

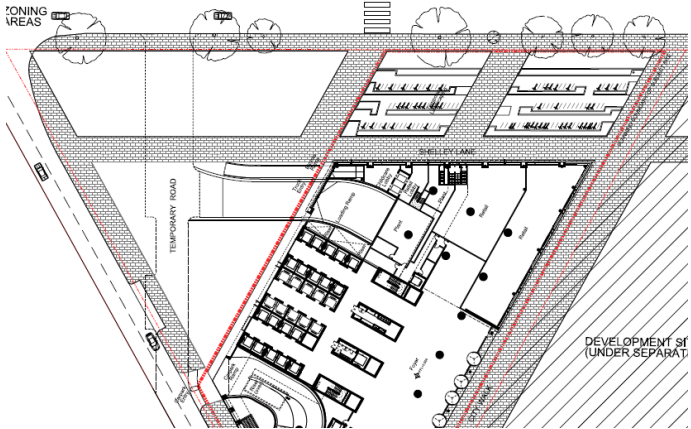


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Globe Street Alignment	
It is understood that proposed modification to the alignment of Globe Street is outside the scope of this review and will be separately considered by the Planning Assessment Commission (PAC). However, due to the urban design impact of this change, we strongly recommend that the PAC considers the superior permeability and amenity that the original Concept Plan approval achieves (in terms of the through site link connecting the north of Commercial Building C3 to Napoleon St, the street wall condition along Hickson Road and the forecourt amenity to C3).	This comment relates to the broader modifications to the configuration of development blocks and pedestrian links at Barangaroo South that have been separately approved in Modification 6 to the Concept Plan (MP06_0162). This comment has appropriately been considered in relation to that application. The proposed Commercial Building C3 (Mod 2) design is consistent with the Concept Plan layout as approved under Modification 6 to the Concept Plan (MP06_0162).
General comments	
The proposed modifications result in increases to the built form, GFA and height which are negligible in comparison to the overall scale of the development.	Noted.
The proposed northern extension to the podium with a glass canopy has negative impacts on the amenity of the forecourt.	The northern extension to the podium occupies the amended block layout approved under Modification 6 to the Concept Plan (MP06_0162) and has been designed to provide a positive amenity within and at the frontage of the building. It is also noted that this lobby space is required in order to cater for the anticipated populations in what is Australia's largest single commercial building. Refer to the submitted design report for details.
The modified carpark entrance ramp to the C3 Basement is considered intrusive and the resultant loss of permeability across the precinct is not considered to be of a standard to achieve design excellence.	The modified car park entrance ramp has been approved and constructed under the Bulk Excavation and Basement Car Park Application (MP10_0023) (as amended) and does not form part of the proposed Modification. The configuration of Globe Street, approved under a separate application (Concept Plan (Mod 6)) reflects this existing basement entrance point. The permeability of the Commercial Building C3 block, including the removal of a through-site link, and of broader Stage 1A Barangaroo South has been considered as part of the assessment of Concept Plan (Mod 6). The proposed Commercial Building C3 (Mod 2) design is consistent with the Basement Car Park Approval and approved Concept Plan (Mod 6). The assessment of the removal of the pedestrian connection that accompanied

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	Concept Plan (Mod 6) found that: <i>As the connection was located in very close proximity to the other east-west connections, it did not provide any substantial additional permeability. With the realignment of Globe Street further to the south, the secondary connection is now no longer needed. The removal of the secondary route will also consolidate pedestrian movements along the primary routes, increasing safety and activation in the public domain.</i> It is also noted that the vast majority of pedestrian arrivals to the site are via City Walk Bridge and Wynyard Walk Bridge. This fact combined with the major lobby entrances being on the south render a potential through site link on the northern side of the tower as insignificant. Whilst the modified entrance does not form part of the Modification, it should be noted that the broader development still achieves design excellence as: ▪ it retains a good level of permeability that is appropriate to the building's function, block size and context and would be considered as good if not better than any other part of the city; ▪ the impact of the existing basement entry on the streetscape has been minimised by its integration into the building and edge activation to surrounding streets with retail uses; and ▪ the proposed outcome is an improvement over the Concept Plan (Mod 4) scheme as the ramp in R7 incorporated a longer flat section off Globe Street, and therefore a deeper portal would have been immediately evident at the street.
Modifications to the tower facades are generally supported and the additional height resulting from the plant to the roof form is not considered to have a negative impact on the development.	Noted.
The use of two different architects for the east and west podiums is supported in principle as different architectural 'hands' create greater variety and articulation to the forms.	Noted.
Due to the enclosed glass canopy extension, there is an excess of conflicting architectural languages in the façade design of the podium. The range of façade treatments also results in an inconsistency in pedestrian amenity at the footpath and elements such as sun shading, awning width and alignment, footpath protection etc., could both enhance street-front	Control 4 of the Concept Plan Urban Design Controls requires that 'Visible parts of the towers primary structure are to extend to the ground plane and be expressed as a separate element from the podium'. The canopy forms part of the extension of the towers architectural language within the podium as envisaged in the Urban Design Controls and expressed in the design report.

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amenity and unify the building language.	
Relationship to Context	
The approved concept plan for Building C3 included a pedestrian link aligned with Napoleon St and directly connecting the north of C3 with Napoleon St. This was a strength of the original design providing a visual connection between the new development and the existing city street network. The removal of this link reduces this significant connection to the surrounding street network.	These comments relate to the modified block layouts that are approved under the separate Concept Plan modification (Mod 6), which includes the removal of the pedestrian link aligned with Napoleon Street. The removal of this link has also been considered as part of the assessment of a modification to the Bulk Excavation and Basement Car Park Application (MP10_0023) (as amended) which extended the car park entrance ramp in that location. As the ramp is approved and now under construction it is not practical to reconfigure this entry. The impact of the modifications to the street network and permeability through the site have been considered as part of Concept Plan (Mod 6) and are outside of the scope of the subject modification.
Extending the glass canopy podium to the corner of Globe St and Hickson Rd creates a barrier between C3 and any potential link through development lots C1/C8 (currently temporary public domain) to Napoleon St. The original view corridor is lost and the principle of stitching into the surrounding street network is not achieved.	As described above, the proposed extension of the glass podium is designed to better integrate with the amended block layout approved under Concept Plan (Mod 6). The assessment that accompanied Concept Plan (Mod 6) found that the realignment of Globe Street to run directly east-west rather than diagonally, will improve pedestrian connectivity by providing a more direct connection to the foreshore as well as an improved visual connection to the water, enhancing way-finding and legibility through the site. It also provides the added benefit of a strong street address for what will be the largest commercial building in Australia. It is noted that while a view corridor to the R2 building and another to the R8 building is lost, the precinct will benefit from a wide, landscaped view direct to the water with the approved Concept Plan (Mod 6) re-alignment of Globe Street.
The principle of creating permeability within the building lot is strongly supported. The proposed through site link (through the lobby) is more direct than the approved design but is narrow, unsheltered at both footpaths, poorly marked in terms of wayfinding and lacking any articulation in the façade design to signify its presence. The public benefit is questionable.	The legibility of the through site link is intended to be emphasised through both facade materials and the selection of ground plane materials and colours. Specifically, materiality of the link will be consistent with the public domain, while the lobby materials are intended to provide a contrast, thereby emphasising the delineation of public and semi-public space. It is also noted that the through site link is identified as a 'secondary public

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	access route' under the Concept Plan. Whilst it is intended to provide additional permeability, it is not intended to function as a major north south connection. Increasing the width and improving its presence would undermine the hierarchy established under the Concept Plan and negatively impact on the important primary pedestrian routes of Shelley Lane and Lime Street, which will rely on pedestrian traffic to be successful public spaces.
Scale and Massing	
It is proposed that the GFA be increased from 115,448sqm to 117,968sqm. It is noted that the Section 75W Modification states that this is still within the overall GFA total for Buildings 2, 3, 4A, 4B and 4C. The overall impact of this increase in GFA is minor when considered within the scale of the overall development; however the resulting increase in GFA to the enclosed northern canopy is not supported without further refinements to the design.	The proposed increase in GFA is not attributable to the enclosed northern lobby and does not have any adverse bulk or scale impacts.
The proposed change to the articulation of the roof, including the infilling of the exposed steel frame service exhausts, increases the overall bulk and mass of the building. The previously approved exposed structure created a contrast to the solid bulky form of the tower which is lost in the proposed modification.	The roof functions have been reorganised to fit within a system of bays defined by primary structural framing which serve to organise the plant room both internally and externally. This rhythm is further related back to the north core through a clear and consistent second floor plant box. The alignment of this integrated upper plant box serves to accentuate the served and servant relationship of north and south cores, whilst adding to the sibling tie relationship across all three towers. The proposed modifications to the roof area are minor in comparison to the scale of the overall development. These modifications do not increase the overall scale, bulk / mass of the building and are intended to rationalise the built form of the roof and ensure that a simpler, more elegant roof form is achieved.
The new plant enclosures proposed above the vertical villages do not have a negative impact on the scale of the development.	Noted.
Public Domain Amenity	
The location of the double height vehicular access ramp to Globe Street has a negative impact on the public domain at the corner where Globe Street meets the proposed "Melbourne" style Shelley Lane. The addition of the enclosed canopy to Globe Street results in a long carpark entrance ramp within the podium canopy. The original approved scheme located the carpark ramp directly within the building C3 footprint. It is considered	The car park entrance ramp was approved under the Bulk Excavation and Basement Car Park Application (MP10_0023) (as amended). The car park ramp has not changed as part of the proposed modification. The GAO comment that the ramp was located directly within the C3 footprint is incorrect. Under the approved Basement Car Park and Commercial Building C3 applications the ramp starts outside of the C3 building (see below). As a result, there is no potential

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essential that the northern public domain forecourt has continuous east west pedestrian access across the front of any vehicular access ramp connecting the forecourt of C3 into Napoleon Street.	for the east west link identified as “essential”, any further south than the approved alignment of Globe Street in Mod 6. The creation of an east-west link as close as possible to the C3 tower has in fact been a driver of the Mod 6 realignment.  The proposed modification integrates the ramp within footprint of the building and provides a unique design response to the car park entrance that visually integrates the entry into the overall design of the proposed building above, improving its relationship with the public domain. It should also be noted that the car park ramp is a necessary shared service element for the Barangaroo South Stage 1A precinct. The number of car park access points throughout Stage 1A has been minimised by the approach of sharing basement services amongst several buildings.
There is no consistency in the language of awnings along street facades. Permanent, continuous footpath protection that is consistent in height and width should be provided along all street edge conditions in order to promote a high amenity pedestrian environment.	The proposed awnings respond to both the site conditions and the Concept Plan Urban Design Controls (as amended). These awning are considered an acceptable design solution.
Built Form	
The resolution of the extended podium (the Northern Lobby) is awkward and fragmented. The roof over the carpark entry ramp, the enclosed glass canopy (the grand roof) and the Northern Nodal entry point are not well	The use of a consistent element of glazing provides a similar language along this façade. The grand roof provides a significant entry to the building and to the overall precinct. Refer to the design report for details.

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integrated – lacking the design coherence of the other podium frontages.	
The rooftop garden over the car park ramp is particularly problematic, with poor amenity and considerable overshadowing for most of the day in mid-winter. The slab depth appears inadequate to support deep soil planting for the proposed trees.	The rooftop garden is located on the northern side of the building where it will enjoy a high level of amenity. The landscape design responds to the specific environmental / site constraints presented by the location.
The overall design idea of the western podium is strong (well articulated and proportioned) however it is not consistently well resolved. Certain details such as the north-west corner feature and the taller, angled Northern Nodal entry seem out of character with the rest of the podium while the south western corner is particularly well resolved.	The variation in architectural design of the podium is intentional to ensure that diversity is provided to the built form and visual interest is created.
The variety of materials used within the building facades is generally supported. However, the design of the eastern podium façade relies heavily on the use of one material – metal panels and folded metal profiles, to provide articulation. The design should be reconsidered with use of a greater range of materials to create textural variety and mitigate potential reflectivity impacts. In addition, the planter boxes incorporated into this frontage seem inadequate to support the extent of vertical garden proposed. Further consideration of both is recommended.	The strategy of involving three architects in the design of the podium has ensured that textural variety is achieved at a pedestrian scale. Arup assessed the façade changes proposed in terms of their reflectivity impacts and concluded that they would not exceed acceptable limits. It is noted that as the eastern elevation faces east towards the city, and is located at the base of the building below the height of Kent Street, there is limited potential for adverse reflectivity. The proposed frontage planter boxes will be sized to ensure that appropriate planting depth is provided to achieve a vertical garden. This will be co-ordinated during the detailed design of the development.
The proposed changes to roof signage are generally supported.	Noted.
Sustainable Design Initiatives	
It is noted that consultant reports support the proposed development in terms of wind and reflectivity impacts. In our experience however, sheer building faces such as that of the southern elevation, result in uncomfortable ground level wind turbulence. It is recommended that mitigation measures be considered to reduce potential impacts.	Noted. Lend Lease relies on the advice of its specialist consultants who have concluded that the proposed design modifications will have acceptable wind and reflectivity impacts. The conditions attached to the Project Approval will ensure that the wind conditions around the site are appropriately mitigated.