

APPENDIX E CONCEPT PLAN BUILT FORM PRINCIPLES AND URBAN DESIGN CONTROLS

| BUILT FORM PRINCIPLES | COMMENT | COMPLIANCE |
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| 1. City's New Western Façade | | |
| <ul style="list-style-type: none"> ▪ To create an integrated new western frontage to the city centre, the slender ends of buildings (above podium level) are to be oriented to the waterfront. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. Future applications for the Stage 1B residential buildings would need to comply with this principle. | <ul style="list-style-type: none"> ▪ N/A |
| 2. Hickson Road as a Boulevard | | |
| <ul style="list-style-type: none"> ▪ To promote the scale of Hickson Road as a grand boulevard, provide a consistent street wall and use materials that are complementary to the sandstone nature of the headland. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. Future applications for the Stage 1B residential buildings would need to comply with this principle. | <ul style="list-style-type: none"> ▪ N/A |
| 3. Buildings to Define Streets | | |
| <ul style="list-style-type: none"> ▪ To define the public space of the street, all building façades are to be set to the street alignment. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. Future applications for the Stage 1B residential buildings would need to comply with this principle. | <ul style="list-style-type: none"> ▪ N/A |
| 4. North South Pedestrian Connections | | |
| <ul style="list-style-type: none"> ▪ To provide greater pedestrian permeability through blocks, particularly north south connections between Block 2 to 4, Wulugul Walk and Barangaroo Avenue, and Scotch Row at ground level being not less than 6 m wide, 50% open to the sky and a minimum clear height of 2 storeys. Provide east-west links through Watermans Quay, Shipwright Walk, Mercantile Walk and Exchange Place. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. ▪ Pedestrian connections would be finalised as part of future applications for the Stage 1B residential buildings and the Stage 1B public domain which would need to comply with this principle. ▪ Notwithstanding this, the application proposes interim construction of the northern section of Barangaroo Avenue, associated paving and landscaping connecting the site to the south. ▪ The application also proposes interim bitumen paving on the southern boundary (and future alignment of Watermans Quay) and interim public domain above the basement providing east-west links. | <ul style="list-style-type: none"> ▪ YES |
| 5. Marking the City Frame | | |
| <ul style="list-style-type: none"> ▪ To continue a built form dialogue with the adjoining city, building heights across the site are in keeping with the rest of the city, with the highest form at the north of the precinct. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. Future applications for the Stage 1B residential buildings would need to comply with this principle. | <ul style="list-style-type: none"> ▪ N/A |
| 6. Open Space Within Blocks | | |
| <ul style="list-style-type: none"> ▪ To create blocks permeated with laneways, courtyards, walkways and parklands around the edges of blocks. To provide open space at podium level between tower forms. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. ▪ Open space within blocks would be finalised as part of future applications for the Stage 1B residential buildings and the Stage 1B public domain which would need to comply with this principle. ▪ Notwithstanding this, the application proposes interim public domain/open space above the basement, around the edges of, and | <ul style="list-style-type: none"> ▪ YES |

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| | between blocks 4A and 4B and potential future tower forms. | |
| 7. View Sharing | | |
| <ul style="list-style-type: none"> To promote the equitable access to views towards the harbour, the built form is to be arranged to define the street corridors and to allow view corridors from the existing private buildings to the east. | <ul style="list-style-type: none"> The proposed development is for an underground basement car park. Future applications for the Stage 1B residential buildings would need to comply with this principle. | <ul style="list-style-type: none"> N/A |
| 8. Orientation of Buildings | | |
| <ul style="list-style-type: none"> To provide optimum orientation and transparency across the site and to create a silhouette of gaps between slender towers. Orientation of towers to relate to fanning principle. Long facades to face north and buildings facing Hickson Road and the waterfront to be oriented to the east and west to define road and promenade. | <ul style="list-style-type: none"> The proposed development is for an underground basement car park. Future applications for the Stage 1B residential buildings would need to comply with this principle. | <ul style="list-style-type: none"> N/A |

| URBAN DESIGN CONTROLS (BLOCKS 4A AND 4B) | | |
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| 1. Building Mass and Location | | |
| OBJECTIVES | COMMENT | COMPLIANCE |
| <ul style="list-style-type: none"> The orientation and location of the buildings relate to the fan principle. To ensure building mass is appropriate within the envelope. The podium shall be low to allow sunlight penetration through the buildings to the public domain. Building placement to consider existing view corridors from Kent Street buildings. To ensure the vertical massing form is an integral part of the composition of the towers in Block 4A. Ensure views to the sky between all towers from key vantage points. Allow balconies on towers to be partially enclosed and not count towards GFA | <ul style="list-style-type: none"> The proposed development is for an underground basement car park. | <ul style="list-style-type: none"> N/A |
| CONTROLS | COMMENT | COMPLIANCE |
| <ul style="list-style-type: none"> The height of towers within the block shall be varied and ascend in height from east to west. Towers proposed in Block 4A shall have a minimum 30m variation in height. Towers proposed in Block 4A should be separated by a minimum of 9m. All prominent tower massing shall provide a minimum of 27m separation from the Block Y tower massing. All prominent tower mass shall be set back from Watermans Quay by a minimum of 2m. Block 4A podium buildings are to have a maximum height of RL 22. Podiums may be built on the edge of the envelope on Watermans Quay. For residential and tourist accommodation with a height over 30m, the maximum external balcony area shall not exceed 15% of the GFA of the apartment or room to which it is not connected, and the bulk of the building is not greater than if the balconies were not partially enclosed. | <ul style="list-style-type: none"> The proposed development is for an underground basement car park. Future applications for the Stage 1B residential buildings would need to comply with these controls. The above ground elements have a maximum height of ~RL 14, which is well below the maximum height limits of RL 250 and RL 107 for Blocks 4A and 4B. These elements would be integrated into the podiums of the future Stage 1B residential buildings. | <ul style="list-style-type: none"> N/A |

| 2. Street Wall Establishment | | |
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| OBJECTIVES | COMMENT | COMPLIANCE |
| <ul style="list-style-type: none"> ▪ Ensure the street walls defines Barangaroo Avenue. ▪ Ensure a human scale streetscape. ▪ Podium height to foster a coordinated streetscape and appropriate street level environment. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. | <ul style="list-style-type: none"> ▪ N/A |
| CONTROLS | COMMENT | COMPLIANCE |
| <ul style="list-style-type: none"> ▪ Building form to create a street wall with a one storey minimum height for most of the public accessible ground floor façade. ▪ All podium street walls define Watermans Quay and Hickson Road. ▪ Hickson Road street wall will continue the colonnade form existing on Blocks 2 and 3. | <ul style="list-style-type: none"> ▪ Future applications for the Stage 1B residential buildings would need to comply with these controls. | <ul style="list-style-type: none"> ▪ N/A |
| 3. Building Articulation | | |
| OBJECTIVES | COMMENT | COMPLIANCE |
| <ul style="list-style-type: none"> ▪ To establish an articulated, well-proportioned building mass. ▪ To reduce the impact on the building's mass. ▪ To ensure the podium and towers in Blocks 4A and 4B are considered as a holistic composition. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. | <ul style="list-style-type: none"> ▪ N/A |
| CONTROLS | COMMENT | COMPLIANCE |
| <ul style="list-style-type: none"> ▪ The building envelopes and floor plates are to be articulated. ▪ Tower form is to express sustainability features. ▪ Establish complimentary relationship between the tower Blocks in 4A and 4B such as common chassis. ▪ Vertical articulation and breaks are encouraged to minimise perceived building mass. ▪ Horizontal articulation and breaks are encouraged to reduce the impact of building mass. ▪ Ensure a transparent and visually permeable frontage to the park edge. The tower form on the park side is to come to ground and be dominant in the lower levels of the building. | <ul style="list-style-type: none"> ▪ Future applications for the Stage 1B residential buildings would need to comply with these controls. | <ul style="list-style-type: none"> ▪ N/A |
| 4. Building Legibility | | |
| OBJECTIVES | COMMENT | COMPLIANCE |
| <ul style="list-style-type: none"> ▪ Constituent elements of the building need to be legible. ▪ To ensure that building elements and structure are legible at the base. ▪ To ensure that towers in Block 4A and 4B are complimentary and read as a cohesive composition. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. | <ul style="list-style-type: none"> ▪ N/A |
| CONTROLS | COMMENT | COMPLIANCE |
| <ul style="list-style-type: none"> ▪ Express facade elements including balconies/wintergardens shading and wind amelioration. ▪ Consider common architecture expression to ensure towers in Block 4A and 4B are complimentary but still unique. ▪ Ensure visual permeability of the tower lobbies on the park to allow the structure to be legible at the base. | <ul style="list-style-type: none"> ▪ Future applications for the Stage 1B residential buildings would need to comply with these controls. | <ul style="list-style-type: none"> ▪ N/A |
| 5. Ground Floor Permeability and Accessibility of Public Realm | | |
| OBJECTIVES | COMMENT | COMPLIANCE |
| <ul style="list-style-type: none"> ▪ To provide permeability and accessibly through Barangaroo South. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. | <ul style="list-style-type: none"> ▪ YES |

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| <p>CONTROLS</p> <ul style="list-style-type: none"> ▪ Public access around the block is to be maintained on all edges. ▪ Provide two north to south primary connections across the block including the Hickson Road colonnade and Barangaroo Avenue. ▪ One north-south secondary connection is to be provided in Block 4A. ▪ Watermans Quay retail and podium buildings should consider the address to Scotch Row view. ▪ Ground floor retail and residential lobbies should consider a relationship to the northern parkland public space. ▪ Canopies to be located at the park edge. ▪ Consider lobby address on Barangaroo Avenue for R4A, Watermans Quay for R4B and Hickson Road for R5 off the plaza. ▪ Generous through-site link to be provided through Block 4A. | <ul style="list-style-type: none"> ▪ Ground floor permeability and accessibility arrangements would be finalised as part of future applications for the Stage 1B residential buildings and the Stage 1B public domain which would need to comply with these controls. ▪ Public access around the blocks would be maintained. ▪ Primary north to south connections along Hickson Road and Barangaroo Avenue would be provided. ▪ Interim public domain and associated landscaping above the basement would ensure the site remains permeable and accessible until such time as the abovementioned applications are determined. | <ul style="list-style-type: none"> ▪ YES |
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6. Ensuring Quality of Rooftops

| OBJECTIVES | COMMENT | COMPLIANCE |
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| <ul style="list-style-type: none"> ▪ To ensure that the mass of the rooftop is articulated and legible. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. | <ul style="list-style-type: none"> ▪ N/A |
| <p>CONTROLS</p> <ul style="list-style-type: none"> ▪ Roofs forms should be sympathetic to its context, use good quality materials, incorporate architectural treatment of exposed elements and avoid exposure of mechanical equipment. ▪ Roof design may integrate sustainable features such a photovoltaics. ▪ Consistency between the roof forms of towers in Block 4A is encouraged. | <ul style="list-style-type: none"> ▪ As above. ▪ Roof forms of above ground structures would be integrated into the podiums of the future Stage 1B residential buildings. | <ul style="list-style-type: none"> ▪ N/A |

7. Facades

| OBJECTIVES | COMMENT | COMPLIANCE |
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| <ul style="list-style-type: none"> ▪ To ensure the architectural quality of the facades. ▪ To articulate the buildings functions and massing with appropriate façade design and detailing. ▪ To ensure the facades contribute to the buildings articulation and mass. ▪ To contribute to the carbon neutral aims for Barangaroo South. ▪ Enable the partial enclosure of balconies to provide private open space that is usable and has a high level of amenity. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. | <ul style="list-style-type: none"> ▪ N/A |
| <p>CONTROLS</p> <ul style="list-style-type: none"> ▪ Choice of materials for longevity, durability and | <ul style="list-style-type: none"> ▪ Future applications for | <ul style="list-style-type: none"> ▪ N/A |

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| <p>flexibility (e.g. steel and glass).</p> <ul style="list-style-type: none"> ▪ Environmentally sustainable design to be incorporated on all facades. ▪ Depth and layering of facades to be achieved through relief and protrusions. ▪ Façade components such as external shading to be used to provide light and shade to the building. ▪ Glass wind screens enclosing balconies shall be designed to ensure the balcony remains external open space and wind screen design shall ensure permanent natural ventilation and cannot be fully enclosed or sealed from weather. | <p>the Stage 1B residential buildings would need to comply with these controls.</p> | |
| 8. Active Streetfronts | | |
| OBJECTIVES | COMMENT | COMPLIANCE |
| <ul style="list-style-type: none"> ▪ To ensure an activated public domain at street level. | <ul style="list-style-type: none"> ▪ The application proposes interim construction of the northern section of Barangaroo Avenue, associated paving and landscaping. ▪ The application also proposes interim paving on the southern boundary (and future alignment of Watermans Quay), interim public domain and associated landscaping above the basement. | <ul style="list-style-type: none"> ▪ YES |
| CONTROLS | | |
| <ul style="list-style-type: none"> ▪ At least 60% of the ground level is to be active on the primary street wall facades. ▪ Building vehicle access, area for service and egress shall not count towards the 60%. ▪ Building service areas, parking entrances and loading docks may be accessed from Watermans Quay. ▪ The width of driveways shall be minimised. | <ul style="list-style-type: none"> ▪ Interim public domain and associated landscaping above the basement would ensure the ground level is active on the majority of street wall frontages. ▪ Vehicle access to the proposed basement would be from the future alignment of Watermans Quay. ▪ Street frontages would be finalised as part of future applications for the Stage 1B residential buildings and the Stage 1B public domain which would need to comply with these controls. | <ul style="list-style-type: none"> ▪ YES |
| 9. Signage | | |
| OBJECTIVES | COMMENT | COMPLIANCE |
| <ul style="list-style-type: none"> ▪ To ensure the location, size, appearance and quality of signage in the building is appropriate. | <ul style="list-style-type: none"> ▪ No signage is proposed as part of this application. | <ul style="list-style-type: none"> ▪ N/A |
| CONTROLS | | |
| <ul style="list-style-type: none"> ▪ Building identification signage is to be limited to on sign per frontage at podium level. ▪ Signage shall not exceed 15sqm per sign. | <ul style="list-style-type: none"> ▪ As above. | <ul style="list-style-type: none"> ▪ N/A |

| <ul style="list-style-type: none"> ▪ Details of signage are to be considered as part of the overall design of the building for the purposes of design excellence. ▪ Each new application for the erection of a new building should include a minimum description of signage location and form. Separate applications may be required for signage not detailed in applications for new buildings. | | |
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| 10. Sustainable Building Design | | |
| OBJECTIVE | COMMENT | COMPLIANCE |
| <ul style="list-style-type: none"> ▪ Design of buildings and public domain shall incorporate, utilise and integrate leading sustainability practices in design, massing, materials and detailing. Buildings should be a model for sustainable building design. | <ul style="list-style-type: none"> ▪ The proposed development is for an underground basement car park. ▪ Notwithstanding this, the basement will contribute to meeting precinct-wide sustainability targets by incorporating a recycled water supply system (extended from the Stage 1A basement), energy efficiency measures such as LED lighting and demand controlled ventilation and provision of sufficient waste collection areas to support the future Stage 1B residential buildings. ▪ The proposal would therefore incorporate sustainable building design as appropriate for a basement. | <ul style="list-style-type: none"> ▪ Yes |

Note: The Built Form Principles and Urban Design Controls are currently in draft form. It is anticipated the final version will be submitted to the Department for approval shortly as per the requirements of the Concept Plan.