



10<sup>th</sup> July 2014

Ben Lusher / Mark Brown  
A / Director  
Department of Planning & Environment  
23-33 Bridge Street,  
Sydney  
NSW 2000

**Re: MP 09\_0076 MOD 2**  
**Property: One Carrington Street, Sydney, NSW 2000**

Dear Sir,

Memocorp Australia Pty Ltd, owner of Wynyard Green (formerly known as Railway House and Transport House), 11 – 31 York Street, Sydney, we hereby lodge formal objections to the proposed modification to approved Concept Plan (MP 09\_0076 MOD 2) at One Carrington Street, Sydney, a major project application under Part 3A at above subject site on current proposed Development Application submission and shall not be supported by Department of Planning. In our opinion, numerous aspects of the development need to be scrutinized properly and severe amendments require to be made accordingly.

We have make a brief assessment and we have grave concerns with lack of compliance with the regulations outlined in LEP, Council's DCP, BCA, excessive FSR, excessive building bulk and height, non-compliance set back, our loss of privacy, heritage, solar access and over shadowing, and others as detailed below.

We refer to the followings non-compliances and areas of major concern;

1. Building Envelope  
We object to the current proposal of the proposed development is too bulky due to excessive FSR & building height.
2. Excessive GFA  
We object to excess GFA, current submitted 84,621M2 vs Concept Plan approval of 79,370M2 for the section of the site being development located east of Carrington Street.
3. Overshadowing  
We strongly object the additional overshadowing impacts of the detailed design of the proposed building are not within the shadow impacts assessed as part of the Concept Plan and that there should absolutely no additional overshadowing to Wynyard Park and also our own building 11-31 York Street, Wynyard Green, Sydney.

**Missing in the current submission are proper Wynyard Park Shadow Diagram Analysis including elevation shadow studies on both Wynyard Park and our Heritage Sensitive Railway House and Transport House facades and should be independently verified.**

4. Volume of the Transit Hall Space  
The current proposal of the both the volume of the transit hall space & through site link is severely reduced & compromised.  
The detailed design of the commercial building lobby is to be reconfigured or relocated to upper levels of the commercial tower, to consider the impact of the floor space in relation to both the both the volume of the transit hall space & through site link, and the spatial experience as pedestrians move through the space between George and Carrington Street. Reducing and reconfiguring the foyer floor space are critical.



It's imperative that the current proposal required to be modified & resubmitted for the commercial foyer space is to demonstrate that the floor space shall not impact from the sense of grandeur of both the transit hall space & through site link, and does not obstruct sightlines for pedestrians moving through the space to the street.

Maximising the volume of space and natural light penetration through the ground plane, in order to increase the visibility of Wynyard Park from George Street, ease the pedestrian flows and increase sightlines between the concourse and George Street and George and Carrington Streets. This would include: increasing the height of the soffit to the underside of the plant room, ensuring clear runoff from lifts, particularly on George Street, by reducing the width of the retail frontage, and also on the Carrington Street and concourse levels by reconfiguring of the plan; reconfigure to have shuttle lifts provision to have tower commercial lobby & foyer at higher level, introducing transparency to the lift pits, increasing the width of the Carrington Street/George Street connection.

Widening the Carrington Street/George Street public entries, to optimise flow and sightlines (including access to disabled lifts).

5. Tower Façade & Building Envelope

The proposed tower façade & building envelope detailed design of the building elevations or lack of it departs from the sensitivity of the 3D building envelope & articulation in the approved Concept Design scheme.

DoP should object to the current proponent detailed design of the building façade as in its current form.

6. Carrington Street Frontage Set Back

We do not support removal of the 4m set back provision at ground floor level from Carrington Street site boundary to provide the continue the existing colonnade to southern end of Carrington Street.

Continuous 4m width undercover provision must be provided to eastern side of the Carrington Street to Transit Hall.

7. Wynyard Lane

We strongly object any closure of Wynyard Lane at the northern and southern boundaries of the site as indicated and is a Public Domain objective under the approved Design Criteria. The development must also improve pedestrian permeability and activation of the laneway.

Furthermore the current design of the Wynyard Lane is unacceptable with "under the tunnel" like without sensitive design and consideration of Lane activation policy of CoS DCP.

8. Carparking Spaces

We object to any increased number of carparking spaces from the Concept Plan approval of 81 tenant carparking spaces to be provided on the section of the site being development located east of Carrington Street.

9. Shell House roof top Bars & Restaurants

We strongly object Shell House roof top bars & restaurants provision to this area of the CBD precinct for concern with crime, security, vandalism, noise and privacy impact, and its proximity to our major tenant's Navitas education precinct at our 11-31 York Street, Wynyard Green.



10. Unable to ascertain the proper scope and extent of the Railcorp Wynyard Station upgrade and development abutting our properties (west of the eastern alignment of Carrington Street)

From the submission, we are unable to ascertain the proper scope and extent of the Railcorp Wynyard Station upgrade and development abutting our properties.

However, we did observe in the submission these are to be proposed by Transport NSW in the future under a separate approval process.

As this Proponent submission's commercial tower is attributed from TfNSW/Railcorp. We have major concern on not fully aware the full extent, scope and impact of the proposed development including TfNSW/Railcorp Wynyard Station areas on to our property.

We require DoP to sort above additional information from both the Proponent and TfNSW/Railcorp, and assist to arrange an immediate briefing session to both ourselves including our Consultants to enable us to fully appraise both the current Proponent submission and TfNSW/Railcorp future redevelopment works.

Summary

We require DoP to sort above additional information from both the Proponent and TfNSW/Railcorp, and arrange an immediate briefing session to both ourselves including our Consultants to enable us to fully appraise the current Proponent Development Application submission.

Memocorp Australia Pty Ltd strongly objects the current proposed Development Application & Modification to Approved Concept Plan under its current form; it should not be supported and shall be rejected by Department of Planning.

Yours faithfully

**Memocorp Australia Pty Ltd**

Terence Tay  
Director

1 Oxford Street, Darlinghurst, NSW 2010