

**STATE SIGNIFICANT DEVELOPMENT:
Section 96(1A) Modification Application**

***One Carrington Street (formerly known as
'City One'), Sydney***

SSD 5824 MOD1



Environmental Assessment Report
Section 96(1A) of the *Environmental Planning
and Assessment Act 1979*

August 2016

Cover Photograph: Computer generated image of the modified development looking north east across Wynyard Park (Source: applicant's RtS).

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*NSW Government
Department of Planning & Environment*

1. BACKGROUND

1.1 Introduction

This report assesses a section 96(1A) modification to the State significant development (SSD) consent (SSD 5825) at One Carrington Street, Sydney (formerly known as 'CityOne'). The modification seeks approval for:

- amendments to the tower finishes, cantilever, rooftop design and lobby layout;
- amendments to the transit hall and accessways, including escalator/stair design and location, pedestrian route/circulation space widths and suspended lift well heights;
- reconfiguration of the basement and loading dock layouts, including a reduction in car parking provision and increased activation of Wynyard Lane; and
- internal and external amendments to Shell House.

1.2 One Carrington Street Concept Approval

The One Carrington Street Concept Approval site is located between George and York Streets and is situated within the core commercial precinct in the northern part of Sydney's CBD. It is within the City of Sydney local government area (LGA). The site has a total area of 9,248m² and comprises the Menzies Hotel, Shell House, Thakral House, Wynyard Station, part of Wynyard Park and the Wynyard concourse (comprising stratum lots above and below Wynyard Lane, stratum lots below Wynyard Park, Carrington Street and York Street).

The site is divided into two stages for the purposes of future development applications (refer to **Figure 1**), comprising:

- **Stage 1:** land east of Carrington Street; and
- **Stage 2:** land west of, underneath and including Carrington Street.

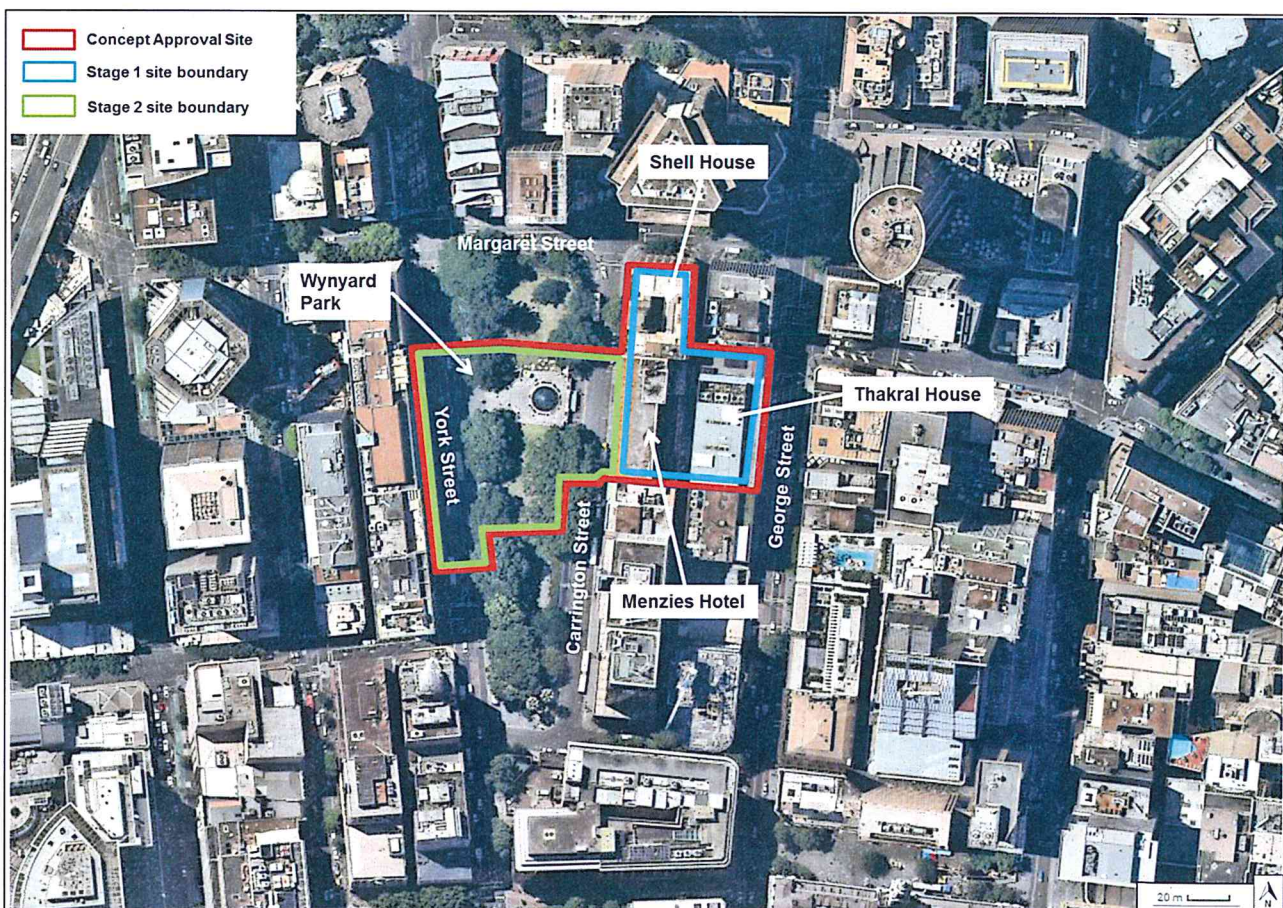


Figure 1: The Concept Approval site

1.3 The Subject Site

This modification application relates solely to the approved SSD application (SSD 5824) relating to Stage 1 of the One Carrington Street Concept Approval and is therefore confined to the land between Carrington and George Streets (**Figure 1**). The site has an area of 4,452m² and is 'L' shaped. It is bound by, and has frontages to, George Street to the east, Carrington Street to the west and Margaret Street to the north.

The site includes the George Street pedestrian entrance and eastern accessways to Wynyard Station. The topography of the site is uneven and increases by 5.5 metres, from its lowest point at George Street in the east to its highest point at Carrington Street in the west.

To the north and east of the site is 283 George Street, a nine storey commercial building. To the south is 309-320 George Street, a 13 storey commercial building and 30-32 Carrington Street (Lisgar House) a local heritage item. The broader surrounding area is comprised of buildings of various uses, ages, heights, architectural styles and lot configurations providing for a mixed CBD streetscape.

1.4 Approval history

On 3 April 2012, the Planning Assessment Commission (the Commission) approved the concept plan (MP09_0076) subject to modifications and conditions (Concept Approval). The Concept Approval comprises the following:

- upgrade of the eastern accessways into Wynyard Station, including retail areas and concourse layout;
- indicative building envelope to a maximum height of RL 159.7 AHD on land between Carrington Street and George Street;
- use of the site for a mixed use development, including offices, shops, food and drink premises, health/medical centre, public amenities, transport facilities and car parking;
- development of the former Shell House, including refurbishments for commercial and retail use; and
- a Voluntary Planning Agreement (VPA) for the provision of a transit hall, through site link and associated public infrastructure works to a value of \$20 million and a payment of \$18.5 million towards works within the Wynyard Station Precinct

The Concept Approval has been modified on two occasions as summarised in **Table 1** below and shown at **Figure 2**.

Table 1 – Modifications to approved Concept Plan MP09_0076

Mod No.	Description of Modification	Approved
Mod 1	Deferral of the requirement to execute the VPA prior to the determination of any future application.	24 Mar 2014
Mod 2	Increase the maximum, gross floor area (GFA) and car parking, include 285-287 George Street within the site, expand the tower building envelope, retain Wynyard Lane as a one way street and revise the public benefit offer.	25 Sept 2015

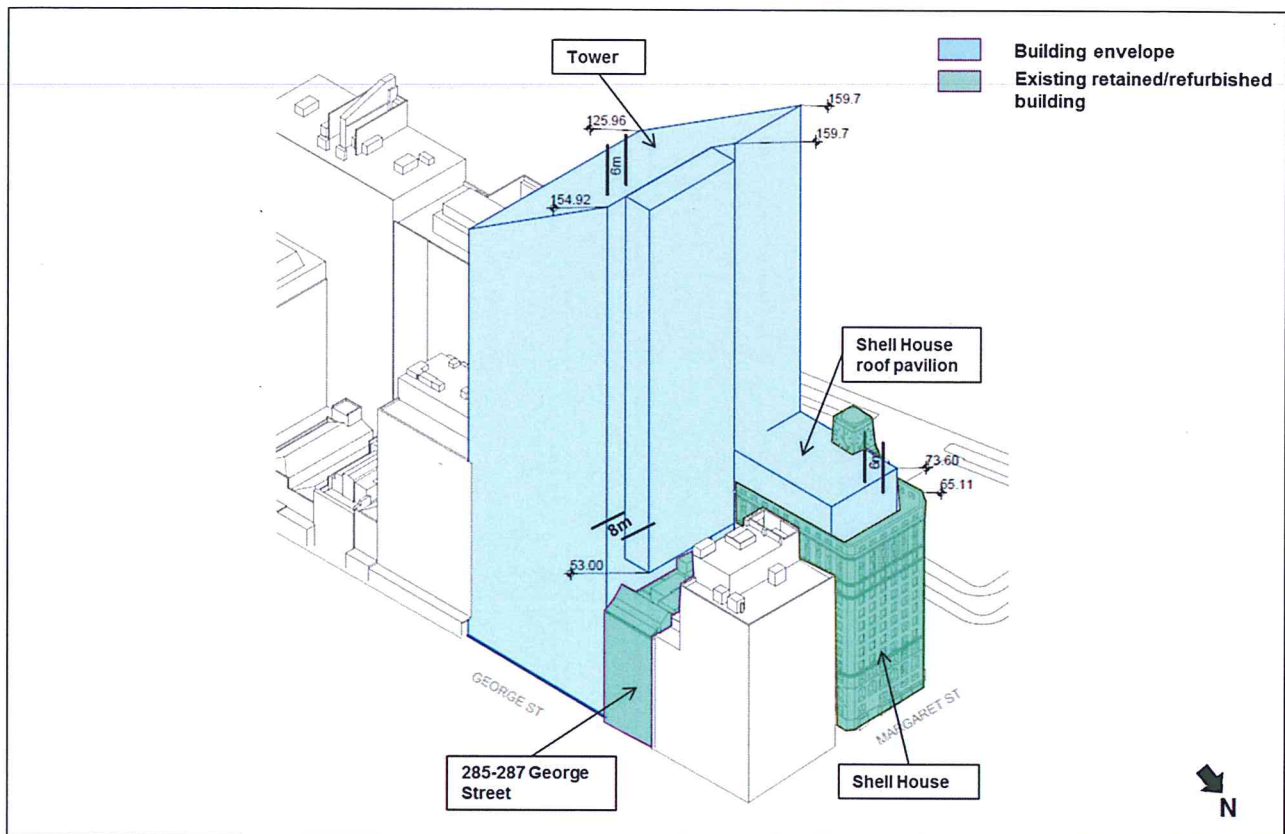


Figure 2: The Concept Approval building envelope (blue) and retained existing buildings (green)

On 25 September 2015, the Acting Executive Director, Infrastructure and Industry Assessments, approved SSD 5824 for the redevelopment of Stage 1 of the One Carrington Street site, comprising:

- demolition of The Menzies Hotel, 301 George Street and eastern access ways to Wynyard Station, development above Wynyard Lane and partial demolition of Shell House and 285-287 George Street;
- upgrade of the eastern access ways to Wynyard Station, including provision of a new transit hall, through site link, retail areas and concourse layout;
- construction and use of a 27 storey commercial building between Carrington Street and George Street;
- construction of a retail / commercial loading dock and two basement levels comprising 89 tenant car spaces and end of trip facilities;
- refurbishment of 285-287 George Street and Shell House for commercial and retail uses;
- signage zones; and
- public domain upgrades surrounding the site.

2. PROPOSED MODIFICATION

On 13 November 2015, JBA Urban Planning (on behalf of Sovereign Wynyard Pty Ltd) lodged an application under section 96(1A) of the *Environmental Planning & Assessment Act 1979* (EP&A Act) to modify SSD 5824. The application involves the following key modifications as summarised in **Table 2**:

Table 2: Components of the proposed modification

Aspect	Description
Tower	• Increase the northern projection of the cantilevered element by 0.5 metres (from 5.1 to 5.6 metres); • reduce the eastern (George Street) setback of the cantilevered element by 1.35 metres (from 14.35 to 13 metres); • reduce the height of the rooftop lift overrun; • remove the balustrades at levels 9 and 29; and • revise the external finishes of the tower.
Tower lobby	• Provide a six metre ground floor setback to the office lobby fronting Carrington Street; • provide an additional retail unit fronting Carrington Street and the office lobby; • remove the mezzanine level; and • reconfigure and reduce the number of office lobby revolving doors.
Transit hall and through site link	• Amend the height of the suspended passenger and goods lift-wells above the George Street / concourse level stairwell; • revise the internal finishes of the transit hall; • amend the widths of pedestrian routes/circulation areas at the concourse and Carrington Street levels; • widen the through site link pedestrian bridge over Wynyard Lane by three metres (from 7.5 to 10.5 metres); and • amend to the location and design of the through site link stair well and escalators.
Wynyard Lane and basement levels	• Provide an additional retail unit fronting Wynyard Lane; • amend the vehicular access arrangements, basement ramps, car parking layout and loading dock configurations; and • delete the third level basement and reduce car parking by seven spaces (from 89 to 82 spaces).
Shell House	• Provide a two metre setback from the southern boundary at Level 11 and 12; • reconfigure the rooftop pavilion and an associated external alterations; • provide a single lift to Level 12 and associated lift overrun; • include louvres on the western elevation and new bicycle end of trip (EOT) entrance; • relocate EOT facilities from the tower to the basement of Shell House; • reconfigure the internal layout and introduce additional structure at all levels; and • additional excavation at basement level.

A comparison between the approved and modified proposal is shown at **Figures 3 and 4**.



Figure 3: Approved (left) and modified (right) George Street entrance to the transit hall



Figure 4: View east across Wynyard Park towards the Carrington Street frontage of the site showing the approved (left) and modified (right) tower and Shell House

3. STATUTORY CONTEXT

3.1 Modification of approval

Section 96(1A) of the EP&A Act requires the consent authority to be satisfied that the following matters are addressed in respect of all applications that seek modification approvals:

Section 96(1A) matters for consideration	Comment
That the proposed modification is of minimal environmental impact	The Department is satisfied that the proposed modifications will have minimal environmental impact and fall within the scope of Section 96(1A), as the proposed changes are wholly contained within the approved building envelope and the internal/external amendments are generally minor and positive in nature. Relevant environmental impacts are considered in Section 5 of this report.
That the development to which the consent as modified relates is substantially the same development as the development for which the consent was originally granted and before that consent as originally granted was modified (if at all).	The proposed modifications would alter discreet elements of the development and would not result in a change in the overall GFA. The proposal does not result in additional adverse impacts on the surrounding area. On this basis, the proposal would result in development that is substantially the same as the originally approved development.
The application has been notified in accordance with the regulations	The modification application has been appropriately notified. Details of the notification are provided in Section 4 of this report.
Any submission made concerning the proposed modification has been considered.	The Department has considered the submissions in Section 4 and 5 of this report.

3.2 Environmental Planning Instruments

The following EPIs are relevant to the application:

- *State Environmental Planning Policy (State & Regional Development) 2011*;
- *State Environmental Planning Policy (Infrastructure) 2007*;
- *State Environmental Planning Policy No. 55- Remediation of Land*; and
- *Sydney Local Environmental Plan 2012*.

The Department comprehensively assessed the original SSD application against the above EPIs. The Department has also considered the current proposal against these EPIs and is satisfied that it remains consistent with the above EPIs.

3.3 Delegation

On 16 February 2015, the Minister for Planning delegated functions to determine modifications under section 96 of the EP&A Act to a Director who reports to the Executive Director, Key Sites and Industry Assessments, where:

- the relevant local council has not made an objection;
- a political disclosure statement has not been made; and
- there are no public submissions objecting to the proposal.

In accordance with the Minister's delegation, the Director, Key Sites Assessments may determine this project under delegated authority.

4. CONSULTATION AND SUBMISSIONS

4.1 Notification

The Department displayed the proposal on its website from Thursday 19 November 2015 until Friday 4 December 2015. The Department also notified relevant State and local government authorities and the owners/occupiers of the immediate adjoining properties at 275-287 George Street in writing.

On 19 April 2016, the applicant submitted a new request to amend the wording of Condition B32 'Car Parking' and on 28 April 2016 the application was again referred to TfNSW and Council for comment.

4.2 Submissions

The Department received three submissions in response to the notification of the application, from the City of Sydney Council (Council), Transport for NSW (TfNSW) and Roads and Maritime Services (RMS). TfNSW also provided a subsequent submission on the referral in relation to Condition B32. Council and TfNSW submissions are summarised in **Table 3** below. RMS confirmed it had no objection to the proposed modifications.

Table 3: Summary of submissions

City of Sydney Council	
Environmental Impact Assessment	Council does not object to the proposed modification. However, it raised concerns in relation to: • the assessment pathway, stating that the applications should be assessed under Section 96(2) of the EP&A Act; • George Street awning height and design; • the alterations to facade design; • openings onto Wynyard Lane; • public art provision; • the use of glazed facades up to the street wall height and preference for standstone cladding; and • scale of indicative retail signage.

Transport for NSW	
Environmental Impact Assessment	TfNSW does not object to the proposed modification. However, it raised concerns in relation to: - pedestrian and vehicular conflicts along Wynyard Lane; - adequacy of the turning path of vehicles entering the loading bay; - pedestrian access to the Wynyard Lane public car park; and - provision of a road safety audit for the Wynyard Lane works.
Response to Submissions	TfNSW recommended conditions to address pedestrian fire egress from the public car park and provision of a road safety audit for the Wynyard Lane works. TfNSW also recommended that it be consulted during the detailed design of the 'shared zone' along Wynyard Lane.
Referral in relation to Condition B32 (Car Parking)	TfNSW confirmed that the car park would comply with the relevant Australian Standard and recommended that Condition B32 not be amended. In addition, TfNSW recommended a new condition requiring a Car Park Management Plan.

No public submissions were received in relation to the modification request.

4.3 Response to Submissions (RtS)

The applicant provided a response to the issues raised in Council's and TfNSW's submission. In particular, the proposal includes a revised public domain plan and further clarification on architectural detailing, traffic and pedestrian impacts. The Department received a submission from TfNSW in response to the RtS, which is summarised in **Table 3** above.

5. CONSIDERATION OF PROPOSED MODIFICATION

5.1 Key Assessment Issues

The Department has considered the modification application, the issues raised in submissions and the applicant's RtS in its assessment of the proposal. The Department considers that the key considerations associated with the proposals are:

- consistency with the Concept Proposal;
- design quality;
- operation of Wynyard Lane; and
- basement car park.

5.2 Consistency with Concept Approval

The Concept Approval sets out a number of requirements for Stage 1 and 2 development applications of the One Carrington Street site. The Department assessed the original Stage 1 application (SSD 5824) against these and found that the application was consistent with the Concept Approval.

The Department has considered the proposed modifications against the requirements of the Concept Proposal at **Appendix B**, and concludes that the modified proposal remains consistent with the Concept Approval.

5.3 Design quality

Built form was a key consideration in the Department's assessment of the Stage 1 application. In its assessment, the Department concluded that the proposal achieves design excellence and the building displays a unique architectural identity that will create a landmark for this site.

As a result of design development following this approval, the modification proposes minor internal and external alterations to the layout and design quality of the tower building, transit hall, through site link and Shell House (refer to **Table 2** in **Section 2**).

The Department requested further clarification of the amended tower façade composition and particularly justification for the reduction in the depth of the proposed projecting fins.

Council raised concerns with the modified built form and design of the tower building, stating:

- a greater extent of sandstone/masonry materials should be included into the podium design;
- the George Street awning should be reduced in height and provide weather protection;
- the inclusion of glazing between the three bays of the awning lack architectural integrity;
- public art should be incorporated into the detailed design of the building;
- the indicative retail signage at George and Carrington Street frontages is excessive.

The Department notes that these concerns are generally consistent with points raised by Council during the Department's assessment of the original SSD application. In this regard the Department's assessment considered the concerns raised by Council and was satisfied that these issues were satisfactorily resolved.

These concerns are discussed further as part of the Department's assessment below.

5.3.1 Tower and podium façades

Tower façade composition

The approved tower architectural expression is comprised of large interlocking rectangular segments clad in a full height glazed curtain wall and articulated with bronze coloured anodised aluminium vertical fins that project either 100mm or 300mm from the face of the curtain wall.

The proposal amends the tower façade composition by providing three (instead of two) vertical fin depths of 15mm, 100mm and 200mm (Figure 5).

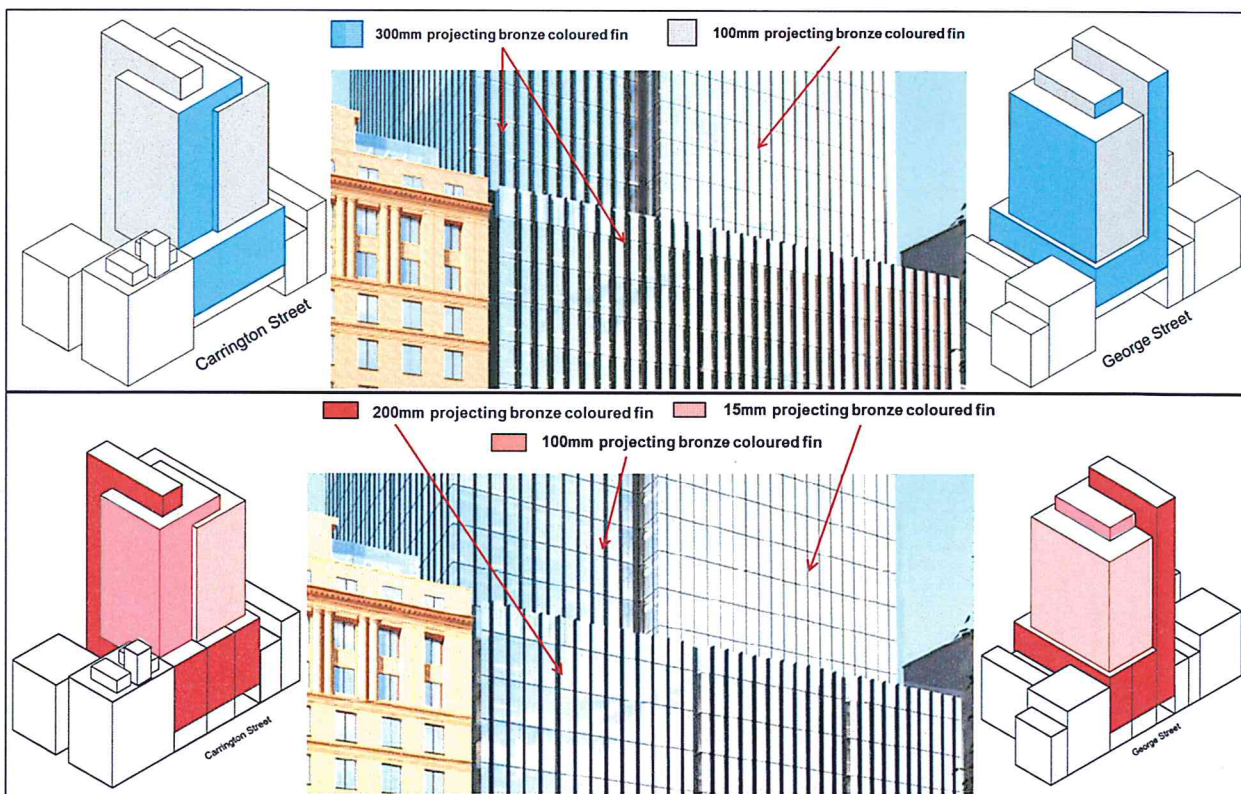


Figure 5: the approved (top) and proposed (bottom) architectural façade composition and fin depth location (Base source: SSD 5824 and applicant's RtS)

The applicant asserts that the amendment will achieve greater contrast between the façade's interlocking segments. In addition, the contrast between the three façade types reinforces the

original design intent to have contrasting interlocking forms that break up the massing of the building.

The Department considers that the proposed amendment in the façade treatment is acceptable as:

- the revised fin depths emphasise the three distinct interlocking built form components on both the George Street and Carrington Street facades and therefore strengthen the articulation of these elevations;
- the 15mm fin/capping provides a fine grain articulation to the facades, which integrates the overall materiality and architectural approach. The 15mm fin/cap also provides a visually lighter weight cladding, which adds additional visual interest to the overall appearance of the tower; and
- the reduced fin depth to the podium (300mm to 200mm) is minor in nature and would not be noticeable from a pedestrian perspective. The modification will maintain a suitable level of visual solidity to the podium elevations / base of the tower.

Podium façade composition

Council raised concern with the use of glazing on the George Street and Carrington Street podium levels and considers that the modification provides an opportunity to use sandstone or stone cladding up to the street wall height.

The Department considered the podium street wall architectural treatment in detail during its assessment of the SSD application. The Department concluded that the architectural language of the podium is integrated with that of the tower above and the inclusion of sandstone and/or masonry would disturb this relationship to the detriment of the overall design.

The Department previously considered that the proposed glazed treatment of the podium street wall elevations is acceptable as:

- the materials are visually different and therefore create a readily identifiable visual marker for the George Street and Carrington Street entrances to Wynyard Station;
- the street wall proportions responded to the character of the immediate area and appropriately integrate into the existing streetscapes;
- the modern design of the podium elevations do not compete with, or attempt to replicate the heritage qualities of the historic sandstone and masonry facades of the heritage items;
- other than the ground floor level of 285-287 George Street, there are no sandstone clad buildings within the immediate vicinity of the George Street podium elevation; and
- the use of light-weight materials will provide a successful contrast to the heavy appearance of the masonry and concrete cladding of neighbouring buildings on George Street.

The Department maintains this view and therefore continues to support the composition and materials of the podium.

5.3.2 George Street awning, public art and retail signage

Council commented that public art should be incorporated into the building design and that indicative retail signage and the George Street awning height are excessive.

The Department considered the design of the George Street awning, the provision of public art and retail signage in its assessment of the Stage 1 application and concluded that:

- further consideration was required of the height and design of the awning (Condition B1);
- a public art strategy providing art to the value of \$500,000 must be submitted to Council (Condition B2); and
- a retail signage strategy must be submitted to Council (Condition E1).

The applicant has confirmed that it does not seek to delete or amend condition B1 'George Street Awning', condition B2 'Public Art' or condition E1 'Signage Strategy' of the development consent and intends to satisfy the requirements of these conditions at the appropriate time.

The Department is satisfied that the conditions imposed on the Stage 1 consent satisfactorily address the issues relating to the George Street awning, public art and retail signage. The Department therefore does not recommend any amendments or additions to these conditions.

5.4 Operation of Wynyard Lane

The design and operation of Wynyard Lane was one of the Department's key considerations in the assessment of the Stage 1 application. The Department concluded that the design of Wynyard Lane would provide for an appropriate level of pedestrian safety and vehicle manoeuvrability, subject to:

- condition B13 requiring the amendment of the basement car park layout/operation; and
- condition B14 requiring a Shared Zone along Wynyard Lane.

The proposal seeks approval to amend the treatment of Wynyard Lane, including alterations to surface treatments, pedestrian areas and inclusion of brass inlay/bollards.

TfNSW raised initial concerns that:

- the public car park entrance from Wynyard Lane should include a pedestrian pathway to enable public access to the car park;
- the stone paving with brass inlay/bollards along Wynyard Lane would adversely impact pedestrian safety and restrict the turning path of vehicles into 275-281 George Street; and
- pedestrians entering Wynyard Lane opposite the car park entrance are likely to conflict with vehicles entering the car park.

TfNSW also recommended a condition requiring a road safety audit for the Wynyard Lane works and requested that it be consulted during the design of the Wynyard Lane shared zone.

The applicant responded to TfNSW's concerns, asserting that a pedestrian path to the public car park is not required as access will remain via the existing public entry and ticketing point located at the Coles supermarket level within Wynyard Station. Furthermore, a road safety audit will be provided at the time of preparing the shared zone. In response to remaining concerns the applicant has agreed to TfNSW's recommended conditions and has also amended the proposal (refer to **Figure 6**) to:

- remove the brass inlay/bollard area south of Margaret Street to address the restricted vehicle turning path into 275-281 George Street;
- provide a central trafficable lane, which will reduce potential conflicts between pedestrians and vehicles; and
- provide an extended pedestrian area opposite the main vehicle entrance and provide contrasting paving to car park entries and loading areas.

In response to the additional information provided by the applicant, TfNSW recommended a condition requiring the applicant demonstrate that, in the absence of the pedestrian pathway, the public car park complies with the fire and life safety requirements of the Building Code of Australia (BCA).

The Department notes that condition B14 requires the applicant to consult with TfNSW on the design of the proposed shared zone. Furthermore, the amendments to the scheme noted above satisfactorily address the majority of TfNSW's concerns.

The Department accepts that a dedicated pedestrian path to the public car park is not required from Wynyard Lane as the principal access to the car park is via the existing public entry and ticketing hall within Wynyard Station. The Department also agrees with TfNSW that the application should provide a road safety audit at the appropriate time and comply with the fire and life safety requirements of the BCA, and conditions are attached accordingly.

The Department recommends that Condition B13 be updated to include reference to the revised transport assessment submitted with this modification application.

The Department concludes that subject to the inclusion of new conditions relating to fire egress and road safety and updating condition B13, the proposed modification will maintain the appropriate design, operation and pedestrian safety of Wynyard Lane.

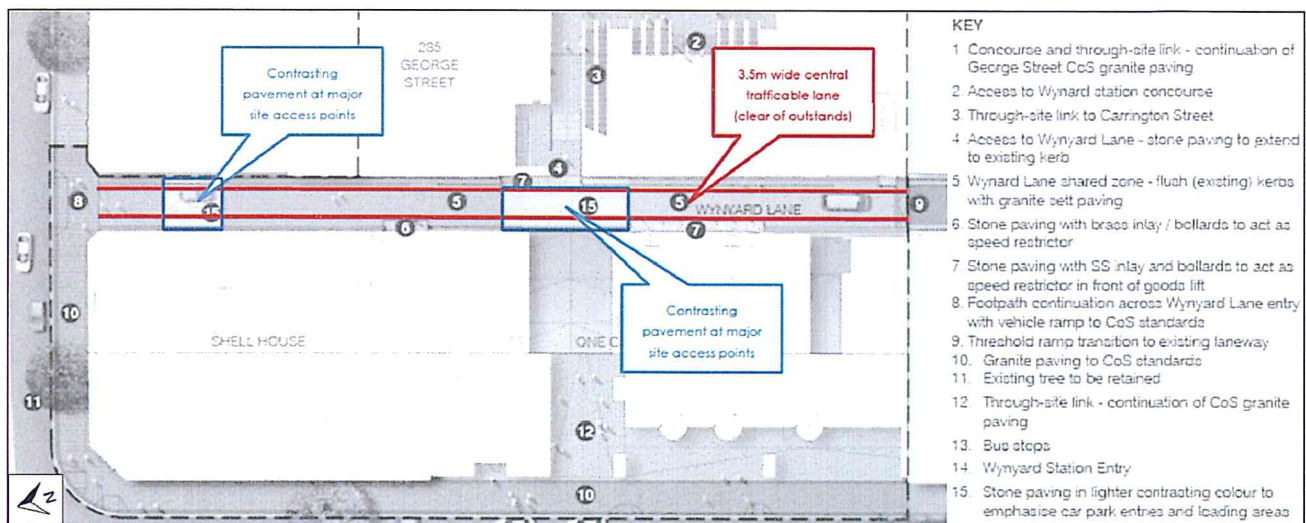


Figure 6: Public domain concept plan including treatment of Wynyard Lane (Base source: applicant's RtS)

5.4.1 Basement car park

Reduction of car parking spaces

The proposal includes a reduction of seven (from 89 to 82) car parking spaces within the basement car park.

The applicant states that this reduction is due to the consolidation of the car parking levels and removal of two levels of circulation ramps.

The Department notes that the previous modification application to the Concept Plan (MP09_0076 MOD2) allowed the increase of car parking from 81 to 89 spaces. In its assessment of that modification, the Department concluded that the increase was acceptable as it was consistent with the maximum car parking controls for the site (89 spaces) under the *Sydney Local Environmental Plan 2012* (SLEP).

The Department notes that the proposed car parking spaces remain below the maximum allowed for the site under the SLEP and therefore considers this change to be acceptable.

The Department recommends that Condition B9 be amended to reflect the reduced maximum number of car parking spaces for the development, as noted above.

Car park layout/design

Condition B11 requires that the layout of the proposed car parking complies with the relevant Australian Standards (AS).

The applicant states that due to physical constraints of the basement car park strict compliance with the relevant AS may not be possible. Therefore the applicant has requested that Condition B11 be amended to require 'general compliance' with the AS and the final design to be certified by a qualified traffic engineer.

TfNSW reviewed the design of the car parking layout, and following the receipt of detailed swept path analysis from the applicant, is satisfied that the proposed basement design is in accordance with the AS.

In light of the above and the fact that no physical changes are proposed to the car park layout/design, the Department does not consider it necessary to amend the wording of Condition B11.

Car park management

In addition to providing comments on compliance of the car park layout/design with the AS, as noted above, TfNSW has also recommended a new condition requiring the provision of a Car Park Management Plan to address potential incidents and vehicle queuing.

The Department notes that the following existing conditions relate to the operation of the basement car park / loading area:

- Condition E4 Loading Dock Management Plan;
- Conditions B13 and E5 Basement Car Park Operation;
- Condition E12 Signposting;
- Condition E13 Security Management;
- Condition F2 Loading and Unloading;
- Condition F3 Unobstructed Driveways and Parking Areas; and
- Condition F4 Wynyrd Lane to be Unobstructed.

The Department considers that the approved design of the car parking area and the above conditions will ensure the car park is suitably operated and will not have adverse impacts on surrounding streets. The Department therefore has not recommended a condition requiring the provision of a separate Car Park Management Plan.

5.5 Other issues

5.5.1 Outdoor lighting

Condition B28 'Outdoor Lighting' stipulates that the lighting category for Margaret Street should be Category P1 illumination for footpaths.

The applicant seeks to amend Condition B28 and the lighting proposed for Margaret Street from Category P1 to Category P2. The applicant has stated that this is appropriate given that Margaret Street is not a main road and Category P2 will provide for sufficient illumination.

The Department notes that the Category P1 lighting is common along main streets within the CBD, such as George Street, and requires that smart poles be spaced at 25 metres intervals and include dual outreaches. Currently, adjacent to the site, Margaret Street is illuminated to the P2 Category (poles spaced every 40 metres with a single outreach). The existing lighting installation along Margaret Street will not allow for Category P1 lighting due to the short length and narrow width of the street.

The Department considers that the modification of the lighting Category from P1 to P2 is acceptable and will not have an adverse impact on the lighting standard of Margaret Street and recommends that Condition B28 be amended accordingly.

5.5.2 Stormwater and drainage management

Condition B32 'Stormwater and Drainage Management' requires the provision of drainage details prior to the issue of any Construction Certificate.

The applicant seeks to amend the wording of Condition B32 so that details are required prior to the issue of the relevant Construction Certificate. The applicant has stated that the amended wording of Condition B32 will allow for a suitable level of flexibility, which will facilitate the staged

construction process of the development and is consistent with the wording of other conditions in Schedule 2 of the Development Consent.

The Department considers that the amendment to the wording of the condition is administrative in nature and will not undermine the aim, purpose or intent of the condition or the appropriate management of stormwater and drainage for the site.

6. CONCLUSION

The modification application has been assessed in accordance with the matters for consideration under section 96(1A) of the EP&A Act and the Department is satisfied that the proposal complies with all statutory and strategic provisions, subject to conditions.

The Department supports the proposed internal and external changes as they represent improvements to the originally approved scheme and do not result in any adverse impacts on the surrounding area. Further, the proposal is considered to have a minimal environmental impact and is substantially the same as the approved development.

The proposed revised minor internal/external design refinements are considered to be appropriate and the development maintains a high standard of architectural design and appearance.

The Department considers that the conditions imposed on the original consent satisfactorily address the issues relating to the George Street awning, public art, retail signage and car park layout/design and management.

The design and operation of Wynyard Lane is acceptable subject to the appropriate provision of pedestrian fire safety egress and a road safety audit.

7. RECOMMENDATION

It is therefore recommended that the Director, Key Sites Assessments:

- (a) **considers** the findings and recommendations of this report;
- (b) **approves** the modification under delegated authority, subject to conditions; and
- (c) **signs** the attached Instrument of Modification for SSD 5824 MOD1.

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Key Sites Assessments

Endorsed by



Brendon Roberts
Acting Team Leader
Key Sites Assessments

Approved by

 11/8/16

Ben Lusher
Director
Key Sites Assessments

APPENDIX A RELEVANT SUPPORTING INFORMATION

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

1. Modification requests

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7389

2. Submissions

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7389

3. Response to Submissions

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7389

APPENDIX B COMPLIANCE WITH THE RELEVANT CONCEPT APPROVAL CONDITIONS

An assessment of the proposal against the relevant Concept Approval Terms of Approval, Modifications and Future Environmental Assessment Requirements is provided below.

Concept Approval	Department Comment
Terms of Approval	
A1. Development Description Concept Plan approval is granted to the development as described below: - upgrade of the eastern access ways to Wynyard Station including retail areas and concourse layout; - indicative building envelope to a maximum height to RL159.7 AHD on the land between Carrington Street and George Street; - use of the site for a mixed use development including commercial offices, business premises, shops, general retail food and drink premises, health/medical centre, public amenities, transport facilities; and tenant car parking; - development of former Shell House including refurbishments for the purpose of commercial and retail use. Subject to compliance with the modifications of this approval.	The proposed modified application remains generally consistent with the approved development and the development description.
A5. Maximum Gross Floor Area (GFA) The maximum GFA for the on the site shall not exceed: 84,621m² – the section of site being development located east of Carrington Street; and 5,926m² – the section of site being development located west of Carrington Street (excludes the paid ticket area and platform areas).	The proposed modification reconfigures the internal layout of the development. However, it maintains the proposed overall GFA (84,621m²), which is consistent with FEAR A5(a). This application does not relate to Stage 2, being the section of site located west of Carrington Street.
A6. Voluntary Planning Agreement (VPA) Prior to the determination of any future Application, pursuant to this Concept Plan, the Proponent shall provide written evidence to the Secretary that it has executed a Voluntary Planning Agreement with Transport for NSW consistent with terms outlined in the Draft Voluntary Planning Agreement dated May 2015. The Voluntary Planning Agreement shall include at a minimum the following principles: - Brookfield is to provide a through-site pedestrian Transit Hall linking George Street to the Wynyard Station concourse in accordance with Item 2 of the Statement of Commitments. - The resolution of the detailed design of the Transit Hall is to be undertaken in consultation with Transport for NSW in accordance with Items 2(c)	The modification does not propose any amendment to the VPA, which was executed on 7 September 2015.

and 2(d) of the Statement of Commitments.	
Modifications	
B2 Podium Height And Upper Level Setback The western façade of the building envelope along the Carrington Street frontage shall provide: - a podium form with a street front height consistent with the existing parapet height of Shell House; and - a minimum 6 metre setback from the Carrington Street frontage above the existing parapet height of Shell House. The additional level above Shell House itself shall also be setback by a minimum of 6 metres.	The proposed modification does not alter the approved building setbacks as required setbacks of FEAR B2.
B3 Tenant Car Parking A maximum 89 tenant car parking spaces are to be provided on the portion of the site on the eastern side of Carrington Street. The existing car parking spaces provided in the Wynyard car park shall remain to be used as public car parking.	The modification proposes to reduce the total number of car parking spaces to 82 spaces, which is seven less than the maximum requirement of FEAR B3.
B4 Bicycle Storage and End of Trip Facilities Bicycle parking and end to trip facilities shall be provided in accordance with the recommendations of the City One Wynyard - Report in Response to Authority Submissions prepared by Halcrow dated March 2011 and submitted with the PPR. These facilities shall be located on the portion of the site to the east of Carrington Street with direct access to Wynyard Lane and to the commercial tower development.	The modification proposes to relocate bicycle parking and end of trip facilities from the Tower to Shell House. However, the proposal will continue to provide 446 bicycle spaces, which exceeds the minimum requirements of the Halcrow report (50 bicycle spaces).
Future Environmental Assessment Requirements	
1. Design Excellence Future applications for any works on the portion of the site to the east of Carrington Street at the George Street level or above, shall be subject to a formal design competition in accordance with the provisions of Sydney LEP 2005 and the City of Sydney Central Sydney DCP 1996 (and any replacement provisions). The design brief for the design competition process shall incorporate the following design aspects of the approved Concept Plan: - CityOne Concept Plan Design Criteria (as modified by Modification B1 in Schedule 2); - presentation of the building to Carrington Street including street frontage podium and upper level setback arrangements (as Modified by Modification B2 in Schedule 2); - the revised Statement of Commitments submitted with the PPR referred to in Schedule 4; and - reduction and reconfiguration of the upper level commercial foyer.	The architects selected via the form design competition, Make (London) Architects, have been employed to prepare the current modification application. As discussed at Section 5.3 the Department considers that the proposal continues to display design excellence.
2. Detailed Pedestrian Modelling Any future application for works east of Carrington Street shall be provided with detailed pedestrian demand modelling to ensure the necessary exit widths will meet	Updated pedestrian modelling has been submitted with the application, which demonstrates that the modifications improve

pedestrian demand to 2060 and to demonstrate the performance of proposed access ways and vertical transport (escalators, stairs, lifts etc.).	pedestrian handling capacity of the Transit Hall.
4. Construction Management A Construction Management Plan is to be submitted as part of any future application for the site. The Construction Management Plan shall be prepared in consultation with Transport for NSW and the City of Sydney and is to include consideration of the following: - timelines and timeframes for staging and completion of works; - pedestrian accessibility, legibility, safety and prioritisation; - operational integrity of Wynyard Station including the continuity of utility services and goods access to the station complex; and - potential impacts on rail, bus and taxi operations.	The proposed modification does not result in any amendments to the approved construction management strategy for the site. Conditions C3 to C8 relate to construction impacts and the applicant is required to address the requirements of these conditions throughout the construction process.
5. Staging of Development Details of the intended staging of the development are to be submitted with the first stage application to ensure the orderly and coordinated development of the site.	The modifications do not alter the staging of the development, which was submitted with the original application and indicate that the project will be divided into four phases.
6. Continuity of Services Any future application for works east of Carrington Street shall identify in detail: - the organisation of utility services in the area surrounding the station interface point between the Proponent and RailCorp controlled land to ensure that the operational integrity of these systems will not be affected as a result of the proposal; and - the location and design of the proposed loading dock that is capable of providing goods and services access to the tenancies west of Carrington Street.	Details of utility services and the location and design of proposed loading docks have been submitted with the application and are considered acceptable.
8. ESD Any future application for works east of Carrington Street shall demonstrate that any future development will incorporate ESD principles as outlined in the Sustainability Report prepared by Cundall, submitted with the EA in the design, construction and ongoing operation phases of the development, including water sensitive urban design measures, energy efficiency, recycling and water disposal.	The modifications will not alter the approved approach to ESD principles, which will achieve a minimum : • 5 Star Green Star Office Design v3 Design and As Built rating; and • 5 star base building NABERS energy rating for continued operational energy efficiency.
9. Heritage Any future application for works east of Carrington Street shall demonstrate consistency with the recommendations Section 9 of the Heritage Impact Assessment Report prepared by HBO & EMTB Heritage Pty Ltd dated 12 October 2010 and submitted with the EA except as amended by the Heritage Impact Statement prepared by Godden Mackay Logan dated March 2014.	A Heritage Impact Statement Addendum report has been provided with the application. The report confirms that the proposal results in more positive heritage outcomes.

10. Sydney Airport Any future application for works east of Carrington Street shall demonstrate prior to determination that all necessary approvals have been obtained from Sydney Airport Corporation Limited and any other relevant government authority in relation to air safety matters.	The modification does not result in any increases in the height of the building. Consultation with Sydney Airports Corporation Limited (SACL) was therefore not considered necessary. The Department notes that the applicant obtained the necessary approvals from the SACL in support of the original application.
11. No Additional Overshadowing to GPO Building Any future application for the commercial tower east of Carrington Street shall demonstrate that no additional overshadowing to the GPO steps or northern façade shall occur.	A shadow study has been submitted with the application, which demonstrates that the modifications would not cause additional overshadowing of the GPO steps or northern façade.

APPENDIX C RECOMMENDED MODIFYING INSTRUMENT

A copy of the modifying instrument can be found on the Department's website at:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=7389