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18 December 2012

The Director-General
Department of Planning & Infrastructure
23-33 Bridge Street
Sydney NSW 2000

Attention: Swati Sharma, Planner

Dear Swati,

We write in support of a Section 75W Modification (Mod. 3) to the above mentioned Major Project Application approval, MP 08_0075. Under Section 75W of the *Environmental Planning and Assessment Act 1979* (EP&A Act), approval is sought to modify the scope of development and conditions of Project Approval MP 08_0075.

Project Application MP 08_0075 related to the construction of the Belmore Park zone substation and the integration of a commercial/retail development. The architectural scheme for the commercial development component was prepared by Kann Finch Architects. Ausgrid, recently engaged Architectus to prepare a new architectural scheme for the commercial development which is consistent with the building envelope of the Project Approval. This Section 75W Modification (s75W) proposes to amend the scope of development and to revoke certain conditions of the Project Approval. Approval is also sought for stratum subdivision of the commercial/retail and substation buildings.

An overview of the proposed modifications is discussed at **Section 3** below.

The report should be read in conjunction with the following attached documentation:

- **Attachment A** – Table assessing key changes between the proposed development scheme (s75W) and the Project Approval;
- **Attachment B** - Belmore Park Office Building Design Report, dated December 2012, prepared by Architectus, including Landscape Plans prepared by Integrated Development Solutions for the proposed s75W;
- **Attachment C –** Updated Traffic Report prepared by Traffix for the proposed s75W;
- **Attachment D** - Heritage Impact Statement prepared by Graham Brooks and Associates for the proposed s75W;
- **Attachment E** - Consultant advice – Green Star 5 Star Design v3 and NABERS Office Energy 4.5 Star Pathway, prepared by Norman Disney & Young for the proposed s75W;
- **Attachment F** – Minutes of Design Review Panel Meeting held on 30 September 2012 prepared by Ausgrid and signed endorsement of Belmore Park Office Building Design Report dated August 2012 by the Design Review Panel;
- **Attachment G** – Shadow Diagram of Project Approval architectural scheme (for purpose of comparison with proposed development), prepared by Architectus;

- **Attachment H** – draft Plan of Stratum Subdivision for Lot 1 DP844119 and Lot 2 DP1109323 Hay, Pitt and Campbell Street Haymarket.

The new architectural scheme was presented to the Design Review Panel on 30th September 2012. This Panel was originally convened to assess the design excellence of the development and provide design advice. It was previously held in relation to the Project Application (Kann Finch architectural scheme) and was reconvened to assess a new architectural scheme.

1. Site and locality

The subject site is located at 400 Pitt Street Sydney in the City of Sydney local government area. The land to which this modification relates is legally described as Lot 2 DP 1109323 and Lot 1 DP 844119 Haymarket.

The approved Project Application includes the Ausgrid substation which is currently under construction on the eastern portion of the site.

The subject site is bounded by:

- Campbell Street to the north;
- Pitt Street to the west, with heritage buildings beyond;
- Hay Street to the south, with Belmore Park located beyond, and Central station further beyond; and
- Commercial building to the east, with a railway line beyond.

Consistent with the Project Approval, the proposed commercial office development occupies the western portion of the site at ground floor level (currently occupied by an open car park), and occupies the whole site above the substation building that is currently under construction.

2. Development consent history

2.1 Concept Plan 08_0075

EnergyAustralia Concept Plan 08_0075 was determined on 20/09/2009. The scope of the Concept Application included:

> *proposes to upgrade the electricity supply to the Sydney CBD to meet future demand, ensure the continuation of a reliable supply to this area, and meet its N-2 Licence obligations imposed by the Department of Water and Energy. The project involves new/upgraded/refurbished substations and replacement of old high voltage cables within the Sydney CBD.*
>
> *EnergyAustralia must start work on the Belmore Park Substation prior to finalising later stages of the proposal to ensure a reliable electricity supply is maintained to the Sydney CBD. As such, project approval is being sought for the construction of the Belmore Park substation, which includes the integration of commercial/retail development. Concept plan approval is being sought for all other components of the project.*

2.2 Major Project MP 08_0075

Major Project MP 08_0075 was lodged concurrently with the Concept Application and was determined on 20/09/2009. The scope of the Major Project Application included:

> *EnergyAustralia proposes to upgrade the electricity supply to the Sydney CBD to meet future demand, ensure the continuation of a reliable supply to this area, and meet its N-2 Licence obligations imposed by the Department of Water and Energy. The project involves new/upgraded/refurbished substations and replacement of old high voltage cables within the Sydney CBD.*

EnergyAustralia must start work on the Belmore Park Substation prior to finalising later stages of the proposal to ensure a reliable electricity supply is maintained to the Sydney CBD. As such, project approval is being sought for the construction of the Belmore Park substation, which includes the integration of commercial/retail development. Concept plan approval is being sought for all other components of the project.

2.3 MP 08_0075 Modification 1

Modification 1 to Project Application MP 08_0075 was lodged to DoPI on 27 July 2011.

The modification is described as:

> *As part of the construction of the new zone substation Ausgrid proposes to construct a walkway (through-site-link) on the eastern side of the new zone substation, between Campbell and Hay Streets. The through site link is to be created on Ausgrid property. The design has been developed in consultation with the neighbouring property and is consistent with the City of Sydney's Public Domain Design Guidelines.*

Modification 1 relates to the through-site pedestrian link. At the time of lodgement of this modification, the Modification 1 application was still under assessment.

Modification 1 included more detailed landscape plans prepared by Taylor Brammer to support the 'through-site pedestrian link' proposed as part of that modification. These are detailed landscape plans for construction.

It should be noted that the maintenance responsibility of the through-site pedestrian link is to be undertaken by the commercial tower.

2.4 MP 08_0075 Modification 2

Modification 2 to Concept Approval MP 08_0075 was determined on 13/07/2011.

This modification comprised an amendment to Clause 3.2 of the Concept Plan determination which applied to Stages 2A and Stage 2B. This modification was outside the scope of the proposed development.

3. The proposed modifications

3.1 Change to scope of development

In summary, the key changes to the Project Approval scheme by this proposed modification involve replacement of the commercial office development component with a new architectural scheme consistent with the approved building envelope, and involve an additional basement level, changes to vehicular access, building recessed to create appearance of two building volumes, and perforated roof with landscaped terraces.

The proposed modifications also involve a stratum subdivision of the site including commercial/retail and substation buildings. Refer to the draft plan of subdivision at **Attachment G**. The commercial office component is proposed to be retained in one stratum title, while the electricity substation is proposed to comprise a number of stratum titles. Note the draft stratum subdivision plan proposes land to be acquired by agreement from the City of Sydney. The plan is notated "*The process for compulsory acquisition by agreement with Council has commenced*" in relation to road reserve land outside of two splay corners. This land is located at the corner of Hay and Pitt Streets and at the corner of Campbell and Pitt Streets. It is proposed that the land above ground is to be acquired under the *Land Acquisition (Just Terms Compensation) Act 1991*. It should be noted that the building envelope at these locations is consistent with the Project Approval. At ground level the building does not extend outside of the splay corners but only at the upper storeys, in order to maintain sightlines for traffic safety at ground level.

A detailed description of the proposed modifications to the Project Approval is as follows:

1. Removal of the single combined entry / exit driveway onto Campbell Street and the provision of four driveways, with two accessing Campbell Street and two accessing Hay Street. The Campbell Street driveways will both operate as entry-only and will separately serve the basement car parking and the Ground Floor loading area. The two Hay Street driveways will operate as exit only and will also serve the basement car parking and the Ground Floor loading area.
2. Change to external materials and finishes. The proposed finishes are:
    - Northern façade full height glass with external horizontal copper coloured Zinc louvre blades;
    - Western façade: Copper coloured Zinc blade walls with recessed joints.
3. Change in level of lowest basement level from FFL -2.600 to -7.300, with proposed addition of extra basement level;
4. Changes to location of plant equipment;
5. The atrium now commences from Level 3 and extends up to level 10, with bridge shown across the atrium from levels 5 to 9 [whereas the KF scheme showed the atrium from ground level to level 13];
6. Reconfiguration of office floorplates layout in terms of location of lifts and amenities;
7. Building recessed in at northern and southern ends at the location of the north-south vehicular access to create the external appearance of two separate building volumes;
8. Removal of external vertical aluminium louvres from levels 02 to 14 to the western façade and replacement with recessed windows at each level;
9. Introduction of windows to the building's eastern façade to each level;
10. Introduction of terraces to the angled roof that have timber decking and planters. The terraces are located on levels 7 to 12 and are separated by glazing;
11. Changes to landscaping described below; and
12. Stratum subdivision of the site.

A comparison of the key changes to the development scheme between the Project Approval (Kann Finch) to the proposed (Architectus) scheme is set out in the table at **Attachment A**.

The building will be designed to Green Star 5 Star Design v3 and NABERS Office Energy 4.5 Star Pathway. Refer to **Attachment G** for details.

Traffic

An updated Traffic Report was required to assess changes to the architectural scheme. Refer to **Attachment C** for this report and **Section 5** for assessment of traffic and transport impacts.

Heritage

An updated HIS was required that assessed the proposed development against the relevant guidelines due to changes to the architectural scheme. Refer to **Attachment D** for this report and Section 5 for assessment of heritage impacts.

Landscaping

Landscape Plans were prepared for the site as part of the Project Application by Taylor Brammer Landscape Architects. This package comprised Stage 1 and Stage 2 Public Domain Plan, Stage 1 Landscape Works, Visual Link Stage 1, and Carpark Stage 1. These landscape works have not yet been implemented across the site because the substation is still under construction.

Modification 1 is described at Section 2 above. Modification 1 includes more detailed landscape plans prepared by Taylor Brammer to support the proposed 'through-site link' proposed as part of that modification. These are detailed landscape plans for construction and include detail relating to street frontages to the substation but not to the frontages of the commercial building.

As part of this Modification No. 3, new landscape plans have been prepared for the site by Integrated Development Services Solutions that supplement the plans prepared by Taylor Brammer Landscape Architects as part of the Project Approval. These plans are at **Attachment B**.

The proposed changes to landscaping as part of this proposed Modification include introduction of terraces to the angled roof that have timber decking and planters. These are shown in the architectural floor plans at **Attachment B**. The proposed changes to landscaping detailed above occurred as a result of changes to the architectural concept including new vehicular access to the site and new loading bay and the desire to have a green southern roof/façade that relates to the park setting. The new terrace landscaping comprises “elliptical built in planters with trees and ground covers”.

Note the requirement for detailed landscape drawings to be submitted to the Department for approval prior to construction is set out in Condition of Project Approval No. 2.1.

Refer to **Section 5** for assessment of impacts.

3.2 Changes to Conditions of Approval

We provide the following comments in relation to the conditions of approval for the Project Application.

> *Limits of Approval*
>
> *1.6 Should the Proponent determine that the construction of Stage 1B will unlikely commence within 12 months of the completion of the Stage 1A civil works, the temporary façade treatment shall be constructed as part of the Stage 1A works.*

Response:

Note there is temporary façade treatment has already been implemented on the substation and that this will be removed when the proposed commercial building is constructed. No change to the condition is required.

> *2. Project Design Requirements*
>
> *2.1 Prior to commencement of construction of the project (other than works for the purposes of bulk excavation), the Proponent shall submit for the approval of the Director-General, detailed plans including landscape design treatments and temporary façade treatment for the project (both Stage 1A and Stage 1B).*

Response:

Note the temporary façade treatment to the substation has already been implemented. No change to the condition is required.

> *2.2 In preparing the plans required under condition 2.1 of this approval, the Proponent shall consult with the Design Review Panel during the detailed design phase of the project. The articulation of the substation building, if required by the Design Review Panel, shall be further refined as part of this consultation process, including the potential uses of the public frontages of the building. The aim of this consultation process is to ensure the final design, purpose and use of the Stage 1 development is consistent with this approval and meets the reasonable requirements of the Design Review Panel.*

Response

Given that “in-principle” support has already been given to the architectural scheme by the Design Review Panel, and in particular that the scheme contains a greater level of detail in terms of façade finishes than the currently approved scheme, it is considered reconvening the Panel for consideration of detailed design drawings is no longer necessary.

Furthermore, the articulation of the substation building has already been implemented.

> *2.3 Should the Proponent elect to implement Stage 1 separately as Stage 1A and Stage 1B, as outlined in condition 1.5 of this approval, then the Proponent shall comply with the requirements of conditions 2.1 and 2.2 of this approval, for each sub-stage and submit the relevant detailed plans to the Director-General for approval, prior to the construction of that sub-stage.*

Response

While detailed design drawings are required to be submitted to the Director-General for approval, this condition no longer needs to refer to conditions 2.1 and 2.3 given the comments against these conditions above.

Interactions with Metro infrastructure and Works – condition 3.29

This condition of approval can be removed because the CBD Metro did not go ahead.

3.3 The proposed development

The architectural and landscape drawings that are the subject of proposed Modification 3 are set out in Table 1 below. These drawings are found in the Belmore Park Office Building Design Report at **Attachment B**.

Table 1: Proposed development (Modification 3) – architectural and landscape drawings

Plan Name	Prepared by	Drawing Number	Date / Version
Site Plan	Architectus	A101	07/23/12
Shadow Studies – Analysis of Overshadowing to Belmore Park	Architectus	A102	07/23/12
Urban Design Diagrams – Site Analysis	Architectus	A104	07/23/12
Basement 04 Plan	Architectus	A199	08/14/12
Basement 03 Plan	Architectus	A200	04/10/11
Basement 02 Plan	Architectus	A201	04/10/11
Basement 01 Plan	Architectus	A202	04/10/11
Ground Level Plan	Architectus	A203	04/10/11
Level 1 Plan	Architectus	A204	04/10/11
Level 2 Plan	Architectus	A205	04/10/11
Level 3 & 4 Plan	Architectus	A206	04/10/11
Level 5 Plan	Architectus	A207	04/10/11
Level 6 Plan – Transfer Floor	Architectus	A208	04/10/11
Level 7 Plan	Architectus	A209	04/10/11
Level 8 Plan	Architectus	A210	04/10/11
Level 9 Plan	Architectus	A211	04/10/11
Level 10 Plan	Architectus	A212	04/10/11
Level 11 Plan	Architectus	A213	04/10/11
Level 12 Plan	Architectus	A214	04/10/11
Level 13 and 14 Plant	Architectus	A215	04/10/11
Roof	Architectus	A216	04/10/11
Section 01	Architectus	A220	04/10/11
Section 02	Architectus	A221	04/10/11
Section 03	Architectus	A222	07/23/12
Section 04	Architectus	A223	08/01/12
Section 05	Architectus	A224	08/01/12
Section 06	Architectus	A225	08/21/12
North Elevation	Architectus	A300	07/23/12
East Elevation	Architectus	A301	07/23/12
South Elevation	Architectus	A302	07/23/12
West Elevation	Architectus	A303	07/23/12

Plan Name	Prepared by	Drawing Number	Date / Version
Area Plans	Architectus	A500	08/02/12
Details – Façade Types	Architectus	A900	08/07/12
Façade Details – East/West	Architectus	A901	08/14/12
Façade Details North	Architectus	A902	08/14/12
Façade Details South	Architectus	A903	08/14/12
Façade Details South	Architectus	A903-1	08/29/12
Façade Details Atrium	Architectus	A904	08/14/12
Façade Details Rooftop	Architectus	A905	08/24/12
Core Arrangement 02	Architectus	A913	08/08/12
Core Arrangement 01	Architectus	A914	08/23/12
Material Board	Architectus	A800	08/07/12
Landscape Concepts Roof Terraces Plan – Option 3	Integrated Development Solutions	16	B
Landscape Concepts Roof Terraces Species & View – Option 3	Integrated Development Solutions	17	C
Plan showing proposed stratum subdivision of Lot 1 DP844119 & Lot 2 DP1109323 Hay, Pitt & Campbell Street Haymarket – Sheet 1	Ausgrid	S 21393 – Sheet 1	0
Plan showing proposed stratum subdivision of Lot 1 DP844119 & Lot 2 DP1109323 Hay, Pitt & Campbell Street Haymarket – Sheet 2	Ausgrid	S 21393 – Sheet 2	0

4. Statutory considerations

4.1 Introduction

In accordance with Clause 3 of Schedule 6A of the EP&A Act, Section 75W of the Act as in force immediately before its repeal on 1 October 2011 as modified by Schedule 6A, continues to apply to transitional Part 3A projects.

This report has been prepared in accordance with the requirements of Part 3A and associated regulations, and the Minister (or his delegate) may approve or disapprove the modification of the project under Section 75W of the EP&A Act.

4.2 Land Acquisition (Just Terms Compensation) Act 1991

The road reserve land that is situated outside of the splay corners at Pitt and Campbell Streets and Pitt and Hay Streets at the site is proposed to be compulsorily acquired by mutual agreement with the City of Sydney in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*. The draft plan of stratum subdivision at **Attachment H** notes, "*The process for compulsory acquisition by agreement with Council has commenced'*, in relation to the road reserve land outside of the two splay corners.

Section 5 of the Act provides that the acquisition of land can occur by agreement or compulsory process by an authority of the State which is authorised to acquire the land by compulsory process:

> *(1) This Act applies to the acquisition of land (by agreement or compulsory process) by an authority of the State which is authorised to acquire the land by compulsory process.*
>
> *(2) This Act does not apply to any such acquisition if the land is available for public sale and the land is acquired by agreement.*
>
> Section 5

Ausgrid is considered a State Owned Corporation. The Act provides that the authority of the state includes a statutory body representing the Crown.

Definitions of ‘government agency’ and ‘public authority’ under other relevant legislation includes ‘state owned corporations’ (see below).

authority of the State means:

(a) a Minister of the Crown, or

(b) a statutory body representing the Crown, or

(c) a council or a county council within the meaning of the Local Government Act 1993, or

(d) any other authority authorised to acquire land by compulsory process.

Under the *Crowns Lands Act 1989* ‘government agency’ *is defined as:*

government agency means any public authority, and includes:

(a) a government department or State owned corporation, and

(b) a livestock health and pest authority,

but does not include a local council or a reserve trust within the meaning of Part 5.

Under the EP&A Act ‘public authority’ is defined as:

***public authority** means:*

(a) a public or local authority constituted by or under an Act, or

(b) a government Department, or

(c) a statutory body representing the Crown, or

(d) a chief executive officer within the meaning of the Public Sector Employment and Management Act 2002 (including the Director-General), or

(e) a statutory State owned corporation (and its subsidiaries) within the meaning of the State Owned Corporations Act 1989, or

(f) a chief executive officer of a corporation or subsidiary referred to in paragraph (e), or

(g) a person prescribed by the regulations for the purposes of this definition.

The architectural expression of the building relies on angled corners rather than designing the upper levels of the building to the curved splayed corners. Design excellence of the building would be difficult to achieve in this latter scenario. In order to comply with all legislative requirements, and to maximise efficiency of floor layouts, it was deemed that land acquisition was the suitable approach.

4.3 Statutory requirements for s75W Modifications

Section 75W of the EP&A Act states the following:

‘75W Modification of Minister’s approval

(1) In this section:

“Minister’s approval” means an approval to carry out a project under this Part, and includes an approval of a concept plan.

“Modification of approval” means changing the terms of a Minister’s approval including:

(a) revoking or varying a condition of the approval or imposing an additional condition of the approval, and

(b) changing the terms of any determination made by the Minister under Division 3 in connection with the approval

(2) The proponent may request the Minister to modify the Minister’s approval for a project. The Minister’s approval for a modification is not required if the project as modified will be consistent with the existing approval under this Part.

(3) The request for the Minister's approval is to be lodged with the Director-General. The Director-General may notify the proponent of environmental assessment requirements with respect to the proposed modifications that the proponent must comply with before the matter will be considered by the Minister.

(4) The Minister may modify the approval (with or without conditions) or disapprove of the modification.

(5) The proponent of a project to which Section 75K applies who is dissatisfied with the determination of a request under this section with respect to the project (or with the failure of the Minister to determine the request within 40 days after it is made) may, within the time prescribed by the regulations, appeal to the Court. The Court may determine any such appeal.

(6) Subsection (5) does not apply to a request to modify:

(a) An approval granted by or as directed by the Court on appeal, or

(b) A determination made by the Minister under Division 3 in connection with the approval or a concept plan.

The Proponent requests that the Minister for Planning, as the consent authority, approve the proposed modifications to the Project Application MP 08_0075 (as modified).

The proposed development (proposed Modification 3) is considered to be largely consistent with the Project Approval. The key differences between the Project Approval development scheme and the current proposal are set out at **Attachment A**.

There are no provisions of Section 75W that impose any prohibition or limitations on the proposed modifications. The Proponent has not been notified of any environmental assessment requirements at the time of preparing this report. However a preliminary environmental assessment of the proposed changes to the development has been undertaken at **Section 6** below. Should the Director-General consider additional environmental assessment requirements are necessary to be addressed by the Proponent, the proposal will provide an additional response to that request. Therefore it is considered that the proposed modifications satisfy the provisions of this Section.

Schedule 6A of the EP&A Act provides:

3 Continuation of Part 3A—transitional Part 3A projects

(1) Part 3A of this Act (as in force immediately before the repeal of that Part and as modified under this Schedule after that repeal) continues to apply to and in respect of a transitional Part 3A project.

(2) For that purpose:

(a) any State environmental planning policy or other instrument made under or for the purposes of Part 3A, as in force on the repeal of that Part and as amended after that repeal, continues to apply to and in respect of a transitional Part 3A project, and

(b) declarations, orders, directions, determinations or other decisions with respect to a transitional Part 3A project continue to have effect and may continue to be made under Part 3A (including for the purpose of the application or continued application of Part 4 or 5 or other provisions of this Act in relation to the project).

Editorial note. For orders under former sec 75B, declarations under former sec 75C, or orders or declarations in relation to those sections under this paragraph, see the Historical notes at the end of this Act.

(3) This clause is subject to the other provisions of this Schedule.

As aforementioned, the EP&A Act as in force immediately before its repeal on 1 October 2011 continues to apply to transitional Part 3A projects. Section 75R(3) under Part 3A provides that environmental planning instruments (other than SEPPs) do not apply to approved Part 3A projects.

75R Application of other provisions of Act

(3) Environmental planning instruments (other than State environmental planning policies) do not apply to or in respect of an approved project.

The implication of this sub-section of the EP&A Act for the Project is that in accordance with Section 75W there is no requirement to assess the s75W application against the requirements of environmental planning instruments - including Local Environmental Plans - except for State Environmental Planning Policies (SEPPs).

4.4 Relevant State Environmental Planning Policies

Those State Environmental Planning Policies relevant to the proposed development include:

- *State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP No. 55); and
- *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP).

The relevant provisions from SEPP No. 55 and ISEPP are addressed below.

State Environmental Planning Policy No. 55 – Remediation of Land

A Contamination report formed part of the original Project Application. This report considered whether the land was contaminated and the need for remediation.

Relevant provisions from SEPP No. 55 to the proposed development include Clause 7:

7 Contamination and remediation to be considered in determining development application

(1) A consent authority must not consent to the carrying out of any development on land unless:

(a) it has considered whether the land is contaminated, and

(b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and

(c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.

(2) Before determining an application for consent to carry out development that would involve a change of use on any of the land specified in subclause (4), the consent authority must consider a report specifying the findings of a preliminary investigation of the land concerned carried out in accordance with the contaminated land planning guidelines.

(3) The applicant for development consent must carry out the investigation required by subclause (2) and must provide a report on it to the consent authority. The consent authority may require the applicant to carry out, and provide a report on, a detailed investigation (as referred to in the contaminated land planning guidelines) if it considers that the findings of the preliminary investigation warrant such an investigation.

(4) The land concerned is:

(a) land that is within an investigation area,

(b) land on which development for a purpose referred to in Table 1 to the contaminated land planning guidelines is being, or is known to have been, carried out,

(c) to the extent to which it is proposed to carry out development on it for residential, educational, recreational or child care purposes, or for the purposes of a hospital—land:

(i) in relation to which there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1 to the contaminated land planning guidelines has been carried out, and

(ii) on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge).

This Section 75W Modification relies on the Contamination report in the Project Approval. There is no further testing or measures specified in the Statement of Commitments or the Conditions of Approval, required, as the proposed development is occurring within the same footprint of the Project Approval building.

State Environmental Planning Policy (Infrastructure) 2007

Those provisions of *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) of relevance to the proposed development are discussed below.

Division 5 Electricity transmission or distribution

Subdivision 2 Development likely to affect an electricity transmission or distribution network

44 Excavation—corridors in City of Sydney

(1) This clause applies to a development application (or an application for modification of a consent) for development that ***involves the penetration of ground to a depth of at least 3m below ground level (existing) on land that is within 10m (measured radially) of the centreline of any of the following electricity supply corridors (or parts of such corridors):***

(a) the part of the Picnic Point to Haymarket corridor (as approved by the Minister on 1 February 2002) that runs between Sydney Park and Haymarket,

(b) the Haymarket to Surry Hills corridor (as approved by the Minister on 21 December 2001),

(c) the City West Cable Tunnel corridor (as approved by the Minister on 21 February 2007).

Note. Copies of the Minister's determinations are available on the website of the Department of Planning.

(2) Before determining an application to which this clause applies, the consent authority must:

(a) give written notice of the application to the electricity supply authority for the area in which the development is to be carried out*, and*

(b) take into consideration any response to the notice that is received within 21 days after the notice is given, and

(c) be satisfied that any safety risks associated with the development or modification to which the application relates have been identified, and

(d) take those risks into consideration.

The proposed development is located next to the Haymarket to Surry Hills Corridor. However as the proponent is the relevant electricity supply authority, and the extent of excavation will not extend closer to the corridor compared with the Project Approval, written notice is not required.

45 Determination of development applications—other development

(1) This clause applies to a development application (or an application for modification of a consent) for development comprising or involving any of the following:

(a) the penetration of ground within 2m of an underground electricity power line or an electricity distribution pole or within 10m of any part of an electricity tower,

(b) development carried out:

(i) within or immediately adjacent to an easement for electricity purposes (whether or not the electricity infrastructure exists), or

(ii) immediately adjacent to an electricity substation, or

(iii) within 5m of an exposed overhead electricity power line,

(c) installation of a swimming pool any part of which is:

(i) within 30m of a structure supporting an overhead electricity transmission line, measured horizontally from the top of the pool to the bottom of the structure at ground level, or

(ii) within 5m of an overhead electricity power line, measured vertically upwards from the top of the pool,

(d) development involving or requiring the placement of power lines underground, unless an agreement with respect to the placement underground of power lines is in force between the electricity supply authority and the council for the land concerned.

(2) Before determining a development application (or an application for modification of a consent) for development to which this clause applies, the consent authority must:

(a) give written notice to the electricity supply authority for the area in which the development is to be carried out, inviting comments about potential safety risks, and

(b) take into consideration any response to the notice that is received within 21 days after the notice is given.

The proposed development is located immediately adjacent to the Belmore Park electricity substation that is currently under construction. It should be noted that the proposed modification is consistent with the building envelope of the Project Approval. Furthermore, that the “electricity supply authority for the area” is Ausgrid who is the Applicant.

Clause 85 of ISEPP relates to development immediately adjacent to rail corridors.

Division 15 Railways

Subdivision 2 Development in rail corridors

85 Development immediately adjacent to rail corridors

(1) This clause applies to development on land that is in or immediately adjacent to a rail corridor, if the development:

(a) is likely to have an adverse effect on rail safety, or

(b) involves the placing of a metal finish on a structure and the rail corridor concerned is used by electric trains, or

(c) involves the use of a crane in air space above any rail corridor.

(2) Before determining a development application for development to which this clause applies, the consent authority must:

(a) within 7 days after the application is made, give written notice of the application to the chief executive officer of the rail authority for the rail corridor, and

(b) take into consideration:

(i) any response to the notice that is received within 21 days after the notice is given, and

(ii) any guidelines that are issued by the Director-General for the purposes of this clause and published in the Gazette.

The proposed building is immediately adjacent to the light rail corridor along Hay Street. It is likely that during construction of the building, there will be cranes that will overhang the rail corridor. It should be noted that the proposed modification is consistent with the building envelope of the Project Approval. Furthermore, that the "*electricity supply authority for the area*" is Ausgrid who is the Applicant.

Condition of Approval No. 3.32 of the Project Approval will satisfy this clause. It states:

"*3.32 Details of any cranes proposed to be set up over rail infrastructure shall be submitted to RailCorp for review and comment, prior to any such activity occurring*."

Clause 86 of ISEPP relates to excavation in, above, or adjacent to rail corridors.

Division 15 Railways

Subdivision 2 Development in rail corridors

86 Excavation in, above or adjacent to rail corridors

(1) This clause applies to development (other than development to which clause 88 applies) that involves the penetration of ground to a depth of at least 2m below ground level (existing) on land:

(a) within or above a rail corridor, or

(b) within 25m (measured horizontally) of a rail corridor. or

(c) within 25m (measured horizontally) of the ground directly above an underground rail corridor.

(2) Before determining a development application for development to which this clause applies, the consent authority must:

(a) within 7 days after the application is made, give written notice of the application to the chief executive officer of the rail authority for the rail corridor, and

(b) take into consideration:

(i) any response to the notice that is received within 21 days after the notice is given, and

(ii) any guidelines issued by the Director-General for the purposes of this clause and published in the Gazette.

(3) Subject to subclause (4), the consent authority must not grant consent to development to which this clause applies without the concurrence of the chief executive officer of the rail authority for the rail corridor to which the development application relates, unless that rail authority is ARTC.

(4) In deciding whether to provide concurrence, the chief executive officer must take into account:

(a) the potential effects of the development (whether alone or cumulatively with other development or proposed development) on:

(i) the safety or structural integrity of existing or proposed rail infrastructure facilities in the rail corridor, and

(ii) the safe and effective operation of existing or proposed rail infrastructure facilities in the rail corridor, and

(b) what measures are proposed, or could reasonably be taken, to avoid or minimise those potential effects.

(5) The consent authority may grant consent to development to which this clause applies without the concurrence of the chief executive officer of the rail authority for the rail corridor if:

(a) the consent authority has given the chief executive officer notice of the development application, and

(b) 21 days have passed since giving the notice and the chief executive officer has not granted or refused to grant concurrence.

The proposed development is located within close proximity to the following rail corridors:

- Eastern Suburbs Line Rail Corridor (below ground) located at corner of Hay and Pitt Streets – there is proposed excavation "within 25m (measured horizontally) of a rail corridor";
- Light Rail along Hay Street (above ground) – there is proposed excavation "within 25m (measured horizontally) of the ground directly above an underground rail corridor";

It should be noted that the extent of proposed excavation as part of the s75W is not changing horizontally, however it is changing vertically (to a greater depth), compared with the Project Approval proposal.

The following conditions of Project Approval will satisfy Clause 86 of ISEPP:

- "*3.31 The proponent shall submit to RailCorp for review and comment, detail drawings of the Stage 1B Development, particularly the basement excavation and associated shoring, during the detailed design phase of the project."*
- *3.33 Where works are to be located within 20 metres of existing rail infrastructure, geotechnical and structural reports shall be submitted to RailCorp for review and comment, prior the commencement of any such works.*"

Conditions of approval no.'s 3.34, 3.35, 3.36 and 3.37 will also support the s75W project in relation to these issues. Refer to Section 3.2 for discussion on conditions of approval.

Refer to Section 5.3 below for a discussion on geotechnical, groundwater and vibration issues and impacts.

Clause 104 of ISEPP requires referral of traffic generating development to the Roads and Maritime Services (RMS).

Division 17 Roads and Traffic

Subdivision 2 Development in or adjacent to road corridors and road reservations

104 Traffic-generating development

(1) This clause applies to development specified in Column 1 of the Table to Schedule 3 that involves:

(a) new premises of the relevant size or capacity, or

(b) an enlargement or extension of existing premises, being an alteration or addition of the relevant size or capacity.

(2) In this clause, relevant size or capacity means:

(a) in relation to development on a site that has direct vehicular or pedestrian access to any road—the size or capacity specified opposite that development in Column 2 of the Table to Schedule 3, or

(b) in relation to development on a site that has direct vehicular or pedestrian access to a classified road or to a road that connects to a classified road where the access (measured along the alignment of the connecting road) is within 90m of the connection—the size or capacity specified opposite that development in Column 3 of the Table to Schedule 3.

(3) Before determining a development application for development to which this clause applies, the consent authority must:

(a) give written notice of the application to the RTA within 7 days after the application is made, and

(b) take into consideration:

(i) any submission that the RTA provides in response to that notice within 21 days after the notice was given (unless, before the 21 days have passed, the RTA advises that it will not be making a submission), and

(ii) the accessibility of the site concerned, including:

(A) the efficiency of movement of people and freight to and from the site and the extent of multi-purpose trips, and

(B) the potential to minimise the need for travel by car and to maximise movement of freight in containers or bulk freight by rail, and

(iii) any potential traffic safety, road congestion or parking implications of the development.

(4) The consent authority must give the RTA a copy of the determination of the application within 7 days after the determination is made.

Schedule 3 Traffic generating development to be referred to the RTA

Column 1 ***Purpose of development***	***Column 2*** ***Size or capacity – site with access to any road***	***Column 3*** ***Size of capacity – site with access to classified road or to road that connects to classified road (if access within 90m of connection, measured along alignment of connecting road)***
Commercial premises	*10,000m² in area*	*2,500m² in area*

The proposed development has a total floor area of approximately 18,610m2 with access to an unclassified road. Therefore the Section 75W Modification requires referral to RMS in relation to Clause 104 of ISEPP. Refer to the Traffic report at **Attachment C**.

5. Environmental Assessment

The following section undertakes an assessment of the proposed changes to the development scope in respect of environmental impacts and recommends mitigation measures where required.

5.1 Traffic and Transport - Issues and Impacts

An update to the Traffic report was made by Traffix given changes to the architectural scheme. This report is at **Attachment C**.

The following changes to the architectural scheme are proposed:

- *"Reduction in the net lettable commercial area to now provide a total of 18,610m2, which equates to a reduction of 2,860m2.*
- *Retention of the 62 tenant car parking spaces.*
- *Reduction in the number of courier / servicing spaces. The development was approved for 2 courier spaces within the basement levels and now proposes a single loading dock on the Ground Floor, which has been designed to accommodate up to an 8.8 metre MRV.*
- *Removal of the single combined entry / exit driveway onto Campbell Street and the provision of four driveways, with two accessing Campbell Street and two accessing Hay Street. The Campbell Street driveways will both operate as entry-only and will separately serve the basement car parking and the Ground Floor loading area. The two Hay Street driveways will operate as exit only and will also serve the basement car parking and the Ground Floor loading area."*

The Traffix report concludes:

- *"The site enjoys excellent access to and from the road network and is very well served by public transport.*
- *Full compliance is achieved with Council's LEP 2005, with 62 car spaces proposed compared with a maximum of 69 spaces permitted. The provision of a single loading bay is additional and has not been included as general parking.*
- *The development is expected to generate 50 veh/hr during the AM and PM peak periods. The net increase in traffic generation having regard for the approved development will be 2 veh/hr during both the AM and PM peak periods. This equates to 1 additional trip every 30 minutes which will have no impact on the operation of intersections in the vicinity of the site and accordingly, the traffic impacts are considered acceptable.*
- *The proposed access and internal design arrangements generally comply with the requirements of AS 2890.1 (2004) and AS 2890.2 (2002). However, a swept path analysis of the proposed arrangements has been undertaken which demonstrates that numerous minor changes are required to ensure satisfactory operation and compliance with AS 2890.1 and AS 2890.2 is achieved. On this basis, inclusion of a standard condition requiring compliance with AS2890.1 and ASA2890.2 is recommended.*
- *Appropriate provision is made for disabled parking.*
- *Appropriate provision is made for bicycle and motorcycle parking as discussed.*
- *Appropriate provision is made for on-site waste collection by a private contractor."*

Mitigation Measures / Conditions of Approval

A standard condition requiring compliance with AS2890.1and AS2890.2 is recommended.

5.2 Heritage - Issues and Impacts

A new Heritage Impact Statement (HIS) was prepared by Graham Brooks and Associates. This report is at **Attachment D**. Note the new HIS does not include a historical overview because this was already included in the HIS prepared by City Plan Services that formed part of the Project Application. This earlier HIS related to the Kann Finch architectural scheme.

The HIS prepared by Graham Brooks and Associates concludes in relation to the proposed development:

> *"The modifications contained in the Proposed Scheme will have no adverse impact on the established significance of the heritage items in the vicinity of the Site for the following reasons:*
>
> - *the modifications have no physical impact on the heritage items in the vicinity of the Site;*
> - *the modifications have no perceptible spatial, visual or urban quality impacts on the heritage items in the vicinity of the Site beyond that already approved.*
> - *the proposed modifications are sympathetic to the heritage items in terms of the building's bulk, articulation and contextual relationship with its surrounding in the following ways:*
>   - *reduction in the actual and perceived bulk of the building and its potential to dominate the surroundings by expressing the two distinct uses of the building as separate volumes around a central, recessed, glass atrium;*
>   - *responding to the vertical rhythm and fenestration pattern of the heritage items in the vicinity by incorporating: vertical louvre panels; vertically / horizontally arranged zinc panels with expressed recessed joints; and recessed windows to both the east and west elevations;*

- *use of landscaped terraces to break up the angled roof facing Hay Street and create a connection between the natural and built environments."*

Mitigation Measures / Conditions of Approval

None required.

5.3 Geotechnical, Groundwater, Noise and Vibration - Issues and Impacts

A new basement level is proposed which will increase the depth of the lowest basement level and the extent of excavation required. The Project Application had Basement 03 level at FFL -2.600. Sections of the Architectus scheme drawings show new Basement 04 at -7.300. This means the depth of the lower-most basement level has increased by 4.7 metres, with the addition of a new basement level. Excavation will therefore be required to a depth of at least 14.4 metres.

The Project Environmental Assessment Report (PEAR) refers to a "*geotechnical assessment report prepared for the Belmore Park Site by Douglas Partners Pty Ltd in April 2008.*"

The PEAR provides a description of subsurface conditions for Belmore Park site, and identified the depth to top of rock stratum as: 4.15 – 5.95m and the associated stratum description as "*sandstone - extremely low to low strength sandstone with strength increasing to medium to high strength by 8.5- 9.0 metres depth*". The PEAR notes that "*Three previous investigations have been carried out on the site:*

- *Douglas Partners Pty Ltd in May 2005;*
- *Douglas Partners Pty Ltd in March 1996; and*
- *Ground Test Pty Limited in November 1968*."

An addendum to the April 2008 report was subsequently prepared for Ausgrid, which included geotechnical test bores up to 30 metres deep, which are in excess of the depth of the proposed excavation. The report found that sandstone underlies the natural sandy clay and was encountered in test bores 101 to 105 between 4.5 and 30.0 m.

The geotechnical addendum report titled "*Report on Geotechnical Report – Proposed Belmore Park Zone Substation 340-450 Pitt Street, Sydney* (July 2008) was prepared by Douglas Partners for the Preferred Project Report for the Project Application.

The geotechnical addendum report contains 'Attachment C: Sketch SK103 – Existing Rail Location Plan and Sketch SK104 – Rail Sections'. The sections show the proximity of the eastern suburbs rail (ESR) tunnel and exclusion zone. It indicates that the top of the ESR tunnel is RL -7.700 and the basement excavation is set back a distance of approximately 10m from the tunnel. The proposed new basement excavation would now extend to a depth of RL –7.300 and the horizontal distance of around 10m to the tunnel will be maintained. The geotechnical addendum report states:

> *"Excavation of the rock for the basement will cause some vibrations and noise which will reduce with distance from the source. In the past Railcorp have adopted a vibration limit of 20 mm/sec peak particle velocity (ppv) for their tunnels. Based on previous monitoring of construction vibration at city sites it is anticipated that the maximum ppv generated by a 3 tonne rock hammer would be in the order of 10 - 12 mm/sec at a distance of 10 m from the hammer. Based on this it is expected that large excavation equipment could be used without exceeding the previous Railcorp accepted vibration limits, and that excavation of the basement for the proposed development will have a negligible to nil adverse effect on the adjacent railway tunnels."*

Therefore on the basis of the above review and analysis, a further addendum to the geotechnical and noise and vibration report/s was not considered necessary. It is anticipated that the additional depth of excavation will not contribute to environmental impacts except

relating to duration of excavation works which will have extended noise, vibration and construction traffic movement impacts.

Mitigation Measures / Conditions of Approval

The existing conditions in the Project Approval will be adequate to cover the additional excavation that is proposed:

- Condition of Approval No. 3.31 requires submission of detail drawings for the development, particularly relating to basement excavation and associated shoring.
- Condition of Approval No. 3.33 requires submission of geotechnical and structural reports to RailCorp.
- A Construction Environmental Management Plan (CEMP) is a requirement of Condition of Approval No. 5.2. This is required to be prepared prior to construction and will outline environmental management practices and procedures. This will include measures to manage vibration.
- Condition of Approval no. 5.3(a) requires the CEMP include a Noise and Vibration Management Plan.
- Condition of Approval No. 5.3(d) requires the CEMP include a Water Quality Management Plan.
- Condition of Approval No. 3.35 requires a Rail Dilapidation report is prepared for the railway tunnels and associated rail infrastructure.
- Conditions of Approval No.'s 3.17 to 3.20 for water quality management include measures to manage impacts on groundwater and impacts of groundwater on nearby structures.

5.4 Design Excellence and Visual Amenity - Issues and Impacts

The proposed architectural development was presented to the Design Review Panel. This Panel meeting took place on 30th September 2012. The purpose of the Panel was to assess the development for design excellence and provide design advice. The Panel endorsed the Belmore Park Office Building Design Report, and the Panellist signatures can be found to the front of this report at **Attachment F**.

The architectural scheme and the visual presentation of the proposed building have been improved considerably compared with the architectural concept that formed the Project Approval by:

- Proposed landscaping to terraces of the southern façade which perforates the façade and provides greater relationship with the adjacent park;
- Proposed high quality materials, finishes and detailing;
- Greater sensitivity of proposed development with adjacent heritage buildings in terms of materials and finishes (use of zinc to reflect colour of sandstone of adjacent heritage buildings) and architectural detailing (for example, recessed windows which reflect the rhythm of the windows of the adjacent heritage buildings);
- Reduction in the visual bulk of the building, achieved by using a recessed glass atrium to present two separate volumes

Refer to minutes of the Design Review Panel meeting at **Attachment F**.

5.5 Overshadowing - Issues and Impacts

The building envelope of the Project Approval building was designed in accordance with the sun access plane control that applied at the time the Project Application was lodged. This is discussed in the Project Application Environmental Assessment report. This control specifies maximum 25 metres building height at the northern alignment of Hay Street with a vertical angle of 32 degrees 30 minutes from this alignment, which allows a maximum 60 metres shadow envelope to the boundary at Campbell Street, for sun access to Belmore Park.

The sun access plane development standard (Clause 48 of Sydney Local Environmental Plan 2005) currently applies to the site. This is provided in **Table 2** below.

Table 2: A1 Belmore Park Sun access plane table – from Schedule 2 Sun Access Plane particulars in Sydney LEP 2005

Horizontal bearing (degrees)	Vertical angle (degrees)	Vertical height above ground level at part of street alignment (metres)
359.05	32.67	25 m on the northern alignment of Hay Street between a point 95 m west of the western alignment of Pitt Street and the western alignment of Castlereagh Street.

While Draft Sydney Local Environmental Plan 2011 specifies the following sun access plane development standard (Clause 6.16 - Belmore Park 1A) applying to the site:

> ***(5) Belmore Park***
>
> *For the Belmore Park 1A sun access plane:*
>
> *(a) X is a point at 34067E, 49731N, 30RL, and*
>
> *Note. Approximately 25 metres above the northern alignment of Hay Street 95 metres west from the junction of the northern alignment of Hay Street and the western alignment of Castlereagh Street.*
>
> *(b) Y is a point at 34297E, 49681N, 34RL, and*
>
> *Note. Approximately 25 metres above the junction of the northern alignment of Hay Street and the western alignment of Castlereagh Street.*
>
> *(c) B is 359.0 degrees, and*
>
> *(d) V is 32.7 degrees.*

The proposed building the subject of this modification has been designed to 25 metres to the northern alignment of Hay Street and a vertical angle of 32.6 degrees from this alignment. This is shown on the diagram at **Figure 1** below which compares the Project Approval and Section 75W Modification schemes. **Figure 2** shows the maximum permissible building envelope under the current sun access plane control in Sydney Local Environmental Plan 2005.

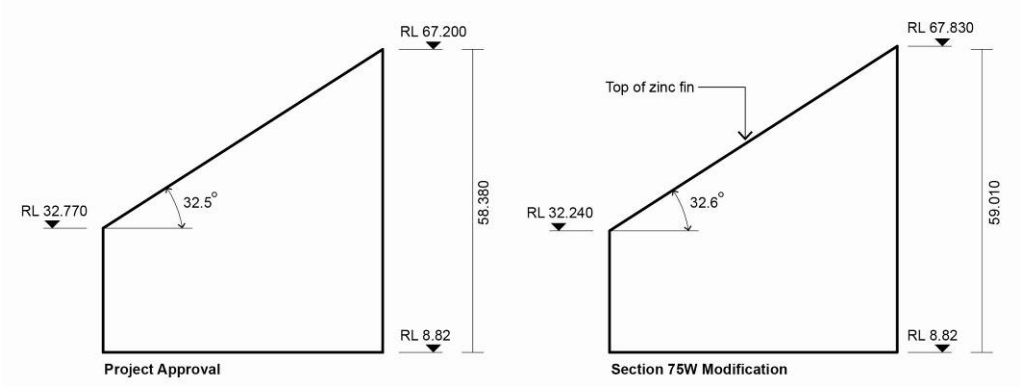

Figure 1: Comparison of Buildings Envelopes for purpose of sun access plane control – Project Approval and proposed development

Prepared by Architectus [Note: not to scale]

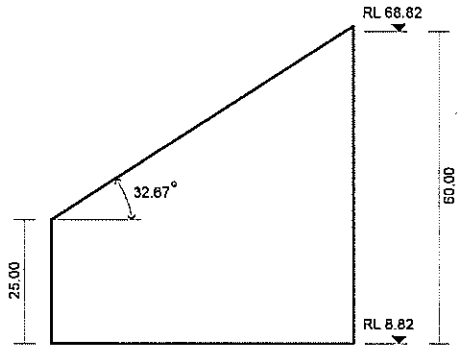

Figure 2: Maximum Permissible Building Envelope – Clause 48 Sun Access Plane, Sydney LEP 2005
Prepared by Architectus [Note: not to scale]

What these diagrams show is that the vertical angle of the proposed building is now more consistent with the current LEP sun access plane development standards (gazetted and draft LEPs) which currently apply to the site.

A Shadow Studies diagram was prepared for the Project Approval building based on the Kann Finch drawings so that overshadowing extents can be compared with that of the proposed development. This diagram is at **Attachment G**. This shows that there will be negligible additional overshadowing as a result of the proposed building compared with the Project Approval scheme.

6. Conclusion

The proposed modifications under Section 75W of the EP&A Act 1979 are required to address the proposed changes to the commercial office building between the scheme in the Project Approval and the Architectus architectural scheme. It is also required to address conditions of approval which are no longer required and the proposed. In addition, the proposed modifications include a plan of stratum subdivision relating to whole site, comprising electricity substation and commercial office components.

The above assessment provides that the proposed modifications are largely consistent with the Project Approval. It also provides that environmental impacts associated with the proposed changes are minimal.

Accordingly, it is recommended that this Section 75W application be approved by the Minister for Planning and Infrastructure.

If you have any queries or would like to discuss this matter further, please do not hesitate to contact either myself on (02) 9269 4485 or Gareth Evans on (02) 92694252 .

Yours sincerely,

Wilma Penrose
Director, Area Development, Sydney CBD & East
Ausgrid

ATTACHMENT A

No.	Category / Theme	Planning Control Requirement (where relevant)	Approved Project Application - Key Elements / Features relating to Stage 1B	Proposed Amended Architectus Scheme - Key Elements / Features	Change? And if yes, adverse environmental impact anticipated?
1	**Building Height**				
A	Height in metres	Cl.50 Height of Buildings (Sydney LEP 2005) "Belmore Park Sun Access Plane A1 (25 metres on northern alignment of Hay Street with a vertical angle 32 degrees 30' providing a maximum height on Campbell Street of 60 metres to the ridge)." (Project Environmental Assessment Report)	The proposed building envelope has been designed to comply with the Belmore Park Sun Access Plane A1. (The proposed building has a maximum height of 58.4 metres to the ridge). Page 8.11 (PEAR): "The proposed building envelope is controlled by the Belmore Park Sun Access Plane. A review of the building envelope indicates that a small portion of the building (13.4 metres) exceeds a height of 45 metres. In addition, it is noted that the building envelope above 45 metres is relatively shallow, representing the triangulated point of the building with a maximum depth of 20 metres."	Building designed to vertical angle of 32 degrees at Hay Street on northern alignment. Proposed building 59.9 metres from ground level to top of shadow envelope. Notes: • Angled roof of approved scheme commences at RL 32.770. • Angled roof of proposed amended scheme commences at RL 32.770. Designed to 32 degree pitch.	**Change** • Building designed to angle of 32.6 degrees instead of 32.5 degrees. • This aligns better with the prevailing sun access plane development standards for the site. • Furthermore, it is within the maximum permissible height at Campbell Street of 60 metres.

No.	Category / Theme	Planning Control Requirement (where relevant)	Approved Project Application - Key Elements / Features relating to Stage 1B	Proposed Amended Architectus Scheme - Key Elements / Features	Change? And if yes, adverse environmental impact anticipated?
B	Number of storeys	-	3 basement levels & 14 storeys above (level 14 is for plant room)	4 basement levels & 14 storeys above (levels 13 & 14 are for plant room)	-comment same as below
C	FFL of lower-most basement storey	-	Basement level 3: FFL -2.600 Basement level 02: FFL 0.300 Basement level 01: FFL 3.200 Ground level: FFL 7.300	Basement level 4: RL -7.300 Basement level 3: RL -3.100 Basement level 02: RL -0.100 Basement level 01: RL 2.900 Ground level: RL 7.100	**Change** • Depth of lower-most basement level is increased by 4.7 metres, by addition of new basement level. • This means additional excavation is required.
2	**Floorspace**				
A	Floor Space Ratio	Cl.54 Floor Space Ratios (FSR) (Sydney LEP 2005) Base FSR of 8:1 (27,431m2) up to maximum of 12.5:1 (42,861m2) for commercial uses.	Proposed FSR of 7:1 (22,525m2) nominally allocated (PEAR)	The proposed amended scheme is within the same building envelope as the KF scheme with the exception of increase in building height by 0.62m. There is the same number of levels and this height increase does not contain additional floorspace. Therefore it can be expected that the GFA would be similar, except that basement is included in GFA.	
3	**Car parking**				

No.	Category / Theme	Planning Control Requirement (where relevant)	Approved Project Application - Key Elements / Features relating to Stage 1B	Proposed Amended Architectus Scheme - Key Elements / Features	Change? And if yes, adverse environmental impact anticipated?
A	Number of car spaces	Cl.65 Car Parking (Sydney LEP 2005) 1 car space per 50m2 of site area. Based on site area of 3,429m2 a maximum of 69 spaces is permissible.	62 car spaces.	62 car spaces over 3 basement levels	-
B		On Site Parking DCP - Cl 5.1 – 5.6 On-site parking in Central Sydney should generally be located below ground so that active uses are maximized at street level. Where any proposed development includes on-site parking, a Traffic and Parking Report is required.	The parking for the building is provided in a basement car park as required by the DCP	The parking for the building is provided in a basement car park as required by the DCP	-
4	**Building alignment / Setbacks**				
A	Build to street frontage	Building to the street alignment DCP - Cl 2.1.1 New buildings are to have street frontages built predominantly to the street alignment.	The proposed building is to be built to the street alignment of Pitt, Hay and Campbell Streets.	The proposed building is to be built to the street alignment of Pitt, Hay and Campbell Streets.	-
B		Building to the street alignment DCP - Cl 2.1.2 [refer to page 8.4 of project Environmental Assessment report]	The HIS prepared by CityPlan Heritage concludes that the proposed setbacks are appropriate in these circumstances	The setbacks same as approved development.	-

No.	Category / Theme	Planning Control Requirement (where relevant)	Approved Project Application - Key Elements / Features relating to Stage 1B	Proposed Amended Architectus Scheme - Key Elements / Features	Change? And if yes, adverse environmental impact anticipated?
5	**Building setback**	Building setbacks DCP - Cl 2.3 Front setbacks 8 metres weighted average above 45 metres. Side and rear setbacks at least 3 metres.	To achieve a strong architectural expression no setbacks are provided. Page 8.11 (PEAR): "In relation to the DCP objectives for setbacks above, it is considered that as a result of the low scale and shape of the proposed building, that the imposition of the DCP setback controls above 45 metres would have no impact on overshadowing, daylight, wind conditions, perceived building height or growing condition of trees."	No setbacks provided.	No change • Consistent with Project Approval.
6	**Activity at Street**	Street frontage activities DCP - Cl 2.5 Active frontages at ground level to retail streets and major pedestrian streets. Pitt Street frontage defined as a 'major pedestrian street'.	Pitt Street is classified as a major pedestrian street. An active street frontage of retail uses and the buildings entry lobby is provided on Pitt Street. Additional retail uses are provided on the Corner of Pitt and Campbell and Pitt and Hay Street.	Entry lobby and full glazing is provided to Pitt Street which reveals the activities in the lobby and retail use behind. Retail uses are provided along Pitt, Campbell and Hay Streets.	-
7	**Building exteriors**				
A	Building articulation	Building Exteriors **DCP - Cl 2.7.1** Adjoining buildings (particularly heritage buildings) are to be considered in the design of new	These matters have been considered in the HIS. The HIS concludes that the proposed building design would not adversely impact on the heritage significance of the adjoining buildings.	Proposed building consistent with alignment, heights, setbacks above street frontage heights and façade proportions to approved scheme.	**Change** Recessed windows to western façade.

No.	Category / Theme	Planning Control Requirement (where relevant)	Approved Project Application - Key Elements / Features relating to Stage 1B	Proposed Amended Architectus Scheme - Key Elements / Features	Change? And if yes, adverse environmental impact anticipated?
		buildings in terms of: (i) building to the street alignment (ii) street frontage heights (ii) setbacks above street frontage heights (iv) façade proportions including horizontal and vertical emphasis (v) the provision of enclosed corners at street intersections.			
B	Materials and finishes	Building Exteriors **DCP - Cl 2.7.2** Building exteriors are to be designed with regard to the following criteria: (i) the predominantly masonry character and articulation of Central Sydney is to be reinforced, particularly at lower levels of buildings (ii) Materials used (including glass are to be predominantly light in colour (iii) extensive expanses of blank glass	The lower level of the substation portion of the building is to be masonry. The remaining proposed building façade is to be predominantly glazed with external sun controls. Materials to be used are to be predominantly light grey in colour. The building façade is predominantly glazed with external sun protection devices. Page 8.11 (PEAR): "While the façade is glazed, it is highly	Northern façade: • Full height glass with external horizontal copper coloured zinc lourvre blades. Western façade: • Coppered coloured Zinc blade walls with recessed joints. • Deeply recessed windows. Southern façade: • Full height clear glass and glass balustrades to terraces.	**Change** • Change in material colours (light grey to copper colour) • Masonry is not included. • Extensive areas of glazing remains, however these are visually broken up by terraces with planting, louvres or present as deeply recessed windows.

No.	Category / Theme	Planning Control Requirement (where relevant)	Approved Project Application - Key Elements / Features relating to Stage 1B	Proposed Amended Architectus Scheme - Key Elements / Features	Change? And if yes, adverse environmental impact anticipated?
		or solid wall are to be avoided.	articulated through the use of framing and an external passive sun shading system. The combination of glazed façade and external shading system provides maximum internal daylight access for the offices and a highly efficient building 'skin', providing a building capable of achieving a 5 Star – Green Star energy rating."		
8	**Lane / Through Site Link**	Lanes DCP **DCP - Cl 3.1** Fig 3.1 in the DCP indicates a new lane to be provided separating the site from the Central Square Tower.	A 6-metre wide lane is proposed in this location. The substation of the proposed building fronts the new lane. It is proposed to include design details to provide visual interest on the lane in compliance with DCP requirements.	N/A This was proposed as part of substation design.	-
9	**Vehicle access**	Vehicle Access and Footpath Crossing **DCP - Cl 3.3** New vehicle access points not preferred on Pitt Street. One combined service and vehicle access per building.	No vehicle access proposed on Pitt Street. A single combined access on Campbell Street is provided for the office building A single through service access is provided for the Substation with access on Hay Street and exit on Campbell Street.	• Entry access to basement ramp from Campbell Street remains. • New exit ramp from basement to Hay Street (left turn exit only). • New loading services lane running north-south through site (left turn exit only).	**Change** • New exit to Hay Street and new loading dock access through site.
10	**Awnings**	Awnings and Colonnades **DCP - Cl 3.5**	Awning provided on Pitt Street.	Awning (canopy) provided to Campbell Street and half the length of	**Change** • Canopy extended to Campbell

No.	Category / Theme	Planning Control Requirement (where relevant)	Approved Project Application - Key Elements / Features relating to Stage 1B	Proposed Amended Architectus Scheme - Key Elements / Features	Change? And if yes, adverse environmental impact anticipated?
		Awning required on Pitt Street		the building on Pitt Street. Recessed area under building for remainder of frontage	Street and extent of canopy reduced to Pitt Street.
11	**Sunlight to public space**	Sunlight to public spaces **DCP - Cl 4.1** Compliance with the Belmore Park Sun Access Plane A1 represents effective compliance with this control	The proposed building envelope complies with the Belmore Park Sun Access Plane.	The proposed building envelope complies with the Belmore Park Sun Access Plane.	**Change** Refer to response to 1A above.
12	**Energy efficiency / ESD**	Energy Efficiency **DCP - Cl 4.3** To provide energy efficient buildings. An Energy Efficiency Report is required.	The proposed building is designed to achieve a 5+ Star Green Star energy rating. Refer to the attached Energy Efficiency Reports in **Volume 3, Appendices K and L**. Page 15.6 (PEAR): "The commercial building has been designed to achieve 5+ star Green Star and 4.5 star ABGR ratings."	Designed to achieve 5+ star Green Star and 4.5 star ABGR rating.	-
13	**Reflectivity**	Reflectivity **DCP - Cl 4.5** To restrict the reflection of sunlight to surrounding areas and buildings.	Intention to comply. A report is to be provided following final material selection at detailed design.	Southern façade fronting the park proposed to be mirrored glass ('art wall').	**Change**

No.	Category / Theme	Planning Control Requirement (where relevant)	Approved Project Application - Key Elements / Features relating to Stage 1B	Proposed Amended Architectus Scheme - Key Elements / Features	Change? And if yes, adverse environmental impact anticipated?
14	**Design excellence**	Design excellence and Competitive processes **DCP - Cl 12.1** Clause 28D of the Sydney LEP requires a proposed development to be designed as a result of a competitive process.	It is proposed to achieve design excellence through the alternative Design Review Process.	Design Review Panel Meeting held on 30th September 2012.	Design Review Panel endorsed the design. Refer to **Attachment F**.
15	**Landscaping / public domain**	-	Soft landscaping at ground level below atrium.	Planting at ground level removed. Planter boxes added to terraces. Less public domain to Campbell and Pitt Streets because ground floor of building alignment now to boundary.	**Change** • Sufficient amenity still provided. Note Condition 2.1 of Project Approval which requires submission of landscape design for Stage 1B to the Director-General for approval prior to construction.
16	**Land use mix**		Retail / commercial uses	Retail / commercial uses	-
17	**Building bulk and mass**				
A	Building bulk	DCP 2.6 Control applies to buildings above 120m in height.	N/A	N/A	-
18	**Impact on heritage values of adjoining heritage items**	*Central Sydney Heritage DCP 1996:* 2.2 Provisions (1) Alterations and additions to buildings and structures, and new	Assessed in HIS which concluded that the proposed building design would not impact on the heritage significance of the adjoining buildings.	Refer to response to 7B above. The materials and finishes (copper coloured zinc) and façade treatment (recessed windows) are designed to	**Change** • Change in materials and finishes.

No.	Category / Theme	Planning Control Requirement (where relevant)	Approved Project Application - Key Elements / Features relating to Stage 1B	Proposed Amended Architectus Scheme - Key Elements / Features	Change? And if yes, adverse environmental impact anticipated?
		development of sites in the vicinity of a heritage item are to be designed to respect and complement the heritage item in terms of the: (a) building envelope; (b) proportions; (c) materials, colours and finishes; and (d) building and street alignment. (2) Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by: (a) providing an adequate area around the building to allow interpretation of the heritage item; (b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item); (c) protecting (where possible) and allowing the interpretation of archaeological features; and (d) retaining and respecting significant views to and from the heritage item.		reflect the architectural style of the building opposite the site. Need updated HIS that accounts for new proposed materials and finishes. Satisfies sub-clause 2.	

ATTACHMENT B

ATTACHMENT C

Traffic Impact Assessment

Section 75W Modification Application
Approved Commercial Development at
430-450 Pitt Street, Haymarket

Reference: 12.330r01v02 TRAFFIX 75W Report

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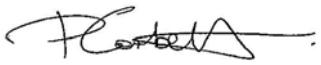
Document Verification

Job Number:	12.330
Project:	Section 75W Application; Approved Commercial Development at 430-450 Pitt Street, Sydney
Client:	Architectus Sydney

Revision		Initials	Date	Signature
Report v01	Prepared by:	PC	08/11/2012	
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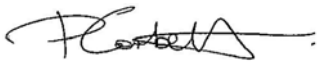
Report v02	Prepared by:	PC	05/12/2012	
	Checked by:	GP	05/12/2012	
	Approved by:			

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Contents

1. Introduction

TRAFFIX has been commissioned by Architectus Sydney to undertake a traffic impact assessment in support of a Section 75W Modification Application relating to the construction of a commercial and ancillary retail development at 430-450 Pitt Street, Sydney. The site extends between Campbell Street in the north and Hay Street in the south, with an existing commercial development known as Central Square to the east. The development is located within the City of Sydney Council LGA and has been assessed under that Council's controls.

This report documents the findings of our investigations and should be read in the context of the Environmental Assessment prepared separately. The proposed development has a total floor area of approximately 18,610m^2 with access to an unclassified road. Accordingly, the development requires referral to the Roads and Maritime Services (RMS) under the provisions of the State Environmental Planning Policy (Infrastructure) 2007.

The report is structured as follows:

- Section 2: Describes the site and its location
- Section 3: Documents existing traffic conditions
- Section 4: Describes the proposed development
- Section 5: Assesses the parking requirements
- Section 6: Assesses traffic impacts
- Section 7: Discusses access and internal design aspects
- Section 8: Presents the overall study conclusions.

2. Location and Site

The site is situated on the eastern side of Pitt Street and has frontages to Campbell Street in the north and Hay Street in the south. It is also due north of Central railway station and is situated within the established southern CBD precinct. A large commercial office building known as Central Square borders the site on its eastern side. Belmore Park is situated directly opposite the site on its southern side.

The site has a generally rectangular configuration and has a combined site area of 3,428.9m^2. The site was used previously as a public car park with capacity for about 100 cars, all at-grade. It has a western frontage of approximately 54 metres to Pitt Street, a northern frontage of approximately 70 metres to Campbell Street, a southern frontage of approximately 70 metres to Hay Street and a western boundary of approximately 54 metres to Central Square.

The previously approved development is currently under construction and was previously accessed from Hay Street via a driveway crossing which served both the existing at-grade public car park and the neighbouring Central Square.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**. Reference should also be made to the Photographic Record presented in **Appendix A**, which provides an appreciation of the general character of roads and other key attributes in proximity to the site.

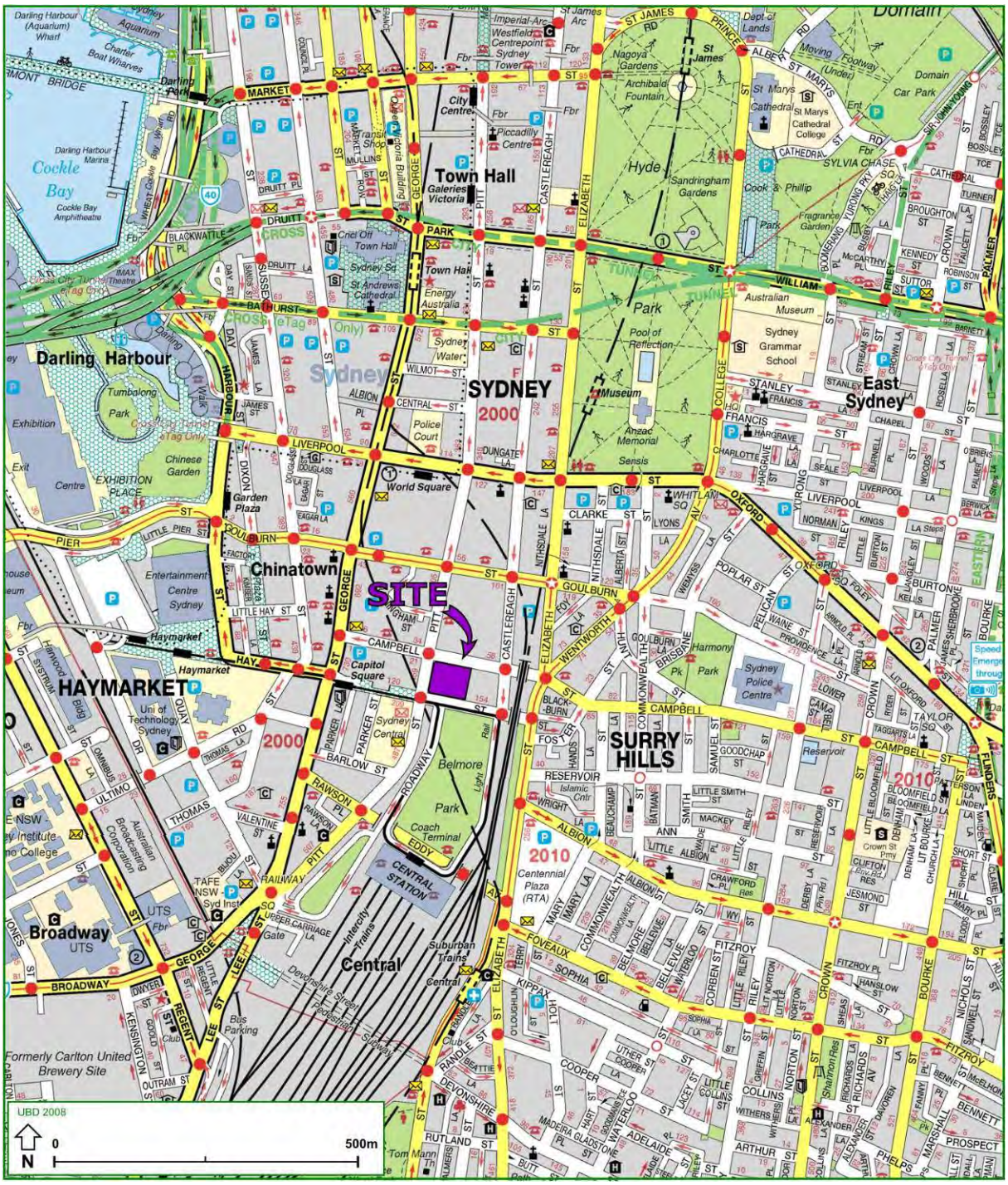


Figure 1: Location Plan

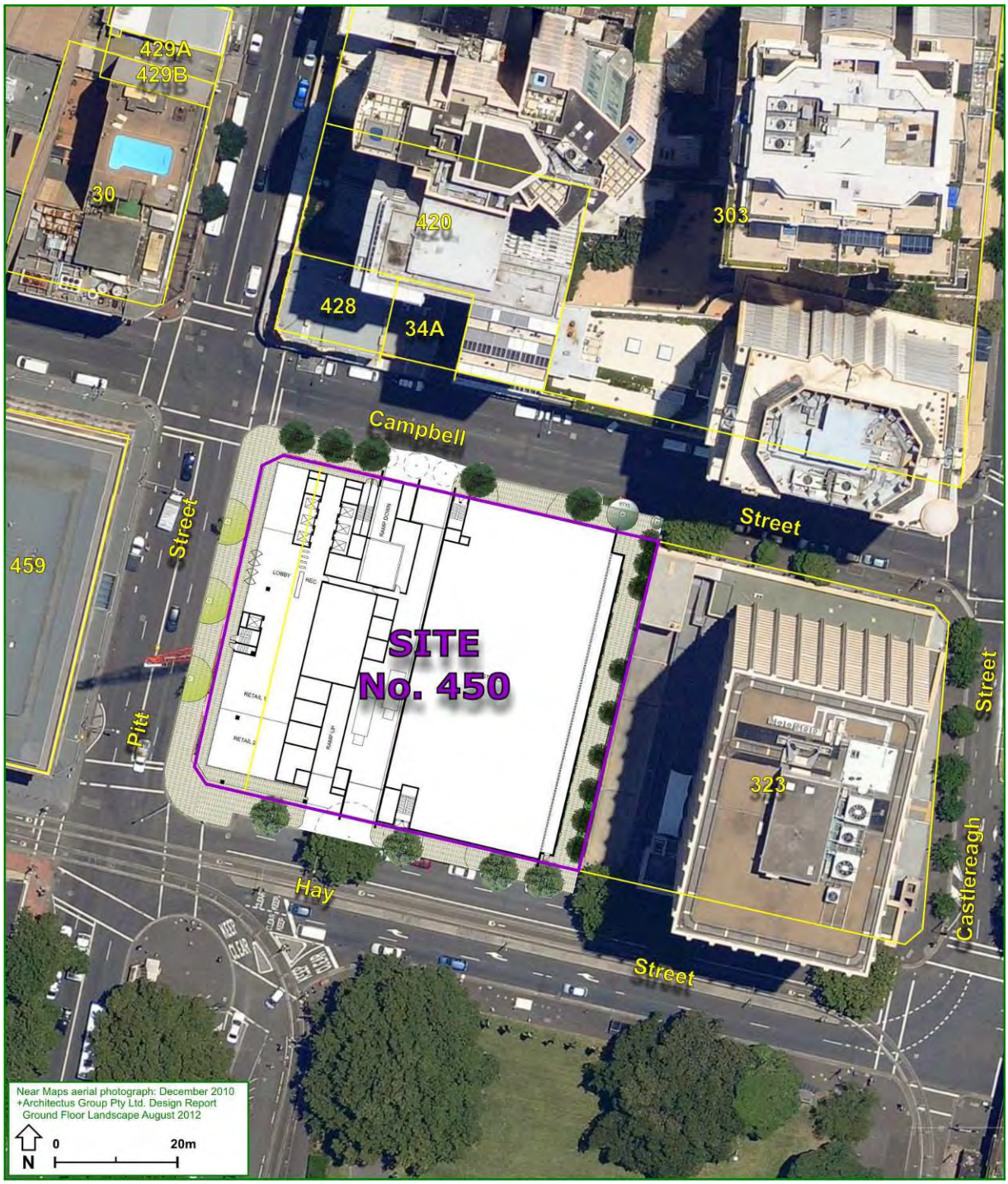


Figure 2: Site Plan

3. Existing Traffic Conditions

3.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Pitt Street: a local road that generally traverses in a north-south direction between Alfred Street in the north and Broadway in the south. Adjacent to the site, the western side of Pitt Street is subject to 'Loading Zone' restrictions, while 'No Parking' restrictions apply along the eastern side. Pitt Street is generally subject to a 50km/h speed zoning in the vicinity of the site and generally carries two lanes of traffic in either direction within a separated carriageway of width 14.0 metres. Notwithstanding this, it is noted that Pitt Street carries one-way northbound flow, north of its intersection with Goulburn Street.

- Campbell Street: a local road that traverse in an east-west direction between Bourke Street in the east and George Street in the west. It is subject to timed and metered parking restrictions on the southern side and 'No Parking' restrictions on the northern side, with some sections of 'Loading Zones' on both sides. Campbell Street is generally subject to a 50km/h speed zoning in the vicinity of the site and generally carries two lanes of traffic in either direction within a separated carriageway of width 12.8 metres. Notwithstanding this, it is noted that Campbell Street carries one-way westbound flow, between Pitt Street and George Street.

- Hay Street: a local road that traverse in an east-west direction between Elizabeth Street in the east and Pitt Street in the west. It is subject to timed and metered parking restrictions along its northern side and 'No Stopping' restrictions along its southern side. Hay Street is closed to traffic west of Pitt Street, where it becomes a pedestrian mall that extends through

to Parker Lane immediately adjacent to George Street. The Light Rail system operates within this closed section of Hay Street, with two-way rail movement. A one-way clockwise loop then traverses Hay Street adjacent to the site (in an easterly direction); to then make use of the ramps to/from Central Station on either side of Belmore Park. Hay Street is generally subject to a 50km/h speed zoning in the vicinity of the site and generally carries two lanes of traffic in either direction within a separated carriageway of width 17.0 metres.

- Castlereagh Street: a local road that runs in a north-south direction between Bligh Street in the north and Hay Street in the south. Castlereagh Street carries three lanes of Traffic between Campbell Street and Hay Street and operates with one-way southbound flow.

It can be seen from Figure 3 that the site is conveniently located with respect to the arterial and local road systems serving the region. It is therefore able to effectively distribute traffic onto the wider road network, minimising traffic impacts.

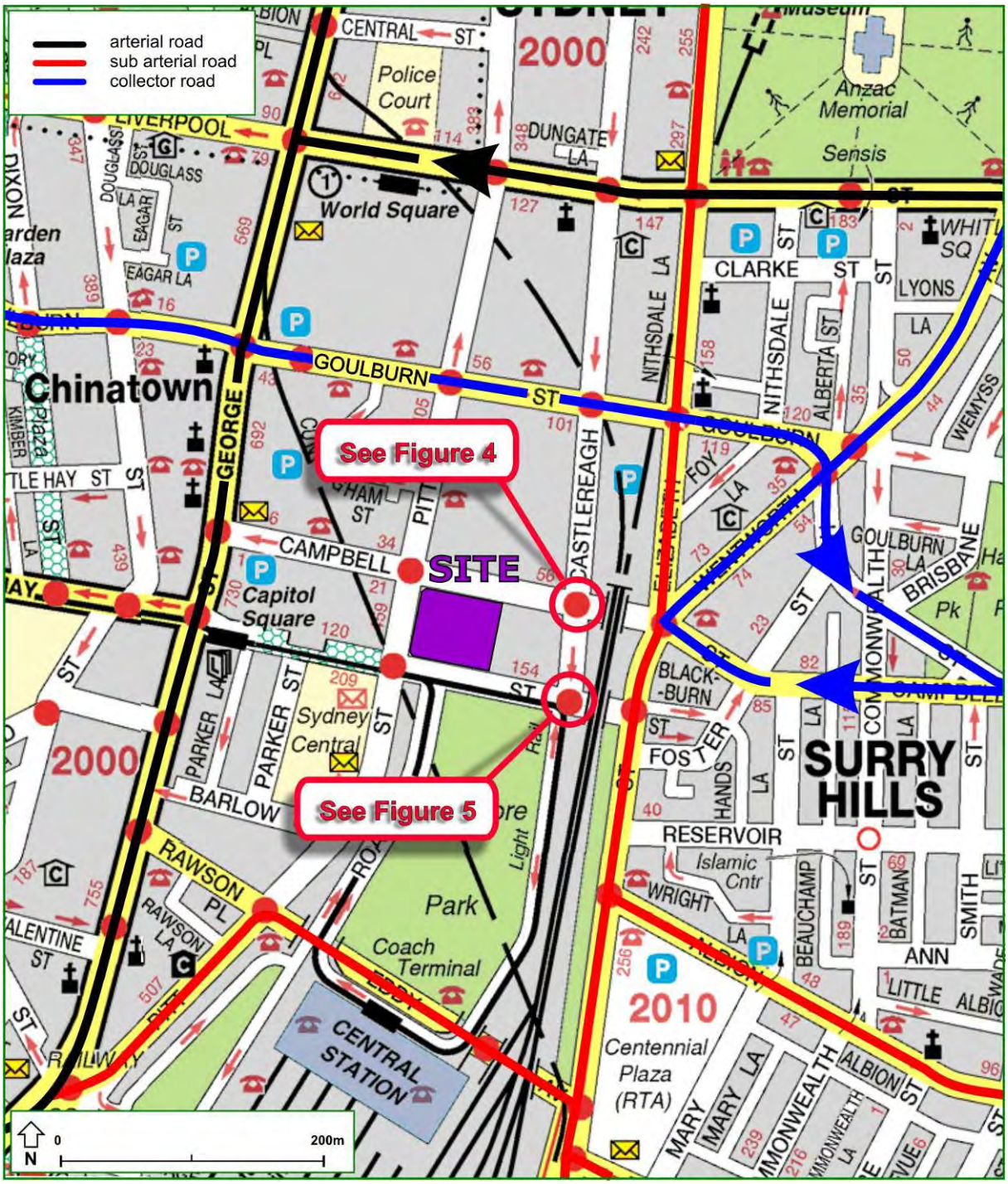
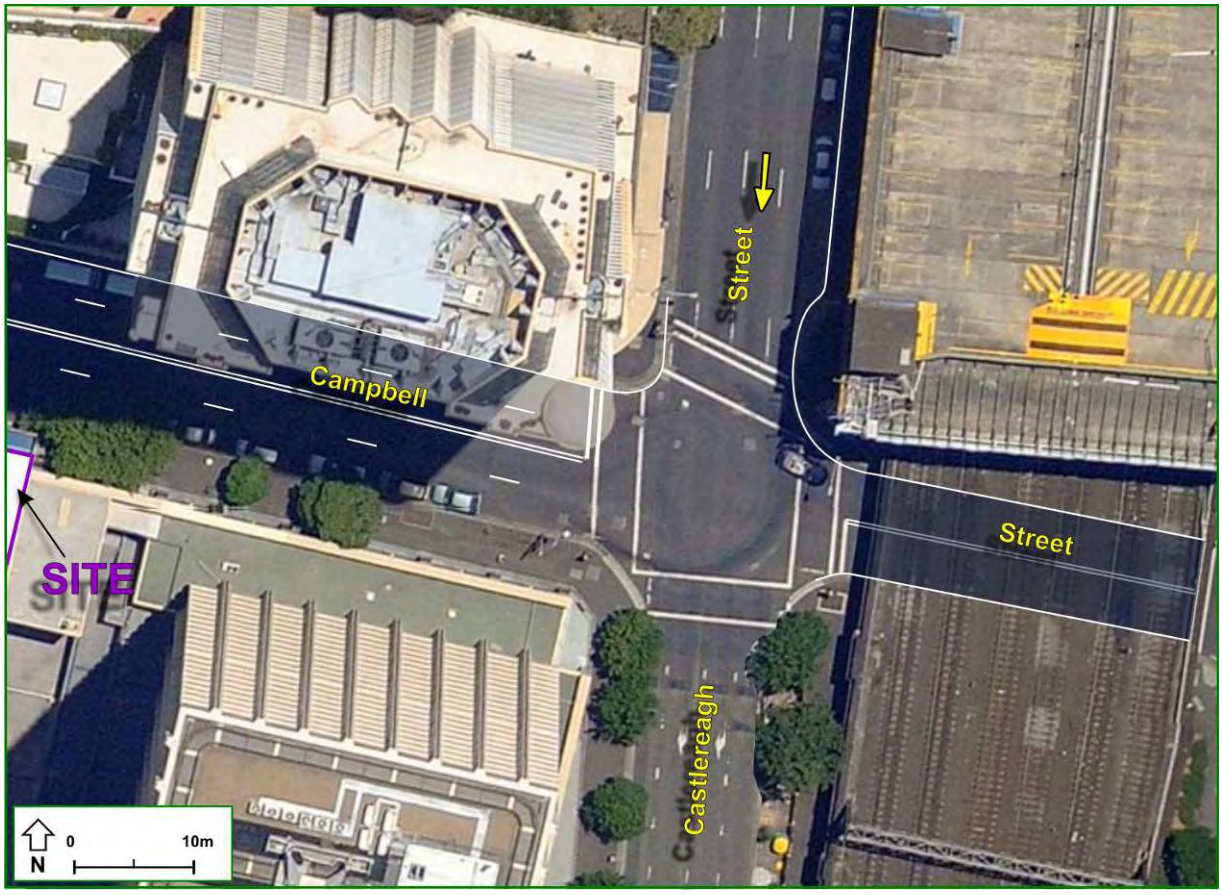


Figure 3: Road Hierarchy

3.2 Key Intersections

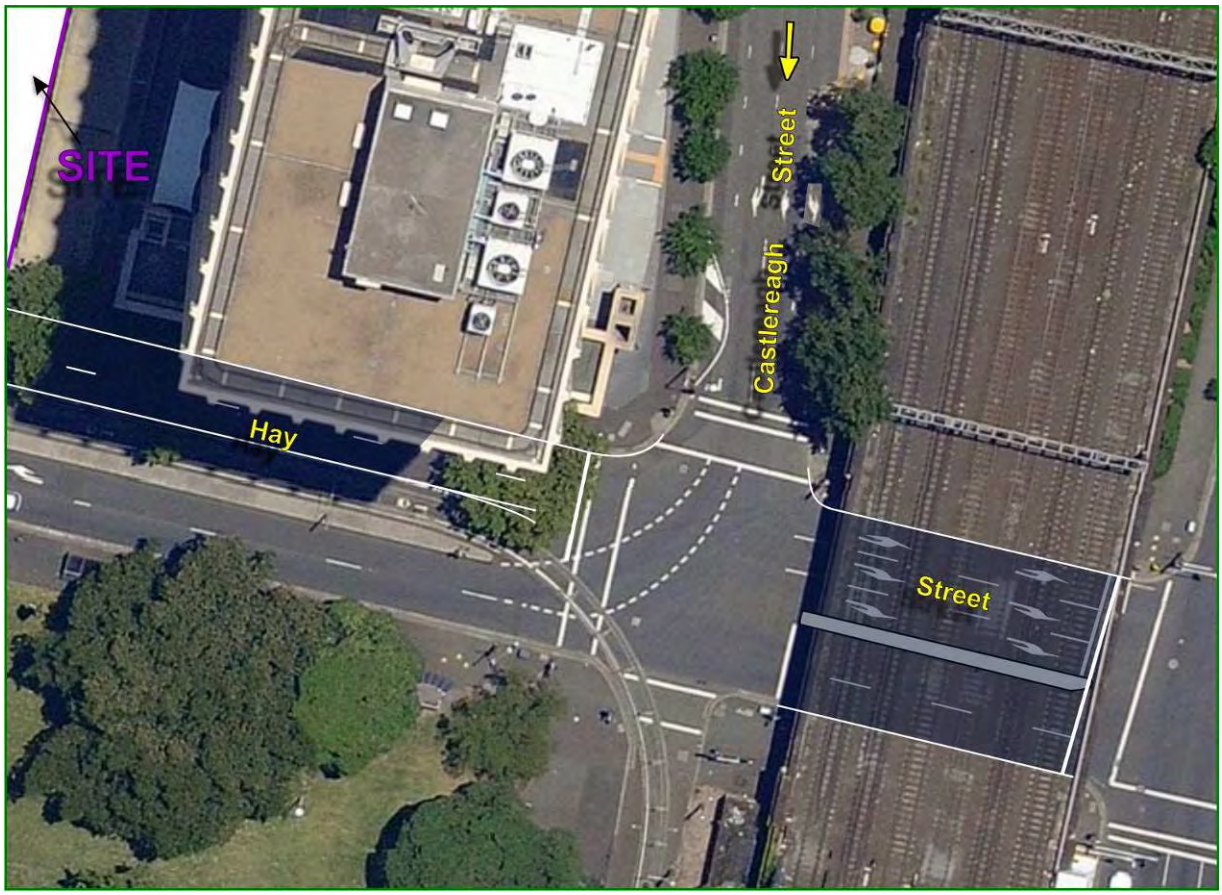
The key intersections in the vicinity of the site are shown below and provide an understanding of the existing road geometry and alignment:



Source: Near Map

Figure 4: Intersection of Castlereagh Street and Campbell Street

It can be seen from **Figure 4** that Campbell Street and Castlereagh Street form a 4-way signal-controlled intersection approximately 40 metres to the east of the site. The intersection will accommodate the majority of entry movements associated with the site as the one-way entry driveway is situated on Campbell Street. Campbell Street provides an underpass to the main suburban rail line and pedestrian crossings are provided across all approaches.



Source: Near Map

Figure 5: Intersection of Castlereagh Street and Hay Street

It can be seen from **Figure 5** that Castlereagh Street and Hay Street form a 4-way signal-controlled intersection approximately 40 metres to the east of the site. This intersection will accommodate all exit movements associated with the site as the one-way exit driveway is situated on Hay Street. It is also noted that the southern approach of Castlereagh Street accommodates light rail services only and does not permit vehicular access.

3.3 Public Transport

It is evident from **Figure 6** that the site benefits from excellent public transport services being situated 300 metres north of Central Railway Station. The site also benefits from the Light Rail system which

traverses adjacent to the site along Hay Street and also benefits from excellent bus services which operate along George Street and Castlereagh Street.

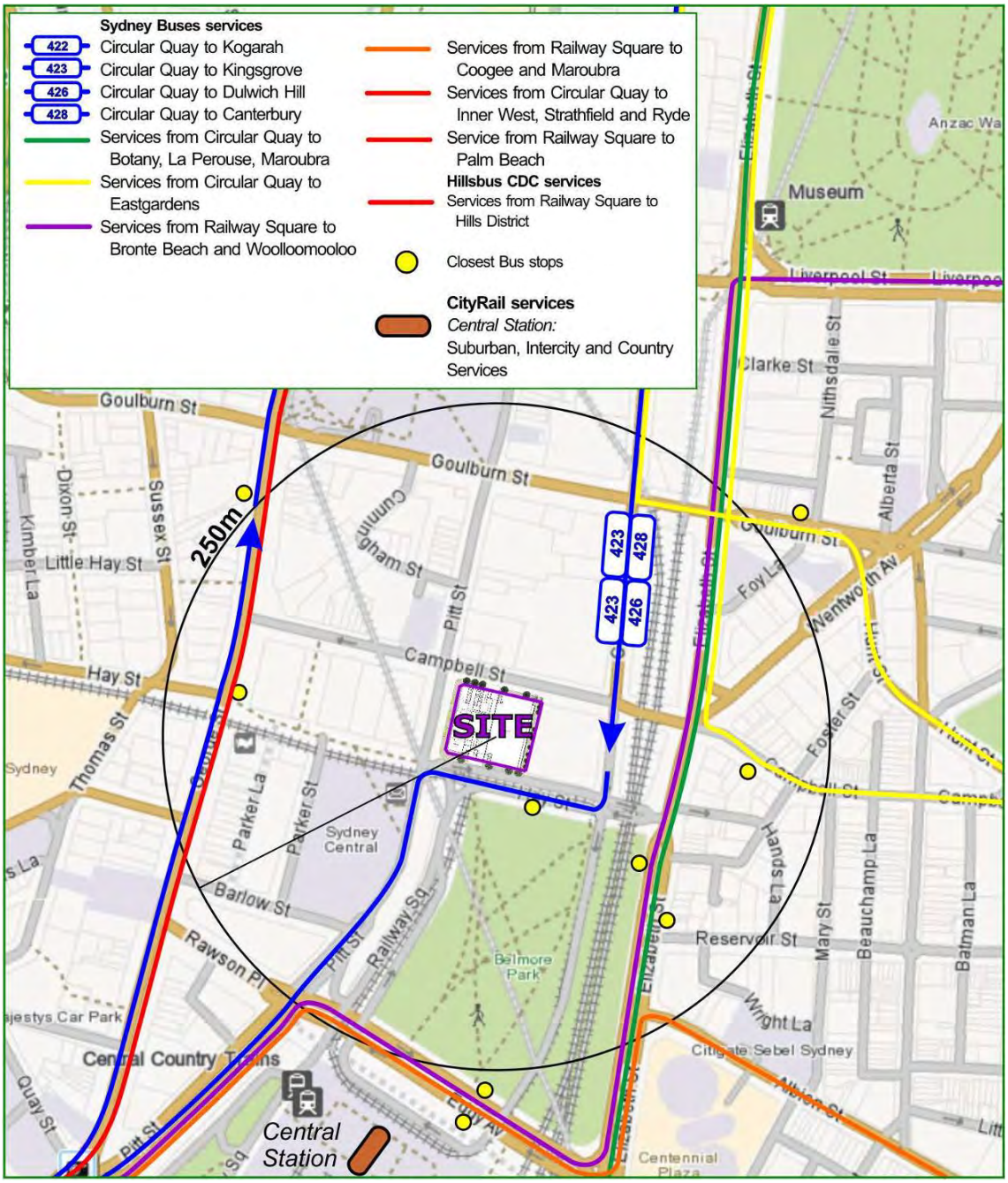


Figure 6: Public Transport

3.4 Existing Site Generation

The existing site (with 100 public parking spaces) was surveyed between 7am and 9am on a typical weekday morning peak period, to establish its level of traffic generation. The subject site generated a peak flow of 30 vehicle trips per hour between 8am and 9am, and 35 veh/hr between 4.30pm and 5.30pm. The adjoining site (which shares the driveway access) generated an additional 22 vehicle trips per hour over the same period. These trips would be dispersed into both directions on Hay Street, connecting to Pitt Street to the west and Elizabeth Street to the east.

4. Description of Proposed Development

A detailed description of the proposed development is provided in the Environmental Assessment prepared separately. In summary, the Section 75 Modification for which approval is now sought comprises the following changes:

- Reduction in the net lettable commercial area to now provide a total of 18,610m^2, which equates to a reduction of 2,860m^2.
- Retention of the 62 tenant car parking spaces.
- Reduction in the number of courier / servicing spaces. The development was approved for 2 courier spaces within the basement levels and now proposes a single loading dock on the Ground Floor, which has been designed to accommodate up to an 8.8 metre MRV.
- Removal of the single combined entry / exit driveway onto Campbell Street and the provision of four driveways, with two accessing Campbell Street and two accessing Hay Street. The Campbell Street driveways will both operate as entry-only and will separately serve the basement car parking and the Ground Floor loading area. The two Hay Street driveways will operate as exit-only and will also serve the basement car parking and the Ground Floor loading area.

The parking and traffic impacts arising from the development are discussed in Sections 5 and 6. Reference should be made to the plans submitted separately to Council which are presented at reduced scale in **Appendix B**.

5. Parking Requirements

5.1 Council LEP 2005

The development site has an area of 3,428.9m^2 with a total net lettable area of approximately 18,610m^2. On this basis, Sydney City Council's LEP 2005 requires a maximum of the ratio of Site Area/50 which equates to 68.6 (69) spaces.

In response, the development proposes 62 spaces, which is in full compliance with Council's LEP and this excludes the single loading bay which is discussed below. Accordingly, the objectives of Council's LEP have been met.

5.2 Disabled Parking

The development provides five (5) disabled spaces within the basement levels. These spaces are to be designed in accordance with AS 2890.6 (2009), which requires a 2.4 metre wide space, with a 2.4 metre wide shared area provided immediately adjacent to the space. These five (5) spaces equate to 8.1% of the total car parking, which is a more than acceptable level of provision under AS 2890.1.

5.3 Motorcycle Parking

Council's DCP requires motorcycle parking to be provided at a rate of at least one car parking space for every 100 car parking spaces or part thereof. In this regard, the development is required to provide approximately 4 motorcycle spaces. In response, the development proposes no motorcycle parking.

5.4 Bicycle Parking

Council's DCP requires bicycle parking to be provided at a rate of at least one car parking space for every 100 car parking spaces or part thereof. In this regard, the development is required to provide approximately 18 bicycle spaces. In response, the development proposes a total of 100 bicycle spaces within the basement levels, which is considered a more than acceptable provision and is consistent with current State Government planning policies which seek to encourage alternative modes of transport.

5.5 Servicing

Garbage collection will be undertaken by a private contractor and will be undertaken from within the Ground Floor loading area. This arrangement has been assessed using swept path analysis with the use of an 8.8m MRV, which demonstrates that minor changes to the design are required to ensure satisfactory operation can be achieved.

Council's DCP requires parking for service / delivery vehicles to be provided at a rate of 1 space / 3,300m^2 FSA for commercial premises. Application of this rate to the 18,610m^2 of net lettable area proposed results in a requirement for 6 service / delivery spaces. In response, the development proposes a designated loading area with a provision of a single loading bay.

6. Traffic Impacts

Application of the RMS Guideline trip rate for tenant parking of 0.8 trips/space/hr to the 62 spaces proposed, results in 50 veh/hr during both the AM and PM peak periods. This is an increase of 2 veh/hr during both peak periods, having regard for the approved development which was expected to generate 48 veh/hr during both peak periods. These 2 additional trips (1 additional trip every 30 minutes) will have no impact on the operation of critical intersections in the vicinity of the site and accordingly, the traffic impacts are considered acceptable.

7. Access & Internal Design Aspects

7.1 Access

The development proposes two entry-only driveways onto Campbell Street and two exit-only driveways onto Hay Street, which are required to serve the basement car parking levels and the Ground Floor loading area. The swept path analysis demonstrates that the separate basement car parking entry / exit driveways are required to have a minimum width of 3.8 metres and 3.5 metres respectively (plus suitable splays), thereby satisfying the requirements of AS 2890.1 (2004).

The separate loading entry / exit driveways have been assessed using swept path analysis as is permissible under AS 2890.2 (2002), with the use of an 8.8m MRV. The swept path analysis demonstrates that the entry driveway is to have a minimum width of 5.3 metres and the exit driveway is to have a minimum width of 4.0 metres.

7.2 Internal Design

Council's LEP 2005 embodies the RMS Guideline in relation to internal design aspects. The RMS Guideline similarly endorses the use of AS 2890.1 and AS 2890.2. The design generally complies with these standards and accordingly, Council's requirements are met. The following factors are noteworthy:

7.2.1 Parking Modules

- All tenant parking spaces are to be designed in accordance with a Class 1A user, having a minimum space length of 5.4m, a minimum width of 2.4m and a minimum aisle width of 5.8m.
- All spaces located adjacent to obstructions of greater than 150mm in height are to be provided with an additional width of 300mm.
- Dead-end aisles are to be provided with the required 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1.

- All disabled parking spaces are designed in accordance with AS 2890.6 (2009) which requires a clear space width of 2.4m and are to be located adjacent to a minimum shared area of 2.4m.

7.2.2 Ramps

- Car ramps greater than 20m in length are to have a maximum gradient of 1 in 5 (20%), with additional 2m long transitions at gradient 1 in 10 (10.0%), provided at the sag and summit of the ramp in accordance with AS 2890.1 (2004).

- Car ramps less than 20m in length are to have a maximum gradient of 1 in 4 (25%), with additional 2m long transitions at gradient 1 in 8 (12.5%), provided at the sag and summit of the ramp in accordance with AS 2890.1 (2004).

- The internal car ramps are to have a maximum gradient of 1 in 20 (5%) for a distance of 6 metres within the property boundary, in accordance with the requirements of AS 2890.1 (2004).

7.2.3 Clear Head heights

- A minimum clear head height of 2.2m is to be provided for all areas within the basement car park as required by AS 2890.1 (2004). A clear head height of 2.5m is provided above all disabled spaces as required by AS 2890.6 (2009).

7.2.4 Other Considerations

- All columns are required to be located outside of the parking space design envelope shown in Figure 5.2 of AS 2890.1 (2004).

- Appropriate visual splays are to be provided in accordance with the requirements of Figure 3.3 of AS2890.1 at all accesses. If this cannot be achieved, pedestrian signals and convex mirrors should be provided on either side of the driveways, as a means of providing adequate pedestrian safety.

7.2.5 Service Area Design

- The internal design of the service area has been undertaken in accordance with the requirements of AS 28090.2 (2002) for the maximum length vehicle permissible on-site being an 8.8m MRV.

- A minimum clear head height of 4.5m is to be provided within the service area.

- All service ramps are to be designed in accordance with Table 3.2 of AS 2890.2 (2002) with a maximum grade not in excess of 1:6.5 (15.4%) and maximum rate of change of 1:16 (6.25%) in 7m of travel.
- The circulation roadway within the loading area is to have a minimum width of 3.5m, with 300mm kerbs provided on both sides.
- A minimum bay width of 3.5m is to be provided for all service bays.

In summary the internal configuration of the basement car park and loading areas have been assessed in accordance with the both AS 2890.1 (2004) and AS 2890.2 (2002).

It is however envisaged that a standard condition of consent would be imposed requiring compliance with these standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

8. Conclusions

In summary:

- The site enjoys excellent access to and from the road network and is very well served by public transport.
- Full compliance is achieved with Council's LEP 2005, with 62 car spaces proposed compared with a maximum of 69 spaces permitted. The provision of a single loading bay is additional and has not been included as general parking.
- The development is expected to generate 50 veh/hr during the AM and PM peak periods. The net increase in traffic generation having regard for the approved development will be 2 veh/hr during both the AM and PM peak periods. This equates to 1 additional trip every 30 minutes which will have no impact on the operation of intersections in the vicinity of the site and accordingly, the traffic impacts are considered acceptable.
- The proposed access and internal design arrangements generally comply with the requirements of AS 2890.1 (2004) and AS 2890.2 (2002). However, a swept path analysis of the proposed arrangements has been undertaken which demonstrates that numerous minor changes are required to ensure satisfactory operation and compliance with AS 2890.1 and AS 2890.2 is achieved. On this basis, inclusion of a standard condition requiring compliance with AS2890.1 and ASA2890.2 is recommended.
- Appropriate provision is made for disabled parking.
- Appropriate provision is made for bicycle and motorcycle parking as discussed.
- Appropriate provision is made for on-site waste collection by a private contractor.

Having regard for the above matters, it is concluded that the proposed development is supportable on traffic planning grounds and will operate satisfactorily.

Appendix A

Photographic Record

View looking north-east at the site frontage to Hay Street.

View looking south along Pitt Street, across the site frontage.

View looking south-east at the site frontage to Campbell Street.

View looking west along Hay Street, across the site frontage.

View looking west along Campbell Street, at its intersection with Castlereagh Street.

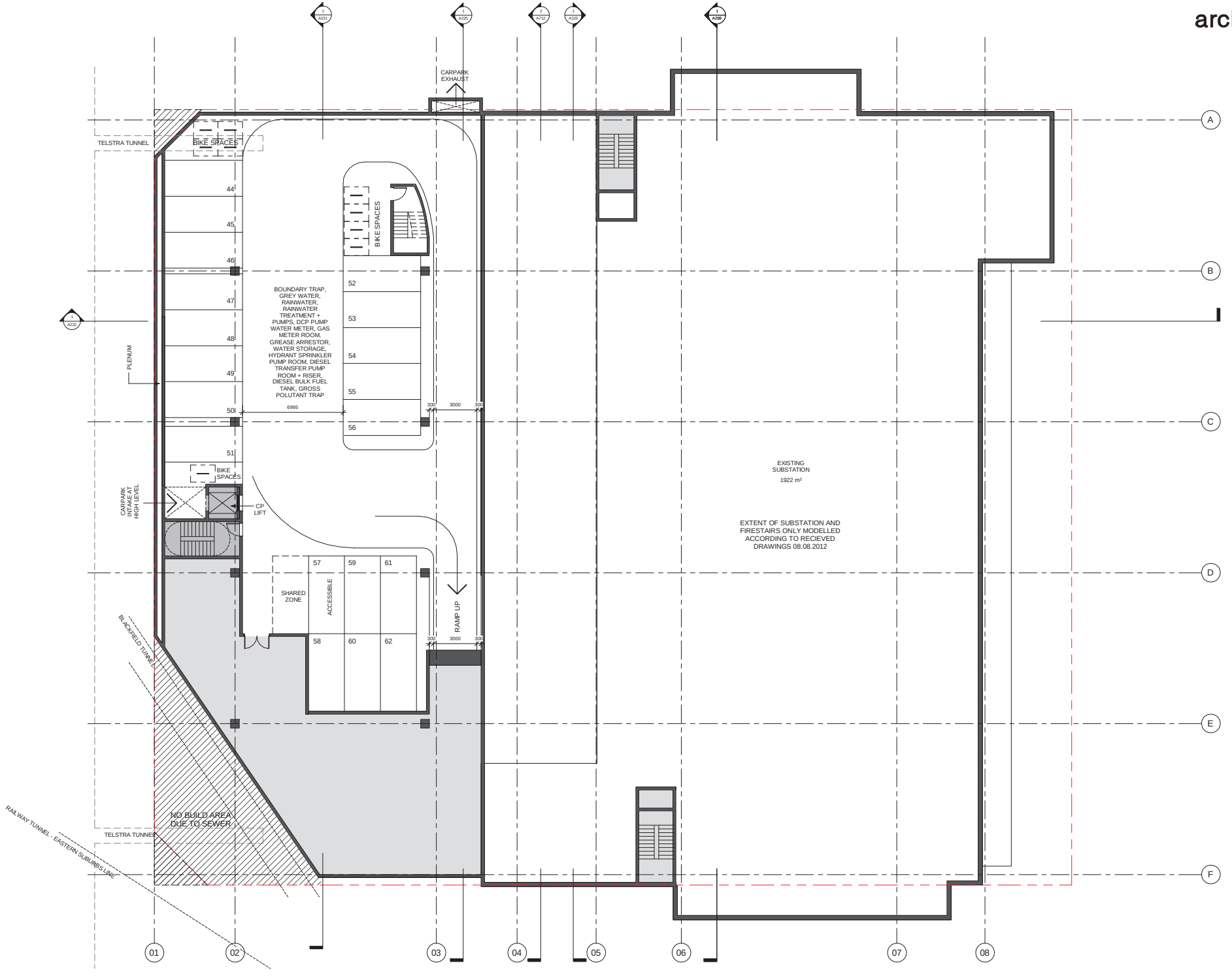
View looking east along Hay Street, on approach to its intersection with Castlereagh Street.

Appendix B

Reduced Plans

architectus™

Architecture
Urban Design
Planning
Interior Architecture



08/14/12

Belmore Park Office Building Review

B1 Scale

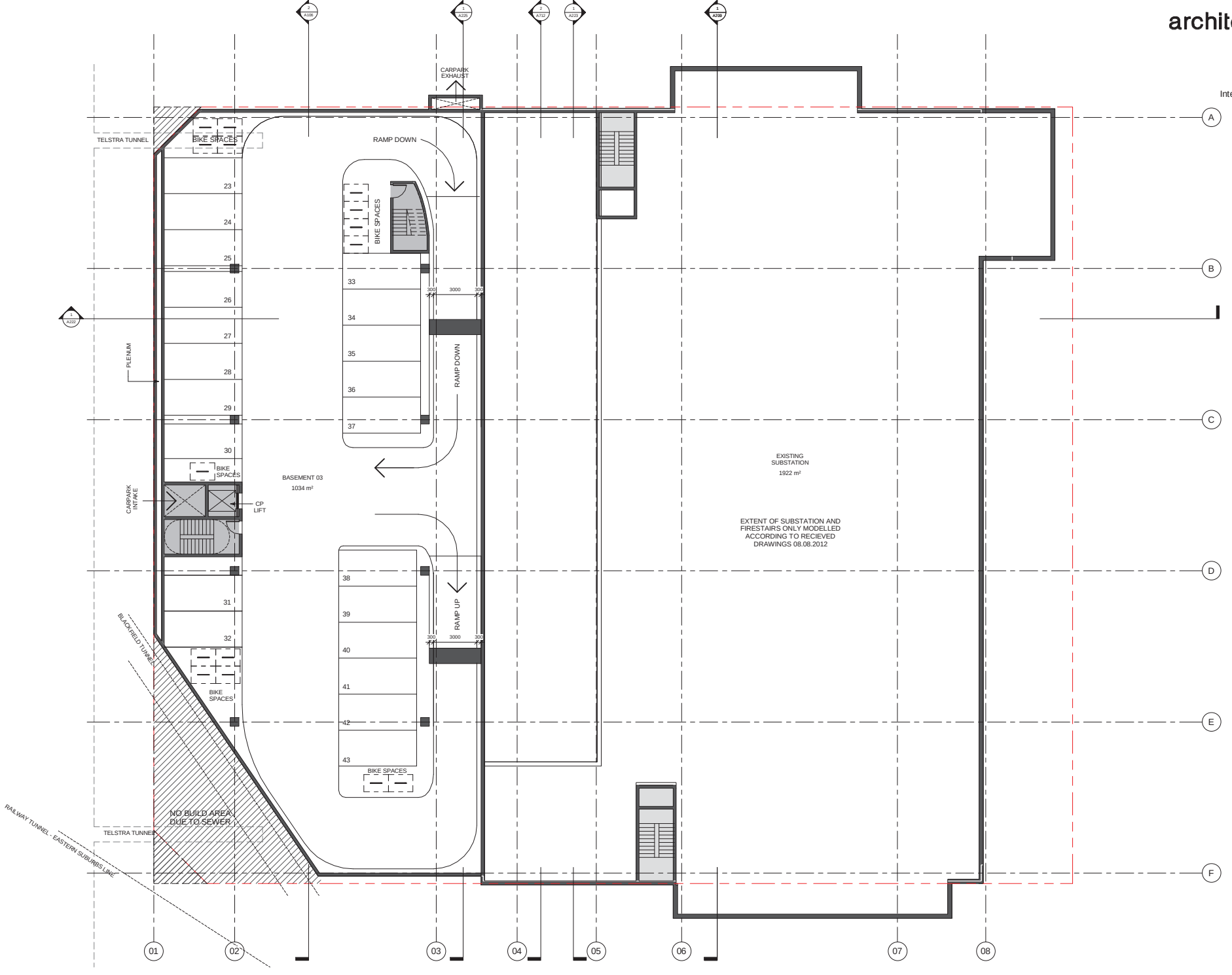
0 2.5 5 10 m

Basement 04 Plan

A199

architectus™

Architecture
Urban Design
Planning
Interior Architecture



04/10/11

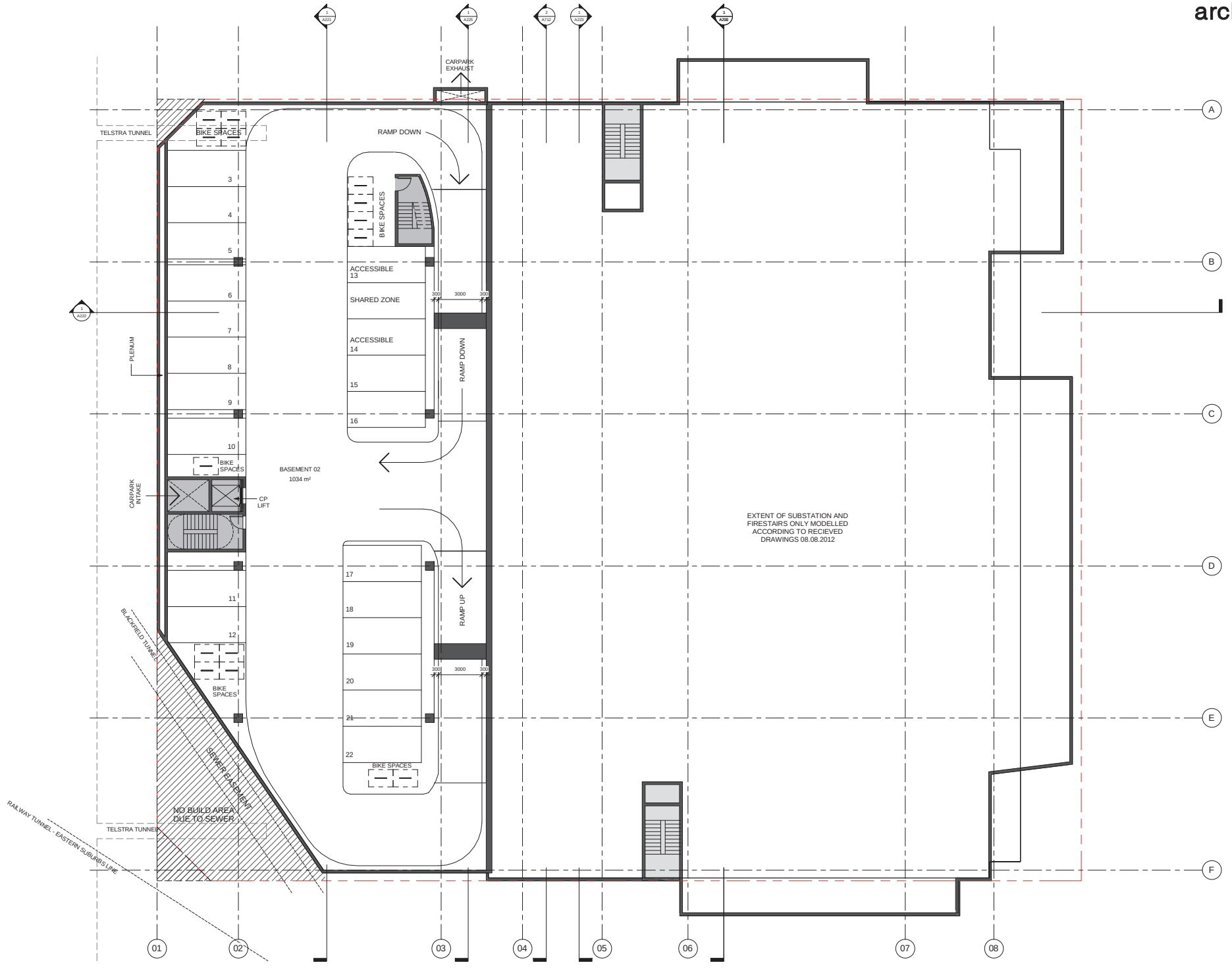
Belmore Park Office Building Review

B1 Scale 1:100

0 2.5 5 10 m

Basement 03 Plan

A200



04/10/11

Belmore Park Office Building Review

B1 Scale 1:100

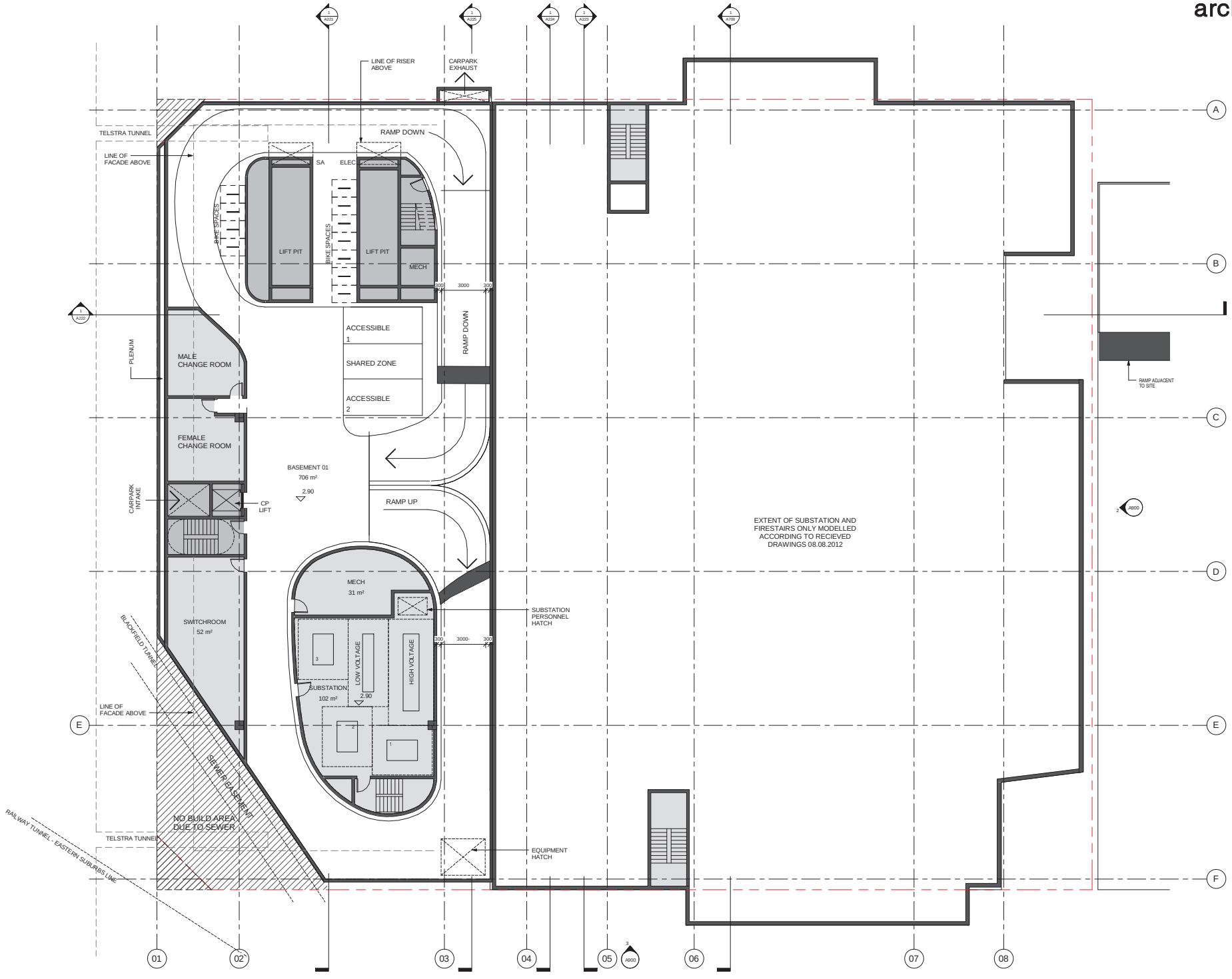
0 2.5 5 10 m

Basement 02 Plan

A201

architectus™

Architecture
Urban Design
Planning
Interior Architecture



04/10/11

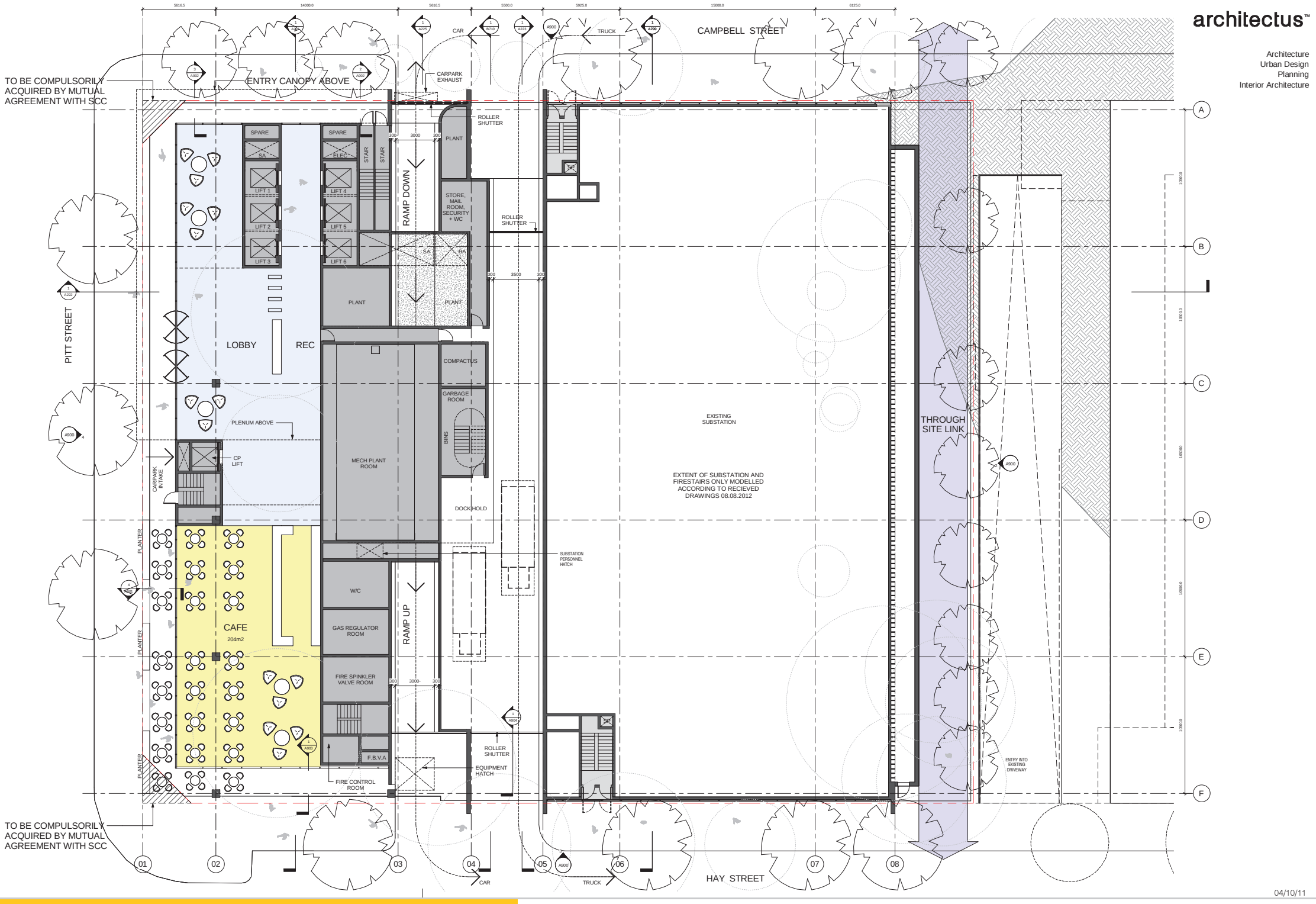
Belmore Park Office Building Review

B1 Scale 1:100

0 2.5 5 10 m

Basement 01 Plan

A202



architectus™

Architecture
Urban Design
Planning
Interior Architecture

04/10/11

Belmore Park Office Building Review

B1 Scale 1:100

0 2.5 5 10 m

Ground Level Plan

A203

ATTACHMENT D

GRAHAM BROOKS AND ASSOCIATES
ARCHITECTS PLANNERS AND HERITAGE CONSULTANTS

Investa Property Group

Amended Proposal s75W Application
Belmore Park Office Building
400 Pitt Street, Sydney

Statement of Heritage Impact

November 2012

Issue	Description	Date	Issued By
A	Draft for Review	26/10/2012	KP
B	Issued for DA Submission	01/11/2012	KP
C	**Amended for DA Submission**	**12/11/2012**	**KP**

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Nominated Architect: Graham Leslie Brooks
NSW Architects Registration: 3836

Contents

Introduction

1.0

1.1 Overview

This report has been prepared to accompany an application under section 75W of the *Environmental Planning and Assessment Act 1979* ('the *EP&A Act*') to modify an existing approval (Major Project Application Approval MP 08_0075) for the development of the Belmore Park Zone Substation and Commercial Building ('the development') at 400 Pitt Street, Sydney ('the Site') (Figures 1.1 and 1.2).

There are a number of listed heritage items in the vicinity of the Site. Assessment of the impact (if any) of the proposed Scheme upon any archaeological or Aboriginal items of heritage significance is beyond the scope of this report.

The proposed modifications to this Part 3A project can be summarised as follows:

- greater articulation of the north and south elevations through the addition of a recessed glass atrium - reducing the bulk of the structure and creating the illusion of two separate building volumes;
- breaking up the solid glazed roof - pitched from levels 7 to 14 to maintain winter sun to Belmore Park - with landscaped terraces and glass balustrades;
- extending retail uses along Pitt, Campbell and Hay Streets; and
- changes to the facade treatments.

This report concludes that the proposed modifications will have no adverse impact on the established significance of the heritage items in the vicinity of the Site for the following reasons:

- the modifications have no physical impact on the heritage items in the vicinity of the Site;
- the modifications are consistent with the building envelope of the existing approval; and
- the modifications have no perceptible spatial, visual or urban quality impacts on the heritage items in the vicinity of the Site, beyond that already approved.

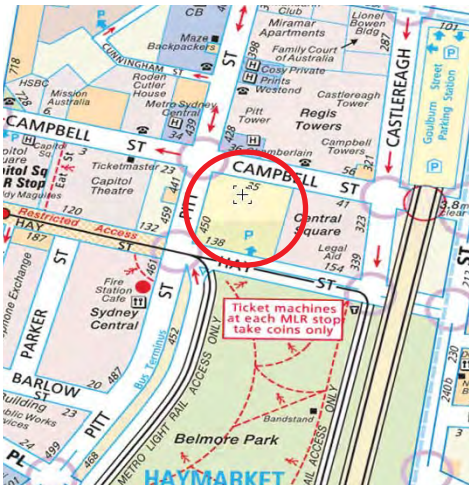


Figure 1.1
Location map showing the subject site marked with a red circle.

Source: street-directory.com

Figure 1.2
Aerial photograph showing the subject site marked with a red circle.

Source: nearmap.com.au

1.2 The *Sydney CityGrid Project*

The development is part of AusGrid's *Sydney CityGrid Project* (Major Project Application Approval MP 08_0075) which is intended to upgrade electricity supply to the city's Central Business District ('CBD') for the purpose of meeting future demand and ensuring the continuation of a reliable supply of electricity to the area.

The *Sydney CityGrid Project* is a 'major project' under Part 3A of the *Environmental Planning and Assessment Act 1979* (the *EP&A Act*).[1]

On 20 September 2009, the Concept Plan for the *Sydney CityGrid Project* was approved. The Concept Plan is divided into a number of components, known as 'stages'. The development on the Site comprises 'Stage 1' and includes:

- **Stage 1A** - being the construction and operation of the Belmore Park Zone substation building and stub tunnel connect from the existing City South Cable Tunnel to Belmore Park Zone substation; and

- **Stage 1B** - being the commercial / retail development on the corner of Pitt, Campbell and Hay Streets, to be integrated with works comprising Stage 1A.

Project Approval for Stage 1 of the Sydney CityGrid Project was also granted on 20 September 2009.

Stage 1A of the project - the construction of the substation on the eastern portion of the Site - has commenced (see Figures 1.3 to 1.5). The Director General's Environmental Assessment Requirements (DGRs) for the project include the following in relation to heritage:

> *Key Assessment Requirements*
> *The Environmental Assessment must include an assessment of the following key issues:*
> *...*
> - ***Heritage and Archaeological Impacts** - the Environmental Assessment must include an assessment of impacts on Aboriginal cultural heritage, in acordance with 'Guidelines for Aboriginal Heritage Impact Assessment and Community Consultation' to identify any Aboriginal heritage issues. The Environmental Assessment must also include an assessment of the potential for the project to impact on known items of non-Aboriginal heritage significance. The likelihood of encountering archaeological material during construction and management of such must also be considered.*

Figure 1.3
View of the south-west corner of the Site at the intersection of Pitt and Hay Streets (from the heritage-listed Former Presbterian Manse).

Figure 1.4
View of the north-east corner of the Site, looking west along Campbell Street.

Figure 1.5
View north along Pitt Street to the southern boundary of the Site. This view shows the context of two of the heritage items in the vicinity: the Chamberlain Hotel (behind the Site and circled in yellow) and the Manning Building (circled in red).

1 Pursuant to s.75B of the *EP&A Act*, on 11 February 2008, the then Minister for Planning made an order that Part 3A of the Act applied to the *Sydney CityGrid Project*. Part 3A of the *EP&A Act* was repealed on 1 October 2011 by the *Environmental Planning and Assessment Amendment (Part 3A Repeal) Act 2011*. However, according to Schedule 6A of the *EP&A Act*, the *Sydney City Grid Project* is a 'transitional Part 3A project' and, as such, the provisions of Part 3A, as in force immediately before its repeal, continue to apply.

The original architectural scheme for Stage 1 was prepared by Kann Finch and was supported by a heritage impact statement prepared by City Plan Heritage.[2] The requirements relating to Aboriginal heritage and archaeological material were also satisfied.

Architectus have been engaged by the Investa Property Group, on behalf of AusGrid (formerly, Energy Australia), to modify the existing Stage 1 architectural scheme. Graham Brooks and Associates Pty Ltd have been engaged by Architectus to assess the impact, if any, of the proposed modifications on the above ground, non-Aboriginal, heritage items within the vicinity of the Site.

1.2 Report Objectives

This report has been prepared as part of an application under section 75W of the *EP&A Act* to modify the Project Approval for Stage 1 of the *Sydney CityGrid Project* granted on 20 September 2009 (Major Project Application Approval MP 08_0075). The objective of this Statement of Heritage Impact is to determine the impact - if any - of the proposed modifications on the established significance of the heritage items in the vicinity of the Site.

1.3 Methodology

This Statement of Heritage Impact has been prepared in accordance with guidelines outlined in the *Australia ICOMOS Charter for Places of Cultural Significance 1999*, known as *The Burra Charter*, and the New South Wales Heritage Office (now the Heritage Branch of the NSW Office of Environment and Heritage) publication, *NSW Heritage Manual*.

The *Burra Charter* provides definitions for terms used in heritage conservation and proposes conservation processes and principles for the conservation of items of heritage significance. The terminology used, particularly the words *place*, *cultural significance*, *fabric*, and *conservation*, is as defined in Article 1 of *The Burra Charter*. The *NSW Heritage Manual* explains and promotes the standardisation of heritage investigation, assessment and management practices in NSW.

The documents reviewed in preparation of this report were:

- PlanCom Consulting Pty Ltd, *Concept Application for Sydney CityGrid Project and Project Application for Belmore Park Zone Substation*, prepared for Energy Australia, April 2008

- City Plan Heritage, *Belmore Park Zone Substation Project Heritage Impact Statement 430-450 Pitt Street, Sydney*, June 2008

2 City Plan Heritage, *Belmore Park Zone Substation Project Heritage Impact Statement 430-450 Pitt Street, Sydney*, June 2008.

- NSW Department of Planning, *Proposed Sydney CityGrid Project - Director-General's Environmental Assessment Requirements (Application: 08_0075)*, 10 June 2008

- Energy Australia, *Belmore Park Zone Substation & Commercial Development Project Submissions Response and Preferred Project Report*, May 2009

- NSW Department of Planning, *Major Project Assessment: Sydney CityGrid Project - Director-General's Environmental Assessment Report*, August 2009

- Concept Approval dated 20 September 2009

- Project Approval dated 20 September 2009

- Architectus, *Belmore Park Office Building Design Report*, August 2012.

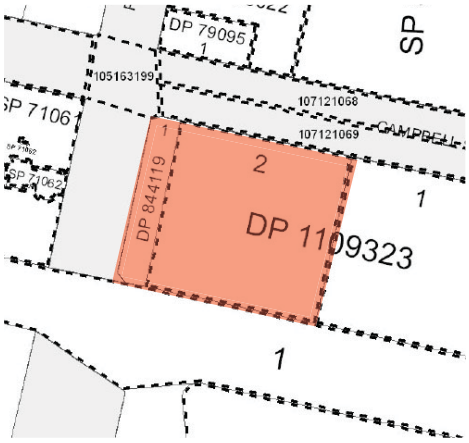


Figure 1.6
Cadastral map showing the subject site is comprised of two separate lots

Source: LPI

1.4 Site Identification

The Site, located at 450 Pitt Street, lies at the southern end of the Sydney CBD and to the north of Belmore Park (see Figures 1.1 and 1.2). It is bounded by Campbell Street to the North, Pitt Street to the West, Hay Street to the South and the Central Square high rise commercial building at 323 Castlereagh Street to the East. The Site has a strong relationship to Belmore Park, offering excellent views to the south across the Park. It is located within 300 metres of Central Station with Surrey Hills to the East and Haymarket to the immediate West.

The subject site is comprised of two separate lots, described by NSW Land and Property Information (LPI) as:

- Lot 1, DP 844119.
- Lot 2, DP 1109323 (Figure 1.6).

The address recorded by the LPI for both lots is '400 Pitt Street'.

The former carpark on the Site has been removed and the substation is currently under construction on the eastern portion of the Site (see Figures 1.3 to 1.5).

1.5 Heritage Management Framework

Environmental planning instruments do not apply to, or in respect of, approved Part 3A projects.[3] As such, the heritage provisions of the *Sydney Local Environmental Plan 2005* ('*Sydney LEP 2005*');, the *City of Sydney Heritage Development Control Plan 2006* and the draft *Sydney Local Environmental Plan 2011* ('draft *Sydney LEP 2011*)[4] do not apply to the *Sydney CityGrid Project*.

The DGRs for Major Project 08_0075 do, however, require an assessment to be made '*of the potential for the project to impact on known items of non-Aboriginal heritage significance*'. The NSW Heritage Office (now the Heritage Branch of the NSW Office of Environment and Heritage) publication 'Statements of Heritage Impact', issued as part of the *NSW Heritage Manual*, contains the applicable guidelines for the assessment of heritage impact.

As identified in the Heritage Impact Statement prepared by City Plan Heritage in June 2008,[5] the Site is **not** listed as an item of local heritage significance in either Schedule 8 of the *Sydney LEP 2005* or Schedule 5 of the draft *Sydney LEP 2011*. The Site **is** located in the vicinity of a number of items identified in each of these Schedules as being items of local heritage significance:

- Chamberlain Hotel (420-428 Pitt Street) (Item I858);
- Manning Building (441-459 Pitt Street) (Item I859)
- Former Presbyterian Manse (461 Pitt Street) (Item 860)
- Central Railway Station group (Eddy Avenue) (Item I824); and
- Belmore Park (Eddy Avenue) (Item I825).[6]

The 'Sydney Terminal and Central Railway Station Group' is also listed on the State Heritage Register[7] and in RailCorp's Heritage and Conservation Register.[8] However, as the only sections of the Station Group within the vicinity of the Site are the Pitt Street and Elizabeth Street viaducts, the assessment of the impact of the proposed modifications upon the Central Railway Station Group will be limited to an assessment of the impact - if any - upon these two components.

Assessment of the impact (if any) of the proposed Scheme upon any archaeological or Aboriginal items of heritage significance is beyond the scope of this report.

Figure 1.7
Central Sydney Heritage Map: Sheet 1 (Schedule 8, Part 1: Heritage Items, *Sydney LEP 2005*).

Figure 1.8
Central Sydney Heritage Map: Sheet 3 (Schedule 8, Part 3: Archaeological / Townscape / Landscape Items, *Sydney LEP 2005*).

Figure 1.9
Heritage Map - Sheet HER_015 (Schedule 5, Part 1: Heritage Items, Draft *Sydney LEP 2011*).

3 That is, with the exception of certain State environmental planning policies: s.75R(3), *EP&A Act*.
4 Pursuant to s.79C(1)(a)(ii), *EP&A Act*.
5 City Plan Heritage, *Belmore Park Zone Substation Project Heritage Impact Statement 430-450 Pitt Street, Sydney*, June 2008
6 The numbers in brackets relate to the Heritage Map - Sheet HER_015 of the draft *Sydney LEP 2011*.
7 Pursuant to s.31, *Heritage Act 1977*.
8 Pursuant to s.170, *Heritage Act 1977*.

1.6 Authorship

This report has been prepared by Karina Ponne, Heritage Consultant, of Graham Brooks and Associates Pty Ltd and has been reviewed by the Director, Graham Brooks. Unless otherwise noted all of the photographs and drawings in this report are by Graham Brooks and Associates Pty Ltd.

1.7 Report Limitations

This report is limited to an assessment of the impact of the proposed modifications - if any - on the above-ground, non-Aboriginal heritage items in the vicinity of the subject site.

This report only addresses the relevant heritage planning provisions and does not address general planning or environmental management considerations.

The Proposed Modifications

2.0

Project Application MP 08_0075 was approved on 20 September 2009 ('the existing Approval') for the construction of the Belmore Park substation and the integration of a commercial/retail development (Stage 1A and Stage 1B, respectively, of Ausgrid's *Sydney CityGrid Project*). The original architectural scheme for the commercial development was prepared by Kann Finch Architects ('the Approved Scheme').

Ausgrid (formerly 'Energy Australia') has now engaged Architectus to prepare a new architectural scheme ('the Proposed Scheme') for the commercial/retail development (Stage 1B).

The Proposed Scheme (dated August 2012) was endorsed by the Design Review Panel on 30 September 2012. The Proposed Scheme is consistent with the building envelope of the Approved Scheme and, as such, is considered to be consistent with the existing Approval (Major Project Application Approval MP 08_0075).

The proposed modifications to this Part 3A project can be summarised as follows:

- greater articulation of the north and south elevations through the addition of a recessed glass atrium - reducing the bulk of the structure and creating the illusion of two separate building volumes;
- breaking up the solid glazed roof - pitched from levels 7 to 14 to maintain winter sun to Belmore Park - with landscaped terraces and glass balustrades;
- extending retail uses along Pitt, Campbell and Hay Streets; and
- changes to the facade treatments.

The Tables in this section of the report set out, in more detail, the differences between the Approved Scheme and the Proposed Scheme. An assessment of the impact of these differences on the heritage significance of the listed items in the vicinity of the Site follows.

Figure 2.1
The **Approved Scheme** (facing Hay Street). Part of the west elevation, facing Pitt Street, is also visible.

Source: 'Stage 2 Conceptual Model Pitt Street View 02', Appendix A, Energy Australia, *Submissions Response and Preferred Project Report, Belmore Park: Zone Substation & Commercial Development Project*, May 2009.

Figure 2.2
The **Proposed Scheme** (southern elevation facing Hay Street).

Source: Architectus, *Belmore Park Commercial Office Development: Design Report*, prepared for Investa Property Group, August 2012, p34.

2.1 Changes to the Architectural Scheme

The Table below summarises the proposed changes to the architectural scheme.

Element	Approved Scheme	Proposed Scheme
Atrium	Atrium from Ground Level to Level 13.	Recessed, glazed atrium from Level 3 to Level 10 - on the Hay Street frontage.
Roof-top	Solid glazed roof.	Introduction of landscaped terraces from Levels 7 to 12 (Hay Street side) with timber decking and glass balustrades.
Street frontage / retail	Additional retail uses are provided on the corners of Pitt and Campbell Streets, and Pitt and Hay Streets.	Retail uses provided along Pitt, Campbell and Hay Streets. Full glazing is provided to Pitt Street which reveals the activities in the lobby and retail use behind.
'Through-site link' (between Campbell and Hay Streets, along the eastern boundary of the Site)	Visual link only.	A pedestrian link. (This is the subject of 'Modification 1' which has been lodged and is awaiting assessment.)
Vehicular / Services access	A single combined vehicular access on Campbell Street.	New loading services lane running north-south through Site. New vehicular exit onto Hay Street.

The changes described above are illustrated in Figures 2.7 to 2.20.

2.2 Heritage Response to the Modified Architectural Scheme

The listed heritage items in the vicinity of the Site - set out in Section 1.5 (Heritage Management Framework) above - are part of the surrounding urban scale, texture and complexity of the city. As shown in Figures 2.3 to 2.6, the items are surrounded by high-rise residential and commercial developments which characterise this section of the southern CBD.

The following Table summarises the established significance of each of the items in the vicinity of the Site, as contained in the State Heritage Inventory:

Item	Significant for its...
Chamberlain Hotel (database no.2424231)	...architectural style; its social significance as part of the former theatre district and its lengthy association with the hotel trade (Figures 2.3 and 2.5).
Manning Building (database no. 2424272)	...architectural style; its association with Government Architect, George McRae, and its ability to reflect the emergence of conservation and adaptive re-use practices (Figures 2.4 and 2.5).
Former Presbyterian Manse (database no. 2424285)	...architectural style and its historical and social connections with the Prebyterian Church (Figure 2.6)..
Belmore Park (database no.2424668)	...historical association with the former Police paddock and adjacent markets, and its importance as a landscape element in the design of Sydney's Central Station.
Pitt Street Viaduct and Elizabeth Street Viaduct (as part of the Central Railway Station Group - database no. 5012230)	...its neo-classical architectural vocabulary; its ability to reflect the historic use of sandstone in public building construction; and its association with J J C Bradfield.

For the reasons set out below, it is our view that the proposed modifications will have a neutral impact on the established significance of the heritage items in the vicinity of the Site:

- The proposed modifications will have no physical impact on any of the items and are consistent with the approved building envelope of the Approved Scheme.

- By replacing the blank glass walls to the north and south elevations (under the Approved Scheme), the building's bulk will be significantly reduced and the illusion of two separate building volumes will be created along Hay and Campbell Streets.

Figure 2.3
View of the Chamberlain Hotel, located on the north-east corner of Pitt and Hay Streets.

Figure 2.4
View across the site, looking south from Campbell Street to the Central Station Clock Tower. The Manning Building is to the right of the photo (located on the western side of Pitt Street between Campbell and Hay Streets).

- The impact of the development on existing views to the Central Station Clock Tower were approved on 20 September 2009 as part of the Stage 1 Project Approval for the *Sydney CityGrid Project*. In our view, the Proposed Scheme will have no perceptible spatial, visual or urban quality impacts on the heritage items in the vicinity of the Site beyond that already approved.

- The introduction of landscaped terraces to Levels 7 through to 12 (Hay Street side), as part of the pitched roof providing Belmore Park with access to the winter sun, will further reduce the bulk of the southern elevation as contained in the Approved Scheme. In addition to the landscaped through-site link, the terraces provide a contextual relationship between the Site and Belmore Park beyond.

Figure 2.5
Looking north down Pitt Street - the Manning Building is on the left. The Chamberlain Hotel is visible on the left of the photo, behind the Site.

Figure 2.6
View of the Former Manse - located on the south-west corner of Pitt and Hay Streets.

Figure 2.7
View to the **Approved Scheme** from ramp leading from Central Station Port Cochere and light rail station to Hay Street.

Source: 'Stage 2 Conceptual Model Pitt Street View 02', Appendix A, Energy Australia, *Submissions Response and Preferred Project Report, Belmore Park: Zone Substation & Commercial Development Project*, May 2009.

Figure 2.8
View to the **Proposed Scheme** from ramp leading from Central Station Port Cochere and light rail station to Hay Street.

Source: Architectus, *Belmore Park Commercial Office Development: Design Report*, prepared for Investa Property Group, August 2012, p34.

Figure 2.9
South elevation of **Approved Scheme** (facing Hay Street). Part of the west elevation, facing Pitt Street, is also visible.

Source: 'Stage 2 Conceptual Model Pitt Street View 01', Appendix A, *Submissions Response and Preferred Project Report,* May 2009.

Figure 2.10
South elevation of the **Proposed Scheme** (facing Hay Street). Part of the west elevation, facing Pitt Street, is also visible.

Source: Architectus, *Belmore Park Design Report*, p24.

Figure 2.11
North elevation of **Approved Scheme** (facing Campbell Street). Part of the west elevation, facing Pitt Street, is also visible.

Source: 'Stage 2 Conceptual Model Pitt Street View 03', Appendix A, *Submissions Response and Preferred Project Report,* May 2009.

Figure 2.12
Angled view of the north elevation of the **Proposed Scheme** (facing Campbell Street). The west elevation, facing Pitt Street, is also visible.

Source: Architectus, *Belmore Park Design Report*, p26.

Figure 2.13
North elevation of **Approved Scheme** (facing Campbell Street).

Source:'Stage 2 North and South Elevation', Appendix A, *Submissions Response and Preferred Project Report,* May 2009.

Figure 2.14
Angled view of the north elevation of the **Proposed Scheme** (facing Campbell Street). Part of the east elevation, facing the Central Square building, is also visible.

Source: Architectus, *Belmore Park Design Report*, p20.

Figure 2.15
South-western corner of **Approved Scheme** (facing Pitt and Hay Streets), showing main building entrance on Pitt Street plus ground floor retail uses.

Source: 'Stage 2 Conceptual Model - Pitt Street View 01', Appendix A, *Submissions Response and Preferred Project Report,* May 2009

Figure 2.16
South-western corner of **Proposed Scheme** (facing Pitt and Hay Streets), showing ground floor retail entry.

Source: Architectus, *Belmore Park Design Report*, p8.

Figure 2.17
Proposed Scheme - showing rooftop terraces with glass balustrades

Source: Architectus, *Belmore Park Design Report*, p29.

Figure 2.18
Proposed Scheme - detail of pedestrian through-site link along eastern boundary (Hay Street end).

Source: Architectus, *Belmore Park Design Report*, p9.

Figure 2.19
Proposed Scheme - showing view looking south, out from the atrium to Central Station clock-tower.

Source: Architectus, *Belmore Park Design Report*, p18.

Figure 2.20
Southern and western facades of the **Proposed Scheme**.

Source: Architectus, *Belmore Park Design Report*, p19.

2.3 Changes to the Facade Treatment

A description of the proposed changes to the facade treatment of each elevation are set out below.

Facade	Approved Scheme	Proposed Scheme
East elevation (facing Central Square building)	No windows. Masonry facade to substation levels; glazed spandrel panels with external sun controls above. Materials are predominantly light grey in colour.	New facade detailing: • ground floor & Level 1 (part) - blast wall with zinc finish (charcoal grey). • Level 1 (part) to Level 5 - vertical zinc louvres (charcoal grey). • Levels 6 to 12 - vertical zinc panels with recessed glass windows (of varied spacing and pattern). • Levels 13 to 14 - vertical zinc panels. (Figures 2.21, 2.22 and 2.23)
South elevation (facing Hay Street)	Substation - masonry facade to substation levels with strongly coloured recesses marking entry/exits Reflective glass facade to rest of building (with ventilation recesses located above substation). Columns of off-form white concrete. (Figure 2.24)	Recessed atrium with sloping glass facade plus roller shutter to carpark and loading dock entry. Eastern section of building (to Level 6): • ground floor to Level 5 - louvres with mirror-finish over natural annodised aluminium (dark grey); • Level 6 - glass facade with mirror finish spandrel panel; • substation wall and technical louvre behind: charcoal colour, back glass finish, mirrored finish to spandrel zone. Western section of building (to Level 6): • ground floor glass facade; • Levels 1 to 6 - glass facade with mirror finish spandrel panel. Levels 7 to 14 on both sides of atrium: • glass facade sloped and fritted; • glass balustrades to terraces on Levels 7 to 12. (Figures 2.25, 2.26 and 2.27)

Facade	Approved Scheme	Proposed Scheme
North elevation (facing Campbell Street)	Substation - masonry facade covered by metal louvre screens; strongly coloured recesses to mark entry/exits. Floor to floor glazing behind annodized aluminium horizontal sunscreens. Transparent glazing to building base; off-form white concrete columns. No canopy. Materials are predominantly light grey in colour. (Figure 2.28)	Recessed glass atrium plus roller shutter to carpark and loading dock entry. Canopy. Eastern section of building: • substation wall and technical louvre behind: charcoal colour, back glass finish, mirrored finish to spandrel zone; • ground floor to Level 6 - louvres with mirror-finish over zinc and natural annodised aluminium (dark grey); • Levels 6 to 14 - glazing with zinc louvres and mirrored spandrel panels. Western section of building: • glass facade to ground floor and Level 1 (part); • Levels 2 to 14 - glazing with external horizontal, copper coloured zinc louvres and mirrored spandrel panels. (Figures 2.29, 2.30 and 2.31)
Western elevation (facing Pitt Street)	Transparent glazing to ground floor, plus glass canopy to Pitt Street frontage. Glass facade with vertical, adjustable, powder-coated aluminium louvres (Levels 2 to 14). Off-form white concrete columns. (Figure 2.32)	Glass facade to ground floor (no change) plus canopy to half the Pitt Street frontage, with a recessed area under building for remainder. Levels 1 (part) to 12 - copper-coloured vertical zinc panels with recessed glass windows (of varied spacing and pattern). Levels 13 to 14 - copper-coloured vertical zinc panels. (Figures 2.33 and 2.34)

The changes described above are illustrated in Figures 2.21 to 2.34.

Figure 2.21
Proposed Scheme - view from Hay Street to eastern facade. The southern facade, which faces Hay Street, is also shown.

Source: Architectus, *Belmore Park Design Report*, p22.

Figure 2.22
Proposed Scheme - view from Campbell Street to eastern facade. The northern facade, which faces Campbell Street, is also shown.

Source: Architectus, *Belmore Park Design Report*, p20.

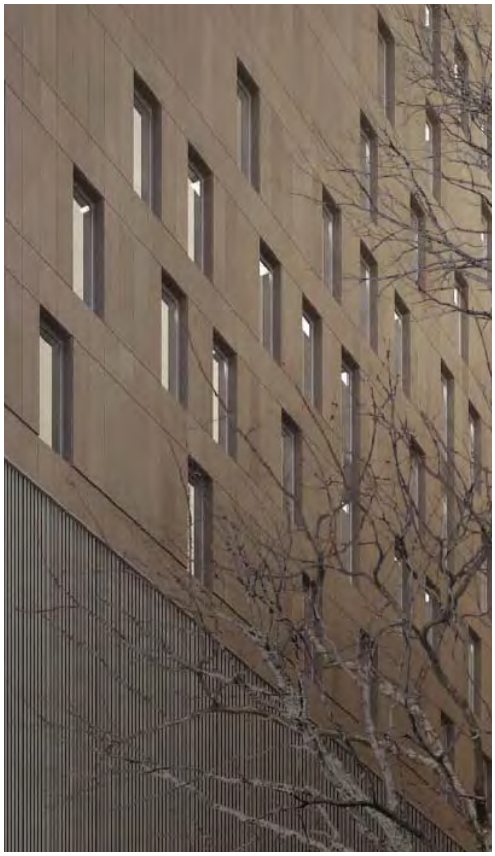


Figure 2.23
Proposed Scheme - Detail, east elevation.

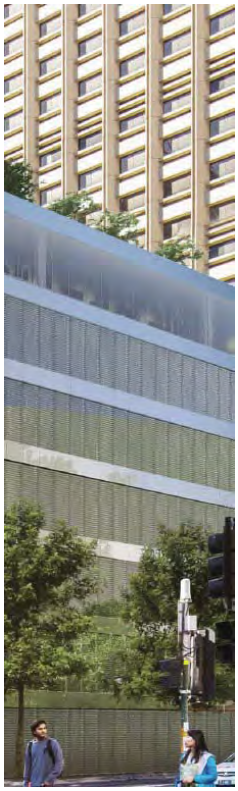
Source: Architectus, *Belmore Park Design Report*, p23.

Figure 2.24
Southern facade of **Approved Scheme** (facing Hay Street).

Source: 'Stage 2 Conceptual Model - Pitt Street View 01', Appendix A, *Submissions Response and Preferred Project Report,* May 2009.

Figure 2.25
Southern facade of the **Proposed Scheme** (facing Hay Street). An angled view of the Western facade is also visible.

Source: Architectus, *Belmore Park Design Report*, p24.



Figures 2.26 and 2.27
Details of the **Proposed Scheme**'s southern facade:
- ground floor and office levels to the west of the atrium;
- substation and Level 6 to the east of the atrium.

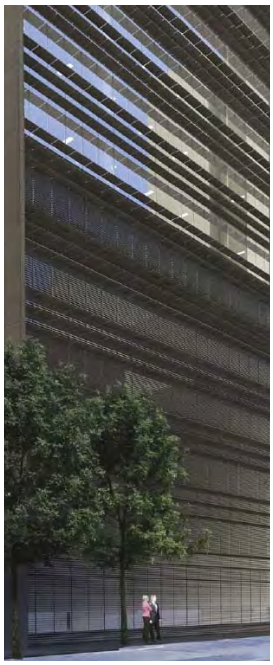
Source: Architectus, *Belmore Park Design Report*, p25.

Figure 2.28
Northern facade of **Approved Scheme** (facing Campbell Street). The western facade (facing Pitt Street) is also visible.

Source: 'Stage 2 Conceptual Model - Pitt Street View 03', Appendix A, *Submissions Response and Preferred Project Report,* May 2009.

Figure 2.29
Northern facade of the **Proposed Scheme** (facing Campbell Street). The eastern facade (facing the Central Square building) is also visible.

Source: Architectus, *Belmore Park Design Report*, p20.



Figures 2.30 and 2.31
Detail of the **Proposed Scheme**'s northern facade:
- substation and office levels above (to east of atrium).

Source: Architectus, *Belmore Park Design Report*, p21.

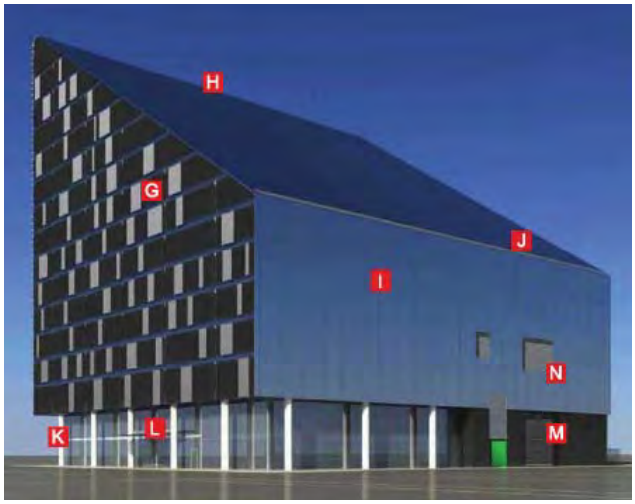


Figure 2.32
Western facade of **Approved Scheme** (facing Pitt Street). The southern facade (facing Hay Street) is also visible.

Source: 'Stage 2 Conceptual Model - Facade Details Sheet 2', Appendix A, *Submissions Response and Preferred Project Report,* May 2009

Figure 2.33
Proposed Scheme - detail of glazed double-height commercial entrance on Pitt Street. See also Figures 2.6 and 2.13.

Source: Architectus, *Belmore Park Design Report*, p26.

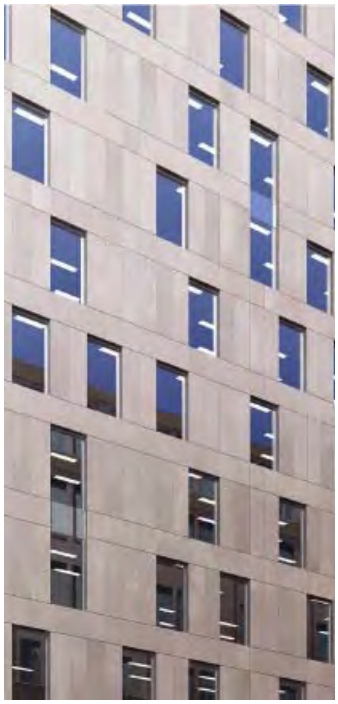


Figure 2.34
Detail of western facade of the **Proposed Scheme**.

Source: Architectus, *Belmore Park Design Report*, p27.

2.4 Heritage Response to the Modified Facade Treatment

Similar to the proposed modifications to the architectural scheme, the proposed changes to the approved facade treatment will have no physical impact on the established significance of the heritage items in the vicinity of the Site, and by their very nature, are consistent with the building envelope of the Approved Scheme.

Further, for the reasons set out below, we are of the view that the proposed changes will have a positive impact on the heritage significance of the items in the vicinity of the Site:

- The use of copper-coloured zinc panels with expressed recessed joints are intended to reflect the colour and texture of the brick masonry of the heritage items in the vicinity.

- The addition of recessed windows to the eastern and western elevations respond to the vertical rhythm and fenestration pattern of the surrounding buildings.

- The use of reflective glass spandrels to the southern façade will reflect Belmore Park to those outside the building, while the full height glass facade will maximise views of the Park and Central Station's Clock Tower to building tenants.

- The use of landscaped terraces, with glass balustrades, will strengthen the connection between the natural and the built environment.

2.5 Response to Heritage Branch Guidelines

The NSW Heritage Office (now the Heritage Branch of the NSW Office of Environment and Heritage) has published a series of criteria for the assessment of heritage impact. The relevant 'questions to be answered' in the *NSW Heritage Manual* 'Statements of Heritage Impact' guidelines relating to development in the vicinity of a heritage item are addressed below.

Question to be answered	Comment
Why is the new development required to be adjacent to a heritage item?	Generally, all new development within the City of Sydney takes place in the vicinity of a heritage item of local or State significance. The Site is no exception. The surrounding heritage items are part of the surrounding urban scale, texture and complexity of the city. The modifications contained in the Proposed Scheme will have no physical impact on any of the heritage items within the vicinity of the Site and are consistent with the approved building envelope of the Approved Scheme. In addition, in terms of the building's bulk, articulation and contextual relationship with its surroundings, the Proposed Scheme offers significant improvements over the Approved Scheme (refer to Sections 2.2 and 2.4 above). There will be no adverse impact as a result of the proposed modifications on the established significance of the heritage items within the vicinity of the Site.
How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?	A review of the State Heritage Inventory for the heritage items in the vicinity of the Site revealed that each of the heritage items have an existing curtilage based on the lot boundary of the item. As the Proposed Scheme will have no impact on the existing curtilage of the heritage items within the vicinity and as each of the items has always been part of the larger built environment of the city (and will continue to be so in the future), it is not considered necessary to enlarge the curtilage of any of these items.
How do [the proposed modifications] affect views to, and from, the heritage items? What has been done to minimise negative effects?	The Statements of Significance for the heritage items in the vicinity of the Site do not identify any associated views of heritage significance. As such, the evaluation of this impact is limited to aesthetic setting of the items. The impact of the development on existing views to and from the heritage items in the vicnity of the Site was approved on 20 September 2009 as part of the Stage 1 Project Approval for the *Sydney CityGrid Project*. In our view, the proposed modifications will have no perceptible spatial, visual or urban quality impacts on the heritage items in the vicinity of the Site beyond that already approved.
[Are the proposed modifications] sympathetic to the heritage items? In what way (e.g. form, siting, proportions, design)?	Yes, the proposed modifications are sympathetic to the heritage items in terms of the building's bulk, articulation and contextual relationship with its surroundings. Please refer to the discussion at Sections 2.2 and 2.4 above.
Will the [proposed modifications] visually dominate the heritage items? How has this been minimised?	No. There will be no difference between the Approved Scheme and the Proposed Scheme in terms of the visual domination of the heritage items in the vicinity of the Site.
Will there be any adverse impact on the public's ability to view the heritage items in the vicinity?	No. There will be no difference between the Approved Scheme and Proposed Scheme in terms of the public's ability to view and appreciate the heritage items in the vicinity of the Site.

Conclusions and Recommendations

3.0

3.1 Conclusions

The modifications contained in the Proposed Scheme will have no adverse impact on the established significance of the heritage items in the vicinity of the Site for the following reasons:

- the modifications have no physical impact on the heritage items in the vicinity of the Site and are consistent with the building envelope of the Approved Scheme;

- the modifications have no perceptible spatial, visual or urban quality impacts on the heritage items in the vicinity of the Site beyond that already approved.

- the proposed modifications are sympathetic to the heritage items in terms of the building's bulk, articulation and contextual relationship with its surrounding in the following ways:

    - reduction in the actual and perceived bulk of the building and its potential to dominate the surroundings by expressing the two distinct uses of the building as separate volumes around a central, recessed, glass atrium;

    - responding to the vertical rhythm and fenestration pattern of the heritage items in the vicinity by incorporating: vertical louvre panels; vertically / horizontally arranged zinc panels with expressed recessed joints; and recessed windows to both the east and west elevations;

    - use of landscaped terraces to break up the angled roof facing Hay Street and create a connection between the natural and built environments.

3.2 Recommendations

- On the basis that the neutral heritage impacts generated by the Proposed Scheme, when compared with the Approved Scheme, are considered to result in an improved heritage and architectural outcome, the Minister should have no hesitation in approving the s.75W application for Stage 1 of the *Sydney CityGrid Project*.

ATTACHMENT E

Consultant Advice

From:	**Chris Nunn**	**Date:**	**31 Aug. 12**	**File No:**	ca120806s0002	**Pages:**	1
Project:	**Belmore Park - Green Star pathway**					**No:**	**G-001**[1.0]

	Attention	**Company**	**Email**
To:	Ricardo Alloggia	Investa Property Group	ralloggia@investa.com.au
	Mark Tait	Investa Property Group	mtait@investa.com.au
cc:	James Henshaw	Norman Disney & Young	j.henshaw@ndy.com
	Eliot Reeves	Norman Disney & Young	e.reeves@ndy.com

Green Star 5 Star Office Design v3 and NABERS Office Energy 4.5 Star Pathway

EXECUTIVE SUMMARY

The design brief for Belmore Park requires a Green Star 5 Star Office Design rating, and NABERS Office Energy (Base Building) 4.5 Star rating as a minimum, with an aspiration to NABERS 5 Star. The building also aims to achieve the Property Council of Australia A grade commercial office requirements, which include a number of additional sustainability requirements.

The building will incorporate a high performance building fabric, with best practice passive design features such as external shading and improved air tightness, as well as efficient services based on a low temperature VAV system with centralised plant.

A Green Star scorecard has been developed to identify a pathway to a Green Star 5 Star Office Design Rating.

Sustainability issues to be further considered and developed during the detailed design phase include:

- Daylight and views throughout, with appropriate glare control
- Terrace roof garden areas
- Feasibility of natural ventilation in the central atrium space
- Improved indoor air quality, including ventilation rates, air change effectiveness, CO_2 monitoring and control.
- Energy sub-metering for all substantive energy uses, and water sub-metering
- Feasibility of a 'solar chimney' ventilation stack on the North facade
- Developing the performance specification for the improved building fabric and air tightness criteria, with careful management of solar gains
- Rainwater harvesting and consideration of greywater recycling system for toilet flushing
- Efficient Lighting and controls strategy
- HVAC controls to allow separate effective control of core and perimeter zones, and a full Building Management and Controls System with remote monitoring capability to be incorporated.
- Renewable energy feasibility study to consider photovoltaic solar panels, ground source heat pumps in the foundation piles (aka 'energy piles'), solar thermal hot water, a thermal store and investigating district energy system options under the City Of Sydney Trigeneration Master Plan.
- Bicycle parking, change rooms, showers and lockers.
- Incorporation of cement substitutes to reduce embodied carbon in the structure
- Low VOC and low formaldehyde emissions from furniture and finishes.
- Life cycle maintenance plan covering at least first 10 years to be developed.

ATTACHMENT F

D12/326464

Minutes

Date of Meeting:	30 September 2012
Minutes Prepared By:	Gareth Evans

1. Purpose of Meeting

To convene a second meeting with the Design Review Panel to present and discuss the incorporated changes from the first Design Review Panel meeting of 28 June 2012. The presentation relates to the proposal by Ausgrid to modify Stage 1 of the Sydney City Grid project – Belmore Park zone substation and commercial building - the architectural treatment of the commercial component of the integrated development, in order to satisfy condition 2.3 of the Project Approval and a s75w modification.

2. Attendance at Meeting (add rows as necessary

Name	*Department./Division*	*E-mail*	*Phone*
Gareth Evans	Ausgrid	gevans@ausgrid.com.au	9269 4252
Mark Tait	Investa	MTait@investa.com.au	8226 9472
Riccardo Alloggia	Investa	RAlloggia@investa.com.au	8226 9477
Mark Curzon	Architectus	Mark.curzon@architectus.com.au	8252 8400
Jane Fielding	Architectus	Jane.Fielding@architectus.com.au	8252 8400
Elisabeth Peet	Department of Planning & Infrastructure	Elisabeth.peet@planning.nsw.gov.au	9228 2057
Jeff Walker	JPW	Jeff.Walker@jpw.com.au	9259 5900
Tony Smith	City of Sydney	tsmith@cityofsydney.nsw.gov.au	9265 9461
Peter Poulet	Government Architech	Peter.Poulet@services.nsw.gov.au	9372 8463
Apologies			
Name	*Department./Division*	*E-mail*	*Phone*
Wilma Penrose	Ausgrid	wpenrose@ausgrid.com.au	9269 4485
Ray Brown	Architectus	Ray.brown@architectus.com.au	8252 8400
Santo Ragusa	Ausgrid	sragusa@ausgrid.com.au	9272 6253
Cindy Ch'ng	City of Sydney	Cch'ng@cityofsydney.nsw.gov.au	TBA

3. Meeting Agenda

Presentation by Architectus followed by discussion in relation to the amendments from the first Design Review Panel presentation of 28 June 2012.

4. Meeting Notes, Decisions, Issues

Architectus presented the Belmore Park Design Report dated August 2012 (and subsequently signed off by the Design Review Panel as attached dated 30 August 2012).

Comments from the panel during the presentation:

- MC acknowledged the sun-access plane and building envelope are within the approved Part 3A envelope.
- MC It was noted that the south and east walls have two layers (100mm south louvres and 300mm east walls)
- MC noted that some louvres needed to overlap the south technical louvres.
- The panel supported the glass plantroom roof and mentioned the possibilility to consider lighting the plantroom/façade on the Belmore Park side in addition to potential lighting within the atrium.
- It was noted that the balcony trees would need to be well maintained or they would have an adverse visual impact on this elevation.
- TS questioned whether a BMU was considered.
- The panel noted that the laneway should be lit for 24 hour access.

Questions/Comments from the panel post the presentation:

- TS – No further comment
- PP – Considerations for the design team:
  - (i) Night time strategy for lighting, potential to “light the archtiecture”;
  - (ii) South West corner planters may not be needed;
  - (iii) Trees in the laneway link preferred to be kept simple;
  - (iv) Balcony trees need to be of a robust nature;
  - (v) Plantroom glass roof is a good idea;
  - (vi) Potential considersation of artwork in the pedestrian link/site, but to be kept simple;
  - (vii) North West corner options for visual interest to be considered.
- EP – Corner café planters supported to define the area
- JW – Ensure detailing of double louvre system is appropriate
- JW – Material and finishes are a critical component

The Belmore Park Design Report (dated August 2012) was signed off by Design Review Panel as attached dated 30 September 2012 acknowleding “In Principle” support.

Design Review Panel #2 meeting 30th August 2012: IN PRINCIPLE SUPPORT

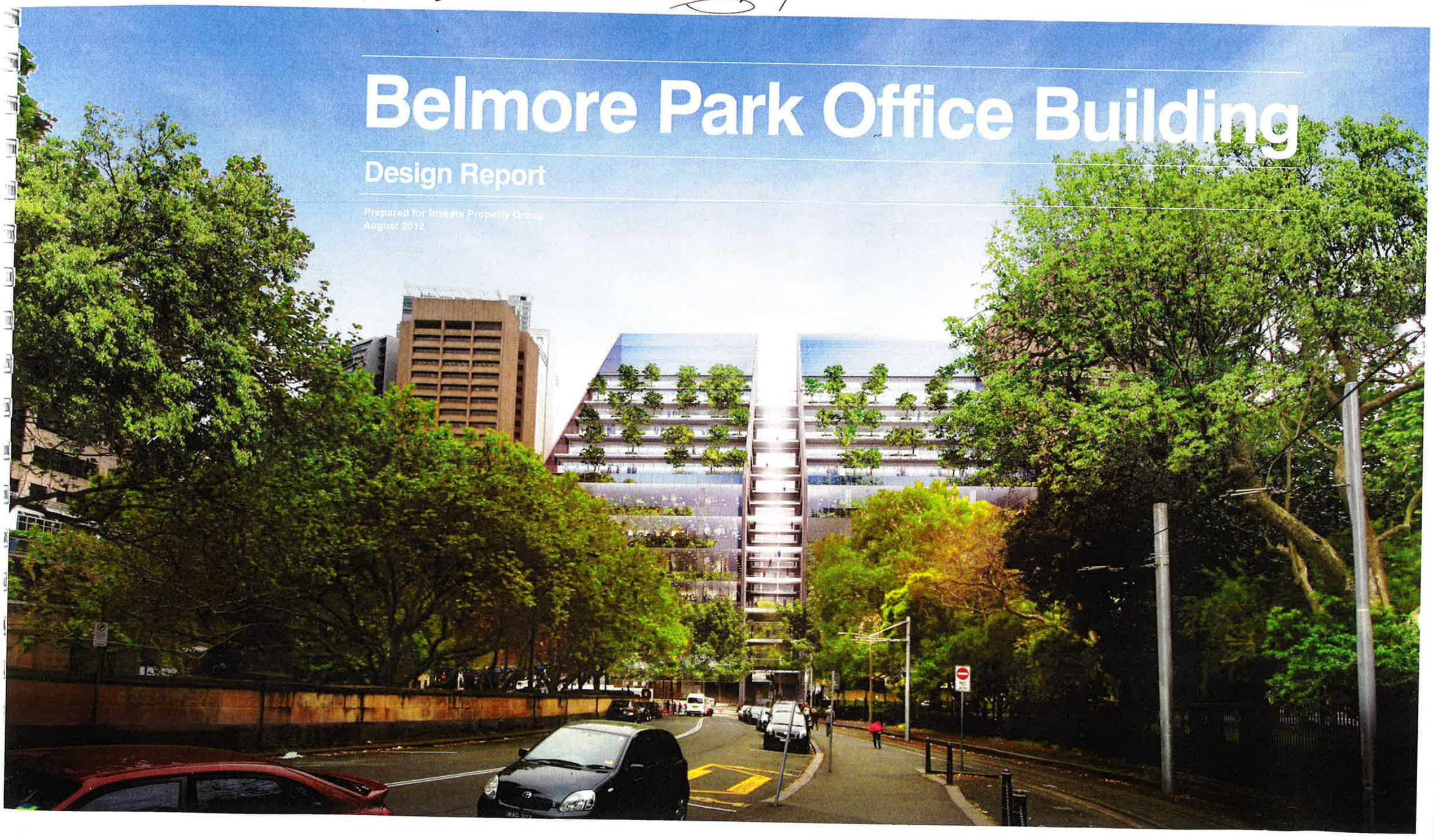
JEFF WALKER: PETER POULET: ELISABETH PEET: TONY SMITH: GARETH EVANS:

architectus™

Belmore Park Office Building

Design Report

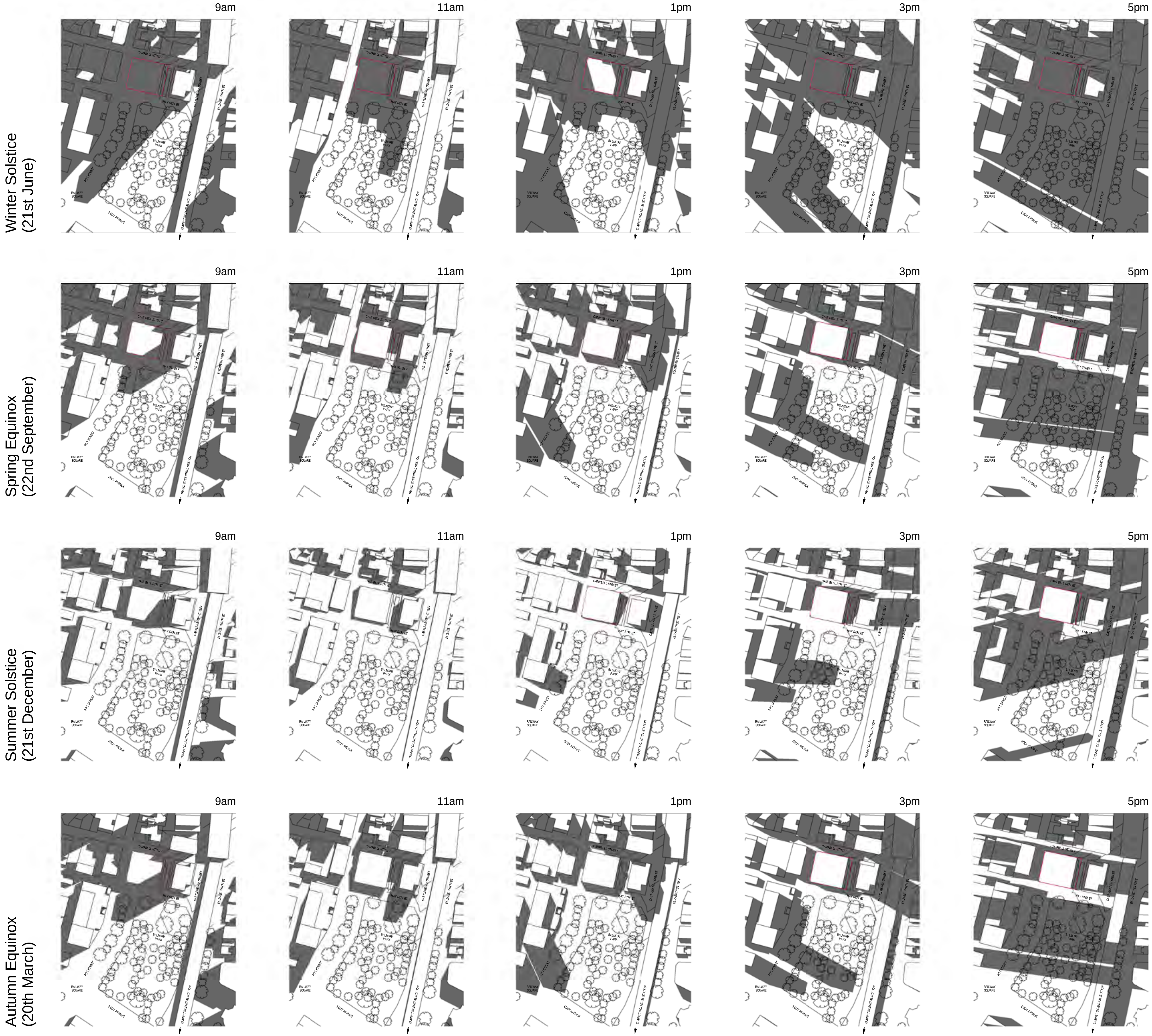
Prepared for Investa Property Group
August 2012



ATTACHMENT G

architectus™

Architecture
Urban Design
Planning
Interior Architecture



11/09/12

Belmore Park Office Building Review

B1 Scale NTS

0 2.5 5 10 m

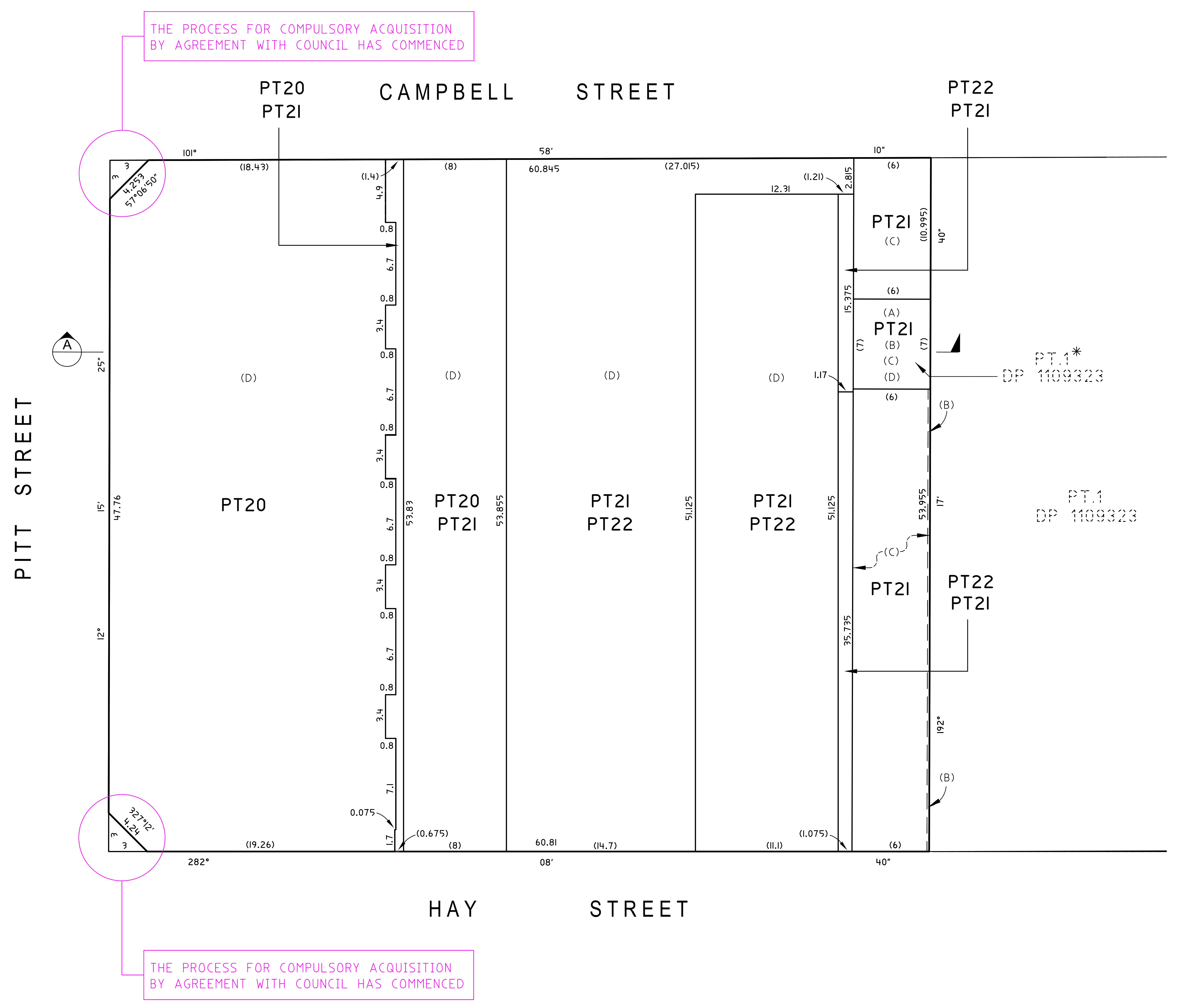
Shadow Studies - Project Approval

A103

ATTACHMENT H

ATTACHMENT G

ATTACHMENT H



NOTE
FOR SECTION A-A AND STRATUM DETAILS
SEE S21393 SHEET 2

EXISTING EASEMENTS

(A) EASEMENT FOR SUPPORT *
6 WIDE (VIDE DP1109323)

(B) EASEMENT TO DRAIN WATER
0.17 WIDE (VIDE DP1109323)

(C) RESTRICTION ON THE USE OF LAND *
6 WIDE (VIDE DP1109323)

(D) RESTRICTION ON THE USE OF LAND
(VIDE DEALING No.2841253)

* DENOTES LIMITED IN STRATUM -
AS DESCRIBED IN DP1109323

CAD DRAWING
DO NOT MANUALLY AMEND

AMENDMENTS

REV.0 INITIAL ISSUE 04-12-2012. CNM

4 2 0 4 8 12 16 20
SCALE IN METRES ON ORIGINAL DRAWING AT REDUCTION RATIO 1:200

ASSOCIATED DRAWINGS

Ausgrid
570 GEORGE STREET
SYDNEY NSW 2000

SCALE	1:200
DESIGNED	
DRAWN	CNM
CHECKED	MR
APPROVED	
DATE	14/11/2012
PROJECT NUMBER	NC-00592-1
PROJTRAK NUMBER	12-0586

PLAN SHOWING PROPOSED STRATUM SUBDIVISION OF LOT 1 DP844119 & LOT 2 DP1109323 HAY, PITT & CAMPBELL STREET HAYMARKET

SIZE	DRAWING No	SHEET	AMD
A2	S 21393	1	0

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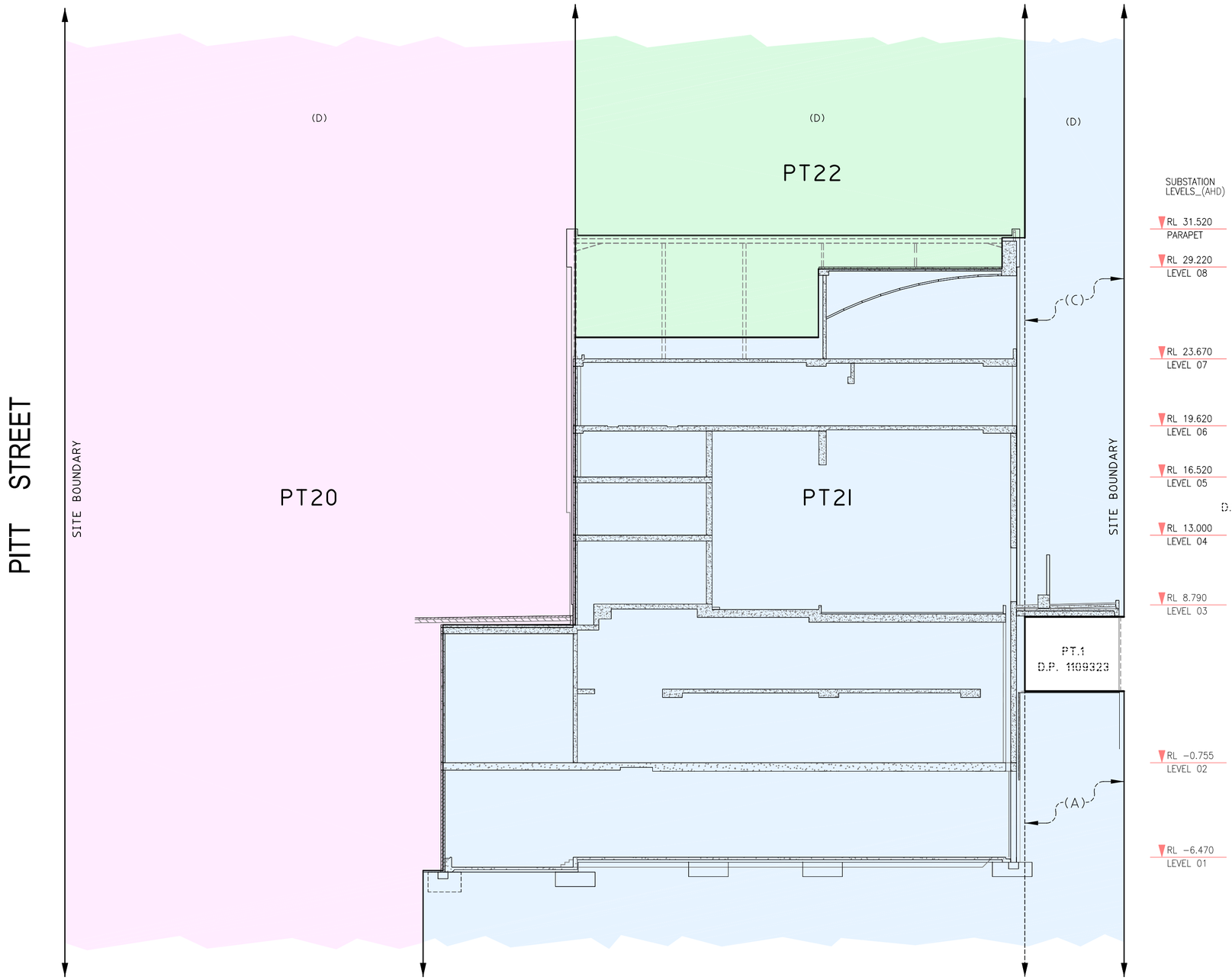

NOTE
WITH INSTALLATION TOLERANCES THE SUBSTATION BUILDING FACADE MAY SIT UP TO 50mm OVER THE STREET ALIGNMENTS

EXISTING EASEMENTS

(A) EASEMENT FOR SUPPORT * 6 WIDE (VIDE DP1109323)

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SECTION A - A

CAD DRAWING DO NOT MANUALLY AMEND

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SIZE	DRAWING No	SHEET	AMD
A2	S 21393	2	0