



Figure 7: Approved (left) and proposed (right) podium and northern lobby

The Government Architect reviewed and supported the changes to the western podium (except north-western corner), and made the following recommendations in relation to the north-western corner of the podium, new northern lobby, and driveway entrance:

- The design of the northern lobby should be revised to provide a more balanced and coherent base to the tower and improve the integration of the building with the forecourt and podium;
- The north-west corner of the podium should be revised to provide a smoother corner transition to be more consistent with the character of the south-west corner of the podium.

The proposed changes to the footprint of the podium are in response to the reconfiguration of Block 3 and road layout approved under MOD 6 to the Concept Plan. The changes include moving the podium further to the north-east and north creating an additional 2,520 sqm of GFA, as well as internal layout changes. This results in the building now having a new northern lobby which is framed by 15m high glass walls and allows the footprint of the podium to align with the new road layout. These changes will also facilitate greater activation of the streetscape through increased retail opportunities.

While the NSW Government Architect has requested the north-west corner of the podium be re-designed to be less angular, the department considers that the modifications to the podium are minor and would improve the building's relationship to the streetscape by following the new road alignment and maintain an appropriate built form. The modifications to the north-west corner of the podium are therefore supported.

With respect to the northern lobby, the department agrees with the Government Architect that its design and built form is awkward and fragmented and does not visually integrate with either the podiums or tower of the building. The department also considers that the car park entrance needs to better integrate with the building's frontage and that the driveway entrance not ramp down until it is within the building's footprint, allowing a shared pedestrian/vehicular forecourt. A new Condition A10 (1) is therefore recommended which will require the re-design of the northern lobby and driveway entrance to improve their integration with the podiums and tower and the adjoining public domain.

Building Management Units

Building management units (BMUs) are used for the cleaning and maintenance of buildings. The BMUs will be erected on the rooftop of the building and above the plant equipment and have a maximum height of 5m (**Figure 8**). As the maximum height of the building under the MD SEPP and Concept Plan is RL 209m the BMUs exceed the maximum height control by 4m (i.e. RL 213m).

Clause 20 of the MD SEPP provides that development may be granted an exemption to a development standard if the Secretary is of the opinion that compliance is unreasonable or unnecessary, there are sufficient environmental planning grounds to justify contravening the development standard, and that the proposed development is in the public interest.

The proponent has stated that compliance with the maximum height control is unnecessary as the BMUs will not result in any adverse environmental impacts, will perform a critical function, and are used throughout the Sydney CBD.

The department has considered the impact of introducing BMUs on the built form of the building and considers that:

- they represent an insignificant mechanical element and addition to the building as they are significantly smaller in size than the building's prominent architectural roof feature (which is exempt from the maximum height definition) and would not be visually obtrusive or discernable at ground level;
- they do not increase the bulk and scale of the building;
- they would not result in any environmental impacts, including overshadowing, wind or view loss impacts;
- they have a critical functional and practical purpose and therefore are in the public interest;
- they are broadly consistent with the MD SEPP's objectives for the site; and
- the contravention of the maximum height limit raises no matters of significance for State or regional planning, and council and the Government Architect have not raised concerns about their installation.

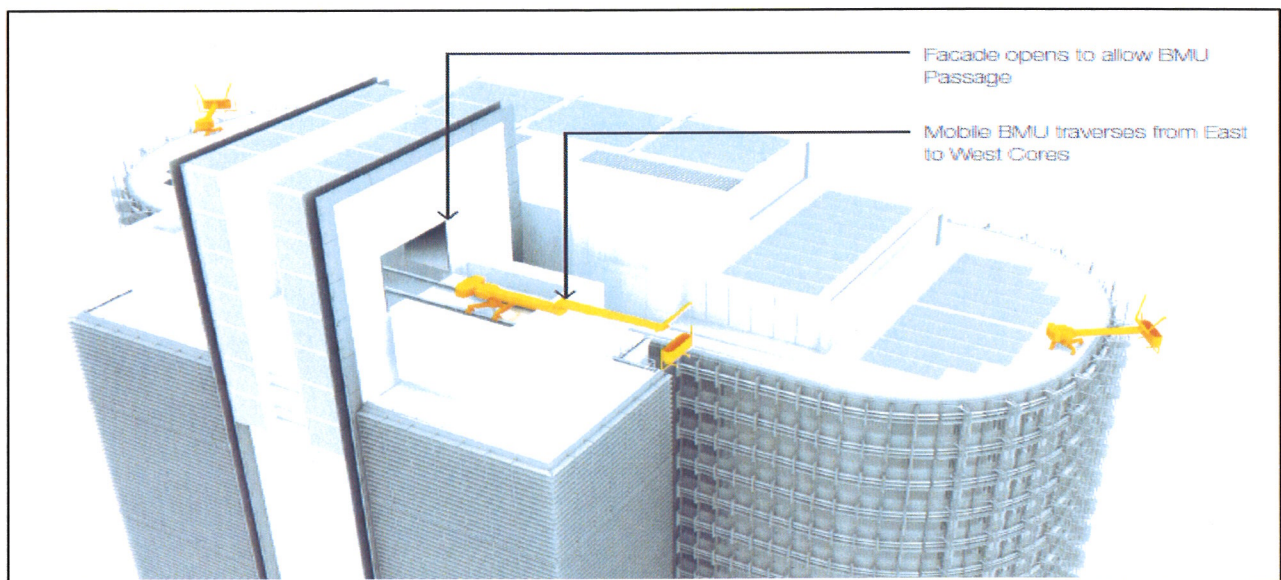


Figure 8: Proposed BMUs (in yellow)

For the reasons outlined above, the department considers that the built form impacts on the building remain sufficiently neutral and considers that the non-compliance with the maximum height limit is justified and reasonable. It is therefore recommended that the Executive Director, as delegate of the Secretary, issue a statement of concurrence to this effect (**Appendix 4**).

Plant and architectural roof feature

The proposed modifications to the plant rooms reduce the maximum height of the plant rooms by 1m (from RL 209m to RL 208m). The modifications comprise a reconfiguration of the central two-storey plant room (RL 208 m) and two new single-storey wings each at a height of RL 202.6m (**Figures 8-10**). The vertical village plant boxes have also increased in height (just below RL 208 m). The architectural roof feature has been modified so it now is enclosed by PVC cladding but its height remains unchanged at RL 220m.

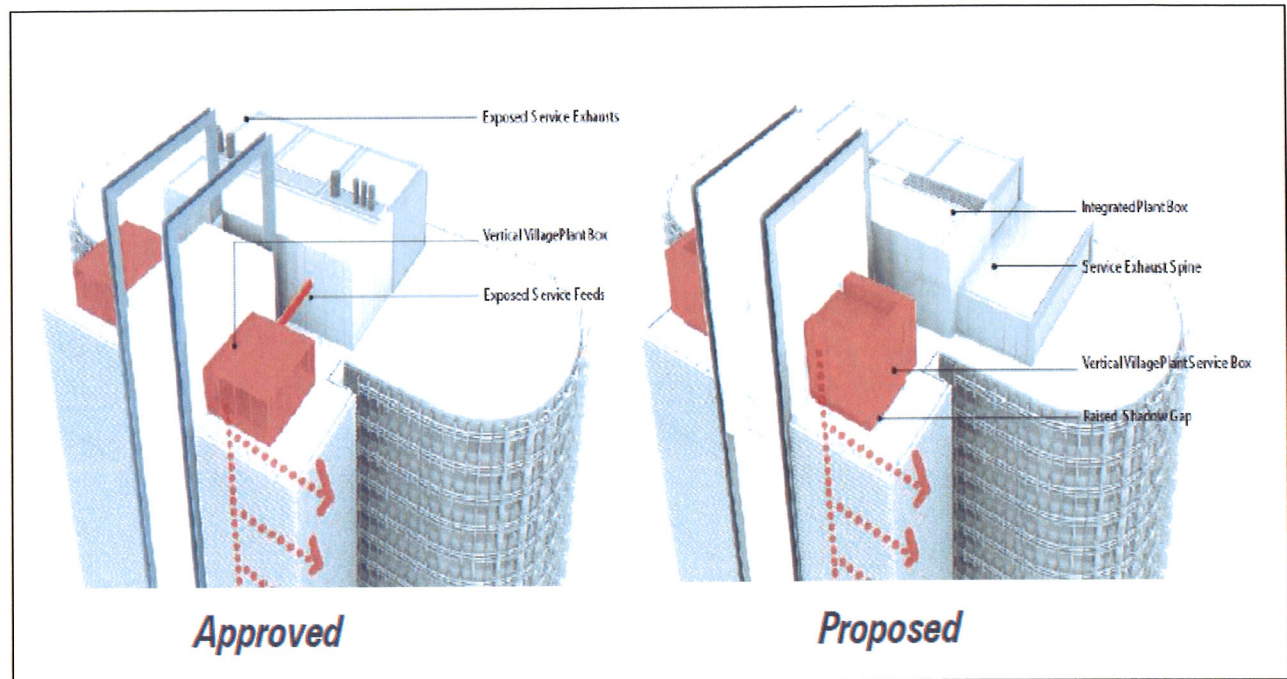


Figure 9: Approved rooftop (left) and proposed rooftop (right)

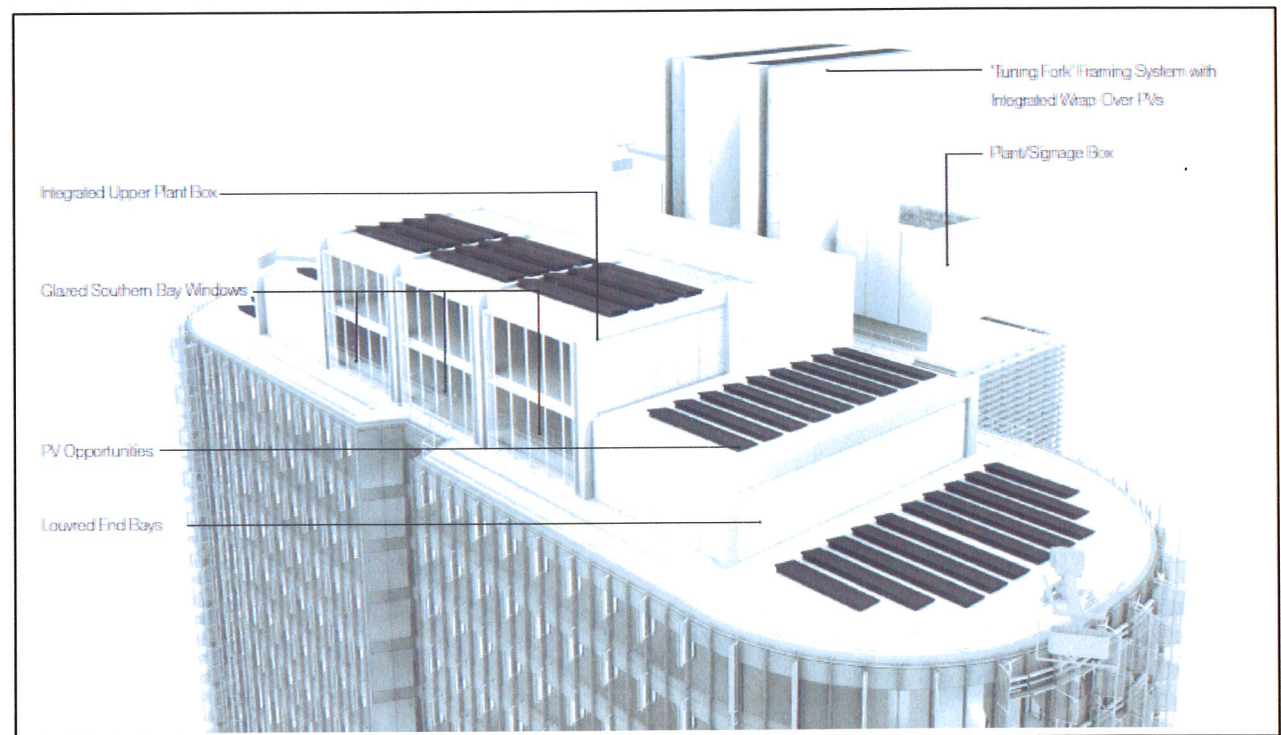


Figure 10: Detailed rooftop plan

The department accepts that the additional plant rooms and semi-enclosure of the architectural roof feature slightly increases the overall bulk and massing of the upper part of the building. However, the plant rooms remain within the maximum height permissible and represent a bulk and scale less than what could be constructed if the upper most part of the building was constructed to the same floorplate as the office space below (which is permitted). Further, whilst the architectural roof feature has been modified by PV cladding, it remains open within its central spine.

The department therefore considers that the modifications to the rooftop only moderately increase the bulk and scale of the rooftop and are reasonable and acceptable.

5.2.2 Design Changes

As previously noted by the department, the key modifications to the C3 building relate to establishment of a new northern lobby, changes to the north-western podium, a new north/south through-site link, structural and material changes to the façade (podium & tower) and awnings.

The Government Architect supported the design changes to the tower but recommended the need for greater legibility of the proposed through-site link and continuous awnings, and material changes to the eastern podium. These are considered separately below. Consideration of the northern lobby and north-western podium are considered in section 5.2.

Tower Façade

The proposed key changes to the tower's façade includes a full double-floor setback between the podium and tower (part double previously) which follows the tower floorplate; refinement of the colour scheme; solar shading elements, structural bracing alterations, and the articulation of the glazed lift shafts (**Figures 7 & 11**).

The department is supportive of the changes as they are moderate in scope, are more akin to design refinements, and do not change the fundamental design of the building. The new double-storey setback between the podium and tower, in particular, significantly improves the separation between the two building elements and enhances the setback of the tower above the podium. On this basis, the design changes to the tower are considered to be acceptable and supported.

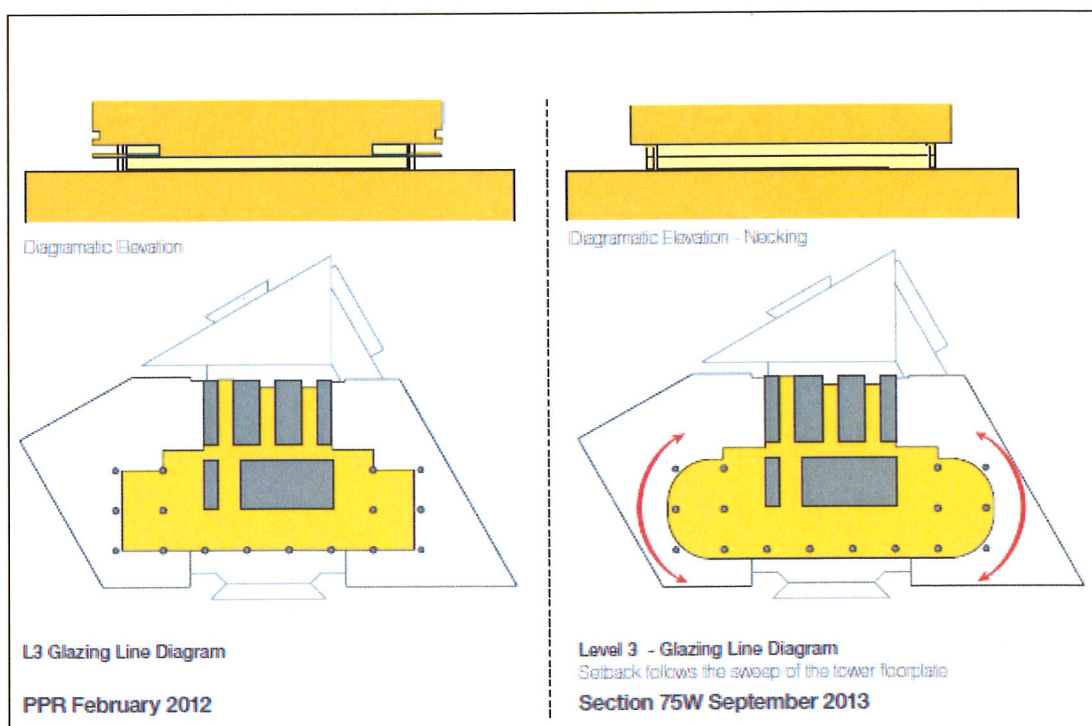


Figure 11: Approved setback (left) and proposed setback (right)

Through-site link

A north/south link is proposed within the podium lobby space, which will connect City Walk with Globe Street. The proposed link within the C3 podium is part of a north to south through-site link which will connect commercial buildings' C3, C4 and C5 podia.

The Government Architect supported the principal of the through-site link but raised concerns regarding the legibility of the link's entry (wayfinding signage & articulation of the facade) and that shelter is not provided at both entry points.

The department has given careful consideration to the photomontage (**Figure 12**) and plan (**Figure 13**) provided in support of the application, and in keeping with the principle of good urban design, considers that the entry to the through-site link is not immediately recognisable or obvious, and needs to be more legible as recommended by the Government Architect.

Although the proponent has stated this will be achieved through different material selection, footpath treatments and tiling (internal), Condition A10 (2) will still require the proponent to lodge revised plans to illustrate the legibility of the through-site link.



Figure 12: South lobby and through-site link (note: link unclear)

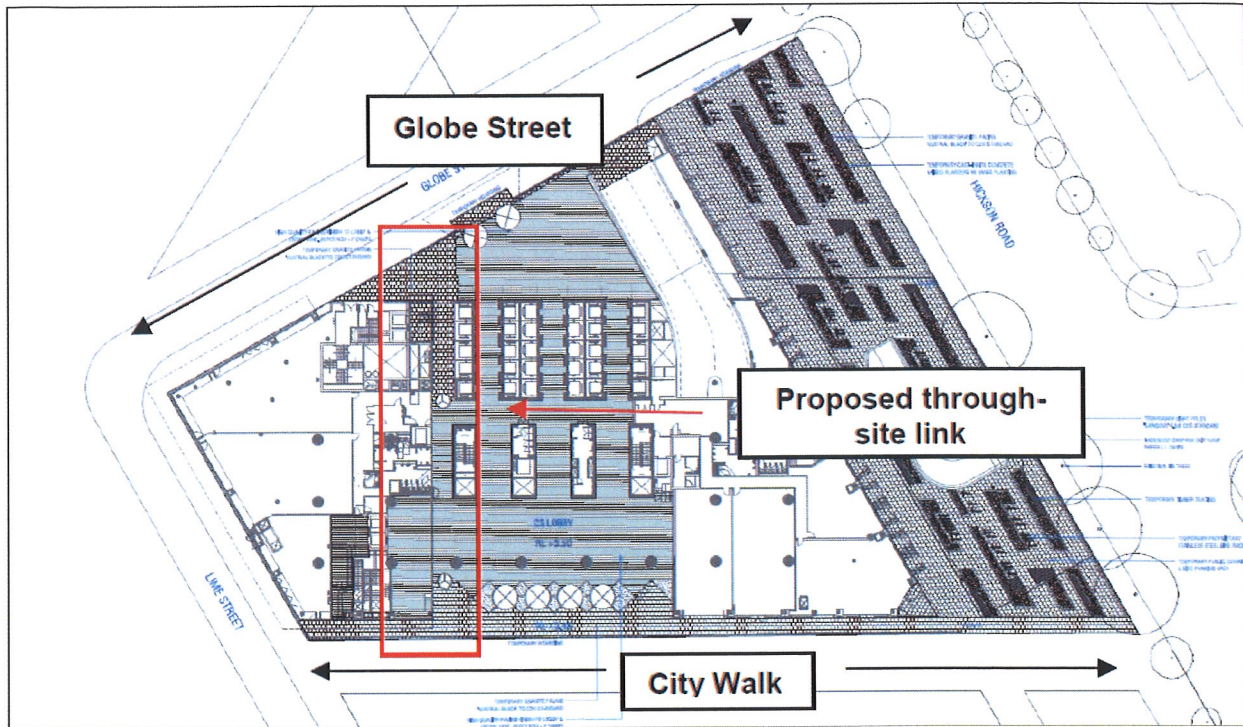


Figure 13: Proposed link through C3's podium

Podium materials

The Government Architect supported the material changes to the western podium but recommended the eastern podium should be redesigned to provide for greater material selectivity. It is not agreed, however, that the eastern façade should be redesigned (Figure 14). It is considered that the material selection is sufficient enough to provide textural variety, and proponent's application demonstrates that reflectivity impacts remain neutral when compared to the original development.



Figure 14: East Podium - approved (left) and proposed (right)

Awnings

The department notes that the approved building did not provide for continuous awnings for weather protection, and the changes proposed align with the changes to the footprint and design of the podium and reflect new street edges. The Government Architect reviewed these changes and recommended that the design of the awnings should be revised to ensure permanent, continuous footpath protection is provided, and should have a consistent height and width to provide appropriate pedestrian amenity.

Whilst awnings are provided on the building, the department accepts that continuous footpath protection (particularly along City Walk on the southern side of the building) has never been a feature of the approved building. The department notes, however, that weather protection will still be provided, albeit not continuously, which will provide weather protection for workers, residents and visitors to the site. In addition, the provision of awnings at building entries assists in the definition and legibility of these entries, while providing weather protection at points where people are more likely to congregate.

Consequently, the department considers that it is unreasonable for awnings to now provide continuous all-weather protection.

5.3 Parking Rates

5.3.1 Car Parking Rates

The proposed increases to the gross floor area (GFA) of the building (from 115,448 m² to 117,968 m²) increases the maximum number of car parking spaces permitted to service the area allocated for commercial use from 175 to 187, although the proponent has only proposed 182 spaces. Conversely, the application seeks to reduce the approved retail floor space from 7,021 m² to 5,624 m², so the maximum number of car parking spaces permitted to service the retail component of the development will decrease from 8 to 7 (**Table 2**).

These rates have been calculated using the Concept Plan approval which specifies a maximum of 1 space/600m² of commercial and retail floor space to comply with the City of Sydney Council rates. The department has recommended modifications to conditions A1 and B23 to reflect the new car parking maximums permitted to service the development.

Table 2: Compliance with Concept Plan Car Parking Rates

Concept Plan Car Parking Rate			
Parking Rate	Maximum Permitted	Spaces Proposed	Compliance
1 space/600m ² for commercial GFA	187.24	182	Yes
All other uses as per the Council's rates	7	7	Yes
TOTAL	189	189	Yes

5.3.2 Bicycle Parking

The total approved bicycle parking for the development stands at 401 spaces, comprised of 336 spaces in the basement car park and 65 in the public domain. The department notes that there's a discrepancy in two sections of the proponent's application which provides contrasting reductions to bicycle parking rates (either 373 or 298 spaces). It has been confirmed that the proposed modification seeks approval to modify conditions A1 and B23 to reduce the total number of bicycle spaces in the public domain by 28 spaces (from 65 to 37). No changes are proposed for the basement car park. This will result in the total number of bicycle spaces being reduced from 401 to 373 spaces.

The Transport Management and Accessibility Plan (TMAP) prepared to support the Barangaroo Concept Plan estimated that four per cent of workers accessing the site would do so via bicycle. In addition, the Barangaroo Integrated Transport Plan (ITP) released in August 2012, reiterated the same 4 per cent bicycle mode share target. Based on the TMAP assumption that 20m² of GFA will be

provided per employee (based on a 91.5 per cent occupancy rate), the building, as proposed, is capable of accommodating 5,397 workers on-site on any given day. As such, 216 bicycle parking spaces would need to be allocated to commercial building C3 to accommodate the expected numbers of workers travelling to work by bicycle. The department notes that the application significantly exceeds the mode share target (required 216 spaces; proposed 373 spaces) and thus the changes to bicycle parking are considered appropriate.

The application also seeks to convert the proposed 37 permanent visitor bicycle spaces provided within the public domain to temporary spaces. Whilst these spaces will form part of the total spaces permitted to service the site, the department notes that the public domain areas surrounding the building have always intended to be temporary, and that the permanent visitor bicycle spaces would be constructed as part of the Stage 1A permanent public domain works (SSD 6303).

The department therefore supports the change from permanent to temporary spaces as there will be a requirement in the SSD 6303 determination for 37 permanent bicycle spaces to service the C3 building.

5.3.3 Motorbike Parking

The modification request includes 10 spaces to be allocated for the use of commercial building C3. Council and Transport for NSW raised no issues with the proposed motorbike parking and the department supports its allocation for workers given it will not have an impact on the surrounding road network.

5.4 Other issues

5.4.1 Wind Impacts

The department notes that both the Government Architect and TNSW raised concerns in relation to the potential wind impacts associated with the proposed modification. In this regard, the wind tunnel testing provided to support the original project application concluded that the development was capable of complying with the applicable wind comfort and safety criterion, subject to the installation of appropriate wind mitigation measures. In addition, the department imposed conditions of approval (Conditions A6(3) and F8) to ensure the development would achieve compliance with the wind comfort and safety criteria. As the modification application has been accompanied by a statement from a suitably qualified wind engineer confirming that the results of the original wind testing remain valid, the department is satisfied that the modification will not result in any adverse wind impacts.

5.4.2 Signage

Council's submission requested that signage is not permitted to be erected above what is permitted in the approval. The project approval (as modified) permits the creation of six primary signage zones on the tower and two primary signage zones on the northern and southern elevations of the podium. Statement of Commitment No. 5 also specifies that no more than two building identification signs on a maximum of two elevations can be in use at any given time. The application seeks approval to modify the location of the approved signage zones on each elevation, which is consistent with the approval. As such, the department considers the proposed signage zones are appropriate and will be appropriately integrated into the façade.

5.4.3 Child Care Centre Relocation

A reduction of community use GFA (child care centre), from 1,667 m² to 1,250 m², is proposed within commercial building C3. Council raised concerns that the reduced provision of child care floor space within commercial building C3, may affect the overall minimum provision of 3,000 sqm of community uses GFA as required by the Barangaroo Concept Plan approval. Despite council's concerns, the department is satisfied that community use GFA requirements of the Concept Plan will be met as a minimum 3,000 sqm must be provided, and there are multiple buildings (proposed) within the Barangaroo South site that will be able to accommodate this GFA.

6. CONCLUSION

The department has assessed the modification application and has considered the submissions received from council, TNSW and the NSW Government Architect and has concluded that the proposed modification is generally consistent with the approved project which comprised the construction of commercial building C3, the allocation of car parking and bicycle parking spaces, construction of temporary public domain works, and remediation works.

Furthermore, the modified project generally complies with key controls within the MD SEPP and the Barangaroo Concept Plan (as modified), such as maximum height, gross floor area and the relevant car and bicycle parking rates.

Accordingly, the department supports the proposed modifications, and recommends the modifications be approved subject to recommended conditions of approval (Condition A10 which will improve the design of the northern lobby and car park entrance; the legibility of the through-site link; and will ensure the awnings provide all-weather protection).

7. RECOMMENDATION

That the Executive Director, Development Assessment Systems & Approvals:

- a) **Consider** the findings and recommendations of this report, including that the design modifications exhibit design excellence;
- b) **Provide** concurrence to the proposed variation to the height limit for Block 3 pursuant to clause 20(4)(b) of the MD SEPP; and
- c) **Approve** the modifications to MP 11_0044, subject to conditions, under section 75W of the *Environmental Planning and Assessment Act, 1979*;
- d) **Sign** the attached Instrument of Modification (**Tag A**).



Daniel Keary
Director
Industry, Key Sites and Social Projects



25.6.14

Chris Wilson
Executive Director
Development Assessment Systems & Approvals