



# Environmental Impact Statement

## 75–85 Harrington Street, The Rocks

**July 2016**

Prepared by Urbis on behalf of Golden Age and Hannas The Rocks Pty Limited

**urbis**

**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

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| Job Code           | SA5563        |
| Report Number      | Final EIS     |

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# Declaration

This Environmental Impact Statement has been prepared in accordance with Schedule 6 of the Environmental Planning and Assessment Regulation 2000.

| ENVIRONMENTAL IMPACT STATEMENT PREPARED BY: |                                                                                   |
|---------------------------------------------|-----------------------------------------------------------------------------------|
| Names:                                      | Andrew Harvey (Associate Director)<br><br>Tim Blythe (Regional Director)          |
| Address:                                    | <b>Urbis Pty Ltd</b><br>Level 23, Tower 2<br>201 Sussex Street<br>Sydney NSW 2000 |
| In respect of:                              | Development of 75-85 Harrington Street, The Rocks (SSD 7037)                      |

I certify that the contents of the Environmental Impact Statement to the best of my knowledge, has been prepared as follows:

- In accordance with *Schedule 2 of the Environmental Planning and Assessment Regulations 2000*;
- In accordance with the requirements of the *Environmental Planning and Assessment Regulations 2000*; and *State Environmental Planning Policy (State and Regional Development) 2011*;
- The statement contains all available information that is relevant to the environmental assessment of the proposed development; and
- To the best of my knowledge the information contained in this report is neither false nor misleading.

| NAME                                                                              | SIGNATURE                                                                            | DATE            |
|-----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|-----------------|
| Andrew Harvey, Associate Director<br><br><i>Bachelor of Planning (Hons), UNSW</i> |  | 5 February 2016 |
| Tim Blythe, Director<br><br><i>Bachelor Applied Science – Planning, RMIT</i>      |   | 5 February 2016 |

| APPLICANT AND LAND DETAILS |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Applicant:                 | Golden Age and Hanna The Rocks Pty Ltd C/- Urbis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Applicant Address:         | Urbis Pty Ltd<br>Level 23, Tower 2<br>201 Sussex Street<br>Sydney NSW 2000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Land to be Redeveloped:    | 75-85 Harrington Street, The Rocks, Sydney                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Lot and DP                 | Lot 1 DP 7770333                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Project Name               | 75-85 Harrington Street, The Rocks, Sydney                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Project Description        | <p>The proposal seeks development consent for the mixed use redevelopment of the site, including:</p> <ul style="list-style-type: none"> <li>▪ Demolition of the existing commercial building and its replacement with a new mixed-used development, including residential, retail and commercial uses.</li> <li>▪ Retention of the 'Bakers Terraces' fronting Gloucester Street, for future retail, food and beverage and commercial uses.</li> </ul> <p>The proposal provides a new pedestrian link through the site, connecting Gloucester Street to Harrington Street, and the re-creation and enhancements to Cumberland Place.</p> <p>A detailed description of the proposal is provided in the body of this report.</p> |



## Executive Summary

- 75-85 Harrington Street, The Rocks is a strategically significant site, located in a prominent location in the core of The Rocks at the northern end of Sydney CBD. It has a large site area, is in single ownership, enjoys iconic views of Sydney Harbour, The Opera House and Harbour Bridge, and is surrounded by a range of major retail, office, residential and tourist related uses. Few sites within Sydney have comparable strategic credentials and attractiveness, or are available for unique redevelopment opportunities.
- Notwithstanding these unique and highly sought after qualities, the existing built form fails to respond positively to the opportunities provided by such a prominent, strategic CBD site. The building relates very poorly to the surrounding context, is limited in commercial functionality, has limited pedestrian connectivity and offers limited street activation.
- Within this context, the site isn't realising its full potential and lacks an appropriate form of development that contributes positively to the strategic direction for such an important site. Without appropriate, coordinated action or redevelopment this will limit the competitiveness of the current commercial offer, and restrict the achievement of other strategic objectives such as housing and job growth in the CBD.
- 'A Plan for Growing Sydney' provides a strong policy emphasis on urban renewal opportunities close to transport hubs, strengthening and growing Sydney's Centres, and promoting higher density, and mixed use development in central commercial core areas where there is market demand and investment opportunities.
- In response to the strategic site qualities and opportunities with the current form of development on the site, Golden Age and Hanna The Rocks (the applicant) are proposing the redevelopment of the site with a vision of providing a high quality, mixed use development, supported by enhanced retail and commercial uses with improved street activation and pedestrian connectivity. This vision would enable the direct achievement of a range of both regional and local strategic planning objectives including job and housing growth in a highly accessible and connected location, a stronger day and night-time economy and renewal of a prominent part of The Rocks.
- In response to the applicant's vision for the site, a competitive design competition (which involved four high quality architects) was facilitated by Urbis to promote the diversity of design options for the site and achieve a high level of design excellence at the commencement of the project. This was not a formal planning requirement, but was undertaken to achieve a truly outstanding design outcome for this significant site.
- Francis-Jones Morehen Thorp (FJMT) were unanimously declared the winner of the competition on the basis that their design created the best opportunities for a large through-site link, high pedestrian connectivity to the surrounding Rocks precinct, high retail activation along Harrington Street, a very well resolved and articulated built form and the potential for a range of public benefits.
- Following the design competition, the applicant has liaised closely with Sydney Harbour Foreshore Authority (SHFA) and other key government agencies in accordance with the Secretary's Environmental Assessment Requirements (SEARs) that were issued by the NSW Department of Planning and Environment (DPE) on 22 May 2015. In particular, FJMT have presented to SHFAs independent Design Review Panel (DRPs) on two occasions, with the recent feedback commending the design, pedestrian linkages, use of materials and "attention to the context" of the proposal.
- Given the general support of the design and scheme by SHFA and the Design Review Panel, the project team commenced with finalising the detail design and addressing the key assessment matters to be addressed in the Environmental Impact Statement (EIS). The EIS provides a range of specialist inputs which examine key issues relevant to the project including visual/view impacts, heritage, traffic, amenity, sustainability, public domain/landscaping, services and infrastructure provision.

- Based on a comprehensive examination of these key assessment matters, in summary the proposal will provide a range of substantial local and regional benefits which warrant support, including:
  - Urban renewal of a key strategic site within The Rocks which seeks to introduce a new mixed use building that responds positively the unique heritage character of the surrounding precinct. This will raise the bar of design quality in this part of The Rocks and will replace an existing building which fails to respond positively to the surrounding context.
  - The proposed redevelopment of the site will have a significant Capital Investment Value of \$64.8 million and create the potential for a large number of jobs during the construction and operation stage of the proposal.
  - The proposal responds positively to the strategic and statutory planning framework which relates to the site. The project is consistent with the aims and objectives of a range of State, Regional and Local planning initiatives.
  - While a variation to the height and building envelope applicable to the site under the SCRA is proposed, this is reasonable on the basis that a slightly taller built form retains a commensurate density as the existing built form, with the additional massing carefully designed to be sympathetic to the surrounding heritage items and streetscape. The SHFA Design Review Panel have commended the proposal's response to the surrounding context, and the independent Visual Impact Assessment confirms the design "blends seamlessly with the streetscape" and is a "good contextual fit" with the surrounding context.
  - The proposed adaptive re-use of the Baker's Terraces on the site has been designed in a manner which reduces any impacts on the heritage significance of these buildings, and on the surrounding public domain. The Statement of Heritage Impact and Conservation Management Plans provide a framework for the ongoing conservation of these heritage items. Approximately \$1.6 million of conservation works and enhancements are proposed to the Bakers Terraces.
  - The proposal will provide a high level of pedestrian and street activation in the northern end of Sydney CBD and stimulate the day and night economy comparative to the current office uses of the existing buildings. In response to feedback from SHFA, the commercial and retail floorplates have been designed to have a variety of sizes, including opportunities for 'household facing' services to activate the day and night economy in The Rocks.
  - The supporting technical studies which accompany this EIS establish that the environmental impacts of the proposed concept are generally positive, and will not give rise to any unreasonable impacts.
  - The proposal has been through ongoing consultation with key government agencies including City of Sydney Council, NSW Department of Planning and Infrastructure (DPI), NSW Heritage Branch, Transport for NSW and the State Transit Authority prior to the lodgement of this application.

# 1 Introduction

## 1.1 PURPOSE OF THIS REPORT

This EIS has been prepared by Urbis on behalf of the Proponent, Golden Age and Hanna The Rocks Pty Ltd, and is submitted to the New South Wales Department of Planning and Environment (DoPE) in support of development at 75-85 Harrington Street, The Rocks, New South Wales.

This application seeks approval for the redevelopment of the site at 75-85 Harrington Street, including the restoration of the Bakers Terraces, for mixed use purposes, including residential, commercial and retail, including associated public domain works, earthworks and landscaping.

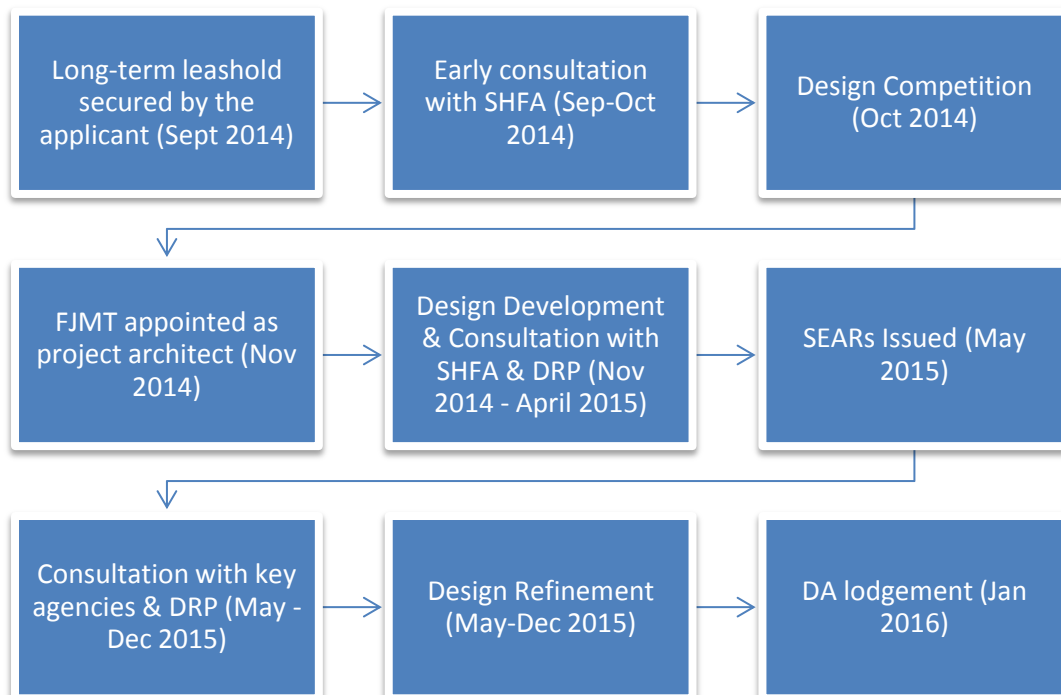
Pursuant to Schedule 2 of *State Environmental Planning Policy (State and Regional Development) 2011*, development within The Rocks area with a capital investment value (CIV) of more than \$10 million is identified as State Significant Development (SSD). The proposed development will have a CIV of approximately \$64,800,000 and therefore is classified as SSD. A copy of the QS Report confirming the CIV of the project is provided at **Appendix A**.

A request for Secretary's Environmental Assessment Requirements (SEARs) was submitted to the DoPE in April 2015. SEARs were provided by the DoPE on the 22 May 2015. The SEARs are listed in Section 3 of this report with a document reference provided indicating where the requirement has been addressed. The full set of SEARS has been appended at **Appendix B**.

This EIS describes the site and proposed development, provides relevant background information, and assesses the development against relevant legislation, environmental planning instruments, and planning policies, and the SEARs issued.

## 1.2 PROJECT BACKGROUND

The project has been through an extensive and ongoing process of consultation and design review since the leasehold was purchased by the applicant in September 2014. The figure below provides a brief overview of this process.



### 1.3 PROJECT TEAM

The EIS has been prepared in accordance with a range of technical inputs including:

| ROLE                                 | CONSULTANT                 |
|--------------------------------------|----------------------------|
| Project Manager                      | Savills Project Management |
| Planning, Heritage & Archaeology     | Urbis                      |
| Survey                               | Land Partners              |
| Architecture & Landscape Design      | FJMT                       |
| Visual Assessment                    | GMU Urban Design           |
| Traffic and Transport                | Traffix                    |
| Ecologically Sustainable Development | Cundall                    |
| Soil and Water                       | Enstruct                   |
| Engineering & Infrastructure         | VOS Group                  |
| BCA                                  | BM+G                       |
| DDA                                  | MGAC                       |
| Contamination & Geotechnical         | Douglas Partners           |
| Noise and Vibration                  | Acoustic Studio            |

## 2 Site and Surrounds

### 2.1 SITE DESCRIPTION

The street address for the site is 75-85 Harrington Street, The Rocks. The general location of the site is shown in **Figure 1**. A site survey plan is attached as **Appendix C**.

Harrington Court (85 Harrington Street) and the buildings that make up Bakers Terrace (66-68 and 70-72 Gloucester Street) are located within Lot 1 DP777033.

The Sydney Harbour Foreshore Authority is the owner of the land described within the Agreement for Lease and the applicant is the long-term leaseholder of the site.

FIGURE 1 – LOCATION MAP – SITE OUTLINED IN RED (SOURCE: GOOGLE MAPS)



### 2.2 THE SUBJECT SITE AND LOCAL CONTEXT

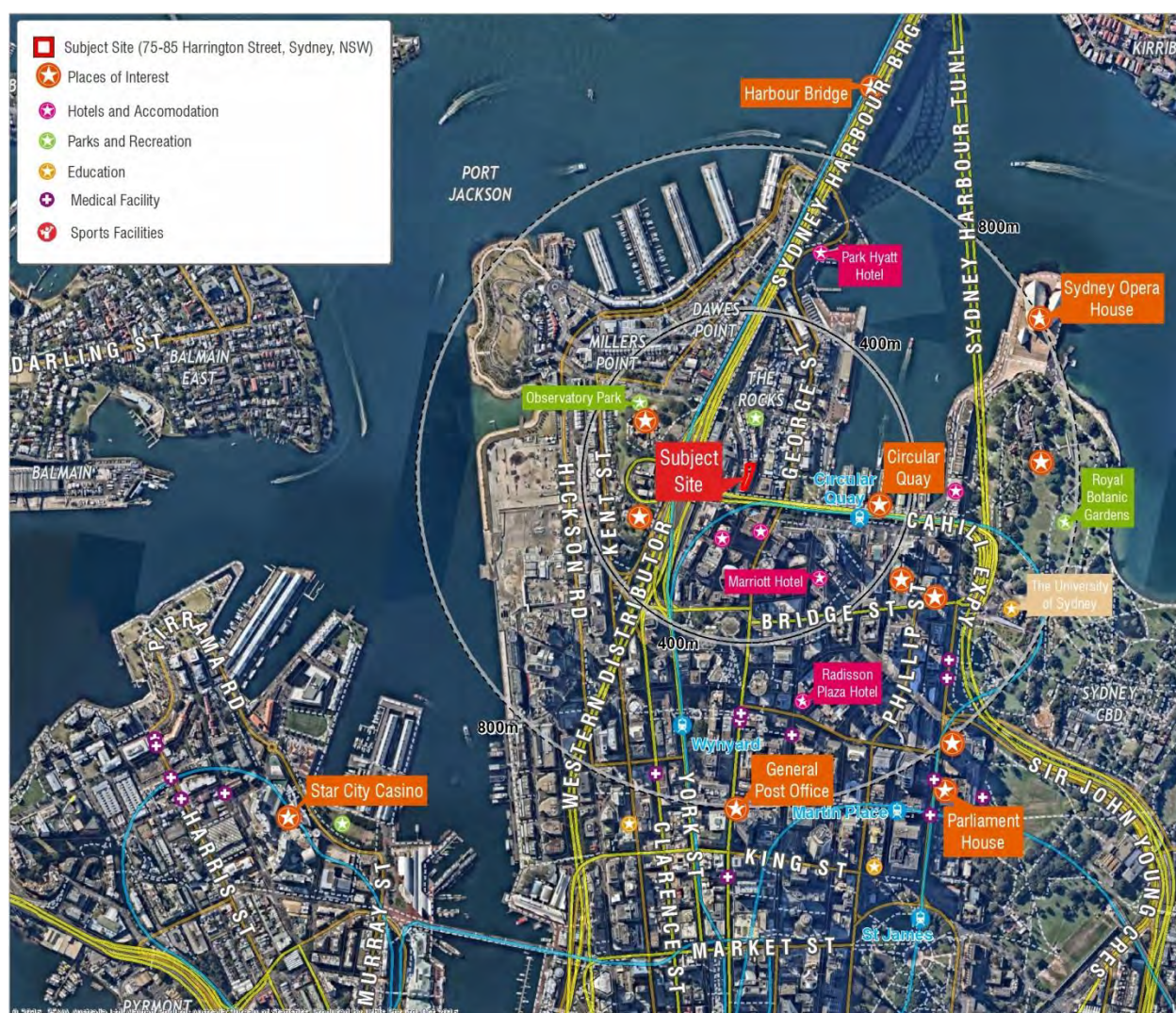
The development site is located at 75-85 Harrington Street, is situated within the City of Sydney Local Government Area (LGA). The development site is part of the historic precinct known as The Rocks.

The Rocks is sited on a rocky promontory projecting into the Harbour on the western side of Sydney Cove, with the southern approach of the Sydney Harbour Bridge along the ridge marking the western boundary of the area, and is some 21 hectares in area. The ground falls steeply to the east, in a series of sandstone escarpments, giving the important harbour views characteristic of the area. The topography gave rise to an erratic street pattern with many cuts into the rock to provide building materials and enable streets and stepped pedestrian ways to traverse the area. The conservation of The Rocks from the 1970s has reinforced these diverse streetscapes, laneways and pedestrian links.



The site and its position within The Rocks precinct is identified in **Figure 2**.

FIGURE 2 – SUBJECT SITE AND LOCAL CONTEXT



## 2.3 EXISTING DEVELOPMENT

The site currently accommodates a seven storey commercial office building and the two pairs of residential terraces, known as the 'Baker's Terraces'.

The existing commercial office building extends to the southern boundary of Lot 1 DP 777033 and extends north along the Harrington Street frontage to the site's boundary adjacent to the Cumberland Steps. The northern-most portion of the commercial office building steps down to 5 storeys in height where it fronts Harrington Street.

The existing building is known as Harrington Court, was constructed in the mid 1980's. The building has a wall height of five storeys fronting Harrington Street with an additional two storeys within a sloping roof form, which also features a series of gabled dormer window elements. Along Gloucester Street the development has a wall height of three storeys with one additional storey in the sloping roof form with dormers.

The Baker's Terraces are located at 70-72 Gloucester Street and are located at the northern end of the site fronting Gloucester Street, West of the commercial development's northern extension are The terraces front Gloucester Street and are bound by the Cumberland Steps to the north, a small public courtyard to the east and a pedestrian walkway (through site link) to the south.



The Baker's Terraces are collectively listed as an item of State heritage significance. The four attached terraces were constructed in 1882 and are an example of residential style development and subdivision patterns from this period. The terraces had a continuous residential use until the late 1970's, and have since been altered by removal of most internal walls to facilitate their use for commercial office purposes.

Existing development on the site is indicated in the following photographs.

FIGURE 3 – AERIAL PHOTOGRAPH OF SUBJECT SITE





FIGURE 4 – SITE PHOTOS



PICTURE 1 – GLOUCESTER STREET FACADE AT BAKER'S TERRACES



PICTURE 2 – HARRINGTON STREET FACADE (LOOKING SOUTH)



PICTURE 3 – GLOUCESTER STREET FRONTAGE OF BAKER'S TERRACES



PICTURE 4 – VIEW OF SITE FROM CAMBRIDGE STREET - REAR OF BAKER'S TERRACE AND STAIRS



PICTURE 5 –SUBJECT SITE LOOKING SOUTH



PICTURE 6 – PUBLIC FOOTPATH WITHIN THE SITE AND THE REAR OF BAKER'S TERRACE (LEFT)

### 3 Secretary's Environmental Assessment Requirements

A request was made to the Minister for the Secretary's Environmental Assessment Requirements (SEARs), pursuant to Clause 3, Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*. The SEARs are addressed within this report and included in full at **Appendix B**.

Table 1 below provides a summary of the Secretary's Requirements and identifies the section of the report where the relevant requirement is addressed and/or the appendix reference for the specialist consultants' report associated with that requirement.

TABLE 1 – OVERVIEW OF SEARS

| ITEM / DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | DOCUMENT REFERENCE                                                                                                                                                                                                                                                                                                                                           |
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| <b>A. GENERAL REQUIREMENTS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                              |
| <p>The Environmental Impact Statement (EIS) must address the <i>Environmental Planning and Assessment Act 1979</i> and meet the minimum form and content requirements in clauses 6 and 7 of Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i>.</p> <p>Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development.</p> <p>Where relevant, the assessment of the key issues below, and any other significant issues identified in the risk assessment, must include:</p> <ul style="list-style-type: none"> <li>adequate baseline data;</li> <li>consideration of potential cumulative impacts due to other development in the vicinity; and</li> <li>measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment.</li> </ul> | <p>The EIS has been prepared in accordance with the Secretary's Requirements and meets the minimum form and content requirements specified in Schedule 2 of the <i>Environmental Planning and Assessment Regulation 2000</i>.</p> <p>The EIS includes a comprehensive assessment of the environmental risks and impacts associated with the development.</p> |
| <p>The EIS must be accompanied by a report from a qualified quantity surveyor providing:</p> <ul style="list-style-type: none"> <li>A detailed calculation of the capital investment value (CIV) (as defined in clause 3 of the <i>Environmental Planning and Assessment Regulation 2000</i>) of the proposal, including details of all assumptions and components from which the CIV calculation is derived;</li> <li>An estimate of the jobs that will be created by the future development (construction and operational);</li> <li>Certification that the information provided is accurate at the date of preparation.</li> </ul>                                                                                                                                                                                                                                                                                                                                                          | <p>Refer to Quantity Surveyor Report provided at <b>Appendix A</b>.</p>                                                                                                                                                                                                                                                                                      |

| ITEM / DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | DOCUMENT REFERENCE        |
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| <b>B. KEY ISSUES</b> The EIS must address the following specific matters:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                           |
| <p><b>1. Environmental Planning Instruments, Policies &amp; Guidelines</b></p> <p>Address the relevant statutory provisions applying to the site, contained in the relevant EPIs, including:</p> <ul style="list-style-type: none"> <li>▪ <i>State Environmental Planning Policy (State and Regional Development) 2011;</i></li> <li>▪ <i>Sydney Cove Redevelopment Authority Scheme;</i></li> <li>▪ <i>State Environmental Planning Policy 55 - Remediation of Land;</i></li> <li>▪ <i>State Environmental Planning Policy (Infrastructure) 2007;</i></li> <li>▪ <i>State Environmental Planning Policy No.65 – Design Quality of Residential Flat Development;</i></li> <li>▪ <i>State Environmental Planning Policy (Building Sustainability Index –(BASIX) 2004;</i></li> <li>▪ <i>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005.</i></li> </ul> <p>Address the relevant provisions, goals and objectives in the following:</p> <ul style="list-style-type: none"> <li>▪ <i>NSW 2021;</i></li> <li>▪ <i>A Plan for Growing Sydney;</i></li> <li>▪ <i>Draft Sydney City Sub-Regional Strategy;</i></li> <li>▪ <i>NSW Long Term Master Transport Plan</i></li> <li>▪ <i>Sydney's Cycling Future;</i></li> <li>▪ <i>Sydney's Walking Future;</i></li> <li>▪ <i>Sydney Development Control Plan 2012.</i></li> <li>▪ <i>Sydney City Centre Access Strategy; and</i></li> <li>▪ <i>Residential Flat Design Code</i></li> </ul> | <p><b>Section 5</b></p>   |
| <p><b>2. Land Use and GFA</b></p> <ul style="list-style-type: none"> <li>▪ Provision of a table identifying the land uses for the building*, including a floor by floor breakdown of GFA, total GFA and site coverage. * Retail uses must be separately defined as per the Standard Instrument.</li> <li>▪ Address the recommendations of Sydney Harbour Foreshore Authority's and use study for the site (Redevelopment Assessment, 85 Harrington Street, The Rocks, May 2015, MacroPlan Dimasi).</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p><b>Section 6.1</b></p> |



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| <p><b>3. Design Excellence, Built Form and Urban Design</b></p> <ul style="list-style-type: none"> <li>▪ Outline the design process leading to the proposal and justify the suitability of the site for the proposal.</li> <li>▪ Demonstrate design excellence with specific consideration of the site's historic character, layout, setbacks, architectural design, materials, articulation and detailing, amenity, views and vistas, open spaces and public domain, connectivity and street activation.</li> <li>▪ Address the height, bulk and scale of the proposal development within the context of the locality and its surrounds.</li> <li>▪ Address retail tenancy fit-outs, shopfront design and signage.</li> <li>▪ Address the Sydney Harbour Foreshore Authority's Design and Development Advisory Panel comments, February 2015.</li> </ul> | <p>Section 6.2</p> <p>Architectural Plans at <b>Appendix D</b> &amp; Design Report at <b>Appendix E</b>.</p>          |
| <p><b>4. Visual and View Impacts</b></p> <ul style="list-style-type: none"> <li>▪ Identify important sight lines and visual connectivity to and through the site.</li> <li>▪ A visual impact assessment is to be provided to identify the visual changes and impacts on the site and its surrounds when viewed from key vantage points (see plan and documents section).</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <p>Addressed in <b>Section 7</b> and within the Visual Impact Assessment at <b>Appendix F</b>.</p>                    |
| <p><b>5. Amenity</b></p> <ul style="list-style-type: none"> <li>▪ Outline and address amenity impacts in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, and safety and security.</li> <li>▪ The EIS must include: <ul style="list-style-type: none"> <li>– a shadow diagrams report; and</li> <li>– wind effects report</li> </ul> </li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>Addressed in <b>Section 8</b> and Design Report at <b>Appendix E</b>.</p>                                          |
| <p><b>6. Ecologically Sustainable Development</b></p> <ul style="list-style-type: none"> <li>▪ Detail how ESD principles (as defined in clause 7(4) Schedule 2 of the EP&amp;A Regulation 2000) will be incorporated in the design, construction and ongoing phases of the development.</li> <li>▪ Outline resource, energy and water efficiency initiatives, including the use of sustainable technologies and or/renewable energy.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Addressed in <b>Section 9</b> and within the Ecologically Sustainable Development Report at <b>Appendix G</b>.</p> |
| <p><b>7. Public Domain and Public Access</b></p> <ul style="list-style-type: none"> <li>▪ Identify proposed open space, public domain and linkages with and between other public domain spaces including George Street, Harrington, Gloucester and Cumberland Steps, Cumberland Street, Cambridge Street and other relevant streets and lanes. Demonstrate ease of access/circulation space around Campbell's Stores, the proposed outdoor dining area and the proposed new structure to the north.</li> </ul>                                                                                                                                                                                                                                                                                                                                            | <p>Addressed in <b>Section 10</b> and within the Design Report and Architectural Drawings at <b>Appendix H</b>.</p>   |

| ITEM / DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | DOCUMENT REFERENCE                                                                                                                                                                             |
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| <ul style="list-style-type: none"> <li>▪ Detail and outline the interface between the proposed uses and the public domain;</li> <li>▪ Provide details of the proposed improvements to public access provisions between the site and George Street, Harrington Street, Gloucester Street, Cumberland Street, Cumberland Steps and the Cahill Expressway walkway via lift, ramp and stairs, and identify design details for these new elements having regard to the existing streetscape and heritage character.</li> <li>▪ Demonstrate safe, accessible, prioritised pedestrian path of travel at entries and exits to the basement car park.</li> <li>▪ Outline specific design features (if applicable): footpaths and pavements, roads and/or rights of carriageways; outdoor seating; materials and finishes; furniture and fixtures; street lighting, pedestrian lighting and feature lighting; edges, screens and fences; walls, embankments and mounds; steps, ramps, vehicle crossings, decks and pathways; services where affected, utility poles, and service pits; civil and stormwater infrastructure; tree planting; mass planting beds, planter boxes and individual plantings; and bicycle parking.</li> </ul>                                                                                                                                                                                                                                          |                                                                                                                                                                                                |
| <p><b>8. Heritage</b></p> <ul style="list-style-type: none"> <li>▪ Prepare a statement of heritage impact which identifies: <ul style="list-style-type: none"> <li>– All heritage items (state and local) within and in the vicinity of the site including built heritage, landscapes and archaeology (including the Baker Street Terraces, Susannah Place and Cumberland Place Stairs), and detailed mapping of these items, and why the items and site(s) are of heritage significance;</li> <li>– What impact the proposed works will have on their significance, including impacts as a result of the proposed adaption of the Baker Street Terraces into residential apartments, and impacts on views to and from heritage items;</li> <li>– Detailed mitigation measures to offset any potential impacts on heritage values; and</li> <li>– Provide details of visual impacts of the proposed development on the historic streetscapes of Gloucester Street and Harrington Street.</li> </ul> </li> <li>▪ The Bakers Terrace Conservation Management Plan should be updated and submitted to the Heritage Council for NSW for endorsement, prior to determination of the application.</li> <li>▪ The Prepare an archaeological assessment of the likely impacts of the proposal on any Aboriginal cultural heritage, European cultural heritage and other archaeological items and outline proposed mitigation and conservation measures.</li> <li>▪</li> </ul> | <p>Addressed in <b>Section 11</b> and in Statement of Heritage Impact (<b>Appendix I</b>), Conservation Management Plan (<b>Appendix J</b>) and Archaeological Report (<b>Appendix K</b>).</p> |

| ITEM / DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | DOCUMENT REFERENCE                                                                                                 |
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| <ul style="list-style-type: none"> <li>▪ Prepare an interpretation strategy that includes the provision for interpretation of any archaeological resources uncovered during the works.</li> </ul> <p>→ <i>Relevant Policies and Guidelines</i></p> <ul style="list-style-type: none"> <li>▪ Conservation Management Plan for The Royal Botanic Garden and Domain</li> <li>▪ NSW Heritage Manual</li> <li>▪ Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation 2005</li> <li>▪ Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010</li> <li>▪ The Rocks Heritage Management Plan 2010</li> <li>▪ Bakers Terrace Conservation Management Plan</li> <li>▪ Cumberland Place Conservation Management Strategy</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                    |
| <p><b>9. Transport, Traffic, Car Parking and Accessibility</b></p> <p>The EIS shall include a Traffic and Transport Impact Assessment that provides, but is not limited to, the following:</p> <ul style="list-style-type: none"> <li>▪ daily and peak traffic movements likely to be generated by the development, and an assessment of the existing and future performance of key intersections surrounding the site, and any upgrades (road/intersections) required as a result of the development;</li> <li>▪ detail the proposed number of car parking spaces and compliance with appropriate parking codes;</li> <li>▪ existing public transport services and opportunities to promote public transport use (such as a green travel plan);</li> <li>▪ pedestrian and cycle connections/circulation and required upgrades to meet the likely future demand within the precinct and connections to the external networks, particularly the cycle network identified in the Sydney City Centre Access Strategy;</li> <li>▪ details of the proposed number of bicycle parking spaces and compliance with appropriate standards and the provision of end-of-trip facilities;</li> <li>▪ assessment of proposed loading dock provisions and access arrangements to loading docks; and</li> <li>▪ details of access arrangements for emergency and service vehicles (including vehicle type and likely arrival and departure times of service vehicles).</li> </ul> | <p>Addressed in <b>Section 12</b> and within the Traffic and Transport Impact Assessment at <b>Appendix L</b>.</p> |

| ITEM / DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | DOCUMENT REFERENCE                                                                                                        |
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| <p>In relation to construction traffic:</p> <ul style="list-style-type: none"> <li>▪ details of anticipated truck movements to and from the site;</li> <li>▪ details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;</li> <li>▪ details of temporary cycling and pedestrian access during construction;</li> <li>▪ details of proposed construction vehicle access arrangements at all stages of construction; and</li> <li>▪ assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclist and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of impacts. This Plan needs to include vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities, and must take into consideration the staging of transport works in the Sydney CBD (including light rail).</li> </ul> <p>→ <i>Relevant Policies and Guidelines</i></p> <ul style="list-style-type: none"> <li>▪ · Guide to Traffic Generating Developments (RMS)</li> <li>▪ Sydney City Centre Access Strategy</li> <li>▪ EIS Guidelines – Road and Related Facilities (DoPI) NSW Planning Guidelines for Walking and Cycling</li> <li>▪ Guide to Traffic Management – Part 12: Traffic Impacts of Development (AUSTROADS)</li> </ul> |                                                                                                                           |
| <p><b>10. Earthworks</b></p> <ul style="list-style-type: none"> <li>▪ Provide a detailed survey showing existing and proposed levels and proposal quantities of cut and fill necessary for the proposed works.</li> <li>▪ Provide details of the fill, including types and materials and their source.</li> <li>▪ Provide details of the location for the disposal of excess cut and the methodology of transportation to this location.</li> <li>▪ Provide a detailed survey plan showing the relationship of the proposed development with respect to Sydney Trains easement/stratum lot and tunnel location.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>Addressed in <b>Section 13</b> and within the Environmental and Construction Management Plan at <b>Appendix X</b>.</p> |
| <p><b>11. Water, Drainage, Stormwater and Groundwater</b></p> <ul style="list-style-type: none"> <li>▪ Prepare an Integrated Water Management Plan, detailing stormwater and wastewater management, including any re-use and disposal requirements, demonstration of water sensitive urban design and any water conservation measures, and identification of any appropriate water quality management measures.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>Addressed in <b>Section 14</b> and within the Integrated Water Management Plan at <b>Appendix N</b>.</p>               |



| ITEM / DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | DOCUMENT REFERENCE                                                                                                                |
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| <ul style="list-style-type: none"> <li>▪ The Applicant shall provide information on the required water and waste water services and any augmentation of Sydney Water infrastructure that may be required for the proposed development.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                   |
| <p><b>12. Infrastructure Provision</b></p> <ul style="list-style-type: none"> <li>▪ Detail any infrastructure proposed to service the development and demonstrate that the site can be suitably serviced.</li> <li>▪ Detail the existing infrastructure on-site, and identify any possible impacts on infrastructure arising from the construction of the proposed works.</li> <li>▪ Where the proposed works affect existing infrastructure, the application should detail any mitigation works proposed, including service relocations.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Addressed in <b>Section 15</b> and within the Utilities and Services Strategy at <b>Appendix O</b>.</p>                        |
| <p><b>13. Interim Rail Corridor</b></p> <p>The EIS shall detail the likely effect of the proposal in consultation with TfNSW on:</p> <ul style="list-style-type: none"> <li>▪ the practicability and cost of carrying out rail expansion projects on the land in the future;</li> <li>▪ the structural integrity or safety of, or ability to operate, such rail projects; and</li> <li>▪ the land acquisition costs and costs of construction, operation or maintenance of such projects.</li> </ul> <p>→ <i>Relevant Policies and Guidelines:</i></p> <ul style="list-style-type: none"> <li>▪ NSW Industrial Noise Policy 2000 (EPA)</li> <li>▪ NSW Industrial Noise Policy – application notes 2013 (EPA)</li> <li>▪ Interim Construction Noise Guideline 2009 (DECC)</li> <li>▪ Assessing Vibration: A Technical Guideline 2006 (DECC)</li> <li>▪ NSW Road Noise Policy (DECCW 2001)</li> <li>▪ NSW Road Noise Policy – application notes 2013 (EPA)</li> </ul> | <p>Addressed against the provisions of <i>State Environmental Planning Policy (Infrastructure) 2007</i> at <b>Section 16</b>.</p> |
| <p><b>14. Noise</b></p> <ul style="list-style-type: none"> <li>▪ The applicant must include a Noise and Vibration Assessment of construction, operation, traffic and cumulative noise impacts prepared in accordance with the relevant EPA guidelines. This assessment must consider any potential noise impacts on nearby noise sensitive receivers and outline proposed noise mitigation and monitoring issues.</li> <li>▪ Should the application seek approval for the fit-out and use of the building, detailed Noise Impact Statements must be prepared for each tenancy.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                           | <p>Addressed in <b>Section 17</b> and within the Noise and Vibration Assessment at <b>Appendix P</b>.</p>                         |

| ITEM / DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | DOCUMENT REFERENCE                                                                                               |
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| <p>→ <i>Relevant Policies and Guidelines:</i></p> <ul style="list-style-type: none"> <li>▪ NSW Industrial Noise Policy 2000 (EPA)</li> <li>▪ NSW Industrial Noise Policy – application notes 2013 (EPA)</li> <li>▪ Interim Construction Noise Guideline 2009 (DECC)</li> <li>▪ Assessing Vibration: A Technical Guideline 2006 (DECC)</li> <li>▪ NSW Road Noise Policy (DECCW 2001)</li> <li>▪ NSW Road Noise Policy – application notes 2013 (EPA)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                  |
| <p><b>15. Sediment, Erosion and Dust Controls</b></p> <ul style="list-style-type: none"> <li>▪ Identify measures and procedures to minimise and manage the generation and off-site transmission of sediment, dust and particles.</li> </ul> <p>→ <i>Relevant Policies and Guidelines:</i></p> <ul style="list-style-type: none"> <li>▪ Managing Urban Stormwater – Soils &amp; Construction 4th Edition (Landcom)</li> <li>▪ Approved Methods for the Modelling and Assessment of Air Pollutants (August 2005) (EPA)</li> </ul>                                                                                                                                                                                                                                                                                                  | <p>Addressed in <b>Section 18</b> and within the Waste Management Plan at <b>Appendix X</b>.</p>                 |
| <p><b>16. Building Code of Australia</b></p> <ul style="list-style-type: none"> <li>▪ Prepare a detailed BCA and access report demonstrating compliance with the Building Code of Australia.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <p>Addressed in <b>Section 19</b>.</p> <p>Refer to the BCA Assessment And Audit Report at <b>Appendix Q</b>.</p> |
| <p><b>17. Environmental, Construction and Site Management Plan</b></p> <p>The EIS shall provide an Environmental and Construction Management Plan for the proposed works, and is to include:</p> <ul style="list-style-type: none"> <li>▪ community consultation, notification and complaints handling;</li> <li>▪ impacts of construction on adjoining development and proposed measures to mitigate construction impacts;</li> <li>▪ noise and vibration impacts on and off site;</li> <li>▪ air quality impacts on the neighbourhood;</li> <li>▪ odour impacts;</li> <li>▪ water quality management for the site; and</li> <li>▪ construction waste classification, transportation and management methods in accordance with DECCW's Know Your Responsibilities: Managing Waste from Construction Sites Guideline.</li> </ul> | <p>Addressed in <b>Section 20</b> and within the Waste Management Plan at <b>Appendix X</b>.</p>                 |

| ITEM / DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | DOCUMENT REFERENCE               |
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| <p><b>18. Staging</b></p> <p>Details regarding the staging of the proposed development.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Addressed in <b>Section 21</b> . |
| <p><b>19. Consultation</b></p> <ul style="list-style-type: none"> <li>▪ Undertake an appropriate level of consultation with council and State Government agencies.</li> <li>▪ Provide details on the Community Engagement Framework to guide the public consultation process.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Addressed in <b>Section 22</b> . |
| <p><b>C. CONSULTATION</b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                  |
| <p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular, you must consult with:</p> <ul style="list-style-type: none"> <li>▪ City of Sydney Council.</li> <li>▪ Sydney Harbour Foreshore Authority.</li> <li>▪ EPA.</li> <li>▪ Office of Heritage and Environment.</li> <li>▪ Sydney Water.</li> <li>▪ Transport for NSW.</li> <li>▪ Roads and Maritime Services.</li> <li>▪ Sydney Trains.</li> <li>▪ Local Aboriginal Land Council and stakeholders, if relevant.</li> <li>▪ Local heritage groups, if relevant.</li> </ul> <p>The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p> | Addressed in <b>Section 22</b> . |

| ITEM / DESCRIPTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | DOCUMENT REFERENCE        |
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| <b>D. FURTHER CONSULTATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                           |
| If you do not lodge a development application and EIS for the development after 2 years within 2 years of the issue date of these SEARs, you must consult further with the Secretary in relation to the preparation of the EIS.                                                                                                                                                                                                                                                                                                                                                                             | Not applicable.           |
| <b>E. PLANS AND DOCUMENTS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                           |
| The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the <i>Environmental Planning and Assessment Regulation 2000</i> . Provide these as part of the EIS rather than as separate documents. In addition, the EIS must include the following:                                                                                                                                                                                                                                                                                   |                           |
| <p>1. An existing site survey plan drawn at an appropriate scale illustrating:</p> <ul style="list-style-type: none"> <li>▪ The location of the land, boundary measurements, area (m<sup>2</sup>) and north point.</li> <li>▪ The existing levels of the land in relation to buildings and roads.</li> <li>▪ Location and height of existing structures on the site.</li> <li>▪ Location and height of adjacent buildings.</li> <li>▪ All levels to be to Australian Height Datum (AHD).</li> </ul>                                                                                                         | Refer <b>Appendix C</b> . |
| <p>2. A locality/context plan drawn at an appropriate scale should be submitted indicating:</p> <ul style="list-style-type: none"> <li>▪ Significant local features such as parks, community facilities and open space and heritage items.</li> <li>▪ The location and uses of existing buildings, shopping and employment areas.</li> <li>▪ Traffic and road patterns, pedestrian routes and public transport nodes.</li> </ul>                                                                                                                                                                            | Refer <b>Appendix E</b> . |
| <p>3. Drawings at an appropriate scale illustrating:</p> <ul style="list-style-type: none"> <li>▪ The location of any existing building envelopes or structures on the land in relation to the existing and proposed site boundaries and any development on adjoining land.</li> <li>▪ Detailed plans, sections and elevations of the development, including all temporary structures and site features.</li> <li>▪ The height (AHD) of the proposed development in relation to the land.</li> <li>▪ Any changes that will be made to the level of the land by excavation, filling or otherwise.</li> </ul> | Refer <b>Appendix D</b> . |



| ITEM / DESCRIPTION                                                                                                                                                                                                                                                                          | DOCUMENT REFERENCE           |
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| 4. Landscape plan illustrating treatment of open space areas on the site.                                                                                                                                                                                                                   | Refer to <b>Appendix H</b> . |
| 5. 3D modelling and a physical model of the proposal shall be prepared in accordance with City of Sydney's requirements.                                                                                                                                                                    | Submitted physically.        |
| 6. Shadow diagrams showing solar access to the site and surrounding areas at <ul style="list-style-type: none"> <li>▪ summer solstice (Dec 21)</li> <li>▪ winter solstice (June 21)</li> <li>▪ equinox (March 21)</li> <li>▪ September 21) at 9.00 am, 12.00 midday and 3.00 pm.</li> </ul> | Refer to <b>Appendix E</b> . |
| 7. Visual Impact Assessment<br><br>The visual impact assessment, including focal lengths, must be done in accordance with Land and Environment Court requirements.                                                                                                                          | Refer to <b>Appendix F</b> . |

## 4 The Proposed Development

### 4.1 OVERVIEW

The applicant is seeking development consent for the mixed use redevelopment of the site, including:

- Demolition of the existing built form at 85 Harrington Street, The Rocks (known as Harrington Court)
- Excavation of the site to provide for 3 levels of basement car parking to accommodate 95 car parking spaces.
- Construction of a new mixed use building comprising of residential, commercial and retail land uses.
- Retention of the existing c1875-1880s Bakers Terraces (four merged terraces) and their conversion into basement/ lower ground level dining / café and upper level residential units
- Vehicular ingress and egress off Harrington Street (this is consolidated from two existing vehicular crossovers to one)
- Landscaping and public domain improvements.

### 4.2 DEMOLITION & EXCAVATION WORKS

This application seeks approval for the full demolition of the existing commercial office building (known as 'Harrington Court') on the site, and excavation to enable 3 levels of basement car parking.

### 4.3 CONSTRUCTION OF A NEW MIXED USE BUILDING

In accordance with the architectural plans prepared by FJMT at **Appendix D** development consent is sought for a mixed use building comprising 64 residential apartments, 1,921m<sup>2</sup> of office space and 753m<sup>2</sup> of retail space. In summary:

- **Retail** - Retail floor space at ground and Level 2 (753m<sup>2</sup>)
- **Commercial** - Commercial office floor space over 8 levels and contained in a separate building element located at the southern edge of the site. (1,921m<sup>2</sup>)
- **Residential** - Three separate residential apartment buildings comprising 64 apartments (6,439m<sup>2</sup>)
  - **Block 1** – 52 residential apartments (14 x 1B, 21 x 2B, 13 x 3B, 3 x townhouses and 1 x penthouse)
  - **Block 2** – 10 residential apartments (5 x 1B, 3 x 2B, and 2 x 3B)
  - **Bakers Terraces** – 2 x residential townhouses (2B)

FJMT were successful in winning the Competitive Design Alternatives process, based on their design providing the most appropriate response to the site and surrounding context, and providing a high quality proposal that could achieve 'design excellence'. The Design Report (see **Appendix E**) provides a comprehensive examination of a range of design related matters.

FIGURE 5 – PHOTOMONTAGE OF THE PROPOSED DEVELOPMENT – LOOKING WEST (SOURCE: FJMT)



PICTURE 7 – PHOTOMONTAGE OF PROPOSED DEVELOPMENT – LOOKING SOUTH ALONG GLOUCESTER STREET (SOURCE: FJMT)



PICTURE 8 – PHOTOMONTAGE OF PROPOSED DEVELOPMENT – LOOKING SOUTH ALONG HARRINGTON STREET (SOURCE: FJMT)

#### 4.4 ADAPTIVE RE-USE AND REVITALISATION OF BAKERS TERRACES

A range of conservation and enhancement works are proposed to the Bakers Terraces on the site, including:

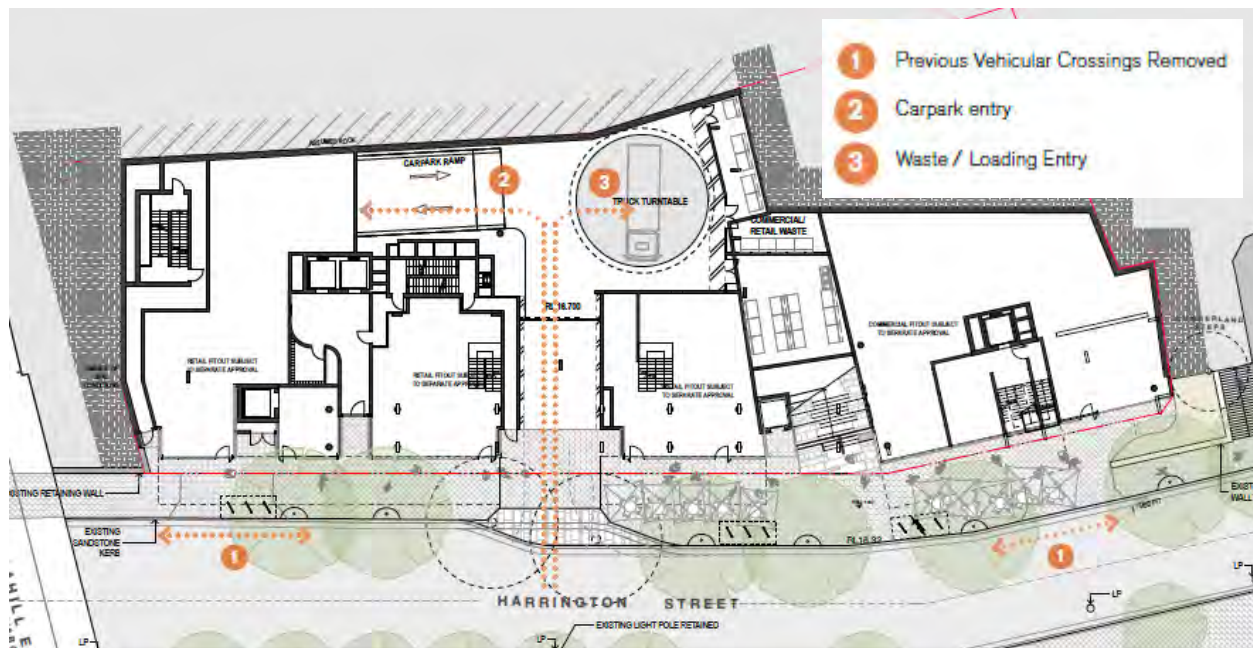
- Retention of the existing c1875-1880s Bakers Terraces (four merged terraces) and their conversion into basement/ lower ground level dining / café and upper level residential units
- Alterations to recent fabric internally
- Remove office fitout and return to residential, with minor modifications to the original fabric
- Removal of intrusive basement slab and brick skin walls
- Various conservation and maintenance works.



## 4.5 VEHICULAR ACCESS AND CAR PARKING

A Traffic and Parking Report, prepared by Traffix, is included at **Appendix L** which provides a detailed overview of the proposed vehicular access and parking arrangements for the proposed development.

FIGURE 6 – PROPOSED VEHICULAR ACCESS ARRANGEMENT (SOURCE: FJMT)



There are currently two vehicular access points to the site at the northern and southern ends of the site on Harrington Street. It is proposed to consolidate these vehicular cross-overs into one new consolidated vehicular entry and exit at the mid-point of the Harrington Street to provide a higher level of retail activation and minimise unnecessary voids in the streetscape.

The proposed vehicular access and internal circulation areas have been designed in accordance with relevant Australian Standards, and is capable of accommodating the spatial dimensions and turning paths of a City of Sydney Council waste vehicle.

The proposed design includes three basement levels providing 95 car parking spaces. This includes 3 disabled spaces, 1 service vehicle space, 1 car share space and 1 car wash space.

A total of 8 motorcycle spaces and 8 bicycle spaces are provided in the development.

## 4.6 PUBLIC DOMAIN AND LANDSCAPE

A range of landscape and public domain works are proposed which seek to:

- Increase pedestrian connectivity through the site
- Respond to and reflect to the history of The Rocks
- Create interpretive transitions through the public domain
- Re-create and enhance Cumberland Place
- Enhance ground-plane activity and connectivity

Proposed public domain details and improvements are detailed the Landscape Design Report at **Appendix H** and summarised in **Section 10** of this report. Proposed landscaping initiatives are summarised in the table below.

TABLE 2 – PROPOSED LANDSCAPE INITIATIVES (EXTRACTS FROM LANDSCAPE REPORT)

| LANDSCAPE THEME                                                                                      | LANDSCAPE RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Activated stair connection and pedestrian linkage from Gloucester Street to Harrington Street</b> | <p>The East West Connecting Stairway responds to the pedestrian connection and significant level change between Harrington Street and Gloucester Street.</p> <p>The Stairway is designed as a series of small seating and planting terraces overlaid with natural stone stair treads. A variety of planting types including green wall, trellis and terrace planting will add further colour and character to this area, creating a more enticing sense of place. The planted trellis and green wall and subtle interpretive art elements will help provide interest.</p> <p>The sandstone retaining walls in the Cumberland Place courtyard and levels adjacent to Bakers Terrace, will be retained as part of the functional back of house requirements.</p> <p>Pedestrian access between the bakers terrace and Cambridge Street is to be maintained and enhanced with a new bluestone paving and raised planting around the perimeter of Bakers Terrace is to be upgraded. Additional fixed bench seating is to be incorporated into the new stair and ramp retaining walls.</p> <p>Further to the three main open spaces, additional landscape upgrade works will be completed along Harrington Street, new kerbs will be required as part of the new service entry location. Existing tree planting in this location will be removed as suggested in the Tree Master Plan for the Rocks. The existing Brush Box to Gloucester Street will be retained</p> |
| <b>Harrington Street Address and Gloucester Street Frontage</b>                                      | <p>At present, the pedestrian connections between Harrington Street, Gloucester Street and Cambridge Street are reduced physically by the number of arrival points, significant level changes, and visually by obscure public domain entrances.</p> <p>The aim of the proposed Harrington Street and Gloucester Street address is to redress this balance by providing legible public space that fronts the proposed retail shops, residential lobbies and the new connecting stairway which effectively reconnects the development back with the adjacent streets and laneways.</p> <p>The Green trellis is proposed at the bottom of the connecting stair, accessible lift entry and seating terrace as part of the stair landing.</p> <p>The seating terraces and interpretive elements will provide informal way finding and areas for passive recreation beneath the shade provided by the built form and the proposed green wall. Pedestrian usage will be greatly enhanced, activating the Harrington Street retail address and the Gloucester Street Residential Frontage.</p>                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Cumberland Place Courtyard</b>                                                                    | Beyond the streetscape arrival the main Cumberland Place courtyard provides the primary open space and is central to the                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |



| LANDSCAPE THEME | LANDSCAPE RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                 | <p>overall public realm and landscape scheme.</p> <p>Located at the southern end of Cambridge Street between the Bakers Terrace, Block 1 and Block 2 of the Main Building the courtyard provides the development with an activated outdoor plaza that provides a retail and passive recreation opportunity as an extension to the existing pedestrianised laneway network that meanders through The Rocks.</p> <p>Designed as a split level linear space, the courtyard will be activated by the surrounding buildings with additional seating and planter bed walls providing opportunity for informal recreational usage. The minimalist planting scheme complements the simplicity of the adjacent historic buildings, while slim paving bands highlight the Cambridge Street axis provide visual connectivity through the space from the landing as part of the Cumberland Steps.</p> <p>The proposed flush entry to the lower terrace of the Cumberland Place courtyard provides a generous open space allowing spinout from the adjacent retail shop fronts. The courtyard provides not only connectivity to the main building but becomes a space in its own right with the incorporation of an informal seating terraces under the shade of a strategically placed deciduous accent tree.</p> |

## 5 Statutory & Strategic Policy Context

### 5.1 OVERVIEW

In accordance with the SEARs, the following statutory planning policies have been considered in the assessment of the proposal:

- *State Environmental Planning Policy (State and Regional Development) 2011;*
- *Sydney Cove Redevelopment Authority Scheme;*
- *State Environmental Planning Policy 55 - Remediation of Land;*
- *State Environmental Planning Policy (Infrastructure) 2007;*
- *State Environmental Planning Policy No. 65 – Design Quality of Residential Flat Development*
- *State Environmental Planning Policy (Building Sustainability Index) – (BASIX) 2004*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005;*
- *NSW 2021;*
- *A Plan for Growing Sydney;*
- *Draft Sydney City Sub-Regional Strategy*
- *Sydney's Cycling Future;*
- *Sydney's Walking Future;*
- *Sydney Development Control Plan 2012.*
- *Sydney City Centre Access Strategy;* and
- *Apartment Design Guide.*

### 5.2 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

The site is located within 'The Rocks' under Part 6 of Schedule 2 of *State Environmental Planning Policy (State and Regional Development) 2011*, and as shown in **Figure 7** below.

The instrument states:

#### 6 *Development in The Rocks*

*Development on land identified as being within The Rocks Site on the State Significant Development Sites Map if:*

- (a) *it has a capital investment value of more than \$10 million, or*
- (b) *it does not comply with the approved scheme within the meaning of clause 27 of Schedule 6 to the Act.*

The proposed works in the indicative concept plan have a capital investment value of approximately \$64,800,000 (refer to **Appendix A**), exceeding the minimum threshold of \$10 million for the proposal to be considered a State significant development under Section 8 of the SEPP.

FIGURE 7 – THE ROCKS STATE SIGNIFICANT DEVELOPMENT SITE



The relevant Building Site Control Drawing for the site is Drawing XXXV. The current and applicable version is Drawing XXXV-A endorsed by the Minister on 23 September 2007. This drawing is provided below. The principal implications of the Building Site Control Drawing prepared for the site include:

- The use of the site for office and business premises, residential apartments, retail shops including food and beverage facilities, and ancillary basement parking are permitted with development consent under the provisions of the SCRAS.

- The Baker's terraces fronting Gloucester Street are noted as being Historic Buildings. Under the SCRA Scheme Historic Buildings are not provided with building envelopes.

The proposed building has been designed to have the following top RLs:

- Top height of commercial building and plant screen on Block 1: RL49.97
- Top height of the lift overrun on Block 2: RL37.3

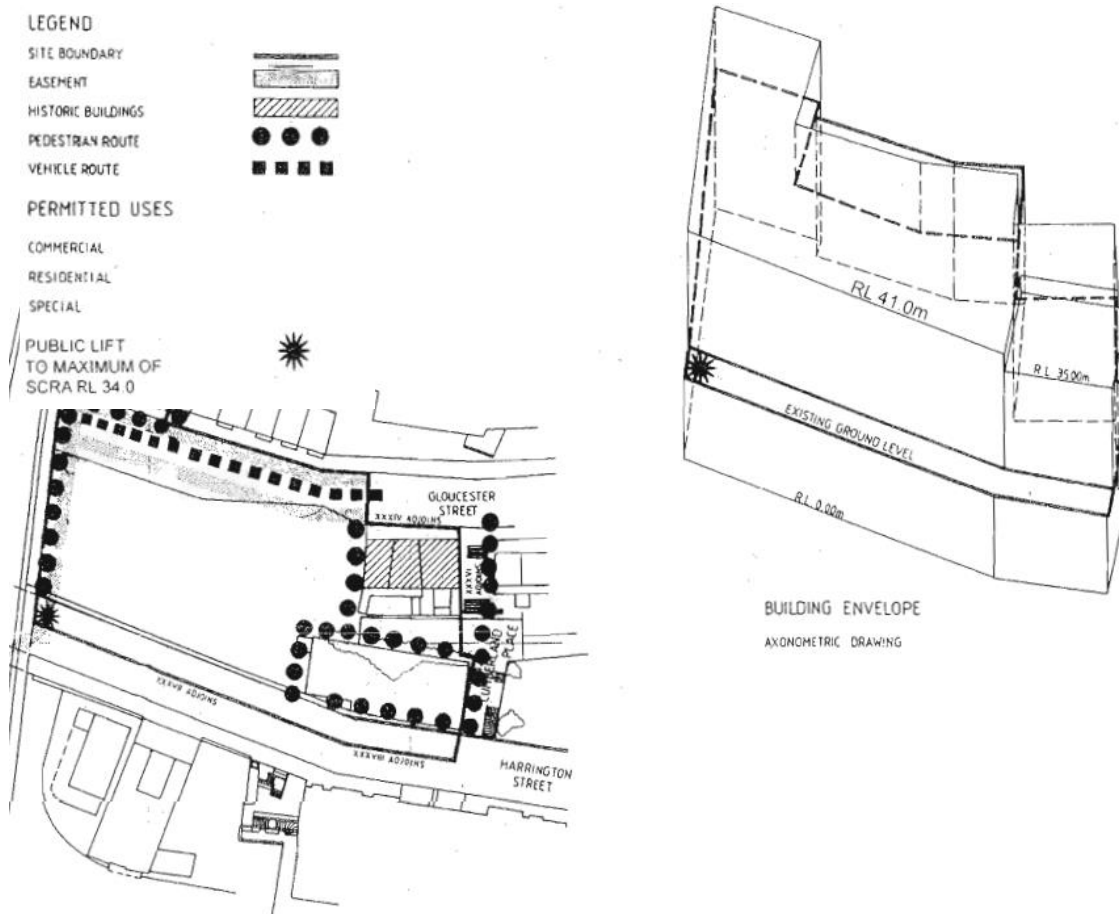
▪ **Pedestrian access routes:** Pedestrian access routes are shown on the Building Site Plan as follows:

- Along the Harrington Street frontage of the site for the portion where the footpath steps up to the footpath area above the basement vehicle entry to meet with the Cumberland Place Steps
- Along the Cumberland Place Steps from Harrington Street up to Cambridge Street and on up to Gloucester Street, a route which runs along the northern boundary of the site
- From Harrington Street up a public stair through the central portion of the building to the courtyard at the end of Cambridge Street, and connecting through Gloucester Street to the south of the Baker's Terraces
- As a connection from the Cumberland Place Steps through the courtyard to the pedestrian route through the central portion of the site
- A pedestrian walkway on the land to the south of site, and this route is to include a lift on the Harrington Street footpath, immediately adjacent to the Cahill Expressway

The proposal will create additional pedestrian links which will create tangible public benefits to The Rocks precinct.



FIGURE 8 – SITE PLAN (LEFT) AND BUILDING ENVELOPE FOR THE SITE UNDER THE SCRAS



- **Historic building:** The Baker's Terraces are identified as a historic building under the provisions of the SCRAS. The EIS includes a comprehensive assessment of the potential impacts of the proposed works on the heritage and archaeological significance of the site.

Overall, the proposed development is permitted with consent under the provisions of the SCRAS. However, the new structure will require a variation to the existing building envelope axonometric. It is requested that the Minister for Planning approve a variation to the SCRA Scheme by replacing the axonometric drawing for Site XXV.

### 5.3.1 VARIATION TO THE SCRA SCHEME

Clause 29(3) of the Schedule 6 of the EP&A Act specifies that 'all development on land to which this clause applies must have development consent and must comply with the requirements of the approved scheme'. A development which does not comply with the approved scheme is prohibited development unless a variation to the scheme is first approved.

The Environmental Planning and Assessment (Sydney Cove) Savings and Transitional Regulation 1999 (the Sydney Cove Regulation) sets out the process to be followed where it is proposed to carry out development on land which does not comply with the SCRA Scheme.

The Sydney Cove Regulation requires the SCRA variation to be lodged with and exhibited at the same time as the DA. The variation and the DA would be reported together to the Minister for a decision, and consent to the DA can only be granted once the SCRA variation has been approved. The Minister for Planning is the approval authority for the variation to the SCRA Scheme.

The request for the SCRA variation must identify the aspects of the development that does not comply with the approved scheme sets out the reasons for the variation and address the matters in clause 9(2) of the Sydney Cove Regulation. The assessment criteria of cl.9(2) requires the Minister to be satisfied that the variation:

- “(a) will not permit development that will not adversely affect:
- (i) development on adjoining land, or
  - (ii) the heritage significance of buildings, structures or sites in the locality, or
  - (iii) the quality of the public domain in the locality, and
- (b) will not permit development that will have an adverse impact on the natural or built environment or an adverse social or economic impact in the locality, and
- (c) will conform with the general planning and design principles for the Sydney Cove Redevelopment Area.”

Accordingly, a report has been prepared requesting a variation to the Sydney Cove Redevelopment Authority Scheme. A copy of the request is attached as **Appendix R**. A draft axonometric drawing has been prepared to replace the existing drawing, including updated RLs that reflect the proposed development.

It is requested the Minister for Planning approve a variation to the SCRAS by replacing the axonometric drawing for Site XXXV-A.

## 5.4 STATE ENVIRONMENTAL PLANNING POLICY NO. 55- REMEDIATION OF LAND

*State Environmental Planning Policy No.55 Remediation of Land* (SEPP 55) requires the consent authority to take into consideration contamination and remediation of land in determining development applications. The authority must be satisfied that land that is contaminated is suitable for the proposed use or will be suitable following remediation of the land.

Douglas Partners have undertaken a Preliminary Contamination Assessment (see **Appendix S**) which indicates that the site was largely used for residential purposes up until the 1960s, and then commercial uses until the present time.

The assessment concludes that based on the preliminary site investigation it is considered that, in general, “the potential for significant or widespread contamination is **low to moderate**”. The site is therefore “able to be made suitable, from a contamination standpoint, for the proposed apartment building development”.

Further investigations are recommended at a later stage by Douglas Partners, including:

- Development and implementation of a sampling and analysis plan (detailed investigation) to address the potential sources of contamination identified in the conceptual site model (CSM).
- Prior to any soil being removed from site a waste classification assessment must be undertaken to ascertain the contamination status of soil and the proper waste classification for disposal.

The above investigations should form part of the conditions of consent imposed by DPE.

## 5.5 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

*State Environmental Planning Policy (Infrastructure) 2007* (SEPP Infrastructure) applies to the proposed development as the site is located in close proximity to existing rail corridors of the City Circle Railway Line (to the south of the site). However, we note that the SEARs only draw reference to the ‘Interim Rail Corridor’.

Following discussions with Transport for NSW, they have confirmed that the proposed development is appropriately distanced from the Interim Rail Corridor. However, as the site is within 25 metres of the City Circle Rail Tunnels, Sydney Trains will need to evaluate the potential impact of the proposal on their rail assets in accordance with Clause 86 of the SEPP Infrastructure.

The applicant has met with Sydney Trains and discussions are currently taking place to ensure that any potential impacts on the City Circle Rail Tunnels are minimised.

Further, the proposal does not meet the threshold of traffic generating development identified in columns 2 and 3, Schedule 3 of the SEPP.

## 5.6 STATE ENVIRONMENTAL PLANNING POLICY NO.65 – DESIGN QUALITY OF RESIDENTIAL FLAT DEVELOPMENT

The provisions of SEPP 65 and its supporting document the Apartment Design Guide have been considered during design development.

A Design Verification Statement and compliance table have been prepared by FJMT, provided at **Appendix E**.

In summary, the proposal responds positively to the Design Quality Principles of SEPP 65 as:

- **Context and neighbourhood character** – The proposal responds positively to the surrounding sensitive heritage context. SHFAs Design Review Panel has commended “*the attention to context and effort to express the quality and fine grain of The Rocks*”.
- **Built form and scale** – The proposal has sought to break up the scale and massing of a very large street block into logical portions and has dissected the site by the creation of a new large pedestrian through-site link in an east-west direction. The ‘lost’ floor area has been redistributed to create a slightly taller built form in a manner which is carefully treated by changes in materials, setbacks and fenestration details in the façade. The Visual Assessment prepared by GMU Urban Design supports the proposed built form and massing within context of a range of sensitive view points within The Rocks.
- **Density** – While the proposal provides for additional building height above the approved SCRA envelope, the massing and scale of the built form is reduced because of diversity within the façade treatment, setbacks and breaks in the façade.
- **Sustainability** – The proposal has a high level of sustainability and exceeds BASIX requirements as discussed elsewhere in this report. As discussed in the ESD Report, there are a range of sustainability initiatives comparative to the existing built form.
- **Landscape** – A number of landscape and public domain initiatives are proposed which seek to create enhanced permeability and pedestrian connectivity through the site, a recreated Cumberland Place and enhanced ground-plane activity and connectivity.
- **Amenity** – The proposal will provide a high level of residential amenity with generous apartment sizes, expansive private open space, iconic views of Sydney Harbour, The Opera House and the Harbour Bridge. As discussed in **Section 8** of the report, due to the orientation of the site and the commercial floor space occupying a large corner of the site the percentage of apartments which receive solar access and cross-ventilation is less than that recommended in the Apartment Design Guidelines. However, the ADG does specify that sites adjacent to busy roads (i.e. Cahill Expressway) and south-facing sloping sites are where the design criteria may not be able to be achieved.
- **Safety** – In accordance with the Department’s guideline – Crime prevention and the assessment of development applications – the following Crime Prevention through Environmental Design (CPTED) principles have been considered in the design for the site. This includes natural surveillance, access control and space management. The applicant recognises that security for the future occupants of the building is an important issue. It is intended that security would be managed by the use of surveillance, lighting and access control.

- **Housing Diversity and Social Interaction** – The proposal provides for a variety of apartment typologies including 1, 2 and 3 bedroom apartments, townhouses and penthouses which respond to the desired market preferences in the area.
- **Aesthetics** – The design of the proposal significantly raises the bar of design quality in the surrounding area with high quality finishes, materials, and attention to detail which has been acknowledged by SHFAs Design Review Panel.

## 5.7 STATE ENVIRONMENTAL PLANNING POLICY (BUILDING SUSTAINABILITY INDEX – (BASIX) 2004

State Environmental Planning Policy (Building Sustainability Index: BASIX) aims to ensure that new residential development within New South Wales is designed and constructed to use less water and energy. This policy incorporates BASIX, which is a web-based planning tool for the assessment of the potential performance of a development against an agreed set of criteria for energy and water conservation.

The residential apartments have been designed to be consistent with the requirements of the BASIX SEPP. A BASIX Certificate has been prepared by Cundall and is provided at **Appendix T**.

## 5.8 SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (Sydney Harbour REP), is a deemed SEPP and applies to land within the water catchment of Sydney Harbour.

The SEPP provides a set of 'planning principles' which have been addressed in the design and assessment of the SSD application. The key matters are summarised below:

- **Sydney Harbour Catchment:** The proposed development has been designed to enhance and maximise the opportunities provided by its iconic location adjacent to Sydney Harbour, while protecting the quality and integrity of the waterway and the foreshore.
- **Foreshores and Waterways Area:** The proposal will enable better pedestrian connectivity through the site, allowing improved access to and from the foreshore, including improvements to the existing pedestrian connections from Gloucester Street through to Harrington Street. The demolition of the existing northern structure and its replacement with a contemporary building that is elevated above the ground will provide a significant improvement to the pedestrian access to the foreshore promenade.
- **Heritage conservation:** The planning principles for heritage conservation have been a significant consideration in the final design. The proposed restoration and adaptive re-use of the Bakers Terraces building will make a major contribution to the ongoing recognition and appreciation of The Rocks precinct. The proposed internal and external building works have been designed to achieve the recommendations contained within the Conservation Management Plan, as well as provide increased opportunities for the public to view and enjoy the heritage listed buildings.

The SEPP also provides a list of matters for consideration for the assessment of an application under Part 4. Each of the relevant matters has been addressed as follows:

- **Biodiversity, ecology and environment protection:** The proposed development is of a very high quality with a range of notable sustainability initiatives as demonstrated in the ESD report. The redevelopment of the site provides a unique opportunity for a much more sustainable built form with enhanced landscaping, green space, water sensitive urban design and 'greener' technology compared to the current built form on the site.
- **Public access to, and use of, foreshores and waterways:** The proposal will maintain and increase public access to and from the foreshore, including improvements to the existing connections from Gloucester Street.

- **Foreshore and waterways scenic quality:** The scale, form, design and siting of the proposed development has been based on a comprehensive analysis of the site and its context. The proposal will make a much more positive contribution to the streetscape and setting of The Rocks compared the existing built form on the site.
- **Maintenance, protection and enhancement of views:** As demonstrated in the Visual Impact Assessment, the proposal does not disrupt or minimise any iconic views within The Rocks precinct, and more broadly the visual impacts of the proposal are reasonable.

The preparation and submission of a master plan is not warranted or required having regard to the scale and nature of the proposal and the extensive consideration that has been given to the future planning for the site. The works proposed within the development application have been designed to address the key objectives and guidelines contained within the Conservation Management Plan prepared by Urbis and are considered to be appropriate for the site and its context.

Overall, it is considered that the proposal satisfactorily address each of the relevant provisions within the deemed SEPP as summarised above and outlined in further detail in the assessment of key issues within the EIS.

## 5.9 NSW 2021

'NSW 2021 A Plan to Make NSW Number One' is the State Government's 10 year plan to guide policy and decision making across the State. The proposed mixed use redevelopment of the site is consistent with key objectives contained within the Plan, including:

- **Improve the performance of NSW economy:** *One of the key goals of NSW 2021 is to grow the NSW economy, including an increase in Gross State Product by an average of 1.5% per year. The Plan proposes to increase tourism in NSW and achieve double the visitor expenditure by 2020.*

The proposal provides a \$64.8 million mixed use urban renewal development opportunity with high quality residential, commercial and retail uses in a highly accessible area. The proposal will enhance pedestrian linkages and create a vibrant new environment for tourists and local residents.

- **Increase walking and cycling:** *NSW 2021 aims to increase walking and cycling as a means of transport to help ease transport congestion and improve the health and activity of the community.*

The development proposal is considered to be consistent with the above objectives. The proposed works will complement the public domain improvements proposed by SHFA to maintain and enhance the pedestrian links in the area, which will be used by both domestic and international tourists.

- **Enhance the cultural and natural heritage in NSW:** *It is proposed to recognise and protect the State's most significant heritage places and values so that future generations can enjoy them.*

The proposal recognises the significance of The Bakers Terraces as a State significant heritage item, as well as the significance of its location within the Rocks precinct and in close proximity of the Sydney Opera House and Sydney Harbour Bridge. The proposed works specifically aim to revitalise the building in accordance with an agreed conservation solution so that it can be enjoyed by future generations.

Overall, it is considered that the proposed works outlined within this development application are entirely consistent with the goals and objectives listed within NSW 2021.



## 5.10 A PLAN FOR GROWING SYDNEY

*A Plan for Growing Sydney* includes a range of goals, directions and actions that support the strategic growth of the Sydney metropolitan area.

One of the key goals is to grow a more internationally competitive Central Business District, including the attraction of investment and skilled workers by creating a diversity of activities surrounding the commercial core. The proposal is consistent with this goal as it will deliver a high quality mix of retail and commercial tenancies within the precinct. It is anticipated the proposed development will contribute to the reputation of Sydney as a quality commercial and tourism destination and a global city.

The metropolitan strategy also aims to promote Sydney's heritage, arts and culture by investing in the cultural ribbon and celebrating our heritage buildings.

FIGURE 9 – THE CULTURAL RIBBON (SOURCE: DEPARTMENT OF PLANNING AND ENVIRONMENT, 2014)



## 5.11 DRAFT SYDNEY CITY SUB-REGIONAL STRATEGY

The *Draft Sydney City Subregional Strategy* has been replaced with a list of priorities for the Central Subregion contained within *A Plan for Growing Sydney*. The proposed development will contribute to a number of the priorities, including:

- Increased housing supply and choice in an area which has not seen many recent residential developments.
- Creation of employment opportunities by the provision of high quality commercial office space in a centrally located position.
- Providing capacity for additional mixed-use development in a vibrant tourism precinct in The Rocks.

- Additional retail uses and activation to service tourists and local residents in The Rocks.
- Enhanced pedestrian linkages between Gloucester Street, Harrington Street and Cumberland Lane.

Overall, it is considered that the proposed works will make a significant contribution to the overarching priorities for Sydney, as well as the specific priorities for the Sydney CBD.

## 5.12 NSW LONG TERM MASTER TRANSPORT PLAN

The NSW Long Term Transport Master Plan contains regional goals for 11 regions, including Sydney. Imbedded in the goal to 'Get Sydney Moving Again' is the following relevant vision:

*"Improved pedestrian infrastructure, including better wayfinding at interchanges and priority at signalised intersections"*

The proposed development assists in creating a better pedestrian environment in The Rocks by improving the permeability of the site for pedestrians.

## 5.13 SYDNEY'S CYCLING FUTURE

*Sydney's Cycling Future* seeks to make bicycle riding a feasible transport option by investing in cycle infrastructure, promoting better use of the existing network and NSW Transport engaging with other stakeholders.

The site benefits from close proximity to cycleway networks, including the existing connections over the Sydney Harbour Bridge and the future network route along the Cahill Expressway and Observatory Hill.

## 5.14 SYDNEY'S WALKING FUTURE

*Sydney's Walking Future* aims to promote walking as a means of transport, connect people to places through safe walking networks and engage NSW Transport with a range of stakeholders to improve their effectiveness.

In particular, the proposed works will enhance and improve the existing pedestrian connections between The Rocks Precinct and the foreshore promenade. The proposed development will complement the public domain improvements proposed by SHFA to maintain and enhance the pedestrian links along the nearby foreshore promenade, and enhance the pedestrian linkages in and around the site more generally for the benefit of recreational walkers, joggers and domestic and international tourists.

## 5.15 SYDNEY DEVELOPMENT CONTROL PLAN 2012

The site is included within the land affected by the *Sydney Development Control Plan (DCP) 2012*. Accordingly, the objectives of the DCP controls have been considered during the design phase for the project and the preparation of the EIS.

Consistency of the proposal with the relevant requirements is summarised below:

### *Section 3 – General Provisions*

- **Public domain:** The proposal includes a number of improvements to the public domain, including the introduction of a new east-west pedestrian link from Gloucester Street to Harrington Street, and better connectivity to Cumberland Lane and the surrounding precinct. The proposal provides for a much more activated street frontage, and the Landscape Plan includes provision for public art, heritage interpretation and a range of enhancements to the property's street interfaces.
- **Design excellence:** While not formally required, a competitive design process has been undertaken to ensure that design excellence is achieved for this prominent site.

- **Urban ecology:** The proposal seeks to retain the majority of street trees in Gloucester Street and Harrington Street, and provide a selection of new plants in the re-created Cumberland Place which provide visual interest through form, texture and variations in seasonal colour. Stormwater is to be harvested and retained on site for re-use in the planter bed irrigation system and all garden beds will be open to the sky.
- **Ecologically sustainable development:** A range of ESD measures will be incorporated into the final design and fit-out of the building, including water efficient fittings and fixtures in the proposed amenities and energy efficient services throughout the building. A Sustainability Report has been prepared to guide the selection of appropriate fixtures and management practices to minimise energy use (refer to **Section 9**)
- **Water and flood management:** As required by DCP 2012 a flood and stormwater report have been prepared for the proposal. An Integrated Water Management Plan has also been prepared to control the severity and extent of pollutant transport from the site and demonstrate water sensitive urban design. The proposal is consistent with the objectives and provisions of DCP 2012 in this regard.
- **Heritage:** The heritage significance of the Bakers Terraces and surrounding heritage items have been given significant consideration during the detailed design phase and assessment of the proposal. The EIS includes a comprehensive assessment of the potential impacts of the proposed works on heritage significance of the existing terraces and its context (refer to Section 11).
- **Significant architectural building types:** The significance of the existing heritage listed terraces has been consideration throughout the EIS, and in the *Conservation Management Plan*.
- **Transport and parking:** the EIS includes a comprehensive analysis of the transport and parking issues associated with the site and the proposed development (refer to **Section 12**)
- **Accessible design:** An Access Report has been prepared to guide the design development and provide a review of the final development. The proposal is consistent with the guidance in the Apartment Design Guidelines and relevant Australian Standards.
- **CPTED:** The proposal has been designed in accordance with CPTED principles. This includes natural surveillance, access control and space management. The applicant recognises that security for the future occupants of the building is an important issue. It is intended that security would be managed by the use of surveillance, lighting and access control.
- **Waste:** an Operational Waste Management Plan has been prepared and is appended to the EIS to guide the way in which waste will be collected and managed. The Waste management Plan is provided at **Appendix X**.
- **Late night trading management:** It is intended that a number of retail tenancies will trade during the evenings, however at this stage the hours of operation are not defined. The provisions of the Council's Late Night Trading Policy will be assessed at a later stage when the individual DAs for tenancies are submitted.
- **Signage and advertising:** At this stage no signage and advertising is proposed. The provisions of the Council's signage and advertising policies (and SEPP 64) will be assessed at a later stage when signage or advertising is proposed.
- **Contamination:** As indicated in the Preliminary Contamination Assessment, the site has low to moderate risks of contamination based on the previous residential and commercial uses of the site. The site is therefore able to be made suitable for the proposed development with the implementation of a sampling and analysis plan and a waste classification assessment of soil prior to disposal. Further details are provided in **Section 5.4**.

Overall, it is considered that the proposed development satisfactorily addresses the provisions of Council's DCP.

## 5.16 SYDNEY CITY CENTRE ACCESS STRATEGY

The *Sydney City Centre Access Strategy* seeks to reduce congestion, provide for future growth and improve a positive customer experience by providing a clear direction for the way in which different transport modes will work together within the city centre.

The *Traffic and Transport Impact Assessment* prepared by Transport and Traffic Planning Associates (discussed in detail within Section 12) provides a comprehensive analysis of the public transport options available to the site, both now and in the future. It is anticipated people will access the site on foot, by public transport and taxis, and by private vehicle.

Overall, it is considered that the proposal will contribute to the key objectives of the Sydney City Centre Access Strategy by enhancing the existing pedestrian connections on the site.

## 6 Key Assessment Issues

The following chapters contain an assessment of the key issues identified in the SEARs. They include an analysis of the likely impact of the proposed development on the environment and where relevant, consideration of the potential cumulative impacts of the proposal.

The following issues, as per the SEARs, have been assessed, with impacts noted and mitigation measures proposed where necessary in this report:

- Land Use and GFA
- Design Excellence, Built Form and Urban Design
- Visual and View impacts
- Amenity
- Ecologically Sustainable Development
- Public Domain and Public Access
- Heritage
- Transport, Traffic, Car Parking, and Accessibility
- Earthworks
- Water, Drainage, Stormwater and Groundwater
- Infrastructure Provision
- Interim Rail Corridor
- Noise
- Sediment, Erosion, and Dust Controls
- Building Code of Australia

### 6.1 LAND USE AND GFA

The SEARs state that the EIS shall:

*Provide a table identifying the building's different land uses\*, including a floor by floor breakdown of GFA, total GFA and site coverage. \*Retail uses must be separately defined as per the Standard Instrument. Address the recommendations of Sydney Harbour Foreshore Authority's land use study for the site (Redevelopment Assessment, 85 Harrington Street, The Rocks, May 2015, MacroPlan Dimasi).*

#### **Land Use Summary**

The table below indicates the area of the proposed land uses across the development. A more detailed schedule of areas is provided in the Architectural set at **Appendix E**.



TABLE 3 – GFA LAND USE SUMMARY (SOURCE: FJMT)

| LEVEL        | RESIDENTIAL GFA | COMMERCIAL GFA           | RETAIL GFA | TOTAL GFA                |
|--------------|-----------------|--------------------------|------------|--------------------------|
| Ground       | 74              | 323                      | 438        | 835m <sup>2</sup>        |
| Level 1      | 116             | 238                      |            | 354m <sup>2</sup>        |
| Level 2      | 748             | 182                      | 315        | 1245m <sup>2</sup>       |
| Level 3      | 983             | 268 including live/work) |            | 1251m <sup>2</sup>       |
| Level 4      | 1154            | 182                      |            | 1336m <sup>2</sup>       |
| Level 5      | 975             | 182                      |            | 1157m <sup>2</sup>       |
| Level 6      | 652             | 182                      |            | 984m <sup>2</sup>        |
| Level 7      | 652             | 182                      |            | 834m <sup>2</sup>        |
| Level 8      | 648             | 182                      |            | 830m <sup>2</sup>        |
| Level 9      | 437             |                          |            | 437m <sup>2</sup>        |
| <b>TOTAL</b> | <b>6439</b>     | <b>1921</b>              | <b>753</b> | <b>9113m<sup>2</sup></b> |

### **Response to SHFA Land Use Study**

Four key recommendations on a suitable land use mix were made in the MacroPlanDimasi (MPD) report, including:

- **Recommendation 1:** Merit of permitting a mixed use building through redevelopment: The MPD report clarifies that a mixed use building (which has a range of business formats) can be achieved notwithstanding that there is a reduction in aggregate commercial floorspace.

*Response:* The proposal has sought to provide a mix of land uses and a range of tenancy sizes in accordance with this recommendation. This is discussed in more detail below.

- **Recommendation 2:** Importance of building floorplates: ‘Household facing’ services such as medical centres and/or child care centres that can generate a substantial boost to the desired grade of visitation were encouraged. Further, it was recommended that tenancy sizes of 300sqm-500sqm as well as smaller sizes of 150sqm to 300sqm should be explored.

*Response:* A range of proposed retail and commercial floorplates are proposed in response to the above recommendation.

The majority of Harrington Street and the new courtyard are fully activated with retail and commercial floor space which is a substantial improvement to the current built form on the site. The retail tenancies range in size between 23.3sqm up until 200.5sqm, and the commercial tenancies between 197sqm to 323sqm. These create the opportunity for ‘household facing’ tenants which can create vibrancy and activity both during the day and night.

- **Recommendation 3:** Methods and Ease of Access – The MPD report notes that a building configuration that involves a separate lift to the Cahill Expressway would contribute to the SHFA goals for the subject site, but does not appear necessary to achieve those goals.

*Response:* While a separate lift connecting the commercial floorspace to the Cahill Expressway was considered early in the project, this does not now form part of the development application. We note that the removal of the lift does not create any concerns with regards to Recommendation 3.

- **Recommendation 4: Quality of Experience and Visitation drawn from heritage assets** – The MPD report states that redevelopment of the subject site offers the unique opportunity to improve access and movement at the Cumberland Steps and Susannah Place. These outcomes can presumably be achieved in conjunction with redevelopment towards many different building configurations.

*Response:* The proposal has sought to create a range of new pedestrian linkages, enhance existing heritage items and create various public domain benefits amongst a diverse retail and commercial offering. This will enhance the quality of experience and visitation of locals and tourists in The Rocks.

## 6.2 DESIGN EXCELLENCE, BUILT FORM AND URBAN DESIGN

The SEARs state that the EIS shall:

- *Outline the design process leading to the proposal and justify the suitability of the site for the proposal.*
- *Demonstrate design excellence with specific consideration of the site's character, layout, setbacks, architectural design, materials, articulation and detailing, amenity, views and vistas, open spaces and public domain, connectivity and street activation.*
- *Address the height, bulk and scale of the proposal development within the context of the locality and its surrounds.*
- *Address retail tenancy fit-outs, shopfront design and signage. Address the Sydney Harbour Foreshore Authority's Design and Development Advisory Panel comments, February 2015.*

### 6.2.1 DESIGN PROCESS LEADING TO THE PROPOSAL AND SITE SUITABILITY

Over the last 18 months a thorough design review process has been conducted involving a range of eminent experts and stakeholders to ensure the proposal achieves a high level of design integrity, whilst minimising potential impacts on surrounding properties.

In summary, the following initiatives have been undertaken in relation to the design of the proposal:

- Invited Architectural Design Competition involving 4 leading architectural practices (as discussed in more detail below)
- Presentations and progressive reviews of the design development by the independent SHFA Design Review Panel.
- Ongoing liaison with SHFAs planning and heritage officers
- Liaison with City of Sydney's planning and heritage officers
- Assessment of the visual impacts of the proposal by GMU Urban Design

The above process has resulted in a high quality design which will make a major positive contribution to the revitalisation of The Rocks.

In addition to the above, the site is considered suitable for the proposed development as the site is located in a prominent location in the core of The Rocks at the northern end of Sydney CBD. It has a large site area, is in single ownership, enjoys iconic views of Sydney Harbour, The Opera House and Harbour Bridge, and is surrounded by a range of major retail, office, residential and tourist related uses.

The current built form on the site relates very poorly to the surrounding context, is limited in commercial functionality, has limited pedestrian connectivity and offers limited street activation. Within this context, the site is significantly underdeveloped and lacks an appropriate form of development that contributes positively to the strategic direction for such an important site.

The proposal provides the unique opportunity for a large through-site link, high pedestrian connectivity to the surrounding Rocks precinct, high retail activation along Harrington Street, a very well resolved and articulated built form and the potential for a range of public benefits. This will enable the direct achievement of a range of both regional and local strategic planning objectives including job and housing growth in a highly accessible and connected location, a stronger day and night-time economy and renewal of a prominent part of The Rocks.

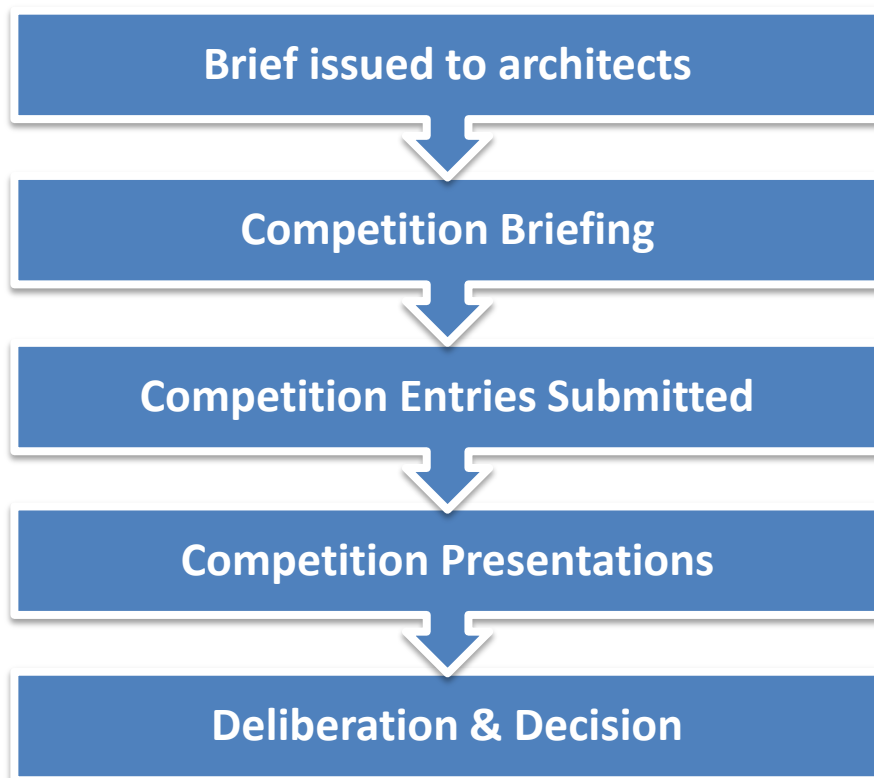
Lastly, the SCRA specifically permits a range of uses that are being proposed on the site, including residential, commercial and retail uses. Therefore, the site is highly suitable for the proposed development.

### 6.2.2 COMPETITIVE DESIGN PROCESS

Urbis were engaged by the applicant to coordinate the running of the design competition by assisting with preparation of the brief (which included liaison with SHFA), undertaking of a briefing with each architect, providing technical planning assistance during the process, and coordinating the final presentation.

The purpose of the competitive design process was to demonstrate that a high standard of urban design and architectural excellence can be achieved on the site, and in particular make a positive contribution towards the broader planning, economic and tourism objectives of The Rocks, while also achieving the commercial objectives of the project.

FIGURE 10 – OVERVIEW OF COMPETITIVE DESIGN PROCESS



#### ***Competing Architects***

The competing architects were:

- Bates Smart
- Woods Bagot
- FJMT
- Kann Finch

### ***Competition Judging Panel***

The selection panel for the competition comprised of senior members of the project team, including:

- Jeff Xu (Golden Age)
- Danny Hanna
- Tim Blythe (Urbis)

SHFA were informed of the competitive process and invited to oversee the proceedings.

### ***Competition Brief & Evaluation Criteria***

A brief for the design competition was prepared prior to the competition process commencing.

The brief outlined:

- The site description
- Overview of planning controls and planning approval process relating to the site
- Vision and objectives for the design competition
- Design competition programme and deliverables
- Assessment criteria

The proponent sought to utilise this process to identify opportunities to explore variations to the SCRA building envelope in a respectful and compatible to manner the character of The Rocks, which would not adversely impact existing views and amenity of surrounding buildings.

The proponent also sought through the competitive design process, opportunities for an improved ground plane condition including:

- improved pedestrian legibility and permeability through the site
- opportunities for increased street level activation and improved street wall conditions to Harrington and Gloucester Streets
- retention and celebration of the important heritage fabric

The following evaluation criteria were established for the assessment of the design entries:

#### **Part 1 – Achievement of Planning Objectives**

- Demonstrated ability to achieve overarching planning objectives for The Rocks
- Compliance with SEPP 65
- Assessment of implications from any departures from the SCRA scheme
- Relationship with adjacent heritage fabric

## Part 2 – Compliance with Commercial Brief

- Assessment of overall FSR, NSA and NLA including efficiency
- Marketability of design and apartment layout
- Suitability of car parking design and layout
- Adherence to development budget

## Part 3 – Compliance with Design Brief

- Achievement of ground plane objectives and improved pedestrian amenity, legibility and permeability
- Architectural design response to context
- Internal planning and amenity
- ESD

## Part 4 – Buildability

- Construction methodology
- Structural design concept

### ***Design Competition Winner***

At the conclusion of the design competition, FJMT were unanimously chosen as the winning architect and engaged as the project architect on the basis that their design could achieve the highest level of design excellence. In particular, their scheme provided the best contextual response to the surrounding built form, provided an 'open to the sky' large pedestrian through-site link from Gloucester Street to Harrington Street, provided a highly activated streetscape along Harrington Street and a highly resolved and articulated built form response with high quality materials.

FIGURE 11 – FJMT DESIGN COMPETITION ENTRY (SOURCE: FJMT)





FIGURE 12 – FJMT DESIGN COMPETITION ENTRY (SOURCE: FJMT)



PICTURE 9 – HARRINGTON STREET ADDRESS



PICTURE 10 – RE-CREATED CUMBERLAND PLACE



PICTURE 11 – AXONOMETRIC VIEW OF SCHEME

## 6.3 DESIGN EXCELLENCE

The winning competition entry by FJMT provided a very highly resolved design which was deemed to best demonstrate design excellence.

Following the design competition, the applicant has had extensive consultation with a range of agencies and had detailed input from a range of specialist technical consultants which has resulted in some design changes to the competition scheme. Namely, the quantum and composition of commercial and retail uses (now on the southern wing of the site) and the deletion of the pedestrian lift to Cahill Expressway, following the recommendations of the MacroPlanDimasi Report. This change has resulted in a modified residential floor plate (which has also had direct impacts on the percentage of apartments receiving solar access and cross ventilation in accordance with the ADG), however the design intent of the competition scheme has remained and improved further since the design competition.

As discussed above, SHFAs Design Review Panel (in their most recent feedback) have commended the proposals response to the surrounding context, enhanced pedestrian linkages through the site, and

attention to detail with the composition of the facades and use of high quality materials. This indicates a level of comfort with the building height, scale and massing of the proposal.

In addition, GMU Urban Design have undertaken a comprehensive Visual Impact Assessment of the proposal which has provided an independent opinion on the potential visual impacts of the proposal when viewed from its immediately surrounding public domain as well as important foreshore locations in medium and long distances. This confirms that the proposal is found to have an acceptable level of impact considering the sensitive heritage character of the surrounding context of The Rocks, and notes that in some instances the proposal “blends seamlessly with the streetscape” and a “good contextual fit” with the surrounding context.

The proposal will provide a high level of residential amenity with generous apartment sizes, expansive private open space, iconic views of Sydney Harbour, The Opera House and the Harbour Bridge, and has a high level of sustainability and exceeds BASIX requirements as discussed elsewhere in this report.

The Design Statement prepared by FJMT provides a thorough assessment of the site's suitability for the proposed redevelopment and details the architectural design, materials, and articulation, height, bulk and scale, amenity, views and vistas, and public domain treatment. It also provides a comprehensive justification for the proposed height, bulk and scale of the proposed development. Additional information addressing these issues is provided with the SCRAS variation report.

Overall, the proposal demonstrates design excellence and will significantly enhance the design quality of the site and surrounding precinct.

## 6.4 HEIGHT, BULK AND SCALE

The site currently accommodates a 7 storey commercial office building which does not respond positively to the surrounding context, distinctively lacking fine grain detail, verticality, retail activation and limited pedestrian connectivity and permeability through the site.

The proposal has sought to provide a design response which seeks to break up the scale and massing of the site into a range of distinct elements with a vibrancy of uses which relate to the surrounding built form context. FJMT's design competition winning entry has sought to introduce a large through-site link through the centre of the site which has enabled pedestrian entry from Gloucester to Harrington Streets, as well as through to Cambridge Lane, creating a variety of spaces for the public in and around the site.

The massing that has been decanted from the pedestrian linkages through the site has been redistributed into the upper levels of the new building, and located in a manner which positively responds to the surrounding built form and heritage items. The building height is taller adjacent to the Cahill Expressway which reflects the taller current and proposed towers in and around Circular Quay (notably No.1 Alfred Street, 182 George Street, 200 George Street and to a lesser extent Quay Quarter). The built form then steps down adjacent to the Bakers Terraces.

SHFAs Design Review Panel have specifically supported and commended the “attention to context” of the proposal, and GMU Urban Design in their Visual Impact Assessment have concluded that the proposal has an acceptable level of impact considering the surrounding context of The Rocks. GMU even note that in some instances the proposal “blends seamlessly with the streetscape and the addition of a high level of design and materials will bring renewed architectural interest this section of the precinct”.

Therefore, the proposed height, bulk and scale of the proposal is considered to respond positively to the surrounding context.

## 6.5 SHFA DESIGN REVIEW PANEL COMMENTS

The applicant has presented to the SHFA Design Review Panel on two occasions. The most recent presentation was made to the Panel on 9 October 2015, by Richard Francis-Jones.

Feedback from the meeting was generally positive, with the minutes indicating the following elements were supported by the Panel:

- *The proposal at macro level.*
- *The relocated car park access driveway to Harrington Street and associated benefits – much improved from streetscape and activation of southern end of building to Harrington Street.*
- *The relocation of the east-west pedestrian link.*
- *The distinction between commercial and non-commercial.*
- *Improved planning and linkages, and creation of public spaces.*
- *Differentiation and blending of upper level.*
- *Use of terracotta cladding strongly supported.*
- *Attention to context and effort to express the qualities and fine grain of The Rocks.*

Other comments related to:

- Sun and wind exposure, and design responses
- Prevalence of shutters
- Viability of retail adjoining Bakers Terrace
- Further refinement of articulation

The final scheme which has been submitted has carefully considered and taken on board the feedback received, and amended the design accordingly.



## 7 Visual and View Impacts

The SEARs for this key issue are as follows:

- *Identify important sight lines and visual connectivity to and through the site.*
- *A visual impact assessment is to be provided to identify the visual changes and impacts on the site and its surrounds when viewed from key vantage points (see plan and documents section).*

In response to the above SEAR, GM Urban Design and Architecture (GMU) were engaged by the applicant to prepare a Visual Impact Assessment report to provide an independent opinion on the potential visual impacts of the proposal when viewed from its immediately surrounding public domain as well as important foreshore locations in medium and long distances. This study also provides recommendations on possible mitigation measures for the proposal where required to minimise its potential visual impacts.

### 7.1 IMPORTANT SIGHT LINES AND VISUAL CONNECTIVITY THROUGH THE SITE

Key sight lines and visual connectivity through the site have been identified by GMU and illustrated in the Visual Impact Report provided at **Appendix F**.

GMU have noted visibility to the site is largely restricted to the immediate surrounding streets or thoroughfares including Harrington Street, Gloucester Street, Cahill Expressway, Cumberland Steps, Longs Lane and Globe Street. The visibility to the subject site becomes very limited one block behind with glimpsed views to the site only available from a small number of locations.

GMU have also taken into consideration several major development approvals that will likely form part of the cityscape in the foreseeable future. Also considered are major development proposals which will potentially affect the profile and character of the future cityscape. Major development approvals considered are:

- No.1 Alfred Street Development (Wanda Group)
- Quay Quarter Development (AMP Capital)
- 182 George Street (Lend Lease)

FIGURE 13 – PROPOSAL WITHIN THE CONTEXT OF SURROUNDING DEVELOPMENT PROPOSALS (SOURCE: FJMT)



The assessment analysed a total 18 views for 12 locations within the visual catchment area nominated in the SEARs. These 18 views were selected as strategic locations where perceivable change might be potentially experienced in the immediate public domain as well as important open space or major destinations. These views were categorised as follows:

- 11 close views in the immediate surrounding public domain within 100m of the site, including The view locations include Harrington Street, Gloucester Street, the pedestrian footpath along Cahill Expressway above Gloucester Street, Cambridge Street, Cumberland Steps, Globe Street and Longs Lane
- 5 medium distance view locations between 100m to 500m from the site, including Harrington Street, Cumberland Street, the viewing platform on Cahill Expressway, Bridge Stairs of the Sydney Harbour Bridge and Moore Steps in East Circular Quay
- 2 long distance views beyond 500m from the site including the Sydney Opera House and Sydney Harbour (Jeffrey Street Wharf in Kirribilli).

These views are indicated in the below diagram, taken from GMU's visual impact assessment.

FIGURE 14 – VIEW LOCATION MAP



## 7.2 VISUAL CHANGES AND IMPACTS

The visual changes and impacts upon views from key vantage points have been addressed by GMU in **Appendix F**. The Visual Impact Assessment was prepared in accordance with the Land and Environment Court requirements, as per the SEARs, and provides a detailed assessment of the proposal from selected viewpoints, with a rating given for magnitude and sensitivity for each location. The key findings of the Visual Impact Assessment are summarised below.

17 out of the 18 views were found to have minor to moderate level of view impacts, the remaining viewpoint has a nil impact. No views were considered to cause significant, severe or devastating levels of impact.



In GMU's independent analysis of the selected views, 16 of out 18 views were considered acceptable and do not require any mitigation measures. GMU have recommended mitigation measures for Views 5 and 8. However, based on the feedback from SHFAs Design Review Panel, the applicant supports the current design without implementing these mitigation measures.

In summary, GMU found the proposal to have an acceptable level of impact considering the sensitive heritage character of the surrounding context of The Rocks. GMU stated:

*"In some instances **the proposal blends seamlessly with the streetscape** and the addition of a high level of design and materials **will bring renewed architectural interest** to this section of the precinct. Due to the low levels of visibility from distance and iconic locations, the proposal is considered to have a **good contextual fit and to be acceptable from a visual impact point of view.**"*

A View Assessment Summary Table has been prepared by GMU and is provided in Section 3.1 of **Appendix F**.

Some of the key images from the VIA are included below.

FIGURE 15 – BEFORE AND AFTER IMAGES FROM VISUAL IMPACT ASSESSMENT (SOURCE: GMU DESIGN)



PICTURE 12 – LOOKING NORTH ALONG HARRINGTON STREET (BEFORE)



PICTURE 13 – LOOKING NORTH ALONG HARRINGTON STREET (AFTER)



PICTURE 14 – LOOKING SOUTH-WEST ALONG HARRINGTON STREET (BEFORE)



PICTURE 15 – LOOKING SOUTH-WEST ALONG HARRINGTON STREET (AFTER)



PICTURE 16 – LOOKING NORTH ALONG GLOUCESTER STREET (BEFORE)



PICTURE 17 – LOOKING NORTH ALONG GLOUCESTER STREET (AFTER)



PICTURE 18 – LOOKING NORTH-EAST FROM GLOUCESTER STREET (BEFORE)



PICTURE 19 – LOOKING NORTH-EAST FROM GLOUCESTER STREET (AFTER)



PICTURE 20 – LOOKING WEST FROM CIRCULAR QUAY STATION (BEFORE)



PICTURE 21 – LOOKING WEST FROM CIRCULAR QUAY STATION (AFTER)





PICTURE 22 – LOOKING SOUTH ALONG CAMBRIDGE LANE  
(BEFORE)



PICTURE 23 – LOOKING SOUTH ALONG CAMBRIDGE LANE  
(AFTER)



PICTURE 24 – LOOKING SOUTH ALONG CAMBRIDGE LANE  
(BEFORE)



PICTURE 25 – LOOKING SOUTH ALONG CAMBRIDGE LANE  
(AFTER)



PICTURE 26 – LOOKING WEST FROM GEORGE STREET  
(BEFORE)



PICTURE 27 – LOOKING WEST FROM GEORGE STREET  
(AFTER)

## 8 Amenity

The SEARs for this key issue are as follows:

- *Outline and address the proposed development's impacts in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, and safety and security.*
- *The EIS must include:*
  - a shadow diagrams report; and
  - wind effects report.

### 8.1 SUNLIGHT

#### 8.1.1 SOLAR ACCESS

The Apartment Design Guidelines (ADG) recommends that living rooms and private open spaces of at least 70% in a building receive a minimum of 2 hours of direct sunlight between 9am-3pm at mid-winter. Separately, the design guidance in the ADG recommends that a minimum of 1m<sup>2</sup> of direct sunlight, measured at 1m above floor level, is achieved for at least 15 minutes to maximise the benefit of direct sunlight within living rooms and private open spaces.

53% of apartments receive 2 hours direct sunlight in mid-winter between 9am-3pm. If we examine between 8am – 4pm (which has been accepted in other major projects by DoPE) this increases to 60%. Further, 67% of apartments achieve a minimum of 1m<sup>2</sup> direct sunlight for at least 15 minutes during the same period. This represents the 'worst case' when the sun is lowest in the sky, which improves outside of the winter solstice period.

The ADG does state, however, that achieving the design criteria may not be possible on some sites. This includes:

- *Where greater residential amenity can be achieved along a busy road or rail line by orientating the living rooms away from the noise source.*
- *On south-facing sloping sites*
- *Where significant views are orientated away from the desired aspect for direct sunlight*

In response to the above, the site has a limited northern frontage and no residential apartments have been oriented to the Cahill Expressway. The site significantly slopes with a large south-facing frontage, and enjoys significant iconic views which have a high degree of amenity toward Sydney Harbour, The Opera House and Sydney Harbour Bridge that are enjoyed along the long eastern frontage of the site.

Notwithstanding the above, the proposal will still receive a high degree of solar access and amenity consistent with the aims and objectives of SEPP 65 and the ADG.

#### 8.1.2 SHADOW IMPACTS

FJMT have prepared shadow diagrams as part of the application. These are provided at **Appendix E**.

Given the site orientation, a large part of the shadows cast by development on the site fall across the Cahill Expressway, and towards the commercial buildings adjacent to Circular Quay, with only a marginal difference to the current built form on the site.

The location of the site is optimal for limiting the impact of overshadowing upon existing buildings. To the south, the Cahill Expressway provides an open space allowing sun access beyond. To the west, the wide expanse of Gloucester St and natural topography ensure that there is minimal impact on existing terraces including on the winter solstice. To the east, uses are primarily commercial and retail, and the impact of the shadows is minimal. Sun access to the new 'Cumberland' place is assured around the lunch period given its location to the north of the site.

Therefore, the proposal (and vertical additions) will not give rise to any unreasonable shadow impacts.

## 8.2 NATURAL VENTILATION

The design criteria of the Apartment Design Guideline (ADG) recommends that at least 60% of apartments are naturally cross ventilated in the first 9 storeys of a building.

As detailed in **Section 5.6** of this report, 48% of apartments are naturally cross-ventilated.

One of the major challenges to achieving the design criteria for cross-ventilation under the circumstances is because of the commercial floorplate which anchors the southern end of the built form, and effectively limits the opportunity for additional air outlets at this part of the site. The FJMT competition scheme originally included residential apartments on the southern boundary which achieved a compliant level of cross-ventilation. However, in order to achieve the recommendations of the MPD report and SHFA preferences for larger commercial floor plates, the commercial was relocated to the southern end of the built form.

While mechanical air ventilation could be provided to increase the level of ventilation, under the circumstances the proposal still has a reasonable level of cross-ventilation and satisfies the requirements of BASIX.

## 8.3 WIND AND REFLECTIVITY

Given that Sydney DCP 2012 only requires a wind effects report for tall buildings over 45m (where winds are generally stronger) discussions with DoPE have confirmed that a wind effects report will not be required as per the SEARs.

The proposal incorporates design features that will ameliorate prevailing wind conditions with balconies designed to minimise wind impacts and maximise useability and comfort through recessed balconies, operable screens, pergolas and shutters. At the ground plane, awnings are provided where appropriate to minimise wind impacts on the amenity of these spaces.

## 8.4 VISUAL AND ACOUSTIC PRIVACY

The proposal has a high degree of visual and acoustic privacy through the provision of appropriate building separation, orientation and the use of smart design and materials.

The site is separated to the north, south, east and west by roads and/or lanes which provides for generous building separation with surrounding properties. Therefore, most of the east and west facing apartments in the proposal will have high degrees of privacy.

Within the site itself, living spaces are generally oriented to avoid direct lines of sight to windows or balconies of adjacent living spaces. The most sensitive area of the development is where the northern end of 'Block 1' meets with the junction of the southern ends of the Bakers Terraces and 'Block 2' where a range of balconies and living spaces converge as shown in the figure below.

A range of design measures are provided at this interface to ensure a high level of privacy and amenity are maintained including:



- Adequate building separation - Separation between Block 1 and Block 2 is 6m for 5 levels until Block 2 terminates at Level 6. Visual screening is provided between Levels 1-5 to improve visual privacy. Separation between Block 1 and Bakers' Terrace is 3.8m. The existing Bakers' Terrace presents a sheer masonry facade to Block 1 without openings. Visual screening is provided to Block 1 to improve visual privacy,
- The proposed scheme improves visual privacy by providing operable screening to the glazing facing Cumberland Place and the street.
- Use of blade walls on the south-facing balconies of the Baker Terraces
- Use of privacy louvres and shutters on the north and east facing apartments of Block 1 and 2.

The interface at the re-created Cumberland Place is indicated in the figure below.

FIGURE 16 – PROPOSED CUMBERLAND PLACE INTERFACE



## 8.5 SAFETY AND SECURITY

In accordance with the Department's guideline – Crime prevention and the assessment of development applications – the following Crime Prevention through Environmental Design (CPTED) principles have been considered in the design for the site.

The proposal will provide surveillance cameras at key locations throughout the development (including lobby spaces, and all car park, entry and exit points) which will be monitored accordingly.

With the new development the lighting standard achieved both internally and externally will be based on the relevant Australian standard. The car park structure will also be appropriately lit to the level specified in the Australian Standards and as such the proposal will not create dark or unsafe spaces.

The building is likely to have centralised access control for residents using proximity cards and a solenoid door lock system to the lobby and majority of back of house areas and restricted access areas. A range of services that maintain the building may be outsourced, including cleaning, HVAC, pest control, vertical transportation, waste and garden maintenance.

## 9 Ecologically Sustainable Development

The SEARs for this key issue are as follows:

- *Detail how ESD principles (as defined in clause 7(4) Schedule 2 of the EP&A Regulation 2000) will be incorporated in the design, construction and ongoing phases of the development.*
- *Outline resource, energy and water efficiency initiatives, including the use of sustainable technologies and or/renewable energy.*

An ESD Report has been prepared by Cundall to accompany the development application. See **Appendix G**.

In summary, the proposal will provide a range of ESD in the design, construction and ongoing phases of the development, including:

- **Compliance with Section J of the BCA** - Compliance with Section J of the BCA which sets minimum energy performance requirements for all new development, which covers air-conditioning, ventilation, lighting, power and hot water, in addition to building fabric considerations including thermal construction and insulation, building sealing, glazing and shading.
- **Compliance with BASIX** - Compliance with BASIX including a 40% reduction in water consumption, 20% reduction in greenhouse gas emissions and minimal thermal performance requirements for heating and cooling loads.
- **ESD principles in the design** – Passive design strategies in the materials, orientation, glazing, and management/education to guide the ongoing use of the site.
- **Occupant amenity** – Enhanced landscaping including rooftop gardens, high transport accessibility, and air quality control.
- **Efficient systems** – Efficient lighting fittings, efficiency controls and motion sensors in car parks and common areas.
- **Water efficiency** – All fittings will be consistent with the Water Efficient Labelling and Standards Scheme, water efficient appliance will be selected, use of native, low-water planting species to reduce water consumption, landscape irrigation and car wash bays which utilise rainwater harvesting to limit potable water consumption, and minimised wastewater discharge to sewer.

## 10 Public Domain and Public Access

The SEARs for this key issue are as follows:

- *Identify proposed open space, public domain and linkages with and between the site and other public domain spaces, including George Street, Harrington, Gloucester and Cumberland Streets, Cumberland Street, Cambridge Street and other relevant streets and lanes.*
- *Detail and outline the interface between the proposed uses and the public domain;*
- *Provide details of the proposed improvements to public access provisions between the site and George Street, Harrington Street, Gloucester Street, Cumberland Street, Cumberland Steps and the Cahill Expressway walkway via lift, ramp and stairs, and identify design details for these new elements having regard to the existing streetscape and heritage character. Demonstrate safe, accessible, prioritised pedestrian path of travel at entries and exits to the basement car park.*
- *Outline specific design features (if applicable): footpaths and pavements, roads and/or rights of carriageways; outdoor seating; materials and finishes; furniture and fixtures; street lighting, pedestrian lighting and feature lighting; edges, screens and fences; walls, embankments and mounds; steps, ramps, vehicle crossings, decks and pathways; services where affected, utility poles, and service pits; civil and stormwater infrastructure; tree planting; mass planting beds, planter boxes and individual plantings; and bicycle parking.*

In response to the above SEAR, a Landscape Plan and Report have been prepared by FJMT (see **Appendix H**). This provides an overview of the proposed design principles, materials, planting palette and street trees for the site redevelopment.

The site currently has poor pedestrian connectivity with the surrounding precinct, with the existing built restricting public access through what is a large street block. In particular, the site's northern frontage is a dead-end which does little to celebrate the interface with the Baker's Terraces.

The proposed development seeks to provide a new, large and publically accessible pedestrian link through the middle of the street block from Gloucester Street to Harrington Street, with connection to Cumberland Lane and a re-created 'Cumberland Place'. This space will be activated by retail tenancies with the provision of new lifts that provide vertical transport between Harrington Street and Cumberland Lane. This proposed arrangement is shown in the figure below.

FIGURE 17 – CONNECTIVITY PLAN (SOURCE FJMT ARCHITECTURAL PLANS)



The proposed design creates a unique architectural sense of place while remaining sensitive to the surrounding public domain character of The Rocks. The design is based on a sequence of open spaces, which provide function while enhancing the connectivity of the site and area generally. As discussed in the Landscape Report, these spaces include:

- Cumberland Place Courtyard
- Connecting Stair
- Harrington Street & Gloucester Street residential frontage

Images of the above spaces are provided in the images overleaf.





FIGURE 19 – PROPOSED CONNECTING STAIR (SOURCE: FJMT)



PICTURE 28 – INDICATIVE IMAGE AND PRECEDENT IMAGE OF CONNECTING STAIR (SOURCE:FJMT)





FIGURE 20 – HARRINGTON STREET AND GLOUCESTER STREET ADDRESS (SOURCE: FJMT)



# 11 Heritage & Archaeology

The SEARs for this key issue are as follows:

- *Prepare a statement of heritage impact which identifies:*
  - *All heritage items (state and local) within and in the vicinity of the site including built heritage, landscapes and archaeology (including the Baker Street Terraces, Susannah Place and Cumberland Place Stairs), and detailed mapping of these items, and why the items and site(s) are of heritage significance;*
  - *What impact the proposed works will have on their significance, including impacts as a result of the proposed adaption of the Baker Street Terraces into residential apartments, and impacts on views to and from heritage items;*
  - *Detailed mitigation measures to offset any potential impacts on heritage values; and*
  - *Provide details of visual impacts of the proposed development on the historic streetscapes of Gloucester Street and Harrington Street.*
- *The Bakers Terrace Conservation Management Plan should be updated and submitted to the Heritage Council for NSW for endorsement, prior to determination of the application.*
- *The Prepare an archaeological assessment of the likely impacts of the proposal on any Aboriginal cultural heritage, European cultural heritage and other archaeological items and outline proposed mitigation and conservation measures.*
- *Prepare an interpretation strategy that includes the provision for interpretation of any archaeological resources uncovered during the works*

## 11.1 STATEMENT OF HERITAGE IMPACT

A Statement of Heritage Impact has been prepared by Urbis (see **Appendix I**) which responds to the above matters identified in the SEARs. In summary, the SHI confirms:

*The curtilage and significant views around the identified items in the vicinity would be retained and increased with the new design, particularly the redesigned courtyard and new through site link. The character of the precinct is retained and the contemporary building response provides facades with architectural detailing of the terrace scale and proportion interpreting the precinct. The proposal also reintroduces residential use back onto the Bakers Terraces which is historically characteristic and a significant part of the precinct's significance. Residential use combined with commercial use also activates the site and street frontages including the Cumberland Place at an appropriate scale for the precinct.*

*In accordance with the above observations it is considered that the proposed works would have no negative impact on the heritage significance of the Bakers Terraces and have a neutral or positive impact on the identified heritage items in the vicinity and The Rocks precinct. Particularly the new interpretation across the site as a whole and integrated within the design of the partially reinstated former Cumberland lane and the DDA compliant east west site through link assisting in relieving upgrade and usage pressure from the adjacent and highly significance Cumberland Steps. The proposal is therefore supported from a heritage perspective.*



## 11.2 CONSERVATION MANAGEMENT PLAN

In accordance with the SEARs the Conservation Management Plan (see **Appendix J**) for the Bakers Terraces has been updated and submitted to the Heritage Council for NSW for endorsement prior to determination of the application.

## 11.3 ARCHAEOLOGICAL ASSESSMENT

An Aboriginal and Historical Archaeological Assessment (see **Appendix K**) was prepared by Urbis to assess the heritage impacts of the proposal. The assessment confirms the following:

- There is no potential for evidence of aboriginal occupation in the study area as the original ground levels are almost completely removed across the site due to several phases of building changes to road alignment and construction of basement car parking.
- The archaeological potential of the site was assessed in *The Rocks and Millers Point Archaeological Management Plan in 1991*. It was identified as having only limited archaeological potential due to the extensive redevelopment which occurred in the late 1980s. This report concludes that the potential for the study area to contain a historical archaeological resource is low.
- Archaeological evidence predating the 1860s, including wells cess pits, evidence of previous structures, bedrock modification, drainage, underfloor and yard occupation deposits would be considered of local or possibly state significance. Archaeological evidence postdating the 1860s, including yard and underfloor occupation deposits and structures are common within The Rocks and have been well documented on the Gloucester-Cumberland Street archaeological site and at adjacent Susannah Place. This resource would be considered of local significance.
- The archaeological assessment notes that any remaining archaeological resource remaining on the site will be disturbed, and that the recovery of intact archaeological features or deposits is highly unlikely.
- The proposed redevelopment of the site will be confined within the existing footprint of the current building. Additional excavation of a small area of bedrock at the north east corner of the site is unlikely to impact any archaeological features or deposits as it has been subject to modification in the past.
- There is an option to lower the floors in the basement of Bakers Terrace to their original level and this would not impact on a significant archaeological resource due to extensive modification of the exterior and interior of the building.
- Lowering the level of Cambridge Street Courtyard would not impact an archaeological resource as the car park is located underneath and is excavated into bedrock to a depth of at least five metres.

The assessment recommends that no further assessment of the site is required. However, in the unlikely event that unexpected archaeological relics are encountered during works, it would be necessary to stop all work in the immediate vicinity of the identified deposits, notify the NSW Heritage Council and engage a qualified archaeologist to assess the significance of the material and recommend whether further action is required.

## 11.4 INTERPRETATION STRATEGY

An Interpretation Strategy has been prepared that includes the provision for interpretation of any archaeological resources uncovered during the works. See **Appendix Y**.

The strategy incorporates interpretation within the built form and media to communicate the following significant themes of the site:

- Retention and conservation of Bakers Terrace;
- Reinstatement and interpretation of former Cambridge Street Laneway;

- Interpretation of former topography, use and occupation;
- Interpretation of Harrington Street sandstone wall; and
- Interpretation centre.

The strategy is intended to provide for a broader audience, inclusive of international and local tourists. As such, interpretation is proposed as part of the landscaping of the site, in publically accessible areas. If approved, it is intended that Urbis will continue to work with the project team to further develop a detailed Interpretation Plan.

## 12 Transport, Traffic, Car Parking and Accessibility

The SEARs for this key issue are as follows:

The EIS shall include a Traffic and Transport Impact Assessment that provides, but is not limited to, the following:

- *daily and peak traffic movements likely to be generated by the development, and an assessment of the existing and future performance of key intersections surrounding the site, and any upgrades (road/intersections) required as a result of the development;*
- *detail the proposed number of car parking spaces and compliance with appropriate parking codes;*
- *existing public transport services and opportunities to promote public transport use (such as a green travel plan);*
- *pedestrian and cycle connections/circulation and required upgrades to meet the likely future demand within the precinct and connections to the external networks, particularly the cycle network identified in the Sydney City Centre Access Strategy;*
- *details of the proposed number of bicycle parking spaces and compliance with appropriate standards and the provision of end-of-trip facilities;*
- *assessment of proposed loading dock provisions and access arrangements to loading docks; and*
- *details of access arrangements for emergency and service vehicles (including vehicle type and likely arrival and departure times of service vehicles).*

In relation to construction traffic:

- *details of anticipated truck movements to and from the site;*
- *details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;*
- *details of temporary cycling and pedestrian access during construction;*
- *details of proposed construction vehicle access arrangements at all stages of construction; and*
- *assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclist and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of impacts. This Plan needs to include vehicle routes, number of trucks, hours of operation, access arrangements and traffic control measures for all demolition/construction activities, and must take into consideration the staging of transport works in the Sydney CBD (including light rail).*

A Traffic and Transport Impact Assessment has been prepared by Traffix and is included at **Appendix L**. The Report describes the existing site, road network, and transport services, and provides an assessment of the potential transport and traffic implications of the proposed development including potential parking and servicing implications, and the circumstances for pedestrians and cyclists. A summary of the key considerations and findings is provided below.

## 12.1 PUBLIC TRANSPORT

The site is approximately 350 metres walking distance (5 minute walk) to Circular Quay Railway Station and approximately 700 metres walking distance (9 minute walk) to Wynyard Railway Station. These stations are serviced by the T1 North Shore, Northern & Western Line, T2 Airport, Inner West & South Line, and T3 Bankstown Line.

In addition to rail services, several bus stops are situated within approximately 400 metres walking distance (6 minute walk) of the site on Argyle Place, Alfred Street, Young Street, Bridge Street and York Street. An overview of the proposed public transport in close proximity to the site is provided in the image below.

FIGURE 21 – PUBLIC TRANSPORT PROVISION (SOURCE: FJMT)



## 12.2 TRAFFIC GENERATION

The traffic generation arising from the proposed development has been assessed as a net increase of 3 vehicles per hr for the AM peak period. These trips will be split into both directions and can be readily accommodated, with minimal impacts on the surrounding road system. Therefore no external road or intersection improvements are required.

Any potential changes to intersection performance are too small to be picked up by the computer modelling techniques used by the traffic consultants (i.e. extremely minor to no change).



## 12.3 PARKING

### 12.3.1 CAR PARKING

As the development is captured by the SCRAS, there are no specific parking requirements associated with the development. The City of Sydney DCP and the RMS Guide to Traffic Generating Developments however provide parking rates for residential apartment, retail and commercial space, which will provide a guide for the number of parking spaces required. As detailed further in Chapter 5 of **Appendix L**) there is a requirement to provide a maximum of 55 parking spaces applying the City of Sydney DCP parking rates, and a minimum of 149 parking spaces assuming the RMS parking rates.

In response, the development proposes a compromise between these two rates with a total of 95 parking spaces, all for the use of the residential units.

This rate is considered appropriate given the site is located close to major public transport links, therefore staff and employees on the site are assumed to access the site via these means. Similarly, residential tenants are expected to use public transport for their trips to and from work. The proposed parking spaces are required for casual use.

This parking rate is comparable to recent major developments in The Rocks with a parking rate of 1.26 spaces per unit. This development proposes a parking rate of 1.5 spaces per unit.

The development also proposes three accessible parking spaces, and eight motorcycle parking spaces are also proposed.

### 12.3.2 BICYCLE PARKING AND END OF TRIP FACILITIES

8 bicycle parking spaces are proposed on basement level 1 of the car park as 'class 3 rails'. The number of bicycle parking spaces. The residential, commercial, and retail units will provide trip end facilities internally.

## 12.4 LOADING DOCK

A single loading dock is proposed which has been designed to cater for vehicles/trucks up to a 9.24m Council waste collection vehicle, with a turntable facility to ensure vehicles are able to enter and exit the site in a forward direction.

This is considered a suitable loading area provision as most of the demand for the servicing area will be driven by courier vehicles (standard car size) and small vans which can utilise the on-site parking spaces, the on street loading zone on Harrington Street, or the time limited parking adjacent to site on Harrington Street and Gloucester Street. The remaining demand is generated by trucks, which will be catered for in the proposed ground floor loading zone.

The main uses for the loading dock will be waste and garbage collection for all land uses on the site, and any potential larger deliveries.

On a less frequent basis, removal trucks will also use the loading dock.

It is envisaged a loading dock management plan will be prepared to ensure smooth operation of the area.

## 12.5 VEHICULAR ACCESS

Access and internal design is dealt with in more detail in Chapter 7 of **Appendix L**.

In summary, the number of vehicular cross-overs is reduced from the existing building (i.e. from two to one) to ensure that Harrington Street remains a highly activated streetscape.

The internal configuration of the basement car park and loading areas have been designed in accordance with the both AS2890.1 and AS2890.2.

## 12.6 GREEN TRAVEL PLAN

The Traffic Report clarifies that DCP 2012 provides the following thresholds above which a proposed development is required to provide a Green Travel Plan:

*100 vehicles per hour for non-residential development;*

*50 vehicles per hour for residential development within a Category A LUTI zone.*

With reference to the traffic generation analysis (which is well below the above thresholds), it is clear that the peak hour traffic demand forecasts for the development are not sufficient to warrant the preparation of a Green Travel Plan.

## 12.7 CONSTRUCTION TRAFFIC

The Traffic Report indicates that a standard condition of consent will be imposed requiring the preparation of a detailed construction management plan (CTMP). Such a plan cannot be prepared until such time as a builder has been appointed and the construction methodology confirmed. Nevertheless the traffic report notes that it is considered that adherence will generally be made to the following principles:

- It is intended that a construction work zone will be established on Harrington Street immediately adjacent to the site.
- Access to the site will be available via Gloucester Street for vehicles up to and including a Small Rigid Vehicle (SRV). All other vehicles will be able to access the site via Harrington Street subject to the building stage. A work zone will be sought on Gloucester Street for use by vehicles up to a 6.4m SRV.
- Worker numbers will vary during each construction phase. However, it is proposed that carpooling will be encouraged during the entire construction period to minimise the reliance on on-street and public parking in the vicinity. The opportunity will be taken for the workers to park in the basement as soon as practicable during the construction process.
- Small trucks will access the site via Gloucester Street as well as Harrington Street. All larger vehicles will access the site via Harrington Street only. At this stage it is expected that the largest truck accessing the site will be a 12.5m Heavy Rigid Vehicle (HRV). Craneage requirements are expected to be contained within the site. However, in the event that the standing of a crane on street is proposed, an occupancy licence will be applied for under RMS procedures.
- Pedestrian control and management will be undertaken along both street facades at all times.
- There are a number of routes available for construction traffic to access the site. These routes will need to be determined once a building contractor has been appointed to ensure that minimal impacts occur on surrounding local streets.

## 13 Earthworks

The SEARs for this key issue are as follows:

- *Provide a detailed survey showing existing and proposed levels and proposal quantities of cut and fill necessary for the proposed works.*
- *Provide details of the fill, including types and materials and their source. Provide details of the location for the disposal of excess cut and the methodology of transportation to this location.*
- *Provide a detailed survey plan showing the relationship of the proposed development with respect to Sydney Trains easement/stratum lot and tunnel location.*

### 13.1 DETAILED SURVEY

A detailed site survey plan and bulk earthworks plan has been provided at **Appendix U**.

### 13.2 CUT AND FILL

Enstruct consultants have undertaken a bulk earthworks analysis to determine the volumes of cut and fill material required to achieve the proposed finish levels. The analysis indicates no fill is necessary as the proposed basement level of the new building is lower than the basement level of the existing development. The quantity of cut material is approximately 11,800 cubic metres.

Fill material will be used for the blinding layer and sub-base placed underneath the basement slab. The fill materials to be used for this site need to comply with relevant EPA Guidelines and relevant Australian Standards.

Based on the recommendation mentioned in Douglas Partners' geotechnical report, the following further investigations / actions are recommended for soil extracted from the site:

- a. Prior to any soil being removed from site a waste classification assessment must be undertaken to ascertain the contamination status of soil and the proper waste classification for disposal; and*
- b. The disposal site for soil removal from site and truck route is to be submitted to and approved by the Council engineer or their representative in writing prior to commencement of any works. Enstruct notes there are landfill sites within Sydney Metro that will cater to the disposal of contaminated soil or excavated material from the site.*

### 13.3 SYDNEY TRAINS EASEMENT

A review of the Sydney Trains Infrastructure documentation reveal at least a 30 metre clearance between the proposed redevelopment and the existing Sydney tunnel. Also, a CBD Rail Link has been proposed east of the site. As indicated in the attached CH2M drawing 482749-190[2] (Attachment 3), this new railway line is at least 42 m clear of the proposed redevelopment.

The applicant is currently liaising with Transport for NSW to obtain the relevant easement and tunnel locations which can then be overlayed onto the proposed development plans and sections. We trust that this information will be provided once TNSW have provided this information.

## 14 Water, Drainage, Stormwater and Groundwater

The SEARs for this key issue are as follows:

- *Prepare an Integrated Water Management Plan, detailing stormwater and wastewater management, including any re-use and disposal requirements, demonstration of water sensitive urban design and any water conservation measures, and identification of any appropriate water quality management measures.*
- *The Applicant shall provide information on the required water and waste water services and any augmentation of Sydney Water infrastructure that may be required for the proposed development*

An Integrated Water Management Plan has been prepared by VOS Group. This Plan is provided at **Appendix N**, and provides a site management procedure to control the severity and extent of pollutant transport from the site

### 14.1 CONSTRUCTION WATER MANAGEMENT

During construction, the following will be implemented as part of the strategy:

- Permanent and long-term drains and bund walls will be established as soon as practicable. Clean-up of general site litter will take place on a weekly basis, prior to anticipated heavy rainfall and after significant rainfall events (>25mm/24hours).
- Treatment of all erodible surfaces will be carried out as soon as practicable.
- The storage and handling of flammable and combustible liquids will be managed in accordance with AS1940–1993.
- A detailed Erosion and Sediment Control Plan (ESCP) will be prepared prior to site establishment and commencement of vegetation clearing or soil disturbance within each subdivision stage. Where appropriate, ESCPs shall incorporate guidelines on the treatment, protection and stabilisation of exposed dispersive soils.

### 14.2 STORMWATER PROVISIONS

Stormwater provisions proposed for the development include:

- All stormwater systems drainage from the building shall discharge into an On Site Detention Tank located below the stair from Gloucester Street to Harrington Street.
- Water from the roofs of the building will be collected separately and fall to a rainwater reuse tank local to the OSD.
- Access points will be installed to provide cross ventilation and two points of entry/exit to or from the tanks for maintenance.
- Drainage from balconies plant areas and paved areas will be separately drained direct to the OSD.
- The basement areas will be pumped from a pump station below Basement 3. This includes ground water seepage, collected in spoon drains around the perimeter of those areas. Water from cars passing and parking in the car park shall be collected at each level and drained to the pump out at B3. This shall then be pumped to the OSD.
- An assessment of ground water infiltration rates and quality will be prepared under the detailed design for the stormwater systems.
- All stormwater shall then fall from the OSD to a high efficiency Gross Pollutant Trap dealing with the suspended solids, grease and oil and other pollutants to meet the aforementioned criteria.



- Access to the GPT shall be provided to allow access for clearing close to Harrington Street and is likely to be at the base of the public stair passing through the site.

### 14.3 WASTE WATER AND SEWERAGE

A waste water and sewerage system will be installed in the development and connected to the Sydney Water Utilities infrastructure in accordance with the outcomes of the Section 73 Notice of Requirements.

### 14.4 WATER REUSE PROVISIONS

Water reuse provisions relating to wash down, car washing, and irrigation will be as per that required by BASIX. The BASIX certificate is located at **Appendix T**.

A detailed water reuse plan will be established to allow the commencement of further detailed design of the reuse systems in the building.

### 14.5 URBAN SENSITIVE DESIGN PROPOSED FOR THE DEVELOPMENT

Given the site is predominantly hard standing, little opportunity for common strategies (through vegetation and swales for example) are afforded. Opportunities that arise with the detailed development of the building will be exploited as and when they are presented.

### 14.6 WATER SAVING MEASURES PROPOSED FOR THE DEVELOPMENT

These will be implemented and maintained as defined with the BASIX requirements for the development.

### 14.7 SERVICES

Required water and waste water services are detailed in the following section of this report.

### 14.8 MONITORING, AUDITING, REPORTING

Appropriate erosion and sediment control measures will be developed both during and post construction to meet City of Sydney Council's specific requirements.

ESCP reviews will be carried out to meet requirements of Council both during and post construction to assess the implementation strategy.

Reports will be prepared and submitted to Council as required, both during construction and ongoing post construction.

## 15 Infrastructure Provision

The SEARs for this key issue are as follows:

- *Detail any infrastructure proposed to service the development and demonstrate that the site can be suitably serviced.*
- *Detail the existing infrastructure on-site, and identify any possible impacts on infrastructure arising from the construction of the proposed works. Where the proposed works affect existing infrastructure, the application should detail any mitigation works proposed, including service relocations.*

The Engineering Services Statement provided at **Appendix V** details the engineering services proposed for the development. This statement covers engineering services including mechanical, electrical, hydraulics and fire services.

### 15.1 POWER AND COMMUNICATIONS

The existing site is serviced by a direct distributor from a substation opposite the development on Harrington Street. An application has been made to Ausgrid and confirmation received that there is sufficient capacity in the network to supply the site.

The development does not qualify for NBN as it is less than 100 units. The existing telecommunications infrastructure is sufficient as the previously supported commercial office use.

### 15.2 SEWER AND WATER

Water and sewer connections are currently provided to the site. All existing sewer and water infrastructure is underground in the street. There is evidence of a 300mm sewer running in the land to the North of the Site (easement). It is likely this asset is outside the influence of the proposed works but this will be formalised by the Quick Check Agent in the Section 73 process. Any resulting protection that is required will be initiated through the development.

Augmentation of the local utilities infrastructure will be determined through the application for a Section 73 Notice of Requirements.

### 15.3 STORMWATER

Stormwater systems shall capture rainwater and ground water entering the site and discharge to the street systems via the requisite water quality and detention systems.

All existing stormwater infrastructure is in Harrington and Gloucester Streets adjacent to the development. The current development drains to Harrington Street. It is intended this will continue.

## 16 Interim Rail Corridor

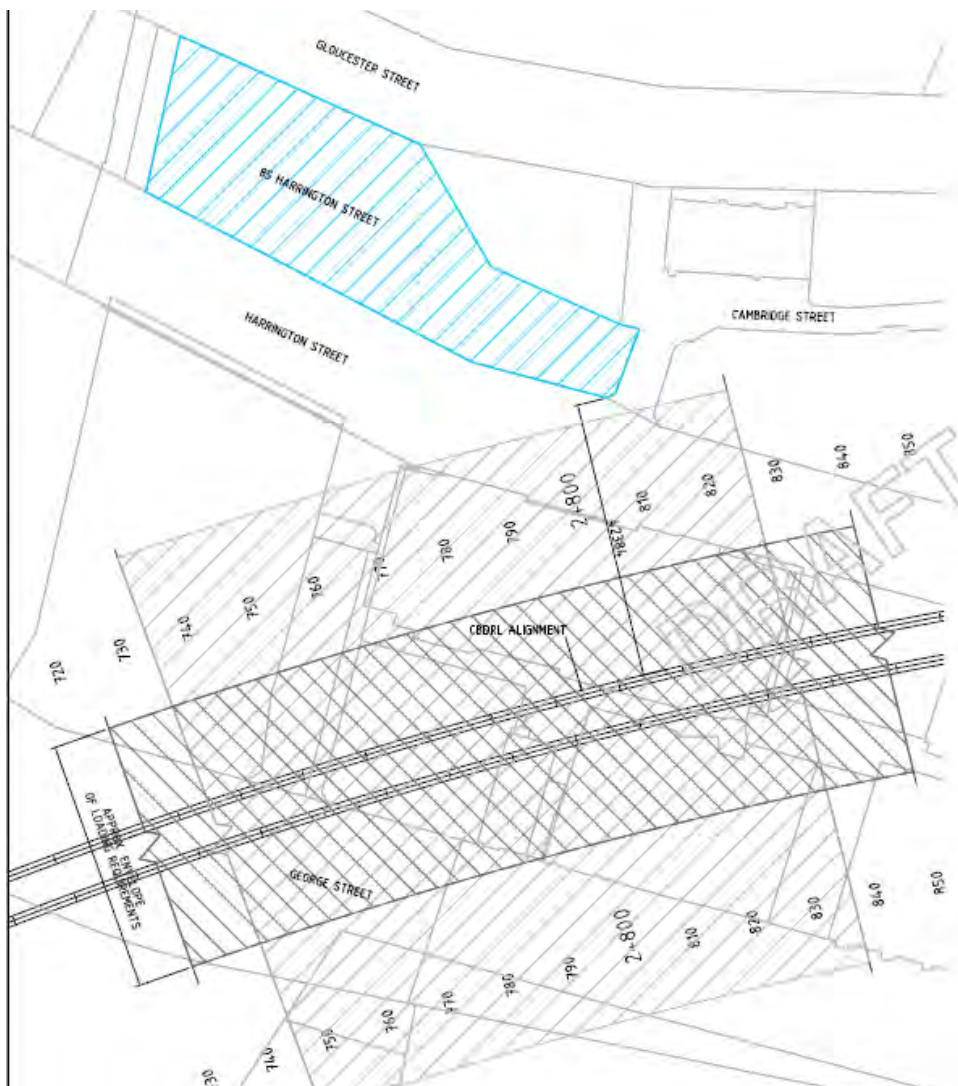
The SEARs for this key issue are as follows:

- *The EIS shall detail the likely effect of the proposal in consultation with TfNSW on:*
- *the practicability and cost of carrying out rail expansion projects on the land in the future;*
- *the structural integrity or safety of, or ability to operate, such rail projects; and*
- *the land acquisition costs and costs of construction, operation or maintenance of such projects.*

### 16.1 SYDNEY TRAINS EASEMENT

It has been confirmed the proposed development will not interfere in any way with the Sydney Trains Easement and future tunnel location, and does not fall within the area which triggers the need for TNSW referral. This was established at a meeting with Transport for NSW on the 1<sup>st</sup> December 2015. The Figure below illustrates the location of the 'CBD Rail Alignment' easement in relation to the subject site, which is hatched in blue. The grey hatched area indicated the corridor width within which developments are required to be referred to TNSW for review. This diagram has been taken from a plan issued by Transport for NSW (dated 30/11/2015).

FIGURE 22 – CBD RAIL ALIGNMENT



## 17 Noise

The SEARs for this key issue are as follows:

- *The applicant must include a Noise and Vibration Assessment of construction, operation, traffic and cumulative noise impacts prepared in accordance with the relevant EPA guidelines. This assessment must consider any potential noise impacts on nearby noise sensitive receivers and outline proposed noise mitigation and monitoring issues.*

A noise and vibration assessment has been undertaken by Acoustic Studio (see **Appendix P**) in response to the above SEAR. The report establishes relevant noise criteria, details the acoustic assessment and provides comments and recommendations for the proposed development.

Provided the acoustic issues outlined in that report are addressed in the design and the recommendations are correctly implemented, the proposed development is expected to comply with the City of Sydney, SEARs and Sydney Harbour Foreshore Authority requirements plus relevant standards and guidelines, and will have no adverse noise impact at the nearest affected receivers.



## 18 Sediment, Erosion and Dust Controls

The SEARs for this key issue are as follows:

- *Identify measures and procedures to minimise and manage the generation and off-site transmission of sediment, dust and particles.*

Enstruct has prepared a Sediment and Erosion Control Plan that shows where the abovementioned pollution control measures are located. The said plan has been prepared in accordance with Landcom's Managing Urban Stormwater – Soils and Construction.

In terms of managing the generation and transmission of waterborne sediments, the following temporary measures to ensure the proposed works do not impact on the amenity and environment of the adjoining areas:

- Catch Drains – to intercept sediment-laden runoff;
- Sedimentation Pond – retain sediments and other materials during excavation works; clean water to be pumped out to pit at Harrington Street;
- Sand Bags – when provided around stormwater pits will prevent the ingress of sediments into the street drainage system; and
- Shaker Grids – when provided at construction entry points will help minimise the export of sediments into road areas by vehicles and construction machinery leaving the site.

In terms of airborne dust and particles, measures and procedures need to be implemented by the parties involved during demolition, excavation and construction to minimise the generation and transmission of such pollutants into the surrounding areas.

## 19 Building Code of Australia

The SEARs for this key issue are as follows:

- *Prepare a detailed BCA and access report demonstrating compliance with the Building Code of Australia.*

A detailed BCA report has been prepared by Blackett Maguire + Goldsmith demonstrating the proposed developments' compliance with the Building Code of Australia. This report, provided at **Appendix Q**, assesses the proposed development against the Deemed-to-Satisfy Provisions of the BCA 2015. The report concludes the proposed development can readily achieve compliance with the relevant provisions of the BCA.

In addition to the above, an accessibility report has been prepared to examine the relevant Australian Standards and is included at **Appendix W**.

## 20 Environmental, Construction and Site Management Plan

The SEARs for this key issue are as follows:

- *The EIS shall provide an Environmental and Construction Management Plan for the proposed works, and is to include:*
  - *community consultation, notification and complaints handling*
  - *impacts of construction on adjoining development and proposed measures to mitigate construction impacts;*
  - *noise and vibration impacts on and off site;*
  - *air quality impacts on the neighbourhood;*
  - *odour impacts;*
  - *water quality management for the site; and*
  - *Construction waste classification, transportation and management methods in accordance with DECCW's Know Your Responsibilities: Managing Waste from Construction Sites Guideline.*

At this stage of the project where a building contractor is yet to be appointed by the applicant, it is difficult to provide an accurate management strategy for the construction of the project. An Environmental and Construction Site Management Plan will be provided prior to the issue of a construction certificate, prepared by the building contractor (with input from the applicant).

However, a range of the matters identified in the SEARs above have been addressed, as follows:

- A Waste Management Plan (which includes construction waste) has been prepared by Savills Project Management at **Appendix X**.
- The Noise Impact Statement provides some discussion on construction noise impacts and how to address these.
- The Traffic and Parking Report provides objectives for the management of construction traffic.

In light of the above, the applicant would welcome a condition which requires a consolidated Environmental and Construction Site Management Plan to be provided prior to the Construction Certificate Stage.

## 21 Staging

The construction will not involve any staging. As such, further details on staging are not required in this section.



## 22 Consultation

The SEARs for this key issue are as follows:

- *Undertake an appropriate level of consultation with council and State Government agencies.*
- *Provide details on the Community Engagement Framework to guide the public consultation process.*

The following agencies have been consulted as part of this process

### 22.1 CONSULTATION

Consultation has been undertaken with a range of State authorities, service providers and members of the community during the preparation of the EIS, including:

- SHFA
- Sydney City Council
- Department of Planning and Environment
- NSW Heritage Council
- Transport for NSW
- Roads and Maritime Services

### 22.2 CONSULTATION WITH THE SYDNEY HARBOUR FORESHORE AUTHORITY

In February 2015, the project was addressed at a SHFA Design and Development Advisory Panel. During this panel meeting, SHFA raised concerns relating to:

- Variation to current envelope – additional justification will be necessary
- Form – building should be read as fine grained. Additional articulation required
- Heritage – heritage terraces should be improved, material selection should be sympathetic to The Rocks
- Land use – concern over limited commercial provision and potential for absent owners of residential units to limit vibrancy of the area. Low cost housing should be considered.
- Public benefits acknowledged including improved public spaces and walking connections

A series of project meetings ensued to resolve matters relating to commercial component, massing and height

In April 2015, an independent Land Use Study was commissioned and prepared by Macroplan Demassi. The study:

- Looked into the implications of changing the land use mix on the site, specifically reduced commercial floor space.
- Provided recommendations on a suitable land use mix having regard to the precincts key commercial, cultural and tourism role.
- Concluded SHFA can achieve its goals for the site while permitting a substantial reduction in the aggregate commercial floorspace.

- Noted that a reduction in commercial floorspace would need to be met with a substantial increase in visitor numbers. A land use such as a medical centre could achieve this. Smaller commercial floor areas (150-300sqm) was suggested as sustainable.
- Noted movements past the subject site are expected to rise sharply once the Barangaroo precinct development is finished.

In October 2015, a second presentation to SHFA Design and Development Advisory Panel took place. Attendees included

- Panel members (Louise Cox, Nick Hollo, Peter Watts, Tim Williams)
- SHFA representatives (Catherine Gallagher, Brett Newman, Deborah Dearing, Adrian Bonanni, Nick Macken, Willem Clasie).
- Architect (Richard Francis Jones)

Richard Francis Jones noted the removal of the southern lift access from the scheme due to difficulties in negotiating with RMS.

Panel feedback at this presentation included support of several proposed elements:

- Relocation of vehicle access to Harrington Street
- Relocation of east west pedestrian link
- Use of terracotta cladding
- Attention to fine grain details

Other comments related to:

- Sun and wind exposure, and design responses
- Prevalence of shutters
- Viability of retail adjoining Bakers Terrace
- Further refinement of articulation

The final scheme which has been submitted has carefully considered and taken on board the feedback received, and amended the design accordingly.

## 22.3 CONSULTATION WITH THE DEPARTMENT OF PLANNING AND ENVIRONMENT

A Request for SEARs was submitted to the DoPE in April 2015. SEARs were provided by the DoPE on the 22 May 2015 indicating the Department and other Agency expectations and assessment requirements.

A further meeting was held on the 14<sup>th</sup> December at the DoPE prior to the lodgement of the SSDA for Test of Adequacy. At this meeting the following general matters were discussed:

- A request for a Draft Variation consent to the SCRA must be lodged
- SHFA is to be updated on progress, and issue a an acknowledgement
- ADG was discussed in detail

## 22.4 NSW HERITAGE DIVISION

A meeting was held with the NSW Heritage Division in January 2016 to provide them with a briefing on the proposal.

The meeting was generally positive and it was confirmed that NSW Heritage Division will undertake a review of the updated CMP for the Bakers Terrace once received, with a view to providing endorsement of this (subject to a detailed review) prior to determination of the application.

## 22.5 CONSULTATION WITH THE CITY OF SYDNEY COUNCIL

On the 4<sup>th</sup> December members of the project team met with Russel Hand and Chris Corradi of the City of Sydney Council. The following matters were discussed:

- Council is notionally happy with the heritage treatment and consideration on the site
- Feedback was provided on the visual appearance of the upper two levels. Specifically, these levels appeared too 'solid'. The architects noted the renderings pictures closed louvres which may have been misleading. Council suggested further articulation.
- ADG compliance was discussed in detail, specifically compliance with solar and natural ventilation.
- It was noted the location of the commercial component (being SHFA's preferred location) was a limiting factor in residential unit layout and ADG compliance.

## 23 Summary and Conclusions

This project represents a unique strategic opportunity to provide a high quality, mixed use urban renewal opportunity and adaptive re-use of an existing heritage item in an iconic precinct in the heart of The Rocks. The proposal will provides for substantial investment and revitalisation of a large street block, with creation of enhanced pedestrian links and public domain improvements.

This accords with the State, Regional and Local strategic initiatives to grow a more internationally competitive Sydney CBD with a diversity of commercial and retail spaces, accelerate housing supply and provide revitalisation of heritage assets. This will complement the service offering for tourists and local residents in The Rocks precinct.

This EIS and supporting technical inputs assess the impacts of the proposal and provide justification for the proposed development, and respond to the various environmental assessment requirements which have been prepared in consultation with relevant agencies and stakeholders of the project. Overall, this evaluation supports the proposed development and provides that the environmental impacts are reasonable.

In summary, the project has the following key public benefits and should be supported for the following reasons:

- The project will provide much needed office, retail and residential uses which supports the actions and objectives which is supported by local, regional and state planning policies.
- The project has the potential for a range of new jobs during the construction and operational phases of the development.
- The proposed development concept and adaptive re-use of the existing heritage items has been designed in a manner which reduces any unreasonable impacts on the heritage significance of these buildings, and on the surrounding public domain. The Statement of Heritage Impact and Conservation Management Plans (in the process of being updated) provide a framework for the ongoing conservation and assessment of the future, detailed design components by the future long term leaseholders of the site.
- The proposal responds positively to the strategic and statutory planning framework which relates to the site. The project is consistent with the aims and objectives of a range of State, Regional and Metropolitan planning initiatives, and satisfies the local objectives and key development standards of Sydney Local Environmental Plan 2012 (SLEP 2012).
- The proposal has been through ongoing consultation with key government agencies including City of Sydney Council, NSW Department of Planning and Infrastructure (DPI), NSW Heritage Branch, and Transport for NSW prior to the lodgement of this application. This has assisted with shaping the project, and providing a response to a range of queries on the project.

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## Appendix A

## CIV Report

## Appendix B

## SEARs

## Appendix C

## Site Survey

## Appendix D

## Architectural Plans

## Appendix E

## Architectural Design Report



## Appendix F

## Visual Impact Assessment

## Appendix G

## ESD Report

## Appendix H

## Landscape Plan and Report

## Appendix I

## Statement of Heritage Impact

## Appendix J

## Conservation Management Plan



## Appendix K

## Archaeological Assessment

## Appendix L

## Traffic and Parking Report

## Appendix M

## Waste Management Plan

## Appendix N

## Stormwater and Drainage Report

## Appendix O

## Utilities & Services Report



## Appendix P

## Noise Assessment

## Appendix Q

## BCA Report

## Appendix R

## SCRA Amendment Report

## Appendix S

## Contamination Report

## Appendix T

## Basix Certification

## Appendix U

## Geotechnical Report



## Appendix V

## Engineering Services Report

## Appendix W

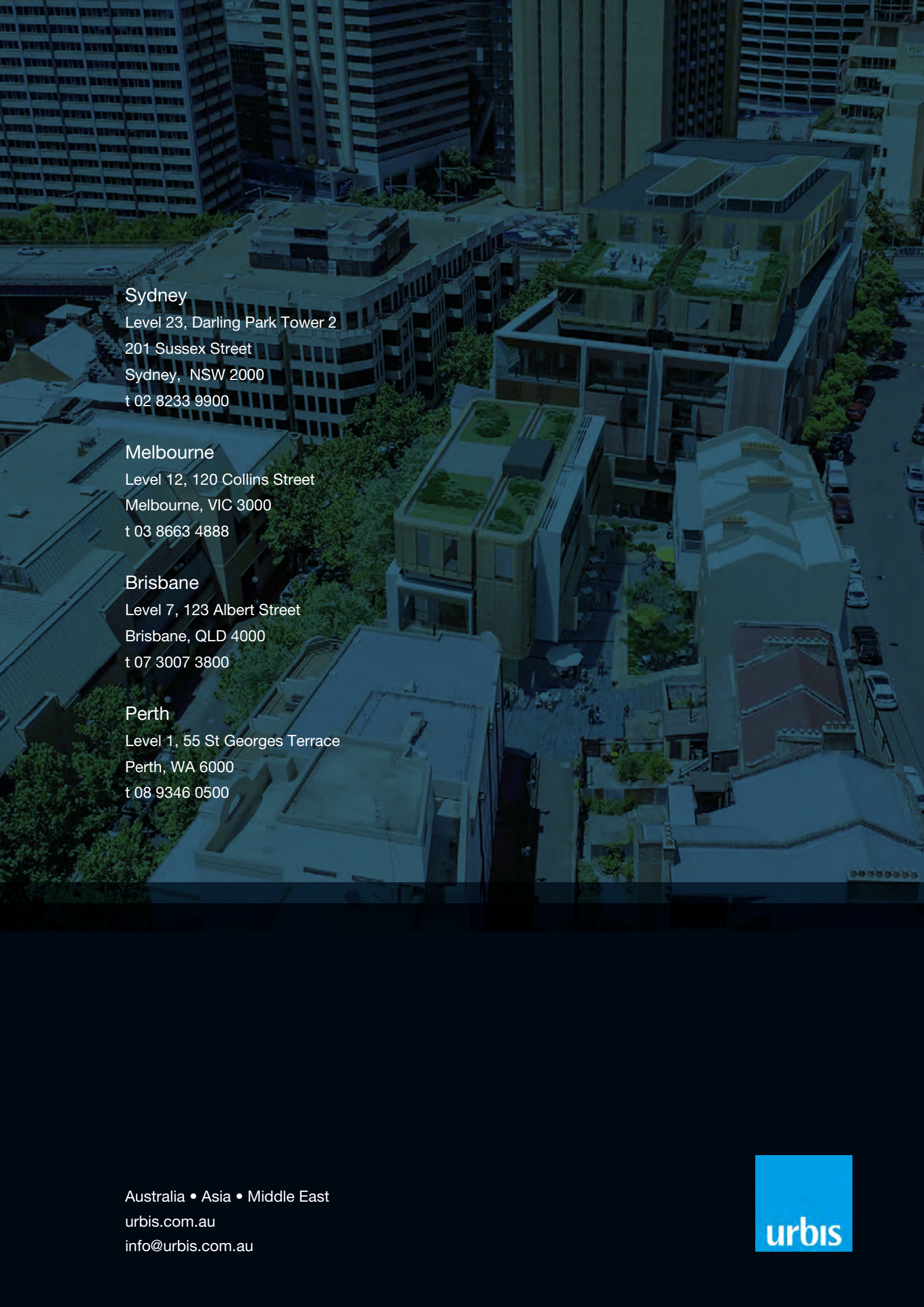
## Accessibility Report

## Appendix X

## Waste Management Plan

## Appendix Y

## Interpretation Strategy

An aerial photograph of a city, likely Sydney, showing a mix of modern and older buildings. Several buildings have green roofs with plants and small structures. The image is overlaid with a semi-transparent dark blue layer containing text.

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The logo for urbis, featuring the word "urbis" in a white, lowercase, sans-serif font, set against a solid blue square background.

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