



SYDNEY METRO PITT STREET SOUTH OVER STATION DEVELOPMENT ENVIRONMENTAL IMPACT STATEMENT

STATE SIGNIFICANT DEVELOPMENT
DEVELOPMENT APPLICATION (SSD DA)

ENVIRONMENTAL IMPACT STATEMENT
REVISION C
17 MAY 2020
SMCSWSPS-URB-OSS-PL-REP-000003



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| Report Number | PSS Final EIS |

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DECLARATION

SUBMISSION OF ENVIRONMENTAL IMPACT STATEMENT

This Environmental Impact Statement has been prepared in accordance with Schedule 2 of the *Environmental Planning and Assessment Regulations 2000*.

Environmental Assessment prepared by:

| | |
|---------|--|
| Name | Jacqueline Parker (Director) Master of Urban Development and Design, University of NSW Bachelor of Planning (Hons 1), University of NSW Ashleigh Ryan (Associate Director) Bachelor of Planning (Hons 1), University of NSW Nazia Pokar (Senior Consultant) Bachelor of Planning, Western Sydney University Bachelor of Construction Management, Western Sydney University Master of Business Administration, University of Technology Sydney |
| Address | Urbis Pty Ltd - Angel Place, Level 8, 123 Pitt Street, Sydney NSW 2000 |

Applicant and Land Details:

| | |
|--------------|---|
| Applicant | Pitt Street Developer South Pty Ltd |
| Address | Level 19, 126 Phillip Street, Sydney NSW 2000 |
| Land Details | 125 Bathurst Street (Lot 10 DP 1255507) |
| Project | Detailed State Significant Development Application for a residential over station development above the new Sydney Metro Pitt Street South station. |

Declaration:

I/We certify that the contents of the Environmental Impact Statement, to the best of our knowledge, has been prepared as follows:

- In accordance with the requirements of the *Environmental Planning and Assessment Act 1979*, *Environmental Planning and Assessment Regulation 2000*, and *State Environmental Planning Policy (State and Regional Development) 2011*;
- Containing all available information that is relevant to the environmental assessment of the development, activity or infrastructure to which the statement relates; and
- The information contained in this report is true in all material particulars and is not misleading.

| Name | Jacqueline Parker, Director | Ashleigh Ryan, Associate Director | Nazia Pokar, Senior Consultant |
|-----------|---|---|---|
| Signature |  |  |  |
| Date | 17 May 2020 | 17 May 2020 | 17 May 2020 |

GLOSSARY AND ABBREVIATIONS

| Abbreviation | Meaning |
|-----------------|--|
| ADG | Apartment Design Guide |
| AHD | Australian Height Datum |
| BCA | Building Code of Australia |
| CIV | Capital Investment Value |
| CMP | Construction Management Plan |
| Concept DA | A Concept DA is a staged application often referred to as a 'Stage 1' DA, submitted in accordance with Division 4.4 of the EP&A Act. |
| Consent | Development consent |
| Council | City of Sydney Council |
| CPTED | Crime Prevention Through Environmental design |
| CMP | Construction Management Plan |
| CSSI | Critical State Significant Infrastructure |
| CTMP | Construction Traffic Management Plan |
| DA | Development Application |
| Detailed DA | A Detailed DA is a staged application often referred to as a 'Stage 2' DA, submitted subsequent to the approval of a Concept DA in accordance with Division 4.4 of the EP&A Act. |
| DPIE | NSW Department of Planning, Industry and Environment |
| DRP | Design Review Panel |
| EP&A Act | <i>Environmental Planning and Assessment Act 1979</i> |
| EP&A Regulation | <i>Environmental Planning and Assessment Regulation 2000</i> |
| EPA | NSW Environment Protection Authority |
| EPBC Act | <i>Environment Protection and Biodiversity Conservation Act 1999 (Cth)</i> |
| ESD | Ecologically Sustainable Design |
| GANSW | NSW Government Architect's Office |
| GFA | Gross Floor Area |
| HIA | Heritage Impact Assessment |
| IAP | Interchange Access Plan |

| Abbreviation | Meaning |
|---------------------|---|
| LGA | Local Government Area |
| NCC | National Construction Code |
| OSD | Over Station Development |
| PIR | Preferred Infrastructure Report |
| RMS | Roads and Maritime Services |
| SDCP | <i>Sydney Development Control Plan 2012</i> |
| SDPP | Station Design and Precinct Plan |
| SEARs | Secretary's Environmental Assessment Requirements |
| SEPP | State Environmental Planning Policy |
| SEPP 55 | <i>State Environmental Planning Policy No.55 – Remediation of Land</i> |
| SEPP 64 | <i>State Environmental Planning Policy No. 64 – Advertising and Signage</i> |
| SEPP 65 | <i>State Environmental Planning Policy No. 65 – design Quality of Residential Apartment Development</i> |
| SLEP | <i>Sydney Local Environmental Plan 2012</i> |
| SRD SEPP | <i>State Environmental Planning Policy (State and Regional Development) 2011</i> |
| SSD | State Significant Development |
| TfNSW | Transport for NSW |
| Urbis | Urbis Pty Ltd |
| WSUD | Water Sensitive Urban Design |

EXECUTIVE SUMMARY

This Environmental Impact Statement (**EIS**) has been prepared to accompany a detailed State Significant Development (**SSD**) development application (**DA**) for a build-to-rent residential Over Station Development (**OSD**) above the Sydney Metro Pitt Street South station.

This EIS should be read in conjunction with the Secretary's Environmental Assessment Requirements (**SEARs**) dated 28 October 2019 and included at **Appendix A**, and the supporting technical documents provided at **Appendix B – Appendix FF**.

This EIS has been prepared in accordance with and meets the minimum requirements of clauses 6 and 7 of Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (**the Regulation**) and contains an assessment of the proposal against the relevant considerations under Section 4.15 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**).

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.

- **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.

- **Greater Western Sydney**

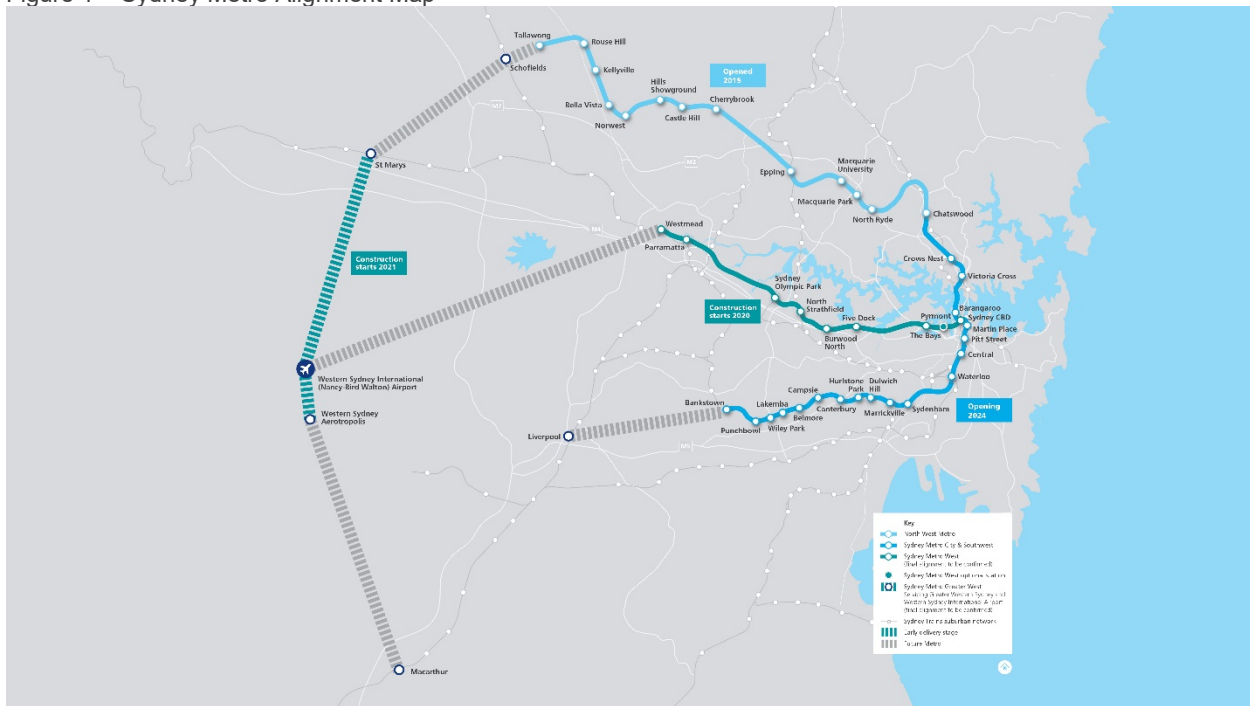
Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's 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**.

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 South station, including the demolition of existing buildings and structures on the sites. The CSSI approval also includes construction of below and above ground improvements with the metro station structure for appropriate integration with the OSD within the 'Sydney metro box' envelope.

With regards to CSSI related works, any changes to the "Sydney metro box envelope" and public domain will be pursued in satisfaction of the CSSI conditions of approval and do not form part of the scope of the concept SSD DA for the OSD.

Figure 1 – Sydney Metro Alignment Map



Source: Sydney Metro

THE SITE

The site is generally described as 125 Bathurst Street, Sydney (**the site**). The site comprises one allotment and is legally described as Lot 10 Deposited Plan 1255507.

References within this report to the Sydney Metro Pitt Street South station site relate to the Sydney metro Pitt Street southern site only. This detailed SSD DA does not relate to the Sydney Metro Pitt Street station northern site located on the north-eastern corner of the Pitt Street and Park Street intersection.

BACKGROUND

Concept SSD – SSD-8876

The Minister for Planning granted development consent to the concept SSD Application (**DA**) (SSD-8876) on 25 June 2019. Concept approval was granted for:

- A maximum building envelope, including street wall and setbacks for the OSD;
- A maximum building height of RL 171.6 metres;
- Podium level car parking for a maximum of 34 parking spaces; and
- Conceptual land use for either one of a residential or a commercial scheme (not both).

Modification Application – SSD-8876 MOD 1

On 28 October 2019, Modification Application (SSD-8876 MOD 1) was approved by the Minister for Planning to correct a typographic error in condition A24 and modify condition B10 to amend the required environmental performance targets for a residential building.

Condition A24 sets out amendments required to the Sydney Metro Pitt Street South OSD design guidelines. The applicant noted condition A17 with respect to the structure reservation zone as referenced in condition A24 is incorrect. The applicant noted that the correct reference should be condition A18, which defined the structure reservation zone.

Condition A24 has been amended as follows:

A24. Prior to the lodgement of the first detailed development application, the Applicant shall revise the Sydney metro Pitt Street South OSD design guidelines (November 2018), to the satisfaction of the Planning Secretary, as follows:

*(a) insert new **clause 12** in (Built Form above the Podium)*

(i) Side and rear setback above the podium of:

a) a minimum 3 m continuous setback to the eastern boundary

*b) a minimum 12 metres above the podium with the permitted reduction to minimum 3 metres within the structure reservation zone in accordance with condition ~~A17~~ **A18** for essential structural support and service to integrate the OSD with the station below.*

Alternative options must be considered before any built form is proposed within the structure reservation zone. Any structure or built forms within the structure reservation zone must be designed to minimise its impacts to the outlook and amenity of the adjoining Princeton Apartments (304 – 308 Pitt Street, Sydney).

The updated condition B10 reads:

B10. For future detailed development application(s), the proposed minimum performance targets for environmental performance are:

a) If the entire site is a residential building:

*(i) **achieve minimum BASIX ~~35~~ 30 Energy**; and,*

(ii) exceed minimum compliance with BASIX Water.

b) If the entire site is a commercial / office building:

(i) 5 Star NABERS Energy; and

(ii) 3.5 Star NABERS Water.

c) Green Star ratings:

(i) if the building is predominantly residential, then 5 Star Green Star; or

(ii) if the building is predominantly office / commercial, then 5 Star Green Star.

THE PROPOSAL

This report has been prepared on behalf Pitt Street Developer South Pty Ltd which is part of the Oxford Properties group of companies, the applicant of the detailed SSD DA (SSD-10376). Following the completion of a competitive bid process, Sydney metro appointed Pitt Street Developer South Pty Ltd as the preferred development partner to deliver the Pitt Street South station OSD.

The proposal includes the construction of a build-to-rent residential tower and retail premises above the Sydney Metro Pitt Street South station – otherwise known as the Pitt Street South station OSD. In summary, the proposed detailed SSD DA seeks approval for the following:

- The construction, and operation of a new build-to-rent residential accommodation tower with a maximum building height of RL 165.15 or 141 metres (39 levels) including ground and plant levels;
- The build-to-rent residential accommodation tower including total 21,995sqm of GFA, excluding floor space approved in the CSSI;
- Landscaping and private and communal open space at podium and roof top levels to support the build-to-rent residential accommodation;
- Integration with the approved CSSI proposal including though not limited to:
 - Structures, mechanical and electronic systems, and services; and
 - Vertical transfers;
- Use of spaces within the CSSI 'Sydney metro box' building envelope for the purposes of:
 - A retail tenancy on level 2 to be used as a restaurant with a total area of 682sqm (includes commissary kitchen and shared toilet amenities), accessed from ground level at Bathurst Street;
 - Bicycle parking and storage lockers;
 - Residential amenities and operational front and back of house to support the build-to-rent operation; and
 - Loading and services access;
- Provision and augmentation of utilities and services;
- Provision for retail signage zone above OSD entrance on Bathurst Street; and
- Stratum subdivision (staged).

It is important to identify the delineation between the works included within the CSSI approval and the components sought for approval under the detailed SSD DA for the OSD. The CSSI approval separately grants consent for the construction of the 'Sydney metro box', including the podium and station structures, including all public domain works. These components are included throughout the SSD documentation for information only. No consent is sought for the construction of those components which will be constructed pursuant to the CSSI approval for such works.

Figure 2 – Artist's Impression of the proposed development (build to rent tower, aerial looking north-west)



Source: Bates Smart

Figure 3 – Artist's Impression of the proposed development (Bathurst Street view, aerial looking south-east)



Source: Bates Smart

Proposed Concurrent Modification Application

The station works approved under the CSSI approval include the construction of below and above ground structures necessary for delivering the station and also enabling the construction of the integrated OSD. This includes but is not limited to:

- Demolition of existing development;
- Excavation;
- Station structure including concourse and platforms;
- Lobbies;
- Retail spaces within the station;
- Public domain improvements;
- The station portal link;
- Access arrangements including vertical transport such as escalators and lifts; and
- Structure and service elements and relevant space provisioning necessary for constructing the OSD, such as columns and beams, space for lift cores, plant rooms, access, parking, and building services.

As a result of the interface between each application, it is noted that there has been an erroneous exclusion of conceptual approval for retail premises within the podium levels (below level 6), most relevant for ground-level to level 2, under either the CSSI approval or the concept SSD DA. This erroneous exclusion is required to be addressed under a modification application to the concept SSD DA. This does not undermine the approval for a predominantly residential or commercial scheme (not both) for the OSD.

A Section 4.55(2) modification application to SSD 8876 is concurrently lodged with this detailed SSD DA to ensure that the conceptual land use of *retail premises* is permitted within the concept SSD approval within the podium levels. As outlined within the detailed SSD DA, it is proposed that an area previously allocated within the podium for car parking spaces is proposed to be used for a restaurant tenancy at level 2. Further modification of the concept SSD DA is sought to permit minor projections of architectural features and embellishments outside the building envelope allowing façade fenestration and articulation of the building through modification to condition A15. The design and location of these architectural embellishments have been supported through the design excellence process.

The relevant Section 4.55(2) modification application is lodged concurrently with this detailed SSD DA for the OSD. The proposed development is consistent with the concept SSD DA (SSD- 8876) as proposed to be modified by the concurrent Section 4.55(2) modification application.

PROJECT NEEDS AND BENEFITS

Pitt Street station is a key new station on the Sydney metro network. This station will provide a new focal point for the Sydney CBD, extending the rail catchment south within the Sydney CBD and reducing overcrowding at Town Hall train station. The station will also improve access to Sydney's highly skilled job market and education facilities and improve pedestrian access in the area.

This proposal capitalises on the introduction of Sydney metro by providing a build-to-rent residential accommodation tower integrated with the future Pitt Street station south entrance. The residential accommodation will provide further housing choice within the Sydney CBD with access to jobs, services and public transport as envisaged in the *Eastern City District Plan* (2018) by maximising the housing opportunities provided by the OSD and Pitt Street South station.

The primary objective of the proposal is to provide residential build-to-rent accommodation which includes a mix of dwelling types to support alternative housing options within the Sydney CBD that will leverage from the significant NSW Government investment into Sydney metro and specifically the new Pitt Street metro station. In achieving this objective, the proposal also seeks to achieve the following project objectives:

- A landmark architectural building commensurate with the objectives of Sydney Metro Pitt Street station - to leave an enduring legacy with a commitment to enhancing the place making for the surrounding precinct;

- Enhance the site and its context through the development of a building that has been endorsed as meeting Sydney Metro Design Excellence Evaluation Panel (**DEEP**) and Sydney Metro Design Review Panel (**DRP**) requirements;
- Comply with the height control for the site and the height envelope set by the sun access plane for Hyde Park;
- Use materiality, detailing and colours that are sympathetic to the two adjacent heritage buildings and general context of the area;
- Being part of a fully integrated transport system;
- Design a podium which offers retail and residential opportunities via a thriving civic place connecting the public and private realms;
- Improve activation and amenity of the Central Sydney CBD outside of typical business hours, notably contributing to an active and safe public domain on weekends and in evenings; and
- Deliver a new development typology which is an enduring and sustainable legacy for Sydney.

CONSULTATION

To inform the detailed design of the development, consultation has been undertaken with the local community, government agencies including though not limited to City of Sydney, Fire and Rescue NSW, Sydney Metro, NSW Policy, and surrounding landowners/occupiers of neighbouring business and residences prior to the lodgement of the detailed SSD DA.

Various strategies were implemented to ensure collaborative community involvement in the project, including emails to stakeholders, stakeholder briefings and phone calls sessions.

Feedback received through the consultation process has informed the detailed design of the proposed OSD and has been taken into consideration by the developer as it relates to matters within the scope of the CSSI approval (including, for instance, the site layout, building positioning, Sydney metro information, and public domain design).

PLANNING FRAMEWORK

As the proposal is for the purposes of a residential development associated with railway infrastructure and has a capital investment value of more than \$30 million, it is classified as SSD pursuant to clause 19(2), schedule 1 of *State Environmental Planning Policy (State and Regional Development) 2011*. The Minister for Planning, or their delegate, is the consent authority for the SSD DA and the application is lodged with the NSW Department of Planning, Industry and Environment (**DPIE**) for assessment.

The proposal will generate a total of 320-350 full time equivalent (**FTE**) construction jobs. Pitt Street South OSD provides a unique opportunity to deliver a new build-to-rent development above a Sydney metro station, providing housing diversity in the precinct and a landmark precedent for an emerging build-to-rent sector in Australia. The intent is to provide an exemplar development with direct connection to Sydney's new metro network and proximity to employment and education within Central Sydney.

This EIS has been prepared to accompany the detailed SSD DA which seeks consent for the proposal, in accordance with section 4.4 of the EP&A Act and the concept approval (SSD - 8876) granted for a maximum building envelope on the site as proposed to be concurrently modified.

KEY PLANNING ASSESSMENT

This EIS has addressed the SEARs requirements issued for the development and includes an assessment against the relevant environmental planning instruments, policies, and guidelines and demonstrates that the proposed development does not result in any significant departures from applicable controls or unreasonable environmental effects.

The general and key impacts resulting from the proposed development are outlined in detail in the EIS. Key impacts resulting from the proposed development include:

- Ensuring the achievement of design excellence through compliance with the approved design excellence strategy and incorporating feedback from the independent DRP chaired by the NSW Government Architect.
- Minimising overshadowing to protected areas of public open space including Hyde Park and surrounding residential premises, by complying with the building envelope determined in the concept SSD DA.
- Protection of privacy to surrounding development through design treatments and reducing sightlines.
- Managing additional traffic generation associated with the proposed development, including removing the provision of car parking spaces on site (operational) compared to car parking that existed on the site prior to CSSI demolition works, use of a loading dock management plan to manage delivery and service vehicle movements, and construction traffic management plan.
- Pedestrian management during construction and ensuring during operation that potential conflicts between pedestrians, cyclists and vehicles are minimised.
- Delivering appropriate pedestrian amenity suitable for the intended use of the public domain and surrounding locations.
- Ensuring the proposed building façade does not cause unreasonable or adverse solar reflectivity to pedestrians and motorists through articulation of the façade and glazing specifications.
- Delivering a safe and secure development that adheres to crime prevention through environmental design principles, to be further refined during the detailed design of the proposal and concurrent CSSI approval works.
- Addressing potential acoustic and vibration impacts to and from the development during the construction and operation of the development over a new Sydney metro service.
- The achievement of ecologically sustainable development through targeting ratings required by the concept SSD DA.
- Mitigating impacts to surrounding non-indigenous heritage items and complying with the relevant CSSI approval standards that relate to Aboriginal heritage.
- Understanding the future minor augmentation required to connect into existing infrastructure services.
- Managing stormwater run-off from the site through the detailed design and concurrent CSSI approval works.
- Managing air quality so that it is not unreasonably diminished as a result of construction impacts.
- Ensuring any potential biodiversity qualities of the site and/or surrounds are not adversely impacted by the proposed development.
- Delivering appropriate management (and reduction) of waste during the construction and operational phases of the development.
- Ensuring the development complies with the required building standards including those relating to the national construction code, accessibility standards and fire safety standards.
- Ensuring the proposed maximum height of the development does not unreasonably or adversely impact protected airspace.
- Consideration of any cumulative impacts associated with nearby development and existing uses.
- Delivering a socially and economically sound development that is considered in the public interest.

In considering each of the above key planning issues and potential impacts associated with the development, the EIS outlines the proposed mitigation measures to address each of these matters. Following the application of each of the mitigation measures, only two residual risks are identified that have a risk profile of 'medium' or greater including:

- Increase in shadowing to surrounding residential properties including Princeton Apartments and Century Apartments; and

- Adverse external noise conditions to surrounding development (construction).

Each of these outstanding impacts have been addressed within this EIS. It is particularly noted that the increase in overshadowing to the Princeton Apartments has been considered and assessed as part of the concept SSD DA. This additional overshadowing is acceptable in the circumstances of the site and the interface of the two developments given the inherent vulnerability to shadowing.

Further, as a result of minimal or zero setbacks of the two residential properties adjoining the site, adverse noise conditions are anticipated during the construction of the proposed development. This impact is to be managed through compliance with the conditions of the construction management plan and typical construction methodology for mitigation of acoustic and vibration impacts to surrounding development.

CONCLUSION AND JUSTIFICATION

Overall the proposed development sought within the detailed SSD DA is considered appropriate for the site and warrants approval for the following reasons:

- The proposal contributes to the achievement of the objectives for development within the Sydney CBD as outlined within the relevant strategic plans and policies.
- The proposal results in an orderly and economic use of the land that leverages significant NSW Government investment in public transport to the site, specifically Sydney metro.
- The proposed supports 21,995sqm of new GFA which is capable of contributing to an estimated 234 build-to-rent accommodation dwellings which will contribute to the housing targets of the Eastern City district plan.
- The proposal satisfies the applicable State planning policies, and relevant environmental planning instruments that apply to the site:
 - The proposed uses are permitted with consent and meet the objectives of the B8 metropolitan Centre zone in *Sydney Local Environmental Plan 2012 (SLEP 2012)*.
 - The proposal does not create a net additional impact to protected public places including Hyde Park zoned RE1 public recreation in SLEP 2012.
 - The proposal complies with the maximum allowable car parking spaces for the site under the SLEP 2012 and conditions of the concept SSD DA, specifically by removing any private car parking spaces from the proposed development.
 - The proposed development complies with the overall building envelope established under the planning controls within the concept SSD DA.
 - The proposed residential apartments satisfy the provisions and guidelines contained within SEPP 65 and the ADG, with only the minor exception of one 2-bedroom apartment layout and the level of solar access achieved in mid-winter which is comprehensively addressed within this EIS.
- The proposal will not have any unacceptable environmental impacts, as follows:
 - The proposal has no unacceptable traffic impacts.
 - The proposal minimising pedestrian and vehicle conflicts, maximising legibility and accessibility to the Sydney Metro Pitt Street station southern entrance.
 - The proposal is sympathetic to the heritage items in the vicinity of the site, including to the adjacent Edinburgh Castle Hotel at 294 Pitt Street and the Metropolitan Fire Brigade at 211-217 Castlereagh Street.
 - The proposal achieves design excellence as outlined through the Sydney metro design review and design excellence process.
 - While the proposal does not comply with the ADG Objective 3B-2 of the ADG for overshadowing to the Princeton Apartments, this EIS has demonstrated that overshadowing has been minimised where possible and compliance is not able to be achieved within the constraints of the site.

- The proposal minimises impacts on neighbouring residential development, in particular through minimising overshadowing to 48 apartments within the Princeton Apartments that will fall below the ADG design criteria, providing privacy louvres on the southern façade of the building to mitigate privacy impacts, and having regard to view sharing principles.
- The proposed detailed design of the OSD has considered and is integrated with, the detailed design of the Sydney metro Pitt Street South station and its related works including the construction of the development up to the transfer slab and the public domain.
- The proposal satisfies the SEARs as demonstrated in this EIS and accompanying specialist reports.

In view of the above, we submit that the proposal is in the public interest and that the detailed SSD DA should be approved subject to appropriate conditions

1. INTRODUCTION

This Environmental Impact Statement (**EIS**) has been prepared to accompany a detailed State Significant Development (**SSD**) development application (**DA**) which seeks consent for a residential over station Development (**OSD**) above the Sydney Metro Pitt Street South station.

This report has been prepared by Urbis Pty Ltd on behalf of Pitt Street Developer South Pty Ltd, the applicant of the detailed SSD DA (SSD-10376). Following the completion of a competitive tender bid process, Sydney Metro appointed Pitt Street Developer South Pty Ltd as the preferred development partner to deliver the Pitt Street South station OSD.

Lodgement of this detailed SSD DA (SSD-10376) follows the approval of a concept SSD DA (SSD-8876) granted by the Minister for Planning on 25 June 2019. In order to achieve the project outcomes, a section 4.55(2) modification application to the concept approval is concurrently submitted with the detailed SSD DA. The Section 4.55(2) modification applications seek to ensure that the conceptual land use of *retail premises* is permitted within the concept SSD DA consent, in addition to the described 'residential scheme', in addition to permitting minor penetrations of the building envelope for the purposes of architectural features and embellishments.

This EIS is submitted to the NSW Department of Planning, Industry and Environment (**DPIE**) pursuant to part 4 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). The Minister for Planning, or their delegate, is the consent authority for the detailed SSD DA.

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (**SEARs**) dated 28 October 2019 included within **Appendix A**, and should be read in conjunction with the supporting documents provided at **Appendix B - Appendix FF**.

1.1. PROJECT OVERVIEW

The detailed SSD DA seeks approval for the detailed design, construction and operation of a new 39 storey build-to-rent residential accommodation building above the new Sydney Metro Pitt Street South station entrance. The proposed development also includes floorspace for the provision of retail uses within the podium and lower levels of the development including lobby, residential facilities, bicycle and other storage, plant room etc, and which are to be constructed in accordance with the terms of the Sydney metro project approval (**CSSI approval**).

The proposed residential building will provide additional residential accommodation in the Sydney CBD, in addition to providing a new restaurant tenancy to enliven the site and surrounds during and outside typical business hours. The proposal will accommodate a new residential accommodation typology within the Sydney CBD and optimise the NSW Government's major investment in public transport infrastructure. In addition to residential dwellings, the proposed build-to-rent operation will include resident-only amenities within the building podium and level 35 to supplement the residential experience.

The detailed design of the residential OSD tower has been the subject of design development, testing and ongoing review from various government and independent parties such as the Design Review Panel (**DRP**) to ensure that it achieves the highest standard in architectural design while providing a functional interface delivered with the Sydney metro.

In summary, the detailed SSD DA (SSD-10376) seeks development consent for:

- The construction, and operation of a new build-to-rent residential accommodation tower with a maximum building height of RL 165.15 or 141 metres (39 levels) including ground and plant levels;
- The build-to-rent residential accommodation tower including total 21,995sqm of GFA, excluding floor space approved in the CSSI;
- Landscaping and private and communal open space at podium and roof top levels to support the build-to-rent residential accommodation;
- Integration with the approved CSSI proposal including though not limited to:
 - Structures, mechanical and electronic systems, and services; and
 - Vertical transfers;

- Use of spaces within the CSSI 'Sydney metro box' building envelope for the purposes of:
 - A retail tenancy on level 2 to be used as a restaurant, accessed from ground level at Bathurst Street;
 - Bicycle parking and storage lockers;
 - Residential amenities and operational front and back of house to support the build-to-rent operation; and
 - Loading and services access;
- Provision and augmentation of utilities and services;
- Provision for retail signage zone above OSD entrance on Bathurst Street; and
- Stratum subdivision (staged).

Images of the proposed development at Bathurst Street and Pitt Street are included at **Figure 4**.

Figure 4 – Artist's impressions of proposed development at ground plane



Picture 1 – Sydney Metro Pitt Street South station entrance, Bathurst Street

Source: Bates Smart



Picture 2 – Proposed build-to-rent apartment entrance on Pitt Street

Source: Bates Smart

1.2. PROJECT OBJECTIVES

The primary objective of the proposal is to act on a unique opportunity to deliver a new build-to-rent development above a Sydney metro station, providing housing diversity in the precinct and providing a landmark precedent for an emerging build-to-rent sector in Australia. The intent is to provide an exemplar development with a direct connection to Sydney's new high-speed rail network and proximity to employment and education within Central Sydney. In achieving this broader objective, the proposal also seeks to achieve the following project-specific objectives:

- A landmark architectural building commensurate with the objectives of Sydney Metro Pitt Street station - to leave an enduring legacy with a commitment to enhancing the place making for the surrounding precinct;
- A world-class architectural building that complements Oxford Properties' existing international portfolio of build-to-rent buildings;
- Enhance the site and its context through the delivery of a building that has been endorsed as meeting Sydney metro Design Excellence Evaluation Panel (**DEEP**) and Sydney Metro DRP requirements;
- Comply with the height control for the site and the height envelope set by the sun access plane for Hyde Park;
- Use materiality, detailing and colours that are sympathetic to the two adjacent heritage buildings and general context of the area;
- Creating a building that is part of a fully integrated transport system;
- Design a podium which offers retail and residential opportunities via a thriving civic place connecting the public and private realms;
- Improve activation and amenity of the Central Sydney CBD outside of typical business hours, notably contributing to an active and safe public domain on weekends and in evenings; and
- Delivering an enduring and sustainable legacy for Sydney.

1.3. STRATEGIC NEED

As identified in the *Greater Sydney Region Plan* (2018), Sydney's population is forecast to grow to eight million by 2056. Sydney metro responds to the transport demand that will accompany this growth with its plan to deliver a new standalone railway with 31 stations and more than 66 kilometres of new rail. Once completed, Sydney metro, along with other signalling and infrastructure upgrades across the existing networks, will increase the capacity of Sydney's train services from approximately 120 per hour today up to 200 services beyond 2024 – a 60 per cent increase resulting in an extra 100,000 train customers per hour in the peak. The project has been endorsed by the NSW Government as a key component of *Sydney's Rail Future: Modernising Sydney's Trains*.

The NSW Government's *Future Transport Strategy 2056* guides transport over the longer term, delivered through a series of services and infrastructure plans. Pitt Street station is a key new station on the Sydney metro network which feeds into the framework for the transport system and customer mobility in NSW. This station will provide a new focal point for the Sydney CBD, extending the rail catchment and reducing overcrowding at Town Hall station. The station will also improve access to Central Sydney's highly skilled job market and education facilities and improve pedestrian access in the area.

This proposal capitalises on the introduction of Sydney metro by providing for a residential tower fully integrated with the future Pitt Street South station. Additional retail uses in this location will strengthen Central Sydney's role as nurturing quality lifestyles through well-design housing close to transport and other infrastructure and will align with a key action in the *Eastern City District Plan* (2018) by maximising the land use opportunities provided by the new Pitt Street station.

The detailed SSD DA proposal also responds to the need for housing a diverse population and sustainable development, renewal and design. As detailed in the *Sustainable Sydney 2030* (2019), the City of Sydney Council is seeking to make the City 'more green, global and connected'. The Sydney Metro Pitt Street South OSD project will deliver sustainable transport options whilst contributing to housing supply for a range of lifestyle choices and household types through the provision of build-to-rent accommodation.

The detailed proposal and associated modification application to the concept approval responds positively to this issue by providing the framework for a world-class residential building in an ideal location directly above future high-frequency public transport. Consistency of the proposal with key strategic plans, strategies and policies is discussed in detail in **Section 6** of this EIS.

1.4. ANALYSIS OF FEASIBLE ALTERNATIVES

This section discusses the consideration of feasible alternatives to the carrying out of the proposed development as per clause 7(1)(c), Part 3, Schedule 2 of the *Environmental Planning and Assessment Regulation 2000* (**EP&A Regulation**). Four options for the proposal could be considered to address the project objectives and site constraints and opportunities, which include:

- **Scenario 1** – 'do nothing';
- **Scenario 2** – employment generating OSD land use (commercial);
- **Scenario 3** – development of the project at an alternative location; and
- **Scenario 4** – integrated OSD residential tower (the proposal).

1.4.1. Do Nothing

The 'do nothing' scenario, involving no OSD above the approved Pitt Street South Sydney metro station entrance, is not a feasible development option for the site. The OSD forms a key component of the overall Sydney metro project which Transport for New South Wales (**TfNSW**) is committed to delivering.

It is also noted that demolition of the existing structures was approved under the CSSI approval and has been completed on the site. Construction works are currently underway on site for the delivery of the Pitt Street station elements approved under the CSSI approval.

No future OSD development on the site provides minimal placemaking benefits and would result in a net loss of floor space on the site. Ultimately a 'do nothing' scenario constitutes gross under-development of a valuable site within Sydney CBD.

Also, a 'do nothing' scenario could create further issues should the site be developed separately in the future. A separate, future, development would likely result in a less integrated development that does not maximise the opportunities of new transport infrastructure.

1.4.2. Employment Generating OSD Land Use

The second option for the site involves proposing alternative land uses for development above the Pitt Street South station, other than the build-to-rent and retail uses proposed. From a development feasibility perspective, a viable alternative land use would be to develop the site for the purposes of a commercial office tower. Commercial use of the site would facilitate a high level of employment generating uses and usage of the Sydney metro infrastructure for workers; however the benefits this use would not deliver or outweigh the wider benefits of the large-scale build-to-rent accommodation within the Sydney CBD. As such, this scenario does not provide a unique offering to the site and is a common form of development that can be provided on any site within the Sydney CBD.

Such an alternative land use would also conflict with the long-term strategic vision for the Sydney CBD to provide opportunities for the intensity of land uses within the metropolitan Centre. The site and associated strategic policies encourage a diversity of land uses for the OSD to provide opportunities for competitive residential floorspace and housing diversity whilst maximising on future public transport opportunities.

The Pitt Street Developer South Pty Ltd in conjunction with Bates Smart assessed the OSD south site against a viable commercial office building development.

The footprint of the OSD south site is relatively small and much of the site area on the ground plane is required for the metro station entry (off Bathurst Street), station services and vehicle access for loading and servicing (off Pitt Street). The remaining area is not sufficient to accommodate an appropriately sized and market relevant office lobby.

The design exercise demonstrated that floor plates of only 750sqm Net Lettable Area (NLA) were possible in an 'end core' arrangement. Market advice received noted, for existing buildings of similar floor plates (77 King Street, 56 Pitt Street, 1 Wharf Lane and 9 Castlereagh Street) have typically been difficult to lease. The end core arrangement is also disadvantageous to tenants as the walking distance from the extremity of the floor plate to the lifts is generally too long when considering the relative size of the floor plate.

Typically, the traditional size of pre-commitment tenants is circa 10,000+ sqm. Tenants of this size require sufficient lead time (3-5 years) to relocate and will seek a discount to the market. Given the size of the floorplates, it is likely to be difficult to attract a tenant of this scale as their business would be accommodated over multiple floors. It is more realistic that a number of smaller users would be required to "piggy back" to reach pre-commitment threshold.

The design exercise illustrated an overall building size of 19,000sqm NLA of office space. This, together with the small floor plate size, reinforces the likelihood of a building with a number of smaller users and not an attractive investment proposition.

Finally, commercial office for the Pitt Street South OSD does not provide diversity. Martin Place and Victoria Cross OSDs are exclusively office use. Pitt Street North OSD, for many reasons, including its adjacency to the Citi Bank and ANZ Bank towers, is an obvious choice for commercial office. Having office premises on the Pitt Street south site would result in all three OSDs being dominated by commercial land uses. This is inconsistent with Sydney metro's objectives for vibrant place making and diversity of uses in support of the metro system.

Commercial uses are generally listed as recommended development types in various strategic documents, including the *Eastern City District Plan* (2018), *Sydney metro Planning Study* (2016) and, as discussed in **Section 6** of this EIS. Based on the land use assessment of the site for commercial use as described above and the understanding that this particular use will not encourage to promote a diversity of use within the Sydney CBD as a global city and in adjacent metro stations, the suitability of employment-generating land use is less preferred. As such, pursuing an alternative land use within the Pitt Street South station OSD is considered a less preferred alternative form of development for the site.

1.4.3. Development of the Proposal at Alternative Location

A third option for the proposal involves proposing the development at an alternative location. This would result in the development of a build-to-rent residential tower that would otherwise not be classified as SSD due to not being associated with a rail corridor.

This option would also be inconsistent with NSW transport policy and state and local strategic objectives for the site and Sydney CBD. In particular, the proposal would not maximise opportunities to leverage off the significant investment in the Sydney metro for employment generating and housing uses.

In addition, the alternative location scenario would not include the significant development of a large build-to-rent accommodation tower being developed above the Sydney metro Pitt Street South station within the commercial core of Sydney CBD. The opportunity cost to the local community and broader metropolitan region would be significant and key economic, transport, housing and social benefits presented by the proposal not being realised.

1.4.4. Integrated OSD Residential Tower

The proposed development is to provide an integrated station and OSD outcome which aligns with the approved concept SSD DA (SSD 8876). This solution is considered the most suitable option for the site as it delivers:

A Revitalised Public Realm – The proposal integrates and interacts with the future Sydney Metro Pitt Street South station through activated ground floor and podium levels with various retail spaces, and direct pedestrian access to the metro station concourse.

Alignment with Strategic Intentions – The proposal addresses objectives for the B8 Commercial Core Zone contained within the *Sydney Local Environmental Plan 2012 (SLEP 2012)* (discussed in detail in **Section 7.13.1**). The proposal provides a wide range of retail uses and housing diversity opportunities in a highly accessible location to optimise public transport patronage. It also adheres to the strategic vision for the site and surrounds, aligning with various strategic documents such as Sustainable Sydney 2030 and the Sydney metro Planning Study (2016).

Delivers High-Value Residential Build-to-Rent Floor Space – The fully integrated OSD and Sydney Metro Pitt Street South station will deliver the first build-to-rent development in the heart of the Sydney CBD. This landmark residential development will promote housing diversity and an alternative form of housing in the Sydney market. It will promote the Sydney City as a housing market leader and innovative solutions to living in a global city.

1.5. REPORT STRUCTURE

This EIS provides the following:

- A description of the site and surrounding context, including identification of the site, existing development on the site and surrounding development;
- A detailed description of the consultation undertaken with respect to the proposal;
- A detailed description of the proposed development;
- An assessment of the proposed development against the relevant strategic and statutory planning controls;
- An assessment of the key planning considerations and impacts generated by the proposed development; and
- An assessment of environmental risk and mitigation measures.

1.6. SECRETARY'S ENVIRONMENTAL ASSESSMENT REQUIREMENTS

A request was made to the Minister for the issuance of SEARs, pursuant to clause 3(1), Part 2, Schedule 2 of the Regulation. SEARs were subsequently issued on 28 October 2019 (**Appendix A**) and have informed the preparation of this EIS and supporting technical documents. **Table 1** provides a summary of the SEARs and identifies the section of this EIS where the relevant requirement is addressed.

Table 1 – Secretary's Environmental Assessment Requirements

| Description / Requirement | Reference |
|---|--|
| GENERAL REQUIREMENTS | |
| The Environmental Impact Statement (EIS) must be prepared in accordance with and meet the minimum requirements of clauses 6 and 7 of Schedule 2 the Regulation. | Refer to Statement of Validity (pg. i) and throughout. |
| Notwithstanding the key issues specified below, the EIS must include an environmental risk assessment to identify the potential environmental impacts associated with the development. | Section 9 – Environmental Risk Assessment |
| Where relevant, the assessment of key issues below, and any other significant issues identified in the risk assessment, must include: <ul style="list-style-type: none"> adequate baseline data; consideration of the potential cumulative impacts due to other developments in the vicinity (completed, underway or proposed); measures to avoid, minimise and if necessary, offset predicted impacts, including detailed contingency plans for managing any significant risks to the environment; and justification of impacts. | Section 9 – Environmental Risk Assessment |
| The EIS must be accompanied by a report from a qualified quantity surveyor providing: <ul style="list-style-type: none"> a detailed calculation of the Capital Investment Value (CIV) of the proposal, including details of all assumptions and components from which the CIV calculation is derived; an estimate of the jobs that will be created by the future development during the construction and operational phases of the development; and certification that the information provided is accurate at the date of preparation. | A summary report is provided at Appendix B which includes the estimated cost of works and jobs that will be created by the development. |
| KEY ISSUES | |
| 1. Statutory and Strategic Context | |
| The EIS must address the statutory provisions applying to the development contained in all relevant environmental planning instruments, including: <ul style="list-style-type: none"> <i>State Environmental Planning Policy (State & Regional Development) 2011</i> <i>State Environmental Planning Policy (Infrastructure) 2007</i> <i>State Environmental Planning Policy No. 55 (Remediation of Land)</i> <i>State Environmental Planning Policy No. 64 (Advertising and Signage)</i> <i>State Environmental Planning Policy No. 65 – design quality of residential apartment development and accompanying apartment design guide (SEPP 65)</i> <i>Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005</i> <i>Draft State Environmental Planning Policy (Environment)</i> <i>Sydney Local Environmental Plan 2012</i> <i>any exhibited Planning Proposal or draft State Environmental Planning Policy relating to the land.</i> | Section 7 – Statutory Planning Context |

| Description / Requirement | Reference |
|--|--|
| <p>The EIS must address the relevant planning provisions, goals and strategic planning objectives in the following:</p> <ul style="list-style-type: none"> • <i>NSW State Priorities</i> • <i>Greater Sydney Region Plan</i> • <i>Eastern City District Plan</i> • <i>Future Transport Strategy 2056 and supporting plans</i> • <i>Better Placed – an integrated design policy for the built environment of NSW 2017</i> • <i>Development Near Rail Corridors and Busy Roads Interim guidelines</i> • <i>Guide to Traffic Generating Development (RMS)</i> • <i>Heritage Council guidelines on Heritage Curtilages 1996</i> • <i>Heritage Council guidelines, design in Context – guidelines for infill development in the Historic Environment, 2005</i> • <i>Guide to investigating, assessing and reporting on Aboriginal Cultural Heritage in NSW (DECCW 2011)</i> • <i>Better Placed – an integrated design policy for the built environment in NSW 2017 and relevant policy documents published by the Government Architect NSW</i> • <i>Relevant Council policies, codes and guidelines (where required pursuant to relevant Local Environmental Plan).</i> | <p>Section 6 – Strategic Planning Context</p> |
| 2. Consistency with Stage 1 concept approval | |
| <ul style="list-style-type: none"> • address the consistency of the proposal with the approved Concept Application (SSD 8876) conditions and building envelope; • provide details of consistency with any modification(s) to the Concept Application if sought concurrently. | <p>Section 2.3 – Concept Proposal</p> <p>Section 2.5 – Modification to Concept DA (MOD 2)</p> |
| 3. Design excellence and built form | |
| <ul style="list-style-type: none"> • demonstrate compliance with the approved Sydney metro Pitt Street South OSD design guidelines and Sydney metro design Excellence Strategy and submit the required documentation including the design Integrity Report • demonstrate how the orientation, height, bulk, scale, massing, setbacks articulation, materials, activation and pedestrian connectivity (including through site linkages) of the proposed development will integrate with the context of the site and the existing and future character of the area • clearly illustrate how the proposed built forms and detailed design integrates with the streetscape and any street wall elements along the Bathurst and Pitt Street elevations • a table and plans identifying the proposed gross floor area, floor space ratio and land uses, for each floor level and within the building, together with the site coverage | <p>Section 8.1.2, Section 8.1.1 and Appendix EE</p> <p>Section 4.6, Section 8.1.3 and Appendix D</p> <p>Section 8.1.3</p> <p>Section 4.2</p> <p>Section 4.6.6</p> |

| Description / Requirement | Reference |
|---|------------------------------|
| <ul style="list-style-type: none"> demonstrate how the landscape design will be integrated into the building design, contributing to design excellence, Ecologically Sustainable Development and building amenity, meeting the recreation needs of residents how design quality of the building material and public realm will address risk associated with terrorism i.e. blast mitigation, hostile vehicle barrier etc. | Section 8.2.1 |
| 4. Integration with Sydney metro Infrastructure | |
| <ul style="list-style-type: none"> identify the extent of the proposal that is State Significant Development (SSD) and how this relates to the approved Critical State Significant Infrastructure (CSSI) approval (CSSI 7400) and any modifications to the CSSI | Section 2.2 |
| <ul style="list-style-type: none"> demonstrate how the SSD will integrate with the CSSI infrastructure such as structural design, detailed architectural approach, access, wayfinding and public domain works. This must include consideration of pedestrian capacities around the site and pedestrian comfort and safety, for example, consider weather protection where needed and potential conflict points with vehicles | Section 4.4 |
| <ul style="list-style-type: none"> address how the development supports the design objectives, principles and standards of the station design Precinct Plan and Interchange Access Plan under the CSSI | Section 4.4 |
| <ul style="list-style-type: none"> describe the coordination, timing and implementation of access, landscape and public domain works associated with the CSSI and SSD development | Section 4.4 |
| <ul style="list-style-type: none"> detail any design approaches or solutions within the SSD proposal that will benefit the amenity of the station below, such as in relation to pedestrian access or solar access | Section 4.4 |
| <ul style="list-style-type: none"> identify any modifications or design development to the CSSI which has influenced the SSD design | N/A |
| <ul style="list-style-type: none"> demonstrate that the following guidelines have been incorporated in the design: <ul style="list-style-type: none"> o guidelines for Protecting of Critical Infrastructure from terrorism o NSW Critical Infrastructure Protection Management Framework o guidelines of NSW Police Safe Places A Comprehensive Guide for Owners, Operators and designers | Section 8.2.1 |
| 5. Visual and amenity impacts | |
| <ul style="list-style-type: none"> provide a detailed visual / view impact analysis, which considers the impact of the proposed building (compared to the existing situation and the approved envelope) when viewed from the public domain and key vantage points surrounding the site. This is to include a written description of the existing view, the likely impact and justification of the proposal and any required mitigation measures. The view locations and methodology for the analysis must be prepared in consultation with the Department and Council. | Section 8.1.5 and Appendix W |
| <ul style="list-style-type: none"> provide a view impact analysis showing the proposed building as viewed by pedestrians when moving along Bathurst and Pitt Streets and where the proposed building is visible from the streets immediately surrounding the site. | Section 8.1.5 and Appendix W |
| <ul style="list-style-type: none"> demonstrate the proposal will achieve a high level of environmental amenity for future residents consistent with the provisions of SEPP 65 and the Apartment Design Guide | Section 7.10 and Appendix E |

| Description / Requirement | Reference |
|--|--|
| <ul style="list-style-type: none"> provide a solar access and overshadowing analysis, comparing the overshadowing impacts of the proposal to the existing situation, the SLEP 2012 - Sun Access Plane, and the approved envelopes at hourly intervals in mid-summer, mid-winter, 14 April and 31 August, and having regard to the impact of the proposal on solar access to Hyde Park provide a reflectivity analysis identifying potential adverse glare conditions affecting motorists, pedestrians and occupants of neighbouring buildings include a wind assessment (based on wind tunnel testing), identifying the impact of the proposal on surrounding wind conditions and any required measures to ameliorate wind impacts at podium level and street level. Communal open spaces must remain fit for purpose with any adverse wind impacts ameliorated identify any other potential impacts of the proposal on the amenity of surrounding land uses and the public domain (in particular the likely station entrances) provide an operational acoustic report addressing any required noise mitigation measures. | <p>Section 8.1.7 and Appendix E</p> <p>Section 8.1.12 and Appendix N</p> <p>Section 8.1.11 and Appendix O</p> <p>Section 9</p> <p>Section 8.1.13 and Appendix U</p> |
| 6. Heritage | |
| <ul style="list-style-type: none"> include 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: <ul style="list-style-type: none"> the State listed (former) Sydney Water Building including interiors and lightwell (SHR 016545) the locally listed metropolitan fire brigade building including interior and central yard (I1703) and Edinburgh Castle Hotel including interior (I1940). address any endorsed conservation management plans for heritage items on the site and surrounding area include a Heritage Interpretation Plan, providing opportunities for the proposal to reflect on the heritage character and significance of the site and surrounding area demonstrate how the impacts are mitigated through façade design and treatment, selection of external materials and finishes and signage and public art strategy. | <p>Section 8.1.4 and Appendix K L</p> <p>Appendix M</p> <p>Appendix E</p> |
| 7. Ecologically Sustainable Development (ESD) | |
| <ul style="list-style-type: none"> Demonstrate how ESD principles (as defined in clause 7(4) Schedule 2 of the Regulation) will be incorporated in the design, construction and ongoing operation of the development; include a framework for how the proposed development will reflect national best practice sustainable building principles to improve environmental performance, including energy and water efficient design and technology, use of renewable energy and best practice in waste management strategy including any opportunity for food scraps/composting strategies | <p>Appendix K</p> <p>Section 8.1.8 and Appendix K</p> |

| Description / Requirement | Reference |
|---|---|
| <ul style="list-style-type: none"> demonstrate sufficient waste and recycling management facilities storage and holding areas for servicing Sustainability Strategy for the development should be prepared in line with concept approval. | Section 8.1.15 and Appendix T Appendix K |
| 8. Traffic, parking and access (operation) | |
| <p>The EIS shall include a traffic, parking and access assessment providing:</p> <ul style="list-style-type: none"> details on the current and likely estimated future mode share for the various users (residents, visitors, etc) accessing the proposed development details of the current and likely estimated future daily and peak hour vehicle, public transport, point to point transport, pedestrian and bicycle movements to/from the site, including an indication of whether it relates to the station or OSD, and any associated impacts and/or mitigation measures required measures to encourage users of the development to make sustainable travel choices, including a green travel plan, walking, cycling, public transport and car sharing, adequate provision of bicycle parking and end of trip facilities and the minimisation of private car trips modelling and analysis of pedestrian and cyclist access to the proposed development in consultation with TfNSW, taking into account the existing and planned Sydney Bike Network an assessment and details of existing and proposed vehicle access arrangements, including vehicle parking and access, a Delivery Service Plan detailing loading dock and servicing provision, adequacy and management with consideration of precinct wide shared loading docks and/or remote or off-site loading zone hub facilities, ensuring all servicing and loading occurs on-site and does not rely on kerbside controls details of measures to segregate hostile vehicles from public transport users and areas of people congregation an assessment of pedestrian and cyclist safety with consideration of the relationship with design, access and operation of the station. | Appendix V |
| 9. Construction management (including construction traffic) | |
| <p>The EIS shall include a Construction Management Plan, developed in consultation with TfNSW, providing:</p> <ul style="list-style-type: none"> details of vehicle routes, peak hour and daily truck movements, hours of operation, access arrangements and traffic control measures for all demolition / construction activities an assessment of the likely construction traffic impacts, such as required road / lane closures and diversions, impacts on bus and taxi operations, impacts on pedestrian and cycle movement, and taking into account the timing of other construction activities within this part of the CBD precinct an assessment of road efficiency and safety at key intersections and any proposed mitigating measures, including a Construction Pedestrian and Traffic Management Plan | Appendix X |

| Description / Requirement | Reference |
|---|---|
| <ul style="list-style-type: none"> • details of temporary cycling and pedestrian access during construction • an assessment of potential impacts of the construction on surrounding buildings and the public domain, including noise and vibration, air quality and odour impacts, dust emissions, water quality, stormwater runoff, groundwater seepage, soil pollution and construction and demolition waste, and proposed measures to mitigate any impacts. | |
| 10. Biodiversity | |
| The EIS shall provide an assessment of the proposal's biodiversity impacts in accordance with the Biodiversity Conservation Act 2016, including the preparation of a Biodiversity Development Assessment Report (BDAR) where required under the Act. | Section 7.2 and Appendix J |
| 11. Public Benefit and Contributions | |
| The EIS shall address the provision of public benefit, services and contributions in consultation with key stakeholders, such as the Department, Council and TfNSW, and provide details of any heritage floor space (HFS) allocation or voluntary planning agreement (VPA) or other legally binding instrument agreed between a relevant public authority and the applicant. | Section 7.13 – there is no relevant VPA |
| 12. Utilities | |
| <ul style="list-style-type: none"> • identify and address the existing capacity to service the development proposed and any augmentation requirements for utilities in consultation with relevant agencies • identify any potential impacts of the proposed construction and operation on the existing utility infrastructure and service provider assets, and demonstrate how these will be protected, or impacts mitigated. | Section 4.11 and Appendix Y |
| 13. Staging | |
| The EIS shall set out the construction staging of the proposed development, including the relationship with the construction / delivery of the metro station, timing of public domain works and the staging of other relevant works. | Section 8.1.19 |
| 14. Pre-submission consultation statement | |
| The EIS shall include a report describing pre-submission consultation undertaken, including a record of the stakeholders consulted, the issues raised during the consultation and how the proposal responds to those issues. | Section 5 and Appendix BB |
| PLANS AND DOCUMENTS | |
| <p>The EIS must include all relevant plans, architectural drawings, diagrams and relevant documentation required under Schedule 1 of the Regulation. Provide these as part of the EIS rather than as separate documents. In addition, the EIS must include the following:</p> <ul style="list-style-type: none"> • site title diagrams and survey plan, showing existing levels, location and height of existing and adjacent structures/buildings • site analysis plan • schedule of proposed gross floor area per land use | <p>Appendix C</p> <p>Appendix E</p> <p>Section 4.2</p> <p>Section 8.2</p> |

| Description / Requirement | Reference |
|--|---------------------------|
| <ul style="list-style-type: none"> assessment of social and economic impacts (including employment and retail studies) building envelopes showing the relationship with proposed and existing buildings in the locality | Appendix E |
| <ul style="list-style-type: none"> documentation in plan and section of the Sydney Local Environmental Plan 2012 Sun Access Planes as defined in CI 6.17 (10). The plans and sections should be prepared in consultation with and verified by the City of Sydney Council, and show coordinates X and Y, and horizontal bearing B and vertical angle V | Appendix D |
| <ul style="list-style-type: none"> architectural drawings (to a useable scale at A3), including landscape plan/s and details | Appendix E |
| <ul style="list-style-type: none"> architectural and urban design statement, including illustrations and justification showing how the buildings will relate the station entrances and enhance the surrounding public domains | Appendix I |
| <ul style="list-style-type: none"> landscape statement considering how residential amenity needs will be met and how planting on structure will be achieved. Safe maintenance access and the impact of microclimatic conditions should be considered for all outdoor spaces. | Under separate cover |
| <ul style="list-style-type: none"> virtual models | Appendix W |
| <ul style="list-style-type: none"> visual and view impact analysis and photomontages | Appendix G and Appendix H |
| <ul style="list-style-type: none"> design guidelines and design excellence strategy | Appendix L and Appendix M |
| <ul style="list-style-type: none"> heritage impact assessment | Appendix X |
| <ul style="list-style-type: none"> heritage interpretation plan | Appendix E |
| <ul style="list-style-type: none"> staging plan and any associated activation and infrastructure delivery strategy | Appendix E |
| <ul style="list-style-type: none"> solar access analysis report and diagrams | Appendix O |
| <ul style="list-style-type: none"> any sun shading devices required to mitigate against solar gain | Appendix S |
| <ul style="list-style-type: none"> wind impact assessment (including a wind tunnel study) | Appendix L |
| <ul style="list-style-type: none"> flood assessment/storm water management plan | Section 4.3 |
| <ul style="list-style-type: none"> public domain plans defining extent of works (if any proposed) | Appendix K |
| <ul style="list-style-type: none"> retail/commercial office strategy | Appendix CC |
| <ul style="list-style-type: none"> ESD statement (incorporating a sustainability framework) | Appendix Q |
| <ul style="list-style-type: none"> pre-submission consultation statement | Appendix V |
| <ul style="list-style-type: none"> access/DDA impact statement | |
| <ul style="list-style-type: none"> transport traffic and parking assessment and Public Transport Accessibility Level assessment | Appendix W |
| <ul style="list-style-type: none"> visual and view impact analysis and photomontage | Under separate cover |
| <ul style="list-style-type: none"> physical and 3D digital model (generally in accordance with City of Sydney Council requirements) | Appendix Y Appendix E |
| <ul style="list-style-type: none"> services and utilities infrastructure report | Appendix Z |

| Description / Requirement | Reference |
|---|--|
| <ul style="list-style-type: none"> • signage details (if proposed) • flight path report • waste strategy • construction noise and vibration impact assessment • materials and finishes • CPTED assessment • Security Risk Assessment (delivered by a suitably qualified and licensed contractor with consideration to the requirements of the NSW Security Industry Act, 1997). • construction management statement addressing how future stages will manage impacts to pedestrians, rail uses, bus services and taxis • public art strategy in accordance with City of Sydney's guidelines • signage strategy (if proposed) • noise and vibration report, including operational noise and vibration impact assessment | <p>Appendix T</p> <p>Appendix X</p> <p>Appendix E</p> <p>Appendix BB</p> <p>Appendix BB</p> <p>Appendix BB</p> <p>Refer Section 4.6.7</p> <p>Refer Section 4.9</p> <p>Appendix E</p> <p>Appendix U</p> |
| CONSULTATION | |
| <p>During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners. In particular you must consult with:</p> <ul style="list-style-type: none"> • City of Sydney Council • Government Architect NSW • Roads and Maritime Services • Sydney Trains • Sydney metro • Sydney Coordination Office within Transport for NSW • Sydney Airport Corporation Limited and the Civil Aviation Safety Authority • Heritage NSW, Community Engagement Group, Department of Premier and Cabinet • NSW Police • Fire and Rescue NSW • Surrounding residents, businesses and local community groups <p>The EIS must describe the consultation process and the issues raised and identify where the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided.</p> | <p>As described in</p> <p>Section 5 – Stakeholder Management and at</p> <p>Appendix CC</p> |

1.7. OTHER APPROVALS

In addition to the approvals noted elsewhere in this document, other approvals will be required in the future to permit the construction of the OSD. These approvals may include, but are not limited to, the following:

- Approvals under the *Roads Act 1993* (including Section 138 approvals) may be required. A consent under section 138 of the *Roads Act 1993* cannot be refused if it is necessary for carrying out SSD that is authorised by a development consent and any *Roads Act 1993* consent must be substantially consistent with the SSD consent.
- An environment protection licence under the *Protection of the Environment Operations Act 1997*. An environment protection licence under Chapter 3 of the *Protection of the Environment Operations Act 1997* cannot be refused if it is necessary for carrying out SSD that is authorised by a development consent and any licence must be substantially consistent with the consent.
- A compliance certificate issued under Section 73 of the *Sydney Water Act 1994*.
- The outer horizontal surface of the Obstacle Limitation Surface (**OLS**) across the site is 156m AHD. Therefore, the proposed maximum building height (RL 165.15) will require approval under the *Airports (Protection of Airspace) Regulations*. The detailed SSD DA is accompanied by a Flight Path Report (**Appendix Y**) to address the OLS penetration.

2. BACKGROUND

2.1. 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.

- **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.

- **Greater Western Sydney**

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.

Sydney metro is Australia's biggest public transport project. Services started in May 2019 in the city's North-west with a train every four minutes in the peak. metro rail will be extended into the CBD and beyond to Bankstown in 2024. There will be new metro railway stations underground at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, Waterloo and new metro platforms under Central.

The Sydney metro project is illustrated in **Figure 5**.

On 9 January 2017, the Minister for Planning approved the Sydney Metro City & South-west - 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 South station, including the demolition of existing buildings and structures on both sites. The CSSI approval also includes the construction of below and above ground improvements with the metro station structure for appropriate integration with the OSD.

Figure 5 – Sydney Metro Alignment Map



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). The CSSI Approval granted consent for:

The terms of the CSSI Approval include all works required to construct each of the Sydney metro stations, including the Pitt Street South station entrance. Except to the extent described in the EIS or Preferred Infrastructure Report (**PIR**) submitted with the CSSI application, any OSD buildings and uses do not form part of the CSSI Approval and will be subject to the relevant assessment pathway prescribed by the EP&A Act. Details of the CSSI Approval are provided in the following sections.

The demolition of all existing buildings across the site was approved under the CSSI approval, as demolition works were required for the construction of the Sydney Metro Pitt Street South station. Therefore, the detailed SSD DA does not seek consent for any demolition works on the site. At the time of writing this report, all buildings previously on site have been demolished and replaced with a temporary shed structure containing the site to aid the carrying out of works associated with constructing the station.

Bulk earthworks and excavation across the site will be delivered as per the CSSI approval. The extent of the earthworks and excavation methodology to be used is discussed within the EIS, and the PIR submitted with the CSSI application. As such the detailed SSD DA does not seek consent for bulk earthworks or excavation.

2.2.3. Public Domain Works

In accordance with condition E101 of the CSSI approval, a Station Design and Precinct Plan (**SDPP**) must be prepared that presents an integrated urban and place-making outcome for each station. Further, condition E92 requires the proponent to develop an Interchange Access Plan (**IAP**) for each station to inform the final design of transport and access facilities and services, including footpaths, cycleways, passenger facilities, parking, traffic and road changes, and integration of public domain and transport initiatives around and at each station.

The design and delivery of all public domain works within and surrounding the site will therefore be subject to the satisfaction of conditions of the CSSI approval, in particular through approval of the SDPP and the IAP by the Secretary of the DPIE or their delegate prior to the commencement of any above groundworks. Accordingly, the detailed SSD DA does not seek consent for any public domain works.

While the public domain works form part of a separate planning process, the proposal includes references to the proposed public domain. It addresses the interface of the proposed OSD with the ground plane, notably through the architectural design of the podium, and OSD entrance locations.

2.2.4. Primary station works and OSD structural / service provisions

The CSSI approval includes the construction of all below and above groundworks required to deliver the Sydney Metro Pitt Street South station. The Sydney metro CSSI EIS and PIR outline the integration between the future OSD and the Pitt Street South station. The EIS submitted with the CSSI application states that:

“the metro stations would be designed and constructed to take into account, and make physical provision for, any design or other requirements associated with possible future over station development.”

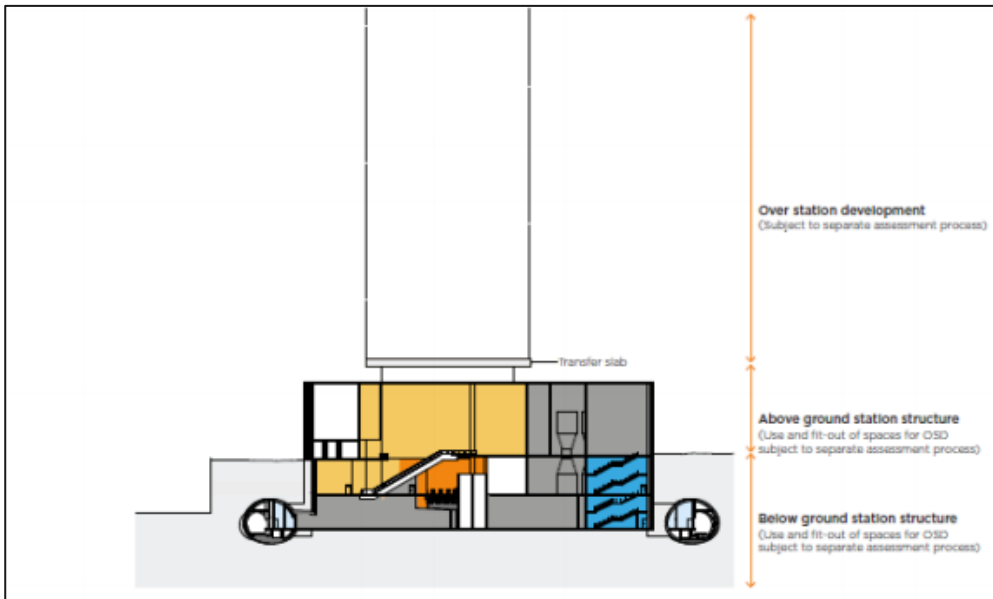
The EIS and PIR clarify this further by identifying that, subject to detailed design, the Sydney metro stations will include:

- Structural elements (steel and/or concrete), building grids, column loadings and building infrastructure to enable the construction of future OSD; and
- Space for future lift cores, access, parking and building services for the future OSD.

The CSSI approval also allows provision for structural and service areas associated with the construction of the OSD, including utility connections. The extent of the approved station works includes up to the ‘transfer slab’ level above the ground plane, as described on page 139 of the CSSI EIS and page 15 of the PIR, and is illustrated at Figure 6. This makes it clear that the transfer slab is effectively the defining line between the above ground station structure or ‘Sydney metro box’ (the subject of the CSSI approval) and the OSD the subject of the detailed SSD DA.

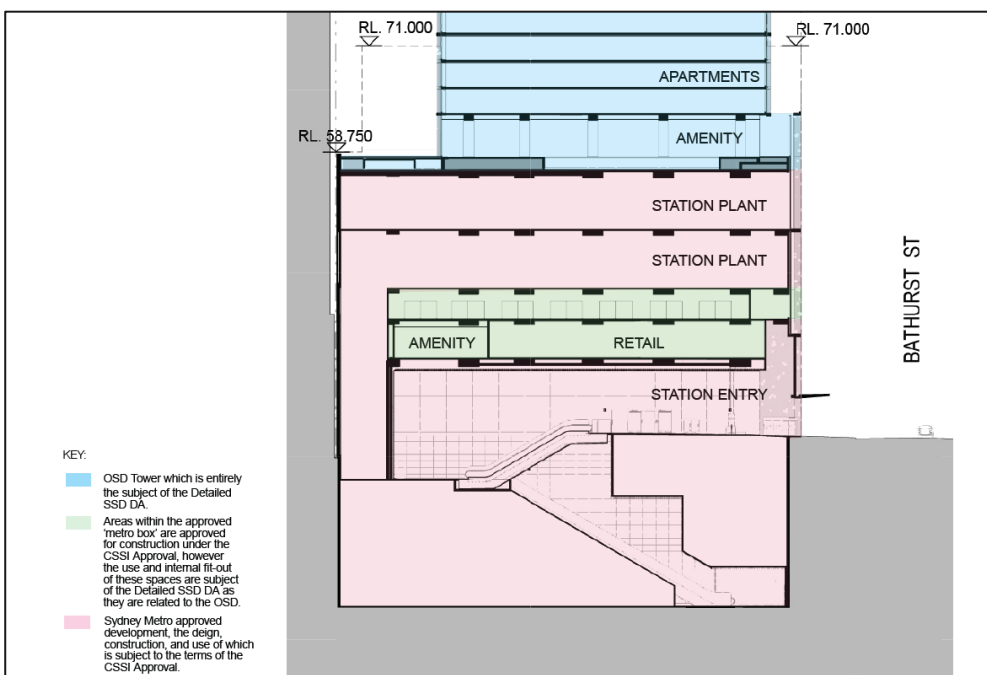
As such the only components of the Sydney Metro Pitt Street South station OSD that has been approved within the CSSI approval includes structural elements to support the OSD, suitable spatial allocation within the ‘Sydney metro box’ envelope for OSD components, and public domain works and embellishment. The construction of each of these elements will, be informed by the CSSI approval conditions and do not form part of the scope of the detailed SSD DA for the OSD. These items are generally highlighted in orange in the **Figure 6** and **Figure 7** below.

Figure 6 – Typical OSD interface



Source: Environmental Assessment Report under Section 115ZA of the EP&A Act, Dec 2016

Figure 7 – Indicative Pitt Street South station OSD Interface



Source: Bates Smart

In addition to the OSD itself, the components of the 'Sydney metro box' that while are approved under the terms of the CSSI approval require further consideration and assessment as part of the detailed SSD DA are considered in the following sections.

2.3. CONCEPT PROPOSAL (SSD - 8876)

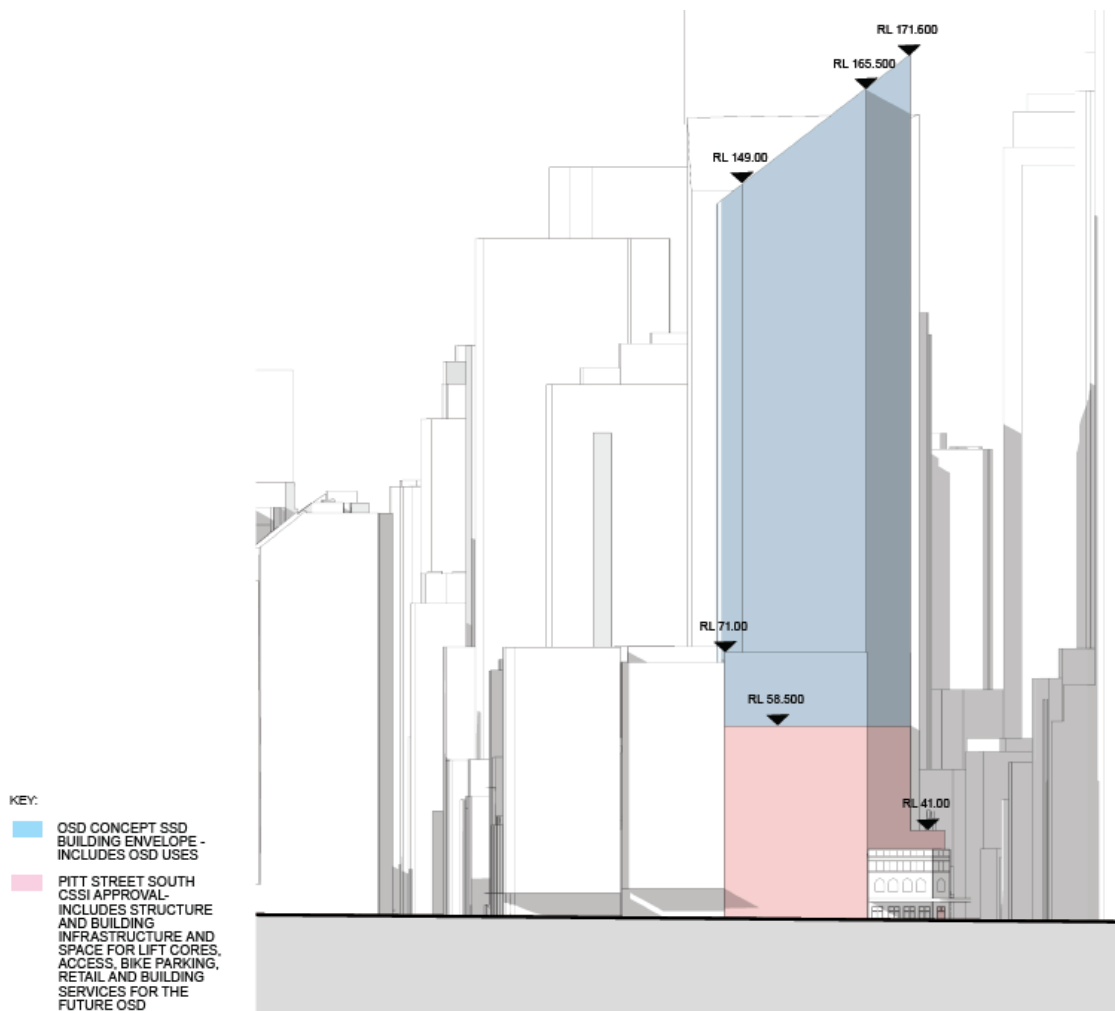
The Minister for Planning granted development consent to SSD 17_8876 for concept approval of a residential or commercial scheme OSD (not both) above the new Sydney Metro Pitt Street South station entrance on 25 June 2019. This concept development consent includes conceptual approval for:

- A maximum building envelope, including street wall and setbacks for the OSD;
- A maximum building height of RL 171.6 metres;
- Podium level car parking for a maximum of 34 parking spaces; and
- Conceptual land use for either one of a residential or commercial scheme (not both).

The approved concept for the SSD DA building envelope is represented in **Figure 8**. The concept SSD DA instrument of approval does not consent to any physical works commencing on site.

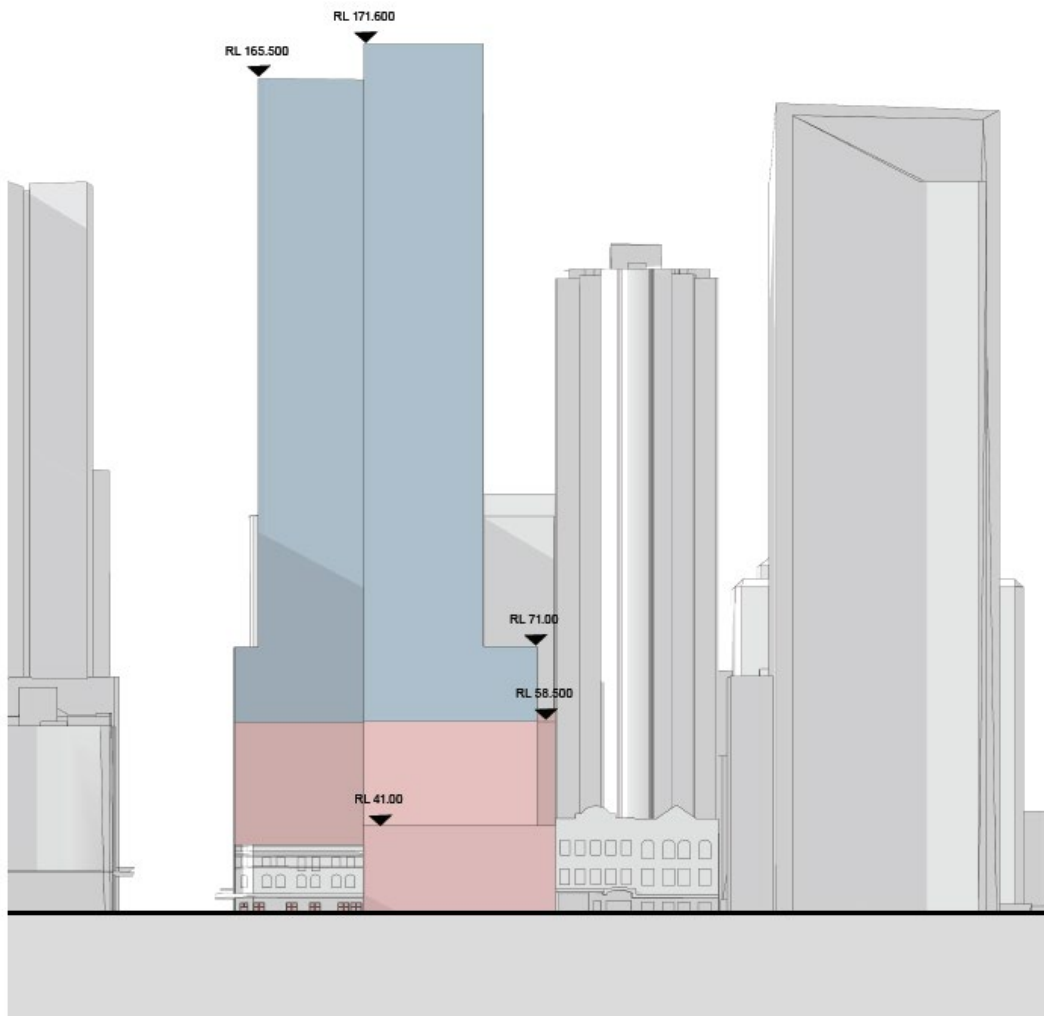
This EIS supports the detailed SSD DA to physically commence works on-site, in general accordance with the terms and conditions of SSD 8876 (discussed below).

Figure 8 – Approved concept SSD DA building envelope



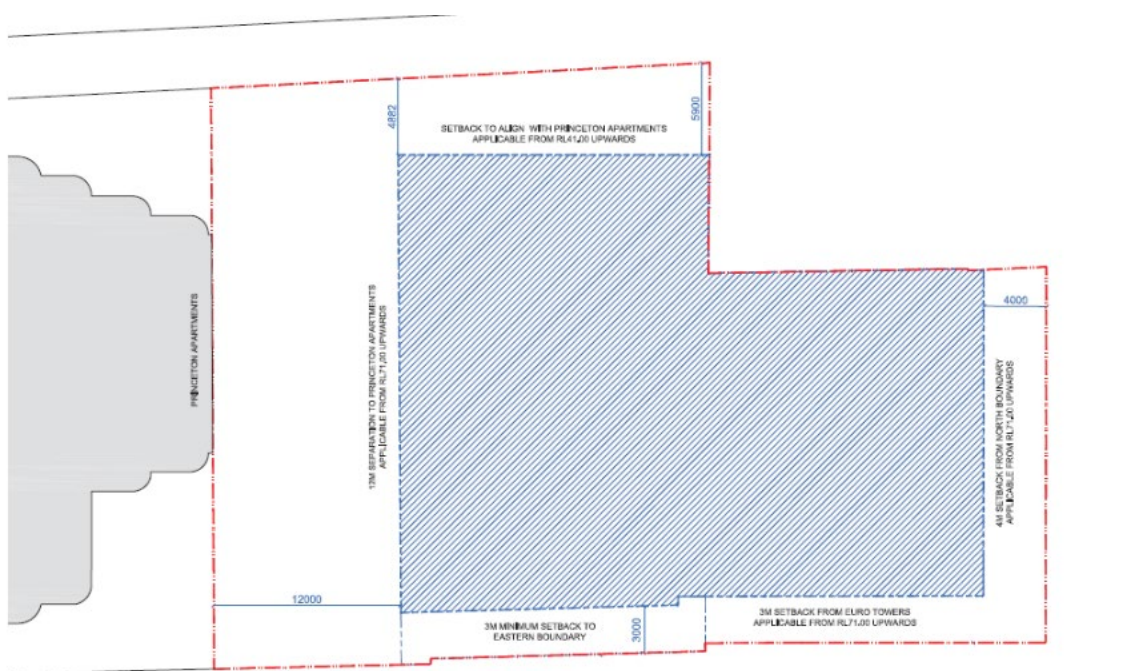
Picture 3 – OSD approval building envelope (Bathurst Street elevation)

Source: *Bates Smart*



Picture 4 – OSD approved building envelope (Pitt Street elevation)

Source: *Bates Smart*



Picture 5 – Approved OSD setbacks and building envelope

Source: *Bates Smart*

The development consent for application SSD 8876 issued on 25 June 2019 included two components. 'Part A' related to the terms of the consent, whilst 'Part B' included the conditions to be satisfied in future detailed development application(s). **Table 2** below outlines the conditions to be satisfied as identified under Part B of the concept development consent and how they relate to and/or are addressed within this EIS as part of the detailed SSD DA.

Table 2 – Concept DA SSD 8876 conditions of consent to be satisfied

| Condition / Requirement | Document Reference |
|---|---|
| BUILT FORM AND URBAN DESIGN | |
| <p>B1. The detailed DA(s) shall address compliance with:</p> <ul style="list-style-type: none"> a) The design guidelines as endorsed by the Planning Secretary pursuant to condition A24 and A25. b) The design excellence strategy as endorsed by the Planning Secretary pursuant to condition A26, including the advice of the Sydney metro design review panel, the Pitt Street South design excellence evaluation panel as contained within the design excellence report and state design review panel (or approved alternative under condition A26). | Refer to Appendix F and Appendix EE |
| <p>B2. The following elements of the concept development application are not inconsistent with the concept proposal but are subject to further assessment with the relevant detailed DA(s):</p> <ul style="list-style-type: none"> a) Indicative signage zones, following preparation of a signage strategy b) Conceptual land uses for a residential scheme or a commercial scheme (not both) c) subdivision | Refer to Appendix E and Appendix C.2 |
| <p>B3. The detailed DA shall address the following built form considerations:</p> <ul style="list-style-type: none"> a) integration with the approved metro station b) identify the need for any necessary easement to maintain light and ventilation if windows are proposed on the common boundary with the Edinburgh Castle Hotel (294-204B Pitt Street, Sydney) c) consider any potential amenity impacts to the rear facing residential apartments of Euro Tower (135-137 Bathurst Street) d) the structure reservation zone is only to be used for non-gross floor area (including structural supports and plants/services relating to the integration with the approved station), alternative option should be considered before built form is proposed in the zone. Any structure or built forms within the structure reservation zone must be designed to minimise its impacts to the outlook and amenity of the adjoining Princeton Apartments e) a varied setback from the Pitt Street boundary of the site, with the articulation of built forms be designed to minimise solar impacts to the living rooms of Princeton Apartments f) the selection of materials is to be complementary to the existing development context and respectful of heritage items in the site's vicinity g) articulation of roof forms must consider opportunity to retain view to St Mary's Cathedral from Century Tower (343-357 Pitt Street, Sydney) | <p>Refer to:</p> <p>Appendix AA</p> <p>Appendix P</p> <p>Appendix E</p> <p>Appendix D</p> <p>Appendix E</p> <p>Appendix E</p> <p>Appendix W</p> |

| Condition / Requirement | Document Reference |
|--|--|
| <ul style="list-style-type: none"> h) for a residential scheme, achieve compliance with the requirements of State Environmental Planning Policy No 65 – design quality of residential apartment development and the accompanying apartment design guide i) wind mitigation measures arising from compliance with condition B11 below. | <p>Appendix E</p> <p>Appendix O</p> |
| DESIGN REVIEW PANEL | |
| <p>B4. Prior to the lodgement of any detailed development application, the applicant is to submit a Design Integrity Report (DIR), to the satisfaction of the Planning Secretary, that demonstrates how design excellence and design integrity will be achieved in accordance with:</p> <ul style="list-style-type: none"> a) the design objectives of the concept development application; b) consistency with the approved design guidelines as amended by condition A23; c) the DEEP's design excellence report; d) the advice of State design Review Panel (or approved alternative under condition A25); and e) the conditions of this consent. <p>B5. The Design Integrity Report (DIR) as required by condition B4 must include a summary of feedback provided by SDRP (or alternative approved in accordance with condition A25) and responses by the applicant to this advice. The DIR shall also include how the process will be implemented through to completion of the approved development.</p> | <p>Refer to Appendix F, Appendix G, Appendix H, and Appendix EE</p> |
| LAND USE | |
| <p>B6. Further detailed development application(s) for the OSD must identify the proposed land use scheme being either a residential development or a commercial development (one or the other, not both).</p> | <p>Section 4.3</p> |
| HERITAGE IMPACT ASSESSMENT | |
| <p>B7. Future detailed development applications must:</p> <ul style="list-style-type: none"> 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. <p>B8. Future detailed development application(s) shall include a detailed heritage impact assessment and a heritage interpretation strategy 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.</p> | <p>Refer to Appendix L and Appendix M</p> |
| ENVIRONMENTAL PERFORMANCE / ESD | |
| <p>B9. Future detailed development application(s) must demonstrate how the principles of ecologically sustainable development (ESD) have been incorporated into the design, construction and ongoing operation of the proposal. The ESD credentials shall be in</p> | <p>Refer to Appendix K</p> |

| Condition / Requirement | Document Reference |
|--|-----------------------------|
| <p>accordance with the framework, targets and visions of the ESD Report lodged with the EIS prepared by GHD (August 2018) and updated addendum report dated 2 November 2018.</p> <p>B10. Future detailed development application(s) the proposed minimum performance targets for environmental performance are:</p> <ul style="list-style-type: none"> a) If the entire site is a residential building: <ul style="list-style-type: none"> i. Achieve minimum BASIX 35 30 Energy; and ii. Exceed minimum compliance with BASIX Water. b) If the entire site is a commercial / office building: <ul style="list-style-type: none"> i. 5 Star NABERS Energy; and ii. 3.5 Star NABERS Water. c) Green Star ratings: <ul style="list-style-type: none"> i. if the building is predominantly residential, then 5 Star Green Star; or, ii. if the building is predominantly office/ commercial, then 5 Star Green Star. | |
| WIND IMPACTS | |
| <p>B11. Wind Impact Assessment including computer modelling of the detailed building form. Compliance shall be demonstrated with the Lawson wind comfort criteria through the incorporation of mitigation measures within the detailed design.</p> | Refer to Appendix O |
| SECURITY AND CRIME ASSESSMENT | |
| <p>B12. Future detailed development application(s) shall be accompanied by a security and crime risk assessment prepared in consultation with NSW Police having regard to NSW police publication "Safe Places" vehicle management: A comprehensive guide for owners, operators and designers" and Crime Prevention Through Environmental Design (CPTED) principles.</p> | Refer to Appendix BB |
| FIRE AND RESCUE ASSESSMENT | |
| <p>B13. Future detailed development application(s) shall be accompanied by a draft fire and rescue assessment/ engineering brief for the OSD prepared in consultation with Fire and Rescue NSW providing relevant details of:</p> <ul style="list-style-type: none"> a) The various sectors within the Pitt Street South metro site served by independent fire systems (such as the OSD, the underground and aboveground metro sector, etc). b) Fire engineering analysis of the pedestrian connection interfaces between the sectors and the sectors themselves, having regard to emergency occupant egress, fire and smoke compartmentation, smoke hazard management and fire fighting intervention. c) Adequacy of fire and life safety systems within the Pitt Street South metro site in relation to the fire hazards of the Sydney metro. d) design of fire hydrant systems for OSD elements that exceed 135m. | Refer to Appendix R |

| Condition / Requirement | Document Reference |
|---|-----------------------------------|
| <p>e) Future consultation to be undertaken with Fire and Rescue NSW in respect of the final design and construction of the OSD and operational compatibility of the Pitt Street North metro site's proposed fire and life safety systems.</p> | |
| CONSTRUCTION IMPACT ASSESSMENT | |
| <p>B14. Future detailed development application(s) shall provide analysis and assessment of the impacts of construction and include:</p> <ul style="list-style-type: none"> a) Construction Traffic Management Plan as per condition B17(b); b) Cumulative Construction Impact Assessment (i.e. arising from concurrent construction activity); c) Noise and Vibration Impact Assessment; d) Community Consultation and Engagement plans; e) Construction Waste Management Plan; and f) Air Quality Management Plan. <p>The plans referred to below may be prepared as part of a construction environmental management plan prepared and implemented under the conditions of any consent granted by future development applications, having regard to the construction environmental management framework and construction noise and vibration strategy prepared for the City Metro City and Southwest (CSSI 7400).</p> | <p>Refer to Appendix X</p> |
| NOISE AND VIBRATION | |
| <p>B15. Demonstrate the following noise and vibration requirements consistent with the construction works at the site approved under CSSI 7400 can be met:</p> <ul style="list-style-type: none"> a) vibration from construction activities does not exceed the vibration limits set out in the British Standard BS 7385-2:1993 evaluation and measurement for vibration in buildings. Guide to damage levels from ground borne vibration. b) vibration testing has been conducted before and during vibration generating activities that have the potential to impact on heritage items to identify minimum working distances to prevent cosmetic damage. In the event that the vibration testing and monitoring shows that the preferred values for vibration are likely to be exceeded, the applicant must review the construction methodology and, if necessary, propose additional mitigation measures. c) advice of a heritage specialist on methods and locations for installing equipment used for vibration, movement and noise monitoring of heritage-listed structures. | <p>Refer to Appendix U</p> |
| TRAFFIC, ACCESS AND CAR PARKING | |
| <p>B16. Future detailed development application(s) shall be accompanied by a traffic and transport impact assessment</p> <p>B17. Future detailed development application(s) must include:</p> <ul style="list-style-type: none"> a) consideration of responsibilities, timing and commitments to the development of car share parking, motorcycle parking and preparation of travel plans. | <p>Refer to Appendix V</p> |

| Condition / Requirement | Document Reference |
|--|----------------------------|
| <p>b) Construction Traffic Management Plan (CTMP) prepared in consultation with the Sydney Coordination Office and the City of Sydney, and to the satisfaction of the relevant roads authorities. The CTMP shall include, but not be limited to:</p> <ul style="list-style-type: none"> i. haulage movement numbers I routes including contingency routing ii. detailed travel management strategy for construction vehicles including staff movements; iii. maintaining pedestrian and cyclist links I routes iv. independent road safety audits on construction-related traffic measures v. measures to account for any cumulative activities I work zones operating simultaneously. <p>B18. Independent road safety audits are to be undertaken for all stages of detailed design development involving road operations and traffic issues relevant to the OSD. Any issues identified by the audits shall be closed out in consultation with the Sydney Coordination Office and the City of Sydney to the satisfaction of the relevant road authorities.</p> | |
| UTILITIES | |
| <p>B19. Future detailed development application(s) shall address the existing capacity and any augmentation requirements of the development for the provision of utilities, including staging of infrastructure through the preparation of an infrastructure / utility management plan in consultation with relevant agencies and services providers.</p> | Refer to Appendix Y |
| NOISE AND VIBRATION | |
| <p>B20. Future detailed development application(s) shall be accompanied by a noise and vibration impact assessment that identifies and provides a quantitative assessment of the main noise generating sources and activities during operation and including consideration of noise and vibration impacts associated with commercial development above a train station. Details are to be included outlining any mitigation measures necessary to ensure the amenity of future sensitive land uses on the neighbouring sites is protected during the operation of the development.</p> <p>B21. The noise and vibration impact assessment must address the conclusions and recommendations of the concept stage acoustic report dated August 2018 prepared by GHD.</p> | Refer to Appendix U |
| FLOODING AND STORMWATER | |
| <p>B22. Future detailed development application(s) shall be accompanied by a Flood Impact Assessment addressing the conclusions and recommendations of the concept stage Flooding and Stormwater Management Plan dated August 2018 prepared by GHD and providing the following:</p> <ul style="list-style-type: none"> a) Compliance with the City of Sydney's interim floodplain management policy including detailed reasoning for any non-compliances. b) Detailed stormwater and drainage design documentation including overland flow assessment and maintenance. | Refer to Appendix S |
| REFLECTIVITY | |

| Condition / Requirement | Document Reference |
|---|-----------------------------------|
| B23. Future detailed development application(s) shall be accompanied by a Reflectivity Analysis demonstrating that the external treatments, materials and finishes of the development do not cause adverse or excessive glare. | Refer to Appendix N |
| JUSTIFICATION FOR LAND USES | |
| B24. Future detailed development application(s) shall include detailed description and analysis for either a commercial or a residential land use concept (not both) and justifications that the selected option is based on careful consideration of the benefits and potential impacts. | Refer to section 1.4 of this EIS. |

2.4. MODIFICATION TO CONCEPT DA (SSD - 8876) – MOD 1

On 28 October 2019, modification application (SSD-8876 MOD 1) was approved by the Minister for Planning to correct a typographic error in condition A24 and modify condition B10 to amend the required environmental performance targets for a residential building.

Condition A24 sets out amendments required to the Sydney Metro Pitt Street South OSD design guidelines. The applicant noted condition A17 with respect to the structure reservation zone as referenced in condition A24 is incorrect. The applicant noted that the correct reference should be condition A18, which defined the structure reservation zone.

condition 24 has been amended as follows:

A24. Prior to the lodgement of the first detailed development application, the applicant shall revise the Sydney metro Pitt Street South OSD design guidelines (November 2018), to the satisfaction of the Planning Secretary, as follows:

*(a) insert new **clause 12** in (built form above the podium)*

(i) Side and rear setback above the podium of:

a) a minimum 3 m continuous setback to the eastern boundary

*b) a minimum 12 metres above the podium with the permitted reduction to minimum 3 metres within the structure reservation zone in accordance with condition A17 **A18** for essential structural support and service to integrate the OSD with the station below.*

Alternative options must be considered before any built form is proposed within the structure reservation zone. Any structure or built forms within the structure reservation zone must be designed to minimise its impacts to the outlook and amenity of the adjoining Princeton Apartments (304 – 308 Pitt Street, Sydney).

The updated condition B10 reads:

B10. For future detailed development application(s), the proposed minimum performance targets for environmental performance are:

d) If the entire site is a residential building:

*(i) **Achieve minimum BASIX 35 30 Energy**; and,*

(ii) Exceed minimum compliance with BASIX Water.

e) If the entire site is a commercial / office building:

(iii) 5 Star NABERS Energy; and

(iv) 3.5 Star NABERS Water.

f) Green Star ratings:

(iii) If the building is predominantly residential, then 5 Star Green Star; or

2.5. MODIFICATION TO CONCEPT DA (SSD - 8876) – MOD 2

Following Sydney Metro's appointment of Pitt Street Developer South Pty Ltd as the preferred development partner to deliver the Pitt Street South station OSD, and ongoing design development, minor modifications to the concept approval are now required to accommodate the detailed design and provision of retail floor space within the building podium.

A modification application to the concept approval has therefore been lodged concurrently with this detailed SSD DA. The section 4.55(2) modification application seeks consent for the following amendments:

- amend condition A15 to permit the protrusion of the building envelope for the purposes of architectural features and embellishments, and
- confirm the approved use of a tenancy within the podium of the OSD (within "Sydney metro box") for 'retail premises' as defined under the SLEP 2012.

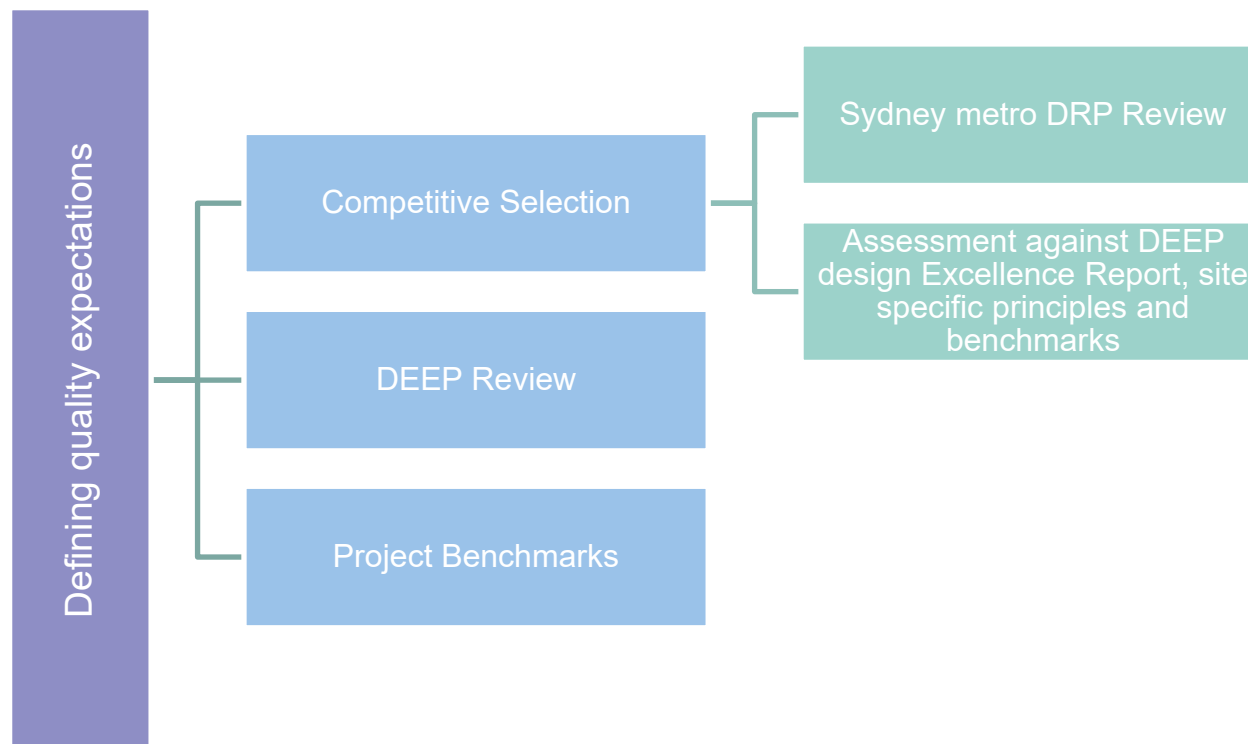
This proposed detailed SSD DA is consistent with the modification approved by MOD 1, and as proposed under MOD 2 to the concept SSD DA.

2.6. DESIGN DEVELOPMENT & DESIGN EXCELLENCE PROCESS

The concept SSD DA includes a design excellence strategy for all integrated station developments part of the Sydney Metro City & Southwest project, and a set of specific design guidelines for the Pitt Street South station OSD. These documents were established to guide the detailed design of the future OSD and ensure a high quality of design is achieved for the site and other OSDs.

The endorsed design excellence strategy is included at **Appendix G**. The design excellence strategy comprises a multi-phase process including a competitive selection which involved an expression of interest and request for tender process, benchmarking studies and continued design review by a Design Excellence Evaluation Panel (**DEEP**) and subsequently the Sydney Metro DRP. A summary of the design excellence process undertaken is illustrated in **Figure 9** below.

Figure 9 – Summary of design excellence process



A critical objective of the competitive tendering process was to review alternative approaches to the Pitt Street South site and strive for design excellence for the OSD project. Following the approval of the concept SSD proposal and completion of the expression of interest and request for tender process, Pitt Street

Developer South Pty Ltd and its architect Bates Smart were chosen as the successful development partner for the Sydney Metro Pitt Street South station OSD.

Since the selection of Pitt Street Developer South Pty Ltd as the development partner for the Pitt Street South station OSD, the applicant has presented to the Sydney Metro DRP six times. Throughout this process, the DRP has provided ongoing design review of the proposed Pitt Street South station OSD proposal to ensure design excellence and integrity have been achieved.

The specific details of the consultation undertaken to achieve design excellence in accordance with the design excellence and design guidelines are outlined at **Section 5**, with a detailed discussion of the proposal's design excellence included at **Section 8.1.1**.

3. SITE ANALYSIS

3.1. SITE CONTEXT & LOCATION

The site is situated on the south-east corner of Bathurst Street and Pitt Street intersection, Sydney (see **Figure 10**). The site is an irregular L shaped allotment with street frontages of approximately 32.03 metres to Pitt Street (west), and 24.05 metres to Bathurst Street (north), north-western internal boundary measuring 21.835m, northern internal boundary measuring 13.485m, southern boundary measuring 37.21m and eastern boundary measuring 54.235m resulting in an overall site area of approximately 1,710 square metres.

The Pitt and Bathurst Street frontages contain a series of streetlights, signage, bicycle racks, bollards, parking ticket machines within the footpath areas.

Figure 10 – Aerial of the Subject Site

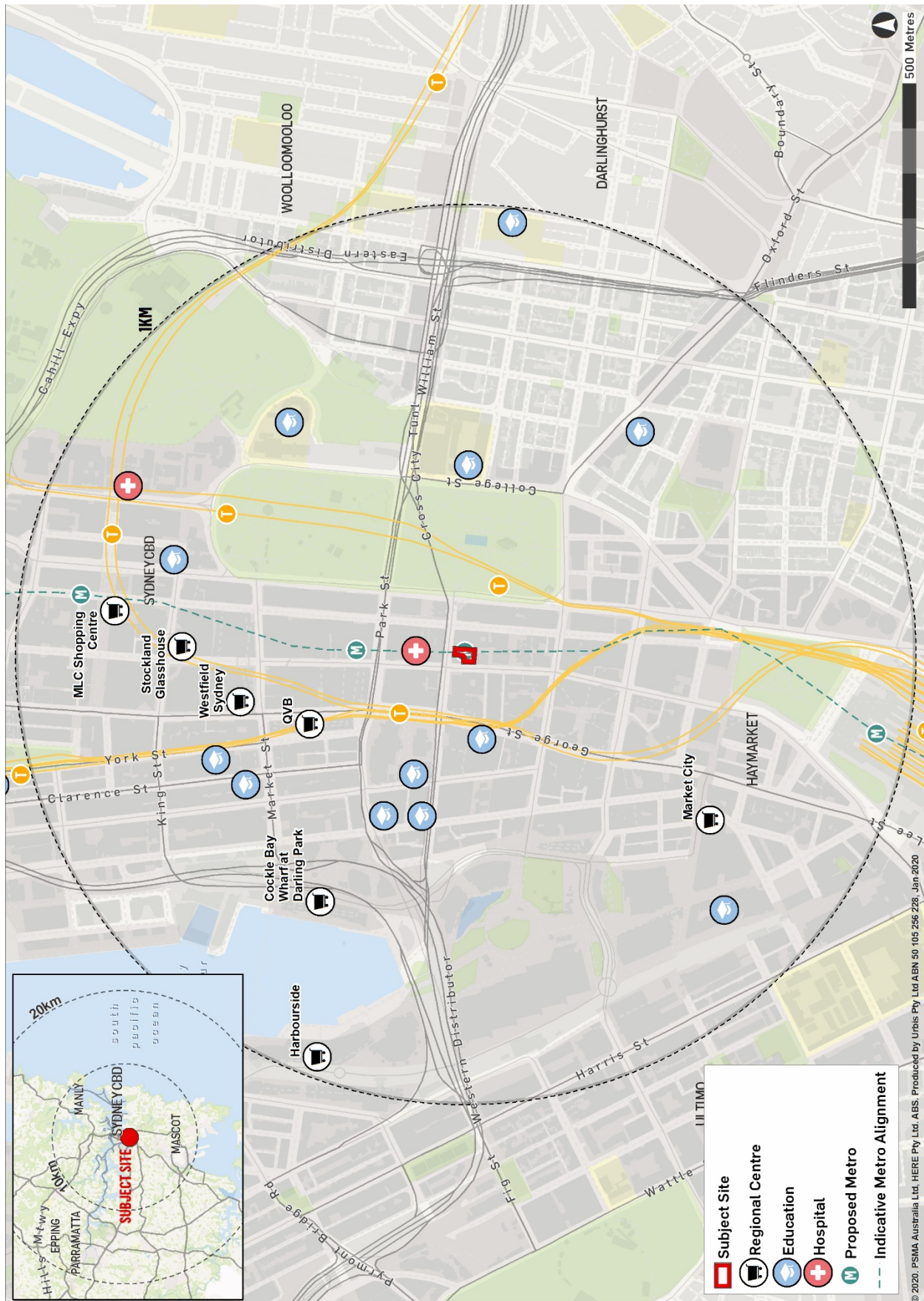


Source: Urbis/ Near Map

The site is centrally located within the Sydney CBD which forms part of the Sydney City Local Government Area (**LGA**). The Sydney CBD is situated approximately 3 kilometres south of North Sydney CBD and 8 kilometres north-east of Sydney International Airport (refer **Figure 11**).

The Sydney CBD is identified as the “Harbour CBD” within Sydney’s overarching strategic plan, *A metropolis of Three Cities*. It is Sydney’s largest commercial precinct, followed by Parramatta CBD and North Sydney CBD, and is part of the eastern economic corridor from Macquarie Park to Sydney Airport functioning as a fundamental component of the state’s global economic corridor. The area is characterised by a consolidated commercial core and metropolitan centre (with key public open spaces), contributing to global financial, professional education and innovation sectors estimated to provide a skilled labour force of 500,000 jobs by the year 2036 through the innovation corridor and supported by surrounding high-amenity residential and mixed-use precincts.

Figure 11 – Location map of subject site

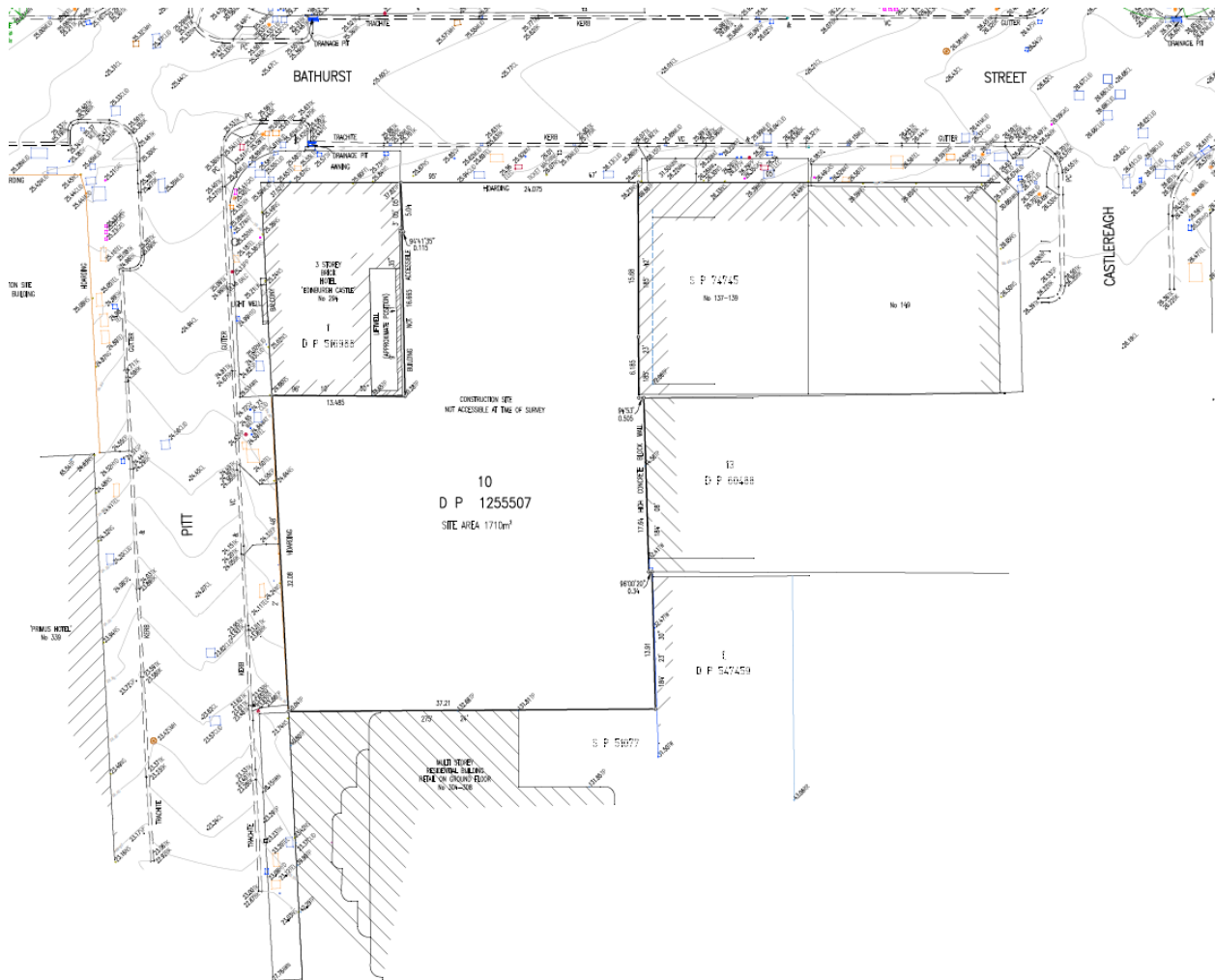


3.2. LEGAL DESCRIPTION

The site is generally described as 125 Bathurst Street, Sydney (**the site**). The site occupies one allotment and is legally described as Lot 10 in Deposited Plan 1255507, as shown in **Figure 12**.

The allotment includes a series of easements affecting parts of the land for stormwater drainage and sewer, as outlined within the site survey (refer to **Appendix C.1**).

Figure 12 – Site survey



Source: Veris Australia

3.3. EXISTING DEVELOPMENT

Prior to the demolition of all buildings across the site under the terms of CSSI approval, the site was occupied by a mix of low-rise retail and mid-rise office developments as shown in **Figure 13** which include:

- **302 Pitt Street** – a six (6) storey commercial building with ground-floor retail premises;
- **300 Pitt Street** – an eight (8) storey hotel operated by Metro Hotel with a café on the ground floor;
- **129 Bathurst Street** – an eight (8) storey commercial building with ground-floor retail premises; and
- **131 Bathurst Street** – a three (3) storey commercial building with ground-floor retail premises.

Figure 13 – Existing development context



Source: Urbis

The previous site conditions displayed a pattern of development with very little consistency in scale, form or alignment. The local area is presently comprised of a mix of commercial and residential buildings with a variety of retail, and food and drink premises.

Pitt Street and Bathurst Street are frequently used by pedestrians as a thoroughfare during peak times and are anticipated to support increased pedestrian traffic once Pitt Street metro station is constructed. The current footpath conditions are narrow and illegible due in part to the presence of construction hoardings, and overall is considered to be a poor interface for pedestrians and vehicles using the road.

As noted, all the buildings/structures previously on the site have now been demolished under the CSSI approval for the Pitt Street metro station. Construction of the Pitt Street metro station is currently underway on the site, and the site is presently being excavated (see **Figure 14**).

Figure 14 – Site photos



Picture 6 – View from Pitt Street looking north-east



Picture 7 – View from Pitt Street looking south-east



Picture 8 – View from Pitt Street looking south-east



Picture 9 – View from corner of Pitt and Bathurst Street looking south-east



Picture 10 – View from the corner Pitt Street and Bathurst Street looking south-east



Picture 11 – View from Bathurst Street looking south-west



Picture 12 – View from corner of Pitt and Bathurst Street looking south-east



Picture 13 – View from Bathurst Street looking south

3.4. SURROUNDING DEVELOPMENT

The surrounding context is characterised by a mix of mid to high density commercial and residential developments, interspersed with lower scale heritage items, retail developments and service providers such as the fire station. A range of residential building form exists in the centre, which is considered as varying in the broader context. The site is generally bound as follows:

- **North** – A high density serviced apartment development, a medium-density commercial building and heritage listed, three-storey pub.
- **South** – High density residential apartments and high-density commercial buildings.
- **East** – High density residential apartment buildings and the heritage-listed, Sydney Fire station.
- **West** – A high density mixed-use building and a medium-density hotel.

Existing surrounding buildings are shown in **Figure 15** below.

Figure 15 – Key surrounding developments



Picture 14 – View of the corner of Pitt and Bathurst Street looking north-west



Picture 15 – View of Bathurst Street looking north-east from the corner of Pitt and Bathurst Street



Picture 16 – View of Pitt Street looking north-west from corner of Pitt and Wilmot

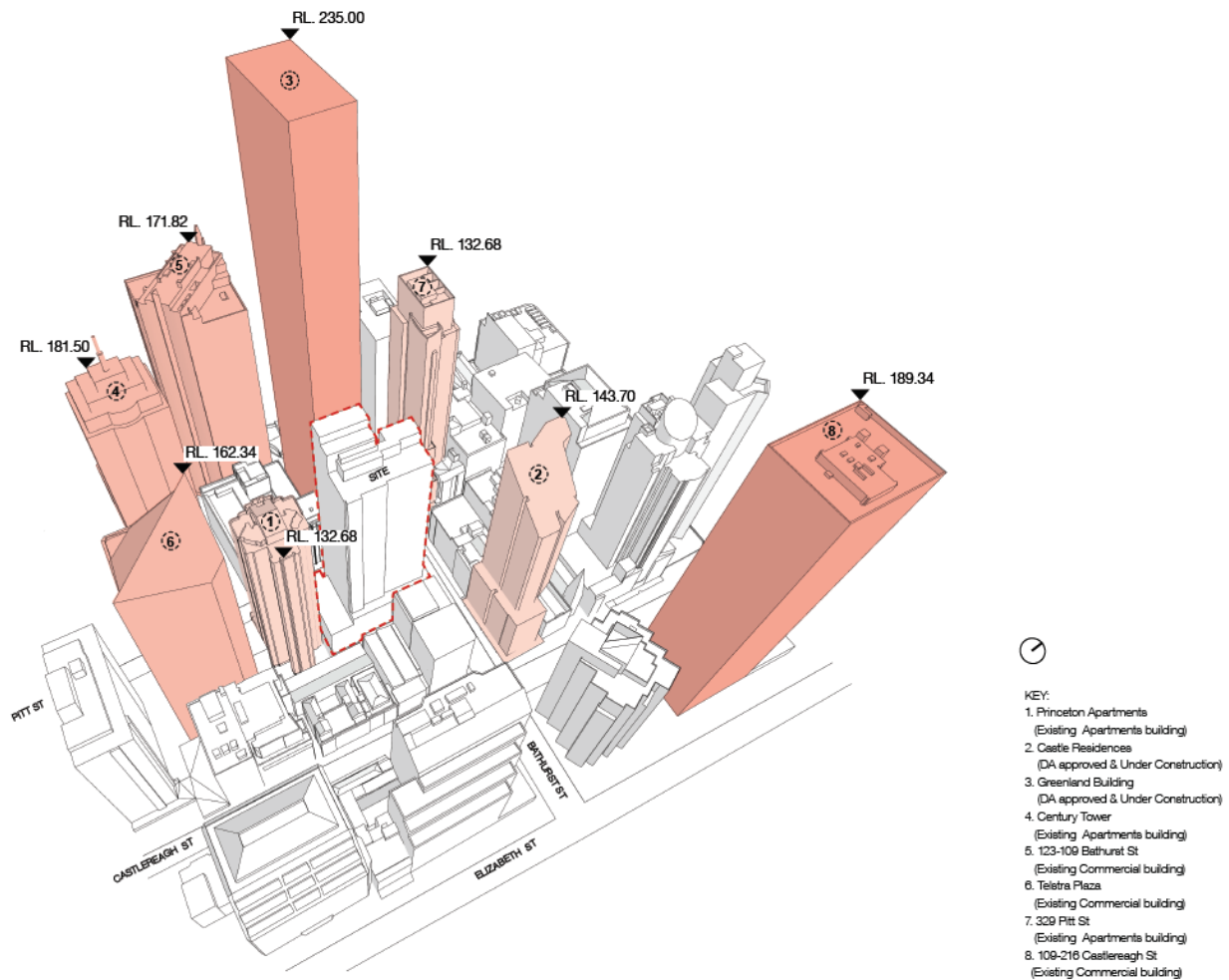


Picture 17 – View of Bathurst Street looking south-east from corner of George and Bathurst

The recent emergence of a high-density residential and commercial built form typology within the Sydney CBD is strengthening a future high-rise residential core character to which this proposal will positively contribute. Large scale residential buildings that have been recently completed or are currently, under construction are illustrated in **Figure 16**, with notable high-rise developments listed below:

- **Greenland Centre (115-119 Bathurst Street):** is located west of the site and is currently under construction to deliver a mixed-use 67 storey (RL 235) retail and residential building and heritage conservation and adaptive reuse of the former Sydney Water building for a completed Primus Hotel.
- **Castle Residences (116 Bathurst Street):** is to the north-east of the site. A 36 storey (143.70) mixed-use retail, hotel and residential development is currently under construction.

Figure 16 – Surrounding high rise built form



Source: Bates Smart

3.5. TOPOGRAPHY

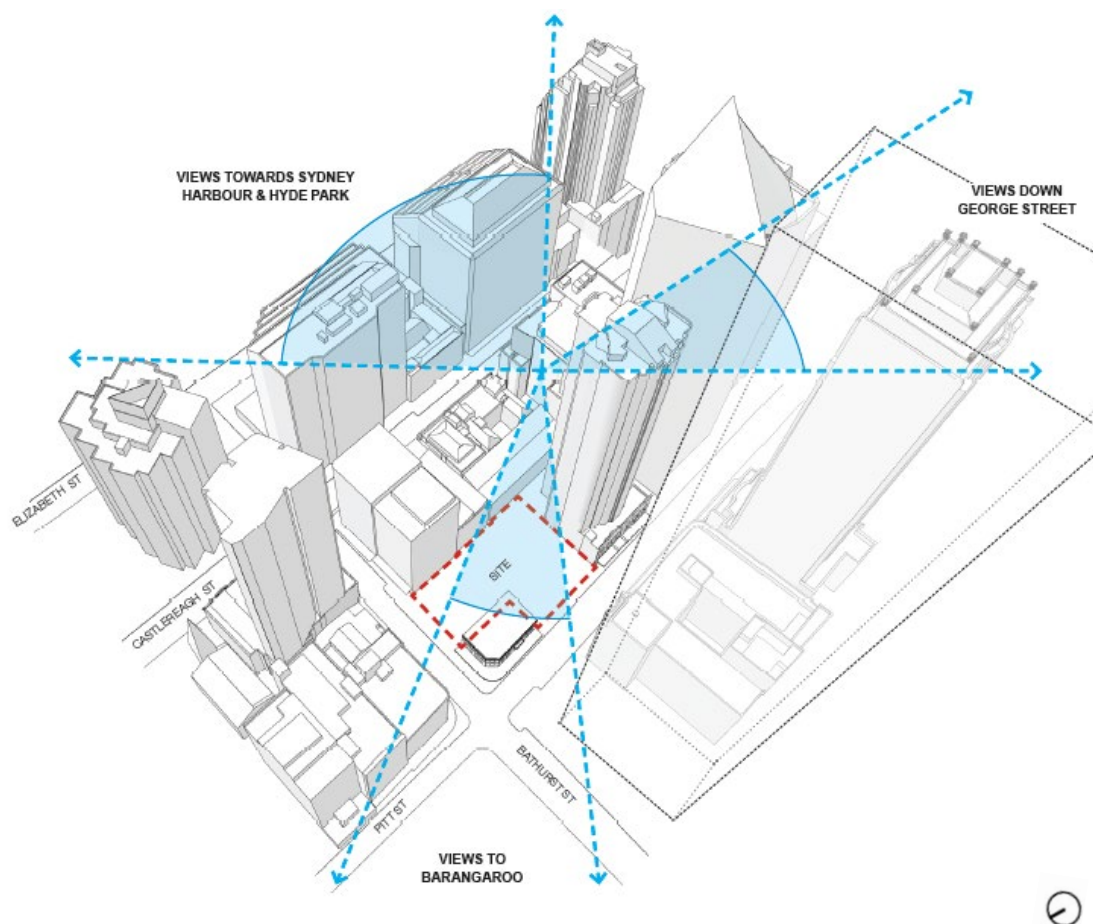
The site has an area of approximately 1,710 sqm and has a total cross fall of approximately 2.9 metres towards the south-west corner. This slope occurs from a high point on Bathurst Street of RL 26.2 m (AHD) to a low point on the Pitt Street frontage of RL 23.6 m (AHD). The corner of Bathurst and Pitt Street is approximately the site mid-level of the slope at RL 25.5 m (AHD).

3.6. VIEWS

Due to the central location of the site within the Sydney CBD, the site has expansive views over three key precincts of the city centre as shown in **Figure 17**, including:

- Sydney Harbour and Hyde Park,
- George Street, and
- Barangaroo.

Figure 17 – Views of surrounding precincts from the site



Source: Bates Smart

3.7. BUILT HERITAGE

The site is not heritage listed or located within a heritage conservation area under the SLEP 2012. However, the site is situated in proximity to several local and state-listed heritage items, as illustrated in **Figure 18**. The following local and state heritage items of particular significance to the proposal are detailed in **Table 3**.

Table 3 – Heritage items in proximity to the site

| Item | Name and Address | Significance | Description |
|-------|---|--------------|--|
| I1940 | Edinburgh Castle Hotel 294 Pitt Street | Local | 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 is addressing the intersection and some aesthetically significant features motifs. |
| I1939 | Former Speedwell House 284-292 Pitt Street | Local | The heritage item comprises two buildings, the earlier Speedwell House (c.1907), now called the Lincoln Building, on the north-east corner of Pitt and Bathurst Street, and a later L-shaped building (c.1924) to its east and north, fronting onto Bathurst Street and Pitt Street, now called International House. |

| Item | Name and Address | Significance | Description |
|-------|--|--------------|---|
| I1672 | Former Sydney Water Head Office 115-119 Bathurst Street | State | 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 Street side of the subject site. |
| I1942 | Former Lismore Hotel façade 343-357 Pitt Street | Local | 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. |
| I1703 | metropolitan Fire Brigade 211-217 Castlereagh Street | Local | 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 adjoin it to the north. |
| I1704 | Former City South Telephone Exchange 219-227 Castlereagh Street | Local | 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. |
| I1941 | Former YMCA 323-331 Pitt Street | Local | 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 high-rise apartment building of over 30 storeys. |
| I1702 | Porter House 203 Castlereagh Street | Local | A five-storey brick building with a stone veneer front facade, in the Victorian free classical style, with arched windows emphasised by hood mounds, cornices at every level and a central pediment at parapet level. |

Figure 18 – Surrounding heritage items



Source: Urbis / SLEP 2012

Potential impacts of the Pitt Street South station OSD on the surrounding heritage items have been carefully considered in the detailed design of the proposal and the concurrent modification to the concept SSD DA to ensure the built form and heritage significance of these items continues to be appreciated and enjoyed. These potential impacts have been discussed in further detail in **Section 8.1.4** of this EIS and within the Heritage Impact Assessment in **Appendix L**.

3.8. TRANSPORT & ACCESSIBILITY

3.8.1. Public Transport

Rail

The site currently benefits from proximal access to the Sydney train network, being located in a central portion of the Sydney CBD close to several major transport nodes. Town Hall station is located approximately 200m to the north-west of the site providing access to the T1 North Shore, Northern and Western Line, T2 Inner West and Leppington Line, T4 Eastern Suburbs and Illawarra Line, T8 Airport and South Line, T9 Northern Line, CCN Central Coast & Newcastle Line, SCO South Coast Line and the T3 Bankstown Line. The Bankstown Line will ultimately move to the Sydney metro network.

Museum station is approximately 3050m south-east of the site which currently provides access to T2 Inner West and Leppington Line, T8 Airport and South Line and the T3 Bankstown Line.

On completion of the Sydney metro city and southwest project the site will also be directly connected to stations from Tallawong in the north-west to Bankstown in the south-west, ultimately offering one of the most rail-accessible locations within the Sydney metropolitan area. The proposed building envelope is located directly above the Pitt Street station southern portal. Pitt Street is one of seven new Sydney metro city and southwest stations. The future OSD would be integrated with the Pitt Street station and would provide commuters with access to both the Sydney metro network and several other key Sydney train lines.

Light Rail

The site benefits from close proximity to the Sydney Light Rail (**SLR**) network, which provides a 12km, 19 stop light rail service through the city, extending from Circular Quay along George Street to Central station, then through Surry Hills and Moore Park to Kingsford and Randwick. The closest SLR stop is located on George Street in front of Town Hall.

Bus

Bus corridors throughout Central Sydney were recently reorganised in accordance with the Sydney City Centre Access Strategy, which sought to redesign the Sydney CBD bus network to include new and improved services through a number of key corridors.

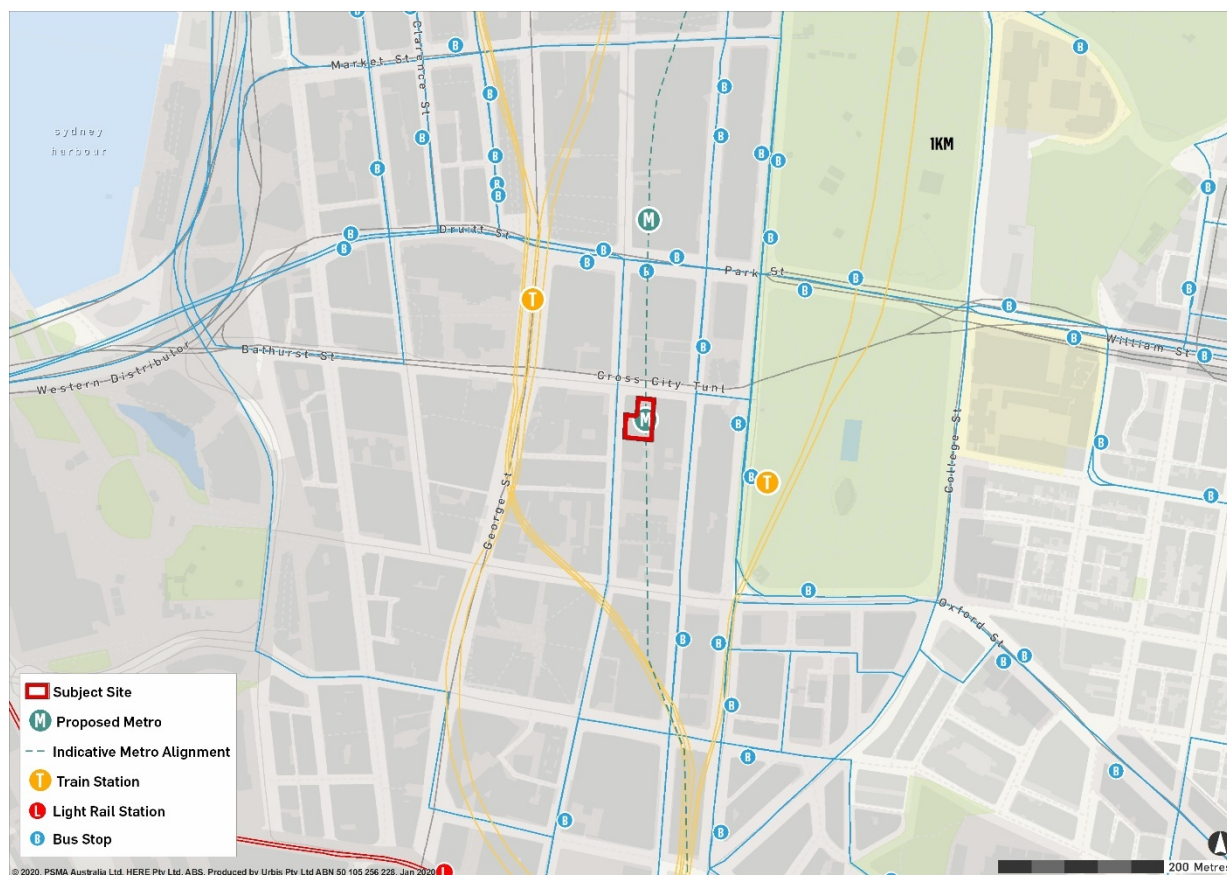
There are numerous bus services in the vicinity of the site, with the following key bus corridors close to the site:

- **Castlereagh Street** is a key corridor for southbound bus services travelling towards the Inner West and South.
- **Elizabeth Street**, one block east of the site, acts as a major north-south bus route through the CBD. Travelling north, Elizabeth Street provides access to Martin Place and Circular Quay, as well as the metrobus network, which provides services to major nodes across Sydney. Travelling south, Elizabeth Street provides access to the Inner South and Eastern Suburbs.
- **Park Street** provides east-west bus access through the CBD, providing access to services across the Anzac Bridge to Victoria Road and the north-west, as well as additional access to the Eastern Suburbs.

The site also benefits from proximity to the Queen Victoria Building bus interchange, which provides access to the North Shore, Northern Beaches, Inner West and Hills District.

A map demonstrating the public transport context of the site has been provided in **Figure 19**.

Figure 19 – Surrounding public transport opportunities



Source: Urbis

3.8.2. Road Network

Arterial roads

The surrounding road network has provisions for vehicular access, loading and parking. As shown in **Figure 20** the site is bordered by two arterial roads, including:

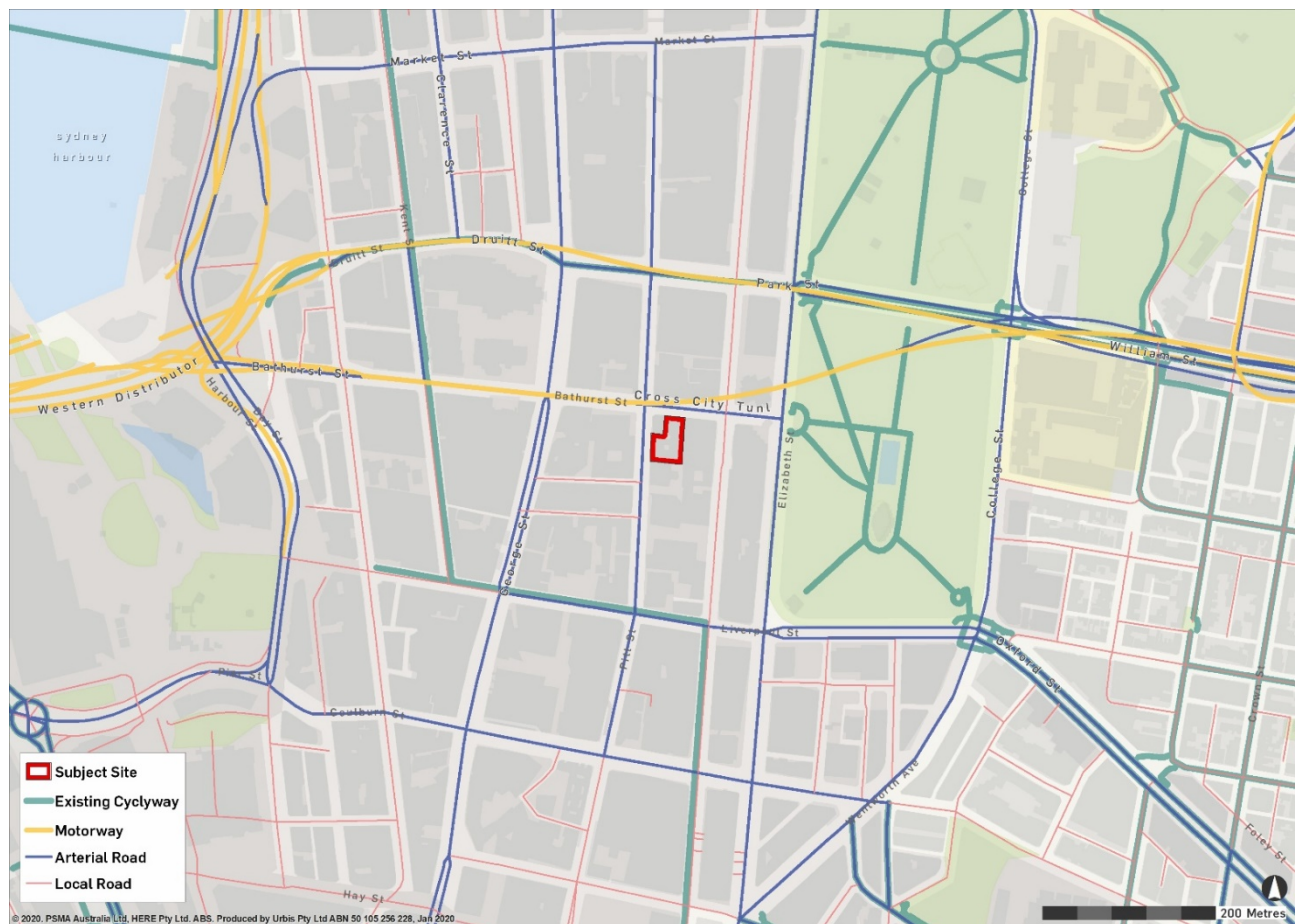
- **Bathurst Street (north):** A one-way eastbound road comprising two general traffic lanes, with paid on-street parking and loading zones on either side.
- **Pitt Street (west):** A one-way northbound road, comprising two general traffic lanes, with paid, on-street parking and loading zones on either side.

Cycleways

Furthermore, **Figure 20** identifies a number of cycleways within proximity of the site as follows:

- Connections into Hyde Park from Bathurst Street (east).
- Access to southern parts of the CBD via Castlereagh Street.
- Access to northern of the CBD via Liverpool and Kent Streets.

Figure 20 – Road network and cycling routes



Source: Urbis

There is no available unrestricted parking within 400m of the site, reflecting a constrained parking environment associated with the CBD context of the area.

3.8.3. Pedestrian Network

Pedestrians can access the site via dedicated footpaths on all street frontages. Pitt Street and Bathurst Street provide key north-south and east-west pedestrian spines

The area surrounding the site has a well-established pedestrian network and is characterised by high levels of pedestrian activity in recognition of the site's CBD location and proximity to a number of public transport nodes, as described above.

3.9. OPEN SPACE & SPECIAL AREAS

The site is located in close proximity to three substantial public open space areas, and a future planned area of public open space, as follows:

Hyde Park

The closest significant area of consolidated open space to the site is Hyde Park, which is located approximately 100 metres to the east. Hyde Park comprises one of the key areas of public open space in the Sydney CBD and features a network of pathways, open grass areas, mature trees and decorative features. At the south-western corner of Hyde Park is Museum station. The Anzac Memorial is located at the centre of the southern portion of the park.

Cook and Phillip Park

Cook and Phillip Park is located 500 metres north-east of the site, beyond Hyde Park. Cook and Phillip Park comprises a substantial area of public open space which provides an open space link between Hyde Park and the Domain and the Botanical Gardens beyond.

Tumbalong Park / Cockle Bay

Tumbalong Park is located approximately 600 metres east of the site and located within the Darling Harbour entertainment precinct. Tumbalong Park comprises a large circular lawn area, as well as several passive recreational, civic spaces and a children's playground.

Future planned open space

Sydney Square and Pitt Street Mall are two areas of substantial civic open space located in proximity to the site, providing passive recreational opportunities and complementing the natural open space areas outlined above. An additional area of significant public open space is also proposed at the Town Hall SLR stop at George Street, approximately 100 metres to the north-west of the site. This comprises the existing Sydney Square, as well as a quantum of future pedestrian space to be delivered on George Street as part of the SLR project. Finally, the northern end of the block bounded by George Street, Park Street and Pitt Street is envisaged to be repurposed for an area of civic space in the future by Council, known as Town Hall Square.

3.10. UTILITIES & INFRASTRUCTURE (SERVICES)

The site is located within an established urban area and currently contains all necessary services including electricity, gas, water, communications, drainage and sewerage. Furthermore, future development on the site can be connected to these services when required. **Section 4.11** provides a detailed discussion of the required utility and service infrastructure provisions associated with the detailed design and future use of the OSD.

4. PROPOSED DEVELOPMENT

4.1. DESCRIPTION OF THE PROPOSAL (SSD-10376)

The detailed SSD DA seeks approval for the detailed design, construction and operation of a new 39 storey build-to-rent residential building to be located above the new Sydney Metro Pitt Street station south entrance. The proposed development also includes the use of floorspace for a restaurant tenancy and supporting residential facilities and services within the podium of the development which are to be constructed in accordance with the terms of the Sydney metro project approval (CSSI approval).

The detailed SSD DA specifically seeks development consent for:

- The construction, and operation of a new build-to-rent residential accommodation tower with a maximum building height of RL 165.15 or 141metres (39 levels) including ground and plant levels;
- The build-to-rent residential accommodation tower including 21,995sqm of GFA, excluding floor space approved in the CSSI;
- Landscaping and private and communal open space at podium and roof top levels to support the build-to-rent residential accommodation;
- Integration with the approved CSSI works including though not limited to:
 - Structures, mechanical and electronic systems, and services; and
 - Vertical transfers;
- Use of spaces within the CSSI 'Sydney metro box' building envelope for the following OSD purposes:
 - **Level 6 and Level 6 Mezzanine:** Residential amenities such as sauna, pool and spa, gym, cardio gym, group fitness area and outdoor area;
 - **Level 5:** Building services;
 - **Level 4:** Building services;
 - **Level 3:** Residential storage, bicycle parking and OSD plant;
 - **Level 2:** Retail tenancy to be used as a restaurant with a total area of 682sqm; and residential amenities such as cinema and games rooms, meeting rooms, building managers' office, and lounge areas (internal and external);
 - **Level 1:** Waste store and services;
 - **Ground Level:** Residential lobby, mail rooms, fire stairs, access to retail tenancy and building services;
 - **Basement:** fire pump room, structures and services;
- Provision and augmentation of utilities and services;
- Provision for retail and residential signage zone above OSD entrance on Bathurst and Pitt Street; and
- Stratum subdivision (staged).

The proposed development provides residential build-to-rent accommodation floor space in a singular tower form to deliver an integrated development where the OSD, future Pitt Street metro station south entrance and the public domain function together. The proposal responds to the key site constraints, such as surrounding heritage built form and visual and view impacts (solar access and overshadowing), to deliver an integrated OSD which exhibits design excellence, as illustrated in the indicative render at **Figure 18**.

A Section 4.55(2) modification application has been lodged concurrently with the detailed SSD DA to ensure that the conceptual land use of *retail premises* is permitted within the concept SSD approval within the described 'residential scheme'. The modification application also seeks a modification to condition number A15 to allow minor projections for architectural features and embellishments.

Figure 21 – Artist's Impression of the proposed development



Source: Bates Smart

4.2. NUMERIC OVERVIEW

The key numerical aspects of the proposed detailed OSD design are summarised below in **Table 4**.

Table 4 – Detailed SSD DA Numerical overview

| Component | Proposal |
|----------------------------|--|
| Site Area | 1,710sqm (100% site coverage) |
| OSD Gross Floor Area (GFA) | <ul style="list-style-type: none"> Residential accommodation OSD: 21,313sqm Food and drink premises (retail premises): 682sqm <p>Total GFA of detailed SSD DA: 21,995sqm</p> <p>FSR: 12.86:1, excluding any station floor space</p> |
| Building Height | <ul style="list-style-type: none"> RL 165.15 (approximately 141 metres) maximum height of building Maximum 39 storeys |
| Residential Unit Mix | <ul style="list-style-type: none"> 110 one-bedroom apartments (47%) 118 two-bedroom apartments (50.4%) 6 three-bedroom apartments (2.6%) <p>Total 234 apartments</p> |
| Setbacks (to glazing line) | <ul style="list-style-type: none"> Podium nil setbacks 4 metre tower setback from Bathurst Street (northern boundary) 12 metre tower setback from the boundary with Princeton Apartments above RL 58.75 (southern boundary) 3 metre setback from eastern boundary (between RL 63.25) (eastern boundary) 3 metre setback from Pitt Street (western boundary) at RL 41.00 <p>These setbacks only apply to the OSD component of the development.</p> |
| Loading and Parking | <ul style="list-style-type: none"> One loading dock providing access to Pitt Street: two small rigid vehicle parking spaces; one courier service bay, one Sydney metro operational bay Residential OSD car parking: nil car parking spaces Retail car parking: nil parking spaces Bicycle parking: 179 bicycle cages and racks for residents, and 24 bicycle spaces for visitors on level 3. |

4.3. LAND USE & GROSS FLOOR AREA

The detailed SSD DA seeks approval for the use of the proposed OSD for the build-to-rent residential tower as well as a retail premises.

As discussed throughout this EIS, residential uses for the OSD directly align with strategic objectives and the Council's vision for the site which reinforces the appropriateness of the development's location within Central Sydney's commercial core. Furthermore, this detailed development application also seeks approval for the use of the various OSD spaces within the Pitt Street South station 'Sydney metro box' (CSSI approval).

The detailed design of the OSD building envelope yields a total GFA of 21,995sqm that specifically relates to the build-to-rent residential tower. This includes floor space used for the OSD within the 'Sydney metro box' and a minor retail tenancy at level 2, accessed from Bathurst Street. Consent is sought for the use of this retail tenancy as a food and drink premises.

The Architectural design Report at **Appendix E** includes a table which identifies the proposed land uses and a floor by floor breakdown of GFA and total GFA as required by the SEARs Item 3.

4.4. RELATIONSHIP BETWEEN OSD (SSD) & STATION (CSSI) COMPONENTS

Condition A4 of the CSSI Approval states that *"except to the extent described within the CSSI EIS and PIR, any OSDt, including associated future uses, does not form part of this CSSI and will be subject to the relevant assessment pathway prescribed by the EP&A Act"*.

Accordingly, the detailed SSD DA for the OSD seeks approval for integration with the approved building structure up to the transfer slab level (including structures, services, lift cores etc.) and the use of the OSD related spaces within the CSSI 'Sydney metro box'. This includes use and internal fit-out of retail tenancies, residential facilities and services, loading facilities, and access to services provisions. The construction of the actual 'Sydney metro box' is provided for under the CSSI approval and does not form part of this detailed SSD DA.

4.4.1. Interface Areas

The SSD DA Architectural Drawings (**Appendix D**) and Architectural Design Report (**Appendix E**) prepared by Bates Smart further delineate the integrated elements of the detailed SSD DA and CSSI with extensive illustrative references. Effectively, this detailed SSD DA seeks consent for the detailed design, construction and use of the OSD tower, as well as the use of OSD areas within the CSSI 'Sydney metro box' as outlined below:

CSSI Approval (not the subject of this EIS):

- Demolition of all existing structures and vegetation removal;
- Bulk earthworks and excavation;
- Remediation activities;
- Primary station works, including both structural elements and service provisions below the 'transfer slab' (e.g. lift cores, access, parking etc.);
- Public domain works;
- Station retail tenancy; and
- Ancillary facilities relating to the operation of the Sydney metro.

Detailed SSD DA (the subject of this EIS):

- Design, construction and operation of the OSD (i.e. above the 'transfer slab' level) for 'residential accommodation' and ancillary uses;
- Use (and fit-out) of areas within the CSSI 'Sydney metro box' that support the OSD:
 - OSD residential tower lobby;
 - Podium food and drink premises tenancy;

- OSD and metro parking and loading facilities (shared loading facilities);
- Residential amenities to support the build-to-rent operation;
- Bicycle parking and storage and
- Service (plant) facilities.

To further clarify the above, the section at **Figure 22** provides an illustrative breakdown of the station box including how each building component is to be considered in the detailed SSD DA. In summary:

- **Blue shaded area:** OSD tower which is entirely the subject of the detailed SSD DA.
- **Pink shaded area:** Sydney metro approved development, the design, construction, and use of which is subject to the terms of the CSSI approval.
- **Green shaded area:** Areas within the approved 'Sydney metro box' are approved for construction under the CSSI approval. However, the use and internal fit-out of these spaces are the subject of the detailed SSD DA as they are related to the OSD (rather than the Sydney metro). The final design of these areas will need to conform to the terms of the CSSI approval and specifically the SDPP and the IAP.

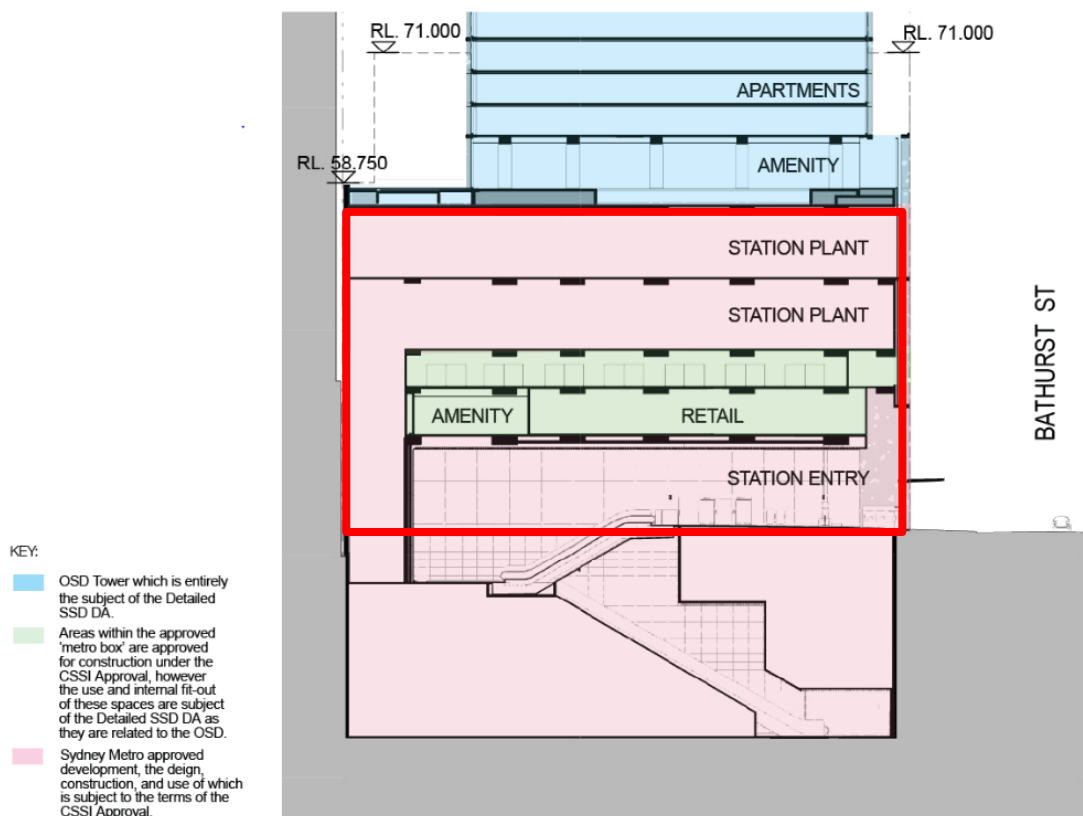
In accordance with condition E101 of the CSSI approval, the Pitt Street SDPP has been developed to inform the design and delivery of public domain works surrounding the site. Further, the Pitt Street SDPP has mandated the detailed built form of the podium up to the transfer level which forms part of the detailed SSD DA proposal.

The detailed design of the proposed development supports the design objectives, principles and standards of the Pitt Street SDPP in the following ways:

- The permeability of public spaces around the station entrance on Bathurst Street have been maximised and maintained, particularly through the positioning of the primary OSD entrance on Pitt Street;
- Building entrances do not conflict with key Sydney metro functions and services;
- The loading dock is designed to allow for efficient movement of vehicles to support both the OSD and the Sydney metro functions;
- The removal of private car parking spaces within the OSD improves the overall amenity of the public domain surrounding the site by reducing interruption to the Pitt Street footpath in addition to reducing vehicle movements to and from the site;
- The location of the retail tenancy provides activation of the podium at Bathurst Street above the metro entrance and provides passive surveillance opportunities to improve the overall amenity of the station entrance;
- Community safety, amenity and privacy has been maximised through the incorporation of CPTED principles;
- The local character of the place, including heritage fabric and building materials have been adopted not only in the design of the podium and the 'Sydney metro box', but are proposed to continue within the design of the OSD tower; and
- Best practice sustainable design solutions have been adopted throughout the detailed OSD and building podium design to minimise environmental impacts.

We note that within the Architectural drawings at **Appendix D**, some changes have occurred to the indicative ground floor and plant layout within the pink 'Sydney metro box' component when compared to the indicative plans provided in the CSSI approval. It is noted that the consistency of these changes will be considered by Sydney Metro under the CSSI approval through the 'consistency assessment' process and are not within the scope of this SSD DA for the OSD.

Figure 22 – Section View Illustrating Interface Areas



Source: Bates Smart

The 'Sydney metro box' outlined in the solid red line in **Figure 22** includes five storeys which comprise the uses outlined in **Table 5**.

Table 5 – Comparison of approved and proposed uses of the 'Sydney metro box' at Pitt Street South

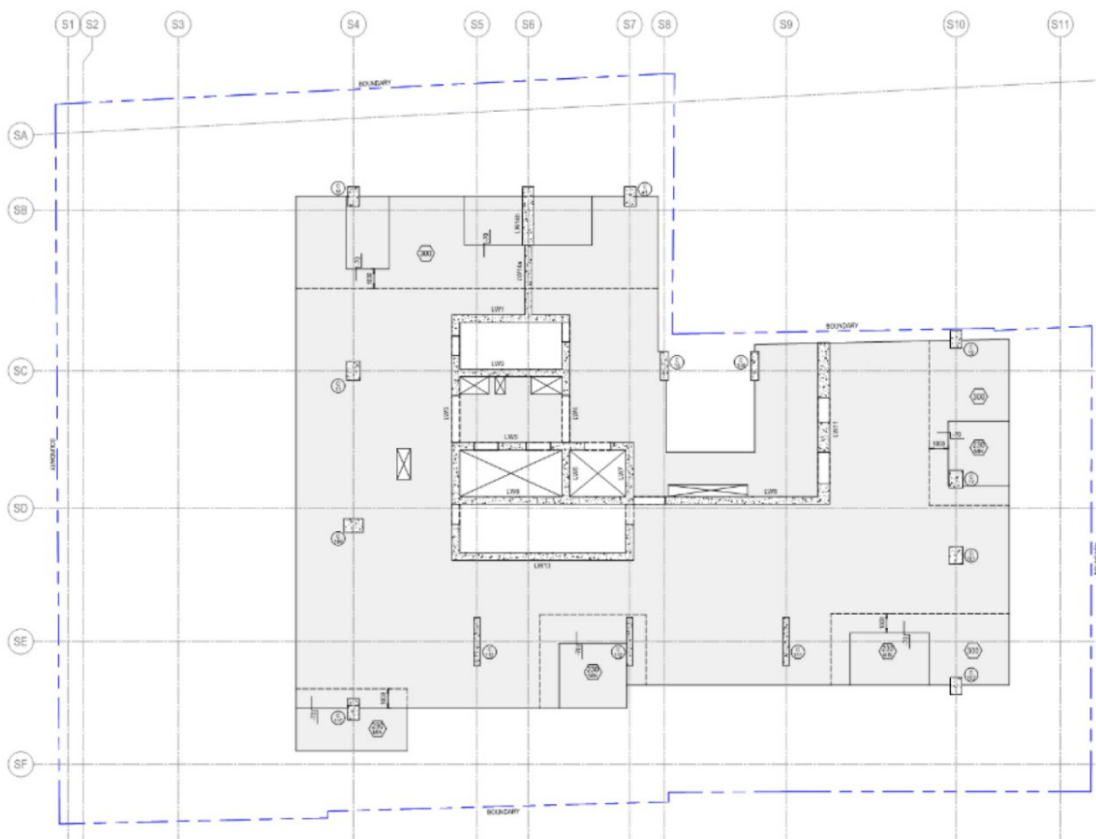
| Level | Approved Uses | Proposed Uses | Comment |
|--------------------------------|----------------------------------|---|---|
| Ground floor level and Level 1 | Station entrance and car parking | Station entrance and associated station retail and ancillary uses. | Car parking has been removed from the proposed concept to promote greater reliance on walking, cycling and public transport by residents given the proximity to the metro station. |
| Level 2 | Carparking | Food and drink premises and resident amenities including resident lounges, workspaces, cinema and games room. | Car parking has been removed from the proposed concept to promote greater reliance on walking, cycling and public transport by residents given the proximity to the metro station. Instead, this space is intended to improve the amenity for the residents by providing workspaces with meeting rooms, cinemas and games rooms which will help to encourage opportunities for a work-life balance in lieu of spaces dedicated to the parking of cars and car dependency. |

| Level | Approved Uses | Proposed Uses | Comment |
|---------|--------------------|--|---|
| Level 3 | Car parking | Bicycle parking (resident and visitor), lockers and bicycle repair room. | The proposed development seeks to provide 179 resident bicycle storage and lockers. |
| Level 4 | Station plant room | Station and OSD plant room | The station plant will be consistent with the approved CCSI concept. |
| Level 5 | Station plant room | Station and OSD plant room | The station plant will be retained on level 5. |

4.4.2. Structural Integration

The structural philosophy of the project is developed around the station shaft forming the base of the OSD tower itself, where the two components are both designed and constructed as one integrated structure from foundation to rooftop. The design of the metro station and OSD has been informed by the primary lift shaft extending through the entire tower. In addition to this, the station stair core (west of the main shaft) is also carried up through the tower. **Figure 23** illustrates the typical floor plate of the development with the central services core extending from the basement to the tower.

Figure 23 – Typical floor plate with central core services

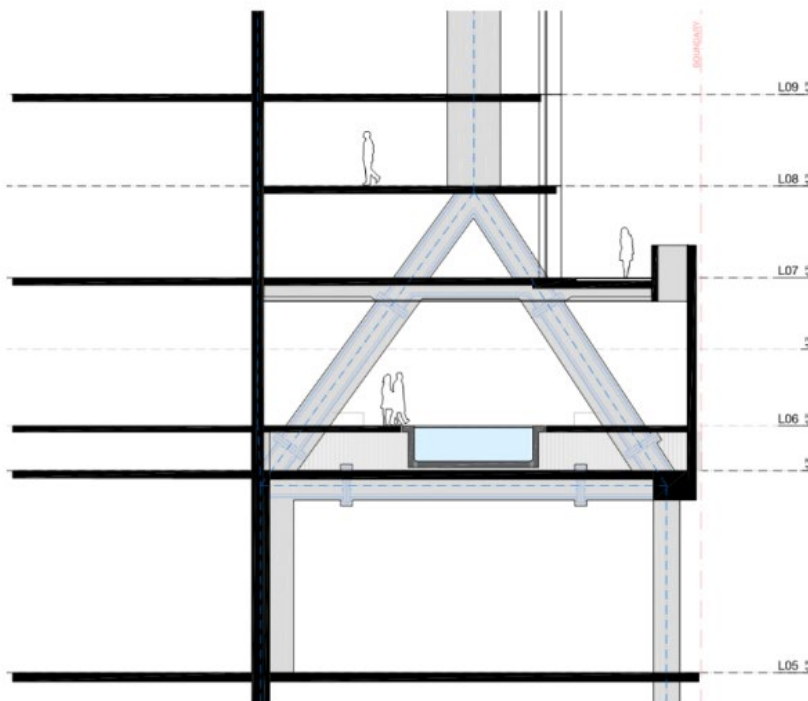


Source: TTW Consulting

A side core-wall system or spine situated to the eastern side of the building envelope together with perimeter base walls form the main lateral stability of the integrated OSD. The OSD also has perimeter and internal columns throughout the floor plates to transfer loads from the tower structure to the foundation, as shown in **Figure 24**.

This resolution in design since the approval of the Concept SSD DA has facilitated the provision of amenities on level 6 and the reduction of the five main transfers to levels 6 and 7 only. The raked angle design of the columns has provided more useable space under the transfer structure to provide space for the resident swimming pool, as shown in **Figure 24**. Refer to the Structural Statement at **Appendix AA** for a detailed discussion of structural elements.

Figure 24 – OSD and station Structural Stability System and transfer



Source: TTW Consulting

4.5. OPERATION & FIT-OUT DETAILS

The proposed development seeks to deliver a new build-to-rent development above a Sydney metro station, providing housing diversity in the precinct and providing a landmark precedent for an emerging build-to-rent sector in Australia.

4.5.1. Built-to-Rent Overview

Build to Rent (**BtR**), commonly known as multi-family living in the US, is an alternative development model that is a purpose-built development designed under one single ownership and management (no individual strata apartments), specifically built with the intention of market rentals.

BtR generally offers longer and more flexible tenancies, higher customer service, private onsite tenant amenities, and are located close to good transport links for easy commuting.

Key attributes of BtR development projects that are proposed within the Pitt Street South OSD include:

- Professional, dedicated on-site management and maintenance including managed concierge;
- A lifestyle proposition for residents that caters for emerging household compositions;
- Extensive resident amenities as illustrated at **Appendix D**;
- As located close to public transport, no car parking provided;
- A greater level and opportunity for community engagement and curation of programs for tenants;
- Convenience for modern deliveries, including a large parcel room on ground floor;
- Significant bicycle storage including a bicycle repair rooms and wash rooms; and
- Enhanced security of tenure for the resident with genuine options for long term occupancy.

The target tenant for the Pitt Street South OSD values design excellence; sustainability and social consciousness; friendship groups and social networking; and convenient services. Further detail on the operation of the proposed development is provided at **Appendix DD**.

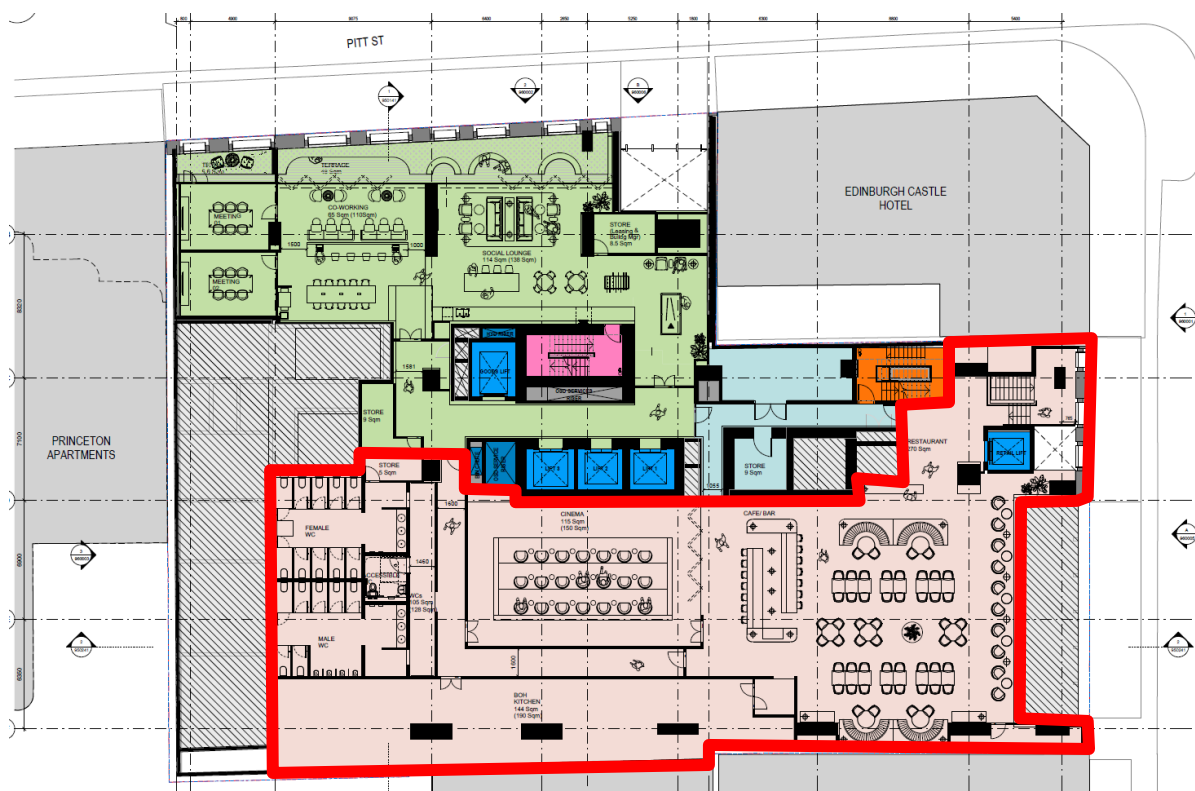
4.5.2. Retail Use

The construction of a podium tenancy space has been approved under the CSSI approval within the 'Sydney metro box'. The use of this space as a restaurant is sought in this SSD DA. The tenancy will be located on level 2, as shown in **Figure 25 (Picture 18)** with the proposed restaurant areas shaded in pink and outlined in red. Access to the food and drink premises tenancy on level 2 will be provided from the ground level entrance located on Bathurst Street via an internal staircase and dedicated lift as shown in **Picture 34** of **Figure 25** shaded in pink and outlined in red.

The restaurant is intended to serve the public and the residents of the BtR apartments. The restaurant will have an approximate capacity of 77 patrons, with an indicative layout provided in **Figure 25 (Picture 18)**. Hours of operation will be defined by the relevant approval.

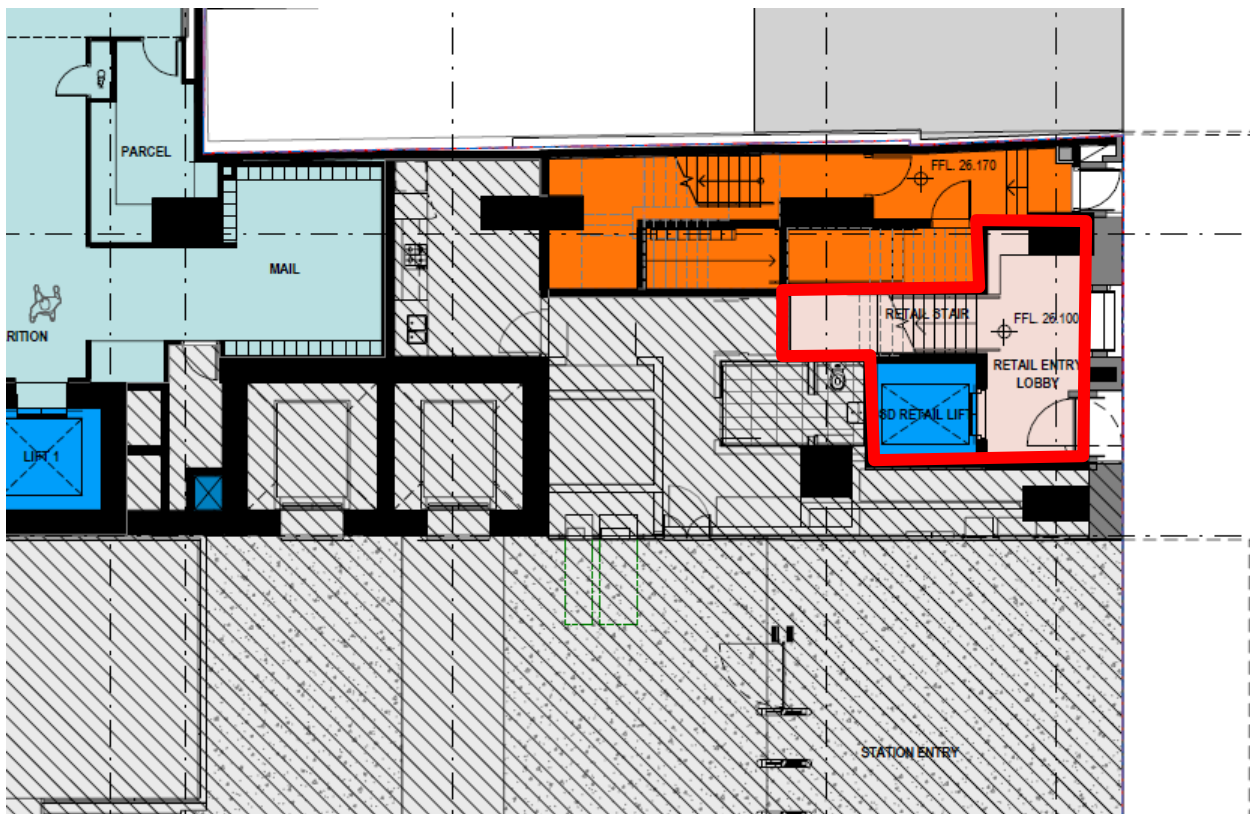
A business identification sign will be located on the Bathurst Street frontage and will be an under awning sign compliant with the requirements of the *State Environmental Planning Policy (Exempt and Complying Codes) 2008 (SEPP Exempt and Complying)*. The proposed sign will be consistent with the signage strategy to be implemented for the entire development, as discussed in **Section 4.9** of this report.

Figure 25 – Retail tenancy within the podium



Picture 18 – The indicative layout of the restaurant on level 2 of the podium

Source: Bates Smart



Picture 19 – Proposed ground level entry from Bathurst Street to level 2 restaurant tenancy

Source: Bates Smart

4.6. BUILT FORM & DESIGN

The proposed OSD is detailed in the Architectural Drawings (**Appendix E**) and Architectural Design Report (**Appendix E**) prepared by Bates Smart. The following sections of the EIS establish the design principles which underpin the detailed design of the OSD and describe the key design elements.

4.6.1. Built Form Guidelines

To realise the vision for an integrated station development for the Pitt Street South site, a set of design principles relating to built form, integration, movement and open space have been developed to guide the planning and design of the detailed design of the OSD.

In order to satisfy conditions of the CSSI approval and concept SSD DA, Sydney Metro has revised the Pitt Street South station OSD design guidelines (June 2019) which have assisted in informing the detailed design of the proposed residential tower and OSD project. The guidelines for built form above the podium to be achieved for the Pitt Street South station OSD are set out in **Table 20** of this report.

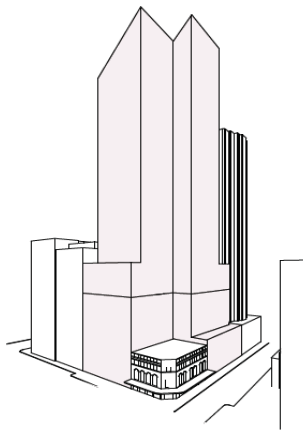
4.6.2. Urban Design Drivers

As illustrated within the Architectural Design Report included in **Appendix E**, the design strategy of the detailed OSD proposed development has been driven by the following rationale:

- Responding to the unique context of midtown;
- Creating a contemporary interpretation of the historic brick context;
- Aligning podium heights with the Edinburgh Castle Hotel;
- Stepping the podium form to transition to adjoining building heights;
- Stepping the skyline in response to the Hyde Park solar plane; and
- Respecting the privacy of neighbouring buildings.

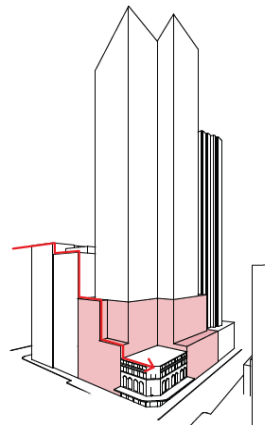
The proposed urban design drivers are illustrated at **Figure 26**. The detailed design of the OSD tower is articulated further below at **Section 4.6.3**.

Figure 26 – Proposed design Strategy



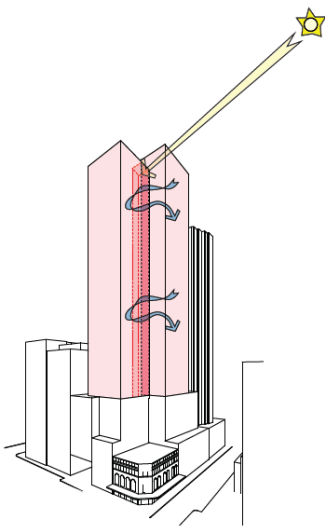
Picture 20 – Reference Envelope

Source: Bates Smart



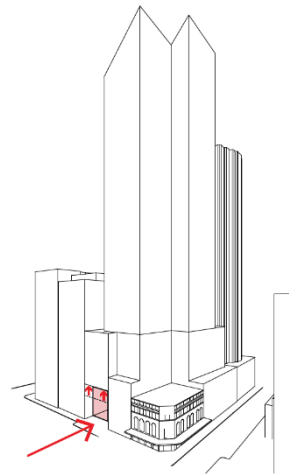
Picture 21 – Stepped podium to Bathurst Street

Source: Bates Smart



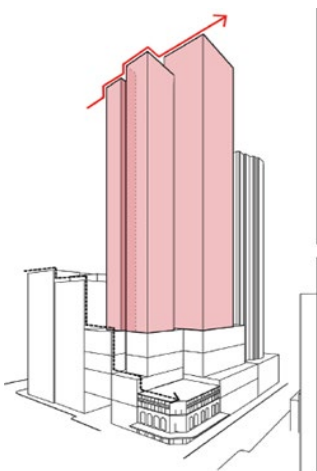
Picture 22 – Articulation for light and ventilation

Source: Bates Smart



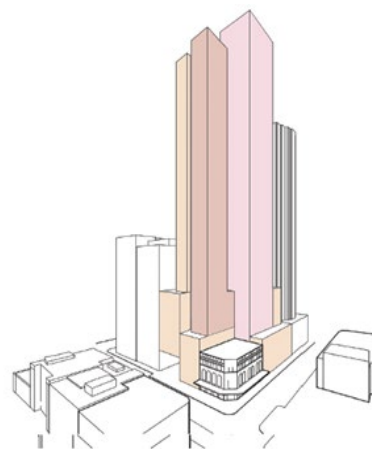
Picture 23 – Metro entry raised in height

Source: Bates Smart



Picture 24 – Stepped roof form

Source: Bates Smart



Picture 25 – Resultant massing

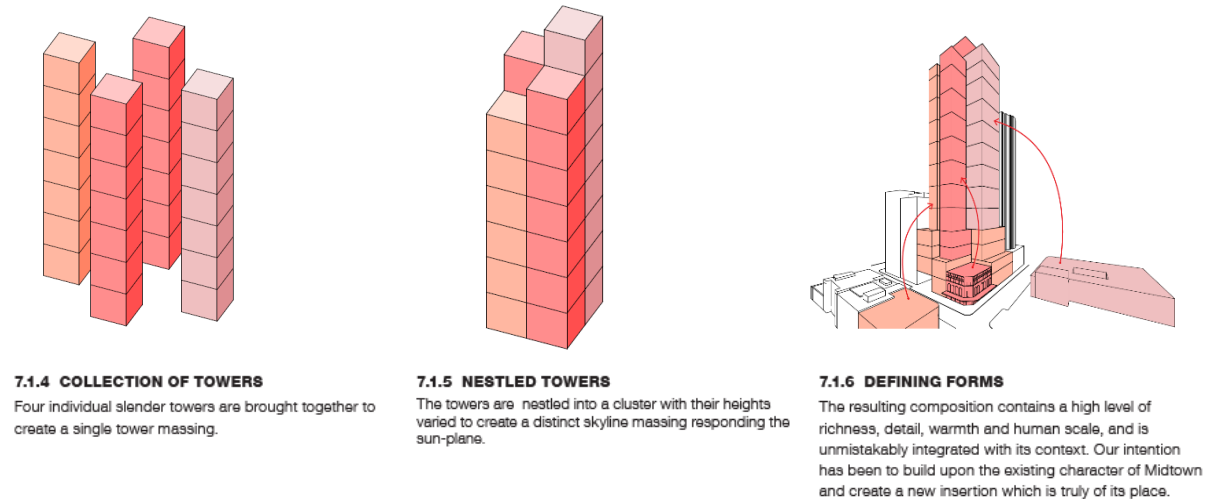
Source: Bates Smart

4.6.3. Residential Tower Design

The OSD has been specifically designed to provide an expressive singular tower form and which delivers a 5 Green Star Rating (2020) building promoting sustainable design while maintaining high levels of residential amenity for the occupants of the building and visitors to the metro station and proposed restaurant. The design recognises the significant heritage and local contextual influences, architectural objectives and residential needs for a build-to-rent development within the Sydney CBD midtown precinct.

The tower massing incorporates a series of four cohesive towers which are clustered together to create varying heights to respond to and rationalise a response to the sun access plane control. These articulations of the tower form are supported by the different depths within the podium levels, as shown in **Figure 27**. Expression of these individual tower forms with varying volumes maintains the legibility of a singular tower within the context of the skyline as shown in **Figure 27**.

Figure 27 – Defining the tower form

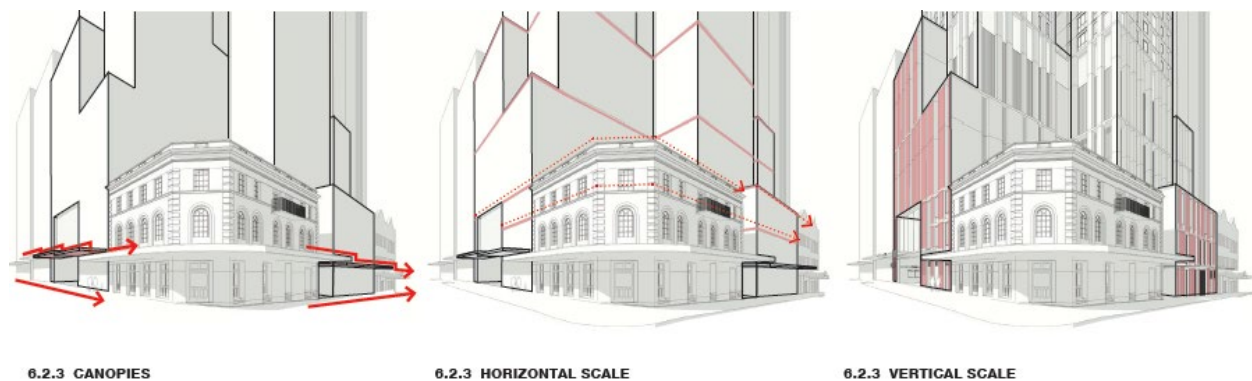


Source: Bates Smart

At a closer context, the design uses stepping of the street frontages and breaking down of the volume into a series of smaller clustered elements which helps the development to integrate with the local context. Specifically, the podium design must consider adjacent buildings of considerably different scales, including the lower street frontage heights of Pitt Street and the Edinburgh Castle Hotel, compared to the prevailing street frontage heights of Bathurst Street.

The proposal addresses these challenges by providing increased setbacks and scale to void ratio at the podium levels. The delineations between the stepping of the form and proposed canopies to the street frontages to align with the Edinburgh Castle Hotel has the effect of reducing the perception of the scale of the tower when compared to the narrow frontage width and scale of the hotel as shown in **Figure 28**.

Figure 28 – Tower and podium scale and local context



Source: Bates Smart

Overall the design of the tower façade enhances the development with articulation which effectively breaks up the built form massing and integrates with the context of surrounding structures in midtown precinct of the CBD.

The scale of the tower form is further reduced with a combination of the 'cluster' towers into a singular form and the articulation of the façade which presents as a grid of vertically and horizontally proportioned frames that address the local context while creating depth and texture.

4.6.4. OSD Residential Floor Plates

The proposed build-to-rent tower offers a total of 234 apartments including (110) 1 bedroom apartments, (118) 2 bedroom apartments and (6) 3 bedroom apartments.

There are several typical apartment level mixes in the proposed build-to-rent apartment scheme. The apartment layouts, however, have been worked to suit a consistent column set-out in the apartment tower.

The residential floor plates range in size from level 7 to level 35 and have four distinct rises which include:

- **Level 7 - 8** (low-rise apartments) which consist of 1 to 3 bedroom apartments include 664 to 679sqm of GFA per level
- **Levels 9 - 13** (typical mid-rise apartments) consist of nine apartments per level consisting of 1, and 2 bedroom apartments include 643sqm of GFA per level
- **Levels 14 - 34** (typical high rise apartments) consist of eight apartments per level consisting of 1 and 2 bedroom apartments includes 649sqm of GFA per level
- **Level 35 - 36** (high rise terrace) consists of single bedroom apartments and a rooftop terrace dining (only on level 35) and passive recreation space and includes 341 sqm of GFA.

The floor plates are generally consistent in their arrangement, with the upper four levels of the tower decreasing in size to accommodate an upper-level terrace and plant room areas. The main transfer of the apartment layout columns is predominately in the level 6 amenities floor. The apartments of the residential floor levels wrap around the centrally located tower core which extends from the B01 mezzanine level of the metro station development.

The residential floor plates have been specifically designed to maximise natural light and solar access to the habitable spaces of the units, maximise precinct and district views, and achieve compliance with ADG requirements as illustrated within the Architectural Design Report at **Appendix E**.

Typical floor plates range between 341sqm to 679sqm of GFA, allowing for compliant unit sizes for future tenants throughout the tower. The typical floor plates for the apartment level mixes are illustrated in **Figure 29**.

Figure 29 – Typical floor plans for the residential component of the OSD



Picture 26 – Level 7 floor plate

Source: Bates Smart



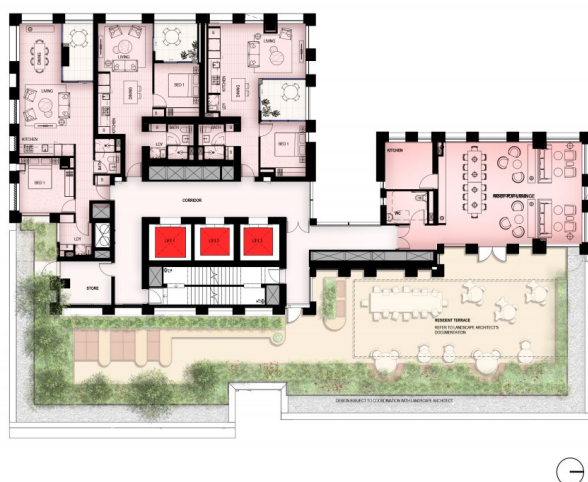
Picture 27 – Typical lowrise floor plate

Source: Bates Smart



Picture 28 – Typical highrise floor plate

Source: Bates Smart



Picture 29 – Roof terrace floor plate

Source: Bates Smart

4.6.5. Podium

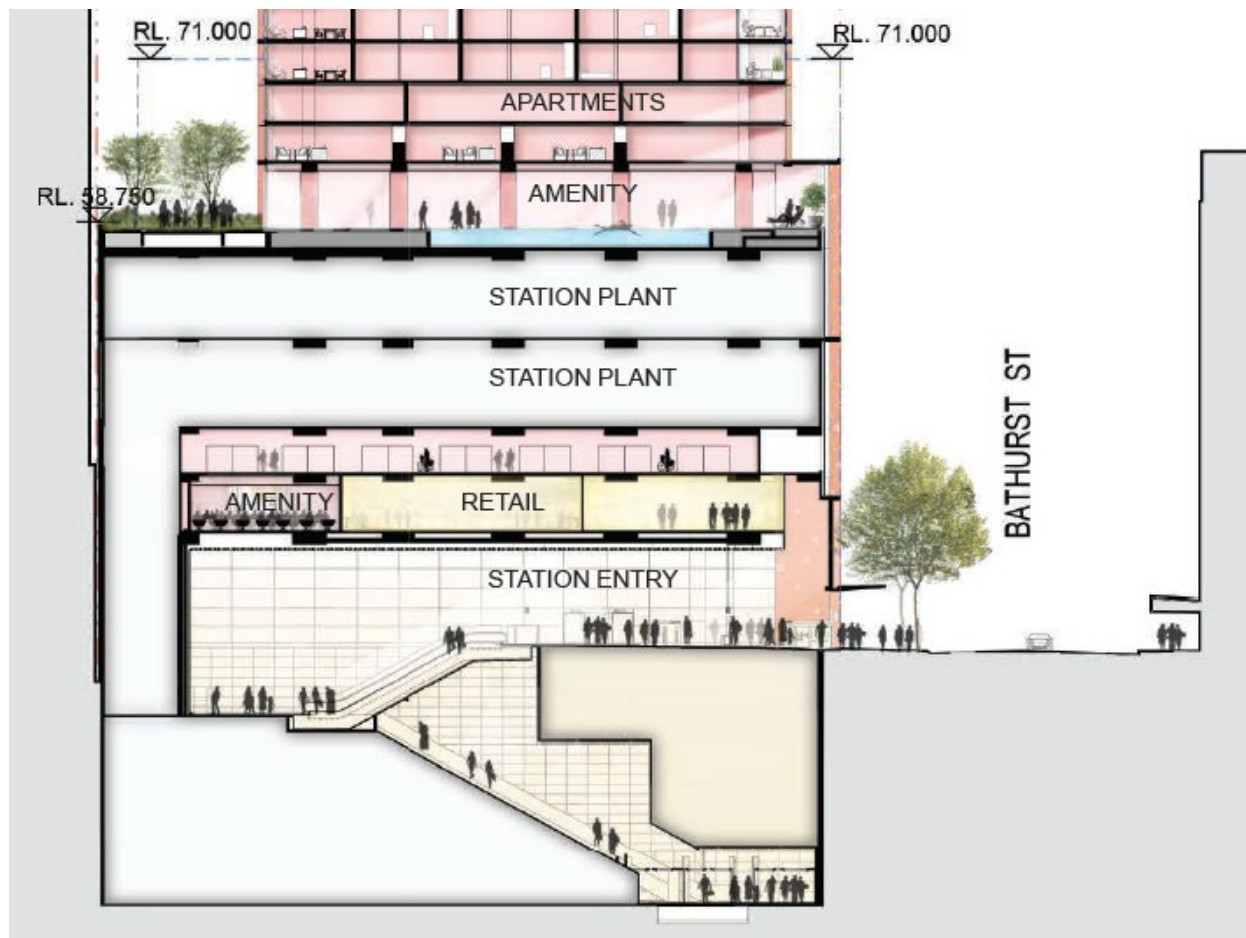
Podium level uses

Under the CSSI approval, the podium forms part of the 'Sydney metro box' and includes the approval of specific uses as discussed in **Section 0** of this EIS including a total of 34 parking spaces over three levels of the podium.

During the detailed design process, it was found that the parking spaces were inhibiting the design and activation of the façade. In response, the parking spaces were replaced with active uses that would increase the amenity for residents by providing communal working, living and recreation spaces that are common with build-to-rent accommodation and provide more open and flexible floor space for the restaurant and bar proposed on level 2 as shown in **Figure 30**.

The breakdown of the podium levels uses is provided in **Table 5** of the EIS.

Figure 30 – Proposed uses of the podium



Source: Bates Smart

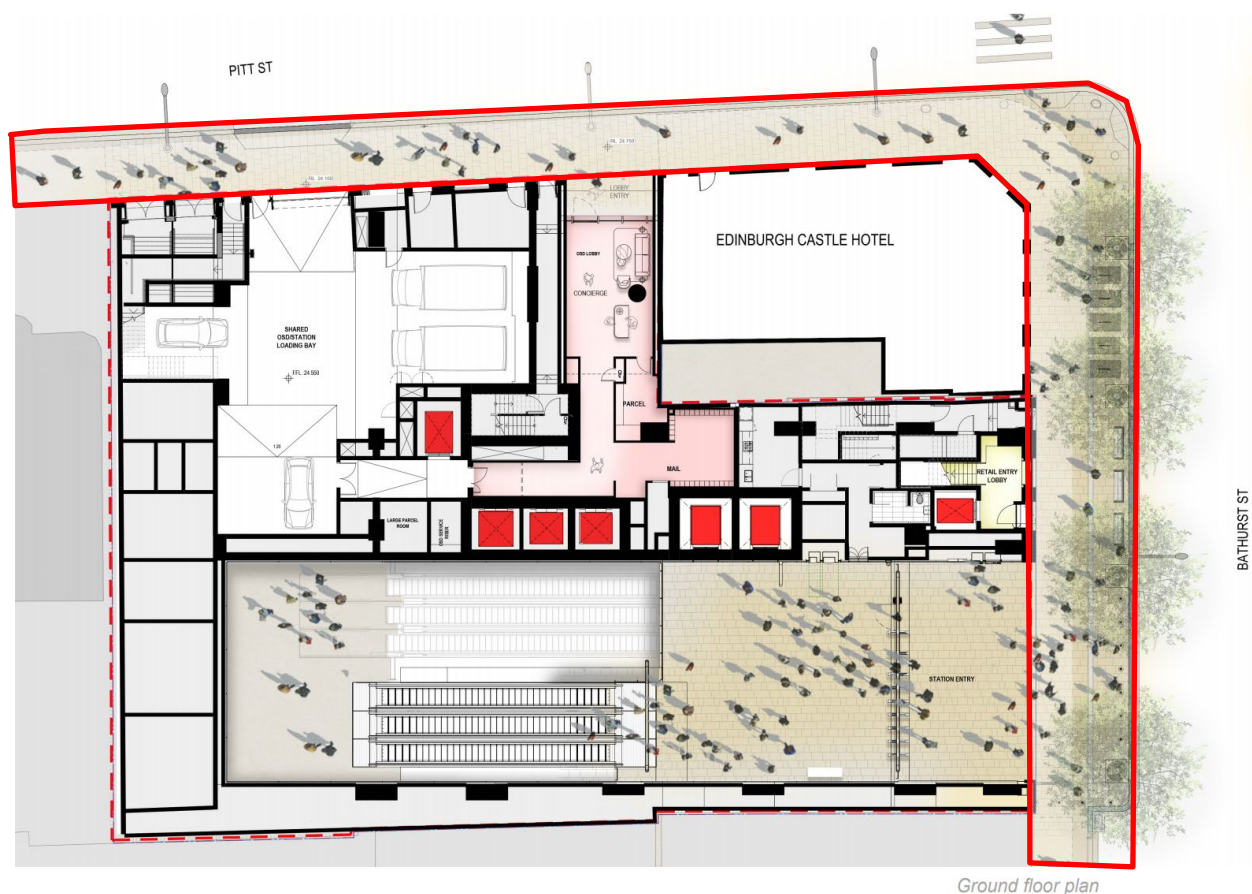
Public Domain

The ground floor level of the podium includes several active uses which relate to the metro station, the restaurant and the residential apartments.

Due to the entrance of the new metro station being located at Bathurst Street, the public domain is proposed to be expanded within the SDPP by the extension of the kerb to increase pavement and circulation spaces near the station and Edinburgh Castle Hotel. The public upgrade works to Pitt and Bathurst Streets proposed under the CSSI approval, as outlined in red in **Figure 31**, will consist of:

- New kerbside street tree planting
- Bollards
- Lights
- Street furniture
- Bench seats
- Bike racks

Figure 31 – Public upgrade works to Pitt and Bathurst Streets



Source: Bates Smart

4.6.6. Landscaping

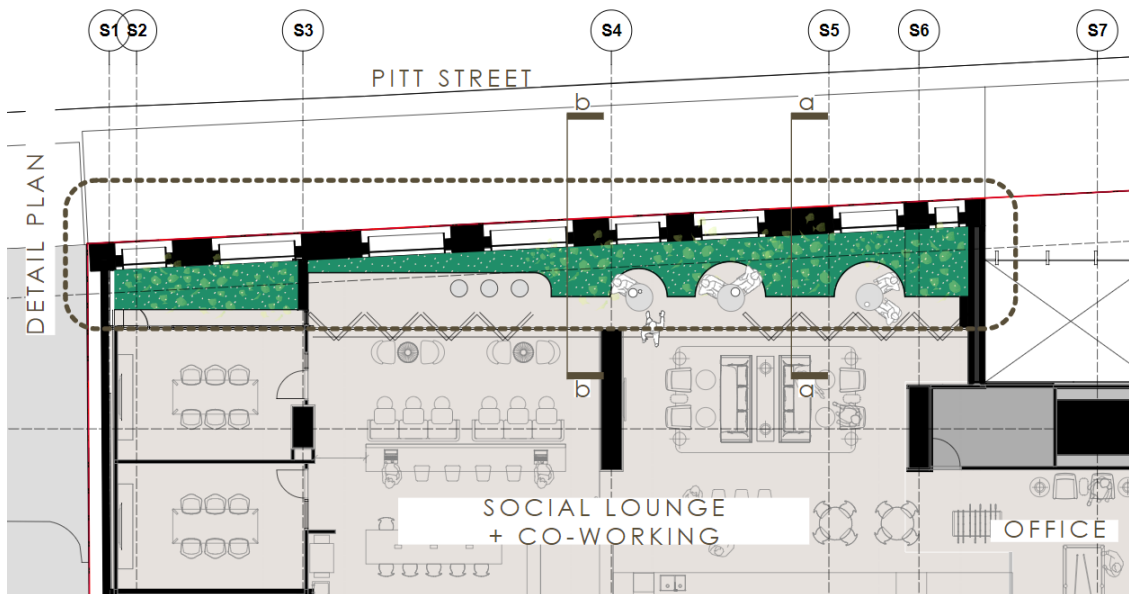
The landscape strategy, prepared by Sue Barnsley design and included in **Appendix I** illustrates three primary areas for detailed landscaping and private open space for use by the residents of the built-to-rent apartments. Each space, as detailed in **Table 6**, has been designed to serve a particular need or act as an extension of the internal space to which the outdoor area relates and detailed layouts shown in **Figure 32**.

Table 6 – Landscaped areas and functions

| Level | Description | Purpose |
|----------|--|---|
| Level 2 | A small garden balcony adjoining the residential lounge and co-working space adds to the atmosphere and amenity of this room on level 2. | The space functions as both a viewing garden and an outdoor workspace, where seating and tables are held within the edge of the planting. |
| Level 6 | A courtyard to the south to complement the wellness and recreational facility at level 6. | The courtyard is suited to exercise, yoga practice and small gatherings, while offering a green outlook from the pool and group fitness room. |
| Level 35 | At roof level, this space provides a communal dining room which opens to a generously scaled terrace. | The space is shaded and furnished with lounges, seating and barbeques combined to provide an entertaining space in the form an elevated garden that allows views of the city skyline, Hyde Park and |

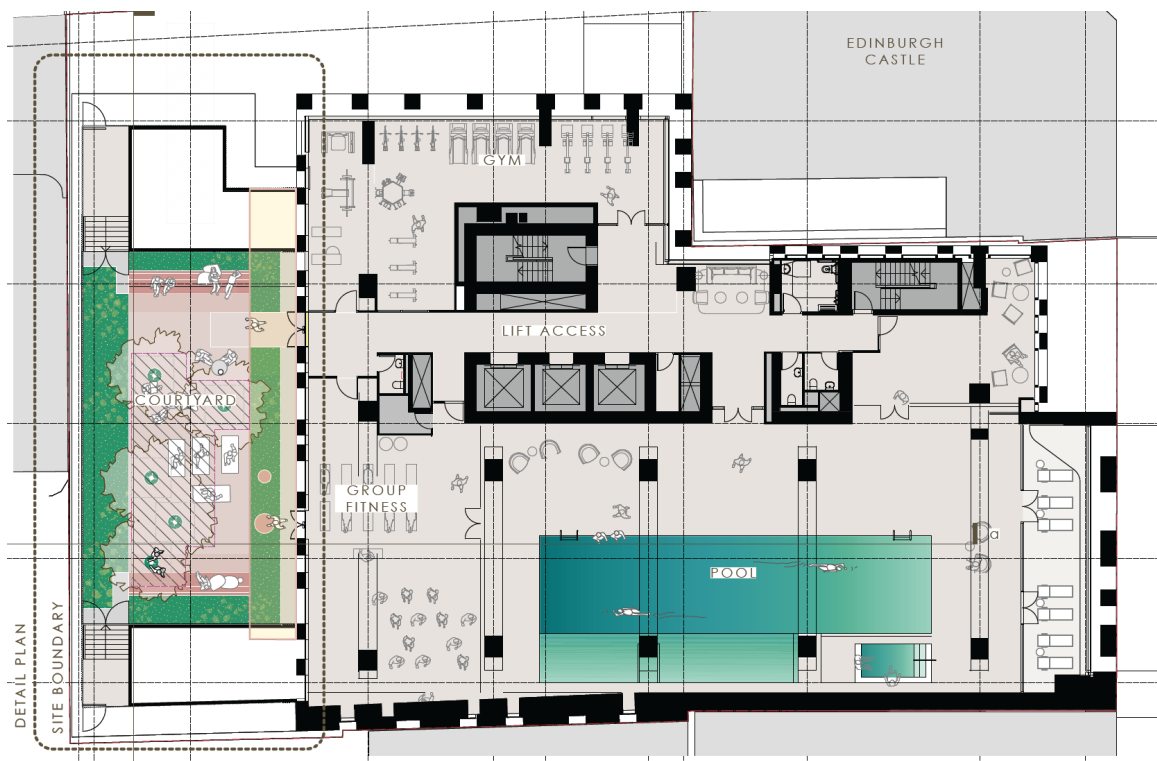
| Level | Description | Purpose |
|-------|-------------|--|
| | | the harbour landscape. The space is intended for both formal and informal uses by residents. |

Figure 32 – Proposed landscape strategy for level 2, level 6 and level 35 of the build-to-rent apartments



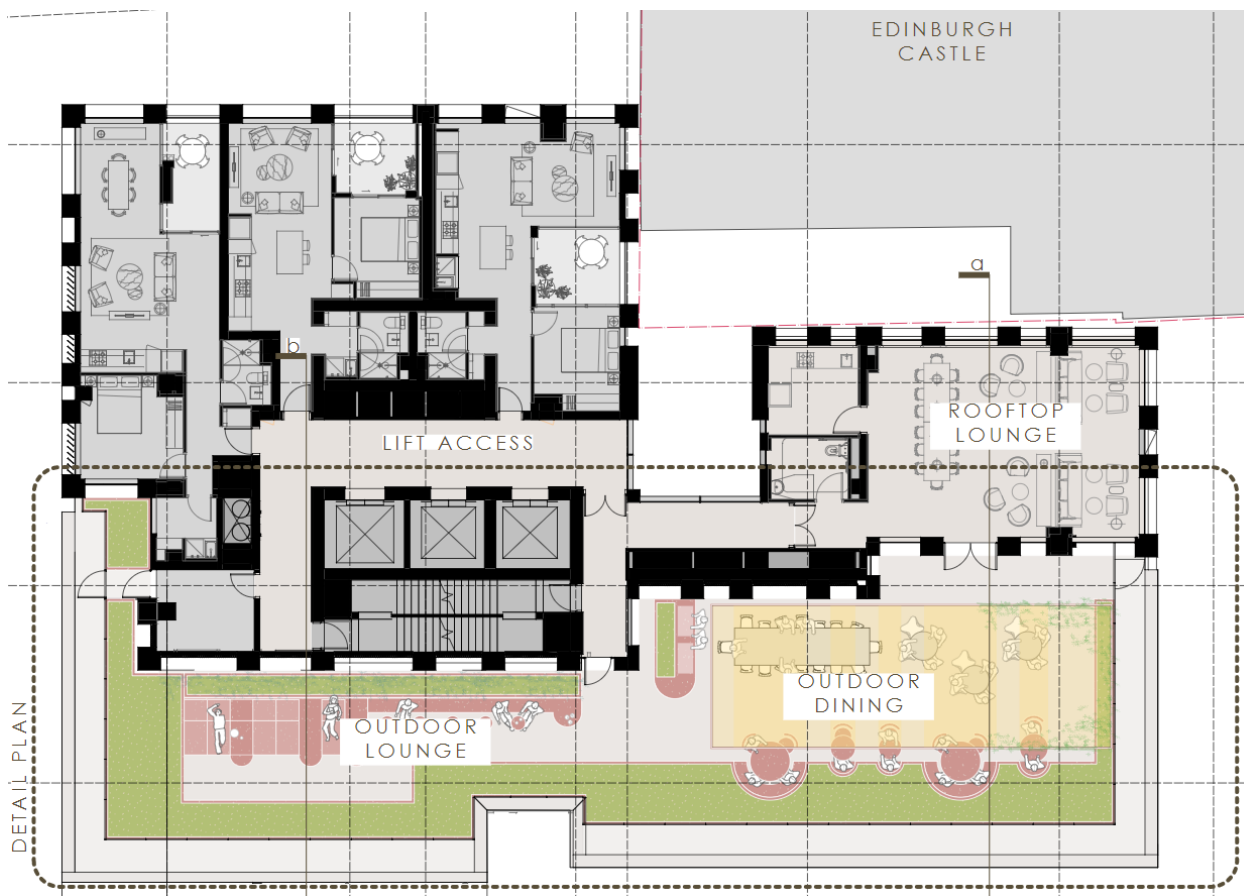
Picture 30 – Indicative layout for level 2

Source: Sue Barnsley design



Picture 31 – Indicative layout for level 6

Source: Sue Barnsley design



Picture 32 – Indicative layout for level 35

Source: Sue Barnsley design

In summary, the proposed landscaping strategy provides a range of diverse outdoor working, living and reactional paces that have been designed to provide:

- A high level of privacy and screening from the neighbouring tower developments;
- Appropriate responses to address the wind and solar access impacts of the affecting the private open space areas; and
- Diversity and unique spaces that suit the internal spaces from these space adjoining with appropriately selected furniture, plant ad trees types and views to districts and precincts (where available).

4.6.7. Public Art

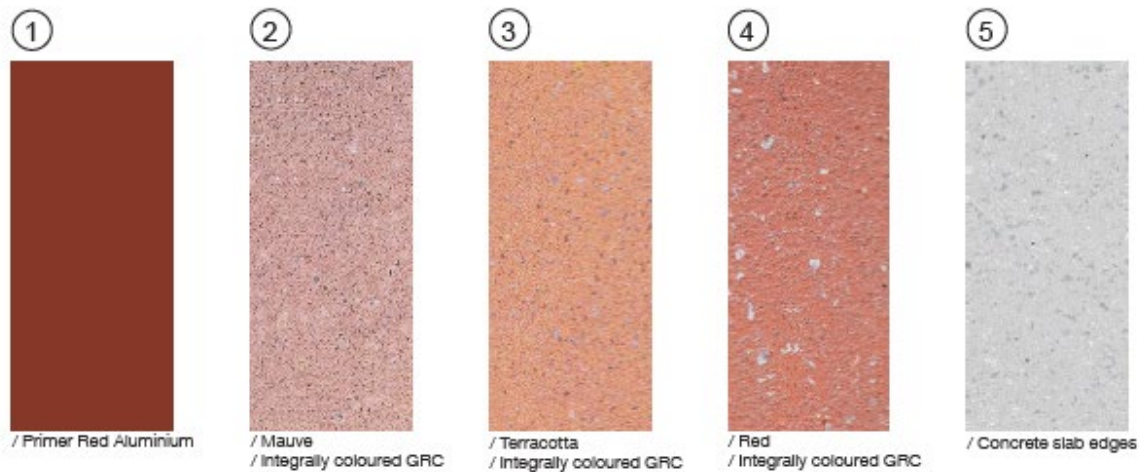
Public art is proposed to be delivered within the 'Sydney metro box' of the development, being the most logical and accessible location for public benefits that are publicly accessible/visible. Due to the particular scope of the CSSI approval and this detailed SSD DA, described in detailed at **Section 4.4**, the delivery of the public art is therefore most appropriately guided by the terms of the CSSI approval.

It is noted that Sydey metro is required to deliver public art, in addition to heritage interpretation elements, within the 'Sydney metro box' and as such coordination of these features with the internal design and materials of the Pitt Street South metro station is critical for its success. This is especially relevant for the site, given the relatively limited site area and ground floor footprint.

4.6.8. Materials and Finishes

As documented in the Architectural Design Report prepared by Bates Smart in **Appendix E.1**. The façade will include a series of steel and aluminium components of rich warm tones and will be integrated within coloured precast concrete in the podium, juxtaposed with the integrally coloured and expressed Glass Reinforced Concrete (GRC) facade elements in the tower which will display cohesion in colour and materials consisting of rich red and earthy tones as shown in **Figure 33**.

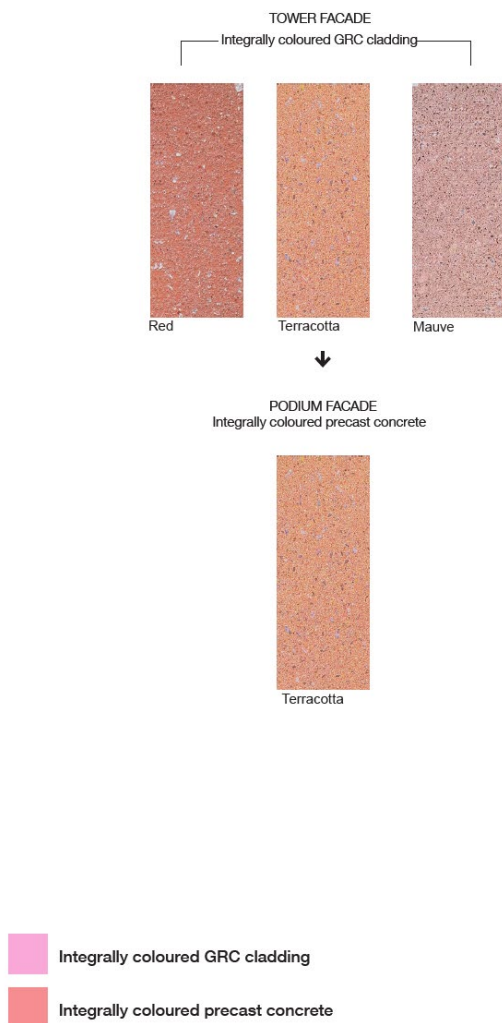
Figure 33 – Materiality and colour selection



Source: Bates Smart

The podium facade will mainly be featured with concrete fixed feature panels expressed with louvres, curtain walls, window or shadow box and glazing. It is proposed that the concrete and aluminium fixtures to the façade will range in four colour shades as presented in **Figure 34** in response to the brick and masonry character of development in the locality.

Figure 34 – Tower and podium material and tones



Source: Bates Smart

Similar shading hues and tones have been adopted across the different components of the development, particularly to define the podium and tower components and identify slight distinctions in proposed uses and towers which make up the singular tower. This also creates visual interest and cohesion with the existing heritage buildings within the local context when viewed from the public domain as illustrated in **Figure 31**.

The other notable items which will contribute to the overall streetscape and presentation of the tower when viewed from the street will include:

- Curtain wall and internal wall cladding;
- Feature concrete panels;
- Concrete slab; and
- Aluminium and glass doors.

The proposed materials and finishes demonstrate a highly considered approach towards ensuring the proposed materials and colour tones proposed for the overall development are sympathetic and blend in with the existing heritage within the local area.

4.7. ACCESS, PARKING & TRANSPORT

As discussed, the access and parking arrangement for the site forms part of the CSSI approval. The following sections discuss the access, parking and transport arrangements associated with the proposal. The Traffic and Transport Impact Assessment attached at **Appendix V** provides further clarification of access, parking and transport matters.

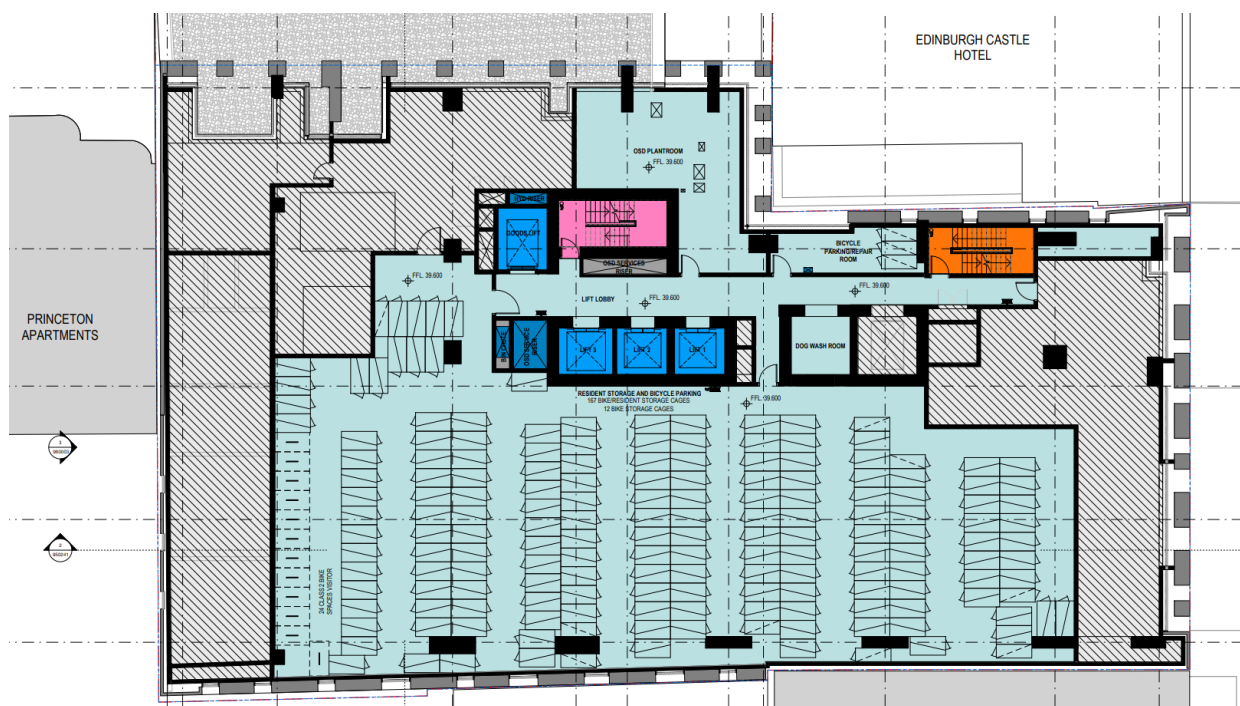
4.7.1. Pedestrian Access

The proposed lobby entrance on Pitt Street will provide pedestrian access for the OSD residents and visitors, while the single retail tenancy is accessed via lift and/or stairs from Bathurst Street, west of the Pitt Street metro station access as shown in **Figure 25**.

4.7.2. Bicycle Parking

Bicycle parking for residents and retail staff is proposed to be located on level 3 within the podium. Bicycle parking is proposed to be accessed via the loading dock located on Pitt Street. The bicycle parking area also includes a washroom/ bicycle repair room.

Figure 35 – Proposed bicycle and end of trip facilities

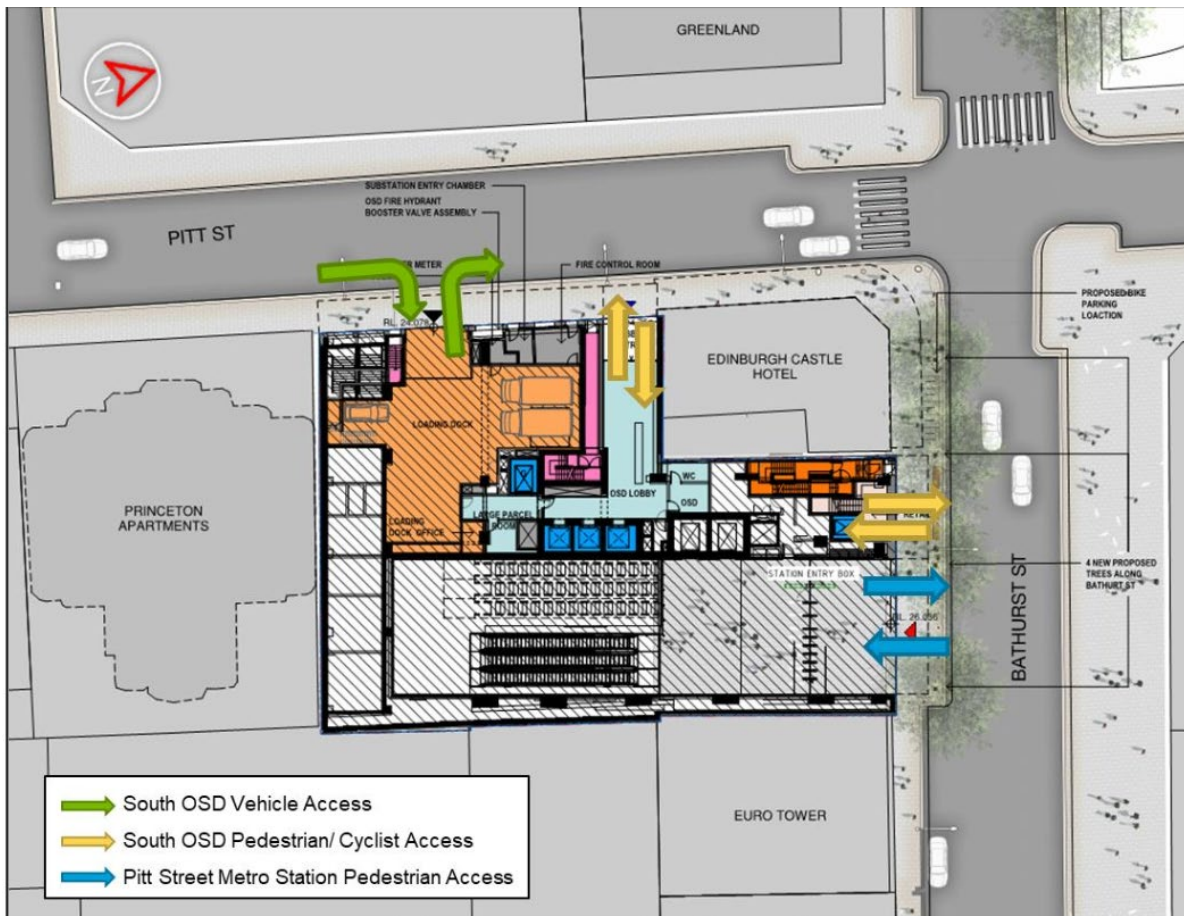


Source: Bates Smart

4.7.3. Vehicular Access and Parking

Vehicular access is proposed from Pitt Street and is proposed to have a one left-in, left-out only vehicle access point via a driveway entry to the site. This access will lead to the loading area and as such, will be restricted to service and authorised vehicles only. The proposed vehicular and pedestrian access is outlined in **Figure 36** below.

Figure 36 – Indicative Building Access Plan



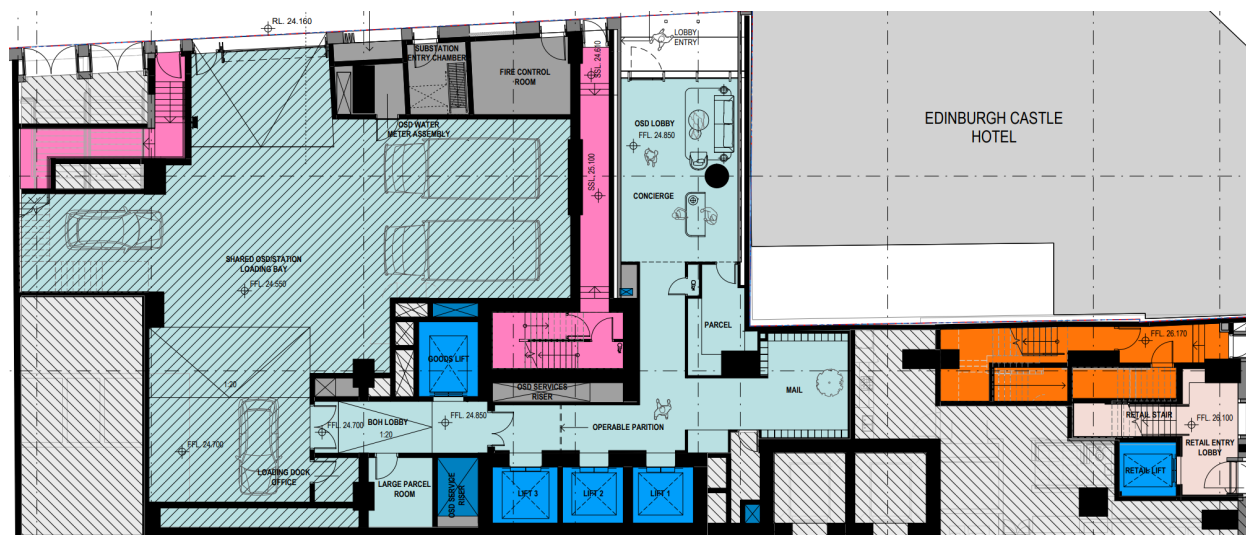
Source: Aurecon

4.7.4. Loading, Unloading and Servicing

The proposal seeks to provide a total of four on-site service vehicle bays designed to mainly accommodate the vehicle types below and illustrated in **Figure 37**:

- 2 x small rigid vehicle (SRV); and
- 2 x light commercial vehicles (B99, 99th percentile of class of cars).

Figure 37 – Proposed loading, unloading and servicing area on ground floor level



Source: Bates Smart

4.8. SUSTAINABILITY INITIATIVES

The Pitt Street South OSD proposal includes a key objective to realise a development which achieves the high Ecologically Sustainable Development (**ESD**) targets as set by the Pitt Street Developer South Pty Ltd. In conjunction with the Green Building Council of Australia, the project's commitment to sustainability is demonstrated by targeting the following ratings:

- Achieve a 5- Star Green Star design and As-Built v1.3 rating tool; and
- A minimum average 6-Star NatHERs rating;
- Exceed BASIX minimum compliance requirements for energy and water, including:
 - BASIX Energy score: 30% reduction in Greenhouse Gas emissions
 - BASIX Water score: Greater than 40% saving in potable water consumption
 - BASIX Thermal Comfort: Achieve better than 6-Star average HERS star rating across the project

An Ecological Sustainable Design Report has been prepared and is included at **Appendix K**. This report provides further detail around how the overall planning and design of the building has incorporated ESD principles as defined in clause 7(4) Schedule 2 of the Regulation. This report provides further detail around how the overall planning and design of the building has incorporated ESD principles as defined in clause 7(4) Schedule 2 of the EP&A Regulation.

The proposal aims to maximise the environmental quality outcomes of the OSD by promoting the use of low environmental impact materials for building and construction, maintaining energy efficiency levels, and encouraging the use of public transport and cycling with the provision of bicycle storage. In achieving the sustainability outcomes, the development promotes waste reduction levels by its users, maximum thermal comfort for the residents and encourages passive solar design for the OSD.

4.9. SIGNAGE ZONES

A signage zone is included on the Bathurst Street podium elevation to provide signage opportunities for the future level 2 retail tenant. The proposed signage zone has been designed to integrate with the rhythm of the façade and the way-finding required for the metro station. The detailed design of the proposed signage will be subject to a separate development application.

4.10. WASTE MANAGEMENT

The storage, management and disposal of waste generated by the operation of the residential building and the construction of the Pitt Street South OSD have been appropriately considered in the Waste Management Plan prepared by TTM at **Appendix T**.

The primary waste streams expected to be generated by the ongoing operation of the total development are summarised below.

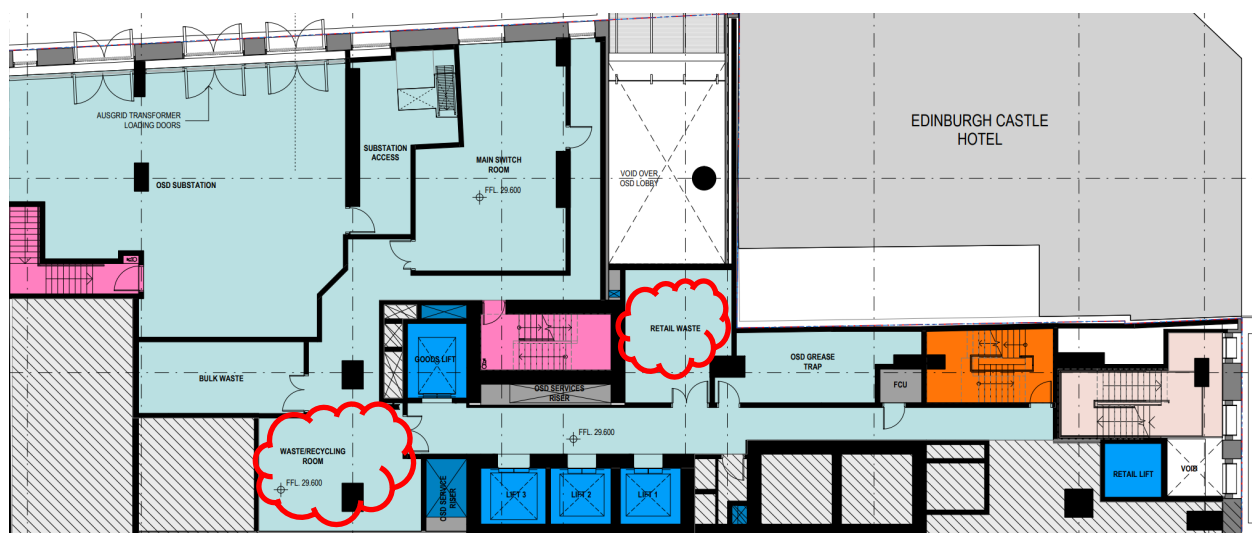
Table 7 – Summary of operational waste generation and management requirement

| Type of waste | Residential (OSD) L/wk | Commercial kitchen and dining L/wk | Communal space L/wk (cinema, co-working, gym, general) L/wk | Total Bins Required |
|---------------------|------------------------|------------------------------------|---|---|
| General Waste | 28,080L/week | 4,487L/week | 1,042L/week | 7 x 1100L collected 3 times weekly |
| Commingle recycling | 28,080L/week | 14,322L/week | 1,222L/week | 13 x 1100L collected 3 times weekly 2 x 1100L collected 7 times weekly |
| Organics | Nil. | 4,487L/week | Nil. | 6 x 140L collected 7 times weekly |
| Cardboard | Nil | 9548L/week | Nil | 2 x 1100L collected 7 times weekly |

*If food waste not separated then 7 x 140L bins replaced with 2 x 1100L.

The spatial allocation for the bins and circulation space required to service the development (including the retail uses) is outlined at **Appendix T**. This area is accommodated within the loading dock and the waste and recycling room for the residential OSD and retail waste rooms on level 1, as shown in **Figure 38**. Waste is to be collected on site within the loading dock, accessed from Pitt Street.

Figure 38 – Level 1 waste room locations



Source: Bates Smart

4.11. SERVICES & UTILITIES

The detailed SSD DA design further develops the Concept design to establish the capacity and augmentation requirements of the utility provisions for the development. Generally, to support the development, the approach has included measures to avoid, protect, augment or relocate/remove utilities

within the surrounding area. Connections into the OSD and station include electrical, communications, fire, gas, potable water and sewer services, utilising existing connections where possible.

The services and infrastructure report prepared by LCI Consultants and CJ Arms is provided at **Appendix Y.1**. The assessment of the existing infrastructure capabilities and identification of new connections required to be provided as part of the development are summarised in **Table 8**.

Table 8 – Utilities services augmentation required

| Utilities | Augmentation required |
|----------------|--|
| Electrical | <p>A new Ausgrid 3×1500kVA dry type elevated chamber substation is to be provided within the Pitt Street frontage to provide electrical supply to the development.</p> <p>Works will be required in Pitt St to bring new high-voltage and SCADA cabling into the development to connect to the Ausgrid low-voltage network and to install the substation earth grid. To date, an Application for Connection (AFC) has been lodged with Ausgrid, and the supply offer has been accepted and a Design Information Package received on 31 December 2019.</p> |
| Communications | <p>The OSD is to be connected to the NBN network to provide telephone and data services. NBN services have been identified in Pitt Street and an application to connect will be lodged during detailed design.</p> |
| Gas | <p>The proposal seeks to provide a new site gas connection to the existing 110mm gas main on Pitt Street. Jemena's previous feasibility advice (refer Ref 16 Sydney Metro Station Servicing Assessment) advised that there was adequate capacity within the existing low pressure main in Pitt Street. It is unclear however what loading Jemena used for this assessment as it appears they were not supplied with accurate information from TfNSW.</p> <p>Jemena have since verbally advised that the existing low pressure main in Pitt Street may be inadequate to service the development. Another review by Jemena is currently being undertaken to confirm the gas servicing needs for the development.</p> |
| Sewer | <p>A new 225mm site sewer connection to the existing 300mm Sydney Water sewer main on Pitt Street is required to be made to be used for the OSD. A separate connection to the existing 300mm Sydney Water sewer main on Pitt Street is to be used for the Sydney metro station.</p> <p>Sydney Water preliminary advice (Ref 23 - 165998 - Pitt St OSD Sth – Feasibility - From SWC) outlines that there is sufficient capacity within this main for this connection however this is subject to Section 73 application to Sydney Water.</p> |
| Potable water | <p>New connections for potable water and fire services are required.</p> <ul style="list-style-type: none"> • The 250mm main in Pitt St is proposed to be used for the domestic supply to the OSD • The 300mm main in Park St is proposed to be used for the domestic/fire supply to the station area <p>Sydney Water preliminary advice (Ref 23 - 165998 - Pitt St OSD Sth – Feasibility - From SWC) outlines that there is sufficient capacity within this main for this connection however this is subject to Section 73 application to Sydney Water.</p> |

The report also includes plans which indicate the proposed locations of services connections to the building (substations) from the authority trunk mains in the street. It is noted that these locations have been coordinated with building services design but may be subject to relocation in order to better coordinate with building structure, room locations and services routes throughout the building.

4.12. CONSTRUCTION MANAGEMENT & STAGING

A Construction Management Plan (**CMP**) has been prepared by CPB Contractors **Appendix X** which outlines the construction processes and procedures associated with the proposed development from handover and site establishment, through to operational station commissioning and testing.

Project works include those associated with the metro station and the OSD. The CMP defines the scope of works carried out by CPB and those by other contractors, including the interface and handover of the Tunnel and station Excavation Works (**TSE**). References to the CSSI approval construction works in the CMP are provided for information and coordination purposes, but they are not relevant to the scope of this SSD DA.

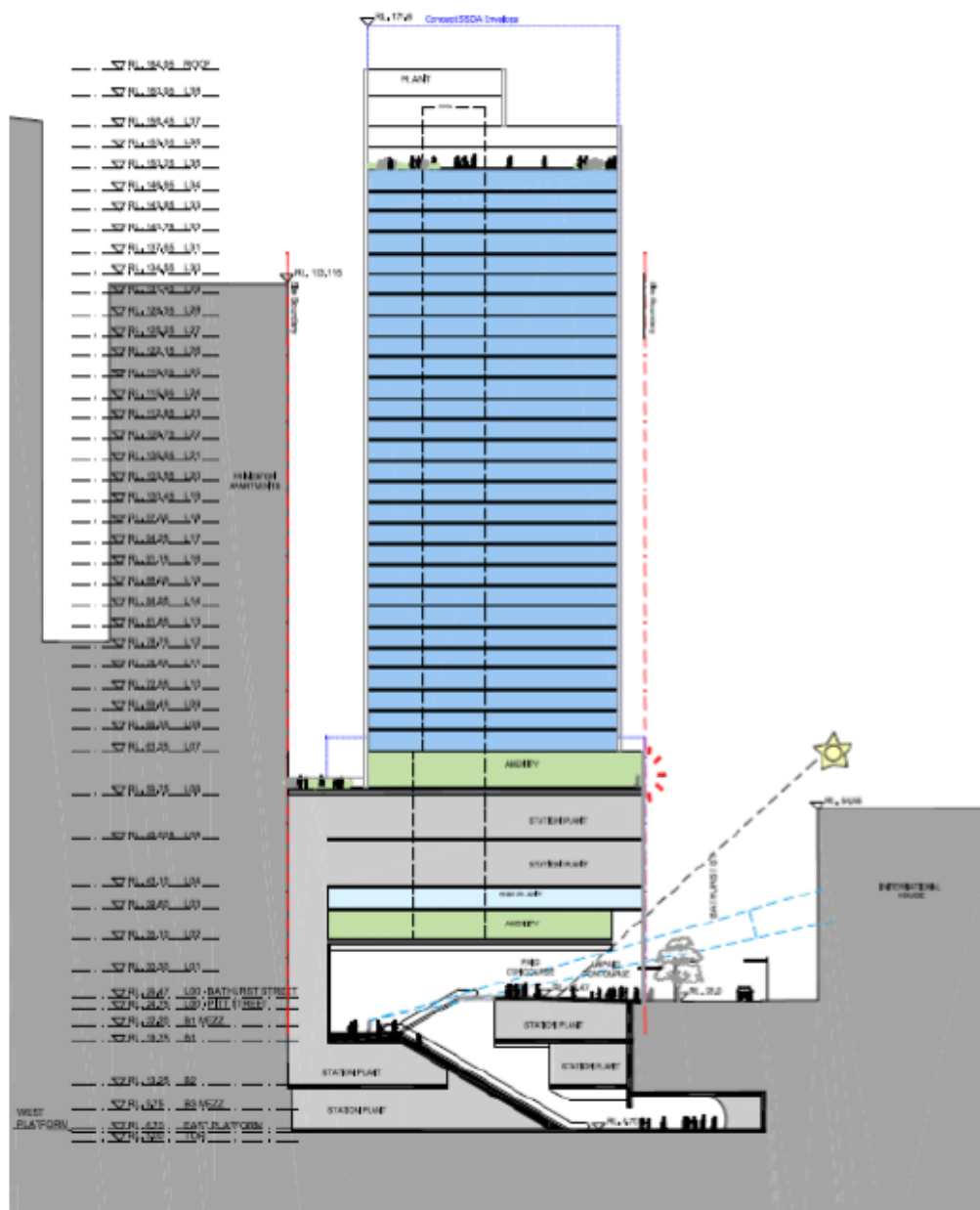
Further, the CMP provides detail regarding traffic and pedestrian management, staging methodology, milestones, materials handling and crange, waste management, temporary works and program management. At the time of writing this EIS, the existing buildings on site have been demolished as part of the CSSI approval, and the site excavation by the TSE Contractor has commenced.

The precinct has four construction components/zones as indicated in **Figure 39** which relate to the following:

- **Grey:** relates to the CSSI;
- **Green:** relates to the CSSI & SSD;
- **Light blue:** relates to the CSSI & SSD; and
- **Blue:** relates to the OSD (SSD).

The proposed construction of the Pitt Street South OSD and station works are to be carried out over a duration of approximately 25 months with a planned start date in August 2021.

Figure 39 – Construction zone break up



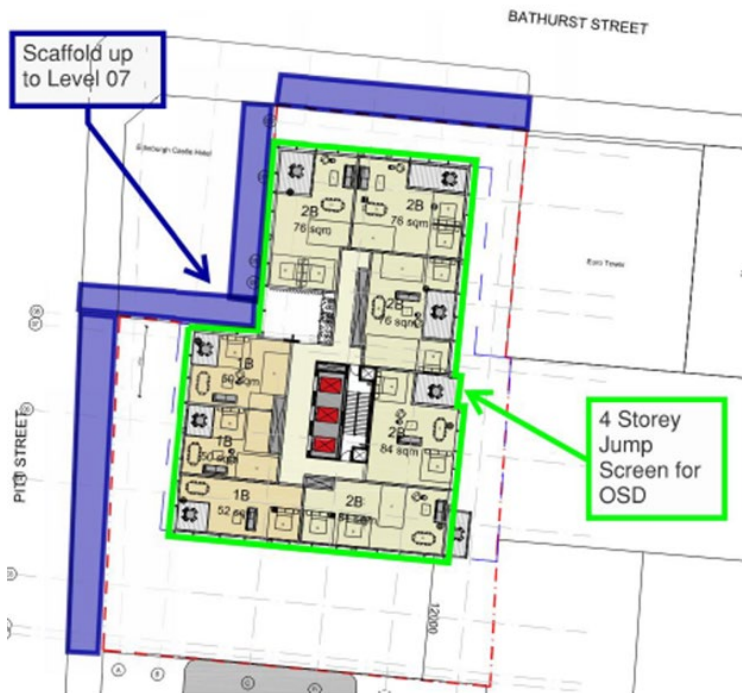
Source: CPB Contractors

4.12.1. Site Establishment

Demolition and excavation works associated with the CSSI approval have commenced on site and as such the TSE contractors have established the site with the erection of a temporary construction shed around the site boundaries and work zones. Notwithstanding, following the handover from the TSE contractors, CPB will erect hoardings in accordance with the Sydney metro standards on the western and northern frontages. The eastern and southern boundaries are not accessible by the public.

The site will also be established with a security perimeter screening and scaffolding up to levels 4 and 7, as shown in **Figure 40**, site accommodation/amenities and a project office. A temporary turntable will be installed in the loading dock to ensure delivery vehicles enter and leave the site in a forward direction.

Figure 40 – Perimeter protection with scaffolding and screening along OSD perimeter



Source: CPB Contractors

4.12.2. Construction Hours

Construction hours for the site have been established in accordance with the CSSI approval consent conditions. It is proposed to retain these hours for the construction of the OSD as follows:

- Monday to Friday: 7:00am – 6:00pm
- Saturday: 8:00am – 1:00pm; and
- Sunday: No work

CPB anticipate that works relating to the erection of hoardings, erecting and dismantling of tower cranes, work to footpaths, services connections and other works with an interface to the surrounding ground plane may be required to be undertaken outside of the proposed hours for construction. CPB will obtain any relevant approvals for extended hours of operation from the City of Sydney (as required).

4.12.3. Traffic and Pedestrian Management

Managing the flow of materials and equipment into and out of the construction site, as well as the flow of pedestrians and traffic to surrounding buildings and roads, is key to ensure the continuity of business within the Sydney CBD and overall successful delivery of the project.

The CMP prepared by CPB Contractors **Appendix X** outlines the traffic and pedestrian management overview for the project in conjunction with the following key strategies to be adopted:

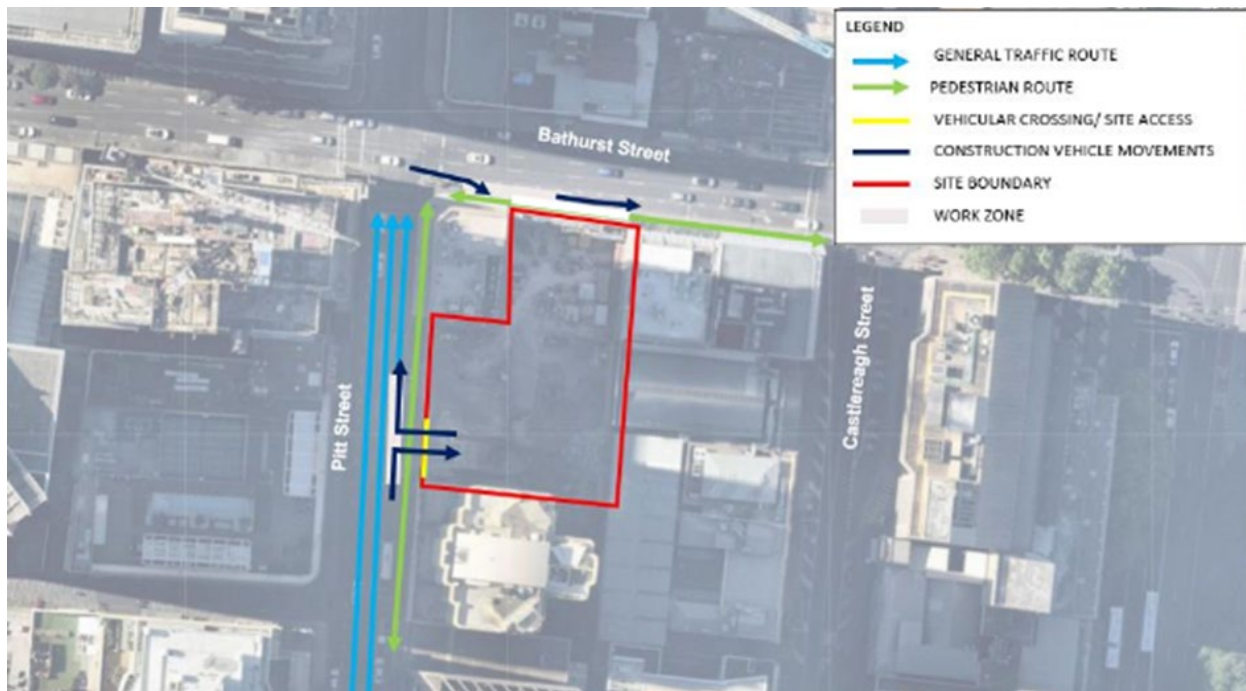
- Engagement of Traffic Management Consultant to compile an overall Traffic Management Plan, specific Traffic Control Plans detailing management of pedestrian, vehicular construction and operational traffic at each stage of works which is consistent with the Construction Traffic Management Framework prepared as part of the CSSI; and
- A Green Travel Plan (GTP), prepared by Aurecon at **Appendix V**.

As shown in **Figure 41**, construction vehicle movements to the subject site will enter Pitt Street from the Western Distributor, Oxford Street, and M1 Motorway. From here vehicles have two loading zone options:

- (a) Vehicles will arrive into the Pitt Street Loading Zone under traffic/pedestrian control, and exit back onto Pitt Street to either turn right onto Bathurst Street or left onto Bathurst Street to continue onto the M1 Motorway(northbound), CBD (east or southbound) or Western Distributor (westbound), or;

- (b) Vehicles will pull into the Bathurst Street Loading zone, turn into the site under traffic/pedestrian control with departure routes as follows:
- To North: turn left onto Elizabeth Street, turn right onto Park Street/ William Street, turn left onto Palmer Street, turn right onto Sir John Young Crescent and continue north onto M1 Motorway.
 - To East: turn right onto Elizabeth Street and turn left onto Liverpool Street.
 - To South: turn right onto Castlereagh Street and continue southbound.
 - To West: turn left onto Elizabeth Street, turn left onto Park Street and continue west onto the Western Distributor.

Figure 41 – Site Construction Vehicle Routes



Source: CPB Contractors

Traffic management and control will be established for all major roads and interfaces areas across the project site. Control measures include traffic controllers, warning lights and pedestrian boom gates at all site access/egress and construction zones to ensure:

- Segregation of the public from truck movements;
- Segregation of construction worker access from construction vehicle access;
- Materials and deliveries do not impede the public roadways or footpaths; and
- Coordination of truck movements to and from the site.

During construction CPB Contractors will be responsible for ensuring surrounding stakeholders, commuters and visitors to the Sydney CBD are well informed of required footpath closures and the alternate travel paths to major destinations. Generally, a pedestrian access route will be provided around the western and northern perimeter of the site along Pitt Street and Bathurst Street where pedestrian/vehicle crossover areas are manned by gates and qualified traffic controllers. As there is no parking available on site, subcontractor and construction worker access to the site will be encouraged through the use of existing public transport networks as part of the GTP.

The intended approach to the management of traffic and pedestrians is currently under iterative development in conjunction with the relevant authorities to identify, document and implement the strategy for managing construction stage pedestrian and vehicular traffic movements for the precinct. This document will be updated accordingly as required per the conditions of any approval granted for the detailed SSD DA.

4.12.4. Construction Staging

The CMP outlines the construction staging sequence and methodology for the four construction components/zones for the integrated Pitt Street South project. As discussed, demolition and excavation works associated with the CSSI approval have commenced on the site which are intending to align with the program for the opening of the Sydney metro (Chatswood to Sydenham line) in 2024. This sub-section provides an overview of the construction staging for the south station site and OSD only.

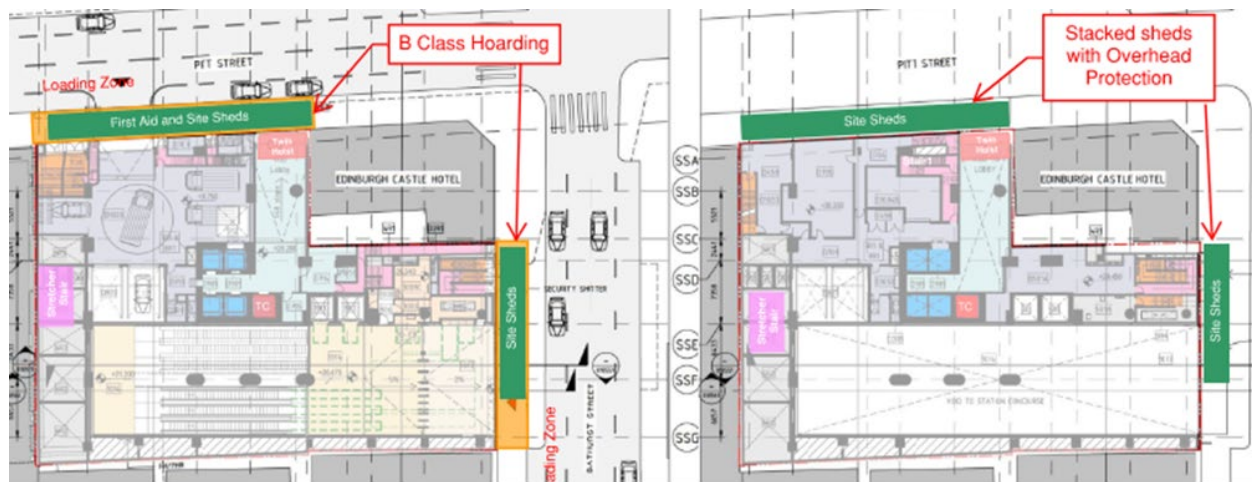
The south site station and basement levels are integral to the future operation of the Sydney metro. As such, completion of these works is critical to handover of the line-wide contractors and will occur in a staged manner in conjunction with the agreed-upon milestone sequence.

The staging of the construction is to be broken down into two stages and as detailed in **Table 9** and illustrated in **Figure 42**.

Table 9 – Proposed construction staging and works

| Stage | Months | Scope of work | Reference |
|---------|--------------|---|------------------------|
| Stage 1 | Months 1-17 | Site Accommodation installed on B Class Hoarding | Figure 42 – Picture 15 |
| Stage 2 | Months 18-25 | Following the stripping of the Level 2 formwork back propping, site accommodation will be installed to Level 2. The site sheds on the hoarding and Level 2 site accommodation will be provided to accommodate 210 workers at the peak of South Tower works. | Figure 42 – Picture 16 |

Figure 42 – Site accommodation works for construction



Picture 33 – Proposed Stage 1 Accommodation from months 1-17

Source: CPB Contractors



Picture 34 – Proposed Stage 2 Accommodation from months 18-25

Source: CPB Contractors

4.13. SUBDIVISION

Preliminary subdivision plans are included at **Appendix C.2**. The CSSI approval provided consent for the subdivision of the station lot (Lot 1). The subdivision of all other allotments beyond the station lot is required to be created by the detailed SSD DA and this includes:

- Lot 1 – Station Lot
- Lot 2 – Commercial lot and residential lot
- Lot 3 – Airspace Lot

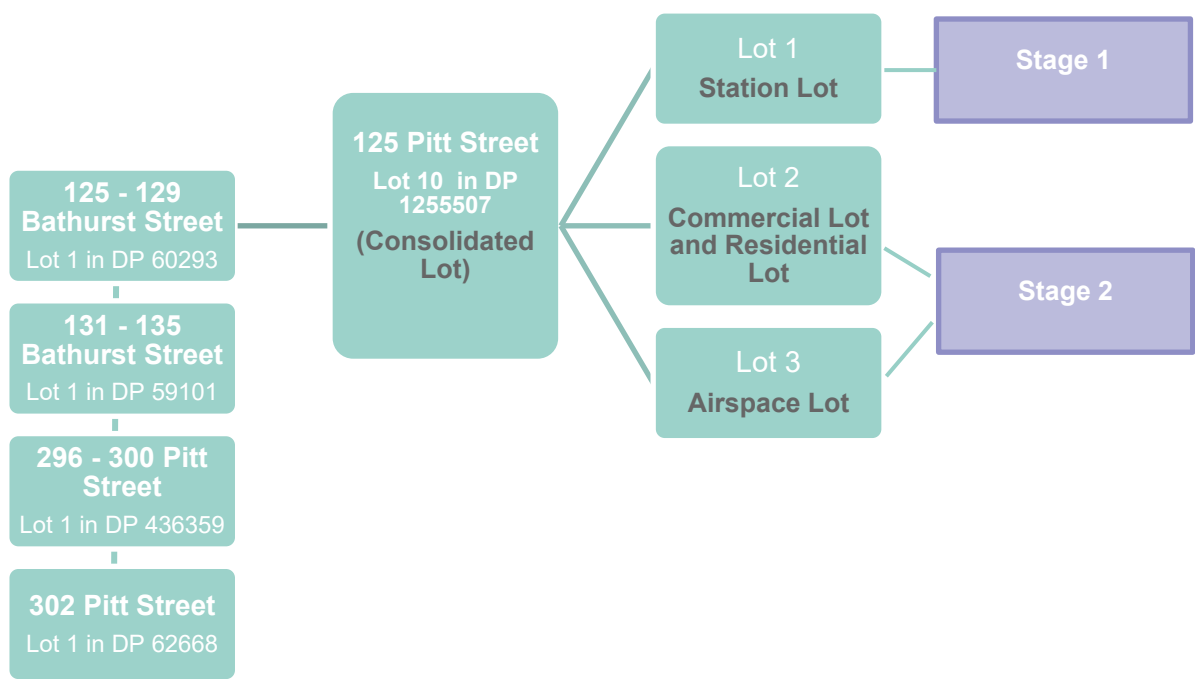
It is proposed that the stratum lots be created in a staged manner. The staged subdivision consent is to allow for the sequential creation/registration of allotments to occur as is required to coincide with the construction and occupation program for the integrated station development without the need for separate ongoing subdivision applications. The final sequencing of the creation/registration of allotments will need to be flexible, and in turn, final allocated lot numbers will vary subject to staging. The anticipated staging is demonstrated in **Figure 45** below.

The four original lots which made up the site have now been consolidated into one allotment Lot 10 in DP 1255507. The proposed stratum subdivision as shown in **Figure 43** includes

- The creation of Lot 1 (station lot) and the anticipated Stage 1 titling. This relates to everything below the transfer level and provides one allotment for the station concourse retail, podium retail, parking spaces, and part of the OSD Tower ancillary/ structure (areas within the podium).
- The creation of Lot 2 (commercial and residential lot) and Lot 3 (airspace lot) and anticipated Stage 2 titling. This relates to everything above the transfer level, including the OSD Tower (Lot 2 which includes areas above the podium) and the Air Space (Lot 3) around the tower.

Given the design of areas below the transfer level are continually evolving, flexibility is required for effected lot boundaries within the CSSI 'Sydney metro box'. The subdivision plans include provisions to accommodate potential changes to lot boundaries.

Figure 43 – Anticipated subdivision staging



Source: Urbis

5. CONSULTATION

5.1. COMMUNITY CONSULTATION

Community consultation has been undertaken with the relevant community groups, including the local community and surrounding landowners/occupiers. This has occurred throughout all stages of the development approval process from CSSI to concept SSD DA, through to the subject detailed SSD DA.

Various strategies were implemented to ensure collaborative community involvement in the project. Including stakeholder briefings, community newsletters, and community information sessions. Specific community consultation actions undertaken are summarised in **Table 10** below.

Table 10 – Summary of Community Consultation Activities

| Activity | Content | Date |
|---|--|---------------------------------------|
| Email to stakeholders | Offered briefing with project team to discuss integrated station development project update as well as including proposed modifications to the Concept SSD Approval as well as the detailed design of the overall Integrated station Development. | January 2020 |
| One on one stakeholder briefings | Carried out stakeholder briefings to present a project overview including proposed modifications to the concept SSD approval as well as the detailed design of the integrated station development. To discuss project status and relevant items coordination as well as to receive feedback on the integrated station development. | Various occurred January – March 2020 |
| Planning overview and Information booklet | The Planning overview and Information booklet aims provided information about the integrated station development detailed design, planning approvals pathways, planning timelines and project phases and how to provide feedback. | Post-lodgement |

The community consultation strategy and all content (responses) received throughout the engagement phase are included at **Appendix CC**. A summary of the matters raised by the community during the consultation that relate to the SSD DA and the proposal's response is included in **Table 11**.

Table 11 – Summary of Responses to Community Consultation Matters

| Matters Raised | Proposals Response / Document Reference |
|---|--|
| The Edinburgh Castle Hotel (Solotel Group) appreciated the lengths that the OSD designers took to respect the historical aspect of the club, in particular stepping down the façade to avoid dwarfing the hotel. | This stepping of the façade is a key design feature retained through the design development and design excellence process. |
| Liberty Place representatives requested that: The Pitt Street Developer South Pty Ltd to provide images of the top of the OSD. The Pitt Street Developer South Pty Ltd to provide improved birds-eye drawings/pics of the South entrance (for pedestrian crossing purposes) | This additional imagery is provided as part of the detailed SSD DA. It is noted that street furniture is proposed as per the conditions of the CSSI approval. |

| Matters Raised | Proposals Response / Document Reference |
|---|--|
| <p>The Pitt Street Developer South Pty Ltd to provide amended drawings for the galleries (firewall issues) – food and beverage entrance corner.</p> <p>The Pitt Street Developer South Pty Ltd to provide the street furniture diagram.</p> <p>The Pitt Street Developer South Pty Ltd to provide end of trip facilities diagrams.</p> | |
| <p>Greenland/Primus raised the issue of timing regarding the sale of apartments in their Greenland building and the Pitt Street South OSD construction, potentially being sensitive to Greenland's sales process.</p> <p>Greenland/Primus requested that:</p> <p>Pitt Street Developer South Pty Ltd send shadow diagrams.</p> <p>Pitt Street Developer South Pty Ltd send dimensions of the loading dock (relative to the street).</p> <p>The Pitt Street Developer South Pty Ltd confirm the mix of apartments (threes, twos and ones.) pre lodgment.</p> <p>Request for the Pitt Street Developer South Pty Ltd to provide the RLs of both OSDs.</p> | <p>Development sales is not a relevant matter for planning consideration.</p> <p>This additional imagery and architectural details are provided as part of the detailed SSD DA.</p> |
| <p>Princeton Apartment representatives were mostly concerned with solar access and ensuring the building is compliant. They requested that:</p> <p>Pitt Street Developer South Pty Ltd to send shadowing diagrams or a link to the submitted SEARs application.</p> <p>Pitt Street Developer South Pty Ltd provide details regarding privacy, shadowing etc. They want to make sure there are appropriate restrictions on ducting and services.</p> <p>Mostly concerned with solar access and ensuring the building is compliant.</p> | <p>This additional imagery and architectural details have been provided as part of the detailed SSD DA.</p> <p>Solar access and overshadowing is addressed in detailed within the detailed SSD DA and Section 8.1.7 of this report.</p> |

5.2. GOVERNMENT AGENCIES & OTHER STAKEHOLDERS

The applicant and its consultants have engaged with the relevant Government agencies throughout the preparation of the detailed SSD DA. Relevant comments received from the agencies are outlined in **Table 12**.

Table 12 – Summary of Feedback from Government Agencies

| Agency / Meeting Details | Matters Raised | Response / Reference |
|---|--|---|
| <p>Sydney Trains</p> <p>3 March 2020</p> | <ul style="list-style-type: none"> • General consensus that the proposed development aligns with the 'Future Sydney Plan' and will ultimately serve to benefit the area. • Consideration of the impact the opening will have on pedestrian traffic was raised, particularly regarding how pedestrians are moving between Pitt St, Town Hall and Martin Place. • It was noted that the graphics used in the presentation were outdated (Pitt Street Developer South Pty Ltd committed to providing new graphics). • Interested in understanding the extent of pressure relieved by development over time, and alternatively what pressure points will arise. | <p>The proposed modifications to the concept approval do not amend the overall gross floor area or overall intensity of development compared to that originally assessed and approved within the concept SSD DA.</p> <p>The minor introduction of a retail tenancy is not expected to alter the overall pattern of pedestrian movements around the site, especially in consideration of the location within the CBD and the significant pedestrian movement generated by the metro station.</p> |
| <p>City of Sydney</p> <p>18 October 2019</p> <p>4 December 2019</p> <p>16 January 2020</p> <p>20 February 2020</p> <p>5 March 2020</p> | <p>Pitt Street Developer South Pty Ltd has made various presentations to the City of Sydney. Subject areas included but were not limited to:</p> <ul style="list-style-type: none"> • Scheme overview • South façade • View locations for Visual Impact Analysis • Proposed modifications to the concept SSD DA • Extent of residential lobby design • Planning timetable • Facade including materiality • Loading dock and driveway • Landscape and public domain • Street furniture • Pedestrian modelling • Facade embellishments • Envelope compliance • Planning timeline | <p>Comments made by the City of Sydney have been adopted in the preparation of this EIS and the detailed design of the development.</p> <p>View locations included at Appendix W are as agreed with the City of Sydney.</p> <p>Façade materiality, embellishment, and projection of approved envelope are as presented to the City of Sydney.</p> |
| <p>Sydney Metro</p> <p>Various and continual meetings from 8 October 2019 to 7 May 2020</p> | <p>Pitt Street Developer South Pty Ltd and Sydney Metro meet on a fortnightly basis for project updates and to work through any issues/risks.</p> | <p>This EIS has been reviewed by SydneyMetro and land owner's consent issued prior to the lodgement of the detailed SSD DA.</p> |

| Agency / Meeting Details | Matters Raised | Response / Reference |
|---|---|--|
| | Sydney metro have been invited to all stakeholder meetings, of which they have attended the majority. | |
| NSW Government Architect (and the office of) 4 February 2020 21st February 2020 4th March 2020 19th March 2020 | Pitt Street Developer South Pty Ltd are fortunate to have engaged with the Government Architect through the Sydney Metro Design Review Panel. | Refer Appendix EE |
| Transport for NSW (former officers from the Roads and Maritime Services) 3 April 2020 | <ul style="list-style-type: none"> Off-street parking and lighting. There may be a risk in terms of repurposing these spaces (given the build-to-rent tower demand for deliveries). The Pitt Street Developer South Pty Ltd to provide the modelling with both Transport for NSW and the Sydney Coordination Office. | This information has been provided to Transport for NSW for consideration and assessment as part of the referral of the detailed SSD DA. |
| Office of the Small Business Commissioner (OSBC) 10 March 2020 | <ul style="list-style-type: none"> Overall, the metro station and both associated OSDs positively responded to the proposal stating that “the development looks great and they expect the proposal will improve this area of the city”. OSBC offered assistance in navigating potentially contentious relationships. OSBC explained the Business Connect program that may be beneficial to surrounding businesses that are experiencing economic pressure from construction fatigue. OSBC suggested raising this with Sydney metro for all of their metro stations and OSDs. | Construction management to consider the recommendations of the OSBC during the construction of the proposed development. |
| Committee for Sydney 24 February 2020 | Supportive of the design and development, particularly: <ul style="list-style-type: none"> Recognizing the role of this development in local businesses and the nighttime economy. Adjusting the balance between cars and pedestrians. Hyde Park being interwoven into the city. | No action required. |

Under section 4.55(2)(b) of the EP&A Act, the consent authority must consult with the relevant Minister, public authority or approval body in respect of a condition imposed as a requirement of concurrence to the

consent. We, therefore, anticipate that the NSW DPIE will further consult with government agencies such as Ausgrid, and TfNSW as part of the assessment of the detailed SSD DA.

For further discussion of one-on-one stakeholder briefings, please refer to the Stakeholder Consultation Pre-Lodgement Summary Report at **Appendix CC**.

5.3. SYDNEY METRO DESIGN REVIEW PANEL

To inform the preparation of the detailed SSD DA for the detailed design of the proposed OSD project, the scheme has been presented to the DRP six times since the appointment of Pitt Street Developer South Pty Ltd as the development partner, to seek feedback and to confirm design integrity.

The matters raised by the DEEP and DRP that relate to the detailed architecture of the building are outlined below:

- The Panel accepts the presented envelope non-compliances as having very minor impacts and therefore reasonable (21 January 2020).
- The Panel accepts the proposal for the bounding wall to the Edinburgh Hotel to be composed of recycled bricks with tone and texture similar to the bricks used in the Hotel.
- The Panel accept the honed precast finish to the street level walls, with a higher visibility of aggregate then sample shown and promote further consideration be given to the skirting and corner details to ensure longevity of initial appearance.
- The Panel supports the material selection in principle, and recommends all materials are presented again with samples and final finishes, including evidence of sign off by Sydney metro on sealing and maintenance regimes.
- The Panel request further information provided regarding bird roosting mitigation measures at horizontal window heads that sit below the awning.
- The Panel accept that investigation is underway regarding nesting prevention and recommend the project team liaise with Sydney metro regarding their current solution testing. The Panel note the previous request to confirm there are no high-volume wind whistling issues arising from the bedroom ventilation panels located in the recessed slots with no horizontal ledges. A design approach was presented and the Panel supports this recommendation.
- The Panel supports that visual privacy is achieved through the noted vertical louvres to the apartment windows facing the Princeton Apartments.
- The Panel supports the proposed lift numbers on the basis of the analysis presented – being three passenger and one service lift for 227 apartments (now 234 apartments).
- The Panel requested to see alternative configurations bringing the residential service lift closer to the goods lift, or ideally a model that does not require lift change from loading to apartment floors, whilst noting that the client is confident that this model is workable. This was presented and approach was supported by the Panel.
- The Panel accept the presented diagrams and 3D imagery explaining the locations of colour changes and evolution of design.
- The Panel notes there has been a reduction in solar access on June 21st due to the New Castle Residences development, which has recently commenced on site. The Panel notes the design teams advice that appropriate solar analysis testing to minimise this impact has been undertaken, which demonstrates that the current façade design remains as an appropriate solution along with relocation of upper level 3-bedroom apartments to the lower levels.
- The Panel accepts that Pitt Street South OSD meets design excellence parameters and is ready for submission to DPIE (17 March 2020).

6. STRATEGIC PLANNING CONTEXT

6.1. NSW PREMIER'S PRIORITIES

The NSW Premier's Priorities is the State Government's and Premier's plan to guide policy and decision making across the State. The proposed development is consistent with the relevant key objectives contained within the plan. These include:

Greener Public Spaces: Increase the proportion of homes in urban areas within 10 minutes' walk of quality green, open and public space by 10 per cent by 2023.

The project will help to increase housing supply in a location that is within 10 minutes' walk of a number of quality green, open and public spaces. The site will deliver 234 additional dwellings in a highly accessible CBD location with excellent connectivity to public spaces and public transport links to Greater Sydney.

The proposed development is consistent with the goals and objectives set out within the NSW State Priorities.

6.2. SYDNEY REGION PLAN: 'A METROPOLIS OF THREE CITIES'

A Metropolis of Three Cities is a bold vision for three, integrated and connected cities that will rebalance Greater Sydney – placing housing, jobs, infrastructure and services within greater reach of more residents, no matter where they live. Setting a 40-year vision (to 2056) and establishing a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic and environmental matters.

The vision for the plan is built on these 30-minute cities within Greater Sydney, the Western Parkland City, Central River City and Eastern Harbour City, providing improved access through different modes of transport to various job opportunities, services, entertainment and cultural facilities across the metropolitan area. The Eastern Harbour City is well-established, well-serviced and highly accessible by its radial rail network, with half a million jobs and the largest office market in the region.

The proposed Pitt Street station south OSD responds to the Harbour CBD's focus on innovation and global competitiveness to underpin its continued growth, backed up by the significant Sydney metro city and southwest project. In accordance with Objective 10 and Objective 18, the proposal aligns explicitly with the regional plan by:

- Providing a considerable amount of high quality, high density residential accommodation in a highly accessible CBD location; and
- Maximises opportunities presented by the Pitt Street South station to improve the home and work connections and support the 30-minute city.

6.3. EASTERN CITY DISTRICT PLAN

The Eastern City District Plan covers the LGAs of Sydney, Woollahra, Waverly, Randwick, Bayside, Inner West, Burwood, Strathfield and Canada Bay. Planning Priorities that directly relate to the proposed Pitt Street South OSD include:

E1 - Planning for a city supported by infrastructure

The proposal directly benefits from the development of the Sydney Metro Pitt Street station by locating additional residential dwellings above a transport infrastructure. The development facilitated by the detailed SSD DA aligns with the place-based infrastructure service which encourages active transit methods such as walking and cycling and the Sydney Metro Pitt Street South station.

E5 - Providing housing supply, choice and affordability with access to jobs, services and public transport

The OSD provides residential accommodation within a highly accessible CBD location, close to jobs, services and public transport.

E10 - Delivering integrated land use and transport planning and a 30-minute city

By locating additional residential dwellings above Pitt Street station, the proposal contributes to the vision for a 30-minute city. Further, the proposal is considered sustainable as it is likely to result in a high proportion of trips by public transport, walking and cycling trips to reduce emissions and health.

6.4. FUTURE TRANSPORT STRATEGY 2056

The NSW Government's Future Transport Strategy 2056 sets the 40-year vision, directions and outcomes framework for the transport system and customer mobility in NSW, which are divulged for Regional NSW and Greater Sydney. It will guide transport investment over the longer term delivered through a series of services and infrastructure plans and other supporting plans.

The strategic location of high-quality residential dwellings above the future Sydney Metro Pitt Street station delivers economic benefits for Sydney by enhancing connectivity between businesses, dwellings and people. The proposal provides an opportunity to boost the city's productivity by allowing residents to access jobs faster and more reliably. Pitt Street South OSD boasts proximity to future public transport opportunities for site users/visitors, which encourages the use of existing active transport networks to reduce automobile reliance, to decrease congestion and to reduce environmental impacts.

6.5. STATE INFRASTRUCTURE STRATEGY 2018

The NSW State Infrastructure Strategy 2018 - 2038 sets out the NSW Government's vision for infrastructure over the next 20 years, focussing on aligning investment with sustainable growth. For metropolitan NSW, the primary goal is to provide residents with access to jobs and services within 30 minutes, known as the '30-minute city' model.

The Strategy sets out six directions for infrastructure in NSW, of which the following are relevant:

Better integrating land use and infrastructure

The proposal will deliver additional jobs and residential dwellings in coordination with the new metro station beneath so that capital investment keeps pace with new employment and housing demands.

Delivering infrastructure to maximise value for money

The development directly assists in the timely delivery of the new metro station and in achieving the priority to provide infrastructure projects on-time and on-budget. Through the provision of bicycle storage facilities and the provision of no residents' car parking, the proposal will assist in promoting the use of the existing walking and cycling network, as well as the heavy and light rail metro network.

Optimising asset management

The proposal has been designed with consideration of the life cycle of the asset so that the integrated station and OSD solution is 'future-proofed', and that the life, availability and use of railway infrastructure on the site are appropriately safeguarded.

Making our infrastructure more resilient

The proposal has been designed with regard to flooding and other environmental considerations, to ensure that the development is not vulnerable to hazards.

Using innovative service delivery models

The proposal brings together the best skills of the private sector in delivering the Pitt Street metro station. It represents an innovative approach that supports the NSW Government in funding the cost of this step-change piece of public transport infrastructure and delivering a range of public benefits.

6.6. DEVELOPMENT NEAR RAIL CORRIDORS & BUSY ROADS – INTERIM GUIDELINES

The Development Near Rail Corridors and Busy Roads guideline assists in the planning, design and assessment of development which is in or adjacent to rail corridors and busy roads. The application of the guideline shares a close relationship with the *State Environmental Planning Policy (Infrastructure) 2007 (Infrastructure SEPP)*, supporting specific rail and road provisions contained within.

The guidelines relates to development impacted by rail corridors and busy roads, in terms of noise and vibration and air quality, as well as the potential impact of adjacent development on roads and railways, with regards to safety and design issues and excavation, earthworks and other construction-related issues. The Pitt Street South station OSD proposal capitalises on concentrating residential dwellings within easy walking distance above the future Sydney metro station, thus improving access and opportunities for increased rail patronage.

An Acoustic and Vibration Impact Assessment has been prepared by Renzo Tonin & Associates (**Appendix U**) which demonstrates that the proposed design is capable of meeting the requirements of the guidelines.

6.7. GUIDE TO TRAFFIC GENERATING DEVELOPMENT (RMS)

The RMS' Guide to Traffic Generating Development outlines all aspects of traffic generation considerations relating to developments. The Guide establishes the grounds for traffic impact assessment in terms of daily traffic volumes and peak traffic volumes for residential and retail land uses.

This detailed SSD DA is accompanied by a Transport and Accessibility Impact Assessment prepared by Aurecon (**Appendix V**) which considers the strategic context of this guidelines and the statutory context of the Infrastructure SEPP as the basis for assessment. Traffic generation impacts are also discussed in further detail in **Section 8.1.9**.

6.8. HERITAGE COUNCIL GUIDELINES

The assessment of heritage impacts within the Heritage Impact Statement prepared by GBA Heritage in **Appendix L** and Heritage Interpretation Strategy in **Appendix M** provides a comprehensive assessment of key heritage impacts and establishes the heritage management framework for the development of the site. Heritage impacts are further discussed in **Section 8.1.4**.

6.9. ABORIGINAL CULTURAL HERITAGE IN NSW

We note that the SEARs require consideration of Aboriginal cultural heritage. However, as demolition of structures, landscaping and tree removal and bulk excavation works have already been approved under the CSSI Approval, the potential impact on Aboriginal cultural heritage within or adjacent the site has already been assessed and considered appropriate for the OSD.

6.10. BETTER PLACED

Better Placed (2017) is an integrated design policy for the built environment, prepared by the Government Architect of NSW, to create a transparent approach to ensure good design outcomes are achieved to deliver desired architecture, public places and environments throughout NSW (September 2017). The policy includes seven applicable objectives:

- Better fit – contextual, local and of its place
- Better performance – sustainable, adaptable and durable
- Better for the community – inclusive, connected and diverse
- Better for people – safe, comfortable and liveable
- Better working – functional, efficient and fit for purpose
- Better value-creating and adding value
- Better look and feel – engaging, inviting and attractive.

The detailed design has been subject to an extensive design review that involved a collaborative, cyclical and iterative process. The final design outcome will accommodate a built form that is sustainable, functional, sensitive to its context and visually distinctive as encouraged by objectives of Better Placed, in line with the modified concept SSD DA.

6.11. CITY OF SYDNEY DEVELOPMENT CONTRIBUTIONS PLAN 2013

The OSD is subject to the City of Sydney Council's contributions requirements under the Central Sydney Development Contributions Plan 2013. The levy aims to assist the funding of public facilities such as facilities, amenities and services required to meet the needs of an increasing workforce population.

The levy is calculated at 1% of the development cost and is sought before obtaining the Construction Certificate.

6.12. SUSTAINABLE SYDNEY 2030

Sustainable Sydney 2030 is a long-term plan prepared by the City of Sydney to achieve a green, global and connected city. It contains ten strategic directions, of which the following are relevant and will be delivered by the proposal:

- A globally competitive and innovative city;
- Integrated transport for a connected city;
- A city for walking and cycling;
- A lively and engaging city centre; and
- Housing for a diverse community.

The proposal will facilitate the delivery of the Sydney metro infrastructure and additional housing in a highly accessible city centre, encouraging walking and cycling. Specifically, the proposal will address the three key pillars of Sustainable Sydney 2030 as follows:

Green

- *The city's places and spaces will support the community's resilience to social, economic and environmental changes, including changing climate.*
- *Excellence in the design of the city's places, spaces and buildings will attract people, encourage them to stay and make high density places healthy and enjoyable.*

Comment: The detailed SSD DA and modification application will help to realise the vision for a greener global city that will improve the places, spaces and buildings serving the greater community and the residents that it serves by providing an energy-efficient building, providing residents with access to public transport with no private car parking spaces and the location allows residents to walk and cycle to places of interest including Hyde Park and nearby cultural and entertainment hubs.

Global

- *The Council seeks to ensure that "Sydney will remain Australia's most significant global city, home to globally aware people, jobs and businesses and an international gateway with world-class tourism attractions and sustained investment in cultural infrastructure, icons, amenities and public spaces."*
- *In economic orientation and partnerships, an open-minded outlook, and a diverse community.*

Comment: The delivery of the Sydney metro and the OSD development as proposed in the detailed SSD DA and supported by the modification application will help to realise the Council vision, in which the partnership between the NSW Government and private developers, such as Sydney Metro and the Pitt Street Developer South Pty Ltd in collaboration will help to deliver the infrastructure and housing to serve a diverse and growing community.

Connected

- *The Council vision for connectedness includes:*

- *physically by walking, cycling and high-quality public transport, through culture, place and social wellbeing, and to those with interest in the city.*

Comment: The detailed SSD DA and supporting modification application will help to realise the Council vision for a more connected city with the delivery of high-quality public transport and housing within one development that will promote the place, social well-being and opportunities to access services, and places by walking or cycling.

6.13. CENTRAL SYDNEY PLANNING STRATEGY

The Central Sydney Planning Strategy is a 20-year growth strategy that builds upon the strategy of Sustainable Sydney 2030 and revises planning controls for Central Sydney. The Strategy outlines 10 key moves, of which the following are relevant:

1. Prioritise employment growth and increase capacity

The proposed development prioritises residential dwellings over employment floorspace and will deliver a significant amount of residential floor space. While the development does not contribute to the targeted increase in employment floorspace, the build-to-rent model will assist with the delivery of additional diverse housing choices within the city centre.

In the short term, the proposed development will also facilitate genuine activation at street level and in the lower podium levels. Level 2 includes a restaurant available to the public and the private communal entertainment facilities for residents.

In the long term, as the residential dwelling portion of the development will not be subject to strata subdivision.

2. Ensure development responds to context

The proposed building has been designed to respond to the surrounding context and complies with all setbacks and design guidelines as required by the concept SSD DA and Pitt Street South station design guidelines.

5. Ensure infrastructure keeps pace with growth

The proposed development will facilitate the delivery of a critical piece of regional infrastructure. The development is also subject to Section 61 development contribution.

6. Move towards a more sustainable city

The proposed development exceeds typical BASIX targets and Ecologically Sustainable Design (**ESD**) principles are being applied in the design, delivery and operation of the project. A Sustainability Report has been prepared by Cundall, and a BASIX Report supports the sustainability targets of the proposed development. ESD is discussed further in **Section 8.1.8**.

Further, the proposed development includes zero car parking spaces for the residential and retail tenants, a significant initiative to move towards a more sustainable city.

7. Protect, enhance and expand Central Sydney's heritage, public places and spaces

The proposed development complies with the Hyde Park sun access plane requirements and as outlined in **Section 8.1.4** positively responds to the character and features of heritage items in the vicinity of the site. The site is not located within a designated Special Character Area.

8. Move people more easily

The proposed development includes no residential or visitor parking spaces as it is in close proximity to numerous multi-modal transport options and includes 203 bicycle parking spaces/lockers for residents and visitors.

6.14. CITY PLAN 2036

City Plan 2036 is the draft Local Strategic Planning Statement (**LSPS**) for the City of Sydney and links the state and local strategic plans with the planning controls to guide future development and the Local

Environmental Plan review. The City Plan sets 13 priorities to achieve the City's Green, Global, Connected vision and guide future changes to the City's planning controls, of which the following are notably relevant:

1. Movement for walkable neighbourhoods and a connected city

The proposed development is co-located with the Sydney metro and will directly facilitate the development of a place-based infrastructure service which encourages active transit methods such as walking and cycling and the Sydney Metro Pitt Street South station.

By locating additional residential dwellings above Sydney Metro Pitt Street South station, the proposal contributes to the vision for a 30-minute city. Further, the proposal is considered sustainable as it increases the proportion of trips by public transport, walking and cycling trips to reduce emissions and health.

6. New homes for a diverse community

The proposed residential accommodation within the development is build-to-rent providing high-quality, diverse dwellings within a highly accessible CBD location. The build-to-rent scheme delivers more diverse tenure options for residents within Sydney, designed to suit the evolving needs of long-term renters who value additional communal facilities that meet changing needs. The communal facilities provide greater opportunities for socialising, exercising, and working from home.

6.15. HOUSING FOR ALL DRAFT STRATEGY

Housing for All is the City of Sydney's draft Housing Strategy, prepared in support of the City Plan 2036. The Strategy identifies seven local housing priorities:

- Facilitating homes in the right locations
- Coordinating housing growth with the delivery of infrastructure
- Increasing diversity and choice in housing
- Increasing the diversity and number of homes available for lower income households
- Increasing the amount of social and supported housing
- Improving NSW Government controlled site outcomes
- Increasing liveability, sustainability and accessibility through high-quality residential design

The proposed development will deliver 234 additional dwellings with communal amenities for residents. This will be delivered using a build-to-rent model and will provide long-term, diverse and secure housing stock. The development is located within a highly accessible CBD location in close proximity to public open space, multi-modal transport options and employment opportunities.

The construction of high-quality build-to-rent apartments above the new metro station is beneficial for housing in Sydney and the development of the Midtown area. New homes in this location will be popular with renters due to the excellent transport options and proximity to the CBD. The development will appeal to local residents, downsizers, young professionals, millennials, young families, international students and city dwellers.

The target audience values design excellence, sustainability and social consciousness, friendship groups and social networking, and convenient services.

Based on the Pitt Street Developer South Pty Ltd's experience/research, requirements for renters include:

- A desire to be near work (within 15km of CBDs) and public transport hubs,
- Lifestyle facilities and suburbs with a café culture, and;
- Potential to have/ pet-friendly apartment buildings.

The range of tenants would be representative of the current city dwellers residing within the Sydney City LGA and likely to consider the build-to-rent apartments offered by the Pitt Street Developer South Pty Ltd.

6.16. NSW PLANNING GUIDELINES FOR WALKING & CYCLING

These guidelines function to improve the consideration of walking and cycling and their role in the creation of sustainable neighbourhoods and cities. The proposed development will align with these guidelines by improving walkability and bicycle access across Sydney CBD through the provision of new pedestrian routes, end-of-trip facilities and wayfinding signage. This will contribute to a high-quality pedestrian and cycling environment, which is conducive to the use of active transport options by future OSD residents and visitors.

6.17. SYDNEY'S BUS FUTURE 2013

Sydney's Bus Future 2013 outlines the NSW Government's long-term plan to deliver an integrated bus network which is simpler, faster and better within Sydney to meet current and future customer needs. The overarching aim is to provide an integrated bus network which seamlessly connects to other transport services and opportunities.

The proposed development will align with these objectives by locating high density residential dwellings within walking distance of various key bus routes within the CBD area.

6.18. SYDNEY'S CYCLING FUTURE 2013

Sydney's Cycling Future (2013) provides a framework for the way cycling is planned and prioritised in Sydney. It aims to grow the number of people cycling for transport by investing in safe, connected networks, making better use of existing infrastructure and fostering the formation of partnerships to develop cycling infrastructure.

The development provides high-quality bicycle parking and end-of-trip facilities for future residents. The site currently has access to nearby cycle networks and is highly accessible.

6.19. SYDNEY'S WALKING FUTURE 2013

Sydney's Walking Future (2013) aims to promote walking as a means of effective transport within Sydney by encouraging investment in safe, permeable walking networks.

The surrounding road network provides the site and OSD with pedestrian access. Public domain improvements will be included as part of the CSSI approval and will be designed to meet any relevant requirements of that consent and the Pitt Street South station design guidelines.

7. STATUTORY PLANNING CONTEXT

As outlined in the SEARs, the statutory provisions contained in the planning instruments listed below have been addressed for the Detailed SSD DA:

- *Environmental Planning and Assessment Act 1979 (EP&A Act)*
- *NSW Biodiversity Conservation Act 2016*
- *State Environmental Planning Policy (State & Regional Development) 2011*
- *State Environmental Planning Policy (Infrastructure) 2007*
- *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*
- *State Environmental Planning Policy (Urban Renewal) 2010*
- *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017*
- *State Environmental Planning Policy No. 55 (Remediation of Land)*
- *State Environmental Planning Policy No. 64 (Advertising and Signage)*
- *State Environmental Planning Policy No. 65 – Design Quality of Residential Apartment Development and accompanying Apartment design Guide (SEPP 65)*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*
- *Draft State Environmental Planning Policy (Environment)*
- *Sydney Local Environmental Plan 2012.*

The proposals compliance with the relevant statutory provisions is outlined in the following sections.

7.1. ENVIRONMENTAL PLANNING & ASSESSMENT ACT 1979 (EP&A ACT)

The EP&A Act establishes the assessment framework for SSD, and in Section 4.36 indicates that a State Environmental Planning Policy may declare a development to be SSD. Under Section 4.5(a) of the EP&A Act, the Minister for Planning is the consent authority for SSD applications if the Independent Planning Commission has not been declared to be the consent authority for the development by an environmental planning instrument.

The detailed SSD DA is a staged development application as per Division 4.4 of the EP&A Act. overall, the detailed SSD DA is consistent with the approved concept SSD DA, as proposed to be concurrently modified (refer to **Section 2.5**).

Table 13 below provides an assessment of the proposal against the objects contained within Section 1.3 of the EP&A Act.

Table 13 – Objects of the EP&A Act

| Object | Comment / Response |
|--|---|
| To promote the social and economic welfare of the community and a better environment by the proper management, development and conservation of the State's natural and other resources. | The proposal promotes the social and economic welfare of the community and a better environment through the delivery of an integrated transport-oriented development above the Sydney Metro Pitt Street South station site. |
| To facilitate ecologically sustainable development by integrating relevant economic, environmental and social considerations in decision-making about the environmental planning and assessment. | The ESD commitments are consistent with those included within the concept SSD DA. This detailed proposal is committed to achieving high standards of ecologically sustainable development and is |

| Object | Comment / Response |
|--|--|
| | <p>accompanied by a detailed ESD Report in Appendix K.</p> |
| <p>To promote the orderly and economic use and development of land.</p> | <p>The proposal promotes the orderly and economic use and development of land through a staged planning process which delivers an integrated design response that responds to the site constraints and complexity of the development. The proposed OSD maximises residential floor space to be delivered on the site while generally maintaining the approved building envelope.</p> |
| <p>To promote the delivery and maintenance of affordable housing.</p> | <p>N/A</p> |
| <p>To protect the environment, including the conservation of threatened and other species of native animals and plants, ecologically communities and their habitats.</p> | <p>The OSD is located within an established urban environment. A BDAR waiver has been issued by the DPIE, which determined the proposal will have no impact on threatened species or their habitats (Appendix J).</p> |
| <p>To promote sustainable management of built and cultural heritage (including Aboriginal cultural heritage).</p> | <p>The proposal respects the significance of surrounding built heritage as outlined in the Heritage Impact Assessment (Appendix L).</p> |
| <p>To promote good design and amenity of the built environment.</p> | <p>The detailed design of the OSD exhibits design excellence and mitigates adverse amenity impacts. The endorsed design Excellence Strategy to which the building responds is attached at Appendix G and discussed in further detail in Section 8.1.1.</p> |
| <p>To promote proper construction and maintenance of buildings, including the protection of the health and safety of their occupants.</p> | <p>Construction staging and impact management are discussed in Section 8.1.19. A Construction Management Plan is attached at Appendix X.</p> |
| <p>To promote the sharing of responsibility for environmental planning and assessment between different levels of government in the State.</p> | <p>Relevant Government agencies have been consulted throughout the concept and detailed design processes.</p> <p>It is noted that the Minister for Planning is the consent authority as the development is considered SSD.</p> |
| <p>To provide increased opportunity for community participation in environmental planning and assessment.</p> | <p>An inclusive public consultation strategy has been implemented throughout the project design process (refer to Section 5 and Appendix CC).</p> |

Overall, the proposed development is consistent with the objects and general terms of the EP&A Act.

7.2. BIODIVERSITY CONSERVATION ACT 2016

The purpose of the *Biodiversity Conservation Act 2016* is to maintain a healthy, productive and resilient environment for the greatest well-being of the community, now and in the future, consistent with the principles of ecologically sustainable development. Clause 2 of Section 7.9 of the *Biodiversity Conservation Act 2016* requires a DA for SSD to be accompanied by a Biodiversity Development Assessment Report (BDAR).

As part of the assessment of the concept SSD DA, the NSW DPIE granted a waiver on 11 May 2018 under section 7.9(2) of the *Biodiversity Conservation Act 2016*, concluding that:

- The proposed development is not likely to have any significant impact on biodiversity values; and
- There is no need to submit a BDAR as part of the detailed SSD DA.

A request seeking a waiver for the requirement for a BDAR associated with SSD-10294 was submitted to the NSW DPIE on 26 March 2020. This was accompanied by an assessment of the proposed development against the relevant provisions of the *Biodiversity Conservation Act 2016* and the *Biodiversity Conservation Regulation 2017*.

The assessment concludes that the proposal will not have any likely impact on the surrounding natural environment and abundance of species, habitat connectivity, threatened species movement and flight paths of protected animals, nor will it impact upon water quality surrounding the site (sustainability) and the site does not contain abundant vegetation.

Accordingly, a BDAR waiver (**Appendix J**) was issued by the NSW DPIE and OEH, and it was determined that a BDAR is not required as part of this detailed SSD DA. Based on this assessment by NSW DPIE and OEH, it is considered that clause 2 of Section 7.9 of the *Biodiversity Conservation Act 2016* has been satisfied.

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

The *State Environmental Planning Policy (State and Regional Development) 2011* (**SRD SEPP**) has the purpose of identifying development that is SSD, State Significant Infrastructure (**SSI**) (including critical) and regionally significant development.

Pursuant to clause 19(2), Schedule 1 of the SRD SEPP indicates that the following development is SSD:

Development within a rail corridor or associated with railway infrastructure that has a capital investment value of more than \$30 million for any of the following purposes:

- a) commercial premises or residential accommodation,*
- b) container packing, storage or examination facilities,*
- c) public transport interchanges.*

As the proposal is for the purposes of 'residential accommodation' associated with railway infrastructure and has a capital investment value of more than \$30 million, it is classified as SSD for the purposes of the EP&A Act. The detailed SSD DA will be assessed under the relevant provisions of Part 4 of the EP&A Act.

It is noted that clause 11 of SRD SEPP states that Development Control Plans (**DCPs**) do not apply to SSD applications.

7.4. STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007

The aim of *State Environmental Planning Policy (Infrastructure) 2007* (**Infrastructure SEPP**) is to facilitate the effective delivery of infrastructure across NSW by identifying matters to be considered in the assessment of development adjacent to particular types of infrastructure such as classified roads and prescribing consultation requirements for certain development.

The relevant provisions of the Infrastructure SEPP in relation to the proposed development are considered in the following table.

Table 14 – Relevant Provisions of the Infrastructure SEPP

| Clause | Response | Referral Agency |
|--|--|--|
| Part 3, Division 5 Electricity transmission or distribution, Subdivision 2 Development likely to affect an electricity transmission or distribution networks | The application is subject to clause 45 of Infrastructure SEPP as the development is expected to affect an electrical transmission or distribution network. Existing Ausgrid infrastructure has been confirmed to be sufficient to supply the new substations for the OSD. However, additional connections will be required. Early consultation has occurred between the applicant and Ausgrid to determine an appropriate location, as described in Appendix Y . | Ausgrid |
| Part 3, Division 15 Railways, Subdivision 2 Development in Rail corridors | The proposed development is on land adjacent to a rail corridor, and as such pursuant to clause 85 of the Infrastructure SEPP, the DPIE will refer this application to the relevant rail authority for the rail corridor. As the proposal relates to the Sydney metro city and southwest corridor, it will be referred to TfNSW for comment. | TfNSW |
| Part 3, Division 17 Roads and traffic, Subdivision 2 Development in or adjacent to road corridors and road reservations | As the OSD has no car parking proposed for the residential apartment and results in fewer than 300 dwellings, the proposal is not classified as a traffic generating development pursuant to clause 104 (Traffic Generating Development) and Schedule 3 of the Infrastructure SEPP. | Roads and Maritime Services No referral required. |
| Clause 104 Traffic-Generating development | . | |

7.5. STATE ENVIRONMENTAL PLANNING POLICY (BUILDING SUSTAINABILITY INDEX: BASIX) 2004

The *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004 (BASIX SEPP)* requires all residential development in NSW to achieve a minimum target for energy efficiency, water efficiency and thermal comfort.

The proposed development has been assessed in accordance with the relevant requirements, and a formal BASIX Certificate has been issued. Additionally, the BASIX Certificate confirms the achievement of the project-specific BASIX commitments made in the concept SSD DA. The certificate confirms that the proposed development achieves the minimum water and thermal performance ratings required. The BASIX commitments are provided in the ESD Report in **Appendix K**.

7.6. STATE ENVIRONMENTAL PLANNING POLICY (URBAN RENEWAL) 2010

The *State Environmental Planning Policy (Urban Renewal) 2010 (Urban Renewal SEPP)* establishes the process for assessing and identifying sites as urban renewal precincts with the intention of facilitating orderly and economic development and redevelopment of sites in and around urban renewal precincts.

The Urban Renewal SEPP currently only applies to two potential precincts, the Redfern-Waterloo Potential Precinct and the Granville Potential Precinct Map.

Notwithstanding being referenced in the SEARs for the project, the Sydney CBD and Pitt Street South OSD are not within an identified potential precinct and are not subject to the provisions of the Urban Renewal SEPP.

7.7. STATE ENVIRONMENTAL PLANNING POLICY (VEGETATION IN NON-RURAL AREAS) 2017

The *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017* (**Vegetation SEPP**) works together with the *Biodiversity Conservation Act 2016* and the *Local Land Services Amendment Act 2016* to create a framework for the regulation of clearing of native vegetation in NSW. The Vegetation SEPP applies to the Sydney metropolitan areas and land zoned for urban purposes.

The Pitt Street South OSD site is within an established urban area and has been cleared of all vegetation, buildings and structures under a separate CSSI approval. As such, no further consideration of the Vegetation SEPP is required.

7.8. STATE ENVIRONMENTAL PLANNING POLICY NO.55 – REMEDIATION OF LAND (SEPP 55)

State Environmental Planning Policy No.55 – Remediation of Land (**SEPP 55**) provides a State-wide approach to the remediation of contaminated land, and primarily promotes the remediation of contaminated land for the purpose of reducing the risk of harm to human health.

As all demolition and excavation will be completed as part of the Sydney Metro Pitt Street station works, SEPP 55 and potential site contaminants will be addressed in accordance with the relevant conditions of the CSSI approval. Therefore, the provisions of SEPP 55 have been wholly addressed through that approval and are not relevant to the SSD DA.

7.9. STATE ENVIRONMENTAL PLANNING POLICY NO. 64 – ADVERTISING AND SIGNAGE (SEPP 64)

The *State Environmental Planning Policy No.64 – Advertising and Signage* (**SEPP 64**) aims to ensure that signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations, and is of high-quality design and finish.

The scope of the detailed SSD DA seeks consent for signage for the proposed retail tenancy. Clause 13 of SEPP 64 indicates that a consent authority must not grant consent to display signage unless it is consistent with the objectives of the *policy* and complies with the assessment criteria contained within Schedule 1 of SEPP 64. An assessment of the indicative signage zones included as part of the SSD DA against the beforementioned provisions is provided below.

Table 15 – SEPP 64 Compliance Table

| CONTROL | PROPOSAL | COMPLIANCE |
|---|--|------------------------------------|
| 3 – POLICY AIMS AND OBJECTIVES | | |
| <p>Clause 3(1)(a) – to ensure that signage:</p> <ul style="list-style-type: none"> Is compatible with the desired amenity and visual character of an area; Provides effective communication in suitable locations; and Is of high-quality design and finish. | <p>The detailed design of the signage will be subject to separate applications. The proposed signage zone on Bathurst Street has however been designed to integrate with the architectural design of the podium.</p> | <p>Subject to detailed design.</p> |

| CONTROL | PROPOSAL | COMPLIANCE |
|---|---|-----------------------------|
| SCHEDULE 1 – ASSESSMENT CRITERIA | | |
| 1 – Character of the Area | | |
| <ul style="list-style-type: none"> Is the proposal compatible with the existing or desired future character of the area or locality in which it is proposed to be located? | The detailed design of the signage will be subject to separate applications. The proposed signage zone on Bathurst Street has however been designed to integrate with the architectural design of the podium. | Subject to detailed design. |
| <ul style="list-style-type: none"> Is the proposal consistent with a particular theme for outdoor advertising in the area or locality? | No advertising is proposed as part of the development. The signage zone is consistent with other developments within the Sydney CBD area. | YES |
| 2 – Special Areas | | |
| <ul style="list-style-type: none"> Does the proposal detract from the amenity or visual quality of any environmentally sensitive areas, heritage areas, natural or other conservation areas, open space areas, waterways, rural landscapes or residential areas? | While the detailed design of the signage will be subject to separate applications, the proposed signage zone on Bathurst Street has considered the architecture of the building, while responds to the scale and character of adjacent heritage items including the Edinburgh Castle Hotel. | YES |
| 3 – Views and Vistas | | |
| <ul style="list-style-type: none"> Does the proposal obscure or compromise important views? | The proposed signage is contained wholly within the Concept Building Envelope and the building façade. As such, the proposed signage will not adversely impact important views or view corridors. | YES |
| <ul style="list-style-type: none"> Does the proposal dominate the skyline and reduce the quality of vistas? | The proposed signage is contained wholly on the building façade and therefore will not dominate the skyline or reduce the quality of vistas. | YES |
| <ul style="list-style-type: none"> Does the proposal respect the viewing rights of other advertisers? | Not applicable. | N/A |
| 4 – Streetscape, Setting or Landscape | | |
| <ul style="list-style-type: none"> Is the scale, proportion and form of the proposal appropriate for the streetscape, setting or landscape? | The proposed signage is contained wholly within the Concept Building Envelope and the building façade. | YES |
| <ul style="list-style-type: none"> Does the proposal contribute to the visual interest of the streetscape, setting or landscape? | The detailed design of the signage will be subject to separate applications. The proposed signage zone on Bathurst Street has however been designed to integrate with the architectural design of the podium. | Subject to detailed design. |

| CONTROL | PROPOSAL | COMPLIANCE |
|---|---|-----------------------------|
| <ul style="list-style-type: none"> Does the proposal reduce clutter by rationalising and simplifying existing advertising? | Not applicable. | N/A |
| <ul style="list-style-type: none"> Does the proposal screen unsightliness? | Not applicable. | N/A |
| <ul style="list-style-type: none"> Does the proposal protrude above buildings, structures or tree canopies in the area or locality? | The proposed signage is contained wholly on the building façade and does not protrude above the building or structures. | YES |
| <ul style="list-style-type: none"> Does the proposal require ongoing vegetation management? | No. | YES |
| 5 – Site and Building | | |
| <ul style="list-style-type: none"> Is the proposal compatible with the scale, proportion and other characteristics of the site or building, or both, on which the proposed signage is to be located? | The proposed signage has been nominated by the design architect of the proposed building. | YES |
| <ul style="list-style-type: none"> Does the proposal respect important features of the site or building, or both? | The proportion of the proposed signage aligns with the height of façade articulation and fins of the development. | YES |
| <ul style="list-style-type: none"> Does the proposal show innovation and imagination in its relationship to the site or building, or both? | The proposed signage have been considered in the context of the building, achieving design excellence and its role in identifying the site as the location of the Sydney Metro Pitt Street station. | YES |
| 7 – Illumination | | |
| | The detailed design of the signage will be subject to separate applications. | Subject to detailed design. |
| 8 – Safety | | |
| <ul style="list-style-type: none"> Would the proposal reduce the safety for any public road? | The proposed signage zones are located at the Bathurst Street façade and will have a limited impact on the public road, pedestrians, or cyclists. | YES |
| <ul style="list-style-type: none"> Would the proposal reduce the safety for pedestrians or bicyclists? | | |
| <ul style="list-style-type: none"> Would the proposal reduce the safety for pedestrians, particularly children, by obscuring sightlines from public areas? | | |

7.10. STATE ENVIRONMENTAL PLANNING POLICY NO. 65 – DESIGN QUALITY RESIDENTIAL APARTMENT AND APARTMENT DESIGN GUIDE (SEPP 65)

State Environmental Planning Policy No 65 (Design Quality of Residential Apartment Development) (**SEPP 65**) applies to development for the purposes of a building that comprises three or more storeys and four or more self-contained dwellings. Clause 28(2) of SEPP 65 specifies that when determining a development application for residential apartment development, the consent authority is to consider:

- (a) *advice obtained from the Design Review Panel, and*
- (b) *Design Quality Principles, and*
- (c) *the Apartment Design Guide (ADG).*

Bates Smart has prepared an Architectural Design Report (refer **Appendix E**), which outlines how the design quality principles of SEPP 65 are addressed and demonstrates how the objectives in Parts 3 and 4 of the ADG have been achieved. The performance of the proposal in relation to the key numeric requirements of the ADG is shown in **Table 16**.

Table 16 – Apartment design Guide Key Numeric Requirements

| Requirement | Proposal |
|--|---|
| Communal Open Space | 467sqm (27% of the site area) is provided as communal open space is provided on external terraces between Levels 6 and 35. This exceeds the minimum 25% requirement of the ADG. |
| Deep Soil Zones | Due to the location of the metro station at the ground and basement levels of the development, no deep soil landscaping is proposed on site. While this does not meet the deep soil requirements of the ADG, it is noted that it is appropriate within the CBD context of the site. Further, it is noted that four new street trees are proposed to be planted around the site as part of the CSSI approval. In addition, generous soil volumes are proposed within the roof terraces as outlined within the Landscape Plans at Appendix I . |
| Building Separation and Visual Privacy | The proposal complies with the building separation requirements to surrounding properties as stipulated under the concept approval. Where visual privacy concerns could arise, frosted glass and privacy screens are proposed to restrict overlooking between apartments as detailed on the floor plans. |
| Solar Access | 56.8% of apartments achieve 3 hours of solar access between 8am and 4pm on 21st June. 50.9% of apartments within the proposed development receive at least 2 hours of direct sun between 8am and 4pm on 21 June. In addition, only 17.9% (42/234) of apartments receive no direct sunlight between 9am and 3pm on 21 June. This matter is assessed in detail at Section 8.1.6 . |
| Natural Cross Ventilation | 65% of apartments within the first nine levels of the proposed development are naturally cross-ventilated. |
| Floor to Ceiling Heights | Habitable rooms to all apartments within the proposed development exceed the 2.7m ceiling height requirement. |
| Minimum Apartment Sizes | All proposed apartments layouts comply with the requirements of the ADG with regards to room layouts and dimensions with the minor exception of the 2-bedroom apartment at the north-western corner of the site and occurs on 22 levels of the proposed tower. Notwithstanding this proposed 3sqm variation to the internal minimum area standard, this |

| Requirement | Proposal |
|--------------------|--|
| | apartment has three façade frontages, has a logical layout with minimum circulation space, achieves a high level of solar amenity, and achieves a functional and usable living area and balcony. The overall amenity of this unit is considered acceptable based on merit, however it is also noted that the occupants of the unit also have access to a significant area of communal space within the proposed development which would more than satisfy the 3sqm reduction in internal area. |
| Private Open Space | All apartment types achieve the minimum required private open space areas identified within the ADG. |
| Common Circulation | The maximum number of apartments sharing a circulation core within the proposed development is 9 apartments which is generally consistent with the ADG. |
| Storage | All apartments comply with the storage requirements of the ADG. Where the full volume of storage space is not accommodated within the apartment, 50% or less has been provided within dedicated storage areas of the podium. |

As demonstrated above, the proposal accords with the core requirements of the ADG.

7.11. SYDNEY REGIONAL ENVIRONMENTAL PLAN (SYDNEY HARBOUR CATCHMENT) 2005

The *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP)* is a regional planning instrument that aims to ensure the catchment, foreshores, waterways and islands of Sydney Harbour are recognised, protected, enhanced and maintained as a natural and public asset of national significance.

The site is located within the Sydney Harbour Catchment area but not within the Foreshores and Waterways area. Therefore, clause 26 of the SREP is relevant to the consideration of the proposed development with regards to the maintenance, protection and enhancement of views. Matters to be taken into consideration in relation to clause 26 include:

- a) *Development should maintain, protect and enhance views (including night views) to and from Sydney Harbour;*
- b) *Development should minimise any adverse impacts on views and vistas to and from public places, landmarks and heritage items; and*
- c) *The cumulative impact of development on views should be minimised.*

A View and Visual Impact Analysis report prepared by Urbis at **Appendix V** has been prepared to assess the proposal impacts on key views, including views to and from Sydney Harbour. Visual and view impacts are discussed in further detail in Section 8.1.4 of this EIS. In summary, the proposal does not pose additional view and visual impacts above what has been considered as part of the concept SSD DA approval and the subsequent modification application.

7.12. DRAFT STATE ENVIRONMENTAL PLANNING POLICY (ENVIRONMENT)

In October 2017 the NSW DPIE released an Explanation of Intended Effect (EIE) for the proposed *Draft State Environmental Planning Policy (Environment SEPP) 2017*. The overarching aim of the Draft Environment SEPP is to combine seven existing SEPPs into a simple, modern and accessible instrument which promotes the protection and improvement of key environmental assets for their intrinsic value and social and economic benefits.

In summary, the new *Environment SEPP* will repeal and replace the following seven existing SEPPs:

- *State Environmental Planning Policy No. 19—Bushland in Urban Areas*
- *State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011*

- *State Environmental Planning Policy No. 50—Canal Estate Development*
- *Greater metropolitan Regional Environmental Plan No. 2—Georges River Catchment*
- *Sydney Regional Environmental Plan No. 20—Hawkesbury-Nepean River (No.2-1997)*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*
- *Willandra Lakes Regional Environmental Plan No. 1—World Heritage Property.*

The proposed new *Environment SEPP* will set out provisions under four parts including *bushland, catchments, protected areas and waterways*.

Of relevance to this proposal are changes proposed to the SREP as the subject site is located within this catchment area. In summary, the draft policy aims to improve protections for Sydney Harbour by:

- *reaffirming the vision for Sydney Harbour as an outstanding natural, public asset of national and international significance to be maintained and enhanced for current and future generations*
- *maintaining the current principles for the Foreshores and Waterways Area, such that:*
 - *the Harbour is to be recognised as a public resource, owned by the public, to be protected for the public good*
 - *the public good has precedence over the private good whenever and whatever change is proposed for Sydney Harbour or its foreshores*
 - *protection of the natural assets of Sydney Harbour has precedence over all other interests*
- *better reflecting the current uses, needs and future of Sydney Harbour in the aims of the new SEPP by providing a framework for appropriate uses that are consistent with the vision for the Harbour*
- *better aligning waterway zones with the Standard Instrument Local Environmental Plan*
- *removing inconsistencies in the current instrument in regard to boat storage facilities*
- *refining heads of consideration for consent authorities when assessing Development Applications in the Foreshores and Waterways Area*
- *updating critical habitat provisions to be consistent with the Biodiversity Act 2016.*

The proposal is consistent with the objectives contained within the Draft Environment SEPP pertaining to the *Sydney Harbour* catchment area. Specifically, the proposal maintains the significance of Sydney Harbour by providing a landmark vantage point which enhances the asset for future employment uses without impacting upon key existing vistas. It is noted that the site is not located within the *Foreshores and Waterways Area*.

7.13. SYDNEY LOCAL ENVIRONMENTAL PLAN 2012 (SLEP 2012)

The *Sydney Local Environmental Plan 2012 (SLEP 2012)* is the principal local planning instrument applying to the site, establishing the permissible land uses, key development standards, setbacks, visual impact, views and heritage conservation requirements.

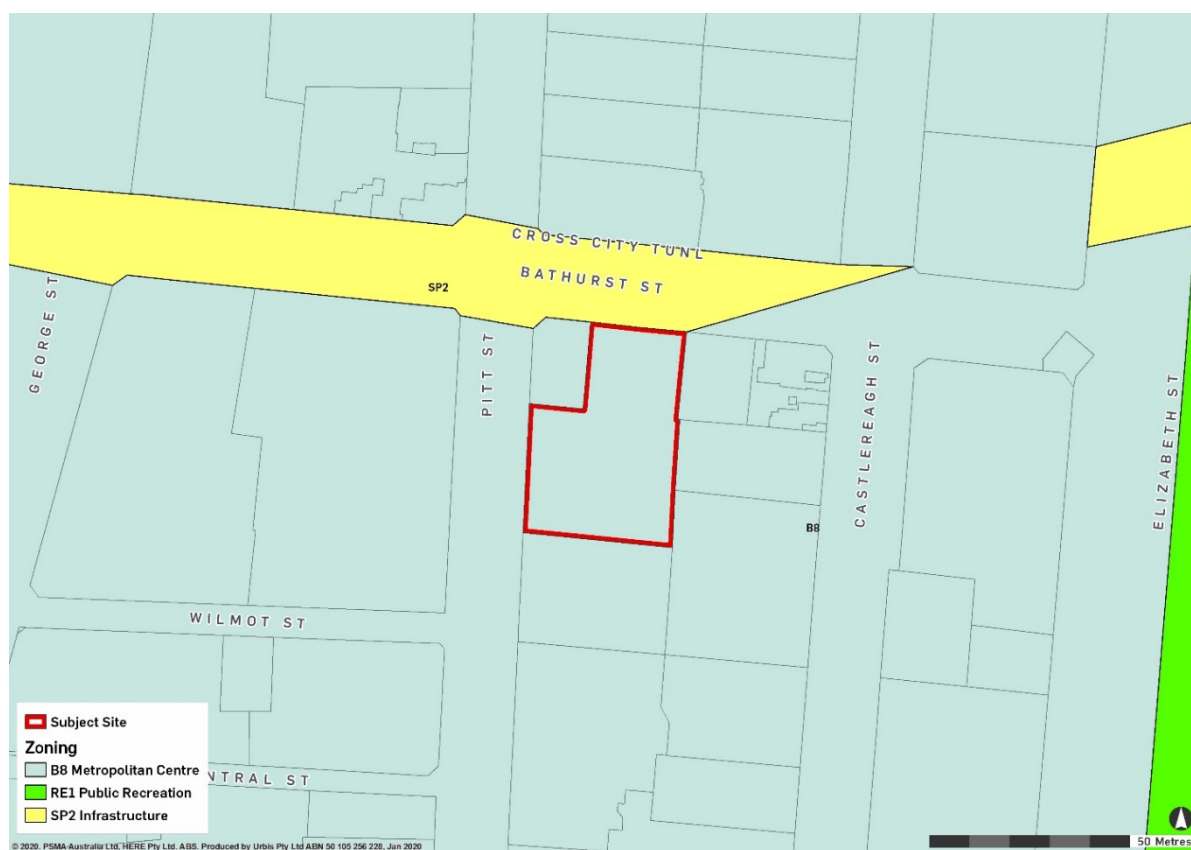
7.13.1. Zoning and Permissibility

The site is located within the B8 Metropolitan Centre zone under the SLEP 2012 (refer **Figure 44**). The objectives of the zone are:

- *To recognise and provide for the pre-eminent role of business, office, retail, entertainment and tourist premises in Australia's participation in the global economy.*
- *To provide opportunities for an intensity of land uses commensurate with Sydney's global status.*
- *To permit a diversity of compatible land uses characteristic of Sydney's global status and that serve the workforce, visitors and wider community.*
- *To encourage the use of alternatives to private motor vehicles, such as public transport, walking or cycling.*

- To promote uses with active street frontages on main streets and on streets in which buildings are used primarily (at street level) for the purposes of retail premises.

Figure 44 – SLEP 2012 Land Zoning Map



Source: SLEP 2012

The detailed SSD DA seeks consent for an OSD consisting of residential accommodation and retail premises which is permissible with consent in the B8 Metropolitan Centre zone. The detailed SSD DA proposal remains consistent with the zone objectives as it:

- Provides retail (employment opportunities) land uses in a single tower form which serves the local and wider community, including residential development.
- Encourages retail and residential accommodation opportunities within proximity of public transport being located above the future Sydney Metro Pitt Street station and an intensity of land use suitable for the site;
- Responds to the active ground plane along Bathurst Street comprising the entrance to the Pitt Street metro station and provides additional active uses through retail and residential entries to Bathurst and Pitt Streets; and
- The proposal will not result in unreasonable adverse amenity impacts on existing and future developments as established under the concept SSD DA.

7.13.2. Key Development Standards

The proposed development has been assessed against the relevant development standards contained within the SLEP 2012 and is discussed in **Table 17** below.

Table 17 – SLEP 2012 Compliance of Development Standards

| Clause | Proposal / Compliance |
|--|---|
| 2.3 Zone objectives and Land Use Table | The proposed build-to-rent apartments are defined as ' <i>residential accommodation</i> ' under the SLEP 2012 and the inclusion of ' <i>retail premises</i> ' within the podium as defined under the SLEP 2012 are permissible uses under the B8 Metropolitan |

| Clause | Proposal / Compliance | | | | | | | | | | | | | | | | | | | | |
|--|--|-------------------------------|----------------|------|---------------|--------------------------------|---------------|---------------------|-----------|--|---|------------------------------|--------|--|-----------------------------------|-------------------------------|----------|-------|------------|--|----------------|
| | Centre zone. It is noted that the proposed retail premises outlined in Section 4.42 represent a small proportion of the overall development and a minor percentage of the overall podium. | | | | | | | | | | | | | | | | | | | | |
| 4.3 Height of Buildings | <p>The maximum height of building control for the site is mapped as 235m. The proposed maximum building height of 141m or 39 storeys complies with this development standard.</p> <p>It is noted that the maximum height of the building is also restricted by Sun Access Planes for Hyde Park pursuant to clause 6.17. Refer discussion below.</p> | | | | | | | | | | | | | | | | | | | | |
| 4.4 Floor Space Ratio (FSR) | <p>The concept DA did not approve a maximum GFA for the site. The site is affected by a base FSR of 8:1 and additional permitted controls which relate to Area 2 under clause 6.4 of the SLEP 2012.</p> <p>The accommodation floor space provisions allows for an additional 6:1 FSR for development relating to:</p> <p><i>residential accommodation, serviced apartments, hotel or motel accommodation, community facilities or centre-based child care facilities.</i></p> <p>Where development is proposed for <i>office premises, business premises or retail premises</i> the development is afforded additional FSR of 4.5:1.</p> <p>Where development is proposed for a mixed use development, the accommodation floor space bonus is applied proportionately pending the percentage of development used for that incentivised land use.</p> <p>Table 18 – FSR and GFA under SLEP 2012</p> <table><tr><th>LEP clause</th><th>FSR control</th><th>Area</th><th>Allowable GFA</th></tr><tr><td>Clause 4.4 – Floor space ratio</td><td>Base FSR: 8:1</td><td>Site area: 1,710sqm</td><td>13,680sqm</td></tr><tr><td>Clause 6.4 – Accommodation floor space</td><td>Area 2 for retail premises: up to 4.5:1</td><td>3.02% of all GFA on the site</td><td>232sqm</td></tr><tr><td>Clause 6.4 – Accommodation floor space</td><td>Area 2 for residential: up to 6:1</td><td>94.38% of all GFA on the site</td><td>9,683sqm</td></tr><tr><td>Total</td><td>FSR 13.8:1</td><td></td><td>Max. 23,595sqm</td></tr></table> <p>The proposed OSD includes 21,995sqm of GFA, excluding floor space approved in the CSSI approval. It is understood that the station floor space includes approximately 587.6sqm GFA. As such, the OSD is permitted a total GFA of 23,007sqm.</p> <p>The proposed GFA of the OSD and the station floor space of 587.6sqm results in an overall FSR of 13.2:1 and meets clause 4.4 of the SLEP 2012. Based on the</p> | LEP clause | FSR control | Area | Allowable GFA | Clause 4.4 – Floor space ratio | Base FSR: 8:1 | Site area: 1,710sqm | 13,680sqm | Clause 6.4 – Accommodation floor space | Area 2 for retail premises: up to 4.5:1 | 3.02% of all GFA on the site | 232sqm | Clause 6.4 – Accommodation floor space | Area 2 for residential: up to 6:1 | 94.38% of all GFA on the site | 9,683sqm | Total | FSR 13.8:1 | | Max. 23,595sqm |
| LEP clause | FSR control | Area | Allowable GFA | | | | | | | | | | | | | | | | | | |
| Clause 4.4 – Floor space ratio | Base FSR: 8:1 | Site area: 1,710sqm | 13,680sqm | | | | | | | | | | | | | | | | | | |
| Clause 6.4 – Accommodation floor space | Area 2 for retail premises: up to 4.5:1 | 3.02% of all GFA on the site | 232sqm | | | | | | | | | | | | | | | | | | |
| Clause 6.4 – Accommodation floor space | Area 2 for residential: up to 6:1 | 94.38% of all GFA on the site | 9,683sqm | | | | | | | | | | | | | | | | | | |
| Total | FSR 13.8:1 | | Max. 23,595sqm | | | | | | | | | | | | | | | | | | |

| Clause | Proposal / Compliance |
|---|--|
| | comparison of the proposed and permitted GFA, a surplus GFA of 1,012sqm results which is not utilised by the OSD development. |
| 5.6 Architectural roof features | <p>The proposed development does not seek to rely upon clause 5.6, which permits additional architectural roof features above the height of building development standard.</p> <p>The proposed roof of the OSD does not exceed the height limits detailed in SLEP 2012 or as approved under the concept SSD DA and will not adversely impact or affect the amenity of neighbouring properties.</p> |
| 5.10 Heritage Conservation | The site is located within close proximity to a number of Local and State heritage items listed under the SLEP 2012, as listed in Section 3.6 . The proposed SSD DA will not have any adverse impacts on the surrounding heritage items. The proposed building's relationship with the nearby heritage items is discussed in further detail in Section 8.1.4 of this EIS and within the Heritage Impact Assessment at Appendix L . |
| 6.4 Accommodation floor space | Refer to the discussion under clause 4.4 FSR section of this table. |
| 6.6 End of journey floor space | The proposed OSD is not used exclusively for the purposes of commercial premises and is therefore not eligible for the additional floor space under clause 6.6 of the SLEP 2012. |
| 6.11 Heritage Floor Space | The proposed development will be the subject of heritage floor space requirements. |
| 6.16 Erection of tall buildings in Central Sydney | <p>This clause applies to the detailed SSD DA as the proposal involves the erection of a building with a height greater than 55 metres above ground level (existing) on land in Central Sydney. The proposed OSD meets the requirements of clause 6.16 of the SLEP 2012 as:</p> <ul style="list-style-type: none"> • The site area exceeds 800m. • The building will be a freestanding tower and can be seen from a public place. • The development will provide adequate amenity and privacy for occupants of the building and will not significantly adversely affect the amenity and privacy of occupants of neighbouring buildings. • The ground floor of the building facing Pitt and Bathurst Street contains active uses. |
| 6.17 Sun access planes | The site is affected by the Hyde Park West Sun Access Plane. The detailed SSD DA and the built form proposed for the OSD tower has been designed to be compliant with the concept DA approval and the Hyde Park West Sun Access Plane protecting Hyde Park. |
| 6.19 Overshadowing of certain public places | The proposed built form of the OSD will not result in additional overshadowing impacts on Hyde Park during the nominated hours of protection (10am to 2pm). Refer to Section 8.1.7 for details. |

| Clause | Proposal / Compliance |
|--|--|
| 6.21 Design excellence | <p>The Design Integrity Report at Appendix EE confirms that the detailed SSD DA meets the design excellence requirements established for the site in accordance with the endorsed Design Excellence Strategy at Appendix G and has received the endorsement from the DRP. Further discussion of design excellence has been addressed in Section 8.1.1.</p> <p>Note: For the purposes of development available under the clause, it should be noted that the development has not relied on this clause for additional building height or FSR.</p> |
| 7.3 Car parking spaces not to exceed maximum set out in this Division | The proposal does not seek to provide car parking spaces for the OSD. The proposal only allows for two spaces for small rigid vehicles and two spaces for light commercial vehicles and therefore meets the intent of clause 7.3 of the SLEP 2012. |
| 7.5 Residential flat buildings, dual occupancies and multi dwelling housing | The proposal does not seek to provide car parking spaces for the residential accommodation proposed as part of the OSD, thereby complying with the maximum car parking provision permitted under clause 7.5 of the SLEP 2012. |
| 7.14 Acid Sulfate Soils | Under the CSSI approval, the impacts on acid sulfate soils have been addressed. No works proposed as part of the SSD DA are captured by this clause. |
| 7.15 Flood planning | The site is not affected by the probable maximum flood (PMF) event. However, maximum flood levels show that the site may be subject to flooding along Bathurst Street only with no risk to water ingress for the Pitt Street (residential) entrance. |
| 7.16 Airspace Operations | <p>The proposed development has a maximum building height of 141 metres or RL 165.15. The proposed building height exceeds prescribed Obstacle Limitation Surface (OLS) for the site and triggers the requirements of the <i>Airports Act 1996</i>.</p> <p>Pursuant to this clause, the consent authority must consult with the relevant Commonwealth body responsible for development decisions relating to Sydney Airport prior to determining the application.</p> |
| 7.17 Development in areas subject to aircraft noise | The site lies well outside the ANEF 20 contours of Sydney Airport and is the 'acceptable' zone in accordance with Australian Standard AS2021-2015 "Aircraft noise – building siting and construction", meaning that an assessment is not required and acoustic facade treatment is not required to attenuate aircraft noise. |
| 7.20 Development requiring or authorising preparation of a development control plan. | <p>In accordance with clause 7.20(2) of the SLEP 2012, a site-specific DCP is required to be prepared for development over 55 metres in height in Central Sydney.</p> <p>In accordance with section 4.23 of the EP&A Act, a concept DA may be undertaken in lieu of a site-specific DCP, and accordingly a concept SSD DA SSD_8876 has been approved which fulfils the requirements of clause 7.20(2). Section 2.3 of this EIS provides a further discussion on the concept SSD DA.</p> <p>A modification to the concept SSD DA is sought to allow for the retail premises uses within the podium and minor projections and embellishments beyond the approved building envelope, as discussed in Section 2.5 of this EIS.</p> |

| Clause | Proposal / Compliance |
|------------------------------|--|
| 7.27 Active street frontages | The proposed design of the OSD will promote active street frontages to Pitt Street and Bathurst Street, and will also provide lobby and entrance spaces for the residential accommodation component of the OSD as discussed in Section 4 and Section 8 of this EIS. The development meets the requirements of clause 7.27 of the SLEP 2012. |
| 7.28 Serviced apartments | <p>As per clause 7.28, serviced apartments must also meet the design principles of the ADG and the design quality principles set out in Schedule 1 of SEPP 65.</p> <p>In the instance that an alternative position was taken that the proposed build-to-rent apartments are better characterised as serviced apartments, it is noted that the development has nonetheless been designed in accordance with the provisions of SEPP 65 and the ADG. The Architectural Design Report at Appendix E.1 provides a thorough assessment of the OSD against the requirements of the SEPP and ADG.</p> |

7.14. DRAFT SYDNEY LOCAL ENVIRONMENTAL PLAN 2020

The Central Sydney Planning Strategy 2016-2036 (**CSPS**) is the City of Sydney's 20-year strategy to manage the growth of Central Sydney (i.e. Sydney CBD). The strategy seeks to prioritise employment capacity, implement genuine mixed-use development controls, support additional density in some locations, and introduce additional requirements for ESD initiatives and affordable housing contributions. The 10 key moves and their associated 'actions' were categorised in order of stages: short-term (1-2 years), medium-term (2017 to 2036) and ongoing.

The CSPS was originally released by the City of Sydney in 2016. On 6 December 2019, the Minister for Planning issued 'in principle' agreement for the CSPS and associated Planning Proposal (Central Sydney 2020), with three key changes to the exhibited package.

On 10 February 2020, the amended CSPS and associated Planning Proposal were endorsed by the City of Sydney for submission for Gateway Determination. Gateway Determination was finalised for the Central Sydney 2020 Planning Proposal on 11 March 2020 and it is anticipated to be placed on public exhibition in April – May 2020.

The proposed changes to the SLEP 2012 proposed to be introduced by the Central Sydney 2020 Planning Proposal are:

- **Zoning**

The Planning Proposal includes an amendment to the B8 Metropolitan Zone objectives to reinforce the important role that employment floor space plays in the city. A key change includes an objective to promote the primary role of the zone as a centre for employment and permit residential and serviced apartment accommodation where they complement employment generating uses.

The proposed residential land use is appropriate for the site as outlined within the concept SSD DA. The site size and floor plates lend itself to an efficient and high amenity residential floor plate, whereas commercial office may not be suited to the site. As such, the proposed use does not undermine the ability for additional employment generating uses on appropriate sites elsewhere in the CBD. The proposed 'BtR' operation does however include additional employment in terms of operation and management compared to a traditional build to sale residential building, contributing to the achievement of the new zone objective. Notwithstanding, the proposed residential land use is also appropriate within the locality in proximity to other residential apartment buildings, and will complement the existing uses in the locality.

- **Land Use and FSR**

To strengthen employment-generating land uses, an amendment to the existing accommodation floor space provisions are proposed to encourage more commercial, hotel and cultural space and disincentivise residential floor space.

The proposal does rely upon residential floor space incentives as outlined and established as appropriate within the concept SSD DA.

- **Tower Clusters**

The amendment to the CSPA includes a design excellence bonus pathway for development in four tower clusters (near Barangaroo, Circular Quay, Central and Town Hall) for sites that demonstrate design excellence and meet a series of prescribed conditions.

Under the new pathway, sites within the four mapped tower clusters can benefit from up to 50% additional floor space and additional height under a new design excellence pathway, which introduces more stringent provisions for design excellence competitions.

The site is not located within a tower cluster and as such will not benefit from these draft provisions.

- **Height**

The CSPA proposes a refinement of the Sun Access Planes to ensure the diagrams relevant to each protected park are accurate. The proposed development has been designed to comply with the Hyde Park West sun access plane.

7.15. SYDNEY DEVELOPMENT CONTROL PLAN 2012

The concept proposal and the associated Pitt Street South OSD design guidelines set the parameters for the subject site and act as a site-specific DCP. Together, they establish the parameters for future development in the form of building envelopes and apply detailed objectives and design principles to shape the design development of buildings.

In accordance with Section 4.22 of the EP&A Act, a concept DA can be made to establish the concept proposal for the development of a site to which separate and future detailed proposals (i.e. this Detailed SSD DA) must adhere. A concept DA may also be undertaken in lieu of the preparation of a site-specific DCP in accordance with Section 4.23 of the EP&A Act.

As previously stated, clause 11 of the SRD SEPP states that development control plans do not apply to State Significant Development.

Notwithstanding, the Sydney Development Control Plan 2012 (**SDCP 2012**) has been considered as a reference point for the detailed design including local design considerations such as local character, waste management, access, loading and parking and transport considerations. These have been considered in the development of the detailed design of the OSD.

A summary of key SDCP 2012 provisions relevant to the development is discussed in **Table 19**. The proposal is consistent with the intent of the SDCP 2012 controls as outlined below.

Table 19 – Consistency of the Proposed Development with Key Provisions of the SDCP 2012

| Section | Response |
|--|--|
| 2. Locality Statements | The site is not located within any Special Character Area contained within the SDCP 2012. |
| 3.2.1 Sunlight to Publicly Accessible Spaces | The Solar Access and Overshadowing Report in Appendix E.2 assesses the impacts of the solar access to Hyde Park, under Section 6.1 of the report. Accordingly, Section 8.1.7 of the EIS provides a detailed assessment of the solar access impacts from the proposed tower on Hyde Park. |
| 3.2.1.2 Public Views | A View and Visual Impact Analysis has been prepared and provides an assessment of impacts on public views resulting from the proposed OSD, as discussed in Section 8.1.5 . |

| Section | Response |
|--|--|
| 3.2.2 Addressing the Street and Public Domain | An assessment of the proposed development with respect to addressing Bathurst and Pitt Street and the adjoining heritage items located within proximity of the site has been provided in the Heritage Impact Statement (Appendix L), and Heritage Interpretation Strategy (Appendix M). A further assessment is provided in the Architectural Design Report in Appendix E.1 . |
| 3.2.3 Active Frontages | The development has a frontage to Pitt Street and Bathurst Street. As discussed in the Heritage Impact Statement (Appendix L) the frontage to Bathurst Street will have an active station entrance and also include a separate entrance to the restaurant located on level 2 of the OSD within the podium level. The entrance on Pitt Street will provide access to the build-to-rent apartments and will include a concierge and waiting area, allowing active monitoring of the lobby space. The level of activity and design of the frontages has been considered acceptable in Sections 8.1.6, 8.2.1 and 8.2.2 of the EIS. |
| 3.2.6 Wind Effects | A wind effects report has been prepared by CPP and provides an assessment of wind impact at the pedestrian level of the proposed development at Appendix O , as outlined in Section 8.1.11 . |
| 3.2.7 Reflectivity | A reflectivity report has been prepared by Inhabit and provides an assessment of the impacts of reflectivity from the OSD, as discussed in Section 8.1.12 . |
| 3.3 design Excellence and Competitive design process | The proposal has been informed by the completion of a design Excellence Process as described in Section 5.3, Section 8.1.1, Appendix G, and Appendix EE . |
| 3.6 Ecologically Sustainable design | An ESD report has been prepared by Cundall and provides an assessment of the BASIX, NABERS and Green Star ratings of the proposed development at Appendix K . Based on the assessment the proposed OSD meets the requirements of the BASIX commitments of water, energy and thermal. |
| 3.7 Water and Flood Management | The management of water and potential flooding impacts have been addressed with the preparation of a stormwater management plan report which is provided in Appendix S demonstrating that with appropriate management measures, the site can suitably be addressed through stormwater management practices. Section 8.1.14 of the EIS provides a detailed assessment of the stormwater and flooding management proposed for the site. |
| 3.9.1 Heritage Impact Statement | A Heritage Impact Statement (HIS) has been prepared by GBA Heritage and is provided at Appendix L . The HIS identifies the existing heritage items within proximity of the site and the potential impacts of the OSD proposal on the local and state heritage items. Section 8.1.4 of the EIS provides a detailed assessment of the heritage impacts of the OSD. |
| 3.9.5 Heritage Items | A number of heritage items exist within proximity of the site which are discussed within Section 6 of this EIS. A detailed assessment of the heritage considerations of existing items and the proposed development is discussed in Section 8.1.4 of this EIS. The assessment reveals that the proposed development is sympathetic to the character of the buildings within the vicinity |

| Section | Response |
|--|--|
| | and will have negligible impacts on the existing significant views to and from any heritage item. |
| 3.11 Transport and Parking | The proposed development seeks to provide four parking spaces, two for service vehicles and two for the Sydney metro. No car parking spaces have been provided for the built-to rent apartments, instead a mode share approach is adopted. Given the proximity to the proposed Sydney Metro Pitt Street station, the proposed OSD will directly benefit from the ease of access to the Sydney metro. Together with the existing public transport network, it is anticipated that the public transport mode share to the site will increase in line with places such as Martin Place and Victoria Cross. Further assessment of the transport and parking is undertaken in Section 8.1.9 of this EIS. |
| 3.12 Accessible design | The OSD has been assessed against the relevant accessibility requirements of the NCC, <i>Disability Discrimination Act 1992</i> and the assessment reveals that the proposed design generally meets the requirements of the applicable legislation, where strict compliance has not been achieved a deemed to satisfy solution has been proposed. A detailed assessment of the accessible design is provided in Section 8.1.17 of this EIS. |
| 3.13.1 Crime Prevention Through Environmental design | A detailed CPTED assessment of the proposed development has been undertaken by Integral. The report in Appendix BB concludes that the proposed design of the OSD exhibits good CPTED principles and is considered to meet the requirements of CPTED with the implementation of readily achievable recommendations provided in Section 6 of that report. Further discussion and assessment of the proposed development against CPTED principles is undertaken in Section 8.2.1 of this EIS. |
| 3.14 Waste | The assessment of the waste generation and minimisation initiatives have been addressed in the accompanying Waste Management Plan prepared by TTM at Appendix T . The proposal satisfactorily addresses the requirements of the SDCP 2012. |
| 4.1.2.2 Floor To Ceiling Height and Floor to Floor Heights | Habitable rooms to all apartments within the proposed development meet the 2.7m ceiling height requirement, as shown in the accompanying architectural drawings at Appendix D . |
| 4.2.3 Amenity | <p>The BtR apartments have been designed with a focus on achieving a high level of amenity by providing unique offerings for use by the residents of the development which are internal and external spaces within the tower, including:</p> <ul style="list-style-type: none"> • Resident lounge and co-working space • Meeting rooms • Games room • Cinema • Gym • Group fitness • Lap pool with associated outdoor lounging areas |

| Section | Response |
|--|---|
| | <ul style="list-style-type: none"> • Spa and sauna • Outdoor terraces and private/communal open space areas • Rooftop lounge • Bicycle storage areas • Bicycle lockers • Bicycle repair room <p>A detailed assessment of the residential amenity of the proposed development is provided in Section 8.1.6 of this EIS.</p> |
| 4.2.3.8 Common Open Space | As part of the landscape strategy developed for the build-to-rent apartments (refer to Appendix I) a total of three unique communal open spaces within different levels of the tower. Each area has been designed specifically to address and be a continuation of the internal spaces that extend into the external communal open spaces while addressing the various environmental constraints, including overshadowing, visual privacy and wind effects. A detailed assessment of the communal open spaces is provided under various sections of Section 8 of this EIS. Appendix E and Appendix I . |
| 4.2.4 Fine Grain, Architectural Diversity and Articulation | As outlined in the Architectural Design Report at Appendix E and Section 4.6.5 of this report, the proposed street frontages are highly articulated in both vertical (primary) and horizontal (secondary) architectural elements. |
| 4.2.6 Waste Minimisation | The assessment of the waste generation and minimisation initiatives has been addressed in the accompanying Waste Management Plan at Appendix T . The proposal satisfactorily addresses the requirements of the SDCP 2012. Further impacts of the waste generated and management practices are discussed in Section 8.1.15 of this EIS. |
| 5.1.1/5.1.2 Street Frontage Height and Setbacks | The podium steps to respond to the varied scale of adjacent existing buildings including the low scale Edinburgh Castle Hotel on the corner of Pitt and Bathurst Streets. |
| 5.1.5 Building Bulk | In developing the building design and distribution of bulk, Bates Smart and GBA Heritage have worked together to define a suitable massing and façade design which respects the adjacent Edinburgh Castle Hotel and its heritage significance. The design of the building provides a subdivision of the main tower from the podium with distinct setbacks from the site boundaries to create relief between the OSD tower and the Edinburgh Castle Hotel. This acts to accentuate the Hotel in the foreground when viewed from Bathurst and Pitt Streets with the OSD visible in the background. |
| 5.1.6 Building Exteriors | The materials and finishes proposed for the OSD have been selected to ensure the predominant masonry materiality used in Central Sydney is maintained, and the tones of the façade GRC material reflect the pink hues of the local heritage items situated within proximity of the development. In doing this, the proposed development will allow the unique character of the area to be enhanced without detracting from the existing heritage significance of the heritage items. As noted in the HIS in Appendix L , the scale and solid to void ratio of the podium |

| Section | Response |
|--|---|
| | level has been designed to ensure visual sympathy with the Edinburgh Castle Hotel A detailed assessment is provided in Sections 8.1.1 , and 8.1.4 of this EIS. |
| 5.1.9 Award and Allocation of Heritage Floor Space | The site does not contain any existing heritage items, nor does the detailed SSD DA seek to receive any award of HFS available under Section 5.1.9 of the SDCP 2012 as part of the redevelopment of the site. |
| 5.1.10 Sun Access Planes | The proposal complies with the relevant Hyde Park West Sun Access Plane, as discussed in Section 7.13 and Section 8.1.6 of the EIS. |

8. KEY IMPACTS ASSESSMENT

The EIS accompanying this detailed SSD DA is required to consider and assess impacts from the proposal pertaining to the natural and built environment and the social and economic landscape while determining the suitability of the site and the overall public interest associated with the proposal. These aspects are assessed accordingly in the following components of this EIS.

8.1. NATURAL AND BUILT ENVIRONMENT

The following sections of the EIS provide an assessment of the key natural and built environment impacts associated with the detailed SSD DA proposal. Where appropriate, technical consultant inputs and reports are discussed by summarising key components of the applicable methodology, existing environment, assessment and mitigation measures associated with a specific impact.

8.1.1. Design Excellence

As part of the concept SSD DA, a Design Excellence Strategy for the project was approved by the Secretary of the DPIE. The endorsed Design Excellence Strategy included in **Appendix G** establishes the rigorous process undertaken to ensure that the future detailed design of the tower achieves design excellence. It is noted that the GANSW supports the Design Excellence Strategy as endorsed by the Secretary of the DPIE in accordance with condition A26 of the concept SSD DA.

The approved design excellence process, which applies to this subsequent detailed SSD DA, involves:

- The establishment of the Sydney Metro Design Review Panel (**DRP**) to define design quality expectations and benchmarks for the proposed development.
- The establishment of a Design Excellence Evaluation Panel (**DEEP**) for the tender design stage, comprising members of the Sydney Metro DRP (including the chair) a member nominated by the Government Architect NSW, and a member nominated by the City of Sydney.
- Following contract award, the Sydney Metro DRP is reconvened for the design integrity process, whereby the DRP reviews and provides advice on the detailed building design to ensure the achievement of design excellence, having regard to the Sydney Metro Pitt Street South station design guidelines; and
- The applicant is required to obtain Sydney Metro DRP advice and endorsement of the scheme prior to the lodgement of the detailed DA and throughout the assessment and post-approval stages.

The DRP was established in accordance with the terms of the concept SSD DA, and comprised the following members:

- Olivia Hyde (Acting GA) and Abbie Galvin (GA)
- Tony Caro
- Peter Phillips
- Kim Crestani
- Yvonne von Hartel AM
- Bob Nation AM
- Darlene Vanderbreggen
- Graham Jahn AM

The applicant presented to the Sydney Metro DRP six times prior to the lodgement of the detailed SSD DA. A summary of how the advice and feedback from the DRP has been incorporated into the proposal is provided at **Section 5.3**.

Further, in satisfying condition B4 of the concept SSD DA, the proposed development for the Pitt Street South OSD must also be consistent with the approved Pitt Street South station design quality guidelines,

included at **Appendix F**. The proposed design for the OSD is consistent with the approved Pitt Street South station design quality guidelines as outlined in **Section 8.1.2**.

As a result of incorporating this feedback, the Sydney Metro DRP has endorsed the detailed design of the proposal against the DEEP's design Excellence Report, the design objectives of the concept SSD DA, and consistency with the approved station design quality guidelines as outlined within the Design Integrity Report (**DIR**) included at **Appendix EE**.

The consent authority may therefore be satisfied that the proposal demonstrates design excellence in accordance with the design Excellence Strategy as endorsed by the Secretary of the DPIE pursuant to conditions A26 and A27 of the concept SSD DA.

8.1.2. Pitt Street South Station Design Guidelines

To reflect condition requirements of the concept SSD DA, Sydney metro has revised the Pitt Street South station OSD design guidelines (June 2019) which have guided the detailed design of the proposed residential tower and OSD project.

An assessment of how the proposed development is consistent with the Pitt Street South station design guidelines is set out in the following table.

Table 20 – Built Form guidelines

| Design guideline | Detailed SSD DA design response |
|---|---|
| Recognition of the contextual relationship with the surrounding heritage-listed items. | <p>The proposed built form of the OSD is sympathetic to the surrounding heritage-listed buildings despite the minor projections and embellishments of the tower within the articulation zone.</p> <p>The proposed built form of the OSD has been designed to ensure the massing, scale, solid to void ratio, materiality and colour scheme of the proposed podia is visually sympathetic to the Edinburgh Castle Hotel when viewed from the public domain. The materials and colour palette have been carefully selected by the heritage consultants and the Architect, to reflect the hues and tones of the existing heritage buildings in the locality and to further enhance the contextual relationship of the OSD with the existing character of the area.</p> |
| Integration of the over station design to enhance podium articulation and improve legibility of the station entrance (See Figures 9 to 11: Indicative OSD design Response). | <p>As shown in Figure 49, the open design of the metro station entrance provides a prominent entry which is recognisable, legible, and accessible from Bathurst Street.</p> <p>The architecture of the tower is seamless with that of the station, with complementary tones, hues, materials, and vertical articulation.</p> <p>The approval of the retail premises within the podium levels as sought in the accompanying modification application further enhance the functionality and activation of the podium, without undermining the functionality of the station and station entrance.</p> |

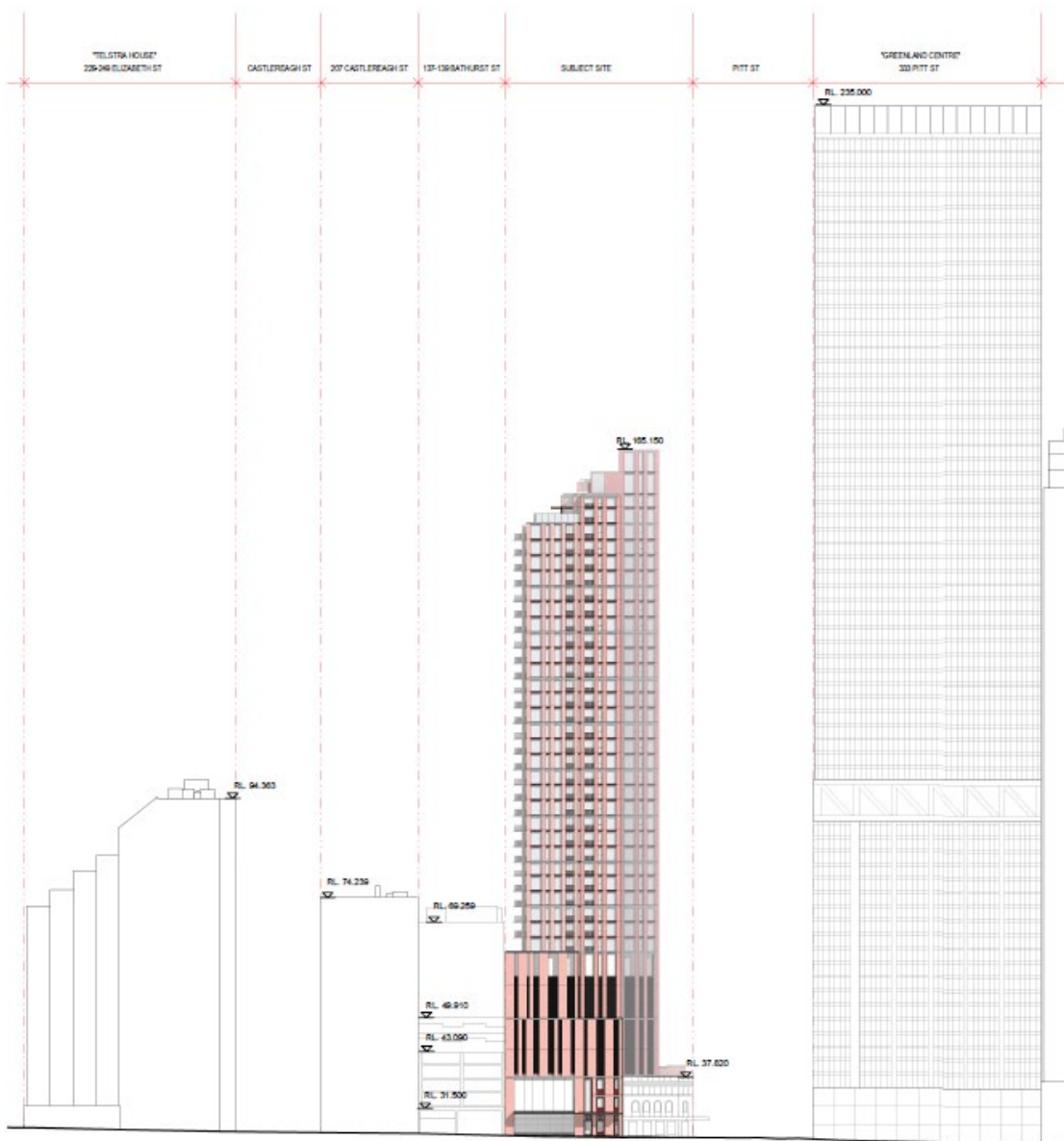
| Design guideline | Detailed SSD DA design response |
|--|--|
| <p>Creating a built form transition between Greenland Tower and other adjacent developments, particularly Telstra Building (320 Pitt Street) and 116 Bathurst Street</p> | <p>The proposed height of the OSD will provide a transition between the Greenland Tower and other adjacent developments, notably the Telstra Building (320 Pitt Street) and 116 Bathurst Street, as shown in Figure 45. The stepped form of the upper building elements assist in creating the building scale transition.</p> |
| <p>Maximising solar access to the public domain, through:</p> <ul style="list-style-type: none"> • design and articulation of the built form above the podium to ensure no additional overshadowing to Hyde Park on June 21st, between 12 pm and 2 pm (required by SLEP2012 Sun Access Plane controls). • Creation of opportunities to protect solar access to surrounding pedestrian environments. • Maximise solar access between 12 noon - 2pm throughout other times of the year. | <p>The proposed built form of the OSD will not create additional overshadowing impacts on Hyde Park or surrounding public domain areas as the design and articulation of the proposed development is generally consistent with the building envelope approved under SSD-8876.</p> <p>The Solar Access and Overshadowing Report has found in Section 6.1 that on June 21st the development will have a minimal overshadowing impact on Hyde Park from 2.30pm onwards. The impact on the Park is considered negligible as the main hours of active Park use by the public is between 12 pm to 2 pm, during lunchtime. After 2 pm the use of the Park is reduced by the public and by 2.30 pm onwards fewer people access the park to undertake activities such as meeting people, taking lunch breaks or engaging in active group recreational sports. Similarly, given the mid-winter conditions and cooler environment people are less likely to enjoy the Park for long periods of time. It is for these reasons that the impacts of overshadowing on Hyde Park between 2.30pm to 3pm and onwards is considered negligible on 21st June.</p> <p>Overshadowing to Hyde Park and the public domain is further discussed in Section 8.1.7 of this EIS and Appendix E.2.</p> |
| <p>Optimising views from the development to Hyde Park and Sydney Harbour.</p> | <p>The proposed OSD will allow for views to Hyde Park and Sydney Harbour from the subject site as further discussed in Section 8.1.5 of this EIS and Appendix W. The proposed residential apartments are orientated primarily to the north and east to optimise the site location and orientation towards iconic features.</p> |
| <p>Consideration of privacy implications to surrounding residential buildings, including the Princeton Apartments and 135-137 Bathurst Street.</p> | <p>The setbacks as approved under SSD-8876 and the subsequent modification SSD-8876-MOD have been complied with, to ensure the privacy of the surrounding residential apartments including the Princeton Apartments and 135-137 Bathurst Street</p> |

| Design guideline | Detailed SSD DA design response |
|---|--|
| <p>Maximise sunlight access and views for adjoining and surrounding properties.</p> | <p>will not be reduced or impacted as further discussed in Section 8.1.5 of this EIS and Appendix E.1.</p> <p>The proposed OSD built form has been designed to allow for adequate sunlight and views for adjoining and surrounding properties as discussed in Sections 8.1.5 - 8.1.7 of this EIS and Appendix E.2. The proposed built form does not maximise the approved building envelope and as outlined in the VIA at Appendix W has sought to prioritise additional views and solar access towards the north-eastern outlook of the adjacent dwellings where feasible.</p> |
| <p>Street setbacks above the podium (RL 71) of:</p> <ul style="list-style-type: none"> • a minimum 4 metres to Bathurst Street. • a varied setback be provided from Pitt Street to align with setbacks for the Princeton Apartments. • articulation of built forms from the Pitt Street boundary of the site should be designed to maximise solar access to the living rooms of Princeton Apartments between 9 am-3 pm at winter solstice. | <p>The proposed OSD built form will not result in the reduction of the predominant street setbacks, as shown in Appendix E.</p> <p>The articulated form of the OSD will help create reveals in the façade. However, the glazing line will still read as the predominant building line at the nominated street setbacks. Articulation of the building will continue to encourage solar access and visual privacy to adjacent buildings, as discussed in Section 8.1.7 of this EIS and Appendix E.</p> |
| <p>Use of materials that reflect the function of elements above the podium, distinguishing them from the surrounding context and providing a simple design resolution within the city skyline.</p> | <p>The selected materials and finishes allow for differentiation between the proposed residential tower with a unique materiality within the city skyline, as shown in Figure 47.</p> |
| <p>Provision of landscaping throughout the design, laying spaces of relief and referencing landscaping of the precinct.</p> | <p>The proposed landscape strategy incorporates landscaping and communal open spaces areas on three levels of the build-to-rent development with suitable landscaping to complement the midtown precinct.</p> |
| <p>Achievement of SEPP 65 & ADG requirements.</p> | <p>The proposed OSD generally complies with the SEPP 65 and ADG requirements, as demonstrated in Appendix E.</p> |
| <p>design and articulation of roof forms must consider retention of view to St Mary's Cathedral from Century Tower (343 - 357 Pitt Street, Sydney).</p> | <p>The proposed roof form has not maximised the approved building envelope. The roof form of the proposed OSD will have limited impact on views to St Mary's Cathedral from Century Tower (343 - 357 Pitt Street, Sydney) as shown in Appendix W.</p> <p>Figures 50 and 51 of the Visual Impact Assessment in Appendix W clearly show that the proposed development is within the approved concept</p> |

| Design guideline | Detailed SSD DA design response |
|--|---|
| | <p>envelope. However, private views from Century Tower will be affected by the introduction of a new tall built form into the foreground view, which will block out mid ground views of other urban development including parts of St Mary's Cathedral which is currently visible. The assessment notes that the Proposed Development is marginally setback within width and angled height plane of the concept approval, including the reduced height of the proposed tower balcony treatment proposed on the south-eastern corner of the development. These design approaches have allowed views of the sky and built environment will permit greater spatial permeability of views when compared to the approved concept envelope permitting high rise views from these locations. It was found that the protrusion of the proposed development outside of the approved envelope is not discernible from this view and does not create significant additional visual effects or view loss.</p> <p>It should be noted that as shown in Figure 54 and Figure 55 of the Visual Impact Assessment in Appendix W views of St Marys Cathedral will not be impacted by the proposed development.</p> |
| <p>Side and rear setback above the podium of:</p> <ul style="list-style-type: none"> • a minimum 3m continuous setback to the eastern boundary • a minimum 12 metres above the podium with the permitted reduction to minimum 3 metres within the structure reservation zone in accordance with condition A17 for essential structural support and service to integrate the OSD with the station below. <p>Alternative options must be considered before any built form is proposed within the structure reservation zone. Any structure or built forms within the structure reservation zone must be designed to minimise its impacts to the outlook and amenity of the adjoining Princeton Apartments (304 - 308 Pitt Street, Sydney).</p> | <p>The proposed OSD built form will not result in the reduction of the predominant street setbacks, as shown in Appendix E.</p> <p>However, the proposed amendments to allow minor projections and embellishments into the articulation zone of the OSD as sought under the modification application do not seek to amend the building setbacks as approved under the concept SSD DA and will not have impacts on the structure reservation zone and its purpose. The articulation zone as shown in Figure 46 will provide for fenestration and building façade articulation which is consistent with the building design development supported through the design review process. The predominant building line will still read as the glazing line of the building. The proposed articulation zone will not affect outlook and amenity of the adjoining Princeton Apartments (304 – 308 Pitt Street, Sydney).</p> <p>The projection to the eastern and western façades creates a negligible – minor visual impact to the adjacent Princeton Apartments as illustrated in</p> |

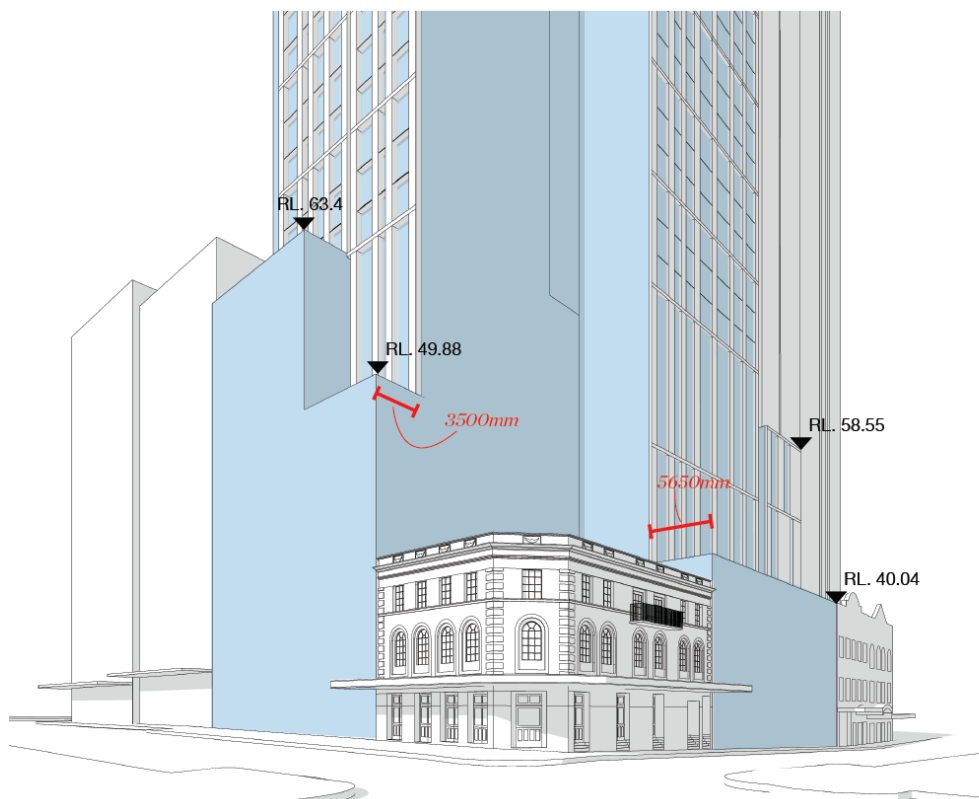
| Design guideline | Detailed SSD DA design response |
|------------------|--|
| | <p>Figures 54 and 55 of the Visual Impact Assessment Report in Appendix W. The visual impacts of the concept approval have been accepted as being acceptable and reasonable by the DPIE. In analysing the viewer sensitivity of the proposed building in the detailed SSDA and modification application, it is unlikely that private domain views would be significantly affected by the proposed development, given the proposal does not encroach the approved concept envelope, and provides an overall improvement by way of articulation and visual breaks created by the balconies.</p> |

Figure 45 – Proposed Pitt Street Elevation illustrating built form transition to Greenland Tower



Source: Bates Smart

Figure 46 – Minor projections and embellishments within the articulation zone of the OSD



Source: Bates Smart

In summary, the proposed built form of this detailed SSD DA will achieve the design guidelines by:

- Providing a new build-to-rent development above a metro station located within the Sydney CBD that exhibits design excellence and which has been supported through the design excellence process;
- Ensuring a built form that has been sensitively designed to be sympathetic to the adjacent heritage items and adjoining development, including not maximising the approved building envelope;
- Providing façade features and embellishments that enhance the design excellence and visual appeal of the development while uniquely contributing to the Sydney CBD skyline;
- Ensuring the development proposes a podium that will be activated by the retail uses supporting the station development; and
- Integrating the architecture of the OSD with the station entrance and ‘Sydney metro box’ design to deliver a seamless integrated station development that is highly legible, distinguishable, and functional.

As such, the proposed OSD built form demonstrates consistency with the Pitt Street South station OSD design guidelines.

8.1.3. Built Form and Urban Design

The proposed OSD is detailed in the Architectural Drawings (**Appendix D**) and Architectural Design Report (**Appendix E.1**) prepared by Bates Smart. In conjunction with the Concept proposal, the ongoing detailed design development has established a vision for the site to be the new thriving hub in the Sydney CBD through the delivery of a landmark, build-to-rent development which seamlessly interacts with the Sydney metro public infrastructure.

Overall, the proposed development delivers a built form that is responsive to the context of the existing and future desired character of the site and the surrounding area of Sydney CBD. Further, the design of the OSD responds to the site-specific constraints and opportunities of the site and features of the surrounding area, which are evolving over time. Key impacts associated with the built form are discussed in further detail in the following sections.

Urban Design Drivers

The vision of the new development designed by Bates Smart is centered on delivering a unique build-to-rent and metro offering to create a 'new heart' in the midtown precinct of the Sydney CBD with a focus on responding to the unique context of midtown by:

- creating a contemporary interpretation of the historic brick context of the locality;
- aligning podium heights with the Edinburgh Castle Hotel before stepping the podium form to transition to adjoining building heights;
- stepping the skyline in response to the Hyde Park solar plane and providing a transition in scale to surrounding buildings; and
- respecting the privacy of neighbouring buildings.

Sydney CBD Skyline

The proposal makes a positive contribution to the Sydney CBD skyline, notably from the east of the City and from prominent public places such as Hyde Park. The height of the proposed tower is modest in comparison to other CBD scale buildings, and from many view points the tower will be read as part of a general height datum within other residential and commercial office towers of similar scale.

The proposal is unique in the skyline in one key matrix, being the proposed colouring of the tower in hues and tones that reflect the typical brick and masonry materials used in lower scale heritage buildings. This feature of the OSD provides a point of reference and point of difference within the Sydney CBD skyline, while the scale and height of the tower is contextually appropriate to the skyline and solar access controls. The proposed development as viewed within the context of the CBD skyline from the south-east is illustrated below.

Figure 47 – Artist's Impression of the proposed CBD skyline with views towards Sydney Harbour



Source: Bates Smart

Pitt Street Streetscape

The design of the OSD entrance at Pitt Street has been significantly influenced by the heritage features of the retained Edinburgh Castle Hotel on the corner of Pitt and Bathurst Streets. The proposed entrance to the OSD is recessed to allow for increased public domain circulation and greater appreciation of the re-built brickwork materiality of the southern wall of the Edinburgh Castle Hotel. As outlined previously, the design of the podium height is stepped to provide a transition in scale from the Edinburgh Castle Hotel to the adjacent development on both Pitt and Bathurst Streets.

The retained hotel remains in the foreground from the Pitt Street streetscape, as the proposed OSD tower is read as being significantly setback. The tones and hues of the architecture previously outlined provide an appropriate background in which to view the Edinburgh Castle Hotel and other heritage items along Pitt Street.

Figure 48 – Artist's Impression - Pitt Street OSD entrance



Source: Bates Smart

Bathurst Street Streetscape

The proposed northern façade of the podium and the tower form include significant panels of terracotta coloured precast panels which present as a strong architectural element to Bathurst Street. The podium design at Bathurst Street steps to transition from a strong street wall height to the east down to the heritage Edinburgh Castle Hotel to the west. The proposed stepping of the façade progressively removes building mass and in turn reduces the perception of scale from the corner of Pitt and Bathurst Streets. The architecture also progressively introduces additional void space within the façade design to soften the building as it scales down to the corner.

The proposed northern and western facades do however include windows, and architectural features to avoid a series of blank walls being presented above the Edinburgh Castle Hotel which is unable to be substantially redeveloped in the future.

At the eastern site boundary the proposed podium height is proportionately stepped from the immediately adjacent residential development at 137-139 Bathurst Street. As outlined within the Concept SSD DA, there is no clear upper level street setback, however the proposed development achieves a 4m northern setback to the glass line to reduce the perception of scale from Bathurst Street and improve outlook from the north facing residential apartments.

Figure 49 – Artist's Impression - Metro station Entrance Bathurst Street



Source: Bates Smart

Conclusion

The proposed built form has been designed to respond to the characteristics of the site and surrounds, including providing a transition from a high street wall on Bathurst Street to a low scale heritage item, to a varied streetscape along Pitt Street. The proposed tower also transitions between lower scale towers along the edge of Hyde Park to the east, to the Greenland Tower currently under construction to the west. The proposed development makes these transitions through the breaking up of massing and form into several 'blocks' or clusters that provide a stepping effect between neighbouring buildings.

The proposed built form has also sought to minimise external impacts to neighbouring development by using 87% of the approved building envelope. The proposed development therefore has an acceptable built form that is contextually appropriate.

8.1.4. Heritage

A Heritage Impact Statement (**HIS**) has been prepared by GBA Heritage and is attached at **Appendix L**. The HIS identifies and assesses the potential impacts associated with the detailed design of the Pitt Street South station OSD on the significant characteristics of neighbouring heritage items, their context and setting.

The HIS provides a comprehensive assessment of key heritage impacts, and establishes the heritage management framework for the development of the site. The assessment of heritage impacts has been prepared in accordance with the condition B7 of the concept SSD DA, the SEARs and the relevant provisions of the applicable planning instruments. In particular, the assessment provides a discussion of the potential impacts of the development on the adjoining Edinburgh Castle Hotel and the metropolitan Fire Brigade regarding their setting and streetscape presence.

Assessment

As noted previously (**Section 3.6**), the site is located within the vicinity of a number of locally listed heritage items under the SLEP 2012.

The HIS has been prepared in accordance with the guidelines outlined in the *Australia ICOMOS Charter for Places of Cultural Significance*, 2013 (known as The Burra Charter), and the NSW Heritage Manual (NSW Heritage Office, now Heritage division of the NSW Department of Premier and Cabinet) as a methodology for assessing heritage impacts.

A Heritage Interpretation Plan has been prepared separately in fulfilment of condition E21 of the CSSI approval and in accordance with the terms of condition B8 of the concept approval.

Edinburgh Castle Hotel

The Edinburgh Castle Hotel adjacent to the site on the corner of Pitt and Bathurst Street is identified as a local heritage item under SLEP 2012. The three-storey building adjoins the proposed development on two sides, being immediate to the north-west of the site.

Following the demolition of existing buildings on the site as part of the CSSI approval, partial views to the blank south and east facades of the hotel building have been made available. As outlined in the HIS, these two facades are considered to have little historical or aesthetic significance. The Edinburgh Castle Hotel is architecturally significant as a rare and outstanding example of a highly intact original hotel building of high-quality design (exterior and interior), notable for its contribution as a landmark building to the corner of Pitt and Bathurst Street, and is socially significant as a hotel in situ since the 1885's and prior to that on the diagonally opposite corner.

The potential impact of the proposed development on the heritage significance of the Edinburgh Castle Hotel includes views explicitly to the item, physical connections or underground excavation and construction adjacent to the hotel, and potential visual 'domination' of the item. In addressing these impacts, the proposed development has been designed to:

- Position the main tower set back from the street boundaries, separating the tower visually from the primary northern and western facades of the Edinburgh Castle Hotel;
- Match the podium height of the Pitt Street frontage to the Edinburgh Castle Hotel parapet;
- Separate the podium from the Edinburgh Castle Hotel by a glazed recessed entrance to expose the Hotel's south wall;

- Match architectural features of the podium and Sydney metro Pitt Street South station entrance on Bathurst Street to the Edinburgh Castle Hotel parapet;
- Articulate the podium facades to refer to architectural features and proportions of the Edinburgh Castle Hotel, specifically by 'echoing' its solid-to-void ratio; and
- Proposing a colour scheme that is sympathetic to the brick colours of surrounding Inter-War facades.

In terms of potential visual 'domination' of the heritage item, the HIS notes that the Edinburgh Hotel has been previously flanked to the south and east by taller Inter-War buildings and that even in their absence other nearby buildings have formed a backdrop to the Hotel that is of a significant CBD scale. The HIS notes that in the context of this CBD backdrop, the north and west façades of the heritage item have nevertheless remained as essential components of the local streetscape and whose significance can be readily appreciated by the public.

Further, given the historic street pattern of the site and the previously limited building separation to the Edinburgh Castle Hotel, no existing heritage curtilage will be altered or encroached upon by the proposed development. The HIS concludes that the proposed building will therefore not 'dominate' or disempower the Edinburgh Castle Hotel, or indeed any other heritage item in the vicinity of the site.

As outlined in the HIS, no existing significant views to or from the Edinburgh Castle Hotel will be obstructed by the proposed development. Further, no existing significant views to or from other listed heritage buildings in the vicinity will be obstructed or adversely altered by the proposal.

With the adoption of technical construction mitigation measures for excavation and construction under the CSSI approval, there will be no physical impact on the Edinburgh Castle Hotel.

Metropolitan Fire Brigade

The Metropolitan Fire Brigade Building, including interior and Central Yard adjacent to the site on Castlereagh Street, is identified as a local heritage item under SLEP 2012. The original building is a four-storey brick building, that is architecturally significant as the only Fire station constructed in the Victorian Classical style in the city, and as an example of the work of colonial Architect James Barnet. A highly contemporary steel and glass extension adjoin the building to the north.

As stated in the HIS, there is no current visual relationship between the Metropolitan Fire Brigade Building and the subject site, and the item does not have a direct visual relationship with Bathurst Street. However, views to the airspace above the site are available from the heritage-listed internal courtyard of the building.

As such, the potential impact of the proposed development on the heritage significance of the metropolitan Fire Brigade Building specifically includes physical connections or underground excavation and construction adjacent to the item, and potential visual impact to the internal courtyard of the building, and windows into the courtyard. In addressing these impacts, the proposed development has been designed to:

- ensure that the proposed building massing and facades are articulated and subdivided to reduce bulk and reflect the forms, scales and styles of buildings in the locality; and
- provide an external colour scheme and tonality of the external façade to be sympathetic to the range of materials in the locality; and
- with the adoption of technical construction mitigation measures for excavation and construction under the CSSI Approval, there will be no physical impact on the Metropolitan Fire Brigade Building.

The HIS concludes that the proposed building will provide a visible, new building but one that is of a kind and typology that is well established in the setting. The proposed building has been designed to be sympathetic in these such settings and as such will have an acceptable heritage impact on the Metropolitan Fire Brigade Building.

Other heritage items in the vicinity

As identified in **Section 3.6**, there are a number of other individually listed heritage items in the vicinity of the site. Further, the site is in proximity to the College Street/ Hyde Park Special Character Area identified in the SLEP 2012.

GBA Heritage has worked closely with the Architects through the tender bid phase and the detailed design development to ensure that the proposed massing and facades of the building are articulated and

‘subdivided’ to reduce the bulk and scale of the development, and to reflect the forms, scales, and styles of buildings of the locality. This is particularly visible in the selection of the colour scheme to be sympathetic to the range of materials, in particular the masonry facades, in the locality as illustrated below.

Figure 50 – Heritage context external colour scheme



Source: Bates Smart

The HIS notes that no existing views to or from any significant listed heritage buildings (including former Sydney Water Building, former Lismore Hotel façade, YMCA Building, former Speedwell House, former Sydney South Telephone Exchange, Porter House) will be obstructed or adversely altered by the proposed development. Further, the HIS concludes that through the façade articulation and design, the proposed building will not ‘dominate’ any nearby heritage buildings in the sense of disempowering them or reducing public ability to appreciate these items.

Heritage Interpretation Plan

Based on the findings and recommendations of the Heritage Impact Statement, a Heritage Interpretation Plan has been prepared by GBA Heritage at **Appendix M**. The heritage interpretation plan is designed to facilitate a creative approach to communicating the history of the site to future audiences and encourage the innovative expression of past narratives.

It also provides an assessment of the suitable locations for heritage interpretation devices, the type of content that would be suited and the target audience that the device would engage with and experience.

The plan has identified two suitable locations for the heritage interpretation devices to be located, which includes:

- the lobby of the proposed build-to-rent apartment; and
- working from home lounge (level 2).

Given the internal design and materiality of the residential lobby space have not been confirmed, it has been recommended that the lobby space adopts a core interpretation theme and interpretation concepts for presenting that theme to the public (refer to **Appendix M**). The report also recommends the design of the interpretative device, including scale, media and specific location, should be developed at a later stage of the project.

The second space being the work from home lounge at level 2 will offer an opportunity for an interpretive device to complement the design and use of the space to add to the experience of the residents. The plan provides more detailed advice, including recommendations on interpretation media, practical and specific advice about how to implement the plan.

To promote a consistent approach to interpretation within the context, it has been recommended that the design of the proposed interpretive devices will need to be considered with the broader Pitt Street metro project, including the Pitt Street metro station (including both above ground station entrances and the below-ground station elements), the Pitt Street North OSD, and any archaeological remains uncovered during archaeological investigations of the Pitt Street metro site, as well as the design language adopted in the wider Sydney metro line, as relevant.

Conclusion

The detailed design of the OSD is sympathetic to the heritage fabric of significant heritage items within the vicinity of the site. Notably, the proposal implements various design strategies, including:

- Positioning the main tower set back from the street boundaries, separating the tower visually from the primary northern and western facades of the Edinburgh Castle Hotel;
- Matching the podium height of the Pitt Street frontage to the Edinburgh Castle Hotel parapet and providing architectural fenestration at the height of the Edinburgh Castle Hotel parapet on Bathurst Street;
- Articulating the podium façades to refer to architectural features and proportions of the Edinburgh Castle Hotel, specifically by 'echoing' its solid-to-void ratio;
- Proposing a colour scheme that is sympathetic to the range of materials, in particular the masonry and brick colours of surrounding Inter-War facades, of the locality;
- Designing the building as whole to ensure the design is sympathetic to the character of buildings in the vicinity; and
- Well-considered siting of heritage interpretation devices.

As such, the proposed development has an acceptable impact on the heritage context of the site and nearby heritage items.

8.1.5. View and Visual Impact

The detailed SSD DA is accompanied by a detailed View and Visual Impact Assessment (**VIA**) prepared by Urbis included at **Appendix W**. In accordance with Item 5 of the SEARs, the VIA provides an assessment of existing views, the approved building envelope, and the proposed detailed design from:

- key public domain vantage points surrounding the site;
- pedestrians when moving along Bathurst and Pitt Streets;
- where the building is visible from the streets immediately surrounding the site; and
- locations, as agreed with the DPIE and City of Sydney.

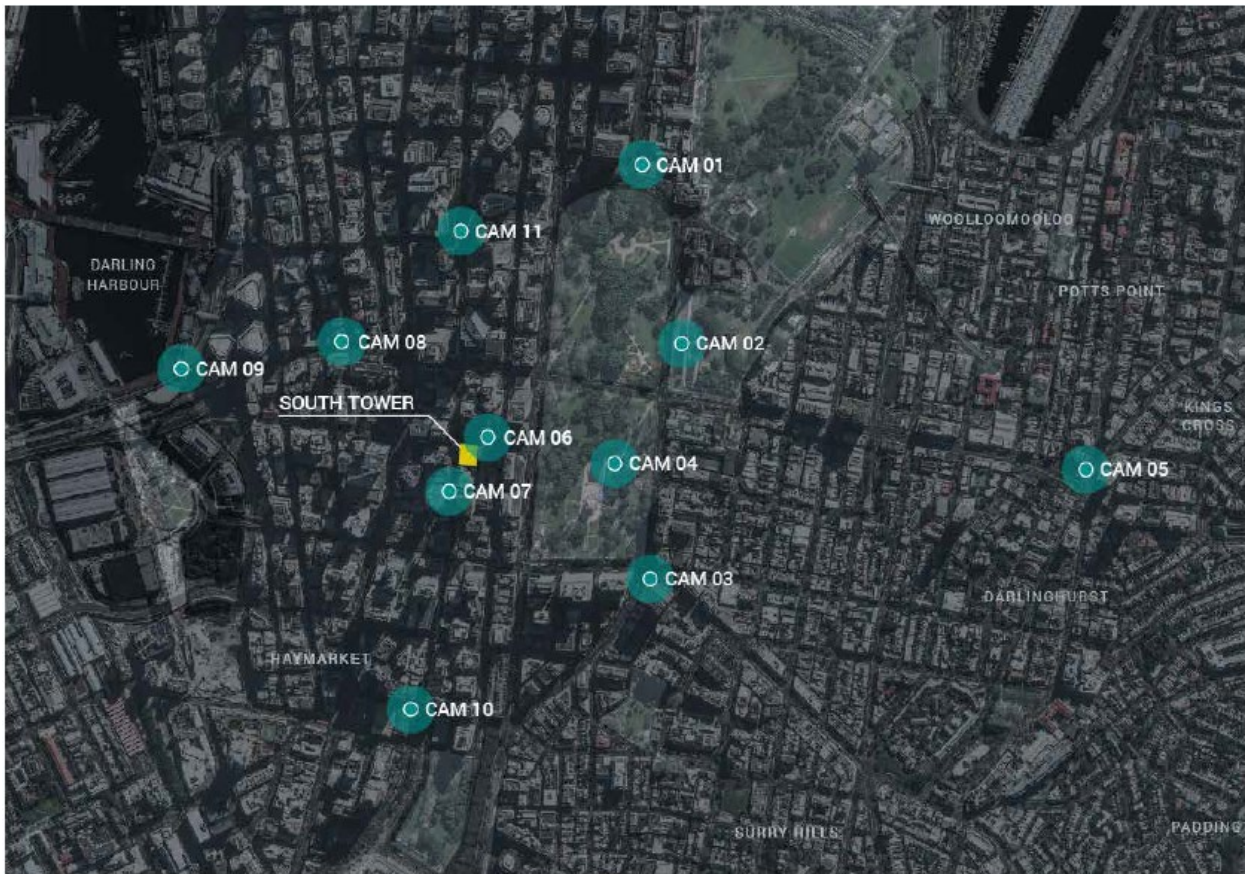
It is noted that the detailed SSD DA design of the Pitt Street South OSD is contained wholly within the approved building envelope as proposed to be modified to allow the minor exception of louvres on each façade to varying depths.

The modification to the concept SSD DA establishes the articulation zone on the building elevations, which allows for non-habitable architectural features and embellishments. As such, the view and visual impacts resulting from the proposal have largely been previously under the concept SSD DA.

Public Domain Views

The public domain views that were assessed as part of the VIA included eleven potential views as identified in **Figure 51**.

Figure 51 – Public Domain Views



Source: Unsigned Studio

Subsequent to this process the visual catchment was determined via fieldwork observations from public view points including the inspection of view locations that were included in the VIA in relation to the concept approval which were accepted as being representative by DPIE.

The potential visual catchment of the site is a theoretical description of the extent of visibility of the site or the proposed development on the site. The potential visual catchment is constrained to a limited area in the public domain due to its height and the immediately surrounding visual context including taller and similar height tower forms.

Based on the visual impact assessment the findings of the eleven views identified, a summary of the findings is provided in **Figure 52**.

Figure 52 – Summary of assessment of public views

| View Reference | Location | Negligible, minor, moderate, severe, devastating | Relevant variable weighting factors rated as low, medium, high | | | Overall rating of significance of visual impact |
|----------------|--|--|--|----------------------------|-------------------------------------|---|
| | | | Sensitivity | Visual Absorption Capacity | Compatibility with Concept Approval | |
| View 01 | South-east end of Macquarie Street pedestrian area | N/A | N/A | N/A | N/A | N/A |
| View 02 | Cook and Phillip Park public plaza | negligible | low-med | high | high | low |
| View 03 | South-east intersection at College Street and Oxford Street | negligible | low-med | high | high | low |
| View 04 | Hyde Park adjacent to the Pool of reflection | negligible | high | high | high | low |
| View 05 | North-west corner of William Street and Darlinghurst Road | negligible | low | high | high | low |
| View 06 | North-east corner of Bathurst and Castlereagh Streets | negligible | medium | high | high | low |
| View 07 | Pitt Street approximately 100m south of the site | negligible | medium | high | high | low |
| View 08 | North-east corner of Druiett and Clarence Streets | N/A | N/A | N/A | N/A | N/A |
| View 09 | Western Distributer near the International Convention Centre | N/A | N/A | N/A | N/A | N/A |
| View 10 | The south-east corner of Pitt Street and Campbell Street | N/A | N/A | N/A | N/A | N/A |
| View 11 | North-west corner of Pitt Street and Market Street | negligible | low-med | high | high | low |

Source: Urbis

The assessment as summarised in **Figure 52** reveals that:

- The visual effects of the proposed development on seven of the eleven nominated views would be negligible, while the other four views were not affected by the development.
- View locations 6 and 7 despite the view place sensitivity was rated as medium impact due to their proximity to the site, the weighting factors and considering the proposed envelope when compared to the approved concept the level of visual impact was assessed as low.
- Viewpoint four represents Hyde Park adjacent to the pool of reflection was rated as being a high sensitivity location. However, given its importance as a public open space, the visual effects of the proposed development are not easily discernible and were rated as negligible. This, combined with high Visual Absorption Capacity and Compatibility with the concept approval, has reduced the overall level of visual impacts to low.
- The amount of additional built form to the north, west and south elevations relating to the solar and amenity façade treatments are likely to result in a minor or negligible level of visual effects beyond the concept approval envelope. It is also unlikely to create minor additional visual impacts when compared to the approved concept envelope.

In summary, **Figure 52** shows that the visual effects of the Proposed Development for all public domain views were found to have low levels of visual effects and high compatibility with the concept approval and high absorption capacity.

In the context of the concept approval, the visual effects and potential visual impacts of the proposed development on the public and private domain is considered to be reasonable and acceptable.

Private Views

The Visual Impact Assessment identifies that under the concept approval conditions issued by the DPIE state that:

- (d) *I; design and articulation of roof forms must consider retention of a view to St Mary's Cathedral from Century Tower (342-357 Pitt Street)*

In order to assess the impact on private views by the proposed development, seven camera view locations as shown in **Figure 53** were identified to undertake the assessment in accordance with the consent documentation for the concept approval. This included the following development:

- Century Tower
- Princeton Apartments
- Greenland building (which is currently under construction).

Figure 53 – Camera locations for private views of surrounding development



Source: Google Earth

The computer generated images (CGIs) used in the modelling included other approved and proposed building envelopes that are likely to be visible in the composition of north-easterly and easterly views from some residential dwellings at these locations.

From the assessment, it was noted that the proposed development generally within the approved building envelope. Although the proposal will impact on views as discussed in Section 5.0 of the Visual Impact Assessment in **Appendix W** given that the proposed envelope, is within the approved concept building envelope the impacts are deemed to be considered as acceptable particularly for the following:

Table 21 – Assessment of visual impact on private views of surrounding development

| Development | Rise in development | View direction | Assessment | Impact |
|---------------|----------------------|--|---|------------------|
| Century Tower | Low rise view RL63.7 | North-east – no existing views to St Mary's Cathedral from | The minor exceedance of the proposed development outside of the approved envelop is slim and minimal and will not create an | Low – negligible |

| Development | Rise in development | View direction | Assessment | Impact |
|---------------------------------------|-------------------------|---|---|-------------------|
| | | the low rise apartments | additional significant impact on views or view loss. | |
| Century Tower | High rise view RL158.8 | North-east – there are existing views to St Mary’s Cathedral from the high rise apartments | The proposed OSD tower will block out existing views of the St Mary’s Cathedral. However, the impact is considered acceptable for the reasons provided following this Table. | High – negligible |
| Princeton Apartments | Low rise view RL57.2 | North-east – no existing views to St Mary’s Cathedral from the low rise apartments | The proposed development sits within the approved concept envelope. The tower will be visible and will block the background built form as ascertained with the approval of the concept. The proposed tower, as shown in Figure 53 of the Visual Impact Assessment in Appendix W , will not create additional view-blocking than that already anticipated with the concept envelope approval. | Low – negligible |
| Princeton Apartments | High rise view RL 124.3 | North-east - there are existing foreground to midground views of low, medium, and tall tower forms of urban development over which a distant view to parts of Sydney Harbour. St Mary’s Cathedral and part of Hyde Park are also visible from the high rise apartments. | The proposed development sits within the approved concept envelope. The tower will be visible and will partially block the western edge of this view as ascertained with the approval of the concept. The proposed tower, as shown in Figure 55 of the Visual Impact Assessment in Appendix W , will not create additional view-blocking than that already anticipated with the concept envelope approval. Additionally, the views of the St Marys Cathedral and distant views to parts of Sydney Harbour will not be affected. | Low – negligible |
| Greenland Centre (under construction) | Low rise view RL57.2 | North-east – no existing views to St Mary’s Cathedral from the low rise apartments. The existing view access and approved view does not include any | The view revealed does not include any scenic or iconic features but does contribute to less bulk in the foreground composition, a greater degree of visual permeability into and beyond the site to the north-west and therefore provides a reasonable view sharing | Low – negligible |

| Development | Rise in development | View direction | Assessment | Impact |
|---------------------------------------|---------------------|---|---|-------------------|
| | | scenic or iconic features as defined in Tenacity. The west elevation including the stepped arrangement of built form occupies less of the composition and the reduced floorplate reveals a vertical column of the additional view. | outcome. | |
| Greenland Centre (under construction) | Mid rise view | North-east - foreground composition includes low-height buildings and beyond to a midground composition that includes the Hyde Park War Memorial and Lake of reflections. The background composition extends eastwards to include parts of Paddington and Bondi Junction and in the distant open water views. | <p>The northern elevation of the proposed development projects forward beyond the concept approval by 439mm creating a minor additional vertical column of built form which does not in our opinion create any significant additional view loss.</p> <p>The stepped roof form proposed as seen in the view modelled, is significantly lower compared to the concept approval and reveals additional areas of sky and creates greater spatial permeability in relation to the concept approval and a more positive view sharing outcome for high rise views from this vicinity.</p> <p>The protrusion of the proposed development outside of the approved envelope is minimal from this view and does not create significant additional visual effects or view loss.</p> | High – negligible |
| Greenland Centre (under construction) | Mid rise view | East – foreground composition includes low-height buildings and beyond to a midground composition that includes the Hyde Park War Memorial and Lake of | The stepped roof form proposed and as seen in the view modelled, is significantly lower compared to the concept approval and reveals additional areas of sky. The stepped height of the proposed tower will create greater spatial permeability in relation to the concept approval and provide a more positive view sharing | High – negligible |

| Development | Rise in development | View direction | Assessment | Impact |
|-------------|---------------------|--|--|--------|
| | | reflections. The background composition extends eastwards to include parts of Paddington and Bondi Junction and in the distant open water views. | <p>outcome for high rise views from this vicinity.</p> <p>The northern elevation of the proposed development projects forward beyond the concept approval by 439mm. This additional built form blocks a minor vertical column of view which predominantly includes background-built form.</p> <p>The protrusion of the proposed development outside of the approved envelope is minimal from this view and does not create significant additional visual effects or view loss.</p> | |

Discussion on view impact on high rise views of Century Tower

The modelling has revealed that the proposed development will block views of St Marys Cathedral despite being marginally setback within width and angled height plane of the concept approval, as shown in **Picture 36 of Figure 54**.

A small amount of additional view of the sky and built is revealed to the apartments due to the reduced height of the proposed development, and minor areas resulting from the balcony treatment that is evident at the south-east corner of the proposed built form.

The stepped height of the proposed tower form will provide greater spatial permeability of views above the proposed tower when compared to the concept approval. It will provide a more positive view sharing outcome for high rise views from these locations.

Therefore, although the existing views of St Marys Cathedral will be blocked from the north-east views of the Century Tower, however, the proposed tower envelope is within the approved concept envelope and therefore, the blocking of this view is considered acceptable, under the concept approval.

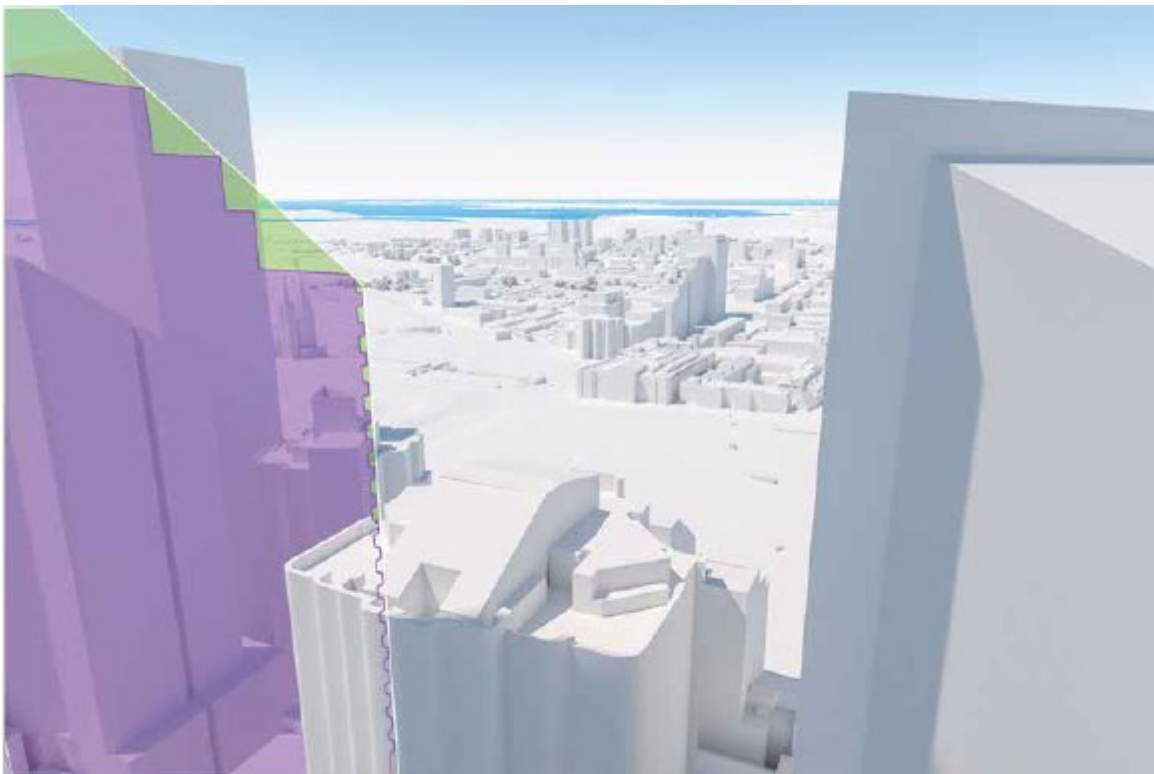
It is considered that there is some improvement in visual permeability achieved by the proposed development in comparison to the approved concept envelope. The protrusion of the proposed development outside of the approved envelope is minor and not discernible from this view and does not create significant additional visual effects or view loss.

Figure 54 – Visual Impact Assessment of view of St Mary's Cathedral from Century Tower



Picture 35 – Existing High-Rise Views to the north-east from Century Tower

Source: Urbis



Picture 36 – Proposed High-Rise Views to the north-east from Century Tower

Source: Urbis

In summary, it is concluded that:

- The form, height and floor plate of the proposed development as shown in the CGIs does not significantly change the extent of visual effects or view-blocking compared to the extent caused by the concept approval and the majority of views, for example, Century Tower high-rise and Greenland mid and high-rise CGIs.
- The likely private domain view sharing outcome will be the same or improved as a result of the lower, stepped height of the roof form proposed and the façade and balcony arrangement as shown in views from the Century Tower.
- In close private domain views where the additional extent of façade treatment is visible, the minor projection does not create any significant view loss or visual impacts.
- If the proposed development was considered in isolation and without the knowledge of the level of visual impacts already approved in relation to the concept approval, a *Tenacity assessment* would be likely to find that view loss would be moderate for views from Century Tower high-rise and Greenland mid-rise view east.

Therefore, in all the private view cases considered, the view sharing outcome caused by the proposed development is considered to be reasonable and acceptable in the circumstances.

8.1.6. Residential Amenity

As outlined in **Section 7.10** of this EIS, the proposed development has been comprehensively assessed against SEPP 65 and the ADG. The proposed residential apartments achieve a high degree of amenity, in the context of a CBD environment. Specifically, the development includes significant and generous internal and external communal facilities that offer on-site amenities. These amenities facilitate opportunities for on-site recreation (gym and pool), leisure (cinema room and lounge areas), and work.

The individual apartments have also been designed to achieve a high degree of amenity, without reliance on the above on-site facilities. Each of the apartments have compliant balcony areas and dimension, offering usable private open space for each apartment. Balconies are positioned to the east, north, and western site boundaries to maximise solar access and minimise privacy impacts to adjacent development at Princeton Apartments.

Each apartment has been designed to be compliant with the minimum apartment areas prescribed by the ADG. One 2-bedroom unit type has an internal area of 72sqm, however this minor 3sqm variation to the guideline is considered appropriate as:

- The apartment is positioned in the north-western corner of the development, the most optimal position for solar access;
- The apartment design is very efficient, with minimal internal area used for circulation space such as corridors;
- The apartment living area (and balcony) achieves the minimum required dimensions, and to achieve compliance additional area would be added to a bedroom only, and as such the usability an internal amenity of living areas is still achieved notwithstanding the minor internal area variation; and
- The apartment, uniquely, as three facades and only shares one common boundary with an adjacent apartment, and as such has a high level of internal solar access and natural day-light, and acoustic and visual privacy.

All other apartments achieve the minimum internal and external dimensions outlined in the ADG. Further, natural ventilation is achieved for each apartment, and the required proportion of naturally cross ventilated apartments is achieved within the first nine storeys of the development.

Privacy louvers are provided to the southern building elevation to provide visual privacy between the proposed development and adjacent residential dwellings within the Princeton Apartments. It is noted that at the level 6 communal open space, the northern elevation of the Princeton Apartments includes a window at RL 59.45 (approximate sill height), being 1.2m above the level of the communal open space proposed at level 6. As outlined in the Landscape Plans at **Appendix I**, the southern boundary of this communal open space includes mass planting to screen along this boundary to prevent overlooking from the adjacent Princeton Apartments. It is similarly noted that as the building interfaces with the Euro Apartments to the east of the site, communal open space is positioned at a height to avoid direct overlooking from adjacent windows.

As outlined above, within **Section 7.10** of this EIS, and in consideration of the high level of public transport accessibility and serviceability of the site, the proposed BtR apartments have a high level of amenity.

8.1.7. Overshadowing and Solar Access

The proposal is accompanied by a detailed solar access and overshadowing analysis and opinion prepared by Walsh Analysis (**Appendix E.2**).

The analysis was undertaken using a 3D model of the proposal located within the surrounding context. The study required half-hourly views to be taken from the sun. An assessment of the solar study was assessed against the relevant objectives of the Apartment Design Guide and SEPP 65.

Solar Access for Pitt Street OSD

The solar study concludes that solar access can be achieved for the following time periods to the 234 apartments of the proposed development.

Table 22 – Summary of solar access

| Total number of units | Units that achieve solar | Percentage of units |
|---|--------------------------|---------------------|
| Units which achieve 2 hours or more of sunlight to living area glazing and private open space 9am-3pm June 21 | 119 | 50.9% |
| Units which achieve 2 hours or more of sunlight to living area glazing and private open space 8am-4pm June 21 | 133 | 56.8% |
| Units with no sun between 9am and 3pm June 21 | 42 | 17.9% |

As shown in **Table 22**, the proposed units do not achieve the ADG design criterion requirements under Objective 4A-1 of 70% solar access, and at least 15% would receive no sun between the specified hours. Despite this, the analysis has found that if the recently approved development applications of surrounding sites had not been approved, then the development would have complied with the provisions of the ADG. The assessment finds that when considering the impacts of solar access to the units of the proposed OSD, it should be noted that:

- The site is constrained by surrounding development, in particular, the recent approvals that allow for tower development of greater scale and density than that proposed on the subject site.
- The ADG acknowledges that some sites may not achieve full compliance with the deemed-to-satisfy criterion.
- The local area is undergoing significant change, and the overshadowing impact of the existing development still results in a development outcome that reasonably complies.
- The architects have not included any sole south-facing units therefore the units identified in the no category are a result of overshadowing from other existing development.
- The aim of Objective 4A-1 is to '*optimise the number of apartment receiving sunlight to habitable rooms, primary windows and private open space*' in the opinion of the expert based on the careful consideration ratio it is held that the development achieves the objectives of the aim.

Overall, despite the non-compliance with solar access to the proposed units of the OSD, the assessment has found that the development still achieves the aims of the Objective 4A-1 as the design ensures that the living areas have been located on the eastern and western facades which allows for maximum sunlight and solar penetration. Bates Smart has also assured that no single south-facing units have been incorporated into the development. Therefore, based on the analysis, the experts have concluded that the proposal has optimised the number of apartments receiving sunlight as outlined in the aim of Objective 4A-1.

Overshadowing impact on neighbouring properties

As part of the analysis of the overshadowing impact caused by the proposed OSD tower sites, the following were identified as potentially affected:

- Princeton Apartments – 304 Pitt Street, Sydney
- Century Towers - 343-357 Pitt St, Sydney
- Regency Towers – 281 Elizabeth Street, Sydney

Princeton Apartments

The Princeton Apartments are inherently vulnerable to overshadowing from the proposed development on the site, as the Princeton Apartments are built to their boundary immediately to the south of the proposed development, and includes north facing windows and private open space in close proximity to their northern boundary. As such, the Princeton Apartments in effect borrow amenity including sunlight and outlook from the currently underdeveloped site.

An analysis of the shadows caused by the OSD based on the current and projected level of change of solar access for Princeton Apartments is provided in **Table 23**.

Table 23 – Summary of existing and projected solar access to Princeton Apartments

| Time of day | Existing | Projected | Change |
|--|----------------|----------------|--------|
| > 2 hours between 9am to 3pm – Living | 54/116 = 46.6% | 6/116 = 5.2% | -41.4% |
| > 2 hours between 8am to 4pm – Living | 56/116 = 48.3% | 24/116 = 20.7% | -27.6% |
| > 2 hours between 8am to 4pm – All Habitable rooms | 56/116 = 48.3% | 39/116 = 33.6% | -14.7% |
| No sun | 19/116 = 16.4% | 31/116 = 26.7% | +10.3% |

Based on the summary of analysis in **Table 23** it is noted that the solar access to the Princeton Apartments has been reduced by 41.4%, with 48/116 apartments that previously received two hours solar access in mid-winter no longer achieving this metric.

The expert review notes that were the calculation in the ADG able to include all habitable rooms affected by the development within the calculation (rather than just living rooms), and the hours adopted from 8am to 4pm in mid winter in CBD environments, the reduction in solar access to Princeton Apartments would be only 14.7%, which is compliant with Objective 3B-2 of the ADG.

While solar access to Princeton Apartments is reduced by the proposed development, the proposal complies with the building envelope approved by the Concept SSD DA. While opportunities to improve solar access were considered, due to the limitations of the site (and compliance with setbacks), the proposal delivers the same solar access as 'Option 2' outlined in the concept SSD DA.

In consideration of the established principles of *The Benevolent Society v Waverley Council [2010] NSW LEC 1082*, the Department noted in the assessment of the concept SSD DA the following considerations which remain relevant for this application:

- Due to Princeton Apartments lack of setback from its northern boundary and the permissible density at the city location, achieving strict compliance with ADG solar access provisions is not a reasonable expectation.
- The Department considers the solar access benefits that can be delivered through the 3m tower setback to the eastern boundary (which is retained in this SSD DA) is reasonable having regard to the amount of sunlight loss from the original proposal (zero setback to the east).
- The solar access that is retained by Princeton Apartments is likely to be maintained in the future having regard to the adjoining properties to the east, being unlikely to be redeveloped into the future.

As such, the proposed degree of solar access maintained to the Princeton Apartments is acceptable given the circumstances of the site.

Century Towers

The orientation and site location of the Century Apartments is also vulnerable to overshadowing from the redevelopment of the site, and the context of a CBD environment where permissible densities and heights may impact solar access.

As provided in the Solar Access and Overshadowing Report at **Appendix E.2**, Century Towers has a total of 296 apartments noting that sunlight is not available to the units located below Level 9 between 9am to 3pm on June 21.

The analysis found that the overshadowing impact of the proposal on Century Apartments

- At least 93% of the apartments receive no sun at present and will continue to receive no sun following the construction of the development.
- Levels 12 to 18 (7) apartments within these levels will now have their living area overshadowed, of which (6) will be overshadowed for 0.5 hours and (1) for overshadowed for 1 hour between 9.30am to 10.30am
- Levels 19 to 34 – Apartment 2 on each of these levels will now have their living area overshadowed from 8am to 8.30am
- Levels 35 to 37 – Apartment 2 each of these levels will now have their living area overshadowed from 8am to 9.30am
- Levels 38 to 42 (excluding Level 41) – between 8am to 8.30am a total of (4) apartments will now have a habitable room overshadowed.

Overall it was concluded that the solar impacts of the development will result in a reduction in the amount of units receiving two hours of solar access to their living room between 9am-3pm from 56/296 (18.9%) to 44/296 (14.9%), which is compliant with Objective 3B-2 of the ADG.

Hyde Park Regency Towers

The Hyde Park Regency (Regency) is located to the south-east of the site. Based on the analysis undertaken it was found that the proposed development would impact the Regency for just over one hour of the day between approximately 1pm to 2pm. The impacts of the development on the Regency has been considered for the 132 apartments, noting that units located below Level 9 of the Regency receive no solar access between 9am to 3pm on June 21. The assessment revealed that there was no overall change in solar compliance of the complying apartments; however the analysis in the Solar Access and Overshadowing Report at **Appendix E.2** revealed that:

- Unit 1005 on level 10 would lose one and a half hours of solar access to the living room from 1pm to 2.30pm.
- Between 1.30pm to 2.30pm eight apartments on Levels 11 to 18 would be affected by one hour of overshadowing of **living rooms** from the proposed development.
- Between 1.30pm to 2pm 22 apartments on Levels 10 to 21 would be affected by a half-hour of overshadowing of **living rooms** from the proposed development.
- Between 2pm to 2.30pm 16 apartments on Levels 12 to 26 would be affected by a half-hour of overshadowing of **living rooms** from the proposed development.
- Between 2.30pm to 3pm five apartments on Levels 26 to 30 would be affected by a half-hour of overshadowing of **living rooms** from the proposed development.
- Between 2.30pm to 3pm two apartments on Levels 24 and 25 would be affected by a half-hour of overshadowing of **habitable rooms** resulting from the proposed development.

Based on the above, the impact of the proposed development on the Regency Towers will be limited mainly to Room 1005 with the expected overshadowing to be more than an hour between the hours of 1pm to 2.30pm and eight apartments affected by one hour of overshadowing between 1.30pm to 2.30pm.

The analysis also revealed that seven of the apartments, which used to receive 15 minutes of solar access would no longer receive any sunlight, representing 5.3% of the whole building.

The results of the Regency assessment is summarised in **Figure 55**. Based on the existing and projected solar access, which confirms that a zero per cent change to units receiving solar access is expected.

Figure 55 – Summary of analysis for Hyde Park Regency

| | EXISTING | PROJECTED | CHANGE |
|----------------------|---------------------|---------------------|--------|
| >2 hrs 9-3 Living | 22 / 132 = 16.7% | 22 / 132 = 16.7% | 0% |
| >2 hrs 8-4 Living | 25 / 132 = 18.9% | 25 / 132 = 18.9% | 0% |
| No sun | 18 / 132 = 13.6% | 25 / 132 = 18.9% | 5.3% |

Source: Walsh2 Analysis

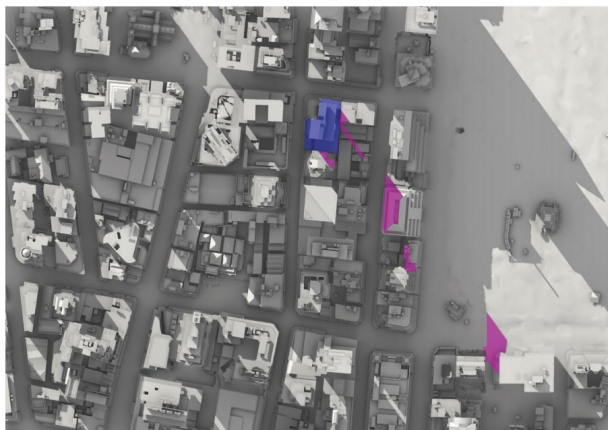
In summary, the overshadowing impact of the proposed development will be minimal. The existing complying apartments that meet the ADG requirements will not result in any loss of sunlight, and therefore it is concluded that the Hyde Park Regency will have a 0% loss of solar access and is compliant with Objective 3B-2 of the ADG.

Hyde Park

The assessment also considered overshadowing impacts to Hyde Park located to the east of the site, which is a significant public recreation space situated within the Sydney CBD.

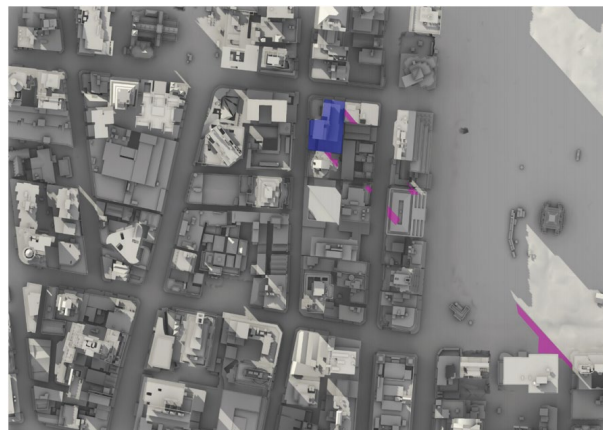
While the proposal complies with the sun access plane to protect the solar access of Hyde Park at certain protected areas of the day, the shadow diagrams at **Appendix E.2** demonstrate that the proposed development will result in overshadowing of the south western corner of Hyde Park at 2:30pm and 3:00pm on 21 June as illustrated in pink below.

Figure 56 – Additional shadowing to Hyde Park as a result of proposal



Picture 37 – Shadowing at Hyde Park 2:30pm 21 June

Source: Bates Smart



Picture 38 – Shadowing at Hyde Park 3:00pm 21 June

Source: Bates Smart

Outside of the winter solstice, the Solar Analysis at Appendix E highlights that the proposal does not overshadow Hyde Park on 21 December (summer solstice) and on 21 September (equinox) the proposal overshadows Hyde Park by 30sqm at 2:30pm, and by a small amount at 3:00pm.

The additional overshadowing caused to Hyde Park during the winter solstice and equinox is minor and is considered acceptable as:

- The additional shadowing is outside of the intended period of protection (10:00am to 2:00pm) established for the sun access plane controls.

- The additional shadowing during the winter solstice is at a small corner of the park that is predominantly landscaped area and not primarily used for passive recreation.
- The additional shadowing during the equinox is fast moving and affects only a small portion of the south western corner of the park.
- The additional shadowing is less than that produced by the approved building envelope, and is additional only against a base case of a vacant site.
- The additional shadowing, again that is less than the shadowing resulting from the approved building envelope, is therefore considered foreseeable and reasonable.

Conclusion

Overall, despite the non-compliance with solar access to the proposed units of the OSD, the assessment has found that the development still achieves the aims of the Objective 4A-1 as the design ensures that the living areas have been located on the eastern and western facades allow for maximum sunlight and solar penetration.

Bates Smart has also assured that no single south-facing units have been incorporated and any overshadowing results from the surrounding development, preventing units located on level 21 and up from receiving any sun exposure. Therefore, based on the analysis, the experts have concluded that the proposal has optimised the number of apartments receiving sunlight as outlined in the aim of Objective 4A-1.

While the analysis reveals that overshadowing of adjoining properties is likely to occur as a result from the proposed OSD development, it is considered that the impacts are reasonable and meet the intended Objective 3B-2 of the ADG for the following reasons:

- The Concept SSD DA approved the building envelope with specified setbacks to limit the level of impact to adjoining sites.
- The overshadowing impacts, when considered by Steve King, and the study of potential setbacks of the OSD tower resulted in an understanding that the compliance to the Princeton Apartments was only marginally sensitive to the setback on the western boundary.
- Century Tower achieves compliance with the Objective 3B-2 of the ADG with a loss of 4% of solar access.
- Hyde Park Regency achieves compliance with Objective 3B-2 of the ADG with a loss of 5.3% of solar access to units which receive 15 minutes of sunlight and no loss in solar access to complying units.

Any additional overshadowing to Hyde Park as a result of the proposal is after 2:30pm at any time of the year, and is therefore after the intended period of protection established by the planning controls. The additional overshadowing to Hyde Park after 2:30pm on 21 June and 21 September is to small areas of the south-western corner of the park and is considered unlikely to adversely impact the overall amenity and useability of the broader park area. Further, the additional shadowing is less than that produced by the approved building envelope and as such, is considered foreseeable and reasonable.

Overall, the proposed development will be consistent with the building form and envelope approved under the concept SSD DA to prevent additional overshadowing to the surrounding residential properties. The Architects have endeavoured to maximise the solar access to the apartments of the OSD by incorporating measures to appropriately locate living areas to the eastern and western facades and avoiding south-facing units.

8.1.8. Ecologically Sustainable Development

An Ecologically Sustainable Development (ESD) Report has been prepared by Cundall in accordance with SEARs item 7 and is provided at **Appendix K**. The report demonstrates that the proposed residential development is committed to achieving the following ESD targets at a minimum:

- 5 Star Green Star design and As-Built v1.3 rating;
- Exceed BASIX minimum compliance requirements for energy and water, including:
 - BASIX Energy score: 30% reduction in Greenhouse Gas emissions
 - BASIX Water score: Greater than 40% saving in potable water consumption

Further, through the detailed design phase of the development, the proposal aims to achieve a minimum average 6-Star NatHERs rating across the development.

BASIX commitments are further outlined in **Section 7.5** of this EIS, which demonstrates that the proposal complies or exceeds each of the relevant requirements under *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* and specifically achieves a minimum BASIX 30 Energy rating in accordance with condition B10 of the Concept SSD DA.

It is noted that the certified ratings will apply to the OSD components of the project. In accordance with the SEARs, an analysis of the proposal against the principles of ecologically sustainable development set out in the clause 7(4), Schedule 2 of the EP&A Regulation is provided within the ESD Report at **Appendix K**.

The sustainability framework for the project implements both the Green Star rating scheme and the NatHERs rating. Green Star assesses projects based on their performance in the categories of management, indoor environmental quality, energy, transport, water, materials, land use and ecology, emissions and innovation. The table below identifies how these sustainability initiatives are currently being considered throughout design development of the project.

Table 24 – Sustainability Initiatives

| Category | Project Initiatives |
|-----------------------------------|--|
| BASIX Compliance Strategy | The project set commitments for energy, water and thermal comfort exceed the minimum requirements. |
| Health and Wellbeing | The development provides the residents with co-working spaces, games room and cinema to encourage attitudes towards work and play on level 2. A dedicated level for active recreation on level 6 which includes a gym, group fitness area and lap pool on level 6. The rooftop terrace allows the residents to socialise and gather with family and friends and enjoy city views to encourage total well-being. |
| Materials, Supply Chain and Waste | The waste management plan promotes positive attitudes toward reducing waste. It includes initiatives for adoption by the residents and restaurant by increasing opportunities to recycle by educating residents on the higher levies payable for landfill waste collection and compost food waste initiatives to reduce landfill by donating goods and encouraging reuse. The restaurant has been provided specific waste management and handling practices to ensure food safety and hygiene at all times. |
| Transport | The development includes no car parking spaces and seeks to promote positive attitudes towards sustainable transport use and mode share due to the proximity of the new metro station located beneath the OSD. Furthermore, by providing 203 bicycle spaces and racks for residents and visitors on level 3 and 10 shared bicycle spaces for use by restaurant patrons and workers, the uptake and attitudes towards cycling are increased. The Green Travel Plan helps to support the ongoing use and approaches towards these modes of travel with the inclusion of strategies to combat any obstacles experienced by the residents or management of the apartments. |
| Management | The Pitt Street Developer South Pty Ltd has made and agreed to the commitments towards sustainability as envisaged in the ESD report. The commitment to achieve a 5 Star Green Rating and exceed the set BASIX commitments demonstrates an industry leader in the build-to-rent market. |

Overall, the development will reflect leading industry practice for residential development by incorporating the measures documented above.

8.1.9. Access, Parking and Traffic

Aurecon has prepared a Traffic and Transport Impact Assessment (TTIA) in accordance with SEARs Item 8 and the conditions of consent for the concept SSD DA, which is included at **Appendix V**.

This report provides an assessment of the surrounding traffic and transport network following the introduction of the proposed development, provides a preliminary plan for managing service vehicles within the loading dock and summarises the framework for the management of pedestrians and traffic during the construction of the proposed development (in conjunction with the CMP at **Appendix X**).

The report also includes a swept path analysis, and a Green Travel Plan (**GTP**).

Mode Share

Census 2016 Journey to Work data has been used to assess the current commuter travel behaviour in the proposed development area whereas the future mode share for the site has been estimated based on existing and predicted future travel patterns. For people who live within Sydney, the mode of transport to work is dominated by walking (50%) and public transport (37%) including train (25%), bus (11%) and tram (1%).

Despite the City of Sydney target for the number of bicycle trips made in the City of Sydney, as a percentage of total trips, to be 10% by 2016, we note that only 1% of commuter trips within Sydney are by bicycle. Notwithstanding, sustainable transport options remain the dominant travel mode for commuters within Sydney with only 11% commuting in car, and 1% in taxi.

Given its proximity to the proposed Sydney Metro Pitt Street station, the proposed OSD will directly benefit from ease of access to the Sydney metro. Together with the existing public transport network, it is anticipated that the public transport mode share to the site will increase in line with places such as Martin Place and Victoria Cross. The proposed mode share targets for the project are detailed under the Green Travel Plan section of this EIS. However, the assessment reveals that the travel share mode for train and metro and bicycle will increase significantly given:

- The location of the new metro station beneath the apartments and restaurant;
- Full uptake of the bicycles storage spaces and racks by residents with at least 10% usage for journeys to work;
- At least two employees using the bike parking provided on Bathurst Street; and
- No private vehicle parking spaces made available on site.

In summary, mode share to the site post development is anticipated to result in increased active and public transit methods from the already high existing situation with a decrease in private vehicle usage is expected.

Parking and Access

As a result of the above mode share target, zero car parking spaces are proposed on site for the residents or the retail tenancy. As outlined within the TTIA at **Appendix V**, this provision of car parking is appropriate for the site as:

- The site is situated within the centre of the Sydney CBD and is accessible (within 400m radius) to high frequency public transport services including buses, trains, and light rail services. With the Pitt Street metro station to be constructed beneath the site, with an average service frequency of 3 minutes throughout the day, the site had practically unparalleled accessibility to public transport options.
- Any demand created for on-street parking spaces can be accommodated within a number of public car parks within the vicinity of the site (within 400m), with approximately 3,700sqm parking spaces available. Further, car share and car rental services are frequently available within Central Sydney for more occasional uses.
- Existing taxi ranks are available the site's frontages, along both Bathurst Street and Pitt Street. These can be used to facilitate any pick-up and drop-off demand from residents. As outlined in the TTIA, there are parking spaces, loading zones and mail zone spaces available on all surrounding road corridors.
- The proposal is not only for residential accommodation but specifically for a build-to-rent product. Evidence suggests that occupants of a build-to-rent product are less reliant on private vehicles than traditional residential apartment building tenants. The GTP notes that the development is likely to attract

young and agile tenant profile who are socially responsible and open to innovation and using technology. The potential customer profile is expected to include:

- International students
- Young families
- Young professionals
- Millennials
- Downsizers
- People seeking a pied-à-terre

As such, the provision of zero car parking spaces on the site is considered not only appropriate, but a positive inclusion in the development to support the initiatives of the GTP and the encouragement of sustainable transport modes.

Traffic Generation and Road Network Impact

The proposed development is estimated to generate only approximately 16-24 vehicle trips during the road network peak periods. Traffic generation is proposed to be limited as a result of no car parking provision within the development, which is in line with City of Sydney's objectives for the promotion of more sustainable modes of transport. As a result, impacts of traffic generation can be isolated to the following as addressed in this section:

- Drop-off and pick up locations for taxis and car ride services
- Car share provision
- Loading and servicing (operation)
- Traffic generation during construction

Loading and Servicing

A Delivery Service Plan (Loading Dock Management Plan) will be provided as part of the detailed design of the proposal. Four loading dock spaces are proposed within the ground floor of the development, proposed to be directly accessed from Pitt Street, entering and exiting in a forward direction. The proposed loading dock spaces can accommodate:

- 2 x small rigid vehicle, and
- 2 x light commercial vehicles (B99, 99th percentile of class of cars).

The number and size of the proposed loading dock service spaces have been validated by a loading dock activity study undertaken by the Sydney Coordination Office of Planning and Freight for the Pitt Street North OSD. This study, while not directly related to the Pitt Street South OSD is considered an appropriate benchmark as the scale of development is commensurate and each building has been designed to integrate with the Pitt Street metro station.

As there is a limited number of loading bays proposed on site, a pre-booking system is proposed to manage delivery and arrival times. In consideration of the estimated number of servicing and delivery trips, the provision of a pre-booking system and the timing of deliveries throughout the day, the impact to the road network is considered negligible. Road safety audits will be carried out during design and construction phases.

Pedestrian Access and Movements

As outlined within the TTIA, the proposed development has the potential to increase pedestrian movements on busy Sydney CBD streets, and as such provides an assessment on the potential impact on the functional operation of surrounding footpaths. While as a result of the Pitt Street metro station and baseline increases in pedestrians will result in restricted circulation for some or most pedestrians (pending location) during peak hours, the assessment finds that the increase in pedestrians as a result of the OSD is unsubstantial.

As such, while footpath widening and/or changes to signal cycle times and signal phasing may improve pedestrian movements, these works would fall outside of the scope of this detailed SSD DA.

Within the scope of the application, however, it is noted that the primary entrance to the Pitt Street South OSD is via Pitt Street, separated from the proposed pedestrian entrance to the Sydney Metro Pitt Street station. This mitigates potential pedestrian movement conflict and disperses pedestrian movement around the site. The separation of pedestrian entrances for the OSD and metro provides good space activity management and results in clearly visible, unobstructed and easily identifiable entrances from the street.

The proposed retail entrance on Bathurst Street, adjacent to the station entry, has a clear pedestrian viewpoint from the street and natural access is provided by clearly defined footpaths.

As such, the TTIA concludes that the impact of the increase in pedestrian flows on the surrounding street network as a result of the OSD is considered acceptable.

Cycle Access and Parking

The development seeks to provide a total of 203 bicycle cages and racks on level 3 and 10 shared bicycle parking spaces on Bathurst Street for use by the public, workers of the restaurant proposed on level 2 and patrons of the restaurant. Access for the residents to the level 3 bicycle storage levels of the development from the street will be via the loading dock located on Pitt Street and taking the specified goods lift to the required levels.

Green Travel Plan

The requirement for a Green Travel Plan (**GTP**) was requested in the SEARs for the proposed OSD. The build-to-rent apartments have a central focus to provide a more transit orientated approach for residents rather than depending on cars. The proposal for the OSD does not include any car parking spaces. The GTP prepared by Aurecon included at **Appendix V** provides an assessment of the existing methods of travel available to residents of the City centre and provides recommendations to assist the residents of the build-to-rent development alternatives approaches to travel.

Data from the Australian Bureau of Statistics 2016 (ABS 2016) was reviewed to gain a better understanding of the method of travel by local residents in the Haymarket and Rocks (SA2) area for work, and it was noted that:

- A high proportion of commuters (87%) who reside within the Sydney-Haymarket-The Rocks SA2 are using sustainable transport modes to travel to work.
- Primary modes of travel include train (25%), bus (13%), light rail (1.0%), walk (47%) and bicycle (0.8).
- Remaining 13% of commuters travel to work via private vehicle as driver or passenger

Based on the assessment of the journey of people who come to the city to work, it was found that:

- A high proportion of commuters (85%) are using sustainable transport modes to travel to work.
- Primary modes of travel include train/metro (54%), bus (21%), ferry (2.5%), walk (6.0%) and bicycle (1.4%).
- Remaining 15% of commuters travel to work via private vehicle or taxi

Based on the data, it is evident that working in the city centre promotes sustainable travel to work with both residents and workers that commute to the CBD. At least 47% of residents living in the Rocks and Haymarket areas walked to work. While more than 50% of workers that commute to the CBD preferred to travel by train/metro. Car was the least preferred method of travel on both scenarios assessed.

The findings of the data indicate that the GTP can assist the residents of the proposed build-to-rent apartments in adopting sustainable approaches to travel to work with no resident parking spaces to be provided as part of the development. The objectives of the GTP for the built-to-rent development have been grouped as follows:

- Creating awareness (information emanation)
- Improving safety and confidence (infrastructure and training)
- Provision of measures (recommendations and actions)
- Provision of mechanisms to review and update the GTP

The GTP focuses on promoting three sustainable modes, including cycling, public transport and target mode share, which are outlined in the following sections.

Bicycle

The Pitt Street South OSD will provide 203 bicycle parking spaces which are made up of a mixture of bike cages and racks within the development. Cyclists will access the proposed residential development via the loading dock entrance on Pitt Street. The bicycle parking spaces will be provided on level 3 and can be accessed via lifts via the loading dock.

Ten additional on-street bicycle parking spaces are located south of Bathurst Street and will be shared between the proposed development and the general public or adjacent developments. Any cycling trips that are generated by the retail land use within the development will utilise the proposed on-street parking spaces.

Public Transport

The proposed site is located within the centre of Sydney CBD and is accessible (within 400m radius) to high-frequency public transport services including buses and trains. The Pitt Street metro station directly beneath the proposed site will significantly shorten the travel distance to public transport services for tenants and visitors and will provide an average service frequency of four minutes throughout the day.

Target Mode Share

The target mode share for the residents of the build-to-rent apartments and the workers of the restaurant has been adapted to the site-specific opportunities. The target mode share for *residents* has been determined as follows and is adapted from the existing mode share of people residing in the Sydney SA2:

- Given the proximity of the apartments to the new metro station, it is assumed that the combined train and metro transport methods would result in higher uptake and an increased target share of 8%.
- The development does not provide any car parking spaces for residents. On this note, the target share for private vehicles (as driver and passenger) was reduced to 1%. It should be noted that the 1% also includes occasional transport needs to be accommodated by taxi, ride-share or car-share and car rental parking in the nearby public car parks.
- The target mode share for bikes, based on full uptake of the bicycle parking and storage facilities and a 10% use of bicycles by residents as a chosen method of travel used for their journey to work would be increased to 5% mode share.

The target mode share for *retail workers* has been determined as follows and is based on the existing mode share of people working in the Sydney SA2:

- Given the proximity of the restaurant to the new metro station, it is assumed that the combined train and metro transport methods would result in higher uptake and an increased target share of 9%.
- The development does not provide any car parking spaces for retail workers. On this note, the target share for private vehicles (as driver and passenger) was reduced to 1%. It should be noted that the 1% also includes occasional transport needs to be accommodated by taxi, ride-share or car-share and car rental parking in the nearby public car parks.
- The target mode share for bikes, based on two workers using bicycles as a chosen method of travel and parking their bike on Bathurst Street at the dedicated bicycle spaces used for their journey to work would increase by 4.6%.

The GTP lists several obstacles to using sustainable transport that may arise as a result of the physical, mental and practical barriers and can become impediments to the successful implementation of the GTP. To overcome the obstacles identified, the GTP includes a list of strategies for use by the residents and management of the build-to-rent apartments. Given the GTP is a live document, any new obstacle and strategy can be updated to ensure the GTP remains relevant.

Based on the analysis undertaken, the intended target market for the build-to-rent apartments, central location of the site within the city centre to places of work and proximity of the metro station below the

development, it is considered that the commitments of the GTP will be highly successful and should be supported by the consent authority.

8.1.10. Structural Engineering

Taylor Thomson Whitting NSW (TTW) have undertaken an assessment of the stability of the OSD tower lateral system, structural floor plates, coordination of structural and services requirements, and coordination of Pitt Street station structure and OSD tower structure (refer to **Section 4.4.2** for further details). TTW have identified that all structures will achieve compliance with the following design criteria:

- All current relevant Australian Standards;
- Building Code of Australia NCC 2019;
- The station (and 6 levels of podium) are designed to have a 100-year design life;
- The OSD tower, starting at level 7, is designed to have a 50-year design life;
- The proposed OSD pool at level 6 amenities floor will be designed and detailed to be fully isolated from the main building structure to manage vibration impacts and potential impacts to overall structure; and
- Achievement of a 5 star Green Star design Rating and relevant BASIX requirements.

In summary, the proposed development has been endorsed for its structural integrity and merit in design including the proposed uses, taking into account the new metro station to be constructed below the development which has been designed and approved under the CSSI approval.

8.1.11. Wind Assessment (Pedestrian Safety and Comfort)

A Wind Impact Assessment has been prepared by Cermak Peterka Petersen (CPP) and is included at (**Appendix O**). The report included wind tunnel testing to determine the potential wind impacts on the surrounding pedestrian level wind environment and assesses pedestrian safety, comfort and amenity in terms of footpaths and building entrances. The assessment also considers the proposed use of terraces and balconies within the OSD tower for the purposes of residential amenity.

The assessment adopts the Lawson Comfort Criteria (Lawson and Penwarden, 1975) as per the requirements of condition B11 of the concept SSD DA. The wind comfort criteria selected for the project site have been proposed based on, similar projects of this nature, local area mapping and requirements, and the various conditions related to the different site uses.

The key findings from wind testing are outlined as follows:

- The wind conditions around the proposed development site at ground level were found to be generally suitable for pedestrian sitting and standing type activities from a comfort perspective and channelled by a strong flow suitable for business walking.
- Locations on the podium terraces were classified as suitable for pedestrian standing and walking type activities.
- Conditions on the rooftop were considerably windier, and recommendations to incorporate balustrades and the installation of canopy structures on the rooftop terrace to assist in improving the wind effects have been adopted as included within the Architectural Drawings at **Appendix D** and the Landscape Plans at **Appendix I**.
- Provision of awnings on the raised podium near the south-west and south-east corners of the tower have been adopted to deflect downwash away from the terraces, thereby improving wind comfort.
- Given the recessed design of the balconies of the tower, it is expected that wind conditions on these balconies will be suitable for the intended use of space.
- The exposed balconies on the south-east corner of the tower are expected to experience windier conditions. To address this issue, it is recommended that full-height screens be installed on the northern aspect of the balconies to improve the wind conditions. This has been adopted.

In summary, the wind assessment identified that the ground conditions would be acceptable for walking and standing around the proposed OSD, including the terraces of the podium. Mitigation measures have been provided for areas that are exposed to prevailing wind conditions which include some balconies and the

rooftop level. The rooftop terrace design incorporates the recommendations made, as illustrated in detail within the Landscape Plans at **Appendix I**.

8.1.12. Solar Reflectivity

Inhabit have prepared a Solar Reflectivity Report (**Appendix N**) to assess the potential for hazardous glare from the façade of the proposed OSD tower affecting motorists, pedestrians and occupants of neighbouring buildings. A summary of the methodology, assessment and recommended mitigation measures is provided below.

A reflectivity analysis demonstrates that the external treatments, materials and finishes of the development do not cause adverse or excessive glare was undertaken. To do this analysis, the Holladay formula was used to determine the risk of glare due to light reflections from the building.

A veiling luminance (LVL) of 500 candelas per square metre (Cd/m²) was used as the limit. A maximum external specular reflectance of 20% (for all angles of incidence) was considered for the assessment. It should be noted that the external reflectivity assessment identified, Pitt Street, Bathurst Street and Castlereagh Street as the key roads of concern.

A summary of the results from the analysis is included in **Table 25**.

Table 25 – Summary of reflectance by proposed OSD

| Façade orientation | Hours Above Practical Limit (20% external reflectance) | Maximum Acceptable Reflectivity Limit (for all angles of incidence) | % Façade Spectrally Reflective | Acceptability |
|---------------------------|---|--|---------------------------------------|----------------------|
| ASP 6°– North Façade | 0 | 20% | 100% | Yes |
| ASP 96°– East Façade | 0 | 20% | 100% | Yes |
| ASP 186°– South Façade | 0 | 20% | 100% | Yes |
| ASP 276°– West Façade | 0 | 20% | 100% | Yes |

The results indicate that all facades can achieve compliance with a maximum specular reflectance of 20% to the whole façade (100%) without causing adverse discomfort glare to the surrounding roads.

Shading analysis considering the surrounding buildings as well as self-shading from the precast cladding was carried out for the durations a glare risk is identified by Hassal Methodology.

The shade testing confirmed the following results:

- Despite small portions of the building being exposed to direct solar radiation, the distance of the facade to the specified road/s is expected to be out of the field of vision of a driver or a pedestrian.
- The building will be shaded during most of the times tested and will not cause unreasonable glare discomfort to the field of vision of a driver or a pedestrian.

In summary, the glare and shadows testing that have been undertaken as part of the reflectivity assessment of the OSD confirms that the building is shaded by high-rise buildings to the west and north and therefore negligible risk due to discomfort glare is unlikely to arise for vehicles or pedestrians.

8.1.13. Noise and Vibration

An Acoustic Assessment Report has been prepared by Renzo Tonin & Associates and is included at **Appendix U**. The report addresses the effect of construction noise, mechanical noise and vibration, and the intrusion of ambient noise (mechanical, traffic and future rail corridor noise) into and out of the development (i.e. construction and operation). The findings from the impact assessment have been used to develop the recommendations for the proposed OSD as part of the Acoustic Vibration Impact Assessment to achieve the points required for the Green Star rating.

The existing and proposed conditions resulting from the proposed development was assessed against the Council's Development Control Plans, *State Environmental Planning Policy (Infrastructure) 2007* and Australian Standards.

Measuring noise and vibration

Several receivers were located at specific locations to measure the external traffic noise levels and determine the sound insulation rating requirements for the external building elements in accordance with the acoustic criteria nominated for this development, including requirements of the Building Code of Australia (for new residential development) and the SDCP 2012.

The assessment identified the following potential acoustic items as affectations:

- Existing traffic and urban noise from Pitt and Bathurst Streets intruding into the development;
- Future vibration and ground-borne noise associated with the operation of the Sydney metro;
- Noise associated with surrounding commercial premises intruding into the development;
- Mechanical services noise emission from the proposed mixed-use building; and
- Noise and vibration emission from construction activities and equipment.

The assessment further revealed that the cumulative environmental noise emission from the station, tunnel ventilation system and OSD would be shared. Therefore, the project-specific OSD environmental noise emission will need to be tailored to the project-specific sound levels set for the residential use and restaurant levels of the development.

Based on the proposed uses and spaces of the development, the assessment has revealed measures to be adopted as outlined in the following sections.

Machinery and Plant

An assessment of plant and machinery noise levels was undertaken to determine the level of impact on the residential and restaurant uses. However, given the plant and machinery for the proposed OSD have not been selected, this assessment could not be completed. Despite this, the uses and the anticipated noise levels were considered to be acceptable provided the recommendations for selecting plant and machinery contained in the report were considered. The reports suggest that further acoustic assessment be undertaken once the plant and machinery have been selected.

Pool and gym noise vibration

Due to the noise and reverberation created during recreational use of the pool and gym areas, specific design measures will need to be implemented, to address these impacts, which include:

- Isolation treatment for the pool will be dependent on the pool shell design, volume and depth of the water, slab thickness, and likely uses. This recommendation has been included in the structural design report.
- An isolated floor will be required for the gym and may be in the form of a sprung floor or heavy duty rubber matting (typically 75-100mm thick). Flooring treatment will be dependent on the use of free weights, and the use of isolation on weights machines.

Construction noise

A construction management plan (**CMP**) has been prepared for the site prior to the issue of Construction Certificate to comply with condition B15 and detailing the site-specific plant and equipment to be used,

expected periods of construction, and noise and vibration management treatments and procedures to be implemented.

To manage noise impacts on the surrounding commercial and residential development within proximity of the site, the CMP proposes all construction undertaken outside of normal working hours (Monday to Friday, 7.00am to 6.00pm and Saturday, 8.00am to 1.00pm) shall be carried out in accordance with the requirements outlined in Council's Code of Practice. Any additional work hours outside of these specified hours of operation will require approval from Council to consider any potential noise impacts on the adjoining properties. If extended hours of construction are sought for this project, then the construction noise will be required to conform to the following noise criteria, as described in the Code.

Management criteria to address the residential noise complaints that result from the noise impacts relating to the construction works have been suggested for implementation during this particular phase of works.

Using the background data and recommendations developed from the noise and vibration assessment, Renin Tonin has prepared a Acoustic and Vibration Impact Assessment for use as part of the detailed design stage (Refer **Appendix U**). The report seeks to provides suggested design, material and finishes recommendations for the proposed OSD to be implemented as part of the detailed design process.

Road and Train

The primary assessment related to road traffic noise, future metro rail ground-borne noise and vibration, and existing industrial/ commercial operations on the proposed residential building has been undertaken. The study of external noise intrusion into the subject development has found that appropriate controls can be incorporated such as acoustic glazing into the building design to achieve compliance with acoustic requirements of Sydney DCP, *SEPP (Infrastructure) 2007* and the Department of Planning's 'Development near rail corridors and busy roads - Interim guidelines'.

Potential mechanical and other operation impacts of the proposal as identified in the Acoustic Assessment Report have been mitigated through the selection of façade glazing and establishing requirements for future mechanical equipment selection and installation. Potential construction impacts on the adjacent residential development can be mitigated by undertaking construction work during specified hours, and if required seek approval from Council to conduct work outside of the approved hours. Where possible it is recommended to advise nearby residents of any unscheduled disruptions and maintain construction noise levels as required by the relevant industry standards.

The assessment confirms that the proposed OSD will meet the Green Star points for demonstrated compliance with internal noise levels, reverberation and audibility. Therefore, the noise and vibration assessment reveal that residential accommodation can be supported within the local area and above the new metro station, subject to the implementation of the recommended in the acoustic design report.

8.1.14. Stormwater Management and Flooding

CJ Arms have prepared a Stormwater Management Plan and Aurecon have prepared a Flood Impact Assessment prepared by Auercon is attached at **Appendix S** which considers the flood risks and sets out the stormwater management works associated with the detailed design of the Pitt Street South OSD.

Stormwater Management

Key components of the proposed OSD Stormwater Management Plan are outlined as follows:

- Stormwater drainage from the roof and terraces of the OSD tower is collected and will drain to Council's pit and pipe stormwater drainage system on Bathurst Street. A new mains extension from an existing kerb inlet pit on the corner of Bathurst Street and Pitt Street will be required within the footpath.
- Sydney Water have provided the required detention volume and permissible site discharge (PSD) which is based on site location and lot size. The discharge rate correlates to the 1 in 100yr ARI event.
 - On-site detention volume of 27m³
 - Permissible site discharge of 63L/s
- Stormwater Treatment Train including:
 - Roof water capture, which is reused for landscape irrigation.
 - Banks of media filter cartridges (Ocean Protect Stormfilter TM)

- Compliance with the recommended maintenance schedule

Flooding

The key findings of the flooding impact assessment of the site and proposed development based on the assessment and GHD report prepared for the CSSI approval confirmed:

- The site may be the subject to flooding during the maximum possible flood events along Bathurst Street, however not on Pitt Street, being the location of the proposed OSD loading dock, vehicle entry and primary pedestrian entrance.
- There is no risk to water ingress on the Pitt Street entrance, as the Aurecon report confirms that the level of the OSD ground floor entries has been designed to site above the 1% AEP flood event.
- The main entry to the site is along Pitt Street, outside the flood extent. Therefore the building and underlying metro station are not at risk of flooding from Pitt Street. However, there is a potential exit from the OSD on Bathurst Street, and flood mitigation measures as required for the station entry will be put in place for this exit.
- The proposed retail entrance on Bathurst Street is required to have flood mitigation measures to ensure the retail tenancy entrance is above the Probable Maximum Flood (**PMF**) level on Bathurst Street. Table 3-2 of the Aurecon reports that both the proposed retail (Bathurst Street) and OSD entrances require 1% AEP with zero freeboard as part of the floor protection design requirements. The station threshold has been set at a minimum level of RL24.10 to RL26.20 which includes the PMF plus 300 freeboard. The OSD entrance has been assigned a minimum level of RL24.90 to RL25.88 which provides for 1% AEP of the reference design.
- All pavement modifications associated with the metro station are covered by the Critical State Significant Infrastructure (CSSI) DA and the Roads and Maritime Services Works Authorisation Deed (WAD).
- To overcome the PMF level on Bathurst Street, it is noted that access to the retail tenancy is provided by stairs and lift access, as such there is no risk of flooding to the retail tenancy.
- A summary of flood protection and mitigation measures are included in Table 3.2 of the Aurecon Impact Assessment (**Appendix S**).

As concluded in the Stormwater Management Plan and Flood Impact Assessment (**Appendix S**), the proposed drainage system and on-site detention tank indicate stormwater collected and discharged from the OSD can be managed in accordance with relevant requirements.

It is noted that ground-level finished floor levels (including lift cores and fire stairs), and detailed gradients of the public domain are approved under the terms of the CSSI approval and do not form part of the detailed SSD DA. As such, any mitigation measures required to address localised flooding and the safety in design requirements will be prepared in satisfaction of the CSSI approval conditions of consent. The assessment indicates the pavement modifications associated with the OSD Tower will not have any impact on local area flooding. The design addresses compliance with the City of Sydney's Interim Floodplain Management Policy and the design confirms that there will be no impacts to flooding of the OSD entrance.

8.1.15. Waste Management

A Waste Management Plan (**WMP**) has been prepared by TTM (**Appendix T**) which outlines the operational and construction waste management principles associated with the Pitt Street South station OSD. The report outlines estimated waste generation/volumes (including recyclables) and guides management, minimisation and storage requirements which reflect best-practice requirements and promote strong sustainability initiatives.

Operational Waste

The primary waste streams expected to be generated by the ongoing operation of the total development are summarised in **Table 26**. Refuse bins will need to be transferred for collections by either the building manager or a refuse collection vehicle operator. This will be outlined within a future Operational Management Plan or as a condition of development consent.

A (goods) lift for bin transfer is provided connecting the main refuse room on level 1 with the loading dock below. Refuse will be collected by private refuse collection contractors using SRVs as per the frequency noted in **Table 26** below.

Table 26 – Summary of operational waste generation and management requirement

| Type of waste | Residential (OSD) L/wk | Commercial kitchen and dining L/wk | Communal space L/wk (cinema, co-working, gym, general) L/wk | Total Bins Required |
|----------------------|------------------------|------------------------------------|---|---|
| General Waste | 28,080L/week | 4,487L/week | 1,042L/week | 7 x 1100L collected 3 times weekly |
| Commingled recycling | 28,080L/week | 13,461L/week | 1,222L/week | 13 x 1100L collected 3 times weekly 2 x 1100L collected 7 times weekly |
| Organics | Nil. | 4,487L/week | Nil. | 6 x 140L collected 7 times weekly |
| Cardboard | Nil | 2726L/week | Nil | 2 x 1100L collected 7 times weekly |

Retail waste is proposed to be disposed by staff or cleaners who take the material from the individual receptacles to the (commercial) bulk bins in the refuse room. The residential chutes are not proposed to be used by the retail tenants.

In conclusion, the WMP indicates that the detailed design of the OSD has sufficient space within the allocated waste storage rooms to accommodate the estimated waste generated by the future use and development across the site.

8.1.16. Building Code of Australia (BCA)

Philip Chun has undertaken an assessment of the proposed OSD against the Deemed-to-Satisfy (DTS) provisions of the relevant sections of the Building Code of Australia (BCA) and applicable Building Regulations (Appendix P).

The assessment identifies a number of matters which are considered “compliance readily available” with a recommendation of what is required to achieve compliance. The alternative solutions will be assessed against the performance requirements of the BCA by a suitably qualified person at the relevant subsequent Construction Certificate stage.

Overall the OSD detailed design is capable of complying with the relevant requirements of the EP&A Act, the Regulation and the BCA through a combination of deemed-to-satisfy provisions and performance-based solutions. Compliance is subject to resolution with the recommendations provided by Philip Chun and further detailed regulatory reviews which will be undertaken throughout the design development stage. These matters do not preclude issuing of Construction Certificate as they will be resolved prior to construction.

8.1.17. Accessibility (DDA Compliance)

Philip Chun has assessed the proposed OSD with regards to accessibility objectives under the BCA, *Disability (Access to Premises – Buildings) Standards 2010* (Premises Standards), and the relevant Australian Standards as they relate to access to premises and the spirit and intent of the *Disability Discrimination Act 1992* (Cth) (Refer to Appendix Q).

The assessment provides advice and strategies to maximise reasonable provisions of access for people with disabilities to ensure the development achieves DDA compliance as part of the detailed design phase. In many instances, the report provides recommendations, indicating the current design is readily available to provide compliance with the relevant DDA requirements subject to ongoing refinement through the design development stages.

The DDA accessibility report notes that a total 2% of the units are proposed as 'adaptable'. This does not meet the SDCP 2012 controls. The development has been designed to offer the capability to select an appropriate apartment within the building, should an adaptable apartment be required. An overall 20% of build-to-rent units are intended to meet the Silver Living Standards in accordance with the ADG.

Under Part D3.5 of the BCA, the following number of parking spaces is required for the class of building:

Class 6 Buildings: up to (1000) car parking spaces is (1) space for every (50) car parking spaces or part thereof;

In this instance, the BCA report concludes that an accessible car parking space does not need to be not be designated where the total number of car parking spaces available does not exceed 5.

Class 2 Buildings: there is no requirement in BCA for accessible car parking.

On this basis, the BCA report concludes that the accessible parking is not applicable in this instance as it understood that there would be no parking spaces proposed for resident and visitor use (excluding the shared loading bay).

In conclusion, the detailed design of the proposed OSD will be capable of complying with the applicable accessibility requirements of the DDA Access to Premises Standards 2010, relevant Australian Standards and requirements of the BCA pertaining to residential units, retail tenancies, building access, common area access and sanitary facilities.

8.1.18. Fire Safety

Warrington Fire have undertaken a Fire Engineering Review which analyses the operational compatibility of the fire and safety systems for the proposed OSD and uses within the CSSI 'Sydney metro box' (**Appendix R**). Fire systems between the OSD and Sydney metro are required to be independent.

The Fire Engineering Review outlines an extensive list of fire safety measures for the detailed design of the both the OSD and CSSI 'Sydney metro box' to achieve compliance with the relevant performance requirements of the NCC. The requirements of the fire safety measures will be further reviewed and developed following the completion of a detailed fire safety engineering assessment and further consultation with Fire and Rescue NSW to determine whether additional measures are required.

Where relevant deemed-to-satisfy provisions of the NCC are not suitable, and compliance cannot be satisfied, alternative performance solutions have been developed to demonstrate an acceptable level of fire safety can be achieved.

As concluded within the Fire Engineering Review at **Appendix R**, it is possible to develop performance solutions for the issues identified to demonstrate compliance with the relevant performance requirements of the NCC without significant changes to the proposed OSD design. The details of the proposed performance solutions are subject to the outcome of the fire engineering brief and analysis, which will be carried out generally in accordance with the International Fire Engineering guidelines.

The performance solutions for the building will be developed as part of the ongoing design and development process and documented in a format suitable for submission to the relevant approval authorities. overall, the Fire Engineering Review addresses the relevant SEARs item's and the conditions of Consent (B13) of the Concept Plan Approval (refer to **Appendix R**).

8.1.19. Construction Management

A Construction Management Plan (**CMP**) has been prepared by CPB Contractors (**Appendix X**) which details the procedures and processes associated with the overall construction methodology for the proposed development.

For the purposes of a cumulative and contextual assessment, the CMP report addresses the full integrated station development across the site. Where items fall outside of the SSD DA scope and are regulated through the CSSI Approval, it is noted in the report that the item is outside the scope of the OSD application.

CPB Contractors have also been engaged to undertake the station works, which are approved under the CSSI Application and the OSD works to enable the seamless interface between the two construction programs. As such, it is in the applicant's interest to ensure construction management of the OSD is in alignment with and does not conflict with construction work required for the Sydney metro and the Pitt Street station work.

Construction Pedestrian and Traffic Management Plan (Preliminary CPTMP)

As part of the CMP, CPB Contractors have prepared a preliminary Construction Pedestrian and Traffic Management Plan which details the likely traffic movements and routes during the construction of the development, and proposed management for:

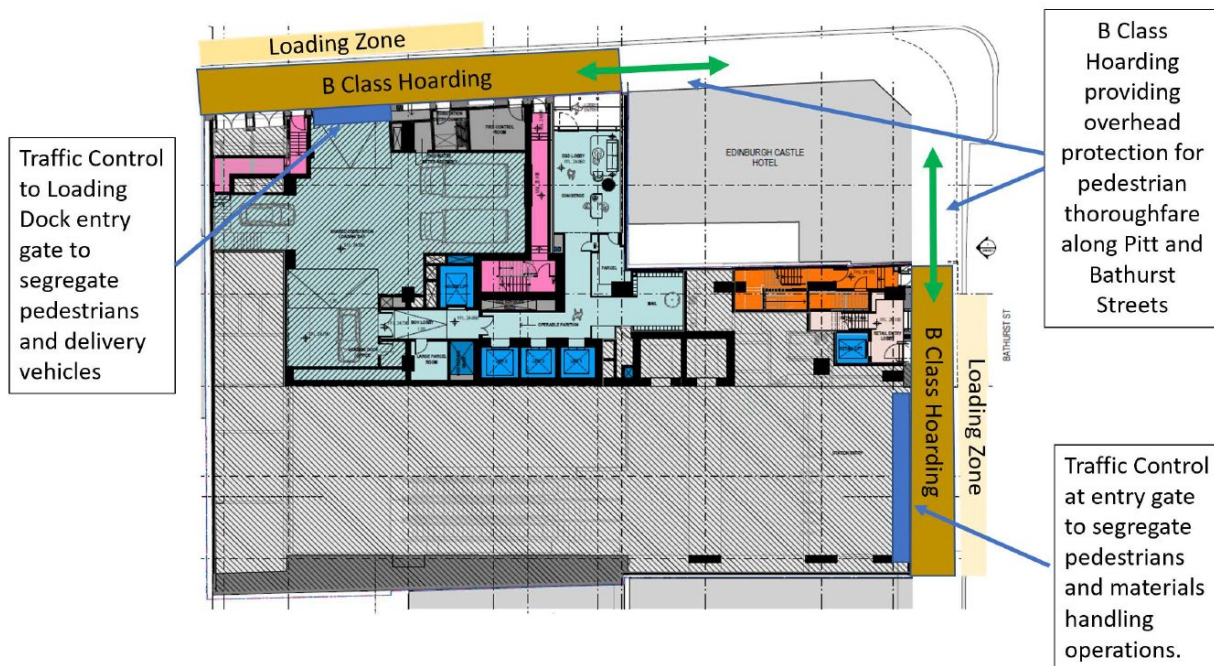
- Construction vehicles including staff movements;
- The maintenance of pedestrian links and routes around the site;
- Road safety audits; and
- Any cumulative activities /work zones operating simultaneously (notably for the Greenland Centre on Bathurst Street).

Traffic management and control will be established for each road and interfaces areas across the project site. Control and mitigation measures include traffic controllers, warning lights and pedestrian boom gates at all site access/egress and construction zones to ensure:

- Segregation of the public from truck movements;
- Segregation of construction worker access from construction vehicle access;
- Materials and deliveries don't impede public roadways or footpaths; and
- Coordination of truck movements to and from the site.

Pedestrian and vehicle movement control proposed around the site is illustrated below.

Figure 57 – Indicative Site Construction Zone and Pedestrian Movement



Source: CPB Contractors

As there is no parking available on site, subcontractor and construction workers access to the site will be encouraged through the use of existing public transport networks as part of the GTP.

The preliminary Construction Pedestrian and Traffic Management Plan is currently under iterative development in conjunction with the relevant authorities to identify, document and implement the strategy for managing pedestrian vehicular traffic construction movements for the precinct. This document will be updated accordingly, as required.

Impacts on Adjacent Residential Development

During construction, CPB Contractors will be required to establish ambient background noise levels based on existing noise sources, or where not feasible conduct baseline noise monitoring prior to construction work commencing to enable ongoing monitoring of construction noise levels during the construction of the proposed development.

CPB Contractors commit to routine inspections of plant and equipment to ensure performance relative to compliance requirements. When planning for construction work that will likely result in vibration, all practical efforts to protect vibration sensitive buildings, including the amenity of adjoining residential buildings at the Princeton Apartments and the residents of 137-139 Bathurst Street, must be considered and mitigation measures must be carried out such as: screening or enclosures; and consultation with affected residents.

Impacts on Surrounding Area and Public Domain

During construction of the OSD, hoardings will be managed by CPB Contractors. B Class hoardings will be erected to the Pitt Street and Bathurst Street frontages. As stated in the CMP, all hoardings will be designed, installed and maintained to ensure segregation of the general public from truck movements, and segregation of construction worker and construction vehicular access. The site perimeter will be secure at all times with no unauthorised access permitted.

Construction Waste

CPB Contractors require that all projects minimise construction and demolition waste, and the following waste management initiatives are proposed for this development:

- Rubbish bins will be provided to all work areas and will be regularly removed to the central skip bin location by the subcontractors for collection and transport from the site to the waste recycling facility.
- Bins will be moved via the man and materials hoists or by the crane, dependant on the where they are being loaded from, and the waste material being removed from the site. Crane lifted steel bins will be used to service the top floors where structure trades are working, and large Otto bins will service the lower levels where fit-out and service trades are working. The site skips will be centrally located at loading dock zones to ensure an easier pick up by our bin contractor.
- The rubbish will be separated at an approved waste management centre. Auditable records will be kept of quantities of all materials both recycled and disposed to landfill. Records will be monitored to ensure that recycling targets are achieved.
- Waste management initiatives extend to the on-site office, including:
 - Paper, bottle, plastic (co-mingle) and printer cartridge recycling.
 - 80% recycled paper for photocopiers with default B&W, double-sided printing.
 - Reusable cups, utensils and plates to eliminate plastic and paper kitchen supplies.

CPB Contractors will continue to develop the Construction Waste Management Plan as part of the detailed design phase to provide the ongoing maintenance of a clean, clear and safe working environment.

8.1.20. Aeronautical Impact

A Flight Path Report has been prepared by Avlaw Consulting (**Appendix Z**) to supplement the Detailed SSD DA for controlled activity approvals. The Flight Path Report determines if any aeronautical surfaces relative will be adversely affected by the proposed OSD.

The prescribed airspace assessment includes a review of all protected airspace in the vicinity of the site including to Sydney (Kingsford Smith) Airport and helipad operations. Avlaw Consulting has identified the *Obstacle Limitation Surfaces (OLS)*, *PANS-OPS*, and *Combined Radar Departure Assessment Surfaces* and *Radar Terrain Clearance Chart (RTCC)* as relevant for the site and require further assessment.

Due to the significant distance (approximately 8.4km from Sydney Airport), Avlaw Consulting concludes that the *Navigation Aids Protected Surfaces*, *High-Intensity Light Protected Surfaces* and *Precision Approach Path Indicator system protection surfaces* are not relevant to the proposal or the subject site.

Assessment

The site is situated within the 156 metre AHD Outer Horizontal Surface of the OLS for Sydney Airport. As the OSD and temporary crane activity will penetrate the OLS by up to 84 metres, both are considered controlled activities and require aeronautical assessment. The proposed maximum building height of RL 165.15 (to top of roof) inclusive of all plant and ancillary features, and temporary crane activity to a maximum height of RL 240 do not exceed the PANS-OPS surfaces level for instrument flight procedures of 340 metres AHD. Further, the proposal does not penetrate above the RTCC surface of 335.28 metres AHD or the *Combined Radar Departure Assessment Surfaces* of Sydney Airport.

Avlaw consulting concluded that the proposed development will pose no increased safety risk to helicopter operations that already exist due to other obstacles in the area. Notably, the nearest hospital with a helipad to the site is the Royal Prince Alfred Hospital, which is beyond the lateral limited within which protection of airspace is provided.

The Flight Path Report concludes that the proposed height of the OSD and the temporary crane activity is clear of all aircraft operational surfaces and the controlled activities will not adversely affect safety, efficiency or regularity of operations of aircraft at Sydney Airport. The proposed development at the site will involve penetration of the Sydney Airport OLS which in this case Avlaw considers as not being problematic as the Pitt Street South OSD is in close proximity to existing taller buildings in the CBD and will therefore not introduce additional risks to those already assessed in the approval of those structures.

8.2. SOCIAL AND ECONOMIC IMPACTS

8.2.1. Crime and Safety

A Crime Prevention Through Environmental design (CPTED) Report has been prepared by Integral (**Appendix BB**) to address the potential for anti-social and criminal behaviour within the public domain footprint and more broadly, throughout the entire detailed OSD design. Further, the report's mitigation focus and strategy includes assessing and mitigating crime risks by applying CPTED principles.

Table 27 – CPTED Assessment and Mitigation Measures

| CPTED Principle | Assessment / Mitigation Measures |
|-------------------------|---|
| Territorial Definitions | <ul style="list-style-type: none">A separate entrance is provided on Pitt Street for the residential component of the building. This entry is clearly separated from the publicly accessible station entrance and is visible from the public domain, demonstrating good territorial reinforcement as residents can access the building privately and safely.Ground floor territorial definitions can further be strengthened through design features proposed under the CSSI approval scope of works, including pavement patterns and landscape design features, signage, lighting, and convenient bin placement |
| Natural Surveillance | <ul style="list-style-type: none">The leasing office and building managers office is located in a good central location at the lift lobby exit, enhancing passive surveillance of the communal OSD amenity areasSome long corridors are proposed, potentially presenting a crime risk for areas of concealment or entrapment.Good natural surveillance of outdoor areas from the internal spaces.Windows to living areas and balconies of the apartments to the north on Bathurst Street and the west on Pitt Street face the street, enhancing opportunities for casual surveillance of the street. |
| Access Control | <ul style="list-style-type: none">Good natural access control to and from outdoor areas with a clearly defined pedestrian route along with the lobby from the lift and reception areas. |

| CPTED Principle | Assessment / Mitigation Measures |
|-----------------|--|
| | <ul style="list-style-type: none"> Reception is located in a good central location that is highly visible from the lift lobby, stairs and waiting area |
| Site Planning | <ul style="list-style-type: none"> Good space activity management and generally clear pedestrian sightlines The placement of the OSD building entrance provides appropriate territorial reinforcement of ownership by creating a distinction between the public domain and that of the building. This has been accomplished through the use of clear space to separate the two entities. Vehicles entrances to the building have been limited to one. Hostile vehicle mitigation practices are implemented for the public domain as per the scope of the CSSI approval. Further pedestrian movement can be guided through details proposed under the CSSI scope including smart pole lighting, appropriate signage for warnings and wayfinding, and specialty pavement techniques, |

In response to the above assessment against the CPTED Principles, the following recommendations are proposed for the development:

- Integrated signage to show separation of public and private areas and assist with legibility of the site given mixed use nature;
- Integrated pedestrian circulation paths and laneways;
- Concierge management as added security;
- Clear sight lines around between Bathurst and Pitt Street including Pitt Street residence entrance;
- Good coverage of CCTV; and
- Lighting to entrances, lift lobbies and stairwells.

With the implementation of the above recommendations, the crime profile of the Sydney CBD is proposed to be mitigated for the purposes of the proposed development.

8.2.2. Security

Due to the Sydney CBD location of the site, above critical new public transport infrastructure, Intergal Group have been engaged to prepare a Security Risk Assessment for the project which is provided at **Appendix BB**. The Security Risk Assessment has been prepared to address the relevant guidelines and controls prescribed within guidelines for Protecting of Critical Infrastructure from terrorism, NSW Critical Infrastructure Protection Management Framework, and the guidelines of NSW Police Safe Places A Comprehensive Guide for Owners, Operators and designers.

The general methodology used to prepared the Security Risk Assessment was to identify the organisation's resources, identify the risks (e.g. violence, terrorism, natural disaster, disorder, etc.), analyse the risks, recommend appropriate protective security measures, and then determine the effects upon the Pitt Street site, if the threats were realised.

The recommendations of the assessment are provided to mitigate against potential security risks and to ensure an appropriate level of security is applied, through sound security principles and standards, for the operation of the OSD.

The Security Risk Assessment found that while no 'very high' security risks are present for the proposed development, one 'high' security risk is possible (liquor offences), and cumulatively 41 'medium' to 'low' security risks are possible. To mitigate these risks security management/ policies, physical security, electronic security and CPTED principles (addressed in **Section 8.2.1** above) are recommended to be adopted. Each of these recommendations are readily able to be adopted within the proposed development

without substantive change to the proposed architectural design and as such can be implemented as part of a future Construction Certificate.

Further, a separate Blast Vulnerability Assessment has been prepared to support the proposed development. Due to sensitivities and security risks associated with this information, this is provided to the Department under a separate cover. The Assessment however finds that potential risks associated with terrorism such as blasts, hostile vehicles and so forth are appropriately mitigated by the proposed design that achieves a level of protection consistent with the established project performance criteria.

8.2.3. Build to Rent Residential Typology

The BtR model refers to the supply of residential accommodation by the developer through a rental tenure over a specific period as a long term income-generating asset compared to the Built-to Sell model which is more widely adopted globally. The BtR model has been particularly popular in the United States where it is adopted as a transition asset class referred to as multi-family living. Due to the success of this model overseas, the Australian market is gaining momentum towards delivering more BtR residential accommodation to recent market trends.

Housing affordability and the prospects of owning a home are becoming increasingly difficult, especially in recent years with the increase in property prices, especially in Sydney. Based on the flexibility in Build-to-Rent tenure, which is often longer and less restrictive than traditional rental market terms, the proposed BtR offer provides higher levels of amenity and services to an increasingly growing population of renters. As such, the proposed development has been designed to satisfy a growing demographic trend.

The high level of residential amenity offering by the development is driven by a service economy model of hotels and resort living with the offering of concierge and management services. The type of living offered is a housing product that allows the renter to enjoy the privacy and security of an individual apartment with the additional availability of a range of communal living and recreational spaces which may include a suite of facilities including, dining rooms, gamesroom and co-work spaces.

The focus on communal living and additional services are particularly positive to provide a sense of community within the building, and encourage greater interaction between residents than a traditional residential development. As such, the proposed development offers a positive social impact for residents.

The proposed development at Pitt Street South OSD will be one of the first BtR developments offered within the Sydney City Centre. As such the introduction of this new tenure model provides diversity in the inner city residential market to suit varied tenant needs.

8.2.4. Employment Generation

A Capital Investment Value (CIV) is provided in **Appendix B** and estimates the number of jobs to be created by the development of the site would be as follows:

Table 28 – Job creation

| Stage | Timing | No. and type of jobs |
|---------------------|----------------------------|---|
| During Construction | 25 month programme | 320 – 350 construction personnel |
| After Construction | Ongoing after construction | 20 – 30 operational personnel in the retail and residential components each year. |

In summary, the development will contribute to the ongoing economic activity of the NSW workforce and support employment generation in the local area consistent with the objectives of the Sydney Region Plan and the Eastern District Plan.

8.3. SUITABILITY OF THE SITE

Suitability of the site for the development of a residential tower was primarily established as part of the concept SSD DA. overall, the detailed SSD DA proposal is considered suitable for the site for the following reasons:

- The project is consistent with the NSW Government and City of Sydney Council policies for the site and surrounding area including the Greater Sydney Region Plan, the East District Plan and local development controls for the height of buildings and density (FSR controls).
- The proposal comprises a prime opportunity to take advantage of the approved Sydney metro project, with the airspace created as part of the Pitt Street South site proposed to be developed for the purposes of OSD.
- The site provides for two street frontages, allowing separation of the Pitt Street station and OSD entries to assist in clear wayfinding.
- The proposal is permissible in the B8 Metropolitan Centre zone pursuant to the SLEP 2012 and delivers new build-to-rent accommodation within the Sydney CBD to encourage activation of the southern CBD outside of business hours and to maximise the use of future transport infrastructure.
- The detailed design of the proposal supports an activated public domain at both day and night with separated pedestrian entrances for each land use and access to a new retail opportunity fronting Bathurst Street on level 2.
- The proposal contributes to the vibrancy of the Sydney CBD by providing a landmark development which provides complementary land uses to support the commercial core.
- The separation of the site from other buildings provides sufficient space to allow residential development to be proposed on the site while maintaining high levels of amenity in terms of solar access and privacy.
- The OSD tower is compatible with the scale of the surrounding existing and future built form typology which currently comprises a mix of medium to high rise residential and commercial office buildings.
- The proposal adheres to the Hyde Park sun access plane and does not adversely impact the visual amenity of and views from the public domain.
- The proposed façade and exterior colour scheme have been designed to be sympathetic to the surrounding context, including heritage items in the vicinity of the site which feature significant brickwork and masonry elements.
- The proposed OSD can be successfully integrated with the station below to allow optimal use of the public domain, increased pedestrian capacity and not impeding future station uses.

The proposal is considered suitable for the site as it delivers a world-class integrated public transport and residential development that is not proposed to be strata-subdivided which aligns with relevant strategic and statutory planning policies and significant NSW Government investment in public infrastructure.

8.4. PUBLIC INTEREST

The detailed SSD DA proposal is considered to be in the public interest for the following reasons:

- The project supports the concept of the '30 minute' city envisioned within State and Regional strategic planning policy by locating a commercial premise proximate to public transport infrastructure.
- The proposal maintains solar access to Hyde Park and the surrounding significant public domain.
- The detailed design respectfully integrates with adjacent significant local heritage items such as the Edinburgh Castle Hotel and metropolitan Fire Brigade Building.
- The proposal provides a new build-to-rent development which aids in the diversity of residential tenure available within Sydney to suit the diverse and evolving needs of renters.
- The proposed envelope has been demonstrated as enabling high amenity, good quality future dwellings, which would provide an exceptional quality of life for future residents.
- The detailed design provides an activated podium and public domain which affords increased natural surveillance to ensure minimised anti-social and criminal behaviour within the locality.
- The proposal includes high sustainability initiatives, including the provision of zero car parking spaces, and exceeding the mandatory requirements of residential sustainability prescribed by BASIX.

- The proposal would result in the delivery of 320-350 jobs during the construction phase. Additional economic benefits would be provided by future residents using surrounding services following the completion of the development.

The proposal is in the public interest as it provides significant public benefits for the local and wider community by creating an exceptional experience for future site users and a landmark destination for public transport patrons.

9. ENVIRONMENTAL RISK ASSESSMENT

9.1. RISK ASSESSMENT

The SEARs require an environmental risk analysis to identify potential environmental impacts associated with the proposal.

This analysis comprises a qualitative assessment consistent with the methodology used for the concept SSD DA and the *Australian Standard AS4369:1999 Risk Management and Environmental Risk Tools*. The level of risk was assessed by considering the potential impacts of the proposed development prior to application of any mitigation or management measures.

The significance of the impact is assigned a value between 1 and 5 based on:

- The sensitivity of the environment receiving the impact
- The level of understanding of the type and extent of the impact
- The likely response to the environmental consequence of the project.

The manageability of the impact is assigned a value between 1 and 5 based on:

- The complexity of mitigation measures
- The known level of performance of the mitigation measures proposed
- The opportunity for adaptive management

The sum of the significance and manageability values provides an indicative ranking (between 1 and 10) of the potential residual impacts after the mitigation measures are implemented. The risk levels for likely and potential impacts were, therefore derived using the following risk matrix.

Table 29 – Risk Matrix

| | | MANAGEABILITY OF IMPACT | | | | |
|--------------|---|-------------------------|-----------------|----------------|--------------|------------|
| | | A – COMPLEX | B – SUBSTANTIAL | C – ELEMENTARY | D – STANDARD | E – SIMPLE |
| SIGNIFICANCE | 5 | High | High | Medium | Low | Very Low |
| | 4 | High | High | Medium | Low | Very Low |
| | 3 | Medium | Medium | Medium | Low | Very Low |
| | 2 | Low | Low | Low | Low | Very Low |
| | 1 | Very Low | Very Low | Very Low | Very Low | Very Low |

The results of the environmental risk assessment for the detailed SSD DA are presented in **Table 30**.

Following the application of each of the mitigation measures, only two residual risks are identified that have a risk profile of 'medium' or greater, including:

- Increase in shadowing to surrounding residential properties including Princeton Apartments and Century Apartments; and
- Adverse external noise conditions to surrounding development (construction).

Each of these outstanding impacts have been addressed within this EIS. It is particularly noted that the increase in overshadowing to the Princeton Apartments has been considered and assessed as part of the concept SSD DA. As outlined in **Section 8.1.7**, this additional overshadowing is acceptable in the circumstances of the site and the interface of the two developments given the inherent vulnerability to shadowing. Further, as a result of minimal or zero setbacks of the two residential properties adjoining the

site, adverse noise conditions are anticipated during the construction of the proposed development. This impact is to be managed through compliance with the conditions of the Construction Management Plan and typical construction methodology for mitigation of acoustic and vibration impacts to surrounding development.

Table 30 – Risk Assessment

| Aspect | Potential Impact | Significance | Manageability | Risk Level |
|-----------------------|---|--------------|---------------|------------|
| Design excellence | The development does not achieve design excellence | 2 | D | Low |
| Visual and views | Adverse view impacts to surrounding developments, most notably residential at Princeton Apartments and Century Apartments | 2 | D | Low |
| Overshadowing | Increase in shadowing to surrounding public domain, including Hyde Park | 2 | D | Low |
| | Increase in shadowing to surrounding residential properties including to Princeton Apartments and Century Apartments | 3 | B | Medium |
| Privacy | Adverse impact on visual and acoustic privacy of surrounding residential properties | 2 | C | Low |
| Traffic and Transport | Increased traffic on local roads (Operational). | 2 | D | Low |
| | Increased traffic on local roads (Construction). | 3 | D | Low |
| | Additional demand for on-street car parking spaces (Operational and Construction) | 3 | D | Low |
| Pedestrian Management | Conflict with pedestrian and cycle/vehicle operations (Operational) | 3 | D | Low |
| | Conflict with pedestrian and cycle/vehicle operations (Construction) | 3 | D | Low |
| Pedestrian Amenity | Adverse impact on the pedestrian wind environment of surrounding streets. | 3 | D | Low |
| | Pedestrian volumes and footpath/public domain capacity. | 2 | C | Low |
| Wind Impact | Adverse wind environment to outdoor areas in the OSD, including to private balconies and communal areas | 3 | C | Low |
| Reflectivity | Adverse impact on reflectivity of the proposed buildings on public domain, pedestrians and motorists. | 3 | D | Low |
| Safety and Security | Adverse impact on the safety and security of local community | 2 | D | Low |

| | | | | |
|---|--|---|---|--------|
| Acoustic Impacts | Adverse noise conditions within the OSD from Sydney metro infrastructure | 2 | C | Low |
| | Adverse external noise conditions to surrounding development (Construction) | 3 | C | Medium |
| | Adverse external noise conditions to surrounding development (Operation) | 3 | D | Low |
| ESD | Irreversible increase in energy usage. | 2 | D | Low |
| Aboriginal Heritage | Potential impacts on Aboriginal places of significance (Construction) | 2 | D | Low |
| Non-Indigenous Heritage | Impact on the significance of heritage items in the vicinity | 3 | D | Low |
| Infrastructure Provision | Adequate connection to infrastructure and utilities and adequate infrastructure capacity | 2 | D | Low |
| Water, Drainage, Stormwater and Groundwater | Potential flooding of the OSD. | 2 | D | Low |
| | Potential flooding of aspects of the CSSI 'Sydney metro box' including the public domain. | 3 | D | Low |
| | Adverse impact on the quality of stormwater runoff (Operation) | 2 | D | Low |
| | Adverse impact on the quality of stormwater runoff (Construction) | 2 | D | Low |
| Contamination | Exposure of contamination or hazardous materials during construction | 1 | D | Low |
| Air Quality | Dust associated and emissions associated with construction vehicles (Construction) | 3 | D | Low |
| Biodiversity | Impacts on street trees | 1 | D | Low |
| Waste | Waste production (Operation) | 2 | D | Low |
| Building Standards | Adequate access for people with a disability | 2 | C | Low |
| Airspace | Impact on prescribed and protected airspace | 2 | D | Low |
| Social Impact | General disruption to community associated with large scale construction | 2 | D | Low |
| | Antisocial and criminal behaviour | 2 | D | Low |
| Cumulative Impacts | Cumulative impacts (traffic, noise, dust, etc.) associated with concurrent construction of station and OSD, and other development in the area. | 2 | C | Low |

| | | | | |
|--|---|---|---|-----|
| | Cumulative impacts (traffic, noise emissions, etc.) during concurrent operation of station and OSD, and other development in the area | 2 | D | Low |
|--|---|---|---|-----|

9.2. MITIGATION MEASURES

A consolidated set of mitigation measures required for each of the environmental and social impacts.

Table 31 – Mitigation Measures

| Item | Potential Impact | Mitigation Measure |
|-----------------------|--|---|
| Design excellence | The development does not achieve design excellence. | <p>Comply with the requirements of the design Excellence Strategy.</p> <p>Maintain engagement with the 'design Architect' through the detailed design of the proposed development.</p> |
| Overshadowing | Increase in shadowing to surrounding public domain, including Hyde Park | Compliance with the sun access plane control for Hyde Park and compliance with Pitt Street tower setbacks as per the concept SSD DA. |
| | Increase in shadowing to surrounding residential properties including to Princeton Apartments and Century Apartments | Compliance with the approved concept SSD DA building envelope, and the assessment of the proposed façade features and embellishments to ensure no further adverse impacts result. |
| Privacy | Adverse impact on visual and acoustic privacy of surrounding residential properties | Inclusion of louvres on the southern façade. |
| Traffic and Transport | Increased traffic on local roads (Operational). | <p>The provision of zero resident car parking spaces on the site.</p> <p>Implementation of a loading dock management plan to schedule services and deliveries to mitigate traffic movements from and to the site.</p> |
| | Increased traffic on local roads (Construction). | The provision of zero parking spaces on site during construction for workers. Implementation of a Green Travel Plan. |
| | Additional demand for on street car parking spaces (Operational and Construction). | Implementation of a Green Travel Plan. We further note that the City of Sydney restrict on-street car parking to limited times, to discourage long-term parking. |
| Pedestrian Management | Conflict with pedestrian and cycle/vehicle operations (Operational) | <p>The provision of zero resident car parking spaces on the site.</p> <p>Implementation of a loading dock management plan to schedule services and deliveries to mitigate traffic movements from and to the site.</p> |

| Item | Potential Impact | Mitigation Measure |
|---------------------|---|---|
| | Conflict with pedestrian and cycle/vehicle operations (Construction) | Consistency with the Construction Traffic and Pedestrian Management Plan. |
| Pedestrian Amenity | Adverse impact on the pedestrian wind environment of surrounding streets. | Proposed development has been designed to ensure built form can comply with the relevant standards for the intended use of each tested area. Landscaping and podium awning design to be delivered in the CSSI approval address the requirements of the wind assessment. |
| | Pedestrian volumes and footpath/public domain capacity. | Additional footpath width is proposed as part of the CSSI approval. The OSD has sought to further mitigate pedestrian volumes by proposing the primary pedestrian entrance to the development on Pitt Street, away from the Pitt Street South entrance. |
| Reflectivity | Adverse impact on reflectivity of the proposed buildings on public domain, pedestrians and motorists. | Inclusion of mullions and architectural features and embellishments on the building façade to mitigate reflectivity. Compliance with the glazing recommendations of the Reflectivity Assessment. |
| Safety and Security | Adverse impact on the safety and security of local community | Detailed design to include additional surveillance devices, mechanised access controls, and clear way-finding signage. Design consideration should be given to preventing hostile vehicle penetration. Implementation of camera surveillance, public domain furniture design, anti-graffiti façade protections and the location of a high visibility security room. |
| Acoustic Impacts | Adverse noise conditions within the OSD | Inclusion of the recommended window glazing specifications for the residential apartments depending on the characteristics of each room (sleeping or living). Reasonable separation of the retail tenancy from the residential dwellings. |
| | Adverse external noise impacts to surrounding development (Construction) | Compliance with maximum construction hours, noise monitoring, complaints management, mitigation measures including where required screening and rest periods. |
| ESD | Irreversible increase in energy usage. | Achievement of a 5 Star Green Star design and As-Built v1.3 rating and project specific BASIX ratings that are greater than standard residential projects. |
| Aboriginal Heritage | Potential impacts on Aboriginal places of significance (Construction) | Excavation is approved as per the terms of the CSSI approval. |

| Item | Potential Impact | Mitigation Measure |
|---|--|---|
| Non-Indigenous Heritage | Impact on the significance of heritage items in the vicinity | Design of the proposed OSD to respond to and complement the scale and materiality of surrounding heritage items including notably the Edinburgh Castle Hotel. |
| Infrastructure Provision | Adequate connection to infrastructure and utilities and adequate infrastructure capacity | The applicant will undertake detailed enquiries and arrange for final connections and any associated approvals based on the final design where these final connections cannot reasonably be provided as part of the station works under the CSSI approval. |
| Water, Drainage, Stormwater and Groundwater | Potential flooding of the OSD. | The proposed OSD is positioned higher than the relevant flood planning levels. It is noted that the primary pedestrian and vehicle entrance to the site is from Pitt Street, which at the location of the site is not flood affected. |
| | Adverse impact on the quality of stormwater runoff (Operation) | Compliance with the recommendations of the Stormwater Management Plan, including new connections to existing stormwater assets. |
| | Adverse impact on the quality of stormwater runoff (Construction) | It is noted that the ground level of the construction of the development is subject to the terms of the CSSI approval. |
| Contamination | Exposure of contamination or hazardous materials during construction | Excavation and demolition are approved as per the terms of the CSSI approval. |
| Air Quality | Dust associated and emissions associated with construction vehicles (Construction) | Dust suppressions and air monitoring shall be implemented at various stages of the project. |
| Biodiversity | Impacts on street trees | Demolition is approved as per the terms of the CSSI approval. Proposed new public domain landscaping illustrated at Appendix I is to be provided within the terms of the CSSI approval. |
| Waste | Waste production (Operation) | Implementation of the Operational Waste Management Plan. |
| Building Standards | Adequate access for people with a disability | Complying with the applicable accessibility requirements of the DDA Access to Premises Standards 2010, relevant Australian Standards and requirements of the BCA pertaining to external site linkages, building access, common area access and sanitary facilities. |
| Airspace | Impact on prescribed and protected airspace | Maintaining proposed maximum building height and crane operation below PANS-OPS surfaces level for instrument |

| Item | Potential Impact | Mitigation Measure |
|--------------------|--|--|
| | | flight procedures and receipt of approval under the <i>Airports (Protection of Airspace) Regulations</i> . |
| Social Impact | General disruption to community associated with large scale construction | Consistency with the recommendations of the Construction Management Plan including notably ongoing engagement and consultation with the surrounding land owners and occupants during the construction period, including a complaints register. |
| | Potential anti-social behaviour associated with ground plane or residential tenants | Adoption of the recommendations of the CPTED assessment, including location of a generous lobby space on Pitt Street for residents to wait internally for deliveries, and guests where relevant. |
| Cumulative Impacts | Cumulative impacts (traffic, noise, dust, etc.) associated with concurrent construction and operation of the station OSD, and other development in the area. | Implementation and finalisation of the Draft Construction Pedestrian and Traffic Management Plan (CPTMP) and the Construction Management Plan (CMP). |

10. EVALUATION & CONCLUSION

This EIS has been prepared to accompany a detailed SSD DA which seeks consent for a predominantly residential development above the new Sydney Metro Pitt Street station southern site. This EIS has comprehensively addressed the general and key issues relating to the proposed development and has included the plan and document requirements identified in the SEARs and in Schedule 2 of the EP&A Regulation. This EIS is submitted to the DPIE pursuant to Part 4 of the EP&A Act. The Minister for Planning, or their delegate, is the consent authority for the detailed SSD DA.

The lodgement of the detailed SSD DA (SSD-10376) follows the approval of a concept SSD DA (SSD 17_8876) granted by the Minister for Planning on 25 June 2019. A section 4.55(2) modification application which seeks minor amendments to the approved concept plan to enable a single retail tenancy within the podium and minor façade projections for the purposes of architectural features and embellishments is lodged concurrently with the detailed SSD DA.

The detailed SSD DA seeks approval for the detailed design, construction and operation of a new 39 storey residential building to be constructed above the new Sydney Metro Pitt Street South station entrance. The proposed development also includes the use of floorspace within five storeys of the podium and lower levels of the development which are to be constructed in accordance with the terms of the Sydney metro project approval (CSSI approval). The proposed development includes the operation of a food and drinks premises within level 2 of the podium.

The detailed design of the proposed OSD tower has been the subject of design development and testing and ongoing review from various government and independent parties to ensure that it achieves the highest standard in architectural design, while ensuring a functional interface is delivered with the Sydney metro.

Overall the proposed development sought within the detailed SSD DA is considered appropriate for the site and warrants approval from the Minister for Planning for the following reasons:

- The proposal contributes to the achievement of the objectives for development within the Sydney CBD as outlined within the relevant strategic plans and policies.
- The proposal results in an orderly and economic use of the land that leverages significant NSW Government investment in public transport to the site, specifically Sydney metro.
- The proposed supports 21,995sqm of new GFA which is capable of contributing to an estimated 234 build-to-rent accommodation dwellings which will contribute to the housing targets of the Eastern City District Plan.
- The proposal satisfies the applicable State planning policies, and relevant environmental planning instruments that apply to the site:
 - The proposed uses are permitted with consent and meet the objectives of the B8 Metropolitan Centre zone in SLEP 2012.
 - The proposal does not create a net additional impact to protected public places including Hyde Park zoned RE1 Public Recreation in SLEP 2012.
 - The proposal complies with the maximum allowable car parking spaces for the site under the SLEP 2012 and conditions of the concept SSD DA, specifically by removing any private car parking spaces from the proposed development.
 - The proposed development complies with the overall building envelope established under the planning controls within the concept SSD DA.
 - The proposed residential apartments satisfy the provisions and guidelines contained within SEPP 65 and the ADG, with only the minor exception of one 2-bedroom apartment layout and the level of solar access achieved in mid-winter which is comprehensively addressed within this EIS.
- The proposal will not have any unacceptable environmental impacts, as follows:
 - The proposal has no unacceptable traffic impacts.

- The proposal minimising pedestrian and vehicle conflicts, maximising legibility and accessibility to the Sydney Metro Pitt Street station southern entrance.
- The proposal is sympathetic to the heritage items in the vicinity of the site, including to the adjacent Edinburgh Castle Hotel at 294 Pitt Street and the metropolitan Fire Brigade at 211-217 Castlereagh Street.
- The proposal achieves design excellence as outlined through the Sydney metro design review and design excellence process.
- While the proposal does not comply with the ADG Objective 3B-2 of the ADG for overshadowing to the Princeton Apartments, this EIS has demonstrated that overshadowing has been minimised where possible and compliance is not able to be achieved within the constraints of the site.
- The proposal minimises impacts on neighbouring residential development, in particular through minimising overshadowing to 48 apartments within the Princeton Apartments that will fall below the ADG design criteria, providing privacy louvres on the southern façade of the building to mitigate privacy impacts, and having regard to view sharing principles.
- The proposed detailed design of the OSD has considered and is integrated with, the detailed design of the Sydney Metro Pitt Street South station and its related works including the construction of the development up to the transfer slab and the public domain.
- The proposal satisfies the SEARs as demonstrated in this EIS and accompanying specialist reports.

In view of the above, we submit that the proposal is in the public interest and that the detailed SSD DA should be approved subject to appropriate conditions.

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APPENDIX Z FLIGHT PATH REPORT

APPENDIX AA STRUCTURAL STATEMENT

APPENDIX BB SECURITY AND RISK ASSESSMENT & CPTED REPORT

BB.1 SECURITY AND RISK ASSESSMENT

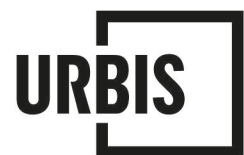
BB.2 BLAST VULNERABILITY REPORT

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APPENDIX DD BUILD-TO-RENT OVERVIEW

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