ATTACHMENT C

A comparative height analysis is provided at Section 6.6.2. Further information relating to the separation of tower development within the locality, and the impact of the proposed building envelope on sky exposure is provided at Section 6.6.3. Potential wind impacts are addressed at Section 6.9.3.

It is noted that the height of the proposed building envelope is also significantly lower than both the previous 2002 and 2006 design schemes. The Architectus review of 2006 concept suggested that the then proposed tower (which had a maximum height of 235 metres on the Carrington Street frontage) be reduced by about 6 storeys (i.e. approximately 18 metres). The current Concept Plan envelope has been reduced by approximately 88 metres.

In light of the merits of the proposal, the non compliance with the development standard is considered appropriate in this instance.

Street Frontage Heights and Setbacks

The Central Sydney DCP sets a maximum street frontage height limit of 45m on Carrington Street and George Street.

As identified above, the street elevation of the proposed tower envelope comes to the street alignment along Carrington Street without any setback in a podium form. Similarly, there is no podium form proposed to George Street.

As discussed above the detailed design of the Carrington Street frontage will consider articulation and setback treatments within the maximum proposed building envelope, which does not comply with the street frontage height requirement. The junctions of Shell House and Lisgar House will be treated as an articulation in the tower form creating a clear distinction between the new and the old. This treatment at Shell House will be reinforced by the transparency of the link element between Shell House and the new building itself, which corresponds to the transition zone at the main entry at ground level and the ramped connections between the existing Shell House floor levels at the floor levels of the new building.

As detailed in the Heritage Impact Statement (refer to Section 6.8 below), the streetscape presence of the adjacent heritage items is respected by the creation of vertical articulation where the new building abuts. It is considered that in the context of Central Sydney, this approach, carefully resolved in detailed design, will produce a satisfactory outcome.

The detailed design of the new built form will be required to contribute positively to the spatial qualities of Wynyard Park, and to establish a distinct low rise and tower elements. At detailed design stage, it will be important that the new building form reinforces the characteristic built form of the area and achieves a comfortable street environment for pedestrians in terms of daylight, scale, sense of enclosure and wind mitigation. There are a number of architectural methods that can be utilised to represent the 45 metre street frontage height zone. Hassell has recommended that the western facade of the future tower form to Carrington Street be articulated at the lower levels, stepped in recognition of the different relative scale of each of the adjacent historic neighbours. A diagram illustrating one resolution of the Carrington Street facade is included in the Concept Design Statement at **Appendix C.**

The CSDCP sets Special Area Setbacks for Wynyard Park restricting development above 45m fronting Carrington Street. Whilst the detailed design will be the subject of a separate Project Application, building above the Carrington Street frontage is considered acceptable as the proposal will enhance the distinctive character of Wynyard Park (see Section 6.8) and have no adverse impact on the quality of the public domain in terms of pedestrian wind environment (see Section 6.9.3) or daylight access (see Section 6.6.3).

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ATTACHMENT D

Accordingly, it can reasonably be concluded that an appropriate distance separation between existing and future tower forms in the locality will be maintained, and also that approval of the CityOne building envelope will not create an unexpected precedent to other development within the Wynyard Park precinct.

6.6.3 Overshadowing

The envelope will result in minimal overshadowing impact to Martin Place and no overshadowing of Wynyard Park during the critical mid-winter lunchtime period.

The statutory provisions in SLEP 2005 relating to overshadowing are:

- Clause 47(f) aims to provide sun access to significant sandstone buildings in Special Areas in order to improve the ground level environmental quality of public spaces.
- Clause 48 and Schedule 2E of SLEP 2005 - Sun Access Plane for Martin Place Non-compliance with the Sun Access Plane is a prohibition under SLEP 2005.
- Clause 49 - no additional overshadowing permitted to Martin Place (between Pitt and George Streets) between 12 noon and 2pm between 14 April and 31 August (in addition to that existing at 27th December 1996). Non-compliance with the Clause 49 is a prohibition under SLEP 2005.
- Clause 79 requires consideration of the objectives of the Special Area controls and the character statement and specific objectives for the Martin Place Special Area found at Schedule 6. One of the stated objectives for the Martin Place Special Area is to protect and extend sun access and reflected sunlight to Martin Place during lunchtime hours from mid April to the end of August.
- Wynyard Park is also a Special Area in Schedule 6. One of the stated objectives for the Wynyard Park Special Area is to protect and extend mid-winter lunchtime sun access to Wynyard Park.

The proposed envelope has been designed to fully comply with the Martin Place Sun Access Plane under Clause 48 and Schedule 2E of SLEP 2005, and to meet the requirements and objectives at Clauses 47(f) and 79.

Notwithstanding the proposal results in additional overshadowing of a small portion of Martin Place adjacent to George Street for a short period between 12 noon and 1:15 pm at the winter solstice and does not therefore comply with Clause 49.

Martin Place

An overshadowing analysis of the CityOne development has been prepared by Whelans Insites to assess solar access impacts to Martin Place. The overshadowing impacts have been assessed at 14 April, 21 June and 31 August (included at **Appendix I**). The shadow analysis at 21 June is illustrated at **Figure 50.**

At **Figure 50**, the additional shadow cast by the proposed CityOne building envelope is shown in yellow. As shown, the narrow sliver of the Martin Place footpath that is currently in sunlight and will be affected by additional overshadowing is immediately adjacent to the George Street road reservation, the alignment of which is shown by the pink dotted line.

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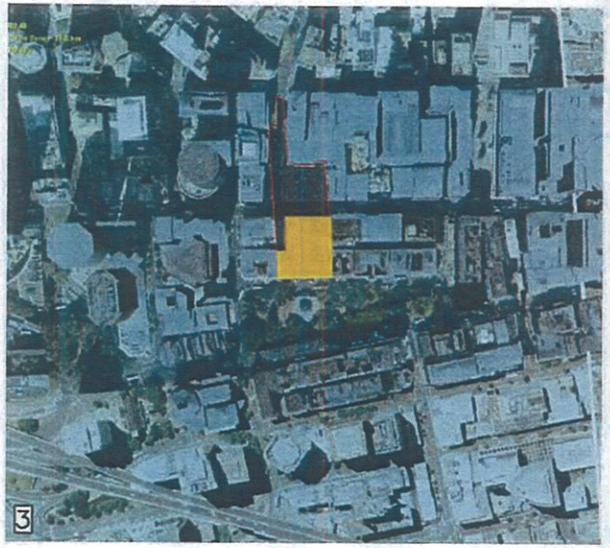
Shadow Envelope - CITY ONE DESIGN PROJECT - CBD Shadow Perspective



21 December 2010

1 09:00 am

2 12:00 pm

3 03:00 pm

Legend

Development Site

Shadow Extent

Proposed Design Parameters

- Existing buildings modelled from photogrammetry and are indicative only.
- Proposed 3D building models received from:

  3D architectural imaging
  Data ref: detail model.max
  Dated: March 2009

- Existing natural surface shown modelled from LIDAR and photogrammetry.
- Diagrammatic representations are software generated and not based on survey calculations.

PREPARED FOR: Thomas Corporation

SURVEY	N/A	DATE OF SURVEY	N/A
CHECKED	MGL	DATE	01.12.2010
APPROVED	MGL	DATE	01.12.2010
DRAWN	PN	DATE OF PLAN	29.11.2010
JOB REF	C940	SHEET	6 of 6 SHEETS
DWG REF	D105-IceBlock-CBD-21DEC.dwg		

ORIGINAL SIZE: A3
SCALE: N/A
DATUM: N/A
XREF: N/A
DATUM: N/A

Plan Showing - 9am, 12pm & 3pm 21st December (Summer Solstice) 2010

Location - 301 George Street Sydney NSW 2000

ATTACHMENT E

Table 2 – Development site

Site/lot "name"	Development Site Area*	Owner	Description
A – East of Carrington Street			
Former Shell House *Lot 10, DP 595978*	1038 m²	Wynyard Centre Pty Limited.	An 11 storey commercial office building built in 1938. In 1979 was converted to hotel rooms as an extension of the Menzies Hotel. Shell House is a listed heritage item in the Sydney LEP.
The Menzies Hotel *Lot 1, DP 853331*	1462 m²	RailCorp - Occupied by Thakral subject to the Wynyard Centre Lease.	A14 storey hotel, completed in 1963. It provides no direct public access to the Station or retail levels that pass beneath it.
Thakral House *Lot 2, DP 853331*	1257 m²	RailCorp - Occupied by Thakral subject to the Wynyard Centre Lease.	A 13 storey commercial office building completed in 1962, with retail space on the ground and first basement levels.
Wynyard Lane (stratum lots above and below road level) *Lot 4, DP 85333*	275 m²	RailCorp - Occupied by Thakral subject to the Wynyard Centre Lease. Crown land below RailCorp stratum	Stratum lot that runs above Wynyard Lane between Thakral House and the Menzies Hotel. Also includes stratum lots below Wynyard Lane.
Subtotal	**4032 m²**		
B – West of and including Carrington Street			
Concourse under Carrington Street *Lot 5, DP 853331*	1141 m²	RailCorp	Stratum lots at concourse area
Concourse under Wynyard Park *Lot 6, DP 853331*	2923 m²	RailCorp - Occupied by Thakral subject to the Wynyard Centre Lease.	Stratum lots at concourse area.
Concourse under York Street *Rail Plan 1024-41-781*	3028 m²	RailCorp	Stratum lots at concourse area
Wynyard Park	Same as Lot 6, DP 853331 (already included in site area)	RailCorp / Crown Land	The portion of the lot located above Lot 6, DP 853331 that includes a triangular urban park and access points to Wynyard Station. Wynyard Park is a listed heritage item in the Sydney LEP.
Subtotal	**7092 m²**		
TOTAL AREA	**11,124 m²**		

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ATTACHMENT F

4.3 Design Excellence Delivery Process

The achievement of design excellence has been paramount in the architectural selection process undertaken by Thakral, and significant resources have been committed to this end.

Each of the architectural firms engaged by Thakral – Rice Daubney, PTW and Hassell possess the qualities and experience to prepare an appropriate design solution to, amongst other things, achieve 'design excellence' in accordance with the intent of the requirements of the Central Sydney planning controls.

In determining its architectural selection criteria, Thakral was mindful of the special nature of the site and the importance of selecting firms with a demonstrated ability to achieve design excellence given the site's importance to the City. Hassell has worked on a number of highly regarded and awarded rail infrastructure and commercial building projects.

Due to the complexity of the site and, in particular, the special requirements for any future development to integrate with the operational requirements of Wynyard Station, Hassell has undertaken comprehensive investigations over a number of years into the site, and Wynyard Station to determine an optimum design solution for the site. The extent of exploration of structural and other technical constraints on the site to 'test' that the proposal can successfully integrate with the station and is technically feasible has been significant.

As previously stated, due to the complexity of these constraints and requirements, the normal design competition process could only propose a superficial design proposition that in the fullness of further detailed investigation may not be technically feasible, fundamentally possible, or intrusive in detail with respect to the operational requirements of Wynyard Station.

The design solution for the CityOne Project incorporates and builds upon the investigations, solutions and recommendations made by both Rice Daubney and PTW and the proposed concept reflects design excellence. In this instance a design competition for the CityOne Project is considered not to be warranted.

In the August 2010 review of the Central Sydney Planning Committee (CSPC), the review Panel considered that greater discretion should be available to the CSPC to waive the design competition process if circumstances warrant. The Panel cited the design requirements for the Barangaroo site included in the Major Development SEPP where the Director General can waive the requirements for a design competition because of the excellence of the proposed design for the development concerned and where the Director-General is satisfied that:

- the architect responsible for the proposed design has an outstanding reputation in architecture, and
- necessary arrangements have been made to ensure that the proposed design is carried through to the completion of the development concerned.

For the Barangaroo site, the Major Development SEPP also requires that the consent authority have regard to the following matters in considering if buildings demonstrate design excellence:

(a) whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,
(b) whether the form and external appearance of the building will improve the quality and amenity of the public domain,
(c) whether the building will meet sustainable design principles.

These design criteria could also be applied to the CityOne site to ensure design excellence is achieved.

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12. The south wall of the tower should have windows and an easement or covenant needs to be put in place because the south wall is on the boundary.

13. There is reasonable urban design justification for the scale of the proposed tower. If it is accepted that the unique circumstances of the proposal justify relaxation of the setback and bulk controls to the extent of the proposal then it is considered that resolving the visual appearance of the bulk of the tower should appropriately rest with the Design Competition providing there is an objective in the design competition that requires the consideration of street frontage heights and tower bulk to be addressed in the design quality of the building rather than application of numeric standards.

14. Advice from Blake Dawson Waldron is that the site area including stratum is 8,096 sqm and accords with the LEP definition of site area. BDW also advise that the development must be considered as a whole and parks of the development are not permissible in the Parks and Community Places zone even though the actual uses proposed in the zone are permissible – this is a technical liability and should not be a reason for ultimate refusal.

15. There is a notional equity in the significant public benefit of the proposal and the heritage floor space incentives of the Central Sydney Plan which may justify the 'bonus' FSR if the site area was deemed to be private land excluding stratum."

The independent Urban Design Commentary also identified the following potential changes that could be explored in relation to the 2006 concept scheme:

"1. Reduce the height of the tower by 6 storeys (about 9,000 m2 FSA as advised by the applicant) to protect the sunlight on the GPO steps (to be confirmed by independent shadow analysis).

2. Reduce the scale of the rail hall across Carrington St and Wynyard Park by either providing an open sided glass canopy that is very finely designed to be as minimalist as possible or open up the rail concourse to the sky so that it functions as a sunken court. The overall objectives should be to minimise the structures in the park, to ensure that any structure is an intrinsic element of the public domain (i.e. it should not be perceived as an adjunct to the tower or have the visual effect of 'privatising' part of Wynyard Park for commercial gain), to enable uninterrupted views from one end of the park to the other at ground level and to reduce the current built physical intrusions.

3. The street frontage heights and setbacks above may not need to be interpreted numerically but should be sensitively interpreted in the architectural design quality of the proposal.

Additional public benefits that should be studies and be part of the proposal or done in conjunction with the proposal are:

Extending the green space of the park westwards by narrowing the York St footpath,

Widening the footpath into the Carrington St carriageway to ease pedestrian queuing congestion for buses, and

Planning the pedestrian link to East Darling Harbour to make it very easy and pleasant for people to access the railway station / bus interchange."

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ATTACHMENT G

Upon completion, the development will have no impact on the operation of buses along George Street, Carrington Street or York Street. The improved access arrangements and upgrades to the Station will enhance connectivity between the transport modes.

6.7.2 Car Parking

Under SLEP 2005 car parking provided in connection with the development must not exceed the maximum number spaces based on the following formula:

Car parking = other FSA/total FSA x Site area/50

Based on the CityOne site area of 8,828m^2 the maximum permissible number of spaces is calculated as follows:

$$\frac{85{,}000}{85{,}000} \times 8{,}828 / 50 = 177 \text{ spaces}$$

As the proposed development will provide 177 spaces it will not exceed the maximum tenant car parking provisions that apply to the site under the existing planning controls.

It is noted that the existing public car park spaces located within the site area will be removed as part of the Concept Plan application.

The provision and design of loading dock areas and service bays will be examined as part of the subsequent Project Application(s) for the site.

6.7.3 Operational Traffic

The Traffic Report assesses the traffic impact of the additional spaces proposed in the Concept Plan against the taxi generation potential of the existing Menzies Hotel which is proposed to be demolished.

The proposed development will provide 177 parking spaces, however, as a result of other structural works, 40 spaces will need to be removed from the existing Wynyard Lane public car park. The development therefore results in a net increase of only 137 spaces. The traffic generation rate for these spaces is calculated to be:

- AM peak hour = 36 two-way trips/hour
- PM peak hour = 28 two-way trips/hour

Using the average taxi generation figure for similar sized hotels in the CBD, it is forecast that the existing Menzies Hotel currently generates the following number of taxi movements:

- AM peak hour = 60 two-way taxis/hour
- PM peak hour = 58 two-way taxis/hour

As taxi trips related to the Menzies Hotel will be removed from the local road network as a result of the proposed development, these trips have been subtracted from the trips generated by the additional car spaces:

- AM peak hour: 36 - 60 trips/hour = 24 less trips per hour
- PM peak hour: 28 - 58 trips/hour = 30 less trips per hour

Therefore the proposed development will reduce traffic volumes associated with the operation of the site by 24 trips per hour during AM peak and 30 trips per hour during PM peak. The operation of the local road network surrounding the site will benefit from the traffic reductions as a result of the proposed development.

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ATTACHMENT H

6.7.4 Construction Traffic

At the peak of activities, it is estimated that there would be a maximum of 12 trucks per hour visiting the site during concrete pours.

The estimated truck generation of 12 trucks per hour is low when compared to the existing volume of traffic on roads in the area. The peak hour traffic generation would be lower than the existing traffic loads from the use of the existing buildings (to be demolished) as an office building and hotel. The proposed development will also require the closure of existing public car park which has around 400 car spaces. This would equate to 80 vehicles per hour (noting car trips rather than truck trips). Therefore the total construction vehicle trips would be somewhat less than the traffic currently generated by the site.

In light of the above, the Traffic Report concludes that the predicted reduction in traffic would more than offset the effects of construction traffic in terms of the general operation of the CBD road system. However, the construction traffic has the potential to impact on the local roads. The Report recommends that a detailed construction traffic management plan be prepared for agreement by the relevant authorities prior to the issue of a Construction Certificate for any work involving truck access to the site. A summary of the potential impacts and recommended construction traffic measures is detailed below:

Carrington Street

The development has the potential to impact bus operations on Carrington Street which would need to continue unhindered during weekday peak periods. To address this, the Traffic Report recommends that no loading or unloading should take place on weekdays during the most critical time between 4:00 pm and 6:30 pm. As morning peak traffic conditions on Carrington Street are not as busy as in the evening, the Report recommends that construction traffic be minimised between 7:30 am and 9:30 am by having no general deliveries or collections during this period. It is noted that it may be necessary at times to start concrete pours during this time in order to allow sufficient time for the finishing of the concrete within specified daytime working hours.

York Street

Whilst construction vehicles will generally not be allowed to use George Street or York Street south, in order to redevelop the upper level of the Wynyard Park Station access it will be necessary to provide truck access from York Street.

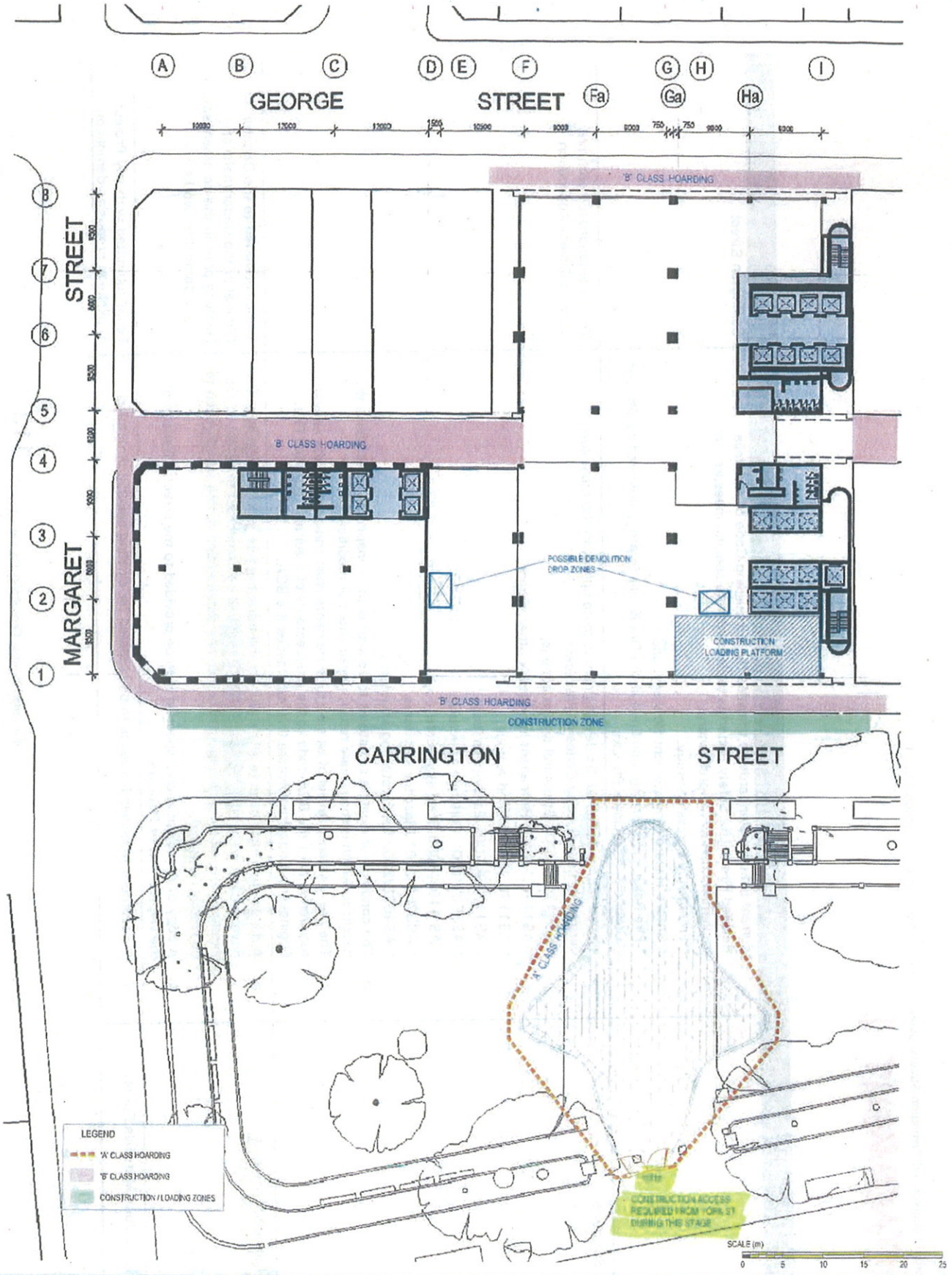
In order to manage any impacts on York Street it is recommend that a gate is provided at the access and to have traffic controller management of trucks entering and exiting the site. To minimise interference with bus operations, access to this gate on weekdays should be restricted to the hours before 7:30 am and between 9:30 am and 4:00 pm.

Wynyard Lane

Vehicular use of Wynyard Lane will be greatly reduced during construction as the public car park, Thakral house, the Menzies Hotel and the various retail stores in the Station will not be operational. As a result the lane will only be needed for access to the buildings fronting the lane each way on both sides of the lane south of the site and on the eastern side of the lane opposite Shell House.

The Traffic Report recommends that when the lane is closed (to allow construction above and below its central sections), each remaining section should be converted to two way operation with "no stopping" controls applying to allow two way traffic flow.

To avoid conflicts and expedite entry and exit movements at each open end, traffic controllers should regulate traffic during business hours.



CITY ONE WYNYARD

THAKRAL

DRAWING TITLE

HOARDING, CONSTRUCTION ZONES & DEMOLITION MANAGEMENT

HOARDING , CONSTRUCTION ZONES & DEMOLITION MANAGEMENT

Brookfield MULTIPLEX

Brookfield MULTIPLEX Constructions Pty Ltd

Level 22, 135 King Street Sydney NSW 2000

Tel: +61 2 9322 2000 Fax: +61 2 9322 2001

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ATTACHMENT I

Subject	Commitment	Timing
	current industry standards as specified by the Building Code of Australia. The detailed Fire & Life Safety Report is to demonstrate specific measures for implementation of the preliminary: * Emergency Egress Strategy; * Smoke Hazard Management Strategy; and * Fire Resistance Strategy, outlined in the Fire & Life Strategy prepared by Stephen Grubits & Associates Pty Ltd.	Carrington Street
17. Structure	a. The structural design of the development is to comply with the most current version of the following Codes of Practices: * AS1170.0/2002 Structural design actions; * AS1170.1/2002 Permanent imposed & other actions * AS1170.2/2002 Wind actions * AS1170.4/2007 Earthquake loads * AS3600/2001 Concrete structures * AS 4100/1998 Steel structures * AS3700/2001 Masonry structures * AS4678/2002 Earth retaining structures b. The condition of existing structures to be kept is to be inspected to establish the extent to which items require repair, replacement or modification. c. The fire resistance levels of all structural elements shall comply with the relevant requirements of the BCA code or the requirements of a suitably qualified Fire Engineering Consultant where this supersedes the BCA.	To be demonstrated with any relevant Project Application
18. Dilapidation survey	a. A dilapidation inspection of all properties and infrastructure services adjoining the development on land east of Carrington Street will be carried out to establish the extent of any existing damage and enable any deterioration during construction to be readily identified. b. A copy of the dilapidation inspection is to be provided to the Director General of the Department of Planning	To be submitted to the Director General of the Department of Planning prior to the commencement of any demolition works
19. Hazardous Materials Survey	a. A Hazardous Materials Survey is to be prepared for existing building structures.	To be submitted with any Project Application proposing demolition

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ATTACHMENT J

Future Project Application(s) will be lodged for future stages of the development. This may include demolition and construction works for the unpaid station concourse areas and associated retail and for the construction of the CityOne tower and redevelopment of Shell House.

Detailed designs of the station concourse and new commercial building will be provided at future stages.

Strategic Justification and Public Benefits

The CityOne Project will facilitate a major redevelopment of Wynyard Station and existing commercial buildings adjacent to and above the station to deliver a world class retail, commercial and public transport interchange in the Sydney CBD.

The objectives for the CityOne Project are to extend the functional life of Wynyard Station and revitalise the station precinct through significant improvements to the aesthetic, functional and management requirements of Wynyard Station, which will accommodate future passenger growth and connections.

The project will also deliver an improved public domain surrounding the site, in particular significant upgrade of the George Street station entrance. The proposal will rationalise existing retail floor space to create an efficient and functional unpaid station concourse area and retail facility.

Central to the design development of the proposal east of Carrington Street has been the need to assist and integrate with the future upgrading of Wynyard Station consistent with and complementary to other State government initiatives including the now proposed construction of the City Relief Line, the construction of the Barangaroo Pedestrian Link and the implementation of critical initiatives in the Wynyard Precinct to improve bus flows during the peak as outlined in the MOU (September 2008) between the State government and the City of Sydney Council.

The overall Project specifically aims to deliver the widest possible benefit to public transport users, the general public and wider business community by:

- addressing the additional passenger/pedestrian demand associated with the Metropolitan Transport Plan initiatives (including the construction of the City Relief Line Projects) and the redevelopment of Barangaroo;
- allowing for and integrating with Transport NSW's plans for a future significant increase in the pedestrian capacity of the Wynyard Station unpaid concourse areas both north – south and east – west (between York and George Streets) to meet forecast demand for 2060; and
- allowing for and integrating with Transport NSW's plans for a future reconfiguration of the station concourse and platform access west of Carrington Street to improve platform clearance and station exit times.

*

Contribution Offer

Thakral has made an offer to the State government to contribute towards the upgrading of both the paid and unpaid areas of Wynyard Station, including the carrying out of works within the unpaid areas of the station and a contribution for works within the paid areas of the station.

Environmental Assessment

On 22 September 2010, the Director-General of the Department of Planning issued the requirements for the preparation of an Environmental Assessment to accompany a Concept Plan for the project.

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ATTACHMENT K

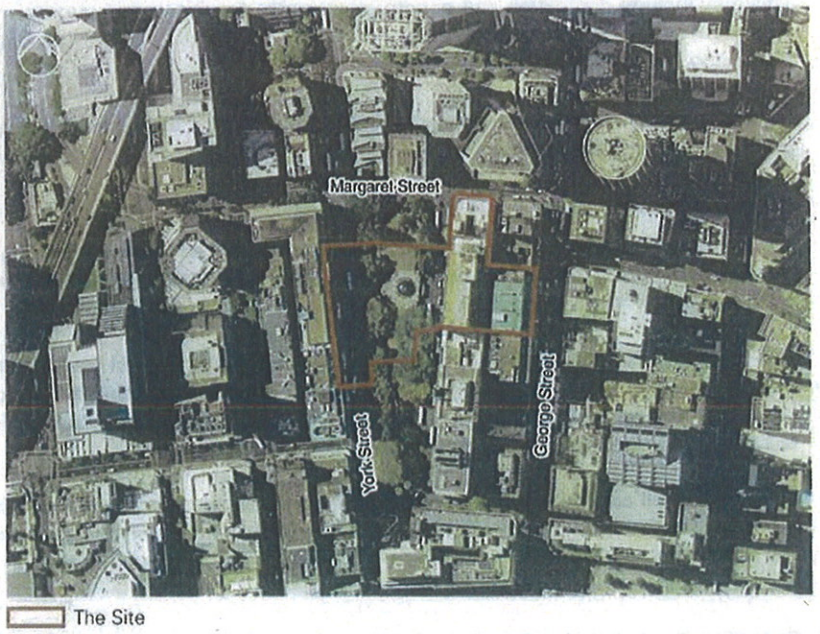

Figure 1 – Locality Plan

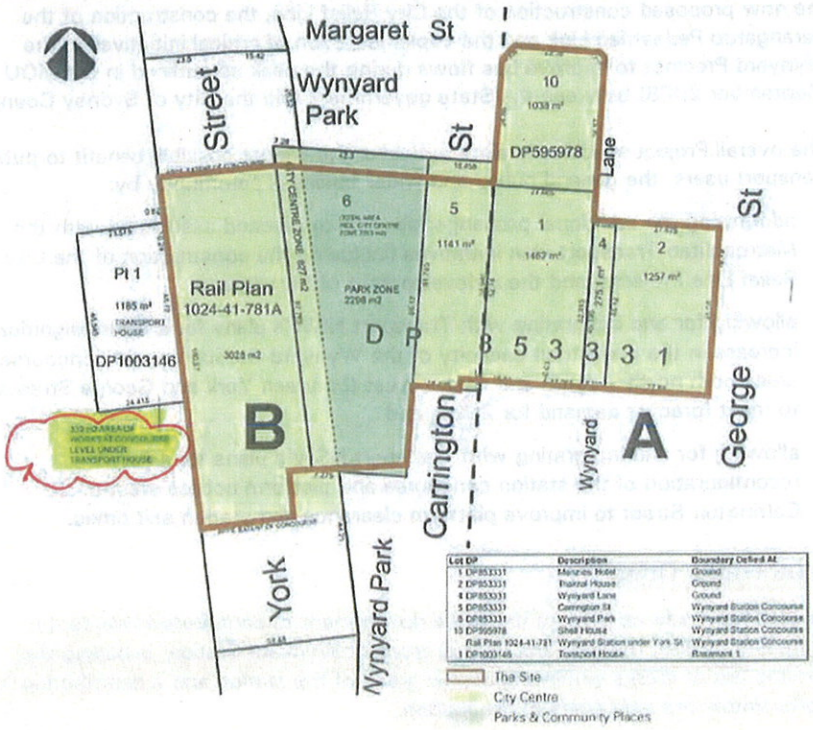

Figure 2 – City One development site