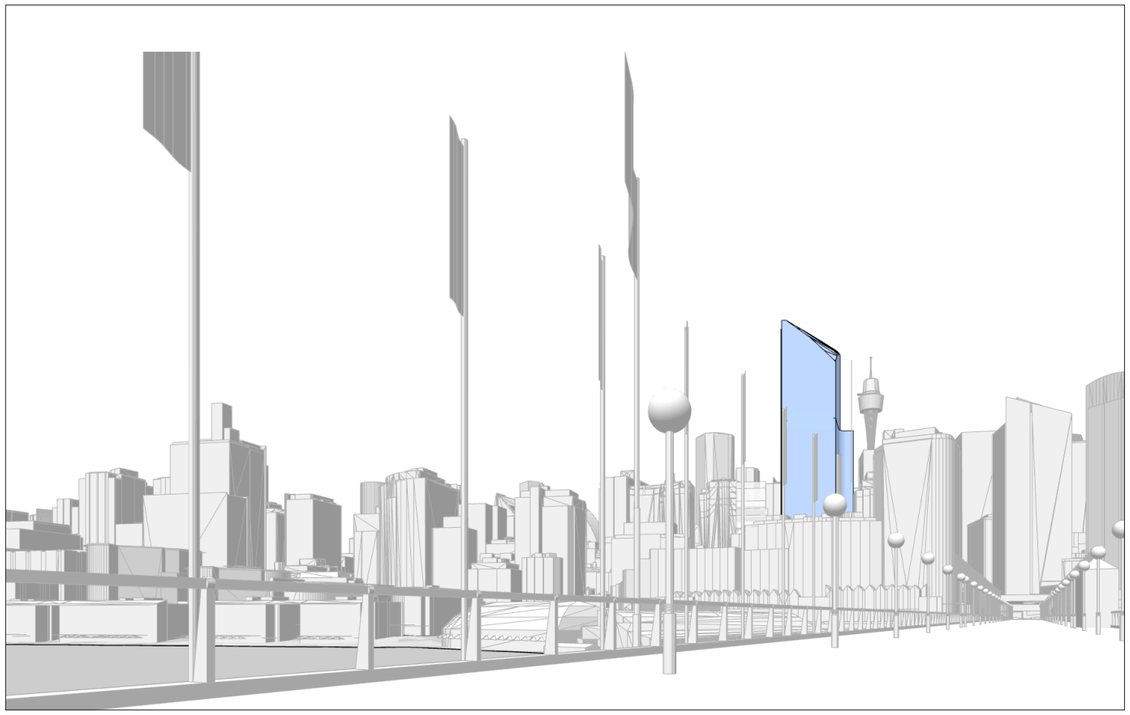
/ High level view over Barangaroo - Context with proposed envelope for 383 Kent Street



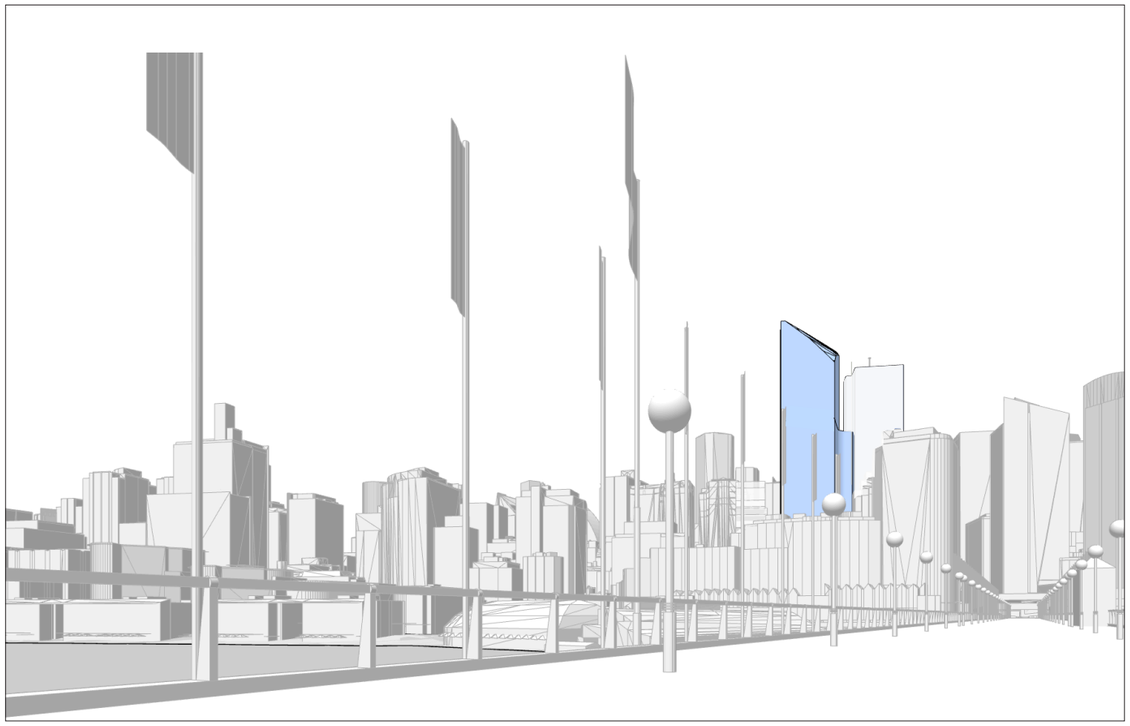
/ High level view over Barangaroo - Context with proposed envelope for 383 Kent Street and potential future towers

Tower & Precinct Context

View from Pyrmont Bridge



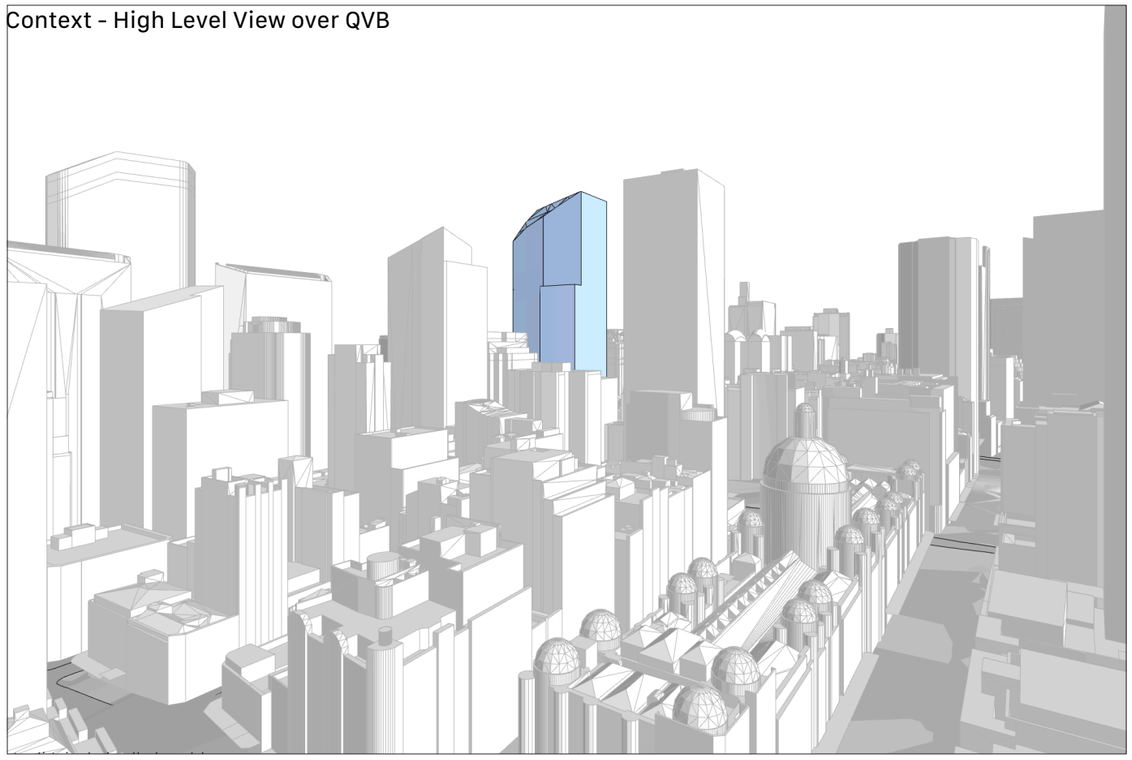
/ View from Pyrmont Footbridge - Context with proposed envelope for 383 Kent Street



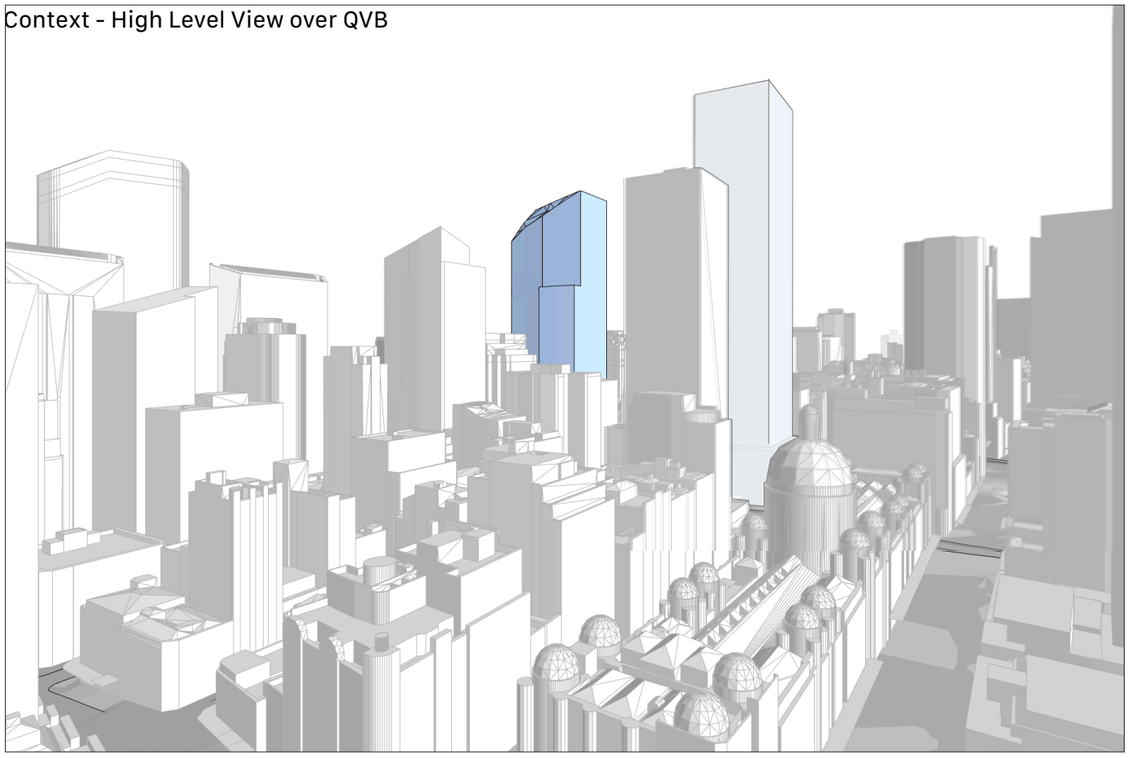
/ View from Pyrmont Footbridge - Context with proposed envelope for 383 Kent Street and potential future towers

Tower & Precinct Context

High Level View over QVB



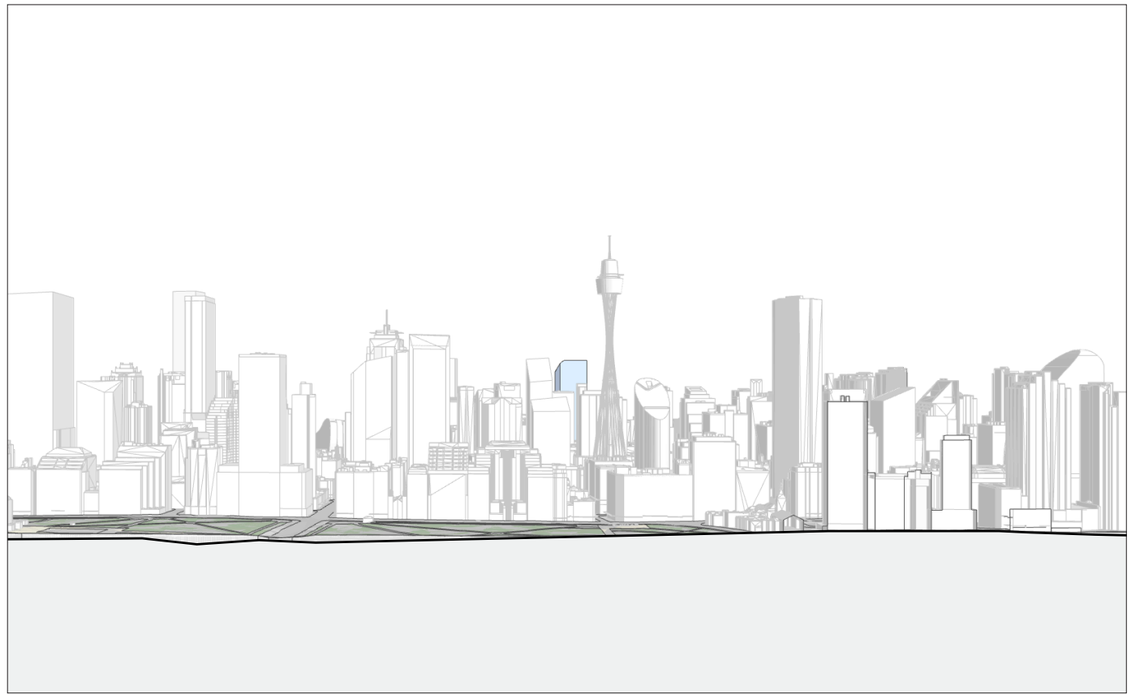
/ High level view over QVB - Context with proposed envelope for 383 Kent Street



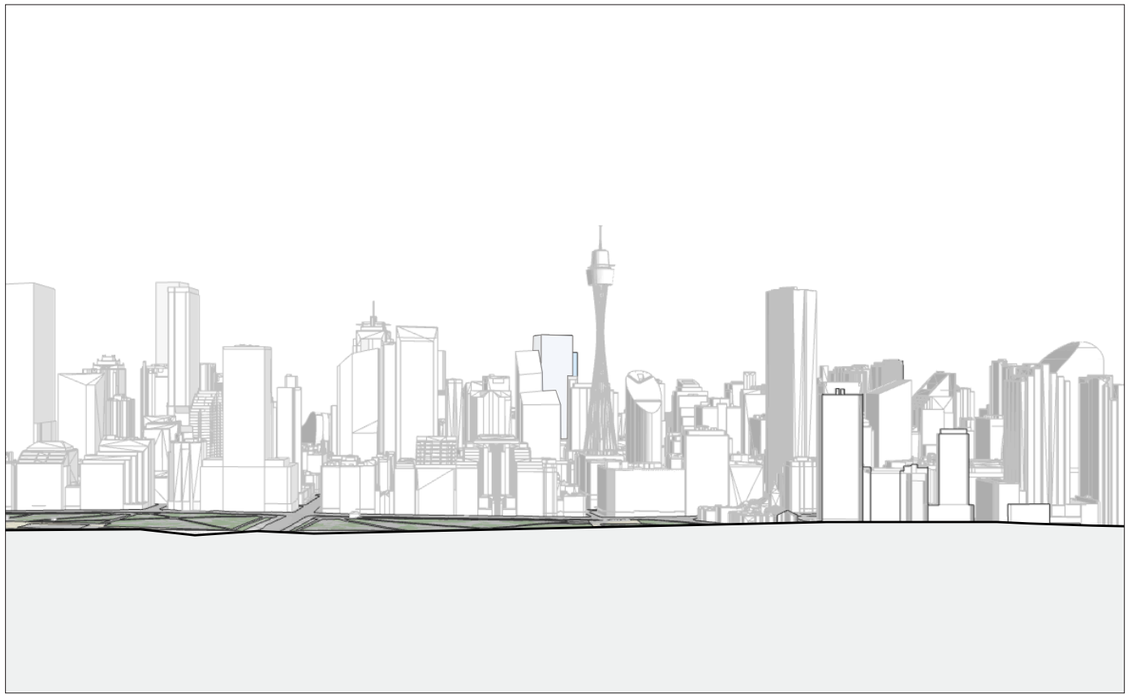
/ High level view over QVB - Context with proposed envelope for 383 Kent Street and potential future towers

Tower & Precinct Context

View across Hyde Park



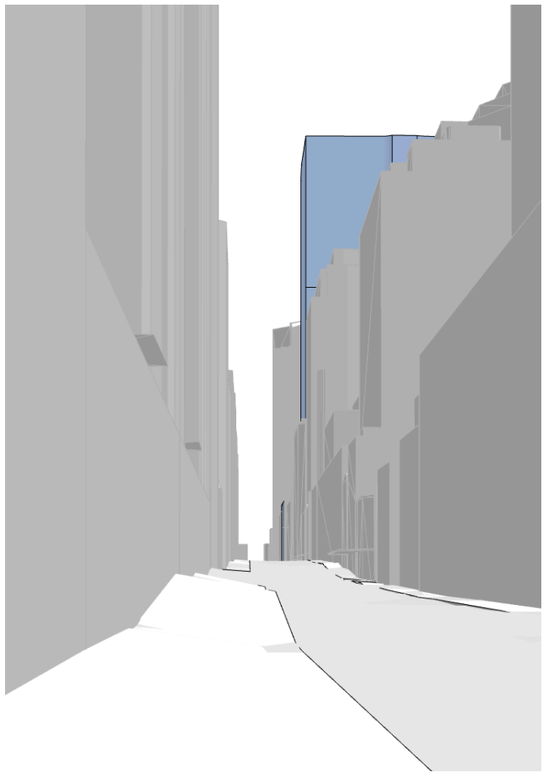
/ View across Hyde Park - Context with proposed envelope for 383 Kent Street



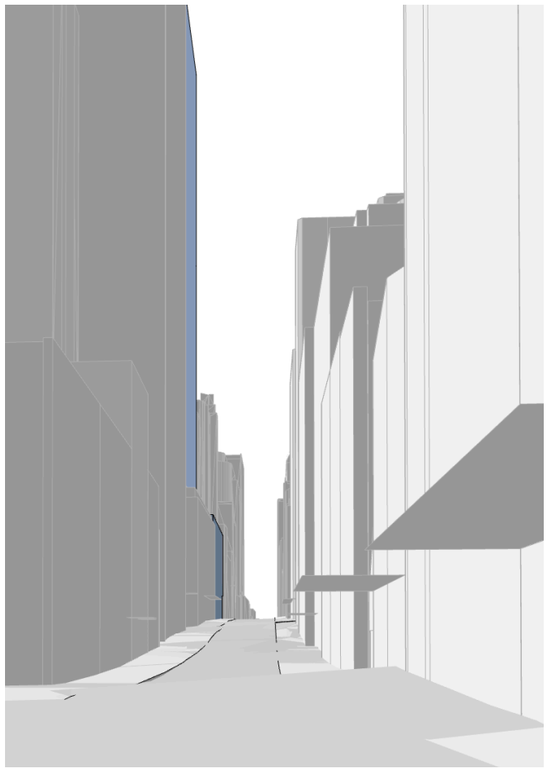
/ View Across Hyde Park - Context with proposed envelope for 383 Kent Street and potential future towers

Tower & Streetscape Context

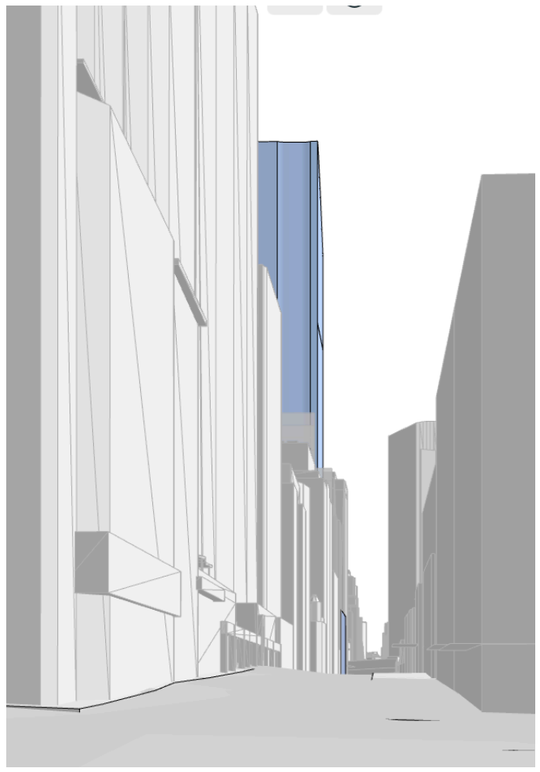
Street Views



/ View from Kent Street North with proposed envelope for 383 Kent Street



/ View from Kent Street South with proposed envelope for 383 Kent Street



/ View from Sussex Street North with proposed envelope for 383 Kent Street

/ View from Sussex Street South with proposed envelope for 383 Kent Street

V—Envelope

— Podium Height

— Tower Setbacks & Tapering

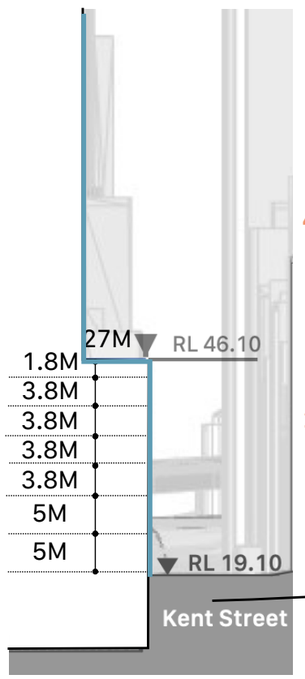
— Tower Height

— Articulation

Podium Height

Podium Height Study
The permissible DCP street frontage height range for Kent Street is between 20-45m. As this range is quite substantial a detailed height study has been undertaken to determine the appropriate datum for the podium. A photographic survey of the existing streetscape was carried out to reveal predominant and fine grain datum lines, alignments with heritage features etc. Both sides of Kent Street were examined.
Kent Street East datum lines have been superexposed onto the Western side in the elevation diagram below.

Kent Street
The photographic survey revealed an average datum height for both sides of around 25-30m. The 27m datum was determined to be the most appropriate height for the Kent Street context as it broadly aligns with the top of the heritage buildings whilst also allowing for a 1.8m parapet that will provide wind protection to the podium terrace behind.

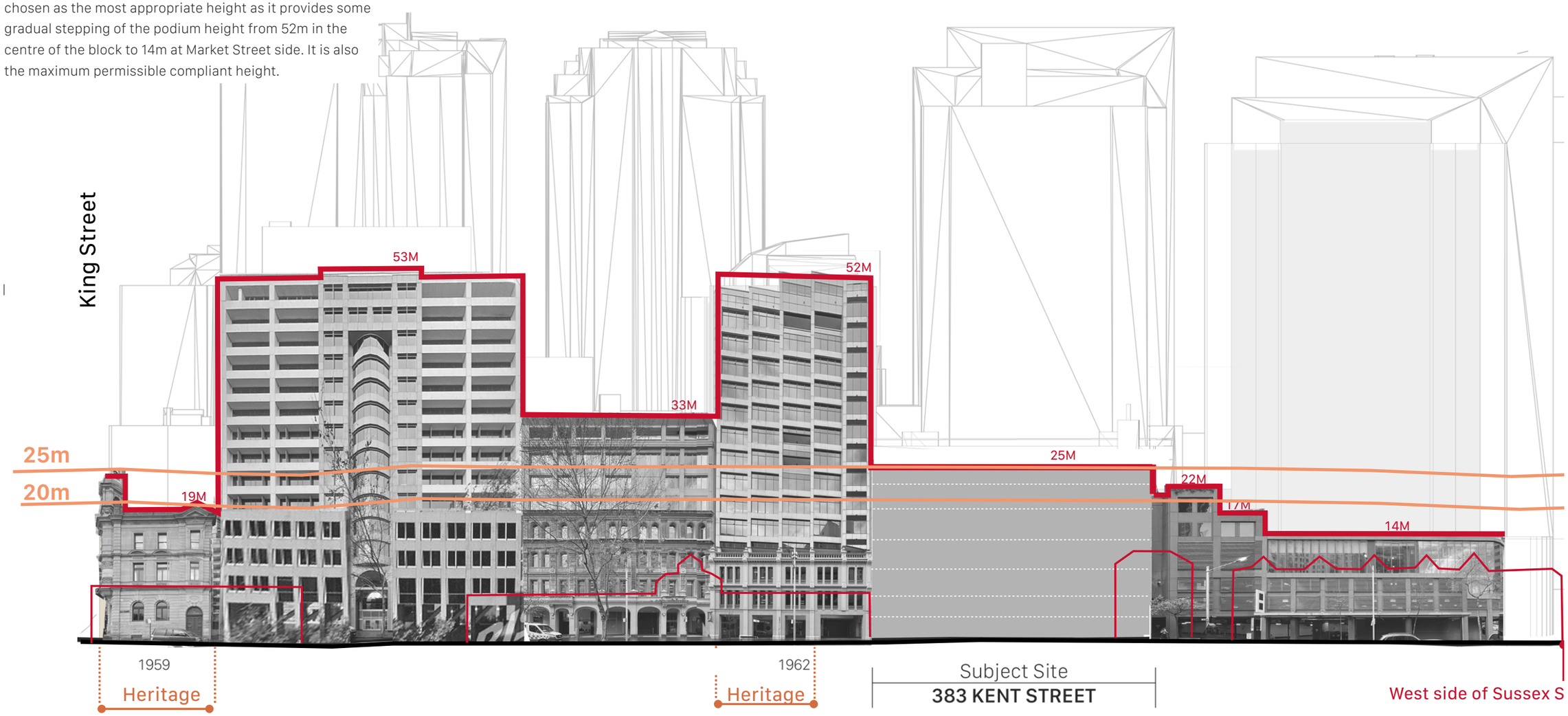


Diagrammatic Cross Section

Podium Height

Podium Height Study
The permissible DCP street frontage height range of Sussex Street is between 20-25m with the majority of buildings along Sussex Street East and West outside that range. Sussex Street West datum lines have been superexposed onto the Eastern side in the elevation diagram below.

Sussex Street
The photographic survey revealed an average datum height for both sides of around 25m with the Eastern side generally being much higher than that and the Western side being much lower than that. The 25m datum was chosen as the most appropriate height as it provides some gradual stepping of the podium height from 52m in the centre of the block to 14m at Market Street side. It is also the maximum permissible compliant height.

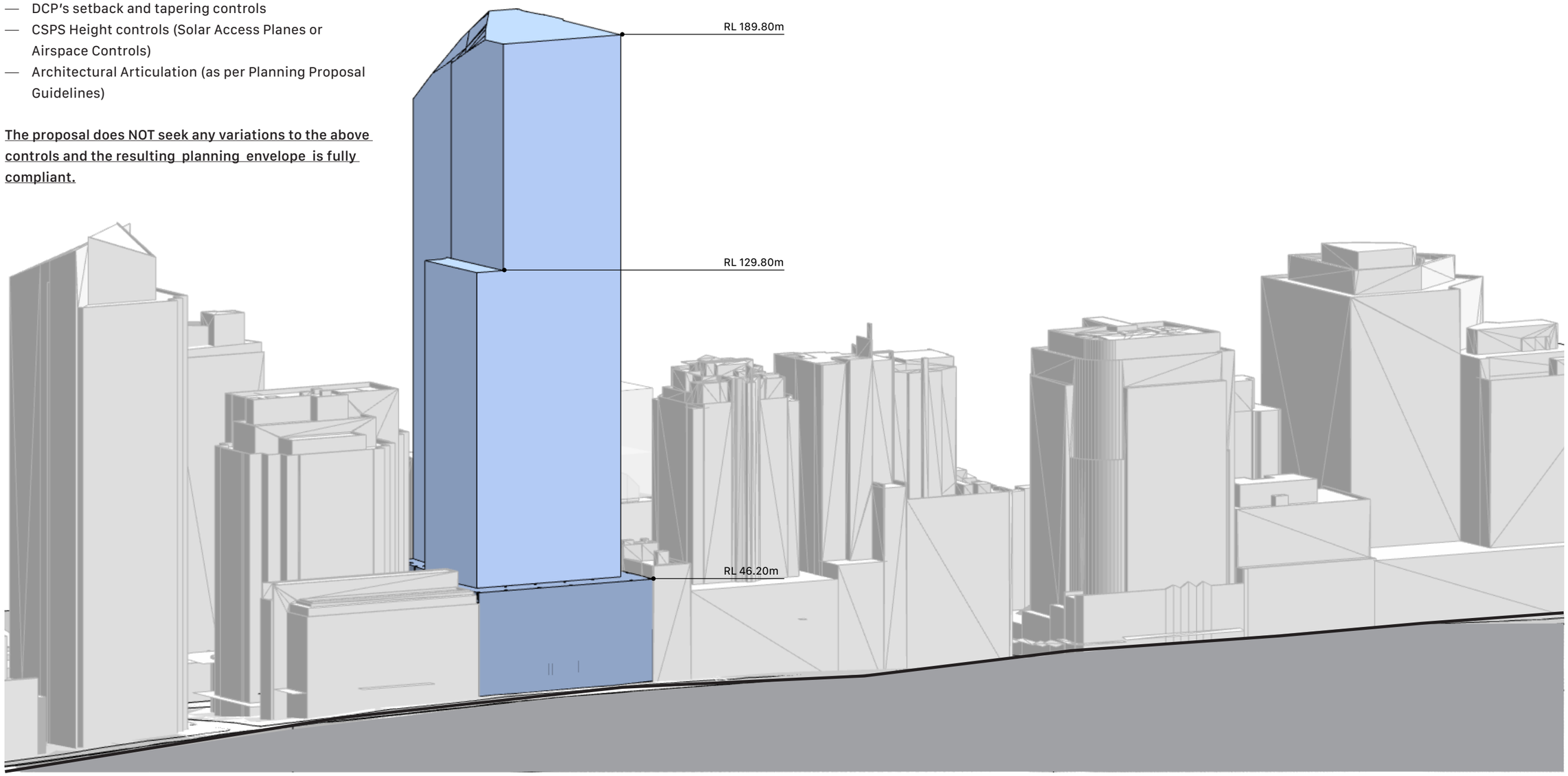


Tower

The tower portion of the envelope is defined by the following controls:

- DCP's setback and tapering controls
- CSPS Height controls (Solar Access Planes or Airspace Controls)
- Architectural Articulation (as per Planning Proposal Guidelines)

The proposal does NOT seek any variations to the above controls and the resulting planning envelope is fully compliant.



/ Envelope for 383 Kent Street in Kent street context

Tower Setbacks & Tapering

DCP Setback Controls
(Please also refer setback diagram over)

Minimum Street Setback
Kent Street: 8m
Sussex Street: 8m
(Greater than 120m)

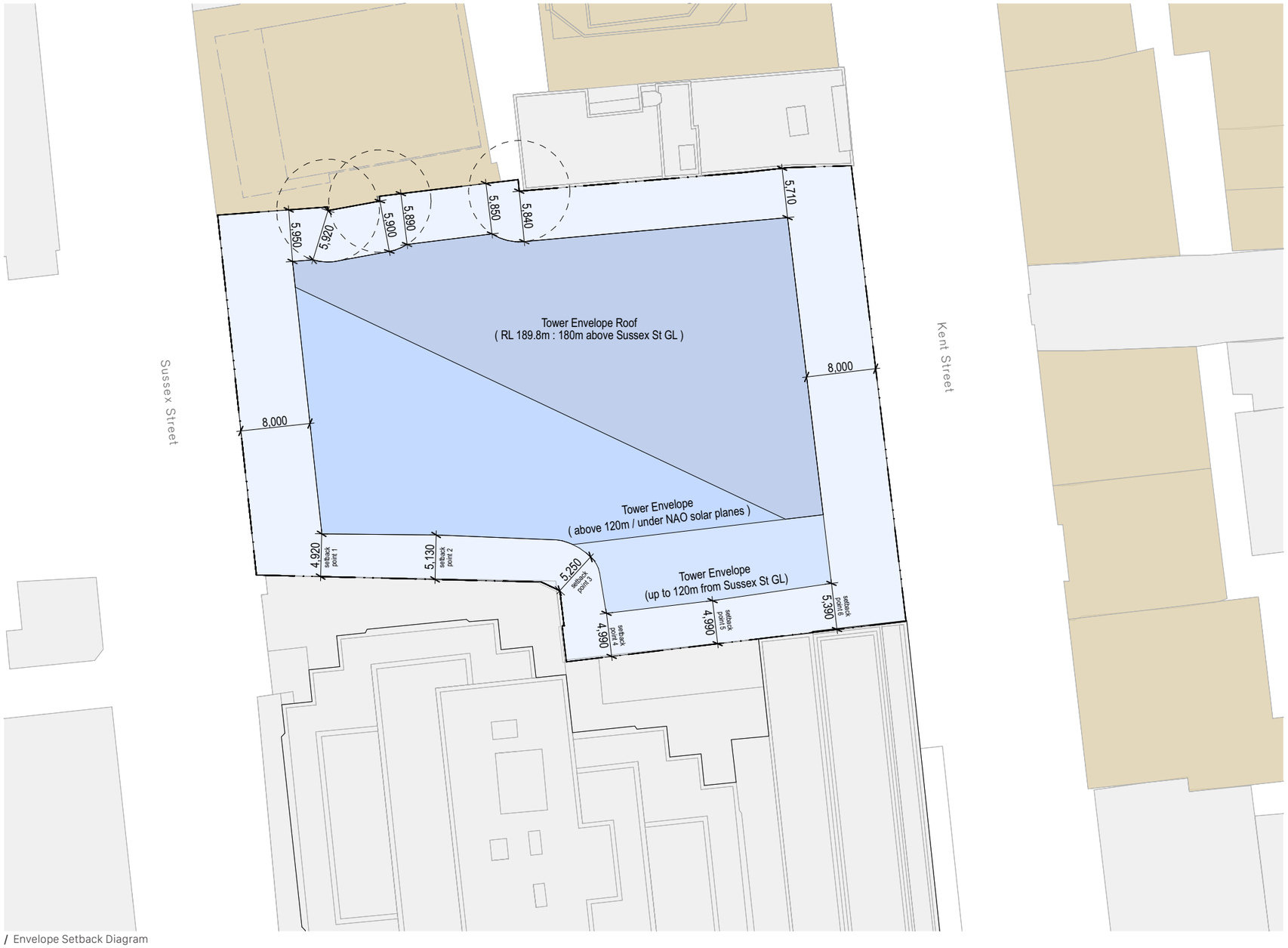
Minimum Side and Rear Setback
3.33% of the proposed total height of building (Greater than 120m up to 240m)

NOTE:
The height is measured at each vertex of the envelope from the natural ground level.

DCP Tapering Controls

Above the Street Frontage Height the total Building Envelope Area may occupy the following proportion of the site area less any areas of heritage items and required DCP setbacks:

(a) 100% up to 120m above ground;
(b) 90% above 120m up to 240m above ground; and
(c) 80% above 240m above ground.



/ Envelope Setback Diagram

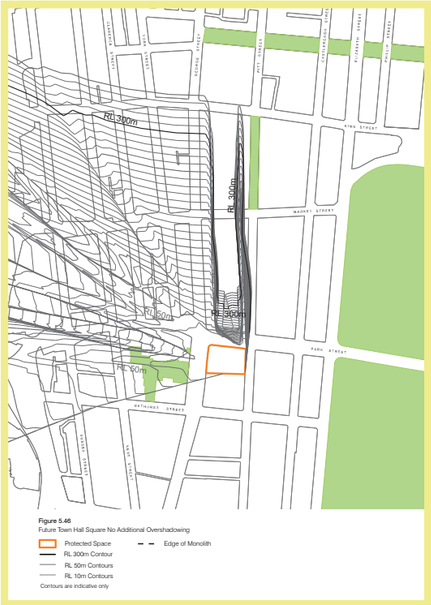
Tower Height

The height limitations for the envelope are defined by the following 3 solar access planes

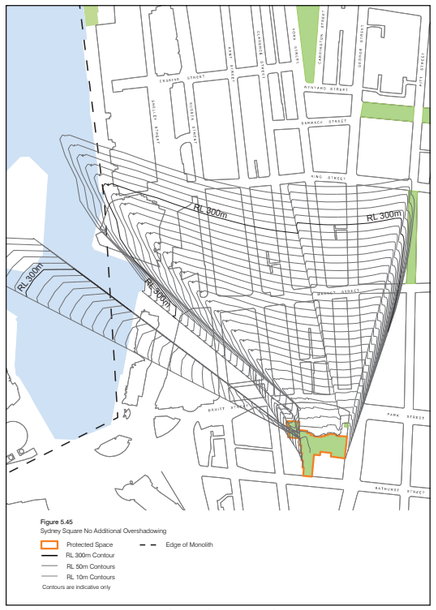
<u>No Additional Overshadowing (NAO)</u>

- Sydney Square
- Sydney Town Hall Steps
- Future Town Hall Square

Additional shadow diagrams and residential amenity studies have been carried out and can be found in the appendix of this report

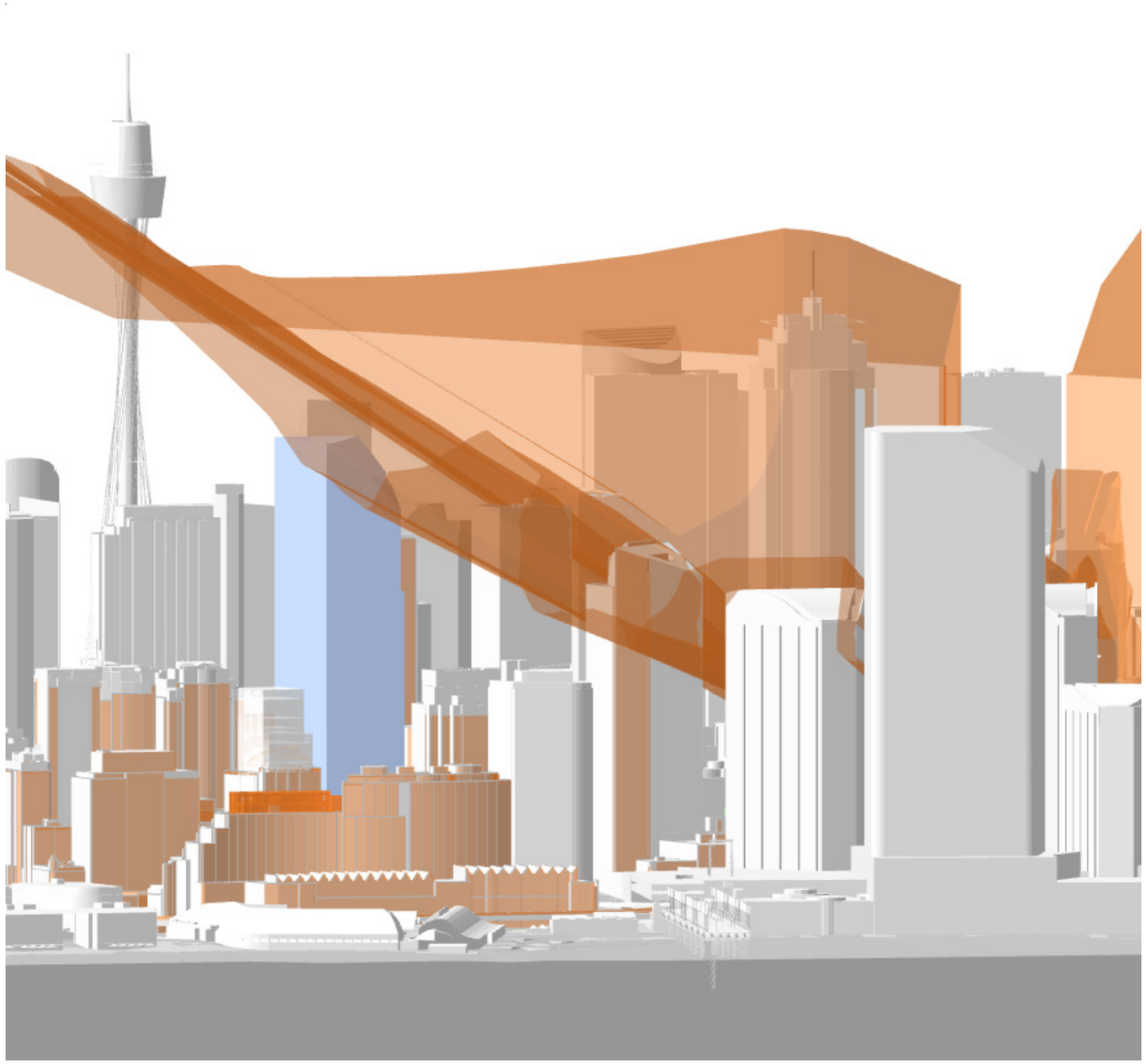


/ Future Town Hall Sq - NAO Plane shown in plan



/ Sydney Square - NAO Plane shown in plan

/ Town Hall Steps - NAO Plane shown in plan



/ 383 Kent Street Envelope (in blue) with applicable NAO planes (in orange)

Articulation & Maximum Envelope Capacity

A minimum proportion of the entire design envelope is required to be allocated for architectural articulation. While articulation is not technically applied to the envelope it defines the maximum GFA capacity within the envelope.

Below is a table outlining the articulation requirements as stated in the Guidelines for site specific planning proposals

A minimum proportion of the entire design envelope for architectural articulation and external façade depth and external sun shading (not occupied by floor space) of 8.0% plus 0.5% for each 10metres in height above 120m up to a maximum value to 16% articulation.

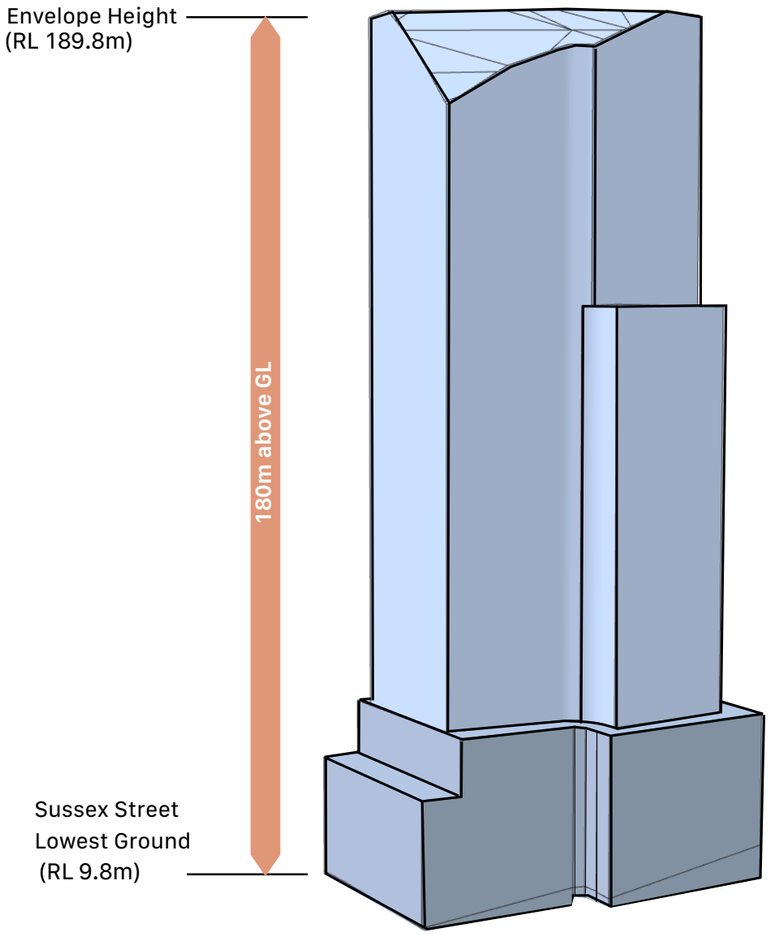
Note: the proportion (percentage) is established according to the maximum building height, this proportion is then applied to the whole envelope.

120 metres – 8%
160 metres – 10%
200 metres – 12% ← **180 metres - 11%**
240 metres –14%
280 metres – 16%

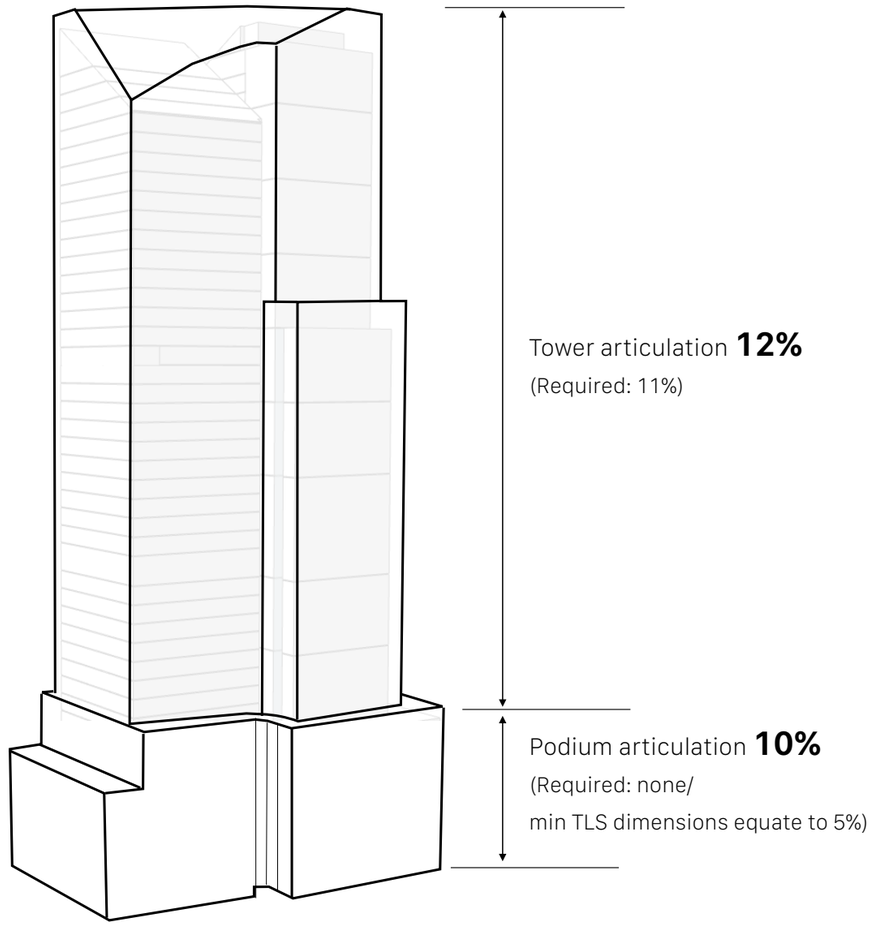
The 383 Kent Street proposal delivers ***12% tower articulation*** which is in excess of the 11% required.

It also achieves ***10% articulation in the podium*** for which the guidelines do not specify any requirements

This ensures the envelope allows for plenty of design flexibility at competition and DA stage.



/ Envelope for 383 Kent Street with effective height for articulation controls



/ Envelope for 383 Kent Street showing applicable articulation controls

VI—Urban Design & Public Domain Design Principles

Urban Design & Public Domain Design Principles

Through careful analysis of the existing site and its constraints, the wider urban context and a review of the current planning controls we have establish a series of urban design and public domain design principles that are aiming to unlock the potential of this site.

These principles are outlined below and will be explained further in this section of the report:

1. Fully Complying Envelope
2. Preservation of Amenity to Public Spaces
3. Employment Space Appropriate to the Precinct
4. World Class Sustainability Outcomes
5. Connecting with Country
6. Renew and Reinvigorate Kent and Sussex Street Retail and Public Domain
7. Through Site Links/ Integrating disconnected precincts back into the city
8. Active Transport and Pedestrianisation (walk-able city)
9. Precinct Loading
10. Heritage, Street Wall Character and Scale
11. Greening, Access to Fresh air and Vertical Interconnection

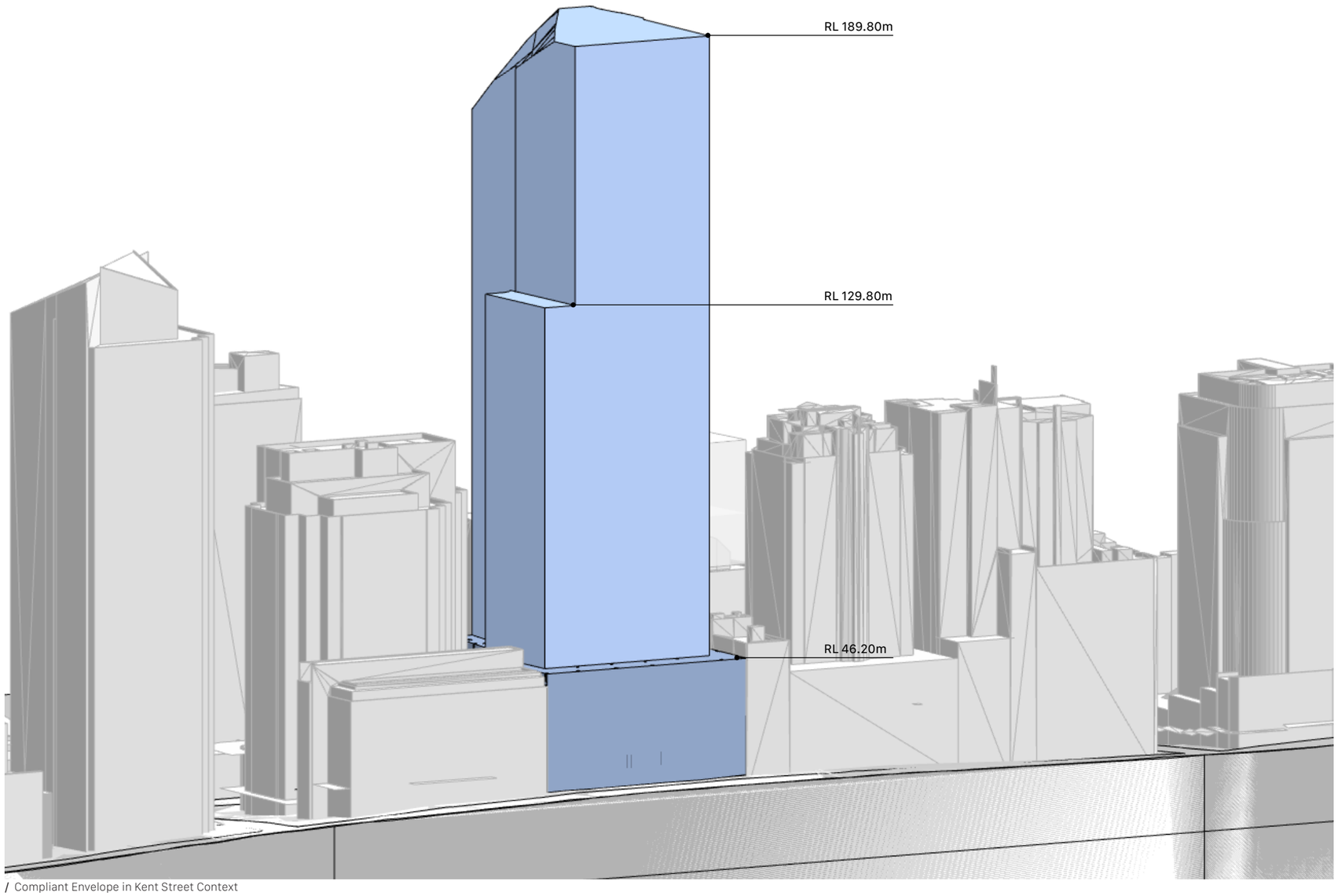
/ Aerial Render - View from West across Darling Harbour

Fully Complying Envelope

The fully DCP compliant planning envelope offers an abundance of benefits to the surrounding context. It ensures that the envelope (and eventual massing within) integrates well with the existing urban design principles and guidelines established for the area, maintains a suitable scale and proportion and contributes to a visually coherent and balanced streetscape..

The compliant planning envelope also addresses DCP considerations such as sunlight and shadows. By complying with regulations that safeguard sunlight access and minimize overshadowing of neighbouring properties, a compliant envelope minimizes potential adverse impacts on adjacent buildings and outdoor spaces. This helps to maintain adequate sunlight exposure, air circulation, and views for the existing residents or users in the area.

The planning envelope includes provisions such as setbacks and tapering requirements to ensure appropriate spacing between buildings and protect the privacy of nearby properties.



/ Compliant Envelope in Kent Street Context

Preservation of Amenity to Public Spaces & Public Domain

The planning envelope of a new tower at 383 Kent Street is designed not only to maintain solar access to existing and proposed public spaces such as the new Town Hall Square, the town hall steps, and Sydney Square but also to ensure the amenity and pedestrian comfort of the surrounding public domain. Here's an explanation of how this is achieved:

Urban Context Analysis: The design process begins with a thorough analysis of the urban context surrounding the site. This includes studying the existing pedestrian pathways, public amenities, and the overall character of the area. Understanding the context helps in identifying opportunities and constraints related to solar access and pedestrian comfort.

Wind Analysis: In addition to solar access, the impact of wind on pedestrian comfort is considered. Wind studies are conducted to identify potential wind tunnels or areas with uncomfortable wind conditions. The design of the tower is then adjusted to minimize the creation of adverse wind conditions at ground level.

Building Orientation and Massing: The orientation and massing of the tower are carefully planned to minimize shadowing of the public spaces and surrounding areas. By considering the sun's path and the surrounding urban fabric, the tower can be positioned and shaped to allow sunlight to reach the public spaces while reducing overshadowing of neighbouring buildings and open areas.

Setbacks and Podium Design: Setbacks and podium design play a crucial role in maintaining amenity and pedestrian comfort. The tower may be designed with setbacks at various levels to create terraces or step-backs, allowing for more sunlight penetration to the public spaces.

The podium, which forms the base of the tower, is designed to provide a visually appealing and comfortable pedestrian experience, incorporating elements such as public seating, green spaces, and active street frontages.

Street-level Activation: The planning envelope considers the activation of the street level and its impact on pedestrian comfort. The design may include features such as ground-floor retail spaces, cafés, or public plazas that enhance the vibrancy of the area and provide inviting spaces for pedestrians to gather and relax.

Visual Impact Mitigation: The tower's design takes into account its visual impact on the surrounding public domain. The materials, façade treatment, and overall aesthetics are carefully considered to ensure the tower integrates harmoniously into the urban fabric, enhancing the overall streetscape and maintaining the character of the area.

Public Consultation and Stakeholder Engagement: Throughout the design process, public consultation and stakeholder engagement are conducted to gather feedback and insights. This collaborative approach helps ensure that the planning envelope addresses the needs and aspirations of the community, considering their preferences for solar access, pedestrian comfort, and overall amenity.

By incorporating the above considerations, the planning envelope of the new tower at 383 Kent Street aims to maintain solar access to existing and proposed public spaces while enhancing the amenity and pedestrian comfort of the surrounding public domain. The desire is to create a design that integrates seamlessly into the urban fabric and contributes positively to the overall quality of the public realm.

/ Streetscape Render Kent Street- View to North

/ Building Render Kent Street- View to West

/ 383 Kent st proposal maintains existing solar access to Future Town Hall Square

Employment Space Appropriate to the Precinct

The landscape of CBD office space in Sydney has been significantly impacted by the Covid-19 pandemic. Prior to the outbreak, the City of Sydney had projected a shortage of commercial space in the CBD by 2027 (Central Sydney Planning Strategy 2016–2036, City of Sydney).

Since then, the pandemic has brought about notable changes in both the demand for commercial space and dynamics of the CBD office market in Sydney.
In February 2023, occupancy rates reached a mere 61%, leaving both landlords and employers grappling with the challenge of enticing workers to return to the city for a full work week (Property Council of Australia).

In light of these shifts, it is crucial for new commercial developments to be adaptable and responsive to evolving office requirements and experiences. The construction of new buildings must accommodate fluctuations in staff numbers throughout the work week, while also prioritizing the creation of a vibrant social environment that remote work cannot replicate. Access to fresh air and outdoor break-out spaces have become exponentially more important to staff and ensure physical and mental well being of all occupants.

Located on Sydney CBD's Western Edge, there exists an opportunity to establish workspaces that cater to stable, sizable, and long-standing corporations seeking a presence in the city without the burden of premium harborside rent. The Western Edge's appeal lies in its provision of large and flexible floor plates, as well as its affordability, making it an attractive option for a diverse range of knowledge-based industries.

This diversity of professionals will contribute to the revitalization of the Sydney CBD, transforming it into a more inclusive hub for businesses and their employees. In turn, these businesses and individuals will lend support to the local retail and hospitality market within the CBD, fostering a mutually beneficial relationship.

/ Render of typical office floor with access to terrace and interconnecting stairs

World Class Sustainability Outcomes

As a prominent commercial tower situated in the Western Edge, 383 Kent Street holds a crucial role in setting the standard for ESG (Environmental, Social, and Governance) practices within the area. In order to comply with the City of Sydney's guidelines for net-zero energy usage in buildings starting from 2026, waste management in new developments, and targets for reducing embodied energy, several significant technical and landscaped elements have been incorporated.

Emphasizing the importance of comprehensible sustainability, the building strives to create spaces for social interaction that are enriched with natural greenery. These areas are strategically positioned away from the street, providing a buffer against noise and vehicular pollution.

The tower places great emphasis on providing occupants with access to abundant natural light and fresh air throughout the premises. Additionally, the mental, physical, and social well-being of individuals is taken into account through the inclusion of an on-site wellness centre and a commitment to fostering a sense of community and generosity

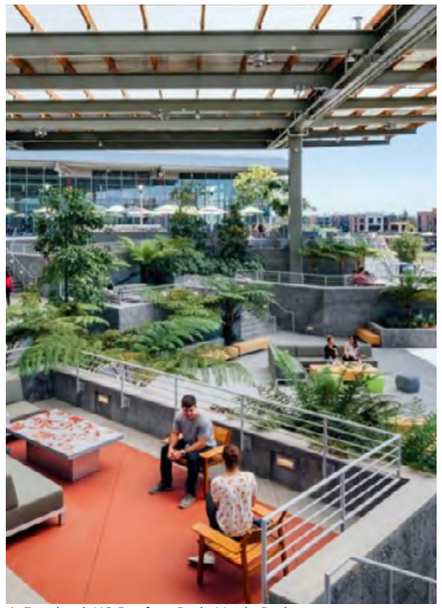
Key Sustainability Targets:

- *6-star Green Star v1*
- *20% reduction in embodied carbon*
- *5.5 Star NABERS - Energy*
- *5 Star NABERS - Indoor Environment*
- *4.5 Star NABERS - Water*
- *WELL - Gold (Core) Commitment & Platinum (Core) Target*
- *Generous provision of outdoor space throughout the tower*
- *Façade greening to benefit the western skyline of the CBD*
- *Mixed mode spaces & access to fresh air on all tower levels*
- *state of the art EOT facilities to promote active transport*

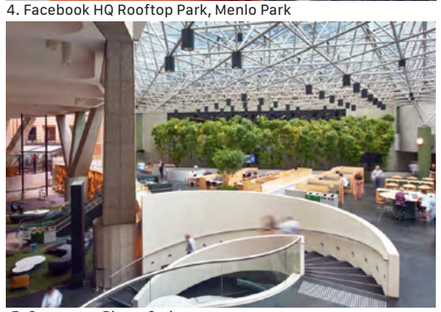
1. 550 Madison Ave, New York City

2. Spring Feast at Batang Hot Springs, Chaohu

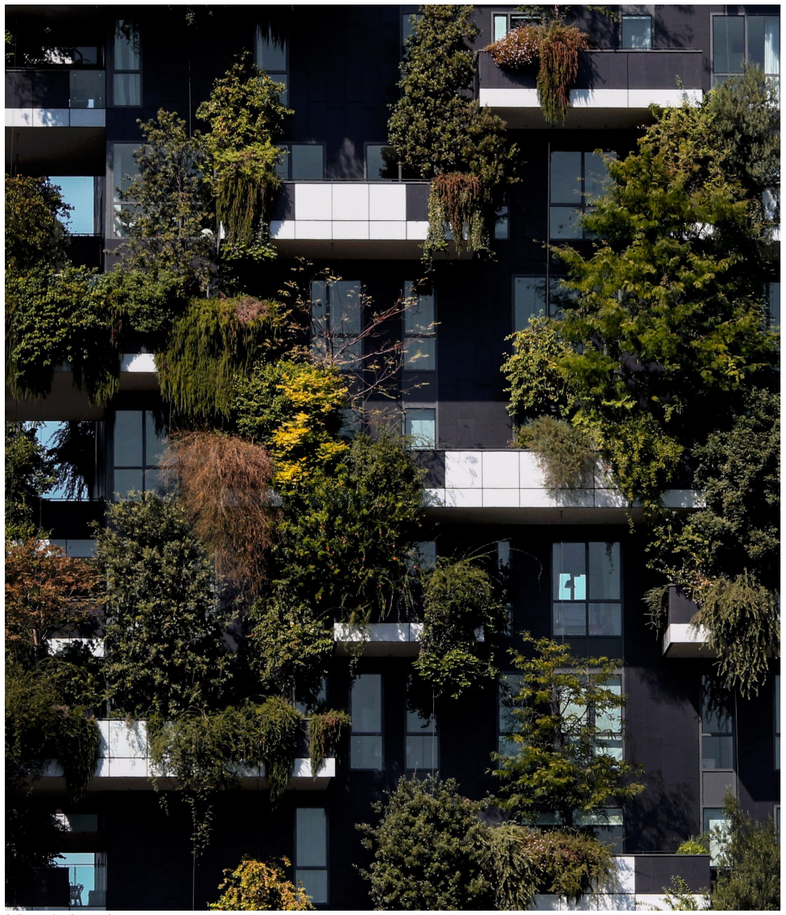
3. Freshwater Place, Melbourne



4. Facebook HQ Rooftop Park, Menlo Park



5. Grosvenor Place, Sydney



/ Facade Greening

Initiative	Energy	Green Star	Indoor Environment	Waste	WELL	Water	Embodied Carbon/ Materials
383 Kent St Target	Commitment agreement for minimum NABERS 5.5 Star (+25%) All electric plant 100% renewable energy in operation	6 Star Green Star Buildings v1 (new tool).	Minimum NABERS 5 Star	Green Star Building v1 'Responsible Construction' Credit	Gold (Core) Commitment Platinum (Core) Target	Minimum NABERS 4 Star Dual plumbing for non-potable water uses as flushing toilets and sub-soil irrigation. Connection to future precinct-scale recycled water scheme where available.	Charter Hall portfolio commitment for minimum 20% reduction in embodied carbon.

/ 383 Kent Street - Key Sustainability Targets

Connecting with Country

First Nations Context

The 383 Kent Street site is on a sandstone rise, with the Tank Stream valley catchment to the east and the Tumbalong (Darling Harbour / Barangaroo) shoreline to the west. The site would have been very close to the 1788 shoreline, as much of the land west from about Sussex Street is reclaimed land.

Pre colonisation the shoreline was close to the current Sussex Street, with Figure 2 showing a semi-circular rise or promontory along the eastern coastline of Darling Harbour close to 383 Kent Street. This would have been a place to view across the water to Pirrama (Pyrmont) and beyond to Wanne Country (from Darling Harbour along the western harbour shore towards Parramatta) as well as back eastwards into the Tank Stream valley in Cadi Country.

Geological Context

The Sydney Harbour area was created by changing water levels over thousands of years, with a freshwater stream, now known as the Tank Stream, finding its way from wetlands in eastern Sydney down through a valley that dipped between higher sandstone ridge areas at Macquarie and George Streets.

The shoreline changed over thousands of years as sea levels rose and fell, settling to the current level about 6000 years ago. The site is approximately in the area that would have been between the Tank Stream valley and the coastline of Tumbalong, sitting on a sandstone rise between fresh and saltwater environments. This was an alternatively watery and dry place, with salt water and fresh water changing places over thousands of years. The water weathered sandstone rock found in Gadi Country is a reminder of this history.

Post colonisation, the coastline and landscape has been dramatically altered, obscuring much of the natural landscape. The history of this Country can be seen in the weathering of sandstone rock and the harbour waters.

Botanical Context

The 383 Kent Street site sits between the saltwater environment of the Eastern shore of Tumbalong and the freshwater environment of the Tank Stream valley catchment.

Freshwater Environment

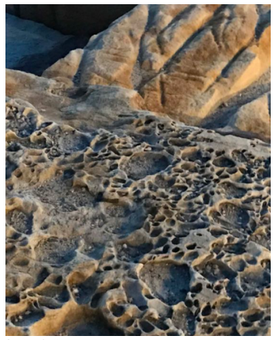
Recent archaeological research within the Tank Stream valley catchment at 200 George Street found that the dominant vegetation type would have been casuarina swamp forest (Allocasuarina/Casuarina) in the estuary of the Tank Stream or stands growing along the lower reaches of the stream, with ground fern (Calochlaena dubia) dominating the damp sites. Salt tolerant Swamp-oak (Casuarina glauca) and River-oak (C. Cunninghamiana) would have lined the banks of permanent freshwater streams . The sandstone ridges in Gadi Country would have been home to Angophora and Banksia.

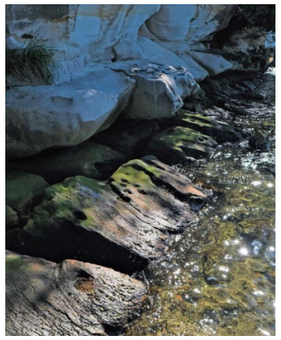
Saltwater Environment

The environment to the west of the site is a saltwater environment, at the shore of Tumbalong. Archaeological research about 500 meters southwest of the site, at Darling Walk Midden, which was on the 1788 shoreline found a midden with Sydney cockle shells, Sydney rock oysters and mud whelks within an area of mudflats. Amongst the shells were ten Aboriginal stone artefacts made of several types of stone that were the remains of a campsite. This research tells us that Gadigal people sat by the bay, cooking and eating shellfish collected from the mudflats of Tumbalong.

Figure 1: Tank Stream valley catchment area within Sydney CBD area. The dotted black line is the 1788 shoreline and the solid black line is the current shore line. The catchment area for the Tank Stream, the marsh at the head of the Stream, the Tank Stream itself (centre) are shown in blue. The approximate site location is at the red rectangle (Source: Yerrabingin)

/ Shoreline Image provide by Yerrabingin





/ Rock Oysters

/ Angophora

/ River Oak

/ Text and Images supplied by Yerrabingin

Connecting with Country

Draft Design Principles Through Site Link
As an area of high pedestrian traffic, the through site link provides an opportunity to reconnect two diverse ecologies.

The 383 Kent Street site sits between the saltwater environment of the Eastern shore of Tumbalong and the freshwater environment of the Tank Stream valley catchment.

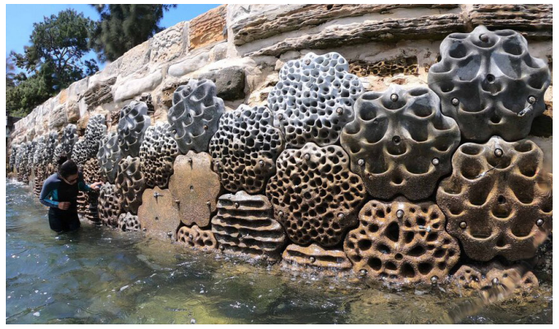
Through the design, we can highlight the natural forms, colours, and features of Country to allow people to further experience the natural landscape and develop a further understanding and appreciation of Indigenous life on site, and how the site has changed over time.

Natural Eco-tones

/ Interpretive Way finding that references the Natural Shoreline & movement of Water

/ Concept Sketch: Through Site Link Stair - reconnecting two ecologies (Yerrabingin)

/ Kinetic Installation referencing transitioning ecologies



/ Sculptural Referencing from Country

/ Highlighting View of Country

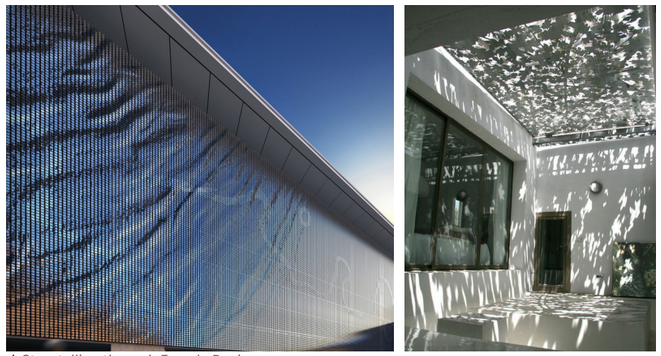
/ Text and all Imagery provided by Yerrabingin

Connecting with Country

Draft Design Principles Façades & Terraces
The unique location of the building can celebrate the diverse ecologies of Wanne and Cadi countries through materiality, colour and planting.

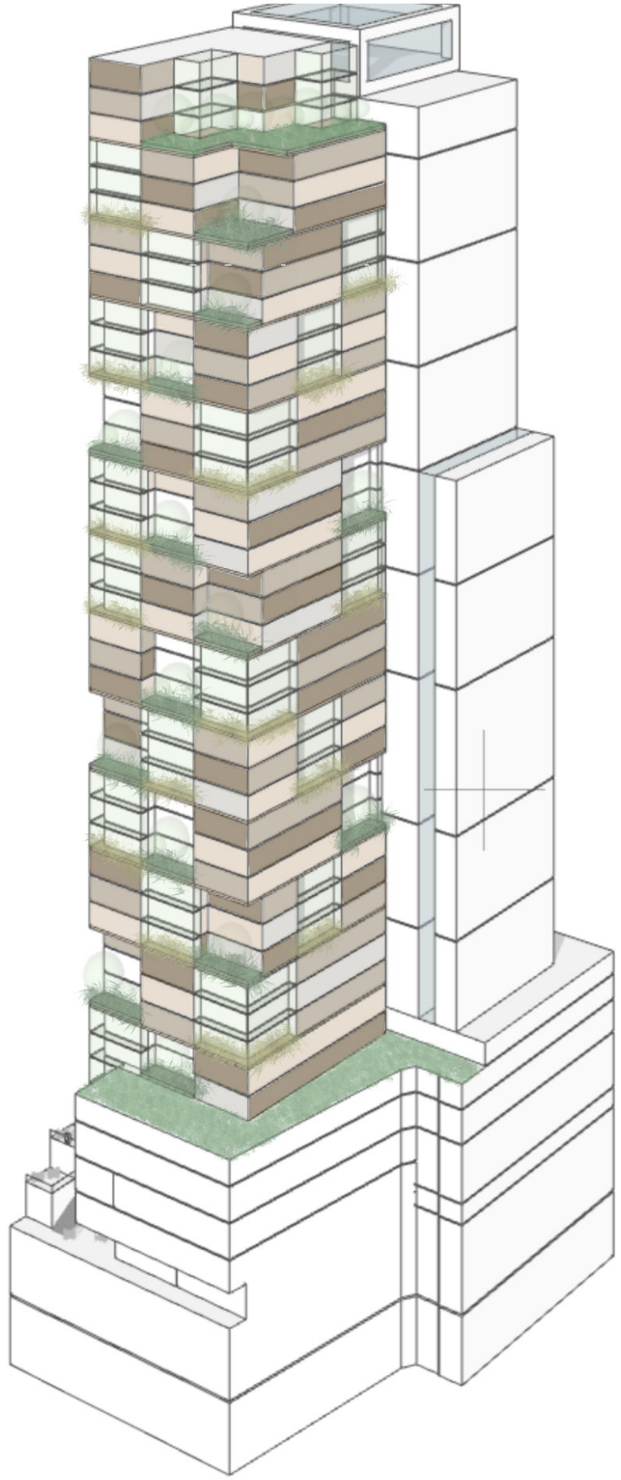
We can explore the different qualities of the neighbouring Countries through colour and materiality on different faces on the building.

We can increase biodiversity at the site by adding seasonal plantings to encourage non human kin back to the site. Implementing sustainable water management at the site and using sustainable materials will help to improve the health of Country.



/ Storytelling through Facade Design

/ Seasonal Planting Scheme



/ Concept Sketch: Terrace and Facade Greening - representing diverse ecologies (Yerrabingin)

/ Green Sky Terraces

/ Rooftop Garden Spaces

/ Orientation of Building Referencing what Country its facing

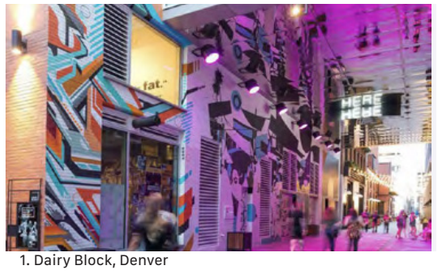
/ Text and all Imagery provided by Yerrabingin

Reinvigorate Street Retail & Public Domain

The key strength of 383 Kent Street lies in its strong connection to the surrounding public life, facilitated by its expansive site boundaries, dual street frontages, and an east-west through-site link. This through-site link, in the form of a laneway, will play a vital role in accommodating a variety of small-scale retail businesses on both sides. It will not only cater to the needs of the commercial workers occupying the building but also serve the wider precinct.

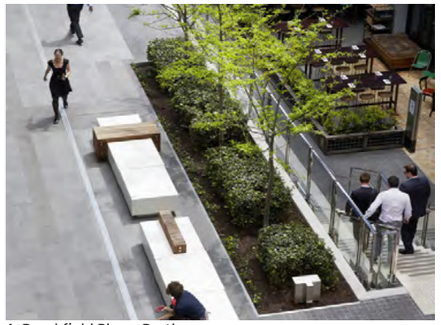
By incorporating a range of local food and beverage (F&B) establishments within its premises, 383 Kent Street will contribute to the growing number of F&B venues in the area. This will establish the building as a central hub for social interactions and create a vibrant atmosphere throughout the day, catering to different body clocks from early morning to late night. The presence of these venues will not only benefit the workers within the building but will also play a significant role in transforming the Western Corridor into a sought-after-hours destination for the city.

In summary, 383 Kent Street's advantageous site boundaries, dual street frontages, and through-site link will enable the establishment of a diverse range of small-scale retail tenancies. Furthermore, the incorporation of local F&B venues will create a focal point for social life and enhance the building's appeal as an early-to-late destination. This development presents an opportunity to solidify the Western Corridor's position as a thriving after-hours hotspot within the city..

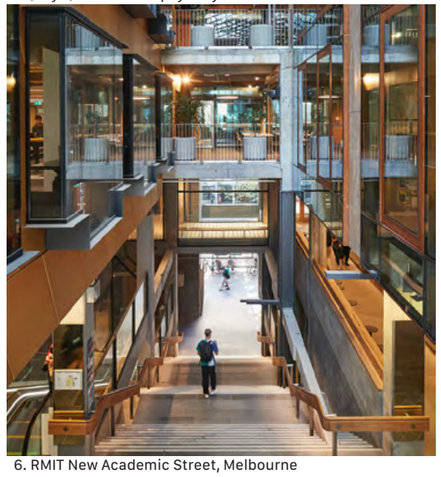

1. Dairy Block, Denver

3. Fish Lane, Brisbane

1. Customizable and programmable elements create visual interest and increase dwell time
2. Retail, dining and service elements combine to create a dynamic and welcoming ground plane
3. Walkways lined with greenery where people can meet, connect and unwind
4. Double-height retail provides visual interest across tiers while covered seating maximizes all-weather possibilities
5. Mimicking portions between podium and towers to add visual connections despite the building's material contrast
6. Multiple levels of activation throughout through-site link


4. Brookfield Place, Perth

5. Quay Quarter Lanes, Sydney


6. RMIT New Academic Street, Melbourne

/ Streetscape Render/ Kent Street looking North

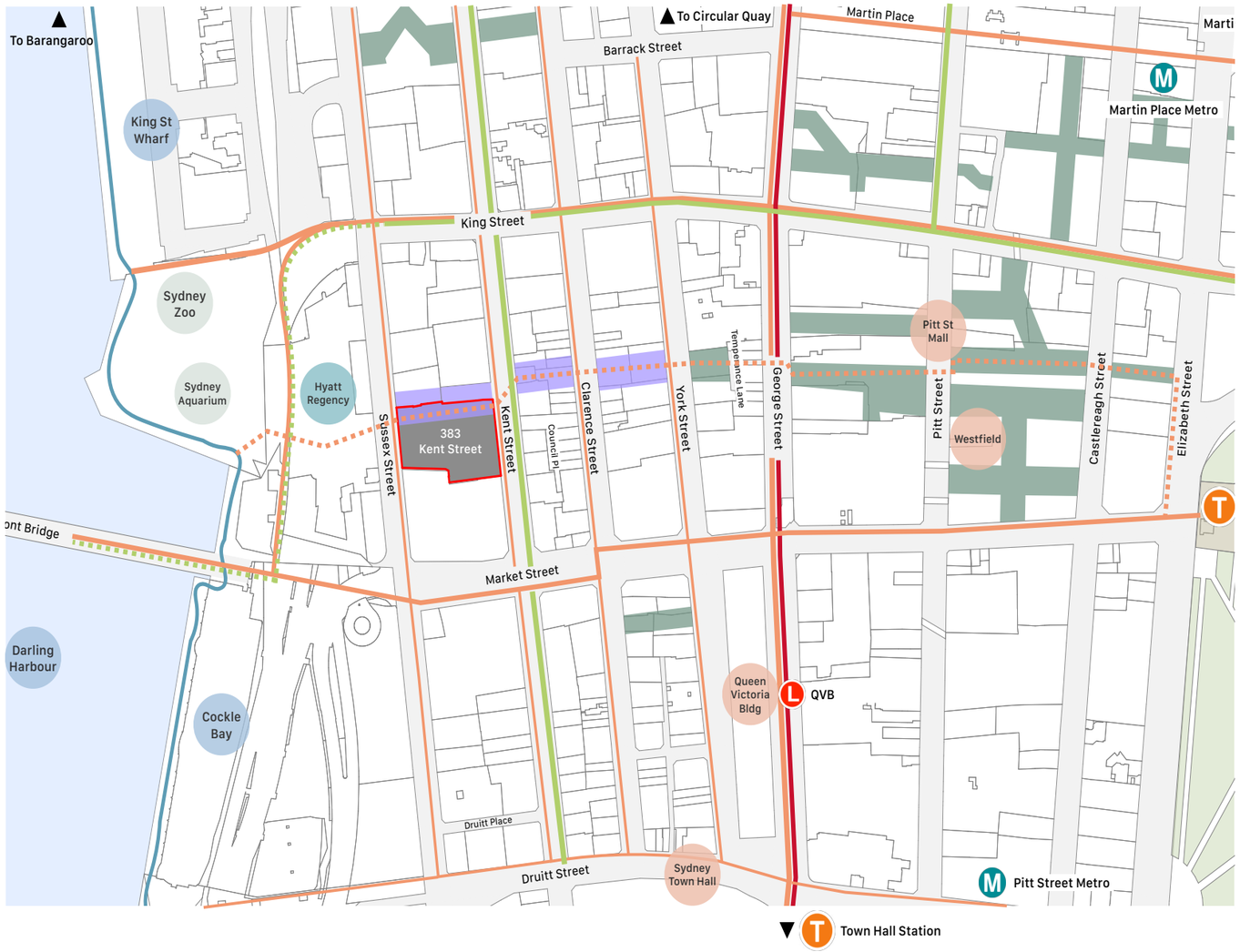
Integrating Disconnected Precincts back into the City

New pedestrian through-site links are integral to the process of reuniting disconnected precincts with the larger cityscape. These links serve a vital purpose by enhancing pedestrian connectivity and revitalizing previously isolated areas. By facilitating the movement of people and creating a seamless flow between different parts of the city, these interventions not only drive footfall but also stimulate economic development and contribute to social inclusion.

The impact of through-site links goes beyond mere transportation benefits. They play a key role in fostering social integration and inclusivity within urban spaces. These connections promote interaction and engagement among residents and visitors, creating a sense of community and shared identity. By bringing people together and facilitating social encounters, through-site links contribute to the creation of more integrated and vibrant cities.

Moreover, through-site links have a profound impact on the overall well-being of residents and the broader community. By expanding pedestrian connectivity, these interventions provide convenient access to various amenities, such as parks, shopping areas, educational institutions, and cultural hubs. This improved accessibility enhances the quality of life for residents and attracts visitors, thereby boosting economic activity in the surrounding areas.
In the case of Central Sydney, the strategic implementation of through-site links will help extend the geographic boundaries of the city, effectively incorporating previously disconnected precincts.
This expansion encompasses areas such as the historic Rocks district, the bustling Darling Harbour, the vibrant neighbourhoods around Ultimo, the University of Technology Sydney, and the bustling Central Railway station. By integrating these diverse regions into the fabric of Central Sydney, growth opportunities can be maximized, and the city can flourish as a cohesive and dynamic urban centre.

/ Proposed Connections reaching outside the Central Sydney Boundaries
Image Source: CSPS



/ Network of existing and proposed through site links

Proposed Through Site Link
Existing Through Site Link *Sydney DCP 2021 Through Site Links Map Sheet 014
Pedestrian Routes
Proposed Through Site Link Pedestrian Connection
Separated off road cycleway
Off road shared cycleway
Light Rail

Through Site Link

The site offers an opportunity to strengthen the connection between the western waterfront and the Sydney CBD, making it easier for people to travel from the commercial centre to the recreational outskirts.

A new pedestrian link at 383 Kent Street, crossing the CBD, will quickly become an essential public infrastructure, contributing to the development of the area.

With the flow of traffic from Kent and Sussex Streets in both directions, the constant foot traffic will support the on-site retail establishments and benefit the surrounding business community.

The pedestrian through-site link at 383 Kent Street will feature stairs that are complemented by spacious landings, lush landscaping and exciting public art.

It will provide numerous areas for people to pause, dwell and rest. This design ensures that the through site link serves not only as a transitional space but also as a public domain that is landscaped, filled with greenery, and bathed in sunlight.

The curated retail and F&B along this new spine will contribute to the growing cohort of local F&B venues located within the precinct, creating a focal point for social life and an early-to- late body clock for the building.

Beyond the immediate impacts this will have for workers, this is also an opportunity to cement the Western Edge as a genuine after-hours destination for the city.

Barrack Place - Existing Through Site Link

161 Clarence Street - Existing Through Site Link

/ Render showing proposed through site link

Through Site Link

/ Indicative Design showing Through Site Link at Sussex Street Level

/ Indicative Design showing Through Site Link at Lower Ground Level

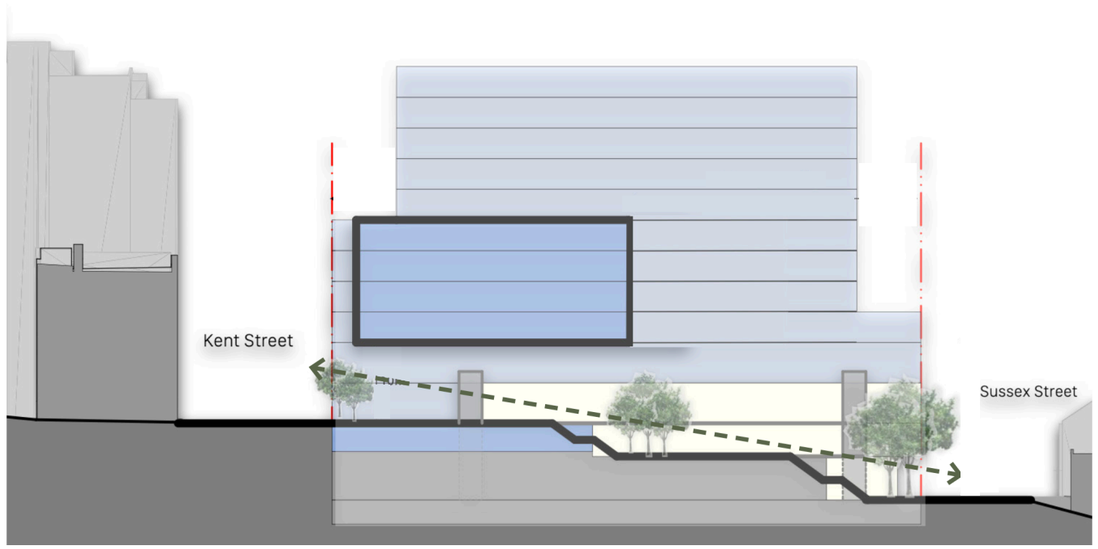
/ Indicative Design showing Through Site Link at Kent Street Level

Through Site Link Key Features

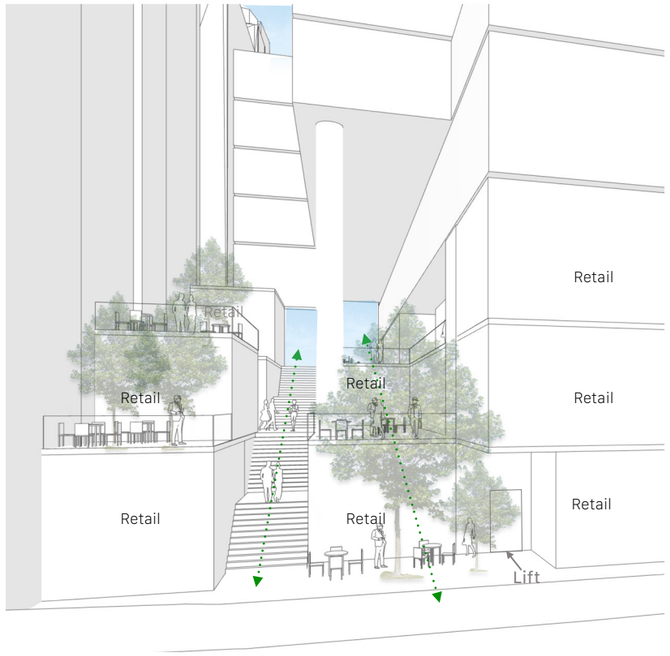
- Generous proportions with an exceptional public domain offer
- Public seating, green spaces, public art
- A retail mix that blends everyday convenience with elevated offers
- Access to wellness retreat
- Provides critical mass across a growing F&B precinct
- Public lift serving all levels
- Sight lines from Kent St to Sussex St

Through Site Link Key Dimensions

- 39m open to sky section
- 10 m ceiling height in covered section
- 10.5-13m width at Kent Street
- 7.7 - 12.5m width at Lower Ground
- 12.5m width at Sussex Street



/ Diagrammatic East-West Section (looking South)



/ Through Site Link 3d - View from Sussex Street

Precinct Loading Dock

Early on in the site analysis process it was noted that there was extended on street loading activity on Kent Street which prohibited successful street activation, pedestrian amenity and retail diversity.

fjc with Stantec undertook a survey determining the number of on street loading spaces and the times they were utilised. It was also revealed that the increased loading activity on the street is due to the large number of heritage properties along this block of Kent Street without a dedicated loading dock or having inadequate loading facilities.

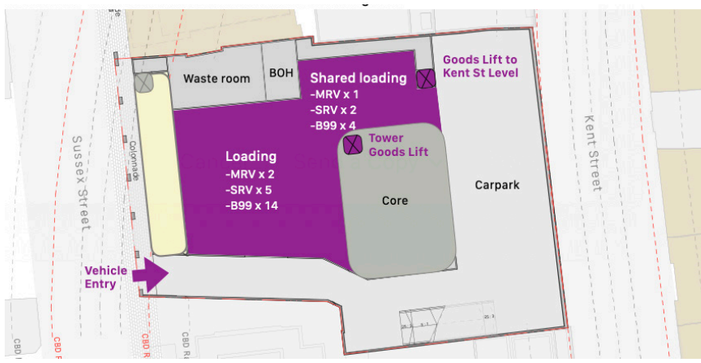
After extensive consultation between Charter Hall, fjc, the City of Sydney and Stantec it was identified that there was an opportunity to accommodate a shared loading dock on site that could serve the proposed office tower as well as the majority of tenancies that were currently utilising the on-street loading spaces.

A shared precinct loading dock will have significant benefits in reducing on-street loading vehicles and improving the streetscape and activation of this urban area. By providing a designated and centralized space for loading and unloading activities, shared precinct loading docks can streamline logistics operations and minimize the need for trucks and vans to use on-street loading.

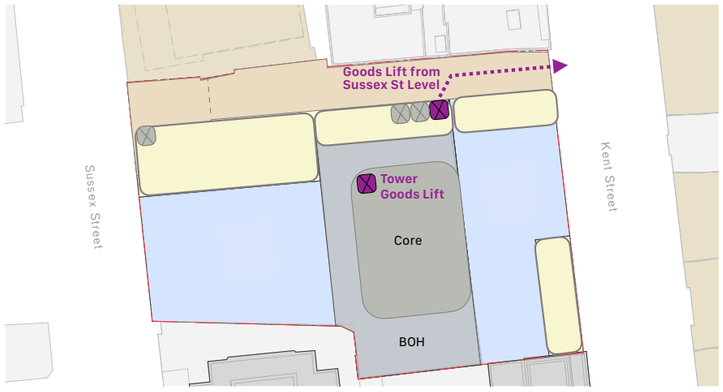
In the proposal for 383 Kent Street a large shared loading dock is proposed at Sussex Street ground level. A dedicated loading / goods lift will provide direct access from the loading facility to Kent Street via the public through site link.

Subsequently, all existing on-street loading on Kent street (between King and Market Streets) could be removed and could be re-purposed for other uses, such as additional pedestrian or cycling infrastructure, green spaces, or outdoor seating areas.

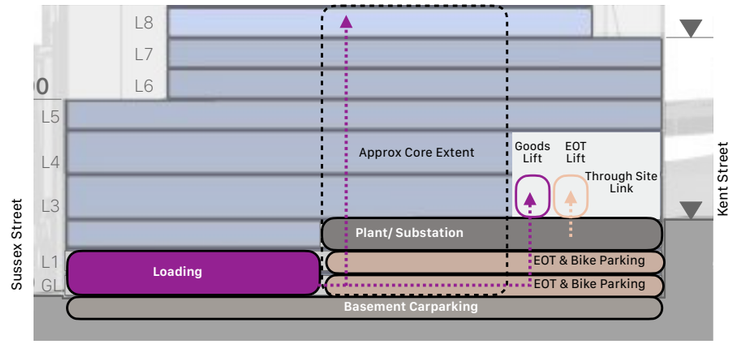
It will also foster a sense of place, encourage local business patronage, and contribute to a vibrant and dynamic urban fabric.



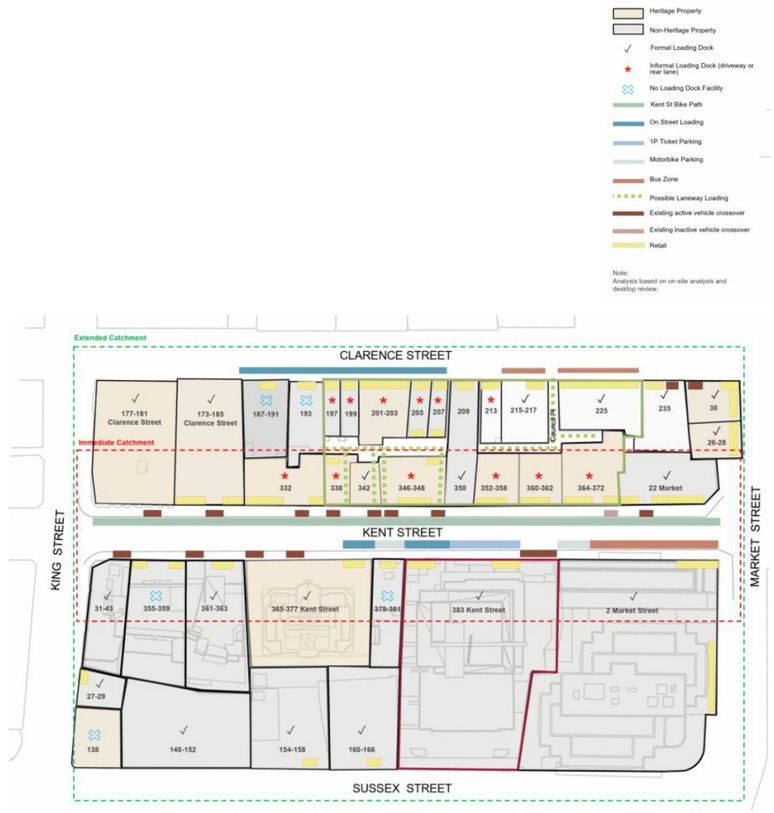
/ Plan Diagram Sussex St Level - Entry to shared loading dock and goods lift to Kent St Through Site Link



/ Plan Diagram Kent St Level - Goods Lift Connection at Kent St Through Site Link

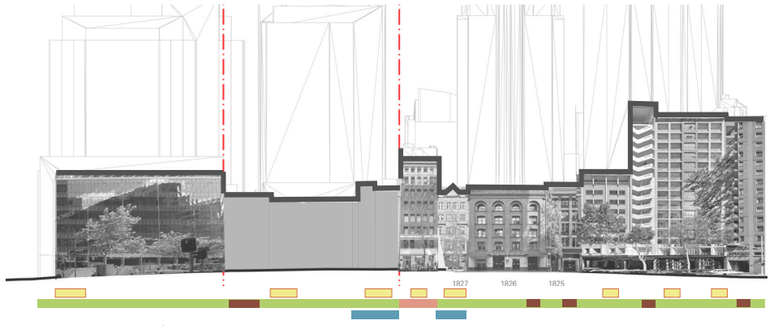


/ Diagrammatic East West Section - Sussex Street Loading Dock with Goods Lift Connection to Kent St Through Site Link



/ Kent St Site Plan - Existing On-Street Loading Survey/ Refer Legend

/ Kent St East - Existing On-Street Loading Survey/ Refer Legend



/ Kent St West - Existing On-Street Loading Survey/ Refer Legend

Active Transport & Pedestrianisation

Active Transport & Pedestrianisation Measures

The establishment of a ***precinct loading lock*** (as outlined on the previous age) and the ability to remove on-street loading will directly contribute to a greater diversity of precinct experiences while simultaneously removing vehicular loading activity from street level, mitigating pedestrian and cyclist conflict - effectively returning these areas to public use and enabling pedestrianisation.

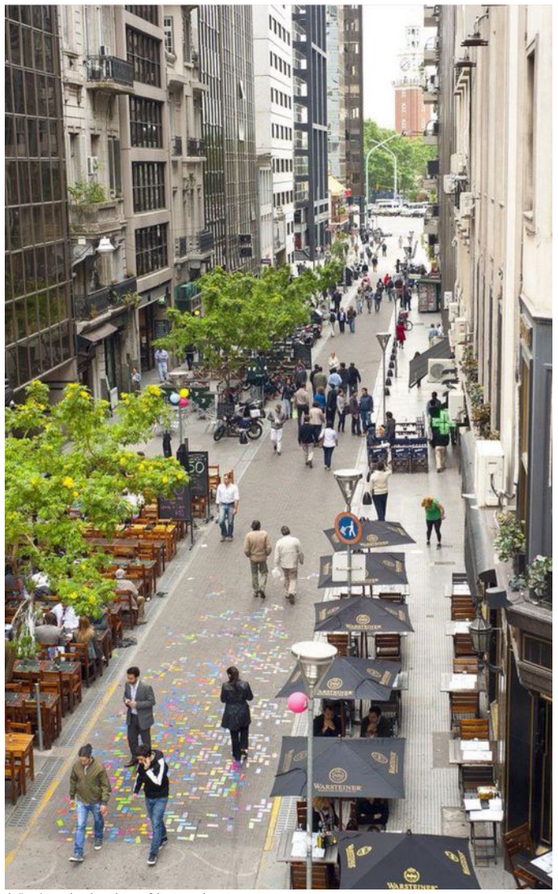
Bicycle parking and storage: Installing secure and convenient bicycle parking facilities, such as bike racks, lockers, or bicycle shelters, encourages cycling as a mode of transportation. By providing ample and easily accessible bicycle parking options along Kent Street, it becomes more convenient for people to choose cycling as their means of travel.

Changing rooms and showers: Incorporating changing rooms and showers in nearby buildings or public facilities can accommodate those who choose to walk, run, or cycle longer distances to their destinations. These facilities enable pedestrians and cyclists to freshen up and feel more comfortable upon reaching their destinations, making active transportation more accessible and appealing.

Lockers and storage facilities: Offering lockers or storage facilities provides a secure space for pedestrians and cyclists to store their belongings while they explore or conduct their activities on Kent Street. This feature can be especially useful for individuals who may need to carry items such as gym bags, work-related materials, or shopping bags.

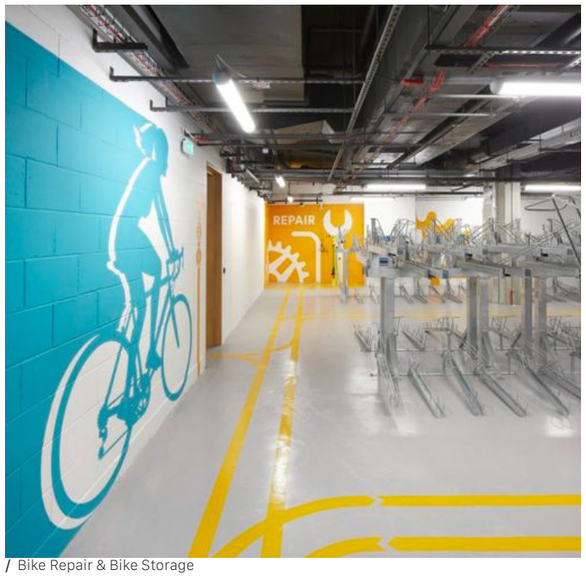
Repair stations: Installing bicycle repair stations with tools and air pumps allows cyclists to address minor repairs or maintenance issues on their bikes conveniently. These stations can promote cycling by providing reassurance to riders that they can address common bike issues easily, encouraging more people to choose bicycles as a reliable mode of transportation.

The provision of state of the art End-of-trip facilities will support and encourage active transportation enable pedestrianization of Kent Street:



/ Pedestrianisation of inner city streets

/ EOT facilities



/ Bike Repair & Bike Storage

/ Bike Parking & Storage

Heritage, Street Wall Character & Scale

In a previous section of the report, a thorough urban analysis was conducted to carefully consider and determine the street wall character and scale. This analysis involved studying the surrounding context, historical significance, and existing streetscape of Kent Street. The following key points were considered:

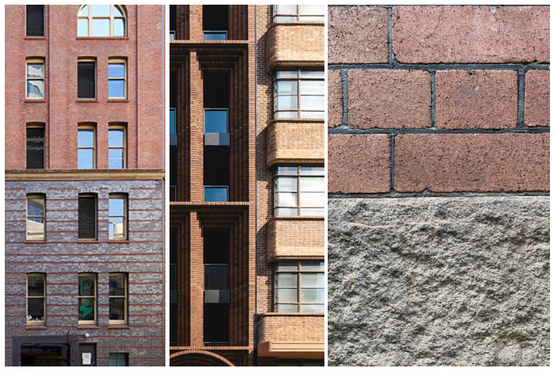
Surrounding Context: The immediate and broader context of Kent Street was examined, including adjacent buildings, architectural styles, and urban fabric. This analysis aimed to understand the overall character and scale of the area.

Historical Significance: The historical significance of Kent Street and its heritage streetscape were taken into account. This involved researching the historical evolution of the street, its architectural heritage, and any preservation guidelines or restrictions that may be in place.

Streetscape Analysis: A detailed assessment of the existing streetscape was conducted. This involved evaluating factors such as building heights, setbacks, architectural features, fenestration patterns, and materials used. The objective was to identify the predominant character and scale of the street.

Visual Impact: The visual impact of the proposed podium on the streetscape was carefully considered. This included evaluating its massing, architectural style, materials, and design details. The aim was to ensure that the podium would blend harmoniously with the surrounding buildings and not overshadow or detract from the existing streetscape.

It is imperative for the podium to be a respectful addition to the rich heritage streetscape of Kent Street.
The design of the podium should align with the prevailing architectural character, scale, and materials of the area, ensuring that the new development positively contributes to the streetscape while preserving the historical integrity and visual coherence of Kent Street.



/ Some typical heritage features, fenestration & materiality in the surrounding areas

/ Kent Street Heritage Streetscape, Scale & Materiality

/ Streetscape Render - Kent Street looking North

Greening

Building, public domain and facade greening is an important design principle and will benefit the development and its surroundings in myriad ways.

Enhanced Occupant Amenity: Greening a commercial tower's interior and exterior spaces creates a more pleasant and inviting environment for occupants. Incorporating plants, green walls, and green roofs within the building and public spaces offers numerous benefits. Natural elements have a calming effect, improve air quality, reduce noise levels, and create a visual connection to nature. This improved amenity contributes to a healthier and more enjoyable working environment, enhancing occupant satisfaction and well-being.

Increased Productivity: Studies have shown that access to green spaces and nature within the workplace has a positive impact on productivity. Green environments can reduce stress, increase cognitive function, and improve focus and creativity. By integrating green design principles into a commercial tower, such as incorporating indoor gardens, rooftop gardens, or terraces, occupants can enjoy the benefits of a green workspace. These elements provide opportunities for relaxation, inspiration, and ultimately boosting productivity and efficiency.

Worker Well-being: The well-being of workers is essential for maintaining a healthy and motivated workforce. Greening a commercial tower helps create a biophilic design, which mimics natural elements and strengthens the connection between occupants and nature. This design approach has been linked to improved mental health, reduced absenteeism, and higher job satisfaction. Access to green spaces and natural daylight, along with the incorporation of sustainable materials and features, contributes to a healthier and more sustainable work environment.

Western Skyline Enhancement: The inclusion of greening principles in the design of a commercial tower has a positive impact on the aesthetics of the western skyline of the CBD. Traditional concrete and glass structures can appear monotonous and lack character. By integrating green facades, vertical gardens, and rooftop plantings, the building becomes visually appealing and harmonizes with the natural surroundings. The addition of green elements softens the building's appearance, adds colour and texture, and creates a more visually interesting and environmentally conscious skyline.

Sustainable Practices: Building, public domain, and facade greening align with sustainable practices, contributing to the overall well-being of the environment. Green roofs and façades provide insulation, reducing energy consumption for cooling and heating. They also help mitigate the urban heat island effect by reducing surface temperatures. Greening the public domain, such as surrounding sidewalks or plazas, improves air quality, reduces stormwater runoff, and enhances biodiversity. These sustainable practices positively impact the surrounding ecosystem, benefiting both workers and the broader community.

/ Building Render showing terrace greening - Looking towards Barangaroo

/ Aerial Render showing facade greening - from West looking over Darling Harbour

Access to Fresh Air

Access to fresh air has significant benefits for occupant amenity and worker well-being.

It can positively impact a large number of factors that will create a healthier more pleasant and conducive work environment.

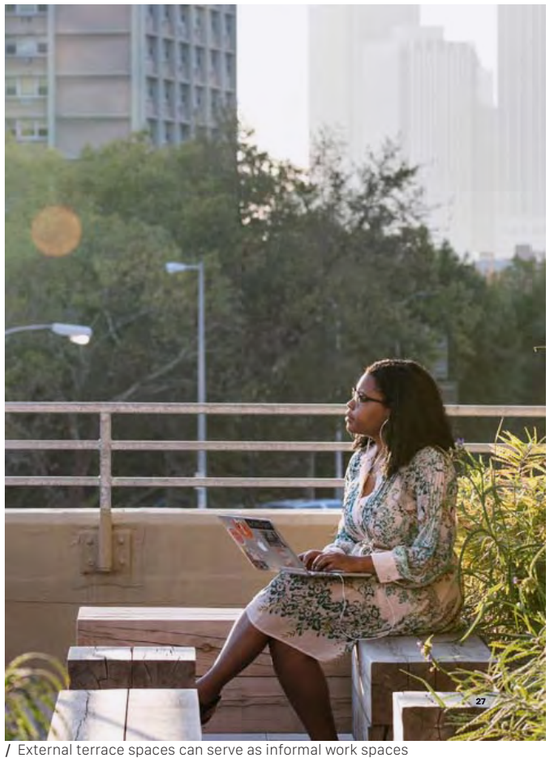
Improved Indoor Air Quality: Fresh air supply helps maintain and improve indoor air quality (IAQ). Buildings with proper ventilation systems and access to fresh air can effectively remove pollutants, odours, and airborne contaminants, creating a healthier and more comfortable environment for occupants. Good IAQ reduces the risk of respiratory problems, allergies, and other health issues, leading to improved amenity and worker well-being.

Enhanced Cognitive Function: Fresh air and good ventilation contribute to better cognitive function and mental clarity. Research has shown that high levels of carbon dioxide (CO_2) indoors can impair cognitive performance. Providing access to fresh outdoor air helps maintain optimal CO_2 levels and oxygenation, enabling occupants to think more clearly, concentrate better, and make informed decisions. This can positively impact productivity and overall work performance.

Increased Comfort and Thermal Regulation: Fresh air circulation plays a crucial role in maintaining thermal comfort within a building. Proper ventilation helps regulate temperature, reducing the risk of stuffiness, heat build-up, and excessive humidity. Comfortable indoor conditions lead to higher occupant satisfaction and improved amenity. When people are comfortable, they tend to be more focused, energetic, and productive.

Stress Reduction and Well-being: Exposure to natural elements, including fresh air and daylight, has been linked to stress reduction and improved overall well-being. Incorporating design elements that allow occupants to connect with nature, such as outdoor terraces, balconies, or landscaped areas, can provide opportunities for relaxation, social interaction, and a sense of rejuvenation. These spaces can serve as retreats from the demands of work, fostering a positive work-life balance and supporting worker well-being.

Increased Productivity and Job Satisfaction: When employees feel comfortable, healthy, and engaged in their workspace, it positively affects their job satisfaction and productivity. Access to fresh air and a well-ventilated environment contribute to a positive work atmosphere, reducing absenteeism and improving employee morale. A healthier, more pleasant, and conducive work environment.



/ External terrace spaces can serve as informal work spaces

/ Internal Render of typical office level showing access to terrace and fresh air

Interconnection

Interconnectivity within a commercial building, such as through atria (visual connection) and interconnecting stairs (physical connection), can significantly contribute to creating better workspaces and superior occupant amenity

Collaboration and Communication: Atria, which are open, visually connected spaces within a building, promote collaboration and communication among employees. They provide a sense of openness and transparency, allowing employees from different departments and floors to see and interact with each other more easily. Visual connection fosters spontaneous conversations, informal meetings, and the exchange of ideas, leading to improved teamwork, knowledge sharing, and innovation within the organization.

Natural Light and Well-being: Atria often can allow increased natural light into the building's interior. Exposure to natural light has been proven to have numerous benefits for employee well-being and productivity. It improves mood, reduces eye strain, enhances circadian rhythms, and boosts vitamin D levels. By incorporating natural light through atria, employees can enjoy a more pleasant and healthier work environment, resulting in increased job satisfaction and reduced absenteeism.

Biophilic Design and Connection with Nature: Atria can be designed to incorporate elements of nature, such as indoor plants and green walls. This biophilic design approach connects employees with nature and creates a calming and rejuvenating atmosphere. Studies have shown that exposure to nature in the workplace improves focus, reduces stress levels, and enhances cognitive performance. Atria that integrate nature-inspired elements can contribute to a better work environment by promoting employee well-being, creativity, and overall satisfaction.

Physical Connectivity and Active Lifestyle: Interconnecting stairs within a building provide physical connections between different levels and encourage employees to use them instead of relying solely on elevators or escalators. Promoting stair usage can have several benefits for employees' health and well-being. Regular physical activity, even in small doses like climbing stairs, can help combat sedentary behaviour, promote cardiovascular health, and increase energy levels. Moreover, interconnecting stairs create opportunities for chance encounters, informal conversations, and networking among employees on different floors, fostering a sense of community and connectivity.

Space Flexibility and Adaptability: Atria and interconnecting stairs enhance the flexibility and adaptability of the workplace. Atria can serve as multi-purpose spaces for various activities such as meetings, events, or even relaxation areas. The open and flexible nature of atria allows for easy reconfiguration and adaptability to changing needs and preferences. Similarly, interconnecting stairs provide alternative pathways for movement and can be designed to accommodate informal gatherings, impromptu meetings, or even temporary workstations. This flexibility encourages a dynamic and agile work environment that supports collaboration, creativity, and employee satisfaction.

/ Section showing interconnecting stair and atrium spaces

/ Internal Render of typical office level showing interconnecting stair

VII—Reference Design

Reference Design

The previous section of this report outlined a set of urban design and public domain principles that have been established to inform the proposal..

The reference design presented in this section is an example of how these principles have been applied to the envelope to achieve a coherent and successful outcome.

As with any planning proposal the reference design shows only one possible approach and the envelope is designed to accommodate abundant flexibility to achieve a range of different successful outcomes in the subsequent competitive design process.

/ Building Render - Indicative Design

Reference Design - Plans

Basement 1 - Car parking

Reference Design - Plans

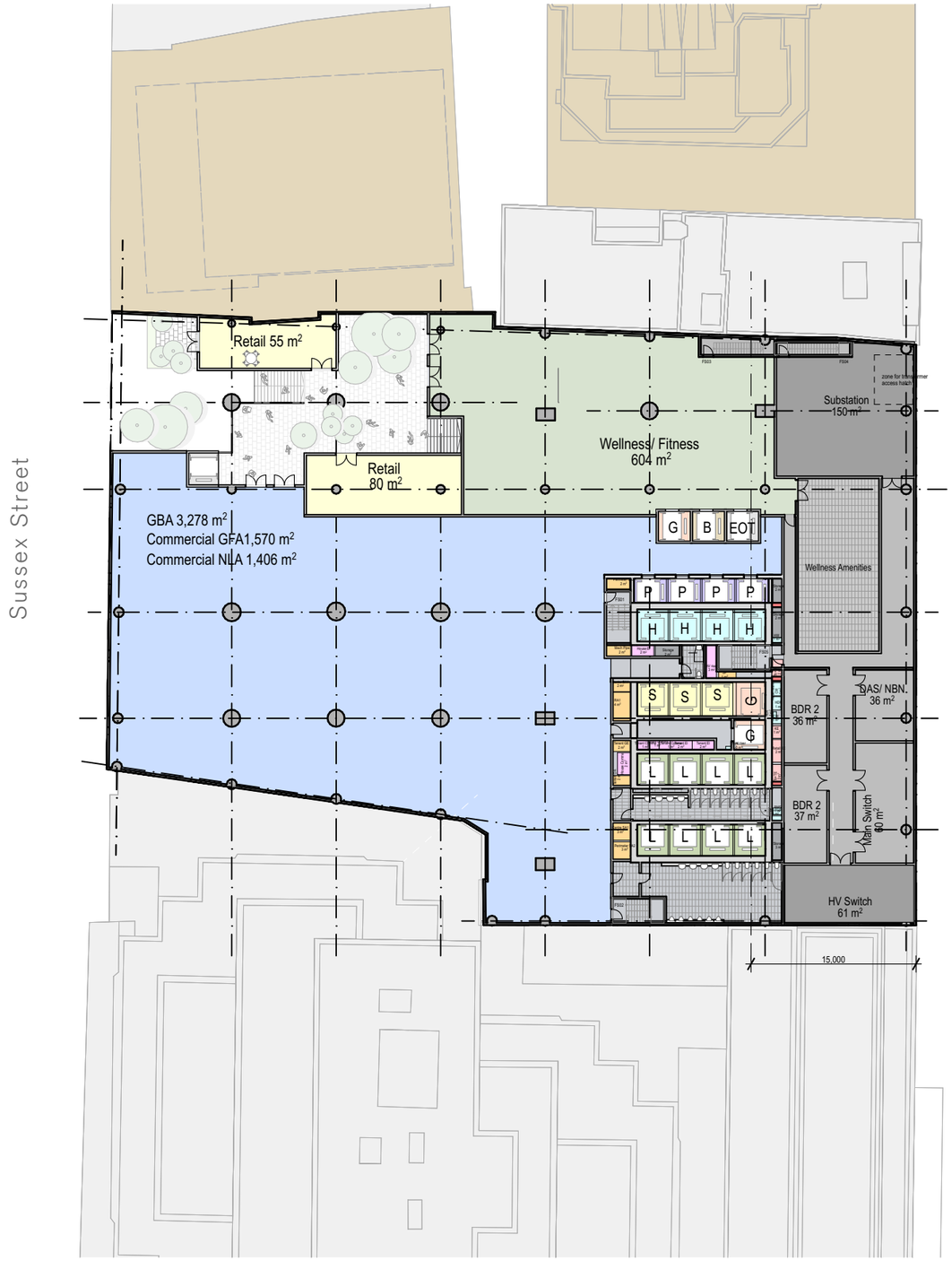
Sussex Street Level - Loading & EOT

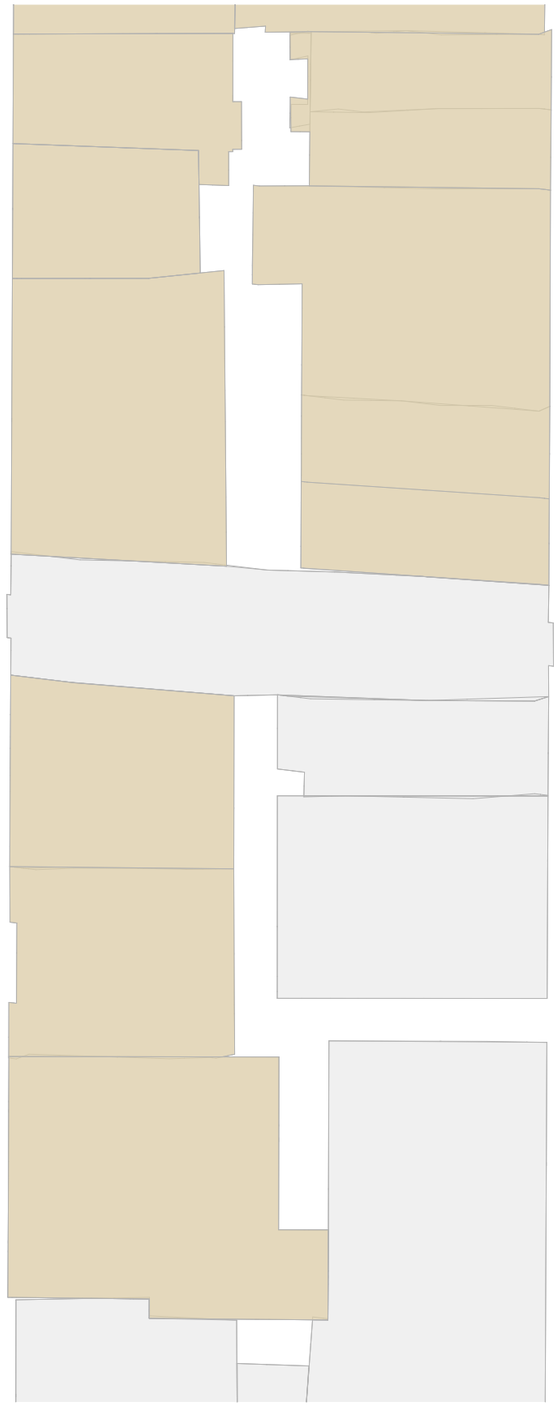
Reference Design - Plans

Sussex Street Mezzanine - EOT

Reference Design - Plans

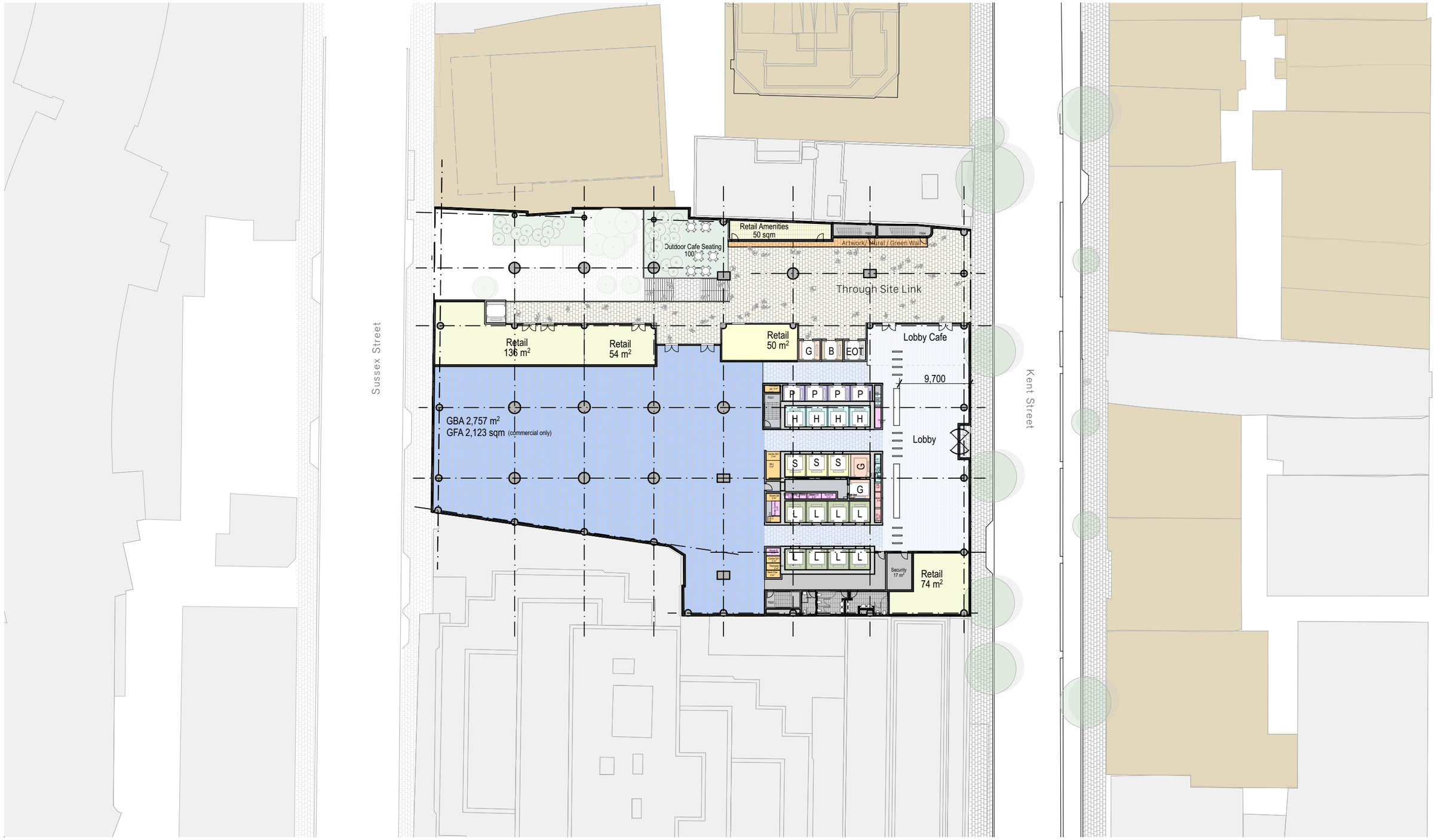
Lower Ground Level - Commercial/ Wellness/ Retail/ Plant





Reference Design - Plans

Kent Street Ground Level - Lobby/ Retail/ Commercial



Reference Design - Plans

Podium Level 1- Commercial

Reference Design - Plans

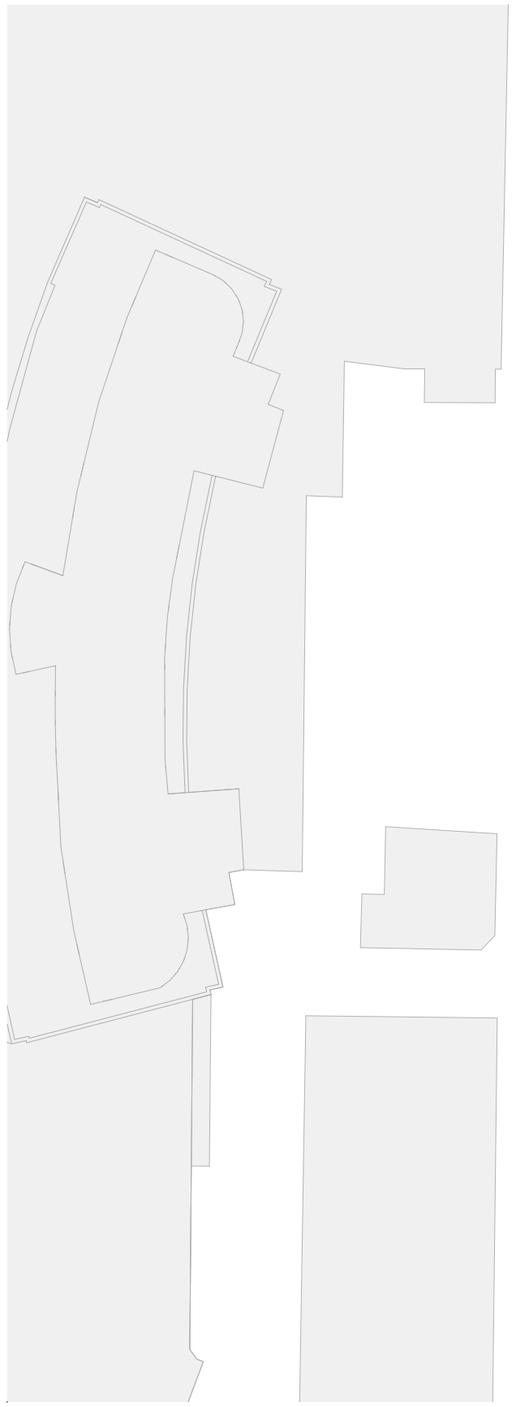
Podium Level 2 - Commercial

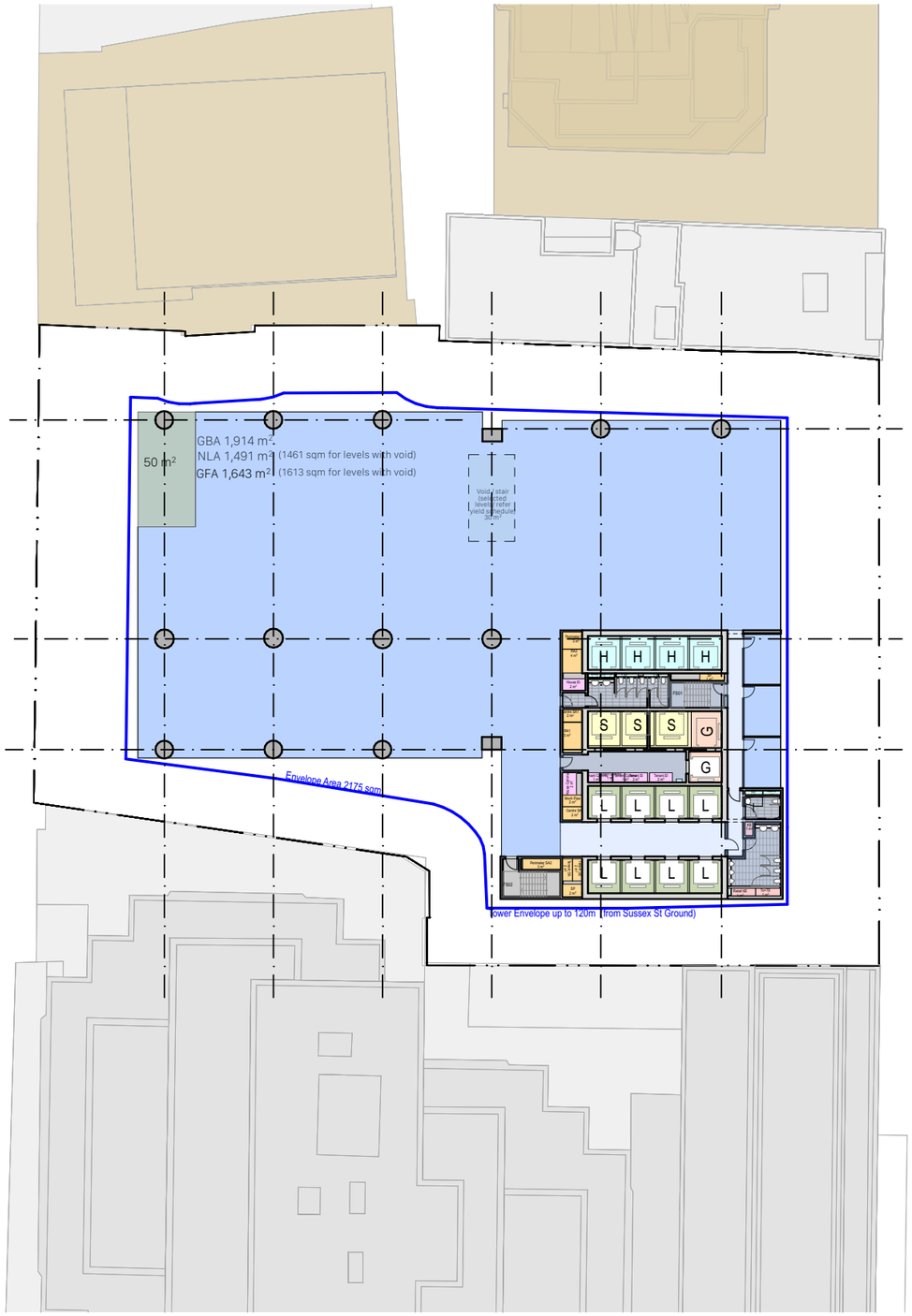
Reference Design - Plans

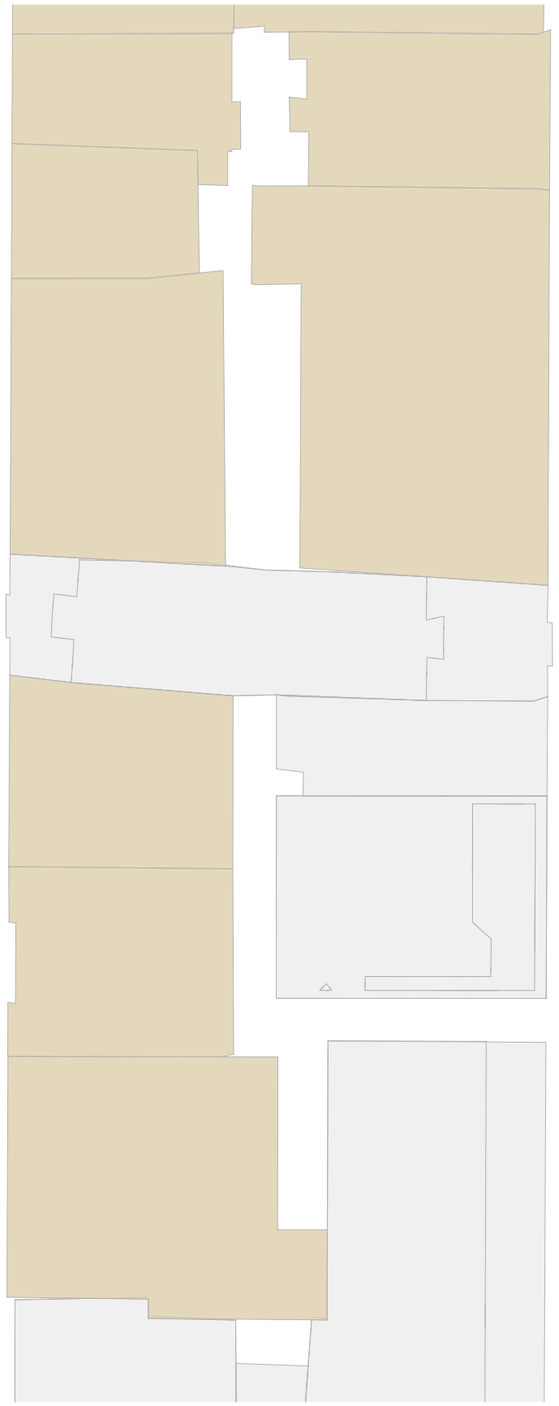
Podium Level 3-5 - Commercial

Reference Design - Plans

Typical Low Rise Levels - Commercial

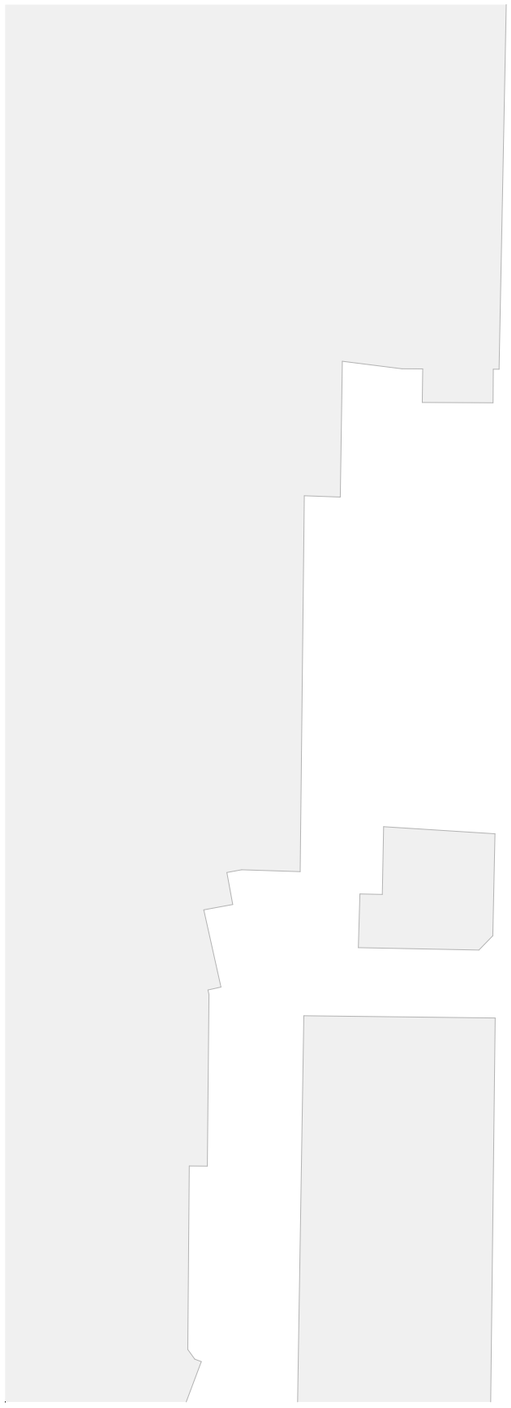


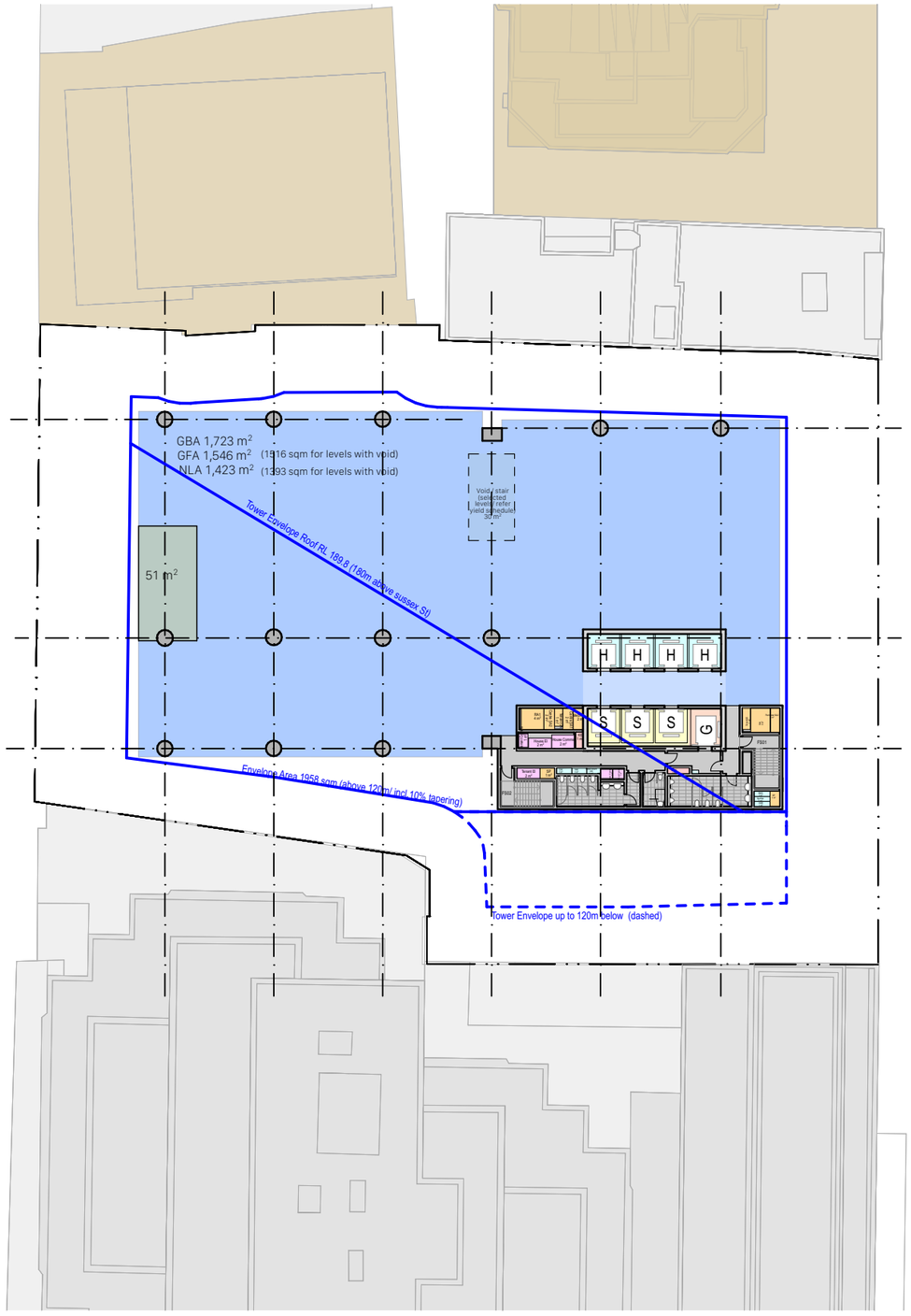


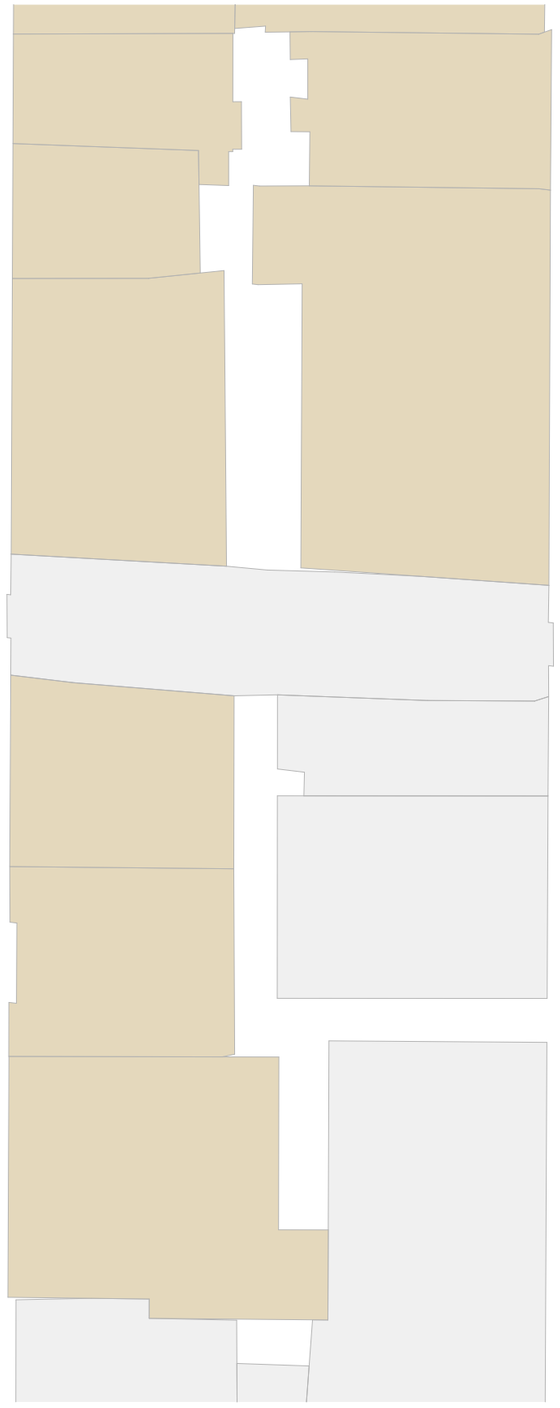


Reference Design - Plans

Typical Mid Rise Levels - Commercial

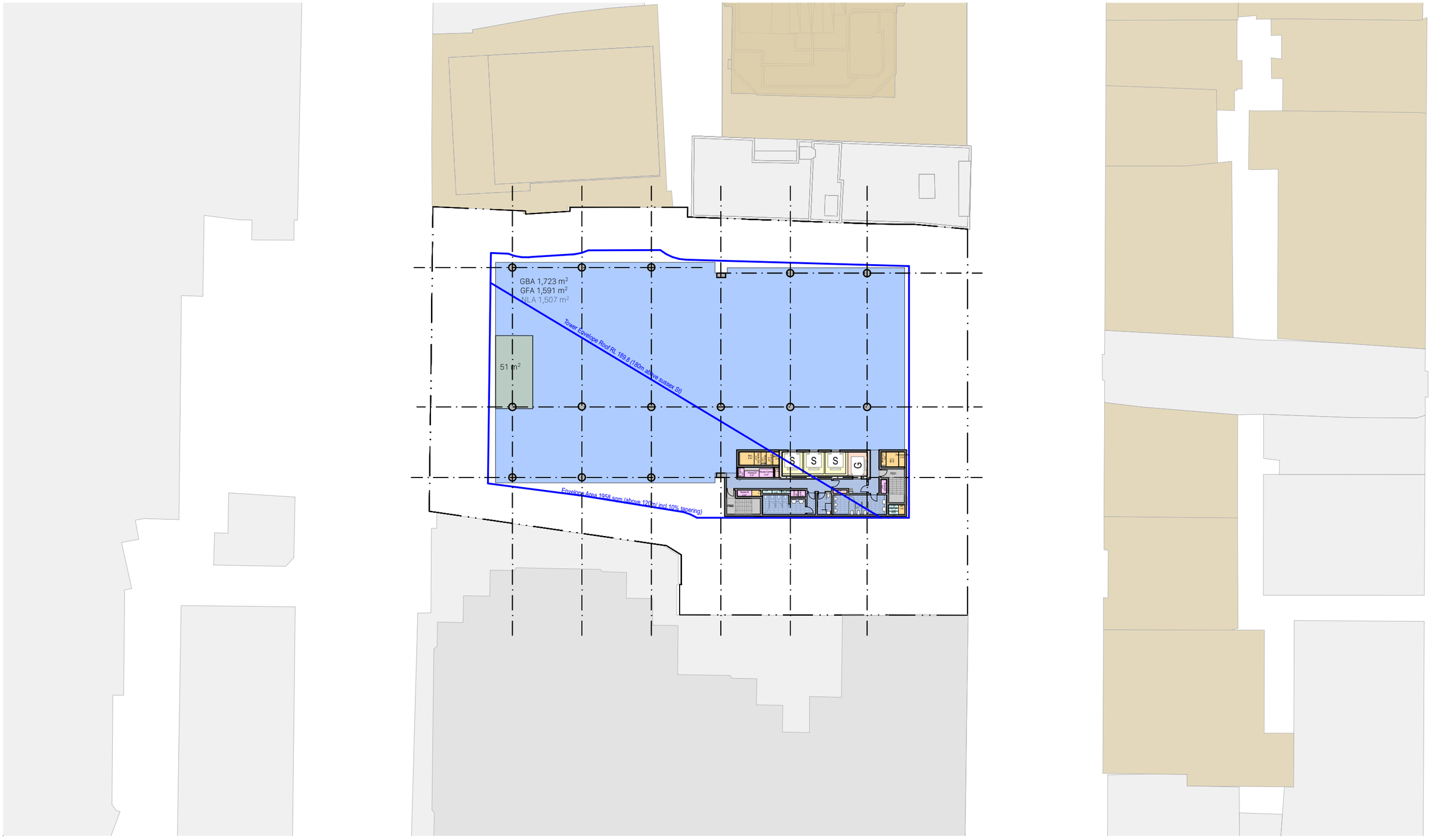






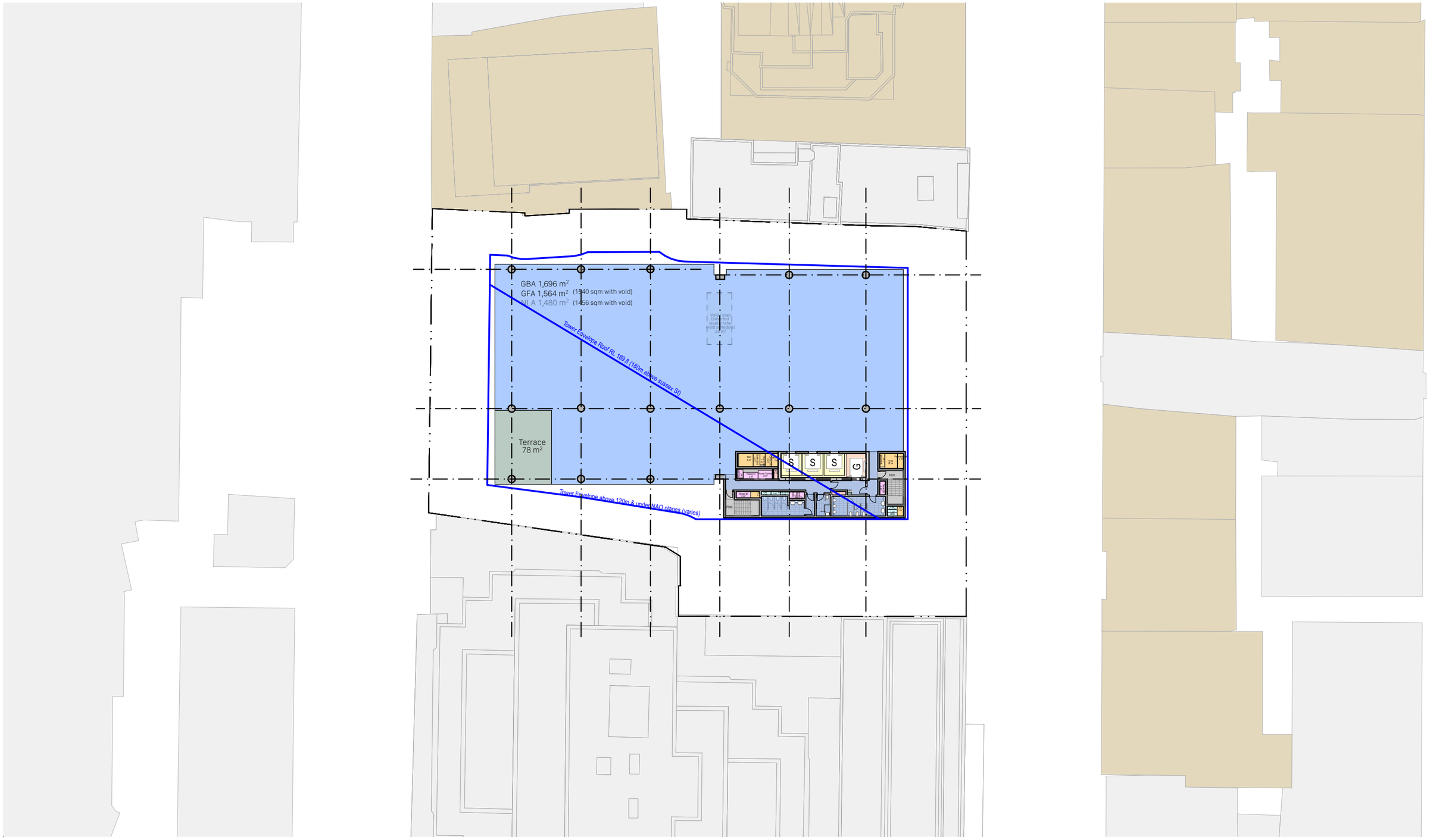
Reference Design - Plans

High Rise Level 36



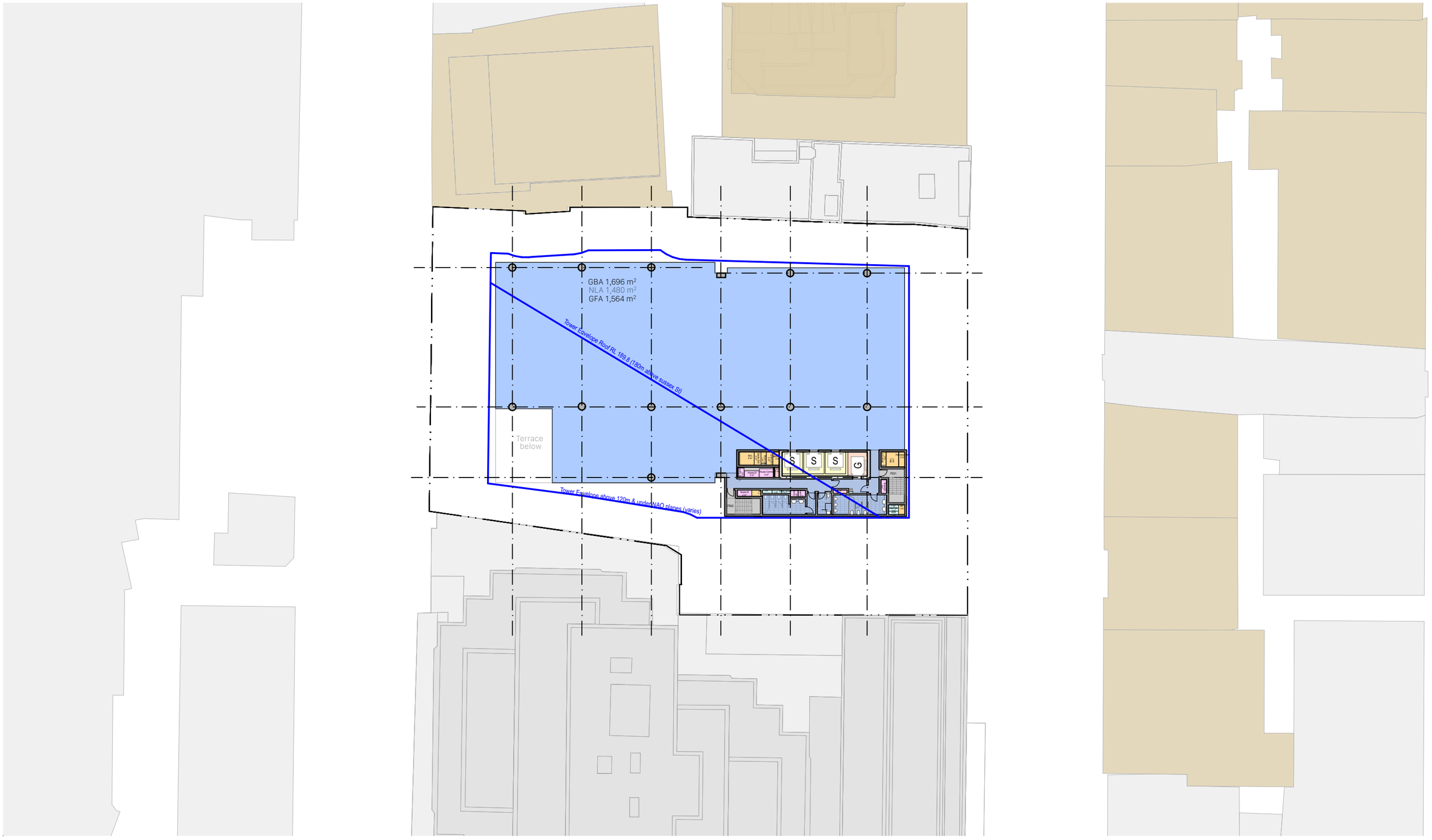
Reference Design - Plans

High Rise Level 37



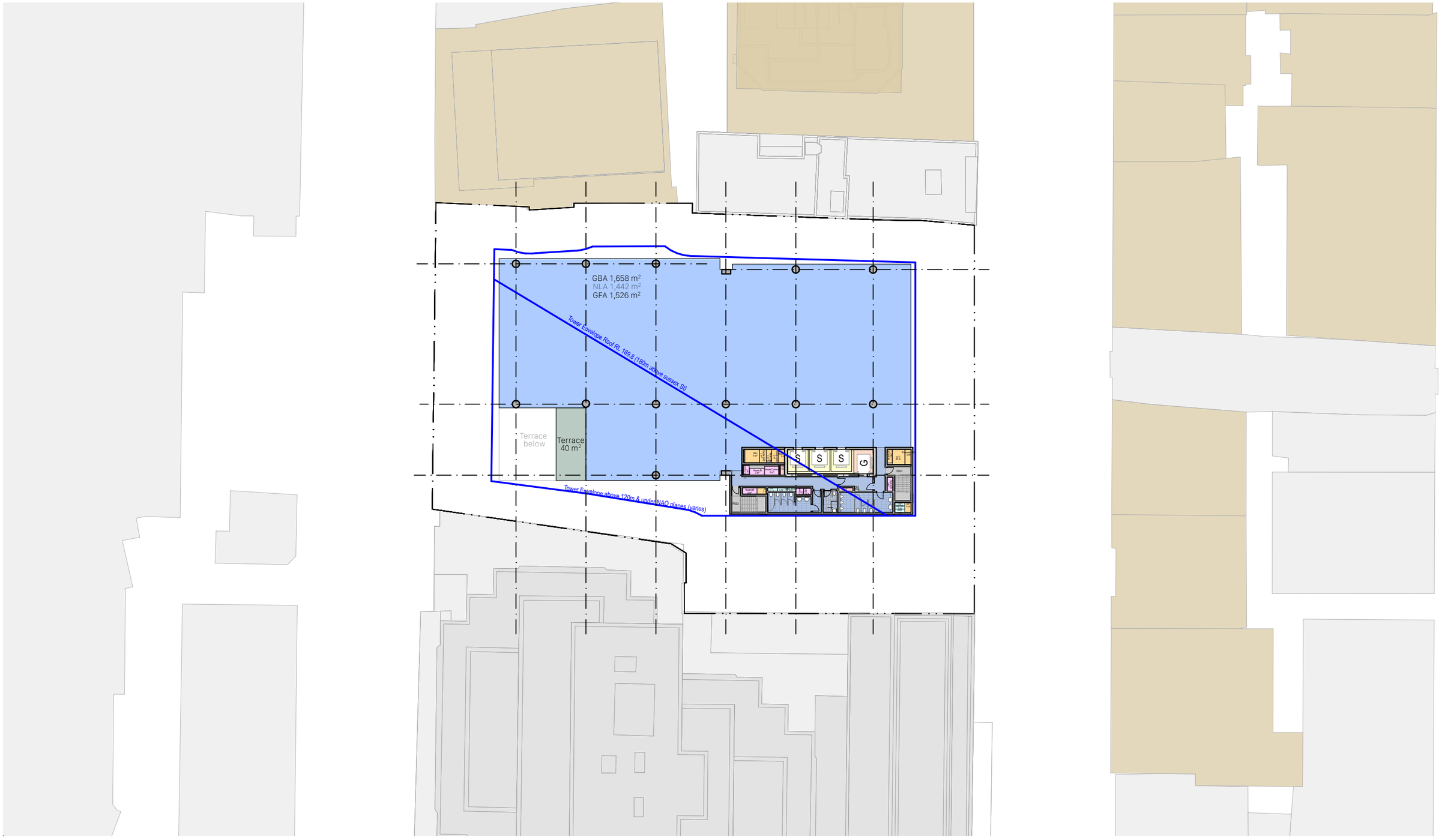
Reference Design - Plans

High Rise Level 38



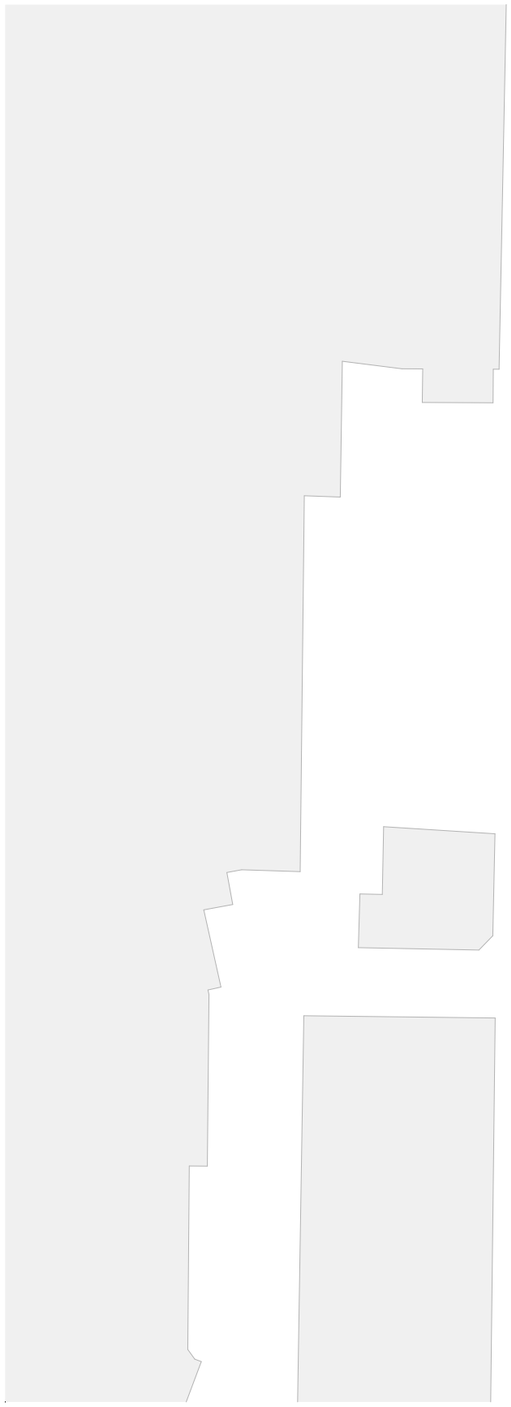
Reference Design - Plans

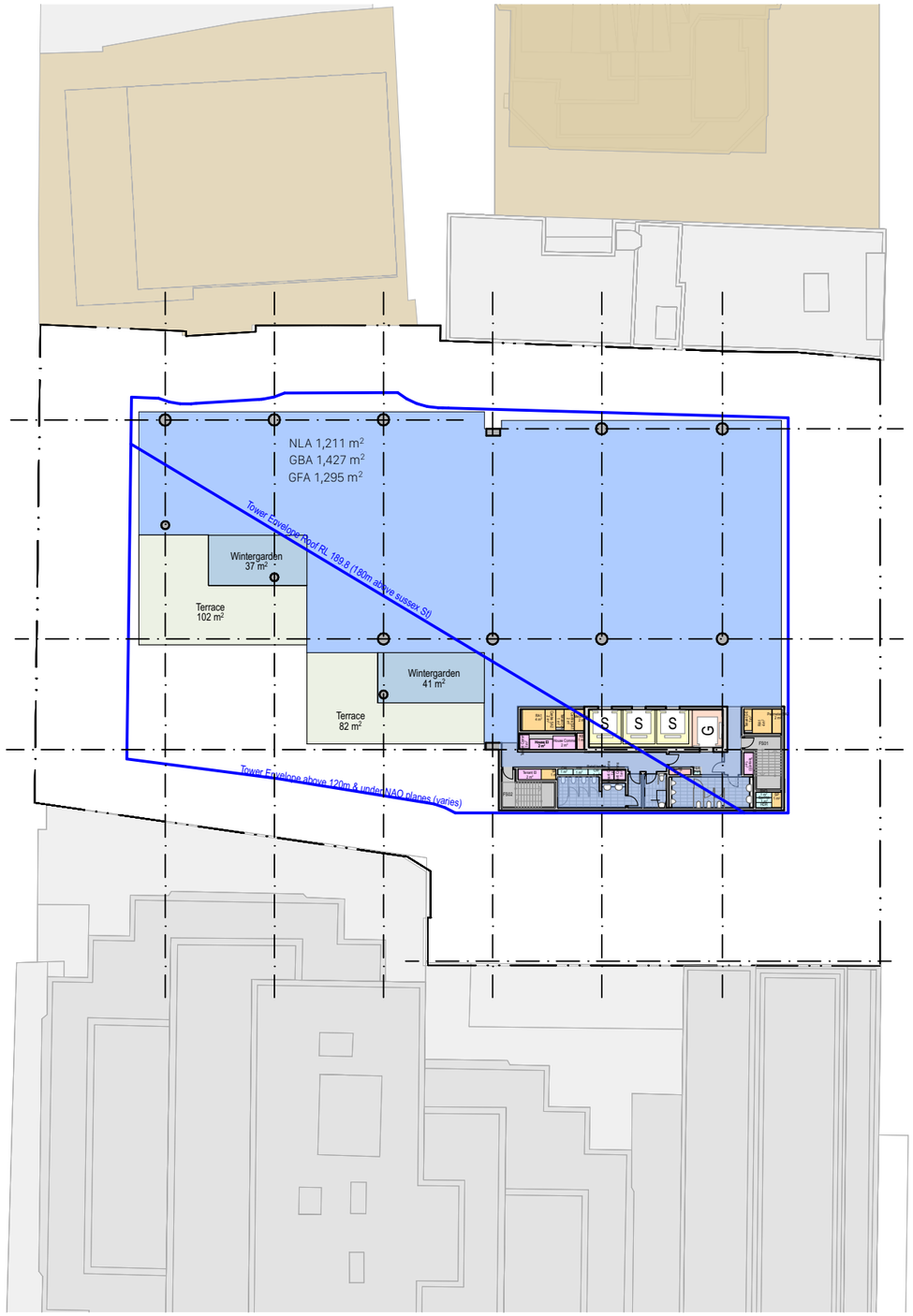
High Rise Level 39

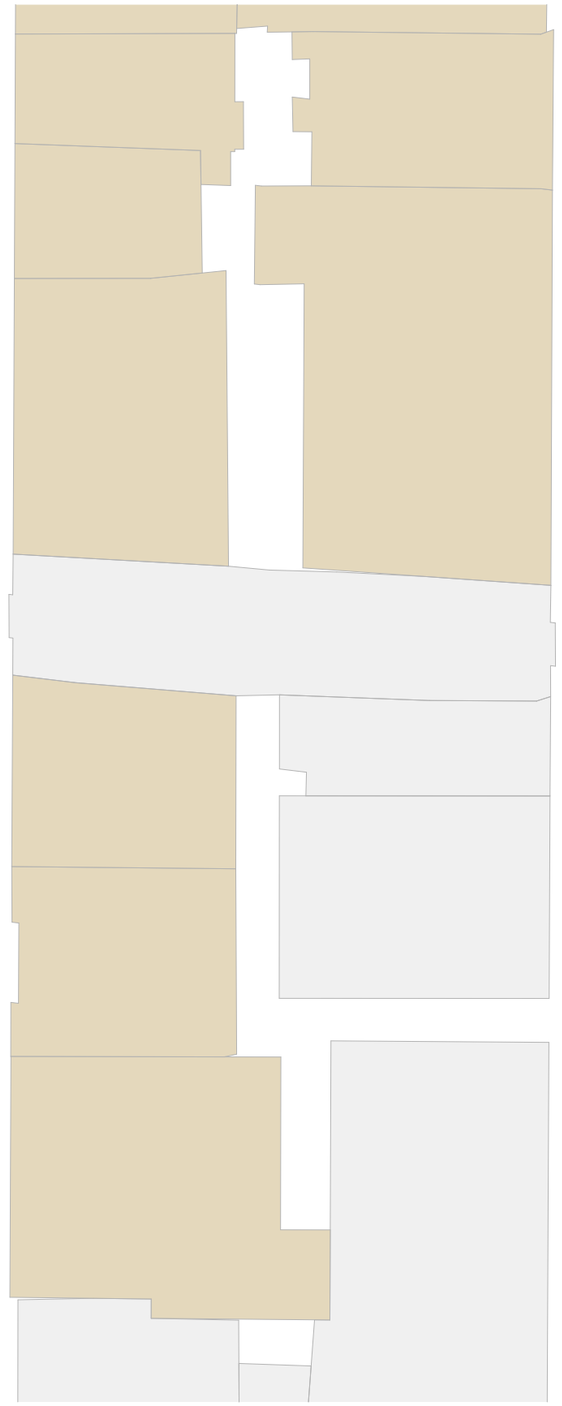


Reference Design - Plans

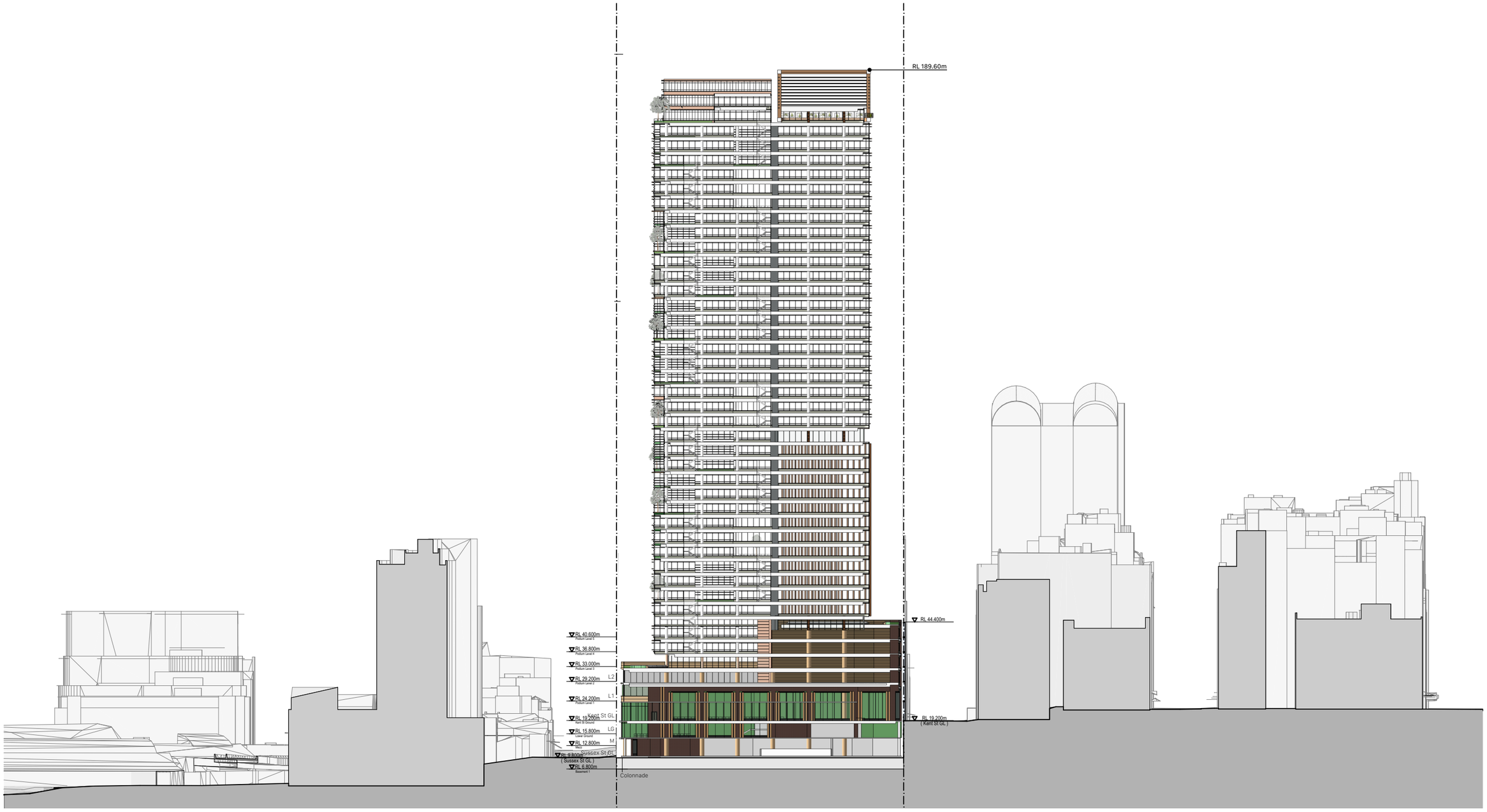
High Rise Level 40







Reference Design - Section



Reference Design - Area Schedule

Achieved Land Use

Site Area	3606	m^2	
Commercial GFA	70,872	m^2	96.8%
Retail GFA	640	m^2	0.9%
Wellness/ Other GFA	609		
GFA above ground	72,121		98.5%
FSR above ground	20.00	:1	
EOT GFA	1,070	m^2	1.5%
GFA below ground	**1,070**		
FSR below ground	0.30	:1	
Total GFA	**73,191**	**m^2**	
FSR overall	20.30	:1	

383 Kent Street - PP Indicative Design Area Schedule February 2024

Level	Description	RL (m)	Floor (m)	Height (m)	Envelope Area (m^2)	Articulation	GBA (m^2)	Commercial GFA (m^2)	GFA/GBA efficiency	Retail GFA (m^2)	Wellness/ Other GFA (m^2)	EOT GFA (m^2)	Terrace / Balcony	Void Spaces
R	Roof	189.60		179.80										
42	Plant	184.60	5.00	174.80	1420	25.0%	1065							
41	Plant	179.60	5.00	169.80	1628	27.6%	1178							
40	Commercial - High-rise	175.80	3.80	166.00	1801	20.8%	1427	1295	90.7%				184	
39		172.00	3.80	162.20	1886	12.1%	1658	1526	92.0%				40	
38		168.20	3.80	158.40	1927	12.0%	1696	1564	92.2%					
37		164.40	3.80	154.60	1955	13.2%	1696	1540	90.8%				78	24
36	Commercial - High-rise	160.60	3.80	150.80	1958	12.0%	1723	1591	92.3%					
35	Commercial - Typical Mid-rise	156.80	3.80	147.00	1958	12.0%	1723	1516	88.0%					30
34		153.00	3.80	143.20	1958	12.0%	1723	1546	89.7%				51	
33		149.20	3.80	139.40	1958	12.0%	1723	1546	89.7%					
32		145.40	3.80	135.60	1958	12.0%	1723	1516	88.0%					30
31		141.60	3.80	131.80	1958	12.0%	1723	1546	89.7%				51	
30		137.80	3.80	128.00	1958	12.0%	1723	1546	89.7%					
29		134.00	3.80	124.20	1958	12.0%	1723	1546	89.7%					
28		130.20	3.80	120.40	1958	12.0%	1723	1516	88.0%				51	30
27	Commercial - Typical Mid-rise	126.40	3.80	116.60	1958	12.0%	1723	1546	89.7%					
26	Commercial - Typical Low-rise	122.60	3.80	112.80	2175	12.0%	1914	1643	85.8%					
25		118.80	3.80	109.00	2175	12.0%	1914	1643	85.8%				50	
24		115.00	3.80	105.20	2175	12.0%	1914	1613	84.3%					30
23		111.20	3.80	101.40	2175	12.0%	1914	1643	85.8%					
22		107.40	3.80	97.60	2175	12.0%	1914	1643	85.8%				50	
21		103.60	3.80	93.80	2175	12.0%	1914	1643	85.8%					
20		99.80	3.80	90.00	2175	12.0%	1914	1613	84.3%					30
19		96.00	3.80	86.20	2175	12.0%	1914	1643	85.8%				50	
18		92.20	3.80	82.40	2175	12.0%	1914	1643	85.8%					
17		88.40	3.80	78.60	2175	12.0%	1914	1643	85.8%					
16		84.60	3.80	74.80	2175	12.0%	1914	1613	84.3%				50	30
15	Commercial - Typical Low-rise	80.80	3.80	71.00	2175	12.0%	1914	1643	85.8%					
14	plant	74.80	6.00	65.00	2175	12.0%	1914							
13	Commercial - Typical Low-rise	71.00	3.80	61.20	2175	12.0%	1914	1643	85.8%				50	
12		67.20	3.80	57.40	2175	12.0%	1914	1613	84.3%					30
11		63.40	3.80	53.60	2175	12.0%	1914	1643	85.8%					
10		59.60	3.80	49.80	2175	12.0%	1914	1643	85.8%				50	
9		55.80	3.80	46.00	2175	12.0%	1914	1613	84.3%					30
8		52.00	3.80	42.20	2175	12.0%	1914	1643	85.8%					
7		48.20	3.80	38.40	2175	12.0%	1914	1613	84.3%				50	30
6	Commercial - Typical Low-rise	44.40	3.80	34.60	2175	12.0%	1914	1643	85.8%				1050	
Subtotal					**75,872**	**12.8%**	**66,144**	**54,020**	**87.1%**	**0**	**0**	**0**	**1,855**	**294**
5	Commercial - Upper Podium 5	40.60	3.80	30.80	3208	6%	3000	2667	88.9%					
4	Commercial - Upper Podium 4	36.80	3.80	27.00	3229	7%	3000	2667	88.9%					
3	Commercial - Upper Podium 3	33.00	3.80	23.20	3249	8%	3000	2667	88.9%				267	
2	Commercial - Podium 2	29.20	3.80	19.40	3606	14%	3096	2775	89.6%					
1	Commercial - Podium 1	24.20	5.00	14.40	3606	24%	2752	2383	86.6%					
KG	Kent St Lobby / Retail/ Commercial	19.20	5.00	9.40	3606	24%	2757	2123	77.0%	367				
LG	Commercial / Wellness / Retail/ Plant	15.80	3.40	6.00	3606	9%	3278	1570	47.9%	135	609			
M	Carpark / EOT	12.80	3.00	3.00	3606	0%	3606					852		
SG	Sussex St retail/ Loading/ Carpark	9.80	3.00	0.00	3606	0%	3606			138		218		
B1	Basement 1 - Carparking	6.80	3.00	-3.00	3606	0%	3606							
Subtotal					**34,928**	**9.2%**	**31,701**	**16,852**	**80.7%**	**640**	**609**	**1,070**	**267**	**0**
Total					**110,800**		**97,845**	**70,872**	**85.5%**	**640**	**609**	**1,070**	**2,122**	**294**

Hall&Wilcox
SKYE
HCF

VIII—Appendices