URBIS

ENVIRONMENTAL IMPACT STATEMENT

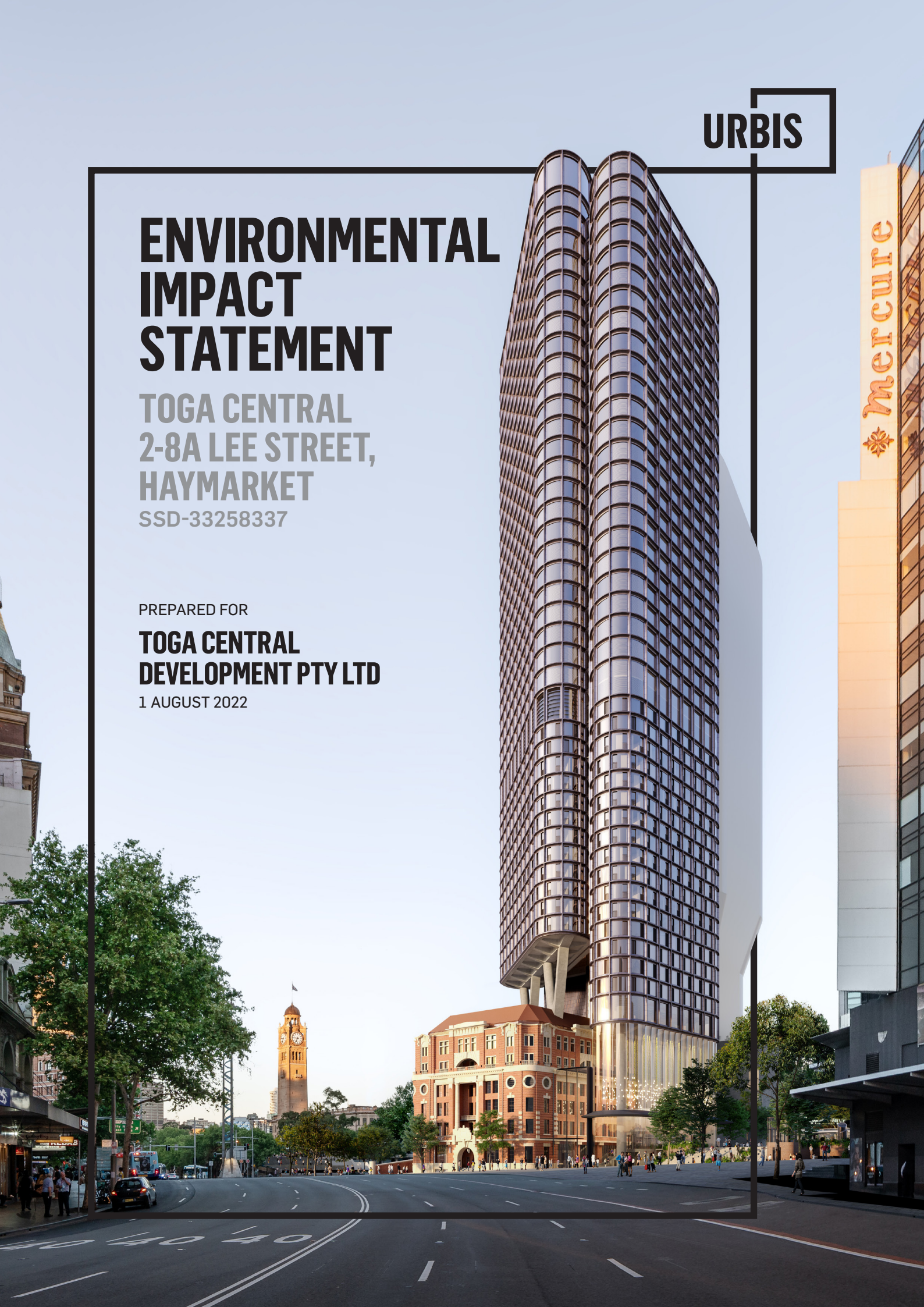
TOGA CENTRAL 2-8A LEE STREET, HAYMARKET

SSD-33258337

PREPARED FOR

TOGA CENTRAL DEVELOPMENT PTY LTD

1 AUGUST 2022



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P009310
Report Number	FINAL 01082022

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We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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SIGNED DECLARATION

Project details		
Project name	TOGA Central	
Application number	SSD- 33258337	
Address of the land in respect of which the development application is made	2 & 8A Lee Street, Haymarket	
Applicant details		
Applicant name	TOGA Development Pty Ltd	
Applicant address	Level 5, 45 Jones Street, Ultimo NSW 2007	
Details of people by whom this EIS was prepared		
Names and professional qualifications	Ashleigh Ryan, Director Registered Environmental Assessment Practitioner, Bachelor of City Planning (Hons 1) University of NSW	Eliza Scobie, Senior Consultant Bachelor of City Planning (Hons), University of NSW
Address	Level 8, Angel Place, 123 Pitt Street, Sydney NSW 2000	

Declaration

The undersigned declares that this EIS:

- has been prepared in accordance with Division 5 of Part 8 of the *Environmental Planning and Assessment Regulation 2021*;
- contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates;
- does not contain information that is false or misleading;
- addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project;
- identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments;
- has been prepared having regard to the Department's *State Significant Development Guidelines - Preparing an Environmental Impact Statement*;
- contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development;
- contains a consolidated description of the project in a single chapter of the EIS;
- contains an accurate summary of the findings of any community engagement; and

▪ contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.	
Registered Environmental Assessment Practitioner Declaration	 Ashleigh Ryan
Date	1 August 2022

GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AQIA	Air Quality Impact Assessment
ARI	Average Recurrence Interval
BAM	Biodiversity Assessment Method
BC Act	*Biodiversity Conservation Act 2016*
BC Reg	*Biodiversity Conservation Regulation 2017*
BDAR	Biodiversity Development Assessment Report
CEEC	Critically Endangered Ecological Community
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DDA	*Disability Discrimination Act*
DPE	NSW Department of Planning and Environment
EP&A Act	*Environmental Planning and Assessment Act 1979*
EP&A Regulation	*Environmental Planning and Assessment Regulation 2021*
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
HIPAP	Hazardous Industry Planning Advisory Paper
LEP	Local Environmental Plan
NRAR	Natural Resource Access Regulator
OEMP	Operational Environmental Management Plan
PBP	Planning for Bushfire Protection
PCT	Plant Community Type
POM	Plan of Management

Reference	Description
PSI	Preliminary Site Investigation
SAII	Serious and Irreversible Impacts
SARs	Commonwealth Supplementary Assessment Requirements
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
Site	The site is located at 2 & 8A Lee Street, Haymarket and is legally described as: ▪ Lot 30 in Deposited Plan 880518, ▪ Lot 13 in Deposited Plan 1062447, and ▪ A portion of Lot 14 in Deposited Plan 1062447.
SRD SEPP	*State Environmental Planning Policy (State and Regional Development) 2009*
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment
USP	Unsolicited Proposal
UXO	Unexploded Ordnance
VIS	Vegetation Integrity Score
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

SUMMARY OF EIS

BACKGROUND

Sydney is recognised as a global city, with the Sydney CBD being its economic powerhouse.

In 2018, the NSW Government announced its commitment to deliver on its vision for the creation and activation of 'Tech Central', formerly known as the Sydney Innovation and Technology Precinct. The vision for Tech Central, developed in collaboration with technology, industry, health, and education leaders, is to create a globally competitive innovation and entrepreneur hub in the Central to Eveleigh corridor. Tech Central is located to the south of Sydney CBD, and includes the surrounding suburbs Redfern, Ultimo, Haymarket, Camperdown, Chippendale, Darlington, Surry Hills, and Eveleigh.

This area is anchored by Central Station as the heart of the precinct. The renewal of Central Station will create a new destination for Sydney and deliver a revitalised gateway for the local, metropolitan and global community. This will respond to an expressed community desire to see change within the Central Precinct to become a vibrant city hub with a unique identity and transport and mobility at its core, supported by enhanced regional connectivity as a result of the completion of Sydney Metro network by 2024.

Following this announcement, Transport for NSW and NSW Department of Planning and Environment sought to support the realisation of this renewal vision through amendments to the land use and planning framework for the land surrounding Central Station.

This included the declaration of the Central Station Precinct as a State Significant Precinct in 2019 and the publication of the Central Precinct Strategic Framework in March 2021. The Strategic Framework identifies the vision and guidance for the renewal of a number of 'sub-precincts' within the Central Precinct, including the Western Gateway sub-precinct which includes the commercial buildings and public plaza located to the west of the railway platforms.

The Western Gateway sub-precinct, comprising three development blocks of land known as Block A, Block B and Block C was considered for priority planning and was rezoned in August 2020 and October 2021, resulting in an amendment to the local provisions contained in the *Sydney Local Environmental Plan 2012*. This included changes to height and floor space controls to enable an uplift of density and to encourage employment generation, specifically to support innovation and technology uses.

OVERVIEW

This State significant development application relates to the site at 2-8A Lee Street, Haymarket, which is known as Block C within the Western Gateway sub-precinct. The site is illustrated in **Figure 1.**

The site is located at the north-western corner of the Western Gateway sub-precinct on the corner of Lee Street and the existing northern vehicular access to the precinct. The site currently accommodates the former Parcels Post building, which previously operated as the Adina hotel until April 2022 and is identified as a local heritage item, and Henry Deane Plaza to the immediate south of the building. The site is held in a long-term leasehold by TOGA with Transport for NSW.

The redevelopment of the site represents a unique city shaping opportunity to kick-start the renewal of the southern end of the Sydney CBD and enable the reimagining of the western interface of Central Station as more than a 'point of transit' but as a 'place' and 'destination' within Central Sydney.

The site is located at the termination and intersection of key CBD corridors including Pitt Street, Lee Street and Broadway and as such is afforded a strategic positioning as a new, highly prominent visual anchor and focal point at the gateway to Central Station. This will provide a visible catalyst that signifies the transformation of this area from a transport interchange into a world-renowned technology and innovation precinct at the entrance to Central Sydney.

The site also provides critical pedestrian access between Railway Square and Central Station via the Devonshire Street Tunnel and Henry Deane Plaza and will provide the centralised forecourt to knit together the surrounding tower forms in the Western Gateway sub-precinct.

The redevelopment of the site is therefore the key to realising the development potential of the Western Gateway sub-precinct and delivering upon the extent of the urban renewal potential and associated economic, social and environmental benefits to be delivered to the public.

Figure 1 Site location

Source: Urbis

THE PROPOSAL

This State significant development application is submitted to the Department of Planning and Environment to seek development consent for the redevelopment of the site. The proposal includes tourist related accommodation with a capital investment value of $77,525,924 and within an environmentally sensitive area of State significance (the State heritage listed 'Sydney Terminal and Central Railway Stations Group').

The application is therefore submitted to the Department of Planning and Environment for assessment and determination by the Minister of Planning and Public Spaces under section 4.38 of the *Environmental Planning and Assessment Act 1979*.

The proposed works seeks consent for the conservation, refurbishment and adaptive re-use of the former Parcels Post building, construction of a 45-storey tower above and adjacent to the existing building, and delivery of significant public domain improvements at street level, lower ground level and within Henry Deane Plaza. A photomontage of the proposed development viewed from Broadway is provided in **Figure 2.**

The development will accommodate the operation of a new mixed-use development comprising a hotel, function space, ancillary spa, commercial office space (both co-working and office premises), retail premises (including a supermarket, convenience retail and food and beverage tenancies) and ancillary parking, servicing and loading. A total of 43,000sqm of gross floor area is proposed, including 40,448sqm of floor space in the new and existing building and 2,552sqm of floor space beneath Henry Deane Plaza.

The tower form maintains solar access to Prince Alfred Park and will not cause aeronautical safety issues.

The proposed Henry Deane Plaza renewal is the 'missing piece' that will complete the composition between the Atlassian, Central Place Sydney, and TOGA Central developments with the existing Central Station precinct. The design for the space will aim to create an intuitive, vibrant and cohesive public domain with a strong focus on Country that responds to the existing and future conditions of the precinct, representing a vast improvement to the existing site condition and supporting pedestrian commuter movement through to a 2056 + 15% future scenario.

The proposed design is the result of an Architectural Design Competition, conducted between August 2021 – November 2021. Toga invited five competitors to participate in the competition, including Bates Smart, Fitzpatrick + Partners, fjmt Studio, JPW, and SJB. The Competition Jury resolved that the Bates Smart scheme best demonstrated the ability to achieve design excellence, and as such the scheme has been carried forward to this submission with ongoing refinement and improvement to the scheme completed in consultation with the Competition Jury (known as the Design Integrity Panel), to ensure the proposal achieves the best architectural, urban design and landscape outcome for the site.

The consideration of these alternative designs for the site was also supplemented by TOGA's consideration of alternative siting arrangements for the tower form on the site, as well as consideration of the retention of the site as per the existing condition. However, these alternative scenarios were disregarded by TOGA as they did not deliver upon the project objectives, failed to comply with the newly minted planning controls and did not enable the orderly and economic use of land. The proposal has emerged as the preferred option for the site because it represents the best outcome in respect of urban design, environmental, economic and social considerations and will deliver upon the communicated vision in the Central Precinct Strategic Framework.

Figure 2 Photomontage of proposed development from Broadway

Source: Bates Smart

During this design refinement process, TOGA and a specialised engagement consultant WSP have consulted directly with the key stakeholders including the Department of Planning and Environment, Heritage NSW, the City of Sydney Council and environmental agencies, as well as members of the local community, community action groups, surrounding businesses and members of the Indigenous community. This extensive project-specific consultation is pre-dated by additional consultation undertaken during the rezoning process which commenced in July 2019. A wide-ranging and extensive body of consultation has therefore been undertaken by TOGA over a three-year period to ensure the proposal reflects community and government expectations for the redevelopment of the site.

This consultation has also involved regular meetings with the two adjacent landholders in the Western Gateway sub-precinct, Atlassian and Dexus / Frasers, to ensure the delivery of the precinct (and specifically the public domain) in a coordinated manner.

PLANNING AND ENVIRONMENTAL ASSESSMENT

The proposal has been assessed in accordance with its consistency with the key planning objectives, priorities and actions outlined within relevant strategic land use, design and transport planning policies.

This Environmental Impact Statement assesses the proposal against the applicable State statutory controls, environmental planning instrument and approval requirements. This assessment has demonstrated the development proposal is wholly permissible with development consent in the B8 Metropolitan Centre Zone, and that the Planning and Public Spaces can grant consent to the development under the *State Environmental Planning Policy (Planning Systems) 2022*.

All pre-conditions and mandatory considerations to exercising the power to grant approval have been assessed within this Environmental Impact Statement and the appended documentation. The proposal achieves full compliance with the planning provisions of the *Sydney Local Environmental Plan 2012.*

Additionally, an assessment of the proposal under the Western Gateway Design Guide (which provides detailed guidance for sites within the sub-precinct) and the relevant provisions of the Sydney Development Control Plan 2012 has been undertaken which finds the proposal achieves a high level of consistency with these documents.

The key issues for all components of the project identified in the Secretary's Environmental Assessment Requirements issued for the site in December 2021 have been assessed in detail, with specialist reports underpinning the key findings and recommendations identified in the assessment provided in **Section 6**. It has been demonstrated that for each of the likely impacts identified in the assessment of the key issues will either be positive or can be appropriately mitigated.

This assessment considers the environmental and operational impacts in two scenarios; including in the 'interim' scenario where the proposal is delivered prior to the completion of the proposed redevelopment of Block B (delivered by Dexus / Frasers and currently under assessment by Council), and in the 'final' scenario where all sites in the sub-precinct are delivered. This primarily involves consideration of changes to vehicular access, construction management, pedestrian access and landscaping.

Ultimately, a high level of amenity will be maintained to surrounding landholders with minimal disruption to commuters passing through to Central Station through the implementation of detailed construction management and community stakeholder plan.

JUSTIFICATION

The proposal for 2-8A Lee Street, Haymarket represents an orderly and economic redevelopment of the site and will promote the social and economic welfare of the community whilst managing the impacts on the environment, cultural heritage and surrounding landholders.

The delivery of 43,000sqm of employment generating floor space within a tower form that exhibits design excellence will reinforce the role of the Sydney as a primary economic driver and will enable the expansion of the high concentration of economic activity from the traditional financial core areas to the south. This re-shaping of the functional and economic map of Central Sydney will enable the future amelioration along the Tech Central innovation corridor, increasing employment generation and economic activity in accordance with Regional and District strategic priorities and the NSW Government's 2018 vision for the area.

The proposal is justified for the following reasons:

The proposal satisfies the applicable local and State strategic and statutory planning controls:

- The proposal is consistent with the key statutory land use and planning objectives of the *Environmental Planning and Assessment Act 1979* and the *Sydney Local Environmental Plan 2012*. An assessment of the proposal against relevant statutory planning provisions as well as the Design Guide demonstrates the proposal achieves the intent and is consistent with the relevant provisions.
- The proposal will contribute to the strategic vision for Sydney as Australia's premier destination city and the gateway to NSW, as well as the vision for the renewal of the Western Gateway sub-precinct.

The development will deliver a suitable density of development for the site:

- The proposal will capitalise upon the sustainable and economic efficiencies associated with providing gross floor area adjacent to major transport infrastructure nodes. The provision of 43,000sqm of gross

floor area will reinforce demand and provide critical mass to support both the emergence of Tech Central as well as maximising public investment and the potential of the Sydney Metro network.

- The delivery of 29,228sqm of commercial floor space will be targeted to commercial tenants that are part of the tech ecosystem and that offer complementary or supporting functions. Additionally, the provision of dedicated conference and function facilities as well as co-working floor space will provide an on-demand and high-end workspace for emerging innovative and tech industries.
- Retail tenancies and high-end food and beverage tenancies will service future tenants, employees and guests and support late night activation past the typical workday.
- The delivery of 204 hotel rooms in a highly accessible location will attract international and domestic visitors and accommodate visitors to Tech Central. This will provide the necessary investment and revitalisation of the visitor accommodation industry following a period of stagnation and support the role of Central Sydney as a cultural hub.

The proposal will deliver an intuitive, vibrant and cohesive public domain with a strong focus on Connecting with Country:

- The proposal contributes significantly to the improved public domain through the renewal of Henry Deane Plaza publicly accessible space, and upper ground level, street level, and lower ground level pedestrian connections. The raising of Henry Deane Plaza to RL 21 will compete the composition between the development blocks in the Western Gateway sub-precinct and Central Station.
- The Lee Street tunnel will be retained with a width of 6m and activated with new retail tenancies and building entrances on either side to ensure activation throughout the day and night time. Pedestrian modelling demonstrates this area will achieve a suitable level of pedestrian movement in the 2056 + 15% future scenario.
- Whilst the proposal will require the removal of 22 existing trees, these trees have been historically planted for aesthetic purposes. The proposed landscaping composition will mitigate this through the provision of landscaping in three planting character zones all based on an endemic tree and plant species palette. This includes terraced planting along the Lee Street stairs, scattered trees in the plaza, and an ‘urban forest’ area accommodating cluster of trees. Within these zones, a total of 22 trees are planted within the plaza, in addition to shrubs, grasses and groundcover.

The design responds appropriately to the opportunities and constraints presented by the site:

- The proposal delivers a modulated and highly articulated tower form that is informed by heritage, environmental, urban and contextual attributes. The tower delivers equitable access to views, retains the significance and legibility of the fPPb, and will provide contemporary architectural detailing, façade treatment, and colours to create a fine-grain level of contrast and distinguish between the new vertical form and the heritage podium to ensure both can be easily perceived and appreciated.
- The proposed development captures a considerable opportunity to reconstruct original heritage elements of the fPPb that has been lost over time since the initial construction of the building in 1913, including the reinstatement of the original historic roof profile comprising a pitched roof form with splayed corners constructed in 500mm spaced terracotta battens.
- The proposal seeks to deliver heritage interpretation and public art to ensure ongoing appreciation of the site history and architectural development.
- Vehicular access is provided via the precinct basement with access provided from Lee Street, via Central Place Sydney and into the site. This will mitigate the impact of additional vehicular access points on the street frontage, and the basement design and layout will accommodate anticipated vehicular volumes.

The proposal will be a leader in environmental sustainability outcomes:

- The proposal is aligned with contemporary best practice sustainability outcomes and seeks to respond to the expectations of the Australian market for premium workplace buildings, requirements of leading global technology companies, as well as TOGA’s internal commitment to improving environmental performance in their developments.
- The development will achieve a minimum 5-star Green Star Design and As Built rating (although targets a 6-star rating), will transition to 100% renewable energy by 2030 and targets a 5.5-star NABERS energy rating for commercial uses and 4.5-star NABERS energy rating for hotel uses.

The proposal is highly suitable for the site:

The proposal will allow the delivery of employment generating floor space on the site, which is permissible with consent and consistent with the B8 Metropolitan Zone objectives. Further, there are no significant environmental constraints that would limit the proposal from being developed at the site.

The proposal is in the public's best interests:

- The proposed development will accommodate up to 480 direct jobs during construction and 3,300 direct jobs during operation. The proposal will stimulate local investment and contribute significant economic output and value add to the economy each year.
- Subject to the various mitigation measures recommended by the specialist consultants, no adverse, social or economic impacts will result from the proposal in terms of traffic, noise and vibration, air quality and odour or views during construction and ongoing operation of the facility. Based on the assessment of noise, wind, heritage and traffic, the proposal will not result in any adverse cumulative impacts when considering the broader redevelopment of the sub-precinct.
- Engagement with relevant community, government and agency stakeholders has been undertaken with respect to the proposed development, with no major issues having been raised through the consultation processes. Rather, this consultation has resulted in an improved development proposal through consideration of stakeholder and community feedback.
- It can be concluded that on balance, the benefits of the development outweigh any adverse impacts and as such, the development is in the public interest.

The assessment outlined within this Environmental Impact Statement and accompanying technical reports concludes that the project objectives can be achieved whilst balancing the wide range of competing urban design, environmental, economic and social considerations and is therefore in the public interest.

In view of the above, it is considered the application has significant merit and should be approved by the Minister for Planning and Public Spaces.

1. INTRODUCTION

1.1. PURPOSE OF THE REPORT

This Environmental Impact Statement (**EIS**) has been prepared by Urbis on behalf of TOGA Central Developments Pty Ltd (ABN: 52 639 009 895, of 45 Jones St, Ultimo NSW 2007) (**TOGA, the Proponent**). This EIS is lodged in support of a State Significant Development Application (**SSDA**) for the development of a mixed-use hotel, retail, and commercial development at 2 & 8A Lee Street, Haymarket (**the site**). The site is legally described as Lot 30 in Deposited Plan 880518, Lot 13 in Deposited Plan 1062447, and portion of Lot 14 in Deposited Plan 1062447.

This EIS has been prepared in response to Secretary's Environmental Assessment Requirements (**SEARs**) issued on 17 December 2021.

This EIS includes an assessment of compliance with the statutory and strategic planning framework, and all other potential environmental impacts identified through the preparation of this SSDA. This report has been prepared with consideration of the *State significant development guidelines – preparing an environmental impact statement* released by the Department of Planning and Environment (**DPE**) in December 2021. This EIS also provides an assessment of the proposal against the relevant considerations under Section 4.15 of the *Environmental Planning and Assessment Act* 1979 (**EP&A Act)**.

This EIS should be read in conjunction with all supporting documentation appended to this report at **Appendix A – Appendix AAA.**

1.2. APPLICANT DETAILS

The applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

Descriptor	Applicant Details
Full Name(s)	TOGA Central Developments Pty Ltd
Postal Address	45 Jones Street, Ultimo
ABN	52 639 009 895
Nominated Contact	David Springford, Senior Development Manager

1.3. PROJECT DESCRIPTION

TOGA is the long-term Crown leaseholder of the site which is located within the Western Gateway sub-precinct of the Central Station State Significant Precinct (**Central Precinct**), located immediately adjacent to Central Station. Identification of the site is provided in **Figure 3.** TOGA is proposing to redevelop the site for a mixed-use development including a hotel, commercial, and high-quality retail floorspace.

Specifically, the SSDA seeks approval for certain demolition works and tree removal, the alteration, conservation, and adaptive re-use of the Adina Hotel building (referred to herein as the former Parcel Post building (**fPPb**)), construction of a 45-storey tower above and adjacent to the fPPb, and delivery of significant public domain works at street level, lower ground level and within Henry Deane Plaza.

Development consent is specifically sought for the following uses within the proposed mixed-use development:

- Tourist and visitor accommodation (in the form of a 'hotel'), with an ancillary function space and spa,
- Commercial premises (including office premises, co-working space and retail premises), and
- Ancillary parking, servicing, and loading.

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

1.4. PROJECT OBJECTIVES

The specific objectives for the proposal include:

- Support the realisation of the first phase of 'Tech Central' through the delivery of a critical mass of employment floor space suitable for tenants focused on innovation technology.
- Deliver east-west pedestrian linkages to accommodate for increased patronage and use of the forthcoming upgraded Central Station.
- Augment the existing pedestrian infrastructure to allow the seamless transport of population through the southern part of the CBD.
- Support the NSW economy through the delivery of a hotel, in connection with the delivery of significant commercial office floor space (including tech and innovation floor space) in the Central Precinct.
- Support an activated precinct both during the day and night to improve amenity, safety, and the night-time economy of the Central Precinct.
- Provide an attractive and logical interface and backdrop to the proposed 'Central Square' to the north.
- Deliver an improved public realm surrounding the site, and more legible and usable publicly accessible open space on and adjacent to the site.
- Adaptive reuse of a historic building at a key public intersection and celebration of its importance as a key marker in the precinct.

Figure 3 Site Context Map

Source: Urbis

1.5. BACKGROUND TO THE PROJECT

1.5.1. Central State Significant Precinct

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

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

The Central Precinct SSP is located at the southern end of the commercial core in the Sydney CBD. It extends to an area of approximately 24 hectares bounded by Pitt Street and Regent Street to the west, Cleveland Street to the south, Eddy Avenue, Hay Street and Goulburn Street to the north, and Elizabeth Street and Chalmers Street to the east (refer **Figure 4**).

The first stage of planning for Central Precinct SSP is the Western Gateway sub-precinct (identified in **Figure 4**), which consists of three separate development sites:

- Block A – the '**Atlassian'** site, located to the immediate east of the site,
- Block B – the Dexus/Frasers site (known as '**Central Place Sydney'**), located to the immediate south-east of the site, and
- Block C – the site the subject of the SSDA.

Figure 4 Central Precinct SSP

Source: Urbis

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

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

In addition to the Central Strategic Framework, development within the Western Gateway sub-precinct is guided by the Western Gateway Design Guide (**Design Guide**) (September 2021) and the Western Gateway sub-precinct Publicly Accessible Space Strategy (**Space Strategy**) (June 2021) addressed in **Section 1.5.2**.

Further discussion of the strategic alignment of the proposal with the Central Strategic Framework, Design Guide and Space Strategy is provided in **Section 2.**

1.5.2. Western Gateway sub-precinct Planning Proposal – Block C

Following the submission of a rezoning application for Block A and Block B of the Western Gateway sub-precinct in 2019, TfNSW submitted a rezoning application to DPE to amend the planning controls of Block C (refer **Figure 4**) in November 2020. The rezoning application sought to amend the planning controls applicable to Block C in the *Sydney Local Environmental Plan 2012* (**Sydney LEP 2012**) to facilitate the following development at the site:

- Where development is for a non-residential land use, alternate controls apply:
  - a maximum building height of RL 211.9m
  - a total maximum gross floor area (**GFA**) of 43,000sqm, with a maximum of 41,000sqm GFA in a new building
- Remove eligibility for additional height or floor space up to 10% of the maximum if a design competition process is held (clauses 6.21(5)-(7) of the Sydney LEP 2012)
- Further setback and building floorplate controls in the Sydney LEP 2012 to define the permissible built form envelope
- Provide further controls for Block C in the (then draft) Design Guide.

During assessment of the rezoning proposal, the Central Precinct Design Review Panel (**DRP**) was convened to provide independent and specialist design advice to DPE to inform their advice to TfNSW regarding the future planning framework and possible future development of the Western Gateway sub-precinct. The DRP comprised six panel members including the then Acting Government Architect NSW (Chair of the DRP), a representative from the City of Sydney Council (**Council**), and four independent design experts.

The rezoning proposal was presented to the DRP multiple times between July 2019 – 25 September 2020, to ensure the planning provisions guiding the tower envelope above the fPPb was considered on architectural and urban design grounds.

The rezoning application for Block C was exhibited between 16 December 2020 and 29 January 2021 and the *State Environmental Planning Policy (Western Gateway sub-precinct) – Block C) Amendment 2020* was subsequently gazetted on 15 October 2021. This self-repealing State Environmental Planning Policy (**SEPP**) facilitated the amendments to the Sydney LEP 2012 as identified above. These controls are now included at clause 6.53 of the Sydney LEP 2012.

The DPE noted the rezoning of Block C will:

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

1.5.3. Architectural Design Competition

An Architectural Design Competition (**Competition**) was undertaken by the Proponent in accordance with clause 3.1.3 of the Design Guide, clause 6.21 of the Sydney LEP 2012, the draft Government Architects Design Excellence Guidelines, and where relevant the City of Sydney Competitive Design Policy.

The Competition was undertaken in accordance with the approved Design Excellence Strategy prepared by Urbis (August 2021) and clause 3.1.3(3) of the Design Guide which specified the Competition is to be an invited architectural design competition involving no less than five competitors from a range of emerging, emerged and established architectural practices, with no more than 50% of competitors from international practices.

An Architectural Design Competition Brief was prepared by Urbis and endorsed by the Government Architect NSW (**GANSW**) on 20 August 2021. The proponent invited the following five competitors to participate in the Competition:

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

All five competitors participated in the Competition and produced a final submission for consideration and assessment by the Jury. The Jury assessed each competition scheme against the Architectural Design Competition Brief. The Jury resolved that the Bates Smart scheme best demonstrated the ability to achieve design excellence as required under clause 6.21 of the Sydney LEP 2012 and the Architectural Design Competition Brief requirements. The Bates Smart scheme was subsequently identified as the winner of the Architectural Design Competition.

Within the Competition Report, the Jury identified a number of elements as contributing to the success of the scheme and several matters which were to be further considered and refined as part of the subsequent design development. The design evolution is discussed in **Section 6.3** and supporting verification from the Jury that the design integrity of the winning competition scheme has been retained outlined in Competition Report at **Appendix J** and the Design Integrity Endorsement at **Appendix K.**

1.5.4. Scoping Study and Request for SEARs

In accordance with Part 8, Division 2 of the *Environmental Planning and Assessment Regulations 2021* (**EP&A Regulation**), an application was submitted in December 2021 to the Planning Secretary for the issuance of environmental assessment requirements for the EIS with respect to the proposed development. The application included the location, nature and scale of the development or activity and was prepared in accordance with the relevant DPE '*State significant development guidelines – preparing a scoping report'* (November 2021).

On 17 December 2021, the Secretary issued the SEARs (SSD-33258337) for this EIS under section 4.39 of the EP&A Act. **Appendix A** identifies where each of the SEARs requirements is addressed within this EIS.

As the project includes tourist related accommodation and is located in an environmentally sensitive area of State significance with a capital investment value (**CIV**) of more than $10 million, the development is defined as SSD under clause 13 of schedule 1 of the *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**).

This SSDA is lodged to the DPE for assessment and determination by the Minister under section 4.38 of the EP&A Act.

1.6. RELATED DEVELOPMENT

A number of local development applications (**DA**) have been lodged to the Council for works on and adjacent to the site. The purpose of these applications is to enable the temporary use of the existing fPPb to accommodate temporary uses during the construction of the adjacent Atlassian development. It is the intention that these uses will vacate upon commencement of construction of the proposed development.

An identification and brief description of each of these applications is provided in the following table.

Table 2 Related Development

DA Number	Description	Impact on this SSDA
D/2022/466	A DA was lodged on 23 May 2022 seeking consent to decommission the existing fire booster and grease arrestor located within Upper Carriageway to the north of the site to facilitate the delivery of the Atlassian development. The proposed works involve the diversion of the existing fPPb hotel booster and grease collection point (arrestor), installation of temporary (above ground) pipe works from the fPPb existing Adina hotel booster and grease collection point, and provision of a protective cover over heritage skylights and stone (to be retained in situ). The purpose of the application was to facilitate closure of the Upper Carriage Lane for the duration of construction of the Atlassian works, which is currently relied upon for access to the existing fPPb Adina hotel booster. The proposal will also involve the installation of temporary booster and grease collection valve facing Lee Street (incorporated into the Non-combustible Hoarding required by the broader SSDA site establishment works). The DA was approved on 14 June 2022.	The approved works are under construction. The works will have no impact on the works proposed in this SSDA. Upon completion and commissioning of a permanent fire booster (proposed under this development), the temporary booster will be removed from the site and fire services managed in accordance with the proposed development as described in **Section 3** and the Fire Services Report at **Appendix RR.**
D/2022/39	A DA for minor external alteration works to the entry of Shop 1, Henry Deane Plaza (the former '**Basement Books'** tenancy) was lodged on 27 January 2022. The tenancy is accessed via the Devonshire Street tunnel. The application seeks to amend the existing entrance arrangement to facilitate a new ancillary commercial operation (internal fit out and occupation being sought under a separate CDC approval), to accommodate ancillary commercial space and storage to	The approved works are under construction. The works will have no impact on the works proposed in this SSDA. Upon determination of this SSDA and commencement of construction works, it is intended that the Atlassian commercial tenancy and storage area will vacate, and the Basement Books tenancy will be demolished as part of

DA Number	Description	Impact on this SSDA
	facilitate the delivery of the Atlassian development. The DA was approved on 21 February 2022.	the proposed demolition works. This is outlined in the Demolition plans available in the Architectural Plan set at **Appendix F.**
D/2022/552	A DA was lodged on 10 June 2022 for the change of use and internal alterations to the existing ground floor and level 1 of the fPPb to be used as a site accommodation office to support the delivery of the Atlassian development. The application also seeks consent for the provision of a DDA compliant entry to the existing Flight Centre tenancy. The DA was approved on 11 July 2022.	The approved works are under construction. The works will have no impact on the works proposed in this SSDA. Upon determination of this SSDA and commencement of construction works, it is intended that the Atlassian site office will vacate, and the proposed development works to the ground level and level 1 of the fPPb building as outlined in the Architectural Plan set at **Appendix F** will be constructed.
DA/2022/717	A DA was lodged on 18 July 2022 for the change of use and internal alterations to the existing basement level of the fPPb and a portion of the former Basement Books tenancy to be used for site amenities to support the delivery of the Atlassian development. The application involves the removal of eight existing car parking spaces within the basement of the fPPb. The DA is currently under assessment.	The proposal is currently under assessment. The works will have no impact on the works proposed in this SSDA. Upon determination of this SSDA and commencement of construction works, it is intended that the Atlassian site office will vacate, and the proposed development works to the basement of the fPPb as outlined in the Architectural Plan set at **Appendix F** will be constructed. This application does not rely upon the existing eight car parking spaces and as such the removal of spaces will have no impact on this SSDA.

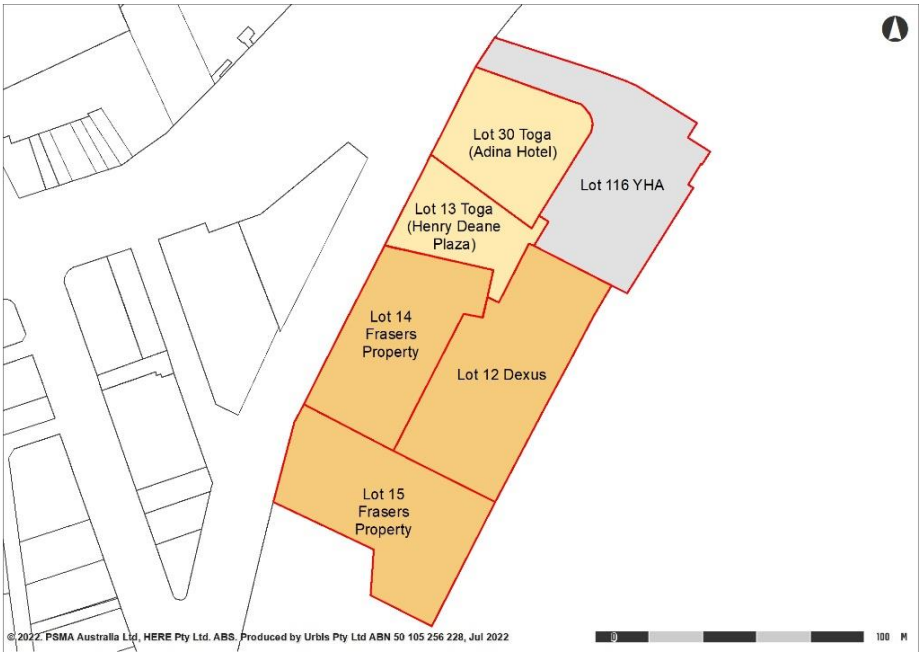
2. SITE DESCRIPTION AND CONTEXT

2.1. PROJECT AREA

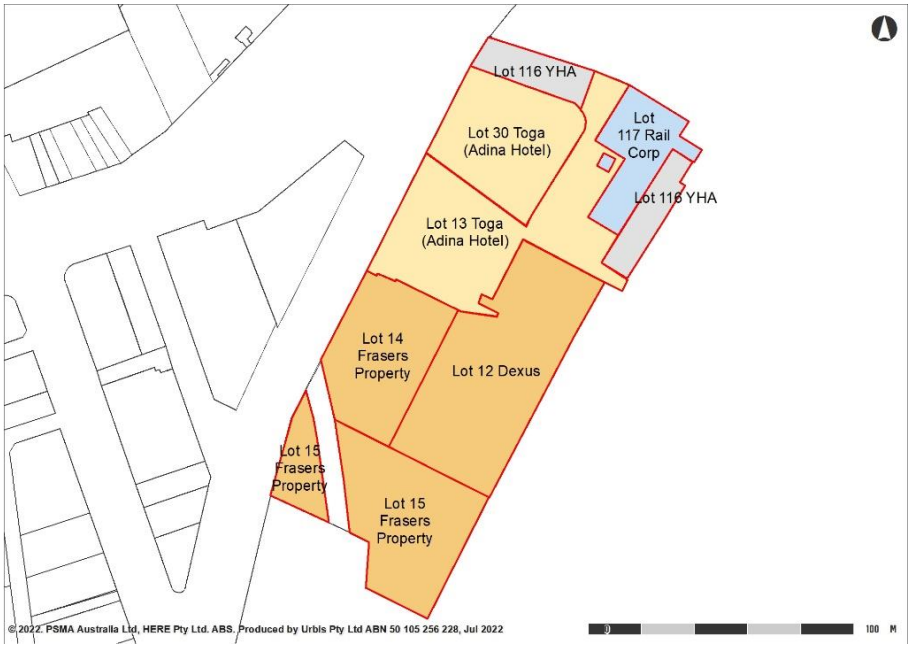
2.1.1. Lot Boundary Identification

The boundary of the land currently controlled by TOGA is as per the leasehold agreement with TfNSW is shown in **Figure 5.** The general 'above-ground stratum' (**Picture 1**) includes the fPPb and Henry Deane Plaza. The below-ground stratum (**Picture 2**) includes the fPPb plus additional areas below the Youth Hostel Association (**YHA**) building on Block A, and the associated car park and vehicle access driveway, and below part of Block B along its northern boundary.

Figure 5 Site Identification – Lease Arrangements



Picture 1 Above Ground Stratum (Generally above RL19.1)



Picture 2 Below Ground Stratum (Below RL19.1)

Source: Urbis

2.1.2. Site Identification

The site area for the purposes of this SSDA is illustrated in **Figure 6.** The site has an area of 4,159sqm.

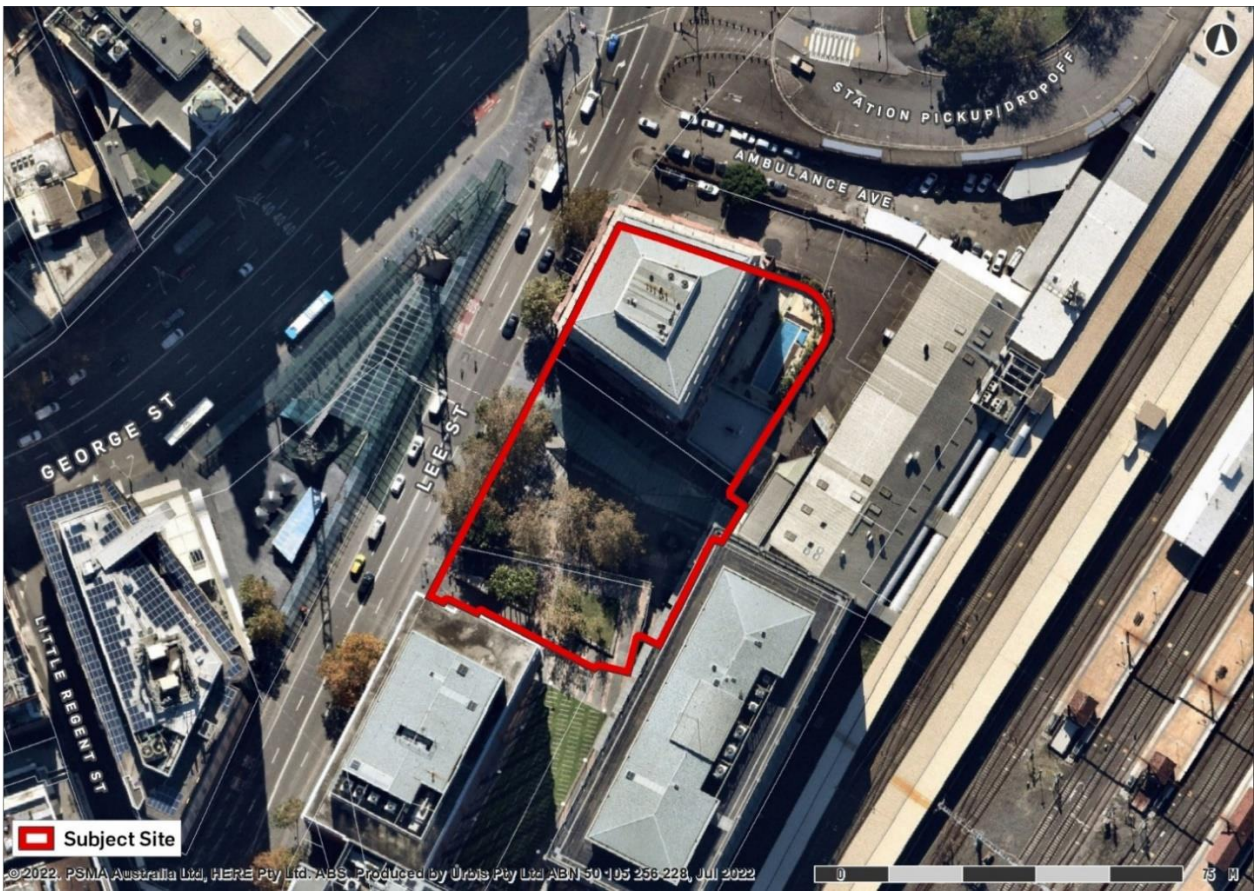
The site is located at 2 & 8A Lee Street, Haymarket and is legally described as:

- Lot 30 in Deposited Plan 880518,
- Lot 13 in Deposited Plan 1062447, and
- A portion of Lot 14 in Deposited Plan 1062447.

The site is located within the City of Sydney local government area (**LGA**) and is directly adjacent to the Central Railway Station precinct.

The site is bound by Upper Carriage Lane to the north, Lee Street to the west, the Devonshire Street pedestrian tunnel, Upper Carriage Lane and the YHA Railway Square (former Inland Parcels Shed) to the east, and a separate multi-storey commercial development to the south referred to as 'Henry Deane Place'.

Figure 6 Site Area



Source: Urbis

2.1.3. Planning Agreements

The two primary lots of the site are held in a long-term lease by TOGA with TfNSW. The proponent has not entered into any voluntary planning agreements or benefit-sharing schemes with other parties to mitigate or offset the impacts of the project.

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

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

TOGA has been working in concert with TfNSW on the preparation of a Detailed Proposal for stage 2 of the USP process with an expected submission to the State Government by late August.

2.1.4. Existing Development

The site currently comprises the following existing development:

- The fPPb is located on the north-western lot within the Western Gateway sub-precinct. The building has been adaptively re-used and is currently occupied by the Adina Hotel Sydney Central. The hotel ceased operation in April 2022 and will not reopen. A development application is currently under assessment with Council for use of the basement level of the fPPb as a temporary site contractor accommodation for the construction of the adjacent Atlassian SSDA (refer **Section 1.6**).

  The existing eight-storey building provides 98 short-stay visitor apartments and studio rooms with ancillary facilities. A single basement level is provided at an elevation of RL13.4m and is partly occupied by retail space and partly by car parking spaces (accessed from Ambulance Avenue to the north of the site).

  The fPPb was designed in the Government Architects office by Gorrie McLeish Blair under the supervision of Walter Liberty Vernon, in the Federation Free Classical architectural style. It was initially designed in 1910 as a four storey building, (plus basement), with a further two storeys added in revisions to the plans in 1912. It was constructed in a single phase and opened in 1913. It was expanded in the late 1990s with a contemporary two storey roof addition, in conjunction with its adaptation for the Adina hotel use. The building footprint of the fPPb is a quadrilateral form with the east (rear) elevation being wider than the west (primary) elevation. The fPPb has a steel and concrete structure with a masonry external red face brick façade. The main entry is via the western Lee Street façade. Images of the fPPb is provided in **Figure 7.**
- To the rear of the fPPb (at the east of the site), is a rear yard surrounded by a brick boundary wall, that is defined by the ramp access and boundary of the adjoining elevated former Inwards Parcels Shed (now YHA) located within the Atlassian site (Block A). Within the yard the wall presents as double height while at the upper deck of the YHA, it presents as a low height wall enclosing the deck. The rear yard comprises a pool and contemporary landscaping. The yard is set at ground level (although the level was modified with the addition of the pool).
- The Devonshire Street Tunnel is located to the immediate south of the fPPb and provides an unimpeded pedestrian link underneath the railway lines at Central Station, connecting the Ibero-American Plaza (on Chalmers Street) and the Henry Deane Plaza (on Lee Street). It was the first subway in Australia and an integral part of Henry Deane's overall plan for the development of the Central Station site. The pedestrian tunnel was built during the main construction phase of the Central Terminal between 1903 and 1906, and followed the alignment of former Devonshire Street, running in an east-west direction. The western point of the tunnel converges within a covered publicly accessible plaza containing a number of retail tenancies and take-away food outlets within Henry Deane Plaza.
- The central lot within the Western Gateway sub-precinct accommodates 22 specialty food and beverage, convenience retail and commercial service tenancies, and an open, tiled area which connects 'at-grade' with the Devonshire Street pedestrian tunnel to the east, rises to Lee Street in the west (via either a ramp up or a single flight of steps), and falls down to the Lee Street tunnel via both a series of steps or a slightly sloped, tiled pedestrian ramp. This area is known as Henry Deane Plaza and was named after Henry Deane, a prominent engineer for the NSW railways and Engineer in Chief from 1891-1906 and during the development of the first phase of Central Station.

  Henry Deane Plaza which was constructed in its current form between 1998 and 2000. At the entrance to Devonshire Street Tunnel is a large public sculpture and a glazed structure covers the walkway leading into Railway Square.

- Mature trees, a fountain, and a single-level retail tenancy are present on the southern side of Henry Deane Plaza, which is connected to the neighbouring commercial development at a higher elevation to the south via a series of steps.

2.1.5. Site Images

Images of Henry Deane Plaza and the Devonshire Street tunnel is provided in **Figure 7.**

Figure 7 Images of fPPb and Henry Deane Plaza

Picture 3 North and west elevations as viewed from Railway Square

Picture 4 East elevation as viewed from the YHA Railway Square

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

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

Picture 7 Entrance to Devonshire Street Tunnel from south-eastern portion of Henry Deane Plaza

Picture 8 Henry Deane Plaza, view north

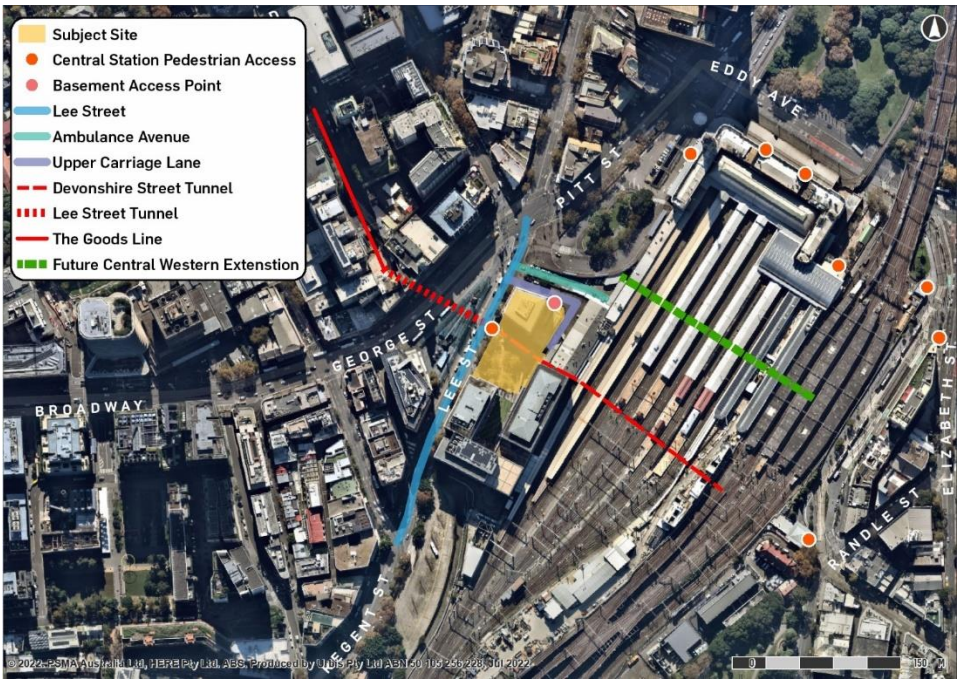
Source: Urbis

2.1.6. Pedestrian Access

The Henry Deane Plaza is the central lot within the Western Gateway sub-precinct. The Plaza provides a publicly accessible area and a pedestrian thoroughfare to Central Station via the Devonshire Street Tunnel. The existing primary pedestrian entrance to the Adina Apartment Hotel building is via the western Lee Street façade.

Since its inception, the Devonshire Street Tunnel interior has been constantly modified. The pedestrian link was extended in the 1970s. Currently the pedestrian link continues below Railway Square, terminating on the western side of George Street where the thoroughfare connects with the Goods Line. The Goods Line is an elevated park and pathway connecting Railway Square in the south to Darling Harbour in the north.

Figure 8 Pedestrian connectivity



Source: Urbis

2.1.7. Vehicular Access and Parking

Existing vehicle access to the site is provided via Ambulance Avenue and a Right of Way (**ROW**) over part of the YHA access to the east of the site. Ambulance Avenue provides an at-grade access to basement parking for the hotel and is also used for Sydney Trains staff parking.

The ROW transitions up from Lee Street to sit above the basement parking and facilitates access to a set-down/ pick-up area and small parking area for the hotel and YHA.

2.1.8. Transport Connections

The site is strategically located at the main western entrance to Central Station. The site is located immediately at the western entrance of the Devonshire Street Tunnel and immediately to the east of the Railway Square (Lee Street) bus interchange. Accordingly, it benefits from excellent access to public transport services as shown in the map extract at **Figure 12** and described below:

Road:

- The site fronts Lee Street to the west which provides vehicle access to George Street, Pitt Street, Broadway and Regent Street. These are key routes for traffic into and out of Sydney CBD.

Heavy rail:

- The site is located within the western precinct of Central Railway Station. Central Railway Station services all train lines within the Sydney Trains and NSW TrainLink networks and is a major terminus for suburban as well as interstate rail services.

- The Sydney Metro station at Central Station is currently under construction and is anticipated to be operational by 2024. The metro will run at least every four minutes in the peak hours, equating to 15 trains per hour. The new metro station at Central will significantly increase capacity on the public transport network to/ from the area, further improving the accessibility of the area.

Light rail:

- The site is also within an easy walk of existing light rail stops at the northern end of Central. Running from Central, the L1 Dulwich Hill line connects the inner west with inner-city areas such as Darling Harbour and Ultimo. It has a frequency of 7.5 minutes during the day and 15 minutes at night. The recently completed L2 Randwick and L3 Kingsford lines connect Central and Sydney CBD with Randwick and Kingsford via Surry Hills and Moore Park with current frequency of 10 minutes during the day and 15 minutes at night.

Bus:

- The site is well served by high frequency and highly accessible bus services travelling on Parramatta Road/ Broadway and Harris Street, with services readily available from Railway Square adjacent to the site.
- Interstate, regional and metropolitan bus and coach services are also available via bus stops to the east, north and west of the railway station.
- Railway Square services approximately 20 separate bus routes, all of which combine to provide a high level of accessibility to multiple destinations including Sydney CBD generally, Lower North Shore, Eastern Suburbs, Inner West and Sutherland Shire.

Pedestrian and Cycle Networks:

- The site is afforded a high level of pedestrian amenity, with generous footpaths are common throughout, with safe crossing facilities at multiple locations including mid-block on Lee Street and at all nearby signalised intersections.
- The streets near the site include a combination of shared zones and low traffic street with/ without bike lanes that are generally safe cycling routes.
- In addition, Central Station and the surrounding area provides bicycle paths and bicycle parking spaces, numerous pedestrian footpaths, taxi ranks, and kiss-and-ride areas.

2.1.9. Environmental Considerations

The following **Table 3** provides an overview of the key environmental site features and characteristics.

Table 3 Key Features of Site and Locality

Descriptor	**Site Details**
Topography	The regional topography slopes down towards north and west of the site. The site topography generally slopes from the north-east to the south west, noting that the existing configuration of Henry Deane Plaza includes an artificially low ground level that was excavated below Lee Street to connect to the Devonshire Street Tunnel 'at grade'.
Geology	The Geotechnical Report at **Appendix JJ i**dentifies that the site is underlain by Triassic age Ashfield Shale overlying Hawkesbury Sandstone, and that the site is located near Quaternary age alluvial sediments, including transgressive dune sands. Site investigations during the present study encountered alluvial and residual soils, and sandstone bedrock consistent with the Mittagong Formation and Hawkesbury Sandstone.
Flora and Fauna	The site and surrounding landscape have been significantly altered from any natural state. The ‘natural state’ of the site is very limited, having undergone

Descriptor	Site Details
	significant urban redevelopment and use as a major transport thoroughfare being directly adjacent to Central Station. The site does not possess large expanses of native vegetation. There is some vegetation present within the subject site, including 20 tree plantings in Henry Deane Plaza and 2 tree plantings along Lee Street. The trees typically include *Livistona Australia* and *Platanus acerifolia* species accommodated in planter beds, ranging in height from 11m – 20m. Further discussion and identification of the trees are provided in the Arborist Report at **Appendix BB.** All vegetation on the site has been historically planted for aesthetic purposes as street trees along Lee Street and as public domain landscaping within Henry Deane Plaza.
Easements and Covenants	The site is subject to various easements applicable to the below ground stratum (below RL19.1) and above ground stratum (above RL19.1) as illustrated in the Survey Plan at **Appendix E.**
Services	The key infrastructure and service utilities available surrounding the site are discussed in the Hydraulic and Fire Services Report at **Appendix SS,** the Electrical and Communications Report at **Appendix TT** and the Integrated Water Management Plan at **Appendix II.** A summary is provided as follows: ▪ Based on the information provided by Jemena, a DN75 NY 210 kPa Natural Gas main is reticulation along Lee Street and George Street frontages of the site. This natural gas main is available for direct connection via path valve. ▪ An existing substation is located in the basement of the fPPb (substation S7563). LCI identify there are compliance concerns with ongoing serviceability and access to this substation. ▪ Existing electrical services in the vicinity of the site are reticulated through the Devonshire Street Tunnel. These services consist of high-voltage (HV) and authority Communications cables, where ducts, pits and assets can be seen from the image below. These ducts also serve the 'Adina Hotel' Substation. ▪ Existing communication services in the vicinity of the site are reticulated below Lee Street and Lower Carriage Lane. These services primarily consist of telecommunication pits, underground conduit and fibre. ▪ An existing 1500mm reinforced circular Sydney Water concrete stormwater culvert runs in an east-west direction through the site, directly through the extent of site works. The culvert runs at a 1% slope under the Lee Street tunnel, with invert depth ranging between 4.4 to 5.8m. The culvert currently services several incoming private stormwater pipe connections across the site as well as some pipelines on Lee Street. Northrop identify the culvert is in reasonably sound condition and appears to be in good form to accommodate any stormwater connections that may be proposed as part of this development.
Soils	The Sydney 1:100 000 Soils Landscape Sheet indicates the site is underlain by the Blacktown soil landscape, characterised by gently undulating rises on Wianamatta Group shales and Hawkesbury shale. The soils are typically moderately reactive with low fertility, poor soil drainage and highly plastic subsoil. The 1:25,000 Acid Sulfate Soil Risk map for Botany Bay indicates that the site does not lie within an area known for acid sulfate soils, nor does the site occur

Descriptor	Site Details
	within an area known for soil salinity issues. Furthermore, Douglas Partners considers that as the site is at an elevation of approximately 14 to 20m AHD, the probability of ASS being present on the site is considered extremely unlikely. Preparation of an Acid Sulphate Soils Management Plan is not required for the application.
Contamination	Douglas Partners have prepared a Detailed Site Investigation (**Appendix LL)** which identifies potential sources of contamination on the site include uncontrolled fill, a historical containment cell, current and historical site uses, previous and current off-site activities in the surrounding area, and hazardous building materials in existing structures. The laboratory testing results from the current investigation confirms the presence of some of the COPC in the soil and groundwater, including friable chrysotile asbestos in the fill and dissolved copper and zinc in the groundwater. The results indicate fill is present across the site at depths of 0.35m – 3.5m. The fill within the fPPb basement footprint is preliminarily classified as General Soil Waste (non-putrescible), whilst the fill within the Henry Deane Plaza area is preliminary classified as Special Waste (Asbestos) - General Solid Waste (non-putrescible). Refer to further discussion in **Section 6.12**.
Stormwater and Flooding	The site is located within the Darling Harbour stormwater catchment. Council modelling indicates that the site is affected by flood waters. As such detailed design on the site must address flood planning levels and include stormwater management that likely requires on-site detention. Further discussion is contained in the Flooding Report at **Appendix II** and in **Section 6.13.1.**
Bushfire Prone Land	The site is not identified as bushfire prone land.

2.1.10. Heritage Considerations

2.1.10.1. European Heritage Significance

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

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

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

As the building has had a range of uses since its original construction, it contains a mixture of original and contemporary features as generally described below.

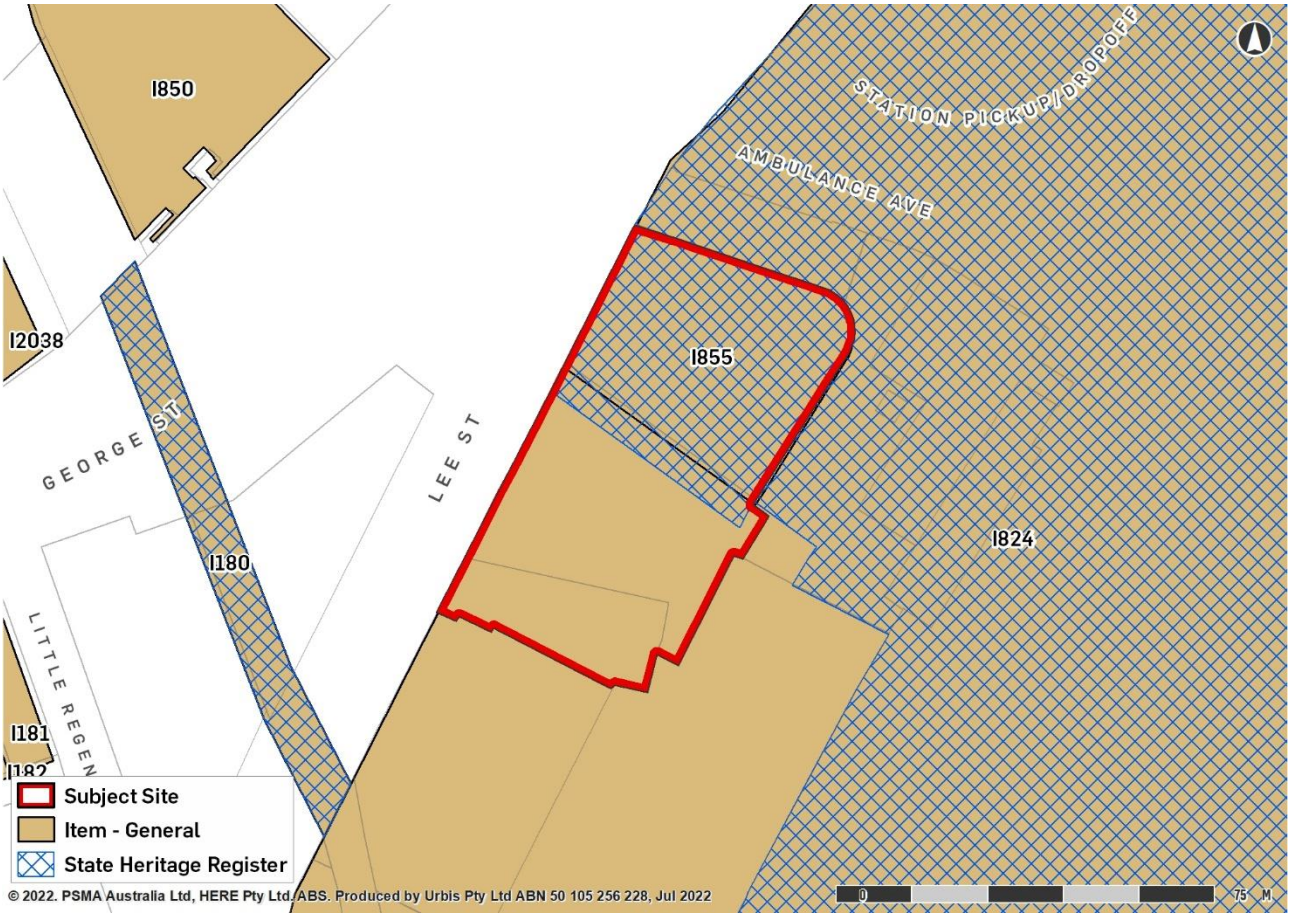
- Alterations to the structure were made in the early 2000's which generally consisted of the addition of a new steel portal structure on the roof, relocation of stairs and lifts, and fit-out works to facilitate the adaptive reuse of the building to a contemporary hotel.
- The existing building façades are symmetrical, articulated into bays with pilasters, heavy rusticated masonry to the outer bays, and upper two floors, and simple English bonded brick with expressed piers to the lower first, second and third floors within the central bays. The facades are surmounted by a central classical sandstone pediment. The eastern façade is simpler, lacking the circular windows. The eastern façade has also been modified by the addition of two parcel lifts (early 20th century) and a large rear extension (c.1969), which has since been removed and the façade reconstructed similar to the original condition.
- Minor modifications have been made to the ground floor. A secondary access has been added to the northern façade in conjunction with the hotel conversion of the building for level access (c.1999). Two bays on the northern façade have been converted to shopfronts consistent with the eastern bay (modified), with the addition of a central doorway.
- The southern portion of the ground floor is utilised by various retail premises that have been modified throughout the years in accordance with the changing requirements of respective tenants. The shopfronts assist to activate Henry Deane Plaza.
- The upper floors of the site function as hotel rooms. A new lift core has been constructed in the centre of the building to provide access. Little early or original fabric was observed on the upper levels which present as contemporary hotel rooms through the addition of partition walls and contemporary finishes and fit-out. It is considered that there is the potential for remnant fabric to be present following intrusive investigation.
- The structural frame consists of concrete encased steel columns and steel beams. As was the construction method of the period it is anticipated that concrete has been provided for fire rating purposes only. On typical floors secondary beams span in the east-west direction dividing the slab span into three spans per primary bay.
- The slab is a reinforced concrete slab of varying thickness.

This is discussed further in **Section 6.8.1.2.**

2.1.10.2. European Heritage Context

The heritage context of the site is identified in **Figure 9.**

Figure 9 Heritage context of the site



Source: Urbis

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

The Main Terminal Building and clocktower are landmarks within the locality on account of their elevated position, grand sandstone form and prominence. The Main Terminal Building is the central core of the site listed in 1999 on the State Heritage Register, under Sydney Terminal and Central Railway Stations Group. Central Station is the site of the first Sydney Terminal and is the starting point from which the NSW rail network grew. The site has continually been in use as a railway since 1855 and its development has been undertaken in phases reflecting the continuous and ongoing use of the station. The construction of the Parcel Post building in proximity to Central Station reflects the historic importance of rail in the delivery of parcels.

The site is located in proximity to a number of heritage items as outlined in **Table 4.**

Further discussion is contained in the Heritage Impact Statement **(Appendix Q),** the Conservation Management Plan (**Appendix S),** and **Section 6.8**.

Table 4 Surrounding heritage items

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

The location of the site in the historical context is illustrated in **Figure 10,** with the Central Railway Station Group to the left of the fPPb and Marcus Clark building to the fPPb.

Figure 10 Historical context of the site

Source: State Library of NSW, Freeman Ryan

2.1.10.3. Aboriginal and Historical Archaeological Context

The site is located within the traditional lands of the Gadigal clan. There are about 29 clan groups located within the Sydney metropolitan area. These groups are collectively known as the 'Eora Nation'; a name given to the Coastal Aboriginal people of Sydney. 'Eora; means 'here' or 'from this place' or 'people'. The Gadigal territory stretched from South Head, through to Sydney Cove, Cockle Bay and Darling Harbour to Blackwattle Creek, taking in the suburbs known today as Redfern, Erskineville, Surry Hills and Paddington, down to the Alexandra Canal and Cook's River.

The Central Sydney Archaeological Zoning Plan (**CSAZP**) outlines and documents the survey and assessment of the archaeological potential of land within the City of Sydney. The CSAZP identifies the subject site as an 'Area of no Archaeological Potential'. This is defined as follows:

> *"An allotment of land or feature that has been identified by the field survey as being an area of little or no archaeological potential. These areas are indicated by no shading on the field survey plans."*

The Central Station Archaeological Zoning Plan outlines the archaeological potential and significance of Central Station and adjacent areas and formulates policies accordingly. The Central Station AZP identifies the subject site as an area of 'Low Archaeological Potential'. Refer to further discussion in the Historical Archaeology Assessment at **Appendix P** and discussed in **Section 6.8.2.**

Urbis has undertaken an extensive review of the Aboriginal Heritage Information Management System for an area of approximately 4km x 5km surrounding the site, which found thirty-eight Aboriginal sites surrounding the sites. 4 of these sites were identified as 'not a site', bringing the total to 34 sites.

- The most common site type represented in the AHIMS extensive search was PAD (potential archaeological deposit). This site type reflects the lack of ground surface visibility in built up urban areas.
- AHIMS ID #45-6-3654 was in located within Central Station, approximately 130m to the east. This is an artefact scatter containing three stone artefacts identified during test excavation for the Central Sydney Metro project and is considered to have moderate cultural significance and moderate archaeological significance.

The Aboriginal Cultural Heritage Assessment Report at **Appendix O** and discussed in **Section 6.8.3** concludes the high levels of disturbance as a result of intensive European land use have resulted in the complete removal of archaeological deposits.

2.2. SITE CONTEXT

The site is located within the Western Gateway sub-precinct, an area of approximately 1.65ha that is located immediately west of Central Station within Haymarket on the southern fringe of the Sydney CBD (refer **Figure 4)**. An aerial photograph showing the surrounding built form and localities is provided in **Figure 6.** Immediately north of Central Station is Belmore Park, to the west is Haymarket (including the University of Technology, Sydney and Chinatown), to the south and east is rail lines and services and Prince Alfred Park and to the east is Elizabeth Street and Surry Hills.

The site is situated 1.5km south of the Sydney CBD and 6.9km north-east of the Sydney International Airport within the suburb of Haymarket.

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

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

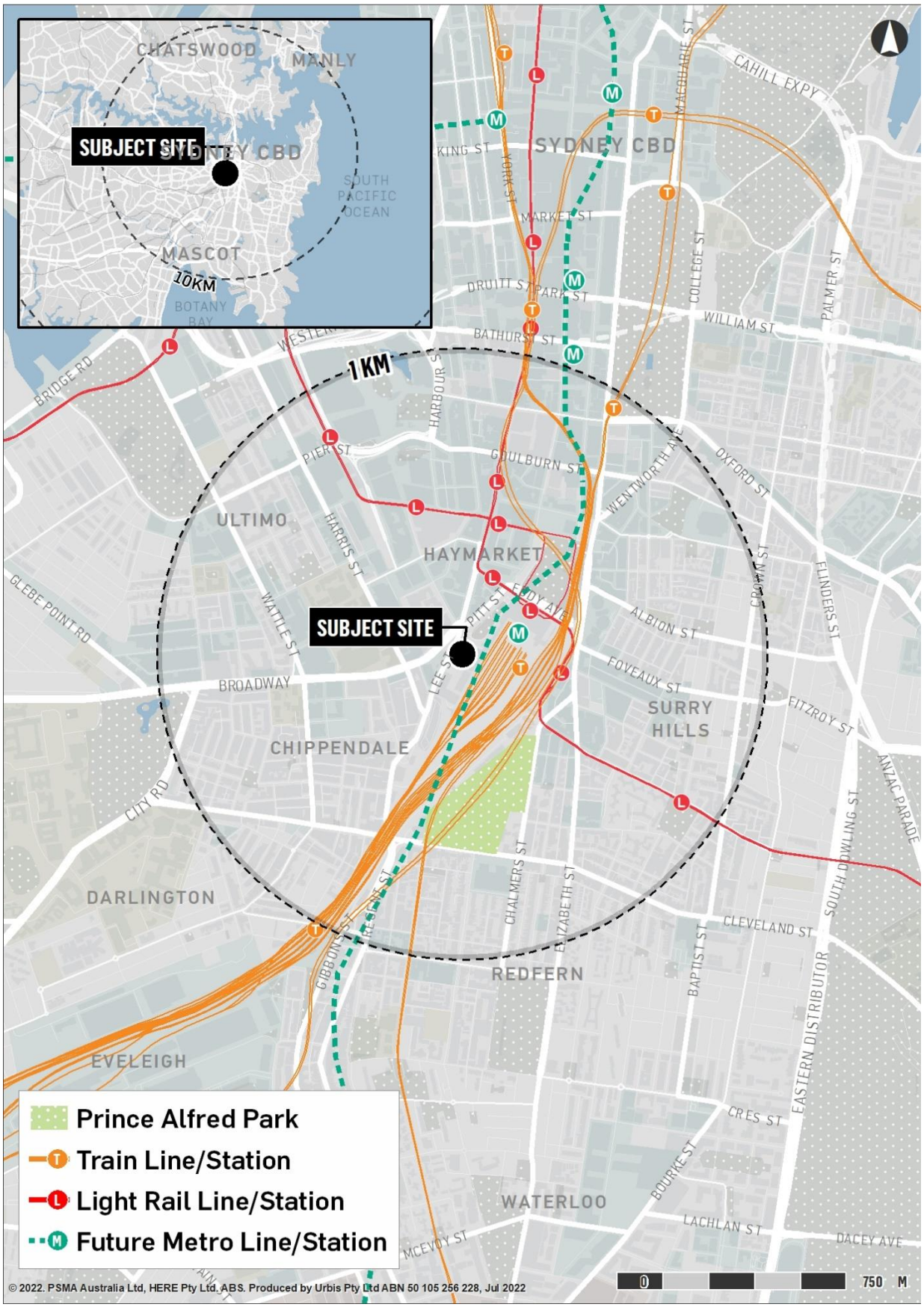
- University of Sydney;
- University of Technology Sydney;
- TAFE NSW Ultimo; and
- University of Notre Dame, Broadway.

An aerial image is provided in **Figure 11** and a map of the site's regional context provided in **Figure 12.**

Figure 11 Central Station Aerial Image

Source: TOGA, 2019

Figure 12 Regional context



Source: Urbis

2.2.1. Surrounding Development (Existing)

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

- The site is located immediately to the south of the Central Station Western Forecourt currently used as a car park and state rail bus stabling yard. The site is south west of the western entrance of the main terminus building and the Central Station clocktower.
- The site is immediately east of Railway Square, the main intersection between George, Pitt and Lee Streets and Broadway. Further to the east of the site is the Marcus Clark Building currently used by NSW TAFE.
- The site is located immediately to the west of Devonshire Street pedestrian tunnel and YHA Railway Square (former Inland Parcels Shed) a single storey brick and galvanised iron shed converted into a two-storey hostel. The YHA Railway Square site adjoins 'Platform Zero' of Central Station.
- The site is immediately north of a series of buildings referred to as the 'Henry Deane Place', including an 8-storey commercial office building currently leased to Corrective Services NSW, an 8-storey commercial office building at 18 Lee Street immediately adjacent to rail tracks, and the 9-storey commercial office building known as The Gateway Building.

The surrounding area generally accommodates commercial, mixed use and educational land uses. Whilst there are a limited number of sensitive residential land uses in the surrounding area, these have been considered in **Section 6** to ensure a high level of environmental amenity for any surrounding residential or other sensitive land uses is achieved. These sensitive uses include:

- Residential developments to the west and south of the site at 18 Park Lane, Chippendale (500m south-west of the site) and 28 Broadway, Chippendale (the Central Park mixed-use development, located 400m west of the site).
- A 7-storey mixed-use development at 49-53 Regent Street which is located 260m south of the site.
- A 12-storey mixed-use development at 71-75 Regent Street which is located 350m south of the site.
- Isolated residential development and hotels to the north of the site, along Quay Street located 280m to the north of the site.
- Residential development up to 9-storeys in height at 38 Chalmers Street, Surry Hills (located 400m east of the site) and 30 Chalmers Street, Surry Hills (located 450m east of the site).

2.2.2. Surrounding Development (Future)

A range of development projects are currently underway in the Western Gateway sub-precinct, specifically within the adjacent Block A and Block B. An overview of these projects and the key interface activities is identified in the following subsections.

A complete assessment of the anticipated cumulative impacts of these current projects with the proposed development is provided in **Section 6** in accordance with the DPE's *Cumulative Impact Assessment Guidelines for State Significant Projects*.

2.2.2.1. Central Walk

Central Walk comprises a 19m 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. Central Walk will form Central Station's new pedestrian throughfare. Central Walk will be delivered in two stages as defined in the Design Guide:

- Central Walk East – The underground paid pedestrian connection, currently under construction, is to be delivered by Sydney Metro as part of the City and South West project. Once complete, it will be a link the new station entrance on Chalmers Street, the Eastern Suburbs Railway concourse, suburban platforms 16-23 (via escalators and lifts) and the new Sydney Metro north-south concourse.
- Central Walk West – The potential future western extension of Central Walk East, connecting to the west of the Central Station building, to the immediate north of Ambulance Avenue and the future Atlassian

development. An underground north-south connection will also be provided below Ambulance Avenue and through to Henry Deane Plaza.

The link is a critical piece of new urban/transport infrastructure and is intended to address significant pedestrian inefficiencies and poor wayfinding associated with existing through-station links, routes and connections.

2.2.2.2. Future Third Square – Central Square

Sydney's future third square, currently known as 'Central Square' – is defined in key strategic documents including the Publicly Accessible Space Strategy and City of Sydney Sustainable Sydney 2030–2050 Continuing the Vision (**Sustainable Sydney Strategy**) and will comprise the Western Forecourt, Railway Square and Lee Street.

The potential future Central Square will become a primary address point for pedestrian access to the Precinct - for Central Station, the future over station development (OSD) above Central Station platforms and the Western Gateway sub-precinct. The City of Sydney envisage this area as a greened, natural space to contrast the surrounding high-density development.

The indicative map for Central Square and a photomontage obtained from the City of Sydney draft Strategy is provided in Figure 13**.**

Figure 13 Future Third Square – Central Square

Picture 9 Identification of proposed location of Central Square

Source: Hassell

Picture 10 Indicative photomontage of Central Square

Source: Hassell

2.2.2.3. Central Station Over Station Development

The NSW Government is currently investigating opportunities to create significant over station development (**OSD**) above Central Station. This includes two areas, the Northern OSD sub-precinct (specifically above the country trains lines) and the Southern OSD sub-precinct (above the rail yards forming part of southern Central Sydney).

The Central Strategic Framework identifies the Central Station OSD will be a mixed use, highly urban precinct supported by open space and cross-corridor links that reconnect into the surrounding street network. The Northern OSD will be a "*commercial hub for jobs of the future and emerging industries above the rail yards forming part of southern Central Sydney"*, whilst the Southern OSD will have a residential and educational focus.

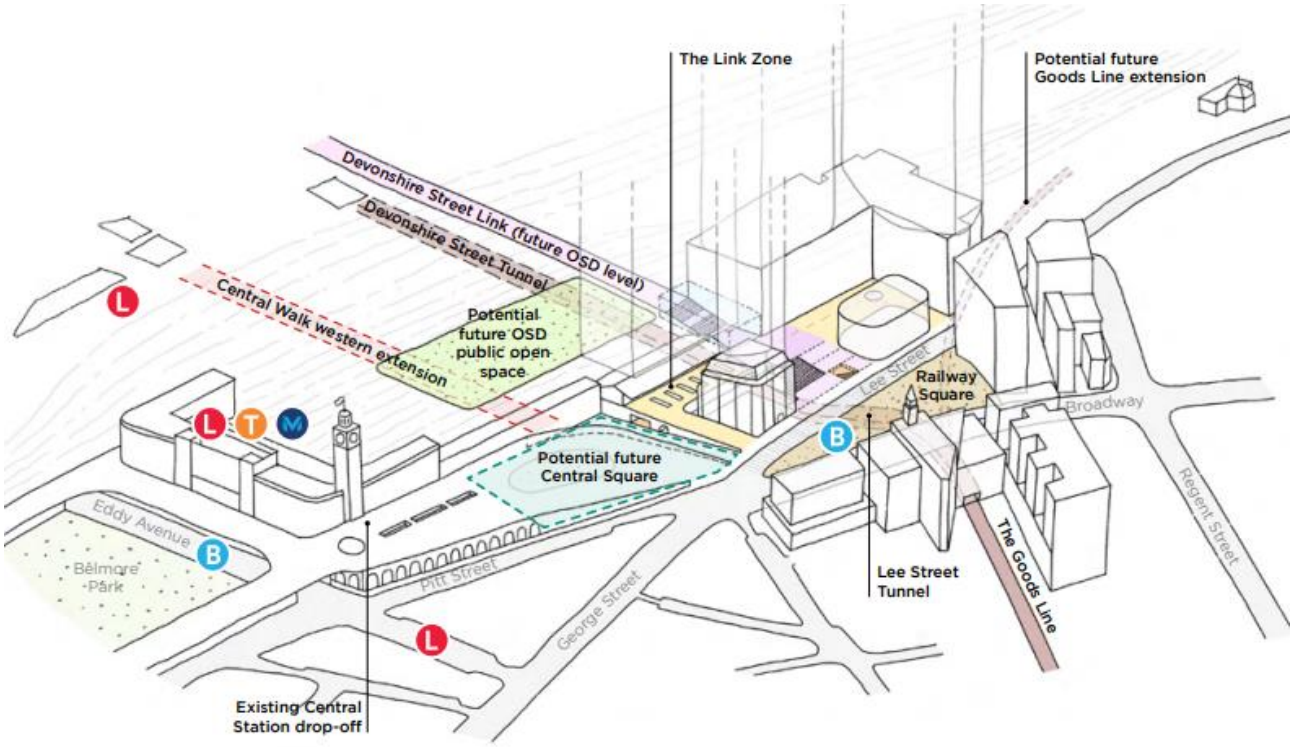
The purpose of the OSD is to provide connectivity across the current gap in the city fabric and provide additional floor space. The OSD will comprise a number of buildings which may include commercial, retail, active uses, education, student accommodation, hotel and other uses.

The future OSD is a key driver to a number of components proposed in the Block A and Block B redevelopment projects which anticipate east-west connectivity across the railway lines. This is primarily identified in the Space Strategy, which envisages connections to the future OSD will be provided from Henry Deane Plaza at RL 21 and up to a new connection point at RL 30, and a potential future OSD public open space at RL30. This east-west link is known as the "Devonshire Street link". Indicative connection points to the future OSD identified in the Space Strategy are illustrated in **Figure 14.**

Prior to the provision of the connection point between RL 21 and RL 30, a new structure referred to as 'the Pavilion' and a vertical connection down to the Lower Link zone (approximately RL 16) will be provided. The pavilion is currently proposed in the Central Place Sydney DA, as discussed in **Section 2.2.2.5.**

Additionally, a north-south connection point from the OSD to the main Central Station Hall will be provided at RL 21.

Figure 14 Pedestrian connection points to future OSD



Source: TfNSW Publicly Accessible Space Strategy

2.2.2.4. Block A Atlassian Central

On 15 October 2021 the Director, Key Sites Assessments, as delegate of the Minister for Planning and Public Spaces granted consent to the development application SSD-10405 for the 'Atlassian Central' development located at 8-10 Lee Street, Haymarket. Atlassian Central is located within 'Block A' of the Western Gateway sub-precinct.

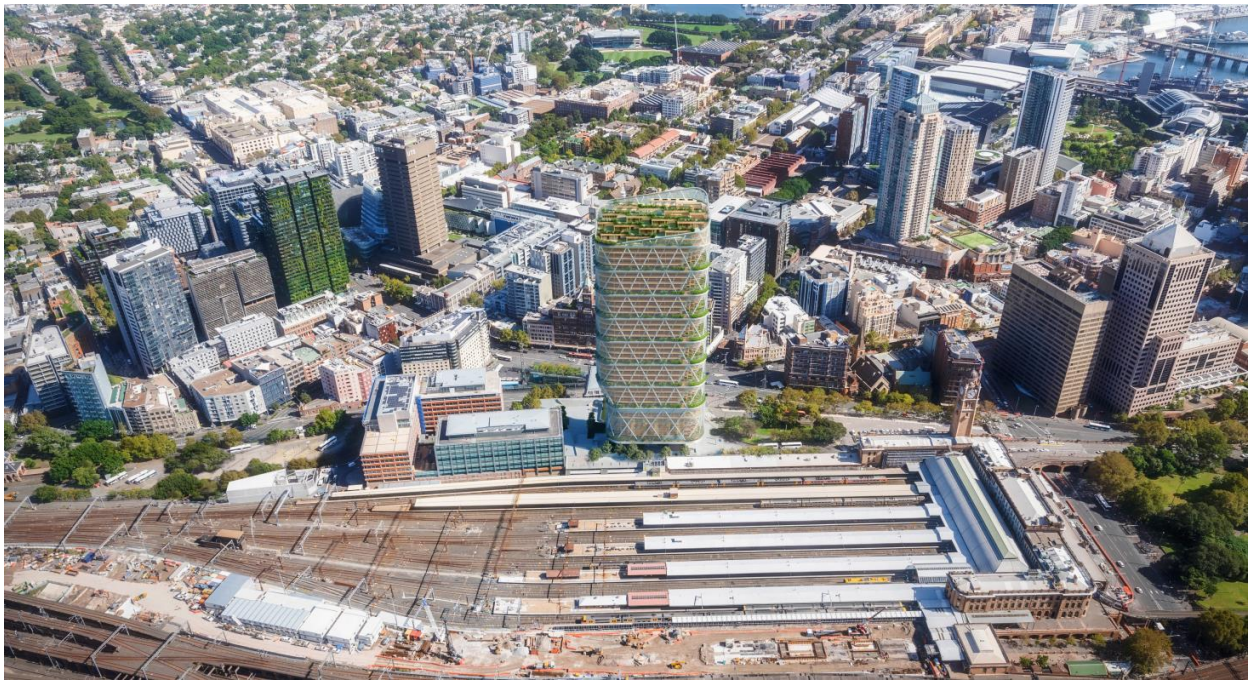
The consent granted approval for the partial demolition and adaptive reuse of the Inland Parcels Shed and construction of a 39-storey tower (RL 197.90) for office, retail and tourist and visitor uses, together with public domain improvements, signage and subdivision. The development accommodates a total of 75,088sqm of GFA. A photomontage of Atlassian Central is provided in **Figure 15**.

Vehicular access to the site is provided from an existing driveway between Adina Hotel and Ambulance Avenue, with a new vehicular ramp down to the two basement levels within the driveway. Pedestrian access is provided from Ambulance Avenue, the through site link and Henry Deane Plaza, and the upper ground floor level public domain and through site link. The approval also provides 3 loading bays for the Adina Hotel operation and 3 on-street pick up and drop off spaces on the southern side of Lee Street.

The key interface zones between Atlassian Central and the site are as follows:

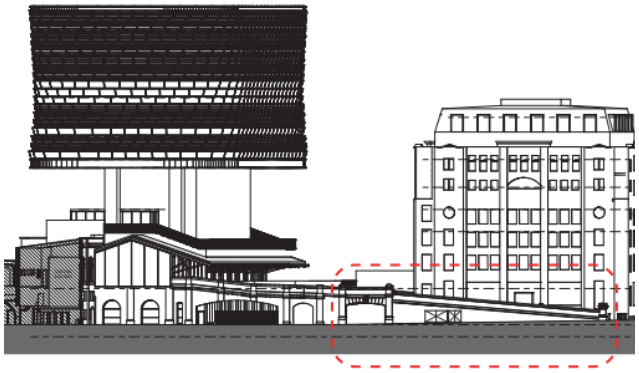
- North – The Atlassian site boundary includes the lower and upper carriage zones to the immediate north of the site. Pedestrian access through to Block A will be provided via the upper carriage zone (**Picture 12),** with entrances provided into the fPPb via the northern elevation, providing access the proposed lower ground café.
- East – The Atlassian lower ground link zone at RL 16 will directly connect with the proposed lower ground commercial lobby at RL 16, located on the eastern interface of the site. North-south access from the future Central Square, through the Ambulance Avenue heritage wall **(Picture 11**) and through to the lower link zone will be accommodated in the future scenario.
- East – At upper ground level, the Atlassian upper ground link zone at RL 21 will connect with the proposed upper commercial lobby and Henry Deane Plaza at RL 21.
- East – Integrated access to the Atlassian basement will be provided from the proposed basement level 3 at RL 5.

Figure 15 Photomontage of Atlassian Central development approval – oriented west



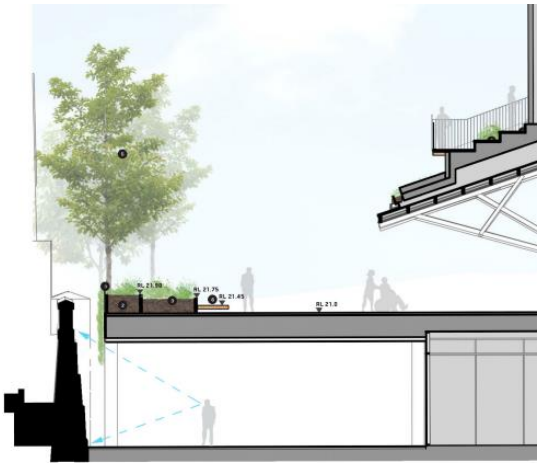
Source: SHOP + BVN

Figure 16 Interface between the Atlassian Central Development and the existing site



Picture 11 Northern elevation including Ambulance Avenue, Atlassian development and existing fPPb

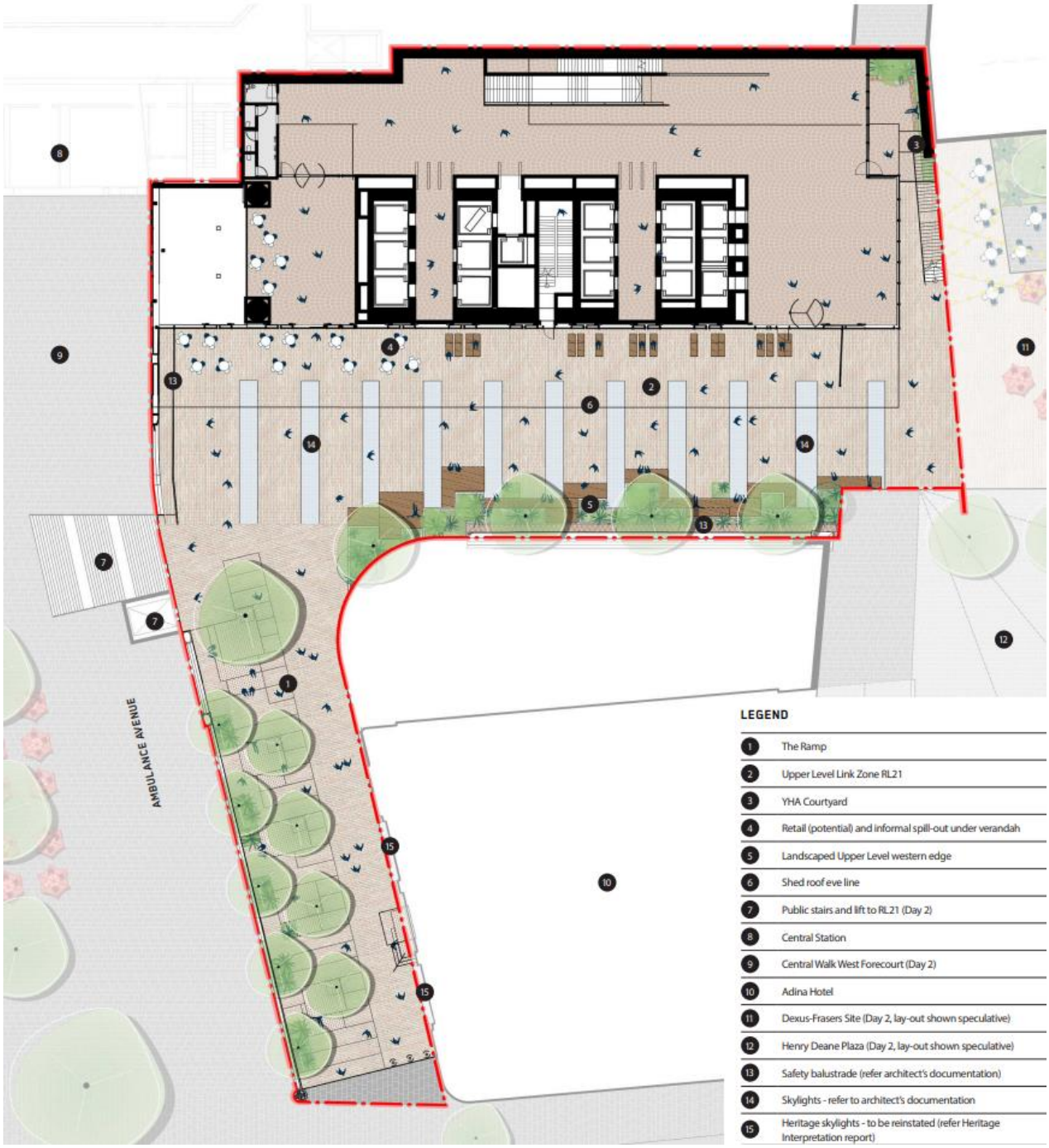
Source: SHOP + BVN



Picture 12 Upper ground and lower ground link zone on Block A, looking north towards future Central Square (heritage fPPb rear yard wall on the left)

Source: SHOP + BVN

Figure 17 Floor Plan of Atlassian Lower Link zone, located to the immediate north and east of the site



Source: SHOP + BVN

The Atlassian lower and upper link zone is a key north-south connector within the precinct. This also forms the interface zone between the site and the Atlassian development on the eastern boundary. Photomontages of the lower and upper link zone are provided in **Figure 18.**

Figure 18 Photomontages of Atlassian upper and lower link zone

Picture 13 Upper link zone, Parcel Shed and shed roof

Source: Shop and BVN

Picture 14 View to lower ground link zone from Devonshire Street tunnel (the heritage wall of the fPPb on the left). Image indicates the rear face of the wall re-faced with non-original brick facing

Source: SHOP and BVN

In June 2022, a modification application (MOD 1) was lodged that seeks to amend the north-eastern corner wall of the basement levels, drafting of conditions of consent and the drafting of the definition of 'Construction/Building Work' contained in the consent document. These amendments do not impact the proposed development on the subject site. The application is currently under consent.

A subsequent modification application (MOD 2) is to be lodged in Q3 2022 that seeks to amend minor design changes, changes to respite periods and amendment to construction staging and the timing of construction certificates. The application has not yet been lodged.

A further modification (MOD 3) is to be lodged in Q3 2022 that seeks to amend design changes including restacking of the tower structure, habitat design changes, facade modifications, and increasing the GFA. The application has not yet been lodged.

2.2.2.5. Block B – Central Place Sydney

On 19 March 2021, a development application D/2021/251 was lodged with the Council for the 'Central Place' development application at 14-18, 20-24 and 26-30 Lee Street, Haymarket. Central Place is located within 'Block B' of the Western Gateway sub-precinct, to the site's immediate south-east. The application was publicly exhibited between 22 March 2021 – 20 April 2021 and is currently under assessment.

The application seeks consent for:

- Demolition of existing office buildings,
- Staged construction and use of a mixed-use development comprising up to 155,000sqm of commercial and retail GFA of:
  - Two commercial towers (35 storey north tower and 37 storey south tower) comprising a podium and tower form, lower level and sky-lobby bridge connections between the northern and southern towers and retail land uses at the lower and upper ground levels of the buildings,
  - The conceptual design of a low rise 'Attractor' building in the reimagined public realm,
  - A pavilion building located at the northern end of the site at the lower level interface to Block A.
- A new private access road at the southern end of the site providing access to a consolidated precinct basement,
- 3 levels of basement accommodating bicycle parking, EOTF, 48 loading bays, 121 parking spaces and provision for vehicular connections through to Block A and Block C.
- Public realm improvements including connections from Central Place Sydney to the future Central OSD providing an east-west pedestrian connection to and from the Western Gateway sub-precinct.

The Preliminary Construction Management Plan submitted with the application identifies an anticipated construction completion date of February 2028. A photomontage of Central Place Sydney is provided in **Figure 19,** with the fPPb located in the immediate foreground.

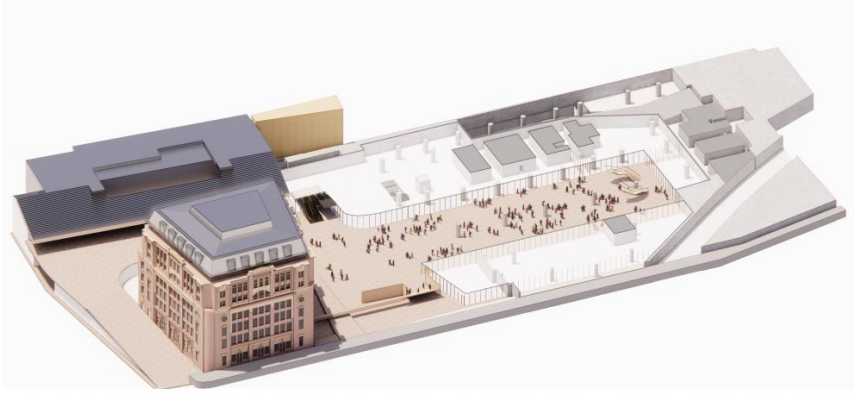
The key interface zones between Central Place Sydney and the site are as follows:

- East – Integrated access between the Central Place Sydney basement and the site will be provided from the proposed basement level 3 (RL 5.5). Access to the broader vehicular network from the integrated basement will be provided from the Central Place Sydney site via the southern end of the site off Lee Street.
- South – A 'Dining Hall' is proposed at the lower ground level (RL 16) of Central Place Sydney. The Dining Hall will provide 20 individual retail tenancies and will align with the proposed lower ground link zone within the subject site to provide pedestrian connections through the lower link zone to the Devonshire Street tunnel and north-south to the future Central Square and Central Western Walk.
- South – At the upper ground level, Central Place Sydney proposes an extension of the Henry Deane Plaza level at RL 20.5. The public domain design of the Central Place Sydney public domain (adjacent to the proposed refurbished Henry Deane Plaza) is currently evolving and will be updated in response to the design of the Attractor building, which is currently under development.

Figure 19 Photomontage of Central Place Sydney development proposal (as lodged)

Source: Fender Katsalidis + SOM

Figure 20 Central Place Sydney interface zones with the subject site



Picture 15 Axonometric view of lower ground connection

Picture 16 Section of indicative lower and upper ground connections of Central Place Sydney

Source: Fender Katsalidis + SOM

2.3. RELEVANT GOVERNMENT STRATEGIES AND POLICIES

The site is strategically located within the Eastern City District, the Eastern Economic Corridor, the Central SSP and the southern fringe of the Sydney Central Business District.

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site and will contribute to the achievement of key State and regional planning objectives as outlined in **Table 5.**

Table 5 – Overview of the Strategic Policy Framework

Policy	Guidance	Strategic Alignment
NSW Government Premier's Priorities	Priorities: ▪ Greener public spaces ▪ Greening our city The priorities aim to deliver the government's key policy priorities, including a strong economy.	The proposal will contribute to the targeted priorities of greening public spaces and the broader city through the revitalisation of Henry Deane Plaza and the provision of 22 tree plantings within the site. The site will accommodate employment-generating development and growth of the precinct as a world-class technology hub through the provision of 29,228sqm commercial GFA, 9,260sqm hotel GFA, and 4,511sqm retail GFA. The proposal facilitates the delivery of the revitalised precinct, including the improved pedestrian connections and public domain improvements, in line with delivery of new transport infrastructure associated with the Sydney Metro. The redevelopment of the site and the broader contribution of Tech Central represents a significant contribution to the State economy.
Greater Sydney Region Plan: A Metropolis of Three Cities (**Regional Plan**)	Strategic directions: ▪ Infrastructure ▪ Liveability ▪ Productivity ▪ Sustainability	The proposed redevelopment of the site and provision of a hotel, commercial, retail tenancies and co-working spaces is entirely aligned with the Government vision expressed within the Region Plan. The proposal will deliver additional economic activity and commercial office space within a highly accessible location contributing to the achievement of a '30 Minute City' and leveraging the significant investment made by the NSW government in additional public transport infrastructure within the Sydney Metro and Central Station upgrades. The proposal will optimise the site's positioning at one of the most well-connected transport nodes of Sydney, presenting a unique opportunity to align development and city-shaping infrastructure. Further, the contribution of the site to Tech Central and the intention to accommodate technology and start-up tenants will contribute to the diversification of the Harbour CBD's commercial activities, providing entrepreneurial and job opportunities and creating a more competitive Harbour CBD (Objective 18).

Policy	Guidance	Strategic Alignment
		The associated public domain upgrade works within Henry Deane Plaza make a major improvement to the existing pedestrian movements and connections, increasing capacity and improving amenity to enhance the experience for visitors, workers and residents who linger or pass through the Western Gateway sub-precinct. This directly aligns to the Regional Plan priorities to “Create great places that bring people together” (Objective 12) and ensuring “Public open space is accessible, protected and enhanced” (Objective 31). The alignment of the proposed development with the adjacent Atlassian approved development and Central Place Sydney proposal and collaboration with these landholders ensures the broader precinct will support permeability and seamless connectivity throughout Blocks A, B and C, and in the future through to the Central Station OSD and Central Square. The improved amenity, activation and accessibility of the Devonshire Street Tunnel will accommodate for future growth in the pedestrian capacity of the Central Station precinct. The design has sympathetically considered and responded to the heritage significance of the fPPb and the broader Central State heritage listed precinct. The proposal will safeguard the visual prominence and hierarchical importance of the fPPb through the vertical separation from the tower form above, and the massing of the tower form into three ‘pills’ that reduces the scale and visual dominance of the building envelope. The proposal will result in the intensified use of a strategically located site, which benefits from direct access to a wide range of public transport networks. The development incorporates a range of sustainability measures to achieve best practice sustainability and environmental performance measures.
NSW Visitor Economy Strategy 2030	Vision to contribute $65 billion in total visitor expenditure by 2030 Strategic pillars: ▪ Facilitate growth ▪ Build the brand	The proposal will directly respond to the NSW Visitor Economy Strategy 2030’s objectives through private sector investment in visitor infrastructure within a highly connected and accessible location. The proposal represents a $77.5 million direct investment in the visitor economy through the capital investment value of the hotel component of the development. The proposal will result in ongoing job creation in the visitor and hospitality sectors, attraction of domestic and international investment within the broader Central Station precinct through the revitalisation of the precinct as a transport gateway, as well as improved visitor experience for future visitors to the development proposal as well as commuters travelling to, and through, the Central Station precinct. The provision of a café, restaurant and bars within the development proposal will activate the precinct throughout the

Policy	Guidance	Strategic Alignment
		day and into the night-time, contributing to the 24-hour economy and the broader visitor economy.
Eastern City District Plan (**District Plan**)	Planning priorities: ▪ E1 Planning for a city supported by infrastructure ▪ E2 Working through collaboration ▪ E6: Creating and renewing great places and local centres, and respecting the District's heritage ▪ E7: Growing a stronger and more competitive Harbour CBD ▪ E8: Growing and investing in health and education precincts and the Innovation Corridor ▪ E10: Growing investment, business opportunities and jobs in strategic centres ▪ E13: Supporting growth of targeted industry sectors ▪ E19: Reducing carbon emissions and managing energy, water and waste efficiently ▪ E20: Adapting to impacts of urban and natural hazards and climate change	The proposal will contribute to the revitalisation of the Western Gateway sub-precinct, providing high-quality short-stay accommodation and commercial office floor space, aligned with the Government's vision for the Eastern Harbour City, the Metropolitan Centre, the Innovation Corridor and Eastern Economic Corridor. This will optimise the development potential of the site to achieve the Regional and District priorities. The continued investment within this corridor will promote market confidence and contribute to the international competitiveness of Sydney's visitor economy. The development will link with established technology and innovation industry locations including the adjacent Atlassian development, South Eveleigh, Ultimo Innovation Precinct, creative industries in Surry Hills and educational institutions such as University of Sydney and University of Technology that are aligned to the technology and innovation industry. The proposal will contribute to the evolution of the Innovation Corridor in accordance with Priority E8 of the District Plan. The proposal respects the District's heritage as it will retain and adaptively re-use the fPPb and associated heritage fabric and respects the heritage significance of the Central Railway Station State heritage listing. The applicant has demonstrated a willingness to engage and consult with key stakeholders and the two adjoining landholders to ensure the delivery of a coordinated precinct. The proposal will contribute 480 construction job and 3,300 direct jobs during operation. This will contribute to the overall job targets for the Eastern City district and will result in additional expenditure within the surrounding precinct. The delivery of new jobs in the Central Precinct aligns with the key priorities including strengthening international competitiveness and will complement the adjacent employment-generating uses within the Atlassian and Central Place Sydney developments. The proposal seeks to deliver 1,657sqm of co-working commercial space, which will support flexibility in the digital and creative industries and ensure the retention of these job sectors within the Innovation Corridor. The development will support the growth of targeted industry sectors, specifically the visitor economy, through a $77.5 million investment in the economy in the delivery of the hotel. Sustainability and construction management measures are proposed to ensure the sustainable use and management of

Policy	Guidance	Strategic Alignment
		resources during construction and through to operation of the proposed development.
NSW State Infrastructure Strategy (**SIS**) 2022 – 2043 (May 2022)	Objectives: ▪ Boost economy wide productivity and competitiveness ▪ Service growing communities ▪ Achieve an orderly and efficient transition to Net Zero ▪ Integrate infrastructure, land use and service planning	The application delivers on the strategic directions set out in the SIS and will integrate increased density in an urban location with access to transport infrastructure. The application will leverage from the existing significant infrastructure and amenity in this locality to provide a mixed-use redevelopment proposal that will contribute to the emergence of Tech Central and at a broader level the competitiveness of the Harbour CBD. Improving Sydney's economy as the cultural capital of NSW will therefore enhance the State's ability to attract global investment and talent. The application will capitalise on investments in mass transit and major corridors through the delivery of 43,000sqm of floor space that will drive patronage and usage along the corridor. Tech Central is specifically identified in the SIS and will establish Sydney at the forefront of digital technology, fintech, e-health and creative industries. The proposal will contribute to this and as one of the key foundational development proposals in the corridor will harness the benefits of collocating the new technology precinct with existing education, health and transport infrastructure. The application will service growing communities through significant upgrade and renewal of the pedestrian connectivity and public space at Central Station. The design of the proposed Devonshire Street Tunnel link and Henry Deane Plaza has been informed by pedestrian modelling analysis to ensure the spaces can accommodate increased pedestrian and commuter activity as a result of the growing population and the Central Station upgrades. Net Zero is a key target for the proposal. The development has been designed to achieve net zero emissions by being highly efficient and will seek to transition to 100% renewable energy by 2030. Construction management practices that will aim to reuse or recycle 90% of construction and demolition waste. The capacity of the site to accommodate additional development and an uplift in the former planning provisions was assessed and determined during the rezoning phase (**Section 1.5.2**). The application therefore represents a close alignment of transport and land use planning in an area of established capacity for growth.
NSW Future Transport Strategy 2056	Committed initiatives: ▪ Sydney Metro City and Southwest	The proposal will deliver substantial public benefits through the delivery of improvements to the existing public domain, increasing the amenity, capacity and accessibility of the

Policy	Guidance	Strategic Alignment
(**Future Transport**)	Urban precincts: ▪ Central Precinct Renewal ▪ Tech Central	Devonshire Street Tunnel to accommodate growth in passenger numbers and expanding Henry Deane Plaza to deliver improved amenity and commuter experience. The accommodation of bicycle infrastructure (such as bicycle ramps, bicycle parking and end of trip facilities (**EOTF**) within the proposed basement will further promote use of sustainable modes of transport. The proposed parking provision is within the Sydney LEP 2012 maximum provisions and incorporates electrical vehicle charging stations to support future innovation. The proposal is aligned to the 'Successful Places' and 'Strong Economy' outcomes, locating employment generating floor space for emerging businesses at a critical transport node in Sydney to draw new uses and activation within this transit node - rather than Central Station being limited to a transit precinct. As discussed in **Section 2.1.8**, the proposal will optimise the investment in the Sydney Metro infrastructure and Central Station upgrades through delivery of 43,000sqm of floor space and a resulting significant increase in the use of this infrastructure. The application adopts world-leading sustainability initiatives in accordance with Future Transport's identified long term sustainability actions.
Central Precinct Strategic Framework	Planning priorities: ▪ Place and destination ▪ People and community ▪ Mobility and access ▪ Economy and innovation ▪ Sustainability	The Central Precinct Strategic Framework provides the primary strategic direction for the development of the Western Gateway sub-precinct and the subject site. The proposal directly responds to each of the planning priorities of the framework. A key objective of the Central Precinct Strategic Framework is to "Re-imagine Henry Deane Plaza as a convergence point for pedestrians and a high-quality urban environment". Alongside the Western Forecourt (to the north of the site) and Railway Square, these areas will be redefined and enhanced to form a new significant public open space that will create a major civic and community destination for southern Central Sydney. Henry Deane Plaza will be reimagined by the proposed redevelopment as a convergence point for pedestrians and a high-quality environment at the lower level and upper levels. As discussed in the Urban Design Report (**Appendix G)**, the proposal effectively mitigates the varying levels across the site trough introduction of a lift, escalators, glazed atrium stairway and a public stairway to create a highly accessible public realm. The proposal incorporates public art, heritage interpretation opportunities and a landscaping design which has been

Policy	Guidance	Strategic Alignment
		informed by a site-specific Connecting with Country Framework prepared by Cox-Inall Ridgeway (**Appendix N).** The proposal is consistent with the identified opportunities for the Western Gateway sub-precinct through the delivery of a critical mass of employment floor space (43,000sqm) in a highly integrated and accessible location. The proposed tower design will provide a positive contribution to the city skyline and alongside the Atlassian and Central Place Sydney tower will create a cluster of towers, a key visual marker for the Central Station precinct and an iconic backdrop to the future Central Square.
Camperdown – Ultimo Place Strategy (February 2019) (**Place Strategy**)	Key priorities: ▪ Connectivity ▪ Liveability ▪ Productivity ▪ Sustainability	The Place Strategy prepared by Greater Sydney Commission identifies the vision for the Camperdown – Ultimo collaboration area, and the evolution of a mix of activities to an innovation ecosystem. The site is located in the 'Haymarket Activity Node'. The proposal responds to the key actions and recommendations for the Haymarket activity node and will leverage and contribute to the significant employment, knowledge and skills contributors in the surrounding area. The proposal will support tech start ups and entrepreneurs through the provision of 1,657sqm of co-working floor space and will similarly encourage the night-time economy through provision of bar, restaurant and hotel uses. Improvements to Henry Deane Plaza and the Devonshire Street tunnel will rectify and respond to the identification of the Haymarket node's poor accessibility and walkability, in addition to the broader pedestrian improvements in the surrounding area to be completed by adjacent landholders, Council and TfNSW.
Central to Eveleigh Urban Transformation Strategy (**C2E**)	Key moves: ▪ Create connections across the railway corridor for walking and cycling ▪ Create centres of activity around stations ▪ Integrate new high-density mixed use buildings with existing neighbourhoods and places ▪ Connect the city with surrounding places	The C2E provided an initial policy setting for the redevelopment vision for Central Station as "a world-class transport hub – an expansion of Sydney's CBD that transforms the station into a place where people meet and enjoy staying for a while". The site is within the Central Station precinct. The proposal will contribute to the achievement of the key moves by enhancing east-west connections and improving pedestrian efficiencies from Central Station through to Ultimo through the renewal of the existing Devonshire Street tunnel and the public domain improvements at the lower link (RL 16) and upper link level (RL 21) of Henry Deane Plaza. The investment in the proposed development will contribute to the renewal of the Central Station precinct and transformation from a transport node to an integrated, high-density land use and transport precinct.

Policy	Guidance	Strategic Alignment
Central Sydney Planning Strategy (**CSPS**)	Key moves: ▪ Prioritise employment growth and increase capacity ▪ Ensure development respond to context ▪ Provide for employment growth in tower clusters ▪ Protect, enhance and expand Central Sydney's heritage, public places and spaces ▪ Move people more easily ▪ Reaffirm commitment to design excellence	The proposed development is entirely consistent with the CSPS, which aims to deliver additional floorspace to accommodate employment and economic growth. The site is located within an identified zone for 'high density' within the CSPS Structure Plan, and as such is consistent with the objective to deliver increased growth opportunities for employment floor space and efficient use of land within these areas. The proposal has been designed to respond to its surrounding context, including compliance with the solar access plan for Prince Alfred Park, integration with the adjacent Atlassian and Central Place Sydney developments, and providing a considered heritage response to the fPPb and the broader Central Station State listed precinct. The site's direct frontage to the future Central Square, identified in the CSPS as a "village square", will further contribute to the renewal of Central Station precinct as a place for people to stay and linger, rather than pass through. The proposal is the result of an Architectural Design Competition (refer **Section 1.5.3**) and a design refinement process with the Design Integrity Panel and will result in a unique and high-quality tower contribution to the skyline, whilst providing for a sensitive and legible connection with the heritage listed fPPb and adjacent Henry Deane Plaza. The commitment to excellence is continued through to the proposed sustainability strategy. The proposal targets a 5.5-star NABERS Energy rating for commercial uses with a Commitment Agreement, 4.5-star NABERS Energy rating for hotel uses with a Commitment Agreement, 4-star NABERS Water rating for commercial uses, 4-star NABERS Water rating for hotel uses, 6-star Green Star Design and As-Built rating (version 1.3), and Silver core and shell WELL rating (or equivalent industry standard) for commercial uses.
City Plan 2036	Priorities: ▪ I1 - Movement for walkable neighbourhoods and a connected city ▪ I2 - Align development and growth with support infrastructure: ▪ P1 - Growing a stronger, more competitive Central Sydney	The site is located within one of Sydney's most well-connected transport nodes and will provide new publicly accessible space at lower ground level (Rl 16) and upper ground level (RL 21) within Henry Deane Plaza. These areas will improve the connectivity with the adjacent Atlassian and Central Place Sydney sites and the overall permeability of the Western Gateway sub-precinct. The proposal will deliver 43,000sqm directly adjacent to established transport infrastructure and educational infrastructure. This includes 1,657sqm of co-working space, which can be utilised to provide flexible workspaces for innovative and knowledge-based clusters and support the growing emergence of Australia's knowledge-based economy.

Policy	Guidance	Strategic Alignment
	▪ P2 - Developing innovative and diverse business clusters in City Fringe ▪ S2 - Creating better buildings and places to reduce emissions and waste and use water efficiently	Additionally, the provision of a contemporary hotel will support the tourism and visitor economy and an enhanced visitor experience. The sustainability strategy for the site includes 5.5-star NABERS Energy rating for commercial uses with a Commitment Agreement, 4.5-star NABERS Energy rating for hotel uses with a Commitment Agreement, 4-star NABERS Water rating for commercial uses, 4-star NABERS Water rating for hotel uses and a 6 star Green Star target. The site similarly aims to reuse or recycle at least 90% of construction and demolition waste, and reuse or recycle at least 75% of waste from the commercial operation.
Sustainable Sydney 2030-2050 Continuing the Vision (July 2022) (**Sustainable Sydney**)	Targets: ▪ Net zero by 2035 ▪ 40% green cover by 2050 ▪ 700,000 new jobs by 2036 Strategic direction: ▪ A leading environmental performer ▪ Public places for all ▪ Design excellence and sustainable development ▪ A city for walking, cycling and public transport ▪ A transformed and innovative economy	The proposal will support the achievement of the net zero target by 2035 through the proposed development's commitment to achieving net zero through incorporation of a number of sustainability measures including use of sustainable and low-carbon materials, and water and energy efficient design and technology. The provision of 22 trees coverage within Henry Deane Plaza will contribute to the green canopy coverage. The proposal will create 480 jobs during construction and 3,300 direct jobs during operation and will contribute to the strength and centrality of the Western Gateway sub-precinct as a commercial precinct. The proposal has been designed to support pedestrian permeability through the site, which will be enhanced through the delivery of Central Square (as envisaged in Sustainable Sydney) and infrastructure works including Central Walk. Henry Deane Plaza will be a key convergence points for these connections, in addition to the Devonshire Street Tunnel and the Highline and will provide commuters with a high-amenity precinct with supporting convenience retail, public art, heritage interpretation opportunities and accessible lift and escalator access to the adjacent Lee Street footpath level.

2.4. ANALYSIS OF PROJECT ALTERNATIVES

Clause 192(1)(c) of the EP&A Regulation requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development, activity or infrastructure.

In developing the proposed approach, a number of alternatives have been considered by TOGA to ensure the development maximises the economic, social and environmental benefits for the public and achieves the identified project objectives (refer **Section 1.4**). In summary, four key options were considered to address the project objectives and site constraints and opportunities, including:

- Scenario 1 – 'do nothing'
- Scenario 2 – develop under alternative siting arrangements
- Scenario 3 – develop alternative design
- Scenario 4 – the proposal

The following section provides a summary of the options considered and the process and analysis that led to the current preferred concept.

2.4.1. Do Nothing

The 'Do Nothing' option – to not develop the site – is not appropriate or a feasible option given the established need for the project. This would involve the ongoing operation of the existing Adina building as a hotel, and the retention of the existing Henry Deane Plaza across various levels within the precinct.

The site is the key to completing the future development potential of the Western Gateway sub-precinct at Central Station. In addition to being visually prominent at the entry of the precinct, the site controlled by TOGA provides critical pedestrian access between Railway Square and Central Station via the Devonshire Street Tunnel and Henry Deane Plaza.

A 'Do Nothing' scenario would mean that the considerable social and economic benefits, strategic merit and completion of the Western Gateway sub-precinct would not be realised. Specifically, the consequences of not carrying out the proposal would include:

- The quantum of additional commercial, retail and hotel GFA would not be delivered on the site. This would result in the loss of potential economic contribution to the NSW economy of $804million in investment and 480 jobs during construction and 3,300 direct jobs during operation. This would fail to successfully activate and optimise the State government's investment in the Central Precinct SSP and would not capture the considerable benefits associated with co-location of high-density development and significant transport infrastructure. It would also similarly delay the delivery of the critical mass for the Tech Central precinct as desired by both the State government and Atlassian.
- A lack of a key marker and logical interface with the future Central Square, to be delivered directly to the north of the site.
- The loss of the complementary public domain upgrade works within Henry Deane Plaza, which will make a major contribution to the improved amenity of the Central Precinct. The current condition of Henry Deane Plaza will struggle to accommodate the substantial forecast increase in pedestrian movement through the Western Gateway sub-precinct to the southern part of the CBD and surrounding areas as a result of the Central Station upgrades.
- The failure to increase public accessibility and appreciation of the heritage listed fPPb, as conserved and adapted in accordance with the principles of the Conservation Management Plan.

This scenario would not adhere to the principle of orderly planning and economic use of land as per the objectives of section 1.3(c) of the EP&A Act. This option was therefore no longer considered by TOGA.

2.4.2. Develop Under Alternative Siting Arrangements

The general siting of the development footprint is driven by the retention of the fPPb and the relevant provisions contained in the Sydney LEP 2012, specifically clause 6.53, and the Design Guide. These provisions provide guidance for the setback, floor plate and building depth of the tower design, which together inform the siting of the tower massing above the fPPb.

These provisions have been informed by the extensive rezoning process and collaboration with the CDRP and Project Review Panel.

As a result of the retention of the existing fPPb, all scenarios considered involved the retention of the fPPb in the current location. Shifting to the north of the fPPb is not available as this would protrude into the Atlassian site boundary. Accordingly, the alternative siting options considered involve the shifting of the tower floor plate towards the east, south or west. The shifting of the tower floor plate in these considered scenarios would result in the following undesirable outcomes:

- Shifting of the tower floor plate towards the south would result in a non-compliance with clause 6.53(8A)(d) of the Sydney LEP 2012, which prohibits the new building from projecting more than 16 metres past the southern facade of the existing building.

  This scenario would furthermore undermine the key urban and civic principles established in the Central Precinct Strategic Framework and the Space Strategy, which envisages east-west precinct connections converging in Henry Deane Plaza as a central forecourt and transition space between the surrounding precincts. This would reduce public accessibility of a key pedestrian throughfare and create an ineligible pedestrian layout with a lack of clear direction and permeability. Similarly, this would disrupt key future view corridors from the future OSD through to the tower of the Marcus Clarke building.

  The provision of a tower within this location would not be in the public interest and would result in the diminishing of the communicated vision for the Central Precinct – thereby undermining community certainty in Government-led place renewals.

- The siting of the tower floor plate towards the eastern boundary would result in a non-compliance with clause 6.53(8A)(c) of the Sydney LEP 2012, which requires a new building to be setback at least 12m from a building on Block A.

  This option would also significantly impact the amenity of the approved Atlassian development and proposed Central Place Sydney proposal, as well as Henry Deane Plaza, due to reduced building separation and obstruction of daylight penetration through to internal spaces and ground level. The clustering of buildings would result in an overwhelming density of development on the eastern portion of the Western Gateway sub-precinct and would erode the landmark status of both the Atlassian tower and TOGA development proposal.

- The provision of the tower floor plate towards the north-eastern corner of the site (i.e., directly over the fPPb) would disrupt the clear separation between the heritage building and the tower. This is a key objective of the proposal, as well as the CDRP communicated through the rezoning process, to ensure the significance of the heritage building can be appreciated and read through providing visual curtilage to the existing building.

  This would similarly undermine the setback provisions of clause 6.53(8A)(c) of the Sydney LEP 2012, and result in an undesirable structural impact on the heritage fabric of the fPPb.

There are considerable impacts associated with the alternative siting of the tower floor plate on the site. These primarily relating to non-compliances with the applicable planning provisions, undermining the considerable body of work undertaken in the rezoning process to establish the key principles and metrics for the site, and similarly the undesirable environmental and amenity impacts on the broader Western Gateway sub-precinct.

On this basis, shifting the tower floor plate was not considered a feasible or reasonable alternative and accordingly was dismissed.

2.4.3. Develop Alternative Design

Alternative design outcomes for the site were explored through the Competition as discussed in **Section 1.5.3**. Five alternative designs were developed in response to the Design Excellence Brief prepared by Urbis which clearly outlined the broad spectrum of considerations for the future design of the site, including heritage, cost, environmental matters, and strategic aspirations of the proposal. The alternative designs were largely developed consistent with the (then draft) Design Guide and the proposed rezoning provisions which were provided as part of the Architectural Design Competition Brief. An extract of the photomontage of these five options considered during the Competition are extracted in **Figure 21** and discussed in detail in the Competition Report at **Appendix J.**

The Bates Smart scheme (the proposal) was determined by the Competition Jury to be the most convincing response to the design, planning, and commercial objectives of the Brief and the most capable of achieving design excellence in accordance with clause 6.21 of the Sydney LEP 2012. As per clause 3.1.3 of the Design Guide and the City of Sydney Competitive Design Policy 2013, the Bates Smart design was selected to proceed through to the DA phase and the alternative designs were no longer considered by TOGA.

Figure 21 Alternative designs considered

Picture 17 Bates Smart Winning Design

Source: Bates Smart

Picture 18 Fitzpatrick and Partners Alternative Design

Source: Fitzpatrick + Partners

Picture 19 FJMT Alternative Design

Source: FJMT

Picture 20 JPW Alternative Design

Source: JPW

Picture 21 SJB Alternative Design

Source: SJB

2.4.4. The Proposal

The proposed development is the outcome of extensive planning, urban design, heritage and environmental consideration by TOGA and consideration of a range of project alternatives in collaboration with key stakeholders including DPE, Council, Heritage NSW, adjoining landholders, and the community. The history of this lengthy and iterative process is outlined in **Section 1.5** and **Section 5.**

The proposal has emerged as the preferred option for the site because it represents the best outcome in respect of urban design, environmental, economic and social considerations. The proposal respects the principles and will deliver the vision identified in the Central Precinct Strategic Framework and accompanying documents.

The proposal will deliver the following:

- A suitable density of development that capitalises upon the sustainable and economic efficiencies associated with providing density in close proximity to major transport infrastructure nodes. The delivery of 43,000sqm GFA will reinforce demand and provide critical mass to support and optimise the State investment in the Central Precinct SSP, as well as enable the realisation of Tech Central as the biggest technology hub in Australia, an iconic technology precinct and a transport gateway.
- A range of employment-generating land uses to ensure there is a consistent population activating the precinct throughout the day and evening.
- A highly resolved and elegant design solution that provides a simple yet complementary design response to the fPPb. The modulated scale and form of the tower through the three 'pill' shaped rounded forms delivers a highly successful resolution of the building form in response to place and heritage.
- A significant contribution to the public domain through significant improvement to the activation, accessibility and amenity of Henry Deane Plaza. The application enhances the public domain contribution and will provide for improved interfaces to the Atlassian development, future OSD, Central Place Sydney proposal and future Central Square.

  The proposal is critical to achieving seamless connectivity throughout the precinct, as well as the transformation of Henry Deane Plaza into an amenable place for people to dwell surrounded by landscaping, innovative public art and respectful heritage interpretation.
- Successful mitigation of environmental considerations including wind, noise and vibration, flooding, traffic and stormwater impacts.
- Retention of solar access to Prince Alfred Park between 10am – 2pm all year, as well as the future Central Square and areas of Henry Deane Plaza in the afternoon period.

The proposal will align with the strategic vision for the Western Gateway sub-precinct and the significant investment in infrastructure and the urban renewal of the Central Station Precinct. The proposal is the only scenario out of all considered project alternatives that will deliver this objective, whilst balancing the wide range of competing urban design, environmental, economic and social considerations.

3. PROJECT DESCRIPTION

3.1. PROJECT SUMMARY

The proposed SSDA seeks consent for the conservation, refurbishment and adaptive re-use of the fPPb, construction of a 45-storey tower above and adjacent to the existing building, and delivery of significant public domain improvements at street level, lower ground level and within Henry Deane Plaza. The SSDA also seeks approval for the operation of a new mixed-use development comprising '*tourist and visitor accommodation'* (in the form of a '*hotel'*), with an ancillary function space and spa, commercial office space (both co-working and office premises), retail premises and ancillary parking, servicing and loading.

Specifically, the SSDA seeks development consent for:

- Site establishment and removal of 22 trees within Henry Deane Plaza and along Lee Street.
- Site preparation works including basement de-watering and demolition of contemporary additions to the fPPb and public domain elements within Henry Deane Plaza.
- Conservation work and alterations to the fPPb for retail premises, commercial premises, and hotel and motel accommodation. The adaptive reuse of the building will seek to accommodate:
  - Commercial lobby and hotel concierge facilities,
  - Retail tenancies including food and drink tenancies and convenience retail with back of house areas,
  - 4 levels of co-working space,
  - Function and conference area with access to level 7 outdoor rooftop space, and
  - Reinstatement of the original fPPb roof pitch form in a contemporary terracotta materiality.
- Provision of retail floor space including a supermarket tenancy, smaller retail tenancies, and back of house areas below Henry Deane Plaza (at basement level 1 (RL12.10) and lower ground level (RL 16)).
- Construction of a 45-storey hotel and commercial office tower above and adjacent to the fPPb. The tower will have a maximum building height of RL 202.28m, and comprise:
  - 10 levels of hotel facilities between level 10 – level 19 of the tower including 204 hotel keys. A glazed atrium and hotel arrival is accommodated adjacent to the fPPb, accessible from Lee Street.
  - 2 levels of amenities including a pool, gymnasium and day spa to operate ancillary to the hotel premises.
  - 22 levels of commercial office space between level 23 – level 44 of the tower accommodated within a connected floor plate with a consolidated side core.
  - Rooftop plant, lift overrun, servicing and BMU.
- Provision of vehicular access into the site via a shared basement, with connection points provided to both Block A (at RL 5) and Block B (at RL5.5) basements. Primary access will be accommodates from Block B at 14-18, 20-24 and 26-30 Lee Street, Haymarket. Within the site, 4 basement levels in a split-level arrangement will accommodate:
  - Car parking for 106 vehicles, plus 4 car share spaces and 5 loading bays.
  - Hotel, commercial and retail and waste storage areas.
  - Plant, utilities and servicing.
- Provision of end of trip facilities and 165 employee bicycle spaces within the fPPb basement, and an additional 72 visitor bicycle spaces within the public realm.
- Delivery of a revitalised public realm across the site that is coordinated with adjacent development, including an improved public plaza linking Railway Square (Lee Street), and Block B (known as 'Central Place Sydney'). The proposal includes the delivery of a significant area of new publicly accessible open space at street level, lower ground level, and at Henry Deane Plaza, including the following proposed elements:

  - Provision of equitable access within Henry Deane Plaza including stairways and a publicly accessible lift.
  - Construction of raised planters and terraced seating within Henry Deane Plaza.
  - Landscaping works within Henry Deane Plaza.
- Utilities and service provision, including decommissioning and removal of existing substation and provision of two substations at basement level 1 and level 8.

The cost of works for the construction and operation of the development is $383,124,649.

Architectural Plans prepared by Bates Smart illustrating the proposed development are provided at **Appendix F** and a further discussion of the proposal is provided in the Urban Design Report at **Appendix G.**

An extract of the proposed photomontage of the proposal is provided at **Figure 22** and **Figure 23.**

Figure 22 Photomontage of the development from Lee Street

Source: Bates Smart

Figure 23 Photomontages of proposed scheme

Picture 22 Photomontage of scheme viewed from the north

Source: Bates Smart

Picture 23 Photomontage of Henry Deane Plaza interface with Lee Street

Source: Arcadia

3.2. KEY PARAMETERS

An overview of the proposed key parameters of the scheme is summarised in **Table 6.**

Table 6 Key Parameters

Parameter	Proposal
Site Area	4,159sqm
Site Address	2 & 8A Lee Street, Haymarket
Lot Description	Lot 30 in Deposited Plan 880518, Lot 13 in Deposited Plan 1062447, and a portion of Lot 14 in Deposited Plan 1062447.
Capital Investment Value	Total: $383,124,649 Hotel: $77,525,924
Building Height/ Storeys	RL 202.28m (45 storeys)
GFA	Total: 43,000sqm ▪ New building and existing building: 40,448sqm ▪ Outside of new building and existing building: 2,552sqm
	Total: 43,000sqm ▪ Commercial: 29,228sqm ▪ Hotel: 9,260sqm ▪ Retail: 4,511sqm
Primary uses	▪ Commercial premises (specifically 'office premises', 'retail premises'), ▪ Tourist and visitor accommodation (specifically 'hotel or motel accommodation'),
Ancillary uses	▪ Conference/ function space ▪ Recreational facility (indoor) (specifically a 'spa' and 'gymnasium')
Hotel keys	204 keys across 10 floors (level 10 – level 19)
Vehicular access	**Final:** Vehicular access to be provided via a connection point at RL 6.0 on basement level 3 from an integrated basement beneath the site, Central Place Sydney and the Atlassian development. The integrated basement will connect to Lee Street from the southern boundary of Central Place Sydney, at 14-30 Lee Street, Sydney.
	Interim (prior to the completion of any redevelopment on Block B): Vehicular access can be provided from the north of the site from the Atlassian Link Zone dive ramp. Left hand only turn will provide access to Lee Street.
Car parking, servicing and loading	The development proposes the following: ▪ 106 car spaces provided on basement level 4 – basement level 2.

Parameter	Proposal	
	▪ 4 car share bays accommodated on basement level 2. ▪ 5 service vehicle loading spaces on basement level 3. ▪ 9 motorcycle spaces on basement level 3 and basement level 4.	
Bicycle parking and EOTF	237 bicycle parking spaces (165 employee and 72 visitor)	
Servicing and utilities	Decommissioning of existing substation and provision of two new substations at basement level 1 and level 8.	
Tree removal	Removal of 22 trees.	
Landscaping	Planting of 22 new trees, shrubs and grass cover within Henry Deane Plaza.	
Development timing	**Phase**	Interim Scenario and Final Scenario
	Staging	Construction delivered in five stages, with approximately five construction certificates (**CCs**) issued to enable staged delivery.
	Timing	Estimate construction duration: 50 months.
Lot Resolution	Lot consolidation, boundary adjustment and stratum subdivision to form part of separate development applications in the future.	

3.3. DETAILED DESCRIPTION

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

A detailed description and discussion of the proposed development and how these objectives will be achieved is provided in the following subsections.

3.3.1. Connection with Country

The design strategy has been informed by and closely aligned with the Connection with Country framework prepared by Cox Inall Ridgeway and provided at **Appendix N.** The historical significance of the building as a key source of communications to the community from 1913 to 1965, as well as the location of the site at the epicentre of a key transport node and pedestrian east-west corridor informs this response.

Emerging from these elements is the principal design inspiration for the tower that is embedded within First Nations symbols. The tower is inspired by message sticks, a First Nations form of traditional communication, and the conception of the site as a meeting and gathering place that is integrated into the urban landscape. The three slender 'pills' of the tower form expresses a cluster of First Nations messaging sticks, above the fPPb and expanded Henry Deane Plaza.

The communicative role of the building as a marker on ancient and contemporary paths and celebration of Indigenous symbols and meanings will forge a connection with Country that will enable an ongoing appreciation of Country in the future.

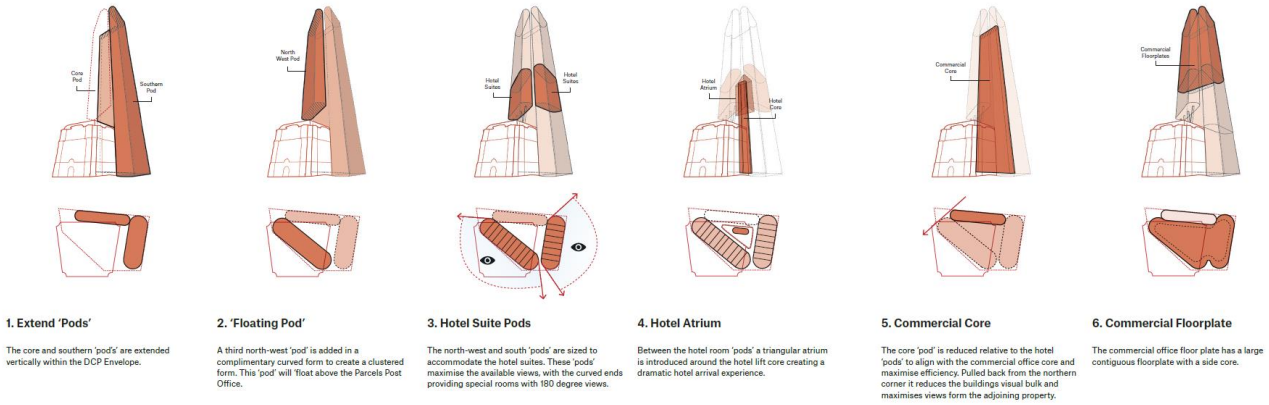
This is further carried through to the design of Henry Deane Plaza, with a key theme embedded in the design being Connecting with Country and providing a public canvas for celebrating this connection. This will be physically expressed through various interpretation measures as discussed in the Heritage Interpretation Plan at **Appendix T.**

3.3.2. Design Concept

The design concept for the development is informed by the following key architectural devices:

- The design of the proposed development creates a singular built form with a clear architectural dialect between the existing heritage fPPb and contemporary fabric.
- The articulated form and curvilinear character of the tower responds to site considerations, predominately including the existing fPPb, adjacent developments within the Western Gateway sub-precinct, and historic and future views and vistas in the surrounding area.
- The progressive reduction in the height of the tower crown between level 44 – level 45 (lower and upper) maintains solar access to Prince Alfred Park, a key consideration and driver for the design of the tower, and similarly conceals the provision of rooftop plant and lift overrun.
- The design employs the geometric devices used in the fPPb being concave and convex curves and carries this through to a cluster of three curved tower forms known as 'pills'. The three pills create a distinct and separate identity for the internal commercial premises, hotel use and side core, yet inherently complement each other in form and function.
- Together, the three pills modulate the scale and form of the tower envelope as illustrated in **Figure 24.**

Figure 24 Evolution of three pill concept



Source: Bates Smart

- The positioning of the core and majority of the tower structure on the south-eastern interface of the fPPb ensures the original heritage fabric on the northern, southern and western elevations are celebrated. This results in the removal of the southern two-thirds of the eastern façade and logical positioning of the tower core within the eastern side pill, with curved ends to continue the fPPb geometry.
- The north-western pill 'floats' above the reinstated fPPb roof form to provide a clear vertical separation zone between the heritage and contemporary fabric. This vertical separation provides sufficient clearance such that the fPPb can be read as an independent element, thereby safeguarding the visual prominence and hierarchical importance of the heritage item. Two slender 'V' shaped columns will balance the tower structure and minimise impact on heritage fabric.
- The continuation of the southern pill down to Lee Street will visually anchor the tower to the ground, providing a direct interface and activation of Henry Deane Plaza.
- The slight detachment of the southern pill from the fPPb elevation will maximise views to the south-western corner of the heritage building and create a sense of architectural tension between the old and new components of the development. This tension is partly mitigated through creation of a glass atrium which provides for an iconic entry address and arrival experience from Lee Street whilst maximising views through to the fPPb southern façade due to the transparent glazing.
- Internally, the north-western and southern pills will accommodate hotel uses to maximise available views to the Sydney CBD, Central Station clocktower and Broadway, whilst an internal triangular atrium is introduced between the two pills to create a dramatic lift experience and infiltrate natural light within.

- From level 23 and above, the three pills join to create a large contiguous commercial floor plate with a side core, maximising internal net lettable area (**NLA**) and providing opportunities for tenant subdivision and internal floor layouts.
- The proposal mitigates the range in site topography and various interface zones through the two key interface zones at **lower ground level** (RL 16 – RL 17.5) and **ground level** (RL 21).
- Lower ground level provides a direct connection with Lee Street on the western site boundary, the Ambulance Avenue lower carriage and Atlassian lower link zone on the northern and eastern boundaries, and the Lee Street tunnel and lower ground level at the southern boundary. This area accommodates the low-rise commercial lobby, nine retail tenancies, and a café/ restaurant in the fPPb (the original ground floor).
- The upper transverse of the Lee Street tunnel meets the lower ground level on the eastern portion of the site, at a gradual and accessible gradient of 1:30 ramp.
- The ground level aligns with the revitalised Henry Deane Plaza on the eastern and southern interfaces, and Ambulance Avenue upper carriage and Atlassian upper link zone on the northern and eastern boundaries. This area accommodates the high-rise commercial lobby, hotel lobby, and a food and beverage tenancy in the fPPb (the original level 1).
- Connectivity between the lower ground and ground level are achieved via an escalator located in a glazed oculus, single lift and public stairway in Henry Deane Plaza (refer **Picture 23**), the central stairway located in the glazed atrium in the southern pill (refer **Figure 25**), and through internal vertical connections in the fPPb and the commercial lobby.
- The proposed development captures a considerable opportunity to reconstruct original heritage elements of the fPPb that has been lost over time since the initial construction of the building in 1913. The proposal will also reinstate the original historic roof profile comprising a pitched roof form with splayed corners constructed in 500mm spaced terracotta battens.

Figure 25 Central stairway into the development from Lee Street

Source: Bates Smart

3.3.3. Tower Materiality

The proposed development includes building exteriors that provide visual articulation to the façade and the Sydney skyline. The Schedule of Materials is included in the Urban Design Report at **Appendix G.** The materiality will celebrate the contrasting heritage fabric and contemporary insertion, through the use of a dark glazed terracotta in the tower façade to allow the form to be recessive to, yet accentuate, the visual prominence of the fPPb red brick.

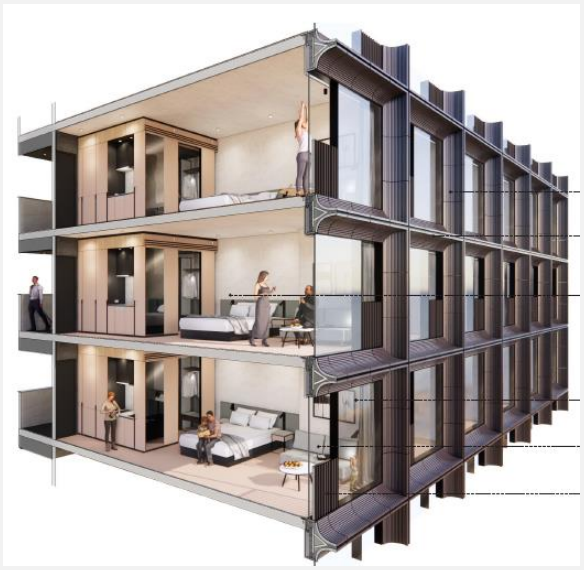
The dark glazed terracotta will contain a slight reddish hue to respond to the fPPb red brick, which results in a contemporary indigo colour that changes throughout the day in response to changes in the lighting conditions. This will be complemented by high VLT glazing, as illustrated in **Picture 22.**

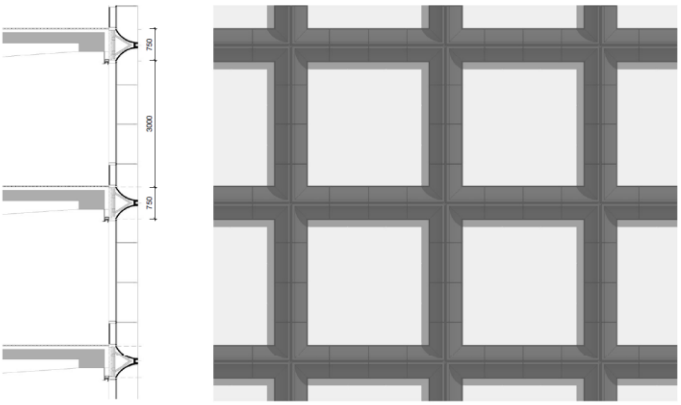
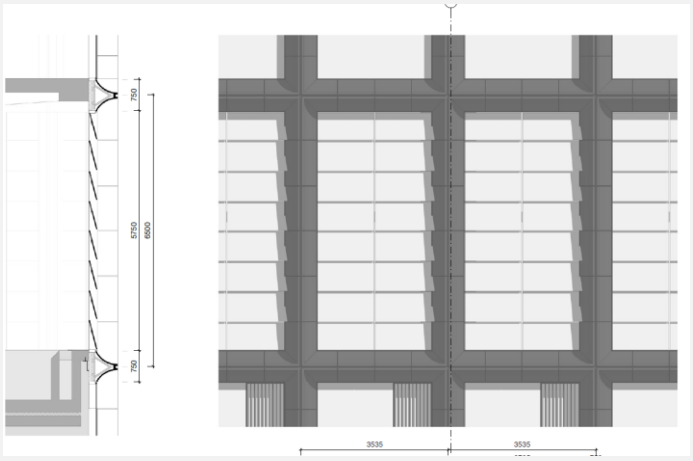
3.3.4. Façade Design

The tower façade adopts a strategy of paired concave terracotta horizontal and vertical fins in a single grid to create a fine and elegant façade that responds to human scale. The fins are curved to respond to the concave corners of the fPPb. The façade design is informed by ESD considerations including the desire to increase thermal insulation and reduce heat gain through incorporation of solid façade elements, provision of horizontal and vertical sunshades to reduce peak loads and manage glare, and use of high-quality daylight/ VLT glazing to minimise artificial lighting needs.

A number of conventional façade systems have been incorporated into the development which maximise daylight and external views whilst protecting protection against glare. The façade typologies are developed in response to the hotel, office, and pool / plant areas of the development and are outlined in **Table 7.**

Table 7 Façade Typologies

Façade	Elevation and Section extract
Hotel façade The hotel façade adopts a 3.75m wide module that corresponds with the 3.75m floor to floor height to create a perfectly proportioned square grid. The fins adopt a 500mm deep x 750mm profiled configuration, reducing the extent of the glazed area. A recessed Juliette balcony reinforces the human scale of the hotel rooms and provides a restricted opening for natural ventilation to all rooms on hotel floors (level 10 – level 19) Large format high VLT double glazing units comprises the remainder of the square grid. The façade at plant levels continues the façade plan and elevational module from the hotel façade to allow plant to be seamlessly integrated into the tower design. The plant louvres are provided in a black metal, consistent with the Juliette balconies, to conceal the required services.	 

Façade	Elevation and Section extract
Office façade The office façade continues the 3.75m wide plan module and 3.75m floor to floor height of the hotel façade. The 750mm wide vertical reduces the glazed area for Section J compliance, whilst the tapered form of the concave fins maximises the view. Again, large format high VLT and high reflectance double glazing units comprises the remainder of the square grid for the office levels.	
Pool façade The grid of terracotta fins is lengthened in height to express the double-height volume of the pool (level 21) in its entirety on the facade. The façade is comprised of frameless glazed angle louvres that allows for a naturally ventilated space, allowing external air and daylight, while providing some weather protection against wind and rain. The façade provides a permanent degree of openness as the louvres will be in a fixed open position and will not be able to be closed in the case of inclement weather or otherwise. The facade is designed to be operable with a restriction to ensure the facade to be minimum 25% open.	 

3.3.5. Reinstatement of fPPb roof form

The construction works to the site in the latest 1999s redevelopment resulted in the addition of a two-storey addition with a contemporary mansard roof, in a grey clad finish that is slightly setback from the parapet.

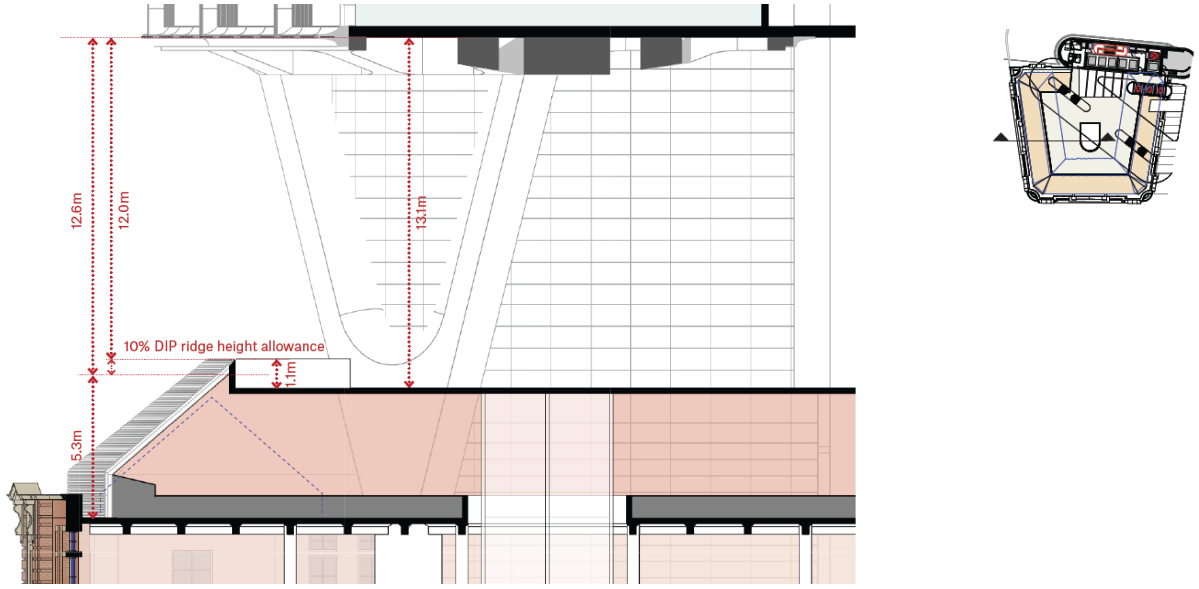
This application presents an opportunity for the interpretive reconstruction of the original roof form of the fPPb. The reinstatement of the double pitched roof form with splayed corners is illustrated in **Figure 25.** This is considered to be particularly important noting the broader change within the surrounding precinct and will improve the legibility of the fPPb as an independent element.

The design of the roof has been informed by an analysis of the original structural drawings for the fPPb which identified an 8.2m ridge width with a 42-degree pitch height.

The application proposes a 5.3m roof ridge height, which enables the concealment of the level 7 balustrade and use of this space as an outdoor area associated with the level 6 function space. The space will be utilised in suitable weather conditions with no additional structures provided. This is illustrated in **Figure 26.**

The use of tightly spaced terracotta baguettes at 50mm diameter with 50mm spacing will recall the original roof materiality, maintain views and natural light from within and provide a visual continuity of the terracotta roof when viewed from the public domain.

Figure 26 Section Plan of reconstructed roof form



Source: Bates Smart

3.4. LAND USES

The building is divided into three distinct uses, being:

- **Retail**:
  - Shop: Located at basement level 1 and lower ground level.
  - Food and beverage: Located across basement level 1, lower ground level, ground level, level 1.
- **Hotel**: Entrance lobby provided at ground level and hotel rooms located across level 9 – 19.
- **Wellness**: A pool, gym and space provided on level 21 and 22.
- **Commercial:**
  - Office premises: Entrance lobby provided at lower ground and ground level, and the commercial floor plate is located across level 23 – level 44 within the tower form.
  - Co-working office premises: Located across level 2 – level 5 within the fPPb.
  - Function centre: Located at level 6, with access to the rooftop terrace on level 7 of the fPPb.

The proposed design successfully weaves the combination of functions together in a manner that provides independence to each and capitalises on their synergies. The building programming is illustrated in **Figure 27,** and a discussion of each use is contained in the following subsection.

Figure 27 Internal building program

Source: Bates Smart

3.4.1. Retail

The application seeks to deliver a vibrant retail precinct at the lower levels of the development.

The retail provision comprises destination food and beverage spaces combined with convenient offerings that will services the needs of employees, visitors and commuters and activate the area to create a well-functioning precinct environment. The fit out of retail tenancies and consent for the use and licensing of the food and beverage tenancies will be the subject of future applications.

The application will provide 4,511sqm of retail GFA. This includes nine convenience retail tenancies (lower ground) and a 1,000sqm supermarket tenancy (basement level 1) below Henry Deane Plaza. The lower ground retail tenancies at RL 16 and will be accessed via a set of escalators within Henry Deane Plaza and the central stairway to Lee Street. This lower ground level continues through to Central Place Sydney dining hall and the Atlassian lower ground link zone, creating a vibrant and permeable precinct (as discussed in **Section 2.2.2**).

Within the fPPb, food and beverage tenancies are provided across four levels (basement level 1 – level 1), with an additional convenience retail tenancy provided at basement level 1. Internal circulation between levels is provided via two retail lifts and a central stairway located in a void space. This solution will allow for daylight to penetrate the lower basement retail floors whilst offering customers a view of lower floors through void configurations.

Customer access from Lee Street will be via the retained primary entries into the fPPb on the northern, western and southern (through the glass atrium) facades.

To the east, customer entry is via the original entry doors on the eastern elevation of the fPPb, and via the reconstructed heritage wall. The heritage wall provides access to the adjacent Atlassian lower link and through to Ambulance Avenue / Central Square to the north, future OSD further east and Henry Deane Plaza

to the south. This connection is illustrated in **Figure 28.** A lobby café will also be located in this zone to provide atmosphere whilst maintaining a clear circulation zone.

It is noted that the original eastern heritage wall is to be re-constructed as part of the proposed works as identified in the Demolition Plans at **Appendix F.** The provision of passageways through to the Atlassian lower link zone will interpret the historical and functional connections between the fPPb and the adjacent Parcels Shed (in the Atlassian site).

Figure 28 Entry into retail levels from lower ground level (oriented north)

Eastern elevation of fPPb, via original entry doorways

Rear courtyard heritage wall

Entry from Atlassian lower link zone (RL 16) and through to Central Square, OSD and Henry Deane Plaza lower level

Source: Bates Smart

3.4.2. Hotel

The hotel proposition is to deliver a world-class hotel to cater to the new technology precinct, and attract travellers from all market segments, including business leisure, creative business types, entertainment, conference, and event attendees. The hotel is therefore critical to the synergetic operation of the broader Western Gateway sub-precinct, and at a broader scale will reignite market confidence and investment in the Sydney tourist and visitor economy.

The hotel will deliver 204 hotel keys, amenities and an iconic hotel arrival experience in the southern pill glazed atrium. A total of 9,260sqm of hotel GFA is proposed.

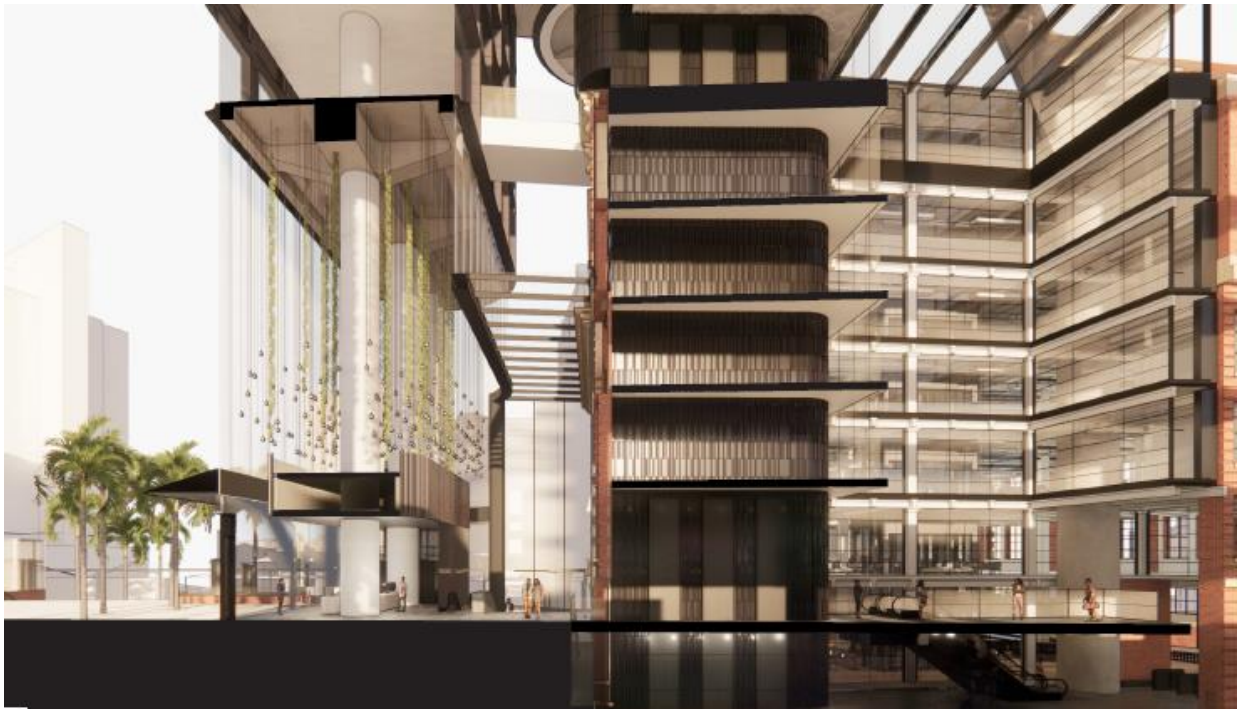
Hotel Lobby

Hotel guests arriving from Lee Street will enter via the southern pod and stairway leading up to the hotel lobby on RL 21. Guests arriving from Central Station can enter via the north-eastern entryway (adjacent to the Atlassian lower link zone) and via internal escalators to the hotel lobby on RL 21. Alternatively, a direct connection point is provided for guests entering from Henry Deane Plaza via a south-eastern entryway. The entrances into the hotel lobby from the surrounding key destinations is illustrated in Figure 29.

Three hotel lifts are accommodated in a centralised position on the south-eastern corner of the fPPb. The re-constructed east wall of the fPPb has been removed along with a structural bay to expose the building's interior and create a legible return through to the hotel lift lobby.

The hotel lifts provide access to basement level – ground 1 (to access bicycle parking, EOTF and retail), level 6 and 7 function space, and from level 9 – level 19 (hotel rooms).

Figure 29 Section of hotel entrances and RL21 lobby



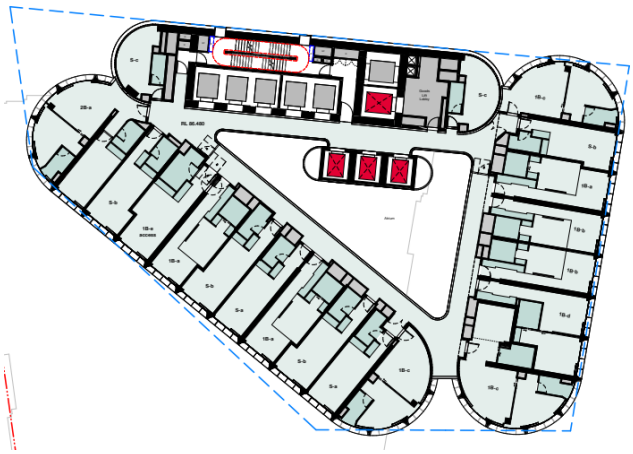
Source: Bates Smart

Guest Rooms and Amenity

The hotel guest rooms are arranged over 10 floors in the lower portion of the tower, accommodated within the northern and southern pills. The eastern pill accommodates one hotel goods lift, hotel cleaners' room, fire stair access and hotel services. The proposed 204 hotel keys include studios, 1-bedroom and 2-bedroom rooms.

A triangular atrium in the centre of the floorplate dynamically interconnects the hotel floors (refer Figure 30). Three glazed guest lifts are provided in the atrium, offering a unique experience with clear visibility of each level as the lift rises. The curvilinear nature of the pills creates iconic 180-degree views across the Sydney skyline and an ability to interconnect with adjacent studios.

Figure 30 Typical hotel floor plan



Source: Bates Smart

3.4.3. Wellness Levels

A double-height amenities level is provided at level 21 and level 22. A full length 25m swimming pool is positioned in the northern pill, allowing direct sunlight and views towards the CBD. A gym is located in the southern pill, with change rooms and a yoga studio above creating a mixture of single and double height spaces. Level 22 is a partial floor and accommodates the spa, which will function by a separate operator.

The unique façade design on these levels (as discussed in **Table 7**) will bring the outdoor in, through the permanently open glazed louvres on the northern pill façade. This is a key attraction for building users and is illustrated via an indicative photomontage in **Figure 31.**

Figure 31 Photomontage of level 21 pool environment

Source: Bates Smart

3.4.4. Commercial

The lower commercial component of the development comprises four levels of co-working floor space across level 2 – level 5 of the fPPb.

The commercial lobby is located over two levels on lower ground and ground level, serviced by five twin lifts. The lower commercial lobby is accessed via north-eastern entryway (adjacent to the Atlassian lower link zone) (illustrated in **Figure 28)** whilst the upper commercial lobby is accessed via the central staircase off Lee Street or on the south-eastern entry directly off Henry Deane Plaza (illustrated in **Figure 28)**. The lifts are accommodated in the core which carries down from the tower into the lobby.

In the co-working levels (level 2 – level 6), the heritage architectural void is reinstated in the centre of the floor plate, offering daylight, visual connectivity and accommodation for two glazed lifts. The original column capitals and beams are exposed and reinstated to the historic form of the interior (**Figure 32).**

Within the tower form, 22 levels of PCA A-grade (with Premium grade services) office tenancies are provided ranging from level 23 – level 44. Commercial floor plates are designed at the quality and with the amenities required to attract technology companies as tenants. The internal commercial floor layout remains open plan, offering diversity to suit the office tenant. Services are consolidated in the eastern side core of the floor plate, including five low-rise and high-rise lifts which open directly on to the floor plate, providing a highly efficient lobby and alleviating the need for a separate lift lobby.

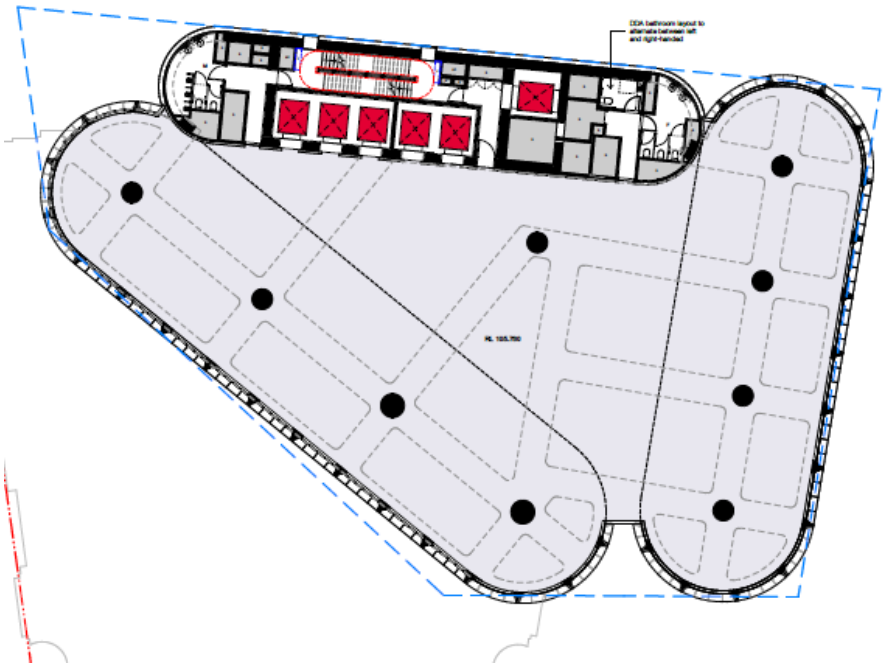
In total, 29,228sm of commercial GFA is proposed, comprising:

- 1,657sqm of co-working GFA
- 27,571sqm of office space, conference and amenities.

Figure 32 Photomontage of co-working levels

Source: Bates Smart

Figure 33 Typical commercial floor plan (indicative structural framing)



Source: Bates Smart

3.5. PUBLIC DOMAIN

3.5.1. Henry Deane Plaza

Henry Deane Plaza is conceived as the 'missing piece' that will complete the composition between the Atlassian, Central Place Sydney, and TOGA Central developments with the existing Central Station precinct. The design for the space will aim to create an intuitive, vibrant and cohesive public domain with a strong focus on Country that responds to the existing and future conditions of the precinct. A photomontage of the proposed public domain is provided in **Picture 23**, and the broader connection of Henry Deane Plaza with the Western Gateway sub-precinct is illustrated in **Figure 34.**

Arcadia have prepared the public domain and landscape proposal for Henry Deane Plaza, as illustrated in the Landscape Package provided at **Appendix M.** The design is informed by the following principles:

- Plaza edges and active steps - Henry Deane Plaza is a forecourt to magnificent surrounding buildings.
- Activated by movement.
- The opportunity for light, movement and people – Through connectivity with biophilia and the natural environment.
- Legibility and ease of access – Creation of intuitive movement patterns at both RL 16 and RL 21.
- Public, transitional and cohesive – Creation of a space that is welcoming, with equitable access.
- Micro-climate – Consideration of wind, sun and shade.

The proposed public domain design seeks to deliver a generous open plaza space, detailed with trees, shrubs and grasses in varying soil depths and raised planters, bicycle parking (72 spaces), and a wide public stairway to Lee Street accommodating informal seating and planting. Informal seating along the southern interface of the fPPb building will also provide activation and a connection to the adjacent hotel lobby.

The open expanse of the central zone responds to and will support the volume of commuters traversing through the site as further discussed in the Pedestrian Modelling Analysis at **Appendix EE.** The unobstructed area provides a canvas for potential outdoor events, whilst also supporting clear sightlines and view corridors through to adjacent buildings, pedestrian linkages and Central Station.

Figure 34 Public domain connectivity with the sub-precinct and adjacent public areas

Source: Arcadia

The material palette of the public domain will create an extension of the heritage brick walls to Ambulance Avenue and the fPPb, through the use of tactile brick materiality in the street walls to Henry Deane Plaza fronting Lee Street. Vertical connections will be demarcated in glazing to highlight the movement of people within.

Paving in Henry Deane Plaza will comprise moonshine and mosaic red, consistent with the adjacent Atlassian and Central Place Sydney public domain and paving in the areas immediately adjacent to Lee Street will comprise Adelaide Austral black, consistent with the City of Sydney Public Domain Manual 2021.

Lighting will be provided to highlight key features including trees, foliage and escalator oculus with feature up-lighting and the Lee Street steps with edge strip lighting to make a 'floating' effect. Additionally, precinct lighting in accordance with the Australian Standards will be provided throughout all public areas.

3.5.2. Landscaping and Tree Removal

The reconstruction of Henry Deane Plaza and the lower ground will require the removal of all existing trees within Henry Deane Plaza. Similarly, due to the construction works to the western façade of the fPPb and overhang of the existing canopy branches, the two existing street trees in Lee Street are proposed for removal.

This results in a total of 22 trees proposed to be removed.

The landscaping composition has three planting character zones all based on an endemic tree and plant species palette. This includes terraced planting along the Lee Street stairs, scattered trees in the plaza, and an 'urban forest' area accommodating cluster of trees. Within these zones, a total of 22 trees are planted within the plaza, in addition to shrubs, grasses and groundcover.

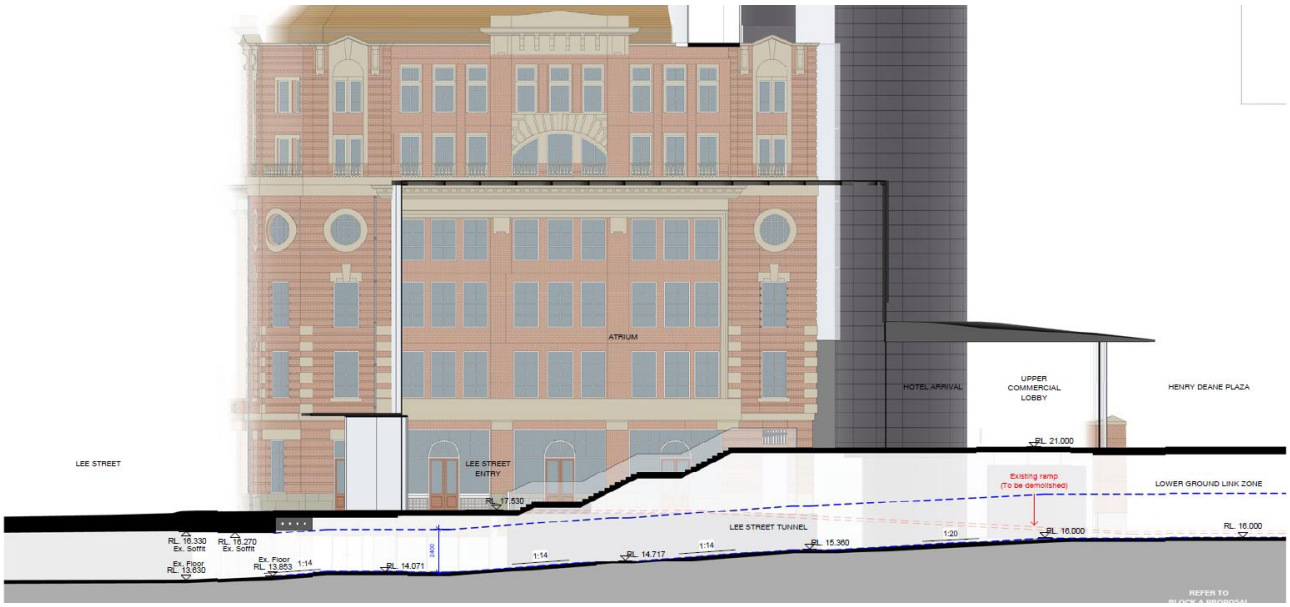
3.5.3. Lee Street Tunnel

The application maintains and improves the pedestrian connection from the Lee Street tunnel to the Devonshire Street tunnel to secure the ongoing function of this space as a pedestrian throughfare.

An elegant and accessible solution is proposed which is free of structures, and transitions from basement level 1 (RL13.86 – RL 14.7) to lower ground (RL 15.35 – RL 16). The tunnel provides a 650mm rise between 1:14 - 1:20 ramp as illustrated in the Section Plan extract at **Figure 35.**

The tunnel has a width of 6m and a minimum height of 2.4m (at the intersection with the existing RL16.27 soffit beneath Lee Street) to support the volume of existing and future movement patterns.

Figure 35 Lee Street Tunnel section extract



Source: Bates Smart

3.6. ACCESS, PARKING AND SERVICING

3.6.1. Vehicular and Loading Access

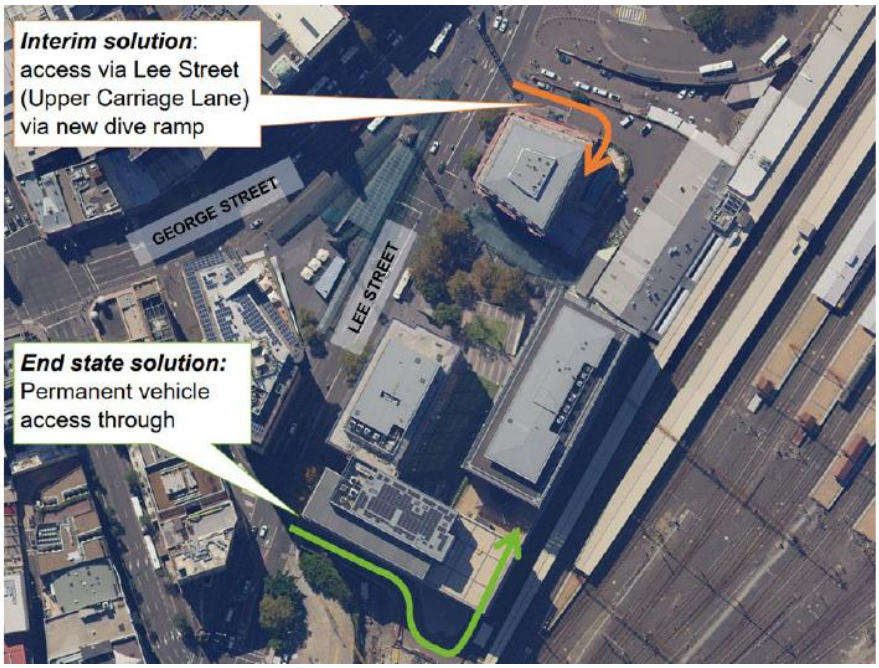
The proposed development will connect with the integrated underground Western Gateway sub-precinct basement which will provide a consolidated vehicular entrance and exit point to Lee Street via Central Place Sydney. Development consent for the construction of the consolidated vehicular access road and ramp from Lee Street into the basement is currently under assessment by Council (D/2021/251, refer **Section 2.2.2.5**).

Vehicular access to the site is therefore envisaged to be provided from the sub-precinct basement at basement level 3 on the south-eastern corner of the site for standard vehicles (RL 5.5), and from the eastern portion of the site for loading and service vehicles (RL 5).

The layout and circulation of the basement is designed to be suitable for the anticipated vehicular volumes with boom gates and/ or security roller shutters to provide the necessary level of security. In addition, appropriate wayfinding signage will be erected internally in the basement car park to clearly identify the vehicular entry and exit point. A turntable in the immediately adjacent Atlassian connected basement will ensure safety entry and exit from the site in this '**final scenario**' when each redevelopment in the Western Gateway sub-precinct is completed.

In the '**interim scenario**', where access cannot be provided from Block B, an alternative solution developed in conjunction with Atlassian is proposed which provides vehicle access via a temporary basement access ramp from Lee Street, aligned with the existing Upper Carriage Lane. This is further discussed in **Section 3.7.**

Figure 36 Lee Street Tunnel



Source: Stantec, JMT Consulting

3.6.2. Parking

In total, 106 parking spaces (including five accessible), plus nine motorcycle spaces and four car share bays are accommodated across three split levels from basement level 2 – basement level 4. This basement is primarily located below Henry Deane Plaza, reducing the extent of excavation required beneath the heritage-listed fPPb. Additionally, provision for electrical vehicle charging is accommodated, to be resolved during design development.

The parking spaces will be used by hotel, office and retail employees and visitors.

In total, five loading bays are accommodated on basement level 3. This will comprise two MRV bays, two SRV bays and one van bay to service the office, hotel and retail components. Use of the loading dock will be

managed by an electronic booking system and a draft Loading Dock Management Plan, provided within the Traffic and Transport Assessment at **Appendix DD.**

3.6.3. Bicycle and End of Trip Provision

Bicycle parking for 165 bicycles is provided on basement level 1. In addition to the 72 spaces provided in Henry Deane Plaza, this results in a total provision of 237 bicycle spaces. A separate bicycle parking stairway and bike rail is accommodated on the northern site interface, providing a direct link through to the Atlassian Link Zone dive ramp. A secure male and female EOTF are accommodated adjacent to the bicycle storage areas, promoting the use of sustainable transport options.

3.7. HERITAGE INTERPRETATION

The proposed development includes elements of heritage interpretation that will communicate and educate the heritage values and significance of the site to employees, guests and visitors.

High quality interpretation of the heritage significance of the site is proposed to ensure ongoing appreciation of the site history and architectural development.

The preliminary Heritage Interpretation Strategy prepared by Freeman Ryan Design (**Appendix T**) establishes the high-level approach to heritage interpretation within the site, and will be further refined and developed into a final Heritage Interpretation Plan prior to receipt of Occupation Certificate.

Informed by key themes and design principles, the preliminary Interpretation Strategy identifies the following locations for interpretation opportunities:

- Window bays on the eastern elevation of the lower ground level, which could accommodate double-sided graphics and small-scale showcases focussing on the history of the fPPb and the relationship to the Parcels Shed.
- Central oculus accommodating the Henry Deane Plaza escalators could accommodate texts, quotes and designs to provide a dynamic installation as the sun shifts throughout the day.
- Henry Deane Plaza ground plane paving, which could extend through to Atlassian and Central Place Sydney.
- Lee Street landscaped stair.

3.8. PUBLIC ART

The varying scales of the proposed development provides a number of opportunities to integrate public art into the site, based upon the two key themes of First Nations heritage and the opportunity for indigenous artist expression and the historical significance of the fPPb.

Potential opportunities include:

- Within Henry Deane Plaza – the predominate location for public art, options include in the ground plane paving, public furniture, and through the tree canopy.
- On the glass atrium and concrete soffit of the southern pill.

Consistent with the recommendations of the Connecting with Country Framework, Indigenous Sydney artists are proposed as potential contributors to the public art on the site. Refer to Public Art Strategy prepared by TILT at **Appendix VV** and Connecting with Country Framework at **Appendix N.**

3.9. DEVELOPMENT DELIVERY

3.9.1. Development Phases

The site's interface with the broader Western Gateway sub-precinct requires the consideration of an interim and final solution for the development in the event connection with and reliance upon adjacent sites is not available.

The 'interim' scenario is defined as prior to the completion of any redevelopment on Block B, whilst the 'final' scenario envisages full development of the proposal alongside the completion of Block B. The Atlassian

development is included within both the interim and final scenarios, as the application has received development consent.

In the event Central Place Sydney is developed concurrently or prior to the proposed works, the interim scenario will not be required, and the final scenario will be delivered.

The phased development approach is summarised as follows:

- **Interim Scenario** – The proposed development, with interim arrangements for the basement, lower ground and ground levels to integrate with the Block B existing development (assumed unchanged) with alterative vehicular access from Lee Street (north).
- **Final Scenario** – The proposed development, with refinements to the basement, lower ground and ground levels to reflect the developed scenario of Block B as proposed in the current Central Place Sydney DA.

It is noted the future delivery of the Central Station OSD (refer **Section 2.2.2**) whilst envisaged in the strategic planning documents will not require any direct physical amendments to the development as proposed, and as such a separate scenario for this is not identified.

Notwithstanding this, it is noted the final scenario accommodates for pedestrian capacity to 2056 + 15%, accommodating the increase in pedestrian load associated with the future OSD (refer Pedestrian Modelling Analysis at **Appendix EE).**

3.9.1.1. Interim Scenario

The Interim Scenario contemplates the delivery of TOGA Central as a whole, excluding elements which rely upon the delivery of Central Place Sydney for integration. The proposed interim scenario involves:

- Basement all levels: Construction of a basement shoring wall on the eastern and southern boundaries of the site (adjacent to Central Place Sydney) will be undertaken.
- Basement level 3: Eastern basement boundary line constructed in full, with no openings into the adjacent Block B underground precinct basement.
- Basement level 3: A vehicular connection point is provided on the northern site boundary to provide access into the adjacent Atlassian site, and a temporary basement access ramp by Atlassian descending below Upper Carriage Lane. Left hand only turns provide connection to Lee Street.
- Lower ground level: The southern boundary line is met with the existing Henry Deane Place basement level. No connection points are provided along the southern interface, however pedestrian connectivity is maintained through to the Atlassian lower link zone and future OSD on the eastern side boundary.
- Ground level: Access in the adjacent Henry Deane Place site is retained from Henry Deane Plaza, through provision of a stairway access and a balustrade to mitigate the level difference between the reconstructed Henry Deane Plaza RL 21 level and the adjacent Henry Deane Place RL 18.88 level.

3.9.1.2. Final Scenario

The Final Scenario contemplates the full delivery of the development as proposed, with the following amendments to revise the Interim Scenario:

- Basement all levels: A basement shoring wall along the eastern and southern boundaries will not be provided in the site as concrete wall or columns will be built adjacent to the Central Place Sydney shoring walls to provide support to the suspended basement slabs within the site.
- Basement level 3: Connection point provided on the eastern site boundary at RL 5.5 to Central Place Sydney and RL 5 to Atlassian development. Interim connection point to Atlassian dive ramp removed and development as identified in the plans constructed.
- Lower ground level: Direct connection at RL 16 provided through to the Central Place Sydney dining hall.
- Ground level: Direct connection at RL 21 provided from Henry Deane Plaza through to Central Place Sydney public domain.

Further detail of the lower ground and upper ground interfaces in the interim scenario and final scenario is provided in the Urban Design Report at **Appendix G.**

3.9.2. Construction Staging

The development will be delivered in one stage; however, construction will be carried out within five discrete stages of commencement that will be the subject of separate CCs. The indicative staging of construction certificates is outlined in **Table 8.**

Table 8 Construction staging strategy

Stage	Associated Works	Indicative timing
CC1	Excavation and piling, site utility infrastructure	June 2023
CC2	Structure	August 2023
CC3	Façade	December 2023
CC4	Services	February 2023
CC5	Interiors, finishes and landscaping.	April 2023

Due to the timing of the works, it is important to ensure there is no impediment to the issue of staged CCs, and that the consent conditions are triggered for satisfaction at the appropriate time.

3.10. LOT RESOLUTION

This SSDA does not seek consent for lot consolidation, stratum subdivision or lot boundary alignment.

Lot resolution will form part of a separate development application submitted to Council, prepared in consultation with the adjacent landholder, the Dexus/Frasers consortium. This will ultimately involve the simplification of the south-eastern corner (rather than the current 'zig-zag' lot alignment a diagonal boundary will be provided), consolidation of lot 13, lot 30 and part of lot 14 into a single lot, and stratum subdivision of the lot. Any required easements will be subject to separate negotiation and legal agreement between relevant parties.

Whilst this SSDA does not seek consent for lot boundary alignment, indicative Subdivision Plans prepared by Beveridge Williams are provided at **Appendix XX** for information purposes only.

4. STATUTORY CONTEXT

4.1. STATUTORY REQUIREMENTS

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

Table 9 Statutory Requirements of the project

Matter	Guidance
Power to grant consent	In accordance with clause 13 of schedule 1 of the Planning Systems SEPP, development for tourist related development (but not including any commercial premises whether separate or ancillary to the tourist related component) that has a CIV of more than $10 million and is located in an environmentally sensitive area of State significance is assessed as SSD: *(2) Development for other tourist related purposes (but not including any commercial premises, residential accommodation and serviced apartments whether separate or ancillary to the tourist related component) that—* *(a) has a capital investment value of more than $100 million, or* *(b) has a capital investment value of more than $10 million and is located in an environmentally sensitive area of State significance or a sensitive coastal location.* While the existing building on the site (former Parcels Post building) is identified as a local heritage item, the site sits within the State heritage listed 'Sydney Terminal and Central Railway Stations Group'. The proposed works have a total CIV of $383,124,649 (excl. GST) (refer Cost Statement at **Appendix H**) and is located within an environmentally sensitive area of State significance as illustrated in **Figure 12.** Specifically, the tourist and visitor component of the application has a CIV of $77,525,924. Accordingly, the proposal is SSD for the purposes of the Planning Systems SEPP. The commercial and retail components of the development are sufficiently related to the tourist and visitor component of the development (which is classified as SSD), as the proposal seeks to deliver the land uses within a consolidated form in the fPPb and tower above. The proposed design ensures that these elements inherently complement one another in form, function and internal interface. The Minister is the consent authority for SSDA. The Minister may delegate this function to staff within the DPE. Notwithstanding, the Independent Planning Commission (**IPC**) will be the consent authority in the following circumstances: ▪ The application is not supported by the relevant Council, ▪ The Department has received more than 50 unique public objections, or ▪ The application has been made by a person who has disclosed a reportable political donation in connection with the development application

Matter	Guidance
Permissibility	***Sydney Local Environmental Plan 2012*** The Sydney LEP 2012 is the principal environmental planning instrument applying to the site. Under the Sydney LEP 2012 the site is zoned B8 Metropolitan Centre Zone. The permissibility of the proposal is outlined as follows: ▪ *Tourist and visitor accommodation* is permitted with consent. ▪ *Commercial premises* is permitted with consent. As such the proposed development is wholly permissible on the site.
Other approvals	***Heritage Act 1977*** Section 62 of the *Heritage Act 1977* requires the approval body to consider the impact of the proposed development on the significance of the State heritage item, any applicable conservation management plan and any submissions made during the public exhibition period. The site is located within the 'Sydney Terminal and Central Railway Stations Group' which is listed under the State Heritage Register. A Heritage Impact Statement has been prepared by Urbis and is provided at **Appendix P** and assesses the potential impacts arising from the proposed development considering both the State and local heritage listings, the Conservation Management Strategy (**CMP**) and other relevant heritage requirements. In addition, a CMP for the site is provided at **Appendix S**. Refer to further discussion in **Section 6.6.**
	Water Management Act 2000 An application for a water use approval under Part 3, Division 2 of the *Water Management Act 2000* will be obtained as a condition of development consent and prior to receipt of a Construction Certificate as de-watering on the site is required. Refer to further discussion in **Section 6.11.2** and the Groundwater Modelling Report at **Appendix KK.**
	Biodiversity Conservation Act 2016 Clause 7.9 of the *Biodiversity Conservation Act 2016* applies to SSD applications and requires SSD applications to be accompanied by a Biodiversity Development Assessment Report (**BDAR**) unless it is determined the proposal is not likely to have any significant impact on biodiversity values. A BDAR Waiver Request was submitted to the DPE in April 2021, outlining an assessment of the proposed works against the eight biodiversity values as defined in Section 1.5 of the *Biodiversity Conservation Act 2016* and clause 1.4 and clause 6.1 of the *Biodiversity Conservation Regulation 2017.* On 20 April 2022, the Acting Director of the Greater Sydney Environment and Heritage Group (**EHG**) determined the proposed development is not likely to have any significant impact on biodiversity values and therefore a Biodiversity Development Assessment Report is not required. Subsequently on 28 April 2022, the Team Leader of Key Sites Assessment as delegate of the Secretary determined the

Matter	Guidance
	proposed development is not likely to have any significant impact on biodiversity values and confirmed a BDAR is not required. Therefore, a waiver under section 7.9(2) of the BC Act for the preparation of a BDAR was granted for the proposal. Refer to BDAR Waiver at **Appendix FF.**
	National Parks and Wildlife Act 1977 The *National Parks and Wildlife Act 1977* aims to prevent the unnecessary or unwarranted destruction of relics and the active protection and conservation of relics of high cultural significance. The provisions of the Act apply to both indigenous and non-indigenous relics. Pursuant to Section 4.41 of the EP&A Act, SSD is exempt from the need for a section 90 permit for the removal of items of Aboriginal heritage. Due to the site's location in close proximity to known archaeological items, an Aboriginal Cultural Heritage and Archaeology Report (**ACHAR**) has been prepared by Urbis and is discussed in **Section 6.6**.
	Liquor Act 2007 A hotel license under Division 2 of the *Liquor Act 2007* will be sought post-determination of the SSDA, and prior to the issue of an Occupation Certificate.
	Rural Fire Act 1977 The site is not identified as bushfire prone land. It is further noted that pursuant to section 4.41 of the EP&A Act, SSD is exempt from the need for a bushfire safety authority and from conforming with the *Planning for Bushfire Protection 2019* under Section 100B of the *Rural Fires Act 1977*. There is no further approval required under the *Rural Fires Act 1977*.

4.2. PRE-CONDITIONS

Table 10 outlines the pre-conditions to exercising the power to grant approval.

Table 10 Pre-Conditions

Statutory Reference	Pre-condition	Proposal	Section in EIS
EP&A Regulations	Part 8 Infrastructure and environmental impact assessment An environmental impact statement must be prepared in accordance with the SEARs issued for the project, and contain the relevant information identified in section 190 and 192 of the EP&A Regulations.	This EIS has been prepared in accordance with Part 8 of the EP&A Regulations. This EIS addresses the SEARs issued by the Secretary as part section 175 of the EP&A Regulations and contains the detailed information identified in section 190 and 192 of the EP&A	SEARs reference table at **Appendix A** **Signed Declaration** **Section 6.6.2**

Statutory Reference	Pre-condition	Proposal	Section in EIS
		Regulations. Specifically, this includes a statement prepared by a Registered Environmental Assessment Practitioner. The development is consistent with the principles of ecologically sustainable development as per section 193 of the EP&A Regulations as discussed in **Section 6.6.2** of this EIS. This application will be placed on public exhibition on the NSW Major Projects Portal.	
State Environmental Planning Policy (Resilience and Hazards) 2021 (**Resilience and Hazards SEPP**)	Section 4.6 A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.	Potential sources of contamination exist at the site will be managed in accordance with the Remediation Action Plan prepared by Douglas Partners. The Remediation Action Plan confirms that site remediation can be achieved on the site to a condition suitable for the proposed development.	**Section 6.5** Detailed Site Investigation at **Appendix LL** Remediation Action Plan at **Appendix MM**
Sydney Local Environmental Plan 2012	Clause 2.7 Demolition may only be completed with development consent.	This application seeks consent for the demolition of contemporary additions to the fPPb and elements within Henry Deane Plaza.	Demolition Plans at **Appendix F**
	Clause 4.3 The height of a building is not to exceed the height illustrated on the height of building map.	The development has a proposed height of RL 202.8m. The height illustrated on the height of building map is 35m. Notwithstanding this, clause 6.53(6c) permits the height of building to exceed this height, but only if the height of the building will not exceed RL 211.9 metres. The development is therefore compliant with the provisions of clause 4.3 and clause 6.53(6) of the LEP.	**Section 6.2** Architectural Plans at **Appendix F**

Statutory Reference	Pre-condition	Proposal	Section in EIS
	Clause 4.4 The maximum floor space ratio is not to exceed the flood space ratio shown on the floor space ratio map.	The development has a floor space ratio (**FSR**) of 10.33:1 and a total GFA of 43,000sqm. The FSR illustrated on the FSR map is 3:1. Notwithstanding this, clause 6.53(7c) permits the FSR to exceed this mapped FSR, but only if the gross floor area of all buildings in Block C will not exceed 43,000sqm GFA. The development is therefore compliant with the provisions of clause 4.4 and clause 6.53(7) of the LEP.	**Section 6.2.1.1** Architectural Plans at **Appendix F**
	Clause 6.17 The consent authority must not grant consent to development that would project higher than any part of a sun access plane identified in Schedule 6A.	Schedule 6A of the LEP identifies the Prince Alfred Park sun access plane, which is to be protected between 10am – 2pm all year. The proposal does not result in any additional overshadowing to Prince Alfred Park at the key periods of 10am – 2pm. The proposal therefore ensures solar access is provided to this key public space when the parkland is most used.	**Section 6.7.1** Shadow Plans at **Appendix G**
	Clause 6.18 The consent authority must not grant consent to development that would cause additional overshadowing to places identified in the Sun Access Protection map.	The Sun Access Protection map identifies Sydney Square, to the immediate north of the site, is to be protected between 11am – 4pm on 14 April–31 August. The development does not result in any overshadowing to the area identified as Sydney Square.	**Section 6.7.1** Shadow Plans at **Appendix G**
	Clause 6.19 The consent authority must not grant consent to development that would project higher than a part of a view plane taken to extend over the land described in Schedule 6B.	The proposed development does not protrude into the Central Station Clock Tower view protection plane. The Visual Impact Analysis demonstrates that from the identified location at 8-14 Broadway, Chippendale, the development will not block views	**Section 6.4** View Impact Assessment at **Appendix X**

Statutory Reference	Pre-condition	Proposal	Section in EIS
		to or between heritage items including to the Clock Tower which will remain a prominent visual feature from this viewpoint. The tower form will be visible in an upward, oblique view above foreground built form however will not interrupt existing views towards the Clock Tower.	
	Clause 6.21D A competitive design process must be held for development that will have a height of greater than 55m in Central Sydney, and that has a CIV of greater than $100,000,000.	A competitive design process has been held for the site in accordance with the City of Sydney Competitive Design Policy and the endorsed Design Excellence Strategy for the site. The proposed development is the winning entry of the Competition. During the design development process, the applicant met with the Design Integrity Panel (**DIP**) (the former Competition Jury) on three occasions (22 March 2022, 13 May 2022, and 7 June 2022) to present the evolution of the proposed design and the response to key items of design refinement. The DIP subsequently endorsed the application as retaining the key elements of design excellence.	**Section 6.3** Design Excellence Strategy at **Appendix I** Competition Report at **Appendix J** Design Integrity Statement at **Appendix K**
	Clause 6.53(3) A consent authority must be satisfied the development does not result in additional overshadowing, at any time of year, of Prince Alfred Park between 10.00–14.00.	As above. The proposal does not result in any additional overshadowing to Prince Alfred Park at the key periods of 10am – 2pm. The proposal therefore ensures solar access is provided to this key public space when the parkland is most used.	**Section 6.7.1** Shadow Plans at **Appendix G**
	Clause 6.53(8) A consent authority must be satisfied that the resulting building will not be used for the purposes of residential accommodation.	The application does not seek consent for residential accommodation. The proposed land uses are:	Statutory Compliance table at **Appendix B**

Statutory Reference	Pre-condition	Proposal	Section in EIS
		▪ *Commercial premises* (specifically 'office premises', 'retail premises'), ▪ *Tourist and visitor accommodation* (specifically 'hotel or motel accommodation'),	
	Clause 6.53(8A) Development consent must not be granted for the erection of a building (the new building) on Block C above the existing Adina Hotel building (the existing building) unless the consent authority is satisfied that— (a) the total gross floor area of the new building and the existing building will not be more than 41,000 square metres, and	(a) The application proposes 40,448sqm of GFA within the new building and the existing building. An additional 2,552sqm of GFA is provided within and below Henry Deane Plaza. This results in a total 43,000sqm GFA proposed on the site.	**Section 6.2** Urban Design Report at **Appendix G** Statutory Compliance table at **Appendix B**
	(b) the building area of the new building at any height will not be more than 1,300 square metres, and	(b) The new building area does not exceed 1,300sqm on any new floor. Between level 23 – level 44, a total gross building area of 1,298sqm is provided, compliant with this provision.	
	(c) the new building will have a setback of— (i) at least 5 metres from the north east and south west corners of the existing building, and	(c) The application provides a 5m setback from the external glass line to the north-east and south-east corners of the existing building. In two isolated locations on the northern pill, solar shading devices project from the building wall by no more than 553mm. Notwithstanding this, the proposal remains compliant with the 5m setback provision as the definition of a setback is to be measured from the proposed tower building wall in accordance with the Sydney LEP 2012 definition of '*building line or setback*'. This is provided below for reference:	

Statutory Reference	Pre-condition	Proposal	Section in EIS
		building line or setback means the horizontal distance between the property boundary or other stated boundary (measured at 90 degrees from the boundary) and— *(a) a building wall, or* *(b) the outside face of any balcony, deck or the like, or* *(c) the supporting posts of a carport or verandah roof,* *whichever distance is the shortest."* Accordingly, as the proposed tower façade walls are setback 5m from the north east and south west corners of the fPPb, the proposal is complaint with clause 6.53(c)(i).	
	(ii) at least 12 metres from a building on Block A, and	A 12m setback from the proposed outermost external cladding of the eastern facade of the tower is provided to the approved Atlassian development on Block A.	
	(d) the new building will not project more than 16 metres past the southern facade of the existing building.	(d) The new building is located within 16m of the southern facade of the fPPb.	
	Clause 7.3 Development consent must not be granted to development that includes car parking spaces greater than the maximum set out in Division 1 of Part 7 of the LEP.	In accordance with the maximum car parking spaces for office premises and business premises, retail premises and hotel or motel accommodation identified in Division 1, the development can provide 106 car parking spaces. The development proposed 106 car parking spaces and as such is compliant with clause 7.3.	**Section 6.9** Transport Assessment at **Appendix DD**

Statutory Reference	Pre-condition	Proposal	Section in EIS
	Clause 7.16 Development consent must not be granted unless the consent authority has consulted with CASA where the development would penetrate the Limitation or Operations Surface.	The development has a proposed height of RL 202.8m and will infringe Sydney Airport's Obstacle Limitation Surfaces (**OLS**), which is between RL 143.79 – RL 146.37. Referral of the application to the relevant Commonwealth body is therefore required during the notification process. An "airspace application" for the approval of the development as a Controlled Activity under the *Airports (Protection of Airspace) Regulations 1996* will be submitted via the Civil Aviation Safety Authority (**CASA**) as a condition of development consent. Subject to the implementation of obstacle lighting at night and times of low visibility, and any other mitigation measure as recommended by CASA, the proposal will not adversely affect the safety, regularity or efficiency of current and future air transport operations to and from Sydney Airport.	Aeronautical Impact Assessment at **Appendix WW**

4.3. MANDATORY CONSIDERATIONS

Table 11 outlines the relevant mandatory considerations to exercising the power to grant approval.

Table 11 Mandatory Considerations

Statutory Reference	Mandatory Consideration	Section in EIS
Consideration under the EP&A Act and Regulation		
Section 1.3	Relevant objects of the EP&A Act	Statutory Compliance table at **Appendix B**
Section 4.15	Relevant environmental planning instruments	
	▪ Planning Systems SEPP	Statutory Compliance table at **Appendix B**
	▪ Resilience and Hazards SEPP	**Section 6.12** Statutory Compliance table at **Appendix B**
	▪ Transport and Infrastructure SEPP	Statutory Compliance table at **Appendix B**
	▪ Biodiversity and Conservation SEPP	Statutory Compliance table at **Appendix B** BDAR Waiver at **Appendix FF**
	▪ Sydney LEP 2012	Statutory Compliance table at **Appendix B**
	Relevant draft environmental planning instruments ▪ Draft State Environmental Planning Policy (Remediation of Land)	**Section 6.12** Statutory Compliance table at **Appendix B**
	Relevant planning agreement or draft planning agreement ▪ None relevant to the proposed development	**N/A**
	Development control plans ▪ Sydney Development Control Plan 2012 (where applicable)	Compliance table at **Appendix C**

Statutory Reference	Mandatory Consideration	Section in EIS
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	**Section 6**
	The suitability of the site for the development.	**Section 7** Statutory Compliance table at **Appendix B**
	The public interest.	**Section 7** Statutory Compliance table at **Appendix B**
Mandatory relevant considerations under EPIs		
Resilience and Hazards SEPP – section 4.14	Section 4.6 A consent authority must consider whether the site is contaminated, if the land is contaminated, it is satisfied that the land is suitable in its contaminated state, or if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose. A consent authority must consider the findings of a preliminary investigation of the site, prepared in accordance with the contaminated land planning guidelines. A detailed site investigation may be required if the findings of the preliminary investigation warrant such an investigation.	**Section 6.5** Detailed Site Investigation at **Appendix LL** Remediation Action Plan at **Appendix MM**
Biodiversity and Conservation SEPP	Section 10.9 Planning Principles The principles of the Sydney Harbour Catchment and heritage conservation are to be considered by a consent authority for land within the catchment.	**Section 6.13** Integrated Water Management Plan at **Appendix HH** Statutory Compliance table at **Appendix B**
Transport and Infrastructure SEPP	Section 2.48 Development likely to affect an electricity transmission or distribution network The consent authority must consider any response to a written notice issued to electricity supply authority for the area that is received within 21 days.	**Section 6.14.1** Electrical and Communications Report at **Appendix TT**

Statutory Reference	Mandatory Consideration	Section in EIS
		Statutory Compliance table at **Appendix B**
	Section 2.102 Major development within Interim Metro Corridor The consent authority must consider any response to a written notice issued to the Secretary of the Department of Transport that is received within 21 days.	**Section 6.14.2** Rail Impact Assessment at **Appendix UU** Statutory Compliance table at **Appendix B**
	Section 2.122 Traffic generating development The consent authority must consider any response to a written notice issued to TfNSW that is received within 21 days, the accessibility of the site concerned, and any potential traffic safety, road congestion or parking implications of the development.	**Section 6.9** Traffic and Transport Assessment at **Appendix DD** Statutory Compliance table at **Appendix B**
Sydney LEP 2012	Clause 2.3 The consent authority must have regard to the objectives for development in a zone when determining a development application in respect of land within the zone.	Statutory Compliance table at **Appendix B**
	Clause 5.10 The consent authority must consider the effect of the proposed development on the heritage significance of the item or area concerned. The consent authority must consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object known or reasonably likely to be located at the place.	**Section 6.8** Heritage Impact Statement at **Appendix Q** ACHAR at **Appendix O** Statutory Compliance table at **Appendix B**
	Clause 5.21 The consent authority must consider the matters identified in clausse 5.21(3) when determining an application for a site in a flood planning area.	**Section 6.13.1** Flood Risk Assessment at **Appendix II**
	Clause 6.21C	**Section 6.3**

Statutory Reference	Mandatory Consideration	Section in EIS
	In considering whether development exhibits design excellence, the consent authority must have regard to the matters for consideration identified in caluse 6.21C(2).	Compliance assessment at **Appendix C**
	Clause 6.53(4) A consent authority must consider any guidelines made by the Planning Secretary relating to the design and amenity of the Western Gateway sub-precinct.	**Section 6.2** Compliance assessment at **Appendix C**
Considerations under other legislation		
BC Act 2016	The likely impact of the proposed development on biodiversity values. The Minister for Planning may (but is not required to) further consider under that BC Act the likely impact of the proposed development on biodiversity values.	BDAR Waiver at **Appendix FF**
Development Control Plans		
Development Control Plan	Section 2.10 of the Planning Systems SEPP states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD. Notwithstanding this, an assessment of the following relevant provisions of the Sydney Development Control Plan 2012 (**the DCP**) has been undertaken: ▪ Section 3.6: Ecologically sustainable development ▪ Section 3.7.2: Drainage and stormwater management ▪ Section 3.7.3: Stormwater quality ▪ Section 3.7.5: Water re-use, recycling and harvesting ▪ Section 3.9.1: Heritage Impact Statements ▪ Section 3.11.6: Service vehicle parking ▪ Section 3.11.11: Vehicle access and footpaths ▪ Section 3.11.13: Design and location of waste collection points and loading areas In accordance with the Design Guide, the remaining DCP provisions do not apply to the site. In lieu of this, an assessment against the provisions of the Design Guide has been undertaken.	Compliance assessment at **Appendix C**

5. ENGAGEMENT

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the SSDA. This section is informed by and should be read in conjunction with the Engagement Report prepared by WSP at **Appendix L** and the Engagement Summary at **Appendix D.**

5.1. ENGAGEMENT CARRIED OUT

Stakeholder engagement has been undertaken by the applicant in the preparation of the SSDA. Engagement has been carried out in accordance with the SEARs requirements and the DPE *Undertaking Engagement Guidelines for State Significant Projects*. It is anticipated that following lodgement of the application, there will be some level of community interest in the proposal.

As outlined by WSP in the Engagement Report, the pre-lodgement engagement activities for the proposal have been focused on stakeholders that share a direct interface with the site, active users within the precinct including commuter passing by, and key surrounding businesses, as well as advising agencies and authorities that have an oversight requirement or interest in the project.

These relevant stakeholders have been identified in part due to the level of engagement previously undertaken regarding the Block C rezoning proposal (including a public exhibition of the draft planning controls for Block C between 16 December 2020 until 29 January 2021) which have informed both the planning controls for the site (under clause 6.53 of the Sydney LEP 2012) and the detailed provisions of the Design Guide which guide the detailed design of the proposal sought in this SSDA. The broader engagement practices being undertaken by TfNSW in association with the Central Station precinct renewal is further noted as a key consideration in determining the appropriate level of engagement for the site.

A range of communication strategies have been adopted to engage with the relevant community and agency stakeholders. This is discussed further in the following subsections.

5.1.1. Community Stakeholders

Community consultation has been undertaken with the local community, including identified landowners and occupants in the immediate surrounding area. This has occurred during the detailed design phase of the project, and is in addition to the engagement and communications process undertaken by TfNSW for the Block C Planning Proposal. The applicant has engaged with the following key community groups:

- Atlassian
- Dexus Frasers Consortium
- Chippendale Residents Group
- TAFE NSW
- University of Technology Sydney
- Christ Church St Lawrence
- Charles Darwin University – George Street campus
- Commuters passing through Henry Deane Plaza, including students, workers, visitors to the precinct
- Local community
- Local MPs, including Alex Greenwich (Member for Sydney), Jenny Leong (Member for Newtown), and Jamie Parker (Member for Newtown).

Additionally, in developing the Connection with Country Framework Response **(Appendix N),** Cox Inall Ridgeway engaged with targeted industry stakeholders collected across two engagement phases from November 2021 to May 2021. Across the engagement process, CIR engaged with a total of 21 stakeholders:

- 2 representatives from the Davidson family (Gadigal family)
- 2 representatives from the Dixon family (Gadigal family)
- Aunty Margret Campbell

- 2 local community Elders with cultural/historical connections to the Project site
- 6 young (aged 18-25) local First Nations community members
- Sydney Royal Botanical Gardens
- First Peoples Disability Network
- Create NSW
- Tribal Warrior
- Dreamtime Southern X
- Youth Action NSW
- Jumbunna Institute for Indigenous Education and Research
- City of Sydney's Indigenous Lead and Engage Team.

Various strategies were implemented for the consultation process, including:

- Local stakeholder meetings held online via Skype. Members of the project team including TOGA, Bates Smart, WSP and Urbis in attendance.
- Project community website: https://www.TOGAcentral.com.au/
- Dedicated point of contact including project email (TOGAcentral@wsp.com) and phone (9927 6501) active from 10 June 2022.
- Pop-up information stand in Henry Deane Plaza on 4 and 5 July 2022 with information post-card handed out.
- Posters installed in key locations within Henry Deane Plaza from 4 July 2022.

5.1.2. Agency Stakeholders

The proponent and its consultants have consulted with the relevant Government agencies outlined in the following table.

Table 12 Overview of agency consultation

Agency Stakeholder	Consultation
DPE	▪ Scoping meeting with DPE on 24 November 2022 ▪ Pre-lodgement meeting with DPE on 22 June 2022 (focus on built form, design development and uses). ▪ Follow up pre-lodgement meeting with DPE on 21 July 2022 (focus on public domain). ▪ Email correspondence regarding lodgement timing.
Council	▪ Pre-lodgement meeting on 4 July 2022 ▪ Email correspondence on 15 October 2021 in regard to the project to identify Aboriginal people who may be interested in registering as Aboriginal parties for the project.
Council Social Planning team	▪ Meeting on 7 June 2022. ▪ Meeting focus on understanding the characteristics of the local community and identifying, from the Council's representative perspective, potential positive and negative social impacts that may arise from the proposal. Discussed further in **Section 6.17.1**.
Heritage Council NSW	▪ Pre-lodgement meeting with Heritage Council NSW on 2 March 2022

Agency Stakeholder	Consultation
	▪ Follow up pre-lodgement meeting with Heritage Council NSW on 1 June 2022. ▪ Email correspondence on 15 October 2021 in regard to the project to identify Aboriginal people who may be interested in registering as Aboriginal parties for the project.
Government Architect NSW (**GANSW**)	▪ A Design Review Panel (**DRP**) was established to provide design expertise and feedback to TfNSW and the proponent in developing plans for the Block C and Central SSP. The DRP includes representatives from the GANSW, the Council, and members of the NSW State Design Review Panel. The DRP feedback informed the final gazettal of the site-specific controls for Block C in the LEP and the final Design Guide. ▪ Pre-Competition consultation on Design Excellence Strategy, Jury composition and nominations, and endorsement of Competition Brief on 20 August 2022. ▪ Post-Competition consultation including issuance of Competition Report on 23 November 2022. ▪ Consultation prior to the Design Integrity Process (**DIP**) commencing on the Terms of Reference, DIP members and briefing process.
TfNSW	▪ Weekly meetings held with TfNSW on the SSDA, in addition to regular meetings with TfNSW on the USP process. ▪ Pre-lodgement meeting with TfNSW Steerco on 30 Jun 2022. ▪ Engagement with TfNSW Coordination Team who has coordinated with Sydney Metro and Sydney Trains on the CBD Metro and CBDRL alignments. Consultation was completed via email and telephone correspondence. A meeting was requested however as not secured prior to lodgement.
Environment and Heritage Group (**EHG**)	▪ Consultation with EHG in April 2022 on the requirement to prepare a BDAR. ▪ A formal BDAR Waiver Request was submitted to DPE, and subsequently EHG on 6 April 2022. A BDAR Waiver was issued by EHG on 20 April 2022 and is provided at **Appendix FF.**
Environmental Protection Authority (**EPA**)	▪ The applicant and environmental consultant Douglas Partners engaged an EPA accredited Site Auditor to review the RAP. The assessment process, including approval of the RAP, will be completed by the Site Auditor under the part 4 of the *Contaminated Land Management Act 1997*.
Sydney Water	▪ Application for feasibility assessment submitted to Sydney Water on 7 September 2021. ▪ Sydney Water coordinator (MGP) engaged to work with the applicant on the concept design. ▪ Meeting with Sydney Water on 24 April 2022 and 31 May 2022.
Ausgrid	▪ Email correspondence with Ausgrid on maintenance of Ausgrid assets surrounding the site, decommissioning of substation and provision of two new substations. ▪ Application for connection lodged with Ausgrid on 14 April 2022 and design offer issued on 2 May 2022. ▪ Ongoing discussions with Ausgrid to formalise design.
Office of the Registrar	▪ Email correspondence on 15 October 2021 in regard to the project to identify Aboriginal people who may be interested in registering as Aboriginal parties for the project.

Agency Stakeholder	Consultation
NTS Corp	▪ Email correspondence on 15 October 2021 in regard to the project to identify Aboriginal people who may be interested in registering as Aboriginal parties for the project.
Greater Sydney Local Land Services	▪ Email correspondence on 15 October 2021 in regard to the project to identify Aboriginal people who may be interested in registering as Aboriginal parties for the project.
Metropolitan Local Aboriginal Land Council	▪ Email correspondence on 15 October 2021 in regard to the project to identify Aboriginal people who may be interested in registering as Aboriginal parties for the project. ▪ Issuance of complete list of registered interested parties on 11 January 2022.
Registered Aboriginal Parties (**RAPs**)	▪ Consultation in accordance with Part 6 of the *NSW National Parks and Wildlife Act 1974*. ▪ Information package issued on 3 November 2021 (Stage 1), 25 November 2021 (Stage 2/3), 23 March 2022 (Stage 4 - draft ACHAR). Issuance of final ACHAR to be completed to all RAPs following issuance of development consent, as a condition of consent. ▪ Site visit on 25 February 2022.
Department of Premier and Cabinet (**DPC**)	▪ Issuance of complete list of registered interested parties on 11 January 2022.
Design Integrity Panel (**DIP**)	▪ Presentation to the DIP on 22 March 2022 (DIP 1), 13 May 2022 (DIP 2), and 7 June 2022 (DIP 3). ▪ Issuance of follow-up package on 25 July 2022. ▪ The DIP endorsed the design and were satisfied the resolution and design development maintained the design integrity of the competition winning scheme. Refer to further discussion in Design Integrity Endorsement at **Appendix K.**

5.2. SUMMARY OF COMMUNITY FEEDBACK

In accordance with the DPE 'Preparing an Environmental Impact Statement' Guidelines, **Table 13** identifies the key issues raised during community engagement, with the detailed consideration of these issues should be integrated into **Section 6** and **Section 6.17** of the EIS.

In summary, the level of community interest is in the project during the pre-lodgement consultation was primarily local (<5km from the site), as well as from commuters passing through the precinct.

WSP noted there was a low level of interest received during consultation activities, with some areas of interest relating to issues pertaining to the broader Central Station precinct and Western Gateway sub-precinct, rather than the development proposal.

Community feedback raised interest but no specific questions or concerns for the proposed built form, however suggestions for the design of Henry Deane Plaza were received and noted by WSP (primarily relating to landscaping).

A detailed response to each of the considerations raised by the community is provided in the Engagement Summary at **Appendix D** and the Outcomes Report at **Appendix L.**

Table 13 Analysis of community and agency feedback received during SSDA preparation

Key Issue	Consideration
Heritage	Use of the fPPb
	Conservation of heritage features
	Engagement with the Heritage Council and National Trust
	Retention of levels on eastern boundary of the site, including the heritage wall and openings.
Public domain	Landscaping in Henry Deane Plaza, noting that ongoing maintenance should not be an impediment to innovative landscape design
Amenity	Consideration of view lines through the precinct
	Massing of the Central Precinct as a whole
	Impact on views from Prince Alfred Park, Cleveland Street, corner of Regent Street and towards the Clock Tower
	Overshadowing
	Impact of wind on public domain
Pedestrian tunnels	Changes to Devonshire Street and Lee Street tunnels
	Changes to western edge of Lee Street tunnel
Accessibility	Universal access in Henry Deane Plaza
Development proposal	Proposed uses
	Inclusion of residential development in the precinct.
	Concern on viability of commercial tenancies
Construction	Tunnel access during construction
	Construction access routes
	Construction program
Other	Concern on public space becoming privatised

5.3. ENGAGEMENT TO BE CARRIED OUT

In accordance with the Regulations, the EIS will be placed on formal public exhibition once DPE review the document as being ‘adequate’ for this purpose. Following this exhibition period, the applicant will respond to any matters raised by notified parties.

The project website will be updated with key milestones throughout the duration of the assessment and construction process.

6. ASSESSMENT OF ENVIRONMENTAL IMPACT

This section of the EIS provides an assessment of the environmental impacts of the SSDA, in response to the matters for consideration outlined within the SEARs. Due to the location of the site within a highly urbanised precinct, a detailed level of assessment has been undertaken for the consideration of most key matters as required by the SEARs. For some matters, a standard level of assessment is appropriate and has been adopted in this section.

This assessment also considers and incorporates a cumulative impact assessment guided by the DPE's *Cumulative Impact Assessment Guidelines for State Significant Projects*, noting the concurrent construction activities in the immediate surrounding Western Gateway sub-precinct and Central Station precinct as outlined in **Section 2.2.2**.

Further detailed information is appended to the EIS, including:

- SEARs compliance table identifying where the SEARs have been addressed in the EIS (**Appendix A**).
- Compliance table identifying where the relevant statutory requirements and detailed guidance have been addressed **(Appendix B** and **Appendix C**).
- Community engagement table identifying where the issues raised by the community during engagement have been addressed (**Appendix D).**
- Proposed mitigation measures for the project which are additional to the measures built into the physical layout and design of the project (**Appendix AAA**).

The technical reports and plans prepared by specialists and appended to the EIS are individually referenced within the following sections.

6.1. SITE PLANNING AND CONTEXTUAL INTEGRATION

SEARs Item 4 and 5 requires the SSDA to justify the proposed site planning and design approach through consideration of a detailed site and context analysis, and to demonstrate integration with the surrounding area (Block A and C), and alignment with the broader vision for the Central Precinct.

6.1.1. Site Selection

The site is the key to completing the future development potential of the Western Gateway sub-precinct at Central Station. The site provides critical pedestrian access between Railway Square and Central Station via the Devonshire Street Tunnel and Henry Deane Plaza and will provide the centralised forecourt to knit together the significant tower forms in the precinct.

The site's location at the termination and intersection of key CBD corridors including Pitt Street, Lee Street and Broadway affords the site a strategic positioning as a new, highly prominent visual anchor and focal point at the gateway to Central Station. This will provide a visible catalyst that signifies the transformation of this area from a transport interchange into a world-renowned technology and innovation precinct at the entrance to Central Sydney.

The location of the site on the southern fringe of the Sydney CBD will enable the expansion of the high concentration of economic activity from the traditional financial core areas to the south. This re-shaping of the functional and economic map of Central Sydney will further support the future amelioration along the Tech Central innovation corridor, increasing employment generation and economic activity in accordance with Regional and District strategic priorities.

In respect to the surrounding land use context, the location of the site within a cluster of established economic assets in health, medical, education, research, high-tech, business, innovation, and creative industries (such as University of Sydney, UTS, Royal Prince Alfred Hospital, research institutions, Australian Technology Park, and Data61), as well as existing and future regional and suburban mass transit options in Central Station makes the site a highly suitable location for high-density, employment generating floor space. This was acknowledged by the DPE and stakeholders during the rezoning stage, and this application therefore seeks to capitalise upon the revised planning controls and deliver a built form that is wholly consistent with the new planning provisions.

In summary, the site is highly suited to accommodate a development of this scale. The proposed built form and massing approach has been guided by the site-specific considerations, heritage significance, and planning provisions, as discussed further in **Section 6.2.**

6.1.2. Alignment with Precinct Vision

The vision for the Central Precinct is defined by TfNSW as:

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

Within this, the role and purpose of the Western Gateway sub-precinct is to propel economic development for the precinct, with a focus on accommodating businesses in emerging innovative industries and their support industries. The proposal is consistent with the vision for the precinct as:

- The proposal will deliver 29,228sqm of commercial floor space, supporting employment generation and providing the critical mass for the first stage of the Tech Central. Targeted commercial tenants will include those that are part of the tech ecosystem and that offer complementary or supporting functions.
- Co-working space will provide an on-demand and high-end workspace for emerging innovative and tech industries and will support a flexible workspace model typically adopted by these businesses. The City of Sydney Tech Startups Action Plan (2016) notes that 52% of Australian start-ups utilise a co-working space which the development will cater to, thereby fostering and supporting the growth of this industry.
- Dedicated conference and function facilities can support future tech events, forums and programs.
- Retail tenancies and high-end food and beverage tenancies will service future tenants, employees and guests and support late night activation past the typical workday.
- The provision of additional forms of short stay accommodation solutions in a highly accessible location will attract international and domestic visitors and accommodate visitors to Tech Central. This will provide the necessary investment and revitalisation of the visitor accommodation industry following a period of stagnation and support the role of Central Sydney as a cultural hub.

Alongside the adjacent Atlassian headquarters and commercial tenants in Central Place Sydney, the vision for the Western Gateway sub-precinct will be completed by the delivery of the proposal, achieving expansive benefits for the Harbour City, the technology industry, and the broader NSW economy.

6.1.3. Development of Adjacent Sites

Preserving the development potential of adjacent sites and the operation, servicing and potential expansion of Central Station in the short, medium and long term is a key principle of the development proposal.

The 'interim' and 'final' development scenarios will ensure the proposal is not reliant upon or unduly impacted by the redevelopment of Central Place Sydney and can integrate with either the existing Henry Deane Place buildings, or the future Central Place Sydney commercial precinct within Block B. The environmental assessment contained in **Section 6** similarly assesses potential amenity impacts (such as wind, traffic, flooding, vehicular access, stormwater) upon this staged approach.

Measures are proposed to ensure the operation, servicing and future expansion of Central Station is not impacted by the development. In particular, this includes maintenance of access and minimisation of disruption to commuters accessing the station as discussed in **Section 6.16.1** and the preliminary Construction Management Plan **(Appendix YY)**. During operation, the proposal will reinforce demand and provide critical mass to support the station upgrades and operation of the new Sydney Metro platforms, thereby maximising public investment and the potential of this new transport network. Pedestrian movements have been modelled to 2056 + 15% to support future expansion of the Central Station precinct including incorporation of Central Station OSD, Central Walk West and operation of Sydney Metro platforms.

In conclusion, the proposal has been designed to be resilient, adaptable and responsive to the concurrent and future changes within the evolving Central Station precinct.

6.2. BUILT FORM AND URBAN DESIGN

6.2.1. Height, Bulk and Scale

A key principle of this development is integrating with the existing and emerging character of the Central Station Precinct, future adjacencies and the heritage significance of the fPPb. The development has not been designed in isolation, but rather as a refined and contextually responsive to place and function. The proposed building envelope builds upon the suitability of the site selection and provides for a strong response to the north, east and south to respond to the key access routes and view corridors.

The retention of the fPPb defines the podium form, which aligns with the existing street wall along Lee Street including heritage and later infill buildings such as Marcus Clarke and the Mercure building. This will maintain the definition of the street at pedestrian scale, whilst assisting with the climatic effects of the tower above. The reinstatement of the heritage roof form (as discussed in **Section 3.3.5)** returns prominence back to this historical building and allows the form to be viewed and appreciated independently. The provision of a 12m vertical separation zone between the topmost point of the reconstructed roof and the underside of the tower provides additional visual relief to the fPPb to enable this ongoing appreciation of its significance.

The continuation of structural core and tower columns to the ground has been positioned on the eastern façade of the fPPb, which is of lower heritage value due to its reconstruction following the demolition of historical parcel 'shoots' (which connected to the adjacent Parcels Shed). The bulk of these structural elements have been reduced where possible, including the provision of a long, slender side core, Y-shaped columns and a glass atrium in Henry Deane Plaza which permits visual connectivity to the southern façade of the fPPb.

The necessary level of intervention into the fPPb and the interface with the structural design limitations was acknowledged by the Heritage Council NSW during the consultation process, as discussed in the Engagement Report (**Appendix L)** and in the Heritage Impact Statement (**Appendix Q).**

The articulation of the tower through setbacks, vertical separation and façade articulation further aids in the appreciation of the heritage item. Specifically, the design achieves a softening of the tower form through articulation of the tower into three 'pills', each with curved edges and oriented based upon site boundaries and positioned in accordance with:

- A setback of 5m of the tower building line to the north-eastern and south-eastern corners of the fPPb (with only minor façade fins extruding past this) and 12m to the adjacent Atlassian tower form,
- Containment within a 16m zone extending from the southern façade of the fPPb, and
- Predominate setback of the northern tower pill from the western diagonal envelope line, measured from the north-eastern corner to the south-western corner of the fPPb, with a minor encroachment of 3sqm due to the orientation of the pill to reduce visual impact to George Street.

Further discussion of the proposal's compliance with clause 6.53 of the Sydney LEP 2012 and the Design Guide is provided in the compliance assessments at **Appendix B** and **Appendix C.**

Additionally, the tower crown and overall scale has been informed by aeronautical limitations and the retention of solar access to Prince Alfred Park – ensuring the development does not create unreasonable overshadowing impacts to this public area between 11am – 2pm or result in aeronautical safety issues.

The contemporary architectural detailing, façade treatment, materials and colours proposed in the development will create a fine-grain level of contrast to distinguish between the new vertical form and the heritage podium to ensure both can be easily perceived and appreciated. The refined façade design will provide depth and texture through the grid of concave terracotta fins, whilst allowing the internal building program to be interpreted from the external expression through slight variations in the façade design up the tower. The façade design and the alignment with the surrounding context is discussed further in the Heritage Impact Statement (**Appendix Q**) and the Visual Impact Assessment (**Appendix X**).

The proposal will contribute to a diversity of architectural expression within the Western Gateway sub-precinct. The traditional red brick of the fPPb aligns with the historical masonry of the surrounding area including the Inwards Parcel shed, Marcus Clarke building and heritage wall along Ambulance Avenue, which continues through to a contemporary masonry interpretation of the tower form in terracotta. The use of terracotta in the tower and creation of a mauve / indigo colouring will further allow the development to be visually recessive in the tower cluster of the Western Gateway sub-precinct.

Consent for the provision of future signage zones will be subject to future development applications. The design and location of signage will consider the importance of providing clear legibility and an identify to the building, including each of the individual uses. Particular attention will be afforded to the relationship and location of signage on and adjacent to the fPPb. A signage and wayfinding consultant will be engaged to ensure this achieves a good outcome for the site.

The proposed height, bulk and scale of the development demonstrates that a good level of amenity is achieved with regard to the public domain, surrounding developments, and future internal tenants.

6.2.1.1. Gross Floor Area

The proposal seeks to deliver 43,000sqm of GFA, including 40,448sqm provided in the proposed new building and the existing building (the fPPb), and 2,552sqm below Henry Deane Plaza. This is visually illustrated in **Figure 37.**

Figure 37 GFA distribution

Source: Bates Smart

The Area Schedule and GFA Plans provided in the Urban Design Report (**Appendix G**) demonstrate the calculation of GFA as per the definition of 'gross floor area' in the *Standard Instrument (Local Environmental Plans) Order 2006* (**Standard Instrument**), which states:

gross floor area means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes—

(a) the area of a mezzanine, and

*(b) **habitable rooms in a basement or an attic**, and*

(c) any shop, auditorium, cinema, and the like, in a basement or attic,

*but **excludes**—*

(d) any area for common vertical circulation, such as lifts and stairs, and

*(e) any **basement**—*

*(i) **storage**, and*

(ii) vehicular access, loading areas, garbage and services, and

(f) plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and

(g) car parking to meet any requirements of the consent authority (including access to that car parking), and

(h) any space used for the loading or unloading of goods (including access to it), and

(i) terraces and balconies with outer walls less than 1.4 metres high, and

(j) voids above a floor at the level of a storey or storey above.

The interpretation of a 'non-habitable room' is guided by the definitions provided in the Apartment Design Guide and the Building Code of Australia and is a space of a specialised nature not occupied frequently or for extended periods, such as:

- **bathroom, laundry, water closet,**
- pantry,
- walk-in wardrobe,
- corridor, hallway, lobby,
- photographic darkroom or clothes drying room.

The reliance upon the Apartment Design Guide definitions for habitable rooms and non-habitable rooms is consistent with recent practice in the NSW Land and Environment Court (**LEC**), such as *Ozone Cronulla Pty Ltd v Sutherland Shire Council [2019] NSWLEC 1133* (Ozone) where the ADG definition of habitable room was adopted.

In the basement and below Henry Deane Plaza, non-habitable rooms such as staff bathrooms and end of trip facilities have been excluded from the GFA calculations.

As the proposed end of trip facilities on basement level 1 accommodate bathrooms and showers (non-habitable floor space), and bike / personal lockers (storage) in a centralised location, this area does not constitute GFA under the Standard Instrument definition which excludes basement storage and non-habitable rooms. This is consistent with previous determinations by the DPE, such as SSD-6960 (MOD3) which excluded basement end of trip facilities from the calculation of GFA.

The exclusion of end of trip facilities from the total calculation of GFA is generally consistent with the long-accepted wording of clause 6.6 of the Sydney LEP 2012, which permits a commercial building on land in Central Sydney that provides a consolidated end of trip facilities to additional floor space.

Consistent with this interpretation, storage and male and female amenities on lower ground level (beneath the reconstruction Henry Deane Plaza) have been excluded from the calculation of GFA. This area is deemed to be the 'basement' in accordance with the extrapolation method. The extrapolation method is utilised in recent case law such as *Bettar v Council of the City of Sydney [2014] NSWLEC 1070* and *Tony Legge v Council of the City of Sydney [2016] NSWLEC 1424.*

This method is relevant for sites with significant variances in topography, and determines ground level based upon the surrounding footpaths, street frontage level and adjoining land to determine between ground floor and basement levels.

When considering adjacent properties, the adjacent Central Place Sydney site has a ground level ranging between RL 20.3 – RL 21.3. With the construction of the proposed ground level at RL 21 (both in Henry Deane Plaza and within the proposed development itself), it is clear the proposed lower ground level (at RL16) is located below ground level and is consistent with the Standard Instruments definition of 'basement'.

Storage and staff amenities on lower ground beneath Henry Deane Plaza, and from basement level 1 – basement level 4 have been excluded from the GFA calculation.

6.2.2. Structural Design

Robert Bird Group (**RBG**) have been engaged throughout the Competition and pre-lodgement process to provide guidance on the structural capacity of the existing fPPb, the structural tower design to support the additional tower load as well as the likely construction methodology. This is discussed in the Structural Report at **Appendix U.**

The Geotechnical Report (**Appendix JJ**) confirms the site is founded upon good quality rock (Triassic age Ashfield shale overlying Hawkesbury sandstone), and as such RBG advise high-level pad foundations with simple footings are required, with additional consideration of the design and construction of footings located adjacent to the fPPb.

The structural design consists of a basement substructure and a tower superstructure and is defined by the following considerations:

- The basement retention system consists of perimeter shoring walls socketed at least 2m into slightly fractured or unbroken sandstone to provide a watertight shoring wall system (as discussed in **Section 6.11**).
- In the interim scenario, construction of a basement shoring wall on the eastern and southern boundaries of the site will be undertaken. In the final scenario, this will not be required as the delivery of adjacent shoring walls in Central Place Sydney will provide necessary support to the suspended basement slabs.
- The tower superstructure on commercial levels (level 23 – level 44) will consist of post-tensioned concrete slab and band beams supported on concrete filled tube (**CFT**) columns and reinforced concrete core walls. The tower superstructure on hotel levels will consist of a post tensioned flat slab supported on reinforced concrete blade walls and reinforced concrete core walls.
- The provision of two Y-shape columns extending through the fPPb roof and existing internal floor plate are supported by pad footings on Class II sandstone, and whilst various options were explored (including a fully cantilevered option and positioning of the tower directly above existing fPPb structural grid), this was determined the most suitable method of reducing impact on heritage fabric. This is discussed in the Structural Report **(Appendix U**), the Heritage Impact Statement (**Appendix P**) and **Section 6.8.**
- The reinforced tower concrete core (in the eastern pill) provides lateral stability, alongside the steel outrigger trusses.
- The substructure and superstructure have been designed to minimise the level of intervention in the fPPb. This is achieved through reliance upon primary points of vertical support passing through the fPPb floorplate, including the 2 columns, hotel core and commercial core. The superstructure is not reliant upon the fPPb for lateral load support.
- During detailed design, further refinement of the structural design within the fPPb will occur to provide strengthening to the existing lateral load resisting system. This will be confirmed prior to issuance of a CC, however, could include the strengthening of the existing concrete diaphragm and use of the proposed core and tower columns within the fPPb as part of the lateral load resisting system. Alternatively, the existing steel frames and connections between beams and columns to resist seismic loads could be undertaken.

6.2.3. BCA and Accessibility

Morris Goding Access Consulting have prepared an Accessibility Review (**Appendix QQ**) to assess the proposed development against the relevant statutory and regulatory requirements (*Disability Discrimination Act 1992*, BCA and Australian Standards), as well as relevant guidelines including Universal Design Principles and Premises Standard Guideline V2 2013.

The report confirms that based on the Architectural Plans (**Appendix F**), the proposal is capable of achieving compliance with all access requirements, with some areas of design development to be resolved prior to issuance of CC.

Steve Watson and Partners have prepared a BCA Assessment Report, provided at **Appendix OO**, which assesses the proposed development against the Deemed-to-Satisfy (**DTS**) provisions of the relevant sections of the Building Code of Australia and the applicable Building Regulations. Consistent with the above, the BCA Report confirms the proposal can achieve all relevant provisions to be resolved prior to issuance of CC.

Where performance solutions have been identified by Steve Watson and Partners as being required, Warrington Fire has confirmed in the Fire Engineering Statement at **Appendix RR** that the performance requirements of the NCC can be achieved via suitable performance solutions.

6.3. DESIGN QUALITY

6.3.1. Design Development

SEARs item 3 requires that the EIS be accompanied by a Competition Report prepared in consultation with the GANSW and the Council and demonstrate how the development achieves design excellence in accordance with any applicable EPI provisions, and the seven objectives for good design in Better Placed. A Design Excellence Competition Report is provided at **Appendix J**, and a Design Integrity Statement is provided at **Appendix K**, satisfying this requirement.

The proposed development is the winning entry of a Competition undertaken in accordance with clause 6.21 of the Sydney LEP 2012, the *Draft Government Architects Design Excellence Guidelines* and the approved Competition Brief prepared by Urbis and endorsed by the Government Architect NSW on 20 August 2021.

Out of the five competitors, the Jury resolved the Bates Smart scheme best demonstrated design excellence as per clause 6.21(4) of the Sydney LEP 2012 and the Competition Brief requirements. The Jury identified a number of elements as contributing to the success of the scheme, and several matters which were to be further considered and refined as part of the subsequent design development. This is discussed in the Competition Report at **Appendix J.**

During the design development process, the applicant met with the DIP (the former Competition Jury) on 22 March 2022, 13 May 2022, and 7 June 2022 to present the evolution of the proposed design and the response to key items of design refinement as request by the Competition Jury. An identification of the areas of design refinement, and the proposed response to these matters, is provided in **Table 14** and the Design Integrity Endorsement letter at **Appendix K.**

Table 14 Response to matters of design development

Design Development	**Response**
Design elements to be retained	
▪ The architectural expression of the form into three ‘pill’ shaped elements and the ways these forms connect.	The DIP considered design integrity of this component had been retained, although noting during design development the slight lengthening of the eastern side core has resulted in a connection between the northern and eastern, and southern and eastern pills, resulting in the loss of a window bay. However, the DIP resolved the drama and impact of the internal vertical atrium provided sufficient internal amenity and visitor experience to mitigate this change.
▪ The elegant expression of the V-shaped columns above and through the room form of the fPPb.	The DIP considered design integrity of this component had been retained, notwithstanding that the size of the columns has been increased slightly in width in response to technical structural advice and detailed design.
▪ The presentation of the tower to the George Street axis.	The DIP resolved design integrity had been retained.
▪ The amenity and vertical visual connectivity within the hotel floor plate	The DIP considered design integrity of this component had been improved, through the centralisation of all 3 hotel passenger lifts in the central atrium which results in a greater pedestrian experience.
▪ The scale and depth of the grid framing of the façade and the materiality, shape and colour of the concave glazed terracotta fins	The DIP considered design integrity of this component had been retained. Further discussion of the façade fins and glazing is provided in **Section 3.3.4.**

Design Development	Response
▪ The resolution of the southern form as a finely detailed curved glass connection with HDP.	The DIP considered design integrity of this component had been retained. The transparency and fine detailing of the glass atrium is a key component of this element.
▪ The southern entries from HDP is a positive contribution to the accessibility of the public domain (see note below regarding further refinement and detailing).	The DIP considered design integrity of this component had been retained.
<u>Areas of design refinement</u>	
▪ The relationship between the south-eastern corner of the existing fPPb and the tower addition requires further resolution. It is noted that the corners of the fPPb are intact and original whereas the central section of the eastern façade has been reconstructed, and as such the Jury strongly recommends the scheme review the integration of new fabric at the south-eastern corner to enable a more sensitive integration and a clear retention of the old building's corner.	The Bates Smart team considered and presented options for the resolution of the relationship between the south-eastern corner of the fPPb and the tower addition, in relation to the extent of existing fabric that can be maintained. In developing this, the DIP recommended the provision of a solid base on the south-eastern corner that 'wraps' around to the east enabled a more sensitive integration of new fabric and clear retention of the original fabric. In developing the proposed solution, the Bates Smart team sought to provide a legible 'end' to the building, a sense of symmetry to the façade and a logical and sensitive point to terminate the south-eastern corner of the original masonry. The proposal adopts a solution that seeks to 'thicken' the southern façade wall of the fPPb, return the rendered quoins to the inside of the wall, and maintain the unrendered brickwork on the inside face of the wall to the point where it intersects the new lift core. Noting that the south-eastern corner of the fPPb is required to be partially demolished in order to allow for the construction of the southern core, it is proposed that the 600-wide nib wall will be constructed in recovered brick and stone conserved from the original building. As discussed in the Heritage Impact Statement, Urbis do not consider the partial demolition of the south-eastern corner to be adverse from a heritage perspective as this will facilitate greater usage of this south-eastern corner through activation and the creation of a new entrance to the public spaces to the south of the site.
▪ Resolution of the internal voids within the fPPb. Any penetration through the fPPb building should consider and respond sympathetically to the existing structural grid and the existing beam locations, reducing impacts to the original fabric wherever possible.	The Bates Smart team presented options for the resolution (size and form) for the internal voids in the fPPb. Options presented included the provision of a rectilinear void, or a curved void in a reduced or extended configuration.

Design Development	Response
	The DIP supported the provision of a curved void with an extended atrium opening further to the western portion of the floor plate, with the visibility of the existing beams trimming the edges of the void maintained. The DIP noted the larger void maximises the light and openness between levels, whilst the curved form responds to the corner geometry of the original building and reads as a clearly 'new' insertion into the original fabric. This is evident in the photomontage of the proposed void in the co-working floor plate in **Figure 32.**
▪ The form and materiality of the reinstated fPPb roof form requires further resolution. Completion of an investigative study considering the reinstatement of the pitch of the original fPPb roof form is recommended, in addition to consideration of the thermal comfort of this space dependent on the selected materiality. Although the competitor is not restricted to the original roof materiality, heritage considerations suggest that the original material would be preferable.	The proposal seeks to reinstate the original form of the fPPb roof with the double pitched roof and splayed corners. This is a direct adoption of the recommendation of the DIP and is considered particularly important for the legibility of the heritage building, given the scale and visual dominance of the tower forms above and the broader contextual and urban form changes in the Central Station precinct. Whilst a range of options for the form, materiality and pitch of the roof were considered, reinstatement of the original form was deemed the most suitable outcome to align with the objectives of the Competition Brief. The application proposes a 5.3m roof ridge height pitched with original splayed corners, which enables the concealment of the required level 7 balustrade as suggested by the DIP. The use of tightly spaced terracotta baguettes at 50mm diameter with 50mm spacing will recall the original roof materiality, maintain views and natural light from within and provide a visual continuity of the terracotta roof when viewed from the public domain.
▪ Compliance with the Prince Alfred Park sun access plane. Reference is made to Clause 6.53 of the Sydney LEP 2012.	The proposal has maintained compliance with the Prince Alfred Park sun access plane. Refer to further discussion in **Section 6.7.1**
▪ Further consideration is required at the Lee Street building entrance in regards to clarity of address and internal wayfinding.	The proposed development incorporates a range of internal pathways and address points into the fPPb for the commercial, co-working, hotel and retail visitors and employees. As the development has been designed to be viewed and accessed 'in the round', a range of access points from the northern, eastern, western and southern frontages are available as discussed in **Section 3**. This includes the retention of original entries into the fPPb as genuine entries, reinstatement of historical connections (at lower

Design Development	Response
	ground via the heritage wall) as well as new entries proposed at ground level. Whilst the development has been designed to promote intuitive wayfinding, a detailed signage strategy developed in consultation with a wayfinding specialist will be prepared during detailed design (post-approval), and separate approval sought for signage locations to support the clarity of address and wayfinding. Particular attention will be provided to the relationship and location of signage with the heritage fabric.
▪ The concept of the glass atrium on the southern elevation is supported yet requires further resolution, particularly in relation to solar exposure. The height of the atrium should investigated with additional wind studies undertaken to demonstrate whether the permeability of the atrium could be improved. ▪ Reconsider the height and setback of the glass screen at Lee Street enclosing the atrium so as to be more recessive at RL 21 and reveal more of the southern façade of the fPPB.	During the design development of the proposal, the height, materiality and eastern vertical of the glass atrium was explored by Bates Smart and the DIP. The importance of prioritising the visibility of the southern façade of the fPPb, whilst balancing the required positioning of the southern core and eastern atrium, was a key consideration during this design exploration. The proposed connection point of the glass atrium roof at the level 3 sandstone datum above the fPPb cornice was resolved to be the most logical connection point for the atrium. This enabled the visibility of the façade from the interior ground level and central stairway **(Figure 25**), whilst allowing the fPPb façade to 'breathe' thereby facilitating the appreciation for the heritage significance of the facade. Alternative heights explored did not offer any notable benefits or disbenefits in regard to wind outcomes within Henry Deane Plaza. Whilst alternative locations for the positioning of the eastern vertical element was considered, it was determined by the DIP and Bates Smart that the proposed positioning adjacent to the new core is the most successful outcome in terms of architectural and heritage considerations.

The DIP provided full endorsement to the lodgement of the development application. Therefore, the consent authority can be satisfied that the proposed development continues to demonstrate design excellence in accordance with the original Design Competition scheme and as per the Jury recommendations. Refer to further discussion in the Design Integrity Panel Endorsement at **Appendix K.**

6.3.2. Achieving Design Excellence

The proposal achieves the requirements of design excellence and good design in accordance with the provisions of clause 6.21C(2) of the Sydney LEP 2012 and the GANSW *Better Placed: An Integrated Design Policy for the Built Environment of NSW* (**Better Placed**) as follows:

- The design of the project has been subject to an extensive review process. The development is a result of a competitive design process carried out in accordance with GANSW and Council policy. Following completion of the Competition, a collaborative, cyclical and iterative process has resulted in a more refined development proposal that retains key elements of design excellence.
- The proposal incorporates a high standard of architectural design, materials and detailing appropriate to the building type as outlined in **Section 6.2.**
- The development significantly improves the amenity of the public domain through the improvements to Henry Denae Plaza, which provides a high degree of permeability and movement will ensure the space provides an appropriate degree of circulation to current and future pedestrian movement patterns. Furthermore, the design of the tower ensures solar access is maintained to Prince Alfred Park between 10am – 2pm.
- Key view corridors are maintained and enhanced through the addition of the proposed development. Particularly, the development optimises surrounding vistas and demonstrates a successful approach to the key view corridor along George Street from Town Hall, providing a logical and direct interface to the future Central Square to the north of the site.
- The proposal responds to and successfully mitigates key environmental impacts including heritage, sustainable design, landscaping, overshadowing and access as discussed in **Section 6**.
- The positioning of the tower form achieves an appropriate relationship with the fPPb, and the adjacent Atlassian and Central Place Sydney tower forms in terms of separation, setbacks, amenity and urban form. The envelope has been guided by the principles of the Design Guide as discussed in **Section 6.1.**
- The heritage response is respectful to the original fabric of the fPPb and seeks to celebrate the local heritage item through significantly enhancing the usability of the building to enable greater appreciation of the building by the local community.
- The development targets a number of third-party environmental sustainability targets and will transition to 100% renewable energy use by 2023.
- The detailed design of the project accommodates a built form that is sustainable, functional, sensitive to its context and visually distinctive as encouraged by objectives of Better Placed.

Accordingly, the development addresses the requirements of design excellence in accordance with the Sydney LEP 2012 and the principles of good design as informed by Better Placed. The development will deliver the highest standard of architectural, urban and landscape design for the site and represents a positive contribution to the evolving Central Station precinct.

6.4. PUBLIC SPACE

6.4.1. Henry Deane Plaza

A critical element of the Western Gateway sub-precinct is Henry Deane Plaza, which will unite built form with public space and pedestrian connections including Devonshire Street Tunnel and the Goods Line via the Lee Street Tunnel, and the Railway Square bus interchange. The important role of this space will be further enhanced in the future with TfNSW's envisaged connection points up to a future OSD level, as well as the future Devonshire Street Link at RL30 which will connect Henry Deane Plaza with Surry Hills.

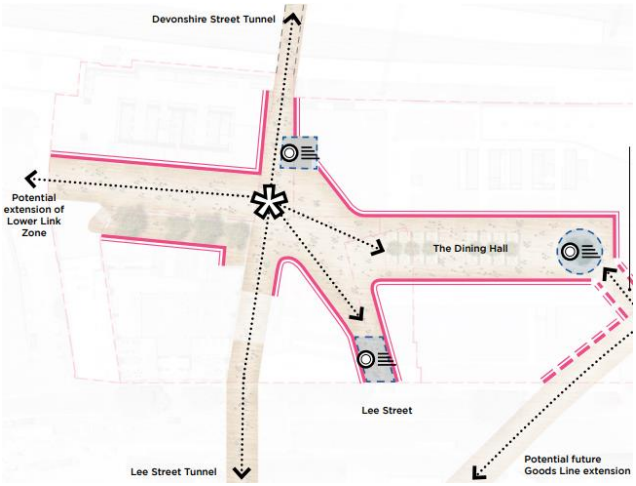
Henry Deane Plaza therefore sits at the centre of a multi-layered publicly accessible space framework and will facilitate a diverse range of vistas and connections in the sub-precinct. TOGA has embraced the criticality of the public domain and the proposed design prepared by Bates Smart and Arcadia seeks to support these existing and future pedestrian loads whilst also providing a connected and legible forecourt to the surrounding built form.

In accordance with the feedback received from key stakeholders (the Department and City of Sydney in particular) and reflective of TOGA's own objective, the design of Henry Deane Plaza seamlessly integrates with the adjacent Atlassian development and proposed Central Place Sydney design to create a connected public realm stitched into the City fabric.

The design has been informed by the TfNSW Space Strategy guidelines for the lower level and upper level extracted in **Figure 38**. The Public Domain and Landscape Package prepared by Arcadia (**Appendix M**)

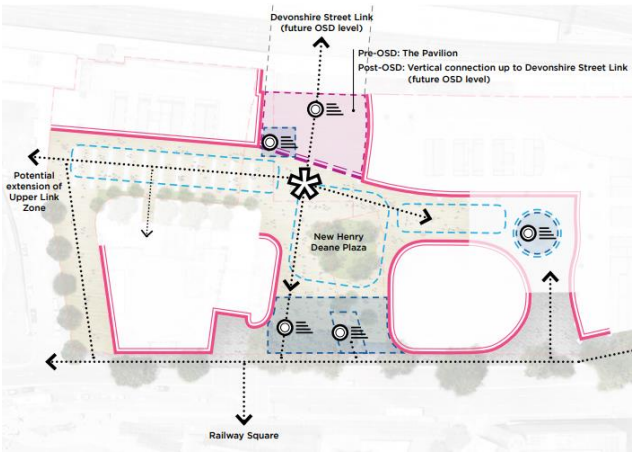
discusses the public domain and landscaping strategy for the site and alignment with these key guidelines and is discussed in the following subsections.

Figure 38 Guidelines for public domain design



Picture 24 Lower level guidelines

Source: TfNSW Space Strategy



Picture 25 Upper level guidelines

Source: TfNSW Space Strategy

Lower Ground Public Domain

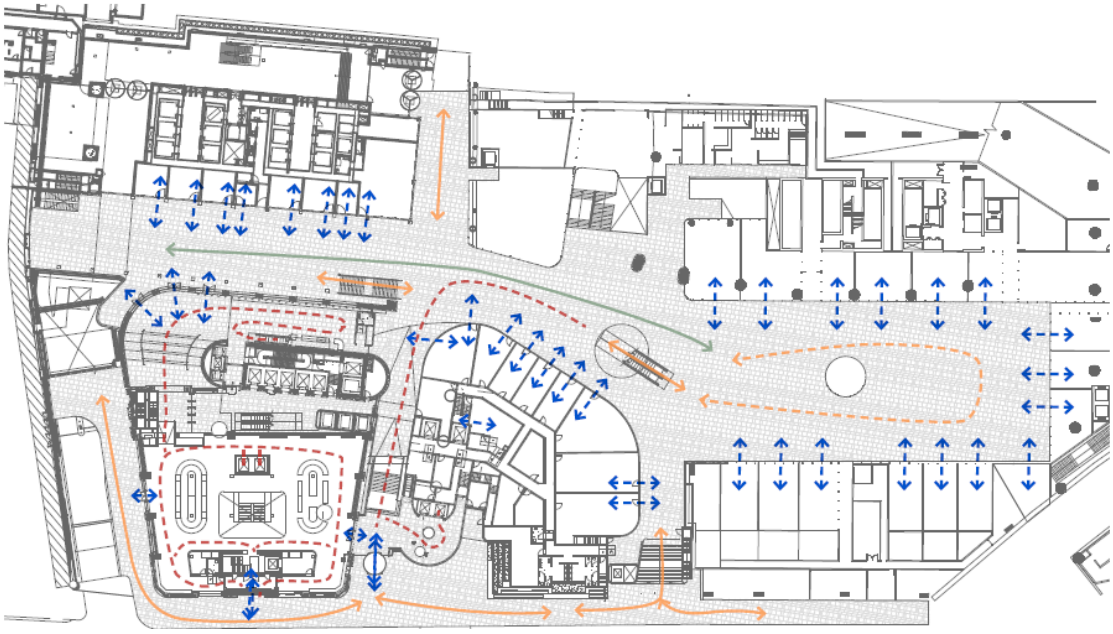
The lower ground public domain is largely designed as a movement and connection space serving commuters, consistent with the Space Strategy lower-level framework. Pedestrian movement will be universally accessible and will be supported by:

- Gradient connection to the Lee Street tunnel. Notably, a clear and unobstructed width of 6m is provided to the Lee Street tunnel to support high levels of commuter traffic.
- Vertical connection to Lee Street (approx. RL 17.5) via the pedestrian stairs and lift access from lower ground to Henry Deane Plaza.
- Vertical connection to Henry Deane Plaza (RL21) via escalators.
- At-grade connections to the Atlassian lower link zone and through to Ambulance Avenue and Central Walk West to the north, the Devonshire Street tunnel to the east, and Central Place Sydney Dining Hall to the south.

Daylight will penetrate to the lower ground via the oculus design and Lee Street pedestrian stairs. This will promote intuitive wayfinding for commuters and will be supported by internal wayfinding signage to be resolved during detailed design.

Appropriate uses and activation are proposed along the edge of the public domain within the lower ground level of the development (RL 16), including the proposed commercial lobby and café, as well as nine retail tenancies below the plaza. This is consistent with the Space Strategy lower-level guidelines (**Picture 24**) and is illustrated in the diagram provided in **Figure 39**, which illustrates the permeability achieved across the Western Gateway sub-precinct.

Figure 39 Permeability of lower ground public domain



Source: Freeman Ryan

Ground Level Public Domain

The ground level public domain differs from the lower ground and will provide a forecourt to the surrounding buildings and level areas for passive public recreation to allow commuters to dwell within the precinct. This area will be a key intersection of movement corridors and seeks to mitigate the topographical level differences through:

- Vertical connection to Lee Street via the central Lee Street stairs with terraced seating and planting. A mid-level landing will mitigate the 3.5m transition from Lee Street to Henry Deane Plaza. The stairs have been positioned to capture the sunlight and will become a place for public life and formal entry point into the precinct.
- Vertical connection to lower ground (RL16) via escalators.
- At-grade connections to Atlassian upper link zone and Central Place Sydney public forecourt. In the final scenario (following development of Central Place Sydney), this will connect with 'The Pavilion' proposed between Block A and Block B. In the future OSD scenario, an extended connection through to the civic stairs will provide access to the Devonshire Street link and OSD. This will provide an iconic east-west transitional vista when viewed from Lee Street.
- The stairway in the glazed atrium (**Figure 25)** will provide additional connectivity and internalise these level differences to enable a level public domain.
- Public ramp access provided on the adjacent Central Place Sydney will provide an accessible pathway from Lee Street to Henry Deane Plaza.

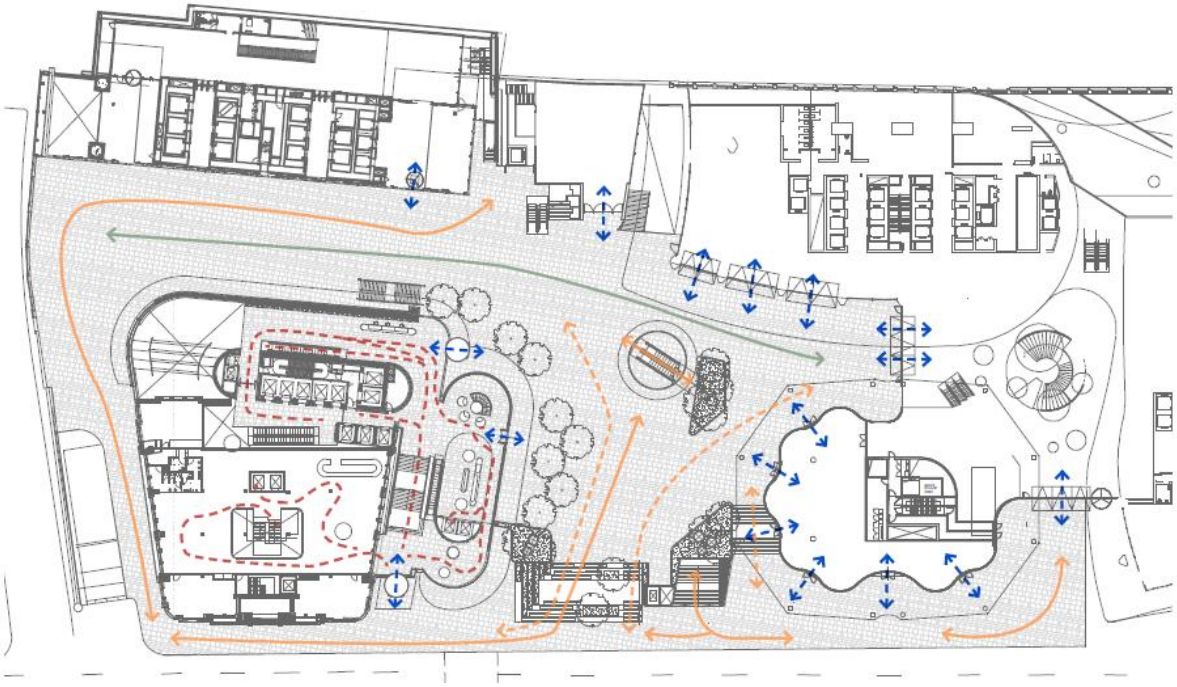
Active frontages are maximised through the visual connectivity with the glazed atrium in the southern pill provide a direct sightline to the hotel lobby, and outdoor café seating to the south of the lobby. The generous awning to the south of the development will provide weather protection and mitigate downdraft wind.

Additionally, public art and heritage interpretation will activate the space. The centralised gathering and arrival space has the potential to accommodate external cultural events within the Tech precinct. This activation of the site and the overall permeability achieved across the ground level Western Gateway sub-precinct is illustrated in the diagram provided in **Figure 40.** This will be detailed through landscaping in planters and stepped areas with soil depths of 450mm – 1500mm to support trees, grasses and shrubs.

Conflict between bicycles and vehicles is minimised through the separation of car access into the precinct basement, and provision of the employee EOTF access point via the Atlassian Link Zone dive ramp on the northern elevation of the fPPb. Public bicycle parking is provided in the public domain on the perimeter of the

centralised gathering space, reducing potential conflict. Potential bicycle parking locations along Lee Street are similarly identified as an option for Council provision of bicycle parking.

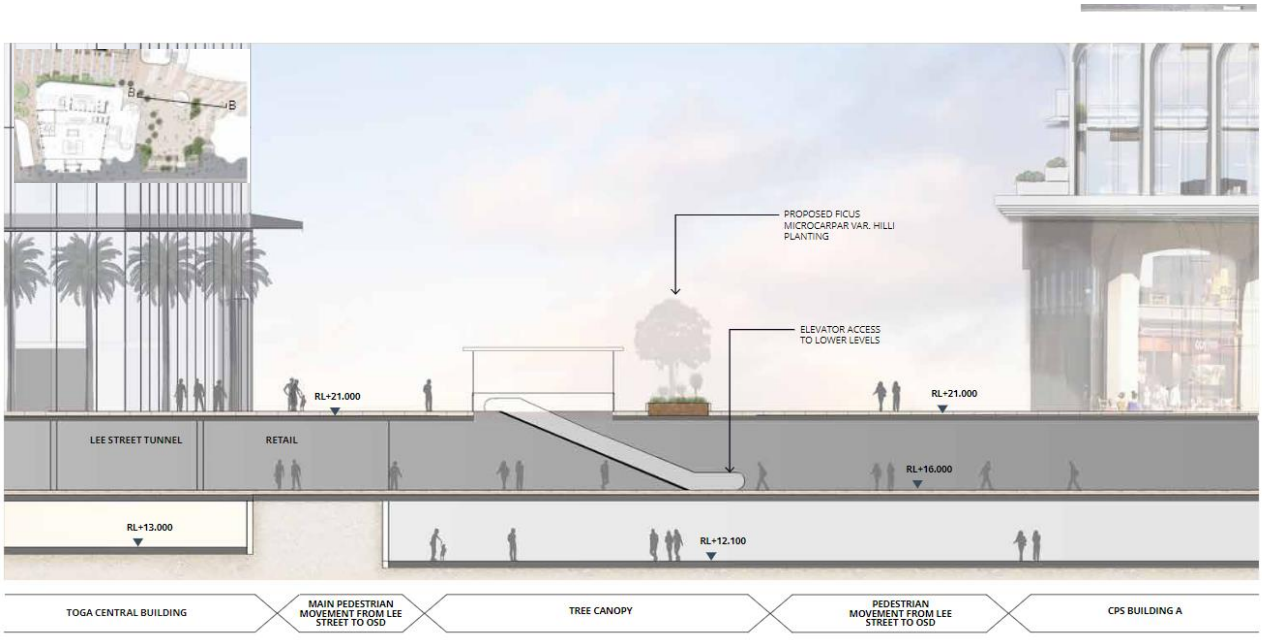
Figure 40 Permeability of ground level public domain



Source: Freeman Ryan

A north-south section across Henry Deane Plaza between the site and Central Place Sydney illustrating the various vertical connection points is provided in **Figure 41.**

Figure 41 Vertical connectivity within the precinct



Source: Arcadia

In summary, the public domain design has been closely developed in accordance with the TfNSW Space Strategy guidelines, the current and future pedestrian demand, Atlassian and the evolving design of Central Place Sydney to create a fully permeable and connected public realm. Ultimately the proposal will provide a vast improvement to the existing site condition and ensure Henry Deane Plaza fulfils its critical role as the epicentre and public anchor of the Western Gateway sub-precinct.

6.4.2. Pedestrian Capacity and Movement Patterns

ARUP have prepared a Pedestrian Impact Report (**Appendix EE**) to identify the potential future movement patterns throughout the Western Gateway sub-precinct and assess the pedestrian performance of the public realm surrounding the site.

The report has also been prepared to respond to TfNSW requirements for the Western Gateway sub-precinct, which requires pedestrian routes and circulation spaces in the precinct to achieve a Fruin level of service C at the morning peak hour at 2056 + 15%.

The use of the Fruin methodology is suitable for this development as the standards developed by John J. Fruin is based upon a study of efficiency of movement within transport facilities for the New York Port Authority in the early 1970s. The Fruin methodology is therefore more suited to assessing confined walking environments, like stations and interchanges. In comparison, the TfNSW Walking Space Guide outlines guidelines designed for comfortable walking on pedestrian streets. This is not as relevant to the site, which is located adjacent to a high frequency transport interchange and involves commuter movement within confined spaces, and as such has not been utilised for the ARUP assessment.

The assessment has been undertaken based on the final scenario, assuming both Central Place Sydney and Atlassian have been constructed and are operational, as well as delivery of Central Walk West, Central Square, Sydney Metro platforms, Central Station North OSD (approx. 200,000sqm GFA), and the bus layover site developed.

6.4.2.1. Methodology

ARUP have prepared a MassMotion pedestrian simulation model to understand future pedestrian demands in the precinct. The model was developed in consultation with TfNSW as a key stakeholder.

The forecast demand for commercial user groups was developed based on the assumed population density of 1 person per 10sqm NLA, whilst hotel related demand was based upon the number of rooms (204 rooms).

The forecast demand for retail user groups was not included in the model as the retail offering and related visitation, staffing profile, opening hours are currently unknown and subject to future fit-out and use DAs. ARUP consider retail trips within the study area will largely be pass-by trips rather than destination retail and as such is not expected to generate additional trips beyond those already represented by AM peak hour movements.

The following distribution rates were input in the model:

- 79% of trips will arrive or depart through the heritage archway from Central Walk West (located in the adjacent Atlassian site),
- 16% through Devonshire Tunnel,
- 2% through Lee Street Tunnel and
- 2% through the Lee Street entry into the glazed atrium on lower ground.

Arup have also included route splits in the model to reflect typical pedestrian movement (i.e., not all pedestrians on the same route).

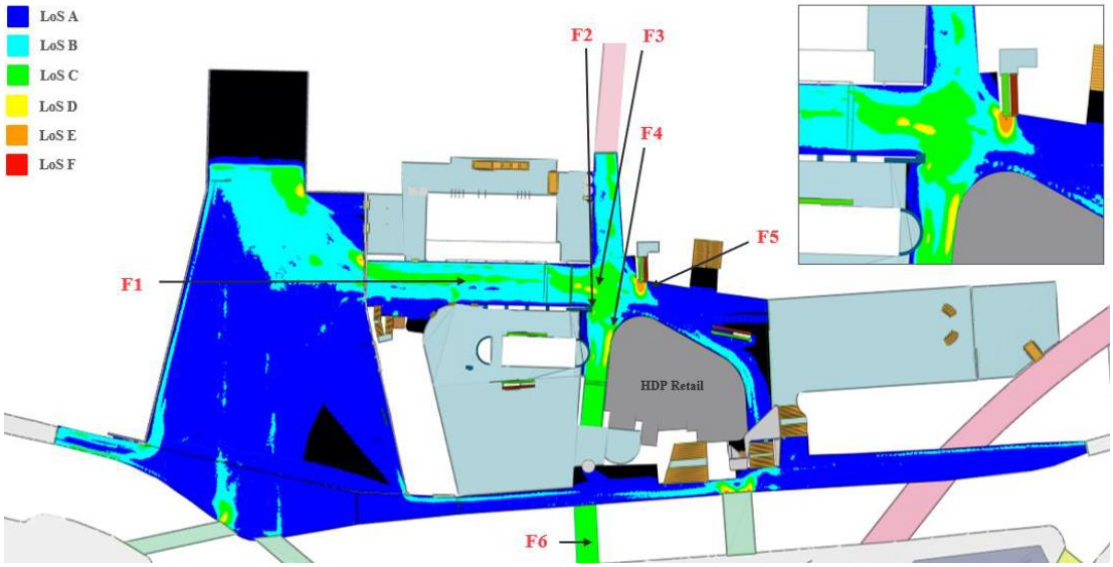
6.4.2.2. Assessment

The model results have been assessed against the following Fruin level of service (**LoS**) categories:

- LoS A – Free circulation.
- LoS B – Uni-directional flows and free circulation. Minor conflicts in reverse and cross flow movements.
- LoS C – Slightly restricted circulation and passing. Probability of conflict in reverse and cross flow movements.
- LoS D – Restricted circulation for the majority. Restricted reverse and cross flow movements.
- LoS E – Restricted circulation, difficulty in reverse and cross flow movements.
- LoS F – Complete breakdown in flow.

The results of modelling the public domain at ground level (RL 21) finds this level performs at a LoS A and LoS B at peak hour, consistent with the TfNSW requirements. The results of modelling the public domain at lower ground level (RL 16) are indicated in **Figure 42.**

Figure 42 Pedestrian modelling results



Source: Arup

These results demonstrate:

- F1: The adjacent Atlassian lower link zone will perform at a LoS B and some areas of LoS C, suggesting width and performance is acceptable.
- F2 – F3: At the junction of the lower link zone, Lee Street tunnel and Henry Deane Plaza, this area will perform at a LoS C with some spots of LoS D. This suggests the node is at capacity as a result of increased conflicting and multi-directional pedestrian movements.
- F4: Adjacent to the proposed lower ground retail and the Lee Street tunnel, this area will perform at a LoS D.
- F5: At the base of the Central Place Sydney escalators from lower ground to Henry Deane Plaza, this area will perform at a LoS D.
- F6: The Lee Street tunnel will perform at a LoS C.

As the results indicate the three points with a LoS D (F2 – F3, F4 and F5), ARUP have further considered the design and assessed alternative scenarios for this area to understand the impact on pedestrian movement. It is noted that whilst the escalator area (F5) performs at a LoS D, the escalator access is not located within the site boundary and design alternatives are not proposed for this.

Two alternative scenarios were assessed including the partial demolition of the southern end of the heritage wall, and the flattening of the southern end of the curved eastern pill form. The results indicate:

- The flattening of the southern end of the curved eastern pill form provides for additional pedestrian movement at the entrance to the Lee Street tunnel and an improvement in the performance to a LoS C in the area adjacent, with only a minor area near the retail tenancy performing at a LoS D.
- The partial demolition of the southern portion of the heritage wall results in an improvement in the performance to a LoS C in the area adjacent, with only a minor area in the lower link zone performing at a LoS D.

  However, as this wall comprises historical fabric and is part of the fPPb heritage item and its significance, the partial demolition of the southern portion of the wall has not been included within the proposal. It is noted that the localised portion of LoS D within the Lee Street tunnel is a result of the broader Western Gateway sub-precinct pedestrian movements. This factor may further be mitigated in the future through the introduction of a stairway from the lower link zone to Henry Deane Plaza (which is understood to be currently under consideration by TfNSW).

6.4.2.3. Mitigation Measures

The Pedestrian Impact Report demonstrates the modification to the southern end of the curved eastern pill form results in an improvement in pedestrian capacity. This modification has therefore been adopted into the proposed Architectural Plans **(Appendix F**).

As outlined above the partial demolition of the heritage wall has not been proposed as this would result in the loss of heritage significant fabric and potentially an adverse impact on the significance of the building. Mitigation options such as the introduction of a stairway from the lower link zone to Henry Deane Plaza is understood to be currently under consideration by TfNSW, which would assist with the mitigation of the LoS D in this area.

6.4.3. Trees and Landscaping

An Arboricultural Impact Assessment (**AIA**) has been prepared by Ecological Australia and is provided at **Appendix BB.**

6.4.3.1. Methodology

Ecological Australia conducted an assessment of the health and condition of the trees located in the site boundary in accordance with a stage one visual tree assessment (**VTA**) as formulated by Mattheck and Breloer (1994) and practices consistent with modern arboriculture. In total, 22 trees within the site boundary were inspected on 25 May 2022 and locations recorded using GPS units.

Each tree was provided with a retention value determined in accordance with the Institute of Australian Consulting Arborists (**IACA**) Significance of a Tree Assessment Rating System.

In addition to the 22 trees assessed, Ecological note there is a group of planted palm trees within the rear courtyard of the fPPb existing Adina Hotel building. The trees were not accessible and therefore not included in this assessment – however given their low height, constrained surroundings and limited ability to provide canopy, they are considered to be of Low Retention value.

6.4.3.2. Assessment

The proposed development will result in a direct high – medium impact to all 22 trees assessed within the site. The trees are assessed as:

- 7 high retention value trees,
- 12 medium retention value trees, and
- 3 low retention value trees.

The trees typically include *Livistona Australia* and *Platanus acerifolia* species accommodated in planter beds, ranging in height from 11m – 20m. It is noted that the trees are not native trees and are planted for aesthetic purposes and the landscape has been significantly altered from any natural state, having undergone significant urban redevelopment and use as a major transport thoroughfare being directly adjacent to Central Station.

The demolition of Henry Deane Plaza and re-levelling to construct the plaza at RL 21 will result in direct impact on tree roots and will require the removal of the trees currently located in the plaza. Two trees along Lee Street will also require removal due to construction impacts along the Lee Street site boundary and the western elevation of the fPPb.

As a result, all 22 trees are proposed to be removed. Replacement tree planting throughout the broader site at a ratio of 1:1 is proposed as part of the new landscaping strategy, as discussed in **Section 3.5.2**.

6.4.3.3. Mitigation Measures

The AIA identifies the following mitigation measures to be incorporated during construction:

- All tree pruning and removal is to be carried out by an arborist with a minimum AQF Level 3 qualification in Arboriculture.
- All tree work must be in accordance with Australian Standard AS 4373-2007, Pruning of Amenity Trees and the NSW WorkCover Code of Practice for the Amenity Tree Industry (1998).

- Permission must be granted from the relevant consent authority prior to removing or pruning of any of the subject trees. Approved tree works should not be carried out before the installation of tree protection measures
- Any additional construction activities within the TPZ of the subject trees must be assessed and approved by the project arborist and must comply with AS 4970-2009 - Protection of trees on development sites.

6.4.4. Crime Prevention Through Environmental Design

SEARs Item 8 requires the development to address how Crime Prevention through Environmental Design (**CPTED**) principles are to be integrated into the development, in accordance with Crime Prevention and the Assessment of Development Applications Guidelines. Accordingly, Urbis have prepared a CPTED Assessment Report at **Appendix AA.**

6.4.4.1. Methodology

The methodology for the preparation of the CPTED Assessment Report comprised the following activities:

- Local context analysis, including review of surrounding land uses, a site visit on 20 April 2022, review of relevant State and local policies to understand the strategic context and approach to crime and community safety, and analysis of relevant data to understand the existing context and crime activity.
- Analysis of the proposal against CPTED principles.

6.4.4.2. Assessment

Urbis has assessed the proposed development structured by the proposed building level and proposed public open space. The findings of the assessment are that the development supports crime prevention in and around the building as:

- Inclusion of multiple compatible uses that will help activate the site at different times of the day and evening.
- Good space management of different uses is provided at basement level one, lower ground level and ground level.
- Clear delineation of different uses throughout the building, with uses having their own lifts and lift lobbies.
- Well supervised entry points to hotel and commercial lobbies through passive (seating, glazed atrium) and organised (concierge desks) mechanisms.
- Inclusion of perimeter landscaping around the public domain areas will encourage public use and ownership over this space.

6.4.4.3. Mitigation Measures

Specific mitigation measures are recommended for each building level assessed in the CPTED Assessment. The recommendations and design considerations relate to operational management, detailed fit-out and design development measures that will be incorporated by TOGA during operation of the proposal.

6.5. VIEW AND VISUAL IMPACT

A Visual Impact Assessment (**VIA**) has been prepared by Urbis (**Appendix X**) in accordance with SEARs Item 7. The VIA provides an analysis of the development from key locations, vistas and view corridors from the public domain (including photomontages) and addresses the proposal's siting n the wider visual setting of the Central Railway Workshops site and surrounding heritage items.

6.5.1.1. Methodology

The methodology adopted for the VIA is informed by a number of published methods including the Guidelines for Landscape and Visual Impacts Assessment 3rd edition, published by the Landscape Institute and Institute of Environmental Management and Assessment, the RMS Guideline for Landscape Character and Visual Impact Assessment Practice Note and on professional experience.

The VIA also considers the planning principles relevant to view loss from the NSW Land and Environment Court (LEC) including Tenacity Consulting v Warringah [2004] NSWLEC 140 - Principles of view sharing: the

impact on neighbours (**Tenacity**) and in relation to public domain views Rose Bay Marina Pty Limited v Woollahra Municipal Council and anon. [2013] NSWLEC 1046 (**Rose Bay**).

A 3-stage methodology has been adopted in the VIA, informed by fieldwork, observations, view analysis and the proposal. The ultimate visual impact assessment is informed by an assessment of compatibility, view place sensitivity, visual absorption capacity and views to heritage items. An overall assessment on the impact to existing character is also undertaken.

6.5.1.2. Assessment

Visual Catchment Analysis

The VIA provides an assessment of the visual catchment of the surrounding area.

The block to the north of the proposed development is predominantly characterised by low-height, large floor-plate heritage buildings dating to the early 20th Century. Views from the north to the subject site will include a foreground composition of heritage items that are relatively uniform in height and share a limited palette of finishes for example brick, render and sandstone.

Regarding the scenic quality, external visibility, viewer and view place sensitivity of this area, the VIA notes:

- The greatest level of visual exposure to the site from the public domain is in close views from the immediate vicinity of the site. Views along George Street, south of Ultimo Road provide the most direct axial and focal views and the site will be seen in the context of heritage items (such as the Central Station Clock Tower).
- Taller built form proposed for the site will create a larger potential visual catchment. In distant parts of the visual catchment from Wentworth Street or near Prince Alfred Park, the architectural details and materiality of the building would not be easily perceived.
- The site is considered as having medium-high scenic quality with regard to the opportunity for views.
- The site is rated as being of medium view place sensitivity. The VIA considers that visual changes proposed would have a positive effect on view place sensitivity, potentially generating more public interest in the views and a higher number of viewers to experience the views.

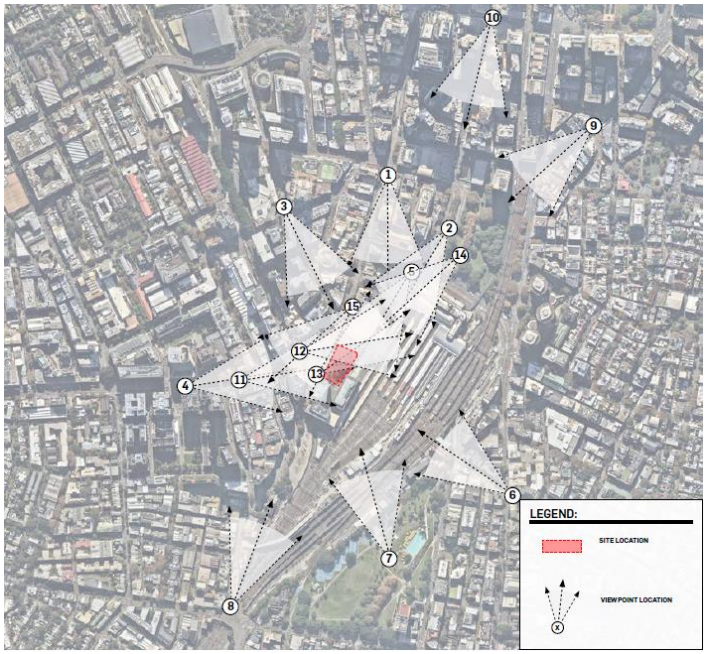
Regarding view loss, the VIA notes:

- There are a limited number of private dwellings located within the immediate visual catchment, the majority of which are low in height, not directly orientated towards the site and are spatially well separated from it. Potential private views are therefore unlikely to be affected by view loss.
- The sensitive uses in the surrounding area are identified in **Section 2.2.1**. Of these views, the only sites with the potential to have existing views towards the Clock Tower are 49-53 Regent Street, Chippendale and 71-75 Regent Street, Chippendale. However, given the spatial separation of these residential buildings from the site (approximately 250m), orientation and likely expansive views available from upper floor apartments, the visual effects and potential impacts of the proposed development on these views is unlikely to be significant.
- On inspection of views Urbis determined that due to the orientation and alignment of each view that the level of visual effects and likely impacts of the proposed development on the existing composition would be negligible. In this regard Urbis consider there is no utility in assessing the proposed against Rose Bay.

Viewpoint Selection and Analysis

Urbis has selected and assessed 15 view places for further analysis based upon a desktop review and fieldwork of the site. The selected views are identified in Figure 41 and an assessment of the view summarised in the following **Table 15.**

Figure 43 Viewpoint location map



Source: Urbis

Table 15 Selected Viewpoints

View No.	Viewpoint Location	Visual Impact Rating
1	683 George Street	Low
2	Intersection of Pitt Street and Barlow Street	Medium
3	Intersection of Quay Street and Ultimo Road	Low
4	Broadway	Low
5	Central Station Concourse vehicle ramp	Medium
6	Devonshire Street	Low
7	Prince Alfred Park	Medium
8	Intersection of Regent Street and Cleveland Street	Low
9	Intersection of Wentworth Avenue and Wemyss Lane	Low
10	Intersection of Pitt Street and Liverpool Street	N/A (proposal is not visible)
11	8-14 Broadway, Chippendale	Low
12	George Street, south of Railway Square	Medium
13	Railway Square – Lee Street	Medium - High (refer discussion below)
14	Belmore Park	Medium
15	Apex of Pitt Street and George Street	Medium - High (refer discussion below)

The assessment for each viewpoint has been considered in their totality by Urbis in regard to view sensitivity, physical absorption capacity and visual compatibility as summarised below.

The assessment of visual sensitivity finds:

- Sensitivity from public open recreation space is deemed the highest. A high number of viewers would be expected to access Belmore Park and Prince Alfred Park, and these locations are considered to be locations where viewers could reasonably be expected to have an extended viewing period.
- The remaining viewpoints are generally experienced for shorter periods of time as a result of being viewed from moving vehicles or while walking / cycling and when combined with variable factors resulted in lower view place sensitivity (low - medium).

The assessment of physical absorption capacity, which measures the extent to which the existing visual environment can reduce or eliminate the perception of the visibility of the proposed redevelopment, finds:

- Clear views of proposal are largely restricted to the immediate visual catchment of the site (Railway Square, Central Station vehicle concourse and Pitt Street).
- Due to the urbanised nature of the location, views to the proposal are obstructed to varying degrees by intervening existing built form, which generally corresponds to increasing distance, with the exception of Prince Alfred Park which due to its open nature allows for views towards the site.

The assessment of visual compatibility, which considers whether the proposal can be constructed and utilised without the intrinsic scenic character of the locality being unacceptably changed, finds:

- The overall visual compatibility of the proposed development is rated as medium-high for one view (View 15), and low or medium in all other views.
- View 13 is assessed as ‘medium-high’ visual impact as it is a direct view to the site including the fPPb, taken from Railway Square (directly adjacent). Due to proximity, it is assessed as a ‘medium-high’ impact however the visual change is only experienced in close views, immediately adjacent. As the viewer moves north, more of the heritage item is visible. The potential view impact is mediated by the proposed transparent façade of the southern box, and open structure that will facilitate filtered views through to the southern façade of the fPPb. The proposal will form part of an approved tower cluster which will in time, emerge within the Western Gateway sub-precinct at Central Station.
- View 15 is assessed as ‘medium-high’ visual impact as it is a direct view to the site including the fPPb, taken from the adjacent intersection of Pitt and George Street which is 50m north-east of the site. Due to proximity, it is assessed as a ‘medium-high’ impact however the visual change is only experienced in close views, immediately adjacent. The proposal will form part of an approved tower cluster which will in time, emerge within the Western Gateway sub-precinct at Central Station.
- The proposed development introduces a novel tower form into the visual context that is currently occupied by lower built forms – however the proposal is compliant with the provisions of clause 6.53 of the Sydney LEP 2012 and is consistent with the provisions of the Design Guide.
- In all distant and medium distant views the proposed development appears as a tall narrow tower form in the context of existing high and medium height buildings that are present in the highly urbanised visual setting.
- In time, the compatibility with urban features will increase following the assessment and determination of Central Place Sydney. In close views the proposed development is visible as a contemporary form that has been designed to deliberately juxtapose with and visually stand apart from the predominant heritage character of the immediate visual context.

The assessment of heritage significance finds:

- The site is within a unique visual context which is characterised by relatively uniform low-height buildings, natural stone finishes and ornate, architectural detailing. The visual context includes State listed heritage items including visually significant buildings Central Station, Central Station Clock Tower and the fPPb on the subject site.
- No views analysed were found to be designed or documented ‘historic views’.
- The visual changes proposed including contrasting forms (vertical and horizontal) architectural detailing, materiality and colours are differentiated to an extent that they do not compete with or visually dominate

the prominence of heritage items or detract from the unique heritage setting or render views to it site and items present, as tokenistic.

- The proposal will predominately block areas of open sky and will not block or dominate views towards or from heritage items.

When considering the 'baseline' / existing visual context, the level of visual effects of the proposed development from each viewpoint and the considerations outlined above, Urbis conclude the visual impacts of the proposed development were found to be acceptable and reflect the desired character of the precinct.

6.5.1.3. Cumulative Impact Assessment

The VIA has considered the cumulative impact of the proposed development alongside the concurrent redevelopment of the approved Atlassian development and the proposed Central Place Sydney development.

The VIA notes that whilst the development of the Western Gateway sub-precinct will result in a visual change, this will not be considered an adverse impact. Together these developments will form a new visual marker within the Sydney skyline, and when viewed from the south the cluster will be viewed against the existing tower forms of Central Sydney. This will create a new contemporary visual landmark consistent with the Central Precinct Strategic Vision and Design Guide.

When viewed from the east and west, the proposal and combined tower cluster forms will be read as an extension of the existing Sydney CBD, which when viewed from a distance is not at odds with existing visible built form and would not significantly alter the visual composition of the view. Views from within a more immediate visual catchment would be from within the identified urban context would often be obstructed as a result of intervening built form which decreases potential cumulative impacts on available visual compositions.

6.5.1.4. Mitigation Measures

The VIA considers the visual impacts of the proposed development are acceptable in the immediate and wider visual context and does not recommend implementation of mitigation measures.

6.6. ECOLOGICALLY SUSTAINABLE DEVELOPMENT

6.6.1. Sustainability Strategy

Sustainability underpins all aspects of the development proposal and TOGA seeks to deliver a building aligned with contemporary best practice sustainability outcomes. This will respond to both the expectations of the Australian market for premium workplace buildings, requirements of leading global technology companies which the development will seek to attract, as well as TOGA's internal commitment to improving environmental performance in their developments.

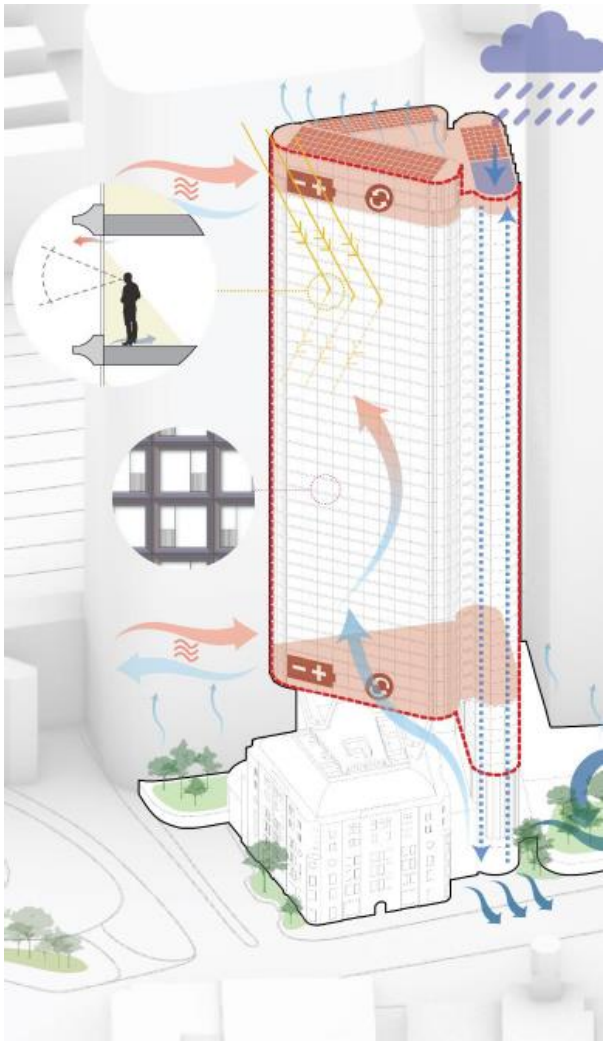
The proposed sustainability strategy similarly aligns with the requirements of the Design Guide and the actions of the District Plan, CSPS and Sustainable Sydney strategic policies (refer **Section 2.3**).

The project **targets** the following industry ratings:

- 5.5-star NABERS Energy rating for commercial uses with a Commitment Agreement
- 4.5-star NABERS Energy rating for hotel uses with a Commitment Agreement
- 4-star NABERS Water rating for commercial uses
- 4-star NABERS Water rating for hotel uses
- 6-star Green Star Design and As-Built rating (version 1.3)
- Silver core and shell WELL rating (or equivalent industry standard) for commercial uses

Additionally, the development will achieve a minimum 5-star Green Star Design and As Built rating (version 1.3) and has been designed to achieve **net zero emissions**. The transition to 100% renewable energy use will be achieved by 2030. The proposed mechanisms adopted to achieve these targets and commitments are discussed in the ESD Report at **Appendix CC** and summarised overleaf.

Figure 44 Proposed sustainability strategy



Source: Atelier Ten

The proposed sustainability measures for the site are visually illustrated in Figure 42 and include:

Greenhouse gas emissions:

- Installation of 25kW solar PV panels on the tower roof to provide renewable energy.
- Provision of landscaping within Henry Deane Plaza to reduce urban heat island effect.
- Development of a Net Zero Strategy Plan during detailed design, post-approval.
- Purchase of offsite renewable energy, to be detailed in the Net Zero Strategy Plan to enable a transition to 100% renewable energy by 2030.
- Development of a Climate Adaption and Resilience Plan during detailed design, post-approval.

Energy combustion:

- Permeable tower façade to maximise natural ventilation and reduce mechanical HVAC use.
- Provision of horizontal and vertical passive solar shading on the façade in the terracotta framing to reduce heat load.
- External glazing developed to provide high visual comfort and comfortable levels of solar gain, reducing electrical lighting needs.
- Substations and infrastructure to enable transition to 100% renewables.
- Encourage use of sustainable modes of transport.

Water consumption:

- Fixtures and fittings with high WELS ratings.
- Stormwater capture through a 60kL rainwater tank and rainwater reuse for irrigation in landscaped areas, cooling towers and toilet flushing.

Material use

- Waste recycling targets of 90% for construction materials in accordance with Green Star requirements and a 75% target for the recycling rate for commercial operations.
- Use of low-carbon concrete and cements through material specification.
- Sourcing of sustainably certified materials.

6.6.2. Compliance with ESD Principles

Section 193 of the EP&A Regulations 2021 identifies the principles of ecologically sustainable development. Consistent with the requirements of the SEARs Item 10, an assessment of the proposed development against the principles is provided in Table 16 and discussed further in the ESD Report prepared by Atelier Ten at **Appendix CC.**

Table 16 Assessment against principles of ESD

Principle	Proposal
(1) The principles of ecologically sustainable development are the following— (a) the precautionary principle,	The development of a site-specific Construction Management Plan prior to commencement of construction will ensure the contractor follows best practice and reduces the potential risk of environmental damage as a result of construction activities. The Preliminary CMP at **Appendix YY** provides an overview of the intended strategies to manage construction impacts (refer **Section 6.16)**. The preparation of a Climate Adaption and Resilience Plan during detailed design, post-approval will provide further guidance on the intended measures of resilience to extreme events and climate change. This will include a risk assessment and register in the Climate Adaptation Plans to be developed in accordance with Green Star requirements. EOTF and 237 bicycle parking spaces are incorporated to promote active transport and reduce use of fossil-fuel cars.
(b) inter-generational equity,	This EIS contains a full and complete assessment of the environmental impacts associated with the development proposal and as such considers the health, diversity and productivity of the environment for future generations. The proposal aligns with a WELL Building Core and Shell Silver rating, with the opportunity to enable potential future higher-level certification in partnership with future key commercial tenants. The incorporation of infrastructure to support electrical vehicle charging stations responds to future requirements of the development.
(c) conservation of biological diversity and ecological integrity,	The existing vegetation on the site is not native and has been planted for aesthetic purposes. The removal of 22 trees therefore is not anticipated to impact the site's biological diversity. The proposed landscaping strategy and provision of 22 trees, shrubs and planting will improve biological diversity and provide for better environments for the local ecosystems.

Principle	Proposal
	Irrigation systems will be designed to incorporate monitoring devices to detect sub-soil moisture, weather and other environmental data to efficiently control irrigation regimes, as discussed in the Landscape and Public Domain Report at **Appendix M.** The incorporation of Water Sensitive Urban Design principles in the site design will reduce stormwater impacts, as discussed in **Section 6.13.**
(d) improved valuation, pricing and incentive mechanisms.	The valuation principle has been achieved through the efficient use of land by the renewal of an urban site within a highly suitable Tech precinct to accommodate additional density and 480 jobs during construction and 3,300 jobs during operation. The proposed sustainability measures outlined above seek to achieve the established environmental goals and proactively respond to environmental problems.

6.7. ENVIRONMENTAL AMENITY

6.7.1. Solar Access and Overshadowing

Bates Smart have prepared shadow diagrams and sun eye view diagrams to illustrate the solar access to the site and surrounding areas at the summer solstice (December 21), winter solstice (June 21) and the equinoxes (March 21 and September 21) at hourly intervals from 9am – 3pm. These diagrams are provided at Appendix A3 to the Urban Design Report (**Appendix G)** and discussed further below.

This discussion is structured around the seasonal periods, as well as key public areas including Central Square, Railway Square and Prince Alfred Park. The shadow diagrams reflect the existing and approved (including Atlassian) built form in the surrounding area. The assessment does not model the shadow impact of Central Place Sydney as this form is currently under assessment.

6.7.1.1. Winter Solstice

The extent of shadow in the morning period of the winter solstice is over the commercial, mixed-use and institutional buildings along Regent Street and part of Cleveland Street between 9am – 10am. This area already experiences a high degree of shadow due to the urbanised nature of the precinct, and the extent of shadow is considered to be expected as a result of the site's location within Central Sydney.

Notwithstanding this, the fast-moving shadow quickly dissipates and by 11am the shadow cast by the development falls within the Western Gateway sub-precinct and the adjacent commercial development proposal of Central Place Sydney, and the railyard tracks to the south of Central Station.

As a result of the orientation of the proposed built form, the proposal will result in some overshadowing over the area of Henry Deane Plaza between the morning period of 9am – 12pm on the winter solstice. However, due to the orientation of the northern pill along the diagonal line, this area will receive solar access between 1pm – 3pm, aligning with the lunch time period associated with the likely peak demand for recreational activity and 'dwell time' in the plaza area.

As the day progresses by 3pm, the shadow falls upon B4 Mixed Use land between the axis of Chalmers Street and Devonshire Street in Surry Hills. It is noted however that these areas are not impacted the proposal and are in full sun between 10am – 2pm, and as such receive a suitable level of solar access over the period of the day.

The proposal does not result in overshadowing to Railway Square or the future Central Square on the winter solstice.

6.7.1.2. Equinox

During the equinox morning period, the shadow falls to the Railway Square block bound by Little Regent Street and to the Lee Street road corridor between 9am – 10am. A slight shadow of Henry Deane Plaza between 11am – 12pm is cleared by 1pm to provide full afternoon sunlight to the public domain.

In the afternoon until 3pm, the shadow falls entirely on the Central Station railway tracks.

6.7.1.3. Summer Solstice

In the morning of the summer solstice, the shadow largely falls within areas of existing shadow. Whilst the southern portion of Railway Square is within shadow at 10am, this fast-moving shadow dissipates by 11am, where it falls within the site boundaries between 11am – 12pm.

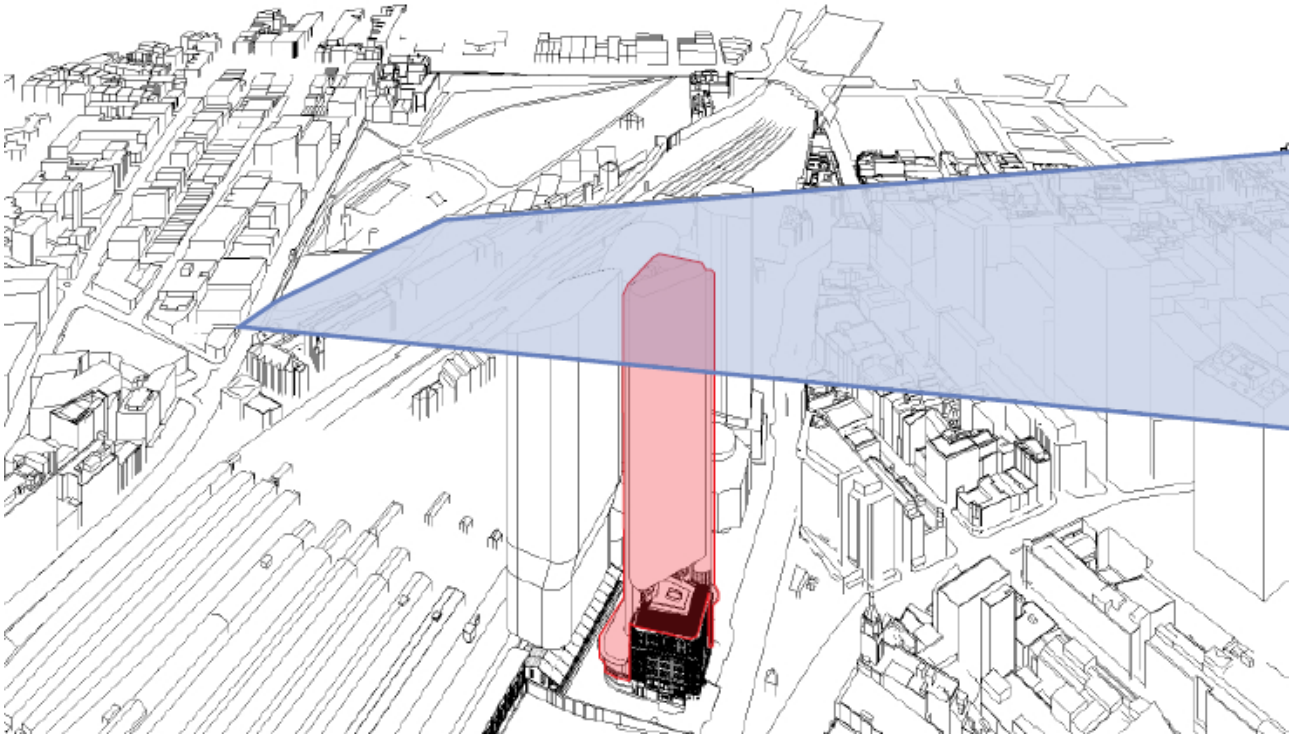
From 1pm, the proposal does not result in any additional shadow impact.

6.7.1.4. Prince Alfred Park

Prince Alfred Park is located to the south-east of the site and is protected by a sun access plane in clause 6.17 of the Sydney LEP 2012 which prevents any additional overshadowing (beyond the shadow that would be case by a wall with a 20m frontage height on the boundary between the park and the railway land) between 10am – 2pm during any part of the year.

As illustrated in the diagram extract below, the proposed tower sits entirely within the Prince Alfred Park solar access plane to ensure no additional overshadowing between 10am – 2pm, when the parkland is most used.

Figure 45 Prince Alfred Park solar access plane



Source: Bates Smart

6.7.2. Pedestrian Wind Impact

Achieving a good external pedestrian wind environment both within the site, Henry Deane Plaza and the broader Western Gateway sub-precinct is a key consideration of the design proposal. A Pedestrian Wind Study has been prepared by RWDI (**Appendix Y**) in response to SEARs Item 6 and the findings of the report are discussed in the following subsections.

6.7.2.1. Methodology

The Pedestrian Wind Study provides a quantitative assessment based on a wind tunnel assessment, which specifically include a wind speed measurement of a 1:300 scale model of the site and the surrounding context. The wind tunnel testing was completed for the following two scenarios:

- Configuration 1: Existing site with existing surroundings, including proposed Central Place Sydney and Atlassian developments.
- Configuration 2: TOGA in context of the existing site with existing surroundings, proposed Central Place Sydney and Atlassian developments.

Configuration 2 therefore demonstrates a cumulative impact assessment of the site within the surrounding context.

The wind tunnel model included all relevant surrounding buildings and topography within an approximately 360 m radius of the site.

The results were assessed against the relevant wind criteria as follows:

- CSPS wind criteria, which includes both comfort levels and safety levels as follows:
  - Comfort category (based upon GEM speed)
    - Sitting: < 4m/s
    - Standing: < 6m/s
    - Walking: < 8m/s
    - Uncomfortable: > 8m/s
  - Safety criterion (based on gust speed)
    - Exceeded: > 24m/s
- Design Guide, which identifies the following key criteria:
  - 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 impacts from any development on public domain should not exceed the Wind Comfort Standard criteria for sitting, standing, and walking taking into consideration the intended use of the space. This includes:
    - Walking through the OSD connection and footpaths: 8m/s
    - Standing at building entrances and bus stops: 6m/s
    - Sitting in public spaces: 4m/s
  - Minimum of 200sqm of contiguous space that is open to the sky to achieve wind comfort standard criteria for sitting.

6.7.2.2. Assessment

The addition of the proposed Central Place Sydney building form is expected to provide shelter from prevailing southerly winds resulting in a comfortable wind amenity at most locations around the site. The cluster of towers within the Western Gateway sub-precinct works together to improve the overall wind environment. It is however noted higher wind activity is noted towards the south of the site as winds are channelled between the precinct buildings.

The results of the wind testing reflect the worst-case scenario and does not include any proposed (or approved) landscaping or street vegetation which would result in a mitigation of wind speeds. These are discussed in **Table 17.**

Table 17 Findings of wind tunnel assessment

Criteria	Measured wind locations	Configuration 1 (existing)	Configuration 2 (final developed condition)
Pedestrian comfort	Footpaths	▪ Wind conditions calm around the site due to shielding of southerly winds from Central Place Sydney. ▪ Higher wind activity at the intersection of Lee Street and Little Regent Street.	▪ Wind conditions on footpaths largely consistent with Configuration 1. ▪ All pedestrian footpaths achieve wind conditions suitable for walking use or calmer throughout the year. ▪ Footpath to the west of Lee Street experiences an increase in windiness resulting in a criterion suitable for walking use throughout the year. This is deemed acceptable given the use of the space.
	Henry Deane Plaza and public realm	▪ Conditions suitable for passive sitting or standing use.	▪ Conditions predominately suitable for sitting or standing use throughout the year. ▪ At the base of the proposed development on the south-eastern corner of the development will experience localised walking conditions as winds channel through the tower forms, which is one category windier than that suitable for seating provisions located in the plaza. ▪ RWDI propose mitigation of the wind conditions through landscaping as discussed in **Section 6.7.2.3.**
	Western Forecourt	▪ Conditions suitable for passive sitting or standing use.	▪ The eastern entrance to the building at ground level will experience higher wind conditions than the eastern entrance. As such, RWDI propose mitigation of the wind conditions through the proposed awning as discussed in **Section 6.7.2.3.**
	Central Station platform	▪ Conditions suitable for passive sitting or standing use.	▪ Conditions suitable for passive sitting or standing use.
	Level 7 fPPb outdoor function area	▪ N/A – not currently utilised as outdoor space due to existing roof form.	▪ Standing comfort categories are achieved on the fPPb level 7 terrace surrounding the perimeter of the roof form, with 1 area in the centre of the roof form achieving a walking comfort category. However, this aligns with the central glazed space above the void which is not accessible and would not be used by future occupants.
	Level 21 wellness level (open façade)	▪ N/A	▪ Conditions suitable for passive sitting or standing use.
Strong Winds	Entire precinct	▪ Two locations exceed safety criterion at intersection of Little Regent Street and Lee Street (locations 23 and 64 due to winds	▪ The proposal resolves the three wind exceedances in Configuration 1. ▪ Three localised exceedances concentrated at the south-eastern corner of the tower are identified. This is a minor exceedance, including a 24.5m/s, 24.6m/s and 24.8m/s exceedance of the 24m/s criterion.

Criteria	Measured wind locations	Configuration 1 (existing)	Configuration 2 (final developed condition)
		channelled through street corridor. ▪ Northern part of Central Station experience high winds (location 42).	▪ RWDI propose mitigation of the wind conditions through the extension of the proposed awning as discussed in **Section 6.7.2.3.** This has been incorporated into the design which resolves these exceedances completely.
	Within the development	▪ N/A	▪ Level 7 fPPb terrace and level 21 façade opening do not exceed the safety criterion.

As Configuration 2 has been modelled to include both Atlassian and Central Place Sydney, achieving the above results is dependent upon the delivery of both these developments within the precinct. As mentioned elsewhere, the delivery of the Central Place Sydney built form provides a barrier to the site from southerly winds travelling through the precinct that contributes to the above results.

In regard to the pedestrian wind requirements of the Design Guide, RWDI note:

- There are no areas that exceed the wind comfort standard criteria for sitting, standing or walking dependent upon the intended use of these areas.
- All areas outside of the sub-precinct achieve the proposed wind comfort criteria of walking. Wind conditions within the Central Station forecourt to the north of the site are suitable for passive use (sitting and standing), without the need for additional mitigation measures. With the inclusion of landscaping, RWDI consider it is highly likely the area will be suitable for sitting use throughout the year.
- Wind conditions in the area outside of the sub-precinct are also equivalent to the existing site conditions in the area and the proposal will therefore not result in the increase to wind conditions.
- An area of 200sqm (in the defined Railway Square area) is suitable for the target sitting use.

The proposal is therefore compliant with all wind requirements of the Design Guide.

6.7.2.3. Mitigation Measures

RWDI identifies that the inclusion of landscaping within Henry Deane Plaza and surrounding the site, while not necessary to meet the required criterion outlined in the sections above, would lead to the improvement of wind amenity around the site. This specifically includes the provision of landscaping (trees) to the north-east and north-west of the development, and landscaping (trees and planter boxes) within Henry Deane Plaza.

As illustrated in the Public Domain and Landscaping Plan (**Appendix M)** the proposal seeks to provide mature tree planting to the north-west of the development as well as tree planting, shrubs and planter boxes within Henry Deane Plaza. The area to the north-east of the site is not located within the site boundary, however it is noted that adjacent Atlassian development does propose to deliver seven mature tree plantings along the site's northern and eastern boundary which will assist with mitigation of wind funnelled from the tower forms above.

RWDI also recommend the extension of the width of the proposed awning on the south-eastern corner of the site, provided at level 1. This recommendation has been incorporated into the design as illustrated in the Architectural Plans at **Appendix F.** RWDI note this will capture the redirected winds and keep above the ground level to resolve the marginal safety exceedances identified on the south-eastern corner.

6.7.3. Reflectivity

The impact of reflectivity on the surrounding locality has been considered in this SSDA submission. In accordance with SEARs Item 6, RWDI have prepared a Reflectivity Analysis (**Appendix W**) to assess the impact of the tower reflectance on the surrounding area.

6.7.3.1. Methodology

RWDI prepared a 3D computer model of the site and surrounding context in a 350m radius, with the expected solar position determined with “virtual rays” drawn from the sun to areas within the model. From this, the total reflected energy and potential for visual and thermal impacts has been computed and assessed. A statistical analysis, and subsequently a detailed analysis, has been performed to assess the frequency and intensity of the glare events occurring throughout the year at the following receptor points:

- D1 - Northbound drivers on Lee St
- D2 - Eastbound drivers at Broadway George St and Harris St Regent St intersection
- D3 - Southbound drivers at George St and Pitt St intersection
- D4 - Southbound drivers on Pitt St
- D5 - Southbound light rail drivers on George St (Randwick line)
- D6 - Southbound train drivers on Intercity Train line
- D7 - Southbound train drivers on Sydney Trains line

The analysis has assumed a maximum specular reflectance of 20% for the glazed surfaces. Other façade elements, such as terracotta, have low specular reflectance.

The model includes both the Atlassian development, as well as the proposed Central Place Sydney proposal, to demonstrate likely impacts. It does not include landscaping or any potential obstructions and is based upon a clear weather day and as such represents the worst-case scenario. It also assumes a viewer is facing horizontally in the direction of the proposed development.

6.7.3.2. Assessment

The findings of the analysis have been assessed against the Hassall criteria, which identifies unacceptable glare is based on a maximum luminance value at the observer point of 500 cd/m^2 limit. The findings are also assessed to determine the maximum intensity of solar energy reflected from the building at any point in the year which may create thermal risks. RWDI assume 800W/m^2 as the typical maximum intensity of direct sunlight.

The results indicate:

- The maximum intensity of the reflected solar energy at ground level are predicted to be low, with the majority of the reflections having maximum intensity below 280 W/m^2. This is below the maximum intensity threshold of 800W/m^2 and demonstrates there is no evidence of focusing or concentration of reflections in the surrounding area. RWDI therefore considers the proposal will not result in any significant heat gain issues to people, properties or adjacent buildings.
- The reflects do not result in a veiling luminance above 500 cd/m^2, based on the glazing having a specular reflectance of 20% or less.
- The screening analysis predicts low potential for glare. This includes:
  - Low potential for reflections to areas at the Lee Street and Ambulance Avenue junction, and at the Lee Street and Railway Colonnade Drive junction where glare is possible in less than 2% of daytime hours when the driver is looking towards the source of reflection.
  - Low potential for reflections on a small area of the intercity train line in less than 0.05% of the daytime hours.
- The detailed analysis indicates drivers approaching the proposed development on George Street, Lee Street and Pitt Street have the potential to be exposed to reflections emanating from the proposed development.
- No reflection towards the Sydney Light Rail and train line are predicated to exceed the veiling luminance threshold of 500 cd/m^2.

6.7.3.3. Mitigation Measures

The proposed development does not result in an exceedance to the maximum luminance value or result in the creation of any thermal risks in the surrounding environment. Subject to the adoption of a maximum 20% specular reflectance of the glazed surfaces, there will be no adverse impacts caused by reflectivity on the surrounding environment.

6.7.4. Air Quality

RWDI have prepared an Air Quality Impact Assessment in response to SEARs item 5 and 6. The report identifies the significant air emission sources associated with the development and assesses the potential impacts from the construction of the project (as well as the cumulative impact associated with concurrent construction projects), as well as ongoing operation and maintenance of the development.

6.7.4.1. Methodology

RWDI have assessed the existing environment (meteorology and air quality) and identified the key air quality emissions associated with the construction and operational phase of the development.

During construction, this includes dust emission associated with demolition, earthworks and piling, as well as exhaust emissions from power plant, vehicles, equipment and odour emissions if contaminants are encountered during bulk earthworks. During operation, key air quality emissions include emissions from rooftop plant and building exhaust, toilets, kitchen and commercial office fire mode, odour emissions from kitchen fans, as well as traffic emissions including combustion exhaust sources and particulate matter.

The potential air quality emissions have been assessed against the relevant criteria established in the National Environment Protection (Ambient Air Quality) Measure and the guidance provided in the IAQM Guidance on the Assessment of Dust from Demolition and Construction as there are sensitive receptors identified within 350m of the site.

6.7.4.2. Assessment

The assessment of potential dust impacts from the construction of the proposed development identifies the proposal will have a **low risk** of dust soiling and to human health from demolition and truck movements, and a **medium risk** of dust soiling and to human health from earthworks and construction activities where mitigation measures are not implemented.

The assessment of air quality impacts during operation identifies no operational impacts from rooftop plant and building exhausted are anticipated (as all exhaust discharge points will be installed and operated in accordance with the BCA), and that emissions from waste is negligible as proper storage methods and adequate management measures will be implemented. Kitchen exhaust is located on level 6 of the development and is in proximity to sensitive receivers to the east (Atlassian youth hostel component) and south (Henry Deane Plaza). This will result in a **low risk** to air quality.

The air quality impacts arising from the proposed development due to vehicular movement will be negligible. The emissions would be of a similar nature to those already emitted by road traffic along the nearby road network and is therefore considered a low risk to the nearby receivers.

The potential for rail emissions to impact future occupants of the development have been considered. RWDI note that the existing diesel trains are currently being replaced with diesel-electric hybrid trains, mitigating this risk. The development also incorporates modes of mechanical ventilation, such that natural ventilation does not need to be solely relied upon in the event the train replacement program is delayed.

6.7.4.3. Mitigation Measures

The Air Quality Impact Report concludes there is a low risk of dust impacts to the surrounding area if the following mitigation measures are implemented during construction:

- Communications with the community and key stakeholders during construction and recording and responding to complaints.
- Site inspections to monitor dust, including regular dust soiling checks of surfaces.
- Site construction management measures including avoidance of site runoff, removal of waste materials from the site, no idling of vehicles.

- Dust suppression and mitigation through use of non-potable water and dust sweepers on the surrounding roads where required.

As RWDI identify the operational air impacts will have a negligible impact to surrounding receivers, operational air quality measures are not required.

6.8. HERITAGE

6.8.1. Built Heritage

The fPPb is identified as a local heritage item in Schedule 5 of the Sydney LEP 2012 and the site is located within the State listed Central Railway Station precinct listed in the State Heritage Register and Schedule 5 of the Sydney LEP 2012. Heritage is accordingly a key consideration for the application.

The design has developed alongside close and ongoing input from the specialist heritage consultant Urbis throughout the Planning Proposal, Competition and design development process (refer history in **Section 1.5**), to ensure the significance of the heritage listings is retained, celebrated and conserved as part of the development application.

In accordance with SEARs Item 21, a suite of European heritage documents is appended to this EIS and discussed in the following sub-sections:

- A Heritage Impact Statement prepared by Urbis provided at **Appendix P**
- A Site-specific Heritage Conservation Management Plan prepared by Urbis provided at **Appendix S**
- A Schedule of Conservation Works prepared by Urbis, and Apex Schedule of Heritage Façade Conservation and provided at **Appendix R**

6.8.1.1. Methodology

The Heritage Impact Statement (**HIS**) provides an assessment of the proposed works in accordance with the NSW Heritage Division guidelines 'Assessing Heritage Significance', and 'Statements of Heritage Impact'. The philosophy and process adopted is that guided by the Australia ICOMOS Burra Charter 1999.

The HIS details the historical overview of the site, identifies the statement of cultural heritage significance and identifies areas of high and exceptional significance, and provides a heritage assessment of the proposed development. In the context of the broader Central Station renewal precinct, a cumulative impact assessment of the development is provided.

To inform an understanding of the site's heritage values, Urbis Heritage conducted a site inspection in May 2022 and completed a desktop analysis of the site's physical location, character and built heritage context. This methodology has enabled an accurate assessment of the built heritage significance of the site and surrounding area, and an analysis of the impact on the proposed application on these heritage values.

6.8.1.2. Significance Assessment

The statement of significance for the fPPb on the NSW Heritage Database identifies:

"The building has high aesthetic significance as an outstanding example of an institutional building with outstanding potential to be restored/reconstructed, and which continues to form a significant contribution to the Railway Square precinct and city town planning."

Urbis have provided a statement of cultural heritage significance for the fPPb. The assessment finds the fPPb is historically significant, has associative significance, exhibits high aesthetic significance (predominately for the exterior, as the interior has lost significance), and has some technical significance and research value. Additionally, the site has been assessed as rare as one of only two large metropolitan parcels offices constructed in the early twentieth century and is representative of expansion and growth in the early twentieth century.

The fPPb in summary is of high heritage significance in the context of the Central Railway Station Group.

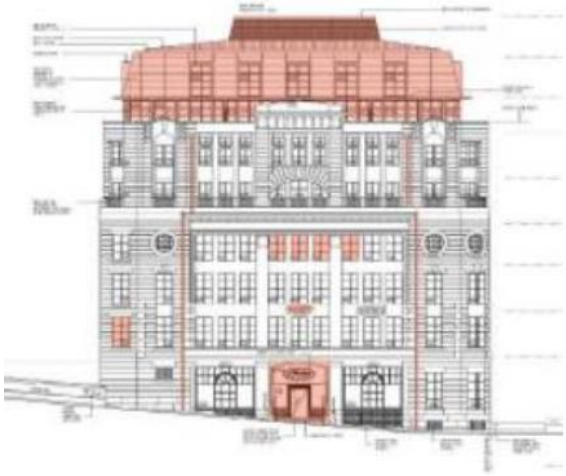
Each element of the fPPb has subsequently been graded having specific regard to its contribution to the overall significance of the place, its period of construction and its condition. Elements include buildings, structures, landscape and other elements that are located within the curtilage of the site. A grading has been provided – either Local, State, National or World significance as per the Heritage Council recognition.

The assessment of the significance of the elements of the site finds:

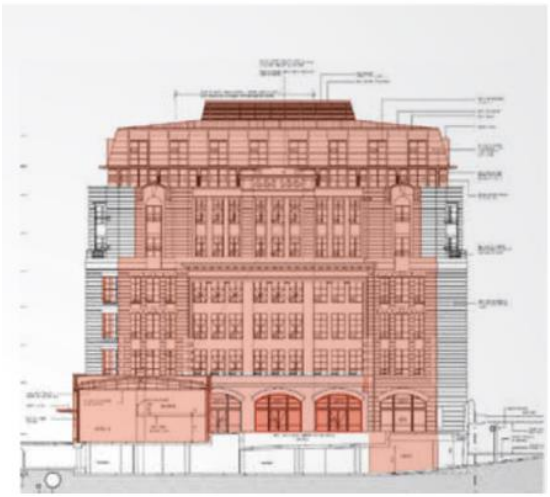
- Original construction phase (c.1910-1915). These are generally identified as elements of **high significance** and include the overall form, composition and materiality of the fPPb, the northern, southern, western and end of the eastern façades, the fenestration pattern and steel and bronze framed windows, brick retaining wall in the rear courtyard, and the glass brick pavement lights/ stallboard lights.
- Twentieth Century (c. 1916-1998). These are elements of **moderate and intrusive** significance and include the altered portion of the eastern façade, 'Post Office' signage and west elevation entry.
- Later addition and/or fit out (c. 1999). These elements are identified as **neutral, little or intrusive** significance and includes the internal fit-out and contemporary additions such as steel and aluminium framed doors and windows, signage, shop fronts, lighting, security cameras.

The areas of moderate and high level of significance of the fPPb façade is further illustrated in the extract provided at **Figure 46.** The development largely seeks to conserve areas of high significance and respond to an opportunity to remove and improve areas of intrusive and neutral significance.

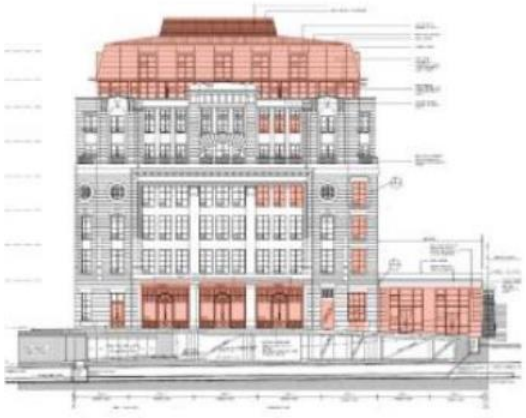
Figure 46 Modified elements of the fPPb



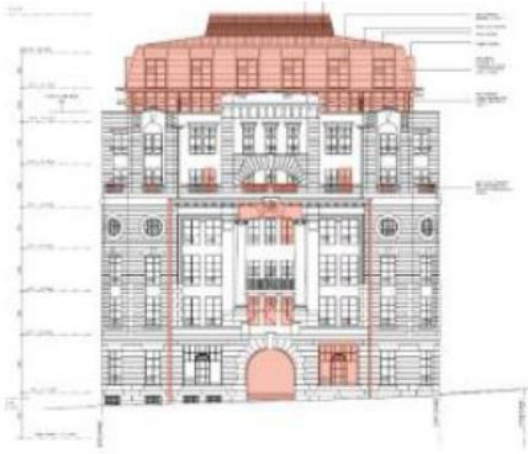
Picture 26 North elevation



Picture 27 East elevation



Picture 28 South elevation



Picture 29 West elevation

Source: FJMT and Urbis

6.8.1.3. Impact Assessment

The following table summarises the findings of the HIS for the proposed works.

Table 18 Summary of heritage assessment

Heritage Consideration	Urbis Heritage Assessment
fPPb legibility and significance	▪ The proposal will result in undeniably greater massing and volume than that of the existing site. However, this is not considered to be an adverse impact on the heritage significance of the fPPb or the overall Central Railway group as the massing will retain significant views, provide the opportunity for new views, activate the building, and increase the prominence of the fPPb. ▪ The tower has been designed to ensure the retention of the legibility of the original form and facades of the fPPb and to retain its visual prominence and significant view corridors from within the surrounding streetscape. ▪ The tower is setback to the south and east of the fPPb allowing the heritage building to be fully appreciated from the north and west, and clearly visually delineated from the new fabric. ▪ The cantilevered section of the proposed new tower will be raised above the rooftop of the fPPb by 12m from the top of the reconstructed roof to create a visual separation to the tower and allowing the heritage building to be read independently from the new works. ▪ The fPPb will continue to be prominent within the streetscape and not visually dominated by the new tower massing despite its proximity due to its setback. ▪ The proposed Schedule of Conservation Works (**Appendix R)** identifies internal works to be completed to restore significance to the building. Notably, there will be a positive impact of stripping out the existing hotel fitout from the fPPb, and opening the historic building interior to an audience including commercial and retail tenants, patrons and visitors.
Eastern tower core	▪ The location of the tower core on the eastern façade is considered acceptable as this is of lower heritage value and has undergone previous modifications. This will also retain the principal north, south and western facades. ▪ The modifications to the eastern façade as a result of the tower core will also enable the opportunity to modify the heritage wall and open the site to greater activation to the south-east toward the Henry Deane Plaza and Devonshire Street Tunnel. This will also remove intrusive features including the existing hotel pool and courtyard area. ▪ The tower core is also partly setback behind the fPPb to reduce its visibility and overall presence from Lee Street. ▪ This positioning will however require the loss of some original fabric on the southern two thirds of the existing eastern façade to the fPPb and the south-east corner. ▪ Despite the impact of this removal on the overall existing form of the fPPb, Urbis do not consider this to be adverse from a heritage perspective as this will facilitate greater usage of this south-eastern corner through activation and the creation of a new entrance to the public spaces to the south of the site. ▪ This new connection will contribute to a greater, renewed sense of arrival from the south-east, providing a secondary grand entrance and the opportunity to appreciate the fPPb on approach from this direction.
Core within fPPb	▪ The proposed structural system requires two structural columns to extend from ground level through to the roof of the fPPb, and above this split into two branches each thereby redistributing the weight of the upper levels and providing further stability to the tower form above.

Heritage Consideration	Urbis Heritage Assessment
	▪ Substantial investigations were undertaken during the design development phase seeking to avoid penetrations to the roof and interior of the fPPb. However, the constraints and structural limitations posed by not including the structural support columns will reduce the structural integrity of the tower. ▪ The proposed design has been developed with consideration to mitigating adverse heritage impacts throughout the internal fPPb. ▪ The proposed location of the two structural columns within the fPPb has been carefully considered and have been positioned to minimise interference with existing significant internal heritage fabric (i.e. the structural grid); with one column will be located toward the north-east and the other to the south-west. Their introduction will not interrupt the presence of original structural components. Intervention into original fabric to accommodate the new structural columns will therefore be confined to small sections of the slab. ▪ Whilst the use of two columns has necessitated that the columns each be large enough to provide suitable structural support, this design will have an overall lesser impact on the existing internal grid than the original proposal consisting of four internal structural columns. ▪ The proposed new structural columns will be discernible in fabric and design from original heritage fabric and will not mimic the present structural columns denoting the significant grid pattern to the fPPb interior. ▪ The chosen placement of the new structural columns will allow for the general layout of the interiors to be retained and reinterpreted in the fitout with the intention of the design to 'blend' the new beams into the interior design. This intention to 'blend' the columns will in turn minimise their visual impact within the building interior (refer photomontage in **Figure 32**). ▪ The structural interventions to the heritage fabric was acknowledged as necessary by the Heritage Council. ▪ In summary, the introduction of columns into the fPPb is acceptable as: – The interiors are historically modest, pedestrian and unremarkable, and it is generally understood that this is by design. – This building is not intact and is substantially altered. The continuous and significant previous alterations internally are of note in relation to the potential to insert new structure. – The interiors of this building historically performed in a functionalist way and the structure was intentionally flexible to allow for the movement of elements within the space. The concept of new insertions is therefore historically precedented and the existing internal configuration does not demand retention. ▪ Urbis conclude there is no specific interior fabric from which additional structure would detract and the introduction of additional elements into the floorplates is acceptable.
Glass atrium	▪ The glass atrium will cohesively connect the fPPb to the new tower core and southern 'pod' whilst new fabric will remain discernible from original heritage material. ▪ The atrium space will create an intersection between the old and new components of the site, incorporate retail and dining space, and encourage immediate engagement with the fPPb alongside an abundance of choice for pedestrians. ▪ The use of clear glazing within the atrium will allow for the infiltration of natural light and evoke the feeling of open space whilst providing shelter to pedestrians, in addition to maintaining the sense of the fPPb being a separate structure.

Heritage Consideration	Urbis Heritage Assessment
Materiality	▪ The façade treatment has a simple refinement which does not detract from or visually dominate the fPPB. ▪ The façade adopts a fine grain grid which defines windows and openings. This grid, within the larger façade establishes smaller scale elements which express typical floor to ceiling heights. The grid therefore sympathetically articulates the façade of the tower and partly offset the strong verticality. This treatment, with the setback and vertical separation, would reduce the visual dominance of the tower.
fPPb roof	▪ The proposed fPPb roof will contribute to the ability of the fPPb to still read from the north and west as one structure and maintain visibility of its existing overall form within the larger development. The simple, geometric design proposed to the underside of the tower podium further aims to visually break up the scale of the plane and maintain the independent structure of the heritage building. ▪ The proposed access to the level 7 outdoor function space will reactivate the space and create additional views from the site into the surrounding precinct.
Building entries	▪ The proposal delivers an opportunity to reactivate the ground plane and reinstate public access to the ground level sympathetically to the remaining significant heritage fabric and facades. ▪ The proposal will provide the opportunity for revitalised usage of the northern and western entrances via Lee Street with further future potential to reinterpret the original western entry from early architectural plans. ▪ The proposed works will incorporate the reconstruction of the existing shopfronts to the ground level of the south and eastern elevations and reduce visual changes to the exterior. Reconstruction of the shopfronts will facilitate the continued use of ground level retail and contribute to the greater activation of the space, and further will ensure that historical use of ground level aspects to the fPPb will be continued. ▪ The new works will enable the reinstatement of historical connections between the site and the former Parcels Shed within the Atlassian site through the existing eastern ‘heritage wall’ which will in turn recreate the historical connection between the fPPb and the former Parcels Shed, previously disrupted by development. The recreation of this historical connection is a welcome and positive result of the proposed link and will contribute to the overall activation of the space. ▪ The activation of the public domain and ground plane will also allow for the retention of other significant fabric, including stallboard lights, pavement lights, steel and bronze framing, and sampling/interpretation of retail shopfronts and cart docks.
Visual impact	▪ The proposal retains the visual prominence of the fPPb, and the legibility of its composition, architectural style, form and features. ▪ The most significant façades of the building are given prominence by the nominated setback and curtilage controls outlined in the building envelopes and as supported through the Design Guide. ▪ The VIA (**Appendix X**) determines that the approval is likely to result in a positive impact on the view place sensitively as it may generate more public interest in the views and a higher number of viewers to experience the views. The visual impacts associated with the application are therefore assessed to be acceptable. ▪ The proposed works will cumulatively contribute to the creation of an exciting destination space which will provide opportunities for visitors and workers to ‘converse, collaborate, transit and relax’. This is a desired future outcome of the Western Gateway Sub-precinct and acceptable from a heritage perspective.

6.8.1.4. Cumulative Impact Assessment

Urbis Heritage have assessed the proposed development in the context of the cumulative extent of change proposed in the Western Gateway sub-precinct.

The HIS considers that proposed development is in keeping with the desired future character of the Western Gateway sub-precinct as identified in the Central Strategic Framework.

The site is not within a heritage conservation area (which it would have a greater effect on), rather, the proposed works will reactivate the space, interpret historical connections between the fPPb and the former Parcels Shed and encourage new appreciation for the heritage fabric whilst maintaining its prominence within the streetscape.

Whilst the cumulative changes within the precinct will impact the existing setting of the fPPb, Urbis advises this will result in an overall positive effect in allowing for greater heritage interpretation, ground plane activation, and revitalisation of the adjacent Henry Deane Plaza, Devonshire Street Tunnel, and Central Station area.

The HIS concludes:

"The proposed works will cumulatively contribute to the creation of an exciting destination space which will provide opportunities for visitors and workers to 'converse, collaborate, transit and relax'. This is a desire future outcome of the Western Gateway sub-precinct and acceptable from a heritage perspective."

6.8.1.5. Conservation Management Plan

The HIS addresses the relevant policies of the Parcels Post Conservation Management Plan prepared by Urbis in 2022, and the relevant policies for the site outlined in the Central Precinct Renewal: Precinct Inventories, Precinct 3: Sydney Terminal Conservation Management Plan prepared by Artefact Heritage in June 2022. The proposal is consistent with these policies.

The updated Parcels Post Conservation Management Plan is provided at **Appendix S.**

6.8.1.6. Mitigation Measures

The Urbis HIS notes that several mitigation measures have been incorporated into the Architectural Plans to manage and minimised the impacts on significant heritage fabric as a result of the new development.

These measures, which have been incorporated into the design, include:

- The structural design has been developed to minimise the impact to, and to protect the integrity of, the former Parcels Post building. The new tower will be supported by a core (east) and 'pod' (south) with structural columns rising through the former Parcels Post building to support a cantilevered area above. The columns will be internally placed where no further intervention to significant fabric or the grid-like floor space layout will be impacted and modifications to floors/ceilings will be made good.
- The modifications to the eastern façade and south-east corner of the former Parcels Post building to allow space for the tower core will be relegated to intrusive, later fabric modified in in the 1990s. Intervention to significant structural fabric will be minimised where possible.
- The changes to the south-east corner will be mitigated by the inclusion of the atrium activating the space, providing a sense of arrival and opportunities for appreciation of the south façade, and providing access to the east.
- Minimal intervention will be undertaken to the north, south or west facades with views toward the former Parcels Post building maintained.
- Intervention into the 'heritage' wall to the east will be mitigated by opening up the historical connection between the former Parcels Post building and the former Parcels Shed. This will in turn activate the space and create a link with the Atlassian site (Block A of the Western Gateway Sub-Precinct).

In addition to the above, the following mitigation measures are recommended by Urbis:

- Prior to the issue of a Construction Certificate a Photographic Archival Recording should be undertaken of the place and must be prepared in accordance with the NSW OEH Heritage Division's Guidelines for 'Photographic Recording of Heritage Items Using Film or Digital Capture'.

- A Temporary Protection Plan should be developed prior to the issue of a Construction Certificate to ensure appropriate methods for the protection of heritage fabric during construction are undertaken.
- A suitably qualified heritage consultant should be engaged to provide ongoing advice throughout the design development, contract documentation and construction stages of the project.
- An experienced Heritage Consultant be present to guide the works outlined in the Schedule of Conservation Works (**Appendix R**) to ensure that heritage best practice is employed during construction.

These measures are to be included as a condition of development consent.

6.8.2. Archaeological Assessment

Urbis have prepared a Historical Archaeological Assessment (**HAA**) (**Appendix Q**) to identify historical archaeological potential within the subject area and to investigate the likelihood that the proposed works would impact potential archaeological resources.

The HAA has been prepared in accordance with SEARs Item 21 and addresses the following guidelines:

- NSW Heritage Manual (1996),
- Archaeological Assessment (1996), and
- Assessing Significance for Historical Archaeological Sites and Relics (2009).
- Historical Archaeology Code of Practice (Heritage Office of the Department of Planning, 2006).

6.8.2.1. Methodology

Urbis have conducted historical research on the place, including search of statutory and non-statutory listings and review of previous historical archaeological investigations and assessments undertaken on the site and for the surrounding sites between 2000 – 2021.

A physical survey of the site was conducted in 2022, and following this an assessment of archaeological potential, archaeological significance and potential archaeological impacts associated with the proposal completed.

6.8.2.2. Historical Archaeological Potential

In the non-statutory mapping of the site, the Central Sydney Archaeological Zoning Plan (**CSAZP**) identifies the subject site as an 'Area of No Archaeological Potential' and the Central Station Archaeological Zoning Plan (**AZP**) identifies the subject site as an area of 'Low Archaeological Potential'. A discussion of the nature, character and distribution of historical land use and associated ground disturbance for each of the five phases and the archaeological potential assessment is provided in the HAA and summarised in **Table 19.**

Urbis finds that the landscape which encompasses the subject site was subject to significant disturbance and importation of fill throughout the 20th century. Specifically, this included the construction of the Devonshire Street tunnel in 1903, its extension westwards in the 1970s, the construction of the pool in 2005, and further excavation in 1998 - 2000 2.8m below street level for Henry Deane Plaza.

Despite this significant disturbance, the topography of the 19th century landscape is likely retained beneath the extant buildings.

Table 19 Summary of archaeological potential

Phase	Description	Potential
Phase 1: Initial European Settlement (1788-1821)	No indication of structures on the site until 1818. In 1818, the area to the north-east of the site was cleared for the construction of a cemetery and Benevolent Asylum. Evidence is likely to have been removed in association with the construction of the fPPb, Henry Deane Plaza and Devonshire Street tunnel.	Nil – Low

Phase	Description	Potential
Phase 2: Benevolent Society Asylum (1821-1902)	The north-eastern portion of the site was located in the Benevolent Asylum boundary. However, evidence is likely to have been removed in association with the construction of the fPPb, as well as landscaping works and the installation of the Adina pool. The southern portion of the site was utilised as Government paddocks until 1900 when it was resumed for the construction of Central Railway Station. By the mid-19th century a section of the railway was located on the south-western portion of the site. One unidentified structure can be observed in an 1855 – 1865 Survey, however evidence is likely to have been removed in association with the construction of Henry Deane Plaza.	Nil – Low
Phase 3: Central Station Railway (1900-1970s)	In December 1900, construction of the Central Station began including demolition of Benevolent Asylum, Carters Barracks, Police Barracks and the cemetery. Evidence of this event has been found in adjacent sites. The site was largely used for storage purposes to support the railyard. Excavation for the basement of the fPPb and Henry Deane Plaza is likely to have removed evidence of these activities.	Low – Moderate
	The Devonshire Street tunnel was constructed within the central portion of the subject site between 1903-1906. Significant excavation was undertaken to establish the descent from Lee Street to the tunnel entrance. The tunnel currently remains extant.	High (extant)
Phase 4: Parcels Post Office (1911-1998)	Construction of the fPPb commenced in May 1911. The soil profile was excavated to a depth of 2 metres to accommodate the basement level, decreasing the archaeological potential in this location.	High (extant)
	The southern section of the site (now Henry Deane Plaza) contained a number of structures including the West Carriage Shed, support offices, demountable workshops and a store. These were demolished by 1998. The extensive excavation works associated with Henry Deane Plaza (1998) and landscaping are likely to have removed evidence of the structures.	Low
Phase 5: Adina Apartments & Henry Deane Plaza (1998-Present)	Henry Deane Plaza was constructed between 1998-2000. The plaza is approximately 2.8 m below street level, suggesting a high level of ground disturbance in this location.	High (extant)

6.8.2.3. Assessment

Urbis has assessed the significance associated with each phase of development of the subject site in accordance with the NSW Heritage *Assessing Significance for Historical Archaeological Sites and 'Relics'* based upon the historical phases and potential for archaeological relics.

Archaeological resources associated with the Benevolent Asylum, which are unlikely to occur although some resources may be retained in the form of structural remains in the north-eastern portion of the site, may be considered of State significance for their association with the first Benevolent Asylum and the development of social welfare services.

Archaeological resources associated with the Central Railway Station, being structural remains of the West Carriage Shed, are unlikely to occur. If these resources are present, they would likely be considered significance on a local level for their association with the historic development of Central Railway Station. They are unlikely to meet the threshold for State significance on the grounds that they were peripheral to their respective facilities' operations and do not represent rare or remarkable examples of rail and mail infrastructure for their respective periods.

Should legible and intact evidence of the former saw-toothed warehouse be exposed, this may meet the threshold for local significance for its ability to reflect the earliest historical configuration of Central Station.

The impact of the proposed development works outlined in **Section 3** are unlikely to impact historical archaeological relics due to the high levels of disturbance which have occurred previously at the site that are likely to have removed previously accumulated deposits. Should relics occur, the proposed basement excavation to basement level 4 would result in the removal of these relics.

6.8.2.4. Mitigation Measures

Due to the low level of anticipated impact on historical archaeological relics as a result of the development, Urbis recommends implementation of the following mitigation measures:

- Implementation of a Chance Finds procedure, to be included in the Construction Management Plan for the site and all contractors should be made aware of this procedure.
- Prior to the commencement of works, an archaeological induction should be delivered by Urbis as the archaeological consultant to all relevant construction personnel to establish what to do in the event relics are uncovered and how to identify potential relics.

It is anticipated the above recommendations will be included as conditions of development consent.

6.8.3. Aboriginal Archaeology

As required by SEARs item 20, Aboriginal Cultural Heritage will be assessed through the preparation of an Aboriginal Cultural Heritage Assessment Report (**ACHAR**). An ACHAR prepared by Urbis and provided at **Appendix M** provides an overview of the site and likely archaeological values, as well as ongoing steps to determine the level of impact on these values as a result of the project.

6.8.3.1. Consultation

Consultation has occurred with relevant stakeholders within the Aboriginal community about Aboriginal cultural significance with respect to Aboriginal objects and/or places with respect to the development area in accordance with the *NSW National Parks and Wildlife Act 1974.* The purpose of this is to ascertain and reflect the Aboriginal cultural heritage values of the subject area.

The following 4-stage process was conducted in accordance with the Department of Premier and Cabinet and Consultation Requirements (DECCW 2010) between October 2021 – March 2022.

Table 20 Consultation with RAPs

Stage	Description	Outcome
Stage 1	Notification of project proposal and registration of interest.	▪ 51 Aboriginal groups and individuals with a potential interest were identified following issue of a request to Aboriginal organisations. Letter correspondence sent to all identified parties.

Stage	Description	Outcome
		▪ Advertisement placed in local paper, Koori mail. ▪ 9 Aboriginal groups registered interest, known as the Registered Aboriginal Parties (**RAPs**). List of RAPs provided to DPC and Metropolitan Local Aboriginal Land Council.
Stage 2	Presentation of information about the proposed project.	▪ Information package issued to RAPs. ▪ Site visit and meeting held on February 2022, with 3 RAPs in attendance.
Stage 3	Gathering information about the cultural significance.	▪ Receipt of written and verbal feedback to information package, and provision of a formal response.
Stage 4	Review of draft cultural heritage assessment report.	▪ Draft ACHAR provided to RAPs in March 2022, and incorporation of comments into the final RAP.

A copy of the final ACHAR following the issue of development consent will be provided to all RAPs.

6.8.3.2. Methodology

In preparing the ACHAR, a detailed analysis of the archaeological context was undertaken to determine areas of significance as well as to provide a broader understanding of the site and its potential for archaeological significance. The research tasks and summary of findings are outlined below:

- A review of past Aboriginal land use, informed by the histories documented in the late 18th and early 19th century by European observers. This review indicated it is possible that similar evidence of Aboriginal occupation may be present within the subject area.
- A review of the statutory context. No Aboriginal objects, places or sites of significance were identified within the curtilage or in the vicinity of the subject area.
- A review of previous Aboriginal archaeological investigations to gain greater understanding of the site, and the immediate and wider surroundings. No previous Aboriginal archaeological investigations have been identified that directly address the subject area. However, investigations in the surrounding area between 2018 – 2020 and more broadly in the Sydney CBD demonstrate that disturbance has removed archaeological potential across much of the sub-precinct. However, where remnant natural soils are present (in the east), specifically natural sands, archaeological potential is retained.
- An extensive review of the Aboriginal Heritage Information Management System (**AHIMS**) for an area of approximately 4km x 5km surrounding the site, which found thirty-eight Aboriginal sites surrounding the sites. 4 of these sites were identified as ‘not a site’, bringing the total to 34 sites.

  The most common site type represented in the AHIMS extensive search was a potential archaeological deposit. However, an artefact scatter containing three stone artefacts (AHIMS ID #45-6-3654) was identified in Central Station, approximately 130m to the east. This finding confirms that Archaeological potential remains in highly developed areas despite historical disturbance.
- A review of geology and soils, hydrology, landforms and geotechnical analysis. There is no likelihood for culturally modified trees or potential for archaeological sites near waterways. However, the potential for Tuggerah sand in the locality indicates potential for archaeological deposits to remain below current structures.
- A review of the historical ground disturbance as a result of the four site phases of development site since the 19th century (identified in Table 19), which demonstrates high levels of disturbance as a result of intensive European land use has resulted in the **complete removal of soil deposits**.
- A site inspection on 25 February 2022.

6.8.3.3. Aboriginal Archaeological Potential

A predictive model, as required by the *Code of Practice for Archaeological Investigations of Aboriginal Objects in New South Wales* was used to inform the likelihood of Aboriginal archaeological potential.

The assessment indicates **nil – low potential** for presence of artefact scatters / campsites, burial, contact site, isolated find, midden and potential archaeological deposits. The assessment indicates **nil potential** for art, bora / ceremonial, griding grooves, modified trees and shelters.

It is evidence that high levels of disturbance as a result of intensive European land use have resulted in the complete removal of archaeological deposits.

6.8.3.4. Assessment

A significance assessment of the social or cultural, historic, scientific and aesthetic values of the site in accordance with the Burra Charter has been prepared by Urbis in consultation with the RAPs. This included the provision of two specific comments on the social value of the site from Aboriginal representatives, as well as a review of the assessment by the RAPs.

The site is determined to have no historic, scientific or aesthetic value due to the highly modified nature of the urban environment.

However, based on the evidence obtained during the consultation process, the site is determined to have social and cultural value to the Aboriginal community because of its association with other sites in the Sydney area which indicate continued occupation by Aboriginal people. The subject area, however, has been subjected to a high level of disturbance due to various construction phases, which is likely to have removed Aboriginal objects that may have been present prior to development. This level of disturbance severely diminishes the research potential, representativeness, rarity and education potential of the subject area. The site is therefore assessed as having low social and cultural heritage significance

The impact of the proposed development works outlined in **Section 3**, particularly the structural footings of the columns and construction of the basement levels, are not considered likely to risk direct or indirect harm to Aboriginal objects or heritage values.

In consultation with RAPs, the ACHAR concludes there is nil to low potential for Aboriginal objects to be retained in redeposited soils beneath the extant structures as a result of the prior disturbance and complete removal of any Aboriginal archaeological remains on the site. Notwithstanding this, all practical measures will be taken to avoid harm and conserve potential objects and heritage value through the mitigation measures outlined in **Section 6.8.3.5**.

6.8.3.5. Mitigation Measures

Following the implementation of the following mitigation measures, Urbis confirm the remaining impacts associated with the proposed development are appropriate.

- Should any archaeological resources be uncovered during any site works, an Archaeological Chance Find Procedure should be implemented.
- In the unlikely event that human remains are uncovered during any site works, a Human Remains Procedure should be implemented.
- A copy of the final ACHAR must be provided to all project RAPs following the issue of development consent. Continued consultation should be undertaken in the event RAPs express the desire for further consultation on the project.

6.9. TRANSPORT, TRAFFIC, PARKING AND ACCESS

A Traffic and Transport Assessment (**TTA**) has been prepared by Stantec, enclosed at **Appendix DD.** In accordance with SEARs Item 11, the TTA provides an analysis of the impacts of the proposed development. In addition, the TTA includes a preliminary Green Travel Plan (**GTP**), draft Loading Dock Management Plan and a Construction Pedestrian and Traffic Management Plan (**CPTMP**) provided at Sections 5 – 7.

6.9.1. Existing Transport Network

The TTA provides an analysis of the existing transport network surrounding the site.

The site is well serviced by high frequency and highly accessible public transport with Central Station, one of the key transport hubs in Sydney located immediately to the east providing access to heavy rail and future Metro connections (by 2024), as well as the Sydney Light Rail to the north-east of the site and Railway Square bus terminal located to the west of the site. Together, these transport connections provide a high level of access across Sydney and to NSW regional areas.

Pedestrian and cyclist connectivity is supported by footpaths, the Lee Street and Devonshire Street tunnel, signalised intersections and a range of shared cyclist / pedestrian / vehicular zones. A range of car share facilitates are also located in proximity to the site, the closest being 190m north of the site.

6.9.2. Access, Parking and Traffic Generation

6.9.2.1. Methodology

The TTA provides an analysis of the proposed development in accordance with the guidance provided in the Design Guide, TfNSW Guide to Traffic Generating Developments, the TfNSW Technical Direction, the Sydney LEP 2012 and where relevant the provisions of the Sydney DCP 2012. Additionally, intersection modelling using SIDRA software has enabled an analysis of the capacity of the surrounding road network.

An analysis of the Australian Bureau of Statistics Journey to Work (**JtW**) 2016 data has also been undertaken to inform the assessment and to provide mode share targets for travel behaviour associated with the future population of the proposal. The JtW data and Stantec mode targets reflects the site's adjacencies to Central Station and targets:

- Train / Metro – target of 60%
- Bus – target of 20%
- Light Rail – target of 2%
- Vehicle – target of 4% for driver, target of 2.5% for passenger
- Motorcycle – target of 1%
- Bicycle – target of 2%
- Walking – target of 8%

6.9.2.2. Impact Assessment

Vehicular Access Arrangements

An interim and final approach is proposed to align with the broader redevelopment of the Western Gateway sub-precinct. The following assess the suitability of the interim and final access arrangements.

Interim:

- During the interim scenario, vehicular access to the site will be available via a driveway accessed from Lee Street / Upper Carriage Lane, in the adjacent Atlassian site.
- The access ramp is approved as part of the Atlassian redevelopment (SSD-10405). The development application SSD-10405 identifies that the access ramp has been designed to comply with AS2890.2 and will allow a medium rigid vehicle (**MRV**) to pass a small rigid vehicle (**SRV**) at all locations on the ramp, with the exception of corners where they will be required to wait and allow once vehicle to pass at a time. Mirrors will be installed to assist. The grade of the basement ramp will achieve appropriate sight distances for drivers to view pedestrians walking along Lee Street.
- In this interim scenario, the access ramp will connect with basement level 3 on the eastern corner of the site at RL5. A turntable is provided in the adjacent Atlassian basement to ensure forward entry / exit is achieved. Smaller service vehicles would not be required to use the turntable, only larger MRVs that do not have the ability to manoeuvre within the available space.

- Stantec confirm necessary height clearances are provided in basement level 3 for vehicles accessing the loading facilities.

Final:

- In the final scenario, vehicular access to the site will be available via the existing driveway from Lee Street / Little Regent Street in the adjacent Central Place Sydney site, which will be augmented to accommodate the anticipated capacity of the Western Gateway sub-precinct basement. This is in accordance with the vision for the precinct as outlined in the Design Guide.
- The proposed works to augment the existing vehicular access point are proposed as part of the Central Place Sydney DA (D/2021/251, refer **Section 2.2.2.3**). The Transport, Traffic, Pedestrian and Parking Report accompanying the development application D/2021/251 identifies access control measures will be in place to manage vehicle movements into and out of the site, and any vehicle that does not meet the security requirements will pass through the boom gate and make a U-turn manoeuvre at the end of the access road. The access point has been assessed and designed to comply with AS2890.2, and swept path testing demonstrates the access point can accommodate vehicle movements relating to the operation of Central Place Sydney, Atlassian, future Central OSD, and the proposal.
- From the precinct basement, access into the site will be accommodated on the south-eastern corner of basement level 3, at RL5.5.
- This two-way vehicular entry point will have a width of 6.5m. Swept path analysis conducted by Stantec demonstrates that this entrance is sufficient to provide access into the site in a forward direction.
- The layout and circulation of the vehicular entry point and the basement are suitable for the anticipated traffic volumes, with boom gates and/ or security roller shutters providing security for the site.
- During the final scenario, the interim access ramp will be modified (under the Atlassian approval SSD-10405) to allow bicycle access into the EOTF on basement level 1. Service and loading vehicles would no longer use this entrance.

Vehicle Parking

In total, the proposal provides 106 car parking spaces (including 5 accessible), plus 4 car share spaces, and 9 motorcycle bays.

The provision of parking has been based on the maximum parking rates identified in Sydney LEP 2012. The maximum parking rate for the site is 106, consistent with the provision of parking on the site. Additionally, the proposal will provide appropriate systems, infrastructure and space allocation for the installation of electric vehicle charging facilities to be detailed as part of ongoing design development and in consultation with stakeholders.

Bicycle Parking

In total, the proposal provides 165 staff spaces (within the storage area on basement level 1), and 72 visitor spaces (within Henry Deane Plaza and Lee Street, as identified on the Public Domain Plan at **Appendix M)**.

The Design Guide does not provide guidance on the minimum bicycle parking provision on the site and Section 1.6(2) of the Design Guide notes that the provisions of Sydney DCP 2012 do not apply to the site to the extent that it relates to the same subject matter.

The proposed provision is considered to be adequate in accordance with the following:

- Stantec's analysis of the mode share data demonstrates 2% of the workers and visitors accessing the site travel via bicycle. Based on the anticipated building population of 3,452 people, an anticipated demand of 69 bicycle spaces is generated. The proposed provision will sufficiently accommodate for this demand and accommodates for 7% of the workers and visitors accessing the site. This will allow for an increase in bicycle usage positively influenced by the proposal.
- The site is located in an area of very high levels of accessibility by public transport. It is anticipated the majority of users accessing the site will travel via public transport, as reflected in the mode share targets of 60% train / Metro, 20% and 8% walking (refer **Section 6.9.2.1).**
- The adjacent Atlassian development and Central Place Sydney proposal will also provide visitor bicycle parking as part of the public domain space which collectively will accommodate current and future demand in the precinct. This includes:

– The Central Place Sydney proposal (D/2021/251) seeks to provide 392 visitor bicycle parking spaces at Upper Ground (adjacent to Henry Deane Plaza), in addition to 1,417 employee bicycle parking spaces at basement level 1.

– The Atlassian approval (SSD-10405) will provide 30 visitor bicycle parking spaces, in addition to 336 employee bicycle parking spaces at basement level 1.

As such, the proposed provision of 72 bicycle parking spaces in Henry Deane Plaza is adequate when considering the cumulative impact of adjacent development sites in the Western Gateway sub-precinct. This will achieve a sustainable balance between the need for bicycle parking and the broader intention of the precinct public domain in facilitating pedestrian connectivity and activation.

The provision of 138 lockers and 22 showers in the EOTF adjacent to the bicycle parking storage area will complement the provision of employee bicycle spaces. The use of lift, ramp or stairs with bicycle rail to ensure a high level of convenient user access to/ from the ground level.

The provision of bicycle spaces in Henry Deane Plaza is within an area of high passive and active surveillance, ensuring the safety and security of the parking spaces. This will further activate the surrounding plaza area.

Drop off

The TTA identifies there is a potential for a drop-off area on Lee Street adjacent to the site entrance for the purposes of set-down/pick-up, which could include capacity for accommodating hotel coaches (given the likely infrequent demand).

Loading and Servicing

The loading dock on basement level 3 will accommodate five service vehicles, including two MRVs, two SRVs and 1 van space. It is proposed the loading dock will be managed via an online booking system, and in accordance with the draft Loading Dock Management Plan that is appended to the TTA.

Stantec estimate that as each bay can accommodate 25 vehicles per day, 125 service vehicles will be accommodated on site based on an average 20-to-30-minute stay and a minimum 12-hour operational period.

Section 1.6(3) of the Design Guide identifies that Section 3.11.6 of the Sydney DCP 2012 applies to development in the Western Gateway sub-precinct. The proposed loading provision is slightly below the required service bay provision of 22 bays that is identified in the DCP. Notwithstanding this, Stantec consider the proposed provision is considered adequate as:

- The loading requirements as set in the Sydney DCP 2012 is broadly interpreted to be an oversupply for any one land use. As the proposal involves retail, hotel and commercial rates, Stantec consider this does not provide an accurate reflection of the anticipated loading and services demand.
- A first principles assessment based on the expected demand is more appropriate for this type of land use in this location. This is considered to provide a more robust assessment that is better positioned to accurately reflect current (and changing) loading dock provision and efficiency.
- A comparative assessment of commercial office loading docks in North Sydney, Parramatta and Sydney Olympic Park indicates an average of 1.1 loading bay / 10,000sqm is sufficient for commercial uses. Based on this, access to two to three loading bays would be sufficient to cater for the demands of the proposed 29,228sqm of commercial floor space.
- Stantec's experience on previous hotel projects in a similar location suggests the hotel is expected to have demand from waste trucks, SRV and MRV deliveries and smaller delivery/ maintenance vehicles with an expected demand profile of about five to seven vehicles per day. With duration of stay mostly limited and managed to be 20 to 30 minutes in CBD loading docks, a single loading bay could service the demands of the proposed hotel use (assuming a consistent demand across a 12-hour period per day).
- Stantec's experience on previous retail projects in a similar location suggests the loading demands of the retail space are expected to be up to 16 vehicles per day. This can be accommodated within one dedicated retail bay.

Based on the first principles assessment, Stantec consider the actual loading demand for the site is two - three loading bays for office, one loading bay for hotel, and one loading bay for retail. This is accommodated

within the proposed development plans and the use will be managed through use of a Loading Dock Management Plan (a draft of which is appended to the TTA).

Public Transport and Road Network Impact

Stantec have estimated the anticipated weekday peak hour trips for the site based upon the target mode share (refer **Section 6.9.2.1**) and the theoretical peak population. This is based upon the following assumptions:

- The theoretical population for the site is 3,452 people based upon commercial and retail GFA, and hotel keys and staff.
- 35% of commercial staff would travel in the peak hour based on similar sites surveyed, and the updated office rates in the TfNSW Guide to Traffic Generating Developments.
- 25% of retail staff, hotel staff, and hotel visitors would travel in the peak hour accounting for greater 'peak spreading' typical for such land uses.
- The retail space is considered ancillary to all other uses in the precinct and not considered to generate its own trips during peak periods.

Based on these assumptions, the proposal will generate 1,184 person trips in a weekday peak hour. This will include 82% via public transport, 9.9% via active travel, 5% via car driver and 2.5% via car passenger.

SIDRA intersection modelling has been undertaken for the Lee Street / Regent Street intersection. This assesses the final scenario access point from the adjacent Central Place Sydney site. The modelling demonstrates the intersection will retain a level of service B following the addition of the proposed development. Appropriate capacity to accommodate traffic associated with development of the whole precinct is available at the intersection.

Stantec estimate the anticipated traffic generated by the proposal is not expected to materially affect the function or safety of the surrounding road network and it is estimated that the precinct development traffic would account for less than 1% of total traffic through the George Street / Pitt Street intersection.

Regarding the public transport network, Stantec identify the anticipated use of train, light rail and bus services by the future building population is not expected to result in noticeable impacts to such a diverse public transport system, particularly following the current and planned construction works to Central Station including the addition of the metro line in 2024.

The proposed development will ensure a high level of pedestrian amenity is delivered for pedestrian and commuters passing through the precinct. The proposal is anticipated to add approximately 15 pedestrians every minute, or 85 movements every five minutes along the key desire lines. The assessment of pedestrian capacity in the site is further assessed in the Pedestrian Modelling Analysis prepared by ARUP, provided at **Appendix EE** and discussed in **Section 6.4.2.**

6.9.2.3. Cumulative Impact Assessment

A cumulative impact assessment of the site within the context of the broader Western Gateway sub-precinct has been undertaken by Stantec. This includes consideration of the likely cumulative traffic impact of Central Place Sydney proposal, Atlassian development approval, and the site.

The Stantec cumulative impact assessment has been prepared with consideration of the respective transport assessments included in the development applications for the adjacent sites.

Based on this assessment, the Western Gateway sub-precinct redevelopments could generate approximately 416 vehicles during any weekday peak hour. This includes about 140 trips that enter or exit the final combined site basement and 280 trips being set-down or picked-up, or parking off-site.

This traffic activity will include a proportion of existing trips, noting that the current site generates some level of traffic due to the existing retail, accommodation, hotel and commercial uses on the site.

6.9.2.4. Mitigation Measures

The TTA concludes the development is supportable from a traffic perspective subject to the following mitigation measures:

- Promotion of green travel initiatives through the Green Travel Plan.

- Management of cumulative construction vehicle movements within the adjacent sites through the preliminary CMP and broader engagement with adjacent landholders.
- Implementation of loading dock management practices to stagger deliveries and servicing throughout the day.

6.9.3. Green Travel Plan

In accordance with the SEARs, Stantec have prepared a Green Travel Plan (**GTP**) to promote sustainable travel choices for employees, residents, guests and visitors. This is provided at Section 7 of the TTA.

The GTP seeks to encourage use of the walking, cycling and public transport usage, noting the site's location adjacent to Central Station. The following potential measures and initiatives are proposed to be included in the final GTP to encourage use of more sustainable travel modes:

- Provide a Travel Access Guide which would be provided to all staff, residents, guests and publicly available to all visitors. The document would be based on facilities available at the site and include detail on the surrounding public transport services and active transport initiatives.
- Providing public transport information boards/ apps to inform staff, residents, guests and visitors of alternative transport options (the format of such information boards would be based upon the TAG).
- Promoting use of the proposed car share bays, bicycle parking and EOTF delivered on the site.
- Providing a regular newsletter to all staff and residents bringing the latest news on sustainable travel initiatives in the area.

The GTP will be monitored on a regular basis by a Travel Plan Coordinator (such as the building manager) to ensure that it is achieving the desired benefits and modify it if required. It is anticipated preparation of the final GTP will be prepared prior to issue of the Occupation Certificate, as per a condition of development consent.

6.10. NOISE AND VIBRATION

A Noise and Vibration Assessment (**Appendix GG**) has been prepared by Renzo Tonin in accordance with the NSW EPA guidelines. The assessment details the construction and operational noise and vibration impacts on nearby sensitive receivers and structures and outlines the proposed management and mitigation measures that would be implemented.

The report and the following subsections address SEARs Item 12.

6.10.1. Noise Assessment

6.10.1.1. Methodology

To assess the existing noise environment, ambient noise levels and potential impacts of the development, Renzo Tonin conducted long-term (unattended) noise surveys obtained from three noise loggers from 10 February 2022 – 21 February 2022. Renzo Tonin also considered the results of long-term noise loggers from previous assessments prepared by ARUP (for Central Place Sydney) and Stantec (for Atlassian).

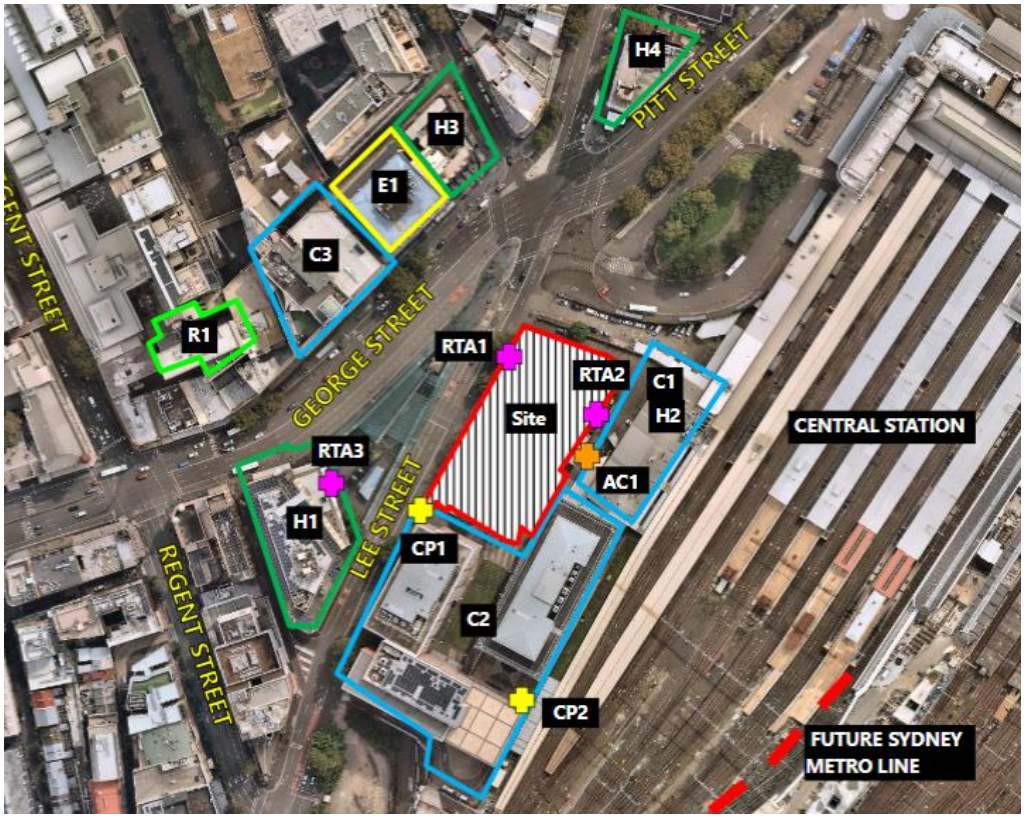
These results determined the ambient noise levels for the site based upon a day (7am – 6pm), evening (6pm – 10pm) and night (10pm – 7am) period.

The projected noise generation from the site was compared against the ambient levels and assessed in accordance with the relevant policies including the EPA *Interim Construction Noise Guideline* (**ICNG**), *Assessing Vibration: a technical guideline*, and *Noise Policy for Industry* (**NPfI**), Council *Construction Hours within the Central Business District Code of Practice*, and the Sydney DCP 2012.

The report also provides an analysis of the existing acoustic environment. The site is located in an urban environment and the primary external noise sources surrounding the site are generated from vehicle movements along George Street and Lee Street and from train and railway activities from Central Station. Renzo Tonin also note the future vibration from the Sydney Metro corridor is a consideration.

Existing surrounding uses (including the approved Atlassian development) are primarily a mix of hotel, commercial, residential and educational buildings. The key uses and location of the Renzo Tonin noise survey locations are identified in **Figure 47.** The site is identified in red and crosshatch.

Figure 47 Location of nearby receivers



Source: Renzo Tonin

6.10.1.2. Impact Assessment

Construction Noise

The construction noise management level (**NML**) established for the noise sensitive receivers have been adopted from the Council *Construction Hours within the Central Business District Code of Practice*. The Council guidance is considered more appropriate than the ICNG due to the site's location. The construction NML is provided for 7am – 8am, and 8am – 7pm for Monday – Friday and Saturday, noting that no construction is assumed on Sunday. The hours assessed are informed by Council's Construction Noise Code.

Renzo Toni nave assessed the noise generation from key construction activities including excavator, tower crane, concrete pump and augmented piling. The results indicate construction activities results in an exceedance of NML to receivers on the eastern and southern boundaries of the site (C1, C2 and H2). Excavation with use of a hydraulic hammer results in an exceedance of the NML to all receivers between 7am – 8am, and for some receivers from 8am – 7pm.

To mitigate the exceedances, Renzo Tonin identify a number of management strategies to reduce the impact on affected receivers. These are identified in **Section 6.10.1.3.**

Operational Noise

Renzo Tonin identify the key potential noise impacts from the operation of the development include noise generated from the retail, food and beverage and function tenancies, as well as building services, plant, loading and waste collection. The noise generated from additional traffic on surrounding roads has also been considered. Key areas of noise generation are assessed in the Noise and Vibration Report and summarised as follows:

- The operation of the café on the lower ground (on the eastern portion of the site, adjacent to Atlassian lower link zone), is not anticipated to impact the adjacent Atlassian commercial or hostel receiver. The anticipated dB(A) of lower ground café is compliant with the criteria at all assessed receivers.
- The operation of the café / restaurant on lower ground is not anticipated to impact the receivers due to the sufficient distance provided and the enclosure of the façade glazing surrounding the tenancy, which

is located internally within the fPPb. Operational noise impacts from the F&B tenancies are expected to be below 45 dB(A) at these receivers and will not be audible internally.

- The ground level food and beverage tenancy in the fPPb has the potential to transmit noise through the void to the level 2 commercial level above. The assessment has assumed this space has a patron capacity of 200 patrons. It is noted glazed partitions are proposed between the F&B tenancy and high-rise lift lobby on ground level and between office areas (levels 2 to 6) and void (overlooking the high-rise lift lobby), and internally in the void between the office areas (levels 2 to 6, adjacent to central lift core) overlooking the ground level F&B tenancy. The addition of the glazing will ensure these areas do not result in an exceedance of the noise criteria for the level 2 commercial level.
- For the level 7 outdoor function space, a patron capacity of 200 patrons has been assumed (75 capacity in north eastern corner talking at a given time). It is noted that the positioning of the southern pill and core will provide screening to the adjacent Atlassian receivers. Resultantly, the internal noise levels when measured from a YHA hostel guest room result in a dB(A) that meets or is less than the identified criteria.

  In regard to the receivers to the north, west and south of the site, the estimated noise generation (from patron speech and amplified music) will result in a dB(A) that meets or is less than the identified criteria.
- The wellness areas on level 21 and 22 provide a pool and gym space. The primary noise impact will be on commercial levels above, and potential hotel rooms located 2 floors below (beneath the level 20 plant space). Detailed design recommendations for construction of this level are provided in **Section 6.10.1.3**.
- As the detailed design for plant, services and equipment has not been finalised at this stage, a technical assessment of noise impact is not possible. However, Renzo Tonin consider that as the Architectural Plans identify the provision of services internally on level 8, 19 and 44, with façade openings for ventilation on the façade, the incorporate acoustic louvres, attenuators and ductwork is possible at these levels to mitigate acoustic impact. Further discussion of required mitigation is provided in **Section 6.10.1.3**.
- Loading and vehicular movements are accommodated below ground, within an enclosed space in the basement. Renzo Tonin therefore consider no acoustic impact is anticipated from the operation of the loading dock.
- The Road Noise Policy states that an increase of up to 2dB(A) in additional noise generated from vehicular and traffic movements represents a minor impact in terms of the noise impact perceptible to an average person. This would require additional road traffic to be increased by more than 60% as a result o the development.

  The Transport and Traffic Assessment (**Appendix DD**) predicts the proposal will result in 88 additional vehicle movements in a weekday peak hour (car, taxi and ride share). As such, additional noise impact as a result of vehicle movement is not anticipated.

6.10.1.3. Mitigation Measures

Mitigation measures to mitigate the impact of construction noise include:

- Preparation of a Construction Noise and Vibration Management Plan (**CNVMP**). This will be prepared prior to receipt of Construction Certificate and will identify project specific mitigation measures and management strategies, monitoring methodology (if required), a complaint handing procedure and indicative community consultation methods.
- Preparation of a Community and Stakeholder Management Plan to manage and respond to all construction related enquiries and complaints.
- Selection of low noise alternatives of plant and equipment where practical and use of silencing devices
- Appropriate selection of plant and equipment, as well as conducting routine maintenance checks.
- Scheduling of works to stagger high noise-generating activities and shifting of construction activities to reduce prolonged noise exposure to any particular receiver.
- Site management to strategically locate loading / unloading zones and stationary equipment locations to maximise distance to surrounding sensitive receivers and utilise existing barriers and structures to shield noise amelioration.

Mitigation measures to mitigate the impact of operational noise include:

- Noise emissions from licensed premises to be reviewed in a subsequent fit-out and use DA.
- Compliance with any condition of consent regulating noise emissions from building services, plant and equipment to comply with EPA NPfI provisions.
- Incorporation of rubber bearings and steel springs with lateral buffers into the pool shell, to ensure the pool is vibration isolated.
- Provision of pad vibration isolators, 45mm acoustic underlay and spring floors within the gym area.

6.10.2. Vibration Assessment

6.10.2.1. Methodology

Assessment of potential disturbance from vibration has been undertaken in accordance with the EPA *Assessing Vibration: a technical guideline*, which identifies vibration criteria based on the British Standard BS 6472-1992 'Evaluation of human exposure to vibration in buildings (1-80Hz)'.

Additionally, the British Standard 7385-2:1993 [3] and German Standard DIN4150-3:2016 has been used to assess potential impact of vibration on structural damage to buildings and the NSW Transport Asset Standards Authority's publication '*Development Near Rail Tunnels'* to assess impact on rail assets.

6.10.2.2. Impact Assessment

Construction Vibration

Section 9.4.1 of the *Development Near Rail Tunnels* guidelines only requires a vibration assessment on rail assets where the activity is within a horizontal distance of 25m on the first reserve. As the site is located 35m from Central Station terminal, 55m from Platform 1 and 150m from the Sydney Metro tunnels, construction vibration impacts on rail corridors and assets is not anticipated.

The recommended working distances for vibration intensive equipment / machinery for both cosmetic damage and human disturbance is identified in the report. This will be adopted by the contractor during construction.

Operational Vibration

No operational vibration intensive activities are proposed in the development. As such operational vibration impacts are not expected from the operations of the proposed development.

Notably the potential vibration from a future CRBRL rail corridor on the sensitive uses proposed in the development would have reduced impact than existing, by virtue of the proposal locating sensitive hotel uses further from the corridor than the existing hotel development on the site.

All building services plant/equipment will be adequately vibration isolated to manage internal impacts within the development and to surrounding sensitive receivers.

6.10.2.3. Mitigation Measures

No mitigation measures for operational vibration are required.

Preparation of the CNVMP will address project specific mitigation measures and management strategies for construction vibration.

6.11. GROUND AND WATER CONDITIONS

SEARs Item 14 requires an assessment of ground and water conditions, including related infrastructure, hydrology, aquatic and groundwater dependent ecosystems, drainage lines, downstream assets and watercourses. A Geotechnical Report (**Appendix JJ)** and Groundwater Modelling Report (**Appendix KK**) have been prepared by Douglas Partners to address this requirement, and is discussed in the following sub-sections.

6.11.1. Geotechnical Considerations

6.11.1.1. Methodology

The Geotechnical Assessment prepared by Douglas Partners is based upon a review of previous investigations completed near to the site (in 2020), the results of the Douglas Partners Groundwater Modelling Report (**Appendix KK** and discussed in **Section 6.11.2**), drilling of 12 boreholes within and surrounding the site in March 2021 and June 2021, and installation of sandpipes in three of the boreholes. The samples obtained from the boreholes were assessed to measure subsurface conditions, groundwater levels, and permeability testing in the laboratory.

A geotechnical model was subsequently prepared to summarise strata levels and rock classifications across the site.

6.11.1.2. Assessment

The investigations and geotechnical model indicate the northern part of the site (below fPPb) is underlain by fine to high strength sandstone, firm to stiff sandy or silty clay residual soil and loose to medium dense fill materials over dense sand alluvium.

The southern part of the site (below Henry Deane Plaza) is similarly underlain by medium to high strength sandstone, some extremely weather sandstone, and silty clay – clayey sand residual soil.

Based upon these findings, Douglas Partners identify the following considerations for the development proposal, which primarily relate to the construction of the proposal:

- Installation of watertight shoring walls around the site perimeter prior to completion of basement bulk excavation works (discussed further in **Section 6.11.2**).
- Stabilisation of the retaining wall on the northern and eastern sides of the fPPb basement by underpinning the wall to underlying medium strength rock.
- Excavation completed using conventional earthmoving equipment (for fill, alluvial and residual soils), and using heavy ripping equipment and rock hammers (for medium to high strength rock). Measures to mitigate the impact of acoustic and vibration impacts associated with this equipment are outlined in **Section 6.10**.
- Reuse or disposal of excavated materials following testing undertaken to determine the final use and destination of the spoil. Further discussion is contained in the Waste Management Plan **(Appendix NN)** and the preliminary Construction Management Plan (**Appendix YY**).
- Installation of temporary batter slopes during construction of up to 3m above the height of the water table. A slope stability analysis should be undertaken for batters subjected to surcharge loads by a geotechnical engineer. Material stockpiles and machinery or equipment should not be stored at the crest of unsupported excavations.
- Regular inspection of the rock face during excavation works.

6.11.1.3. Mitigation Measures

Douglas Partners recommend the following mitigation measures based upon the findings of the Geotechnical Assessment.

- Provision of supplementary geotechnical boreholes within the fPPb during construction (once internal elements have been demolished)
- Preparation of additional geotechnical reports prior to issuance of a Construction Certificate, including a geotechnical monitoring plan, geotechnical impact assessment, Sydney Water impact assessment, and a groundwater monitoring and dewatering monitoring plan.
- Installation of inclinometers and survey markers during construction to monitor excavation-induced movements, and to confirm that they are within the approved/ tolerable limits specified in both the geotechnical monitoring plan and track monitoring plan.
- Completion of a Dilapidation Survey.
- Waste classification of all material to be excavated and transported offsite.

- Inspection of footings during construction.

6.11.2. Groundwater Monitoring

6.11.2.1. Methodology

The Groundwater Modelling Report is informed by an assessment of previous investigations on the site (between 2020 – 2021), drilling of 11 boreholes within and surrounding the site, as well as measuring of water levels on three occasions during March 2021.

Additionally, groundwater permeability testing and long-term monitoring of groundwater levels in standpipes has been carried out at the site since July 2019 – March 2021. Permeability testing was conducted using the Hvorslev analytical method to determine analysis of change in water levels, and subsequently groundwater model simulations were conducted using the Visual MODFLOW model.

The MODFLOW modelling has been undertaken with the Atlassian development scenario included in the model, however, has not included Central Place Sydney as this is still under assessment. The existing Henry Deane Place basement has been utilised instead.

6.11.2.2. Assessment

The methodology finds that the groundwater flow direction within both the Mittagong Formation and Hawkesbury Sandstone bedrock, and the perched groundwater within the alluvial soil, is westwards from Central Station towards Lee Street. The data indicates there is minimal variability in groundwater levels following rainfall periods between July 2019 and September 2020, with recent observations confirming this.

Douglas Partners indicate the following groundwater levels on the site:

- Within the Mittagong Formation: RL 13.9 m,
- Within the underlying Hawkesbury Sandstone: RL 13.5m
- Perched groundwater within the overlying alluvial soils: RL13.5 m

The proposed basement level 4 lowest point (RL 1) will be below the permanent groundwater table. Inflow rates of 12mL for the first year – 3mL per year subsequently is anticipated. As such, de-watering will be required. Douglas Partner consider that this will be feasible without a significant impact on surrounding groundwater systems or property, subject to review and approval from Council and relevant authorities. Due to the high compressibility of the sandstone, any long-term drawdown of the groundwater level is not expected to cause significant settlement of neighbouring structures.

As discussed in the DSI, groundwater contamination may be present and as such further sampling and testing will be undertaken to determine the quality and suitability of the groundwater prior to discharge. Water collected on the site will be stored in a holding tank prior to disposal, and disposed via the stormwater system (with separate approval from Council), the sewer system (with separate approval from Sydney Water), or a licensed liquid waste facility.

A Groundwater Management Plan will be developed as part of the application for a water use approval under Part 3, Division 2 of the *Water Management Act 2000*, to be obtained as a condition of development consent and prior to issuance of a Construction Certificate.

6.11.2.3. Mitigation Measures

Groundwater de-watering will be required to mitigate the impact of existing groundwater flows on the safety, structure and stability of the proposed basement. An application for water use approval under Part 3, Division 2 of the *Water Management Act 2000*, to be obtained as a condition of development consent and prior to receipt of a Construction Certificate.

Additional sampling and testing of the groundwater will be undertaken to confirm the method of discharge, which will be discussed further in a Groundwater Management Plan to be prepared as part of the water use approval application.

6.12. CONTAMINATION AND REMEDIATION

A Phase 1 Preliminary Site Investigation (**PSI**) was prepared for the site by Douglas Partners during the rezoning stage in February 2020. Due to the proximity of the site to Central Station and historic and likely future uses on the site, the site is considered to pose a moderate risk of contamination, to be confirmed through detailed assessment and testing.

Accordingly, a Phase 2 Detailed Site Investigation (**DSI**) has been prepared for the site by Douglas Partners and is provided at **Appendix JJ.** This report should be read in accordance with the Remediation Action Plan (**RAP**) prepared by Douglas Partners and provided at **Appendix MM**.

Together, these reports address Item 18 of the SEARs.

6.12.1. Soil and Groundwater Contamination

6.12.1.1. Methodology

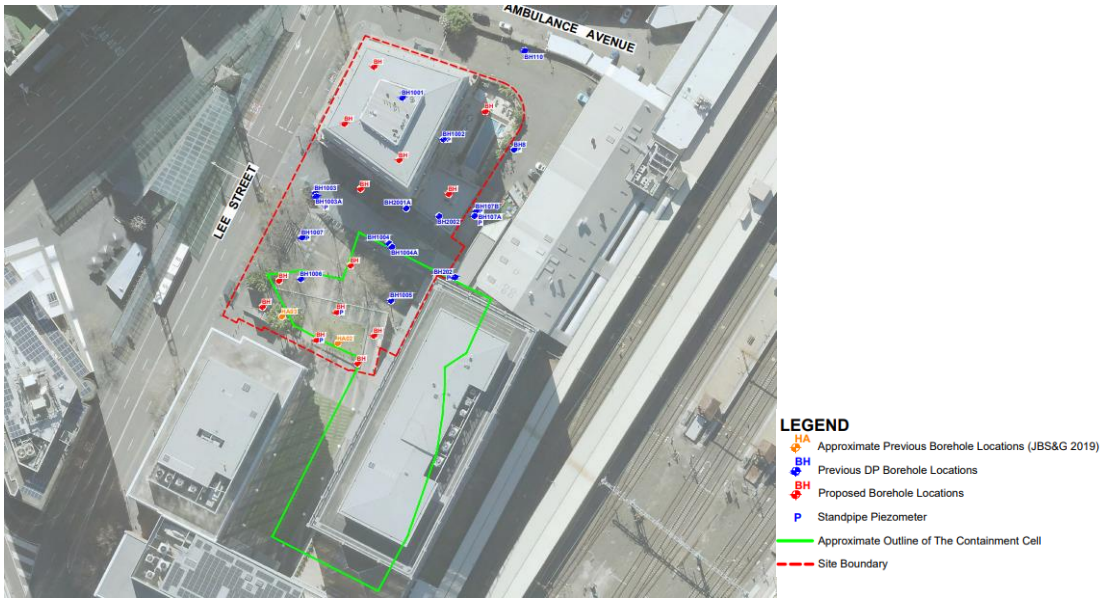
The DSI is informed by an assessment of previous investigations on the site (including the PSI, and contamination investigations of adjacent sites in 2001 and 2021), completion of a DBYD records search, and preparation of Safe Work Method Statements and Field Work Safety Environmental Plan.

Following this, 12 boreholes were drilled in various locations within the site and to the immediate north and east of the site boundary, with groundwater monitoring walls installed into three of the boreholes. Soil samples from 10 boreholes (due to two borehole refusals), were logged and screened to measure the presence or absence of volatile organic compounds, whilst groundwater samples were collected, measured and recorded prior to laboratory sampling to assess for contaminants of potential concern (**CoPC**). A conceptual site model was subsequently developed to provide an assessment framework.

The review of a 2001 investigation prepared by ERM identified:

- The presence of lead and PAH concentrations to the south-west of the site that exceeded the criteria identified in the *NEPC National Environment Protection (Assessment of Site Contamination) Measure 1999*.
- A cap and contain method for the containment of PAH and lead impacted soils was adopted, resulting in the construction of a containment cell comprised of sandstone bedrock with stiff impermeable clay walls and base. The location of the containment cell is illustrated in **Figure 48.** As identified, the containment cell intersects the southern portion of the site beneath Henry Deane Plaza.

Figure 48 Location of containment cell below the site



Source: Douglas Partners

6.12.1.2. Assessment

Based on Douglas Partners' review of the site history, the potential sources of contamination include uncontrolled fill, the historical containment cell, current and historical site uses, previous and current off-site activities in the surrounding area, and hazardous building materials in existing structures.

The laboratory testing results from the current investigation confirms the presence of some of the COPC including friable chrysotile asbestos in the fill and dissolved copper and zinc in the groundwater (whchi is common in heavily urbanised areas). As copper and zinc was not evident in the fill, the groundwater contamination is likely to suggest regional background levels rather than site-specific levels.

The results indicate fill is present across the site at depths of 0.35m – 3.5m. The fill within the fPPb basement footprint is preliminarily classified as General Soil Waste (non-putrescible), whilst the fill within the Henry Deane Plaza area is preliminary classified as Special Waste (Asbestos) - General Solid Waste (non-putrescible).

Within the footprint of the containment cell and in the immediate surrounds, Douglas Partners identified the presence of lead and PAH exceedances.

As dewatering is required (discussed in **Section 6.11.2**), further groundwater sampling is likely to be requested by the Council to assess for the quality and suitability of groundwater prior to discharge.

6.12.1.3. Mitigation Measures

The DSI confirms the proposed development is suitable for the site subject to the following measures:

- Implementation of actions outlined in the RAP, as discussed in **Section 6.12.2**.
- Intrusive investigations (sampling and testing) within the footprints of the fPPb, the Lee Street pedestrian tunnel and the containment cell in Henry Deane Plaza. As this area is currently occupied by tenanted retail spaces, this investigation can only occur post-approval once these building elements have been demolished and construction is underway.
- Following demolition works, additional investigation (site walkover, sampling and testing) of the footprints of any demolition works to prevent cross contaminating the subsurface soils with hazardous building material such as asbestos.
- Following demolition works, additional soil sampling and testing, either using *in situ* or *ex situ* sampling methods, to provide a final waste classification for surplus soils requiring off-site disposal during the excavation stage of the project.
- Further investigation of groundwater, particularly to assess the presence of both dissolved and total metals across the Site prior to and during dewatering. It is also noted that a groundwater management plan is likely to be required as part of the application for a dewatering license. This will be completed as a condition of development consent.

6.12.2. Remediation Action Plan

6.12.2.1. Methodology

Douglas and Partners have prepared a Remediation Action Plan (**RAP**) in accordance with the recommendations of the DSI. The RAP outlines the means by which site remediation can be achieved on the site to a condition suitable for the proposed mixed-use development.

Douglas Partners conducted a review of the previous environmental investigations on the site prepared between 2020 – 2022, and for the surrounding sites between 2001 – 2022. This review identified two data gaps relating to lead, PAH, potential asbestos and CoPC. Given the presence of existing site buildings, structures and tenanted areas of the site, the above data gaps can be more appropriately addressed completion of demolition works in the identified areas. The data gap analysis will be completed as a condition of consent and an addendum to the RAP provided at the completion of this.

6.12.2.2. Assessment

With consideration to NSW EPA's hierarchy for remediation, and to the site-specific contaminants and environmental setting, the RWP identifies the following preferred remedial option:

- Removal and off-site disposal of lead, PAH and asbestos contaminated soils within or near the containment cell, around the borehole locations and within the fPPb in the Hazardous Materials Survey (as identified in the Survey at **Appendix OO).** All material that is removed will be classified and disposed off-site in accordance with the NSW EPA 2014.
- In regard to the containment cell, Douglas Partners identify:
  - The proposed basement excavation will remove part of the containment cell wall and contents of the containment cell. It is understood that the proposed basement will be constructed with concrete walls initially installed prior to bulk excavation.
  - As such, it is envisaged that the basement wall along the coincident boundary with the remainder of the containment cell (outside of the basement excavation) will form a new barrier wall to the containment cell.
  - Consultation with the Environmental Consultant and Site Auditor will be undertaken during construction to confirm this methodology.

In accordance with the EPA guidelines, alternative strategies were considered however the proposed approach deemed the most suitable due to the site and proposed works. This included on-site treatment (which is not feasible in a CBD area and would delay construction commencement) and containment of contaminated soil (as the basement extends across the whole site area, this was not possible).

This process will involve the excavation of soil, classification of soil and disposal at a facility which can legally receive it. As outlined in the Site Management Plan appended to the RAP, transport of contaminated material from the site will be via a clearly delineated haul route, which will be used exclusively for entry and egress of vehicles used to transport contaminated materials within and away from the site. The proposed waste transport route will be notified to Council and logged and recorded by the environmental consultant.

Imported and beneficially reused materials (if applicable) will be validated against the site assessment criteria (**SAC**) prior to acceptance and placement on the site (subject to development consent and landholder approval).

Douglas and Partners have confirmed a Preliminary Long-term Environmental Management Plan is not required at this stage and is subject to the detailed design of the basement levels.

An independent site auditor, from Harwood Environmental Consultants, has been engaged to review and approve the RAP prior to finalisation and implementation. It is anticipated that a condition will be included on any consent issued requiring peer review from the Site Auditor.

6.12.2.3. Mitigation Measures

Douglas Partners conclude the site can be made suitable subject to:

- Completion of the data gap analysis following demolition, and update to the RAP where required,
- Completion of proposed remediation work and site validation work,
- Management of off-site disposal of contaminated soil in accordance with the RAP, and
- Implementation of an UFP protocol during construction.

6.12.3. Hazards and Risks

This subsection addresses SEARs Item 17. The proposal does not involve the provision of dangerous goods and hazardous materials associated with the development, and the site is not located adjacent to or on land in a pipeline corridor.

As such, a preliminary risk screening and hazard analysis in accordance with the Resilience and Hazards SEPP 2021 is not required. Furthermore, no consultation has been conducted with pipeline operators as the site is not located adjacent to one.

6.13. CIVIL ENGINEERING

Northrop have prepared a Flood Risk Assessment Report and Integrated Water Management Plan to address SEARs requirements 15 and 16. The reports address site stormwater management during the construction and operation of the works including both surface water quality impacts and potential flood risks associated with the development, as well as consideration of the hydrological attributes.

The findings of these reports are assessed and discussed in the following subsections and appended at **Appendix HH** and **Appendix II.**

6.13.1. Flooding

The site is located in the Sydney Water catchment area, specifically 'City Area 30' within the Council catchment area. The relevant flood model is the *Darling Harbour Floodplain Risk Management Study* (2018). Northrop have reviewed the flood model and identified the following in the existing scenario:

- Lee Street is subject to local overland flooding characterised by relatively low depths. This is expected due to the low contributing catchment.
- Ambulance Avenue appears to be a trapped low point with runoff from Lee Street and the local catchment contributing.
- Henry Deane Plaza acts as a storage area and discharges through a number of grated drains.

A site-specific flood model has subsequently been developed to provide additional detail specific to the site and surrounding context. The site-specific model incorporates elements of the proposed development, including two stormwater pits on the eastern boundary of the site in a low-lying area to capture floodwaters, and two 575mm pipes connected to the existing Sydney Water stormwater pipe at a connection point adjacent to Lee Street. It is noted that this final arrangement is subject to detailed design.

The model was run using TUFLOW HPC software with 16 reporting points to enable an assessment of flood behaviour across the site. The results of the flood model in the developed scenario:

- Flood behaviour remains generally consistent with the Darling Harbour Study.
- Flood depths are generally low, which reflect the small catchment area, and there is generally a small difference between the 1% AEP and PMF. Northrop suggests this indicates additional impacts from climate change and increased rainfall intensity on the site is unlikely.
- The proposed raising of Henry Deane Plaza to RL 21 results in this area no longer acting as a flood storage area, as floodwaters will drain from RL 21 to lower lying areas along Lee Street.
- Review of the flood model indicate the existing Sydney Water stormwater network shows maximum water levels are below the surface levels in the 1% AEP event, indicating there is sufficient capacity to connect additional ground level surface inlets to this system.
- As a result of the retention of the fPPb and some areas of increased flood waters along Lee Street, vertical evacuation will be adopted as per *Darling Harbour Catchment Floodplain Risk Management Study* (**Floodplain Study**) (2016). Further detail regarding areas for assembly and evacuation response procedures will be explored during design development and included within a Flood Emergency Response Plan for the site.
- Floor levels have been set to exceed the minimum criteria proposed by Northrop as follows:
  - Openings to basement areas protected to the PMF plus 100mm freeboard.
  - Openings to retail areas at the ground plane set to or protected to the 1% AEP, with openings to retail areas in lower ground protected to the PMF plus 100mm freeboard.
  - Flood levels of the fPPb will be retained as per existing due to the heritage significance of the building. Lower floor levels will be protected to the PMF plus nominal freeboard to minimise the likelihood of flood ingress. This is considered acceptable and is consistent with clause 3.3 of the Floodplain Study which allows for merit consideration and balancing of heritage conservation with flooding for floor levels.

Subject to adoption of a Flood Emergency Response Plan during operation, the development will have no additional flood impact in the 1% AEP and will not result in any risk to property or life within the site or adjacent landholdings.

6.13.2. Stormwater Drainage and Water Quality

A preliminary stormwater concept has been prepared by Northrop for the proposed development. This is appended to the Integrated Water Management Plan provided at **Appendix II.**

Sydney Water has confirmed OSD is not required. As such, the stormwater concept design responds to two key areas of the site, being 'Area A' northern zone (consisting of the fPPb and tower roof) and 'Area B' southern zone (Henry Deane Plaza and bypass areas on the site boundary) as follows:

- Area A – Flows collected via a roof drainage system and conveyed into the 60kL rooftop rainwater tank used for cooling towers, toilet flushing and irrigation. Overflow water from the rainwater tank will be piped into the water quality chamber on basement level 1 (located beneath the fPPb) and discharged via the Sydney Water stormwater culvert.
- Area B – Capture of runoff within Henry Deane Plaza, water quality treatment and guide overland flows. Rainwater will be captured in Henry Deane Plaza, which grades in a south-westerly direction towards the drainage provisions within the site. Flows will then be directed to the water quality chamber on basement level 1 (to the south of the fPPb) and discharged to the adjacent Sydney Water stormwater culvert at Lee Street via a direct connection point. Gross pollutant traps including 13 x storm filter cartridges and 3 x pit baskets will reduce bypass, treat stormwater and collect large debris and litter.

Minor modifications to the existing Sydney Water 1500mm reinforced circular concrete stormwater culvert are required to enable connections of proposed site drainage directly into the culvert. This is further discussed in **Section 6.14.1.2.**

Detailed stormwater plans shall be submitted to Sydney Water at detailed design stage for approval of the stormwater connection points.

The water quality modelling software MUSIC v6.3.0 was used to assess the performance of the stormwater concept design. The model indicates the proposal will result in an 85.6% reduction in suspended solids, 79.8% reduction in phosphorous, 66.7% reduction in total nitrogen and 95.1% reduction in gross pollutants. This is consistent with the stormwater quality targets identified in the Sydney DCP 2012.

6.14. INFRASTRUCTURE AND UTILITIES

6.14.1. Utilities

The following documents have been prepared to address the requirements of SEARs Item 15 and 23 in consultation with the relevant service providers:

- Integrated Water Management Plan prepared by Northrop at **Appendix HH**
- Hydraulic and Fire Services Report prepared by NDY at **Appendix SS**
- Electrical and Communications Services Utilities Report prepared by LCI at **Appendix TT**

These reports assess the impacts of existing utility infrastructure and outlines the changes proposed to the infrastructure connections as part of the minor early works. The report considers services including stormwater, potable water, wastewater, recycled water, electrical, telecommunication, natural gas and chilled water.

The report concludes that the proposed works will not result in any adverse impacts to existing infrastructure following augmentation of services to accommodate the demand generated by the development.

6.14.1.1. Electrical and Telecommunication Services

The proposed electrical infrastructure works initially comprise the decommissioning and removal of the existing substation S7563 in the fPPb and diversion of existing telecommunications assets (HV cables) that are currently reticulated through the Devonshire Street tunnel. Following decommissioning of the substation, any redundant cabling and conduits to the existing substation will be removed.

LCI estimate the electrical demand for the proposed development is 4705kVA and Augsrid have advised two CBD substations with connection to proposed 11KV network will be required to service the demand. This has been incorporated into the development proposal, as indicated in the Architectural Plans which detail a substation room on basement level 1, and the raised substation on level 7. Additionally, four 100mm conduits will be provided from a cable pit in Lee Street into development for connection of NBN and other telecommunication carrier services.

6.14.1.2. Stormwater

The proposed stormwater drainage system and indicative concept design for the site is discussed in **Section 6.13.2** of this EIS and the Integrated Water Management Plan provided at **Appendix II.**

In regard to impact on existing stormwater infrastructure, NDY and the preliminary consultation with Sydney Water indicates that the proposed development will extend into the 1m zone surrounding the Sydney Water stormwater main, which extends below the site connecting Lee Street and Central Station (refer **Figure 49**).

The exact location of the stormwater main will be determined using potholes and surveying during detailed design, to confirm the minimum distance and clearance between the proposed development and the stormwater main.

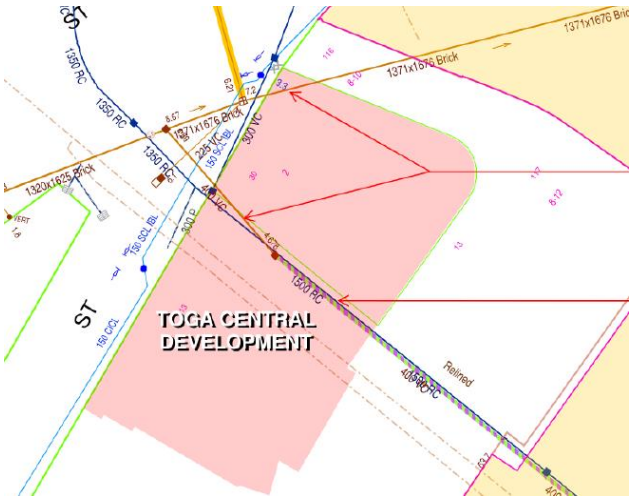
Whilst this is not consistent with the Sydney Water Guidelines for building over or adjacent to a stormwater asset, it is noted that the fPPb is already constructed over this asset and the proposed design will provide equivalent access to the stormwater assets. The suspended slab above the main will encumber Sydney Water access to no greater extent than existing access. This is consistent with the approach and principle adopted on the adjacent Atlassian development, which similarly is built over the east-west stormwater main.

TOGA has commenced consultation with Sydney Water on management of this asset, which will continue and be further resolved during the Building Plan Approval process completed prior to issuance of a Construction Certificate. NDY consider this is an achievable based upon the site-specific considerations.

To mitigate any potential impact on the existing asset due to construction activities, the following mitigation measures will be adopted:

- A dilapidation survey report / CCTV report of the Sydney Water's stormwater asset prior to commencement of any work on the site, and upon completion of all construction works to confirm that no damage has occurred to the asset. The survey will extend at least 5m upstream and downstream from the site, and a copy will be provided to Sydney Water.
- Adoption of necessary protective measures during construction in the area of proposed works and for the detailed resolution of the structural footings near to the stormwater asset.

Figure 49 Interface with Sydney Water assets



Sydney Water stormwater main

Source: NDY

6.14.1.3. Mechanical and Hydraulic Services

NDY has obtained natural gas, water and sewer infrastructure plans from Jemena and Sydney Water respectively on 21/02/2022 for the site, in order to assess the impact of the proposal on existing utility infrastructure and any required upgrades. NDY has consulted with Jemena and Sydney Water during preparation of the SSDA.

In regard to the potential impact on existing utilities and the required upgrades to the infrastructure to service the development, NDY's preliminary assessment indicates:

- **Gas -** Gas demand for the proposal will only be for the retail food and beverage tenancies on lower ground. The hotel and commercial uses will be serviced by an energy efficient electrical solution, as discussed in **Section 6.6**. As such NDY consider the existing Jemena DN75 NY 210 kPa Natural Gas main in Lee Street has sufficient capacity to cater for the development with no amplification required. The exact location of the gas main will be confirmed by hand excavation prior to proceeding with mechanical excavation in the vicinity of gas pipes, to ensure there is no impact to the main during construction works.
- **Water -** The Sydney Water DN150 potable water main currently servicing the site along Lee Street will be amplified to accommodate the additional demand. However, the broader Centennial Park Water Supply Zone has the capacity to service the development. The coordination of the water main amplification will be completed by a Sydney Water coordinator post-development approval and prior to receipt of a Construction Certificate. The exact location of the zone of influence of the water main will be confirmed by a Building Plan Assessment submission managed by MGP, the engaged Water Servicing Coordinator for the project, to ensure there is no impact to the main during construction works.
- **Sewer -** The Sydney Water DN400 sewer pipe traversing the southern boundary of the site has the capacity to service the development.
- **Wastewater -** Wastewater will be directly discharged to Sydney Water sewer network via a minimum of 1 gravity connection. Trade waste will be pre-treated in a suitably sized grease arrestor in the basement, designed and installed in accordance with Sydney Water policies and PCA guidelines. An application for approval of wastewater discharge into the Sydney Water main will be completed post-development consent.

6.14.2. Rail Impact Assessment

ARUP have prepared a Rail Infrastructure Report to assess the impacts of the development on existing and future rail infrastructure adjacent to the site. The report outlines high level mitigation measures in order to mitigate impacts on the rail assets where practicable. Refer to appended report at **Appendix UU.**

6.14.2.1. Methodology

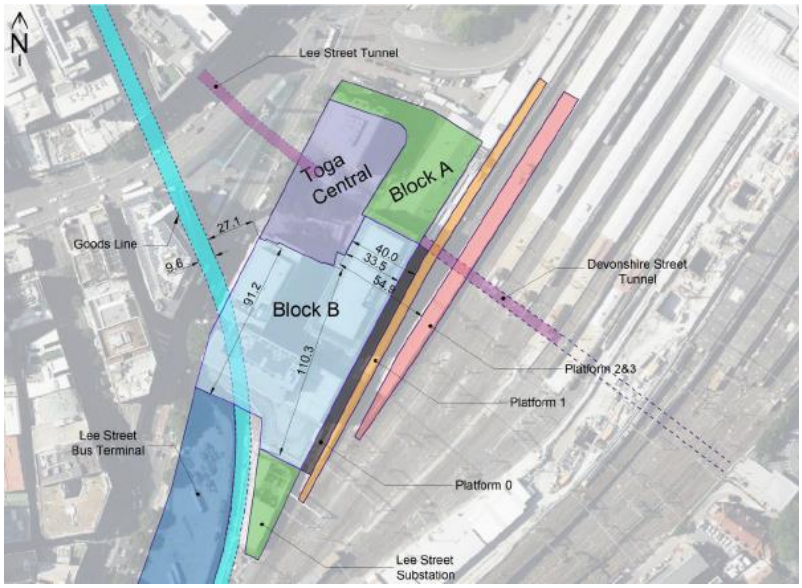
The ARUP impact assessment is informed by the receipt of CAD files of the CBD Rail Link (**CBDRL**) alignments provided by TfNSW on 28 June 2022, SEPP (Transport and Infrastructure) 2021, Interim Rail Corridor CBD Rail Link & CBD Metro Map and Sydney Metro Underground Corridor Protection Technical Guideline – April 2021.

6.14.2.2. Assessment

Existing

ARUP have undertaken an assessment of the impact of the proposed works on TfNSW rail infrastructure assets. The proximity of the site to these assets is identified in **Figure 50.**

Figure 50 Location of future corridor assets in proximity to the site



Source: ARUP

In accordance with the "Sydney Metro Underground Corridor Protection Technical Guideline – April 2021" and the "Sydney Metro at Grade and Elevated Sections Corridor Protection Guidelines" an engineering assessment is required for development within the first reserve zone. The first reserve zone is **30m** from the site. Any TfNSW rail assists greater than 30m from the site are considered low impact and no further assessment is required.

Central Station platforms and the Lee Street substation are greater than 30m and no further assessment is required. As such, it is considered there will be no impact on the operation of existing assets in Central Station.

The Goods Line is within 30m of the site. As such, ARUP have undertaken a further engineering impact assessment and concluded demolition activities and excavation activities will have no impact on this asset. Whilst the basement retention system will avoid ground anchors and rock bolts within the Goods Line, a small portion of the new basement will encroach into the second reserve. However, the development does not seek to provide a pad footing over this portion of the site and as such the development will not impose significant loading in the zone.

Future

Future corridor assets in proximity to the site include the CBD Metro (Zone B – tunnel) and CBDRL (Zone B – tunnel) which align with the western interface of the site as identified on the Transport and Infrastructure SEPP mapping and extracted in **Figure 51.**

Figure 51 Location of future corridor assets in proximity to the site

Source: ARUP

The proponent has engaged with TfNSW who has advised the protection of the CBD Metro corridor is unlikely to proceed. TfNSW were unable to provide detailed plans for the location of the CBD Metro corridor.

Whilst the CBDRL is similarly unlikely to proceed, ARUP have assessed the impact of the proposed development on the tunnel. The CBDRL alignment was obtained via CAD files from TfNSW. The CBRDL alignment is located adjacent to and below the southern portion of the site and gradually deviates away from the site as the alignment moves north. The proposed basement is 3.8m east of the edge of CBDRL tunnel at Lee Street.

The findings of the ARUP impact assessment of the proposed development on the CBDRL, and vice versa, is summarised below:

- It is assumed the future CBDRL tunnels would be constructed after the proposed development. Should the construction of the CBDRL tunnels commence prior to the development, a revised review will be undertaken to assess the impact of construction on the tunnel operation to ensure its safe operation. ARUP note this would be extremely unlikely.
- Proposed demolition, excavation and shoring system will be constructed after the CBDRL tunnels and will not impact the tunnels.
- The proposed new tower is setback from the CBDRL alignment with a minimum offset distance of 20.6m between the edge of the closest tower pad footing and the CBDRL tunnel wall. The new basement will encroach into the second reserve at the southern portion of the site however this will impose relatively small loads – as the load of the tower structure will be setback from the tunnels.
- The proposed commercial and hotel uses within the tower is unlikely to demand noise and vibration mitigations of a higher standard than would already apply to the existing site. It is noted that as construction of the CBDRL will likely be following construction of the development, the minimum design requirements for the CBDRL will consider the surrounding uses, including the TOGA Central hotel and commercial operators.

Further the Noise and Vibration Assessment (**Appendix GG**) prepared by Renzo Tonin provides a further preliminary vibration impact assessment for the CBDRL which is outlined in Section 6.10.2 of this EIS.

6.14.2.3. Mitigation Measures

The proposed mitigation measures reflect good practice measures to mitigate against risk of ground movement as a result of the tunnel operation. These measures relate to detailed construction management practices, and include:

- Review the movement and stresses during detailed design.
- Establish and implement an appropriate instrumentation and monitoring system along the tunnel alignment. This would allow for any potential movements to be closely monitored and to enable early detections of unexpected movement.
- Ground and foundation work specifications to be prepared in cognisance of the proposed tunnels and works within reserve zones.
- Regular visual inspection of the proposed building for signs of distress, excessive ground movement, vibration or construction fluid ingress during CBDRL construction works.
- Submission of final design and Contractor Method Statement for works within reserve zones to the tunnels for acceptance and this shall include Emergency preparedness plan for dealing with reasonably foreseeable difficulties during piling including plant breakdown, delays in concrete delivery, etc.
- Excavation techniques selected to minimize the vibrations near sensitive assets.
- Sequencing of works to control movements.
- Temporary monitoring local to works by relevant sub-contractor during CBDRL construction.
- Monitoring for noise and vibration of critical assets during significant works.
- In the event of any design changes that could have an impact on the rail tunnels, an engineering review shall be held with TfNSW and shall be confirmed prior to continuing.

6.15. WASTE AND SERVICING

SEARs Item 19 requires the consideration of likely construction and operational waste generated by the development, and the identification of the proposed waste management and disposal procedures for the site. As the application seeks to retain and adaptively reuse the fPPb, consideration of hazardous materials in the building is also required.

Accordingly, SLR have prepared a Waste Management Plan (**WMP**) (**Appendix NN)** and a Hazardous Materials Survey (**Appendix OO**). The findings of these documents are provided in the following subsections.

6.15.1. Hazardous Waste

A survey of the existing building was undertaken on 1 June 2022. Hazardous materials were identified within the fPPb, including asbestos containing materials on level 8, lead in paint on the basement and ground floor, and Polychlorinated Biphenyls (**PCBs**) on all floors.

Notwithstanding this, the site can be made suitable for the proposed use as:

- The asbestos within the site do not pose a significant risk to health and can be retained on site and managed through an Asbestos Management Plan.
- The lead paint can be encapsulated, retained on site and managed through regular inspections.
- PCBs are to be removed from site and disposed of appropriately in accordance with the *Environmental Protection & Heritage Council's Polychlorinated Biphenyls Management Plan.*

6.15.2. Construction Waste Management

The Sydney DCP 2012 does not outline construction waste generation rates, and as such the demolition and construction waste targets from the Hills Development Control Plan 2012 have been adopted. SLR have estimated the following waste generated by the construction of the development:

- **Demolition** - SLR have estimated waste generated during demolition will be approximately 743sqm timber / gyprock, 44,391sqm of concrete, 8,896sqm of bricks, 174sqm of metal and 929sqm of other waste. In addition, an estimated quantum of 9,925sqm of excavated material is anticipated.
- **Construction -** SLR have estimated waste generated during construction will be approximately 702sqm timber, 1,184sqm of gyprock, 2,587sqm of concrete, 1,170sqm of bricks, 378sqm of metal and 688sqm of other waste.

The development targets a reuse or recycle rate of 90% of all construction and demolition waste, in accordance with the Design Guide. This will be achieved through a range of management measures outlined in the WMP, to be developed and refined by the contractor and outlined in a comprehensive Construction Waste Management Plan. Contaminated waste will be managed in accordance with the measures of the Hazardous Materials Survey **(Appendix OO**) and Remediation Action Plan (**Appendix MM**).

Construction waste will be stored on the site in dedicated skips, bins and stockpiles, suitably contained to minimise waste transfer. Waste holding areas will depend upon construction progression, however, will consider visual amenity, safety and accessibility in their selection as well as slope and drainage factors to avoid contamination of stormwater drains during rain events. This is discussed in the Preliminary Construction Management Plan (**Appendix YY**) and will be further outlined in the comprehensive Construction Waste Management Plan, to be developed by the contractor prior to issuance of a CC.

6.15.3. Operational Waste Management

The waste generation rates from the City of Sydney *Guidelines for Waste Management in New Developments 2018* have been adopted.

SLR have estimated the following waste generated by the operation of the development:

- **Hotel** (10,915sqm) – 22,141L of general waste, 16,755L of food waste, 34,374L of paper and cardboard, 13,821L of recyclable containers generated per week. A minimum of seven waste collections per week is required with an area of 52.6sqm of hotel waste storage provided (including bulky waste, bin press, glass crusher and cooking oil container).

- **Office and retail** (31,208sqm) **–**38,371L of general waste, 18,159L of food waste, 101,641L of paper and cardboard, 28,139L of recyclable containers generated per week. A minimum of seven waste collections per week is required with an area of 81.6sqm of waste storage provided (including bulky waste, bin press, and cooking oil container).

In response, the development provides a 53sqm hotel waste storage room and 84sqm commercial / retail waste storage room on basement level 3. Within the commercial / retail waste storage room is capacity for the storage of cooking oil generated from the food and beverage tenancies. This area is bunded and drained to a grease trap in accordance with relevant legislation. Daily waste collections will minimise potential impact of odour from waste storage areas.

The storage rooms are directly adjacent to the loading and servicing area, allowing direct transferal to waste trucks for collection by a private waste contractor.

Waste will be separated into core waste streams with waste receptacles provided on all floors for collection by a cleaning contractor and transferred to the waste rooms located in the basement, via the commercial lifts. Paths of travel have been outlined in the WMP from each level to the basement.

6.16. CONSTRUCTION IMPACTS

6.16.1. Construction Management

6.16.1.1. Construction Management Plan

The Preliminary CMP provides a framework for the management of impacts during the construction period. The construction phases and delivery methodology will be appropriately managed in accordance with the proposed measures from site establishment right up to completion.

Prior to site establishment, TOGA will complete physical on-site surveys and investigations to enable the commencement of works and inform the detailed construction methodologies that will be adopted on site. This will include completion of a pre-construction Dilapidation Report for adjoining buildings, TfNSW landholdings and Council public domain prior to commencing works onsite to minimise impacts on the surrounding area.

A number of detailed management plans will be developed prior to issue of Construction Certificate, building upon and refining the mitigation measures outlined in this SSDA. This will include finalisation of the Preliminary CMP, finalisation of the Preliminary CPTMP, Healthy, Safety and Environmental (**HSE**) Management Plan (detailing fire safety, site security, emergency evacuation and COVID response), and development of a Community and Stakeholder Management Strategy. This will outline a proactive communication program during the duration of the project to ensure key stakeholders are informed and a complaint management procedure followed throughout the duration of the project.

As discussed in Section 4 of the Preliminary CMP, a range of protective measures will be provided on site including a temporary construction access platform, Class B hoardings on Lee Street with 10kPa overhead protection, use of a leisure deck, jumpform and temporary work platforms. The structural columns and façade panels will be pre-fabricated off site and transported to site to reduce impact on the constrained site.

The Preliminary CMP will be finalised prior to issuance of a CC and will be continually updated throughout the ongoing detailed design and construction phases of the project.

6.16.1.2. Access to Central Station

Maintaining commuter access to Central Station during construction works is a key objective of the Preliminary CMP. As the construction program progresses through each stage, multiple pedestrian access diversions will be provided to minimise disruption. This is generally outlined in Figure 50, with key changes from existing site condition being:

- During early stages of demolition pedestrians will be diverted from the Lee Street tunnel access towards the ground level. Pedestrians will be diverted through and around the site to access key destinations such as Central Station.
- A temporary construction access will be constructed through Henry Deane Plaza. The accessway will be protected by a 10KPa gantry and will have both the site amenities and excavation plant & equipment located over the top during the term of its operation. Pedestrians can use the accessway for the full term of construction.

- Following completion of the tower structure and façade works, the temporary construction access will be dismantled to allow for the podium and public domain works in Henry Deane Plaza to commence. During this period, pedestrians will be diverted to the north of the site, to the adjacent Atlassian site and through to the Devonshire Street tunnel.

Further discussion of the management of pedestrians during construction is provided in the Preliminary CPTMP prepared by Stantec and provided at **Appendix DD.**

6.16.1.3. Construction Traffic and Pedestrian Management

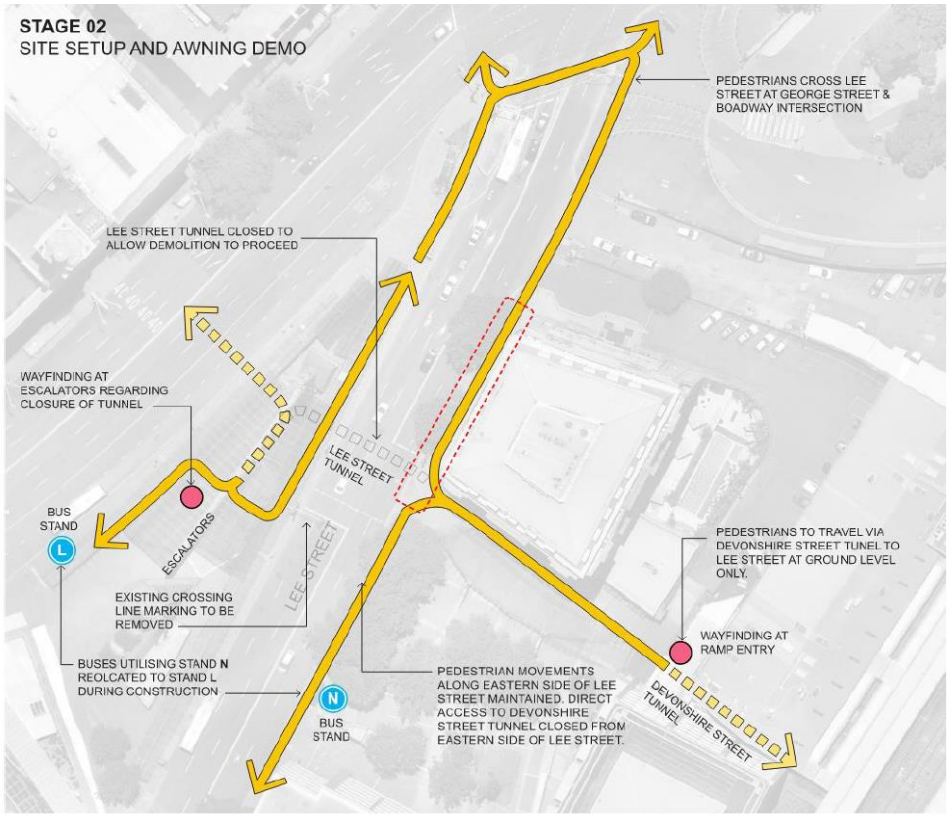
The TTA prepared by Stantec includes a preliminary CPTMP which has been prepared in accordance with the technical requirements of the SEARs. The CPTMP assesses the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity.

The preliminary CPTMP includes a list of mitigation measures that will be adopted during construction to ensure traffic movements have minimal impact on surrounding land uses and public. To further mitigate any potential risks, the building contractor will prepare a detailed CPTMP with Traffic Control Plans and detailed vehicle swept path analysis prior to the commencement of works.

Traffic and pedestrian movement will generally be managed in accordance with the following during construction:

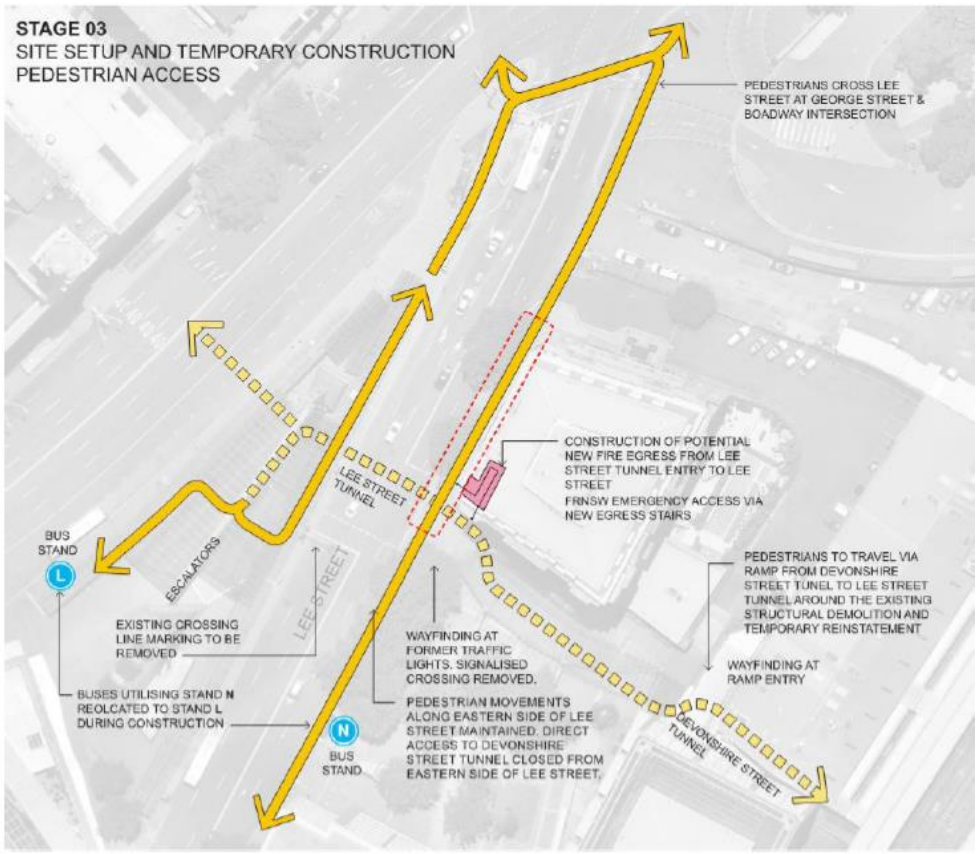
- Construction vehicle access will be provided via Lee Street. Should loading/ unloading need to occur on-street given site constraints, a works zone application will be made to the relevant authorities prior to commencement of works.
- Access to the neighbouring sites by emergency vehicles would not be affected by the works as the road and footpath frontages would be unaffected.
- Emergency protocols on the site would include a requirement for site personnel to assist with emergency access from the street.
- No staff parking will be provided.
- A maximum of 60 vehicles per day during main structures works is anticipated. Construction vehicles generated by the site would generally include vehicles up to 12.5 metre heavy rigid vehicles, with permits required for one-off deliveries using 19 metre articulated vehicles.
- Heavy vehicle movements would be restricted to designated routes and confined to the arterial road network wherever feasible. Approach and departure routes have been identified in the CPTMP.
- Pedestrian access will generally be maintained where possible (some diversion may be required) along Lee Street including access between the Lee Street Tunnel and the Devonshire Tunnel.
- Class B or Class A hoardings will be installed along the perimeter of the site where overhead works are occurring to maintain and ensure safe pedestrian and cyclist passage adjacent to the site. Pedestrians will continue to be able to use the public footpath along Lee Street.
- Wayfinding signage will be erected at key locations to inform pedestrians of any changes to access.
- Pedestrian management is to be delivered generally in accordance with the access routes identified in the following figures.

Figure 52 Stage 1 pedestrian management – site establishment



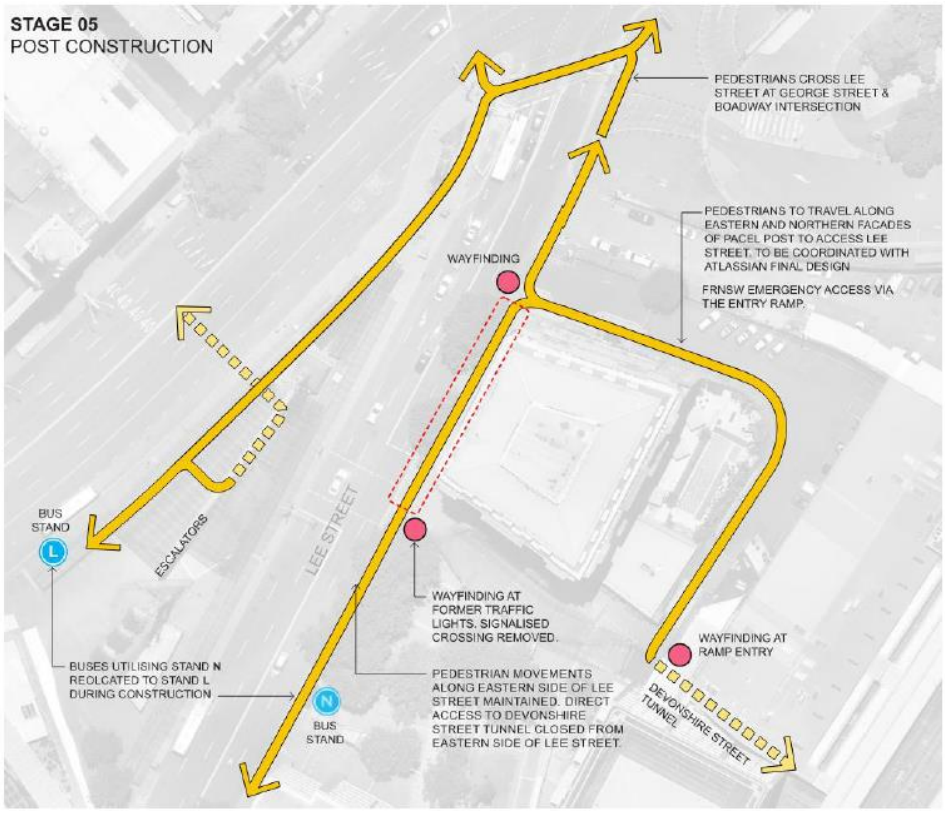
Source: TOGA

Figure 53 Stage 2 pedestrian management – construction



Source: TOGA

Figure 54 Stage 2 pedestrian management – public domain works



Source: TOGA

6.16.1.4. Cumulative Construction Impacts

The management of cumulative construction impacts will be detailed in the final CMP, once the construction program for the site is developed. This will determine the extent of overlap in the construction program for the site and the adjacent Atlassian and Central Place Sydney sites, and the necessary measures to manage the occurrence for this.

6.17. SOCIAL AND ECONOMIC IMPACTS

6.17.1. Social Impacts

A Social Impact Assessment (**SIA**) prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects has been prepared by Urbis and is provided at **Appendix Z.**

6.17.1.1. Methodology

The approach to assessing social impacts in the SIA is guided by the DPE SIA Guidelines for State Significant Projects and the International Association for Impact Assessment. These guidelines require a risk assessment of the significance of potential impacts (based upon likelihood and consequence of the impact). Social impacts are considered before and after implementation of mitigation measures, which are to be incorporated in the planning, construction and operation of the project. The assessment is informed by a review of the relevant State and local planning policies, and an assessment of the community profile, crime and safety data and the outcomes of the engagement conducted for the project (including with the Council social planning team) (discussed in **Section 5.1** and the Engagement Report at **Appendix L**).

6.17.1.2. Assessment

The SIA identified a number of low, moderate and high impacts associated with the development. The moderate – high impacts are considered by Urbis as significant and are summarised as follows:

- Recognition of local Aboriginal culture and heritage – Urbis consider the proposal's alignment with Country with Country principles is likely to have a positive impact on the Aboriginal and non-Aboriginal community. Implementation of additional project specific principles recommended by the Connecting with Country framework will further enhance engagement with Aboriginal culture and heritage.
- Improved activation and amenity of Henry Deane Plaza, which will have a positive impact on workers, visitors and surrounding residents. The provision of access through the Lee Street tunnel on a 24-hour basis and provision of late-night trading operation for the retail tenancies will provide activation and accessibility in the precinct.
- Increased employment opportunities including provision of 480 construction job and 3,300 direct jobs during operation.
- The proposal will deliver increased access to services and facilities, which will have a positive impact on workers, visitors and surrounding residents.
- The proposal will contribute to a visual change in character to the Central Precinct. Based on the findings in the VIA, visual impacts are acceptable on surrounding areas. However initially, the visual change is likely to have a medium to low negative impact on the local community. Over time, as taller buildings are constructed, the visual impact is likely to reduce and the project will have a neutral impact on the community as it adapts to the new visual amenity and context of the Central Precinct.
- Construction impacts are likely to have a neutral impact on the incoming and existing community, provided the measures identified in the preliminary CMP are adopted.

6.17.1.3. Mitigation Measures

The Urbis SIA recommends the following mitigation measures:

- Implementation of the principles identified in the Connecting with Country framework (**Appendix N**), the preliminary CMP (**Appendix YY**) and the recommendations of the CPTED Report (**Appendix AA**).
- Ongoing consultation with TfNSW, Atlassian and Dexus / Frasers on the public domain alignment and delivery.

6.17.2. Economic Impacts

The TOGA proposal will deliver significant economic benefits to the region and the State based on the substantial financial investment of $383,124,649 (including $77,525,924 for the hotel component) into the redevelopment.

The proposal will have a long-term positive employment generation including creation of 480 jobs during construction and 3,300 jobs during operation associated with the delivery of 43,000sqm of GFA within a new innovation hub.

The proposal will result in a major investment within the Western Gateway sub-precinct and will have a catalytic flow-on effects for the southern part of the Sydney CBD, the Central to Eveleigh urban renewal corridor and more broadly the operation of the State, reflecting the primacy and significance of Sydney as the key commercial and tourism hub of NSW.

Additional economic benefits of the proposal include:

- Supporting the development of a technology epicentre within the Central-Eveleigh corridor which will facilitate a start-up ecosystem and act as an enabler for further technological innovation and growth.
- Uplift in the economy through visitations by international guests to events and functions held on the site and in the precinct.
- The provision of 4,511sqm of retail space aligned with a key transport node.
- Delivery of an integrated place-based offering, to mitigate against any potential decline in demand by facilitating the integration of retail, hospitality and other offerings within proximity to a transport hub.

7. EVALUATION OF THE PROJECT

This EIS has been prepared in support of SSD-33258337 to assess the environmental, social and economic impacts of the proposed development at TOGA Central. The EIS has addressed the issues identified in the SEARs and has been prepared in accordance with Part 8, Division 5 of the EP&A Regulation.

The proposal for 2-8A Lee Street, Haymarket represents an orderly and economic redevelopment of the site and will promote the social and economic welfare of the community whilst managing the impacts on the environment, cultural heritage and surrounding landholders.

The delivery of 43,000sqm of employment generating floor space within a tower form that exhibits design excellence will reinforce the role of the Sydney as a primary economic driver and will enable the expansion of the high concentration of economic activity from the traditional financial core areas to the south. This re-shaping of the functional and economic map of Central Sydney will enable the future amelioration along the Tech Central innovation corridor, increasing employment generation and economic activity in accordance with Regional and District strategic priorities and the NSW Government's 2018 vision for the area.

The proposal is justified for the following reasons:

The proposal satisfies the applicable local and State strategic and statutory planning controls:

- The proposal is consistent with the key statutory land use and planning objectives of the *Environmental Planning and Assessment Act 1979* and the *Sydney Local Environmental Plan 2012*. An assessment of the proposal against relevant statutory planning provisions as well as the Design Guide demonstrates the proposal achieves the intent and is consistent with the relevant provisions.
- The proposal will contribute to the strategic vision for Sydney as Australia's premier destination city and the gateway to NSW, as well as the vision for the renewal of the Western Gateway sub-precinct.

The development will deliver a suitable density of development for the site:

- The proposal will capitalise upon the sustainable and economic efficiencies associated with providing gross floor area adjacent to major transport infrastructure nodes. The provision of 43,000sqm of gross floor area will reinforce demand and provide critical mass to support both the emergence of Tech Central as well as maximising public investment and the potential of the Sydney Metro network.
- The delivery of 29,228sqm of commercial floor space will be targeted to commercial tenants that are part of the tech ecosystem and that offer complementary or supporting functions. Additionally, the provision of dedicated conference and function facilities as well as co-working floor space will provide an on-demand and high-end workspace for emerging innovative and tech industries.
- Retail tenancies and high-end food and beverage tenancies will service future tenants, employees and guests and support late night activation past the typical workday.
- The delivery of 204 hotel rooms in a highly accessible location will attract international and domestic visitors and accommodate visitors to Tech Central. This will provide the necessary investment and revitalisation of the visitor accommodation industry following a period of stagnation and support the role of Central Sydney as a cultural hub.

The proposal will deliver an intuitive, vibrant and cohesive public domain with a strong focus on Connecting with Country:

- The proposal contributes significantly to the improved public domain through the renewal of Henry Deane Plaza publicly accessible space, and upper ground level, street level, and lower ground level pedestrian connections. The raising of Henry Deane Plaza to RL 21 will compete the composition between the development blocks in the Western Gateway sub-precinct and Central Station.
- The Lee Street tunnel will be retained with a width of 6m and activated with new retail tenancies and building entrances on either side to ensure activation throughout the day and night time. Pedestrian modelling demonstrates this area will achieve a suitable level of pedestrian movement in the 2056 + 15% future scenario.
- Whilst the proposal will require the removal of 22 existing trees, these trees have been historically planted for aesthetic purposes. The proposed landscaping composition will mitigate this through the provision of landscaping in three planting character zones all based on an endemic tree and plant

species palette. This includes terraced planting along the Lee Street stairs, scattered trees in the plaza, and an 'urban forest' area accommodating cluster of trees. Within these zones, a total of 22 trees are planted within the plaza, in addition to shrubs, grasses and groundcover.

The design responds appropriately to the opportunities and constraints presented by the site:

- The proposal delivers a modulated and highly articulated tower form that is informed by heritage, environmental, urban and contextual attributes. The tower delivers equitable access to views, retains the significance and legibility of the fPPb, and will provide contemporary architectural detailing, façade treatment, and colours to create a fine-grain level of contrast and distinguish between the new vertical form and the heritage podium to ensure both can be easily perceived and appreciated.
- The proposed development captures a considerable opportunity to reconstruct original heritage elements of the fPPb that has been lost over time since the initial construction of the building in 1913, including the reinstatement of the original historic roof profile comprising a pitched roof form with splayed corners constructed in 500mm spaced terracotta battens.
- The proposal seeks to deliver heritage interpretation and public art to ensure ongoing appreciation of the site history and architectural development.
- Vehicular access is provided via the precinct basement with access provided from Lee Street, via Central Place Sydney and into the site. This will mitigate the impact of additional vehicular access points on the street frontage, and the basement design and layout will accommodate anticipated vehicular volumes.

The proposal will be a leader in environmental sustainability outcomes:

- The proposal is aligned with contemporary best practice sustainability outcomes and seeks to respond to the expectations of the Australian market for premium workplace buildings, requirements of leading global technology companies, as well as TOGA's internal commitment to improving environmental performance in their developments.
- The development will achieve a minimum 5-star Green Star Design and As Built rating (although targets a 6-star rating), will transition to 100% renewable energy by 2030 and targets a 5.5-star NABERS energy rating for commercial uses and 4.5-star NABERS energy rating for hotel uses.

The proposal is highly suitable for the site:

The proposal will allow the delivery of employment generating floor space on the site, which is permissible with consent and consistent with the B8 Metropolitan Zone objectives. Further, there are no significant environmental constraints that would limit the proposal from being developed at the site.

The proposal is in the public's best interests:

- The proposed development will accommodate up to 480 direct jobs during construction and 3,300 direct jobs during operation. The proposal will stimulate local investment and contribute significant economic output and value add to the economy each year.
- Subject to the various mitigation measures recommended by the specialist consultants, no adverse, social or economic impacts will result from the proposal in terms of traffic, noise and vibration, air quality and odour or views during construction and ongoing operation of the facility. Based on the assessment of noise, wind, heritage and traffic, the proposal will not result in any adverse cumulative impacts when considering the broader redevelopment of the sub-precinct.
- Engagement with relevant community, government and agency stakeholders has been undertaken with respect to the proposed development, with no major issues having been raised through the consultation processes. Rather, this consultation has resulted in an improved development proposal through consideration of stakeholder and community feedback.
- It can be concluded that on balance, the benefits of the development outweigh any adverse impacts and as such, the development is in the public interest.

The assessment outlined within this Environmental Impact Statement and accompanying technical reports concludes that the project objectives can be achieved whilst balancing the wide range of competing urban design, environmental, economic and social considerations and is therefore in the public interest.

In view of the above, it is considered the application has significant merit and should be approved by the Minister for Planning and Public Spaces.

DISCLAIMER

This report is dated 1 August 2022 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd
(Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Taronga Conservation Society Australia **(Instructing Party)** for the purpose of Environmental Impact Statement **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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

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

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

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

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

APPENDIX A SEARS COMPLIANCE ASSESSMENT

APPENDIX B STATUTORY COMPLIANCE ASSESSMENT

APPENDIX C COMPLIANCE ASSESSMENT

APPENDIX D ENGAGEMENT SUMMARY

APPENDIX E SURVEY PLAN

APPENDIX F ARCHITECTURAL PLANS

APPENDIX G URBAN DESIGN REPORT

APPENDIX H QS REPORT

APPENDIX I DESIGN EXCELLENCE STRATEGY

APPENDIX J DESIGN COMPETITION REPORT

APPENDIX K DESIGN INTEGRITY STATEMENT

APPENDIX L ENGAGEMENT REPORT

APPENDIX M LANDSCAPING AND PUBLIC DOMAIN PLAN

APPENDIX N CONNECTING WITH COUNTRY FRAMEWORK RESPONSE

APPENDIX O ABORIGINAL CULTURAL HERITAGE ASSESSMENT REPORT

APPENDIX P HISTORICAL ARCHAEOLOGICAL ASSESSMENT

APPENDIX Q STATEMENT OF HERITAGE IMPACT

APPENDIX R SCHEDULE OF CONSERVATION WORKS

APPENDIX S CONSERVATION MANAGEMENT PLAN

APPENDIX T PRELIMINARY HERITAGE INTERPRETATION STRATEGY

APPENDIX U STRUCTURAL REPORT

APPENDIX V AIR QUALITY AND ODOUR IMPACT ASSESSMENT

APPENDIX W REFLECTIVITY ASSESSMENT

APPENDIX X VISUAL IMPACT ASSESSMENT

APPENDIX Y PEDESTRIAN WIND IMPACT ASSESSMENT

APPENDIX Z SOCIAL IMPACT ASSESSMENT

APPENDIX AA CPTED ASSESSMENT

APPENDIX BB ARBORICULTURAL IMPACT ASSESSMENT

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