

SCOPING REPORT FOR THE SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

PITT STREET SOUTH OVER STATION DEVELOPMENT

2 OCTOBER 2019
P3742
PREPARED FOR PITT STREET DEVELOPER SOUTH PTY LTD

URBIS

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Report Number	Final 2 October 2019

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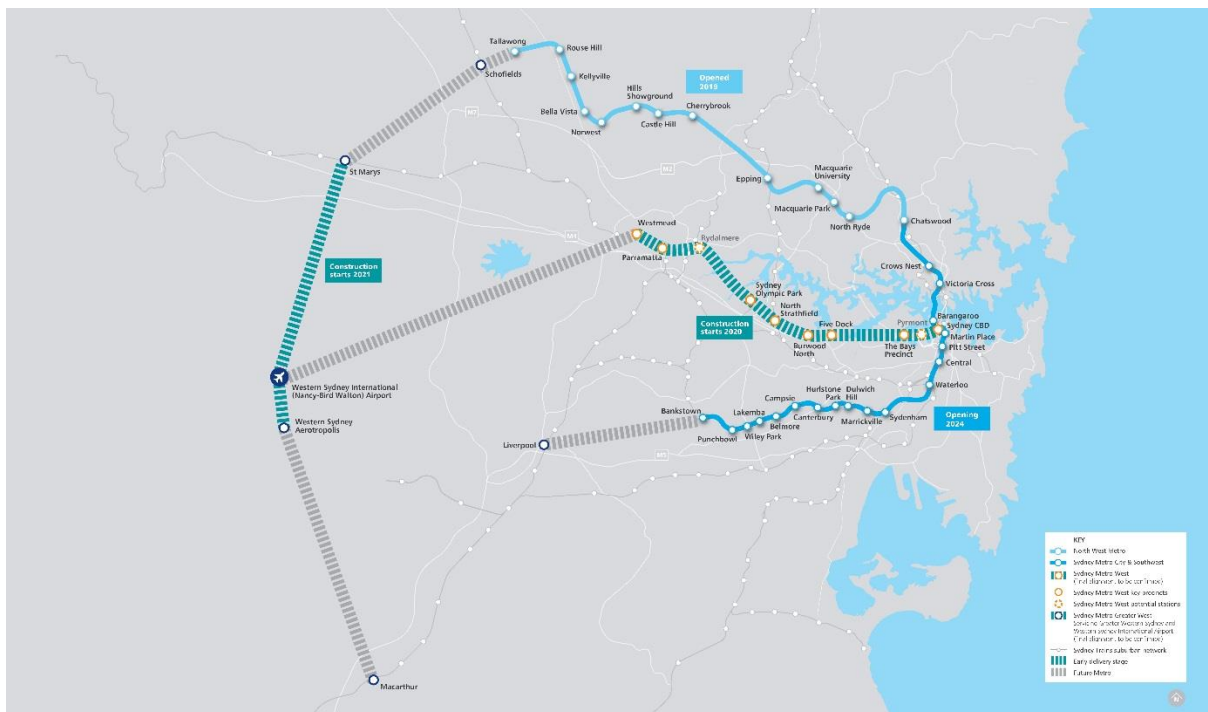
1. INTRODUCTION

Sydney Metro is Australia's biggest public transport project. In 2024, Sydney will have 31 metro railway stations and a 66km standalone metro railway system – the biggest urban rail project in Australian history. The Sydney Metro Project is illustrated in Figure 1 below.

Services commenced in May 2019 in the city's north west with a train every four minutes in the peak. Sydney Metro will be extended into the CBD and beyond to Bankstown in 2024. There will be new metro railway stations underground at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new metro platforms under Central.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & Southwest - Chatswood to Sydenham project as a Critical State Significant Infrastructure project (reference SSI 15_7400) (CSSI Approval). The terms of the CSSI Approval includes all works required to construct the Sydney Metro Pitt Street Station, including the demolition of existing buildings and structures on both sites. The CSSI Approval also includes construction of below and above ground structures associated with the metro station structure for appropriate integration with the OSD.

Figure 1 – Sydney Metro Alignment Map



Source: Sydney Metro

1.1. PITT STREET SOUTH OVER STATION DEVELOPMENT

On behalf of Pitt Street Developer South Pty Ltd (**the Proponent**), this document is a request for Secretary's Environmental Assessment Requirements (**SEARs**) to guide the preparation of an Environmental Impact Statement (**EIS**) to accompany a State Significant Development Application (**SSDA**) for the proposed Pitt Street South Metro Over Station Development (**OSD**).

Pursuant to Section 4.36(2) of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**):

(2) A State environmental planning policy may declare any development, or any class or description of development, to be State significant development

The proposal is State Significant Development (**SSD**) under Section 4.36 of the EP&A Act as the development has a capital investment value (CIV) in excess of \$30 million and is for the purpose of

residential accommodation associated with railway infrastructure under clause 8(1)(b) of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP).

These proposed works have a capital investment value (CIV) exceeding \$30 million (refer to the attached QS statement). Accordingly, the proposal is SSD for the purposes of the SRD SEPP.

In addition, the subject application constitutes a detailed subsequent stage application to an approved Concept DA (SSD 8876) lodged under section 4.22 of the EP&A Act.

To support the request for SEARs, this report provides the following:

- An overview of the site and context;
- A description of the proposed works;
- An overview of the relevant statutory and strategic planning framework;
- An approach to satisfy the design excellence provisions in *Sydney Local Environmental Plan 2012* (SLEP); and
- An overview of the likely environmental and planning impacts.

Concept architectural drawings prepared by Bates Smart are attached at **Appendix A**.

In accordance with the Department of Planning, Industry & Environment's (**the Department**) new protocol of conduction of 'Pre-DA meetings' prior to formal lodgement of SEARs, a meeting was held on 13 August 2019 with key Departmental staff to discuss the Project. This satisfies the requirement for a 'scoping meeting'.

2. OVERALL SITE AND SURROUNDING CONTEXT

2.1. THE SITE

The site is located within the Sydney CBD, on the corner of Bathurst Street and Pitt Street. It has two separate street frontages, Pitt Street to the west and Bathurst Street to the north. The area surrounding the site consists of predominantly residential high density buildings and some commercial buildings, with finer grain and heritage buildings dispersed throughout.

Figures 2 and 3 show the site location. An overview of the site characteristics is contained in Table 1 below. Photos of the site and surrounds are located at Figure 4 below.

Figure 2 – Site Context

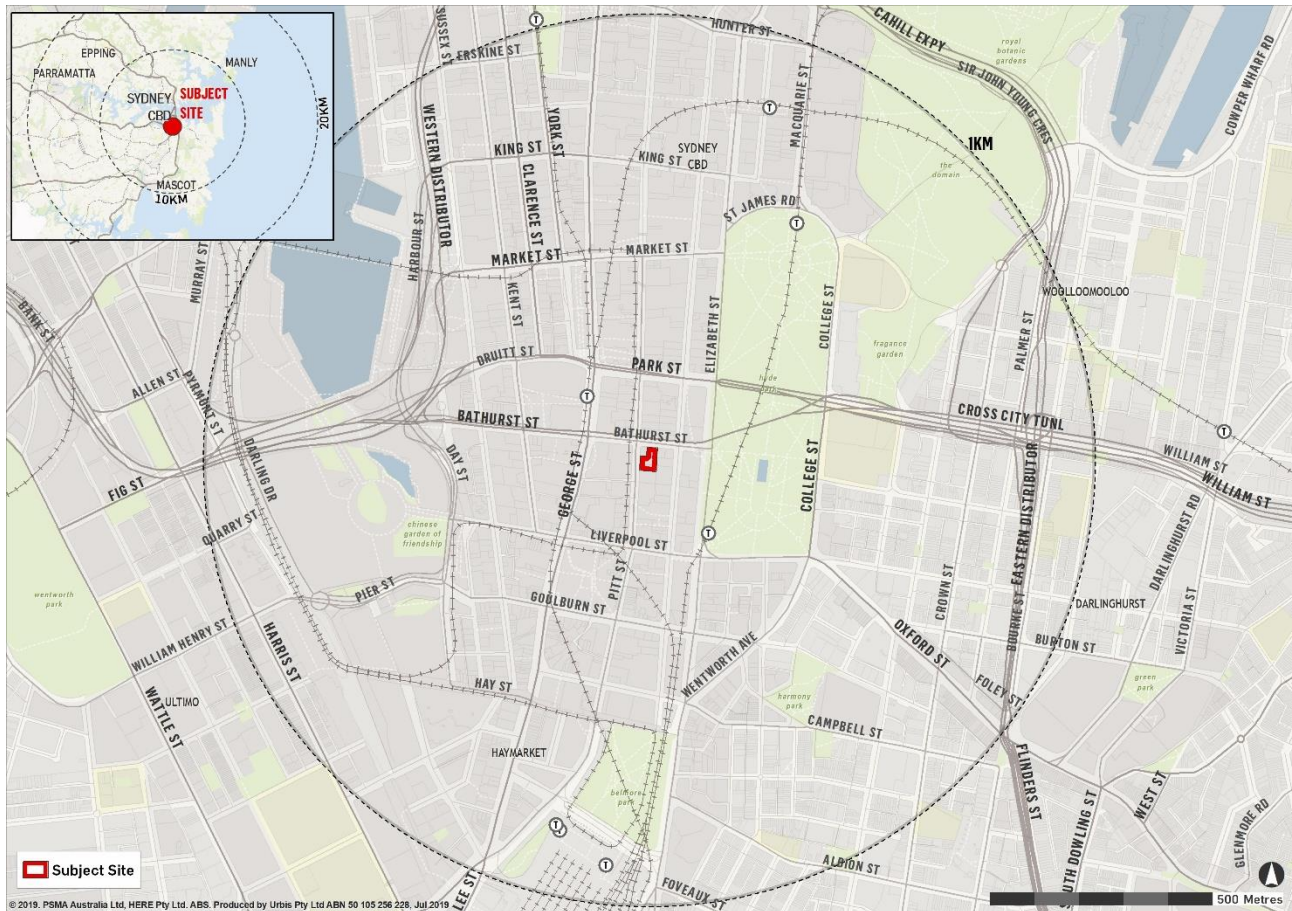


Figure 3 – Location Plan

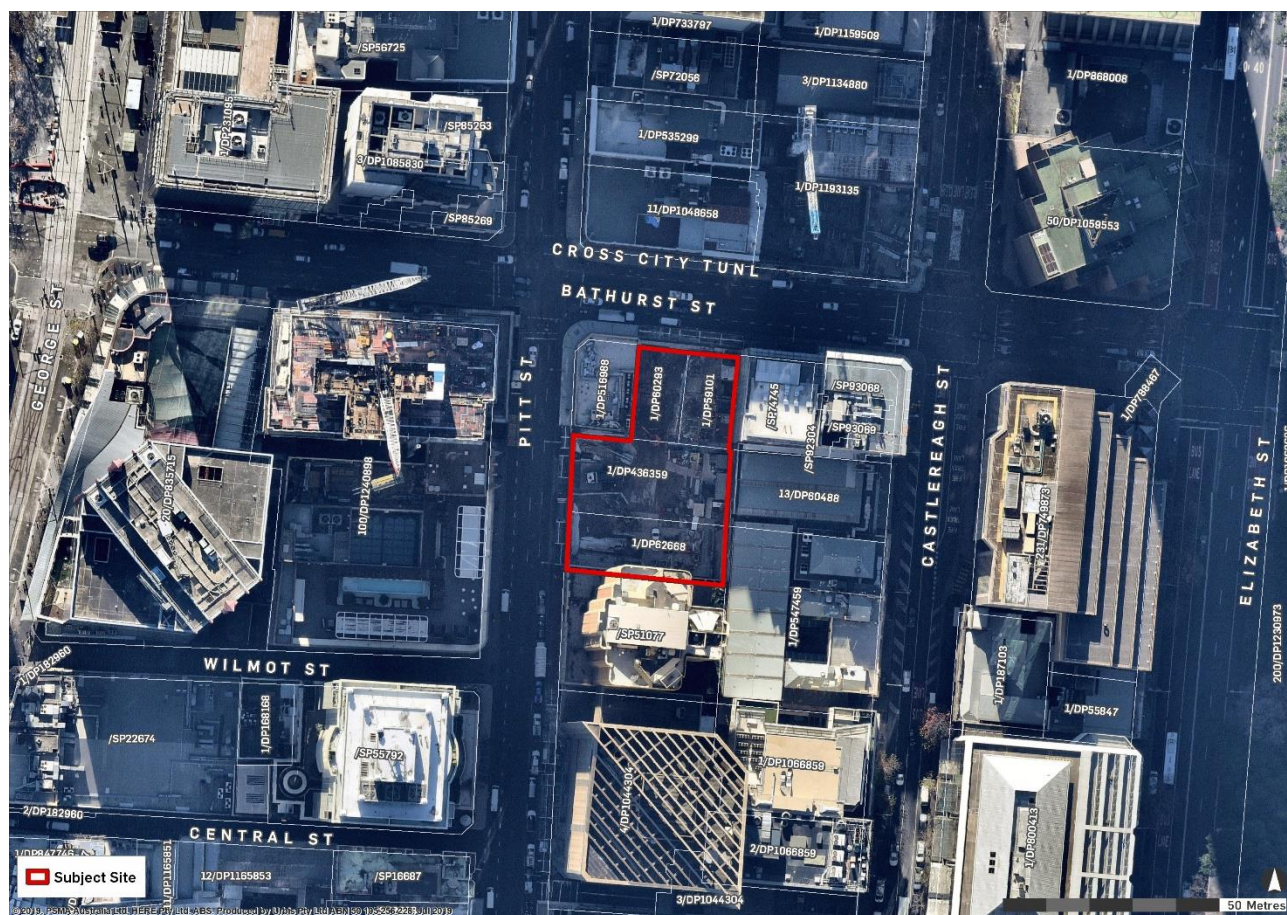


Table 1 – Site Characteristics

Component	Description
Address and legal description	<p>125-129 Bathurst Street (Lot 1 in DP 60293)</p> <p>131-135 Bathurst Street (Lot 1 in DP 59101)</p> <p>296-300 Pitt Street (Lot 1 in DP 436359)</p> <p>302 Pitt Street (Lot 1 in DP 62668)</p>
Site area	Combined area of 1,708m ² .
Current use	Construction of the Sydney Metro is currently underway on site (below ground level) in accordance with Critical State Significant Infrastructure Approval CSSI 7400. The site was previously used for commercial/retail and hotel purposes.

Component	Description
Site features	<p>Lots: The various allotments combine into an L-shaped lot with street frontages to Pitt Street of 32m and Bathurst Street of 24m.</p> <p>Heritage: The site is located adjacent to two locally listed heritage items, being:</p> <p>Item I1703 – ‘Metropolitan fire brigade building including interior and central yard’ to the east of the site fronting Castlereagh Street; and</p> <p>Item I1940 – ‘Edinburgh Castle Hotel including interior’ at the north west of the site at the corner of Pitt and Bathurst Streets.</p> <p>Topography: The site is reasonably flat with a very slight fall from north east to south west.</p> <p>Approval history:</p> <p>9 January 2017: Sydney Metro Critical State Significant Infrastructure Approval (CSSI 7400) was issued for the construction and operation of the Sydney Metro City and Southwest project between Chatswood and Sydenham.</p> <p>25 June 2019: Concept Approval (SSD 8876) was issued for Pitt Street South Over Station Development.</p>
Surrounding development	<p>The area surrounding the site consists of mainly high density residential buildings with finer grain buildings dispersed throughout.</p>



Figure 4 – The site as viewed from corner of Pitt and Bathurst Streets

2.2. SURROUNDING CONTEXT

The site is within the metropolitan core of the Sydney CBD. Pitt Street is located to the west of the site and is a major north-south through route within the CBD. Bathurst Street is a major east-west through route within the CBD.

Adjoining both the northern and western boundaries of the site is the 3 storey, Edinburgh Castle Hotel. The building comprises commercial use and is heritage listed in the SLEP 2012. To the south of the site, along Pitt Street, is the Princeton Apartments, a mid-1990s 42-storey brick and concrete mixed use building with apartments orientated to have primary views either to the east or the west. The Princeton Apartments do however have bedroom windows facing north towards the site located at the property boundary.

The eastern boundary of the site is immediately adjacent to both mixed use and heritage listed buildings. At the north eastern corner of the site, addressing Bathurst Street, is the 14-storey mixed use Euro Tower which includes balconies to both the north and south. Located directly south of Euro Tower is the locally heritage listed Metropolitan Fire Brigade Building, a four-storey brick and stucco building which adjoins a refurbished fire brigade building to its north. Together they serve as the Sydney Fire Station.

On the opposite side of Pitt Street, directly west of the site, is the Greenland Centre development, a multistorey residential flat building with a maximum height of 235m (currently under construction). Located immediately to the south of the Greenland Centre is the State heritage listed Former Sydney Water building which now functions as the Primus Hotel. To the south of the Primus Hotel is the Century Tower, a mid-1990s 52-storey residential building.

3. RELATIONSHIP BETWEEN SSD 8876 AND CSSI 7400

3.1. SSD 8876

Development consent was granted on 25 June 2019 for the Concept Development Application (SSD 8876) for Pitt Street South Over Station Development including:

- A maximum building envelope, including street wall and setbacks for the over station development.
- A maximum building height of RL171.6.
- Podium level car parking for a maximum of 34 parking spaces.
- Conceptual land use for either one of a mixed use or commercial scheme (not both).

A maximum Gross Floor Area is not approved by SSD 8876.

This subject application seeks detailed building approval for the over station development, consistent with the parameters of this Concept Consent.

3.2. CSSI 7400

CSSI Approval 7400, as it relates to Pitt Street South Metro, includes:

- Demolition of existing buildings within the site.
- Excavation of the rail tunnel, concourse and platforms and therefore the setting of surrounding structural zones, services and accesses.
- Establishment of an aboveground station footprint (station box).
- Space provisioning for future lift cores, access, parking, retail and building services for the future OSD.
- Station entry via a large pedestrian entrance on Bathurst Street.
- A separate pedestrian entrance on Pitt Street for the OSD.
- Public domain works.

The CSSI Approval included Indicative Interface Drawings for the below and above ground works at Pitt Street Metro Station – South. Section 2.3 of the Preferred Infrastructure Report (PIR) noted that the integration of the OSD elements and the metro station elements would be subject to the design resolution process, noting that the detailed design may vary from the concept design assessed within the planning approval.

Condition E101 of that approval requires that detailed Station Design & Precinct Plans be approved by the Secretary of the Department prior to the construction of above ground works.

The building design in the podium levels for the areas allocated to the OSD as approved by SSD 8876 will need to be coordinated with the Station Design & Precinct Plans prior to their approval by the Secretary.

4. DESCRIPTION OF THE PROPOSAL

4.1. OVERVIEW

The proposal seeks subsequent stage 2 detailed approval for SSD 8876 for development of the site for a 39 level (including ground and plant levels) over station development with tower over podium for residential build-to-rent accommodation and associated retail premises.

The proposal will:

- Provide build-to-rent residential accommodation within the Sydney CBD which is anticipated to be highly sought after in this location with excellent public transport links.
- Enhance the site and its context through the development of a building that has been endorsed as meeting Sydney Metro Design Excellence Evaluation Panel (DEEP) requirements.
- Address the need to protect the curtilage and access to light and air of adjacent heritage buildings.
- Comply with the height control for the site and the height envelope set by the sun access plane for Hyde Park.
- Use materiality, detailing and colours that are sympathetic to the two adjacent heritage buildings and the general context of the area.
- Provide a unique entrance experience to the Metro Station below.

The application seeks consent for the detailed redevelopment of the site as a Stage 2 SSDA. Bates Smart Architects have prepared a drawing set which is provided at **Appendix A**. It is noted that the proposal is still subject to design development prior to formal lodgement.

4.2. PROPOSED USES

The OSD building will comprise a build-to-rent residential apartment building and ancillary uses including Metro and OSD services, amenities for occupants and associated retail uses. The building will front Pitt and Bathurst Streets.

4.3. PROPOSED NEW BUILDING

The new building is a 39 level (including ground and plant levels) over station development with tower over podium for residential build-to-rent accommodation. Note that where OSD elements are located within the station envelope under CSSI Approval, approval is being sought for fitout and use of those spaces. The actual construction of these spaces is the subject of the CSSI Approval.

The proposed building is generally as follows:

Ground level

- Entry to Pitt Street Metro Station from Bathurst Street.
- Entry to OSD lobby from Pitt Street.
- Loading dock with entry from Pitt Street.
- Services for OSD.

Mezzanine level

- Waste and recycling for OSD.
- Main switchroom and substation.
- Services for OSD.

Level 2

OSD build-to-rent amenities floor including office space, manager's office, laundry, theatre, work from home lounge, meeting rooms, kitchen facilities, bathrooms and the like.

Level 3

- Residential storage for apartments in OSD.
- Bike storage.
- Fire services.
- Metro and OSD services.

Levels 4 and 5

- Tunnel ventilation plenum subject to CSSI Approval.
- Lift and vertical services shafts servicing the OSD.

Level 6

- Facilities for residential accommodation including lounge areas, yoga multi purpose room, gym, sauna, steam room, showers and change area.

Levels 7 - 33

- Residential accommodation.

Level 34

- Residential accommodation.
- Roof terrace.

Level 35

- Residential accommodation.

The proposed new building will have approximately the following characteristics:

- Maximum height of building at RL171.6.
- Zero podium setbacks to the street frontage at ground level.

Bathurst Street

- 45m high podium along Bathurst Street.
- 4m northern setback above the podium on Bathurst Street.

Pitt Street

- 19m high podium along Pitt Street.
- Minimum setback of 4.9m at the south-western corner of the building environment, widening to a setback of 5.9m at the north-western corner of the envelope following the line of the Princeton Apartments.

Boundary with Princeton Apartments

- 45m high podium with zero setback to Princeton Apartments, stepping down to a 19m high podium to front Pitt Street.
- 12m tower setback to Princeton Apartments above Level 6 along south face of building.

Boundary with Euro Tower

- 3m tower form setback to the Euro Tower building on Bathurst Street.

Boundary with Metropolitan Fire Station

- Zero setbacks from the boundary with the Metropolitan Fire Station up to Level 5
- Minimum 4m setback to the boundary with the Metropolitan Fire Station from Level 6.

Boundary with Edinburgh Castle Hotel

- Zero podium level setbacks from the boundary with the Edinburgh Castle Hotel.
- Generally zero tower level setbacks from the boundary with the Edinburgh Castle Hotel, with a void from Level 6

The materiality, detailing and colours of the proposed development will be complementary to the surrounding built environment, in particular being in keeping with the adjacent heritage buildings.

5. STATUTORY AND STRATEGIC CONTEXT

The site is located within the City of Sydney LGA. As such, the relevant Acts, environmental planning instruments and development controls relating to the site and relevant to considerations for the SSD application are as follows:

- *Environmental Planning and Assessment Act 1979*
- *State Environmental Planning Policy (State and Regional Development) 2011*;
- *State Environmental Planning Policy No 55—Remediation of Land and Draft Remediation of Land SEPP*;
- *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development (SEPP 65) and Apartment Design Guide (ADG)*
- *State Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP Sydney Harbour) and Draft Environment SEPP*;
- *Sydney Local Environmental Plan 2012 (SLEP)*; and
- *Sydney Development Control Plan 2012 (SDCP)*.

Each of the above are described further below in terms of their relevance to the subject site and the proposed development.

5.1. ENVIRONMENTAL PLANNING AND ASSESSMENT ACT 1979

Pursuant to Section 4.36(2) of the Environmental Planning and Assessment Act 1979 (EP&A Act):

(2) A State environmental planning policy may declare any development, or any class or description of development, to be State significant development

The proposal is state significant as detailed in Section 5.2, below.

5.2. STATE ENVIRONMENTAL PLANNING POLICY (STATE AND REGIONAL DEVELOPMENT) 2011

The proposal is State Significant Development (SSD) under Section 4.36 of the EP&A Act as the development has a capital investment value (CIV) in excess of \$30 million and is for the purpose of residential accommodation associated with railway infrastructure under clause 8(1)(b) of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP).

These proposed works have a capital investment value (CIV) exceeding \$30 million (refer to the attached QS statement). Accordingly, the proposal is SSD for the purposes of the SRD SEPP.

In accordance with Section 4.5 of the EP&A Act, the Independent Planning Commission is designated as the consent authority if there is a Council objection to the DA or there are more than 25 submissions. Unless otherwise declared that the Commission is the consent authority, the Minister will be the consent authority (refer Clause 8A of the SRD SEPP and Instrument of Delegation dated 11 October 2018).

5.3. STATE ENVIRONMENTAL PLANNING POLICY NO. 55 – REMEDIATION OF LAND (AND DRAFT REMEDIATION OF LAND SEPP)

State Environmental Planning Policy No 55—Remediation of Land (SEPP 55) provides a state-wide planning approach to the remediation of contaminated land. SEPP 55 requires the consent authority to consider whether the subject land of any rezoning or development application is contaminated. If the land requires remediation to ensure that it is made suitable for a proposed use or zoning, the consent authority must be satisfied that the land can and will be remediated before the land is used for that purpose.

The proposal does not require excavation into the ground. Any site remediation would have been triggered by underground works undertaken in accordance with the CSSI Approval. As such, no further consideration of SEPP55 is required.

5.4. STATE ENVIRONMENTAL PLANNING POLICY NO. 65 – DESIGN QUALITY OF RESIDENTIAL APARTMENT DEVELOPMENT (SEPP 65) AND APARTMENT DESIGN GUIDE (ADG)

The *State Environmental Planning Policy No.65 – Design Quality of Residential Apartment Development* aims to improve the design quality of residential apartment development in NSW. SEPP 65 establishes a consistent approach to the design and assessment of apartments and the way they are assessed by councils. The Apartment Design Guide explains how to apply SEPP 65's design principles to the design of new apartments.

The EIS will assess the proposed residential accommodation against the requirements of SEPP 65 and the ADG.

5.5. STATE REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005 AND DRAFT ENVIRONMENT SEPP

The site is located within the designated hydrological catchment of Sydney Harbour and is subject to the provisions of the SREP. The Planning Principles of the SREP must be considered in carrying out development in the catchment. The site is not located within the Foreshores and Waterways boundary of the SREP.

The draft SEPP Environment proposes to consolidate seven existing SEPPs and SREPs including SREP (Sydney Harbour Catchment) 2005.

The EIS will assess the proposal against the SREP and Draft Environment SEPP.

5.6. SYDNEY LOCAL ENVIRONMENTAL PLAN 2012 (SLEP)

SLEP is the principal environmental planning instrument applying to the site. The zoning, permissibility and key built form controls are addressed in Table 2 below.

5.6.1. Permissibility

The site is zoned as B8 Metropolitan Centre in SLEP 2012. The objectives of this zone are:

- *To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.*
- *To provide opportunities for an intensity of land uses commensurate with Sydney's global status.*
- *To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.*
- *To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling.*
- *To promote uses with active street frontages on main streets and on streets in which buildings are used primarily (at street level) for the purposes of retail premises.*

The proposed development is best defined as '**residential accommodation**', which is defined in SLEP as:

***residential accommodation** means a building or place used predominantly as a place of residence, and includes any of the following:*

- (a) attached dwellings,*
- (b) boarding houses,*
- (c) dual occupancies,*

- (d) dwelling houses,
 - (e) group homes,
 - (f) hostels,
 - (g) multi dwelling housing,
 - (h) residential flat buildings,
 - (i) rural workers' dwellings,
 - (j) secondary dwellings,
 - (k) semi-detached dwellings,
 - (l) seniors housing,
 - (m) shop top housing,
- but does not include tourist and visitor accommodation or caravan parks.

The land use table for B8 identifies 'residential accommodation' as development that is permitted with consent.

5.6.2. Other LEP Provisions

An initial assessment of preliminary plans against the principal development standards within the SLEP 2012 is provided below.

Table 2 – SLEP 2012 Principal Development Standards Compliance Table

Development Standard	Control	Proposed	Complies
4.3 Height of buildings	The development site is within Area AH which has a maximum height of buildings of 235m. The maximum height for the site is also based on the Hyde Park West sun access plane (refer below).	The maximum height of the proposed development, including roof plant, will not exceed 235m. It will also be fully compliant with the envelope established by the sun access plane.	Yes
4.4 Floor space ratio	Base: 8:1 Plus 'Accommodation floor space' (Area 2): <ul style="list-style-type: none"> Residential accommodation, serviced apartments, hotel or motel accommodation, community facilities or centre-based child care facilities—6:1, 10% bonus FSR for design excellence Resulting in max FSR 15.4:1 (residential accommodation)	The proposed development will comply with the maximum FSR of 15.4:1.	Yes
5.10 Heritage Conservation	A heritage management document may be required to be prepared for land that is within the vicinity of a	A detailed Heritage Impact Assessment and a Heritage Interpretation Strategy will be	Yes

	heritage item. The document is to assess the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item.	prepared for the proposed works.	
6.17 Sun access planes	The Hyde Park West sun access plane is applicable to the site.	The proposed building envelope is within the envelope of the Hyde Park West sun access plane.	Yes
7.6 Car parking	The LEP sets a maximum provision of car parking based on site area.	SSD 8876 approves the provision of no more than 34 car parking spaces in association with the OSD. No on-site parking is proposed.	Yes

Excerpts of the key built form control plans from the SLEP 2012 are provided at **Appendix B**.

5.6.3. Site Specific DCP

Clause 7.20 requires the preparation of a DCP for sites in Central Sydney if the site area is more than 1,500 sqm or if the development will result in a building with a height greater than 55m above existing ground level. However, this obligation can be satisfied by the approval of a staged development application for the site. A staged development application has been approved for the site, therefore Clause 7.20 has been satisfied.

5.6.4. Satisfying Design Excellence

The relevant design excellence provisions in SLEP are:

- Clause 6.21(3) which requires the Consent Authority to not grant consent unless the proposed development exhibits design excellence
- Clause 6.21(4) which defines matters the Consent Authority must have regard to in determining whether a development exhibits design excellence.
- Clause 6.21(5) which requires the Consent Authority to not grant consent unless a competitive design process has been held in relation to the proposed development. However, Clause 6.21(5) is not applicable if a waiver is granted pursuant to Clause 7.20.

The Concept Approval exercises the discretion available under Clause 6.21(6) of SLEP 2012 to waive the requirement for a competitive design process under Clause 6.21(5) as the concept design has been subject to the Sydney Metro Design Excellence Strategy.

The Sydney Metro Design Excellence Strategy includes processes for competitive selection and project benchmarks capable of delivering a high quality architectural and urban design outcome in lieu of a SLEP competitive design process. The engineering and design complexity of over station development requires specialised technical expertise and coordination with infrastructure delivery that are difficult to be accommodated in a competitive design process.

Prior to lodgement of the development application, a final Sydney Metro Design Excellence Strategy will be submitted for approval by the Planning Secretary. In addition, a Design Integrity Report will be submitted to the Sydney Design Review Panel for review.

5.7. SYDNEY DEVELOPMENT CONTROL PLAN 2012

In accordance with Clause 11 of the State and Regional Development SEPP, the requirements of Sydney Development Control Plan 2012 do not apply.

5.8. OTHER RELEVANT POLICIES

In addition to the above statutory provisions, the following relevant planning, goals and strategic planning objectives will be addressed:

- NSW State Priorities;
- State Infrastructure Strategy 2018-2038;
- A Metropolis of Three Cities – The Greater Sydney Region Plan 2018;
- Eastern City District Plan 2018 (including Planning Priority E11, growing investment, business opportunities and jobs in strategic centres);
- Future Transport 2056 Strategy; and
- Better Placed – An integrated design policy for the built environment of New South Wales.

6. CONDITIONS OF STAGE 1 APPROVAL

Condition A5 of the Stage 1 approval requires that, in accordance with section 4.22 of the EP&A Act 1979, all development under the Concept and subsequent stages are to be subject to future DAs. In addition, condition A6 requires that the determination of future DAs is to be generally consistent with Concept Approval SSD 8876. In this regard the following comments are made:

- Building height and form will be contained within the approved building envelopes detailed in conditions A2, A15, A16, A17 and A18.
- The proposal is consistent with the approved land use (condition B6) requiring the application to comprise a residential or commercial development.
- The proposed development will not exceed the maximum 34 car parking spaces required by condition A19.
- In respect to design, the proposal will address the endorsed Sydney Metro Pitt Street South Over Station Development Design Guidelines and Design Excellence Strategy.

All required matters for consideration or impact assessment detailed in the SSD 8876 consent conditions will be assessed and are included as key issues for consideration in Section 7 below.

7. KEY ISSUES FOR CONSIDERATION

The key environmental planning issues that are proposed to be addressed in the EIS are outlined below to assist the Department and the Secretary in identifying the Environmental Assessment Requirements for the proposal.

7.1. LEGISLATIVE FRAMEWORK

The EIS will detail the applicable legislative and approvals framework for the application.

It will also provide an assessment of the proposal against the relevant matters required by section 4.15 of the EP&A Act and section 4.22 of the EP&A Act relating to Concept and future stage development applications.

7.2. RELATIONSHIP WITH AND REQUIREMENTS OF SSD 8876 AND CSSI 7400

The EIS will detail the relationship of the subject application with the existing approvals on the site.

The EIS will address and provide an assessment against the relevant conditions contained within SSD 8876. It will also include a description of works subject to approval by the Secretary of the Department in accordance with CSSI condition E101, and how coordination between these two approvals will be managed to ensure a coherent building appearance and management of construction timeframes.

7.3. BUILT FORM AND URBAN DESIGN

The EIS will detail how the built form of the new development complements existing development surrounding the site and sits within the context of the adjacent heritage buildings and surrounding landscape.

As detailed in Section 5.6.4, the concept design for the development has been subject to the Sydney Metro Design Excellence Evaluation Panel review. The Concept Approval exercises the discretion available under Clause 6.21(6) of SLEP 2012 to waive the requirement for a competitive design process.

The proposed detailed design will undergo a rigorous and structured design development and review process aligning with the scale and complexity of the project including finalisation of the Design Excellence Strategy and design guidelines, as required by conditions B1(a) and (b) of Concept Approval SSD 8876.

Built form considerations set out in condition B3 of the Concept Approval will be addressed in the SSDA.

7.4. HERITAGE IMPACT

The site is adjacent to two locally listed heritage items, the 'Metropolitan fire brigade building including interior and central yard' at 211 - 217 Castlereagh Street and the 'Edinburgh Castle Hotel including interior' at 294 - 294B Pitt Street.

The proposed development will consider the following details, as required by conditions B7 and B8 of the Concept Approval:

- The proposal will mitigate impacts of the vertical street walls above the Edinburgh Castle Hotel where the building footprint above the podium wraps around the building. Materiality and façade articulation of the podium should respond to the heritage item.
- The proposal will demonstrate how the height of the podium responds to the adjacent locally heritage listed Edinburgh Castle Hotel.
- A detailed Heritage Impact Assessment and a Heritage Interpretation Strategy are to be prepared for the proposed works, in consultation with the Heritage Council of NSW and City of Sydney Council.

7.5. ENVIRONMENTAL PERFORMANCE / ESD

The proposed development will demonstrate how the principles of ecologically sustainable development (ESD) have been incorporated into the proposal, in accordance with condition B9 of the Concept Approval. The minimum performance targets set out in condition B10 will be met.

7.6. WIND IMPACTS

The SSDA will be accompanied by a Wind Impact Assessment including computer modelling of the detailed building form as required by condition B11. Compliance shall also be demonstrated with the *Lawson wind comfort criteria* through the incorporation of mitigation measures within the detailed design.

7.7. SECURITY AND CRIME ASSESSMENT

As required by condition B12, the SSDA will be accompanied by a Security and Crime Risk Assessment prepared in consultation with NSW Police having regard to NSW Police publication “*Safe Places Vehicle Management: A comprehensive guide for owners, operators and designers*” and Crime Prevention Through Environmental Design (CPTED) principles.

7.8. FIRE AND RESCUE ASSESSMENT

The SSDA will be accompanied by a draft Fire and Rescue Assessment / Engineering Brief for the OSD prepared in consultation with Fire and Rescue NSW, as required by condition B13.

7.9. CONSTRUCTION IMPACT ASSESSMENT

Impacts of construction will be assessed in the EIS. The SSDA will include the following which are required by condition B14:

- Construction Traffic Management Plan.
- Cumulative Construction Impact Assessment (i.e. arising from concurrent construction activity)
- Noise and Vibration Impact Assessment.
- Community Consultation and Engagement Plans.
- Construction Waste Management Plan.
- Air Quality Management Plan.

7.10. NOISE AND VIBRATION

As required by condition B15 of the Concept Approval, the SSDA will demonstrate that the following noise and vibration requirements consistent with the construction works at the site approved under CSSI 7400 can be met:

- Vibration from construction activities does not exceed the vibration limits set out in the British Standard BS 7385-2:1993 Evaluation and measurement for vibration in buildings.
- Vibration testing will be conducted before and during vibration generating activities that have the potential to impact on heritage items.
- Advice of a heritage specialist on methods and locations for installing equipment used for vibration, movement and noise monitoring of heritage-listed structures.

A Noise and Vibration Impact Assessment will be provided with the SSDA that identifies and provides a quantitative assessment of the main noise generating sources and activities during operation including consideration of noise and vibration impacts associated with residential development above a train station, as required by condition B20.

7.11. TRAFFIC, ACCESS AND CAR PARKING

A Traffic and Transport Impact Assessment will be prepared for the SSDA as required by condition B16 of the Concept Approval.

As required by condition B17, the proposed development will include:

- Consideration of responsibilities, timing and commitments to the development of car share parking, motorcycle parking and preparation of travel plans.
- A Construction Traffic Management Plan (CTMP) which will include:
 - Haulage movement numbers / routes including contingency routing
 - Detailed travel management strategy for construction vehicles including staff movement
 - Maintaining pedestrian and cyclist links / routes
 - Independent road safety audits on constriction-related traffic measures
 - Measures to account for any cumulative activities / work zones operating simultaneously.

Independent road safety audits will be undertaken for all stages of detailed design development involving road operations and traffic issues relevant to the OSD, as required by condition B18.

7.12. UTILITIES

The existing capacity and any augmentation requirements of the proposed development for the provision of utilities, including staging of infrastructure through the preparation of an infrastructure / utility management plan will be provided with the SSDA, as required by condition B19.

7.13. FLOODING AND STORMWATER

The SSDA will be accompanied by a Flood Impact Assessment which will address the conclusions and recommendations of the concept stage Flooding and Stormwater Management Plan dated August 2018 prepared by GHD, as required by condition B22 of the Concept Approval.

7.14. REFLECTIVITY

Condition B23 of the Concept Approval requires a Reflectivity Analysis demonstrating that the external treatments, materials and finishes of the development do not cause adverse or excessive glare. This will be provided with the SSDA.

7.15. LAND USE JUSTIFICATION

Detailed description and analysis for the residential development will be provided and justifications that the residential land use is based on careful consideration of the benefits and potential impacts, as required by condition B24.

7.16. VIEWS/VISUAL IMPACT

The EIS will include a comprehensive evaluation and assessment of any potential impacts on views enjoyed by surrounding residents, particularly for those residents of Princeton Apartments to the south at 308 Pitt Street, the Century Tower to the south west at 343-357 Pitt Street and the Greenland Centre to the west at 115-119 Bathurst Street.

7.17. AMENITY

The approved building envelope from the approved Concept DA has established the key built form parameters, which have considered the amenity implications for adjacent and nearby development. Given the proximity to neighbouring development, the following impacts will be assessed as part of the detailed DA:

- Overshadowing, particularly with regard to solar access to Princeton Apartments to the south of the site and Century Tower to the south west of the site.
- Visual and acoustic privacy between the subject development and Princeton Apartments.
- Solar access to the proposed apartments.

7.18. OPERATIONAL MANAGEMENT

The EIS will include an evaluation and assessment of the proposed impacts associated with the operational management of the proposed residential land use. This will include consideration of matters such as:

- Access to residential accommodation;
- Building management;
- Safety and security;
- Waste management, loading and deliveries; and
- Operational details such as mail box areas, maintenance of communal areas etc.

7.19. ACCESSIBILITY AND BCA

An Access Report will accompany and support the EIS which will document the design of the proposal and how it meets the relevant criteria, and where required, what performance solutions have been proposed.

A BCA Report will be submitted as part of the EIS to confirm that the proposed development and its respective components will comply with the relevant provisions of the BCA. Some elements may require performance solutions to meet the intent of the standards.

7.20. SOCIAL AND ECONOMIC IMPACTS

The social and economic impacts of the proposal will be detailed in the EIS. The anticipated social impacts will relate to:

- The provision of additional employment during construction and operation.
- The provision of additional residential floorspace in the CBD, in particular build-to-rent accommodation.
- Greater opportunities for the general public to appreciate the heritage values of the adjacent heritage buildings.
- Replacement of under-utilised buildings with a new state of the art, modern residential building.

7.21. CONSULTATION

Consultation will take place with key stakeholders and agencies during the preparation of the EIS and during the assessment of the EIS, including:

- Department of Planning, Industry and Environment;
- City of Sydney Council;
- Office of Environment and Heritage;
- Transport for NSW;
- Infrastructure NSW;
- Sydney Water;
- Ausgrid;
- Any relevant community bodies; and
- Occupants of neighbouring buildings.

The EIS will be placed on public exhibition once the Department has reviewed the EIS to confirm that it has satisfactorily responded to each of the issues identified in the SEARs. The key stakeholders will be provided with an additional opportunity to review the proposal, including the final development plans and the detailed specialist studies and assessment reports accompanying the final EIS.

8. CONCLUSION

The purpose of this report is to request SEARs for the preparation of an EIS for an over station development above the proposed Pitt Street South metro station. The proposal seeks the development of a 39 level (including ground and plant levels) over station development with tower over podium for residential build-to-rent accommodation and associated uses.

This SEARs request outlines the approval pathway for the application, the legislative framework and the key matters for consideration in the assessment of the application.

We trust that the information detailed in this letter is sufficient to enable the Department to issue the SEARs to guide the preparation of the EIS.

DISCLAIMER

This report is dated 2 October 2019 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Pitt Street Developer South Pty Ltd (**Instructing Party**) for the purpose of SEARs request (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

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

APPENDIX A ARCHITECTURAL DRAWINGS

OSD South

Plans

NWRLSRT-OSD-SPS-AT-DWG-102000 Ground Level – REV B

NWRLSRT-OSD-SPS-AT-DWG-102202 Level 02 Amenity Level – REV A

NWRLSRT-OSD-SPS-AT-DWG-102206 Level 06 Amenity Level – REV A

NWRLSRT-OSD-SPS-AT-DWG-102230 Level 13-30 Typical Lowrise – REV A

NWRLSRT-OSD-SPS-AT-DWG-102231 Level 31-34 Typical Highrise – REV A

NWRLSRT-OSD-SPS-AT-DWG-102235 Level 35 – REV A

Elevations

NWRLSRT-OSD-SPS-AT-DWG-103100 Bathurst Street Elevation – REV A

NWRLSRT-OSD-SPS-AT-DWG-103101 Pitt Street Elevation – REV A

NWRLSRT-OSD-SPS-AT-DWG-103102 Castlereagh Street Elevation – REV A

NWRLSRT-OSD-SPS-AT-DWG-103103 South Elevation – REV A

Section

NWRLSRT-OSD-SPS-AT-DWG-104100 Long Section – REV A

APPENDIX B SYDNEY LEP MAP EXTRACTS

SYDNEY LEP 2012 CONTROLS

Clause 2.2 Zoning

The site is zoned as 'B8 Metropolitan Centre' (see Figure 5). The proposed development is permissible with consent in the zone as detailed in Section 5.6.1.

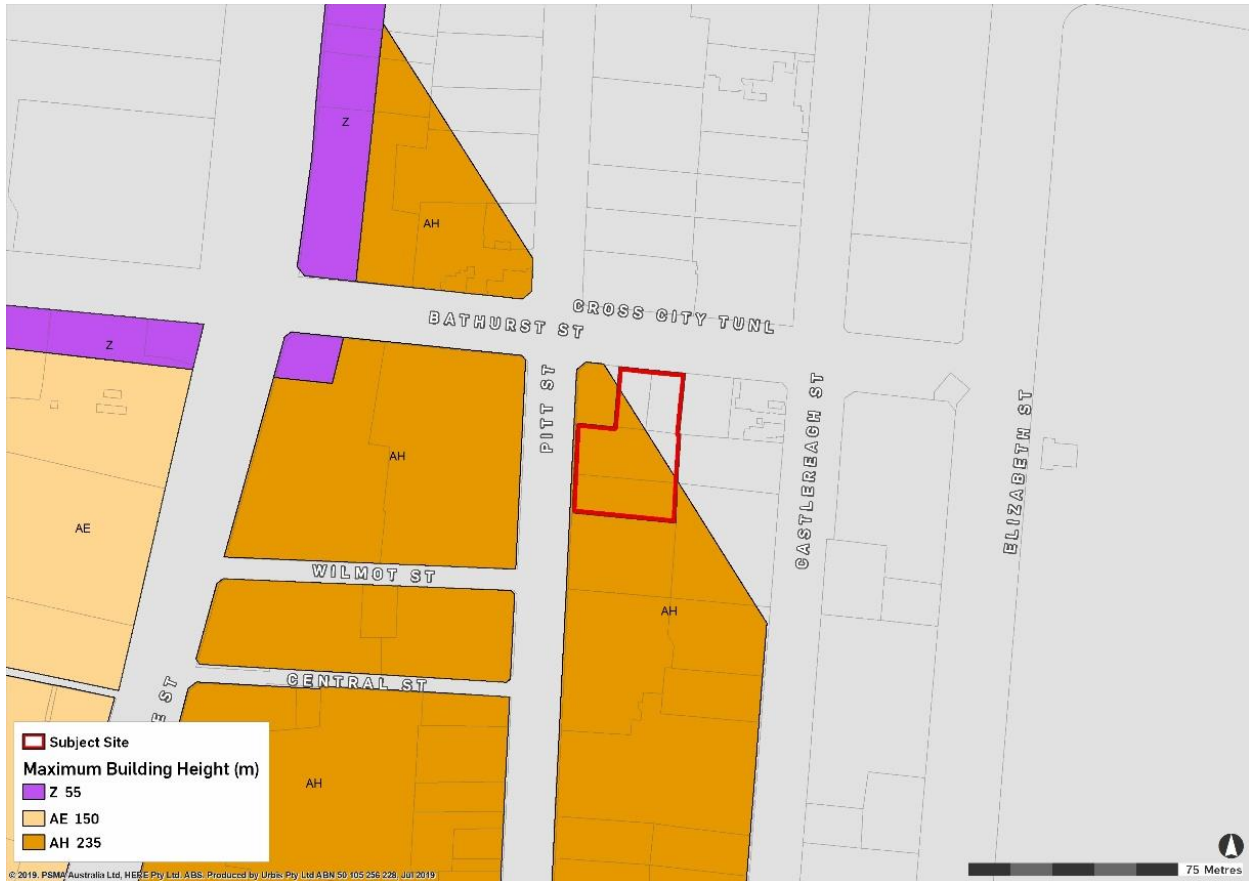
Figure 5 – Extract of SLEP 2012 Zoning Map



Clause 4.3 Height

The development site is partially within area AH which has a maximum height of buildings of 235m and partially within Area 3 for which there is no maximum height specified (see Figure 6). The maximum height for buildings within Area 3 is determined by the Hyde Park West sun access plane. Refer Figure 9 further below.

Figure 6 – Extract of SLEP 2012 Height of Buildings Map



Clause 4.4 Floor Space Ratio

The **base** FSR control of 8:1 that applies to the site, see Figure 7 and commentary at section 5.6.2. The site is also within Area 2 for the purposes of bonus FSR.

Figure 7 – Extract of SLEP 2012 Floor Space Ratio Map



Clause 5.10 Heritage Conservation

There are two locally listed heritage items adjacent to the site (refer to Figure 8) and commentary at section 5.6.2.

Figure 8 – Extract of SLEP 2012 Heritage Map



Clause 6.17 Sun Access Planes

The Hyde Park West sun access plane is applicable to the site and it is Category B land. Refer Figure 9 below and section 5.6.2.

Figure 9 – Extract of SLEP 2012 Sun Access Planes Map

