

# **SCOPING REPORT FOR THE SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS**

## **PITT STREET NORTH OVER STATION DEVELOPMENT**

**URBIS**

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These proposed works have a capital investment value (CIV) exceeding \$30 million (refer to the attached QS statement). Accordingly, the proposal is SSD for the purposes of the SRD SEPP.

In addition, the subject application constitutes a detailed subsequent stage application to an approved Concept DA (SSD 8875) lodged under section 4.22 of the EP&A Act.

To support the request for SEARs, this report provides the following:

- An overview of the site and context;
- A description of the proposed works;
- An overview of the relevant statutory and strategic planning framework;
- An approach to satisfy the design excellence provisions in *Sydney Local Environmental Plan 2012* (SLEP); and
- An overview of the likely environmental and planning impacts.

Concept architectural drawings are attached at **Appendix A**.

In accordance with the Department of Planning, Industry & Environment's (**the Department**) new protocol of conduct of 'Pre-DA meetings' prior to formal lodgement of SEARs, a meeting was held on 23 September 2019 with key Departmental staff to discuss the Project. This satisfies the requirement for a 'scoping meeting'.



## 2. OVERALL SITE AND SURROUNDING CONTEXT

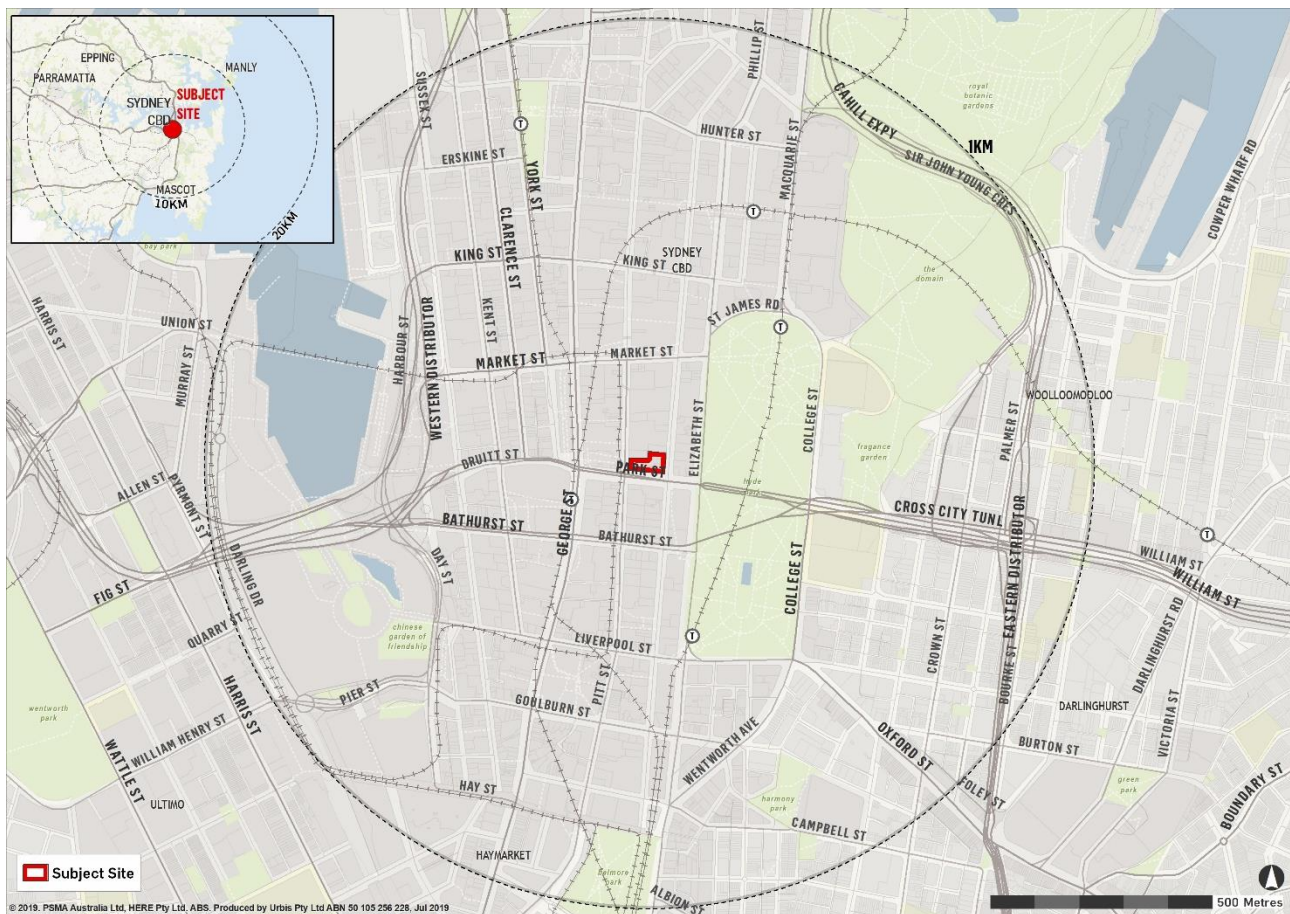
### 2.1. THE SITE

The site is located within the Sydney CBD, at the southern end of the street block bound by Market Street to the north, Park Street to the south, Castlereagh Street to the east and Pitt Street to the west. It is approximately 160m east of Sydney Town Hall and the Town Hall Railway Station.

The site is constrained by existing neighbouring built form and roads. The end development is responsive to the site and surrounding context.

Figures 2 and 3 show the site location. An overview of the site characteristics is contained in Table 1 below. Photos of the site and surrounds are located at Figure 4 below.

Figure 2 – Site Context



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Figure 3 – Location Plan

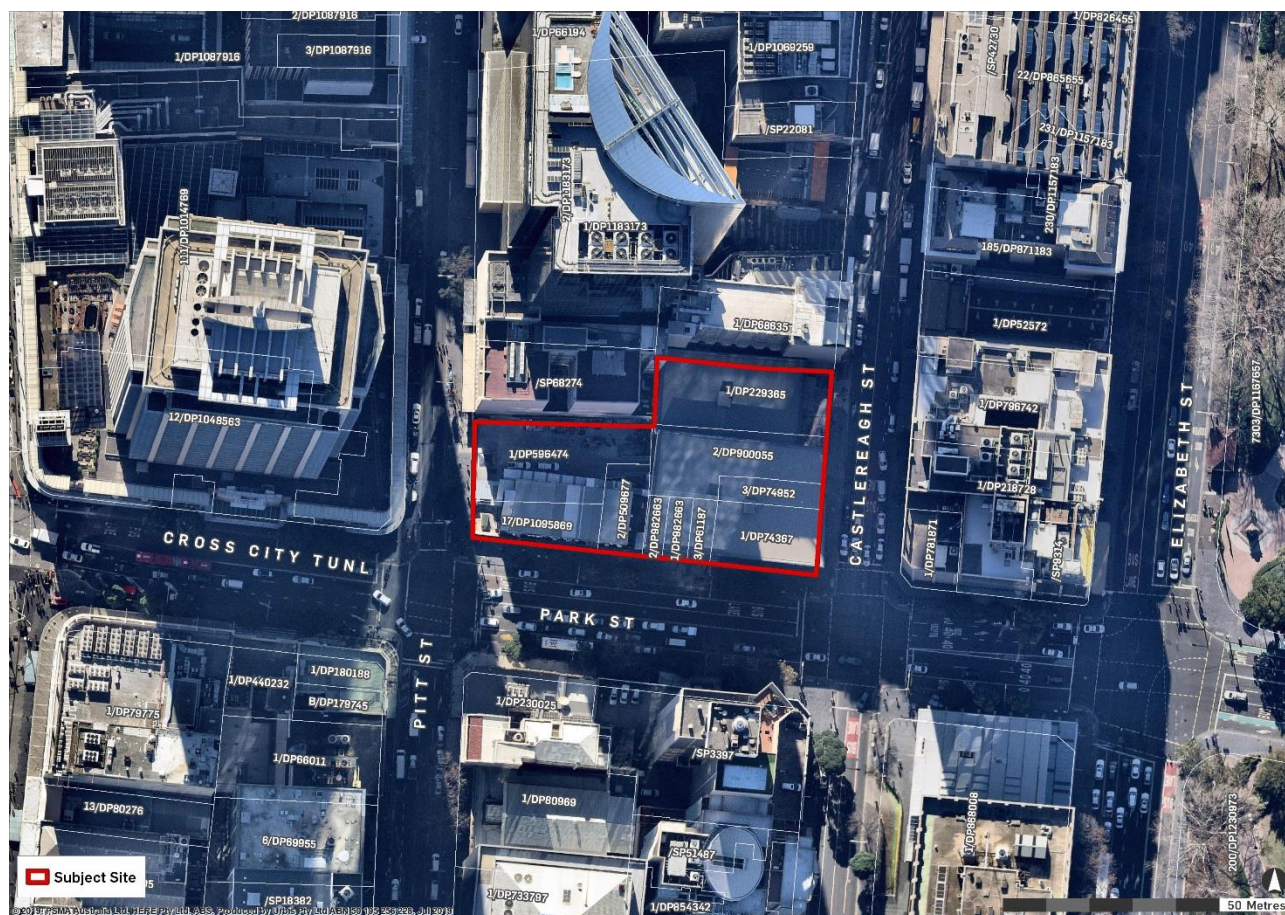


Table 1 – Site Characteristics

Component	Description
Address and legal description	<p>175-183 Castlereagh Street (Lot 1 in DP229365, Lot 2 in DP900055 and Lot 3 in DP74952)</p> <p>40 Park Street (Lot 2 in DP509677)</p> <p>42-46 Park Street (Lots 1 &amp; 2 in DP982663 and Lot 3 in DP61187)</p> <p>48 Park Street (Lot 1 in DP74367)</p> <p>252-254 Pitt Street (Lot 1 in DP596474)</p> <p>256 Pitt Street (Lot 17 in DP1095869)</p>
Site area	Combined area of 3,151m <sup>2</sup> .
Current use	Construction of the Sydney Metro is currently underway on site (below ground level) in accordance with Critical State Significant Infrastructure Approval CSSI 7400. The site was previously used for commercial purposes.



Component	Description
Site features	<p><b>Lots:</b> The various allotments combine into an L-shaped lot with street frontages to Park Street, Pitt Street and Castlereagh Street.</p> <p><b>Heritage:</b> The site is located adjacent to and to the south of two locally listed heritage items, being:</p> <ul style="list-style-type: none"> <li>- Item I1699 – ‘Community building “Masonic Club” including interior’ fronting Castlereagh Street; and</li> <li>- Item I1931 – ‘National Building including interior’, fronting Pitt Street.</li> </ul> <p><b>Topography:</b> The site is reasonably flat with a very slight fall from south east to north west.</p> <p><b>Approval history:</b></p> <p>9 January 2017: Sydney Metro Critical State Significant Infrastructure Approval (CSSI 7400) was issued for the construction and operation of the Sydney Metro City and Southwest project between Chatswood and Sydenham.</p> <p>25 June 2019: Concept Approval (SSD 8875) was issued for Pitt Street North Over Station Development.</p>
Surrounding development	The area surrounding the site consists of predominantly commercial high density buildings with finer grain buildings dispersed throughout.



Figure 4 –Site as viewed from corner of Pitt & Park Streets

## 2.2. SURROUNDING CONTEXT

The site is within the metropolitan core of the Sydney CBD. It is surrounded by predominantly commercial buildings including two adjacent heritage buildings to the north. Park Street is located to the south of the site and is a major east-west through route within the CBD. Castlereagh Street runs north-south to the east of the site, and Pitt Street runs north-south to the west of the site.

To the north of the site is a 12 storey rendered brick building referred to as the *Masonic Club* which incorporates the NSW Masonic Club and Castlereagh Boutique Hotel. The building is heritage listed in Sydney Local Environmental Plan 2012 (SLEP 2012). Adjoining the north western boundary of the site, is the *National Building* an early twentieth century 12-storey brick and concrete commercial building. The building is also heritage listed in SLEP 2012.

To the south east of the site is 201 Elizabeth Street, a 38 storey commercial office tower. The site has approval for redevelopment for a mixed use retail, residential and hotel building envelope, featuring a 45m podium and a 37 storey tower above.

South of the site and on the opposite side of Park Street is the Criterion Hotel and the 44 storey Park Regis building (27 Park Street). The Criterion Hotel is a local heritage item. The Park Regis contains hotel rooms up to level 12, with residential apartments above. Victoria Tower (197 Castlereagh Street) is located directly behind the Park Regis building and contains residential apartments.

West of the site on Pitt Street is the Citigroup Centre building, a commercial office building with podium retail premises with a maximum height of 243m. This building shares a common building form with the nearby ANZ Tower.

## **3. RELATIONSHIP BETWEEN SSD 8875 AND CSSI 7400**

### **3.1. SSD 8875**

Development consent was granted on 25 June 2019 for the Concept Development Application for Pitt Street North Over Station Development including:

- A maximum gross floor area of 50,310m<sup>2</sup> (including station floor space);
- A maximum building envelope, including street wall and setbacks for the over station development;
- A maximum building height of RL188.74;
- Podium level car parking for a maximum of 50 parking spaces; and
- Conceptual land use for either one of a mixed use or commercial scheme (not both).

This consent approved concept envelope plans which detail which elements of the building envelope are to comprise OSD building elements and which comprise the CSSI elements.

This subject application seeks detailed building approval for the over station development, consistent with the parameters of this Concept Consent.

### **3.2. CSSI 7400**

CSSI Approval 7400, as it relates to Pitt Street North Metro, includes the following:

- Demolition of existing buildings within the site;
- Excavation of the rail tunnel, concourse and platforms and therefore the setting of surrounding structural zones, services and accesses;
- Station footprint and works to be delivered to support station;
- Space provisioning for future lift cores, access, parking, retail and building services for the future OSD;
- Station entry via a large pedestrian entrance on Park Street;
- Pedestrian entrances on Pitt, Castlereagh and Park Street for OSD to provide separation from the station entrance; and
- Public domain works.

That CSSI Approval included Indicative Interface Drawings for the below and above ground works at Pitt Street Metro Station – North. Section 2.3 of the Preferred Infrastructure Report (PIR) noted that the integration of the OSD elements and the metro station elements would be subject to the design resolution process, noting that the detailed design may vary from the concept design assessed within the planning approval.

Condition E101 of that consent requires that detailed Station Design & Precinct Plans be approved by the Secretary of the Department prior to the construction of above ground works.

The building design in the podium levels for the areas allocated to the OSD as approved by the SSD 8875 will need to be coordinated with the Station Design & Precinct Plans prior to their approval by the Secretary.

## 4. DESCRIPTION OF THE PROPOSAL

### 4.1. OVERVIEW

The proposal seeks subsequent stage detailed building consent to SSD 8875 for development of the site for a 39 storey (including ground and roof plant levels) commercial over station development.

The proposal will:

- Provide additional commercial floorspace in the heart of the Sydney CBD;
- Enhance the site and its context through the development of a building that has been endorsed as meeting Sydney Metro Design Excellence Evaluation Panel (DEEP) requirements;
- Address the need to protect the curtilage and access to light and air of adjacent heritage buildings;
- Comply with the maximum building envelope;
- Comply with the height envelope set by the sun access plane for Hyde Park; and
- Provide a unique entrance experience to the Metro Station below.

The application seeks consent for the detailed redevelopment of the site as a Stage 2 SSDA. Foster and Partners Architects have prepared a drawing set which is provided at **Appendix A**. It is noted that the proposal is still subject to design development prior to formal lodgement.

This application seeks an increase in the maximum gross floor area (GFA) approved for the site by SSD 8875. As such, a concurrent application will be lodged seeking modification of Concept Approval SSD 8875 to increase the maximum GFA allowance on the site as detailed in that consent, to be contained wholly within the approved building envelope. This is detailed further at section 5.5.2.

### 4.2. PROPOSED USES

The OSD building will comprise a commercial office tower and ancillary uses including in-podium car parking and ground floor retail fronting Pitt, Park and Castlereagh Streets.

### 4.3. PROPOSED NEW BUILDING

The new building is a 39 storey (including ground and roof plant levels) over station development with tower over podium for commercial uses as follows:

- Pedestrian access from Pitt Street to the commercial tower above;
- Loading dock on ground level accessed from Castlereagh Street;
- Retail on ground level at the south-east and south-west corners adjacent to Castlereagh and Pitt Streets;
- End of trip facilities on level 1;
- Car parking at levels 2, 3 and 4;
- OSD tower lift lobby at level 2;
- Commercial offices at level 3;
- Station plenum level on level 4;
- Commercial podium at levels 5 – 9; and
- Commercial offices at levels 10 – 37.
- Note that where OSD elements are located within the station envelope under CSSI Approval, approval is being sought for fitout and use of those spaces. However, the construction of the spaces is the subject of the CSSI Approval.

The new building will have the following dimensions:

- Total commercial GFA of approximately 54,412m<sup>2</sup>
- Commercial GFA of approximately 1,442m<sup>2</sup> to 1,662m<sup>2</sup> on levels 10 – 34
- Commercial GFA of approximately 859m<sup>2</sup> on level 35
- Retail GFA of approximately 1,705m<sup>2</sup> on ground level and level 2
- End of trip facilities GFA of approximately 484m<sup>2</sup> on level 1
- Commercial lobby GFA of approximately 1,157m<sup>2</sup> on ground level and level 3
- Car parking (45 spaces over levels 2, 3 and 4) and access from Castlereagh Street
- Loading dock from Castlereagh Street

Approval has been granted under SSD 8875 for a maximum GFA of 50,310m<sup>2</sup> (including station floorspace). This exceeds the maximum floorspace under Sydney Local Environment Plan 2012 inclusive of any design excellence bonus provisions.

This application seeks a maximum GFA of 55,601m<sup>2</sup>. A modification is being sought to the Stage 1 Concept Approval to reflect this increased GFA. A Clause 4.6 variation will be submitted with the Stage 2 SSDA for the proposed additional increase in GFA.

The tower will present as three separate forms when viewed from Town Hall and Hyde Park and each tower form will have its own unique roof form. The tower will have vertical expression along Park Street incorporating continuous elements of relief for the full height above the podium.

The proposed building has no setbacks at podium level and a weighted average 8m tower setback from street frontages but no less than 6m.

## 5. STATUTORY AND STRATEGIC CONTEXT

The site is located within the City of Sydney LGA. As such, the relevant Acts, environmental planning instruments and development controls relating to the site and relevant to considerations for the SSD application are as follows:

- *Environmental Planning and Assessment Act 1979*
- *State Environmental Planning Policy (State and Regional Development) 2011*;
- *State Environmental Planning Policy No 55—Remediation of Land and Draft Remediation of Land SEPP*;
- *State Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP Sydney Harbour) and Draft Environment SEPP*;
- *Sydney Local Environmental Plan 2012 (SLEP)*; and
- *Sydney Development Control Plan 2012 (SDCP)*.

Each of the above are described further below in terms of their relevance to the subject site and the proposed development.

### 5.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Pursuant to Section 4.36(2) of the Environmental Planning and Assessment Act 1979 (EP&A Act):

*(2) A State environmental planning policy may declare any development, or any class or description of development, to be State significant development*

The proposal is state significant as detailed in Section 5.2, below.

### 5.2. STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

The proposal is State Significant Development (SSD) under Section 4.36 of the EP&A Act as the development has a capital investment value (CIV) in excess of \$30 million and is for the purpose of a commercial premises associated with railway infrastructure under clause 8(1)(b) of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP).

These proposed works have a capital investment value (CIV) exceeding \$30 million (refer to the attached QS statement). Accordingly, the proposal is SSD for the purposes of the SRD SEPP.

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 DA or there are more than 25 submissions. Unless otherwise declared that the Commission is the consent authority, the Minister will be the consent authority (refer Clause 8A of the SRD SEPP and Instrument of Delegation dated 11 October 2018).

### 5.3. STATE ENVIRONMENTAL PLANNING POLICY NO. 55 – REMEDIATION OF LAND (AND DRAFT REMEDIATION OF LAND SEPP)

*State Environmental Planning Policy No 55—Remediation of Land* (SEPP 55) provides a state-wide planning approach to the remediation of contaminated land. 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.

The proposal does not require excavation into the ground. Any site remediation would have been triggered by underground works undertaken in accordance with the CSSI Approval. As such, no further consideration of SEPP55 is required.



## 5.4. STATE REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 AND DRAFT ENVIRONMENT SEPP

The site is located within the designated hydrological catchment of Sydney Harbour and is subject to the provisions of the SREP. The Planning Principles of the SREP must be considered in carrying out development in the catchment. The site is not located within the Foreshores and Waterways boundary of the SREP.

The draft SEPP Environment proposes to consolidate seven existing SEPPs and SREPs including SREP (Sydney Harbour Catchment) 2005.

The EIS will assess the proposal against the SREP and Draft Environment SEPP.

## 5.5. SYDNEY LOCAL ENVIRONMENTAL PLAN 2012 (SLEP)

SLEP is the principal environmental planning instrument applying to the site. The zoning, permissibility and key built form controls are addressed in Table 2 below.

### 5.5.1. Permissibility

The site is zoned as B8 Metropolitan Centre in SLEP 2012. The objectives of this zone are:

- *To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.*
- *To provide opportunities for an intensity of land uses commensurate with Sydney's global status.*
- *To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.*
- *To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling.*
- *To promote uses with active street frontages on main streets and on streets in which buildings are used primarily (at street level) for the purposes of retail premises.*

The proposed development is best defined as '**commercial premises**', which is defined in SLEP as:

- (a) *business premises,*
- (b) *office premises,*
- (c) *retail premises.*

The land use table for B8 lists 'commercial premises' as development that is permitted with consent.

### 5.5.2. Other LEP Provisions

A preliminary assessment of preliminary plans against the principal development standards within the SLEP 2012 is provided below.

Table 2 – SLEP 2012 Principal Development Standards Compliance Table

Development Standard	Control	Proposed	Complies
4.3 Height of buildings	The site is within Area 3 within which there is no maximum height of buildings control. The maximum height within this area is based on the Hyde Park West sun access plane.	The proposed building is fully compliant with the Hyde Park West sun access plane.	Yes
4.4 Floor space ratio	<p>Base: 8:1</p> <p>Plus 'Accommodation floor space' (Area 2):</p> <ul style="list-style-type: none"> <li>Office premises, business premises or retail premises—4.5:1</li> <li>10% bonus FSR for design excellence</li> </ul> <p>Resulting in max FSR 13.75:1 (office/retail).</p>	<p>Approval has been granted under SSD 8875 for a maximum GFA of 50,310m<sup>2</sup> (including station floorspace). This exceeds the maximum floorspace under SLEP2012 inclusive of any design excellence bonus provisions.</p> <p>This application seeks a maximum GFA of 55,601m<sup>2</sup>. A modification is being sought to the Stage 1 Concept Approval to reflect this increased GFA.</p> <p>A Clause 4.6 variation will be submitted with the Stage 2 SSDA for the proposed additional increase in GFA.</p>	No
5.10 Heritage Conservation	A heritage management document may be required to be prepared for land that is within the vicinity of a heritage item. The document is to assess the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item.	A detailed Heritage Impact Assessment and a Heritage Interpretation Strategy will be prepared for the proposed works.	Yes
6.17 Sun access planes	The Hyde Park West sun access plane is applicable to the site.	The proposed building envelope is within the extent of the Hyde Park West sun access plane.	Yes
7.6 Car parking	Under the SLEP, the no. of parking spaces on the site is determined from the total GFA figure.	SSD 8875 approves the provision of no more than 50 car parking spaces in association with the OSD. A total of 45 spaces are proposed.	Yes

### **5.5.3. Site Specific DCP**

Clause 7.20 requires the preparation of a DCP for sites in Central Sydney if the site area is more than 1,500 sqm or if the development will result in a building with a height greater than 55m above existing ground level. However, this obligation can be satisfied by the approval of a staged development application for the site. A staged development application has been approved for the site, therefore Clause 7.20 has been satisfied.

### **5.5.4. Satisfying Design Excellence**

The relevant design excellence provisions in the SLEP are:

- Clause 6.21(3) which requires the Consent Authority to not grant consent unless the proposed development exhibits design excellence
- Clause 6.21(4) which defines matters the Consent Authority must have regard to in determining whether a development exhibits design excellence.
- Clause 6.21(5) which requires the Consent Authority to not grant consent unless a competitive design process has been held in relation to the proposed development. However, Clause 6.21(5) is not applicable if a waiver is granted pursuant to Clause 7.20.

The Concept Approval exercises the discretion available under Clause 6.21(6) of SLEP 2012 to waive the requirement for a competitive design process under Clause 6.21(5) as the concept design has been subject to the Sydney Metro Design Excellence Strategy.

The Sydney Metro Design Excellence Strategy includes processes for competitive selection and project benchmarks capable of delivering a high quality architectural and urban design outcome in lieu of a SLEP competitive design process. The engineering and design complexity of over station development requires specialised technical expertise and coordination with infrastructure delivery that are difficult to be accommodated in a competitive design process.

Prior to lodgement of the development application, a final Sydney Metro Design Excellence Strategy will be submitted for approval by the Planning Secretary. In addition, a Design Integrity Report will be submitted to the Sydney Design Review Panel for review.

## **5.6. SYDNEY DEVELOPMENT CONTROL PLAN 2012**

In accordance with Clause 11 of the State and Regional Development SEPP, the requirements of Sydney Development Control Plan 2012 do not apply.

## **5.7. OTHER RELEVANT POLICIES**

In addition to the above statutory provisions, the following relevant planning, goals and strategic planning objectives will be addressed:

- NSW State Priorities;
- State Infrastructure Strategy 2018-2038;
- A Metropolis of Three Cities – The Greater Sydney Region Plan 2018;
- Eastern City District Plan 2018 (including Planning Priority E11, growing investment, business opportunities and jobs in strategic centres);
- Future Transport 2056 Strategy; and
- Better Placed – An integrated design policy for the built environment of New South Wales.

## 6. CONDITIONS OF STAGE 1 APPROVAL

Condition A5 of the Stage 1 approval requires that, in accordance with section 4.22 of the EP&A Act 1979, all development under the Concept and subsequent stages are to be subject to future DAs. In addition, condition A6 requires that the determination of future DAs is to be generally consistent with Concept Approval SSD 8875.

In this regard the following comments are made:

- Building height and form will be contained within the approved building envelopes detailed in condition A2.
- The proposal is consistent with the approved land use (condition B6) requiring the application to comprise a commercial or mixed use development.
- The application will seek consent for a GFA of 55,601m<sup>2</sup> which exceeds the currently approved SSD 8875 maximum of 50,310m<sup>2</sup>. A concurrent Modification Application will be lodged to SSD 8875 to ensure there is consistency between the concept and subsequent stage consents. It is noted that all built form will be contained within the approved building envelope.
- The proposed development will not exceed the maximum 50 car parking spaces required by condition A18.
- In respect to design, the proposal will address the endorsed Sydney Metro Pitt Street North Over Station Development Design Guidelines and Design Excellence Strategy.

All required matters for consideration or impact assessment detailed in the SSD 8875 consent conditions will be assessed and are included as key issues for consideration in Section 7 below.

## 7. KEY ISSUES FOR CONSIDERATION

The key environmental planning issues that are proposed to be addressed in the EIS are outlined below to assist the Department and the Secretary in identifying the Environmental Assessment Requirements for the proposal.

### 7.1. LEGISLATIVE FRAMEWORK

The EIS will detail the applicable legislative and approvals framework for the application.

It will also provide an assessment of the proposal against the relevant matters required by section 4.15 of the EP&A Act and section 4.22 of the EP&A Act relating to Concept and future stage development applications.

### 7.2. RELATIONSHIP WITH AND REQUIREMENTS OF SSD 8875 AND CSSI 7400

The EIS will detail the relationship of the subject application with the existing approvals on the site.

The EIS will address and provide an assessment against the relevant conditions contained within SSD 8875. It will also include a description of works subject to approval by the Secretary of the Department in accordance with CSSI condition E101, and how coordination between these two approvals will be managed to ensure a coherent building appearance and management of construction timeframes.

### 7.3. BUILT FORM AND URBAN DESIGN

The EIS will detail how the built form of the new development complements existing development surrounding the site and sits within the context of the adjacent heritage buildings and surrounding landscape.

As detailed in Section 5.5.4, the concept design for the development has been subject to the Sydney Metro Design Excellence Evaluation Panel review. The Concept Approval exercises the discretion available under Clause 6.21(6) of SLEP 2012 to waive the requirement for a competitive design process.

The proposed detailed design will undergo a rigorous and structured design development and review process aligning with the scale and complexity of the project including finalisation of the Design Excellence Strategy and design guidelines, as required by conditions B1(a) and (b) of the Concept Approval SSD 8875.

Built form considerations set out in condition B3 of the Concept Approval will be addressed in the SSDA.

### 7.4. HERITAGE IMPACT

The site is adjacent to two locally listed heritage items, the *NSW Masonic Club* at 169-173 Castlereagh Street and the *National Building* at 248A-250 Pitt Street.

The proposed development will consider the following details, as required by conditions B7 and B8 of the Concept Approval:

- The frontages of the podium should incorporate masonry compared to window glazing and a high degree of architectural modelling and articulation.
- The Pitt Street and Castlereagh Street frontages of the podium should respond to the major horizontal and vertical elements of the heritage buildings along those respective street frontages.
- The podium should interpret the subdivision pattern established during the late nineteenth and twentieth century, characterised by lot widths of the National Building and Masonic Club.
- A detailed Heritage Impact Assessment and a Heritage Interpretation Strategy are to be prepared for the proposed works, in consultation with the Heritage Council of NSW and City of Sydney Council.

### 7.5. ENVIRONMENTAL PERFORMANCE / ESD

The proposed development will demonstrate how the principles of ecologically sustainable development (ESD) have been incorporated into the proposal, in accordance with Condition B9. The minimum performance targets set out in condition B10 will be met.

## **7.6. WIND IMPACTS**

The SSDA will be accompanied by a Wind Impact Assessment including computer modelling of the detailed building form as required by condition B11 of the Concept Approval. Compliance shall also be demonstrated with the *Lawson wind comfort criteria* through the incorporation of mitigation measures within the detailed design.

## **7.7. SECURITY AND CRIME ASSESSMENT**

As required by condition B12, the SSDA will be accompanied by a Security and Crime Risk Assessment prepared in consultation with NSW Police having regard to NSW Police publication "*Safe Places Vehicle Management: A comprehensive guide for owners, operators and designers*" and Crime Prevention Through Environmental Design (CPTED) principles. A detailed CPTED report will also be provided as required by condition B13.

## **7.8. FIRE AND RESCUE ASSESSMENT**

The SSDA will be accompanied by a draft Fire and Rescue Assessment / Engineering Brief for the OSD prepared in consultation with Fire and Rescue NSW, as required by condition B14.

## **7.9. CONSTRUCTION IMPACT ASSESSMENT**

Impacts of construction will be assessed in the EIS. The SSDA will include the following which are required by condition B15:

- Construction Traffic Management Plan.
- Cumulative Construction Impact Assessment (i.e. arising from concurrent construction activity)
- Noise and Vibration Impact Assessment.
- Community Consultation and Engagement Plans.
- Construction Waste Management Plan.
- Air Quality Management Plan.

## **7.10. NOISE AND VIBRATION**

As required by condition B16, the SSDA will demonstrate that the following noise and vibration requirements consistent with the construction works at the site approved under CSSI 7400 can be met:

- Vibration from construction activities does not exceed the vibration limits set out in the British Standard BS 7385-2:1993 Evaluation and measurement for vibration in buildings.
- Vibration testing will be conducted before and during vibration generating activities that have the potential to impact on heritage items.
- Advice of a heritage specialist on methods and locations for installing equipment used for vibration, movement and noise monitoring of heritage-listed structures.

A Noise and Vibration Impact Assessment will be provided with the SSDA that identifies and provides a quantitative assessment of the main noise generating sources and activities during operation including consideration of noise and vibration impacts associated with commercial development above a train station, as required by condition B21.

## **7.11. TRAFFIC, ACCESS AND CAR PARKING**

A Traffic and Transport Impact Assessment will be prepared for the SSDA as required by condition B17 of the Concept Approval.

As required by condition B18, the proposed development will include:

- Consideration of responsibilities, timing and commitments to the development of car share parking, motorcycle parking and preparation of travel plans.
- A Construction Traffic Management Plan (CTMP) which will include:
  - Haulage movement numbers / routes including contingency routing
  - Detailed travel management strategy for construction vehicles including staff movement
  - Maintaining pedestrian and cyclist links / routes
  - Independent road safety audits on constriction-related traffic measures
  - Measures to account for any cumulative activities / work zones operating simultaneously.

Independent road safety audits will be undertaken for all stages of detailed design development involving road operations and traffic issues relevant to the OSD, as required by condition B19.

## **7.12. UTILITIES**

The existing capacity and any augmentation requirements of the proposed development for the provision of utilities, including staging of infrastructure through the preparation of an infrastructure / utility management plan will be provided with the SSDA, as required by condition B20.

## **7.13. FLOODING AND STORMWATER**

The SSDA will be accompanied by a Flood Impact Assessment which will address the conclusions and recommendations of the concept stage Flooding and Stormwater Management Plan dated August 2018 prepared by Cardno, as required by condition B22 of the Concept Approval.

## **7.14. REFLECTIVITY**

Condition B23 of the Concept Approval requires a Reflectivity Analysis demonstrating that the external treatments, materials and finishes of the development do not cause adverse or excessive glare. This will be provided with the SSDA.

## **7.15. LAND USE JUSTIFICATION**

Detailed description and analysis for the commercial development will be provided and justifications that the commercial land use is based on careful consideration of the benefits and potential impacts, as required by condition B24.

## **7.16. VIEWS/VISUAL IMPACT**

The EIS will include a comprehensive evaluation and assessment of any potential impacts on views enjoyed by surrounding residents, particularly for those residents of Victoria Tower (197-199 Castlereagh Street) and the Park Regis (27 Park Street).

## **7.17. AMENITY**

While the built form impacts of the proposal on surrounding development have largely been established through the Concept DA and approved building envelope, the following impacts will be assessed:

- Overshadowing, particularly with regard to solar access to Hyde Park, Town Hall Steps and the future Town Hall Square;
- Solar access for the proposed development.

## **7.18. OPERATIONAL MANAGEMENT**

The EIS will include an evaluation and assessment of the proposed impacts associated with the operational management of the proposed commercial land use. This will include consideration of matters such as:

- Hours of operation;
- Occupancy numbers and management;

- Safety and security;
- Waste management, loading and deliveries;
- Operational details such as reception and check in procedures, drop off areas etc.

## **7.19. ACCESSIBILITY AND BCA**

An Access Report will accompany and support the EIS which will document the design of the proposal and how it meets the relevant criteria, and where required, what performance solutions have been proposed.

A BCA Report will be submitted as part of the EIS to confirm that the proposed development and its respective components will comply with the relevant provisions of the BCA. Some elements may require performance solutions to meet the intent of the standards.

## **7.20. SOCIAL AND ECONOMIC IMPACTS**

The social and economic impacts of the proposal will be detailed in the EIS. The anticipated social impacts will relate to:

- The provision of additional employment during construction and operation.
- The provision of additional commercial floorspace in the CBD.
- Greater opportunities for the general public to appreciate the heritage values of the adjacent heritage buildings.
- Replacement of under-utilised commercial buildings with a new state of the art, modern commercial building.

## **7.21. CONSULTATION**

Consultation will take place with key stakeholders and agencies during the preparation of the EIS and during the assessment of the EIS, including:

- Department of Planning, Industry and Environment;
- City of Sydney Council;
- Office of Environment and Heritage;
- Transport for NSW;
- Infrastructure NSW;
- Sydney Water;
- Ausgrid;
- Any relevant community bodies; and
- Occupants of neighbouring buildings.

The EIS will be placed on public exhibition once the Department has reviewed the EIS to confirm that it has satisfactorily responded to each of the issues identified in the SEARs. The key stakeholders will be provided with an additional opportunity to review the proposal, including the final development plans and the detailed specialist studies and assessment reports accompanying the final EIS.



## 8. CONCLUSION

The purpose of this report is to request SEARs for the preparation of an EIS for an over station development above the proposed Pitt Street North metro station. The proposal seeks the development of a 39 storey (including ground and roof plant levels) commercial building incorporating street access from Park Street to the Metro Station below and from Pitt Street to the commercial tower above.

This SEARs request outlines the approval pathway for the application, the legislative framework and the key matters for consideration in the assessment of the application.

It also details that a concurrent modification application will be sought to SSD 8875 seeking an increase to the maximum approved GFA on the site from 50,310m<sup>2</sup> to 55,601m<sup>2</sup> – all to be contained within the approved building envelope. This will be accompanied by a Clause 4.6 variation for the proposed increase in GFA.

We trust that the information detailed in this letter is sufficient to enable the Department to issue the SEARs to guide the preparation of the EIS.

# DISCLAIMER

This report is dated 2 October 2019 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Pitt Street Developer North Pty Ltd (**Instructing Party**) for the purpose of SEARs request (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.



# APPENDIX A      ARCHITECTURAL DRAWINGS

## OSD North

### Plans

NWRLSRT-OSD-SPS-AT-DWG-20-2200 Ground Level – REV C

NWRLSRT-OSD-SPS-AT-DWG-20-2206 Level 06 to Level 09 Podium – REV C

NWRLSRT-OSD-SPS-AT-DWG-20-2213 Level 13-20 Typical Low Rise Level – REV C

NWRLSRT-OSD-SPS-AT-DWG-20-2223 Level 23-34 Typical High Rise Level – REV C

### Elevations

NWRLSRT-OSD-SPS-AT-DWG-20-3100 Pitt Street Elevation – REV C

NWRLSRT-OSD-SPS-AT-DWG-20-3101 Park Street Elevation – REV C

NWRLSRT-OSD-SPS-AT-DWG-20-3102 Castlereagh Street Elevation – REV C

NWRLSRT-OSD-SPS-AT-DWG-20-3103 North Elevation – REV C

### Section

NWRLSRT-OSD-SPS-AT-DWG-20-4100 Long Section – REV C

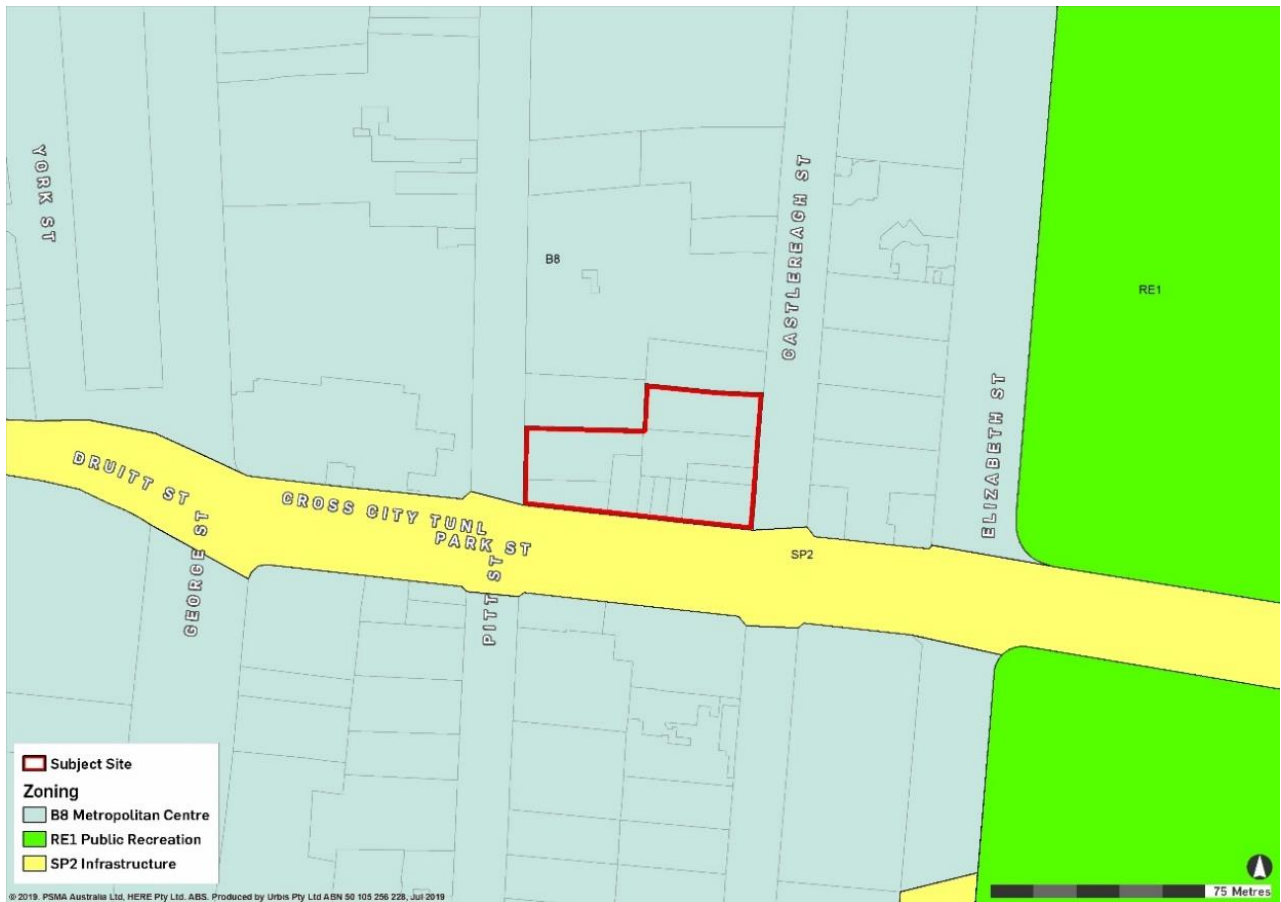
# APPENDIX B      SYDNEY LEP MAP EXTRACTS

# SLEP 2012 KEY BUILT FORM CONTROL EXCERPTS

## Clause 2.2 Zoning

The site is zoned as 'B8 Metropolitan Centre' (see Figure 5). The proposed development is permissible with consent in the zone as detailed in Section 5.5.1.

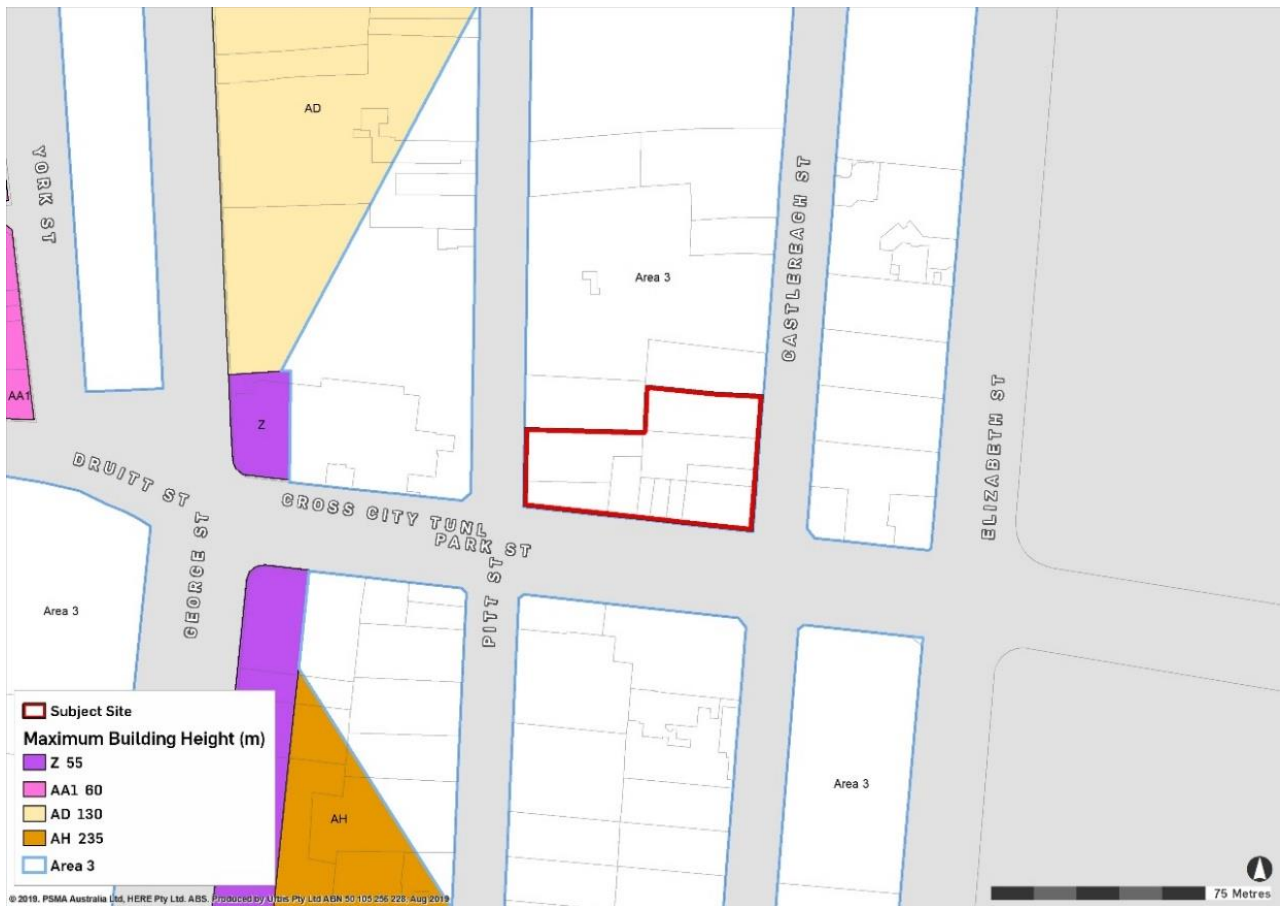
Figure 5 – Extract of SLEP 2012 Zoning Map



## Clause 4.3 Height

The development site is within Area 3 which has no maximum height of buildings control. The maximum height for buildings on this land is determined by the sun access planes that extend over the land (see Figure 6). Refer section 5.5.2.

Figure 6 – Extract of SLEP 2012 Height of Buildings Map



## Clause 4.4 Floor Space Ratio

The **base** FSR control of 8:1 that applies to the site, see Figure 7 and commentary at section 5.5.2.

Figure 7 – Extract of SLEP 2012 Floor Space Ratio Map





## Clause 5.10 Heritage Conservation

There are two locally listed heritage items adjacent to the site (refer to Figure 8).

Figure 8 – Extract of SLEP 2012 Heritage Map



## Clause 6.17 Sun Access Planes

The Hyde Park West sun access plane is applicable to the site and it is Category B land. Refer Figure 9 below and section 5.5.2.

Figure 9 – Extract of SLEP 2012 Sun Access Planes Map

