



Atlassian Central

State Significant Development Assessment
SSD 10405

October 2021



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Cover image: Night perspective looking south from Central Station Western Forecourt towards the proposed tower and adapted former Inwards Parcels Shed building (Source: Applicant's RtS)

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Glossary

Abbreviation	Definition
1% AEP	1 in 100 annual exceedance probability
24 m/s safety criteria	WGSP Design Guide recommended maximum wind speed safety standard (maximum 0.5 second gust in 1 hour of 24 m per second)
Adina Hotel	Adina Apartment Hotel (former Parcels Post Office), 2 Lee St, Haymarket
Applicant	Vertical First Pty Ltd
BC Act	<i>Biodiversity Conservation Act 2016</i>
BDAR	Biodiversity Development Assessment Report
Block B DA	Development application lodged with Council by Frasers Property Australia on 19 March 2021, for the redevelopment of Block B, 14-18, 20-24 and 26-30 Lee Street Haymarket (D/2021/251)
CIV	Capital Investment Value
Consent	Development Consent
Central SSP	Central Station State Significant Precinct
DCP	Development Control Plan
DIP	Design Integrity Panel
Council	City of Sydney Council
CoSA	<i>City of Sydney Act 1988</i>
Department	Department of Planning, Industry and Environment
EESG	Environment, Energy and Science Group of the Department of Planning, Industry and Environment
EIS	Environmental Impact Statement
EPA	Environment Protection Authority
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
EPI	Environmental Planning Instrument
ESD	Ecologically Sustainable Development
FSR	Floor space ratio
GANSW	Government Architect of NSW
GFA	Gross floor area
GSC	Greater Sydney Commission
Heritage NSW	Heritage Division of the Department of Premier and Cabinet

Heritage ACH	Heritage Division of the Department of Premier and Cabinet, Aboriginal Cultural Heritage
ICNG	Interim Construction Noise Guidelines
IP Shed	Former Central Station Parcels Post Office, Inwards Parcels Shed
ISEPP	State Environmental Planning Policy (Infrastructure) 2007
LGA	Local government area
Minister	Minister for Planning and Public Spaces
MRV	Medium rigid vehicle
OSD	Potential future over station development above the Central Station railway corridor
Planning Secretary	Planning Secretary of the Department of Planning and Environment
PMF	Probable maximum flood
Railway Square YHA	YHA Backpacker accommodation, currently operating within the IP Shed
RtS	Response to Submissions
SEARs	Planning Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SHR	State Heritage Register
SLEP	Sydney Local Environmental Plan 2012
SRV	Small rigid vehicle
SRD SEPP	State Environmental Planning Policy (State and Regional Development) 2011
SRtS	Supplementary Response to Submissions
SSD	State significant development
TfNSW	Transport for New South Wales
TSL	Tuggerah Soil Landscape
VIA	Visual Impact assessment
WGSP	Western Gateway Sub-Precinct
WGSP Design Guide	Western Gateway Sub-Precinct Design Guide, July 2021

Executive Summary

This report provides an assessment of a State significant development (SSD) application seeking approval for the Atlassian Central development, located at 8-10 Lee Street, Haymarket (the Proposal).

The application seeks approval for:

- 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
- construction of a 39-storey tower (RL 197.9) for tourist, visitor and office accommodation
- basement parking for service vehicles and bicycles
- a new pick-up/drop-off facility on Lee Street
- creation of lower and upper ground floor through site links
- subdivision and stratum subdivision of the site.

The development is predicted to generate up to 344 construction jobs, 5,000 operational jobs and has a capital investment value of \$546,066,000.

The Applicant is Vertical First Pty Ltd (Applicant). The site is located within the City of Sydney (Council) local government area. The proposal is SSD as it includes a tourist related development with a CIV over \$10 million in an environmentally sensitive area of State significance. The Minister for Planning and Public Spaces is the consent authority for the application.

Community engagement

The application was exhibited for an extended period of 50 days. The Department received advice from 13 government agencies, a submission providing comments from Council and nine public submissions, including six objections, one comment and two in support of the proposal. Key issues raised included heritage, built form, wind, overshadowing and traffic impacts. Concerns were also raised about construction and operational noise, impacts on Central Station pedestrian routes and subdivision.

The Applicant submitted a Response to Submissions (RtS) and a Supplementary RtS (SRTS), which provided additional information in response to submissions. In addition, the proposal was amended by increasing the gross floor area by 4,763 m² and making minor revisions to the external and internal design of the tower. The revised proposal also included two additional tower signage zones and various amendments to the external and internal design of the reconstructed IP Shed.

Assessment

The Department has undertaken a detailed assessment of the proposal and has carefully considered the issues raised in submissions. The Department considers the proposal is acceptable for the following reasons:

- it is consistent with the Greater Sydney Region Plan and the Eastern City District Plan's vision to establish the Central Station Precinct and WGSP as a globally competitive vibrant mixed-use innovation and technology precinct providing for thousands of jobs
- it was selected as the winner of a design competition, it exhibits design excellence and it displays landmark qualities appropriate for this strategically important site

- it fully complies with the height and gross floor area controls applying to the site and provides an appropriate built form relationship to the neighbouring buildings, noting the evolving nature of the site
- the Department is satisfied the potential heritage impacts of the proposal can be appropriately mitigated and managed subject to conditions requiring:
 - the dismantling, reconstruction and reuse of the IP Shed and Ambulance Avenue wall, in consultation with Heritage NSW
 - the IP Shed seating and green roof being removed and replaced with a metal roof, unless it can be demonstrated that an alternative design can achieve acceptable visual, heritage and wind outcomes
 - the single 13.1 m wide archway within Ambulance Avenue wall being replaced with two smaller asymmetrical arches
- the design and layout of the tourist and visitor accommodation is acceptable and would not have any adverse impacts subject to the implementation of an operational management plan
- it would not result in any adverse traffic impacts as it results in low levels of traffic generation, provides adequate pick-up/drop-off and loading facilities, does not include on-site car parking and adjoins Central Station, one of Sydney's major public transport hubs
- it would provide significant public benefits including the creation of a new innovation and technology precinct, new links to address Central Station pedestrian capacity, improved public domain and creation of approximately 344 construction and 5,000 on-going operational jobs.

Based on the reasons above, the Department considers the proposal is in the public interest and recommends the application be approved, subject to conditions.

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1 Introduction

1.1 Introduction

This report provides an assessment of a State significant development (SSD) application (SSD 10405) for the Atlassian Central development, at 8-10 Lee Street, Haymarket (the Proposal) within the Sydney local government area (LGA).

The application seeks approval for:

- demolition of existing structures and works
- partial deconstruction and reconstruction and retention and conservation and adaptive reuse of the Inwards Parcels Shed (IP Shed) and associated structures for the ground and lower ground floor of the proposed tower
- construction of a 39 storey tower (RL 197.9) located approximately two storeys above the reconstructed and adapted IP Shed and including:
 - provision and fitout of 8,196 m² tourist and visitor accommodation, comprising a backpacker hostel for 492 beds (levels 1 to 5)
 - provision of 63,281 m² office GFA (levels 7 to 38)
 - 2,542 m² retail / food and drink floorspace (lower ground and IP Shed roof levels)
- provision of 12 basement level parking spaces for service vehicles, an on-street pick-up/drop-off facility at Lee Street and 366 staff and visitor bicycle parking spaces and end of trip facilities
- provision of hard and soft landscaping, creation of lower and upper ground floor through site links and publicly accessible rooftop tiered seating and green roof.
- three illuminated signage zones
- subdivision and stratum subdivision of the site.

The application has been lodged by Vertical First Pty Ltd (the Applicant) under Part 4, Section 4.22 of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

1.2 Central State Significant Precinct

The site is located on the southern fringe of the Sydney Central Business District (CBD) and forms part of the Central Station State Significant Precinct (Central SSP).

The Central SSP covers an area of approximately 24 hectares including railway corridor and adjacent lands. The precinct is bounded by Pitt Street, Lee 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 (**Figure 1**).

The aim of the Central SSP is to realise the Government's vision for a globally competitive innovation and technology precinct within the heart of Sydney, which would:

- facilitate the creation of thousands of innovation jobs through additional commercial floor space
- establish a vibrant, high quality and highly connected precinct to spark innovation together with upgraded transport and embedded sustainability.

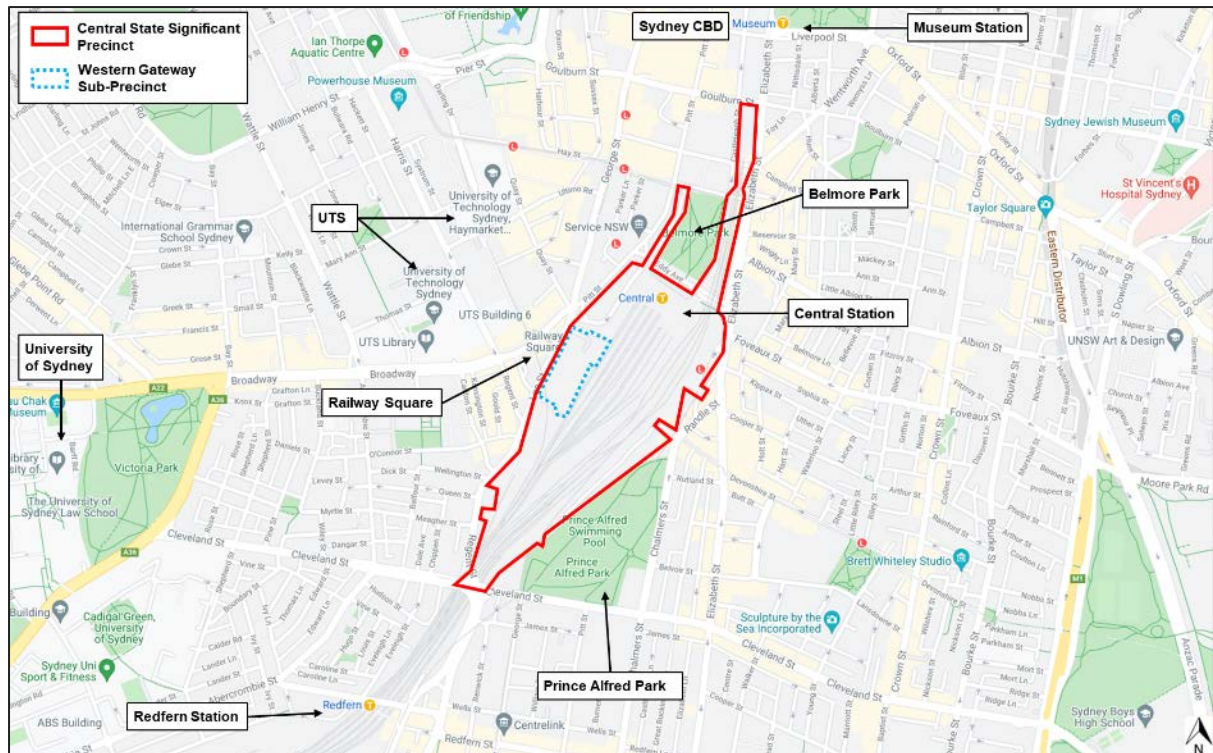


Figure 1 | The location of the Central SSP and the Western Gateway Sub-Precinct (Base source: Nearmap)

1.2.1 Western Gateway Sub-Precinct

The Western Gateway Sub-Precinct (WGSP) is located on the western edge of Central Station, bounded by Lee Street and Railway Square to its west, Central Station to its east, Ambulance Avenue to its north and the Lee Street Bus Layover to its south (**Figure 1**). The site also includes the western entryway to the Devonshire Street Pedestrian Tunnel, which runs east to west through Central Station under the existing railway lines and opens onto Henry Deane Plaza.

The WGSP will be the first sub-precinct delivered as part of the Central SSP. The sub-precinct is intended to form the core of a new technology and innovation precinct (known as Tech Central) that will include and extend south of the Central SSP to Camperdown and South Eveleigh. Tech Central aims to attract new start-ups, scale ups, innovation ecosystem partners and provide 232,000 m² of office space. The WGSP has been divided into three blocks, including (**Figure 2**):

- **Block A** –former Parcels Post Office Inwards Parcels Shed (IP Shed) currently used as backpackers accommodation (Railway Square YHA). This building is listed on the State Heritage Register (SHR) and forms part of the ‘Central Railway Station and Sydney Terminal Group’
- **Block B** – three eight storey modern commercial buildings comprising the Henry Deane office development currently occupied by State and Federal Government agencies
- **Block C** – eight storey Adina Apartment Hotel / former Parcels Post Office (Adina Hotel). This building is listed on the SHR forming part of the ‘Central Railway Station and Sydney Terminal Group’.

The WGSP has been the subject of a Planning Proposal, which is discussed further at **Section 2.3**. The application site is located wholly within Block A.

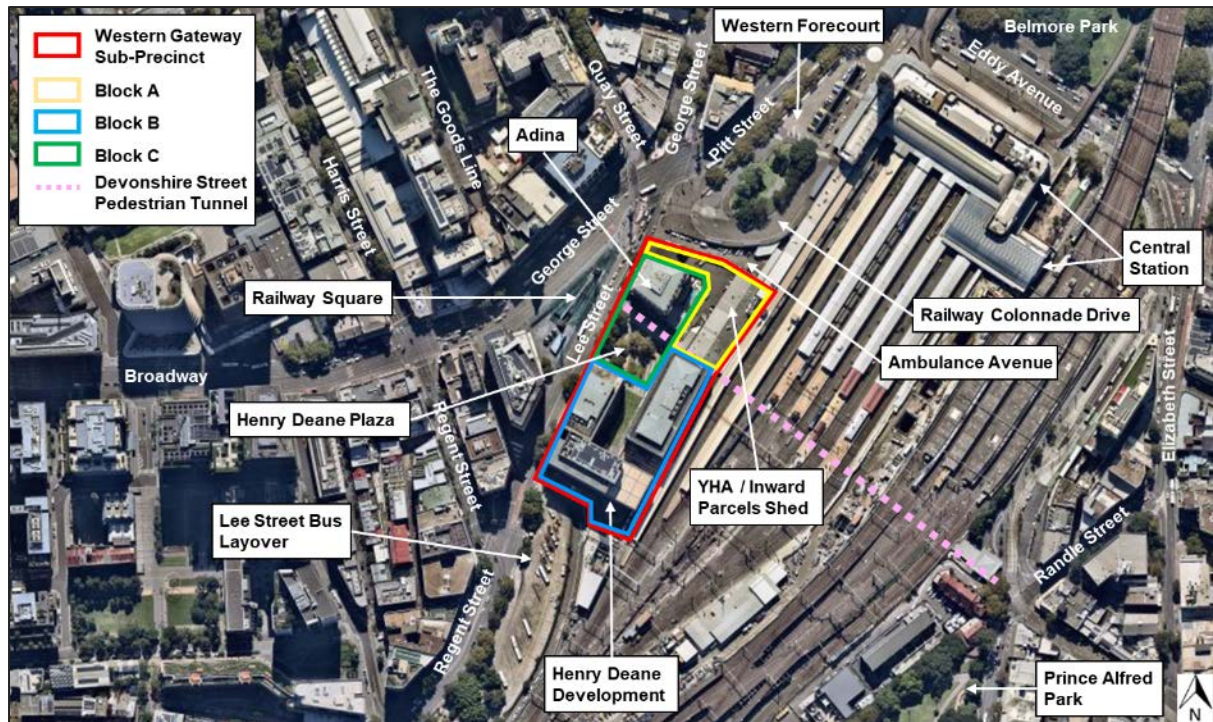


Figure 2 | Aerial view of the WGSP and boundaries of Blocks A, B and C (Base source: Nearmap)

1.3 The site

The site is irregular in shape, covers an area of approximately 3,768 m² and is bounded by Ambulance Avenue to the north, Lee Street and the Adina Hotel to the west, the Henry Deane Plaza and office buildings to the south and Central Station to the east. The Devonshire Street Pedestrian Tunnel runs beneath the site along its southern boundary (**Figure 3**).

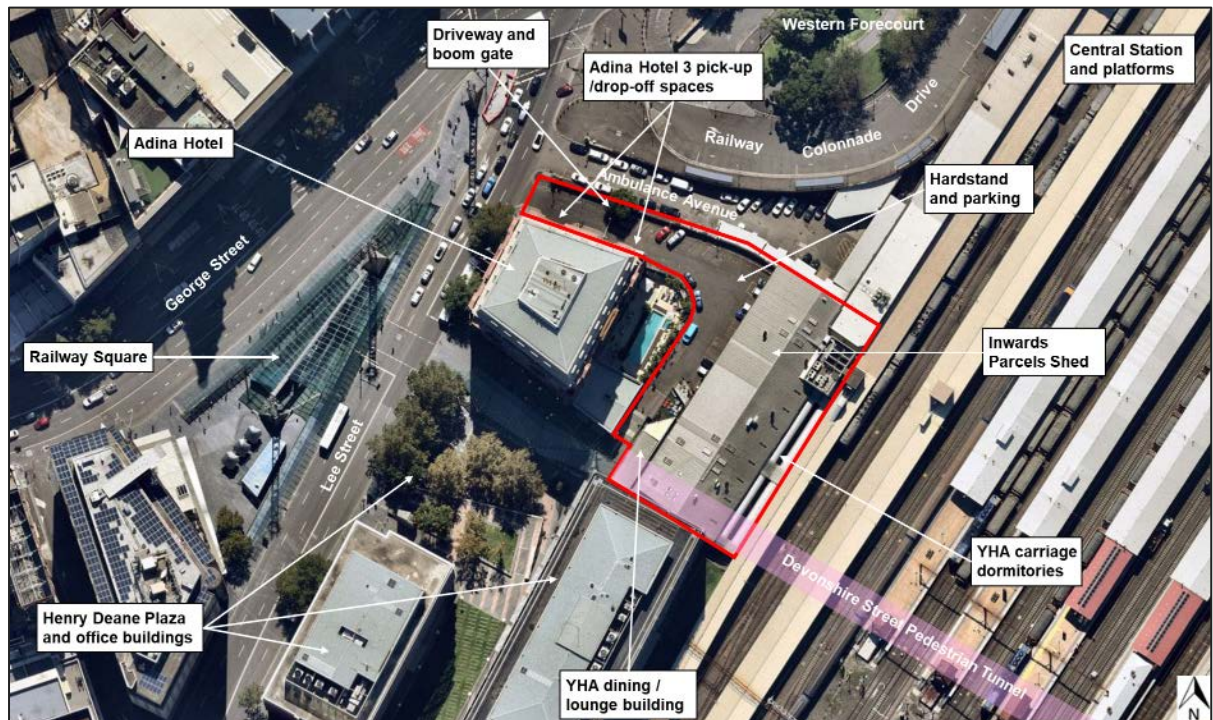


Figure 3 | Aerial view of the site and its immediate surroundings (Base source: Nearmap)

1.3.1 Existing development and uses

The site contains the IP Shed, which comprises a rectangular single storey, double height and hipped roof building sitting on a concrete platform above a lower ground floor area known as the former Small Parcels Bagging Room. The IP Shed is a corrugated iron and brick clad building with expressed timber frame and timber and aluminium windows and doors.

The corrugated iron roof of the building is a dominant feature, which extends past the building line to create large awnings over the former Central Station parcels platform to the east and the IP Shed vehicle hard-stand to the west. A brick and sandstone retaining wall frames the northern boundary of the site with Ambulance Avenue (**Figure 4** to **Figure 7**).

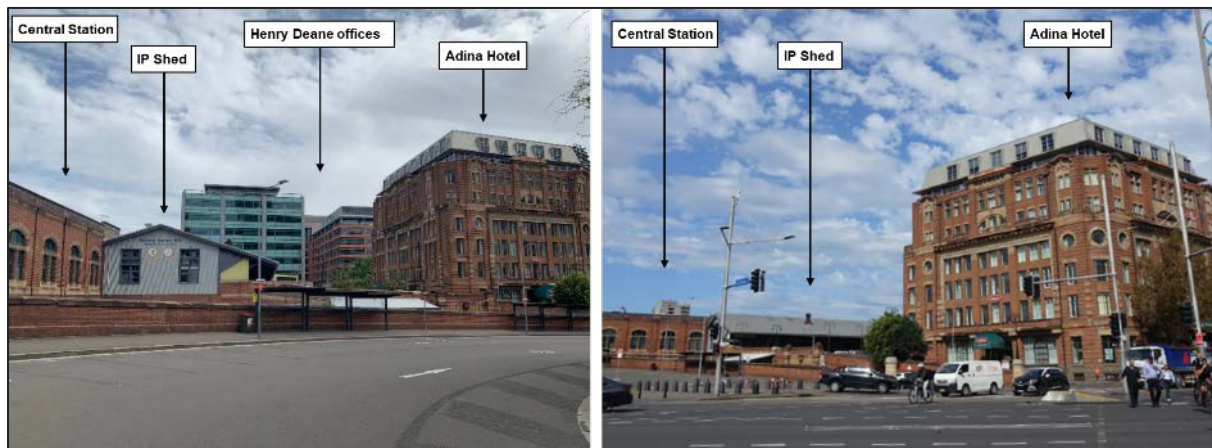


Figure 4 | View south from Railway Colonnade Drive towards the site (left) and view east across George and Lee Streets towards the site (Base source: Applicant's EIS)



Figure 5 | View south across Ambulance Avenue towards the IP Shed and the former Small Parcels Baggage Room northern elevation (Source: Department's site visit 14 May 2021)

Beneath the IP Shed building is the former Small Parcels Bagging Room, which comprises a service area and commercial floorspace fronting Ambulance Avenue. The frontage comprises the lower level

of the brick and sandstone Lee Street driveway parapet and includes seven brick arches and one elaborate stone arch, together with associated windows, doors, roller doors and a metal awning.

The space is currently occupied by uses associated with the operation of Central Station, including a catering company for intrastate and interstate trains (**Figure 5** and **Figure 9**).



Figure 6 | The shared driveway / hardstand, parking and the western elevation of the IP Shed (Base source: Department's site visit 14 May 2021)



Figure 7 | The IP Shed awning (left) and original awning timber joinery (right) (Base sources: Department's site visit 14 May 2021 and Applicant's EIS)

The IP Shed was converted into backpacker accommodation for the Railway Square YHA in 2003-2004 providing 250 visitor beds in private and shared rooms. As part of the conversion of the building into backpacker accommodation a mezzanine level was installed within the IP Shed, four reproduction train carriages (dormitories) were located at the former Central Station parcels platform to the east and a single storey dining and lounge building was also constructed to the south-east of the IP Shed (**Figure 8**).



Figure 8 | The YHA railway carriage dormitories (right) and the single storey dining/lounge building and deck (right) (Source: Applicant's EIS)

1.3.2 Access and parking

The site has a narrow street frontage to Lee Street, which connects to a security controlled (boom gate) ramped private driveway located between the Adina Hotel and Ambulance Avenue (**Figure 5**). The driveway gently ramps up to the upper ground floor of the IP Shed building and a hard-stand area.

The driveway and hard-stand area are shared by Railway Square YHA and the Adina Hotel and include 26 service and staff parking spaces comprising (**Figure 9**):

- 16 spaces shared between Railway Square YHA and Adina Hotel
- five spaces for the Railway Square YHA
- three spaces for adjacent retail stores
- two car parking spaces reserved privately for Adina Hotel
- three Adina Hotel pick-up/drop-off spaces, two located beyond the boom gate and one accessible space located between the boom gate and Lee Street.

The entire northern boundary of the site fronts Ambulance Avenue and, at lower ground floor, eight service vehicular and pedestrian entries open onto the street. The western-most arch, closest to Lee Street, provides the vehicular entrance to the Adina Hotel underground car park.



Figure 9 | View east along Ambulance Avenue towards Central Station and the existing site (left) and view east up the Lee Street driveway ramp (right) (Base sources: Department's site visit 14 May 2021 and Applicant's EIS)

1.3.3 Topography, flooding and landscaping

The site is located within a highly urbanised environment and the land has been significantly altered by previous development of the site. Consequently, the built surface levels vary extensively around the site to provide various entrance levels to Central Station and surrounding buildings. The lowest point of the site is at Ambulance Avenue (RL 14.9), which falls by approximately 1.1 m from Lee Street down to the western elevation of Central Station, outside the site.

The immediately surrounding area benefits from a large network of stormwater infrastructure. However, due to the topography of Ambulance Avenue, the lower ground floor level of the site may be subject to inundation during extreme / probable maximum flood (PMF, up to RL 16.05) events.

The site does not contain any soft landscaping other than one small tree, which is located on the vehicular driveway, adjacent to the boom gate entrance. The remainder of the site is comprised of hard paved areas (asphalt and concrete driveway and paths) and a small decked area outside the Railway Square YHA single storey dining and lounge building at the southern end of the site.

1.3.4 Heritage

The IP Shed is not an individually listed heritage item and instead forms part of the broader Central Station heritage item, which is listed under the following heritage registers (**Figure 10**):

- State Heritage Register (SHR), 'Sydney Terminal Central Railway Stations Group'
- Section 170 Register under the *NSW Heritage Act 1977*, 'Central Railway Station and Sydney Terminal Group'
- SLEP, 'Central Railway Station'.

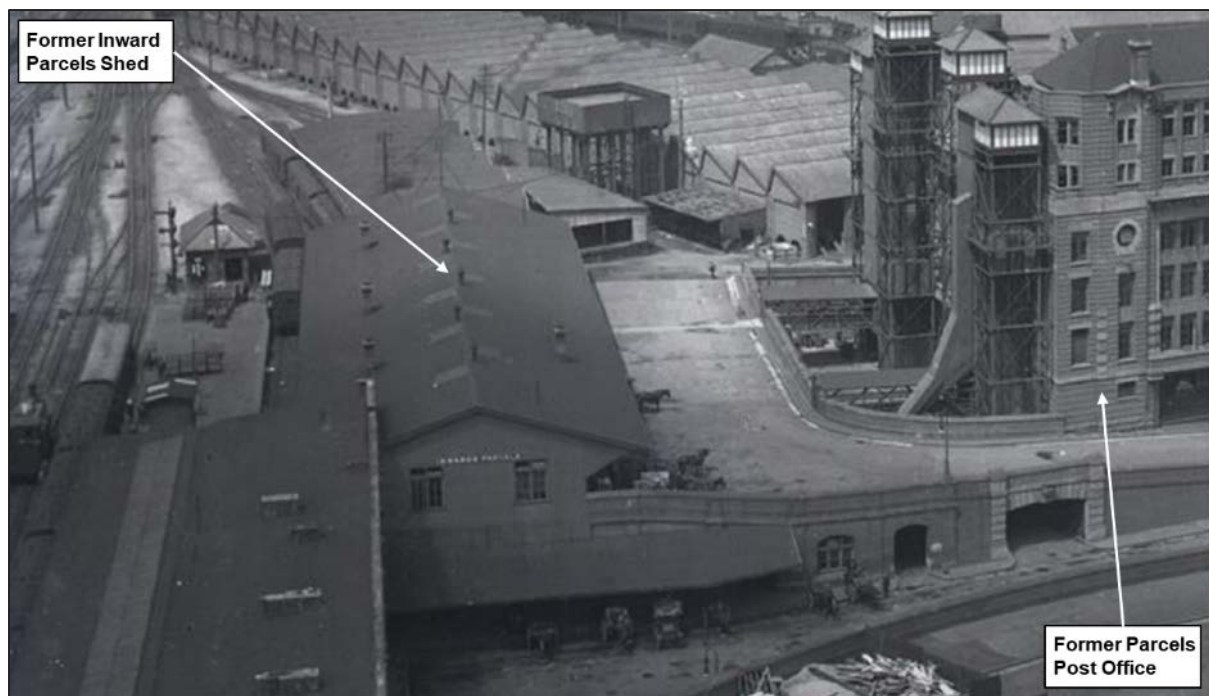


Figure 10 | Elevated view of the IP Shed looking south c.1910 (Source: Applicant's EIS)

A summary of the heritage significance of Central Station, relevant to the IP Shed, is provided below (extracts from listings and Conservation Management Plans):

"The Central Railway Station Terminus forms a landmark feature at the southern end of Central Sydney... It is one of the finest examples of the classically inspired Beaux Arts style in Railway buildings in Australia... a unique terminal, in NSW, not only in extent but also for the high standard of design of the associated buildings... the Parcels Post Office contains fine brickwork and sandstone detailed facades and documents the association of the site with railway postal services... the site of the Benevolent Asylum and Carters Barracks and Devonshire Street Burial Ground and Stations, evidence of which is likely to be found in the archaeological record..."

The primary significance of the Inwards Parcels Shed relates to its historic association with Engineer-in-Chief, Henry Deane's scheme for the new Sydney Terminal that was constructed in 1904. The building was purpose-built for the distribution of parcels and indicates the importance of the transportation of freight via the rail network..."

1.4 Surrounding context

The site is located within a high density urban context and surrounding development within the vicinity of the site varies in use, form, age, height and architectural design. The surrounding context is summarised below.

To the east of the site is Central Station, which comprises NSW's largest transport hub interchange including heavy rail, light rail, metro, bus and coach services. The western wing of the station terminal and rail platforms adjoin the eastern boundary of the IP Shed. The station is listed as a heritage item (**Section 1.3.4**) and comprises a two to five storey terminal buildings, a landmark clocktower, railway viaducts, bridges, platforms and associated infrastructure (**Figure 11**)

To the north of the site is Ambulance Avenue. Further beyond this is Central Station Western Forecourt and the ramped and elevated loop road known as Railway Colonnade Drive, which includes car parking, coach stands and stops, taxi ranks and pick-up/drop-off areas associated with the Central Station and landscaping including grass, trees and pedestrian paths. To the north-west is the five-way intersection of George, Pitt, Lee and Quay Streets and six to 13 storey mixed-use / commercial buildings (**Figure 11**)

To the west of the site is Lee Street and the eight storey Adina Hotel with basement parking (a SHR heritage item) (Block B of the WGSP), beyond this is Railway Square, which comprises a triangular piece of land between Lee and George Streets and comprising a hard paved area and footpaths, bus stops and a pedestrian underpass connecting the Devonshire Street Pedestrian Tunnel to the Goods Link pedestrian link beneath Lee and George Streets. On the far side of George Street is the 10 storey TAFE NSW building and other lower mixed-use / commercial buildings (**Figure 12**)

To the south of the site is the Henry Deane Plaza, a partially sunken public open space, entrance to the Devonshire Street Pedestrian Tunnel and entrance to the underpass beneath the adjoining roadways. Adjacent to the plaza is the eight storey Henry Dean office buildings (Block B of the WGSP) (**Figure 13** and **Figure 14**).



Figure 11 | Central Station Western Forecourt and Railway Colonnade Drive located north of the site and Ambulance Avenue (Base source: Department's site visit 14 May 2021)



Figure 12 | View south along Lee Street towards Railway Square and the entrance to the site (Base source: Department's site visit 14 May 2021)

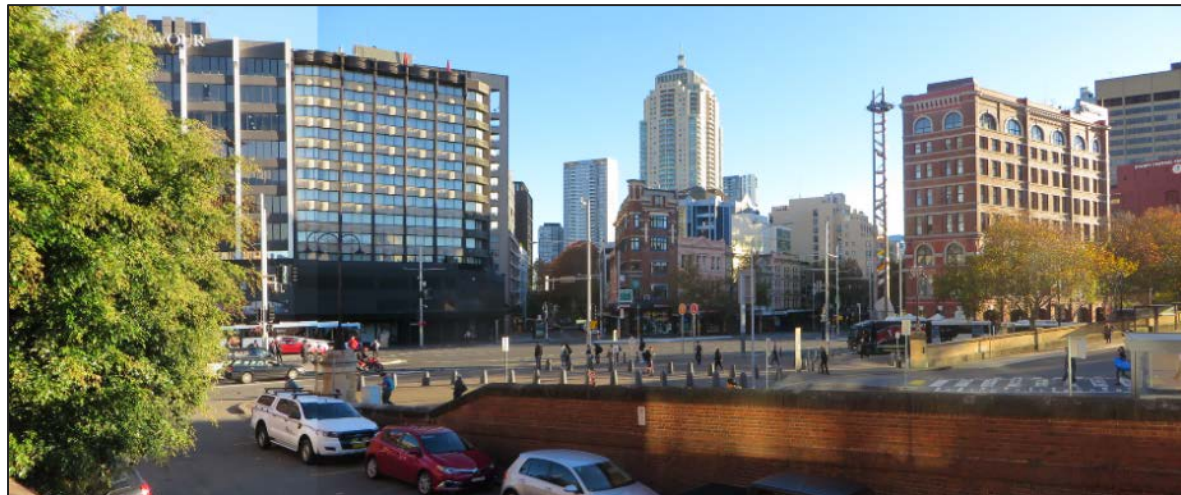


Figure 13 | View north-west across Ambulance Avenue towards the major Pitt / George / Quay / Lee Street intersection (Source: Department's site visit 14 May 2021)

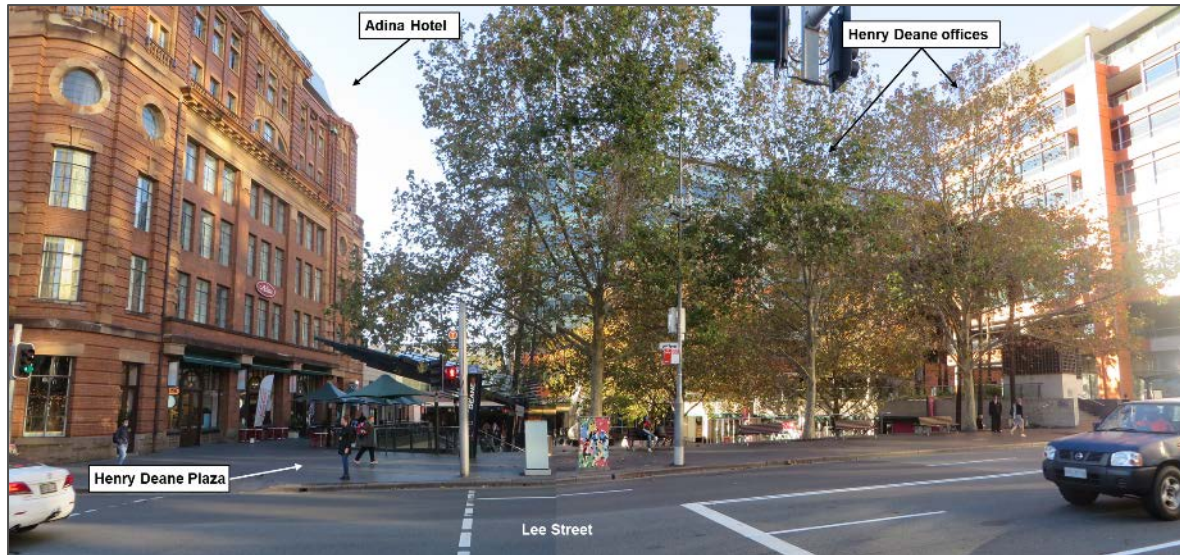


Figure 14 | The sunken Henry Deane Plaza (including pedestrian tunnels) and offices south of the site (Base source: Department's site visit 14 May 2021)

The closest residential properties to the site comprise apartments located (**Figure 15**):

- 110 m north-west of the site, within buildings fronting Harris, Thomas and Quay Streets
- 150 m south-west of the site, within buildings fronting Regent and Lee Streets and buildings within the Central Park development fronting Kensington, Carlton and O'Conner Streets
- 250 m east of the site, within buildings fronting Chalmers Street.

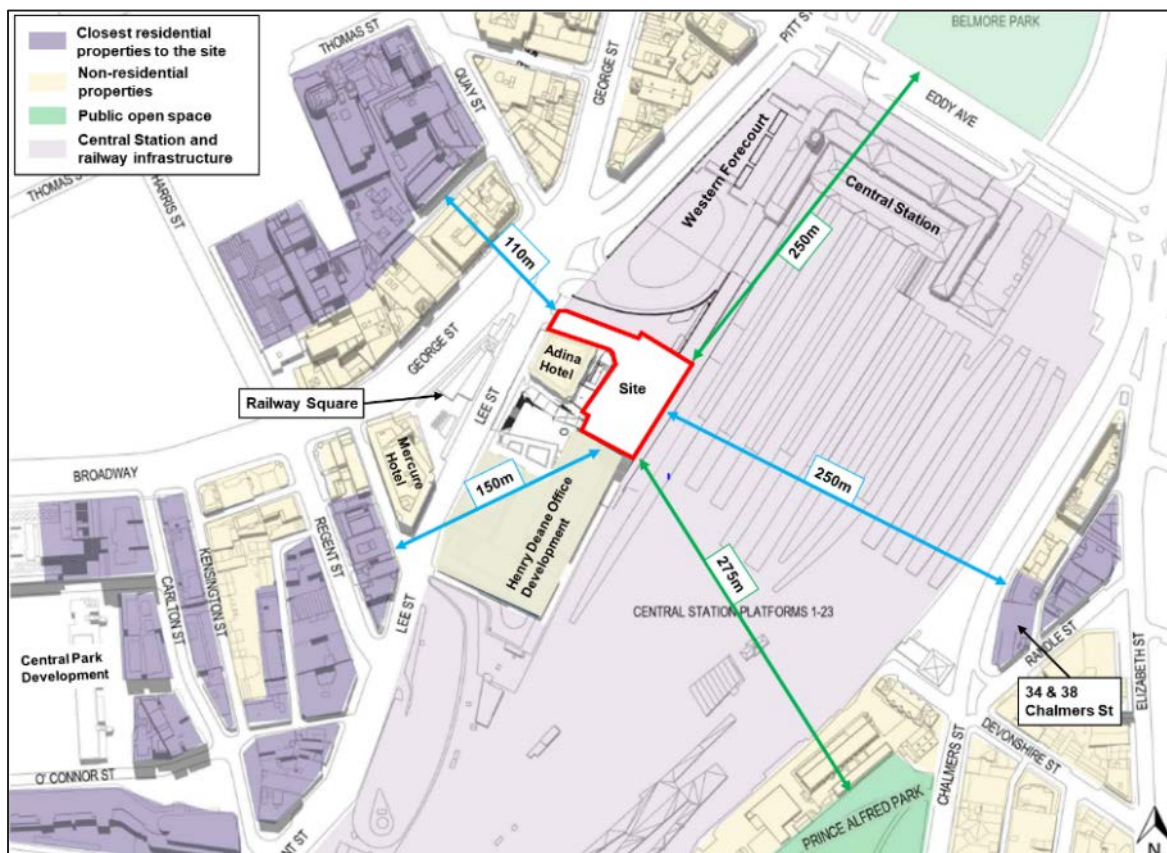


Figure 15 | The closest residential / non-residential properties to the site (Base source: Applicant's RtS)

1.4.1 Public open spaces

There are two significant public open spaces near the site (**Figure 1** and **Figure 15**), including:

- Prince Alfred Park, located approximately 275 m south-east of the site, on the opposite side of the railway corridor. Prince Alfred Park is a large triangular shaped public open space framed to the east and south by high-density mixed-use residential areas. It contains a broad range of facilities including the Prince Alfred Park public pool, large open grassed areas, fitness equipment, courts, picnic facilities and off leash dog areas.
- Belmore Park, located approximately 250 north-east of the site, on the northern side of Eddy Avenue and framed by high-rise developments to its north, east and west. The park comprises a landscaped public open space.

1.4.2 Transport and access

Lee and George Streets, located in front and west of the site both form part of the State road network. Ambulance Avenue, adjoining the northern boundary of the site is a private road.

The site is located 40 m south-east of a major traffic light controlled five-way intersection between George, Pitt, Lee and Quay Streets. The one-way (in/out) driveway entrances to Railway Colonnade Drive also connect to the eastern side of this intersection. Ambulance Avenue and the existing site driveway both intersect with Lee Street as two separate, adjoining and priority controlled 'T' intersections immediately south of the five-way intersection (**Figure 2**).

The portion of Lee Street outside and nearby the site comprises a five lane road with no on-street parking. Bus stops are located on the northern side of Lee Street associated with the Railway Square bus hub. Ambulance Avenue is a two-way no-through road that terminates at the western elevation of Central Station. The road provides for 20 car parking spaces reserved for authorised Transport for NSW (TfNSW) vehicles together with loading zones associated with Central Station and the lower ground floor of the IP Shed.

Pedestrian access to the site is directly from Lee Street. Other significant pedestrian infrastructure nearby the site includes the signalised pedestrian crossings at the major five-way intersection and across Lee Street south of Adina Hotel, the Devonshire Street Pedestrian Tunnel and the extension of this tunnel beneath Lee and George Streets connecting with the Goods Line pedestrian link. A local cycle route exists along Lee Street, which connects to Regent Street and the Goods Line.

The site is located adjacent to Central Station and has excellent access to public transport including eight suburban heavy rail lines, interstate and intrastate lines, two light rail lines and an extensive bus network with key stops at Railway Square, Pitt Street and Eddy Avenue. In addition, Central Station is currently being upgraded to accommodate a metro stop as part of the Sydney Metro City and Southwest Metro project.

1.4.3 Flooding and drainage

The site and surrounding area are located within a highly urbanised environment regulated by a large network of stormwater infrastructure. Overland flows occur along Lee Street and Ambulance Avenue

is subject to inundation during flood events of up to 0.8 m during the 1 in 100 annual exceedance probability (1% AEP) and 1.45m depth during the probable maximum flood (PMF) events.

Ambulance Avenue includes an existing stormwater grated drain and pipework connected to Central Station on-site detention tank. A sewer main runs beneath the Lee Street driveway, Council stormwater infrastructure runs along Lee Street and a Sydney Water stormwater pipe runs along the southern boundary of the site.

1.4.4 Heritage and archaeology

In addition to forming part of the Central Station heritage listing, the site is located near a number of State and local heritage items (**Figure 12** and **Figure 13**). The closest heritage items to the site include the:

- Adina Hotel / former Inwards Parcels Post Office, SHR State listed heritage item
- Railway Square bridge/tunnel (George and Lee Streets), SHR State listed heritage item
- Marcus Clark Building, 827–837 George Street (now NSW TAFE), SLEP local listed heritage item
- Former commercial building “Orchard’s Chambers”, 793–795 George Street, SLEP local listed heritage item.
- Former Lottery Office, 814 George Street (now Wake-Up hostel), SLEP local listed heritage item.

The Tuggerah Soil Landscape (TSL) is a dune system that exists within the Botany Lowlands and the coastline of the north eastern suburbs of Sydney. Prior to European settlement, the environment of the site comprised a fringe sand dune system and excavations within the immediate vicinity of the site have revealed an underlying natural sand layer from a depth of around 250-500 mm. The TSL has the potential for Aboriginal objects both in surface and subsurface context.

The site has been subject to a high level of surface soil disturbance. Notwithstanding, there is the potential for subsurface archaeological potential remains.

2 Project

2.1 Description of development

This SSD application seeks approval for the partial demolition and adaptive reuse of the IP Shed and construction of a 39 storey tower for office, retail and tourist and visitor uses, together with public domain improvements, signage and subdivision.

The key components and features of the proposal (as amended by the Response to Submissions) are summarised at **Table 1** and shown at **Figure 16** to **Figure 19**.

Table 1 | Main components of the proposal

Component	Description
Site preparation	<ul style="list-style-type: none"> Demolition of existing modern structures, works and the Lee Street driveway. Excavation, flooding/stormwater infrastructure and remediation.
Heritage	<p>The following works to the IP Shed:</p> <ul style="list-style-type: none"> demolition of original walls, floors, roof and internal fabric partly demolish and retain in place and restore the northern, lower ground floor elevation to Ambulance Avenue dismantle for restoration and reassemble timber window frames, timber roof trusses, skylights and the northern sandstone and brickwork parapet wall, arches and piers construction of new timber and glazed facades to the northern, southern and western elevations and masonry, sandstone and metal cladding to the eastern elevation.
Built form	<ul style="list-style-type: none"> Construction of a: <ul style="list-style-type: none"> 39 storey tower (RL 197.90) located approximately two storeys above the IP Shed and supported on a recessed and exposed concrete core and single storey glazed retail pavilion on the eastern side of the IP Shed roof upper ground floor lobby areas within the reconstructed IP Shed and lower ground floor lobby and retail areas.
Gross floor area (GFA)	<p>A total of 75,088 m² GFA comprising:</p> <ul style="list-style-type: none"> 63,281 m² office floorspace 8,196 m² tourist and visitor (backpacker hostel) accommodation floorspace 2,542 m² lobby / retail / food and drink premises floorspace 1,069 m² basement and roof areas.
Use	<ul style="list-style-type: none"> Tourist and visitor / hostel accommodation (Railway Square YHA) located at levels 1 to 5 and accommodating: <ul style="list-style-type: none"> 492 beds within twin, 4-bed family, 4-bed share and 6 bed share rooms reception area, guest communal kitchen, lounge, bar, café, dining, locker, coworking, meeting areas and in-room showers and toilet facilities. Office accommodation located over 33 commercial office floors between levels 7 and 38 Retail accommodation at lower ground floor level within the proposed pedestrian through site link and at the over station development level below the tower and above the IP Shed.

Access	<ul style="list-style-type: none"> • Vehicular access to the site via the existing driveway located between Adina Hotel and Ambulance Avenue. • Installation of a new vehicular access ramp down to the two basement levels within the driveway and commencing at the location of the current boom-gate. • Pedestrian access to the building lobbies located at the lower and upper ground floor levels from: <ul style="list-style-type: none"> ◦ Ambulance Avenue, the through site link and Henry Deane Plaza (lower ground floor level) ◦ the upper ground floor level public domain and through site link.
Servicing and pick-up/drop-off facility	<ul style="list-style-type: none"> • Provision of a vehicle turntable and 12 parking spaces for service vehicles at basement level 2, including: <ul style="list-style-type: none"> ◦ nine spaces for the development (four medium rigid vehicles (MRV), three small rigid vehicles (SRV) and two van / courier spaces) ◦ three spaces allocated to the Adina Hotel / Block C site (one MRV and two van / courier spaces). • Provision of three replacement on-street Adina Hotel pick-up/drop-off spaces (for guests and taxi / ride-share) provided on the southern side of Lee Street.
Bicycle parking	<ul style="list-style-type: none"> • Provision of 366 bicycle parking spaces and end of trip facilities comprising: <ul style="list-style-type: none"> ◦ 336 spaces for employees at basement level 1 ◦ 30 spaces for visitors within the public domain ◦ 37 showers, changing rooms and 403 lockers at basement level 1.
Landscaping and public domain	<ul style="list-style-type: none"> • Creation of a lower ground floor pedestrian/cyclist tunnel located along the western boundary of the site, shared with Adina Hotel, including (Lower Link): <ul style="list-style-type: none"> ◦ pedestrian/cyclist access from the southern side of the Henry Deane Plaza ◦ cyclist and emergency vehicle access from Ambulance Avenue (pedestrian access from this point as part of future application) ◦ retail tenancies and tower lobbies located along its eastern elevation. • Creation of an upper ground floor ramp and forecourt including (Upper Link): <ul style="list-style-type: none"> ◦ a shared pedestrian ramp from Lee Street to the upper ground floor / lobby of the development ◦ service vehicular ramp down to basement levels 1 and 2 ◦ hard paving, skylights (to Lower Link), public seating areas, tree and shrub planting and wind mitigation screening. • Publicly accessible (privately owned) tiered seating and balustrading on/above the western portion of the IP Shed roof fronting the Upper Link Zone and green roof / landscaping above the IP Shed projecting awning.
Stormwater	<ul style="list-style-type: none"> • New stormwater infrastructure including new and replaced pipes and pits, increased inlet capacities, installation of flood gate to basement, raised lower ground floor level and connections to Sydney Water and Council's existing infrastructure.
Signage	Three illuminated business identification signage zone located on the east, west and north elevations of the tower at the upper levels (between Levels 35 to 40).
Subdivision	Subdivision and stratum subdivision to enable the transfer of land and creation of lots.
Jobs	A total of 344 direct (and 474 indirect) construction jobs and 5,000 operational jobs.
Capital investment value (CIV)	<p>Total of \$546,066,000, including:</p> <ul style="list-style-type: none"> • \$70,172,000 Railway Square YHA component • \$475,894,000 all other components, including Atlassian tower.



Figure 16 | Aerial perspective looking west across Central Station railway corridor towards the proposal and including the WGSP Block B and C building envelopes (Base source: Applicant's RtS)



Figure 17 | Perspective looking south-east across the George / Pitt / Lee Street intersection (left) and south from the Western Forecourt (right) towards the proposal and including the WGSP Block C envelope (Base source: Applicant's RtS)



Figure 18 | Typical office and YHA level layouts (left), north-south section (middle) and east-west section (right) through the development (Base source: Applicant's RtS)



Figure 19 | Aerial perspective looking north-west towards the upper ground floor, IP Shed roof (including seating and green roof) and the base of the tower (Source: Applicant's RtS)

2.2 Future indicative development of the site, WGSP, accesses and public domain

The proposal would be the first major development within the three WGSP development blocks and is also located adjacent to other planned key public domain and infrastructure proposals including (Figure 20):

- Central Walk West, a pedestrian link located beneath Central Station connecting platforms to a reimagined pedestrianised Ambulance Avenue (summarised further below)
- Third Square, a new public open space in the location of the Central Station Western Forecourt and potential pedestrianisation of Lee Street
- over station development (OSD) located above Central Station platforms and railway infrastructure as part of the broader Central SSP renewal.

Central Walk West comprises a proposed new 19 m wide east-west pedestrian concourse, to be located beneath Central Station and connecting Chalmers Street in the east to George/Pitt Streets in

the west. The link is a critical piece of new urban/transport infrastructure and:

- will provide high-capacity, efficient and safe pedestrian access to all Central Station platforms, including the new Sydney Metro
- has been designed to accommodate predicted pedestrian demand up to 2056 (+15% growth allowance) and to be Central Station's main new pedestrian thoroughfare
- is intended to address significant pedestrian bottle-necks, inefficiencies and poor wayfinding associated with existing through-station links, routes and connections
- is planned to be delivered in two stages, the eastern part being linked to the completion of Sydney Metro and the west link to the WGSP
- would support the renewal of Central Station and the development of the Central SSP.

Proposal's relationship to planned staged development and public domain

The proposal has assumed three scenarios, which it defines as 'Day 1' being the current proposal and 'Day 2' and 'Day 3' to reflect the predicted future sequence of development (**Figure 20** to **Figure 23**):

- Day 1 – the proposed development as summarised at **Table 1** (i.e. the completed development prior to construction of Blocks B, C and the public domain works noted above)
- Day 2 – the completion of Central Walk West and development of Blocks B and C
- Day 3 – the completion of the Third Square, OSD and pedestrianisation of Lee Street.

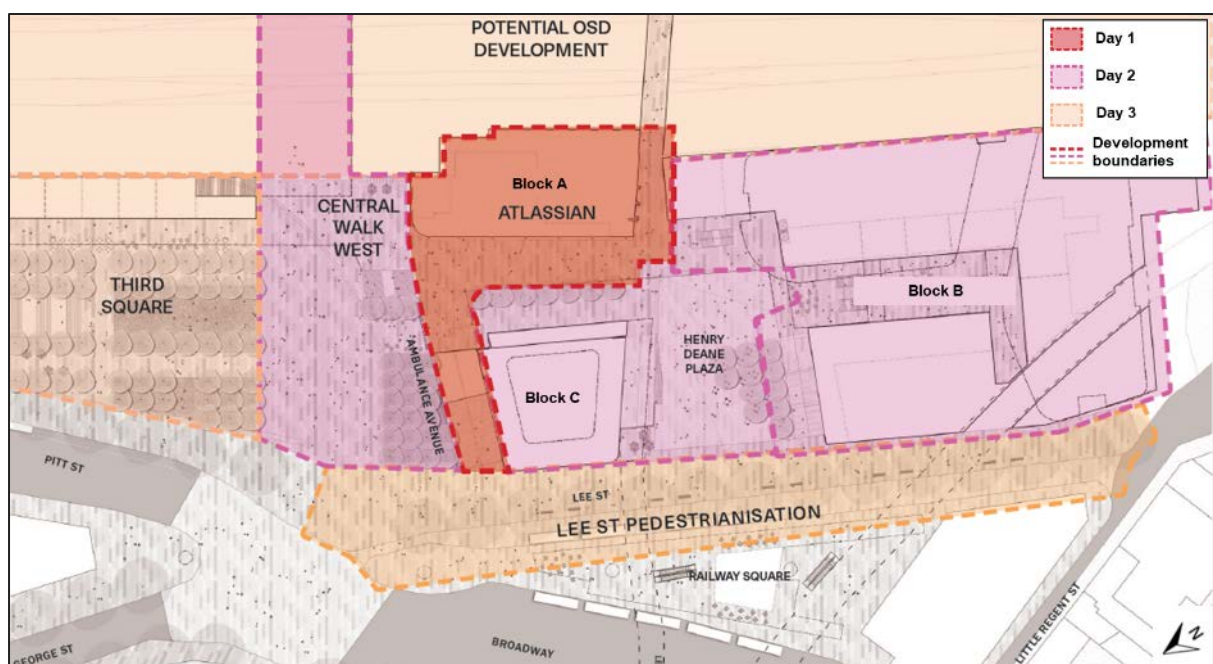


Figure 20 | Staged potential future development / public domain improvements (Base source: Applicant's RtS)

The proposal includes a public domain strategy, which has considered conceptual staged future public domain options for the site and takes account of the likely evolution of the surrounding future built form, public domain and infrastructure. The application does not seek approval for these future (Day 2 and 3) staged options. However, they provide an indication of the integration of the development into the broader vision for the redevelopment of the surrounding area over time.

The Application envisages the following key changes to the access and public domain arrangements

specifically relating to the development as part of the concept future Day 2 and Day 3 scenarios:

Table 2 | Day 2 and 3 access and public domain scenarios relating to the development site

Scenario	Component	Staged future access and public domain development
Day 2	Vehicle Access	<ul style="list-style-type: none"> - remove vehicle access to the basement from Lee Street driveway - connect basement to WGSP site-wide basement to be accessed from from a vehicle entrance at Lee Street at the southern end of Block B
	Pedestrian Access	<ul style="list-style-type: none"> - lower ground floor link open to pedestrians connecting Henry Deane Plaza to the completed Central Walk West and Third Square and relocation of bicycle parking. - upper ground link level connected to Block B via a pavilion to the south of the site and stairs provided down lower ground level to the Third Square
	Public domain	<ul style="list-style-type: none"> - landscaping of the Lee Street driveway to include tree planting and seating.
Day 3	Pedestrian Access	<ul style="list-style-type: none"> - provision of pedestrian bridge from the upper ground link over the Third Square to the Central Station Western Forecourt

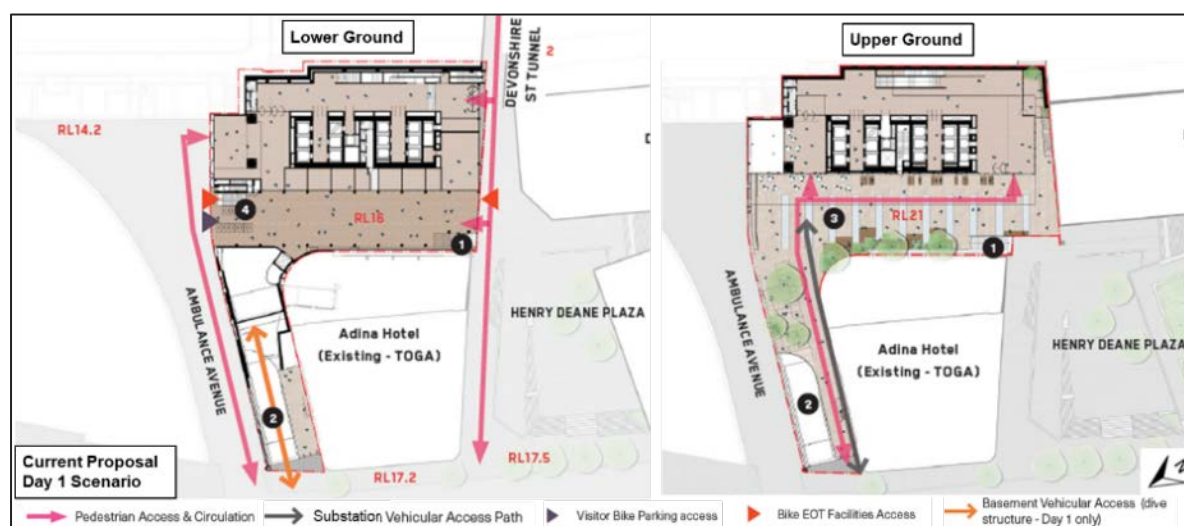


Figure 21 | Current proposal / Day 1 public domain, vehicle and pedestrian access arrangements (Base source: Applicant's RtS)

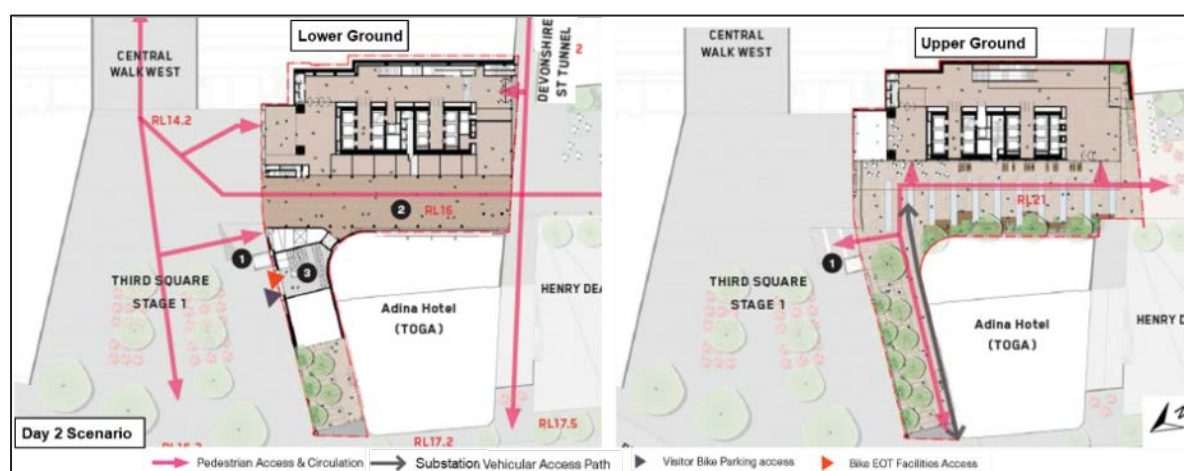


Figure 22 | Day 2 public domain, vehicle and pedestrian access arrangements (Base source: Applicant's RtS)

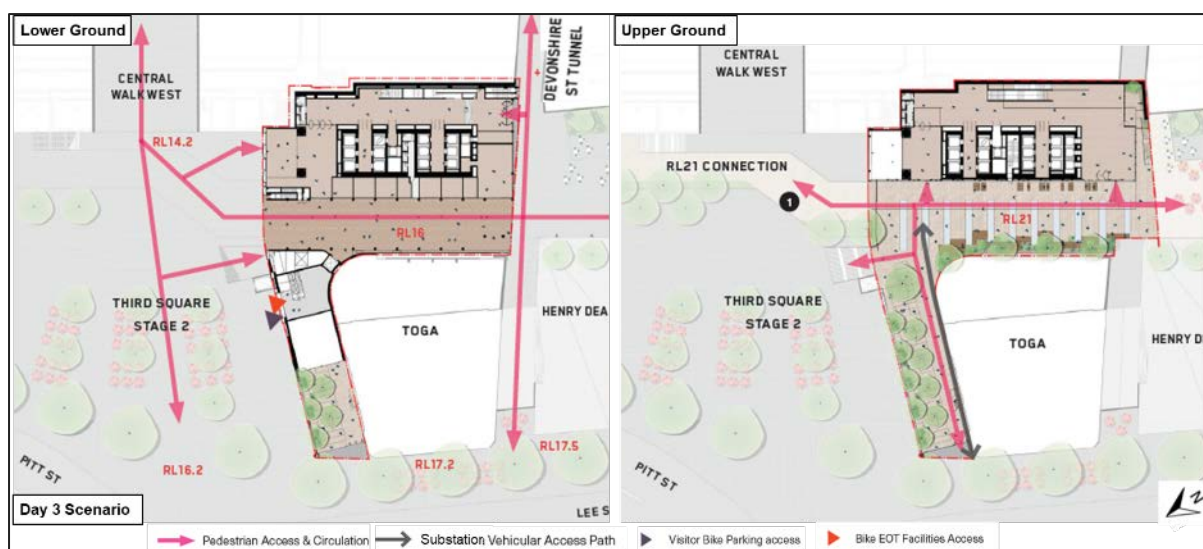


Figure 23 | Day 3 public domain, vehicle and pedestrian access arrangements (Base source: Applicant's RtS)

2.3 Relevant planning history

2.3.1 Western Gateway Sub-Precinct Planning Proposals

As part of the Central SSP nomination, the WGSP was identified as an appropriate candidate for early rezoning to due to its potential to boost Sydney's economy and catalyse the delivery of Tech Central. Planning Proposals for Blocks A, B and C have been prepared and are discussed below.

Western Gateway Sub-Precinct - Blocks A and B

On 13 August 2020, a Planning Proposal for Blocks A and B was finalised and gazetted. The changes to the Sydney Local Environmental Plan 2012 (SLEP) relating specifically to the site (Block A) site are summarised at **Table 3**.

Table 3 | The amendments to the SLEP by the Rezoning Proposal relating to the site

Control	Original SLEP Control (2012)	Revised SLEP Control (2020)	Difference
Zoning	<ul style="list-style-type: none"> B8 Metropolitan Centre SP2 Infrastructure 	B8 Metropolitan Centre	SP2 land (281 m ²) rezoned to B8
Height	7.5 m (above ground)	RL 200 m (approximately 184.9 m above ground)	+ 177.4 m
FSR	3:1	No FSR control	FSR control superseded by GFA control
GFA	No GFA control	77,000 m ²	GFA control added
Solar access	No overshadowing of Prince Alfred Park between 12-2pm between 14 Apr and 21 Aug	No overshadowing of Prince Alfred Park between 10-2pm all year.	+ 2 hours solar access protection between 10am and 12pm all year.

The proposal also includes the following additional amendments to the SLEP:

- confirmed the revised height and GFA controls (**Table 3**) do not apply where a proposed development contains residential use
- removed the requirements under Clause 6.21 (Design Excellence) for development to:
 - undertake a design competition
 - be eligible for a 10% building height or floor area increase
- future development must consider any design guidelines relating to the WGSP
- Clause 6.3 (additional floorspace in Central Sydney) does not apply to the site
- Clause 7.20 (preparation of Development Control Plan) does not apply the site.

The proposal incorporated design guidelines titled the Western Gateway Sub-Precinct Design Guide (WGSP Design Guide), which is discussed further at **Section 2.3.2**.

The Department has considered the proposal against the updated provisions of the SLEP at **Appendix C**.

Western Gateway Sub-Precinct - Block C

TfNSW prepared and submitted a Planning Proposal to the Department for the rezoning of Block C. the proposal was publicly exhibited between 16 December 2020 and Friday 29 January 2021 and the Department is currently undertaking its assessment of the proposal (**Figure 24**).

The Planning Proposal seeks to amend the Sydney LEP 2012 to enable the redevelopment of the Adina Hotel. The proposed controls include:

- retain the existing B8 Metropolitan Centre zone, which allows commercial, retail, business and hotel premises on the site
- introduce a site-specific provision to the SLEP for Block C that would:
 - allow an additional 43,000 m² of gross floor for non-residential purposes
 - increase the building height up to RL 211.9 (approximately 42 storeys)
 - ensure high-quality design.
- create a new north-south thoroughfare and an improved public plaza.

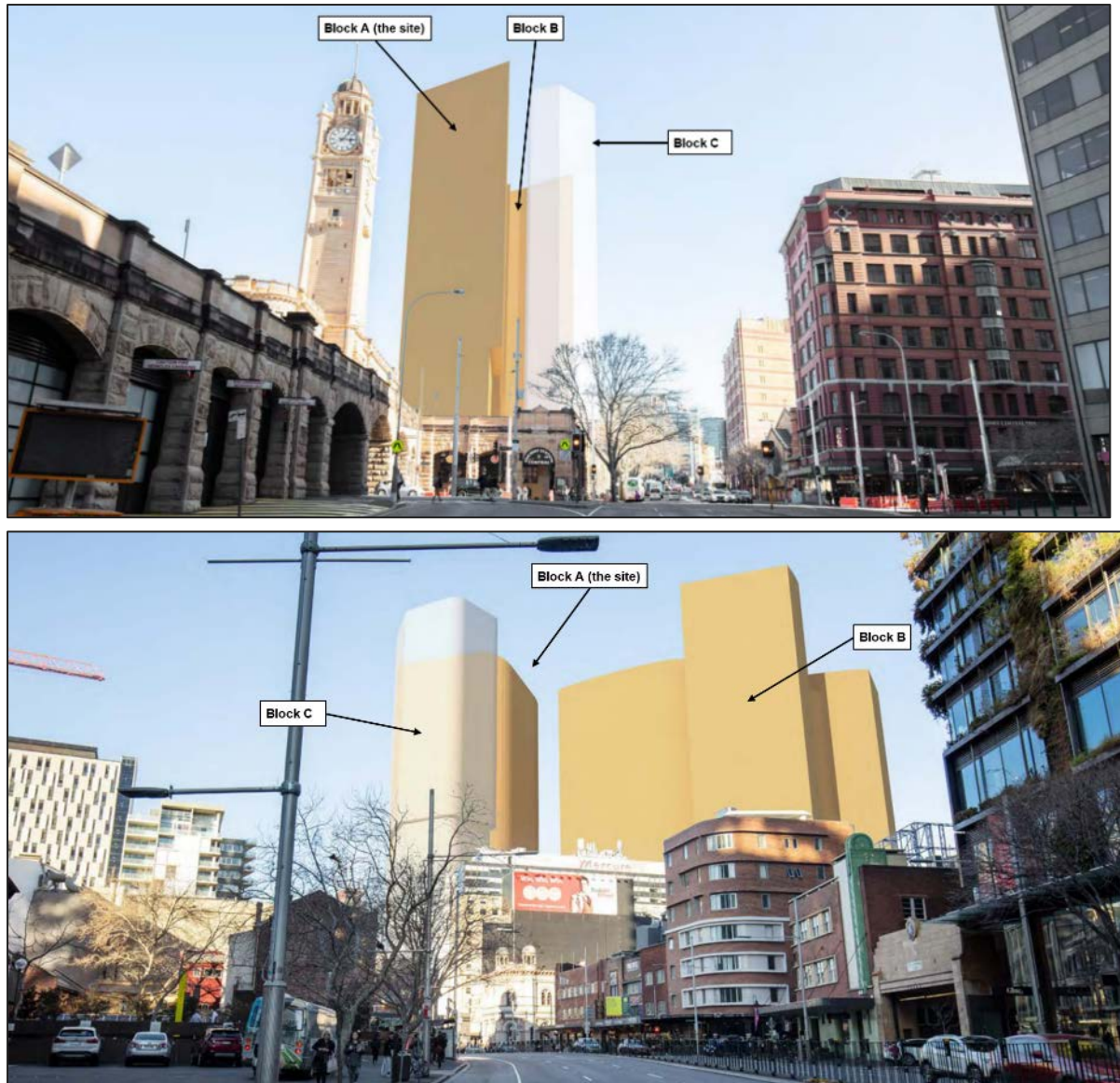


Figure 24 | Perspectives looking south-west along Pitt Street towards the Planning Proposal maximum building envelopes (top) and north-east along Broadway (bottom) (Base source: WGSP Planning Proposal Block C)

2.3.2 Western Gateway Sub-Precinct Design Guide

The WGSP Design Guide applies to future development within Blocks A, B and C of the WGSP. The guide sets out objectives and design guidance for all blocks relating to built form, setbacks, design, amenity, landscaping and public domain matters. It also includes building envelope controls for development within Blocks A and B as shown at **Figure 25**.

The WGSP Design Guide also sets out the 'desired future character' for the WGSP, which seeks to catalyse emerging innovation, employment and business by providing places for workers in innovative industries, and their associated support industries 24 hours per day with high quality, publicly accessible spaces. The WGSP Design Guide desired future character includes:

- create a new 'destination' at the southern end of Central Sydney forming an important sub-precinct to the broader Central Precinct and entrance to the planned future Over Station Development
- provide a density of employment floorspace to anchor the future innovation and technology precinct and incorporate other town centre uses
- achieve a CBD scale of built form characterised by design excellence and sustainable initiatives. Provide a visual marker for the Central Precinct and embrace the area's heritage significance
- ensure an appropriate environmental amenity is provided for the Third Square / Western Forecourt, Railway Square and Lee Street.
- deliver generous through site connections, reform Henry Deane Plaza as a convergence point and provide unrestricted public access from Lee Street to future development above the rail yards
- reduce the urban heat island effect through landscaping that provides shade, improves the precinct's micro-climate and enhances the urban environment.

The Department has considered the proposal against the relevant WGSP Design Guide design guidance at **Appendix C**.

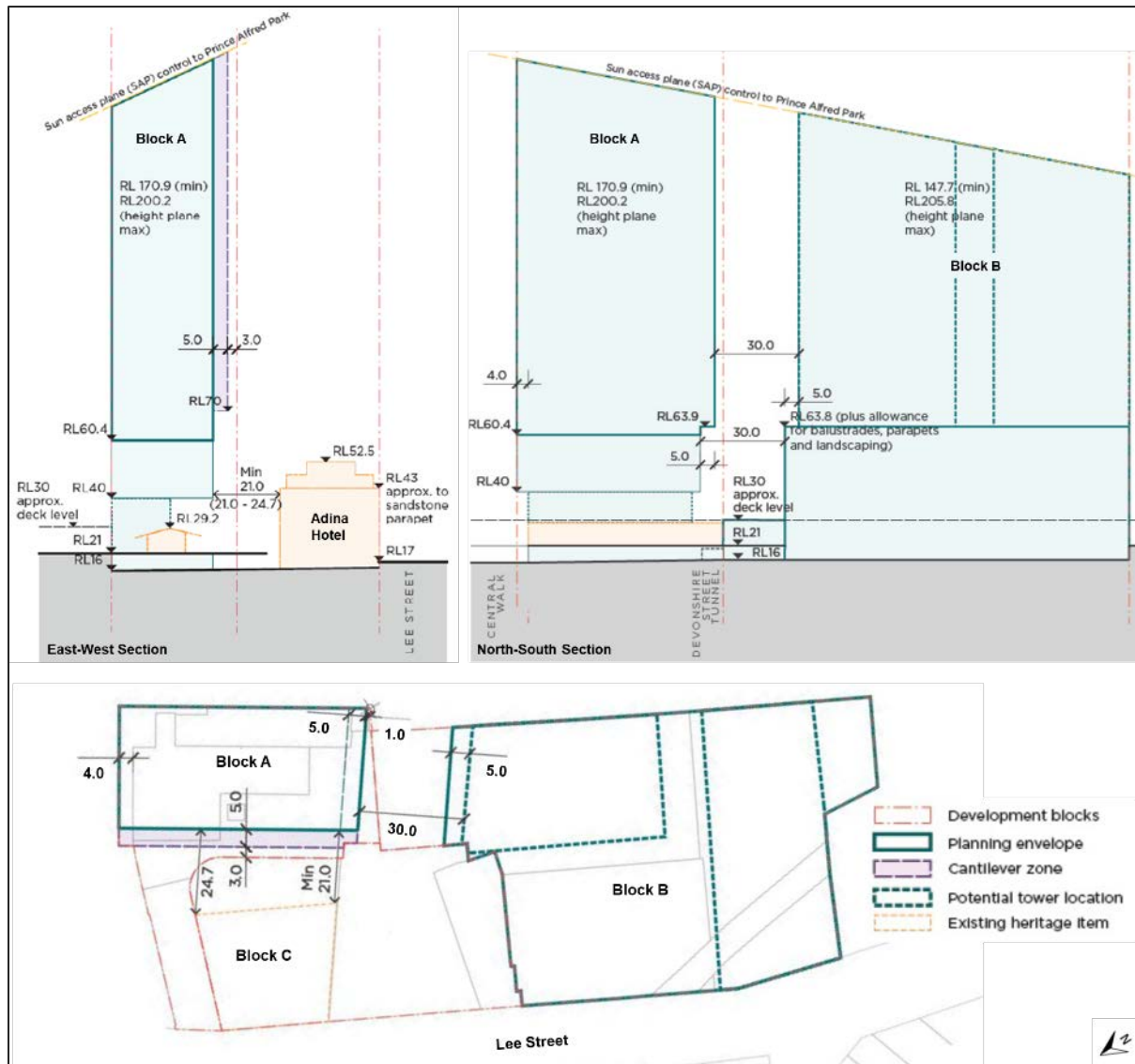


Figure 25 | WGSP Design Guide Block A and B envelope heights and cantilevers (top) and envelope layout and setbacks (bottom) (Source: WGSP Design Guide)

2.3.3 Block B development application

On 19 March 2021, Frasers Property Australia lodged a development application (DA)(D/2021/251) with Council for the redevelopment of Block B, 14-18, 20-24 and 26-30 Lee Street Haymarket (Block B DA). The Block B DA was exhibited between 22 March and 20 April 2021 and at the time of the writing of this report Council had not determined the application.

The DA seeks approval for the demolition of existing buildings and construction of two commercial towers up to 37 storeys, 121 basement parking spaces and loading facilities with basement connections to Atlassian Central (the current proposal). Together with public domain and landscaping works and works to Henry Deane Plaza (**Figure 26** and **Figure 27**).



Figure 26 | Perspective looking east across Lee Street (left) and north along Lee Street (right) towards the Block B DA development (Base source: D/2021/251)



Figure 27 | Perspective looking south towards the Block B DA development and the indicative deck and glazed pavilion proposed south of the IP Shed (Base source: D/2021/251)

3 Strategic context

3.1 Greater Sydney Region Plan and Eastern City District Plan

A Metropolis of Three Cities - Greater Sydney Region Plan (Region Plan) sets the vision and strategy for Greater Sydney, to be implemented at a local level through District Plans. The Region Plan outlines how Greater Sydney will be transformed into a metropolis of three cities. The site is located within the Eastern City District.

The proposal is consistent with the directions of the Region Plan and Eastern City District Plan as it will support the use of the site as a new technology and innovation precinct, growth in jobs and a mixture of commercial and tourist and visitor accommodation on a site with excellent access to public transport. In addition, it retains, reconstructs and adaptively reuses the IP Shed and associated heritage fabric and respects the heritage significance of Central Station.

3.2 Central to Eveleigh Urban Transformation Strategy

The Central to Eveleigh Urban Transformation Strategy (CEUTS) guides the renewal of 50 hectares of government-owned land in and around the rail corridor from Central to Erskineville stations. It includes a framework for the future delivery of housing and commercial growth alongside better public transport, new parks and community facilities across five precincts.

The site is located within the Central Station Precinct and is consistent with the CEUTS as it would regenerate the area around Central Station, foster the creation of a technology and innovation precinct, and provide commercial and tourist and visitor accommodation and public domain improvements.

3.3 Central Station State Significant Precinct and Western Gateway Sub-Precinct

The site is within the Central Station State Significant Precinct (Central SSP). The aim of the Central SSP is to realise the Government's vision for a globally competitive innovation and technology precinct within the heart of Sydney to facilitate the creation of thousands jobs and establish a vibrant, high quality and highly connected precinct together with upgraded transport and embedded sustainability (**Figure 1**).

A number of key public domain and infrastructure improvements are anticipated within the Central SSP including Central Walk West, Third Square and over station development (OSD) located above Central Station platforms and railway infrastructure as part of the broader Central SSP renewal.

The Western Gateway Sub-Precinct (WGSP) (**Figure 1** and **Figure 2**) is the first sub-precinct delivered as part of the Central SSP and intended to form the core of a new technology and innovation precinct. The precinct aims to attract new start-ups, scale ups, innovation ecosystem partners and provide 232,000 m² of office space. The WGSP has been divided into three development blocks (**Figure 2**)

The WGSP Design Guide applies to future development within Blocks A, B and C of the WGSP. The guide sets out:

- building envelope controls for development within Blocks A and B
- built form, setbacks, design, amenity, landscaping and public domain guidance for all blocks.

- the 'desired future character' for the WGSP, which seeks to catalyse emerging innovation, employment and business by providing places for workers in innovative industries, and their associated support industries 24 hours per day with high quality, publicly accessible spaces.

The Department has considered the proposal against the WGSP Design Guide at **Section 6.2** and **Appendix C** and concludes the proposal is generally consistent with the relevant requirements.

3.4 Future Transport 2056

The Future Transport Strategy 2056 is an update to the NSW Long Term Transport Master Plan 2012 and outlines a planned and coordinated set of actions to address challenges faced by the NSW transport system to support the State's economic and social performance over the next 40 years.

The proposal is consistent with the six key outcomes of the Plan as the site is located within walking distance to a number of public transport services, it will encourage active transport travel options by providing bicycle parking spaces and end of trip facilities, includes pedestrian links and does not include any on-site car parking spaces to encourage walking and the use of public transport.

3.5 City Plan 2036 and Draft Central Sydney Planning Strategy

City Plan 2036 is Council's Local Strategic Planning Statement, which sets out a 20-year vision for land use planning and Council's future directions on infrastructure, liveability, productivity and sustainability.

The Draft Central Sydney Planning Strategy (CSPS) provides a strategic framework for planning policy across the Sydney CBD and establishes a 20-year growth strategy for Central Sydney. The CSPS is focused on delivering additional floorspace to accommodate employment and growth and includes a structure plan, which identifies zones for high density development.

The proposal is consistent with the planning priorities of City Plan 2036 and the CSPS as it would provide 75,088 m² non-residential floorspace, support the innovation corridor, is located within a highly accessible part of the city, provide for a building that achieves design excellence and comprises sustainable development.

3.6 Sustainable Sydney 2030

Sustainable Sydney 2030 (SS30) sets out Council's vision to make Sydney a more global, green and connected metropolis by 2030.

The proposal is consistent with the SS30 strategic directions, as it seeks to reduce greenhouse gas emissions, includes on-site renewable energy generation, low carbon materials and water and energy efficient design, is located next to a major public transport hub and provides for a highly permeable site.

4 Statutory context

4.1 State Significant Development

Under clause 13, schedule 2 of State Environmental Planning Policy (State and Regional Development) 2011 (SRD SEPP), development is considered to be SSD if it:

- is development for tourist related purposes; and
- located in an environmentally sensitive area of state significance; and
- has a CIV in excess of \$10 million.

The proposal has a total CIV of \$546,066,000, of which the 'tourist related' component has a CIV of \$70,172,000. The development is located on a site identified as being a State listed heritage item (Central Station) and therefore considered an 'environmentally sensitive area of state significance'.

The proposal is therefore SSD under clause 13 of schedule 2 of the SRD SEPP. The Department is also satisfied that the remainder of the development is also SSD in accordance with Clause 8(2) of the SRD SEPP as it is sufficiently related within a single mixed-use building.

4.2 Consent Authority

The Minister for Planning and Public Spaces (the Minister) is the consent authority under section 4.5 of the Act.

In accordance with the Minister's delegation, the Director, Key Sites Assessments may determine this application as:

- the relevant Council has not made an objection
- there are less than 50 public submissions in the nature of objection
- a political disclosure statement has not been made.

4.3 Permissibility

The site is zoned B8 Metropolitan Centre under the SLEP and the proposed tourist and visitor accommodation, commercial and retail premises are permissible with consent.

The Department has considered the proposal against the SLEP development standards in detail at **Appendix C** and is satisfied the proposal complies with all relevant standards.

4.4 Secretary's Environment Assessment Requirements

On 15 October 2020, the Department notified the Applicant of the Planning Secretary's Environmental Assessment Requirements (SEARs) that apply to the proposal. The Department is satisfied that the EIS and RtS adequately address the requirements of the SEARs to enable the assessment and determination of the application.

4.5 Biodiversity Development Assessment Report

Under section 7.9(2) of the *Biodiversity Conservation Act 2016* (BC Act), SSD applications are to be accompanied by a Biodiversity Development Assessment Report (BDAR) 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.

On 14 September 2020, EESG determined that the proposed development would not be likely to have any significant impact on biodiversity values and that a BDAR is not required. The Department supported EESG's decision and on 21 September 2020 determined that the application is not required to be accompanied by a BDAR under section 7.9(2) BC Act as the existing site does not contain any vegetation except for one small tree, which is of a low biodiversity value.

4.6 Matters for consideration

The following relevant matters have been taken into account in the assessment of the application:

- the matters in section 4.15(1) of the EP&A Act
- relevant EPIs
- objects of the EP&A Act
- Ecological Sustainable Development (ESD)
- Environmental Planning and Assessment Regulation 2000 (EP&A Regulation).

The Department has undertaken a detailed assessment of the above at **Appendix B** and is satisfied the application has appropriately addressed the relevant matters for consideration.

5 Engagement

5.1 Department's engagement

The Department publicly exhibited the EIS on its website on 16 December 2020. Surrounding landowners, Council and relevant public authorities were notified in writing. The Department also published the Applicant's RtS and SRtS on its website and notified Council and relevant public authorities.

A total of 33 submissions were received in response to the exhibition of the EIS and notification of the RtS and SRtS comprising 22 from public authorities, three from Council and nine from the public.

A summary of the exhibition and notification is provided at **Table 4**. A summary of the issues raised in the submissions is provided at **Section 5.2 to 5.4**. Copies of the submissions may be viewed at **Appendix B**.

The Applicant has taken steps set out in **Section 5.5** below to address issues raised in submissions. These are discussed in more detail in its:

- Response to Submissions and attachments (RtS) dated June 2021
- Supplementary Response to Submissions (SRtS) dated August 2021

Table 4 | Summary of public exhibition and notification of the application

Stage	Exhibition / Notification Period	Submissions
EIS	16 Dec 2020 until 3 Mar 2021 (50 days)	22 submissions comprising: <ul style="list-style-type: none">• 1 Council• 12 public authorities• 9 public
RtS	01 Jul 2021 until 15 Jul 2021 (15 days)	6 submissions comprising: <ul style="list-style-type: none">• 1 Council• 6 public authorities
SRtS	9 Aug 21 until 19 Aug 2021 (10 days)	5 submissions comprising: <ul style="list-style-type: none">• 1 Council• 4 public authorities

The Department has considered the comments raised by community, Council and public authority during the assessment of the application (**Section 6**) and where appropriate has recommended conditions of consent (**Appendix F**) to minimise the impacts of the proposal.

5.2 Key issues - public authorities

Table 5 | Public authority submissions to the EIS, RtS and SRtS of the proposal

TfNSW (incorporating Sydney Trains)	
EIS	TfNSW did not object to the proposal, however requested the Applicant address the following matters:

	<p><u>Vehicular access and servicing</u></p> <ul style="list-style-type: none"> • prepare a Stage 2 (concept plan) Road Safety Audit (RSA) for the proposed Lee Street access arrangement, the on-street Lee Street pick-up/drop-off facility and the access between the loading dock and Lee Street. • provide a swept path analysis for the largest vehicle expected to use the loading dock demonstrating that simultaneous service vehicle movements are possible and vehicles turning left onto Lee Street would not conflict with traffic • update the drawings based on the results of the RSA and swept path analysis • undertake a traffic and pedestrian safety assessment to ensure the measures along Lee Street would not exacerbate existing safety issues • undertake an assessment of crash/conflicts at Lee Street access and provide mitigation measure to minimise impacts on Lee / Pitt / George Street intersection and Lee Street • provide detail of loading dock management including prevention of vehicles reversing onto Lee Street in the event they have been refused entry • provide sufficient loading dock space in accordance with the Sydney Development Control Plan 2012 (SDCP) or the TfNSW Guide to Traffic Generating Developments, whichever is greater. <p><u>Railway matters</u></p> <ul style="list-style-type: none"> • provide details of terraces, balconies and external windows facing the rail corridor and measures to prevent throwing of objects onto the rail corridor • clarify impact of groundwater drawdown on the rail corridor • clarify whether the proposal will be subject to staged construction certificates <p><u>Heritage</u></p> <ul style="list-style-type: none"> • consult with TfNSW about heritage interpretation, public art and archaeology • outline how significant views have been considered in the design and whether historic lighting ('NSWGR') will be retained and conserved in-situ <p>TfNSW recommended conditions relating to preparation of a Green Travel Plan, Transport Access Guide, Freight and Servicing Management Plan, Construction Pedestrian and Traffic Management Plan, protection of Sydney Trains assets and operation and protection of the CBD Rail Link (CBDRL) Corridor.</p>
RtS	<p>TfNSW reviewed the RtS and requested the Applicant prepare a Stage 2 RSA for the site accesses and the Lee Street pick-up/drop-off facility prior to the determination of the application and update the proposal to incorporate all safety recommendations.</p> <p>TfNSW reiterated the conditions it suggested in response to the EIS and recommended new conditions requiring:</p> <ul style="list-style-type: none"> • no vehicle stopping at the Lee Street pick-up/drop-off facility between 7am and 7pm. • preparation of a Stage 3 RSA for the Lee Street accesses and pick-up/drop-off facility and implementation of all safety mitigation measures.
SRtS	<p>TfNSW reviewed the SRtS and confirmed, following consideration of the RSA provided, it no longer recommends a time restriction on the Lee Street pick-up/drop-off facility.</p> <p>TfNSW reiterated all other previous conditions and recommended a new condition requiring the Applicant undertake a risk analysis for the use of the Lee Street driveway by trucks.</p>
Heritage Council NSW (Heritage NSW)	
EIS	<p>Heritage NSW did not object to the proposal and provided the following comments:</p> <p><u>Heritage interpretation</u></p> <ul style="list-style-type: none"> • heritage interpretation is critical for the project and should be developed in consultation with Heritage NSW addressing:

	<ul style="list-style-type: none"> ○ visual and historic connections between the IP Shed, the former Parcels Post Office (Adina Hotel) and Central Station Platform 1 ○ integration with the broader Central Railway Station SHR and coordinated across the precinct in consultation with Heritage NSW ○ a program of Aboriginal ceremony for the site and the interpretation include the Designing with Country Framework and Connecting with Country framework ○ stories of the IP Shed form. <p>1 <u>Visual considerations</u></p> <ul style="list-style-type: none"> • opportunities to emphasise the legibility of existing low scale heritage elements should be pursued • the proposed green roof on the IP Shed roof reduces its legibility and should be modified to better reflect the original industrial character of the shed • update the Heritage Setting Analysis Report to include the building envelopes for Blocks B and C within the WGSP <p><u>Works to the IP Shed</u></p> <ul style="list-style-type: none"> • the works to the IP Shed do not constitute ‘reconstruction’ and should be assessed as ‘adaptation’ • clarify how the existing masonry base and chimneys and sandstone plinths will be reused as part of the adaptation and interpretation of the building • further resolve the interface between the adapted IP Shed and Platform 1 to acknowledge the former connection of the IP Shed to Central Station <p><u>Other heritage impacts</u></p> <ul style="list-style-type: none"> • the extent of demolition of significant/original fabric be reduced as much as possible, including the proposed size of new openings into the Ambulance Avenue wall • where significant fabric is removed, as much as possible should be salvaged for future conservation works or reinstatement • provide details of salvage reuse on the site, including interpretative measures • clarify the impact of the removal of awnings on Ambulance Avenue on retained fabric and any future use or interpretation of these elements • provide details of the impact of surface level changes west of the IP Shed on the former Parcel Post Office and other heritage fabric • the impact of the fire booster infrastructure on the Ambulance Avenue heritage wall should be minimised.
RtS	<p>Heritage NSW reviewed the RtS and raised the following key concerns:</p> <ul style="list-style-type: none"> • the cumulative impacts of the proposed tower cluster within the WGSP will have significant impacts to the site’s State heritage significance and values and erode the legibility of the heritage cultural landscape and its context • it is critical that as much significant fabric is retained as possible to ensure visual clues to the former use and function of the place are maintained, in addition to high-quality and engaging interpretation. <p><u>Heritage interpretation</u></p> <ul style="list-style-type: none"> • Heritage NSW generally supports the overarching heritage interpretation strategy and recommends: <ul style="list-style-type: none"> ○ consultation with the Heritage Council, Heritage NSW and City of Sydney as part of the ongoing detailed design development of heritage interpretation to ensure there is a consistent and coherent approach ○ heritage interpretation should communicate and strengthen the strong visual and historic connection between the former Inwards Parcel Shed and the former Parcels Post Office building, as well as the connection and function between the Shed and Platform 1

	<ul style="list-style-type: none"> ○ heritage Interpretation is to be considered across the whole SHR site, including integration with the two other blocks within the Western Gateway sub-precinct, as well as the broader Central Railway Station SHR site <p><u>Designing with Country Framework</u></p> <ul style="list-style-type: none"> • Heritage NSW should be consulted as part of the detailed design development of Designing with Country framework to ensure consistency and coherence. <p><u>Visual considerations</u></p> <ul style="list-style-type: none"> • the green roof component of the works should be substantially modified to minimise impacts to the industrial character of the site, its setting and the shed. <p><u>Works to the IP Shed</u></p> <ul style="list-style-type: none"> • further detailed designs are required to understand what elements will and will not be salvaged, how this is determined and how they will be reused. <p><u>Other recommendations</u></p> <ul style="list-style-type: none"> • provide further information to better demonstrate the rationale for the proposed works and how the demolition and reuse of fabric and structures will be minimised • remove the proposed large landscaping along the northern side of the Adina Hotel • prepare a Temporary Protection Plan for the site to ensure the protection of significant buildings and fabric during the works • should excavation testing identify intact archaeological resources then the historical archaeology should be managed in accordance with an Archaeological Research Design, Work Method Statement, and by an appropriately qualified professional.
SRtS	<p>Heritage NSW considered the SRtS and supported the Applicant's commitment to heritage interpretation, design development of Designing with Country, consultation with Heritage NSW and Council.</p> <p>Heritage NSW also:</p> <ul style="list-style-type: none"> • reiterated its concerns about visual considerations, works to the IP Shed roof and its other recommendations made in response to the RtS • recommended the single arch opening in Ambulance Avenue should be redesigned to provide for three or two arches in consultation with Heritage NSW and Council • recommended the archaeological excavation should comply with research designs and Heritage NSW practice.
Heritage NSW, Aboriginal Cultural Heritage (Heritage ACH)	
EIS	<p>Heritage ACH did not object to the proposal and provided the following comments:</p> <ul style="list-style-type: none"> • recent archaeological investigations associated with Central Station have uncovered the presence of subsurface Aboriginal objects in the area • requested a final ACHAR including: <ul style="list-style-type: none"> ○ the results of Stage 4 consultation with the Aboriginal community ○ how further investigations and impacts to Aboriginal cultural heritage values will be managed as part of the project ○ a Heritage Interpretation Strategy that incorporates Aboriginal history and cultural heritage • Heritage ACH also recommends: <ul style="list-style-type: none"> ○ the preparation of an Unexpected Finds Protocol for Aboriginal objects as part of the Construction Environmental Management Plan for the development ○ the ongoing consultation with the Aboriginal community as part of construction works and design.

RtS	<p>Heritage ACH reviewed the RtS and noted the ACHAR highlights the site is of moderate to high cultural significance to the Gadigal people.</p> <p>Heritage ACH provided the following comments:</p> <ul style="list-style-type: none"> as the test excavation program has not been undertaken to date, potential impacts on Aboriginal cultural heritage values have not been clearly articulated archaeological test excavations should be undertaken prior to approval, however if the excavation program is to be undertaken following approval: <ul style="list-style-type: none"> appropriate triggers and management measures would be required to incorporate the results of the excavation into the project design the proposed archaeological research design and methodology should be prepared and submitted to the Department for approval.
SRtS	<p>Heritage ACH reviewed the SRtS and reiterated:</p> <ul style="list-style-type: none"> the results of the test excavation program should be used to inform the detailed design of the project and ensure adequate consideration and management of Aboriginal cultural heritage values ongoing input from Heritage ACH during the development of the detailed design following results of the excavation program support for ongoing consultation with the Registered Aboriginal Parties as part of the test excavation program and subsequent construction activities. <p>Heritage ACH provided conditions relating to Aboriginal archaeological and cultural heritage.</p>

Department of Planning Infrastructure and Environment - Water and Natural Resources Access Regulator (NRAR)

EIS	<p>NRAR did not object to the proposal and provided the following comments:</p> <ul style="list-style-type: none"> confirm the licencing arrangements for potential take from the drained basement during construction and occupation prepare a Groundwater Assessment Report for the proposed drained basement design demonstrating appropriate management of potential impacts during construction and occupation. <p>NRAR recommended conditions requiring the Applicant prepare:</p> <ul style="list-style-type: none"> a Ground Water Management Plan to be implemented during the construction phase construction and operational dewatering reporting schedules including monitoring, recording, reporting and licence compliance.
RtS	<p>NRAR considered the RtS and recommended:</p> <ul style="list-style-type: none"> prior to approval, the Applicant should demonstrate adequate groundwater entitlements can be obtained following approval, a Water Access Licence must be obtained under the <i>Water Management (General) Regulation 2018</i>.
SRtS	<p>NRAR reviewed the SRtS and reiterated the conditions previously recommended in response to the EIS and RtS.</p>

Environment Protection Authority (EPA)

EIS	<p>EPA did not object to the proposal and provided the following comments:</p> <ul style="list-style-type: none"> the generation of electricity is required to be licenced by the EPA where plant operates more than 200 hours per year and burns more than 3 megajoules of fuel per second further information should be provided on the use and operation of the proposed diesel generators including electrical generation capacity, fuel rate / consumption / storage,
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	<p>testing and maintenance regime and hours of operation. If a licence is required a separate application to EPA is required.</p> <ul style="list-style-type: none"> the Air Quality Assessment should further consider the diesel generators and associated emissions, modelling and impacts assessment criteria exceedances the proposal should be consistent with the EPA's Rail Infrastructure Noise Guideline (EPA 2013) and Assessing Vibration: a Technical Guide (DECC 2006).
RtS	EPA reviewed the RtS and confirmed that as the office development would use a battery bank rather than a generator an Air Quality Assessment is not required and the proposal does not require an environmental protection licence.

Sydney Water

EIS	<p>Sydney Water did not object to the proposal, confirmed there are multiple pipes/infrastructure crossing the site and recommended the Applicant address the following matters</p> <ul style="list-style-type: none"> prepare a study demonstrating necessary augmentation and connection points for potable water and waste water provide details demonstrating the proposal would not have an adverse impact on the existing 1.5 m stormwater pipe crossing the site the building should not be built over any part of the pipe is currently not built over <p>Sydney Water also confirmed detailed servicing requirements will form part of a Section 73 application.</p>
RtS	Sydney Water reviewed the RtS and confirmed it raises no concerns subject to its requirements raised in response to the EIS being met.

Department of Planning Infrastructure and Environment - Environment, Energy and Science Group (EESG)

EIS	<p>EESG did not object to the proposal and provided the following comments:</p> <ul style="list-style-type: none"> a BDAR waiver was approved on 14 September 2020 the site has a low flood risk. The proposal would reduce flood levels in Ambulance Avenue and has no negative impact elsewhere within the catchment the development is consistent with Council's Interim Floodplain Management Policy the Applicant should prepare a Flood Emergency Response Plan (FERP) in consultation with Council and the NSW State Emergency Services (SES).
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Sydney Airport

EIS	<p>Sydney Airport did not object to the proposal and provided the following comments:</p> <ul style="list-style-type: none"> the site is located within an area of the Obstacle Limitation Surface (OLS) known as the Conical Surface, which varies between 142 m to 146 m AHD as the proposal is taller than the OLS Conical Surface it should be assessed by the Civil Aviation Safety Authority (CASA) prior to being referred to the Federal Department of Infrastructure, Transport, Regional Development and Communications (DITRDC) as part of the <i>Airports (Protection of Airspace) Regulations 1995</i>.
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CASA

EIS	<p>CASA did not object to the proposal and provided the following comments:</p> <ul style="list-style-type: none"> the proposal will require separate approval by DITRDC CASA will separately assess the proposal under the <i>Airspace Regulations 2007</i> and is likely to recommend obstacle lighting and consideration of impacts of construction cranes.
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Fire and Rescue NSW (FRNSW)

EIS	<p>FRNSW did not object to the proposal and provided the following comments:</p> <ul style="list-style-type: none"> no concerns raised in regard to the risk and hazard aspect of the proposal the Applicant should prepare an Emergency Response Plan for the site to address foreseeable on/off-site fire events and other emergency incidents or potential hazmat incidents once constructed and prior to occupation the operator of the facility should consult with the Local Emergency Management Committee the identified performance solutions within the BCA Report should be addressed in consultation with FRNSW.
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Ausgrid

EIS	Ausgrid did not object to the proposal and confirmed an Application for Connection has been lodged with Ausgrid and supply offer accepted.
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5.3 Key issues - Council

Table 6 | Council's submissions to the EIS and RtS

Council

EIS	<p>Council did not object to the proposal and provided the following comments and recommendations:</p> <p><u>Process</u></p> <ul style="list-style-type: none"> the need for further coordination, integration and planning of the site and resolution of the WGSP Design Guide prior to determination of the application. requested further detail on how the 'Day 2 and 3' designs will be realised / delivered <p><u>Built form and heritage</u></p> <ul style="list-style-type: none"> the roof terrace balustrade should be amended so it does not breach the sun access plan to Prince Alfred Park the amount of exceptional and high significance heritage elements to be demolished, removed, modified and reassembled should be minimised the roof garden and stepped seating structure on the IP Shed roof has an adverse heritage and visual impact and should be replaced with simpler metal roofing the height and scale of the tower competes with the Central Station Clock Tower the pavilion on the roof of the IP Shed (eastern elevation) interferes with the visual and physical separation between the IP Shed and the tower the design of the wall between the IP Shed and Platform 1 should be improved through architectural expression or public art the enlarged arch facing Ambulance Avenue is out of scale and unsympathetic in the context and would result in the loss of fine and significant original brick and masonry the glass cladding to the northern elevation of the IP Shed is uncharacteristic, appears unfinished and would negatively impact on energy performance if the IP Shed rooftop stepped seating area is retained, confirm whether this would be a public or private space Council supports the public art strategy and recommends the detailed public art plan be submitted to and approved by Council <p><u>Wind impacts</u></p>
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	<ul style="list-style-type: none"> • an assessment of wind impacts on areas outside the project boundary, including Central Station platforms and nearby areas should be provided • the proposal exceeds the Design Guideline's recommended wind safety standards in 11 to 14 locations around the site • more of the public domain should achieve a 'sitting' comfort level • further information is required on the extent of time during the year the IP Shed rooftop stepped seating area would be unfit for use due to wind impacts • wind tunnel testing should be undertaken incorporating the entire WGSP developments (Blocks A, B and C) <p><u>Energy performance</u></p> <ul style="list-style-type: none"> • commitments to NABERS, Net-Zero emissions, rainwater harvesting, recycled water and demolition and construction waste should be secured via condition • further detail is required on how the development addresses the Urban Heat Island Effect • passive shading devices to windows / elevations should be used instead of high-performance or tinted glazing • detailed analysis and evidence (based on a prototype) is required on the effectiveness and feasibility of the natural / partial mechanical ventilation system and landscaped habitats within the tower <p><u>Noise</u></p> <ul style="list-style-type: none"> • the natural ventilation strategy should comply with the Council's draft Alternative Natural Ventilation of Apartments in Noisy Environments guideline • the Demolition and Construction Noise and Vibration Management Plan should include a complaints resolution process. <p><u>Trees and landscaping</u></p> <ul style="list-style-type: none"> • consideration should be given to providing an avenue of trees within the Upper Link Zone, west of the IP Shed, to increase tree canopy cover • requested further information in relation to soil volumes and depths, planting structures, plant species and maintenance • the development should be consistent with the Sydney Landscape Code Vol.2 <p><u>Environmental and infrastructure</u></p> <ul style="list-style-type: none"> • the site Remedial Action Plan (RAP) should be peer reviewed • further analysis should be undertaken of the impact of idling trains on future occupants of the building to allow natural ventilation to hotel rooms • adequate height clearance should be provided for vehicles entering the basement areas • flood planning levels are to comply with Council's Interim Floodplain Management Policy • requested a stormwater quality assessment consistent with MUSIC-link modelling • levels and gradients should be submitted now for review and approval • requested additional detail on the proposed subdivision. <p>Council provided recommended standard conditions relating to subdivision, construction, public domain, operational traffic management, public art, stormwater and flooding.</p>
RtS	<p>Council reviewed the RtS and confirmed the amendments to the rooftop balustrades address previous overshadowing concerns and it does not object to the form and materiality of the IP Shed northern elevation.</p> <p>Council provided the following additional comments:</p> <p><u>Process, built form and Heritage</u></p>

- an alternative and more meaningful approach to Designing with Country (the provision of a green roof) should be explored - e.g. first nations artwork on the tower soffit
- the pavilion structure adds unnecessary bulk and undermines the void space between the IP Shed roof and the tower soffit
- the eastern wall adjoining Platform 1 should include artwork / heritage interpretation
- Council reiterated the:
 - WGSP Design Guide should be adopted prior to determination of the application
 - IP Shed roof seating and green roof should be removed due to their heritage impact
 - The wide arch fronting Ambulance Avenue is poorly proportioned, inconsistent with the historic language, fabric and detail of the wall and would have a negative heritage impact

Wind, noise and tree impacts

- wind impacts from the 'Day 1' scenario would be unsafe in Railway Square and 'Day 2 and 3' scenarios create unsafe conditions in Henry Deane Plaza and public domain
- Council reiterated the:
 - wind impacts from the development and cumulative impacts from all towers within the WGSP should be addressed holistically
 - IP Shed roof seating exceeds acceptable wind comfort levels and should be removed
 - natural ventilation strategy should comply with the Council's draft Alternative Natural Ventilation of Apartments in Noisy Environments guideline
 - ramp to the building and public domain should include trees to address heat island impact and contribute to visual amenity

Council reiterated its conditions recommended in response to the EIS and requested the Applicant consult with the DIP and Council on the construction, design and materiality of the IP Shed and the Ambulance Avenue wall / arches

Council recommended new conditions relating to archaeology, conservation, protection and management of the IP Shed, amendment of the northern and western IP Shed facades, deletion of IP Shed green roof and pavilion, use of IP Shed eastern wall for art, retention of Ambulance Avenue arches, landscaping and trees, construction and environmental management and revised subdivision conditions.

SRtS	<p>Council reviewed the SRtS and reiterated its previous comments relating to the IP Shed roof and landscaping/trees. Council provided the following additional comments:</p> <ul style="list-style-type: none"> • the proposal results in unsafe wind conditions, the provision of temporary wind mitigation is a sub-optimal outcome and the proposal is inconsistent with the WGSP wind guidelines • the Applicant should fund public art to a value of 0.5% of CIV.
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5.4 Key issues - community

A total of nine public submissions were received in response to the public exhibition of the EIS, including:

- six objections, including four individual submissions and objections from the National Trust and Action for Public Transport (APT)
- two submissions of support
- one submission providing comments from Frasers Property Australia and Dexu Funds Management (owners of Blocks B and C) (the Consortium)

The objections raised in the four public submissions include:

- inappropriate height and scale of development
- adverse visual impacts
- adverse impact on heritage significance and setting of Central Station (including clocktower)
- unjustified demolition of the IP Shed and heritage wall fronting Ambulance Avenue
- overshadowing of 34 and 38 Chalmers Street
- traffic impacts
- construction noise impacts
- there is no need for additional office and hostel accommodation in the city
- inadequate community consultation.

The National Trust objected to the proposal and raised the following concerns:

- adverse impact on the integrity of the listing of Central Station
- the demolition of the IP Shed and Ambulance Avenue wall has significant heritage impacts and does not meet established heritage objectives
- original components of the IP Shed should be retained as much as possible and the proposed reconstruction includes insufficient original heritage fabric
- tower dominates and interrupts views to the Central Station clocktower and other heritage items
- tower overshadows Henry Deane Plaza and Railway Square
- the IP Shed green roof should be replaced with a metal roof with an industrial character.

APT objected to the proposal stating the development would result in overcrowding of the Devonshire Street Pedestrian Tunnel. APT recommended the planned Central Walk West pedestrian link should be operational prior to determination.

The Consortium confirmed it supports the Atlassian Central project. However, provided the following comments:

- subdivision should not jeopardise ongoing negotiations with adjoining landowners
- the wind assessment should consider Block B and C
- further justify the Lee Street pick-up/drop-off, pedestrian pathways and public domain
- clarify how construction works would impact on operation of Devonshire Street tunnel
- the 'Day 2' basement connection with Block B and servicing arrangements are subject to commercial negotiation and consultation with the Consortium
- acoustic measures should address co-location of ground floor retail and above ground uses.

5.5 Applicant's responses to submissions

Following the exhibition of the EIS, the Department placed copies of all submissions received on its website and requested the Applicant to provide a response to the issues raised.

On 1 July 2021, the Applicant provided its RtS, which included additional information and justification in response to the issues raised during the public exhibition of the proposal. The RtS also includes the following key amendments to the proposal.

- increase total GFA by 4,763 m² (from 70,325 m² to 75,088 m²), comprising:

GFA component	EIS	RtS	Difference (+/-)
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Office	58,683 m ²	63,281 m ²	+4,598 m ²
Retail	2,648 m ²	2,542 m ²	-106 m ²
YHA	7,952 m	8,196 m ²	+244 m ²
Other ancillary	1,042 m ²	1,069 m ²	+27 m ²
Total	70,325 m²	75,088 m²	+ 4,763 m²

- increase the height of the tower by 1 m (from RL 196.9 to RL 197.9)
- lower the underside / soffit of the tower by 1 m (from RL 40 to RL 39)
- increase the setbacks of the tower rooftop terrace glass balustrades from the building edge to comply with the SLEP solar access plane requirements
- minor amendments to the rounded corners of the tower, materials, structure, lifts, windows and glazing
- amend the design and route of the external staircase located on the southern side of the IP Shed
- amend the IP Shed northern elevation to include reeded glazing and exposed timber windows
- reconfigure office and hostel level layouts, including expansion of usable office floorspace to window edges in some areas and infill of void spaces
- replace the emergency diesel generators for the office accommodation with battery banks
- removal of plant area on Level 6 and insertion of new office space on Level 36
- amendments to and an increase in signage zones (from one to three)
- replacement of structural steel with concrete at Levels 1 to 7 to reduce embodied carbon
- extension of YHA floorplate to window line increasing room sizes and allowing natural ventilation
- removal of YHA head-office floorspace from the proposal.

On 6 August 2021, the Applicant submitted its SRtS which provides a further response to submissions and additional information regarding heritage, wind and traffic impacts (**Appendix A**). The SRtS includes the following amendments to the proposal:

- defer the approval of the final design of the IP Shed green roof and seating area subject to further consultation with Council, Heritage NSW and the DIP
- inclusion of temporary localised wind mitigation measures
- provision of a Concept Stage 2 RSA that has reviewed the pick-up/drop-off facility
- reduction of one on-street Lee Street pick-up/drop-off space (from four to three spaces)
- revised / clarified construction staging.

6 Assessment

6.1 Key assessment issues

The Department has considered the Applicant's EIS, RtS and SRtS and the issues raised in submissions in its assessment of the proposal. The Department considers the key assessment issues associated with the proposal are:

- design excellence
- built form
- wind impacts
- heritage
- public domain and landscaping
- YHA accommodation.

Each of these issues is discussed in the following sections of this report. Other issues were taken into consideration during the assessment of the Concept Proposal and are discussed at **Section 6.7**.

6.2 Design excellence and consistency with the WSGP Design Guide

6.2.1 Design excellence

Clause 6.21 of the SLEP outlines the design excellence requirements for development on land within the City of Sydney.

The Application includes a Design Excellence Strategy (DES) and an Architectural Design Competition Report, which confirm a design competition was undertaken in accordance with the Council's design excellence provisions. The competition included:

- the preparation of a competition brief endorsed by the Government Architect NSW (GANSW) and the establishment of a Competition Jury including six members
- five architectural firms were invited to participate in the design competition held over seven weeks, commencing in October 2019
- the five shortlisted teams undertook an intensive design process to each prepare a concept design that responded to the detailed functional and urban design requirements of the brief
- the Competition Jury met in December 2019 to review the concept designs and in December 2019 SHoP and BVN was confirmed the competition winner (**Figure 28**).

In accordance with the DES, a Design Integrity Panel (DIP) has been appointed to ensure the integrity of the winning entry is maintained throughout all stages of the proposal from the development application to construction stages. The DIP comprises members of the Competition Jury, including a Council representative, which are tasked with reviewing the project at key milestones and providing independent expert and impartial advice.

The DIP reviewed the proposal prior to lodgement of the Application and in response to the RtS amendments. The DIP confirmed in all instances that the proposal remained consistent with the design intent of the competition winning design. The DIP confirmed its support for the project and provided comments on design matters relating to:

- façade treatment, design and built form, tower relationship to the IP Shed and tower soffit
- Platform 1 wall, IP Shed roof design, public domain and wind impact
- YHA accommodation, amenity design and changes included as part of the RtS.

The GANSW supports the proposal and stated the changes made since the competition scheme largely improve upon the competition winning scheme. The GANSW recommended:

- conditions of consent requiring further resolution of the matters raised by the DIP the DIP continue to review the project during the design and construction stages to ensure the design excellence vision for the site is achieved.



Figure 28 | Competition winning design (left) and proposed development (right) (Source: Applicants EIS / RtS)

The Department has assessed the proposal against the matters set out in clause 6.21 of the SLEP in detail at **Appendix B**, and concludes the proposal meets the objectives of Clause 6.21 as it achieves the highest standard of architectural, urban and landscape design.

The Department has considered the DIP's comments within **Sections 6.2, 6.4, 6.6 and 6.7** of this report and concludes, subject to the ongoing involvement of the DIP, the development will achieve design excellence and maintain design integrity.

The Department recommends a condition requiring the DIP be maintained throughout the design development and construction of the proposal to review and provide independent oversight of the project design at key milestones.

6.2.2 Consistency with the WSGP Design Guide

Clause 6.53(4) of the SLEP states the consent authority must consider any guidelines made by the Planning Secretary relating to the design and amenity of the WGSP. The WGSP Design Guide provides a framework and building envelope controls to guide future development on Blocks A, B and C within the WGSP (**Table 7** and **Figure 25**).

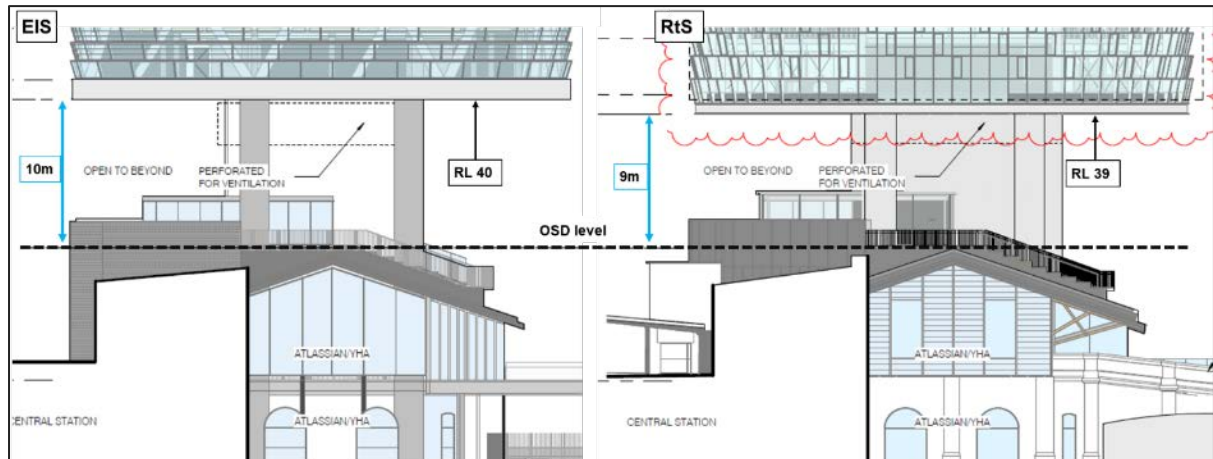


Figure 29 | The underside / soffit of the tower lowered by 1 m to RL 39 (Base source: Applicant's RtS)

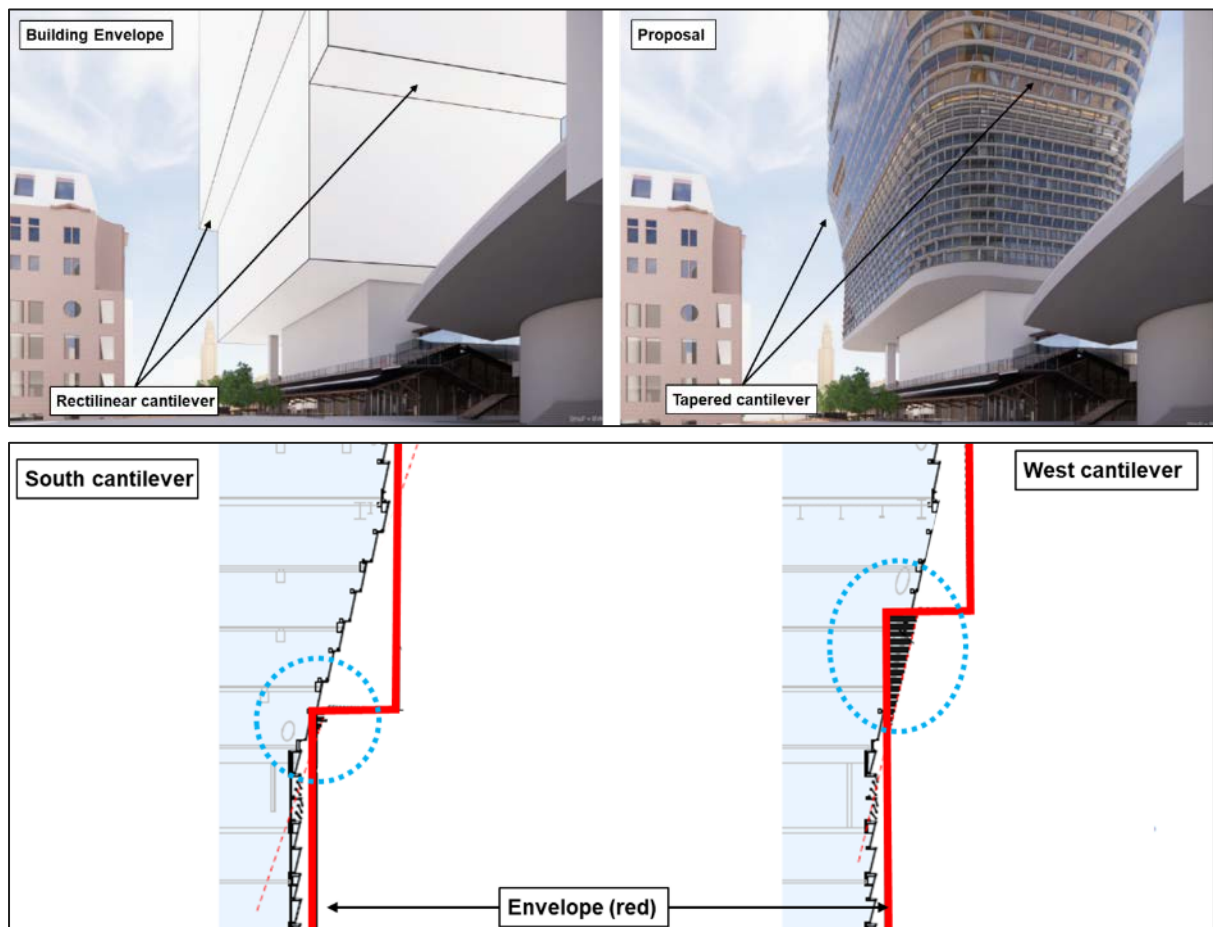


Figure 30 | Envelope and tower cantilever forms (top) and locations where the tower exceeds the building envelope circled in blue (bottom) (Base source: Applicant's RtS)

The Department has assessed the proposal against the WGSP Design Guide in detail at **Appendix C**. The Department concludes the proposal is consistent with the WGSP Design Guide envelope controls, except for minor exceedances of the recommended tower soffit and cantilever heights, as summarised at **Table 7**.

Table 7 | Consistency with the WGSP Design Guide Block A building envelope controls

Component	Envelope control	Proposed	Difference	Consistent
Envelope efficiency	Maximum 80%	66.6%	-13.4%	Yes
Envelope height	Maximum RL 200.2	RL 197.90	- 2.3 m	Yes
Tower soffit height	Minimum RL 40	RL 39	- 1 m	No
Tower western cantilever	Minimum height RL 70	RL 61.65	- 8.35 m	No
	Maximum depth 5m	Approx. 2.5m	- 2.5 m	Yes
Tower southern cantilever	Minimum height RL 63.9	RL 60.40	- 3.5 m	No
	Maximum depth 5m	5m	0	Yes
Building separation between Blocks A and B	Minimum 30 m	30 m	0	Yes

The Applicant has provided the following justification for the variations:

- the reduction of the tower soffit by 1 m would not have adverse design or visual impacts as the alteration is minor in the context of the overall development (**Figure 29**)
- the exceedance of the western and southern cantilever envelope height is the product of the tower's tapering form, which is key to achieving design excellence and an improved response rather than the abrupt rectilinear envelope cantilever (**Figure 30**)
- amendments have been reviewed by the owners of Blocks B and C and letters included with the RtS confirm their support for these changes.

Council does not object to the lowering of the height of the soffit to RL 39.

The DIP considered the lowering of the soffit maintains sufficient void space between the tower and IP Shed. The DIP also stated the variations to the western and southern cantilever are minor. The DIP broadly supported the proposed changes subject to the Applicant consulting with key stakeholders and considering any wind impacts.

The Department has carefully considered the inconsistencies with the WGSP Design Guide and concludes the proposal is acceptable as:

- lowering of the soffit by 1 m and reducing the void between the IP Shed and tower soffit (from 10 m to 9 m) is minor and would not result in a perceptible difference when viewed from the street, Central Station or the new or existing public domain
- the tapering form of the tower contributes positively to its overall high standard of design and represents an improvement compared to the abrupt rectilinear cantilever anticipated in the building envelope

- both inconsistencies are minor in nature and do not contradict the overall design aims of the WGSP Design Guide or have unacceptable design outcomes.

6.3 Built form

The proposal seeks approval for the construction of a tower located above the IP Shed for office and tourist and visitor accommodation, as summarised at **Section 2**.



Figure 31 | Aerial perspective looking west across Central Station towards the proposed tower and Block B and C building envelopes (Base source: Applicants RtS)

The Department considers the key assessment issues to be building height and scale and design and materials. These matters are considered in the following sections.

6.3.1 Building height and scale

The development comprises a maximum tower height of RL 197.9 (approximately 182.6 m above ground) and a total GFA of 75,088 m², which complies with the maximum height of RL 200.2 and GFA of 77,000 m² in SLEP.

Concern was raised in public submissions about the height and scale of the development and its visual impact.

The Application includes a Visual Impact assessment (VIA), which provides perspectives of the proposed development when viewed from the key public vantage points identified within the WGSP Design Guide (**Figure 32 to Figure 36** and **Figure 54 to Figure 55**). The VIA contends the scale of the buildings are appropriate within their context and have acceptable visual impacts noting the desired future built form evolution of the precinct.

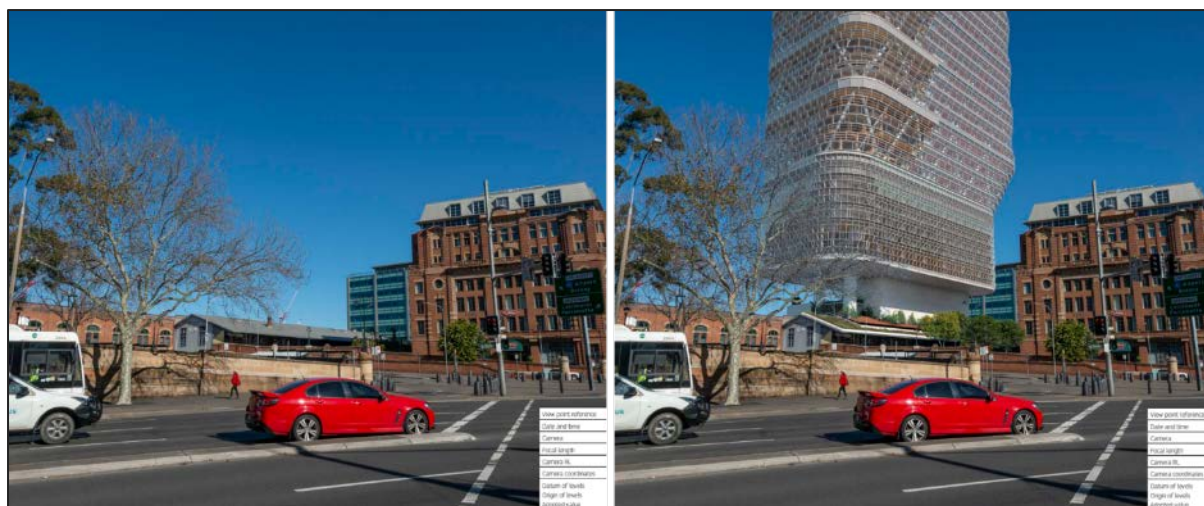


Figure 32 | Existing (left) and proposed (right) view south across Lee / Pitt / George Street intersection towards the lower part of the tower and the IP Shed (Source: Applicants RtS)



Figure 33 | Existing (left), proposed (right) view east along Broadway towards the site (Source: Applicants EIS)



Figure 34 | Existing (left), proposed (right) view south-east along Quay Street towards the site (Source: Applicants EIS)

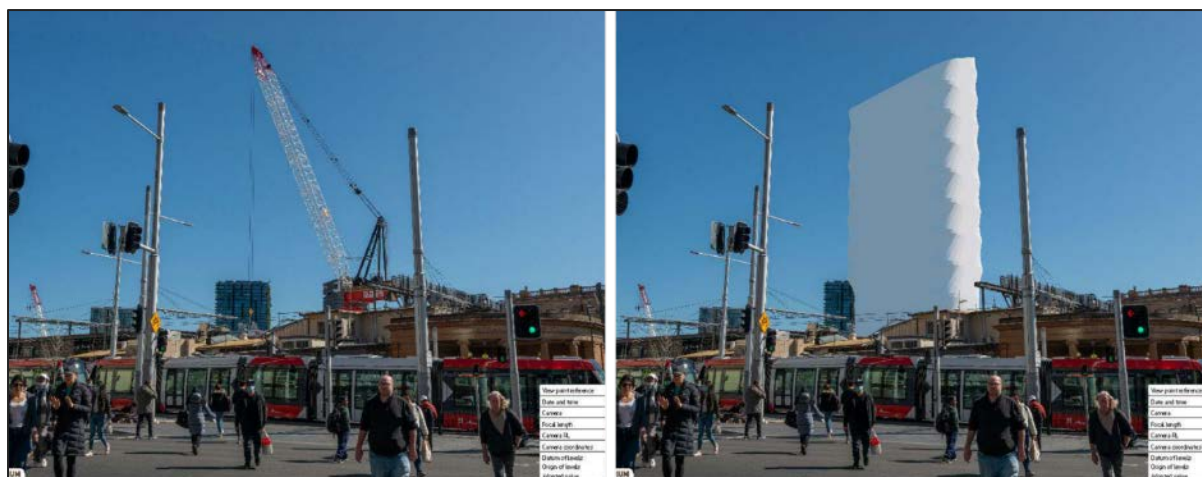


Figure 35 | Existing (left), proposed (right) distant view west across Elizabeth Street and Central Station platforms towards the site (Source: Applicants EIS)



Figure 36 | Existing (left), proposed (right) distant view north from Prince Alfred Park towards the site (Source: Applicants EIS)

As outlined in **Section 1.4**, the Department notes the existing character of the surrounding area is diverse, with a broad mix of established medium to high-rise mixed-use and other non-residential buildings, low-rise Central Station and the railway corridor together with public open space areas at Railway Square and the Western Forecourt.

In addition, the future development within Central SSP will result in a significantly greater intensity and scale of development over the railway corridor and adjacent to Central Station, including tall tower developments.

The Department acknowledges the tower would be highly visible from close and distance views around the site and the scale of the proposed tower differs from the existing surrounding built form. Notwithstanding, the Department considers the height, bulk and scale of the development is appropriate for the site, as it:

- fully complies with the SLEP maximum building height and GFA controls for the site
- is the result of a design competition, achieves a unique architectural design that has landmark qualities and has been endorsed by the DIP and GANSW as achieving design excellence, subject to design development and on-going review by the DIP (**Sections 6.2 and 6.3.2**)

- is generally consistent within the WGSP Design Guide building envelopes and provides adequate separation from future development within Blocks B and C to ensure an appropriate built form relationship and transition to future development. The minor variations to the building envelope will have negligible impacts on the external bulk of the building and contribute to design excellence (**Section 6.2.2**).
- forms part of an emerging cluster of towers within the WGSP, would contribute positively to the CBD skyline, establishes a visual marker for the precinct and is consistent with the desired future character of the Central SSP, which envisages tall buildings above and around Central Station
- provides for an acceptable built form relationship to the IP Shed and would not have an adverse impact on adjoining or nearby heritage items as it provides a sufficient buffer area to Central Station and maintains identified view lines towards the Station and its clocktower (**Section 6.5**)
- would not result in adverse amenity (overshadowing, privacy, noise or wind) impacts (**Sections 6.4 and 6.7**).

The Department therefore concludes the proposed height and scale is acceptable as it complies with the SLEP and WGSP built form development controls for the site and will be consistent with the future desired character of development within the Central SSP. Further the development provides for an appropriate built form relationship to the IP Shed, adjoining heritage items and the anticipated future towers within the WGSP.

6.3.2 Design and materials

The tower is divided into two distinct components being the office and YHA accommodation. The design and appearance of the office component of the tower is articulated and defined by a visible diamond-grid structural exoskeleton, tiered internal timber office floor structure and gardens. The YHA accommodation provides a base for the office component and has less transparent internal structure.

Notwithstanding the distinction between the two components, the tower is unified by its unique façade design which wraps around the office exoskeleton and YHA accommodation and comprises a series of horizontal serrated fixed and louvred glazing panels (**Figure 37**).

The DIP supports the overall design of the development, in particular, the proportions and aerodynamic form of the tower, glazing system (including faceted glass and operable louvred elements) and inverted internal timber framed stepped floorplates. The DIP also supports the proportions of floors and truss levels, landscaping within the façade and the proposed colour, shape, tones and textures of materials. The DIP has confirmed the proposal remains consistent with the competition winning design.

The DIP, however, noted that design matters relating to the tower soffit, tower corners, façade cleaning and maintenance and YHA window design require future resolution. It recommended the Applicant continue to consult with it throughout the detailed design stage(s) of the project to resolve these matters.

Council did not provide comment on the tower's architectural design or palette of materials. No concerns were raised in public submissions about the design of the tower.

In response to the DIP's comments, the Applicant confirmed the design of the soffit can be further refined in consultation with the DIP, the changes to the tower corners improves internal space management, a façade cleaning strategy would be prepared and the amendments to the YHA

windows improve internal layout and environmental conditions and lower embodied carbon.

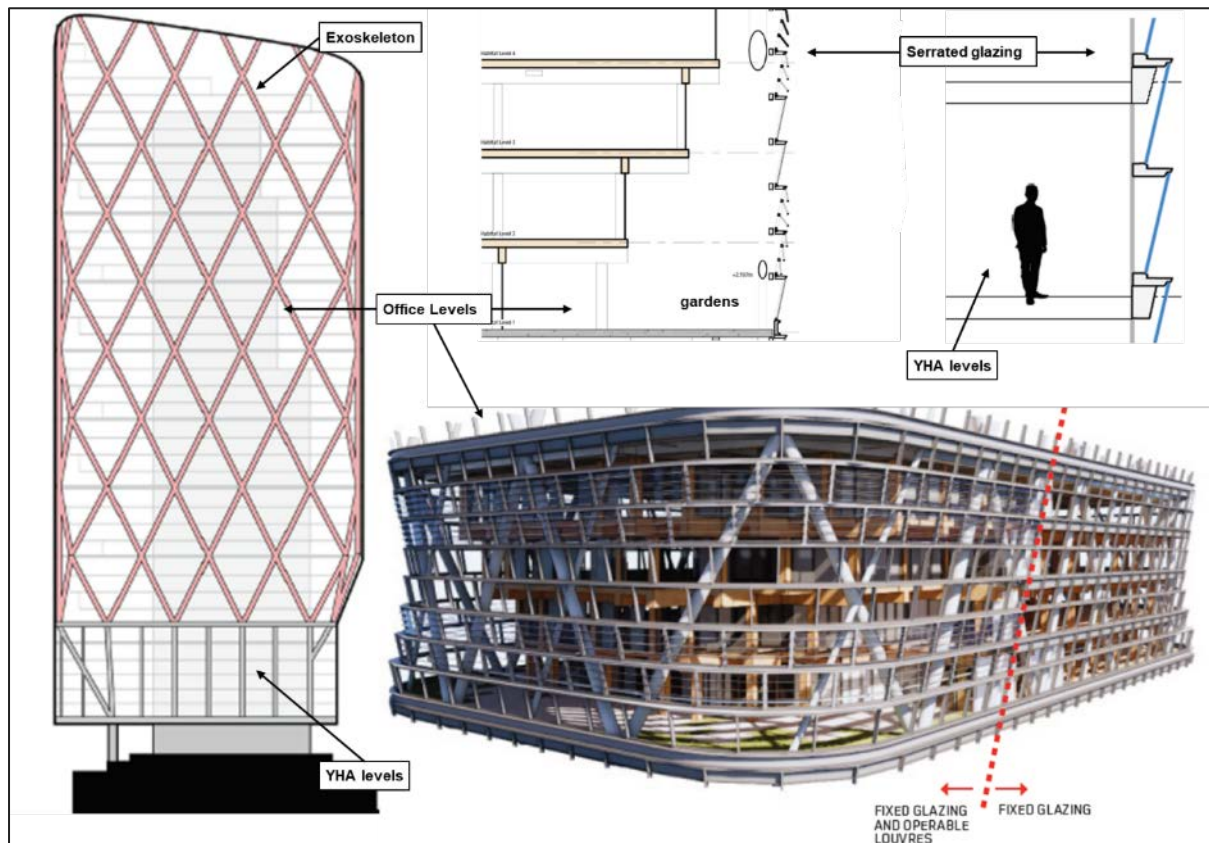


Figure 37 | Exoskeleton (left), floor and window arrangement (top) and segment of office component of the tower (bottom) (Base source: Applicants RtS)

The Department considers the proposal presents a unique and interesting design that would create a landmark quality building within the WGSP and achieves design excellence (as discussed in **Section 6.2**). In particular, the Department considers:

- the architectural design approach is highly cohesive, and the overall design and appearance of the building comprises a sophisticated aerodynamic and elegant form
- the exposed exoskeleton ensures the elevations are highly articulated and the internal variation and visible wooden floors at each level adds further interest to the tower façades
- it provides for a high-performance sustainable development and internal amenity
- the office component incorporates significant internal gardens, mixed-ventilation spaces, self-shading and includes photovoltaic panels
- the architectural treatments appropriately unify the building and the façade materiality comprises a light glazed external palette that contrasts against the visible natural internal materials.

To ensure design integrity is maintained the Department recommends a condition requiring the DIP review the development at critical stages. This includes prior to construction, prior to the Secretary's approval of design amendments to the IP Shed roof and Ambulance Avenue wall (**Section 6.5**), any modifications and prior to occupation.

The Department therefore concludes the proposed tower has been appropriately designed to respond positively to the site and its context, exhibits innovation in design and sustainability and will deliver a

landmark quality building within the WGSP and the emerging Central SSP.

6.4 Wind impacts

The application includes a Wind Impact Assessment (WIA), comprising a desktop study and wind tunnel assessment, to determine the existing and likely wind conditions affecting the public and private domain within and around the development. The WIA considered the WGSP Design Guide recommended pedestrian wind comfort levels (**Figure 38**) and maximum wind speed safety standard (maximum 0.5 second gust in 1 hour of 24 m per second (24 m/s safety criteria)).

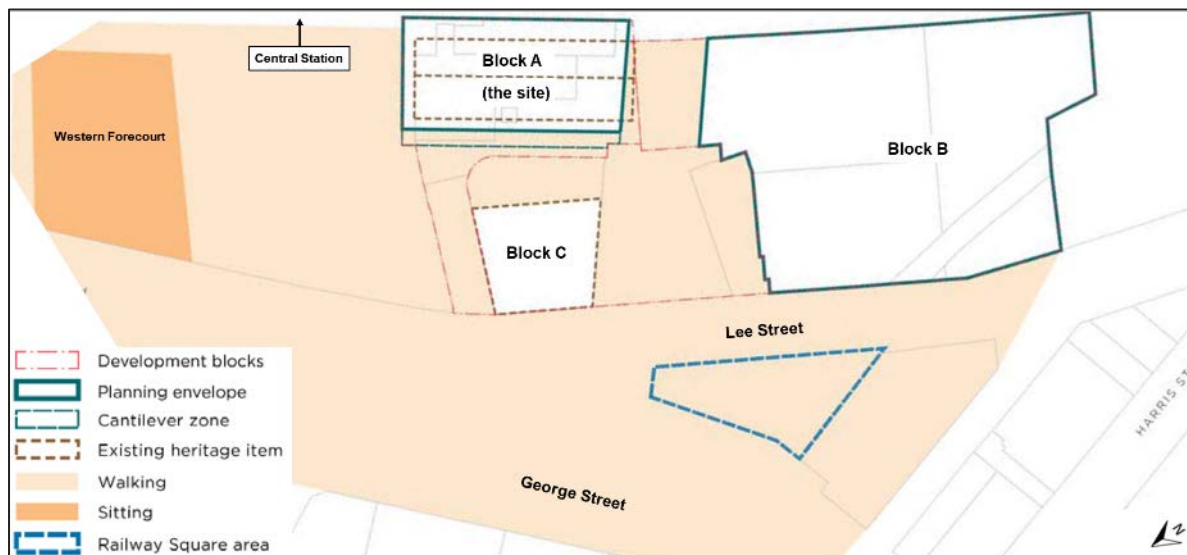


Figure 38 | WGSP recommended public domain pedestrian wind comfort levels (Source: WGSP Design Guide)

Noting the proposal would be the first of three tower developments within the WGSP to be constructed, the WIA considered cumulative wind environment scenarios, where the proposed tower is built within the existing context (S1), with Block B (S2) and with Blocks B and C (S3). It assessed wind impacts in the public domain in and around the site including proposed open spaces and pedestrian circulation areas, as well as the publicly accessible private domain on the IP Shed roof.

6.4.1 Public domain

The WIA confirmed existing wind conditions in and around the site achieve a pedestrian comfort level of sitting or standing. There is only one instance where the 24 m/s safety criteria is exceeded, south of Block B.

The WIA's assessment of future pedestrian wind comfort levels within and around the site concludes:

- the public domain is suitable for sitting standing or walking and complies with the WGSP Design Guide criteria in all scenarios
- a comfort level of sitting is achieved in the Western Forecourt in the Day 1 and 3 scenarios in accordance with the WGSP Design Guide. However, there is one point at the Day 2 scenario that achieves a comfort level of standing (maximum wind speed of 17 m/s).

The WIA however concludes there are a number of locations that exceed the 24 m/s safety criteria as shown at **Figure 39**.

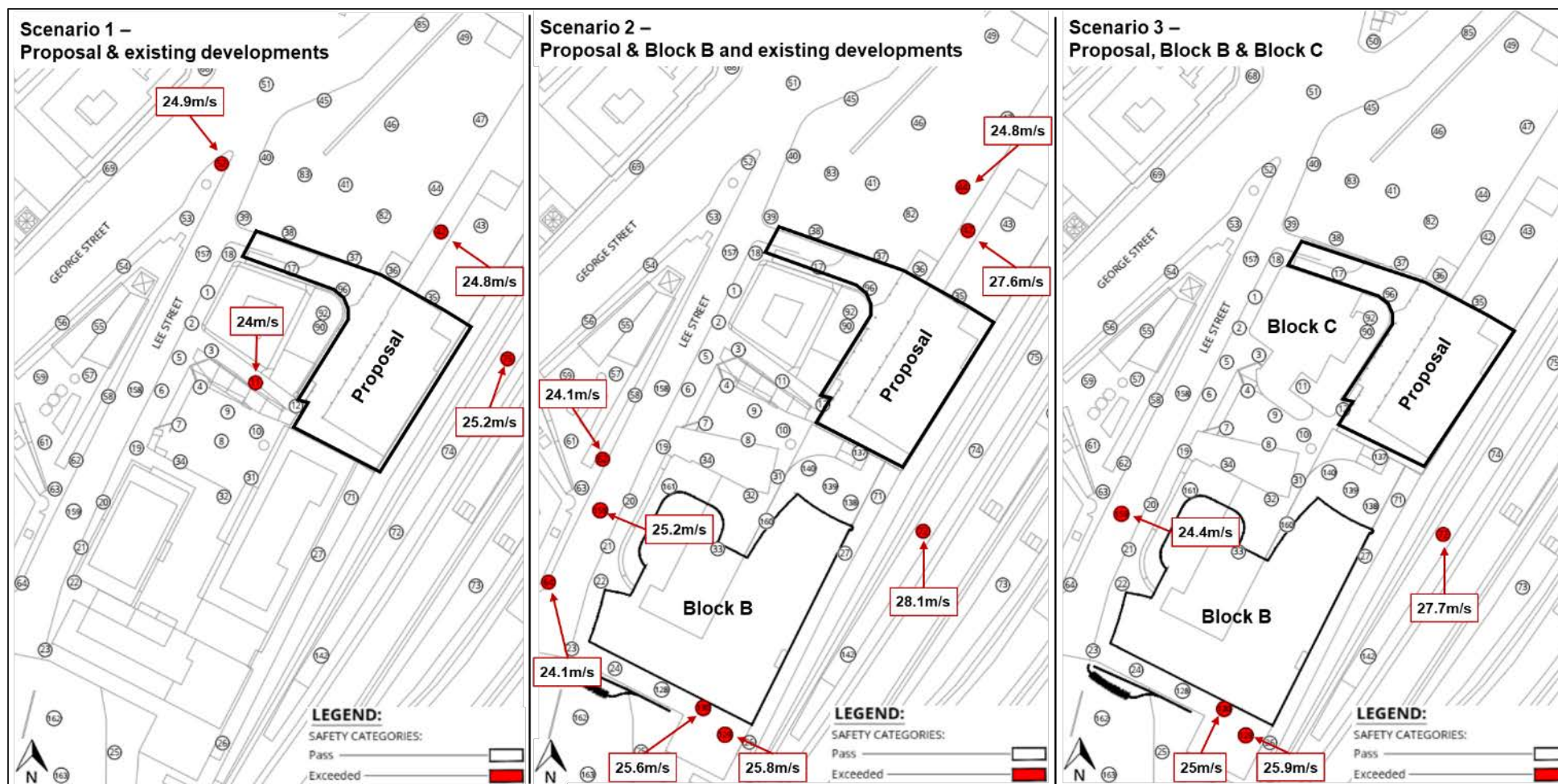


Figure 39 | S1 and S2 points where the 24 m/s safety criteria is exceeded (Base source: Applicant's SRtS)

The WIA stated landscaping is not required in the upper link zone to ensure compliance with the wind safety criteria or wind comfort levels. However, localised landscaping would be provided to improve wind comfort levels and create areas for standing/sitting. With reference to wind safety impacts beyond the site boundary the WIA stated the exceedances are not significant and could be addressed by the future tower developments within the WGSP and through the installation of temporary wind mitigation measures while the WGSP is being developed, including screens and artwork.

The Applicant also suggested that temporary mitigation measures such as localised screens or artwork can be installed to address the off-site minor exceedances of the 24 m/s wind safety criteria.

Council raised concern about the exceedances of the 24 m/s safety criteria and resulting wind environment within the public domain during the S1 scenario and cumulative future scenarios when the WGSP towers are built. Council stated the provision of temporary wind mitigation is a sub-optimal outcome and the proposal is inconsistent with the WGSP wind guidelines. Council recommended the design be amended to ensure wind speeds do not exceed the safety criteria in all scenarios.

The DIP recommended the development consider wind impacts on the broader area around the site. The Consortium recommended the application should consider cumulative wind impacts of the proposal and including the proposed Blocks B and C designs.

The Department has carefully considered the concerns raised in submissions and the Applicant's response. The Department notes that wind safety and comfort in the public domain is a critical issue, however, is satisfied that the Applicant has demonstrated wind impacts within the public domain can be appropriately managed as:

- the proposal provides for pedestrian wind comfort levels throughout the public domain consistent with the recommendations of the WGSP Design Guide
- the exceedance of the pedestrian wind comfort level at the one identified point at Day 2 within the Western Forecourt is minor, being only 1 m/s (17 m/s) greater than the recommended 16 m/s for sitting and could be addressed as part of future detailed design and landscaping of that space
- wind safety criteria can be met at Day 1 and 2 scenarios subject to the provision of appropriate landscaping within the site and temporary wind mitigation measures off-site
- subject to the above, the wind safety criteria would be met at the Day 3 scenario, except for locations adjacent to Block B. However, as those exceedance points are separated from the site by Block B, it is appropriate they be addressed by the future Block B mitigation measures
- Blocks B and C and the broader WGSP will include extensive landscaping, which cumulatively would contribute to ameliorating wind impacts.

To address wind safety impacts at the identified exceedance points at S1 and S2 scenarios and to ensure the site provides for adequate overall wind mitigation, the Department recommends conditions requiring the:

- Applicant prepare and implement a Temporary Wind Mitigation Strategy (TWMS), in consultation with landowners, providing temporary off-site wind mitigation measures to address the identified 24 m/s safety criteria exceedances
- revision of the landscaping plan to incorporate any changes proposed to improve the wind environment within the upper link zone.

The Department therefore concludes wind impacts can be appropriately managed and mitigated, subject to the conditions requiring a TWMS and provision of landscaping.

6.4.2 Private domain

The WIA assessed the predicted the overall wind environment for the seating area, pavilion and public stair access and concludes impacts would be generally acceptable. However, it noted (**Figure 40** and **Figure 41**):

- the seating area would achieve pedestrian wind comfort levels of between standing and walking in all predicted development configurations
- the seating area would exceed the 24 m/s wind safety criteria in multiple locations, which could be addressed by the installation of wind screens 5 m tall and 3 m wide
- the point where the public stair lands on the IP Shed roof would be subject to 'uncomfortable' wind conditions and exceed the 24 m/s wind safety criteria by 2.2 m/s (26 m/s) at the S1 scenario
- the pavilion outdoor deck would achieve an acceptable pedestrian comfort level and wind safety subject to landscaping.

Council raised concern the seating area does achieve an appropriate wind environment and would not be suitable for sitting. The DIP stated the wind environment on the IP Shed roof should be addressed.

In response, the Applicant stated that the IP Shed roof spaces and access would be managed by the future operator and public access to the IP Shed roof would be limited during unfavourable wind/weather conditions to address any wind safety issues.

The Department considers the wind environment associated with the pavilion would be acceptable noting the pavilion outdoor deck space would be comfortable for pedestrians standing and walking, subject to the provision of landscaping. The Department recommends the landscaping be installed prior to the occupation of the development.

However, the Department has considered the predicted wind environment for the seating area and public access staircase and is concerned:

- the stair access to the IP Shed roof will be affected by wind speeds of up to 26.2 m/s, exceeding the 24 m/s wind safety criteria by 2.2 m/s causing a potential safety issue
- the majority of the seating area does not achieve a wind comfort level of sitting and includes areas which do not meet the 24 m/s wind safety criteria, which prevents the space being used for its intended use
- the proposed wind screens (measuring 5x3 m) to address wind safety would present significant visual bulk above the IP Shed roof (as discussed at **Section 6.5.3**)
- addressing pedestrian safety through passive management by a future operator may be difficult given the unpredictability of wind gusts and the constrained location of this principal access point to the roof.

In light of the above assessment, the Department concludes the IP Shed roof seating area and public access staircase result in an unacceptable and unsafe wind environment and as such does not support it in its current form. The Department recommends a condition requiring:

- the design of the staircase to the IP Shed roof be amended so that it achieves an acceptable wind safety level from the Day 1 scenario
- the application be amended to remove the IP Shed seating area unless it can be demonstrated that an alternative design approach provides for acceptable outcomes as discussed at **Section**

6.5.3.

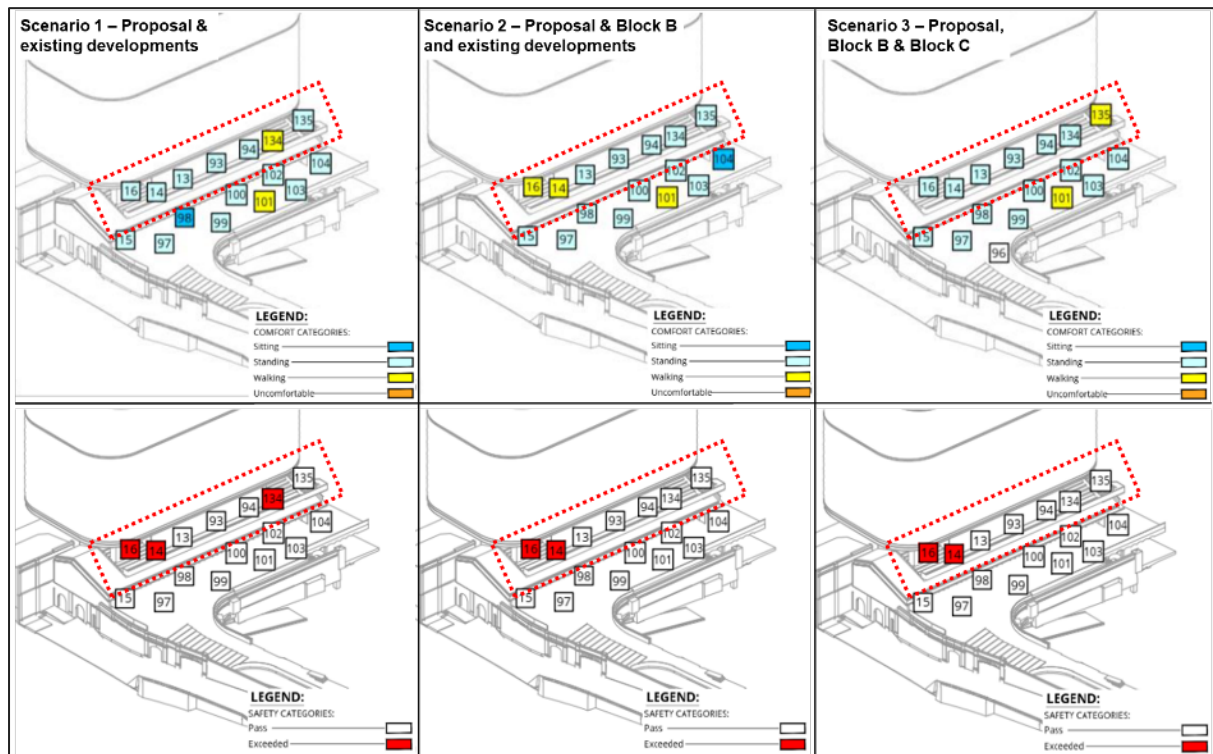


Figure 40 | Predicted wind comfort levels (top) and pedestrian wind safety levels (bottom) at the IP Shed roof seating area at S1, S2 and S3 scenarios (Base source: Applicants SRtS)

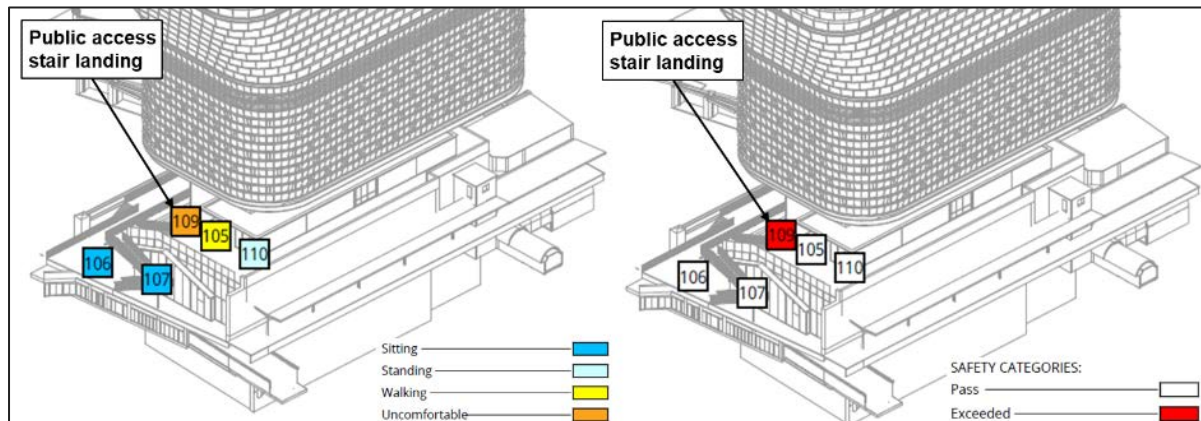


Figure 41 | Predicted wind comfort levels (left) and pedestrian wind safety levels (right) at the public staircase landing point on the IP Shed roof at S1 scenario (Base source: Applicants RtS)

6.5 Heritage

The entire site, including the IP Shed at upper ground floor, the former Small Parcels Bagging Room at lower ground floor and the Lee Street driveway ramp and Ambulance Avenue walls form part of the Central Station group State heritage item. These items are also identified as heritage items under the SLEP (local item) and the *NSW Heritage Act 1977* (Section 170 Register). The buildings were constructed as part of the first stage of Central Station and commenced operation in 1906, principally serving as a clearing shed for parcels dispatched all over NSW.

The Application includes a Heritage Impact Assessment (HIA), which assesses the impacts of the proposal on the heritage significance of the site, buildings and structures. It also includes a Conservation Management Plan (CMP) outlining the policies and conservation strategies to ensure the long-term significance of the heritage item.

The HIA notes the IP Shed has historical, representative, archaeological, rarity and associative heritage values and contributes to the state level of heritage significance for the Central Station precinct. The HIA assessed the heritage significance of the fabric of the buildings and structures (**Figure 42**) and concludes the IP Shed timber structure, trusses and columns are of 'high' heritage significance.

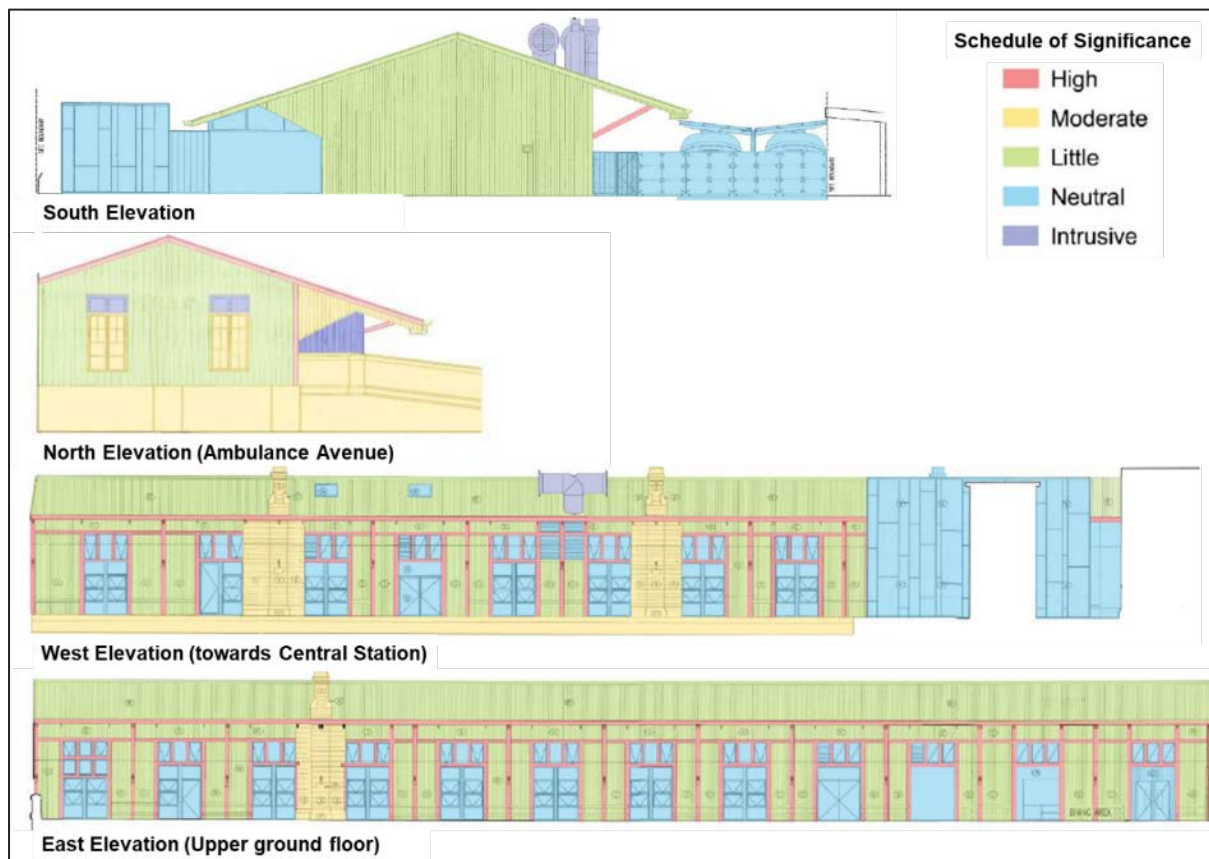


Figure 42 | Heritage schedule of significance of the existing buildings / structures (Base source: Applicants EIS)

The proposal seeks approval for dismantling / salvage of the IP Shed fabric as outlined below and shown in **Figure 43**:

- dismantle the IP Shed timber structure / trusses / columns and timber windows and sliding timber doors for integration into the new adapted IP Shed building
- salvage IP Shed chimneys and other elements and masonry (where possible) and integrate into the fabric of the development / public domain for interpretation
- retain (in-situ) two brick arches of the Ambulance Avenue wall, directly beneath the IP Shed
- dismantle the Ambulance Avenue sandstone and masonry parapet wall and the sandstone arch for restoration and reassembly.

The remainder of the building and structures, not listed above, will be demolished.

Northern elevation / Ambulance Avenue wall

EXISTING TIMBER RINCEM FRAMING TO BE SALVAGED FOR REUSE

EXISTING PARCEL SHED WALL CLADDING TO BE DEMOLISHED; TIMBER SUB-FRAMING TO BE SALVAGED FOR REUSE

TIMBER CLADDING WALL TO BE DEMOLISHED

HATCHED PURPLE HERITAGE BRICK AND SANDSTONE PARAPET WALL TO BE DISMANTLED AND REBUILT - RESTORATION OF DAMAGED BRICKS TO BE COMPLETED USING MATCHING HERITAGE BRICKS SALVAGED FROM DEMOLISHED PORTION OF WALL

ROOFING TO BE DEMOLISHED; SUPPORTING METAL TRUSSES TO BE SALVAGED FOR POTENTIAL REUSE

HATCHED PURPLE SANDSTONE ARCH TO BE DISMANTLED AND REBUILT

PORTION OF WALL TO ACCOMMODATE ATLASIAN & ADINA FIRE BOOSTER - BRICKS ABLE TO BE SALVAGED TO BE REUSED OR STORED FOR POSSIBLE FUTURE REUSE

EXISTING HERING TO BE DEMOLISHED

HATCHED GREEN HERITAGE BRICK AND SANDSTONE PARAPET WALL BELOW PARCEL SHED FACADE TO BE RETAINED

NEW OPENING IN HERITAGE WALL TO INCREASE WIDTH OF NORTHERN LINK ZONE ENTRY - WHOLE BRICKWORK ABLE TO BE SALVAGED TO BE REUSED OR STORED FOR POSSIBLE FUTURE REUSE

VEHICLE ACCESSWAY TO ADINA BASEMENT TO BE DEMOLISHED

HATCHED RED HERITAGE BRICK AND SANDSTONE PARAPET WALL TO BE DISMANTLED AND REBUILT USING HERITAGE-MATCHED NEW BRICKS (SPECIAL RUN - EXISTING SANDSTONE PLATEAUERS TO BE RESTORED AND REINSTALLED IN NEW WALL) - WHOLE BRICKWORK ABLE TO BE SALVAGED TO BE REUSED OR STORED FOR POSSIBLE FUTURE REUSE

ARCHED ENTRY TO LOWER GROUND LINK ZONE TO BE WIDENED AND ATLASIAN & ADINA FIRE BOOSTER CABINET REINSTALLED IN WALL AS NOTED

Legend:

- DISMANTLE/ REMOVE FROM SITE
- RETAIN IN PLACE/ RESTORE
- DISMANTLE FOR RESTORATION AND REASSEMBLY, REAPPROPRIATION OR STORAGE OF HERITAGE MATERIAL AS NOTED

Eastern elevation

EXISTING BRICK CHIMNEYS TO BE SALVAGED AND REPURPOSED

EXISTING PARCEL SHED WALL CLADDING TO BE DEMOLISHED - TIMBER SUB-FRAMING TO BE SALVAGED FOR REUSE

HATCHED PURPLE HERITAGE BRICK AND SANDSTONE PARAPET WALL TO BE DISMANTLED AND REBUILT - RESTORATION OF DAMAGED BRICKS TO BE COMPLETED USING MATCHING HERITAGE BRICKS SALVAGED FROM DEMOLISHED PORTION OF WALL

DAMAGED METAL TRUSSES TO BE SALVAGED FOR POTENTIAL REUSE

EXISTING VAULTED ROOF TO BE DEMOLISHED

EXISTING BRICK CHIMNEYS TO BE SALVAGED AND REPURPOSED

WHOLE BRICKS ABLE TO BE SALVAGED FROM EXISTING WALL TO BE REUSED OR STORED FOR POSSIBLE FUTURE REUSE

East-west section

PARCEL SHED TIMBER TRUSSES TO BE SALVAGED FOR REUSE

EXISTING BRICK CHIMNEYS TO BE SALVAGED AND REPURPOSED

WHOLE BRICKS ABLE TO BE SALVAGED FROM EXISTING WALL TO BE REUSED OR STORED FOR POSSIBLE FUTURE REUSE

Concerns were raised in public submissions about demolition and loss of heritage fabric. Council and Heritage NSW also raised concerns about the reconstructed / adapted IP Shed and Ambulance Avenue wall.

- impacts to heritage fabric
- Ambulance Avenue heritage wall
- IP Shed roof

The proposal results in extensive interventions into the fabric of the heritage item through demolition, dismantling and reconstruction/adaptation.

Atlassian Central (SSD 10405) | Assessment Report

The Applicant analysed feasible alternatives to carrying out the project as follows:

- 'Do Nothing' – this would be a lost opportunity to revitalise the WGSP and an underutilisation of a strategically important site
- 'Alternative Uses' – redevelopment of the site wholly for residential or public domain use is inconsistent with the long-term strategic objectives for the WGSP to establish a globally competitive innovation and technology precinct and generate thousands of jobs
- 'Alternative Location' – construction of the development on an alternative site would not realise the objectives of the WGSP, undermines the economic strength of the commercial core and is a missed opportunity to locate significant employment uses adjacent to an important transport hub
- 'Alternative Design' – a design competition was undertaken considering five alternative designs for the site, which were developed in accordance with the brief and planning framework. The current proposal is based on the winning design and achieves design excellence.

The HIA includes draft methodology for the demolition, dismantling and salvage of heritage fabric (the DDS Methodology) to ensure the heritage values of the site are appropriately managed. The HIA also includes the following recommendations:

- undertake comprehensive archival recording prior to any works being undertaken
- prepare a schedule of conservation works and identify priority and longer-term maintenance conservation works for the significant fabric being retained and reconstructed on the site. Particular attention be given to the conservation of sandstone embellishments, masonry elements, the timber structure and sliding doors being salvaged and reconstructed as part of the proposal
- Conservation works should be undertaken by a specialist conservator
- finalisation of the heritage interpretation strategy prior to issue of a construction certificate and implementation of the interpretation prior to obtaining an occupation certificate.

Public submissions raised concern that the demolition of the IP Shed is unjustified. The National Trust considers the demolition would have significant heritage impacts and does not meet established heritage objectives. It recommends as much of the IP Shed should be retained as possible and reconstruction include more original heritage fabric.

Council raised concern about the significant amount of heritage fabric proposed to be demolished, removed and reassembled and stated the number of penetrations and disruptions to the heritage item are excessive for its conservation.

Heritage NSW stated the proposed demolition and partial rebuild of the existing buildings would have impacts on the fabric and setting and recommended that the extent of demolition and removal of fabric is reduced as much as possible to minimise impacts. It recommended the Applicant provide further detail of the salvage and reuse of materials, better demonstrate the rationale for the proposed works and how the demolition and reuse of fabric and structures will be minimised. In addition, it also recommended the Applicant prepare a Temporary Protection Plan for the site to ensure that significant buildings and fabric are adequately protected during the works.

The Department has carefully considered the concerns raised in submissions, the advice provided by Council and Heritage NSW and the Applicant's response. After careful consideration of the site and the proposal, the Department considers that the Applicant has demonstrated that the heritage item cannot be retained in-situ and the amount of demolition of heritage fabric is unavoidable as:

- the site is an appropriate site for the proposed development as it fully consistent with the planning controls for the site which permit a tower over the existing heritage building, and the strategic objectives for the WGSP and Central SSP to create technology and innovation precinct adjacent to Central Station
- the retention of the IP Shed in its current location would significantly compromise the ability to construct the tower and associated components and the delivery of public benefits, noting:
 - it would not be possible to construct the tower above the item in its current location due to the heavily constrained nature of the site in close proximity to other significant heritage items, limited site access and the physical requirements to construct the proposed tower
 - the reduction of the size of the development necessary to retain the heritage item in-situ would compromise the design integrity of the building, its usability/functionality, delivery of significant employment opportunities and the realisation of the vision for the WGSP
- it is not possible to deconstruct and salvage the existing brickwork for reuse due to the strength of existing mortar
- the proposed development was the subject of a design competition, the final design was selected by an independent Design Competition Jury and endorsed by the DIP. The proposal achieves design excellence (**Section 6.2**) and the proposal results in significant public benefits including the creation of up to 5,000 jobs, new public domain and pedestrian links.

The Department acknowledges the demolition, dismantling reassembly and adaptation of the heritage item would result in heritage impacts. However, the Department considers these impacts are on-balance acceptable and can be managed as:

- the only alternative to the partial demolition/dismantling of the heritage item is its complete demolition. In this context, the heritage impact of partial demolition/dismantling is outweighed by ensuring its survival through adaptation
- any redevelopment of the site, consistent with the recently adopted planning framework, would likely result in equivalent heritage impacts due to the construction and structural requirements to build a tower on-top of the IP Shed
- the proposal includes the salvage and adaptive reuse of highly significant heritage fabric including the timber trusses and columns and also proposes to incorporate other important features including timber windows, sliding doors and sandstone features which will provide for a high level of heritage interpretation and legibility
- the proposal would increase public accessibility to the site, which is a desirable outcome in the consideration of heritage preservation.
- the proposed DDS Methodology for demolition and dismantling would establish an appropriate and sensitive methodology for undertaking the works and the Applicant has committed to prepare and implement a Heritage Interpretation Strategy (HIS) for the site, which would include consideration of the IP Shed, archaeology and the history of the site overall (**Section 6.7**).
- the application includes a Conservation Management Plan, which would maintain and preserve the important historic elements of the development going forward.

The Department also recommends a suite of conditions to appropriately mitigate and manage the potential heritage impacts on the adapted IP Shed and structures, including:

- preparation of a salvage and reuse plan in consultation with Heritage NSW to clarify how the Distinctive Elements would be reused in a meaningful way

- preparation of the final DDS Methodology and temporary protection plan in consultation with Heritage NSW
- requirement for photographic archival recording of the building and its context prior to the commencement of any dismantling and relocation works
- all works to be supervised by a heritage specialist
- preparation and implementation of a HIS as discussed at **Section 6.7**
- Council's standard heritage demolition and dismantling works and conservation conditions.

In conclusion, the Department appreciates the views expressed in submissions about the demolition and dismantling of the heritage item and has carefully considered the heritage impacts associated with the proposal. However, the Department accepts that if the heritage item was to be retained on the site it would compromise the proposal and the realisation of the strategic vision for the precinct. In this context, the Department is satisfied that a robust DDS Methodology can be prepared to avoid and minimise impacts to the greatest extent possible, while delivering the vision for the site to provide for a globally competitive innovation and technology precinct within a CBD scale development.

The Department accepts that the proposed demolition and dismantling of the heritage item is necessary in view of the above and in the context of the significant public benefit the proposal would provide including the creation of up to 5,000 jobs, new public domain and pedestrian links. The Department therefore concludes the impact to heritage fabric is on-balance acceptable subject to conditions.

6.5.2 Ambulance Avenue heritage wall

The proposal includes the following works to the Ambulance Avenue heritage wall (**Figure 44**):

- retention and restoration of two arches beneath the IP Shed
- dismantling and reconstruction of the sandstone arch and Lee Street driveway ramp sandstone parapet
- demolition of the remaining four arches and all brickwork
- reconstruction (using new materials) of one small arch replicating the original and amalgamation of three arches into one large arch with a span of 13.1 m.



Figure 44 | Perspective looking south-east across Ambulance Avenue towards the Ambulance Avenue wall and arches (Base source: Applicants EIS) Note: this image pre-dates the RtS changes to the development

Concern was raised in public submissions and by the National Trust about the extent of the demolition of the Ambulance Avenue elevation and that the removal of heritage fabric would have an adverse heritage impact.

Council raised concern that the single arch is poorly proportioned, inconsistent with the historic language, fabric and detail of the wall, would result in a substantial loss of original brick masonry and have an adverse heritage impact. Council does not support the prioritisation of pedestrian movement over heritage protection and recommended the reconstruction of three arches.

TfNSW advised this pedestrian link forms part of critical future transport infrastructure improvements for the Central SSP and requires the opening to be capable of accommodating an average pedestrian movement capacity during the AM peak at 2056 (+15%) of Fruin Level of Service (LoS) C (**Figure 45**).

Heritage NSW stated the extent of demolition of significant/original fabric be reduced as much as possible, including the proposed size of new openings into the Ambulance Avenue wall. Heritage NSW raised concern the removal of the arches is based on modelling for future pedestrian capacity requirements (in 35 years). Noting the ability to recover and re-use historic brickwork is limited (due to mortar strength) and in acknowledgement of future pedestrian capacity needs, Heritage NSW recommended consideration of an alternative arch configuration providing for two arches with a single pillar.

In response to TfNSW's requirements, the Applicant provided an options analysis and detailed pedestrian modelling (the modelling), including consideration of the 2056 (+15%) pedestrian demand, the retention of existing three arches, provision of two arches and the proposed amalgamated arch.

The modelling demonstrates the provision of an amalgamated arch to the ground floor link is the best option to meet pedestrian movements at LoS C and the retention of three or two arches would reduce the capacity of the link to move pedestrians (**Figure 46**). Notwithstanding this, the modelling also indicates the provision of two asymmetrical arches could achieve an LoS of C, however, this would be subject to further design refinements.

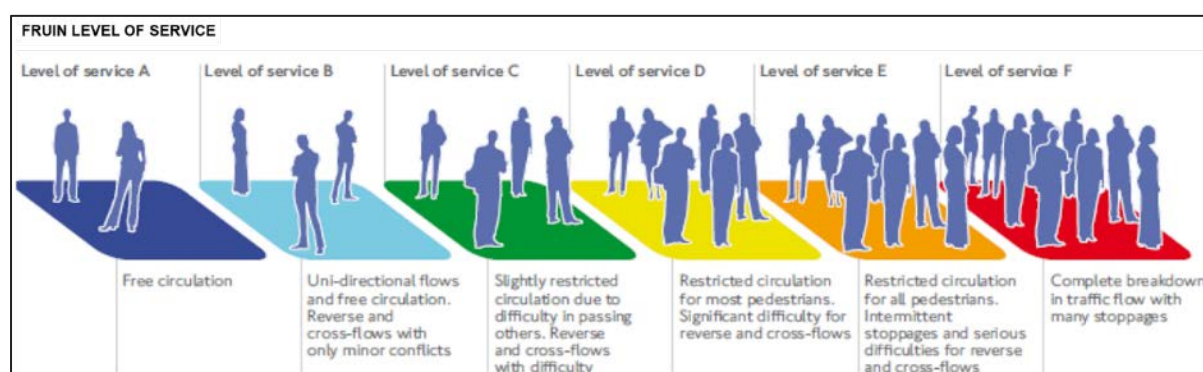


Figure 45 | Fruin LoS A to F (Source: Applicants RtS)

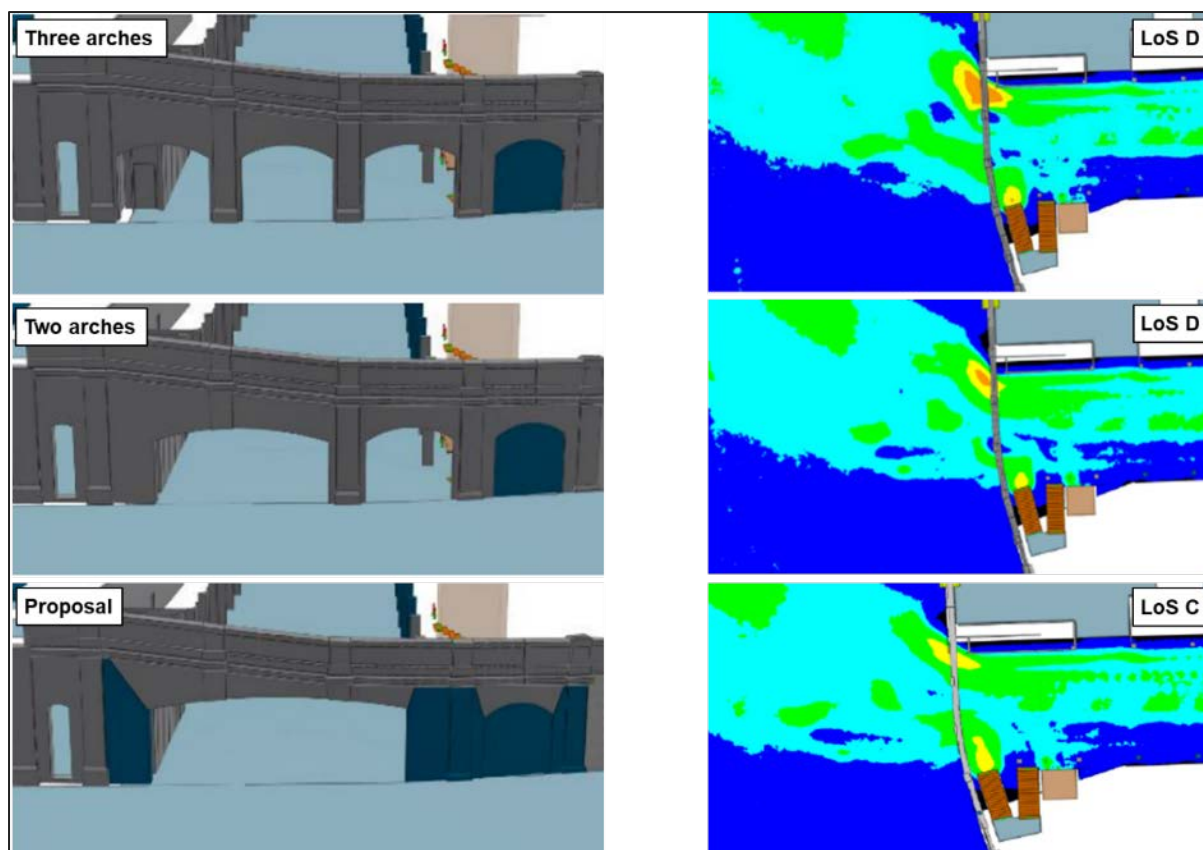


Figure 46 | Archway design option (left), Fruin average LoS (right) (Source: Applicants RtS)

In response to concerns raised about heritage impacts, the Applicant stated:

- it would not be possible to retain the existing Ambulance Avenue wall in-situ, other than the portion below the IP Shed, as this is the only point at which construction access to the site is possible and its demolition is therefore unavoidable
- it is not possible to dismantle and reuse existing brickwork due to the strong mortar that was used in its construction
- the brick and sandstone parapet and other sandstone embellishments along with wall will be carefully salvaged, conserved and reinstated
- the original openings can be understood through careful interpretation and there is a clear delineation between the old and new.

The Department has carefully considered the proposal, concerns raised in the submissions and the Applicant's responses. The Department acknowledges the advice provided by Council and Heritage NSW and the strong concerns raised about the impacts to heritage fabric and amalgamation of arches.

The Department also acknowledges TfNSW advice and the Applicant's modelling, which indicates a single archway represents the best overall outcome for pedestrian movement at the 2056 (+15%) scenario.

Overall, the Department considers the partial demolition and reconstruction of the Ambulance Avenue wall, including the predicted the loss of heritage fabric, is acceptable on-balance as:

- the strength of the existing wall mortar would prevent the successful salvage of brickwork and construction requirements prevent the retention of the wall in-situ
- the Applicant has committed to the following heritage works, which ensure a high degree of heritage interpretation and legibility of the original form and appearance of the wall:
 - retain two arches closest to Central Station, which would be protected during construction and then restored
 - dismantle and reconstruct the sandstone and masonry parapet and sandstone arch
 - reconstruct one brick arch in its original form and use of sympathetic new brickwork
- the dismantling and reconstruction would be undertaken in accordance with the DDS Methodology

However, after carefully weighing the impacts and operational needs of the pedestrian link, the Department considers the provision of a single 13.1 m wide arch would have significant and unacceptable heritage impacts as:

- the amalgamation of three arches into one archway would result in the creation of a disproportionately large archway that significantly and adversely alters of the appearance of the Ambulance Avenue wall and its heritage interpretation and legibility
- the 13.1 m wide archway is not in keeping with the original design or character of this elevation of the former Small Parcels Bagging Room
- pedestrian capacity demand is not likely to be an issue until some 35 years in the future as the lower ground link would not be open to pedestrians until the Day 2 scenario and the Central Walk West is not planned to be opened until some point within the Day 3 scenario.

The Department also notes the Applicant's modelling confirms the creation of two asymmetrical archways could be designed to meet LoS C in the future 2056(+15%) scenario, subject to design refinements. This would align with Heritage NSW recommended alternative arch configuration providing for two arches with a single pillar.

The Department therefore considers the provision of two asymmetrical archways (one large and one small) would provide for appropriate heritage interpretation of the original Ambulance Avenue wall. In addition, the provision of two asymmetrical archways would provide for a civic scale pedestrian entrance appropriate for the importance of the lower ground floor link and would be capable of accommodating an acceptable capacity and flow of pedestrian movements at Day 1 through to Day 3 scenarios.

The Department, therefore, recommends a condition requiring the Applicant amend the design of the Ambulance Avenue wall in consultation with Heritage NSW to replace the 13.1 m wide arch with two asymmetrical arches of appropriate design, detailing and materials in context with the character of the original wall.

6.5.3 IP Shed green roof and seating

The proposal seeks to provide a tiered seating area and green roof on the IP Shed roof, accessed by a staircase on the southern side of the IP Shed (**Figure 47** to **Figure 49**).

Heritage NSW, Council and the National Trust raised concerns about the heritage impact and appropriateness of the proposed IP Shed roof components. The Department has considered the seating, green roof and pavilion in the following sections.

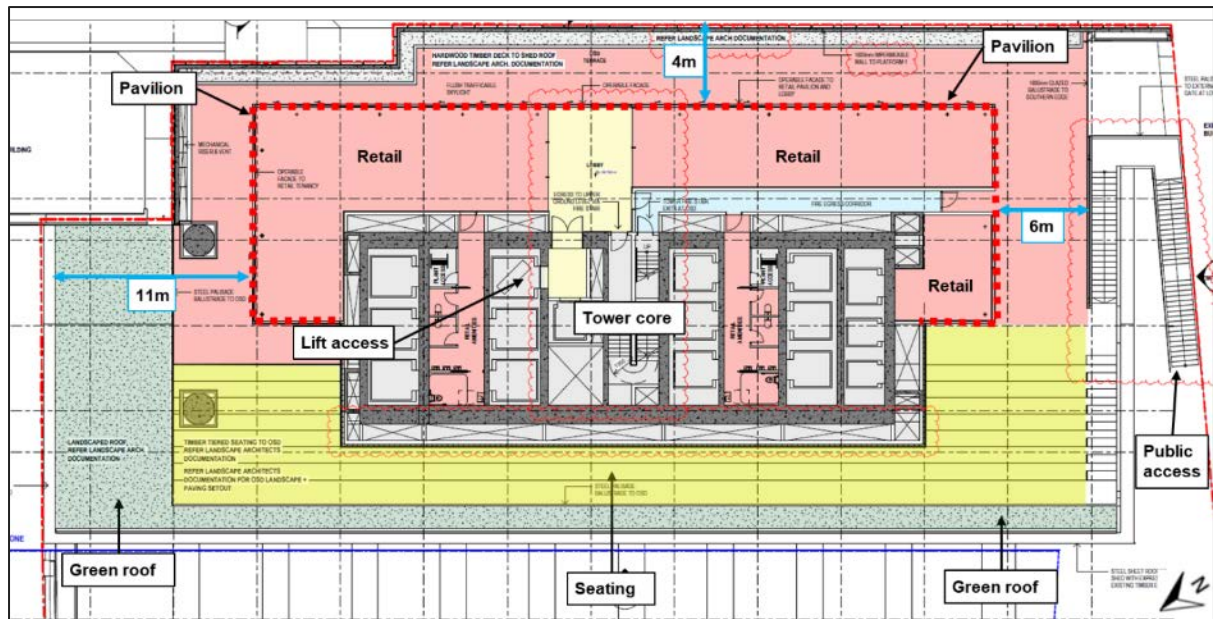


Figure 47 | Pavillion location, layout and setbacks (Base source: Applicants RtS)

IP Shed roof seating, green roof and access

The Applicant has stated the green roof is a key design feature that responds to Designing with Country and Aboriginal history and is intended to be an interpretation of First Nations landscape. The seating area provides for publicly accessible open space with excellent solar access and would connect to the future OSD development east of the site as part of the WGSP Day 3 scenario. The staircase on the southern side of the IP Shed provides public access to the IP Shed roof and fire egress.



Figure 48 | Elevated perspective looking north towards the IP Shed roof, seating, public access stair and green roof (Base source: Applicants RtS)



Figure 49 | Perspective looking east from the Lee Street ramp towards the IP Shed, green roof and seating (Base source: Applicants RtS)

Council, Heritage NSW and the National Trust raised concern the seating area and green roof have adverse heritage impacts and would reduce the legibility of the adapted IP Shed. Each recommended these elements be removed and replaced with a simple metal roof in keeping with the original building. Specific concerns raised include:

- these elements obscure the IP Shed original roof form, are unsympathetic additions, reduce the legibility of the heritage item and fail to provide visual separation between the IP Shed and the tower
- the wind mitigation measures (**Section 6.4**) add visual clutter to the IP Shed roof and the provision of the site as a connection to future OSD is premature
- the public access staircase at the southern end of the IP Shed adversely obscures the IP Shed original roof form.

The DIP supports the greening of the site and the roof, however raised concerns about the use and accessibility of the seating area and the design interaction with the core of the tower.

In response to the concerns raised, the Applicant provided additional justification in support of the green roof and seating area, noting these elements formed part of the design excellence competition winning scheme and would not have an adverse impact on the structure or appearance of the IP Shed roof as it would be supported off the tower mega-structure. In addition:

- the seating area provides for a public space in which people could experience the site from a different perspective
- the green roof forms part of the development's response to Designing with Country and is supported by Aboriginal stakeholders
- the green roof is slightly setback from the IP Shed awning edge to expose corrugated metal roofing and enable interpretation of the original character of the roof

- the public access staircase has been realigned to follow the eastern side of the gabled IP Shed roof and the revision has opened views towards the southern elevation of the IP Shed.

Notwithstanding, the Applicant suggested a condition be imposed requiring further consultation with Council, Heritage NSW and the DIP on the final design of the IP Shed roof seating and green roof (**Figure 50**) to ensure the design of these elements are further refined and address key concerns of stakeholders, where possible.

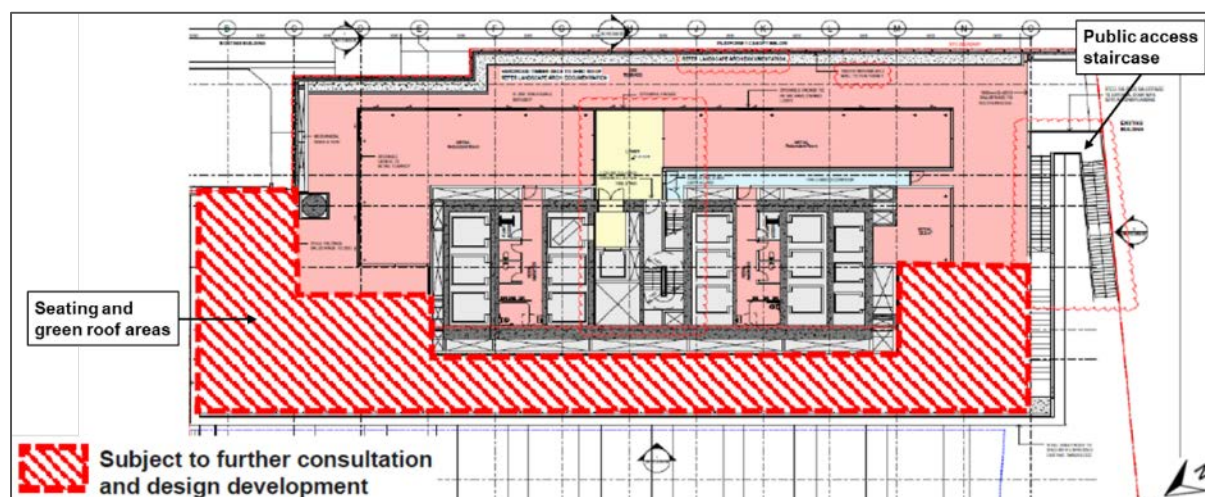


Figure 50 | Areas subject to the Applicant's suggested condition (Base source: Applicants SRtS)

The Department has carefully considered the concerns raised in submissions and the Applicant's response. The Department considers the design of the public access staircase is acceptable, noting the revised design has exposed more of the IP Shed southern elevation (wind impact is considered separately at **Section 6.4.2**). However, the Department shares Heritage NSW's and Council's concerns about the seating area and green roof. The Department does not support the green roof, seating area and access components in their current form as:

- the green roof and seating areas obscure the majority of the IP Shed roof and are visually dominant features that would overwhelm the heritage details of the IP Shed below
- the setback of the green roof from the awning edge only reveals a marginal area of metal roofing, which limits the visibility of the original roof form and industrial character of the metal roof
- the extent of the seating area and green roof does not provide an appropriate built form transition between the modern tower core and the historic IP Shed and prevents the visual understanding of the IP Shed roof form
- the seating area does not achieve appropriate wind comfort level of sitting or meet the required wind safety criteria and the proposed wind screens would further increase the visual bulk above the IP Shed roof (**Section 6.4**)
- an alternative response to Designing with Country could be explored, as discussed at **Section 6.7**.

The Department therefore recommends a condition requiring the application be amended to replace the green roof and seating area with an unadorned metal roof unless, following further consultation with key stakeholders, it can be demonstrated that an alternative design approach provides for acceptable visual, heritage and wind outcomes.

The Department notes the inclusion of climbing plants / green wall to the tower core and columns

would add visual interest to this otherwise blank concrete modern component of the development. The Department supports this component of the design, subject to a condition requiring further detail be provided of planting bed and climbing structures and the visual impact of these structures on the IP Shed roof.

IP Shed roof pavilion

The proposal seeks approval for a pavilion located on the rear (eastern) half of the IP Shed roof. The pavilion is a single storey lightweight glazed structure, set back from the north, south and east elevations of the IP Shed roof and providing for retail floor space and an outdoor deck area.



Figure 51 | Perspective looking north towards the pavilion (left) and internal perspective of the pavilion including retail and deck spaces (right) (Base source: Applicants RtS)

Council does not support the pavilion structure as it adds unnecessary bulk to the IP Shed roof, obscures the original roof form, undermines the void space / separation between the tower soffit and IP Shed. The DIP, however, confirmed it supports the pavilion location and design.

The Department has considered the concerns raised by Council, however, it considers the pavilion is acceptable as:

- it would not be a visually dominant structure when viewed from the surrounding public spaces as:
 - it will be constructed of light-weight glazing
 - it is setback from the IP Shed roof edge and the Central Station Platform 1 wall (**Figure 47**)
 - it would be largely obscured by the exposed lift core of the tower as it is located to rear / eastern side of the IP Shed roof
- it would not significantly diminish the void space and perception of separation between the soffit and IP Shed, due to its location, setbacks and design
- it provides acceptable wind conditions and equitable lift access from the upper ground floor lobby.

The Department concludes the pavilion would not have an adverse impact on the IP Shed roof, would not be highly visible from public vantage points and is therefore acceptable.

IP Shed northern and western facades

The existing façades of the existing IP Shed are constructed of corrugated metal sheeting. The northern elevation (fronting Ambulance Avenue) includes two timber casement windows and the western elevation (fronting the upper ground floor link) includes modern metal windows and doors within original window surrounds.

The proposal seeks to reconstruct the façades with full-height, high-performance reeded glazing (an interpretation of the original corrugated metal sheeting). The northern façade includes two salvaged timber windows and the western façade includes new timber windows and salvaged sliding 'barn' doors, which would be set behind clear glazing (Figure 52 and Figure 53).

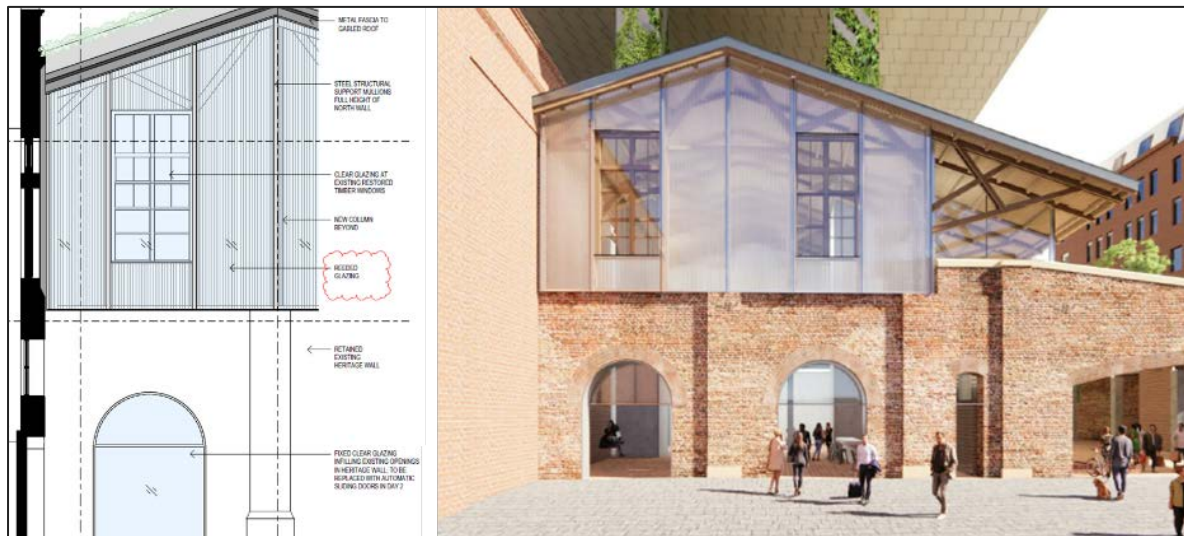


Figure 52 | Reconstructed northern (Ambulance Avenue) elevation of the IP Shed (Base source: Applicant's RtS)

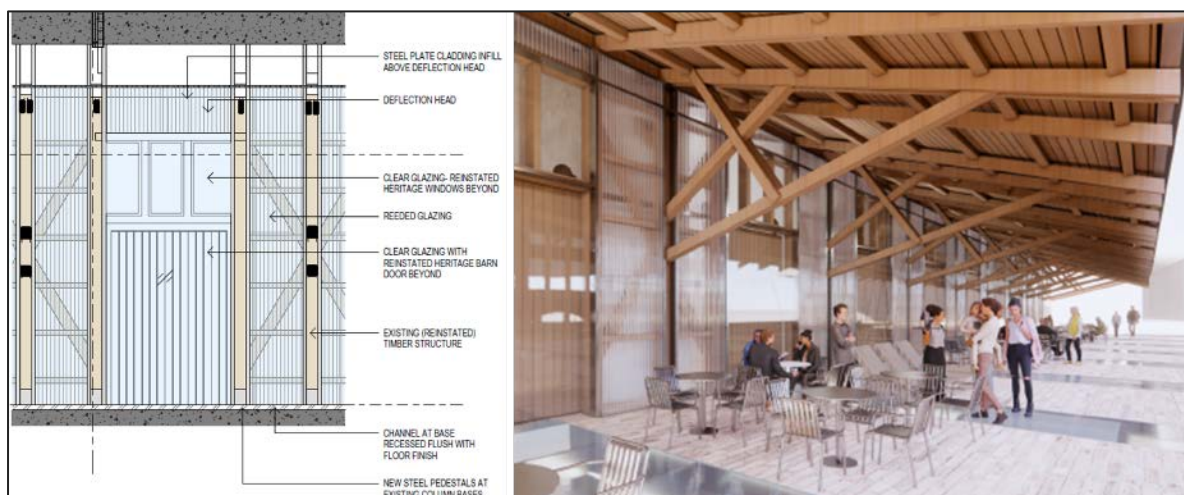


Figure 53 | Reconstructed western IP Shed upper level elevation and awning (Base source: Applicant's RtS)

Council supports the proposed northern façade, however, it recommends a condition requiring the installation of external shading device(s) to the northern elevation to prevent solar gain. Council also recommends the sliding doors on the western façade are exposed rather than set behind glass and the overall amount of glass on this elevation is reduced. Heritage NSW did not provide comment on the northern or western façades.

The DIP considers the use of reeded glazing is an elegant solution to the industrial interpretation, however, noted the contemporary details should not erode the industrial quality of the building.

The Department has considered the advice provided by Council and the DIP and is satisfied the reeded glazing, salvaged timber windows and provision of sliding doors within original window

openings would provide a strong and legible heritage interpretation of the IP Shed's original form and appearance.

The Department has considered Council's recommendation for external shading device(s) however raises concern that this may have an adverse visual impact on the elevation, be out of character with the building and undermine the heritage interpretation. The Department is also satisfied that the Applicant has adequately addressed Council's concerns about solar/heat gain within the IP Shed by providing natural ventilation and improved high-performance glazing to the northern façade. In addition, the Department notes during summer, the northern IP Shed elevation would be in shade from 12:30pm until the end of the day. The Department therefore does not consider it necessary or appropriate to require installation of external shading to the northern façade.

The Department also does not consider it necessary to reduce the use of glass further or expose the barn doors, noting the reeded glazing forms part of the heritage interpretation and the barn doors are set behind transparent un-reeded glazing and would be clearly identifiable.

The Department concludes the IP Shed northern and western façades provide for appropriate heritage interpretation and solar gain impacts can be managed.

6.5.4 Impact on adjoining and heritage items

Central Station

The HIA considered the impact of the proposal on the heritage significance of Central Station and the clocktower and concludes the impact is acceptable as:

- although the proposal includes major changes to the IP Shed, it does not impact the significant principal elements of Central Station, including the main terminal, platforms and clocktower
- the development is spatially separated from Central Station and its principal elements and as such would not dominate or block views to any of those key items.

Concern was raised in a public submission that the proposal would adversely impact on the setting and significance of Central Station and the clocktower. The National Trust also raised concern the tower would interrupt views towards Central Station clocktower and may also undermine the integrity of the heritage listing of Central Station.

Heritage NSW supports appropriate development in and around this sensitive precinct as part of the evolution of the city. While the scale of developments in and around Central will fundamentally change the current scale and legibility of the heritage precinct, Heritage NSW recognises the opportunity to ensure measurable heritage outcomes through considered design, materiality, cohesive heritage interpretation, and leading-edge storytelling.

The Department acknowledges the proposal would be highly visible within the backdrop of the Central Station clocktower. Notwithstanding, the Department notes the site has been identified as strategically important for employment growth and urban renewal and the proposal fully complies with the building height and GFA controls, which apply to the site and is consistent with the WGSP Design Guide.

The Department has carefully considered the concerns raised, however, in the context of the planning controls for the site, concludes the proposal would not adversely impact on the setting of Central Station as:

- changes to the setting of Central Station and the broader surrounding area are unavoidable and to be expected noting the strategic vision for Central SSP to create a high-density, CBD scale redevelopment of land around Central Station
- the proposal fully complies with the building height and GFA controls which apply to the site and is consistent with the WGSP Design Guide
- the VIA has demonstrated the proposal would not have an adverse impact on views towards Central Station or its clocktower from the WGSP Design Guide identified views around the site
- the tower form minimises visual impacts on views to and from Central Station and its clocktower within the immediate context (**Figure 54** and **Figure 55**)
- the proposal would allow for greater appreciation of the Central Station precinct by facilitating greater public access to the site.

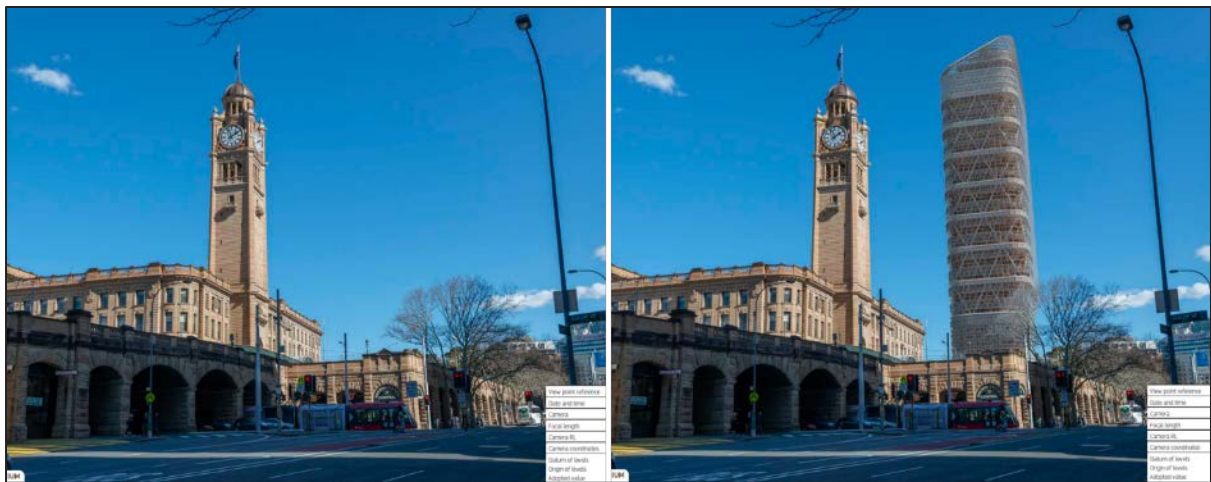


Figure 54 | Existing (left) and proposed (right) view south along Pitt Street towards Central Station and the proposed lower (Source: Applicants RtS)

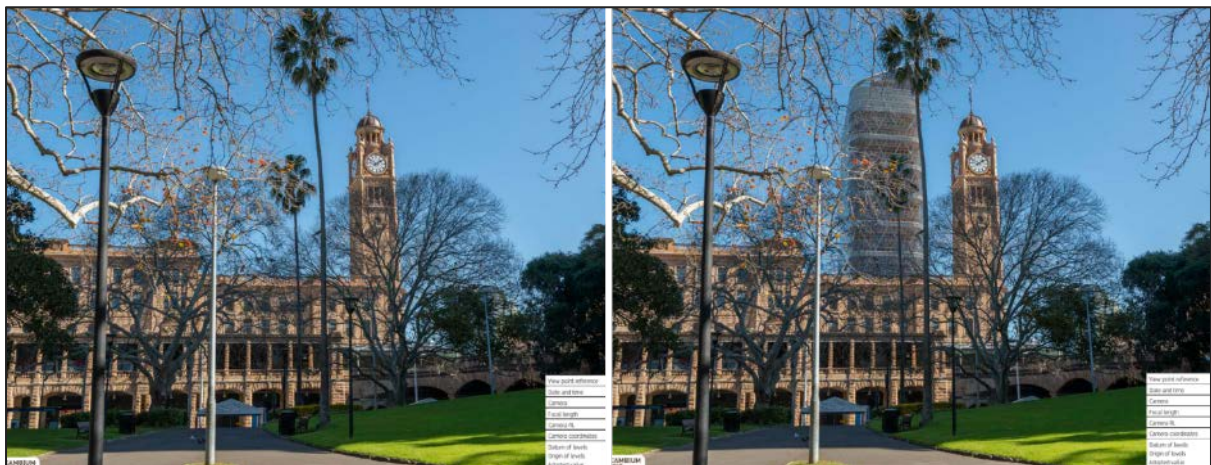


Figure 55 | Existing (left) and proposed (right) view south from Belmore Park towards Central Station and the proposed lower (Source: Applicants RtS)

Other heritage items

The National Trust raised concern the proposal would have an adverse heritage impact on the setting of Railway Square and would visually dominate the square.

The HIA stated Railway Square is not an identified heritage item. In addition, the Ultimo (Railway Square) Overbridge heritage item, adjacent to Railway Square, is located entirely underground and the proposal would have no adverse impact on that item.

The Department notes the SLEP heritage listing of Railway Square was repealed in 2005. Notwithstanding this, the Department has considered the visual impact on Railway Square and concludes this is acceptable as:

- the tower would not be highly visible within the WGSP Design Guide view east along Broadway towards Railway Square (**Figure 33**)
- the tower is well setback from Railway Square behind the Adina Hotel / Block B
- the tower would not interrupt the perception of openness within, or existing sky-views above, the square.

The Department considers the proposal would not result in any adverse impacts on other nearby heritage items, noting the Ultimo (Railway Square) Overbridge is a subterranean structure and all other heritage items are located on the opposite side of Lee and George Streets and separated by more than 120 m from the tower component of the site.

6.6 YHA accommodation

The proposal includes YHA (backpacker) accommodation located on Levels 1 to 5 of the tower and comprising:

- 123 shared rooms containing 492 beds and in-room bathroom facilities
- guest kitchen, lounge, bar, café, dining, locker, co-working, meeting areas and reception areas
- 24 hours a day, 7 days per week operation.

The Applicant has prepared a draft YHA Operational Management Plan (OMP), which includes information on occupancy, length of stay, security, guest conduct, waste and transport.

Council did not provide comments on the general operation or layout of the accommodation. However, it raised concern the guest rooms on the northern and western elevations could exceed noise comfort levels and therefore the YHA accommodation should be designed to comply with the Council's draft Alternative Natural Ventilation of Apartments in Noisy Environments guideline (ANVA).

The Consortium recommended that acoustic measures should be implemented to ensure ground floor retailers of Blocks A, B and C can operate harmoniously with the YHA accommodation.

The DIP considers the design and layout of the YHA levels exhibits design excellence. The DIP in particular supports the ease of access to services and amenities, the guest arrival experience, modulated layout and scale and proportion of the atrium.

The Department notes although the SDCP does not apply to the site it includes development guidelines for visitor and backpacker accommodation. In the absence of any other controls the Department considers the SDCP provides a helpful guide to assess the quality and amenity of the proposed accommodation.

The Department has considered the SDCP backpacker guidelines in detail at **Appendix B** and concludes the design and layout of the accommodation is consistent with these requirements. In

summary, the Department is satisfied the YHA accommodation provides for an acceptable standard, layout and amenity for future guests as:

- rooms provide for appropriate sizes and comprise a variety of twin, four and six bed accommodation each provided with share bathroom facilities
- guests would have access to extensive communal areas and facilities on Level 1, breakout spaces on each floor and a small outdoor area at upper ground floor level
- all rooms have access to sunlight and daylight, a variety of views / outlooks and are provided with a mix of mechanical and natural ventilation options (**Figure 56**)
- secure lift access is provided for the YHA accommodation that is separated from the tower office accesses.



Figure 56 | Mixed natural / mechanical ventilation for YHA rooms (Source: Applicant's RtS)

The Department has considered Council's draft ANVA, however, notes it is intended to apply to permanent residential accommodation rather than temporary accommodation. The Department is satisfied that the YHA accommodation will achieve appropriate level of amenity, in relation to noise and ventilation as:

- the YHA accommodation has been designed to include high performance operable windows that allow guests to open windows for natural ventilation or close them to protect against any external noise impacts (**Figure 56**)
- there are no proposed retail units located on the upper ground floor through site link of the tower and the proposed large replacement IP Shed awning would provide a physical barrier to the upwards reverberation of noise arising from the general use of the public domain
- the closest residential property to the site is located 110 m away and shielded from the development by intervening non-residential buildings.

The Department recommends a condition requiring the preparation and implementation of an updated final OMP, which builds on the Applicant's draft OMP and include further measures relating to overall management, access and security, guest code of conduct and complaints handling to ensure the operation of the accommodation does not have adverse operational or amenity impacts. In addition, to ensure the accommodation is only used for its intended purpose, the Department also recommends conditions:

- limiting the maximum number of YHA accommodation beds to 492, as proposed

- restricting occupation per guest to a maximum of 28 days in accordance with the SDCP.

Noting the above design features and subject to appropriate management through the OMP and the recommended conditions, the Department considers the proposal would provide for high quality new tourist accommodation to replace the existing YHA Railway Square with an appropriate layout and future amenities.

6.7 Other issues

The Department's consideration of other issues is provided at **Table 8**.

Table 8 | Department's consideration of other issues

Issue	Consideration	Recommendation																												
Sustainable transport	<ul style="list-style-type: none">The TIA has considered data from the Bureau of Transport Statistics to estimate the site's existing travel mode share and proposes a new target mode share of 95% of trips by public or active transport as summarised at Table B<table><tr><th>Mode</th><th>Existing</th><th>Proposed</th><th>Difference</th></tr><tr><td>Train/metro</td><td>73%</td><td>75%</td><td>+2%</td></tr><tr><td>Bus</td><td>11%</td><td>10%</td><td>-1%</td></tr><tr><td>Walking</td><td>4%</td><td>5%</td><td>+1%</td></tr><tr><td>Cycling</td><td>1%</td><td>5%</td><td>+4%</td></tr><tr><td>Car (driver)</td><td>10%</td><td>4%</td><td>-6%</td></tr><tr><td>Car (passenger)</td><td>1%</td><td>1%</td><td>Same</td></tr></table>The TIA includes a draft Green Travel Plan (GTP), which recommends the development of travel education and information strategies and sustainable transport measures including on-site bicycle facilities, real time public transport information, car share program, promoting public transport, no on-site car parking and ongoing monitoring and review of the GTP following implementation.TfNSW supports the preparation of a GTP and recommended the Applicant prepare the final GTP including:<ul style="list-style-type: none">detail on proposed initiatives and strategies to encourage sustainable travel choicesincrease the mode share of public and active transport for all staff and visitorsa GTP implementation strategy and commitment to annually reviewing and updating the GTP thereafter.TfNSW also recommended the Applicant prepare a Transport Access Guide (TAG) to provide information to future staff and visitors about the lack of on-site parking and the location of pick-up/drop-off and taxi zones.The Department supports the Applicant's commitment to implement sustainable transport measures through the GTP and recommends a condition requiring the preparation, implementation and ongoing review of a GTP and TAG as recommended by TfNSW.	Mode	Existing	Proposed	Difference	Train/metro	73%	75%	+2%	Bus	11%	10%	-1%	Walking	4%	5%	+1%	Cycling	1%	5%	+4%	Car (driver)	10%	4%	-6%	Car (passenger)	1%	1%	Same	The Department has recommended a condition requiring the preparation, implementation and ongoing review of a GTP and TAG.
Mode	Existing	Proposed	Difference																											
Train/metro	73%	75%	+2%																											
Bus	11%	10%	-1%																											
Walking	4%	5%	+1%																											
Cycling	1%	5%	+4%																											
Car (driver)	10%	4%	-6%																											
Car (passenger)	1%	1%	Same																											

Car parking	<ul style="list-style-type: none"> • The proposal seeks to remove all 26 existing car parking spaces and does not propose any replacement spaces. • The proposal includes a pick-up/drop-off facility on Lee Street and 12 spaces for service vehicles within the basement. • The Applicant considers the provision of no car parking spaces is appropriate given the site's location next to Central Station and other highly accessible existing public transport infrastructure. • The Department supports no car parking being provided as: <ul style="list-style-type: none"> ◦ the site is highly accessible being adjacent to Central Station and Railway Square public transport hubs ◦ the proposal includes the provision of 306 bicycle parking spaces and associated end of trip facilities ◦ the surrounding streets include car parking restrictions, which prevent long-term car parking ◦ the Regional and District Plans encourage a reduction in car dependency and the use of alternative modes of transport ◦ the implementation of the GTP would encourage sustainable transport options. • To ensure all of the proposed service vehicle spaces are only used for their intended purpose, the Department recommends a condition requiring the installation of signage confirming the use of the spaces for service vehicles only. 	<p>The Department recommends a condition requiring the installation of signage confirming the use of service vehicle parking spaces for the parking of private vehicles is prohibited.</p>
Servicing	<ul style="list-style-type: none"> • The proposal includes 12 spaces for service vehicles at basement level 2, including: <ul style="list-style-type: none"> ◦ nine spaces for the development (four MRV, three SRV and two van / courier spaces) ◦ three spaces allocated to the Adina Hotel / Block C site (one MRV and two van / courier spaces). • Access to the loading/unloading facilities would be via the Lee Street vehicular entrance and ramp down to the basement level. The Applicant indicates the location and access arrangements may change as part of the future Day 2 and 3 scenarios and a shared basement is delivered for the WGSP. • The application includes a draft Loading Dock Management Plan, which predicts the development would generate demand for 126 vehicles per day (maximum vehicle length 8.8 m). A dock master and vehicle booking system will be implemented to manage overall operations in addition to installation of a turntable, boom gate and an access traffic light system. • TfNSW recommended the Applicant prepare an operational Freight and Servicing Management Plan (FSMP) to manage operational service vehicle movements. • Council recommended conditions limiting service vehicles to 8.8 in length, vehicles leave the site in a forward direction, the traffic signal system be installed and that spaces are designed in accordance with relevant Australian Standards. • The Department considers the proposed servicing arrangements are acceptable as: <ul style="list-style-type: none"> ◦ all servicing would be undertaken on-site, managed by a dock master and includes appropriate mitigation measures to manage servicing ◦ the number of spaces is based on the predicted demand for 	<p>The Department has recommended conditions requiring the preparation of the FSMP and Council's operational management conditions.</p>

	<p>the office and hostel development</p> <ul style="list-style-type: none"> the facility includes three replacement spaces for exclusive use by the Adina Hotel and a new access to its basement the preparation and implementation of a final FSMP would address operational impacts associated with servicing. <p>The Department concludes proposed servicing arrangements are acceptable and recommends TfNSW's and Council's conditions accordingly. In addition, the Day 2 and 3 scenarios do not form part of this application and no consent is granted for those changes.</p>	
Lee Street pick-up/drop-off facility	<ul style="list-style-type: none"> Guest pick-up/drop-off for the Adina Hotel currently occurs within three existing spaces within the Lee Street driveway (Figure 3). The proposal includes the removal of all existing on-site vehicle parking and access to the upper ground floor level (except for access by occasional substation service vehicles). The application proposes the creation of a new on-street pick-up/drop-off facility outside the Adina Hotel, on the eastern side of Lee Street, providing for three pick-up/drop-off spaces. The Applicant prepared a Stage 2 Concept Road Safety Audit (RSA) in consultation with TfNSW which did not identify any safety issues with the proposed pick up/drop off spaces within Lee Street. Council recommended conditions relating to changes to kerb-side parking, associated signage and roadway costs. The Consortium requested the Applicant provide additional justification for the creation of the Lee Street pick-up/drop-off facility. TfNSW recommends a condition requiring preparation of Stage 3 detailed RSA which would consider the safety and operation of the Lee Street entrance and the pick-up/drop-off facility and implementation of any required mitigation measures The Department notes a new pick-up/drop-off facility is necessary to replace the existing Adina Hotel facility removed from the Lee Street driveway. In addition, the three replacement on-street spaces would provide like-for-like capacity and are conveniently located outside the Adina Hotel main entrance. The Department considers the proposed facility is acceptable noting the Stage 2 RSA has confirmed the proposal would not result in adverse road safety issues and the Applicant has agreed to prepare and implement a Stage 3 RSA. The Department agrees with TfNSW's and Council's conditions, which are recommended accordingly. 	The Department recommends the Applicant prepare a Stage 3 RSA, implement any mitigation measures and make a separate application to Council for kerb-site parking arrangements.
Traffic generation	<ul style="list-style-type: none"> The TIA estimates the existing uses on the site generate approximately 20 vehicle trips during the AM and PM peak periods. The TIA has considered the likely traffic generation associated with the proposal and states the development would generate up to 81 private vehicle trips and 20 servicing vehicle trips during the AM and the PM peak hour, based on the predicted occupancy rate (4,000 office and 60 YHA staff) and the provision of no on-site car parking. 	No conditions or amendments are necessary.

	<ul style="list-style-type: none"> The TIA confirms the predicted 81 additional AM and PM trips would not result in any adverse impacts on adjoining existing intersection performance. Concern was raised in one public submission that the proposal would result in adverse traffic impacts. TfNSW and Council did not raise concern about traffic generation. The Department acknowledges the development may generate up to 81 new private vehicle movements during peak hour and, as the development does not include car parking spaces, these trips are likely to be to nearby parking complexes. However, the Department considers these trips are unlikely to have an adverse impact due to their low number and as they would be dispersed throughout the local road network. The Department concludes the predicted vehicle traffic generation is low and would not result in adverse impact on the local road network or the performance of intersections. 	
Bicycle parking	<ul style="list-style-type: none"> The proposal seeks to provide bicycle facilities including: <ul style="list-style-type: none"> 336 staff spaces, 37 showers, change rooms and 403 lockers at basement level 1 30 visitor spaces within the Lower Ground Link Zone. The staff and visitor bicycle parking would be accessed via Ambulance Avenue. The Applicant indicates the location and access arrangements may change as part of the future Day 2 scenario. The Applicant confirms the bicycle parking has been calculated based on the forecast bicycle mode share for the development (being 5%) and appropriate end of trip facilities are included. TfNSW and Council did not provide any comments on bicycle facilities. The Department considers the bicycle parking and end of trip facilities are acceptable as the: <ul style="list-style-type: none"> provision is based on the predicted travel mode share constrained footprint of the site and public domain limits the opportunity to provide additional parking site is located adjacent to significant public transport hubs and staff / visitors therefore have access to a variety of alternative public / active transport options. The Department concludes the proposed bicycle facilities are acceptable and recommends conditions requiring that they are provided in accordance with the proposal and relevant Australian Standards. In addition, the Day 2 scenario does not form part of this application and no consent is granted for those changes. 	The Department has recommended conditions requiring the bicycle parking facilities be provided in accordance with the proposal and relevant Australian Standards.
Central Station pedestrian links	<ul style="list-style-type: none"> Concern was raised in the public submission by APT that the development may result in overcrowding of the Devonshire Street Pedestrian Tunnel and the planned Central Walk West tunnel should be operational prior to the approval of the application. TfNSW has not raised any concern about crowding or suggested that it is necessary to provide the future planned pedestrian infrastructure prior to the approval or occupation of the proposed development. 	No conditions or amendments are necessary.

	<ul style="list-style-type: none"> • The Applicant has stated that the development has been designed to adequately accommodate pedestrian movements and the pedestrian link between Ambulance Avenue to Henry Deane Plaza would provide for a new pedestrian route through the site and connect to the future planned Central Walk West entrance and Third Square. The Applicant also noted the Central Station pedestrian links would be upgraded / provided as part of the future Day 2 and 3 scenarios. • The Department notes TfNSW: <ul style="list-style-type: none"> ○ plans to upgrade Devonshire Street Pedestrian Tunnel and construct the Central Walk West as part of the future broader renewal of Central Station and the Central SSP. ○ is responsible for monitoring, review and upgrade key Central Station infrastructure over time to ensure the efficient movement of pedestrians. • The Department is satisfied the proposal complies with the relevant planning controls and provides a new 13.1 m wide pedestrian link (Section 6.5.2), which will connect to and support the operation of the future Central Walk West. In addition, the Department considers the Station's pedestrian capacity is best addressed through the implementation of TfNSW's improvement programs. 	
Landscaping	<ul style="list-style-type: none"> • The proposal seeks approval for the construction of new public domain areas including a replacement Lee Street driveway ramp up to the IP Shed lobby, an upper link zone connected to the Lee Street driveway and a lower link zone below connected to Ambulance Avenue and Henry Deane Plaza. The tower includes extensive gardens on multiple levels within the tower and on its roof. • Council strongly supports the aspiration to provide high-quality landscaping throughout the public domain and within the tower. However, it recommends additional trees be planted within the upper link zone and Lee Street driveway to address the urban heat effects. In addition, Council recommended conditions requiring trees be planted in-structure, soil depths and volumes are provided in accordance with the Sydney Landscape Code Volume 2 (SLCV2) and other standard landscape conditions. • Heritage NSW raised concern about the inclusion of significant landscaping on the Lee Street driveway ramp as it would have adverse visual impacts on the Adina Hotel heritage façade, its setting and compromises the industrial aesthetic of the place. • The DIP supports the design of the lower link zone including the use of brick and inclusion of skylights, which interpret the existing brick jack-vault ceilings and provide daylight access to the pedestrian link. In addition, it supports the fine grain activation of the ground plane and inclusion of retail uses. • In response to Council's comments, the Applicant has confirmed it has maximised planting within the public domain and the tower levels within the constraints of what is possible for planting on-structure, planting would occur in accordance with Council's SLCV2 and upper and lower link zones are appropriately activated by retail accommodation and the IP Shed lobby windows. • The Department notes that at Day 1, the proposal includes three trees and minor landscaping on the Lee Street driveway ramp 	The Department has recommended conditions requiring landscaping be undertaken in accordance with the SLCV2 and Council's standard landscaping conditions.

	<p>and substantial landscaping may form part of future Day 2/3 scenarios, which are not part of this application. The Department therefore does not consider the proposed Day 1 landscaping would adversely impact on the Adina Hotel or its setting.</p> <ul style="list-style-type: none"> • The Department considers the proposal has maximised planting within the public domain, noting the provision of additional tree planting is constrained by the location of the basement dive ramp and the IP Shed awning. Further, the provision of a dense tree canopy cover at this location would be inconsistent with the character of the surrounding heritage items. • The Department has recommended landscaping be undertaken in accordance with the SLCV2 and Council's standard landscaping conditions. 	
Aboriginal archaeology	<ul style="list-style-type: none"> • The application includes an ACHAR, which considers the site's potential to contain Aboriginal archaeological remains and potential Aboriginal cultural heritage values. • The ACHAR confirmed the site does not contain any registered Aboriginal sites, however, there is potential for the TSL in full to occur beneath the site. As such, there is a moderate likelihood of artefact scatters, isolated finds and potential archaeological deposits to occur at depth within any intact sand deposits. The ACHAR outlines that this landscape feature will require further detailed investigations including test excavation. • The ACHAR confirms the proposal will disturb the ground surface, include bulk excavation, basements and piling and would therefore impact any existing archaeology. However, it is not possible to undertake any test excavations as the IP Shed currently covers the entire site. To mitigate and manage the potential impact of the proposal, the ACHAR recommends: <ul style="list-style-type: none"> ○ undertaking an Archaeological test excavation and preparation of an Archaeological Research Design and Methodology (ARDM) for sub-surface investigation once demolition works are complete ○ incorporation of the ARDM results into the ACHAR in consultation with the Aboriginal community ○ preparation of construction induction materials, unexpected finds protocol, human remains procedure and ongoing consultation with the Aboriginal community. • Heritage ACH noted that as the test excavation program has not been undertaken to date and it recommended the following conditions of approval: <ul style="list-style-type: none"> ○ appropriate triggers and management measures would be required to incorporate the results of the excavation into the project design ○ the proposed ARDM should be prepared and submitted to the Department for approval. • Heritage ACH also supports the Applicant's commitment to the preparation of an unexpected finds protocol as part of the CEMP, ongoing consultation with the Aboriginal community and recommended the Heritage Interpretation Strategy incorporate Aboriginal history and cultural heritage. • Council has recommended conditions relating to archaeological investigations and unexpected finds protocol. 	The Department has recommended conditions requiring the preparation of the ARDM incorporating Heritage ACH's recommendations.

	<ul style="list-style-type: none"> The Department notes due to the timing of the development and as buildings currently occupy the entire site it is not possible to undertake detailed test excavations prior to consent being granted. The Department therefore considers Heritage ACH's suggested conditions would provide for appropriate mitigation and has recommended them accordingly. 	
Non-Aboriginal archaeology	<ul style="list-style-type: none"> Central Station, including the site, is located at the site of the former Sydney Benevolent Asylum (c.1819-1901) and excavations have the potential to uncover archaeology associated with this former use of the site. The Application includes a Historical Archaeological Assessment (HAA), which considers the significance and impact of the proposed development on non-aboriginal archaeological relics. The HAA concludes the potential archaeological resource is likely to be of good integrity and could meet the threshold for State significance with the overall site considered to be of high research potential. In addition, other studies within the Western Forecourt encountered evidence of the Asylum at just 1 m below ground level. The HAA recommends an archaeological program be undertaken including testing, monitoring and excavation (where warranted). Heritage NSW recommends conditions requiring the implementation of the HAA management and mitigation measures, preparation of an Archaeological Research Design (ARD), and Work Method Statement (WMS) and supervision by an appropriately qualified historical Archaeological Excavation Director. In addition, in the event that archaeological salvage is required, the Applicant is required to hold a public 'open day' to display the finds and explore interpretive opportunities within the site. Council has recommended conditions relating to archaeological investigations and unexpected finds protocol. The Department accepts the advice of Heritage NSW and Council and recommends conditions to ensure archaeological impacts are appropriately managed. 	The Department has recommended archaeological conditions requiring the implementation of the HAA recommendations, preparation of an ARD and WMS and the Applicant engage an Excavation Director.
Contamination	<ul style="list-style-type: none"> The application includes a Supplementary Contamination Site Investigation (SCSI) and Remediation Action Plan (RAP), which consider the potential for land contamination and management and mitigation measures. The SCSI and RAP conclude the site can be made suitable for its intended use subject to implementation of a remediation strategy including: <ul style="list-style-type: none"> data gap investigations in inaccessible area of the site implementation of the RAP detailing the required remediation and/or ongoing management works to address the identified contaminants prepare and implement an Unexpected Finds Protocol during basement excavation appropriate environmental safeguards required to complete the remediation work occupational, health and safety procedures preparation of a Validation Report to verify remedial works have been completed in accordance with the RAP. 	The Department has recommended conditions requiring the implementation of the RAP remediation strategy and subsequent validation.

	<ul style="list-style-type: none"> The Department has considered land contamination in detail at Appendix B. In summary, the Department is satisfied that any contaminants found on the site would be addressed through the implementation of the RAP remediation strategy and site validation. The Department concludes the site can therefore be made suitable for its intended use subject to the implementation of the RAP recommendations and site validation. 	
Flooding and drainage	<ul style="list-style-type: none"> Ambulance Avenue is subject to inundation during 1% AEP and PMF flood events up to a depth of 1.45 m. Overland flows also occur along Lee Street. The proposal includes the following flooding and drainage strategy for the site: <ul style="list-style-type: none"> increased pit/inlet capacity at the low point of Ambulance Avenue to reduce flooding impacts new pipe along Ambulance Avenue to Lee Street and replacement pipe and pits along Lee Street deeper pits and connections to Sydney Water's pipe self-closing (hydraulically activated) flood gate at the top of the basement ramp off Lee Street raised lower ground floor level to meet flood planning levels. The Application includes a Civil, Stormwater and Flood Report (CSFR), which confirms the: <ul style="list-style-type: none"> flood hazards around the site are low and the proposal has no negative impacts elsewhere within the catchment. new and replacement stormwater infrastructure and floor levels comply with Council's Floodplain Management Policy and the NSW Floodplain Management Plan (the Guidance). strategy reduces Ambulance Avenue maximum PMF flood depths by 0.6 m (from a maximum of 1.45 m to 0.85 m) Council stated it does not support self-activating flood barriers as they may fail during a flood event. Council also stated approval for water connections is required and recommended standard stormwater and flooding mitigation conditions. EESG recommended the Applicant prepare a Flood Emergency Response Plan (FERP) to address safety impacts of the full range of floods up to PMF. The Applicant stated the length of driveway between the basement ramp and Lee Street is too short to include a crest to address overland flooding ingress. Therefore, the provision of an operable flood-gate is the only possible option to mitigate potential flood impacts. The Applicant confirmed it would obtain necessary approvals for connections and does not object to Council's and EESG's recommended conditions. The Department considers the proposal includes adequate flooding and drainage improvements and notes the proposed drainage works within Ambulance Avenue would reduce flood risk in that location and its design ensures the likelihood of blockages during a storm is low. In addition, the lower ground floor level is higher than the predicted flooding during the 1% AEP and PMF events. The Department acknowledges that permanent physical flood defences are preferable over mechanical/operable options as permanent defences are less likely to fail. However, the 	The Department has recommended conditions including Council's standard flooding and drainage conditions, the Applicant prepare a FERP and the Lee Street basement ramp be removed once the future basement access is provided via Block B.

	<p>Department considers the proposed flood-gate is acceptable in this instance as:</p> <ul style="list-style-type: none"> the physical constraints of the driveway prevent the installation of a crest or other permanent physical defences the site is not significantly flood affected, the risk of the flood-gate failing is low and in the event of failure the affected areas of the site are non-habitable the risk would be temporary, as at the future Day 2 scenario basement access to the site would be solely via the completed Block B basement and the Lee Street basement ramp access (and the flood-gate) would be removed. The Department considers Council's standard conditions are necessary and appropriate and a FEMP should be prepared for the site and has recommended conditions accordingly. The Department has also recommended a condition requiring the Lee Street basement ramp to be removed once basement access is provided via Block B. 	
Groundwater	<ul style="list-style-type: none"> The Application includes a Geotechnical Investigation Report (GIR), which has considered groundwater impacts including dewatering. The GIR confirms Basement Level 2 would be lower than the permanent groundwater table and the basement is predicted to be subject to a long-term groundwater inflow rate of 2.1ML per year. To address this, the development proposes a drained basement (rather than a sealed/tanked option), with water discharged to existing/augmented stormwater systems. NRAR also requested the Applicant demonstrate adequate groundwater entitlements can be obtained for the project's expected water take. NRAR also recommended the Applicant prepare a Ground Water Management Plan (GWMP), Construction and Operational Dewatering Reporting Schedules (DRS) and confirmed a Water Access Licence (WAL) is required. Council recommended a condition requiring the Applicant obtain separate approval for the discharge of groundwater to Council's stormwater drainage system. In response, the Applicant confirmed groundwater modelling was provided as an appendix to the GIR and it agrees to prepare a GWMP and DRS. The Applicant also confirmed it is in the process of obtaining the necessary WAL. The Department is satisfied the proposal's impact on groundwater can be managed, subject to conditions requiring: <ul style="list-style-type: none"> the preparation and implementation of a GWMP and DRS approval to discharge to the stormwater system a WAL. 	The Department has recommended conditions requiring the preparation and implementation of the GWMP and DRS, approval of discharge to the stormwater system and obtain a WAL.
Construction noise impact	<ul style="list-style-type: none"> The closest receivers to the site include two adjoining hotels (Adina and Mercure) and commercial uses within Henry Deane office development and Central Station. The closest residential receiver to the site is located between 110 m and 250 m away from the site (Figure 15). The City of Sydney Construction Hours/Noise within the Central Business District Code of Practice 1992 (the Code) applies to the site and recommends the following construction hours (Table 9): 	The Department recommends conditions requiring the preparation of a CVNMP, implementation of construction noise mitigation measures and construction works to be

Table 9 | The Code and the proposed construction hours

Day	Code hrs	Proposed hrs	Difference
Weekdays	7am – 7pm	7am – 7pm	Same
Saturday	7am – 5pm	7am – 3pm	- 2hrs (pm)
Sunday / PH	No work	No work	Same

- The Code recommends construction noise management levels (NML) be limited to +5 dB above the background noise level during the standard construction hours.
- The Interim Construction Noise Guideline 2009 (ICNG) recommends the NML for hotel / commercial premises be limited to 70 dB during the standard construction hours. In addition, the ICNG notes that impacts above 75 dB represent a point where sensitive receivers may be 'highly noise affected'.
- The application was accompanied by a Noise and Vibration Impact Assessment (NVIA), which confirms:
 - the closest sensitive receivers are hotel and commercial properties, therefore the relevant NML is 70 dB
 - proposed works have the potential to generate noise between 52 to 81 dB at the commercial receivers
 - noise impacts reduce to a maximum of 76 dB subject to the following mitigation measures
 - temporary solid acoustic barriers and earlier construction of permanent barriers (that are part of the final building)
 - increasing distance between noise sources and receivers.
- Concerns were raised in public submissions about construction noise impacts associated with the development.
- Council recommended construction be undertaken in accordance with the requirements of the Code, the standard hours of construction and recommended the Applicant prepare a construction noise and vibration management plan (CNVMP) in consultation with Council.
- The Department has considered the findings of the NVIA and concerns raised in public submissions. On balance, the Department considers, given the dense urban nature of the immediate surrounding area, some noise exceedances to hotel / commercial properties during construction would be unavoidable. Notwithstanding this, even including the NVIA mitigation measures, the development is predicted to exceed the maximum NML by 6 dB and exceed the ICNG 75 dB highly noise affected level by 1 dB.
- The Department therefore considers the following additional measures are necessary to mitigate impacts to the nearest hotel / commercial properties:
 - preparation and implementation of a CNVMP incorporating additional mitigation measures to reduce noise impacts, including: community liaison, complaints handling, equipment selection and maintenance, non-tonal alarms, materials handling and work site training
 - work to be carried out in accordance with the Code
 - all construction vehicles only to arrive to the work site within the permitted hours of construction

undertaken in accordance with the proposed construction hours.

	<ul style="list-style-type: none"> o noisy work to only be undertaken in three continuous hour blocks o no noise to be 'offensive noise' as defined by the POEO Act o construction on Saturdays is limited to 7 am to 3 pm. • The Department considers the development would not have adverse construction noise impact on the closest residential receivers, noting the significant distance between the site and those receivers and the existence of other significant intervening rail and road noise sources. • On this basis, and subject to the Applicant's compliance and commitment to implement the above and all reasonable and feasible mitigation measures to mitigate and manage construction noise, the Department is satisfied construction works can be appropriately managed to minimise disruption to nearby amenity. 	
Other construction impacts	<ul style="list-style-type: none"> • In addition to potential construction noise, the proposed works may have other construction impacts in terms of traffic, waste, air quality, dilapidation, infrastructure impacts, soil and erosion and the like. • The Application includes a preliminary Construction Environmental Management Plan (CEMP), which considers the layout, access, security, staging and impacts of construction and suggests processes and mitigation measures. • TfNSW has recommended conditions requiring the Applicant prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) and to ensure the protection and operation of Sydney Trains assets and the CBD Rail Link Corridor (CBDRL). • The Consortium requested the Applicant clarify how the development would impact on the ongoing operation of the Devonshire Street Pedestrian Tunnel during the construction phase. • The CEMP confirms the Devonshire Street Pedestrian Tunnel would remain open throughout the construction works and key stakeholders would be consulted about appropriate temporary hoardings and access designs during the construction phase. • The Department notes the site is relatively small, has limited access and is located within an established CBD environment. In this context, it is likely that some construction impacts would be unavoidable. However, the Department considers impacts can be kept within acceptable parameters subject to the construction occurring in accordance with the ICNG standard hours of construction and works being undertaken in accordance with standard practices for development sites within urban areas. • The Department has recommended the preparation of a detailed CEMP to address the likely environmental impacts arising during construction phase and requiring the Devonshire Street Pedestrian Tunnel to remain open during the construction phase. In addition, the Department considers TfNSW's recommended conditions are necessary and would contribute to ensuring construction impacts are appropriately managed and mitigated. • The Department therefore concludes construction impacts would be appropriately managed and mitigated, subject to conditions requiring the preparation and implementation of the CNVMP, CEMP, CPTMP and protection of Sydney Trains assets and the 	The Department has recommended conditions requiring the implementation of the CEMP, CPTMP and protection of Sydney Trains assets and the CBDRL.

	CBDRL.	
Heritage interpretation strategy	<ul style="list-style-type: none"> The Application includes a draft Heritage Interpretation Strategy (HIS), which sets out the framework for finalising the strategy and realising heritage interpretation within the development. Council raised concern about the proposed green roof on the IP Shed not providing a sufficient response to Designing with Country and recommended the Applicant consider alternative options, including the potential use of the tower soffit and Platform 1 elevation for Aboriginal heritage interpretation. Council recommended a condition requiring the preparation of a final heritage interpretation plan for the development. Heritage NSW recommended there be a coordinated and consistent heritage interpretation approach across the precinct, ongoing consultation with Heritage NSW and Council, consideration of the relationship between the IP Shed, Adina Hotel and Platform 1. Heritage NSW also recommended the Applicant consider the Designing with Country Framework and the Connecting with Country Framework. The DIP stated Platform 1 is an important location for significant heritage interpretation and public art. TfNSW requested that it be involved in the preparation of the final heritage interpretation plan. The Department agrees with Council that alternative options could be explored to provide for a more meaningful response to Designing with Country and Aboriginal heritage interpretation. The Department also supports Heritage NSW's recommendations for heritage interpretation and consultation with key stakeholders. The Department has therefore recommended a condition requiring the Applicant to prepare and implement a final heritage interpretation plan in consultation with Heritage NSW, Council and TfNSW. 	The Department recommends the preparation and implementation of the final heritage interpretation in consultation with Council, Heritage NSW and TfNSW.
Public art	<ul style="list-style-type: none"> The proposal includes a public art strategy that considers potential approaches for public art on and within the site. The strategy identifies physically and visually accessible locations for art including the lobby, Upper Link Zone and IP Shed roof (seating and green roof component). Council supports the public art strategy and recommends conditions requiring a detailed public art plan be submitted to and approved by Council. Council recommended the total value of public art should be equal to 0.5% of CIV and consideration be given to art on the eastern wall facing Platform 1. Heritage NSW recommended that public art should supplement heritage interpretation. TfNSW requested that it be involved in the preparation of the public art plan. The Applicant has confirmed it agrees to Council's suggested conditions and agrees with the opportunity for public art (or heritage interpretation) at the eastern wall facing Platform 1. The Applicant has also confirmed it would consult with TfNSW (including Sydney Trains). The Department supports the public art strategy for the site and is satisfied public art would complement heritage interpretation, subject to conditions. 	The Department recommends Council's suggested public art conditions and that the public art strategy be prepared in consultation with Council and TfNSW.

	<ul style="list-style-type: none"> The Department supports Council's suggested conditions and notes the Applicant has confirmed it accepts these conditions. The Department also recommends a condition requiring the final public art strategy be prepared in consultation with Heritage NSW and TfNSW and submitted to Council for approval. 	
Signage	<ul style="list-style-type: none"> The proposal seeks approval for: <ul style="list-style-type: none"> one signage zone located on the north elevation at Level 39 and measuring 8 m x 8 m (64 m²) one signage zone located on the east elevation at Level 35 and measuring 30 m x 8 m (120 m²) one signage zone located on the west elevation at Level 39 and measuring 30 m x 8 m (120 m²). The Applicant has stated the signage zones respond to the external and internal architecture of the building. All future signs would be illuminated and subject to separate approval(s) as part of a detailed signage strategy. The Department considers the provision of signage on the building is acceptable in principle. However, the Department is concerned the proposal provides insufficient detail to undertake a detailed assessment and determination of the zones as the proposal lacks: <ul style="list-style-type: none"> a signage strategy consideration of the integration of signage into the architectural design of the building details on the likely visual and illumination impacts, The Department therefore recommends a condition stating that no approval is granted for the proposed signage zones. 	The Department has recommended a condition confirming that no approval is granted for signage zones.
Subdivision	<ul style="list-style-type: none"> The site currently comprises four lots including the Lee Street driveway, two IP Shed lots and a TfNSW lot (Lot 13 DP1062447) covering the IP Shed forecourt, Henry Deane Plaza and part of Block B. The proposal includes a two staged subdivision and stratum subdivision of the site to enable the transfer of land between key stakeholders and to create the final lots for the development, including: <ul style="list-style-type: none"> Stage 1 - subdivision of the existing TfNSW lot into two separate lots to create Lot 199 containing the IP Shed forecourt and Lot 198 for the residual TfNSW land Stage 2 - upon completion of the development, consolidation of the three lots comprising the site followed by stratum subdivision of the consolidated lot into four lots for the lower and upper ground through site links, Atlassian tower, YHA accommodation and ancillary spaces / infrastructure. Council raised no objections to the proposed subdivision and provided recommended conditions. The Consortium stated that subdivision should not jeopardise ongoing negotiations with adjoining landowners about easement rights. The Applicant stated it would continue to work closely with the Consortium to ensure that titling and land tenure arrangements are resolved. 	The Department has recommended conditions relating to the subdivision and stratum subdivision of the site.

	<ul style="list-style-type: none"> The Department supports the proposed subdivision to allow transfer of land and creation of final lots for the Atlassian offices, YHA accommodation leasehold, associated infrastructure and public domain / pedestrian through site link. The Department notes that the Applicant and the Consortium are in ongoing consultation about the development and is satisfied this working relationship will ensure any titling and tenure arrangements can be resolved. The Department has recommended conditions requiring the Applicant to create appropriate easements relating to access and infrastructure. The Department recommends appropriate conditions are imposed relating to subdivision and stratum subdivision. 	
Day 2 and 3 scenarios	<ul style="list-style-type: none"> The Application includes indicative Day 2 and 3 development scenarios for the future development of the site, WGSP, Central Station pedestrian infrastructure and public open space improvements as summarised at Section 2.2. The Applicant has stated Day 2 and 3 scenarios do not form part of this application and it would continue to consult with the Consortium on any future development of the site, which would be subject to separate future application(s). The Department has considered the proposed basement access and servicing arrangements (Day 1 scenario) earlier in this section and concluded these arrangements are acceptable and would not have adverse traffic impacts subject to conditions. The Department notes that future works may be pursued as part of the evolving nature of the precinct. However, as the Day 2 and 3 scenarios do not form part of this application, any works would be subject to future development applications to be assessed on their merits and subject to relevant planning controls. Notwithstanding the above, for the avoidance of doubt, the Department considers it appropriate to impose a condition clarifying no consent is granted for Day 2 and 3 works. 	The Department has recommended a condition confirming that no consent is granted for any works associated with the Day 2 or 3 scenarios.
Reflectivity	<ul style="list-style-type: none"> The Application includes a Reflectivity Analysis (RA), which has assessed the reflective impact of the predominantly glazed facades on adjoining properties, trains and vehicles. The SDCP recommends an upper limit for glazing reflectance value of 20%. The DIP stated the development should ensure glare and reflectivity impacts are satisfactorily addressed. Council did not provide comment on reflectivity. The RA found that the proposal would result in a number of instances throughout the year when minor exceedances (up to 5%) of the SDCP 20% reflective glare criteria would occur at points around the site, including on train platforms, within the railway and road corridors and at neighbouring properties. However, the RA concludes the predicted reflectivity is acceptable as in the majority of instances the glare would be either: <ul style="list-style-type: none"> coupled with direct glare (and therefore already experienced by the observer), or so low as to be imperceptible. The Department acknowledges the development would result in minor exceedances of the SDCP 20% criteria by up to 5%. However, it accepts the overall conclusions of the RA that the 	The Department has recommended a condition requiring the development to achieve specular reflectivity consistent with / not in excess of the RA.

	proposal would have imperceptible impacts and is satisfied the reflectivity of the glazing is acceptable.	
Overshadowing	<ul style="list-style-type: none"> The Application includes overshadowing diagrams that include the predicted extent of overshadowing of nearby residential properties, Railway Square and open spaces resulting from the development (Overshadowing Analysis). Concern was raised in one public submission that the Application did not include an assessment of the potential overshadowing of residential properties at 34 and 38 Chalmers Street. The National Trust raised concern the proposed tower would adversely overshadow Railway Square and the Henry Deane Plaza. The Department notes the proposal complies with the SLEP maximum solar access plane for Prince Alfred Park and the Applicant's Overshadowing Analysis (Appendix D) demonstrates the shadow cast by the tower between 9am to 3pm at mid-winter would: <ul style="list-style-type: none"> overshadow 38 Chalmers Street for only 30 minutes, between 2:30pm and 3pm and would not overshadow 34 Chalmers Street overshadow properties to the south-west of the site fronting Regent and Lee Streets for only 30 minutes, between 9am and 10am not overshadow the properties to the north-west of the site fronting Harris, Thomas and Quay Streets. not overshadow Railway Square, Henry Deane Plaza, Prince Alfred Park or Belmore Park. The Department acknowledges the development would overshadow Railway Square and Henry Deane Plaza for approximately 2 hours (9am and 10am) at mid-summer (21 December). However, this is considered to be minor given the level of permissible development at this location and as these spaces would continue to receive appropriate solar access at other times. The Department concludes the proposal would not result in adverse overshadowing impacts to nearby residential properties and nearby open spaces and is acceptable. 	No conditions or amendments are necessary.
Contributions	<ul style="list-style-type: none"> Section 7.12 of the EP&A Act allows a consent authority to impose a condition requiring the payment of development contributions. The <i>City of Sydney Act 1988</i> (CoSA) require developments within central Sydney with a value greater than \$200,000 make a contribution to Council equal to 1% of the total CIV. The CoSA applies to the site and the development is therefore required to make a contribution of \$5,460,660. 	The Department recommends a condition requiring the payment of \$5,460,660 development contribution in accordance with the SoCA.

7 Evaluation

The Department has reviewed the EIS, RtS and SRtS and assessed the merits of the proposal, taking into consideration advice from public authorities, Council and issues raised in public submissions.

The Department considers the proposal is acceptable as:

- it is consistent with the Greater Sydney Region Plan and the Eastern City District Plan's vision to establish the Central Station Precinct and WGSP as a globally competitive vibrant mixed-use innovation and technology precinct providing for thousands of jobs
- it was selected as the winner of a design competition, it exhibits design excellence and it displays landmark qualities appropriate for this strategically important site
- it fully complies with the height and gross floor area controls applying to the site and provides an appropriate built form relationship to the neighbouring buildings, noting the evolving nature of the site
- the Department is satisfied the potential heritage impacts of the proposal can be appropriately mitigated and managed subject to conditions requiring:
 - the dismantling, reconstruction and reuse of the IP Shed and Ambulance Avenue wall, in consultation with Heritage NSW
 - the IP Shed seating and green roof being removed and replaced with a metal roof, unless it can be demonstrated that an alternative design can achieve acceptable visual, heritage and wind outcomes
 - the single 13.1 m wide archway within Ambulance Avenue wall being replaced with two smaller asymmetrical arches
- the design and layout of the tourist and visitor accommodation is acceptable and would not have any adverse impacts subject to the implementation of an operational management plan
- it would not result in any adverse traffic impacts as it results in low levels of traffic generation, provides adequate pick-up/drop-off and loading facilities, does not include on-site car parking and adjoins Central Station, one of Sydney's major public transport hubs
- it would provide significant public benefits including the creation of a new innovation and technology precinct, new links to address Central Station pedestrian capacity, improved public domain and creation of approximately 344 construction and 5,000 on-going operational jobs.

The Department's assessment therefore concludes the proposal is in the public interest and is approvable subject to conditions (**Appendix F**).

8 Recommendation

It is recommended that the Director, Key Sites Assessments, as delegate of the Minister for Planning and Public Spaces:

- **considers** the findings and recommendations of this report
- **accepts and adopts** all of the findings and recommendations in this report as the reasons for making the decision to grant consent to the application
- **agrees** with the key reasons for approval listed in the notice of decision
- **grants consent** for the application in respect of Atlassian Central (SSD 10405)
- **signs** the attached development consent and recommended conditions of consent (**Appendix F**).

Recommended by:



Matthew Rosel
Consultant Planner

Recommended by:



Amy Watson
Team Leader
Key Sites Assessments

9 Determination

The recommendation is **Adopted** by:



15 October 2021

Anthony Witherdin

Director

Key Sites Assessments

Appendices

Appendix A – Relevant Supporting Information

Appendix B – Statutory Considerations

Appendix C – Western Gateway Sub-Precinct SLEP Controls and WGSP Design Guide

Appendix D – Overshadowing Analysis

Appendix E – Summary of Department's Consideration of Public Submissions

Appendix F – Recommended Conditions of Consent

Appendix A – List of Documents and Relevant Supporting Information

The following supporting documents and supporting information to this assessment report can be found on the Department's website as follows.

1. Environmental Impact Statement

<https://www.planningportal.nsw.gov.au/major-projects/project/26091>

2. Submissions

<https://www.planningportal.nsw.gov.au/major-projects/project/26091>

3. Response to Submissions

<https://www.planningportal.nsw.gov.au/major-projects/project/26091>

4. Supplementary Response to Submissions

<https://www.planningportal.nsw.gov.au/major-projects/project/26091>

Appendix B – Statutory considerations

B1 Objects of the EP&A Act

Decisions made under the EP&A Act must have regard to the objects as set out in section 1.3 the Act. The objects of the EP&A Act are the underpinning principles upon which the assessment is conducted. The statutory powers in the EP&A Act (such as the power to grant consent / approval) are to be understood as powers to advance the objects of the legislation, and limits on those powers are set by reference to those objects. Therefore, in making an assessment, the objects should be considered to the extent they are relevant.

The Department has considered the proposal to be satisfactory with regard to the objects of the EP&A Act as detailed in **Table 10**.

Table 10 | Consideration of the proposal against the objects of section 1.3 the EP&A Act

Objects of the EP&A Act	Consideration
(a) to promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources	<p>The proposal promotes the social and economic welfare of the community by providing employment within tourist and visitor, commercial and retail accommodation within a highly accessible site for transport and urban services, and, in doing so, contributing to the achievement of State and regional planning objectives.</p> <p>As discussed in Section 6, the proposal comprises development that would have a positive impact the economic welfare of the community and would not result in any impacts on the State's natural or other resources.</p> <p>The proposal is predicted to generate a total of 344 direct (and 474 indirect) construction jobs and 5,000 operational jobs.</p>
(b) to facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about environmental planning and assessment,	<p>The proposal has integrated ESD principles as discussed in Appendix B, Section B3.</p>
(c) to promote the orderly and economic use and development of land,	<p>The proposal involves the orderly and economic use of land through the efficient development of an existing urban site that is in close proximity to existing services and public transport. The development of the site will provide economic benefits through job creation and providing hostel accommodation.</p> <p>The proposed land uses are permissible and the form of the development has regard to the planning controls that apply and the character of the locality. The merits of the proposal are considered in Section 6.</p>

<p>(d) to promote the delivery and maintenance of affordable housing,</p>	<p>The proposal, being for tourist and visitor, commercial and retail accommodation, does not include any affordable housing, and is not required to do so.</p> <p>Notwithstanding this, the proposed does include a hostel to provide short stay / temporary accommodation, which would provide for an affordable alternative to hotel accommodation within the city.</p>
<p>(e) to protect the environment, including the conservation of threatened and other species of native animals and plants, ecological communities and their habitats,</p>	<p>The proposal, comprising mixed-use development on an existing developed urban site, will have negligible impacts on the conservation of threatened and other species of native animals and plants, ecological communities and their habitats.</p> <p>On 21 September 2020, the Department determined that the application is not required to be accompanied by a BDAR (Section 4.5).</p>
<p>(f) to promote the sustainable management of built and cultural heritage (including Aboriginal cultural heritage),</p>	<p>The Applicant has been appropriately designed to respect existing heritage significance of Central Station. The Department concludes the development's heritage impact is acceptable subject to conditions Section 6.5.</p> <p>The site has the potential to contain Aboriginal and non-Aboriginal archaeological remains. The Department has recommended conditions relating to the management of archaeology during the construction phase of the development Section 6.7.</p>
<p>(g) to promote good design and amenity of the built environment,</p>	<p>The proposal achieves a high standard of design and amenity as discussed at Section 6.3. The Department concludes the proposed exhibits design excellence as discussed at Section 6.2.</p>
<p>(h) to promote the proper construction and maintenance of buildings, including the protection of the health and safety of their occupants,</p>	<p>The application was accompanied by a BCA and Access Report that concludes the development has been designed to be accessible and inclusive and is capable to complying with the requirements of the relevant sections of the Act.</p>
<p>(i) to promote the sharing of the responsibility for environmental planning and assessment between the different levels of government in the State,</p>	<p>The Department publicly exhibited the proposed development as outlined in Section 5, which included consultation with Council and other public authorities and consideration of their responses.</p>
<p>(j) to provide increased opportunity for community participation in environmental planning and assessment.</p>	<p>The Department publicly exhibited the proposal as outlined in Section 5, which included notifying adjoining landowners and displaying the proposal on the Department's website. The Department has considered all issues raised in submissions as part of its assessment.</p>

B2 Section 4.15(1) matters for consideration

The matters for consideration under section 4.15(1) that apply to SSD in accordance with section 4.40 of the EP&A Act have been addressed in **Table 11**.

Table 11 | Section 4.15(1) Matters for Consideration

Section 4.15(1) Evaluation	Consideration
(a)(i) any environmental planning instrument	Satisfactorily complies. The Department's consideration of the relevant EPIs is provided below, at Section 6 and Appendix B of this report.
(a)(ii) any proposed instrument	Not applicable.
(a)(iii) any development control plan	Under clause 11 of the SRD SEPP, development control plans (DCPs) do not apply to SSD. Notwithstanding, consideration has been given to the relevant controls under the SDCP in Section 6 . The WGSP Design Guide has been considered in detail at Section 6 and Appendix B Section B5 .
(a)(iia) any planning agreement	Not applicable.
(a)(iv) the regulations Refer Division 8 of the EP&A Regulation	The application satisfactorily meets the relevant requirements of the EP&A Regulation, including the procedures relating to applications (Part 6), public participation procedures for SSD and Schedule 2 relating to EIS.
(b) the likely impacts of that development including environmental impacts on both the natural and built environments, and social and economic impacts in the locality,	The impacts of the proposal have been appropriately mitigated or conditioned as discussed in Section 6 of this report.
(c) the suitability of the site for the development	The site is suitable for the development as discussed in Section 6 of this report.
(d) any submissions	Consideration has been given to the submissions received during the exhibition of the proposal as summarised at Section 5 and considered at Section 6 of this report.
(e) the public interest	The proposal is in the public interest as discussed at Section 6 of this report.

B3 Ecologically sustainable development

The EP&A Act adopts the definition of ESD found in the *Protection of the Environment Administration Act 1991*. Section 6(2) of that Act states that ESD requires the effective integration of economic and environmental considerations in decision-making processes and that ESD can be achieved through the implementation of:

- the precautionary principle

- inter-generational equity
- conservation of biological diversity and ecological integrity
- improved valuation, pricing and incentive mechanisms.

The proposed development is committed to achieving the following minimum ESD targets:

- 6 Star Green Star Design and As-Built rating, which exceeds 'Australian Best Practice'
- 5.5 Star NABERS Office Base Building Energy Rating for the commercial office component, with an aspirational 6 Star rating
- 4 Star NABERS Water rating, with an aspirational 4.5 Star rating
- WELL Core and Shell rating for the commercial office component.

The development includes the following key ESD initiatives and sustainability measures:

- on-site photovoltaic panels and off-site renewable power generation to achieve net zero carbon
- use of cross laminated timber to significantly reduce the use of Portland cement
- recycle approximately 90% of waste during demolition and construction
- provide heat-pumps for heating and hot water and cool radiant panel systems for cooling
- natural ventilation to the hostel accommodation
- high efficiency water fixtures
- roof garden to improve site ecology and address heat-island effect and internal planting for improved air quality
- connection of the building to a future recycled water network
- rainwater collection and reuse for landscaped areas.

Council recommended that the Applicant's proposed ESD measures and sustainability targets should be secured via conditions.

The Department has considered the project in relation to the ESD principles. The precautionary and inter-generational equity principles have been applied in the decision making process by a thorough assessment of the environmental impacts of the development. The conservation principle has been applied through the provision of new landscaping around, on and within the development and the valuation principle has been applied through the efficient use of the site, application of sustainability measures and creation of significant new employment opportunities within an anticipated new tech-precinct. The proposed development is consistent with ESD principles as described in the Applicant's EIS and RtS, which have been prepared in accordance with the requirements of Schedule 2 of the EP&A Regulation.

The Department has recommended conditions requiring the ESD measures and minimum sustainability targets are met.

Subject to the above conditions, the proposed development would be consistent with ESD principles and the Department is satisfied the future detailed development is capable of encouraging ESD, in accordance with the objects of the EP&A Act.

B4 Environmental Planning and Assessment Regulation 2000

Subject to any other references to compliance with the EP&A Regulation cited in this report, the requirements for Notification (Part 6, Division 6) and Fees (Part 15, Division 1AA) have been complied with.

B5 Environmental Planning Instruments (EPIs)

To satisfy the requirements of Section 4.15(a)(i) of the Act, this report includes references to the provisions of the EPIs that govern the carrying out of the proposal and have been taken into consideration in the Department's environmental assessment.

The EPIs that have been considered as part of the assessment of the proposal are:

- State Environmental Planning Policy (State & Regional Development) 2011 (SRD SEPP)
- State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)
- State Environmental Planning Policy No.55 – Remediation of Land (SEPP 55)
- Draft Remediation of Land State Environmental Planning Policy (Draft Remediation SEPP)
- Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP)
- Draft State Environmental Planning Policy (Environment) (Draft Environment SEPP)
- Sydney Local Environmental Plan 2012 (SLEP)
- other relevant plans, policies or guidance.

State Environmental Planning Policy (State and Regional Development) 2011

The aims of the SRD SEPP are to identify SSD, State significant infrastructure (SSI), CSSI and to confer functions on regional planning panels to determine development applications. The proposal is SSD as summarised at **Table 12**.

Table 12 | SRD SEPP compliance table

Relevant Sections	Department's consideration	Complies
3 Aims of Policy The aims of this Policy are as follows: (a) to identify development that is State significant development,	The proposed development is identified as SSD (Section 4.1).	Yes
8 Declaration of State significant development: section 4.36 (1) Development is declared to be State significant development for the purposes of the Act if: (a) the development on the land concerned is, by the operation of an environmental planning instrument, not permissible without development consent under Part 4 of the Act, and (b) the development is specified in Schedule 1 or 2. (2) If a single proposed development the subject of one development application comprises development that is only partly State significant development declared under subclause (1), the remainder of the development is also declared to be State significant development.	The proposed development is permissible with development consent. The 'tourist and visitor accommodation' development is specified in Schedule 1 of the SRD SEPP and is SSD. The Department is also satisfied that the remainder of the development is also SSD in accordance with Clause 8(2) of the SRD SEPP as it is sufficiently related within a single mixed-use building.	Yes

Schedule 1 State significant development - General (Clause 13(2)) Development for tourist related purposes with a CIV of more than \$10 million located in an environmentally sensitive area of State significance.	The proposal includes a component (YHA) for tourist related purposes. This component has a CIV of more than \$10 million (\$70,172,000).	Yes
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State Environmental Planning Policy (Infrastructure) 2007

The Infrastructure SEPP aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure development, and providing for consultation with relevant public authorities about certain development during the assessment process.

As the development is located adjacent to Central Station / the railway corridor and includes more than 10,000 m² commercial GFA, the following Infrastructure SEPP clauses are relevant:

- Clause 86 of Division 15 Railways - Excavation in, above, below or adjacent to rail corridors
- Clause 87 of Division 15 Railways - Impact of rail noise or vibration on non-rail development
- Clause 88B of Division 15 Railways - Development near proposed metro stations
- Clause 104 of Division 17 Roads and traffic - Traffic generating development.

The Infrastructure SEPP requires that development adjacent to a railway corridor and constituting traffic generating development be referred to RMS (now TfNSW) for comment.

The application was referred to TfNSW in accordance with the Infrastructure SEPP. TfNSW did not object to the proposal, provided comments and recommended conditions as summarised at **Section 5** and the Department has considered TfNSW's response at **Section 6** and has incorporated its recommended conditions.

State Environmental Planning Policy No.55 – Remediation of Land

SEPP 55 aims to ensure that potential contamination issues are considered in the determination of a development application.

The application included a SCSi report and a RAP. The SCSi indicates that the site has been used as a cemetery (1878-1937), Sydney Benevolent Asylum (1820-1896), and subsequently industrial and railway uses associated with Central Station and commercial/hostel use associated with Railway Square YHA.

The SCSi included a review of historical data, aerial imagery, previous site investigations, background information. The SCSi confirmed a site walkover, boreholes / soil sampling and groundwater monitoring well investigations, laboratory analysis of soil and groundwater samples, data analysis and reporting have been undertaken.

The SCSi and RAP considered potential contamination risks were associated with current and previous uses of the site, previous uncontrolled imported fill, degradation of building material from existing buildings and underground tunnel structures. The potential contaminants include metals, hydrocarbons, polychlorinated biphenyls, organochlorine and organophosphate pesticides, phenols, volatile organic compounds, asbestos and cyanide.

The DSI undertook an assessment of groundwater and found levels of environmental constituents to be consistent with anticipated levels within an historically urbanised area.

To address the potential risks associated with contaminants, the DSI and RAP recommend a remediation strategy consisting of:

- delineation of the hydrocarbon contamination in the northeast portion of the site for waste classification purposes
- further investigation of groundwater on site prior to and during dewatering and preparation of a groundwater management plan
- following demolition, drilling of three additional boreholes and intrusive investigation of the footprints of the existing buildings and establish correct handling and removal procedures for any hazardous building materials
- additional soil sampling and testing to provide a final waste classification for surplus soils requiring off-site disposal
- data gap investigations in inaccessible area of the site and following demolition of building and other underground site structures undertake site validation and waste classification of soils
- implementation of the RAP detailing the required remediation and/or ongoing management works to address the identified contaminants
- prepare and implement an Unexpected Finds Protocol during basement excavation
- appropriate environmental safeguards required to complete the remediation work in an environmentally acceptable manner
- establish appropriate occupational, health and safety procedures
- preparation of a Validation Report at the completion of the remediation works to verify remedial works have been completed in accordance with the RAP.

The RAP concluded the site can be made suitable for the intended land use subject to the implementation of the RAP remediation strategy.

The Department accepts the findings and recommendations of the SCSi and RAP and is satisfied the site can be made suitable for the proposed use, subject to conditions requiring the implementation of the RAP remediation strategy, preparation of recommended plans and a Validation Report.

Draft Remediation of Land State Environmental Planning Policy

The Explanation of Intended Effect for a Draft Remediation SEPP was exhibited until 13 April 2018. The Draft Remediation SEPP proposes to better manage remediation works by aligning the need for development consent with the scale, complexity and risks associated with the proposed works. As the proposal has demonstrated it can be suitable for the site, subject to future DA(s), the Department considers it would be consistent with the intended effect of the Remediation of Land SEPP.

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP) provides planning principles for development within the Sydney Harbour catchment.

The site is located within the Sydney Harbour Catchment area. However, it is not located within the 'Foreshores and Waterways Area', is not identified on the SREP zoning map and is not an identified heritage item on the SREP heritage map. The relevant provisions of the SREP have been considered in **Table 13**.

Table 13 | Consideration of the relevant provisions of the SREP

Provision	Department's consideration	Complies
Part 2 Planning Principles		
Clause 13 Sydney Harbour Catchment		
The Planning principles for the land within the Sydney Harbour Catchment are as follows–		
(a) development is to protect and, where practicable, improve the hydrological, ecological and geomorphological processes on which the health of the catchment depends,	The development has responded to the flooding and stormwater constraints of the site and would not have an adverse impact on flood waters (Section 6.7). The development includes the provision of new site landscaping and public domain improvements (Section 6.4).	Yes
(b) the natural assets of the catchment are to be maintained and, where feasible, restored for their scenic and cultural values and their biodiversity and geodiversity,	The site has been developed and used for urban purposes for over 150 years. The proposal includes the adaptive reuse of the IP Shed and provision of public domain improvements. The Aboriginal archaeology and cultural significance of the site has been considered (Section 6.7).	Yes
(c) decisions with respect to the development of land are to take account of the cumulative environmental impact of development within the catchment,	The development has responded to the flooding constraints of the site and would not have an adverse impact on flood waters (Section 6.7).	Yes
(d) action is to be taken to achieve the targets set out in Water Quality and River Flow Interim Environmental Objectives: Guidelines for Water Management: Sydney Harbour and Parramatta River Catchment (published in October 1999 by the Environment Protection Authority), such action to be consistent with the guidelines set out in Australian Water Quality Guidelines for Fresh and Marine Waters (published in November 2000 by the Australian and New Zealand Environment and Conservation Council),		Yes
(e) development in the Sydney Harbour Catchment is to protect the functioning of natural drainage systems on floodplains and comply with the guidelines set out in the document titled Floodplain Development Manual 2005 (published in April 2005 by the		Yes

Department),		
(f) development that is visible from the waterways or foreshores is to maintain, protect and enhance the unique visual qualities of Sydney Harbour,	<p>As discussed at Section 6.2, the proposal achieves design excellence and would not result in adverse visual impacts from the surrounding area.</p> <p>The proposal is therefore consistent with the SREP and will not have any significant adverse impact on the Sydney Harbour Catchment.</p>	Yes
(g) the number of publicly accessible vantage points for viewing Sydney Harbour should be increased,	<p>The site is located approximately 1.2 km south of Darling Harbour (the closest part of Sydney Harbour).</p> <p>The upper levels of the tourist and visitor accommodation would provide for views over existing adjoining buildings, which would include views of Darling Harbour.</p>	Yes
(h) development is to improve the water quality of urban run-off, reduce the quantity and frequency of urban run-off, prevent the risk of increased flooding and conserve water,	<p>The development has responded to the flooding constraints of the site and would not have an adverse impact on the free-flow of flood waters (Section 6.7).</p>	Yes
(i) action is to be taken to achieve the objectives and targets set out in the Sydney Harbour Catchment Blueprint, as published in February 2003 by the then Department of Land and Water Conservation,		Yes
(j) development is to protect and, if practicable, rehabilitate watercourses, wetlands, riparian corridors, remnant native vegetation and ecological connectivity within the catchment,	<p>The development includes the provision of new site landscaping and public domain improvements.</p>	Yes
(k) development is to protect and, if practicable, rehabilitate land from current and future urban salinity processes, and prevent or restore land degradation and reduced water quality resulting from urban salinity,		Yes
(l) development is to avoid or minimise disturbance of acid sulfate soils in accordance with the Acid Sulfate Soil Manual, as published in 1988 by the Acid Sulfate Soils Management Advisory Committee.	<p>The site is classified as containing Class 5 acid sulfate soil.</p> <p>The Application includes a Geotechnical Investigation, which concludes acid sulfate soils can be managed during the construction process.</p>	Yes

Clause 15 Heritage Conservation

The planning principles for heritage conservation are as follows–

b) the heritage significance of particular heritage items in and around Sydney Harbour should be recognised and conserved,	The proposal results in the partial demolition and reconstruction of the IP Shed and Ambulance Avenue wall. This is considered the best outcome as heritage impacts can be managed, the development is consistent with the planning framework and the strategic objectives for the development of the broader Central SSP (Section 6.2). Aboriginal archaeology and cultural significance of the site has been considered (Section 6.7).	Yes
c) an appreciation of the role of Sydney Harbour in the history of Aboriginal and European settlement should be encouraged,		
e) significant fabric, settings, relics and views associated with the heritage significance of heritage items should be conserved,		
f) archaeological sites and places of Aboriginal heritage significance should be conserved.		

Draft State Environmental Planning Policy (Environment)

The draft Environment State Environmental Planning Policy (Environment SEPP) was exhibited until January 2018 and intends to provide a new policy for the protection and management of our natural environment.

Once adopted, the Environment SEPP will consolidate seven existing SEPPs (including the SREP) to simplify the planning rules for a number of water catchments, waterways, urban bushland, and World Heritage Property. The Environment SEPP will provide a consistent level of environmental protection to that which is currently delivered under the existing SEPPs. Where existing provisions are outdated, no longer relevant or duplicated by other parts of the planning system, they will be repealed.

The Department considers the proposal is generally consistent with the provisions of the Draft Environment SEPP, noting the proposal is consistent with the provisions of the SREP.

Sydney Local Environmental Plan 2012

The SLEP aims to encourage the development of housing, employment, infrastructure and community services to meet the needs of the existing and future residents of the Sydney LGA. The SLEP also aims to conserve and protect natural resources and foster economic, environmental and social well-being.

The Department consulted with Council throughout the assessment process and considered the matters raised in submissions by Council and the public (**Sections 5 and 6**).

The Department has considered the relevant provisions of the SLEP at **Table 14** and concludes the development is consistent with the SLEP.

Table 14 | Consideration of the relevant clauses of the SLEP

Clause	Control	Department's consideration	Complies
Clause 2.3 Land use zones	The proposed development is on land zoned B8 Metropolitan Centre.	The proposal is permissible with consent and meets the objectives of the zone.	Yes

Clause 2.6 Subdivision	Land can be subdivided subject to development consent	The application includes subdivision of the land.	Yes
Clause 4.3 Height of buildings	A maximum height of buildings development standard (7.5 m) applies to the site.	<p>Clause 6.53(6)(a) states, despite clause 4.3, a height limit of RL 200.2 m applies to the site.</p> <p>The proposed development has a maximum height of RL 197.90 m (approximately 182.6 m above ground), which complies with the Clause 6.53(6)(a) height limit.</p>	Yes
Clause 4.4 FSR	A maximum FSR development standard (3:1) applies to the site.	<p>Clause 6.53(7)(a) states, despite Clause 4.4, a maximum GFA of 77,000 m² applies to the Site.</p> <p>The proposed development has an overall GFA of 75,088 m², which complies with the clause 6.53(7)(a) maximum GFA limit.</p>	Yes
Clause 5.10 Heritage conservation	To conserve the environmental heritage of Sydney, the significance of heritage items and heritage conservation areas, including associated fabric, settings and views, archaeological sites, Aboriginal objects and Aboriginal places of heritage significance.	<p>The site forms part of the Central Station group heritage item and is located opposite and nearby locally listed heritage items.</p> <p>The Department has considered the heritage impact of the proposed on Central Station, the IP Shed and adjoining heritage items at Section 6.5.</p> <p>The Department concludes heritage impacts can be managed and/or mitigated.</p>	Yes
Clause 6.19 Overshadowing of certain public places	Development consent must not be granted to development that results in any part of a building causing additional overshadowing, at any time between 14 April and 31 August in any year of Prince Alfred Park (beyond the shadow that would be cast by a wall with a 20 metre frontage height on the boundary between the park and the railway land) between 12.00-14.00.	The design of the roof terrace balustrades were amended as part of the Applicant's RtS and the proposal would now not overshadow Prince Alfred Park between 12pm and 2pm.	Yes
Clause 6.21 Design Excellence	<p>All developments must exhibit design excellence and when considering whether a development exhibits design excellence.</p> <p>A competitive design competition must be held for</p>	<p>The development is greater than 55m, has a CIV greater than \$100 million and is a form of development requiring a DCP under clause 7.20 (however, clause 6.53 states clause 7.20 does not apply).</p> <p>The Applicant has undertaken a design competition.</p>	Yes

	<p>any of the following developments:</p> <ul style="list-style-type: none"> a) greater than 55 m b) with a CIV greater than \$100 million c) requiring a DCP under clause 7.20 d) where an applicant chooses to undertake a competition. 	<p>The Department has considered the design of the proposal and concludes the proposal exhibits design excellence as discussed at Section 6.2.</p>	
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Clause 6.21 – In considering whether development to which this clause applies exhibits design excellence, the consent authority must have regard to the following matters —

6.21(4)(a)	whether a high standard of architectural design, materials and detailing appropriate to the building type and location will be achieved,	The proposal achieves a high standard of architectural design, materials and detailing as discussed at Section 6.3.2	Yes
6.21(4)(b)	whether the form and external appearance of the proposed development will improve the quality and amenity of the public domain,	The proposal includes extensive new areas of public domain, including through site links and significantly increases pedestrian permeability and landscaping.	Yes
6.21(4)(c)	whether the proposed development detrimentally impacts on view corridors,	The proposal does not obstruct any view corridors identified in the SDCP. The Department has considered visual impacts at Section 6.3.1 and concludes the proposal is appropriate.	Yes
6.21(4)(d)	(i) the suitability of the land for development,	The Department considers the development is suitable for the site as discussed at Section 6 .	Yes
	(ii) the existing and proposed uses and use mix	The proposal includes a mixture of tourist and visitor, office and retail accommodation. The proposed uses represent a significant improvement over the existing single use site as a hostel.	Yes
	(iii) any heritage and streetscape constraints	The Department has considered heritage impacts at Section 6.5 and concludes the proposal is on-balance acceptable.	Yes
	(iv) the location of any tower proposed, having regard to the need to achieve an acceptable relationship with other towers (existing or proposed) on the same site or on neighbouring sites in terms of separation,	The proposed tower complies with the SLEP height and GFA requirements and is located within the WGSP Design Guide building envelope, except for some minor variations which are considered acceptable as discussed at Section 6.2.2 .	Yes

	setbacks, amenity and urban form,	The Development has considered the potential developments on Blocks B and C.	
	(v) the bulk, massing and modulation of buildings,	The Department has considered the height, bulk and scale of the development at Section 6.3.1 and concludes the proposal is appropriate.	Yes
	(vi) street frontage heights,		Yes
	(vii) environmental impacts, such as sustainable design, overshadowing and solar access, visual and acoustic privacy, noise, wind and reflectivity,	The proposal would not result in any overshadowing or overlooking of residential properties. Noise impacts can be appropriately mitigated and managed. Adjoining public open spaces would continue to receive direct sunlight. Wind impacts can be managed and/or mitigated. The Department has recommended a condition limiting the reflectivity of materials.	Yes
	(viii) the achievement of the principles of ecologically sustainable development,	The proposal has been designed in accordance with ESD principles as discussed at Appendix B .	Yes
	(ix) pedestrian, cycle, vehicular and service access and circulation requirements, including the permeability of any pedestrian network,	The Department has considered traffic and parking impacts at Section 6.7 and concludes the proposal is appropriately designed and would not have adverse impacts in this regard.	Yes
	(x) the impact on, and any proposed improvements to, the public domain,	The proposal includes the provision of extensive areas of new and improved public domain, including through site links.	Yes
	(xi) the impact on any special character area,	The proposal is consistent with the WSGP Design Guide desired future character of the area. The Department also concludes the proposal would not have an adverse impact on adjoining and nearby heritage items Section 6.5.4	Yes
	(xii) achieving appropriate interfaces at ground level between the building and the public domain,	The Department considers the landscape plan for the site is acceptable as discussed at Section 6.7 .	Yes
	(xiii) excellence and integration of landscape design.		Yes
Clause 6.53 Wester Gateway Sub- Precinct	Sets out the specific controls applying to the WGSP.	A detailed assessment of this clause is provided at Appendix C .	Yes

Clause 7.3 Car parking spaces not to exceed maximum set out in this Division	Maximum car parking space provision as cited for developments within Category D.	The Development does not include car parking spaces for use by private vehicles. The 12 spaces provided on-site are for servicing vehicles.	Yes
Clause 7.14 Acid sulfate soils	Ensure development does not disturb, expose or drain acid sulfate soils and cause environmental damage.	The site is classified as containing Class 5 acid sulfate soil. The Application includes a Geotechnical Investigation, which concludes acid sulfate soils can be managed during the construction process.	Yes
Clause 7.15 Flood planning	Minimise flood risk to life and property associated with the use of land and significant adverse impacts on flood behaviour and the environment.	The application includes a Civil Report, which includes flood and stormwater management measures. The Department has considered flooding at Section 6.7 and concludes impacts can be managed.	Yes
Clause 7.16 Airspace operations	Provide for the effective and ongoing operation of Sydney Airport by ensuring that such operation is not compromised by proposed development that penetrates the OLS.	The proposed tower height is RL 197.9 m and would penetrate the OLS (up to 146 m AHD). CASA and Sydney Airport have not objected to the proposal subject to separate approval by the Federal DIRDC.	Yes
Clause 7.20 Development requiring or authorising the preparation of a DCP	A DCP is required for sites outside of Central Sydney if the site area is more than 5,000 sqm or if the development will result in a building with a height greater than 25m above existing ground level.	Clause 6.53(5)(b) states that Clause 7.20 does not apply to development within the WGSP.	Yes
Clause 7.26 Public art	Public art must not include advertisements, increase GFA, have adverse heritage or amenity impacts.	The application includes a Public Art Strategy. The Department has recommended a condition ensuring public art is developed in consultation with Council.	Yes

Other Policies

In accordance with Clause 11 of the SRD SEPP, development control plans do not apply to SSD. Notwithstanding this, the Department has considered the SDCP where relevant in **Section 6** and below.

Table 15 | Consideration of the SDCP Visitor Accommodation provisions

SDCP Section 4.4.8 Visitor Accommodation		
Provision	Department's consideration	Complies
4.4.8.1 General		
1. New development must be self contained with no common access ways with adjoining properties	The accommodation is self contained.	Yes
2. A site manager must be on site when guests have access to the premises. For premises with less than 20 residents, a resident caretaker may be acceptable.	The accommodation includes on-site security / management	Yes
3. For safety reasons, sleeping rooms are not to include triple-tier bunks and cooking facilities in sleeping rooms	No triple-tier bunks are proposed	Yes
4. Internal partitions must be considered within sleeping rooms to provide privacy between beds	Each room is separate and secure	Yes
5. All toilet and shower facilities, including communal facilities, are to be screened for privacy.	Bathroom facilities are provided to each room	N/A
6. A Plan of Management and a Noise Management Plan must be submitted with the DA	A OPM and NIA was submitted with the application	Yes
4.4.8.4 Additional provisions for backpacker accommodation		
Backpacker accommodation is to be located within 400m of public transport and within easy access to facilities and services	The site is located next to Central Station and Railway Square transport hubs	Yes
For sleeping rooms: a) the maximum number of persons to be accommodated in a bedroom, or in a dormitory, must be determined on the basis of 3.25sqm per person per sleeping room; b) shared or dormitory-style accommodation in a single room must not accommodate more than 8 guests; c) the maximum length of stay for guests is 28 consecutive days; d) individual, secure lockable storage facilities of a minimum capacity of 0.6 cubic metres per person is to be provided to allow guests to individually store baggage and travel items within the sleeping room; e) where the premises comprise more than 30 beds, a range of room sizes and bed types are to be provided	a) rooms are appropriate sizes for the proposed number of guests. b) no more than 6 guests are accommodated in each room. c) the OPM confirms the maximum length of stay is 28 consecutive days d) guest lockers are provided at Level 1 e) a range of twin, 4 and 6 bed room types are provided.	Yes
Communal recreational areas: a) are to be provided within the premises at a rate of 0.75sqm per person based on the maximum number of guests; b) are to be a minimum total floor area of 20sqm with a minimum width of 3m where the maximum number of guests is less than 30; and c) are to be provided internally where possible and in addition to any outdoor communal recreation area. Dining areas may be included as a communal recreation area.	a) Level 1 includes communal facilities and breakout areas are provided on each floor b) Communal areas exceed 20m ² c) all communal areas are provided internally.	Yes

For kitchen and dining areas:	a) self-catering kitchen and a separate dining room is provided; and b) no cooking facilities or kitchenettes are provided in guest rooms.	Yes
<p>For bathrooms:</p> <p>a) toilets are to be in a separate compartment from common showers and bathrooms;</p> <p>b) a minimum of one bathroom for males and one bathroom for females is to be provided;</p> <p>c) walls separating toilet and shower compartments in single sex facilities, must be a minimum of 1.8m high and a maximum 250mm off the ground; and</p> <p>d) in unisex facilities, partitions separating adjacent compartments are to extend from floor level to ceiling.</p>	<p>a) toilets in shared rooms are in a separate compartment from showers</p> <p>b) each room is provided with its own bathroom</p> <p>c) N/A</p> <p>d) partitions are provided.</p>	Yes
<p>Provide the following laundry facilities for every 50 occupants or part thereof:</p> <p>a) a washtub, clothes washing machine;</p> <p>b) a clothes dryer, or a clothesline with a minimum length of 20m and which can be retractable in an outdoor area or drying room.</p>	a) A 'services' rooms is provided on each floor for use by guests.	Yes
<p>Provide the following additional rooms:</p> <p>a) a staff room;</p> <p>b) a site manager's office;</p> <p>c) a sleeping room where there is to be a resident and caretaker and is not a shared or dormitory room.</p>	<p>a) An administration room is provided for staff</p> <p>b) Refer to point a) above</p> <p>c) N/A</p>	Yes

Appendix C – Western Gateway Sub-Precinct SLEP Controls and Design Guide

Clause 6.53 of the SLEP

Clause 6.53 of the SLEP is a site-specific provision which relates to all land within the WGSP. The Department has considered the requirements of clause 6.53 of the SLEP at **Table 16**.

Table 16 | Consideration of the relevant provisions of clause 6.53 of the SLEP

Clause	Control	Department's consideration	Complies
6.53(3)	Development in the WGSP must not cause additional overshadowing, at any time of year, of Prince Alfred Park between 10.00–14.00 in accordance with the solar access plane.	The design of the roof terrace balustrades were amended as part of the Applicant's RtS and the proposal would now not result in any overshadowing Prince Alfred Park between 10am and 2pm in accordance with the solar access plane.	Yes
6.53(4)	The consent authority must consider any guidelines made by the Planning Secretary relating to the design and amenity of the WGSP.	The Department has considered the WGSP Design Guide at Section 6.2.2 and in detail in the following section. The Department concludes the proposal is generally in accordance with the WGSP Design Guide	Yes
6.53(5)	Clause 6.3 and Subdivision 2 of Division 1 and clause 7.20 do not apply to Block A of the WGSP.	The proposal does not propose to rely on any additional floorspace under clause 6.3. The proposal is not required to prepare a DCP in accordance with clause 7.20.	Yes
6.53(6)(a)	Despite clause 4.3, the maximum height shown for Block A of the WGSP must not exceed RL 200.2 m.	The proposed development has a maximum height of RL 197.9 m.	Yes
6.53(7)(a)	Despite clause 4.4, the maximum GFA for Block A of the WGSP must not exceed 77,000 m ² .	The proposed development has an overall GFA of 75,088 m ² .	Yes
6.53(8)	Development consent must not be granted under subclause (6) or (7) if the resulting building includes residential accommodation.	The development does not include residential accommodation and therefore subclauses (6) and (7) can be relied on.	Yes
6.53(9)	Clause 6.21(5)–(7) do not apply to Block A of the WGSP.	The proposal does not propose to rely on any additional floorspace under clause 6.21.	Yes
6.53(10)	Clause 6.21(5)–(7) do not apply to development in Block A or Block B	Although Clause 6.53(10) stipulates that a Design Excellence competitive design process is not required for the site, the Applicant held a design excellence competition as discussed at Section 6.2 .	Yes

Western Gateway Sub-Precinct Design Guide

The WGSP Design Guide:

- was exhibited with the Planning Proposal for the rezoning of Blocks A and B of the WGSP and adopted in July 2021
- supplements the SLEP by providing detailed provisions, including objectives and design guidance, to guide future development within the three blocks (A, B and C) of the WGSP.

As required by clause 6.53(4) of the SLEP the Department has considered the proposal against the recommendations of the WGSP Design Guide at **Table 17**.

Table 17 | Consideration of the proposal against the WGSP Design Guide

Design guidance	Department's consideration	Compliance
3.1.1 Publicly Accessible Managed Space		
(1) Publicly accessible managed space within the sub-precinct is to be provided in accordance with Figure 2: Publicly accessible managed space and pedestrian connections.	The proposal includes publicly managed spaces in accordance with Figure 2.	Yes
(2) Publicly accessible managed space within the sub-precinct is to: <ol style="list-style-type: none"> connect to the City and provide appropriate interfaces and links to adjacent sub-precincts within the Central Precinct deliver a precinct that responds to its context and celebrates its heritage create a focus for the southern part of Central Sydney contribute to the creation of walkable neighbourhoods shape a great place that is vibrant, diverse, active, inclusive and has a high level of amenity and design excellence 	The proposal includes an upper and lower link, which would be publicly accessible and addresses the WSGP Design Guide requirements.	Yes
(5) Development Applications are to be accompanied by an open space strategy for the publicly accessible managed space that incorporates place principles and a movement plan that demonstrates how the precinct has been designed to deliver high quality, co-ordinated public places that include (where appropriate): <ol style="list-style-type: none"> street trees and other vegetation paving and other hard surfaces lighting seating bicycle parking spaces for share bikes and visitors bins signages, including wayfinding signs public art heritage interpretation. 	An open space strategy has been provided and demonstrates the proposal would achieve high quality and accessible public domain.	Yes
(6) An elegant and functional solution to level changes is to be provided across the publicly accessible managed space that supports seamless, step free,	As above.	Yes

	accessible access suitable for people of all abilities, connections and transitions from Lee Street to the Devonshire Street tunnel as well as the future over station development within the broader Central Precinct.		
(7)	Publicly accessible managed space is to provide a comfortable environment, in particular for wind and solar access, suited for the intended purpose of its various parts: sitting, standing and walking.	As above. The Department has considered the wind environment at Section 6.4 and concludes wind impacts can be managed. The proposal would not result in adverse overshadowing of open spaces (Section 6.7)	Yes
3.1.2 Building Massing and Envelope			
(1)	Built form within the Western Gateway sub precinct is to be in accordance with Figures 3, 4 and 5 relating to building separation and setback distances.	The Department has considered the proposal against the WSGP Design Guide building envelope requirements at Section 6.2.2 and concludes the proposal is generally consistent and minor exceedances are acceptable.	Yes
(2)	New buildings within Block A and Block B are to have a maximum 80% envelope efficiency (i.e. the final building design should not have a Gross Floor Area that exceeds 80% of the Gross Building Area that is able to be achieved within the envelope).	As above	Yes
(3)	The pedestrian connection to over station development is to be open to the sky.	As above	Yes
(9)	Building massing, setbacks and articulation zones are to be designed to enable the achievement of appropriate wind conditions shown as set out in Section 3.1.5.	As above	Yes
(10)	A minimum building separation of 30m is to be provided between Blocks A and B.	As above	Yes
(11)	Built form on Block A is to be in accordance with Figures 3, 4 and 5 relating to building separation and setback distances and is to: <ul style="list-style-type: none"> a. have a tower building with an underside (excluding lift cores and structural columns) no lower than RL 40 b. have a cantilevered building articulation zone along the western façade that has a maximum depth of 5.0m and an underside no lower than RL70 c. have a cantilevered building component along the southern façade that has a maximum depth of 5.0m and an underside no lower than RL60.4 d. support the achievement of a wind environment on the ground plane and in affected public domain and publicly accessible managed spaces that are appropriate for its 	The proposal includes exceedances in relation to points a, b and c. However, the Department concludes these inconsistencies are minor and acceptable (Section 6.2.2). The proposal results in wind impacts in and around the site. However, the Department concludes these impacts can be managed subject to conditions (Section 6.4).	No Refer to Sections 6.2 and 6.4

intended use.		
3.1.3 Design Excellence		
(1) Each block within the sub-precinct is to be the subject of a competitive design process and undertaken in accordance with the applicable design excellence competition guidelines of the Government Architect NSW or the City of Sydney Competitive Design Policy (Policy).	The proposal has been the subject of a design competition (Section 6.2.1)	Yes
(2) No additional floorspace or building height under Clause 6.21(7) of the Sydney LEP 2012 will be awarded for a building demonstrating design excellence. The maximum floorspace and building height for sites within the Western Gateway sub-precinct is to be in accordance with Clause 6.53 of the Sydney LEP 2012.	The proposal is consistent with the GFA and building height controls for the site	Yes
(3) Where a competitive design process is undertaken in accordance with the Policy, it is to be in accordance with the following design excellence strategy: <ul style="list-style-type: none"> a. Undertake an invited architectural design competition involving no less than five (5) competitors from a range of emerging, emerged and established architectural practices, with no more than 50% of competitors from international practices b. The Jury composition is to be in accordance with the Provision 3.2 Jury Composition of the Policy or a five (5) member jury in accordance with Part 3.4 of the Draft Government's Architect's Design Excellence Competition Guidelines (dated May 2018) c. Buildings are to be constructed of durable and robust materials d. Architectural detailing is to provide a higher order of priority to the levels interfacing with the adjacent streetscape, publicly accessible managed space and heritage items. 	<p>The proposal has been the subject of a design competition (Section 6.2.1).</p> <p>The competition was undertaken in accordance with the relevant requirements.</p>	Yes
3.1.3 Active Frontages		
(1) A minimum of 75% of building frontages to the public domain (including publicly accessible managed space) are to be activated through the inclusion of retail, commercial lobbies or other active uses. For the purpose of this guideline public domain means the area shaded in yellow shown in Figure 2 Publicly accessible managed space and pedestrian connections, as well as Lee Street and the Western Forecourt.	Complies	Yes
(2) Ground floor frontages are to be pedestrian oriented and of high design quality to add vitality to the public domain	Complies	Yes

	and publicly accessible managed space.		
(3)	Fine grain retail tenancies are to be located along key pedestrian movement corridors and are to cater to a diverse range of businesses including retail, entertainment and food and drink.	Complies	Yes
(4)	New development is to avoid expansive inactivated retail frontages that are visible at the ground level and is encouraged to provide fine grain retail frontages where appropriate.	Complies	Yes
(5)	Building design features, such as continuous cantilevered awnings, are to be provided where possible to ensure adequate protection for pedestrians from the elements.	Complies	Yes
(6)	Building entrances are to be designed to be at the same level as the adjoining public domain and publicly accessible managed space.	Complies	Yes
(7)	No strata titled development is to be included in any areas that may be affected by existing or future transport operations.	Complies	Yes
(8)	Staging must integrate delivery of the publicly accessible managed space and other public domain with the progress of proposed public and private development.	Complies	Yes
(9)	Development at the ground plane is to activate the adjoining public and publicly accessible managed space, through measures including: <ul style="list-style-type: none"> a. positioning areas for respite and pause in locations that promote overlooking of the public domain and publicly accessible managed space, b. incorporating large doors or windows into building lobbies and spaces, c. not locating activities that are sensitive to public view, such as ground level office space, in locations where direct overlooking from the public domain or publicly accessible managed space can occur, and d. minimising the extent of grilles, vents, mechanical plant and other operational and security measures in areas that front onto the public domain or publicly accessible managed space. 	Complies	Yes

3.1.5 Wind

(1)	All new developments are to be designed to mitigate adverse wind effects and be designed to satisfy the relevant wind criteria for the intended uses of the public domain (including publicly accessible managed space).	The proposal results in wind impacts in and around the site. However, the Department concludes these impacts can be managed subject to conditions (Section 6.4).	Yes
(2)	A quantitative wind effects report is to be submitted with any development application for new buildings that	The application includes a wind report.	Yes

	addresses how development meets the relevant standards identified in Figure 6 – Wind Criteria Map.		
(3)	Wind impacts from any development must not exceed the Wind Safety Standard which is an annual maximum peak 0.5 second gust wind speed in 1 hour of 24 m/s.	Wind safety criteria and wind comfort criteria is exceeded in certain locations around the site. However, the Department concludes this can be managed (Section 6.4).	No Refer to Section 6.4
(4)	Wind impacts from any development on the surrounding public domain and publicly accessible managed space are not to exceed the Wind Comfort Standard criteria for sitting, standing and walking taking into consideration the intended use of the space (refer Figure 6 – Wind Criteria Map). The wind comfort standard is an hourly mean wind speed or gust equivalent mean wind speed, whichever is greater, for each wind direction of no more than 5% of all hours in the year. These standards are: a. walking through the over station development connection and footpaths - 8 m/s b. standing at building entrances, bus stops - 6 m/s c. sitting in future public spaces - 4 m/s	As above	No Refer to Section 6.4
(5)	New development within the Western Gateway Sub Precinct is to achieve the proposed wind comfort criteria on land outside the sub-precinct (i.e. the area outside the redline boundary on the Wind Criteria Map), unless it can be demonstrated that existing wind conditions in that area do not currently achieve the identified wind comfort criteria. If the existing wind conditions do not currently achieve the identified wind comfort criteria, new development is not to increase or worsen the current wind conditions for that area as measured by the wind comfort criteria.	As above	No Refer to Section 6.4
(6)	Development subject to a quantitative wind effects report must not cause a wind speed that exceeds the Wind Safety Standard, the Wind Comfort Standard for Walking and the Wind Comfort Standard for Sitting in Parks, unless it can be demonstrated that the existing wind speeds in those locations exceed the standard(s). If the existing wind conditions do not currently achieve the identified standard(s), new development is not to result in an increase to wind speed in their respective locations as measured by the relevant standard(s).	As above	No Refer to Section 6.4
(7)	Despite clause 3.1.5 (6), a minimum of 200sqm of contiguous space that is open to the sky within the defined Railway Square area (refer Figure 6 – Wind Criteria Map) is to achieve the Wind Comfort Standard criterion for sitting.	Sitting conditions are provided to at least 200m ² of Railway Square at Day 1, 2 and 3 scenarios	Yes

3.1.6 Solar Access		
(1) Development is to ensure that Henry Deane Plaza and other affected publicly accessible areas receive an appropriate solar amenity for their intended use.	Appropriate levels of direct sunlight are maintained to Henry Deane Plaza (Appendix D)	Yes
3.1.7 Views and Vistas		
(1) Development is not to obstruct significant views as identified in Figure 7: Heritage sightlines, views and vistas measured from eye level from point to point.	The proposal would not obstruct significant views identified in Figure 7.	Yes
(2) Development on Block A and Block B is to provide a 30m building separation between the main façade line of any tower built form on Block A and Block B to ensure a clear line of sight along the future over station east west pedestrian connection.	Complies	Yes
(6) Development is to minimise the impact on existing public views to Central Railway Station Clock tower through modulation of proposed building mass, to maximise the visibility of the clock face. Any development must preserve views from the western forecourt of Central Station to: <ul style="list-style-type: none"> a. the Central Station South Wing b. all elevations of the former Parcels Post Office (Adina Hotel) c. the former Inwards Parcels Shed. 	<p>The proposal would not have an adverse impact on the Central Station clocktower (Section 6.5.4).</p> <p>The tower would not obstruct the identified views from the Central Station Western Forecourt</p>	Yes
3.2.1 Heritage		
(1) A Statement of Heritage Impact is to accompany any future DA for new buildings within the sub-precinct and is to be prepared in accordance with the NSW Heritage Manual 'Statement of Heritage Impact.'	The application includes a HIA	Yes
(2) A Conservation Management Plan is to accompany any future DA for new development located on Block A and is to be prepared in accordance with the NSW Heritage Manual 'Conservation Management Documents'.	The application includes a CMP	Yes
(3) Any future DA for new buildings within the sub-precinct is to be accompanied by a Heritage Interpretation Strategy that identifies opportunities for the presentation of the history of the site and surrounds. This is to include Aboriginal and non-Aboriginal themes and present the findings of any desktop analysis of the likely archaeological significance of the site and the immediate surrounds. All documentation is to be prepared in accordance with Interpreting Heritage Places and Items Guidelines.	The application includes a draft heritage interpretation strategy and the Department has recommended conditions requiring the strategy be developed in consultation with Council and Heritage NSW.	Yes
(4) Development is to comprise building forms and design treatments that give consideration and positively responds to heritage items within and immediately	The Department has considered heritage at Section 6.5 and concludes, subject to conditions, heritage impacts can be managed and mitigated.	Yes

	surrounding the sub-precinct. The Statement of Heritage Impact that accompanies a development application is to identify and assess any direct and/or indirect impacts (including cumulative impacts) to the heritage significance of the buildings and elements within the precinct.		
(5)	Buildings are to be constructed of durable and robust materials.	Buildings are to be constructed of durable and robust materials.	Yes
(6)	Architectural detailing is to provide a higher order of priority to the levels interfacing with the heritage items, adjacent public domain and publicly accessible managed space.	Complies	Yes
(7)	Development on Block A is to: <ul style="list-style-type: none"> a. provide a minimum clearance of 10.8m between the topmost point of the roof of the Former Inwards Parcel Shed and the underside of any tower generally in accordance with Figure 7: Separation Distances and Setbacks b. retain the simple form of the Former Inwards Parcel Shed, including the form and shape of the roof, an understanding of the bolted timber post and truss system c. incorporate a building design and materiality that appropriately responds to the Inwards Parcel Shed, the Former Parcels Post Office and Central Station 	<p>The proposal includes is 1 m less than the minimum IP Shed / tower separation. However, the Department concludes this inconsistency are minor and acceptable (Section 6.2.2).</p> <p>The simple form of the IP Shed has been retained.</p> <p>The materiality of the development responds sympathetically to the IP Shed.</p>	<p>No</p> <p>Refer to Section 6.2</p>

3.2.2 Public Art

(1)	Any future development application for new buildings within the Sub-precinct is to be accompanied by a Public Art Strategy consistent with the City of Sydney's Public Art Strategy, Public Art Policy, Guidelines for Public Art in Private developments and Guidelines for Acquisitions and Deaccessions.	The proposal includes a public art strategy and the Department has recommended conditions requiring the provision of public art.	Yes
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3.3.1 Pedestrian and Cycle Network

(1)	The location of pedestrian connections is provided in accordance with Figure 2: Publicly accessible managed space and pedestrian connections.	Pedestrian connections are provided in accordance with Figure 2	Yes
(3)	A pedestrian link is to be created linking north-south through the sub-precinct. This link will facilitate the internal circulation of workers, visitors and pedestrians in comfort from the Western Forecourt to Henry Deane Plaza and the Devonshire Street Tunnel to buildings in Block A and from the north to buildings in Blocks A and B.	The proposal includes a north-south upper and lower pedestrian link, which would be publicly accessible and addresses the WSGP Design Guide requirements.	Yes
(4)	Access for pedestrians to the sub-precinct is to be direct and legible, with access points that are highly visible from main approaches including the future	Complies	Yes

	Third Square, Western Forecourt, Lee Street, Railway Square, and the future over station development.		
(5)	Pedestrian access through the precinct, particularly links from surrounding areas, is to be designed to be at grade where possible.	Complies	Yes
(6)	The pedestrian and cyclist network will be designed in accordance with the principles of Crime Prevention through Environmental Design (CPTED) principles to be safe and secure with good passive surveillance opportunities.	Complies	Yes
(7)	Pedestrian connections from Lee Street to the Devonshire Street tunnel will be accessible, step free with no interrupting structures to enable future flexibility and ensure it is suitable for people of all abilities.	Complies	Yes
(9)	The pedestrian network is to: <ul style="list-style-type: none"> a. be aligned with key pedestrian desire lines b. have generous widths to accommodate the current and future anticipated peak hour pedestrian flows c. be designed to incorporate opportunities for respite and pause away from primary pedestrian flows d. be supported by active frontages e. be designed to support access for people of all abilities equitably throughout the sub-precinct. 	Complies	Yes
(10)	Street pavements and material palettes will be consistent with the relevant the City of Sydney's streets codes.	Complies	Yes
(11)	End of trip facilities of a sufficient scale and design, and must be provided in a location that is clearly visible and which supports direct and intuitive access for its users, including cycle parking for visitors and employees.	Complies	Yes
(12)	Appropriate facilities for last mile delivery are to be provided.	Complies	Yes
3.3.2 Building Entrances			
(1)	Development of Block A will include an entrance and/ or is designed to enable a future entrance, at grade with and close to the entrance to Central Walk West.	Complies	Yes
(2)	Access for pedestrians to each building is to be direct and legible, with access points to the precinct to be highly visible from main approaches including Lee Street, the future Western Forecourt, the north of Block A, the future over station development and the over station development corridor.	Complies	Yes
3.2.3 Vehicular Access and Parking			
(1)	Vehicular access and service entry	The proposal provides entrances in	Yes

points are to be provided in accordance with Figure 8: Vehicular Access and Parking.	accordance with Figure 8.	
(2) All development Blocks are to contribute suitably to the creation of a sufficiently sized basement structure suitable to support the future requirements of the Western Gateway sub-precinct and broader Central Precinct, particularly with regards to waste, service and loading vehicles with supporting loading dock, ventilation, access, egress and fire services.	Complies	Yes
(3) All development will make provision for access for emergency vehicles.	Complies	Yes
(4) All onsite parking will be provided underground in basement levels.	On-site parking is provided for services vehicles only.	No Refer to Section 6.7
(5) Provision is to be made within the basement design for charging stations to service electric vehicles.		
(6) Development is to ensure the proposed future redevelopment of the Lee Street bus layover is not sterilised.	Complies	Yes
(7) The final arrangement of site access is to be provided as follows: a. Lee Street (south) site access is to be the primary vehicular access point for the Western Gateway sub-precinct b. Lee Street (north) access is to be provided until both Block A and C are provided with alternate options for basement entry and servicing. This access is to be closed permanently once alternate options for basement entry and servicing are provided.	Complies	Yes
(8) Development applications for redevelopment of any Block within the sub-precinct is to be accompanied by a traffic management plan that sets out: a. proposed measures for managing the effective and safe movement of pedestrians around the site during the construction process b. how traffic impacts on the surrounding road network will be managed during construction and once the development is operational.	The application includes a TIA	Yes
(9) Development applications for redevelopment of any Block within the sub-precinct are to be accompanied by an integrated servicing and basement strategy demonstrating how the respective Block will be serviced and how in the final configuration it will contribute to and connect with the integrated basement servicing the entire the sub-precinct. The Strategy is to include details on the following: a. ongoing servicing of Central Station b. operation of freight and logistics c. parking and servicing requirements	Complies	Yes

<p>for each of the Blocks within the Western Gateway sub-precinct</p> <p>d. future servicing for over and under station developments</p> <p>(Note: This may include a consolidated basement with access routes or easements through the site).</p>		
<p>(10) Basement parking areas and structures are to:</p> <p>a. be designed to allow for the future connection of abutting basement structures within the Western Gateway sub-precinct in order to deliver a final consolidated integrated basement arrangement for all blocks</p> <p>b. allow for potential future vertical transportation (goods lift or similar) between the basement level, the proposed over station development deck, and sub-deck level for the distribution of goods and general servicing requirements,</p>	Complies	Yes
<p>(11) Development in the basement is to provide dedicated on-site carparking for:</p> <p>c. car share spaces</p> <p>d. accessible spaces.</p>	The proposal does not provide for on-site private car parking spaces.	No Refer to Section 6.7

3.4.1 Sustainability and Environmental Performance

<p>(1) Development proposals for new buildings are to be accompanied by an Ecologically Sustainable Development strategy that demonstrates how the following standards will be achieved or exceeded for the relevant developments:</p> <p>a. 5.5-star NABERS Energy rating for commercial uses with a Commitment Agreement</p> <p>b. 4.5-star NABERS Energy rating for hotel uses with a Commitment Agreement</p> <p>c. 4-star NABERS Water rating for commercial uses</p> <p>d. 4-star NABERS Water rating for hotel uses</p> <p>e. Silver core and shell WELL rating (or equivalent industry standard) for commercial uses</p> <p>f. 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).</p>	Complies	Yes
<p>(2) Buildings are to be designed to achieve net zero emissions by being highly efficient and using a minimum of 100% renewable electricity (by maximising on-site generation and offsite renewable energy procurement).</p>	The development achieves a high standard of sustainable design and construction (Appendix B, Section B3) and complies with WGSP Design Guide requirements.	Yes
<p>(3) All new buildings are to be designed to incorporate suitable self-shading elements to minimise undesirable solar gain and improve the passive</p>	As above	Yes

	sustainability performance of buildings. Self-shading elements are encouraged to be external where suitable.		
(4)	Development is to apply the principles of biophilia in design, such as incorporating green walls and roofs.	As above	Yes
(5)	Development is to consider Urban Green Cover in NSW Technical Guidelines (OEH, 2015) ND Greener Places (OGA), and the draft Greener Places Design Guide.	As above	Yes
(6)	Development is to protect current or future residents and workers from noise, vibration and air pollution	As above	Yes

3.4.2 Water Management

(1)	<p>All new development is to provide an Integrated Water Management Strategy that illustrates how buildings will be designed to maximise water efficiency and that can connect to future networks including but not limited to the George Street recycled water scheme network. The strategy is to:</p> <ul style="list-style-type: none"> a. Include provision of dual plumbed water systems to enable utilisation of the recycled water network for permitted non-potable uses which may include flushing, irrigation, fire fighting and certain industrial purposes b. Identify how rainwater and / or stormwater will be harvested and reused on site to maximise sustainable water reuse c. Detail how the development will be designed to enable future connection to the George Street recycled water scheme network d. Identify opportunities for water sensitive urban design including green walls and roofs. 		
(2)	<p>Development is to manage and mitigate flood risk and must not exacerbate the potential for flood damage or hazard to development and to the public domain (including publicly accessible managed space).</p>	<p>The Department has considered drainage and flooding at Section 6.7 and concludes drainage infrastructure is acceptable and flooding impacts can be managed and mitigated.</p> <p>The development addresses flood planning levels and the proposed installation of a flood-gate is considered acceptable in this instance, noting the site constraints.</p>	Yes
(3)	Development is to include measures that reduce the effects of stormwater pollution on receiving waterways.	As above	Yes
(4)	<p>Development is to consider and include Water Sensitive Urban Design (WSUD) measures to improve stormwater quality flowing into waterways, and potentially include:</p> <ul style="list-style-type: none"> a. gross pollutant traps b. passive irrigation 	As above	Yes

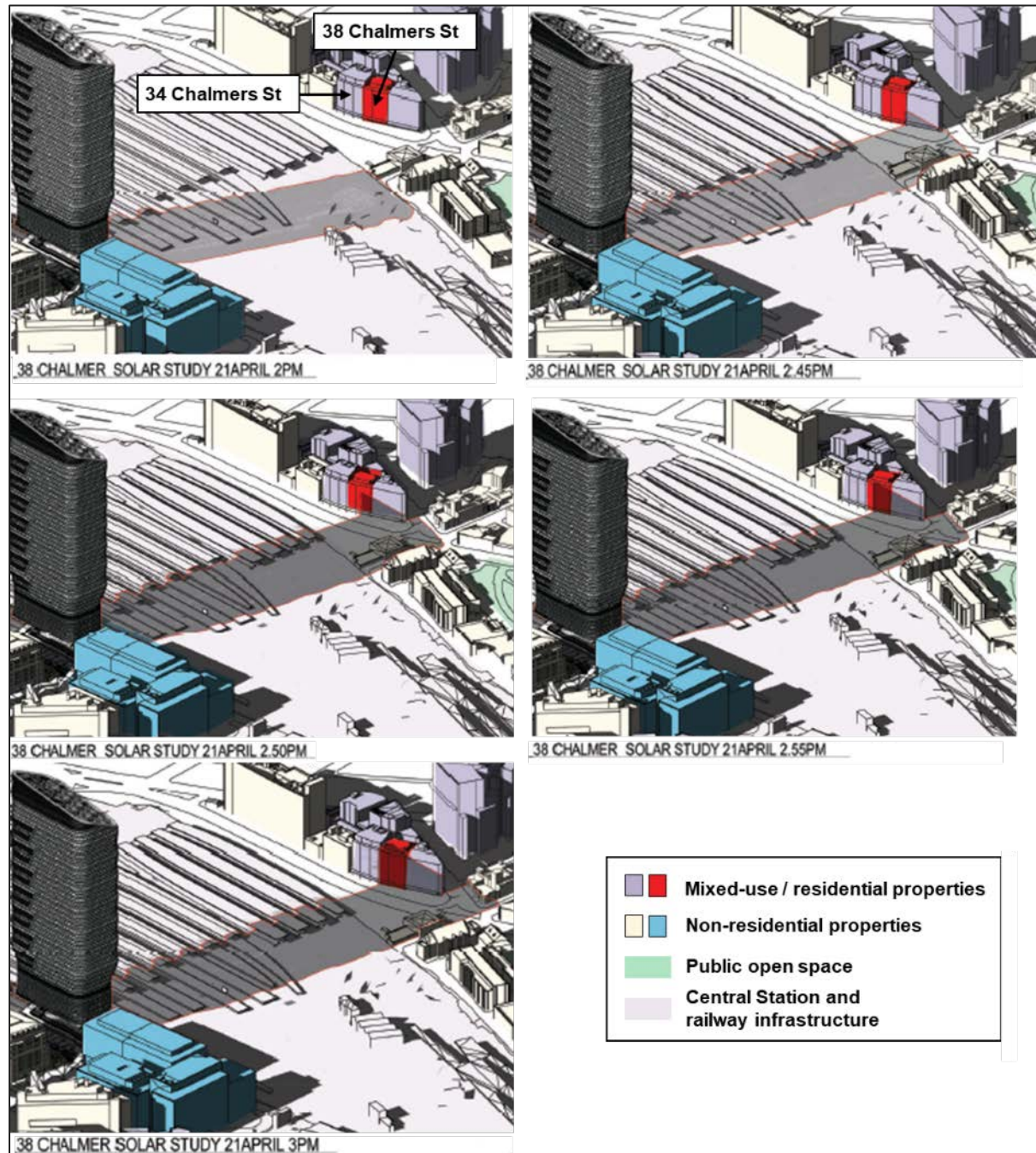
c. bio-retention areas d. rainwater harvesting.		
(5) Building flood planning levels will be set above the 1% AEP flood level.	As above	Yes
(6) Car park entrances are ramped up to above the 1% AEP flood level + 0.5m, or the probable maximum flood level (whichever is the higher).	As above	Yes
(7) Development is to reduce the baseload pollutant levels in the water quality in the baseline and annual pollutant load for: a. litter and vegetation larger than 5mm by 90% b. total suspended solids by 85 c. total phosphorous by 65% d. nitrogen by 45%.	As above	Yes
3.4.3 Waste Management		
(1) A Waste and Recycling Management Plan consistent with City of Sydney's Guidelines for Waste Management in New Developments is to be submitted with any DA	The application includes a Waste Report, which was prepared in consultation with Council.	Yes
(2) The Waste and Recycling Management Plan is to include the following with regards to the management of demolition and construction waste: a. details regarding how waste is to be minimised during the demolition and construction phase b. estimations of quantities and types of materials to be re-used or left over for removal from the site c. details regarding the types of waste and likely quantities of waste to be produced d. a site plan showing storage areas away from public access for reusable materials and recyclables during demolition and construction and the vehicle access to these areas e. targets for recycling and reuse f. nomination of the role/person responsible for ensuring targets are met and the person responsible for retaining waste dockets from facilities appropriately licensed to receive the development's construction and demolition waste g. confirmation that all waste going to landfill is not recyclable or hazardous h. measures to reuse or recycle at least 90% of construction and demolition waste.	As above	Yes
(3) The Waste and Recycling Management Plan is to include the following with regard to the management of operational waste: a. plans and drawings of the proposed development	As above	Yes

<ul style="list-style-type: none"> b. details of the on-going management of the storage, separation and collection of waste and recycling, including responsibility for cleaning, transfer of bins between storage areas and collection points, maintenance of signage, and security of storage areas c. where appropriate to the nature of the development, a summary document for tenants and residents to inform them of waste and recycling management arrangements d. Measures to reuse or recycle at least 75% of waste from industrial, commercial and residential operations, with an aim of 90%. 		
(4) Development is to provide adequate space within buildings for waste infrastructure and accessibility for waste collection vehicles.	Adequate space has been provided for waste infrastructure	Yes

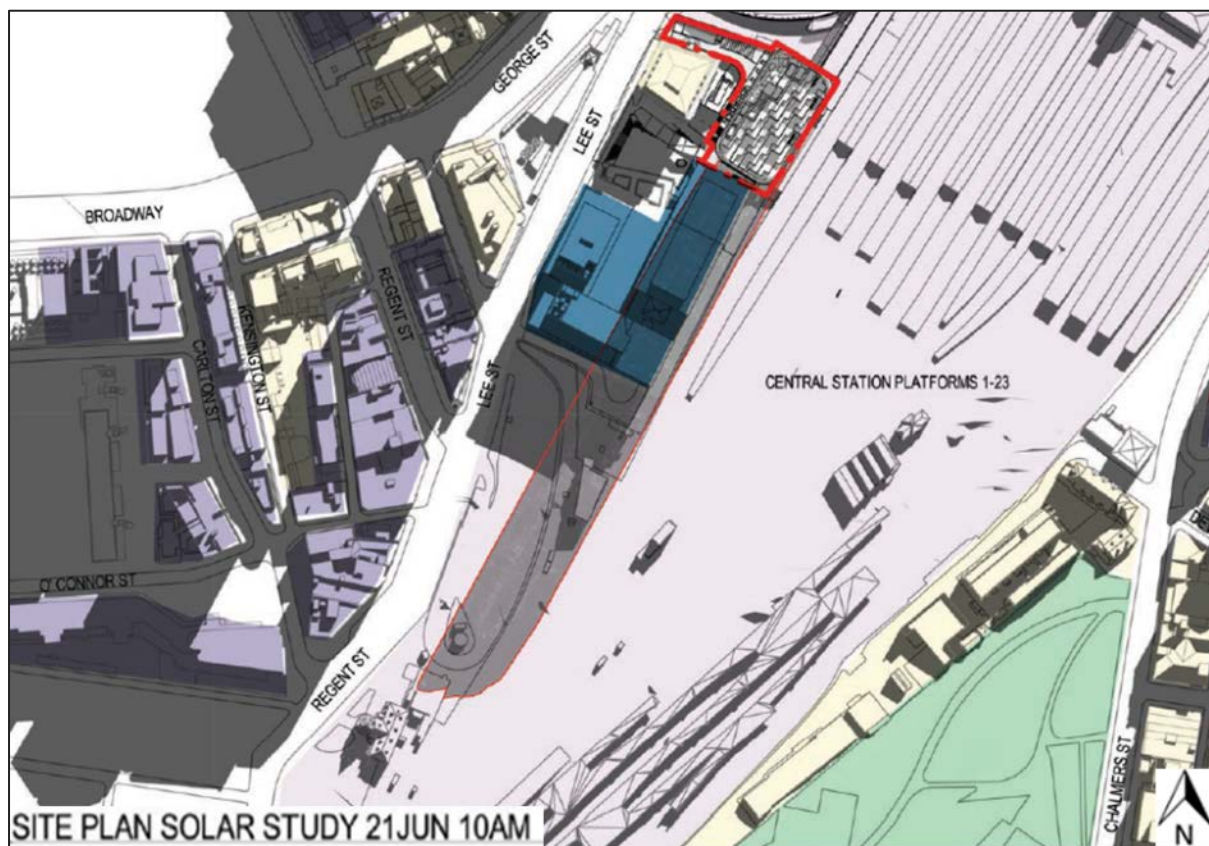
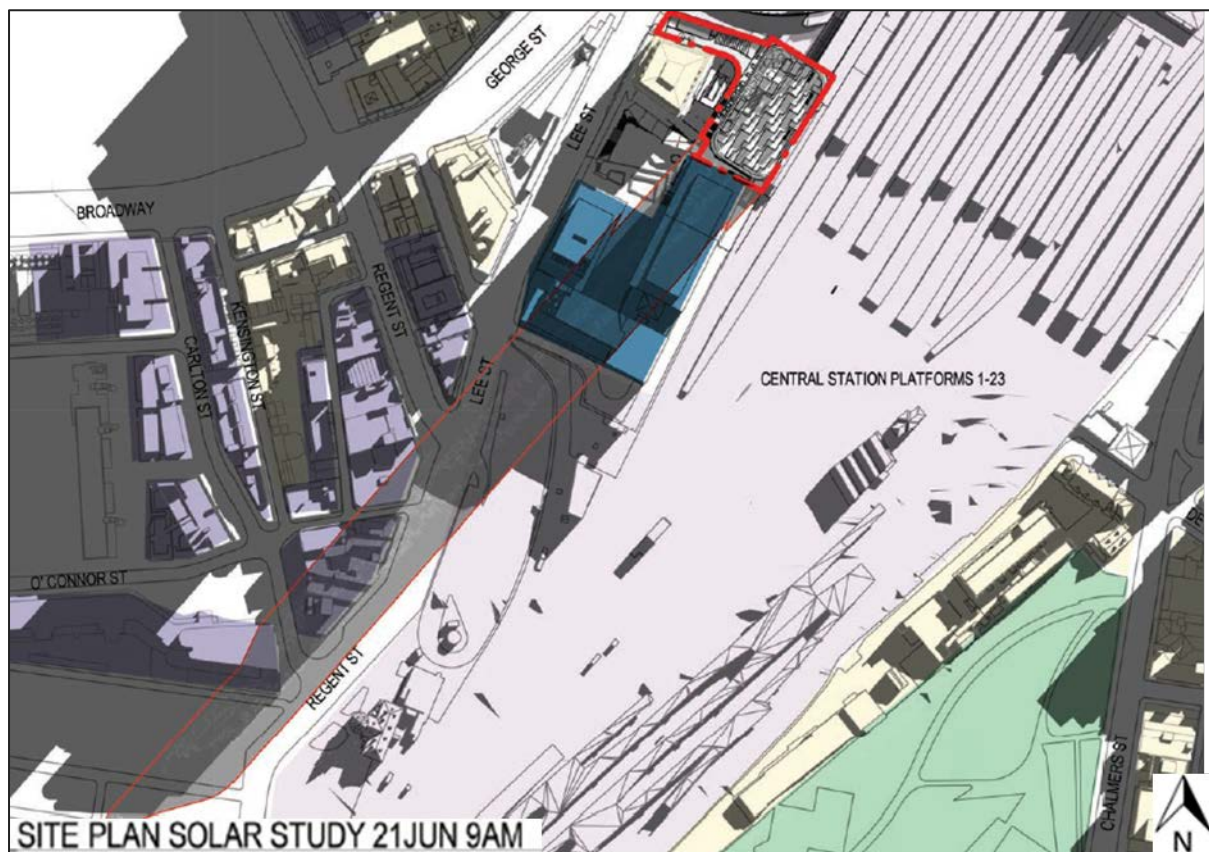
Appendix D – Overshadowing Analysis

The Applicant's Overshadowing Analysis, which shows the predicted overshadowing impact on the immediately surrounding area is provided below.

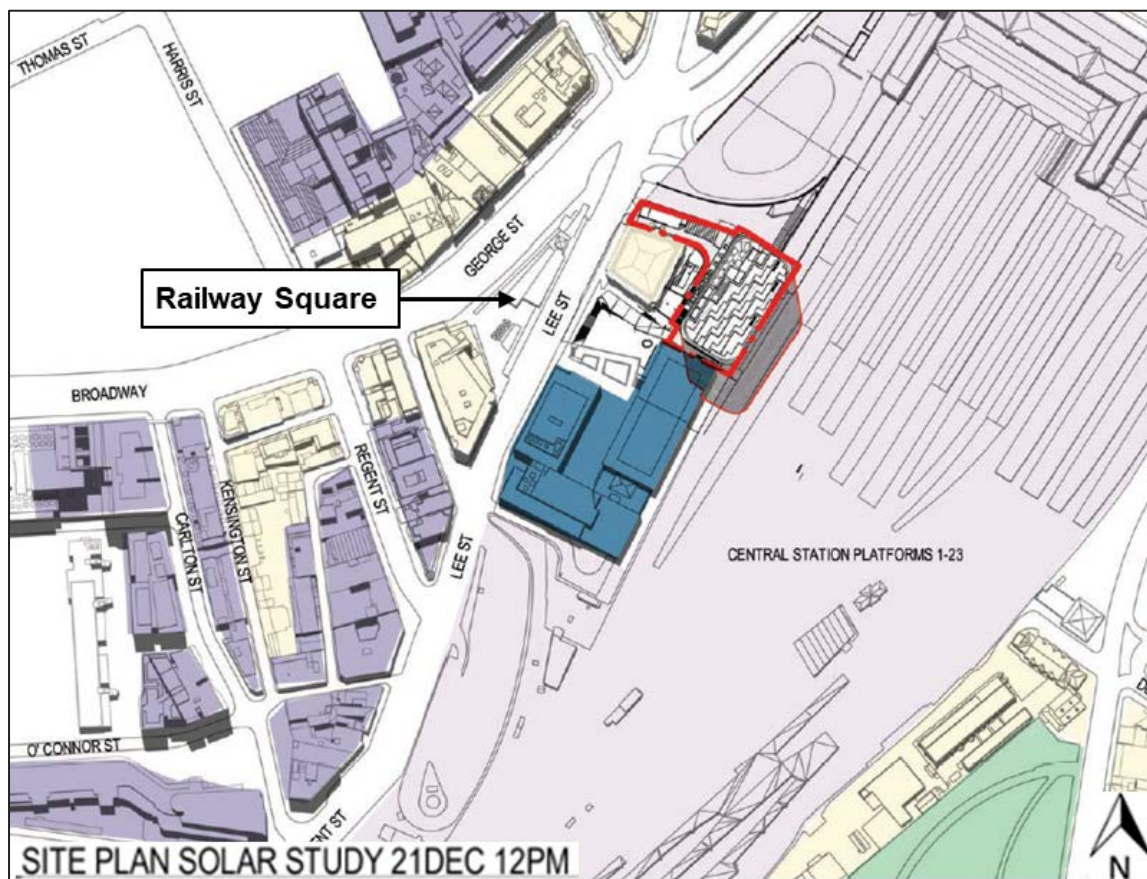
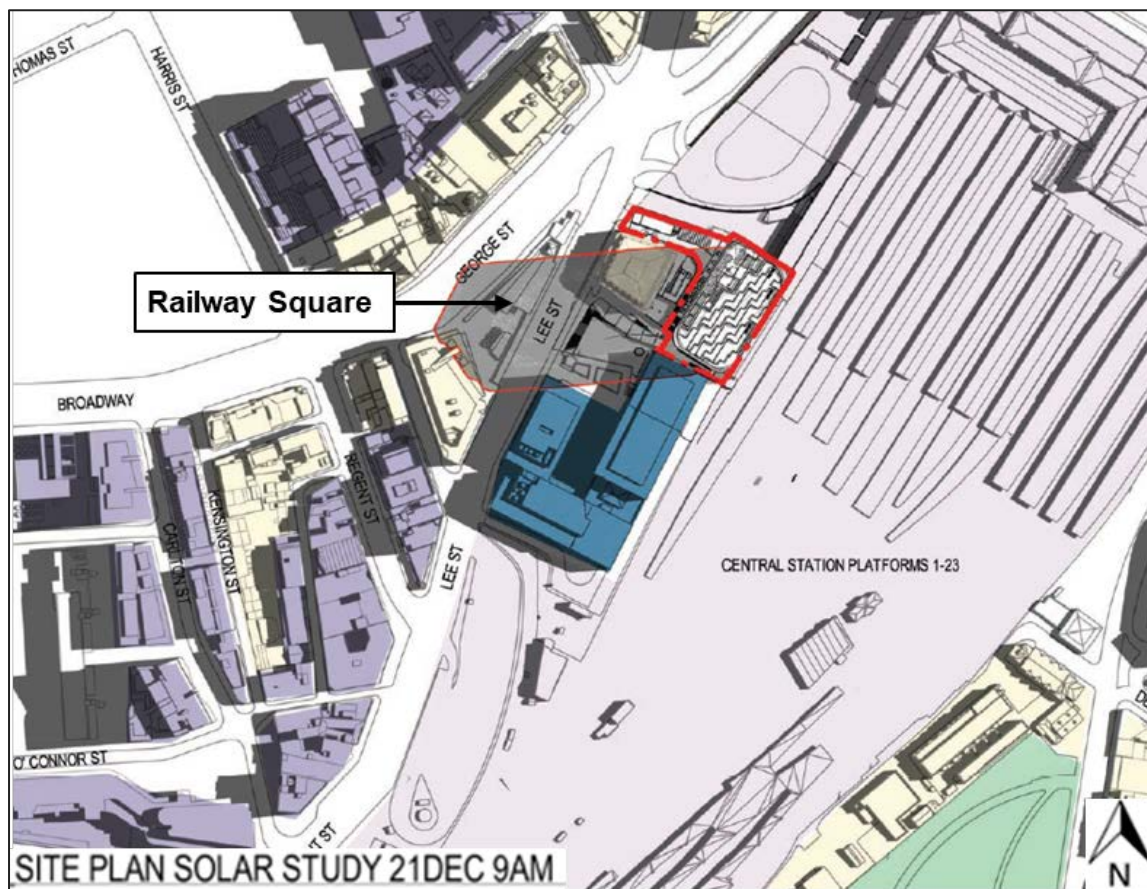
Mid-winter overshadowing impact to 34 and 38 Chalmers Street



Mid-winter overshadowing impact to residential properties to the south-west of the site



Mid-summer overshadowing impact to Railway Square



Appendix E – Summary of Department’s Consideration of Public Submissions

A summary of the Department’s consideration of the issues raised in submissions is provided at Table 18.

Table 18 | Department’s consideration of key issues raised in public submissions

Issue raised	Department’s consideration
Heritage impact on IP Shed	<p>Assessment</p> <ul style="list-style-type: none"> The proposal seeks approval to demolish, dismantle, salvage and adaptively reuse / reconstruct the IP Shed and the Ambulance Avenue wall. The HIA indicates it is not possible to retain the heritage item in-situ on-site (except for the two retained arches) due to the extremely constrained nature of the site, which would prevent construction the access and construction of the tower. In addition, the existing brickwork is unable to be reused as it has been constructed with strong mortar and would likely be significantly damaged during deconstruction. The Applicant undertook an analysis of feasible alternatives to carrying out the project and concluded the do nothing, alternative uses, location and designs options. The analysis concluded these alternative options would not realise the strategic vision for the WGSP, delivery of significant employment opportunities and jeopardise the provision of the competition winning design and design excellence. After careful consideration of the site and the proposal, the Department considers that the Applicant has demonstrated that the heritage item cannot be retained in-situ and the amount of demolition of heritage fabric is unavoidable. The Department considers, on-balance, the demolition, dismantling, salvage and adaptive reuse / reconstruction of the IP Shed is acceptable given the significance of the site and as: <ul style="list-style-type: none"> the only alternative to the partial demolition/dismantling of the heritage item is its complete demolition and impact of partial demolition/dismantling is outweighed by ensuring its survival through adaptation significant heritage fabric is to be salvaged and reused within the development, subject to a detailed methodology for dismantling, storage and reconstruction / reuse the adapted IP Shed and Ambulance Avenue wall provide for a high level of heritage interpretation and heritage legibility and facilitates increased public access the Applicant has committed to appropriate and sensitive methodology for undertaking the works the proposal would not have adverse heritage impacts on Central Station it will implement public art and heritage interpretation strategies <p>Recommended Conditions</p> <ul style="list-style-type: none"> Preparation of a final DDS Methodology, salvage and reuse plan and temporary protection plan in consultation with Heritage NSW and all works must occur under the supervision of heritage specialists Preparation of photographic archival recording of the building and its context Preparation and implementation of a Heritage Interpretation Strategy. Replace the green roof and seating area with a metal roof unless, following further consultation with key stakeholders, it can be demonstrated that an alternative design approach provides for acceptable visual, heritage and wind outcomes. The single large (13.1 m wide) Ambulance Avenue arch to the pedestrian link is to be amended to provide two asymmetrical arches.

Heritage impact on Central Station	<p>Assessment</p> <ul style="list-style-type: none"> The HIA has considered the impact of the proposal on the heritage significance of Central Station and concluded: <ul style="list-style-type: none"> although the proposal includes major changes to the IP Shed, it does not impact the significant principal elements of Central Station, including the main terminal, platforms and clocktower the development is spatially separated from Central Station and its principal elements and as such would not dominate or block views to any of those key items. The Department notes that changes to the setting of Central Station and the broader surrounding area are unavoidable in the context of the strategic objectives to create high density development within the Central SSP. In this context, the proposal would not have an adverse impact on the setting of Central Station as: <ul style="list-style-type: none"> the proposal would not have an adverse impact on views towards Central Station or its clocktower or from key views around the site the elegant, tall tower form minimises visual impacts on views to and from Central Station and its clocktower within the immediate context.
Scale of development	<p>Assessment</p> <ul style="list-style-type: none"> The proposed development fully complies with the SLEP maximum building height and GFA controls for the site. In addition, the proposal is contained wholly within the WGSP Design Guide building envelopes, with the exception of minor exceedances, which the Department has concluded are minor and acceptable (Section 6.2.2). The proposal is the outcome of a design competition and the DIP supports the height and scale of the development. Further, the proposal is consistent with the desired future character of the Central SSP, which envisages tall buildings above and around Central Station. The Department concludes the development provides for an appropriate built form relationship to the IP Shed and the anticipated future towers within the WGSP (Section 6.3.1).
Overshadowing	<p>Assessment</p> <ul style="list-style-type: none"> The Department has considered the Overshadowing Analysis and notes the shadow cast by the tower between 9am and 3pm at mid-winter would result in 30 minutes of additional overshadowing of 38 Chalmers Street and would not overshadow 34 Chalmers Street. The proposal would not overshadow the properties to the north-west of the site fronting Harris, Thomas and Quay Streets or public spaces at Railway Square, Henry Deane Plaza or Belmore Park. The Department concludes the proposal would therefore not result in adverse overshadow impacts and is acceptable.
Traffic generation and pick-up/drop-off facility	<p>Assessment</p> <ul style="list-style-type: none"> The TIA submitted with the application has confirmed the development would generate up to 81 private vehicle trips and 20 servicing vehicle trips during the AM and the PM peak hour. In addition, the proposal would not adversely impact on the operation of nearby intersections. The Applicant has amended the Lee Street pick-up/drop-off facility and undertaken an RSA to ensure its design provides for safe operation. The Department considers the predicted service vehicle trips are acceptable as they are the same as the number of vehicle trips generated by the existing development. In addition, the number of private trips is unlikely to have an adverse impact due to their low number, no on-site car parking is provided and as trips would be dispersed throughout the local road network.

	<ul style="list-style-type: none"> The Department notes a new pick-up/drop-off facility is necessary to replace the existing Adina Hotel facility removed from the Lee Street driveway. In addition, the Applicant has confirmed the facility would not result in road safety issues. <p>Recommended conditions</p> <ul style="list-style-type: none"> Preparation of a Stage 3 RSA, implement any mitigation measures and make a separate application to Council for kerb-site parking arrangements.
Public domain wind impact	<p>Assessment</p> <ul style="list-style-type: none"> The Applicant updated the WIA to include the most recent designs of the Block B and C developments. The WIA confirms that the public domain would achieve pedestrian comfort levels consistent with the requirements of the WGSP Design Guide. There are a number of instances around the site where the 24 m/s pedestrian safety criteria would be exceeded. However, the WIA confirms this can be addressed through the implementation of off-site temporary wind mitigation measures. The Department is satisfied that public domain wind impacts are acceptable and can be appropriately managed subject to the implementation of landscaping and temporary wind mitigation measures. <p>Recommended conditions</p> <ul style="list-style-type: none"> Preparation and implementation of a Temporary Wind Mitigation Strategy Installation of landscaping prior to first occupation of the development.
Central Station pedestrian tunnels	<p>Assessment</p> <ul style="list-style-type: none"> The Applicant has stated that the development has been designed to adequately accommodate pedestrian movements and noted the Central Station pedestrian links would be upgraded / provided as part of the future Day 2 and 3 scenarios. In addition, construction would ensure that the Devonshire Street Pedestrian Tunnel remains open throughout the construction phase of the development. The Department notes TfNSW plans to upgrade Devonshire Street Pedestrian Tunnel and construct the Central Walk West as part of the future broader renewal of Central Station and the Central SSP. <p>Recommended conditions</p> <ul style="list-style-type: none"> Preparation of a detailed CEMP to address the likely environmental impacts arising during construction phase The Devonshire Street Pedestrian Tunnel must remain open during construction.
Construction noise impacts	<p>Assessment</p> <ul style="list-style-type: none"> The closest receivers to the site include two adjoining hotels (Adina and Mercure) and commercial uses within Henry Deane office development and Central Station. The closest residential receiver to the site is located between 110 m and 250 m away from the site. The Applicant submitted a NVIA, which confirmed construction may result in noise impacts on adjoining hotels and office developments. The NVIA recommended mitigation measures including acoustic screens and reduced construction hours on Saturdays. The Department considers the Applicant's mitigation measures are acceptable and recommends preparation and implementation of various construction management plans, respite periods and other controls. The Department concludes, subject to conditions, noise and vibration impacts can be satisfactorily mitigated and managed to ensure the amenity and operations of surrounding sensitive receivers is not adversely impacted upon (Section 6.7).

	<p>Recommended Conditions</p> <ul style="list-style-type: none"> • Preparation and implementation of a Construction Noise and Vibration Management Plan. • Construction work shall be carried out in accordance with the Applicant's management and mitigation measures, limited construction hours, include respite periods, not be 'offensive noise' and all construction vehicles shall only arrive at the site during the permitted hours of construction.
Subdivision	<p>Assessment</p> <ul style="list-style-type: none"> • The Applicant has updated subdivision plans to clarify the extent and nature of the proposal and confirmed it will work with key stakeholders to address and titling and land tenure arrangements. • Council considered the subdivision proposal and raised no concerns subject to standard conditions. <p>Recommended conditions</p> <ul style="list-style-type: none"> • The Department has reviewed Council's updated conditions, considers them acceptable and recommends them accordingly.
Need for office and backpacker accommodation	<p>Assessment</p> <ul style="list-style-type: none"> • The Applicant has stated the office accommodation is being purpose built to accommodate the Atlassian headquarters and the YHA accommodation replaces and upgrades the existing use on the site. • The proposal is permissible with consent and fully complies with the height and floor space controls for the site. The provision of office and tourist accommodation is also consistent with the Greater Sydney Region Plan and the Eastern City District Plan, the Central SSP strategic vision for the area and the desired future character of the WSGP.
Community consultation	<p>Assessment</p> <ul style="list-style-type: none"> • The Applicant has confirmed it undertook a range of community and stakeholder engagement prior to the lodgement of the application. • As discussed at Section 5, the Department exhibited the EIS for 50 days which exceeds the minimum 28 days statutory requirements of the EP&A Act. It also made the Applicant's RtS and SRtS publicly available and has considered all additional submissions received in its assessment (Section 6). The Department is satisfied that the community has had sufficient opportunity to comment on the proposal.

Appendix F – Recommended Instrument of Consent

The recommended instrument of consent can be found on the Department's website as follows:

<https://www.planningportal.nsw.gov.au/major-projects/project/26091>