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URBIS

SSDA SCOPING REPORT

TOGA CENTRAL

2&8A Lee Street, Haymarket

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1. INTRODUCTION

1.1. OVERVIEW

In accordance with Part 4 of the *Environmental Planning and Assessment Act 1979 (EP&A Act)*, this Scoping Report has been prepared to request the Secretary's Environmental Assessment Requirements (**SEARs**) to guide the preparation of a State Significant Development Application (**SSDA**) for the development of a mixed-use hotel, retail, and commercial development at 2 & 8A Lee Street, Haymarket (**the site**). The site is legally described as Lot 30 in Deposited Plan 880518 and Lot 13 in Deposited Plan 1062447.

This report has been prepared by Urbis Pty Ltd (**Urbis**) on behalf of Toga Central Developments Pty Ltd (ABN: 52 639 009 895, of 45 Jones St, Ultimo NSW 2007) (**the Proponent**) and has been informed by the preliminary drawings prepared by Bates Smart and provided at **Appendix A**.

The proposed development is classified as State Significant Development (**SSD**) on the basis that it falls within the requirements of clause 13(2) of Schedule 1 of the *State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP)*, being:

(2) Development for other tourist related purposes (but not including any commercial premises, residential accommodation and serviced apartments whether separate or ancillary to the tourist related component) that—

(a) has a capital investment value of more than \$100 million, or

*(b) has a capital investment value of **more than \$10 million** and is located in an environmentally sensitive area of State significance or a sensitive coastal location. (our emphasis)*

The SRD SEPP provides the following definition of 'environmentally sensitive area of State significance:

environmentally sensitive area of State significance means—

...

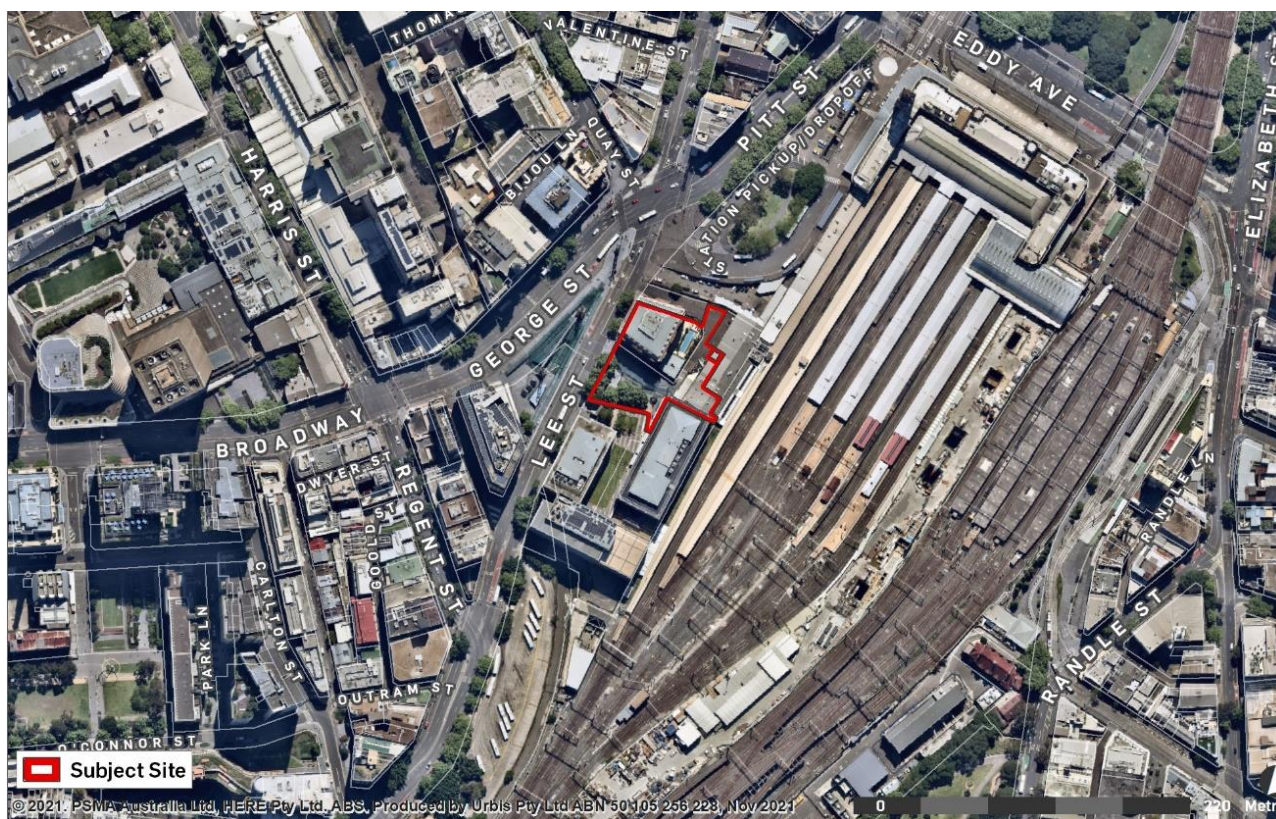
*(h) land, places, buildings or structures **listed on the State Heritage Register** under the Heritage Act 1977, or (our emphasis)*

The Capital Investment Value (**CIV**) for the 'tourist and visitor accommodation' component of the development will exceed \$10 million, and the site is also included within the Central Railway Station State heritage listing, Sydney Terminal and Central Railway Stations Group (SHR 01255). The site is identified in **Figure 1** overleaf.

The purpose of this report is to provide information to support the request to the Secretary. It has been prepared in accordance with the 'State Significant Development Guide: Preparing a Scoping Report' exhibited in July 2021 by the Department of Planning, Industry and Environment (**DPIE**). To assist with the DPIE's understanding of the proposal, the following information is provided:

- Identification of relevant project history
- An overview of the strategic context of the project
- Description of the proposed development
- An overview of the relevant statutory planning framework and permissibility
- An overview of the stakeholders to be engaged with at various stages throughout the process
- Identification of key planning considerations associated with the proposal and the proposed assessment method to be adopted in the EIS documentation
- Expected documentation deliverables
- Preliminary Architectural Plans (**Appendix A**).
- A Scoping Summary table (**Appendix B**)

Figure 1 Site Context Map



Source: Urbis

1.2. PROJECT SUMMARY

Toga Central Developments Pty Ltd is proposing to redevelop their land holdings in the Western Gateway sub-precinct immediately adjacent to Central Station, for a mixed-use development including a world-class hotel, technology hub and high-quality retail floorspace.

The restoration of the locally-heritage listed former Parcels Post building, delivery of new commercial floorspace and public realm improvements will contribute to the realisation of the Government's vision for an iconic technology precinct and transport gateway. New diverse public spaces will connect the city and improved pedestrian connectivity will provide efficient modal changes aligned with Transport for NSW (TfNSW) objectives. Objectives for the proposal include:

- Support the delivery of the first phase of the Sydney Innovation and Technology Precinct through the delivery of a critical mass of employment floor space suitable for tenants focused on innovation technology.
- Deliver east-west pedestrian linkages to accommodate for increased patronage and use of the forthcoming upgraded Central Station.
- Augment the existing pedestrian infrastructure to allow the seamless transport of population through the Southern CBD.
- Support the NSW economy through the delivery of a world class hotel, in connection with the delivery of significant commercial office floor space (including tech and innovation floor space) in the Central Precinct.
- Support an activated precinct both during the day and night to improve amenity, safety, and the night-time economy of the Central Precinct.
- Provide an attractive and logical interface and backdrop to the proposed 'Third Square' north of the site.

- Deliver an improved public realm surrounding the site, and more legible and usable publicly accessible open space on and adjacent to the site and activated frontage to the future Sydney 'Third Square' north of the site.
- Adaptive reuse of a historic building at a key public intersection and celebration of its importance as a marker in the precinct.

1.3. RELEVANT PLANNING HISTORY

1.3.1. Central State Significant Precinct

On 12 July 2019 the NSW DPIE announced that the Minister for Planning and Public Spaces had declared the Central Station Precinct (**Central Precinct**) as a Nominated State Significant Precinct. The Central Precinct meets the relevant criteria for the declaration of a Nominated State Significant Precinct as it:

- Is a large area of land owned by the NSW Government and leased to a small number of private parties;
- Is of State or regional importance by having the capability to achieve Government policy objectives, particularly those relating to increasing delivery of housing and jobs; and
- Comprises items and areas of State or regional importance for heritage or historical significance.

The nominated Central Station Precinct is located at the southern end of the commercial core in the Harbour CBD. It extends to an area of approximately 24 hectares bounded by Pitt Street and Regent Street to the west, Cleveland Street to the south, Eddy Avenue, Hay Street and Goulburn Street to the north, and Elizabeth Street and Chalmers Street to the east (refer **Figure 2**).

Figure 2 Site Context



Source: NSW DPIE

In March 2021, the Central Precinct Strategic Framework prepared by TfNSW was finalised to guide future planning for the area. The Central Precinct Strategic Framework addresses key matters including vision, priorities, public space, strategic connections, and design excellence and identify sub-precincts for future detailed planning, and identifies the vision for the Central Precinct as follows:

Central Precinct will be a vibrant and exciting place that unites a world-class transport interchange with innovative and diverse businesses and high-quality public spaces. It will embrace design, sustainability and connectivity, celebrate its unique built form and social and cultural heritage and become a centre for the jobs of the future and economic growth.

1.3.2. Western Gateway Sub-Precinct Planning Proposal – Block C

In November 2020, TfNSW submitted a proposal to rezone Block C (**the site**) of the Western Gateway sub-precinct to amend the applicable planning controls. The proposal sought to amend the planning controls applicable to Block C in the *Sydney Local Environmental Plan 2012* (**Sydney LEP 2012**) to facilitate development at the site:

- where development is for a non-residential land use, alternate controls apply:
 - a maximum building height of RL 211.9m (approximately 42 storeys)
 - a total maximum gross floor area (**GFA**) of 43,000sqm, with a maximum of 41,000sqm GFA in a new building (including the Adina Hotel building)
- remove eligibility for additional height or floor space up to 10% of the maximum if a design competition process is held (clauses 6.21(5)-(7) of the Sydney LEP 2012)
- further setback and building floorplate controls in the LEP to define the permissible built form envelope
- provide further controls for Block C in the Western Gateway Design Guide (**WGDG**)

The Block C proposal was exhibited between 16 December 2020 and 29 January 2021 and the *State Environmental Planning Policy (Western Gateway Sub-precinct) – Block C*) Amendment 2020 was subsequently gazetted on 15 October 2021. This self-repealing SEPP facilitated the amendments to the Sydney LEP 2012 as identified above.

The DPIE noted the rezoning of Block C will:

“enable the benefits of the Western Gateway to be realised and deliver new opportunities for place-making and public domain improvements. The rezoning includes strong controls and design guidance which will ensure that issues are appropriately addressed through subsequent stages of the planning process”.

1.3.3. Architectural Design Competition

An Architectural Design Competition (**Competition**) was undertaken by the Proponent in accordance with clause 3.1.3 of the WGDG, which requires the competition be undertaken in accordance with the applicable design excellence competition guidelines of the Government Architect NSW or the *City of Sydney Competitive Design Policy 2013*, and the Design Excellence Strategy identified at clause 3.1.3(3) of the WGDG.

The Competition was undertaken in accordance with the approved Design Excellence Strategy, and in accordance with the Architectural Design Competition Brief prepared by Urbis and endorsed by the Government Architect NSW (**GANSW**) on 20 August 2021. The proponent invited five competitors to participate in the Competition as follows:

- Bates Smart
- Fitzpatrick + Partners
- fjmt Studio
- JPW
- SJB

All five competitors participated in the Competition and produced a final submission for consideration and assessment by the Jury. The Jury assessed each competition scheme against the Architectural Design Competition Brief. The Jury resolved that the Bates Smart scheme best demonstrated the ability to achieve design excellence as required under clause 3.1.3 of the WGDG and the Architectural Design Competition Brief requirements. The Bates Smart scheme was subsequently identified as the winner of the Architectural Design Competition. The Bates Smart scheme provides the basis for this Scoping Report and preliminary plans are provided at **Appendix A**.

2. STRATEGIC CONTEXT

2.1. STRATEGIC JUSTIFICATION

Sydney is recognised as a global city, with the Sydney CBD being its economic powerhouse. The redevelopment of the site represents a unique city shaping opportunity to kick-start the renewal of the southern end of the Sydney CBD and enable the reimagining of the western interface of Central Station as more than a 'point of transit' but as a 'place' and 'destination' within Central Sydney. This will respond to an expressed community desire to see change within the Central Precinct to become a vibrant city hub with a unique identity and transport and mobility at its core.

The site will complement and enhance the ongoing redevelopment of Blocks A and B of the Western Gateway sub-precinct and will contribute to the overall revitalisation of the Central Precinct. The significance of the proposal is emphasised by the site's location and visual prominence at the entry of the sub-precinct, and the critical pedestrian access through the site between Railway Square and Central Station via the Devonshire Street Tunnel. This site contributes significantly to the improved public domain and public benefits associated with the redevelopment of the Western Gateway sub-precinct, including revising the Henry Deane Plaza publicly accessible space, and upper ground level, street level, and lower ground level pedestrian connections.

Following the redevelopment of the site, the proposal will facilitate the delivery of an additional north-south pedestrian link through the precinct, a link that is currently not available, and connection to the Over State Development (**OSD**) pathway from Railway Square in the east-west Devonshire Street axis.

In addition to the public domain upgrades, the proposal will contribute to the strategic vision for Sydney as Australia's premier destination city and the gateway to NSW, with a premier tourist and entertainment economy. The proposal includes the revitalisation of the existing Adina Hotel building, and the delivery of approximately 200-250 hotel rooms, supporting services such as conference rooms, hotel amenities and food and beverage facilities. The provision of this short-term accommodation will support the emergence of Tech Central and support the operation and attractiveness of tenancies within the sub-precinct. The delivery of a world class hotel in a highly accessible location is intended to attract international and domestic visitors, and create diversity within the precinct, providing activation outside of typical business hours.

The delivery of approximately 28,000sqm of additional commercial floorspace will also meet the needs of the 'smart technology' sectors, generating approximately 2,274 additional jobs. The proposal provides a large, contiguous commercial floor plate with a consistent side core to provide a highly connected workplace that captures prime views towards the CBD.

The strategic justification for the proposal is further contained within the following strategic plans and policies, which will be assessed within the EIS:

- Central Precinct Strategic Framework, TfNSW
- Greater Sydney Region Plan (A Metropolis of Three Cities), Greater Sydney Commission
- Our Greater Sydney 2056: Eastern City District Plan, Greater Sydney Commission
- Collaboration Area: Camperdown-Ultimo Place Strategy, Greater Sydney Commission
- Central to Eveleigh Urban Transformation Strategy, Urban Growth
- Future Transport 2056, TfNSW
- Greater Sydney Services and Infrastructure Plan, TfNSW
- Better Placed, Government Architect NSW
- Design Guide for Heritage, Government Architect NSW and Heritage Council NSW
- Aligning Movement and Place, Government Architect NSW
- Central Sydney Planning Strategy, City of Sydney
- City Plan 2036, City of Sydney
- Visitor Accommodation Action Plan (Hotel and Serviced Apartments), City of Sydney

2.2. SITE AND SURROUNDS

2.2.1. Site Context

The site is located within the Western Gateway sub-precinct, an area of approximately 1.65ha that is located immediately west of Central Station within Haymarket on the southern fringe of the Sydney CBD. An aerial photograph showing the surrounding built form and localities is provided in **Figure 3**. Immediately north of Central Station is Belmore Park, to the west is Haymarket (including the University of Technology, Sydney and Chinatown), to the south and east is rail lines and services and Prince Alfred Park and to the east is Elizabeth Street and Surry Hills.

Central Station is a public landmark, heritage building, and the largest transport interchange in NSW. With regional and suburban train services, connections to light rail, bus networks and to Sydney Airport, the area around Central Station is one of the most-connected destinations in Australia.

Major retail, dining, tourist, and entertainment uses are within close walking distance of Central Station, throughout Haymarket, Chinatown, Central Park, and Surry Hills. These include the International Convention Centre (ICC) Sydney, Chinatown, Darling Harbour, Central Park Mall, and Broadway Shopping Centre. Nearby tertiary educational establishments include:

- University of Sydney;
- University of Technology Sydney;
- TAFE NSW Ultimo; and
- University of Notre Dame, Broadway.

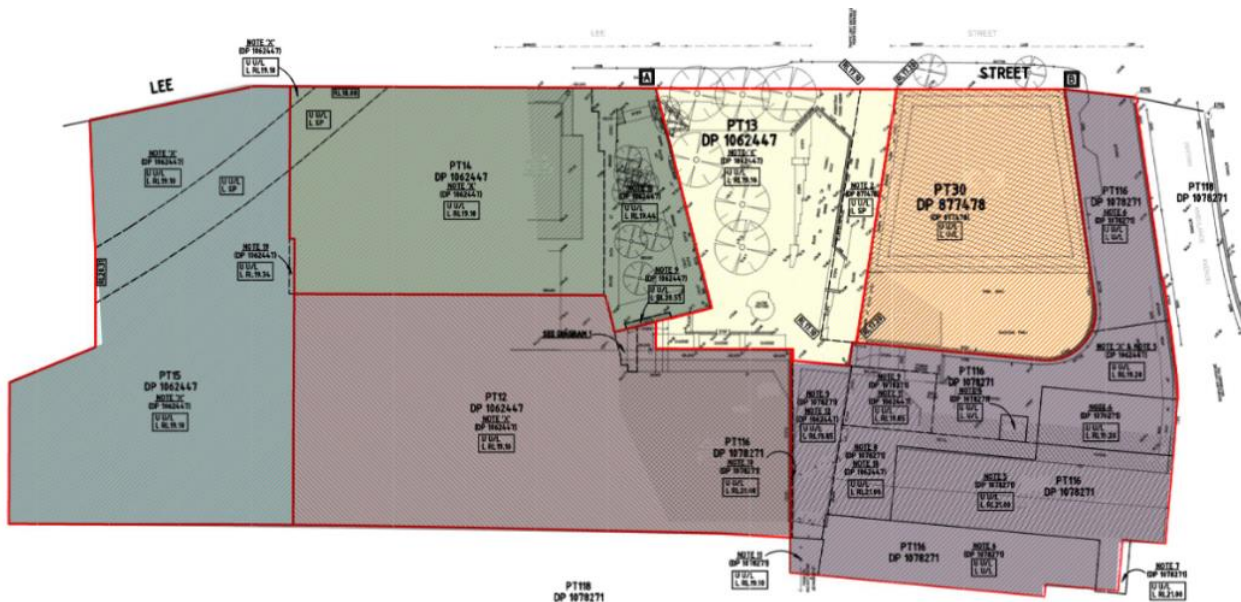
Figure 3 Central Station Aerial Image



Source: Toga Group, 2019

The site is located at 2 & 8A Lee Street, Haymarket and is legally described as Lot 30 in Deposited Plan 880518 and Lot 13 in Deposited Plan 1062447. The land that comprises the site under the Proponent's control (either wholly or limited in either height or depth) is illustrated at **Figure 4** and comprises a total area of approximately 5,450sqm.

Figure 4 Site Identification – Lease Arrangements



Lot 30 in Deposited Plan 880518 (Adina Apartment Hotel)

Lot 13 in Deposited Plan 1062447 (Henry Deane Plaza)

Source: Norton Survey Partners and fjmt Studio

2.2.2.1. Relevant Agreements

The two lots of the site are held in a long-term lease with TfNSW.

The proponent has not entered into any voluntary planning agreements or benefit-sharing schemes with other parties to mitigate or offset the impacts of the project.

It is noted that an Unsolicited Proposal (**USP**) is currently under assessment by the NSW Government in relation to the site. On 29 January 2020, the USP progressed to Stage 2 of the process, enabling the progression of the proposal to a more defined project and consideration by the NSW Government. The following is proposed as part of the USP:

- *Redevelop the TOGA sites (The Adina Hotel Sydney Central and Henry Deane Plaza (HDP), located at Lee Street, Central) into a commercial/retail development including approximately 250 hotel rooms together with conference and meeting facilities.*
- *Convert its current long term ground leases over the TOGA sites to freehold title (TOGA sites are owned by RailCorp).*

2.2.2.2. Existing Development

The site currently comprises the following existing development:

- **Lot 30 in Deposited Plan 880518 (Adina Hotel building):** the north-western lot within the Western Gateway sub-precinct accommodates a heritage-listed building which was originally developed as the Parcels Post Office building. The building has been adaptively re-used and is currently occupied by the Adina Hotel Sydney Central. The eight-storey building provides 98 short-stay visitor apartments and studio rooms with ancillary facilities including a swimming pool and outdoor seating at the rear of the site.
- **Lot 13 in Deposited Plan 1062447 (Henry Deane Plaza):** the central lot within the Western Gateway sub-precinct adjoins Lot 30 to the south. It accommodates 22 specialty food and beverage, convenience retail and commercial service tenancies. The lot also includes publicly accessible space which is used for pop-up events and a pedestrian thoroughfare from Central Station via the Devonshire Street Tunnel.
- Images of the existing development on the site are provided in **Figure 5** overleaf.

Figure 5 Existing development on the site



Picture 3 – North and west elevations as viewed from Railway Square

Source: Urbis, 2019



Picture 4 – East elevation as viewed from the YHA Railway Square

Source: Urbis, 2019



Picture 5 – North elevation of subject building as viewed from Ambulance Avenue

Source: Urbis, 2019



Picture 6 – Henry Deane Plaza, and South elevation as viewed from Henry Deane Plaza

Source: Urbis, 2019

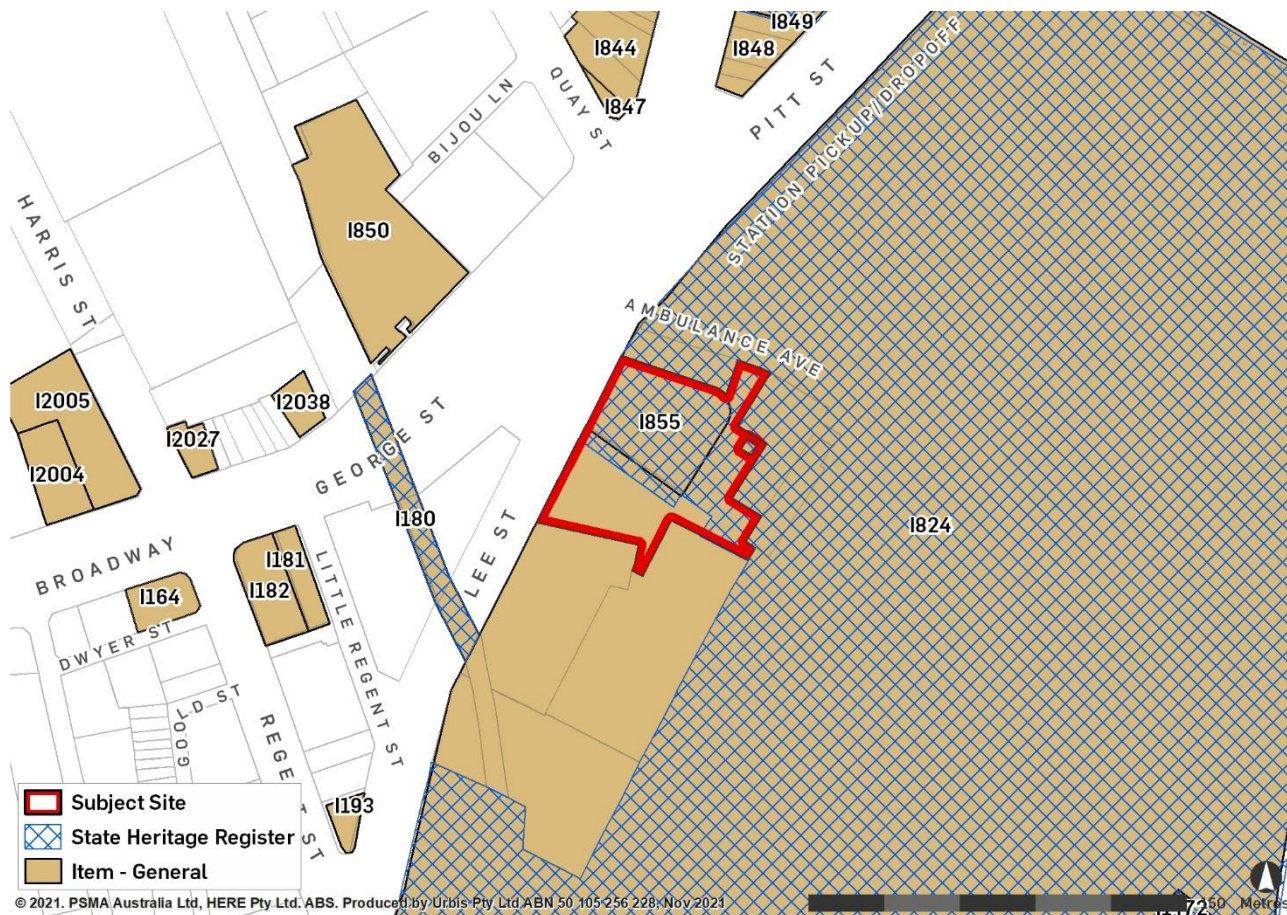
Henry Deane Plaza, named after Henry Deane, a prominent engineer for the NSW railways and Engineer in Chief from 1891-1906 and during the development of the first phase of the Station, was historically the site of the Western Yard (former Parcels precinct). That part of the yard immediately south of the Devonshire Street Tunnel and the subject Parcels Post building, now occupied by the Henry Deane Plaza, contained for most of the twentieth century a number of structures including the West Carriage Shed, support offices, demountable workshops, and a store.

These buildings and features were demolished for the construction of Henry Deane Plaza which was constructed between 1998 and 2000. At the entrance to Devonshire Street Tunnel is a large public sculpture and a glazed structure covers the walkway leading into Railway Square. This area forms part of the busy pedestrian connection from Central Station to Railway Square and on to George and Pitt Streets, and pedestrian subways.

2.2.2.3. Heritage

The heritage context of the site is identified in **Figure 6**.

Figure 6 Central Station Aerial Image



Source: Urbis

The site is listed as an item of local significance under Schedule 5 of the Sydney LEP 2012 'Former Parcels Post Office including retaining wall, early lamp post and building interior', Item 855.

The former Parcels Post building was designed in 1910 and opened in 1913. It was constructed in response to the need for expansion of the parcels facility at the GPO which was overcrowded. As the majority of parcels at that time were sent by rail, it was determined to lease the subject site, which was ideally situated, for the construction of a specific purpose built parcels post office, being located adjacent to the new (1906) Central Terminus on 'a portion of Railway land, fronting George Street and bounded on the south by Devonshire Street subway...'

The Parcels Post worked in conjunction with the inward and outward parcels platforms in the western yard precinct (which includes the former inland parcels platform, now the YHA), with parcels being brought to and from the trains, via a network of underground passages. The scale of the Parcel Post building is indicative of the importance of shipping parcels by rail in the early 20th century and the subject site documents the historical association of the site with Central station and railway postal services.

The site is also included within the Central Railway Station State heritage listing, Sydney Terminal and Central Railway Stations Group, SHR 01255. The site is not however listed independently on the State Heritage Register. There is an array of built forms that constitute Central Station, however the Main Terminal Building (particularly the western frontage) and associated clocktower constitute key components in the visual setting of the Parcel Post building.

The Main Terminal Building and clocktower are landmarks within the locality on account of their elevated position, grand sandstone form and prominence. The Main Terminal Building is the central core of the site listed in 1999 on the State Heritage Register, under Sydney Terminal and Central Railway Stations Group. Central Station is the site of the first Sydney Terminal and is the starting point from which the NSW rail

network grew. The site has continually been in use as a railway since 1855 and its development has been undertaken in phases reflecting the continuous and ongoing use of the station. The construction of the Parcel Post building in proximity to Central Station reflects the historic importance of rail in the delivery of parcels.

The site is located in proximity to a number of heritage items as outlined in **Table 1**.

Table 1 Surrounding heritage items

Item Name	Address	Significance	Item No.
Central Railway Station group including buildings, station yard, viaducts and building interiors	-	State	I824*
Former warehouse "Canada House" including interior	822 George Street	Local	I181
Former Bank of NSW including interior	824–826 George Street	Local	I182
Railway Square road overbridge	George Street	State	I180
Marcus Clark Building, Sydney Technical College (Building W) including interior	827–837 George Street	Local	I850*
Former commercial building "Orchard's Chambers" including interior	793–795 George Street	Local	I847*
Commercial building group including interiors	767–791 George Street	Local	I844*
Former Lottery Office including interior	814 George Street	Local	I848*
Commercial building (851–855 George Street) including interior	732 Harris Street	Local	I2038

2.2.2.4. Flooding

The site is located within the Darling Harbour stormwater catchment. Council modelling indicates that the site is affected by flood waters. As such detailed design on the site must address flood planning levels and include stormwater management that likely requires on-site detention.

2.2.2.5. Vegetation

The site is generally devoid of vegetation. There are a number of tree plantings in Henry Deane Plaza.

2.2.3. Surrounding Development

The site is generally surrounded by buildings previously associated with railway functions and commercial office buildings designed to leverage their location from Central Station. The existing development surrounding the site is as follows.

- The site is located immediately to the south of the Central Station Western Forecourt currently used as a car park and state rail bus stabling yard. The site is south west of the western entrance of the main terminus building and the Central Station clocktower.
- The site is immediately east of Railway Square, the main intersection between George, Pitt and Lee Streets and Broadway. Further to the east of the site is the Marcus Clark Building currently used by NSW TAFE.
- The site is located immediately to the west of Devonshire Street pedestrian tunnel and YHA Railway Square (former Inland Parcels Shed) a single storey brick and galvanised iron shed converted into a two-storey hostel. The YHA Railway Square site adjoins 'Platform Zero' of Central Station.

- The site is immediately north of a series of buildings referred to as the 'Henry Deane Place', including an 8-storey commercial office building currently leased to Corrective Services NSW, an 8-storey commercial office building at 18 Lee Street immediately adjacent to rail tracks, and the 9-storey commercial office building known as The Gateway Building.

In addition, a range of development projects are currently underway in the surrounding area. Identification of these projects and their status are identified in **Table 2**. A complete assessment of the anticipated cumulative impacts of these current projects with the proposed development will be provided in the EIS, in accordance with the DPIE's *Cumulative Impact Assessment Guidelines for State Significant Projects*.

Table 2 Identification of surrounding future development within the Central Station Precinct

Project	Description	Relevance to the proposal
Atlassian Central Development	<p>On 15 October 2021 the Director, Key Sites Assessments, as delegate of the Minister for Planning and Public Spaces granted consent to the development application SSD-10405 for the 'Atlassian Central' Development located at 8-10 Lee Street, Haymarket. Atlassian Central is located within 'Block A' of the Western Gateway sub-precinct.</p> <p>The consent granted approval for the partial demolition, deconstruction and reconstruction of the Inwards Parcels Shed (IP Shed) and associated structures, the adaptive reuse of the IP Shed and associated structures and construction of a 39-storey tower (RL 197.9) for tourist, visitor and office accommodation.</p>	<p>The Atlassian Central development is located directly adjacent to the site to the immediate northwest. Construction of Atlassian Central is anticipated to commence in 2022. Detailed environmental construction management plans will be prepared to minimise the impact of construction should there be an overlap with the proposal.</p> <p>Other interfaces between the projects include construction vehicular access between the sites, and temporary construction works required on the boundary between the two sites.</p>
Central Place – Dexu Frasers	<p>On 19 March 2021, a development application D/2021/251 was lodged with City of Sydney Council for the 'Central Place' development proposal at 14-18, 20-24 and 26-30 Lee Street, Haymarket. Central Place is located within 'Block B' of the Western Gateway sub-precinct.</p> <p>The application was publicly exhibited between 22 March 2021 – 20 April 2021, and seeks consent for the demolition of existing office buildings and staged construction of two commercial towers (35 and 37 storeys) containing office and retail uses, basement parking (121 car spaces, end of trip facilities) and loading facilities (48 servicing spaces) with proposed basement connections to the adjoining Atlassian and future "over station development".</p>	<p>The Central Place redevelopment is located directly adjacent to the site to the immediate south-east.</p> <p>The Preliminary Construction Management Plan submitted with the application identifies construction will commence in January 2022 with an anticipated completion date of February 2028. Detailed environmental construction management plans will be prepared to minimise the impact of construction.</p> <p>At the completion of these developments it is anticipated that shared vehicular access will be provided on Block B to the benefit of Block C (and Block A) to support an integrated basement across the sub-precinct.</p>

3. PROJECT DESCRIPTION

3.1. OVERVIEW

The proposed SSDA will seek approval for the construction and operation of a new mixed-use development comprising 'tourist and visitor accommodation' (in the form of a 'hotel'), commercial office space (both co-working and office premises), retail premises and ancillary parking, servicing and loading. The application seeks consent for the conservation, refurbishment and adaptive re-use of the Adina Hotel building (also referred to as the former Parcel Post building (fPPb)), construction of a 42-storey tower above and adjacent to the existing building and delivery of significant public domain improvements at street level, lower ground level and within Henry Deane Plaza.

The restoration of the heritage-listed building on the site, delivery of new commercial floorspace and public realm improvements will contribute to the realisation of the Government's vision for an iconic technology precinct and transport gateway. New diverse public spaces will connect the city and improved pedestrian connectivity will provide efficient modal changes aligned with TfNSW objectives.

Specifically, the proposal will seek consent for:

- Demolition of contemporary additions to the fPPb.
- Conservation work and alterations to the fPPb for retail premises, commercial premises, and hotel and motel accommodation. The adaptive reuse of the building will seek to accommodate:
 - Commercial lobby and hotel concierge facilities, café and restaurant, 4 levels of co-working space, a function and conference area, and a rooftop bar (subject to refinement).
 - Retail tenancies, EOTF, a food and beverage tenancy and back of house spaces at Lower Ground.
- Provision of retail floor space including a supermarket tenancy, smaller retail tenancies, and back of house areas below Henry Deane Plaza (at Lower Ground (RL12.10) and Lower Link Level (RL 16)).
- Construction of a hotel and commercial office tower above and adjacent to the fPPb, comprising:
 - 11 levels of hotel facilities between Level 9 – Level 20 of the tower (approximately 12,000sqm hotel GFA), including approximately 200 hotel keys and hotel amenities such as pool, gymnasium and day spa.
 - 21 levels of commercial office space between Level 21 – Level 41 of the tower (approximately 28,000sqm commercial GFA), accommodated within a connected floor plate with a consolidated side core.
 - 3 levels of basement car parking, servicing and loading.
 - Rooftop plant, servicing and AHU.
- Delivery of a revitalised public realm across the site that is coordinated with adjacent development, including an improved public plaza linking Railway Square (Lee Street), and Block B (the DEXUS/ Frasers site). The proposal includes the delivery of a significant area of new publicly accessible open space at street level, lower ground level, and at Henry Deane Plaza.
- Staging of construction. Further details of this to be provided in the EIS documentation.
- Subdivision of the site. Further details of this will be provided in the EIS documentation, with any easements subject to separate negotiation and legal agreement between relevant parties

The cost of works for the construction and operation of the hotel will be greater than \$10 million. This will be refined for submission of the SSDA. Key parameters of the scheme are outlined in **Table 3** and an extract of the proposed Section Plan prepared by Bates Smart is provided at **Figure 7**.

Refer to further detailed within the preliminary Architectural Plan set prepared by Bates Smart at **Appendix A**.

3.2. KEY PARAMETERS

Table 3 Key Parameters

Parameter	Proposal
Site Area	5,450sqm
Building Height/ Storeys	RL198.36 (42 storeys), defined by the Prince Alfred Park sun access plane
GFA	<p>Approximately 43,000sqm (to be refined and confirmed prior to SSDA submission).</p> <p>The proposed GFA will include a maximum of 41,000sqm GFA within the fPPb footprint and tower form above and immediately adjacent to the current building, with approximately 2,000sqm of floor space below the upper ground level of the site to activate the revised Henry Deane Plaza and pedestrian links.</p> <p>A breakdown of the proposed GFA by land use will be provided in the EIS.</p>
Primary uses	Commercial premises (specifically 'office premises' and 'retail premises'), tourist and visitor accommodation (specifically 'hotel or motel accommodation'), and food and drink premises (specifically a 'restaurant or café' and 'a small bar').
Ancillary uses	Conference/ function space, hotel gym and day-spa.
Hotel keys	Approximately 200-250 keys across 10 floors
Vehicular access	Vehicular access to the site will ultimately be via a shared access point and driveway from Block B. This will provide access to a connection point at the south-eastern corner of Basement Level 3 (approximately RL6.0) to facilitate access into the site.
Car parking, servicing and loading	<p>Car parking for approximately 95 vehicles will be accommodated on Basement Level 2 and 3, in addition to servicing, loading and motorcycle parking.</p> <p>Set-down/pick-up facilities for the hotel are proposed surrounding the site, including on Lee Street.</p>
Servicing and utilities	Augmentation of physical infrastructure and utilities as required, including the provision of a dedicated substation, and potential upgrade to gas and water infrastructure.
Trees and landscaping	Removal of street trees along Lee Street, and site landscaping to be detailed within the EIS documentation.
Signage	To be confirmed within the EIS documentation.
Staging	Staged construction, to be detailed within the EIS documentation.
Subdivision	Subdivision proposed, to be detailed within the EIS documentation.

Figure 7 Section Plan



Source: Bates Smart

3.3. DESIGN CONCEPT

As detailed in **Section 1.3.3**, the project design is the outcome of an Architectural Design Competition which included five Competitors. The design prepared by Bates Smart was selected as the winning scheme by the Competition Jury being the scheme 'most capable of achieving design excellence'.

Key elements of the design concept include:

- The façade design proposes a grid of concave terracotta fins to unite tower functions and provide passive shading and insulation.
- The proposed design seeks to modulate the scale and form of the tower envelope through the development of three 'pill' shaped rounded forms in response to the heritage significance of the former Adina Apartment Hotel building. This delivers a clear yet integrated approach to the building program.
- The proposal seeks to provide a glass atrium on the southern elevation of the building, to create an innovative arrival experience within the Lee Steet lobby.
- Two "V"-shaped columns above and through the Adina Hotel building to create an elegant structural solution. A side core is proposed, coupled with a long span structure and cantilevered perimeter.

Figure 8 Photomontage of the Bates Smart scheme



Picture 7 View from the north

Source: Bates Smart



Picture 8 View from the west

Source: Bates Smart

3.4. PROJECT ALTERNATIVES

In developing the proposed approach, a number of alternatives have been considered by the proponent to ensure the proposal maximises the economic, social and environmental benefits for the public. In summary, four key options were considered to address the project objectives and site constraints and opportunities:

- Scenario 1 – 'do nothing'
- Scenario 2 – develop under alternative siting arrangements
- Scenario 3 – develop alternative architectural design scheme
- Scenario 4 - optimise development potential and public benefits through a 42-storey tower located above and adjacent to the fPPb (the proposal)

Analysis of these alternatives will be provided in the EIS documentation.

4. STATUTORY PLANNING CONTEXT

Identification of the relevant statutory planning policies applying to the site and proposal is outlined below.

Table 4 Statutory Requirements of the project

Matter	Guidance
Power to grant consent	<p><i>Environmental Planning and Assessment Act 1979</i></p> <p>This development is proposed under Part 4 of the EP&A Act 1979, Division 4.1 State Significant Development, Section 4.38 and is subject to the Minister's consent.</p> <p>The Minister of Planning and Public Spaces is the consent authority for SSDA. The Minister may delegate this function to staff within the DPIE. Notwithstanding, the Independent Planning Commission (IPC) will be the consent authority in the following circumstances:</p> <p>The application is not supported by the relevant Council,</p> <p>The Department has received more than 50 unique public objections, or</p> <p>The application has been made by a person who has disclosed a reportable political donation in connection with the development application.</p> <p><i>State Environmental Planning Policy (State and Regional Development) 2011</i></p> <p>Pursuant to Clause 13(2)(b), Schedule 1 of the SRD SEPP, development for tourist related development (but not including any commercial premises whether separate or ancillary to the tourist related component) that has a capital investment value of more than \$10 million and is located in an environmentally sensitive area of State significance is assessed as SSD.</p> <p>While the existing building on the site (former Parcels Post building) is identified as a local heritage item, the site sits within the State heritage listed 'Sydney Terminal and Central Railway Stations Group'.</p> <p>As the proposed hotel component of the development will exceed a capital investment value of more than \$10 million in an environmentally sensitive area of State significance, the future development on the site will be submitted for approval as a SSD development application.</p>
Permissibility	<p><i>Sydney Local Environmental Plan 2012</i></p> <p>The Sydney LEP 2012 is the principal environmental planning instrument applying to the site. The site is zoned B8 Metropolitan Zone. The permissibility of the proposal is outlined as follows:</p> <ul style="list-style-type: none"> ▪ <i>Tourist and visitor accommodation</i> is permitted with consent. ▪ <i>Commercial premises</i> is permitted with consent. ▪ <i>Food and drink premises</i> is permitted with consent.

Matter	Guidance
Other approvals	<p><i>Heritage Act 1977</i></p> <p>The 'Sydney Terminal and Central Railway Stations Group' is listed under the State Heritage Register. A Heritage Impact Statement will be prepared and submitted with the EIS documentation to assess the potential impacts arising from the proposed development considering both the State and local heritage listings, the Conservation Management Strategy and other relevant heritage requirements. Refer to discussion in Section 6.2 on the proposed approach to assessing this key consideration.</p>
	<p><i>Biodiversity Conservation Act 2016</i></p> <p>Clause 7.9 of the <i>Biodiversity Conservation Act 2016</i> applies to SSD applications and requires SSD applications to be accompanied by a Biodiversity Development Assessment Report (BDAR) unless it is determined the proposal is not likely to have any significant impact on biodiversity values.</p> <p>The development is not likely to have any significant impacts on biodiversity values as the development involves works to a highly disturbed and modified site. Any tree removal required for the proposed development would not adversely impact any native animals and plants, including threatened species, populations and ecological communities, or their habitats. Further detail of this is provided at Section 6.8.</p> <p>A BDAR Waiver to request the requirement to submit a BDAR is waived under clause 7.9(2) of the <i>Biodiversity Conservation Act 2016</i> will be submitted following issue of the SEARs.</p>
	<p><i>National Parks and Wildlife Act 1977</i></p> <p>The NPW Act aims to prevent the unnecessary or unwarranted destruction of relics and the active protection and conservation of relics of high cultural significance. The provisions of the Act apply to both indigenous and non-indigenous relics.</p> <p>Pursuant to Section 4.41 of the EP&A Act, SSD is exempt from the need for a section 90 permit for the removal of items of Aboriginal heritage.</p> <p>Due to the site's location in close proximity to known archaeological items, an Aboriginal Cultural Heritage and Archaeology Report (ACHAR) will form part of the EIS and supporting documents.</p>
	<p><i>Liquor Act 2007</i></p> <p>A hotel license under Division 2 of the <i>Liquor Act 2007</i> will be sought post-determination of the SSDA, and prior to the issue of an Occupation Certificate.</p>
	<p><i>Roads Act 1993</i></p> <p>Any works proposed to a public road as part of the proposed development would require the consent of the RMS.</p> <p>Consultation would be undertaken with the RMS during the preparation of the EIS to ensure adequate consideration of potential issues affecting public roads within or surrounding the site. Following issue of a development consent, a Section 138 approval will be sought for any road works or traffic signal amendments.</p>

Matter	Guidance
	<p><i>Rural Fire Act 1977</i></p> <p>The site is <u>not</u> identified as bushfire prone land.</p> <p>It is further noted that pursuant to section 4.41 of the EP&A Act, SSD is exempt from the need for a bushfire safety authority and from conforming with the <i>Planning for Bushfire Protection 2019</i> under Section 100B of the <i>Rural Fires Act 1977</i>.</p> <p>There is no further approval required under the <i>Rural Fires Act 1977</i>.</p> <p><i>Water Management Act 2000</i></p> <p>Under the <i>Water Management Act 2000</i>, a licence would be required if water was to be extracted from a creek or if any waterways were to be realigned during construction.</p> <p>Under section 4.41J of the EP&A Act, approvals under sections 89, 90 or 91 of the <i>Water Management Act 2000</i> are not required.</p> <p><i>Protection of the Environment Operations Act 1997</i></p> <p>The <i>Protection of the Environment Operations Act 1997</i> (POEO Act) enforces licences and approvals formerly required under separate Acts relating to air, water and noise pollution, and waste management with a single integrated licence. Under Section 48 of the POEO Act, premise-based scheduled activities (as defined in Schedule 1 of the EP&A Act) require an Environment Protection Licence (EPL).</p> <p>Assessments carried as part of the EIS for the proposal would determine the need for an EPL. The general provisions of the POEO Act in relation to the control of pollution of the environment will apply throughout the development.</p> <p>During the construction phase of the project, appropriate management measures would be required in relation to the control of noise, dust, erosion and sedimentation, and stormwater discharge to ensure that the pollution control provisions of the POEO Act are satisfied.</p>
Pre-Conditions prior to granting consent	<p><i>State Environmental Planning Policy No. 55 – Remediation of Land</i></p> <p>SEPP 55 requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose.</p> <p>A Preliminary Site Investigation (PSI) was previously prepared to inform the rezoning proposal. The PSI identified a moderate risk of contamination on the site due to historic uses proposed on the site. However, this risk of contamination will not preclude the proposed development on the site and it is considered that the site can be made suitable for the proposed development. Remediation works required to support the proposed development would be outlined within the EIS documentation.</p>

Matter	Guidance
Mandatory matters for consideration	<p><i>Environmental Planning and Assessment Act 1979</i></p> <p>Section 4.15 of the EP&A Act outlines the matters that a consent authority must take into consideration when determining development applications. These matters are summarised as:</p> <ul style="list-style-type: none"> ▪ Provisions of environmental planning instruments (including draft instruments), ▪ Development control plans, ▪ Planning agreements, and the <i>Environmental Planning and Assessment Regulation 2000 (EP&A Regulation)</i> ▪ The environmental, social and economic impacts of the development, ▪ The suitability of the site, ▪ Any submissions, and ▪ The public interest, including the objects of the EP&A Act and the encouragement of ecologically sustainable development (ESD). <p>These requirements will be addressed and detailed in the EIS. A preliminary identification of key environmental planning instruments applying to the site and proposed development are identified below.</p>
	<p><i>State Environmental Planning Policy (Infrastructure) 2007</i></p> <p>The relevant matters for consideration in the Infrastructure SEPP include referral requirements for development. Division 15 of the Infrastructure SEPP outlines matters for consideration related to development adjacent to rail corridors and interim rail corridors.</p> <p>The site can be developed without resulting in any negative impacts on the safety or ongoing operations within the rail corridor. The proposed land use activities will encourage the increased use of public transport. The proposed hotel, commercial offices and retail can be designed to avoid noise and air quality impacts in accordance with the SEPP requirements.</p> <p>As future development on the site will affect an existing electricity substation, the future detailed SSDA will be referred to Ausgrid for comment.</p>
	<p><i>State Environmental Planning Policy No. 64 – Advertising and Signage</i></p> <p>In accordance with clause 8 of SEPP 64, should the application propose the installation of building identification signage, the consent authority must have regard to the following matters for consideration:</p> <ul style="list-style-type: none"> ▪ The objectives of SEPP 64 as set out in clause 3 (1) (a), and ▪ The assessment criteria in Schedule 1 and that the consent authority is satisfied that the proposal is acceptable in terms of its impacts, and ▪ Other relevant requirements of this Policy. <p>A complete assessment against the objectives of the Policy and the assessment criteria identified in Schedule 1 of the SEPP will be provided within the EIS, should the application propose the installation of building identification signage.</p>

Matter	Guidance
	<p><i>Sydney Local Environmental Plan 2012</i></p> <p>The site is zoned B8 Metropolitan Centre. The consent authority must have regard to the objectives for the proposed development in the B8 Metropolitan Centre zone. The consistency of the proposal with the land use objectives for the B8 Metropolitan Centre zone will be detailed in the EIS.</p> <p>The site is located within the ‘Sydney Terminal and Central Railway Stations Group’, which is listed under the State Heritage Register. The site also contains a local heritage item, being the ‘Former Parcels Post Office including retaining wall, early lamp post and building interior’ (1855). Accordingly, the consent authority must, before granting consent under clause 5.10 in respect of the heritage items, consider the effect of the proposed development on the heritage significance of the item or area concerned. As discussed in Section 6.2, a Heritage Impact Statement will be prepared and submitted with the EIS documentation to assesses the potential impacts arising from the proposed development considering both the State and local heritage listings, the Conservation Management Strategy and other relevant heritage requirements.</p> <p>The site is located within the Western Gateway Sub-Precinct and as such the consent authority must have regard to the following matters for consideration for future development proposals:</p> <ul style="list-style-type: none"> ▪ The consent authority must be satisfied that development must not result in any part of the proposed building causing additional overshadowing (within the meaning of clause 6.19(2)), at any time of year, of Prince Alfred Park between 10.00–14.00. ▪ The consent authority must consider the WGDG. ▪ The consent authority must be satisfied that development must not exceed a maximum building height of RL 211.9 metres. ▪ The consent authority must be satisfied that development must not exceed a maximum gross floor area of all buildings in the site of 43,000 square metres, specifically that: <ul style="list-style-type: none"> – the total gross floor area of the new building and the existing building will not be more than 41,000 square metres ▪ The consent authority must be satisfied that the resulting building will not be used for the purposes of residential accommodation. ▪ The consent authority must be satisfied that the building area of the new building at any height will not be more than 1,300 square metres. ▪ The consent authority must be satisfied that the new building will have a setback of: <ul style="list-style-type: none"> – at least 5 metres from the north east and south west corners of the existing building, and – at least 12 metres from a building on Block A, ▪ The consent authority must be satisfied that the new building will not project more than 16 metres past the southern facade of the existing building. <p>The consistency of the proposal with the site-specific provisions of clause 6.53 will be detailed in the EIS. It is noted that clause 6.3 and Subdivision 2 of Division 1, clause</p>

Matter	Guidance
	<p>7.20 and clause 6.21(5) – (7) do not apply to the site and as such are not relevant matters of consideration.</p> <p>All other local planning provisions can be addressed within the future development application, including protection of the heritage significance of the fPPb, maximum car parking provisions, and flood planning requirements.</p>

5. ENGAGEMENT

Initial discussions with the DPIE's Major Projects assessment team have been undertaken. The team confirmed that under the new Rapid Assessment Framework, a Scoping Meeting will be required to discuss the proposal following their review of the Scoping Report.

The EIS will outline the detailed engagement strategy for all stages of the planning process. It is anticipated that the following stakeholders will be engaged at various stages throughout the process:

- TfNSW
- Sydney Coordination Office within TfNSW
- City of Sydney
- The City of Sydney's Aboriginal and Torres Strait Advisory Group
- Government Architect NSW
- Sydney Metro
- Sydney Trains
- EES
- NSW EPA
- Registered Aboriginal Parties
- NSW Heritage Council
- Heritage NSW
- Sydney Water
- Ausgrid
- Design Integrity Panel (former Design Competition Jury)
- Surrounding residents, business and local community groups

It is noted that the Proponent has engaged with the above stakeholders with regard to the Block C rezoning proposal, however not specifically in relation to this Scoping Report and SSDA. Following the public exhibition of the draft planning controls for Block C between 16 December 2020 until 29 January 2021, community views were addressed and considered within the Response to Submissions Report (April 2021). Key themes raised in the submissions included heritage impacts, built form, movement, access and public spaces, amenity and sustainability. This consultation has therefore informed both the planning controls for the site (under clause 6.53 of the Sydney LEP 2012) and the detailed provisions of the WGDG which guide the detailed design of the proposal sought in this SSDA.

Engagement will be carried out prior to lodgement of the EIS and detailed appropriately in the EIS in accordance with the DPIE's *Undertaking Engagement Guidelines for State Significant Projects*. It is anticipated that there will be some level of community interest in the proposal due to the site's listing as a State Significant Precinct. The geographic extent of this interest will be determined during the engagement process; however, it is likely this will include local interest (< 5km from the site) and regional interest (5-100km from the site).

6. PROPOSED ASSESSMENT OF IMPACTS

The key planning considerations relevant to the construction and operation of the proposal have been identified below, including a brief discussion of their relevance to the SSDA. The proposed approach to assessing these key considerations within the EIS documentation is outlined below, in addition to the categorisation of impact and the level of assessment as required by the DPIE's '*State Significant Development Guide: Preparing a Scoping Report*'.

A Scoping Summary table is provided at **Appendix B**.

6.1. LAND USE

The site is zoned B8 Metropolitan Centre zone. The proposed development is permissible within the B8 Metropolitan Centre zone and is consistent with the zone objectives which will be detailed in the EIS and supporting documentation. This consideration will be assessed utilising a standard level of assessment within the EIS.

6.2. HERITAGE

6.2.1. European Heritage

As outlined within **Section 6.3**, the site is located within the 'Sydney Terminal and Central Railway Stations Group' which listed on the State Heritage Register. Further, the existing building located on the site, being the fPPb is identified as a local heritage item.

It is proposed to refurbish the Adina Hotel building to restore its original features and celebrate its significance to the 'Sydney Terminal and Central Railway Stations Group'. A Heritage Impact Statement (HIS) was prepared to support the rezoning proposal and identified the appropriateness of a vertical addition to the existing building and associated changes to supporting structures such as a heritage wall on the northern portion of the site, subject to recommendations for the detailed design of the future development. These recommendations were further reflected within the Competition and the drafting of the Design Competition Brief, demonstrating a continual consideration of heritage throughout the entire planning process.

The EIS will be accompanied by a HIS which considers both the State and local heritage listings, the Conservation Management Strategy (Urbis 2009), any available precinct and sub-precinct wide heritage studies and other relevant heritage requirements, details the impacts and outlines mitigating measures proposed to support the design and development of the proposal. In addition, a separate site-specific Conservation Management Plan (CMP) informed by the CMS and a Heritage Interpretation Strategy will be submitted with the EIS package.

The proposal will be informed by heritage and other specialist advice and stakeholder consultation including any input from Heritage NSW and the respective proponents of Blocks A, B, and C, as well as specific regard to the heritage controls outlined in section 3.2.1 of the WGDG.

The nature of the impact is both direct and cumulative, and as such this consideration will be assessed utilising a detailed level of assessment within the EIS. This matter will also be addressed and included within specific community engagement conducted for the proposal, during the preparation of the EIS.

6.2.2. Structure

Further to the built heritage considerations outlined in **Section 6.2.1**, future development on the site will have regard to structural considerations to mitigate impact on the heritage significance of the fPPb. Specifically, this will seek to coordinate structure through the fPPb with the existing core and structural grid of the building, minimise interventions to the key heritage facades and limit structure within the vertical separation zone. Similarly, these recommendations were reflected within the Competition and the drafting of the Design Competition Brief, demonstrating a continual consideration of both built heritage and structural interlay throughout the entire planning process.

The EIS will address structural considerations within both the Heritage Impact Statement and a Structural Report. The nature of the impact is direct, and as such this consideration will be assessed utilising a detailed level of assessment within the EIS.

6.2.3. Aboriginal and Cultural Heritage

An Aboriginal Objects Due Diligence Assessment has been prepared for the site to inform the proposed building envelopes and future planning controls and submitted in support of the rezoning.

The assessment identified that there are no registered Aboriginal objects and/or places located within or in close proximity of the site, and the broader site area is generally highly disturbed, with the removal of the upper part of natural soils for the subsurface structures relating to both the Devonshire Street Tunnel and the Adina Hotel building. However, deeper, less disturbed soil deposits can still have potential for Aboriginal archaeological resources. Accordingly, an ACHAR will be prepared and submitted with the EIS documentation.

The nature of the impact is both direct and cumulative and as such consideration will be assessed utilising a detailed level of assessment within the EIS. This matter will also be addressed and included within specific community engagement conducted for the proposal, during the preparation of the EIS. Specifically, this will include consultation with the Registered Aboriginal Parties prior to the submission of the SSDA to inform the development of any opportunities for heritage interpretation.

6.3. BUILT FORM

6.3.1. Urban Design and Scale

The preliminary Architectural Plans prepared by Bates Smart (**Appendix A**) provide a preliminary indication of the proposed detailed works, building footprints and envelopes that form this SSDA.

The EIS will outline the proposed development in detail, including any site preparation works, proposed building works and works associated with parking and access. The final architectural package and urban design report will detail the rationale for the siting, layout and detailed design of the proposed development. The EIS will address the height, bulk and scale of the proposed development within the context of the locality, and particularly will address the compliance of the proposal with the Prince Alfred Park solar access provisions contained in clause 6.5.3 of the Sydney LEP 2012.

Notably, the proposal will not result in additional overshadowing to Prince Alfred Park between 10am – 2pm, in accordance with clause 6.5.3(3) of the Sydney LEP 2012. The final extent of the overshadowing impact will be refined as the design developments however the proposal will maintain compliance with the sun access plane provisions. This consideration will be assessed utilising a standard level of assessment within the EIS, noting that the proposed massing and detailed design has specifically been designed to comply with this provision.

The EIS will also address the design quality with specific consideration of the use of colours, materials, finishes and landscaping. As the proposal has involved the completion of an Architectural Design Competition, it is understood that the proposal will not need to be referred to the State Design Review Panel.

Importantly, the EIS documentation will include a response to the Government Architect NSW's draft Connecting with Country Framework. Within the Competition Brief, competitors were encouraged to demonstrate early consideration of the Connecting with Country strategies and principles and consider opportunities for on-site interpretation of storytelling. This will be further demonstrated within the Bates Smart proposal and discussed within the EIS documentation.

The nature of the impact is both direct and cumulative and as such consideration will be assessed utilising a detailed level of assessment within the EIS. This matter will also be addressed and included within specific community engagement conducted for the proposal.

6.3.2. Aeronautical Assessment

The Obstacle Limitation Surface (**OLS**) across the site is ~144m AHD, however the Radar Terrain Clearance Chart (**RTCC**) is 244m AHD, and the PANS-OPS Approach Surfaces is 263m+ AHD.

The building height of RL198.36 will not penetrate the RTCC or the PANS-OPS. However, it is noted that the building envelope exceed the OLS. Accordingly, the SSDA will require an 'airspace height' approval from the Commonwealth Department of Infrastructure and Regional Development under the *Airports Protection of Airspace Regulations*. An Aeronautical Study will form part of the EIS supporting documentation.

6.3.3. Design Excellence

As detailed in Section 2.3 above, the proposal is the winning design from the completion of an Architectural Design Competition conducted in accordance with the WGDG requirements. Design development post-competition is currently underway in accordance with the finalised planning controls of the WGDG and the Sydney LEP 2012 amendment, in addition to the recommendations of the Design Competition Jury.

A Design Integrity Endorsement will be prepared and submitted with the EIS documentation to ensure design excellence is maintained throughout the post-competition design development phase. In addition, the Design Competition Report will be submitted for context.

This consideration will be assessed utilising a standard level of assessment within the EIS. Consultation on this matter will be conducted with the Design Integrity Panel (the former 'Design Competition Jury') during the preparation of the EIS.

6.3.4. Safety and Security

The EIS will be accompanied by a Crime Prevention Through Environmental Design Report (**CPTED**) that will outline how the principles (surveillance, access control, territorial re-enforcement and space/activity management) have been integrated into the design of the development to deter crime, manage space and create a safe environment for all who interact with the building, integrated public domain, and its uses.

This consideration will be assessed utilising a standard level of assessment within the EIS.

6.3.5. Building Code of Australia and Accessibility

The proposed development will be designed in accordance with the requirements of the Building Code of Australia and will provide legible, safe and inclusive access for all. This will be addressed within a Building Code of Australia and Accessibility Report which will form part of the EIS documentation.

This consideration will be assessed utilising a standard level of assessment within the EIS.

6.4. AMENITY

6.4.1. Wind Assessment

A Pedestrian Wind Environment Assessment will be prepared and submitted with the EIS documentation.

Wind has been a key consideration throughout the planning process. A wind assessment was prepared by RWDI to inform the proposed building envelopes and future planning controls and submitted in support of the proposed rezoning package. The assessment identified that the existing conditions of the Western Gateway sub-precinct generally satisfy standing and walking conditions, however there are two locations within the Western Gateway sub-precinct and Western Forecourt of Central Station that experience a wind condition that passes the relevant sitting criteria.

Accordingly, the Wind Assessment submitted as part of the EIS documentation will provide a comparative assessment of the wind conditions of the surrounding environment when including the massing and detailed design of the proposal. The assessment will contain an assessment of the proposal against the relevant wind criteria and standards of the WGDG, ultimately to demonstrate that a safe and comfortable ground plane can be delivered and enable the desired activation and amenity. The Wind Assessment within the SSDA package will also assess the cumulative impacts of the proposal alongside Blocks A and B of the Western Gateway sub-precinct.

The nature of the impact is both direct and cumulative and as such consideration will be assessed utilising a detailed level of assessment within the EIS. It is not anticipated that specific community engagement will be required for this matter prior to the lodgement of the SSDA, however the proponent will consult with key stakeholders where required during the preparation of the EIS.

6.4.2. Views and Visual Impact

As a result of the proposed Western Gateway sub-precinct development, and for future OSD development at Central Station, the views and character of Railway Square and the locality are intended to change. Change in the character of the locality is also expected within the relevant strategic plans which anticipates significant increases in built form in the locality to accommodate a technology and innovation hub.

Accordingly, the proposed SSDA will be accompanied by a Visual Impact Analysis which will assess the visual impact of the proposal, specifically in reference to the surrounding significant views identified in the Central Sydney Planning Strategy, including views of the approved Atlassian Central and proposed Central Place developments (refer **Section 2.2.3**). The proposal has been designed to achieve the following key objective identified in section 3.1.7 of the WGDG:

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 building.

The nature of the impact is both direct and cumulative and as such consideration will be assessed utilising a detailed level of assessment within the EIS. It is not anticipated that specific community engagement will be required for this matter prior to the lodgement of the SSDA, however the proponent will consult with key stakeholders where required during the preparation of the EIS.

6.4.3. Noise and Vibration

The proposal includes hotel and visitor accommodation, commercial office, and retail land uses. The most sensitive land use to noise and vibration proposed on the site, being hotel and visitor accommodation is an existing land use on the site. As such, it is considered that acoustic and vibration impacts resulting from adjacent infrastructure including Central Station can be mitigated through measures incorporated into the proposal. Furthermore, two commercial office buildings are proposed in closer proximity to Central Station than the proposal on Block C. As such proposed development on Block C for the purposes of retail and commercial office premises is unlikely to be restricted by acoustic and vibration impacts.

This will be further discussed within a Noise and Vibration Assessment submitted with the EIS documentation. The nature of the impact is direct, and as such this consideration will be assessed utilising a detailed level of assessment within the EIS. It is not anticipated that specific community engagement will be required for this matter prior to the lodgement of the SSDA, however the proponent will consult with key stakeholders where required during the preparation of the EIS.

6.4.4. Air Quality

During construction, air quality will be managed through appropriate dust mitigation measures through the use of a Construction Management Plan. The nature of the impact is both direct and cumulative and as such consideration will be assessed utilising a detailed level of assessment within the EIS. This plan will be submitted within the EIS documentation.

6.5. ACCESS

The anticipated traffic generation, parking, servicing and access requirements of the proposal can be readily accommodated on the site and through the redevelopment of surrounding properties within the Western Gateway sub-precinct.

The site is located within a highly accessible urban area, and as such it is anticipated the modal shift of patrons accessing the site will comprise a majority portion of public transport and hire vehicle (such as taxi and Uber) and the permitted car parking provision under the Sydney LEP 2012. Accordingly, the proposed development is not expected to materially affect the function or safety of the surrounding road network. Pedestrian movements across the precinct will be accommodated through the increased delivery of public domain and pedestrian connections through the site.

A Transport Assessment, Traffic Management Plan and Servicing and Basement Strategy will be prepared and submitted with the EIS documentation. The nature of the impact is both direct and cumulative and as such consideration will be assessed utilising a detailed level of assessment within the EIS. It is not anticipated that specific community engagement will be required for this matter prior to the lodgement of the SSDA, however the proponent will consult with key stakeholders and government agencies where required during the preparation of the EIS.

6.6. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

In accordance with section 3.4.1 of the WGDG, development within the Western Gateway sub-precinct are to achieve or exceed the following targets:

- 5.5-star NABERS Energy rating for commercial uses with a Commitment Agreement
- 4.5-star NABERS Energy rating for hotel uses with a Commitment Agreement
- 4-star NABERS Water rating for commercial uses
- 4-star NABERS Water rating for hotel uses
- Silver core and shell WELL rating (or equivalent industry standard) for commercial uses
- Target a 6 star Green Star Design and As-Built rating (version 1.2) but achieve a minimum 5 star Green Star Design and As Built rating (version 1.2)

The proponent is committed to achieve best practice sustainability and environmental performance measures within the proposal. The Proponent has included sustainability criteria for this building within the Competition Brief and will be further discussed within a Sustainability Report submitted with the EIS documentation.

This consideration will be assessed utilising a standard level of assessment within the EIS. It is not anticipated that specific community engagement will be required for this matter.

6.7. HAZARDOUS AND RISKS

6.7.1. Construction and Waste Management

A Construction and Demolition Waste Management Plan (**Waste Management Plan**) will be prepared and accompany the EIS. The Waste Management Plan will detail all likely waste streams to be generated during demolition and construction and outline proposed measures to dispose of the waste offsite. A Preliminary Operational Waste Management Plan will also be submitted as part of the EIS and detail proposed waste servicing arrangements, loading zones and ongoing waste management practices to be employed at the site. All demolition, construction and operational waste will be reused or recycled where possible.

A Preliminary Construction and Environmental Management Plan (**CEMP**) will be prepared and provided as part of the EIS. The CEMP will detail:

- Timing of construction works to be undertaken;
- Construction hours of operation and programme;
- Materials handling strategy;
- Construction traffic, noise, soil erosion, dust control and stormwater management;
- Environmental management strategies during construction; and
- Waste management.

A Construction Pedestrian and Traffic Management Plan will also be prepared as part of the EIS documentation which will outline proposed traffic control plans and truck routes during construction phase of the works.

The nature of the impact is both direct and cumulative and as such consideration will be assessed utilising a detailed level of assessment within the EIS, noting the complexities of managing the cumulative impacts associated with the construction of the proposal, the Central Place proposal and Atlassian Central. In this respect, specific consultation on this matter with adjoining landholders and TfNSW will be conducted.

6.8. MATTERS REQUIRING NO FURTHER ASSESSMENT

Table 8 below summarises the relevant matters that require no further assessment in the EIS.

Table 8 No additional assessment requirements

Issue	Justification
Biodiversity	<p>It is formally requested that a waiver for the preparation of the BDAR is granted by the DPIE and EES. This requested is submitted in accordance with clause 7.9(2) of the <i>Biodiversity Conservation Act 2016</i> as follows:</p> <p><i>Clause 7.9 - Biodiversity assessment for State significant development or infrastructure</i></p> <p><i>(2) Any such application is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.</i></p> <p>A request to waive the requirement to submit a BDAR report is submitted in accordance with the following:</p> <ul style="list-style-type: none"> ▪ The development is not likely to have any significant impacts on biodiversity values as the development involves works to a highly disturbed and modified site. There are no areas of native or exotic vegetation within or adjacent to the site, and there is no suitable habitat for threatened fauna species associated with the existing structures on site. ▪ Any tree removal required for the proposed development would not adversely impact any native animals and plants, including threatened species, populations and ecological communities, or their habitats. It is noted that the street trees located along the Lee Street frontage required for removal are not substantial plantings. <p>Given the lack of any biodiversity values at the site and the highly urbanised nature of the surrounding area, a BDAR waiver application is considered appropriate for this assessment and will be submitted following issue of the SEARs. Accordingly, it is proposed that this consideration will not be assessed within the EIS documentation as a formal waiver under clause 7.9(2) of the <i>Biodiversity Conservation Act 2016</i> is requested.</p>
Hazard and Risks – Bushfire, Biosecurity, Coastal hazards, Land movement	<p>The site is not identified as bushfire prone land.</p> <p>The site is not in a coastal area.</p> <p>The existing and proposed operations are not classified as hazardous or offensive development or a biosecurity risk.</p>
Air – gas	<p>The proposed future operation does not emit any gases that warrant assessment such as greenhouse gas.</p>
Amenity – odour	<p>The proposed future operation will not cause any anticipated odorous issues, and thereby does not warrant further assessment.</p>

6.9. ANTICIPATED DELIVERABLES

To assist in informing the SEARs, the following are the expected deliverables (reports & documentation) to support the EIS for the SSDA:

- EIS
- Design Excellence Report
- Architectural Design Report
- CPTED Assessment
- Access / DDA Assessment
- CMP
- Open Space Strategy
- Public Art Strategy
- Visual Impact Analysis
- Overshadowing Plans
- Pedestrian Wind Impact Assessment
- Noise and Vibration Assessment
- Air quality and odour impact assessment
- Reflectivity Assessment
- ESD Report
- Social Impact Assessment
- BDAR Waiver
- CMP (Precinct Wide)
- Statement of Heritage Impact
- Historical archaeological assessment
- Heritage Interpretation Strategy
- Schedule of conservation works
- Connecting with Country Framework Response
- ACHAR
- Transport and Traffic Impact Assessment
- Draft Loading Dock Management Plan
- Draft Construction Pedestrian and Traffic Management Plan
- CEMP
- Flooding Assessment
- Integrated Water Management Strategy
- Utilities Infrastructure Assessment
- Site Investigation (Contamination) Report & Remediation Action Plan (if required)
- Geotechnical Assessment
- Transport Infrastructure Assessment Report
- Staging Plan
- Survey Plan
- Structural Report
- Waste Management Plan
- Consultation Outcomes Report

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APPENDIX A

PRELIMINARY ARCHITECTURAL PLANS

APPENDIX B

SCOPING SUMMARY TABLE

