

SEARs Compliance Table

SSD-86270706

Key Issues and Supporting Documentation	Technical Study
1. Statutory Context • Address all relevant legislation, environmental planning instruments (EPIs) (including drafts), plans, policies, guidelines and planning circulars. • Identify compliance with applicable development standards and provide a detailed justification for any non-compliances. • Provide an explanation of how the development as described in the EIS is consistent with the development as was described in the request for SEARs (including any components that were not SSD) and provide a justification for any differences. • Address the requirements of any approvals applying to the site, including any concept approval, any endorsed or draft master plan, precinct plan or any recommendation from Gateway determination. • Provide an accurate summary of the detailed assessment of the impacts of the project and integrate the findings and recommendations of technical reports into the justification and evaluation of the project as a whole. • If affordable housing is being proposed, provide the name and ABN of the registered community housing provider that will be responsible for managing the affordable housing component, along with documentation confirming the provider's agreement to this responsibility.	Environmental Impact Statement
2. Construction Staging • Set out the staging of the proposed development, proposed timing and details of land dedication and timing of public domain works. • Details are to be provided on proposed staging of the development (if any) and a preliminary construction timetable/methodology for how the development will be constructed without causing undue disruption to North Sydney Station and adjacent bus stops.	Appendix P - Draft Construction Methodology
3. Estimated Development Cost and Employment • Provide the estimated development cost (EDC) of the development prepared in accordance with the relevant planning circular using the Standard Form of EDC Report. • As applicable, the EDC Report must separately specify the EDC of: the residential component of the development. • the tenant component of the built-to-rent development.	Estimated Development Cost Report

- the seniors housing component of the development.

4. Contributions and Public Benefit

Environmental Impact Statement

- Address the requirements any relevant contribution plan(s), planning agreement or EPI requiring a monetary contribution, dedication of land and/or works-in-kind agreement, and include details of any proposal for further material public benefit.
- Where a voluntary planning agreement is proposed, prepare a draft planning agreement in accordance with the *Planning agreements – Practice note- February 2021*.

5. Engagement

Appendix T - Community Engagement Report

- Demonstrate that engagement and consultation activities have been undertaken in accordance with the *Undertaking Engagement Guidelines for State Significant Projects* and identify how issues raised, and feedback received have been considered in the design of the project.
 - If the development would have required an approval or authorisation under another Act but for the application of s 4.41 of the EP&A Act or requires an approval or authorisation under another Act to be applied consistently by s 4.42 of the EP&A Act, the agency relevant to that approval or authorisation must be consulted.

6. Design Quality

Appendix F - Architectural Design Report

- Demonstrate how the development will achieve:
 - design excellence in accordance with any applicable EPI provisions.
 - good design in accordance with the seven objectives for good design in Better Placed.
- Demonstrate that the development:
 - where required by an EPI or concept approval, or where proposed, has been subject to a competitive design process, carried out in accordance with an endorsed brief and Design Excellence Strategy; or
 - in all other instances, has been reviewed by the State Design Review Panel (SDRP) where required under the NSW SDRP: Guidelines for Project Teams.
- Recommendations of the jury and Design Integrity Panel (where a competitive design process has been held) or the SDRP are to be addressed prior to lodgement.

7. Built Form and Urban Design

Appendix E - Architectural Plans, Appendix F - Architectural Design Report

- Demonstrate how the proposed built form (layout, height, bulk, scale, separation, setbacks, interface and articulation) addresses and responds to the context, site characteristics, streetscape and existing and future character of the locality. Where relevant explain and illustrate the application of any bonuses under an EPI.
- If relevant, provide an assessment of the development against:
 - the design principles for seniors housing set out in Schedule 8 of *State Environmental Planning Policy (Housing) 2021* (Housing SEPP) and the *Seniors Housing Design Guide*.
 - the design principles for residential apartment development set out in Schedule 9 of the Housing SEPP and the *Apartment Design Guide* (ADG). This should include a table which demonstrates how each dwelling (including affordable dwellings) performs against the ADG design criteria.
- If affordable housing is proposed, provide a floorplan outlining the gross floor area and dwellings that are provided as affordable housing.

8. Environmental Amenity

- Assess amenity impacts on the surrounding locality, including solar access, visual privacy, view loss and view sharing, as well as wind, lighting and reflectivity impacts. A high level of environmental amenity for any surrounding residential or other sensitive land uses must be demonstrated
- Provide a solar access analysis of the overshadowing impacts of the development within the site, on surrounding properties and public spaces (during winter solstice) at hourly intervals between 9am and 3pm, comparing the proposed development, existing situation and where applicable, a development with no bonuses applied.

**Appendix F - Architectural Plans,
Appendix W - View and Visual
Impact Assessment,
Appendix X - Pedestrian Wind
Assessment**

9. Visual Impact

- Provide a visual analysis of the development from key viewpoints, including photomontages or perspectives showing the proposed and likely future development.
- If the proposal would result in significant visual impact not anticipated by the planning controls, provide a visual impact assessment that addresses the visual impacts of the development on the existing catchment.

**Appendix W - View and Visual
Impact Assessment**

10. Transport

- **Transport impact assessment (TIA) requirements** - These are in addition to the matters outlined in Transport for NSW (TfNSW) agency advice dated 27 June 2025.

**Appendix M - Transport Impact
Assessment**

- Identify the requirements for parking for each mode of transport (GTIA Section 8.3 & 8.5) Document the number of parking spaces by mode proposed by the development. Consideration should be given to Part B, Section 10 of the NSDCP 2013, which outlines the maximum car parking rates applicable to the precinct.
- The provision of well-designed active transport connections both within the site and linking to the surrounding area. To support the best practice design, please refer to the following guidance documents:
 - Cycleway Design Toolbox (2020)
 - Walking Space Guide (2020).
- Detail the safety and functionality of the development's proposed multimodal access arrangements and internal road/parking layout, including service and parking areas for all user groups (e.g. freight and servicing, general traffic, visitor parking, disabled parking, car share and car charging), and pedestrians and cyclists. Any proposed shared use of the loading dock must be supported by a detailed loading dock management plan.
- A statement by a chartered / registered engineer for any bicycle, car, commercial vehicle or mobility parking spaces that the parking spaces comply with AS2890 and that any new or modified driveway has sufficient sight distance and appropriate dimensions for the design vehicle (refer GTIA Section 7.3.1). Swept path plans should be provided as required to demonstrate compliance.
- Any proposed mechanical car stacker system must be accompanied by an operation management plan detailing its functionality and management. Adequate vehicle waiting space must be provided entirely within the site, to accommodate vehicles while the system is in use. The waiting area must be designed and located to ensure it does not obstruct access to or from the stacker, even when occupied by a vehicle.
- The TIA should assess the cumulative transport impacts arising from surrounding known or committed developments, including but not limited to adjacent sites at 15 Blue Street and 1-13 MacKenzie Street.
- **Construction Traffic Management Plan** - A preliminary Construction Transport Management Plan (CTMP) must be developed to assess and mitigate the impact of construction-related traffic on the surrounding road network. The CTMP should provide a comprehensive overview of the proposed construction activities, including:
 - The types and volumes of vehicles expected during each phase of construction
 - Designated truck routes and construction access points
 - Any potential cumulative traffic impacts arising from adjacent development sites
 - Consideration should be given to the CTMP requirements outlined by North Sydney Council - Prepare a Construction Traffic Management Plan – North Sydney Council.
 - Evidence must clearly demonstrate that consultation has been undertaken in accordance with the advice provided by TfNSW.

11. Noise and Vibration • Provide a noise and vibration impact assessment prepared in accordance with the relevant NSW Environment Protection Authority (EPA) guidelines. The assessment must detail construction and operational noise and vibration impacts on nearby sensitive receivers and structures and outline the proposed management and mitigation measures that would be implemented. • The Noise Assessment should also provide recommendations for suitable noise mitigation measures for future residents of this development from existing noise emitters including places of public worship, train lines and licensed premises.	Appendix Y - Noise and Vibration Impact Assessment
12. Water Management • Detail the proposed drainage design and servicing infrastructure to be incorporated as part of the development (stormwater and wastewater). • Demonstrate how the development complies with council's drainage requirements and identify proposed stormwater treatment and water quality management measures to minimise adverse environmental impacts.	Appendix L - Integrated Water Management Plan
13. Ground and Groundwater Conditions • Assess potential impacts on soil resources and related infrastructure and riparian lands on and near the site and including soil erosion. • Where required provide a Groundwater Impact Assessment in accordance with relevant Groundwater Guidelines. If the proposed development is on land identified as having high salinity or acid sulfate soil potential in an EPI provide a Salinity Management Plan or Acid Sulfate Soil Management Plan that includes appropriate management measures and strategies.	Appendix U - Geotechnical Assessment
14. Contamination and Remediation • In accordance with Chapter 4 of the <i>State Environmental Planning Policy (Resilience and Hazards) 2021</i>, assess and quantify any soil and groundwater contamination and demonstrate that the site is suitable (or will be suitable, after remediation) for the development.	Appendix Z - Preliminary Site Investigation Report
15. Trees and Landscaping • Provide a landscape plan, that: - details the proposed site planting, including location, number and species of plantings, heights of trees at maturity and proposed canopy coverage (as a percentage of the site area). - provides evidence that opportunities to retain significant trees have been explored and/or inform the plan. • If the proposal involves impacts to trees, provide an Arboricultural Impact assessment that assesses the number, location, condition and significance of trees to be removed and retained including:	Appendix H - Landscape Plans, Appendix I - Landscape Design Report

- any existing canopy coverage to be retained on-site.
- tree root mapping. if the proposal involves significant impacts to tree-protection zones of retained trees identified as being significant

16. Ecologically Sustainable Development (ESD)

Appendix O - Ecologically Sustainable Development Report

- Identify how ESD principles (as defined in section 193 of the EP&A Regulation) are incorporated in the design and ongoing operation of the development.
- Where relevant, provide an assessment of the development against the standards for non-residential development set out in Chapter 3 of *State Environmental Planning Policy (Sustainable Buildings) 2022*.

17. Biodiversity

Appendix Q - Biodiversity Development Assessment Waiver Request

- Unless a waiver has been granted, provide a Biodiversity Development Assessment Report (BDAR) that assesses any biodiversity impacts associated with the development in accordance with the *Biodiversity Conservation Act 2016* and the *Biodiversity Assessment Method 2020*.

OR

- If the development is on biodiversity certified land, provide information to identify the site (using associated mapping) and demonstrate the proposed development is consistent with the relevant biodiversity measure conferred by the biodiversity certification.

18. Waste Management

Appendix N - Waste Management Plan

- Provide the measures to be implemented to manage, reuse, recycle and safely dispose of waste, including in accordance with any council waste management requirements.
- Identify appropriately sited waste storage areas, collection access paths/roads, and appropriate servicing arrangements for the site.

19. Social Impact

Appendix Z - Preliminary Social Impact Assessment Memo

- The EIS must consider social impacts and, should any significant social impacts be identified, a Social Impact Assessment must be prepared in accordance with the *Social Impact Assessment Guideline for State Significant Projects*.

20. Flood Risk

Environmental Impact Statement

- Identify the flood planning area and level as set out in the relevant EPI and other supporting documents to determine;
 - The flood extent and velocity up to the Probable Maximum Flood and risk on-site having regard to adopted flood studies and, floodplain risk management studies and plans
 - The site access and egress routes

- the potential effects of climate change,
- any relevant provisions of the *NSW Flood Risk Management Manual*, and any other relevant guidelines
- Where the development is occurring on flood prone land a flood impact and risk assessment (FIRA) must be prepared having regard to the *Flood Impact and Risk Assessment – Flood Risk Management Guide LU01*. When determining the scope and category of the FIRA the requirements outlined in the FIRA guide must be considered.
- Detail any flood risk management measures that are to be incorporated as part of the development having regard to relevant guidelines (including any design solutions, flood modification measures, property modification measures, operational procedures or Flood Emergency Response Plan).

21. Aboriginal Cultural Heritage

Appendix BB - Aboriginal Due Diligence

- Where there is known, or reasonably likely, to be Aboriginal cultural heritage on or near the site demonstrate that impacts have been adequately investigated and assessed by:
 - Identifying that an appropriate prior planning process has already considered these impacts, e.g. a rezoning or development application, or
 - Providing an initial assessment of the potential impacts.
- If potential impacts are significant, provide an Aboriginal Cultural Heritage Assessment Report (ACHAR) which:
 - Identifies, describes and assesses any impacts to Aboriginal cultural heritage sites or values associated with the site.
 - Is prepared in accordance with relevant guidelines.

22. Environmental Heritage

Appendix S - Heritage Impact Statement

- A suitably qualified heritage consultant is to:
 - Identify all heritage items within the site and its vicinity including built heritage, landscapes and archaeology, map these items, and assess why the items and site(s) are of heritage significance
 - Assess the impacts of the proposal on any identified heritage items in accordance with the Guidelines for Preparing Statements of Heritage Impact. Discuss the attempts to avoid and/or mitigate the impact on the heritage significance of the site and the surrounding heritage items including any options analysis.
 - Assess the visual impacts of the proposal on any heritage item(s) within the view catchment of the proposal
 - If impacts on potential historical archaeology are identified an historical archaeological assessment should be prepared by a suitably qualified archaeologist in accordance with the guidelines Archaeological Assessment and Assessing Significance for Historical Archaeological Sites and Relics.

23. Public Space

- If public space is proposed as part of the development, demonstrate how the development:
 - maximises the amount, access to and quality of public spaces (including open space, public facilities and streets/plazas within and surrounding the site), reflecting relevant design guidelines and advice from the local council and the Department.
 - provides accessible public space.
 - maximises permeability and connectivity.
 - maximises the amenity of public spaces in line with their intended use, such as through adequate facilities, solar access, shade and wind protection.
 - maximises street activation.
 - minimises potential vehicle, bicycle and pedestrian conflicts.
- Demonstrate collaboration and a consistent approach for the public domain and proposed Blue St Square with the landowners at 15 Blue St and the Catholic Church at 17 Mackenzie St. Any plans should also be considered with Sydney Trains/TfNSW as the operators of North Sydney Station and detail the changes resulting from each of these projects. A set of Public Domain works plans to be submitted that align with the materiality, wayfinding within the North Sydney CBD Public Domain Strategy, where appropriate.
- Provide a Public Art Strategy

Appendix F - Architectural Design Report,
Appendix I - Landscape Design Report

24. Hazards and Risks

- If the development is affected by above ground dangerous goods storages from the surrounding developments and/or underground high-pressure dangerous goods pipelines in the vicinity of proposal location:
 - Report on any consultation outcomes with operators.
 - Consider whether the development would cause these storages non-compliance with *Australian Standards*.
- Where applicable, provide a Hazard Analysis in line with relevant guidelines and planning circular.

Appendix R - Preliminary Site Investigation

25. Pedestrian Wind Environment Assessment

- Provide a Pedestrian Wind Environment Study. This assessment must be informed by a Wind Tunnel Study and any mitigation measures provided in built form and not landscaping.

Appendix X - Pedestrian Wind Assessment



26. Agency Comments • Address all State agency comments provided in Attachment A.	Appendix T - Community Engagement Report, Environmental Impact Statement
27. Aviation Impact Assessment • An aviation impact assessment, as this proposal will infringe the prescribed airspace for Sydney Airport. This should address how the development will breach the OLS as well as details for any proposed cranes needed during construction.	N/A – no longer required as the proposal will not breach the OLS.

Agency Comments

TfNSW / Sydney Trains

Key Issues and Supporting Documentation	Technical Study
1. Consultation with Sydney Trains and TAM prior to the lodgement of the Environmental Impact Statement (EIS) • Registration of project with Sydney Trains for review of rail impacts and any applicable cost recovery requirements • Consultation to discuss any rail reconfiguration required to facilitate the development • Rail information to be compiled by TfNSW Asset Management Branch Technically Assured Organisation • If the proposal includes works on TAM Land/easements, continue discussions with land owner such that there is sufficient information to enable the issue of a land owner consent for works proposed on Transport Asset Manager NSW (TAM) owned land or easements.	Environmental Impact Statement – the revised scheme does not include works on TAM Land/easements. Engagement with Sydney Trains is provided within Section 7.0 of the Environmental Impact Statement.
2. Inclusion of the following rail specific documentation with the lodgement of the Environmental Impact Statement (EIS): • Geotechnical Report including a rail specific impact assessment • Structural Report and Drawing(s) • Drainage and Civil Plan(s) • Detailed survey plans signed off by a registered surveyor showing the proposed development in relation to the rail corridor, rail assets, TAM Land/easements and relevant first and second reserve zones • Cross sectional drawings signed off by a registered surveyor showing the proposed development in relation to the rail corridor, rail assets, TAM Land/easements and relevant first and second reserve zones • Evidence of adherence to TfNSW Asset Management Branch standard 'Airspace and External Developments' (T HR CI 12090 ST) • If the proposal includes works on TAM Land/easements, Land Owners Consent to enable the proposed development on land or easements owned by TAM.	Environmental Impact Statement, Appendix E - Architectural Plans, Appendix U - Geotechnical Report, Appendix J - Structural Memorandum, Appendix K - Structural Report, Appendix L - Integrated Water Management Plan, Appendix CC - Detailed Survey Plans and Cross Sectional Drawings These reports will demonstrate that no works are proposed on TAM Land/easements and as such, Land Owners Consent is not required.

1. Traffic Impact Assessment (TIA)

A TIA shall be prepared in accordance with the Guide to Transport Impact Assessment (GTIA). GTIA replaces the Guide to Traffic Generating Developments and can be found at this link. The TIA will enable TfNSW to understand the impacts the development may have on the state classified road network that it manages, as well as the impacts from local road connections with the state classified road network as a consequence of increased vehicular, bus and pedestrian/active transport movements.

Appendix M - Transport Impact Assessment

2. Traffic Modelling

Detailed traffic modelling (e.g. SIDRA) will be required to document the impact of the proposed development on the existing and proposed road network with an existing base and a +10 years with background growth scenarios, with and without the proposed development. Modelling undertaken must include, but not be limited to, the following:

- Be based on current traffic counts;
- Ensure the base model is calibrated with on-site observations (e.g. queue lengths, delays). Details on the calibration undertaken must be provided;
- Details any defaults that have been changed, along with supporting justification for each change; and
- Ensure the electronic copies of all modelling files are provided to TfNSW for review.

Appendix M - Transport Impact Assessment

3. Bicycle Parking

Bicycle parking and end of trip facilities are to be designed to the quantity and quality of design that reflects Transport Orientated Development design. For bicycle parking and end of trip facilities, the layout, design and security of bicycle facilities must comply with the minimum requirements of:

- Australian Standard AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking Facilities;
- 'Austroads Bicycle Parking Facilities: Guidelines for Design and Installation'; and
- Council's DCP.

Appendix M - Transport Impact Assessment

4. Active Transport

The development should design streets that are reflective of NSW Futures and NSW Active Transport Strategy, including:

- Delivering integrated land use and transport planning, connecting people to their local metro centre and strategic centres within 30 minutes by public transport;
- Enable 15-minute neighbourhoods;

Appendix M - Transport Impact Assessment

- Deliver connected and continuous cycling networks; and
- Promote safer and better precincts and main streets.

5. Green Travel Plan (GTP)

A GTP is to be provided to demonstrate a commitment to sustainable transport and modal shift. It is recommended that a Travel Access Guide (TAG) be prepared and included as an appendix in the GTP. The GTP should include, but not be limited to, measures to promote sustainable travel choices for employees and residents, such as connections into existing walking and cycling networks, minimising car use, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities. More information to assist in the preparation of a GTP can be found at the following link <https://www.mysydney.nsw.gov.au/travelchoices/tdm#develop>.

Appendix M - Transport Impact Assessment

6. General Comments

Noted

- Blue Street that adjoins the development sites northern boundary is an unclassified regional road under the care and control of Council as the relevant road authority. No concurrence from TfNSW will be required under Section 138 of the Roads Act 1993 for any works that are proposed or conditioned as part of this development within Blue Street.
- TfNSW understands that Sydney Trains will be providing separate comments on this referral, given the complexities with this development due to Transport Asset Manager (TAM) ownership and interface with the station, etc.
- Bus stops are located adjacent to the development sites, Blue Street frontage. Details will need to be provided on any impacts to these bus stops during construction. Should there be impacts to the existing bus stops, discussions must be had with the TfNSW Bus team (John Broady – Lead Service Planner: john.broady@transport.nsw.gov.au / Elaine Luu – Senior Service Planner: elaine.luu@transport.nsw.gov.au) prior to lodgement of an application. Details of the discussions and any agreed mitigation measures are to be included in the documentation provided.

Sydney Airport

Key Issues and Supporting Documentation	Technical Study
Any proposed development designed to be taller than 156m AHD, would be considered a controlled activity and be subject to the Federal Airports (Protection of Airspace) Regulations 1996.	N/A – no longer required
Construction cranes may be required to operate at a height significantly higher than that of the proposed development and consequently, may not be approved under the Airports (Protection of Airspace) Regulations 1996.	N/A – no longer required

North Sydney Council

Key Issues and Supporting Documentation	Technical Study
A. Statutory Context	Environmental Impact Statement
3. The EIS should address the proposal's consistency with: • Council's North Sydney CBD Public Domain Strategy (September 2020), particularly with regards to the design of the Blue Street Plaza; and • The North Sydney Centre local provisions within the North Sydney Local Environmental Plan 2013.	
B. Strategic merit including economic impact	Environmental Impact Statement, Justification of Strategic and Site-Specific Merit Report, Appendix V - Economic Impact Assessment
4. An Economic impact Assessment should be prepared that assesses the following impacts: • the loss of jobs and services that are currently supported in the existing building • the displacement of existing businesses and the consequent disruption to productivity • the loss of planned employment capacity associated with a commercial tower at this location having regard to the planning controls that apply to the site • the jobs created by the proposal in comparison to the planned employment capacity of the site • the cumulative loss of planned employment capacity from Build-to-Rent and Housing Delivery Authority SSDs in the E2 Commercial Core and MU1 Mixed Use zones lodged with the Department in the North Sydney LGA (Attachment A) • the affect of view loss on surrounding commercial towers • people having to travel further for work, and the resulting environmental, social and productivity impacts.	

5. The Economic Impact Assessment should:

- evaluate the existing provision and demand for retail, nighttime venues, population serving and commercial uses on the site and within the commercial catchment area
- address the State Government's employment target for North Sydney of L5,600-21,100 additional jobs (North District Plon 2Ot8)
- ensure any analysis of office vacancy, rental rates and incentives in North Sydney is benchmarked against other Sydney-based commercial centres, and that the proportion of vacancy that is attributed to new supply, including the Victoria Cross over station development, is clearly identified
- ensure data on office vacancy, work-from-home and rental rates is supported by current, relevant, region-specific, and robust data that is in the public domain or provided as an attachment to the assessment
- review the proposal's strategic alignment with the North Sydney Economic Development Strategy (2024)

C. Social impact

6. A Social impact Assessment should be undertaken to:

- assess the demand for social infrastructure generated by the proposal, including open space, community facilities, health and education services, having regard to the cumulative residential growth in the CBD and the LGA as a whole
- assess the amenity of the co-living dwellings, particularly those located within the undercroft
- ensure any co-living housing provides for a range of dwelling types to meet identified needs for use as affordable housing
- review the proposal's strategic alignment with the North Sydney Social inclusion Strategy (2024) and identify opportunities to enhance social outcomes'

**Environmental Impact Statement,
Appendix Z - Preliminary Social Impact Assessment Memo,
Appendix AA - Social Infrastructure Needs Assessment**

D. Public benefit

7. A Public Domain Masterplan should be developed in collaboration with the proponents of 5 Blue Street, and L-13 MacKenzie Street, 17 Mackenzie Street & 211 Blues Point Road, ensuring a coordinated approach to public domain design and delivery that:

- confirms the size of Blue Street Plaza will be maintained or improved to support the additional density under the proposal
- demonstrates a coordinated public benefit offer of high-quality landscaping, new and upgraded publicly accessible plazas and through-site pedestrian links that improve view corridors and connectivity between Greenwood Plaza, Blue Street Plaza and St Francis Xavier Church and landholdings to the south
- responds to the vision, goals and design framework of the North Sydney CBD Public Domain Strategy (NSC 2020)

**Environmental Impact Statement,
Justification of Strategic and Site-Specific Merit Report
Appendix E - Architectural Plans,
Appendix F - Architectural Design Report,
Appendix H - Landscape Plans,
Appendix I - Landscape Design Report**

- informs an equitable, transparent and tangible public benefit offer, commensurate with the scale of uplift proposed, and capable of being secured through a Voluntary Planning Agreement or other appropriate mechanism.

8. The co-living housing proposed to be delivered for essential workers is undertaken with regards to the recent Legislative Assembly Select Committee on Essential Worker Housing.

E. Building height and view impact

9. It is recommended the EIS:

- assess the impacts and justify the proposed RL162m building height, including its impact on the surrounding streetscape, strategic view corridors, including those from the State listed Greenwood Plaza and pedestrian link, and amenity of Blue Street plaza.

Environmental Impact Statement, Appendix F - Architectural Design Report

The proposed development has been amended so that the maximum proposed height is RL 115.04 metres.

F. Built form and urban design

10. The SEARs for 5 Blue Street should require the EIS:

- demonstrate the relationship between the podium height and both Blue Street Plaza and the proposed development at 15 Blue Street to deliver a consistent street frontage along both Blue Street
- demonstrate how the podium uses and ground plane design will activate the Plaza and the two street frontages, with a particular focus on:
 - Blue Street Plaza, in relation to its activation and public use
 - the connectivity with Blue Street, the railway station and Greenwood Plaza entries, along with retail tenancies, to support day and nighttime activity
- collaborate with the adjacent 15 Blue Street to provide a shared basement car park access to maximise active street frontages and minimise pedestrian and vehicle conflict
- demonstrate how an integrated basement car park would operate without impacting station infrastructure
- to assess the cumulative traffic impact and determine the need for any intersection upgrades
- provide a floorplan outlining the gross floor area, layout and amenity of dwellings that are proposed to be dedicated as affordable housing
- demonstrate how the proposal delivers a mix of housing types within the tower levels, to enhance housing choice and support housing affordability

Environmental Impact Statement, Justification of Strategic and Site-Specific Merit Report, Appendix E - Architectural Plans, Appendix F - Architectural Design Report, Appendix M - Transport Impact Assessment, Appendix Y - Noise and Vibration Impact Assessment

- provide noise and vibration and air quality mitigation measures in accordance with Section 2.700 impact of rail noise or vibration on non-rail development under SEPP Transport and infrastructure 2027, with particular consideration given to the location of apartments above the railway line

11. The design proposal should:

- assess how the building design will meet the solar requirements under the NSLEP 2013, NSDCP 2013 and the North Sydney CBD Public Domain Design Strategy
- assess the overshadowing impacts of the proposed development on any schools, preschools, church, open space, publicly accessible plaza, any other sensitive land use and residential area during the winter solstice and spring/autumn equinox, between 9am and 3pm
- demonstrate the additional overshadowing impact of the proposed development compared with the built form allowable under the existing NSLEP 2013 and NSDCP 2013 controls. (Note -These provisions were informed by the North Sydney Centre capacity and land use strategy, which in increasing building heights to accommodate employment targets, limited additional overshadowing outside of the North Sydney Centre between 10am and 2pm).

G. View analysis

12. It is recommended the SEARs require the view analysis to:

- provide a before-and-after visual assessment to illustrate the potential view impacts, with particular focus on:
 - views from surrounding commercial towers
 - views from Blue Street Plaza towards the harbour
 - views from Blue Street, including along Greenwood Plaza, towards the site
 - views from MacKenzie Street towards the site, showing the relationship with the nearby residential buildings and church.

**Appendix W - View and Visual
Impact Assessment,
Appendix F - Architectural Design
Report**

H. Heritage impact

13. It is recommended the SEARs require the heritage impact assessment to:

- assess whether the proposed built form and planning controls would adversely affect the heritage values of adjoining and nearby heritage items
- demonstrate the relationship between the proposed building massing and design and the adjacent heritage items and conservation areas, including an explanation of how the proposal respects the heritage context and achieves an appropriate scale in relation to these elements.

**Appendix S - Heritage Impact
Statement**