



Environmental Impact Statement

SSD 7056: Campbell's Stores, The Rocks

October 2015

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Jennifer Cooper
Senior Consultant	Samantha Wilson
Job Code	SA5710
Report Number	EIS – October 2015 – Final

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Signed Declaration

SUBMISSION OF ENVIRONMENTAL IMPACT STATEMENT

This Environmental Impact Statement has been prepared in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*.

Environmental Assessment prepared by:

Names:	Jennifer Cooper (Director) <i>Bachelor Town Planning, Hons, University of New South Wales</i> Samantha Wilson (Senior Consultant): <i>Graduate Diploma in Urban Planning and Environment, RMIT</i> <i>Bachelor of Landscape Architecture, University of Canberra</i>
Address:	Urbis Pty Ltd Level 23, Darling Park Tower 2, 201 Sussex Street Sydney NSW 2000
In respect of:	SSD 7056: Remediation, Renewal and Adaptive Re-Use of Campbell's Stores, The Rocks

Applicant and Land Details:

Applicant:	Tallawoladah Pty Ltd
Applicant Address:	PO Box Q137 QVB Post Office, NSW 1230
Land to be Redeveloped:	7-27 Circular Quay West, The Rocks
Lot and DP:	Lots 3-5, 8-9 and 12 DP 264534; Lot 6 DP 804776; Lot 4-5 and 7 DP 800881; Lot 12 DP 788130; Lots 1-2 DP 1172586; and Lot 11 DP 1172592
Project:	SSD 7056: Remediation, Renewal and Adaptive Re-Use of Campbell's Stores, The Rocks

Declaration:

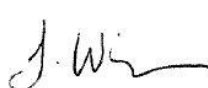
I certify that the contents of the Environmental Impact Statement to the best of my knowledge, has been prepared as follows:

- In accordance with the requirements of the Schedule 2 of *Environmental Planning and Assessment Regulation 2000* and *State Environmental Planning Policy (State and Regional Development) 2011*.
- The information contained in this report is true in all material particulars and is not misleading.

Name Jennifer Cooper, Director

Samantha Wilson, Senior Consultant

Signature:



Date: 28 October 2015

28 October 2015

Executive Summary

This Environmental Impact Statement (EIS) has been prepared by Urbis on behalf of *Tallawoladah Pty Ltd* (the proponent). It accompanies a development application for State Significant Development comprising the remediation, renewal, adaptive re-use and revitalisation of the Campbell's Stores, at 7-27 Circular Quay West, The Rocks.

The proposal has a capital investment value of \$31,889,686 (excluding GST) and is a State Significant Development for which the Minister is the consent authority, pursuant to Schedule 2 of the *State Environmental Planning Policy (State and Regional Development) 2011*.

The Secretary's Environmental Assessment Requirements (SEARs) for the preparation of the Environmental Impact Statement were issued on 28 May 2015. A copy of the SEARs is included at **Appendix A**. Table 1 in Section 1.5 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.

The specialist technical studies have informed the design of the proposed works in the context of the future land uses, urban structure and built form and to assess the potential environmental impacts. The proposal has been designed to mitigate any potential impacts on the site and surrounding environment.

BACKGROUND

Tallawoladah has entered into an Agreement for Lease with the *Sydney Harbour Foreshore Authority* (SHFA) for the Campbell's Stores. Tallawoladah has committed to undertake remedial works in accordance with an agreed conservation solution to address the deterioration of the existing sandstone building, which is owned by SHFA. The agreement also facilitates the restoration and adaptive re-use of the Campbell's Stores, including the licensed area, and the construction of a new building to the north (referred to as 'Bay 12').

SHFA is also proposing to undertake works around Campbell's Cove, including land surrounding the Campbell's Stores, which will complement the remedial works being undertaken by Tallawoladah in accordance with the agreed conservation solution. SHFA is proposing to undertake public domain improvement works, including the lowering of the promenade and realignment of the public foreshore access, in order to avoid the ponding of seawater which has contributed to the deterioration of the foundations and sandstone masonry walls of Campbell's Stores. It is also proposed to realign the steps from Hickson Road at the southern end of the Stores to further improve pedestrian access to and front the foreshore promenade.

SITE AND CONTEXTUAL ANALYSIS

Campbell's Stores is located at 7-27 Circular Quay West, The Rocks and comprises an historic sandstone and brick warehouse building. The building has been modified on a number of occasions since its initial construction in the 1850s and has been used for restaurant purposes since the 1970s. It currently accommodates four large restaurant tenancies with access to an external dining area along the eastern frontage of the building.

The site benefits from a spectacular outlook across Sydney Harbour, with views of the Sydney Harbour Bridge to the north and the world heritage listed Sydney Opera House to the east. The Campbell's Stores are also highly visible from water vessels that regularly enter and leave Sydney Cove, including passenger ferries and cruise ships.

The site enjoys excellent levels of accessibility, being located within approximately 500 metres of Circular Quay railway station, ferry wharf and bus services. It is also located within walking distance of the Sydney Central Business District and key destinations for both Sydney locals and domestic and international tourists, including The Rocks, Walsh Bay and (the future) Barangaroo.

PROJECT OVERVIEW

Tallawoladah proposes to transform Campbell's Stores into a world class waterfront dining precinct, which is considered an iconic food destination for international and domestic tourists, as well as Sydney residents. The works within the development application include three key components which will achieve the following objectives:

- **Removal of intrusive exterior elements and internal fit-outs of little significance:** The overall significance of the Campbell's Stores is to be recaptured with the removal the 1980s shade canopies and sail ship masts from the eastern elevation that fronts the promenade to Campbell's Cove, removal of the 1980s south brick wall duct to Bay 1, and removal of the glazed pavilion at the north end of the Campbell's Stores, referred to as Bay 12. The interior of Campbell's Stores is to be cleared of numerous kitchen and amenity areas, goods lifts, stairways and all services, including redundant air-conditioning.

These works will improve the presentation of the Campbell's Stores with enhanced visibility, particularly from the promenade and the harbour, as well as the exposure of internal fabric and the facilitation of required conservation.

- **Conservation and reconstruction works:** The existing sandstone building will be sensitively conserved to highlight and celebrate the historic contribution of the Campbell's Stores to the settlement of Sydney. A range of remediation works will address the current deterioration of the Campbell's Stores building, including upgrading the existing subfloor stormwater infrastructure, the forecourt pavement levels and the provision of subfloor ventilation. The works also include the conservation of deteriorated fabric, replacement of the slates to the roof, and reconstruction of redundant internal wall and floor openings.

These form part of the conservation works established by SHFA (and their consultants) to reverse the existing deterioration of the original building fabric, including the sandstone walls, which will make a significant contribution to the delivery of the key recommendations contained within the *Conservation Management Plan* prepared by Godden Mackay Logan in 2014 (for SHFA) and endorsed by the Heritage Council.

- **Adaptive reuse and revitalisation:** The adaptive reuse of Campbell's Stores includes improved through site public access, new amenities and new services' infrastructure for future kitchen fit-outs. Proposed adaptive reuse will be complemented by a new stand-alone canopy along the forecourt for patron amenity, and a new stand-alone structure to the north, referred to as 'Bay 12', which allows for the integration of the Campbell's Stores into the precinct of The Rocks.

The proposed adaptive reuse of the existing building for restaurants, cafes and bars will complete the planned conservation of the Campbell's Stores to an ongoing viable use for future generations. The continued use of the building for restaurants is in accordance with the recommendations of the *Conservation Management Plan*, which seeks to maximise public access to the Campbell's Stores to enable an appreciation of its heritage significance by a broad range of visitors.

CONSULTATION

Consultation has been undertaken with a range of State and Commonwealth Government authorities, service providers, community groups and affected landowners during the preparation of the EIS, including City of Sydney Council, Sydney Harbour Foreshore Authority, Office of Heritage and Environment, Sydney Water, Transport for NSW, Roads and Maritime Services, Sydney Trains, Port Authority of NSW, and Resident Action Groups.

The feedback provided during the consultation process has informed the design of the proposed development, with modifications to earlier schemes to maximise the potential benefits and minimise the potential impacts arising from the proposal.

ENVIRONMENTAL PLANNING ASSESSMENT

There are compelling reasons why a positive assessment and determination of the project should prevail, as outlined below:

- There is an urgent need to facilitate the remediation and conservation of the Campbell's Stores so that it can be maintained and enjoyed by future generations. It will be critical to address the underlying stormwater issues causing the deterioration of the building foundations before the sandstone fabric can be conserved to an appropriate standard. These works will be complemented by the sensitive upgrades to the internal and external building elements to enhance the heritage significance of this important building.
- The proposed adaptive re-use of the Campbell's Stores, the construction of the Bay 12 structure and the revitalisation of the Campbell's Cove precinct will make a significant contribution to achieving the strategic policies for the Sydney CBD, including benefits for the tourism and night-time economies. The proposed works will transform Campbell's Stores into a world class waterfront dining precinct, which will provide significant contribution to the vibrancy and vitality of The Rocks.
- The proposal will result in significant public domain improvements, including the activation of Hickson Road through improved pedestrian connectivity, outdoor dining and landscaping. The proposal will result in major improvements to the accessibility of the building through the increased footpath width along its western frontage, as well as modifications to the openings to allow for wheelchair users. There will also be enhanced physical and visual connectivity from Hickson Road to the foreshore promenade along the northern side of the Stores, including the four metre wide laneway and the steps below the Bay 12 structure. The interrelationship between the site and the public domain to the east will be significantly improved by the reconfiguration and upgrade of the outdoor dining area, including the high quality building materials and landscape treatment.
- The public domain improvements and the external building works will be complemented by the internal works to be completed within Campbell's Stores. The internal works will result in a substantial improvement to the vertical and horizontal access arrangements, allowing equitable access to and through the existing building. The proposed works to facilitate the adaptive re-use of the building have been specifically designed to minimise the potential impacts on the original fabric and maximise the opportunities for the public to appreciate the heritage significance of the building.
- The proposal demonstrates consistency with the relevant environmental planning instruments including strategic planning policy, State and local planning legislation, regulation and policies. The proposed variation to the SCRA Scheme to accommodate the Bay 12 structure demonstrates that the proposal will deliver a superior outcome for the site, including public benefits associated with the ground level sightlines and connectivity, while avoiding detrimental impacts to the adjoining neighbours by limiting the maximum height of the building.
- The proposal is consistent with the principles of ESD as defined by Schedule 2, clause 7(4) of Schedule 2 of the EP&A Regulation. The proposed remediation, conservation and adaptive re-use of the building will enable the continuation of the existing use of the building, with only relatively minor works required to accommodate a world class dining precinct within an existing building in an appropriate location. It is anticipated that there will be substantial savings in energy consumption as a result of the proposed upgrades to the existing mechanical services and building fixtures.
- The proposal has the potential to create 202 full time equivalent jobs during the construction phase and a further 163 direct and 257 indirect full-time, part-time and casual annual equivalent jobs during the operational phase.
- It has been demonstrated that the proposed works will result in minimal environmental impacts, all of which can be managed or mitigated through the recommendations outlined in Section 7 of this report.

Given the merits of the proposal, it is requested that the Minister approve the proposal subject to the mitigation measures outlined in this report.

1 Introduction

This Environmental Impact Statement (EIS) is submitted to the *New South Wales Department of Planning and Environment* (DP&E) in support of State Significant Development (SSD) 7056, which seeks approval for the remediation, renewal, adaptive re-use and revitalisation of Campbell's Stores, The Rocks.

State Environmental Planning Policy (State and Regional Development) 2011 (SEPP SRD) identifies development which is declared to be SSD. Under Clause 6 of Schedule 2 of SEPP SRD, development within 'The Rocks' with a capital investment value (CIV) of more than \$10 million is identified as SSD.

The EIS has been prepared by Urbis on behalf of *Tallawoladah Pty Ltd* (the proponent). The EIS relies on the Architectural Drawings prepared by JPW Architecture, and other supporting technical information appended to the report (see Table of Contents).

This report describes the site, its environs, the proposed development, and provides an assessment of the proposal in accordance with the Secretary's Environmental Assessment Requirements (SEARs) issued for the project (refer to **Appendix A**).

1.1 BACKGROUND TO PROPOSAL

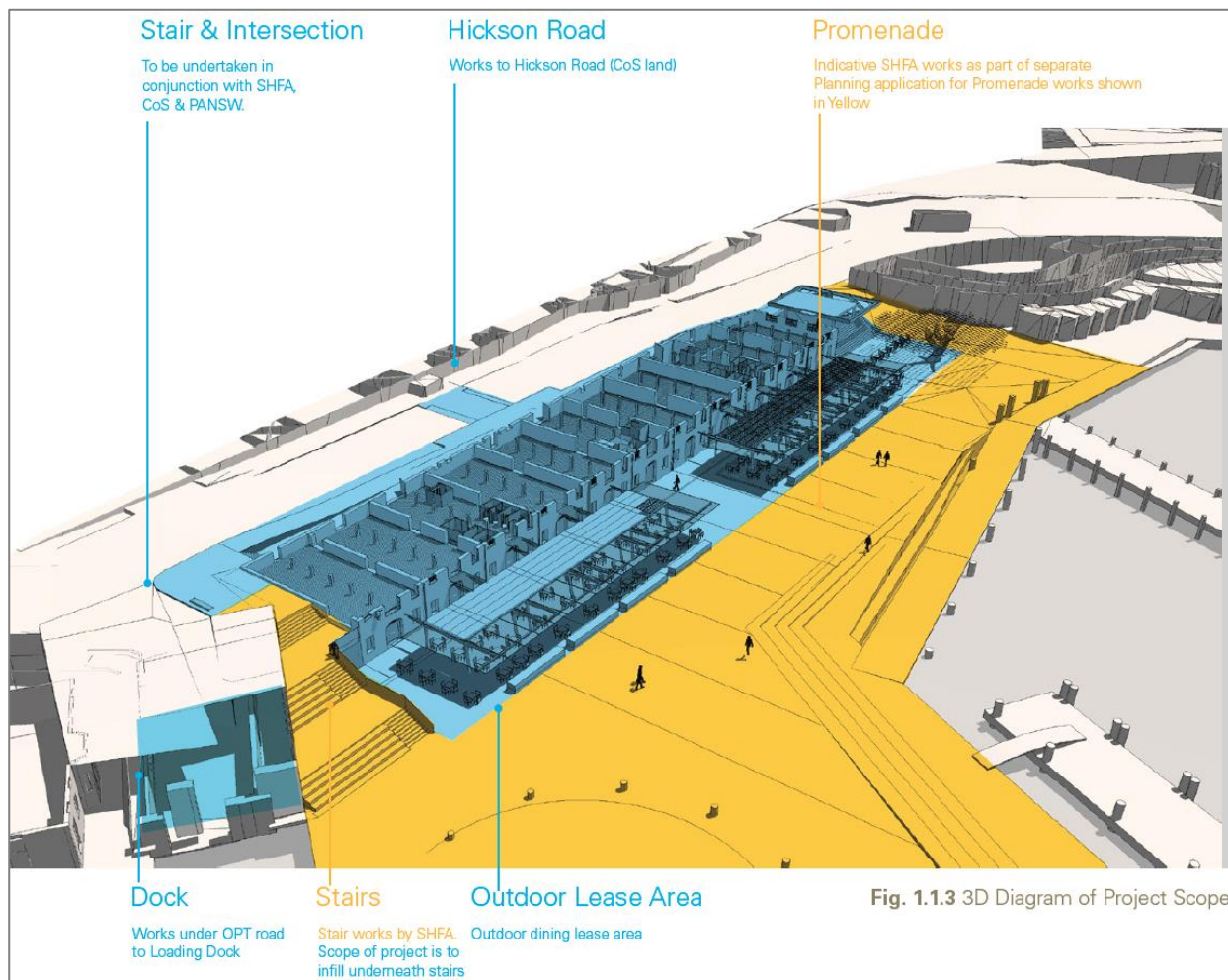
Tallawoladah Pty Limited (Tallawoladah) has entered into an Agreement for Lease with the *Sydney Harbour Foreshore Authority* (SHFA) for the Campbell's Stores. Tallawoladah has committed to undertake remedial works in accordance with an agreed conservation solution to address the deterioration of the existing sandstone building, which is owned by SHFA. The agreement also facilitates the restoration and adaptive re-use of the building, including the licensed area, and the construction of a new building to the north of the Campbell's Stores (referred to as Bay 12).

SHFA is also proposing to undertake works around Campbell's Cove, including land surrounding the Campbell's Stores, which will complement the remedial works being undertaken by Tallawoladah in accordance with the agreed conservation solution. A request for SEARs has been lodged with DP&E for public domain improvement works, including the lowering of the promenade and realignment of the public foreshore access. These works are proposed to avoid the ponding of seawater which has contributed to the deterioration of the foundations and sandstone masonry walls of Campbell's Stores. It is also proposed to realign the steps from Hickson Road at the southern end of the Stores to further improve pedestrian access to and front the foreshore promenade.

The Agreement for Lease includes provisions for Tallawoladah and SHFA to undertake a coordinated approach to the detailed design, documentation preparation and approvals processes to complete the works associated with the conservation solution in an efficient and logical manner. JPW and Urbis have been engaged on both projects to provide a consistent approach to the design and planning for the work to be undertaken by Tallawoladah and SHFA.

A 3D diagram is provided on the following page and outlines the project scope for the Tallawoladah 'Campbell's Stores' works shown in blue, and the SHFA 'Campbell's Cove' promenade works shown in yellow.

FIGURE 1 – 3D DIAGRAM OF PROJECT SCOPE (SOURCE: JPW, 2015)



1.2 PROJECT VISION AND OBJECTIVES

Tallawoladah proposes to transform Campbell's Stores into a world class waterfront dining precinct which contributes to the vibrancy and vitality of The Rocks. The Campbell's Stores are proposed to be transformed to an iconic food destination for international and domestic tourists, as well as Sydney residents, by providing a range of high quality restaurants, cafes and bars in an attractive harbourside location.

The works within the development application include three key components which will achieve the following objectives:

- **Removal of intrusive exterior elements and internal fit-outs of little significance:** The overall significance of the Campbell's Stores is to be recaptured with the removal the 1980s shade canopies and sail ship masts from the eastern elevation that fronts the promenade to Campbell's Cove, removal of the 1980s south brick wall duct to Bay 1, and removal of the glazed pavilion at the north end of the Campbell's Stores, referred to as Bay 12. The interior of Campbell's Stores is to be cleared of numerous kitchen and amenity areas, goods lifts, stairways and all services, including redundant air-conditioning.

These works will improve the presentation of the Campbell's Stores with enhanced visibility, particularly from the promenade and the harbour, as well as the exposure of internal fabric and the facilitation of required conservation.

- **Conservation and reconstruction works:** The existing sandstone building will be sensitively conserved to highlight and celebrate the historic contribution of the Campbell's Stores to the settlement of Sydney. A range of remediation works will address the current deterioration of the Campbell's Stores building, including upgrading the existing subfloor stormwater infrastructure, the forecourt pavement levels and the provision of subfloor ventilation. The works also include the conservation of deteriorated fabric, replacement of the slates to the roof, and reconstruction of redundant internal wall and floor openings.

These form part of the conservation works established by SHFA (and their consultants) to reverse the existing deterioration of the original building fabric, including the sandstone walls, which will make a significant contribution to the delivery of the key recommendations contained within the *Conservation Management Plan* prepared by Godden Mackay Logan in 2014 (for SHFA) and endorsed by the Heritage Council.

- **Adaptive reuse and revitalisation:** The adaptive reuse of Campbell's Stores includes improved through site public access, new amenities and new services' infrastructure for future kitchen fit-outs. Proposed adaptive reuse will be complemented by a new stand-alone canopy along the forecourt for patron amenity, and a new stand-alone structure to the north, referred to as 'Bay 12', which allows for the integration of the Campbell's Stores into the precinct of The Rocks.

The proposed adaptive reuse of the existing building for restaurants, cafes and bars will complete the planned conservation of the Campbell's Stores to an ongoing viable use for future generations. The continued use of the building for restaurants is in accordance with the recommendations of the *Conservation Management Plan*, which seeks to maximise public access to the Campbell's Stores to enable an appreciation of its heritage significance by a broad range of visitors.

1.3 ALTERNATIVES TO PROPOSAL

The proposed remediation, restoration and adaptive re-use of the Campbell's Stores is consistent with SHFA's vision which is:

"...to make extraordinary places the world talks about by preserving and enhancing the inter-generational value of the State, heritage and cultural assets it manages."

The proposed works will address the deterioration of this important heritage item and ensure its conservation for the enjoyment of future generations. The proposed works sit within a broader context of public domain improvements planned to be completed around Circular Quay within a ten year timeframe, including planned works within the immediate surrounds of Campbell's Stores.

The alternatives to the proposed development outlined within this application are listed and discussed below:

- **Option 1: The Proposal:** the proposed development outlined within this application has been designed to facilitate the remediation and restoration the Campbell's Stores in a manner which respects the heritage significance of the building, while also delivering a financially viable solution for the completion of these works. The ongoing use of the existing sandstone building for restaurants, function spaces and bars means that the building will remain accessible to the general public, allowing it to be enjoyed by a broad range of people, including locals and both domestic and international visitors.
- **Option 2: Alternative Proposals:** a range of alternative design proposals were considered by the proponent and the project architect, both during the negotiation of the Agreement for Lease, the detailed design phase, and the stakeholder engagement activities undertaken during the assessment of the proposal prior to lodgement. The alternative proposals were deemed not to be appropriate for various reasons, including potential amenity impacts on surrounding properties.

- **Option 3: Do Nothing:** the 'do nothing' option is not considered to be a viable option. The sandstone fabric of this important heritage listed building would continue to deteriorate if the remedial works are not completed in accordance with the agreed conservation solution.

The proposal outlined within this development application was considered to be the preferred option as it would deliver the conservation and enhancement of this important heritage item in accordance with SHFA's vision and ten year plan to deliver exceptional and coherent improvements within the Circular Quay precinct, including West Circular Quay and Campbell's Cove. It provides for an appropriate outcome having regard to the significant investment in the remediation and restoration of the building, while having regard to its context and the potential impacts of the proposal.

1.4 STRUCTURE OF THIS REPORT

The EIS has been prepared in accordance with the SEARs and meets the minimum form and content requirements specified in Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*. The structure of the EIS is as follows:

- **Section 2 Site and Contextual Analysis:** provides a description of the site, the regional and local context and an assessment of the opportunities and constraints presented by the site.
- **Section 3 Development Description:** provides a detailed description of the proposed works and site operations.
- **Section 4 Stakeholder and Community Consultation:** describes the consultation undertaken with the relevant agencies and service providers.
- **Section 5 Planning Framework Assessment:** provides a detailed review of the proposal against the commonwealth, state and local planning framework including an assessment of statutory and strategic planning considerations.
- **Section 6 Environmental Assessment:** provides an in-depth assessment of the existing environment and the potential impacts for each of the key items in the SEARs.
- **Section 7 Recommendations and Mitigation Measures:** provides a consolidated list of recommendations and mitigation measures based on the technical studies undertaken as part of this application.
- **Section 8 Justification and Conclusion:** provides a concluding statement taking into account the assessment of the proposal in accordance with the SEARs and a recommended course of action with regard to the determination of the application.

1.5 SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS (SEARS)

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 A**.

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 – SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

ITEM / DESCRIPTION	LOCATION REFERENCE
A. GENERAL REQUIREMENTS	
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>. Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development. Where relevant, the assessment of the key issues below, and any other significant issues identified in the risk assessment, must include: - adequate baseline data; - consideration of potential cumulative impacts due to other development in the vicinity; and - measures to avoid, minimise and if necessary, offset the predicted impacts, including detailed contingency plans for managing any significant risks to the environment.	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>. The EIS includes a comprehensive assessment of the environmental risks and impacts associated with the development.
The EIS must be accompanied by a report from a qualified quantity surveyor providing: - 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; - An estimate of the jobs that will be created by the future development during the construction and operational phases of the development; and - Certification that the information provided is accurate at the date of preparation.	Refer to Quantity Surveyor Report provided at Appendix B. The number of jobs created by the future development is estimated as follows: - Construction: approximately 202 (FTE); and - Operational: approximately 163 direct and 257 indirect (FTE).

ITEM / DESCRIPTION	LOCATION REFERENCE
B. KEY ISSUES The EIS must address the following specific matters:	
1. Environmental Planning Instruments, Policies & Guidelines Address the relevant statutory provisions applying to the site, contained in the relevant EPIs, including:	
▪ <i>State Environmental Planning Policy (State and Regional Development) 2011;</i>	Addressed in Section 5.1.
▪ <i>Sydney Cove Redevelopment Authority Scheme;</i>	Addressed in Section 5.2 and within the Application to vary the SCRAS at Appendix E .
▪ <i>State Environmental Planning Policy 55 - Remediation of Land;</i>	Addressed in Section 5.3.
▪ <i>State Environmental Planning Policy (Infrastructure) 2007; and</i>	Addressed in Section 5.4 and within the Traffic and Transport Impact Assessment at Appendix N .
▪ <i>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005.</i>	Addressed in Section 5.5.
Address the relevant provisions, goals and objectives in the following:	
▪ <i>NSW 2021;</i>	Addressed in Section 5.6.
▪ <i>A Plan for Growing Sydney;</i>	Addressed in Section 5.7.
▪ <i>Draft Sydney City Sub-Regional Strategy;</i>	Addressed in Section 5.8.
▪ <i>Sydney's Cycling Future;</i>	Addressed in Section 5.9.
▪ <i>Sydney's Walking Future;</i>	Addressed in Section 5.10.
▪ <i>Sydney City Centre Access Strategy; and</i>	Addressed in Section 5.11.
▪ <i>Sydney Development Control Plan 2012.</i>	Addressed in Section 5.12.
2. Land Use and GFA ▪ 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. ▪ Should the application seek approval for the fit-out and use of the building, the EIS must identify the proposed uses (i.e. restaurants, bars, small bars, etc), patron capacity and hours of operation of each individual tenancy.	Addressed in Section 6.1 and within the Design Report at Appendix D .

ITEM / DESCRIPTION	LOCATION REFERENCE
3. Design Excellence, Built Form and Urban Design ▪ 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 historic 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. ▪ Identify any overhangs or encroachments into the public domain (i.e. sun shading, awnings, and the like) and justify the inclusion of those elements. ▪ Address any proposed signage.	Addressed in Section 6.2 and within the Design Report at Appendix D.
4. Heritage ▪ 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 Campbell's Stores), 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 any impacts from the adaptive re-use and fit-out of Campbell's Stores and the proposed new structure to the north, and any impacts on views to and from heritage items; and – Detailed mitigation measures to offset potential impacts on heritage values. – Compliance with the policies in the endorsed Conservation Management Plan. ▪ 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. ▪ Address any impacts on the Sydney Opera House buffer zone.	Addressed in Section 6.3 and within the Statement of Heritage Impact and Archaeological Assessment at Appendix F.

ITEM / DESCRIPTION	LOCATION REFERENCE
5. Visual and View Impacts - 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, including any impacts from the new outdoor seating area and proposed new building elements, and impacts on the site and its surrounds when viewed from key vantage points (see plan and documents section).	Addressed in Section 6.6 and within the Visual Impact Assessment at Appendix G.
6. Amenity - Outline and address amenity impacts in terms of sunlight, natural ventilation, wind, reflectivity, visual and acoustic privacy, and safety and security. - Demonstrate that the use of the proposed new structure to the north of Campbell's Stores is compatible with adjoining uses.	Addressed in Section 6.7 and various technical studies appended to the EIS.
7. Ecologically Sustainable Development - 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.	Addressed in Section 6.8 and within the Ecologically Sustainable Development Report at Appendix L.
8. Public Domain and Public Access - Identify proposed open space, public domain and linkages with and between other public domain spaces, including detailing the interface between the proposed uses and the surrounding public domain (including the delineation between the proposed outdoor seating area and the adjacent public domain). - Demonstrate ease of access/circulation space around Campbell's Stores, the proposed outdoor dining area and the proposed new structure to the north. - 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.	Addressed in Section 6.9 and within the Design Report and Architectural Drawings at Appendix D.

ITEM / DESCRIPTION	LOCATION REFERENCE
9. Transport, Traffic, Car Parking and Accessibility 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 (if car parking is proposed); ▪ 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).	Addressed in Section 6.11 and within the Traffic and Transport Impact Assessment at Appendix N.

ITEM / DESCRIPTION	LOCATION REFERENCE
10. Earthworks ▪ 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.	Addressed in Section 6.12 and within the Environmental and Construction Management Plan at Appendix S.
11. Water, Drainage, Stormwater and Groundwater ▪ 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.	Addressed in Section 6.13 and within the Integrated Water Management Plan at Appendix R.
12. Infrastructure Provision ▪ 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.	Addressed in Section 6.14 and within the Utilities and Services Strategy at Appendix O.
13. Interim Rail Corridor 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.	Addressed against the provisions of <i>State Environmental Planning Policy (Infrastructure) 2007</i> at Section 5.4.

ITEM / DESCRIPTION	LOCATION REFERENCE
14. Noise ▪ 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. ▪ Should the application seek approval for the fit-out and use of the building, detailed Noise Impact Statements must be prepared for each tenancy.	Addressed in Section 6.15 and within the Noise and Vibration Assessment at Appendix H.
15. Sediment, Erosion and Dust Controls Identify measures and procedures to minimise and manage the generation and off-site transmission of sediment, dust and particles.	Addressed in Section 6.16 and within the Environmental and Construction Management Plan at Appendix S.
16. Building Code of Australia Prepare a detailed BCA and access report demonstrating compliance with the Building Code of Australia.	Addressed in Section Refer to the BCA Assessment And Audit Report at Appendix M.
17. Environmental, Construction and Site Management Plan 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.	Addressed in Section 6.18 and within the Environmental and Construction Management Plan at Appendix S.
18. Staging Details regarding the staging of the proposed development.	Addressed in Section 6.18 and within the Environmental and Construction Management Plan at Appendix S.

ITEM / DESCRIPTION	LOCATION REFERENCE
19. Plan of Management Should the application seek approval for the fit-out and use of the building, a detailed Plan of Management needs to be prepared for each tenancy of the building which addresses the site and locality details, operational details (staffing, liquor licences, cooperation with NSW Police, community engagement), hours of operation, patron capacity, noise management, safety and security, and waste management.	Not applicable. The application does not seek approval for the fit-out and use of the individual tenancies of the building. These will be subject to separate approvals through the relevant authorities.
20. Consultation ▪ 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.	Addressed in Section 4 and within the Consultation Report at Appendix V.
C. CONSULTATION 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: ▪ City of Sydney Council. ▪ Sydney Harbour Foreshore Authority. ▪ EPA. ▪ Office of Heritage and Environment. ▪ Sydney Water. ▪ Transport for NSW. ▪ Roads and Maritime Services. ▪ Sydney Trains. ▪ Port Authority of NSW; ▪ Local Aboriginal Land Council and stakeholders, if relevant. ▪ Local heritage groups, if relevant. 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.	Addressed in Section 4 and within the Consultation Report at Appendix V.

ITEM / DESCRIPTION	LOCATION REFERENCE
D. FURTHER CONSULTATION	
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.
E. PLANS AND DOCUMENTS	
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:	
1. An existing site survey plan drawn at an appropriate scale illustrating: ▪ The location of the land, boundary measurements, area (m²) and north point. ▪ The existing levels of the land in relation to buildings and roads. ▪ Location and height of existing structures on the site. ▪ Location and height of adjacent buildings. ▪ All levels to be to Australian Height Datum (AHD).	Refer Appendix C .
2. A locality/context plan drawn at an appropriate scale should be submitted indicating: ▪ Significant local features such as parks, community facilities and open space and heritage items. ▪ The location and uses of existing buildings, shopping and employment areas. ▪ Traffic and road patterns, pedestrian routes and public transport nodes.	Refer Appendix D .
3. Drawings at an appropriate scale illustrating: ▪ 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. ▪ Detailed plans, sections and elevations of the development, including all temporary structures and site features. ▪ The height (AHD) of the proposed development in relation to the land. ▪ Any changes that will be made to the level of the land by excavation, filling or otherwise.	Refer Appendix D .

ITEM / DESCRIPTION	LOCATION REFERENCE
4. Fit-out details and drawings: Should the application seek approval for the fit-out and use of the individual tenancies of the building, the drawings should illustrate: ▪ Back of house facilities, delivery areas, grease traps, waste storage facilities and the like. ▪ Details of furniture and other items to be located in the proposed outdoor dining areas, particularly fixed elements. ▪ The location of mechanical ventilation in each tenancy, including the exhaust risers and the location of discharge points, or details of a shared mechanical ventilation system.	Not applicable. The application does not seek approval for the fit-out and use of the individual tenancies of the building. These will be subject to separate approvals through the relevant authorities.
5. Landscape plan illustrating treatment of open space areas on the site.	Refer Appendix D.
6. Visual Impact Assessment The visual impact assessment, including focal lengths, must be done in accordance with Land and Environment Court requirements.	Refer Appendix G.
7. Acid Sulfate Soils Management Plan must be prepared for the proposed development.	Refer Appendix Q.
8. Arboricultural Assessment of any significant trees impacted by the development/proposed to be removed. This must address Australian Standard 4970-2009 'Protection of Trees on Development Sites' including identifying the Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) areas, and provide recommendations on the measures to retain the health of trees through the design process, and measures to protect trees during the construction works.	Refer Appendix P.

2 Site and Contextual Analysis

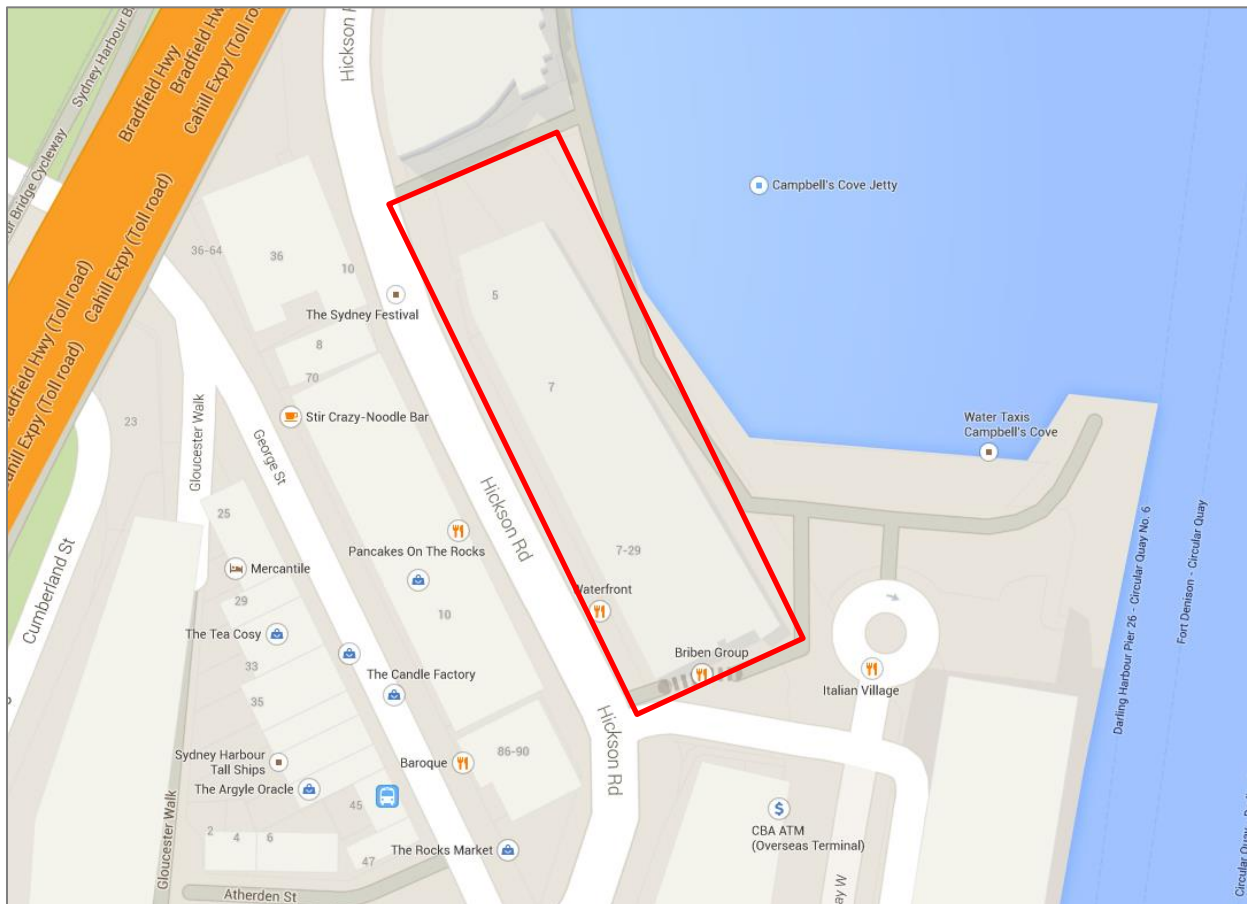
2.1 SITE DESCRIPTION

The street address for the Campbell's Stores is 7-27 Circular Quay West, The Rocks. The legal description of the site (as defined by the Agreement for Lease) is provided below. The general location of the site is shown in Figure 2. A site survey plan is attached as **Appendix C**.

- Lots 3-5, 8-9 and 12 in Deposited Plan 264534;
- Lot 6 in Deposited Plan 804776;
- Lot 4-5 and 7 in Deposited Plan 800881;
- Lot 12 in Deposited Plan 788130;
- Lots 1-2 in Deposited Plan 1172586; and
- Lot 11 in Deposited Plan 1172592.

The Sydney Harbour Foreshore Authority is the owner of the land described within the Agreement for Lease. The City of Sydney owns the land within the road reserve of Hickson Road, including the tunnel servicing the restaurants.

FIGURE 2 – LOCATION MAP (SOURCE: WWW.GOOGLE.COM.AU/MAPS, 23 MARCH 2015)



2.2 EXISTING DEVELOPMENT

The Campbell's Stores comprise a historic sandstone and brick warehouse building, which appears as a three storey building when viewed from Sydney Harbour and the foreshore promenade (**Picture 1**) and a two storey building when viewed from Hickson Road (**Picture 2**).

The original sandstone building has been modified on a number of occasions since its initial construction in the 1850s. The modifications include the addition of the third level which is constructed of brickwork (**Picture 2**) and the extension of the existing building in the late 1800s and early 1900s which is also of brickwork construction (**Picture 3**).

The building has been used for restaurant purposes since the 1970s and currently accommodates four large restaurants - Waterfront, Wolfie's, Imperial Peking and the Italian Village. Openings have been made within the original sandstone walls to amalgamate the original warehouse bays into larger tenancies. Other internal modifications have been made to allow for vertical access and the fit-out for both front and back-of-house facilities (i.e. dining areas, amenities, commercial kitchens, etc.).

Each of the restaurants includes an outdoor dining area along the eastern frontage of the building, overlooking Sydney Harbour and Sydney Opera House. Awnings have been installed along the full frontage of the building to provide weather protection. Non-heritage decorative elements (e.g. boat masts) have also been located along this frontage.

A lightweight standalone building has been constructed to the north of the Campbell's Stores building between Hickson Road and the significant tree located adjacent to the foreshore promenade (**Picture 4**). This building is of single storey construction and predominantly sits below the existing footpath levels along Hickson Road (**Picture 5**).

The existing development does not include any on-site car parking, nor is there any potential or car parking to be provided based on the heritage listing of the building and the physical constraints of the site. However, excellent access is available by foot, cycling and public transport. Clear and definable pedestrian links are located to the north and south of the building, including ramp access from the north and stairs to the south. The site is located within easy walking distance of Circular Quay railway station, ferry wharf and bus services.

A loading dock is located to the south of the sandstone building, below the access driveway to the Overseas Passenger Terminal (**Picture 6**). The loading dock connects to the back-of-house for the restaurants via a service tunnel below the footpath on Hickson Road.

FIGURE 3 – EXISTING DEVELOPMENT (SOURCE: URBIS, 2015)



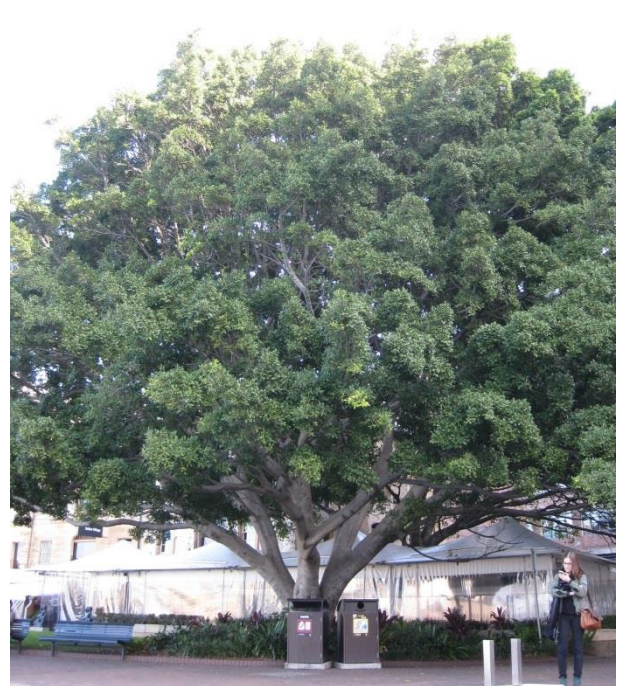
PICTURE 1 – OUTDOOR DINING AREA ALONG
FORESHORE PROMENADE



PICTURE 2 – HICKSON ROAD FRONTAGE AND FOOTPATH
(WITH TUNNEL BELOW)



PICTURE 3 – NORTH WESTERN CORNER OF BUILDING ON
HICKSON ROAD



PICTURE 4 – SIGNIFICANT TREE ON FORESHORE
PROMENADE



PICTURE 5 – EXISTING STANDALONE BUILDING TO
NORTH OF CAMPBELL'S STORES BUILDING



PICTURE 6 –LOADING DOCK IN CIRCULAR QUAY WEST

2.3 LOCAL CONTEXT

Campbell's Stores are located within the Campbell's Cove precinct in West Circular Quay. The site benefits from a spectacular outlook across Sydney Harbour, with views of the Sydney Harbour Bridge to the north and the world heritage listed Sydney Opera House to the east. The Campbell's Stores are also highly visible from water vessels that regularly enter and leave Sydney Cove, including passenger ferries and sightseeing cruise ships.

The site enjoys excellent levels of accessibility, being located within approximately 500 metres of Circular Quay railway station, ferry wharf and bus services. It is also located within walking distance of the Sydney Central Business District and key destinations for both Sydney locals and domestic and international tourists, including The Rocks, Walsh Bay and (in the future) Barangaroo.

The key features of the immediately surrounding development are described below. An aerial photograph of the locality is provided as Figure 4 with photographs of the surrounding development provided at Figure 5.

- Campbell's Cove and Jetty is located to the east of Campbell's Stores. Public access is provided along the foreshore, adjacent to the outdoor dining area and a stepped area providing informal seating adjacent to the harbour (**Picture 7**).
- The Overseas Passenger Terminal is located south-east of the Campbell's Stores (**Picture 8**). The terminal has recently been refurbished to meet the ongoing needs of the cruising industry. It generally accommodates larger cruise ships which cannot be berthed at the White Bay Terminal.
- The area between the Overseas Passenger Terminal and Campbell's Stores provides a large space for events, as well as views and photographs of the Sydney Opera House (**Picture 9**). Pedestrian access is provided from Hickson Road via stairs to the south of Campbell's Stores (**Picture 10**).
- The Park Hyatt is located to the north of Campbell's Stores and comprises a five storey hotel building with high quality accommodation, waterfront restaurants and bar, day spa and recreational facilities (**Picture 11**). The foreshore promenade extends along the frontage of the hotel to Hickson Road Reserve, Millers Point and Barangaroo. An access-way between the hotel and Campbell's Stores provides pedestrian access from Hickson Road to the foreshore promenade (**Picture 12**).
- The ASN Co (Australian Steam Navigation Company) building is located to the south of Campbell's Stores, on the opposite side of the access driveway to the Overseas Passenger Terminal (**Picture 13**). It accommodates a range of commercial and educational land use activities.
- The Metcalfe Bond Stores are located to the west on the opposite side of Hickson Road (**Picture 14**). These buildings have a height of five and six storeys and currently accommodate a range of retail, commercial and residential uses.
- The Campbell's Stores are located within walking distance of key points of local and tourist interest, including The Rocks historic precinct (**Picture 15**) and the Museum of Contemporary Art (**Picture 16**).

FIGURE 4 – LOCALITY PHOTOGRAPH (SOURCE: JPW, 2014)

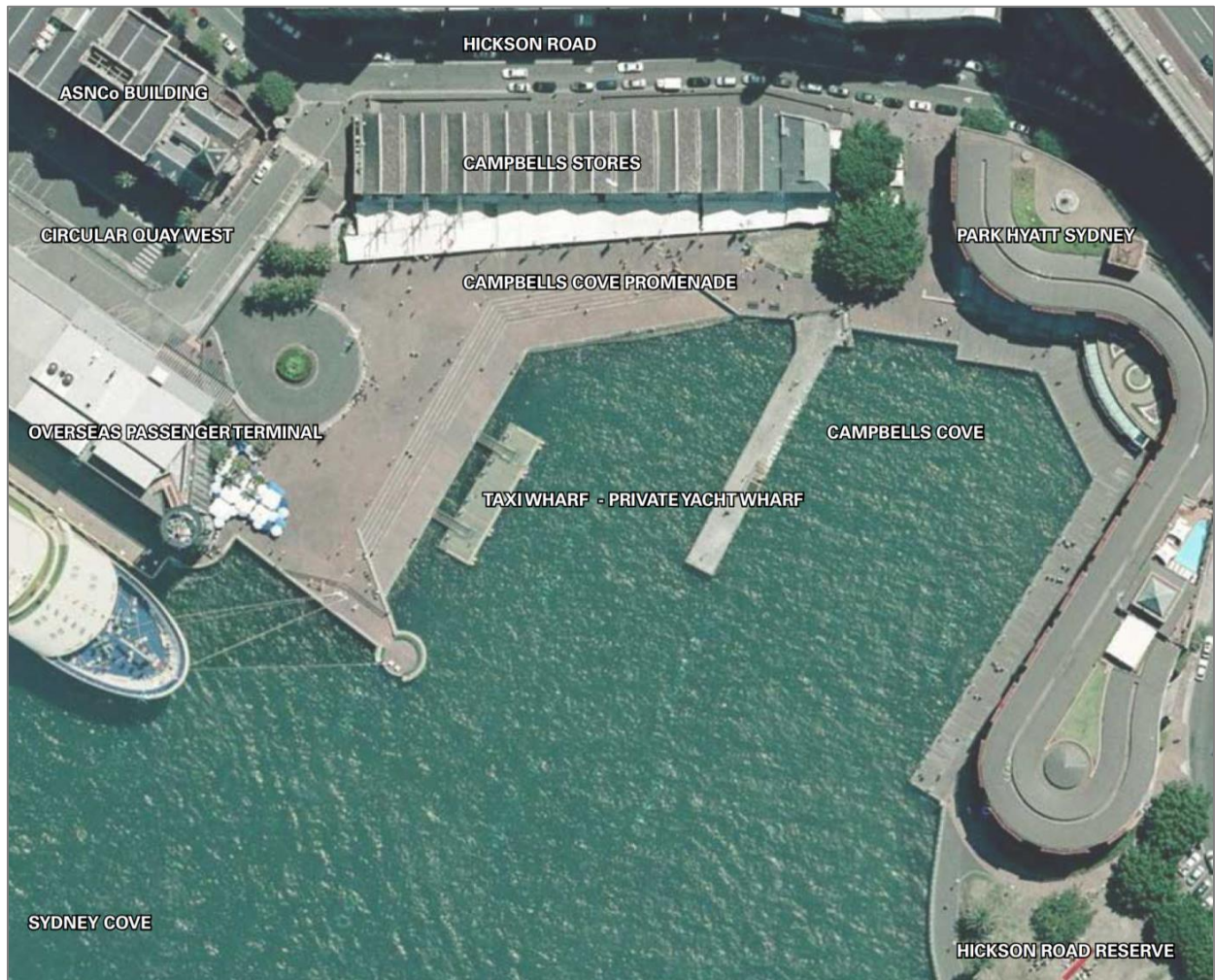


FIGURE 5 – SURROUNDING DEVELOPMENT (SOURCE: URBIS, 2015)



PICTURE 7 – CAMPBELL'S COVE FORESHORE PROMENADE AND STEPS



PICTURE 8 – OVERSEAS PASSENGER TERMINAL AND SERVICE VEHICLE DRIVEWAY



PICTURE 9 – PUBLIC DOMAIN AT END OF CIRCULAR QUAY WEST AND SYDNEY OPERA HOUSE



PICTURE 10 – EXISTING STEPS FROM HICKSON ROAD ON SOUTHERN SIDE OF CAMPBELL'S STORES



PICTURE 11 – PARK HYATT SYDNEY



PICTURE 12 – ACCESS FROM HICKSON ROAD ON NORTHERN SIDE OF CAMPBELL'S STORES



PICTURE 13 – ASNCO BUILDING ON HICKSON ROAD



PICTURE 14 – METCALFE BOND STORES ON WESTERN SIDE OF HICKSON ROAD



PICTURE 15 – GEORGE STREET, THE ROCKS



PICTURE 16 – MUSEUM OF CONTEMPORARY ART

3 Development Description

The proposal seeks approval for the remediation, restoration, adaptive re-use and revitalisation of the Campbell's Stores. Each of the key components of the proposed works is outlined in detail within the following sections. Further commentary is provided in the Design Report prepared by JPW and included at **Appendix D**.

3.1 REMEDIATION

SHFA has undertaken a number of studies and investigations to understand the underlying cause of the deterioration of the heritage fabric of Campbell's Stores, particularly with regard to the building foundations and sandstone walls. There are a number of issues that will need to be addressed, including the ponding of seawater during high tides at certain times of the year and the inadequacy of the existing stormwater infrastructure which is contributing to moisture being trapped below the building.

The conservation solution identified by SHFA (and their consultant team) includes a range of works to address both the sources and impacts of the rising damp on the Campbell's Stores. Some of these works will be undertaken by SHFA on the land surrounding Campbell's Stores, while other works will be undertaken by Tallawoladah in accordance with their Agreement for Lease (and any future development consent).

The remediation works to be undertaken by Tallawoladah include upgrades to the existing stormwater infrastructure for the Campbell's Stores and the regrading of the existing outdoor dining area. The proposed works provide for the effective collection and disposal of rainwater run-off, directing water away from the existing building and avoiding water from being trapped beneath the building.

The proposed remediation works will result in a substantial public benefit by ensuring the conservation of a highly significant heritage listed building for future generations.

3.2 CONSERVATION

The conservation solution developed by SHFA recognises that once the underlying causes of the deterioration of the building are addressed by way of the remedial works, additional works will be required to conserve and reconstruct the damaged elements and the heritage fabric of the building.

The restoration works to be undertaken by Tallawoladah include the conservation and/or replacement of sandstone that has deteriorated as a result of seawater seeping through the building foundations, as well as the replacement of the existing slate roof using tiles provided by SHFA.

Additional works are proposed to facilitate the adaptive re-use of the Campbell's Stores as outlined within the following section of the report. Some of the works outlined within this section will also assist with the conservation of the existing heritage fabric of the building in accordance with the recommendations of the *Conservation Management Plan* prepared by Godden Mackay Logan.

3.3 ADAPTIVE RE-USE AND REVITALISATION

The proposed adaptive re-use of the building for restaurants, cafes, bars and retail uses addresses with the recommendations of the *Conservation Management Plan* which seeks to encourage public access to the Campbell's Stores. It is recognised that a range of work will be required to accommodate these uses and that this work will need to be undertaken in a manner which avoids or minimises the potential impacts on the heritage fabric of the building.

The external and internal building alterations and building additions proposed to accommodate the adaptive re-use of the Campbell's Stores are outlined on the following page.

3.3.1 INTERNAL BUILDING ALTERATIONS

A range of internal building alterations are required to improve the overall amenity and function of the building and enhance its existing level of compliance with relevant standards. Fundamental to the proposed internal building alterations is a new centralised management approach, which allows the proposed design to be more efficient by co-locating services and amenities, including kitchen locations (and associated exhaust risers), plant equipment, and loading/servicing areas.

The existing building currently operates on a tenant-by-tenant basis, with amenities, kitchens and exhaust risers, plant, voids, stairs, and circulation spaces located 'ad-hoc' throughout the building. It is proposed to group and rationalise these elements in order to protect the heritage fabric of the building and improve the functionality of the spaces.

The building is to be organised around three largely 'public bays', Bays 3, 6 and 9. Each of these bays is to be used for centralised circulation and amenities, while Bay 6 provides a publically accessible through-site link. The bays are naturally ventilated and are kept free of vertical services rises in order to present the original heritage fabric to the public. The bays will be publically accessible during operational hours of the buildings (refer Figure 6).

FIGURE 6 – PUBLIC BAYS 3, 6 AND 9 (SOURCE: JPW, 2015)



In addition to the new centralised kitchen, services and plant spaces, the following internal building works are proposed:

- **Vertical Circulation:** Hydraulic lifts enclosed within glass lift shafts are proposed within Bays 3, 6 and 9. The lifts will be utilised for goods transfer before and after hours, centrally managed by Tallawoladah. The lift shaft detailing is envisaged as minimal, stripped back to its bare components in order to make it as transparent and nonobtrusive as possible in the space. The proposed lifts will be located between the existing columns, minimising the potential heritage impact.
- **Stairs:** New stairs are located in Bays 3, 6 and 9 to provide vertical connection to upstairs restaurants. The stairs are co-located with the new lifts and 'slotted' into a cut-out within the existing structural bay, again to minimise the impact on the heritage fabric. The stairs will be detailed and designed as contemporary insertions - a contrast to the existing heritage building, making them clearly identifiable as recent additions. Materials are predominantly glass and steel, with direct and robust detailing.

- **Amenity Blocks:** New amenity blocks are to be located in the public bays (3, 6 and 9). The blocks are expressed as inserted, contemporary 'boxes' in steel and glass, as a reference to the storage history of the building. The amenities are located near the cargo loading openings on the eastern facade, and underneath the existing heritage lifting beam and pulleys, which are retained as an architectural interpretive element. The toilet cubicles will be designed to be high-quality elements, physically separated from the existing walls consistent with the *Conservation Management Plan*. Servicing and reticulation will be via a raised floor, in a matching timber finish.
- **Tenancy spaces:** The existing tenancy spaces will be stripped back to the heritage fabric to enable ongoing conservation and appreciation of the building, consistent with the *Conservation Management Plan*. The timber floors will be retained and restored throughout. The existing ground floor slabs will be largely removed for conservation works to the walls and in-ground services. The Bay 10-11 concrete slabs will be retained, with new floor finishes over, sympathetic to the heritage building. The proposed works will allow for approximately 13 tenants within the Campbell's Stores building. The increased number of smaller tenancies will create a 'finer grain' and greater variety of experience in the precinct than the existing situation. The increased number of tenancies is more consistent with the historic arrangement of 22 separate compartments.

3.3.2 EXTERNAL BUILDING ALTERATIONS

The proposed alterations to the exterior of the building are primarily designed to improve the appearance and heritage qualities of the building and enhance its connection to and relationship with The Rocks precinct. The proposed works include:

- **External Dining Area:** Reconfiguration and upgrade of the existing external dining area, including removal of the existing awnings and intrusive elements (e.g. boat masts). New awnings will be setback three metres from the façade of the building and from the north and south side, with a wide opening to Bay 6, to improve sightlines to the heritage building from the foreshore promenade. The awnings are designed as contemporary, robust structures in steel, glass and precast, which frame the Bay entrances. Horizontal, retractable blinds are provided for sunny days, while vertical, retractable glass screens are provided to protect against adverse winds (refer Figure 7).
- **Bay X:** The removal of the existing brick stack ventilation riser, at the southern end of the Stores, will provide increased visibility to the harbour by creating a wider pedestrian area and expose the original heritage fabric of the building. A contemporary LED signage element, visible from George Street, is proposed to announce the precinct and reflect the location and dimensions of the original bay referred to as 'Bay X'. The signage will be integrated with the architecture and interpretation strategy and sensitively designed to meet the heritage objectives of the project, and relevant guidelines (refer Figure 8).
- **Hickson Road:** It is proposed to modify the existing openings on the western elevation of the building, modify levels along Hickson Road, widen the kerb along the Stores side of the road, and provide a new pedestrian crossing near Bay 6. These works will improve pedestrian access on Hickson Road and provide connections between Campbell's Stores and The Rocks precinct. An area for external café seating is also proposed on Hickson Road (refer Figure 8).

FIGURE 7 – EXTERNAL DINING AREA (SOURCE: JPW, 2015)



FIGURE 8 – BAY X & HICKSON ROAD – EXISTING AND PROPOSED (SOURCE: JPW, 2015)

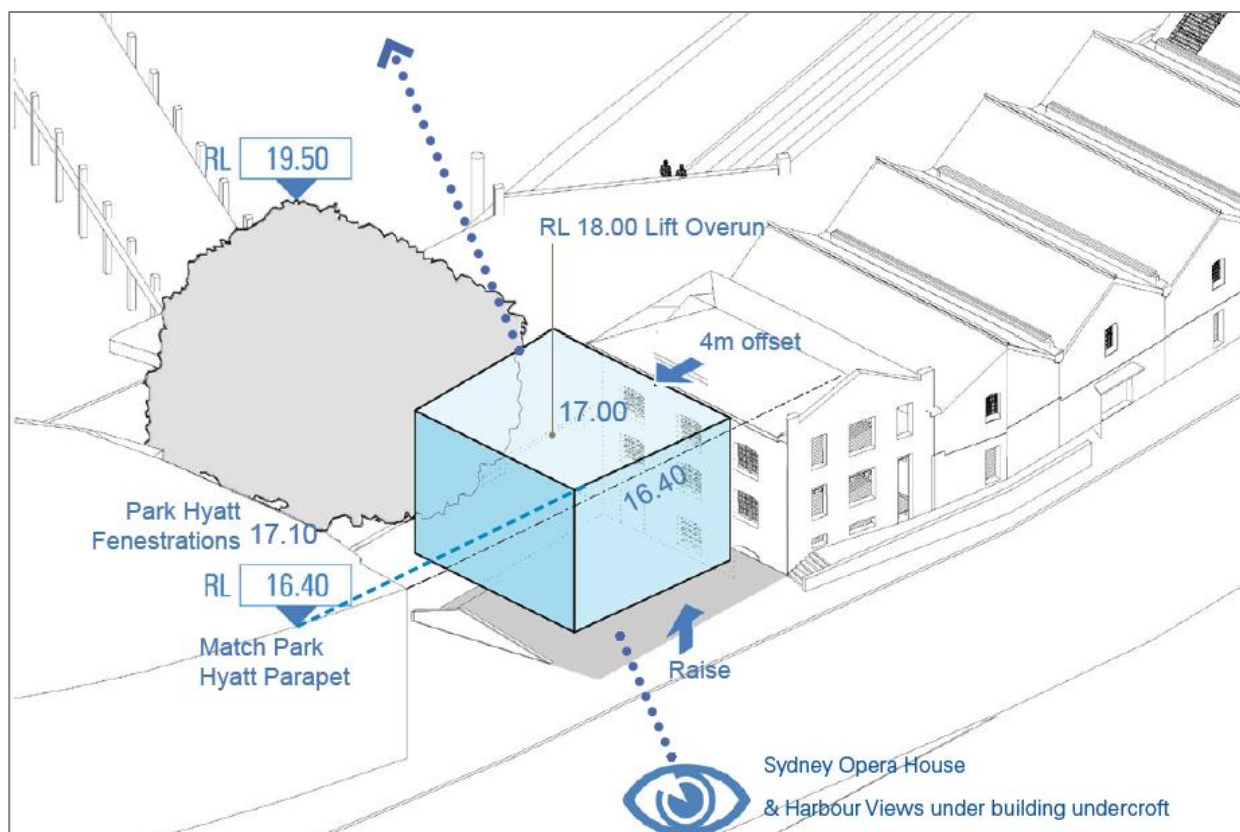


3.3.3 BUILDING ADDITIONS

It is proposed to demolish the existing lightweight structure to the north of the Campbell's Stores and replace it with a new structure. The new building, known as Bay 12, is designed as an urban infill to complete the streetscape of Hickson Road and improve public domain outcomes at ground level.

The scale and proportions of the building are designed to be sympathetic and comparable to the existing Stores and continue and complete the rhythm of the streetscape. The facade is proposed to align to the Hyatt parapet, with the top of roof matching the Hyatt fenestrations at RL17.00. The lift overrun will match the highest point of the existing tree, at RL18.00. All of the building will be below the existing Fig tree at RL19.50 (refer Figure 9).

FIGURE 9 – PROPOSED BAY 12 MASSING (SOURCE: JPW, 2015)



The interior floor-plates are approximately 100m², which is smaller than the existing stores (130m² per bay). The proportions are respectful of the original building, and transparency of the materials provides an excellent internal quality. It is anticipated that the proposed building could be used for a luxury retail brand. However the final use will be determined at a later date and in accordance with the SCRA Scheme and the Agreement for Lease.

To differentiate the proposed building from the existing heritage block and surrounding brick buildings, a contemporary glass block façade is proposed. A range of clear, translucent and profiled blocks are to be used, which will provide thermal comfort and manage acoustic and visual privacy.

The building is raised to provide for a new through-site pedestrian and visual link to the Harbour foreshore. This under-croft space will be activated by café seating and a new laneway adjacent to the Stores. Terrace steps are provided as a public thoroughfare, and lawns and cafe seating will be provided underneath the existing Hills Fig tree (refer Figure 10).

The existing basement will be extended under the new Bay 12 structure to provide access to the service corridor and loading bay.

FIGURE 10 – BAY 12 AND EXISTING HILLS FIG TREE (SOURCE: JPW, 2015)



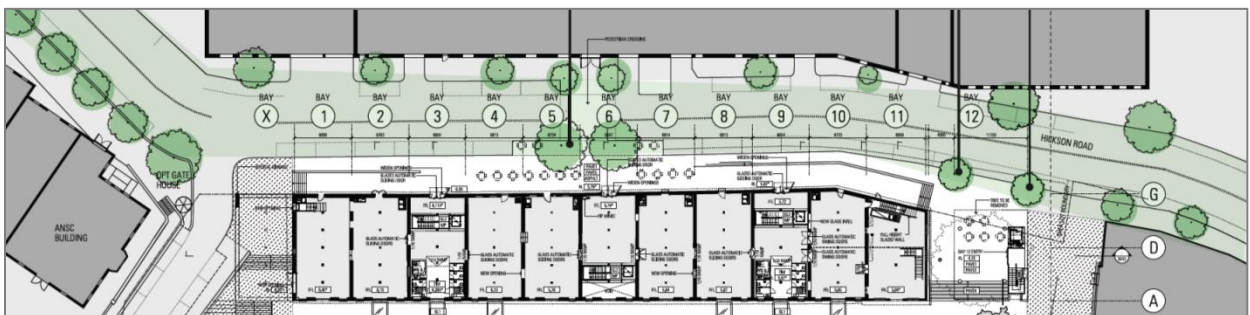
3.4 PUBLIC DOMAIN AND LANDSCAPE

The public domain and landscape works have been designed to integrate with The Rocks precinct and the future West Circular Quay works, including the proposed 'Campbell's Cove' promenade works to be undertaken by SHFA. New materials are sympathetic to The Rocks palette and heritage building, while trees, lawn, and hedging are provided to soften the hard surfaces and where appropriate offer wind protection.

The landscape works will include the retention and protection of the existing Hills Fig tree, located adjacent to the future Bay 12 structure. Accordingly, the paving and structures in the vicinity of the tree have been considered so as to not impact on the tree roots.

An extension of the existing street tree arrangement on Hickson Road is proposed to create a more complete and consistent streetscape arrangement (refer Figure 11). The new trees will help to define the public domain and pedestrian space, and will provide some visual privacy and amenity to soften the views towards the new Bay 12 building for surrounding residents.

FIGURE 11 – PROPOSED STREET TREE ARRANGEMENT (SOURCE: JPW, 2015)



3.5 SUBDIVISION WORKS

It is proposed to create a plan of subdivision for the site to create separate lots as briefly described below:

- Lots comprising the land on which the Campbell's Stores building and loading dock are located.
- A lot (or lots) comprising the building licensed area.
- A stratum lot for the service tunnel land.
- A stratum lot (or stratum lots) comprising the ground lease land.
- A stratum lot (or stratum lots) comprising the ground licensed area.
- A lot (or lots) comprising the balance of the land not contained in any of the lots listed above.

A draft instrument would also be prepared under the Conveyancing Act 1919 (NSW) to create any encumbrances that are considered necessary to facilitate the proposed subdivision.

The final draft plan of subdivision (and draft instrument) will be prepared following the detailed design phase and the resolution of the final plans to be lodged with the development application.

3.6 OPERATIONAL DETAILS

The proposed adaptive re-use of the Campbell's Stores will result in the four existing large restaurant tenancies being divided into thirteen smaller tenancies. While the number of tenancies has been increased, the proposed works will result in a reduction of lettable floor space as a result of the improved circulation spaces. The maximum number of patrons will remain approximately the same as the existing arrangement.

It is envisaged that Campbell's Stores will continue to be predominantly occupied by restaurants. However, cafes and bars may also be accommodated in order to provide for informal dining opportunities, as well as retails uses which will complement the use of the building as a world class waterfront dining precinct.

Each of the proposed activities will continue to operate in accordance with the existing trading hours, as follows:

- Monday to Saturday: 6:00am to 2:00am (the following day); and
- Sunday: 6:00am to Midnight.

The licenses for the existing restaurants and outdoor dining area will be retained but will remain dormant during the construction phase. The requirements of these licenses will then apply to the future operational phase of the proposed tenancies.

The existing loading dock which is accessed from Circular Quay West will continue to be used for deliveries and waste collection. The service tunnel which is located below the eastern footpath on Hickson Road and to the rear of the lower level of the Campbell's Stores will continue to be used to transfer deliveries and waste between the loading dock and the proposed tenancies, including the new Bay 12 structure.

4 Consultation

Urbis was engaged to conduct community and stakeholder engagement activities in accordance with the Department of Planning and Environment's *Major Project Community Consultation Guidelines, 2007*.

Community consultation commenced in July, 2015 with detailed stakeholder analysis to identify key interests and concerns. Stakeholder briefings were conducted between August and October to inform design and planning considerations.

An Interim Summary of Consultation Outcomes Report dated 11 September 2015 profiled briefings with key stakeholders undertaken to that point. The Report also identified that further briefings had been scheduled (but not yet undertaken) with residents and the Heritage Council Approvals Committee. The Final Summary of Consultation Outcomes Report, provided at **Appendix V**, includes the additional briefings and feedback received during September and October.

Consultation has focussed on key stakeholders likely to be directly impacted or affected by the proposal. This includes residents of the Metcalf Building apartments, businesses overlooking Hickson Road, other tenancies and business within sight of the premises, and agencies and stakeholders identified in the SEARS. Consultation activities included:

- Stakeholder analysis to define key interests and catchment for engagement;
- Development of a Consultation Plan for SHFA review and agreement;
- Project 1800 telephone number and email address for all enquiries and responses;
- A Project Factsheet, issued by letterbox drop, email and post to neighbouring residents and businesses, community groups, City of Sydney Council, Councillors, and state agencies, offering a face to face briefing; and
- Individual meetings and presentations on request.

The proposed design concept was presented to a range of agencies and stakeholders. This early engagement has enabled the concepts to be more fully informed and assessed on an ongoing basis. Issues have been documented and shared with the project team to inform ongoing design. The designs have continued to evolve throughout, in response to discussions and feedback, with modifications to earlier schemes to maximise the potential benefits and minimise the potential impacts arising from the proposal.

A summary of the consultation findings is provided as follows.

- Briefings with neighbours and resident groups involved four face to face presentations and follow-up clarification and feedback by email and telephone. A copy of the full Architectural Drawing package was requested but was not available while the concepts continued to evolve and subject to landowners consent processes. Some residents in the Metcalfe Building therefore reserved the right to make any comment until the detailed package was available.
- The Interim Summary of Consultation Outcomes Report documented initial support from neighbours and residents for activation along Hickson Road, assuming there was no change in hours of operation and appropriate management of noise, waste collection, odours, noise and mechanical plant. However, further briefings and feedback raised concerns related to the management of impacts for residents overlooking Hickson Road, concerns regarding the creation of a potential 'pinch point' as a result of widening the footpaths and narrowing road access, and the management of traffic.
- While the proposed shade structures for waterfront outdoor dining were perceived as a significant improvement on the current structures, there was a concern that they enclosed and obscured views to the buildings from the waterfront.

- The viability of the proposed retail use at Bay 12 was questioned by neighbouring residents, while others regarded this as a commercial decision for the proponent.
- Generally, residents and neighbours did not support the proposed concept for Bay 12. There were particular concerns regarding design, height, potential visual impacts, protecting views and privacy, lighting and noise impacts, and the retention of public space and access to the waterfront. It was suggested that the site should instead be open space.
- Following an initial briefing indicating support for the proposed concept at Bay 12, the Park Hyatt provided further feedback stating that a smaller structure (no higher than what is currently on the site) would be preferred.
- RMS, Ports and Transport for NSW have not identified any key issues or concerns in relation to the Campbell's Stores proposal at this time.
- The project team have continued to discuss the evolving design concepts with SHFA in weekly meetings and briefings.

Outcomes from the briefings and subsequent feedback were circulated to the project team to inform ongoing design and considerations. In response to concerns regarding the proposed concept for Bay 12, the designs have been modified, including:

- Removal of an initially proposed rooftop terrace on Bay 12; and
- Removal of balconies proposed to overlook the laneway between Bays 11 and 12.

Overall, there is strong support for the vision of a revitalised and activated fine dining precinct that will benefit the City and provide a world class waterfront destination for residents and visitors. There is strong support for well-designed, considered and appropriate approach to remediation, reuse and renewal.

The value of a complementary precinct-wide approach involving Campbell's Stores and the proposed promenade works at Campbell's Cove is also recognised. Continued collaboration and coordination will support an aligned and streamlined delivery approach that will assist to minimise potential disruption and impacts.

Further details are provided within the Consultation Report at **Appendix V**.

5 Planning Framework Assessment

The following environmental planning instruments, policies and guidelines have been considered in the assessment of this 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;*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005;*
- *NSW 2021;*
- *A Plan for Growing Sydney;*
- *Sydney's Cycling Future;*
- *Sydney's Walking Future;*
- *Sydney City Centre Access Strategy;* and
- *Sydney Development Control Plan 2012.*

5.1 STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

The Campbell's Stores are 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 12 below:

6 *Development in The Rocks*

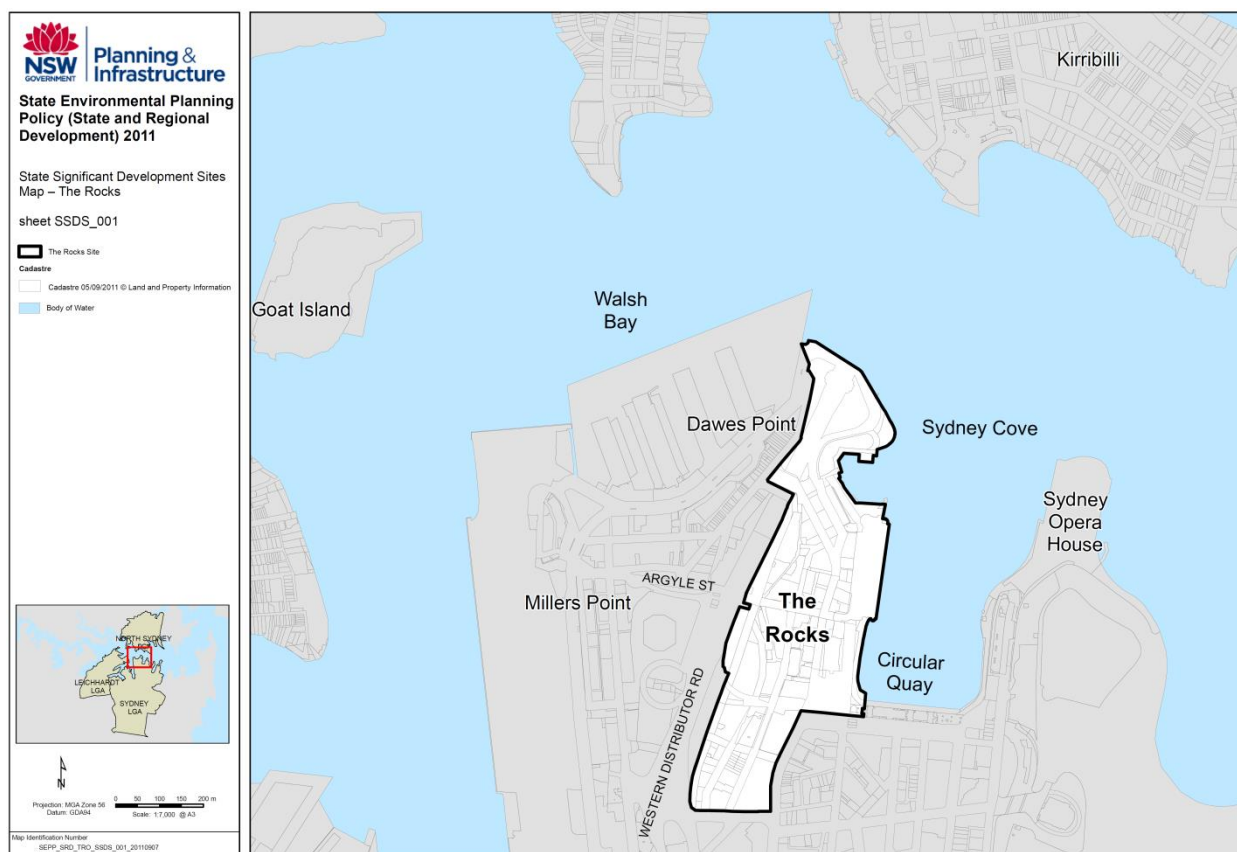
Development on land identified as being within The Rocks Site on the State Significant Development Sites Map if:

- (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 \$31,889,686 (refer to **Appendix B**), exceeding the minimum threshold of \$10 million for the proposal to be considered a State significant development under Section 8 of the SEPP.

Accordingly, a State Significant Development (SSD) application is lodged with the *Department of Planning and Environment* for determination by the Minister for Planning.

FIGURE 12 – THE ROCKS STATE SIGNIFICANT DEVELOPMENT SITE (SOURCE: WWW.LEGISLATION.NSW.GOV.AU, 2015)



5.2 SYDNEY COVE REDEVELOPMENT AUTHORITY SCHEME (SCRAS)

Campbell's Stores are located within Site XXVII under the provisions of the *Sydney Cove Redevelopment Authority Scheme* (SCRAS). The principal implications of the Building Site Control Drawing prepared for the site include:

- **Permissibility:** the permitted uses on the site are listed as 'Commercial' and 'Special'. The SCRAS includes the following descriptions for 'Commercial' uses:

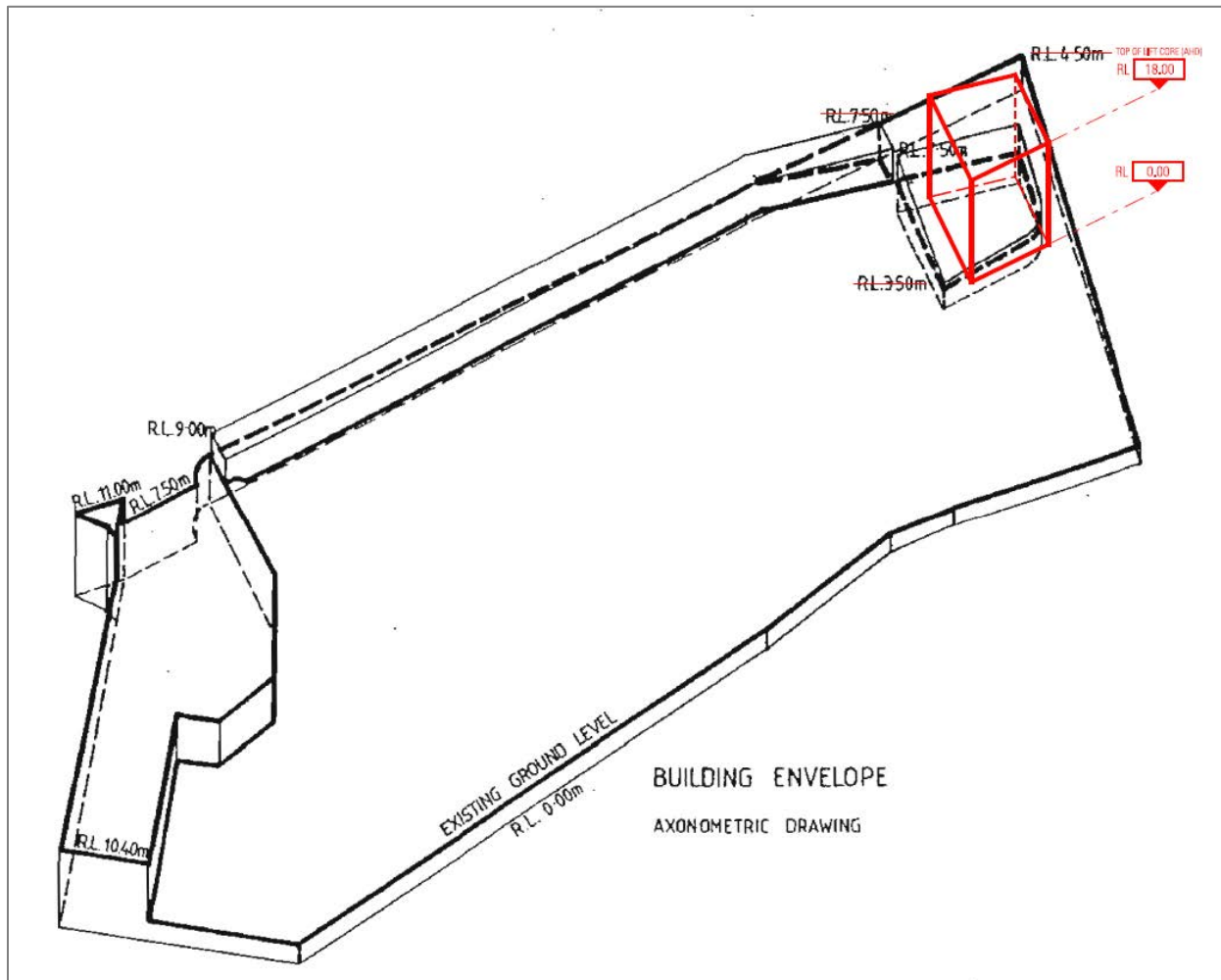
"Commercial" uses are deemed to include such activities as offices, and their associated facilities, caretakers accommodation, wholesale and retail outlets, premises licensed under the Liquor Act 1982, restaurants and other food outlets, the parking of vehicles for a fee, club rooms, portrait painting and photographs, printing services and the like

The use of the Campbell's Stores and the Bay 12 structure for restaurants, cafes, licensed premises and retail outlets is permitted with development consent under the provisions of the SCRAS.

- **Building envelope control:** the proposed Bay 12 structure exceeds the maximum height (RLs) shown in the existing building envelope axonometric drawing provided within the SCRA Scheme. The current provisions of the SCRA Scheme limit the maximum height of the proposed additions to RL7.50m. The proposed Bay 12 structure has been designed to have a maximum height of RL18.0m, measured to the top of the lift core. The majority of the building would sit below this level, generally aligned to the Park Hyatt building at RL17.0m.

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 E**. A draft axonometric drawing has been prepared to replace the existing drawing, including updated RLs that reflect the proposed development (refer Figure 13).

FIGURE 13 – PROPOSED AMENDED BUILDING ENVELOPE AXONOMETRIC DRAWING (SOURCE: JPW, 2015)



- **Easement:** the vehicle driveway from Hickson Road to the Overseas Passenger Terminal is nominated as an easement under the provisions of the SCRAS. The proposed development will not have any impact on the continued use of this easement.
- **Historic building:** the Campbell's Stores are nominated as a historic building under the provisions of the SCRAS. Section 6.3 of this report includes a comprehensive assessment of the potential impacts of the proposed works on the heritage and archaeological significance of the site.
- **Access:** there is a nominated pedestrian route along the promenade and via the steps from Hickson Road to the south of the building. The footpath along Hickson Road is not nominated as a pedestrian route under the provision of the SCRAS, however, it has been considered within the context of pedestrian movements within the locality. Circular Quay West is nominated as a vehicle route. Detailed consideration has been given to all access movements within the transport, traffic, car parking and accessibility assessment in Section 6.11 of this report.

Overall, the proposed development is permitted with consent under the provisions of the SCRAS. However, the new Bay 12 structure will exceed 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 XXVII.

5.3 STATE ENVIRONMENTAL PLANNING POLICY 55 - REMEDIATION OF LAND

State Environmental Planning Policy No 55 – Remediation of Land (SEPP 55) provides for the remediation of contaminated land to minimise the risk of harm to human health and the environment. Clause 7 of SEPP 55 requires that a consent authority must consider whether land is contaminated prior to issuing development consent.

The Heritage Impact Assessment prepared by *Graham Brooks & Associates* and included at **Appendix F** confirms that the site has been used for restaurant purposes since the 1970s. Further, the proposed works do not involve a change of use of land specified in Clauses 7(2) and 7(4) of the SEPP. Accordingly, it is considered that a preliminary environmental assessment is not required to be undertaken in accordance with the provisions of the SEPP.

5.4 STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

State Environmental Planning Policy (Infrastructure) 2007 (SEPP Infrastructure) applies to the proposed development as the site is identified on the 'Interim Rail Corridor – CBD Rail Link and CBD Metro' Map for 'CBD Rail Link (Zone B – Tunnel)' (refer Figure 14) and involves excavation and shoring within the outlined Corridor (albeit a very minor encroachment).

FIGURE 14 – OVERLAY OF INTERIM RAIL CORRIDOR WITH DEVELOPMENT FLOOR PLAN (SOURCE: TTW, 2015)



Clause 88(3) of *SEPP Infrastructure* states that prior to determining a development application, the consent authority must give written notice of the application to the relevant rail authority for the interim rail corridor in which the development is to be carried out, within 7 days after the application is made.

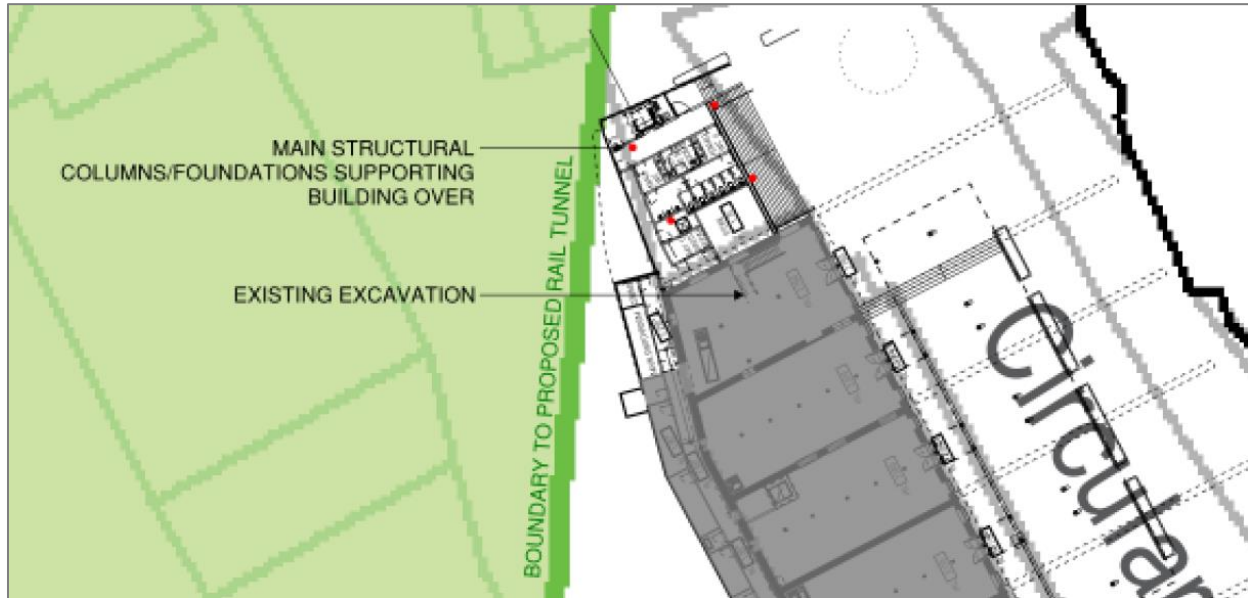
Clause 88(4) states that concurrence from the relevant rail authority will be required prior to determination of a development application. Further, Clause 88(5) states that in determining whether to provide concurrence, the relevant rail authority is to take into account the likely effect of the development on:

“...the practicability and cost of carrying out rail expansion projects on the land in the future, and without limiting paragraph (a), the structural integrity or safety of, or ability to operate, such a project, and without limiting paragraph (a), the land acquisition costs and the costs of construction, operation or maintenance of such a project.”

The proposed development will involve excavation to the north of the existing building, of 3.5 metres in depth, adjacent to the existing one-storey excavation. The shoring system to this excavation will sit within the Interim Rail Corridor; up to 4-5 metres in depth (refer Figure 15).

The structural foundations for the Bay 12 building will be outside of the Interim Rail Corridor, consisting of isolated piers up to 8.5 metres below existing ground level.

FIGURE 15 – PROPOSED SHORING ZONE WITHIN INTERIM RAIL CORRIDOR (SOURCE: TTW, 2015)



Transport for NSW (TfNSW) and CH2M Civil Engineering have provided initial comments on the potential impacts of this development on the Interim Rail Corridor. TfNSW has noted the planned emerging tunnel alignment would be located a considerable distance from the proposed development site and as a result, this excavation will not be interfering with the ability to carry out this rail expansion project.

The following initial feedback was provided by TfNSW on 8 September 2015: *“Given the scale and proposed design (largely outside the corridor), there is unlikely to be any concerns or additional engineering requirements required to protect any future construction or operation of any rail project in this underground location”.*

CH2M Civil Engineering (on behalf of TfNSW) has confirmed the likely alignment of the proposed Metro-Pitt rail tunnel will be situated up to 90m west of the proposed development, as surveyed by the Transport Infrastructure Development Corporation (TIDC) in 2006. Further, the lowest level of the development is at RL1.7, compared to the proposed rail alignment at RL-19.8. Consequently, the proposed building will not have a significant impact on the future CBD rail tunnel.

As part of the development site does lie within the outlined zone for the rail corridor, the Future Rail Corridors Protection Team within TfNSW will need to provide further comments and ultimately concurrence once receiving the finalised drawings of the development and details of the ground conditions.

5.5 SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (REP) is a deemed State Environmental Planning Policy (SEPP) for assessment purposes. Campbell's Stores falls within the Sydney Harbour Catchment area.

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. The upgrades to the existing stormwater management system will improve the existing treatment of stormwater run-off and provide for the ongoing conservation and conservation of the heritage listed sandstone building. The proposed elevation of the Bay 12 structure above the ground plane will improve views of the harbour from the public foreshore, while the retention of the existing significant fig tree will minimise the potential views of the building when viewed from the harbour and the eastern foreshore.
- **Foreshores and Waterways Area:** the proposal will maintain and increase public access to and from the foreshore, including improvements to the existing pedestrian connections from Hickson Road. 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. The design of the proposed building will also protect the visual quality of the harbour by limiting the overall height of the structure to below the maximum height of the fig tree.
- **Heritage conservation:** the planning principles for heritage conservation have been a significant consideration in the final design. The proposed remediation, restoration and adaptive re-use of the Campbell's Stores building will make a major contribution to the ongoing recognition and appreciation of both Campbell's Cove and The Rocks precincts. 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 sandstone building.

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 upgrades to the existing stormwater management system will have a major benefit for the ongoing protection and conservation of the heritage listed building, as well as the treatment of stormwater run-off to enhance the water quality of the harbour. Further, the proposed upgrade to the existing mechanical services within the existing Campbell's Stores will have a positive environmental impact, with a reduction in the annual energy consumption of the building.
- **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 Hickson Road. This includes the enhancement of the northern pedestrian link as a result of the elevation of the Bay 12 structure as outlined above, as well as improvements to the vertical and horizontal access within the Campbell's Stores building. In particular, the proposal will provide semi-public connections from The Rocks to the foreshore promenade via Bays 3, 6, and 9 which will be accessible during the operational hours of the tenancies.
- **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 remediation and restoration of the heritage listed sandstone building and the retention of the significant fig tree will maintain, protect and enhance the unique visual qualities of the site and its contribution to the visual catchment of the harbour.

- **Maintenance, protection and enhancement of views:** the proposed external works, including the new Bay 12 structure and the reconfiguration of the outdoor dining area, have been specifically designed to both enhance and protect the views to and from the harbour and the foreshore, including the Sydney Opera House to the east and the residential apartments to the west. The Bay 12 structure has been designed to sit below the height of the Hills Fig tree to visually screen the building from the east. The proposed upgrades to the outdoor dining area will enhance the sightlines and visibility of the existing sandstone building.

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 Godden Mackay Logan 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.

5.6 NSW 2021 – A PLAN TO MAKE NSW NUMBER ONE

The proposed remediation, restoration and adaptive re-use of Campbell's Stores and the revitalisation of the Campbell's Cove precinct is consistent with key objectives contained within *NSW 2021 - A Plan to Make NSW Number One*, 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.*

It is considered that the proposed upgrades to Campbell's Stores is consistent with the above goal as it will create a world-class waterfront dining precinct to cater for international and domestic tourists and the local Sydney market. The site is ideally located adjacent to the Park Hyatt Sydney and Overseas Passenger Terminal and within the tourist precinct of The Rocks. The improvements to this historic building, with its spectacular views of Sydney Harbour and the Sydney Opera House, will attract quality restaurant operators and facilitate the creation of an iconic food destination.

- **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 along the foreshore promenade, which is primarily used by recreational walkers, joggers and both domestic and international tourists.

- **Reduce crime levels:** *NSW 2021 aims to reduce crime levels through a range of actions, including measures that are specifically designed to deal with licensed premises and crime prevention.*

The detailed documentation submitted with this EIS includes a Crime Prevention Through Environmental Design Assessment Report (**Appendix K**) to reduce the opportunity for crime by incorporating a range of safety and security measures, including the careful siting and design of the proposed works in the initial design phase through to management procedures to be implemented in the operational phase.

- **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 Campbell's Stores 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 remediate and restore 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.

5.7 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 restaurants within an established tourism and entertainment precinct on the foreshore of the iconic Sydney Harbour. It is anticipated that the proposed development will contribute to the reputation of Sydney as a quality tourist (and dining) 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. The proposed upgrade and adaptive re-use of the Campbell's Stores is entirely consistent with this goal and direction. The remedial works will address the issues associated with seawater eroding the historic sandstone. Further, the continued use of the building for restaurants will maintain public access to the building in accordance with the provisions of the Conservation Management Plan.

FIGURE 16 – THE CULTURAL RIBBON (SOURCE: DEPARTMENT OF PLANNING AND ENVIRONMENT, 2014)



5.8 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:

- **Protection of the natural environment and promotion of its sustainability and resilience:** the proposed upgrades to the pedestrian access, the protection of the visual catchment and the improvements to the existing stormwater system are directly aligned with the objectives of the strategy.
- **Global Sydney:** the proposal will provide a high quality venue for dining and leisure, for both locals and visitors alike, enhancing the retail and tourism markets. It will also improve the existing pedestrian connections between the site and The Rocks and along the harbour foreshore.

Overall, it is considered that the remediation, restoration and adaptive re-use of the Campbell's Stores and the revitalisation of the Campbell's Cove precinct will make a significant contribution to the overarching priorities for Sydney, as well as the specific priorities for the Sydney CBD.

5.9 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 the strategic cycleway network, including the existing connections over the Sydney Harbour Bridge and the future network route along the Cahill Expressway and Observatory Hill. The limitations of the existing building, including the heritage restrictions, constrain the opportunity to provide for end-of-trip facilities and bicycle storage within the Campbell's Stores. However, it is anticipated that bicycle parking facilities could be provided within the public domain, if considered necessary.

5.10 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.

The proposed upgrade works associated with the Campbell's Stores proposal will complement the public domain improvements proposed by SHFA to maintain and enhance the pedestrian links along the foreshore promenade, which is primarily used by recreational walkers, joggers and both domestic and international tourists.

In particular, the proposed works will enhance and improve the existing pedestrian connections between The Rocks Precinct and the foreshore promenade. The introduction of the improved horizontal and vertical access provisions, particularly within Bays 3, 6 and 9 will enable semi-public through-site connections to be provided between Hickson Road and the foreshore promenade. The demolition of the existing lightweight stand-alone structure and its replacement with the new Bay 12 structure will improve the existing public connection to the north of the Campbell's Stores building.

Further, it is considered that the activation of both the Hickson Road and foreshore promenade will increase natural surveillance of the public domain and enhance pedestrian safety, particularly at night-time.

5.11 SYDNEY CITY CENTRE ACCESS STRATEGY

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

The proposed works will maintain and enhance the existing levels of accessibility to and from the site, in conjunction with the planned public domain improvements to be undertaken by SHFA. The two parties will work together to ensure that adequate access is maintained along the foreshore promenade during both the construction and operational phases of the development.

The *Traffic and Transport Impact Assessment* prepared by Transport and Traffic Planning Associates (discussed in detail within Section 6.11) provides a comprehensive analysis of the various transport options that are available to the site, both now and within the future. It is anticipated that public transport and taxis will continue to be the primary means of access, as well as walking from nearby hotels or public transport facilities.

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 and encouraging walking as a principal mode of travel to and from the site.

5.12 SYDNEY DEVELOPMENT CONTROL PLAN 2012

The site is included within the land affected by the *Sydney Development Control Plan (DCP) 2012*. Accordingly, the DCP controls have been considered in detail during the design phase for the project and the preparation of the EIS. The compliance of the proposal with the relevant requirements is summarised below:

- **Public domain:** the proposal includes a number of improvements to the public domain, including the activation of the Hickson Road frontage and the foreshore promenade. The proposal will also improve the existing sightlines, pedestrian connections and amenity of the surrounding public domain, as addressed elsewhere within this report (including Section 6.9).
- **Urban ecology:** the Bay 12 structure has been designed to avoid any significant impacts on the existing significant Hills Fig tree. An arboricultural assessment has been submitted with the EIS (refer to Section 6.5) which justifies the removal of the tree to the west and provides recommendations to avoid unacceptable impacts to the retained Hills Fig tree during the demolition of the existing structure and the construction of the proposed building.
- **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 6.8).
- **Water and flood management:** the upgrades to the existing stormwater infrastructure will improve the current management of stormwater on the site, including redirecting stormwater run-off away from the sandstone building to address the existing deterioration of the heritage fabric and the introduction of water quality measures to minimise the current impacts of stormwater run-off on the harbour.
- **Subdivision:** the final details of the draft plan of subdivision and the associated written instrument will be provided within the EIS to be lodged with the development application.
- **Heritage:** the heritage significance of the Campbell's Stores, the surrounding buildings, The Rocks precinct and the Sydney Opera House 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 the heritage significance of the existing building and its context (refer to Section 6.3).

- **Significant architectural building types:** the Campbell's Stores comprise a warehouse building that is older than 50 years. As noted in the previous point, the significance of the existing heritage listed building has been given detailed consideration throughout the EIS and having strong consideration to 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 6.11). It is anticipated that public transport and taxis will continue to be the primary means of access, as well as walking from nearby hotels or public transport facilities.
- **Accessible design:** one of the major benefits arising from the proposed adaptive re-use of the existing building will be the upgrades to the vertical and horizontal access within the building. The final proposal, including the anticipated tenancy layout, has been significantly influenced by the opportunities to provide for accessibility throughout the building, while minimising the potential impacts on the significant heritage fabric.
- **Crime prevention through environmental design:** a 'Crime Prevention Through Environmental Design' Assessment Report has been prepared to assess the key design and operational measures to be implemented for the site (refer to Section 6.7.6). The implementation of the recommended mitigation measures will minimise the potential risk of crime in accordance with relevant policies.
- **Waste:** an Operational Waste Management Plan has been prepared and submitted with the EIS to guide the way in which waste will be consolidated and managed within a centralised location, maximising the operational efficiencies of the site and minimising the potential impacts on the amenity of the adjoining land (refer to Section 6.10).
- **Late night trading management:** the Campbell's Stores, Overseas Passenger Terminal and ASN Co building are located within a Late Night Trading Area. The Park Hyatt is designated as a City Living Area and the Metcalfe Stores is designated as a Local Centre Area. The proposed development does not seek to make any significant changes to the existing maximum number of patrons. Nor does it propose to make any changes to the currently approved trading hours or the requirements associated with licenses for the existing restaurants, which will be retained.
- **Signage and advertising:** the proposed restoration and adaptive re-use of the Campbell's Stores will be complemented by an upgrade to the existing business identification signage, including the removal of the existing painted wall signs on the southern end of the building and the delivery of a consistent and contemporary signage package that reflects the historic significance of the site and the revitalisation of the precinct.
- **Contamination:** the upgrade to the outdoor dining area and the construction of the new Bay 12 structure may require some earthworks and/or ground disturbance, however, the comprehensive site history identified as part of the Conservation Management Plan does not indicate any past use of this land for potentially contaminating activities.

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

6 Environmental Assessment

The following Section contains an assessment of the key issues identified in the SEARs. It includes an analysis of the likely impact of the proposed redevelopment on the environment and where relevant consideration of the potential cumulative impacts of the Campbell's Stores (Tallawoladah) and Campbell's Cove (SHFA) proposals. A full description of the measures proposed to mitigate any adverse impacts is provided within Section 7.

6.1 LAND USE AND GROSS FLOOR AREA

The gross floor area of the proposed development, including the existing building and the proposed Bay 12 structure, has been calculated in accordance with the *Standard Instrument—Principal Local Environmental Plan* definition, as follows:

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

- (a) *the area of a mezzanine, and*
- (b) *habitable rooms in a basement or an attic, and*
- (c) *any shop, auditorium, cinema, and the like, in a basement or attic,*

but excludes:

- (d) *any area for common vertical circulation, such as lifts and stairs, and*
- (e) *any basement:*
 - i. *storage, and*
 - ii. *vehicular access, loading areas, garbage and services, and*
- (f) *plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and*
- (g) *car parking to meet any requirements of the consent authority (including access to that car parking), and*
- (h) *any space used for the loading or unloading of goods (including access to it), and*
- (i) *terraces and balconies with outer walls less than 1.4 metres high, and*
- (j) *voids above a floor at the level of a storey or storey above.”*

The proposed development has a total gross floor area 4,539.4m², summarised in Table 2 below and as shown in detail within the Design Report provided at **Appendix D**.

TABLE 2 – PROPOSED LAND USE AND GROSS FLOOR AREA

FLOOR LEVEL	LAND USE	GROSS FLOOR AREA
Ground Floor	Retail	1,437.1m ²
Level One	Retail	1,384.5m ²
Level Two	Retail	1,527.9m ²
Level Three	Retail	83.6m ²
Level Four	Retail	106.3m ²
Total		4,539.4m²

Each of the proposed tenancies within the Campbell's Stores and the Bay 12 structure will accommodate 'food and drink premises' and other general retail uses such as 'shops'. Each of these land uses are defined as 'retail premises', under the *Standard Instrument—Principal Local Environmental Plan*.

"...retail premises means a building or place used for the purpose of selling items by retail, or hiring or displaying items for the purpose of selling them or hiring them out, whether the items are goods or materials (or whether also sold by wholesale), and includes any of the following:

- a) bulky goods premises,*
- b) cellar door premises,*
- c) food and drink premises,*
- d) garden centres,*
- e) hardware and building supplies,*
- f) kiosks,*
- g) landscaping material supplies,*
- h) markets,*
- i) plant nurseries,*
- j) roadside stalls,*
- k) rural supplies,*
- l) shops,*
- m) timber yards,*
- n) vehicle sales or hire premises,*

but does not include highway service centres, service stations, industrial retail outlets or restricted premises."

The existing and proposed site coverage has been considered having regard to the *Standard Instrument—Principal Local Environmental Plan* definition of 'site coverage'.

"...the proportion of a site area covered by buildings. However, the following are not included for the purpose of calculating site coverage:

- a) any basement,*
- b) any part of an awning that is outside the outer walls of a building and that adjoins the street frontage or other site boundary,*
- c) any eaves,*
- d) unenclosed balconies, decks, pergolas and the like."*

The proposed redevelopment includes the reconfiguration of the site area as a result of the modifications to the outdoor dining area and replacement of the existing standalone building to the north of the Campbell's Stores.

Figure 17 on the following page shows that there will not be any significant changes to the existing site coverage as a result of the proposed development.

Overall, the proposed remediation, restoration, adaptive re-use and revitalisation of the Campbell's Stores will not result in any significant changes to the existing gross floor area, site coverage or use of the existing building.

The fit-out and use of the individual tenancies, including specific uses, patron capacities and hours of operation, will be detailed in future development applications to be lodged with the City of Sydney.

FIGURE 17 – SITE COVERAGE DIAGRAM – EXISTING AND PROPOSED (SOURCE: JPW, 2015)



6.2 DESIGN EXCELLENCE, BUILT FORM AND URBAN DESIGN

JPW have worked closely with SHFA and Tallawoladah since their appointment in 2012 to develop the Campbell's Stores proposal. A thorough design excellence 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.

The overarching design principles for the Campbell's Stores and Campbell's Cove Precinct emerged from a stakeholder workshop held in early 2012. Following this workshop Hassell Architects were appointed to prepare an *Architectural and Public Domain Study* to formalise and document these principles. This Study was also used to seek early feedback from key agencies and stakeholders in the Precinct as to the future of the area.

JPW was appointed in late 2012 to prepare a more detailed analysis and preliminary concept design for the immediate Campbell's Stores and Campbell's Cove Precinct. This document was completed September 2014. Since then, JPW have consulted closely with SHFA, Tallawoladah and surrounding landowners to draw together key objectives and improvements for the Precinct. The concept proposals have been tested by a full engineering design team to prove up the concept design presented in this application.

The Design Statement prepared by JPW and included at **Appendix D**, 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, attached at **Appendix E**.

Overall, it is considered that the proposed development is of a high quality design and will make a major contribution to the revitalisation of the Campbell's Cove and The Rocks precincts.

6.3 HERITAGE

A Statement of Heritage Impact has been prepared by *Graham Brooks & Associates Pty Ltd* and is included at **Appendix F**. The report was prepared to determine the suitability of the design and the heritage impact of the proposal in relation to the provisions established by SHFA and by the NSW Office of Environment and Heritage, Heritage Division guidelines, as well as the Heritage Council endorsed *Campbell's Stores, The Rocks Conservation Management Plan* (CMP), prepared by Godden Mackay Logan (GML) in July 2014.

The key findings of the Statement of Heritage Impact are summarised below. The recommendations presented by *Graham Brooks and Associates* are outlined at Section 7 of the EIS.

- Campbell's Stores is an item of heritage significance on the NSW State Heritage Register. The Stores are also located within the *The Rocks Conservation Area* and is adjacent to the listed heritage items ASN Co Building (1-5 Hickson Road), Bushells Warehouse (36-88 George Street), Metcalfe Bond Stores and the former Mining Museum. The Stores are also located within the Sydney Opera House UNESCO World Heritage Buffer Zone.
- Built by the Campbell family business in 1851-61, the Stores are a rare example of 19th century warehouse construction remaining on the shores of Sydney Cove. Constructed of sandstone walls to the first two levels and brickwork for the later third level addition, the internal structure consists of hardwood columns and beams. The basic configuration is gable fronted bays with slate roofing, and includes examples of industrial heritage.
- The Campbell's Stores have evolved over 150 years to its current restaurant use and has reached the stage where another cycle of conservation works is required. The last thirty years have seen numerous restaurant fit-outs that have obscured its integrity and impacted adversely on fabric condition.
- The proposed adaptive reuse of Campbell's Stores includes conservation and reconstruction works that will enhance the heritage significance of the building. The proposed alterations and additions to the fabric of Campbell's Stores are limited to the building interiors and the rear of the property. The significance of the gable fronted building, and its ability to contribute to the streetscape and the conservation area, will be retained as well as enhanced.
- The proposal includes the removal of intrusive elements, including the shade canopies, the sail ship masts, the Bay 12 glazed pavilion, and the Bay 1 brick wall duct. A new covered outdoor dining area is proposed on the eastern side of the Stores, and a new glass block clad building is proposed to the north. Each are considered acceptable in heritage terms and will contribute to the amenity and use of the precinct.
- The removal of some original fabric is considered acceptable given that original features such as the form and fabric of the front and rear facades, original internal walls, timber beam, column and roof structure, and floorboards are to be retained.
- Where possible existing openings in internal walls have been reused. The impact of new openings in internal walls is to be mitigated by the reconstruction of a large number of existing openings with a net reduction in wall and floor openings.

Overall, the Report concludes that subject to the adoption of the recommended mitigation measures (in Section 7 of the EIS), the proposed alterations and additions to Campbell's Stores will not result in adverse impacts on the heritage significance of the adjacent properties at 1-5 Hickson Road, and 36-88 George Street, or *The Rocks Conservation Area*, or the *Sydney Opera House World Heritage Buffer Zone*. Further, the proposed redevelopment is considered to provide significant benefit, not only for the conservation and sustained viability of Campbell's Stores, but will also be instrumental in the revitalisation of Campbell's Cove and the wider Rocks precinct.

6.4 ARCHAEOLOGICAL ASSESSMENT

An Aboriginal and Historical Archaeological Assessment has been prepared by *Austral Archaeology Pty Ltd* and is included at **Appendix F**. The key findings of the Archaeological Assessment are summarised below.

- A search of the Aboriginal Heritage Information Management System (AHIMS) Database returned no sites within a 50 metre boundary of the study area. The history of use, reclamation and continuous development of the site since European settlement, appropriately categorises the site as 'disturbed' land according to the *Due Diligence Code of Practice for the Protection of Aboriginal Objects in NSW* (DECCW 2010b).
- The assessment has identified that there is potential for archaeological remains of evidence of early European land formation or reclamation processes. There may also be indications of early occupation in deposits or artefacts.
- There is potential for evidence from the earliest stores built on the site, constructed by Robert Campbell, as well as associated structures, such as walls and indicators of smaller surrounding buildings, which are perhaps unmapped. Additionally, potential evidence may relate to the surrounding landscape and occupation.
- While the 1850 stores are currently extant, there may be evidence which relates to their construction, modification and former occupation. There is high potential for remains of various structures constructed during the many decades the stores functioned as maritime warehouses, particularly to the north of the Stores.
- The archaeological potential is lessened by various disturbances. Analysis of such disturbance combined with results from recent geotechnical investigations indicates that there is still potential within the footprints of buildings, both demolished and extant. The area to the north is of particular interest, as it has been the site of numerous structures and their exact position, function and construction method is not entirely certain.

Overall, it is considered that the potential archaeological impacts of the proposal are acceptable, subject to the implementation of the recommendations presented by *Austral Archaeology* and listed at Section 7 of the EIS.

6.5 ARBORICULTURAL ASSESSMENT

An Arboricultural Assessment has been undertaken by *Sydney Arbor Trees Pty Ltd* and is included at **Appendix P**. The Report provides an assessment of the potential construction impacts upon the mature *Ficus microcarpa* var. *hillii* (Hills Fig) which is located directly adjacent to Bay 11 and in front of the future Bay 12 building. The existing *Celtis sinensis* tree, located to the west of the Hills Fig, is to be removed prior to the construction of Bay 12, noting that this tree is not considered to be of high value.

The Hills Fig has been allocated a high retention value due to its prominence in the landscape and potential for retention in the long-term. The tree provides valuable amenity in the form of shade, aesthetics and environmental benefits. The proposed redevelopment has the potential to impact on the tree through disruption to the trees root system, the removal of the existing low sandstone wall and the installation of a drainage system within the tree protection zone.

The tree protection zone (TPZ) has been calculated at 12.8 metres measured radially from the centre of the main stem in all directions. The structural root zone (SRZ) has been calculated at 3.2 metres from the centre of the main stem. The existing building line is 11.1 metres from the centre of the tree. This is an encroachment of 2.85% of the tree protection zone which is allowable under AS4970-2009, provided this area is allowed for elsewhere and contiguous with the TPZ.

Overall, it is considered that the proposal has given appropriate consideration to the retention and protection of the significant tree during the demolition, construction and operational phases. Recommendations have been provided and are outlined at Section 7 of the EIS to ensure the tree is retained and protected in accordance with AS4970-2009.

6.6 VISUAL AND VIEW IMPACTS

The potential visual and view impacts of the proposed development have been addressed by JPW in the Design Report at **Appendix D**.

A peer assessment of the potential visual and view impacts of the proposed development has been prepared by Urbis and is included at **Appendix G**. The Visual Impact Assessment has been 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.

- The visibility of the proposed exterior modifications including the new Bay 12 structure, are generally contained within the immediate context of the site (i.e. from Hickson Road, directly to the west, the foreshore promenade, and directly to the east). The more distant views of the project are either partially obscured or the composition of the proposed modifications blend almost entirely with the surrounding built environment (i.e. close proximity of surrounding buildings, winding alignment of Hickson Road, and the mature Hills Fig tree). Accordingly, the existing surrounding built environment has a significant impact on the visibility of the proposal.
- The Visual Impact Assessment indicates that the proposal will have a 'moderate' visual impact. However, this should not be interpreted as a negative outcome. For example, the removal of the opaque canvas awning and the reconfigured outdoor dining area on the eastern elevation will have a significant positive impact by enhancing the sightlines and legibility of the existing sandstone building. Further, the proposed demolition of the existing standalone building and the removal of the existing tree to accommodate the new Bay 12 structure will enhance views of the northern elevation of the sandstone building (and the harbour), again, providing in a positive visual impact.

Overall, it is considered that although the project will be a visible element from numerous viewpoints, however, it does not result in a negative or detracting visual impact to the existing streetscapes and the landscape of the setting.

6.7 AMENITY

6.7.1 SUNLIGHT

Sunlight access has been considered in detail, having regard to both the adaptive re-use of the original sandstone building and the design of the new Bay 12 structure.

As described in the Design Report prepared by JPW (**Appendix D**), the proposed Bay 12 structure has been designed to provide excellent daylight light transmission, while reducing the need for air-conditioned spaces through shading and placement of services. Early morning solar gain is managed/mitigated via automated external blinds, which will complement the thermal insulative properties of the glass block facade. The circulation elements are located on the northern side of the building to shade and protect the interior during the middle of the day. The heritage buildings to the west of Hickson Road and the Sydney Harbour Bridge provide shading protection later in the day.

Sunlight is filtered into the reconfigured outdoor seating areas and controlled when necessary via horizontal, retractable blinds. Natural daylight to the interior of the Campbell's Stores building will be provided through a proposed skylight in the publically accessible Bay 6. The provision of natural daylight into the through-site circulation void will also enable the enjoyment of the heritage fabric by the public, including the 'peeled back' layers of the building's historic construction.

Overall, it is considered that the amenity of the proposed development and surrounds will be satisfactory having regard to solar access and natural daylight.

6.7.2 NATURAL VENTILATION

Natural ventilation has also been subject to a rigorous assessment during the detailed design phase, having particular regard to the promenade level of the building, which is limited to a single frontage along the east side. Natural ventilation is to be provided through the use of the existing window and door openings on the east and west side, and will be drawn through the building using the 'public bays'.

As described in the Design Report prepared by JPW (**Appendix D**), the existing windows have been carefully studied to maximise the opportunity for natural ventilation throughout the building, consistent with the *Conservation Management Plan*.

The target for a BCA-compliant definition of 'Natural Ventilation' is 5% window opening for the floor area of each bay. Preliminary studies have indicated that this is achievable for all bays, on all levels, by utilising the public bays (bays 3, 6 and 9). In order to achieve the 5% window opening area, it is proposed that the large openings on the harbourside are converted to full-openable windows. This is consistent with previous iterations of the building design. The balustrade detailing will be sensitive to the heritage of the building, whilst allowing air-flow.

Bay 12 is designed to minimise the air-conditioned floor-plate and incorporates measures such as slot windows and skylights to provide natural ventilation.

Overall, it is considered that the natural ventilation of the proposal will be acceptable having regard to the site and its context.

6.7.3 WIND

A *Pedestrian Wind Environment Statement* has been prepared by *Windtech Consultants Pty Ltd* and is included at **Appendix I**. The Report was prepared to analyse the likely wind conditions affecting the trafficable outdoor areas within and surrounding the Campbell's Stores.

The three predominant wind directions for the Sydney region were assessed having regard to the local context, building morphology and land topography. The potential wind impacts for each of the outdoor areas, including pedestrian footpaths and outdoor dining areas, are summarised below:

- Wind conditions for the pedestrian footpaths along Hickson Road and Circular Quay promenade are expected to remain similar to existing conditions, based on the retention of the existing building.
- The reconfigured outdoor seating on the eastern (waterfront) side of the building is likely to benefit from the covered area, landscaping and retractable vertical wind screen, however, additional wind mitigation measures are required to mitigate the potential impacts from the 'gaps' between these areas.
- The existing pedestrian access-ways at the northern and southern ends of the Campbell's Stores building are expected to remain similar to existing conditions and considered acceptable in terms of pedestrian amenity. However, additional wind mitigation measures would be required if either of these areas was to be used for outdoor seating.
- Wind conditions along the Hickson Road footpath are expected to remain similar to existing conditions and considered acceptable in terms of pedestrian amenity. However, additional wind mitigation measures would be required if this area was to be used for outdoor seating.

To provide a satisfactory level of comfort within each of these outdoor areas a series of recommended mitigation measures have been provided, as detailed in Section 7 of this Report. With the inclusion of these mitigation measures, it is expected that wind conditions for all trafficable outdoor areas within the redevelopment will be acceptable for their intended uses.

6.7.4 REFLECTIVITY

A Solar Light Reflectivity Analysis Report has been prepared by *Windtech Consultants Pty Ltd* and is included at **Appendix J**. The Report was prepared to assess the potential solar glare impact arising from the proposed redevelopment of the Campbell's Stores.

The potential impacts were assessed having regard to motorists and pedestrians within the surrounding public domain, boat drivers on Sydney Harbour and occupants of neighbouring buildings. A site survey was undertaken to obtain photographs of critical sightlines which were then calibrated and overlaid with a glare meter to determine the extent of any potential solar glare reflections from the proposed development. The potential impacts were identified and assessed as outlined below.

Five street level locations were assessed to establish the potential impacts of the development on motorists and pedestrians on Hickson Road. The impact assessment is considered to be conservative, noting that no allowance has been made for overshadowing by neighbouring buildings or the shielding effects of existing trees or other obstructions. The potential impacts are summarised below.

- There will be no adverse solar glare observed by motorists or pedestrians heading south along Hickson Road, north along George Street, and north along Hickson Road.
- When viewed from boat drivers on Circular Quay, solar glare could be potentially observed from the northern and eastern aspect of Bay 12, the Bay 6 skylight and the awnings along the eastern side of the redevelopment. However, the existing tree, which is to be retained, on the eastern side of Bay 12 will shadow the northern and eastern aspects of Bay 12 at the times of day when glare could potentially be observed by boat drivers on Circular Quay. Further, the upper levels of the redevelopment will overshadow the eastern awnings at the times of day when glare could potentially be observed by boat drivers on Circular Quay.
- Occupants of neighbouring buildings to the west could potentially be affected by the Bay 6 skylight or the eastern awnings. While the upper levels of the existing building would obstruct views of the awning, it is recommended that mitigation measures are provided to avoid adverse glare for the buildings to the west. There are included within Section 7 of this Report.
- When viewed from the neighbouring buildings to the west, solar glare could be potentially observed from the Bay 6 skylight and the eastern awnings. As the angle of incidence of the sunlight reflected to the neighbouring buildings will be shallow, the potential solar glare could be adverse. However, further analysis indicates that the upper levels of the redevelopment will obstruct the view of the eastern awning from the neighbouring buildings to the west.
- When viewed from Level 2 of the redevelopment, solar glare could be potentially observed from the eastern awnings. As the angle of incidence of the sunlight reflected to the redevelopment will be shallow, mitigation measures will be implemented to avoid potential impacts.

The proposed development will incorporate mitigation measures to avoid any adverse glare to motorists and pedestrians on the surrounding streets, boat drivers, and occupants of neighbouring building, and to comply with the relevant planning controls. The recommended mitigation measures are detailed in Section 7 of this Report.

6.7.5 VISUAL AND ACOUSTIC PRIVACY

The proposed development has been designed with regard to the surrounding properties, and in particular the residential properties located between Hickson Road and George Street, to the west of the site, and the Park Hyatt Hotel, located to the north of the site.

A Noise and Vibration Emission Assessment has been prepared by *Acoustic Logic Consultancy* and is discussed further at Section 6.15. Individual tenancies will be required to lodge a separate development application seeking development consent for the use of any given tenancy. The applications will be required to address proposed patron numbers, times of use, and whether live or amplified music is proposed. Restrictions on the use of the new outdoor dining areas have been provided, including number of patrons and hours of operation. The use of glass blocks on the new Bay 12 structure achieves a high level of acoustic performance.

Potential visual privacy impacts associated with the new Bay 12 structure have been mitigated through the use of the glass block façade, which allows flexibility in block treatments to resolve areas of conflict. Bay 12 has been designed so that the circulation elements are located to the north (Hyatt side), so as to provide a barrier to the internal tenancy. At the residential interface, the glass blocks will allow for a hint of movement in the lift and people circulating on the stairs, without becoming a nuisance to the neighbours.

The additional street trees proposed within Hickson Road will also aid in minimising any potential visual impacts on surrounding properties (refer Figure 18).

FIGURE 18 – HICKSON ROAD AND BAY 12 (SOURCE: JPW, 2015)



6.7.6 SAFETY AND SECURITY

A Crime Prevention through Environmental Design (CPTED) Assessment Report has been prepared by *TPG Town Planning and Urban Design* and is included at **Appendix K**. The Report provides an assessment of the nature and design of the proposed redevelopment against potential crime risks presented in the local government area of Sydney and includes detailed recommendations to ensure the safety and security of the proposed redevelopment, its future patrons and the local community.

The Report was prepared taking into consideration feedback from Crime Prevention Officer Constable Laura Clifford of the Sydney City Local Area Command (LAC), the *Crime Prevention and the Assessment of Development Applications: Guidelines* (2001), and analysis of local crime statistics from the Bureau of Crime Statistics and Research.

Overall, it is considered that the proposed development is appropriate and consistent with the NSW Department of Planning and Environment guidelines on minimising crime risk subject to the recommendations received by the Sydney City LAC and detailed in Section 7 of the EIS.

6.7.7 BAY 12

The proposed use of the Bay 12 structure will be determined by way of a separate development application and in accordance with the range of permitted uses listed in the SCRA Scheme. However, detailed consideration has been given to the design of the proposed building and its potential amenity impacts as outlined in detail within the Design Report (**Appendix D**) and the SCRA Scheme variation request (**Appendix E**).

6.8 ECOLOGICALLY SUSTAINABLE DEVELOPMENT

A Sustainability Report has been prepared by Northrop Consulting Engineers and is included at **Appendix L**. The Report describes the proponent's approach to integrating energy efficient technologies and sustainable practices in the design, construction and ongoing operation phases of the development.

In addition to achieving compliance with the requirements of the *Building Code of Australia - Section J Energy Efficiency*, the proposed development incorporates the following ecologically sustainable development initiatives:

- Energy efficient heating, ventilation and air conditioning including improved natural ventilation where possible;
- Water efficient fixtures and fittings;
- Reuse of an existing building with minimal demolition works;
- Materials reuse and careful selection of finishes, fixtures, and fittings to ensure longevity;
- Waste reduction and management procedures; and
- Improved pedestrian access to sustainable transport options, walkability and way finding initiatives.

Overall, it is considered that the project will have a positive environmental impact through the upgrades to the existing building and the anticipated reduction and current energy use.

6.9 PUBLIC DOMAIN AND PUBLIC ACCESS

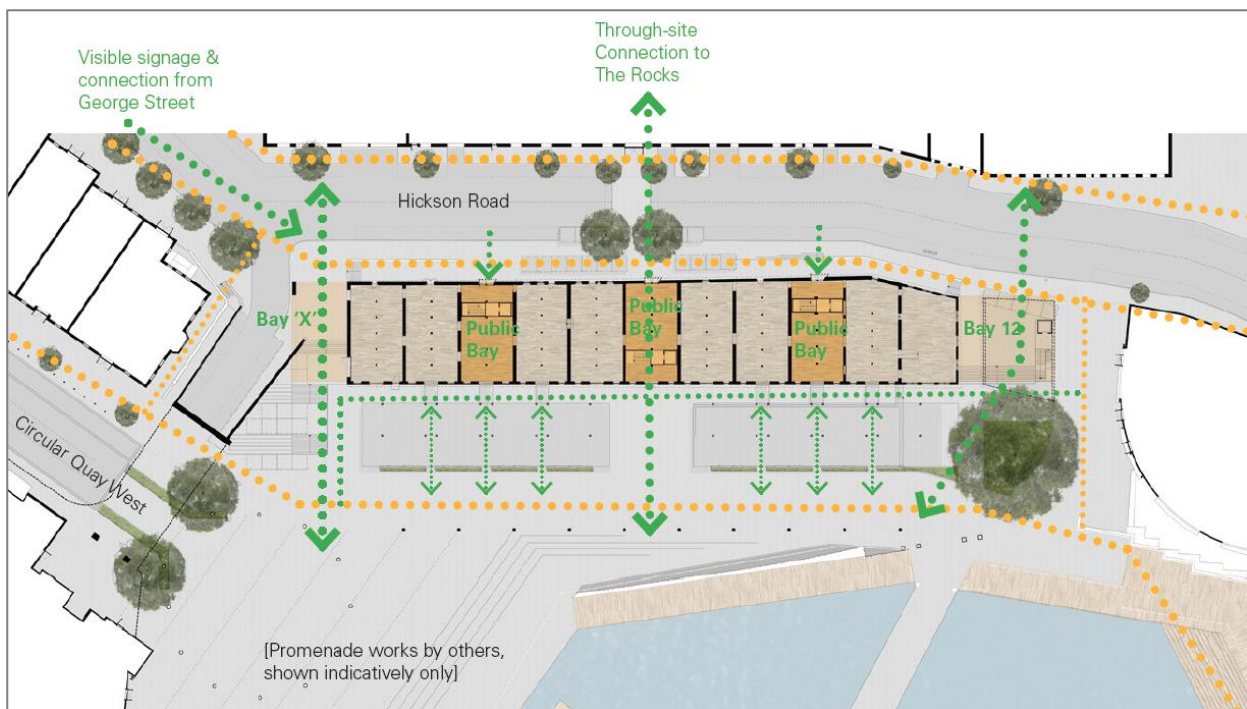
One of the key principles for the proposed development is to improve and integrate the Campbell's Stores building with the public domain, both physically and visually, and by providing through-site links and equal-access opportunities. The Design Statement prepared by JPW Architects (**Appendix D**) provides a detailed and comprehensive description of the proposed public domain improvements, including the rationale underpinning the various design components, including each of the matters listed within the SEARs. The key elements and outcomes of the planned improvements to the public domain and public access are summarised as follows:

- **Street and foreshore activation:** the edges of the building along Hickson Road will be activated with an expanded pedestrian footpath that can accommodate an outdoor dining area, as well as modified openings along the western elevation to enhance the views into and through the building. Semi-public through-site pedestrian links through Bays 3, 6 and 9 will encourage people to move through the building and enjoy the heritage fabric of the building. The reconfiguration of the outdoor dining area and the works to be undertaken by SHFA (including the lowering of the promenade) will improve the interrelationship between the future tenancies and the public domain, improving the sightlines between these spaces and the natural surveillance of the foreshore promenade. The design of the new Bay 12 structure, including the elevation of the building above the ground plane, provides the opportunity to activate the surrounding public domain, potentially including cafes with associated dining and informal seating on the steps to the foreshore promenade. The increased activation along the key frontages will provide for better connections with George Street, The Rocks and the harbour foreshore, improving safety and security within the area particularly at night.

- **Pedestrian connectivity:** the existing access and circulation within and around the building is proposed to be significantly improved, including a new pedestrian crossing on Hickson Road and an increased width footpath with wheelchair accessibility, as well as the semi-public links through Bays 3, 6 and 9 and the improved connectivity to the north of the building as described above. It is anticipated that the proposed works will be completed by the additional public domain improvements to be undertaken by SHFA under a separate development application, including the reconfiguration of the steps to the south of the Campbell's Stores building.
- **Accessibility:** careful consideration has also been given to improving accessible paths of travel through the site and building. Accessible links are provided through Bays 3, 6 and 9 with vertical access from Hickson Road to the promenade in Bay 6. The new external gradients are designed to be access compliant for wheelchairs throughout. Wheelchair access is provided via the three entry points from Hickson Road to the proposed tenancies, amenities and lifts. The access point from Bay 6 also provides wheelchair access to the promenade level. Two sets of amenities are provided within the 'public bays' which will be accessible for people with mobility issues. Level access is provided into the main circulation bays, with some ramps required to transition into main entrance areas.
- **Open space and landscaping:** the proposed development includes a series of public and semi-public spaces for people to enjoy the heritage significance of the Campbell's Stores and its setting within the historic Campbell's Cove and The Rocks precincts. People visiting the future restaurants, bars and retail uses will have the opportunity to enjoy the individual tenancies, while the general public will be able to access the 'public bays' (Bays 3, 6 and 9), as well as the significant upgrades to the external sections of the building. The retention of the significant fig tree provides the opportunity to accommodate a lawn area for passive recreation, which is complemented by the steps below the Bay 12 structure, which may be used for casual seating and enjoying the view of the harbour and the Sydney Opera House.

Overall, it is considered that the proposed restoration and adaptive re-use of the Campbell's Stores will provide a substantial improvement to the public domain and access to and around the building.

FIGURE 19 – PUBLIC DOMAIN AND PUBLIC ACCESS ARRANGEMENT (SOURCE: JPW, 2015)



6.10 WASTE MANAGEMENT

An Operational Waste Management Plan has been prepared by *Beau Con Pty Ltd* and is included at **Appendix U**.

One principal waste management area will be provided within the Loading Dock, which is similar to the existing situation. Waste from all tenancies (including Bay 12) will be consolidated in this centralised area to minimise noise and maximise the efficiency of the waste storage area and allow collection from a single location away from residential properties.

Tallawoladah Pty Ltd will assume responsibility for the overall management of waste within the Loading Dock. The individual tenancies are responsible for the management of waste within each tenancy and the delivery of all waste to the centralised Waste Management Area located within the Loading Dock. Each individual Tenancy will complete their own Waste Management Plan aligned with the principles of this Master Waste Management Plan.

Mitigation measures have been recommended to minimise security, vandalism, odour, visual impact and health/safety issues. These are provided at Chapter 7 of this Report. Subject to the implementation of these measures, it is considered that the management and collection of waste will not result in any adverse impacts.

6.11 TRANSPORT, TRAFFIC, CAR PARKING AND ACCESSIBILITY

A Traffic and Transport Impact Assessment has been prepared by *Transport and Traffic Planning Associates* and is included at **Appendix N**. 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.

- The site is conveniently located in relation to major rail, bus, ferry and taxi nodes. The site is within 500 metres of Circular Quay Railway Station, the Circular Quay Ferry Wharves and within easy walking distance of bus terminus stops on Loftus Street, Young Street, Phillip Street, Alfred Street and Harrington Street. Access to taxis (both road and water) is available nearby and there is a 'car share' pod on Hickson Road opposite the site.
- Public transport and taxis will continue to be the main transport mode, as well as walking to and from accommodation in the area. Circular Quay is a 'hub' of public transport services, which will be accentuated with the completion of the light rail system.
- A Green Travel Plan Due is not considered to be necessary due to the high public transport access and low private car travel. However, the future websites for the individual tenants will provide information regarding non-car based travel options, as well as car parking station locations.
- The existing cycleway network in the CBD will be enhanced with a number of new routes including a route along Pitt Street to Circular Quay. This will enable cycle access to/from the site via Circular Quay West with connection to the integrated network through the CBD and beyond as indicated on the diagram overleaf.
- The heritage limitations preclude the ability to provide for bicycle storage and end of trip facilities within the building. However, it is unlikely that there would be any significant demand by patrons of the restaurants and bars to travel by bicycle particularly at night. A separate development application can be prepared and submitted to the City of Sydney for provision of bicycle parking within the adjacent footway / non-road areas.
- Pedestrians have excellent provisions with the segregated foreshore promenade linking between Circular Quay and Dawes Point as well as the footway provisions along all roads in the area and the closed lanes and road sections in The Rocks.

- The existing restaurants do not generate significant levels of traffic due to the absence of on-site parking and limited public parking station capacity. Traffic conditions in the vicinity of the site are generally satisfactory, particularly at the peak visitation times for restaurants. In terms of vehicle accessibility, the site and the available parking (public parking stations and on-street) benefit from the multiple available routes for access.
- Campbell's Stores has operated successfully without any on-site car parking provision. This can be attributed to the high level of travel by public transport and taxis, the patronage received from the surrounding residential dwellings and tourist accommodation, and the dual purpose trips by tourists and locals visiting the major attractions nearby.
- There are a number of public parking stations located in reasonable walking distance of the site, including Harrington Street and York Street. There is also extensive ticket parking on many streets in the area including Hickson Road.
- The existing loading dock will be retained to serve the redevelopment, along with the service tunnel to the 'back of house' areas. A loading dock manager will be responsible for supervising the dock activities and ensuring that delivery vehicles do not stay longer than necessary, scheduling the arrival of delivery vehicles, and diverting vehicles which may arrive at unscheduled times.
- The loading dock manager will be contactable by mobile phone during all hours that the dock will be accessible for deliveries. Refuse will be removed from the dock by a contract vehicle at times which will not conflict with the delivery activities. Smaller deliveries will also be able to use the on-street parking available in the area particularly in the morning when there is not a high on-street demand.

Overall, the Report concludes that there will not be any adverse traffic, transport or parking implications as a result of the proposed development. Further, the arrangements and processes for the proposed construction activities will not have any adverse impacts on surrounding properties. The recommendations contained within the Report to mitigate the potential impacts have been included within Section 7 of the EIS.

6.11.1 CONSTRUCTION TRAFFIC MANAGEMENT

A draft Construction Traffic Management Plan is provided at **Appendix N**. The key considerations are summarised as follows:

- All actions and activities involved and associated with the construction process will comply with the *City of Sydney Standard Requirements*.
- The construction program is anticipated to take approximately 75 weeks, including 15 weeks for demolition, 40 weeks for construction, and 20 weeks for the fit-out works.
- A single pedestrian (worker) access gate and a number of vehicle access points will be provided. These may be relocated as each stage of work progresses.
- Vehicle access will generally be via Circular Quay West. All emergency and service vehicles will enter and exit via Circular Quay West or via the service road in between Campbell's Stores and the Park Hyatt Sydney. Strict scheduling of vehicle movements is to occur to minimize vehicle waiting time.
- The quantity of trucks entering and exiting the site is estimated at 6-8 per day during demolition, 4-6 per day during construction, and 6-8 per day during fit-out.
- Traffic Controllers will be employed to supervise the movements of construction vehicles when crossing/mixing with pedestrians and a pedestrian access corridor will be maintained along Campbell's Cove Promenade.
- Traffic Control Plans will be prepared by the Traffic Control Contractor and submitted for approval.

Overall, it is considered that the potential impacts arising from construction traffic can be appropriately managed. Mitigation measures are included in Section 7 of the EIS.

6.12 EARTHWORKS

A Geotechnical Investigation was conducted by *JK Geotechnics* on 13 and 15 August 2015 (refer **Appendix Q**). Fill was encountered in all test pits and boreholes to a maximum depth of 3 metres. The fill comprised of fine to coarse grained silty sand, silty clayey sand, sandstone gravel, cobbles and boulders with a trace of ash.

Borehole 6, located within the Bay 12 area, encountered a thin layer of silty sand fill below pavers overlying layers of concrete that are 0.4m and 0.18m thick. Below the concrete another layer of silty sand fill (0.15m thick) was discovered overlying mass concrete being 2.18m thick.

Borehole 7, also located within the Bay 12 area, encountered a typical silty sand fill which contained large proportions of old brick fragments, cobbles and igneous gravel at a depth of 2.87m. Below this fill is sandstone. Any excess cut will be removed from site and disposed of appropriately and in accordance with regulations.

6.13 WATER, DRAINAGE, STORMWATER AND GROUNDWATER

An Integrated Water Management Plan has been prepared by *Taylor Thomson Whitting (NSW) Pty Ltd* and is included at **Appendix R**.

The Campbell's Stores and Promenade stormwater drainage system is identified as a problem with respect to deterioration of the sandstone structure, varying levels of rising damp and flowing water in the dining area in larger storm events. Some existing stormwater services are blocked and the connectivity is unclear. The promenade has been built up during development changes around 1988 which had the effect of creating a trapped low point in front of the Campbell's Stores building.

Accordingly, *Taylor Thomson Whitting* has recommended that the following works are undertaken to rectify the existing stormwater drainage issues:

- Renew the stormwater system draining the eastern side of Campbell's store to provide improved surface drainage;
- Provide additional subsoil drainage to limit the saturated ground condition which will exacerbate rising damp conditions;
- Provide a tide valve or non-return valve to limit the ingress of salt laden sea water to the building footings during higher tide cycles and storm events;
- Limit the catchment draining to the front of Campbell's Store to reduce the surface flow through the outdoor dining area and at the door access paths; and
- Improve the accessibility to Campbell's Stores by improving the surface grading.

Schematic stormwater design plans are provided, which outline the layout and level of stormwater pits and piping, gross pollutant trap and outlet to Sydney Harbour.

Overall, the proposed upgrades to the existing stormwater management will have a significant positive impact with regard to the remediation and restoration of the building, as well as water quality improvements for stormwater run-off entering Sydney Harbour.

6.14 INFRASTRUCTURE PROVISION

A Utilities and Services Strategy has been prepared by *Northrop Consulting Engineers* and is included at **Appendix O**. The Strategy details the existing infrastructure provision, identifies possible impacts, and outlines the infrastructure proposed to service the development. These are summarised as follows:

- **Electrical and communication services:** The site supply is fed from an existing substation located at 8 Hickson Road. The site supply is 1200A per phase. From the calculated maximum demand, it is envisaged that the existing site power supply is adequate to accommodate the new power demands.

All existing electrical infrastructure including consumer mains, sub-mains, main switchboards, distribution boards, sub-circuits cabling, and cable trays will be disconnected and removed due to non-compliance, age and unreliability. Tenants will be fed from main distribution boards via a range of reticulation options. All electrical and communications cables will be reticulated within the future tenancy spaces in a manner sensitive to the heritage fabric.

Bay 12 will be treated as a separate building and dedicated power and communication services will be provided to service the building, including a new consumer mains cable and new main switchboard located in the lower ground floor, new lead-in cable and dedicated communication room also located in the lower ground floor, and new fire detection and occupant warning system.

- **Sydney Water sewer and water supply:** An existing 300mm Sydney Water sewer main is located on the eastern side of the building and currently services the existing building. There is a number of existing sewer manholes located within the existing external seating area. There is also an existing sewer main in Hickson Road, which is not connected to the existing building. An existing Sydney Water main is located on the eastern side of the building approximately three metres from the building line. A further water main is located in Hickson Road.

The existing Sydney Water sewer and water main along the eastern side of the building will service the existing site. There are no anticipated upgrades; however a Section 73 application would need to be undertaken once the DA documents have been approved. A new water connection will be undertaken near the loading area, with a meter placed outside the southern wall of loading area in landscape strip. Existing sewer connection points will be utilised where possible with additional connection points added to suit new works.

- **Jemena gas supply:** Two existing gas mains are located within the building's existing service corridor (low pressure main) and within Hickson Road. The existing gas main within the service corridor will be relocated from the rear wall and fixed to the underside of the existing slab above. The works will be installed in accordance with Jemena requirements.

Overall, it is considered that the proposed development can be provided with services to meet the anticipated demand of the future tenants, including both the Campbell's Stores and the Bay 12 structure.

6.15 NOISE AND VIBRATION

A Noise and Vibration Emission Assessment has been prepared by *Acoustic Logic Consultancy* and is included at **Appendix H**. The Assessment identifies the potential noise generation by the site and those properties which may be impacted, and determines the acoustic treatments and management controls necessary to ensure ongoing compliance with noise emission requirements.

Unattended noise monitoring was conducted between 25 June and 2 July 2015. In addition, an attended measurement was made at the property boundary of the Park Hyatt Hotel. Potential acoustic and vibration issues associated with the proposed redevelopment were identified as patron / music noise, mechanical plant, and construction noise and vibration.

With respect to general construction noise, the impacts on nearby development will be dependent on the activity in question and where on the site the activity is undertaken. Work close to the northern end of the site will have greatest potential impact on residential dwellings, particularly during the erection of the Bay 12 structure. Once construction of the building shell is complete, noise will be relatively low.

Overall, the noise emission analysis indicates that the site is capable of operating without exceeding commonly adopted EPA and Office of Liquor Gaming and Racing acoustic guidelines used in the assessment of restaurants/places of entertainment. Provided that the recommended mitigation measures, detailed in Section 7 of the EIS, are implemented, noise emissions to all nearby properties will be compliant with the relevant guidelines.

6.16 SEDIMENT, EROSION AND DUST CONTROLS

An erosion and sediment control plan has been prepared by *Taylor Thomson Whitting (NSW) Pty Ltd* and is included at **Appendix R**. Construction works are to be carried out in accordance with the “Blue Book” erosion and sediment control requirements. The controls for each Stage will depend on construction staging and methodology, but will most likely include sediment fences, sandbags around pits and a vehicle wash down.

An Air Quality Impact Assessment has been prepared by *SLR Consulting Australia Pty Ltd* and is included at **Appendix T**. SLR performed a qualitative (risk-based) assessment of both construction and operational impacts, focusing on the impacts associated with particulate matter and odour during construction; and odour during operation.

The qualitative risk assessment performed for the construction phase of the redevelopment indicates that there is a low to medium risk of adverse off-site dust soiling impacts occurring if no mitigation measures were to be applied during the earthworks. The risk of adverse human health impacts is designated as negligible.

In order to mitigate these risks and ensure that any residual dust impacts are negligible, a range of recommended mitigation measures have been presented for consideration. These are included at Section 7 of the EIS. Not all these measures will be practical or relevant to the proposed redevelopment of the Campbell's Stores, hence a detailed review of the recommendations should be performed once the details of the construction phase are available and the most appropriate measures adopted.

It is considered that any potential odour impacts from the proposed redevelopment during the operational phase, specifically odour resulting from the kitchen exhaust system, can be managed through the implementation of appropriate extraction and exhaust system design (as per the requirements outlined in AS 1668.2-2012) or the addition of further levels of control.

6.17 BUILDING CODE OF AUSTRALIA

A Building Code of Australia (BCA) Assessment and Audit Report has been prepared by *BCA Logic* and is included at **Appendix M**. The Report provides a detailed assessment of the existing building to identify any current areas of deficiency and non-compliance with the deemed-to-satisfy provisions of the *Building Code of Australia, 2015* and of the relevant Building Regulatory Legislation applicable at the time of original construction of the overall building. An upgrading strategy is provided and addresses the current deficient occupant fire and life safety provisions within the building.

An Access Report has been prepared by *Morris-Goding Accessibility Consulting* and is included at **Appendix M**. The Report was prepared to provide advice and strategies to maximise reasonable provisions of access for people with disabilities. The proposal has been reviewed to ensure that ingress and egress, paths of travel, circulation areas, common areas and sanitary facilities comply with relevant statutory guidelines.

Overall, and in consideration of the heritage significance and constraints of the building, the Reports confirm the proposed redevelopment is acceptable, addresses the provisions of the BCA and provides improved access provisions for people with disabilities. Recommendations are provided, which will ensure compliance with statutory requirements as part of the detailed design phase of the construction certificate.

6.18 ENVIRONMENTAL, CONSTRUCTION AND SITE MANAGEMENT PLAN

An Environmental and Construction Management Plan (ECMP) has been prepared by *Altus Page Kirkland* and is included at **Appendix S**. The ECMP has been prepared to address the indicative construction management of the site during the demolition and construction works. A more detailed ECMP will be prepared by the Contractor prior to the commencement of the works.

The ECMP is informed by a series of technical studies, including Noise and Vibration Emission Assessment (**Appendix H**), Air Quality Impact Assessment (**Appendix T**), Integrated Water Management Plan (**Appendix R**), and Traffic and Transport Impact Assessment (**Appendix N**).

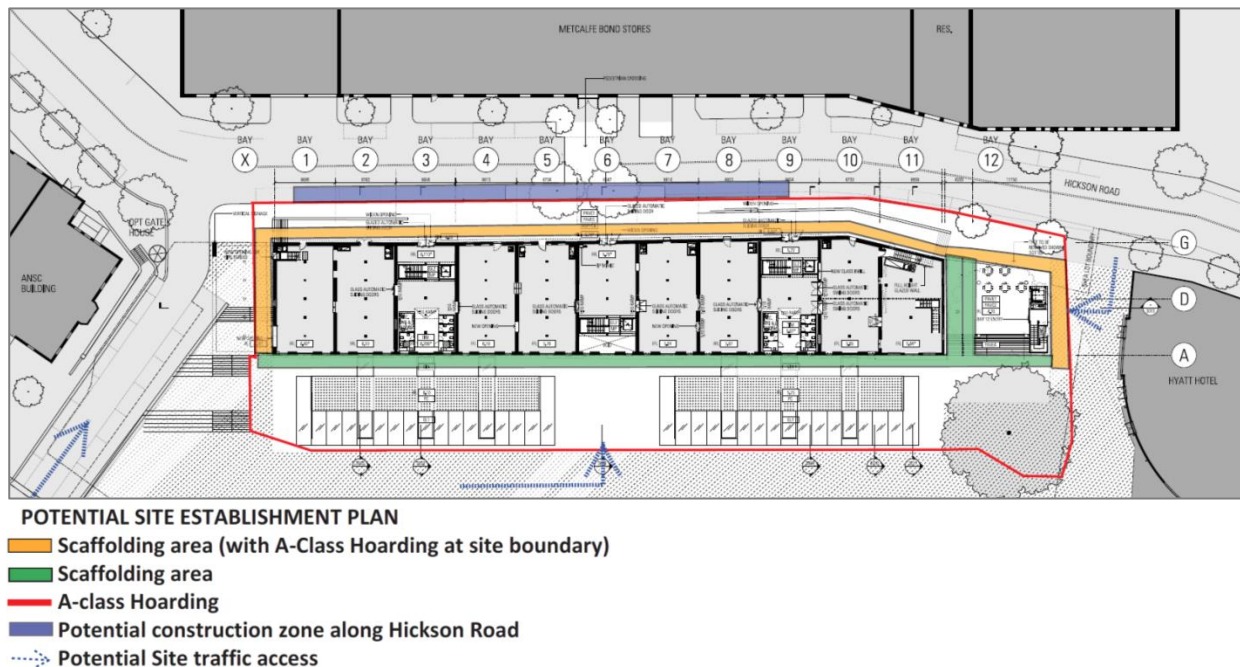
The proposed sequence of works is described as follows:

1. Preparatory works and selective demolition and remediation, including site establishment, site clearance, strip out, and removal of loose fixtures and fittings, and internal demolition and remediation works.
2. Excavation and ground works, predominantly within the Bay 12 area to allow for the construction of the Bay 12 lower ground floor.
3. Construction, including internal construction, services fit out and new building additions.

An indicative site establishment plan is shown at Figure 20 below. Site establishment will include the creation of site contractor's offices, site amenities, vehicle access, vehicle loading and unloading, and establishment and maintenance of on-site work areas. Exclusion zones, including fenced exclusion zones to protect heritage building components will be established.

It is envisaged that the materials unloading and loading will occur primarily via the existing loading dock. Larger items for delivery may use the mobile cranes from Circular Quay West Road or may apply for a Works Zone along Hickson Road.

FIGURE 20 – INDICATIVE SITE ESTABLISHMENT PLAN (SOURCE: APK, 2015)



It is expected that the construction program and methodology will be developed further to align with the future proposed works to the Campbell's Cove promenade (subject to a separate application), in order to minimise construction impacts and disturbance to adjacent properties.

7 Recommended Mitigation Measures

The Environmental Assessment includes a comprehensive assessment of the environmental impacts, having regard to its existing and likely future context, and the nature and scale of the proposed works. The potential cumulative impacts associated with the future public domain improvements to be undertaken by SHFA have also been considered where appropriate.

As a result of the EIS process and based on the technical studies completed, a range of mitigation measures are proposed to reduce any potential environmental and social impact of the proposal.

In accordance with the content requirements specified in Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*, Table 3 below provides a summary of the environmental management measures proposed to mitigate any adverse effects of the development on the environment. This table also includes the indicative timing of staging for the recommended implantation of the mitigation and management measures.

TABLE 3 –ENVIRONMENTAL MANAGEMENT MEASURES

ITEM	ENVIRONMENTAL MANAGEMENT MEASURE	STAGE
A. STATEMENT OF HERITAGE IMPACT		
A1.	- All of the tenancy fixtures and fittings are to be removed before finalising the tender documents for construction, for conservation review and detailed design. - Ongoing design development, fabric conservation, detailed construction drawings, and construction stage works are to include liaison and review by a heritage consultant. - Further investigative excavation to Pit 9 is to be carried out to establish the nature of the sub-floor wall thickening and depth of bearing. - An investigative inspection is to be carried out to Bay 1 south wall to establish the nature of the render cover and ease of removal. - An inspection of the roof and rainwater goods, including the preparation of a report, with the results incorporated into construction documentation. - An inspection of the roof structure and the areas of the deteriorated sandstone walls are to be carried out by a heritage structural engineer. - A detailed Schedule of Conservation Works is to be carried out by a heritage consultant and a stone conservation specialist to ensure best practice conservation of the building.	To be addressed during detailed design and prior to the release of a <i>construction certificate</i> .
A2.	- An Interpretation Strategy is to be prepared for the building and the site. - An external signage strategy is to be prepared for the building. - An external lighting strategy is to be prepared for the building. - A maintenance plan is to be prepared for the building.	To be addressed during detailed design and prior to the release of an <i>occupation certificate</i> .

ITEM	ENVIRONMENTAL MANAGEMENT MEASURE	STAGE
	- Tenancy fit-out guidelines are to be prepared for the building. - A Tenancy Signage Strategy is to be prepared for the building. - All reports and strategies including coordination with the Public Domain of Hickson Road, Bay X and the Promenade, is to include oversight by a heritage consultant.	
B. ARCHAEOLOGICAL ASSESSMENT		
B1.	- An Excavation Permit is required under Section 60 of the <i>NSW Heritage Act 1977</i>, for testing and salvage. - Works to this site should avoid areas of high archaeological potential or significance. If such works cannot be avoided, the area of high archaeological potential located to the north of Bay 11 should be archaeologically tested and if necessary, a salvage archaeological excavation undertaken. - Any ground works in areas of moderate potential, such as construction of elevator pits in Bays 3, 6 and 9, and column supports for the glazed canopy, should be subject to archaeological monitoring. - The limited impact of the column supports for the glazed canopy in areas of high archaeological potential should be subject to archaeological monitoring. - Should any below ground works be planned in the area of high potential located to the south-east of the store buildings, it should be archaeologically tested and if necessary, a salvage archaeological excavation undertaken. - In the event that historical archaeological relics not assessed or anticipated by the Archaeological Assessment Report (Appendix F) are found during the works, all works in the immediate vicinity are to cease immediately and SHFA be notified in accordance with Section 146 of the <i>NSW Heritage Act 1977</i>. A qualified archaeologist should be contacted to assess the situation and consult with SHFA regarding the most appropriate course of action. - In the event that Aboriginal archaeological material or deposits are encountered during earthworks, all works affecting that material or deposits must cease immediately to allow an archaeologist to make an assessment of the find. Section 89A of the <i>NPW Act 1974</i> requires that the OEH must be notified of any Aboriginal objects discovered within a reasonable time. - Should the proposed development be altered from the proposed concept design, then a reassessment of the heritage/ archaeological impact may be required. This includes the installation of any subsurface services such as stormwater, electrical or communications. - Consideration should be given to interpreting any archaeological evidence that results from any archaeological investigation of the site. Interpretation should be in accordance with the Conservation Management Plan.	To be addressed during the construction phase and prior to the release of an <i>occupation certificate</i> .

ITEM	ENVIRONMENTAL MANAGEMENT MEASURE	STAGE
C. ARBORICULTURAL ASSESSMENT		
C1.	- The large mature <i>Ficus microcarpa</i> var. <i>hillii</i> (Hills Fig) is to be retained and protected in accordance with AS4970-2009. - Works to remove the Sandstone wall and install the drainage must be done without the use of heavy machinery using non-destructive excavation methods such as air spade or vacuum excavation, under direct supervision of an AQF Level 5 Arborist. - Ground protection will be used on all soft-scaped areas with the addition of rumble boards or track mats if access for machinery is required. Trunk and branch protection must be installed if machinery is to enter the tree protection zone. - The tree protection zone must be delineated with chain mesh temporary fencing 1.8m high. Tree protection zone signage must be clearly visible from all angles stating: Tree protection zone- Do Not Enter. - A plant health care specialist should be engaged to address the reduced vigour on the Eastern side of the tree and the Citrus Blackfly infestation.	To be addressed during the construction phase and prior to the release of an <i>occupation certificate</i> .
D. PEDESTRIAN WIND ENVIRONMENT		
D1.	- Densely foliating shrubs and retractable wind-screens are to be provided along the eastern boundary of the site. 1.5m high portable screens under the northern edge of the southern awning. - A 1.8m high screen along the northern edge of the stairs at the northern and southern ends of the redevelopment. 1.5m high portable screens along the eastern edge of the outdoor seating at the base of the stairs at the southern end of the site. 1.8m high impermeable screens along the eastern edge of the outdoor seating on the stairs at the southern end of the site. - Coverings over the outdoor seating on the stairs at the southern end of the site which should meet the adjacent retaining wall. - A 1.8m high impermeable screen between the Bay 12 lift core and stair well at the northern end of the site. - Densely foliating shrubs and retractable wind-screens along the western aspect of Bay 12. 1.5m high portable screens around the outdoor seating along the western aspect of the redevelopment.	To be addressed during detailed design and prior to the release of a <i>construction certificate</i> .

ITEM	ENVIRONMENTAL MANAGEMENT MEASURE	STAGE
E. REFLECTIVITY		
E1.	▪ The exterior surface finish of the Bay 6 skylight glass panels should be textured. ▪ Glare control blinds should be installed in all windows on Level 2 of the redevelopment which face east. ▪ All other glazing used on the balustrades of the development should have a maximum normal specular reflectance of visible light of 20%.	To be addressed during detailed design and prior to the release of a <i>construction certificate</i> .
F. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN		
F1.	▪ All external windows in the proposed development shall be reinforced by either a shatter resistant film adhered internally or by the use of laminated glass to aid in the prevention of breakage. ▪ Clear glazing where practical, and where able to be included (keeping in mind the confines presented by the need to preserve the heritage values of the existing building) rather than solid walls to provide surveillance to and from adjacent development and the surrounding public domain. ▪ A Closed Circuit Television (CCTV) system is to be installed throughout the development to maximise surveillance opportunities, including inside and outside, in particular throughout the back of house areas and public domain areas. ▪ Installation of mirrors to increase visibility of possible hiding areas and to minimise hiding opportunities such as in the loading dock area and in the back of house areas, such as the common back of house rear corridor connection shared between all tenancies which connects to the loading dock. ▪ Suitably located lighting to illuminate the building, walkways and amenities section which is vandal proof/resistant to limit breakage and maintenance issues. ▪ The loading dock and service areas are to include displays of clear signage, installation of CCTV, restricted access points, differentiated materials and treatments, and lockable shutter door. ▪ Where appropriate, the utilisation of signage, site furnishings and paving detailing to delineate between public and private spaces.	To be addressed during detailed design and prior to the release of a <i>construction certificate</i> .

ITEM	ENVIRONMENTAL MANAGEMENT MEASURE	STAGE
F2.	- Access to certain levels of the development (such as back of house areas) will be restricted to staff only, through a security control by way of swipe cards or a similar computer control zone access mechanism. - Back of house operations will be controlled by the general manager and associated staff. All back of house operations and operational areas will have restricted access by swipe lock or a similar mechanism. This system will be utilised for all relevant parts of the development.	To be addressed during detailed design and prior to the release of an <i>occupation certificate</i> .
G. OPERATIONAL WASTE MANAGEMENT		
G1.	- Transferring waste and shifting bins shall require the minimum possible manual handling. The Asset Manager will assess manual handling risks as per regulatory requirements and provide appropriate documentation to staff; - Signage and usage labels for the garbage and recycling bins will be provided by the operator; - Bin stores will be secure and vermin proof and ventilated in accordance with Australian Standard AS 1668.2; - A bin wash area comprising a tap and floor drain with trap and sewer connection has been provided; - The Asset Manager shall keep clean the bin stores, keep bin lids closed and wash bins regularly; - The Asset Manager will ensure prompt return of empty bins once collection has occurred; - The Asset Manager shall prepare operational instructions and an operational health and safety procedure for site staff; and - A traffic management plan and collection-vehicle safe operation procedure shall be prepared by the Asset Manager in consultation with Sydney City Council prior to collections being performed on site.	To be addressed during detailed design and prior to the release of an <i>occupation certificate</i> .
H. NOISE AND VIBRATION		
H1.	- On completion of a construction program, acoustic review of proposed construction activities and plant/methods should be undertaken to identify the extent and duration of potential exceedances of EPA Noise Effect levels. - Identify feasible acoustic controls or management techniques (for example, selection of plant, use of screens around static plant, scheduling of noisy works, notification of adjoining land users) when exceedance of Noise Effect levels may occur. - Where practicable, excavation in rock should be done using rippers/ rock saws as opposed to pneumatic hammers.	To be addressed during detail design and prior to the release of a <i>construction certificate</i> .

ITEM	ENVIRONMENTAL MANAGEMENT MEASURE	STAGE
	▪ In the event of complaint, an attended measurement of construction vibration should be undertaken, and if excessive vibration levels are measured, reselection of equipment or the introduction of a vibration monitoring system should be introduced. Any vibration monitoring system should allow for rapid feedback to the contractor in the event that excessive levels are reached. ▪ Detailed review of mechanical plant should be undertaken at CC stage, once plant selections and locations are finalised. Compliance with EPA Industrial Noise Policy requirements will be achievable using standard acoustic treatments.	
H2.	▪ Individual tenancies are required to lodge a development application for use of any given tenancy. At a minimum, the acoustic report would need to address: – Proposed numbers of patrons both in indoor and outdoor areas. – The proposed times of use (of both indoor and outdoor areas). – Whether there is live or amplified music proposed. In the event that highly amplified music is proposed (more than 85dB(A) pressure in the space), the DA report should include an assessment as to whether any upgrade of the building shell is required. ▪ New outdoor dining areas are not to be used after midnight, with numbers restricted as follows: – 20 patrons using Dining Area 1; – 60 Patrons using Dining Area 2. ▪ Any deviation from this should be approved following a development application for use by the prospective tenant. ▪ Disposal of bottles/waste in internal areas should be done prior to 10pm. ▪ No queuing in external areas on Hickson Road.	To be addressed by individual tenancies prior to the release of a relevant <i>occupation certificate</i> .
I. AIR QUALITY		
I1.	A detailed review of the recommended mitigation measures presented in the Air Quality Impact Assessment (Appendix T) is to be undertaken, once the details of the construction phase are available, to ensure the most appropriate measures are adopted.	To be addressed during detailed design and prior to the release of a <i>construction certificate</i> .

ITEM	ENVIRONMENTAL MANAGEMENT MEASURE	STAGE
J. BUILDING CODE OF AUSTRALIA		
J1.	Compliance with the Building Code of Australia, 2015 is addressed in the Building Code of Australia Assessment and Audit Report prepared by <i>BCA Logic</i> (Appendix M). The BCA Deficiencies and Upgrade Requirements are to be reviewed and incorporated where necessary prior to issue of a Construction Certificate.	To be addressed during detailed design and prior to the release of a <i>construction certificate</i> .
K. ACCESSIBILITY		
K1.	Access measures to be included as per the recommendations outlined in the Access Report, prepared by <i>Morris-Goding Accessibility Consulting</i> (Appendix M).	To be addressed during detailed design and prior to the release of a <i>construction certificate</i> .
L. ENVIRONMENTAL AND CONSTRUCTION MANAGEMENT PLAN		
L1.	A detailed Environmental and Construction Management Plan is to be prepared by the Contractor prior to the commencement of works, and is to include: ▪ Construction Traffic Management Plan; ▪ Construction Waste Management Plan; ▪ Construction Noise and Vibration Management Plan; ▪ Health and Safety Management Plan; ▪ Air Quality/Dust Management Plan; ▪ Water Quality Management Plan; and ▪ Erosion and Sediment Control Management Plan.	To be addressed during detailed design and prior to the release of a <i>construction certificate</i> .

8 Conclusion

This EIS is submitted to the DP&E in support of SSD 7056, which seeks approval for the remediation, renewal, adaptive re-use and revitalisation of the Campbell's Stores, The Rocks. The EIS has been prepared to assess the proposed development having regard to the SEARs and the relevant State and Local planning policies. The EIS accords with:

- Part 4.1 of the *Environmental Planning and Assessment Act 1979*;
- Schedule 2, Part 3 of the *Environmental Planning and Assessment Regulation 2000*;
- Schedule 2 of the *State Environmental Planning Policy (State and Regional Development) 2011*; and
- The SEARs issued pursuant to Section 75E of the *Environmental Planning and Assessment Act 1979*.

There are compelling reasons why a positive assessment and determination of the project should prevail, as outlined below:

- There is an urgent need to facilitate the remediation and conservation of the Campbell's Stores so that it can be maintained and enjoyed by future generations. It will be critical to address the underlying stormwater issues causing the deterioration of the building foundations before the sandstone fabric can be conserved to an appropriate standard. These works will be complemented by the sensitive upgrades to the internal and external building elements to enhance the heritage significance of this important building.
- The proposed adaptive re-use of the Campbell's Stores, the construction of the Bay 12 structure and the revitalisation of the Campbell's Cove precinct will make a significant contribution to achieving the strategic policies for the Sydney CBD, including benefits for the tourism and night-time economies. The proposed works will transform Campbell's Stores into a world class waterfront dining precinct, which will provide significant contribution to the vibrancy and vitality of The Rocks.
- The proposal will result in significant public domain improvements, including the activation of Hickson Road through improved pedestrian connectivity, outdoor dining and landscaping. The proposal will result in major improvements to the accessibility of the building through the increased footpath width along its western frontage, as well as modifications to the openings to allow for wheelchair users. There will also be enhanced physical and visual connectivity from Hickson Road to the foreshore promenade along the northern side of the Stores, including the four metre wide laneway and the steps below the Bay 12 structure. The interrelationship between the site and the public domain to the east will be significantly improved by the reconfiguration and upgrade of the outdoor dining area, including the high quality building materials and landscape treatment.
- The public domain improvements and the external building works will be complemented by the internal works to be completed within Campbell's Stores. The internal works will result in a substantial improvement to the vertical and horizontal access arrangements, allowing equitable access to and through the existing building. The proposed works to facilitate the adaptive re-use of the building have been specifically designed to minimise the potential impacts on the original fabric and maximise the opportunities for the public to appreciate the heritage significance of the building.
- The proposal demonstrates consistency with the relevant environmental planning instruments including strategic planning policy, State and local planning legislation, regulation and policies. The proposed variation to the SCRA Scheme to accommodate the Bay 12 structure demonstrates that the proposal will deliver a superior outcome for the site, including public benefits associated with the ground level sightlines and connectivity, while avoiding detrimental impacts to the adjoining neighbours by limiting the maximum height of the building.

- The proposal is consistent with the principles of ESD as defined by Schedule 2, clause 7(4) of Schedule 2 of the EP&A Regulation. The proposed remediation, conservation and adaptive re-use of the building will enable the continuation of the existing use of the building, with only relatively minor works required to accommodate a world class dining precinct within an existing building in an appropriate location. It is anticipated that there will be substantial savings in energy consumption as a result of the proposed upgrades to the existing mechanical services and building fixtures.
- The proposal has the potential to create 202 full time equivalent jobs during the construction phase and a further 163 direct and 257 indirect full-time, part-time and casual annual equivalent jobs during the operational phase.
- It has been demonstrated that the proposed works will result in minimal environmental impacts, all of which can be managed or mitigated through the recommendations outlined in Section 7 of this report.

Given the merits of the proposal, it is requested that the Minister approve the proposal subject to the mitigation measures outlined in this report.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Sydney

Tower 2, Level 23, Darling Park
201 Sussex Street Sydney, NSW 2000
t +02 8233 9900
f +02 8233 9966

Melbourne

Level 12, 120 Collins Street
Melbourne, VIC 3000
t +03 8663 4888
f +03 8663 4999

Brisbane

Level 7, 123 Albert Street
Brisbane, QLD 4000
t +07 3007 3800
f +07 3007 3811

Perth

Level 1, 55 St Georges Terrace
Perth, WA 6000
t +08 9346 0500
f +08 9221 1779

Australia • Asia • Middle East
w urbis.com.au **e** info@urbis.com.au