

Stage 1 Concept Proposal (MOD 1) / North West Plot (MOD 2)

Response to Council Submission Table



Issue	Response
GFA Increase and Building Design	
No contentions are raised in relation to the design development matters within the North West Plot MOD 2 application.	Noted.
Planning Process	
Neither application is regarded by the City as a Section 96(1A) Modification. Both applications should be Section 96(2) Modifications. The City requires Section 96(2) Modifications when there are external amendments and/or increases to floorspace.	The modification applications are both correctly being assessed as section 96(1A) modifications given that the development as proposed to be modified is substantially the same and results in no more than minimal environmental impact. The City of Sydney Council's test whereby external changes/increase in floor space results in a section 96(2) is not relevant in this instance as the Department is the consent authority. Ultimately the decision rests with the consent authority, and based on pre-lodgement advice, the Department confirmed it was comfortable to consider and assess both modification applications under s96(1A) of the EP&A Act. This view accords with similar modification applications submitted and approved across other SICEEP projects.
Reconciliation should be provided of approved GFA and as-built GFA to enable any interested person to understand the GFA delivered and the GFA yet to be built.	The construction of Darling Square is currently ongoing and no single building has been certified as completed in accordance with the detailed approvals in place. As such, there is no opportunity for a comparison of approved and as-built GFA. When the time comes and should there remain stages still not approved, such a reconciliation can be provided.
Stage 1 Concept Plan – developer obligations	
<p>There is a lack of developer obligations to integrate the Haymarket Precinct with the surrounding CBD streets.</p> <p>The Stage 1 DA modification is an opportunity for the Department to require the integration of the entire development with Harbour Street and Hay Street. The City has provided suggestions on the upgrading of the underside of the existing Pier Street road overbridge; Harbour Street upgrade; and Hay Street.</p>	<p>Public domain and any interface integration is not relevant to this modification application, which relates instead to an increase in the Gross Floor Area proposed to be utilised within the NW building, rather than any external major changes to the proposed buildings or their context within the Darling Square Precinct.</p> <p>As public domain is not part of the modification application, it would not be appropriate and would be outside the control of the consent authority to place any new conditions on the concept in respect to this matter. There is also not considered to be any nexus to warrant any further and additional public benefits to be delivered over and above those substantial benefits committed to and detailed within the original Concept Proposal/PDA.</p> <p>Notwithstanding the above, as background we provide the following information.</p> <p>The boundaries of the Darling Square site are associated with a Project Delivery Agreement (PDA) in place between the NSW Government and the proponent. This PDA regulates the extensive provision of public domain proposed to be delivered, amongst other requirements such as development rights payments.</p>

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	As confirmed throughout the detailed assessment of the Stage 2 DAs to date, including the North-East Plot, works to achieve an appropriate interface with adjacent streets are complex and require further consultation with a number of stakeholders which have a range of views. It has been agreed in the assessment of past applications that funding would be the subject of further detailed discussion in collaboration with Government and other local stakeholders (including the Council and Central Sydney Traffic and Transport Committee) and is a matter that is able to be dealt with through the detailed design/construction phase of the project. Lend Lease remains fully committed to working with all stakeholders to ensure the delivery of a new vibrant, integrated and successful precinct.
Stage 2 DA - Car Park Screening	
The revised cladding that screens the car parking levels is not clearly understood. The northern, southern and western façades indicate distinct gaps and angles in the cladding where the car parking levels and edges of concrete floor slabs are visible because the panels are not well coordinated with floor levels.	Woods Bagot has prepared an additional Design Statement to further outline and explain the proposed modifications to the façade. The proposed modifications to the façade result in a greater detailing and ensure the language of the façade reflects the building form. The façade panels have been strategically pulled away from each other in specific areas to create interest. At each point where the façade is pulled away, an aluminium channel is provided to continue the screening of the carpark levels. This treatment will ensure that the car parking behind is not visible and the overall façade is coordinated with the levels.
Based on the limited information submitted, it would appear that natural ventilation objectives for the car park may be driving reduced quality visual outcomes.	Natural ventilation has not been the primary driver of the proposed modifications to the façade. A more precise and defined façade envelope has been sought through the proposed modifications, with an attempt for the façade to match the horizontal design language of the building form. Refer further to the Woods Bagot Design Statement.
Should there be tension between the achievement of a certain energy star rating for the building and the detailed design of the façade system, the sustainability strategy for the car parking levels should be reimagined or the sustainability outcome overall should be propped up in other areas.	Noted, there is no tension between the achievement of sustainability targets and the detailing of the façade. As outlined above, the proposed modifications have been driven by a desire to refine the façade and ensure the best possible visual outcome is achieved for this prominent building within Darling Square without compromising the sustainability credentials of the building.
Additional information is requested regarding the design of the revised screening and the visibility through to the car parking, including: <ul style="list-style-type: none"> - detailed facade design plans; and - 3D visualisations of the facade from key public vantage points, nominated as all four corners of the building. 	Additional information to aid in the assessment of the Modification Application is provided with the Woods Bagot Design Statement. Detailed façade specifications have been provided as well as a comparison of the 'approved' and 'proposed' north-eastern corner. This view sufficiently demonstrates the treatment of the above ground parking levels and therefore views of each separate corner are not considered necessary.