

Sydney Metro
PITT STREET SOUTH OVER STATION DEVELOPMENT

L - Heritage Impact Statement (HIS)

State Significant Development
Development Application (SSD DA)

Prepared for Pitt Street Developer South Pty Ltd
MAY 2020
Revision C
Issue for SSD DA Stage 2
SMCSWSPS-GBA-OSS-PL-REP-000002

GBA
Heritage



SYDNEY METRO : PITT STREET SOUTH OVER STATION DEVELOPMENT

ISSUE	DESCRIPTION	DATE	ISSUED BY
A	Draft for Review	12/12/19	KH
B	Issued for submission	24/1/20	DM
C	Amended for Submission	7/2/20	DM
D	Amended for Submission	11/2/20	DM
E	Amended for Submission	3/4/20	DM
F	Amended for Submission	7/4/20	DM
G	Amended for Submission as 'Revision C'	13/5/20	DM

GBA Heritage Pty Ltd
Level 1, 71 York Street
Sydney NSW 2000, Australia
T: (61) 2 9299 8600
F: (61) 2 9299 8711
E: gba@gbaheritage.com
W: www.gbaheritage.com
ABN: 56 073 802 730
ACN: 073 802 730

Nominated Architect: Graham Leslie Brooks - NSW Architects Registration 3836

CONTENTS

1.0	INTRODUCTION	5
1.1	BACKGROUND	5
1.2	THE SITE	5
1.3	SYDNEY METRO	5
1.4	PITT STREET SOUTH OVER STATION DEVELOPMENT (OSD)	8
1.5	REPORT OBJECTIVES	8
1.6	METHODOLOGY AND STRUCTURE	8
1.7	HERITAGE MANAGEMENT FRAMEWORK	9
1.8	REPORT SCOPE	10
1.9	COPYRIGHT	10
1.10	AUTHORSHIP	10
2.0	HISTORICAL SUMMARY	11
2.1	EARLY HISTORY OF THE COLONY (1788-1820s)	11
2.2	INITIAL DEVELOPMENT OF THE SITE (1830s-1840s)	14
2.3	COMMERCIAL EXPANSION (1850s-1870s)	15
2.4	ECONOMIC GROWTH (1880s-1890s)	18
2.5	A NEW CENTURY (1900s-1950s)	19
2.6	A TALE OF FOUR CITIES: BUILDING HEIGHTS IN SYDNEY	20
3.0	SITE DESCRIPTION	24
3.1	URBAN CONTEXT	24
3.2	VIEWS IN THE VICINITY	35
3.3	HERITAGE ITEMS IN THE VICINITY	37
3.4	THE COLLEGE STREET/HYDE PARK SPECIAL CHARACTER AREA	44
3.5	THE SYDNEY SQUARE/TOWN HALL/ST ANDREWS SPECIAL CHARACTER AREA	45
3.6	THE SUBJECT SITE	46
4.0	ESTABLISHED HERITAGE SIGNIFICANCE	47
4.1	ESTABLISHED SIGNIFICANCE OF THE SUBJECT SITE	47
4.2	ESTABLISHED SIGNIFICANCE OF HERITAGE ITEMS IN THE VICINITY	47
4.3	SIGNIFICANCE OF VIEWS	52
5.0	DESCRIPTION OF THE PROPOSAL	53
6.0	ASSESSMENT OF HERITAGE IMPACT	56
6.1	INTRODUCTION	56
6.2	OVERVIEW OF POTENTIAL HERITAGE IMPACTS	56
6.3	GUIDELINES OF HERITAGE NSW	57
6.4	HERITAGE OBJECTIVES OF THE SYDNEY LEP 2012	58
6.5	HERITAGE GUIDELINES OF THE SYDNEY DCP 2018	58
6.6	REQUIREMENTS OF THE SEARS	59
6.7	REQUIREMENTS OF THE SSDA CONSENT CONDITIONS	61
7.0	CONCLUSIONS AND RECOMMENDATION	62
7.1	CONCLUSIONS	62
7.2	RECOMMENDATION	62
8.0	BIBLIOGRAPHY	63

SSD DA AND SEARS REQUIREMENTS

TABLE 1 : RELEVANT SSD 8876 CONDITIONS

Title	Full Description	Section reference in this report
<i>B7 Heritage Impact Assessment</i>	<i>Future detailed development applications must consider: (a) seek to mitigate impacts of the vertical street walls above the Edinburgh Castle Hotel at 294-294B Pitt Street where the building footprint above the podium wraps around the building. Materiality and façade articulation of the podium should respond to the heritage item. (b) demonstrate how the height of the podium responds to the adjacent locally heritage listed Edinburgh Castle Hotel.</i>	5.0, 6.2, 6.3, 6.6.1, 6.7.1
<i>B8 Heritage Impact Assessment</i>	<i>Include a detailed Heritage Impact Assessment (HIA)... for the proposed works, prepared in consultation with the Heritage Council of NSW and City of Sydney Council. The HIA must address the recommendations of the concept state Heritage Impact Statement dated August 2018 prepared by Urbis.</i>	5.0, 6.2, 6.3, 6.6.1, 6.7.2
<i>B3 Built form and urban design</i>	<i>Address the following built form considerations: f) the selection of materials is to be complementary to the existing development context and respectful of heritage items</i>	5.0, 6.2, 6.3, 6.6.1, 6.7.3
<i>B15 Noise and Vibration</i>	<i>Demonstrate the following noise and vibration requirements consistent with the construction works at the site approved under CSSI 7400 can be met: (b) Vibration testing will be conducted before and during vibration generating activities that have the potential to impact on heritage items. (c) Advice of a heritage specialist on methods and locations for installing equipment used for vibration, movement and noise monitoring of heritage-listed structures.</i>	6.2, 6.7.4

TABLE 2 : SEARS REQUIREMENTS

Title	Description of Requirement	Section reference in this report
<i>Item 6 Heritage</i>	<i>Include: a) A detailed heritage impact statement (HIS) that identifies, considers and addresses any potential impact of the proposal to heritage items on the site, the site curtilage and surrounding area, including any built and landscape items, conservation areas, views and settings. In particular, the impact of the proposal on the following heritage items should be assessed: i) the State listed (former) Sydney Water Building including interiors and lightwell (SHR 016545) ii) the locally listed Metropolitan fire brigade building including interior and central yard (I1703) and Edinburgh Castle Hotel including interior (I1940).</i>	6.2, 6.3, 6.6.1, 6.7.1
	<i>b) Address any endorsed conservation management plans for heritage items on the site and surrounding area.</i>	6.6.2
	<i>d) Demonstrate how the impacts are mitigated through facade design and treatment, selection of external materials and finishes and signage and public art strategy.</i>	5.0, 6.2, 6.3, 6.6.1, 6.7.1, 6.7.2, 6.7.3

1.0

INTRODUCTION

1.1 BACKGROUND

This report has been prepared to accompany a detailed State Significant Development (SSD) development application (DA) for a residential Over Station Development (OSD) above the new Sydney Metro Pitt Street South Station. The detailed SSD DA is consistent with the Concept Approval (SSD 17_8876) granted for the maximum building envelope on the site, as proposed to be modified.

The Minister for Planning, or their delegate, is the consent authority for the SSD DA and this application is lodged with the NSW Department of Planning, Industry and Environment (NSW DPIE) for assessment. This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 28 October 2019.

The detailed SSD DA seeks development consent for the construction and operation of

- New residential tower with a maximum building height of RL 171.6, including residential accommodation and podium retail premises, excluding station floor space
- Use of spaces within the CSSI 'metro box' building envelope for the purposes of:
 - Retail tenancies;
 - Residential communal facilities, residential storage, bicycle parking, and operational back of house uses
 - Shared vehicle loading and service facilities on the ground floor
 - Landscaping
 - Utilities and services provision.
 - Stratum subdivision (Station/OSD).
- Integration with the approved CSSI proposal including though not limited to:
 - Structures, mechanical and electronic systems, and services; and
 - Vertical transfers.

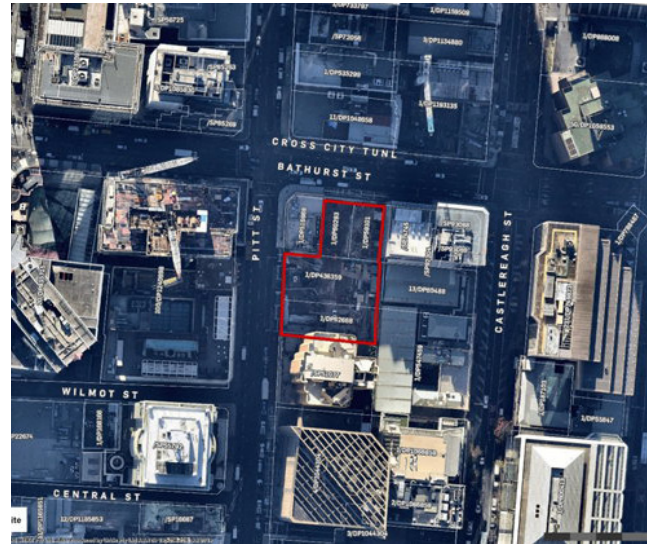


Figure 1.1
Location map with subject site outlined in red.

1.2 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.

The site has an approximate area of 1,710sqm and is now known as Lot 10 in DP 1255507. The street address is 125 Bathurst Street, Sydney.

1.3 SYDNEY METRO

Sydney Metro is Australia's biggest public transport program. A new standalone railway, this 21st century network will revolutionise the way Sydney travels. There are four core components:

Sydney Metro Northwest
(formerly the 36km North West Rail Link)

This project is now complete and passenger services commenced in May 2019 between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The project was delivered on time and \$1 billion under budget.

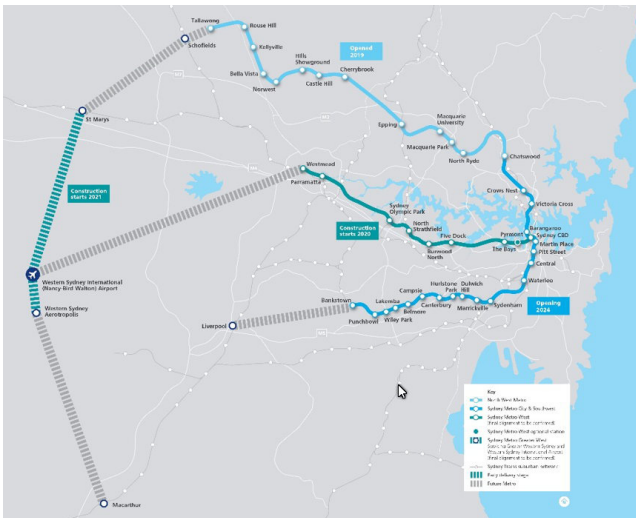


Figure 1.2
Sydney Metro Alignment Map.
Source: Sydney Metro

Sydney Metro City & Southwest

Sydney Metro City & Southwest project includes a new 30km metro line extending metro rail from the end of Metro Northwest at Chatswood, under Sydney Harbour, through new CBD stations and southwest to Bankstown. It is due to open in 2024 with the ultimate capacity to run a metro train every two minutes each way through the centre of Sydney.

Sydney Metro City & Southwest will deliver new metro stations at Crows Nest, Victoria Cross,

Barangaroo, Martin Place, Pitt Street, Waterloo and new underground metro platforms at Central Station. In addition it will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards.

In 2024, customers will benefit from a new fully-air conditioned Sydney Metro train every four minutes in the peak in each direction with lifts, level platforms and platform screen doors for safety, accessibility and increased security.

Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

The NSW Government is assessing an optional station at Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

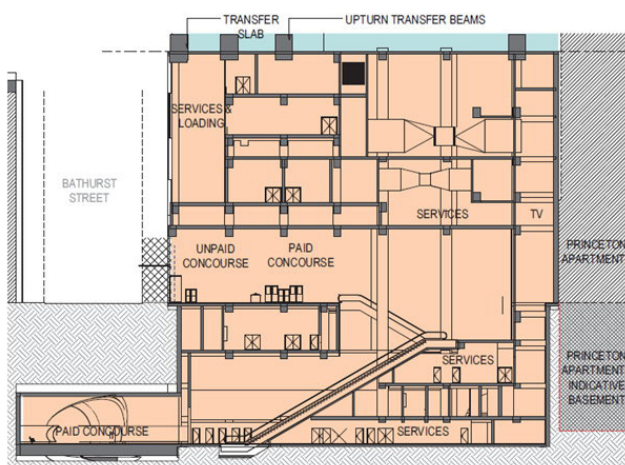


Figure 1.3
Pitt Street Station (North-South Section)

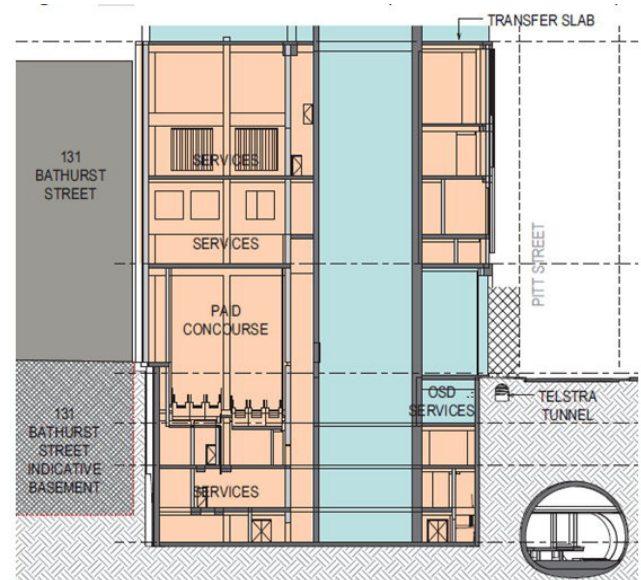


Figure 1.4
Pitt Street Station (East-West Section).

LEGEND — — — — — METRO PROPERTY BOUNDARY — — — — — OSD DEVELOPMENT - SUBJECT TO SEPARATE ASSESSMENT PROCESS — — — — — STATION

Source: CSSI Preferred Infrastructure Report (TfNSW)

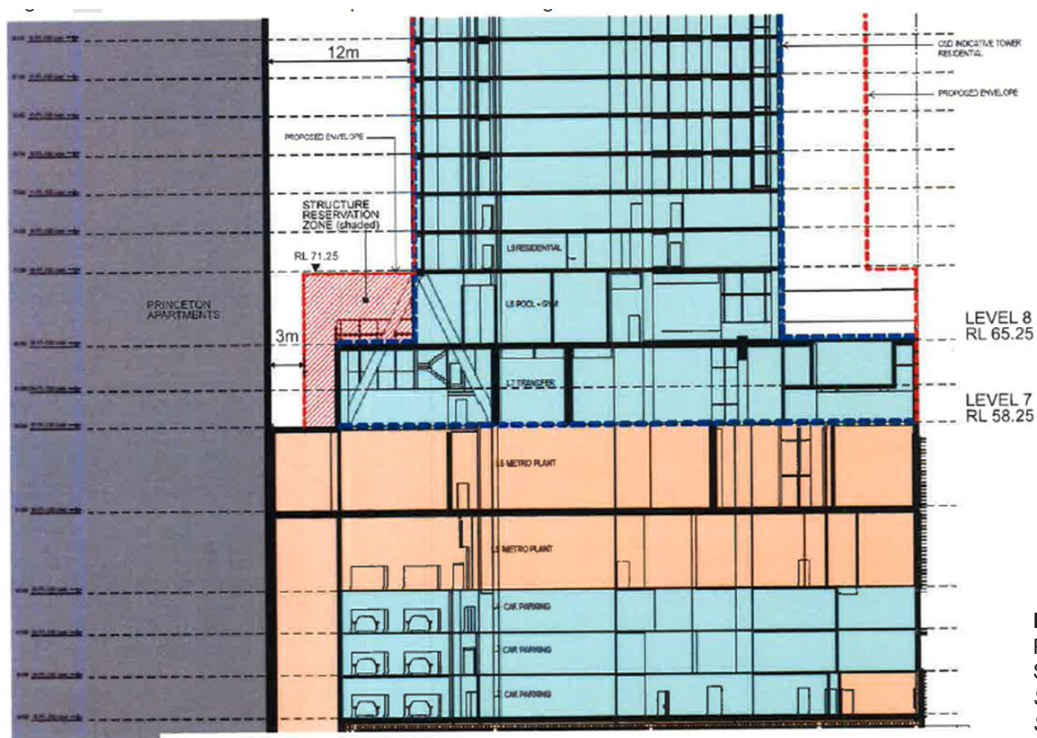


Figure 1.5
Pitt Street South Concept
SSD DA Building Section.
Source: SSD 8876 Concept
Stamped Plans

Sydney Metro Greater West

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service. The Australian and NSW governments are equal partners in the delivery of this new railway.

The Sydney Metro Project is illustrated in Figure 1.2.

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 (north and south). The CSSI Approval also includes construction of below and above ground works within the metro station structure for appropriate integration with over station developments.

The CSSI Approval included Indicative Interface Drawings for the below and above ground works at Pitt Street South Metro Station site. The delineation between the approved Sydney Metro works, generally described as within the "metro box", and the Over Station Development (OSD) elements are illustrated

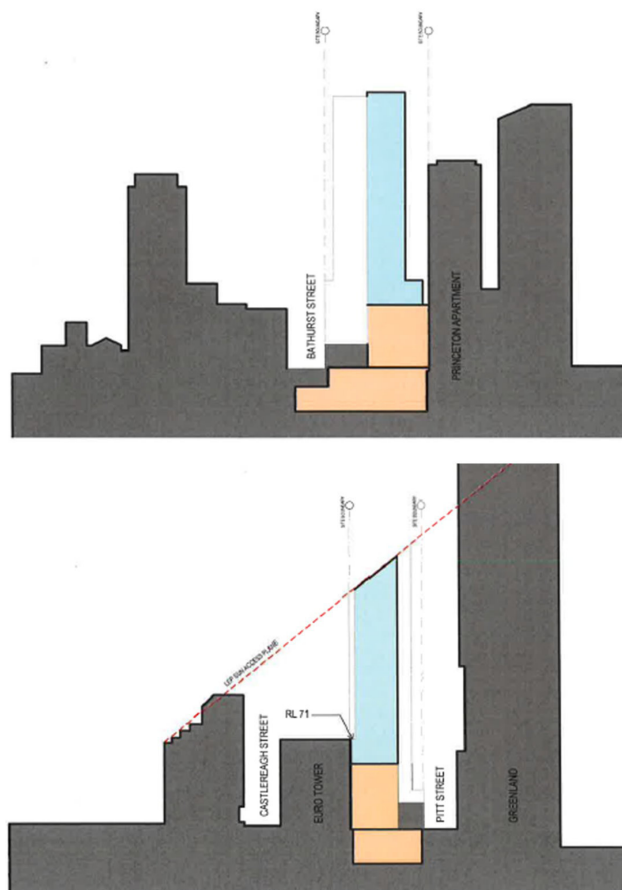


Figure 1.6
Pitt Street South Concept SSD DA, North-South Section (top) and
East-West Section (bottom)..
Source: SSD 8876 Concept Stamped Plans

below. The delineation line between the CSSI Approved works and the OSD envelope is generally described below or above the transfer slab level respectively.

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 of the “metro box” may vary from the concept design assessed within the planning approval.

As such in summary:

- The CSSI Approval provides consent for the construction of all structures within the approved “metro box” envelope for Pitt Street South.
- The CSSI Approval provides consent for the fit out and use of all areas within the approved “metro box” envelope that relate to the ongoing use and operation of the Sydney Metro.
- The CSSI Approval provides consent for the embellishment of the public domain, and the architectural design of the “metro box” envelope as it relates to the approved Sydney Metro and the approved Pitt Street South Station Design & Precinct Plan.
- Separate development consent however is required to be issued by the NSW DPIE for the use and fit-out of space within the “metro box” envelope for areas related to the OSD, and notably the construction and use of the OSD itself.

As per the requirements of clause 7.20 of the *Sydney Local Environmental Plan 2012*, as the OSD exceeds a height of 55 metres above ground level (among other triggers), development consent is first required to be issued in a Concept (formerly known as Stage 1) DA. This is described below.

1.4 PITT STREET SOUTH OVER STATION DEVELOPMENT (OSD)

Development consent was granted on 25 June 2019 for the Concept Development Application (SSD 8876) for Pitt Street South OSD 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 residential or commercial scheme (not both). NO maximum Gross Floor Area was approved as part of SSD 8876.

The building envelope approved within the Concept

SSD DA provides a numeric delineation between the CSSI Approval “metro box” envelope and the OSD building envelope. As illustrated in the figures below, the delineation line between the two projects is defined at RL 58.25 (Level 7).

For the purposes of the Detailed (Stage 2) SSD DA, it is noted that while there are two separate planning applications that apply to the site (CCSI and SSD DA), this report addresses the full development across the site to provide contextual assessment.

1.5 REPORT OBJECTIVES

The main objective of this Statement of Heritage Impact is to assess the heritage impact of the proposed development against the relevant heritage guidelines and objectives established by the City of Sydney in the *Sydney Environmental Plan (LEP) 2012* and the *Sydney Development Control Plan (DCP) 2012*, the assessment criteria established by the NSW Heritage Office (now Heritage NSW) and the SEARs.

1.6 METHODOLOGY AND STRUCTURE

This Statement of Heritage Impact has been prepared in accordance with:

- Guidelines in the *Australia ICOMOS Charter for Places of Cultural Significance, 2013*, known as the *Burra Charter*. The *Burra Charter* provides definitions for terms used in heritage conservation and proposes conservation processes and principles for the conservation of an item. The terminology used herein, particularly the words *place*, *cultural significance*, *fabric*, and *conservation*, is as defined in the *Burra Charter*.
- The *NSW Heritage Manual published by the NSW Heritage Office (now Heritage NSW)*, which explains and promotes the standardisation of heritage investigation, assessment and management practices in NSW. The Manual includes the documents *Statements of Heritage Impact* and *Assessing Heritage Significance*, which outline the recommended contents of such documents.

The structure of this report after this Introduction is as follows:

- 2.0 The historical context
- 3.0 Description of the existing site and its context
- 4.0 The heritage significance of relevant items
- 5.0 Description of the proposal
- 6.0 Assessment of heritage impact
- 7.0 Conclusions and recommendation

Thus, for example, relevant views will be described in section 3.0, their significance in Section 4.0 and the proposal's impact upon them in Section 6.0.

1.7 HERITAGE MANAGEMENT FRAMEWORK

Neither the subject site nor any part of it is listed as an item of heritage significance in any statutory instrument. All of the buildings on the subject site have been demolished and excavation for the station has commenced. Accordingly the proposal will have no direct impact on any previously existing buildings on the site. However, the site is located in the vicinity of several listed heritage items. Those considered most relevant to the South OSD are listed in Table 3.

TABLE 3 : HERITAGE ITEMS IN THE VICINITY

Item	LEP item no.	SHR listing no.
Edinburgh Castle Hotel 294 Pitt Street	I1940	
Former Speedwell House 284-292 Pitt Street	I1939	
Lincoln Building 280-282 Pitt Street	I1938	
Former Sydney Water Head Office 115-119 Bathurst Street	I1672	01645
Former Lismore Hotel façade 343-357 Pitt Street	I1942	
Metropolitan Fire Brigade 211-217 Castlereagh Street	I1703	
Former City South Telephone Exchange 219-227 Castlereagh Street	I1704	
Former YMCA 323-331 Pitt Street	I1941	
Porter House 203 Castlereagh Street	I1702	
Hyde Park	I1654	01871
Anzac Memorial	I1742	01822
Thornton Obelisk (Hyde Park Obelisk / Sewer Vent)	I1654	01642

The site is also in the vicinity of the College Street/Hyde Park Special Character Area (SCA) and the Sydney Square/Town Hall/St Andrews SCA as described in Section 2.1 of the *Sydney DCP 2012*.

Any potential impact of the proposed development on the heritage significance of the above listed items must be considered by the consent authorities. The project having been designated as SSD, the consent authority is the Minister for Planning, Industry and Environment. The City of Sydney and (with regard to items listed on the SHR) Heritage NSW will also act as referral authorities.

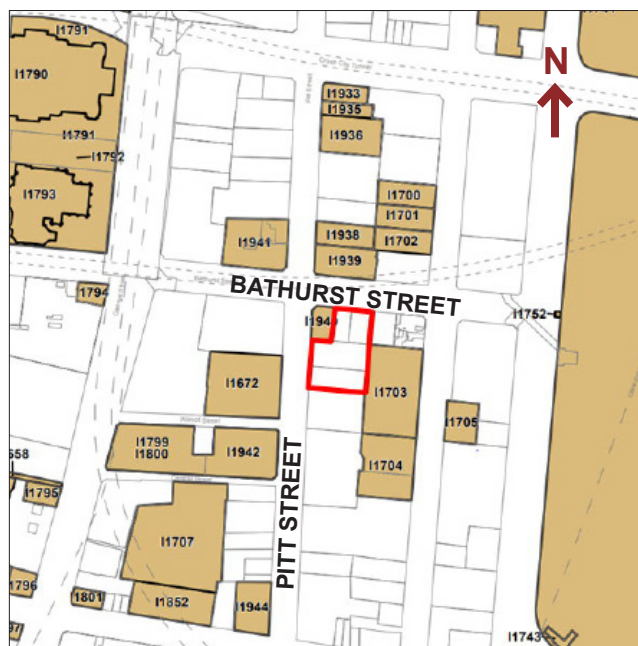


Figure 1.7

Extract from the LEP Heritage Map with heritage items shaded in brown and the subject site outlined in red.

Source: Sydney LEP 2012 Heritage Map, sheet HER_015

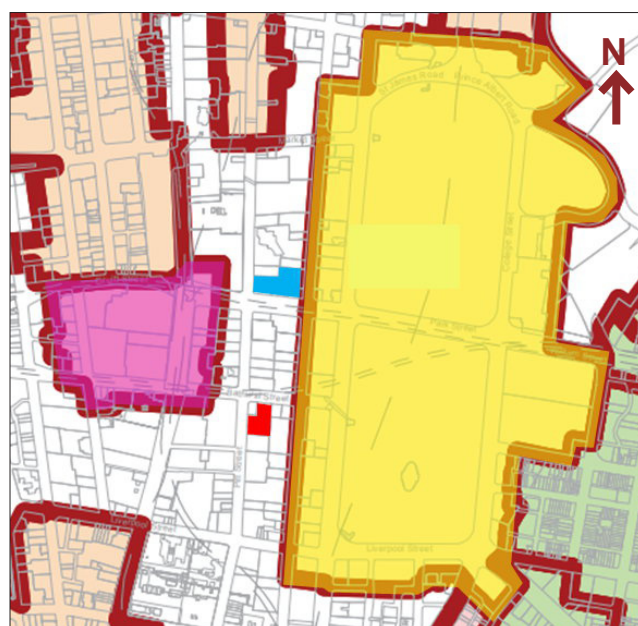


Figure 1.8

Excerpt from City Locality Areas Map with College Street/Hyde Park SCA shaded yellow and Sydney Square/Town Hall/St Andrews SCA shaded pink. The subject site is shaded red and the Pitt Street North site is shaded blue.

Source: Sydney DCP 2012, Section 2, Figure 2.1

Potential heritage impact will therefore be assessed herein against the relevant guidelines and objectives of the *Sydney LEP 2012* and the *Sydney DCP 2012* under the *Environmental Planning and Assessment Act 1979*, and the assessment criteria established by the NSW Heritage Office (now Heritage NSW).

1.8 REPORT SCOPE

While this report is limited to the analysis of European cultural heritage values, GBA Heritage recognises that for over forty thousand years or more Aboriginal people occupied the land that was later to be claimed as a European settlement.

This report only addresses the relevant heritage planning provisions and does not address general planning or environmental management considerations. Archaeological assessment of the subject site is outside the scope of this report. Recommendations have been made on the basis of documentary evidence viewed and inspection of the vicinity of the site.

This Statement of Heritage Impact does not include a comprehensive historical overview or site description as these have been the subject of documentation associated with previous Development Applications.

1.9 COPYRIGHT

Copyright of this report remains with GBA Heritage.

1.10 AUTHORSHIP

Section 2.0	Dr Cameron Hartnell Senior Heritage Consultant
	Theodora Gianniotis Heritage Consultant
	Katherine Huntsman Heritage Consultant
	Dov Midalia Senior Heritage Consultant
Other sections	Dov Midalia Senior Heritage Consultant
	Katherine Huntsman Heritage Consultant
Review	Graham Brooks Director
Photographs and drawings	GBA Heritage unless otherwise noted

2.0

HISTORICAL SUMMARY

2.1 EARLY HISTORY OF THE COLONY (1788-1820s)

The 1939 *Former Sydney Water Head Office Conservation Management Plan* (CMP), prepared by GBA Heritage in 2013, contains the following historical summary of the area:

Early Sydney and the Origins of Pitt Street

The freshwater stream, later the Tank Stream, was Sydney's first water source. The subject site lies within the southern most reaches of the Tank Stream's catchment area.¹ The stream also influenced the way in which the township was laid out. The main body of the first settlement was established on the western side of the stream. During Phillip's governorship, administrative and legal concerns came to be concentrated on the eastern side of the stream and military, convict and general civil concerns on the western side.

To provide for a well-ordered and healthy township, Phillip issued an order that streets were to be a uniform 200 ft wide and building allotments a standard 60 x 150ft to 'allow for the proper circulation of air.'² The realisation of Phillip's plans, however, was dependent on the Crown retaining control of the land. To this end, all land within the Colony was declared Crown land. On January 1792, nine days before his departure from the Colony, Phillip established a boundary line that encompassed most of the modern day City of Sydney, within which he ordered that the land be reserved for the Crown and the use of the Town of Sydney. The subject site was located at the southern most end of Phillip's township.

Despite Phillip's best attempts to control the development of the settlement, the lines of the first streets were determined more by patterns of use than by regulation. The first discernable track, then known as the 'Main Track', later as 'High Street' and finally 'George Street,' ran south from the western bank of the Tank Stream to the 'Brickfields' and the first farms located to the west.³

*When Pitt Street was created, as well as the origins of the name, is not clear. The street, known first as 'Pitt's Row', appears in two illustrations accompanying David Collins' *Account of New South Wales*, published in 1798, but most likely drawn in 1795.⁴ Pitt's Row and High Street provided the only routes south from the township; George Street from the western side of the Tank Stream and Pitt Street from the eastern side.*

*Pitt Street is the oldest named street in Sydney to have retained its original name; it is the only surviving street name recorded on James Meehan's *Plan of the Town of Sydney* dated 31 October, 1807.⁵ At this time, the street began at Bridge Street in the north, petering out at the southern end around modern day Market/Park Streets. The street would not be extended north for its full length until 1853.*

The southern end of Pitt's Row evidently had an unsavoury reputation. When offered land at the southern end of the street, Macarthur reputedly stated that the neighbourhood was the haunt of 'prostitutes and the lowest classes.'⁶

The Brickfields, to the south, were a notorious haunt of 'illegal boxing matches, robberies and murders.'⁷

When Governor Macquarie arrived in the Colony in 1809, he found 'a dirty, straggling settlement of crooked streets and irregular buildings.'⁸ Pitt's Row was only half the width of modern day Pitt Street. Soon after taking office, Macquarie embarked on a civic improvement programme, which included the widening the main streets to fifty feet and 'de-stumping.' Surveyor Meehan prepared a new plan of the township, which was approved by the Governor.

The Governor declared that any buildings constructed without the permission of Meehan

1 From map in Margo Beasley, *The Sweat of Their Brows: 100 Years of the Sydney Water Board 1888-1988*, The Water Board, Sydney, 1888, 2.
2 Paul Ashton, *Sydney Takes Shape – A History in Maps*, Brisbane, Hema Maps Pty Ltd, 2000, 8.
3 Norman Edwards, 'The Genesis of the Sydney Central Business District 1788-1856', in Max Kelly (ed), *Nineteenth Century Sydney*, NSW, Sydney University Press, 1978, 37-8.

4 Cited in C.H. Bertie, 'Old Pitt Street', *The Royal Australian Historical Society Journal and Proceedings*, Volume VI, Part II, 1920, 69 - 70.
5 Geoffrey Scott, *Sydney's Highways of History*, Melbourne, Georgian House, 1958, 61.
6 Cited in *ibid*, 62.
7 *Sydney Gazette*, 18 June 1829.
8 Paul Ashton, *op cit*, 2000, 18.



Figure 2.1

1819 painting of the City of Sydney looking south-west from Surry Hills, with approximate location of subject site circled. The site was then beyond the extent of development.

Source: 1819 painting by Joseph Lycett, SLNSW, ML 54

would have their houses pulled down and ‘further incur the Governor’s displeasure.’⁹

Macquarie divided the settlement into five districts, each with a watch house and police force. The boundaries of the Fifth District extended from Park Street in the north to the southern boundary of the Brickfields in the south and from Hyde Park in the east to Cockle Bay in the west, thereby incorporating the subject site.

When commenting on Macquarie’s activities, the Sydney Gazette reported that the improvement in Sydney’s streets was ‘daily becoming more obvious’ and that nowhere was the improvement ‘more conspicuous than in Pitt’s Row’, which had been turned into ‘a fine level causeway.’¹⁰

An 1802 map shows the subject site was located in an undeveloped area well away from the main settlement (see Figure 2.2). The southern section of the city was yet to be subdivided and was crossed by only a few roads and tracks. It appears that the tracks of that era followed the local topography to allow easy passage of people, goods and animals. The subject site is understood to have been located near a track running from Darling Harbour to the old Sydney Burial Ground (site of Sydney Town Hall) then along the high ground to the south-east, eventually along the general route

of what is today Oxford Street. South of the track was an area known as ‘Brickfield Hill’. The crest of the hill was likely an important marker in early Sydney as the edge of its the visual catchment. The subject site is located just beyond the crest. It is notable that some socially undesirable activities were located beyond this line, including brickmaking at the small settlement also known as Brickfield Hill, and a gallows (identified as #36 on the map).

By 1822 (see Figure 2.3), much of the southern section of the city had been subdivided, with the exception of the south-eastern and south-western areas. Subdivision of the subject urban block had

9 Government Order from the *Sydney Gazette*, 11 August 1810, cited in *ibid*, 18.

10 Cited in Geoffrey Scott, *op cit*, 1958, 63.



Figure 2.2

1802 map of Sydney with approximate location of subject site circled.

Source: *Plan de la ville de Sydney*, National Library of Australia, Map F307, Object No 229944462



Figure 2.3

1822 map of Sydney with approximate location of subject site circled. The site was in one of the last areas of the city to be subdivided and developed.

Source: 1822 Map, *Plan of the Town and Suburbs of Sydney*, National Library of Australia, Map F107

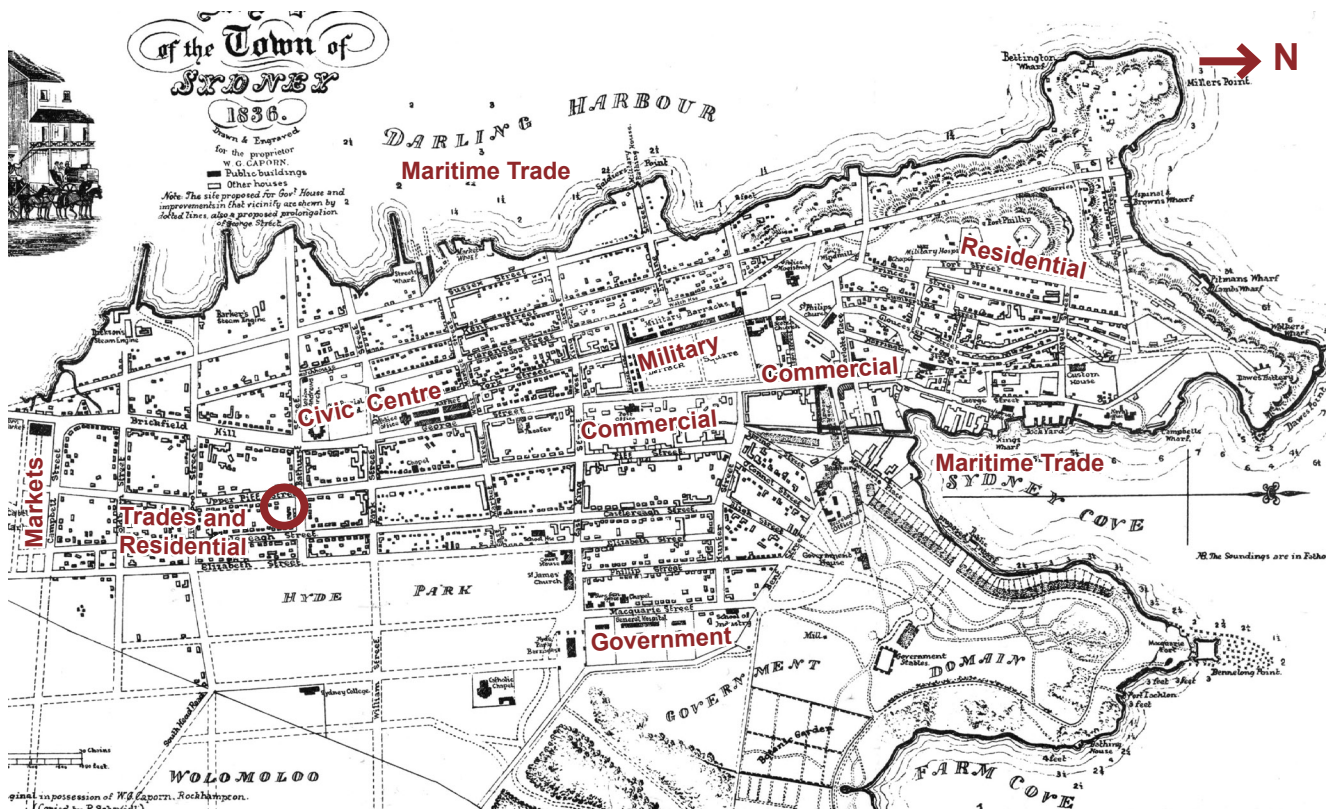


Figure 2.4

1836 map of Sydney with approximate location of subject site circled and main zones of use identified.

Source: 1836 Map engraved for W. G. Caporn, "Town of Sydney, 1836", State Library of NSW, M3 811.16/1836/2, FL3795253

been completed by the early 1830s.

2.2 INITIAL DEVELOPMENT OF THE SITE (1830s-1840s)

Maps from 1836 and 1838 (Figures 2.4 and 2.5) show that Sydney was experiencing continued strong population growth.

The map shows the city's core commercial zones within the proximity of its main maritime centres, being Circular Quay and increasingly Darling Harbour. A major civic area at the crest of George Street had been formed with the commencement of works on St Andrews Cathedral and expansion of the Sydney Markets, which linked with Market Wharf on Darling Harbour via Market Street. George Street remained the city's main road thoroughfare to Parramatta.

From 1822 to 1836, the south-east corner of the city was surveyed and subdivided by the Streets Alignment Act of 1834 and the Building Act of 1837. The area was quickly developed with what appear to be detached structures throughout. As Upper Pitt Street was located away from both maritime centres and George Street it was viewed as a peripheral area and attracted a mix



Figure 2.5

Excerpt from 1838 map with subject site outlined in red.

Source: "Plan de la Ville de Sydney". National Library of Australia, PIC Col 591, Object No 136153804

of small-scale trades and business, and residential development, which were presumably drawn to the area's cheaper land prices.

The subject site experienced only slow growth during this period. A marble sculpture business on Pitt Street opened in 1832 but closed a decade later following the owner's bankruptcy. A cedar dealer and wood turner occupied the majority of the subject site from 1844,

and neighbouring lots were developed for housing and a church hall a few years earlier.

However, it was not until the 1850's that the subject site became a highly active section of the city.

2.3 COMMERCIAL EXPANSION (1850s-1870s)

The City of Sydney continued its pattern of strong urban growth through this period. This was underpinned by strong population growth within the city's boundaries, which rose from approximately 44,000 in 1850¹¹ to 75,945 in 1870.¹² The city's core commercial zones both expanded and increased in density. New, larger buildings were erected, often in sandstone. Set away from these commercial zones and the city's main transport routes, the Upper Pitt Street Area continued to be viewed as a peripheral area, attracting small trades and working class people. As economic conditions recovered from the 1840s depression, the area received investment for the erection of small scale businesses and residences, filling the area with structures.

The 1939 *Former Sydney Water Head Office CMP* details the social and economic character of the area during this time:

Pitt and Bathurst Streets

By 1850, Sydney's economy was more diverse than it had been before the depression. In his description of Sydney in 1848, Joseph Fowles proceeds along Pitt Street as far south as Park Street, noting as he does that, south of Market Street, the 'fashionable establishments' give way to buildings of a more:

*...utilitarian description. Among which are many wholesale and manufacturing concerns on a very extensive scale.*¹³

That the southern reaches of Pitt Street had not lost all of its early unsavoury reputation, was noted by social commentator William Jevons, who described the area two blocks south of the subject site as follows:

That part of Sydney where the lowest and vicious classes most predominate and where the abodes are the worst possible description, is the square block of land contained between George, Goulburn, Pitt and Campbell Streets... Such is Durands Alley, some female inhabitants of which are punished almost every day in the



Figure 2.6

House on Bathurst Street within the subject site, c.1900-1905.
Source: State Library of NSW, Ref Code: 1008128, photo 31



Figure 2.7

Terraced shopfronts on Pitt Street, within the subject site, constructed c.1852, shown in 1928 during demolition. The arched passageway at left led to an informal yard with three residences.
Source: City of Sydney website, file: 001636

*Police Court for offences chiefly connected with prostitution....No more secure and private retreat for vice is afforded in Sydney.*¹⁴

All lots on the subject site were developed during this period. On Pitt Street, the cedar dealer's premises were redeveloped for three terraced two-storey shopfronts with a passage leading to a rear yard and

- 11 Trove, "Sydney Morning Herald", "Sydney Census", Tuesday 11 March 1851, 2.
- 12 Trove, "Queanbeyan Age", "The Population of the Colony", Thursday 8 June 1871, 2.
- 13 Joseph Fowles, *Sydney in 1848: A Facsimile of the Original Text and Copper-Plate Engravings of its Principal Streets, Public Buildings, Churches, Chapels, etc.*, from Drawings by Joseph Fowles, NSW, Ure Smith, 1952. Originally published in 1848.



Figure 2.8
 1854 map of Sydney with approximate location of subject site circled and main zones of use identified.
 Source: 1854 City of Sydney Map, City of Sydney website

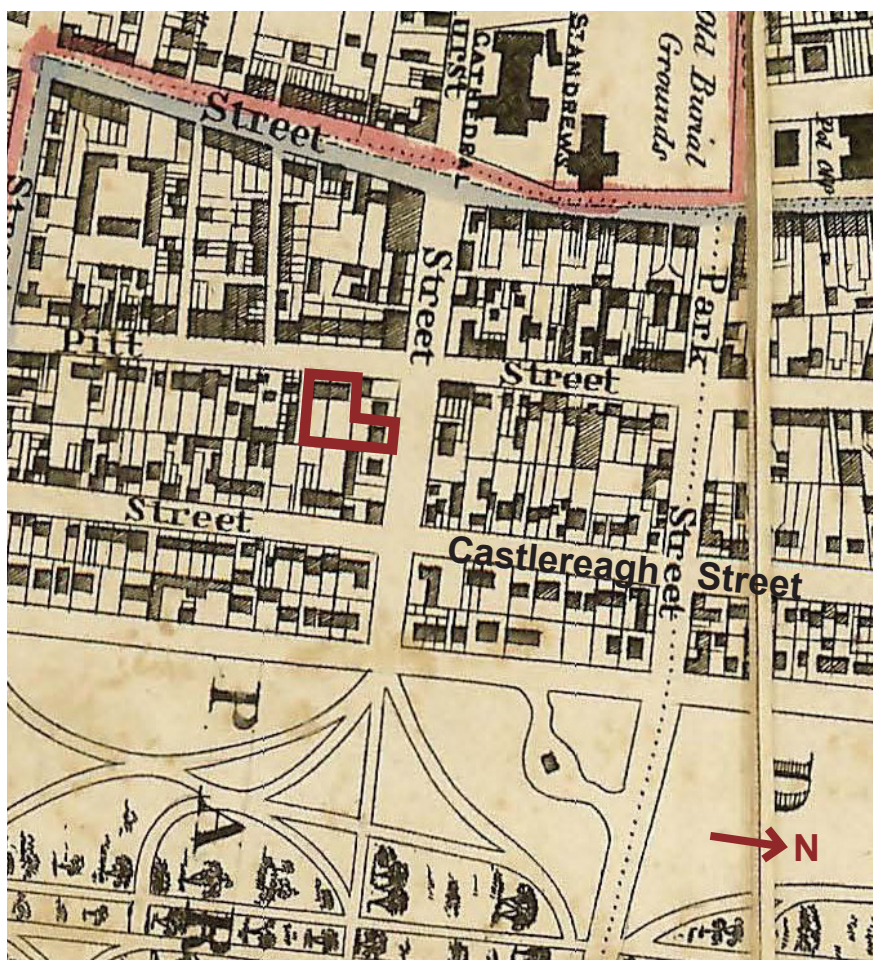


Figure 2.9
 Detail of Figure 2.8 with subject site outlined in red.

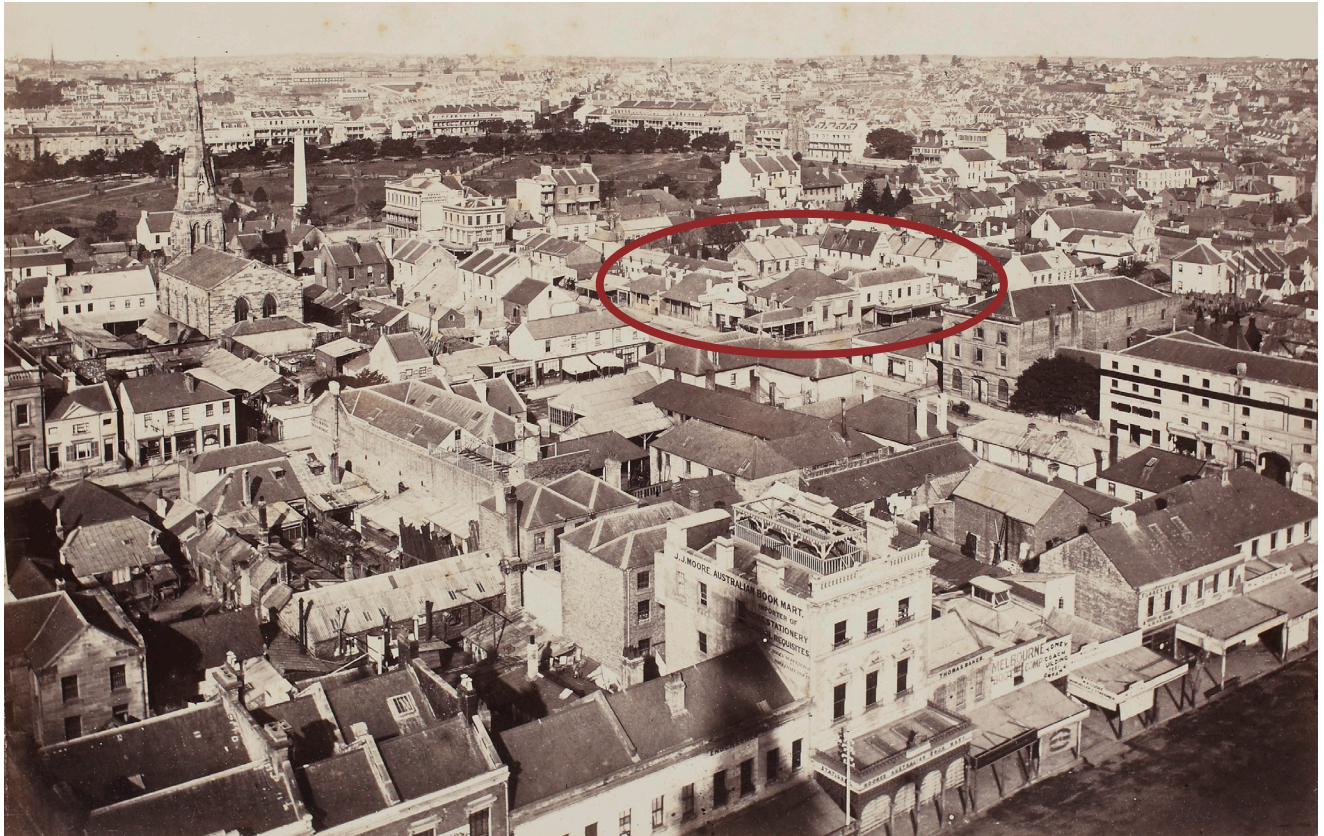


Figure 2.10

View to south-east from Sydney Town Hall clock tower, 1873. The landmark spire at top left is that of St George's Presbyterian Church in Castlereagh Street, now barely visible among taller buildings

Source: National Library of Australia, Sydney from Town Hall Tower, view looking south east over George Street towards the corner of Bathurst Street, 1873, Image no. oai:espace.library.uq.edu.au:UQ:367219



Figure 2.11

Detail of Figure 2.8 with buildings on the subject site highlighted.



Figure 2.12

Coloured engraving, 1888, showing eastwards view over central Sydney with Town Hall and St Andrews in foreground and location of subject site circled.

Source: *Bird's-eye view of Sydney, 1888*, by Albert Fullwood, in S Hunt and G Davison, pp.138-139

three terraced houses. The Bathurst Street properties were developed with three single storey shopfronts on the street with two side laneways leading to one and two storey structures. Most of the shopfronts were occupied by tradesmen and small businesses.

2.4 ECONOMIC GROWTH (1880s-1890s)

The 1880s was a period of economic growth for NSW, created by the end of an economic downturn in 1879 and improving transport infrastructure. These conditions supported rapid urban development in Sydney's CBD.

The intense investment in NSW railways from the 1850s saw the completion of key lines on the network through the 1880s, effectively linking Sydney's ports with economic centres across the State¹⁵. From 1879, the government re-initiated tram transport, and rapidly expanded the network to cover hundreds of kilometres across the greater city and suburban areas over the following two decades. Within the CBD, these lines

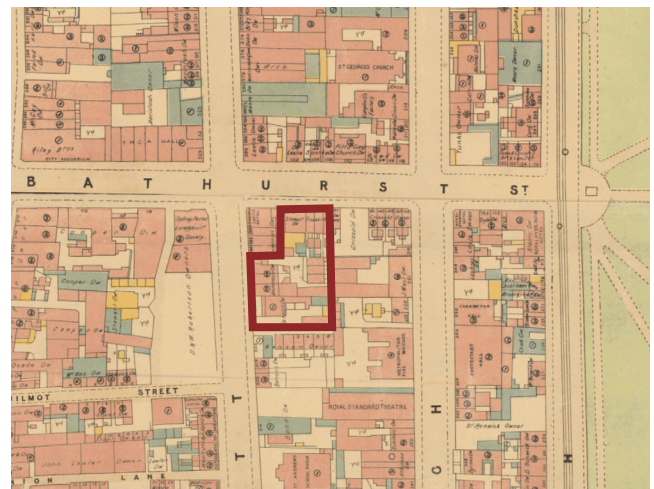


Figure 2.13

Excerpt from 1888 map with subject site outlined in red, showing the extent of development in the vicinity.

Source: *1888 Map, City of Sydney*, National Library of Australia, Map RM 722

¹⁵ *The Roadmakers*, (2000), 42-3.

ran primarily along George and Elizabeth Streets while Pitt Street did not initially carry trams. The government also turned to road investment, which allowed for an increase in load weights, particularly between the wharves and the city.

New building construction accompanied these economic and transport improvements. In 1879 the first official *Building Act* was passed “to make better provision for the construction of buildings ... in the city of Sydney”.¹⁶ A major factor behind the construction of taller buildings was the adoption of mechanical lifts for passengers and goods. Lifts were introduced into Sydney in the 1880s and were rapidly adopted into the design of taller buildings.¹⁷

Some of the largest impacts of these developments were experienced in the areas of the city nearest the main rail and shipping transport links. Large swaths of residential housing on the west side of the city, along Sussex, Kent, Clarence and York Streets, were redeveloped for large, multi-storey warehouses with lifts. Nearby George and Pitt Streets continued to prosper as major commercial centres. Located away from the city’s major transport centres, the Upper Pitt Street area experienced more modest urban growth and remained a centre for trades, small businesses and working class residences.

The subject site experienced moderate change during this period. On Bathurst Street, two one-storey structures (housing three businesses) and two residences at their rear were redeveloped in c.1882 for three two-storey shopfronts with residences above. The property at the corner of Bathurst and Pitt Streets (outside the subject site) were redeveloped for the three storey Edinburgh Castle Hotel (since redeveloped) and three three-storey terraced shopfronts.

2.5 A NEW CENTURY (1900s-1950s)

The early twentieth century saw the erection of ever taller buildings in the city in a pattern of growth that continues today. This period also marked the introduction of several planning measures to guide the future growth of the city and greater Sydney. A number of properties within the subject site were redeveloped for taller structures, but the location continued as a centre primarily for trades. As time went on, however, the site shifted to hosting more general commercial businesses as the small trades moved elsewhere, ending a long era in this part of the city.

Public transport infrastructure continued to grow

¹⁶ *Company Directors House Conservation Plan* (1999), 13 (citing Freeland, J M, “Architecture in Australia” (F Cheshire, Melbourne: 1968), 160.

¹⁷ *Ibid.*

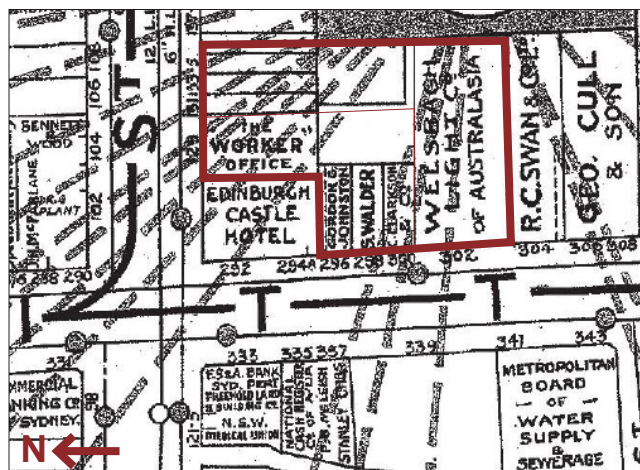


Figure 2.14

Excerpt from 1910 map with subject site outlined in red.

Source: *Central City of Sydney map, 1910, Historical Atlas, City of Sydney Archives*

through this period. Overcrowding on the tram lines along George and Elizabeth Streets prompted the State government to construct a new city line. In 1901, it constructed a line running from Circular Quay to the Sydney Railway Terminus (near Redfern) down Pitt Street and back along Castlereagh Street. This was a critical route that brought passengers directly past the subject site. In its first year of operation, the line carried 854,516 people per month, increasing within a decade to 1,165,736. When the new Central Station was completed in 1906, it included ramps to carry the Pitt Street trams up to the platform level. Suburban train lines were also extended into the city, running from Central to St James by 1926 and from Central to Wynyard in 1932, both away from the subject site.

The 1908-09 *Royal Commission for the Improvement of the City of Sydney and Its Suburbs* recommended better thoroughfares, improved port-warehouse connections, dignified civic spaces, and the remodelling of key transport interchanges. While the recommendations were not immediately implemented, they did set the tone for future considerations of the expansion of greater Sydney. In the CBD, concerns of fires in tall buildings lead to the *Height of Buildings Act (NSW) 1912*, which limited building heights to 150 feet (45.7m), approximately 15 storeys, a limit that remained in place until 1957. Precinct planning took hold in the Interwar years, as international leaders in the Arts and Crafts, Home Beautiful, Garden City and City Beautiful movements took residential city living into the suburbs.

The subject site also attracted investment in new multi-storey structures. In 1905, the Australian Workers Union constructed a new main office and printing house for their newspaper ‘The Worker’. The building boasted electrical communication between levels and natural lighting, ventilation, and a lavatory on every



Figure 2.15

Aerial view to east over Pyrmont and the city, 1932, with location of subject site circled.

Source: State Library of NSW, photograph by Milton Kent, Call Number ON 447 Box 14, ref: FL8812116

floor,¹⁸ indicative of the changes to amenities being provided in multi-level commercial structures. At three storeys, the new building complemented the building heights along this section of Bathurst Street.

In 1909, the Welsbach Lighting Company redeveloped the former monumental mason's yard on Pitt Street with a six storey building for the manufacture of its gas light mantle.

For a few years the subject site continued to primarily host small trades and manufacturing, but the site began to fall into conformity with other multi-storey commercial business nearby during WWI. The Worker newspaper left their offices in 1915 and the new owners soon extended the building upwards to be five storeys for general commercial purposes (partly visible on the left side of Figure 2.12). Welsbach Lighting Co. left their premises in 1918 and were replaced by Feature Films Ltd. (Paramount). In 1930, work was completed on 'Pacific House', an eight storey structure with a basement, requiring the demolition of the three terraced shopfronts on Pitt Street. The building housed a range of commercial enterprises, including small trades, a college and general commerce.

By the 1930's, the subject site is best understood as a fringe section of the city's major commercial cores.

The completion of the Sydney Harbour Bridge in 1932 provided greater road and rail access between the city and the North Shore and altered traffic and commercial patterns in the central city. At the same time, ongoing overcrowding on the George and Elizabeth Street

tram lines prompted the State Government to transfer a number of routes off George and Elizabeth streets to Pitt Street. The routes terminated in the south and south-western suburbs, including Botany, St. Peters, Rosebery, Daceyville Junction, Cook's River, Dulwich Hill, Canterbury and Earlwood. By the 1950's, the tram network was viewed by many as choking the road network, so the government successively closed it down up to 1961. At the same time, work recommenced on the city's underground rail lines, and the City Circle Line was completed through Circular Quay in 1956. Discussions over the construction of the Eastern and Western Distributor roads also started in the 1950s, commenced construction in the 1960s and took decades to complete.

2.6 A TALE OF FOUR CITIES: BUILDING HEIGHTS IN SYDNEY

Like all dynamic landscapes, cityscapes represent the evolution of human needs, capacities and priorities. Sydney has evolved through a series of historical and visually distinguishable stages, to the extent that one might view it as a series of cities, each largely erasing, while also retaining evidence of, its predecessor. The result is a rich, highly eclectic cityscape. In broad terms, and with particular attention to the evolution of building heights, the following 'cities' can be discerned:

- The Colonial city
- The Victorian/Federation city
- The Post-War city
- The Contemporary city

¹⁸ Trove, *The Worker*, "Our New Offices", 2 September 1905, 1.

The typical built forms of each stage were influenced by many factors: geographical limitations, economics, prestige, architectural fashion, regulations and, perhaps most importantly, available technology. Nowhere was the interplay of such factors more evident than in the matter of building height.

Earliest buildings in the Colonial city were limited to one or two storeys by the difficulty in obtaining good quality clay or lime, with only church builders investing the time required for construction in stone. By 1800, construction techniques had improved sufficiently to permit two or three storey buildings to proliferate, though regulations soon banned the use of timber for fire safety reasons, transforming the nature of the city.

The Victorian city took shape in the second half of the 19th Century, when Sydney's population leapt from approximately 50,000 to almost 400,000. Photographs and drawings of Sydney in the 1870s and 1880s show a sea of residential and commercial buildings not exceeding three storeys, interspersed with taller structures including banks, hotels, government buildings and church spires. In the vicinity of the subject site this included the 1858 St George's Presbyterian Church in Castlereagh Street, a landmark at the time but barely visible today amidst its taller neighbours.

Technology was the primary factor in determining height. Larger buildings such as the Australian Museum extension, the Colonial Secretary's building and the GPO appeared in the 1860s-1870s, but 'until the advent of the lift in the 1880s, even the tallest buildings only reached four or five storeys.'¹⁹ At the same time, new construction materials and components, such as ready-made cast iron columns and beams began to be imported. The tall commercial, religious and public buildings built at this time remained as landmarks well into the 20th Century.

The Federation period saw eager exploitation of the new structural and lift technologies, with the erection in Sydney of several buildings described, at seven to ten storeys, as 'skyscrapers'. They were also a cause for concern: fire safety technology had not kept pace with building techniques, resulting in cases where, for example, people on higher levels could not be reached by fire department ladders. Completion in 1912 of the twelve-storey Culwalla Chambers triggered the *Height of Buildings Act*, limiting height to the equivalent of approximately fifteen storeys, much to the frustration of local architects and developers. A 1914 article in the journal *Building*, focusing on the new 60-storey Woolworth Tower in New York, was titled 'The Beauty of the Skyscraper; What Australians are Missing'. 'One assumes,' wrote the author, 'that the chief objection to the skyscraper is not so much against itself as against



Figure 2.16
Central Sydney as it was (from top) in 1888, 1960, 1970 and 2016. Several taller buildings have since been built, commenced or approved.

Source: City of Sydney, *Draft Central Sydney Planning Strategy*, 2016

its incongruity with lowlier neighbours.' The Woolworth Tower continues to stand out in its setting; Culwalla Chambers does not.

As the Act was not relaxed until 1957, building heights remained static during the Inter-War and early Post-War periods despite considerable technological, stylistic and economic change during this time; hence the omission of an otherwise stylistically distinguishable 'Inter-War' city from this schema.

International Style skyscrapers had emerged in the USA by the late 1940s, but it was only with the construction of the 25-storey AMP Building at Circular Quay in 1962 that Sydney's third, Post-War city began to be built. Buildings of 15 to 30 storeys proliferated. Australia Square Tower, built in the mid-1960s,

¹⁹ Stapleton, M, 'The Victorian City, 1860-1895', in Jahn, G (ed), *A Guide to Sydney Architecture*, Balmain, 1997, p.45

reached 50 storeys, the 1978 MLC Centre reached 68 storeys and the 1981 Sydney Tower (Centre Point) the equivalent of 100 storeys. The proposed OSD building will be 39 storeys high.

With dramatic advances in computer, materials and structural technologies since the 1980s, a new wave of 'supertall', technologically advanced buildings has begun to emerge on the world scene. The international construction rate of buildings of over 200 metres in height (approximately 60 storeys) has continued to accelerate since the 1960s, and many more are proposed. Several 'megatall' skyscrapers of over 600 metres height have also been completed globally: the very concept of 'sky' as a place above the everyday human realm is itself being modified, receding ever upwards.

In Central Sydney, the current maximum building height is generally 235 metres²⁰ (with exceptions such as Area 3, where height is largely governed by solar access considerations). The Crown building at Barangaroo and the Greenland tower on the corner of Pitt and Bathurst Streets, both under construction, will be 75 and 67 storeys high respectively. Under the recently approved Central Sydney Planning Strategy, which specifically aims at enhancing Sydney's global competitiveness, permissible heights will be further increased in certain locations.

Sydney's evolution continues: the 'fourth city' is under construction. Each wave of development has erased much of what came before, but has also preserved, adapted and reused older buildings. The result is a city of often dramatic contrasts between old and new, tall and short, stone and glass.

Some of the many examples of this are shown in the following photographs.

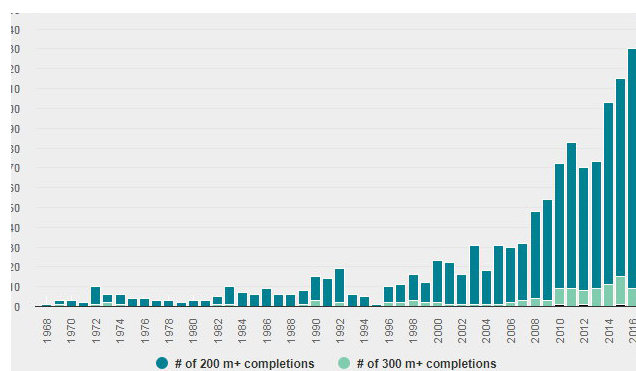


Figure 2.17

Graph showing international completions of buildings over 200 metres tall, from 1968 to 2018.

Source: Council on Tall Buildings and Urban Habitat, <http://www.skyscrapercenter.com/year-in-review-2018>

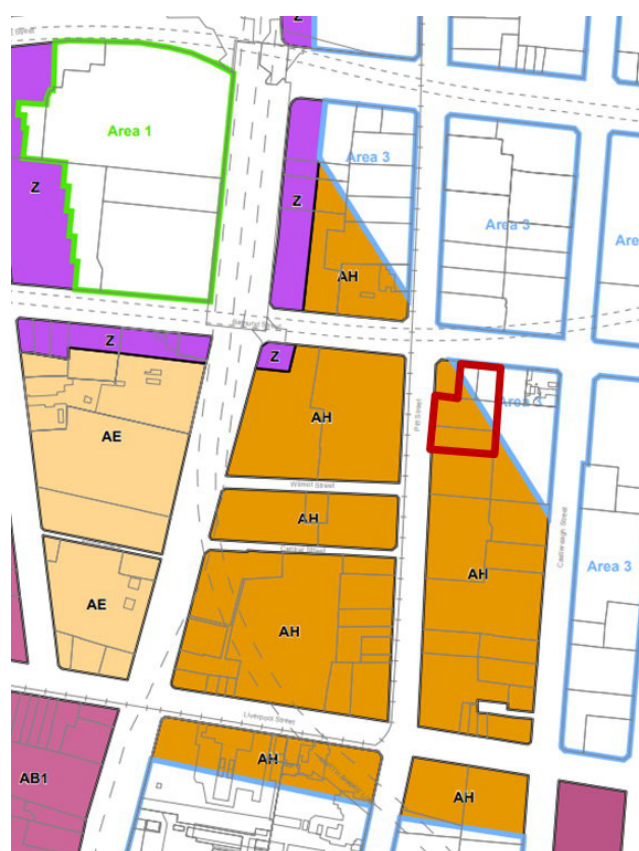


Figure 2.18

Extract from LEP Height of Buildings Map with subject site outlined in red. The area shaded brown has a permissible building height of 235 metres.

Source: Sydney LEP 2012 Height of Buildings Map, sheet HOB_015

²⁰ City of Sydney, *Planning Proposal, Central Sydney*, 2016, p.7

**NEW AND OLD,
TALL AND SHORT:
A SYDNEY THEME**

FIGURES

2.19 Corner George and
Liverpool Streets

2.20 Corner George and
Bridge Streets

2.21 Corner Pitt and King
Streets



2.22 Corner Pitt and King
Streets

2.23 Corner Erskine and
Clarence Streets

2.24 Corner Erskine and
Kent Streets



2.25 Corner George and
Bathurst Streets

2.26 Corner Park and
Pitt Streets

2.27 Pitt Street near Park
Street



2.28 Corner Pitt and
Market Streets

2.29 Pitt Street Mall

2.30 Corner George and
King Streets



3.0

SITE DESCRIPTION

3.1 URBAN CONTEXT

The vicinity of the Pitt Street South OSD site is defined for the purposes of this report as the area bounded by Elizabeth Street, Park Street, George Street and Liverpool Street. This sector of the Sydney Central Business District is close to its eastern edge (as demarcated by Hyde Park) and away from its two busy water frontages (on Port Jackson and Darling Harbour) and its bustling commercial area (north of Market Street).

The area is densely built up around a grid of relatively narrow urban streets, and features an eclectic mixture of buildings of widely varying construction periods, scales, heights and styles, reflecting most of the stages of the city's development history as discussed

in Section 2.0. Victorian, Federation, Inter-War, Post-War International, Late 20th Century and Early 21st Century buildings stand side by side, often in dramatic juxtaposition.

The character of the building stock in the vicinity is indicated in the images on the following pages.

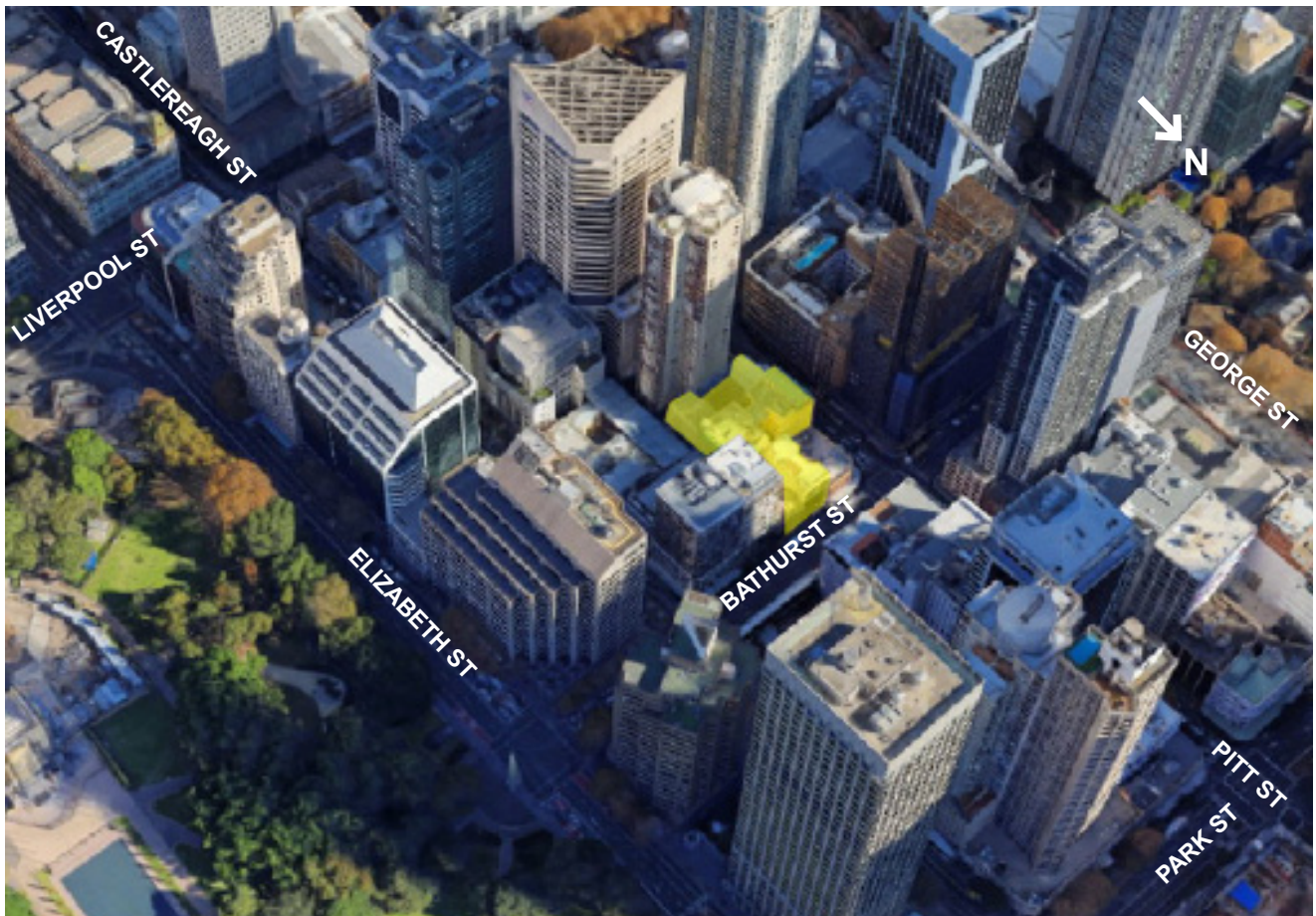
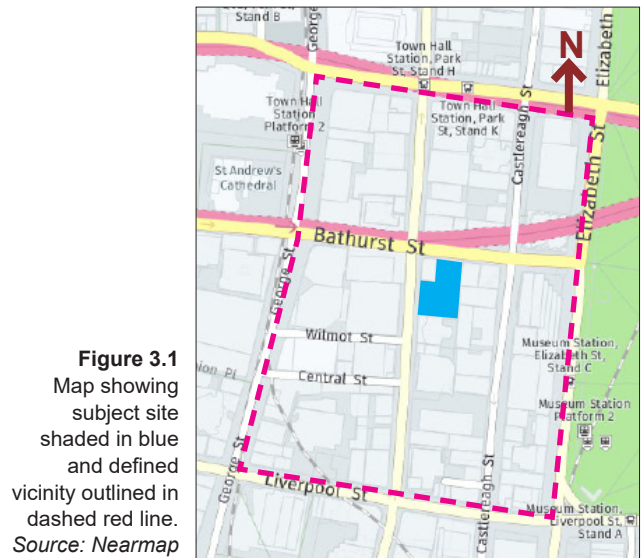


Figure 3.2

Aerial view from north-east showing the location of the subject site (shaded in yellow) and its vicinity. Note that this image has already been superseded: buildings on the subject site have been demolished and construction is underway on new highrise buildings in the vicinity.

Base image: Google Maps, accessed 5.12.19

BATHURST STREET: South side



FIGURES

- 3.3 229-249 Elizabeth St
- 3.4 209 Castlereagh St
- 3.5 137-139 Bathurst St, Edinburgh Castle Hotel
- 3.6 115 Bathurst St
- 3.7 580 George St



BATHURST STREET: North side



3.8



3.9

FIGURES

3.8 442A-570 George St

3.9 323-331 Pitt St (Former YMCA)

3.10 284-292 Pitt St (Former Speedwell House)

3.11 Former Speedwell House (left), 203 Castlereagh St

3.12 203 Castlereagh St

3.13 219-227 Elizabeth St



3.10



3.11



3.12



3.13

PITT STREET: East side



FIGURES

3.14 258-264A Pitt St

3.15 264 Pitt St (Uniting Church)

3.16 284-292 Pitt St (Former Speedwell House)

3.17 Edinburgh Castle Hotel

3.18 266-274 Pitt St

3.19 308 Pitt St

3.20 324 Pitt St

PITT STREET: West side



FIGURES

- | | |
|----------------------|---|
| 3.21 379-383 Pitt St | 3.25 325 Pitt St (YMCA) |
| 3.22 361-369 Pitt St | 3.26 339 Pitt St (Former Sydney Water Building) |
| 3.23 343-357 Pitt St | 3.27 295-307 Pitt St |
| 3.24 329 Pitt St | |

CASTLEREAGH STREET: East side



FIGURES

- 3.28 201-217 Elizabeth St
- 3.29 222-249 Elizabeth St
- 3.30 255-269 Elizabeth St
- 3.31 238-240 Castlereagh St
- 3.32 270-280 Castlereagh St
- 3.33 300 Castlereagh St

CASTLEREAGH STREET: West side



3.34



3.35



3.36



3.37



3.38



3.39



3.40



3.41

3.34 324 Pitt St

3.35 219-227 Castlereagh St

3.36 219-223 Castlereagh St

3.37 211-217 Castlereagh St

3.38 201-203 Castlereagh St (St George's Presbyterian Church under scaffold)

3.39 209 Castlereagh St

3.40 201 Castlereagh St

3.41 197-199 Castlereagh St

PARK STREET: South side



FIGURES

3.42 201-217 Elizabeth St

3.43 5-27 Park St

3.44 5-27 Park St St

3.45 532-540 George St



ELIZABETH STREET: West side



FIGURES

- 3.46 201-217 Elizabeth St
- 3.47 219-227 Elizabeth St
- 3.48 201-217 Elizabeth St
- 3.49 219-227 Elizabeth St
- 3.50 241-269 Elizabeth St
- 3.51 271-299 Elizabeth St



LIVERPOOL STREET: North side



FIGURES

3.52 287-299 Elizabeth St

3.53 338-348 Pitt St, 126-130 Liverpool St, 255 Castlereagh St

3.54 379-383 Pitt St

3.55 114-120 Liverpool St

3.56 98 Liverpool St (Brickfield Place)

3.57 640-642 George St (left), 92-96 Liverpool St

GEORGE STREET: East side



FIGURES

3.58 630-642 George St

3.59 614-628 George St

3.60 600-612 George St (Plaza Theatre)

3.61 580 George St

3.62 552-570 George St

3.63 546-570 George St

3.64 532-554 George St

3.2 VIEWS IN THE VICINITY

Some significant vistas or views are available on the fringes of the defined vicinity, for example along George or Park Streets towards Town Hall and the Queen Victoria Building, along Elizabeth Street to Hyde Park, eastwards along Bathurst Street to Hyde Park and the Hyde Park Obelisk, and northwards from Park Street to Centre Point Tower.

Within the vicinity, however, the narrowness of the streets and the presence of street trees restrict views to relatively short sections of streetscape and limited views of the upper sections of tall buildings. At intersections such as that of Pitt and Bathurst Streets, more expansive horizontal and vertical views are available.

The nature of views to the subject site is indicated in the photographs below.



FIGURES

3.65 View west along Bathurst Street from Castlereagh Street with subject site indicated by arrow.

3.66 View east along Bathurst Street from George Street

3.67 View from north side of Bathurst Street to subject site (black hoarding)

3.68 View east along Bathurst Street

3.69 Panoramic view to south from corner of Bathurst and Pitt Streets with subject site at left (and behind Edinburgh Castle Hotel)





FIGURES

3.70 View south to Edinburgh Castle Hotel

3.71 View to south-east from corner of Pitt and Bathurst Streets

3.72 Panoramic eastwards view to subject site from west side of Pitt Street near Former Sydney Water Building

3.73 View north along Pitt Street with Edinburgh Castle Hotel at centre and Lincoln Building beyond

3.74 View west from Castlereagh Street showing Metropolitan Fire Brigades Building and subject site's airspace beyond

3.3 HERITAGE ITEMS IN THE VICINITY

All structures on the subject site have been demolished.

The locations of relevant listed heritage items in the vicinity are shown in the aerial view below. The items and significant views to and from them are described on following pages. In all aerial views the subject site is shaded yellow.

A note on views

Generally, primary views (indicated by yellow arrows in the images below) are direct views in which the subject building is the main element, and in which the character of a primary facade is clearly discernable. (Primary facades are those intended to be 'front' facades, and other well-exposed facades intended to face the public domain or be clearly visible from within the site.) Secondary views (indicated by white arrows) are those whose subject is the building's context, setting or role in a streetscape or group of buildings.

Primary views are graded as having High heritage significance and Secondary views as having Moderate heritage significance. All other views have Little or no significance. It is noted that 'good' views which were not available originally or at an early stage are not considered to have heritage significance. The heritage impact of the proposal on significant views is assessed in Section 6.0.

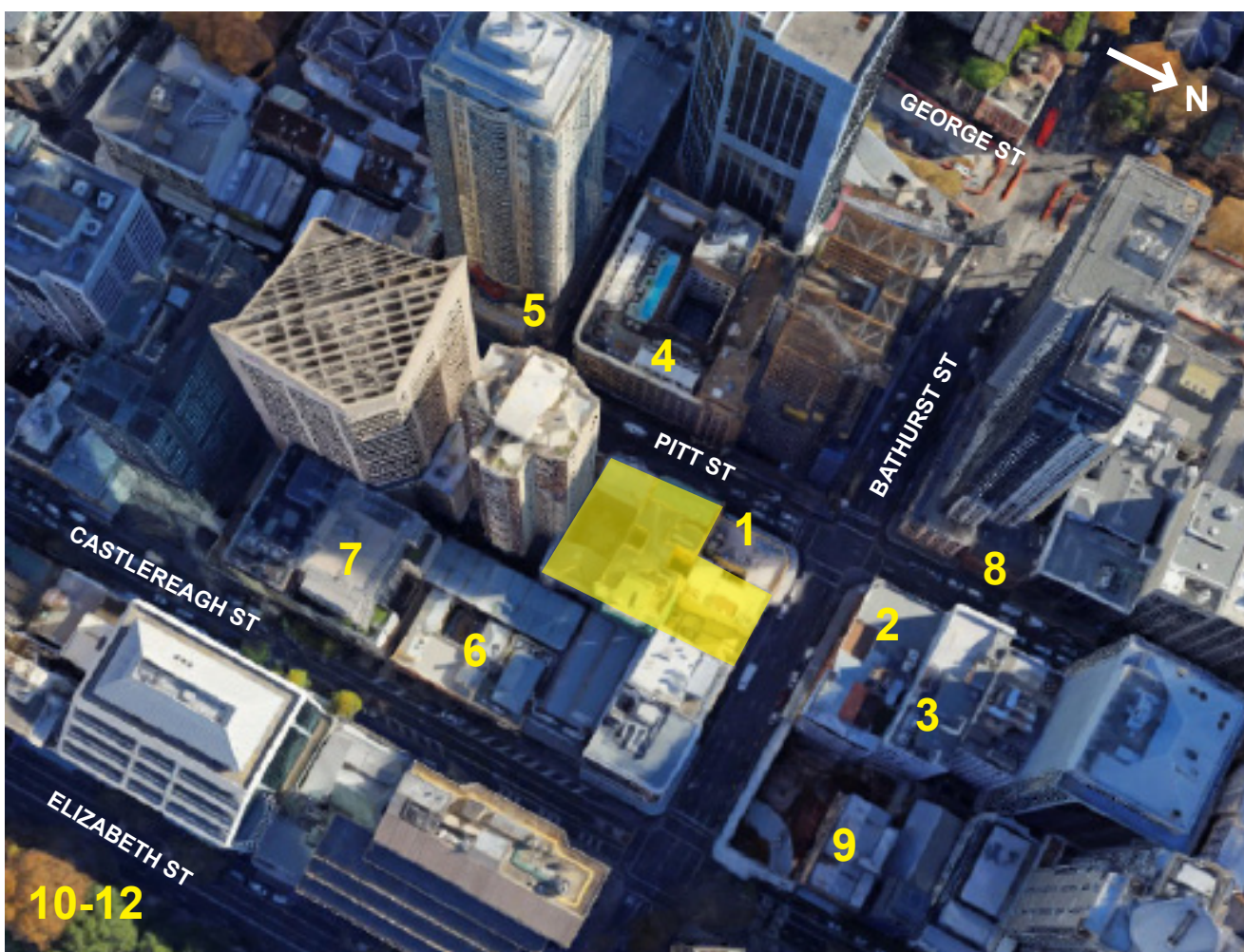


Figure 3.75

Aerial view showing the subject site shaded in yellow. Heritage items in the vicinity are numbered as follows:

1. Edinburgh Castle Hotel. 2. Speedwell House. 3. Lincoln Building. 4. Former Sydney Water Head Office. 5. Former Lismore Hotel Facade.
6. Metropolitan Fire Brigades Building. 7. Former City South Telephone Exchange. 8. YMCA Building. 9. Porter House. 10. Hyde Park.
11. War Memorial. 12. Thornton Obelisk.

Base image: Google Streetview. Note that this image has been superseded: buildings shown on the subject site have been demolished and a highrise building is under construction immediately south of Porter House.

Edinburgh Castle Hotel 294 Pitt Street

A modest three storey face brick building in the Inter-War Georgian style located on the corner of Pitt and Bathurst Streets, with a flat roof concealed behind parapets, a splayed north-west corner addressing the intersection and some aesthetically significant features and motifs.

The Hotel is directly adjacent to the subject site. Primary views to it are from the north, west and north-west, ie from Pitt and Bathurst Streets. Primary views from the building are towards the same streets and away from the subject site.

Demolition of directly adjacent buildings have exposed the Hotel's east and south facades to view from some locations. However these facades were not historically exposed or intended to be exposed, and views to them thus have no heritage significance.

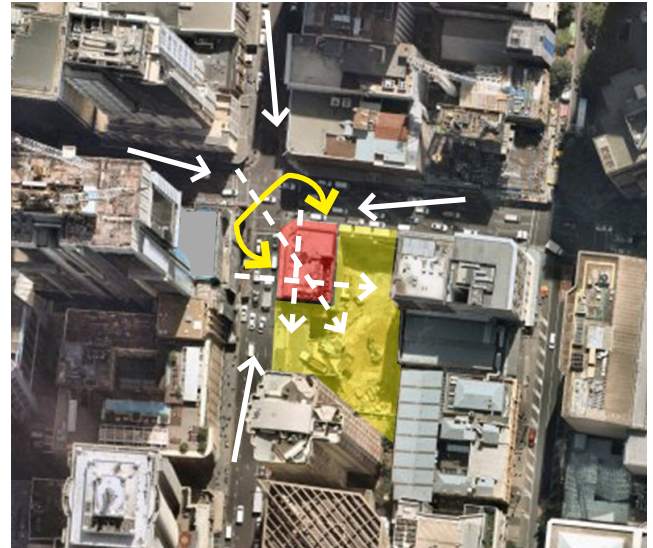


Figure 3.76
Aerial view showing subject site (shaded yellow) Edinburgh Castle Hotel (shaded red) and significant views to the Hotel. The dashed arrows indicate views over the Hotel.



Figure 3.77
ECH seen from north-west.



Figure 3.78
View south along Pitt Street with ECH indicated by arrow.



Figure 3.79
View north along Pitt Street with ECH indicated by arrow.



Figure 3.80
View east along Bathurst Street with ECH at centre right.

Speedwell House 284-292 Pitt Street

Speedwell House (also called International House) is a restrained 1907 seven storey face brick example of the Federation Warehouse style, with a rounded corner addressing the Pitt and Bathurst Street intersection.

The building stands directly opposite the Bathurst Street side of the subject site. Primary views to it are from the west, south and south-west, ie from Pitt and Bathurst Streets. Primary views from it are towards the same streets and, in part, the subject site.

The Lincoln Building 280-282 Pitt Street

This is a stone and face brick building in the Inter-War Commercial Palazzo style, built c.1924. The plan is L-shaped, with facades on Bathurst and Pitt Streets. The Bathurst Street arm is seven storeys in height, the Pitt Street arm ten storeys.

The Bathurst Street facade is directly opposite the Bathurst Street side of the subject site. Primary views to the Lincoln Building are from the west, south and south-west, ie from Pitt and Bathurst Streets. Primary views from it are towards the same streets and, in part, the subject site.

A building directly adjoining the Lincoln Building has been demolished, exposing its eastern facade. As this blank facade was not historically fully exposed or intended to be exposed, views to it have no heritage significance. A new highrise apartment building of over 30 storeys is under construction on this side, and will obstruct any views to this facade.

Former Sydney Water Head Office

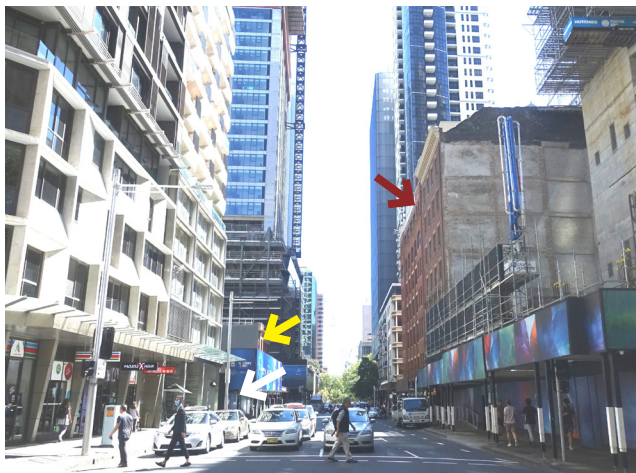


Figure 3.83
View west along Bathurst Street with the Lincoln Building and Speedwell House indicated by red arrow, ECH by yellow arrow and subject site by white arrow.



Figure 3.81
Aerial view showing subject site (shaded yellow), Speedwell House (shaded blue), the Lincoln Building (shaded red) and significant views.



Figure 3.82
Speedwell House as seen from intersection of Pitt and Bathurst Street, with the two facades of the Lincoln Building to either side.



Figure 3.84
View south along Pitt Street with the Lincoln Building (red arrow), Speedwell House (black) and ECH (white).

115-119 Bathurst Street

A large, visually dramatic building of approximately eight storeys, combining the Art Deco and Inter-War Functionalist styles, clad in granite and marble with a rounded south-east corner addressing the intersection of Pitt and Wilmot Street and tall steel-framed windows at ground level. The building stands directly opposite the Pitt St side of the subject site.

Primary views to the building are from Pitt and Wilmot Streets. Primary views from the building are towards Pitt Street and the subject site. Following the clearing of the subject site, partial views to the eastern facade are available from Castlereagh Street, over the top of the Edinburgh Castle Hotel. Such views were not historically available and have no heritage significance.

Former Lismore Hotel façade 343-357 Pitt Street

A three storey face brick facade in the Federation Free Classical style, behind which a contemporary apartment building of over 30 storeys has been erected. The retained facade has a splayed corner facing the intersection of Pitt and Wilmot Streets, Palladian pedimentation over every window and rich texturing achieved through the use of pilasters and cornices. The building stands diagonally across Pitt Street from the subject site.

Primary views are from Pitt and Wilmot Streets. Primary views out of the facade are towards Pitt Street and partly towards the subject site.

Metropolitan Fire Brigade Building



Figure 3.87
View north along Pitt Street with Lismore Hotel facade and Sydney Water Head Office building at left and location of subject site indicated by arrow.



Figure 3.85
Aerial view showing subject site (shaded yellow), the Former Sydney Water building (shaded red), the Lismore Hotel facade (shaded blue) and significant views.



Figure 3.86
Former Sydney Water Head Office (right) and Former Lismore Hotel facade



Figure 3.88
View south along Pitt Street with ECH at left, subject site indicated by arrow and Sydney Water Head Office at centre right.

211-217 Castlereagh Street

A grand four storey face brick and rendered brick building in the Victorian Free Classical style, with large arched vehicle doors at street level, rendered pilasters and string courses and windows either arched or pedimented producing a richly textured formal facade. A highly contemporary steel and glass extension adjoins it to the north.

The building fronts onto Castlereagh Street, well south of the Bathurst Street corner, with vehicle access onto Bathurst Street. There is no current visual relationship between this building and the subject site; however, views to the airspace above the subject site are available from Castlereagh Street.

Former City South Telephone Exchange 219-227 Castlereagh Street

A handsome six storey rendered brick building in the Inter-War Commercial Palazzo style, with large arched windows at ground level, tall steel framed windows above and a four storey contemporary vertical addition.

The building fronts onto Castlereagh Street south of the Metropolitan Fire Brigade Building and has no current visual relationship with the subject site; however, views to the airspace above the subject site are available from windows on its original north facade and from the addition.

Former YMCA



Figure 3.91
The former Telephone Exchange building.



Figure 3.92
View to north-west from Castlereagh Street, with Telephone Exchange at left, MFB Building at right and Princeton Apartments (directly south of subject site) indicated by arrow.

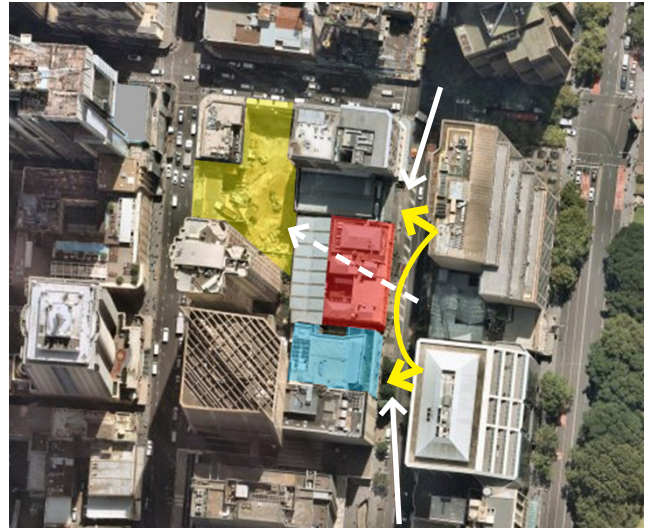


Figure 3.89
Aerial view showing subject site (shaded yellow), the Metropolitan Fire Brigade building (shaded red), the former Telephone Exchange (shaded blue) and significant views. The dashed arrow indicates views over the building to airspace above subject site.



Figure 3.90
The Metropolitan Fire Brigade Building



Figure 3.93
View north along Castlereagh Street with former Telephone Exchange at left and Fire Brigades Building at centre.

323-331 Pitt Street

The remnant YMCA building is a five storey face brick and stone example of the Federation Free Style, with a dramatic entrance arch and extensive ornamentation. It fronts onto Pitt Street away from Bathurst Street, the corner of the listed site being occupied by the eight storey podium of a contemporary highrise apartment building of over 30 storeys.

Primary views to the YMCA are from close proximity in Pitt Street only. There are oblique secondary views between the YMCA and the Edinburgh Castle Hotel but there are no significant views between it and the subject site due to their separation by the contemporary building adjoining the YMCA, the diagonal width of the Pitt and Bathurst Streets intersection and the Edinburgh Castle Hotel. There would be oblique secondary views between the YMCA and the proposed OSD tower, over the ECH.



Figure 3.94
Aerial view showing subject site (shaded yellow), the YMCA building (shaded red) and significant views.



Figure 3.95
The YMCA building viewed from Pitt Street.



Figure 3.96
View north from Bathurst Street with YMCA indicated by arrow.



Figure 3.97
View south along Pitt Street with Lincoln House and Speedwell House at centre left, ECH indicated by yellow arrow and School of Arts by white arrow.

Porter House 203 Castlereagh Street

A five storey brick building with a stone veneer front facade, in the Victorian Free Classical style, with arched windows emphasised by hood moulds, cornices at every level and a central pediment at parapet level.

Primary views to and from the building are to and from Castlereagh Street in close proximity to the building. Until recently views to the southern facade of Porter House, which bears painted signage of heritage significance, were only partly obscured by adjoining buildings on the corner of Bathurst and Castlereagh Streets. These buildings were demolished in 2017 and a new building of over 30 storeys is under construction on their site, which will entirely obstruct views between Porter House and the subject site.

Hyde Park

There is no current visual relationship between the Park and the subject site; however the airspace above the subject site is 'visible' from several locations within the Park.

Views west from the Park are partly obscured by tall established trees within it. Between the subject site and the Park is a 'wall' of highrise contemporary buildings along the west side of Elizabeth Street, and several other tall buildings, located in Castlereagh, Pitt and George Streets, form part of the westward view.

Anzac Memorial

Similarly, here is no current visual relationship between the Memorial and the subject site; however the airspace above the subject site is 'visible' from the Memorial.

As with the Park, views west from the Memorial are largely occupied by tall trees and the existing highrise buildings of the city.

Thornton Obelisk (Hyde Park Obelisk / Sewer Vent)

There is no current visual relationship between the subject site and the Obelisk, which together with the trees of Hyde Park is a terminus of the eastward vista along Bathurst Street.



Figure 3.98
Aerial view showing subject site (shaded yellow), Porter House (shaded red), 30 storey building under construction (shaded green) and significant views.



Figure 3.99
View towards subject site from Castlereagh Street with Porter House at right, 30 storey building under construction at centre and location of subject site indicated by arrow.

3.4 THE COLLEGE STREET/HYDE PARK SPECIAL CHARACTER AREA

While it is not a listed heritage item, potential impact on the College Street / Hyde Park Special Character Area (SCA), as described in Section 2.1.2 of the *Sydney DCP 2012* and whose western boundary is Castlereagh Street, is also considered herein.

The DCP states:

College Street and Hyde Park form a precinct, which clearly separates the City from the residential areas to the east, forms part of the green eastern edge and frames an important gateway to the City... The west and south edges consist of commercial development of larger scale with strong street alignment, creating a greater sense of enclosure to Hyde Park...



3.100 View from Hyde Park to west, with approximate location of the subject site (not the height of the proposed building) indicated by arrow

3.101 View from Anzac Memorial Reflection Pool to west

3.102 Panoramic view from Hyde Park to west with Thornton Obelisk at left

3.103 Panoramic view from Anzac Memorial to west.
Centre Point Tower is at far right

3.5 THE SYDNEY SQUARE/TOWN HALL/ST ANDREWS SPECIAL CHARACTER AREA

While it is not a listed heritage item, potential impact on the Sydney Square / Town Hall / St Andrews Special Character Area (SCA), as described in Section 2.1.10 of the *Sydney DCP 2012*, is also considered herein.

The DCP states:

The precinct represents the symbolic and visual focus and centre of the city and serves as a landmark feature along George Street, due to its prominent location and association with major civic events. The clock tower of the Town Hall and spires of St Andrews Cathedral either appear in, or terminate many significant vistas, particularly those from Park, George, York and Bathurst Streets.



FIGURES

3.104 View west along Bathurst Street from subject site (at left) to Sydney Square/Town Hall/St Andrews SCA (trees in distance).

3.105 View east along Bathurst Street from intersection with George Street (southeast corner of SCA) towards subject site (arrow indicates location not height of proposed building).

3.106 View in direction of subject site from slightly further north than Figure 3.89, indicating general absence of significant sightlines between the subject site and the SCA.

3.6 THE SUBJECT SITE

The subject site is not listed in any statutory instrument as an item of heritage significance. All buildings on the site have been removed.

The site is an L-shaped property with frontages on Bathurst and Pitt Streets. The heritage-listed Edinburgh Castle Hotel is located on the south-east corner of these streets and will directly adjoin the proposed development.

Some current views of the site are shown on this page.



Figure 3.107
Aerial view showing cleared site (outlined in yellow).
Base image: Nearmap 28.2.20



Figure 3.108
View towards the site from intersection of Pitt and Bathurst Streets with Edinburgh Castle Hotel at centre



Figure 3.109
View to south-west showing bathurst Street hoarding along north side of site, with Edinburgh Castle Hotel at centre right and Sydney Water Board Building beyond



Figure 3.110
View east along Bathurst Street with Edinburgh Castle Hotel at right and hoarding of subject site at centre



Figure 3.111
View north along Pitt Street with west side of subject site at right, Edinburgh Castle Hotel at centre and Former Speedwell House beyond

4.0

ESTABLISHED HERITAGE SIGNIFICANCE

4.1 ESTABLISHED SIGNIFICANCE OF THE SUBJECT SITE

The OSD site is not listed as an item of heritage significance in any statutory instrument, and is not within a conservation area or special character area.

External archaeological investigation has confirmed that no significant remains were found on site.

4.2 ESTABLISHED SIGNIFICANCE OF HERITAGE ITEMS IN THE VICINITY

There are a number of individually listed heritage items in the vicinity of the subject site. The analysis in this report focuses on the impact of the proposed development on the items in the vicinity identified in Section 1.5.

The following Statements of Significance for these items are sourced from the NSW Heritage Inventory.

Other listed heritage items in the wider locality are separated from the subject site by intervening development, roadways, distance and public domain, and have no visual relationship to the subject site.



Figure 4.1

Aerial view showing the subject site outlined in red. Heritage items in the vicinity are numbered as follows:

1. Edinburgh Castle Hotel. 2. Former Speedwell House. 3. Lincoln Building. 4. Former Sydney Water Head Office. 5. Former Lismore Hotel Facade. 6. Metropolitan Fire Brigades Building. 7. Former City South Telephone Exchange. 8. YMCA Building. 9. Porter House. 10. Hyde Park. 11. War Memorial. 12. Thornton Obelisk.

Base image: Google Streetview.

LISTED ITEM		STATEMENT OF SIGNIFICANCE
Name <i>See Figure 3.76</i>	Edinburgh Castle Hotel including interior	The Edinburgh Castle Hotel, a three storey hotel of Inter War Georgian Style, is located on a prominent corner site. The building has historic significance for its embodiment of a lengthy tradition of hotel trading on this site and for the continuity of the hotel name from the 1860s. It is an important building in the professional work of the noted architectural partnership of Rudder and Grout. The building has aesthetic significance as rare and outstanding example of a highly intact original hotel exterior and interior of high quality design with outstanding potential, due to its degree of integrity, to continue in its original state. The building is significant for its contribution as a landmark building to the corner of Pitt and Bathurst Streets. The building is socially significant as it has remained a hotel of the same name on the same site since the 1885's and prior to that on the diagonally opposite corner.
Address	294-294B Pitt Street, Sydney	
LEP Item no.	I1940	
NSW Heritage Inventory no.	2424132	
Name <i>See Figure 3.77</i>	Former Speedwell House including Interiors	Former 'Speedwell House' has historical significance as the home for over 50 years of Bennett and Wood, a well-known Sydney supplier of motor cycles and parts which is still in business today. It has aesthetic significance as a good and restrained example of the Federation warehouse style, largely intact externally, which achieves prominence because of its corner location, and exhibits the typical curved corner with timber windows curved in plan. Although the curved corner element including its timber windows is intact (unlike other city buildings such as the former Danchen House, Inventory No 2424121), International House is overall less significant than other similar examples such as the Farmers and Graziers Woolstores (Inventory No 6518).
Address	284-292 Pitt Street, Sydney	
LEP Item no.	I1939	
NSW Heritage Inventory no.	2424185	
Name <i>See Figure 3.77</i>	Lincoln Building including Interior	The Lincoln Building is an L shaped ten storey building of Inter War Commercial Palazzo Style with facades facing Pitt Street and Bathurst Street. The Lincoln Building, together with the 1908 corner building 'Speedwell House', has historic significance for its former long association with the firm of Bennett & Wood. It is an important building in the professional work of the noted architectural partnership of Spain and Cosh. The building is aesthetically significance as an excellent example of a highly intact original commercial exterior with outstanding potential, due to its degree of integrity, to continue in its original state. The building is well resolved in its detailing in its exterior and is particularly noted for its use of classical imagery. The L shaped building plan, is with Culwulla, unusual and one of only two in the city with facades fronting two streets.
Address	280-282 Pitt Street, Sydney	
LEP Item no.	I1938	
NSW Heritage Inventory no.	2424130	

LISTED ITEM		STATEMENT OF SIGNIFICANCE
Name <i>See Figure 3.78</i>	Former Metropolitan Water Sewerage and Drainage Board	<p>The 1939 Sydney Water head office building is of State significance, reflecting the function and growth of Sydney Water and the importance the organisation has had and continues to have in the lives of many people in NSW. The building in its aesthetic, historic and scientific (technical/research) qualities is an outstanding example of architectural growth and development for its values which are reflected in its original design, materials, construction techniques, evidence of use, movable relics and siting within the City of Sydney. The building is held in high esteem by recognised community groups and authorities throughout Australia and New South Wales.</p>
Address	339-341 Pitt Street, Sydney	
LEP Item no.	I1672	
NSW Heritage Inventory no.	5053884	
SHR Listing No.	01645	
Name <i>See Figure 3.78</i>	Former Lismore Hotel Façade	<p>The facades of the Lismore Hotel are located at the western edge of the city. The remaining facades are face brick with rendered classical detailing in the Federation Free Classical style. The Lismore Hotel was one of five hotels of this style in the city the others being the Metropolitan, the Bristol Arms, the Harbour View and the Ship Inn. The hotel had significance as part of the network of small purpose built hotels providing a social / recreational venue and budget accommodation located within the city centre but this significance is now lost with only the facades remaining of the original building. The face brick and render facades of the building retain aesthetic significance due to their classical ornamentation which reflected the current architectural fashions in the city and the social character of the immediate area.</p>
Address	343-357 Pitt Street, Sydney	
LEP Item no.	I1942	
NSW Heritage Inventory no.	2424135	

LISTED ITEM		STATEMENT OF SIGNIFICANCE
Name <i>See Figure 3.79</i>	Metropolitan Fire Brigade Building including Interior and Central Yard	The Fire Brigade Headquarters is a four storey brick and stucco building constructed in the Victorian Free Classical style featuring Italianate motifs. The building demonstrates the growth of the Fire Brigade from a Metropolitan force to a Statewide body and provides evidence of the progressive development of the Brigade in both operations and responsibilities. It has a prominent Castlereagh Street address and is significant as a well known item of continuing public interest, having been in use for more than a century as the Central Sydney Fire Station, and for much of this time as the Brigades administrative headquarters. The building features state-of-the-art fire fighting technology of the late nineteenth and early twentieth centuries. It is architecturally significant as the only Fire Station constructed in Victorian Free Classical style in the city, and as example of the work of colonial architect James Barnet. It is one of only six comparable buildings designed by Barnet. The building has been heavily modified internally however it remains largely intact externally, and compares to Trades Hall although its facade is less significant. It is also significant for its association with architects Spain, Cosh and Minett.
Address	211-217 Castlereagh Street, Sydney	
LEP Item no.	I1703	
NSW Heritage Inventory no.	2424090	
Name <i>See Figure 3.80</i>	Former City South Telephone Exchange Including Interior	The City South Telephone Exchange building records the growing importance and widespread use of telephonic communications in the early years of the twentieth century. It is collectively important as part of the city network and individually important as a contributor to the historic townscape of this part of the CBD. There may also be significance in the existing generator housed in the building. Generally, it reflects an important period of development during the 1920s. The building is representative of the adaptation of the classical idiom to house 'modern' functions, which probably accounts for the heaviness of the somewhat Italianate two storey base, relative to the more conventional proportions of the upper part of the building. It demonstrates the 'universality' of the 1920s Palazzo style and its suitability for relatively large scale buildings. Other examples of this phenomenon include the Palazzo style flats common in Kings Cross. The configuration of the building's floors is somewhat specialised due to the double level volume and spatial quality of the lower ground floor level.
Address	219-227 Castlereagh Street, Sydney	
LEP Item no.	I1704	
NSW Heritage Inventory no.	2424092	
Name <i>See Figures 3.81-3.82</i>	Former YMCA Building Including Interiors	The original front section of the former YMCA building facing Pitt Street, has historic significance as the home of the YMCA movement in Sydney for nearly 100 years, and for associations with a number of prominent people, including founder Sir James Fairfax and architect Charles Slatyer. It is aesthetically significant as a fine and elaborately ornamented example of the Federation Free Style, and retains many fine decorative elements of this period including moulded plaster, carved stonework and coloured leadlight glass. The building has social significance as a physical reminder of the activities and important influence of the Young Men's Christian Association in Sydney, and an exemplar of the typical development pattern of the time with retail uses at street level.
Address	323-331 Pitt Street, Sydney	
LEP Item no.	I1941	
NSW Heritage Inventory no.	2424133	

LISTED ITEM		STATEMENT OF SIGNIFICANCE
Name <i>See Figure 3.83</i>	Porter House including interior	Porter House, formerly Dixon & Sons is five storeys high and has a facade clad with sandstone veneer of Victorian Classical Style. It is historically significant as a rare surviving example of a Victorian factory and warehouse in this part of the city and for its association with the Dixon family, prominent in Sydney business and philanthropic life over a number of generations. The building is aesthetically significant as an interesting example of an 1870s Free Classical inner city commercial building, with exterior painted signs are an interesting reminder of late nineteenth century and early twentieth century advertising. The building has streetscape significance due to its relatively sympathetic scale in relation to the adjacent St George's Free Presbyterian Church and Scientology House.
Address	203 Castlereagh Street, Sydney	
LEP Item no.	I1702	
NSW Heritage Inventory no.	2424180	
Name	Hyde Park	Hyde Park has State significance as public land (the Australian colony's first common) that has influenced the development of Sydney's layout from as early as 1789, occupying approximately the same site since that time. Proclaimed by Governor Macquarie, it is Australia's oldest designated public parkland (1810), and has been continuously used from 1788 for public open space, recreation, remembrance, celebration and leisure. Hyde Park has contributed to the cultural development of the city as a recreational space encapsulating the principles of a Victorian parkland through the use of a hierarchy of pathways and the strategic siting of monuments, statues and built items. It is of State significance as a demonstration of the international spread of the English public parks movement originating in the mid-19th century. It provides evidence of the influence of transport infrastructure on urbanisation by its upheaval and re-creation after construction of the city underground railway in the 1920s. It was site of some of Australia's first sporting events, and remains the prime open space in Sydney for special events, protests and festivals as it has been since 1810. The Park contains a collection of monuments and sculptures which mark key events and personalities in the history of the State including war memorials and significant artistic works.
Address	110-120 Elizabeth, Park, Liverpool, College Streets, Sydney	
LEP Item no.	I1654	
NSW Heritage Inventory no.	5060189	
SHR Listing No.	01871	

LISTED ITEM		STATEMENT OF SIGNIFICANCE
Name	ANZAC Memorial	<p>The ANZAC Memorial, completed in 1934, is of historical significance to the State for its embodiment of the collective grief of the people of NSW at the loss of Australian servicemen and women since World War I. It is associated with the landing of Australian troops at Gallipoli on 25 April 1915, since fundraising for the memorial was established on the first anniversary of the landing. It is also associated with returned servicemen and their organisations including the RSL, which lobbied for the erection of the monument and occupied offices within it. The ANZAC Memorial is of State aesthetic significance as a great work of public art which is arguably the finest expression of Art Deco monumentality in Australia. The result of an outstanding creative collaboration between architect Bruce Dellit and sculptor Rayner Hoff, it contains complex symbolic embellishments that reinforce and enhance the commemorative meanings of the building. Its landscape context in Hyde Park was purposefully designed for it by Dellit including the large Pool of Reflection lined by poplars. Its positioning on a major axis linked to the Archibald Fountain contributes significantly to the physical character of Hyde Park and the city of Sydney. The ANZAC Memorial is of State significance as the largest and most ambitious of the numerous war memorials constructed throughout NSW after the Great War. The memorial is also representative as NSW's contribution to the group of 'national war memorials', whereby each state capital city developed its own major war memorial in the inter-war period. In this group the ANZAC Memorial is outstanding in its size, integrity and aesthetic appeal.</p>
Address	Hyde Park South, near Liverpool Street, Sydney	
LEP Item no.	I1742	
NSW Heritage Inventory no.	5053512	
SHR Listing No.	01822	
Name <i>See Figure 3.86</i>	Thornton Obelisk / Hyde Park Obelisk	<p>The first planned sewerage system in the city of Sydney was completed in 1857. The Obelisk was the first major sewer vent constructed and the only ventshaft constructed entirely of sandstone. The Obelisk Vent was an ambitious achievement at the time of construction owing to its utilitarian purpose. It is historically significant as one of the oldest items of infrastructure in the early City sewerage system. It has landmark qualities, providing a fitting terminus to the eastern end of Bathurst Street.</p> <p>It is also significant for its contribution to the streetscape of Elizabeth Street, its visual role in the axial vistas of Sydney, and as a significant object within Hyde Park.</p>
Address	Elizabeth and Bathurst Streets, Sydney	
LEP Item no.	I1654	
NSW Heritage Inventory no.	4571022	
SHR Listing No.	01642	

4.3 SIGNIFICANCE OF VIEWS

Significant views to heritage items in the vicinity of the subject site have been identified in Section 3.3. Such views are considered to have the following heritage significance:

- All views identified as Primary views (yellow arrows in images in Section 3.3) are considered to have High significance.
- All views identified as Secondary views (white arrows in images in Section 3.3) are considered to have Moderate heritage significance.
- Views which have not been shown in Section 3.3 are considered to have Little or no heritage significance.

5.0

DESCRIPTION OF THE PROPOSAL

The proposed structure, designed by Bates Smart Architects, is detailed in the preliminary SSDDA drawings and Environmental Impact Statement by Urbis that accompany this application.

The detailed SSD DA seeks development consent for the construction and operation of

- New residential tower with a maximum building height of RL 171.6, including residential accommodation and podium retail premises, excluding station floor space
- Use of spaces within the CSSI 'metro box' building envelope for the purposes of:
 - Retail tenancies;
 - Residential communal facilities, residential storage, bicycle parking, and operational back of house uses
 - Shared vehicle loading and service facilities on the ground floor
 - Landscaping
 - Utilities and services provision.
 - Stratum subdivision (Station/OSD).
- Integration with the approved CSSI proposal including though not limited to:
 - Structures, mechanical and electronic systems, and services; and
 - Vertical transfers.

This report evaluates the potential heritage impact of the whole proposed structure that includes the Pitt Street South OSD and the above-ground part of the Station below it. This structure is to be located above the south entrance to the Pitt Street Metro Station, whose main below-ground section, to be provided by Transport for NSW, is not addressed in this report. While some functions and services associated with the station are housed within the building podium, for the purposes of this report 'the proposal' includes only and all of the structure above ground level, as shown in Figure 5.1.

The proposed building will be a 39-storey mixed use development including retail tenancy and 'build-to-rent' residential accommodation, as well as resident amenities and limited loading facilities, but no car parking.



Figure 5.1

Architects' render of proposal as seen from north-west.

Source: Bates Smart Architects

The building will employ the tower-and-podium typology recognised as a means of mitigating the visual impact of tall buildings on streetscapes. On the western (Pitt Street) side the podium will be split into two sections, transitioning from approximately the height of the ECH to that of the podium of the Princeton Apartments, immediately to the south. On the Bathurst Street side, where essential station services are incorporated into the structure, the podium transitions to its required height in a stepped manner from the ECH height, each step resembling the ECH height.



Figure 5.2

Excerpt from architects' presentation showing derivation of colour scheme from surrounding context. Buildings shown, left to right: Edinburgh Castle Hotel, Lincoln Building, International House, Metropolitan Fire Brigades building.

Source: Bates Smart Architects

The tower section of the proposed building is articulated into smaller units emphasising verticality and reducing apparent mass, with horizontal articulation into approximately three-storey sections echoing the scale of the ECH.

GBA Heritage has worked closely with the architects to ensure the proposed OSD respects and is sympathetic to its heritage context. Thus the massing has been subdivided and articulated to reflect the typical bulks of nearby structures, and facades are subdivided into a three-storey grid reflecting the height of the Edinburgh Castle Hotel and other low-scale historic buildings in the vicinity. The colour scheme, too, has been carefully drawn from the tones of heritage buildings in the vicinity (see Figure 5.2).

The aims of the proposal are:

- To provide an integrated station development that services the Sydney Metro as well as

*leverag[ing] the important urban renewal and development opportunities provided by the CSSI Approval through the application of transit oriented development principles that support government objectives to achieve a more sustainable and efficient use of land and to meet Sydney's housing and employment targets;*²¹

- To conserve the significance of any heritage items in the vicinity, retain and protect the important features of the nearby Special Character Area and be consistent with the evolving character of the central city.



Figure 5.3

Excerpts from the architects' drawings of the north (top) and west facades of the proposed building, showing the relationship to the Edinburgh Castle Hotel (shown in white).

Source: Bates Smart Architects, 7.1.20

²¹ Urbis, *Pitt Street Over Station Development Heritage Impact Statement*, August 2018, p.3

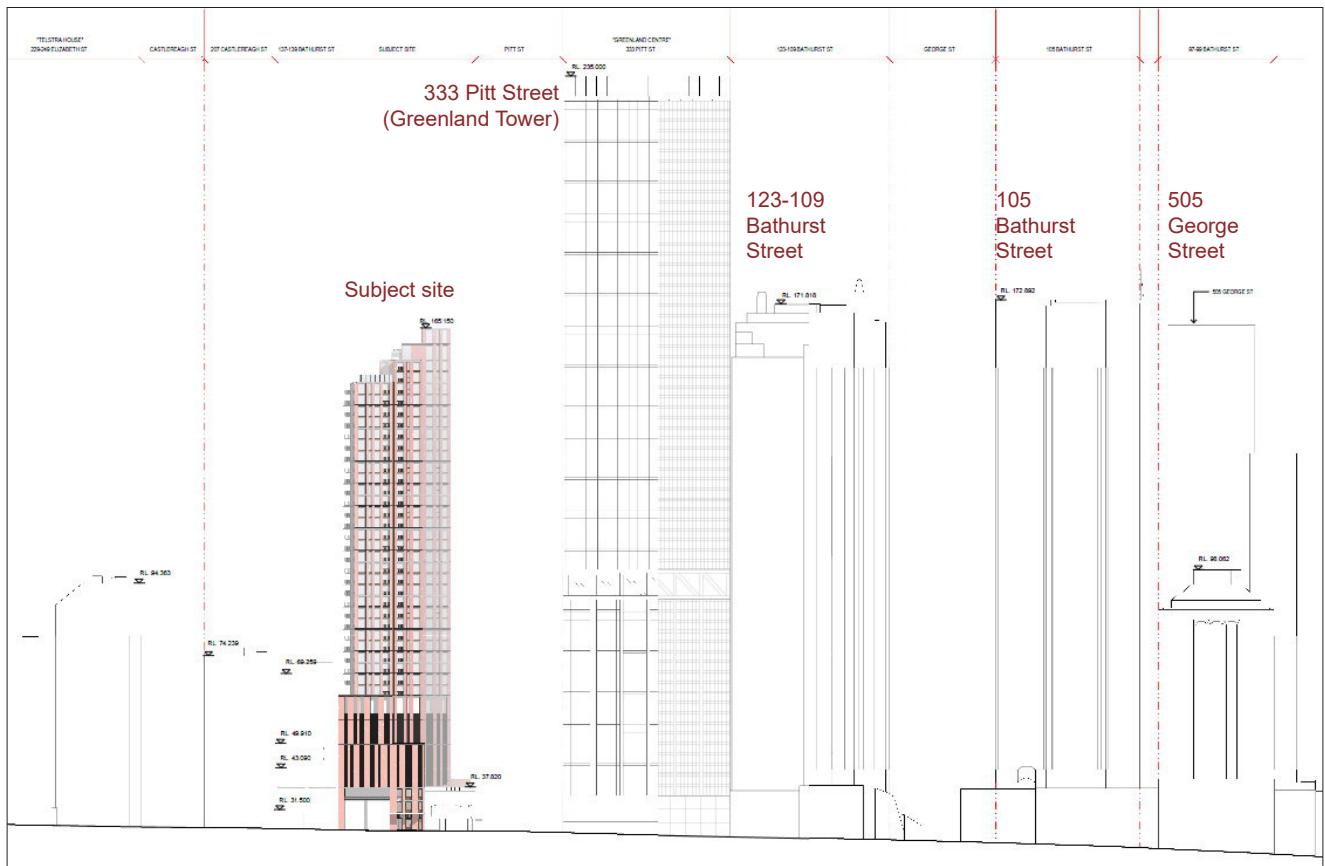
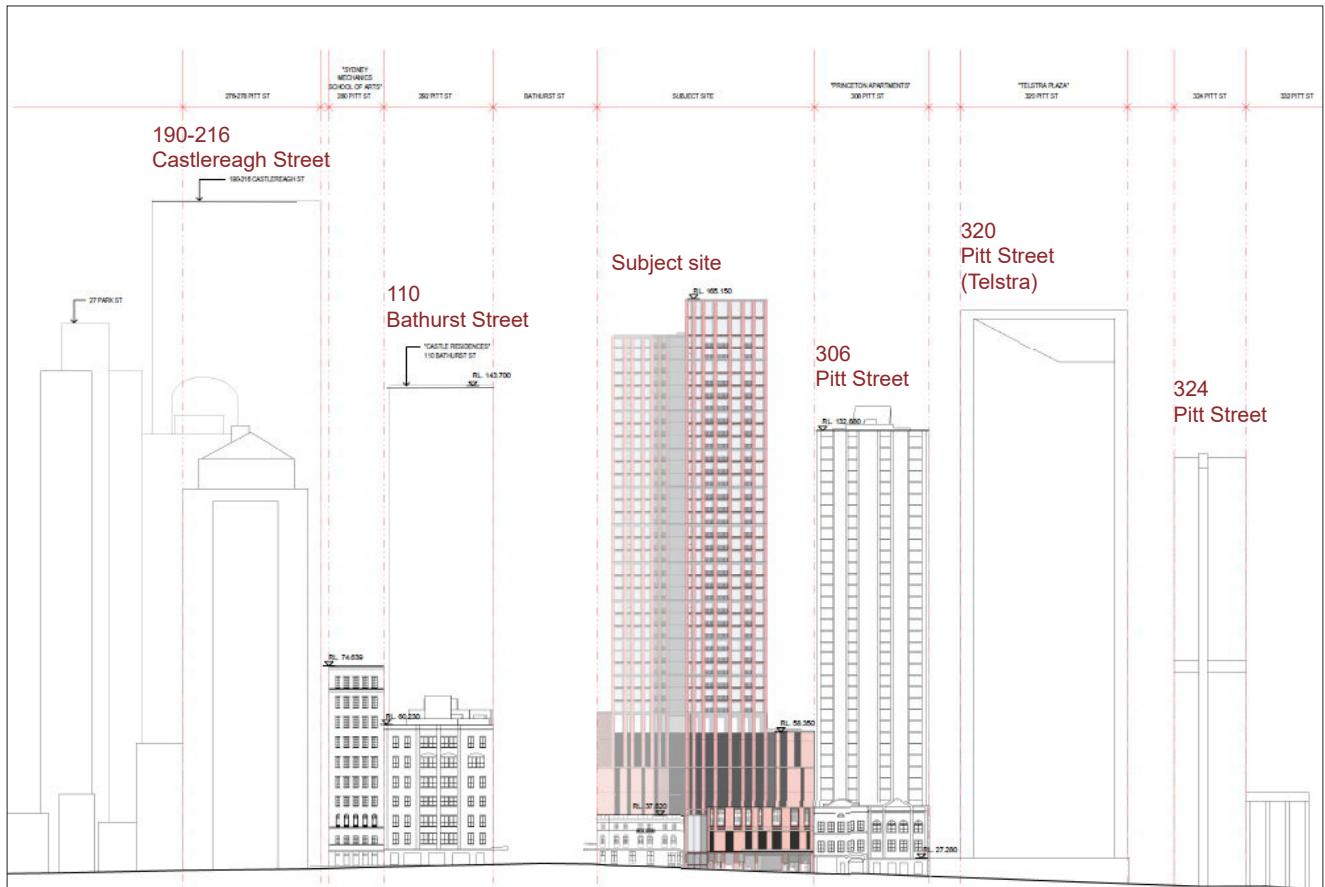


Figure 5.4
Comparative heights of buildings along Bathurst Street viewed from north (above) and along Pitt Street viewed from west (below).
Base drawings: Bates Smart Architects



6.0

ASSESSMENT OF HERITAGE IMPACT

6.1 INTRODUCTION

This section assesses the potential heritage impact of the proposed development against the relevant guidelines and criteria of the *Sydney Local Environmental Plan (LEP) 2012*, the *Sydney Development Control Plan (DCP) 2012* and the NSW Heritage Office (now Heritage NSW) documents, *Altering Heritage Assets* and *Statements of Heritage Impact*. The requirements of the SEARs as noted in Section 1.1 are also addressed.

6.2 OVERVIEW OF POTENTIAL HERITAGE IMPACTS

The proposed development will be consistent with the evolved urban landscape of this sector of Central Sydney and with the Bathurst and Pitt Street streetscapes in close proximity.

While the subject site itself is not listed as an item of heritage significance and all structures on it have been demolished, and while the site is not within any Heritage Conservation Area, there are several listed heritage items in the vicinity, and the College Street/Hyde Park Special Character Area is in close proximity.

Two listed heritage sites, the Edinburgh Castle Hotel (ECH) and the Metropolitan Fire Brigade (MFB) Building, directly adjoin the subject site (though there is no contact with the original, significant MFB Building itself). The heritage listed Former Sydney Water Head Office Building is across Pitt Street from the site, and other heritage items are in close proximity. The physical impacts above-ground physical connections or underground excavation and construction must be considered. The Acoustic Report prepared for the project by Renzo Tonin Associates notes that a separate plan will be prepared addressing management of the impact of construction vibration on buildings in the vicinity.

Other potential heritage impacts on the above items and others listed in Section 1.5 relate to visual sympathy with and potential visual 'domination' of them, views to and from them and the character of their settings.

Consistent with the long Sydney tradition of juxtaposing

low-scale older buildings with new high-rise ones (see Section 2.6), the proposed building will form a tall backdrop to the ECH as seen from nearby viewing locations in Pitt and Bathurst Streets and from their intersection. It is noted that the ECH was previously flanked to south and east by taller Inter-War buildings, and that with their demolition other nearby buildings have formed the Hotel's backdrop; nevertheless, its north and west facades have remained important components of the local streetscape whose significance can be readily appreciated by the public. As shown in Section 3.1, the height of the proposed building will be consistent with development in the identified vicinity and, as shown in Figure 5.4, the streetscapes in close proximity.

The main tower of the proposed development will be set back from the site boundaries on a podium, separating it visually from the ECH. On the Pitt Street frontage the podium will echo the Hotel in height and be separated from it by a glazed recessed entrance. A new wall of an identifiably different but sympathetic brick type and colour to the Hotel brickwork will conceal the Hotel's south wall, which was never intended to be visible. On the Bathurst Street side the taller podium ascends in stages above the Hotel. Both podium facades are articulated to refer to the Hotel façade and echo its solid-to-void ratio, while the proposed colour scheme is sympathetic to the brick colours of surrounding Inter-War facades.

No existing views, to or from the ECH, that have High or Moderate significance (indicated by yellow and white arrows, respectively, in the images in Section 3.3) will be obstructed. Nor will any such views to other listed heritage buildings in the vicinity be obstructed or adversely altered by the proposal.

The proposed building will be a new element in the settings of heritage items in the vicinity, one of many existing such elements in this and other precincts of Central Sydney (see Section 3.1). In addition to the existing high-rise structures in the vicinity (see Figure 5.4), new high-rise buildings are under construction on the adjacent intersections of Bathurst Street with Pitt and Castlereagh Streets (respectively the Greenland Tower and the Castle Apartments).

The proposed building will form an especially sympathetic element in this context. GBA Heritage has worked closely with the architects to ensure that its massing and facades are articulated and subdivided to reduce bulk and reflect the forms, scales and styles of buildings in the locality, while the tonality of the external colour scheme has been carefully based on those of heritage masonry facades in the vicinity (see Figure 5.2).

Although there is no present visual relationship between the subject site and the College Street/Hyde Park Special Character Area (SCA), the height of the proposed building is likely to establish one: the top of the proposed tower will be visible from certain locations within Hyde Park and, it is likely, from the War Memorial. As can be seen from Figures 3.84-3.87, however, the proposed building will, where not obstructed by existing high-rise buildings, become a familiar, contemporary kind of element in the Park's setting and have no adverse impact on the SCA. Views to and from the Thornton Obelisk will remain essentially unchanged.

Thus overall, the proposal will have no adverse heritage impact on any heritage item, or on the nearby SCA, or on the character of adjacent streetscapes. More broadly, as part of the 'fourth city' taking shape, the contemporary, high-rise nature of the proposed development will be consistent with the eclectic character of Central Sydney's evolved and evolving cultural landscape.

6.3 GUIDELINES OF HERITAGE NSW

The NSW Heritage Office (now Heritage NSW) published a series of criteria for the assessment of heritage impact. The relevant 'questions to be answered' recommended in the document *Statements of Heritage Impact*, and the new question proposed in Section 6.2, are considered below.

The following aspects of the proposal respect or enhance the heritage significance of the item or conservation area for the following reasons:

At 39 storeys above ground, the proposed building joins the most recent wave of tall buildings under construction in, or approved for, Central Sydney and this vicinity. The height is mitigated by incorporation of podia on the Pitt Street and Bathurst Street frontages which relate visually to the varying heights of heritage buildings in the vicinity, and by setting the main tower back from these facades.

As discussed in Section 2.6, the disparity in height with the adjoining ECH is consistent with an established theme of Sydney's urban history and character. As seen in many existing examples, such juxtaposition

of high and low, new and heritage need not have detrimental impact on the legibility, or the public's ability to appreciate the significance, of the Hotel.

Further, GBA Heritage has worked closely with the architects to ensure that the important elements of the Hotel's architectural expression are reflected in the new building's facades, so that, for example, the Hotel's height is echoed in the Pitt Street podium and clearly demarcated in the Bathurst Street podium, and that its scale, solid to void ratio, materiality and colour tonality are referenced in the new facades. This approach has been applied to achieving sympathy with buildings in the vicinity generally.

The building will form a new element in the settings of several heritage items, which settings already feature an eclectic historical mixture of old and new, tall and short. The building will also be a new element in views from Hyde Park and the War Memorial, parts of the College Street/Hyde Park SCA, but will be largely obscured by other buildings and established vegetation, will not obscure existing views to landmark buildings including Centre Point Tower, and generally will have no adverse heritage impact on the SCA.

More broadly, as a contemporary structure expressing current technological capabilities, stylistic preferences and commercial realities, the proposal is part of just the latest of Sydney's urban transformations, and is thus consistent with the city's evolving visual and cultural landscape.

New buildings adjacent to heritage items

- *How is the impact of the new development on the heritage significance of the item or area to be minimised?*
- *How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?*
- *How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?*
- *Will the additions visually dominate the heritage item? How has this been minimised?*
- *Is the new development sympathetic to the heritage item? In what way (e.g. form, siting, proportions, design)?*
- *Will the public, and users of the item, still be able to view and appreciate its significance?*

As noted above and in Section 6.3, the impact of the proposed building is minimised through the use of a stepped podium reflecting existing building heights in the vicinity, the setting back of the main tower, and the careful handling of massing, scale, solid to void ratio, materiality and colour to ensure sympathy with heritage buildings in the vicinity.

The proposed building will 'dominate' the ECH in the sense of being taller than it. However, as is the case in many examples in Central Sydney all significant features of the Hotel will remain intact, legible and appreciable by the public. This also applies to the other heritage items in the vicinity, and no heritage curtilages will be altered or encroached upon.

No views of High or Moderate heritage significance (represented by yellow and white arrows, respectively, in images in Section 3.3) will be obstructed or adversely altered. The building will form a new contemporary element in the settings of some heritage items, including Hyde Park and the War Memorial, but will join several existing such elements and have no additional heritage impact.

6.4 HERITAGE OBJECTIVES OF THE SYDNEY LEP 2012

The proposed development is considered to be acceptable, from a heritage perspective, for the reasons discussed in Sections 6.2 and 6.3, and is thus consistent with the heritage objectives of the Sydney LEP 2012, which are:

4.3 Height of buildings

- (1) *The objectives of this clause are as follows:*
- (b) *to ensure appropriate height transitions between new development and heritage items and buildings in heritage conservation areas or special character areas...*

5.10 Heritage conservation

- (1) *Objectives*
- The objectives of this clause are as follows:*
- (a) *to conserve the environmental heritage of the City of Sydney,*
- (b) *to conserve the heritage significance of heritage items and heritage conservation areas, including associated fabric, settings and views...*

6.5 HERITAGE GUIDELINES OF THE SYDNEY DCP 2018

The following guidelines of the Sydney DCP 2012 have been considered in this assessment.

2.1.2 College Street/Hyde Park Special Character Area

Principles

- (d) *Enhance and reinforce the precinct's role as a major gateway to the City from the east, particularly from William Street to Park Street, by ensuring that development does not adversely affect the views when approaching the City*
- (e) *Maintain and strengthen the sense of enclosure provided by the buildings to the west and south of Hyde Park, by requiring new buildings to be built to street alignment, to have street frontage*

heights consistent with the existing development and to have adequate setbacks above those street frontage heights.

- (f) *Maintain and enhance views to and through the Park and along College Street to landmark buildings such as St Mary's Cathedral east and Centre Point Tower west.*

2.1.10 Sydney Square/Town Hall/St Andrews Special Character Area

Principles

- (f) *Ensure that any development associated with the important public transport interchange at Town Hall is consistent with enhancement of the public domain of Sydney Square.*
- (g) *Ensure that new development around Sydney Square contributes positively to the definition of the space and is of a scale and character that complements the civic buildings, in terms of facade composition, building materials, colours and textures and exhibits a rhythm and richness in articulation.*
- (h) *Maintain and enhance important existing views and vistas to: (i) the clock tower of the Town Hall from Park, George and York Streets; and (ii) the spires of the Cathedral from Bathurst and George Streets to allow the silhouette of the Cathedral and Town Hall to be viewed and read against the sky.*

3.9 Heritage

Objectives

- (a) *Ensure that heritage significance is considered for heritage items, development within heritage conservation areas, and development affecting archaeological sites and places of Aboriginal heritage significance.*
- (b) *Enhance the character and heritage significance of heritage items and heritage conservation areas and ensure that infill development is designed to respond positively to the heritage character of adjoining and nearby buildings and features of the public domain.*

3.9.5 Heritage items

Objective

- (a) *Ensure that development in the vicinity of heritage items is designed and sited to protect the heritage significance of the item.*

The analysis in Sections 6.2 and 6.3 of this report demonstrates that the proposal is consistent with these guidelines.

6.6 REQUIREMENTS OF THE SEARs

The following requirements of the SEARs are considered in this section:

6.6.1 SEARS ITEM 6(A)

A detailed heritage impact statement [must identify, consider and address] any potential impact of the proposal to heritage items on the site, the site curtilage and surrounding area, including any built and landscape items, conservation areas, views and settings.

The analysis in Sections 6.2-6.5 demonstrates that the proposal will have no adverse heritage impacts on the site, its curtilage and surrounding area, including any built and landscape items, conservation areas, views and settings.

In particular, the impact of the proposal on the following heritage items should be assessed:

- i) the State listed (former) Sydney Water Building including interiors and lightwell (SHR 016545)*
- ii) the locally listed Metropolitan fire brigade building including interior and central yard (I1703) and Edinburgh Castle Hotel including interior (I1940).*

The former Sydney Water Building (SWB)

The SWB's primary facade fronts onto Pitt Street and its secondary facade onto Wilmot Street. No significant views from the public realm to either facade will be obstructed by the proposed building. While some existing partial views from Castlereagh Street over the top of the Edinburgh Castle Hotel to the Pitt Street facade of the SWB will be obstructed, such views only became available when the buildings on the subject site were demolished. As noted in Section 6.2, such recently available views are not considered to have heritage significance.

The Metropolitan Fire Brigades (MFB) building

The MFB building's primary facade fronts onto Castlereagh Street and has no direct visual relationship with the subject site. While the proposed building will be partially visible behind the MFB building, the setting of the latter already includes several tall buildings including two currently under construction on the intersections of Bathurst Street with Pitt and Castlereagh Streets. The deliberate employment in the proposed building of an external colour scheme derived from the brick buildings in the vicinity has been noted in Section 5.0; Figure 5.2 shows that the colours of the MFB building have been specifically considered. Thus the proposed building will form a sympathetic (if distant) part of the MFB building's setting.

The proposed building will adjoin the MFB site along part of the latter's western boundary, as did the buildings previously on the site. However there will be no contact with the significant original building.

The Edinburgh Castle Hotel (ECH)

The long history and multiple examples of tall buildings directly adjacent to low-scale heritage buildings in central Sydney, especially on street corners, has been noted in Section 2.6 and Figures 2.19-2.30. The proposal is thus consistent with the history of urban development in the city centre. The proposed building will not obstruct or have adverse impact on any significant feature of the ECH or reduce its legibility or the public's ability to appreciate its significance.

GBA Heritage has worked closely with the project architects and planners to further ensure that the proposed building respects and sympathises with the ECH. This has been achieved as follows:

- The proposed building consists of a podium and a residential tower. The podium along the Pitt Street side is similar in height to the ECH and visually separated from it by a recessed, glazed accessway, preserving the visual distinctness of the hotel.
- The bulk of the residential tower has been visually articulated into smaller visual units, emphasising verticality and reducing apparent mass.
- The southern unit is set well back from Pitt Street, reducing its presence behind the ECH as seen from Bathurst Street.
- The facades of both tower elements are articulated into sections of (generally) three storeys, the approximate height of the ECH, thus relating the scale of the proposed building specifically to that of the ECH.
- Due to the technical service constraints of the Pitt Street Station, the podium on the Bathurst Street side is taller than that on the Pitt Street side. The visual impact is mitigated by the recessing and glazing of much of the street level facade (as an accessway to the Station), the alignment of the storeys of the remaining street level facade with those of the ECH, the gradual stepping up of the podium height away from the ECH and the sympathetic use of adjacent materials (masonry) and colours.
- As previously noted, the external colour scheme has been derived from consideration of the materials and colours of the heritage buildings in the vicinity, specifically including that of the ECH (see Figure 5.2).

6.6.2 SEARS ITEM 6(B)

Address any endorsed conservation management plans for heritage items on the site and surrounding area.

There are no heritage items on the subject site. Previously prepared Conservation Management Plans have been identified for some heritage buildings in its vicinity, though none were endorsed to our knowledge and few include policies for anything other than management of the buildings themselves. A summary and, where possible, assessment against the relevant policy or guideline, is shown in Table 4 below.

Relevant 'Recommended Management' sections in the NSW Heritage Inventory were also examined, but in every case relate only to management of the item itself.

TABLE 4 : ASSESSMENT OF PROPOSAL AGAINST HERITAGE MANAGEMENT DOCUMENTS

Heritage item	Document	Relevant policy	Assessment
Edinburgh Castle Hotel	<i>Heritage Impact Statement</i> , 2015, by John Oultram Heritage & Design	None	
Former Speedwell House	<i>International House Conservation Management Plan</i> , 1999, by Architectural Projects <i>Lincoln House Conservation Management Plan</i> , 1990, by Perumal Murphy Wu	Documents not available	
Former Sydney Water Building	<i>Conservation Management Plan</i> , 2015, by GBA Heritage	<i>Policy 6.3.3</i> <i>The prominent position of the 1939 Former Sydney Water Head Office on Pitt and Wilmot Streets should be maintained. The building should continue to be appreciated as an impressive, distinctive inter-war structure of robust composition and commanding street presence, surrounded by substantial high rise development.</i>	Complies
Former Lismore Hotel façade	<i>Conservation Management Plan</i> , 1992, by Perumal Murphy Wu	Document not available	
Metropolitan Fire Brigade building	<i>Conservation Management Plan</i> , 1990, by GML Heritage Consultants	Document not available	
Former City South Telephone Exchange	<i>Draft Conservation Management Plan</i> , 2016, by GBA Heritage	<i>Policy 6.4.1</i> <i>The Former City South Telephone Exchange's position as a strong visual element in Castlereagh Street should be maintained.</i>	Complies
Former YMCA	<i>Conservation Reconstruction Plan</i> , 2001, by Graham Brooks and Associates (now GBA Heritage)	None	
Porter House	<i>Conservation Management Plan</i> , 2015, by GML Heritage Consultants	None	

6.6.3 SEARS ITEM 6(D)

Demonstrate how the impacts are mitigated through facade design and treatment, selection of external materials and finishes and signage and public art strategy.

See above description of mitigation measures including the use of a podium, the division of the tower into set-back units, the articulation of their facades and the derivation of colour schemes.

An Interpretation Concept Plan prepared by GBA Heritage is submitted with this application, addressing strategies for use of signage and art.

6.7 REQUIREMENTS OF THE SSDA CONSENT CONDITIONS

6.7.1 CONDITION B7

Future detailed development applications must consider:

- (a) seek to mitigate impacts of the vertical street walls above the Edinburgh Castle Hotel at 294-294B Pitt Street where the building footprint above the podium wraps around the building. Materiality and façade articulation of the podium should respond to the heritage item.*
- (b) demonstrate how the height of the podium responds to the adjacent locally heritage listed Edinburgh Castle Hotel.*

The analysis in Sections 6.2, 6.3 and 6.6.1 demonstrates that the proposal complies with the intent of this condition.

6.7.2 CONDITION B8

Include a detailed Heritage Impact Assessment (HIA)... for the proposed works, prepared in consultation with the Heritage Council of NSW and City of Sydney Council.

This report is the HIA required. It assesses the proposal against the established objectives and guidelines of the Heritage Council (see Section 6.3) and the City of Sydney (see Sections 6.4 and 6.5). Based on our experience with both authorities, no further consultation is considered necessary at this time.

...The HIA must address the recommendations of the concept state Heritage Impact Statement dated August 2018 prepared by Urbis.

The recommendations of the August 2018 Heritage Impact Statement prepared by Urbis are as follows:

Further design development should seek to mitigate impacts of the vertical street walls above the item where the tower footprint wraps around the building. Materiality and façade articulation of

the podium should respond to the heritage item to better integrate the two sites and to activate the facades.

The analysis in Sections 6.2, 6.3 and 6.6.1 demonstrates that the proposal has responded to these recommendations.

6.7.3 CONDITION B3

(f) the selection of materials is to be complementary to the existing development context and respectful of heritage items

The analysis in Sections 6.2, 6.3 and 6.6.1 demonstrates that the proposal complies with the intent of this condition.

6.7.4 CONDITION B15

Demonstrate the following noise and vibration requirements consistent with the construction works at the site approved under CSSI 7400 can be met:

- (b) Vibration testing will be conducted before and during vibration generating activities that have the potential to impact on heritage items.*
- (c) Advice of a heritage specialist on methods and locations for installing equipment used for vibration, movement and noise monitoring of heritage-listed structures.*

The Acoustic Report prepared for the project by Renzo Tonin Associates notes that a separate plan will be prepared addressing management of the impact of construction vibration on buildings in the vicinity. Subject to the preparation and implementation of such a plan in conjunction with a Heritage Consultant, the requirements of the above Condition can be satisfactorily met.

7.0

CONCLUSIONS AND RECOMMENDATION

7.1 CONCLUSIONS

- The subject site is not listed as an item of heritage significance in any statutory instrument. Nor is it within any Heritage Conservation Area. However, it is in the vicinity of several listed heritage items, including Hyde Park. It is also in the vicinity of the College Street/Hyde Park Special Character Area.
- The buildings formerly occupying the site have all been demolished and excavation for the Pitt Street Station has commenced.
- It is proposed to construct a highrise 'build to rent' and retail use building on the subject site, incorporating the southern access point to the new Sydney Metro Pitt Street Station and an Over-Station Development including retail and residential uses.
- There will be no physical impact on either of the two directly adjoining heritage items, the Edinburgh Castle Hotel (ECH) and the Metropolitan Fire Brigades building (MFB), or on any other heritage item.
- The siting of the proposed highrise contemporary building adjacent to the low-scale heritage ECH is consistent with many other examples of such combinations in Sydney, a recognised aspect of the city's built character. The proposed building will not 'dominate' or 'disempower' the ECH, whose important features will continue to be legible and whose significance will continue to be appreciable by the public.
- The height of the proposed building will be mitigated by the incorporation of podia whose heights refer to the ECH and the existing streetscape, above which the main tower is set back.
- The Pitt Street podium is separated from the ECH by a recessed glass-fronted entrance to the residential lobby; on the Bathurst Street frontage the storeys

of the ECH are referenced in those of the podium, which ascends in stages to the height necessary to accommodate essential services. The massing, scale, solid to void ratio, materiality and colour scheme of the proposed podia have been carefully designed to ensure visual sympathy with the ECH. Similar consideration has been given to ensuring that the building as a whole is sympathetic to the character of buildings in the vicinity.

- The height of the proposed building will be consistent with the character of Central Sydney, the identified vicinity and the streetscapes in close proximity.
- No existing significant views to or from any heritage item will be obstructed or adversely altered. Views from Hyde Park and the War Memorial to landmark buildings will not be obstructed and there will be no adverse impact on their significance or that of the Special Character Area.
- More broadly, as a contemporary structure expressing current technological capabilities, stylistic preferences and commercial realities, the proposal is part of just the latest of Sydney's urban transformations, and is thus entirely consistent with the city's evolving cultural landscape.
- The proposal is consistent with the *Sydney LEP 2012*, the *Sydney DCP 2012*, the guidelines of Heritage NSW, the relevant SEARs and SSDA requirements and the conservation policies of relevant Conservation Management Plans where available.
- Overall, the proposed development will have an acceptable heritage impact.

7.2 RECOMMENDATION

The consent authority should have no hesitation, from a heritage perspective, in approving the application.

8.0

BIBLIOGRAPHY

ARCHIVAL SOURCES

City of Sydney Archives

National Archives of Australia

National Library of Australia

NSW Land Registry Services

State Library of New South Wales

PUBLICATIONS

Apperly R, Irving R, Reynolds P, *A Pictorial Guide to Identifying Australian Architecture Styles and Terms from 1788 to the Present*, NSW, Angus & Robertson, 2002

City of Sydney Council, *Sydney Development Control Plan 2012*, Sydney, City of Sydney Council, 2012

City of Sydney Council, *Sydney Local Environmental Plan 2012*, Sydney, City of Sydney Council, 2012

Fitzgerald S, *Sydney's Streets - a guide to Sydney street names*, Sydney, City of Sydney Council, 1995

Hunt, S and Davison, G, *Sydney Views 1788-1888*, Historic Houses Trust of NSW, 2007

ICOMOS Australia, *The Burra Charter: The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (Burra Charter)*, Australia ICOMOS, 2013

Jahn, G (ed), *A Guide to Sydney Architecture*, Balmain, 1997

Mayne-Wilson W, *Heritage Curtilages*, NSW Heritage Office and the Department of Urban Affairs and Planning, NSW, 1996

NSW Heritage Office and Department of Infrastructure Planning and Natural Resources, *NSW Heritage Manual*, Sydney, 2001

NSW Heritage Office, *Interpreting Heritage Places and Items Guidelines*, NSW Heritage Office, 2005

Pike D, Ed, *Australian Dictionary of Biography 1851-1890*, London, Cambridge University Press

Sharpe A, *Pictorial History City of Sydney*, Sydney, Kingsclear Books, 2000

STUDIES

Artefact Heritage, *Sydney Metro City & Southwest Chastwood to Sydenham Archaeological Research Design*, Sydney, 2019

GHD Woodhead, *Sydney Metro City & Southwest Pitt Street South Over Station Development: Built Form and Urban Design Report*, Sydney, 2018

Metron, *Heritage Strategy for Pitt Street Stage 1 Design, Underground Stations Design and Technical Services for Sydney Metro*, Sydney, 2018

NSW Government as Sydney Metro, *Sydney Metro City & Southwest Pitt Street Integrated Station Development, Station Delivery Deed*, Sydney, 2018

Pitt Street Developer South Pty Ltd, *Pitt Street Integrated Station Development*, Sydney, 2019

Urbis, *Sydney Metro City & Southwest Pitt Street South Over Station Development: Heritage Impact Statement*, Sydney, 2018

HERITAGE MANAGEMENT DOCUMENTS

Architectural Projects, *Conservation Management Plan, International House*, 1999

GBA Heritage, *Draft Conservation Management Plan, Former City South Telephone Exchange*, 2016

GBA Heritage, *Conservation Management Plan, Former Sydney Water Building*, 2015

GML Heritage Consultants, *Conservation Management Plan, Metropolitan Fire Brigade Building*, 1990

GML Heritage Consultants, *Conservation Management Plan, Porter House*, 2015

Graham Brooks and Associates (now GBA Heritage), *Conservation Reconstruction Plan, Former YMCA*, 2001

John Oultram Heritage & Design, *Heritage Impact Statement, Edinburgh Castle Hotel*, 2015

Perumal Murphy Wu, *Conservation Management Plan, Former Lismore Hotel Facade*, 1992

Perumal Murphy Wu, *Conservation management Plan, Lincoln House*, 1990

WEBSITES

Australian Dictionary of Biography, <http://adb.anu.edu.au>

City of Sydney, Historical Atlas of Sydney, www.photosau.com.au/CoSMaps/scripts/home.asp

City of Sydney, Sands Directory, www.cityofsydney.nsw.gov.au/learn/search-our-collections/sands-directory/sands-search

National Library of Australia, <http://trove.nla.gov.au>

Nearmap, <http://maps.au.nearmap.com>

NSW Government Legislation, www.legislation.nsw.gov.au

NSW Heritage Inventory, <http://www.environment.nsw.gov.au/heritageapp/heritagesearch.aspx>

NSW LRS Parish and Historical Maps, <http://parishmaps.lands.nsw.gov.au/pmap.html>

NSW Spatial Services, SIX Maps, www.six.nsw.gov.au

State Library of NSW, www.acmssearch.sl.nsw.gov.au