

Tzannes
ABN 54 069 785 655

Nominated Architects
Alec Tzannes 4174
Jonathan Evans 6613
Mladen Prnjatovic 7468
Ben Green 7066

W . tzannes.com.au
T . +61 2 9319 3744
E . tzannes@tzannes.com.au

Suite 5, Level 5
2-12 Foveaux Street
Surry Hills NSW 2010
Sydney, Australia

Tzannes

25.10.18

Annie Leung – Director – Key Site Assessments
Department of Planning and Environment
GPO Box 39
Sydney, NSW 2001

Dear Director,

Sydney Metro Martin Place Station Precinct – Amending Stage 1 Concept Proposal (south site building envelope) Sydney Metro Martin Place Station Precinct. Response to submission by the City of Sydney Council 24.09.18

We write in response to the submission made by the City of Sydney Council dated 24 September 2018 in relation to the Sydney Metro Martin Place Station Precinct – Stage 1 Amending DA.

The Council's submission to the Stage 1 Amending makes reference to its previous submission to the Department regarding the Sydney Local Environmental Plan 2012 Amendment No. 42 (submission dated 1 December 2017). That submission objected to the proposal and issues raised included:

- inconsistency with the Martin Place Special Character Area and long term vision for Martin Place;
- inconsistency with the proposed Central Sydney Planning Strategy;
- the reduced setback intruding on Martin Place views including the prominences of the GPO clock tower;
- the lack of side street building setbacks impacting on pedestrian amenity;
- proposed FSRs not being supported by robust analysis; and
- the proposal inappropriately using the 60 Martin Place development consent as a precedent for the South Site setbacks.

In the City of Sydney's opinion and as stated in their submission, these issues remain unresolved with the Stage 1 Amending DA and therefore the City objects to the proposal in its current form.

In addition to these concerns they are proposing that 'building returns be incorporated in the southern corners of the envelope as a transition to the adjoining development to the south above the podium height. CoS suggest that this would in part assist in achieving the outcome of the PACs' advice of reinforcing the importance of the urban character and integrity of Martin Place and the associated city blocks. They recommend a return of 8m x 8m for each corner of the South Tower above a nominal 45m podium height.



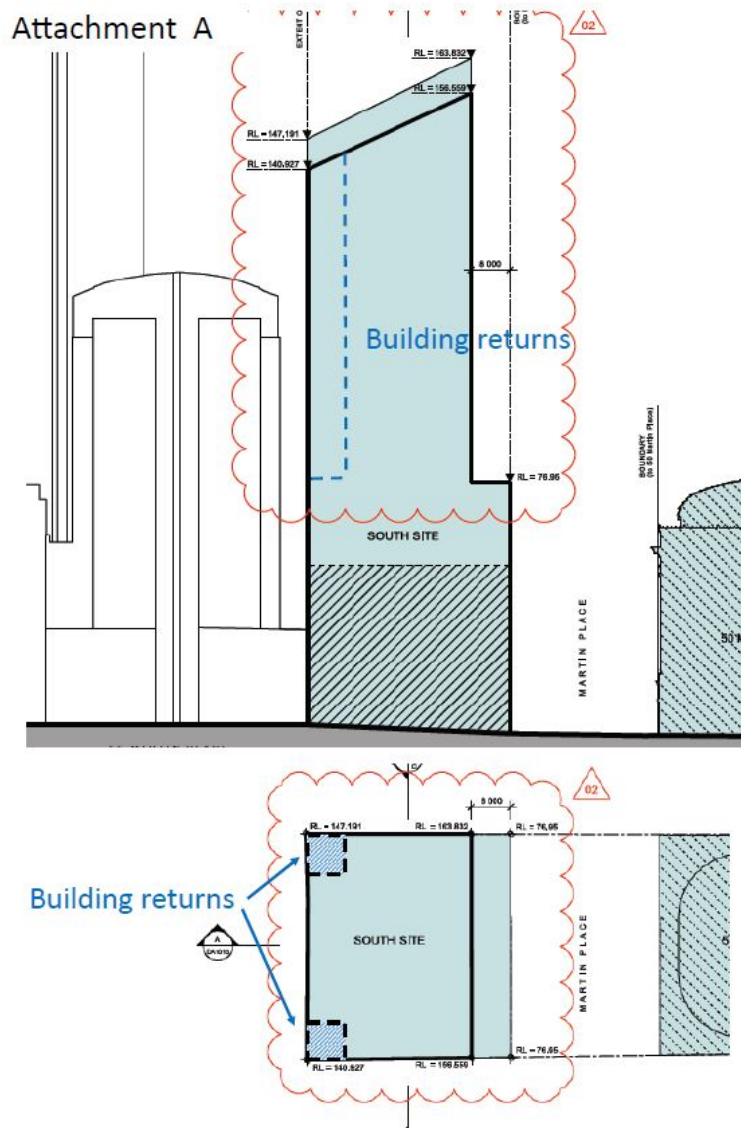


Fig 01: Attachment A from CoS submission dated 24.09.18 showing proposed returns to the southern corners of the tower above (approx.) 45m

The idea of recesses or 'returns' in the south wall of the South Tower as proposed by the CoS has been extensively studied and consulted through the Sydney Martin Place Metro Precinct Metro and OSD DRP process. The reasons that this strategy has not been adopted are as follows.

The role of the southern wall of the south tower in creating a defined threshold to Martin Place

The proposed zero street set back to both Castlereagh and Elizabeth Streets as well as the southern boundary seeks to make Martin Place more distinctive in the urban fabric of the city. It does so by creating a break in the pattern of tower setbacks in the city and creating a threshold to Martin Place. The proposed zero set back to the south boundary defines the edge of this threshold.



Fig 02: Perspective of the Stage 2 DA from the south east along Elizabeth Street demonstrating the role of the southern wall in creating a threshold to Martin Place.

The introduction of recesses to the southern corners of the south tower as suggested by the CoS detrimentally affects the implementation of this principle by weakening the definition of this threshold edge.

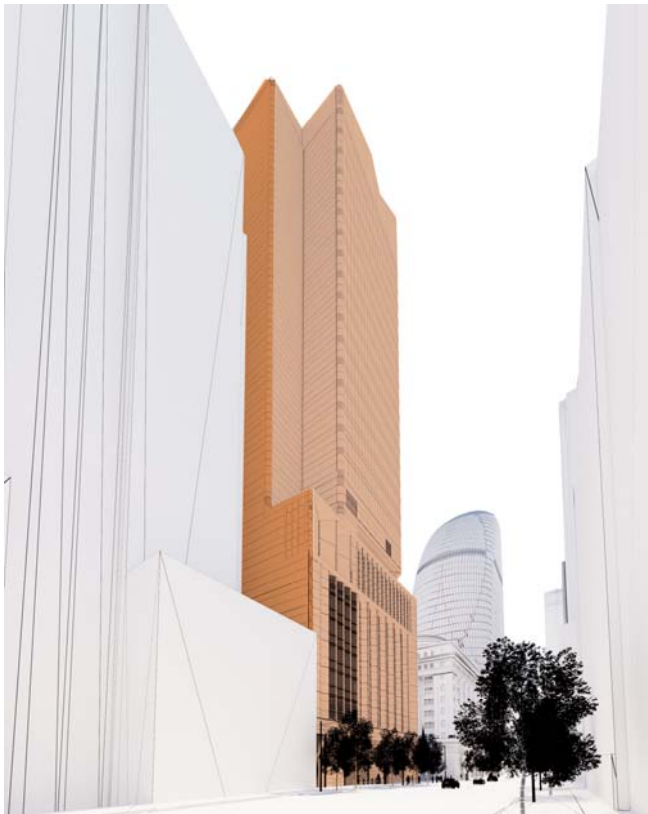


Fig 03: Perspective of the Stage 2 DA from the south east along Elizabeth Street with an 8 x 8 m recess as proposed by the CoS. This image demonstrates the negative impact returns in the south wall has on the threshold to Martin Place.

The role of the southern wall of the south tower in making the precinct of the Metro Station legible in the City

In a similar way the proposed zero street set back to both Castlereagh and Elizabeth Streets as well as the southern boundary seeks to make the Metro Precinct itself more distinctive in the urban fabric of the city. As a major new piece of public infrastructure the legibility of this hierarchy makes navigation in the city and the identification of the Metro more intuitive. It does so by aligning the faces of the south and north tower and by being distinctive in the pattern of tower setbacks in the city. The proposed zero set back to the south boundary defines the edge of this threshold.



Fig 04: Perspective of the Stage 2 DA from the south east along Elizabeth Street demonstrating the role of the southern wall in creating a defined precinct with the North Tower for Martin Place Metro Precinct.

Facilitating a flexible approach to the future development of the sites to the south of the south tower.

Fig 05: Detail plan of the current tower plan of the Stage 2 DA demonstrating how it allows various setbacks to the sites to the south of the South Site.



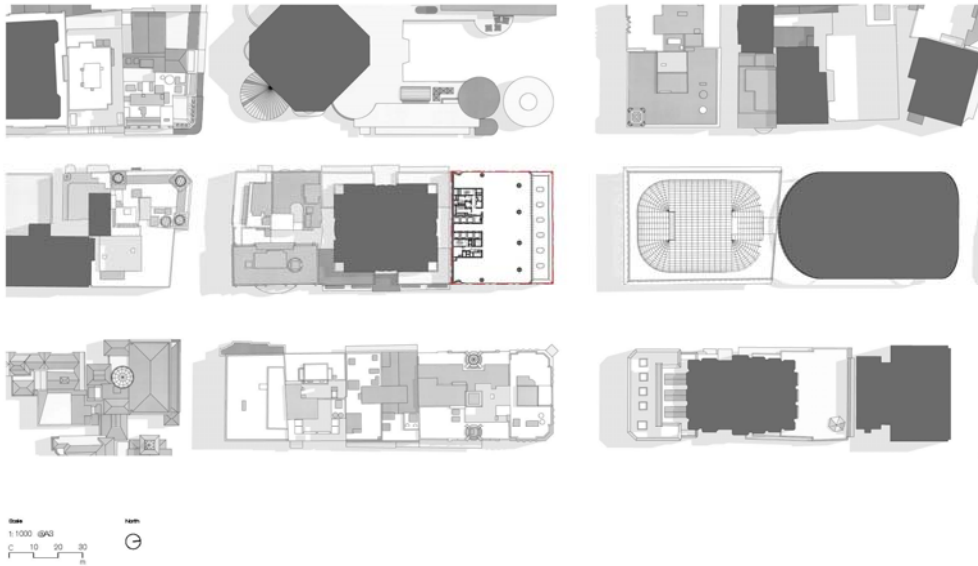


Fig 06: Context plan of the current tower plan of the Stage 2 DA demonstrating how it allows various setbacks to the sites to the south of the South Site.

When the 8x8m corner recess is implemented, it implies that this setback is extended to the south. As the existing building to the south currently has a less than an 8m setback, the implementation of the 8x8 corner recess would create a potentially awkward built form relationship between the two buildings. It also increases the likelihood that the future redevelopment of the site to the south would constitute a 'refurbishment' of the existing built form, rather than a new built form, in order to protect the current built form footprint and retain the current setbacks.



Fig 07: Detail plan of the current tower plan of the Stage 2 DA amended to show an 8x8m return as proposed by the CoS. This demonstrates how it implies that this setback be extended to the sites to the south of the South Site.

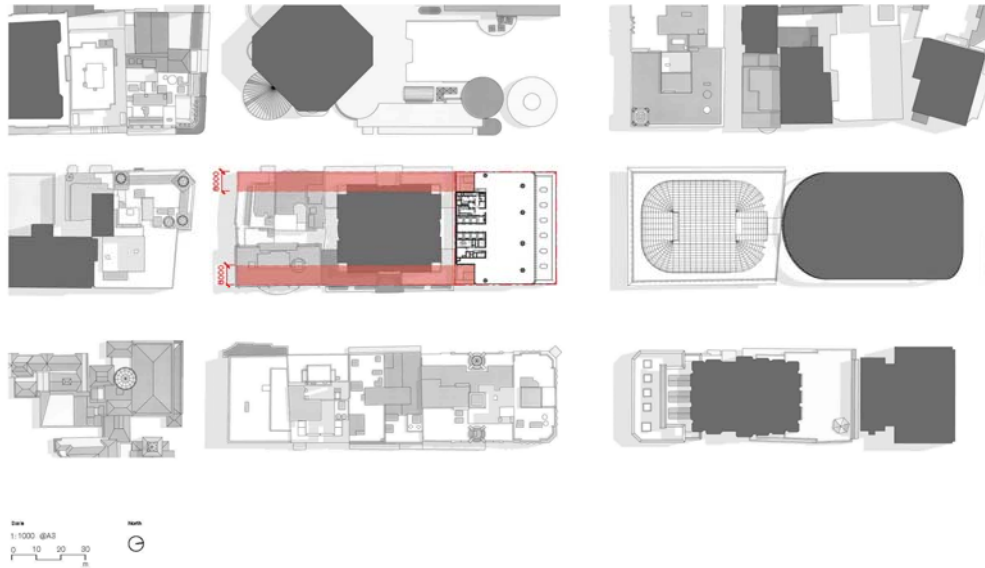


Fig 08: Context plan of the current tower plan of the Stage 2 DA amended to show an 8x8m return as proposed by the CoS. This demonstrates how it implies that this setback be extended to the sites to the south of the South Site.

In addition to this, the current proposal for the south site building envelope does not determine the podium height of buildings to the south of the South Site. In fact, a change of podium height in future developments to the south, when compared to the defined relationship between the South Tower and 50 Martin Place, enhances the importance and distinctiveness of Martin Place in the context of the streetscapes of both Elizabeth and Castlereagh Streets, as illustrated in the figure below.

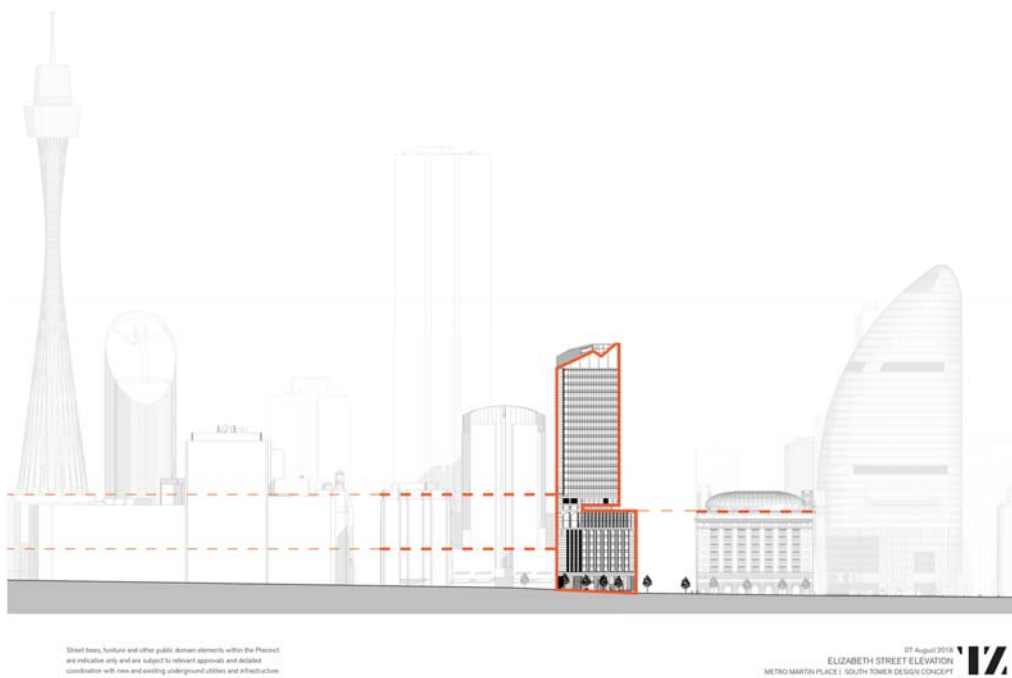


Fig 8: Elizabeth Street elevation of the current tower of the Stage 2 DA demonstrating how it allows various podium heights to the sites to the south of the South Site and that this has the potential to increase the hierarchy of Martin Place in the city when this varies from the height of the podium of the South Site tower and 50 Martin Place

If the 8x8m recess is implemented it implies a podium height to these buildings to the south and that this podium height be the same as both 50 Martin Place and the podium on the South Site, reducing the distinctiveness of Martin Place in the context of its streetscapes.

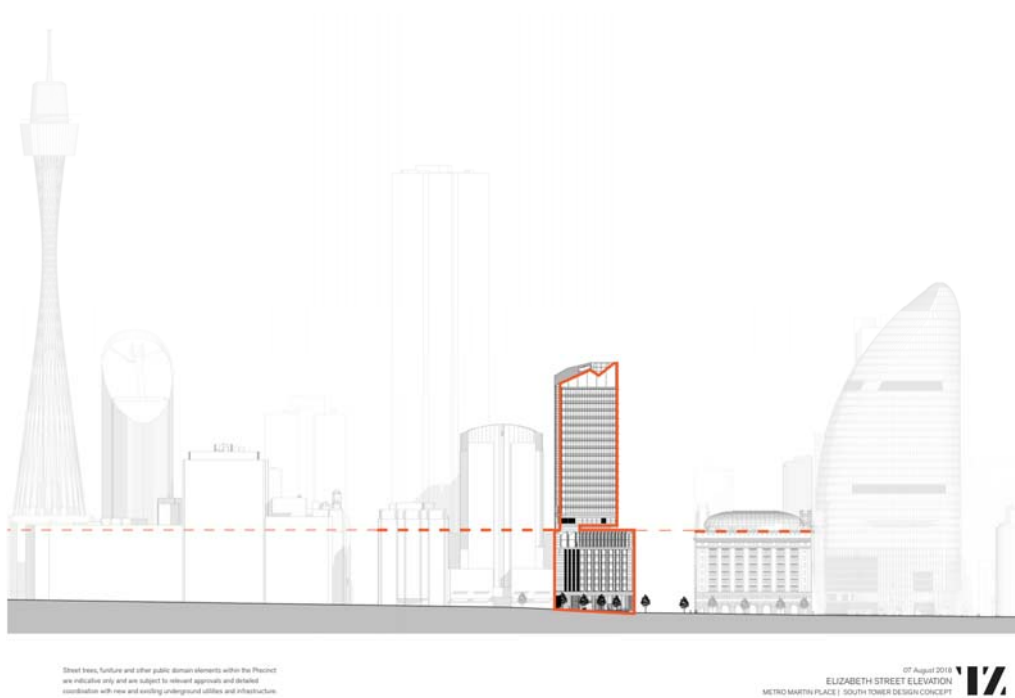


Fig 9: Elizabeth Street elevation of the current tower of the Stage 2 DA modified to show the impact of a 8x8m recess as proposed by the CoS. This demonstrates how this strategy implies a podium height to the sites to the south of the South Site and that this has the potential to decreases the hierarchy of Martin Place in the city as it is the same as the height of the podium of the South Site tower and 50 Martin Place

When the impact of the Sun Access Plane is considered, this defined podium height could have a potentially limiting effect on the flexibility to respond to the proportional relationship between the podium and the tower (as the height of the tower above the podium is reduced) as shown in Figure 10 below.

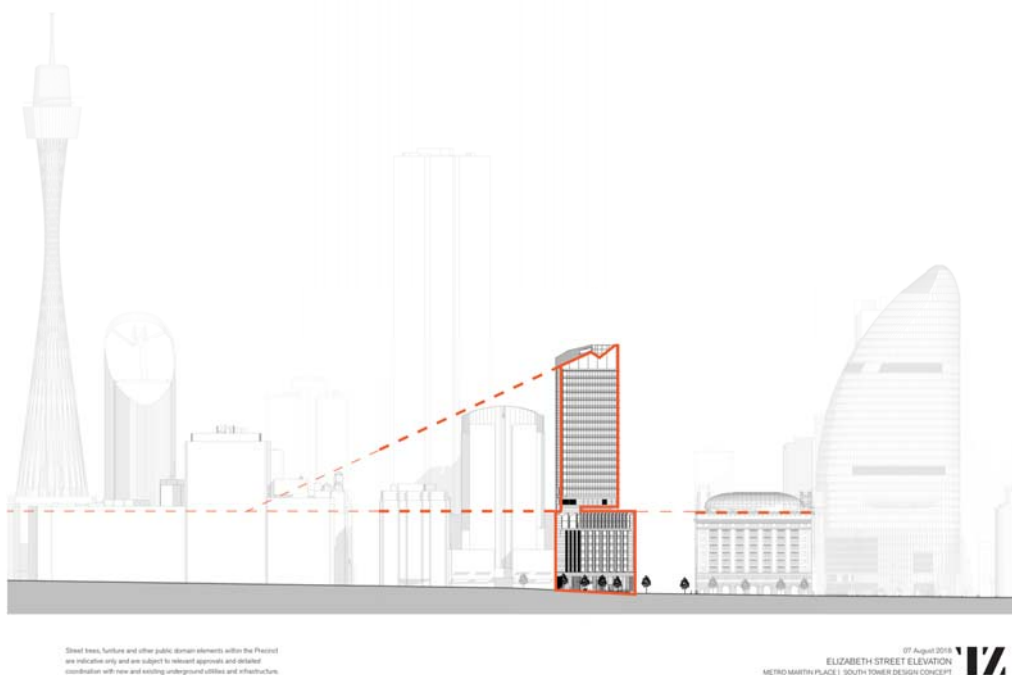


Fig 10: Elizabeth Street elevation of the current tower of the Stage 2 DA modified to show the impact of a 8x8m recess as proposed by the CoS. This demonstrates how this strategy implies a podium height to the sites to the south of the South Site and how this is impacted by the reduced height of towers to the south by the sun access plane.

As the current design reinforces the distinctiveness of Martin Place, it does not lead to an erosion of the application setback requirements in current Development Controls elsewhere in City of Sydney. The development requirements of Martin Place Special Precinct if anything, encourage the application of the current City of Sydney controls elsewhere in the city.

Supporting the architectural principle of the South Tower being an 'integrated tower' and making both Martin Place and the new Metro Precinct legible in the city skyline.

A key design principle that has been endorsed through consultation with the Martin Place Metro DRP is the principle of an 'integrated tower'. This proposed that the architectural language of the tower and podium are related in such a way that they are cohesive as an architectural design. As the design of the podium of the building has been defined by its relationship to Martin Place, this character is extended to the architectural language of the tower. This makes the architecture of Martin Place and the Metro legible in the city skyline. The continuity of the southern wall of the south tower through both the podium and the tower over is an integral part of this design approach.

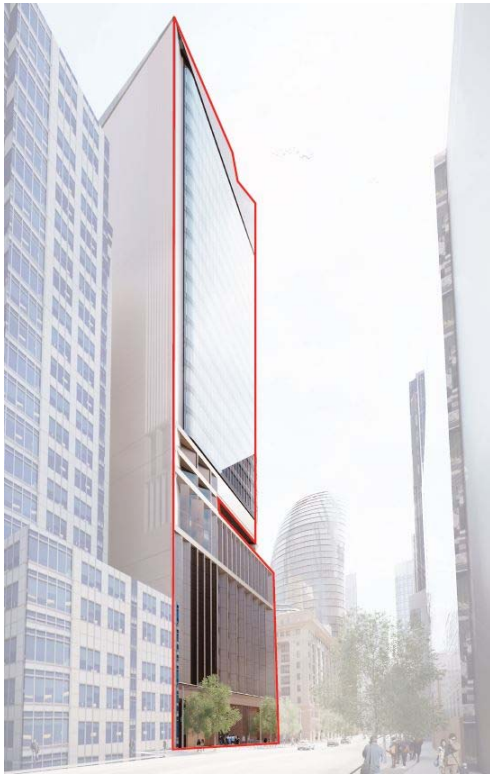


Fig 11: Perspective of the Stage 2 DA from the south east along Elizabeth Street demonstrating the role of the southern wall in creating an 'integrated tower form'. It is the only element that extends through all components of the building: the base, podium and tower.

The introduction of a recess to the southern corners of the south tower detrimentally effects the implementation of this principle.



Fig 12: Perspective of the Stage 2 DA from the south east along Elizabeth Street with an 8 x 8 m recess as proposed by the CoS. This image demonstrates how the recess detrimentally impacts the idea of an 'integrated tower form' as it breaks the only element that extends through all components of the building: the base, podium and tower.

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In the view of Tzannes the introduction of the proposed recesses in the southern corners of the proposed built form is detrimental to the City's ambition to reinforce the importance of the urban character and integrity of Martin Place and the associated city blocks. They are not supported by the previously presented urban design analysis or the approved Consolidated Design Guidelines. For the reasons set out in these reports and above we reiterate our view that the current proposal provides the greatest opportunity to reinforce the importance of the urban character and integrity of Martin Place and the associated city blocks.

If you have any questions regarding the above, please contact Alec Tzannes of Tzannes on (02) 9319 3744 or alec@tzannes.com.au.

Yours sincerely,

A handwritten signature in black ink, consisting of a large, stylized 'B' followed by a horizontal line extending to the right.

Ben Green
Director

WZ