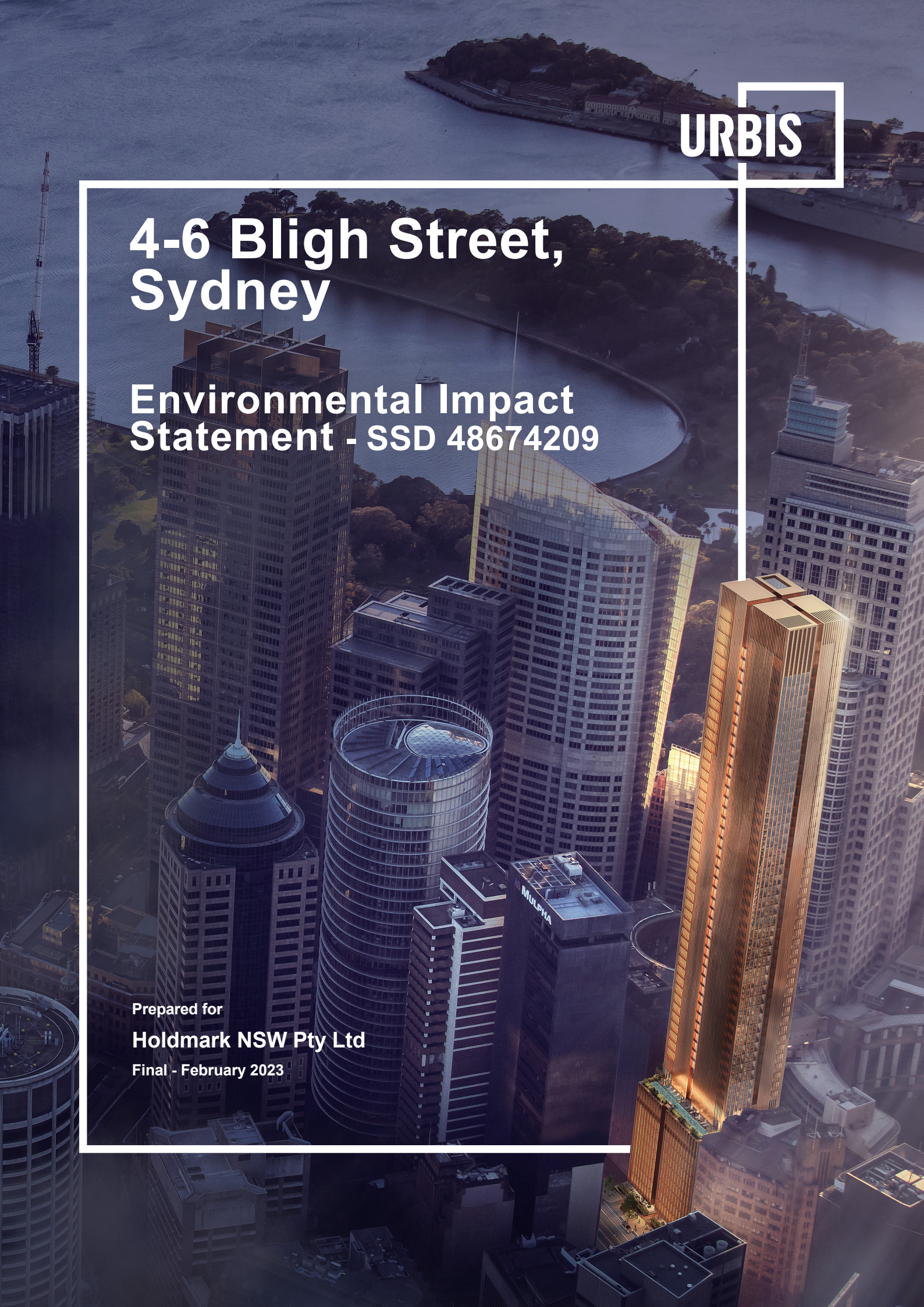

4-6 Bligh Street, Sydney

Environmental Impact Statement - SSD 48674209

Prepared for

Holdmark NSW Pty Ltd

Final - February 2023

Urbis staff responsible for this report were:

Director	Ashleigh Ryan
Senior Consultant	Eliza Scobie
Consultant	Kirraly Northey
Project Code	P0042039
Report Number	Final Lodgement – February 2023

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

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

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Contents

Figures

Signed Declaration

Project details		
Project name	Mixed-use hotel and commercial development	
Application number	SSD_48674209	
Address of the land in respect of which the development application is made	4-6 Bligh Street, Sydney	
Applicant details		
Applicant name	Holdmark NSW Pty Ltd	
Applicant address	Suite 2/2-4 Giffnock Avenue, Macquarie Park NSW 21	
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, REAP 59156
Date	20 January 2023

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 4-6 Bligh Street, Sydney and is legally described as Lot 1 in Deposited Plan 1244245.
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

This State Significant Development Application represents the culmination of an extensive and lengthy planning and consultation process that has occurred in relation to the site since 2017. This planning process has sought to ensure the planning controls for the site aligns with the strategic direction of Central Sydney, as the key economic powerhouse and commercial and tourism hub of NSW.

Following the release of the draft Central Sydney Planning Strategy in 2016 (which has since been endorsed) by the City of Sydney Council and the Central Sydney Planning Committee, a planning proposal was prepared and submitted in 2017 seeking to amend the planning controls applying to the site under the *Sydney Local Environmental Plan 2012* to enable a maximum floor space ratio of 22:1.

The intent of the planning proposal was to optimise the provision of strategic (employment-generating) floor space on the site and deliver a future high-quality built form.

The planning controls on the site were amended in consultation with the City of Sydney Council, the then Planning Assessment Commission and the Department of Planning and Environment in August 2019 (Amendment No. 49). An Architectural Design Competition concurrently undertaken for the site in November 2018 further secured the architectural concept for the site responding to a Competition Brief endorsed by the Government Architect NSW.

SEARs for the redevelopment of the site for a mixed-use hotel and commercial development have been issued on 3 September 2018 (expired as an EIS was not submitted within two years of issue) and on 1 October 2022. Following the transfer of the site ownership and acquisition of the site by Holdmark NSW Pty Ltd (the applicant for this SSDA), a new application is now prepared in accordance with the October 2022 SEARs, representing the final step in the extensive planning process to seek development consent for the construction and operation of a 59-storey mixed-use development on the site.

This application seeks to optimise the site potential and development opportunities available to increase the wealth of economic, social and environmental benefits to be delivered to the public at the completion of the proposal.

Overview

This State Significant Development Application relates to the site at 4-6 Bligh Street, Sydney. The site is legally described as Lot 1 in Deposited Plan 1244245 and is illustrated in its regional context in **Figure 1.**

The proposal seeks to deliver on local, regional and State-based strategic objectives and directions that identify a need for additional tourist and visitor accommodation in Central Sydney. The development seeks to provide a high-quality mixed-use hotel and commercial building in Central Sydney that responds to its existing context and the future emerging character of the area, in order to support the growth and development of the visitor and tourism industry within Central Sydney and the broader Sydney regional area.

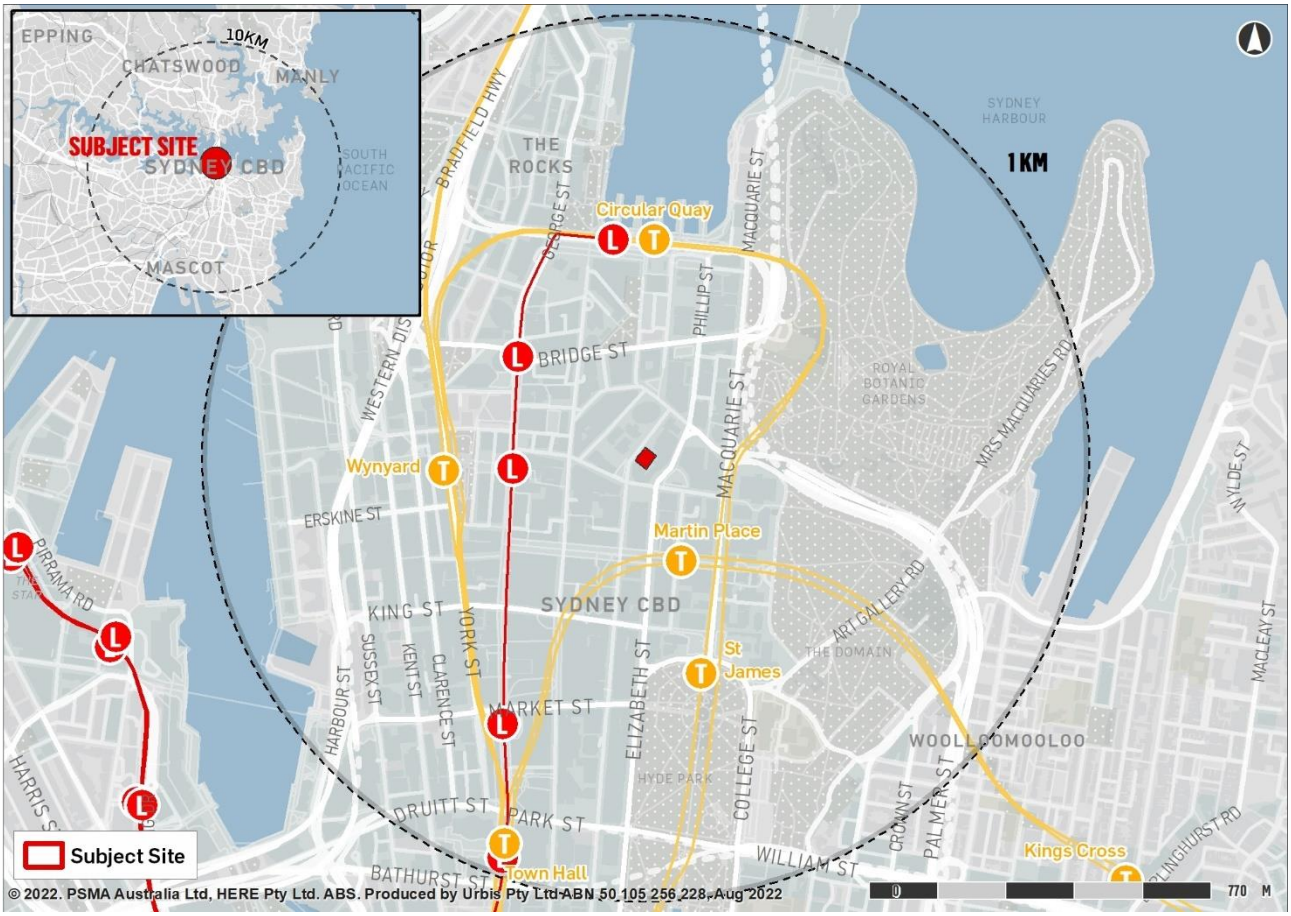
The site is located within the north-eastern part of Central Sydney in a block bound by Bligh Street to the west, Hunter Street to the south, Chifley Square/Phillip Street to the east, and Bent Street to the north. The surrounding buildings are generally characterised by a mix of commercial office and hotel uses with ground level retail, restaurant and café uses and are of varying heights, ages and styles, including a number of State and local listed heritage buildings. The site is also located in proximity to a number of Sydney Metro City & Southwest (opening 2024) and Sydney Metro West (opening 2030) station sites, as discussed in the subsequent sub-sections.

The redevelopment of the site represents an opportunity to continue the transformation and renewal of the northern end of Central Sydney alongside the recent investment in city-shaping transport infrastructure and public domain improvements.

Together with this emerging context, the site is also surrounded by a number of highly significant State and local listed heritage items. These items, located to the immediate north, west and southern property boundaries, have been a key consideration in the re-development of the site.

The site's location on the eastern edge of a cluster of high-density towers affords the site a strategic position that is highly visible from key public domain areas including the Domain and Botanical Gardens, creating a prominent visual anchor and focal point, signifying the ongoing prominence of Central Sydney.

Figure 1 Site location



Source: Urbis

The Proposal

This State Significant Development Application is submitted to the Department of Planning and Environment. As delegate for the Minister for Planning, the Council of the City of Sydney is the consent authority for the SSDA under an Instrument of Delegation issued by the Minister on 3 October 2019.

The proposal includes tourist related accommodation with a capital investment value (CIV) of more than $100 million, the development is defined as SSD under clause 13 of schedule 1 of the *State Environmental Planning Policy (Planning Systems) 2021.*

The application seeks consent for the construction of a 59-storey mixed-use hotel and commercial development. The tower will have a maximum building height of RL225.88 (205m) and a total gross floor area (GFA) of 26,781sqm.

The building will accommodate five basement levels, a 12-storey podium accommodating hotel concierge, function space and commercial premises, and 42 tower levels including 421 hotel keys comprising standard rooms, suites and a penthouse. A restaurant, bar, back of house and a landscaped terrace at the tower crown at level 57 and 58. Consent for two top of awning building identification signage zones and public art is also sought.

A separate development consent (D/2018/892) relating to early works on the site to facilitate the proposed application was approved on 31 January 2020. Specifically, consent was granted for the demolition of the existing site structures, excavation and shoring of the site for three basement levels (to a depth of RL9.38m) to accommodate the proposed mixed-use hotel and commercial development. As such, this application does not seek consent for these components and instead seeks to rely upon and activate D/2018/892 for early works.

A concurrent modification to amend D/2018/892 to seek consent for excavation of an additional two basement levels to RL2.68m is submitted to the City for assessment to ensure alignment in the early works DA and this SSDA.

The tower design provides a strong external identify and façade treatment, consistent with the other premier hotel offerings in Central Sydney and globally. This is achieved through a simple, yet confident architectural form defined in a timeless two-part podium and tower structure.

The materiality of the proposal celebrates and represents the site's local contextual heritage whilst striving for international appreciation, and includes copper, textured and dark bronze coloured stainless steel, ribbed dark bronze anodised aluminium, oxidised copper and sandstone. These materials create a warm, broadly textured and articulated urban form, as illustrated in a photomontage provided in **Figure 2.**

The proposed design is the result of an Architectural Design Competition. The Competition Jury resolved that the Woods Bagot 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.

Figure 2 Photomontage of proposed development

Source: Woods Bagot

The consideration of alternative designs for the site during the Competition process was also supplemented by the applicant'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 the applicant 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.

During this design refinement process, the applicant and a specialised engagement consultant Urbis have consulted directly with the key stakeholders including the Department of Planning and Environment, the City of Sydney Council, TfNSW (Sydney Metro) 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 planning proposal which was undertaken in 2017. A wide-ranging and extensive body of consultation has therefore been undertaken over a five-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 Sydney Metro, due to the proximity of the Sydney Metro West and Sydney Metro City and Southwest tunnels to the site. The applicant is committed to ongoing consultation with Sydney Metro as further detail and refinement of the tunnels occurs.

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 development consent can be granted for 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 site-specific provisions of Section 6.3.14 of the Sydney Development Control Plan 2012 has been undertaken which finds the proposal achieves a high level of consistency with these new provisions.

The key issues for all components of the project identified in the Secretary's Environmental Assessment Requirements issued for the site in October 2022 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.

Ultimately, a high level of amenity will be maintained to surrounding landholders with minimal disruption to surrounding commuters, occupants and concurrent construction sites through the implementation of detailed construction management plans.

Justification

The proposal for 4-6 Bligh Street, Sydney 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 26,781sqm of employment generating floor space within a tower form that exhibits design excellence will reinforce the role of Central Sydney as the core commercial and tourism hub. This will support the ongoing primacy and role of the centre, increasing employment generation and economic activity in accordance with Regional and District strategic priorities.

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 site-specific provisions of the Sydney Development Control Plan 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.

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 (including the future Sydney Metro West and City and Southwest stations). The provision of 26,781sqm of gross floor area will maximise public investment and the potential of the Sydney Metro network.
- 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 businesses, and those seeking a more flexible commercial accommodation.
- High-end food and beverage tenancies will service tenants, employees and guests and support late night activation past the typical workday. The rooftop restaurant and bar optimise the unique views across Sydney Harbour and Hyde Park and positions hospitality spaces to the north and east to provide iconic postcard views.
- The delivery of 421 hotel rooms in a highly accessible location will attract international and domestic visitors and accommodate visitors to Central Sydney. 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 and street frontage:

- Whilst the proposal will require the removal of three existing trees, these street trees have been historically planted for aesthetic purposes. The proposed landscaping composition seeks to replace these street trees and will provide landscaping in three planting character zones.
- The ground floor plane has been carefully designed to promote pedestrian movement, provide a usable and vibrant hotel and commercial visitor experience, and enhance the relationship with the surrounding public realm. These benefits are achieved whilst also accommodating the required services and functions for the hotel and commercial operator, and vehicular access points.
- The internal porte-cochere at basement level 1 will reduce any potential conflict between vehicular and pedestrian activities, whilst also allowing for a superior guest arrival experience in alignment with the premium offering of the hotel. This will maximise the activity of the frontage through internalising pick up and drop off within the site.
- The changes to the existing parking and bus layover arrangements in Bligh Street have been agreed to by TfNSW.
- The proposal will deliver public art on the site and at the ground plane, conceived by an alliance of four Australian artists to work collaboratively on the site, including Elisa Jane Carmichael, Megan Cope, Kyra Mancktelow and Judy Watson.

The proposal will be a leader in environmental sustainability outcomes:

- The proposal seeks to achieve a sustainable outcome that mitigates impact on the environment. The proponent's commitment to sustainability is demonstrated by targeting a 4.5 Star NABERS Energy Hotel design standard, 5 Star NABERS Energy Base Building design (Formal Commitment Agreement), 4 Star NABERS Water Building rating for the commercial component and façade performance and Services Systems designed to exceed Section J Compliance requirements, rated under NCC 2019.

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 513 direct jobs during construction and 1,163 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 City of Sydney Council.

1. Introduction

1.1. Purpose of the Report

This Environmental Impact Statement (**EIS**) has been prepared by Urbis on behalf of Holdmark NSW Pty Ltd (ABN: 98 152 957 867) (**the applicant**). This EIS is lodged in support of a State Significant Development Application (**SSDA**) for the development of a mixed-use hotel and commercial development at 4-6 Bligh Street, Sydney (**the site**). The site is legally described as Lot 1 in Deposited Plan (DP) 1244245.

This EIS has been prepared in response to Secretary's Environmental Assessment Requirements (**SEARs**) for SSDA-48674209 issued on 1 October 2022.

As the proposal includes tourist related accommodation with a capital investment value (**CIV**) of more than $100 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**). As delegate for the Minister for Planning (**the Minister**), the Council of the City of Sydney (**the City**) is the consent authority for the SSDA under an Instrument of Delegation issued by the Minister on 3 October 2019.

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 TT.**

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)	Holdmark NSW Pty Ltd
Postal Address	Suite 2, 2-4 Giffnock Avenue, Macquarie Park, NSW, 2113
ABN	98 152 957 867
Nominated Contact	Kevin Nassif

1.3. Project Description

The application seeks consent for the construction of a 59-storey mixed-use hotel and commercial development. The purpose of the project is to revitalise the site and deliver new employment generating floorspace and public realm improvements consistent with the City's vision to strengthen the role of Central Sydney as an international tourism and commercial destination.

A separate development consent (D/2018/892) relating to early works on the site to facilitate the proposed application was approved on 31 January 2020. Specifically, consent was granted for the demolition of the existing site structures, excavation and shoring of the site for three basement levels (to a depth of RL9.38m) to accommodate the proposed mixed-use hotel and commercial development. As such, this application does not seek consent for these components and instead seeks to rely upon and activate D/2018/892 for early works. A concurrent modification to amend D/2018/892 to seek consent for excavation of an additional two basement levels to RL2.68m is submitted to the City for assessment to ensure alignment in the early works DA and this SSDA.

Development consent is sought in this SSDA for:

- Site establishment, including removal of three existing trees along the Bligh Street frontage and de-commissioning and removal of an existing substation (s2041) on the site.
- Construction of a 59-storey hotel and commercial office tower. The tower will have a maximum building height of RL225.88 (205m) and a total GFA of 26,781sqm, and will include:
  - Five basement levels accommodating a substation, rainwater tank, hotel back of house, plant and services. A porte cochere and four service bays will be provided on basement level 1, in addition to 106 employee and visitor bicycle spaces and EoTF provided on basement level 1 and basement level 2, and 28 parking spaces are provided across basement level 4 and basement level 5.
  - A 12-storey podium accommodating hotel concierge and a lounge bar / café at ground level, function space, eight levels of co-working and commercial floor space, and hotel amenities including a pool, outdoor terrace and gymnasium at level 12.
  - 42 hotel tower levels including 421 hotel keys comprising standard rooms, suites and a penthouse.
  - A restaurant, bar, back of house and a landscaped terrace at the tower crown at level 57 and 58.
  - Plant, servicing and BMU at level 59 and rooftop.
- Increase to the width of the existing Bligh Street vehicular crossover to 4.25m and provision of an additional 4m vehicular crossover on Bligh Street to provide one-way vehicular access into the site.
- Landscaping and public domain improvements including:
  - Replacement planting of three street trees in the Bligh Street frontage,
  - Construction of a landscape pergola structure on the vertical façade of the north-eastern and south-eastern podium elevations,
  - Awning and podium planters, and
  - Provision of a feature tree at the level 57 terrace.
- Identification of two top of awning building identification signage zones with a maximum dimension of 1200mm x 300mm. Consent for detailed signage installation will form part of a separate development application.
- Utilities and service provision.
- Installation of public art at ground level and six visitor bicycle parking spaces in the public domain.

The cost of works for the construction and operation of the development is $334,010,495. Architectural Plans prepared by Woods Bagot 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.**

1.4. Project Objectives

The proposal seeks to deliver on local, regional and State-based strategic objectives and directions that identify a need for additional tourist and visitor accommodation in Central Sydney. The development seeks to provide a high-quality mixed-use hotel and commercial building in Central Sydney that responds to its existing context and the future emerging character of the area, in order to support the growth and development of the visitor and tourism industry within Central Sydney and the broader Sydney regional area.

This will contribute to the national and international recognition of Sydney as a great place to visit, live, work and invest, whilst incorporating a public frontage, inspirational building design and publicly accessible food and beverage tenancies.

The proposal seeks to:

- Deliver a high-quality urban form that is of a scale appropriate for the site's central location whilst mitigating adverse environmental impacts on the surrounding public domain.
- Provide a design solution which achieves a positive relationship between the heritage context, the commercial podium and the hotel tower, noting that the site is surrounded by local and State listed heritage items.

- Produce a well-designed, contemporary mixed-use design solution for the Sydney CBD skyline.
- Positively contribute to the streetscape via ground level activation and further enhance the locale with a rooftop restaurant and bar providing iconic postcard views.
- Provides a very high quality, external identity and façade treatment to the hotel, consistent with other high-quality hotels in Sydney CBD and globally.
- Deliver upon a committed new benchmark of environmental performance for mixed-use buildings.
- Optimise the investment in the adjacent Sydney Metro West and Sydney Metro City and Southwest infrastructure.
- Respect and maintain the structural integrity of the Sydney Metro tunnels underlying the site.

1.5. Background to the Project

1.5.1. Planning Proposal

In 2017, a planning proposal was submitted to the City seeking to amend the planning controls applying to the site under the *Sydney Local Environmental Plan 2012* (**Sydney LEP 2012**) to enable a maximum floor space ratio (**FSR**) of 22:1. This was to be comprised of a total FSR of 20:1 including base FSR, accommodation floor space, and any other bonus floor space excluding any floor space eligible to be awarded as a result of a design excellence proposal.

On 5 December 2017, the then Planning Assessment Commission (**PAC**) reviewed the planning proposal and recommended it proceed to Gateway determination given it demonstrated both strategic and site-specific merit. The DPE invited the City to be the planning proposal authority to prepare a planning proposal for Gateway determination, which the City accepted.

Following the rezoning review, a planning proposal request was lodged with the City including some refinements and clarifications to the building envelope beyond the scope of the planning proposal reviewed by the panel.

Following the receipt of Gateway Determination on 4 June 2018, the planning proposal was submitted to the DPE for finalisation on 26 November 2018 and was subsequently gazetted on 27 August 2019 as LEP Amendment No.49. The gazettal resulted in an amendment to the Sydney LEP 2012 to incorporate clause 6.44 as site specific planning controls, as well as a concurrent amendment to the Sydney Development Control Plan 2012 (**Sydney DCP 2012**) to insert detailed guidance for the future redevelopment of the site.

1.5.2. Architectural Design Competition

An Architectural Design Competition (**Competition**) was undertaken for the site in accordance with clause 6.21D of the Sydney LEP 2012, the draft Government Architects Design Excellence Guidelines, and the (then) City of Sydney Competitive Design Policy 2013 (noting this has now been updated in 2020).

The Competition was undertaken in accordance with the design excellence strategy for the site outlined in section 6.3.14.5 of the Sydney DCP 2012.

An Architectural Design Competition Brief (**Competition Brief**) was prepared by Urbis and endorsed by the Government Architect NSW (**GANSW**) on 2 November 2018. The proponent invited the following six competitors to participate in the Competitive Design Process:

- Architectus
- Ateliers Jean Nouvel
- Bates Smart
- fjmt studio + SHARA
- PTW + Collins & Turner + March Studio
- Woods Bagot

All six competitors participated in the Competition and produced a final submission for consideration and assessment by the Competition Jury. The Jury assessed each competition scheme against the Competition

Brief. The Jury resolved that the Woods Bagot scheme best demonstrated the ability to achieve design excellence as required under clause 6.21D of the Sydney LEP 2012 and the Competition Brief requirements. The Woods Bagot scheme was subsequently identified as the winner of the 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 6.2** and supporting verification from the Design Integrity Panel (**DIP**) (former Jury) that the design integrity of the winning competition scheme has been retained is provided at **Appendix J.**

Additional consultation with the DIP Chair prior to the lodgement of this application confirmed the 2019 design integrity endorsement remains applicable to this application.

1.5.3. 2018 SEARs

A Scoping Study was prepared in August 2018 and an application submitted to the Planning Secretary to request SEARs for the redevelopment of the site for a mixed-use hotel and commercial development. On 3 September 2018, the Secretary issued SEARs for SSD-9527.

The SEARs for SSD-9527 noted that should an application not be submitted within two years of the date of issue, further consultation with the Secretary would be required in relation to the preparation of the EIS.

As an application was not lodged by 3 September 2020, the SEARs for SSD-9527 expired.

1.5.4. 2022 SEARs

A request for industry-specific SEARs was submitted in September 2022 to the Planning Secretary for the redevelopment of the site for a mixed-use hotel and commercial development (the subject of this application).

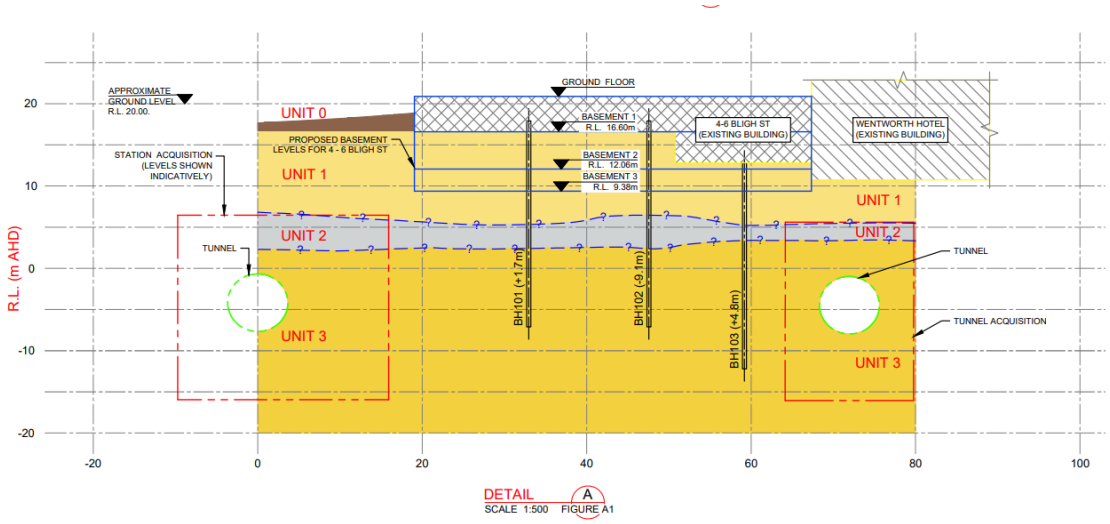
On 1 October 2022, the Secretary issued the SEARs (SSD-48674209) for this EIS under section 4.39 of the EP&A Act. Appendix A identifies where each of the SEARs requirements is addressed within this EIS.

1.6. Related Development

On 31 January 2020, a development application (**DA**) (DA/892/2018) was approved by the City for the demolition of the existing commercial building, excavation and shoring of the site for three basement levels (RL9.38m) to accommodate the proposed development. The application also involves the disconnection and removal of services and associated site establishment works.

An extract of the Stamped Plans illustrating the extent of approved excavation is provided in **Figure 3.**

Figure 3 Stamped Plans for basement excavation



Source: Coffey

This SSDA application seeks to activate and rely upon the early works consent as the first stage of the redevelopment of the site. A concurrent modification to the early works DA (D/2018/892) will be submitted to seek consent for an additional two levels of basement excavation (to RL2.68) to ensure consistency between the SSDA and local DA.

As such, a number of subsurface technical documentation and assessments is provided within the early works DA, which seeks consent for excavation. As no excavation is sought under this SSDA, these matters are not a relevant consideration under this EIS.

1.7. Planning Agreements

A voluntary planning agreement (**VPA**) dated 25 September 2018 is currently registered on title, entered into by the former landholder and the City in accordance with section 7.6 of the EP&A Act. The VPA applies to development on the site with a maximum GFA of 26,796sqm including the potential design excellence bonus. Key considerations of the VPA applicable to this SSDA are:

- A monetary contribution for infrastructure at a rate of $1003 per sqm of strategic floor space to be paid on or before issuance of the Construction Certificate,
- A monetary contribution for affordable housing per sqm as indexed within Appendix A of the VPA to be paid on or before issuance of the Construction Certificate,
- Achievement of 5 Star NABERS Energy for the base building and 4 Star NABERS Water for the commercial office component, to be registered after the Occupation Certificate is issued in accordance with the NABERS rating process, and
- Achievement of 4.5 Star NABERS Energy for the hotel component to be registered after the Occupation Certificate is issued in accordance with the NABERS rating process.

It is noted the application of section 7.12 of the EP&A Act is not excluded in respect of the development and contributions under section 7.12 are required to be paid, however given the application of a strategic floor space payment it is proposed that a contribution of 1% of the cost of development is payable as per the previous terms of the former Central Sydney Contributions Plan 2013.

It is therefore proposed to amend the existing VPA to exclude the required payment of section 7.12 contributions that seek to levy a contribution above 1% of the total cost of development from development on the site. Refer to Amended Public Offer at **Appendix UU.**

2. Site Description and Context

2.1. Project Area

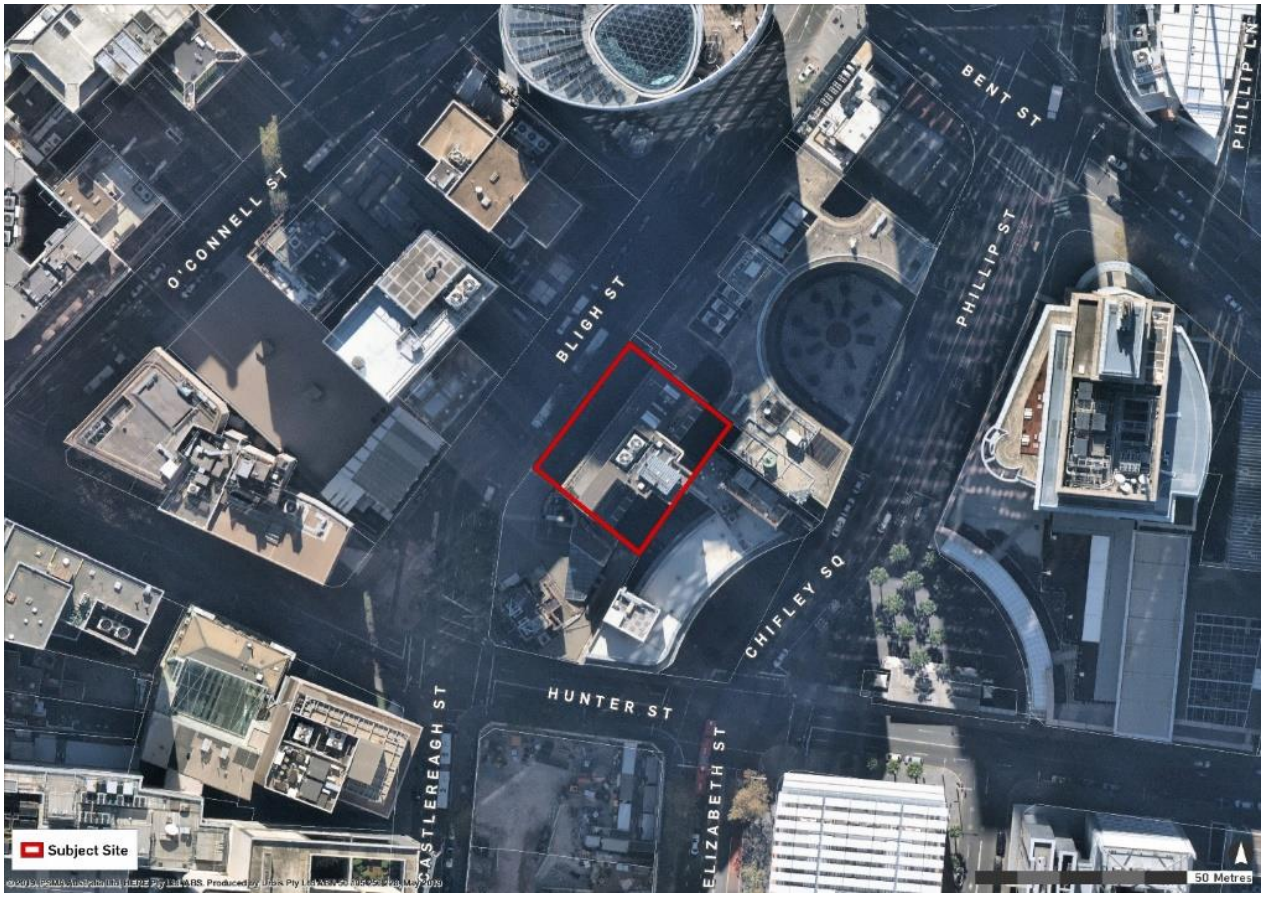
2.1.1. Site Identification

The site for the purposes of this SSDA is a single rectangular mid-block allotment identified as 4-6 Bligh Street, Sydney and known as Lot 1 in DP 1244245. The site has an area of 1,218sqm and a primary frontage to Bligh Street. The site location is identified in **Figure 4.**

The site is relatively flat, with a slight slope ranging from 21m AHD in the north-western corner to 19.5m AHD in the south-western corner. The site is not a heritage item or located in a heritage conservation area, however the site is bounded by heritage items as discussed in **Section 2.1.3.**

The site is located within the north-eastern part of Central Sydney in a block bound by Bligh Street to the west, Hunter Street to the south, Chifley Square/Phillip Street to the east, and Bent Street to the north. The surrounding buildings are generally characterised by a mix of commercial office and hotel uses with ground level retail, restaurant and café uses and are of varying heights, ages and styles, including a number of State and local listed heritage buildings. The site is also located in proximity to a number of Sydney Metro City & Southwest (opening 2024) and Sydney Metro West (opening 2030) station sites, as discussed in the subsequent sub-sections.

Figure 4 Site identification



Source: Urbis

2.1.2. Existing Development

The site is occupied by a commercial office building with ground floor retail and basement car parking known as “Bligh House”. Completed in 1964, Bligh House is an 18-storey tower inclusive of a three-storey podium with the podium levels built to the Bligh Street alignment and the tower setback from the street frontage. The regular rhythm of the facade attempts to pick up on the grain of the City Mutual building including the faceted articulation.

The building was designed by Peddle Thorp and Walker and was constructed as part of the post-World War II development boom in the Sydney CBD. The podium overhang along the footpath provides continuous pedestrian protection. Vehicle access to the site is off Bligh Street via a single 2.6m wide driveway that is restricted by a security gate under one-lane, two-way access arrangements. The driveway provides access to the basement car park, containing 21 car parking spaces.

Development consent for the demolition of the existing site structures, excavation and shoring of the site for three basement levels (to a depth of RL9.38m) was granted by City of Sydney on 31 January 2022 (D/2018/892), as discussed in **Section 1.5.**

Images of the site are provided in the following figures.

Figure 5 Existing building façade

Source: Woods Bagot

Figure 6 Existing podium on Bligh Street

Source: Woods Bagot

Figure 7 Photograph of the site from Bligh Street

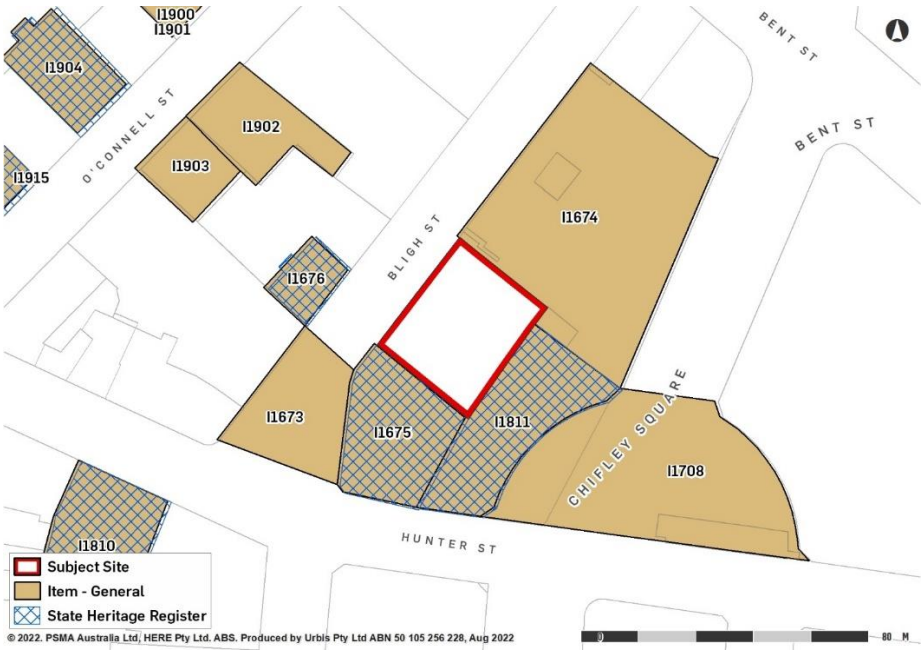
Source: Urbis

2.1.3. Key Considerations

The following **Table 2** provides an overview of the key environmental site features and characteristics.

Table 2 Key Features of Site and Locality

Descriptor	Site Details
Easements and Restrictions	The site is affected by the following easements and restrictions as per the December 2022 Title Certificate obtained from the Land Registry Services: ▪ AN410407 - the land above described excludes the stratum in Lot 121 In DP1231659 (Railway Tunnel) ▪ AN757249 - Planning Agreement pursuant to Section 7.6 of the EP&A Act 1979. ▪ AS395732 Mortgage to Commonwealth Bank of Australia
Topography	The site is relatively flat, with a slight slope ranging from 21m AHD in the north-western corner to 19.5m AHD in the south-western corner. Surface water currently runs offsite and discharges into the Council stormwater drainage system.
Flora and Fauna	The site contains no vegetation; however, three existing street trees are located adjacent to the site boundary on Bligh Street.
Services	The site is currently connected to all necessary services including water, gas, electricity and communications.
Acid Sulphate Soils	The site and locality is identified to contain Class 5 Acid Sulphate Soil and is not within close proximity to other Classes of Acid Sulphate Soils. Further, the Sydney Harbour 1:25,000 Acid Sulphate Soils Risk Map indicates that there is no known occurrence of Acid Sulphate Soils in the locality.
Geology	The ground conditions below the lower basement concrete floor included no natural soil with quarried stone aggregate providing a levelling layer directly above sandstone bedrock. No soil is present in material quantities below the current basement levels. Groundwater is present within the sandstone bedrock, which is approximately 6m beneath the current basement level.
Contamination	An underground storage tank (**UST**) is currently located beneath the Bligh Street footpath, and a disused fuel storage tank is also located within the sub-basement. The Detailed Environmental Site Investigation (**DESI**) (**Appendix T**) concludes that petroleum hydrocarbon (**TRH**) impacted groundwater is present at the site, up-gradient of the disused fuel tank, but no volatile hydrocarbons (defined as TRH F1, BTEX and naphthalene) were reported and dissolved TRH F2 was reported at low concentrations (<0.05 to 0.27 mg/L). Associated potential human health and ecological risk (including potential vapour intrusion risk) is considered to be low due to the absence of TRH F1, BTEX and naphthalene, relatively low concentrations of TRH F2 and the air exchange rates required for use of the basement for car parking.

Descriptor	Site Details
	However, as the source of the petroleum hydrocarbons is unknown, further intrusive investigation works at the site are required. Due to the existing building, these intrusive works have not been able to occur and will occur following the demolition of the existing building. Condition 24 of D/2018/892 requires the submission and approval of a Section A Site Audit Statement to the City prior to the issue of a Stage 2 Construction Certificate for excavation and shoring of the site (excluding work directly related to remediation) and the issue of an Occupation Certificate. This will ensure that the specified data gaps in the DESI are resolved and the necessary measures to remediate the site, as prescribed by the SAS if required, is carried out prior to the bulk excavation of the site and the use of the site as a mixed-use commercial and hotel development (as proposed under this SSDA).
Stormwater and Flooding	The site is not affected by the 100-year average recurrence interval (**ARI**) flooding event nor the probable maximum flood (**PMF**) flooding event in the most recent Sydney City Floodplain Catchment (November 2017). Refer to further discussion in **Section 6.13.1** and Flood Report at **Appendix P.**
Bushfire Prone Land	The site is not identified as being affected by bushfire prone land.
European Heritage	The site is not a listed heritage item, nor is it located within a listed heritage conservation area. However, the site is surrounded by individual heritage items of local and State significance as outlined below and illustrated in **Figure 8.** Figure 8 Proximity to heritage items  Source: Urbis The heritage items surrounding the site include: ▪ Former “City Mutual Life Assurance” building including interiors (State heritage) – located at 60-66 Hunter St (to the immediate south) (I1675)

Descriptor	Site Details
	▪ [Former] Richard Johnson Square including monument and plinth (local heritage) – located across Bligh Street road to the immediate south-west (I1673) ▪ Wentworth Hotel including interiors (local heritage) – located at 2 Bligh Street, Sydney (to the immediate north) (I1674) ▪ Former “NSW Club” building including interiors (State heritage) – located at 31 Bligh Street, Sydney (to the west) (I1676) ▪ Former “Qantas House” including interiors (State heritage) – located at 68-96 Hunter Street (to the immediate east) (I1811) ▪ Bennelong Stormwater Channel No 29A – (Section 170 Heritage and Conservation register) - Bisecting across Bligh Street (underground) Refer to further discussion in **Section 6.5** and the Heritage Impact Statement at **Appendix M.**
Aboriginal and Historical Archaeological Context	An analysis of the Archaeological Heritage and Information Management System (**AHIMS**) database. A search conducted on 29 August 2022 identified 21 registered Aboriginal sites within 1km of the site. There are no AHIMS sites located within or adjacent to the site. Potential Archaeological Deposits are the predominate archaeological site type found in the vicinity of the study area and immediate surrounds, followed by shell middens in the areas closest to Sydney Harbour. As no soils or fill overlying bedrock was identified in the geotechnical investigation undertaken by Coffey, no Aboriginal deposits, features or objects have survived in these areas. The site has low potential for structural remains, such as a well or cistern, however these features would likely have been filled or removed to improve the structural stability of the existing Bligh House. This therefore removes any useful information of the previous uses of the site. Further discussion is provided in **Section 6.5,** the Historical Archaeological Assessment at **Appendix N** and the Aboriginal Cultural Heritage Assessment Report at **Appendix O.**
Geotechnical	The Sydney 1:100,000 Geological Sheet indicates that the site locality is underlain by Hawkesbury Sandstone that is typically medium to coarse grained quartzose sandstone with beds one metre to three metres thick. Specifically, the site is underlain by fill comprising sandy gravel, with some rubble and fragment. Rock generally occurs at shallow depths across the site, typically within four metres of the surface. The Sydney Metro tunnel alignments underlies the site. Specifically, this includes: Sydney Metro West tunnels are running from west to east underneath the site. The Eastbound tunnel is located underneath the central core of the development and the Westbound tunnel is located underneath the southern corner of the development. The crown and centre of both tunnels are located at approximately RL -13.1 m AHD and RL -17.1 m AHD, respectively.

Descriptor	Site Details
	Sydney Metro City & Southwest tunnels are running from north to south. The eastern tunnel is located adjacent to the eastern corner and the western tunnel is located at approximately 14 m from the western corner of the development. The eastern tunnel is circular in cross section with a diameter of 6 m. The crown and centre of the tunnel is located at approximately RL -1.1 m AHD and RL - 4.1 m AHD, respectively. Based on the Sydney Metro Underground Corridor Protection Technical Guidelines, the proposed development site is located within the 2nd Protective Reserve zone of the Sydney rail corridor and the basement excavation and footing will be intruded into the 2nd reserve zone. The Sydney Metro Asset Impact Assessment **(Appendix V**) notes the centre of the new West-East tunnel is located at approximately RL -17.1 m AHD and the centre of the West-South tunnels are located at RL -4.1 m AHD. This is illustrated in the following figure. Figure 9 Summary of location of Sydney Metro tunnels  Source: Telstra Tech Coffey Further discussion is provided in **Section 6.9.1.** The applicant has consulted regularly with TfNSW throughout the SSDA preparation process, as documented in **Section 5** and the Consultation Report at **Appendix SS.**

2.2. Urban Context

2.2.1. Overview

The site is located within the Central Sydney precinct, within the City of Sydney local government area (**LGA**). The precinct is characterised by a layered development history progressing through the twentieth century, as represented by a mix of commercial developments in a variety of architectural types and scales. The area is characterised by large-scale high-rise tower buildings interspersed with lower scale development.

The built form of the surrounding context generally follows the street alignment at lower levels, with the curved alignment of Chifley Square to the north creating a unique urban landscape within Central Sydney. This range of built form and architectural styles provide a visual relief and break in the intensely built-up area of the financial centre located to the east and south of the site.

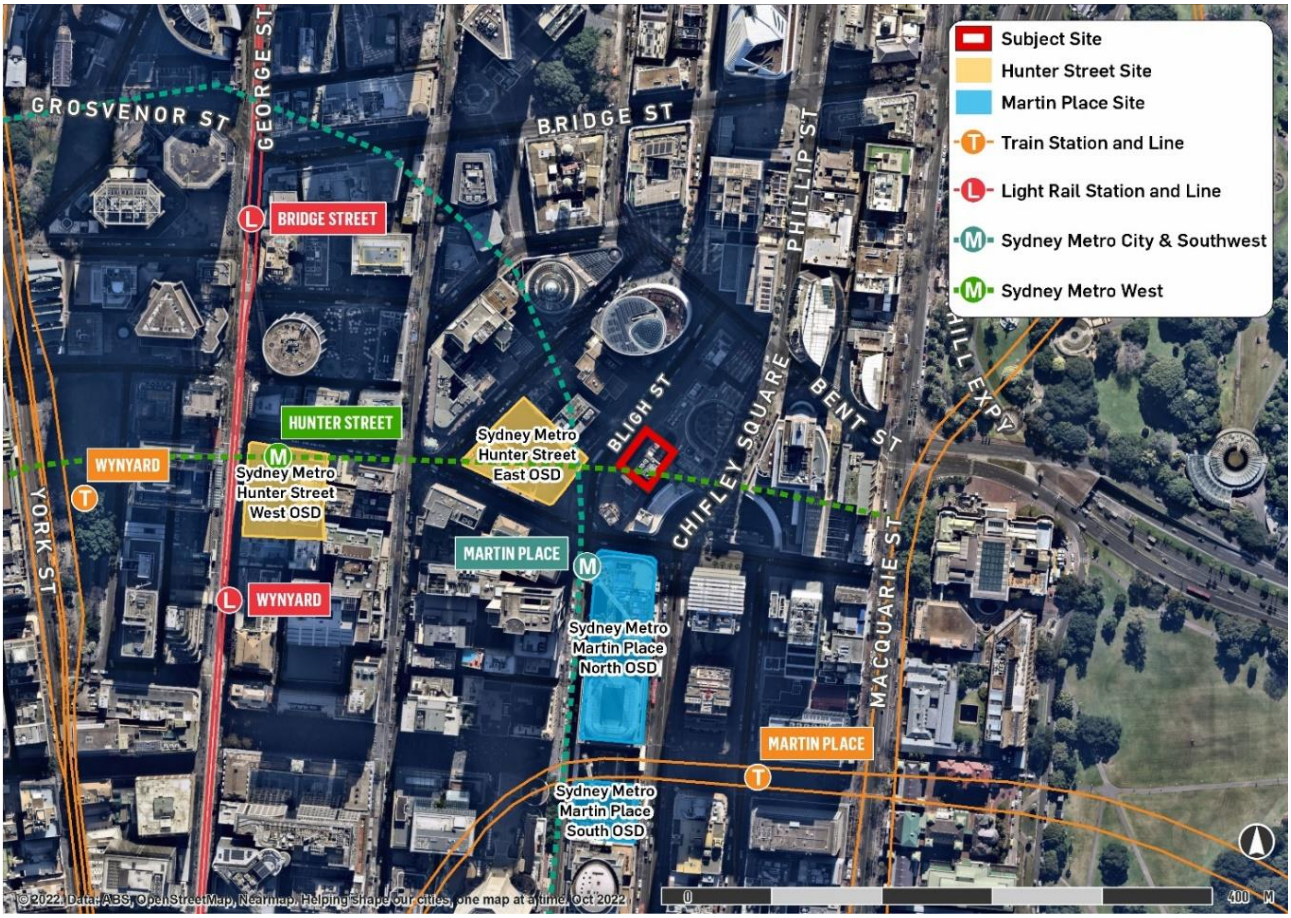
To the east of the site is a significant public open space corridor extending from Hyde Park through to The Domain and Royal Botanic Gardens, and to the north of the site is Sydney Harbour. This proximity provides amenity opportunities for the site and iconic views.

2.2.2. Public Transport

The site is strategically located in proximity to a number of existing and future public transport connections, including the Sydney Metro West, Sydney Metro City and Southwest, heavy rail, light rail and bus services. Accordingly, it benefits from excellent access to public transport services as shown in the transport map at **Figure 10** and described below:

- The site is located to the immediate east of the Sydney Metro Hunter Street station (east site), which is located on the corner of Hunter Street and Bligh Street, and approximately 350m east of the Sydney Metro Hunter Street station (west site). The Hunter Street Station sites are part of the Sydney Metro West project, which is to open in 2030. SEARs for the preparation of Concept SSDAs for the sites were issued in August 2022 and the Concept SSDAs were exhibited in late 2022 until early 2023.
- The site is located to the north of the Sydney Metro Martin Place station (north and south site), which is located to the south of Hunter Street between Castlereagh and Elizabeth Streets. The Martin Place Station sites are part of the Sydney Metro City and Southwest project, which is to open in 2024. Construction of the station is currently underway at the time of preparation of this EIS. The construction is supported by the Bligh Street tunnelling support site, to the immediate south of the site.
- The site is approximately 200m north of the existing Martin Place train station.
- The site is located approximately 450m east of the Wynyard transport interchange, which accommodates bus, heavy rail and light rail interchanges.
- The site is located approximately 500m south of the Circular Quay transport interchange, accommodating ferry, heavy rail, light rail and bus services.
- Bus stops are located along Pitt, Elizabeth and Macquarie Streets, providing access to Sydney's eastern, northern, western and inner suburbs. Pedestrian and cycleway networks are also located within the immediate locality providing connections to Circular Quay, the Rocks, Sydney Town Hall, and surrounding transport hubs.

Figure 10 Proximity to existing and future public transport services



Source: Urbis

2.2.3. Surrounding Development (Existing)

The site is located within the north-eastern part of Central Sydney in a block bound by Bligh Street to the west, Hunter Street to the south, Chifley Square/Phillip Street to the east, and Bent Street to the north. The surrounding buildings are generally characterised by a mix of commercial office and hotel uses with ground level retail, restaurant and café uses and are of varying heights, ages and styles, including a number of State and local listed heritage buildings.

The surrounding locality is described below:

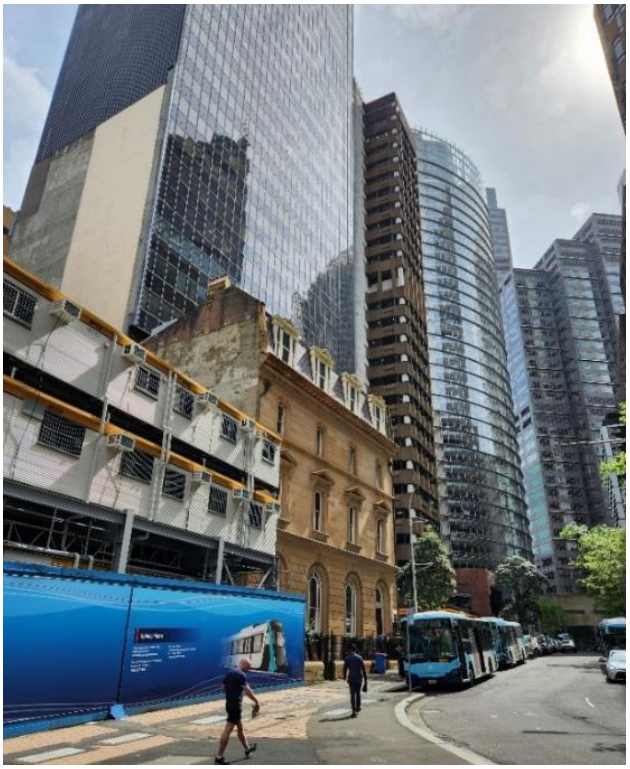
- **North:** Adjoining the site to the north at 61-101 Phillip Street is the Sofitel Wentworth Sydney, a 19-storey hotel built in 1966 (**Picture 4)**. The hotel consists of 436 hotel rooms and 46 suites on levels 3 to 19, and the Wentworth Connection retail arcade with three levels of bars, shops, restaurants, function rooms, eight meeting rooms and hotel reception. The building is a local heritage listed item (I1674) under the Sydney LEP 2012.
- **East:** To the immediate south-east of the site is Chifley Square, a large semi-circular space bisected by Phillip Street. The public space is a local heritage listed item (I1708) under the Sydney LEP 2012, recognised for its historical and aesthetic significance. 'Qantas House' at No. 1 Chifley Square is a 12-level office building including three levels of retail. The building is a State-heritage listed item (I1811) under the Sydney LEP 2012 (**Picture 3**). Chifley Tower is located at No. 2 Chifley Square. The building was constructed between 1989 and 1992 and consists of a curved glass façade on the eastern side of the building, and a mix of sandstone, marble and steel elements on the remaining facades.
- **South:** To the immediate south of the site at 66 Hunter Street, is the 'City Mutual Building', a 12-storey office block, completed in 1936 with basement level parking for 21 cars and sub-basement storage space (**Picture 1**). The building is a local heritage listed item (I1675) under the Sydney LEP 2012.

- **West:** The western side of Bligh Street is dominated by commercial office towers ranging in height from 29 to 31 storeys, and the four-storey "NSW Club" building at 31 Bligh Street (**Picture 2)**. The NSW Club building is a State heritage listed item (I1676) under the Sydney LEP 2012. A Sydney Metro tunnelling support site is located at 33 Bligh Street to support the new metro station at Martin Place.

Photographs of surrounding development is illustrated in **Figure 11** and **Figure 12.**

Figure 11 Surrounding development

Picture 1 City Mutual building



Picture 2 NSW Club building

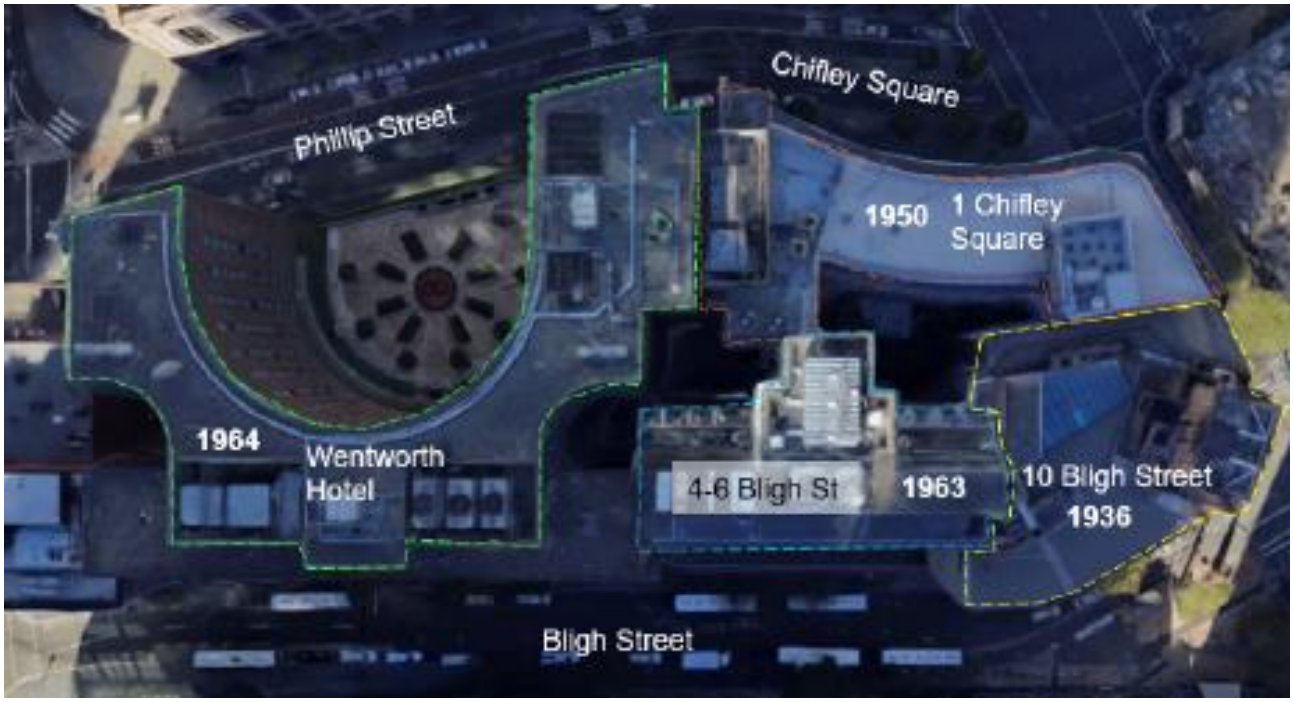
Picture 3 Qantas House

Source: Urbis

Picture 4 Sofitel Wentworth

Source: Urbis

Figure 12 Interface of Bligh Street building with adjacent heritage items



Source: Mott Macdonald

2.2.4. Surrounding Development (Future)

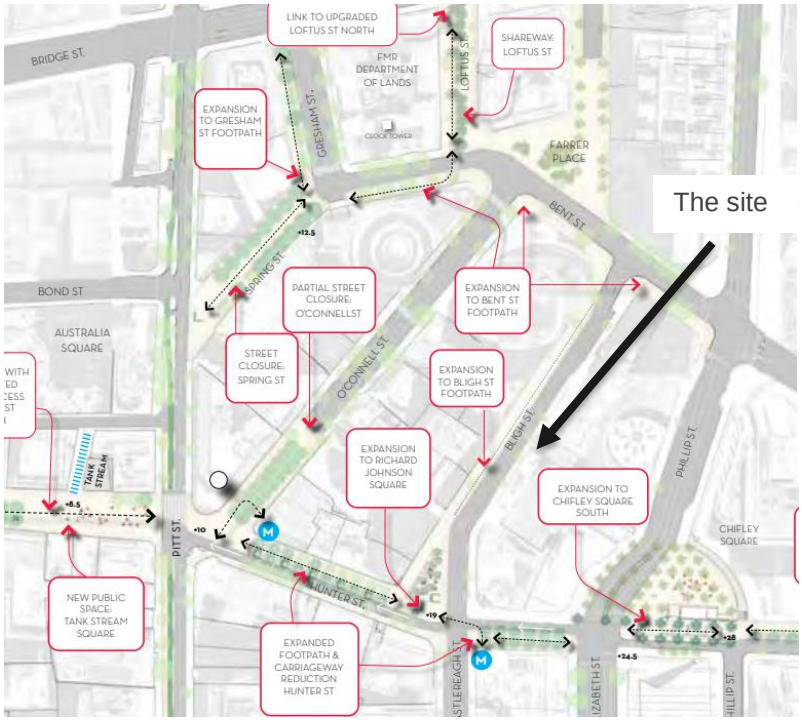
A summary of key projects in the surrounding context are outlined in the following table.

Table 3 Key development applications in the surrounding context

Project	Description	Status
SSD-46246214 Hunter Street West OSD	A SSDA by Sydney Metro is currently on exhibition for the Hunter Street West Over Station Development (SSD-46246214) at 296 George Street, 300 George Street, 312 George Street, 314-318 George Street, 5010 De Mestre Place (Over Pass), 5 Hunter Street, 7-13 Hunter Street, 9 Hunter Street and De Mestre Place, Sydney. The SSDA is a concept proposal for the western over station development above the future Hunter Street Metro Station. The proposal is strategically important to support the Sydney Metro west network (subject to a separate SSDA), providing access to Sydney CBD from Parramatta.	Currently on exhibition
SSD-46246713 Hunter Street East OSD	A SSDA by Sydney Metro is currently on exhibition for the Hunter Street East Over Station Development (SSD-46246713) at 28 O'Connell Street, Sydney. The SSDA is a concept proposal for the eastern over station development above the future Hunter Street Metro Station. The proposal is strategically important to support the Sydney metro west network (subject to a separate SSDA), providing access to Sydney CBD from Parramatta.	Currently on exhibition
SSD-9270 Martin Place Station Precinct – North Site Stage 2	A SSDA has been approved (13 August 2019) for Martin Place Station Precinct – North Site Stage 2 (SSD-9270) at 50 Martin Place, 9-19 Elizabeth Street, 8-12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street and 55 Hunter Street. The SSDA is currently under construction and has six modifications approved. The approval is for design and construction of a 39 storey commercial OSD tower including commercial offices and retail tenancies above the northern entrance to the Martin Place metro Station. The GFA comprises of 75,521m^2 GFA, including 1,017m^2 for retail use and 74,504m^2 for commercial use. The development will integrate the station design including use and fit-out of OSD related areas within the Station building footprint for plant, services, end of trip facilities, retail and office space. Pedestrian connections have been incorporated between the proposed building and existing building with a new pedestrian bridge connecting 50 Martin Place.	Approved 13 August 2019
SSD-9326 Martin Place Station Precinct – South Site Stage 2	A SSDA has been approved (13 August 2019) for Martin Place Station Precinct – South Site Stage 2 (SSD-9326) located above and integrated within the southern entry of the Sydney Metro Martin Place Station. The SSDA is currently under construction has three modifications approved.	Approved 13 August 2019

Project	Description	Status
	The approval is for the construction and use of a 29 storey (plus rooftop plant) commercial tower with a nine storey podium at the southern entrance of the new Martin Place metro station. The GFA comprises of 37,553m^2 including 1,222m^2 for retail and 36,331m^2 for commercial use. Other elements of the design include building identification, vehicle loading and service facilities within the basement and shared use facilities on the north site (including bicycle and end of trip). Works will also integrate with the station design, including use and fit-out of over station development areas within the station building envelope for plant, services, end of trip facilities, retail and office spaces.	
SSD-7484 Sandstone Precinct – Stage 2	The SSD application was for alterations and additions to the Lands Building and Education Building to facilitate their adaptive reuse. The proposal was for a detailed design consistent with the concept established by the Stage 1/ Concept Consent. The proposal included alterations and additions to the existing building for adaptive reuse, construction of additional floors above the education building, provision of subterranean space below street level, provision of main hotel drop off at the entrances and potential drop off zone.	Approved 24 April 2018
SSD-7101 One Circular Quay Mixed Use Development	The approved development at One Circular Quay is for a mixed used development that comprises of two towers, a premium residential tower and a luxury hotel. The development will act as a gateway to a rich and lively network of laneways and public open spaces integral to the APDG precinct.	Approved 2015 – under construction
D/2013/1942 50 Bridge Street, Sydney	A Stage 1 / Concept DA was approved for the redevelopment of the AMP Circular Quay Precinct. The proposal was approved for a mixed use development comprising a number of building envelopes for the precinct. The proposal included design parameters for the future development and use of the precinct and redistribution of floor space across the Young and Loftus Street block and Bridge and Alfred Street block.	Approved 19 June 2014
D/2015/929 50 Bridge Street, Sydney	A Stage 2 / Detailed DA was approved for the partial retention, but substantial redevelopment of the existing office tower, including the removal of existing facade and services from the retained building structure, excavation to allow for a new basement and podium and construction of an extension to the existing tower building for the purposes of commercial office, retail premises and gym. The development included a reduction in existing on-site car parking, alterations to existing vehicle access arrangements, interface works on 33 Alfred Street at basement level and associated landscaping and public domain works. AMP Quay Quarter Sydney has recently been completed and the commercial office tower at 50 Bridge Street is now occupied.	Approved 19 November 2015

Project	Description	Status
D/2017/1620 180 George Street	A Detailed DA was approved for the demolition of Jacksons on George building, construction of new 55 level commercial tower and podium building with four basement levels comprising commercial premises, a new building on the Jacksons on George site for use as food and drink premises, a public cycle facility and public domain improvements including a new public plaza on George street new lanes and a new plaza at the lanes level. The commercial office building at 'Sydney Place' is anticipated to be completed shortly.	Approved 3 October 2018
Planning Proposals		
PP-2021-4750 2 Chifley Square, Sydney	This Planning Proposal intends to insert new site-specific controls in Division 5 of the Sydney LEP 2012 to deliver an additional 43,608m^2 of floor space to the site (inclusive of design excellence bonus), restrict development to non-residential uses only, and allow development consent to only be granted if the removal of the operation of the commercial car park is included in future development on the site.	Finalisation
PP-2021-6334 15-25 Hunter Street and 105-107 Pitt Street, Sydney	This Planning Proposal intends to amend the Sydney LEP 2012 to add a new site specific clause in Division 5 to specify maximum above ground, and maximum below ground FSR, restrict development to non-residential uses only, and allow development consent to only be granted if the proposal includes a through-site link connecting Pitt and Hunter Street. It also seeks to list 15-17 Hunter Street as a local heritage item in Schedule 5 of the Sydney LEP 2012.	Post exhibition
Plans		
City North Public Domain Plan 2015 (2022 Update)	The City North Public Domain Plan 2015 outlines proposed amendments to the street network and public domain in the City North precinct, located north of King Street and east of George Street, and Martin Place. The City North Public Domain Plan is utilised as a guideline for future development. An update to the City North Public Domain Plan was exhibited in November 2022 due to contextual changes to the City North precinct, including the implementation of the Central Sydney Planning Strategy, new Metro stations, and several Planning Proposals. Specific to the site and immediate surrounds, the City North Public Domain Plan proposes: ▪ Expansion of Bligh Street footpath and provision of new street planting on the western edge of Bligh Street, ▪ Expansion of Bent Street footpath,	Exhibition November 2022

Project	Description	Status
	▪ Expansion to public places including Richard Johnson Square, Chifley Square, ▪ Expansion of Hunter Street footpath and reduction in road carriageway width, ▪ Creation of a new public space adjacent to Pitt Street known as the Tank Stream Square, ▪ Street closure of Spring Street and partial closure of O'Connell Street. These proposed works are illustrated in the extract at **Figure 13.** Figure 13 Extract of City North Public Domain Plan  *Source: City North Public Domain Plan 2015 (Update)*	

2.3. Strategic Context

The site is strategically located within the Eastern City District, the Eastern Economic Corridor, and directly within Central Sydney.

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 4.**

Table 4 Overview of the Strategic Policy Framework

Policy	**Guidance**	**Strategic Alignment**
NSW Government Premier's Priorities	The priorities aim to deliver the government's key policy priorities, including a strong economy.	The proposal represents a significant investment in the NSW economy through the delivery of a new mixed-use development within Central Sydney. The proposal will revitalise the site, deliver a high-quality addition to the Sydney skyline and will optimise the investment in the nearby Sydney Metro infrastructure.
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 visitor accommodation and commercial premises is entirely aligned with the Government's vision expressed within the Regional Plan. The proposal will deliver additional economic activity, commercial office space and food and beverage facilities within a highly accessible location contributing to the achievement of a '30 Minute City'. Further leveraging the significant investment made by the NSW government in additional public transport infrastructure within the Sydney Metro (City and Southwest, and West) and Wynyard Station upgrades. The proposal will optimise the site's positioning which is at a well-connected transport node within the central CBD district, presenting a unique opportunity to align development and city-shaping infrastructure, emphasising high levels of services and accessible employment opportunities for surrounding residents of the region (Objective 14). Contributing to the diversification of the Harbour CBD's commercial activities, creating a more competitive Harbour CBD (Objective 18). Further, the proposal is providing visitor accommodation that is located in the convenient city centre, enhancing tourist attraction to increase Sydney's competitiveness as a travel destination. The proposal has undergone an Architectural Design Competition which is an intensive process to ensure the best design is delivered for the development and its location. This has ensured the development achieves a high-quality tower design, that will contribute to the built environment for a more attractive, safe, clean, central CBD location (Objective 12). The proposal delivers upgrades to the Bligh Street frontage, through provision of a ground level portico which extends the public footpath into the site and provision of active uses along the street frontage including a lounge bar / café, bicycle parking

Policy	Guidance	Strategic Alignment
		and entry lobby. This directly aligns to the Regional Plan priorities to “Create great places that bring people together” (Objective 12) The design has sympathetically considered and responded to the heritage significance of the surrounding and adjoining Heritage items (Objectivate 13). This is achieved through a considered response in terms of setbacks, podium form, articulation of the façade, vertical emphasis of openings and contemporary use of traditional materials to respond to the strong masonry character of the locality. 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 in accordance with the Sydney DCP 2012 requirements for the site.
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, supporting industries involved in the visitor economy. The proposal represents a $334,010,495 direct investment in the visitor economy through the capital investment value of the hotel component of the development. The proposal will result in employment generation in the visitor and hospitality sector, as well as the commercial business’ that lease the office spaces, attracting domestic and international investment within the Central Sydney and improving visitor experience for future visitors to the development site. The provision of the restaurant, sky bar and lounge bar / cafe within the development proposal will activate the precinct throughout the 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 ▪ E6: Creating and renewing great places and local centres, and respecting the District’s heritage	The proposal will contribute to the revitalisation of the Harbour CBD Metropolitan Centre, 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 and Eastern Economic Corridor (Priority E1). 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 proposal respects the District’s heritage as it has positively responded to the three adjoining heritage items through the

Policy	Guidance	Strategic Alignment
	▪ E7: Growing a stronger and more competitive Harbour CBD ▪ 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	use of materials, considered setbacks, form of the podium, articulation of the façade and vertical emphasis of openings (Priority E6). The project has engaged and consulted with key stakeholders and the adjoining landholders to ensure the delivery of a tower with respect to surrounding environmental heritage. The proposal will contribute 513 jobs during construction and 1,163 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 (Priority E7 and E10). This aligns with the key priorities including strengthening international competitiveness and will complement the nature of the Harbour CBD Metropolitan Centre. The proposal seeks to deliver 6,166sqm of commercial office space, which will support increase in jobs forecasted within the largest commercial office precinct in the State. The development will support the growth of targeted industry sectors, specifically the visitor economy, through a $34 million investment in the economy in the delivery of the hotel (Priority E13). Sustainability and construction management measures are proposed to ensure the sustainable use and management of resources during construction, through to operation of the proposed development (Priority E19 and E20). This includes achievement of the following third-party sustainability targets: ▪ 4.5 Star NABERS Energy Hotel design standard ▪ 5 Star NABERS Energy Office Base Building design (Formal Commitment Agreement) ▪ 4 Star NABERS Water Building rating for the Commercial component
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	The application delivers on the strategic directions set out in the SIS as it will increase density in an urban location with convenient access to public transport. It will leverage from the existing significant infrastructure and amenity in the locality to provide a mixed-use redevelopment proposal that will further contribute to the growth and amenity of the Metropolitan CBD and competitiveness of the Harbour CBD. Improving Sydney's economy as the cultural capital of NSW enhancing ability to attract global investment and talent. The application will capitalise on the surrounding investments in infrastructure, retail, commercial and recreation through the delivery of commercial and tourist and visitor accommodation

Policy	Guidance	Strategic Alignment
	▪ Integrate infrastructure, land use and service planning	floor space. Providing greater capacity of people within the Central Sydney, elevating business and visitors. Nearby future metro stations are planned at surrounding sites, they will provide transport options to service the growing visitors to the Central CBD. They will provide additional upgrades and renewal for pedestrian connectivity and the proposal will provide infrastructure for the passing pedestrians to visit for either hotel accommodation, commercial uses or visitors to the proposed bar. The capacity of the site to accommodate additional floor space, improve amenity and uplift in the former planning provisions was assessed and determined during the rezoning phase (**Section 1.5.1**). The application therefore represents a close alignment of attractive and required commercial and visitor premises in close proximity of an area with established infrastructure and capacity for growth.
NSW Future Transport Strategy (**Future Transport**)	Committed initiatives: ▪ Supporting Growth through smarter planning ▪ Transport minimises environmental impacts ▪ Existing Infrastructure is optimised ▪ Transport supports the visitor economy	The proposal will deliver substantial public benefits through the delivery of improvements to the existing public domain and improving the amenity and usability of the existing built form at the site, providing additional use for a location that is highly accessible by transport infrastructure. 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 to minimise environmental impacts from travel. The proposed parking provision is well within the Sydney LEP 2012 maximum provisions. The proposal is aligned to the ‘Successful Places’ and ‘Strong Economy’ outcomes, locating employment generating floor space for emerging businesses within a highly accessible location via public and active transport and more difficult via private car use. Influencing a greater amount of the population to travel via modes which are well planned and sustainable both environmentally and financially for the community. It further supports the tourist economy through providing visitor accommodation in a highly convenient and accessible location, that is accessible via public and active transport. As discussed in **Section 6.7**, the proposal will optimise the Sydney Metro investment in infrastructure and associated new station establishment through increasing visitors who utilise the transport node to visit the additional 26,781sqm of floor space. The applicant has consulted with Sydney Metro and TfNSW throughout the application process, as discussed in **Section 5.**

Policy	Guidance	Strategic Alignment
		The proposal adopts world-leading sustainability initiatives in accordance with Future Transport's identified long term sustainability actions.
Central Sydney Planning Strategy (**CSPS**)	Key moves: ▪ Prioritise employment growth and increase capacity ▪ Ensure development responds to context ▪ Provide for employment growth in new tower clusters ▪ 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 deliver the objectives and actions to implement from the CSPS, which includes but is not limited to land use, density, height, sun protection controls, design excellence, general built form controls, street frontage height, streetscape, side and rear setbacks and surrounding heritage significance. This will assist in achieving the key moves outlined in the CSPS, to strategically align with the direction of the metropolitan region. The proposed design is the result of an Architectural Design Competition which is further detailed in **Section 1.5.2**. The winning design scheme was chosen by the Jury as it best demonstrated the ability to achieve design excellence and the competition brief requirements. Further matters were to be resolved following the design competition scheme wining which were achieved by the design team and endorsed by the DIP (former Jury) in the post competition design process. This was subsequent endorsed by the DIP. The site adjoins the Chifley Square special character area and whilst not within the identified area, the site adjoins the area along the south and eastern site boundaries. The proposal will respect the adjoining area through selected materials, street height, setbacks and the built form design responding positively to the neighbouring area which has heritage significance.
City Plan 2036	Priorities: ▪ I1 - Movement for walkable neighbourhoods and a connected city ▪ I2 - Align development and growth with	The site is located within the Central Sydney which is a highly connected transport node nearby a mix of uses. The proposal will provide an upgraded street frontage that will ease the pedestrian walkability and provide uplift for the street which is located in a populous area of the CBD. The proposal will deliver 26,781sqm in a well-connected locality within the Central Sydney. This includes 6,166sqm of commercial space that will consist of offices and 382sqm of retail that will consist of a restaurant and bar. Both these areas will be able to utilise the conference rooms and hotel that the development proposes, centralising activities within the site

Policy	Guidance	Strategic Alignment
	support infrastructure: ▪ P1 - Growing a stronger, more competitive Central Sydney ▪ 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	whilst also having various nearby options nearby the site. This will support the growing area that is already well established, to better facilitate tourism and visitor economy and an enhanced visitor experience. The site will contribute to the Central Sydney and Greater Sydney region through provision of employment generating floorspace, high quality visitor accommodation, food and beverage premise and addition of a high-quality tower form within the Central Sydney. The sustainability strategy for the site includes third party targets, in addition to additional sustainability measures to ensure a sustainable outcome on the site is achieved. The site similarly aims to reuse or recycle at least 90% of construction and demolition waste through a contractual commitment.
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 deliver an increase in landscaping and greenery at the site through the provision of three street trees along Bligh Street, and landscaping within the development (trellises and feature tree at level 57). The proposal intends to create 513 jobs during construction and 1,163 jobs during operation, contributing to the employment generating floorspace of the Central Sydney. The proposal has been designed to improve the street frontage and pedestrian walkability. It intends to deliver a high-quality tower form with good amenity to add to Bligh Street streetscape and surrounding heritage significant buildings, providing new and quality visitor accommodation with commercial offices, food and beverage premise and facilities for the commercial and hotel patrons. Facilities will include end of trip facilities and 112 bicycle parking to provide further incentive for active travel to the premises. The proposal will achieve the required third-party sustainability targets.

2.4. Analysis of Feasible Alternatives

In developing the proposed approach, a number of alternatives have been considered by Holdmark 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' scenario, involving the retention of the 18-storey Bligh House on the site, is not a medium- or long-term feasible option for the site. This would involve the ongoing operation of the existing building as a commercial premises and the retention of the existing constrained ground plane along Bligh Street.

A 'Do Nothing' scenario would mean that the considerable social and economic benefits, strategic merit and optimisation of new public transport in the surrounding area 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 $334,010,495 million in investment and 513 jobs during construction and 1,163 jobs during operation. This would fail to successfully activate and optimise the State government's investment in the Sydney Metro West and Sydney Metro City and Southwest network and would not capture the considerable benefits associated with co-location of high-density development and significant transport infrastructure.
- A failure to align with the existing planning controls for the site. The existing built form does not adequately utilise the available development capacity on the site as established through the planning proposal process and subsequent amendment to the site-specific provisions. Further, the site is not constrained by the sun access planes under Sydney LEP 2012 which restrict building height across large parts of Central Sydney. There is the capacity for a tall building on the site without resulting in additional overshadowing of any protected public space.
- The loss of public domain upgrade works along Bligh Street, which will make a major contribution to improving the amenity of Bligh Street which is currently uninviting.

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 the proponent.

2.4.2. Develop Under Alternative Siting Arrangements

The general siting of the development footprint is driven by the site boundaries and the relevant provisions contained in clause 6.44 of the Sydney LEP 2012, and section 6.3.14 of the Sydney DCP 2012. These provisions provide guidance for the tower setbacks, street frontage heights and floor space. These provisions have been informed by the planning proposal process and in collaboration with the City and DPE.

As a result of the constrained site area, immediate interface with existing buildings on the northern, eastern and southern boundaries, and the prescriptive controls contained in the Sydney LEP 2012 and Sydney DCP 2012, shifting the tower and building massing to alternative locations on the site is not possible within a compliant envelope.

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 1.5.2**. Six alternative designs were developed in response to the Competition Brief 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.

An extract of the photomontages of the six options considered during the Competition are extracted in **Figure 14,** and discussed in detailed in the Competition Report at **Appendix H.**

The Woods Bagot 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 6.21C of the Sydney LEP 2012. As per the City of Sydney Competitive Design Policy 2013, the Woods Bagot design was selected to proceed through to the DA phase and the alternative designs no longer considered by the proponent.

Figure 14 Alternative designs considered through the Competition process

Picture 5 Design option 1

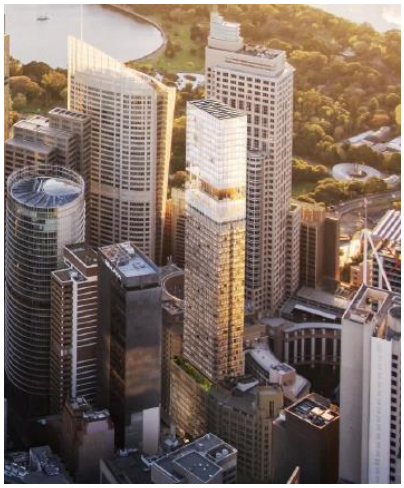
Source: Architectus

Picture 6 Design option 2

Source: Altelier Jean Nouvel

Picture 7 Design option 3

Source: Bates Smart

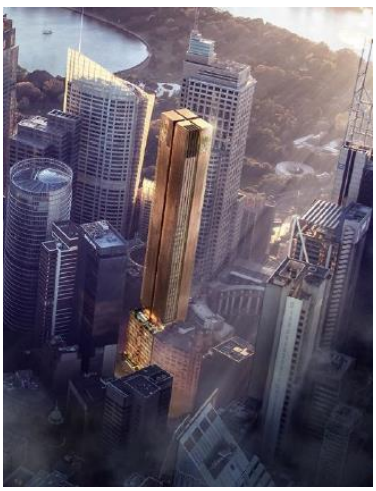


Picture 8 Design option 4

Source: FJMT + SHARA

Picture 9 Design option 5

Source: PTW + Collins & Turner + March Studio



Picture 10 Design option 6

Source: Woods Bagot

2.4.4. The Proposal

The proposed development is the outcome of extensive planning, urban design, heritage and environmental considerations by the proponent and project architect Woods Bagot. The outcome has also been informed by consultation with key stakeholders including DPE, the City, Sydney Metro and TfNSW, the DIP and key government agencies.

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 relevant strategic planning framework including the Central Sydney Planning Strategy.

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, specifically the new Sydney Metro West and City and South West networks.
- The delivery of 26,781sqm GFA will reinforce demand and provide critical mass to support and optimise the State investment in the public transport network.
- A suitable structural solution to be further developed during the design development process to mitigate any potential impact to the construction and operation of the Sydney Metro tunnels.
- A range of employment-generating land uses to ensure there is a consistent population activating the site throughout the day and evening.
- A highly resolved and elegant design solution that provides a contemporary response to the site and surrounding context. The design seeks to deliver a simple yet confident architectural form that draws upon the three elements of the city; the skyline, the urban block and the street. The building height and materiality will create a new visual anchor in the Sydney skyline, contributing to the diversity and architectural expression of Central Sydney.
- A significant contribution to the public domain through significant improvement to the activation, accessibility and amenity of Bligh Street.
- Successful mitigation of environmental considerations including wind, noise and vibration, flooding, traffic and stormwater impacts.

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 application seeks consent for the construction of a 59-storey mixed-use hotel and commercial development. The purpose of the project is to revitalise the site and deliver new commercial and tourism floorspace and public realm improvements consistent with the City's vision to strengthen the role of Central Sydney as an international tourism and commercial destination.

A separate development consent (D/2018/892) relating to early works for the proposed application was granted for the site on 31 January 2020. Consent was granted for demolition, excavation and shoring of the site for three basement levels (to a depth of RL9.38m) to accommodate the proposed mixed-use hotel and commercial development. As such, this application does not seek consent for these components and instead seeks to rely upon and activate D/2018/892 for early works, which will be modified through a concurrent section 4.55 application lodged to the City to ensure alignment on the basement levels and additional two levels of excavation (**Section 1.6).**

Development consent is sought in this SSDA for:

- Site establishment, including removal of three existing trees along the Bligh Street frontage and de-commissioning and removal of an existing substation (s2041) on the site.
- Construction of a 59-storey hotel and commercial office tower. The tower will have a maximum building height of RL225.88 (205m) and a total GFA of 26,781sqm, and will include:
  - Five basement levels accommodating a substation, rainwater tank, hotel back of house, plant and services. A porte cochere and four service bays will be provided on basement level 1, in addition to 106 employee and visitor bicycle spaces and EoTF provided on basement level 1 and basement level 2, and 28 parking spaces are provided across basement level 4 and basement level 5.
  - A 12-storey podium accommodating hotel concierge and a lounge bar / café at ground level, function space, eight levels of co-working and commercial floor space, and hotel amenities including a pool, outdoor terrace and gymnasium at level 12.
  - 42 hotel tower levels including 421 hotel keys comprising standard rooms, suites and a penthouse.
  - A restaurant, bar, back of house and a landscaped terrace at the tower crown at level 57 and 58.
  - Plant, servicing and BMU at level 59 and rooftop.
- Increase to the width of the existing Bligh Street vehicular crossover to 4.25m and provision of an additional 4m vehicular crossover on Bligh Street to provide one-way vehicular access into the site.
- Landscaping and public domain improvements including:
  - Replacement planting of three street trees in the Bligh Street frontage,
  - Construction of a landscape pergola structure on the vertical façade of the north-eastern and south-eastern podium elevations,
  - Awning and podium planters, and
  - Provision of a feature tree at the level 57 terrace.
- Identification of two top of awning building identification signage zones with a maximum dimension of 1200mm x 300mm. Consent for detailed signage installation will form part of a separate development application.
- Utilities and service provision.
- Installation of public art at ground level and six visitor bicycle parking spaces in the public domain.

The cost of works for the construction and operation of the development is $334,010,495. Architectural Plans prepared by Woods Bagot 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 photomontage of the proposal within the Sydney skyline (**Figure 15**) and at street level (**Figure 16**) is provided below.

Figure 15 Photomontage of the proposed development at skyline

Source: Woods Bagot

Figure 16 Photomontage of the proposed development at street level

Source: Woods Bagot

3.2. Key Parameters

An overview of the proposed key parameters of the scheme is summarised in **Table 5.**

Table 5 Key Parameters

Parameter	**Summary of the project**	
Site Area	1,218sqm	
Site Address	4-6 Bligh Street, Sydney	
Lot Description	Lot 1 in DP 1244245	
Capital Investment Value	$334,010,495	
Building Height/ Storeys	RL 225.9 (205m) / 59 storeys	
GFA	Tourist and visitor accommodation	19,857sqm (16.3:1)
	Office premises	6,166sqm (5.06:1)
	Retail premises	758sqm (0.67:1)
	Total	**26,781sqm** (22:1 FSR)
Primary uses	▪ Tourist and visitor accommodation (specifically ‘hotel or motel accommodation’) ▪ Commercial premises (specifically ‘office premises’ and ‘retail premises’ (‘food and drink premises’))	
Ancillary uses	▪ Function space	
Hotel keys	421 keys across 43 floors (level 14 – level 56)	
Signage	Two top of awning building identification signage zones on the Bligh Street frontage.	
Vehicular access	One-way vehicular access into the site is provided from Bligh Street at the north-eastern corner of the site to the porte-cochere at basement level 1. The internal vehicular access continues through a one-way vehicular access out of the site at the south-eastern corner of the site.	
Car / bicycle parking, loading and EOTF	Parking bays	28
	Loading bays	4
	Bicycle bays	112
	EOTF	16 showers and lockers at basement level 2

3.3. Detailed Description

3.3.1. Design Concept

A comprehensive design statement has been prepared by Woods Bagot and is included within the Design Report at **Appendix G.** The following is informed by the Design Report.

The development seeks to provide a high-quality mixed-use hotel and commercial building in Central Sydney that responds to its existing context and the future emerging character of the area. The design provides a strong external identify and façade treatment, consistent with the other premier hotel offerings in Central Sydney and globally. This is achieved through a simple, yet confident architectural form defined in a timeless two-part podium and tower structure. The high visibility of the site from key transport arteries entering into the city, from city streets and open spaces including the Domain, will create a new visual anchor in the skyline.

The envelope is influenced by the rectilinear lot form, the interface with adjacent buildings and the site-specific planning provisions. As discussed in **Section 6.1,** these considerations have informed the proposed podium and tower setbacks, street frontage heights and provision of a variety of voids and light wells on the north-eastern and south-eastern interface. The tower has a maximum height of 205m.

The design of the tower has a strong vertical form that is articulated into four predominant volumes at the podium and tower level (refer **Figure 18**). This external expression is informed by a simple cruciform floor plan and allows each quadrant to respond and express the unique characteristics, be that view, aspect, solar exposure or land use (hotel or commercial).

At street level, the design seeks to align with the existing rhythm and urban form along Bligh Street and will create a highly activated and welcoming address, whilst respecting and responding to the various heritage items in the immediate surrounding context. The street level experience is enhanced through the provision of a ground level portico measuring 10m in depth, creating a new 'urban room' and seamlessly integrating with the public domain. The natural topography of the site which falls 900mm from north to south is addressed via a series of feathered stone steps which mediate the level difference whilst providing level, equitable access adjacent to the principal entrance.

Vehicular entries on the northern and southern site boundaries will optimise the available central floor space and ensure the activation of the streetscape along this key site frontage. Further discussion of the ground plane experience is provided in **Section 6.1.4.**

3.3.2. Façade and Materials

The Schedule of Materials is illustrated in the Urban Design Report at **Appendix G.** The materiality of the proposal celebrates and represents the site's local contextual heritage whilst striving for international appreciation, and includes copper, textured and dark bronze coloured stainless steel, ribbed dark bronze anodised aluminium, oxidised copper and sandstone. These materials create a warm, broadly textured and articulated urban form. The verticality and depth of the façade expression (which is discussed further in **Section 6.1.3**) achieves a unique identify for the project and a high standard of architectural design.

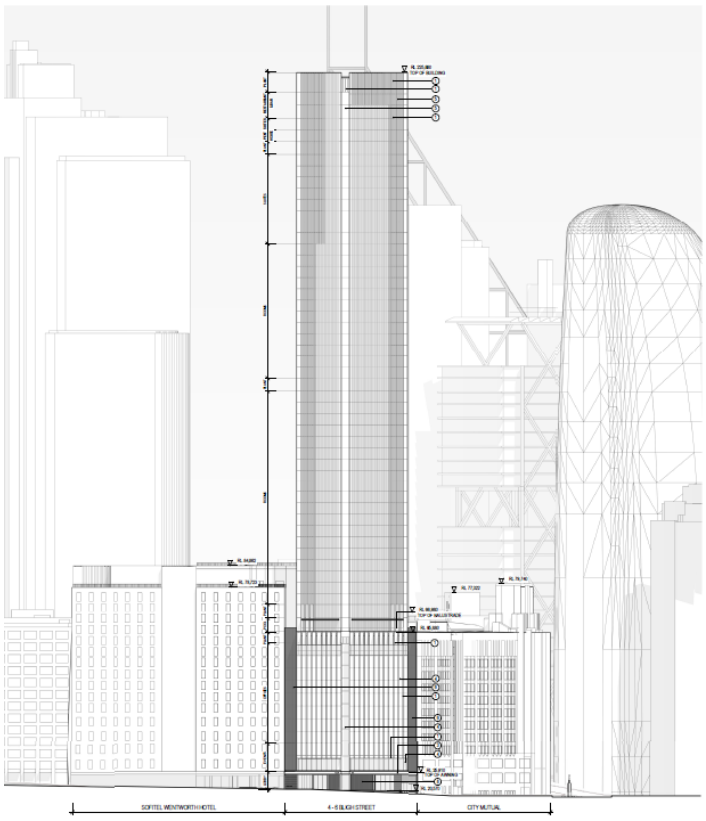
The tower façade materiality continues through the podium façade and awning soffit to create a continuity in design and architectural expression. Further discussion of the façade system and experimentation with solar thermals and reflectivity is contained within the Solar Analysis provided within the Design Report (**Appendix G).**

Figure 17 Materials and finishes

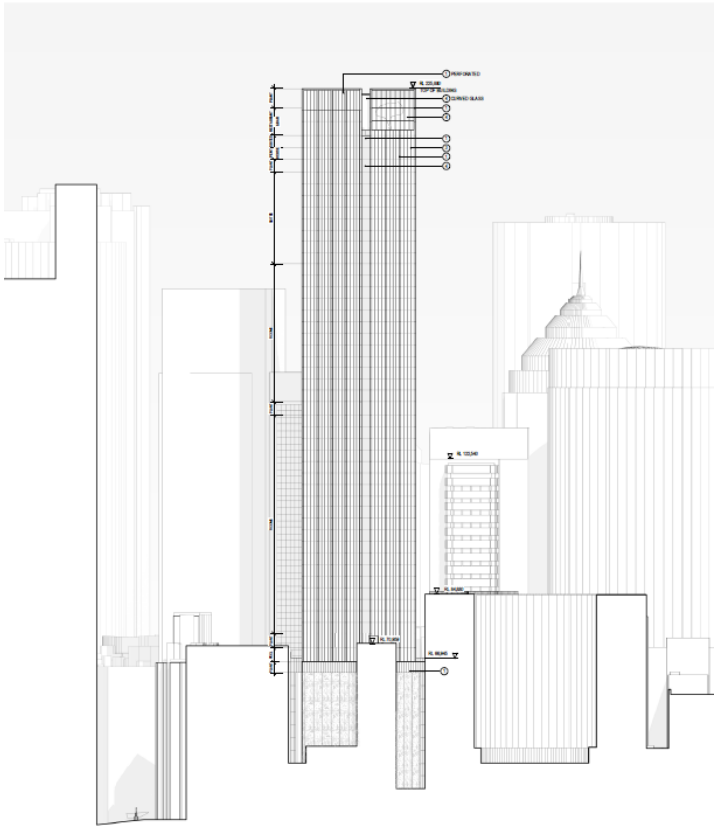
Source: Woods Bagot

An extract of the North West and South West Elevation Plan is extracted in **Figure 18** below and contained in the Architectural Plans at **Appendix F.**

Figure 18 Extract of Elevation Plans



Picture 11 North West elevation to Bligh Street



Picture 12 South West elevation to Chifley Square

Source: Woods Bagot

3.3.3. Landscape Design

360 Design have prepared a Landscape Design Report and Plans (**Appendix K** and **Appendix L**). The landscape design is informed by the microclimatic conditions of the site and conceived as a rainforest design with planting at the forest floor (lower ground - level 1), the understory (level 1 – level 12) and the canopy (the tower and rooftop).

The landscape design includes:

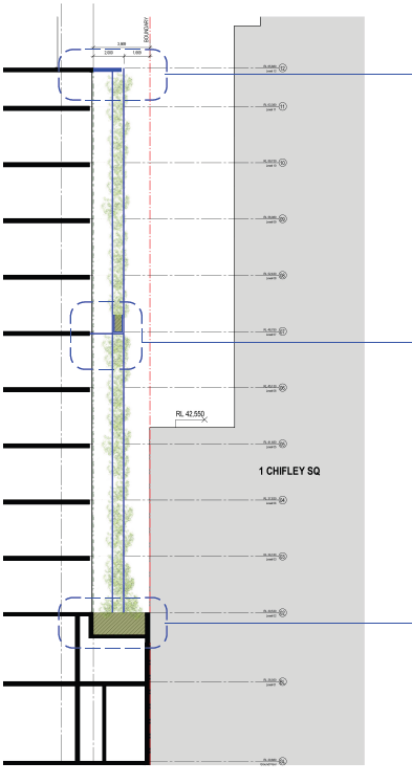
- A series of pergola structures from level 1 – level 12 located on the western elevation (**Picture 13**) and wrapping around the north-eastern and south-eastern façade within the existing light well and voids. The vertical wire system will support growth of climber species (such as gum vine, maidenhair vine, jungle grape and pepper vine) to ensure the intended areas are covered equally when planting is established. The structure sits independently 1.1m from the building façade, whilst also retaining a 1.1m clearance from the property boundary (**Picture 14**).
- Garden bed and pot planters at basement level 1 (with a void above the garden bed to maintain daylight and support growth).
- Internal planting and raised planters at ground level, in addition to reinstatement of three *Lophostemon confertus* street trees on Bligh Street.
- Garden bed planters on the level 1 awning (adjacent to the function terrace) and level 12 awning (adjacent to the pool).
- Rooftop planting on the podium roof level, alongside solar PV panels.
- A single feature tree at the level 57 restaurant terrace. The tree will be supported by a 2.5m diameter internal raised planter, surrounded by banquette seating.

Refer to further discussion in **Section 6.6.**

Figure 19 Extract of Landscape Plans

Picture 13 Western elevation

Source: 360 Design



Picture 14 Eastern boundary cross-section

Source: 360 Design

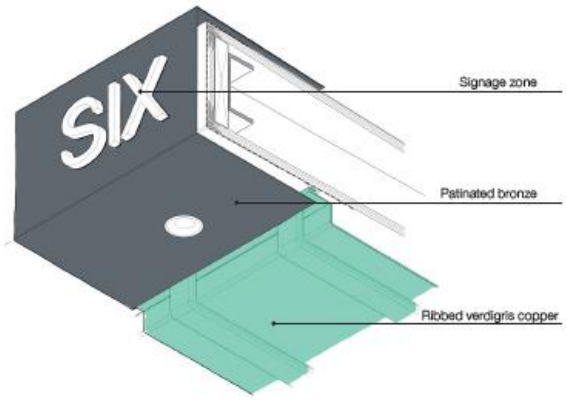
3.3.4. Signage Zones

The project nominates signage zones on the Bligh Street awning. Separate future DAs will be submitted for the construction and installation of signage within the signage zones.

The signage zones proposed include two awning fascia signage zones with a maximum dimension of 1200mm x 300mm (**Figure 20**). The signage zones are positioned to ensure there is no concealment of the architectural features of the building. The signage will be illuminated in accordance with the relevant standards during the night-time hours.

The signage zones will be utilised for the purposes of building identification signage and will include the address of the premises in accordance with the Sydney LEP 2012 definition.

Figure 20 Awning fascia signage zones



Source: Woods Bagot

3.3.5. Public Art

The project identifies a number of opportunities for the integration of public art within the site, as discussed in the Preliminary Public Art Plan prepared by Barbara Flynn at **Appendix OO.** The Plan has been prepared in accordance with the City of Sydney Public Art Policy and Interim Guidelines for Public Art in Private Development.

The public art plan proposes an alliance of four Australian artists to work collaboratively on the site, including Elisa Jane Carmichael, Megan Cope, Kyra Mancktelow and Judy Watson. The selected artists include three artists who do not currently have any public artwork within Central Sydney (Carmichael, Cope and Mancktelow) to provide a diversity in cultural expression and artwork within the local area. The artists are selected in the preliminary plan to ensure sufficient time for integration and collaboration.

The art will be representative of the Sydney context to provide an insight into the Sydney culture for international and national travellers visiting Sydney and staying at the hotel.

The Preliminary Public Art Plan will be further developed in the Detailed Public Art Plan and final Public Art Report, submitted prior to issue of an Occupation Certificate.

Indicative locations for public art include:

- Ground floor foyer, and
- Underside of the awning canopy.

A budget of 0.5% of the capital investment value is nominated.

3.4. Land Uses

3.4.1. Hotel

The hotel design embodies a leading luxury lifestyle hotel and aims to deliver a premier location for destination dining, nightlife entertainment and visitor accommodation. The design delivers a contemporary light and open airy design, which capitalises upon the site's central location and panoramic views afforded by the site aspect and building height. Sophisticated high-end food and beverage options, flexible and functional event spaces and integration with optional co-worker space are also provided to create an ultimate luxury guest experience.

A total of 19,857sqm of hotel GFA is proposed, in addition to 758sqm of food and beverage GFA.

3.4.1.1. Guest Rooms and Function Space

The hotel will deliver 421 hotel keys comprising standard rooms, suites and a penthouse. 17 guest rooms are DDA compliant and are located at a range of heights and aspects throughout the development. Amenities will be provided at level 12, consisting of a pool, outdoor pool deck and a gym for hotel guest use.

At ground level, a concierge and hotel lobby are provided to support the guest arrival experience and leads through to five lift shafts which provide access to level 1 (events), level 2 (co-working meeting spaces) and from level 12 – level 58. The guest rooms are located on north-south axis allowing dramatic framed views of the surrounding area, whilst the provision of the lift access on the western elevation of the tower allows this façade to be predominately solid, mitigating solar gains and reduce the overall heat load. The north-south alignment also facilitates natural light and views along each corridor. This is illustrated in the plan extract at **Figure 21.**

Figure 21 Plan view of proposed hotel rooms

Source: Woods Bagot

At level 1, an event function space is provided including two independent function rooms and an external terrace along Bligh Street. Views to the internal landscape void on both the northern and southern void is provided to deliver improved amenity to this space. In addition, a connecting pre-function space along with a kitchen, storage and back of house areas are provided to support event operation.

The floor plate can be configured in a number of ways to offer flexibility for future operators.

3.4.1.2. Food and Beverage

A variety of food and beverage options are provided within the site to cater to visitors, guests and employees. This includes a lounge bar / café at ground level, restaurant at level 57 and sky bar at level 58.

The lounge bar / café offers a sophisticated open streetscape concept, located on the western portion of the ground floor plate to invite passing commuters directly off Bligh Street. At the rooftop, the restaurant and bar optimise the unique views across Sydney Harbour and Hyde Park and positions hospitality spaces to the north and east to provide iconic postcard views. The kitchen, amenities and services areas are located on the south-west of the floor plate, due to the constrained views in this location.

The north-eastern rooftop terrace is three levels in height, creating an environment for a Port Jackson fig tree that further emphasises the verticality and height of the rooftop. Above the tree is a rectilinear skylight to further connect the space to the outdoors.

3.4.1.3. Operational Management

The operational hours for the hotel are:

- 24 hour, seven days per week trading operations including hotel reception check-in desk, concierge, pool and gym facilities, function centre, and lobby lounge areas,
- All day dining restaurant 6:00am – midnight, seven days per week,
- Lounge lobby bar / cafe 7:00am – 1:00am, seven days per week, and
- Rooftop bar 7:00am – 2:00am, seven days per week.

The maximum capacity for visitors and guests on the site at any one time is 1658. This includes capacity for 800 hotel guests and 200 staff.

This assumes no duplication of guests staying within the hotel using its facilities, which is the more common and expected scenario. The operational management of the site is outlined within the Operational and Security Management Plan provided at **Appendix NN.**

3.4.2. Commercial

The commercial component of the development is provided between level 2 – level 10 of the development.

The offering includes both co-working and meeting spaces at level 2 to provide on-demand and high-end workspaces for emerging business that adopt a flexible workspace model. This is consistent with the City of Sydney Tech Startups Action Plan (2016) and the City Plan 2036.

From level 3 – level 10, large, flexible commercial floor plates are proposed. 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 three lifts which open directly on to the floor plate, providing a highly efficient lobby and alleviating the need for a separate lift lobby.

Surrounding the commercial floor plate is a vertical green garden located within the existing rear light well, creating visual interest and environmental benefits for future employees within the development, as well as the neighbouring properties. Refer to further discussion in **Section 3.3.3** and the Landscape Report at **Appendix L.**

Additionally, an outdoor terrace at level 10 oriented towards Bligh Street will further improve tenant amenity.

In total, 6,166sqm of commercial floor space is proposed, comprising:

- 5,896sqm of office space and commercial amenities, and
- 270sqm of co-working space and meeting rooms.

3.5. Access, Parking and Servicing

3.5.1. Vehicular and Loading Access

Vehicular access to the site is proposed from Bligh Street via a dual northern and southern driveway arrangement. This will be facilitated by increasing the width of the existing vehicular crossover to 4.25m and the construction of an additional 4m vehicular crossover at the site's south-western corner.

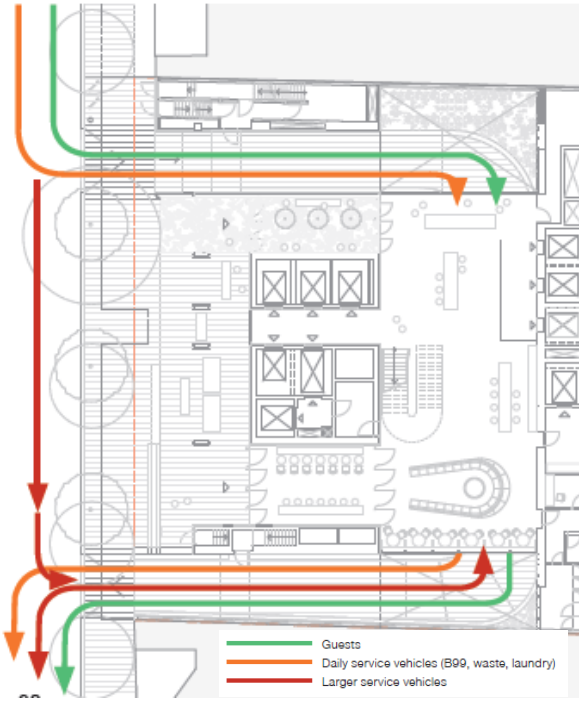
An internal ramp will provide vehicular access to a porte-cochere and loading area on basement level 1, providing a unique arrival experience for visitors and mitigating potential queueing impact on the Bligh Street traffic flow (refer **Figure 22**). Access to the two basement car parking levels will be managed by valet

personnel only, with cars from guests dropped off at basement level 1 and taken down to basement level 4 and basement level 5 by the hotel staff.

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 enable entry and exit from the site in a forward direction.

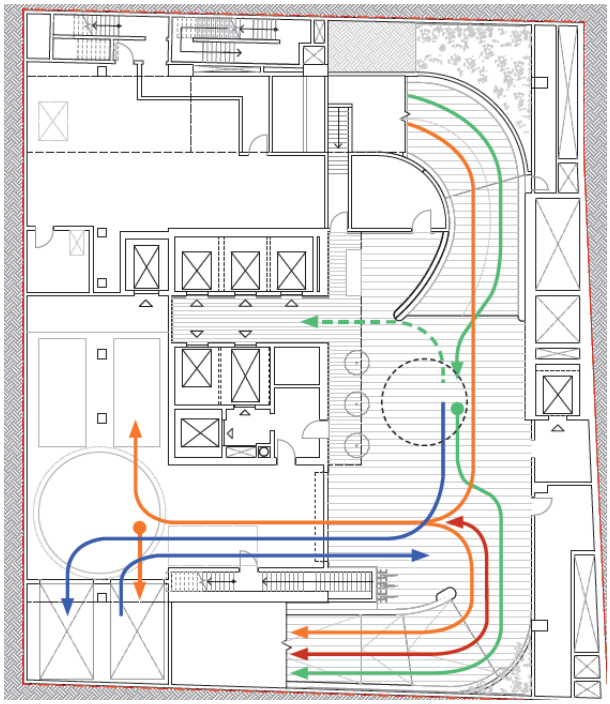
The site will predominately be serviced by B99 commercial vans (due to the reduced head height of the northern crossover from the site topography). In the event a small rigid vehicle (**SRV**) is required for site loading, access to the site will be provided via the southern vehicle crossover.

Figure 22 Vehicular access arrangements



Picture 15 Ground level

Source: Woods Bagot



Picture 16 Basement level 1

Source: Woods Bagot

As part of the proposal, the two existing bus loading zones on Bligh Street adjacent to the site frontage will require relocation. It is proposed to relocate the bus loading zones to the north end of Bligh Street and reduce the amount of parking spaces on the eastern edge of Bligh Street from 20 spaces to 17 spaces. TTPP have consulted with the City and Transport for NSW on this proposal, as outlined in **Section 5**. The suitability of this change is further discussed and assessed in **Section 6.7**.

3.5.2. Parking

In total, 28 car parking spaces are proposed for use by valet personnel only. The spaces are accommodated across two levels from basement level 4 – basement level 5.

Loading is accommodated on basement level 1 and will provide four B99 loading bays, with access secured via a mechanical roller door. Direct access is provided to an adjacent good and services lift. The loading and servicing dock will be managed in accordance with a Loading Dock Management Plan, to be prepared as a condition of consent prior to issuance of an Occupation Certificate.

Access into the loading dock will be provided from the northern vehicular ingress. Where larger service vehicles are required for specific deliveries, the vehicles will enter and exit the loading dock via the southern egress due to the increased head height (as a result of the fall in topography across the site). These deliveries will be managed by the hotel operator with the ramps signal controlled to mitigate any conflicts.

3.5.3. Bicycle Parking and End of Trip Facilities

Bicycle parking for 106 bicycles is provided on basement level 2 (94 employee spaces) and basement level 1 (12 visitor spaces), in addition to six bicycle spaces on Bligh Street (visitor spaces). The provision of bicycle parking in the public domain will provide a suitable outcome due to the width of the footpath and will contribute to the activation of the street frontage. It is noted there are existing bicycle parking spaces on the Bligh Street footpath (western side) adjacent to the site.

In total, the development will provide 112 bicycle parking spaces.

Separate EoTF are provided for both hotel employees and commercial employees adjacent to the bicycle storage room at basement level 1. The EoTF provides 16 showers and lockers.

3.6. Sustainability Initiatives

The proposal seeks to achieve a sustainable outcome that mitigates impact on the environment. The proponent's commitment to sustainability is demonstrated by targeting the following ratings:

- 4.5 Star NABERS Energy Hotel design standard
- 5 Star NABERS Energy Base Building design (Formal Commitment Agreement)
- 4 Star NABERS Water Building rating for the commercial component
- Façade performance and Services Systems designed to exceed Section J Compliance requirements, rated under NCC 2019.

An ESD Report has been prepared by Stantec and is provided at **Appendix II.** This report provides further detail around how the overall planning and design of the building has incorporated ESD principles as defined in section 193 of the *Environmental Planning and Assessment Regulation 2021*. The targets are consistent with those required under the VPA (refer **Section 1.7**).

3.7. Development Delivery

The development will be delivered in one stage; however, construction will be carried out within three discrete stages of commencement that will be the subject of separate CCs. The overall works related to construction are described below and are expected to occur across approximately 13 months for demolition and excavation (approved under the early works DA D/2018/892) and 31 months for new construction. The indicative staging of construction certificates is outlined in **Table 6.**

Table 6 Construction staging strategy

Stage	Associated Works
CC1	Structural works
CC2	Internal fit-out
CC3	Hotel preparation

4. Statutory Context

4.1. Statutory Requirements

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

Table 7 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 $100 million 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.* The proposed works have a total CIV of $334,010,495 (excl. GST) (refer Cost Statement at **Appendix E.** Specifically, the tourist and visitor component of the application has a CIV of $208,059,004. 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 building. The proposed design ensures that these elements inherently complement one another in form, function and internal interface. As delegate for the Minister, the City is the consent authority for the SSDA under an Instrument of Delegation issued by the Minister on 3 October 2019. The proponent has not made a reportable political donation in connection with the development application.
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.

Matter	Guidance
Other approvals	***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 December 2022, 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.* The BDAR Waiver was issued by the Department of Planning on 20 January 2023 and the delegated Environment Agency Head in the Environment and Heritage Group on 18 January 2023. This waiver is provided at **Appendix S.**
	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. The SEARs state that the project state that an Aboriginal Cultural Heritage Assessment Report (**ACHAR**) is to be prepared in accordance with the guidelines, identifying, describing and assessing any impacts of Aboriginal cultural heritage values. An ACHAR report was prepared by Eco Logical At **Appendix O**. The report found that there were no Aboriginal sites were identified in the area, all sections of the study area had previously been disturbed and no direct impact of Aboriginal Cultural Heritage have been identified. Heritage NSW must be notified of the discovery of any Aboriginal objects under Section 89A of the NPW Act.
	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*.
	Water Management Act 2000 The proposal involves construction of five basement levels.

Matter	Guidance
	Excavation for the basement levels is not sought as part of this SSDA, as excavation is sought under the early works DA modification (D/2018/892). During the assessment of D/2018/892, the application was referred to Water NSW who determined the excavation process will encounter groundwater and de-watering during this process would be required. The early works DA therefore constitutes Integrated Development under the *Water Management Act 2000*. These requirements are outlined in Schedule 3A of the notice of determination for D/2018/892. This SSDA seeks consent for construction of the basement levels following the completion of excavation under D/2018/892. As de-watering is not required for construction (only excavation works), an additional approval under the *Water Management Act 2000* is not required.

4.2. Pre-Conditions

Table 8 outlines the pre-conditions to exercising the power to grant approval.

Table 8 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 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 3.6** This application will be placed on public exhibition on the NSW Major Projects Portal.	**Signed Declaration** SEARs reference table at **Appendix A** **Section 3.6**
State Environmental Planning Policy	Section 4.6 A consent authority must be satisfied that the land is suitable in	Contamination and site suitability has been assessed under the early works DA/2019/892.	**Section 6.9** Detailed Site Investigation

Statutory Reference	Pre-condition	Proposal	Section in EIS
(Resilience and Hazards) 2021 (**Resilience and Hazards SEPP**)	its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.	A discussion of the site investigation finding is provided in **Section 6.12.1**. In summary, Condition 24 of D/2018/892 requires submission and approval of a Section A Site Audit Statement to the City prior to the issue of a Stage 2 Construction Certificate for excavation and shoring of the site. This will confirm the site is suitable for the development.	at **Appendix T**
State Environmental Planning Policy (Industry and Employment) 2021 (**Industry and Employment SEPP**)	A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.	The proposed two signage zones on the Bligh Street frontage are contextual and consistent with the commercial character of the locality and are highly legible and ideally positioned for pedestrian and vehicular visibility. The signage zones are consistent with the criteria in Schedule 5 of the Industry and Employment SEPP.	Architectural Plans at **Appendix F** Statutory Compliance table at **Appendix B**
Sydney Local Environmental Plan 2012	Clause 2.7 Demolition may only be completed with development consent.	Demolition was subject to a separate DA at the site (D/2018/892). Consent was granted for demolition, excavation and shoring for three basement levels (to a depth of RL9.38m) to accommodate the proposed mixed-use hotel and commercial development. A concurrent modification to the early works DA (D/2018/892) will be submitted to seek consent for an additional two levels of basement excavation (to RL2.68) to ensure consistency between the SSDA and local DA.	**Section 3.1**
	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 225.88 (205 metres). This is consistent with the site-specific provision under clause 6.44 of the Sydney LEP 2012.	**Section 6.1.2** Architectural Plans at **Appendix F**

Statutory Reference	Pre-condition	Proposal	Section in EIS
		The height illustrated on the height of building map is 235m.	
	Clause 4.4 and Clause 6.44(3b) 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 22:1 and a total GFA of 26,781sqm. The FSR illustrated on the FSR map is 8:1. Notwithstanding this, clause 6.44(3b) permits the FSR to exceed this mapped FSR up to 22:1 where the consent authority is satisfied the development complies with subclause 6.44(5). The development satisfies with these subclauses as outlined in this table and is therefore compliant with the relevant FSR provision.	**Section 6.1.2 and 6.1.3** Architectural Plans at **Appendix F**
	Clause 6.11 Consent must not be granted for a site in Central Sydney that utilises any amount of additional floor space specified in paragraph (a), (b) (c), (d) or (e) unless the consent authority is satisfied that an amount of heritage floor space will be allocated to the site (whether because of a condition of consent or otherwise)	The consent is authority is required to impose a condition of consent requiring heritage floor space be purchased in accordance with the calculations under the site-specific clause 6.44(6), (7) and (8). In accordance with clause 6.44, the total amount of Heritage Floor Space (HFS) required to be purchased is approximately 3,974.31sqm.	Statutory Compliance table at **Appendix B**
	Clause 6.16(3) Consent must not be granted to development with a building height of 55m or that exceeds the FSR map if the site unless the consent authority is satisfied the building will not adversely impact on— (i) the wind conditions of public places and important publicly accessible places, or	The development will not adversely impact on: The pedestrian wind environment. The Wind Report demonstrates there are no locations surrounding the site that are unsafe due to wind following construction of the proposal. Views from public places, as the proposal sits comfortably within the skyline when viewed from due north. The views of the proposal	**Section 6.3** Pedestrian Wind Environment Statement at **Appendix Z** Shadow Plans at **Appendix F**

Statutory Reference	Pre-condition	Proposal	Section in EIS
	(ii) key views from public places, or (iii) the curtilage of heritage items, or (iv) the setting and character of buildings and heritage items in conservation areas and special character areas, or (v) the free movement of air to provide ventilation around tower forms, and, The consent authority is satisfied building will provide for high levels of— (i) sun and daylight access to public places and significant publicly accessible places, and (ii) outlook for the proposed development, and (iii) appropriate height transitions between new development and buildings and heritage items in conservation areas and special character areas.	from the Sydney Harbour Bridge (north) will be from a significant distance (over 2km), and as such the building envelopes will be read in the context of the wider city skyline. The proposal responds to the materiality, form and colour of the surrounding heritage items, and will not impact setting of ability to view, interpret or appreciate surrounding heritage items. The proposal respects the existing voids and light wells to the Sofitel and Chifley Square and improves the interface of these through provision of trellis landscaping. The shadow cast by the development is not unreasonable within a dense CBD environment. The proposal will not result in any net shadow increase to Chifley Square or Martin Place. The development will capitalise on the high levels of outlook, through the proposed façade system, internal layout and provision of publicly accessible spaces at level 57 and level 58 to promote greater access to the views. The proposal is compliant with the maximum height control for the site and will achieve a suitable transition to adjacent sites through the proposed podium form.	
	Clause 6.13(4) Consent must not be granted to development with a building height of 55m or that exceeds the FSR map if the site unless the site area is at least 1,000sqm.	The site has an area of 1,218sqm.	Site Plan at **Appendix F**

Statutory Reference	Pre-condition	Proposal	Section in EIS
	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.	The Height of Buildings Map - Sheet HOB_014 identifies land within 'Area 3' is defined by the sun access planes that are taken to extend over the land by clause 6.1. The site is not identified within 'Area 3'. The maximum height achievable under the Martin Place sun access plane is in accordance with the plane coordinates defined in Schedule 6A. Consistent with this, the proposed building height of 205m sits within the sun access plane, which ranges in height from 250m – 300m as applicable to the site.	**Section 6.3.1** Shadow Plans at **Appendix F**
	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 Martin Place to the south of the site (between Pitt Street and George Street) to be protected between 14 April to 31 August between midday to 2pm. The development does not result in any overshadowing to Martin Place (north) as identified in red in the LEP map.	**Section 6.3.1** Shadow Plans at **Appendix F**
	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 a result of 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 one occasion (16 August 2019) to present the evolution of the proposed design and for the panels review and feedback of the	**Section 6.2** Design Excellence Strategy at **Appendix H** Competition Report at **Appendix I** Design Integrity Endorsement at **Appendix J**

Statutory Reference	Pre-condition	Proposal	Section in EIS
		response to key items of design refinement. The DIP subsequently endorsed the application as retaining the key elements of design excellence on 17 October 2019. Following this, a desktop review of the proposed application was undertaken by the DIP Chair on 20 November 2022. The review focused on the proposed addition of the awning canopy at level 12 and additional two levels of basement, as the two key changes that had occurred to the scheme since the 2019 DIP review. The DIP Chair confirmed the proposed changes do not impact negatively on the design integrity of the competition winning scheme, and in the case of the level 12 canopy, will act to improve amenity. The canopy at this level has been detailed to be consistent with the formal language of the tower and is supported. The DIP Chair confirmed it was not necessary to re-engage with the DIP for these changes, and that the endorsement of the scheme as per the 2019 confirmation remained relevant.	
	Clause 6.44(5) The consent authority must not grant consent to development on the site at 4-6 Bligh Street, Sydney that is the subject of a competitive design process and a maximum floor space ratio of 22:1 is proposed unless the relevant subclauses of clause 6.44(5) are satisfied	The development is the subject of a competitive design process and a floor space ratio of 22:1 is proposed.	**Section 6.2** Architectural Plans at **Appendix F**

Statutory Reference	Pre-condition	Proposal	Section in EIS
	Clause 6.44(5)(a) The floor space ratio of the above ground levels of the building does not exceed 21.2:1 if a floor space ratio of 22:1 is proposed	The application proposes a total floor space ratio of 22:1, with 21.20:1 provided above ground and 0.80:1 below ground.	**Section 6.2** Architectural Plans at **Appendix F**
	Clause 6.44(5)(b) The total amount of heritage floor space is to be allocated to the building is calculated under subclause 6, 7 or 8	The application is subject to subclause (6), (7) and (8) as the proposal provides hotel accommodation, retail premise sand is the subject of a competitive design process therefore subclause (8) applies. It is anticipated that a condition is to be imposed on the application requiring the payment of heritage floor space in accordance with the formulas outlined in clause 6.44. The calculations are illustrated in the subsequent provisions.	**Section 6.5**
	Clause 6.44(5)(c) The building does not have a height greater than 205 metres,	The proposed maximum height is RL225.88 (205m).	Architectural Plans at **Appendix F**
	Clause 6.44(5)(d) Any floor above the podium level of the building does not have a gross floor area greater than 470 square metres	The floor plates provided at level 14 to level 58 range between 286sqm – 405sqm GFA.	**Section 6.2**
	Clause 6.44(5)(e) The building does not include any additional height granted under clause 5.6 or Division 4.	The building does not exceed the height of 205 metres and does not include any architectural roof features (permitted under clause 5.6) that exceed this height.	Architectural Plans at **Appendix F**
	Clause 6.44(5)(f) The building includes end of journey facilities	End of trip facilities for both employees and the commercial employees is provided at basement level 2.	**Section 6.2**

Statutory Reference	Pre-condition	Proposal	Section in EIS
	Clause 6.44(5)(g) The building will not be used for the purposes of residential accommodation or serviced apartments.	The proposal seeks consent for tourist and visitor accommodation and commercial premises. The development does not seek to provide residential accommodation or serviced apartments.	Architectural Plans at **Appendix F**
	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 96 car parking spaces. The development provides 28 car parking spaces and as such is compliant with clause 7.3.	**Section 6.7** Traffic and Transport Assessment at **Appendix EE**
	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 total height of RL225.88 (205m). The building will therefore penetrate the Operations Surface Limit (**OLS**). The Procedures for Air Navigation Services – Aircraft Operations (**PANS-OPS**) does not extend over the site and there will be no intrusion to the PANS-OPS. 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 aviation standard obstacle lighting to the building and construction cranes at night and times of low visibility, and any other mitigation	Aviation Report at **Appendix RR**

Statutory Reference	Pre-condition	Proposal	Section in EIS
		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.	

4.3. Mandatory Considerations

Table 9 outlines the relevant mandatory considerations to exercising the power to grant approval.

Table 9 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	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**
	▪ Industry and Employment SEPP	Statutory Compliance table at **Appendix B**
	▪ Sydney LEP 2012	Statutory Compliance table at **Appendix B**

Statutory Reference	Mandatory Consideration	Section in EIS
	Relevant draft environmental planning instruments ▪ Draft State Environmental Planning Policy (Remediation of Land)	Statutory Compliance table at **Appendix B**
	Relevant planning agreement or draft planning agreement ▪ None relevant to the proposed development	Statutory Compliance table at **Appendix B**
	Development control plans ▪ Sydney Development Control Plan 2012 (where applicable)	Statutory Compliance table at **Appendix B**
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality.	**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 6.12** Detailed Site Investigation at **Appendix T**
Biodiversity and Conservation SEPP	Section 10.9 Planning Principles	**Section 6.13** Civil Plans at **Appendix R**

Statutory Reference	Mandatory Consideration	Section in EIS
	The principles of the Sydney Harbour Catchment and heritage conservation are to be considered by a consent authority for land within the catchment.	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 6.7** Statutory Compliance table at **Appendix B**
	Section 2.101 Development within or adjacent to interim rail corridor The consent authority must give written notice of the application to the rail authority for the interim rail corridor in which the development is to be carried out (Sydney Metro) within 7 days after the application is made.	**Section 6.7** Geotechnical Report at **Appendix U** 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 6.7** Geotechnical Report at **Appendix U** 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 6.7** Traffic and Transport Assessment at **Appendix EE** 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	**Section 6.5**

Statutory Reference	Mandatory Consideration	Section in EIS
	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.	Heritage Impact Statement at **Appendix M** 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 P**
	Clause 6.21C In considering whether development exhibits design excellence, the consent authority must have regard to the matters for consideration identified in caluse 6.21C(2).	**Section 6.2.3** Statutory Compliance assessment at **Appendix B**
	Clause 6.44 A consent authority must consider any conditions under this clause for 4-6 Bligh Street, Sydney.	**Section 6.2** Statutory Compliance assessment at **Appendix B**
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 S**
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 3.2: Defining the public domain ▪ Section 3.3: Design excellence and competitive design processes	Statutory Compliance assessment at **Appendix B**

Statutory Reference	Mandatory Consideration	Section in EIS
	▪ Section 3.5: Urban ecology ▪ Section 3.7 Water and flood management ▪ Section 3.11: Transport and parking ▪ Section 3.12: Accessible design ▪ Section 4.4.8: Visitor accommodation ▪ Section 6.3.14: Specific sites: 4-6 Bligh Street, Sydney	

5. Engagement

The following sections of the report describe the engagement activities that have been undertaken during the preparation of the SSDA.

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.

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. Indigenous Stakeholders

Engagement was undertaken by Eco Logical Australia (ELA) with the Aboriginal people in line with *Aboriginal cultural heritage consultation requirements for proponents 2010.* This engagement was undertaken in four stages as follows.

The first stage involved engaging the relevant stakeholders as follows:

- A written request for information in order to identify Aboriginal people who may hold cultural knowledge relevant, was requested by ELA on 3 April 2019 through the following organisations:
  - Heritage NSW
  - Metropolitan Local Aboriginal Land Council
  - Registrar, Aboriginal Land Rights Act 1983
  - National Native Title Tribunal
  - Native Title Services Corporation Limited (NTSCORP Limited)
  - Sydney City Council
  - Local Land Services
- Advertisement in the local newspaper ‘Central Courier’ on 10 April 2019inviting interested stakeholder to be consulted.
- Letters to Aboriginal organisation as per 4.1.3 of the *Consultation Requirements*, the Registered Aboriginal Parties (RAPs) were registered for this project with a closing date of 8 May 2019. They included:
  - Darug Land Observations – Jamie & Anna Workman
  - Tocomwall – Scott Franks
  - Wailwan Aboriginal Group – Phillip Boney
  - Goobah Developments – Basil Smith
  - A1 Indigenous Services – Carolyn Hickey
  - Ngambaa Cultural Connections – Karina Slater
  - Metropolitan Local Aboriginal Land Council – Nathan Moran

Stage 2 and Stage 3 involved presentation of information about the proposal and gathering information about cultural significance. Following registration of Aboriginal parties ELA prepared ACHA methodology which was sent to the RAPs. The archaeological survey was undertaken after closure of the registration period

Stage 4 involved a review of the draft cultural heritage report. The draft ACHA was sent to the RAP’s for review. No responses were received during the 28-day review period. Metropolitan LALC provided a report

regarding site survey results confirming no Aboriginal sites were identified and the site had no potential for Aboriginal archaeology or cultural heritage.

Additional Consultation followed with the re-commencement of the project where the ACHA was updated form the original There were minor changes to the plans, however, the changes would not affect the outcomes of the ACHA assessment as the impact footprint has not changed. No response was received after ELA contacted Heritage NSW, the Metropolitan LALC and Selina Timothy (Site Officer MLALC) to request any further comments after the updates to the project.

5.1.2. Community Stakeholders

Community consultation has been undertaken with the local community, including surrounding landowners and occupiers. This consultation occurred during the detailed design phase and consisted of community newsletters and emails. The applicant engaged with the following key community groups.

- Sofitel Wentworth
- BIKE Sydney
- City of Sydney Historical Association (COSHA)
- Heritage Council NSW
- Twentieth Century Heritage Society of NSW; and
- Businesses located on:
  - Phillip Street
  - Hunter Street
  - O'Connell Street
  - Castlereagh Street
  - Bent Street
  - Elizabeth Street
  - Macquarie Street
  - Spring Street

5.1.3. Agency Stakeholders

The proponent and its consultants have consulted with the relevant Government agencies outlined in the following table. The feedback received from agencies has informed the detailed design of the proposed development and the technical details. Additional detail on the feedback provided by the relevant agencies is provided in the relevant consultant reports appended to this EIS, and additionally in the Consultation Report at **Appendix SS.**

Table 10 Overview of agency consultation

Agency Stakeholder	Consultation
DPE	▪ Email correspondence with DPE's Key Sites Team between June and November 2022 regarding: – The Proposal's consideration for industry-specific SEARs; – Delegation of assessment to the City of Sydney; – Validity of the former BDAR waiver issue and submission of a new BDAR Waiver Request in December 2022; and – Issue of the BDAR Waiver in January 2023.

Agency Stakeholder	Consultation
Council	▪ A Pre-DA meeting was held on 15 September 2022 with Council, Holdmark and other technical consultants. ▪ A secondary pre-DA meeting was held on 7 November 2022 with Council, Holdmark and other technical consultants.
Sydney Metro	▪ JPY Group on behalf of Holdmark contacted Sydney Metro on 5 October 2022 regarding the project proposal and potential impacts to Sydney Metro's project. ▪ Holdmark and Urbis met with Sydney Metro on 31 October 2022 regarding tunnel alignment and potential impacts. ▪ Holdmark met with Sydney Metro on 1 December 2022 to further discuss the project. ▪ Holdmark and JPY Group met with Sydney Metro on 14 December 2022 to discuss the proposal. Sydney Metro requested that the EIS identify relevant structural requirements that are required to be addressed through the detailed design of the project and confirm that the Applicant will continue to work collaboratively and regularly with Sydney Metro in an effort to resolve the outstanding issues related to the change in alignments of the Sydney Metro West tunnels.
Heritage Council NSW	▪ Eco Logical on behalf of Holdmark met with Heritage NSW in August 2022.
Government Architect NSW (**GANSW**)	▪ Urbis on behalf of Holdmark consulted with the Chair of the DIP on 11 November 2022 regarding the DIP endorsement.
TfNSW	▪ TTPP engaged with Transport for NSW between November 2022 – December 2022 in relation to the proposal and the proposed parking changes to Bligh Street. TTPP requested confirmation and updated feedback from TfNSW on the proposed changes, which were previously reviewed and supported by TfNSW in 2019. ▪ TfNSW confirmed on 23 December 2022 the proposed parking changes are agreed. It was noted the changes will be submitted to the City and the Local Pedestrian Cycling and Traffic Calming Committee for endorsement prior to implementation. This will occur during the assessment process.
Sydney Water	▪ Stantec on behalf of Holdmark submitted a Pressure and Flow application to Sydney Water on 10 November 2022. No response was received.
Ausgrid	▪ Stantec submitted on behalf of Holdmark an application requesting connection to the CBD Triplex on 7 December 2022.
Jemena	▪ Stantec on behalf of Holdmark applied for low pressure network connection on 7 December 2022.

5.2. Summary of Community Feedback

In accordance with the DPE 'Preparing an Environmental Impact Statement' Guidelines, the below identifies the key issues raised during community engagement, with detailed consideration of this issue in **Section 6** and **Section 7** of the EIS.

Majority of landowners and occupiers did not have any further enquires after consultation. One owner of the Twentieth Century Heritage Society of NSW responded regarding the need for the Society to be consulted and noting that they did not support demolition of the existing building.

The response in consideration of Twentieth Century Heritage Society of NSW's comment was to advise that special interest groups had been engaged to seek feedback, particularly those surrounding the site who were interested in potential impacts to heritage items. Urbis provided information regarding demolition being approved under a separate DA. There has been no further feedback since the response.

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.

Holdmark will continue to keep stakeholders and the community informed of the project process through continuing to engage with the community about its impacts and approval process and enabling community to seek clarification about the project through two way communication channels.

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 accordingly been adopted.

This assessment also considers and incorporates a cumulative impact assessment guided by the DPE's *Cumulative Impact Assessment Guidelines for State Significant Projects*.

This section should be read in accordance with the following detailed information appended to the EIS:

- 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**)
- Community engagement table identifying where the issues raised by the community during engagement have been addressed (**Appendix C**)
- Proposed mitigation measures for the project which are additional to the measures built into the physical layout and design of the project (**Appendix VV**)
- Technical reports and plans prepared by specialists, which are individually referenced within the following sections.

6.1. Built Form and Urban Design

6.1.1. Site Planning and Design Approach

SEARs Item 4 requires the SSDA to justify the proposed site planning and design approach through consideration of a detailed site and context analysis, and to demonstrate how the development responds to the context, streetscape and existing and future character of the locality.

The site is highly suited to accommodate a development of this scale. The suitability of the site to accommodate a building of this scale was largely determined throughout the planning proposal process and is reinforced within this SSDA submission.

The location of the site within a cluster of established commercial buildings and the traditional financial core, as well as the existing and future Metro and suburban mass transit options, makes the site a highly suitable location for high-density, employment generating floor space.

These synergies across land use and operation will continue to reinforce the importance of Central Sydney and the established tourist and commercial core within Sydney's land use framework. This was acknowledged by the DPE, City of Sydney and stakeholders during the planning proposal stage. This application therefore seeks to capitalise upon the revised planning controls and deliver a built form that is wholly consistent with the site-specific planning provisions.

In regard to the tower scale, the development is consistent with the city morphology and will strengthen the interpretation of the surrounding landform. This is achieved through the alignment with the height, scale and bulk of existing buildings in the immediate context, including the Deutsche Bank Place, Chifley Tower, Governor Macquarie Tower, 33 Alfred Street and 50 Bridge Street, as illustrated in **Figure 23.** The proposal sits comfortably amongst these existing buildings and continues the transition between lower scale development in the CBD south towards the consolidation of higher density forms within the north-eastern tower cluster.

This location on the eastern built edge of the Sydney CBD affords a strategic positioning as a new, highly prominent visual anchor and focal point to welcome visitors approaching the CBD from the north and east. The prominence of the site location has informed Woods Bagot's architectural concept of the development as a simple and elegant 'sculpture' in the heart of the CBD that contrasts against the variegated forms of the existing cityscape. This will thereby create a new focal point at the termination of east-west vistas within the CBD. Further discussion of the visual analysis of the proposal is provided in **Section 6.4**.

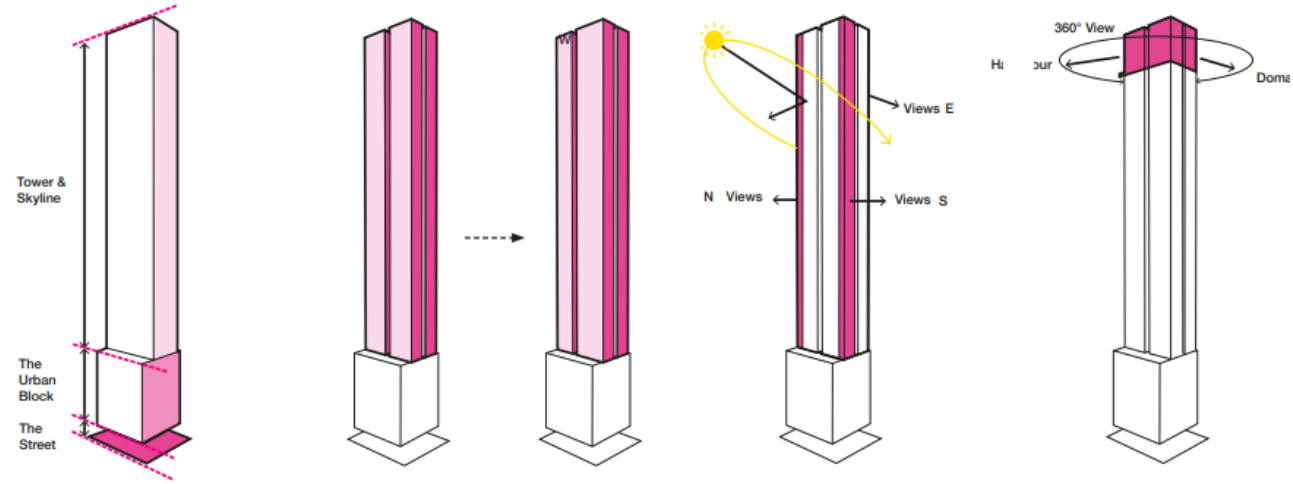
Figure 23 Siting of the proposed development on the eastern built edge of the CBD

Source: Woods Bagot

6.1.2. Envelope Massing

The envelope for the tower form is largely driven by the rectilinear lot form and the site-specific LEP and DCP provisions. Specifically, the tower volume is driven by a maximum floor space provision of 21.2:1 above ground and a total building height of 205m. As illustrated in **Figure 24,** the massing of the envelope has resulted in a refinement and reduction in overall bulk through definition of a 45m podium height and a tower setback of 8m above, articulation of the tower into four quadrants, and definition of a tower crown.

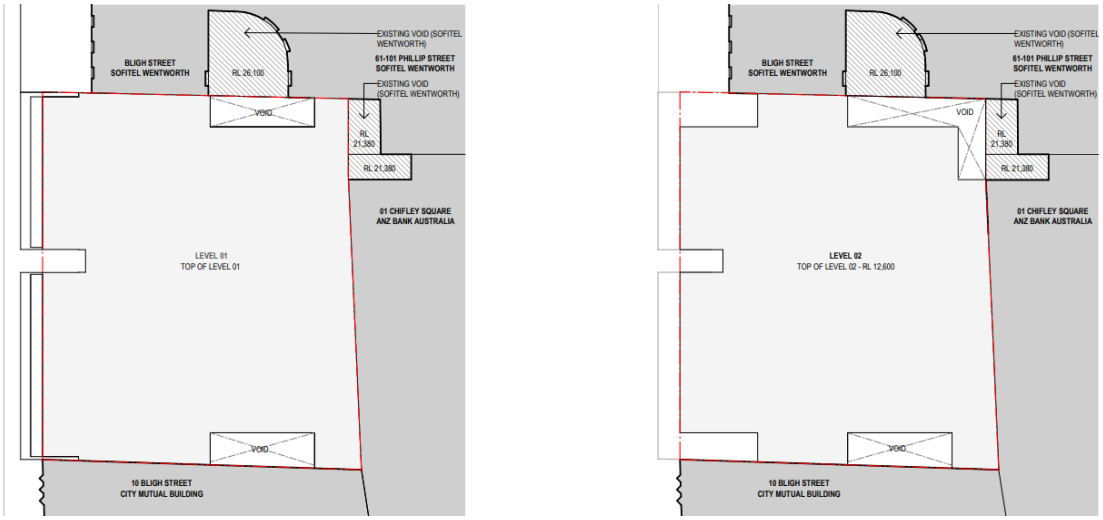
Figure 24 Massing of podium and tower envelope



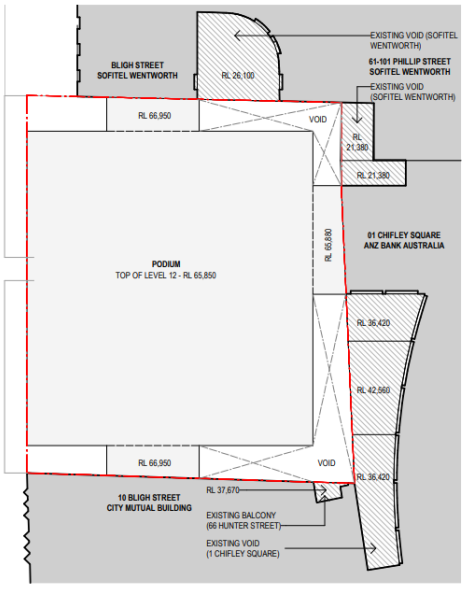
Source: Woods Bagot

The podium envelope is largely to the site boundaries with a number of side and rear setbacks proposed to respect adjacent buildings and maintain daylight to existing lightwells, specifically to the Sofitel and Chifley Square. Along Bligh Street, the podium height of 45m / RL65.85 (level 12) aligns with the height of the City Mutual building. The podium envelope is illustrated in **Figure 25.**

Figure 25 Podium envelope



Picture 17 Side and rear setbacks from podium level 1 – level 2, and from level 2 – level 3



Picture 18 Side and rear setbacks from podium level 3 – level 13

Source: Woods Bagot

The podium is largely built to the site boundary along this elevation, with a podium setback of 3.4m from level 2 – level 12 (on the Bligh Street frontage) to align with the Sofitel. This setback will respect and reinforce the significance of the adjacent heritage item, reduces potential overlooking into the adjoining windows of the Sofitel, and is consistent with the setback provisions in the Sydney DCP 2012 (Figure 6.155).

The façade treatment to the northern elevation oriented towards the Sofitel features vertical articulation, to provide both privacy and visual interest to the adjoining landholder.

The view along the Bligh Street of the podium is provided in **Figure 26.**

Figure 26 Podium interface along Bligh Street

Picture 19 View from corner of Bent Street and Bligh Street

Source: Woods Bagot

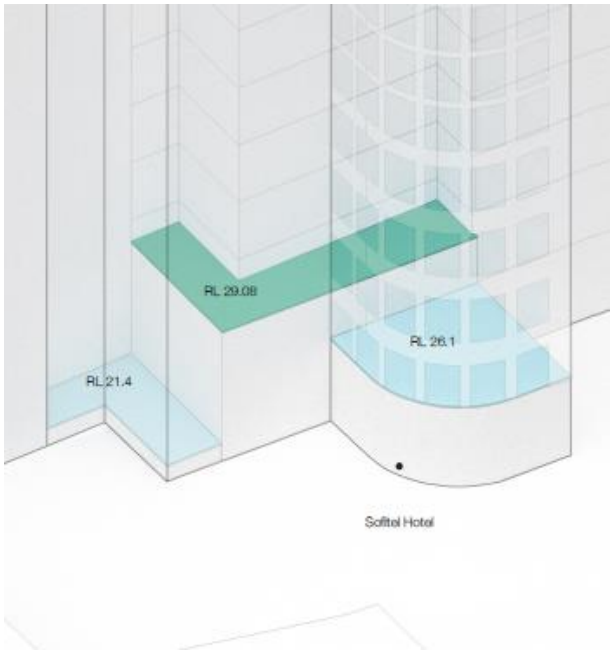
Picture 20 View from corner of Hunter Street and Bligh Street

Source: Woods Bagot

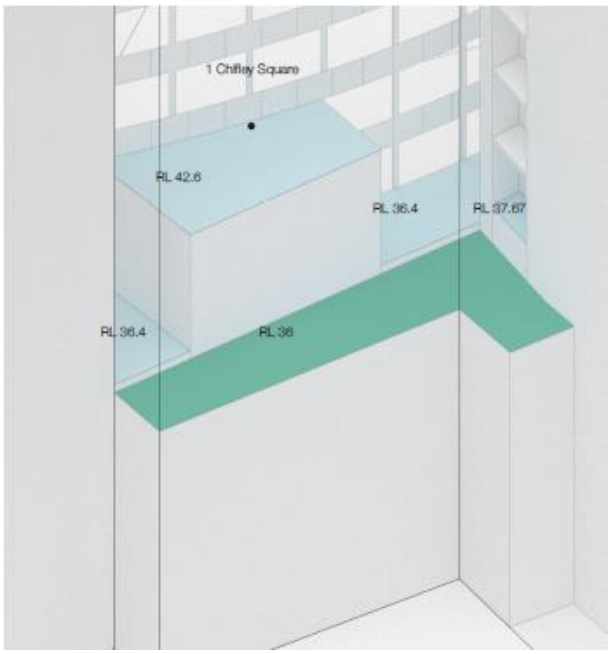
To the side and rear, the podium envelope provides a series of voids from level 1 – level 12 as illustrated in **Figure 25.** The voids provide a minimum setback distance of 3m to the Sofitel to the north and north-east, 3.8m to Chifley Square to the south-east, and 3.6m to City Mutual building to the south. These voids offer a dual function of accommodating landscaped trellises to improve the interface to both the commercial tenants and the adjacent building occupants and support the penetration of daylight access to the floor plate. Whilst the setback is slightly less than the recommended 4m setback to Chifley Square, the objectives of the provision are achieved as illustrated in the Daylight Factor Analysis undertaken by Woods Bagot and appended to the Design Report at **Appendix G.**

These rear setback zones to adjacent sites are further illustrated in 3D massing form in **Figure 27.**

Figure 27 Setback zones to the rear of the site (setback voids identified in green)



Picture 1 – 3m setback void provided adjacent to the Sofitel on the north-eastern corner of the site

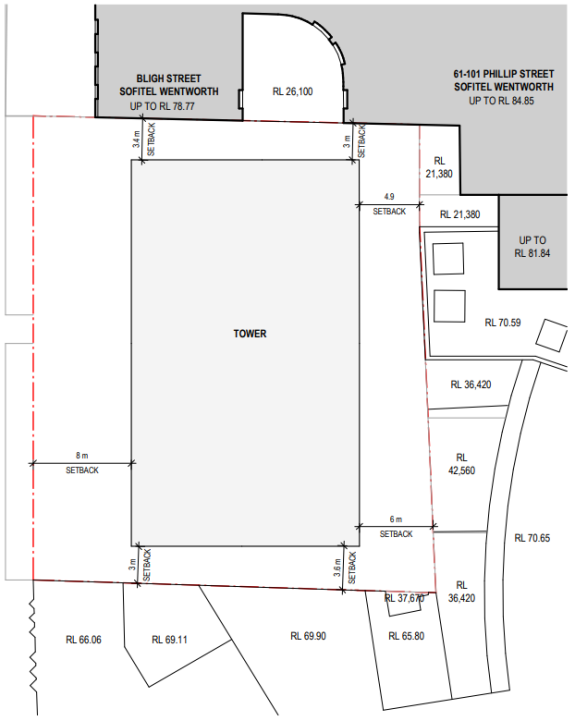


Picture 2 – 3.8m setback zone provided adjacent to Chifley Square on the south-eastern corner of the site

Source: Woods Bagot

From level 13, the tower envelope is a regular floor plate that is setback 8m above the street frontage height, 3m – 3.4m on the northern boundary, 4.9m – 6m to the eastern site boundary, and 3m – 3.6m to the southern site boundary. Setbacks are compliant with the recommended setbacks above the street frontage height contained in section 6.3.14.1 of the DCP, as illustrated in **Figure 28.**

Figure 28 Tower envelope



Source: Woods Bagot

6.1.3. Façade Design, Materiality and Articulation

The façade design and selected materiality are critical to the overall success and unique identity of the proposed development. As discussed in **Section 3.3.2,** the proposal incorporates a range of materiality including stainless steel, anodised aluminium, oxidised copper and sandstone (refer to **Appendix G**). This sensitive façade expression achieves an appropriate response to the character of the surrounding context and adjacent heritage items.

The façade was a key consideration during the competition process. The Jury concluded the façade expression, verticality and depth and how these components create an overall singularity and elegance in the tower form as key elements of the design excellence of the proposal. As discussed in the Design Integrity Endorsement (**Appendix J**), the DIP remain supportive of the proposed cladding design in terms of material and detail and confirm this element of design excellence is retained in the proposed SSDA. This is further discussed in **Section 6.2.2.**

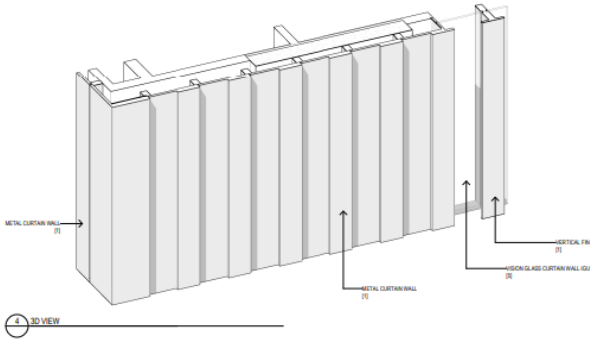
The façade comprises a standard curtain wall system with a variety of vertical fins in alternating widths. The depth and frequency of fins have been informed by solar analysis in conjunction with maximising views for occupants. The various façade systems employed to achieve this include:

- A solid ribbed façade which accentuates the verticality of the form whilst minimising reflectivity through the placement of ribbed panels in the same plane to avoid large, flat surfaces. The system consists of a row of 600mm vertical fins spaced approximately 1.5m apart to create this 'curtain wall'. The solid ribbed facade accounts for 50% of the overall building which assists with reducing energy loads and improving thermal performance. Refer **Picture 21.**
- Recessed slot windows that are setback from the façade line to provide access to views and assist with shading. The width of recessed slot windows typically matches with the width of the ribbed façade to achieve a continuous façade modulation. Refer **Picture 22.**
- Wide vertical fins are introduced to contribute to a reduction in overall glazing. Refer **Picture 23.**
- Fine vertical fins are introduced on the southeast facade and half of the northeast façade to assist with solar control, noting the orientation of the eastern façade and desire to reduce solar gain. The depth and frequency of the finer fins has been informed by a solar analysis in conjunction with maximising views. Refer **Picture 24.**

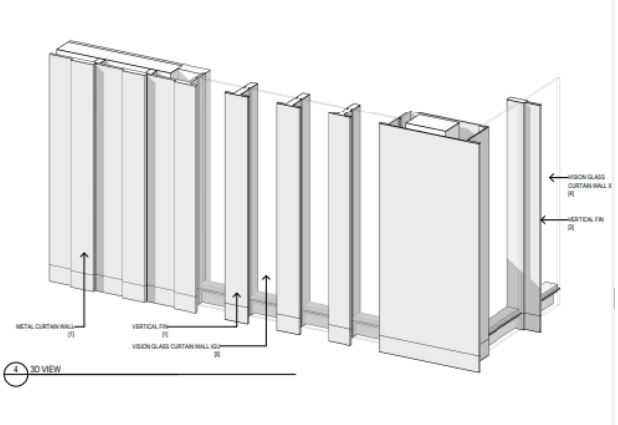
In addition, the vertical shading and high degree of solidity created through the ribbed panels, the proposal will provide high performance glazing with a low solar heat gain co-efficient of 0.25.

The interplay of these façade systems creates a highly functional façade that reduces environmental impact on the surrounding area. Specifically, the façade successfully mitigates potential glare conditions created by the tower, due to the extensive vertical fins disrupting incoming solar rays and outgoing reflections. This is further discussed in the Reflective Glare Study at **Appendix AA** and discussed in **Section 6.3.3.**

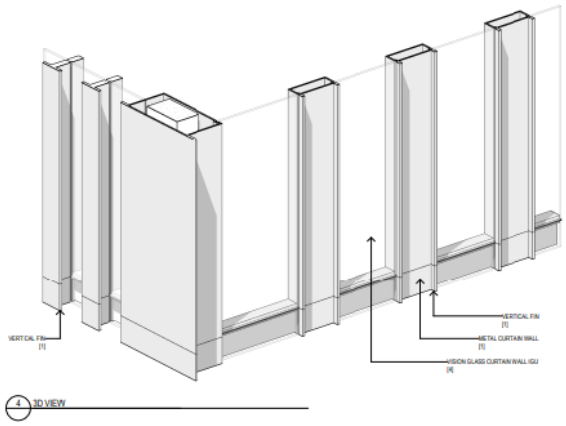
Figure 29 Tower façade details



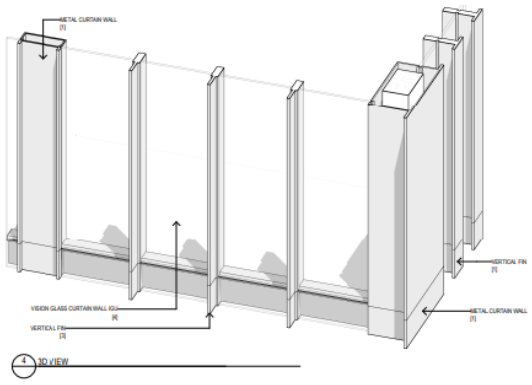
Picture 21 Solid ribbed façade system



Picture 22 Recessed slot windows



Picture 23 Wider vertical fins



Picture 24 Fine vertical fins

Source: Woods Bagot

6.1.3.1. Podium Façade

Further refinement of the podium façade has been undertaken to ensure the development integrates with the surrounding streetscape and adjacent heritage listed items, in particular the City Mutual and Sofitel buildings (refer **Figure 30).** As discussed in the Design Report, this has been achieved through greater articulation of the podium façade through:

- Creation of an asymmetric podium that is offset by the core which continues down to ground. This double podium reduces the scale of the podium when viewed from street level.
- Emphasising the vertical bays rather than the horizontal, to reduce the appearance of a 'grid'.
- Selection of a tight vertical bay width of 1.1m, to allow for 9 and 12 bays for each half of the podium. This aligns with the tight articulation of the facades of the adjoining buildings.
- Creation of a two-storey reading at the top of the podium through a setback belvedere element. This creates an elegant podium termination whilst internally accommodating the depth and structure of the level 12 pool.

Figure 30 Integration of podium façade with surrounding streetscape

Source: Woods Bagot

6.1.3.2. Services and Signage

The façade design has considered integration of services and building signage.

The development incorporates bespoke perforated panels to screen mechanical louvres and rooftop cooling towers, thereby creating a decorative crown to the development and concealing the visibility of services. At levels 13, 33 and 54, plant rooms are concealed through provision of a copper toned shadow box and setback of the floor to ceiling glass panels from each mullion by 50mm, creating a supply air path through to the plant rooms. This avoids the need for a full width and storey eight of visible louvres.

At ground level, flat, wall-mounted identification signage zones are integrated with the awning fascia, which is set at the same height of the adjacent Sofitel Wentworth awning and clad in a patinated bronze to align with the surrounding context. This approach allows the signage will contribute positively to the context whilst ensuring the signage does not conceal or detract from integral architectural features.

6.1.4. Ground Plane

The ground floor plane has been carefully designed to promote pedestrian movement, provide a usable and vibrant hotel and commercial visitor experience, and enhance the relationship with the surrounding public realm. These benefits are achieved whilst also accommodating the required services and functions for the hotel and commercial operator, and vehicular access points.

The provision of a 10m wide sheltered portico extends the public realm into the ground level of the building and seamlessly integrates the existing public domain. The scale of this area provides an appropriate scale to accommodate large groups of hotel guests arriving concurrently or alternatively visitors attending a function (refer **Figure 31).** The concentration of vehicular entries on the northern and southern site boundaries supports the optimisation of the available central floor space.

The ground plane is further activated through the provision of active uses along this frontage, including a lounge bar / café, concierge and six bicycle parking rings in the public realm.

The provision of a porte-cochere at basement level 1 reduces any potential conflict between vehicular and pedestrian activities, whilst also allowing for a superior guest arrival experience in alignment with the premium offering of the hotel. The traffic and transport arrangements are further discussed in **Section 6.7.**

Figure 31 Photomontage of ground plane from Bligh Street

Source: Woods Bagot

6.1.5. Accessibility

Morris Goding Access Consulting have prepared an Access Report (**Appendix KK**) to assess the proposed development against the relevant statutory and regulatory requirements (Disability Discrimination Act 1992, BCA and Australian Standards), the BCA, Universal design principles and AS 1428.

The Access Report confirms the development can readily achieve compliance with accessible requirements pertaining to site linkages, building access, common area access, and sanitary facilities, with ongoing refinement of the design during design development. A total of 17 hotel rooms have been designated as accessible, consistent with the minimum provision under the DDA Access Code.

6.1.6. BCA

Advance Building Approvals have prepared a BCA Assessment Report, provided at **Appendix JJ,** which assesses the proposed development against the Deemed-to-Satisfy (**DTS**) provisions of the relevant sections of the Building Code of Australia (**BCA**) and the applicable Building Regulations. The assessment has been conducted in accordance with the BCA 2022, which will be enforceable from May 2023.

Consistent with the above, the BCA Report confirms the proposed building works are capable of complying with the provisions of the BCA 2022, subject to the resolution of the following departures which will be addressed through performance solutions:

- Separation of classifications
- Number of exits
- Excessive travel distances
- Location of fire hydrant booster / fire control room
- Smoke hazard management
- Natural light

Advance Building Approvals confirm a DTS provision is available to resolve the above non-compliances. These will be addressed prior to issue of a Construction Certificate.

The Fire Engineering Strategy prepared by Advance Building Solutions **(Appendix LL)** provides detail of the performance-based solution required to justify the proposed departures from the BCA. Where recommendations are identified, these can be developed at detailed design stage prior to issue of a Construction Certificate. The report is assessed against the NCC 2019 Amendment 1. As NCC 2022 will come into force in May 2023, it is likely that the subject building will be constructed under the new building code however Advance Building Solutions do not identify any impacts of the new code on the proposed fire strategy herein.

6.2. Design Quality

6.2.1. Design Competition

SEARs Item 3 requires the SSDA to demonstrate how the development will achieve design excellence in accordance with any applicable EPI provisions and demonstrate that the development has been subject to a competitive design process carried out in accordance with an endorsed brief and Design Excellence Strategy.

The proposed development is the winning entry of an architectural design competition undertaken in accordance with clause 6.21D of the Sydney LEP 2012, the draft Government Architects Design Excellence Guidelines and the Design Competition Brief prepared by Urbis and endorsed by the Government Architect NSW on 1 November 2018.

Out of the five competitors, the Jury resolved the Woods Bagot scheme best demonstrated design excellence as per clause 6.21C(2) 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 I.**

6.2.2. Design Integrity Process

Further resolution and design development of the proposed scheme has been undertaken following the competition. During the design integrity process, the applicant met with the Design Integrity Panel (**DIP**) (the former Competition Jury) on 16 August 2019 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 11.**

In summary, the feedback from the DIP was positive and concluded that the design elements contributing to the integrity of the scheme were retained, with improvements made in a number of areas that strengthen the architectural excellence of the proposal. A response to each item requiring further resolution and design elements to be retained is outlined in the Design Integrity Endorsement at **Appendix J.**

Additionally, during the DIP session the DIP identified four areas of further consideration and resolution. A response to each of these four items is provided in **Table 11** below.

Table 11 Response to DIP matters for further consideration

Matter for further consideration	**Response**
Additional solar analysis of the northern façade is required	Woods Bagot have undertaken a Solar Analysis of the scheme, with a specific focus on the south-eastern and north-eastern facades. The analysis interrogated four levels during summer and winter to provide averaged data across the whole tower; from level 14 at the base, level 20, 34 and 46. In addition to this, the analysis was mapped against the NCC occupancy rates for a hotel to provide a robust assessment of the proposal at operation. In summer, the guest rooms situated along the south-eastern facade receive morning light in the summer from 6am till about 10am, an enjoyable experience for guests. Solar gains during lunchtime and the early afternoon is minimal, with afternoon sun hitting the lift core and as such minimising impacts on guests. Rooms along the south-western façade would receive sun in the late afternoon and evening, correlating with Sydney sunset and a dramatic visual experience. Increased solar gains are welcomed during winter to assist in heating load reduction. Part of the north-east facade would receive direct solar gains at midday, whilst the remaining façades are typically shaded by neighbouring properties due to the reduced sun path. Mitigation of heat load will be achieved through operational measures, including installation of automatic blinds and closure when rooms are unoccupied during summer and opening when rooms are unoccupied during winter. In addition to this, the use of high-performance glazing and a low solar heat gain co-efficient of 0.25 to mitigate solar impact. Refer to the Solar Analysis provided as an appendix to the Design Report at Appendix E.
The DIP requested the opportunity to inspect the façade prototypes following lodgement of the SSDA	The façade materiality comprising of copper, textured and dark bronze coloured stainless steel, ribbed dark bronze anodised aluminium, oxidised copper and sandstone was selected following a rigorous selection and testing process. A physical Materials Board has been prepared by Woods Bagot and can be provided to the City or the DIP inspection in the post-lodgement phase upon request.

Matter for further consideration	Response
Further detail is to be provided of the public art nominated locations	A Public Art Strategy has been prepared by Barbara Flynn and is provided at **Appendix OO**. Nominated locations for public art include the ground floor tower entry, with the opportunity to carry the art through the foyer.
The use of excavated materials in the interior is encouraged	As detailed in the Design Report **Appendix G**, there is an aspiration to utilise the excavated sandstone from the basements within the ground floor fabric to materially link this contemporary building to the site history, and surrounding items of State and local heritage significance. It is noted the use of this material is dependent upon the quality and level of oxidation of the sandstone once excavated, to be undertaken following the determination of the early works approval (DA/892/2018).

These recommendations have therefore been addressed prior to lodgement of this SSDA.

On 17 October 2019, the DIP confirmed:

> *"The DIP endorses the design as presented and does not see need for further review of the design prior to lodgement. Should significant design changes occur prior to lodgement or during the assessment of the SSD DA the design would need to be referred to the DIP for further review and endorsement."*

Following the endorsement of the scheme in October 2019, a number of minor changes were made to the proposed development. This included the addition of an awning at level 12, and an additional two levels of basement (from three basement levels to five basement levels).

As such, the applicant re-engaged with the DIP Chair on 11 November 2022 to provide an update on the project and discuss the two amendments to the endorsed scheme. Following a review of the proposed Architectural Plans (as revised) by the DIP Chair on 18 November 2022, the DIP Chair confirmed:

> *"As Chair of the DIP, I have reviewed the drawings provided and consider that the proposed changes do not impact negatively on the design integrity of the competition winning scheme, and in the case of the level 12 canopy, will act to improve amenity. The canopy at this level has been detailed to be consistent with the formal language of the tower and is supported.*
>
> *The consent authority should review traffic impacts of any proposed increase in parking.*
>
> *In light of the above, it is not considered necessary to re-engage with the DIP for these modifications."*

As such, the DIP endorsement of the scheme provided in October 2019 remains relevant and applicable to this SSDA. Should there be any further questions on the above process, it is requested the City consult with GANSW.

6.2.3. Achievement of 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 City 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 6.1.**

- Key view corridors are maintained and enhanced through the addition of the proposed development. The development does not impact protected views from Martin Place to the west or east. The development will provide an iconic addition to the Sydney skyline and will sit comfortably amongst existing buildings.
- 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 and provision of relevant setbacks achieves an appropriate relationship with the surrounding heritage items, including specifically to the Sofitel and Chifley Square light wells. The building envelope is fully compliant with the relevant site-specific provisions of the Sydney DCP 2012.
- The proposal responds to the materiality, form and colour of the surrounding heritage items, and will not impact setting of ability to view or interpret surrounding heritage items. The proposal will enable the ongoing appreciation of local and State heritage items.
- The development targets a number of third-party environmental sustainability targets and will achieve a positive sustainability outcome.
- 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 Central Sydney.

6.3. Environmental Amenity

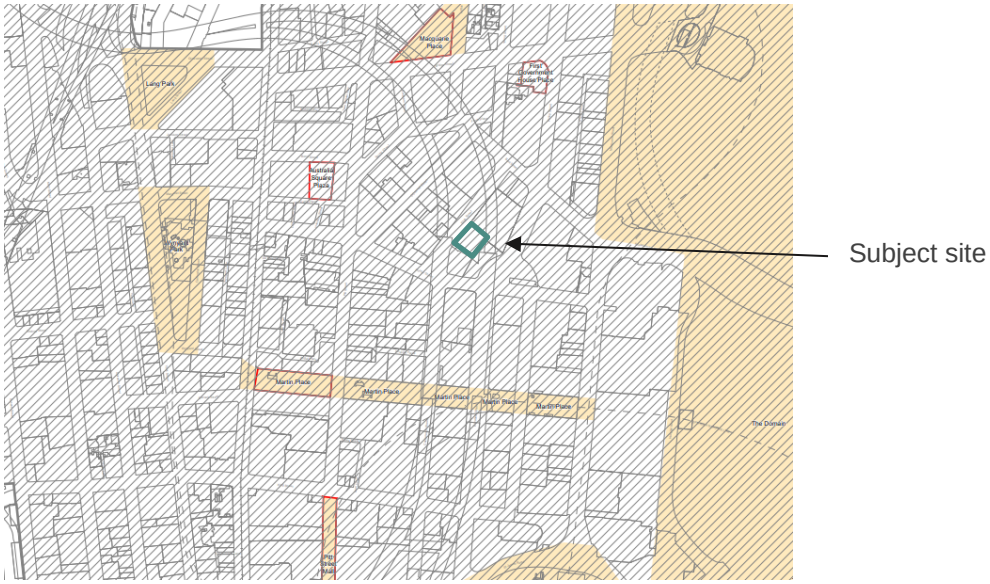
6.3.1. Solar Access and Overshadowing

Shadow diagrams have been prepared to assess the impact of the development on solar access in accordance with SEARs Item 5.

The shadow diagrams are provided within the Architectural Plan set at **Appendix F.**

The surrounding site context features a number of important public parks and places that receive sunlight and are utilised by workers, residents and visitors throughout the day. These areas include Royal Botanic Gardens, the Domain and Chifley Square to the east, Martin Place and Hyde Park to the south of the site, and Australia Square plaza and Wynyard Park to the west. Several of these areas are protected under clause 6.17 and clause 6.18 of the Sydney LEP 2012, as illustrated in the following map extract.

Figure 32 Extract of sun access protection map



Source: Sydney LEP 2012

Martin Place solar access plane

Clause 6.17 of the Sydney LEP 2012 aims to ensure any building on the land does not extend above the Martin Place sun access plane, as described in Schedule 6A of the Sydney LEP 2012.

The maximum height achievable under the Martin Place sun access plane is illustrated in the Sydney DCP 2012 map as extracted in **Figure 33.** Consistent with this, the proposed building height of RL225.9 (205m) sits within the sun access plane, which ranges in height from RL 250m – 300m as applicable to the site.

The proposed building height is further consistent with the site-specific provisions under clause 6.44(5)(c) of the Sydney LEP 2012 which specifies a maximum building height of 205m.

Figure 33 Extract of Sydney DCP 2012 Martin Place sun access plane

Source: Sydney DCP 2012

Martin Place West

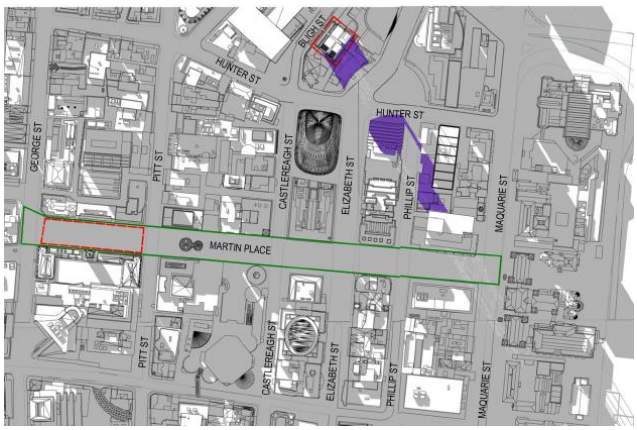
The western end of Martin Place, between Pitt Street and George Street, is a public place protected from future overshadowing under clause 6.18 of the Sydney LEP 2012. The area of protection is 14 April – 31 August from midday – 2pm.

The proposed development does not overshadow the protected area during this period, as illustrated in the extract of the worst-case scenario on 30 June provided in **Figure 34.** The protected area is identified in 'red'.

Figure 34 Shadow at 30 June between 12pm – 2pm

Picture 25 Extent of shadow at 12pm

Source: Woods Bagot



Picture 26 Extent of shadow at 2pm

Source: Woods Bagot

Shadow on surrounding properties and spaces

A shadow analysis of the degree of shadow cast during summer and winter solstice and spring and autumn equinox) at hourly intervals between 9am and 3pm has been undertaken by Woods Bagot.

In summary, the extent of shadow cast and the suitability of this shadow is suitable as:

- In the morning of the winter solstice, the building will cast a minor shadow over commercial properties located on Castlereagh Street and Hunter Street.
- Due to the orientation of the site, the shadow cast at midday on the winter solstice falls upon a portion of Chifley Square (although it is noted this is primarily in shadow at this time), and along the linear extent of Elizabeth Street. The shadow generally falls within the Elizabeth Street road corridor that dissects Martin Place.
- At 3pm on the winter solstice, shadow cast by the building is minimal and will fall upon buildings in Philip Street. It is however noted the majority of the northern portion of the Sydney CBD is within shadow during this period.
- As illustrated in **Figure 40,** there are no residential uses in immediate proximity to the site that are affected by the loss of solar access.
- On the summer solstice, shadow cast by the building is minor and is contained to the north of Hunter Street. Some level of additional shadow will fall upon the rear windows of the Sofitel Wentworth during the afternoon period at 3pm, however this hotel receiver will receive solar access during the morning and midday periods.
- During the equinox, the shadow is generally consistent with the extent of shadow cast during the winter solstice in exception of the afternoon period where a greater degree of shadow will fall to the south-east of the site. At 3pm, a degree of additional shadow will fall upon the NSW State Parliament building – however this building is a commercial property and will receive full solar access during the morning and midday periods.

In summary, the proposal will not result in any unreasonable shadow impact. Given the site is located within the dense Sydney CBD, the shadow cast by the building is considered acceptable and there is capacity for the development of the site without adversely restricting solar access.

6.3.2. Wind Impact

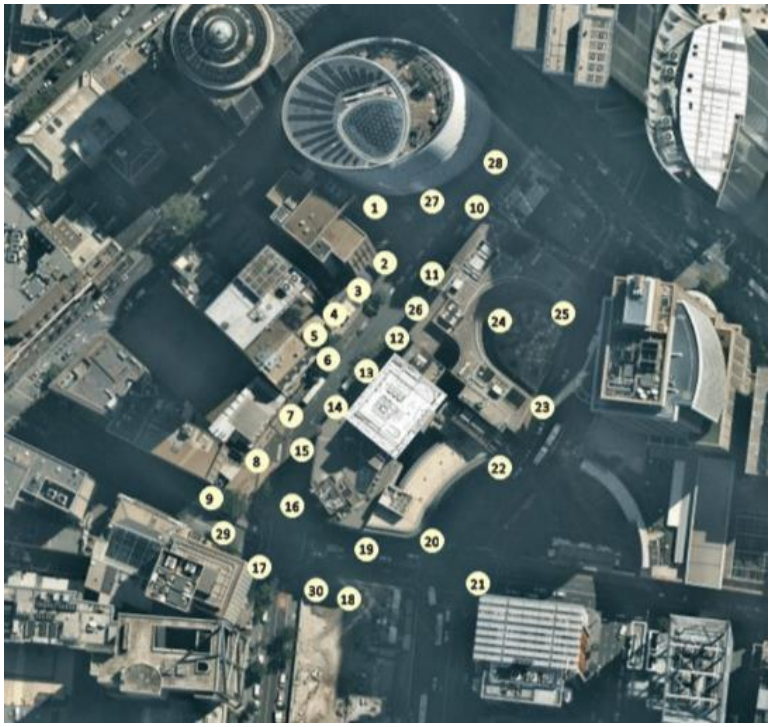
A Wind Impact Assessment (**WIA**) has been prepared by SLR and is provided at **Appendix Z.** The WIA included wind tunnel testing to determine the potential wind impacts on the surrounding pedestrian level and upper wind environment, and assesses pedestrian safety, comfort and amenity. The WIA has been informed by localised and site-specific wind data to assess the environmental impact of the project.

Methodology

A purpose-built proximity model was utilised to stimulate a baseline (existing) and future scenario in order to allow an analysis of the impact of the project. To create an accurate representation of the local context, all buildings within 1km of the site was input in the model with accurate local topography. The model was utilised to model two ‘scenarios’; a baseline scenario simulating the existing environment and a future scenario with the proposed SSDA. It should be noted no landscaping was incorporated into the modelling, and as such the results are a ‘worst-case’ scenario.

The model was utilised to predict ground level wind speeds at 28 study points surrounding the development (illustrated in **Figure 35)** whilst CFD electronic software modelling testing was used to predict wind speeds at elevated outdoor locations, specifically Level 1 and Level 12, due to the narrow width of the terraces and the difficulties in inputting these areas into the physical model. The results of the wind modelling testing were analysed utilising both the “Melbourne” wind criteria model and the “Lawson” wind criteria model to provide a comprehensive analysis of the surrounding wind environment.

Figure 35 Wind tunnel test locations



Source: SLR

Assessment

The Wind Report assesses the wind results against the Melbourne criteria and the Lawson criteria for the pedestrian areas surrounding the site. The results of this are outlined below.

Melbourne Criteria

- 25 of the 30 modelled locations will experience a decrease in predicted annual peak gust.
- There is a modest 0.5m/s increase in annual peak gust at a study point to the south-west of the site (point 9). However, this increase is minor, and the incorporation of site landscaping (refer Landscape Report at **Appendix L**) would mitigate any impact and reduce wind speeds.
- Four locations will experience no change in annual peak gust.
- Seven locations already exceed the Melbourne 16m/s criteria in the existing scenario. The tunnel results demonstrate that with the addition of the proposed development, the wind criteria will result in either no change or a minor improvement in the pedestrian wind environment. These points (10, 11. 19, 22, 26, 27 and 28) are located at the northern end of Bligh Street and are primarily impacted by the northwest winds which accelerate around the northeast façade of the No.1 Bligh Street tower, or on Phillip Street and Hunter Street, where they are influenced by southeast winds. These points do not have an immediate interface with the proposed redevelopment.
- Ground level locations immediately in front of the site (same side footpath and opposite footpath) were all found to be either at or below the 13 m/s strolling comfort criterion.

Lawson Criteria

- Five of the 30 modelled locations will experience a decrease in the Lawson criteria level by one point (point 13 and point 22). This results in a change in the walking condition from sitting to standing, and from standing to leisure walking. As these areas are within the pedestrian footpath, this is still considered suitable for the use of the space and notably does not exceed the comfort criteria.
- All other areas will remain as per existing or an improvement in the walking wind condition.
- The area immediately outside the site are at the sitting or standing Lawson comfort criteria.

In summary, the wind environment in the surrounding area will remain suitable and the development will not result in wind conditions exceeding the Lawson comfort criteria or Melbourne safety criteria. The results would be further improved through the inclusion of the proposed landscaping, which includes the removal of three trees on the frontage and replacement planting of three street trees.

The key findings from the SLR assessment in regard to the elevated terrace areas within the development are as follows:

- The anticipated downwash wind on the level 1 function terrace will be minimal due to the tower setback and podium form. Shielding from neighbouring buildings will also be provided for wind directions ranging from northeast clockwise around to the southwest. Together, this will result in low wind speeds experienced on the level 1 function terrace. Formal wind mitigation is not required.
- Shielding from neighbouring buildings will also be provided for wind directions ranging from northeast clockwise around to the southwest. However, the anticipated downwash on the level 12 pool terrace is significant, due to the tower setback. This will result in adverse wind conditions within the level 12 pool terrace. SLR note that this is a winter condition and will not occur throughout the year.
- SLR consider inclusion of a horizontal wind mitigation will assist with the management of winds in the level 12 pool terrace (**Figure 36)**. As such, the Architectural Plans (**Appendix F**) incorporates a canopy at level 12 to mitigate wind flow. The design of the structure integrates with the tower following key gestures while also avoiding being an intrusive element. The canopy is a permanent feature of the building and will provide protection throughout the year.

Figure 36 Level 12 wind canopy

Source: Woods Bagot

A cumulative impact assessment of the proposal and new development in the surrounding area has been considered by SLR. SLR consider:

- New development proposals in the immediate vicinity of the site that may impact wind conditions include 2 Chifley Square and 19-25 Hunter Street.
- The presence of these future high-rise towers is expected to provide some beneficial shielding of easterly and westerly winds.
- However, the recommendations of SLR to provide protection from stronger north-western wind conditions are still required notwithstanding the addition of these future buildings.

In summary, SLR's extensive assessment of the future wind environment following construction of the proposed SSDA finds there will be no significant increase to peak annual gust wind speeds.

Mitigation Measures

No additional wind mitigation measures required.

6.3.3. Reflectivity

A Reflectivity Assessment has been undertaken by SLR and is provided at **Appendix AA**. The proposed façade materials for the tower including copper and dark bronze coloured stainless steel, bronze tint glass and bronze anodised aluminium will have a reflectivity value no greater than 20%.

Methodology

The Reflectivity Assessment adopts the Threshold Increment Value criteria to assess the acceptability and glare elements of the proposal. This criterion establishes an acceptable limit of disability glare for motorists (10 for major roads and 20 for minor roads) and discomfort glare for pedestrians (2 for pedestrian crossings and 3 for other footpath locations).

SLR have undertaken a three-stage review process of the potential reflectivity of the site, which incrementally increases the amount of project detail in order to allow a comprehensive analysis of the reflectivity impact. This review process was undertaken for both the disability glare (analysis of 20 locations) and the discomfort glare (analysis of 17 locations).

Assessment

The results of the three-stage review process were assessed against the Threshold Increment Value criteria to determine the acceptability of glare events generated by the project. The results of this assessment are as follows:

- Two potential glare geometries were excluded from analysis. These included southbound Bligh Street traffic to the south of the site (motorists face the opposite direction), and Harbour Tunnel southbound traffic (blockage from intervening buildings).
- The ribbed geometry of the façade comprised of deep fins spaced approximately 1.5m apart significantly reduces any potential motorist disability glare. Incoming solar rays are only able to impact on a small width of the façade (less than 500m). As motorist disability glare arises when a motorist is able to view a full solar disc of approximately 1m in diameter, there is no glare conditions of concern impacting motorists in the surrounding area.
- In regard to pedestrian discomfort glare, a large number of reflective ray conditions are eliminated due to blockage from surrounding buildings and the vertical fins of the façade which reduce the reflective quality of the façade. As pedestrians have the capacity to adjust line of site to reduce potential effects of discomfort glare, there are no adverse glare conditions of concern on pedestrians in the surrounding environment.
- The materiality provides a matt finish and will have a reflectivity value of less than 20%.

Mitigation Measures

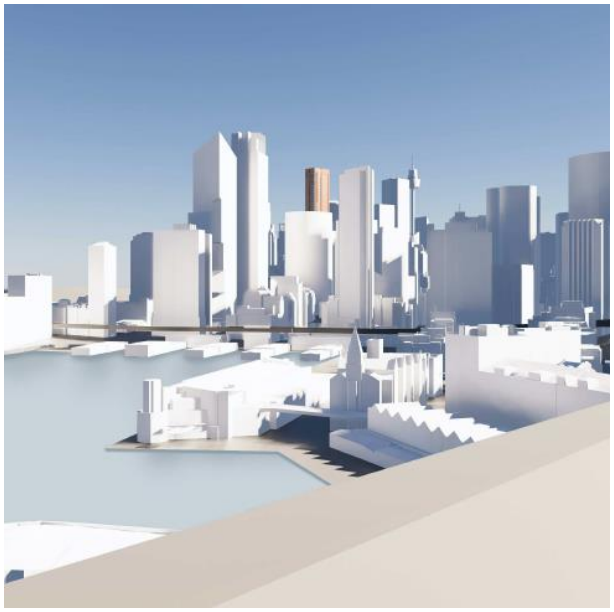
SLR conclude that no glare conditions of concern are expected due to the ribbed façade design and significant blockage from surrounding buildings. There are therefore no additional mitigation measures required.

6.4. Visual Impact

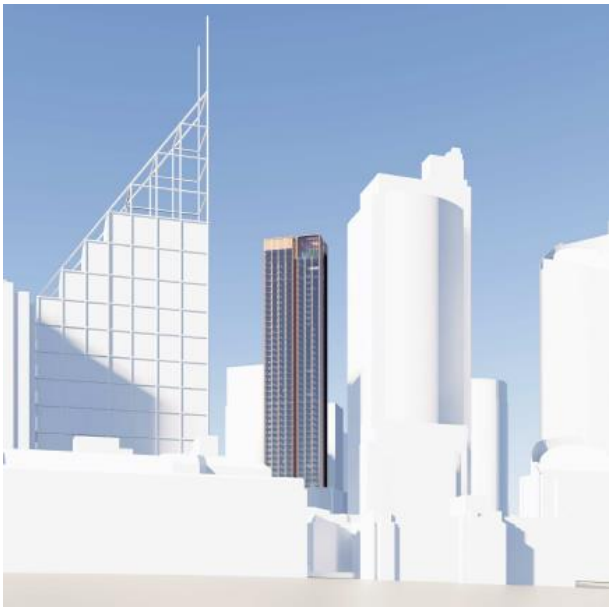
Woods Bagot have undertaken an assessment of the visual impacts of the proposal from key vantage points in the surrounding area. The site has a high level of visibility and will be a key visual landmark in the Sydney CBD.

Visualisations of the siting of the proposed tower in the immediate context have been prepared and are provided within the Design Report at **Appendix G.** Extracts are illustrated in **Figure 37.** This assessment is a conservative approach as the detail and materiality of the surrounding buildings have not been included in the photomontages, making the project appear more visually dominant in its context.

Figure 37 Visual analysis



Picture 27 View from Sydney Harbour Bridge



Picture 28 View from the Domain

Picture 29 View from corner of Elizabeth Street and William Street

Picture 30 View from Pyrmont

Source: Woods Bagot

An assessment of these photomontages finds:

- The proposal sits comfortably within the skyline when viewed from due north. The views of the proposal from the Sydney Harbour Bridge (north) will be from a significant distance (over 2km), and as such the building envelopes will be read in the context of the wider city skyline.
- Due to the location of the site on the north-eastern corner of the Sydney CBD, the proposal has a high level of visibility when viewed from the east of the site in the Domain. The proposal is commensurate in height and scale with other iconic CBD buildings in the surrounding locality including and as such will not appear visually dominate or intrusive. The uninterrupted view corridor from this vantage point offers a 'hero' view of the proposal, demonstrating the architectural excellence and iconic expression of the tower and contributing to the positive urban gateway of the north-eastern CBD.

- The proposal as viewed from the south will be read in the context of existing urban development, with the tower setback above the podium maintaining the prevailing street corridor and providing an opening of views towards Circular Quay and Sydney Harbour.
- When viewed from the west of the site at Pyrmont, the scale of the project is largely diminished by elevations of existing development in this area, most notably the Barangaroo International Towers and Westpac Place at 275 Kent Street.
- The building envelope of the proposed SSDA is contained wholly within the permissible envelope and is compliant with the controls and intended scale of development envisaged in the Sydney LEP 2012.

The visual impact of the project is further addressed through the articulation of the building façade, whereby the development is articulated vertically through a series of vertical fins, recessed slot windows and horizontal floor datums to create richly articulated architecture. The material choice and use of textured coloured stainless steel and copper further creates visual interest and a positive presentation to the public domain.

In summary, the proposal will have a positive visual impact on the surrounding area, appropriately mitigated through façade design, built form articulation and setbacks.

6.5. Heritage

6.5.1. Built Heritage

Urbis Heritage have prepared a Heritage Impact Statement (**HIS**) provided at **Appendix M.** The HIS has been prepared in accordance with item 20 of the SEARs and assesses potential heritage impacts and outlines measures to ensure potential impacts are minimised and mitigated.

Methodology

The HIS follows the general guidelines for Statements of Heritage Impact as set out in the NSW Heritage Manual, the philosophy and methodology established in the *Australia ICOMOS Burra Charter 1999* and the relevant site-specific constraints and controls identified in the Sydney LEP 2012 and Sydney DCP 2012.

The report provides a historical overview of the site collected from federal, State and local archives. In summary, the site has accommodated structures as early as 1802, including a residence, commercial offices occupied by the Australian Jockey Club and the Australian Mortgage Land & Finance Company, and subsequently Bligh House which was constructed on the site in 1965.

As discussed in **Section 2.1.3**, the site is not identified as a heritage item on the State Heritage Register or the Sydney LEP 2012. The site is however surrounded by a number of individual heritage items of local and State significance. In addition, the Chifley Square Special Character area as identified within the Sydney DCP 2012 is located to the east of the site.

Assessment

Whilst consent for the demolition of Bligh House has been granted under a separate early works application (D/2018/892), the HIS provides an assessment of the existing building against the Heritage Council of NSW's criteria for heritage significance for completeness.

The HIS concludes Bligh House does not meet the requisite threshold for individual heritage listing as the building does not contain any historical, social, cultural or aesthetic significance in accordance with the Assessing Heritage Significance guidelines. The building demonstrates aspects of the Post War International, Modernist and Brutalist styles but does not exemplify any particular style. The building is not considered to be a particularly fine example of the type, and while one of Peddle, Thorp and Walker's works, is not an important or seminal example. The building is not outstanding because of its setting, scale or design.

An assessment of the impact of the proposed development on surrounding area finds the proposal responds to surrounding heritage buildings through a considered response in terms of setbacks, podium form, façade articulation and vertical emphasis of openings. Specifically, this is achieved through:

- The proposed materiality responds to the immediate character through use of contemporary materials and finishes. This includes:

  - Use of copper coloured stainless steel to complement the natural sandstone and face brick tones of the adjoining heritage items (City Mutual and Sofitel Wentworth).
  - Use of bronze, oxidised copper and sandstone cladding to complement broader heritage items.
  - Use of sandstone cladding at the ground floor to reinforce the typical masonry base which characterises commercial buildings throughout the Sydney inner city area and additionally responds to the State-listed former 'Club NSW' building directly opposite.
- The detailed proportions of the façade openings to Bligh Street which have been designed to emphasise the vertical.
- Definition of the podium form into two vertical forms to respond to the character of the adjoining City Mutual building to the south and the Sofitel Wentworth to the north.

As the adjoining heritage items are all individually robust and prominent buildings which command a presence in the streetscape, Urbis conclude the construction of a new building on the subject site will not markedly change the existing setting of these heritage items or the ability to view, interpret and appreciate the heritage items or their individual significance. Further, the proposal will have no impact to the Chifley Square Special Character Area and will not alter its defining character including its semi-circular plaza or the curved response of buildings located around the perimeter of this plaza.

In regard to the consistency of the proposal with the surrounding heritage context, it is noted that the site is located within an evolving urban context containing a mix of high-rise towers and smaller-scale historic buildings. The proposal will therefore contribute to a diversity of the townscape and historic layering of the streetscape.

No significant construction impacts are expected on the surrounding heritage items as consent for demolition and excavation sought under a separate DA (DA/892/2018).

Mitigation Measures

The HIS concludes the project has been carefully designed to respond to the heritage context of the surrounding environment and is acceptable from a heritage perspective.

The HIS recommends implementation of construction management measures as outlined in the Structural Report (**Appendix W)** and Construction Management Plan prepared by the contractor to ensure development does not adversely impact surrounding heritage items.

6.5.2. Historical Archaeology

Ecological has prepared a Historical Archaeological Assessment (**HAA**), provided at **Appendix N.** The HAA provides an archaeological assessment of the site, and summarises the site history, geology of the site and assesses the impact of the project on the archaeological significance of the site.

Methodology

The report has been prepared in accordance with the *Archaeological Assessment Guidelines 1996;* and *Assessing Significance for Historical Archaeological Sites and Relics.* In accordance with these guidelines, Ecological conducted a desktop assessment and review of archival and geotechnical information to develop an understanding of the archaeological history of the site.

Assessment

The assessment of the project against these guidelines finds:

- The site has low potential for archaeological resources and structural remains due to the existing two-level basement on the site (over the entire lot footprint), and no potential for the survival of features or deposits relating to the previous occupation of the site.
- The *City of Sydney Council Archaeological Zoning Plan 1992* does not identify the study area as having the potential to contain an archaeological resource.
- The geotechnical investigation undertaken by Coffey and outlined in the Geotehcnical Investigation Report at **Appendix U** involved the drilling of two bore holes at the site to depths of 29.3m and 22.38m. No soils or fill overlying bedrock was identified. This demonstrates that no Aboriginal deposits, features or objects have survived in these areas.

- The site has low potential for structural remains, such as a well or cistern, however these features would likely have been filled or removed to improve the structural stability of the existing Bligh House. This therefore removes any useful information of the previous uses of the site.
- There is no identified potential for occupation debris and landscape features and as such the proposed SSDA will not have an impact on European archaeology.
- The proposal will occur within the footprint of the existing building and thus there is no direct or indirect impacts to surrounding heritage items or their curtilage.

Mitigation Measures

As the site has low to nil potential for archaeological remains, the mitigation measures recommended by Ecological are precautionary in nature. The HAA recommends that in the event any archaeological material is encountered within the site, works must cease, and the NSW Heritage Council be notified. Following this, assessment of the significance of the material and further investigation will be required.

6.5.3. Aboriginal Archaeology

As required by SEARs item 19, Aboriginal Cultural Heritage will be assessed through the preparation of an Aboriginal Cultural Heritage Assessment Report (**ACHAR**). An ACHAR prepared by Ecological and provided at **Appendix O** 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.

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 April 2019 – July 2019. Ecological received seven registered Aboriginal parties (RAPs) for the project.

Responses received from the RAPs during the consultation period included one notification of support for the methodology. No responses were received on the draft ACHAR.

Ecological have confirmed that as the site does not have any potential for Aboriginal archaeological resources, further engagement with the RAPs since the initial consultation in 2019 is not required.

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:

- An analysis of the Archaeological Heritage and Information Management System (**AHIMS**) database. A search conducted on 29 August 2022 identified 21 registered Aboriginal sites within 1km of the site. There are no AHIMS sites located within or adjacent to the site. Potential Archaeological Deposits (**PADs**) are the predominate archaeological site type found in the vicinity of the study area and immediate surrounds, followed by shell middens in the areas closest to Sydney Harbour.
- A review of previous archaeological studies within the study area, including a Geotechnical Report prepared by Coffey in 2018, and the Historical Archaeological Assessment prepared by Ecological in 2019, and subsequently updated in 2022.
- A pedestrian survey of the site undertaken on 9 May 2019 to further confirm archaeological potential on the site. The entire study area has been heavily disturbed by the construction of the existing high-rise building and the construction of basement levels nine metres deep across the entirety of the study area. As such, there survey identified no archaeological potential across the whole study area.

Ecological conclude the above analysis demonstrates the subsurface artefacts within the vicinity of the study area are likely to be located within deep subsurface soil deposits, due to the large-scale removal and levelling of the Sydney CBD associated with its historical development. Whilst the former Tank Stream which

passes underneath the site, subsurface artefacts associated with this are unlikely due to the significant disturbance that has since taken place, and coastal processes impacting the integrity of natural soil deposits.

Assessment

The findings of the investigation are as follows:

- There are no soils between the basement level of the building or underlying bedrock that could poses archaeological potential.
- The entirety of the survey area was identified as being heavily disturbed by the construction of the existing building on the site.
- Subsurface disturbance was total due to the construction of the basement levels and sub-basement plant room that penetrates the subsurface approximately 1.5 – 5m across the site area.
- The site does not meet any of the criteria under the Burra Charter, being social value (assessed only by Aboriginal people), historical value, scientific/archaeological value (assessed mostly by archaeologists/heritage consultants), aesthetic value or spiritual value.

The high level of disturbance across the site demonstrates any potential for subsurface archaeological deposits has been eliminated and as such there is no Aboriginal archaeological potential within the site.

Mitigation Measures

As the site has no Aboriginal archaeological potential, there are no specific mitigation measures recommended for the project. However, general measures are recommended to ensure unexpected finds are not harmed. These include:

- In the event works are discovered, works must cease in the affected area and an archaeologist called in to assess the finds. If the finds are found to be Aboriginal objects, EES must be notified and appropriate management and avoidance or approval under a section 90 AHIP should then be sought.
- In accordance with Chapter 3 of the *Guide to investigating, assessing and reporting on Aboriginal cultural heritage in NSW* the ACHAR should be submitted for registration on the AHIMS register within three months of completion.

The mitigation measure has been incorporated into the Mitigation Measures at **Appendix VV.**

6.6. Landscaping and Tree Removal

The application seeks consent for removal of three existing street trees. The three street trees include one *Lophostemon confertus* and two *Celtis australis.*

An Arborist Report has been prepared by Birds Tree Consultancy and is provided at **Appendix BB**. Due to the impact of the development (specifically the awning, scaffolding, hoarding and vehicular access), consideration should be given to the removal of the trees and replacement with species that meet the requirements of the City's Street Tree Masterplan.

The loss of the three street trees will be mitigated through the provision of an extensive increase in landscaping at the site. As outlined in the Landscape Plans (**Appendix K**), the proposal will provide planting for five additional trees within the site, in addition to shrub and ground cover integrated throughout the development. This represents approximately 60sqm of canopy coverage within the site boundaries (5% canopy cover).

Additionally, three new street trees will be provided in the public domain. The three trees are the *Lophostemon confertus* and are consistent with the Street Tree Masterplan.

The landscaping is a significant contribution in Central Sydney and will assist with mitigating the urban heat island effect, stormwater runoff and will support new vegetation habitat.

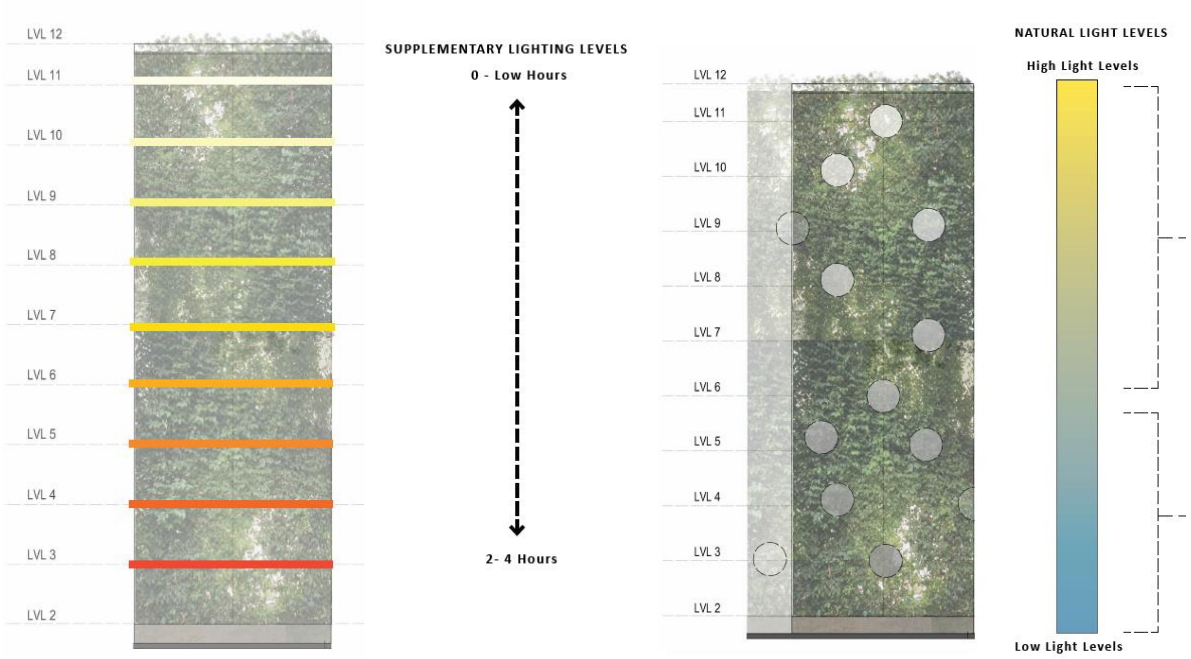
The landscape design proposes a vertical trellis structure with climbing planters. As such, 360 Design have provided an assessment of the suitability of the microclimate (sunlight, air and humidity) to support the health of the planters. This is informed by a Solar Access Study.

The study confirms all levels receive filtered light throughout the day ranging from 1.5% direct sunlight – greater than 5% direct sunlight (**Figure 38**). The planting selection has been informed by the low light and

high light levels across the site. To supplement the natural lighting, additional artificial lighting is proposed to ensure the longevity of the planting structure. LED lighting is proposed with low power usage, to be used during plant establishment for 2 – 4 hours per day at level 1 – 4, and up to 2 hours per day at level 5 – level 12. This will be progressively reduced as plants are established.

The proposed solar power panel supply will ensure there is no use of energy resources.

Figure 38 Solar analysis informing landscape design



Source: 360 Design

In addition, a maintenance schedule is provided within the Landscape Report (**Appendix L**) outlining the proposed maintenance strategy for the plants. During the maintenance period, site visits are to be undertaken on a weekly basis for the initial period of 8 weeks post practical completion, then reducing to bi-monthly visits.

6.7. Traffic, Transport and Accessibility

6.7.1. Operational Traffic Impacts

A Transport Impact Assessment (**TIA**) (**Appendix EE**) has been prepared by TTPP in accordance with Item 10 of the SEARs. The report is also complemented by swept path analysis provided as an appendix, and a Green Travel Plan prepared by TTPP and provided at **Appendix GG.**

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

The site is well serviced by high frequency and highly accessible public transport due to the proximity to Wynyard and Martin Place Station, surrounding bus stops which accommodate over 60 bus routes and Light Rail services on George Street. The site is in proximity to future Metro Stations, including the Martin Place Station and Hunter Street station. 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, 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 on Loftus Lane, George Street and Pitt Street.

Methodology

The TIA provides a detailed analysis of the existing site condition and an analysis of the predicted project site condition. This has been undertaken through a number of methods, including:

- A 7-day car parking survey on Bligh Street to assess the car parking provision within the local area. This survey was undertaken between 4 May 2019 and 11 May 2019 between 5am and 12am. A review of existing site conditions to confirm accuracy of the survey results to 2022 was also undertaken by TTPP.
- Intersection surveys on 20 October 2022 between 7am – 10am and 4:30pm – 6:30pm at the Hunter Street / Bligh Street intersection and Bent Street / Hunter Street intersection.
- An assessment of the project against the existing site condition and relevant provisions such as the Sydney LEP 2012, Sydney DCP 2012 and Australian Standards to determine the impact of the proposal on the surrounding road network, motorists, cyclists and pedestrians.
- Analysis of the Australian Bureau of Statistics Journey to Work (**JtW**) 2016 data to determine the journey to work modal splits.

Assessment

Proposed site access

Vehicle access is provided via a northern and southern entry point on Bligh Street. Due to the site topography, the head height ranges from 2.5m at the northern entry – 3.5m at the southern entry. As such, access through the northern entry will be restricted to cars and vans only. The vast majority of servicing for the site will be undertaken by commercial vans.

Where a larger vehicle is required to access the site, access for a standard SRV would be available from the southern entry. These arrangements would be managed by the hotel operator, supported by a traffic light system, to mitigate vehicular conflicts.

To enable the proposed site access, on-street parking arrangements on Bligh Street are proposed to be amended. As outlined in **Section 3.5**, this will require the:

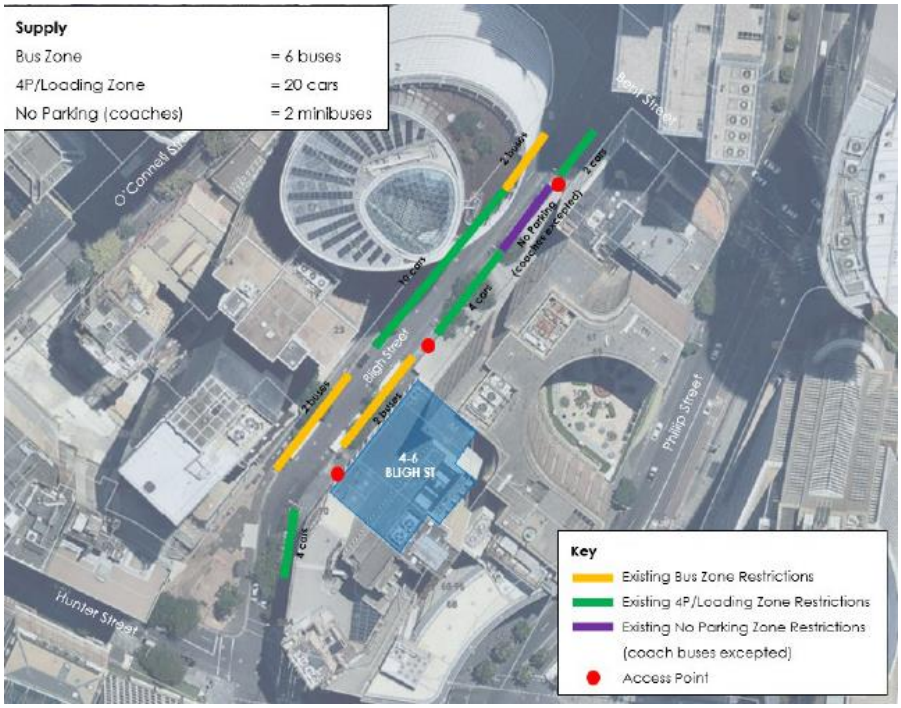
- Relocation of one bus layover outside the site to the northern end of Bligh Street. This will result in the loss of a maximum three on-street parking spaces / loading zones.
- Relocation of one bus layover outside the site to the southern end of Bligh Street. This will result in the loss of a maximum four on-street parking spaces / loading zones.
- Reinstatement of three parking spaces / loading zones outside the site.

This is illustrated in **Figure 39.**

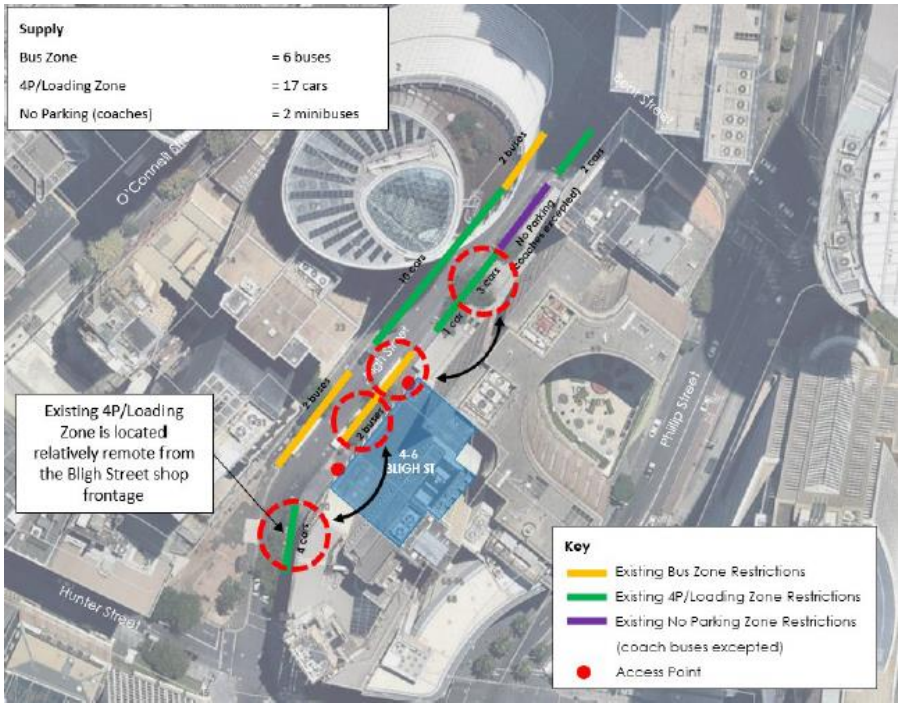
The proposed changes will result in the net loss of four on-street parking spaces. Based upon the parking survey conducted by TTPP, this will not result in an adverse impact on parking demand in Central Sydney.

This is further supported by consultation with TfNSW on 23 December 2022, which confirmed TfNSW has reviewed the proposal and agrees to the changes to the bus zones on Bligh St. It is noted the proposed changes will be submitted to the City and the Local Pedestrian Cycling and Traffic Calming Committee for endorsement, to occur during the assessment process.

Figure 39 Existing and proposed traffic conditions along Bligh Street



Picture 31 Existing traffic conditions on Bligh Street



Picture 32 Proposed traffic conditions on Bligh Street

Source: TTPP

TTPP have also conducted swept path analysis of the proposed new bus locations, which confirms these indicative locations can accommodate the bus length.

Parking and vehicular site access will be managed by the hotel operator, with guests driving in and valet driver parking in basement level 2 or basement level 3 and returning the car to the porte cochere as required. Two car lifts 9with a load capacity of 3,000kg) will provide access to lower levels. All guests would enter and exit in a forward direction. Guests will pre-book a parking space, to manage demand and arrival / departure times.

The porte-cochere will accommodate two cars concurrently, ensuring there is no impact on queuing on Bligh Street.

Parking

The proposal seeks to provide 28 parking spaces, for valet personnel use only. The provision of parking is compliant with, and far less than, the maximum parking rate in the Sydney LEP 2012 of 96 spaces. Any additional demand will be sufficiently catered for through alternative car parking options located within 100m of the site context (such as at 61-101 Phillip Street, 6-10 O'Connell Street and 1 Bligh Street), should guests seek to drive to the site. Notwithstanding this, it is estimated that the primary mode of transport to the site will be public transport or uber / taxi.

As the development is providing valet parking only, no motorbike or accessible parking spaces are proposed. However, TTPP have confirmed the porte-cochere has substantial room to accommodate loading and unloading activities for accessible persons. Valet staff will be present to assist to ensure loading and unloading occurs safely.

Consistent with the requirements of the Sydney DCP 2012, 112 bicycle parking spaces are provided. This includes six spaces within the public domain, and 106 within the development. All proposed bicycle parking spaces are proposed to be designed in accordance with AS2890.3:2015 to ensure suitable bicycle parking provisions can be accommodated within the site. In addition to this, appropriate end of trip facilities will be provided to support cycling to/from the site.

Due to site constraints, access by a bus/coach cannot be accommodated on site. On this basis, all bus/coach activities associated with the proposed development is proposed to be carried out on-street. In the immediate vicinity of the site, two coach parking areas are available on Bligh Street and O'Connell Street. Discussion of the capacity and suitability of these areas for coach loading is provided in the TIA.

Loading and Servicing

The Sydney DCP 2012 requirements identifies 11 loading bays are required for the commercial, function, food and beverage and hotel uses.

The proposal seeks to provide four loading bays onsite, including two bays for a SRV and two bays for a commercial van (B99). A turntable will be provided to assist manoeuvring, as confirmed by swept path analysis which demonstrates satisfactory access is provided. This is considered suitable as:

- Loading bays will be managed through a Loading Dock Management Plan to ensure deliveries are pre-booked and do not conflict with other servicing.
- The DCP rates do not take into consideration that the various land uses would be able to share the loading spaces and would not generate enough loading activity to warrant their own loading facilities. Notably, the commercial land use key service vehicle generator is waste collection, otherwise servicing requirements are infrequent. The design of the proposed loading and servicing area has therefore adopted this approach in order to ensure efficient use of the basement levels.

Traffic Generation and Distribution

TTPP have reviewed the operations of a similar mixed-use development in Central Sydney, to understand the likely level of traffic generation for the hotel. TTPP estimate the hotel could generate up to 46 two-way vehicle trips in the AM and PM peak hours.

Network capacity analysis has been modelled using SIDRA intersection analysis to assess traffic implications on the Bligh Street / Hunter Street intersection and Bligh Street / Bent Street intersection. Currently, these intersections operate at a Level of Service (**LoS**) A and B. The proposal will result in no change to the LoS of these intersections, except for the Bligh Street / Hunter Street intersection during the PM peak, which will operate at a LoS C. This is still considered acceptable, and no upgrades are required.

Mitigation Measures

The assessment finds that the project will have an acceptable level of impact on the surrounding traffic environment subject to the following mitigation measures:

- Implementation of a Loading Dock Management Plan by the hotel operator to ensure the basement suitably accommodates all required loading vehicles.

- Implementation of the Green Travel Plan (provided at **Appendix GG**) during occupancy to reduce private trip generation to the site and manage travel patterns, ensuring that there will not be an increased demand for car parking.
- Appropriate management of group bookings accessing the site via coach, to ensure the use of the two public coach parks is not compromised. Coordination of bus parking activities and requirements with surrounding hotels will also ensure that bus parking durations are kept at a minimum and there is no queuing, and additional staff provided to assist with transporting luggage.
- Alteration to the allocation of on-street parking bays and bus layover on Bligh Street.

6.7.2. Construction Traffic Impacts

A preliminary Construction and Traffic Management Plan (**preliminary CTMP**) at **Appendix FF** prepared by TPP has been prepared in accordance with Item 10 of the SEARs. The preliminary CTMP outlines the proposed method of managing traffic, pedestrian and bicycle networks during construction of the proposed development. The preliminary CTMP has been prepared for the entire duration of construction from site establishment and demolition – hotel fitout works (55 months) for completeness, although it is noted that demolition and excavation are approved under a separate early works DA2018/892.

No onsite parking will be provided for contractors during construction, with all workers encouraged to utilise public transport and/or carpool to travel to/from the site.

In regard to impact of construction vehicles on the road network, the preliminary CTMP notes:

- Construction vehicle routes to the site are predicted via Bridge Street, Loftus Street, Castlereagh Street and Bent Street to access the site via Bligh Street. These local roads are essential to provide connectivity to/from the wider arterial road network via the Cahill Express, Eastern and Western Distributors. The contractor will regularly review these routes as changes occur to the CBD road network associated with the CBD North Public Domain Plan (refer **Section 2.2.4**).
- It is proposed to demolish the front portion of the building first to create a loading and handling area for trucks during the demolition of the main building. Construction vehicle access for small to heavy rigid vehicles will be provided via two site access points off Bligh Street, with access restricted to left-in/left-out access arrangements. The swept path analysis appended to the preliminary CTMP confirms sufficient capacity to accommodate trucks within the site boundary for loading / unloading without blocking passing vehicles on Bligh Street.
- In the event a large vehicle is required to access the site, traffic will be temporarily managed by a TfNSW accredited traffic controller to permit trucks to conduct a reverse movement in a safe manner.
- A temporary work zone is proposed on Bligh Street to ensure the safety and efficient operation of construction activities. It is proposed to utilise the existing bus zone adjacent to the site as a temporary work zone, and convert the existing 25m long 4P/Loading Zone on the east side of Bligh Street into a bus zone such that there would be no loss of bus layover capacity during the work (consistent with the changes during operation, refer **Figure 39**).
- To support movement of a crane into the site to lift construction materials and machinery, TPP note a temporary road closure of Bligh Street will be required for approximately 12 - 18 hours to install the tower crane, and another 12 to 18 hours to dismantle the crane. It is likely this will occur on a Saturday evening to reduce impact as much as possible, however the arrangements will be subject to approval from the relevant authorities prior to the commencement of any crane works.
- It is estimated that a maximum of 60 vehicle trips will be generated per day during construction period (during the building structural works phase, a 23-month period). TPP consider this a modest increase to vehicular traffic, and as outlined in the preliminary CTMP is not anticipated to result in adverse impact on the surrounding area.

The proposed measures to manage construction vehicle impact are outlined in Section 4 of the preliminary CTMP and the appended site-specific Traffic Guidance Scheme.

Pedestrian and cycle access will be maintained as per existing conditions during the project. Should any temporary pedestrian footpath closures be required during construction activities, appropriate traffic control management measures and advisory signage will be implemented (subject to approval from the relevant authorities). All relevant site hoarding and fencing will be installed to ensure pedestrian safety.

6.8. Noise and Vibration

6.8.1. Construction Noise

A Construction Noise and Vibration Management Plan (**CNVMP**) has been prepared by Stantec and is provided at **Appendix DD.**

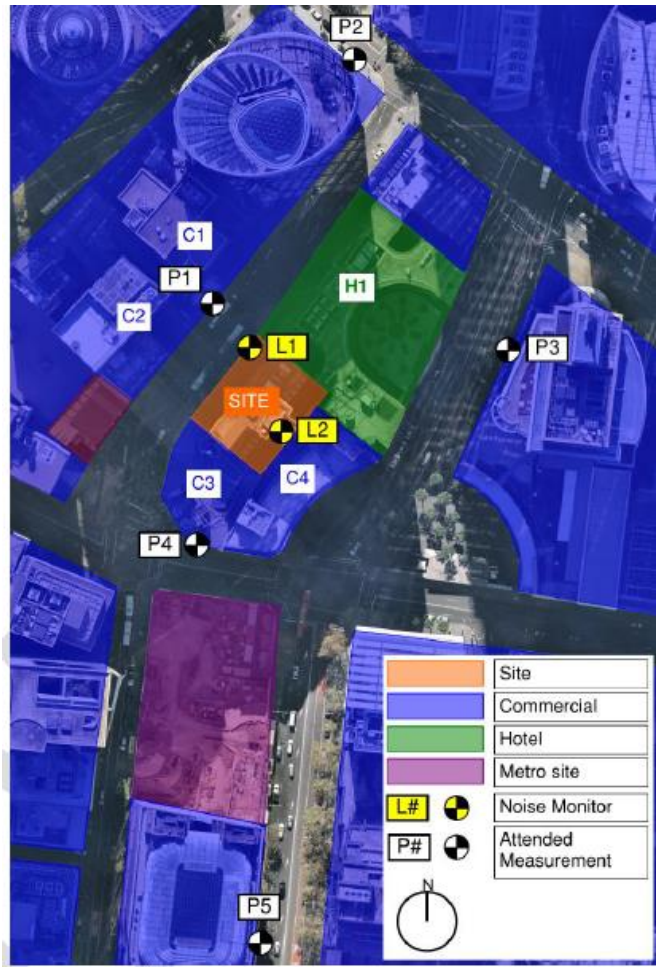
Methodology

The sensitive receivers surrounding the site are illustrated in **Figure 40** and include the Sofitel Wentworth hotel (H1) and surrounding commercial receivers. There are no residential receivers in the immediate proximity of the site.

To assess the existing noise environment, ambient noise levels and potential impacts of the development, Stantec conducted long-term (unattended) noise surveys obtained from two noise loggers from 4 June 2019 – 14 June 2019, 20 June 2019 – 30 June 2019. The loggers were located on the top of the existing building podium, and on the existing building rooftop.

These results determined the background noise levels and equivalent continuous noise level for the site based upon a day (7am – 6pm), evening (6pm – 10pm) and night (10pm – 7am) period. In summary, the local ambient noise environment is typically that of an urban environment, with traffic noise, nearby construction activities and building plant being the dominant and constant source of noise.

Figure 40 Sensitive receivers surrounding the site



Source: Stantec

Assessment

The CNVMP identifies the following construction hours are proposed in accordance with the Interim Construction Noise Guideline (**ICNG**):

- Monday to Friday: 7am to 6pm

- Saturday: 8am to 1pm
- Sunday and public holidays: no work

The ICNG identifies the noise management level for the standard construction hours dependent upon land uses. Based upon this criterion, the CNVMP outlines the project specific construction noise management levels for commercial areas (noise management level of 70dB) and hotels (noise management level of 65dB).

The CNVMP outlines a worst-case assessment for construction activities (piling, concrete structures for podium and tower, and installation of façade elements) assessed using a noise model in SoundPLAN v8.2 software. The worst-case scenario assumes concurrent construction activities occur across the site. These results indicate:

- The noise generated from all construction activities will exceed the noise management level at both the hotel and commercial receivers and have the potential to give rise to adverse noise impacts at surrounding receivers.
- The highest exceedances of 10-12dB are observed at Chilfey Square (C4), as there are windows that directly overlook the site and have no noise shielding. However, the acoustic impact to Chifley Square and to the Sofitel (H1) slightly decreases as the building becomes taller.
- The noise impact to the commercial properties on the western side of Bligh Street is estimated to be the same across all construction stages.

On balance, it is considered that given the dense urban nature of the immediate surrounding area, some noise exceedances to hotel / commercial properties during construction are unavoidable. This impact will be mitigated through implementation of the noise mitigation measures outlined in the CNVMP, and through preparation and implementation of the detailed CNVMP as a condition of development consent.

Mitigation Measures

The following mitigation measures are recommended to mitigate the adverse impact of construction noise on the surrounding receivers:

- Erection of a 2.5m high sound attenuating barrier constructed of acoustically suitable materials such as 17mm plywood on the north-eastern and north-western site boundaries at all stages of work.
- Use of temporary 1.5m high sound barriers or acoustic enclosures surrounding the pumps for the duration of concrete pouring. The ground level pump and concrete truck is to be located behind this barrier.
- A respite period between 12pm – 1pm per day during intensive periods of concrete pouring.
- Frequent and proactive communication with surrounding receivers.
- Preparation and implementation of a detailed Construction Noise and Vibration Management Plan, prior to issue of a Construction Certificate.

Implementation of the above mitigation measures will ensure construction noise generated by construction of the proposed development has an acceptable impact on surrounding receivers.

6.8.2. Construction Vibration

Stantec have adopted the vibration criteria for continuous and impulsive vibration from the NSW DEC Assessing Vibration: A Technical Guideline (2006). Additionally, the criteria in the German Standard DIN 4150-Part 3 Structural vibration in buildings – Effects on structures and British Standard BS 7385-2:1993 Evaluation and Measurement for Vibration in Buildings.

Stantec have assessed the vibration impacts of piling works (as other activities are not considered to cause vibration). It is noted that the vibration impacts of excavation is not considered, as excavation will be carried out under the early works DA (D/2018/892).

Whilst the location of piling works is currently unknown and will be resolved during detailed design stage, Stantec consider it is unlikely piling works will occur within 2m of non-sensitive structures. As such, human discomfort and structural damage due to these works is unlikely.

Mitigation Measures

Whilst human discomfort and structural damage is unlikely, the following mitigation measures are recommended:

- Should piling works occur within 5m of sensitive structures a detailed evaluation of vibration levels specific to the site, a review of the schedule of equipment and the location of each specific item of equipment is recommended to ascertain the impact of construction activities and ensure that vibration levels remain below the levels at which cosmetic damage to the building.
- Real-time attended vibration measurements for relevant equipment should be carried out by a suitably qualified acoustic and vibration engineer.
- Long-term vibration monitoring should be undertaken to ensure acceptable levels of vibration are satisfied during the use of the identified vibration intensive equipment as per vibration limits set out in the CNVMP.

6.8.3. Operational Noise

An Operational Noise and Vibration Impact Assessment prepared by Stantec is provided at **Appendix CC.**

Methodology

The operational acoustic assessment is informed by the background noise data modelling and identification of the sensitive receivers as outlined in **Section 6.8.1.**

Additionally, attended noise measurements of 15-minute duration were conducted on site on 6 June 2019 and 11 June 2019. Consistent with the results of the unattended noise measurements, the data was predominately traffic noise, services and construction noise.

Assessment

The operational noise of the development is expected to generate noise from the plant levels, patrons on the outdoor terraces, and within the development.

Stantec 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:

- 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, the Architectural Plans identify the provision of services internally on levels 11, 13, 33 and 54, and as such a worst case scenario of all equipment operating concurrently has been assumed. The overall dB(A) ranges between 66dB – 102dB. Due to the proximity of the Sofitel Wentworth (a hotel reliever with stricter acoustic requirements), acoustic treatments are recommended to be provided on the northern elevation of the site. These are outlined in the following subsection.
- Loading and servicing will occur below ground, and significant acoustic generation is not anticipated.
- A maximum of 80 people is anticipated for the level 12 pool terrace. In addition to music, some propagation of noise is anticipated to surrounding receivers. As such, the Acoustic Report recommends the use of this space should be restricted to 7am – 10pm, with restriction of access from 10pm to reduce adverse acoustic impact during night-time hours. The terrace doors should also be closed during this time. It is also noted control of the patron capacity and volume of background music from the level 12 function space (internally) will be required to manage the noise generated from this space.
- The rooftop terrace bar at level 57 is located a sufficient distance away from surrounding receivers, in both height and distance. Stantec therefore consider the noise impact of the roof terrace is insignificant.

A detailed acoustic assessment will be conducted during the design stage as more information becomes available regarding performance data of specific mechanical equipment or any further mechanical design information.

In regard to noise intrusion into the development, noise emissions and impacts from vehicle movements on the surrounding roads, including Bligh Street, Bent Street, Phillip Street, Hunter Street, Castlereagh Street

and Elizabeth Street, and surrounding building plant as the relevant noise sources were modelled in accordance with the CoRTN prediction protocol. This has been assessed against the internal noise levels of the Sydney DCP 2012 and NSW EPA NPI.

Based on the external noise intrusion assessment, Stantec have identified the minimum acoustic performance requirements for the glazing to meet the internal noise criteria for the proposed uses.

The minimum recommended glazing system include:

- Double glazed 6mm/12mm air gap/6mm
- Double glazed 8 mm glass + 12 mm air gap + 12 mm glass OR 6 mm glass + 12 mm air gap + 6.38 mm laminated glass
- Double glazed 6 mm glass + 12 mm air gap + 10.38 mm laminated glass
- Double glazed 6 mm glass + 12 mm air gap + 12.38 mm laminated glass
- Double glazed 12 mm glass + 12 mm air gap + 12.5 mm VLam Hush

The required location of the glazing on the façade is identified on the Façade Plans which are appended to the Operational Noise and Vibration Impact Assessment at Appendix A.

The report has also considered impact of noise from the level 12 pool terrace on commercial and hotel guests. SLR consider that the glazing requirements identified above will be sufficient during the evening and day times to provide an appropriate level of amenity to internal occupants. Future developments in the surrounding area are assumed to include sufficient acoustic controls into their design and events are expected to occur at a reasonable distance to not significantly impact the internal noise amenity of the proposed development.

Mitigation Measures

The following mitigation measures are recommended:

- Building plant to be located as far away from possible noise-sensitive receivers as practical to minimise the aggregate noise level. Plant should also include low-noise mechanical equipment.
- Where possible, locate the plant as far away from possible noise-sensitive receivers as practical to minimise the aggregate noise level.
- Select low-noise mechanical equipment.
- Acoustic louvres or solid barriers may be required, surrounding plant items on the rooftop. This mitigation will likely be driven by internal noise criteria within the residential spaces of the proposed development.
- Where possible, locate noisy plant within an enclosed plant space.
- Use of the level 12 pool terrace during day and evening hours, and restriction of access from 10pm – 7am. The terrace doors should also be closed during this time.
- Control on the maximum volume of background noise at the level 12 function space.
- Restriction on capacity of level 12 pool terrace to 80 people.
- Compliance with the minimum façade glazing requirements.

6.9. Ground and Water Conditions

6.9.1. Geotechnical and Groundwater

Telstra Tech Coffey (**Coffey**) have prepared a Geotechnical Investigation Report (**Appendix U**) to provide information on the rock and groundwater conditions beneath the site. The report addresses item 13 of the SEARs.

It is noted that excavation works are not subject to this SSDA and are subject to the early works DA (D/2018/892). Nonetheless, the information is provided to the City for consideration and completeness.

Methodology

Coffey conducted a geotechnical investigation at the site to provide information on rock conditions below current basement levels.

The investigation involved the drilling of three boreholes at the site completed in September 2018. Two boreholes were located in the upper-level basement carpark at elevation 17.925 m AHD, and one borehole was located in the pump room in the lower basement at elevation 12.8 m AHD. The achieved depth of the boreholes was RL-11.375m, RL-4.45m and RL-2.5m. On completion, groundwater monitoring wells were installed in the boreholes to allow future monitoring of groundwater levels and collection of groundwater samples for contamination assessment. Data loggers were installed in each well to record groundwater level for a planned monitoring period of four weeks.

Assessment

The boreholes encountered fresh or slightly weathered medium strength sandstone (Class II, Class V and Class I), with some areas of high strength, more fractured zones. Additionally, shale and brecciated shale (Class III), with variable strength and defect patterns was also detected.

Coffey's recommendations for the methodology of excavation will be considered when undertaking these works under the early works consent.

These findings have informed the design of the rock anchors, pad footings and foundation design for the development. The Geotechnical Report identifies preliminary geotechnical foundation design parameters, dependent upon the type and strength of sandstone and shale encountered beneath the site. These recommendations have been considered by Mott Macdonald in preparing the proposed structural design for the site (refer Structural Report at **Appendix W** and discussion in **Section 6.11**).

The findings of the geotechnical investigation have also informed the rail impact assessment completed by Coffey which assesses the impact of the development on the rail assets. This is discussed further in the following subsections.

6.10. Infrastructure and Utilities

6.10.1. Impact on Sydney Metro Rail Infrastructure Assets

A Sydney Metro and Impact Assessment (**Appendix V**) has been prepared by Coffey to assess the potential impact of the proposed works on the site and surrounding properties including the Sydney Metro West tunnels and Sydney Metro City and Southwest tunnels. This report has been prepared in accordance with the requirements of the SEARs Cover Letter.

Ongoing consultation with Sydney Metro regarding the future location of the Sydney Metro West tunnels and the potential impact of the proposed development on the existing and future tunnels has occurred throughout the preparation of this SSDA. The applicant intends to continue consulting with Sydney Metro throughout the assessment and post-approval process.

This SSDA and the following summary of assessment is informed by information provided by Sydney Metro to the applicant on the location and configuration of the existing and future Sydney Metro tunnels as of October 2022. The applicant is aware that due to the recent appointment of a contractor and consequential minor changes required to the Sydney Metro West tunnel alignments, that compliance with the Sydney Metro Underground Protection Guidelines will need to be re-modelled based on the final location of the Sydney Metro West tunnels. Compliance with the Sydney Metro Underground Protection Guidelines will need to be demonstrated to Sydney Metro prior to the lodgement of a Response to Submissions Report (anticipated in the first quarter of 2023). It is therefore proposed to undertake this modelling based on the latest tunnel alignments following Sydney Metro West contractor appointment concurrent to the initial assessment and exhibition of the SSDA. The applicant is committed to working with Sydney Metro throughout this process.

Methodology

Coffey's assessment of the potential impact on the Sydney Metro tunnels is informed by simplified 2-D numerical analysis and information provided by Sydney Metro on 24 October 2022.

The tunnel alignments are:

- Sydney Metro West tunnel alignment is from west to east underneath the proposed development. The Eastbound tunnel is located underneath the central core of the development and the Westbound tunnel is located underneath the southern corner of the development.

- Sydney Metro West City & Southwest tunnel alignment is running from north to south beneath the site. The eastern tunnel is located adjacent to the eastern corner and the western tunnel is located at approximately 14m from the western corner of the development.

Based on the Sydney Metro Underground Corridor Protection Technical Guidelines, the proposed development site is located within the 2nd Protective Reserve zone of the Sydney rail corridor and the basement excavation and footing will be intruded into the 2nd reserve zone.

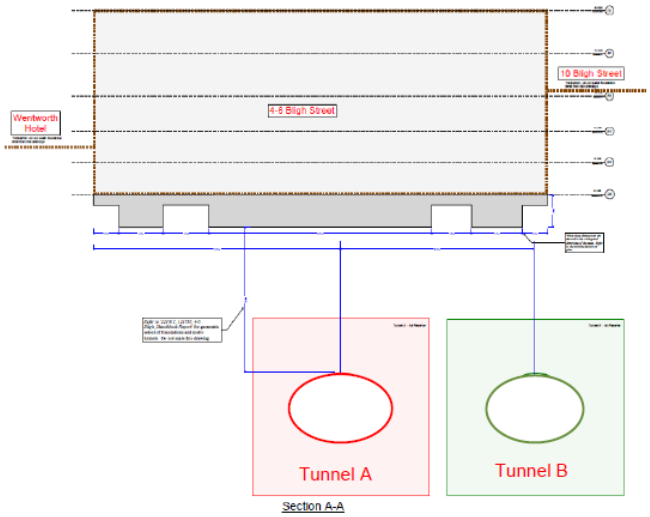
The report adopts the geotechnical model presented in the Coffey Geotechnical Report (**Appendix U**). The following assumptions have informed the assessment:

- The development will be constructed after the Sydney Metro tunnels.
- For the fill and rock layers above the basement level, the in-situ stress ratios in both in-plane and out of plane directions are 1, to take into account the stress relaxation during excavation.
- The liner of the Sydney Metro tunnels is unreinforced concrete with a thickness of approximately 500mm.
- The groundwater table is assumed to be at RL 7.2m.
- The thickness of footings are 1m and 3m.
- Loads on existing buildings are as follows:
  - Wentworth Hotel: 200 kPa
  - 10 Bligh Street: 130 kPa
  - Chifley Square: 200 kPa
  - Existing building on the site: 200 kPa
- The shape of the new Sydney Metro West tunnel is an oval shape with a curved excavated floor referring to the existing Southwest tunnel design.

Assessment

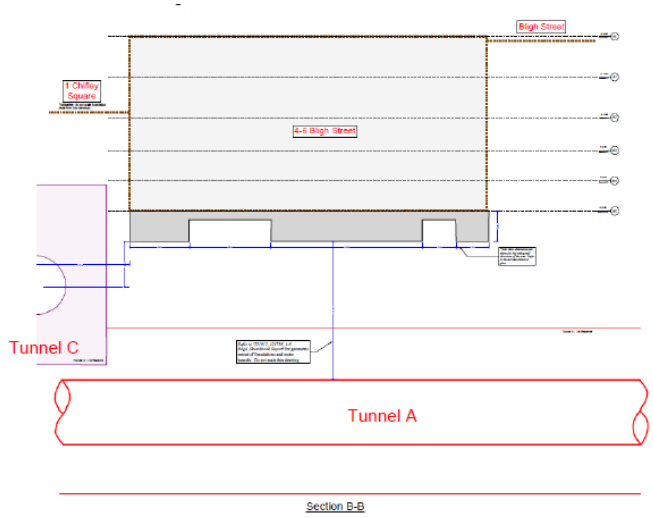
Coffey have undertaken an analysis of Section A (from north to south) and Section B (from east to west) as illustrated in **Figure 41.** Tunnel A and Tunnel B are the Sydney Metro West tunnels, and Tunnel C is the Sydney Metro City and Southwest tunnel.

Figure 41 Section of Sydney Metro tunnels and proposed development



Picture 33 Section A

Source: Coffey



Picture 34 Section B

Source: Coffey

For each section, two structural load cases for the construction of the proposed development and the five basement levels have been considered. Coffey have assessed the service load conditions (**SLC**) and the ultimate load conditions (**ULC**) in accordance with the Australian Standards.

Based on Australia Standard requirements, SLC is applicable for deformation analysis. The SLC has been adopted for all induced deformation and differential movement analysis around the tunnels. For the SLC cases, the liner displacement for tunnels A, B and C are within the allowable limit. The maximum differential displacement in the transverse direction is 2326, 2356 and 4000 for tunnels A, B and C respectively. The outputs satisfy all requirements by TfNSW and the Sydney Metro technical guide.

ULC has been applied for the rock mass bearing capacity check around the tunnels. Based on the provided ULC loading conditions by Mott Macdonald, the development can achieve the Factor of Safety (**FOS**) against Sydney Sandstone bearing capacity > 10. The maximum axial force, bending moment and shear force is within the tunnel liner capacity. The development achieves compliance with the structural capacity based on the provided ULC condition.

Coffey therefore conclude that based upon the current 2D analysis:

- The results satisfy the allowable limits of displacement and ultimate structural actions are within the tunnel liner capacity.
- The development does not significantly impact on the existing tunnels and the future tunnels (as currently modelled).

Mitigation measures

The Coffey report identifies a full 3D finite element analysis will be required to assess the potential impact on the tunnels and interaction between infrastructure and buildings in order to fully satisfy the requirements of the Sydney Metro Technical Guidelines. This additional analysis will be undertaken in consultation with Sydney Metro concurrently to the assessment process noting that the final location of the Sydney Metro West tunnels was not known at the initial time of writing. Notwithstanding this, it is noted Coffey consider a structural solution is available to ensure there is no impact on the Sydney Metro tunnels. Ongoing consultation with Sydney Metro will enable for the detailed resolution and refinement of this structural solution.

6.10.2. Impact of, and on, Rail Noise and Vibration

The applicant has also considered the impact of noise and vibration from the construction and operation of the development on the Sydney Metro infrastructure. Refer to the Noise and Vibration Infrastructure Impact Assessment on Sydney Metro & CBD Rail Link prepared by Stantec (**Appendix WW**).

The report concludes the operation of the proposed development will not include any vibration intensive activities or plant. Any vibrating plant will be isolated from the building structures to provide amenity within the development itself, resulting in negligible impacts on any underground Metro infrastructure.

Stantec have considered the impact of noise and vibration generated from construction of the development on the closest underground rail tunnel (southbound Sydney Metro West tunnel, which overlaps the eastern corner of the basement, 1m below the lowest proposed basement level). The structural damage and Sydney Metro Protection Guideline limits for vibration are not expected to be exceeded at the tunnel section closest to the proposed excavation works. The generated ground-borne noise within the tunnel is also likely to comply with the set criterion.

Mitigation strategies and a monitoring program are proposed in the report, including:

- Implementation of a monitoring program for the site, including short term and long-term monitoring.
- Vibration measurements conducted prior to the works,
- Unattended monitoring is recommended within the southbound Sydney Metro tunnel during the demolition and excavation stages, and during piling if required for the foundations, to ensure the relevant acoustic criteria are met.

6.10.3. Impact on Existing Transport Infrastructure and CBD Rail Link

The Sydney Metro and CBD Rail Link Assessment prepared by Mott Macdonald (**Appendix V**) includes an assessment of the proposed development on existing transport infrastructure and the CBD Rail Link.

The development is in proximity to the existing Martin Place Station, and the CBD Rail Link (Zone B – Tunnel) as identified in the Interim Rail Corridor CBD Rail Link & CBD Metro (Map 6 of 9) contained in the Transport and Infrastructure SEPP. This is illustrated in **Figure 42**.

Figure 42 Identification of CBD Rail Link

Source: Transport and Infrastructure SEPP

It is assumed the approved demolition and excavation (under D/2018/892) and the proposed construction will occur prior to the construction of the future CBD Rail Link tunnels (should these go ahead, noting this is unlikely). The current 2D geotechnical analysis confirms the proposed development does not significantly impact on the CBD Rail Link.

The site is located 350m north of the existing Martin Place Station, and as such the development is not anticipated to have structural impacts on this infrastructure.

Additionally, Stantec have prepared a Noise and Vibration Infrastructure Impact Assessment on Sydney Metro & CBD Rail Link (**Appendix WW**).

The report concludes the operation of the proposed development will not include any vibration intensive activities or plant. Any vibrating plant will be isolated from the building structures to provide amenity within

the development itself, resulting in negligible impacts on any underground infrastructure, including any underground rail tunnels such as the existing infrastructure or future CBD Rail Link.

6.10.4. Services and Utilities

A Services Infrastructure Report accompanies this application (**Appendix Y**) prepared by Stantec which confirms the requirements for hydraulic, electrical and communications utilities, infrastructure and services for the site. The following required alterations to existing utility services to the site have been identified:

- The existing on-site substation will be removed during construction. An application for decommission and removal has already been undertaken. During construction a temporary builders supply will be obtained from the Hunter Street substation (s.7028).
- The calculated maximum demand of the development is 3.306MVA, which will be serviced through a new substation provided at basement level 1.
- Augmentation of the Ausgrid network is not required, however new HV duct lines will be required.
- The site is serviced by all major carriers and is NBN ready. Not diversion of assets is required.
- The project requires a potable water supply with a 150-diameter connection, which can be accommodated within either one of the two water mains located on Bligh Street. This will be resolved through the Section 73 process.
- The Sydney Water pressure and flow data for the water main was obtained in November 2022 and confirms adequate fire system demand would be achievable.
- Stantec consider the 225dia culvert on Bligh Street will be sufficient to cater for the development. Further consultation with Sydney Water will occur during the Section 73 process.
- Stantec have consulted with the gas supply authority for the area, Jemena, and confirmed the high-pressure system is available for connection. The requirement for pressure reduction will be accommodated in the development to ensure gas supply is achieved. An application for connection was submitted in December 2022.

Stantec confirms the project will have no impact on the existing infrastructure network during construction, and as such no protection measures are required during the construction phase of development.

6.11. Structure

Mott Macdonald have prepared a Structural Report (**Appendix W**) outlining the proposed structural solution for the development, when considering site constraints and the existing and future ground condition. The Structural Report is informed by the findings of the Geotechnical Investigation Report **(Appendix U**) and the Sydney Metro Assessment Report (**Appendix V)**.

The proposal adopts a shallow pad foundation system for the tower structure to maximise the area of load distribution on the supporting rock strata. This seeks to ensure construction of basement / foundations are not within the 1st reserve surrounding Metro tunnels (in accordance with the Sydney Metro Guidelines). Pad foundations that extend up to 2m out from the face of the core / columns are positioned below the major vertical elements. Pad depths of up to 3m in depth are proposed to ensure sufficient distribution of forces. The preliminary structural solution is provided in **Figure 43.**

Preliminary analysis has been carried out and the foundation pad elements supporting cores and columns have been sized with the aim of limiting stresses imposed on the strata below. The general criteria used for this initial analysis of the foundation was to limit the maximum compressive stresses to 2.5MPa. These stresses will disperse into the rock strata below and be reduced further at the depths of the tunnels. The analysis indicates:

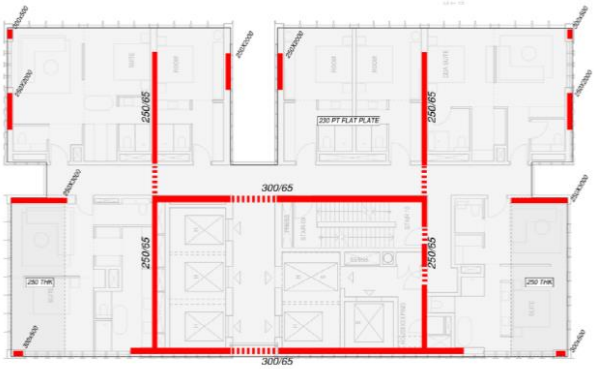
- The frictional resistance at the base of each pad have sufficient capacity.
- The pads can be sufficiently sized to prevent any tension uplift in the corners under wind and seismic load conditions. Therefore, tension piles or ground anchors are not currently anticipated.

Figure 43 Preliminary shallow pad foundation solution for basement

Source: Mott Macdonald

The tower structure employs traditional construction techniques including a post-tensioned flat plate solution on hotel floors. The slab is supported from strategically positioned blade columns (within party walls) and by the RC core and outrigger walls. Select areas (identified in red) will require thickening. For the commercial levels, a one way post-tensioned slab supported on PT band beams of varying depths is proposed. A 180mm thick PT slab is nominated, with band beam depths ranging from 450mm – 550mm. This is illustrated in **Figure 44.**

Figure 44 Proposed structural solution for tower



Picture 35 Structural solution for hotel floors

Source: Mott Macdonald

Picture 36 Structural solution for commercial levels

Source: Mott Macdonald

The proposed lateral system for the tower is a reinforced concrete core enclosing the stairs, risers and lifts. Header beams located over openings couple the walls together. The main core is supplemented by blade walls which extend up to the roof as well as outriggers between L12-L14 which spread the lateral loads out to perimeter walls/columns to the north, south and east.

The stiffness of the tower structural system will require further refinement during the detailed design stages, to mitigate potential wind impacts of acceleration in the upper levels of the tower.

6.12. Contamination and Remediation

6.12.1. Soil and Groundwater Contamination

The DESI **(Appendix U)** identifies that an underground storage tank (**UST**) is currently located beneath the Bligh Street footpath, and a disused fuel storage tank is also located within the sub-basement.

Petroleum hydrocarbon impacted groundwater is present at the site, up-gradient of the disused fuel tank, but no volatile hydrocarbons were reported and dissolved TRH F2 was reported at low concentrations. However,

as the source of the petroleum hydrocarbons is unknown, further intrusive investigation works at the site are required.

Due to the existing building, these intrusive works have not been able to occur and will occur following the demolition of the existing building.

Condition 24 of D/2018/892 requires submission and approval of a Section A Site Audit Statement to the City prior to the issue of a Stage 2 Construction Certificate for excavation and shoring of the site (excluding work directly related to remediation) and the issue of an Occupation Certificate. This will ensure that the specified data gaps in the DESI are resolved and the necessary measures to remediate the site, as prescribed by the SAS if required, is carried out prior to the bulk excavation of the site and the use of the site as a mixed-use commercial and hotel development (as proposed under this SSDA).

6.12.2. Hazards and Risks

This subsection addresses SEARs Item 16. 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

Mott Macdonald have prepared a Flood Risk Assessment Report (**Appendix P**) 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.

6.13.1. Flooding

The Flood Risk Assessment provides an assessment of the potential flood risk on the site and has been prepared with regard to the NSW Floodplain Development Manual (2005) and the City of Sydney Floodplain Management Policy.

As discussed in **Section 2.1** of this EIS, the site is well elevated from the surrounding streets, does not affected by the 100-year ARI flooding event nor the PMF flooding event. Flood depths of less than 100mm are experienced within Bligh Street and are generally contained within the road corridor. The site is connected to the existing Bligh Street stormwater network, which drains away from the site to the intersecting streets in the north and south.

Methodology

In order to assess the site's potential flood risk, Mott Macdonald utilised the TUFLOW software package to model the hydrologic and hydraulic components of the surrounding catchment area. The model was verified utilising historical flood events, a comparison to ground surveys and topography of the surrounding area based on LiDAR datasets and site-specific data from the City of Sydney flood model. This ensures the accuracy of the modelled flood behaviours.

Assessment

The TUFLOW modelling undertaken by Mott Macdonald demonstrates:

- In the 1% AEP 90min storm, flood waters are mostly contained within the Bligh Street road corridor with average depths of 60mm and maximum depths of 70mm fronting Bligh Street. Flood depths at the intersection of Hunter and Bligh Streets are slightly higher as there is a localised low point, with depths up to 100mm however this is still contained within the kerb and gutter.
- During the PMF, flood depths are contained within the road corridor with average depths of 130mm and maximum depths of 140mm fronting the building.

Figure 45 TUFLOW modelling of flood depths

Picture 37 Flood depths during the 1% AEP storm

Picture 38 Flood depths during the PMF storm

Source: Mott Macdonald

The site is not located within either a high hazard or a low hazard area under the NSW Floodplain Development Manual (2005).

The proposed floor levels have been assessed against the flood level criteria contained within the Interim Floodplain Management Policy. The Floodplain Management Policy requires retail floor levels to be at a minimum 1% AEP flood level, and basement car park entrances to be at a minimum 1% AEP flood level + 500mm. In summary:

- The proposed ground level is at RL 20.6. This is 0.6mm higher than the adjacent flood level in the 1% AEP (approximately RL20) and as such satisfies the requirement for the retail floor levels.
- The proposed northern basement entry point is RL20.8m and the southern basement entry point is RL19.8m. This results in a freeboard of 400mm and 200mm respectively. This is less than the required 500mm freeboard under the Interim Floodplain Management Policy. Mott Macdonald consider this acceptable for the site as:
  - The NSW Floodplain Development Manual notes that '*Freeboard acts as a factor of safety... however freeboard may be different for: different parts of the floodplain, may vary with location'*. Given that the site is in a low risk area with very shallow flows and a small upstream catchment there is minimal risk of flood levels in the 1% AEP encroaching into the building under any potential blockage scenario.
  - The steep grade of Bligh Street to the south and potential obstructions or blockages within the main flow path unlikely to cause increases in flooding beyond the eastern kerb line (and adjacent to the site).
  - Mott Macdonald consider both driveways will remain operational during a major storm event, due to the low flood risk of the site.
- To achieve strict compliance with the Interim Floodplain Management Policy, Mott Macdonald note that hydraulic flood gates can be incorporated into the development. The hydraulic flood gates would be self-operated and automatically triggered following a large rainfall event. The gates would be folded into a concealed steel grate placed at the entry of the driveway and would rise following water ingress in a major storm.
- However, given the low flood risk of the site and the justification outlined for relying upon a reduced freeboard, Mott Macdonald consider that the provision of flood gates to the basement ramps is not required and the site can operate safely in major flood events despite the minor reduction in freeboard allowance.

Mott Macdonald have additionally assessed the effects of climate change on the proposal. Projected rainfall patterns for 2050 and 2100 were modelled utilising the TUFLOW software. Mott Macdonald confirm the Council and Interim Floodplain Management Policy of 1% AEP plus 500mm freeboard (adopted within the proposal) is sufficient to account for climate change effects.

Mitigation Measures

Whilst the site and project will result in an acceptable level of impact on the surrounding hydrological environment, the report recommends the development of a Flood Evacuation Strategy. Preparation of a full

Evaluation Evacuation Strategy can be undertaken as a condition of development consent, prior to issuance of an Occupation Certificate, to ensure the safety of guests, tenants and employees.

6.13.2. Stormwater Drainage and Water Quality

Mott Macdonald have prepared preliminary Civil Plans and a Stormwater Management Report to address Item 14 of the SEARs. The reports are provided at **Appendix Q** and **Appendix R.**

Mott Macdonald have prepared a stormwater concept design which caters to a minor storm event of 20 years and for overland flow for major storms up to 100-year ARI. The concept design is in accordance with the City of Sydney guidelines. Key considerations of the Stormwater Management Report are as follows:

- The existing site contains a significant portion of impervious roof area. This is consistent with the proposed development, and as such the percentage of the post-development impervious area is negligible.
- The site does not require an on-site detention as per Sydney Water's advice, therefore the discharge from the site will not be at any controlled manner.
- A DRAINS modelling assessment has been undertaken to determine the hydraulic grade line (**HGL**) with the adopted tailwater level, which concludes the proposed 375mm pipe and 900x900 pit will be adequate to accommodate the flow generated from the development site.
- New stormwater pits are proposed on Bligh Street, as the proposal will generate approximately 84l/s which is greater than the maximum kerb discharge under the City of Sydney Stormwater Drainage Design Policy. In addition, the stormwater concept design proposes:
  - 2 x 690mm storm filter cartridges and 1x Ocean Guard 200 to be installed within a below ground aluminium combination tank to aid in treating roof and landscaping catchments.
  - 1 x Ocean Guard 200 to be installed in grated strip drain to treat surface runoff generated from the exposed driveway catchment.
- Modelling of the proposed development was undertaken using the Model for Urban Stormwater Improvement Conceptualisation (MUSIC) software. The stormwater results demonstrate the proposal will result in:
  - 85.9% total suspended solids,
  - 68.1% total phosphorous,
  - 51.2% total nitrogen, and
  - 100% gross pollutants.

  This is in accordance with the requirements of Section 3.73 of the Sydney DCP 2012.

6.14. Waste and Servicing

SEARs Item 18 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. Waste Audit have prepared a Waste Management Plan (**WMP**) in accordance with these requirements. This is provided at **Appendix HH.**

Demolition of the building has previously been approved under the early works DA (D/2018/892) and as such consideration of hazardous materials within the existing building is not required.

6.14.1. Operational Waste Management

The waste generation rates from the City of Sydney *Guidelines for Waste Management in New Developments 2018* have been adopted to estimate the waste generated from the hotel and commercial components. Waste Audit have estimated the following waste generated by the operation of the development:

Figure 46 Summary of waste generated from operation of the development

Hotel & Commercial	Bins		Compaction Ratio	Litres per Week	Collections per Week	Total Bin Footprint m^2
	Size	No.				
General Waste	1100	4	5	48,789	3	8.2
General Waste	660	3	5	12,255	3	4.2
Cardboard & Paper Recycling	1100	6	5	36,109	3	12.3
Cardboard & Paper Recycling	660	2	5	6,212	3	2.8
Commingled Recycling	1100	4		12,999	3	8.2
Commingled Recycling	240	3		1,209	3	1.5
Organics Recycling	120	4		2,157	3	1.3
Oil Recycling	500	1		500	As required	1.0
E-Waste Recycling	500	1		<100 litres	As required	1.0
Fluorescent Lamp Recycling	500	1		<100 litres	As required	1.0
APS1100 Roto Compactor						2.5
Total		29		112,809		44.0

Source: Waste Audit

The general waste and paper and carboard will be processed through the APS1100 Roto Compactor to reduce the volume of waste.

In response, the development provides a 60sqm waste storage room on basement level 3. Total bin footprints include 20% space allowance between bins for access and handling within storage areas. This will be adequate to accommodate the required 44sqm waste storage area. The proposed three collections per week will minimise potential impact of odour from waste storage areas. Additionally, separate areas will also be provided for bin washing and storage of bulky waste (furniture, bedding, appliances etc.) on basement levels 03 and 01 respectively.

The waste storage room is located adjacent to the services lift, which provides access to the loading dock and transferal to waste trucks for collection by a private waste contractor. The truck utilised for collection will have a maximum height of 2.8m due to site servicing arrangements and will enter and exit the site in a forward direction through use of the turntable. Collections will take place during the early morning and will conform with the City of Sydney's time restrictions for waste collection.

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.

6.14.2. Construction Waste Management

Waste Audit have estimated the amount of waste generated from construction of the development and have outlined the preliminary waste management principles for the construction process.

Waste Audit estimate 17,347m^3 will be generated during excavation works (whilst noting this is approved and undertaken as part of the separate early works DA.

In regard to construction, 547m^3 of waste will be generated during the construction of the proposal. The development targets a recovery rate of 97.7% of all construction waste. 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 detailed Construction Waste Management Plan. Waste will be managed on site in accordance with the procedures outlined in the preliminary Construction Management Plan (**Appendix MM).**

6.15. Social and Economic Impact

6.15.1. Social Impact Assessment

A Social Impact Assessment (**SIA**) prepared in accordance with the Social Impact Assessment Guidelines for State Significant Projects has been prepared by Hadron Group. The SIA is provided at **Appendix QQ.**

In summary, the SIA finds the development will result in:

- A high (positive) impact on an increase in the supply of visitor accommodation, amenities and jobs in the Sydney CBD,
- A medium (negative) impact on cohesion and sense of place during the construction phase as a result of noise, dust, vibration and traffic impacts. However this will be managed through a detailed Construction Noise and Vibration Management Plan, detailed Construction Traffic Management Plan and supported by a Communication and Engagement Strategy and ongoing consultation with the City and TfNSW.
- A high (positive) impact on the composition, character and function during the operation as a result of the new land uses and development.
- A high (positive) impact on the Sydney skyline.
- A low (negative) impact on the surrounding heritage items, as the building has been designed to respect the existing streetscape and adjoining heritage items.
- A medium (negative) impact on traffic movements during the operational phase and demand on infrastructure, services and facilities.
- A low (negative) impact on Aboriginal and historical archaeological significance.
- Very high (positive) impact on employment opportunities.
- High (positive) impact on attracting investors and visitors to Central Sydney.

Mitigation measures

The SIA concludes that the proposed mixed-use hotel and commercial development is suitable and warrants approval subject to the implementation of the following mitigation measures:

- Work with the City of Sydney Council, Destination NSW and the private sector to maximise the site's potential, such as through conferences, activation events and other initiatives (During operation)
- Develop and implement a Community and Engagement Strategy with local stakeholders to minimise construction impacts (Prior to commencement of construction)
- Develop and implement a Construction Traffic Management Plan to minimise local vehicle and pedestrian traffic impacts, in coordination with the City of Sydney Council, Transport for NSW and nearby developments (e.g. the Sydney Metro Hunter Street station and over station development) (Prior to commencement of construction)
- Implement the Construction Noise and Vibration Management Plan to effectively manage construction externalities on surrounding buildings, businesses and foot traffic (During construction)
- Continue engagement with Jemena to finalise the gas connection arrangements and minimise any impacts on existing utility capacity (Prior to commencement of construction)
- Undertake detailed construction programming and receive Ausgrid approvals to ensure appropriate removal of the existing Ausgrid substation within the boundary of the site (Prior to commencement of construction)
- Undertake the specified management practices for any unexpected Aboriginal and non-Aboriginal heritage findings (During construction)
- Prioritise jobs from the local community and support training programs to maximise employment opportunities and economic gains from the development (Prior to and during construction)

6.15.2. Economic Impacts

The proposal will deliver significant economic benefits to the region and the State based on the substantial financial investment of $334,010,495 (including $208,059,004 for the hotel component) into the redevelopment.

An Economic Impact Assessment prepared by Hill PDA and provided at **Appendix TT** assesses the economic impacts of the proposal, as follows:

- The proposal will have a long-term positive employment generation including creation of 513 jobs during construction and 1,163 jobs during operation. During operation, this will result in a total net increase of approximately $39 million in wages.
- The proposal will deliver the necessary land uses and employment opportunities to support the economic profile of the LGA, which features a high proportion of residents employed in the knowledge intensive and accommodation / food service industries.
- The delivery of hotel floor space will support and rejuvenate the economic value of tourism in the City of Sydney LGA, which has been significantly impacted by COVID-19 measures. The estimated spend of the hotel guests is approximately $34 million per annum, with a further $16 million estimated to be spent by overnight tourists on retail goods and services.
- During operation, the proposal will generate a total net increase of $30 million gross value add. Of this, $19 million is directly generated on site.
- 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.
- The significant investment in the Central Sydney will stimulate and attract further investment in the local area, thereby raising the profile of Sydney to potential investors and supporting a wide range of economic multipliers.

7. Evaluation of the Project

This EIS has been prepared in support of SSD-to assess the environmental, social and economic impacts of the proposed development at 4-6 Bligh Street, Sydney. 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 4-6 Bligh Street, Sydney 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 26,781sqm of employment generating floor space within a tower form that exhibits design excellence will reinforce the role of Central Sydney as the core commercial and tourism hub. This will support the ongoing primacy and role of the centre, increasing employment generation and economic activity in accordance with Regional and District strategic priorities.

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 site-specific provisions of the Sydney Development Control Plan 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.

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 (including the future Sydney Metro West and City and Southwest stations). The provision of 26,781sqm of gross floor area will maximise public investment and the potential of the Sydney Metro network.
- 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 businesses, and those seeking a more flexible commercial accommodation.
- High-end food and beverage tenancies will service tenants, employees and guests and support late night activation past the typical workday. The rooftop restaurant and bar optimise the unique views across Sydney Harbour and Hyde Park and positions hospitality spaces to the north and east to provide iconic postcard views.
- The delivery of 421 hotel rooms in a highly accessible location will attract international and domestic visitors and accommodate visitors to Central Sydney. 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 and street frontage:

- Whilst the proposal will require the removal of three existing trees, these trees have been historically planted for aesthetic purposes. The proposed landscaping composition seeks to replace these street trees and will provide landscaping in three planting character zones.
- The ground floor plane has been carefully designed to promote pedestrian movement, provide a usable and vibrant hotel and commercial visitor experience, and enhance the relationship with the surrounding public realm. These benefits are achieved whilst also accommodating the required services and functions for the hotel and commercial operator, and vehicular access points.
- The internal porte-cochere at basement level 1 will reduce any potential conflict between vehicular and pedestrian activities, whilst also allowing for a superior guest arrival experience in alignment with the premium offering of the hotel. This will maximise the activity of the frontage through internalising pick up and drop off within the site. The changes to the existing parking and bus layover arrangements in Bligh Street have been agreed to by TfNSW.

- The proposal will deliver public art on the site and at the ground plane, conceived by an alliance of four Australian artists to work collaboratively on the site, including Elisa Jane Carmichael, Megan Cope, Kyra Mancktelow and Judy Watson.

The proposal will be a leader in environmental sustainability outcomes:

- The proposal seeks to achieve a sustainable outcome that mitigates impact on the environment. The proponent's commitment to sustainability is demonstrated by targeting a 4.5 Star NABERS Energy Hotel design standard, 5 Star NABERS Energy Base Building design (Formal Commitment Agreement), 4 Star NABERS Water Building rating for the commercial component and façade performance and Services Systems designed to exceed Section J Compliance requirements, rated under NCC 2019.

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 513 direct jobs during construction and 1,163 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 City of Sydney Council.

Disclaimer

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