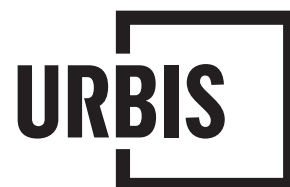




ENVIRONMENTAL IMPACT STATEMENT

WANDA SYDNEY PROJECT
DEMOLITION STAGE 2 SSD DA

PREPARED ON BEHALF OF
WANDA GROUP
OCTOBER 2016



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Tim Blythe
Senior Consultant	Ashleigh Ryan
Consultant	Jocelyn McDowall
Project Code	SA5886
Report Number	FINAL

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STATEMENT OF VALIDITY

SUBMISSION OF ENVIRONMENTAL IMPACT STATEMENT

Environmental Assessment Prepared by:

Name: Jocelyn McDowall (Consultant)
Bachelor of Urban and Environmental Planning (Hons I)/Bachelor of Environmental Science, Griffith University

Address: Urbis Pty Ltd, Tower 2, Level 23, Darling Park, 201 Sussex Street Sydney NSW 2000

Land Details: 1 Alfred Street, 19-31 Pitt Street, and 31A Pitt Street Sydney NSW 2000

Applicant Details: Wanda One Sydney Pty Ltd

Applicant Address: C/- Urbis Pty Ltd, Tower 2, Level 23, Darling Park, 201 Sussex Street Sydney NSW 2000

Project Summary: A Stage 2 State Significant Development Application to demolish all structures to ground level slab on 1 Alfred Street, 19-31 Pitt Street and 31A Pitt Street, Sydney.

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

- In accordance with the requirements of the *Environmental Planning and Assessment Act 1979* (EP&A Act 1979) and *Environmental Planning and Assessment Regulation 2000* (EP&A Regulation 2000);
- Containing all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates; and
- The information contained in this report is true in all material particulars and is not misleading.



Jocelyn McDowall (31 October 2016)

EXECUTIVE SUMMARY

This Environmental Impact Statement (EIS) has been prepared on behalf of Wanda One Sydney (Wanda) in support of a State Significant Development (SSD) Development Application for the demolition of all structures located on 1 Alfred Street, 19-31 Pitt Street, and 31A Pitt Street, Sydney (the site). This demolition seeks to facilitate the delivery of a world-class hotel and mixed use residential tower on the site, offering both Sydneysiders and visitors alike a new welcoming gateway to the city from Circular Quay.

This EIS has been prepared in response to Secretary's Environmental Assessment Requirements (SEARs) issued on 30 June 2015 pursuant to Clause 3 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000*. This EIS assesses the proposed demolition works of all structures on site in accordance with the plans prepared by Crone and against the relevant considerations of Section 79C of the *Environmental Planning and Assessment Act 1979* (EP&A). This EIS includes an assessment of compliance with the statutory and strategic framework, amenity, heritage, traffic and parking, access, ESD, and other relevant planning considerations.

PROPOSED DEVELOPMENT

The Central Sydney Planning Committee (CSPC) granted deferred commencement consent to D/2015/1049/A for "State Significant Development – Stage 1 application for building envelopes and proposed uses for two mixed use buildings (Tower A and Tower B) above six levels of basement car park" at 1 Alfred Street, 19-31 Pitt Street, and 31A Pitt Street, Sydney on 10 December 2015.

This proposal seeks development consent for the demolition of all structures to slab level located at 1 Alfred Street, 19-31 Pitt Street, and 31A Pitt Street, Sydney. Demolition of these structures to slab level will facilitate the timely delivery of the development on site subject to separate development applications.

PLANNING FRAMEWORK

As the proposed development seeks demolition of all structures on site, in accordance with a Stage 1 SSD approval that includes a component of visitor accommodation exceeding \$100 million Capital Investment Value (CIV). This application is defined as SSD under Clause 13.2 of Schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011* (SEPP SRD).

Notwithstanding the above, a request was made to the Minister of Planning and the Secretary of the Department of Planning and Environment on 5 June 2015 pursuant to Section 23 of the EP&A Act to provide for the delegation of:

- The consent authority function for SSD on the site to the CSPC (delegated from the State); and
- The development application functions for SSD applications on the site to the City of Sydney Council.

The instrument of Section 23 Delegation of the consent authority function for the application was issued by the Minister for Planning on 4 August 2015 and by the Secretary of the Department of Planning and Environment on 10 August 2015.

As such, this Stage SSD Demolition Development Application is lodged for assessment by the City of Sydney and determination respectively by the Planning and Development Committee.

KEY PLANNING CONSIDERATIONS

This EIS assesses the development as proposed with regard to the relevant planning instruments and policies, and demonstrates that the proposed development does not result in any significant departures from the applicable controls or relevant conditions of the Stage 1 consent, or results in any unreasonable environmental effects.

Notably the proposed development is considered acceptable because:

- **Consistent with state and local strategic planning policies.** The proposed demolition will assist in facilitating redevelopment of the site that positively contributes to state strategic planning requirements to facilitate new dwelling approvals in targeted urban renewal areas. It is also consistent with Council's Sustainable 2030 Strategy and the desired future character for the locality.

- **The proposal satisfies the applicable local and state planning policies.** The proposal has been determined to achieve a high level of compliance with Council's current planning controls. Where the proposal does not fully comply with a provision, this report has demonstrated the objectives and intent of the provision have been met and therefore achieving compliance.
- **The proposal is in the public interest.** The proposed demolition will facilitate redevelopment of the site for a world class hotel and mixed use residential development. The applicant understands the importance of efficient construction works on site, particularly given its prominent location and visibility to the public. This application seeks to enhance the efficiency of the proposed construction program reducing the impacts of redevelopment of site.

Having considered all the relevant matters, we conclude that the proposal will facilitate a commendable redevelopment outcome that upholds the vision to transform the APDG Precinct, and the wider Circular Quay area, into a vibrant mixed use precinct and accommodate a mix of retail, tourist facilities, bars and restaurants. The proposal therefore is considered well-worthy of Council support and ultimately approval by the Planning and Development Committee.

1. INTRODUCTION

This Environmental Impact Statement (EIS) has been prepared by Urbis on behalf of Wanda One Sydney Pty Ltd (the applicant) to accompany a State Significant Development (SSD) development application (DA) under Part 5 of the Environmental Planning and Assessment Act 1979 (EP&A Act).

This EIS seeks development consent to demolish structures on 1 Alfred Street, 19-31 Pitt Street, and 31A Pitt Street, Sydney (the site), legally described as Lot 8 in DP1224258.

This EIS has been prepared in response to Secretary's Environmental Assessment Requirements (SEARs) issued on 30 June 2015 pursuant to Clause 3 of Schedule 2 of the *Environmental Planning and Assessment Regulation* (EP&A Regulation) 2000, and also provides an assessment of the application against the relevant provisions of the *Environmental Planning and Assessment Act* (EP&A Act) 1979.

This EIS is supported by various technical reports and plans provided within the Appendices of this report.

1.1. THE SITE

The site is bounded by Alfred Street to the north, Pitt Street to the east, Rugby Place to the south and George Street to the west and forms the northern portion of the Alfred, Pitt, Dalley and George (APDG) Precinct identified at Clause 6.25 of the Sydney Local Environmental Plan (SLEP) 2012. The site has an area of 4,041sqm.

Figure 1 – The Site



Source: Google Earth

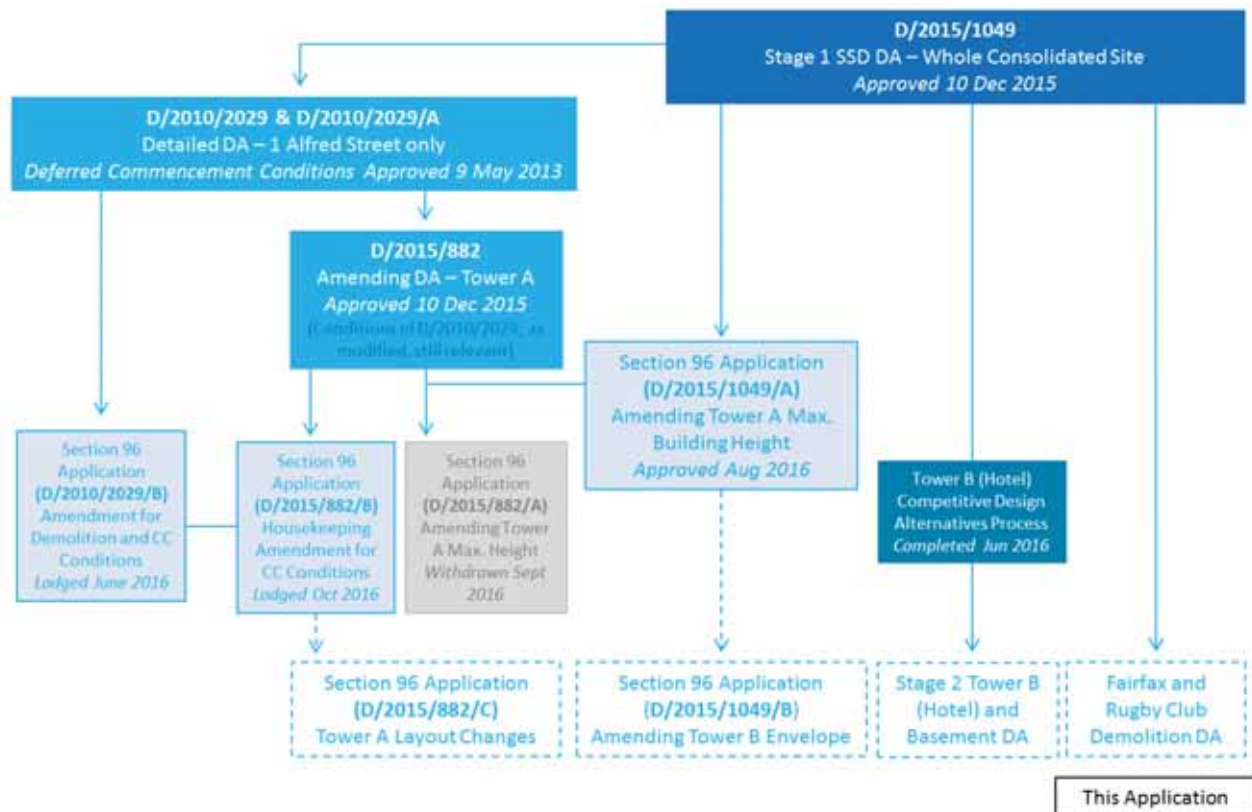
2. BACKGROUND

2.1. RELATED APPLICATIONS

The current application seeks consent for the demolition of Fairfax House and Rugby Club, in accordance with existing development consents are the outcome of various previous planning approval processes. Figure 3 illustrates diagrammatically the relevant development consents associated with this DA.

It is noted that this development consent, including any concurrent modification applications, is not impacted by the proposed development.

Figure 2- Diagrammatic Summary of Relevant Development Consents



2.1.1. Stage 1 SSD DA

A Stage 1 State Significant Development (SSD) DA has also been granted for the site and also including the adjacent Golfields House (1 Alfred Street). The CSPC granted deferred commencement consent to this Stage 1 SSD DA (D/2015/1049) for:

“Stage 1 application for building envelopes and proposes uses for two mixed use buildings (Tower A and B) above six levels of basement car parking”

On 10 December 2015 the CSPC granted deferred development consent to D/2015/882 for:

“Stage 2 development application for the construction of a new mixed use building (Tower A) of 57 storeys, including residential apartments, retail space and landscaping improvements”.

On the 11 August 2016 the CSPC granted consent to a modification to the Stage 1 SSD DA which included an increase to the maximum allowable building height of the Tower A envelope to RL200.

2.1.2. Concurrent Development Applications

In concurrence with the lodgement of this DA, the following applications have been lodged to the City of Sydney:

- A Section 96(2) Application for D/2015/882/B – to amend layout changes to Tower A;
- A Section 96(2) Application for D/2015/1049/B – to amend the building envelope for Tower B; and
- A Stage 2 Development Application for Tower B and the Basement (also including the demolition of Fairfax House and Rugby Place).

It is noted that the outcome of this development application will not impact the aforementioned development consents or applications.

2.2. PRE-LODGEEMENT CONSULTATION

The applicant and their design team have had multiple meetings with the City of Sydney to inform the proposed development works and approval pathway. In addition, accordance with the requirements of the SEARs, consultation with various public authorities, such as the CBD Coordination Office, EPA, Sydney Water, Transport for NSW, Sydney Trains and Ausgrid has occurred.

These meetings were primarily held in relation to the built works proposed for the concurrent Stage 2 SSD DA for the hotel and basement, the Section 96(2) Modification to D/2015/1049, and the Section 96(2) Modification to D/2015.882.

In accordance with the requirements of the SEARs, a Community Engagement Framework is proposed to guide the public consultation process during the assessment of this SSD DA.

As demonstrated, the design team has previously consulted with key referral agencies relevant to the project prior to the lodgement of the SSD DA to establish if there are any issues and action required prior to be incorporated into the proposal. The comments received by these referral agencies have informed the proposed design.

This EIS and accompanied documentation will be publically exhibited for a minimum of 30 days in accordance with Clause 83 of the EP&A Regulation 2000. We understand that the EIS and accompanying documentation will be available on both the City of Sydney Council's website and the Department of Planning and Environment's websites, in addition to being advertised in the local newspaper. Surrounding land owners will be notified of the application by the City of Sydney Council and invited to make a submission during the public exhibition period.

3. SITE ANALYSIS

3.1. SITE LOCATION

The site is located on the northern edge of the Sydney CBD, within the City of Sydney Local Government Area (LGA). The site is bounded by Alfred Street to the north, Pitt Street to the east, Rugby Place to the south and George Street to the west.

The site is located between two key districts in Circular Quay to the north and the financial district to south of Bridge Street. The sites locational context is shown at Figure 3.

Figure 3 – Site Location



Source: Nearmap

3.2. SITE DESCRIPTION

The site is referred to as Goldfields House, 19-31 Pitt Street and 1 Alfred Street, Sydney, legally described as Lot 8 in DP 1224258. The site has the following characteristics:

- The site is irregular in shape and occupies an area of 4,041sqm;
- The site is subject to a number of easements, as shown within the Volume of Plans, for:
 - Right of Way;
 - Right of Way and Easement for Light and Air;
 - Right of Carriageway;
 - Easement for Services; and
 - Easement for Water Pipes.

3.3. EXISTING DEVELOPMENT

Goldfields House – 1 Alfred Street

The Goldfields House site currently comprises the following:

- A 26 storey commercial office tower, with retail spaces at ground level, completed in 1966. The total existing gross floor area is approximately 29,170sqm.
- Pedestrian access into the office tower is provided at towards the corner of George Street and Alfred Street.
- Primary vehicular access is provided via a basement entry ramp off 13-17 Pitt Street, to the Wilson Gold Fields Car Park. The entry ramp is located adjacent to the boundary at 19-31 Pitt Street. In total, approximately 120-130 car spaces are provided within the basement area. Secondary vehicular access including a loading dock is provided at the rear of the site via Rugby Place.

Photographs of the Goldfields House site are provided below.

Figure 4 – Photographs of 1 Alfred Street



Picture 1 – View From The North



Picture 2 – View From The West

Fairfax House – 19-31 Pitt Street

The Fairfax House site currently comprises the following:

- A 13 storey commercial office tower, constructed in 1970, with retail shops at ground level. The total existing gross floor area is approximately 5,561sqm.
- Pedestrian access into the office tower is provided at the corner of Pitt Street and Rugby Place.
- Based on the existing site plans, the Fairfax House building consists of one basement level however the Wilson Gold Fields Car Park is located adjacent to the site.

Photographs of the Fairfax House site are provided below.

Figure 5 – Photographs of 19-31 Pitt Street



Picture 3 – 19-31 Pitt Street



Picture 4 – Pedestrian Access To 19-31 Pitt Street from Rugby Place

The Rugby Club – 31A Pitt Street

The Rugby Club site currently comprises the following:

- A converted six storey commercial office building, with the Rugby Club restaurant and function space at ground level.
- Pedestrian access is provided via Rugby Place, which can be accessed from both George and Pitt Streets.

Photographs of the Fairfax House site are provided below.

Figure 6 – Photographs of 31A Pitt Street



Picture 5 – View of 31A Pitt Street From Rugby Place



Picture 6 – 31A Pitt Street

3.4. SURROUNDING DEVELOPMENT

The site is located in one of Sydney's most significant commercial, tourist and historical precincts, known as Circular Quay. The area that surrounds the site predominantly consists of a number of commercial office towers with retail at ground level, and hotels. The site is surrounded by the following development:

- To the immediate north of the site are Herald Square and Alfred Street. Herald Square includes the Tank Stream Fountain, a local heritage item. Herald Square incorporates areas for outdoor dining and includes public seating arrangements. Further north of Alfred Street is the City Circle Railway line, the Cahill Express Way, and Circular Quay.
- To the immediate east of the site is Pitt Street, which acts as a primary arterial road, having north-south orientation, and acts as a main thoroughfare connecting Circular Quay to the Central station. The heritage listed Tank Stream runs underground, parallel and adjacent to, the eastern boundary of the site. The location of the Tank Stream varies between 110mm and 175mm from the boundary and is located approximately 1 metre from the existing basement level wall.
- Further to the east of the site across Pitt Street is the heritage listed Ship Inn building which is physically connected to the high rise 'Gateway' building (see Picture 20), which is a 50 storey commercial office tower with a retail centre at lower levels. Alfred Street also includes Customs House the current AMP Tower (33 Alfred Street).
- To the immediate south of the site is Rugby Place. Rugby Place acts as an access way for the loading dock provided to the rear of 1 Alfred Street.
- South of Rugby Place is 33-35 Pitt Street, known as The Atrium and 182 George Street, also known as the St George building. The Atrium is a 12 storey commercial office building. The St George building is a 16 storey commercial office building with St George Bank branch and other retail tenancies at ground floor level. Lend Lease has submitted a Planning Proposal and a DCP Amendment to the City of Sydney for the redevelopment of this site to accommodate a significant commercial tower to a height of approximately 248m and significant public domain works including multiple public squares/plaza (See Section 7.6).
- Further to the south is 200 George Street, a Mirvac redevelopment that has recently been completed, which measures at 150 metres in height (37 storeys) and includes retail areas facing onto both George Street and Underwood Street. The building will also facilitate a basement car park. To the south of 19-31 Pitt Street, beyond Rugby Place is 33 & 35 Pitt Street which is a 13 storey commercial office building.
- To the immediate west of the site is George Street, which acts as a primary arterial road, which having north-south orientation, and acts as a main thoroughfare connecting Circular Quay to the Central CBD. Further west fronting George Street is Jackson's on George, a two storey licensed premises. Further to the west is the Four Seasons Hotel and Quay West. Grosvenor Place, seen in Figure 7, is also located further east and is a 46 storey commercial office building.

Images of the surrounding development can be seen in Figure 7 below.

Figure 7 – Surrounding Development



Picture 7 – North of Site - Alfred Street



Picture 8 – 1 Alfred Street Forecourt



Picture 9 – Four Seasons Hotel



Picture 10 – Quay West



Picture 11 – Grosvenor Place



Picture 12 – 33 & 35 Pitt Street



Picture 13 – Rear Access and Loading Bay Dock to the South of 1 Alfred Street



Picture 14 – Rugby Place



Picture 15 – St George Building



Picture 16 – 200 George Street



Picture 17 – Marriott Hotel



Picture 18 – Export House

3.5. TRANSPORT AND ACCESSIBILITY

3.5.1. Vehicular Access

The existing primary vehicular access points to the site are via Pitt Street and Rugby Place. The Goldfields car park can be accessed from Pitt Street. A loading dock at the rear of 1 Alfred Street is provided and can be accessed from Rugby Place.

3.5.2. Pedestrians

There are existing north-south connections linking pedestrians from Circular Quay to the CBD via George Street and Pitt Street. East-west connections are currently provided via Alfred Street and Rugby Place. Pedestrian access for 1 Alfred Street is located on George Street, access for 31A Pitt Street is via Rugby Place, and access to 19-31 Pitt Street is from Pitt Street.

3.5.3. Public Transport

The site is located immediately adjacent to Circular Quay. As a major transport hub, Circular Quay is the only interchange within the CBD that connects all available forms of public transport (i.e. train, ferry, bus and taxi). With the planned introduction of light rail, the subject site will be one of the City's best connected and most accessible areas particularly in relation to public transport, noting the following:

- Circular Quay station is part of the City Circle loop and is serviced by four lines (i.e. South, Inner West, Airport & East Hills and Bankstown Lines);
- Circular Quay is the terminus for the majority of Eastern Suburbs and Inner West bus routes;
- All Sydney ferry services depart from the Circular Quay ferry terminal wharves which will be redeveloped;
- The proposed CSELR will connect Circular Quay with Central Station (and Randwick/Kensington beyond) via George Street. Planning approval was granted on 4 June 2014, with works commencing in August 2014. It is anticipated that construction will be completed in the Circular Quay precinct by October 2017; and
- The main Circular Quay terminus/train/ferry interchange will be located to the immediate north-east of the site, and the rail alignment will include those sections of George and Alfred Streets adjacent to the site. The general alignment of the light rail is indicated at Figure 8. The detailed alignment currently planned by Sydney Light Rail is indicated at Figure 9 and a photomontage of the planned Circular Quay terminus/interchange is included at Figure 10.

Figure 8 – Proposed CBD and South East Light Rail Alignment

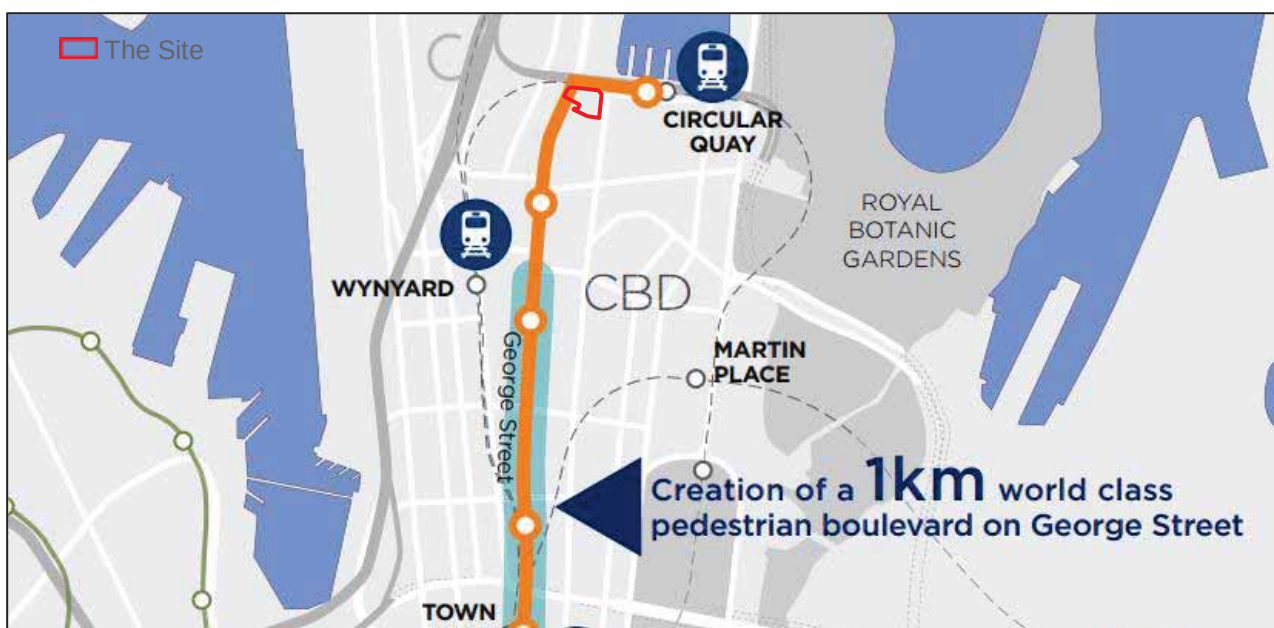
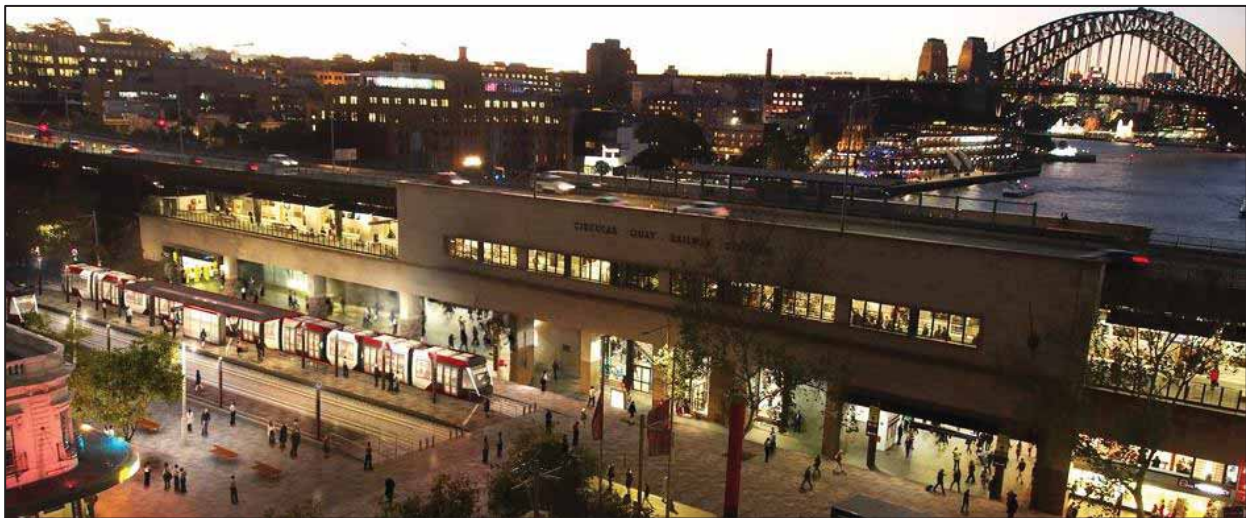


Figure 9 – Illustrative Concept Plan for Circular Quay (CSLER EIS Technical Paper No. 10)



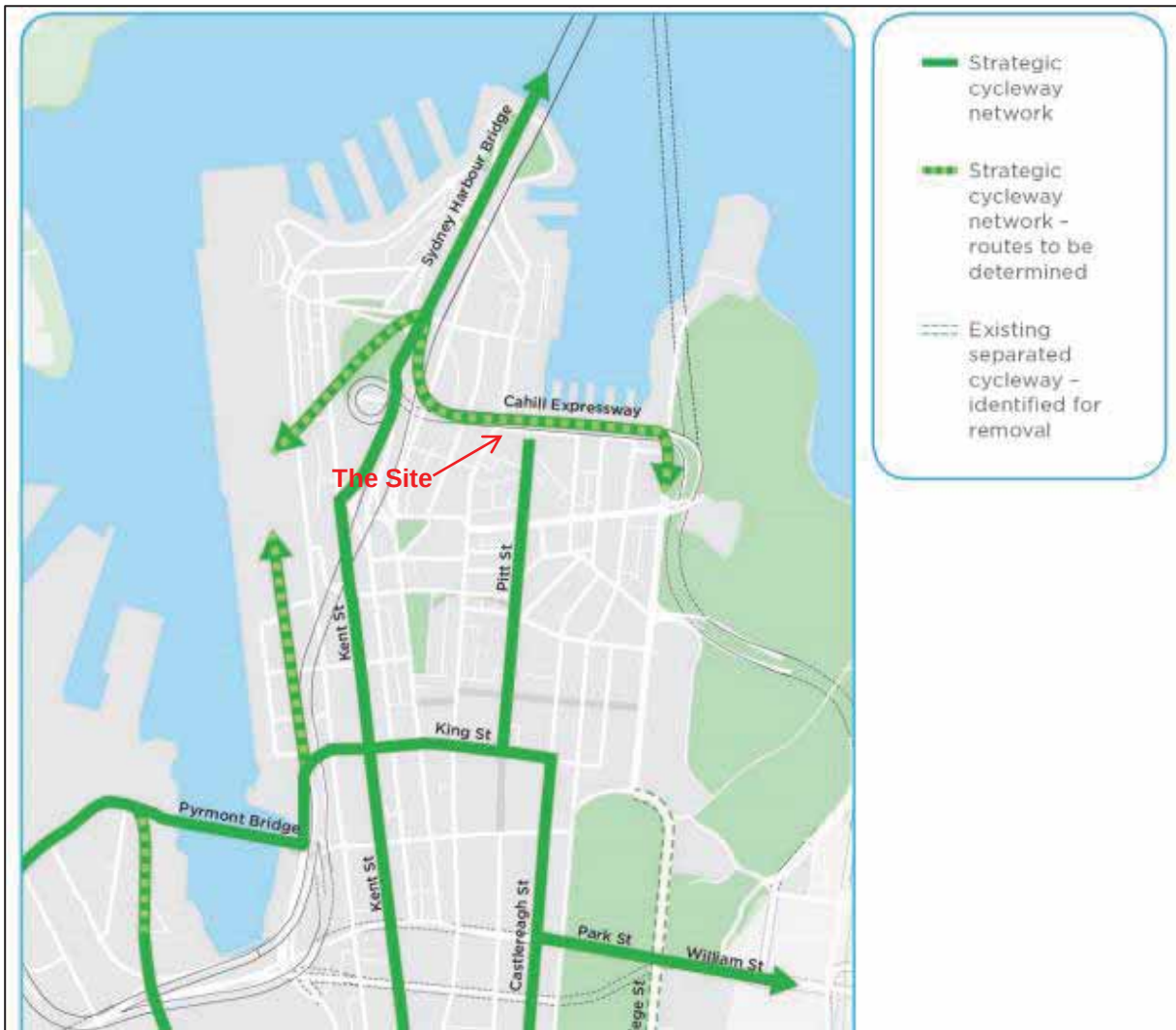
Figure 10 – Future Sydney Light Rail Terminus in Alfred Street (Source: Sydney Light Rail Website)



3.5.4. Cycleway Network

There are currently no formal cycle ways in the vicinity of the site. The City of Sydney's *Cycle Strategy and Action Plan 2007-2017* however proposes an expanded cycleway network to encourage the growth of cycling, partially to alleviate road congestion and reduce pressure on the public transport system. A part of the proposed strategic cycleway network is to be located along Pitt Street, adjacent to the site. (see Figure 11).

Figure 11 – City Of Sydney- Strategic Cycleway Network



3.6. UTILITIES AND INFRASTRUCTURE

All essential infrastructure services for electricity supply, communication services, water services and gas supply are provided to the site and are capable of extension/augmentation as required.

3.7. HERITAGE

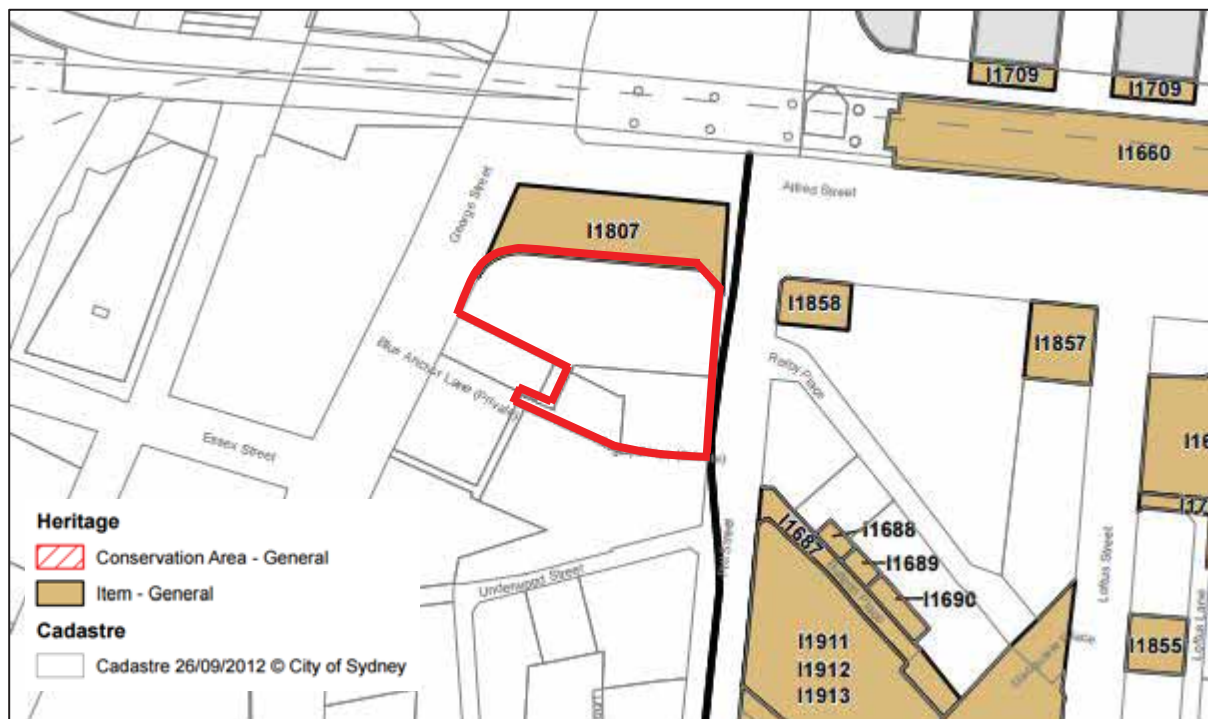
The immediate surrounds of the site have a significant history following European settlement. A Heritage Impact Statement has been prepared in support of this application (refer to **Appendix H**), which notably included the following findings:

- The existing buildings on the site are not listed on any local, state, or national heritage register.
- The site is located in proximity to a number of local and State Heritage Items as identified at Figure 18. The site is not located within a heritage conservation area under the SLEP 2012.
- The site is outside of the Alfred Street boundary of the 'buffer zone' for the World Heritage Listing (WHL) for the Sydney Opera House.
- The site is subject to a 3m curtilage zone associated with the Tank Stream, a State Heritage Item, which runs adjacent to the Pitt Street boundary, and is considered an element of exceptional heritage significance.

- The existing basement of 1 Alfred Street is currently constructed within this zone (approx. 1200mm from the Tank Stream).
- The Tank Stream Fountain at Herald Square adjacent to the subject site is listed as a local heritage item under the SLEP 2012.

The local and state heritage items located in proximity to the site are illustrated within the SLEP 2012 Heritage Map extract below.

Figure 12 – Heritage Map Extract



3.8. ENVIRONMENTAL CHARACTERISTICS

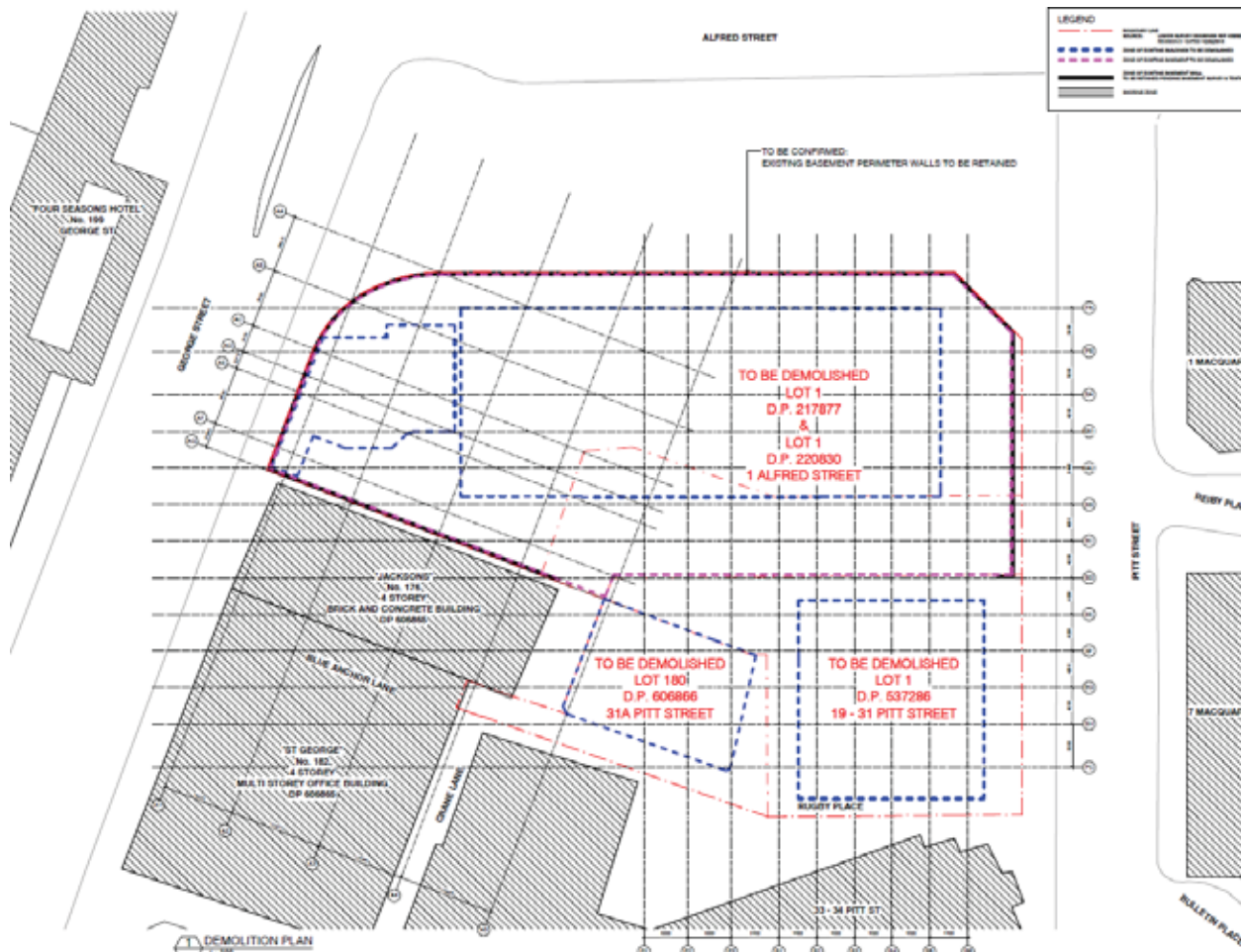
The site is completely developed and includes limited landscaping treatments. The site falls approximately 3 metres from George Street to Pitt Street, as illustrated in the Survey Plan, refer to **Appendix G**. The eastern, lower boundary of the site lies within the margins of the Tank Stream gully.

The subsurface profile of the site is a combination of fill, alluvium, residual soils and sandstone bedrock.

4. PROPOSED DEVELOPMENT

This Stage 2 SSD DA to demolish all structures to ground level slab on 1 Alfred Street, 19-31 Pitt Street and 31A Pitt Street, Sydney, as illustrated in the figure below.

Figure 13 – Demolition Plan



Source: PTW Architects

4.1. OBJECTIVES OF THE PROPOSED DEVELOPMENT

The proposed development seeks to unlock the redevelopment of an area of extreme significance in the context of Sydney's CBD. Located within the Circular Quay frontline, the proposed demolition will enable an efficient construction program for a development will add to the city's skyline and offer both Sydneysiders and visitors alike a new welcoming experience to the city.

5. BENEFITS OF THE PROPOSED DEVELOPMENT

5.1. ANALYSIS OF FEASIBLE ALTERNATIVES

The Stage 2 SSD DA for the integrated basement, Tower B and public domain associated with Tower B, also seeks consent for demolition of all existing structures on the site, below slab. Should consent be granted to the Stage 2 Tower B development, the proposed demolition works will extend beyond the slab level proposed by this application.

Although the sought development consent for the Stage 2 Tower B development is necessary to facilitate redevelopment of the site, this application seeks an independent consent for demolition that is not intrinsically related consent of the integrated basement, Tower B and public domain design.

It is noted that it is not feasible to retain the existing structures on site and achieve the principle vision of the Stage 1 SSD DA consent (D/2015/1049/A).

5.2. BENEFITS OF THE PROPOSED DEVELOPMENT

The proposed development will enable the efficient delivery of the project, by enabling demolition to slab level to commence as early as possible. This will assist in facilitating timely delivery of construction works for the proposed redevelopment. Given the site's prominent location, and visibility to tourists and other members of the public at Circular Quay, a timely construction program will assist in reducing the impacts to the public.

6. STRATEGIC PLANNING CONTEXT

6.1. NSW 2021 – A PLAN TO MAKE NSW NUMBER ONE

'NSW 2021 A Plan to Make NSW Number One' is the State Government's 10 year plan to guide policy and decision making and one of the underlying, central themes of the strategy is to improve the performance of the NSW economy, with a 'priority action' being:

Increase tourism in NSW with double the visitor expenditure by 2020

The proposed demolition works will assist in timely facilitation of a proposed world class hotel and residential development on the site. This objective is directly consistent with the identified priority action.

6.2. A PLAN FOR GROWING SYDNEY

In December 2014 the NSW State Government released 'A Plan for Growing Sydney' (the Plan), a new Metropolitan Strategy to guide land use planning decisions within Sydney's metropolitan area until 2031. Notably Direction 1.1 of the Plan is to 'grow a more internationally competitive Sydney CBD'. The proposed development is consistent with the priorities and directions of the Plan as the proposed demolition works will assist in timely facilitation of a proposed world class hotel and residential development on the site, subject to concurrent development applications.

6.3. DRAFT SYDNEY CITY SUB-REGIONAL STRATEGY

Whilst somewhat superseded by A Plan for Growing Sydney, the Draft Sydney City Sub-Regional Strategy (2007) applies to the site.

The proposed development is consistent with the sub-regional strategy as it will facilitate timely demolition works that enable development of hotel space and tourism facilities, subject to concurrent applications. As such, the proposal will indirectly contribute to the economic and employment directions of the sub-regional strategy.

6.4. NSW LONG TERM MASTER TRANSPORT PLAN

The proposed development is consistent with the NSW Long Term Transport Master Plan in that it:

- Supports the construction of the CSELR network that will run adjacent to the site, and enable a more 'pedestrian friendly' environment to be established within and around the site.
- Supports the upgrades to the Circular Quay station and interchange.
- Ensures the Metro Corridor that traverses the site is not impeded by the development.

6.5. SYDNEY'S CYCLING FUTURE

The proposed development will be consistent with TfNSW's plan 'Sydney's Cycling Future' as the proposed demolition works facilitate timely development of a world class hotel and mixed use residential development. These developments are subject to concurrent applications, and will be consistent with the Plan.

6.6. SYDNEY'S WALKING FUTURE

The proposed development is consistent with TfNSW's plan 'Sydney's Walking Future' as the demolition works facilitate timely development of a world class hotel and mixed use residential development. These developments are subject to concurrent applications, which seek to maximise active frontages, improve pedestrian access within and around the APDG Precinct and maximise opportunities for connectivity to major public transport infrastructure including the CSELR and the Circular Quay Interchange.

6.7. SYDNEY 2030 STRATEGY

The proposed demolition works will assist in timely facilitation of a proposed world class hotel and residential development on the site. The broader redevelopment of the site is consistent with the broad Sydney 2030 vision and subject to concurrent applications.

6.8. SYDNEY CITY CENTRE ACCESS STRATEGY

In addition to identifying the approved CSELR at George Street adjacent to the subject site, the Access Strategy identifies Circular Quay as a new interchange precinct which will feature a new light rail stop, fewer buses, de cluttered footpaths and improved way finding.

The proposal will enable redevelopment of the site in accordance with the concurrent Stage 2 applications. Collectively, this will enable appropriate access across the site.

6.9. DRAFT VISITOR ACCOMMODATION ACTION PLAN 2014

As outlined in the Draft Visitor Accommodation Action Plan, the health of Sydney's visitor economy is important to the NSW and the Australian tourism industry. The Action Plan states that the City of Sydney should provide a positive environment for investment by removing barriers and having a positive policy approach to accommodation development rather than through incentives or supply targets.

The proposal will enable redevelopment of the site that will make a significant contribution to the visitor accommodation market and satisfying tourism demand.

6.10. CENTRAL SYDNEY PLANNING STRATEGY 2016 - 2036

The Draft Central Sydney Planning Strategy 2016 – 2036 applies successful planning controls to ensure that Central Sydney can continue to grow in the service of its workers, residents and visitors. The Strategy identifies the site within the north-eastern periphery of the City Core.

The draft structure plans highlights the sites location on the perimeter a high density zone, the new Circular Quay square, the increased pedestrian priority along Pitt Street, and George Street, as well as a public domain spine extending along George Street.

The proposed demolition of all structures on site will allow for the future construction of the proposed and approved mixed use residential and hotel development. The broader development responds to the site's context, particularly the prominence of its location at the gateway to Sydney fronting Circular Quay.

The site is identified by the Strategy as a known 'commercial to residential' conversion since 2012, as such the proposed controls are relatively consistent with existing controls and approved uses. The proposed development will assist in promoting design excellence, establishing an integrated public domain for existing and proposed public spaces in proximity to the site and establishing the site as a place for people. The mix of hotel, retail and residential accommodation uses will assist in establishing a resilient and diverse economy for the broader city, whilst responding to the site's context.

7. STATUTORY CONTEXT

7.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

This application is lodged in accordance with Section 83B of the EP&A Act, which provides for staged development applications. This application provides a detailed proposal for part of the site to be developed in accordance with a Stage 1 Concept Approval, issued on 10 December 2015 by the Central Sydney Planning Committee (D/2015/1049).

The proposal is consistent with the Objects of the EP&A Act 1979.

7.2. ENVIRONMENTAL PLANNING AND ASSESSMENT REGULATION 2000

Section 78A(8A) of the EP&A Act 1979 requires that all development applications for SSD be accompanied by an EIS prepared by or on behalf of the applicant in the form prescribed by the regulations. Schedule 2 of the EP&A Regulation 2000 provides that environmental assessment requirements will be issued by the Secretary with respect to the proposed EIS. This EIS has been prepared to address the requirements of Schedule 2 of the EP&A Regulation 2000 and the SEARs.

7.3. HERITAGE ACT 1977

This SSD Development Application does not constitute Integrated Development pursuant to Section 89J of the EP&A Act 1979. Due to the location of the Tank Stream curtilage approval under the *Heritage Act 1977* would otherwise be required for a development application lodged on the site pursuant to Section 91A(2) of the EP&A Act 1979.

7.4. STATE ENVIRONMENTAL PLANNING POLICIES

An assessment of the proposed concept plan against the relevant SEPPs is provided in Table 1 below:

Table 1 – Consistency with relevant SEPPs

SEPP	Comment
State Environmental Planning Policy (State and Regional Development) 2011 (SEPP SRD)	In accordance with SEPP SRD, a Stage 1 SSD DA that included a hotel development exceeding the Capital Investment Value of more than \$100 million was approved. In accordance with a delegation from the Minister on the 9 July 2015, the Stage 1 SSD DA was delegated and approved by the city of Sydney. This Stage 2 SSD DA proposes to demolish all structures on site to slab, to facilitate the Stage 1 SSD DA, and therefore as a subsequent application is classified as SSD, but will be assessed by the City of Sydney and determined by the Planning and Development Committee.
State Environmental Planning Policy No.55 Remediation of Land (SEPP 55)	SEPP 55 requires the consent authority to take into consideration contamination and remediation of land in determining development applications. The proposed development works are for demolition to slab level. As such, there is no impact on SEPP 55.
State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)	Clause 88 of ISEPP applies to development in the area marked as “Zone B” and involves the penetration of the ground to a depth greater than 2m below ground level (existing). As shown in the following figure, a portion of the site is impacted by the CBD Rail Link (Zone B – Tunnel) and as such any application involving a basement on the site will require referral to the rail authority for the interim rail corridor.

SEPP	Comment
	Figure 14 – Interim Rail Corridor CBD Rail Link & CBD Metro Map Extract  The proposed development is for demolition of all structures to slab level. Excavation is not proposed as part of the proposed demolition works.
Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP SHC)	SREP SHC provides planning principles for development within the Sydney Harbour catchment. Planning principles for land within the Sydney Harbour Catchment, of relevance to the proposed development of the site, include: • Decisions with respect to the development of land are to take account of the cumulative environmental impact of development within the catchment. • Development that is visible from the waterways or foreshores is to maintain, protect and enhance the unique visual qualities of Sydney Harbour, • Significant fabric, settings, relics and views associated with the heritage significance of heritage items should be conserved. • Sydney Harbour and its islands and foreshores should be recognised and protected as places of exceptional heritage significance. The proposal is consistent with the relevant Planning Principals of the Sydney Harbour Catchment SEPP and will not have any significant adverse impact on the Sydney Harbour Catchment. The site is located in proximity to the State heritage listed Ferry Wharves located at Alfred Street, Circular Quay. This application must therefore consider the impact of the proposed development on the heritage significance of these wharves. A Heritage Impact Statement has been prepared in support of this application (refer to Appendix H) and the potential impact of the development on heritage items in vicinity of the site is outlined in Section 9.1 of this EIS. In addition, the proposed works are considered to have limited visual impact, as demolition to slab level is temporary, to facilitate timely redevelopment of the site.

7.5. SYDNEY LOCAL ENVIRONMENTAL PLAN 2012

Sydney Local Environmental Plan 2012 (SLEP 2012) is the principal local environmental planning instrument applying to the site. Assessment against the relevant provisions of SLEP 2012 is provided in Table 2 below:

Table 2 – Consistency with relevant provisions of SLEP 2012

Provision	Comment
Land use and permissibility	The proposed demolition does not seek to alter construct new development or uses on site. The site is zoned 'B8 Metropolitan Centre' under SLEP 2012. The demolition of existing structures on site will enable the redevelopment of the site for 'Tourist and Visitor Accommodation', 'Retail Premises' and 'Residential Flat Buildings' which are permissible uses with consent in this zone as approved in the Stage 1 SSD DA. The proposed development is consistent with the objectives of the 'B8 Metropolitan Centre' zone, notably of the first objective to recognise and provide for the pre-eminent role of tourist premises in Australia participating in the global economy.
Clause 4.3 Height of Buildings	The proposed demolition does not seek to construct new buildings on site.
Clause 4.4 Floor Space Ratio	The proposed demolition does not seek to construct new buildings on site.
Clause 5.10 Heritage conservation	The SLEP 2012 Heritage Map identifies the following heritage items in the immediate vicinity of the site: • I1807 – Herald Square • I1858 – Ship Inn • Tank Stream (archaeological feature listed on the State Heritage Register and register of the National Estate). A Heritage Impact Assessment has been prepared by Urbis and is considered at Section 9.1.
Clause 6.25 APDG block	The proposed demolition does not seek to construct new buildings on site. The demolition will facilitate the redevelopment of the site in accordance with the vision of the APDG block.
Clause 7.19 Demolition must not result in long term adverse visual impact	Pursuant to Clause 7.19 of the SLEP 2012 Council must be satisfied that any land affected by demolition will be comprehensively redeveloped and that adequate measures will be undertaken to assist in mitigating any adverse visual impacts that may arise as a result of the demolition works. Council can be satisfied that the site will be comprehensively redeveloped as development consent has been granted for building works under D/2015/882 and D/2015/1049. The applicant understands the importance of efficient construction works on the site, particularly given its prominent location and visibility to the public. This development includes consideration of site rectification and measures

Provision	Comment
	implemented to mitigate any adverse visual impacts that may arise as a result of demolition of the development. The proposed demolition plan assists in enhancing the efficiency of the construction period related to the broader redevelopment of the site, allowing for site rectification.

7.6. DRAFT SYDNEY LOCAL ENVIRONMENTAL PLAN 2012

The City of Sydney has proposed a housekeeping and minor policy amendment to the SLEP 2012. The changes will:

- allow for public art in parks, open spaces and other specified areas;
- streamline the process for demolition consent;
- clarify heritage floor space allocation to the site, rather than to the building;
- clarify permissible uses for existing non-residential buildings in the general residential zone; and
- remove some unnecessary duplication in the plan.

It is noted that the amendments seek to streamline the development process and enable timely delivery of complex projects, by allowing demolition consent to be granted if a staged development consent has been granted. This amendment supports the proposed demolition works that are a subsequent application to the Stage 1 SSD DA consent (D/2015/1049/A).

A Planning Proposal is also proposed over the Lend Lease block, including 174-186 George Street, and 33-35 Pitt Street, Sydney. The proposed changes would enable:

- a 248m tall commercial office tower, with leasing opportunities for innovative businesses
- remodelling of the Jacksons on George licensed premises
- a public plaza on George Street
- a community building with access from George Street
- a second plaza space on Rugby Lane
- a pedestrian bridge from the George Street plaza to the office tower
- a public bike hub
- an upgraded network of laneways.

The proposed Wanda Stage 2 Development has carefully considered the relationship of the development to the broader area, as proposed. In particular the ability of the public domain to be integrated with the proposed George Street Public Plaza. Proposed ground levels have been considered to mitigate precinct-wide flooding issues across the broader Alfred, Dally, George and Pitt Street precinct. The proposed demolition works as proposed are compliant with the draft SLEP 2012 and DCP amendments in accordance with the Lendlease proposal

Additional Draft Amendments to SLEP 2012 regarding heritage floor space. This included a Draft Alternative Heritage Floor Space Allocation Scheme. We note that this draft amendment does not impact the purpose of the proposed modifications.

7.7. SYDNEY DEVELOPMENT CONTROL PLAN 2012

The proposed development is for the demolition of all structures located on site and will not impact on the consistency of the application with the Sydney Development Control Plan 2012. More specifically, it is noted that the proposed development will assist in facilitated proposed and approved redevelopment on the site that is consistent with the:

- Circular Quay Special Character Area;
- APDG Precinct; and
- General provisions applicable.

7.8. RELEVANT COUNCIL POLICIES

7.8.1. Construction Hours/Noise in the City Centre Code

The Construction Hours/Noise in the City Centre Code prescribes obligations in regards to construction hours, noise criteria to these working hours, regular reporting, site supervisions and special requirement. In accordance with these obligations, a Construction Management Plan has been prepared to provide further detail, and is included within **Appendix J**.

7.9. ANY PLANNING AGREEMENT

In association with D/2010/2029 the former land owner of 1 Alfred Street, Sydney, Valad Commercial Management Limited, entered into a Voluntary Planning Agreement (VPA) with the City of Sydney Council. As part of D/2015/1049 this VPA was proposed to be amended to include additional contributions to the City of Sydney Council.

The proposed amendments to this VPA were documented in a Public Benefit Offer to the Council dated 23 November 2015 and as documented within Condition 1, Part A of D/2015/1049. This Public Benefit Offer in part comprises a series of land dedications and restrictions on title.

This application does not seek to amend or impact any relevant planning agreement.

8. CONSISTENCY WITH STAGE 1 SSD DA

Under Section 83D(2) of the EP&A Act, once a master plan consent is in force (i.e. Stage 1 D/2015/1049), the determination of further development applications in respect of that site 'cannot be inconsistent' with the master plan consent. It is our opinion that the proposal is consistent with the Stage 1 SSD DA consent, as amended by the concurrent Section 96(2) application to D/2015/1049, and as demonstrated by **Appendix C** and the corresponding sections of this Report and Volume of Plans.

9. IMPACT ASSESSMENT

This section of the EIS provides an assessment of the application in accordance with Section 79C(1)(b) of the EP&A Act and the SEARs issued by the Secretary of the Department of Planning and Environment for this application.

9.1. LIKELY IMPACTS OF DEVELOPMENT

9.1.1. Heritage

Urbis Heritage has prepared a Heritage Impact Statement (HIS) to support the proposal. The HIS highlights the following in relation to the concept development for the site:

There are no identified heritage constraints associated with the proposed demolition of all buildings within the study area... Further demolition works will not result in any identified structural impacts to the Tank Stream. .

The proposed works are supported on heritage grounds, subject to the following recommendations:

9.1.2. Noise and Vibration Management

A Site Specific Construction Noise Management Report has been prepared by ARUP (**Appendix I**). This Plan demonstrates that that potential noise and vibration impacts as a result of demolition can be mitigated and managed. A preliminary construction noise and vibration management has been prepared that will enable the successful contractor to appropriately manage noise and vibration during demolition of all structures on site. Appropriate measures within this plan include:

- When demolishing mid and upper levels, consideration will be given ensuring building façade remains in place as long as practicable to afford acoustic shielding;
- A number of noise mitigation work practices will be adopted at all times to limit unnecessary noise pollution;
- Active communication with nearby noise sensitive receivers will assist in managing potential noise impacts; and
- The recommended minimum working distances for vibration intensive plant will be adhered to.

The Report concludes that potential noise and vibration impacts associated with the proposed demolition of all structures on site can be mitigated by the

9.1.3. Waste Management

A Construction Management Plan (**Appendix J**) has been prepared by Wanda Group to inform the detailed design of the proposed development. This plan includes the waste management strategy for demolition of all structure on site to slab level including:

- Lifting of demolition materials will be carried out, where possible, using crane lifted rubbish skips or through temporary vertical chutes running down to Lower Ground slab and loaded onto trucks;
- All materials handling will be undertaken within the site with trucks entering and exiting in a forward direction of Pitt Street;
- Waste water filtration and collection systems will also be employed for all water used in association with the site;
- Detailed recycling programs will be developed for demolition works. The site subcontractors will be required to report on extent of recycling achieved and be subject to Environmental Audits.
- Collection of waste and recycling will only occur between 7:00am and 8:00pm weekdays and 9:00am and 5:00pm weekends and public holidays to avoid noise disruption to the surrounding area.

For further information regarding the proposed waste management during demolition of the existing structures, refer to the Construction Management Plan.

9.1.4. Construction Management

A Construction Management Plan (CMP) has been prepared by Wanda One Sydney Pty Ltd to support this application (**Appendix J**). The CMP outlines the measures that are likely to be undertaken to minimise disturbance and impact on the surrounding environment during the construction phase. The CMP has been prepared with regard to the key construction issues and address the following aspects of the project:

- To ascertain an appropriate construction methodology;
- Propose a suitable site setup;
- The site safety management system requirements;
- The waste management objectives;
- The environmental management practices and codes to be observed in the removal of any contaminated materials;
- Outline the community consultation process;
- Detail the staging of the proposed development and that of the South East Light Rail;
- Present a noise mitigation strategy during construction.

Given the concurrent construction projects likely to be ongoing within the Circular Quay precinct and the scale of the development project, the potential for disruption to surrounding areas during the construction phase needs to be managed. Consultation will remain a key priority throughout the construction process to ensure the community and stakeholders receive regular updates and have the opportunity to provide feedback accordingly.

9.1.5. Sediment and Erosion

A Sediment and Erosion Control Plan has been prepared by ARUP, refer to **Appendix K**. This Plan details soil and water management during demolition and construction, identifying potential erosion and sediment control measures including, but not limited to:

- Settling basins/sums;
- Surface water collection systems;
- Shaker grid and wash down areas at vehicle entry locations; and
- Sediment protection devices on existing and proposed inlet pits.

The proposed practices will be in accordance with the Landcom guidelines and Council's DCP.

9.1.6. Structural Design

The CBD Future Rail Corridor passes beneath the north-east corner of the site. In accordance with the requirement of the Infrastructure SEPP, this Stage 2 SSD DA will be referred to Transport for NSW for comment.

ARUP has been engaged to provide Structural Engineering advice for this Stage 2 SSD DA (refer to **Appendix L**). This report confirms that subject to recommendations in the advice, the proposed demolition is generally in accordance with the relevant Australian Standards, the Building Code of Australia and all other statutory conditions relevant to the structure of the project.

9.2. ENVIRONMENTAL SUSTAINABILITY

9.2.1. The Precautionary Principle

The proposal is supported by technical reports which conclude that there are no environmental constraints that preclude the demolition of the site to slab level, subject to appropriate management. It is considered that through adherence to the mitigation measures outlined in Section 12.3 the proposal will not result in serious impact to the environment.

9.2.2. Conservation of Biological Diversity and Ecological Integrity

Under the biodiversity principle, the conservation of biological diversity and ecological integrity should be a fundamental consideration in decision making. The proposal does not require the removal of significant vegetation, and due to its location within the Sydney CBD, the proposal is unlikely to impact any endangered or vulnerable species surrounding the site.

9.2.3. Inter-Generational Equity

The proposed application will assist in facilitate redevelopment of the site that is in accordance with sustainable aspirations that seek to limit potential adverse impacts that impose on generations, past, present and future.

9.2.4. Valuation and Pricing of Environmental Resources

The cost of infrastructure and measures to ensure an appropriate level of environmental performance on the site has been incorporated into the cost of the Stage 1 SSD DA. In addition, the proposal will incorporate waste minimisation during the demolition. These measures have been incorporated into the cost of the development detailed in the Quantity Surveyors estimate of CIV at **Appendix E**.

9.3. SOCIAL IMPACTS

The proposal will have the following social impacts:

- The proposed development will enable the efficient delivery of the project, by enabling demolition to slab level to commence as early as possible. An efficient demolition program will assist in facilitating timely delivery of construction works for the proposed redevelopment.
- Given the site's prominent location, and visibility to tourists and other members of the public at Circular Quay, a timely construction program will assist in reducing the impacts to the public.

9.4. ECONOMIC IMPACTS

The development presents a unique opportunity to contribute economically to a better Sydney CBD. The project will contribute to:

- The momentum and marketing of Sydney, Australia's Global Gateway;
- Diversity of employment opportunities within the Sydney CBD, during demolition, construction and operational phases of the broader development;
- The amalgamation of the existing allotments across the site will assist to achieve orderly development of the precinct.

9.5. SUBMISSIONS

As a development application, we acknowledge that notification of the proposed amendment is required pursuant to Schedule 1 of the Sydney Development Control Plan. Once notified, any submissions received in respect of the notification will need to be considered in the assessment of the proposal by the City of Sydney.

10. SUITABILITY OF THE SITE

The following assessment has been structured in accordance with Section 79C(1)(c) of the EP&A Act. Key considerations in the assessment of the site's suitability include:

- The proposed development is permissible in the B8 Metropolitan Centre zone of the SLEP 2012, and the site is zoned specifically to accommodate the mix of uses proposed;
- The proposal further supports redevelopment of the site to promote the Sydney CBD as Australia's primary 'global city' and will stimulate international investment and visitation to the primary tourist and commercial core of the city;
- The proposed demolition works will facilitate the efficient delivery of the Stage 1 Concept Plan;
- The site benefits from an exceptional frontage and aspect towards Sydney Harbour. The proposed development seeks to facilitate redevelopment of the site to maximise the aspect and physical characteristics to the benefit of future residents and visitors of the site, Circular Quay and Sydney CBD generally; and
- The site is not significantly burdened by heritage or other environmental constraints.

11. THE PUBLIC INTEREST

The following assessment has been structured in accordance with Section 79C(1)(e) of the EP&A Act. The proposed development is considered to be in the public interest for the following reasons:

- Enabling the efficient delivery of the project, by enabling demolition to slab level to commence as early as possible. An efficient demolition program will assist in facilitating timely delivery of construction works for the proposed redevelopment; and
- Given the site's prominent location, and visibility to tourists and other members of the public at Circular Quay, a timely construction program will assist in reducing the impacts to the public.