



Independent Planning Commission

Building R5, Barangaroo South
State Significant Development Assessment (SSD 6966)

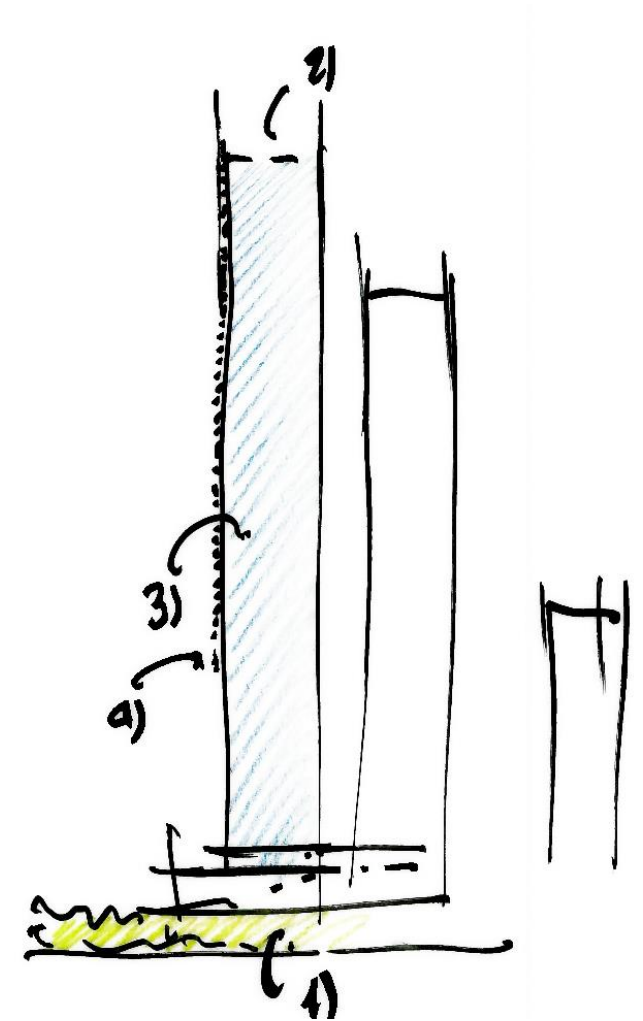
11 September 2019

lendlease

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1. DESIGN EXCELLENCE

1.1 BACKGROUND

- International Design Comp Held in 2014:

Piano Building Workshop (RPBW), WOHA, Denton Corker Marshall (DCM), Kerry Hill and Christian de Portzamparc.

- Pritzker award winning architects Renzo Piano Building Workshop (RPBW) selected
- RPBW will continue their involvement in the project post consent
- Design Excellence Waiver for R4A & R4B, R5 was provided 23 August 2019



RPBW

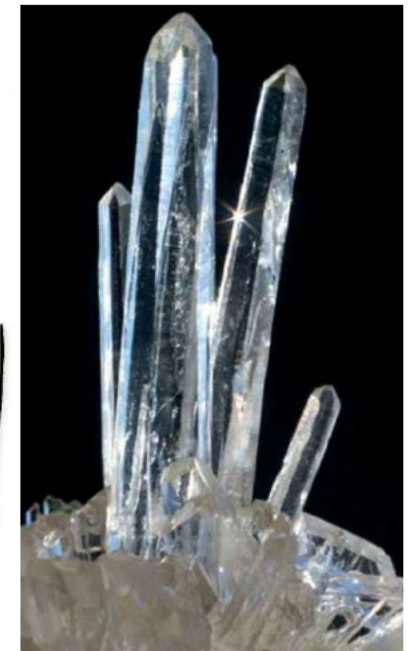
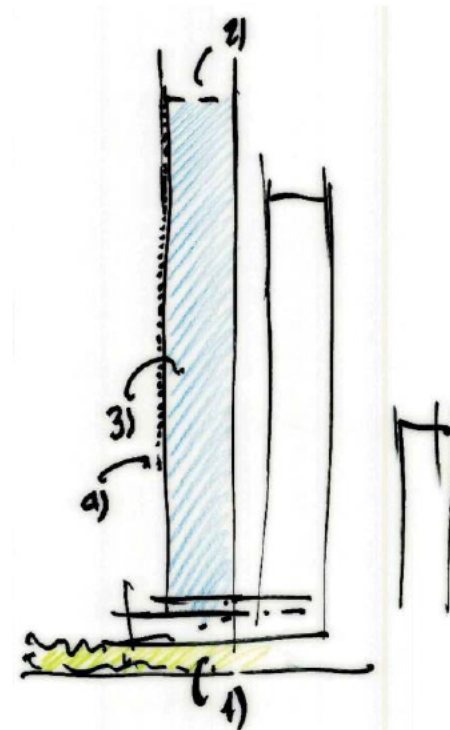


1.2 CONCEPT DESIGN

- A suite of 'crystal' like towers
- Gentle presence in the cityscape
- Interaction with light and the Sydney Harbour

"In our project, the objective is to design a building with a gentle presence in the cityscape and in dialogue with the harbour waters and the Barangaroo waterfront."

Renzo Piano Building Workshop



1.3 ONE SYDNEY HARBOUR



2. BUILT FORM

2.1 SUMMARY OF PROPOSAL

The proposed development is for a 30 storey (RL 107) mixed-use building, including:

- 210 residential apartments (including 48 Key Worker Housing dwelling)
- Ground and podium retail
- 134 car parking spaces



2.2 COMPLIANCE WITH CONCEPT PLAN

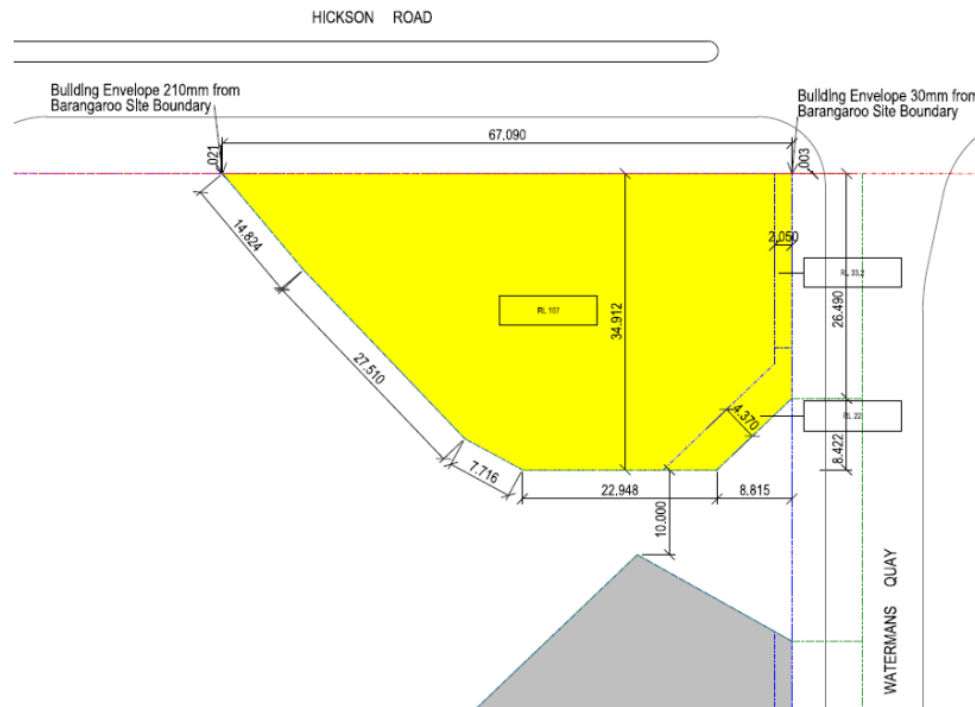


Figure 1 Approved Concept Plan envelope for Block 4B

The proposal is consistent with the:

- **Block configuration** in the Concept Plan
- Is within the **maximum Gross Floor Area (GFA)** for the site
- Is within the **maximum tower height** (RL 107) for the site
- Complies with all Built **Form Principles and Urban Design Codes of the Concept Plan**

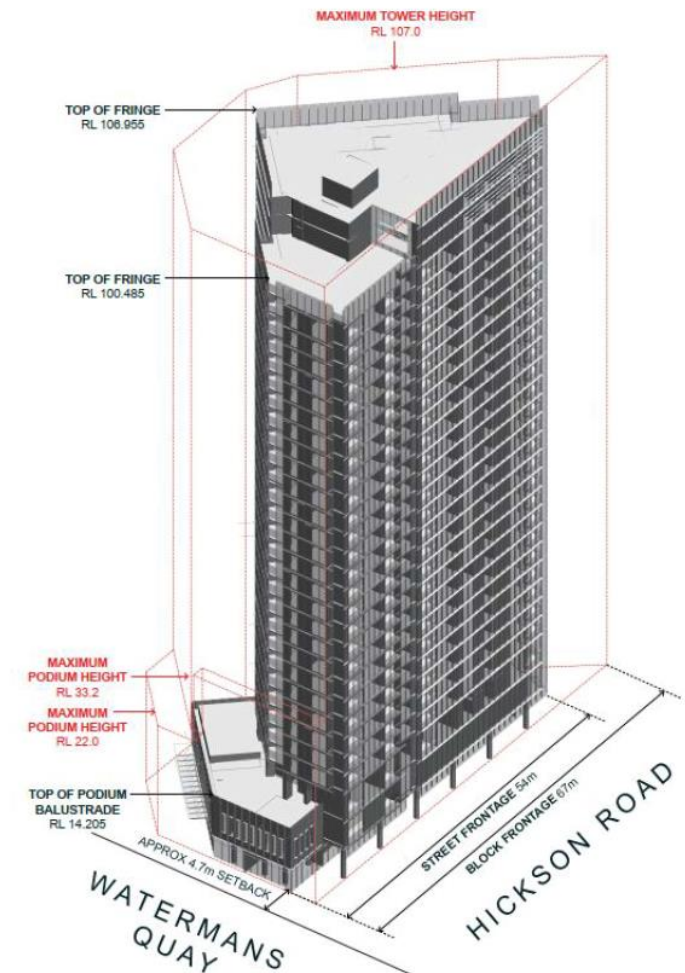


Figure 4 Building envelope compliance diagram

2.3 KEY WORKER HOUSING

- Key Worker Housing (KWH) is defined under the **Barangaroo Housing Strategy**
- Condition B11 of the approved MOD 8 Concept Plan requires **2.3% of residential GFA** on site to be dedicated as 'Key Worker Housing'
- **R5 satisfies Condition B11 by delivering 3,301m²** of KWH through the provision of 48 dwellings (increased from 39 provided in the original R5 DA)

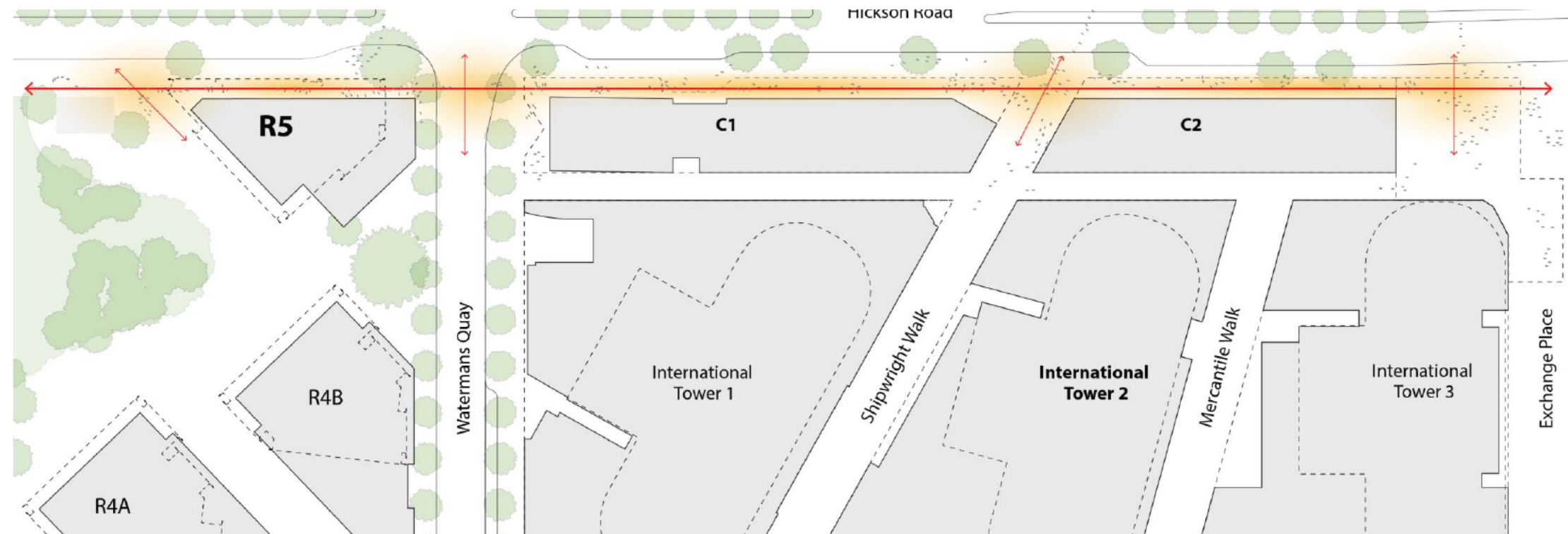


3. PUBLIC DOMAIN

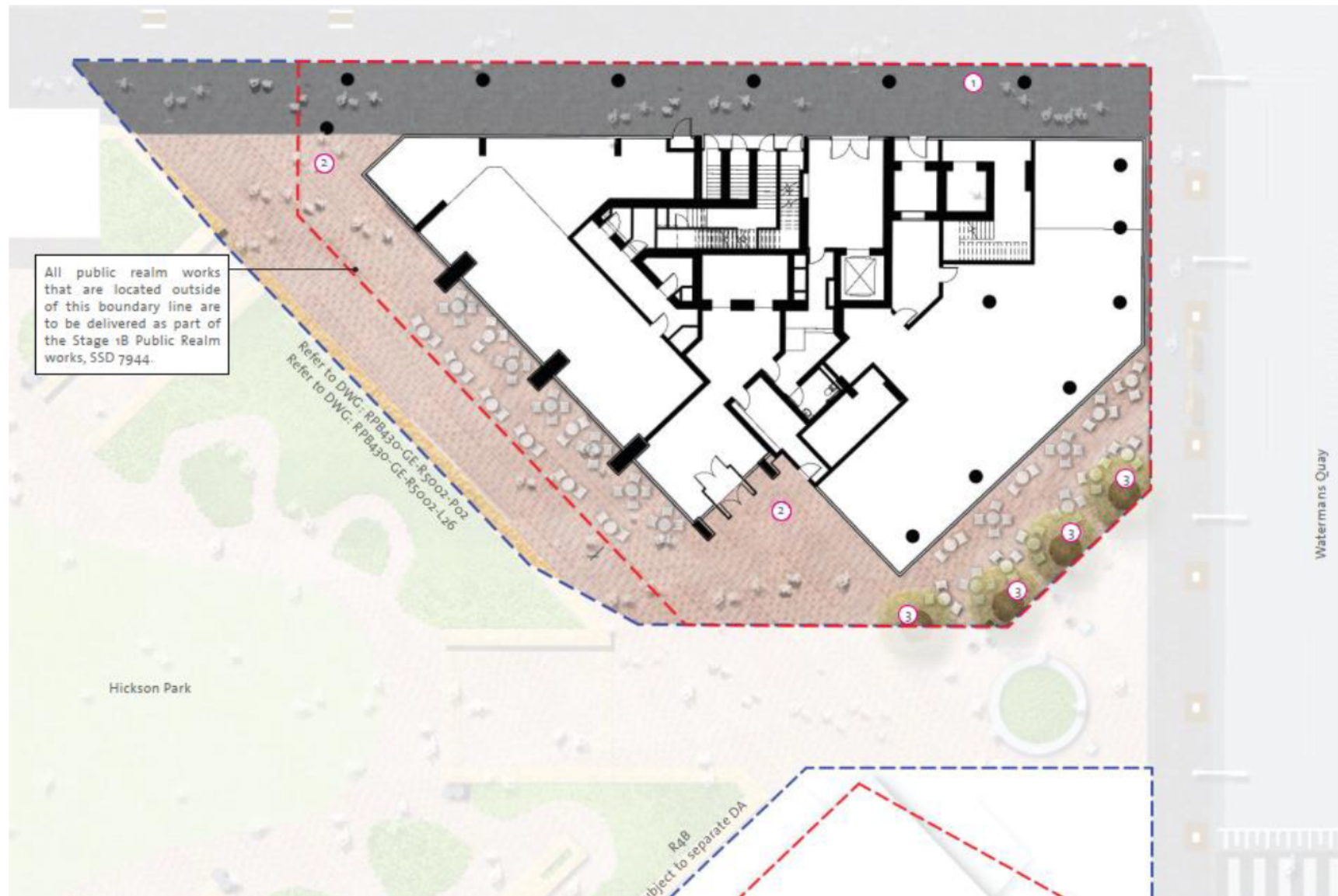
3.1 SURROUNDING CONTEXT



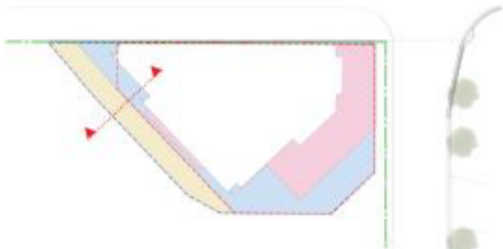
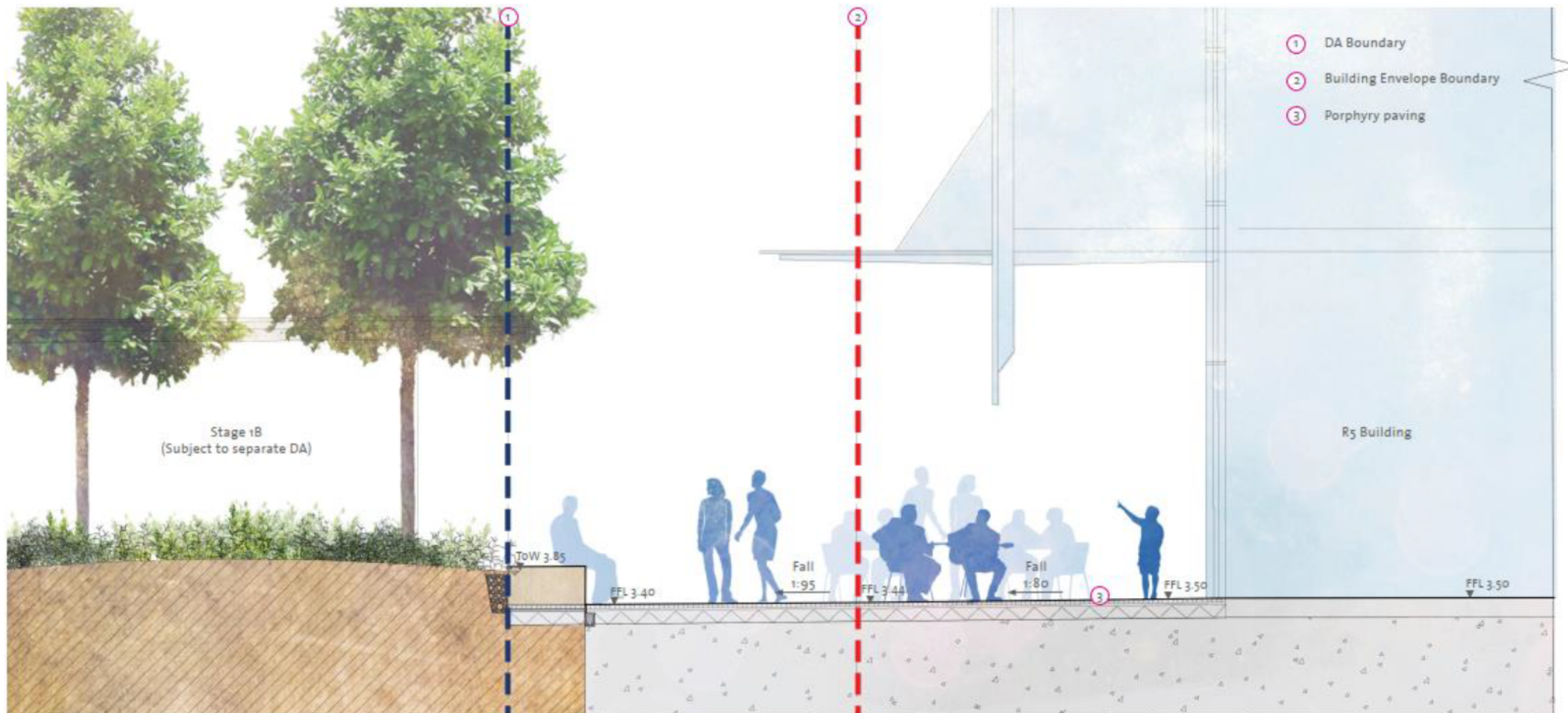
3.2 COLONNADE CONTINUATION



3.3 R5 PUBLIC DOMAIN



3.4 R5 INTEGRATION WITH HICKSON PARK



3.5 P2 OUTDOOR AMENITY (KWH)



3.6 LEVEL 26 OUTDOOR AMENITY



4. AMENITY IMPACTS TO NEIGHBOURING PROPERTIES

4.1 PRIVATE VIEWS



Figure 1: View impact of Block 4B maximum envelope

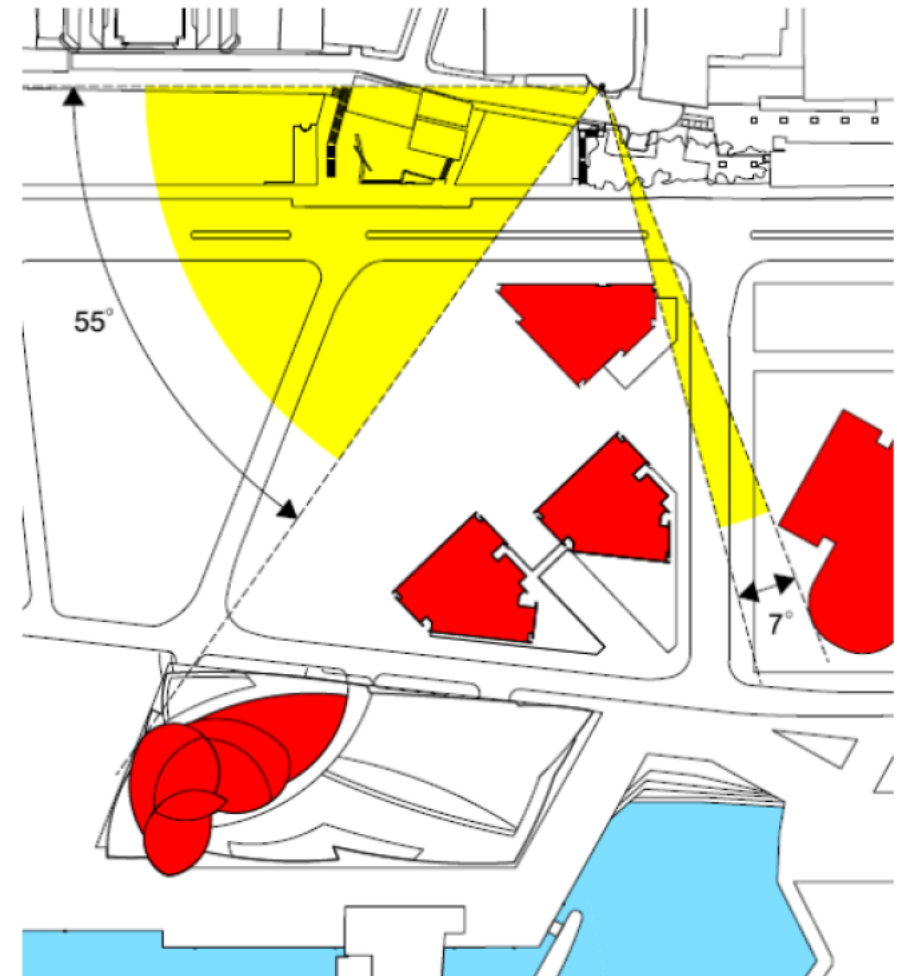


Figure 2: View impact of Proposed Building R5

The proposal results in a total viewing angle of **62%** (Figure 2) as opposed to **56%** as per the Concept Plan envelope.

5. RESIDENTIAL AMENITY FOR FUTURE OCCUPANTS

5.1 AMENITY

- High level of compliance with the 14 key ADG criteria:
 - **All units assessed with a minimum of 79% consistency**
 - **152 units assessed with 93% consistency**
 - All apartment areas, bedroom size and dimensions, storage, ceiling heights **meet minimum ADG**
- Provision of 2 x outdoor amenity spaces
- High proportion of glazed façade providing views towards the city, harbour and future Hickson Park



5.2 ADAPTABILITY AND ACCESSIBILITY

- R5 is currently providing above 20% of apartments at Liveable Housing Australia (LHA) Silver Level
- As evidenced with buildings R8R9, we have worked with our purchasers to modify and adapt apartments with special requirements
- Below is the R5 Adaptable Housing condition DPIE has recommended for approval:

ADAPTABLE HOUSING

B36. Prior to issue of the relevant Construction Certificate, the Certifying Authority is to ensure that the building has been designed to accommodate a minimum of 21 apartments (both Key Worker Housing and non-Key Worker Housing) as adaptable residential units and that the requirements are referenced on the relevant Construction Certificate drawings. In addition, information shall be provided confirming:

- (a) the required number of units are able to be adapted for people with a disability in accordance with the BCA; and
- (b) compliance with *Australian Standard AS4299 – Adaptable Housing*.

- R4A & R4B were approved by the Planning Assessment Commission as per the below:

ADAPTABLE HOUSING

B33 Prior to issue of the relevant Construction Certificate, the PCA is to ensure that the building has been designed to accommodate adaptable residential units and that the requirements are referenced on the relevant Construction Certificate drawings. In addition, information shall be provided confirming:

- a) the required number of units are able to be adapted for people with a disability in accordance with the BCA; and
- b) compliance with *Australian Standard AS4299 – Adaptable Housing*.

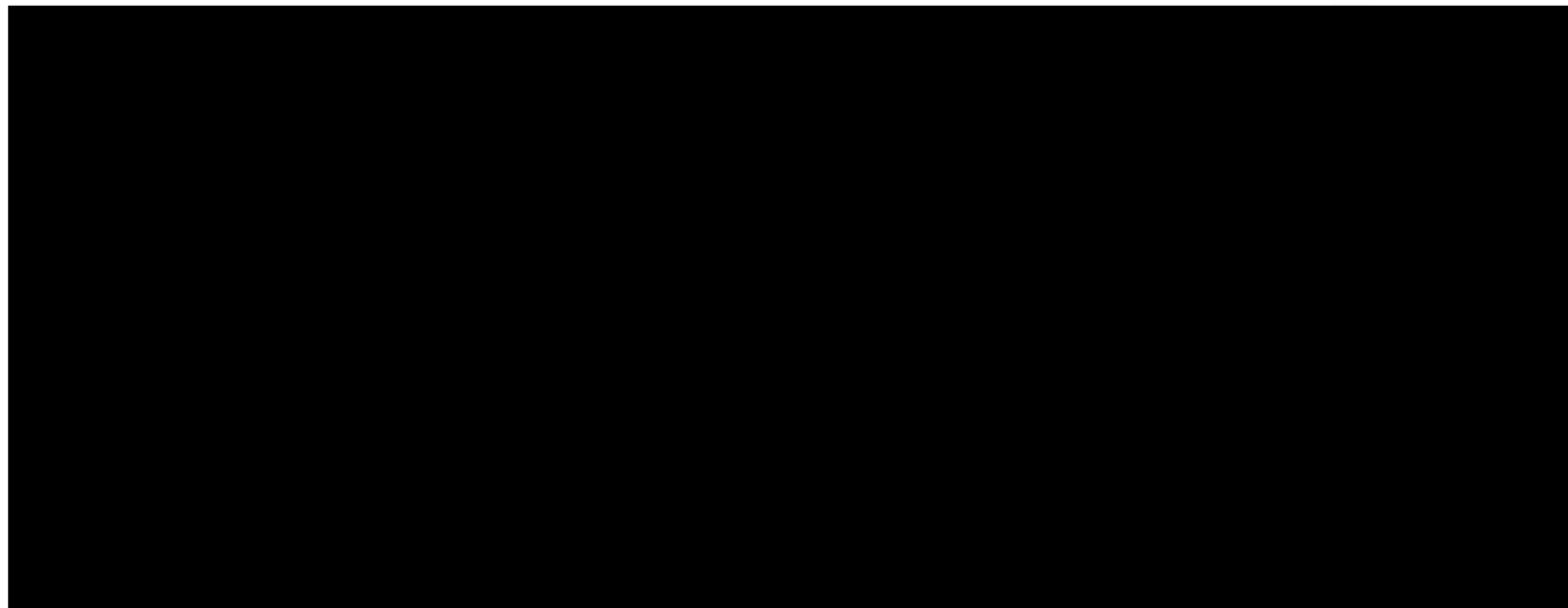
For consistency with buildings in Barangaroo South we believe that the condition applied to R4A & R4B should be applied to R5 as we better tailor to our customers.



6. TRANSPORT, TRAFFIC, ACCESS AND PARKING

6.1 CAR PARKING

- The proposed 134 car spaces is well under the 210 permissible under the Concept Plan for R5
- DPIE have requested 9 car spaces to be provided for KWH, to a total maximum of 143 spaces for R5
- Feedback received directly from CHP's is that they phasing out car parking for sites near mass transit (such as Barangaroo) as car parking adds to operational costs.
- We propose a maximum of 9 KWH car spaces and no minimum, with the final car parking allocation to be confirmed through the EOI with the CHP and outlined in the Operational Plan of Management
- This will ensure that the CHP's will be able to run a viable model and determine the appropriate number of spaces



6.2 NUMBER OF CAR PARKING SPACES

- DPIE's recommended condition of consent:

NUMBER OF CAR PARKING SPACES

*B28. The maximum number of car parking spaces to be provided for the development is 143, of which **a maximum of (inserted)** 9 are for Key Worker Housing. Details confirming the parking numbers must be submitted to the Certifying Authority prior to the issue of the relevant Construction Certificate.*

We have submitted the above change (in red) to DPIE in response to draft conditions which provides flexibility for the number of car spaces to be determined by the relevant CHP.

The final car parking numbers will be determined via the Operational Plan of Management prepared in consultation with the CHP and submitted to and approved by the Planning Secretary.

CONCLUSION