

22 December 2020

Mr James Groundwater
Department of Planning, Industry and Environment
4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

Dear James,

PITT STREET NORTH SSD 8875 MOD 1 AND SSD 10375 STAGE 2 – RESPONSE TO CITY OF SYDNEY ADVICE ON RESPONSE TO SUBMISSIONS

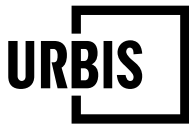
Thank you for forwarding the Request for Advice letter from Andrew Rees, Area Planning Manager for Central Sydney, on the Response to Submissions (RTS) for Pitt Street North SSD 8875 MOD 1 and SSD 10375 Stage 2 development application (DA).

The Request for Advice letter states that there are a number of issues relating to the Stage 2 DA which have not yet been resolved regarding public domain works and transport and access.

We have reviewed the City of Sydney (CoS) Request for Advice letter and set out our response in the following table, addressing each of the points raised in the Request for Advice.

Table 1 Response to CoS Request for Advice

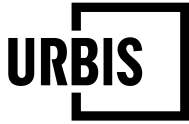
CoS RTS response	Applicant response
1. Public Domain	
1.1 Stormwater Quality Assessment MUSIC link report is required to be submitted for review and approval.	Refer attached MUSIC link report.
1.2 Flood Planning Levels and Flood Impact Assessment The 1% AEP flood planning levels must be determined in Australian Height Datum (AHD) and must be shown on all relevant drawings/plans. If not provided, the City are unable to accept or approve any floor levels and	The footpath levels are informed by the station design and are covered in CSSI 7400. These are therefore a Critical State Significant Infrastructure (CSSI) matter and are not part of the Stage 2 DA.



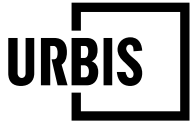
CoS RTS response	Applicant response
subsequently the proposed footpath level assessment cannot be carried out.	
2. Vehicle access and queuing arrangements	
<p>There is still some concern regarding the access arrangements. The current proposed access arrangements require vehicles waiting for the lifts (and entering and exiting the left) to use the shared space and impact on access to the loading areas. Access to the site for loading and servicing should be prioritised. A queuing assessment is also recommended to use the Australian Standard 98th percentile for access to mechanical parking installations.</p> <p>Further any safety measures that impact negatively on the public domain are not supported. Pedestrians using the footpath must have priority over vehicles entering and exiting the stie.</p>	<p>TfNSW has recommended a condition of consent to address any potential access/queuing issues in relation to the proposed development. The applicant supports the proposed condition.</p> <p>DPIE’s support of this condition is requested as this will, in our view, address this aspect of the CoS RTS response.</p> <p>The condition recommended by TfNSW is as follows:</p> <p><i>Prior to the issue of the Occupation Certificate, the applicant shall prepare a detailed Car Parking, Loading and Servicing Management Plan in consultation with TfNSW by updating the Service Delivery Plan. This plan shall ensure that any potential traffic and safety impacts associated with the car park and loading dock operation are mitigated. The applicant shall submit a copy of the final plan for TfNSW endorsement. The Plan needs to specify, but not be limited to, the following:</i></p> <ul style="list-style-type: none"> • <i>Details of the development’s loading and servicing profile, including the forecast loading and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay;</i> • <i>Details of measures to manage any potential traffic and safety impacts of the car parking and loading dock operation in particular potential queuing on Pitt Street and safety incidents between car users accessing the automatic car stacker and service vehicles</i>

CoS RTS response	Applicant response
	<p><i>as well as between cars and service vehicles; and</i></p> <ul style="list-style-type: none"> <i>Details of how vehicles larger than a 6.4m SRV delivering to the site shall be managed. The Car Parking, Loading and Servicing Management shall be implemented by the applicant following the issue of the Occupation Certificate.</i>
<p>3. Loading and servicing</p>	
<p>Loading and servicing rates should be provided as per the Sydney DCP 2012. The development is a new development and loading and servicing needs should be accommodated onsite. The access arrangements, including proposed management arrangements, and parking provision should prioritise loading and servicing.</p>	<p>Noted. The proposed development is in accordance with CoS requirements.</p>
<p>4. Car parking</p>	
<p>The City notes and accepts the applicant's response regarding car parking within the site.</p>	<p>The City's agreement to the applicant's response is noted.</p>
<p>5. Bike parking</p>	
<p>The City notes the proposed 200 bicycle parking spaces provided within the site. There is, however, still the potential for a shortfall in bicycle parking. Bike parking and end of trip facilities are to be provided as per the Sydney DCP 2012 recommendations and the good design of end of trip facilities should not be underestimated.</p> <p>Further, the conversion of the car stacker to bike parking is still queried.</p>	<p>As advised in the applicant's Pitt Street North OSD Response to Submissions document, the Green Travel Plan (GTP) submitted with the SSD DA recommends monitoring of bike parking utilisation. Based on the information within the GTP, a condition of consent could read as follows:</p> <p><i>"Monitoring of the bike parking utilisation requires physically counting the number of parked bicycles. Monitoring will be on the following basis:</i></p> <ul style="list-style-type: none"> <i>Monitoring is to be undertaken during the time of the travel survey on a Tuesday in March and October and at a</i>

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	<p><i>time of day when the utilisation is the highest. This highest utilisation may be estimated from swipe card data to understand when most cyclists have arrived.</i></p> <ul style="list-style-type: none"> • <i>Counting of the parked bikes is to be undertaken once the number of arriving bikes to the facility has slowed down.</i> • <i>The bike parking utilisation survey is to be undertaken by the building management on a monthly basis for the first year after opening of the development and bi-annually thereafter.</i> • <i>The facility is considered “full” at a utilisation of 85%, i.e. the facility is deemed at capacity once 170 bicycles are parked, based on the current facility design upon opening, which includes a total of 200 bays.</i> • <i>From the first instance the facility reaches its capacity, meaning 170 bicycles or more are parked within the facility, the utilisation survey shall be undertaken daily on weekdays for the following fortnight.</i> • <i>If the facility is deemed to reach capacity on a regular basis, e.g. at least once per week, the building developer / manager / operator shall be informed that potential expansion may be required in the near future.</i> • <i>An understanding of how many users store bikes overnight is to be investigated regularly. If a lack of available bike parking spaces is due to bikes parked overnight, building</i>



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	<i>management shall notify the tenants to remove bikes.</i>
6. Environmentally Sustainable Design (ESD)	
<p>The RTS includes a response from Cundall Johnston and Partners regarding ESD issues raised by the City in previous correspondence. The response notes the development is committed to achieving a NABERS 5.5 Star Base Building Energy rating for the commercial office spaces. It is recommended that a condition of consent be issued that requires the applicant to enter into a formal Commitment Agreement with the Office of Environment and Heritage (OEH). A copy of the completed Commitment Agreement and a copy of an independent energy assessment in accordance with current OEH guidelines must be submitted with any Construction Certificate application.</p> <p>Further, the RTS notes the tower is to include PV panels on the roof to address on-site renewables.</p>	<p>The proposed condition of consent is accepted by the applicant.</p>
7. Waste Management	
<p>The City notes the submission of a draft construction waste management plan. It is recommended that a final version be approved prior to the issue of any Construction Certificate.</p>	<p>The proposed condition of consent is accepted by the applicant.</p>
8. Urban Ecology	
<p>The City notes the applicant's response to issues regarding increasing instances of bird strikes to buildings within the city centre. The submitted RTS provides a response that outlines the design measures within the development that reduce the risk of bird strikes including the use of solid spandrels, vertical fins, glazing of low reflectivity, translucent glazing</p>	<p>The City's agreement to the applicant's response is noted.</p>



CoS RTS response	Applicant response
treatments on some floors within the building and careful landscape planning. The City is satisfied with the applicant's response to this issue.	

Should you have any questions on the above, please do not hesitate to contact myself at the contact details set out below, or Jayne Klein at jklein@urbis.com.au or ph. 0425 144 592.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Parker".

Jacqueline Parker
Director
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Appendix 1 – MUSIC model, prepared by CJ Arms