

URBIS

RESPONSE TO SUBMISSIONS

ATLASSIAN CENTRAL
8-10 LEE STREET, HAYMARKET

PREPARED FOR
VERTICAL FIRST PTY LTD
JUNE 2021



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CONTENTS

1.	Introduction	1
1.1.	Overview	1
1.2.	Structure of This Report.....	2
1.3.	Supporting Documentation	2
2.	Summary of Submissions	4
2.1.	Breakdown of Submissions	4
2.2.	Summary of Public Authority Submissions	5
2.2.1.	Environmental Protection Agency	5
2.2.2.	Fire and Rescue NSW	5
2.2.3.	Environment, Energy and Science Group	5
2.2.4.	City of Sydney	5
2.2.5.	NSW Government Architect's Office	7
2.2.6.	Sydney Airport	8
2.2.7.	Civil Aviation Safety Authority	8
2.2.8.	Transport for NSW.....	8
2.2.9.	Heritage NSW.....	9
2.2.10.	DPIE Water and the Natural Resources Access Regulator	11
2.2.11.	Sydney Water	11
2.3.	Summary of Community Organisation and Public Submissions	11
3.	Actions Completed Following Exhibition	12
3.1.	Consultation	12
3.2.	Amendments to the Proposal – Response to Submissions.....	1
3.2.1.	Tower Crown – Balustrades	1
3.2.2.	Northern Elevation – Inwards Parcels Shed	2
3.2.3.	External South Stair.....	3
3.2.4.	Partition Barrier – Eastern Façade – OSD Level	4
3.2.5.	Tower Soffit	4
3.3.	Amendments to the Proposal – Design Development.....	5
3.3.1.	Tower Sustainability Optimisation	7
3.3.2.	Building Corner Optimisation.....	12
3.3.3.	Building Envelope – Tower Soffit	13
3.3.4.	Building Envelope – Cantilever Zones	14
3.3.5.	Signage Zones	16
3.4.	Consultation	16
3.5.	Numerical Comparison	17
4.	Response to Submissions	18
4.1.	Response to DPIE Preliminary Assessment	18
4.1.1.	State Environmental Planning Policy No 64 Assessment	24
4.2.	Response to Public Authority Submissions	27
4.2.1.	Environmental Protection Agency	27
4.2.2.	Fire and Rescue NSW	30
4.2.3.	Environment, Energy and Science Group	32
4.2.4.	City of Sydney	32
4.2.4.1.	Further Subdivision Details	56
4.2.5.	Government Architect NSW	58
4.2.6.	Sydney Airport	62
4.2.7.	Civil Aviation Safety Authority	62
4.2.8.	Transport for NSW.....	63
4.2.9.	Heritage NSW.....	70
4.2.10.	DPIE Water and NRAR	83
4.2.11.	Sydney Water	86
4.3.	Response to Community Organisation and Public Submissions.....	88
4.3.1.	Community Organisations	88
4.3.2.	Public Submissions	90

5.	Evaluation of the Project	93
5.1.	Assessment of Amended Proposal.....	93
5.2.	Draft Western Gateway Sub-precinct Design Guide	97
5.3.	Summary of Mitigation Measures (As Amended)	106

Disclaimer	107
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Appendix A	Design Integrity Panel Feedback
Appendix B	Supplementary Design Report and Amended Architectural Plans
Appendix C	Plan of Subdivision
Appendix D	Heritage Response Report
Appendix E	Traffic and Access Response Report
Appendix F	ESD Response Report
Appendix G	Acoustic, Noise and Vibration Response Report
Appendix H	Wind Environment Report
Appendix I	Civil Response Report
Appendix J	Updated Central Transport Infrastructure Impact Assessment
Appendix K	Air Quality Response Memo
Appendix L	Updated Preliminary Construction Management Plan
Appendix M	CPS (Central Precinct Sydney) Letter of Support
Appendix N	TOGA Letter of Support
Appendix O	YHA Draft Management Plan
Appendix P	Addendum Cost Summary Statement
Appendix Q	Site Auditor Interim Advice
Appendix R	Draft Western Gateway Design Guideline Compliance Table

FIGURES

Figure 1 Rooftop Balustrade.....	1
Figure 2 Crown Axonometric showing the proposed changes to the rooftop balustrades.	1
Figure 3 Design Amendment – Northern Façade of Shed	2
Figure 4 Design Amendment – External Southern Stair	3
Figure 5 Eastern Elevational interface.....	4
Figure 6 Tower Design Optimisation - Structure	8
Figure 7 YHA Façade Optimisation	9
Figure 8 Tower Façade and Structure Amendments – Tower view from Lee Street	10
Figure 9 Floorplate Arrangement – Lowrise Atriums.....	11
Figure 10 Typical habitat – Additional floor area	11
Figure 11 Tower Optimisation – Atlassian Growth	12
Figure 12 Design Development – Building Corner Optimisation	13
Figure 13 Tower Soffit Lowering.....	14
Figure 14 Design Development - Cantilevers.....	15
Figure 15 Proposed Signage Zones	16

TABLES

Table 1 Supporting Documentation	2
Table 2 Atlassian Central SSDA Submissions	4
Table 3 Consultation that has occurred as part of the preparation of this RTS	12
Table 4 Proponent-led Design Changes	5
Table 5 Development summary numerical comparison	17
Table 6 Response to DPIE Preliminary Assessment	18
Table 7 SEPP 64 Assessment	24

Table 8 Response to Environmental Protection Agency Submissions	27
Table 9 Response to Fire and Rescue NSW Comments	30
Table 10 Response to Environment, Energy and Science Group Comments	32
Table 11 Response to City of Sydney Comments	32
Table 12 Subdivision Strategy	57
Table 13 Response to Government Architect NSW Comments.....	58
Table 14 Response to Sydney Airport Comments	62
Table 15 Response to Civil Aviation Safety Authority Comments	62
Table 16 Response to Transport for NSW Comments	63
Table 17 Response to Heritage NSW Comments	70
Table 18 Response to DPIE Water and NRAR Comments.....	83
Table 19 Response to Sydney Water Comments	86
Table 20 Response to Community Organisations	88
Table 21 Response to Public Submissions	90
Table 22 Assessment of amended proposal against the relevant statutory planning	93
Table 23 Draft Western Gateway Sub-precinct Design Guide Assessment	97
Table 24 Summary of Mitigation Measures	106

1. INTRODUCTION

This 'Response to Submissions' Report (**RtS**) has been prepared by Urbis on behalf of Vertical First Pty Ltd to address the matters raised by government agencies, the public and community organisation groups during the public exhibition of the proposed Atlassian Central State Significant Development (**SSD**) application in relation to the site at 8-10 Lee Street, Haymarket (the site).

The Department of Planning, Industry and Environment (**DPIE**) issued a letter to the applicant on 5 March 2021 requesting a response to the comments raised during the public exhibition period for SSD-10405.

Overall, the project received a low number of public submissions, and while the City of Sydney (**Council**) and some government agencies provided comments on the application, none have formally 'objected' to the project. This provides a strong level of support for the project, albeit that some areas of the project have required further refinement following the public exhibition period.

This document provides an initial analysis of the submissions received, outlines further engagement with stakeholders which has occurred following public exhibition, a formal response to the submissions, and an overview of some amendments to the project (as lodged) which final approval is sought for.

Ultimately, the design integrity of the project has been retained (and where possible, improved) following further engagement and we are of the view that the assessment of the application can be finalised.

1.1. OVERVIEW

The application was placed on public exhibition from 16th December 2020 to 3rd February 2021 (this exhibition period was extended as it was over the Christmas/New Year period with a number of public holidays). During this period, submissions were received from NSW government agencies, City of Sydney Council (**Council**) and other key public authorities. Submissions from the following public authorities were received:

- NSW Environment Protection Authority (**EPA**)
- Fire and Rescue NSW
- Environment, Energy and Science Group (**EES**)
- City of Sydney
- NSW Government Architect's Office (**GANSW**)
- Sydney Airport
- Civil Aviation Safety Authority (**CASA**)
- Transport for NSW (**TfNSW**)
- Heritage NSW – Heritage Council of NSW, Historical Archaeology and Aboriginal Cultural Heritage
- DPIE Water and the Natural Resources Access Regulator (**NRAR**)
- Sydney Water

In addition, submissions were received from neighbouring property owners, residents and community organisations.

The key matters raised in the agency and public submissions include:

- Design excellence
- Heritage
- Adaptive reuse of the former Inwards Parcels Shed
- Wind
- Overshadowing
- Residential amenity

- Demolition and construction noise
- Noise impacts to the hostel rooms
- Traffic impacts
- Pedestrian traffic and safety
- Provision of trees
- Rooftop landscaping
- Precinct integration
- Air quality
- Service vehicle clearance
- Stormwater drainage and Water Sensitive Urban Design
- Subdivision/Lot Consolidation

This RtS provides an in-depth and holistic response to the above key matters and all other matters raised by the public authorities and community submissions. Specific design changes are also proposed to the development in response to the submissions received and as part of ongoing design development. Revised specialist documentation to support the revised scheme accompany this RtS and are described in **Section 1.3** below.

1.2. STRUCTURE OF THIS REPORT

This RtS report is structured in accordance with the DPIE's draft guidelines *Preparing a Submissions Report – State Significant Development Guide* and includes the following sections:

Section 2 – Analysis of Submissions

Section 3 – Actions taken since Exhibition

Section 4 – Response to Submissions

Section 5 – Updated Evaluation of Project

1.3. SUPPORTING DOCUMENTATION

This RtS is supported by the following amended documentation:

Table 1 Supporting Documentation

Document	Prepared by	Appendix
Design Integrity Panel Feedback	DIP and Urbis	Appendix A
Supplementary Design Report and Amended Architectural Plans	SHoP and BVN	Appendix B
Plan of Subdivision	LTS Lockley	Appendix C
Heritage Response Report	Urbis Heritage	Appendix D
Traffic and Access Response Report	JMT Consulting	Appendix E
ESD Response Report	LCI Stantec	Appendix F

Document	Prepared by	Appendix
Acoustic, Noise and Vibration Response Report	Stantec	Appendix G
Wind Environment Report	RWDI	Appendix H
Civil Response Report	TTW	Appendix I
Updated Central Transport Infrastructure Impact Assessment	TTW	Appendix J
Air Quality Response Memo	GHD	Appendix K
Updated Preliminary Construction Management Plan	Built Obayashi	Appendix L
CPS (Central Precinct Sydney) Letter of Support	CPS Consortium	Appendix M
TOGA Letter of Support	TOGA	Appendix N
YHA Draft Management Plan	YHA	Appendix O
Addendum Cost Summary Statement	WT Partnership	Appendix P
Site Auditor Interim Advice Letter	Hardwood Environmental Consultants	Appendix Q
Draft Western Gateway Design Guide Compliance Table	Urbis	Appendix R

2. SUMMARY OF SUBMISSIONS

2.1. BREAKDOWN OF SUBMISSIONS

The application was placed on public exhibition from 16th December 2020 to 3rd February 2021. During this period, 9 public submissions were received, and 12 submissions were received from notified government agencies.

A breakdown of the submissions by respondent type and their position is provided below.

Table 2 Atlassian Central SSDA Submissions

Source	Position	Number of Submissions
Public Authorities		
EPA	Comment	1
Fire and Rescue NSW	Comment	1
Environment, Energy and Science Group	Comment	1
City of Sydney	Support and Comment	1
GANSW	Support and Comment	1
Sydney Airport	Comment	1
CASA	Comment	1
TfNSW	Comment	1
Heritage NSW	Comment	2
DPIE Water and NRAR	Comment	1
Sydney Water	Comment	1
SUBTOTAL		12
Community and Organisations		
General Public	Support	2
General Public	Comment	1
General Public	Object	4
Organisation	Comment	1
Organisation	Object	1
SUBTOTAL		9

2.2. SUMMARY OF PUBLIC AUTHORITY SUBMISSIONS

2.2.1. Environmental Protection Agency

The EPA provided the following comments and recommendations:

- **Electricity generation from diesel generators**

Details are required to be provided about individual and combined electrical generation capacity of proposed generators, individual fuel rate and combined fuel consumption capacity, generator testing and maintenance, annual hours of operation, fuel storage and whether an Environment Protection Licence is required.

- **Air Quality Assessment**

Additional information is requested to accurately assess air quality impacts, including backup power source details and additional operational model scenarios for emergency generators.

- **Noise and vibration impacts from rail operations**

If approved, the proposal should be consistent with the EPA's Rail Infrastructure Noise Guideline (EPA, 2013) and Assessing Vibration: a technical guideline (DECC, 2006).

2.2.2. Fire and Rescue NSW

Fire and Rescue NSW provided the following comments and recommendations:

- **Emergency Response Plan (ERP)**

A comprehensive ERP is to be developed for the site addressing foreseeable on site and off-site fire events and other emergency incidents. ERP should include risk control measures. Two copies of the ERP are to be stored in a prominent 'Emergency Information Cabinet'.

- **Local Emergency Management Committee (LEMC)**

Once constructed, the building operator is to make contact with the LEMC.

- **Building Code of Australia**

Performance solutions identified in the BCA Report prepared by Blackett Maguire + Goldsmith are required to be addressed and approved through consultation with FRNSW and the submission of a Fire Engineering Brief Questionnaire.

2.2.3. Environment, Energy and Science Group

The EES made the following comments on the application:

- **Biodiversity**

Acknowledgement that a BDAR Waiver was approved on 14 September 2020.

- **Flooding**

EES recommends that the proponent prepare a Flood Emergency Response Plan in consultation with Council and the NSW State Emergency Service (SES) to address the full range of floods up to and including the Probable Maximum Flood to ensure the safety of personnel and users of the development.

2.2.4. City of Sydney

Council provided the following feedback on the application:

- **Process**

It is recommended that further coordination, integration and planning of the site and Design Guidelines are resolved prior to final determination.

Council is supportive and believes that a successful outcome will be achieved with principles in place to guide development.

▪ **Minor overshadowing of Prince Alfred Park**

The proposal overshadows Prince Alfred Park by way of high glass balustrading to the roof terraces and thereby exceed the applicable sun access plane. This is avoidable and can be fixed.

▪ **Heritage**

- The amount for Exceptional and High Significance heritage elements proposed to be removed and re-assembled should be minimised.
- The roof garden and stepped seating structure on the roof are not considered sympathetic to the scheme and should be avoided.
- The number of penetrations and disruption to the heritage item is considered excessive for its conservation and could be improved.
- The View Analysis shows that the tower competes with the Central Station Clock Tower.
- The addition on top of the existing parcel shed roof interferes with the visual and physical separation required between the existing building and tower addition.
- The blank wall on the ground floor on the eastern elevation separating the train station does not deliver any connectivity or engagement between the new development and the station.
- The large, amalgamated arch facing Ambulance Avenue needs more work and is considered to be out of scale and unsympathetic in the context.
- The visual impact of the large glass cladding of the shed on northern elevation is uncharacteristic.

▪ **Wind Impacts**

- Greater clarity is required prior to determination on the wind comfort criteria for the western gateway precinct, given that the proposal includes a large number of external sitting areas which are not on major thoroughfares through the site and beyond.
- Other limitations in the analysis include the exclusion of wind results for areas outside the precinct boundaries, including Central Station platforms and nearby areas, and cumulative impacts when all sites are developed.

▪ **Design for Environmental Performance**

Council recommends the following environmental performance commitments:

- 5.5 Star NABERS rating
- Net-Zero operational emissions
- Rainwater harvesting
- Dual reticulation
- 90% of demolition and construction waste to be recycled.

The ESD Report should be updated to reflect the Urban Heat Island Effect.

Passive external shading to be considered on the north elevation of the Parcel Shed.

The glazing system and creation of landscaped habitats within the tower is an ambitious proposal that must also be feasible and designed based on empirical evidence that the design can work in Sydney.

Additional information is requested with respect to the proposed BiPV ventilation system.

▪ **Noise**

- Hostel rooms requiring alternative natural ventilation strategies are to comply with Council's draft Alternative natural ventilation of apartments in noisy environments performance pathway guideline.
- A Complaints Resolution Process should be included in the Demolition and Construction Noise and Vibration Management Plan.

- **Tree Management**

The applicant should increase urban canopy on the site.

- **Landscaping**

Further information is required regarding the plant species selection and maintenance at the top of the tower.

Council strongly supports the aspirations of the developer to provide a high-quality landscaped environment throughout the public domain and within the tower. The following recommendations are therefore made:

- Review the design of all planters, and freestanding pots in the public domain and tower, to ensure landscape areas on slab achieve the minimum soil depths and soil volumes in accordance with the Sydney Landscape Code Volume 2.
- Provide updated plans with levels (SSL, RL, TW), typical details and confirm the soil volume for all new trees.
- Ensure that any landscape conditions reference the Landscape Code Volume 2.

- **Remediation**

It is recommended that the RAP be peer reviewed by a NSW EPA Accredited Site Auditor through the submission of a Section B Site Audit Statement or letter of interim advice.

- **Air Quality**

Further analysis should be undertaken to assess the impact of idling trains on future occupants of the building, particularly to the hostel rooms.

- **Transport**

The proposed 3.6m clearance service vehicle ramp should be amended to have a 4.5m clear height and maximum length of 8.8m.

- **Public Domain and Water Sensitive Urban Design**

All flood planning levels are to comply with Council's Interim Floodplain Management Policy.

A stormwater quality assessment for the proposed development must comply with Council's specific modelling parameters as adopted in MUSIC-link. a certificate and/or report from MUSIC-link and the electronic copy of the MUSIC Model must be submitted for review and approval with the stormwater quality assessment report.

- **Subdivision and Lot Consolidation**

The site should be either consolidated, or a separate application should be made to subdivide the site.

2.2.5. NSW Government Architect's Office

GANSW provided the following recommendations on the proposal:

- **Design Integrity Panel**

DIP consultation to continue during design and construction documentation stages. A DIP session should be held pre RtS to assist in resolution of the items below.

- **The Shed**

North elevation glazing not supported. North elevation requires detailed analysis.

DIP to review the adaptive reuse of the shed including roof activation.

- **Wind**

Wind impacts to be resolved and reviewed by the DIP.

- **Overshadowing of Prince Alfred Park**

Overshadowing from glazed screens not supported.

- **Public Domain Integration**

Public domain integration should be subject to review by the DIP during design development.

- **External Stair**

Requires further design development to be reviewed by the DIP.

- **Tower Soffit**

Supported in principal, detailed design to be reviewed by DIP.

- **Stepped Floorplates**

The change to the typical floorplate arrangement that reduces the extent of the 'stepped floorplates' in the south-western section of the plan requires further explanation and justification, including drawings that indicate its design impacts both external and internal and should be presented to DIP pre-RtS.

- **Design Guidelines**

It is strongly recommended that the Design Guidelines are finalised prior to any approval.

2.2.6. Sydney Airport

The site is located in an area of the Obstacle Limitation Surface (**OLS**) known as the Conical Surface. Any structures taller than the OLS (142-146 AHD) will need to be assessed by CASA and Air Services prior to being referred to the Federal Department of Infrastructure, Transport, Regional Development and Communications.

2.2.7. Civil Aviation Safety Authority

Approval from the Federal Department of Infrastructure, Transport, Regional Development and Communications for the proposed height of the development is to be made to Sydney Airport.

It is likely that CASA will recommend obstacle lighting when assessing the building, and that construction cranes will also require assessment and approval under the *Airspace Regulations 2007*.

2.2.8. Transport for NSW

TfNSW has consulted internally across the Transport cluster including Sydney Trains, NSW Trains and Sydney Metro and provides the following items to be addressed:

- **Environmental Impact Statement**

Section 5 of the EIS should include NSW Trains as one of the stakeholders.

- **Safety Assessment**

Provide the following:

- A Stage 2 (Concept Plan) Road Safety Audit for the proposed Lee Street access arrangement, Lee Street pick and drop off arrangement and the access arrangement between the loading dock and Lee Street in accordance with Austroads Guide to Road Safety Part 6: Managing Road Safety Audits and Austroads Guide to Road Safety Part 6A: Implementing Road Safety Audits by an independent TfNSW accredited road safety auditor;
- A Swept Path analysis for the simultaneous service vehicle movements to/from Lee Street through dive ramp structure for the maximum size of the vehicle that would expect to use the loading dock.

- **Traffic and Safety Assessment for Lee Street**

Provide the following:

- Traffic and pedestrian safety assessment including historic crash analysis to confirm that the proposed measures along Lee Street would not exacerbate existing safety issues; and
- An assessment of conflicts at the Lee Street access to provide mitigation measures to minimise the impacts on Lee Street / Pitt Street / George Street intersection and Lee Street.

- **Freight and Servicing Management**

- More information needs to be provided on how vehicles that have been refused entry will be managed back onto the road network, specifically to ensure that there are no reversing movements onto Lee Street;
- Further explanation is required to outline how management techniques can overcome the deficiency of what the DCP states should be provided. While there is a strong environmental focus to this building, there is a risk that under provision of dock capacity could lead to externalised environmental impacts; and
- Sufficient loading dock space should be provided in accordance with Council's Development Control Plan (DCP) or TfNSW's Guide to Traffic Generating Developments, whichever provides the greater amount of space, to ensure sufficient space is provided within the site to support the forecast freight and servicing demand of the proposed development.

- **Protection of Sydney Trains / NSW Trains Assets and Operation**

Provide information on the following:

- Details of outdoor terrace area, balconies and external windows facing rail corridor and confirmation that the development has measures installed (e.g. awning windows, louvres, enclosed balconies, window restrictors etc.) which prevent the throwing of objects onto the rail corridor in accordance with the Department of Planning's Guidelines - Development near Rail Corridors and Busy Roads;
- Impact of groundwater drawdown on rail corridor needs to be assessed in detail and confirm this is acceptable; and
- Whether a staged Construction Certificate is sought as TfNSW would be able to recommend any relevant conditions that apply for each specific stage.

- **Heritage**

It is requested that:

Sydney Trains and TfNSW heritage teams are consulted to address colonial archaeology and input into the development of the Heritage Interpretation Plan, Public Art Plan and Archaeological Plan.

Include in the RtS Report:

- Outline of how the significant views and vistas outlined in the Central Station Conservation Management Plan have been considered in the design;
- Outline of whether historic lighting ('NSWGR') will be retained and conserved in situ as outlined in the CMP and the Heritage Lighting Strategy;
- Further input from key reports and findings from recent archaeological works at Central.

2.2.9. Heritage NSW

Heritage NSW provided the following comments in relation to **Aboriginal Cultural Heritage**:

- **Aboriginal Cultural Heritage Assessment Report (ACHAR)**

Further detail is to be provided as to the results of the Stage 4 Aboriginal consultation and clarification regarding the draft status of the ACHAR.

It is recommended that the ACHAR is updated to:

- provide detail regarding the outcomes of Aboriginal consultation;
- clearly outline the pathway for how further investigations and impacts to Aboriginal cultural heritage values will be managed as part of this Project; and
- be a finalised document.

- **ACH Regulation Review of EIS and Associated Reports**

Heritage NSW supports the proposal for further investigations based on the findings of the draft ACHAR.

The ACHAR and HIS conflict in the proposed management of Aboriginal cultural heritage.

Further detail needs to be provided as to the process proposed for additional investigations of Aboriginal Cultural Heritage matters.

The preparation of any non-Aboriginal archaeological research design and methodology needs to include consideration of Aboriginal cultural heritage values to address whether the project area does have potential for Aboriginal objects otherwise a separate methodology for the Aboriginal cultural heritage needs to be prepared.

An Unexpected Finds Protocol for Aboriginal objects is supported.

Ongoing consultation with the Aboriginal community as part of construction works and design is supported and a Heritage Interpretation Strategy is recommended to be prepared that incorporates Aboriginal history and cultural heritage.

Heritage NSW provided the following comments as Delegate of the **Heritage Council**:

▪ **Interpretation**

The Heritage Council recommends conditions that ensure heritage interpretation is a critical component of the project.

The Heritage Council requests that there be a coordinated and consistent heritage interpretation approach and design across the whole precinct.

Heritage Interpretation Strategy should be finalised prior to approval.

A program of Aboriginal ceremony should be developed to re-awaken the landscape as part of the proposal. It is also recommended that stories are collected from the life of the former Inwards Parcel Shed to 'farewell' the place, and to use the stories as part of the interpretation.

▪ **Designing with Country Framework**

The inclusion of the Designing with Country Framework is supported and ongoing consultation and input from Heritage NSW is recommended.

▪ **Visual Changes**

Opportunities to emphasise the legibility of the existing low scale heritage elements should be ensured through development conditions.

▪ **Changes to the former Inwards Parcels Shed**

It is recommended that the extent of demolition and removal of fabric is reduced as much as possible to minimise impact to significant/original fabric.

▪ **Other Environmental Matters**

- It is recommended that the extent of demolition is reduced as much as possible to minimise impact to significant/original fabric, including to the size of the new large opening within the heritage retaining wall. Where significant fabric is proposed to be removed, as much fabric as possible should be salvaged for future conservation works or reinstatement.
- Further detail is required to understand what the implications for removal of the awnings along Lower Carriage Lane will be on retained fabric, as well as any future use or interpretation of these elements.
- It is unclear what impact the change in surface level will have on the adjacent significant retaining walls and the former Parcel Post Office building as well as the sandstone post on Upper Carriage Lane. We suggest additional details be developed to ensure impacts are minimised, including how the use of the former Inwards Parcels Shed including its loading dock function will be interpreted as part of the works.
- Further details of the fire booster proposed to be installed within the heritage retaining wall (Lower Carriage Lane) should be provided to ensure the treatment does not adversely impact on the character of the wall.

Heritage NSW provided the following comments in relation to **Historical Archaeology**:

- Heritage NSW generally supports and concurs with the assessment and conclusions of the Historical Archaeological Assessment by AMBS.
- However, Heritage NSW observes that no levels reduced to Australian Height Datum (AHD) have been included in the analyses leading to these conclusions and minimal consideration of the likelihood of disturbance to potential archaeological deposits on site.

2.2.10. DPIE Water and the Natural Resources Access Regulator

DPIE Water and NRAR provided the following comments:

▪ Water take and entitlement

The proponent should confirm with NRAR the licencing arrangements for potential water take from the drained basement during construction and during occupation.

▪ General Post Approval Recommendations

- Develop a Ground Water Management Plan for the construction phase.
- Develop a dewatering reporting schedule covering the duration of construction.
- Develop a proposed occupational phase (after building completion) reporting schedule.

2.2.11. Sydney Water

Sydney Water made the following comments on the application:

▪ Water and Wastewater Servicing

The developer must engage a hydraulic engineer and conduct a detailed planning study to determine required augmentations and proposed connection points for potable water and wastewater and provide to Sydney Water for review.

▪ Stormwater

A major 1,500mm Sydney Water stormwater pipe is located within the development boundary. Sydney Water will not object to any building over the 1,500mm pipe, provided the extent of the building over this pipe is limited to the existing pedestrian subway tunnel. No building over this 1,500mm pipe is permitted where the current air space above this 1,500mm pipe is open to sky.

The proponent is required to provide their construction and other necessary details to ascertain that the proposed building under the Sydney Water's stormwater pipe maintains the above status quo.

2.3. SUMMARY OF COMMUNITY ORGANISATION AND PUBLIC SUBMISSIONS

The community organisation and public submissions primarily related to:

- **Heritage impacts** including extent of adaptive reuse of the former Inwards Parcels Shed, impacts on the heritage significance of the Central Station precinct in general and the clocktower in particular, scale of development in relation to Central Station, impacts on Railway Square.
- **Amenity impacts** on surrounding residential properties and road network, particularly associated with construction but also in relation to cumulative overshadowing impacts.
- **Excessive commercial, hotel, retail floor space** for this part of Sydney.
- **Lack of community consultation.**
- **Pedestrian traffic** around the Central Station precinct.

3. ACTIONS COMPLETED FOLLOWING EXHIBITION

Since the public exhibition of the proposed SSDA, the applicant has consulted with government agencies as follows:

- DPIE
- GANSW
- City of Sydney
- Heritage NSW
- Design Integrity Panel
- TfNSW

3.1. CONSULTATION

The following provides a summary of consultation that has occurred with key agencies following the receipt of submissions.

Table 3 Consultation that has occurred as part of the preparation of this RTS

Stakeholder	Date	Summary
Department of Planning, Infrastructure and Environment	9 February 2021	▪ Overview of status and design development ▪ Discussion regarding submissions
	10 March 2021	
	12 April 2021	
	19 May 2021	
Government Architect NSW	8 March 2021	▪ Overview of status and design development ▪ Discussion regarding GANSW submission
City of Sydney	15 March 2021	▪ Overview of status and design development ▪ Presentation on key items from CoS submission and response ▪ Discussion regarding key issues
	23 March 2021	
	25 March 2021	
Heritage NSW	25 February 2021	▪ Overview of status and design development ▪ Discussion regarding HNSW submission
	8 March 2021	
Design Integrity Panel	13 April 2021	▪ Overview of status and design development ▪ Presentation on key items and update from previous DIP feedback and response ▪ Discussion regarding key issues
Transport for NSW	Weekly	▪ Overview of status of design development ▪ General precinct coordination ▪ Stakeholder and neighbour interface

Additionally, Vertical First has met with TfNSW to discuss the Response to Submissions document and design development issues with other proponents in the Western Gateway, being Central Precinct Sydney and TOGA.

Both parties have provided letters of support for the proposed changes, as documented in **Appendix M** and **Appendix N**.

3.2. AMENDMENTS TO THE PROPOSAL – RESPONSE TO SUBMISSIONS

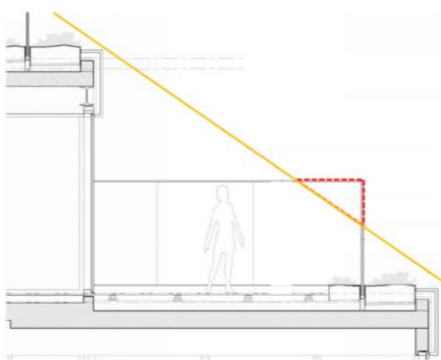
The following design changes are proposed in response to the submissions received. Further detail can be found within the Supplementary Design Report provided at **Appendix B**.

- Glass balustrade set back from edge of rooftop terraces
- Redesign of the blank wall on the ground floor of the eastern elevation (Platform 1).
- Provision of a new steel plate screen partition barrier on eastern façade at OSD level.
- Clear glass on northern elevation of Parcels Shed replaced with reeded glass (except for the heritage windows).
- The external southern staircase design has been amended with the stair continuing down the east side of the ridge.
- Soffit Materiality

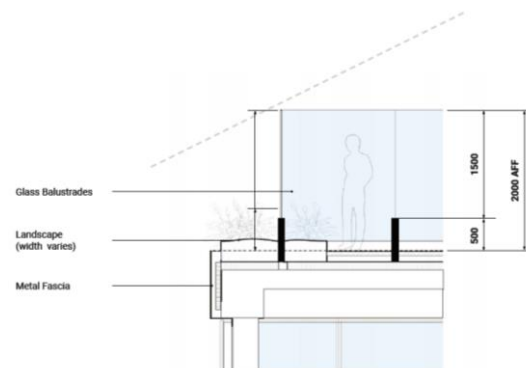
3.2.1. Tower Crown – Balustrades

In response to submissions received from the City of Sydney and GANSW, it is proposed to set the glass balustrades back at the rooftop to ensure no overshadowing of Prince Alfred Park will occur. All balustrades are two metres tall to protect interior spaces from wind and risk of falling objects from the Crown (**Figure 1** and **Figure 2**). The proposed balustrades are setback between 1m and 3m to ensure no overshadowing occurs. Refer to the Supplementary Design Report at **Appendix B** for additional details.

Figure 1 Rooftop Balustrade

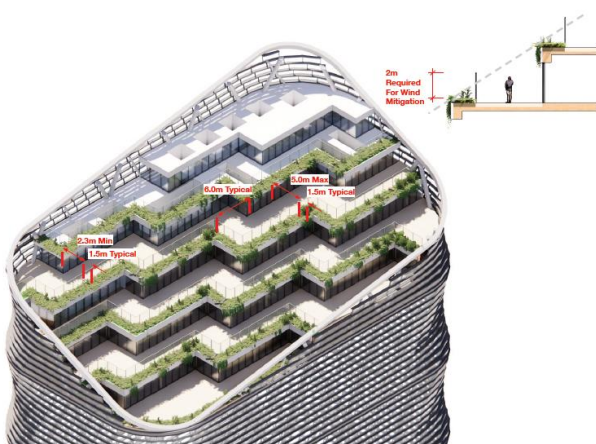


Picture 1 Original Submission

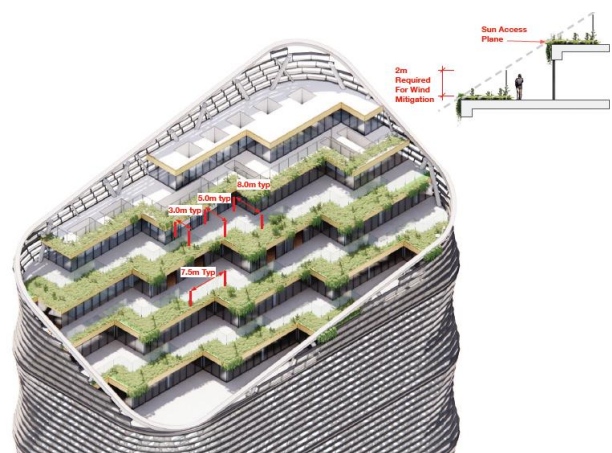


Picture 2 Amended Design

Figure 2 Crown Axonometric showing the proposed changes to the rooftop balustrades.



Picture 3 Previous Design



Picture 4 Proposed Design

Source: SHoP and BVN

3.2.2. Northern Elevation – Inwards Parcels Shed

In response to comments received from the City of Sydney and the Design Integrity Panel, a façade material change is proposed for the Northern end of the Inwards Parcel Shed façade (**Figure 3**).

The transparency of the northern elevation celebrates the heritage structure and existing window framing. This surface affords the interior access to natural light and prospect while simplifying the waterproofing requirements of the existing structure. It is also intended to provide a unique opportunity for the interior Shed lighting façade strategy to contribute to the Third Square's night time activation. In its original and existing condition the Shed structure is concealed by metal cladding. The revealing of this structure further reinforces the design proposal's commitment to celebrating the existing building while improving outlook and amenity to the interior.

The reeded glazing is an interpretation of the existing corrugated metal sheet into a contemporary aesthetic. Careful attention has been paid to the detailing and break up to ensure the underlying timber structure is celebrated whilst addressing various requirements for performance and detailing.

Figure 3 Design Amendment – Northern Façade of Shed



Picture 5 Original Submission



Picture 6 Amended Design with Reeded Glass

Source: ShoP and BVN

Refer to the Supplementary Design Report at **Appendix B** for additional details.

3.2.3. External South Stair

Following submissions from the GANSW aligning with the Design Integrity Panel, the design and location of the external stair located on the southern end of the former Shed has been amended. The design team has further explored the expression, scale and arrangement of the external staircase. The stair has been adjusted to continue down the east side of the ridge to open the view of the Shed from the south west (**Figure 4**). The repositioning of the stair also enables clear visual connectivity to the link zone and improves direct access from the eastern foyer and outdoor space. The detailing of the stair will be continuous with the Shed and the occupiable roof to provide a coherent composition.

As the neighbouring site and OSD requirements develop access to the OSD and bridge level may continue to evolve.

Figure 4 Design Amendment – External Southern Stair



Picture 7 Original Submission



Picture 8 Amended Design with stairs located to the east

Source: ShoP and BVN

3.2.4. Partition Barrier – Eastern Façade – OSD Level

In response to commentary in the City's submission, the blank eastern façade wall facing inwards to Central Railway Station and directly adjoining the future OSD level has been redesigned to address scale and visual impact to the station. Datum lines have been identified to the upper levels of the heritage building to the north of the platform 1 including its sandstone plinth at the lower level, and its eastern and western parapet heights.

A new steel plate screen partition barrier at OSD level has been introduced and aligns with the two upper parapets of the adjoining heritage building (**Figure 5**). The architectural language of the metal screen makes reference to rail architecture and the detail reflected in the jack arch structure of the lower ground stores areas. In the event the Central Station OSD is built, the upper portion of the metal screen can be removed. The visual portion of the eastern facade will still provide an articulated backdrop to platform 1. At low level, sandstone slabs will be introduced in order to compliment the adjoining plinth of the heritage building.

We understand that the significance of Platform 1 at Central Station to the Stolen Generation Survivors and their families is a key heritage consideration for TfNSW in the renewal of Central Precinct. We will work with TfNSW to develop a coordinated and consistent approach to ensure the consideration of the Stolen Generation and their histories in our design considerations.

Refer to the Supplementary Design Report at **Appendix B** for additional details.

Figure 5 Eastern Elevational interface



Picture 9 Previous Design



Picture 10 Proposed Design

Source: SHoP and BVN

3.2.5. Tower Soffit

Following submissions from the GANSW aligning with the Design Integrity Panel additional detail is provided to confirm that the soffit will be constructed of Glass Reinforced Concrete (GRC) or metal panels, configured so that the soffit has subtle relief as shown in the conceptual rendering. The soffit will have integrated lighting, distributed throughout the surface.

Design development of soffit panels is currently being developed and will continue through detailed design. Refer to the Supplementary Design Report at **Appendix B** for additional details.

3.3. AMENDMENTS TO THE PROPOSAL – DESIGN DEVELOPMENT

The following design changes are proposed to the development as a result of ongoing design development and refinement.

Table 4 Proponent-led Design Changes

Component	Design Change Details
Tower Stack, Structure and Facade	▪ Tower Stack: One level eliminated at bottom of tower (T06M Plant Mezzanine); one level added to Crown beneath former Level T35 (now Level T36). ▪ Level Datums - YHA and Plant Levels T01-T06: Total height reduced. ▪ Level Datums - Tower Levels T07-T40: Datums shifted down, and Crown levels adjusted to accommodate restack of floors. ▪ Structure - YHA and Plant Levels T01-T06: Exoskeleton eliminated. High embodied steel structure replaced with concrete. ▪ Facade: Vertical panelization revised from 3 glazing panels per floor to 2 glazing panels per floor. ▪ Facade - YHA Levels T01-T05 and Crown Levels T36-T37: Inner facade layer eliminated and floors extended to outer facade. Outer facade layer changed from louvred glass facade to DGU façade with awning windows. ▪ Facade - Office Levels T07-T34: Extents of glass louvre facade adjusted per floor plan revisions.
Buildable Envelope Tower Soffit Lowering	▪ Level Datums: Tower lowered by 1m to RL39.
Buildable Envelope Cantilevers	▪ West - Competition: At the time of the design competition, the bottom of the west cantilever was set at “double” the height of the historic sandstone wall of the Adina Hotel, to ensure a respectful distance between the two. ▪ West - Current: Differing from initial assumptions, the proposed massing of the TOGA development sits on top of and in front of the Adina Hotel, changing the interface between the two sites. ▪ South - Competition: The bottom of the south cantilever was defined in relationship to the existing Railway Square street wall. At the time of the competition, the height of the Dexu Frasers podium was not finalized. ▪ South - Current: Since the competition, the south cantilever datum has been renegotiated to align with the Dexu Frasers development’s podium, to provide a more generous space across from the podium. ▪ Proposed Amendment - West and South: In the proposed design, rather than an abrupt transition to the cantilevered volumes, the massing tapers, increasing the “breathing room” between Atlassian

Component	Design Change Details
	and these two neighbours. To achieve this geometry, while maintaining minimum office floor to floor heights in the tower, a piece of the cantilever volume is “relocated” to the narrower portion of the tower below, as shown with a green arrow. The result is a smoother and more generous transition to the cantilevers, which provides a much-improved quality of urban design for the Precinct.
Lowrise Habitats Levels T07-T22	▪ 3 “bays” of timber floor added on west side of Habitat Levels 2-4 (22.7m linear). ▪ Corner radius of building form decreased from approximately 9m to 7m. ▪ Core: Structural design adjustments. ▪ Core: Services coordination adjustments. ▪ Core: Swap of stair bay and services bay. ▪ Core: Adjustments to restroom space planning. ▪ Lift transfer habitat relocated from T19-T22 to T23-T26.
LR-HR Transfer Habitat Levels T23-T26	▪ Same amendments as Lowrise Habitats, refer to 2.3. ▪ Lift transfer habitat relocated from T19-T22 to T23-T26. ▪ Lowrise core structure now extends one level higher relative to the lift transfer level (to Habitat Level 4 rather than Habitat Level 3).
Highrise Habitat Levels T27-T30	▪ Same amendments as Lowrise Habitats above. ▪ Second pair of megacolumns on the south incorporated into the design. ▪ Crown core (lift pits on T30): lift added. ▪ Crown core (lift pits on T30): reconfiguration of space planning.
HR-Crown Transfer Habitat Levels T31-T34	▪ Same amendments as Highrise Habitat above. ▪ Crown core: lift added. ▪ Crown core: reconfiguration of space planning.
Crown Levels T31-34	▪ Corner radius of building form decreased from approximately 9m to 7m. ▪ Crown core: lift added. ▪ Crown core: reconfiguration of space planning. ▪ Level T35: Full floor added to crown. ▪ Levels T36-T37: Inner façade layer eliminated, and floors extended to outer façade. Outer façade layer changed from louvred glass façade to DGU façade.

Component	Design Change Details
	- Levels T36-T38: Timber & steel hybrid structural framing changed to steel structural framing. - Levels T36-T39: Glass balustrades moved inward to comply with the sky plane (occupiable terrace area reduced). - Levels T38-T39: Exterior egress stair added to service the occupiable terrace on T39. - Levels T38-T40: Plant spaces reconfigures and, on T38, relocated.
Signage Zones	- East Elevation – 4m x 30m (illuminated) - North Elevation – 8m x 8m (illuminated) - West Elevation – 4m x 30m (illuminated)

The following subsections summarise these changes in more detail:

3.3.1. Tower Sustainability Optimisation

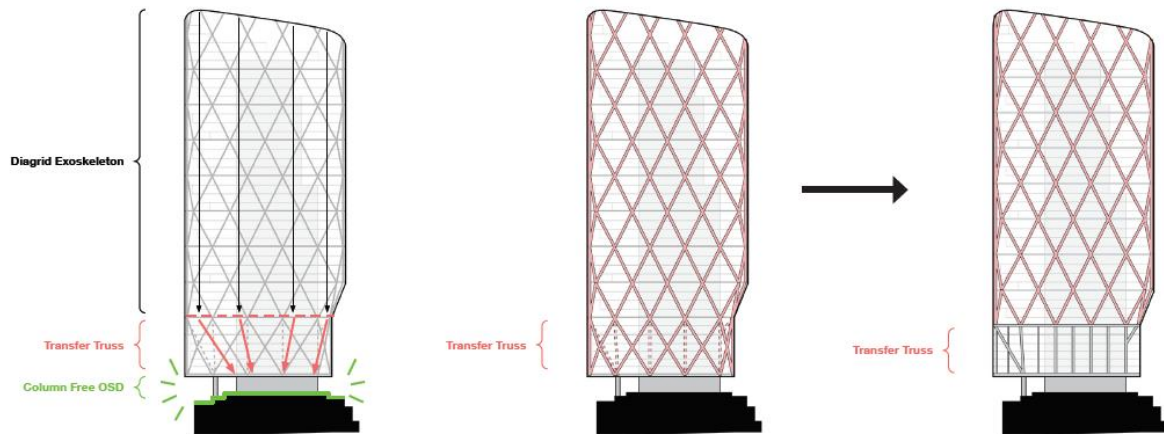
A series of design optimisations have occurred following lodgement of the original EIS which related to structure, façade and Atlassian growth. These changes have also contributed to a reduction in the buildings overall embodied carbon aiding in delivering on the high sustainability outcomes targeted by the proposal.

Structure

The following structural changes are proposed most of which do not alter the external appearance of the tower. The main external design change proposed relates to the YHA components of the tower which are detailed below (**Figure 6**).

- The tower structure and facade design have been rationalised through design development to reduce embodied carbon which is a key sustainability goal of the project.
- The exoskeleton is unique in that its loads do not transfer to ground to keep the public domain clear of columns which would clash with the Inwards Parcel Shed. The loads from the exoskeleton loads transfer from level 7 through the YHA with angled struts which does not require the exoskeleton structurally to extend down to level 1.
- This steel structure contained a great amount of embodied carbon.
- To realize the maximum reduction in embodied carbon while minimizing design impact, the Transfer Truss was targeted.
- The steel exoskeleton and truss within the YHA have been replaced with 'green' concrete, a much more sustainable solution for this hard-working structure.
- The concrete structure slabs will need to come to the perimeter to tie back to concrete perimeter hangers. YHA bedrooms interior facade is eliminated. A single facade allows YHA users to have perimeter views to outdoors from all bedrooms.

Figure 6 Tower Design Optimisation - Structure



2.9 FIGURE 2 - STRUCTURAL CONCEPT: COLUMN FREE SPACE AT OSD LEVEL DIAGRAM

2.9 FIGURE 3 - PREVIOUS STRUCTURAL DESIGN: STEEL STRUCTURE FROM T01-T07

2.9 FIGURE 4 - PROPOSED STRUCTURAL DESIGN: FULL CONCRETE STRUCTURE FROM T01-T07 STEEL

Source: SHoP and BVN

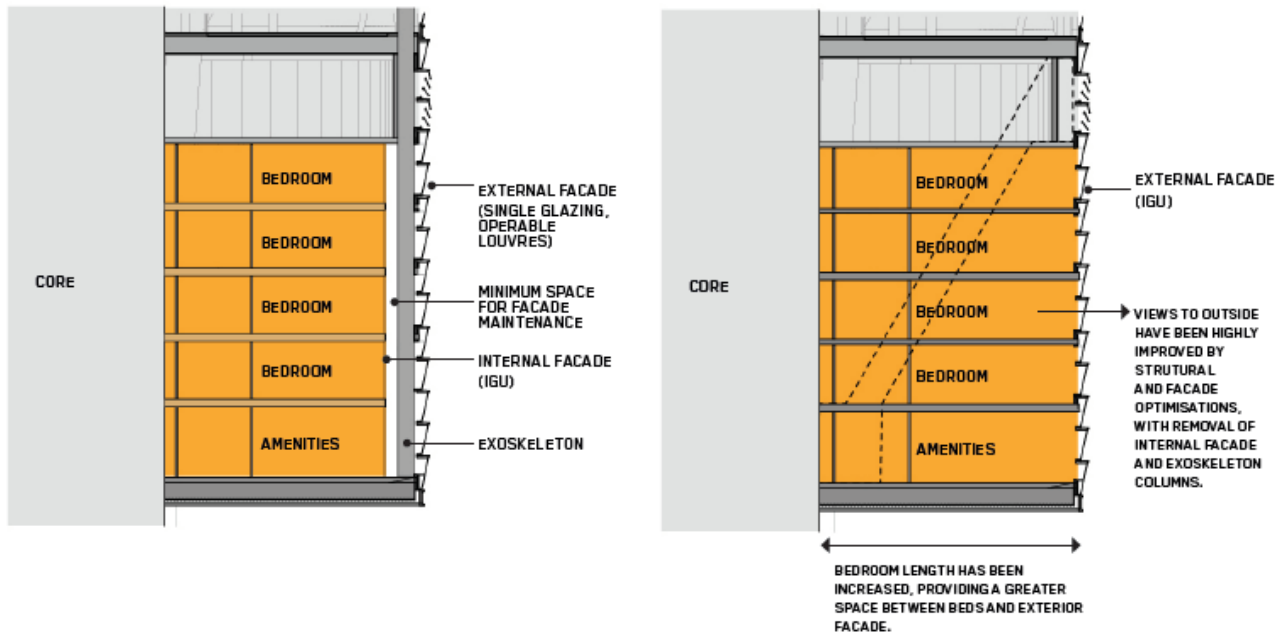
Facade

The proposed façade design amendments are detailed in Section 2.10 of the Supplementary Design Report provided at **Appendix B**.

With specific reference to the YHA:

- YHA facade optimisations improved visual connection to the outside from the rooms which was partially obstructed through a second internal skin and exterior shading system. An Internal shading system is required in each room. It will provide privacy to the hostel guests.
- The extension of the floor plate to the facade has increased the bedroom length which gives an opportunity to take advantage of the space adjacent to the facade where guests can look out to the city (**Figure 7**). The hostel activities can be better perceived from outside.
- This optimisations gave also opportunity to each guest to have direct access to natural ventilation through a manually operated window located in each room.

Figure 7 YHA Façade Optimisation



Picture 11 Previous Design – Typical Section - West

Picture 12 Proposed Design – Typical Section - West

Source: SHoP + BVN

Overall, the proposed facade optimisations have contributed to a better design with lower embodied carbon and have improved greatly the appearance of the building (**Figure 8**).

- Facade performance has been kept through the serrated geometry and deep shelves, in both YHA and Offices facades.
- Space quality has been improved with the change to two panels per floor amplifying the views out to the city and into the building from public realm.
- Building appearance is unified with consistent staggered panel geometry. The YHA and Offices glass selection is now the same and will contribute highly for a consistent appearance throughout the whole building.

Figure 8 Tower Façade and Structure Amendments – Tower view from Lee Street



Picture 13 Left – Original Design, Right – Proposed Design

Source: SHoP and BVN

Atlassian Growth

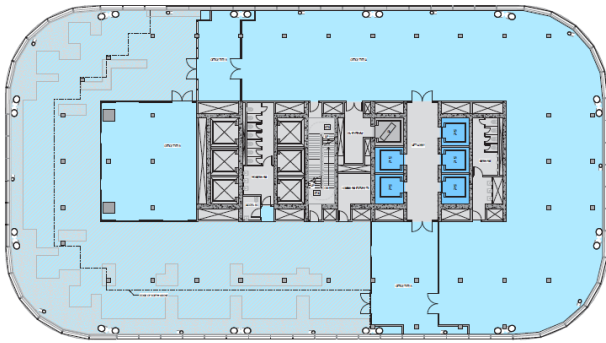
Following extensive review and to ensure the most flexible and adaptive internal planning of the future Atlassian Headquarters, the internal atrium or habitat spaces have been amended to increase the quantum of desk area. This amendment also aligns with the projected growth of the Atlassian population aligning with the future completion of the tower.

The proposed amendment results in the removal of the existing tail area of the atrium space (Refer **Figure 9** and **Figure 10**). This change was also in part responding to what is now understood to be the proposed TOGA development envelope for Block C which compromises the western outlook of this part of the building (Refer **Figure 11**).

The quality of the naturally ventilated spaces at the northern end of each habitat was retained and prioritised to ensure the proposed retains a key element of the design competition winning scheme.

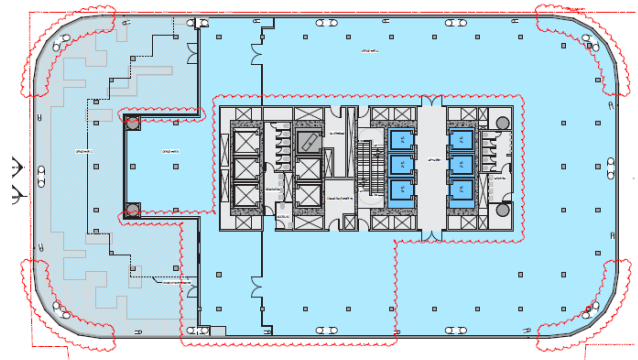
It is noted that whilst this amendment results in an increase in GFA, this remains well within the 77,000 sqm maximum GFA for the site, with a total GFA of 75,088m² (74,497 m² GFA above ground level). In addition, the proposed amendments, including all other amendments detailed in this section result in a 66.6% GBA, which is consistent with the maximum allowable building envelope efficiency of 80%.

Figure 9 Floorplate Arrangement – Lowrise Atriums



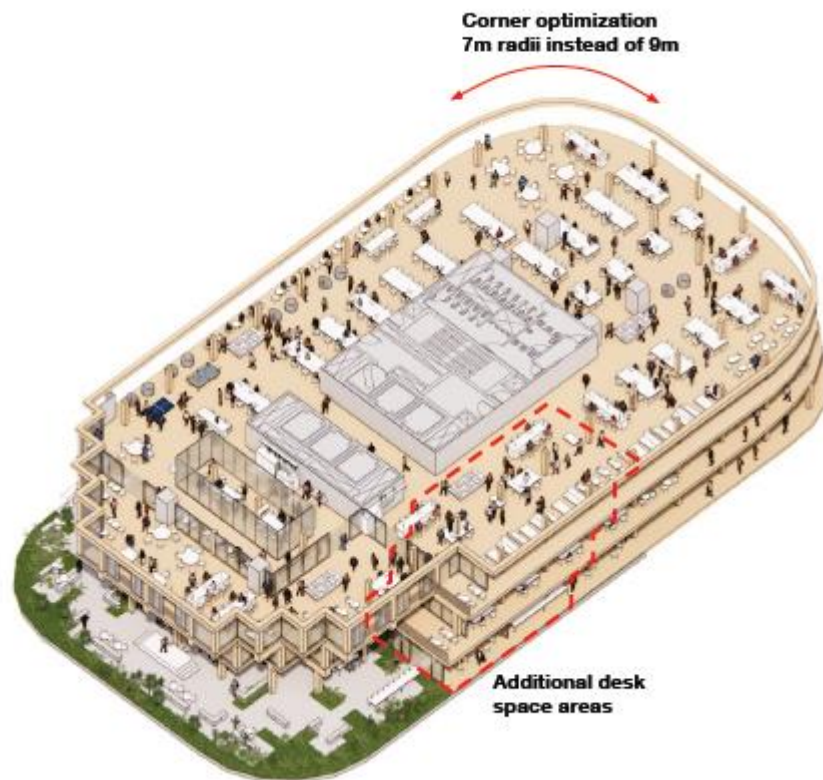
Picture 14 Original Submission – C-shaped atrium with 'tail'

Source: SHoP and BVN



Picture 15 Amended Design – C-shaped atrium, 'tail' removed

Figure 10 Typical habitat – Additional floor area



Source: SHoP and BVN

Figure 11 Tower Optimisation – Atlassian Growth



Picture 16 Original Design



Picture 17 Proposed Design

Source: SHoP and BVN

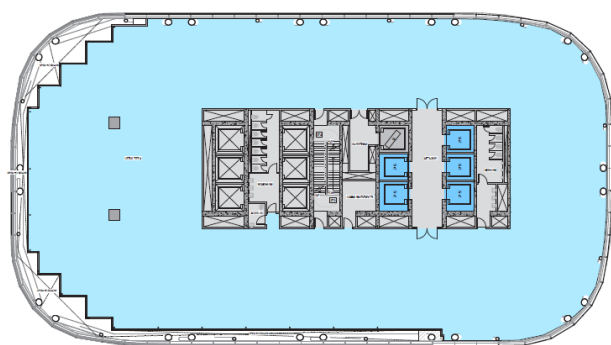
3.3.2. Building Corner Optimisation

As a result of the further design development of the building design amendments have been proposed to optimise the building corners throughout the tower. This change has resulted in a corner radius change from 9m to 7m which will improve the flexibility of interior workspace arrangements in the corner areas of each floor (**Figure 12**).

When considered with regard to the aesthetic appearance of the building, the proposed corner radii change retains the buildings aerodynamic form, a key design feature of the design competition winning scheme. When viewed in comparison to the original design, the perceived visual change is limited but results in substantial internal optimisation to support the internal workspace. The Supplementary Design Report at **Appendix B** provides a series of comparison renderings which seek to clearly demonstrate that the development retains the appearance and key design features of the original competition winning design.

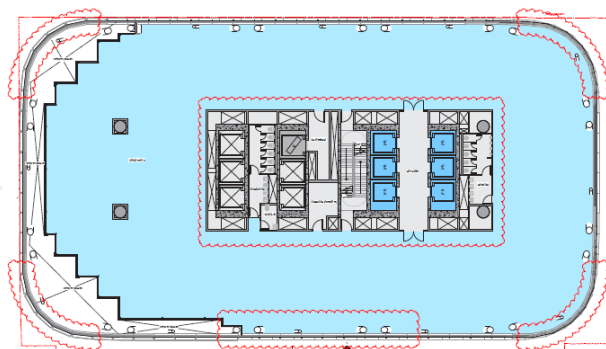
The updated wind report provided at **Appendix H** has confirmed that the proposed change to the corner radii has a negligible impact on the wind environment conditions around the site.

Figure 12 Design Development – Building Corner Optimisation



Level 4 Typical

Picture 18 Original Submission – 9m corner radii



Level 4 Typical

Picture 19 Amended Design – 7m corner radii

Source: SHoP and BVN

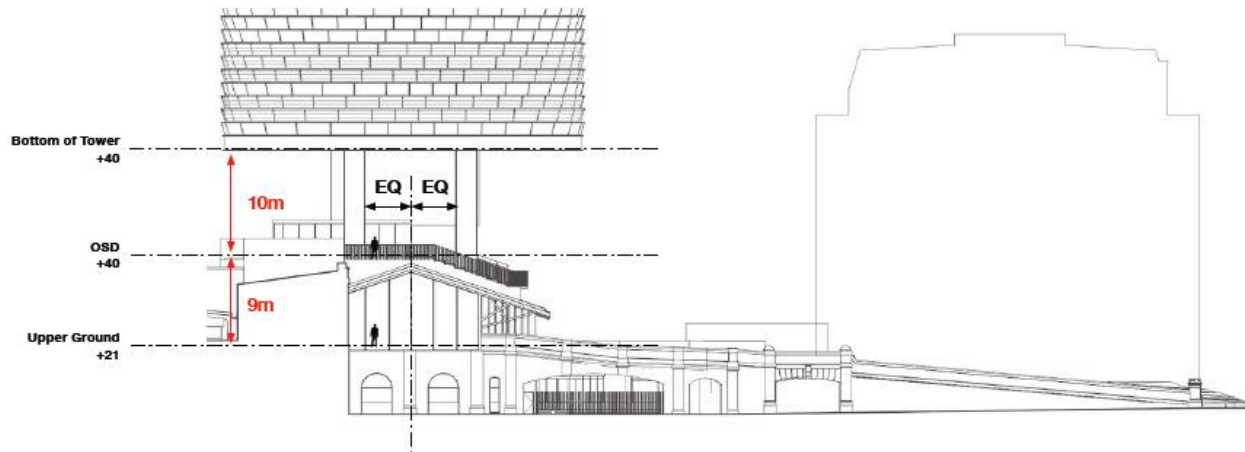
3.3.3. Building Envelope – Tower Soffit

The Draft Design Guide includes a control which limits the height of the tower soffit on Block A. The Tower soffit of RL40 was nominated in the original Planning Proposal submission in March 2019 by Atlassian to establish the base development controls for Block A. The primary objective of including a tower soffit level was to provide adequate space between the Former Inwards Parcels Shed (**Parcels Shed**) which is part of the Central Station state heritage listed item and the new tower form. The selection of RL40 was an arbitrary number selected to provide a 10 metre separation between the heritage and future contemporary building form on the Site which was considered to be a suitable separation distance to achieve this outcome.

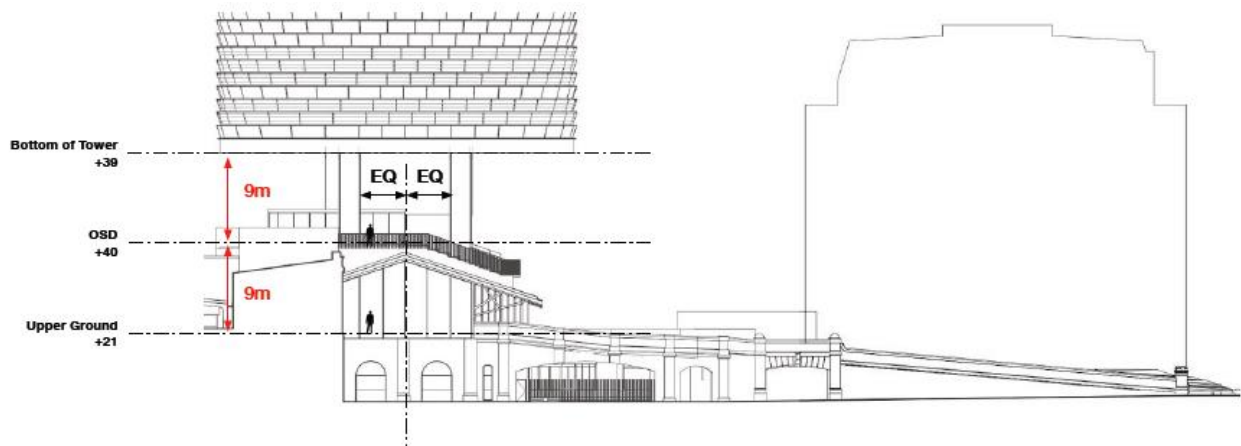
The proposed design amendment seeks to reduce the overall tower soffit height from RL 40 to RL 39 resulting in a minor non-compliance with the Draft Design Guide (Refer **Figure 13**). The negligible change to the soffit height or underside of the building envelope of 1m is required due to the need for additional spatial requirements in the floor to ceiling heights, plant and service areas to accommodate the needs of a mass timber construction building. During the initial conception of the building envelope for Block A, these spatial requirements were slightly underestimated, and have since been refined during the further detailed design of the building. The change to the soffit height from RL40 to RL39 will still support the intent of the soffit height control which is to provide separation space between the tower form and the Parcels Shed. The reduction of this separation distance of 1 metre will be hardly perceivable and will continue to enable the Parcels Shed to be viewed from close and distant viewpoints as separate building forms.

The updated wind report provided at **Appendix H** has confirmed that the proposed tower soffit lowering has a negligible impact on the wind environment conditions around the site.

Figure 13 Tower Soffit Lowering



Picture 20 Previous Tower Design – Tower Soffit RL 40



Picture 21 Proposed Tower Design – Tower Soffit RL 39

Source: SHoP and BVN

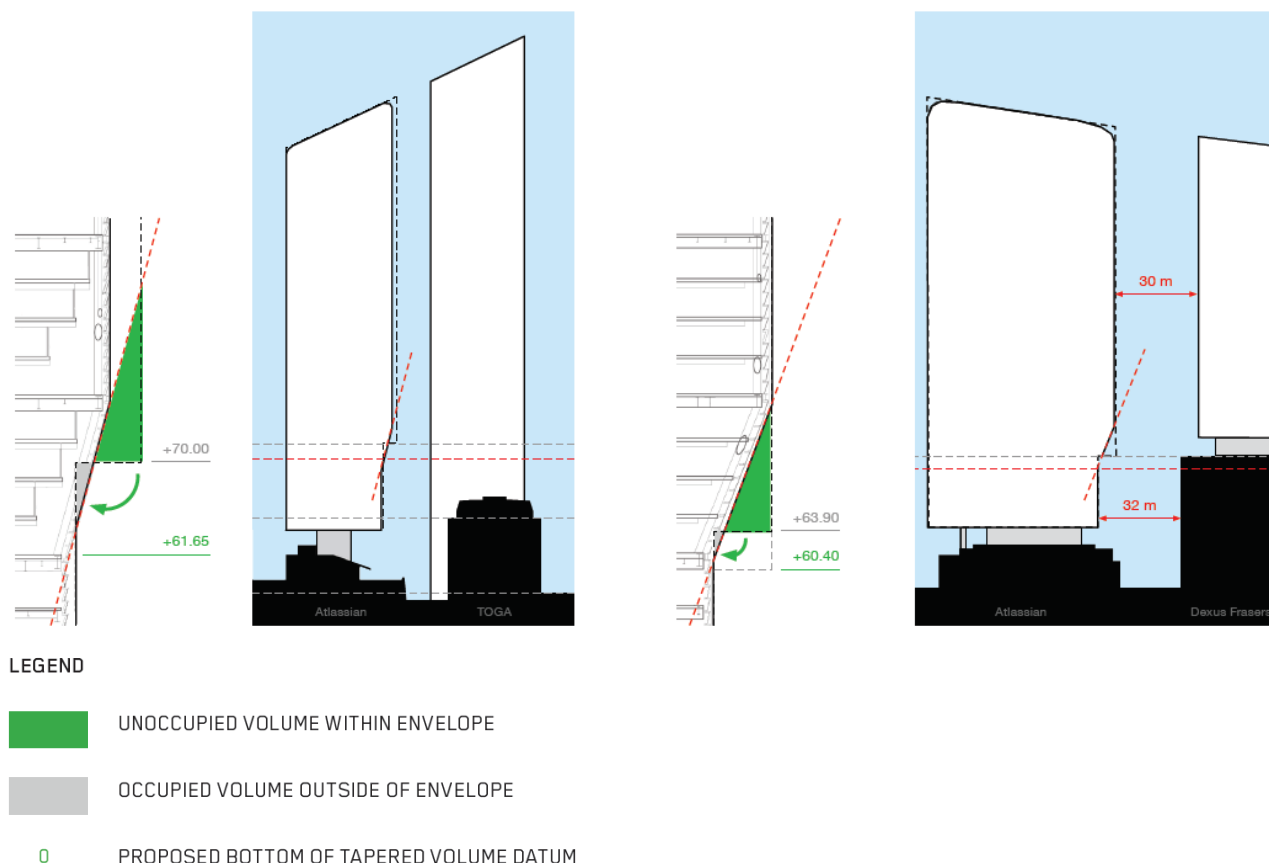
3.3.4. Building Envelope – Cantilever Zones

Similarly to the above, the Draft Design Guide includes provisions which limit development within specified cantilever zones on the western and southern side of the Block A envelope. The below sections summarise two minor non-compliance proposed with cantilever zones nominated within draft Design Guide (Refer **Figure 14**). The primary objective of both cantilever zones was to provide adequate space between the Block A envelope, and the adjacent Block B and Block C development sites.

The Supplementary Design Report prepared by SHoP and BVN at **Appendix B**, provides a detailed visual comparison of the building envelope as nominated by the Draft Design Guide and the proposed tower.

The updated wind report provided at **Appendix H** has confirmed that the proposed tower soffit lowering has a negligible impact on the wind environment conditions around the site.

Figure 14 Design Development - Cantilevers



Source: SHoP and BVN

Western Cantilever

The western cantilever zone is provided to deliver adequate “breathing room” and separation between Block A and Block C. The original SSDA submission does not occupy the full extent of the envelope, and particularly the western cantilever zone. At the time of the design competition for Block A, the bottom of the west cantilever was set at “double” the height of the historic sandstone wall of the Adina Hotel, to achieve a respectful distance between the two.

The current envelope understood for Block C differs from this initial assumption with the proposed massing sitting on top and front of the Adina Hotel, changing the interface between the two sites.

The proposal seeks to deliver a tapering of the proposed massing rather than an abrupt transition and to maintain the “breathing room between the future Atlassian and TOGA developments. To achieve this geometry, while maintaining minimum office floor to floor heights in the tower, a piece of the cantilever volume is “relocated” to the narrower portion of the tower below, as shown with a green arrow in the above figure. The result is a smoother and more generous transition to the cantilevers, which provides a much improved quality of urban design for the Precinct. It is noted that the quantum of unused volume far exceeds the volume that is proposed to be relocated lower.

Southern Cantilever

In accordance with the above item, a similar design amendment is proposed for the southern cantilever which directly faces the Block B, Dexus Fraser development site. A small piece of the cantilever volume is “relocated” to the narrower portion of the tower below. It is noted that the quantum of unused volume far exceeds the volume that is proposed to be relocated lower.

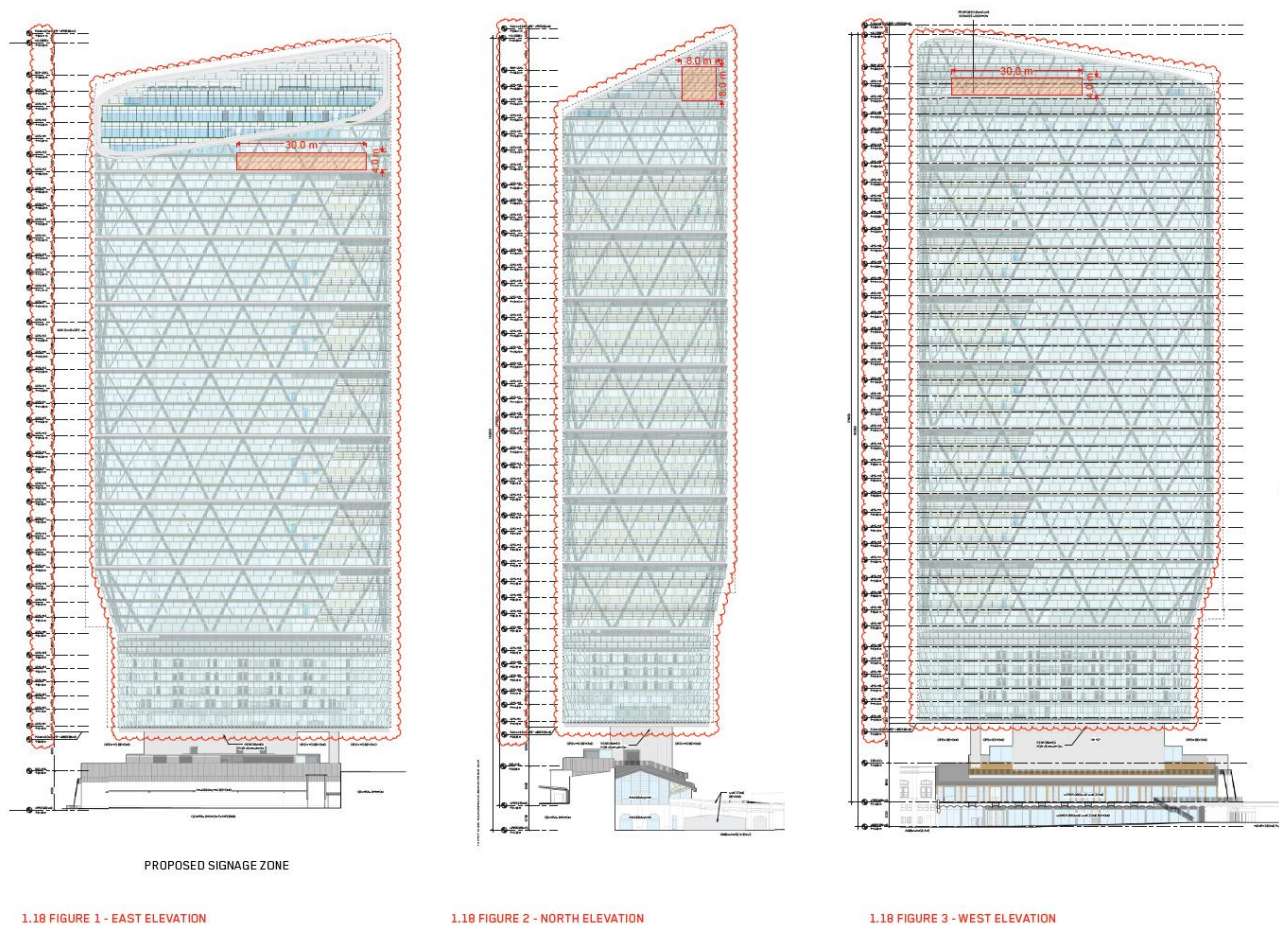
3.3.5. Signage Zones

Following review of the original signage zone provided within the original SSDA submission, amendments to the size and number of signage zones are proposed. The amendments seeks to align the size of the proposed signage zones to ensure legibility from surrounding locations, whilst also being commensurate to the size of the overall building upon which they will be located.

Figure 15 identifies the three top of building signage zones proposed on the eastern, northern and western elevations.

The proposed signage zones have been located to respond to the external and internal architecture of the development. The future detailed signage is proposed to be illuminated and will be subject of separate approval as part of a detailed signage strategy.

Figure 15 Proposed Signage Zones



Source: SHoP and BVN

3.4. CONSULTATION

The proposed design amendments detailed above have been presented to various key stakeholders including the adjacent proponents of Block B and Block C, as well as the City of Sydney and the Design Integrity Panel.

It is noted that Letters of Support from the proponents of both Block B and Block C have been provided confirming support for the proposed design amendments. These letters are provided at **Appendix M** and **Appendix N** respectively.

3.5. NUMERICAL COMPARISON

A numerical comparison of the development originally lodged under SSD-10405 with the amended development proposed through this RTS is provided below.

Table 5 Development summary numerical comparison

Project Element	SSDA Submission	RTS Submission	Difference
Proposed GFA			
Commercial Premises			
<i>Office Premises</i>	58,683m ²	63,281m ²	+4,598m ²
<i>Lobby/Retail/Food and Drink Premises</i>	2,648m ²	2,542m ²	-106m ²
Tourist and Visitor Accommodation			
<i>Backpacker Accommodation</i>	7,952m ²	8,196m ²	+244m ²
Shared Area			
<i>Basement</i>	577m ²	591m ²	+14m ²
<i>Shed Roof/OSD</i>	465m ²	478m ²	+13m ²
Total GFA	70,325 m²	75,088m²	+4,763m²
Building height / storeys	RL 200.2 / 39 storeys	RL 200.2 / 39 storeys	No change
Loading and servicing bays	2 x Medium rigid vehicle bays 3 x Small rigid vehicle bays 4 x Van / courier bays 1 x Medium rigid vehicle bay for the Adina Hotel 2 x van/ courier spaces for the Adina Hotel TOTAL – 12 spaces/bays		No change
Bicycle parking	336 EOT plus 30 visitor spaces	336 EOT plus 30 visitor spaces	No change
Hotel Beds	Approximately 492 beds	Approximately 492 beds	No change

4. RESPONSE TO SUBMISSIONS

4.1. RESPONSE TO DPIE PRELIMINARY ASSESSMENT

The following table sets out a response to each issue raised by DPIE in their preliminary assessment of the proposed development.

Table 6 Response to DPIE Preliminary Assessment

DPIE Comments	Response
Design Excellence	
In addition to responding to the GANSW concerns and recommendations, the proposal should be presented to the DIP to assist with resolving the design issues. Please provide a copy of the DIP advice/meeting minutes.	The amended proposal was presented to the DIP on 13th April 2021. The endorsed DIP Feedback is provided at Appendix A. A response to this feedback provided at Appendix I of the Supplementary Design Report provided at Appendix B. Additional information was sought by the DIP with regard to the following items. ▪ Detail regarding the proposed deletion of the 'double skin' façade at the YHA levels. ▪ Ventilation in the YHA rooms. ▪ Details regarding naturally ventilated atrium spaces. ▪ Details regarding minor non-compliances with respect to the Draft Design Guide. ▪ Platform 1 interface resolution It is noted that further detail with regard to these items has been included in the Supplementary Design Report at Appendix B.
Overshadowing	
Further consideration should be given to the positioning and/or design of the roof terrace balustrading. In particular, options should be explored to avoid penetration into the sun access plane to protect solar access to Prince Alfred Park, having regard to the concerns raised by Council and GANSW.	The glass balustrades have now been set back from the edge of the rooftop terraces and do not encroach into sun access plane. Balustrades and landscape design and details will be further developed in later stages of design.
Residential Amenity	
Provide further analysis of potential amenity impacts on nearby residential properties including:	The Supplementary Design Report prepared by SHoP and BVN (Appendix B) includes maps

DPIE Comments	Response
- a map identifying properties in the vicinity of the site - an assessment of visual and view impacts on affected properties, particularly in relation to properties located on Carlton and Kensington Street identified as being affected by view loss of the clock tower, against Tenacity view sharing principles - an assessment of overshadowing impacts on private residential properties to the west and south west against the Apartment Design Guide (ADG) minimum solar access guidelines.	identifying residential properties in the vicinity of the site. The shadow diagrams for these areas (Section 1.6.1 of Appendix B) show that the proposed tower will overshadow the residential properties at the southern end of Regent Street at the corner of Lee Street from 9am -10am, however these properties will have access to sun from 10-3pm. The proposed development therefore satisfied the ADG requirement to maintain at least 2 hours solar access to surrounding properties on June 21st. The proposal maintains solar access to the properties on Carlton and Kensington Streets between 9am and 3pm on June 21st. The accompanying Visual Assessment Addendum Report provided with the Heritage Response (Appendix D) provides an assessment of the visual and view impacts on affected properties, particularly located on Carlton and Kensington Street. The assessment concludes that, without the benefit of residential inspections and based on information available, the proposed tall, narrow form is unlikely to create any significant view loss for private domain views to the Clock Tower.
Fit out and use of hotel	
Clarify the extent of the approval sought for the YHA and whether the fit out and use of the hostel forms part of the application or if future separate applications would be made for detailed approval. If use and fit out forms part of this application provide details, including: - proposed hours of operation - a draft plan of management - details of kitchen extraction - a separate breakdown of the fit-out cost in the CIV.	Land Use and Fit out approval for the YHA is sought as part of this SSD. The YHA is a 24 hour accommodation facility as documented in the Draft Management Plan Appendix O. The addendum Cost Summary Statement prepared by WT Partnership confirms that the CIV includes the cost of fit out of the YHA which has been broken out separately. Refer to Appendix P. Further details of the Level One arrangements are under development through detailed design which will include full details of proposed kitchen extraction.
Wind Impacts	
In addition to addressing the concerns raised by Council and GANSW regarding wind impacts, provide details of further consultation with TfNSW	Vertical First have had extensive engagement with TfNSW and other Western Gateway Precinct proponents to understand the wind impacts within

DPIE Comments	Response
regarding the future Western Gateway Public Domain Strategy to ensure the development has acceptable impacts and safeguards future public spaces within the precinct for their intended use.	the precinct and identify the appropriate controls to address wind safety and comfort issues. Vertical First has participated in the development of the Western Gateway Precinct wind mapping and assessment criteria with TfNSW and is supportive of this being included in the Western Gateway Design Guidelines. Vertical First has further collaborated with the TfNSW and other Western Gateway Precinct Proponents to determine the cumulative wind impacts of development within the Western Gateway Precinct as it relates to their proposed developments. The outcomes of this collaboration is documented in Appendix H. Appendix H identifies that the proposed development of Block A does not create an adverse wind condition in the Western Gateway. It also finds that the cumulative impacts of the development of Blocks B and C create a wind condition that is manageable and while there are some areas that require further resolution it is expected these will be resolved through the ongoing design process as it relates to Blocks B and C. It is also confirmed that the proposed design amendments do not create additional impacts to the surrounding wind environment.
Provide an updated wind impact assessment which: - includes an assessment of areas outside the precinct boundary including central station platforms. - demonstrates that all areas surrounding the development including future public spaces are suitable for their intended use. - includes the completion winning scheme for Block B in modelling future development scenarios.	An updated Pedestrian Wind Study has been prepared by RWDI and includes an assessment of the last platform to the south of Central Station. The assessment includes the future Central Place (Block B) structure in its modelling. The report concludes that the proposed amendments to the built form and surrounding future development provide for wind impacts that comply with the relevant criteria for the public domain, in and around the site with the incorporation of a suitable wind mitigation strategy.
Precinct Integration	
Provide further information about the proposed changes to the site as envisioned under the future development scenarios (Day 1-3), including who is	Approval is sought for the Day One scenario only to avoid reliance on future approvals of adjoining developments.

DPIE Comments	Response
responsible for undertaking these changes, how they are intended to be secured in the consent, in future development applications or by other mechanisms.	The proposed design and supporting SSDA reports provide for changes to be made as the Western Gateway and Central Station as they evolve in time and as future developments are approved and constructed. The responsibility for implementing these changes will fall mostly to Atlassian to implement as agreed through the current adjoining owners' arrangements with State Government and neighbouring properties. Where necessary, these changes will be subject to a future development applications.
Confirm TfNSW's agreement to allow access via Ambulance Avenue for bicycles pedestrians and fire service access.	Through current arrangements in place with State Government, TfNSW have agreed that access will be provided to Ambulance Avenue for bicycle, pedestrian and fire services/egress. Atlassian have been working closely with the TfNSW on the coordination of future works within Ambulance Avenue and the areas to the north of the site. It is TfNSW's intent that Ambulance Avenue area will be publicly accessible and available for use by pedestrians, cyclists, and fire services as part of the Western Walk.
Noise	
Update the noise and vibration assessment to include consideration of impacts on the hostel from future active uses at ground level, including special events in future public spaces.	Given the activities within the activated plaza and ground plane are unknown at this stage, this should be discussed at a later date. In addition to this, activities of retail precincts within the plaza will need to comply with standard environmental noise emissions regulations (liquor Act, NSW POEO, Australian Standards etc.) and hence will need to consider the use of the hotel spaces with windows open, regardless of facade noise mitigation.
Landscaping	
In addition to addressing Council's concerns regarding the level of detail and feasibility of proposed landscaping, provide details of proposed landscape maintenance, demonstrating how the proposed landscaping will be managed and maintained throughout the life of the project.	Details of the proposed landscape maintenance and management is provided throughout the Supplementary Design Report at Appendix B. Access and maintenance of planted areas outside the glazing line is to happen via operable parts of the balustrade at the same level.

DPIE Comments	Response
	Green waste and compost will be managed in the basement 2 waste management rooms and reused in the landscape where suitable. An integrated drip irrigation system will be utilised in the efficient watering of plants and trees. Rainwater tanks at the crown of the building will be used to feed these irrigation systems. The Precinct will be maintained as per any other public open space in the City of Sydney. Landscape maintenance requirements would include: ▪ Pruning, trimming and replacement of plants ▪ Weeding of garden bed areas, and pavement ▪ Supply and spreading of fertiliser to garden bed areas ▪ Pest and disease control of shrubs and trees
Signage	
Provide an assessment of the proposed signage zones against SEPP 64.	The proposed signage has been assessed against State Environmental Planning Policy No 64 in Section 4.1.1 of this report.
Public Benefits/Contributions	
Clarify: - how the proposed public benefits outlined in the EIS will be secured. - the proposed contributions to City of Sydney Council - any pedestrian or cycling infrastructure or to be delivered within and/or outside the site boundary in the various development stages (Day 1 – 3) - the amount of new public open space and upgraded public domain in (square metres) proposed as part of the application.	▪ Through current arrangements with the State, Atlassian is providing a significant public infrastructure to enable the movement of pedestrians through the public realm and to integrate the western gateway with the northern square and future metro egress. This benefit is in addition to any monetary contribution required. ▪ The proposal provides 30 bicycle racks for visitors to encourage bicycle use as a viable method of transport. In addition, the proposal provides for improved pedestrian and bicycle movements through the Central Precinct, including the Western Gateway sub-precinct. ▪ The proposed contributions to the City of Sydney will be in accordance with the current requirements under Section 61 of the <i>City of Sydney Act</i>. This amount, as was in force at the

DPIE Comments	Response
	time the SSDA was made (lodged) is 1% of the total CIV. The proposal includes a total of 2,947sqm of new and upgraded public domain within the upper and lower link zones. This includes 2,046sqm delivered for but managed by the State and 901 sqm delivered and managed by the developer.  Dark Green – Link Areas Light Green – Public Realm
Traffic and Parking	
The EIS and TIA do not clearly confirm the total number of existing car parking spaces - is it a total of 26? (5 YHA + 16 shared + 3 for retail + 2 private?) or 21 (i.e. YHA and shared together are 16).	There are currently a total of 26 car parking spaces provided on Upper Carriage Lane
Provide an assessment of the impact of the removal of the car parking (noted above) and the Adina Hotel pick-up/drop-off area on the operation of the Adina Hotel and the retail units.	Car parking on Upper Carriage Lane is predominantly used by staff of the YHA and Adina Hotel. Consistent with the objectives of the precinct to provide for a transit-oriented development this staff car parking will not be replaced as part of the development proposal. The site is very well connected to the public transport network which will only improve following the opening of the Sydney Metro line in 2024. There are also a number of publicly accessible off-street car parks in the vicinity of the site which can be utilised by staff if required. In this context the impact of the removal of staff parking is considered low. The existing Adina Hotel pick up / drop off area on Upper Carriage Lane is to be replaced with a drop off / pick up zone on Lee Street adjacent to the hotel entry.

DPIE Comments	Response
	There is space allocated within the future Atlassian loading dock to accommodate deliveries and servicing of the retail units within the site.

4.1.1. State Environmental Planning Policy No 64 Assessment

State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64) aims to ensure that advertising and signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high-quality design and finish. It does not regulate the content of signs and advertisements.

The proposed development includes three business identification signage zones, located at the top of the western, eastern and northern elevations.

SEPP 64 requires that prior to granting development consent for the display of signage, a consent authority must be satisfied that:

- The signage is consistent with the objectives of SEPP 64 as set out in clause 3(1)(a), and
- The signage satisfies the assessment criteria specified in Schedule 1 of SEPP 64.

The table below demonstrates that the proposed signage satisfies the above criteria:

Table 7 SEPP 64 Assessment

Criteria	Assessment
Clause 3(1)(a) – Objectives of SEPP 64	
<i>1) This Policy aims—</i> <i>(a) to ensure that signage (including advertising)—</i> <i>(i) is compatible with the desired amenity and visual character of an area, and</i> <i>(ii) provides effective communication in suitable locations, and</i> <i>(iii) is of high quality design and finish</i>	The proposed signage zones are appropriately located at the top of the tower on the western, eastern and northern elevations to provide effective business/building identification communication. The signage zone locations are compatible in the context of the emerging mix of surrounding uses in the B8 Metropolitan Centre zone. The future signage that will be located within the zones will be subject of a separate application to ensure they are of a high-quality design and compatible with the overall architectural design of the proposed development.
Schedule 1 – Assessment Criteria	
Character of the Area ▪ Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? ▪ Is the proposal consistent with a particular theme for outdoor	The proposed signage zone is compatible with the existing and emerging character of the Central Precinct and Western Gateway Sub-precinct which will include other tower developments adjacent to the subject site, including the Dexus-Frasers tower, TOGA tower and future Central Station OSD. No specific outdoor advertising theme applies to the area, noting that the area is undergoing major transformation.

Criteria	Assessment
advertising in the area or locality?	
Special Areas Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposed signage zones and any future signage will not detract from the amenity of visual quality of the locality, noting that the site is not located in an environmentally sensitive, natural, open space area, waterway or rural landscape. The site is located in a heritage area and the proposed signage zones will be viewed against the proposed tower form. A Visual Impact Assessment has been undertaken for the proposed development which has determined that the proposal will not have a detrimental visual impact on the heritage-listed Central Station. In this context, it is considered that the proposed signage zones will not detract from the heritage significance of the area.
Views and Vistas - Does the proposal obscure or compromise important views? - Does the proposal dominate the skyline and reduce the quality of vistas? - Does the proposal respect the viewing rights of other advertisers?	The proposed signage zones will not obscure or compromise any important views and will not dominate the skyline as they will be contained within envelope of the proposed tower development. The proposed signage zones do not impede the viewing rights of advertisers, noting that the signage zones are intended for business/building identification signage only and not for advertising.
Streetscape, setting or landscape - Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? - Does the proposal contribute to the visual interest of the streetscape, setting or landscape? - Does the proposal reduce clutter by rationalising and simplifying existing advertising? - Does the proposal screen unsightliness? - Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The scale and proportions of the proposed signage zones are considered appropriate for the proposed development, particularly in the context of the transforming character of the Central Precinct and Western Gateway Sub-precinct. The future signage will contribute to the visual interest of the proposed development without creating visual clutter. The proposed signage zones do not protrude above the building and will not require vegetation management.

Criteria	Assessment
Does the proposal require ongoing vegetation management?	
Site and Building - Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? - Does the proposal respect important features of the site or building, or both? - Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The scale and proportions of the proposed signage zones are considered appropriate for the proposed development, particularly in the context of the transforming character of the Central Precinct and Western Gateway Sub-precinct. The proposed signage zones have been positioned to respect the façade design of the proposed development.
Associated devices and logos with advertisements and advertising structures Have any safety devices, platforms, lighting, devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Details of any safety devices and logos will be developed at a later stage.
Illumination - Would illumination result in unacceptable glare? - Would illumination affect safety for pedestrians, vehicles or aircraft? - Would illumination detract from the amenity of any residence or other form of accommodation? - Can the intensity of the illumination be adjusted, if necessary? - Is the illumination subject to a curfew?	Illumination details will be developed at a later stage. Any illumination will be designed to avoid unacceptable glare or light spill.

Criteria	Assessment
Safety - Would the proposal reduce the safety for any public road? - Would the proposal reduce the safety for pedestrians or bicyclists? - Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed signage zones will not reduce vehicular, pedestrian or cyclist safety.

4.2. RESPONSE TO PUBLIC AUTHORITY SUBMISSIONS

4.2.1. Environmental Protection Agency

Table 8 Response to Environmental Protection Agency Submissions

NSW EPA Comments	Response
Based on the information provided, the proposal may require an environment protection licence under section 48 of the Protection of the Environment Operations Act 1997 (POEO Act) for Electricity Generation, under clause 17 of Schedule 1 of the POEO Act.	Noted.
Matters to be address prior to determination	
Electricity generation from diesel generators The EIS states that the proposal will include installation of several stand-by emergency diesel generators. Section 5.2.2 of the AQA states that “The standby generators would be for emergency use only and would not be operated under normal circumstances.” However, section 8.10.1 of the EIS indicates that these generators will be operated during testing and maintenance. The EIS does not provide fuel consumption figures for the generators, or details about how often and how long the generators will be operated during testing and maintenance. Clause 17 of Schedule 1 of the POEO Act states that the generation of electricity by means of electricity plant that: is based on, or uses, an internal combustion engine; and	The generators are not proposed to be in operation for more than 200 hours per year. Through the regular testing for the back-up generators, the estimated total hours of generator operation will be less than 100 hours.

NSW EPA Comments	Response
• that is situated in the metropolitan area; and • has capacity to burn more than 3 megajoules of fuel per second; and • operates for more than 200 hours a year • is required to be licensed by the EPA. Under clause 17, 'plant' includes all generators on the premises collectively, and 200 hours a year includes testing and maintenance. Therefore, if all of the generators combined at the premises have a capacity to burn more than 3 megajoules of fuel per second, and if the sum of the hours operated for testing and maintenance all of the generators at the premises exceeds 200 hours a year, the proposal will require an Environment Protection Licence under the POEO Act. The EPA recommends that the proponent provide details about: • the individual and combined electrical generation capacity of the generators; • the individual fuel rate and combined fuel consumption capacity of the generators; • the proposed generator testing and maintenance regime; • the combined annual hours of operation of the generators, including testing and maintenance; • the total amount of fuel proposed to be stored on site for the generators; and • whether an Environment Protection Licence is required for the proposal under clause 17 of Schedule 1 of the POEO Act. If the proposal requires an Environment Protection Licence under the POEO Act, the proponent will need to apply to the EPA separately for the licence.	
Air quality Assessment (AQA) The EPA notes that that AQA has adopted a qualitative approach to assess potential air quality impacts. The EPA has reviewed the AQA and considers that it does not provide adequate information to enable the EPA to accurately assess the air quality impacts associated with operation of	It is understood that a revised back up power system has been proposed subsequent to the preparation of the AQA (GHD, 2020). An Uninterruptible Power Supply (UPS) battery backup as a supplement for any potential downtime would replace the previously proposed backup generators

NSW EPA Comments	Response
the proposal. The EPA recommends that the AQA be revised to provide further information on the following: a) Emissions - Table 14 in Appendix A of the AQA provides the emission concentrations of the diesel generators for NO_x, CO, HC and PM. The EPA recommends that Table 14 be updated to also include emission concentrations for SO₂, PAHs and VOCs. - The EPA recommends that the proponent justify the proposed backup power source, and detail the alternative options considered. - Section 6.2 of the AQA provides a list of recommended mitigation measures to minimise potential air quality impacts during operation. The EPA recommends that the proponent provide further details to demonstrate that all reasonable and feasible emission controls have been considered to prevent or minimise air pollution from operation of the generators. b) Model scenarios - The EPA recommends that the AQA include a more robust assessment of the generator testing regime for all possible hours of operation and present the impacts at identified receptors in accordance with the EPA's Approved Methods for the Modelling and Assessment of Air Pollutants in NSW (2016). - The EPA recommends that the AQA revise the normal and worst-case operational model scenarios to assess the potential impacts of operating the emergency generators during testing and maintenance, and for extended periods during emergencies. The AQA should provide justification for the frequency and length of emergency operation modelled. - The EPA recommends that the AQA include an evaluation of the number of hours in a year, if any, that exceedances of the ground level concentrations at nearby receptors are	(reference: Electric Design Memo (Stantec, 2021)) provided as attachment 1 to Appendix K. A basement 1 UPS and level 6 UPS is proposed. The properties of each UPS as provided in Stantec (2021) are listed below: - The basement 1 UPS would be connected to MSB-2 (Main Switch Board 2) for essential services and one essential lift. It would have a backup power capacity of 100 kVA (equivalent to 20 minutes which is double the possible down time by Ausgrid CBD SAIDI statistics). - The level 6 UPS would be connected to essential DB (distribution boards) on level 6 for remainder of essential lifts, allocation of power for tenant and YHA. It would have a backup power capacity of 600 kVA (equivalent to 20 minutes which is double the possible down time by Ausgrid CBD SAIDI statistics). Consequently, emissions to air from the backup power system are no longer anticipated. Additional assessment is not required at this stage. It is noted that there is a need for a diesel generator to support the YHA which doesn't currently have an allocated space. This has not yet been assessed as the generator specifications and location are not yet known. A study of potential emissions should be undertaken once this is known and suitability of the location and any mitigation measures can be recommended if required.

NSW EPA Comments	Response
predicted to occur for the worst-case scenario including generator operation. c) Impact assessment criteria exceedances The EPA recommends that the AQA include contour plots for all pollutants for all modelled scenarios. Predicted impacts at the identified receptors should be presented in the AQA that includes highest increments and highest background air quality with the corresponding hourly background or increment.	
Minor Matters	
Noise and vibration impacts from rail operations The EPA's response to the request for input to the Secretary's Environmental Assessment Requirements (SEARS) for the proposal (EPA ref. DOC19/1037631-2, dated 5 December 2019) recommended that "Any future planning approvals permitting development of the site should include acceptable vibration and ground-borne noise limits for spaces within the development drawn from the EPA's Rail Infrastructure Noise Guideline (EPA, 2013) and Assessing Vibration: a technical guideline (DECC, 2006)." The EPA notes that the potential for noise and vibration impacts from rail infrastructure has been considered in the EIS and NVIA. The EPA recommends that, if approved, the proposal should be consistent with the EPA's Rail Infrastructure Noise Guideline (EPA, 2013) and Assessing Vibration: a technical guideline (DECC, 2006)."	There are no uses identified within the EPA's RING that are present within the proposed development. Hence, this should not be applicable. Confirming the limits outlined in EPA's Assessing Vibration document will be applied to this development, per the criteria outlined in the NVIA.

4.2.2. Fire and Rescue NSW

Table 9 Response to Fire and Rescue NSW Comments

FRNSW Comment	Response
A comprehensive Emergency Response Plan (ERP) is to be developed for the site. The ERP is to specifically address foreseeable on-site and off-site fire events and other emergency incidents or potential hazmat incidents.	Noted. We would welcome this as a condition of consent of the final approval.

FRNSW Comment	Response
The ERP details the appropriate risk control measures that would need to be implemented to safely mitigate potential risks to the health and safety of firefighters and other first responders. Such measures will include the level of personal protective clothing required to be worn, the minimum level of respiratory protection required, decontamination procedures to be instigated and minimum evacuation zone distances. Other risk control measures that may need to be implemented in a fire emergency (due to any unique hazards specific to the site) should also be included in the ERP. Two copies of the ERP are to be stored in a prominent 'Emergency Information Cabinet' located in a position directly adjacent to the site's main entry point/s.	
Once constructed and prior to operation, the operator of the facility is to contact the relevant local emergency management committee (LEMC). The LEMC is a committee established by Section 28 of the State Emergency and Rescue Management Act 1989. LEMCs are required to be established so that emergency services organisations and other government and non-government agencies can proactively develop comprehensive inter agency local emergency procedures for significant hazardous sites within their local government area. The contact details of members of the LEMC can be obtained from the relevant local council.	Noted.
FRNSW notes that a number of performance solutions are identified in the BCA report (prepared by Blackett Maguire + Goldsmith, 22nd September, 2020). The identified performance solutions are required to be addressed and approved through consultation with FRNSW and the submission of a fire engineering brief questionnaire (FEBQ).	Noted. We would welcome this as a condition of consent of the final approval.

4.2.3. Environment, Energy and Science Group

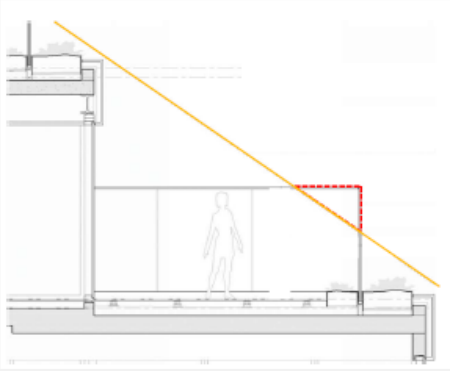
Table 10 Response to Environment, Energy and Science Group Comments

EES Comments	Response
Biodiversity	
A Biodiversity Development Assessment Report (BDAR) Waiver was approved on 14 September 2020.	N/A
Flooding	
EES recommends that the proponent prepare a Flood Emergency Response Plan in consultation with Council and the NSW State Emergency Service (SES) to address the full range of floods up to and including the Probable Maximum Flood to ensure the safety of personnel and users of the development. The Flood Emergency Response Plan should give attention to the potential for rare flooding of the lower ground floor level and the basement levels.	Noted. We would welcome this as a condition of consent of the final approval

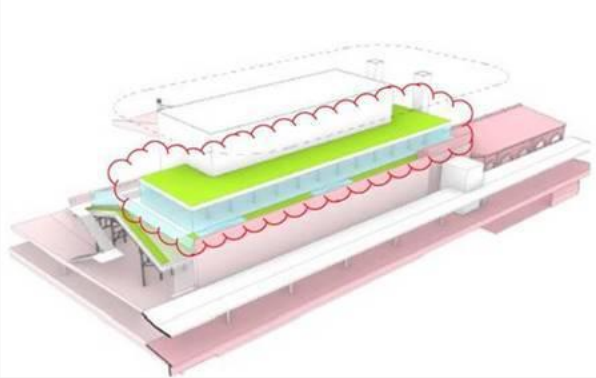
4.2.4. City of Sydney

Table 11 Response to City of Sydney Comments

City of Sydney Comment	Response
Minor overshadowing of Prince Alfred Park	
This is avoidable and can be fixed. The development overshadows Prince Alfred Park by way of high glass balustrading to the roof terraces. The sun access plane forms part of the Central Sydney Planning Strategy sets the limit for overshadowing over the park.	The glass balustrades have now been set back from the edge of the rooftop terraces and do not encroach into sun access plane. The setback distances vary between one to three metres to ensure the sun access plane is not intersected. Balustrades and landscape design and details will be further developed in later stages of design.
The City strongly objects to this overshadowing beyond the limit - it breaches the sun access plane to the park. This has previously been brought to the applicant's attention and is easily remedied. The section below shows the extent of balustrade which causes the impact. Reducing the extent of private terrace footprint and height of glazing (and its structural support) will remove the impact completely and comply with the limit of allowable shadow. The Department should avoid a precedent for future development at Central Station and enforce compliance with the sun access plane.	As above.

City of Sydney Comment	Response
	
Heritage	
A significant amount of Exceptional and High Significance elements is proposed to be demolished and some to be removed and re-assembled should be minimised.	A detailed dismantling and deconstruction methodology has been prepared by Traditional Restorations Company (James Ginter) for the proposal. Urbis Heritage are satisfied that all attempts to avoid or minimise the extent of fabric to be demolished or removed have been undertaken. For instance, Atlassian have committed to reuse all timber elements to be dismantled onsite in the new building, and other elements such as the brick chimneys will be salvaged where possible and integrated into the fabric of the new building for interpretation and continue the lifecycle of the element. These methodologies are attached to the RTS response prepared by Urbis Heritage at Appendix D.
The roof garden and stepped seating structure on the roof are not considered sympathetic to the scheme and should be avoided. The simpler metal roofing is recommended to be maintained for visual separation with the new structure. We are concerned that the proposed green roof is on a cantilevered section of the heritage roof and could not be adequately supported by the existing structure. It would require additional major steel structural elements to support it. Given the nature of the expressed timber structure in the underside of the parcels shed roof, any additional structure will be visible and will compromise the integrity and appearance of the reconstructed timber structure. For similar reasons and further discussed regarding other issues, the proposed bleacher seating has an unnecessary visual imposition and affects the structural integrity of the heritage item. For these reasons it is not supported.	The proposed green roof and accessible roof area forms an integral part of the overall design and was a critical element in the winning Design Competition scheme. The proposed green roof space also provides an exciting opportunity for the integration of a meaningful Designing with Country response. We have a strong responsibility to integrate a robust Designing with Country response into this proposal to acknowledge the 60,000 years of Aboriginal occupation, and not focus solely of the 100 years of the existing building's existence, limiting the interpretation to European heritage only. The proposed green roof space will provide a 'fifth elevation' as part of the proposal – currently the roof of the shed is not an active area, but with the vertical development proposed within the Western Gateway precinct, this proposed green roof will have increased visibility and should be used as an

City of Sydney Comment	Response
	opportunity to reflect the design and amenity intentions of the precinct as well as an acknowledgement of the history of place. Throughout design development, Urbis Heritage have been involved to ensure that the potential heritage impact of this roof are mitigated and minimised, including advising that the trafficable area of the green roof is setback to ensure a meaningful representation of the corrugated metal roof of the shed building, and to enable interpretation and clear visual links to the roof profile. Further architectural justification is provided in the Supplementary Design Report prepared by SHoP and BVN, provided at Appendix B.
Similarly, the number of penetrations and disruption to the heritage item is considered excessive for its conservation and could be improved.	The proposed design has sought to minimise disruption to the original building form of the shed as much as possible and has sought to minimise the number of penetrations. The proposed design keeps as much of the original fabric and spatial configuration of the shed as possible. There is a high degree of change required to facilitate the proposal, however as outlined in the Heritage Impact Statement lodged with the proposal, this impact is acceptable with consideration for the broader precinct outcome, being a large Government led revitalisation tech precinct.
Belmore Park view south No.2 and Pitt St & Barlow St view south No.3 show that the tower form competes with the Central Station Clock Tower.	The updated Visual Assessment Addendum report attached to the Urbis Heritage response (Appendix D) provides an assessment of Belmore Park view south No. 2 and Pitt St & Barlow St view south No. 3. The assessment concludes that the spatial separation and juxtaposed form of the proposed tower allows the foreground heritage items and their open space setting or 'visual curtilage' to remain distinct and visually prominent in views. The construction of the proposed built form and the sensitive detailing will not block views to or between heritage items or access to scenic features beyond the site.

City of Sydney Comment	Response
The addition on top of the existing parcel shed roof to the south-eastern side (clouded in red on the image below) interfere with the visual and physical separation required between the existing and the tower addition. As well, the former roof form and materiality is hidden by the top addition. Consideration should be given to reducing the overall impact of this element. 	The proposed rooftop structures including the enclosed pavilion to mitigate potential winds impacts, will be recessive in significant views towards the place as this is mostly obscured by the new lift core of the tower form. The design has also applied substantial greenery to screen the form and made this element as light weight as possible to enable an inside/outside communal space which is integral to the Atlassian ethos. BVN has prepared further information regarding the proposed materiality and design intent for this element and we refer the reader to the design response provided in the Supplementary Design Report at Appendix B. The green roof is an important part of the Designing with Country heritage strategy for the development and reinforces a reference to Country in this location.
The blank wall on the ground floor on the eastern elevation separating the train station does not deliver any connectivity or engagement between the new development and the station. Council understands this wall is essential for fire and blast separation between the rail line and the new building (e.g. if a diesel train derails at platform 1 or 2). Its scale and impact need to be ameliorated by modelling or sculpting the wall in three dimensions with piers or other architectural features and must have a design quality and materiality commensurate with the existing quality of Central Station. The wall could also be an opportunity for a public artwork. The importance of this wall appearance is high if these platforms are to be built over in future.	The Heritage Interpretation Strategy has developed a thematic structure in which some themes are specific to the Atlassian site, and others which are broader, shared by the greater precinct. The importance of Platform 1 and its history in relation to the Stolen Generation has been identified as a crucial historical event to be addressed. Community engagement by Cox Inall Ridgeway to address this issue is ongoing and an appropriate and respectful response will be developed with Aboriginal elders. The eastern boundary wall, facing east, highly visible from the railway platforms, is a potential site offering opportunities to consider the theme of Intersections and ideal for commissioning a First Nations artist in response to both the location and the cultural heritage of the place. The following response is provided by Cox Inall Ridgeway: <i>We understand that the significance of Platform 1 at Central Station to the Stolen Generation Survivors and their families is a key heritage consideration for TfNSW in the renewal of Central Precinct. We will work with TfNSW to develop a coordinated and consistent approach to ensure the consideration of the Stolen Generation and their</i>

City of Sydney Comment	Response
	<i>histories in our design considerations. First Nations consultancy, Cox Inall Ridgeway, will ensure respectful and culturally safe engagement with relevant stakeholders from the Stolen Generation community. It is noted that Cox Inall Ridgeway have previously consulted a number of Stolen Generation Survivors on behalf of TfNSW for the Central Precinct Renewal. The purpose of these consultations was to understand the significance of Platform 1 to their history and experiences, and ideas for how this significant part of Australian history could be realised in the overall project. This piece of work fed into TfNSW's overall Heritage Interpretation Strategy for the site. To reduce trauma and unnecessary over-consultation for this stakeholder group, it is recommended that benefit sharing protocols are followed and that consultation learnings between projects are shared, with prior consent obtained from the relevant stakeholders.</i>
The large, amalgamated arch facing Ambulance Avenue needs more work and is considered to be out of scale and unsympathetic in the context. In its current form, it would result in a substantial loss of the fine and significant original brick masonry. This new access to the shopping concourse to the south should be delivered as three new arches within the existing brick pier set out. These need to be consistent with the scale, classical proportions, geometry, wall thickness and construction detailing of the existing brick arches in the wall. The proposed demolition of the existing brick wall must be preceded by accurate survey of the existing fabric including a point-cloud laser scan of the entire wall and an inventory of all elements to be salvaged including sandstone elements and metal work. The brick wall must be reconstructed to the same brick rod (i.e. mortar joint) set out of the retained east end of the wall (note that the beds and perpend in the existing brick wall are less than the modern standard of 10mm). All existing brick piers should be reconstructed to full height to match their original size, design and position. Please note that this was relayed to the applicant in preliminary discussions and was agreed in principle at the time.	Pedestrian modelling requirements for the future use of the precinct require a single large arch. The Ambulance Avenue wall is required to be demolished to facilitate the broader development, and so retention of two or three smaller arches will not in fact facilitate the retention of fabric in situ without impact. The single arch is designed to respond to the future needs of the Central station precinct and is a critical to the success of the precinct as an important transport hub. The Ambulance Avenue northern heritage wall elevation and the proposed large opening has been developed in collaboration with TfNSW and their pedestrian flow requirements for the year 2056. From a heritage perspective, this proposed enlarged archway is considered to be acceptable as the Ambulance Avenue wall is already undergoing substantial change as part of the proposal. All efforts have been made to retain an understanding of the existing / original openings throughout the wall, however as the subject site and this proposed archway is being driven by a broader transport accessibility motive from TfNSW and the Government, this intervention is a necessary element to the overall enhanced Central Precinct. We are comfortable that the original

City of Sydney Comment	Response
	confirmation of the openings can be understood through careful interpretation and a refined approach to the reconstruction of this wall to clearly delineate between old and new. Heritage impacts are being mitigated through the careful salvage, conservation and reinstatement of the brick and sandstone parapet wall above, as well as the sandstone embellishments along the wall. Bricks will be salvaged and reused where possible. We are comfortable that the original confirmation of the openings can be understood through careful interpretation and a refined approach to the reconstruction of this wall to clearly delineate between old and new. Please refer to the salvage methodology appended to the Heritage Response Report for further information. Options Exploration Arup has prepared an assessment of pedestrian flows between three different arches configuration scenarios using MassMotion dynamic pedestrian modelling tool (appended to the Supplementary Design Report at Appendix B). The options modelled include: 1. 3 equal arches 2. 1 large and 1 small arch 3. 1 large arch with the sides reduced compared to the current large arch. The results showed that option 1 with 3 arches did not meet the required pedestrian modelling outcomes. The option with 1 large and 1 small arch did not meet the required pedestrian flow outcomes. Only with the future stair accessing the upper link zone being relocated with access to the future third square can it meet these requirements. The option with 1 large arch with the sides reduced compared to the current large arch also did not meet the requirements. Only with the future stair being relocated with access to the future third square can it meet pedestrian flow requirements.

City of Sydney Comment	Response
	There are CPTED issues with option 1 & 2 in that the brick piers provide hiding spots for potential attacks on unsuspecting pedestrians. At this stage, the option that meets the pedestrian flow requirements, address CPTED issues and future proofs the access stair and lift to the north west corner of the link zone, is the proposed scheme with the large arch.
The visual impact of the large glass cladding of the shed on northern elevation is uncharacteristic, somewhat bland and looks unfinished. In addition, considering the north orientation, it will negatively impact on energy performance. A preferable solution may be to undertake an interpretative re-construction. The original windows could be refurbished and returned to their original locations in the elevations. The areas of (formerly solid weatherboard) walls surrounding them may be glazed but clad with build external timber horizontal louvres based on the proportions and materiality of the original weatherboard cladding. This can deliver an appropriate level of passive sun control and present a more solid appearance more consistent with the original building. This would allow clear glazing and so would allow very good visual connection between the interior and exterior in all lighting conditions.	Weatherboards or timber louvres do not reflect the architectural history of the building and would not be appropriate for the northern elevation. Further, this would obscure the original building frame. A number of options were explored for this elevation including a louvred option, however for a number of reasons including fire separation compliance and climate control, louvres for this space were not feasible. Further the wall is located on the boundary and installation of louvres would require an overhang and further property titling arrangements. The preferred solution is the installation of a reeded glass to the areas where the shed was historically clad in corrugated metal. The texture of these glazed solutions means that natural light can be accessed within these new principal entrance spaces, and a visual relationship between the future town square and the character of the subject shed can be established. This glazing will allow users of the precinct to engaged with and interpret the original timber structure of the shed and celebrate its history and significance.
Wind Impacts	
The draft Western Gateway Design Guide provides objectives and design guidance for wind assessment for all development sites at part 3.1.5. Design guidance point (2) includes a cross reference to a map for the relevant standards that the City has been unable to access.	Noted.
The applicant's Wind Impact Assessment includes such a map which seems to limit the application of the 'sitting' comfort criteria to a very small portion of the future Public Space within the current Eddy Avenue forecourt, outside the Western Gateway	We understand the finalisation of the Design Guidelines is imminent and will include appropriate details relating to wind with respect to the broader development precinct.

City of Sydney Comment	Response
sub-precinct boundary. Greater clarity is required prior to determination on the wind comfort criteria for the western gateway precinct, given that the proposal includes a large number of external sitting areas which are not on major thoroughfares through the site and beyond. It is recommended that the Design Guidelines are finalised prior to the completion of the assessment, and that they include detailed comfort targets for all public domain areas within the development precinct and adjacent areas.	
Other limitations in the analysis include the exclusion of wind results for areas outside the precinct boundaries, including Central Station platforms and nearby areas. The analysis includes several development scenarios, however, none of the scenarios include the detailed design of all three development sites, and hence the cumulative impact cannot possibly be anticipated until each site has a suitably progressed design. The report itself recommends further wind tunnel testing is undertaken once the built forms of Block B and C have been further refined.	The updated Pedestrian Wind Study prepared by RWDI includes an assessment of the last platform to the south of Central Station. The assessment includes the future Central Place (Block B) structure and TOGA Central (Block C) in its modelling. The report concludes that the proposed amendments to the built form and surrounding future development provide for wind impacts that comply with the relevant criteria for the public domain, in and around the site with the incorporation of a suitable wind mitigation strategy.
The Design Guidelines includes the following requirement at part 3.1.5 (3): <i>Wind impacts from any development must not exceed the Wind Safety Standard which is an annual maximum peak 0.5 second gust wind speed in 1 hour of 24m/s</i>. The wind report notes that in the scenario with only the Atlassian project constructed, the safety standard is exceeded at 11 locations.	As below.
One location (23) is disregarded as it is a function of the existing context. Under the Atlassian + Dexu/Frasers development scenario, the safety standard is exceeded at 14 locations. Under the Atlassian + Dexu/Frasers + Toga development scenario, the safety standard is exceeded at 13 locations. In all scenarios, a number of the safety exceedances occur on the 'bleachers', and in the Atlassian only scenario, additional exceedance occurs at the Upper Ground Level Plan, where outdoor sitting areas are planned. The proposal clearly does not comply with the Design Guidelines objectives for Wind in part 3.1.5, which are:	The updated Pedestrian Wind Study (Appendix H) includes the future Central Place (Block B) structure and TOGA Central (Block C) in its modelling and therefore provides for a cumulative assessment. Conditions were noted to generally improve as the adjacent blocks of the Western Gateway Precinct are developed based on the current proposed massing due to the additional shielding created from a tower cluster. Noting the current conditions are able to be achieved for the Atlassian Central development with a suitable mitigation strategy, it will be

City of Sydney Comment	Response
- Development within the sub-precinct must ensure that the cumulative impact of development on the wind environment does not result in uncomfortable or unsafe wind conditions on public domain within and surrounding the development taking into consideration the intended primary purpose of that space. - The wind environment must be suitable for the intended uses.	important for the adjacent Central Place and Toga Central developments to consider these measures and develop this strategy accordingly for a beneficial wind comfort outcome for the precinct.
Greater clarity is required over the status of the 'bleachers' as a public or private space, if they are retained. The Wind Report nominates this as a private outdoor location, however, other reports (including the CPTED Report) note this as being a key publicly accessible space. The Report proposes mitigation by removing all access during less favourable conditions. No information is provided to quantify the extent of time that the podium is unfit for its intended use. The Design Guidelines clearly state at 3.1.5 (a) that the wind environment must be suitable for the intended uses.	The area above the shed, known as the 'bleachers' or rooftop garden is intended to be a passive space that is flexible in its use. It is a unique space designed to deliver a Connection to Country with the garden and landscape elements proposed as well as a transient space for casual seating area, or for people to experience the site and sub-precinct from a different perspective. Throughout the site, as well as the broader Western Gateway sub-precinct, there is a plethora of diverse spaces proposed including the atrium spaces within each habitat of the building, the rooftop garden spaces, as well as other key public spaces in the precinct such as the future Third Square, Henry Deane Plaza. Each of these spaces are unique and each serve different purposes pending their location. This distinction is made as the space above the shed roof will not serve the same function as more distinct managed public spaces such as the Third Square which by its nature requires a large, highly comfortable condition for people to dwell in. The proposed bleachers on the Shed roof will be a privately-owned and managed publicly accessible space. This means that at times when weather conditions are not favourable, the operator can control the space to ensure the safety of users. Page 14 of the revised Wind Environment Report (Appendix H) identifies that the Sydney region is generally subject to wind-rain events in a southerly wind direction. It is these weather events under which management of use of the bleacher seating area will occur. The revised also assesses wind conditions on the Shed Roof in various scenarios including existing

City of Sydney Comment	Response
	conditions, with the proposed development only and existing surrounding buildings, and the cumulative impacts of the proposed development with Block B and C developed, local landscaping and wind mitigation measures. The assessment has found that wind conditions on the Shed Roof (OSD Podium) would generally be suitable for standing use annually and probe locations 109 and 113 suitable for walking use under the cumulative scenario. The walking use wind conditions would occur directly at the building corners which are symptoms of wind flows being accelerated due to the sharpness of the corner and tower form above, these conditions would require mitigation as discussed qualitatively in Section 4 of the wind report. The mitigation measures are also included in Section 5.3.
Summary Recommendations in relation to Wind Impacts: - The Design Guidelines document should be finalised prior to completion of the assessment and set detailed and specific wind comfort criteria for all publicly accessible locations within, and adjacent to, the western gateway precinct. - The accessible roof and 'bleachers' on the Parcel Shed roof should not be approved unless it can be demonstrated that the wind safety standard is achieved. - Greater certainty in relation to achieving acceptable wind comfort conditions must be demonstrated prior to approval for any development block within the precinct. The City recommends that the department undertakes their own precinct-wide wind tunnel testing at a time when each development block has a suitably progressed and refined building design.	As above.
Design for Environmental Performance	
The City supports the commitment to environmental performance embedded within the proposal, and notes that this is fundamental to the development. We also acknowledge that innovation at this level	The building will be committing to a minimum 5.5 Star NABERS Energy Commitment Agreement with

City of Sydney Comment	Response
can create challenges in terms of how the building's design/performance rates using traditional rating tools. As such, the City recommends the following commitments within the application form part of the conditions of consent: A NABERS Office Energy base building Commitment Agreement targeting 5.5 Star must be signed prior to the release of any Construction Certificate. Furthermore, it is not unreasonable or inconsistent to require through conditions a commitment to achieve NABERS 6 Star Rating through the purchase of offsite renewable energy, even if it requires Atlassian to enter into a 5- or 10-year Power Purchase Agreement. The building is to achieve Net-Zero operational emissions through a combination of energy efficiency, on-site renewables (through Building Integrated PV cells) and offsite renewable power. Rainwater harvesting is to occur and be reused on-site for landscaping and grey water appropriate appliances. The development is to be designed to include dual reticulation for connection to any future precinct scale recycled water scheme. 90% of demolition and construction waste is to be recycled, while provision is made for separate food and garden organics waste.	an aspirational target of 6 Stars. Refer to page 29 of Appendix F prepared by LCI Stantec. Net Zero emissions will be achieved through a combination of on-site renewables, and Power Purchase Agreements. Rainwater harvesting will provide a reduction in potable water use, however the reduced roof area due to the traffic-able nature will provide limited benefit. Notwithstanding this, the building will be designed with a recycled water network to be plumbed into the proposed City of Sydney network when available. The construction stage will be targeting 90% recycled demolition and construction waste in accordance with the Green Star target.
The ESD Report addresses climate change, but only from the point of view of internal thermal comfort. It does not address the Urban Heat Island Effect and impacts on the wider context. The report should be updated to address reflected heat from the façade, any heat impacts on the public domain and proposed mitigation measures. Reducing the UHI effect is a specific aim within the draft Western Gateway Design Guide (refer part 2.1(m); 3.4.1(e) part c: reduce the urban heat island effect). It is not acceptable to rely on tree planting by others outside the development site as potential UHI mitigation.	The total energy demand of the building is only 50% compared to conventional buildings representing the best 30% of the market. This by itself is significantly reducing the anthropogenic heat emissions at the site, in particular at the ground and pedestrian level. No fossil fuels are used and burned at the site. All heat is rejected at high levels about 160m above ground. Roof landscaping of Crown Roof provides heat island mitigation. Refer to page 30 and 31 of Appendix F prepared by LCI Stantec.
The north elevation of the Parcel Shed is proposed as full height glazing with no external shading.	Final thermal modelling of this space is yet to be finalised for this naturally ventilated space.

City of Sydney Comment	Response
Further, the aspirations for the project architecture show clear glazing to enhance transparency and allow views into the building. This is not well resolved or feasible due to summer sun ingress, and high performance or tinted/reflective glazing will be required to address heat. The City strongly objects to the use of high performance or tinted glazing in lieu of passive external shading devices in situations directly impacting the public such as this.	Preliminary thermal modelling has shown the impact of the SHGC on the north facade glazing has a low impact on the internal temperature within the space. This is mainly due to the high level of outdoor air exchange to the naturally ventilated lobby space, the north-eastern aspect of the glazing, and the shading from the building to the east and tower above.
The application proposes areas of the tower floor plate to be naturally ventilated (the BiPV are operable panels) on the northern and western elevations and partially to full mechanical ventilation on the east and southern edges of the building (fixed panels). Developed in Europe, this system has great potential in the northern hemisphere climate conditions. There is evidence of success trialling the glass system in greenhouses for crop production in Europe and Israel reduces energy requirements by maintaining optimal root temperatures for crops and plants, rather than heating or cooling the air. https://www.pv-magazine-australia.com/2019/10/15/new-chapter-for-solaragriculture-bipv-for-off-grid-greenhouses/	The PV panels are not operable, the panels are attached to the shelves. The shading performance of shelves has been modelled in detail for the façade geometry and all orientations. The areas are well natural ventilated. All-natural ventilated areas are supplied from the parks. Detailed thermal comfort modelling has been undertaken for the parks as well as for the adjacent natural ventilated areas, based on the performance of the façade, openings, internal loads and orientations. The design is aiming on comfortable mid-door conditions for people. It is not aiming on greenhouse conditions. The charts show the results of preliminary modelling indicating the anticipated operative temperature frequency between the adaptive comfort bands in the naturally ventilated park zone. The modelling shows clearly that for the naturally ventilated space the adaptive comfort conditions are maintained for the majority of the year.
However, there is no confirmation the BiPV system been constructed and tested in commercial buildings elsewhere in Australia, preferably in areas with the same climate zone. The design fails to confirm: If the glazing system contribute to heat gain on a western façade and what are the impacts on the healthy growth of trees and plants. Does the glazing / operable ventilation system result in wind impacts to landscape zones within the tower? What is the strategy if trees fail on these upper levels post construction?	The Type C space is provided with approximately 15% openable area to maintain thermal comfort conditions within the space for most of the year. Refer to the results of the detailed thermal modelling demonstrating the Type C Park space Operative Temperature over the year. The operable windows can be adjusted to minimise the impact of wind when needed. The window openings to the Park are automatically operated to control natural ventilation according to ambient temperature, wind and rain conditions. The PV system is intended to be a Building Applied PV, BAPV system. The PV shall not impact the health conditions of people or of trees and plants in

City of Sydney Comment	Response
	the park. Heat of absorption of solar radiation is assumed to be well natural ventilated. Refer to page 34 of Appendix F prepared by LCI Stantec.
The glazing system and creation of landscaped habitats within the tower is an ambitious proposal that must also be feasible and designed based on empirical evidence that the design can work in Sydney.	The thermal performance modelling is showing that the temperature conditions can be held close to ambient conditions. The Parks, as designed and intended to be operated to create excellent mid-door conditions and to not overheat. Light and solar gains should be sufficient for trees and plants grown indoors.
DPIE have no assurance that the landscape will succeed and evidence that a stable ambient temperature and environment can be achieved for optimal plant growth with natural ventilation.	The conditions in the park areas are intended to suit thermal mid-door comfort for human occupancy. Natural ventilation is controlled to increase minimal temperature in winter, remove solar gains in summer and to moderate wind and gust. The climate control is understood to satisfy conditions for plant growth. The trees in the Habitat shall be sized to contribute to the shading of the area were planted. Once the Cp values are available and design of the façade and openings is progressed the thermal natural vent performance and control of wind can be modelled in greater details.
The following recommendations are made with respect to the BiPV system: Submit photographic evidence and confirm locations where this BiPV glazing system has been built with planting at the edge in Sydney or a warm temperate climatic zone. Build off site in Sydney a full-sized prototype for the BiPV façade with planting in the habitat and tested off site located in a west facing aspect. Submit empirical evidence gathered from testing the prototype to confirm feasibility of the glazing solar system, natural ventilation and how impacts on proposed planting within Habitat levels will be mitigated. The City understands a similar condition was applied by DPIE to the Lend Lease development Damaru House Barangaroo (1 Sussex Street) that includes an integrated green roof with solar panels over a CLT commercial building. DPIE required	There is no BiPV glazing. BAPV are glass-glass modules for reasons of fire protection The BAPV is not intended to reduce temperature in Park or to be integrated with the plants. Refer to details of the façade and location of PV panels on shelves in the response prepared by LCI Stantec at Appendix F.

City of Sydney Comment	Response
empirical evidence and ongoing research data collected to demonstrate the energy captured, energy costs and temperature reduction, and success of an integrated green roof with PV cells.	
Noise	
The acoustic report identifies hostel rooms on the north and west elevations as exceeding comfort levels and requiring an alternative natural ventilation strategy. Providing natural ventilation to the hostel rooms is imperative to ensure the development achieves the sustainability outcomes stated within the EIS. It is recommended that the DPIE require any natural ventilation strategy to comply with the City's draft Alternative natural ventilation of apartments in noisy environments performance pathway guideline.	The Acoustic Report does not identify a requirement for an alternative natural ventilation strategy. It identifies a requirement for an alternative means of ventilation to be provided in accordance with the requirements of the NCC (i.e., alternative ventilation system complying with AS 1668.2 and AS/NZS 3666.1). This has been achieved through a mechanical ventilation system.
The Demolition and Construction Noise and Vibration Management Plan does not include an adequate complaints resolution process: there are no forms for on-site managers to complete/processes to follow regarding complaints resolution and no community consultation is proposed. These matters are required to be included within the plan at a minimum to cover these issues in order to protect surrounding sensitive receivers during the demolition and construction phase.	The preliminary Construction Management Plan (Appendix K) has been updated to include provision for a complaint/enquiry management procedure.
Tree Management	
The Upper Link Zone is 6.8m wide from the western edge to the Shed roofline. The design preferences pavement, however, there is space to improve the design and increase urban canopy on the site. Design cues should be taken to emulate nearby civic scale public domain areas such as the pedestrianised George Street precedent, Devonshire Street precinct and Barangaroo foreshore precinct. Such plantings allow for maximised pedestrian comfort and canopy cover. The applicant should pursue an avenue of trees similar to the areas listed above within this public plaza.	The width of the unencumbered space along the upper link zone is defined by a combination of the following: 1. Free pedestrian traffic zones as defined by the condition in Day 1, 2 and 3; 2. The turning circle of the franna truck that needs access to the upper link zone for servicing; 3. The opportunity to allow for activation in the space in the form of events, markets etc. Furthermore, the selection of trees to the upper link zone edge was made following a study of available soil volumes for each tree. Every tree will have access to 9m³ of soil volume and 800mm soil depth

City of Sydney Comment	Response
	minimum, which is defined as suitable for tree health by the City's Landscape Code Volume 2. Installation of trees, planting and overall landscaping within the upper link zone is subject to agreement by TfNSW. Landscaping is to be easily demountable to enable TfNSW pedestrian service level flows to be achieved.
As the applicant should pursue the installation of more trees within the upper level plaza, the use of structural soil vaults to provide the necessary soil volumes in accordance with the City's Landscape Code Volume 2 must be investigated and included as part of the proposal. The current proposal uses above ground planters which will not allow for the necessary site access and soil volumes. The applicant may wish to consider a grid/waffle slab.	This suggestion will be taken on board as the design is refined in later stages. The slab build-up is constrained by a combination of architectural, structural and heritage elements. Providing a raised planting edge provides enclosure to the space, improves the separation from the Adina Hotel spaces and creates an enticing seating edge facing towards the heritage shed. Installation of trees, planting and overall landscaping within the upper link zone is subject to agreement by TfNSW.
The City requests that the applicant provide accurate soil volumes for the proposed trees as part of the landscape plans. As it appears many of the trees will be installed on slabs or structures the installation of structural soil vaults and soils must be considered to provide soil volumes consistent with the Sydney Landscape Code. Trees in the public domain are to contribute to urban canopy targets, provide adequate shade in summer, sunlight in winter, and as a minimum include a higher proportion of medium to large sized trees.	The selection of trees to the upper link zone edge was made following a study of available soil volumes for each tree. Every tree will have access to 9m³ of soil volume and 800mm soil depth minimum, which is defined as suitable for tree health by Council's Landscape Code Volume 2. Installation of trees, planting and overall landscaping within the upper link zone is subject to agreement by TfNSW. Landscaping is to be easily demountable to enable TfNSW pedestrian service level flows to be achieved.
The City requests that the applicant provides more information on how they intend to deliver a precinct-based approach to the development and realise the "Day 2/3" designs in order to maximise canopy cover and provide trees on the Lee Street Driveway.	The Lee Street Driveway is located outside the site boundary and is subject to the City of Sydney. Any restoration works relating to the crossover between the kerb and site boundary would be subject to City of Sydney's standards and requirements and conditions of consent. The Atlassian site boundary has been denoted by the red dotted lines on all plans submitted within Appendix B. It is noted that the Lee Street Driveway features the maximum permitted number of trees. This is restricted by RMS Guidelines and the City of Sydney minimum soil volume requirement for trees. The public domain and landscape areas within the Atlassian development footprint have been designed with an understanding that there are

City of Sydney Comment	Response
	several adjacent developments that will connect into these areas at some point, along with a need to mediate the interfaces between them. These developments are the Third Square, the Northern / Central Metro Station link (from the upper link zone), the Over Station Development, Henry Dean Plaza link and potentially a future link to the Adina Hotel. The design responds to this with a simple and flexible landscape approach made up of a layering of landscape elements (planters, seating, decking steps etc) which fit together but that can also be adjusted by either adding on or removing elements to accommodate changes in the future such as an increase in pedestrian flow through the spaces, and an increase usage of the landscape/public domain etc. In addition, the design has been crafted in such a way as to maintain clearances where connections to future developments are likely to occur. This is evident in the northern site boundary for connections to Central Metro Station and the Third Square, the southern boundary for connections to the OSD, Henry Dean Plaza and the Dexu-Fraser development, as well as the western boundary – end of ramp, for a clear link onto Lee Street (which we also understand may be pedestrianised in the future). The design also showcases Day 1, Day 2 and Day 3 scenarios to reflect the development staging, which is also influenced by the adjacent developments, showing that the design can function in all stages and considers future design scenarios when as these developments come online.
Landscaping	
Further information is required regarding the plant species selection and maintenance at the top of the tower, as follows: - Plant species are native and succulents which may be suited to the ocean clifftops, how will they perform at levels over 200mm above sea level?	Additional information has been prepared and provided by Aspect within the Supplementary Design Report at Appendix B. The following responses are provided: ▪ Suitability of planting to outer edge of balustrades on tower crown to be reviewed in the next stage of the design process with technical consultants.

City of Sydney Comment	Response
- Will the plants be desiccated in high wind and heat of the rooftop? - How will the planters be safely accessed and maintained? How is green waste removed from the upper roof levels and is this self-composted on site? - Is there a site-specific fertigation system required to irrigate and fertilise the planters? Is there allowance in the building design for storage tanks, rainwater tanks, compost areas etc? Where is this accommodated in the building design.	▪ Access and maintenance of planted areas outside the glazing line to happen via operable parts of balustrade from same level. ▪ Green waste and compost will be managed in the basement 2 waste management rooms and reused in the landscape where suitable. ▪ An integrated drip irrigation systems will be utilised in the efficient watering of plants and trees. ▪ Rainwater tanks at the crown of the building will be used to feed these irrigation systems.
The success of landscape on slab requires great design, coordinated services, soil depth and soil volume, drainage, watering systems and ongoing maintenance. Yet the submitted landscape plans indicate planters on slab within the public domain and tower with trees and shrubs in narrow planters only 500-800mm depth.	Soil depths and volumes provided to plants and trees are consistent with the requirements of the Council's Landscape Code Volume 2.
The typical plan and section for Level 15 (Fig 8) through western edge of the facade shows a planter with palm trees. The planter design is flush with the surrounding FFL with a slab set down 600mm, mounded to 800mm which does not meet minimum depths under the Landscape Code. All trees and palms are 25L pot size and will therefore be around 1 metre high at installation.	Soil depths and volumes provided to plants and trees are consistent with the requirements of Councils Landscape Code Volume 2. It is also understood that mounding is allowed but limited to 200-300mm should there be enough width in the planters. Planter widths vary and trees will be located in the wider sections.
The sections are unclear, for example they do not show the facade edge. Trees will take time to reach the heights indicated. The architectural sections show that the western edge from Levels 12 to 36 is perpendicular to the slab, meaning any planters for vegetation needs to be wide enough to support even canopy growth.	Sections are indicative and will be developed further in the next stages of design development. Tall plants / trees will be located in areas where the canopy (should there be one) will be supported. The plant palettes also include tropical plants with tall but narrow forms to accommodate areas where planting is closer to the façade.
Elsewhere on all habitat levels there are planters 500mm depth and free-standing narrow planters with shrubs located between seating areas and pods. Planters on level 7 and 11 will reflect typical L15 layout with planters set above ground with no slab downturns.	The design on level 7 and 11 will aim to incorporate sufficient set downs for trees and use landscape design to step up to the planters and create qualitative spaces. Planters on level 7 and 11 will reflect typical L15 layout with planters set above ground with no slab downturns due to structural design. Planting shown on renders is to be interpreted as indicative at this stage. Further refinement of

City of Sydney Comment	Response
	planting schedule to be undertaken with the technical consultant.
At the mid tower levels “Discover” Habitat on Levels 23,27,31 the planting theme is sensory planting theme with bushland species. Typical plan and section for Level 23 (Fig 9) through western edge of façade includes gum trees.	Planting shown on renders to be interpreted as indicative at this stage. Further refinement of planting schedule to be undertaken with technical consultant.
The applicant also includes a caveat lower and mid-level landscape plans noting the “planting layout is indicative and subject to coordination with structural design and set downs”. This provides the consent authority no assurance the proposed landscaping is feasible.	Designs for habitat levels are expressed by typical layouts based on typical structural layouts applied to all floors. In the next phase of design, these will be coordinated on a floor by floor basis.
The City strongly supports the aspirations of the developer to provide a high-quality landscaped environment throughout the public domain and within the tower. The following recommendations are therefore made to assist in achieving this vision: - Review the design of all planters, and freestanding pots in the public domain and tower, to ensure landscape areas on slab achieve the minimum soil depths and soil volumes in accordance with the Sydney Landscape Code Volume 2. - Provide updated plans with levels (SSL, RL, TW), typical details and confirm the soil volume for all new trees. - Ensure that any landscape conditions reference the Landscape Code Volume 2.	Soil depths and volumes provided to plants and trees are consistent with the requirements of Councils Landscape Code Volume 2. Landscaping within the public domain is to be easily demountable to enable TfNSW pedestrian service level flows to be achieved.
Remediation	
The Site Remedial Action Plan (RAP) prepared by Douglas and Partners and dated September 2020 states that the site will be suitable after remediation for the proposed development. It is recommended that the RAP be peer reviewed by a NSW EPA Accredited Site Auditor through the submission of a Section B Site Audit Statement or letter of interim advice certifying that the RAP is practical and effective.	An Interim Advice Letter prepared by Site Auditor Harwood Environmental Consultants has been provided and confirms that the comments from previous interim advice letters have been appropriately addressed. The advice confirms that pending the findings of additional data gap investigations, the site can be made suitable so long as the RAP prepared by Douglas Partners is followed. Refer to Appendix Q. It is confirmed that the advice provided was prepared by Rod Harwood, NSW EPA Accredited

City of Sydney Comment	Response
	Contaminated Sites Auditor (Accreditation No. 03-04). The applicant is willing to accept relevant conditions of consent as they relate to the RAP.
Air Quality	
The air quality assessment identifies potential adverse impacts of diesel emissions from idling trains at Central Station on the natural ventilation strategy for the building. Providing natural ventilation to the hostel rooms is imperative to ensure the development achieves the sustainability outcomes stated within the EIS. It is recommended that further analysis be undertaken to assess the impact of idling trains on the future occupants of the building.	GHD has undertaken a high level investigation into potential emissions from idling diesel locomotives at Central station. The assessment is undertaken although potentially not applicable depending on the roll out of the Regional Rail Fleet Project where the NSW Government has begun a project to replace the aging NSW regional rail fleet with new diesel-electric hybrid technology trains. The first new trains are expected to be running from 2023, with the full fleet coming into service progressively. The assessment was undertaken based on the following assumptions: ▪ Idling locomotive details were sourced from Sydney Terminal Weekdays Non-Electric Services timetable provided by Transport Sydney Trains (via email from Ashok Muthayya) ▪ Dispersion modelling was undertaken using the AUSPLUME model. AUSPLUME was driven by a synthetic 'METSAMP' dataset containing a full range of worst-case meteorological conditions ▪ 3 XPT locomotives were modelled to idle simultaneously (located on platforms 1, 2 and 3). The location of the locomotive exhaust stacks was determined by visual inspection during a site visit to Central Station. ▪ The XPT trains are only located at central station for certain hours of the day, and even less frequent when three are there at once so modelling is conservative ▪ In the absence of specific locomotive emission factors, locomotive emissions were calculated based on sampling undertaken on NR121 class locomotives provided in <i>Diesel Locomotives Fuel Efficiency & Emissions Testing (prepared for NSW EPA, ABMARC, 2016)</i>. Idling alternator power output power was sourced

City of Sydney Comment	Response														
	from Lilley W. B., (1996), Quantification and Dispersion Modelling of Diesel Locomotive Emissions, Thesis. A locomotive exhaust vent discharge velocity of 1 m/s was adopted to account for low flows and exhaust vent caps. ▪ Building wake effects from the Central Station building and the project site were accounted for by using the BPIP PRIME algorithm. ▪ A 500 m by 500 m receptor grid centred on the project with spacing of 10 m was used. The model was iterated for receptor grids at ground level, 10 m, 20 m, 30 m, 40 m, 50 m and 60 m above ground level ▪ A 100% conversion rate of NO_x to NO₂ was conservatively assumed in accordance with Method 1 outlined in the Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales (2016) ▪ Natural ventilation of the project occurs via the north-eastern corner, northern and western facades only. The nearest operable windows to the idling locomotives was identified to be the YHA accommodation located at a height of approximately 20 metres above the Central station platform level. ▪ The modelling predicted compliance with the air quality assessment criteria for all pollutants. The predicted incremental maximum 1 hour concentration at the worst-case natural ventilation façade (YHA accommodation located approximately 15 metres from the rail corridor and 20 metres above Central station platform height) are provided in the table below. <table border="1"> <thead> <tr> <th>Pollutant</th><th>Predicted incremental maximum 1 hour concentration at natural ventilation façade (µg/m³)</th></tr> </thead> <tbody> <tr> <td>NO₂</td><td>50</td></tr> <tr> <td>CO</td><td>8.7</td></tr> <tr> <td>THC</td><td>5.2</td></tr> <tr> <td>PM₁₀</td><td>1.2</td></tr> <tr> <td>SO₂</td><td>1.4</td></tr> <tr> <td>PM_{2.5}</td><td>1.2</td></tr> </tbody> </table> The worst-case pollutant with respect to potentially exceeding the criteria was identified to be NO₂. A review of background NO₂ concentrations recorded at the Cook and Phillip Department of Planning,	Pollutant	Predicted incremental maximum 1 hour concentration at natural ventilation façade (µg/m ³)	NO ₂	50	CO	8.7	THC	5.2	PM ₁₀	1.2	SO ₂	1.4	PM _{2.5}	1.2
Pollutant	Predicted incremental maximum 1 hour concentration at natural ventilation façade (µg/m ³)														
NO ₂	50														
CO	8.7														
THC	5.2														
PM ₁₀	1.2														
SO ₂	1.4														
PM _{2.5}	1.2														

City of Sydney Comment	Response
	Industry & Environment monitoring station (nearest station) identified a maximum 1 hour NO₂ concentration of 86.5 µg/m³ for the most recent calendar year, 01/01/2020 to 01/01/2021. Therefore, the worst-case cumulative 1 hour NO₂ concentration was calculated to be 136.5 µg/m³ (approximately 55% of the assessment criteria which is 246 µg/m³). In addition, GHD note the following observations: ▪ XPT trains and idling power cars were observed at Central Station on platforms 1, 2 and 3 on Monday 3rd May 2021 between 1947 PM and 2042 PM. Diesel fume and smoke was observed from power cars, however more so from one power car at the XPT train on platform 3. ▪ Wind fields and dispersion around the station are complex, with platform awnings and buildings influencing flow. Fume and smoke was evident on platform 1, 2 and 3 however it could not be determined if this is noticeable offsite. These structures would increase dispersion in some instances which may result in lower offsite impacts. ▪ Modelling undertaken using NR class locomotive emission data shows that emissions from locomotives reduce significantly with distance (and height) and unless there has been any complaints (smoke or odour or fume) from adjacent landowners, receptors or the community, it is considered unlikely that emissions from locomotives would adversely impact the air quality for the proposed development. ▪ GHD has requested the study required by NSW Transport - PRP Audit of the air performance of locomotives as required in their Environmental Protection Licence – this condition required that exhaust emissions from the NSW rail network XPT locomotives be monitored (back in 2010). ▪ It is likely XPT power cars with known higher emissions and smoke would be phased out first as part of the roll out of the Regional Rail Fleet Project.

City of Sydney Comment	Response
Transport	
The application proposes a 3.6 metre clearance for the service vehicle ramp access. Please note that MRVs require 4.5 metre clear height and will have a maximum length of 8.8 metres. It is recommended that the ramp be amended accordingly.	The vehicle access ramp into the Atlassian building has been designed by JMT consulting to have the steepest possible ramp slope of 1:6.5, as per the Australian Standards requirements. As a result the lowest achievable RL for Level B2 is RL 5.0 which allows for the maximum possible height at the southern boundary connection. This ramp cannot be extended any further due to the turntable at the bottom of the ramp. With the Sydney Water easement clearance zone a maximum clearance height of 3.6m for vehicles can be achieved which would be an extension of the dive ramp height. It is important to note that while a 3.6m clearance height is provided in the 'Day 1' scenario, suiting the specific needs of Atlassian, a 4.5m clearance height is provided in the 'Day 2' scenario which satisfies the requirements of all stakeholders in the Western Gateway precinct. A 4.5m clearance height for a Medium Rigid Vehicle (MRV) is noted in Table 2.1 of Australian Standards for off-street commercial vehicle facilities AS2890.2 2018. In relation to this clearance height the following should be noted: - The reference to a 4.5m clearance height is based on specifications in a document from 1995 that has since been withdrawn - The standard notes that there is provision for a variation in the dimensions when a commercial facility is being designed specifically for a nominated vehicle type. The Atlassian Central development dive ramp structure via Lee Street has been designed to provide a 3.6m clearance height which will initially service the on-site loading dock, prior to the completion of the Dexus-Frasers Site. Given the constraints associated with the Sydney Water asset above the B2 access tunnel, a 3.6m height clearance to service the Atlassian Central development would be considered acceptable. JMT have included numerous examples of large commercial buildings in the Sydney CBD with loading dock clearance heights of 3.6m or less in

City of Sydney Comment	Response
	their response report at Appendix E . They have also included an example of a large rear-lift waste contractor vehicle with a clearance of less than 3.6m.
Public Domain and Water Sensitive Urban Design	
The City is concerned that the development is relying on a proposed stormwater network extension to reduce flood levels in Ambulance Avenue, which is unacceptable. All flood planning levels are to comply with the City's Interim Floodplain Management Policy. The following further information should be submitted for review prior to determination: A study regarding the practicability and constructability of the proposed stormwater network extension, regarding underground utilities in the area. Approval from Sydney Water for the proposed extension to connect to the Sydney Water trunk drain. Failsafe design of the inlet structures in the Ambulance Avenue sag, for example blockage of the inlets.	The accompanying Civil Response prepared by TTW (Appendix I) confirms that there is no overland flow path away from the trapped low point in Ambulance Avenue. The existing trapped low point is enclosed on 3 sides by existing walls and buildings and is a fully impermeable surface used as an access/maintenance road, refer to figure 10 extract of the report below. No objection was made regarding the stormwater amplification by CoS in an initial consultation meeting held on 20 August 2020. The proposed flood mitigation and stormwater amplification has been reviewed and endorsed by the DPIE Environment, Energy and Science Group (EES), ref DOC20/1028338 15/01/2021.
The City has adopted MUSIC-link for assessing Water Sensitive Urban Design (WSUD) compliance for developments. A stormwater quality assessment for the proposed development must comply with the City's specific modelling parameters as adopted in MUSIC-link. A preliminary Music model has been completed which confirms that the proposed water quality treatment devices can be installed to meet the Sydney Water load reduction targets. However, a certificate and/or report from MUSIC-link and the electronic copy of the MUSIC Model must be submitted for review and approval with the stormwater quality assessment report.	Music modelling has been completed in accordance with Council's modelling parameters and Stormwater Design policy as referenced in section 5.9 of the TTW Civil SSDA report. A copy of the Music-link report is included with the Civil Response at Appendix I.
The City requests that the levels and gradients are submitted now for full review and approval. If more information is required contact Phil Dunne pdunne@cityofsydney.nsw.gov.au.	Levels and gradient plans are included in the Civil Response provided at Appendix I.

City of Sydney Comment	Response
Subdivision and Lot Consolidation	
A subdivision plan (showing a 4-lot stratum subdivision) has been included in the documentation, but it appears that this is for information only. It also appears that the site will be subdivided prior to this development taking place. No information is provided regarding this subdivision. The site should be either consolidated, or a separate application should be made to subdivide the site.	As per section 4.14 of the original Environmental Impact Statement, approval is sought for the subdivision and stratum subdivision of the Site as part of this SSDA. The subdivision strategy seeks to facilitate an initial subdivision to enable the transfer of land between the relevant parties being Transport for NSW, Atlassian, Toga, Youth Hostels Australia (YHA). A series of residual lots will result from the initial subdivisions to be retained by the current landowner, Rail Corporation NSW (TfNSW), or current lessees Toga and YHA. Following the initial subdivision, a final stratum subdivision will occur to create the final lots for the development. Further Subdivision Details prepared by LTS Lockley has been provided in Section 4.2.4.1 below for reference. The subdivision once complete will result in the creation of the following stratum allotments: ▪ Proposed Lot 1 – Containing the pedestrian Through Site Link, otherwise known as the upper and lower link zones and associated infrastructure the subject of the State Works. ▪ Proposed Lot 2 – “Atlassian Development Lot” – containing the Atlassian Building and associated infrastructure (excluding the YHA Accommodation). ▪ Proposed Lot 3 – “Atlassian Development Lot” – containing the retained YHA leasehold and part of the YHA Accommodation and associated infrastructure to the extent that it relates to the YHA Accommodation. ▪ Proposed Lot 4 – “Atlassian Development Lot” – containing a new leasehold interest to the YHA and the balance of the YHA Accommodation and associated infrastructure to the extent it relates to the YHA Accommodation. Any required easements do not form part of this SSDA and are subject to separate negotiation and legal agreement between relevant parties.

City of Sydney Comment	Response
	Updated Plans of Subdivision are provided at Appendix C. These plans are clearly annotated to identify those provided for approval as part of this SSDA and those provided for information only and subject to separate approval. The applicant is willing to accept conditions of consent with regard to subdivision related matters similar to those applied on other recent SSDA approvals where this has been appropriate. Proposed Conditions of Consent prepared by LTS Lockley with respect to the subdivision strategy are provided at Appendix C.
Recommended Conditions of Consent	The City has provided a number of recommended conditions of consent as part of their submission. While these conditions are agreed in principle we seek to reiterate the importance of the proposed construction staging included in Section 4.12 of the original EIS. Drafting of conditions that make reference to “submission and approval prior to issue of any Construction Certificate” should be changed to “the relevant construction certificate” to align with the staged CC process proposed in our EIS. The above is noted in relation to the drafting of all conditions of consent. In the case of heritage and public domain related conditions, this should be changed to “issue of a construction certificate for structure above the slab-on-ground”. Clarification is required that Item 7 Service Vehicle Size Limit is a final OC (operational) requirement and will not be reflected in any construction activity restrictions. We assume that the City is aware of the Atlassian project lease agreement with TfNSW for Ambulance Avenue therefore “loading & unloading during construction” is permitted to occur from this area without restriction.

4.2.4.1. Further Subdivision Details

The following Subdivision Details have been prepared by LTS Lockley and is included to provide greater clarity and detail on the overall approach to subdivision. Subdivision Plans and Conditions of Consent prepared by LTS Lockley with respect to the subdivision strategy are provided at **Appendix C**.

Table 12 below provides a summary of the overall Subdivision Strategy and confirms where approval is sought under this SSDA.

Table 12 Subdivision Strategy

Steps	Description	Further Detail	Timing	Required in SSDA Approval
Step 1	Subdivision of Lot 13 DP1062447	Subdivision of Lot 13 DP1062447 with a new Atlassian owned lot being created called Lot 199	Prior to commencement of Demolition Works	YES
Step 2	Vesting of part of Lot 118	The vesting and creation of a subdivided Lot 118 is being managed by Transport NSW and does not require approval under this SSDA.	Prior to commencement of Demolition Works	NO – Under separate approval
Step 3	Consolidation and final Stratum Subdivision	Consolidation of Lot 116 and 117, Lot 199, and the required part of Lot 118 followed by Stratum Subdivision into 4 Lots once the development is complete.	Once Occupation Certificate is issued	YES

Part 1 – Proposed Subdivision for Approval

Part 1 caters for the two subdivisions which this SSDA is seeking approval of, being the Subdivision of Lot 13 and the Stratum Subdivision of Project Land. Further details are outlined below.

Subdivision of Lot 13 DP1062447

Approval is sought under this SSDA to approve the subdivision of Lot 13 into two (2) separate lots to create Lot 199 forming part of the Site and Lot 198 being the residue land to be retained by Transport NSW.

The subdivision is depicted in LTS Lockley's Plans of Subdivision of Lot 13 in DP1062447

All existing easements will remain in their current positions at this stage. Lot 198 will form part of the land in the Stratum Subdivision of Project Land outlined below.

Toga, as long-term lessee, has provide consent to the subdivision.

Stratum Subdivision of Project Land

Approval is sought under this SSDA to approve the subdivision of the amalgamated lots upon complete of the development.

The amalgamated lots comprise of part of Lot 118 created in Part 2 (refer below), the part of the Lot 13 subdivision (outlined above), and Lot 116 and Lot 117 in DP1078271.

The subdivision of the Project Land will create four (4) separate lots in stratum, being:

- Lot 1, which contains the Pedestrian Through Site Link and associated infrastructure the subject of the State Works;

- Lot 2, which contains the Atlassian Building and associated infrastructure the subject of the Development Works (excluding the YHA Accommodation);
- Lot 3, which contains the leasehold interest that YHA retains a beneficial interest in and part of the YHA Accommodation and associated infrastructure the subject of the Development Works to the extent it relates to the YHA Accommodation; and
- Lot 4, which contains a new leasehold interest to YHA and the balance of the YHA Accommodation and associated infrastructure the subject of the Development Works to the extent it relates to the YHA Accommodation,

This subdivision is depicted in LTS Lockley's Draft Stratum Subdivision Plans.

Easements are yet to be resolved and therefore have been removed from LTS Lockley's Plans.

Approval is being sought under this SSDA for these plans noting there will be minor amendments to cater for design updates and final surveys of the as-built structures.

Part 2 – Lot 118 Subdivision being undertaken by Transport NSW

The vesting and creation of a subdivided Lot 118 is being managed by Transport NSW and does not require approval under this SSDA.

4.2.5. Government Architect NSW

Table 13 Response to Government Architect NSW Comments

GANSW Comments	Response
Design Integrity Panel	
The DIP (Design Integrity Panel) to continue during design and construction documentation stages to help ensure delivery of the competition vision for the site and provide endorsement of the satisfactory resolution of design related conditions of consent.	Noted
A DIP session should be held pre RtS to assist in resolution of the items listed below.	A DIP session was held on 13 April 2021. The Panel have reconfirmed their endorsement of the design in accordance with the original recommendations. The Panel have identified some areas which require further information or detail. A response to DIP Feedback is provided at Appendix I of the Supplementary Design Report at Appendix B . In addition, SHoP and BVN have provided further detail within the Supplementary Design Report on key matters raised by the DIP. Refer to the DIP Feedback provided at Appendix A .
The Shed	
Proposed glazing to the northern elevation of the shed is not supported. This elevation requires detailed analysis including the development of options as per DIP report recommendations.	The transparency of the northern elevation celebrates the heritage structure and existing window framing. The amended design seeks to provide reeded glazing to replace the previous clear glazing design, except for the heritage

GANSW Comments	Response
	windows which will remain clear glass as per the original heritage fabric. Laminated glass, consisting of 1 layer of reeded glass and one layer of glass with a low-E coating and solar control will provide a SHGC of 0.45 and a visible light transmittance of 60%. As the space behind the northern facade is open and naturally ventilated providing glazing with a higher SHGC or external sunshades does not provide any significant improvement to the thermal performance of the space.
Design development of the adaptive reuse of The Shed, including the activation of the roof with bleacher seating, should be subject to review by the DIP to ensure the fine detailing and other design excellence and heritage issues are addressed and/ or maintained.	Noted. The bleachers were part of the design competition scheme which the DIP has supported. The bleachers are part of the public domain activation, especially events to the upper link zone.
Wind	
Wind impacts are not yet resolved. An integrated approach to wind impact mitigation across the precinct is required, including a thorough understanding of the consolidated impacts of future developments to the west, south and east. This should be subject to review by the DIP to ensure urban design and architectural integration.	The updated Pedestrian Wind Study (Appendix H) includes the future Central Place (Block B) structure and TOGA Central (Block C) in its modelling and therefore provides for a cumulative assessment. Conditions were noted to generally improve as the adjacent blocks of the Western Gateway Precinct are developed based on the current proposed massing due to the additional shielding created from a tower cluster. Noting the current conditions are able to be achieved for the Atlassian Central development with a suitable mitigation strategy, it will be important for the adjacent Central Place and Toga Central developments to consider these measures and develop this strategy accordingly for a beneficial wind comfort outcome for the precinct.
Overshadowing of Prince Alfred Park	
Shadow impacts to Prince Alfred Park from glazed screens are not supported. Shadow impacts can be removed via relocation and/or lowering of the glazed screens. Whilst it is noted that the proposed detail minimises structure within the sun plane this additional roof terrace space is considered	Noted. The glass balustrades will be lowered below the sun access plane.

GANSW Comments	Response
unnecessary to the success of the project and represents a problematic precedent.	
Public Domain Integration	
Success of the project is dependent on successful integration of the public domain with the future 'Third Square', surrounding streets, and development sites including future over station development at Central station. Public domain integration should be subject to review by the DIP during design development.	Coordination with the broader Western Gateway precinct developments is ongoing including both Dexu Frasers and Toga and consideration of future OSD developments with TfNSW. The pedestrian bridge has been indicatively shown in accordance with the proponent's preferred alignment and will continue to be reviewed in conjunction with the Western Gateway Precinct stakeholders. The location of key circulation items is also being reviewed with TfNSW and pedestrian modelling consultants. Installation of trees, planting and overall landscaping within the upper link zone is subject to agreement by TfNSW. TfNSW have recently presented options for connecting at RL.21.0 to the upper link zone which are being further developed.
External Stair	
Requires further design development to be reviewed by the DIP.	The design team has further explored the expression, scale and arrangement of the external staircase which has been adjusted, with the stair continuing down the east side of the ridge in order to open the view of the Shed from the south west. The scheme has intentionally realigned the southern edge of Parcels Shed end to its original orthogonal form, with the resulting setback from the site boundary enabling a complete legibility of the building form by detaching it from future development adjacent. The eastern portion of the Shed form has been offset from the Shed roof, allowing the pitched roof expression to be completely legible from the south. The industrial qualities of the stair detach from this edge, as a lightweight appendage to the building that echoes the character of the building's heritage.
Tower Soffit	
Proposed approach is supported in principal, recommend that detailed design is reviewed by the DIP.	The proposed lowering of the Tower Soffit from RL 40 to RL 39 forms part of the design changes

GANSW Comments	Response
	proposed via this RtS. The DIP noted their continued support for this design amendment. The soffit will be constructed of Glass Reinforced Concrete (GRC) or metal panels, configured so that the soffit has subtle relief as shown in the conceptual rendering under Section 1.3.9 of the Design Report. The soffit will have integrated lighting, distributed throughout the surface. Design development of soffit panels is currently being developed.
Stepped floorplates	
The change to the typical floorplate arrangement that reduces the extent of the ‘stepped floorplates’ in the south-western section of the plan was not raised by the proponent at the DIP session. GANSW have concerns with the impacts of this change on design excellence, noting dot point #6 from the Competition Jury Report: The Jury strongly support the spatial condition of inverted timber framed stepped back floorplates and landscaping elements within the facade, and this should be maintained.’	The proposed change to the typical floorplate arrangement is proposed to achieve the required desk space needed for Atlassian employees following a headcount projection recently undertaken. The new design proposes to extend the floor plate by three bays (22.5m) to the west side of the timber structure.
This change requires further explanation and justification from the proponent including drawings that indicate its design impacts both external and internal, this should be presented to the DIP pre-RtS.	This design update considered the following: 1. Urban Context: At the time of competition, the tower was designed considering a large scale development in the south side (Dexus) and a future small to medium scale development in the west side (TOGA). TOGA planning design has evolved and proposes now a taller envelope with greater proximity to Atlassian development (12m). This changed Atlassian’s tower urban condition on the west side. 2. Planning: The circulation and desk layout arrangement has been improved with the new floor plan design. Greater flexibility is achieved. 3. Atriums: The atriums are now a “C” shaped space, symmetrical in the east and west sides. They keep a great presence in the north facade, facing the Third Square. Spatially, this modification reduces the volume of the atrium and inverted timber, but only on the west side area that faces TOGA’s development.

GANSW Comments	Response
	The quality of the atriums (naturally ventilated spaces) is maintained. The inverted timber design is maintained in each habitat on the northern side of the building which is highly visible from the Third Square and public realm. Diagrams are provided under Section 1.3.10 of the Design Report.
Design Guidelines	
It is strongly recommended that the Design Guidelines are finalised prior to any approval.	It is understood that finalisation of the Design Guidelines are imminent and will be resolved prior to approval of this SSDA.

4.2.6. Sydney Airport

Table 14 Response to Sydney Airport Comments

Sydney Airport Comments	Response
The Atlassian – Office and Hotel Development (SSD-10405) is located in an area of the Obstacle Limitation Surface (OLS) known as the Conical Surface. The OLS Conical surface over the site varies in approximate height from 142 – 146m AHD. Any structures proposed to be taller than the OLS will need to be assessed by CASA & Airservices prior to being referred to the Federal Department of Infrastructure, Transport, Regional Development and Communications as part of the Airports (Protection of Airspace) Regulations 1996.	Noted.

4.2.7. Civil Aviation Safety Authority

Table 15 Response to Civil Aviation Safety Authority Comments

CASA Comments	Response
The EIS advises that the maximum height of the building will be RL 200.2m and the building will require approval from the Department of infrastructure, Transport, Regional Development and Communications under the <i>Airports (Protection of Airspace) Regulations 1996</i> . The application will	Noted. Understood that this will be managed by appropriate conditions of consent.

CASA Comments	Response
be made to Sydney Airport by email at: airspaceprotection@syd.com.au. At this stage, CASA does not object to the development, however we will assess the building in detail under the Airspace Regulations 2007 on receipt of a request to comment from Sydney Airport. CASA will consider several airspace protection aspects, including helicopters, surrounding tall buildings and assessments by Airservices Australia and Sydney Airport. It is likely that CASA will recommend obstacle lighting when assessing the building, and that construction cranes will also require assessment and approval under the Airspace Regulations 2007.	

4.2.8. Transport for NSW

Table 16 Response to Transport for NSW Comments

TfNSW Comments	Response
Safety Assessment of the Proposed Development	
Comment Section 6.7 of the Traffic Report states that there are no impacts to road user safety. It is advised that this needs to be demonstrated by the following: Undertake a Stage 2 (Concept Plan) Road Safety Audit for the proposed Lee Street access arrangement, Lee Street pick and drop off arrangement and the access arrangement between the loading dock and Lee Street; and Undertake a Swept Path analysis for the maximum size of the vehicle that would expect to use the loading dock to demonstrate that: Simultaneous service vehicle movements to/from Lee Street through dive ramp structure would be possible as the proposed access arrangement would have the potential to lead vehicles to reverse into Lee Street and give way to the vehicles leaving the site and causing pedestrian and traffic related incidents; and The service vehicles turning left from the loading dock access to Lee Street would not conflict with	A swept path for the longest vehicle expected to enter the site (8.8m Medium Rigid Vehicle) has been prepared and is presented in the response prepared by JMT Consulting (Appendix E). The swept path has considered the very conservative scenario whereby a large 8.8m long Medium Rigid Vehicle enters the site at the same time as a 6.4m long Small Rigid Vehicle (SRV). The analysis demonstrates that simultaneous entry and exit of these vehicles is possible even under this conservative scenario. 600mm clearance is provided between an MRV passing an SRV, with 1200mm clearance provided an MRV and a van (B99). Refer to swept path diagrams provided in Appendix A of the Traffic and Transport Response Report provided at Appendix E). The instances of an MRV and an SRV passing on the driveway will be very low however the driveway still has the ability to accommodate this scenario. All trucks leaving the site would be instructed to stop at the top of the ramp and give way to any vehicle that may be entering the site. This would provide priority for entering vehicles over exiting vehicles, so they do not impede traffic flow on Lee Street. This will also allow for the

TfNSW Comments	Response
the vehicles travelling in the opposite direction along Lee Street and with the vehicles dropping off and picking up in the proposed “No Parking” zone on Lee Street. <u>Recommendation</u> It is requested that the applicant undertakes the following as part of the applicant’s Response to Submissions: A Stage 2 (Concept Plan) Road Safety Audit for the proposed Lee Street access arrangement, Lee Street pick and drop off arrangement and the access arrangement between the loading dock and Lee Street in accordance with Austroads Guide to Road Safety Part 6: Managing Road Safety Audits and Austroads Guide to Road Safety Part 6A: Implementing Road Safety Audits by an independent TfNSW accredited road safety auditor; and A Swept Path analysis for the simultaneous service vehicle movements to/from Lee Street through drive ramp structure for the maximum size of the vehicle that would expect to use the loading dock. Swept paths need to cover the vehicle travel paths between Lee Street and the loading dock. Based on the results of the road safety audit and the swept path analysis, the design drawings need to be reviewed to identify safety measures that may need to be implemented in consultation with TfNSW.	extremely rare occurrence when an MRV is entering the site at the same time an MRV is exiting the site. Vehicles will give way to pedestrians when crossing the driveway, consistent with any other CBD style developments. In the busiest hour of the day there would be less than 15 vehicles entering the site or one every four minutes. A maximum queue of between one and two vehicles would form which would not come close to extending back to the Pitt Street intersection To accommodate this simultaneous entry and exit manoeuvre it may be that the driveway width on Lee Street will need to be widened from the 5.5m stated in the transport assessment supporting the SSDA submission. The final driveway layout will be resolved during the detailed design process and prior to the issue of a construction certificate for the site. This may be reinforced through a suitably worded condition of consent. An additional swept path has also been prepared which shows the simultaneous entry of an SRV and exit of an MRV from the site. This swept path again confirms that the driveway has the ability to accommodate the safe entry and exit of vehicles from the site. The request for the preparation of a Road Safety Audit (RSA) by TfNSW is acknowledged however considered to be too early in the design process. The project is still in schematic design phase and is yet to consider in any great detail the Lee Street driveway design and layout. Importantly it has been demonstrated through the additional swept path analysis that vehicles are safely able to enter and exit the site. The Lee Street driveway design will be further developed during the detailed design phase of the project well before construction commences. Therefore, this point in the project will present a more suitable time to undertake the RSA in accordance with the TfNSW recommendation, with the findings and recommendations of the RSA to be incorporated in the final drawing set for the project.

TfNSW Comments	Response
	This requirement to undertake an RSA prior to the commencement of construction may be reinforced through a suitably worded condition of consent. At this stage it has been demonstrated however that the current driveway design provides for a suitable width to accommodate simultaneous vehicle entry and exits to the site without impacting the flow of traffic on Lee Street. The dive ramp has been designed to provide for a 1:20 gradient at the top of the ramp so vehicles have excellent sight lines to oncoming pedestrians as they exit the site. The level of vehicle movements into the site is low at less than 1 vehicle every 4 minutes and this volume of traffic, coupled with the driveway design, will not impact pedestrian safety. The existing pedestrian refuge adjacent to Ambulance Avenue would be removed in conjunction with the closure of Ambulance Avenue to vehicle traffic. A continuous footpath treatment will be provided on the northern side of Lee Street to emphasise pedestrian priority at this location.
Traffic and Safety Assessment for Lee Street	
<u>Comment</u> The following comments are provided in relation to traffic and safety issues associated with Lee Street: The proposed development proposes changes to traffic arrangements along Lee Street. It is noted that no traffic and pedestrian safety analysis for Lee Street has been undertaken for the existing situation to confirm that the proposed measures would not exacerbate existing safety issues; The management of conflicts on the B2 ramp has been detailed in Section 4.5. of the Traffic Report, however, no arrangements are proposed to manage conflicts beyond this point at the Lee Street access. That is, a service vehicle about to depart onto Lee Street would prevent a vehicle entering given the driveway width of 5.5 m does not allow simultaneous movement. Importantly, this has the potential to impact the nearby Lee Street / Pitt Street / George Street intersection;	Currently two vehicle access points are provided on Lee Street, those being at Ambulance Avenue and Upper Carriage Lane. These two access points combined accommodate over 50 parking spaces as well as a public drop off area for the Adina Hotel. Under the Atlassian proposal one of these vehicle access points will be removed (Ambulance Avenue) while the other (Upper Carriage Lane) will be converted from a public drop off area to a dive ramp servicing the Atlassian loading dock and Adina Hotel. Therefore the proposal results in an improved safety outcome by reducing the number of pedestrian/vehicle conflict points on Lee Street from two down to one. Further, the removal of existing parking spaces on Ambulance Avenue and Upper Carriage Lane will result in reduced traffic movements across the Lee Street footpath, even with the introduction of the dive ramp to the Atlassian loading dock. A review of crash data on Lee Street near Ambulance Avenue has been undertaken indicates there has only been three crashes in the last five

TfNSW Comments	Response
The proposed pick up and drop off arrangement on Lee Street would have potential impact on general traffic and bus movements due to the following: The traffic and pedestrian conflict is a concern due to the number of near misses observed along Lee Street and the fact that a significant number of pedestrians cross at midblock locations along Lee Street. The proposed arrangement is likely to increase conflict involving vehicles leaving the kerb and vehicles changing lanes just after the intersection and pedestrians crossing Lee Street at midblock locations. Any incidents on Lee Street would have potential to impact on general traffic and bus operation with the CBD and beyond; and Introduction of a 'No Parking' zone on Lee Street immediately adjacent to the Adina Hotel would have the potential to impact on the operation of the road network including the operation of the nearby Lee Street / Pitt Street / George Street intersection. Based on the Traffic Report, the maximum queue length at the existing midblock pedestrian crossing in Lee Street is expected to increase by approximately 25m. SIDRA modelling, however, does not account for all driver behaviour. Taxis leaving the drop off / pick up zone may result in the maximum queue length extending further and impacting the Lee Street / Pitt Street / George Street intersection. <u>Recommendation</u> It is requested that the applicant undertakes the following as part of the applicant's Response to Submissions: Traffic and pedestrian safety assessment including historic crash analysis to confirm that the proposed measures along Lee Street would not exacerbate existing safety issues; and An assessment of conflicts at the Lee Street access to provide mitigation measures to minimise the impacts on Lee Street / Pitt Street / George Street intersection and Lee Street.	years, none of which resulted in a serious injury or a fatality (see summary in Appendix B of the Traffic and Transport Response Report provided at Appendix E). A number of pedestrian related crashes were recorded at the existing mid-block pedestrian crossing which will be unchanged as part of the proposal. The 'No Parking' zone on Lee Street would terminate 10m before the commencement of the crossing, consistent with TfNSW safety standards. Provision of this No Parking zone is considered to improve pedestrian safety when compared to current conditions, given southbound vehicles will no longer be travelling at high speeds in the kerbside lane. To emphasise pedestrian priority along Lee Street, the driveway entrance is to be fully integrated with the adjoining footpath, at one continuous level. The treatment will therefore be an area which is designed for pedestrians, across which vehicles can pass slowly. Drivers of vehicles will be guided and encouraged to give way to pedestrians on the footpath as required by law. The crossings would also be designed with consistent pavement material. Based on the above the proposal is not considered to impact pedestrian safety. To emphasise pedestrian priority along Lee Street during the interim access arrangements, the driveway entrance is to be fully integrated with the adjoining footpath, at one continuous level. The treatment will therefore be an area which is designed for pedestrians, across which vehicles can pass slowly. Drivers of vehicles will be guided and encouraged to give way to pedestrians on the footpath as required by law. The crossings would also be designed with consistent pavement material. Vehicles will give way to pedestrians when crossing the driveway, consistent with any other CBD style developments. In the busiest hour of the day there would be less than 15 vehicles entering the site or one every four minutes. A maximum queue of between one and two vehicles would form which would not come close to extending back to the Pitt Street intersection.

TfNSW Comments	Response
Freight and Servicing Management	
<u>Comment</u> The Traffic Report document makes several references to the Sydney DCP where it is compliant. This document should acknowledge its non-compliance to the Sydney DCP (requirement for ~18 dock spaces); and Approximately 20 loading dock movements are anticipated during the peak hour. The design proposes to provide a total of nine service vehicle bays within the loading dock at a turnover rate of approximately 20 minutes. The stated turnover rate appears to be low. There is going to be no kerbside space to support loading activities associated with the subject development. The continued provision of on-street parking zones in any location cannot be guaranteed as there are many competing demands for kerbside space with kerbside restrictions set to suit the wider community needs and transport network requirements and are constantly subject to change. <u>Recommendation</u> It is requested that the applicant undertakes the following as part of the applicant's Response to Submissions: More information needs to be provided on how vehicles that have been refused entry will be managed back onto the road network, specifically to ensure that there are no reversing movements onto Lee Street; Further explanation is required to outline how management techniques can overcome the deficiency of what the DCP states should be provided. While there is a strong environmental focus to this building, there is a risk that under provision of dock capacity could lead to externalised environmental impacts; and Sufficient loading dock space should be provided in accordance with Council's Development Control Plan (DCP) or TfNSW's Guide to Traffic Generating Developments, whichever provides the greater amount of space, to ensure sufficient space is provided within the site to support the forecast	Similar to other managed loading docks (e.g., Barangaroo) vehicles that have been refused entry into the loading dock will firstly enter the loading area, turn around and then travel back out to Lee Street. No reversing movements will take place on Lee Street, with the turntable (day 1) to facilitate vehicle turnaround within the site to ensure they enter and exit in a forward direction. With regards to the loading dock provision, it is important to recognise that the Sydney DCP loading rates are based on outdated survey data from approximately 20 years ago and also reflect loading docks with no management systems in place. More recent surveys undertaken by Transport for NSW of commercial buildings, including those with loading dock management plans in place, confirm that the loading provision provided within the Atlassian basement is suitable to accommodate future demands. It should be noted that Atlassian met with TfNSW Freight and Servicing Team on 2 April 2020 to present the proposed loading dock provision which is consistent with that shown in the SSDA documentation. The TfNSW Freight and Servicing team were supportive of the proposed design, with Ken Lee from TfNSW confirming that "TfNSW noted that, positively, the number of freight parking spaces within the Atlassian basement design had increased since the proposal was last reviewed." As noted in the preliminary loading dock management plan prepared for the proposal, a loading dock booking system will be employed to control access to dock and spread the demand profile over the day. Deliveries will be required to be pre-booked to an allocated time slot of 30 minutes maximum dwell time. Vehicles will only be allowed to approach loading bays once the occupying vehicle has departed from the bay. Measures describing the operation and management of the loading dock have been provided as part of the preliminary loading dock management plan submitted with the EIS. These measures will be expanded upon further as part of

TfNSW Comments	Response
freight and servicing demand of the proposed development.	a detailed loading dock management plan to be prepared following the occupation of the site. Trucks intending to use the docks will not be permitted to come to site without making a booking beforehand. The major benefit of the implementation of such a system is the ability to moderate demand throughout the day. The allocation of deliveries to timeslots (with strict length of stay limits) reduces the risk the loading dock reaching capacity and manages traffic flow into the Site during peaks. The booking system also largely mitigates the risk of vehicle queues forming to enter the Site and improving the flow of traffic on adjacent streets. As with any development there is the potential for an unauthorised vehicle to enter the site, however this will be minimised via the online booking system and management procedures in place. Any vehicle entering the site without a booking will be instructed by the loading dock manager to immediately depart the site should there not be space available within the dock. Drivers will be told this once they have passed through the boom gates on Level 1 and will not be permitted to enter the loading dock itself. All vehicles will still enter and exit the site in a forwards direction.
Protection of Sydney Trains / NSW Trains Assets and Operation	
<u>Comment</u> Central Station is located in close proximity to the proposed development. It is noted that: It appears that lower part of roof top outdoor terrace facing rail corridor does not include any measures to prevent throwing/falling of objects or opportunity for self-harm; and The development application identifies groundwater drawdown as an issue. It is advised that: Possession works be managed by Sydney Trains (not TfNSW as mentioned in Appendix Z); Section 2.5 of Appendix Z needs to include TAHE as one of the authorities which need to be liaised with; and	The effect of drawdown has been assessed in the Groundwater Modelling Report (86767.04.R.003.Rev1) prepared by Douglas Partners, dated 30 October 2020 and provided with Appendix EE of the SSDA. Settlement monitoring should be carried out during construction phase. The preliminary Construction Management Plan (Appendix K) has been updated to address TfNSW comments. The eastern development boundary adjoins Central Station's Platform 1. At OSD level on the eastern boundary, a 1.8m high solid metal plate screen with landscaped zone is proposed, separating people from the accessible terrace. Below the eastern wall and screen is the canopy roof over Platform 1

TfNSW Comments	Response
Section 2.6 of Appendix Z needs to include Sydney Trains as one of the stakeholders for the preparation of Stakeholder Management Plan. <u>Recommendation</u> It is requested that the applicant provides the following as part of the applicant's RtS: - Details of outdoor terrace areas, balconies and external windows facing rail corridor and confirmation that the development has measures installed (e.g., awning windows, louvres, enclosed balconies, window restrictors etc.) which prevent the throwing of objects onto the rail corridor in accordance with the Department of Planning's Guidelines - Development near Rail Corridors and Busy Roads; - Impact of groundwater drawdown on rail corridor needs to be assessed in detail and confirm this is acceptable; and - Whether the applicant will be seeking staged Construction Certificate as TfNSW would be able to recommend any relevant conditions that apply for each specific stage.	which will also provide protection to pedestrians below. With regard to the tower façade, there are only openable louvres to the north-east corner of the office tower levels (Level 7 to 39), opening onto the eastern boundary but are not accessible to people. The Level 1 – 5 windows of the YHA Hostel will open to a maximum of 80mm in accordance with ASA standard T HR CI 12075 ST Airspace Developments. The diagrams under part 1.1.28 of BVN's response to submissions demonstrate the design measures that prevent throwing of objects on to the rail corridor.
Heritage	
<u>Comment</u> It is noted that State significant colonial archaeological deposits are highly likely to be present on site. This zone along with the western forecourt is the archaeological conversation candidate for the precinct; The TfNSW/Sydney Trains heritage teams request technical input into development of the following detail plans: Heritage Interpretation, Public Art Plan, and Archaeological Plan. Further work and consultation is required with TfNSW/ Sydney Trains heritage team on: ▪ Salvaging and long term storage of heritage fabric and features; ▪ Archival recording; ▪ Heritage document management; and	Noted. Consultation with TfNSW and Sydney Trains will be undertaken throughout the development of the Heritage Interpretation and Public Art Plan for the property. Archaeological investigations included in the SSD package including an Aboriginal Cultural Heritage Assessment and a Historical Archaeological Assessment will both feed into these future pieces of work.

TfNSW Comments	Response
▪ Early works approval and delivery. <u>Recommendation</u> It is requested that the applicant: ▪ Ensures Sydney Trains and TfNSW heritage teams are consulted to address the above; and ▪ Includes in the Response to Submissions Report: - Outline of how the significant views and vistas outlined in the Central Station Conservation Management Plan have been considered in the design; - Outline of whether historic lighting ('NSWGR') will be retained and conserved in situ as outlined in the CMP and the Heritage Lighting Strategy; - Further input from key reports and findings from recent archaeological works at Central.	

4.2.9. Heritage NSW

Table 17 Response to Heritage NSW Comments

Heritage NSW Comments	Response
General Comments	
The Heritage Council has previously stated its recognition and support for appropriate development in and around this sensitive precinct as part of the evolution of the city (Heritage Council's initial response, 19 December 2019). The Heritage Council recognises that the determination to uplift this part of the CBD, including the up zoning of planning height controls, has been made by Government. Whilst the scale of developments in and around Central will change the current scale and legibility of the heritage precinct, the Heritage Council recognises the opportunity to ensure measurable heritage outcomes through considered design, materiality, heritage interpretation, and leading-edge storytelling, combined with excellent new building design.	Noted.

Heritage NSW Comments	Response
This will ensure the public's interaction with Central and the new spaces resonates with the unique history of the place from First Nations contact and connection, to its evolution as part of the wider Metropolis. Given the height of the proposed new buildings, important view lines should be retained and celebrated, and the Heritage Council notes the important view line studies to inform this opportunity. Noting the resulting changes required to the vernacular <i>Former Inwards Parcels Shed</i> and surrounding elements (including the Upper Carriage Lane and forecourt, retaining wall elements), the Council supports requirements for high-quality and engaging interpretation of this building and its function.	
Interpretation	
On this basis, the Heritage Council recommends conditions that ensure heritage interpretation is a critical component of the project. It should communicate and strengthen the strong visual and historic connection between the former Inwards Parcel Shed and the former Parcels Post Office building, as well as the connection and function between the Shed and Platform 1.	Noted and agreed. In anticipation of this requirement Freeman Ryan have been engaged by Atlassian to prepare a Heritage Interpretation Strategy for the Atlassian site, and this can provide input into a broader site-wide strategy when appropriate with input from all relevant parties.
Further, the Heritage Council strongly advocates for the interpretive experience to be considered across whole SHR site, including integration with the two other blocks within the Western Gateway sub-precinct, as well as the broader Central Railway Station SHR site. As previously advised, the Heritage Council requests that there be a coordinated and consistent heritage interpretation approach and design across the whole precinct. This is critical for a seamless and wholistic interpretive experience. We strongly recommend ongoing consultation and input from Heritage NSW.	As above.
It is understood that a heritage interpretation strategy is currently being developed and that this is proposed to occur concurrently with further detailed design development of the project. Whilst we support the integration of interpretation as part of the detailed design, the strategy should be finalised prior to the approval of the project to	As above.

Heritage NSW Comments	Response
enable the detailed design to be informed by this document and ensure interpretation is at the core of the development. Again, it also needs to be integrated with the overall interpretation strategy for the entire SHR site.	
In addition, we reiterate the previous recommendation that a program of Aboriginal ceremony be developed to re-awaken the landscape as part of the proposal. It is also recommended that stories are collected from the life of the former Inwards Parcel Shed to 'farewell' the place, and to use the stories as part of the interpretation.	Noted and agreed.
Designing with Country Framework	
We support the inclusion of the <i>Designing with Country Framework</i> (BVN, 28 July 2020). This is a useful document to begin setting out the opportunities and specific design measures to reinforce Aboriginal Cultural Heritage and placemaking. It is acknowledged that this document is still being developed and will be augmented and updated as the project progresses. To assist with this task, the project team are encouraged to also reference the GANSW 'Connecting with Country' framework released November 2020.	Noted and agreed.
We reiterate that both frameworks are critical parts of the interpretation of the place and should be an integral part of the overall design. We strongly recommend ongoing consultation and input from Heritage NSW.	Noted and agreed.
Visual changes	
Noting the previous comments around the scale of the new tower and cumulative neighbouring development, opportunities to emphasise the legibility of the existing low scale heritage elements should be ensured through development conditions.	Noted, see below.
The proposed multi-storey commercial tower will affect the legibility of the adapted former Inwards Parcels Shed, particularly when viewed from Railway Square. The proposed green roof on the adapted Shed further adds to the reduction in its	The proposed green roof and accessible roof area forms an integral part of the overall design and was a critical element in the winning Design Competition scheme. This element is a nod to the advanced

Heritage NSW Comments	Response
legibility. Whilst we understand that the concept for the green roof was partly around recognising Aboriginal cultural landscapes, it is again recommended that this element of the design be modified to better reflect the original, unadorned industrial character of the shed (as per Heritage Council letter to the applicant, 16 October 2020).	design which underpins this new forward-thinking technology precinct. The proposed green roof space also provides an exciting opportunity for the integration of a meaningful Designing with Country response. We have a strong responsibility to integrate a robust Designing with Country response into this proposal to acknowledge the 60,000 years of Aboriginal occupation, and not focus solely of the 100 years of the existing building's existence, limiting the interpretation to European heritage only. Cox Inall Ridgeway has undertaken recent stakeholder engagement with First Nations Communities regarding the proposal, and received the following feedback: <i>"There was strong support for extensive green roof sitting atop the canopy structure, with community conjecturing the blend of nature and man-made structures allows users of the space to contemplate that man-made structures cannot happen without nature.</i> <i>Stakeholders reflected positively on the intention to use iconic species as well as grasses that react with the wind and evoke a sense of the reminiscence for the past.</i> <i>Stakeholders commented that the tiered bleachers that were cocooned by flora, facilitated views over the precinct, and provided access to natural sunlight was an excellent opportunity to allow those sitting in the bleachers to pause and consider Country as they took advantage of the sense of space at the Shed Roof. It was suggested that this provides many opportunities to tell a story at the precinct-level about culture through creative activations and uses of space."</i> The First Nations Engagement Summary Report is provided at Appendix C of the Heritage Response Report provided at Appendix D. The proposed green roof space will provide a 'fifth elevation' as part of the proposal – currently the roof of the shed is not an active area, but with the vertical development proposed within the Western Gateway precinct, this proposed green roof will have increased visibility and should be used an opportunity to reflect the design and amenity

Heritage NSW Comments	Response
	intentions of the precinct as well as an acknowledgement of the history of place. Throughout design development, Urbis Heritage have been involved to ensure that the potential heritage impact of this roof are mitigated and minimised, including advising that the trafficable area of the green roof is setback to ensure a meaningful representation of the corrugated metal roof of the shed building, and to enable interpretation and clear visual links to the roof profile.
It is also noted that the Heritage Setting View Analysis Report (Urbis, September 2020) does not include the two other significant multi-storey developments proposed for the Western Gateway sub-precinct. These should be included to ensure the cumulative impacts to the SHR site are clearly understood.	The Heritage Setting View Analysis Report has been updated to include the other developments within the precinct, provided with the Heritage Response at Appendix D.
Changes to the former Inwards Parcels Shed	
The former Inwards Parcels Shed is historically important as an integral part of the SHR listed Central Railway Station and contributes to the role of the railway transport system in the delivery of mail. It has historical, representative, archaeological, rarity and associative heritage values. The building itself is a highly bespoke building constructed of expressed internal timber framing with corrugated cladding. It is unique not only in the context of Central Railway Station buildings, but also due to its size, detail, dedicated use and integration with Central Railway Station via direct access to Platform 1.	Noted.
The proposed works include demolition and partial rebuild of the Shed utilising some significant original fabric which will have obvious impacts to fabric and setting. The works, described as a reconstruction, do not align with the Burra Charter definition, which states that reconstruction means returning a place to a known earlier state. Therefore, the Heritage Impact Statement Atlassian Central should assess the works and resultant impacts, as an 'adaptation' rather than a 'reconstruction'.	Noted. The term reconstruction was not being used in a strictly conservation sense, but rather as a term to define the proposed methodology of deconstruction (i.e., dismantling) and reconstruction (i.e., reassembling) of the shed. Urbis Heritage note and support the term 'adaptation' for the proposed works to the shed.

Heritage NSW Comments	Response
We recommend that the extent of demolition and removal of fabric is reduced as much as possible to minimise impact to significant/original elements.	Noted. The proposal has been carefully developed to ensure the maximum amount of significant fabric is retained. The design is being modified to reduce the lift core zone, thereby allowing for further retention of significant fabric in comparison to the originally lodged scheme. Urbis Heritage are satisfied that all attempts to avoid or minimise the extent of fabric to be demolished or removed have been undertaken. For instance, Atlassian have committed to reuse all timber elements to be dismantled onsite in the new building, and other elements such as the brick chimneys will be salvaged where possible and integrated into the fabric of the new building for interpretation and continue the lifecycle of the element. These methodologies are attached again for reference to the Urbis Heritage response at Appendix D.
We note that further detail design development will be undertaken on the building and that as much original timber framing as possible will be reused in the building's adaptation. However, it is still unclear how other distinctive elements of the building, including the existing masonry base and chimneys, and sandstone plinths of the building will be meaningfully used as part of the adaptation and interpretation of the building. Further detail is required as per Heritage Council letter to the applicant, 16 October 2020.	It is proposed to use demolished masonry and timber elements in the landscaped areas of the upper link zone, especially the seating. The bricks from the chimney are likely held together with a cementitious mortar. However, brickwork will be salvaged where possible for reuse within the site. Please refer to the salvage methodology appended to the Heritage Response Report at Appendix D. While final design development has not been completed, it is intended that all brickwork salvaged from the site will be reused within the public realm as part of landscaping elements. There are also opportunities to consider reuse of the salvaged brickwork and other raw materials within public art or heritage interpretation pieces – this will be further detailed through the design development stages and preparation of comprehensive interpretation strategies and plans which will continue to be developed. Refer to the updated Supplementary Design Report provided at Appendix B for further detail on individual elements of the proposed design.
We also suggest that the interface between the adapted Shed and Platform 1 (proposed 10m high masonry wall) sees further resolution. The proposed treatment of this interface removes the physical and historical connection between	The Heritage Interpretation Strategy has developed a thematic structure in which some themes are specific to the Atlassian site, and others which are broader, shared by the greater precinct. Intersections is a theme with resonance to the

Heritage NSW Comments	Response
Platform 1 and the former Inwards Parcels Shed. There is an opportunity, through architectural expression, to actively interpret the historic functioning of the Shed and the important and unique connection it had with Platform 1 and the broader Central Railway Station itself.	entire site, with numerous stories to be interpreted. The draft Heritage Interpretation Strategy prepared by Freeman Ryan Design is provided at Appendix H of the Supplementary Design Report at Appendix B. The eastern boundary wall, facing east, highly visible from the railway platforms, is a potential site offering opportunities to consider the theme of Intersections and is ideal for commissioning a First Nations artist in response to both the location and the cultural heritage of the place. The following response is also provided by Cox Inall Ridgeway: <i>We also understand the significance of Platform 1 at Central Station to the Stolen Generation Survivors and their families is a key heritage consideration for TfNSW in the renewal of Central Precinct. We will work with TfNSW to develop a coordinated and consistent approach to ensure the consideration of the Stolen Generation and their histories in our design considerations. First Nations consultancy, Cox Inall Ridgeway, will ensure respectful and culturally safe engagement with relevant stakeholders from the Stolen Generation community.</i>
Changes to the former Inwards Parcels Shed	
The proposed work includes extensive demolition, not only as part of the adaptation of the former Inwards Parcels Shed, but also externally. This includes the removal of large areas of masonry from the Ambulance Avenue (Lower Carriage Lane) retaining wall, sandstone plinths and corbels, and iron vent grates. It is recommended that the extent of demolition is reduced as much as possible to minimise impact to significant/original fabric, including to the size of the new large opening within the heritage retaining wall. Where significant fabric is proposed to be removed, as much fabric as possible should be salvaged for future conservation works or reinstatement.	Every opportunity for fabric retention was explored to retain as much original and significant fabric as possible to this masonry wall. The future broader vision of the place including Sydney's Third Square and the revitalised Central Station transit precinct are the determining factors in the extent of fabric removal along this wall. In order to minimise heritage impacts, Urbis Heritage have carefully developed an appropriate deconstruction and reinstatement methodology for the portions of the wall to be rebuilt with BVN and Traditional Restorations. This approach is considered to be industry best practice and minimises heritage impacts to the fabric as much as possible. Overall, the wall is required to be modified and altered to deliver the broader strategic outcomes for the place as guided by the Government, and we have made every attempt to mitigate these impacts where possible for an acceptable heritage outcome.

Heritage NSW Comments	Response
In addition, the document notes removed significant fabric will be reused where possible. Further detail is required to understand what elements will be reused and in what application, including interpretive measures.	Atlassian have made a commitment to retain and reuse all of the timber framework from the shed within the site. Whilst finalised design has not been undertaken, considerations for reuse of this material include the rooftop bleachers, the over shed development and integration into public realm and landscape areas. There are also opportunities to consider reuse of the salvaged brickwork and other raw materials within public art or heritage interpretation pieces – this will be further detailed through the design development stages and preparation of comprehensive interpretation strategies and plans which will continue to be developed. Please refer to the Supplementary Design Report provided at Appendix B for a full detailing of all the elements from the shed which are to be salvaged and reused or integrated into the new design. Also refer to the draft Heritage Interpretation Strategy prepared by Freeman Ryan Design provided at Appendix H of the Supplementary Design Report at Appendix B.
The works also include the removal of all awnings along Lower Carriage Lane. Further detail is required to understand what the implications for removal of these functional elements will be on retained fabric, as well as any future use or interpretation of these elements.	While there is an acknowledged heritage impact associated with the proposed awning removal, it is considered acceptable with regard for the larger community benefit of the future Central Square development and the Atlassian Central project as part of the broader Western Sub-precinct revitalisation area. The response prepared by Urbis Heritage provided at Appendix D sets out a detailed list of reasons why the proposed awning removal is considered to have an acceptable heritage impact.
Modification to surface levels to the west of the former Inward's Parcel Shed and along Upper Carriage Way are proposed to occur. It is unclear what impact the change in surface level will have on the adjacent significant retaining walls and the former Parcel Post Office building as well as the sandstone post on Upper Carriage Lane. We suggest additional details be developed to ensure impacts are minimised, including how the use of the former Inwards Parcels Shed including its loading dock function will be interpreted as part of the works.	The proposal does include modification of the existing levels of the western forecourt adjoining the shed building, however the proposed design ensures that floor levels are adjusted to facilitate accessibility and permeability of the site following reconstruction. There are no adverse heritage impacts as a result of these changes, and fabric required to be removed to facilitate this change will be recorded and salvaged for potential reuse. Refer to updated Supplementary Design Report and revised Architectural Plans at Appendix B.

Heritage NSW Comments	Response
Further details of the fire booster proposed to be installed within the heritage retaining wall (Lower Carriage Lane) should be provided to ensure the treatment does not adversely impact on the character of the wall.	It is proposed that the Fire booster pump assemblies will be recessed into the heritage wall to the north west. The boosters have been located some distance East from Lee Street along the wall in order to minimise their impact on the wall by locating the doors clear of the sandstone ornamentation which adorns the upper portion of the wall. The detail of the doors themselves is yet to be developed, however the material finish will be sympathetic to the heritage character with minimal steel framing around the door leaves. There is no other possible location for the fire booster pump assemblies due to brigade access for fire trucks.
It is noted that the overall project will be subject to further development of the detailed design. We strongly recommend ongoing consultation and input from Heritage NSW during this process.	Noted and supported.
Historical Archaeology	
The EIS references the Historical Archaeological Assessment by AMBS in addressing SEARs Item 11 'Heritage & Archaeology', which requires the preparation of an historical archaeological assessment to address the potential, significance and impact of the proposed development on relics. The EIS states that the archaeological recommendations presented in the Assessment should be implemented to suitably manage the potential archaeological resource on site.	Noted.
The Assessment includes a succinct historical background of the site, as well as useful comparative analysis of relevant archaeological investigations and sites in the locality of the proposed development.	Noted.
The assessment of archaeological potential in the Assessment determines, principally from overlaying historical maps and aerials, that the Benevolent Asylum was partially located on the site. Heritage NSW concurs with this conclusion.	Noted.
The Assessment concludes the potential archaeological resource is likely "to be of good integrity", and therefore (some) evidence uncovered associated with the Benevolent Asylum	Noted.

Heritage NSW Comments	Response
could meet the threshold for State significance, with the site overall considered of high research potential. Findings from archaeological investigations undertaken in proximity to the site are cited as supporting evidence for these conclusions, notably excavations by Casey & Lowe in the Western Forecourt of Central Station in which archaeological evidence of the Asylum was identified c. 1m below ground level. The Assessment contends that, as the ground level of the proposed development site has likely not been built up nor levelled during the construction of Ambulance Avenue (located between the site and the Western Forecourt), then "...it can be assumed that the basement level of the Site largely retains the topography of the nineteenth century landscape."	
Heritage NSW observes that no levels reduced to Australian Height Datum (AHD) have been included in the analyses leading to these conclusions, whether from the site basement/s, other areas of the site, the Western Forecourt archaeological investigations or additional relevant areas adjacent to the site. The argument appears to be that topographic levels across the site and vicinity are broadly consistent and that potential archaeology on site will likely be at depths comparable to the Asylum remains in the Western Forecourt, none of which is supported by references to reduced levels. Further, there is minimal consideration of the likelihood of disturbance to potential archaeological deposits on site. The Assessment contends that the degree of disturbance to the site cannot be quantified at this stage— which is reasonable— however it does not include discussion, for example, of the probability for modern services to run beneath the site, which may be likely, given its central city location. Such truncation could impact the potential and integrity of the archaeological resource, including the expected levels at which it may be encountered. The approach to topographical analysis has also had some bearing on the assessment of archaeological significance and the Archaeological Research Design presented in the Assessment. This means that the archaeological potential and	Noted. The AHD will be confirmed during test excavation, currently anticipated to be undertaken under a separate Section 60 and AHIP approval pathway and will be cross- referenced with the surrounding archaeological context.

Heritage NSW Comments	Response
integrity of the site may be less than assessed by the AMBS Assessment report.	
THE AMBS Assessment report has also provided a basic research design (Section 7) and a recommended archaeological program including heritage induction, archaeological testing and monitoring to be followed by open area stratigraphic excavation where warranted by the significance of the archaeological remains. Heritage NSW concurs with these recommendations.	Noted.
Aboriginal Cultural Heritage	
The ACHAR has not been finalised. We note that the Aboriginal Cultural Heritage Assessment (ACHAR) provided with the EIS does not contain the results of Stage 4 consultation with the Aboriginal community at section 3.5 (page 62), section 5 (page 64-67), Appendix C and Appendix D. We also note some pages of the ACHAR are still watermarked as draft. Both the HIS and CMP also refer to the ACHAR as draft (HIS section 5, page 79 and CMP section 5, page 94). Aboriginal consultation is an essential component of assessing impacts to Aboriginal cultural heritage values. Section 3.3 of the ACHAR acknowledges this and states; “preliminary results and recommendations for this assessment, acknowledging that conclusions regarding any potential cultural significance of the subject area cannot be reached until the consultation process is completed.” Heritage NSW requests that further detail is provided as to the results of the Stage 4 Aboriginal consultation and clarification regarding the draft status of the ACHAR.	The ACHAR has been finalised and is provided as an attachment to the Urbis Heritage response at Appendix D. The ACHAR has completed the Stage 4 review by the Registered Aboriginal Parties (RAPs). An addendum to the ACHAR will be supplied following the completion of the proposed test excavation program. This addendum will address the preliminary findings including: ▪ ESD ▪ Scientific and Aboriginal Cultural Significance of the subject area and any potential subsurface archaeological resources ▪ Archaeological Technical Report
Aboriginal cultural heritage regulation review of EIS and associated reports The ACHAR identifies that there is potential for the Tuggerah Soil Landscape to occur within the Project area. As such, there is a moderate likelihood of artefact scatters, isolated finds and potential archaeological deposits to occur in the Project area at depth within any intact sand	The ACHAR has been finalised and is provided as an attachment to the Urbis Heritage response at Appendix D. The ACHAR has completed the Stage 4 review by the Registered Aboriginal Parties (RAPs). An addendum to the ACHAR will be supplied following the completion of the proposed test

Heritage NSW Comments	Response
deposits associated with the Tuggerah Soil Landscape. The ACHAR outlines that this landscape feature will require further detailed investigations including test excavation. Heritage NSW supports the proposal for further investigations based on the findings of the draft ACHAR. Heritage NSW can advise that there have been recent archaeological investigations undertaken adjacent to this development as part of upgrade works for the Central Station. This has included archaeological excavations undertaken under an Aboriginal Heritage Impact Permit (AHIP). While reporting is still in preparation, preliminary results have confirmed the presence of subsurface Aboriginal objects in the area. Based on the information provided in the ACHAR, it appears the impact to Aboriginal cultural heritage values has not yet been fully assessed as part of the EIS. The ACHAR states, under section 6.2 (page 69), that further assessment in the form of test excavations is required. The ACHAR also outlines, under section 6.3 (page 69), that the principles of ecologically sustainable development (ESD) for this project have only partially been assessed for Aboriginal cultural heritage values again due to the need for archaeological test excavations. The ACHAR and HIS conflict in the proposed management of Aboriginal cultural heritage whereby the ACHAR states: “NOTE: The timing of the recommended test excavations is yet to be determined by the proponent. If the test excavations are to occur prior to the approval of SSD-10405 than they must be undertaken following an approved Aboriginal Heritage Impact Permit (AHIP) and in conjunction with an approved Section 60 required for associated historical archaeological investigations.” (Executive Summary on page 2 and section 9 Recommendations, page 73) The HIS however, under section 8 (page 196), outlines that management of any potential historical archaeological resource and potential Aboriginal archaeological resource on the site will be undertaken through the adoption of a consolidated	excavation program. This addendum will address the preliminary findings including: - ESD - Scientific and Aboriginal Cultural Significance of the subject area and any potential subsurface archaeological resources - Archaeological Technical Report

Heritage NSW Comments	Response
test excavation program to confirm the presence or absence of archaeological artefacts and deposits. Heritage NSW notes the project site is constrained due to the existing buildings and already developed nature of the area however, further detail needs to be provided as to the process proposed for additional investigations of Aboriginal cultural heritage matters.	
Aboriginal cultural heritage regulation advice As the ACHAR outlines that the Aboriginal consultation and assessment impacts on Aboriginal cultural heritage values are incomplete, we recommend the ACHAR is updated to: ▪ provide detail regarding the outcomes of Aboriginal consultation; ▪ clearly outline the pathway for how further investigations and impacts to Aboriginal cultural heritage values will be managed as part of this Project; and be a finalised document.	Noted. See above comments.
In relation to clarifying the pathway and process for undertaking additional investigations, we provide the following recommendation: The preparation of any non-Aboriginal archaeological research design and methodology needs to include consideration of Aboriginal cultural heritage values to address whether the project area does have potential for Aboriginal objects otherwise a separate methodology for the Aboriginal cultural heritage needs to be prepared.	Noted.
We support the preparation of an Unexpected Finds Protocol for Aboriginal objects as part of any Construction Environmental Management Plan for the site during all development works.	Noted.
We support ongoing consultation with the Aboriginal community as part of construction works and design and recommend a Heritage Interpretation Strategy be prepared that incorporates Aboriginal history and cultural heritage.	The project consultant team has proactively engaged with Kevin O'Brien at BVN and Cox Inall Ridgeway to explore an integrate a meaningful Designing with Country framework into the proposal. This framework provides guidance for the meaningful and tangible interpretation and reflection of Aboriginal cultural heritage values of the place into the proposal. The adoption of such a framework has enormous heritage benefit for a project like this, for Council's and it's Aboriginal and non-Aboriginal communities. A respectful

Heritage NSW Comments	Response
	consultation process has been initiated that shall continue beyond the SSDA with a view to achieving an informed position from the Community and imbuing the project with a sense of cultural authenticity and relevance. In recognition of the rich layering of heritage values associated with the site and in anticipation of the SSD-10405 conditions of consent, Freeman Ryan Design has been engaged as a key member of the consultant team for the project to provide a comprehensive heritage interpretation strategy for the place. Freeman Ryan Design is developing their heritage interpretation strategy concurrently with the design development and determination period of the proposal, and is working closely with Emma McDaniel the Art Consultant on the project and Aspect Studios the landscape designers, to provide a holistic and meaningful interpretation strategy for the place. While the strategy is still being developed, site investigations and opportunities for robust interpretation installations are being considered in collaboration with BVN and SHoP with regard to the final design. The interpretation strategies which will be outlined herein will enable the continued interpretation and celebration of the many and varied layers of history and cultural heritage on the site, and this strategy will be important to ensure the recognition and conservation of the identified heritage values of the place. The above information can provide input into a broader site-wide strategy when appropriate with input from all relevant parties.
It is noted that the overall project will be subject to further development of the detailed design. We strongly recommend ongoing consultation and input from Heritage NSW during this process.	Noted and agreed.

4.2.10. DPIE Water and NRAR

Table 18 Response to DPIE Water and NRAR Comments

DPIE Water and NRAR Comments	Response
Water Take and Entitlement	
The proponent needs to provide NRAR with estimates of their quantitative water take during	This item has been assessed in the Groundwater Modelling Report (86767.04.R.003.Rev1) prepared

DPIE Water and NRAR Comments	Response
dewatering activities so that their licensing requirements are better understood and addressed. This includes consideration of exemptions to require an access licence that apply under the Water Management (General) Regulation 2018. For example, if the project dewatering volume is below the 3 ML/year the proponent is exempt from requiring a Water Access Licence (WAL) (Clause 7, Schedule 4, Water Management (General) Regulation 2018). Alternatively, the proponent may qualify for an exemption to take groundwater for excavation from the Botany Sands Groundwater Source in relation to taking more than 3 ML/year of groundwater for extraction (Clause 17A of Schedule 4 in the Water Management (General) Regulation 2018). Please note that the exemption under Clause 17A ceases to have effect on 1 July 2021. The EIS states that any proposed dewatering activities during the construction period will require preparation of a dewatering management plan to be assessed during the design development/pre-construction phase and any disposal of contaminated groundwater will need to comply with Australian and New Zealand Environment and Conservation Council (ANZECC) guidelines. The dewatering management plan will need to be submitted to NRAR as part of a Water Access Licence (WAL) unless the project dewatering volume is exempt as described above. SSDs are exempt from requiring water supply work approvals (dewatering approvals) if impacts are adequately assessed in the EIS noting however that Clause 17A may also apply in this instance. Further investigation will be needed for this project to determine dewatering impacts and approval requirements from DPIE Water. Pre-approval Recommendation The proponent should confirm with NRAR the licencing arrangements for potential take from the drained basement during construction and during occupation.	by Douglas Partners, dated 30 October 2020 and provided with Appendix EE of the original SSDA documentation.

DPIE Water and NRAR Comments	Response
General Post Approval Recommendations	
The proponent should: ▪ Develop a Ground Water Management Plan for the construction phase that includes the following: i. trigger levels (levels, quality, flow, volume and ground surface settlement) to manage any potential impacts; ii. details of monitoring (groundwater levels, quality as required, rate of inflows, metered pumping); iii. where a risk of ground settlement is identified due to the proposed dewatering, the proponent is to provide a program of monitoring, trigger and responses to relevant consent authority as well as the relevant transport (rail) authority; and iv. details on the installation of metering of ongoing groundwater where metering instruments should meet the NSW Government's requirements for water meters and	A condition of consent will be accepted to prepare a Ground Water Management Plan for construction phase.
▪ Develop a dewatering reporting schedule covering duration of construction that includes: i. collation of monitoring records; ii. analysis of actual impacts compared to predicted impacts, noting that some impacts may be delayed; iii. magnitude and extent of potential long-term effects from the completed structure; and iv. arrangements for reporting (measurements, technical analysis and future predictions) to the relevant authority.	A condition of consent will be accepted to prepare a Dewatering Reporting Schedule for construction phase.
▪ Develop a proposed occupational phase (after building completion) reporting schedule including, at a minimum: i. a description of and schedule for the installation of meters for ongoing monitoring of groundwater take using instruments that meet	A condition of consent will be accepted to prepare a Occupational Phase Reporting Schedule.

DPIE Water and NRAR Comments	Response
the NSW Government's requirements for water meters and relevant Australian standards; ii. monthly monitoring to demonstrate the magnitude of groundwater pumping after construction, either through satisfactory photographic and documented evidence of no visible seepage into the building or, if inflows cannot be prevented, measured flow rates into all pump-out sumps; and iii. a plan for the ongoing measurement, recording and annual reporting of groundwater take, water level and water quality monitoring, and licencing compliance, within the documented building management system for the development. This should include arrangements for the reporting to be provided to the relevant authority. iv. To qualify for the less than 3 ML of take exemption, as per clause 21(6), the proponent will need to: a. record the water take within 24 hours in the approved form and manner; b. provide the water take records to the Minister by no later than 28 July for the year ending 1 July during which the water was taken; c. keep the water take records for a period of five years.	

4.2.11. Sydney Water

Table 19 Response to Sydney Water Comments

Sydney Water Comments	Response
Water and Wastewater Servicing	
Sydney Water's servicing requirements for this proposed development are provided under the Notice of Requirements for the Feasibility study that the proponent has already lodged with us – CN 182654. Or any future Notice of Requirements.	The feasibility Section 73 noted that modelling of the watermain will need to be undertaken to confirm capacity. Discussions have been had with Sydney Water to identify the proposed sewer connection to the DN400 sewer main adjacent to the site. A Section 73 application will be lodged with Sydney Water once DA approval is obtained. The Section

Sydney Water Comments	Response
	73 application will provide the building water and sewer loads.
Please note there are multiple trunk wastewater mains traversing the property which may be impacted by this proposal.	Noted.
As specified under this Feasibility study, the developer must engage a hydraulic engineer and conduct a detailed planning study to determine required augmentations and proposed connection points for potable water and wastewater. This needs to be provided to Sydney Water for review. Service location and potholing of existing sewer mains are to be undertaken accurately to identify the location of existing assets.	Final sewer and water loads will be provided with the Section 73 application.
Detailed servicing requirements will be provided at the Section 73 application stage.	Final sewer and water loads will be provided with the Section 73 application.
Stormwater	
As per our available records, a major 1,500mm Sydney Water stormwater pipe is located within the development boundary. A section of the 1,500mm pipe is within the pedestrian subway tunnel and another section of this 1,500mm pipe is free of any buildings over this pipe and open to sky. Building over Sydney Water's 1,500mm stormwater pipe As per current Sydney Water's guidelines for building over and adjacent to stormwater channel, no new buildings or permanent structures are to be proposed over Sydney Water's stormwater pipe/channel or within 1m from the outside face of the stormwater pipe/channel. These clearance requirements would apply for unlimited depth and height. Considering the specific circumstances at this location, Sydney Water will not object to any building over the 1,500mm pipe, provided the extent of the building over this pipe is limited to the existing pedestrian subway tunnel. No building over this 1,500mm pipe is permitted where the	The new building extent is the same as the existing Devonshire tunnel extent. Please refer to architectural drawings AR-23B-G01 and DA-10B-G01-01.

Sydney Water Comments	Response
current air space above this 1,500mm pipe is open to sky.	
Building under the existing Sydney Water's 1,500mm pipe Sydney Water's concurrence to the proposed building under Sydney Water's 1,500mm pipe is subject to engineering evaluation where the proponent is required to provide evidence that the current proposal would not increase the risk to Sydney Water. Under the current circumstance, the followings are attributed to Sydney Water's existing 1,500mm pipe: • Sydney Water's 1,500mm pipe is not reliant on any buildings or structures for its structural stability. • In the event, If the existing stormwater pipe is leaked or failed, it will not flood any building or property below the existing pipe level. The proponent is required to provide their construction and other necessary details to ascertain, that the proposed building under the Sydney Water's stormwater pipe maintains the above status quo.	Preliminary engineering and geotechnical assessments have been completed and detailed assessments will be completed as part of the building plan approval to demonstrate that Sydney Water assets are not subject to additional risk. Drainage above the canopy tube support will be provided to avoid flooding below. This will also form part of the building plan assessment.

4.3. RESPONSE TO COMMUNITY ORGANISATION AND PUBLIC SUBMISSIONS

4.3.1. Community Organisations

Table 20 Response to Community Organisations

Community Organisation	Response
Action for Public Transport (NSW) Inc	
Concern that pedestrian traffic has not been adequately catered for.	Pedestrian traffic through the site's public domain has been considered in the design of the proposal. TfNSW set the transport and customer requirements for the public domain, stating that "The proposal must ensure that the pedestrian routes and circulation spaces are to accommodate morning peak hour at 2056+15% pedestrian demand achieving Fruin Level of Service C."

Community Organisation	Response
	Arup have carried out pedestrian modelling for both the Atlassian and Dexus Fraser sites. The results show that pedestrian flow through the site's public domain will accommodate the 2056 +15 percent pedestrian demand. It is noted that the broader requirements for Central Station's pedestrian facilities and their capacities are a matter for TfNSW.
National Trust	
Broad range of heritage concerns raised including: ▪ <i>The proposal is inconsistent with the State Heritage Register Listing for Central Station.</i> ▪ <i>Scheme does not engage with the historic fabric in a suitable way.</i> ▪ <i>Negative impact on Railway Square and surrounds</i> ▪ <i>Heritage view analysis is deliberately misleading</i> ▪ <i>"Relocation" and "dismantling" are not good conservation outcomes.</i> ▪ <i>The proposal does not build on the local character of the place or maintain the significance of the heritage item.</i>	Urbis Heritage have provided a comprehensive response to the issues raised in the National Trust submission – refer to Appendix D. In summary: ▪ The proposal does not alter any of the identified significant values of the Central Station Railway Group Statement of Significance. ▪ The proposal strives to find an appropriate balance between the new high-rise elements and the existing historic context of the place through the retention, adaption and integration of historic elements in the proposal. ▪ Railway Square is not a heritage item under any current legislation. ▪ The analysis carried out in the Visual Assessment Addendum of the Heritage Response (Appendix D) adequately identifies and considers visual effects and potential visual impacts of the proposed development on views from within the immediate heritage context and wider visual catchment. ▪ Every opportunity for fabric retention was explored to retain as much original and significant fabric of the Ambulance Avenue retaining wall as possible. In order to minimise heritage impacts, Urbis Heritage have carefully developed an appropriate deconstruction and reinstatement methodology for the portions of the wall to be rebuilt with BVN and Traditional Restorations. ▪ The proposal has been developed with retention and celebration of the heritage values of the place at the fore. the extent of original fabric retention has been maximised to allow for

Community Organisation	Response
	a meaningful integration of the building with the proposal, and for the users and public to access and appreciate the original building structure.

4.3.2. Public Submissions

Table 21 Response to Public Submissions

Comment	Response
Heritage Impacts	
▪ The proposed scale is out of character with Central Station heritage precinct. ▪ Impact on Former Inwards Parcels Shed. ▪ Adverse visual impact on clocktower and terminus components of Central Station	A comprehensive response has been prepared by Urbis Heritage to the heritage aspects of the public submissions and is provided at Appendix D. A summary of the key points is provided below. The Former Inwards Parcels Shed while being part of the broader Central Station precinct and listed heritage item, is not in itself a highly significant component of the broader railway group. The Former Inwards Parcels Shed is of Moderate significance to the broader group and is a modest example of an industrial vernacular parcel distribution shed. Its significance is primarily vested in its historical function and association with the broader mail distribution operations of Central Station and the rail network. While the proposal provides for major change to this building, it does not have any adverse impacts on the principal elements within the Central Station precinct including the main terminal and platforms. The proposal provides for extensive intervention into the fabric of the Former Inwards Parcels Shed through demolition, dismantling, reconstruction and modification. The impacts of these major changes will be mitigated through the adoption of a complex methodology including detailed recording of the place, careful dismantling and salvage of fabric for reconstruction or donation through a salvage centre, and careful reconstruction for adaptive reuse. The expressed timber structure of the building which is graded as being of 'High' heritage significance will be carefully reconstructed and form an integral part of the podium for the new development providing for its future celebration and interpretation. Some elements of 'Moderate' and 'Little' significance will be removed to facilitate the

Comment	Response
	new building, and where possible this fabric will be reused elsewhere within the proposal or salvaged for potential future use. The Visual Analysis prepared by Urbis demonstrates an acceptable visual impact on the wider Central Station precinct. It concludes that the proposed development is spatially well separated from immediate surrounding heritage items, and in particular is spatially set back and well separated from the Sydney Terminal building and Clock Tower so that it does not dominate or block views to those items. The location and form of the proposed tower does not significantly encroach on or visually document public domain views as mapped. In addition, the juxtaposed vertical scale of the slim, tall, tower form minimises visual impacts on views to and from heritage items within the immediate visual context including the Central Station Clock Tower.
Amenity Impacts	
▪ Lack of cumulative visual or overshadowing assessment to building at 34-38 Chalmers Street ▪ Construction noise and traffic impacts.	The Apartment Design Guide requires that balconies and living areas of surrounding development are to receive a minimum of 2 hours solar access between 9am and 3pm on June 21st. The solar analysis prepared by SHoP and BVN in their Supplementary Design Report (Section 1.2.3, Appendix B) demonstrates that any overshadowing from proposed development to 34-38 Chalmers Street will occur between approximately 2.30pm and 3.00pm on June 21st and therefore satisfies the ADG requirement. As this represents a worst-case scenario, solar access will increase throughout the rest of the year. A draft Construction Management Plan has been prepared to accompany the SSDA which outlines appropriate measures to mitigate impacts associated with the construction of the proposed development. A comprehensive Construction Management Plan will be prepared by the principal contractor prior to construction which will include appropriate site management, construction noise, traffic and waste management procedures to mitigate adverse impacts.

Comment	Response
Excessive Commercial, Hotel and Retail Floor Space	
High vacancy levels in commercial and retail space across the city.	The proposed mixed-use building will be purpose-built to accommodate the Atlassian Headquarters in the commercial tower levels, and the new Railway Square YHA backpacker's accommodation that currently exists on the site in the lower hotel levels. As such, the proposal has tenant pre-commitments and therefore will not contribute any existing commercial floor space vacancy levels in the city. In addition, it is anticipated that the establishment of the Atlassian Headquarters in the precinct will help attract, retain and grow talent in the technology and innovation sector and therefore promote the uptake of commercial floor space in the precinct.
Lack of Community Consultation	
Community consultation was undertaken during the detailed design phase of the project, prior to SSDA submission, in addition to the engagement and communications process undertaken by TfNSW for the Central Precinct Western Gateway Sub-precinct Planning Proposal. The pre-submission consultation process included: - Establishment of a project website (www.atlassiancentral.com.au); - A fact sheet which was distributed on 15 July 2020 to mailboxes of approximately 600 businesses and residential neighbours within the catchment area; and - A dedicated engagement email and phone line to provide feedback which was listed on the fact sheet and website. The email and phone line will remain open until determination of the SSDA. In addition, as part of the SSD assessment, the application was placed on extended public exhibition from 16th December 2020 to 3rd February 2021 due to the overlap of the exhibition period with the Christmas/New Year period. DPIE, in their assessment of the proposal, is required to consider all submissions received during the exhibition process.	

5. EVALUATION OF THE PROJECT

5.1. ASSESSMENT OF AMENDED PROPOSAL

This section provides an assessment of the amended design against the relevant statutory planning framework including the relevant Acts, environmental planning instruments, draft environmental planning instruments, and development control plans as required under section 4.15 of the EP&A Act.

The assessment is limited to those aspects of the design that have been amended in response to submissions and as part of ongoing design development, as set out in **Section 3.1** and **Section 3.2** of this report.

Table 22 Assessment of amended proposal against the relevant statutory planning

Consideration	Response
Strategic Planning Context	The amended proposal remains consistent with the strategic planning framework as outlined in the EIS previously submitted with SSD-10405.
<i>Environmental Planning and Assessment Act 1979</i>	Pursuant to Section 4.36(2) of the Environmental Planning and Assessment Act 1979 (EP&A Act): <i>(2) A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.</i> The proposed development is classified as SSD. In accordance with Section 4.5 of the EP&A Act, the Independent Planning Commission is designated as the consent authority if there is a Council objection to the SSD or there are more than 25 submissions, unless otherwise declared by the Minister as a State Significant Infrastructure related development. Unless otherwise declared, the Minister will be the consent authority for the detailed SSDA (refer to Clause 8A of the SRD SEPP and Instrument of Delegation dated 11 October 2018). An assessment of the proposal against the objectives contained within Section 1.3 of the EP&A Act is provided in the EIS. The assessment and conclusions in the EIS are unaffected by the proposed changes to the design of the development.
<i>Heritage Act 1977</i>	The project is Integrated Development under Division 4.8 of the EP&A Act, in particular with regards to clause 57(1) of the <i>Heritage Act 1977</i>. Consultation with the Department of Premier and Cabinet, including the Heritage Council and NSW Heritage has been undertaken since the exhibition of the SSD to discuss the submissions received from the Heritage Council and NSW Heritage.
<i>State Environmental Planning Policy (State and Regional Development)</i>	The <i>State Environmental Planning Policy (State and Regional Development) 2011</i> (SRD SEPP) has the purpose of identifying development that is SSD, State significant Infrastructure (SSI) (including critical) and regionally significant development. The proposed development is classified as SSD as it falls within the requirements of clause 13(2) of Schedule 1 of the SRD SEPP.

Consideration	Response
	The 'tourist related' component of the development has a CIV in excess of \$10 million and is located in an environmentally sensitive area of State significance. The proposed development remains consistent with the SRD SEPP and the assessment and conclusions in the EIS are unaffected by the proposed changes to the design of the development.
<i>State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)</i>	The ISEPP requires development 'in or adjacent to rail corridors' to include consultation with rail authorities through various stages of the process. This has been undertaken with Sydney Trains, Sydney Metro and TfNSW throughout the design development process, in the preparation of the SSDA and as part of the notification of the SSD. No change is proposed to the access and parking arrangements of the proposal, therefore the assessment and conclusions of the EIS in this regard remain applicable. The Traffic and Access Response prepared by JMT Consulting and provided at Appendix E of this report supports the proposed access and parking arrangement
<i>State Environmental Planning Policy No. 55 – Remediation of Land</i>	No changes are proposed to the design of the development below ground, therefore the conclusions of the Geotechnical Report, Site Investigations and the Remediation Action Plan submitted with the EIS remain applicable.
<i>State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64)</i>	A full assessment of the proposed signage zone at the top of the Atlassian tower is provided in Section 4.1.1 of this report. The assessment demonstrates that the signage zone is compatible with the desired amenity and visual character of the area and satisfies the Assessment Criteria in Schedule 1 of SEPP 64.
<i>Sydney Local Environmental Plan (LEP) 2012</i>	The assessment against the relevant controls of the Sydney LEP 2012 provided in the EIS remains applicable to the proposed development, in addition to the following updates: <u>6.19 Overshadowing of certain public places</u> The glass balustrades have now been set back from the edge of the rooftop terraces and do not encroach into sun access plane, thereby achieving compliance with this clause. <u>6.21 Design excellence</u> The amended proposal was presented to the Design Integrity Panel on 13th April 2021. The DIP Feedback is provided at Appendix A. The Panel are satisfied with the level of resolution and design development of the scheme and believe the design as presented continues to maintain the design integrity of the competition winning scheme. The Panel support the design, subject to consideration of the items raised in the feedback. <u>6.53 Western Gateway Sub-precinct</u>

Consideration	Response
	The amended rooftop balustrade allows full compliance with clause 6.53(3). The amended proposal continues to satisfy all other subclauses within clause 6.53. The proposed GFA has been amended to a total of 75,088m² which remains compliant with the maximum GFA requirement of 77,000m² prescribed under clause 6.53(7)(a).
<i>Draft Western Gateway Sub-Precinct Design Guide</i>	While still a draft document, in accordance with Clause 6.53(4) of LEP 2012, the Atlassian Central development has taken the Design Guide into consideration in designing the proposed development. At the time of writing, it is understood that finalisation of the Guideline is imminent. For the purposes of this RTS, the May 2021 revision of the draft Design Guide has been relied upon. It is considered that the proposed development continues to achieve the overarching objectives of the Design Guide. A response to the key provisions of the draft Design Guide is provided in Section 5.2 below.
<i>Sydney Development Control Plan 2012</i>	The amended proposal remains consistent with the relevant provisions of the Sydney DCP 2012.
Environmental Impacts	As outlined throughout this report and as annexed, additional technical information has been prepared to address key issues and community concerns regarding environmental impacts. The additional information relates to the following potential environmental impacts: ▪ Heritage ▪ Wind ▪ Vehicular Access ▪ Overshadowing ▪ Visual Impacts ▪ Environmental Sustainability The additional technical information accompanying this report demonstrates that all environmental concerns have been considered in the design of the proposal and any potential adverse impacts can be appropriately managed or mitigated.
Social and Economic Impacts	The proposed amendments do not compromise the assessment of the social and economic impacts provided in the EIS. In this regard, the amended proposal is likely to generate a positive impact to the community. The changes to the character of the area continue to align with the broader strategic vision for the area and can be adequately managed by the mitigation measures set out in the EIS.

Consideration	Response
	The amended proposal will significantly contribute to the economy at a local, state and national level. Key economic benefits include: ▪ The Proposal will deliver a high quality and high-density place in a uniquely connected location, helping to curtail Sydney's urban sprawl and ease pressure on inner-city land. ▪ The proposed development will deliver more than 4,038 jobs, mostly knowledge and innovation-based jobs, which are aligned to the Government's forecast shift to knowledge-based jobs across Sydney. ▪ Being the catalytic project for the creation of a new innovation precinct which, through bringing together innovation-based companies can generate higher multiplier effects for high-technology and knowledge-based industries as well as more jobs and value added to the NSW economy.
Public Interest	The amended proposal continues to be in the public interest for the reasons outlined in Section 8.23 of the EIS, which include: ▪ It will deliver the first development within the Western Gateway Sub-precinct which will support the realisation of the renewal of the Central Precinct. ▪ It will deliver the first building within Tech Central which is to run from Central to Eveleigh, and provide space for Atlassian who have a critical mass to anchor this precinct and secure its long-term viability. ▪ It will support the establishment of Atlassian in Tech Central which will help attract, retain and grow talent in the technology and innovation sector. ▪ Respect and adaptively reuse the State Heritage Listed Parcels Shed, and increase public access to and appreciation this space. ▪ Increase the usability of a strategically located and well connected Site, and deliver approximately 4,000 new jobs on the site. ▪ Deliver new public domain spaces within the Western Gateway Sub-precinct including the Upper and Lower Link Zones and the privately owned publicly accessible open space on the Shed roof. ▪ Incorporate sustainable aspirations through innovative design in construction and operation which will reduce carbon emissions, energy consumption, waste and utilise renewal energy. ▪ Promote the use of public transport and passive transport, through minimising the opportunity to travel to the Site via private vehicle.
Suitability of the site	The proposed development remains suitable for the site as it continues to align with National, State and local policy directions, aligns with the built form controls set out in the draft Western Gateway Sub-precinct Design

Consideration	Response
	Guide, responds appropriately and innovatively to the heritage significance of the surrounds, provides a number of public benefits and is in the public interest.

5.2. DRAFT WESTERN GATEWAY SUB-PRECINCT DESIGN GUIDE

In accordance with Clause 6.53(4) of LEP 2012, a draft guideline has been prepared for the Western Gateway Sub-precinct. The Draft Western Gateway Sub-precinct Design Guide (**the Design Guide**) has been prepared by TfNSW in consultation with DPIE, City of Sydney Council and the key stakeholders for Blocks A and B. The Design Guide was exhibited with the Planning Proposal for the rezoning of the Western Gateway Sub-precinct, and subsequent amended versions have been provided following consultation with the various stakeholders. Further the purposes of this RTS, the May 2021 version has been relied upon.

While still a draft document, in accordance with Clause 6.53(4) of LEP 2012, the Atlassian Central development has taken the Design Guide into consideration in designing the proposed development.

An assessment of the objectives of the Design Guide is detailed in Table 23 below. It is noted that a more detailed assessment of the design of the proposed development against the Design Guide is provided at **Appendix R**.

Table 23 Draft Western Gateway Sub-precinct Design Guide Assessment

Provision	Comment
3.1 Place and destination	
3.1.1 Open space and public domain Objectives (a) <i>Provide a high quality public domain that supports a functional and elegant solution to level changes across the site.</i> (b) <i>Provide a contiguous, clear and direct pedestrian connection linking Lee Street to the future Over Station Development.</i> (c) <i>Ensure any future pedestrian connection to the Over Station Development is designed to achieve a minimum width that reflects its role as a key pedestrian link and one of the western entrances to the future Over Station Development.</i> (d) <i>Ensure that the design and width of the pedestrian</i>	The proposed public domain response protects existing public open space around the Site including Henry Deane Plaza and Railway Square (future Third Square), and proposes to increase and enhance the area of public open space available within the Western Gateway Sub-precinct. The proposed public domain connections are generous in design and width to ensure these areas are capable of accommodating the expected pedestrian flow volumes. The proposed Public Domain Strategy is considered to satisfy the objectives of the Open space and public domain provision. Revised Public Domain Plans are appended to the Supplementary Design Report at Appendix B.

Provision	Comment
<i>connections through the sub-precinct are capable of comfortably accommodating the volumes of pedestrian flows and desire lines, anticipated under a future fully developed scenario for the Central Precinct</i> (e) <i>Ensure that the publicly accessible managed space facilitates the effective future integration of the sub-precinct with the city and the adjacent sub-precincts</i> (f) <i>Ensure the publicly accessible managed space is comfortable and safe to use for the intended purpose</i>	
3.1.2 Building massing and envelope Objectives (a) <i>Development is to provide adequate separation and setbacks between buildings to enable connection to the future over station development and to provide appropriate amenity within the development sites and the adjacent publicly accessible managed space.</i> (b) <i>Development is to provide a street wall podium height along the Lee Street frontage that responds to the scale of nearby existing buildings including the Mercure Hotel and Marcus Clarke Building.</i> (c) <i>Development is to provide an appropriate clearance and curtilage to existing heritage items, in particular the Former Inwards Parcel Shed and Former Parcels Post Office Building.</i>	This provision requires that an appropriate clearance and curtilage is provided to existing heritage items including the Former Inwards Parcel Shed located on the Site. This has been maintained. The proposed development provides a 30m separation to the future tower on Block B. This is able to be achieved without creating additional overshadowing to Prince Alfred Park beyond the Solar Access Plane controls. The proposal for Block A also aligns with the various setback requirements that apply in accordance with the building separation and setback diagrams provided within the Design Guide. The proposal complies with the requirement for a maximum 80% envelope efficiency as nominated by Design Guidance 2. The proposal delivers a maximum envelope efficiency of 66.6%. The built form has been designed in accordance with the building separation and setbacks as outlined in this guideline. The allowable GFA for this site is 77,000m² as gazetted by the recent amendment to Sydney LEP 2012. While the total GFA of the proposal has increased, the proposal remains consistent with this requirement providing 75,088m² GFA (74,497 m² GFA above ground level) as detailed in Section 3.5. A number of minor design amendments are proposed and are detailed in Section 3.3. These include:

Provision	Comment
(d) <i>Building massing and envelopes are to ensure that views to the Central Station Clock Tower against the sky are retained when viewed by pedestrians and vehicles as they enter Railway Square from Broadway (see Figure 6: Heritage Sightlines, Views and Vistas), where the clock tower appears from behind the former Parcels Post Office.</i> (e) <i>Development is to provide a comfortable wind environment for the future Third Square.</i>	▪ Relocation of the proposed balustrades at the Tower Crown to remove elements that previously cast minor shadow to Prince Alfred Park. ▪ The lowering of the Tower Soffit by 1m from RL 40 to RL 39. This is a technical non-compliance with the Draft Design Guide however is proposed in response to internal structural rationalisation at the lower levels of the tower. This design change has been supported by the DIP and is noted in the feedback provided at Appendix A. ▪ Change to the corner radii of the tower from 9m to 7m – to improve internal requirements. ▪ Minor changes to the lower western and southern cantilever zones. This involves a minor non-compliance to the Block A envelope however has been supported by the DIP and the adjacent neighbours due to the minor nature of this change. This design change has been supported by the DIP and is noted in the feedback provided at Appendix A. Further information is provided within the Supplementary Design Report at Appendix B as well as the endorsed DIP Feedback provided at Appendix A. The Wind Environment Report prepared by RWDI provided at Appendix H also confirms that the proposed minor design changes do not create additional impacts to the surrounding wind environment.
3.1.3 Design excellence Objectives (a) <i>Development for new buildings within the sub-precinct must demonstrate design excellence.</i>	The proposal is the subject of a competitive design competition which was undertaken in accordance with the City of Sydney Competitive Design Policy as well as the relevant requirements of the GANSW Design Excellence Competition Guidelines. The current design and proposed amendments were presented to the DIP on 13 April 2021. The DIP are satisfied with the level of resolution and design development of the scheme and believe the design presented maintains the design integrity of the competition winning scheme which they identified as being capable of achieving design excellence. The endorsed DIP feedback is provided at Appendix A.
3.1.4 Active frontages Objectives (a) <i>Development is to maximise ground floor active frontages along streets, pedestrian through site links, lanes and public spaces within the</i>	The proposal remains consistent with that originally submitted. A minimum of 75% of building frontages have been activated to the lower Link Zone activated with retail, commercial lobbies and other active uses. The upper link zone achieves 50% with active lobby frontages with outdoor café seating and public seating areas providing further activation to the veranda facing the upper Link Zone.

Provision	Comment
<i>Western Gateway sub-precinct and include outdoor dining and activation at both day and night.</i> <i>(b) Active frontages within heritage facades are to be maximised subject to heritage constraints.</i>	
3.1.5 Wind Objectives <i>(a) Development within the sub-precinct is to ensure the cumulative impact of development on the wind environment does not result in uncomfortable or unsafe wind conditions within the public domain and surrounding the development, taking into consideration the intended primary purpose of that space.</i> <i>(b) The wind environment must be suitable for the intended pedestrian uses.</i>	The importance of achieving a positive environment, particularly with regard to wind and the public domain is noted. Further assessment has occurred following the original SSDA submission, this assessment included the current Central Precinct Sydney (Block B) structures and the current TOGA Central envelope (Block C) in its modelling. The report concludes that the proposed amendments to the built form and surrounding future development provide for wind impacts that comply with the relevant wind criteria map for the public domain, in and around the site with the incorporation of a suitable wind mitigation strategy. The proposed design amendments which result in minor variations to the building envelope have been assessed from a wind perspective and are concluded to result in negligible impacts to the surrounding wind environment. It is further noted that the wind criteria within the Design Guidelines are currently in the process of being finalise, however it is understood that the Atlassian proposal remains consistent with this. With regard to the bleacher seating located on the shed roof, page 14 of the revised wind report identifies that the Sydney region is generally subject to wind-rain events in a southerly wind direction. It is these events under which management of use of the bleacher seating area will occur. It is further noted that in these weather events this would not be a space that people would be inclined to use (like any area impacted by rain or wind) and as such by this being a controlled space, it will not alter the general intended use of the space. The safety of users is paramount to Atlassian and as such the ability to manage this space ensures this can be addressed. Refer to the revised Wind Environment Report provided at Appendix H.
3.1.6 Solar access Objectives <i>(a) To maintain a high level of daylight access to Henry Deane Plaza and other</i>	The balustrades associated with the Tower Crown have been located so as to remove any potential overshadowing to Prince Alfred Park. The proposal no longer results in a shadow impact in this location.

Provision	Comment
<i>affected public domain areas during the period of the day when they are most used by the workforce, visitors and the wider community.</i>	Further shadow analysis has been provided with regard to residential properties surrounding the site and confirm that the proposal ensures all properties retain adequate solar access given the fast-moving nature of the shadows. Refer to the Supplementary Design Report (Appendix B) and its appendices for more detail.
3.1.7 Views and vistas Objectives (a) <i>Development is to preserve key views to the Central Railway Station Clock tower and enable future views from the future east-west over station pedestrian connection to the tower of the Marcus Clarke Tower.</i>	The proposal remains consistent with that originally submitted. Additional view analysis has been prepared in response to submissions received from HNSW and Council, this is provided as Appendix A to the Heritage Response Report at Appendix D. The view impact on existing public views to Central Railway Station Clock tower has been minimised by reducing the mass of the tower with curved corners and convex facades, to maximise the visibility of the clock face. The proposed development also preserves the views of the Central Station South Wing and the former Parcels Post Office (Adina Hotel).
3.2 People and community	
3.2.1 Heritage Objectives (a) <i>Development is to appropriately respond to items of heritage significance within the sub-precinct and ensure items of heritage significance are maintained and celebrated.</i> (b) <i>Development is to prioritise the retention and re-use of any assessed heritage significant features, specific spaces and fabric of significance.</i> (c) <i>Development is to enable the sensitive adaptive re-use of any assessed heritage significant features, specific spaces and fabric of significance.</i> (d) <i>Development that seeks to change or alter the significant fabric of items of heritage significance, is to be supported by a conservation management</i>	Heritage considerations remain integral to the proposal. Responses to all relevant submissions are provided within this document and the various appendices. Importantly, the proposal continues to sensitively approach the adaptive re-use of the former Inwards Parcels Shed, and has sought to improve the relationship and heritage response through this submission. Further consultation has occurred with the First Nations community to seek feedback on the proposal and the way it Connects with Country, both through its design, but also its connection to place and the long indigenous connection of the site. The following additional information is provided: ▪ Heritage Response Report at Appendix D ▪ First Nations Engagement Summary Report prepared by Cox Inall Ridgeway provided at Appendix G of the Supplementary Design Report (Appendix B). ▪ Draft Heritage Interpretation Strategy prepared by Freeman Ryan Design provided at Appendix H of the Supplementary Design Report (Appendix B)

Provision	Comment
<i>document that identifies principles to ensure adequate conservation (where possible), and interpretation throughout new development.</i>	
3.2.2 Public Art Objective (a) <i>Development is to include an overarching conceptual approach / curatorial rationale for the selection, commissioning and delivery of public art as part of future development applications in a way that ensures the strategic intent, vision, artistic integrity and quality of all public artworks is maintained throughout the process.</i>	The proposal remains consistent with that originally submitted. Further development of the previously submitted Public Art Strategy will occur post determination in accordance with relevant conditions of consent. It is noted that further heritage interpretation strategies with regard to Platform 1 are being developed in response to submission received and feedback provided by the DIP. The Public Art Strategy also draws reference from the Designing with Country strategic framework and integrates Public Art with Heritage Interpretation and landscape in the public Domain. Additional Public Art is proposed to be integrated into the Main Lobbies and the Link Zone. Refer also to the draft Heritage Interpretation Strategy prepared by Freeman Ryan Design and the First Nations Engagement Summary Report provided at Appendix G and H of the Supplementary Design Report (Appendix B). In addition, refer to the Designing with Country Strategic Framework prepared by Kevin O'Brien of BVN in Section 2.7 of the Architectural and Design Report submitted alongside the original EIS.
3.3 Mobility	
3.3.1 Pedestrian and cycle network Objectives (a) <i>Development will result in a high quality, integrated, permeable and accessible pedestrian and cycle network that gives priority to current and future pedestrian and cyclist movement.</i> (b) <i>An east / west movement corridor will be provided between Blocks A and B, that is open to the sky and which provides pedestrian connection for people of all abilities between Lee Street and the future Over Station Development.</i>	The proposal remains consistent with that originally submitted. It is noted that the proposal provides for Day 1 outcomes only. The proposal provides improved pedestrian connectivity and permeability in the precinct. More broadly, the Western Gateway Sub-precinct envisages significant improvements to the pedestrian network which will enhance accessibility to the proposed development. A Green Travel Plan (GTP) was prepared by JMT Consulting and is included in the Transport Impact Assessment submitted alongside the original EIS.

Provision	Comment
3.3.2 Building entrances Objective (a) <i>Development will ensure building entrance points connect at grade to the adjacent public domain.</i>	The proposal remains consistent with that originally submitted. The entrance to the future Central Walk has been coordinated with existing levels to the north of Atlassian Heritage wall to provide level access into the Atlassian lobby. Flood mitigation consultation with TfNSW has occurred which mitigation flooding into the Atlassian Lobby and the Lower Link Zone. The entries to the Atlassian and YHA lobbies off both the Lower and Upper Link Zone will provide highly visible, direct and legible, access using revolving doors. In the Day 2 scenario a new northern entry into the Lower Atlassian Lobby will occur from Central Walk and the future western forecourt. A proposed landscaped area over the Parcels Shed roof will be a privately owned and managed, publicly accessible space providing pedestrian access to the future over rail development to the east.
3.3.3 Vehicular access and parking Objectives (a) <i>Development will enable a future integrated basement comprising all Blocks in the sub-precinct with a consolidated entrance and exit point to the south of the sub-precinct.</i> (b) <i>Development is to be supported by vehicle access arrangements that adapt to the changing needs of the sub-precinct.</i>	The proposal remains consistent with that originally submitted. Vehicle access to the Site will be off Lee Street, with a ramp down to the basement within the site access handle to the south of the Ambulance Avenue heritage wall. This will provide the Day 1 vehicle arrangements, however a longer-term vehicle access arrangement will provide access through a consolidated basement servicing all the sites within the Western Gateway Sub-precinct from an entry point near the intersection of Lee Street and Regent Street. This longer-term access arrangement would support the future pedestrianisation of Lee Street at Railway Square. As required by the Design Guide A Traffic Management Plan and Integrated servicing and basement Strategy was also prepared to describe how the proposal will deliver an integrated approach that meets the needs of all end users.
3.4 Sustainability	
3.4.1 Sustainability and environmental performance Objectives (a) <i>Development is to give effect to the Actions of the Eastern City District Plan, including:</i> 68 - Support initiatives that contribute to the aspirational objective of achieving net-zero	Following submission of the SSDA, further optimisations have been made to the tower structure to reduce the embodied carbon held within the development. The proposal continues to strive for and demonstrate sustainability ratings and outcomes that exceed the standards within the draft Design Guide. Refer to the updated ESD Report prepared by LCI Stantec provided at Appendix F.

Provision	Comment
<i>emissions by 2050, especially through the establishment of low-carbon precincts in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects</i> • <i>69 - Support precinct-based initiatives to increase renewable energy generation, and energy and water efficiency, especially in Planned Precincts, Collaboration Areas, State Significant Precincts and Urban Transformation projects</i> • <i>72 - Encourage the preparation of low-carbon, high efficiency strategies to reduce emissions, optimise the use of water, reduce waste and optimise carparking provision where an increase in total floor area greater than 100,000sqm is proposed in any contiguous area of 19 or more hectares.</i> <i>(b) Ensure development incorporates best practice sustainability and environmental performance measures and initiatives for individual development sites and the whole precinct that:</i> <i>a. minimise greenhouse gas emissions</i> <i>b. Demonstrate innovation in reducing greenhouse gas emissions through energy efficiency, renewable</i>	

Provision	Comment
<i>energy and other measures.</i> <i>c. reduce the urban heat island effect</i> <i>d. achieve high levels of waste separation and diversion from landfill</i> <i>e. minimise consumption of mains potable water</i> <i>f. improve air quality</i>	
3.4.2 Water management Objectives <i>(a) Development is to ensure that there is no increase to existing flooding and a reduction in existing flooding.</i> <i>(b) Development reduces the effects of stormwater pollution on receiving waterways.</i> <i>(c) Development encourages sustainable water use practices and reduces demand on mains potable water.</i>	Flood Management in and around the Site has been reviewed and coordinated with TfNSW and any works in the Central Station Western forecourt and Ambulance Avenue. Consultation has also occurred with the City of Sydney Council Flood water technical officers. Stormwater will be collected onsite and reused for irrigation of landscaped areas. WELS rated water fittings will be used throughout the development to minimise use of water in the development. The proposal remains consistent with that originally submitted.
3.4.3 Waste management Objectives <i>(a) Development is to refer to the City of Sydney's Guidelines for Waste Management in New Developments</i> <i>(b) Development is to include a waste management system that maximises resource recovery to:</i> <i>a. Reduce the amount of construction and demolition waste going to landfill.</i> <i>b. Reduce amount of waste generated in the operation of a development from going to</i>	The proposal responds to the relevant waste criteria designated within the City of Sydney's Guidelines for Waste Management in New Developments as well as requirements under the Design Guide. The proposal remains consistent with that originally submitted.

Provision	Comment
<i>landfill and maximise resource recovery.</i>	

The assessment outlined above demonstrated that the proposed development achieves the overarching objectives of the Design Guide.

5.3. SUMMARY OF MITIGATION MEASURES (AS AMENDED)

The following section provides updated or additional mitigation measures resulting from the amended design response to the submissions and ongoing design development.

Table 24 Summary of Mitigation Measures

Item	Potential Impact	Mitigation Measure
Wind Amenity	Adverse impact on the wind environment of the public domain and external terraces.	Additional mitigation measures included in the updated Pedestrian Wind Study (Appendix H) are as follows: - Four 30% porous vertical screens (5m in height, 3m wide), three placed perpendicular to the eastern elevation cascading on the stairs and one placed perpendicular to the northern elevation directly at the north-eastern corner; - One 30% porous vertical screen (5m in height, 3m wide) perpendicular to the western elevation placed directly at the north-western corner; 13 deciduous trees 3m tall placed on the podium; - Porous balustrade 30% open 1.5m in height around the staircase to the south-west of the podium and along the south-western, south-eastern and north-eastern perimeter of the podium; - Dense shrubs at ground level amenity 1.5m in height with 27 deciduous trees 6m tall spaced on the shrubs.

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