

State Significant Development Application Environmental Impact Statement



225 George Street, Sydney - Grosvenor Place

Base Building Alterations and Additions

Submitted to Department of Planning & Environment

On Behalf of Grosvenor Place Pty Ltd C/- Eastview Commercial Pty Ltd

September 2015 ■ 14551

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Double click to insert signature



Daniel Howard

7/09/2015

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Stephen Gouge

7/09/2015

Contents

1.0	Introduction	5
1.1	Overview of Proposed Development	5
1.2	Background to the Development	6
1.3	Objectives of the Development	6
1.4	Analysis of Alternatives	7
1.5	Secretary's Requirements	7
2.0	Site Analysis	11
2.1	Site Description	11
2.2	Existing Development	11
3.0	Description of the Development	14
3.1	Relocation of Through Site Link	14
3.2	Alterations and Additions	15
3.3	Signage/Wayfinding	16
3.4	Expressions and Materials	17
4.0	Consultation	18
4.1	Sydney Harbour Foreshore Authority	18
4.2	City of Sydney Council	18
4.3	Public Exhibition	18
5.0	Environmental Assessment	19
5.1	Secretary's Environmental Assessment Requirements	19
5.2	Compliance with Environmental Planning Instruments	19
5.3	Strategic Plans & Guidelines	22
5.4	Sydney Development Control Plan 2012	23
5.5	Heritage	23
5.6	Traffic and Parking	24
5.7	Accessibility	24
5.8	Urban Design & Amenity	24
5.9	Flooding	25
5.10	Services and Infrastructure	25
5.11	Building Code of Australia Requirements	25
5.12	Environmentally Sustainable Development	25
5.13	Construction Impacts	26
5.14	Site Suitability for the Proposed Development (S.79C (1) (c))	28
5.15	The Public Interest (S.79C (1) (e))	28
6.0	Variation to the SCRA Scheme	29
6.1	Proposed Variation to the Scheme	29
6.2	Matters for Consideration	29
6.3	Summary	30
7.0	Mitigation Measures	32
8.0	Conclusion	33

Contents

Figures

1	Aerial Photo (blue, Grosvenor Place; red, subject site)	11
2	North Court Building (prior to refurbishment) eastern facade	12
3	George Street frontage of the forecourt	12
4	Corner of Harrington and Essex Streets	12
5	Harrington Street entry of Grosvenor Place	13
6	Existing and Proposed through site link diagram	15
7	Harrington Street awning design	16
8	Example signage design	16
9	Location of wayfinding signs – shown in blue	17
10	Building Site Control Drawing XLIV-A– Grosvenor Place	22
11	State Heritage Register Curtilages	23

Tables

1	Secretary's Environmental Requirements	8
2	Consistency with key strategic plans and guidelines	22
3	Matters for consideration – Clause 9(2) of the Regulation	30
4	Mitigation Measures	32

Appendices

A	Secretary's Environmental Assessment Requirements <i>NSW Department of Planning and Environment</i>
B	Architectural Drawings <i>Harry Seidler and Associates</i>
C	Architect's Statement <i>Harry Seidler and Associates</i>
D	Accessibility Report <i>Morris Goding Access Consulting</i>
E	BCA Assessment Report <i>BCA Performance</i>
F	Heritage Impact Statement <i>Graham Brooks & Associates</i>
G	Construction and Site Management Plan <i>Built</i>
H	QS Cost Summary Report <i>Rider Levett Bucknall</i>
I	Survey Plan

Statement of Validity

Development Application Details

Applicant name	Place Pty Ltd C/- Eastview Commercial Pty Ltd
Applicant address	Level 13, 234 George Street, Sydney
Land to be developed	225 George Street, Sydney
Proposed development	Alterations and additions to the north plaza including changes to the through-site linkage, access, awnings, wayfinding and Tenancy 5.

Prepared by

Name	Daniel Howard/ Stephen Gouge
Qualifications	BPlan (Hons) / BPlan (Hons)
Address	Level 7, 77 Berry Street, North Sydney
In respect of	State Significant Development - Development Application

Certification

I certify that I have prepared the content of this EIS and to the best of my knowledge:

it is in accordance with Schedule 2 of the Environmental Planning and Assessment Regulation 2000;

all available information that is relevant to the environmental assessment of the development to which the statement relates; and

The information contained in the statement is neither false nor misleading.

1.0 Introduction

This Environmental Impact Statement (EIS) is submitted to the Department of Planning & Environment pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) in support of an application for State Significant Development (SSD).

The proposed works are located entirely within The Rocks, which is identified as a State Significant Site in Schedule 2 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP). Development at The Rocks that does not comply with the 'approved scheme' as defined under clause 27 of Schedule 6 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), is identified as State Significant Development (SSD) for the purposes of the EP&A Act. The variation to the approved scheme (Sydney Cove Redevelopment Authority (SCRA) Scheme) consists of a relocation of identified pedestrian route.

The Capital Investment Value (CIV) of the project is \$2.25million.

This EIS has been prepared by JBA on behalf of Grosvenor Place Pty Ltd C/- Eastview Commercial in respect of proposed works at 225 George Street, Sydney (also known as 205-227 George Street).

The report is in accordance with the requirements of Part 4 of the EP&A Act, Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation), and the Requirements of the Secretary of the NSW Department of Planning & Environment (DP&E) for the preparation of the EIS, which are included at **Appendix A**.

This EIS should be read in conjunction with:

- Architectural Plans prepared by Harry Seidler and Associates (HSA) (**Appendix A**);
- Architect's Statement prepared by HSA (**Appendix B**)
- Accessibility Report prepared by Morris Goding Access Consulting (**Appendix C**);
- BCA Assessment Report prepared by BCA Performance (**Appendix D**);
- Heritage Impact Assessment prepared by Graham Brooks & Associates (**Appendix E**);
- Construction and Site Management Plan prepared by Built (**Appendix F**); and
- A QS Cost Summary Report prepared by Rider Levett Bucknall (**Appendix G**).

1.1 Overview of Proposed Development

The SSD application will seek consent for the alterations and additions to the base building, which will include the following:

- Removal of the existing escalators within the North Court Building and infill within the tenancy (fitout and use of the tenancy will be subject to separate approval);
- Creation of a (24 hours) accessible through site link from Harrington Street to George Street;
- Installation of directional signage throughout the site; and
- Minor alterations and additions to the north Court building including stair and lift access and removal of part of the existing glass awning within the courtyard.

1.2 Background to the Development

1.2.1 Previous Development Applications

Previous development applications relevant to the proposed works are listed as follows:

- D/2013/1254 – Alterations and additions to the northern forecourt and basement carpark including up to 205 new bicycle parking spaces with end of journey facilities within the Basement Level (B5), public domain works, landscaping works, alterations to the North Court Building, tree removal/replacement and alterations to the access of Basement Level B5. Approved on 22 January 2014.
- D/2014/1433 – Alterations and additions to the commercial buildings and forecourt area known as 'Grosvenor Place'. Works include facade modifications, creation of 2 new retail tenancies, modifications to roof terraces, modification to awnings/umbrellas and balustrades and associated landscaping works. Approved 17 November 2014.

1.2.2 Pre-Lodgement Discussions

Prior to lodgement of the EIS, there have been a number of discussions with Sydney Harbour Foreshore Authority (SHFA) regarding the proposal, including a site inspection. As part of this process, changes have been made to the design to incorporate comments received.

The proposal has also been discussed with City of Sydney Council on a number of occasions, who have indicated that they support the scheme in principle.

1.2.3 Sydney Light Rail

The CBD and South East Light Rail is planned to run from Circular Quay to Kingsford and Randwick on George Street past Grosvenor Place. Major construction of the line in the surrounding precinct is expected between February and November 2016, with some early works commencing on George Street in 2015. The proposed Grosvenor Street stop is to be located to the south of the site between Bridge and Bond Street.

As a result of the future line operation, changed traffic conditions will occur on George Street, with traffic minimised to a single lane in each direction north and south, down from two lanes in each direction at the present time. Bus stops and taxi ranks presently within the George Street frontage of the site are expected to be relocated to Harrington Street.

These changes have been considered by Grosvenor Place in the consideration of the proposed works. The proposed arrangement would ensure optimum access from Harrington Street for staff and visitors of Grosvenor Place and the general public passing through the site during construction and on-going operation of the CBD light rail line.

1.3 Objectives of the Development

The key objectives for the proposed development are to:

- Rationalise the public through site link in light of changes to surrounding bus stops and taxi ranks and introduce 24 hour access through the site from George Street to Harrington Street;
- Provide improved weather protection and wayfinding through the site and surrounds;

- Provide a rationalised and complete response to the street corner of Harrington and Essex Streets;
- Enhance and upgrade the northern forecourt to improve the general appeal of Grosvenor Place and the present Giovanni's restaurant tenancy; and
- Remove dated aspects of the northern forecourt to better reflect contemporary design.

1.4 Analysis of Alternatives

1.4.1 Strategic need for the proposal

Grosvenor Place is a key commercial building within the northern section of the Sydney CBD. The original building and plaza forecourts were completed in 1988 and have remained largely unchanged since this time, with the exception of recent works underway on the site to the North Court building.

The proposed works further refine and progress the refurbishment works to the northern forecourt and restaurant tenancy as approved under D/2014/1433. These works are critical in bringing the public plaza and associated tenancies up to a modern standard which will complement other investment within the locality such as the Sydney CBD Light Rail.

1.4.2 Alternative Options

Do Nothing

The 'do nothing' option, would result in the existing restaurant tenancy and the northern escalator remain in their current location and condition. The 'do nothing approach' would ensure the existing poor interface of the North Court Building to the corner of the Essex and Harrington Streets, time limited access through the site, as well as limiting the potential for a 24 hour through site link.

Alternative location

The proposal seeks an alternative location for the pedestrian route, through the alteration and upgrade to an existing lift and fire stair already existing at the mid-block of Harrington Street. Any other alternative location would require extensive structural building works which would not be viable in terms of both time and cost.

In light of the above, the proposed scope of works is the most viable option to meet the needs of Grosvenor Place at this current time and achieves the 'Objectives of Development'.

1.5 Secretary's Requirements

Environmental Planning and Assessment Regulations 2000, the Secretary of the NSW Department of Planning & Environment issued final requirements for the preparation of the EIS to accompany a State Significant Development Application on 7 August 2015. A copy of the Secretary's Environmental Assessment Requirements (SEARs) is included at **Appendix A**.

Table 1 provides a detailed summary of the individual matters listed in the DGRs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

Table 1 – Secretary's Environmental Requirements

Requirement	Location in Environmental Assessment	
General		
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 the <i>Environmental Planning and Assessment Regulation 2000</i> .	Environmental Impact Statement QS Cost Summary Report provided at Appendix G	
Detailed calculation of the capital investment value.		
An estimate of the jobs that will be created by the development (construction and operation).		
Certification that the information provided is accurate at the date of preparation.		
Key Issues	Report / EIS	Technical Study
1) Environmental Planning Instruments, Policies & Guidelines Address the relevant statutory provisions applying to the site, contained in the relevant EPIs, including: - State Environmental Planning Policy (State and Regional Development) 2011; - Sydney Cove Redevelopment Authority Scheme; - State Environmental Planning Policy 55 - Remediation of Land; and - Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005. - Address the relevant provisions, goals and objectives in the following: - NSW 2021; - Plan for Growing Sydney; - Draft Sydney City Sub-Regional Strategy; and - Sydney's Walking Future	Section 5.2 and Section 5.3	-
2) Urban Design Address and detail the layout, setbacks, architectural design, materials, articulation and detailing of the proposal, amenity, views and vistas, open spaces and public domain, connectivity and street activation.	Section 5.8	Appendix B and C
3) Amenity Outline and address the proposed development's impacts in terms of sunlight, wind and safety and security.	Section 5.8	-
4) Ecologically Sustainable Development - Detail how ESD principles 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.	Section 5.12	Appendix A
5) Public Domain and Public Access - Detail and outline the interface between the proposed uses and the public domain. - Provide details of the proposed improvements to public access provisions and linkages between the site and George Street, Harrington Street, Essex Street and Grosvenor Street via lift, ramp and stairs, and identify design details for these new elements having regard to the existing streetscape and heritage character. - Detail and outline equitable access provisions throughout the site. - Outline specific design features. - 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;	Section 3.1	Appendix A and C

Requirement	Location in Environmental Assessment	
– 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. ▪ Provide details of how the public domain and public access areas would be maintained.		
6) Heritage ▪ The EIS shall include a Heritage Impact Assessment for the proposed works. – an assessment of any potential impacts of the proposal on all heritage items (state and local) in the vicinity of the site, including but not limited to, Bushells Building (SHR 01534), Accountants House (SHR 01521), the Brooklyn Hotel (SHR 01533) and any conservation areas; – an assessment of any aboriginal and non aboriginal archaeological impacts, including any impacts on the overall archaeology of The Rocks; – detail mitigation measures to offset any potential impacts on heritage values; and – an assessment of the visual impacts of the proposal on the historic streetscapes of Harrington Street. ▪ Relevant Policies and Guidelines – NSW Heritage Manual – Draft Guidelines for Aboriginal Cultural Heritage Impact Assessment and Community Consultation 2005 – Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 – The Rocks Heritage Management Plan 2010	Section 5.5	Appendix F
7) Infrastructure ▪ 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.	Section 5.10	Appendix G
8) Construction Impacts ▪ Identify the potential impacts that may arise during the construction of the proposal. ▪ Detail measures and procedures to minimise and manage any potential construction impacts including noise and vibration, traffic and the generation and off-site transmission of sediment, dust and particles.	Section 5.13	Appendix G
9) Building Code of Australia ▪ Prepare a detailed BCA and access report demonstrating compliance with the Building Code of Australia.	Section 5.11	Appendix E
10) 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 and odour impacts on the neighbourhood; – 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.	Section 5.13	Appendix G

Requirement	Location in Environmental Assessment	
11) 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.	Environmental Impact Statement – Section 4	
Plans and Documents	Report	Technical Study
1) 1. An existing site survey plan drawn at an appropriate scale illustrating: - The location of the land, boundary measurements, area (sq .m) 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).	-	Appendix I
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.	-	Appendix A
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.	-	Appendix A
4) A landscape plan illustrating treatment of open space areas on the site.	-	Appendix A
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. - Office of Heritage and Environment- Heritage Office. - 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.	Environmental Impact Statement – Section 4	

2.0 Site Analysis

2.1 Site Description

The site is located at the interface of Sydney's CBD and The Rocks. It is approximately 400 metres to the south west of Circular Quay and 300 metres to the north of Wynyard Railway Station. An aerial photo of the site is also provided in **Figure 1**.

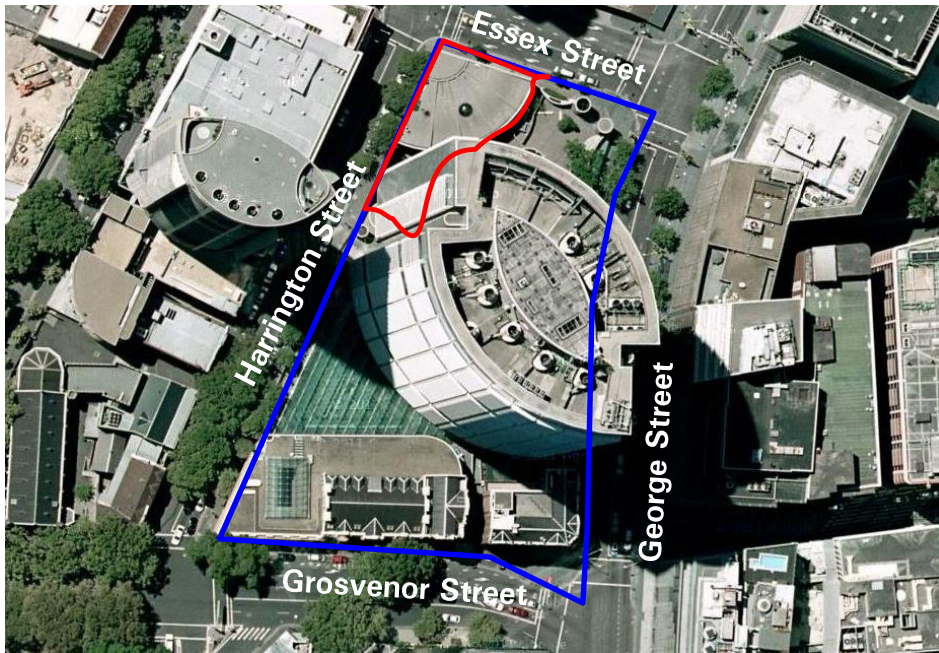


Figure 1 – Aerial Photo (blue, Grosvenor Place; red, subject site)
Source: Nearmaps

The site addresses both Harrington and Grosvenor Streets and is legally described as Lot 1 in DP 771884 and is generally known as 225 George Street, Sydney. The site has a moderate slope down towards the east. The site is owned by Sydney Harbour Foreshore Authority (the Authority).

2.2 Existing Development

Grosvenor Place occupies the block between George, Essex, Harrington and Grosvenor Street (as shown in **Figure 1**). The central building on the site is a 44 storey commercial office building designed by Harry Seidler and Associates. The building and surrounds were completed in 1988 and include large forecourts surrounding the main building (Brooklyn Hotel, Royal Naval House and Federation Hall are located on the southern portion of the site).

The north part of the site of Grosvenor Place has five levels of basement car parking below, including existing bicycle parking spaces on B5. Photographs of the existing building and northern forecourt are provided below in **Figure 2-5**.



Figure 2 – North Court Building (prior to refurbishment) eastern facade
Source: JBA



Figure 3 – George Street frontage of the forecourt
Source: JBA

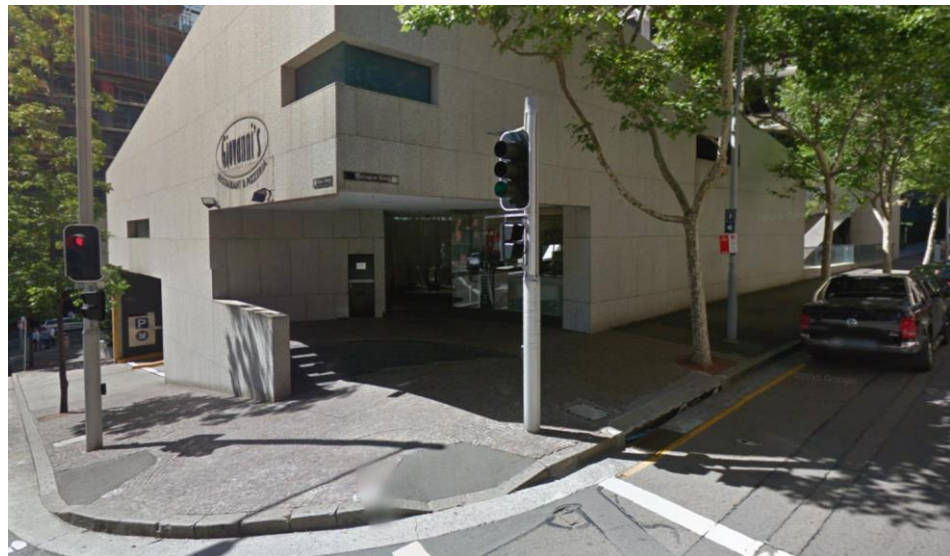


Figure 4 – Corner of Harrington and Essex Streets
Source: Google Maps



Figure 5 – Harrington Street entry of Grosvenor Place
Source: Good Maps

3.0 Description of the Development

The SSD application will seek consent for the alterations and additions to the base building, which will include the following:

- Removal of the existing escalators within the North Court Building;
 - Infill of the escalator void with new floorspace to Tenancy 5, including new entry lobby off the northern plaza;
 - New internal stair to service the two floors of Tenancy 5;
 - Extension of the internal lift within Tenancy 5 to service the Harrington Street level;
 - Demolition of a small portion of existing awning glazing to the east of Tenancy 5;
- Creation of a new (24 hours) accessible through site link from Harrington Street to George Street ;
 - Minor alterations to existing stair to facilitate public access;
 - Upgrade of existing lift adjacent to the Harrington Street frontage to suit accessibility requirements;
 - Provision of a new glazed awning above the new Harrington Street building entry;
 - Retrofit of a new powered glass sliding door adjacent to the existing security office; and
- Installation of signage throughout the site, comprising 5 wayfinding totem poles and other minor directional signs.

3.1 Relocation of Through Site Link

The proposal seeks alterations and enhancements to pedestrian access and circulation through the Grosvenor Place site.

The exiting escalators leading into the North Court of Grosvenor Place from the Essex Street and Harrington Street intersection are proposed to be removed and filled in with new floorspace to enhance the functionality of the space, as well as its interface with the corner of Essex and Harrington Street.

A new through site link is proposed through the site from Harrington Street (mid-block) with embellishment with a new awning and wayfinding signage (as shown on the Architectural Plans). Pedestrian access is provided via an open stair and accessible lift as shown on the Architectural Plans (**Appendix B**). As indicated on the Architectural Plans, works will be carried out to

This link will lead through a new glass sliding door past the Grosvenor Place security office (with 24 hour security guard presence) and into the North Court area, as shown in **Figure 6**.

Importantly the proposal introduces 24 hour access to this public pedestrian thoroughfare, as the previous escalator access was generally limited to business hours on weekdays only and was restricted by at all other times. Further, the proposal also ensures disabled access connectivity through the site via a refurbished lift and new wayfinding signage (discussed at Section 3.2.2).

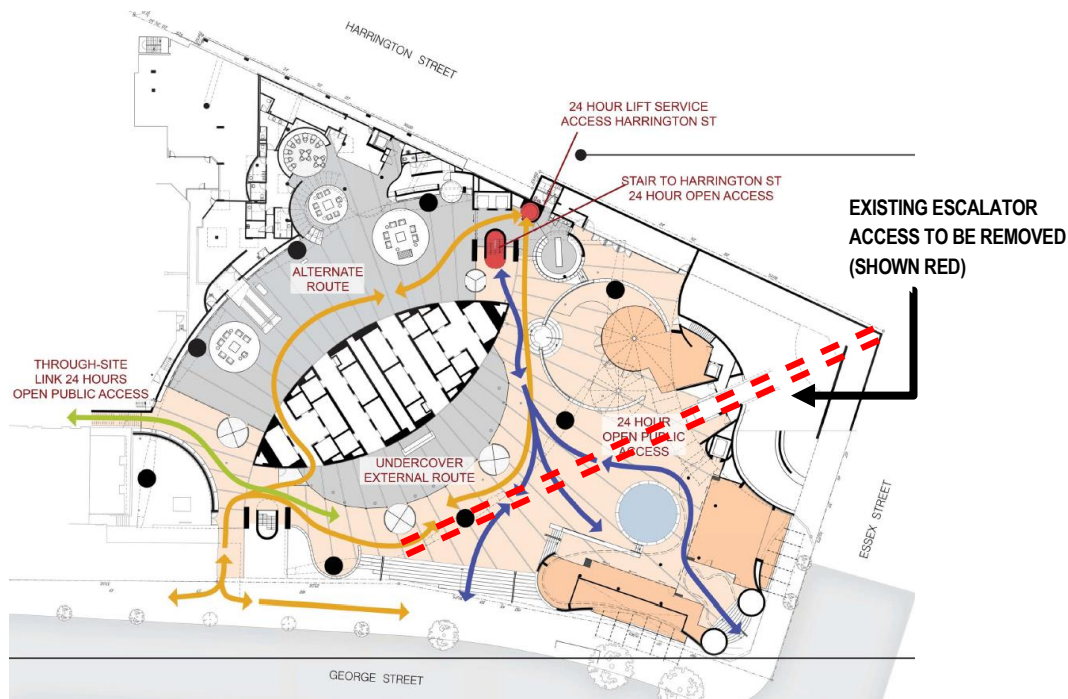


Figure 6 – Existing and Proposed through site link diagram
Source: HS A + JBA

3.1.1 Management of Through Site Link

The pedestrian link will be maintained via Grosvenor Place with security stationed in the office 24/7. Grosvenor Place will also be responsible for the maintenance and repair of the accessible lift, keeping the area free of rubbish, and ensuring the areas is maintained.

3.2 Alterations and Additions

3.2.1 North Court Building

As part of the application and removal of the existing escalators number of minor alterations and additions are proposed to the North Court Buildings (as shown on the Architectural Plans – **Appendix B**). This work, shown coloured on the Architectural Plans, includes a new entrance lobby to tenancy 5, removal of part of the existing glass awning (internal the courtyard), internal stair and lift access to tenancy 5 and infill of slab in the location of the escalators.

These works are primarily internal, and allow for the future fitout and use of Tenancy 5 to be functional and much more usable than the current arrangement. In turn, this will provide a far greater interface at the corner of Essex and Harrington Street.

3.2.2 Harrington Street Awning

As shown on the architectural plans (**Appendix B**) a new awning is proposed over the entry and waiting area of the accessible through site link. The awning structure is supported by a centrally located totem to minimise intrusion into the ground plane, and will also provide drainage from water collected from above. The awning will use up lighting against the painted steel and glazed structure, as shown on the Architectural Plans. An excerpt of the architectural plans showing the awning elevation is provided in **Figure 7**.

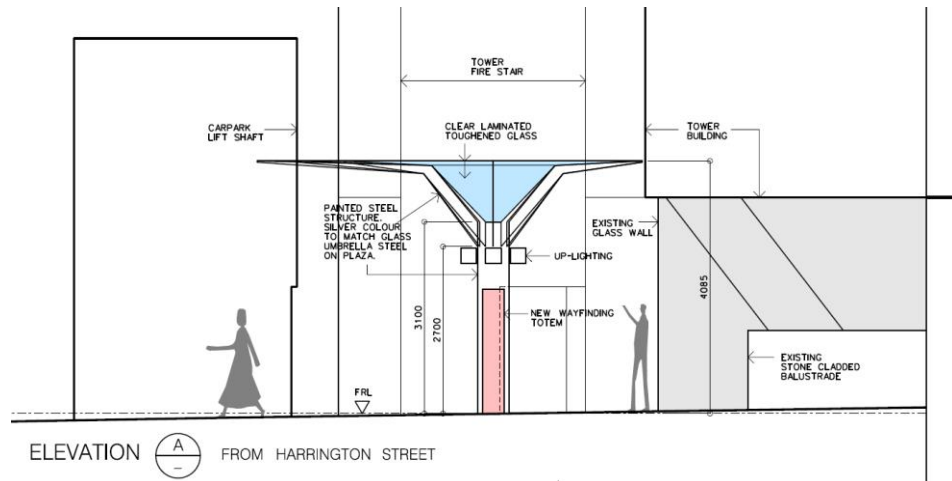


Figure 7 – Harrington Street awning design
Source: HS A

3.3 Signage/Wayfinding

To support the relocated through site link, new totem pole wayfinding signage is proposed within strategic points within the site. The signs are generally located near to primary pedestrian entry points and approximate locations are as follows:

- George Street, adjacent to The Morrison Hotel;
- George Street, adjacent to existing plaza stairs;
- Harrington Street lift and stair access points;
- Corner of George Street and Essex Street, adjacent to existing plaza stairs; and
- Corner of Essex Street and Harrington Street, adjacent to existing plaza stairs.

An example of the proposed signage design is provided below in **Figure 8**. The design, size, materials and finish have been carefully selected by the project architect to integrate with the existing base building. The location of signage is shown below in **Figure 9**.

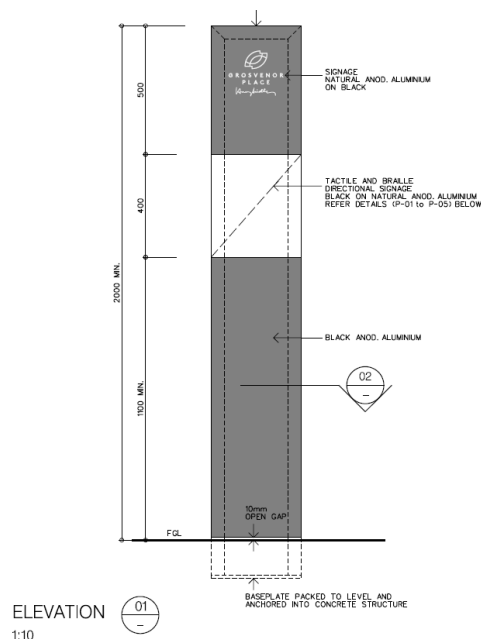


Figure 8 – Example signage design
Source: HS A

GEORGE STREET LEVEL



HARRINGTON STREET LEVEL

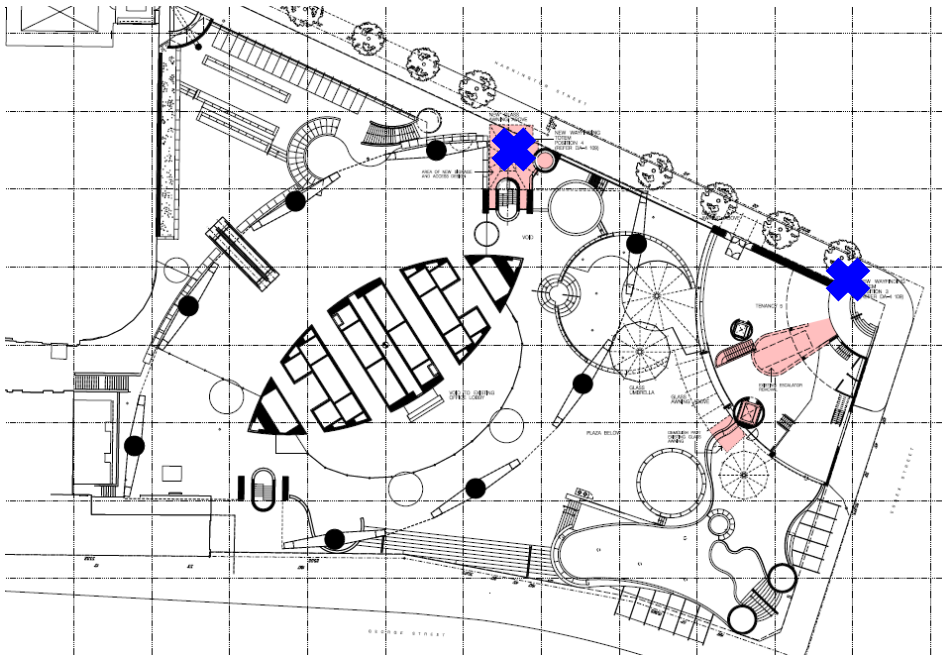


Figure 9 – Location of wayfinding signs – shown in blue
Source: HS A

3.4 Expressions and Materials

The proposal has been designed by Harry Seidler & Associates Architects, the original designers of the Grosvenor Place building and surrounding plazas. As stated previously, a primary design objective of this proposal is to ensure all works are implemented sympathetically in accordance with the original design.

The proposed materials, including glazing, steel, masonry etc (as detailed at **Appendix A**) are proposed to draw influence from the existing palette and provide integration to the existing building elements. This approach is consistent to the approved modifications to the North Building and Plaza under D/2014/1433

4.0 Consultation

In the preparation of this application consultation as undertaken with SHFA and City of Sydney Council as detailed below

4.1 Sydney Harbour Foreshore Authority

A number of meeting were held with the Eastview Commercial, HS A, JBA and Grosvenor Place. At these meetings, the proposal was presented and discussed, with feedback adopted and considered at each meeting. The following meets were held during the preparation and compilation of the final design and treatment of the proposal:

- **19 March 2015** - Meeting at SHFA offices to discuss the proposal
- **20 April 2015** - Site inspection of the Grosvenor Place site with SHFA, HAS , JBA, Eastview Commercial and Grosvenor Place
- **13 May 2015** - Meeting with SHFA to discuss the progression of the proposal, taking on board comments relating to the design of the link, and signage
- **22 July 2015** - Final meeting with SHFA

Following the preparation and submission of the request for SEARs, a draft copy of the EIS was sent to SHFA for information only.

4.2 City of Sydney Council

Plans of the proposed works, including the relocation of the pedestrian route were sent to Council on 25 March 2015 and discussed with the Area Planning Manager. At this time, Council noted that there were no significant concerns with the proposal.

Following additional meeting with SHFA and finalisation of the proposal design, a follow up email sent to Council on 27 July 2015 with the information provided to the DPE.

4.3 Public Exhibition

The proposed development will be placed on public exhibition for approximately 14 days in accordance with clause 83 of the *Environmental Planning and Assessment Regulation 2000*. During the public exhibition period Council, State agencies and the public will have an opportunity to make submissions on the project.

5.0 Environmental Assessment

This section of the report assesses and responds to the environmental impacts of the proposal.

5.1 Secretary's Environmental Assessment Requirements

Table 1 in **Section 1.5** of this report provides a summary which sets out the individual matters listed in the SEARs and identifies where each of these requirements has been addressed in this report and the accompanying technical studies.

5.2 Compliance with Environmental Planning Instruments

An assessment of the proposed development against the relevant legislation and planning controls is provided below. As demonstrated, the proposed development generally complies with all relevant Environmental Planning Instruments. Where minor variations to policies are proposed these are justified and outlined in the sections below.

5.2.1 State Environmental Planning Policy (State and Regional Development) 2011

As noted previously, the proposed works are located entirely within The Rocks, which is identified as a State Significant Site in Schedule 2 of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP).

Development at The Rocks that does not comply with the 'approved scheme' as defined under clause 27 of Schedule 6 of the *Environmental Planning & Assessment Act 1979* (EP&A Act), is identified as State Significant Development (SSD) for the purposes of the EP&A Act. The variation to the approved scheme (Sydney Cove Redevelopment Authority (SCRA) Scheme) consists of a relocation of identified pedestrian route, as further discussed at Section 5.2.5.

5.2.2 State Environmental Planning Policy No. 55 (SEPP 55)

SEPP 55 requires consent authorities to consider potential for or actual contamination within development site. The proposed works are limited to the base building and surrounding plaza area. The works will not necessitate any excavation or disturbance of sub-soil areas.

The existing usage of the site for commercial purposes does not change under the proposal. As such, the requirements of SEPP 55 do not apply in this instance and no further consideration is required.

5.2.3 State Environmental Planning Policy No. 64 – Advertising and Signage (SEPP 64)

SEPP 64 applies to all signage that can be displayed with or without development consent and is visible from any public place or public reserve.

All signs proposed within this application are to be either totem pole or wall mounted 'building identification' signs, which fall under the definition of

'signage' under SEPP 64. Accordingly, Part 3 of the SEPP, being advertising signage, is not applicable to the proposal.

On this basis, the objectives of SEPP 64 and the criteria in Schedule 1 – Assessment Criteria of SEPP 64 are required to be considered.

Clause 3 states the aims and objectives of SEPP 64 which are:

- a) to ensure that signage (including advertising):
 - (i) is compatible with the desired amenity and visual character of an area, and
 - (ii) provides effective communication in suitable locations, and
 - (iii) is of high quality design and finish, and
- b) to regulate signage (but not content) under Part 4 of the Act, and
- c) to provide time-limited consents for the display of certain advertisements, and
- d) to regulate the display of advertisements in transport corridors, and
- e) to ensure that public benefits may be derived from advertising in and adjacent to transport corridors.

The proposal is consistent with the above objectives in that the signage is complimentary to the architectural character of the existing plaza and building, together with the proposed alterations. It effectively communicates wayfinding through the building for the general public and is of a high quality finish. Schedule 1 of SEPP 64 contains a range of assessment criteria which are matters for consideration by the consent authority in assessing applications for signage. The proposal's performance against the assessment criteria is set out in **Table 2**.

Table 2 – Assessment of proposal against assessment criteria set out at Schedule 1 of SEPP 64

Assessment Criteria	Comments	Compliance
Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located?	The proposed signs are in keeping with the desired future character of the area and provide an enhanced range of information for the general public with respect to wayfinding.	✓
Is the proposal consistent with a particular theme for outdoor advertising in the area or locality?	Not applicable.	✓
Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas?	The proposal does not detract from the visual quality of the area and is not within any environmentally sensitive, natural conservation, open space, waterway, rural landscape areas, nor is in direct proximity to residential areas.	✓
Does the proposal obscure or compromise important views?	The proposed signs are all located at the ground floor and will not impact on views.	✓
Does the proposal dominate the skyline and reduce the quality of vistas?	The proposed signage is located at the ground floor, and will not impact on the skyline. The signage will not reduce the quality of vistas.	✓
Does the proposal respect the viewing rights of other advertisers?	The proposed signage will not impact on the viewing rights of any other advertisers.	✓
Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape?	The scale, form and proportion of the proposed signs are appropriate for the setting and will contribute to wayfinding throughout Grosvenor Place South.	✓
Does the proposal contribute to the visual interest of the streetscape, setting or landscape?	The proposed signage has been carefully integrated into the design of plaza and building exterior.	✓
Does the proposal reduce clutter by rationalising and simplifying existing advertising?	Not applicable. The proposal wayfinding signage is a new initiative given the proposed changed to public access.	N/A

Assessment Criteria	Comments	Compliance
Does the proposal screen unsightliness?	Not applicable.	N/A
Does the proposal protrude above buildings, structures or tree canopies in the area or locality?	The proposed signage will not protrude above buildings, structures or tree canopies in the area or locality.	✓
Does the proposal require ongoing vegetation management?	The proposal does not require ongoing vegetation management.	✓
Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located?	The signage only comprises five totem signs, of a typical height of 2m. These signs are compatible with the characteristics of Grosvenor Place.	✓
Does the proposal respect important features of the site or building, or both?	The proposed signs will not distract from the design of Grosvenor Place.	✓
Does the proposal show innovation and imagination in its relationship to the site or building, or both?	The proposal relates well to the Grosvenor Place complex, with logos used which is consistent with the commercial branding of the building.	✓
Have any safety devices, platforms, lighting devices or logos been designed as an integral part of the signage or structure on which it is to be displayed?	Not applicable, no illumination is proposed. All signage is to be located in areas already lit by existing lighting.	✓
Would illumination result in unacceptable glare?	As above, not applicable.	N/A
Would illumination affect safety for pedestrians, vehicles or aircraft?	As above, not applicable.	N/A
Would illumination detract from the amenity of any residence or other form of accommodation?	As above, not applicable.	N/A
Can the intensity of the illumination be adjusted, if necessary?	As above, not applicable.	N/A
Is the illumination subject to a curfew?	As above, not applicable.	N/A
Would the proposal reduce the safety for any public road?	Due to the design, location and size of the proposed signs, the proposal will not reduce road safety.	✓
Would the proposal reduce the safety for pedestrians or bicyclists?	The proposed will not reduce pedestrian or cyclist safety.	✓
Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas?	The proposed totem signs are slimline and will not obscure sightlines from public areas.	✓

5.2.4 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP)

The SREP aims to ensure that the Sydney Harbour Catchment is protected, enhanced and maintained. The SREP also aims to achieve an ecologically sustainable urban environment and encourage a culturally rich and vibrant place for people. The proposed works will not harm the ecology of the harbour or the cultural vibrancy of the area, being outside the Foreshore Area and Boundary and the Sydney Opera House buffer zone. The proposal is consistent with the aims and objectives of the SREP.

5.2.5 Sydney Cove Redevelopment Authority Scheme (SCRA)

The site falls within the XLIV-A zone of this document which permits commercial and special uses to be carried out on the site. The proposed use is ancillary and complimentary to the existing commercial use and so complies with this control.

The proposal seeks to relocate the nominated through-site pedestrian links as part of the alterations and additions. The proposed amendment shown on the Architectural Plans is also shown on the relevant SCRA Scheme Map below in **Figure 10**.

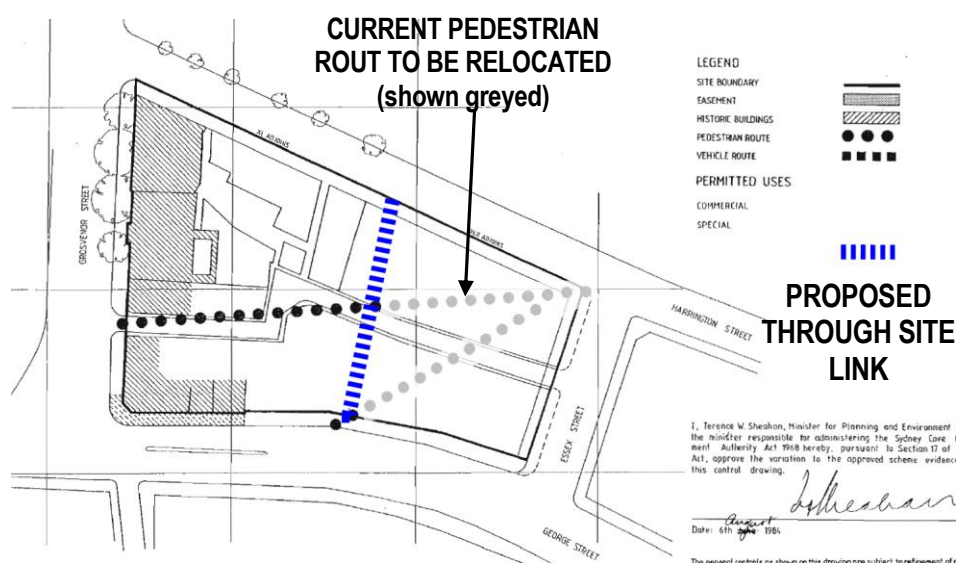


Figure 10 – Building Site Control Drawing XLIV-A- Grosvenor Place
Source: SCRA

5.3 Strategic Plans & Guidelines

The proposed works consistency and compliance with the relevant strategic and statutory plans and policies is provided in **Table 3** below.

Table 3 – Consistency with key strategic plans and guidelines

Strategic Plan	Comments
NSW 2021	NSW 2021 is a 10 year plan to rebuild the economy, return quality services, renovate infrastructure, restore accountability to government, and strengthen local environment and communities. The proposal is consistent with the goals of NSW 2021 in that it aims to: - Enhance a prominent pedestrian plaza within the Sydney CBD. - Improve pedestrian connectivity within the area which will in turn support the prosperity of the Sydney CBD.
A Plan for Growing Sydney	The proposal is consistent with A Plan for Growing Sydney in that it will: - Grow a more internationally competitive Sydney CBD. - Support the revitalisation of CBD office space.
Draft Sydney City Subregional Strategy	The Draft Sydney City Metropolitan Sub-regional Strategy outlines seven key strategies for the development of Sydney over the next 25 years. The proposed development is consistent with the objectives of the Strategy in that it will: - Enhance and revitalise a popular business and recreational hub; - Provide works which will enhance the public domain and will support the on-going development and improvement of the Sydney CBD. - Respect the heritage and cultural significance of the surrounding locality.

Strategic Plan	Comments
Sydney's Walking Future	Sydney's Walking Future is a plan to encourage walking as a component of an integrated transport system for Sydney. The proposed development is consistent with the objectives of the Strategy in that it will: - Complements the Sydney CBD light rail line under construction, in improving walking connectivity to future stations. - Improved safety and wayfinding.

5.4 Sydney Development Control Plan 2012

The subject site is not identified as being subject to the provisions of the *Sydney Local Environment Plan 2012*. However, the proposal has been considered against the relevant provisions of the *Sydney Development Control Plan 2012 (SDCP)* to ensure it achieves design excellence.

5.5 Heritage

The location of the proposed works are not listed in the State Heritage Register under the Heritage Act 1977. Whilst it is noted that items of heritage significant are present on the subject site to the south (including Royal Naval House, Federation Hall and Courtyard, Johnson Building and Brooklyn Hotel) the location of the proposed works is significantly separate and will not have any impact upon these items with the curtilage of these items clearly defined on the NSW Heritage Branch Map (as shown in **Figure 11**).

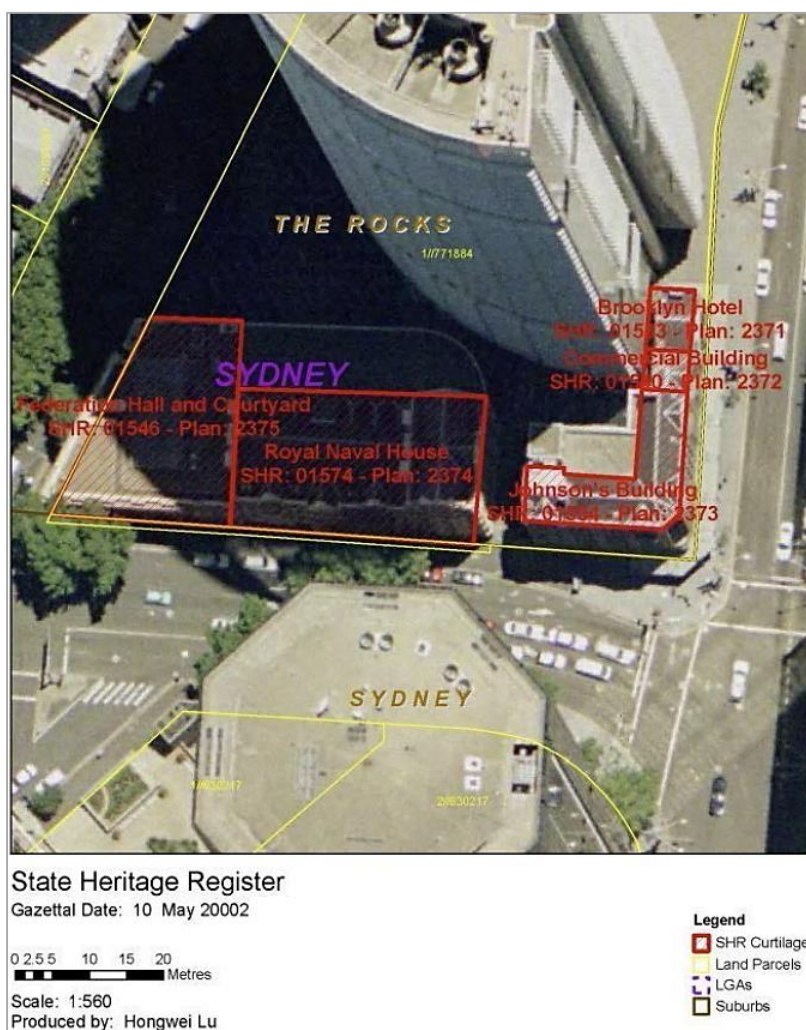


Figure 11 – State Heritage Register Curtilages
Source: Heritage Council of New South Wales

In this regard, as the proposed works fall outside of the curtilage of the heritage items located within 'Part Lot 1 DP 771884', the proposed works do not require the consent of the NSW Heritage and comply with the requirements of the Heritage Act 1977.

Notwithstanding, a Statement of Heritage Impact has been prepared by Graham Brooks and Associates and is provided at **Appendix E**. This report evaluates the impact of the proposal with regards to the relevant provisions of the City of Sydney Council, the Heritage Division of the NSW Office of Environment and Heritage and the SEARS.

This report concludes that the proposed alterations and additions, including the through site link, will have no adverse impacts on the heritage significance of the adjacent properties or on The Rocks Conservation Area. Furthermore, the proposal is consistent with the heritage requirements and guidelines of The Rocks Heritage Management Plan.

5.6 Traffic and Parking

The proposed amendments to the base building will not affect the existing car parking arrangements within the basement, or traffic movements on surrounding streets. The occupation of tenancy 5 will be the subject of a separate fitout and use approval, that will address the requirements for loading/unloading and any staff parking.

5.7 Accessibility

Morris-Goding Accessibility Consulting has undertaken a review of the development and provided recommendations for maximising site accessibility in compliance with the relevant standards (refer to **Appendix C**). The report recommends that the recommendations of the alternative solution report pertaining to access (prepared in April 2015) be implemented.

In accordance with the recommendations of the reports, the proposal demonstrates an appropriate degree of accessibility. The Architectural Drawings indicate that compliance with statutory requirements, pertaining to site access, ingress and egress, common area access, circulation areas, can be readily achieved.

5.8 Urban Design & Amenity

The proposal has been designed by Harry Seidler & Associates, the original architects of Grosvenor Place. High quality urban design with good levels of public amenity has been at the forefront in formulating this proposal, as well in consistency of materials and design. The works proposed complement the approved upgrades to the North Plaza under D/2014/1433 which include significant landscaping, accessibility and public domain improvements together with enhanced retail, food & drink premises. Materials used complement those used in other parts of the site.

The proposal in itself provides enhanced amenity to the general public by providing a 24hr mid-block pedestrian link which is subjected to both passive and active security (given the location of the 24 hour Grosvenor Place security office and existing lighting within the Grosvenor Place site. The proposal does not necessitate significant building amendments and is consistent with the design vision for the site.

5.9 Flooding

The proposal does not involve any change to existing footpath levels or existing paths of access through the site. As such, the proposal will not alter the current site arrangements against the City's Interim Floodplain Management Policy.

5.10 Services and Infrastructure

The proposal will not have any impact to external services and infrastructure to the site and surrounding sites. Each existing service affected by the construction work will be disconnected, capped off, removed, altered or redirected, as necessary for the completion of the works. Any augmentation capping of any services required will not affect any surrounding property.

5.11 Building Code of Australia Requirements

A BCA compliance Report prepared by BCA Performance Pty Ltd is included at **Appendix D**. The report concludes that the current building has been designed with regard to the requirements of the BCA and the proposed development either complies or is capable of complying with the relevant performance requirements of the BCA.

5.12 Environmentally Sustainable Development

The proposed development has been designed to incorporate the provisions of the SFHA Green building User Guide and reflect the requirements of the City of Sydney's sustainability controls and strategies. Section 3.9 sets out the measures which to be incorporated and/ or considered within the design of the development to achieve the following ESD goals within the proposed development. Each of these will be required to be considered as part of the future fitout and use of tenancy 5:

- reduction in overall energy consumption;
- reduction in overall water usage;
- overall reduction in carbon footprint;
- reduction in construction material usage; and
- promote a healthier environment for the occupant.

The proposed development is also consistent with the five accepted principles of ESD below,

Integration Principle

The integration principle holds that decision making processes should effectively integrate both long-term and short-term economic, environmental, social and equitable considerations. The design of the proposed development has been developed in accordance with ecological sustainable design principles.

Precautionary Principle

If there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. There are no environmental constraints that preclude the proposed development on the Site, subject to the appropriate management in future planning, design, construction and operational strategies.

Inter-generational Principle

The principle of inter-generational equity holds that the present generation should ensure that the health, diversity and productivity of the environment is maintained or enhanced for the benefit of future generations.

The proposed development will directly benefit current and future generations in that it will contribute to the long term vitality of building itself and The Rocks precinct at a wider scale.

Biodiversity Principle

Under the biodiversity principle, the conservation of biological diversity and ecological integrity should be fundamental consideration in decision-making.

The Site is fully developed and the proposed works generally include the refurbishment of existing internal areas within an existing building. The Site therefore does not contain any threatened or vulnerable species, populations, communities or significant habitats. Construction and ongoing operations of the building will be managed to ensure that there are no off-site indirect impacts.

Valuation Principle

Under this principle, improved valuation, pricing and incentive mechanisms should be promoted. The costs of infrastructure and measures to ensure an appropriate level of environmental performance on the Site have been incorporated into the cost of the development.

5.13 Construction Impacts

A Construction and Environmental Management Plan (CEMP) has been prepared by Built and is provided at **Appendix G**. This plan is to be implemented for the proposed development by the appointed contractor prior to commencement of works. The CEMP will be undertaken in accordance with the relevant applicable Australian Standards and Occupational Health and Safety requirements and addresses the following matters:

Mitigation measures are also included in the CEMP to ensure that construction works do not cause any adverse environmental impacts upon the surrounding area. The components of the CMP and mitigation measures are provided below:

Site Access Controls, Public Safety, and Security

Class A and B hoarding will be erected around the site as shown in the CMP to ensure that pedestrian movements will not be affected by the development. The hoarding will primarily be located along Harrington Street and will secure the site.

Construction Hours

Hours of construction are proposed to be between 7:00am and 7:00pm Monday to Friday, 7:00am and 3:00pm Saturday with No work on Sunday. These are proposed in line with NSW EPA, Environment Noise Control Manual and City of Sydney Council standard hours of construction.

Stormwater and Wastewater Management

- Provision of silt fences, swales and sediment traps along property boundaries and around stormwater inlet drains within the site as required; and
- existing paint wash out area (on the site) in Grosvenor Place will be utilised for the cleaning of painting materials.

Noise and Vibration Control

In order to manage noise and vibration the following mitigation measures will be implemented:

- construction in accordance with the approved hours;
- the maximum noise levels of all construction plant and equipment is to generally comply with EPA requirements;
- site induction for workers to ensure they are aware of construction hours and any restrictions on the use of equipment; and
- practical measures, and actions taken to avoid noisy works such as equipment selection and limiting noisy works during the 'lunch time period'.

Materials Management, Recycling and Reuse

A detailed materials selection and ordering process will be established to minimise waste from over ordering. Waste generation from construction activities will be minimised where possible, reused or recycled where applicable with the provision of dedicated recycling containers (for collection by an approved waste handling company where appropriate). The waste management provisions will include details at demolition and construction phase which relate to the following:

- practical measures associated with the contractor works to prevent waste entering the site;
- waste streams resulting from the materials which can be recycled and will be actively managed as part of the on-site waste reduction activities; and
- alternative products containing recycled material that could be utilised in the development, in place of traditional materials, which conform and meet the design specification.

In addition, all suppliers of building materials will also be encouraged to nominate packaging minimisation and reuse initiatives as part of the product supply to the project.

Construction Traffic Management

A detailed Construction Traffic Management Plan will be prepared prior to works commencing that will include traffic management (any require road closures, temporary access driveways and works zones), clearly articulated construction vehicle ingress and egress routes to the site, traffic control methods (including traffic controllers)

Site Contact, Notification and Consultation

A site contact person (public liaison officer) will be nominated for the site, with contact number made visible to the public. The public liaison officer will make the relevant parties aware in a reasonable time of any disruptive activities. Consultation will be undertaken with relevant authorities as required including SHFA, City of Sydney, RMS, STA and NSW Police.

Air Quality Management

- All construction plant, equipment and vehicles are to be properly maintained and operated so as to alleviate excessive exhaust emissions;
- Waste loads leaving the site are to be covered at all times;
- All dust generating construction activities are to cease during high
- wind conditions unless such operations can be controlled by
- containing wind from the site with hoardings.

- The burning of waste materials and the lighting of fires will be strictly prohibited on the site at all times;
- Continual visual monitoring of the site will be undertaken by site management to ensure that works do not generate unacceptably high levels of dust;
- Wherever practical, materials and processes that are non-toxic will be employed to minimize possible harmful effects to air quality; and
- Wherever practical any ozone depleting gases in building services installations will be removed prior to deconstruction works

Construction Period

It is not anticipated that the construction works for the proposal will exceed 12 months.

5.14 Site Suitability for the Proposed Development (S.79C (1) (c))

The proposed works are suitable when considered in the context of the locality. The proposal will improve the vitality and liveliness of the public domain and promote the continued viability of the building and its function in supporting Sydney's roles as a principle Centre for finance, commerce, retailing and other activities, consistent with Council objectives.

5.15 The Public Interest (S.79C (1) (e))

In the absence of any demonstrated adverse implications in terms of the public interest and as the uses proposed are permissible in accordance with the applicable planning legislation, the proposal is consistent with the interests of the public. The proposal will serve to create a vibrant and active frontage to the existing and new retail tenancies on the site.

6.0 Variation to the SCRA Scheme

Variation to the SCRA Scheme is sought under Clause 4 of the *Environmental Planning and Assessment (Sydney Cove) Savings and Transitional Regulation 1999*. That clause states as follows:

Application for variation to approved scheme

- (1) If a person proposes to carry out development on land within the Sydney Cove Redevelopment Area and the proposed development does not comply in all respects with the approved scheme, the person may apply to the Minister for a variation to the approved scheme that the person considers necessary to be made to enable development consent to be granted to the proposed development.*
- (2) The application must:*
 - a) describe the respects in which the proposed development does not comply with the approved scheme, and*
 - b) set out the reasons for the variation to the approved scheme for which the person is applying, and*
 - c) address the matters referred to in clause 9 (2) in relation to which the Minister must form an opinion before making a variation to the approved scheme.*

The matters referred to in clause 9 (2) relate to determining that the draft variation:

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

6.1 Proposed Variation to the Scheme

The SCRA Scheme sets out building envelope controls that would be exceeded by the proposed development. Those controls are shown on Building Site Control Drawing XLIV-A– Grosvenor Place.

This submission supports a variation to the Scheme by modifying drawing XLIV-A to allow a relocation of the pedestrian route through the site as shown in **Figure 10**.

As the proposed works do not comply with the SCRA Scheme, the Regulations require variation to the SCRA Scheme prior to the approval of an application.

6.2 Matters for Consideration

As noted above, Clause 9(2) of the Regulation requires consideration of a number of specific matters. As assessment of these matters for consideration is provided below in **Table 4**.

Table 4 – Matters for consideration – Clause 9(2) of the Regulation

Matter for Consideration	Response
a) will not permit development that will adversely affect:	-
i. development on adjoining land, or	▪ The proposed variation to the SCRA scheme will not have any adverse impact on, or affect the development of adjoining land surrounding the site. All works associated with the proposal are contained within the site.
ii. The heritage significance of buildings, structures or sites in the locality, or	▪ The Heritage Impact Statement prepared by GBA (Appendix F) confirms that the proposed alterations and additions, including the relocation of the pedestrian route will have no adverse impacts on the heritage significance of the adjacent properties or on The Rocks Conservation Area. The proposal is consistent with the heritage requirements and guidelines of The Rocks Heritage Management Plan, and has been designed by the original architects in consultation with SHFA.
iii. the quality of the public domain in the locality, and	▪ The proposal seeks to significantly improve the existing treatment and pedestrian interface of the corner of Essex and Harrington Streets, allowing the occupation of a future tenant. The addition of a large awning over the Harrington Street building entry and 24/7 accessible through site link provide a significant improvement to the public domain of Harrington Street, whilst providing shelter and refuge for pedestrians using the eastern side of Harrington Street.
b) will not permit development that will have an adverse impact on the natural or built environment or an adverse social or economic impact in the locality, and	▪ The proposal will not adversely impact the natural or built environment, nor have an adverse social or economic impact ▪ On the contrary, the removal of escalators on the corner of Essex and Harrington Street allows for a future tenancy that would contribute to the economic vitality of the locale, whilst providing a 24/7 accessible through site link that is not currently provided on the site.
c) will conform with the general planning and design principles for the Sydney Cove Redevelopment Area,	▪ The proposed works are fully contained within the established building envelope and for the uses identified within the SCRA. ▪ The proposal is consistent with the planning and design principles and the Sydney Cove Redevelopment Area by supporting permeability through sites and not adversely impact the heritage significance of the area.

6.3 Summary

This submission seeks variation to the Sydney Cove Redevelopment Authority Scheme under Clause 4 of the *Environmental Planning and Assessment (Sydney Cove) Savings and Transitional Regulation 1999*.

In accordance with clause 4(2) of the Regulation, this submission describes the manner in which the proposed development does not comply with the Scheme, sets out the reasons for the proposed variation, and addresses the matters set out in clause 9(2) of the Regulation.

The variation relates only to the relocation of the pedestrian route through the site, and does not seek to vary the approved building envelop.

The proposed development would not cause any unacceptable impacts to the amenity of surrounding developments, or any unacceptable visual impacts. Rather, the relocation will allow for the revitalisation of the Essex/Harrington Street corner, from its present situation.

The proposed variation and relocation of the pedestrian route will not be visually obtrusive when viewed from surrounding areas and would not block significant views.

It is considered that approval of the proposed development would be consistent with the functions of the Sydney Harbour Foreshore Authority as set out in clause 12 of the *Sydney Harbour Foreshore Authority Act 1998*. The proposal will have an overall positive contribution to The Rocks precinct.

7.0 Mitigation Measures

The collective measures required to mitigate the impacts associated with the proposed works are detailed in **Table 5** below. These measures have been derived from the previous assessment in Section 5.0 and those detailed in appended consultants’ reports.

Table 5 – Mitigation Measures

Mitigation Measures
Construction Management Prior to work commencing, a detailed Construction and Environmental Management Plan (CEMP) will be prepared for the proposed development by the appointed contractor prior to commencement of works. The CEMP will be prepared in accordance with the relevant applicable Australian Standards and Occupational Health and Safety requirements and will address the following matters: ▪ site access controls, public safety, amenity and security; ▪ construction staging; ▪ construction hours; ▪ noise and vibration control; ▪ material management, waste and material re-use; ▪ construction traffic management; ▪ dust suppression; and ▪ notification of surrounding properties.

8.0 Conclusion

The Environmental Impact Statement (EIS) has been prepared to consider the environmental, social and economic impacts of the proposed alterations and additions to the base building of Grosvenor Place at 225 George Street, Sydney. The EIS has addressed the issues outlined in the Secretary's Environmental Assessment Requirements (**Appendix A**) and accords with Schedule 2 of the EP&A Regulation 2000 with regards to consideration of relevant environmental planning instruments, urban design, amenity, ecological sustainability, accessibility, heritage, infrastructure, construction impacts, site management and consultation.

Having regard to biophysical, economic and social considerations, including the principles of ecologically sustainable development, the carrying out of the project is justified for the following reasons:

- the proposal is permissible with consent and meets all requirements of the relevant planning controls for the site;
- the proposal is consistent with the principles of ecological sustainable development as defined by Schedule 2(7)(4) of the *Environmental Planning and Assessment Regulation 2000*; and
- the relocation of the through site link and rationalisation of the Tenancy 5 floorplate as part of the North Court Building will provide a better quality environment, allowing for improved streetscape interaction and economic activity.

Given the merits described above, and the significant public benefits associated with the proposed development, it is recommended that the application be approved.