

5.0 PRECINCT TWO – INTERNATIONAL HOTEL PRECINCT

5.1 Intent

This precinct is intended to provide a location for an International Hotel and accompanying residential, retail and recreational facilities. The residential uses include those associated with the International Hotel and other permanent residential accommodation. The Ship Inn is an integral component of the precinct and will be maintained.

5.1A Precinct

Provisions relating to part of this precinct have been superseded to the extent that part of this precinct is contained in Precinct Nine. Precinct Nine comprises parts of Precincts Two, Three, Four and Five.

To ensure minimal changes and maximise convenience for Development Plan users, revised provisions for those parts of affected precincts are contained wholly in one section, being Section 14.0 - Precinct Nine.

Where there is conflict between this section and Section 14.0 with regard to that part of Precinct Two contained in Precinct Nine, the provisions of Section 14.0 prevail.

5.2 Development Principles

5.2.1 Development Intensity

The preferred optimum gross floor areas for the predominant land uses in Precinct Two are outlined below in Table 5.1.

Table 5.1

Optimum Gross Floor Area of Predominant Land Uses - Precinct Two

Predominant Land Uses	Optimum Gross Floor Area (m ²)
Commercial	630
Food and Beverage	1,500
International Hotel	40,000
Residential	31,110
Retail	520

5.2.2 Car Parking

Based on the current car parking standards of the Corporation, a maximum of 814 car parking spaces shall be allowable within Precinct Two to service the requirements of the land uses located in that Precinct.

5.2.3 Preferred Development

The preferred development within this precinct and other suitable development that may also be considered as appropriate are outlined in Table 5.2 below.

Table 5.2

Table of Development - Precinct Two

Preferred Development	Other Suitable Development
Apartment Building	Car Park
Attached House	Club
Business Premises	Hotel
International Hotel	Indoor Sport and Recreation
Licensed Club	Outdoor Sport and Recreation
Specialist Shop	Park
Utility Installation	Other uses compatible with the intent of the precinct.

5.2.4 Urban Design Principles

The principal building in this precinct will be the International Hotel and guidelines shall reflect this important role. The International Hotel also has a transitional role, lying between the Maritime Precinct and the larger commercial buildings along the south western edge of the Grey Street Boulevard. This suggests that while the building will have a residential feel, its scale will assist that transition.

The International Hotel has a key position in the planning geometry of the site. It must be located in such a way as to link the development along the Grey Street Boulevard to that within the Maritime Precinct. The principal entry of the International Hotel is adjacent to the intersection of the Grey Street Boulevard and Vulture Street, and its principal orientation is diagonally across the site towards the south-western end of the Waterway. The area between the Waterway and the International Hotel is intended as a Garden Forecourt and should be one of the major features of the site.

The six to eight level residential buildings associated with the International Hotel should extend its boundary and assist in defining the layout of the precinct. The boundary should also be extended by the retail and commercial buildings associated with the International Hotel and, as a result, this will define the entry to the south-western end of the Grey Street Boulevard.

The configuration of buildings adjacent to the Maritime Precinct will contribute to the definition of the open space lying between the two Precincts. This space will be one of the public entry ways to the Park and buildings on the perimeter should be designed accordingly. Buildings adjacent to the Park should generally parallel its irregular borders. Buildings elsewhere should generally maintain maximum uninterrupted facades averaging 25 metres in length.

Buildings lying between the Maritime Precinct and the International Hotel should be scaled to assist in the gradual transition between the Maritime Precinct and the larger scaled International Hotel. Particular attention should be paid to ensure that new buildings located close to existing or relocated buildings are of a similar scale.

The theme of "the Park within the Building within the Park" applies to this Precinct and to the International Hotel in particular. Strategies to achieve this character include:

- (a) The use of overhangs at the first level above ground, creating semi-enclosed spaces and/or arcades around the perimeter of the building;
- (b) The recession of entries beyond the building face, allowing the external space to penetrate the building volume;
- (c) The use of clear glazing at ground level, ameliorating the barrier effect of an opaque wall;
- (d) The maximum use of recessed forms generally around the perimeter of the building, blurring the distinction between internal and external space; and

- (e) The use of a variety of architectural components beyond the building creating a defined edge to the building surround which is both building and landscape. Such components would include terraces, pergolas, ramps and stairs, retaining walls and gateways.

5.3 Special Access Areas

5.3.1 Pedestrian Access Requirements

The Special Access Area between Development Areas 2A and 2B shall be maintained as a public 24 hour pedestrian access to a minimum width of five metres. This Special Area shall provide pedestrian access to Development Areas 2A, 2B and the Parkland.

5.3.2 Vehicular Access Requirements

This Special Access Area shall provide emergency and service vehicular access to the parkland and car park access to Development Areas 2A and 2B. Ramped access may be allowed within the Special Area to basement car parks in Development Areas 2A and 2B at the discretion of the Corporation. A minimum width of five metres shall be maintained for emergency and vehicular access to the Parkland.

5.3.3 Landscape Design

Landscape Design within the Special Access Areas of Precinct Two are to be in accordance with Section 2.0 Urban Design Principles and to the approval of the Corporation. Specific landscape requirements related to the special areas in this precinct are as follows:

- (a) Continuation of the theme planting to visually link the site entrance to the Park; and
- (b) Use of similar or complementary paving types within the pedestrian access areas to provide an extension of the surface treatment in adjoining areas.

5.4 Development Area 2A

5.4.1 Optimum Gross Floor Areas

The gross floor area optima for predominant Land uses within Development Area 2A are outlined below in Table 5.3.

Table 5.3

Gross Floor Areas of Predominant Land Uses - Development Area 2A

Predominant Land Uses Optimum	Gross Floor Area (m²)
International Hotel	40,000
Food and Beverage	1,500
Commercial	630
Retail	520
Residential	17,850

5.4.2 Urban Design Requirements for Building Envelopes

5.4.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelopes indicated in Figure 5.1(b). The massing of Building Envelopes shall be as indicated in Figures 5.1(e), (f) and (i). The following minimum distances between Building Envelopes shall be maintained to allow adequate light, ventilation, privacy and vistas:

- (a) 15 metres between Building Envelopes 9 and 10.

The maximum length and treatment of facades shall comply with Section 2.2.1.

5.4.2.2 Building Heights

The maximum parapet level of the Building Envelopes within Development Area 2A are outlined in Table 5.4 below.

Table 5.4

Maximum Building Heights - Development Area 2A

Building Envelopes	Maximum Parapet Level
Building Envelope 9	AHD 54 metres
Building Envelope 10	AHD 44 metres

The maximum level shall not be continuous over the whole Building Envelope and shall comply with Figures 5.1 (e), (f) and (i). Refer to section 3.3.1 for exclusions.

5.4.2.3 Building Setbacks

The Building Envelopes shall comply with the setbacks indicated in Figures 5.1(e), (f) and (i). The ground floor of Building Envelope 10 along the Grey Street Boulevard shall be setback 4.5 metres to provide pedestrian circulation outside the Transition Area.

5.4.2.4 Circulation and Access

Pedestrian access shall be provided within the Development Area 2A from the Special Access Areas to Building Envelopes to a standard suitable for disabled use. Refer to Section 5.4.2 for circulation and access requirements in the Transition Area.

Vehicle access shall be provided to the Building Envelopes via:

- (a) Visitor access to Building Envelope 9 from Vulture Street;
- (b) Service and car park access to Building Envelope 9 from Stanley Street;
- (c) Visitor access to Building Envelopes 10 from Tribune Street; and
- (d) Service and car park access to Building Envelopes 10 from Tribune Street.

5.4.2.5 Building Envelope Landscaping

Landscape treatment for the International Hotel entry and porte cochere shall be in accordance with Section 2.0 Urban Design Principles, and shall provide a significant statement of entry. A landscaped public access space of a minimum four metres wide shall be provided and linked to the Boulevard frontage of Building Envelope 10. This space shall be not less than ten percent of the Building Envelope.

5.4.3 Transition Area Requirements

The Transition Areas within Precinct Two shall be developed in accordance with Section 3.3.2 and cater for the following specific requirements:

- (a) Provision of walkway, a link to waterway landing and through to the Park;
- (b) Provision of emergency vehicle access from the Boulevard to Building Envelopes 10;
- (c) Pedestrian access of minimum width 9.8 metres between Building Envelope 10 and the South Bank Waterway and through to the Park;
- (d) Special provisions may apply for the introduction of private residential courts and hotel recreation areas at the discretion of the Corporation;
- (e) Entries into the Building Envelopes shall be developed to reflect the function and significance of these areas within the transition area; and
- (f) The area between the Waterway and Building Envelope 9 shall be developed as a landscaped outdoor recreation and relaxation area. The area shall provide a pedestrian link from the Building Envelope into the Park and to a Waterway Boat Landing. An essential part of the design shall include a water feature at this higher level linking visually with the Waterway and Stream into the Park.

5.5 Development Area 2B

5.5.1 Optimum Gross Floor Areas

The optimum gross floor areas for predominant land uses within Development Area 2B are outlined below in Table 5.5.

Table 5.5

Gross Floor Areas of Predominant Land Uses - Development Area 2B

Predominant Land Use Optimum	Gross Floor Area (m2)
Residential	13,260

5.5.2 Urban Design Requirements for Building Envelopes

5.5.2.1 Site Arrangement and Massing

The area available for building shall be restricted to the Building Envelope indicated in Figure 5.2(b). The massing of the Building Envelopes shall be as indicated in Figure 5.2(c).

The maximum length and treatment of facades within Development Area 2B shall comply with Section 2.2.1.

5.5.2.2 Building Heights

The maximum parapet level of Building Envelope 23 shall be AHD 43.8 metres. The maximum level shall not be continuous over the whole of Building Envelope 23 and shall comply with Figures 5.2(c). Refer to Section 3.3.1.3 for general Building Height Principles.

5.5.2.3 Building Setbacks

The buildings within Building Envelope 23 shall comply with the setbacks indicated in Figure 5.2(b).

5.5.2.4 Circulation and Access

Pedestrian, private vehicle and service vehicle access shall all be provided from Stanley Street.

5.5.2.5 Building Envelope Landscaping

Landscape treatment for Building Envelope 23 shall be in accordance with Section 2.0 Urban Design Principles with provision for private terrace areas to individual condominiums with a minimum of thirty-five percent soft landscape treatment to each terrace.

5.5.3 Transition Area Requirements

The Transition Areas within Development Area 2B will be developed in accordance with Section 3.3.2 and cater for the provision of a landscaped courtyard area incorporating a pedestrian entry to the Building Envelope from the site entry at Stanley Street.

5.5.4 Visitor Car Parking

The number of visitor car parks contained within Development Area 2B shall be not less than 25% of the total number of dwelling units.

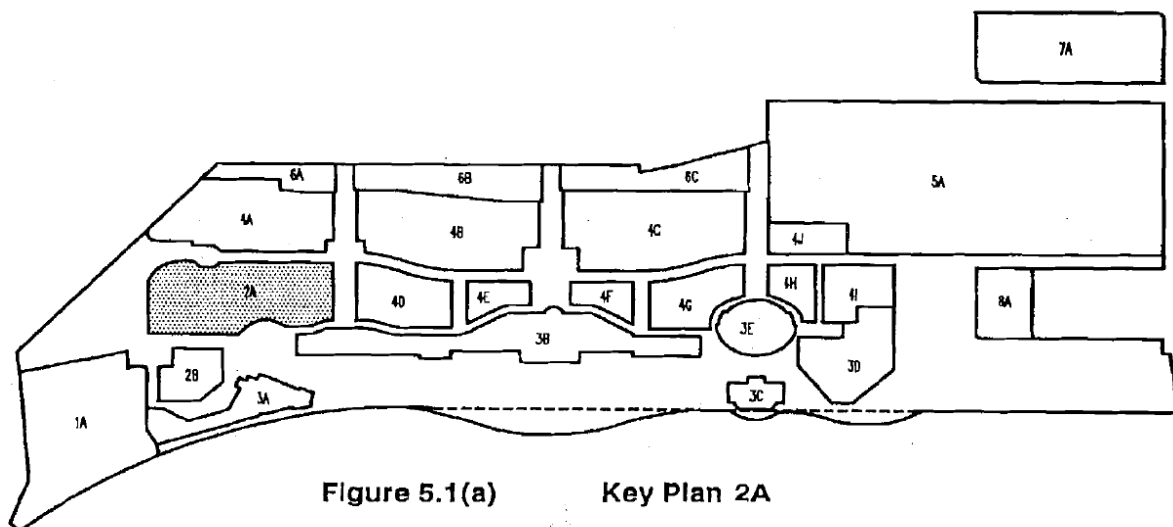


Figure 5.1(a) Key Plan 2A

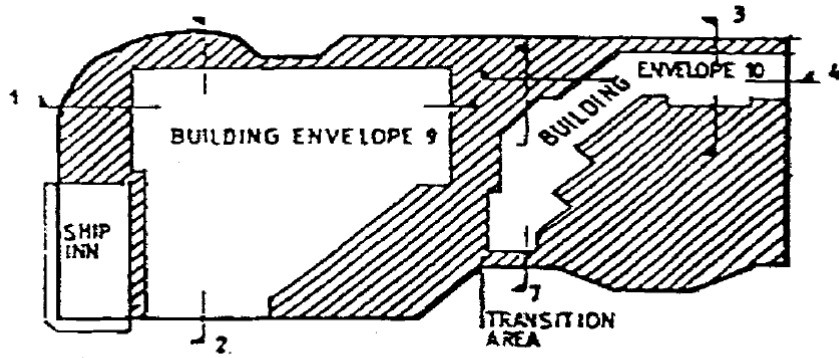


Figure 5.1(b) Development Area 2A Plan

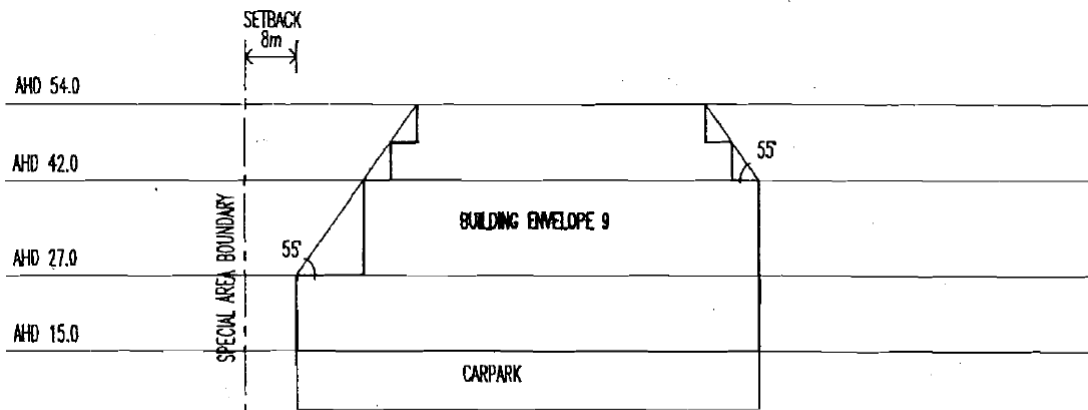


Figure 5.1(c) Section 1 Building Envelope 9

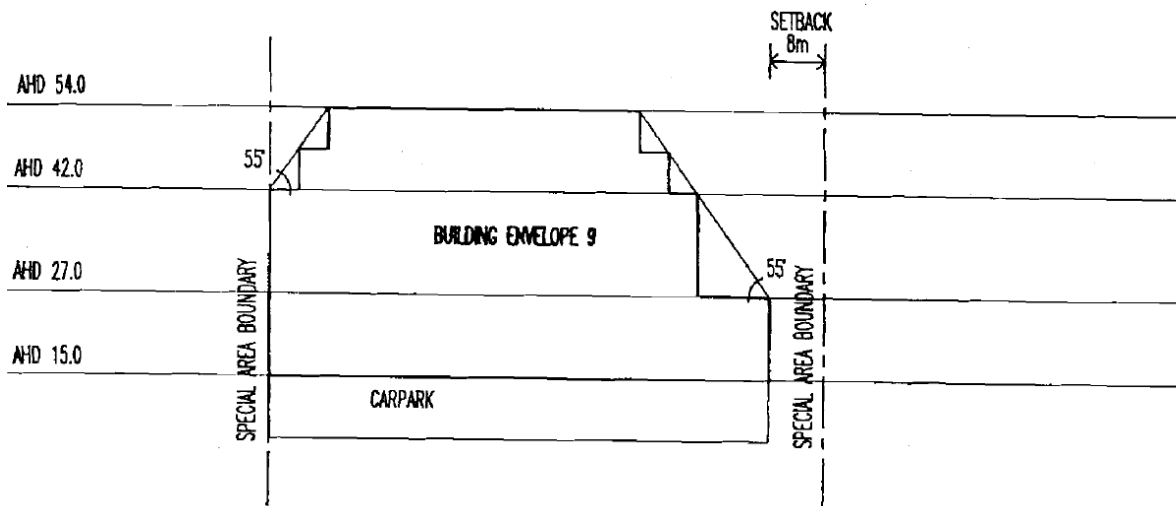


Figure 5.1(d) Section 2 Building Envelope 9

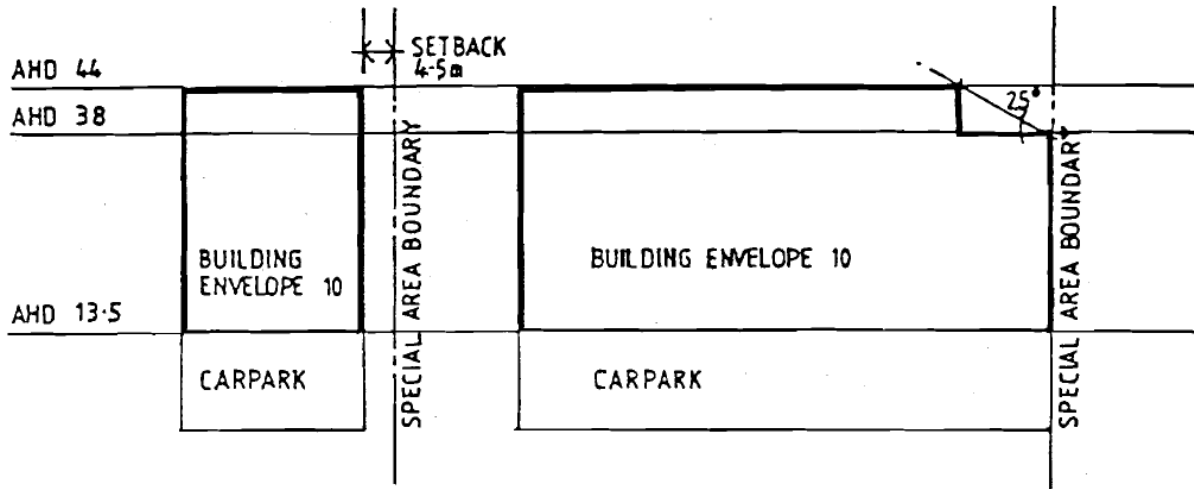


Figure 5-1 (e)
Section 3
Building Envelope 10

Figure 5-1 (f)
Section 4
Building Envelope 10

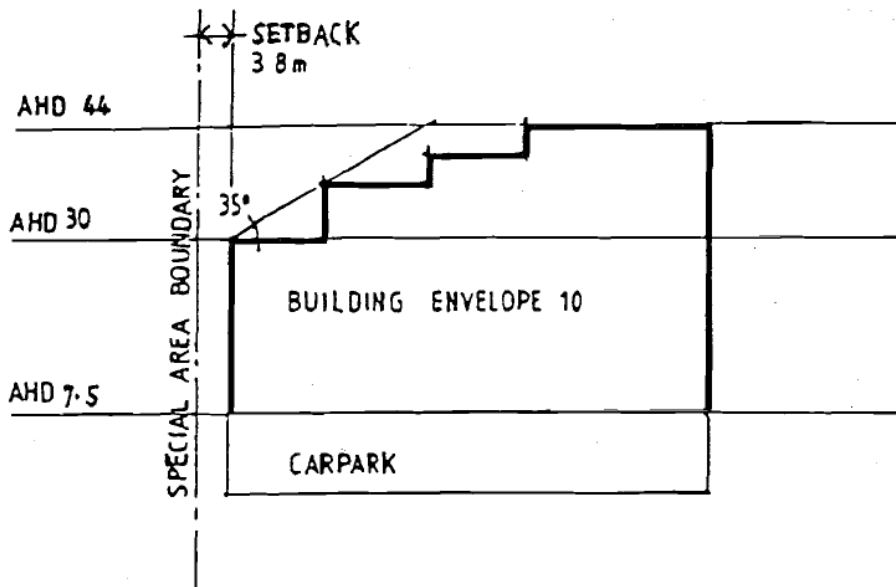


Figure 5-1 (i) Section 7 Building Envelope 10

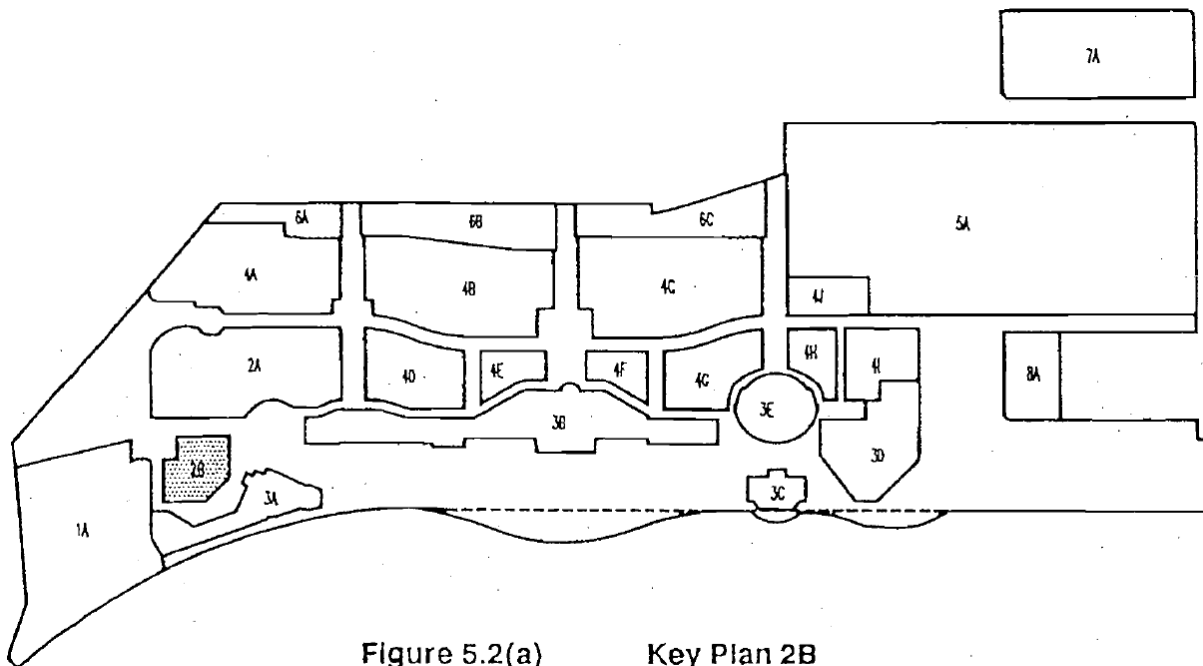


Figure 5.2(a) Key Plan 2B

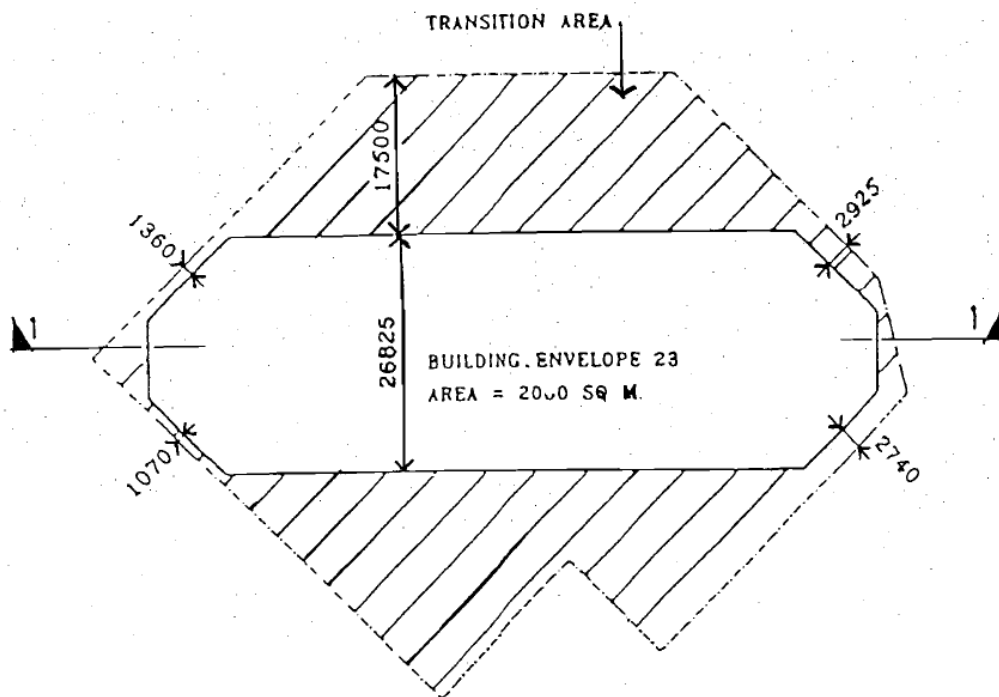


FIG 5.2(b) PLAN
DEVELOPMENT AREA 2B

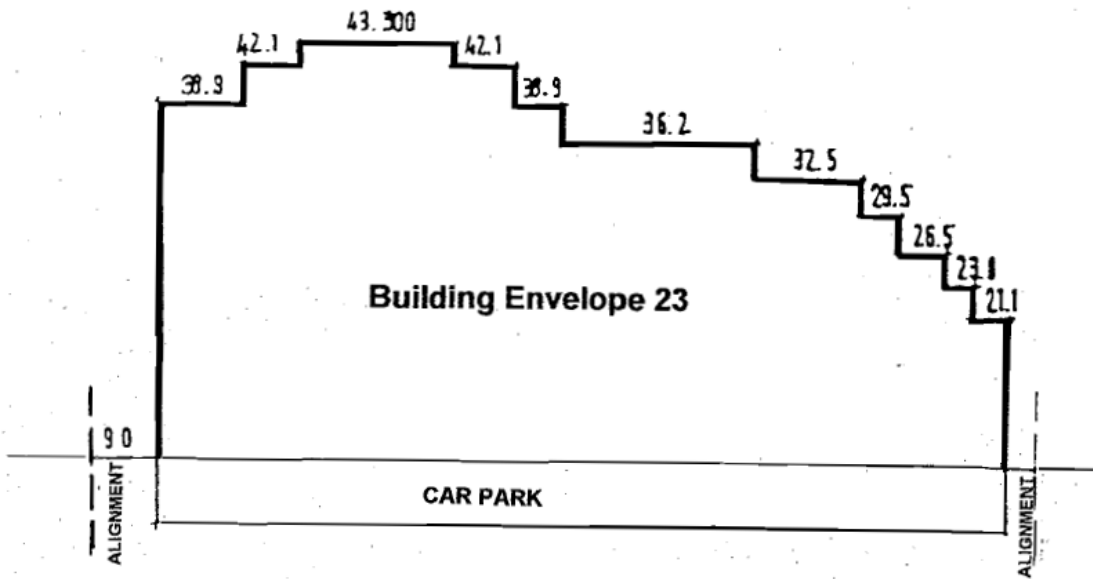


FIG 5.2 (d) SECTION 1 BUILDING ENVELOPE 23